MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	1	238
	PROJECT FILE NO.	608759	

TITLE SHEET & INDEX

PLAN AND PROFILE OF

TRAFFIC SIGNAL AND SAFETY IMPROVEMENTS AT THREE INTERSECTIONS ON GRAND ARMY OF THE REPUBLIC (GAR) HIGHWAY (ROUTE 6)

IN THE TOWN OF

SWANSEA

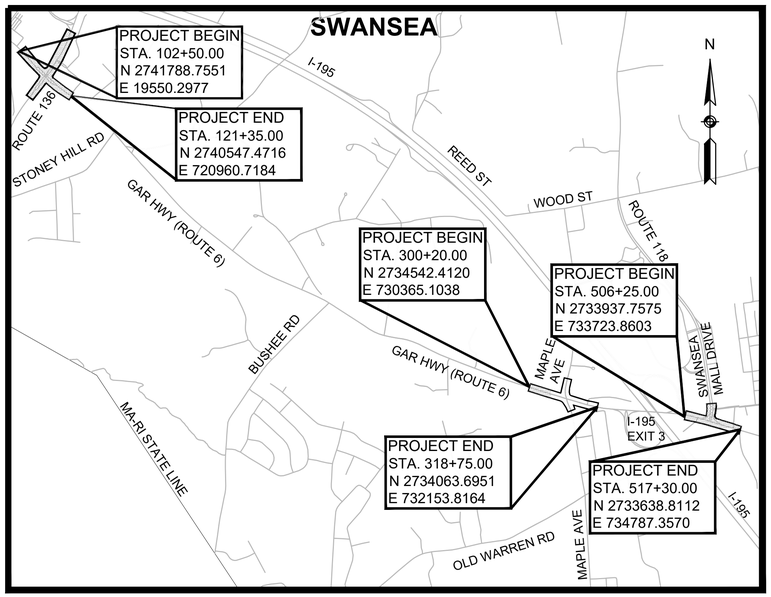
BRISTOL COUNTY

FEDERAL AID PROJECT NO. HSI/STP-003S(842)X

THESE PLANS ARE SUPPLEMENTED BY THE LATEST EDITIONS OF THE FOLLOWING PUBLICATIONS, AS IDENTIFIED IN THE CONTRACT SPECIAL PROVISIONS: THE MASSDOT CONSTRUCTION STANDARD DETAILS, THE MASSDOT STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE MASSDOT STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, THE MASSDOT OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, THE MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, AND THE ANSI AMERICAN STANDARD FOR NURSERY STOCK.

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0 1,500 3,000 4,500 6,000

SCALE: 1" = 1,500'

LENGTH OF PROJECT =4,845.00 FEET = 0.918 MILES

DESIGN DESIGNATION

	U.S. ROUTE 6	ROUTE 136	MAPLE AVE	ROUTE 118
DESIGN SPEED	45 MPH	40 MPH	40 MPH	30 MPH
ADT (2017)	29,089	29,274	10,853	21,241
ADT (2027)	32,132	32,337	11,988	23,463
K	8%	8%	8%	8%
D	50% EB	53% NB	57% SB	55% NB
T (PEAK HOUR)	2%	2%	1%	1%
T (AVERAGE DAY)	2%	2%	1%	1%
DHV	2,570	2,587	959	1,877
DDHV	1,367	1,293	542	1,055
FUNCTIONAL CLASSIFICATION	URBAN PRINCIPAL ARTERIAL	URBAN PRINCIPAL ARTERIAL	URBAN MINOR ARTERIAL	URBAN PRINCIPAL ARTERIAL

DATE	DESCRIPTION	REV #

COMMONWEALTH OF MASSACHUSETTS — DERICK B. HOPKINS — CIVIL — No. 39144 — REGISTERED PROFESSIONAL ENGINEER

Derick B. Hopkins — Digitally signed by Derick B. Hopkins Date: 2025.03.31 07:58:46 -04'00'

COMMONWEALTH OF MASSACHUSETTS — MATTHEW J. SOLTYS — CIVIL — No. 53326 — REGISTERED PROFESSIONAL ENGINEER

Matthew J. Soltys — Digitally signed by Matthew J. Soltys Date: 2025.03.31 08:03:53 -04'00'

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APPROVED

Carrie Lavallee, P.E. — Carrie Lavallee, P.E. 2025.03.31 10:29:16 -04'00' — 03/31/2025

CHIEF ENGINEER — **DATE**

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GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
JB	JB	JERSEY BARRIER
CB	CB	CATCH BASIN
		CATCH BASIN CURB INLET
FP	FP	FLAG POLE
GP	GP	GAS PUMP
MB	MB	MAIL BOX
		POST SQUARE
		POST CIRCULAR
WELL	WELL	WELL
EHH	EHH	ELECTRIC HANDHOLE
		FENCE GATE POST
GG	GG	GAS GATE
BHL #	BHL #	BORING HOLE
MW #	MW #	MONITORING WELL
TP #	TP #	TEST PIT
		HYDRANT
		LIGHT POLE
CO.BD.		COUNTY BOUND
		GPS POINT
		CABLE MANHOLE
		DRAINAGE MANHOLE
		ELECTRIC MANHOLE
		GAS MANHOLE
		MISC MANHOLE
		SEWER MANHOLE
		TELEPHONE MANHOLE
		WATER MANHOLE
MHB	MHB	MASSACHUSETTS HIGHWAY BOUND
MON		MONUMENT
SB		STONE BOUND
TB	TB	TOWN OR CITY BOUND
		TRAVERSE OR TRIANGULATION STATION
TPL or GUY	TPL or GUY	TROLLEY POLE OR GUY POLE
HTP		TRANSMISSION POLE
UFB	UFB	UTILITY POLE W/ FIREBOX
UPDL	UPDL	UTILITY POLE WITH DOUBLE LIGHT
ULT	ULT	UTILITY POLE W / 1 LIGHT
UPL	UPL	UTILITY POLE
		BUSH
SIZE & TYPE		TREE
		STUMP
		SWAMP / MARSH
WG	WG	WATER GATE
PM	PM	PARKING METER
		OVERHEAD CABLE/WIRE
		CURBING
100 99		CONTOURS (ON-THE-GROUND SURVEY DATA)
100 99		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
x	x	CHAIN LINK OR METAL FENCE
		WOOD FENCE
		COMPOST FILTER TUBES FOR EROSION CONTROL
		TREE LINE
		SAWCUT LINE
		TOP OR BOTTOM OF SLOPE
		EDGE OF PAVEMENT
		LIMIT OF MICROMILLING AND OVERLAY
		BANK OF RIVER OR STREAM
		BORDER OF WETLAND
		100 FT WETLAND BUFFER
		200 FT RIVERFRONT BUFFER
		STATE HIGHWAY LAYOUT
		TOWN OR CITY LAYOUT
		COUNTY LAYOUT
		RAILROAD SIDELINE
		TOWN OR CITY BOUNDARY LINE
		PROPERTY LINE OR APPROXIMATE PROPERTY LINE
		EASEMENT

TRAFFIC SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
1	1	CONTROLLER PHASE ACTUATED
		TRAFFIC SIGNAL HEAD (SIZE AS NOTED)
		WIRE LOOP DETECTOR (6' x 6' TYP UNLESS OTHERWISE SPECIFIED)
		VIDEO DETECTION CAMERA
		MICROWAVE DETECTOR
		PEDESTRIAN PUSH BUTTON, SIGN (DIRECTIONAL ARROW AS SHOWN) AND SADDLE
	*	EMERGENCY PREEMPTION CONFIRMATION STROBE LIGHT
		VEHICULAR SIGNAL HEAD
		VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED
		FLASHING BEACON
		PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED OR AS SPECIFIED)
RRSG	RRSG	RAILROAD SIGNAL
OR		SIGNAL POST AND BASE (ALPHA-NUMERIC DESIGNATION NOTED)
	20'	MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED)
		HIGH MAST POLE OR TOWER
		SIGN AND POST
		SIGN AND POST (2 POSTS)
	20'	MAST ARM WITH LUMINAIRE
		OPTICAL PRE-EMPTION DETECTOR
		CONTROL CABINET, GROUND MOUNTED
		CONTROL CABINET, POLE MOUNTED
		FLASHING BEACON CONTROL AND METER PEDESTAL
		LOAD CENTER ASSEMBLY
		PULL BOX 12"x12" (OR AS NOTED)
		ELECTRIC HANDHOLE 12"x24" (OR AS NOTED)
		TRAFFIC SIGNAL CONDUIT

PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
ONLY	ONLY	LEGEND "ONLY" - WHITE
	SL	STOP LINE - 12 WIDE
	CW	CROSSWALK -12" WIDE
	SWL	SOLID WHITE LINE - 6" WIDE
	SYL	SOLID YELLOW LINE - 6" WIDE
	BWL	BROKEN WHITE LINE - 6" WIDE - 10' LINE AND 30' GAP
	BYL	BROKEN YELLOW LINE - 6" WIDE - 10' LINE AND 30' GAP
	DWL	DOTTED WHITE LINE - 6" WIDE - 3' LINE AND 9' GAP
	DYL	DOTTED YELLOW LINE - 6" WIDE - 3' LINE AND 9' GAP
	DWLEx	DOTTED WHITE LINE EXTENSION - 6" WIDE - 2' LINE AND 6' GAP
	DYLEx	DOTTED YELLOW LINE EXTENSION - 6" WIDE - 2' LINE AND 6' GAP
	DBWL	DOUBLE WHITE LINE - 6" WIDE
	DBYL	DOUBLE YELLOW LINE - 6" WIDE

ABBREVIATIONS

GENERAL

AADT	ANNUAL AVERAGE DAILY TRAFFIC
ABAN	ABANDON
ADJ	ADJUST
APPROX.	APPROXIMATE
A.C.	ASPHALT CONCRETE
ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE
BIT.	BITUMINOUS
BC	BOTTOM OF CURB
BD.	BOUND
BL	BASELINE
BLDG	BUILDING
BM	BENCHMARK
BO	BY OTHERS
BOS	BOTTOM OF SLOPE
BR.	BRIDGE
CB	CATCH BASIN
CBCI	CATCH BASIN WITH CURB INLET
CC	CEMENT CONCRETE
CCM	CEMENT CONCRETE MASONRY
CEM	CEMENT
CEN	CENTER OF CIRCLE
CI	CURB INLET
CIP	CAST IRON PIPE
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
DHV	DESIGN HOURLY VOLUME
DI	DROP INLET
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DW	STEADY DON'T WALK - PORTLAND ORANGE
DWY	DRIVEWAY
ELEV (or EL.)	ELEVATION
EMB	EMBANKMENT
EOP	EDGE OF PAVEMENT
EXIST (or EX)	EXISTING
EXC	EXCAVATION
F&C	FRAME AND COVER
F&G	FRAME AND GRATE
FDP	FULL DEPTH PAVEMENT
FDN.	FOUNDATION
FLDSTN	FIELDSTONE
GAR	GARAGE
GD	GROUND
GFS	GREEN FRICTION SURFACE
GG	GAS GATE
GI	GUTTER INLET
GIP	GALVANIZED IRON PIPE
GRAN	GRANITE
GRAV	GRAVEL
GRD	GUARD
HDW	HEADWALL
HMA	HOT MIX ASPHALT
HOR	HORIZONTAL
HYD	HYDRANT
INV	INVERT
JCT	JUNCTION
L	LENGTH OF CURVE
LB	LEACH BASIN
LP	LIGHT POLE
LT	LEFT
MAX	MAXIMUM
MB	MAILBOX
MH	MANHOLE
MHB	MASSACHUSETTS HIGHWAY BOUND
MIN	MINIMUM
NIC	NOT IN CONTRACT
NO.	NUMBER
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
∠PT	ANGLE POINT

ABBREVIATIONS (cont.)

GENERAL

PUE	PERMANENT UTILITY EASEMENT
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
REM	REMOVE
RET	RETAIN
RET WALL	RETAINING WALL
ROW	RIGHT OF WAY
RR	RAILROAD
R&R	REMOVE AND RESET
R&S	REMOVE AND STACK
RT	RIGHT
SB	STONE BOUND
SHLD	SHOULDER
SMH	SEWER MANHOLE
ST	STREET
STA	STATION
SSD	STOPPING SIGHT DISTANCE
SHLO	STATE HIGHWAY LAYOUT LINE
SW	SIDEWALK
T	TANGENT DISTANCE OF CURVE/TRUCK %
TAN	TANGENT
TEMP	TEMPORARY
TC	TOP OF CURB
TOS	TOP OF SLOPE
TYP	TYPICAL
UP	UTILITY POLE
VAR	VARIES
VERT	VERTICAL
VC	VERTICAL CURVE
WG	WATER GATE
WIP	WROUGHT IRON PIPE
WM	WATER METER/WATER MAIN
X-SECT	CROSS SECTION

TRAFFIC SIGNAL ABBREVIATIONS

CAB	CABINET
CCVE	CLOSED CIRCUIT VIDEO EQUIPMENT
DW	STEADY UPRAISED HAND
FDW	FLASHING UPRAISED HAND
FR	FLASHING CIRCULAR RED
FRL	FLASHING RED LEFT ARROW
FRR	FLASHING RED RIGHT ARROW
FY	FLASHING CIRCULAR YELLOW
FYL	FLASHING YELLOW LEFT ARROW
FYR	FLASHING YELLOW RIGHT ARROW
G	STEADY CIRCULAR GREEN
GL	STEADY GREEN LEFT ARROW
GR	STEADY GREEN RIGHT ARROW
GSL	STEADY GREEN SLASH LEFT ARROW
GSR	STEADY GREEN SLASH RIGHT ARROW
GV	STEADY GREEN VERTICAL ARROW
OL	OVERLAP
PED	PEDESTRIAN
PTZ	PAN, TILT, ZOOM
R	STEADY CIRCULAR RED
RL	STEADY RED LEFT ARROW
RR	STEADY RED RIGHT ARROW
TR SIG	TRAFFIC SIGNAL
TSC	TRAFFIC SIGNAL CONDUIT
W	STEADY WALKING PERSON
Y	STEADY CIRCULAR YELLOW
YL	STEADY YELLOW LEFT ARROW

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MA	HSI/STP-003S(842)X	2	238
PROJECT FILE NO.	608759		

LEGENDS & ABBREVIATIONS

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	3	238
PROJECT FILE NO.	608759		

GENERAL NOTES

GENERAL NOTES

1. THE EXISTING CONDITIONS INFORMATION SHOWN HEREON IS THE RESULT OF AN ON-THE-GROUND SURVEY PERFORMED BY CHA CONSULTING, INC. IN JUNE AND JULY OF 2017 AND WAS UPDATED BY NITSCH ENGINEERING IN NOVEMBER OF 2017 AND APRIL OF 2021. FIELD BOOK 12352 WAS USED FOR THE SURVEY UPDATES.

2. TOPOGRAPHY, CONTOURS AND BENCHMARKS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88). TEMPORARY BENCHMARKS, REFERENCED TO THE DATUM ARE INDICATED ON THE SURVEY.

   HORIZONTAL DATUM - NAD 83 (2011) EPOCH 2010.00 STATE SET/DETERMINED BY MASSDOT GEODETIC SURVEY AND POINTS 1911, 1912, 1913, AND 1914 WERE USED TO DETERMINE THE COORDINATE SYSTEM WHICH IS MASS STATE PLANE MAINLAND US FEET. A COMBINED SCALE FACTOR OR 0.999953 WAS USED FOR THIS PROJECT.

   PHYSICAL FEATURES AND STRUCTURES SHOWN WITH ELEVATIONS HAVE BEEN ESTABLISHED FOR DESIGN PURPOSES ONLY. ONLY ELEVATIONS LABELED AND IDENTIFIED AS BENCHMARKS ON THIS PLAN CAN BE RELIED UPON FOR FUTURE CONSTRUCTION EFFORTS.

   IN THE EVENT THAT BENCHMARKS ESTABLISHED FOR THIS PROJECT AND PUBLISHED ON THIS SURVEY ARE DESTROYED, NOT RECOVERABLE OR A DISCREPANCY IS FOUND, THE USER SHALL NOTIFY THIS FIRM IN WRITING PRIOR TO COMMENCING OR CONTINUING ANY WORK.

3. SIDELINES OF ROAD RIGHT OF WAYS WERE RETRACED WITH ON THE GROUND INSTRUMENT SURVEY. DIVISIONS OF PRIVATE OWNERSHIPS ARE COMPILED FROM DEEDS, RECORD PLANS AND ASSESSOR'S MAPS.

4. THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY EXISTING GRADES AND ELEVATIONS AT THE LOCATIONS WHERE PROPOSED WORK MEETS EXISTING CONDITIONS.

5. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE HIS OWN DETERMINATION OF SUBSURFACE CONDITIONS INCLUDING THE LOCATION OF ROCK AND THE ACTUAL LOCATION OF UTILITIES OR OTHER FEATURES WHICH MAY AFFECT HIS WORK.

6. EXISTING UTILITIES SHOWN ON THESE PLANS WERE COMPILED FROM FIELD SURVEYS AND VARIOUS OTHER SOURCES. LOCATIONS ARE NOT GUARANTEED TO BE ACCURATE NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND ACTUAL FIELD CONDITIONS ENCOUNTERED. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR AND THIS INFORMATION FURNISHED TO THE ENGINEER.

7. THE RELOCATION, INSTALLATION OR REMOVAL OF PRIVATE UTILITIES SHALL BE ACCOMPLISHED BY THEIR OWNERS, EXCEPT AS OTHERWISE NOTED. THE CONTRACTOR WILL BE REQUIRED TO COOPERATE WITH THE PRIVATE UTILITY COMPANIES AND ALLOW THEM ADEQUATE TIME TO COMPLETE THEIR WORK IN ADVANCE OF PERFORMING ANY PAVING OPERATIONS OR OTHER FINISHED WORK.

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

9. THE CONTRACTOR SHALL CONTACT "DIG SAFE" AT 1-888-DIG-SAFE AT LEAST 72 HOURS PRIOR TO COMMENCING WORK ON THE PROJECT.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND FOR MAINTAINING COMPOST FILTER TUBES, SILT FENCE(S), AND OTHER EROSION CONTROL MEASURES THROUGHOUT THE DURATION OF THE CONTRACT AS SHOWN ON THE PLANS AND AS REQUIRED BY THE ENGINEER.

11. NO EXISTING DRAINAGE SYSTEMS SHALL BE ABANDONED, PLUGGED OR REMOVED WITHOUT PRIOR APPROVAL OF THE ENGINEER.

12. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL SAFETY CODES AND LEGAL REQUIREMENTS, IN THE CONSTRUCTION OF IMPROVEMENTS.

13. ALL EXISTING PIPING AND STRUCTURES EXPOSED DURING EXCAVATION SHALL BE ADEQUATELY SUPPORTED, BRACED OR OTHERWISE PROTECTED DURING CONSTRUCTION ACTIVITIES. EXCAVATIONS SHALL BE BACK FILLED DAILY AT THE COMPLETION OF WORK.

14. UNLESS OTHERWISE NOTED OR APPROVED BY THE ENGINEER, THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES IN SERVICE AT ALL TIMES. IF THE CONTRACTOR DAMAGES UTILITY SYSTEMS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE RESPECTIVE UTILITY COMPANY AND SHALL REPAIR/REPLACE THE AFFECTED SYSTEM AT HIS OWN EXPENSE.

15. ALL MATERIALS TO BE REMOVED AND DISCARDED SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL APPLICABLE CODES AND REGULATIONS.

16. CONTRACTOR SHALL PROVIDE ADEQUATE BRACING AND SHORING OF ALL EXCAVATIONS IN ACCORDANCE WITH THE REQUIREMENTS OF ALL GOVERNING CODES AND REGULATIONS.

17. THE TEMPORARY TRAFFIC CONTROL PLANS INDICATE THE GENERAL REQUIREMENTS FOR THE VARIOUS PHASES OF WORK. THE CONTRACTOR SHALL SUBMIT DETAILED TRAFFIC MANAGEMENT PLANS TO THE ENGINEER FOR APPROVAL.

18. ALL PROPOSED EXCAVATION SUPPORT SYSTEMS SHALL BE CONSIDERED INCIDENTAL TO THE APPLICABLE ITEMS.

19. THE FLOW OF TRAFFIC THROUGH THE SITE MUST BE MAINTAINED AS SHOWN ON THE TRAFFIC CONTROL PLANS AND SPECIFIED IN THE SPECIAL PROVISIONS. CONSTRUCTION EQUIPMENT AND MATERIALS SHALL NOT BE PARKED OR STOCKPILED SO AS TO OBSTRUCT THE FLOW OF VEHICLES.

20. ALL CATCH BASIN RIM ELEVATIONS ARE GIVEN AT THE CENTER OF THE BACK OF THE GRATE. THE CATCH BASIN RIM SHALL BE SET FLUSH WITH THE ROADWAY FINISHED GRADE.

21. ALL PROPOSED CATCH BASINS, UNLESS NOTED OTHERWISE, SHALL HAVE A 4' DEEP SUMP PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL COMPENSATION.

22. DRAINAGE ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY BY TEST PIT, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN. ANY FIELD ADJUSTMENTS REQUIRED SHALL BE MADE AS APPROVED OR REQUIRED BY THE ENGINEER. ONLY AFTER THE CONTRACTOR VERIFIES ELEVATIONS FOR THE CONSTRUCTABILITY OF THE DRAINAGE SYSTEM SHALL ANY STRUCTURES BE ORDERED. ANY FIELD ADJUSTMENTS TO LINE & GRADE SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5' WILL BE PAID UNDER CLASS B TRENCH EXCAVATION.

23. THE TERM "PROPOSED" (PROP) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS OR, WHERE APPLICABLE, RE-USING EXISTING MATERIALS IN SUITABLE CONDITION IDENTIFIED AS "REMOVE AND RESET" (R&R).

24. SURFACE JOINTS BETWEEN NEW HOT MIX ASPHALT ROADWAY PAVEMENT AND SAWCUT EXISTING PAVEMENT SHALL BE SEALED WITH HMA JOINT SEALANT.

25. ALL LATERAL DRAIN PIPES SHALL BE INSTALLED WITH A PITCH OF 0.01 FOOT PER FOOT (MINIMUM) UNLESS OTHERWISE SHOWN ON THE DRAWINGS.

26. ALL EXISTING GRANITE CURB & EDGING IN SUITABLE CONDITION SHALL BE RE-USED IN THE PROPOSED WORK, EXCEPT CURVED STONES OF A DIFFERENT RADIUS THAN PROPOSED CURB.

27. IN AREAS OF FULL DEPTH PAVEMENT AND SIDEWALK RECONSTRUCTION WHERE PROPOSED MEETS EXISTING PAVEMENT, THE EXISTING PAVEMENT SHALL BE SAWCUT TO OBTAIN A CLEAN VERTICAL FACE.

28. THE LAYOUT OF ALL NEW PEDESTRIAN RAMPS SHALL CONFORM TO ADA/AAB STANDARDS AND CURRENT MASSDOT STANDARDS AND DIRECTIVES.

29. ALL UTILITY AND DRAINAGE FRAMES, GRATES, AND COVERS SHALL BE INSTALLED FLUSH WITH SURROUNDING PAVEMENT.

30. THE CONTRACTOR SHALL PROVIDE INLET PROTECTION DURING CONSTRUCTION FOR ALL EXISTING AND PROPOSED CATCH BASINS/AREA DRAINS WITHIN THE LIMIT OF WORK. REFER TO THE "SEDIMENTATION AND EROSION CONTROL NOTES" AND THE DETAIL ENTITLED "INLET PROTECTION FOR CATCH BASIN WITH SILTATION SACK" ON THE CONSTRUCTION DETAIL SHEETS.

31. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF DRAINAGE STRUCTURE SEDIMENTS WITHIN THE STATE HIGHWAY LAYOUT AND LIMIT OF WORK AS REQUIRED BY THE ENGINEER AND IN ACCORDANCE WITH THE RELEVANT PROVISIONS OF SECTION 227 OF THE MASSDOT STANDARD SPECIFICATIONS, AS AMENDED.

32. ALL EXISTING DRAINAGE FRAME AND COVER/GRATES THAT COMPLY WITH ENGINEERING DIRECTIVE E-16-003 & E-9-003 (BOLT DOWN COVERS/GRATES) ARE TO BE REUSED ON THE PROJECT. ALL EXISTING DRAINAGE FRAME AND COVERS/GRATES THAT DO NOT COMPLY WITH E-16-003 & E-9-003 SHALL BE REMOVED AND STACKED. NEW FRAMES AND COVERS SHALL BE MEASURED AND PAID FOR UNDER ITEM 221.1 FOR ALL LOCATIONS WHERE THE POSTED SPEED LIMIT IS 45 MPH OR GREATER. NEW FRAMES AND COVERS SHALL BE MEASURED AND PAID FOR UNDER ITEM 221. FOR ALL LOCATIONS WHERE THE POSTED SPEED LIMIT IS LESS THAN 45 MPH.

33. GRANITE CURB INLETS SHALL BE USED AT ALL CATCH BASINS ADJACENT TO PROPOSED CURB. EXISTING CURB INLETS SHALL BE REMOVED AND RESET AS APPROVED BY THE ENGINEER.

34. ALL RESET GRANITE CURBING/EDGING SHALL BE USED CONTIGUOUSLY. ALL NEW GRANITE CURB/EDGING SHALL ALSO BE USED CONTIGUOUSLY. ALTERNATING NEW AND RESET CURBING/EDGING WILL NOT BE ACCEPTED.

35. ALL UTILITY STRUCTURES INSTALLED OR ADJUSTED WITHIN PROPOSED PEDESTRIAN CURB RAMPS SHALL BE FLUSH WITH THE SURFACE OF THE RAMP.

36. AT LOCATIONS WHERE AN EXISTING MANHOLE, HANDHOLE, GATE BOX, OR OTHER SURFACE TYPE STRUCTURE, WHICH CANNOT BE REMOVED, THAT ARE LOCATED WITH AN ACCESSIBLE SURFACE (EXISTING/PROPOSED), THE STRUCTURE SHALL BE CAREFULLY ADJUSTED SUCH THAT THE TOPMOST SURFACE OR THE COVER IS FLUSH WITH THE ACCESSIBLE SURFACE.

37. A MINIMUM OF 3'-0" WALK SURFACE SHALL BE PROVIDED AROUND FIXED OBSTRUCTIONS WITHIN SIDEWALKS/ADA PATH OF TRAVEL. MAILBOXES TO BE REMOVED AND RESET SHALL BE DONE PER STD E 504.1.0

38. THE PROPOSED SEWER DESIGN SHOWN HEREIN WAS DESIGNED BY WRIGHT PIERCE. THE SEWER WORK SHALL BE NON-PARTICIPATING WORK PAID FOR BY THE TOWN OF SWANSEA. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND TOWN OF SWANSEA PRIOR TO STARTING THE SEWER WORK.

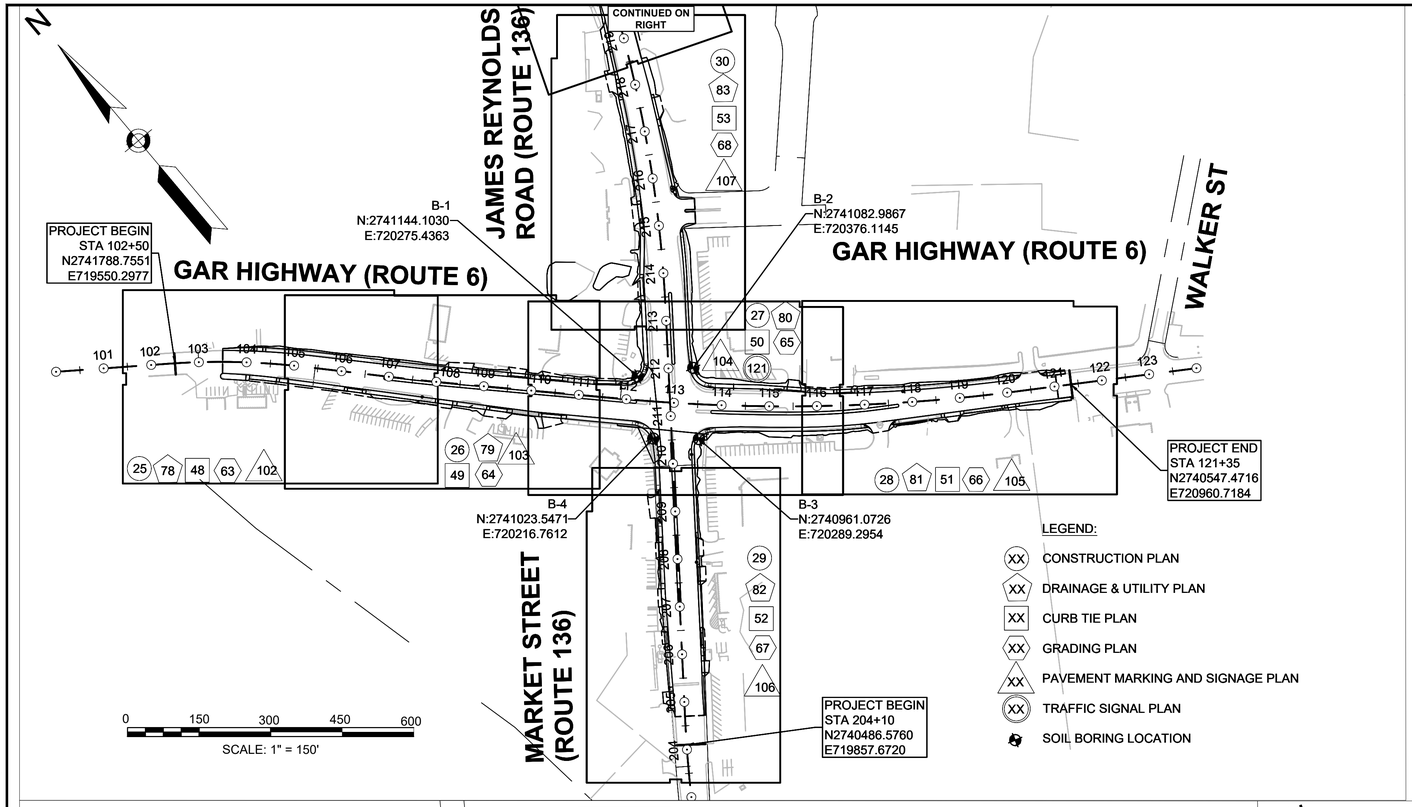
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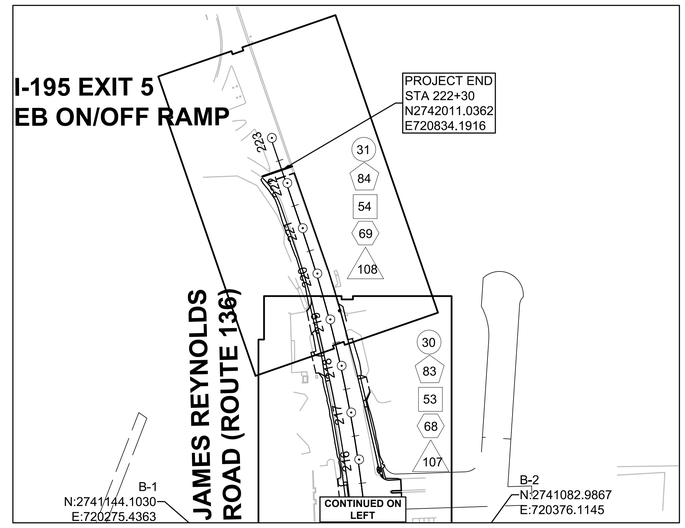
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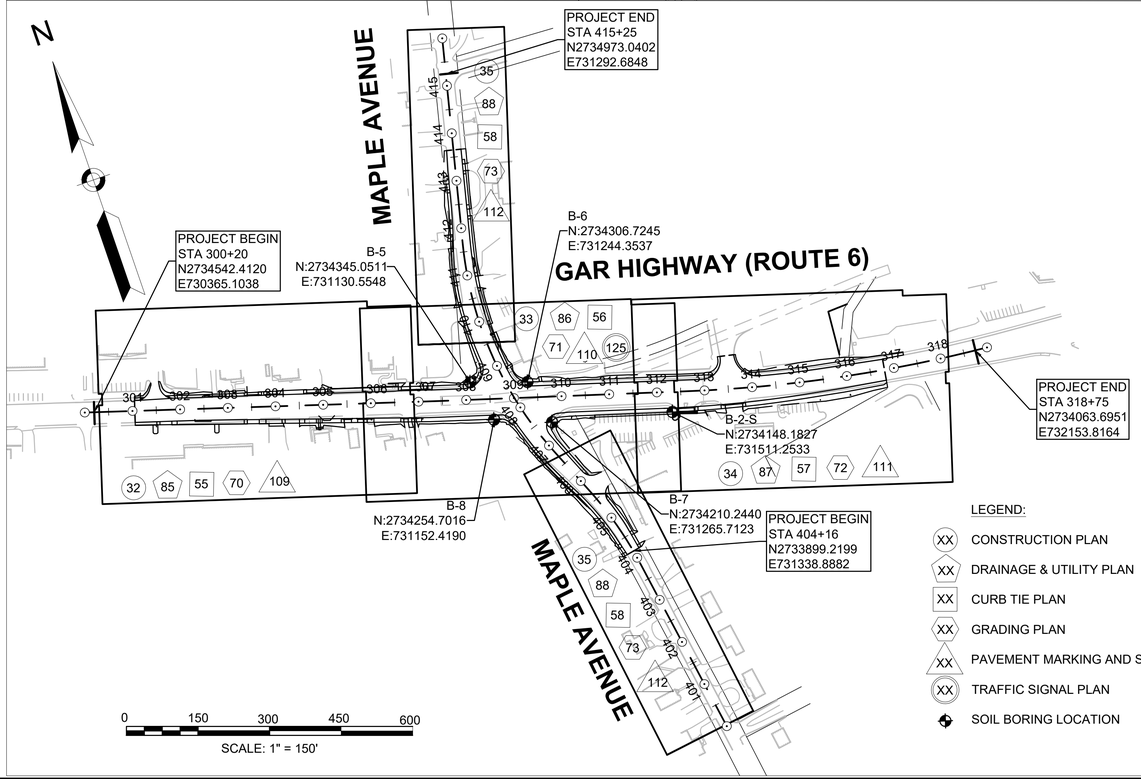
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

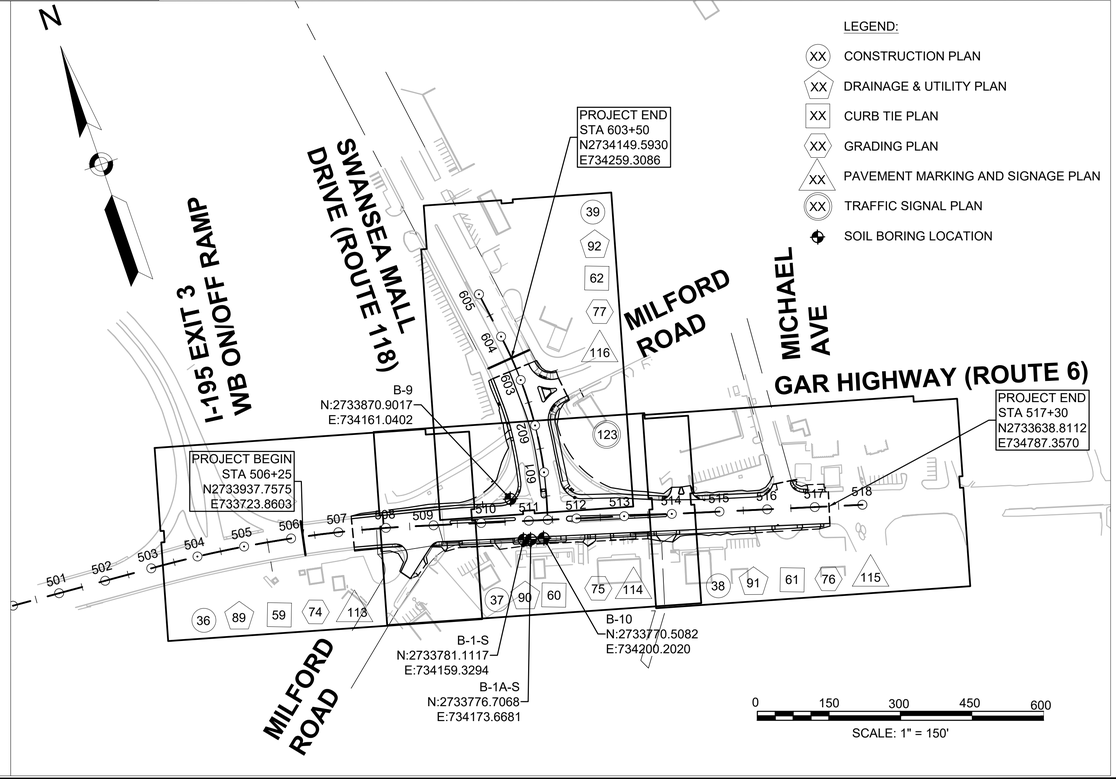
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	4	238
PROJECT FILE NO.	608759		

KEY PLAN & BORING LOCATION PLAN









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BORING NOTES:
1. LOCATION OF BORINGS SHOWN ON THE KEY PLAN AND BORING LOCATION PLAN THUS:
2. BORINGS ARE TAKEN FOR PURPOSE OF DESIGN AND SHOW CONDITIONS AT BORING POINTS ONLY, BUT DO NOT NECESSARILY SHOW THE NATURE OF THE MATERIALS TO BE ENCOUNTERED DURING CONSTRUCTION.
3. WATER LEVELS SHOWN ON THE BORING LOGS WERE OBSERVED AT THE TIME OF TAKING BORINGS AND DO NOT NECESSARILY SHOW THE TRUE GROUND WATER LEVEL.
4. FIGURES IN COLUMNS INDICATE NUMBER OF BLOWS REQUIRED TO DRIVE A 1 3/8" I.D. SPLIT SPOON SAMPLER 6" USING A 140 POUND WEIGHT FALLING 30".
5. BORINGS WERE MADE IN APRIL 2021, SEPTEMBER 2023, AND MAY 2024.
6. BORINGS WERE MADE BY NORTHERN DRILL SERVICE INC., 130 E MAIN ST, NORTHBOROUGH, MA 01532
7. THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988 IS USED THROUGHOUT.
8. BORING SAMPLES ARE STORED AT MASSDOT'S STORAGE FACILITY LOCATED ON ROUTE 114 (219 WINTHROP AVENUE) IN LAWRENCE, MA. THE CONTRACTOR MAY EXAMINE THE SOIL AND ROCK SAMPLES BY CONTACTING MASSDOT GEOTECHNICAL SECTION AT 10 PARK PLAZA, BOSTON, MA.

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	5	238
PROJECT FILE NO.	608759		

SOIL BORING LOGS

BORING LOG — B-1 PAGE 1 OF 2

CLIENT: Nitsch Engineering, Inc.
PROJECT NAME: Proposed Route 6 Mast Arm Borings
LGCI PROJECT NUMBER: 1824
PROJECT LOCATION: Swansea, MA

DATE STARTED: 4/10/21 **DATE COMPLETED: 4/10/21**
BORING LOCATION: NW corner of intersection of Rt.6 and Rt. 136
COORDINATES: N: 2741144.1030 E: 720275.4363
SURFACE El.: 40 ft. (see note 1) TOTAL DEPTH: 26 ft.
WEATHER: 40's / Cloudy
GROUNDWATER LEVELS:
DURING DRILLING: 9.0 ft. / El. 31.0 ft. Based on sample moisture
AT END OF DRILLING: 7.0 ft. / El. 33.0 ft.
OTHER: -

DRILLING SUBCONTRACTOR: Northern Drill Service, Inc.
DRILLING FOREMAN: Zac Nader
DRILLING METHOD: Drive and wash with 4-inch casing
DRILL RIG TYPE/MODEL: Diedrich D-25
HAMMER TYPE: Automatic
HAMMER WEIGHT: 140 lb. HAMMER DROP: 30 in.
SPLIT SPOON DIA.: 1.375 in. I.D., 2 in. O.D.
CORE BARREL SIZE: NA
LOGGED BY: SD **CHECKED BY: QV**

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
		0	S1	4-3-3-6 (6)	24/14		Topsoil	0.6 39.4	S1 - Top 7": Topsoil
		2	S2	11-12-16-19 (28)	24/20		Fill	2.6 37.4	Bot 7": Silty SAND with Gravel (SM), fine to medium, trace coarse, 20-25% fines, 15-20% fine subrounded gravel, trace of organic soil, trace of roots, light brown, moist S2 - Top 7": Silty SAND (SM), fine to medium, trace coarse, 15-20% fines, trace of organic, light brown, moist
5	35.0	4	S3	34-35-30-22 (65)	24/12				Bot 13": Silty SAND (SM), fine to coarse, 20-25% fines, 10-15% fine to coarse subrounded to subangular gravel, light brown to gray, moist S3 - Poorly Graded GRAVEL with Silt and Sand (GP-GM), fine to coarse, subrounded to subangular, 10-15% fines, 20-25% fine to coarse sand, gray, moist
		6							
10	30.0	9	S4	6-7-9-9 (16)	24/11				S4 - Poorly Graded SAND (SP), medium to coarse, ~5% fines, trace fine subrounded gravel, brown, wet
		11							
15	25.0	14	S5	6-7-6-7 (13)	24/10	1	Sand and Gravel		S5 - Similar to S4 REMARK 1: Gravel at tip of split spoon sampler
		16							
20	20.0	19	S6	5-6-8-8 (14)	24/7				S6 - Similar to S4
		21							
25	15.0	24	S7	6-7-8-9					S7 - Similar to S4

GENERAL NOTES:
1. The ground surface elevation was provided to LGCI by Nitsch Engineering, Inc. in a drawing titled: "Swansea Traffic Signal & Safety Improvement at three intersections on Route 6 (Sheet 1-3), Soil Boring Location Plan Route 6 at Swansea Mall Drive (Route 118)" prepared by Nitsch Engineering, Inc., plotted on January 19, 2021, and provided to LGCI by Nitsch Engineering, Inc., via e-mail on February 1, 2021.

BORING LOG — B-1 PAGE 2 OF 2

CLIENT: Nitsch Engineering, Inc.
PROJECT NAME: Proposed Route 6 Mast Arm Borings
LGCI PROJECT NUMBER: 1824
PROJECT LOCATION: Swansea, MA

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
		24	S7	(15)	24/7		Sand and Gravel	37.4	
		26						26.0	Bottom of borehole at 26.0 feet. Backfilled borehole with drill cuttings and 0.5 bag of gravel.
30	10.0								
35	5.0								
40	0.0								
45	-5.0								
50	-10.0								
55	-15.0								
60	-20.0								

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	6	238
	PROJECT FILE NO. 608759		

SOIL BORING LOGS

BORING LOG

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PAGE 1 OF 2

CLIENT: Nitsch Engineering, Inc.
PROJECT NAME: Proposed Route 6 Mast Arm Borings
LGCI PROJECT NUMBER: 1824
PROJECT LOCATION: Swansea, MA

DATE STARTED: 4/13/21 **DATE COMPLETED: 4/13/21**
BORING LOCATION: NE corner of intersection of Rt.6 and Rt. 136
COORDINATES: N:2741082.9867 E: 720376.1145
SURFACE El.: 42 ft. (see note 1) TOTAL DEPTH: 26 ft.
WEATHER: 50's / Cloudy
GROUNDWATER LEVELS:
DURING DRILLING: 10.0 ft. / El. 32.0 ft. Based on sample moisture
AT END OF DRILLING: 11.0 ft. / El. 31.0 ft.
OTHER: -

DRILLING SUBCONTRACTOR: Northern Drill Service, Inc.
DRILLING FOREMAN: Zac Nader
DRILLING METHOD: Drive and wash with 4-inch casing
DRILL RIG TYPE/MODEL: Diedrich D-25
HAMMER TYPE: Automatic
HAMMER WEIGHT: 140 lb. HAMMER DROP: 30 in.
SPLIT SPOON DIA.: 1.375 in. I.D., 2 in. O.D.
CORE BARREL SIZE: NA
LOGGED BY: TG **CHECKED BY: QV**

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
							Asphalt	0.3	
							Concrete	2.0	
	40.0	2	S1	5-4-2-2 (6)	24/6		Fill	4.0	S1 - Poorly Graded SAND with Silt (SP-SM), fine to medium, 10-15% fines, 5-10% fine subrounded gravel, trace of organic soil, trace of asphalt, gray, moist
5		4	S2	4-5-7-6 (12)	24/12				S2 - Poorly Graded SAND with Silt (SP-SM) fine to medium, 5-10% fines, light brown to gray, moist
	35.0	6	S3	7-6-8-8 (14)	24/12				S3 - Similar to S2
		8	S4	4-6-8-9 (14)	24/10				S4 - Similar to S2
10		10	S5	4-6-7-4 (13)	24/12				S5 - Poorly Graded SAND with Silt (SP-SM), fine, 10-15% fines, light brown to gray, wet
	30.0	12	S6	5-2-5-5 (7)	24/17				S6 - Similar to S5
15		14	S7	5-4-9-8 (13)	24/14		Sand and Gravel		S7 - Poorly Graded SAND with Silt (SP-SM), fine to medium, 5-10% fines, light brown to gray, wet
	25.0	16							
		19	S8	6-7-10-12 (17)	24/10				S8 - Similar to S7, trace coarse sand
20		21							
	20.0								
25		24		7-7-9-12					S9 - Silty SAND (SM), fine, 20-25% fines, gray, wet

GENERAL NOTES:
1. The ground surface elevation was provided to LGCI by Nitsch Engineering, Inc. in a drawing titled: "Swansea Traffic Signal & Safety Improvement at three intersections on Route 6 (Sheet 1-3), Soil Boring Location Plan Route 6 at Swansea Mall Drive (Route 118)" prepared by Nitsch Engineering, Inc., plotted on January 19, 2021, and provided to LGCI by Nitsch Engineering, Inc., via e-mail on February 1, 2021.

BORING LOG

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PAGE 2 OF 2

CLIENT: Nitsch Engineering, Inc.
PROJECT NAME: Proposed Route 6 Mast Arm Borings
LGCI PROJECT NUMBER: 1824
PROJECT LOCATION: Swansea, MA

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
		24	S9	(16)	24/22		Sand and Gravel	26.0	
		26							Bottom of borehole at 26.0 feet. Backfilled borehole with drill cuttings and restored ground surface with asphalt cold patch.
	15.0								
30									
	10.0								
35									
	5.0								
40									
	0.0								
45									
	-5.0								
50									
	-10.0								
55									
	-15.0								
60									

BORING LOG

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PAGE 1 OF 2

CLIENT: Nitsch Engineering, Inc.
LGCI PROJECT NUMBER: 1824
PROJECT NAME: Proposed Route 6 Mast Arm Borings
PROJECT LOCATION: Swansea, MA

DATE STARTED: 4/10/21 **DATE COMPLETED: 4/10/21**
BORING LOCATION: SE corner of intersection of Rt. 6 and Rt. 136
COORDINATES: N:2740961.0726 E: 720289.2954
SURFACE El.: 42 ft. (see note 1) TOTAL DEPTH: 26 ft.
WEATHER: 50's / Sunny
GROUNDWATER LEVELS:
DURING DRILLING: 8.0 ft. / El. 34.0 ft. Based on sample moisture
AT END OF DRILLING: 5.5 ft. / El. 36.5 ft.
OTHER: -

DRILLING SUBCONTRACTOR: Northern Drill Service, Inc.
DRILLING FOREMAN: John Bierholm
DRILLING METHOD: Drive and wash with 4-inch casing
DRILL RIG TYPE/MODEL: Diedrich D-25
HAMMER TYPE: Automatic
HAMMER WEIGHT: 140 lb. HAMMER DROP: 30 in.
SPLIT SPOON DIA.: 1.375 in. I.D., 2 in. O.D.
CORE BARREL SIZE: NA
LOGGED BY: SD **CHECKED BY: QV**

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
		0					Topsoil	0.8	S1 - Top 10": Topsoil Bot 7": Poorly Graded SAND with Silt and Gravel (SP-SM), fine to coarse, 10-15% fines, 15-20% subrounded gravel, trace of organic soil, trace of roots, light brown, moist
	40.0	2	S1	2-5-10-9 (15)	24/17		Fill		S2 - Top 8": Similar to S1 Bot 7"
		4	S2	7-2-2-3 (4)	24/13			3.5	Bot 5": Silty SAND (SM), fine to medium, trace coarse, 25-30% fines, trace fine subrounded gravel
5		6	S3	5-8-18-27 (26)	24/18				S3 - Top 8": Similar to S2 Bot 7" Bot 10": Silty SAND with Gravel (SM), fine to coarse , 20-25% fines, 20-25% fine to coarse subrounded to subangular gravel, light brown, moist
	35.0	8	S4	32-30-28-35 (58)	24/9				S4 - Similar to S3 Bot 10"
		10	S5	12-15-18-20 (33)	24/14				S5 - Poorly Graded SAND with Silt (SP-SM), medium to coarse, 5-10% fines, 10-15% fine subrounded to subangular gravel, brown, wet
10		10	S6	18-14-15-17 (29)	24/19				S6 - Poorly Graded SAND with Silt and Gravel (SP-SM), medium to coarse, 5-10% fines, 25-30% fine to coarse subrounded to subangular gravel, brown, wet
	30.0	12							
		14	S7	5-6-5-5 (11)	24/10		Sand and Gravel		S7 - Poorly Graded SAND (SP), fine to coarse, 0-5% fines, 5-10% fine to coarse subrounded gravel, brown, wet
15		16							
	25.0	19	S8	5-6-7-8 (13)	24/12				S8 - Similar to S7
20		21							
	20.0	24							S9 - Poorly Graded SAND (SP), fine, 0-5% fines, brown, wet
25				4-2-3-4					

GENERAL NOTES:
1. The ground surface elevation was provided to LGCI by Nitsch Engineering, Inc. in a drawing titled: "Swansea Traffic Signal & Safety Improvement at three intersections on Route 6 (Sheet 1-3), Soil Boring Location Plan Route 6 at Swansea Mall Drive (Route 118)" prepared by Nitsch Engineering, Inc., plotted on January 19, 2021, and provided to LGCI by Nitsch Engineering, Inc., via e-mail on February 1, 2021.

BORING LOG

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PAGE 2 OF 2

CLIENT: Nitsch Engineering, Inc.
LGCI PROJECT NUMBER: 1824
PROJECT NAME: Proposed Route 6 Mast Arm Borings
PROJECT LOCATION: Swansea, MA

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
		24	S9	(5)	24/12		Sand and Gravel	26.0	Bottom of borehole at 26.0 feet. Backfilled borehole with drill cuttings and 1.5 bags of gravel.
	15.0	26							
30									
	10.0								
35									
	5.0								
40									
	0.0								
45									
	-5.0								
50									
	-10.0								
55									
	-15.0								
60									

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BORING LOG

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PAGE 1 OF 2

CLIENT: Nitsch Engineering, Inc.
PROJECT NAME: Proposed Route 6 Mast Arm Borings
LGCI PROJECT NUMBER: 1824
PROJECT LOCATION: Swansea, MA

DATE STARTED: 4/14/21 **DATE COMPLETED: 4/14/21**
BORING LOCATION: SW corner of intersection of Rt.6 and Rt. 136
COORDINATES: N:2741023.5471 E: 720216.7612
SURFACE El.: 40 ft. (see note 1) TOTAL DEPTH: 26 ft.
WEATHER: 50's / Cloudy
GROUNDWATER LEVELS:
DURING DRILLING: 14.0 ft. / El. 26.0 ft. Based on sample moisture
AT END OF DRILLING: 10.8 ft. / El. 29.2 ft.
OTHER: -

DRILLING SUBCONTRACTOR: Northern Drill Service, Inc.
DRILLING FOREMAN: Justin Raymond
DRILLING METHOD: Drive and wash with 4-inch casing
DRILL RIG TYPE/MODEL: Diedrich D-25
HAMMER TYPE: Automatic
HAMMER WEIGHT: 140 lb. HAMMER DROP: 30 in.
SPLIT SPOON DIA.: 1.375 in. I.D., 2 in. O.D.
CORE BARREL SIZE: NA
LOGGED BY: TG **CHECKED BY: AML**

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
							Fill	2.0	3" of bark mulch
		2	G1			1			G1 - Poorly Graded SAND with Silt (SP-SM), fine to medium, 5-10% fines, 0-5% fine subrounded gravel, trace of organic soil, light brown, moist REMARK 1: Hand dug to clear utilites to depth of 3.0'.
5	35.0	4	S1	21-25-30-35 (55)	24/16				S1 - Silty SAND (SM), fine to medium, ~20% fines, 0-5% fine subrounded gravel, gray, moist
		6	S2	42-43-60/5"	17/12				S2 - Similar to S1, rock in tip of split spoon sampler
		7.4							
10	30.0	9	S3	89-20-19-17 (39)	24/7				S3 - Poorly Graded SAND (SP), fine to medium, 0-5% fines, gray, wet
		11					Sand and Gravel		
15	25.0	14	S4	11-5-5-6 (10)	24/11				S4 - Similar to S3
		16							
20	20.0	19	S5	8-7-7-9 (14)	24/13				S5 - Similar to S3
		21							
25	15.0	24	S6	11-15-17-18					S6 - Similar to S3, trace coarse

GENERAL NOTES:
1. The ground surface elevation was provided to LGCI by Nitsch Engineering, Inc. in a drawing titled: "Swansea Traffic Signal & Safety Improvement at three intersections on Route 6 (Sheet 1-3), Soil Boring Location Plan Route 6 at Swansea Mall Drive (Route 118)" prepared by Nitsch Engineering, Inc., plotted on January 19, 2021, and provided to LGCI by Nitsch Engineering, Inc., via e-mail on February 1, 2021.

BORING LOG

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PAGE 2 OF 2

CLIENT: Nitsch Engineering, Inc.
PROJECT NAME: Proposed Route 6 Mast Arm Borings
LGCI PROJECT NUMBER: 1824
PROJECT LOCATION: Swansea, MA

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
		24	S6	(32)	24/21		Sand and Gravel	26.0	
		26							Bottom of borehole at 26.0 feet. Backfilled borehole with drill cuttings and 2.5 bags of gravel.
30	10.0								
35	5.0								
40	0.0								
45	-5.0								
50	-10.0								
55	-15.0								
60	-20.0								

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BORING LOG — B-5 — PAGE 1 OF 2

CLIENT: Nitsch Engineering, Inc.
PROJECT NAME: Proposed Route 6 Mast Arm Borings
LGCI PROJECT NUMBER: 1824
PROJECT LOCATION: Swansea, MA

DATE STARTED: 4/8/21 **DATE COMPLETED: 4/8/21**
BORING LOCATION: NW corner of intersection of Rt. 6. and Maple Ave.
COORDINATES: N: 2734345.0511 E: 731130.5548
SURFACE El.: 92 ft. (see note 1) TOTAL DEPTH: 25.8 ft.
WEATHER: 50's / Sunny
GROUNDWATER LEVELS:
▽ DURING DRILLING: 3.0 ft. / El. 89.0 ft. Based on sample moisture
▼ AT END OF DRILLING: 7.6 ft. / El. 84.4 ft.
▽ OTHER: 7.5 ft. / El. 84.5 ft. 30 mins after drilling

DRILLING SUBCONTRACTOR: Northern Drill Service, Inc.
DRILLING FOREMAN: Zac Nader
DRILLING METHOD: Drive and wash with 4-inch casing
DRILL RIG TYPE/MODEL: Diedrich D-25
HAMMER TYPE: Automatic
HAMMER WEIGHT: 140 lb. HAMMER DROP: 30 in.
SPLIT SPOON DIA.: 1.375 in. I.D., 2 in. O.D.
CORE BARREL SIZE: NA
LOGGED BY: SD / QV **CHECKED BY: TG**

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
0	92.0	0	S1	8-6-8-8 (14)	24/12	1	Fill	2.9	S1 - Silty SAND with Gravel (SM), fine to coarse, 15-20% fines, 20-25% fine to coarse subrounded to subangular gravel, trace of organic soil, trace of asphalt, dark brown, moist
5	90.0	2	S2	9-19-26-25 (45)	24/19				S2 - Top 11": Poorly Graded SAND with Silt (SP-SM), fine to coarse, 5-10% fines, 5-10% fine to coarse subrounded gravel, trace of organic soil, dark brown, moist
		4	S3	16-24-29-26 (53)	24/14				Bot. 8": Poorly Graded SAND with Silt and Gravel (SP-SM), fine to coarse, 10-15% fines, 15-20% fine to coarse subrounded to angular gravel, gray-tan, moist REMARK 1: Encountered hard object at depth of 4.0', possible steel. Offset borehole 5.0' north.
10	85.0	6	S4	24-25-26-38 (51)	24/16				S3 - Top 7": Poorly Graded SAND with Silt and Gravel (SP-SM), fine to coarse, 10-15% fines, 15-20% fine to coarse subrounded to subangular gravel, tan, moist
		8	S5	13-20-15-13 (35)	24/13				Bot. 7": Poorly Graded GRAVEL with Silt (GP-GM), fine to coarse, subrounded to subangular, 5-10% fines, 10-15% fine to medium sand, gray-tan, moist S4 - Silty SAND with Gravel (SM), fine to medium, trace coarse, 15-20% fines, 15-20% fine to coarse angular gravel, gray-tan, moist S5 - Similar to S4
15	80.0	14	S6	4-6-5-7 (11)	24/17		Sand and Gravel		S6 - Sandy Silt with Gravel (ML), slightly plastic, 30-35% fine sand, 15-20% fine to coarse subrounded gravel, light brown, moist
20	75.0	19	S7	9-9-10-20 (19)	24/11				S7 - Similar to S6
25	70.0	24	S8	30-30-59-138/4"					S8 - Top 10": Silty GRAVEL (GM), fine to coarse, subrounded to subangular, 15-20% fines, 10-15% fine to medium sand, gray, wet

GENERAL NOTES:
1. The ground surface elevation was provided to LGCI by Nitsch Engineering, Inc. in a drawing titled: "Swansea Traffic Signal & Safety Improvement at three intersections on Route 6 (Sheet 1-3), Soil Boring Location Plan Route 6 at Swansea Mall Drive (Route 118)" prepared by Nitsch Engineering, Inc., plotted on January 19, 2021, and provided to LGCI by Nitsch Engineering, Inc., via e-mail on February 1, 2021.

BORING LOG — B-5 — PAGE 2 OF 2

CLIENT: Nitsch Engineering, Inc.
PROJECT NAME: Proposed Route 6 Mast Arm Borings
LGCI PROJECT NUMBER: 1824
PROJECT LOCATION: Swansea, MA

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
25	67.0	24	S8	(89)	22/19			25.8	Bot. 9": Silty SAND with Gravel (SM), fine to coarse, 15-20% fines, 15-20% fine to coarse subrounded to subangular gravel, light gray, wet Bottom of borehole at 25.8 feet. Backfilled borehole with drill cuttings.
30	65.0								
35	60.0								
40	55.0								
45	50.0								
50	45.0								
55	40.0								
60	35.0								

BORING LOG — B-6 — PAGE 1 OF 2

CLIENT: Nitsch Engineering, Inc.
PROJECT NAME: Proposed Route 6 Mast Arm Borings
LGCI PROJECT NUMBER: 1824
PROJECT LOCATION: Swansea, MA

DATE STARTED: 4/9/21 **DATE COMPLETED: 4/9/21**
BORING LOCATION: NE corner of intersection of Rt. 6. and Maple Ave.
COORDINATES: N: 2734306.7245 E: 731244.3537
SURFACE El.: 92 ft. (see note 1) TOTAL DEPTH: 26 ft.
WEATHER: 50's / Sunny
GROUNDWATER LEVELS:
▽ DURING DRILLING: 9.0 ft. / El. 83.0 ft. Based on sample moisture
▼ AT END OF DRILLING: 6.5 ft. / El. 85.5 ft.
▽ OTHER: -

DRILLING SUBCONTRACTOR: Northern Drill Service, Inc.
DRILLING FOREMAN: Zac Nader
DRILLING METHOD: Drive and wash with 4-inch casing
DRILL RIG TYPE/MODEL: Diedrich D-25
HAMMER TYPE: Automatic
HAMMER WEIGHT: 140 lb. HAMMER DROP: 30 in.
SPLIT SPOON DIA.: 1.375 in. I.D., 2 in. O.D.
CORE BARREL SIZE: NA
LOGGED BY: SD **CHECKED BY: QV**

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
0	92.0	0	S1	4-5-6-6 (11)	24/6	1	Topsoil	0.5	S1 - Topsoil
5	90.0	2	S2	12-15-11-8 (26)	24/19		Fill	3.0	S2 - Top 9": Poorly Graded SAND with Silt and Gravel (SP-SM), fine to coarse, 10-15% fines, 15-20% fine to coarse subrounded gravel, trace of organic soil, trace of roots, trace of coal ash, dark brown, moist (Fill) Bot 10": Silty SAND with Gravel (SM), fine to coarse, 20-25% fines, 20-25% fine to coarse subrounded to subangular gravel, light brown, moist
		4	S3	8-13-26-31 (39)	24/16				S3 - Silty SAND with Gravel (SM), fine to coarse, 20-25% fines, 20-25% fine to coarse subrounded to subangular gravel, light brown, moist
10	85.0	6				1			REMARK 1: Gravel at tip of split spoon sampler
		9	S4	15-18-13-22 (31)	24/10				S4 - Silty SAND with Gravel (SM), fine to coarse, 20-25% fines, 25-30% fine to coarse subrounded to subangular gravel, wet
15	80.0	11							
20	75.0	14	S5	13-12-19-20 (31)	24/4		Sand and Gravel		S5 - Poorly Graded GRAVEL with Sand (SP), fine to coarse, subrounded to subangular, 0-5% fines, 15-20% medium to coarse sand, gray, wet
		16				2			REMARK 2: Drill rig chattering at depth of 18 feet
		19	S6	13-16-17-17 (33)	24/13				S6 - Silty SAND with Gravel (SM), fine to coarse, 20-25% fines, 20-25% fine to coarse subrounded to subangular gravel, light brown, wet
25	70.0	21				3			REMARK 3: Drill rig chattering at depth of 23 feet
		24	S7	16-19-20-26					S7 - Silty SAND (SM), fine to coarse, 25-30% fines, 5-10% fine to coarse subrounded gravel, light brown, wet

GENERAL NOTES:
1. The ground surface elevation was provided to LGCI by Nitsch Engineering, Inc. in a drawing titled: "Swansea Traffic Signal & Safety Improvement at three intersections on Route 6 (Sheet 1-3), Soil Boring Location Plan Route 6 at Swansea Mall Drive (Route 118)" prepared by Nitsch Engineering, Inc., plotted on January 19, 2021, and provided to LGCI by Nitsch Engineering, Inc., via e-mail on February 1, 2021.

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	10	238
PROJECT FILE NO.	608759		

SOIL BORING LOGS

BORING LOG — B-6
PAGE 2 OF 2

CLIENT: Nitsch Engineering, Inc.
PROJECT NAME: Proposed Route 6 Mast Arm Borings
LGCI PROJECT NUMBER: 1824
PROJECT LOCATION: Swansea, MA

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
25		24	S7	(39)	24/10		Sand and Gravel	26.0	
		26							Bottom of borehole at 26.0 feet. Backfilled borehole with drill cuttings.

BORING LOG — B-7
PAGE 1 OF 1

CLIENT: Nitsch Engineering, Inc.
PROJECT NAME: Proposed Route 6 Mast Arm Borings
LGCI PROJECT NUMBER: 1824
PROJECT LOCATION: Swansea, MA

DATE STARTED: 4/9/21 **DATE COMPLETED: 4/9/21**
BORING LOCATION: SE corner of intersection of Rt. 6 and Maple Ave.
COORDINATES: N:2734210.2440 E: 731265.7123
SURFACE El.: 89 ft. (see note 1) TOTAL DEPTH: 21 ft.
WEATHER: 50's / Sunny
GROUNDWATER LEVELS:
DURING DRILLING: 9.0 ft. / El. 80.0 ft. Based on sample moisture
AT END OF DRILLING: 4.0 ft. / El. 85.0 ft.
OTHER: 4.5 ft. / El. 84.5 ft.

DRILLING SUBCONTRACTOR: Northern Drill Service, Inc.
DRILLING FOREMAN: Zac Nader
DRILLING METHOD: Drive and wash with 4-inch casing
DRILL RIG TYPE/MODEL: Diedrich D-25
HAMMER TYPE: Automatic
HAMMER WEIGHT: 140 lb. HAMMER DROP: 30 in.
SPLIT SPOON DIA.: 1.375 in. I.D., 2 in. O.D.
CORE BARREL SIZE: NA
LOGGED BY: SD **CHECKED BY: QV**

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
0	89.0	0	S1	6-7-10-6 (17)	24/15		Topsoil	0.5	S1 - Top 6": Topsoil
		2					Fill	2.0	Bot 7": Silty GRAVEL with Sand (GM), fine to coarse subrounded to subangular, 15-20% fines, 15-20% fine to medium sand, trace of organic soil, light brown, moist
		2	S2	5-5-10-12 (15)	24/17				S2 - Silty SAND (SM), fine to medium, trace coarse, 20-25% fines, 5-10% fine subrounded gravel, light brown, moist
5	85.0	4	S3	19-28-34-41 (62)	24/18				S3 - Silty SAND with Gravel (SM), fine to coarse, 25-30% fines, 15-20% fine to coarse subrounded to subangular gravel, light brown, moist
		6							
10	80.0	9	S4	17-21-24-21 (45)	24/17		Sand and Gravel		S4 - Similar to S3
		11							
15	75.0	14	S5	11-12-15-15 (27)	24/14				S5 - Silty SAND with Gravel (SM), fine to coarse, 25-30% fines, 15-20% fine to coarse subrounded to subangular gravel, light brown, moist
		16							
20	70.0	19	S6	47-45/2"	8/5	1		19.0	S6 - Silty GRAVEL with Sand (GM), fine to coarse subangular to angular, 15-20% fines, 25-30% fine to coarse sand, light brown to gray, wet (possible weather rock)
	69.7	19.7					Weathered Rock		REMARK 1: Split spoon sampler bouncing on possible rock at depth of 19.5'.
	65.0					2		21.0	REMARK 2: Advanced button bit to a depth of 21' into possible weathered rock. Bottom of borehole at 21.0 feet. Backfilled borehole with drill cuttings and 3 bags of gravel.
25									

GENERAL NOTES:
1. The ground surface elevation was provided to LGCI by Nitsch Engineering, Inc. in a drawing titled: "Swansea Traffic Signal & Safety Improvement at three intersections on Route 6 (Sheet 1-3), Soil Boring Location Plan Route 6 at Swansea Mall Drive (Route 118)" prepared by Nitsch Engineering, Inc., plotted on January 19, 2021, and provided to LGCI by Nitsch Engineering, Inc., via e-mail on February 1, 2021.

BORING LOG — B-8
PAGE 1 OF 1

CLIENT: Nitsch Engineering, Inc.
PROJECT NAME: Proposed Route 6 Mast Arm Borings
LGCI PROJECT NUMBER: 1824
PROJECT LOCATION: Swansea, MA

DATE STARTED: 4/14/21 **DATE COMPLETED: 4/14/21**
BORING LOCATION: SW corner of intersection of Rt. 6. and Maple Ave.
COORDINATES: N:2734254.7016 E: 731152.4190
SURFACE El.: 91 ft. (see note 1) TOTAL DEPTH: 19 ft.
WEATHER: 50's / Sunny
GROUNDWATER LEVELS:
DURING DRILLING: 9.0 ft. / El. 82.0 ft. Based on sample moisture
AT END OF DRILLING: 3.3 ft. / El. 87.7 ft.
OTHER: -

DRILLING SUBCONTRACTOR: Northern Drill Service, Inc.
DRILLING FOREMAN: Justin Raymond
DRILLING METHOD: Drive and wash with 4-inch casing
DRILL RIG TYPE/MODEL: Diedrich D-25
HAMMER TYPE: Automatic
HAMMER WEIGHT: 140 lb. HAMMER DROP: 30 in.
SPLIT SPOON DIA.: 1.375 in. I.D., 2 in. O.D.
CORE BARREL SIZE: NA
LOGGED BY: TG **CHECKED BY: AML**

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
0	91.0	0	S1	3-5-43-13 (48)	24/9		Topsoil		S1 - Silty SAND (SM), fine to medium, trace coarse, 25-30% fines, 5-10% fine subrounded gravel, trace of organic soil, trace of roots, dark brown, moist
		2						2.0	
		2	S2	4-9-11-14 (20)	24/10		Fill	89.0	S2 - Silty SAND with Gravel (SM), fine to coarse, ~15% fines, 20-25% subangular gravel, trace of organic soil, trace of asphalt, light brown, moist
5	85.0	4	S3	19-20-23-29 (43)	24/14			4.0	
		6						87.0	S3 - Silty SAND (SM), fine to coarse, 20-25% slightly plastic fines, 5-10% fine subangular gravel, gray, moist
10	80.0	9	S5	7-10-9-10 (19)	24/12		Sand and Gravel		S5 - Similar to S4
		11							
15	75.0	14	S6	10-11-8-9 (19)	24/16				S6 - Silty SAND (SM), fine to medium, trace coarse, 30-35% slightly plastic fines, 5-10% fine subrounded gravel, gray, wet
		16							
20	70.0					1		19.0	REMARK 1: Casing broke at depth of 19', unable to obtain soil sample. Bottom of borehole at 19.0 feet. Backfilled borehole with drill cuttings and 1.5 bags of gravel.
25									

GENERAL NOTES:
1. The ground surface elevation was provided to LGCI by Nitsch Engineering, Inc. in a drawing titled: "Swansea Traffic Signal & Safety Improvement at three intersections on Route 6 (Sheet 1-3), Soil Boring Location Plan Route 6 at Swansea Mall Drive (Route 118)" prepared by Nitsch Engineering, Inc., plotted on January 19, 2021, and provided to LGCI by Nitsch Engineering, Inc., via e-mail on February 1, 2021.

BORING LOG B-9

PAGE 1 OF 1

CLIENT: Nitsch Engineering, Inc.
PROJECT NAME: Proposed Route 6 Mast Arm Borings
LGCI PROJECT NUMBER: 1824
PROJECT LOCATION: Swansea, MA

DATE STARTED: 4/15/21 **DATE COMPLETED: 4/15/21**
BORING LOCATION: North side of intersection of Rt. 6 and Swansea Mall Dr.
COORDINATES: N: 2733870.9017 E: 734161.0402
SURFACE El.: 47 ft. (see note 1) TOTAL DEPTH: 23 ft.
WEATHER: 40's / Cloudy
GROUNDWATER LEVELS:
▽ DURING DRILLING: 14.0 ft. / El. 33.0 ft. Based sample moisture
▼ **AT END OF DRILLING: Not encountered**
▽ OTHER: -

DRILLING SUBCONTRACTOR: Northern Drill Service, Inc.
DRILLING FOREMAN: Zac Nader
DRILLING METHOD: Drive and wash with 4-inch casing
DRILL RIG TYPE/MODEL: Diedrich D-25
HAMMER TYPE: Automatic
HAMMER WEIGHT: 140 lb. HAMMER DROP: 30 in.
SPLIT SPOON DIA.: 1.375 in. I.D., 2 in. O.D.
CORE BARREL SIZE: NA
LOGGED BY: TG **CHECKED BY: AML**

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
0	45.0	0	S1	4-17-27-19 (44)	24/13		Topsoil	2.0 45.0	S1 - Silty SAND with Gravel (SM), fine to coarse, 25-30% fines, 20-25% fine to coarse angular gravel, trace of organic soil, trace of roots, trace of grass, dark brown, moist
2		2	S2	22-13-21-8 (34)	24/0		Fill		S2 - No recovery
4		4	S3	4-1-1-2 (2)	24/8			4.3 42.7	S3 - Top 4": Silty SAND with Gravel (SM), fine to coarse, 15-20% fines, 35-40% fine to coarse subrounded gravel, trace of organic soil, brown, moist
5		6	S4	2-2-1-2 (3)	24/0	1	Buried Organic Soil		Bot. 4": Silty SAND (SM), fine to medium, 35-40% fines, organic soil, dark brown, moist (buried topsoil) REMARK 1: Drove 3" spoon from 6' to 8'. S4 - No recovery (advanced 3" spoon: buried organic soil)
	40.0	8				2		8.0 39.0	REMARK 2: Based on change in material at the bottom of 3" spoon.
10		9	S5	11-14-17-20 (31)	24/12				S5 - Poorly Graded SAND (SP), fine to medium, 0-5% fines, 10-15% fine to coarse subrounded gravel, light brown, moist
	35.0	11				3			REMARK 3: Drill rig chattering at depth of 13'.
15		14	S6	18-14-11-9 (25)	24/7		Sand and Gravel		S6 - Well Graded Gravel with Silt and Sand (GW-GM), fine to coarse, subangular to angular, 5-10% fines, 30-35% fine to coarse sand, gray, wet
	30.0	16							
20		19	S7	22-12-12-12 (24)	24/14				S7 - Poorly Graded GRAVEL with Silt and Sand (GP-GM), coarse, subangular to angular, 5-10% fines, 35-40% fine to coarse sand, gray, moist
	25.0	21	S8	10-11-12-13 (23)	24/4				S8 - Similar to S7, fine subrounded gravel
25		23						23.0	Bottom of borehole at 23.0 feet. Backfilled borehole with drill cuttings and 3.5 bags of gravel.

GENERAL NOTES:
1. The ground surface elevation was provided to LGCI by Nitsch Engineering, Inc. in a drawing titled: "Swansea Traffic Signal & Safety Improvement at three intersections on Route 6 (Sheet 1-3), Soil Boring Location Plan Route 6 at Swansea Mall Drive (Route 118)" prepared by Nitsch Engineering, Inc., plotted on January 19, 2021, and provided to LGCI by Nitsch Engineering, Inc., via e-mail on February 1, 2021.

BORING LOG B-10

PAGE 1 OF 1

CLIENT: Nitsch Engineering, Inc.
PROJECT NAME: Proposed Route 6 Mast Arm Borings
LGCI PROJECT NUMBER: 1824
PROJECT LOCATION: Swansea, MA

DATE STARTED: 4/13/21 **DATE COMPLETED: 4/13/21**
BORING LOCATION: South side of intersection of Rt. 6 and Swansea Mall Dr.
COORDINATES: N: 2733770.5082 E: 734200.2020
SURFACE El.: 46 ft. (see note 1) TOTAL DEPTH: 20.3 ft.
WEATHER: 50's / Cloudy
GROUNDWATER LEVELS:
▽ DURING DRILLING: 6.0 ft. / El. 40.0 ft. Based on sample moisture
▼ AT END OF DRILLING: 10.7 ft. / El. 35.3 ft.
▽ OTHER: -

DRILLING SUBCONTRACTOR: Northern Drill Service, Inc.
DRILLING FOREMAN: Zac Nader
DRILLING METHOD: Drive and wash with 4-inch casing
DRILL RIG TYPE/MODEL: Diedrich D-25
HAMMER TYPE: Automatic
HAMMER WEIGHT: 140 lb. HAMMER DROP: 30 in.
SPLIT SPOON DIA.: 1.375 in. I.D., 2 in. O.D.
CORE BARREL SIZE: NA
LOGGED BY: SD **CHECKED BY: QV**

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
0	45.0	0	S1	4-4-10-8 (14)	24/13		Fill	2.4 43.6	3" of bark mulch S1 - Silty SAND (SM), fine to coarse, 15-20% fines, 10-15% fine subrounded gravel, trace of organic soil, trace of roots, trace of bark mulch, brown, moist
2		2	S2	8-9-8-6 (17)	24/11				S2 - Top 5": Similar to S1 Bot. 6": Poorly Graded SAND with Silt and Gravel (SP-SM), fine to coarse, 5-10% fines, 20-25% fine to coarse subangular gravel, light brown, moist
4		4	S3	7-8-15-52 (23)	24/3				S3 - Well Graded GRAVEL (GW), fine to coarse, subrounded to subangular, 0-5% fines, trace fine sand, dark gray, moist
5		6	S4	52-17-13-10 (30)	24/10	1			REMARK 1: Hard to advance split spoon from depth of 5.5' to 6.5', possible cobble. S4 - Poorly Graded SAND with Silt and Gravel (SP-SM), medium to coarse, trace fine, 5-10% fines, 20-25% fine to coarse subangular gravel, light brown wet (rock in tip of split spoon sampler)
	40.0	8							
10		9	S5	5-5-6-5 (11)	24/9	2			REMARK 2: Drill rig chattering at depth of 9.0'. S5 - Poorly Graded SAND with Silt (SP-SM), fine to medium, trace coarse, 10-15% fines, 5-10% fine to coarse subrounded gravel, light brown, wet
	35.0	11					Sand and Gravel		
15		14	S6	7-7-16-35 (23)	24/9				S6 - Poorly Graded SAND with Silt (SP-SM), fine to medium, trace coarse, 10-15% fines, 0-5 % fine subrounded gravel, light brown, wet
	30.0	16							
20		19	S7	20-39-61/4"	16/11	3		20.3	S7 - Poorly Graded SAND with Silt (SP-SM), fine to medium, trace coarse, 10-15% fines, 5-10% fine to coarse subrounded gravel, gray, moist (rock in tip of split spoon sampler) REMARK 3: Borehole terminated due to broken casing. Bottom of borehole at 20.3 feet. Backfilled borehole with drill cuttings and 1.5 bags of gravel.
	25.0	20.3							
25									

GENERAL NOTES:
1. The ground surface elevation was provided to LGCI by Nitsch Engineering, Inc. in a drawing titled: "Swansea Traffic Signal & Safety Improvement at three intersections on Route 6 (Sheet 1-3), Soil Boring Location Plan Route 6 at Swansea Mall Drive (Route 118)" prepared by Nitsch Engineering, Inc., plotted on January 19, 2021, and provided to LGCI by Nitsch Engineering, Inc., via e-mail on February 1, 2021.

BORING LOG B-1-S

PAGE 1 OF 1

CLIENT:Nitsch Engineering, Inc.
PROJECT NAME:Prop. Mast Arms and Retaining Wall
LGCI PROJECT NUMBER:2317
PROJECT LOCATION:Swansea, MA

DATE STARTED:9/11/23 **DATE COMPLETED:9/11/23**
BORING LOCATION: Prop. mast arm - Route 6 and Swansea Mall Drive
COORDINATES: N: 2733781.1117, E: 734159.3294
SURFACE El.:47 ft. NAVD88 (see note 1) **TOTAL DEPTH:5.7 ft.**
WEATHER:80's Sunny
GROUNDWATER LEVELS:
▽ DURING DRILLING:4.0 ft. / El. 43.0 ft. Based on sample moisture
▼ AT END OF DRILLING:5.0 ft. / El. 42.0 ft.
▽ OTHER:-

DRILLING SUBCONTRACTOR:Northern Drill Service, Inc.
DRILLING FOREMAN:Jon Beirholm
DRILLING METHOD:Drive and wash with 4-inch casing
DRILL RIG TYPE/MODEL:Mobile B-48 ATV Rig
HAMMER TYPE:Automatic
HAMMER WEIGHT:140 lb. **HAMMER DROP:30 in.**
SPLIT SPOON DIA.:1.375 in. I.D., 2 in. O.D.
CORE BARREL SIZE:NA
LOGGED BY:NP **CHECKED BY:JKW**

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
0	45.0	0	S1	1-1-2-6 (3)	24/13		Fill		S1 - Top 4": Bark Mulch Bot. 9": Silty SAND (SM), fine to medium, 20-25% fines, trace of organic soil, dark brown, moist
2		2	S2	5-7-8-7 (15)	24/5				S2 - Silty SAND with Gravel (SM), fine to medium, 15-20% fines, 25-30% fine to coarse subrounded gravel, trace of organic soil, dark brown, moist
4		4	S3	32-36-37-68/2" (73)	20/2	1			S3 - Well Graded GRAVEL with Silt and Sand (GW-GM), fine to coarse, subangular, 5-10% fines, 15-20% fine to coarse sand, gray, wet
5		5.7						5.7	REMARK 1: Split spoon and drill bit refusal encountered on concrete obstruction at depth of 5.7'. Offset boring 6' east and encountered refusal at 5.7'. Offset boring additional 7' east and encountered refusal at 5.7'. Boring terminated at request of Nitsch. Bottom of borehole at 5.7 feet. Borehole backfilled with drill cuttings.
	40.0								
10									
	35.0								
15									
	30.0								
20									
	25.0								
25									

GENERAL NOTES:
1. The ground surface elevation was interpolated to the nearest foot from drawing titled: "Grading Plans, Swansea Mall Drive (Route 118), Swansea, Traffic Signal & Safety Improvement at Three Intersections on Route 6," prepared by Nitsch Engineering, Inc., plotted on November 1, 2022, and provided to LGCI by Nitsch Engineering, Inc. via e-mail on December 9, 2022.

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	12	238
PROJECT FILE NO.	608759		

SOIL BORING LOGS

BORING LOG — B-1A-S — PAGE 1 OF 2

CLIENT:Nitsch Engineering, Inc.
PROJECT NAME:Prop. Mast Arms and Retaining Wall
LGCI PROJECT NUMBER:2317
PROJECT LOCATION:Swansea, MA

DATE STARTED:5/30/24 DATE COMPLETED:5/31/24
BORING LOCATION: Prop. mast arm - Route 6 and Swansea Mall Drive
COORDINATES: N: 2733776.7068, E: 734173.6681
SURFACE El.:47 ft. NAVD88 (see note 1) TOTAL DEPTH:26.4 ft.
WEATHER:70's Sunny
GROUNDWATER LEVELS:
▽ DURING DRILLING:19.0 ft. / El. 28.0 ft. Based on sample moisture
▼ AT END OF DRILLING:20.5 ft. / El. 26.5 ft.
▽ OTHER:-

DRILLING SUBCONTRACTOR:Northern Drill Service, Inc.
DRILLING FOREMAN:Tyler Kennedy
DRILLING METHOD:Drive and wash with 3-inch and 4-inch casing
DRILL RIG TYPE/MODEL:Ditch Witch FX 60 / Mobile B-46
HAMMER TYPE:Automatic
HAMMER WEIGHT:140 lb. HAMMER DROP:30 in.
SPLIT SPOON DIA.:1.375 in. I.D., 2 in. O.D.
CORE BARREL SIZE:NX
LOGGED BY:EP / AML CHECKED BY:NP

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
0	45.0		G1		72/72	1	Fill		REMARK 1: Performed vacuum exploration to depth of 6 feet. G1 - Top 12": Bark mulch Bot. 60": Silty SAND with Gravel (SM), fine to medium, trace coarse, 15-20% fines, 20-25% fine to coarse subangular gravel, 20-25% cobbles up to 8 inches in size, trace of organic soil, trace of roots, brown, moist
5	40.0					2			
6			S1	26-100/3" (100/3")	9/5	3		6.7 / 40.2	REMARK 2: Vacuum exploration refusal encountered at depth of 5.7 feet on what appears to be a concrete slab. Offset borehole 4 feet north and performed additional vacuum exploration. S1 - Poorly Graded GRAVEL (GP), fine, subangular, 0-5% fines, 0-5% fine to coarse sand, gray-black, wet REMARK 3: 4-inch casing refusal encountered at depth of 6.8 feet on boulder. Advanced roller bit through boulder to depth of 8 feet and switched to 3-inch casing.
8.5			S2	20/0"	0/0	4	Boulder		
10	35.0		C1		24/24	5			REMARK 4: Boulder encountered at depth of 8.5 feet. Advanced core barrel through boulder and into soil to depth of 11.5 feet. S2 - No recovery, split spoon bouncing on obstruction C1 - Min./ft.: 4.5, 5.0 Slightly weathered, slightly fractured, coarse-grained, gray, CONGLOMERATE
10.5								10.5 / 36.5	
11.5			S3	6-16-20-17 (36)	24/12				REMARK 5: Lost water in borehole at depth of 9 feet. Refilled water tank at Swansea DPW yard. S3 - Poorly Graded SAND with Silt and Gravel (SP-SM), fine, trace medium to coarse, 5-10% fines, ~15% fine to coarse subrounded gravel, brown, wet
13.5			S4	18-11-9-9 (20)	24/13				S4 - Top 3": Silty SAND with Gravel (SM), fine to coarse, ~15% fines, 25-30% fine to coarse subrounded gravel, gray, moist Bot. 10": Poorly Graded SAND (SP), fine, trace medium, 0-5% fines, ~5% fine to coarse subrounded gravel, gray, moist
15	30.0					6	Sand and Gravel		
15.5									
19			S5	4-6-7-9 (13)	24/5				REMARK 6: Lost water in borehole at depth of 19 feet. Refilled water tank at Swansea DPW yard. S5 - Poorly Graded SAND with Silt (SP-SM), fine, 5-10% fines, 5-10% fine to coarse subrounded gravel, gray, wet
20									
21	25.0								
24				12-12-9-8					S6 - Top 7": Similar to S5 ,but with 20-25% gravel
25									

GENERAL NOTES:
1. The ground surface elevation was interpolated to the nearest foot from drawing titled: "Grading Plans, Maple Avenue, Swansea, Traffic Signal & Safety Improvement at Three Intersections on Route 6," prepared by Nitsch Engineering, Inc., plotted on November 1, 2022, and provided to LGCI by Nitsch Engineering, Inc. via e-mail on December 9, 2022.

BORING LOG — B-1A-S — PAGE 2 OF 2

CLIENT:Nitsch Engineering, Inc.
PROJECT NAME:Prop. Mast Arms and Retaining Wall
LGCI PROJECT NUMBER:2317
PROJECT LOCATION:Swansea, MA

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
20.0	30	24	S6	(21)	24/10	7	Sand and Gravel	26.5	Bot. 3": Well Graded GRAVEL (GW), fine to coarse, subrounded to subangular, 0-5% fines, ~5% fine to coarse sand, gray, wet (possible wash)
26.4	15.0	26	S7	100/5"	5/5				S7 - Poorly Graded SAND with Silt and Gravel (SP-SM), fine, 5-10% fines, 20-25% fine to coarse subrounded gravel, gray, wet REMARK 7: Split spoon refusal encountered at depth of 26.4 feet. Boring terminated. Bottom of borehole at 26.4 feet. Borehole backfilled with drill cuttings, rock core, and 5 bags of gravel.
	35								
	10.0								
	40								
	5.0								
	45								
	0.0								
	50								
	-5.0								
	55								
	-10.0								
	60								

BORING LOG — B-2-S — PAGE 1 OF 1

CLIENT:Nitsch Engineering, Inc.
PROJECT NAME:Prop. Mast Arms and Retaining Wall
LGCI PROJECT NUMBER:2317
PROJECT LOCATION:Swansea, MA

DATE STARTED:9/10/23 DATE COMPLETED:9/11/23
BORING LOCATION:Route 6 - near eastern end of prop. retaining wall
COORDINATES: N: 2734148.1827, E: 731511.2533
SURFACE El.:88 ft. NAVD88 (see note 1) TOTAL DEPTH:21 ft.
WEATHER:80's Sunny
GROUNDWATER LEVELS:
▽ DURING DRILLING:4.0 ft. / El. 84.0 ft. Based on sample moisture
▼ AT END OF DRILLING:13.5 ft. / El. 74.5 ft.
▽ OTHER:-

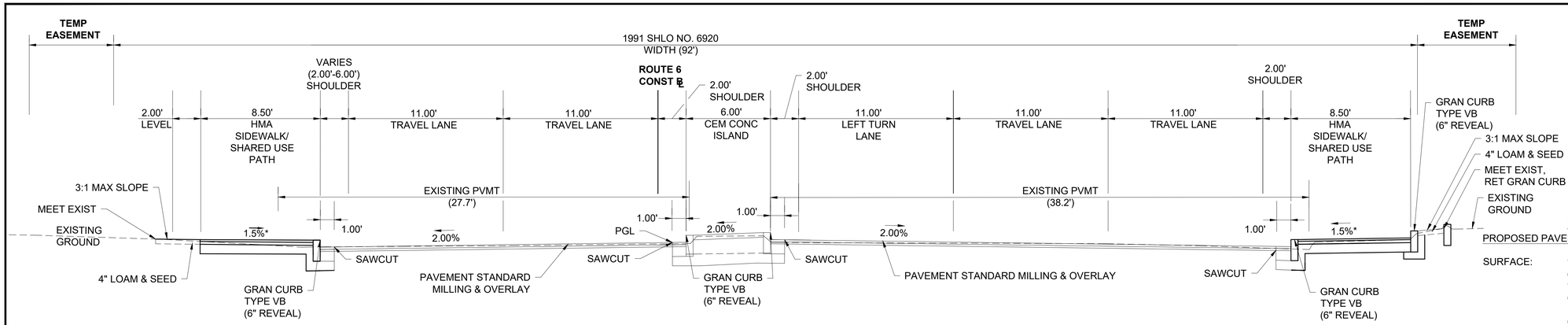
DRILLING SUBCONTRACTOR:Northern Drill Service, Inc.
DRILLING FOREMAN:Jon Beirholm
DRILLING METHOD:Drive and wash with 4-inch casing
DRILL RIG TYPE/MODEL:Mobile B-48 ATV Rig
HAMMER TYPE:Automatic
HAMMER WEIGHT:140 lb. HAMMER DROP:30 in.
SPLIT SPOON DIA.:1.375 in. I.D., 2 in. O.D.
CORE BARREL SIZE:NA
LOGGED BY:NP CHECKED BY:JKW

Depth (ft.)	El. (ft.)	Sample Interval (ft.)	Sample Number	Blow Counts (N Value)	Pen./Rec. (in.)	Remark	Strata	Depth El.(ft.)	Material Description
0	85.0		S1	4-6-9-20 (15)	24/16		Topsoil	0.3 / 87.7	S1 - Top 4": Topsoil
2			S2	35-41-42-27 (83)	24/17		Fill		Bot. 12": Silty SAND with Gravel (SM), fine to coarse, ~15% fines, 20-25% fine to coarse subrounded gravel, trace of organic soil, trace of asphalt, dark brown, moist S2 - Silty SAND with Gravel (SM), fine to coarse, 15-20% fines, 25-30% fine to coarse subangular gravel, gray, moist
4	80.0		S3	7-8-5-5 (13)	24/20				S3 - Silty SAND (SM), fine to medium, 20-25% fines, 5-10% fine to coarse subrounded gravel, gray, wet
5			S4	2-3-3-4 (6)	24/18				S4 - Silty SAND (SM), fine to medium, 20-25% fines, 5-10% fine to coarse subangular gravel, trace of organic soil, light brown, wet
8			S5	18-44-45-49 (89)	24/15			8.0 / 80.0	S5 - Silty SAND (SM), fine to medium, 15-20% fines, 5-10% fine subrounded gravel, light brown, wet
10	75.0		S6	60-55-49-67 (104)	24/19				S6 - Similar to S5, 20-25% fines
12									
14			S7	12-12-16-39 (28)	24/21		Sand and Gravel		S7 - Silty SAND (SM), fine to medium, 20-25% fines, 0-5% fine subrounded gravel, light brown, wet
15	70.0								
16									
19			S8	27-38-23-31 (61)	24/7				S8 - Silty SAND with Gravel (SM), fine to coarse, 20-25% fines, 20-25% fine to coarse subrounded gravel, trace of weathered rock, gray, wet
20									
21	65.0							21.0	Bottom of borehole at 21.0 feet. Borehole backfilled with drill cuttings, 5 bags of gravel, and 1 bag of sand.
25									

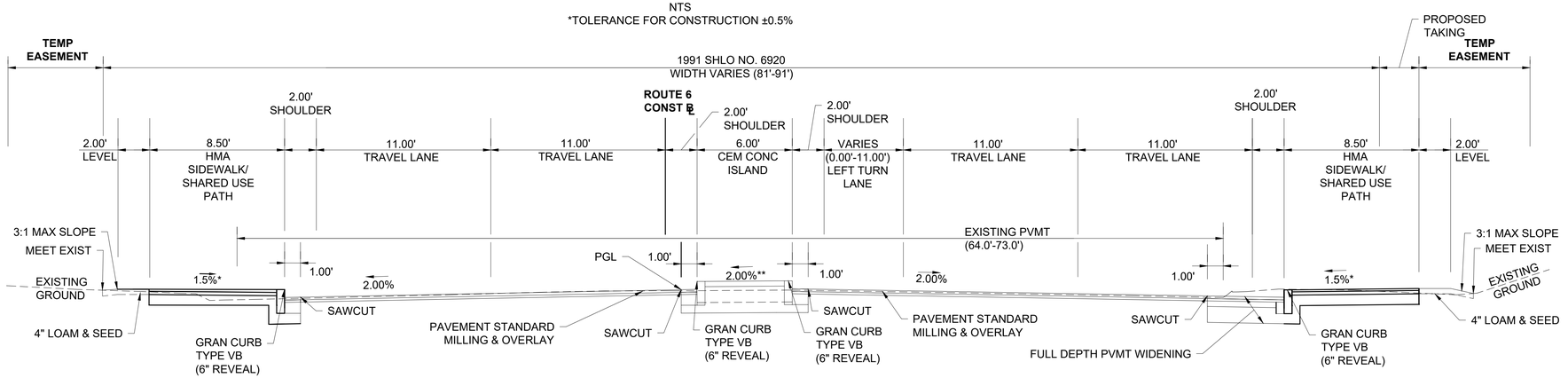
GENERAL NOTES:
1. The ground surface elevation was interpolated to the nearest foot from drawing titled: "Grading Plans, Maple Avenue, Swansea, Traffic Signal & Safety Improvement at Three Intersections on Route 6," prepared by Nitsch Engineering, Inc., plotted on November 1, 2022, and provided to LGCI by Nitsch Engineering, Inc. via e-mail on December 9, 2022.

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PROJECT FILE NO.	608759		

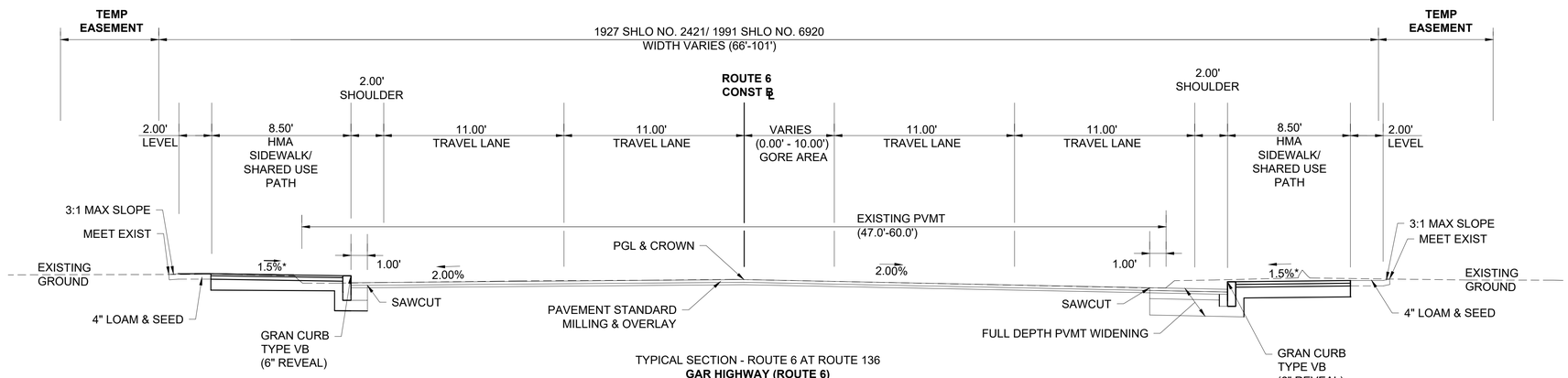
TYPICAL SECTIONS



TYPICAL SECTION - ROUTE 6 AT ROUTE 136
GAR HIGHWAY (ROUTE 6)
STA 110+12± TO 113+00±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%



TYPICAL SECTION - ROUTE 6 AT ROUTE 136
GAR HIGHWAY (ROUTE 6)
STA 106+90± TO 110+12±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%
**-1.00% FROM 106+90± TO 108+50±



TYPICAL SECTION - ROUTE 6 AT ROUTE 136
GAR HIGHWAY (ROUTE 6)
STA 103+50 TO 106+90± &
STA 118+50± TO 121+05
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%

PAVEMENT NOTES:

PROPOSED PAVEMENT STANDARD MILLING & OVERLAY

SURFACE: 1.75" SUPERPAVE SURFACE COURSE - 12.5 POLYMER (SSC-12.5-P) OVER
1.75" SUPERPAVE INTERMEDIATE COURSE - 12.5 POLYMER (SIC-12.5-P)

(SUPERPAVE LEVELING COURSE - 9.5 (SLC-9.5) SHALL BE USED WHERE REQUIRED IN FILL LOCATIONS)

VARIABLE STANDARD MILLING DEPTH (3.50" MAX) OF EXIST PAVEMENT AND PROP BASE COURSE FOR FULL DEPTH WIDENING
(TO MEET LINES AND GRADES FOR 2% CROSS SLOPE)

PROPOSED FULL DEPTH PAVEMENT

SURFACE: 1.75" SUPERPAVE SURFACE COURSE - 12.5 POLYMER (SSC-12.5-P) OVER
1.75" SUPERPAVE INTERMEDIATE COURSE - 12.5 POLYMER (SIC-12.5-P)

BASE: 4.00" SUPERPAVE BASE COURSE - 37.5 (SBC-37.5)

SUBBASE: 4" DENSE GRADED CRUSHED STONE FOR SUBBASE OVER 8" GRAVEL BORROW, TYPE b

PROPOSED FULL DEPTH PAVEMENT WIDENING LESS THAN 4 FEET

SURFACE: 1.75" SUPERPAVE SURFACE COURSE - 12.5 POLYMER (SSC-12.5-P) OVER
1.75" SUPERPAVE INTERMEDIATE COURSE - 12.5 POLYMER (SIC-12.5-P)

BASE: 8" HIGH EARLY STRENGTH CEMENT CONCRETE BASE

SUBBASE: 8" GRAVEL BORROW, TYPE b

PROPOSED CEMENT CONCRETE SIDEWALK/WCR/ISLAND/SURFACE

SURFACE: 4" CEMENT CONCRETE SIDEWALK (4000 PSI, $\frac{3}{4}$", 610)

SUBBASE: 8" GRAVEL BORROW, TYPE b

PROPOSED HOT MIX ASPHALT SIDEWALK

SURFACE: 3.0" HOT MIX ASPHALT PLACED IN TWO LIFTS:
(1.25" SUPERPAVE SURFACE COURSE - 9.5 (SSC-9.5) OVER
1.75" SUPERPAVE SURFACE COURSE - 12.5 (SSC-12.5))

SUBBASE: 8" GRAVEL BORROW, TYPE b

PROPOSED HOT MIX ASPHALT DRIVEWAY

SURFACE: 4.0" HOT MIX ASPHALT PLACED IN TWO LIFTS:
(1.50" SUPERPAVE SURFACE COURSE - 12.5 (SSC-12.5) OVER
2.50" SUPERPAVE SURFACE COURSE - 12.5 (SSC-12.5))

SUBBASE: 8" GRAVEL BORROW, TYPE b

NOTES:

1. PAVEMENT STANDARD MILLING SHALL ESTABLISH THE PROPOSED GRADING AND A PROPOSED 2.00% CROSS SLOPE, UNLESS OTHERWISE NOTED.
2. ALL PAVING SHALL BE IN ACCORDANCE WITH SECTION 450 HOT MIX ASPHALT PAVEMENT AND SECTION M3 ASPHALTIC MATERIALS.
3. INTERMEDIATE COURSE SHALL BE PLACED WITHIN 7 DAYS OF THE COMPLETION OF THE PAVEMENT MILLING TO PROTECT THE MILLED SURFACE.
4. DRAINAGE INLETS AT ROADWAY LOW POINTS SHALL BE ADJUSTED TO INTERMEDIATE COURSE GRADE IMMEDIATELY FOLLOWING MILLING.
5. EMBANKMENT AND BACKFILL SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES.
6. DRIVEWAY PAVEMENT PAID FOR UNDER ITEM 702.
7. HMA FOR PATCHING (ITEM 451.) SHALL BE USED FOR PERMANENT HMA PATCHES. TEMPORARY ASPHALT PATCHING (ITEM 472.) SHALL BE USED FOR TEMPORARY PATCHES.
8. THE ENTIRE PROPOSED SURFACE COURSE SHALL BE PLACED IN ONE CONTINUOUS OPERATION.

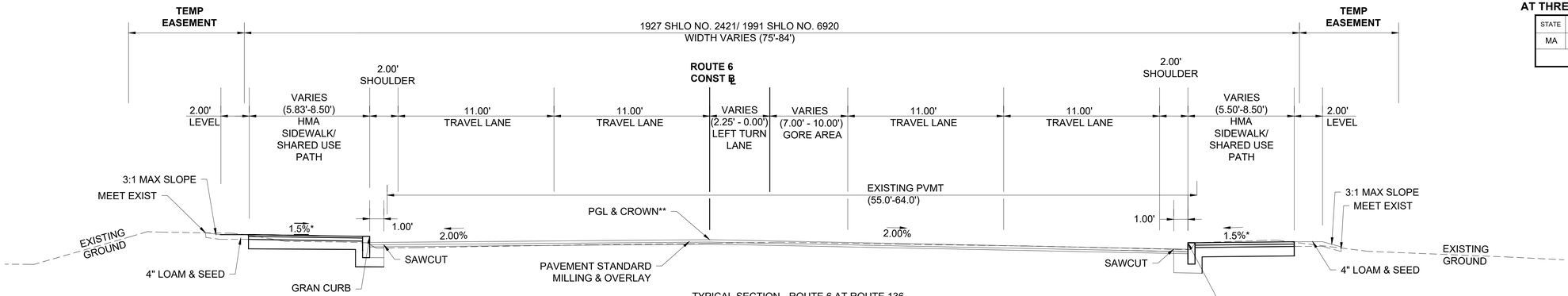
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

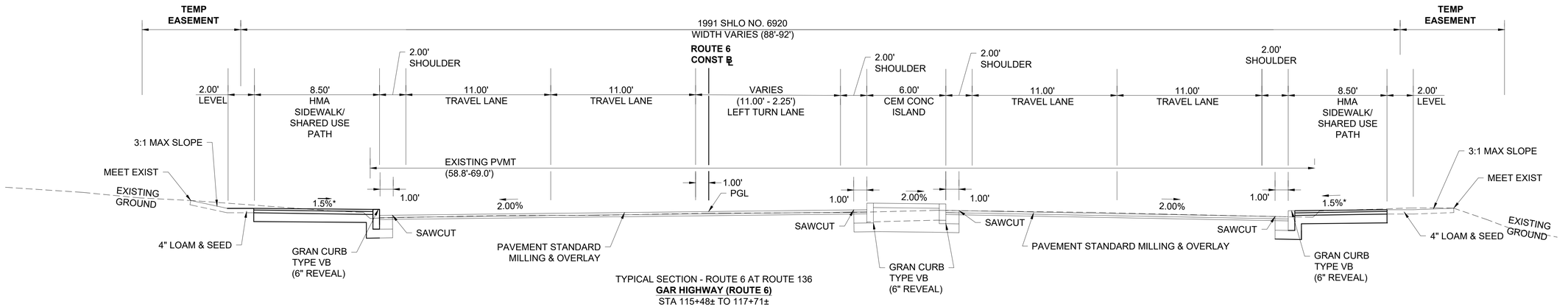
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TYPICAL SECTIONS

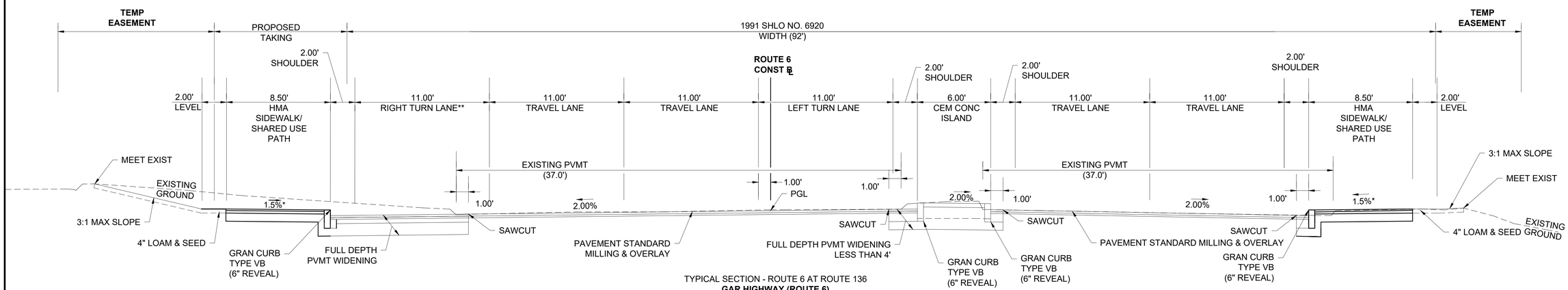
SEE SHEET 13 FOR PAVEMENT NOTES:



TYPICAL SECTION - ROUTE 6 AT ROUTE 136
GAR HIGHWAY (ROUTE 6)
STA 117+71± TO 121+35
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%
**CROWN LOCATION VARIES ON RIGHT FROM 117+71 TO 118+50, SEE GRADING PLAN



TYPICAL SECTION - ROUTE 6 AT ROUTE 136
GAR HIGHWAY (ROUTE 6)
STA 115+48± TO 117+71±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%



TYPICAL SECTION - ROUTE 6 AT ROUTE 136
GAR HIGHWAY (ROUTE 6)
STA 113+00± TO 115+48±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%
**RIGHT TURN LANE VARIES FROM 11.00' TO 0.00' STA 114+72 TO 116+43

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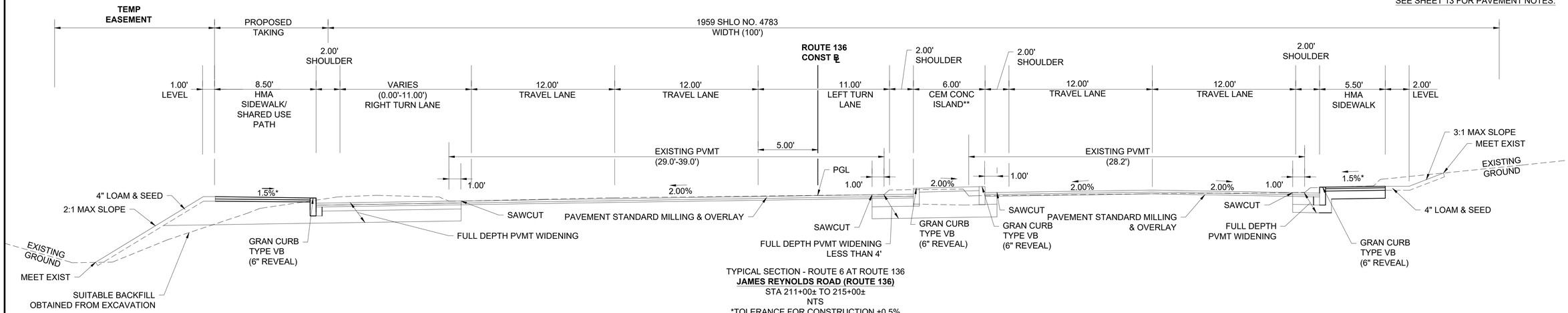
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

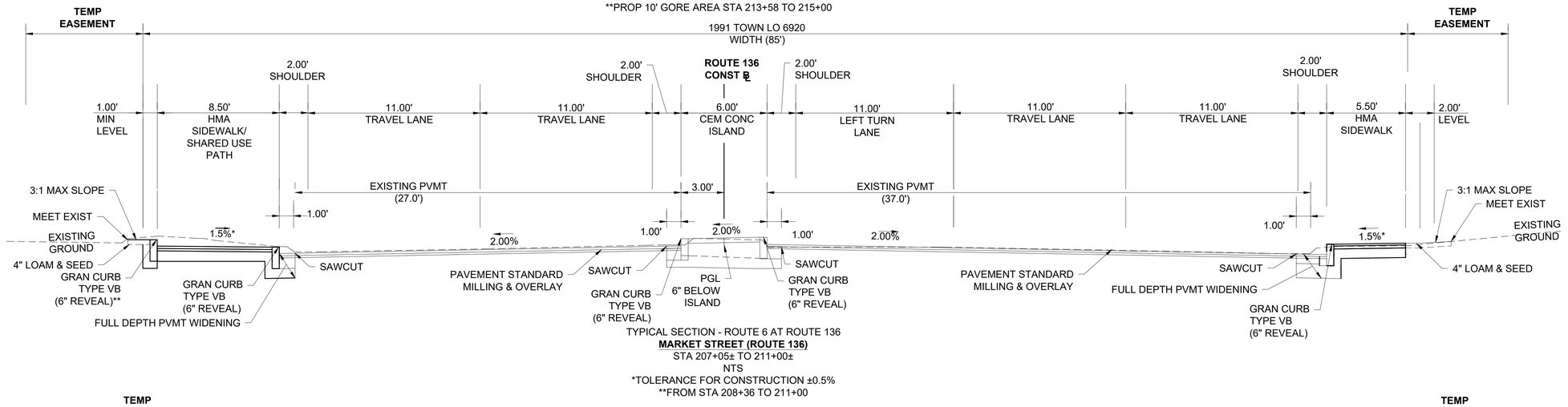
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TYPICAL SECTIONS

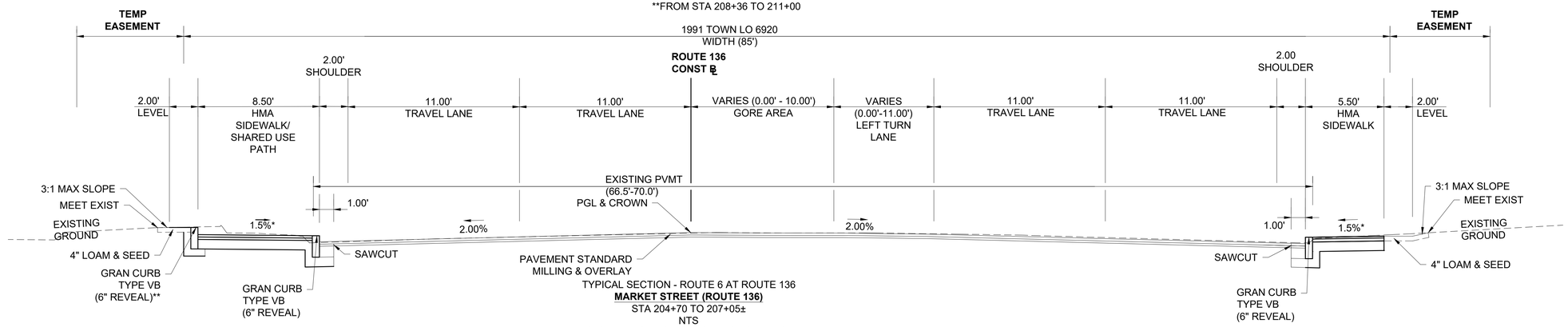
SEE SHEET 13 FOR PAVEMENT NOTES:



TYPICAL SECTION - ROUTE 6 AT ROUTE 136
JAMES REYNOLDS ROAD (ROUTE 136)
STA 211+00± TO 215+00±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%
**PROP 10' GORE AREA STA 213+58 TO 215+00



TYPICAL SECTION - ROUTE 6 AT ROUTE 136
MARKET STREET (ROUTE 136)
STA 207+05± TO 211+00±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%
**FROM STA 208+36 TO 211+00



TYPICAL SECTION - ROUTE 6 AT ROUTE 136
MARKET STREET (ROUTE 136)
STA 204+70 TO 207+05±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%
**FROM STA 205+34 TO 206+17

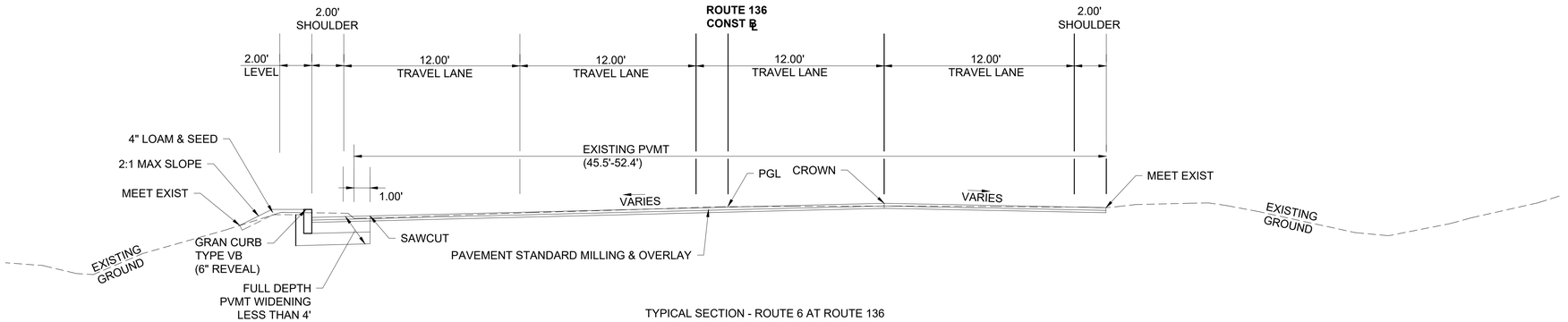
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

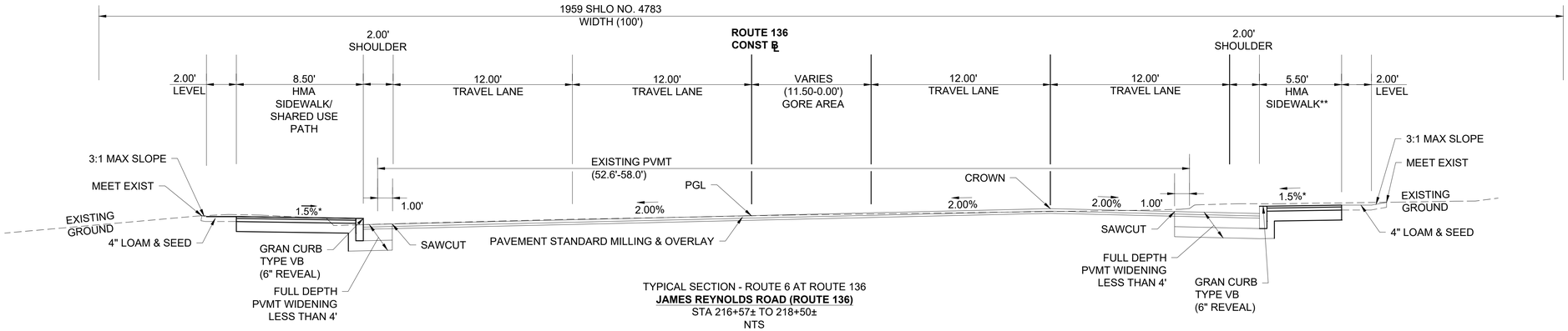
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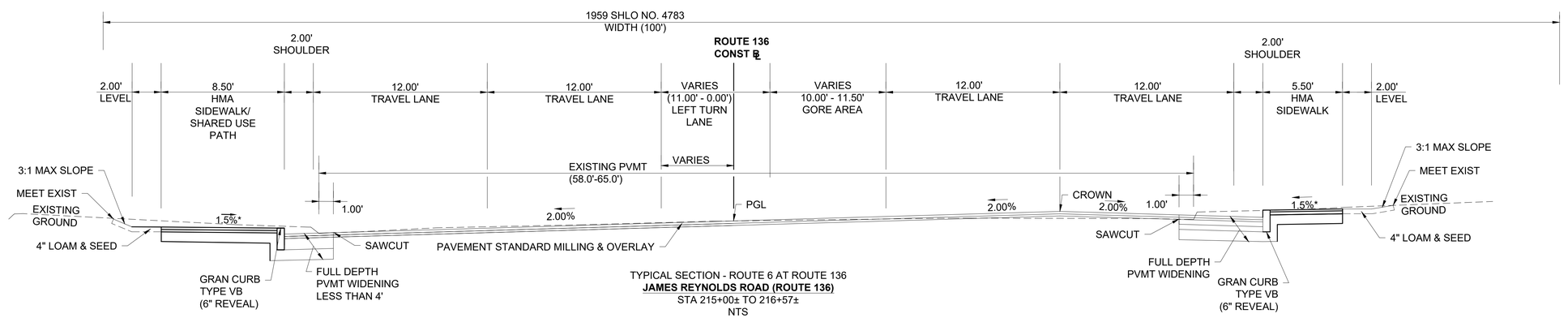
SEE SHEET 13 FOR PAVEMENT NOTES:



TYPICAL SECTION - ROUTE 6 AT ROUTE 136
JAMES REYNOLDS ROAD (ROUTE 136)
STA 218+50± TO 222+15±
NTS



TYPICAL SECTION - ROUTE 6 AT ROUTE 136
JAMES REYNOLDS ROAD (ROUTE 136)
STA 216+57± TO 218+50±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%
**LOAM & SEED STA 217+65± TO 218+50±



TYPICAL SECTION - ROUTE 6 AT ROUTE 136
JAMES REYNOLDS ROAD (ROUTE 136)
STA 215+00± TO 216+57±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%

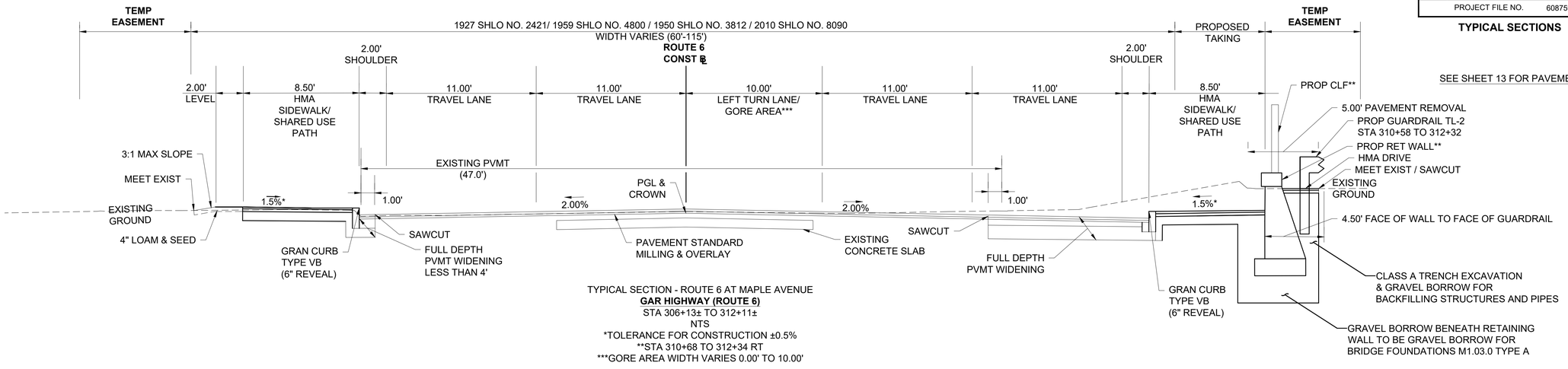
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

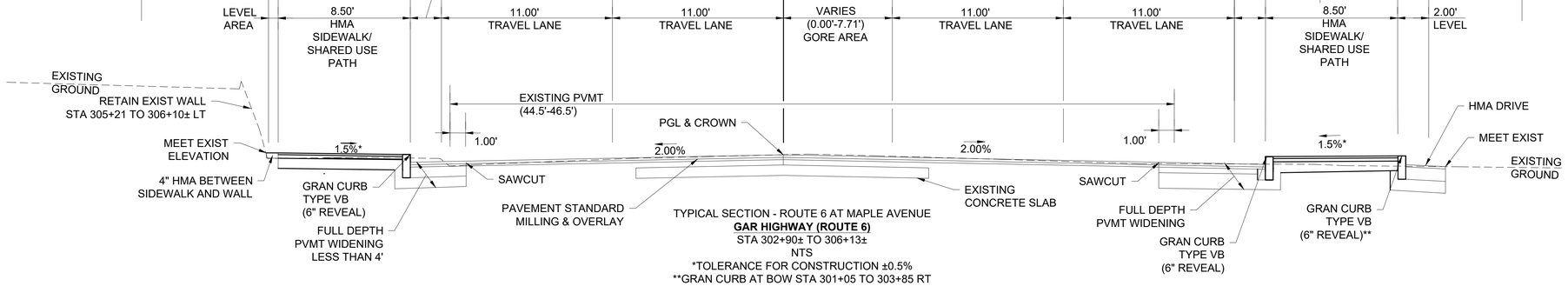
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TYPICAL SECTIONS

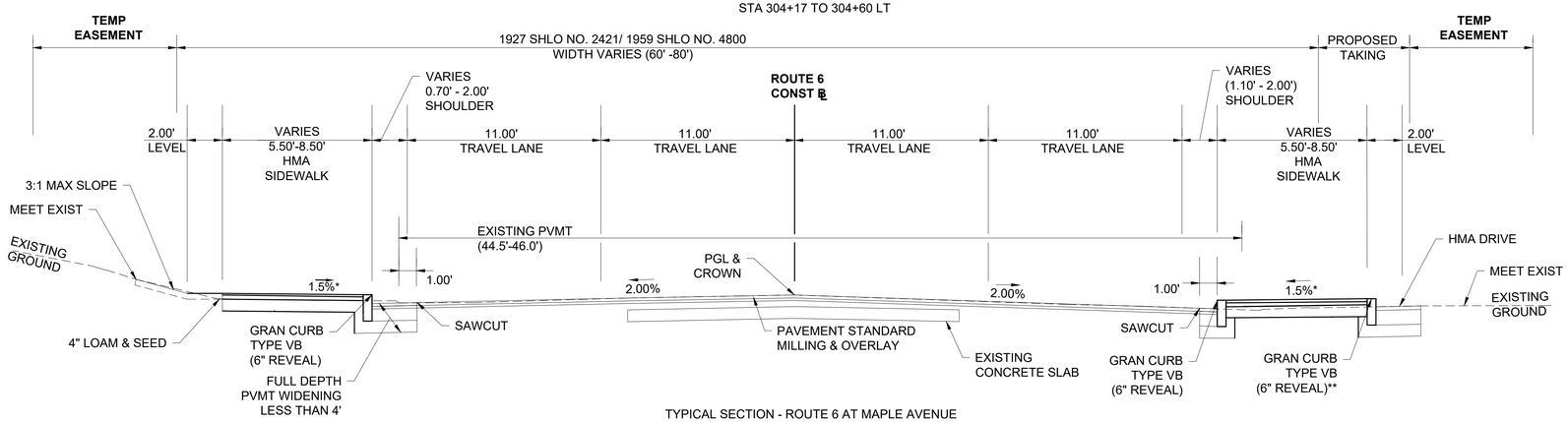
SEE SHEET 13 FOR PAVEMENT NOTES:



TYPICAL SECTION - ROUTE 6 AT MAPLE AVENUE
GAR HIGHWAY (ROUTE 6)
STA 306+13± TO 312+11±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%
**STA 310+68 TO 312+34 RT
***GORE AREA WIDTH VARIES 0.00' TO 10.00'



TYPICAL SECTION - ROUTE 6 AT MAPLE AVENUE
GAR HIGHWAY (ROUTE 6)
STA 302+90± TO 306+13±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%
**GRAN CURB AT BOW STA 301+05 TO 303+85 RT
STA 304+17 TO 304+60 LT



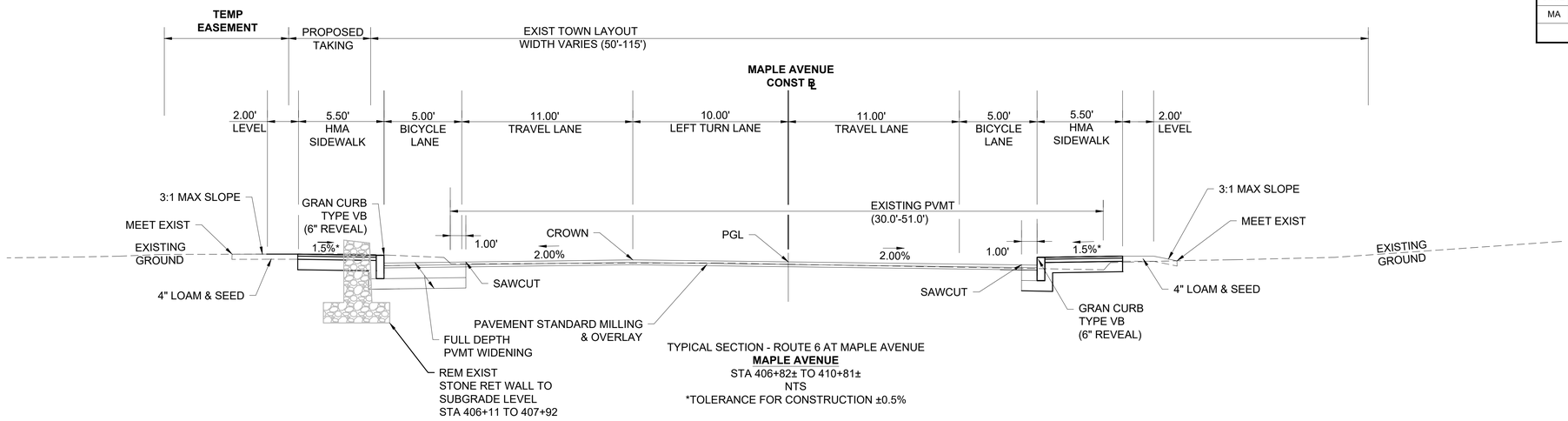
TYPICAL SECTION - ROUTE 6 AT MAPLE AVENUE
GAR HIGHWAY (ROUTE 6)
STA 301+05 TO 302+90±
STA 314+99± TO 316+80
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%
**GRAN CURB AT BOW STA 301+05 TO 303+85 RT

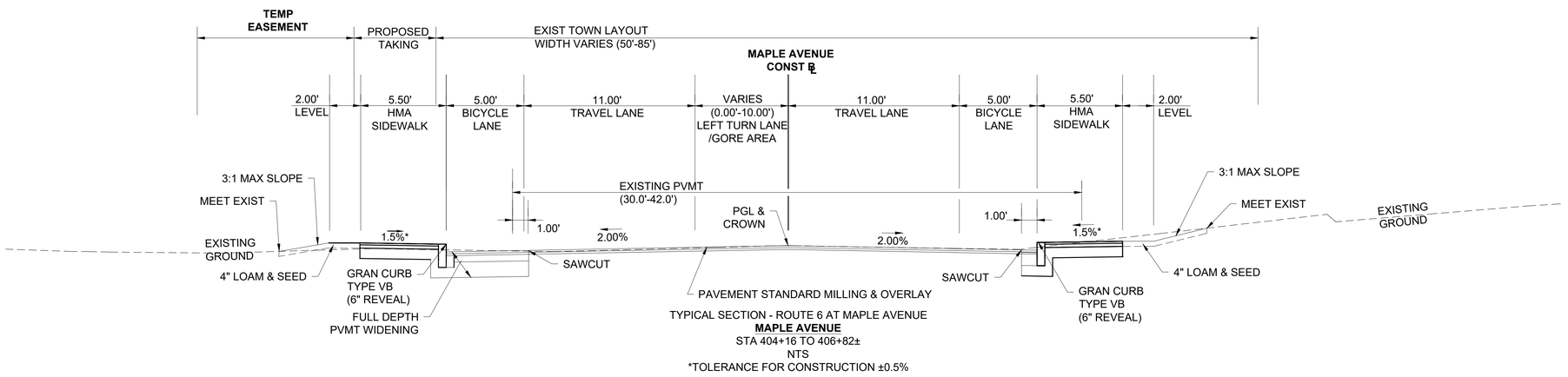
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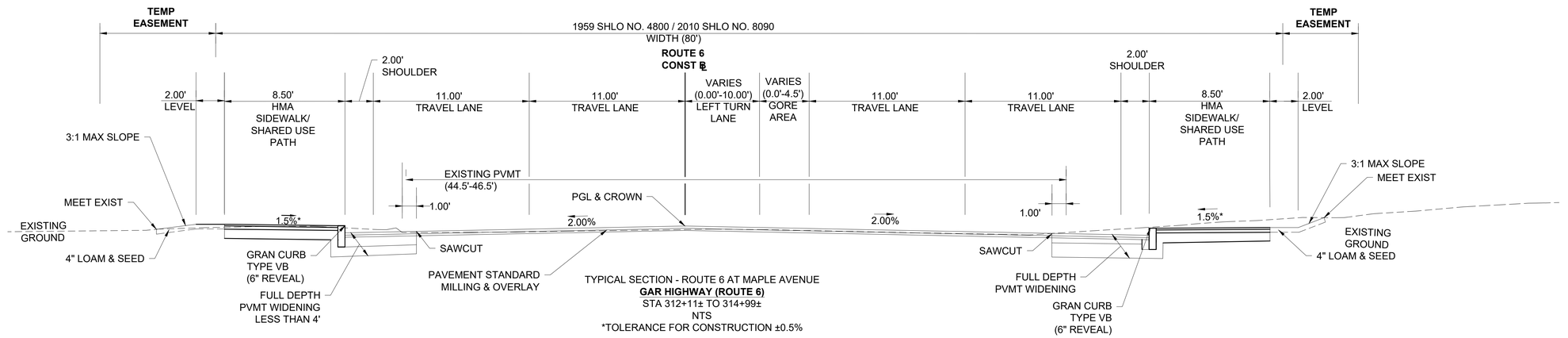
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MA	HSI/STP-003S(842)X	18	238
PROJECT FILE NO.	608759		

TYPICAL SECTIONS

SEE SHEET 13 FOR PAVEMENT NOTES:







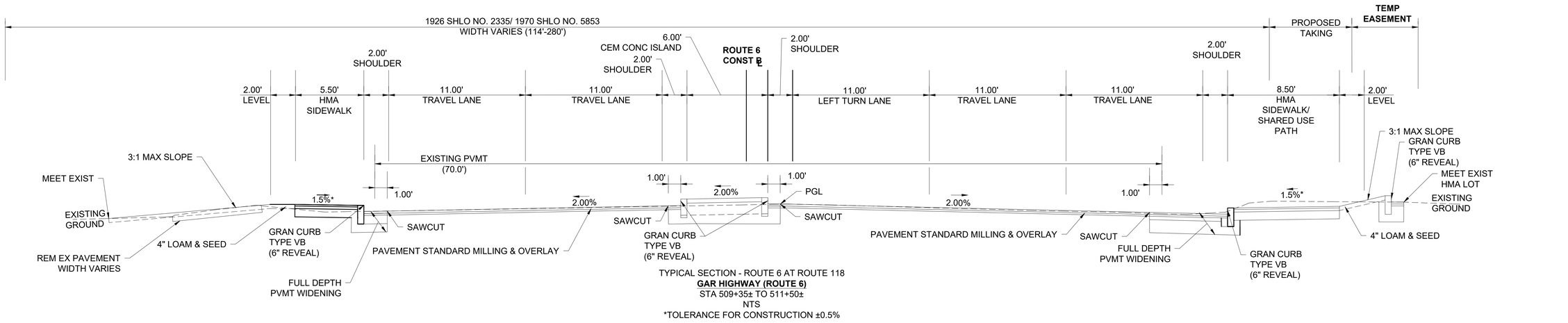
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

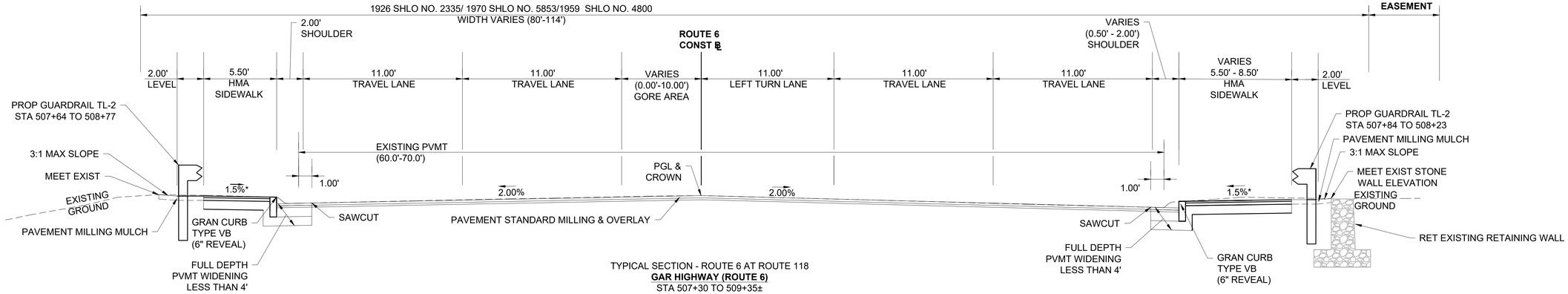
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	19	238
PROJECT FILE NO.	608759		

TYPICAL SECTIONS

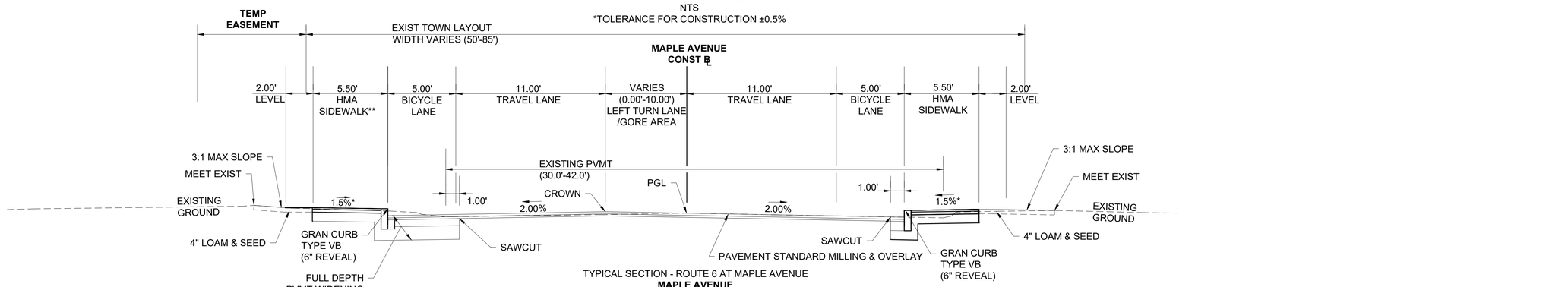
SEE SHEET 13 FOR PAVEMENT NOTES:



TYPICAL SECTION - ROUTE 6 AT ROUTE 118
GAR HIGHWAY (ROUTE 6)
STA 509+35± TO 511+50±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%



TYPICAL SECTION - ROUTE 6 AT ROUTE 118
GAR HIGHWAY (ROUTE 6)
STA 507+30 TO 509+35±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%



TYPICAL SECTION - ROUTE 6 AT MAPLE AVENUE
MAPLE AVENUE
STA 410+81± TO 413+65±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%
**NO SIDEWALK STA 413+05 TO STA 413+65

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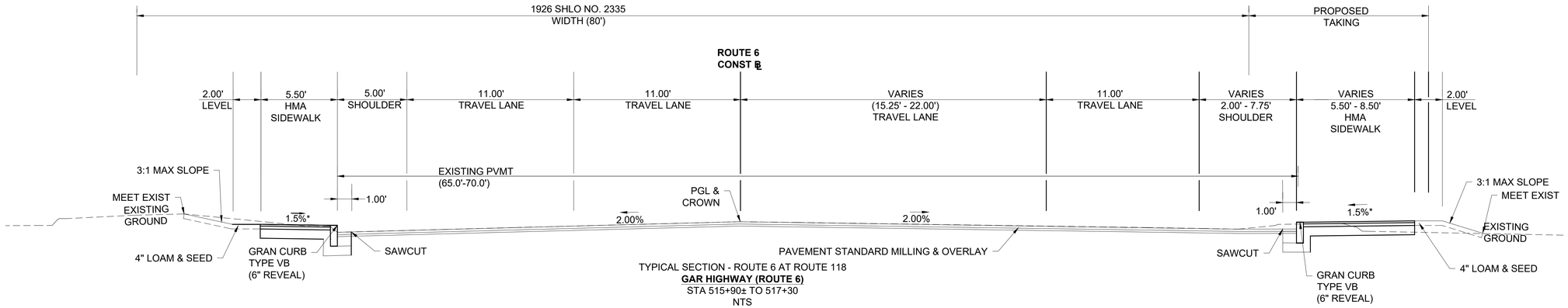
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

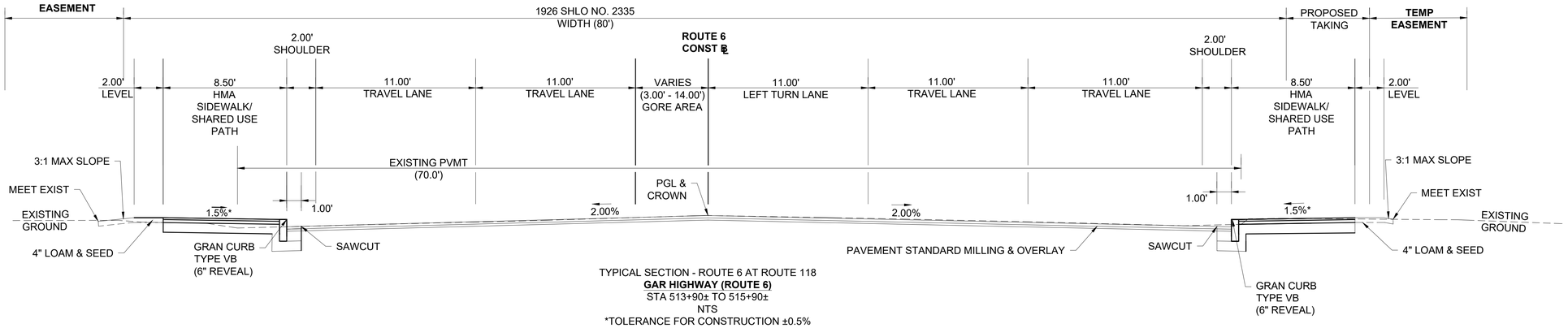
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	20	238
PROJECT FILE NO.	608759		

TYPICAL SECTIONS

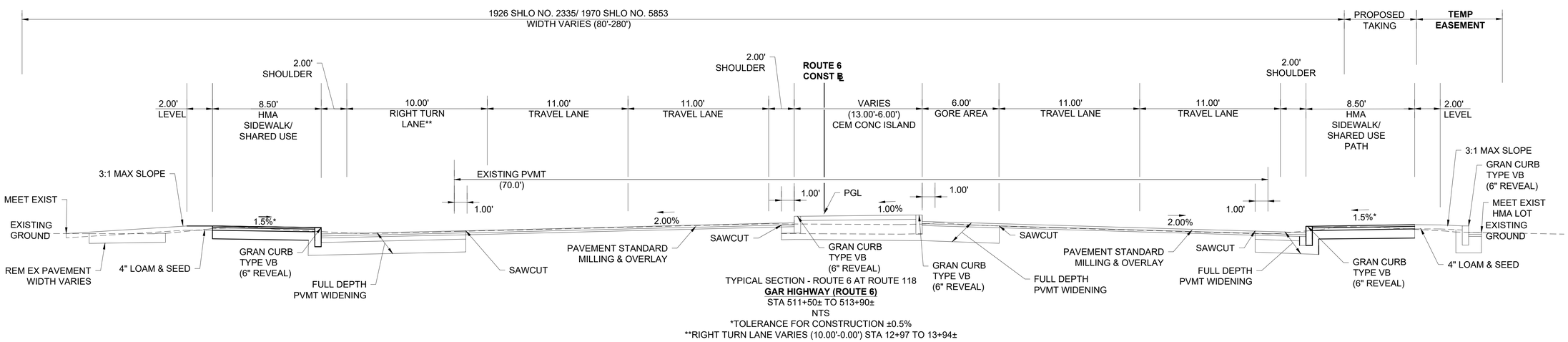
SEE SHEET 13 FOR PAVEMENT NOTES:



TYPICAL SECTION - ROUTE 6 AT ROUTE 118
GAR HIGHWAY (ROUTE 6)
STA 515+90± TO 517+30
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%



TYPICAL SECTION - ROUTE 6 AT ROUTE 118
GAR HIGHWAY (ROUTE 6)
STA 513+90± TO 515+90±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%



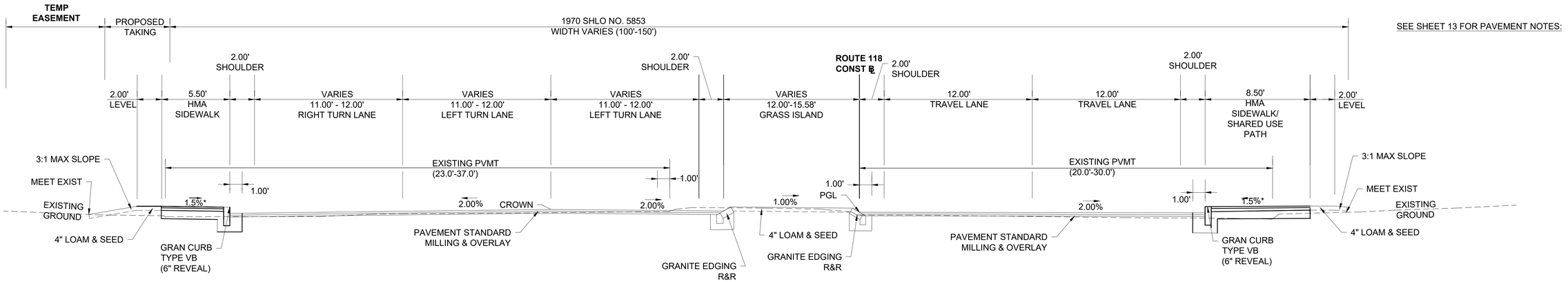
TYPICAL SECTION - ROUTE 6 AT ROUTE 118
GAR HIGHWAY (ROUTE 6)
STA 511+50± TO 513+90±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%
**RIGHT TURN LANE VARIES (10.00'-0.00') STA 12+97 TO 13+94±

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

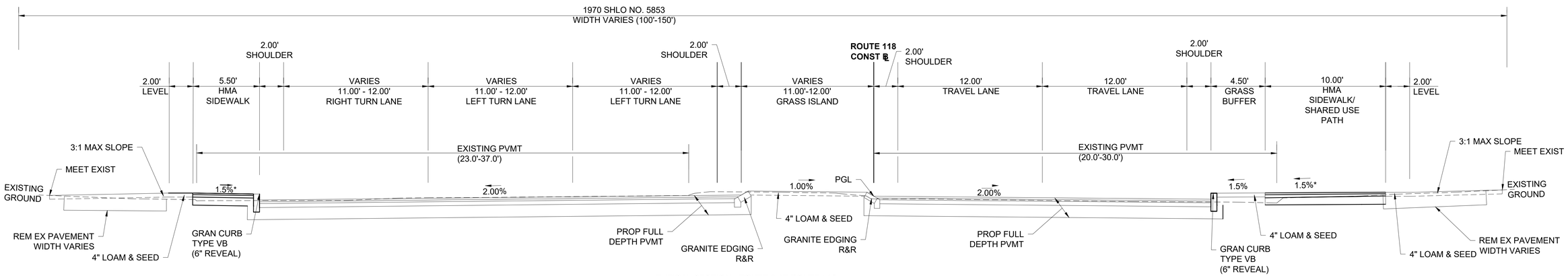
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	21	238
	PROJECT FILE NO. 608759		

TYPICAL SECTIONS



TYPICAL SECTION - ROUTE 6 AT ROUTE 118
SWANSEA MALL DRIVE (ROUTE 118)
STA 602+10± TO 603+25
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%

SEE SHEET 13 FOR PAVEMENT NOTES:



TYPICAL SECTION - ROUTE 6 AT ROUTE 118
SWANSEA MALL DRIVE (ROUTE 118)
STA 600+00± TO 602+10±
NTS
*TOLERANCE FOR CONSTRUCTION ±0.5%

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	22	238
PROJECT FILE NO.	608759		

CONSTRUCTION BASELINE TIES PLAN
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

PROJECT END
STA 222+30
N2742011.0362
E720834.1916

LIMIT OF MILLING & OVERLAY
STA 222+15
N2741997.0316
E720828.7984

PT +00.00

CONTINUED ON RIGHT

CONTINUED ON LEFT

JAMES REYNOLDS ROAD (ROUTE 136)

N2°24'55"E 77.98'

39
N: 2741450.276'
E: 720613.839'
EL: 35.360'
MAG

SURVEY TRAVERSE LINE (TYP)

310
N: 2741342.277'
E: 720320.272'
EL: 36.949'
STN

312.80'
S69°48'07"W

S63°44'20"E 151.24'

PC +21.84

N39°40'21"E 307.40'

38
N: 2741213.668'
E: 720417.594'
EL: 40.935'
MAG

31
N: 2740500.847'
E: 721085.395'
EL: 53.210'
MAG

32
N: 2740678.546'
E: 720808.537'
EL: 49.350'
MAG

PROJECT END
STA 121+35
N2740547.4716
E720960.7184

N80°36'28"W 70.88'

N33°29'01"W 69.82'

328.98'
N51°18'22"W

PT +17.12

LIMIT OF MILLING & OVERLAY
STA 121+05
N2740563.6483
E720935.4598

S33°15'42"W 65.23'

LIMIT OF MILLING & OVERLAY
STA 103+50
N2741726.8022
E719628.7714

1927 SHLO NO. 2421 ℄

GAR HIGHWAY (ROUTE 6)

36
N: 2741479.555'
E: 719918.501'
EL: 30.285'
MAG

35
N: 2741193.486'
E: 720145.961'
EL: 36.950'
MAG

PC +36.87

C6

PT +20.49

L11

C7

PROP CONST ℄

PC +02.38

PT +35.01

L12

C13

PC +95.39

STA 53+99.50 1927 SHLO 2421 BASELINE =
STA ??? 1959 SHLO 4783 BASELINE

33
N: 2740826.885'
E: 720600.906'
EL: 47.130'
MAG

PROJECT BEGIN
STA 102+50
N2741788.7551
E719550.2977

37
N: 2741681.845'
E: 719632.838'
EL: 29.690'

112+91.98 ROUTE 6 GAR HWY.=
211+28.37 ROUTE 136

34
N: 2740942.731'
E: 720340.466'
EL: 43.640'
MAG MADOT 1911

41
N: 2740925.599'
E: 720145.573'
EL: 39.090'
MAG

N35°28'07"E 267.96'

MARKET STREET (ROUTE 136)

42
N: 2740707.363'
E: 719990.087'
EL: 33.520'
MAG

CONTINUED ON RIGHT

42
N: 2740707.363'
E: 719990.087'
EL: 33.520'
MAG

CONTINUED ON LEFT

LIMIT OF MILLING & OVERLAY
STA 204+70
N2740534.6587
E719893.5659

PROJECT BEGIN
STA 204+10
N2740486.5760
E719857.6720

PT +62.85

CONTINUED ABOVE

SCALE: 1" = 60'

0 60 100 200 300

ROUTE 136 CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C9	200+00.00	2740136.8870	719644.5102	R=2500.00' Δ=10°36'28" L=462.85' T=232.09'		204+62.85	2740528.9691	719889.2355
L14	204+62.85	2740528.9691	719889.2355		N37°16'30"E 858.99'	213+21.84	2741212.4987	720409.4740
C10	213+21.84	2741212.4987	720409.4740	R=2750.00' Δ=16°12'47" L=778.17' T=391.70'		221+00.00	2741889.7211	720787.4724
L15	221+00.00	2741889.7211	720787.4724		N21°03'43"E 200.00'	223+00.00	2742076.3594	720859.3480

ROUTE 6 GAR HWY. CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L10	100+00.00	2741935.3199	719347.7670		S54°07'16"E 236.87'	102+36.87	2741796.4947	719539.6954
C6	102+36.87	2741796.4947	719539.6954	R=1500.00' Δ=10°50'00" L=283.62' T=142.23'		105+20.49	2741609.6030	719752.4633
L11	105+20.49	2741609.6030	719752.4633		S43°17'16"E 181.89'	107+02.38	2741477.2036	719877.1769
C7	107+02.38	2741477.2036	719877.1769	R=5000.00' Δ=1°31'12" L=132.64' T=66.32'		108+35.01	2741381.8713	719969.3919
L12	108+35.01	2741381.8713	719969.3919		S44°48'28"E 360.38'	111+95.39	2741126.1924	720223.3604
C8	111+95.39	2741126.1924	720223.3604	R=3750.00' Δ=12°33'18" L=821.73' T=412.52'		120+17.12	2740611.0451	720861.4534
L13	120+17.12	2740611.0451	720861.4534		S57°21'46"E 382.88'	124+00.00	2740404.5516	721183.8769

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	23	238
PROJECT FILE NO.	608759		

CONSTRUCTION BASELINE TIES PLAN
MAPLE AVENUE

MAPLE AVENUE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L3	400+00.00	2733488.4355	731404.4945		N9°00'04"W 387.55'	403+87.55	2733871.2142	731343.8599
C2	403+87.55	2733871.2142	731343.8599	R=765.00' Δ=14°00'17" L=186.99' T=93.96'		405+74.54	2734050.5096	731292.4354
L4	405+74.54	2734050.5096	731292.4354		N23°00'22"W 107.24'	406+81.78	2734149.2233	731250.5216
C3	406+81.78	2734149.2233	731250.5216	R=765.00' Δ=36°18'37" L=484.81' T=250.86'		411+66.59	2734624.2499	731210.2072
L5	411+66.59	2734624.2499	731210.2072		N13°18'15"E 433.41'	416+00.00	2735046.0248	731309.9433

ROUTE 6 GAR HWY - MAPLE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L1	300+00.00	2734548.3056	730345.9921		S72°51'41"E 746.16'	307+46.16	2734328.4246	731059.0186
L2	307+46.16	2734328.4246	731059.0186		S73°16'08"E 518.54'	312+64.70	2734179.1467	731555.6068
C1	312+64.70	2734179.1467	731555.6068	R=3000.00' Δ=12°08'00" L=635.30' T=318.84'		319+00.00	2734061.5786	732178.7249

PROJECT BEGIN STA 415+25 N2734973.0402 E731292.6848

LIMIT OF MILLING & OVERLAY STA 413+65 N2734817.3323 E731255.8650

22 N: 2734808.099' E: 731269.232' EL: 93.880' MAG

21 N: 2734532.716' E: 731209.429' EL: 90.650' MAG

PT +66.59

1950 SHLO NO. 3812 ℄

15 N: 2734401.226' E: 730905.771' EL: 86.683' MAG

14 N: 2734295.968' E: 731259.294' EL: 91.630' MAG

13 N: 2734203.188' E: 731562.295' EL: 87.435' MAG

12 N: 2734124.961' E: 731888.613' EL: 83.740' MAG

PROJECT END STA 318+75 N2734063.6951 E732153.8164

MAPLE AVENUE

GAR HIGHWAY (ROUTE 6)

SWANSEA PROFESSIONAL PARK

1950 SHLO NO. 3812 AUX ℄

1927 SHLO NO. 2421 CONST ℄ PROP CONST ℄

1959 SHLONO. 4800 ℄ PROP CONST ℄

1959 SHLO NO. 4800 ℄ PROP CONST ℄

LIMIT OF MILLING & OVERLAY STA 316+80 N2734087.3120 E731960.2897

17 N: 2734603.026' E: 730251.626' EL: 69.500' MAG

16 N: 2734449.895' E: 730573.996' EL: 76.828' MAG

PROJECT BEGIN STA 300+20 N2734542.4120 E730365.1038

LIMIT OF MILLING & OVERLAY STA 301+05 N2734517.3633 E730446.3311

SURVEY TRAVERSE LINE (TYP)

309+01.26 ROUTE 6 GAR HWY - MAPLE= 408+23.23 MAPLE AVENUE

PI +46.16

PC +64.70

PC +81.78

PT +74.54

PROP CONST ℄

1926 DISCONTINUANCE SHLO NO. 2393 ℄

STA 32+54.50 1959 SHLO 4800 AUX BASELINE B = STA 133+21.38 1926 DISCONTINUANCE 2393 BASELINE

18 N: 2734106.029' E: 731294.192' EL: 88.760' MAG

19 N: 2733780.255' E: 731375.142' EL: 86.930' MAG

PROJECT BEGIN STA 404+16 N2733899.2199 E731338.8882

SURVEY TRAVERSE LINE (TYP)

PC +87.55

0 60 100 200 300

SCALE: 1" = 60'

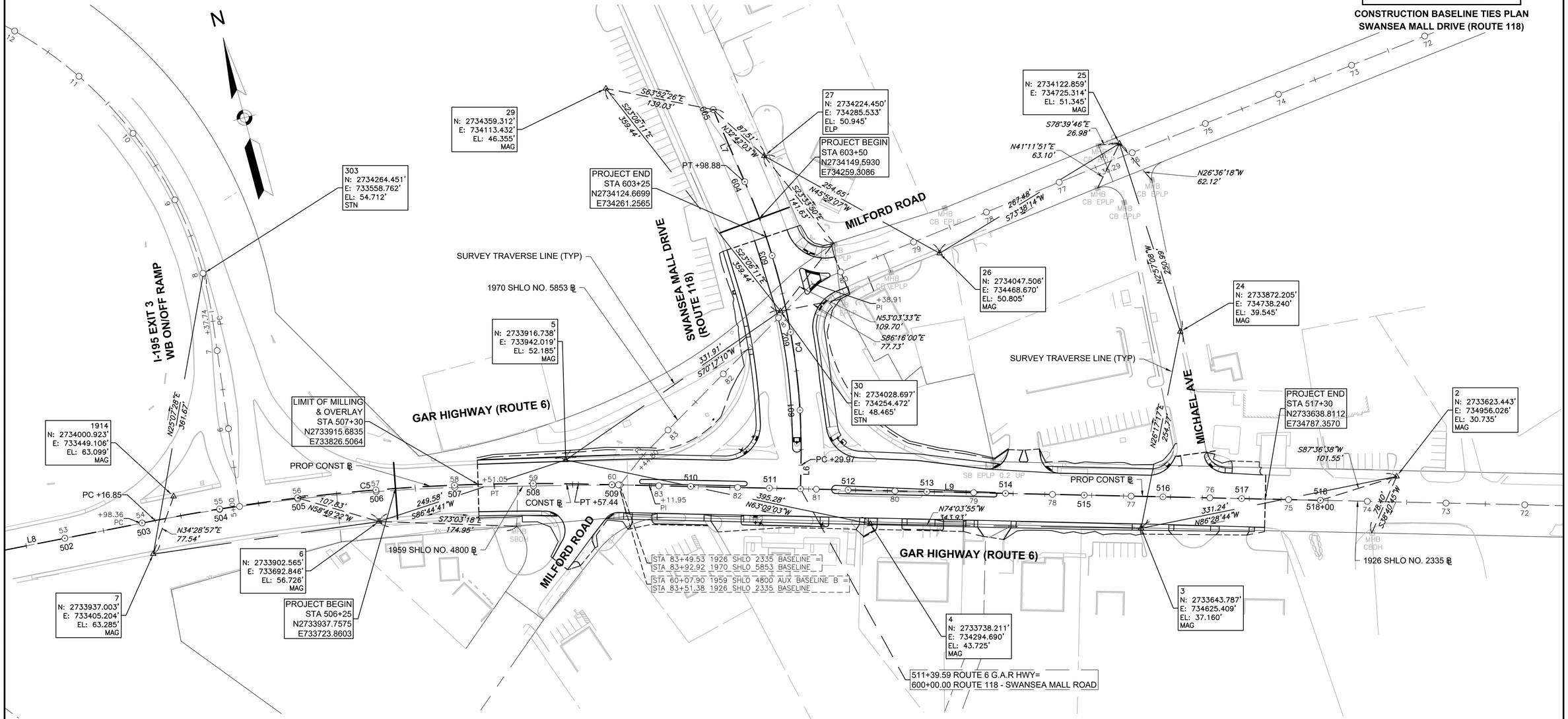
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	24	238
PROJECT FILE NO.	608759		

CONSTRUCTION BASELINE TIES PLAN
SWANSEA MALL DRIVE (ROUTE 118)



ROUTE 118 - SWANSEA MALL ROAD CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L6	600+00.00	2733804.1300	734220.5642		N16°15'38"E 29.97'	600+29.97	2733832.9034	734228.9567
C4	600+29.97	2733832.9034	734228.9567	R=850.00' Δ=24°52'00" L=368.90' T=187.40'		603+98.88	2734198.1025	734253.3878
L7	603+98.88	2734198.1025	734253.3878		N8°36'22"W 101.13'	605+00.00	2734298.0906	734238.2553

ROUTE 6 G.A.R HWY CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L8	500+00.00	2733998.8243	733102.3447		S86°07'44"E 316.85'	503+16.85	2733977.4327	733418.4733
C5	503+16.85	2733977.4327	733418.4733	R=2500.00' Δ=12°23'22" L=540.59' T=271.35'		508+57.44	2733883.1319	733949.7074
L9	508+57.44	2733883.1319	733949.7074		S73°44'22"E 942.56'	518+00.00	2733619.2092	734854.5620

0 60 100 200 300

SCALE: 1" = 60'

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NOTES:
1. REMOVAL AND DISPOSAL OF EXISTING BERMS ARE PAID UNDER ITEM 120.
2. CONTRACTOR SHALL REMOVE AND STACK PRIVATE FENCES WITHIN STATE HIGHWAY LAYOUT LINES TO THE LOCATION DESIGNATED BY THE PROPERTY OWNER.
3. IF DIRECTED BY THE ENGINEER, CONTRACTOR SHALL REMOVE AND RESET FENCES THAT ARE INDICATED TO BE REMOVED, IF NOT, THEY SHALL BE STACKED TO THE LOCATION DESIGNATED BY THE PROPERTY OWNER.
4. EXISTING STRAIGHT GRANITE CURB AND CURVE CURB RADIUS ≥ 100' THAT ARE IN SUITABLE CONDITION SHALL BE REMOVED AND RESET.
5. REMOVE AND DISPOSE EXISTING CURVE CURB RADIUS < 100'.
6. REMOVE AND DISCARD EXISTING CURB CORNERS.
7. REMOVE AND DISCARD EXISTING DAMAGED CATCH BASIN CURB INLETS. INLETS THAT ARE NOT DAMAGED MAY BE REUSED.
8. THE CONTRACTOR MUST SET THE PROPOSED BOUND BEFORE THE SIDEWALK IS CONSTRUCTED, TO AVOID ANY DAMAGE TO THE NEW SIDEWALK DURING CONSTRUCTION. IF THE CENTER OF THE PROPOSED BOUND IS WITHIN THE LIMITS OF THE SIDEWALK, THE CONTRACTOR SHALL CONSTRUCT THE PROPOSED SIDEWALK AROUND THE BOUND.
9. IF THE PROPOSED BOUND IS LOCATED IN CONFLICT WITH AN EXISTING TREE, THE BOUND SHALL NOT BE INSTALLED AS APPROVED BY THE ENGINEER.

HIGHWAY GUARD DETAILS
NONE

TRAFFIC SIGNAL CONDUIT
NONE

WATER SUPPLY ALTERATIONS
NONE

DRAINAGE DETAILS
SEE SHEET 78

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	25	238
	PROJECT FILE NO. 608759		

CONSTRUCTION PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

N

PROJECT BEGIN
STA 102+50
N2741788.7551
E719550.2977

PC +36.87

LIMIT OF MILLING & OVERLAY
STA 103+50
N2741726.8022
E719628.7714

Δ=10°50'00"
R=1500.00'
L=283.62'
T=142.23'
PI +26.80

PT +20.49

PC +02.38

Δ=1°31'12"
R=5000.00'
L=132.64'
T=66.32'

S43°17'16"E
181.89'

GAR HIGHWAY (ROUTE 6)

1927 SHLO NO. 2421
1927 SHLO NO. 2421 R
1931 SHLO NO. 2819
1991 SHLO NO. 6920

PROJECT BEGIN
BEGIN GRAN CURB
BEGIN GRAN CURB MEET EXIST
PROP TEMP EASEMENT
PROP LOAM & SEED
PROP HMA SW VARIABLE WIDTH
PROP 8.5' HMA SW
PROP GRAN CURB
R&D GRAN CURB
R&R GRAN CURB
R&R GRAN CURB
PROP BOUND
PROP PUE
SAWCUT MEET EXIST
SAWCUT
RET GATE
RET WALL
MEET EX WALL
RET TREE
RET
RET PATCH
RET CLF BEHIND WALK
PROP TREE PROT FENCE
PROP GRAN CURB TYPE VB
APPROX. LIMIT OF GRADING (TYP)
PROP 6' CC MEDIAN
PROP HMA DWY
PROP SHLO ALTERATION
PROP CRUSHED STONE SURFACE 104+64 TO 105+80 RT
APPROX. LIMIT OF GRADING (TYP)
PROP GRAN CURB STA 105+86 TO 106+17
PROP TEMP EASEMENT
R&S CLF IN PROP WALK
R&S POST & CURB STOP
R&D BERM
R&S POST
REM
PROP GRAN CURB STA 106+48 TO 106+65
PROP STANDARD MILLING & OVERLAY
PROP 8.5' HMA SW
RET SIGN & POSTS
PROP FDP WIDENING
APPROX. LIMIT OF GRADING (TYP)
PROP GRAN CURB STA 107+63 TO 108+08
PROP LOAM & SEED
SAWCUT MEET EXIST
DWY 1
DWY 2
DWY 3
CONST ℄
CONTINUED ON SHEET NO. 26

N/F DENNIS A. NELUSAN BK/PG 2898/250 2397 GAR HIGHWAY MAP/PARCEL 36/28
N/F OWNER UNKNOWN MAP/PARCEL 35/27
N/F MARCO P. SILVA CORP. BK/PG 6861/305 PB/PL 145/2 2452 GAR HIGHWAY MAP/PARCEL 35/1
N/F ALBERT MONTE, COREY MONTE AND MICHAEL MONTE BK/PG 9513/232 PB/PL 145/2 2452 GAR HIGHWAY MAP/PARCEL 35/1.2
N/F RT. 6 LUMBER, LLC BK/PG 4615/327 2452 GAR HIGHWAY MAP/PARCEL 35/1.2
N/F HORNBINE, LLC BK/PG 8733/34 2416 GAR HIGHWAY MAP/PARCEL 36/23

RECORD LOCATION OF OUTFALL (NOT FOUND)
APPROXIMATE LOCATION OF 20' WIDE DRAIN EASEMENT S.H.L.O. 6920

0 20 50 100
SCALE: 1" = 20'

FOR PROFILE SEE SHEET 40

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	26	238
	PROJECT FILE NO. 608759		

CONSTRUCTION PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

HIGHWAY GUARD DETAILS
NONE

TRAFFIC SIGNAL CONDUIT
SEE SHEET 121

WATER SUPPLY ALTERATIONS
NONE

DRAINAGE DETAILS
SEE SHEET 79

GAR HIGHWAY (ROUTE 6)

RET TREE
1927 SHLO NO. 2421
PROP LOAM & SEED
PROP 8.5' HMA SW
PROP GRAN CURB TYPE VB
APPROX. LIMIT OF GRADING (TYP)
PROP TREE PROT FENCE
APPROXIMATE LOCATION OF 20' WIDE DRAIN EASEMENT S.H.L.O. 6920
RECON. OF OUTL. (NOT FOUND)
N/F OWNER UNKNOWN MAP/PARCEL 35/27
N/F DENNIS A. NELUSAN BK/PG 2898/250 2397 GAR HIGHWAY MAP/PARCEL 36/28
1927 SHLO NO. 2421
1991 SHLO NO. 6920
RET
PROP 6' CC MEDIAN
Δ=1°31'12" R=5000.00' L=132.64' T=66.32'
PROP GRAN CURB TYPE VB
SAWCUT MEET EXIST
PROP HMA DWY
APPROX. LIMIT OF GRADING (TYP)
PROP TEMP EASEMENT
PROP LOAM & SEED
PROP 8.5' HMA SW
R&D GRAN CURB
100-FOOT WETLAND BUFFER
N/F COLBEA ENTERPRISES, L.L.C. BK/PG 7078/176 2345 GAR HIGHWAY MAP/PARCEL 36/29
END CURB MEET EXIST
PROP HMA DWY
SAWCUT MEET EXIST
PROP TEMP EASEMENT
APPROX. LIMIT OF GRADING (TYP)
END CURB MEET EXIST
R&R GRAN CURB
SAWCUT
1927 SHLO NO. 2421 ℄
S43°17'16"E 181.89'
CONST ℄
R&D BERM
R&S POST
R&R GRAN CURB
PC +02.38
PT +20.49
R&R GRAN CURB
R&S CLF IN PROP WALK
R&S POST & CURB STOP
DWY 3
DWY 4
DWY 5
DWY 6
DWY 7
DWY 8
DWY 9
PT +35.01
S44°48'28"E 360.38
PROP GRAN CURB TYPE VB
R&R GRAN CURB
PROP GRAN TRANS CURB
PROP 8.5' HMA SW
PROP 6' CC MEDIAN
PROP BOUND
R&D EXIST FDN
PROP GRAN TRANS CURB
R&R BOUND
PROP BOUND
RET PRIVATE SIGN
END GRAN CURB MEET EXIST
RET EXIST CURB
PROP PUE
PROP SHLO ALTERATION
PROP 8.5' HMA SW
PROP CRUSHED STONE SURFACE 104+64 TO 105+80 RT
PROP PUE
APPROX. LIMIT OF GRADING (TYP)
RET CLF BEHIND WALK
PROP TEMP EASEMENT
PROP GRAN CURB STA 105+86 TO 106+17
1991 SHLO NO. 6920
PROP GRAN CURB TYPE VB
PROP HMA DWY
PROP STANDARD MILLING & OVERLAY
SAWCUT MEET EXIST
PROP GRAN CURB STA 106+48 TO 106+65
REM
PROP 8.5' HMA SW
RET SIGN & POSTS
PROP LOAM & SEED
PROP GRAN CURB STA 107+63 TO 108+08
SAWCUT MEET EXIST
PROP FDP WIDENING
APPROX. LIMIT OF GRADING (TYP)
PROP HMA BERM
PROP HMA DWY
PROP LOAM & SEED
APPROX. LIMIT OF GRADING (TYP)
RET PRIVATE SIGN
PROP GRAN CURB
END CURB MEET EXIST
PROP GRAN CURB TYPE VB
PROP HMA DWY
SAWCUT MEET EXIST
PROP GRAN CURB AT BOW STA 109+53 TO 110+27
PROP 8.5' HMA SW
END CURB MEET EXIST
RET CURB & ISLAND
SAWCUT MEET EXIST
PROP HMA DWY
PROP GRAN CURB AT BOW STA 110+67 TO 209+38
PROP TEMP EASEMENT
1991 SHLO NO. 6920
PROP PUE
N/F ALBERT MOLE, COREY MONTE AND MICHAEL MONTE BK/PG 9513/232 PB/PL 145/2 2452 GAR HIGHWAY MAP/PARCEL 35/1.2
N/F RT. 6 LUMBER, LLC BK/PG 4615/327 2452 GAR HIGHWAY MAP/PARCEL 35/1.2
N/F HORNBINE, LLC BK/PG 8733/34 2416 GAR HIGHWAY MAP/PARCEL 36/23
N/F HORNBINE, LLC BK/PG 8780/287 PB/PL 85/24 2388 GAR HIGHWAY MAP/PARCEL 36/24
N/F 2368 GAR HIGHWAY, LLC BK/PG 8265/266 PB/PL 85/24 2368 GAR HIGHWAY MAP/PARCEL 36/27
N/F DENNIS A. NELUSAN BK/PG 2898/250 2397 GAR HIGHWAY MAP/PARCEL 36/28
JOHN DEERE SCHMIDT EQUIPMENT
WOODEN PLANTER
BRISTOL COUNTY AMTRAK AUTHORITY
STACKERS
CONTINUED ON SHEET NO. 25
CONTINUED ON SHEET NO. 27
FOR PROFILE SEE SHEET 41

0 20 50 100
SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	27	238
PROJECT FILE NO.	608759		

CONSTRUCTION PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

HIGHWAY GUARD DETAILS
NONE

TRAFFIC SIGNAL CONDUIT
SEE SHEET 121

WATER SUPPLY ALTERATIONS
SEE SHEET 80

DRAINAGE DETAILS
SEE SHEET 80

CONTINUED ON SHEET NO. 30

JAMES REYNOLDS ROAD (ROUTE 136)

GAR HIGHWAY (ROUTE 6)

MARKET STREET (ROUTE 136)

R&D TREE
1959 SHLO NO. 4783
PROP TEMP EASEMENT
PROP PUE
R&D GRAN CURB
PROP LOAM & SEED
100-FOOT WETLAND BUFFER
PROP 8.5' HMA SW
END CURB MEET EXIST
PROP HMA DWY
SAWCUT MEET EXIST
PROP TEMP EASEMENT
APPROX. LIMIT OF GRADING (TYP)
PROP SHLO ALTERATION
RET
PROP 6' CC MEDIAN
PROP SEDIMENT CONTROL BARRIER STA 212+11 TO 213+46
PROP BOUND
PROP FDP BOX
WIDENING
RET STONE AREA
PROP TREE PROT FENCE
PROP LOAM & SEED
1991 SHLO NO. 6920
RET SEPTIC CONTROL BOX & BOLLARDS
PROP GRAN TRANS CURB
PROP GRAN CURB TYPE VB
DWY 9
DWY 10
PROP 8.5' HMA SW
R&R GRAN CURB
PROP GRAN CURB
PROP 3" CURB REVEAL
PROP FDP
PCR 7
PCR 8
PC +95.39
112
111
110
53
54
113
211
212
213
+50.08
PC +21.84
SAWCUT
PROP GRAN CURB TYPE VB
PCR 6
PROP TEMP EASEMENT
APPROX. LIMIT OF GRADING (TYP)
PROP LOAM & SEED
PROP 5.5' HMA SW
1959 SHLO NO. 4783
76' EXISTING CURB TO CURB
R&D GRAN CURB
112+91.98 ROUTE 6 GAR HWY. - RT 136=
211+28.37 ROUTE 136
53+99.50 1927 SHLO 2421 BASELINE =
??? 1959 SHLO 4783 BASELINE
53+99.50 1927 SHLO 2421 BASELINE =
50+98.72 1961 SHLO 4701 BASELINE
74' EXISTING CURB TO CURB
PROP PUE
PROP LOAM & SEED
1991 SHLO NO. 6920
RET EXIST CURB
PROP 8.5' HMA SW
RET
PROP SHLO ALTERATION
PROP BOUND
R&D
PROP HMA DWY
END CURB MEET EXIST
PROP GRAN TRANS CURB
PROP TREE PROT FENCE
PROP BOUND
R&D GRAN CURB
PROP PUE
SAWCUT MEET EXIST
PROP GRAN CURB AT BOW STA 115+67 TO 116+43
R&S SIGN
PROP 8.5' HMA SW
R&R BOUND
PROP GRAN CURB TYPE VB
1927 SHLO NO. 2421 ℄
CONST ℄
116
57
R&R GRAN CURB
R&D GRAN CURB
PROP R&S CC BASE
PROP FDP
R&R GRAN CURB
SAWCUT
PROP BOUND
Δ=12°33'18"
R=3750.00'
L=821.73'
T=412.52'
+70.76 PI
114
115
55
56
PROP GRAN CURB TYPE VB
PROP BOUND
R&R GRAN CURB
PROP FDP
PROP 6' CC MEDIAN
PROP 8.5' HMA SW
SAWCUT
PROP TEMP EASEMENT
DEEJAY HOLDINGS, INC. BK/PG 5323/188 2327 GAR HIGHWAY MAP/PARCEL 36/40
VEADER GAR REALTY, LLC BK/PG 9116/151 2327 GAR HIGHWAY MAP/PARCEL 36/40
DEEJAY HOLDINGS, INC. BK/PG 3865/49 2333 GAR HIGHWAY MAP/PARCEL 36/39
MCDONALD'S USA, LLC BK/PG 9271/20 2333 GAR HIGHWAY MAP/PARCEL 36/39
TOTAL LEASING, INC. BK/PG 3966/198 181 JAMES REYNOLDS ROAD MAP/PARCEL 36/37
N/F COLBEA ENTERPRISES, L.L.C. BK/PG 7078/176 2345 GAR HIGHWAY MAP/PARCEL 36/29
N/F 2368 GAR HIGHWAY, LLC BK/PG 8265/266 PB/PL 85/24 2368 GAR HIGHWAY MAP/PARCEL 36/27
N/F CVS 75866 MA, L.L.C. BK/PG 7535/262 PB/PL 149/71 2330 GAR HIGHWAY MAP/PARCEL 36/12
R&R GRAN CURB
PROP 6' CC MEDIAN
PROP BOUND
R&D EXIST FDN
PROP GRAN TRANS CURB
R&R BOUND
DWY 8
PROP BOUND
RET PRIVATE SIGN
R&R GRAN CURB
SAWCUT
RET
PROP LOAM & SEED
END GRAN CURB MEET EXIST
PROP 8.5' HMA SW
RET EXIST CURB
RET GRAN CURB
R&D GRAN CURB
PROP STANDARD MILLING & OVERLAY
END CURB MEET EXIST
RET CURB & ISLAND
PROP GRAN CURB AT BOW STA 110+67 TO 209+38
PROP TEMP EASEMENT
PROP PUE
PROP CEM CONC SURFACE
1991 SHLO NO. 6920
80' EXISTING CURB TO CURB PROP 8.5' HMA SW
1958 SHLO NO. 4701
PROP AGED PINE BARK MULCH
RET GRAN CURB
R&D GRAN CURB
PROP 8.5' HMA SW
SAWCUT MEET EXIST
PROP HMA DWY
PCR 1
PCR 2
PCR 3
PCR 4
1961 SHLO NO. 4701 ℄
CONST ℄
PROP FDP
R&R GRAN CURB
PROP GRAN CURB TYPE VB
PROP 3" CURB REVEAL
PROP HMA SW
1958 SHLO NO. 4701
PROP HMA SW VARIABLE WIDTH
PROP PUE
75' EXISTING CURB TO CURB
PROP 6' CC MEDIAN
PROP SHLO ALTERATION
PROP LOAM & SEED
1991 SHLO NO. 6920
PROP SEDIMENT CONTROL BARRIER STA 114+40 TO 115+97
PROP TEMP EASEMENT
RET
1991 SHLO NO. 6920
RET PLANTED AREA
RET
APPROX. LIMIT OF GRADING (TYP)
1991 TOWN LAYOUT 6920
PROP TEMP EASEMENT
RET TREE
PROP TREE TRUNK ARMORING
PROP LOAM & SEED
RET
PROP SEDIMENT CONTROL BARRIER STA 116+13 TO 117+12
PROP PUE
RET SWALE
APPROX. LIMIT OF GRADING (TYP)
1991 TOWN LAYOUT NO. 6920
RET
SAWCUT
PROP AGED PINE BARK MULCH
PROP PUE
APPROX. LIMIT OF GRADING (TYP)
PROP 8.5' HMA SW
PROP GRAN CURB AT BOW STA 115+67 TO 116+43
PROP GRAN CURB TYPE VB
PROP 8.5' HMA SW
R&R BOUND
PROP GRAN CURB TYPE VB
PROP 6' CC MEDIAN
PROP 8.5' HMA SW
SAWCUT
PROP TEMP EASEMENT
PROP HMA DWY
PROP LOAM & SEED
RET
PROP SEDIMENT CONTROL BARRIER STA 116+13 TO 117+12
PROP PUE
RET SWALE
APPROX. LIMIT OF GRADING (TYP)
PROP TREE TRUNK ARMORING
PROP LOAM & SEED
RET
PROP SEDIMENT CONTROL BARRIER STA 116+13 TO 117+12
PROP PUE
RET SWALE
APPROX. LIMIT OF GRADING (TYP)

CONTINUED ON SHEET NO. 26
CONTINUED ON SHEET NO. 28
CONTINUED ON SHEET NO. 29
FOR PROFILE SEE SHEETS 41, 42

0 20 50 100
SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	28	238
PROJECT FILE NO.	608759		

CONSTRUCTION PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

HIGHWAY GUARD DETAILS
R&D EXIST GUARDRAIL 119+21 TO 119+92 RT
GUARDRAIL TANGENT END TREATMENT, TL-2
STA 119+03 TO 119+28 RT
GUARDRAIL, TL-2 (SINGLE FACED)
STA 119+28 TO 119+88 RT
GUARDRAIL TRAILING ANCHORAGE:
STA 119+88 TO 119+98 RT

TRAFFIC SIGNAL CONDUIT
SEE SHEET 121

WATER SUPPLY ALTERATIONS
NONE

DRAINAGE DETAILS
SEE SHEET 81

GAR HIGHWAY (ROUTE 6)

N/F DEEJAY HOLDINGS, INC. BK/PG 5323/188 2327 GAR HIGHWAY MAP/PARCEL 36/40
N/F VEADER GAR REALTY, LLC BK/PG 9116/151 2327 GAR HIGHWAY MAP/PARCEL 36/40
N/F VEADER REALTY SWANSEA, LLC BK/PG 8435/282 2283 GAR HIGHWAY MAP/PARCEL 36/44
N/F VEADER REALTY SWANSEA, LLC LC. CERT No. 7348 LC.C. No. 27551A 2283 GAR HIGHWAY MAP/PARCEL 36/44
N/F VEADER REALTY SWANSEA, LLC BK/PG 8435/270 2283 GAR HIGHWAY MAP/PARCEL 36/44

PROP TEMP EASEMENT
PROP PUE
SAWCUT MEET EXIST
PROP GRAN CURB AT BOW STA 115+67 TO 116+43
R&S SIGN
PROP 8.5' HMA SW
PROP HMA DWY
PROP 8.5' HMA SW
APPROX. LIMIT OF GRADING
PROP LOAM & SEED
RET PLANTER AREA
RET FENCE
R&R MB IN PLACE
SAWCUT
DWY 12
R&R GRAN CURB
R&R BOUND
PROP GRAN CURB TYPE VB
R&R GRAN CURB
1927 SHLO NO. 2421
CONST Ø
PROP STANDARD MILLING & OVERLAY
PROP SEDIMENT CONTROL BARRIER STA 118+91 TO 120+35
1991 SHLO NO. 6920
RET
END GRAN TRANS CURB MEET EXIST
GATE POST
SWINGING GATE
PLANTED AREA
ENTRANCE
PCR 9
PCR 10
SAWCUT MEET EXIST
PROP HMA DWY PAVEMENT
RET
END GRAN TRANS CURB MEET EXIST
PROP LOAM & SEED
PROP SEDIMENT CONTROL BARRIER STA 120+70 TO 121+05
PROP HMA SW
END GRAN CURB MEET EXIST
PROP PUE
SAWCUT MEET EXIST WALK
LIMIT OF MILLING & OVERLAY STA 121+05 2740563.6483 720935.4598
PROJECT END STA 121+35 N2740547.4716 E720960.7184
R&R GRAN CURB
PROP TREE TRIMMING +25 TO +90 RT
PT +17.12
S57°21'46"E 382.88'
R&D EX HWY GUARD
PROP HWY GUARD
R&R GRAN CURB
PROP HMA DWY
PROP 5.5' HMA SW
RET EX WALL
R&R MB
DWY 15
SAWCUT MEET EXIST WALK
END GRAN CURB MEET EXIST
R&D GRAN CURB
DWY 14
SAWCUT
PROP GRAN CURB TYPE VB
PROP 6' CC MEDIAN
R&D GRAN CURB
DWY 13
PCR 46
PCR 43
PROP 8.5' HMA SW
R&S SIGN
PROP GRAN TRANS CURB
RET BOUND
PROP GRAN TRANS CURB
END CURB MEET EXIST
R&D EXIST ISLAND
SAWCUT MEET EXIST
PROP HMA DWY
PROP 8.5' HMA SW
PROP SEDIMENT CONTROL BARRIER STA 117+49 TO 118+70
PROP TEMP EASEMENT
END CURB MEET EXIST
MEET EXIST
PROP GRAN TRANS CURB
SAWCUT MEET EXIST 1991 SHLO NO. 6920
APPROX. LIMIT OF GRADING (TYP)
R&D TREE
PROP HMA DWY
PROP LOAM & SEED
APPROX. LIMIT OF GRADING (TYP)
RET WALL
RET TREES
PROP TREE PROTECTION FENCE
RET FENCE
PROP LOAM & SEED
PROP SEDIMENT CONTROL BARRIER STA 120+15 TO 121+07
PROP TEMP EASEMENT
PROP PUE
SAWCUT MEET EXIST
PROP HMA SW
PROP LOAM & SEED
R&R GRAN CURB
SAWCUT MEET EXIST WALK
END GRAN CURB MEET EXIST
RET PLANTINGS
PROP TREE TRUNK ARMORING
PROP LOAM & SEED
RET
PROP SEDIMENT CONTROL BARRIER STA 116+13 TO 117+12
PROP PUE
RET SWALE
APPROX. LIMIT OF GRADING (TYP)
PROP GRAN TRANS CURB
PROP PUE
PROP TREE TRUNK ARMORING
END CURB MEET EXIST

N/F WILLIAM J. BENTO & LINDA L. CLARKE-BENTO BK/PG 4691/124 PB/PL 395/539 2314 GAR HIGHWAY MAP/PARCEL 36/11
N/F 2302 GAR PROPERTY, LLC BK/PG 8177(PARCEL 1) 2302 GAR HIGHWAY MAP/PARCEL 36/10
N/F 2302 GAR PROPERTY, LLC L.C.C. NO. 16683(LOT H) CERT. NO. 1074 2302 GAR HIGHWAY MAP/PARCEL 36/10
N/F CATHERINE A. PALUMBO, SOLE TRUSTEE OF THE CATHERINE A. PALUMBO NOMINEE TRUST L.C.C. No. 16683C (LOTS I AND J) CERT. NO. 5276 DOC. NO. 24577 2292 GAR HIGHWAY MAP/PARCEL 36/9

CONTINUED ON SHEET NO. 27
FOR PROFILE SEE SHEET 41

0 20 50 100
SCALE: 1" = 20'


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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	29	238
	PROJECT FILE NO. 608759		

CONSTRUCTION PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)

HIGHWAY GUARD DETAILS	TRAFFIC SIGNAL CONDUIT	WATER SUPPLY ALTERATIONS	DRAINAGE DETAILS
NONE	NONE	NONE	SEE SHEET 82



FOR PROFILE SEE SHEET 42

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	30	238
PROJECT FILE NO.	608759		

CONSTRUCTION PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

HIGHWAY GUARD DETAILS	TRAFFIC SIGNAL CONDUIT	WATER SUPPLY ALTERATIONS	DRAINAGE DETAILS
R&D EXIST HWY GUARD 213+35 TO 213+75 RT	NONE	NONE	SEE SHEET 83



0 20 50 100
SCALE: 1" = 20'

FOR PROFILE SEE SHEET 43

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	31	238
PROJECT FILE NO.	608759		

CONSTRUCTION PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)

HIGHWAY GUARD DETAILS
R&D EXIST HWY GUARD 221+86 TO 222+30 RT

TRAFFIC SIGNAL CONDUIT
NONE

WATER SUPPLY ALTERATIONS
NONE

DRAINAGE DETAILS
SEE SHEET 83

I-195 EXIT 5
EB ON/OFF RAMP

JAMES REYNOLDS ROAD (ROUTE 136)

APPROX LIMIT OF GRADING (TYP)
APPROX LIMIT OF EXISTING SWALE
REM EXISTING VEGETATION AND RESET STONE WITHIN EXISTING SWALE
R&R GRAN CURB
PROP HMA DWY
SAWCUT MEET EXIST
PROP 5.5' HMA WALK
DWY 64
LIMIT OF BVW
RET FENCE
PROP SEDIMENT CONTROL BARRIER STA 219+38 TO STA 222+28
APPROX LIMIT OF GRADING (TYP)
1959 SHLO NO. 4783
PROP FULL DEPTH WIDENING
R&R GRAN CURB
PROP LOAM & SEED
RET SIGN
SAWCUT
END GRAN CURB MEET EXIST
RET SIGN
LIMIT OF MILLING & OVERLAY
STA 222+15
N2741997.0316
E720828.7984
PROP STANDARD MILLING & OVERLAY
1959 SHLO NO. 4783
SAWCUT MEET EXIST
RET EXIST DRIVEWAY
RET EXIST EOP
RET BERM
RET GUARDRAIL
RET CURB
RET SIGN
PROJECT END
STA 222+30
N2742011.0362
E720834.1916
END GRAN CURB MEET EXIST
RET FENCE
1959 SHLO NO. 4783
100-FOOT WETLAND BUFFER
100-FOOT WETLAND BUFFER

CONTINUED ON SHEET NO. 30

FOR PROFILE SEE SHEET 43

0 20 50 100
SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	32	238
	PROJECT FILE NO. 608759		

CONSTRUCTION PLANS
MAPLE AVENUE

HIGHWAY GUARD DETAILS
NONE

TRAFFIC SIGNAL CONDUIT
NONE

WATER SUPPLY ALTERATIONS
NONE

DRAINAGE DETAILS
SEE SHEET 85

N

GAR HIGHWAY (ROUTE 6)

N/F
NEVER TOO OLD, LLC
BK/PG 8495/9
PB/PL 85/74
1199 GAR HIGHWAY
MAP/PARCEL 82/12-2A

N/F
KEVIN P. MANNING
BK/PG 3288/96
1147 GAR HIGHWAY
MAP/PARCEL 82/12

N/F
SWANSEA REALTY TRUST
BK/PG 3288/96
PB/PL 40/34
1147 GAR HIGHWAY
MAP/PARCEL 82/12

N/F
FRANK & JULIETTE R. DENIS
BK/PG 1329/61
1162 GAR HIGHWAY
MAP/PARCEL 82/13

N/F
CHILES REALTY, LLC
BK/PG 34160/344
1144 GAR HIGHWAY
MAP/PARCEL 76/92

N/F
KARA PAVAO
BK/PG 9464/43
PB/PL 80/37
1124 GAR HIGHWAY
MAP/PARCEL 76/91

N/F
MARTING. & JENNIFER I. BOISVERT
BK/PG 6045/196
1124 GAR HIGHWAY
MAP/PARCEL 76/91

PROJECT BEGIN
STA 300+20
N2734542.4120
E730365.1038

LIMIT OF MILLING & OVERLAY
STA 301+05
N2734517.3633
E730446.3311

END GRAN CURB MEET EXIST
SAWCUT MEET EXIST
END GRAN CURB MEET EXIST
PROP HMA DWY PAVEMENT
RET
R&D BERM
PROP GRAN CURB TYPE VB (TYP)
PROP LOAM & SEED
PROP 5.5' HMA SW
1927 SHLO NO. 2421
BEGIN GRAN CURB MEET EXIST
PCR 14
PCR 15
APPROX. LIMIT OF GRADING (TYP)
PROP LOAM & SEED
R&D CURB
PROP 5.5' HMA SW
PROP GRAN CURB TYPE VB
SAWCUT
R&R GRAN CURB
RET WALL
MEET EXIST WALL
SAWCUT MEET EXIST
PROP HMA DWY
DWY 30
R&R GRAN CURB
REM EXIST WALL STA 302+83 TO 303+42
RET ROCK & LANDSCAPE AREA
PROP LOAM & SEED
PROP GRAN CURB TYPE VA5 STA 302+83 TO 303+13 STA 303+17 TO 303+42
PROP HMA SW
SAWCUT
MEET EXIST
PROP CC STAIRS DESIGN C
R&R MB
DWY 32
PROP TEMP EASEMENT
PROP HMA DWY
PROP HMA SW
PROP GRAN CURB AT BOW STA 303+65 TO 303+83
PROP HMA DWY
PROP SHLO ALTERATION
PROP GRAN CURB TYPE VB
DWY 33
PROP 3" CURB REVEAL
PROP STANDARD MILLING & OVERLAY
SAWCUT MEET EXIST
PROP BOUND
PROP GRAN CURB TYPE VA5 AT BOW STA 304+17 TO 304+60
PROP 8.5' HMA SW
PROP GRAN CURB TYPE VB
PROP BOX WIDENING
DWY 35
PROP HMA DWY
RET
PROP LOAM & SEED
PROP 8.5' HMA SW
MEET EXIST WALL
PROP TEMP EASEMENT
MEET EXIST
PROP GRAN TRANS CURB
PROP LOAM & SEED
R&D BUSH
PROP GRAN CURB TYPE VA5 STA 306+38 TO 306+59
PROP HMA BETWEEN WALK AND WALL
RET EXIST WALL
PROP CC WALK
SAWCUT
MEET EXIST
1927 SHLO NO. 2421
RET TREE
PROP TREE PROTECTION FENCE
R&R GRAN CURB
CONTINUED ON SHEET NO. 33

1927 SHLO NO. 2421 CONST B
PROP FDP WIDENING
PROP HMA WALK
PROP 4" CURB REVEAL
R&R GRAN CURB
PROP GRAN CURB TYPE VB
R&D TREE
REM BUSH
PROP 3" CURB REVEAL
REM POST
R&R GRAN CURB
R&R MB
PROP 8.5' HMA SW
S72°51'41"E
746.16'
REM BUSH
DWY 36
DWY 37
DWY 38
BEGIN GRAN CURB MEET EXIST
1927 SHLO NO. 2421
PROP BOUND (2)
PROP HMA DWY
PROP GRAN CURB TYPE VB
PROP LOAM & SEED
PROP PUE
PROP TEMP EASEMENT
PROP HMA SW
PROP GRAN CURB AT BOW 301+05 TO 303+85 RT
PROP HMA DWY
SAWCUT MEET EXIST
PROP GRAN CURB TYPE VB
PROP LOAM & SEED
PROP HMA DWY
PROP GRAN CURB TYPE VA5 AT BOW 301+82 TO 303+40 RT
PROP PUE
PROP HMA DWY
PROP GRAN CURB TYPE VB
R&R GRAN CURB (TYP)
RET EXIST REINFORCED CONCRETE SLAB (TYP)
PROP SHLO ALTERATION
SAWCUT MEET EXIST
PROP 8.5' HMA SW
PROP HMA DWY
PROP PUE
PROP TEMP EASEMENT
R&D TREE
PROP LOAM & SEED
PROP HMA DWY
RET MB
SAWCUT MEET EXIST
PROP GRAN CURB TYPE VB
PROP LOAM & SEED
R&S
RET
PROP LOAM & SEED
PROP HMA DWY
RET MB
SAWCUT MEET EXIST
REM PLANTING
PROP 8.5' HMA SW
PROP PUE
PROP HMA BERM MEET EXIST
PROP HMA DWY
PROP GRANITE CURB CORNER TYPE A (TYP)
PROP 8.5' HMA SW
APPROX. LIMIT OF GRADING
PROP HMA DWY
SAWCUT MEET EXIST
PROP HMA DWY
PROP 8.5' HMA SW
PROP TEMP EASEMENT
PROP PUE
RET CURB
R&D TREE
R&S CURB WITHIN DWY LIMITS

0 20 50 100
SCALE: 1" = 20'

FOR PROFILE SEE SHEET 43

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	33	238
	PROJECT FILE NO.	608759	

CONSTRUCTION PLANS
MAPLE AVENUE

HIGHWAY GUARD DETAILS

GUARDRAIL TANGENT END TREATMENT, TL-2
STA 310+58 TO 310+83
GUARDRAIL, TL-2 (SINGLE FACED)
STA 310+83 TO 312+32

TRAFFIC SIGNAL CONDUIT


SEE SHEET 123

WATER SUPPLY ALTERATIONS

NONE

DRAINAGE DETAILS

SEE SHEET 86



FOR PROFILE SEE SHEETS 44, 45, 46

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HIGHWAY GUARD DETAILS

NONE

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

DRAINAGE DETAILS

SEE SHEET 87

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-~~003S~~(842)X	34	238
PROJECT FILE NO.	608759		

CONSTRUCTION PLANS
MAPLE AVENUE

N

SWANSEA PROFESSIONAL PARK

GAR HIGHWAY (ROUTE 6)

1923 SHLO NO. 2146

1923 SHLO NO. 2146 B

2010 SHLO NO. 8090
NO ACCESS

1959 SHLO NO. 4800

1959 SHLO NO. 4800 B

1959 SHLO NO. 4800
NO ACCESS

N/F
1049 G.A.R. HIGHWAY REALTY TRUST II
BK/PG 7616/242
1049 GAR HIGHWAY
MAP/PARCEL 76/5-2A

WATER EASEMENT
STATE HIGHWAY LAYOUT OF
2010 NO. 8090

N/F
SWANSEA PROFESSIONAL CONDOMINIUMS
BK/PG 1466/159
PB/PL 73/16
1010 GAR HIGHWAY
MAP/PARCEL 76/9

BK/PG 1468/321 – UNIT DEED

N/F
SUTHERLAND PROPERTIES, INC.
BK/PG 3960/203
1044 GAR HIGHWAY
MAP/PARCEL 76/31

N/F
MARCO GROUP, INC.
BK/PG 7464/343
175 MAPLE AVE
MAP/PARCEL 76/10

N/F
GLEN L. & MICHAEL
SUTHERLAND
BK/PG 3933/121

APPROX. LIMIT OF GRADING (TYP)

PROP LOAM & SEED

PROP SEDIMENT CONTROL BARRIER
STA 309+91 TO 312+50

PROP 8.5' HMA SW

PROP TEMP EASEMENT

PROP PUE

PROP STANDARD MILLING & OVERLAY

R&D CURB

PROP LOAM & SEED

END CURB MEET EXIST

SAWCUT MEET EXIST

RET

RET BOUND

PROP PUE R&R GRAN CURB

APPROX LIMIT OF GRADING

PROP TEMP EASEMENT

PROP LOAM & SEED

PROP 8.5' HMA SW

R&R CLF
STA 314+32 TO 316+09

END GRAN CURB MEET EXIST

PROP PUE

RET PVMT

LIMIT OF MILLING & OVERLAY
STA 316+80
N2734087.3120
E731960.2897

END GRAN CURB MEET EXIST

RET CLF
316+80 TO 317+33 RT

PROP STANDARD MILLING & OVERLAY

PROP DRAINAGE EASEMENT

R&D TREE

1959 SHLO NO. 4800
NO ACCESS

PROJECT END
STA 318+75
N2734063.6951
E732153.8164

PCR 23

PCR 24

PROP GRAN TYPE VB

R&D GRAN CURB

R&R GRAN CURB

PROP HIGHWAY GUARD

PROP 48" CLF ON WALL

R&D GRAN CURB & ISLAND

PROP GRAN CURB TYPE VB

REM WALL TO PROP BOW

PROP FDP WIDENING

R&D GRAN CURB

PROP GRAN TRANS CURB

PROP BOUND

PROP BOUND DWY 42

DWY 41

SAWCUT

PC +64.70

+38.96 PC

PC +19.30

Δ=12°08'00"
R=3000.00'
L=635.30'
T=318.84'

PROP STONE MASONRY WALL
STA 310+68 TO 312+34
SEE SHEET 159 FOR WALL PROFILE

PROP TEMP EASEMENT

PROP GRAN CURB TYPE VB

PROP SHLO ALTERATION

PROP HMA DWY

PROP AGED PINE BARK MULCH

PROP GRAN CURB TYPE VA5
STA 312+77 TO 312+98

REM EX CURB

SAWCUT MEET EXIST

RET CURB

PROP 8.5' HMA SW

PROP LOAM & SEED

MEET EXIST

RET EX WALL

PROP GRAN TRANS CURB

PROP HMA DWY

MEET EXIST

PROP GRAN CURB TYPE VB

PROP PUE

RET EX CURB

APPROX LIMIT OF GRADING (TYP)

RET PRIVATE SIGN

REM BUSH

RET

R&S EXIST CLF

PROP 72" CLF
314+30 TO 316+80 RT

RET EX CURB

PROP LOAM & SEED

PROP 8.5' HMA SW

RET FENCE

PROP PUE

PROP TEMP EASEMENT

1959 SHLO NO. 4800 B

SAWCUT

R&R GRAN CURB

1959 SHLO NO. 4800

SAWCUT

RET PVMT

PROP PUE

1959 SHLO NO. 4800

RET TREE

CONTINUED ON SHEET NO. 33

CONTINUED BELOW

CONTINUED ABOVE

FOR PROFILE SEE SHEETS 44, 45

0 20 50 100

SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	35	238
	PROJECT FILE NO. 608759		

CONSTRUCTION PLANS
MAPLE AVENUE

HIGHWAY GUARD DETAILS
NONE

TRAFFIC SIGNAL CONDUIT
NONE

WATER SUPPLY ALTERATIONS
NONE

DRAINAGE DETAILS
SEE SHEET 88

CONTINUED ON SHEET NO. 33

CONTINUED ON SHEET NO. 33

MAPLE AVENUE

SCALE: 1" = 20'

PROJECT BEGIN
STA 404+16
N2733899.2199
E731338.8882

PROJECT END
STA 415+25
N2734973.0402
E731292.6848

LIMIT OF MILLING & OVERLAY
STA 413+65
N2734817.3323
E731255.8650

FOR PROFILE SEE SHEETS 45, 46

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	36	238
	PROJECT FILE NO. 608759		

CONSTRUCTION PLANS
SWANSEA MALL DRIVE
(ROUTE 118)

HIGHWAY GUARD DETAILS

TRANSITION TO NCHRP 350 GUARDRAIL:
507+30 LT TO 507+64 LT, 507+84 RT TO 508+18 RT
R&D GUARDRAIL: 507+30 TO 508+80 LT,
507+84 TO 508+23 RT
GUARDRAIL, TL-2 (SINGLE FACED): 507+64 TO 508+77 LT
TRAILING ANCHORAGE: 508+18 TO 508+29 RT
TANGENT END TREATMENT, TL-2: 508+77 TO 509+09 LT

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

DRAINAGE DETAILS

SEE SHEET 89

I-195 EXIT 3
WB ON/OFF RAMP

GAR HIGHWAY (ROUTE 6)

MILFORD ROAD

1959 SHLO NO. 4800

1959 SHLO NO. 4800 ℄

1959 SHLO 4800 AUX BASELINE A

100-FOOT WETLAND BUFFER

PROP PUE

1970 SHLO NO. 5853

1970 SHLO NO. 5853 ℄

APPROX LIMIT OF GRADING (TYP)

83+49.53 1926 SHLO 2335 BASELINE =
83+92.92 1970 SHLO 5853 BASELINE

APPROX. LIMIT OF GRADING (TYP)

PROP SEDIMENT CONTROL BARRIER STA 507+30 TO 509+55

PROP GRAN CURB TYPE VB

BEGIN GRAN CURB MEET EXIST

PROP PVMT MILLING MULCH UNDER GUARDRAIL

LIMIT OF MILLING & OVERLAY STA 507+30 N2733915.6835 E733826.5064

PROP 5.5' HMA SW

PROP LOAM & SEED

PROP FDP

PROJECT BEGIN STA 506+25 N2733937.7575 E733723.8603

SAWCUT

R&R GRAN CURB

CONST ℄

PT +57.44

60+07.90

+11.95

83

83+51.38

83+92.92

1926 SHLO NO. 2335 ℄

PROP 6' CC MEDIAN

1959 SHLO NO. 4800 ℄

SAWCUT MEET EXIST BEGIN PROP PVMT STANDARD MILLING & OVERLAY

PROP STANDARD MILLING & OVERLAY

+51.05 PT

PROP 5.5' HMA SW

R&D GRAN CURB

R&R BOUND FLUSH W/ SIDEWALK SURFACE

R&D CURB

PROP HMA DWY

REM

PROP 8.5' HMA SW

PCR 25

PROP GRAN CURB TYPE VB

PCR 26

DWY 53

5+00.02 SHLO 4800 AUXILARY BASELINE A =
55+25.65 1959 SHLO 4800 AUX BASELINE B

BEGIN GRAN CURB MEET EXIST

R&R GRAN CURB

RET FENCE

PROP LOAM & SEED

RET EXIST RETAINING WALL

APPROX. LIMIT OF GRADING (TYP)

R&D CURB

END CURB MEET EXIST

PROP GRAN CURB TYPE VB

PROP BOUND

PROP AGED PINE BARK MULCH

R&R PRIVATE SIGN & SUPPORT (BO)

PROP SHLO

SAWCUT ALTERATION MEET EXIST

PROP 8.5' HMA SW

END CURB MEET EXIST

1928 TOWN LO

PROP LOAM & SEED

RET SIGN

APPROX. LIMIT OF GRADING (TYP)

1959 SHLO NO. 4800 NO ACCESS

TOWN LAYOUT OF 1909

SAWCUT MEET EXIST

1928 TOWN LO

RET

END CURB MEET EXIST

PROP HMA DWY

SAWCUT MEET EXIST

END CURB MEET EXIST

R&D CURB

PROP LOAM & SEED

PROP GRAN CURB TYPE VB

END CURB MEET EXIST

TOWN LAYOUT OF 1909

1959 SHLO NO. 4800

DWY 45

0 20 50 100

SCALE: 1" = 20'

FOR PROFILE SEE SHEET 46

CONTINUED ON SHEET NO. 37

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	37	238
PROJECT FILE NO.	608759		

CONSTRUCTION PLANS
SWANSEA MALL DRIVE
(ROUTE 118)

HIGHWAY GUARD DETAILS

TRANSITION TO NCHRP 350 GUARDRAIL:
507+30 LT TO 507+64 LT, 507+84 RT TO 508+18 RT
R&D GUARDRAIL: 507+30 TO 508+80 LT,
507+84 TO 508+23 RT
GUARDRAIL, TL-2 (SINGLE FACED): 507+64 TO 508+77 LT
TRAILING ANCHORAGE: 508+18 TO 508+29 RT
TANGENT END TREATMENT, TL-2: 508+77 TO 509+09 LT

TRAFFIC SIGNAL CONDUIT

SEE SHEET 125

WATER SUPPLY ALTERATIONS

SEE BELOW

DRAINAGE DETAILS

SEE SHEET 90

CONTINUED ON SHEET NO. 39

PROP HMA DWY
DWY 63
PROP HMA DWY
PROP PUE
SAWCUT MEET EXIST
PROP GRAN CURB TYPE VB
R&R SGE
R&R SGE
R&D GRAN CURB
PROP 10' CC SW
PROP LOAM & SEED
1970 SHLO NO. 5853
R&R SGE
PROP 5.5' CC SW
APPROX LIMIT OF GRADING (TYP)
83+49.53 1926 SHLO 2335 BASELINE = 83+92.92 1970 SHLO 5853 BASELINE
APPROX. LIMIT OF GRADING (TYP)
R&R SGE
RET
PROP LOAM & SEED
1970 SHLO NO. 5853 ℄
PROP GRAN CURB TYPE VB
BASELINE OF 1970 (SHLO No. 5853)
R&D SGE
PROP FULL DEPTH PAVEMENT
REM EX PVMT & BASE
PROP 8" ORDINARY BORROW, 4" LOAM & SEED
PROP SEDIMENT CONTROL BARRIER STA 507+30 TO 509+55
PROP 5.5' HMA SW
PROP LOAM & SEED
R&D GRAN CURB
PROP GRAN CURB TYPE VB
PROP FDP
PROP 5.5' CC SW
PROP 3" REVEAL
PCR 31
PCR 30
PCR 29
PCR 28
PCR 32
PROP SGE
PROP CC MEDIAN
PC +29.97
SAWCUT
R&R GRAN CURB
PROP STANDARD MILLING & OVERLAY
PROP FDP WIDENING
CONST ℄
PROP GRAN CURB TYPE VB
PROP CC MEDIAN (WIDTH VARIES)
CONST ℄
PT +57.44
60+07.90
SAWCUT
510
511
512
513
514
1926 SHLO 2335 BASELINE SAWCUT
PROP 6' CC MEDIAN
1926 SHLO NO. 2335 ℄
PROP 5.5' HMA SW
R&D GRAN CURB
R&R BOUND FLUSH W/ SIDEWALK SURFACE
PROP 8.5' HMA SW
PROP GRAN CURB TYPE VB
PCR 25
PCR 26
PROP AGED PINE BARK MULCH
PROP 3" CURB REVEAL
PCR 27
PROP HMA DWY
PROP 8.5' HMA SW
R&D CURB
PROP HMA DWY
DWY 53
DWY 54
DWY 55
DWY 56
DWY 57
DWY 58
DWY 59
PROP GRAN CURB TYPE VB
PROP BOUND
RET FENCE
PROP LOAM & SEED
R&D CURB
END CURB MEET EXIST
MILFORD ROAD
DWY 45
SAWCUT MEET EXIST
1928 TOWN LO
R&D CURB
RET
END CURB MEET EXIST
PROP HMA DWY
SAWCUT MEET EXIST
END CURB MEET EXIST
R&D CURB
PROP LOAM & SEED
PROP GRAN CURB TYPE VB
END CURB MEET EXIST
TOWN LAYOUT OF 1909
R&D CURB
PROP HMA DWY
REM
SAWCUT MEET EXIST
PROP 8.5' HMA SW
END CURB MEET EXIST
1928 TOWN LO
PROP LOAM & SEED
RET SIGN
APPROX. LIMIT OF GRADING (TYP)
PROP AGED PINE BARK MULCH
R&R PRIVATE SIGN & SUPPORT (BO)
PROP SHLO ALTERATION
PROP BOUND
RET
END CURB MEET EXIST
SAWCUT MEET EXIST
PROP GRAN CURB TYPE VB
PROP GRAN CURB AT BOW STA 509+52 TO 510+22
PROP TEMP EASEMENT
R&D CURB
PROP GRAN CURB TYPE VB
PROP HMA DWY
PROP 3" CURB REVEAL
PROP BOUND
R&D BUSHES
PROP SHLO ALTERATION
PROP 8.5' HMA SW
PROP CURB AT BOW STA 510+65 TO 511+76
PROP GRAN CURB TYPE VB
511+39.59 ROUTE 6 G.A.R HWY= 600+00.00 ROUTE 118 - SWANSEA MALL ROAD
PROP GRAN CURB TYPE VB
R&D BUSHES
PROP AGED PINE BARK MULCH
PROP HMA DWY
PROP BOUND
RET
END CURB MEET EXIST
PROP GRAN CURB TYPE VB
RET LP
PROP PUE
SAWCUT MEET EXIST
1970 SHLO NO. 5853
PROP FDP
RET EXIST REINFORCED CONCRETE SLAB (TYP)
PROP GRAN CURB TYPE VB
PROP 8.5' HMA SW
R&D CURB
PROP HMA DWY
PROP MULCH
END CURB MEET EXIST
PROP GRAN CURB TYPE VB
PROP TEMP EASEMENT
R&D WOOD CURB IN PROP WALK REBUILD EXIST AS REQUIRED
R&D CURB
R&D BUSHES
PROP HMA DWY
PROP GRAN CURB TYPE VB
PROP GRAN CURB TYPE VB
PROP AGED PINE BARK MULCH
PROP 8.5' HMA SW
RET WOOD CURB & SIGN
SAWCUT MEET EXIST
PROP 3" CURB REVEAL
PROP GRAN CURB TYPE VB
PROP 5.0' HMA SW
R&D BUSHES
PROP GRAN CURB TYPE VB
PROP HMA DWY
RET BUSHES
R&D CURB
RET BUSH
END CURB MEET EXIST
RET PRIVATE
SAWCUT SIGN MEET EXIST
END CURB MEET EXIST
PROP LOAM & SEED
RET BUSHES
1926 SHLO NO. 2335
PROP LOAM & SEED
PROP 8.5' HMA SW
PROP GRAN CURB TYPE VB
RET
PROP LOAM & SEED
PROP TREE TRUNK ARMORING
END CURB MEET EXIST
PROP 8.5' HMA SW
PROP GRAN CURB TYPE VB
PROP SEDIMENT CONTROL BARRIER STA 512+10 TO 514+01
RET CLF
APPROX. LIMIT OF GRADING (TYP)
R&D GRAN CURB
PROP LOAM & SEED
PROP 10' CC SW
R&D GRAN CURB
R&R SGE
REM EX PVMT & BASE
PROP 8" ORDINARY BORROW, 4" LOAM & SEED
PROP 8.5' HMA SW
RET
R&D GRAN CURB
END CURB MEET EXIST
PROP TEMP EASEMENT
1970 SHLO NO. 5853
PROP PUE
SAWCUT MEET EXIST
RET CURB & ISLAND
PROP HMA DWY
END CURB MEET EXIST
PROP T100 CURB
R&R GRAN CURB
BEGIN T100 CURB +22.26
PROP GRAN CURB TYPE VB
PROP 8.5' HMA SW
RET
PROP LOAM & SEED
R&D GRAN CURB
PROP GRAN CURB TYPE VB
PROP GRAN CURB TYPE VB
PROP AGED PINE BARK MULCH
PROP 8.5' HMA SW
RET WOOD CURB & SIGN
PROP GRAN CURB TYPE VB
PROP TEMP EASEMENT
PROP LOAM & SEED
PROP 8.5' HMA SW
PROP GRAN CURB TYPE VB

SWANSEA MALL DRIVE (ROUTE 118)

GAR HIGHWAY (ROUTE 6)

MILFORD ROAD

N

0 20 50 100
SCALE: 1" = 20'

FOR PROFILE SEE SHEETS 46, 47

CONTINUED ON SHEET NO. 36
CONTINUED ON SHEET NO. 38

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	38	238
PROJECT FILE NO.	608759		

CONSTRUCTION PLANS
SWANSEA MALL DRIVE
(ROUTE 118)

HIGHWAY GUARD DETAILS
NONE

TRAFFIC SIGNAL CONDUIT
NONE

WATER SUPPLY ALTERATIONS
NONE

DRAINAGE DETAILS
SEE SHEET 91

GAR HIGHWAY (ROUTE 6)

MICHAEL AVE

END CURB MEET EXIST
1970 SHLO NO. 5853
PROP TEMP EASEMENT
1926 SHLO NO. 2335
PROP PUE
SAWCUT MEET EXIST
RET CURB & ISLAND
PROP HMA DWY
END CURB MEET EXIST
PROP TREE TRUNK ARMORING
RET
PROP LOAM & SEED
PROP TREE PROT FENCE
R&R GRAN CURB
PROP PUE
RET LANDSCAPE AREA
PROP LOAM & SEED
PROP TEMP EASEMENT
PROP MILL & OVERLAY
END CURB MEET EXIST
R&D EXIST CONCRETE AND ASPHALT
APPROX. LIMIT OF GRADING (TYP)
R&D GRAN CURB
PROP GRAN CURB TYPE VB
PROP 8.5' HMA SW
PROP LOAM & SEED
R&R GRAN CURB
PROP HMA PATCH FOR SEWER MAIN
SAWCUT MEET EXIST
PROP TOWN LO ALTERATION
RET SIGN
END CURB MEET EXIST
RET
PROP TREE PROT FENCE
APPROX. LIMIT OF GRADING (TYP)
3' MIN AROUND UP
RET
R&D CURB
PROP TEMP EASEMENT
PROP HMA DWY
SAWCUT MEET EXIST
PROP BOUND
PCR 33
PCR 34
PROP 3" REVEAL
DWY 62
R&D CURB
END GRAN CURB MEET EXIST
DWY 59
PROP 8.5' HMA SW
PROP T100 CURB
R&R GRAN CURB
CONTINUED ON SHEET NO. 37
514
515
516
517
518
CONST ℄
1926 SHLO NO. 2335 ℄
PROJECT END
STA 517+30
N2733638.8112
E734787.3570
PROP 3" CURB REVEAL
PROP GRAN CURB TYPE VB
PROP 5.0' HMA SW
R&D BUSHES
PROP GRAN CURB TYPE VB
DWY 58
PROP HMA DWY
RET BUSHES
R&D CURB
RET BUSH
END CURB MEET EXIST
RET PRIVATE
SAWCUT SIGN MEET EXIST
END CURB MEET EXIST
PROP LOAM & SEED
RET BUSHES
PROP LOAM & SEED
PROP 8.5' HMA SW
PROP GRAN CURB TYPE VB
PROP BOUND
RET SIGN
SAWCUT
R&D CURB
DWY 60
DWY 61
APPROX LIMIT OF GRADING (TYP)
PROP SHLO ALTERATION
RET
PROP TEMP EASEMENT
PROP GRAN CURB TYPE VB
SAWCUT MEET EXIST
PROP HMA DWY
PROP GRAN CURB TYPE VB
APPROX LIMIT OF GRADING (TYP)
RET PLANTED AREA
R&R SIGN (B.O.)
PROP 8.5' HMA SW
PROP HMA DWY
SAWCUT MEET EXIST
PROP LOAM & SEED
R&D CURB
PROP GRAN CURB TYPE VB
SAWCUT MEET EXIST
END PROP PVMT
STANDARD MILLING & OVERLAY
END GRAN CURB MEET EXIST
RET LP
PROP LOAM & SEED
PROP GRAN CURB TYPE VB
PROP BOUND
1926 SHLO NO. 2335 ℄

N/F
FALL RIVER MUNICIPAL EMPLOYEES CREDIT UNION
BK/PG 7323/228
755 GAR HIGHWAY
MAP/PARCEL 75/23

N/F
RENAISSANCE DEVELOPMENT CORPORATION
BK/PG 2268/353
711 GAR HIGHWAY
MAP/PARCEL 75/28-A

N/F
REALTY INCOME CORPORATION
BK/PG 4245/107
745 GAR HIGHWAY
MAP/PARCEL 75/30

N/F
SWANSEA INVESTMENT ASSOCIATES, LLC AND THE L/C FAMILY LIMITED PARTNERSHIP I
BK/PG 6478/36
PB/PL 73/52
728 GAR HIGHWAY
MAP/PARCEL 75/29-3A

N/F
THE L/C FAMILY LIMITED PARTNERSHIP I & SWANSEA INVESTMENT ASSOCIATES, LLC
BK/PG 6030/284
PB/PL 61/36
718 GAR HIGHWAY
MAP/PARCEL 62/7

FOR PROFILE SEE SHEET 47

0 20 50 100
SCALE: 1" = 20'

Nitsch – P:\08000-09999\9720.19 Rte 6 Swansea\Transportation\CAD\608759 CAD\Project Drawing Data\DWG\608759_HD(CONST).dwg Mar 12, 2025 10:06 AM

608759_HD(CONST).DWG Plotted on 12-Mar-2025 10:06 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	39	238
PROJECT FILE NO.	608759		

CONSTRUCTION PLANS
SWANSEA MALL DRIVE
(ROUTE 118)

HIGHWAY GUARD DETAILS
NONE

TRAFFIC SIGNAL CONDUIT
SEE SHEET 125

WATER SUPPLY ALTERATIONS
NONE

DRAINAGE DETAILS
SEE SHEET 92

SWANSEA MALL DRIVE (ROUTE 118)

SWANSEA MALL DRIVE` (ROUTE 118)

MILFORD ROAD

PROP PUE
1970 SHLO NO. 5853
1970 SHLO NO. 5853 B
BASELINE OF 1970 (SHLO No. 5853)
PROP 5.5' HMA SW
PROP LOAM & SEED
R&D EX CURB
REM EX WALK
PROP 5.5' CC SW
PCR 32
PCR 31
PROP 3" REVEAL
PROP FULL DEPTH PAVEMENT
PROP GRAN CURB TYPE VB
PROP CC ISLAND
PCR 30
PCR 29
+29.97
PROP GRAN CURB TYPE VB
PCR 28
R&D EX CURB
PROP FULL DEPTH PAVEMENT
PROP 8.5' HMA SW
REM EX WALK
APPROX. LIMIT OF GRADING (TYP)
PROP SEDIMENT CONTROL BARRIER STA 512+10 TO 514+01
PROP 8.5' HMA SW
1970 SHLO NO. 5853
RET
PROP HMA DWY
SAWCUT MEET EXIST
RET BUSHES
PROP TEMP EASEMENT
1970 SHLO NO. 5853
R&D BUSH & LANDSCAPE AREA
PROP TOWN LO ALTERATION
PROP LOAM & SEED
APPROX LIMIT OF GRADING (TYP)
PROP 5.5' CC SW
SAWCUT MEET EXIST
R&D BUSH
PROP BOUND
END GRAN CURB MEET EXIST
PROJECT END STA 603+50 N2734149.5930 E734259.3086
SAWCUT
PROP BOUND (2) PROP 5.5' CC SW
PROP STANDARD MILLING & OVERLAY
R&R SGE
PROP CC DWY
DWY 63
LIMIT OF MILLING & OVERLAY STA 603+25 N2734124.6699 E734261.2565
SAWCUT
603
SAWCUT MEET EXIST
R&R SGE
PROP STANDARD MILLING & OVERLAY
END GRAN CURB MEET EXIST
PROP BOUND
602
END EDP, BEGIN MILL & OVERLAY +10
R&D SGE
PROP LOAM & SEED MEDIAN
601
PCR 38
PCR 37
PCR 36
PCR 35
+38.91 PI
PROP CC SW
PROP LOAM & SEED
PROP TEMP EASEMENT
PROP TOWN LO ALTERATION
RET HEADWALL
APPROX. LIMIT OF GRADING (TYP)
PROP CC MEDIAN
PROP GRAN CURB TYPE VB
PROP CC SW
PROP BOUND
PROP STANDARD MILLING & OVERLAY
PROP CC MEDIAN
BEGIN GRAN CURB MEET EXIST
PROP GRAN CURB TYPE VB
LIMIT OF MILLING & OVERLAY STA 602+58.53 OFF 78.44' N2734057.0628 E734341.2983
1928 TOWN LAYOUT
1928 TOWN LAYOUT
1928 TOWN ℄
PROP 10' CC SW
PROP LOAM & SEED
PROP CC SW
RET
PROP TEMP EASEMENT
PROP STANDARD MILLING & OVERLAY
BEGIN GRAN CURB MEET EXIST
1969 TOWN LO
1969 TOWN LO
PT +98.88
CONST ℄
604
605
RIGHT LANE FOR RIGHT TURN
LEFT LANE MUST TURN LEFT
LEFT LANE MUST TURN LEFT
ONE WAY
NO PARKING
CONCRETE SIDEWALK
VARIOUS BUSINESSES
STOP & RIGHT TURN ONLY
GRASS
MULCH
SLOPED GRAN CURB
WOODEN GUARDRAIL
BANK 5
FOR PROFILE SEE SHEET 47
CONTINUED ON SHEET NO. 37

0 20 50 100
SCALE: 1" = 20'

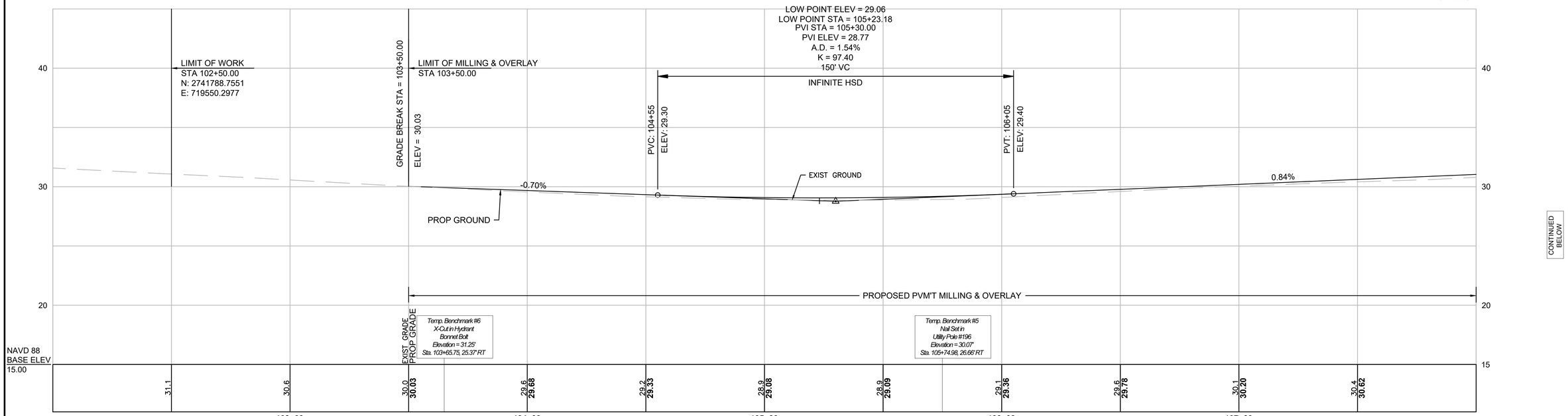
608759_HDI(CONST).DWG Plotted on 12-Mar-2025 10:06 AM
Nitsch – P:\08000-09999\9720.19 Rte 6 Swansea\Transportation\CAD\608759 CAD\Project Drawing Data\DWG\608759_HD(CONST).dwg Mar 12, 2025 10:06 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	40	238
PROJECT FILE NO.	608759		

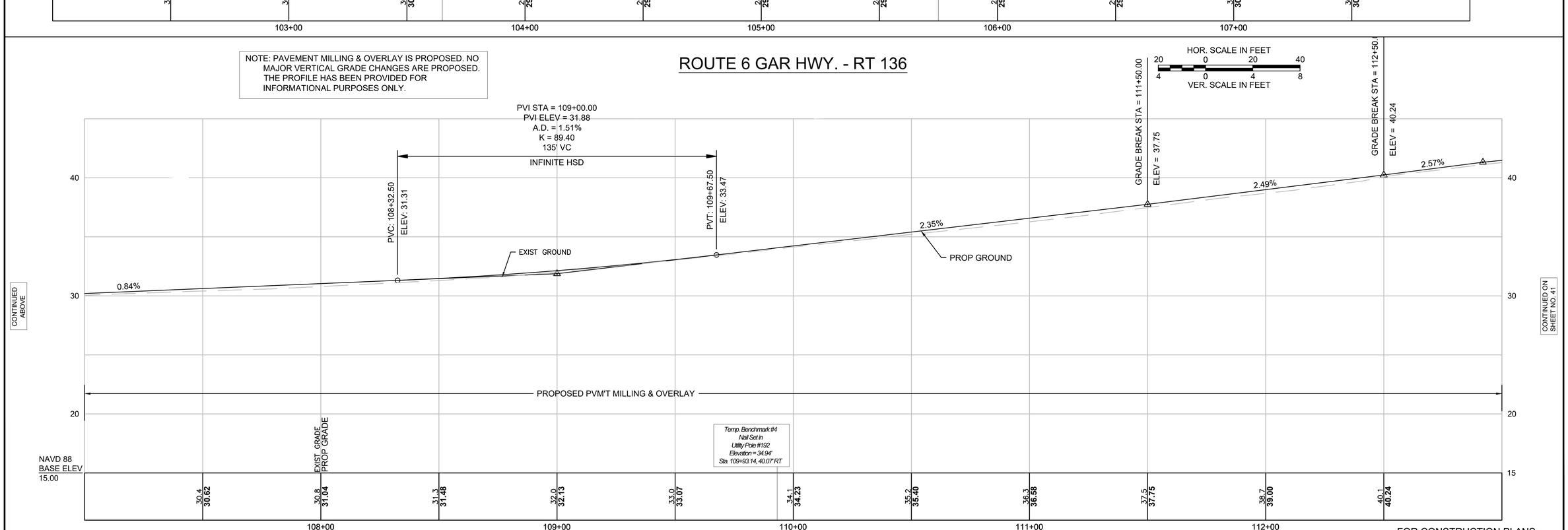
PROFILES

ROUTE 6 GAR HWY. - RT 136



NOTE: PAVEMENT MILLING & OVERLAY IS PROPOSED. NO MAJOR VERTICAL GRADE CHANGES ARE PROPOSED. THE PROFILE HAS BEEN PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

ROUTE 6 GAR HWY. - RT 136



FOR CONSTRUCTION PLANS:
SEE SHEET NOS. 25-27

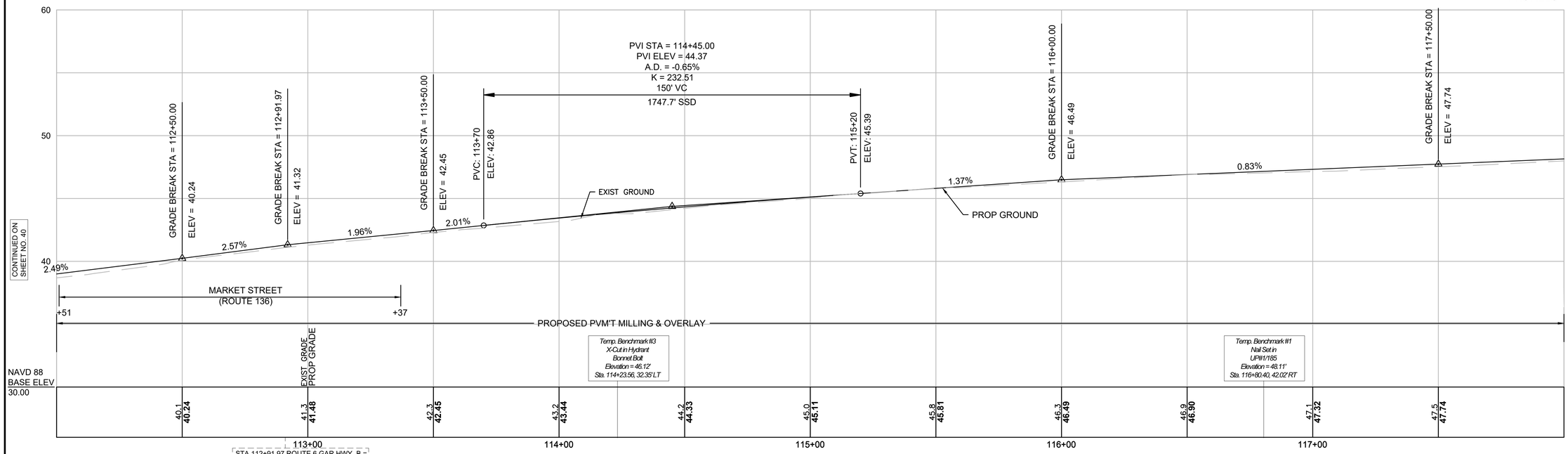
Nitsch – P:\08000-09999\9720.19 Rte 6 Swansea\Transportation\CAD\608759 CAD\Project Drawing Data\DWG\608759_HD(PROF).dwg Apr 6, 2012 9:22 AM
608759_HD(PROF).DWG Plotted on 23-Feb-2017 9:24 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	41	238
PROJECT FILE NO.	608759		

PROFILES

ROUTE 6 GAR HWY. - RT 136

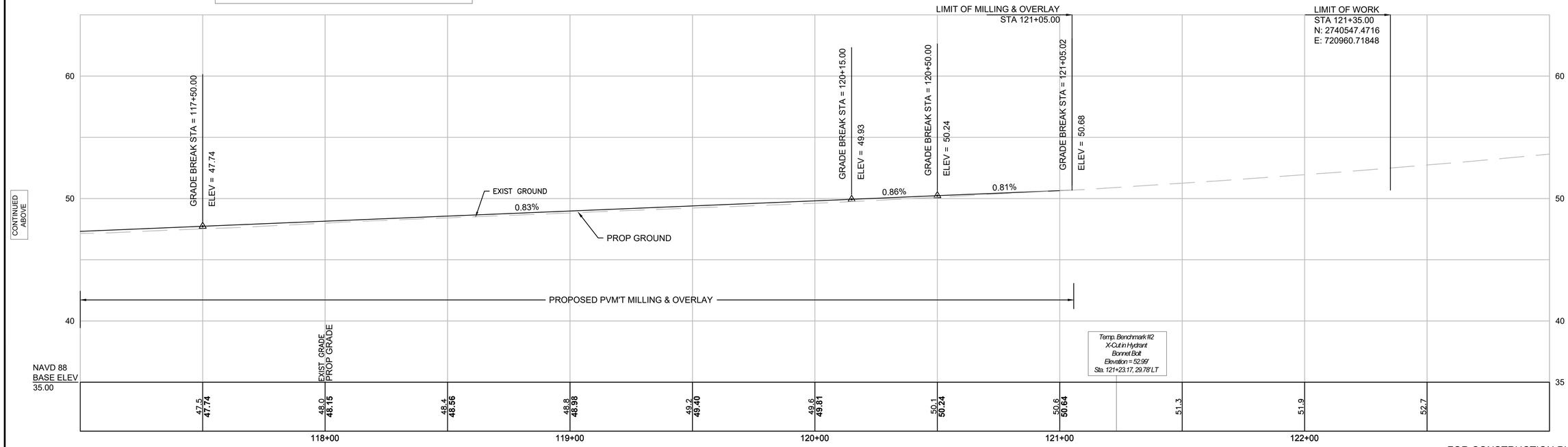


STA 112+91.97 ROUTE 6 GAR HWY. ℄ =
STA 211+28.37 ROUTE 136 ℄

NOTE: PAVEMENT MILLING & OVERLAY IS PROPOSED. NO MAJOR VERTICAL GRADE CHANGES ARE PROPOSED. THE PROFILE HAS BEEN PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

ROUTE 6 GAR HWY. - RT 136

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET



FOR CONSTRUCTION PLANS:
SEE SHEET NOS. 27-28

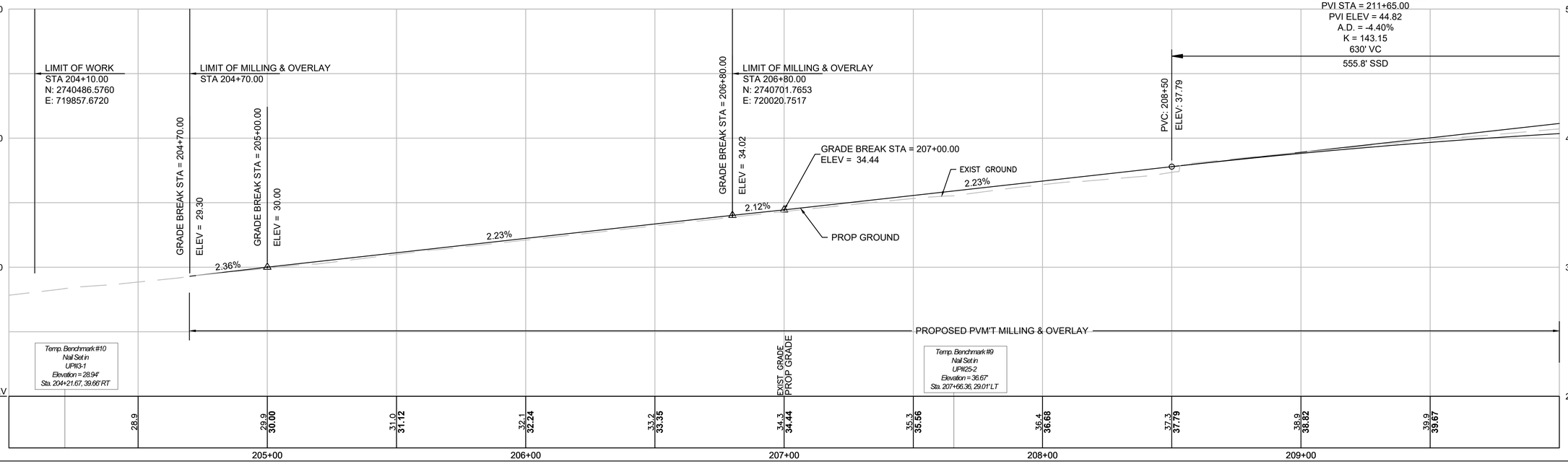
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608759_HD(PROF).DWG Plotted on 23-Feb-2017 9:24 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	42	238
PROJECT FILE NO.	608759		

PROFILES

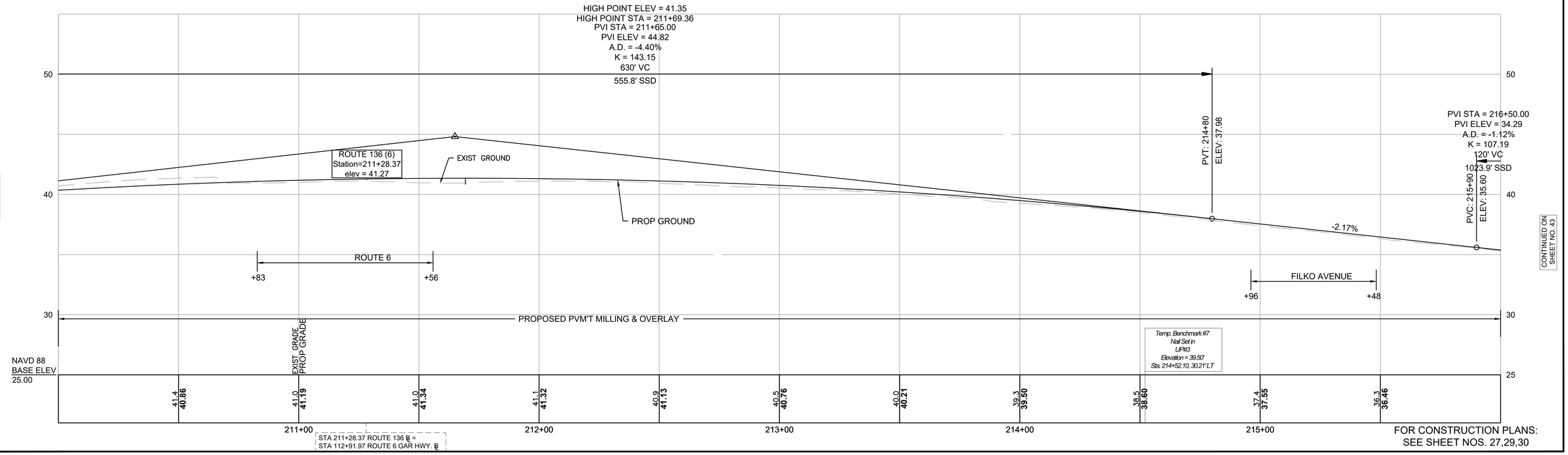
ROUTE 136



NOTE: PAVEMENT MILLING & OVERLAY IS PROPOSED. NO MAJOR VERTICAL GRADE CHANGES ARE PROPOSED. THE PROFILE HAS BEEN PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

ROUTE 136

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET



FOR CONSTRUCTION PLANS:
SEE SHEET NOS. 27,29,30

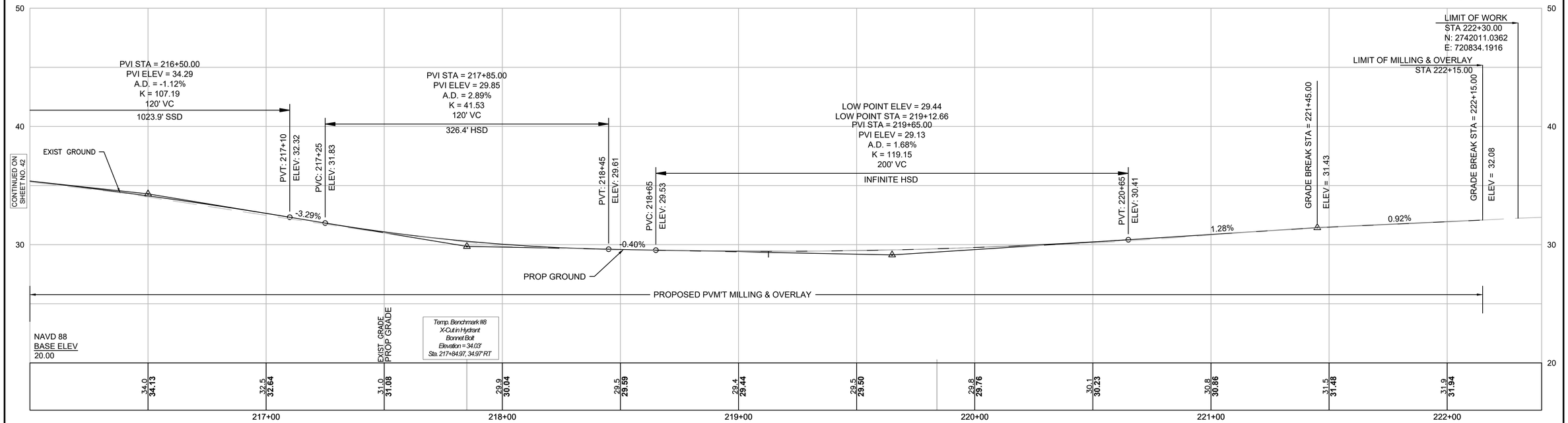
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608759_HD(PROF).DWG Plotted on 23-Feb-2017 9:24 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	43	238
PROJECT FILE NO.	608759		

ROUTE 136

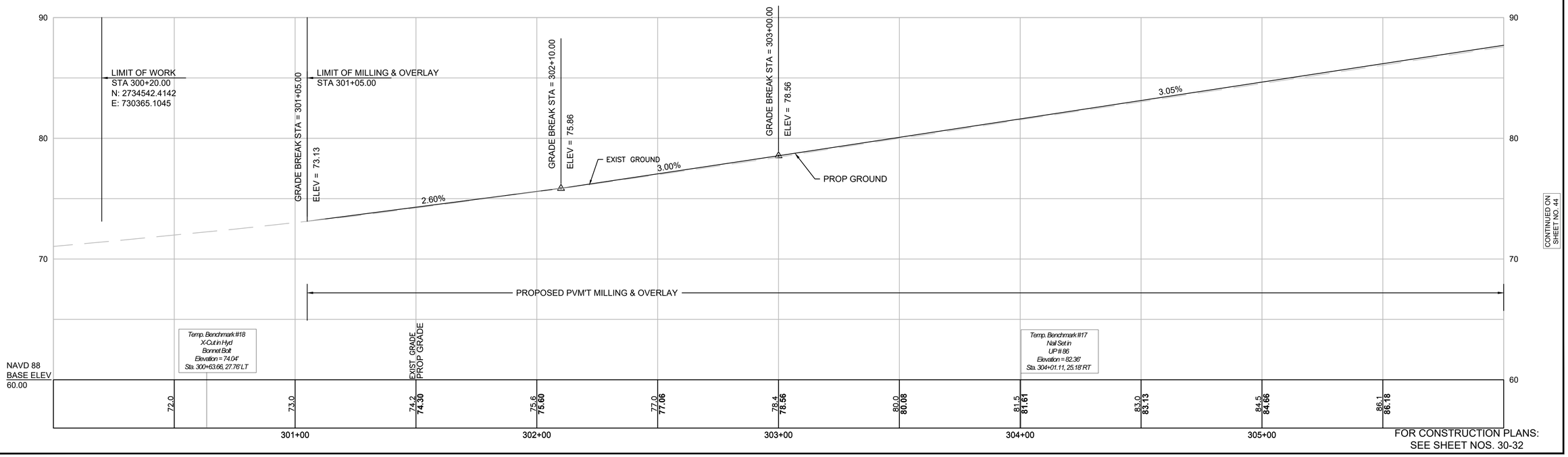
PROFILES



NOTE: PAVEMENT MILLING & OVERLAY IS PROPOSED. NO MAJOR VERTICAL GRADE CHANGES ARE PROPOSED. THE PROFILE HAS BEEN PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

ROUTE 6 GAR HWY - MAPLE

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET



FOR CONSTRUCTION PLANS:
SEE SHEET NOS. 30-32

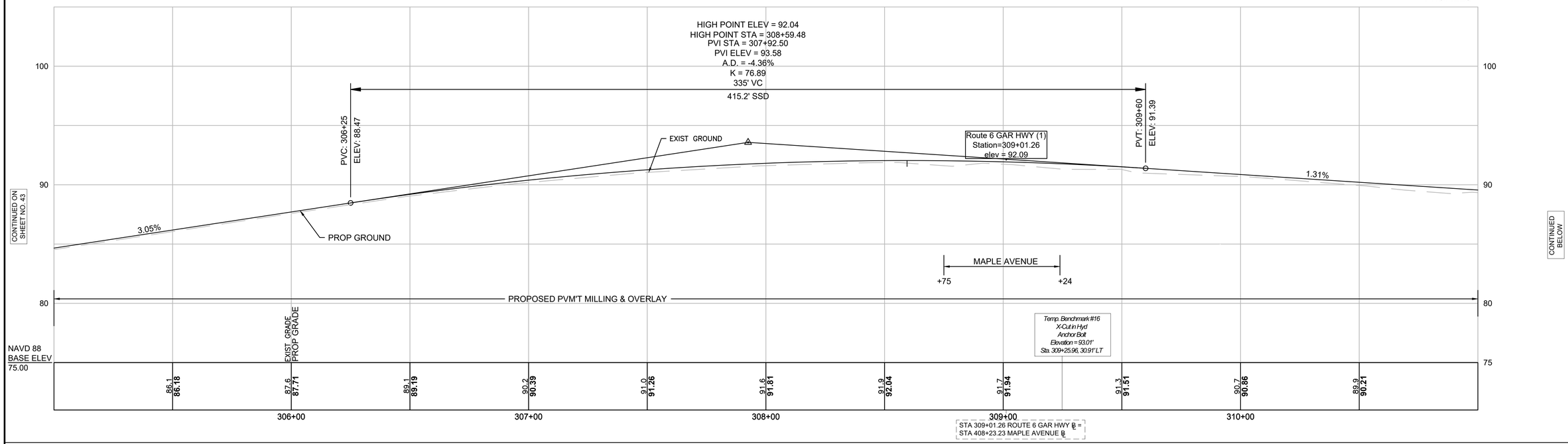
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608759_HD(PROF).DWG Plotted on 23-Feb-2017 9:24 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	44	238
PROJECT FILE NO.	608759		

PROFILES

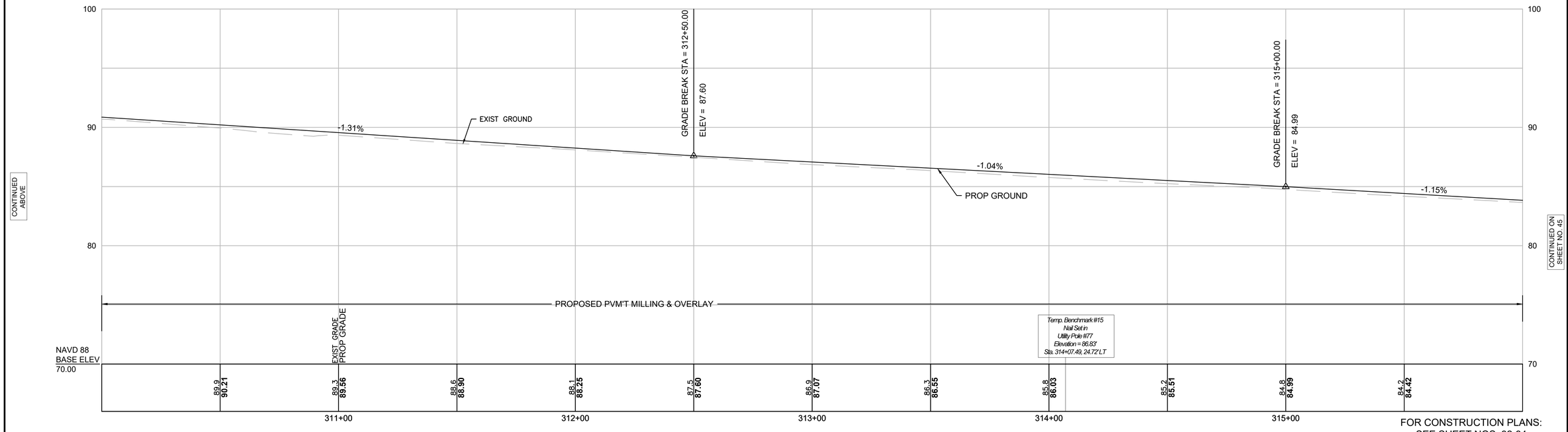
ROUTE 6 GAR HWY - MAPLE



NOTE: PAVEMENT MILLING & OVERLAY IS PROPOSED. NO MAJOR VERTICAL GRADE CHANGES ARE PROPOSED. THE PROFILE HAS BEEN PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

ROUTE 6 GAR HWY - MAPLE

HOR. SCALE IN FEET
20 0 20 40
VER. SCALE IN FEET
4 0 4 8



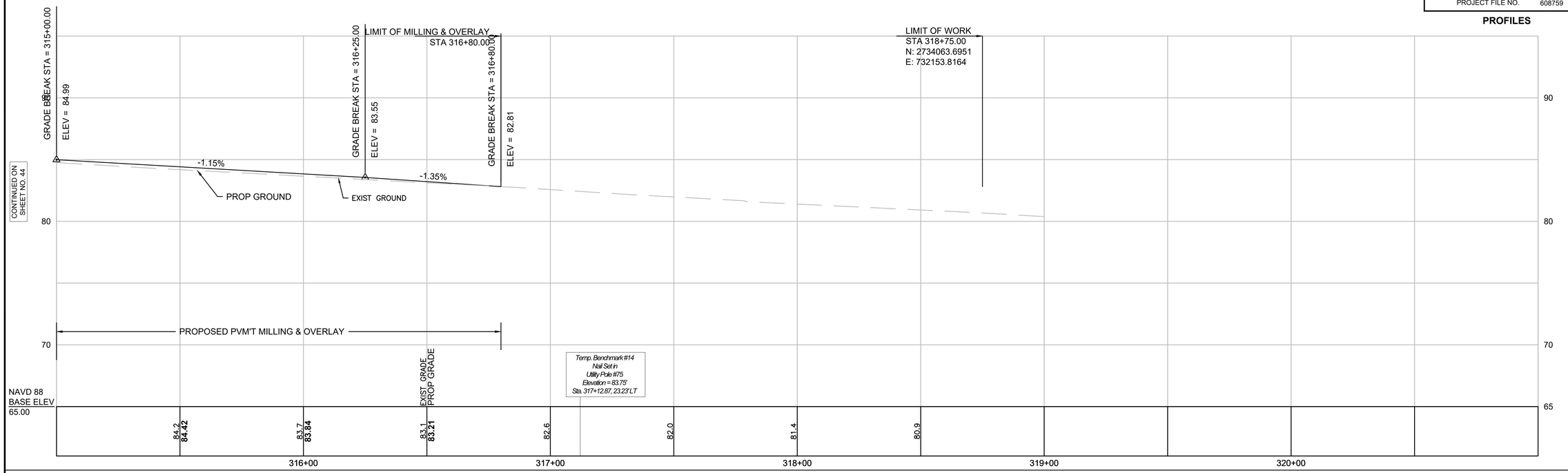
FOR CONSTRUCTION PLANS:
SEE SHEET NOS. 32-34

Nitsch – P:\08000-09999\9720.19 Rte 6 Swansea\Transportation\CAD\608759 CAD\Project Drawing Data\DWG\608759_HD(PROF).dwg Apr 6, 2012 9:22 AM
608759_HD(PROF).DWG Plotted on 23-Feb-2017 9:24 AM

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	45	238
PROJECT FILE NO.	608759		

PROFILES

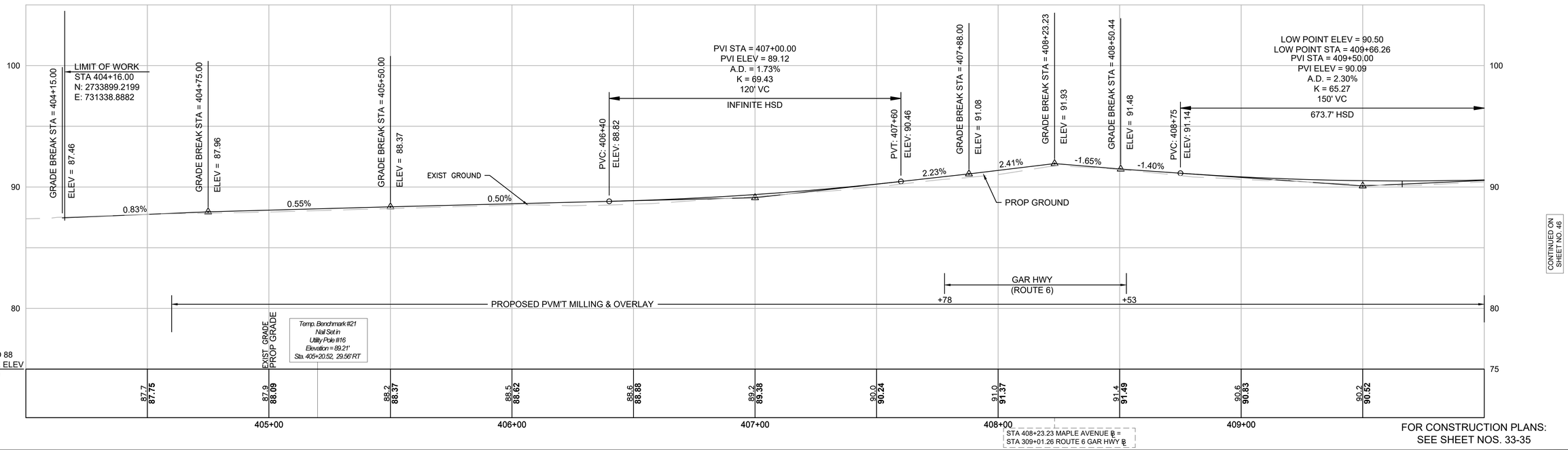
ROUTE 6 GAR HWY - MAPLE



NOTE: PAVEMENT MILLING & OVERLAY IS PROPOSED. NO MAJOR VERTICAL GRADE CHANGES ARE PROPOSED. THE PROFILE HAS BEEN PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

MAPLE AVENUE

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET



STA 408+23.23 MAPLE AVENUE ℄ =
STA 309+01.26 ROUTE 6 GAR HWY ℄

CONTINUED ON SHEET NO. 46

FOR CONSTRUCTION PLANS:
SEE SHEET NOS. 33-35

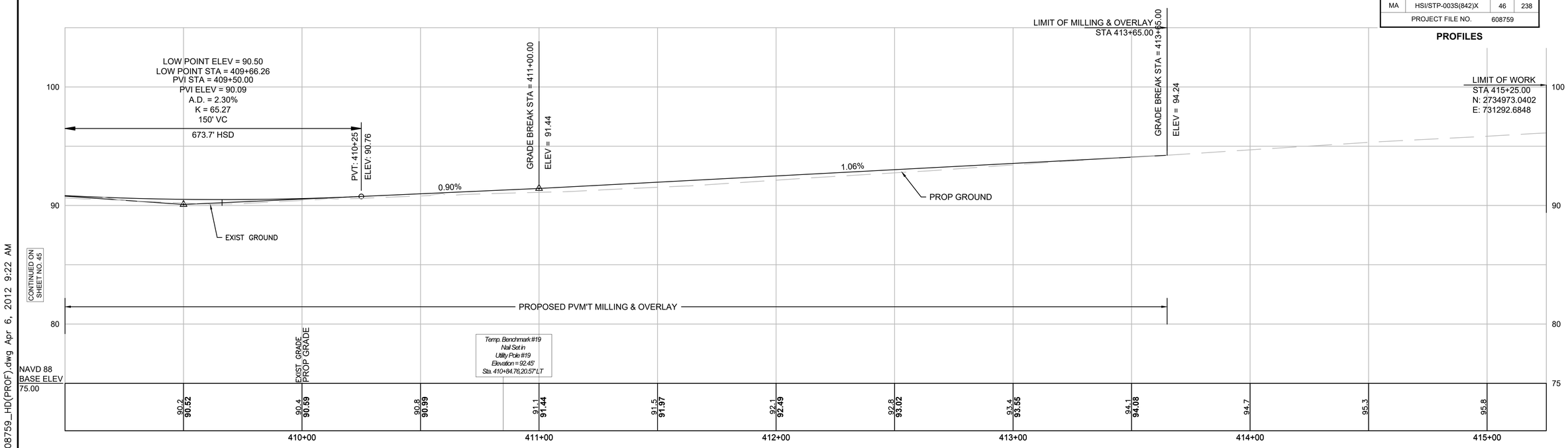
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608759_HD(PROF).DWG Plotted on 23-Feb-2017 9:24 AM

MAPLE AVENUE

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	46	238
PROJECT FILE NO.	608759		

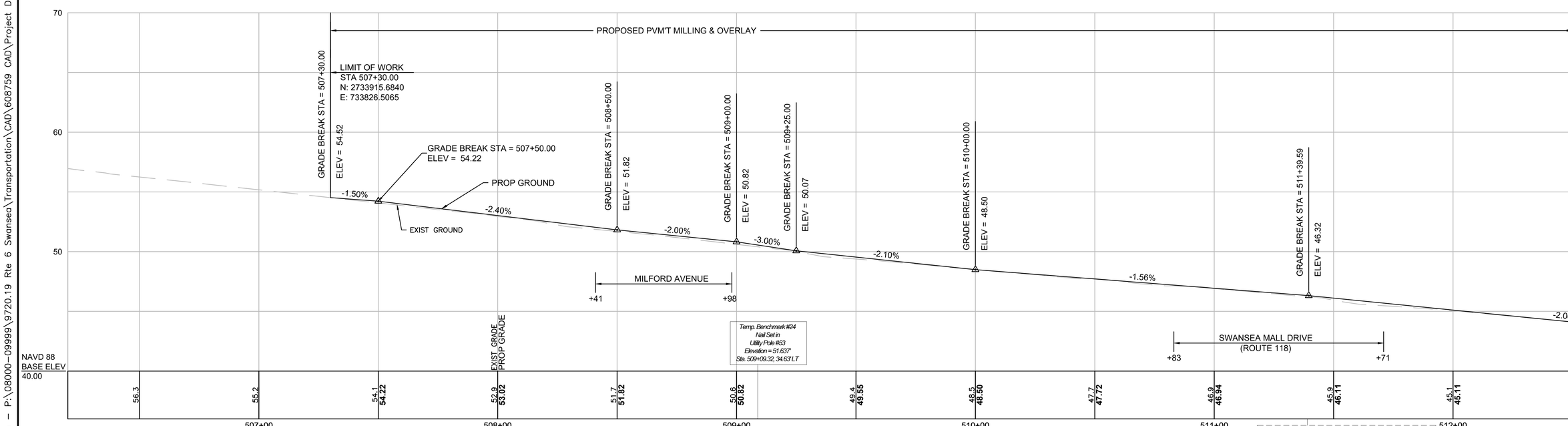
PROFILES



NOTE: PAVEMENT MILLING & OVERLAY IS PROPOSED. NO MAJOR VERTICAL GRADE CHANGES ARE PROPOSED. THE PROFILE HAS BEEN PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

ROUTE 6 G.A.R HWY - MALL

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET



STA 511+39.59 ROUTE 6 G.A.R HWY B =
STA 600+00.00 ROUTE 118 - SWANSEA MALL DRIVE B

FOR CONSTRUCTION PLANS:
SEE SHEET NOS. 33,35-37

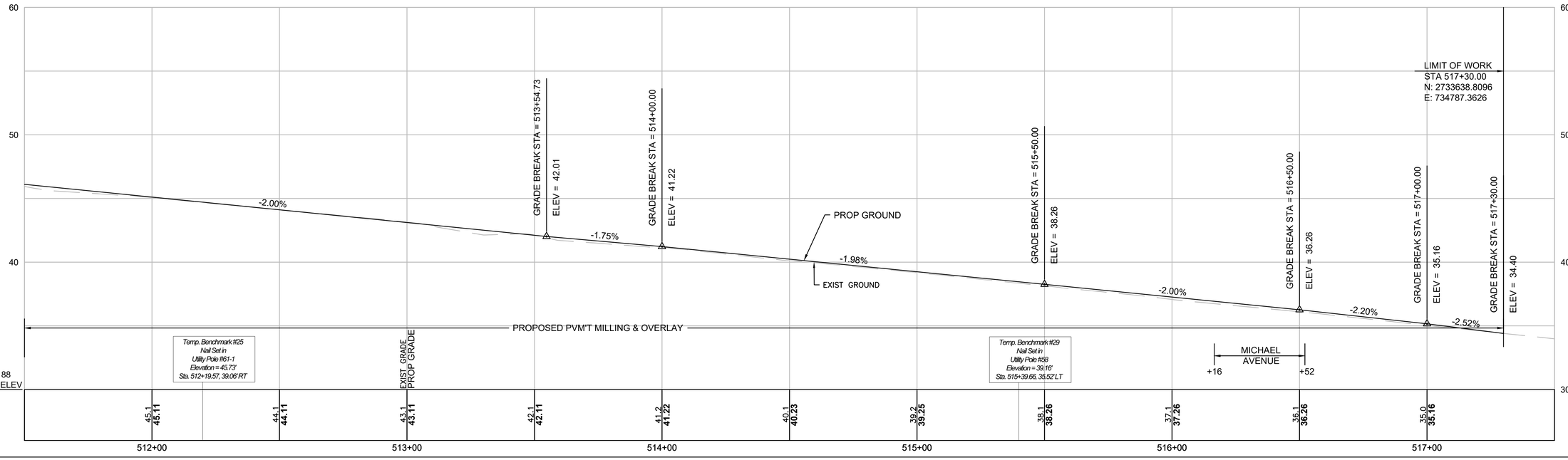
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608759_HD(PROF).DWG Plotted on 23/Feb/2017 10:04 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	47	238
PROJECT FILE NO.	608759		

PROFILES

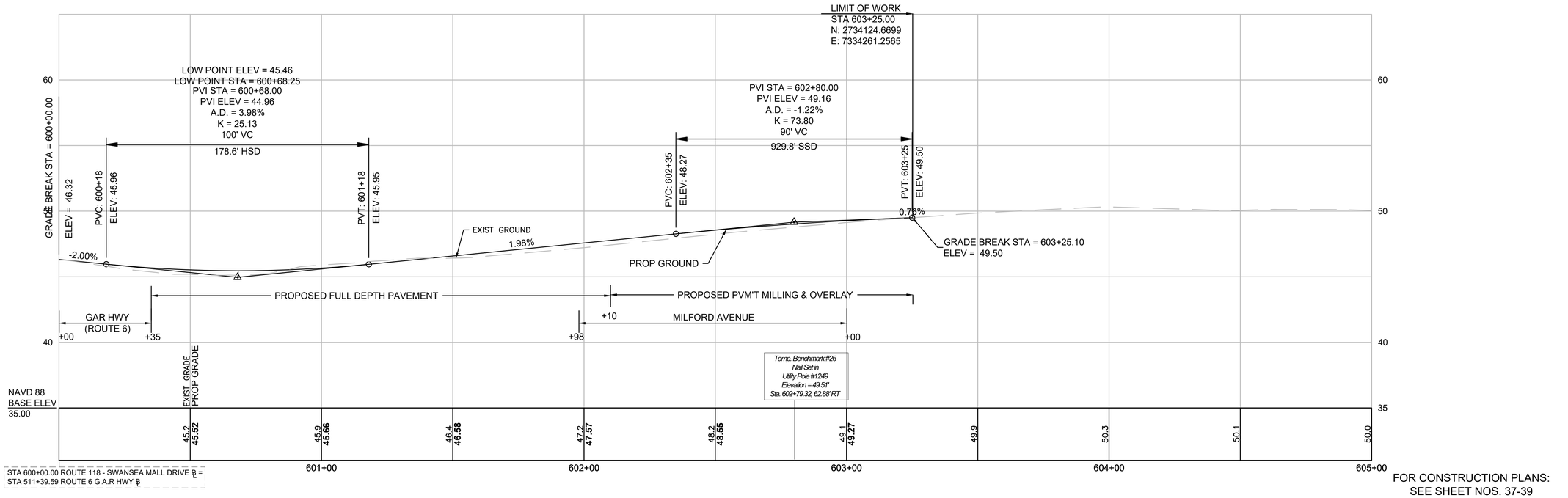
ROUTE 6 G.A.R HWY - MALL



NOTE: PAVEMENT MILLING & OVERLAY IS PROPOSED. NO MAJOR VERTICAL GRADE CHANGES ARE PROPOSED. THE PROFILE HAS BEEN PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

ROUTE 118 - SWANSEA MALL ROAD.

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET



STA 600+00.00 ROUTE 118 - SWANSEA MALL DRIVE ℄ = STA 511+39.59 ROUTE 6 G.A.R HWY ℄

FOR CONSTRUCTION PLANS: SEE SHEET NOS. 37-39

Nitsch – P:\08000-09999\9720.19 Rte 6 Swansea\Transportation\CAD\608759 CAD\Project Drawing Data\DWG\608759_HD(PROF).dwg Apr 6, 2012 9:22 AM
608759_HD(PROF).DWG Plotted on 23-Feb-2017 9:24 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	48	238
PROJECT FILE NO.	608759		

CURB TIE PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C1	1605.00'	184.77'	92.487'	6°35'45"
C2	1520.00'	131.24'	65.658'	4°56'49"
C3	6.00'	18.85'	INFINITY'	180°00'00"
C4	1508.00'	49.79'	24.897'	1°53'30"
C5	5.00'	7.84'	4.985'	89°49'24"
C6	3.00'	9.38'	425.042'	179°11'28"
C7	5002.00'	132.69'	66.349'	1°31'12"
C8	5008.00'	132.85'	66.429'	1°31'12"
C9	3.00'	4.71'	3.000'	90°00'00"

N

PROJECT BEGIN
STA 102+50
N2741788.7551
E719550.2977

LIMIT OF MILLING & OVERLAY
STA 103+50
N2741726.8022
E719628.7714

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 104+24.65
OFF: 35.17
MEET & MATCH EXIST

PROP TEMP EASEMENT

1927 SHLO NO. 2421

N/F
OWNER UNKNOWN
MAP/PARCEL 35/27

RECORD LOCATION OF OUTFALL (NOT FOUND)

APPROXIMATE LOCATION OF 20' WIDE DRAIN EASEMENT S.H.L.O. 6920

N/F
DENNIS A. NELUSAN
BK/PG 2898/250
2397 GAR HIGHWAY
MAP/PARCEL 36/28

1927 SHLO NO. 2421

1991 SHLO NO. 6920

GAR HIGHWAY (ROUTE 6)

S54°07'16"E
236.87'

102

PC +36.87

103

Δ=10°50'00"
R=1500.00'
L=283.62'
T=142.23'

104

105

PT +20.49

106

107

PC +02.38

Δ=1°31'12"
R=5000.00'
L=132.64'
T=66.32'

CONTINUED ON SHEET NO. 49

S43°17'16"E
181.89'

PC+92.97
OFFSET: 1.00

PT +92.91
OFF: 7.00

+02.36
OFFSET: 1.00

+16.84
OFFSET: 40.62

+16.97

+32.07

+48.47
CONST B

+48.33
OFFSET: 41.09

+08.30
OFFSET: 45.62

MEET EXIST +85.93
OFF: 40.16

+51.85

+07.95

+20.62

+32.39

+65.55

+85.35

PCC

PRC+51.34
36.06

PRC+02.35
38.09

STA: 104+14.02
OFF: 35.67
N: 2741658.2132
E: 719652.6109

STA: 104+75.87
OFF: 38.39
N: 2741614.4773
E: 719694.2380

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 104+35.31
OFF: 40.39
MEET & MATCH EXIST

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 106+28.96
OFF: 45.54
MEET & MATCH EXIST

MEET EXIST +64.70
OFF: 41.34

MEET EXIST +61.57
OFF: 47.14

PC+05.22
OFF: 48.51

PROP SHLO ALTERATION

PROP PUE

PROP TEMP EASEMENT

1931 SHLO NO. 2819

N/F
MARCO P. SILVA CORP.
BK/PG 6861/305
PB/PL 145/2
2452 GAR HIGHWAY
MAP/PARCEL 35/1

N/F
ALBERT MONTE, COREY MONTE AND MICHAEL MONTE
BK/PG 9513/232
PB/PL 145/2
2452 GAR HIGHWAY
MAP/PARCEL 35/1.2

N/F
HORNBINE, LLC
BK/PG 8733/34
2416 GAR HIGHWAY
MAP/PARCEL 36/23

DWY 1
DWY 2
DWY 3

C1
C2
C3
C4
C5
C6
C7
C8

24.0'
24.2'
24.07'
24.22'
24.29'
26.28'
28.50'
29.27'
31.62'
32.09'
25.75'
25.00'
12.00'
8.50'
7.00'
6.00'
3.56'

BIT-CONC. SIDEWALK
GRAN CURB
CONC
CCB
STONE WALL
MHB
MHD
SBDH
GATE
POST
6" CLF
7' CLF
6" DEC
24" MAPLE
36" MAPLE
20" CON
18" CON
12" POST
15" CON
4" DEC
8" DEC
3" O POST
STUMP
BOULDER

0 20 50 100
SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	49	238
	PROJECT FILE NO. 608759		

CURB TIE PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C6	3.00'	9.38'	425.042'	179°11'28"
C7	5002.00'	132.69'	66.349'	1°31'12"
C8	5008.00'	132.85'	66.429'	1°31'12"
C9	3.00'	4.71'	3.000'	90°00'00"
C10	1040.00'	42.56'	21.284'	2°20'41"
C11	1049.00'	36.65'	18.328'	2°00'07"
C12	8.96'	11.47'	6.675'	73°21'31"

GAR HIGHWAY (ROUTE 6)

1927 SHLO NO. 2421
1927 SHLO NO. 2421
1991 SHLO NO. 6920
APPROXIMATE LOCATION OF 20' WIDE DRAIN EASEMENT S.H.L.O. 6920
RECON. OF OUTL. (NOT FOUN.
STONE WALL
N/F OWNER UNKNOWN MAP/PARCEL 35/27
N/F DENNIS A. NELUSAN BK/PG 2898/250 2397 GAR HIGHWAY MAP/PARCEL 36/28
N/F COLBEA ENTERPRISES, L.L.C. BK/PG 7078/176 2345 GAR HIGHWAY MAP/PARCEL 36/29
N/F DENNIS A. NELUSAN BK/PG 2898/250 2397 GAR HIGHWAY MAP/PARCEL 36/28
N/F ALBERT MONTE, COREY MONTE AND MICHAEL MONTE BK/PG 9513/232 PB/PL 145/2 2452 GAR HIGHWAY MAP/PARCEL 35/1.2
N/F HORNBINE, LLC BK/PG 8733/34 2416 GAR HIGHWAY MAP/PARCEL 36/23
N/F HORNBINE, LLC BK/PG 8780/287 PB/PL 85/24 2388 GAR HIGHWAY MAP/PARCEL 36/24-A
N/F HORNBINE, LLC BK/PG 8780/266 PB/PL 85/24 2388 GAR HIGHWAY MAP/PARCEL 36/27
PROP TEMP EASEMENT
LIMIT OF DRIVEWAY RECONSTRUCTION STA: 108+49.01 OFF: 44.74 MEET & MATCH EXIST
LIMIT OF DRIVEWAY RECONSTRUCTION STA: 109+67.71 OFF: 43.96 MEET & MATCH EXIST
MEET EXIST +35.28 OFF: 38.13
PROP TEMP EASEMENT
1991 SHLO NO. 6920
LIMIT OF DRIVEWAY RECONSTRUCTION STA: 110+41.02 OFF: 40.00 MEET & MATCH EXIST
MEET EXIST +18.79 OFF: 42.67
MEET EXIST +63.24 OFF: 37.32
CONTINUED ON SHEET NO. 48
CONTINUED ON SHEET NO. 50
CONC. SIDEWALK
BIT-CONC. SIDEWALK
GRAN CURB
6" CLF
STONE WALL
MHB
6"DEC SBDH
24"MAPLE
36"MAPLE
RCP
WOODEN PLANTER
4" POST
VP
WM
SBDH
MAG
PT
PC
DWY 3
DWY 4
DWY 5
DWY 6
DWY 7
DWY 8
DWY 9
105
106
107
108
109
110
111
PT +20.49
+32.07
29.27'
25.00'
+16.97
S43°17'16"E 181.89'
+16.84 OFFSET: 40.62
MEET EXIST +85.93 OFF: 40.16
31.62'
+48.47 CONST ℄
PC+92.97 OFFSET: 1.00
PT+92.91 OFF: 7.00
PC +02.38
+02.36 OFFSET: 1.00
Δ=1°31'12" R=5000.00' L=132.64' T=66.32'
32.09'
+48.33 OFFSET: 41.09
25.75'
7.00'
6.00'
8.50'
35.63'
+08.30 OFFSET: 45.62
+08.66
+22.60
PT +35.01
+35.01 OFFSET: 1.00
+38.45
+72.73
S44°48'28"E 360.38'
+16.89
+53.36
+54.62
+84.62
+90.32
+23.23
+26.64
+32.87
+63.23
+67.41
+34.70
+36.14
25.00'
25.10'
40.05'
41.56'
43.09'
44.00'
6.00'
+38.09 OFFSET: 45.29
+08.45 OFFSET: 48.21
PROP SHLO ALTERATION
PROP PUE
PROP TEMP EASEMENT
1991 SHLO NO. 6920
LIMIT OF DRIVEWAY RECONSTRUCTION STA: 106+28.96 OFF: 45.54 MEET & MATCH EXIST
MEET EXIST +64.70 OFF: 41.34
MEET EXIST +61.57 OFF: 47.14
PC+05.22 OFF: 48.51
LIMIT OF DRIVEWAY RECONSTRUCTION STA: 108+25.88 OFF: 52.69 MEET & MATCH EXIST
MEET EXIST +35.77 OFF: 53.02
STA: 108+44.54 OFF: 46.56 N: 2741342.3016 E: 719943.0726
MEET EXIST +05.00 OFF: 61.35
LIMIT OF DRIVEWAY RECONSTRUCTION STA: 109+29.40 OFF: 62.90 MEET & MATCH EXIST
PC+89.95 OFF: 52.08
+52.99 OFFSET: 50.55
PROP SHLO ALTERATION
PT+67.41 OFF: 52.50
MEET EXIST +72.48 OFF: 61.93
PROP TEMP EASEMENT
STA: 110+60.62 OFF: 53.50 N: 2741184.1054 E: 720090.4270
LIMIT OF DRIVEWAY RECONSTRUCTION STA: 110+52.81 OFF: 69.04 MEET & MATCH EXIST
1991 SHLO NO. 6920
MEET EXIST +33.14 OFF: 76.15
PT+26.59 OFF: 52.96
STA: 110+12.05 OFF: 53.50 N: 2741218.5665 E: 720056.1965
PROP PUE
C6
C7
C8
C9
C10
C11
C12
0 20 50 100
SCALE: 1" = 20'

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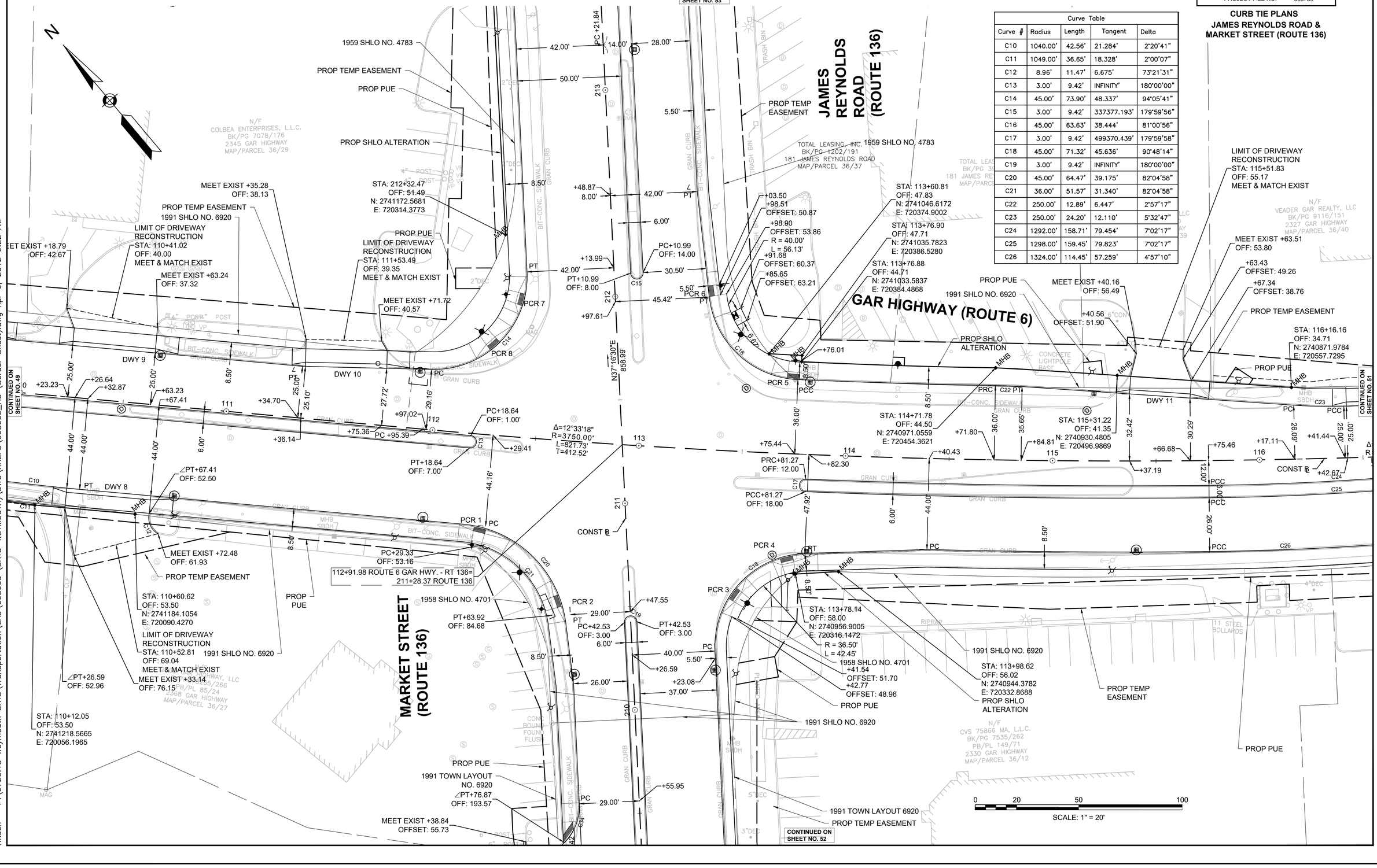
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	50	238
PROJECT FILE NO.	608759		

CURB TIE PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C10	1040.00'	42.56'	21.284'	2°20'41"
C11	1049.00'	36.65'	18.328'	2°00'07"
C12	8.96'	11.47'	6.675'	73°21'31"
C13	3.00'	9.42'	INFINITY'	180°00'00"
C14	45.00'	73.90'	48.337'	94°05'41"
C15	3.00'	9.42'	337377.193'	179°59'56"
C16	45.00'	63.63'	38.444'	81°00'56"
C17	3.00'	9.42'	499370.439'	179°59'58"
C18	45.00'	71.32'	45.636'	90°48'14"
C19	3.00'	9.42'	INFINITY'	180°00'00"
C20	45.00'	64.47'	39.175'	82°04'58"
C21	36.00'	51.57'	31.340'	82°04'58"
C22	250.00'	12.89'	6.447'	2°57'17"
C23	250.00'	24.20'	12.110'	5°32'47"
C24	1292.00'	158.71'	79.454'	7°02'17"
C25	1298.00'	159.45'	79.823'	7°02'17"
C26	1324.00'	114.45'	57.259'	4°57'10"



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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	51	238
PROJECT FILE NO.	608759		

CURB TIE PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C23	250.00'	24.20'	12.110'	5°32'47"
C24	1292.00'	158.71'	79.454'	7°02'17"
C25	1298.00'	159.45'	79.823'	7°02'17"
C26	1324.00'	114.45'	57.259'	4°57'10"
C27	25.00'	28.71'	16.173'	65°47'53"
C28	25.00'	26.73'	14.806'	61°16'13"
C29	3.00'	9.42'	INFINITY'	180°00'00"
C30	3725.00'	371.69'	186.001'	5°43'02"
C31	20.00'	18.12'	9.737'	51°55'04"
C32	20.00'	19.57'	10.651'	56°04'25"
C121	20.00'	12.66'	6.551'	36°16'19"
C122	20.00'	13.13'	6.809'	37°36'08"

GAR HIGHWAY (ROUTE 6)

N/F VEADER REALTY SWANSEA, LLC BK/PG 8435/282 2283 GAR HIGHWAY MAP/PARCEL 36/44

N/F VEADER REALTY SWANSEA, LLC LC. CERT No. 7348 L.C.C. No. 27551A 2283 GAR HIGHWAY MAP/PARCEL 36/44

N/F VEADER REALTY SWANSEA, LLC BK/PG 8435/270 2283 GAR HIGHWAY MAP/PARCEL 36/44

N/F VEADER GAR REALTY, LLC BK/PG 9116/151 2327 GAR HIGHWAY MAP/PARCEL 36/40

LIMIT OF DRIVEWAY RECONSTRUCTION STA: 115+51.83 OFF: 55.17 MEET & MATCH EXIST

MEET EXIST +63.51 OFF: 53.80

+63.43 OFFSET: 49.26

+67.34 OFFSET: 38.76

PROP TEMP EASEMENT

STA: 116+16.16 OFF: 34.71 N: 2740871.9784 E: 720557.7295

PROP PUE

LIMIT OF DRIVEWAY RECONSTRUCTION STA: 116+57.78 OFF: 38.59 MEET & MATCH EXIST

CONTINUED ON SHEET NO. 50

1991 SHLO NO. 6920

MEET EXIST +35.28 OFF: 37.63

LIMIT OF MILLING & OVERLAY STA 121+05 N2740563.6483 E720935.4598

MEET EXIST +69.62 OFF: 36.97

PROP PUE

PROJECT END STA 121+35 N2740547.4716 E720960.7184

GATE POST, SWINGING GATE, GATE POST, 3" POST, 3" POST, PLANTED AREA, RIPRAP, BIT–CONC. SIDEWALK, GRAN CURB, 4"CON, MHB, SBDH, C23, C30, C25, C26, C27, C28, C29, C121, C122, C31, C32, PC, PCC, PCR 9, PCR 10, PT, PCR 46, PCR 43, DWY 12, DWY 13, DWY 14, DWY 15, 8.50', 32.66', 33.12', 24.06', 23.9', 26.1', 5.86', 5.77', 25.00', 26.00', 12.00', 40.46', 34.90', 29.35', 27.96', 25.60', 25.46', 25.25', 26.00', 25.00', 26.09', 25.00', 41.44', 42.67', 88.57', 72.89', 70.29', 64.52', 97.89', 119, 120, 121, 122, 118, 117, 116, 15.62', 97.26', 55.00', 72.14', 88.62', 31.38', 14.19', PT +17.12, +75.46, +17.11, +33.58 OFF: 5.60, +33.93 OFF: 11.60, PC+68.02 OFF: 2.98, PT+68.45 OFF: 8.98, Δ=12°33'18" R=3750.00' L=821.73' T=412.52', CONST B, PT+11.83 OFF: 54.30, S57°21'46"E 382.88', 11 STEEL BOLLARDS, SIGN IN STONE PLANTER, 4"DEC, 6"DEC, VP, MHB SBDH MANOUT 1912, CONC., RIPRAP, RECORDED LAND REGISTERED LAND, 18"DEC, 6' PICKET FENCE, CONC. RET WALL W/RAILING, 4" POST, 4" POST, MASONRY WALL, 11"CON, 18"CON, 18"CON, BIT–CONC. SIDEWALK, GRAN CURB

MEET EXIST +71.79 OFF: 48.16

PROP TEMP EASEMENT

MEET EXIST +91.32 OFF: 47.30

LIMIT OF DRIVEWAY RECONSTRUCTION STA: 118+81.55 OFF: 47.72 MEET & MATCH EXIST

1991 SHLO NO. 6920

LIMIT OF DRIVEWAY RECONSTRUCTION STA: 120+06.74 OFF: 36.86 MEET & MATCH EXIST

PROP TEMP EASEMENT

PC+49.61 OFF: 49.46

MEET EXIST +46.68 OFF: 56.87

MEET EXIST +14.71 OFF: 60.57

PROP PUE

LIMIT OF DRIVEWAY RECONSTRUCTION STA: 117+31.01 OFF: 58.65 MEET & MATCH EXIST

PROP PUE

N/F WILLIAM J. BENTO & LINDA L. CLARKE–BENTO BK/PG 4691/124 PB/PL 395/539 2314 GAR HIGHWAY MAP/PARCEL 36/11

N/F 2302 GAR PROPERTY, LLC BK/PG 8971/177(PARCEL 1) 2302 GAR HIGHWAY MAP/PARCEL 36/10

N/F 2302 GAR PROPERTY, LLC L.C.C. NO. 16683(LOT H) CERT. NO. 1074 2302 GAR HIGHWAY MAP/PARCEL 36/10

N/F CATHERINE A. PALUMBO, SOLE TRUSTEE OF THE CATHERINE A. PALUMBO NOMINEE TRUST L.C.C. No. 16683C (LOTS I AND J) CERT. NO. 5276 DOC. NO. 24577 2292 GAR HIGHWAY MAP/PARCEL 36/9

0 20 50 100

SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	52	238
PROJECT FILE NO.	608759		

CURB TIE PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C33	1000.00'	36.88'	18.442'	2°06'47"
C34	25.00'	35.17'	21.200'	80°35'48"
C35	5.00'	8.68'	5.907'	99°30'36"
C41	25.00'	22.22'	11.902'	50°55'04"
C42	2.00'	4.51'	4.201'	129°04'56"
C43	2.00'	3.15'	2.004'	90°06'18"
C44	3.00'	9.42'	INFINITY'	180°00'00"
C123	30.00'	14.19'	7.231'	27°06'17"

N

MARKET STREET (ROUTE 136)

PROJECT BEGIN
STA 204+10
N2740486.5760
E719857.6720

LIMIT OF MILLING & OVERLAY
STA 204+70
N2740534.6587
E719893.5659

MEET EXIST +99.18
OFF: 43.62
+93.92
OFFSET: 30.59

STA: 204+85.98
OFF: 30.29
N: 2740565.7187
E: 719879.1367

STA: 204+86.06
OFF: 27.40
N: 2740564.0277
E: 719881.4898

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 205+10.75
OFF: 44.05
MEET & MATCH EXIST

MEET EXIST +22.32
OFF: 44.48

+23.24
OFFSET: 30.67

PROP PERM EASEMENT

PROP TOWN LO ALTERATION

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 205+71.50
OFF: 55.59
MEET & MATCH EXIST

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 206+36.76
OFF: 40.27
MEET & MATCH EXIST

STA: 205+73.20
OFF: 33.51
N: 2740637.0732
E: 719929.4008

STA: 206+17.02
OFF: 35.13
N: 2740672.9233
E: 719954.6547

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 206+30.46
OFF: 49.50
MEET & MATCH EXIST

MEET EXIST +01.79
OFF: 44.65

STA: 206+50.49
OFF: 35.88
N: 2740700.0145
E: 719974.3302

+01.65
OFFSET: 37.18

PROP TEMP EASEMENT

PROP TEMP EASEMENT

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 207+66.43
OFF: 57.89
MEET & MATCH EXIST

PT +36.50
OFFSET: 39.50

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 207+20.45
OFF: 44.59
MEET & MATCH EXIST

MEET EXIST +39.11
OFF: 44.54

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 208+19.91
OFF: 44.52
MEET & MATCH EXIST

PROP PUE

PROP PUE

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 208+20.73
OFF: 55.30
MEET & MATCH EXIST

MEET EXIST +04.79
OFF: 55.10

PC +38.50
OFFSET: 41.50

PT +36.23
OFFSET: 55.73

PCC +31.29
OFFSET: 49.92

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 209+12.17
OFF: 54.79
MEET & MATCH EXIST

1991 TOWN LAYOUT NO. 6920

MEET EXIST +38.84
OFFSET: 55.73

PT +76.87
OFF: 193.57

1991 TOWN LAYOUT 6920

PT +86.17
OFFSET: 41.50

+86.42
OFFSET: 37.50
PROP PUE

+36.50
OFFSET: 37.50

+39.41
OFFSET: 37.50

PT+08.59
OFF: 3.00

+03.67
OFFSET: 45.50

+42.41
OFFSET: 45.50

PCR 41

PCR 42

PC

PCC+87.72

DWY 16
DWY 17
DWY 18
DWY 19
DWY 20
DWY 21
DWY 22
DWY 23
DWY 24

N/F
N.S.D. REALTY ENTERPRISES, LLC
BK/PG 5668/330
PB/PL 69/1
29 MARKET STREET
MAP/PARCEL 36/26-A

N/F
BBA, LLC
BK/PG 8867/189
PB/PL 80/6
27 MARKET STREET
MAP/PARCEL 36/26-D

N/F
MICHAEL J. LaFLAMME
BK/PG 3490/295
26 MARKET STREET
MAP/PARCEL 36/14

N/F
THE LINDA L. CLARKE LIVING TRUST
BK/PG 10255/142
0 E S MARKET STREET
MAP/PARCEL 12/30

N/F
THE LINDA L. CLARKE LIVING TRUST
BK/PG 10227/99
PB/PL 105/60
28 MARKET STREET
MAP/PARCEL 12/30-A

N/F
BK/PG 535/262
PB/PL 149/111
2330 GAR HIGHWAY
MAP/PARCEL 36/12

WF#A-1
WF#A-2
WF#A-3
WF#A-4
WF#A-5
WF#A-6
WF#A-9

0 20 50 100
SCALE: 1" = 20'

CONTINUED ON SHEET NO. 50

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	53	238
PROJECT FILE NO.	608759		

CURB TIE PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C45	3.00'	9.42'	INFINITY'	180°00'00"
C46	2708.00'	56.46'	28.232'	1°11'41"
C47	250.00'	21.85'	10.932'	5°00'28"
C48	1227.00'	95.69'	47.870'	4°28'06"
C49	20.00'	33.39'	22.080'	95°39'32"
C50	250.00'	33.62'	16.835'	7°42'18"
C51	20.00'	28.59'	17.361'	81°55'07"
C52	1227.00'	36.69'	18.348'	1°42'48"
C53	2719.00'	284.42'	142.339'	5°59'36"
C54	3.00'	9.42'	INFINITY'	180°00'00"
C55	10.00'	15.71'	10.000'	90°00'00"
C56	5.00'	7.40'	4.569'	84°50'26"

JAMES REYNOLDS ROAD (ROUTE 136)

PROP TEMP EASEMENT
MEET EXIST +48.90
OFF: 64.05
+55.55
OFFSET: 50.50
LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 213+69.39
OFF: 55.53
MEET & MATCH EXIST
MEET EXIST +79.77
OFF: 65.89
STA: 213+79.19
OFF: 51.50
N: 2741288.8254
E: 720402.1096
+93.79
OFFSET: 50.06
STA: 214+02.24
OFF: 50.42
N: 2741306.5293
E: 720416.2348
1959 SHLO NO. 4783
STA: 214+25.62
OFF: 47.15
N: 2741323.3614
E: 720432.1871
LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 215+30.89
OFF: 51.82
MEET & MATCH EXIST
PROP TEMP EASEMENT
PT+09.74
OFF: 40.99
PT+54.34
OFF: 61.72
PC+48.21
OFF: 61.77
C54
MEET EXIST +54.28
OFF: 55.70
MEET EXIST +95.65
OFF: 51.02
PT+55.47
OFF: 50.42
MEET EXIST +66.10
OFF: 50.18
PROP PUE
DWY 25
DWY 26
+09.73
OFFSET: 39.50
PC+50.31
OFF: 45.97
+50.31
OFFSET: 39.50
PC+99.59
OFF: 51.02
MEET EXIST +48.16
OFF: 56.43
+74.70
CONST ℄
+09.40
Δ=16°12'47"
R=2750.00'
L=778.17'
T=391.70'
+08.63
+50.31
+66.89
+02.99
+79.18
+55.70
+83.33
PRC+55.72
OFF: 8.00
+01.33
+93.56
PC +21.84
PCC+55.72
OFF: 14.00
+77.54
PRC
PCR 11
PCR 12
PC+48.59
OFF: 57.38
PT+97.44
OFF: 64.36
MEET EXIST +47.0
OFFSET: 80.8
MEET EXIST +96.4
OFFSET: 77.0
PROP PUE
1959 SHLO NO. 4783
TOTAL LEASING, INC.
BK/PG 1202/191
181 JAMES REYNOLDS ROAD
MAP/PARCEL 36/37
N/F
SANROSE REALTY ASSOCIATES, LLP
BK/PG 7035/344
PB/PL 103/6
26 FILKO AVENUE
MAP/PARCEL 36/36-A
N/F
TOWN OF SWANSEA
BK/PG 989/236
0 JAMES REYNOLDS ROAD
MAP/PARCEL 36/32
PROP TEMP EASEMENT
SPRING WATER FILL STATION
PT+38.19
OFF: 50.20
MEET EXIST +42.10
OFF: 50.41
MEET EXIST +78.96
OFF: 45.97
PC+33.76
OFF: 47.11
LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 218+19.43
OFF: 56.38
MEET & MATCH EXIST
PROP TEMP EASEMENT
PT+80.07
OFF: 45.15
LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 219+04.72
OFF: 44.60
MEET & MATCH EXIST
MEET EXIST +95.90
OFF: 49.89
+86.56
OFFSET: 39.50
+29.33
OFFSET: 36.45
+84.96
OFFSET: 35.47
MEET EXIST +37.83
OFF: 33.52
DWY 28
DWY 64
+86.47
+96.29
+86.56
+65.48
+19.58
+65.59
OFFSET: 33.57
+19.78
OFFSET: 34.90
MEET EXIST +66.33
OFF: 45.75
DWY 27
PROP PUE
LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 217+50.32
OFF: 46.21
MEET & MATCH EXIST
MEET EXIST +34.32
OFF: 46.76
1959 SHLO NO. 4783
N/F
GLOBAL COMPANIES LLC
BK/PG 9453/1
PB/PL 149/63
52 JAMES REYNOLDS ROAD
MAP/PARCEL 36/33
55 JAMES REYNOLDS ROAD
PB/PL 83/77
BK/PG 10003/83
MAP/PARCEL 36/33
PRAMUKH SWANSEA REAL ESTATE LLC
N/F
11 STEEL BOLLARDS
13 STEEL BOLLARDS
CROSSROADS COMMONS CONDOMINIUM TRUST
N/F
33 JAMES REYNOLDS ROAD
BK/PG 10003/83
PB/PL 83/77
MAP/PARCEL 36/33
CONTINUED ON SHEET NO. 50
CONTINUED ON SHEET NO. 54
GRAN CURB
BIT CONC SWALE
STONE SWALE
CONC SWALE
BUSH
TRASH BIN
EDGE EDGING
WF#C-1
WF#C-2
WF#C-3
WF#C-4
WF#C-5
WF#C-6
WF#C-7
WF#C-8
WF#D-1
WF#D-2
WF#D-3
WF#D-4
WF#D-5
SCALE: 1" = 20'
0 20 50 100

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	54	238
PROJECT FILE NO.	608759		

CURB TIE PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C131	20.00'	15.26'	8.024'	43°43'17"
C132	1974.00'	98.08'	49.051'	2°50'49"
C133	150.00'	70.53'	35.932'	26°56'32"

I-195 EXIT 5
EB ON/OFF RAMP

PT+38.19
OFF: 50.20

MEET EXIST +42.10
OFF: 50.41

LIMIT OF DRIVEWAY
RECONSTRUCTION
STA: 219+04.72
OFF: 44.60
MEET & MATCH EXIST

MEET EXIST +78.96
OFF: 45.97

PT+80.07
OFF: 45.15

MEET EXIST +25.92
OFF: 45.96

PROJECT END
STA 222+30
N2742011.0362
E720834.1916

MEET EXIST +84.96
OFFSET: 35.47

MEET EXIST +37.83
OFF: 33.52

LIMIT OF MILLING
& OVERLAY
STA 222+15
N2741997.0315
E720828.7984

N21°03'43"E
200.00'

+51.24
+80.16
+79.24
PT +00.00
+58.29
+26.15

5.50'
29.75'
25.52'
27.35'
27.51'
28.21'
28.79'
45.50'
20.62'

C131
C132
C133

219
220
221
222
223

CONTINUED ON SHEET NO. 53

STONE SWALE
CONC. SIDEWALK
13 STEEL BOLLARDS
BOLLARDS
GRASS
BIT. CONC.
BUSH
SWALE
6'CLF
GRAN CURB
12" RCP
STEEL GUARDRAIL
20"OAK
30"OAK

N/F
PRAMUKH SWANSEA REAL ESTATE LLC
55 JAMES REYNOLDS ROAD
BK/PG 10003/83
PB/PL 633/77
MAP/PARCEL 36/33

N/F
SANROSE REALTY ASSOCIATES, LLP
BK/PG 7035/344
PB/PL 103/6
26 FILKO AVENUE
MAP/PARCEL 36/36-A

JAMES REYNOLDS ROAD
(ROUTE 136)

0 20 50 100
SCALE: 1" = 20'

FOR PROFILE SEE SHEET 43

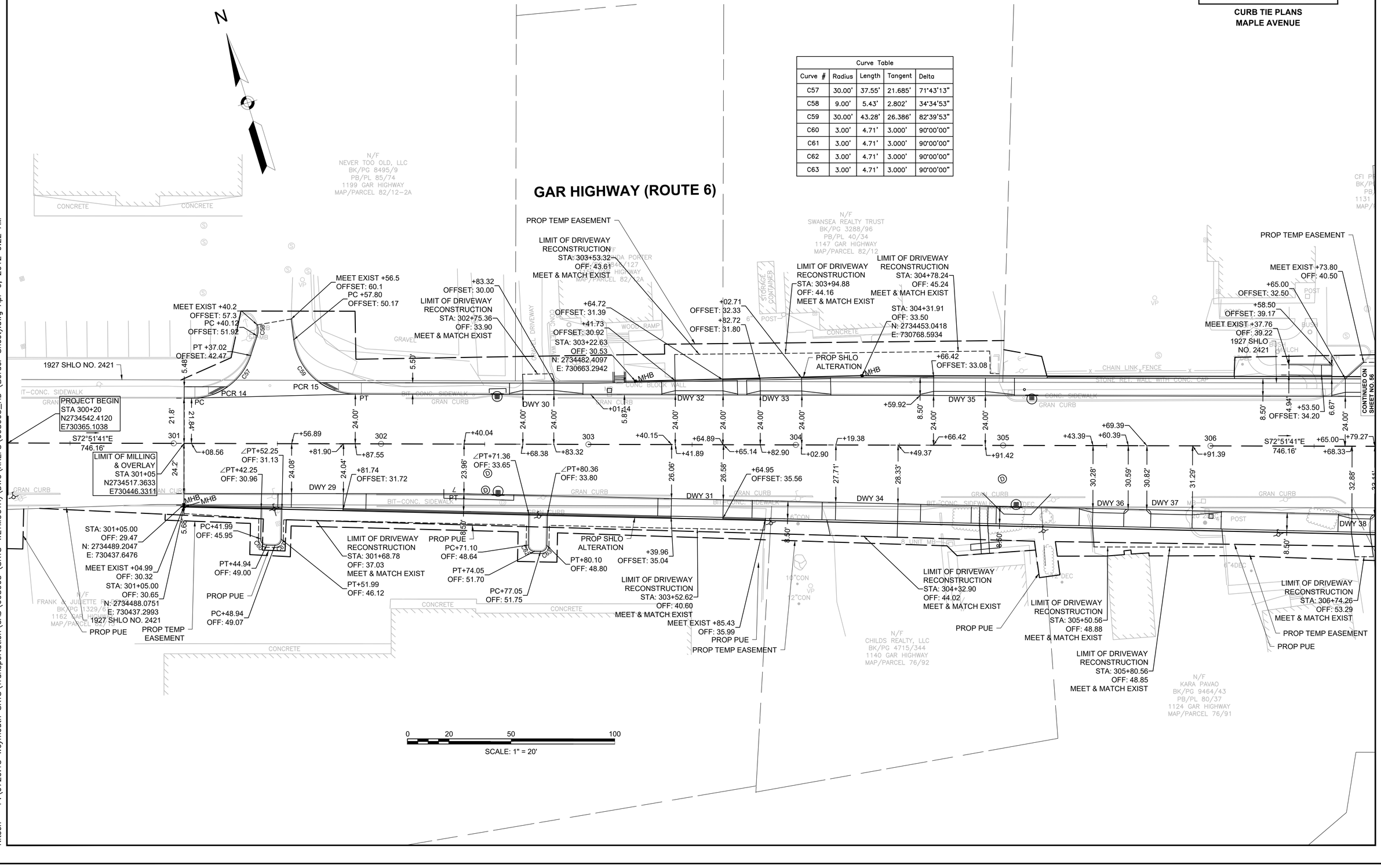
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	55	238
PROJECT FILE NO.	608759		

CURB TIE PLANS
MAPLE AVENUE

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C57	30.00'	37.55'	21.685'	71°43'13"
C58	9.00'	5.43'	2.802'	34°34'53"
C59	30.00'	43.28'	26.386'	82°39'53"
C60	3.00'	4.71'	3.000'	90°00'00"
C61	3.00'	4.71'	3.000'	90°00'00"
C62	3.00'	4.71'	3.000'	90°00'00"
C63	3.00'	4.71'	3.000'	90°00'00"



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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	56	238
PROJECT FILE NO.	608759		

CURB TIE PLANS
MAPLE AVENUE

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C64	40.00'	78.05'	59.075'	111°47'46"
C66	25.00'	33.89'	20.129'	77°40'40"
C67	45.00'	50.62'	28.369'	64°27'26"
C68	40.00'	40.14'	21.943'	57°29'43"
C69	27.00'	58.24'	50.344'	123°35'02"
C70	791.00'	180.02'	90.400'	13°02'23"
C71	749.00'	35.24'	17.623'	2°41'45"
C72	25.00'	32.01'	18.621'	73°21'42"

MAPLE AVENUE
GAR HIGHWAY (ROUTE 6)
CONTINUED ON SHEET NO. 58
CONTINUED ON SHEET NO. 55
CONTINUED ON SHEET NO. 57
CONTINUED ON SHEET NO. 58
MEET EXIST +41.63
OFF: 42.26
LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 410+27.50
OFF: 42.13
MEET & MATCH EXIST
PROP PUE
MEET EXIST +13.37
OFF: 42.27
1950 TOWN LO
1950 SHLO NO. 3812
PROP TEMP EASEMENT
1950 TOWN LO
PROP TOWN LO ALTERATION
LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 409+77.77
OFF: 26.21
MEET & MATCH EXIST
STA: 409+39.38
OFF: 22.35
N: 2734400.1173
E: 731213.5864
PROP TEMP EASEMENT
MEET EXIST +73.80
OFF: 40.50
+65.00
OFFSET: 32.50
+58.50
OFFSET: 39.17
MEET EXIST +37.76
OFF: 39.22
1927 SHLO NO. 2421
LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 306+90.22
OFF: 40.50
MEET & MATCH EXIST
MEET EXIST +06.64
OFF: 40.50
PROP SHLO ALTERATION
+02.47
OFFSET: 37.98
+04.33
OFFSET: 40.27
R = 31.50'
L = 42.44'
+18.46
OFFSET: 50.26
1950 SHLO NO. 3812
STA: 307+73.45
OFF: 33.44
N: 2734352.5906
E: 731094.7808
+89.67
OFFSET: 21.50
+89.64
OFFSET: 24.50
1950 SHLO NO. 3812
R = 39.50'
L = 44.62'
309+01.26 ROUTE 6 GAR HWY - MAPLE=
408+23.23 MAPLE AVENUE
1926 SHLO NO. 2146
2010 SHLO NO. 8090
PROP TEMP EASEMENT
2010 SHLO NO. 8090
NO ACCESS
+11.05
OFFSET: 32.50
+22.44
OFFSET: 46.76
+19.13
OFFSET: 40.85
+14.07
OFFSET: 45.23
+53.50
OFFSET: 34.20
DWY 39
DWY 40
DWY 38
DWY 47
DWY 46
PCR 21
PCR 22
PCR 20
PCR 19
PCR 16
PCR 17
PCR 18
PCR 45
PC
PT
PRC
PCC
TB
MHB
SB/DH
CONST ℄
N23°00'22"W
107.24'
STA: 307+21.89
OFF: 43.50
N: 2734294.0077
E: 731023.0063
1927 SHLO NO. 2421
STA: 307+46.38
OFF: 43.50
N: 2734286.7952
E: 731046.372
STA: 308+51.29
OFF: 43.50
N: 2734256.5009
E: 731147.1760
1950 SHLO NO. 3812
R = 31.50'
L = 31.61'
+78.35
OFFSET: 34.50
+78.35
OFFSET: 31.50
1950 SHLO NO. 3812
STA: 407+10.98
OFF: 32.50
N: 2734164.7539
E: 731209.2498
1950 TOWN LO
PROP TOWN LO ALTERATION
PROP TEMP EASEMENT
STA: 310+28.61
OFF: 42.64
N: 2734206.2760
E: 731317.2375
1959 SHLO NO. 4800
MEET EXIST +57.83
OFF: 44.17
1926 TOWN LO
PROP TEMP EASEMENT
PT +30.77
OFF: 44.60
END WALL +32.45
OFF: 53.42
PT +30.92
OFFSET: 55.14
PC +38.71
OFFSET: 59.22
PT +44.50
OFFSET: 55.32
STA: 406+32.45
OFF: 30.97
N: 2734091.7087
E: 731241.2933
MEET EXIST +85.79
OFF: 45.15
PC+88.61
OFF: 33.90
LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 405+69.98
OFF: 40.40
MEET & MATCH EXIST
MEET EXIST +55.09
OFF: 36.03
PROP TEMP EASEMENT
LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 306+74.26
OFF: 53.29
MEET & MATCH EXIST
PROP TEMP EASEMENT
PROP PUE
LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 306+92.72
OFF: 53.31
MEET & MATCH EXIST
PROP PUE
PROP SHLO ALTERATION
PROP TEMP EASEMENT
MAPLE AVENUE
N/F
CFI PROPCO 2, LLC
BK/PG N/093/238
PB/PL 1131 GAR HIGHWAY
MAP/PARCEL 76/248
N/F
FIRST CHRISTIAN CONGREGATIONAL CHURCH
BK/PG 1357/156
1113 GAR HIGHWAY
MAP/PARCEL 76/4
N/F
1049 G.A.R. HIGHWAY REALTY TRUST II
BK/PG 7216/242
1049 GAR HIGHWAY
MAP/PARCEL 76/5-2A
N/F
SEEKONK PARTNERS LLC
BK/PG 9536/85
MAP/PARCEL 76/1A
N/F
KARA PAVAO
BK/PG 9464/43
PB/PL 80/37
GAR HIGHWAY
MAP/PARCEL 76/91
N/F
KARA MURPHY
BK/PG 3589/34
PB/PL 80/37
GAR HIGHWAY
MAP/PARCEL 76/90
0 20 50 100
SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	57	238
PROJECT FILE NO.	608759		

CURB TIE PLANS
MAPLE AVENUE

N

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C74	15.00'	23.15'	14.592'	88°25'15"
C75	5.00'	5.03'	2.749'	57°35'45"
C76	5.00'	10.75'	9.246'	123°11'43"
C77	6.00'	12.70'	10.666'	121°16'59"
C78	40.00'	68.98'	46.676'	98°48'33"
C79	50.00'	77.21'	48.683'	88°28'14"
C80	2524.00'	229.28'	114.721'	5°12'17"
C81	1976.00'	146.09'	73.076'	4°14'09"

SWANSEA PROFESSIONAL PARK

GAR HIGHWAY (ROUTE 6)

1923 SHLO NO. 2146

N/F
1049 G.A.R. HIGHWAY REALTY TRUST II
BK/PG 7616/242
1049 GAR HIGHWAY
MAP/PARCEL 76/5-2A

WATER EASEMENT
STATE HIGHWAY LAYOUT OF
2010 NO. 8090

2010 SHLO NO. 8090
NO ACCESS

MEET EXIST +36.7
OFFSET: 69.3

MEET EXIST +66.5
OFFSET: 71.0

1959 SHLO NO. 4800

PROP TEMP EASEMENT

PROP PUE

1959 SHLO NO. 4800
NO ACCESS

N/F
SWANSEA PROFESSIONAL CONDOMINIUMS
BK/PG 1466/159
PB/PL 73/16
1010 GAR HIGHWAY
MAP/PARCEL 76/9

DRAINAGE EASEMENT
PLAN BOOK 72 PAGE 1

PROP TEMP EASEMENT
2010 SHLO NO. 8090
NO ACCESS

PROP PUE

RET. WALL
PLANTER
GRAN. CURB
FP
C78
PCR 23
PCR 24
PCC
PC
PT
C81
GRAN CURB
BIT-CONC. SIDEWALK
MHB
SB/DH
DWS
8.50'
22.4'
22.2'
23.54'
23.85'
22.33'
26.06'
8.50'
6' CLF
6' CHAIN LINK FENCE
12" CON
10"DEC
OMH
VP
WM
318
317
316
315
314
313
312

LIMIT OF MILLING
& OVERLAY
STA 316+80
N2734087.3120
E731960.2897

CONTINUED ON SHEET NO. 56

CONTINUED BELOW

S73°16'08"E
518.54'

+31.64
+46.64
PT +46.64
+95.76
PC +64.70
+82.88
+41.49
+77.23
+09.73
+64.72
+17.54

Δ=12°08'00"
R=3000.00'
L=635.30'
T=318.84'

STA: 313+32.86
OFF: 41.29
N: 2734120.4432
E: 731610.0896

STA: 313+44.76
OFF: 39.97
N: 2734118.5257
E: 731622.0696

34.00'
48.59'
33.03'
31.56'
30.55'

DWY 41
DWY 42
C74
C77
C76
C75
PC
PCC
RECORD
GRAN CURB
RECORD
MEADOWAL

1959 SHLO NO. 4800

PT+30.77
OFF: 44.60
END WALL +32.45
OFF: 53.42

PROP TEMP EASEMENT

N/F
SEEKONK PARTNERS LLC
BK/PG 9536/85
175 DWIGHT AVE
MAP/PARCEL 76/ 15

DRAIN GRATE

PT +30.92
OFFSET: 55.14
PC +38.71
OFFSET: 59.22
PT +44.50
OFFSET: 55.32

MEET EXIST +98.41
OFF: 41.66

MEET EXIST +43.07
OFF: 50.08

PC +77.39
OFFSET: 42.15

LIMIT OF DRIVEWAY
RECONSTRUCTION
STA: 312+72.90
OFF: 55.59
MEET & MATCH EXIST

PC +46.70
OFFSET: 51.03

CONCRETE

PROP PUE

LIMIT OF DRIVEWAY
RECONSTRUCTION
STA: 313+60.21
OFF: 49.58
MEET & MATCH EXIST

MEET EXIST +77.53
OFF: 49.12

N/F
SUTHERLAND PROPERTIES, INC.
BK/PG 3960/203
1044 GAR HIGHWAY
MAP/PARCEL 76/31

PROP PUE

PROP TEMP EASEMENT

PROP DRAINAGE EASEMENT

1959 SHLO NO. 4800
NO ACCESS

6' STOCKADE FENCE

0 20 50 100
SCALE: 1" = 20'

1959 SHLO NO. 4800

18"CON

PROJECT END
STA 318+75
N2734063.6951
E732153.8164

319+00

318

CONTINUED ABOVE

GRAN CURB

10"CON
10"CON
12"CON

6' CLF

1959 SHLO NO. 4800
N/F GLEN J. & MICHAEL
BRUCE J., MARC J.
SUTHERLAND
BK/PG 3933/121
PARK LANE

PROP PUE

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	58	238
PROJECT FILE NO.	608759		

CURB TIE PLANS
MAPLE AVENUE

CONTINUED ON SHEET NO. 56

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C66	25.00'	33.89'	20.129'	77°40'40"
C72	25.00'	32.01'	18.621'	73°21'42"
C73	781.00'	52.94'	26.479'	3°53'01"
C82	579.00'	142.21'	71.465'	14°04'22"
C83	150.00'	13.74'	6.876'	5°14'57"

JAMES E. & WENDY L. KENNEY
BK/PG 6562/269
128 MAPLE AVE
MAP/PARCEL 6/9

N/F
DAVID A. GRACIA LIVING TRUST
BK/PG 9916/136
140 MAPLE AVE
MAP/PARCEL 76/87

PROJECT BEGIN
STA 404+16
N2733899.2199
E731338.8882

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 404+29.32
OFF: 24.37
MEET & MATCH EXIST

1950 TOWN LO

PROP TEMP EASEMENT

PROP TOWN LO ALTERATION
STA: 405+50.47
OFF: 25.16
N: 2734019.1126
E: 731278.0343

MAPLE AVENUE

STA: 406+32.45
OFF: 30.97
N: 2734091.7087
E: 731241.2933

N23°00'22"W
107.24'

PC +87.55
PT +66.44
PRC
PCC
PCR 44
PCR 45
PC+88.61
OFF: 33.90

Δ=14°00'17"
R=765.00'
L=186.99'
T=93.96'

DWY 43
DWY 44

PC+45.79
OFF: 27.96
OFFSET: 19.73

MEET EXIST +46.76
OFF: 29.26
LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 404+34.64
OFF: 30.49
MEET & MATCH EXIST

MEET EXIST +55.09
OFF: 36.03

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 405+69.98
OFF: 40.40
MEET & MATCH EXIST

MEET EXIST +85.79
OFF: 45.15

PT+23.51
OFF: 24.50

MEET EXIST +22.53
OFF: 31.89

PROP TEMP EASEMENT

PROP PUE

N/F
SEEKONK PARTNERS, LLC
BK/PG 9465/33
PB/PL 67/27

0 20 50 100
SCALE: 1" = 20'

CONTINUED ON SHEET NO. 55

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C84	526.03'	137.04'	68.912'	14°55'37"
C124	1184.00'	97.69'	48.872'	4°43'38"

MAPLE AVENUE

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 410+27.50
OFF: 42.13
MEET & MATCH EXIST

MEET EXIST +37.98
PROP PUE
MEET EXIST +13.37
OFF: 42.27

MEET EXIST +41.63
OFF: 42.26

STA: 410+62.22
OFF: 32.64
N: 2734524.4782
E: 731160.6950

STA: 411+42.08
OFF: 28.28
N: 2734605.9337
E: 731177.2300

STA: 410+91.68
OFF: 32.50
N: 2734554.9715
E: 731164.3540

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 411+67.53
OFF: 30.94
MEET & MATCH EXIST

PROP TOWN LO ALTERATION

1950 TOWN LO

STA: 411+93.49
OFF: 24.49
N: 2734656.0646
E: 731192.5629

PROP TEMP EASEMENT

PROP PUE

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 412+88.90
OFF: 27.03
MEET & MATCH EXIST

PROP TEMP EASEMENT

PROP PUE

PC +67.23
PT +66.59
PRC
PCC

Δ=36°18'37"
R=765.00'
L=484.81'
T=250.86'

DWY 46
DWY 47
DWY 48
DWY 49
DWY 50
DWY 51
DWY 52

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 409+77.77
OFF: 26.21
MEET & MATCH EXIST

PROP TEMP EASEMENT

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 410+79.41
OFF: 32.65
MEET & MATCH EXIST
PROP TOWN LO ALTERATION

STA: 410+92.55
OFF: 22.53
N: 2734548.4465
E: 731218.9992

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 412+31.52
OFF: 25.00
MEET & MATCH EXIST

1950 TOWN LO

PROP TEMP EASEMENT

PROP TEMP EASEMENT

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 413+26.86
OFF: 28.42
MEET & MATCH EXIST

LIMIT OF MILLING & OVERLAY
STA 413+65
N2734817.3323
E731255.8650

PROJECT END
STA 415+25
N2734973.0402
E731292.6848

N13°18'15"E
433.41'

N/F
JAMES P. & TRACEY A. RILEY
BK/PG 8096/53
PB/PL 89/4
261 MAPLE AVE
MAP/PARCEL 81/22

N/F
FIRST CHRISTIAN CONGREGATIONAL CHURCH

0 20 50 100
SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	59	238
PROJECT FILE NO.	608759		

CURB TIE PLANS
SWANSEA MALL DRIVE (ROUTE 118)

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C85	4200.00'	84.67'	42.338'	1°09'18"
C86	25.00'	51.88'	42.358'	118°54'04"
C87	5.00'	9.88'	7.580'	113°10'57"
C88	10.00'	10.62'	5.875'	60°52'09"
C89	20.00'	18.64'	10.058'	53°23'40"
C90	10.00'	6.83'	3.557'	39°09'42"
C91	5.00'	7.85'	5.000'	90°00'00"
C92	2.79'	8.77'	INFINITY'	180°00'00"
C93	1040.00'	60.20'	30.107'	3°18'59"
C130	1014.00'	29.03'	14.518'	1°38'26"

I-195 EXIT 3
WB ON/OFF RAMP

1959 SHLO NO. 4800

1970 SHLO NO. 5853

PROP PUE

GAR HIGHWAY (ROUTE 6)

N/F
A T & T COMMUNICATIONS OF NEW YORK, INC.
BK/PG 1517/175
GAR HIGHWAY
MAP/PARCEL 75/42

LIMIT OF MILLING & OVERLAY
STA 507+30
N2733915.6835
E733826.5064

Δ=12°23'22"
R=2500.00'
L=540.59'
T=271.35'

PROJECT END
STA 506+25
N2733937.7575
E733723.8603

CONST ℄
PC +15.85

PT +57.44

PRC+37.70
OFF: 7.58

PC+26.76
OFFSET: 46.72

PC +93.31
OFFSET: 43.07

PT+78.15
OFFSET: 63.49

PCR 25

PCR 26

PT +38.39
OFFSET: 71.98

1928 TOWN LO

MILFORD ROAD

DWY 45
PC+77.06
OFFSET: 73.56

MEET EXIST +25.7
OFFSET: 94.6

MEET EXIST +45.4
OFFSET: 109.0

PC+52.16
OFFSET: 100.37

PT+60.71
OFFSET: 100.84

MEET EXIST +62.4
OFFSET: 103.7

MEET EXIST +80.3
OFFSET: 80.7

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 508+71.32
OFF: 92.20
MEET & MATCH EXIST

STA: 509+41.24
OFF: 40.00
N: 2733821.2718
E: 734018.9564

DWY 53

STA: 509+41.24
OFF: 44.50
N: 2733816.9474
E: 734017.6950

PT+56.82
OFFSET: 48.50

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 509+35.69
OFF: 52.89
MEET & MATCH EXIST

PT+24.58
OFFSET: 52.74

MEET EXIST +21.8
OFFSET: 56.2

PROP SHLO ALTERATION

1928 TOWN LO

TOWN LAYOUT OF 1909

1959 SHLO NO. 4800
NO ACCESS

1959 SHLO NO. 4800

N/F
EATON FAMILY REVOCABLE TRUST 2001
BK/PG 8794/54
579 MILFORD ST
MAP/PARCEL 75/36

N/F
RONALD L. EATON AND DOREEN M. EATON
BK/PG 4373/107
585 MILFORD ST
MAP/PARCEL 75/35

N/F
MILFORD ROAD LLC
BK/PG 9814/56
544 G.A.R. HIGHWAY
MAP/PARCEL 75/32A

CONTINUED ON SHEET NO. 60

0 20 50 100
SCALE: 1" = 20'

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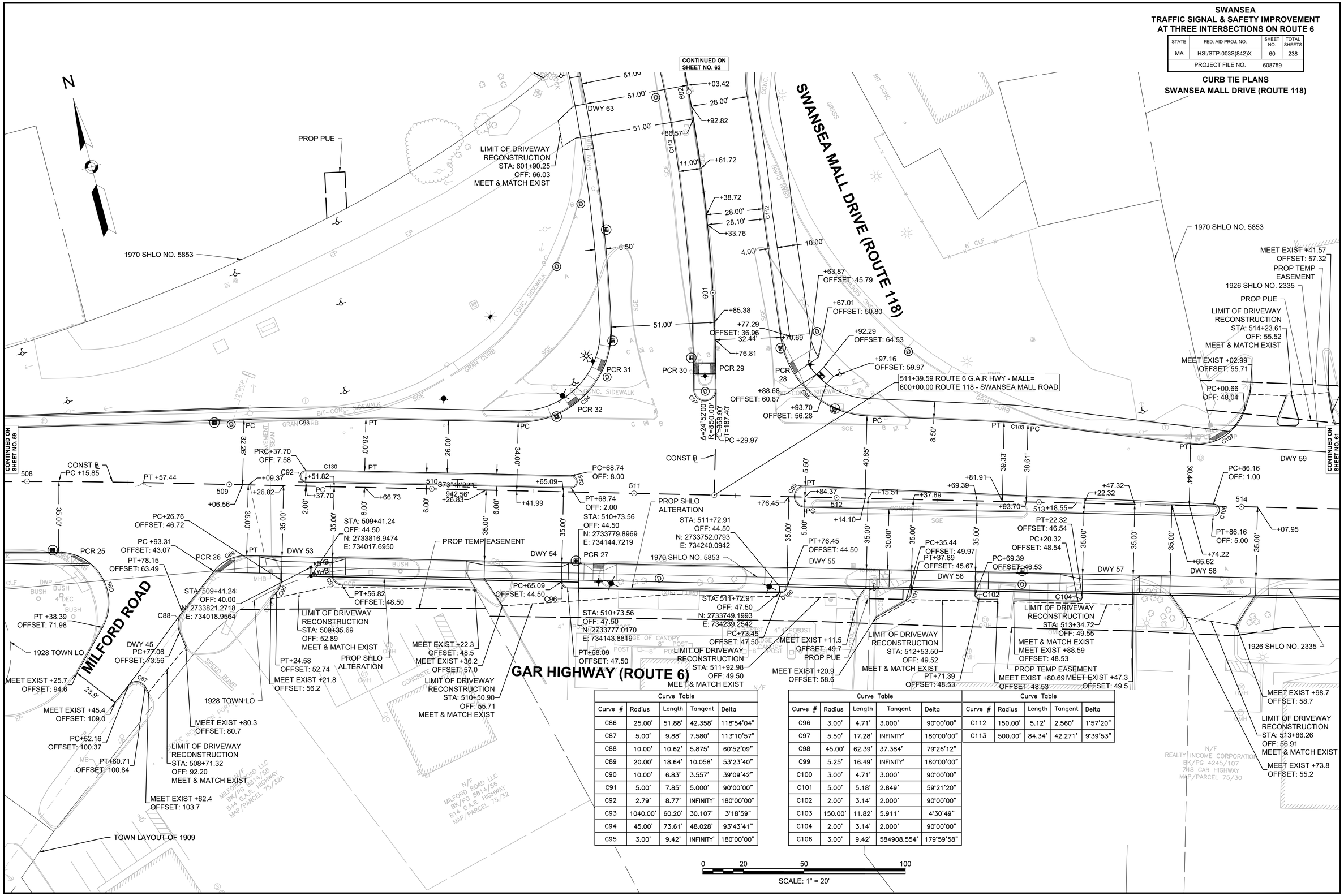
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	60	238
	PROJECT FILE NO. 608759		

CURB TIE PLANS
SWANSEA MALL DRIVE (ROUTE 118)

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	61	238
PROJECT FILE NO.	608759		

CURB TIE PLANS
SWANSEA MALL DRIVE (ROUTE 118)

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C107	25.00'	34.41'	20.561'	78°52'14"
C108	25.00'	34.55'	20.679'	79°11'32"
C109	35.00'	38.67'	21.577'	63°18'22"
C110	30.00'	34.31'	19.304'	65°31'11"
C111	5.00'	10.95'	9.705'	125°29'03"

N

1970 SHLO NO. 5853

MEET EXIST +41.57
OFFSET: 57.32
PROP TEMP EASEMENT

1926 SHLO NO. 2335

PROP PUE

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 514+23.61
OFF: 55.52
MEET & MATCH EXIST

MEET EXIST +02.99
OFFSET: 55.71

PC+00.66
OFF: 48.04

PC+43.48
OFF: 47.31

N/F
FALL RIVER MUNICIPAL EMPLOYEES CREDIT UNION
BK/PG 7323/228
755 GAR HIGHWAY
MAP/PARCEL 75/23

GAR HIGHWAY (ROUTE 6)

PROP PUE

PROP TEMP EASEMENT

MEET EXIST +15.1
OFFSET: 51.9

MICHAEL AVE

STA: 516+55.57
OFF: 57.35
N: 2733714.7077
E: 734731.9670

STA: 516+54.47
OFF: 57.00
N: 2733714.6773
E: 734730.8110

PC +57.65
OFFSET: 57.32

MEET EXIST +64.7
OFFSET: 55.7

STA: 516+58.37
OFF: 49.84
N: 2733706.7161
E: 734732.5562

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 517+03.23
OFF: 47.29
MEET & MATCH EXIST

PROP TEMP EASEMENT

N/F
LBZ3 REALTY, LLC
BK/PG 8873/283
737 GAR HIGHWAY
MAP/PARCEL 75/21

N/F
RENAISSANCE DEVELOPMENT CORPORATION
BK/PG 2268/353
711 GAR HIGHWAY
MAP/PARCEL 75/28-A

CONTINUED ON SHEET NO. 60

PT

DWY 59

30.44'

PC+86.16
OFF: 1.00

514

PT+86.16
OFF: 5.00

+74.22

+65.62

DWY 58

35.00'

+07.95

35.00'

PT+68.04

S73°44'22"E
942.56'

515

27.00'

8.50'

PCR 33

PCR 34

46.28'

50.52'

32.07'

31.79'

DWY 62

∠PT +72.88

CONST ℄

+08.30

516

PT +12.24

PC +80.97

PCC+51.92

+72.46

517

+87.22

PT+78.63

+10.41

518

35.00'

35.10'

35.49'

35.73'

35.8'

PROJECT END
STA 517+30
N2733638.8112
E734787.3570

STA: 517+30.99
OFF: 40.00
N: 2733600.1330
E: 734777.1106

DWY 60

DWY 61

1926 SHLO NO. 2335

PROP SHLO ALTERATION

MEET EXIST +98.7
OFFSET: 58.7

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 513+86.26
OFF: 56.91
MEET & MATCH EXIST

MEET EXIST +73.8
OFFSET: 55.2

STA: 515+29.24
OFF: 44.50
N: 2733652.3052
E: 734582.1681

PROP TEMP EASEMENT

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 515+92.88
OFF: 47.66
MEET & MATCH EXIST

MEET EXIST +73.5
OFFSET: 47.9

MEET EXIST +12.2
OFFSET: 47.4

LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 516+88.24
OFF: 46.41
MEET & MATCH EXIST

MEET EXIST +68.7
OFFSET: 46.7

MEET EXIST +07.8
OFFSET: 46.2

STA: 517+30.99
OFF: 42.33
N: 2733597.8971
E: 734776.4585

N/F
REALTY INCOME CORPORATION
BK/PG 4245/107
748 GAR HIGHWAY
MAP/PARCEL 75/30

N/F
SWANSEA INVESTMENT ASSOCIATES, LLC AND THE L/C FAMILY LIMITED PARTNERSHIP I
BK/PG 6478/36
PB/PL 73/52
728 GAR HIGHWAY
MAP/PARCEL 75/29-3A

N/F
THE L/C FAMILY LIMITED PARTNERSHIP I & SWANSEA INVESTMENT ASSOCIATES, LLC
BK/PG 6030/284
PB/PL 61/36
718 GAR HIGHWAY
MAP/PARCEL 62/7

0 20 50 100
SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	62	238
PROJECT FILE NO.	608759		

CURB TIE PLANS
SWANSEA MALL DRIVE (ROUTE 118)

SWANSEA MALL DRIVE (ROUTE 118)

PROP PUE
1970 SHLO NO. 5853
1969 TOWN LO
STA: 602+64.76
OFF: 58.54
N: 2734064.9110
E: 734204.3910
PROP TEMP EASEMENT
PROP TOWN LO ALTERATION
STA: 603+47.72
OFF: 57.98
N: 2734142.1072
E: 734201.7713
PROJECT END
STA 603+50
N2734149.5930
E734259.3086
CONST ℄
LIMIT OF DRIVEWAY RECONSTRUCTION
STA: 601+90.25
OFF: 66.03
MEET & MATCH EXIST
STA: 602+64.76
OFF: 57.55
N: 2734064.9063
E: 734205.3902
Δ=24°52'00"
R=850.00'
L=368.90'
T=187.40'
PT +98.88
LIMIT OF MILLING & OVERLAY
STA 603+25
N2734124.6699
E734261.2565
STA: 603+09.31
OFF: 46.25
N: 2734111.0802
E: 734308.3062
PROP TEMP EASEMENT
PROP TOWN LO ALTERATION
STA: 602+92.94
OFF: 65.38
N: 2734094.3169
E: 734328.0354
MEET EXIST +77.2
OFFSET: 75.8
MEET EXIST +39.9
OFFSET: 81.6
511+39.59 ROUTE 6 G.A.R HWY - MALL=
600+00.00 ROUTE 118 - SWANSEA MALL ROAD
MILFORD ROAD
1928 TOWN LAYOUT
1970 SHLO NO. 5853
CONTINUED ON SHEET NO. 60

Curve Table				
Curve #	Radius	Length	Tangent	Delta
C94	45.00'	73.61'	48.028'	93°43'41"
C97	5.50'	17.28'	INFINITY'	180°00'00"
C98	45.00'	62.39'	37.384'	79°26'12"
C106	460.00'	46.12'	23.081'	5°44'42"
C112	150.00'	5.12'	2.560'	1°57'20"
C113	500.00'	84.34'	42.271'	9°39'53"
C114	50.00'	68.14'	40.546'	78°04'41"
C115	69.00'	32.26'	16.432'	26°47'28"
C116	3.00'	6.75'	6.290'	129°00'02"
C117	3.00'	6.75'	6.289'	128°59'38"
C118	69.00'	32.36'	16.485'	26°52'22"
C119	3.00'	8.25'	15.129'	157°34'05"
C120	50.00'	73.13'	44.864'	83°48'06"

0 20 50 100
SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	63	238
PROJECT FILE NO.	608759		

GRADING PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)

GAR HIGHWAY (ROUTE 6)

PROJECT BEGIN
STA 102+50
N2741788.7551
E719550.2977

LIMIT OF MILLING & OVERLAY
STA 103+50
N2741726.8022
E719628.7714

PROP TEMP EASEMENT

1927 SHLO NO. 2421

APPROX. LIMIT OF GRADING

1991 SHLO NO. 6920

1931 SHLO NO. 2819

PROP SHLO ALTERATION

PROP PUE

APPROX. LIMIT OF GRADING

PROP TEMP EASEMENT

1991 SHLO NO. 6920

APPROX. LIMIT OF GRADING

S54°07'16"E 236.87'

PC +36.87

Δ=10°50'00"
R=1500.00'
L=283.62'
T=142.23'

PT +20.49

S43°17'16"E 181.89'

PC +02.38

Δ=1°31'12"
R=5000.00'
L=132.64'
T=66.32'

CONTINUED ON SHEET NO. 64

0 20 50 100
SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	64	238
	PROJECT FILE NO. 608759		

GRADING PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)

GAR HIGHWAY (ROUTE 6)

N

1927 SHLO NO. 2421
APPROX. LIMIT OF GRADING
1927 SHLO NO. 2421
1991 SHLO NO. 6920
APPROX. LIMIT OF GRADING
PROP TEMP EASEMENT
PROP TEMP EASEMENT
APPROX. LIMIT OF GRADING
1991 SHLO NO. 6920
RECON. OF OUTL. (NOT FOUND)
STONE WALL
MHB
SBDH
36"MAPLE
6"DEC
24"MAPLE
6" CLF
CONC. SIDEWALK
BIT–CONC. SIDEWALK
GRAN CURB
WOODEN PLANTER
4" POST
4" POST
8" O POST
BOULDER
STUMP
4" CLF
MAG
MHB
SBDH
PROP SHLO ALTERATION
PROP PUE
APPROX. LIMIT OF GRADING
PROP TEMP EASEMENT
1991 SHLO NO. 6920
APPROX. LIMIT OF GRADING
PROP PUE
PROP SHLO ALTERATION
APPROX. LIMIT OF GRADING
PROP TEMP EASEMENT
PROP PUE
1991 SHLO NO. 6920

TC 29.09 BC 28.59
RIM = 28.56
TC 29.59 BC 29.09
RIM = 28.59
105
PT +20.49
29.08
LOW PT +23.18 29.06
29.09
106
29.36
S43°17'16"E 181.89'
29.78
TC 29.36 BC 28.86
TC 29.78 BC 29.28
TC 30.20 BC 29.70
TC 30.72 BC 30.22
30.20
107
PC +02.38
TC 30.62 BC 30.12
RIM = 30.33
TC 31.04 BC 30.54
TC 31.14 BC 30.64
30.62
Δ=1°31'12"
R=5000.00'
L=132.64'
T=66.32'
31.04
108
TC 31.55 BC 31.05
PT +35.01
S44°48'28"E 360.38'
109
32.13
TC 32.65 BC 32.15
110
34.23
111
TC 28.99 BC 28.49
RIM = 28.45
RIM = 28.57
RIM = 28.61
RIM = 28.48
TC 28.98 BC 28.48
TC 29.23 BC 28.73
TC 29.26 BC 29.14
TC 30.61 BC 30.11
TC 30.67 BC 30.17
TC 30.15 BC 29.65
TC 30.55 BC 30.05
RIM = 30.34
RIM = 30.24
TC 30.94 BC 30.44
TC 30.66 BC 30.16
TC 31.09 BC 30.59
TC 31.51 BC 31.01
TC 31.49 BC 30.99
TC 32.14 BC 31.64
30.98
31.48
TC 32.00 BC 31.50
TC 32.10 BC 31.60
TC 32.75 BC 32.25
TC 32.13 BC 31.63
TC 33.07 BC 32.57
TC 33.07 TC 33.59 BC 33.09
TC 34.75 BC 34.25
TC 34.23 BC 33.73
34.90
RIM = 35.30
TC 36.58 BC 36.08
TC 35.92 BC 35.42
35.40
RIM = 35.95
36.58
TC 37.09 BC 36.59
TC 33.69 BC 33.19
TC 34.85 BC 34.35
TC 36.02 BC 35.52
RIM = 35.91
TC 37.20 BC 36.70
RIM = 36.76
32.50
TC 34.12 BC 33.62
34.78
RIM = 35.46
TC 36.46 BC 35.96

CONTINUED ON SHEET NO. 63
CONTINUED ON SHEET NO. 65

0 20 50 100
SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	65	238
PROJECT FILE NO.	608759		

GRADING PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)

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CONTINUED ON SHEET NO. 68

JAMES REYNOLDS ROAD (ROUTE 136)

GAR HIGHWAY (ROUTE 6)

MARKET STREET (ROUTE 136)

1959 SHLO NO. 4783
PROP TEMP EASEMENT
PROP PUE
PROP SHLO ALTERATION
PROP TEMP EASEMENT
APPROX. LIMIT OF GRADING
1991 SHLO NO. 6920
PROP PUE
PROP 3" CURB REVEAL
PROP BREAKLINE
PROP CROWN LINE
PROP TEMP EASEMENT
APPROX. LIMIT OF GRADING
TOTAL LEASING, INC. 1959 SHLO NO. 4783
BK/PG 1202/191
JAMES REYNOLDS ROAD
MAP/PARCEL 36/37
PROP CROWN LINE
PROP TEMP EASEMENT
PROP PUE
PROP SHLO ALTERATION
1991 SHLO NO. 6920
PROP PUE
PROP TEMP EASEMENT
1991 SHLO NO. 6920
PROP PUE
1958 SHLO NO. 4701
PROP PUE
1991 SHLO NO. 6920
PROP TEMP EASEMENT
PROP PUE
APPROX. LIMIT OF GRADING
PROP PUE
1991 TOWN LAYOUT NO. 6920
APPROX. LIMIT OF GRADING
1991 TOWN LAYOUT 6920
PROP TEMP EASEMENT
1958 SHLO NO. 4701
1991 SHLO NO. 6920
1991 SHLO NO. 6920
PROP PUE
PROP TEMP EASEMENT
PROP SHLO ALTERATION
1991 SHLO NO. 6920
PROP PUE
APPROX. LIMIT OF GRADING
PROP TEMP EASEMENT
PROP 3" CURB REVEAL
PROP CROWN LINE
PROP BREAKLINE
112+91.98 ROUTE 6 GAR HWY. - RT 136=
211+28.37 ROUTE 136
PC +95.39
Δ=12°33'18"
R=3750.00'
L=821.73'
T=412.52'
PC +21.84
N37°16'30"E
858.99'
HIGH PT +69.36
14.00'
TOTAL LEASING, INC.
BK/PG 1202/191
JAMES REYNOLDS ROAD
MAP/PARCEL 36/37
TRASH BIN
GRAN CURB
BIT. CONC. SIDEWALK
CONCRETE
MHB SBDH
MHB
RIPRAP
STEEL BOLLARDS
6" CONC
4" CLF
MAG
2" DEC
4" POST
TC=BC 38.99
TC=BC 40.21*
RIM = 40.64
RIM = 40.97
RIM = 41.51
RIM = 42.09
RIM = 42.21
RIM = 42.38
RIM = 42.62
RIM = 43.38
RIM = 44.48
RIM = 44.72
RIM = 44.86
RIM = 44.70
RIM = 45.29
RIM = 42.18
RIM = 42.68
RIM = 40.04
RIM = 39.99
RIM = 39.10
RIM = 38.36
RIM = 38.21
RIM = 36.76
RIM = 35.91
RIM = 35.95
RIM = 35.46
RIM = 35.30
TC 41.42 BC 40.92
TC 40.42 BC 39.92
TC 41.32 BC 40.82
TC 41.10
TC 41.32 BC 40.82
TC 41.79 BC 41.29
TC 41.69 BC 41.19
TC 41.33
TC 41.55 BC 41.05
TC 40.79 BC 40.29
TC 41.85 BC 41.35
TC 41.95 BC 41.45
TC 41.37
TC 41.35
TC 40.75 BC 40.50
TC 42.41 BC 41.91
TC 43.22 BC 42.72
TC 44.92 BC 44.42
TC 44.11 BC 43.61
TC 46.51 BC 46.01
TC 43.80 BC 43.30
TC 44.18 BC 43.68
TC 45.07 BC 44.57
TC 45.85 BC 45.35
TC 46.55 BC 46.05
TC 47.23 BC 46.73
TC 44.08 BC 43.58
TC 44.97 BC 44.47
TC 45.75 BC 45.25
TC 46.44 BC 45.94
TC 47.13 BC 46.63
TC 47.52 BC 47.02
TC 43.70 BC 43.20
TC 43.51 BC 43.01
TC 44.45 BC 43.95
TC 45.23 BC 44.73
TC 45.93 BC 45.43
TC 46.61 BC 46.11
TC 47.00 BC 46.50
TC 42.13 BC 41.88
TC 40.58 BC 40.08
TC 40.00 BC 39.57
TC 39.63
TC 38.91 BC 38.41
TC 37.64 BC 37.14
TC 38.37 BC 37.87
TC 38.27 BC 37.77
TC 37.09 BC 36.59
TC 37.20 BC 36.70
TC 36.02 BC 35.52
TC 34.12 BC 33.62
TC 34.23 BC 33.73
TC 35.92 BC 35.42
TC 36.58 BC 36.08
TC 38.93 BC 38.43
TC 39.52 BC 39.02
TC 40.00 BC 39.50
TC 39.61 BC 39.11
TC 40.10 BC 39.60
TC 36.46 BC 35.96
TC 40.24
TC 40.09
TC 40.44
TC 41.24 BC 40.74
TC 41.34 BC 40.84
TC 41.43 BC 40.93
TC 40.60 BC 40.10
TC 40.35 BC 39.85
TC 40.28 BC 39.78
TC 40.80 BC 40.30
TC 40.90 BC 40.40
TC 40.85*
TC 39.48 BC 38.98
TC 39.60 BC 39.10
TC 40.12 BC 39.62
TC 40.22 BC 39.72
40.17*
41.27
41.48
41.09
41.15
41.13
41.34
41.48
41.32
42.45
44.33
45.11
45.81
46.49
46.90
45.18
34.90
34.78
34.23
35.40
36.58
37.23
37.75
39.00
40.76
42.45
0
20
50
100
SCALE: 1" = 20'

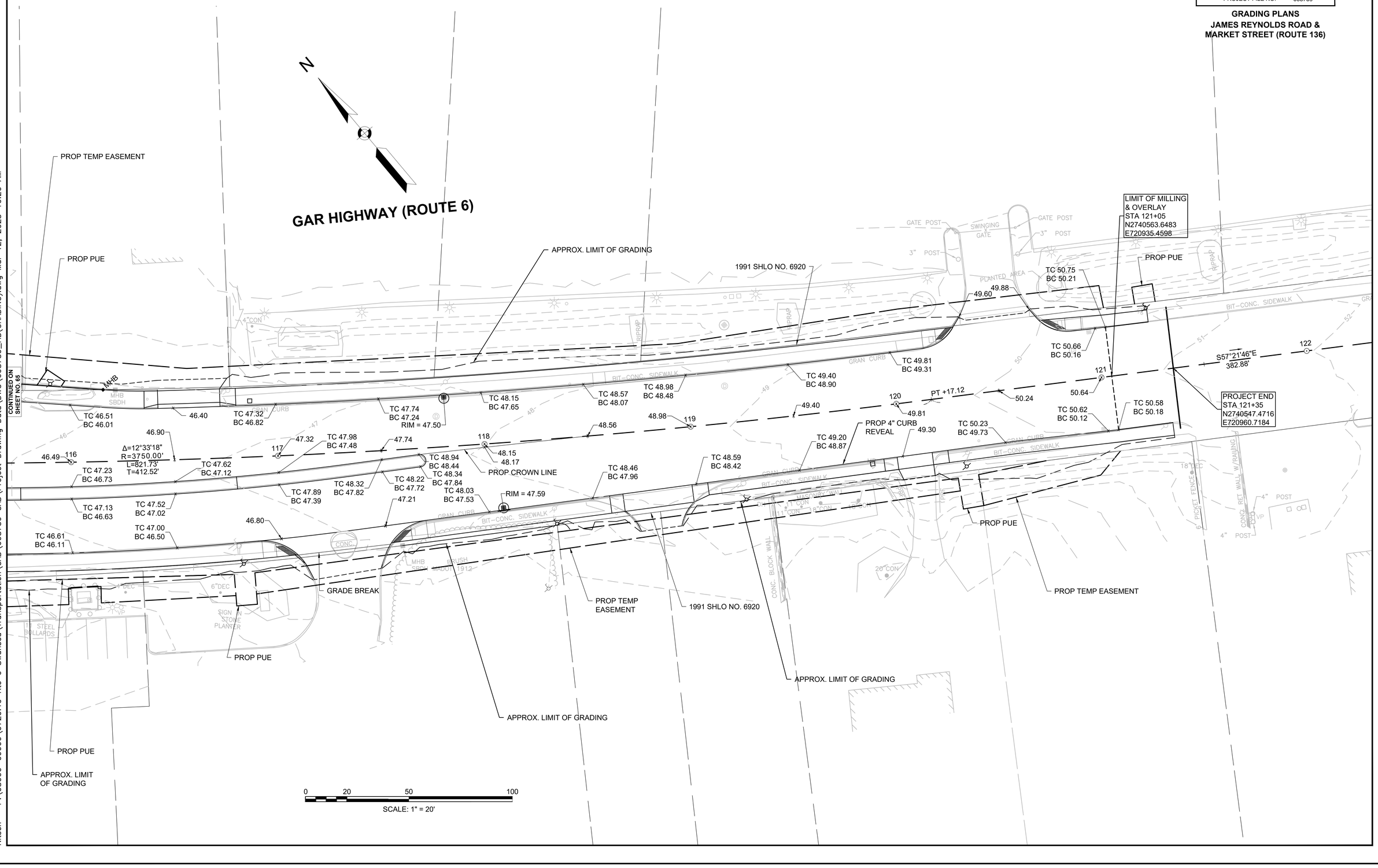
*TOP OF ISLAND ELEVATION

CONTINUED ON SHEET NO. 67

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	66	238
PROJECT FILE NO.	608759		

GRADING PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)



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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	67	238
	PROJECT FILE NO. 608759		

GRADING PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)

MARKET STREET (ROUTE 136)

N

1991 TOWN LAYOUT NO. 6920

PROP TEMP EASEMENT

APPROX. LIMIT OF GRADING

PROP PUE

PROP PERM EASEMENT

PROP TOWN LO ALTERATION

APPROX. LIMIT OF GRADING

PROP PUE

CONC. WALL

6" POST

5" POST

5" POST

5" POST

CONCRETE

4 STEEL BOLLARDS

6"O POST

WOOD & ROPE FENCE

WOOD & ROPE FENCE

CRUSHED SHELLS

CONC. CURB

12" RCP

18" RCP

PATCH

GRAN CURB

CONC. CURB

BIT-CONC. SIDEWALK

GRAN CURB

BIT-CONC. SIDEWALK

GRAN CURB

TC 29.61
BC 29.11

29.57

TC 31.16
BC 30.66

TC 32.24
BC 31.74

TC 32.92
BC 32.81

TC 34.02
BC 33.87

TC 35.49
BC 34.99

RIM = 35.45

TC 36.61
BC 36.11

TC 37.72
BC 37.22

TC 38.83
BC 38.33

TC 39.60
BC 39.10

TC 35.09
BC 34.59

TC 36.01
BC 35.51

TC 37.13
BC 36.63

TC 38.24
BC 37.74

TC 39.27
BC 38.77

TC 40.12
BC 39.62

GRAN CURB

206

32.24

N37°16'30"E
858.99'

33.35

207

208

209

39.32

40.17*

38.29*

37.18*

PROP 3" REVEAL

TC 40.22
BC 39.72

CONTINUED ON SHEET NO. 65

204

PT +62.85

+12.85

205

30.00

31.12

TC 35.19
BC 34.69

34.44

36.06*

TC 36.11
BC 35.61

RIM = 35.90

TC 37.23
BC 36.73

TC 38.34
BC 37.84

TC 39.37
BC 38.87

PROJECT BEGIN
STA 204+10
N2740486.5760
E719857.6720

LIMIT OF MILLING & OVERLAY
STA 204+70
N2740534.6587
E719893.5659

TC 29.71
BC 29.21

TC 30.83
BC 30.33

TC 31.94
BC 31.44

TC 33.05
BC 32.55

TC 34.14
BC 33.64

TC 35.00
BC 34.87

RIM = 35.80

TC 36.11
BC 35.99

TC 37.60
BC 37.10

TC 38.63
BC 38.13

TC 39.48
BC 38.98

GRAN CURB

BIT-CONC. SIDEWALK

MHB
SBDH

EP

RR TRACK

VP

FP

MHB
SB/DH

MHB
SBDH

POST & RAIL FENCE

2 STEEL BOLLARDS

CONCRETE WALL

3"DEC

3"DEC

3"DEC

3"DEC

RAMP

RAMP

APPROX. LIMIT OF GRADING

PROP TEMP EASEMENT

APPROX. LIMIT OF GRADING

1991 TOWN LAYOUT 6920

PROP PUE

WF#A-1

WF#A-2

WF#A-3

WF#A-4

WF#A-5

WF#A-6

WF#A-9

0 20 50 100

SCALE: 1" = 20'

*TOP OF ISLAND ELEVATION

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	68	238
PROJECT FILE NO.	608759		

GRADING PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)

Nitsch – P:\08000-09999\9720.19 Rte 6 Swansea\Transportation\CAD\608759 CAD\Project Drawing Data\DWG\608759_HD(GRADING).dwg Mar 12, 2025 10:20 AM

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CONTINUED ON SHEET NO. 65

CONTINUED ON SHEET NO. 69

N

DRAINAGE BASIN

BIORETENTION BASIN

PROP TEMP EASEMENT

1959 SHLO NO. 4783

PROP PUE

APPROX LIMIT OF GRADING

JAMES REYNOLDS ROAD (ROUTE 136)

PROP TEMP EASEMENT

APPROX LIMIT OF GRADING

PROP TEMP EASEMENT

APPROX LIMIT OF GRADING

SPRING WATER FILL STATION

13 STEEL BOLLARDS

11 STEEL BOLLARDS

STONE SWALE

PROP TEMP EASEMENT

WF#C-5
WF#C-8
WF#C-4
WF#C-2
WF#C-6
WF#C-3
WF#C-7

WF#D-5
WF#D-1
WF#D-4
WF#D-2
WF#D-3

14" DEC

OMH
OMH
OMH

2" DEC

INV=

TC 39.87
BC 39.37

RIM = 39.37

TC 40.42
BC 39.92

TC 39.18
BC 38.68

RIM = 37.67

TC 38.39
BC 37.89

TC 37.43
BC 36.93

35.84

TC 35.25
BC 34.75

TC 34.01
BC 33.51

TC 32.52
BC 32.02

RIM = 30.25

TC 30.96
BC 30.46

29.50

TC 29.75
BC 29.25

28.56

RIM = 28.69

TC 29.40
BC 28.90

RIM = 28.71

29.64

RIM = 28.66

29.44

29.50

29.59

219

29.44

RIM = 29.60

29.83

29.61

218

30.04

30.30

31.08

31.37

TC 30.52
BC 30.02

TC 30.14
BC 29.64

14.00'

GRAN CURB

217

32.64

32.97

31.14

TC 33.19
BC 32.69

BUSH

216

34.13

35.37

34.50

Δ=16°12'47"
R=2750.00'
L=778.17'
T=391.70'

36.46

37.55

215

38.60

35.82

RIM = 36.33

TC 36.04
BC 35.54

TC 34.72
BC 34.22

PROP CROWN LINE

PROP BREAKLINE

36.98

38.11

37.83

RIM = 36.18

36.70

39.18

39.09

39.34

TC 39.41
BC 38.91

TC 40.30
BC 39.80

40.07

14.00'

TC 40.78
BC 40.28

40.56

TC 41.32
BC 40.82

41.10

40.97

RIM = 40.64

TC 40.80
BC 40.30

TC 40.70
BC 40.20

TC 40.78
BC 40.28

40.21

TC 40.92
BC 40.42

214

39.50

40.76

213

TC 41.42
BC 40.92

PC +21.84

TRASH BIN

RR TIE EDGING

PROP CROWN LINE ALONG LANE LINE

PROP PUE

1959 SHLO NO. 4783

APPROX LIMIT OF GRADING

PROP PUE

APPROX LIMIT OF GRADING

1959 SHLO NO. 4783

APPROX LIMIT OF GRADING

JAMES REYNOLDS ROAD (ROUTE 136)

0 20 50 100

SCALE: 1" = 20'

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	69	238
PROJECT FILE NO.	608759		

GRADING PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)

I-195 EXIT 5
EB ON/OFF RAMP

N

13 STEEL BOLLARDS

11 STEEL BOLLARDS

CONC. SIDEWALK

STONE SWALE

LIMIT OF MILLING & OVERLAY
STA 222+15
N2741997.0316
E720828.7984

APPROX LIMIT OF GRADING

TC 31.80
BC 31.30

TC 29.75
BC 29.25

RIM = 28.69

28.56

RIM = 28.71

RIM = 28.64

LP +12.66

TC 29.40
BC 28.90

TC 29.76
BC 29.26

TC 30.18
BC 29.68

TC 30.79
BC 30.29

TC 31.40
BC 30.90

TC 31.77
BC 31.27

CONTINUED ON SHEET NO. 68

29.83

29.44

219

29.44

29.50

29.72

220

29.76

29.92

30.23

30.39

221

30.86

PT +00.00

31.02

222

31.48

31.66

31.94

32.13

32.27

223

PROP CROWN LINE

29.61

RIM = 29.60

29.62

TC 30.14
BC 29.64

29.68

30.11

30.76

31.42

31.85

31.97

GRASS

BIT. CONC.

BUSH

6"CLF

20"OAK

GRAN CURB

GRASS

STEEL GUARDRAIL

SWALE

BIT. CONC. BERM

WF#B-1
WF#B-2
WF#B-3
WF#B-4
WF#B1-1
WF#B1-2
WF#B1-3
WF#B1-4
WF#B1-5
WF#B1-6
WF#B1-7
WF#B1-8

PROJECT END
STA 222+30
N2742011.0362
E720834.1916

JAMES REYNOLDS ROAD
(ROUTE 136)

0 20 50 100

SCALE: 1" = 20'

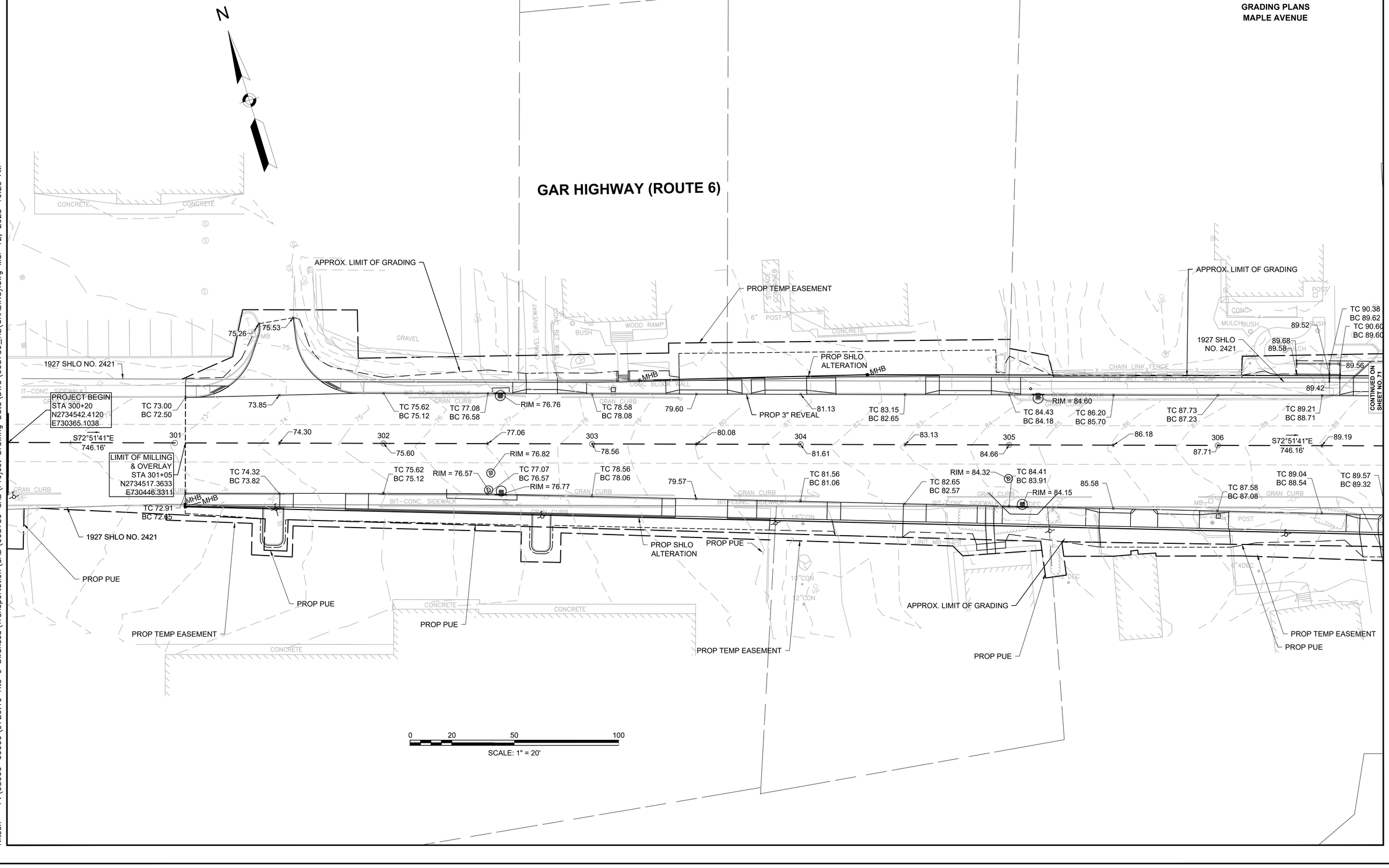
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	70	238
PROJECT FILE NO.	608759		

GRADING PLANS
MAPLE AVENUE



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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	71	238
PROJECT FILE NO.	608759		

GRADING PLANS
MAPLE AVENUE

Nitsch – P:\08000–09999\9720.19 Rte 6 Swansea\Transportation\CAD\608759 CAD\Project Drawing Data\DWG\608759_HD(GRADING).dwg Mar 12, 2025 10:20 AM
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CONTINUED ON SHEET NO. 73

MAPLE AVENUE

GAR HIGHWAY (ROUTE 6)

N

PROP TEMP EASEMENT
1950 TOWN LO
PROP TOWN LO ALTERATION
PROP PUE
RIM = 90.60
RIM = 90.38
1950 TOWN LO
LOW PT +66.26 90.50
RIM = 90.18
RIM = 90.27
TC 90.77 BC 90.27
TC 90.97 BC 90.47
90.59
90.79
TC 90.70 BC 90.20
TC 90.90 BC 90.40
90.72
90.52
RIM = 90.23
RIM = 90.43
1950 SHLO NO. 3812
1950 SHLO NO. 3812
APPROX. LIMIT OF GRADING
TC 91.01 BC 90.51
1950 SHLO NO. 3812
APPROX. LIMIT OF GRADING
1926 SHLO NO. 2146
309+01.26 ROUTE 6 GAR HWY - MAPLE=
408+23.23 MAPLE AVENUE
2010 SHLO NO. 8090
APPROX. LIMIT OF GRADING
PROP TEMP EASEMENT
2010 SHLO NO. 8090
NO ACCESS
1950 SHLO NO. 3812
TC 91.36 BC 90.86
TC 91.05 BC 90.55
90.83
91.03
409
10.00'
PROP SHLO ALTERATION
APPROX. LIMIT OF GRADING
1927 SHLO NO. 2421
TC 90.38 BC 89.62
TC 90.60 BC 89.60
89.52
89.68
89.58
89.56
89.42
TC 91.25 BC 90.75
TC=BC 90.84
TC=BC 90.91
PROP 3" REVEAL
TC=BC 91.16
TC=BC 91.23
91.49
TC 89.21 BC 88.71
89.97
TC 91.28 BC 90.78
TC 91.83 BC 91.33
TC 91.67 BC 91.17
91.51
TC 91.53 BC 91.03
TC 90.88 BC 90.38
TC 90.23 BC 89.73
TC 89.58 BC 89.08
TC 88.92 BC 88.42
RIM = 88.19
TC 88.27 BC 87.77
CONTINUED ON SHEET NO. 70
306
87.71
S72°51'41"E
746.16'
89.19
307
90.39
PI +46.16
91.26
308
91.81
92.04
91.94
309
91.93
91.37
310
90.86
90.21
311
89.56
S73°16'08"E
518.54'
88.25
312
88.90
CONTINUED ON SHEET NO. 72
RIM = 90.01
RIM = 89.91
TC 87.58 BC 87.08
TC 89.04 BC 88.54
TC 89.57 BC 89.32
TC 89.98 BC 89.73
TC 91.09 BC 90.59
TC 91.64 BC 91.14
TC 91.86 BC 91.36
HIGH PT +59.48 92.04
TC=BC 91.36
TC 91.85 BC 91.35
408
TC=BC 90.32
TC 90.22 BC 89.72
90.24
TC 90.79 BC 90.29
TC 90.67 BC 90.17
TC 90.03 BC 89.53
TC 89.38 BC 88.88
TC 88.72 BC 88.22
RIM = 87.99
RIM = 87.93
TC 88.07 BC 87.57
1959 SHLO NO. 4800
TW 90.92 BW 90.05
TW 91.35 BW 89.92
TW 91.18 BW 89.50
TW 90.93 BW 88.84
TW 90.67 BW 88.19
TW 90.50 BW 87.62
TW 90.15 BW 90.15
FOR WALL DETAIL & PROFILE SEE SHEET 159
1926 TOWN LO
PROP TEMP EASEMENT
PROP PUE
PROP TEMP EASEMENT
1927 SHLO NO. 2421
PROP PUE
APPROX LIMIT OF GRADING
PROP SHLO ALTERATION
1950 SHLO NO. 3812
1950 SHLO NO. 3812
TC 89.83 BC 89.33
TC 89.56 BC 89.06
89.38
407
PC +81.76
TC 89.36 BC 88.86
APPROX LIMIT OF GRADING
PROP SHLO ALTERATION
TC 89.06 BC 88.56
88.88
1950 TOWN LO
PROP TOWN LO ALTERATION
TC 88.87 BC 88.37
N23°00'22"W
107.24'
88.62
406
TC 88.68 BC 88.18
PT +74.54
PROP TEMP EASEMENT
MAPLE AVENUE
CONTINUED ON SHEET NO. 73

0 20 50 100
SCALE: 1" = 20'

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	72	238
PROJECT FILE NO.	608759		

GRADING PLANS
MAPLE AVENUE

Nitsch – P:\08000–09999\9720.19 Rte 6 Swansea\Transportation\CAD\608759 CAD\Project Drawing Data\DWG\608759_HD(GRADING).dwg Mar 12, 2025 10:20 AM

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N

1923 SHLO NO. 2146

SWANSEA PROFESSIONAL PARK

GAR HIGHWAY (ROUTE 6)

APPROX. LIMIT OF GRADING

2010 SHLO NO. 8090
NO ACCESS

PROP TEMP EASEMENT

PROP PUE

PROP BREAKLINE

1959 SHLO NO. 4800

APPROX LIMIT OF GRADING

PROP TEMP EASEMENT

1959 SHLO NO. 4800
NO ACCESS

LIMIT OF MILLING & OVERLAY
STA 316+80
N2734087.3120
E731960.2897

TC 85.55
BC 85.05

TC 84.65
BC 84.31

TC 82.94
BC 82.50

TC 83.25
BC 82.75

TC 84.45
BC 83.95

TC 83.87
BC 83.37
RIM = 83.47

TC 85.57
BC 85.07

TC 85.04
BC 84.54

85.58

86.08

RIM = 88.19

TC 88.27
BC 87.77

TC 87.62
BC 87.12

RIM = 86.67

RIM = 86.67

TC 87.09
BC 86.59

312

S73°16'08"E
518.54'
88.25

87.60

PC +64.70

313

87.07

86.55

314

86.03

Δ=12°08'00"
R=3000.00'
L=635.30'
T=318.84'

85.51

315

84.99

84.42

316

RIM = 83.48

83.84

TC 83.87
BC 83.37

RIM = 83.59

TC 84.42
BC 83.92

RIM = 83.45

TC 83.26
BC 82.76

TC 82.79
BC 82.29

317

83.21

318

CONTINUED ON SHEET NO. 71

CONTINUED BELOW

CONTINUED ABOVE

RIM = 87.99

RIM = 87.93

TC 88.07
BC 87.57

86.92

RIM = 86.49

RIM = 86.57

TC 86.92
BC 86.42

85.92

TC 85.94
BC 85.44

TC 85.45
BC 84.95

TC 84.96
BC 84.46

1959 SHLO NO. 4800

TW 90.67
BW 88.19

TW 90.50
BW 87.62

TW 90.15
BW 90.15

PROP TEMP EASEMENT

PROP SHLO ALTERATION

APPROX LIMIT OF GRADING

PROP PUE

PROP PUE

PROP TEMP EASEMENT

PROP DRAINAGE EASEMENT

1959 SHLO NO. 4800
NO ACCESS

1959 SHLO NO. 4800

PROJECT END
STA 318+75
N2734063.6951
E732153.8164

319+00

1959 SHLO NO. 4800

PROP PUE

GRAN CURB

BIT. CONC. SIDEWALK

6' CHAIN LINK FENCE

6' STOCKADE FENCE

6' CLF

12"CON

10"DEC

18"CON

RECORD 10'C.I.

RECORD SIDEWALK

BUSH

CONCRETE

DRAIN GRATE

MHB

SB/DH

0 20 50 100

SCALE: 1" = 20'

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	73	238
PROJECT FILE NO.	608759		

GRADING PLANS
MAPLE AVENUE

CONTINUED ON SHEET NO. 71

PROP TEMP EASEMENT
PROP TOWN LO ALTERATION
MAPLE AVENUE
PROP TEMP EASEMENT
APPROX LIMIT OF GRADING
PROJECT BEGIN
STA 404+16
N2733899.2199
E731338.8882
TC 87.14
BC 86.64
TC 87.76
BC 87.26
TC 87.31
BC 87.13
1950 TOWN LO
PC +87.55
TC 87.32
BC 87.27
1950 TOWN LO
PROP TEMP EASEMENT
PROP PUE
TC 87.87
BC 88.37
TC 88.68
BC 88.18
TC 88.64
BC 87.99
Δ=14°00'17"
R=765.00'
L=186.99'
T=93.96'
PT +74.54
N23°00'22"W
107.24'
TC 89.06
BC 88.56
TC 94.94
BC 87.44
TC 88.25
BC 87.75
TC 87.96
BC 87.46
TC 88.28
BC 87.78
PROP TEMP EASEMENT
PROP PUE
0 20 50 100
SCALE: 1" = 20'

CONTINUED ON SHEET NO. 71

MAPLE AVENUE
PROP TEMP EASEMENT
PROP PUE
APPROX LIMIT OF GRADING
PROP TOWN LO ALTERATION
1950 TOWN LO
PROP CROWN LINE ALONG LANE LINE
PROP PUE
RIM = 91.36
TC 91.37
BC 90.87
TC 91.79
BC 91.29
TC 92.25
BC 91.75
TC 92.71
BC 92.21
TC 93.20
BC 92.70
TC 93.53
BC 93.23
TC 94.28
BC 93.78
TC 94.48
BC 93.98
PROP TEMP EASEMENT
PROP PUE
Δ=36°18'37"
R=765.00'
L=484.81'
T=250.86'
PT +66.59
+36.24
TC 92.67
BC 92.17
TC 93.20
BC 92.70
TC 93.74
BC 93.24
TC 94.26
BC 93.76
N13°18'15"E
433.41'
LIMIT OF MILLING & OVERLAY
STA 413+65
N2734817.3323
E731255.8650
PROJECT END
STA 415+25
N2734973.0402
E731292.6848
RIM = 90.38
RIM = 90.60
TC 90.97
BC 90.47
RIM = 90.60
TC 91.17
BC 90.67
TC 91.44
BC 91.12
RIM = 91.37
TC 92.15
BC 91.65
TC 94.40
BC 93.90
RIM = 90.18
TC 90.70
BC 90.20
TC 90.77
BC 90.27
PROP TOWN LO ALTERATION
APPROX LIMIT OF GRADING
1950 TOWN LO
PROP TEMP EASEMENT
PROP TEMP EASEMENT
PROP TEMP EASEMENT
0 20 50 100
SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	74	238
	PROJECT FILE NO. 608759		

GRADING PLANS
SWANSEA MALL DRIVE (ROUTE 118)

N

I-195 EXIT 3
WB ON/OFF RAMP

GAR HIGHWAY (ROUTE 6)

1959 SHLO NO. 4800

1970 SHLO NO. 5853

PROP PUE

APPROX LIMIT OF GRADING

APPROX. LIMIT OF GRADING

EDGE OF WATER

RETAINING WALL

BIT–CONC. SIDEWALK

GRAN CURB

7' CLF W/BW

PROP CLF

EP

PAVEMENT SEAM

RIM = 50.19

TC 54.91
BC 54.51

TC 54.21
BC 53.71

TC 52.99
BC 52.49

TC 51.74
BC 51.24

TC 50.69
BC 50.19

TC 49.47
BC 48.97

TC 49.98
BC 49.48

TC 50.22
BC 49.72

TC 50.29
BC 49.79

TC 50.09
BC 49.59

CONTINUED ON SHEET NO. 75

S73°44'22"E
942.56'

49.55

53.02

51.82
PT +57.44

50.82

54.22

PROJECT BEGIN
STA 506+25
N2733937.7575
E733723.8603

Δ=12°23'22"
R=2500.00'
L=540.59'
T=271.35'

LIMIT OF MILLING & OVERLAY
STA 507+30
N2733915.6835
E733826.5064

506
505
504
507
508
509

6.85

PROP BREAKLINE

51.10

TC=BC 50.07

48.93

TC 53.67
BC 53.17

TC 52.82
BC 52.32

TC 53.91
BC 53.50

TC 50.32
BC 49.82

TC 50.91
BC 50.41

TC 49.20
BC 48.96

49.40

MILFORD ROAD

SPEED BUMP

PROP SHLO ALTERATION

1928 TOWN LO

APPROX. LIMIT OF GRADING

BIT–CONC. SIDEWALK

GRAN CURB

CONC. & STONE WALL

RR TIE WALL

6" CLF

6" CON

12" DEC

18" DEC

24" DEC

20" DEC

6" BDEC

SHED

OMH

DMH

DWP

SMH

WF#E–1

WF#E–2

WF#E–3

WF#E–4

SGE

BUSH

4" DEC

CCB

SSB

MH

MHB

SS

CO

MB

SEPTIC INSPECTION PORTS

1959 SHLO NO. 4800
NO ACCESS

1959 SHLO NO. 4800

TOWN LAYOUT OF 1909

TOWN LAYOUT OF 1909

0 20 50 100
SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	75	238
PROJECT FILE NO.	608759		

GRADING PLANS
SWANSEA MALL DRIVE (ROUTE 118)

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CONTINUED ON SHEET NO. 77

CONTINUED ON SHEET NO. 74

CONTINUED ON SHEET NO. 76

SWANSEA MALL DRIVE (ROUTE 118)

MILFORD ROAD

GAR HIGHWAY (ROUTE 6)

PROP PUE
1970 SHLO NO. 5853
APPROX LIMIT OF GRADING
APPROX. LIMIT OF GRADING
PROP TEMP EASEMENT
1926 SHLO NO. 2335
PROP BREAKLINE
PROP 3" CURB REVEAL
PROP SHLO ALTERATION
1928 TOWN LO
TOWN LAYOUT OF 1909
511+39.59 ROUTE 6 G.A.R HWY - MALL=
600+00.00 ROUTE 118 - SWANSEA MALL ROAD.

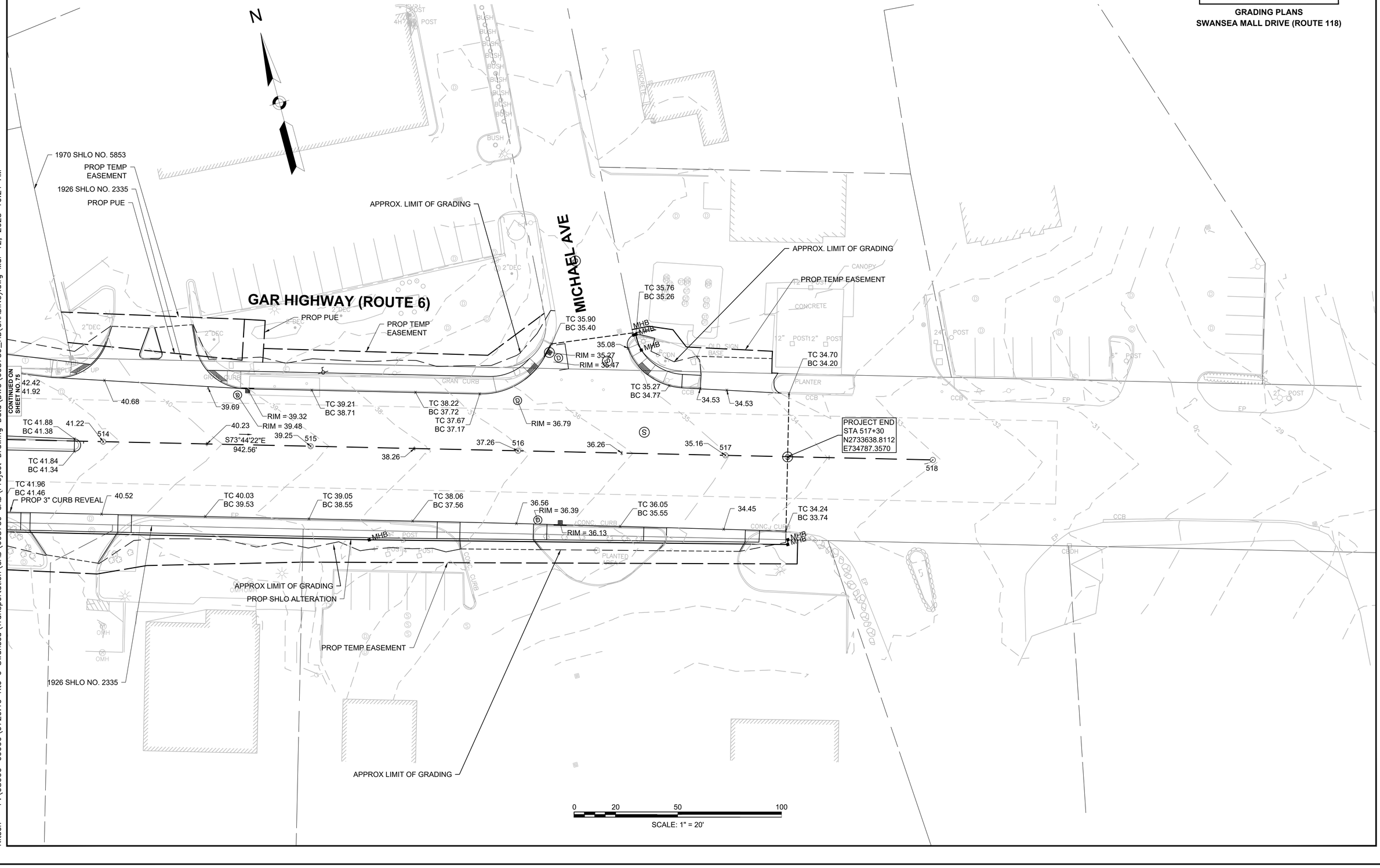
*TOP OF ISLAND ELEVATION

SCALE: 1" = 20'

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	76	238
PROJECT FILE NO.	608759		

GRADING PLANS
SWANSEA MALL DRIVE (ROUTE 118)



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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	77	238
PROJECT FILE NO.	608759		

GRADING PLANS
SWANSEA MALL DRIVE (ROUTE 118)

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CONTINUED ON SHEET NO. 75

SWANSEA MALL DRIVE (ROUTE 118)

PROP PUE
1970 SHLO NO. 5853
APPROX LIMIT OF GRADING
1969 TOWN LO
PROP TEMP EASEMENT
PROP TOWN LO ALTERATION
PROP CROWN LINE ALONG LANE LINE
PROP CROWN LINE
LIMIT OF MILLING & OVERLAY
STA 603+25
N2734124.6699
E734261.2565
PROJECT END
STA 603+50
N2734149.5930
E734259.3086
PT +98.88
PROP BREAKLINE
PROP TEMP EASEMENT
PROP TOWN LO ALTERATION
APPROX. LIMIT OF GRADING
SEE SHEET 157 FOR RAMP DETAILS
SEE SHEET 157 FOR RAMP DETAILS
APPROX. LIMIT OF GRADING
1928 TOWN LAYOUT
1928 TOWN LAYOUT
1970 SHLO NO. 5853
MILFORD ROAD
SWANSEA MALL DRIVE (ROUTE 118)

TC 49.47 BC 48.97
TC 48.42 BC 47.92
TC 47.57 BC 47.07
RIM = 46.96
RIM = 45.65
RIM = 46.94
RIM = 46.40
RIM = 46.65
RIM = 45.62
RIM = 45.56
RIM = 44.80
RIM = 43.72
47.85 47.35
TC 47.24 BC 46.74
TC 46.67 BC 46.17
46.05
45.83
14.00
TC 46.13 BC 45.63
45.52
+29.97
TC 46.03 BC 45.53
LOW PT +68.22 45.46 RIM = 45.46
TC 46.26 BC 45.76
TC 46.16 BC 45.66
TC 47.07 BC 46.57
47.00
47.44
TC 47.19 BC 46.69
TC 47.09 BC 46.59
601
602
603
604
605
TC 48.19 BC 47.69
RIM = 47.75
TC 48.08 BC 47.58
RIM = 47.63
TC 47.51 BC 47.01
TC 48.48 BC 47.98
TC=BC 47.27
TC 46.53 BC 46.03
TC 45.55 BC 45.05
TC 45.03 BC 44.53
45.56 45.06
TC 44.78 BC 44.28
44.57 44.07
TC 43.86 BC 43.36
43.58 43.08
2.86 2.36
TC 48.89 BC 48.49
48.97
47.97
TC 49.20 BC 48.70
RIM = 48.41
TC 49.07 BC 48.57
48.78
RIM = 48.26
TC 48.94 BC 48.44
TC=BC 47.44
TC 48.62 BC 48.12
TC 48.33 BC 47.98
TC 48.02 BC 47.80
TC 49.51 BC 49.01
49.49
11.83'
TC 49.74 BC 49.24
TC 49.95 BC 49.45
TC 49.81 BC 49.31
49.53
TC 49.55 BC 49.05
TC=BC 48.93
TC 48.92 BC 48.42
TC=BC 48.71
TC 48.62 BC 48.12
TC 49.86 BC 49.36
TC 49.85 BC 49.39
1969 TOWN LO
CONCRETE
GRAN CURB
CONCRETE SIDEWALK
ELEC CONDUIT
10"DEC
GRASS
MULCH
WOODEN GUARDRAIL
SLOPED GRAN. CURB
DRIVE-THRU OVERHANG
BIT CONC CURB
BIT CONC SIDEWALK
CONC. SIDEWALK
GRAN CURB
SGE
EP
MHB
CB EPLP
FP
10" CON
OMH
6' CLF
BUSH

0 20 50 100
SCALE: 1" = 20'

DRAINAGE STRUCTURE DATA						
NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
1	CB	103+86.76 RT	29.27	--	25.44 (2)	
2	CIT	104+03.56 RT	29.19	25.30 (1) 25.30 EX	25.25 EX	
3	REMODEL CB	103+99.63 LT	29.20	--	25.21 EX	PROP CI
4	CIT	105+26.52 RT	28.57	25.20 (5) 25.80 EX 25.80 EX	25.10 EX	
5	CBCI	105+23.64 RT	28.45	--	25.24 (4)	
6	CIT	105+48.75 RT	28.61	25.15 (7) 25.65 EX	25.05 EX	
7	CBCI	105+49.21 RT	28.48	--	25.19 (6)	
8	REMODEL CB	105+25.21 LT	28.56	--	25.20 EX	PROP CI
9	CBCI	105+48.55 LT	28.59	--	26.07 EX	PROP CI
10	CBCI	107+74.77 LT	30.33	--	25.48 (11)	
11	EX DMH	107+60.00 LT	30.37	25.20 (10) 25.20 EX 25.20 EX	25.10 EX	ADJ
12	CIT	107+73.33 RT	30.31	26.80 (13)	26.70 EX	
13	CBCI	107+73.79 RT	30.21	--	26.83 (12)	OFFSET TOP

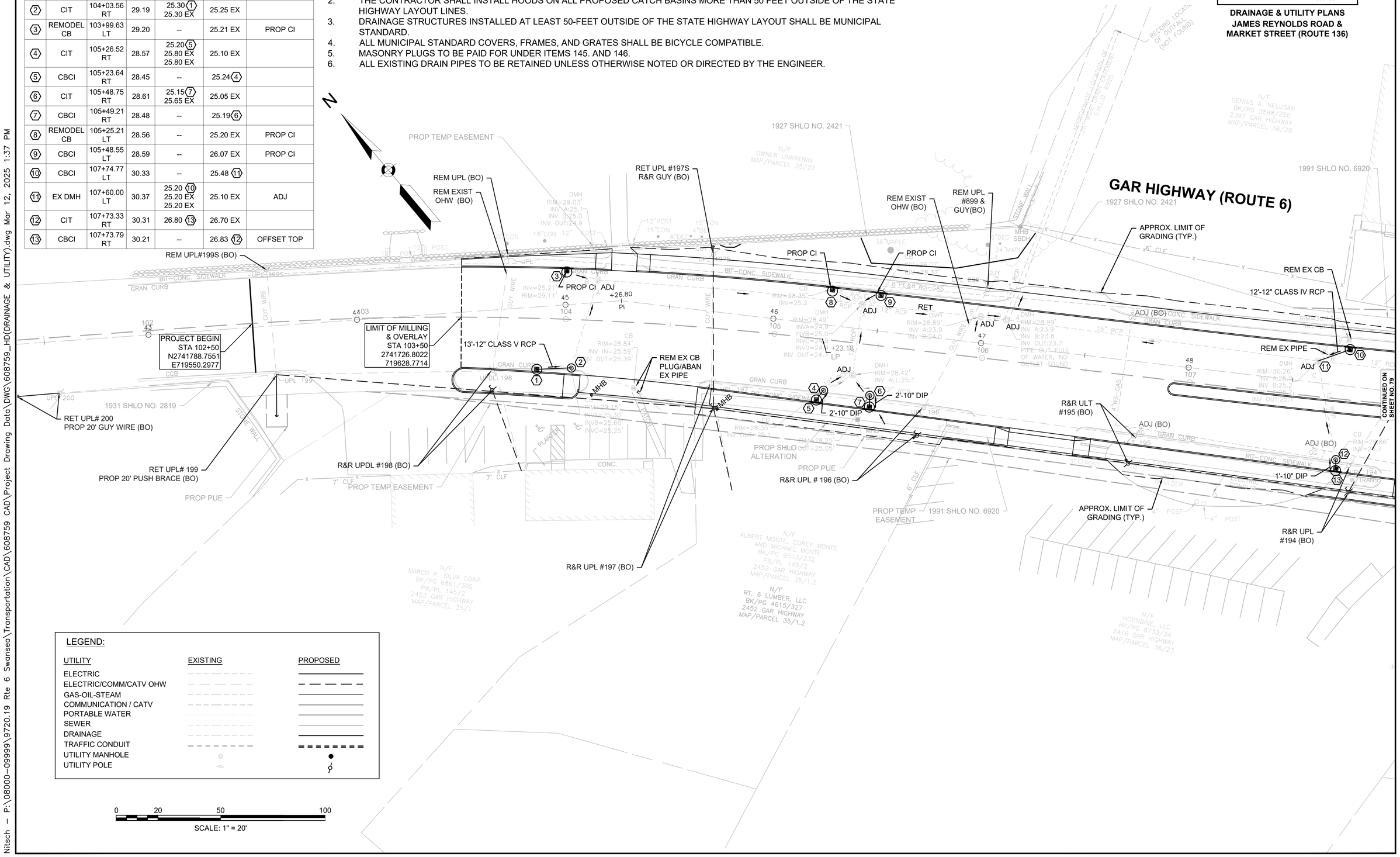
NOTES:

1. DRAINAGE ELEVATIONS ARE SHOWN FOR DESIGN PURPOSE ONLY. THE CONTRACTOR SHALL VERIFY, BY TEST PIT LOCATIONS, ALL EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE ONLY AFTER APPROVED BY THE ENGINEER. NO DRAINAGE STRUCTURE SHALL BE ORDERED UNTIL AFTER THE CONTRACTOR VERIFIES THE CONSTRUCTABILITY OF THE SYSTEM.
2. THE CONTRACTOR SHALL INSTALL HOODS ON ALL PROPOSED CATCH BASINS MORE THAN 50 FEET OUTSIDE OF THE STATE HIGHWAY LAYOUT LINES.
3. DRAINAGE STRUCTURES INSTALLED AT LEAST 50-FEET OUTSIDE OF THE STATE HIGHWAY LAYOUT SHALL BE MUNICIPAL STANDARD.
4. ALL MUNICIPAL STANDARD COVERS, FRAMES, AND GRATES SHALL BE BICYCLE COMPATIBLE.
5. MASONRY PLUGS TO BE PAID FOR UNDER ITEMS 145. AND 146.
6. ALL EXISTING DRAIN PIPES TO BE RETAINED UNLESS OTHERWISE NOTED OR DIRECTED BY THE ENGINEER.

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	78	238
PROJECT FILE NO.	608759		

DRAINAGE & UTILITY PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)



LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		
ELECTRIC/COMM/CATV OHW		
GAS-OIL-STEAM		
COMMUNICATION / CATV		
PORTABLE WATER		
SEWER		
DRAINAGE		
TRAFFIC CONDUIT		
UTILITY MANHOLE		
UTILITY POLE		

0 20 50 100
SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	79	238
PROJECT FILE NO.	608759		

DRAINAGE & UTILITY PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)

LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		
ELECTRIC/COMM/CATV OHW		
GAS-OIL-STEAM		
COMMUNICATION / CATV		
PORTABLE WATER		
SEWER		
DRAINAGE		
TRAFFIC CONDUIT		
UTILITY MANHOLE		
UTILITY POLE		

GAR HIGHWAY (ROUTE 6)

1927 SHLO NO. 2421
1991 SHLO NO. 6920
N/F OWNER UNKNOWN MAP/PARCEL 35/27
N/F DENNIS A. NELUSAN BK/PG 2898/250 2397 GAR HIGHWAY MAP/PARCEL 36/28
N/F COLBEA ENTERPRISES, L.L.C. BK/PG 7078/176 2345 GAR HIGHWAY MAP/PARCEL 36/29
N/F ALBERT MONTE, COREY MONTE AND MICHAEL MONTE BK/PG 9513/232 PB/PL 145/2 2452 GAR HIGHWAY MAP/PARCEL 35/1.2
N/F RT. 6 LUMBER, LLC BK/PG 4615/327 2452 GAR HIGHWAY MAP/PARCEL 35/1.2
N/F HORNBINE, LLC BK/PG 8780/287 PB/PL 85/24 2388 GAR HIGHWAY MAP/PARCEL 36/24-A
N/F 2368 GAR HIGHWAY, LLC BK/PG 8265/266 PB/PL 85/24 2368 GAR HIGHWAY MAP/PARCEL 36/27

REM EXIST OHW (BO)
REM UPL #899 & GUY(BO)
APPROX. LIMIT OF GRADING (TYP.)
PROP CI
REM EX CB
12'-12" CLASS IV RCP
RET UPL #194 RET
REM EX PIPE
PROP TEMP EASEMENT
RET UPL#193-50
PROP SERVICE CONNECTION
R&R ULT #195 (BO)
R&R UPL #196 (BO)
PROP SHLO ALTERATION
PROP PUE
R&R UPL #194 (BO)
R&R HYD
R&R UPL #193 (BO)
R&R UPL #192 (BO) PROP 1-1P SECONDARY ELECTRIC SERVICE RELOCATION: 3" RGS RISER & SWEEP, 5' - 3" PVC CONNECT TO EXISTING (ITEM 826.7)
APPROXIMATE LOCATION OF EXISTING UNDERGROUND ELECTRIC SERVICES
R&R UPL #191 (BO) PROP 2-3P SECONDARY ELECTRIC SERVICE RELOCATION: 3" RGS RISER & SWEEP, 19' - 3" PVC CONNECT TO EXISTING (ITEM 826.7)
REM EX CB PROP 1' 12" RCP CONNECT TO EXIST
REM EX DMH & PIPE
REM EX PIPE
REM EX DMH
ADJ
ADJ (BO)
RET
2'-10" DIP
1'-10" DIP
10'-6"DIP

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
④	CIT	105+26.52 RT	28.57	25.20 ⑤ 25.80 EX 25.80 EX	25.10 EX	
⑤	CBCI	105+23.64 RT	28.45	--	25.24 ④	
⑥	CIT	105+48.75 RT	28.61	25.15 ⑦ 25.65 EX	25.05 EX	
⑦	CBCI	105+49.21 RT	28.48	--	25.19 ⑥	
⑧	REMODEL CB	105+25.21 LT	28.56	--	25.20 EX	PROP CI
⑨	CBCI	105+48.55 LT	28.59	--	26.07 EX	PROP CI, CONNECT TO EXIST PIPE
⑩	CBCI	107+74.77 LT	30.33	--	26.35 ⑪	
⑪	EX DMH	107+60.00 LT	30.37	26.20 ⑩ 25.20 EX 25.20 EX	25.10 EX	ADJ
⑫	CIT	107+73.33 RT	30.31	26.80 13	26.70 EX	
⑬	CBCI	107+73.79 RT	30.21	--	26.83 ⑫	OFFSET
⑭	CB	110+65.78 LT	35.30	--	30.74 EX	BUILD OVER EXIST PIPE
⑮	REMODEL DMH	110+49.47 RT	35.95	29.80 ⑯	29.70 EX	
⑯	CBCI	110+78.67 RT	35.46	31.90 EX	31.30 ⑮	

0 20 50 100
SCALE: 1" = 20'

CONTINUED ON SHEET NO. 78
CONTINUED ON SHEET NO. 80

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	80	238
PROJECT FILE NO.	608759		

DRAINAGE & UTILITY PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		
ELECTRIC/COMM/CATV OHW		
GAS-OIL-STEAM		
COMMUNICATION / CATV		
PORTABLE WATER		
SEWER		
DRAINAGE		
TRAFFIC CONDUIT		
UTILITY MANHOLE		
UTILITY POLE		

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
34	GICI	115+19.91 LT	44.72	--	42.24 (33)	PROP TEST PIT
35	REMODEL CB	115+42.41 RT	45.29	--	41.19 EX	R&R EXIST CI
37	CBCI	213+18.88 RT	40.64	--	36.52 (38)	
38	EX DMH	213+18.48 RT	40.69	36.42 (37)	36.32 EX	
106	EX DMH	113+39.05 LT	42.21	36.70 (28) 36.70 EX 36.80 EX	36.70 EX	

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
14	CB	110+65.78 LT	35.30	--	30.74 EX	BUILD OVER EXIST PIPE
15	REMODEL DMH	110+49.47 RT	35.95	29.80 (16)	29.70 EX	
16	CB	110+78.67 RT	35.46	31.90 EX	31.30 EX	
18	CBCI	111+91.51 LT	38.21	--	32.73 (19)	OFFSET TOP PROP TEST PIT
19	EX DMH	111+81.70 LT	38.28	32.41 (18) 32.30 (21)	32.10 EX	
21	REMODEL CB	111+99.18 RT	38.36	--	34.01 (19)	PROP CI
22	CBCI	210+18.54 LT	39.99	--	35.40 EX	BUILD OVER EXIST PIPE
23	REMODEL CB	210+17.24 RT	40.04	--	35.41 EX	PROP CI, OFFSET TOP PROP TEST PIT
24	CIT	113+66.67 RT	42.18	38.08 (25) 38.50 EX	37.70 EX	

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
25	CB	113+83.10 RT	42.68	--	38.38 (24)	
28	CB	211+89.44 RT	41.51	--	38.40 (106)	OFFSET TOP
29	CIT	113+50.49 LT	42.09	38.09 (30)	37.80 EX	
30	CB	113+81.44 LT	42.38	--	38.38 (29)	
33	ADJ CB	115+16.53 LT	44.86	42.10 (34) 41.65 EX 41.55 EX	40.70 EX	PROP F&C

SCALE: 1" = 20'

CONTINUED ON SHEET NO. 79
CONTINUED ON SHEET NO. 83
CONTINUED ON SHEET NO. 81
CONTINUED ON SHEET NO. 82

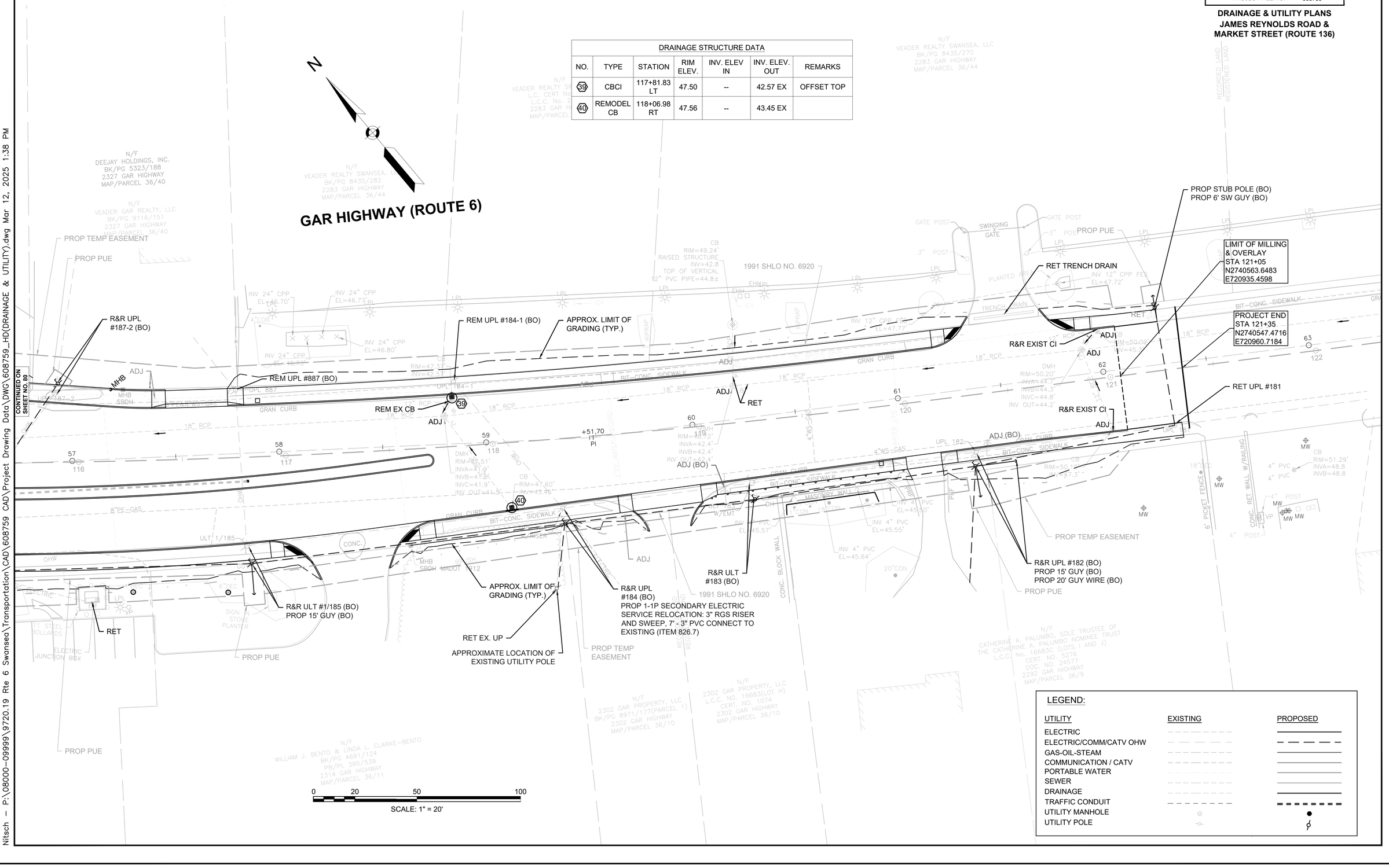
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	81	238
PROJECT FILE NO.	608759		

DRAINAGE & UTILITY PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

DRAINAGE STRUCTURE DATA						
NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
39	CBCI	117+81.83 LT	47.50	--	42.57 EX	OFFSET TOP
40	REMODEL CB	118+06.98 RT	47.56	--	43.45 EX	



LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		
ELECTRIC/COMM/CATV OHW		
GAS-OIL-STEAM		
COMMUNICATION / CATV		
PORTABLE WATER		
SEWER		
DRAINAGE		
TRAFFIC CONDUIT		
UTILITY MANHOLE		
UTILITY POLE		

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	82	238
PROJECT FILE NO.	608759		

DRAINAGE & UTILITY PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		
ELECTRIC/COMM/CATV OHW		
GAS-OIL-STEAM		
COMMUNICATION / CATV		
PORTABLE WATER		
SEWER		
DRAINAGE		
TRAFFIC CONDUIT		
UTILITY MANHOLE		
UTILITY POLE		

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
41	REMODEL CB	207+70.51 LT	35.45	--	30.30 EX	
42	EX DMH	207+86.96 RT	36.09	29.20 43 29.00 EX	28.90 EX	
43	CB	207+91.44 RT	35.80	--	29.66 42	

MARKET STREET (ROUTE 136)

PROJECT BEGIN
STA 204+10
N2740486.5760
E719857.6720

LIMIT OF MILLING & OVERLAY
STA 204+70
N2740534.6587
E719893.5659

RET ULT 3
RET ULT 3-1
PROP 15' GUY (BO)
R&R ULT #25-2-1 (BO)
PROP 15' GUY (BO)
R&R UPL #25-2 (BO)
PROP 15' GUY (BO)
R&R UPL #25-1-1 (BO)
R&R 2-3P PRIMARY ELECTRIC SERVICE (BO)
RET ULT #4-94
REM EXIST OHW (BO)
PROP OHW (BO) (TYP)
REM EXIST CB & PIPE
REM EX CB
APPROX. LIMIT OF GRADING (TYP)
PROP PUE
PROP TEMP EASEMENT
PROP PERM EASEMENT
PROP TOWN LO ALTERATION
1991 TOWN LAYOUT NO. 6920
1991 TOWN LAYOUT 6920
ADJ
ADJ (BO)
RET
CONTINUED ON SHEET NO. 00

0 20 50 100
SCALE: 1" = 20'

Nitsch – P:\08000-09999\9720.19 Rte 6 Swansea\Transportation\CAD\608759 CAD\Project Drawing Data\DWG\608759_HD(DRAINAGE & UTILITY).dwg Mar 12, 2025 1:38 PM
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	83	238
PROJECT FILE NO.	608759		

DRAINAGE & UTILITY PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
37	CBCI	213+18.88 RT	40.64	--	36.52 38	
38	EX DMH	213+18.48 RT	40.69	36.42 37	36.32 EX	PROP TEST PIT TO CONFIRM PIPE CONNECTION
44	CB	213+49.48 LT	39.37	--	34.87 117	PROP TEST PIT TO CONFIRM INV OUT
45	CBCI	214+61.99 LT	37.67	--	32.20 46	
46	EX DMH	214+84.05 LT	37.83	32.00 EX 31.90 45 31.90 EX	31.60 EX	ADJ
47	GICI	215+72.74 RT	36.18	--	33.68 48	PROP TEST PIT
48	ADJ CB	215+72.86 RT	36.12	33.47 47 32.90 EX 31.70 EX 32.90 EX	31.50 EX	PROP F&C
49	CBCI	217+58.36 LT	30.25	--	25.65 50	
50	EX DMH	217+80.28 LT	30.32	25.30 49 25.40 EX 25.40 EX	25.30 EX	
117	EX DMH	213+52.06 LT	39.40	34.87 44		ADJ, CONFIRM EX INVERTS

JAMES REYNOLDS ROAD (ROUTE 136)

JAMES REYNOLDS ROAD (ROUTE 136)

LIMIT OF BVW
PROP TEMP EASEMENT
PROP PUE
1959 SHLO NO. 4783
R&R UPL #2 BO)
RET
R&R UPL #3 (BO)
PROP 15' GUY (BO)
PROP 20' GUY (BO)
2'-12" RCP
REM CB
REM EX CB
REM EX PIPE
5'-12"RCP
ABAN & PLUG EX PIPE
REM DMH
PROP OHW (BO) (TYP)
PROP UP 3-50 (BO)
PROP 15' GUY (BO)
PROP 20' GUY (BO)
PROP CBCI
18'-12"RCP
ADJ (BO)
UPL 4-30 & TRANS
REM EXIST OHW (TYP)
3'-10"DIP RELOCATE 8" WATER MAIN
R&R UPL #76/4 (BO)
PROP GAS RELOCATION (BO)
UPL #324/1 RET
UPL 324/1 W/RISER
R&R UPL#4-1 (BO)
ADJ (BO)
UPL 5-50 W/RISER & TRANS
18'-12"RCP
ABAN & PLUG EX PIPE
REM DMH
REM EX CB
PROP TEMP EASEMENT
RET PIPE
22'-12"RCP
32'-12"RCP
PROP TEST PIT
R&R CURB INLET
PROP 4" GAS RELOCATION (BO)
RET UPL#6 (BO)
PROP 20' PUSH BRACE (BO)
PROP 15' GUY (BO)
RET EX CB
R&R UPL (BO)
PROP 15' GUY (BO)
PROP PUE
1959 SHLO NO. 4783
ADJ
RET
CONTINUED ON SHEET NO. 03
CONTINUED ON SHEET NO. 04

0 20 50 100
SCALE: 1" = 20'

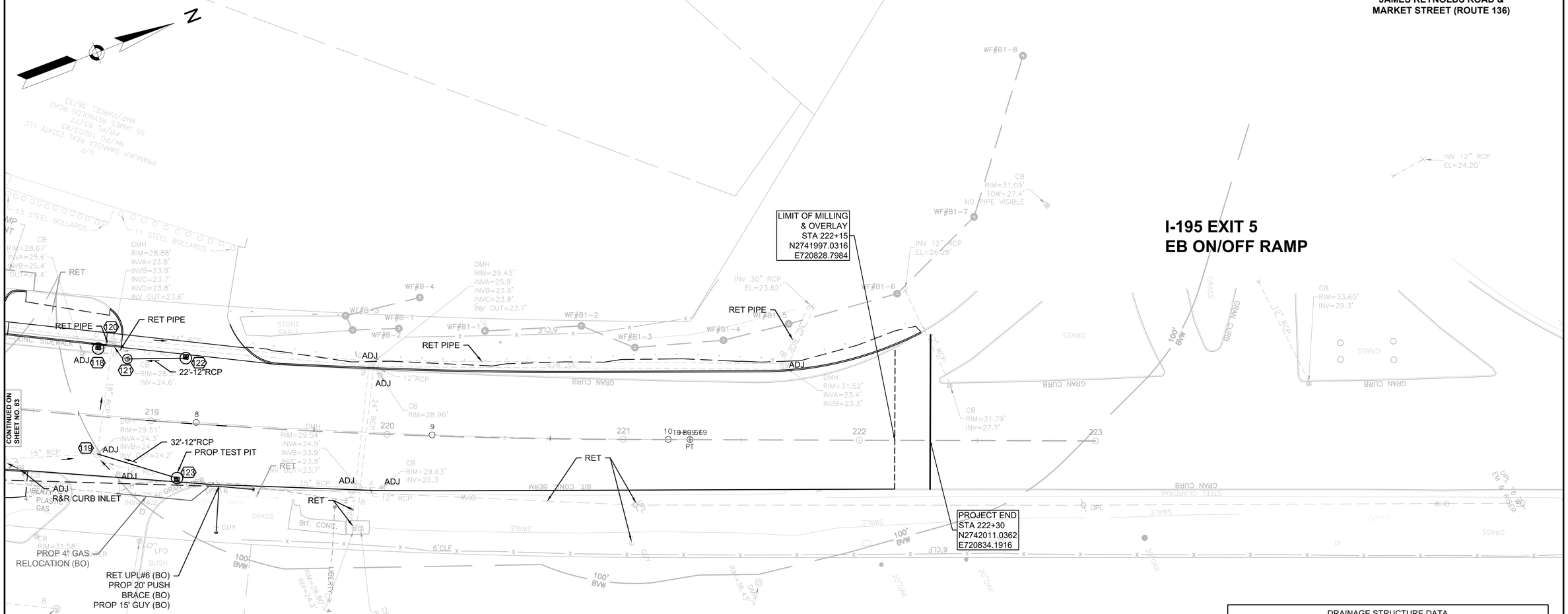
LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		
ELECTRIC/COMM/CATV OHW		
GAS-OIL-STEAM		
COMMUNICATION / CATV		
PORTABLE WATER		
SEWER		
DRAINAGE		
TRAFFIC CONDUIT		
UTILITY MANHOLE		
UTILITY POLE		

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	84	238
PROJECT FILE NO.	608759		

DRAINAGE & UTILITY PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)



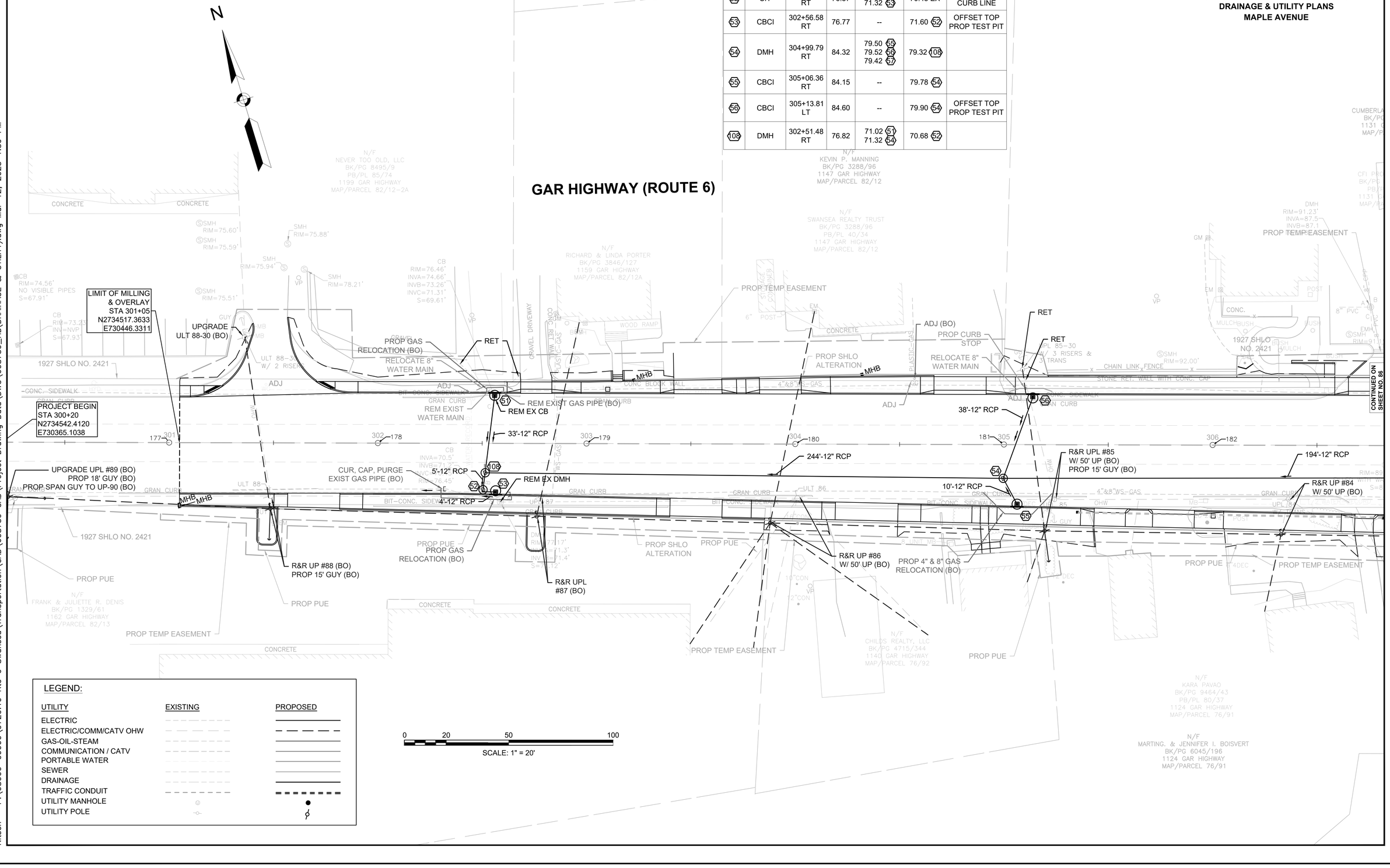
DRAINAGE STRUCTURE DATA						
NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
118	CBCI	218+75.03 LT	28.69	--	24.00 (120)	OFFSET TOP, BUILD OVER EXIST PIPE
119	EX DMH	218+78.44 RT	29.73	24.30 EX 24.30 EX 24.46 (123)	24.20 EX	ADJ
120	EX DMH	218+80.95 LT	29.12	23.80 EX 23.70 (118) 23.90 (119) 23.80 (121)	23.60 EX	ADJ
121	CIT	218+87.82 LT	28.71	24.60 (122)	24.60 EX	
122	CB	219+12.71 LT	28.64	--	24.82 (121)	OFFSET TOP
123	CB	219+12.62 RT	29.60	--	25.10 (119)	OFFSET TOP, PROP TEST PIT

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DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
51	CBCI	302+55.94 LT	76.76	--	71.76 108	REM EX CB PROP TEST PIT
52	CIT	302+50.33 RT	76.57	70.50 108 71.32 53	70.45 EX	REMODEL TO CURB LINE
53	CBCI	302+56.58 RT	76.77	--	71.60 52	OFFSET TOP PROP TEST PIT
54	DMH	304+99.79 RT	84.32	79.50 55 79.52 56 79.42 57	79.32 108	
55	CBCI	305+06.36 RT	84.15	--	79.78 54	
56	CBCI	305+13.81 LT	84.60	--	79.90 54	OFFSET TOP PROP TEST PIT
108	DMH	302+51.48 RT	76.82	71.02 51 71.32 54	70.68 52	



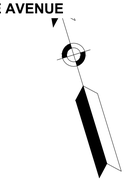
LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		
ELECTRIC/COMM/CATV OHW		
GAS-OIL-STEAM		
COMMUNICATION / CATV		
PORTABLE WATER		
SEWER		
DRAINAGE		
TRAFFIC CONDUIT		
UTILITY MANHOLE		
UTILITY POLE		

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	86	238
PROJECT FILE NO.	608759		

DRAINAGE & UTILITY PLANS
MAPLE AVENUE



608759_HD(DRAINAGE & UTILITY).DWG Plotted on 12-Mar-2025 1:39 PM

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DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
57	DMH	306+96.93 RT	90.01	84.45 (58)	84.35 (54)	
58	CBCI	307+09.04 RT	89.91	--	84.83 (57)	
59	CBCI	409+41.34 LT	90.43	--	86.22 (60)	
60	DMH	409+65.91 LT	90.60	86.01 (59) 86.11 (61) 86.11 (62)	86.01(65)	
61	CBCI	409+66.26 LT	90.38	--	86.29 (60)	
62	DMH	409+64.57 RT	90.27	86.35 (63) 86.40 (64)	86.30 (60)	REM EX STRUCTURE
63	CBCI	409+41.28 RT	90.23	--	86.57 (62)	
64	CB	409+66.23 RT	90.18	--	86.54 (62)	
65	DMH	410+03.23 LT	90.60	85.63 (60)	85.53 EX	BUILD OVER EXIST PIPE, CONFIRM INV OUT W/ TEST PIT
101	CBCI	311+68.21 LT	88.19	--	83.60 (103)	
102	CBCI	311+68.22 RT	87.99	--	83.47 (103)	

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	87	238
PROJECT FILE NO.	608759		

DRAINAGE & UTILITY PLANS
MAPLE AVENUE

N

SWANSEA PROFESSIONAL PARK

GAR HIGHWAY (ROUTE 6)

1923 SHLO NO. 2146

2010 SHLO NO. 8090
NO ACCESS

1959 SHLO NO. 4800
NO ACCESS

N/F
1049 G.A.R. HIGHWAY REALTY TRUST II
BK/PG 7616/242
1049 GAR HIGHWAY
MAP/PARCEL 76/5-2A

N/F
SWANSEA PROFESSIONAL CONDOMINIUMS
BK/PG 1466/159
PB/PL 73/16
1010 GAR HIGHWAY
MAP/PARCEL 76/9

BK/PG 1468/321 – UNIT DEED

N/F
SEEKONK PARTNERS LLC
BK/PG 9536/85
175 MAPLE AVE.
MAP/PARCEL 76/10

N/F
MARCO GROUP, INC.
BK/PG 7464/348
175 MAPLE AVE.
MAP/PARCEL 76/10

N/F
SUTHERLAND PROPERTIES, INC.
BK/PG 3960/203
1044 GAR HIGHWAY
MAP/PARCEL 76/31

N/F
1044 GAR HIGHWAY
MAP/PARCEL 76/31

N/F
BRUCE J., MARC J., GLEN J. & MICHAEL SUTHERLAND
BK/PG 3933/121
PARK LANE

RET LPL
PROP TEMP EASEMENT
PROP PUE
PROP CBCI
REM CB
R&R UPL #78 (BO)
3'-12" CLASS V RCP
52'-12"RCP
114'-12"RCP
19'-12"RCP
R&R LPL IN PLACE
R&R TRENCH DRAIN IN PLACE
REM HEADWALL & PIPE
5'-12"RCP
43'-12" CLASS V RCP
REM FES & PIPE
R&R UPL #77 (BO)
PROP 15' GUY (BO)
ADJ CB'S
R&R UPL #76 (BO)
R&R 1-3P PRIMARY ELECTRIC SERVICE (BO)
R&R UP #77 (BO)
PROP TEMP EASEMENT
PROP PUE
296'-12"RCP
PROP 166' - 12" HDPE TO EXTEND TO DAYLIGHT
PROP 12" FES
REM EX FES
36'-10" DIP
8'-12" RCP
2'-10" DIP
RET
PROP PUE
R&R ULT 75 (BO)
LIMIT OF MILLING & OVERLAY
STA 316+80
N2734087.3120
E731960.2897
RET ULT 75S (BO)
PROP 10' - 24" RCP TO EXTEND TO DAYLIGHT
PROP 24" FES
REM EX FES
R&R UPL #84 (BO)
PROP 15' GUY (BO)
PROP DRAINAGE EASEMENT
PROP SHLO ALTERATION
PROP TEMP EASEMENT
PROP PUE
PROP TEMP EASEMENT
CONTINUED ON SHEET NO. 86
CONTINUED BELOW

DRAINAGE STRUCTURE DATA						
NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
12	ADJ CB	313+74.93 RT	85.82	81.90 EX	81.80 13	
13	FES	315+38.67 RT	81.60	81.60 12	81.60	

DRAINAGE STRUCTURE DATA						
NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
66	CBCI	312+92.75 LT	86.67	--	82.69 67	
67	DMH	312+97.84 LT	86.67	82.63 66	82.53 68	
68	DMH	312+98.68 RT	86.57	82.10 67 81.94 69 81.94 103	81.84 109	
69	CBCI	312+93.73 RT	86.49	--	82.00 68	
70	DMH	316+02.10 RT	83.48	79.19 71 79.19 109	79.09 EX	BUILD OVER EXIST PIPE, CONFIRM INVERTS
71	FES	316+01.69 RT	81.68	--	--	
103	DMH	312+85.38 RT	87.93	83.08 101 83.08 102	82.98 68	
104	CBCI	315+91.54 LT	83.47		80.10 109	
105	CBCI	315+92.68 RT	83.45		79.80 109	
109	DMH	315+92.58 RT	83.59	79.35 68 79.69 104 79.69 105	79.25 70	

LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		
ELECTRIC/COMM/CATV OHW		
GAS-OIL-STEAM		
COMMUNICATION / CATV		
PORTABLE WATER		
SEWER		
DRAINAGE		
TRAFFIC CONDUIT		
UTILITY MANHOLE		
UTILITY POLE		

0 20 50 100
SCALE: 1" = 20'

UPGRADE UPL # 74 (BO)
PROP 20' GUY (BO)
PROP OHW (BO)
PROJECT END
STA 318+75
N2734063.6951
E732153.8164
PROP UP#74-84 (BO)
PROP 48' GUY (BO)
CONTINUED ABOVE

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	88	238
PROJECT FILE NO.	608759		

DRAINAGE & UTILITY PLANS
MAPLE AVENUE

CONTINUED ON SHEET NO. 86

MAPLE AVENUE

SCALE: 1" = 20'

PROJECT BEGIN
STA 404+16
N2733899.2199
E731338.8882

1950 TOWN LO
UP # 15 RET

ADJ

RET

RET UPL 17
PROP 15' GUY (BO)
REM EXIST OHW (BO)

UP #16 RET

PROP TEMP EASEMENT

PROP PUE

PROP TOWN LO ALTERATION

R&R UP #19 (BO)
PROP 15' GUY (BO)

R&R UPL #20 (BO)

R&R UPL #21 (BO)

R&R UP #22 (BO)

RET UPL #23

R&R UPL # 18 (BO)

RET PIPE

CBCI

8'-12"RCP

REM EX CB, MH & PIPE

38'-12" RCP

10'-12" CLASS V RCP

24'-12" CLAS V RCP

21'-12" CLASS V RCP

5'-12" CLASS V RCP

RELOCATE GAS LINE (BO)

ABAN

RET

R&R UPL #18-1(BO)
PROP SERVICE CONNECTION

RELOCATE GAS LINE (BO)
RELOCATE 10" DI WATER MAIN

REM EX CB

LIMIT OF MILLING & OVERLAY
STA 413+65
N2734817.3323
E731255.8650

RET UPL #21-30

PROJECT END
STA 415+25
N2734973.0402
E731292.6848

PROP UP (BO)
PROP 15' GUY (BO)

1950 TOWN LO

PROP TEMP EASEMENT

DRAINAGE STRUCTURE DATA						
NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
72	CBCI	411+07.55 LT	91.36	--	86.51 (73)	
73	EX DMH	411+03.51 LT	91.51	86.35 (72) 86.05 (74) 84.30 (65) 84.40 EX	84.40 EX	
74	CBCI	411+23.64 RT	91.37	--	86.75 (73)	CONNECT TO EXIST PIPE

LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		
ELECTRIC/COMM/CATV OHW		
GAS-OIL-STEAM		
COMMUNICATION / CATV		
PORTABLE WATER		
SEWER		
DRAINAGE		
TRAFFIC CONDUIT		
UTILITY MANHOLE		
UTILITY POLE		

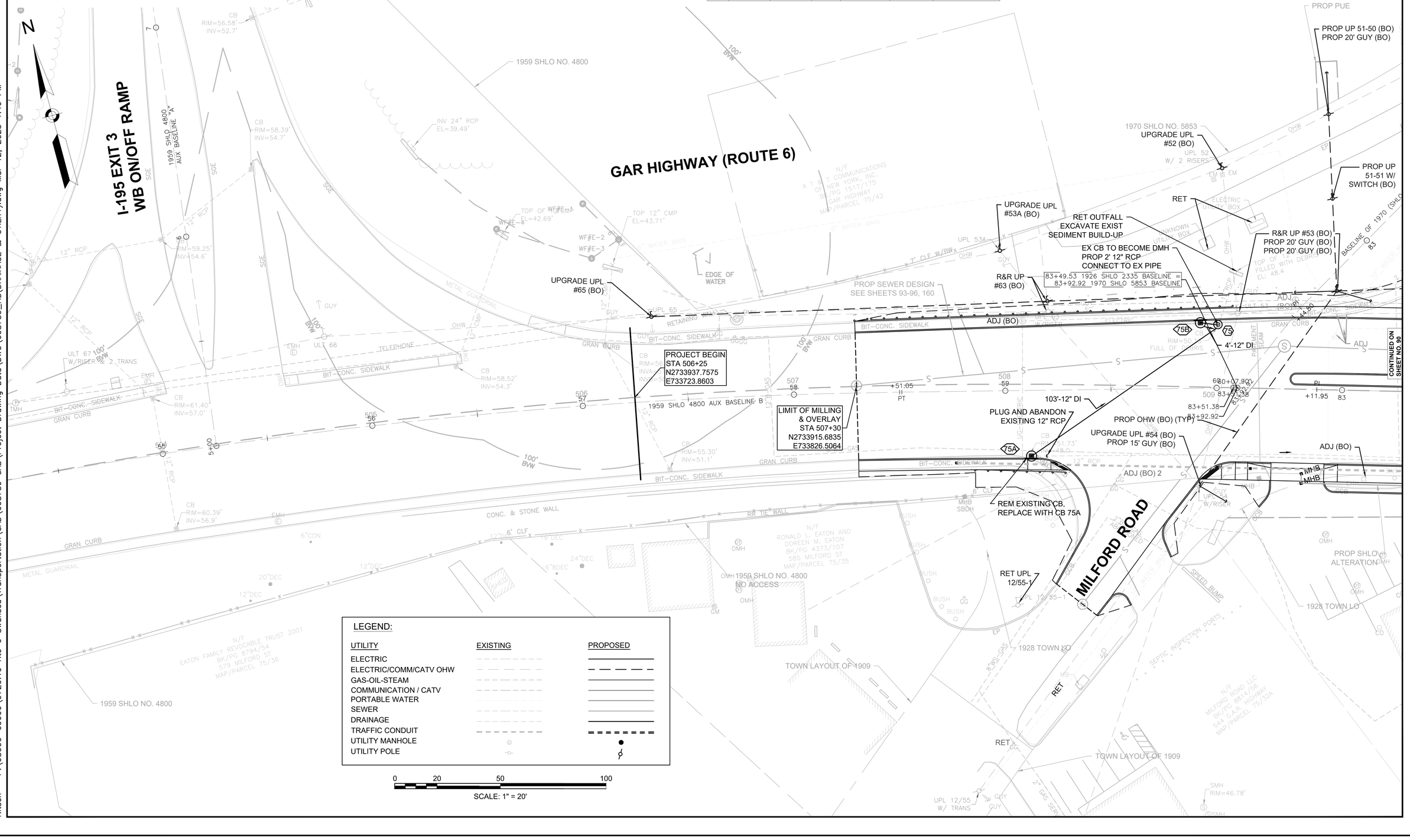
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DRAINAGE STRUCTURE DATA						
NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
75	CIT	508+99.25 LT	50.19	47.7 (75A) 47.7 (75B)	47.7 EX	CONNECT TO EXIST PIPE
75A	CBCI	508+91.80 LT	50.35	--	47.8 (75)	
75B	CBCI	508+12.90 RT	52.01	--	48.23 (75)	

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	89	238
PROJECT FILE NO.	608759		

DRAINAGE & UTILITY PLANS
SWANSEA MALL DRIVE
(ROUTE 118)



LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		
ELECTRIC/COMM/CATV OHW		
GAS-OIL-STEAM		
COMMUNICATION / CATV		
PORTABLE WATER		
SEWER		
DRAINAGE		
TRAFFIC CONDUIT		
UTILITY MANHOLE		
UTILITY POLE		

0 20 50 100
SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	90	238
PROJECT FILE NO.	608759		

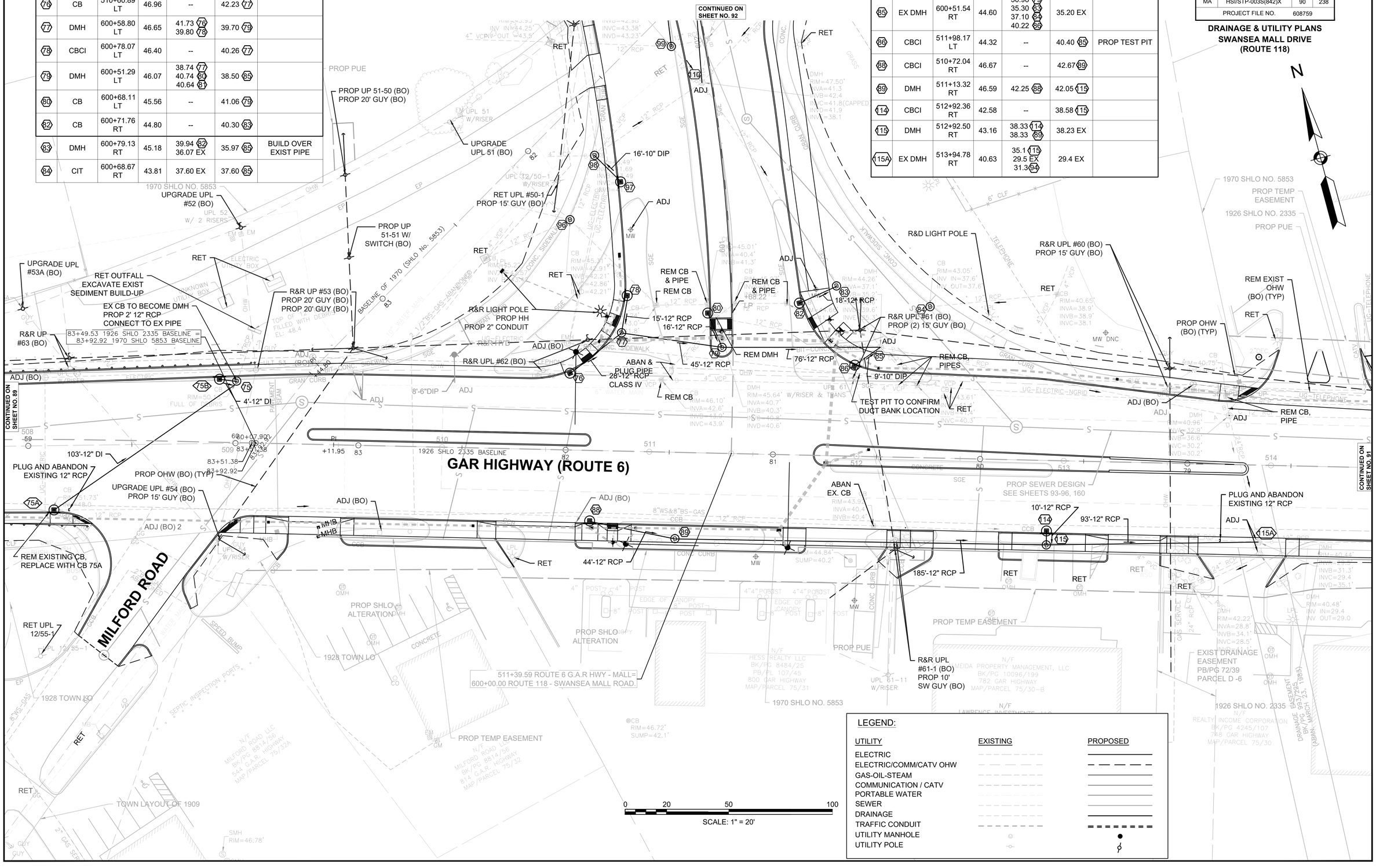
DRAINAGE & UTILITY PLANS
SWANSEA MALL DRIVE
(ROUTE 118)

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
76	CB	510+60.89 LT	46.96	--	42.23 77	
77	DMH	600+58.80 LT	46.65	41.73 76 39.80 78	39.70 79	
78	CBCI	600+78.07 LT	46.40	--	40.26 77	
79	DMH	600+51.29 LT	46.07	38.74 77 40.74 80 40.64 81	38.50 85	
80	CB	600+68.11 LT	45.56	--	41.06 79	
82	CB	600+71.76 RT	44.80	--	40.30 83	
83	DMH	600+79.13 RT	45.18	39.94 82 36.07 EX	35.97 85	BUILD OVER EXIST PIPE
84	CIT	600+68.67 RT	43.81	37.60 EX	37.60 85	

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
85	EX DMH	600+51.54 RT	44.60	36.98 79 35.30 83 37.10 84 40.22 86	35.20 EX	
86	CBCI	511+98.17 LT	44.32	--	40.40 85	PROP TEST PIT
88	CBCI	510+72.04 RT	46.67	--	42.67 89	
89	DMH	511+13.32 RT	46.59	42.25 88	42.05 115	
114	CBCI	512+92.36 RT	42.58	--	38.58 115	
115	DMH	512+92.50 RT	43.16	38.33 114 38.33 89	38.23 EX	
115A	EX DMH	513+94.78 RT	40.63	35.1 115 29.5 EX 31.3 94	29.4 EX	



LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		
ELECTRIC/COMM/CATV OHW		
GAS-OIL-STEAM		
COMMUNICATION / CATV		
PORTABLE WATER		
SEWER		
DRAINAGE		
TRAFFIC CONDUIT		
UTILITY MANHOLE		
UTILITY POLE		

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	91	238
PROJECT FILE NO.	608759		

DRAINAGE & UTILITY PLANS
SWANSEA MALL DRIVE
(ROUTE 118)

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
90	GICI	514+69.07 LT	39.32	--	36.82 (116)	PROP TEST PIT
91	CBCI	516+18.69 LT	35.27	--	31.94 (93)	
92	REMODEL DMH	515+99.24 LT	36.79	31.40 (93)	31.30 (116)	
93	DMH	516+16.11 LT	35.47	31.90 EX 31.90 (91)	31.80 (92)	PROP TEST PIT
94	ADJ CB	516+10.27 RT	36.39	33.60 (95)	32.50 (115A)	PROP F&C, RET SUMP
95	GICI	516+21.09 RT	36.13	--	33.65 (94)	
116	DMH	514+64.25 LT	39.58	36.77 (90) 30.62 (92)	30.62 EX	

GAR HIGHWAY (ROUTE 6)
MICHAEL AVE
PROJECT BEGIN
STA 517+30
N2733638.8112
E734787.3570
PROP SEWER DESIGN SEE SHEETS 93-96, 160
PROP TEMP EASEMENT
PROP PUE
REM EXIST OHW (BO) (TYP)
PROP OHW (BO) (TYP)
RET
RET UPL #59
PROP 20' PUSH BRACE (BO)
UPL #58 RET
ADJ (BO)
REM CB, PIPE
2'-10" DIP
PROP UP 59-50 (BO)
PROP 20' GUY (BO)
REM EXIST CB & PIPE
26'-10" DIP
ADJ RELOCATE GAS LINE (BO)
8'-10" DIP
PLUG AND ABANDON EXISTING 12" RCP
PROP SHLO ALTERATION
RET LP
UPL #58-30 RET
EXIST DRAINAGE EASEMENT PB/PG 72/39 PARCEL D -6
1926 SHLO NO. 2335
1970 SHLO NO. 5853
1926 SHLO NO. 2335
N/F FALL RIVER MUNICIPAL EMPLOYEES CREDIT UNION BK/PG 7323/228 755 GAR HIGHWAY MAP/PARCEL 75/23
N/F LBZ3 REALTY, LLC BK/PG 8873/283 737 GAR HIGHWAY MAP/PARCEL 75/21
N/F REALTY INCOME CORPORATION BK/PG 4245/107 748 GAR HIGHWAY MAP/PARCEL 75/30
N/F SWANSEA INVESTMENT ASSOCIATES, LLC AND THE L/C FAMILY LIMITED PARTNERSHIP I BK/PG 6478/36 PB/PL 73/52 728 GAR HIGHWAY MAP/PARCEL 75/29-3A
N/F THE L/C FAMILY LIMITED PARTNERSHIP SWANSEA INVESTMENT ASSOCIATES BK/PG 6030/284 PB/PL 61/36 718 GAR HIGHWAY MAP/PARCEL 62/7
N/F LBZ3 REALTY, LLC BK/PG 8873/283 737 GAR HIGHWAY MAP/PARCEL 75/21
CONTINUED ON SHEET NO. 90

LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		
ELECTRIC/COMM/CATV OHW		
GAS-OIL-STEAM		
COMMUNICATION / CATV		
PORTABLE WATER		
SEWER		
DRAINAGE		
TRAFFIC CONDUIT		
UTILITY MANHOLE		
UTILITY POLE		

0 20 50 100
SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	92	238
PROJECT FILE NO.	608759		

DRAINAGE & UTILITY PLANS
SWANSEA MALL DRIVE (ROUTE 118)

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV IN	INV. ELEV. OUT	REMARKS
96	CIT	601+19.26 LT	45.65	42.21 EX 42.86 EX	42.21 98	
97	CBCI	601+36.48 LT	45.63	--	41.79 98	
98	CIT	601+51.57 LT	46.94	41.69 96 41.69 97 43.49 EX 43.39 EX	41.59 EX	
99	CIT	602+00.00 LT	47.75	43.20 100 43.23 EX	42.98 110	
100	CB	602+33.79 LT	48.41	--	43.49 99	
110	EX DMH	601+80.41 LT	47.50	42.76 11 42.40 99 41.30 EX 41.90 EX	38.10 83	ADJ
11	CB	602+33.60 RT	48.26	--	43.76 110	

SWANSEA MALL DRIVE (ROUTE 118)

MILFORD ROAD

PROJECT END
STA 603+50
N2734149.5930
E734259.3086

LIMIT OF MILLING & OVERLAY
STA 603+25
N2734124.6699
E734261.2565

PROP UP 51-50 (BO)
PROP 20' GUY (BO)

PROP UP 51-51 W/ SWITCH (BO)

PROP PUE

1970 SHLO NO. 5853

BASELINE OF 1970 (SHLO No. 5853)

R&R HYD

ADJ

8'-6"DIP

RET

R&R LIGHT POLE
PROP HH
PROP 21 CONDUIT

R&R UPL # 62 (BO)

RET UPL 12
PROP 15' GUY (BO)

UPGRADE UPL 51 (BO)

R&R UPL #50 (BO)
PROP 15' GUY (BO)

RET LPL
PROP 3' MIN HMA WALK AROUND LPL

PROP TEMP EASEMENT
PROP TOWN LO ALTERATION

ADJ (BO)

28'-12" RCP CLASS IV

5'-12"RCP

ADJ

16'-10" DIP

29'-12" RCP

ABAN & PLUG PIPE

45'-12" RCP

REM CB & PIPE

16'-12" RCP

REM CB & PIPE

REM EXIST OHW (BO)

PROP OHW (BO) (TYP)

REM EXIST PIPE

REM DMH

REM EXIST CB & PIPE

50'-12" RCP

ABAN EXIST PIPE

REM CB & PIPE

REM CB & PIPE

76'-12" RCP

ADJ

9'-10" DIP

18'-12" RCP

ADJ

R&R UPL # 61 (BO)
PROP 15' GUY (BO)

R&D LIGHT POLE

R&D EXIST CI

R&R UPL # 49 (BO)
RESET EX GUY (BO)

UP #48 RET

PROP SEWER DESIGN
SEE SHEETS 93-96, 160

PROP TEMP EASEMENT

PROP TEMP EASEMENT
PROP TOWN LO ALTERATION

1928 TOWN LAYOUT

1969 TOWN LO

1970 SHLO NO. 5853

CONTINUED ON SHEET NO. 90

LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		
ELECTRIC/COMM/CATV OHW		
GAS-OIL-STEAM		
COMMUNICATION / CATV		
PORTABLE WATER		
SEWER		
DRAINAGE		
TRAFFIC CONDUIT		
UTILITY MANHOLE		
UTILITY POLE		

0 20 50 100

SCALE: 1" = 20'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	93	238
PROJECT FILE NO.	608759		

SEWER PLANS
SWANSEA MALL DRIVE
(ROUTE 118)

NOTE: PROPOSED DRAINAGE DESIGN BY OTHERS. DATA/ LOCATION OF DRAINAGE STRUCTURES AND PIPES PROVIDED SOLELY FOR REFERENCE AND DESIGN PURPOSES IN CONJUNCTION WITH THE SANITARY SEWER DESIGN PLANS AND PROFILES. (REFER TO DRAINAGE AND UTILITY PLANS SHEETS 78-92 FOR PROPOSED DRAINAGE AND UTILITY DESIGN DETAILS)

SEE SEWER STRUCTURE TABLE ON SHEET 97 FOR RIM AND INVERTS INFORMATION

THE CONTRACTOR SHALL FIELD LOCATE PRIVATE BUILDING SEWERS FOR EACH PROPOSED SEWER SERVICE PROPERTY CONNECTION AND MAKE ANY ADJUSTMENTS TO PROPOSED CONNECTIONS AS NECESSARY.

PROP SEWER CONST
℄ ON MICHAEL AVE
(SEE SEWER PROFILE ON SHEET 101)
(WRIGHT-PIERCE)

SMH-39 (48" DIA)
℄ OF PROP SEWER ON MICHAEL AVE
STA:400+38.66
= ℄ OF ROUTE 6 G.A.R HWY
STA: 516+42.12 OFF: 44.19' L

PROP APPROX. LOCATION TEST PIT (TYP)
(WRIGHT-PIERCE)

PROP SEWER CONST ℄
STA 0+00 FOR MICHAEL AVE & =
STA 0+70.10 GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6) =
℄ OF ROUTE 6 G.A.R HWY
STA 516+60.67 OFFSET 10.28' LT

SMH-30 (48" DIA)
℄ OF PROP SEWER ON GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6)
STA:0+70.10
= ℄ OF ROUTE 6 G.A.R HWY - MALL
STA: 516+60.67 OFF: 10.28' LT

PROP SEWER CONST
℄ ON GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6)(SEE SEWER PROFILE ON SHEET 98)
(WRIGHT-PIERCE)

SMH-29 (48" DIA)
℄ OF PROP SEWER ON GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6)
STA:0+00.00
= ℄ OF ROUTE 6 G.A.R HWY - MALL
STA: 517+30.00 OFF: 0.10' RT

1970 SHLO NO. 5853
PROP TEMP EASEMENT
1926 SHLO NO. 2335
PROP PUE
A MALL DRIVE

2'-10" DIP
REM EXIST CB & PIPE
PROP WYE SERVICE CONNECTION (TYP) (WRIGHT-PIERCE)
PROP PUE
PROP TEMP EASEMENT
MICHAEL AVE
PROP 379 LF - 10" PVC PIPE
PROP 66 LF - 8" PVC PIPE
PROP 355 LF - PVC PIPE
23'-10" DIP
8'-10" DIP
PROP TEMP EASEMENT
CANOPY
OLD SIGN BASE
CONCRETE
PROP SHLO ALTERATION
PROP TEMP EASEMENT
PROP APPROX. LOCATION OF 6" SEWER SERVICE (TYP) (WRIGHT-PIERCE)
GAR HIGHWAY (ROUTE 6)
PROP TEMP EASEMENT
PROP SEWER CONST ON GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6)(SEE SEWER PROFILE ON SHEET 98) (WRIGHT-PIERCE)

1926 SHLO NO. 2335
N/F
REALTY INCOME CORPORATION
BK/PG 4245/107
748 GAR HIGHWAY
MAP/PARCEL 75/30

DRAINAGE EASEMENT BK/PG 993/725 (ABAN. MARCH 25, 1989)

N/F
SWANSEA INVESTMENT ASSOCIATES, LLC AND THE L/C FAMILY LIMITED PARTNERSHIP I
BK/PG 6478/36
PB/PL 73/52
728 GAR HIGHWAY
MAP/PARCEL 75/29-3A

N/F
THE L/C FAMILY LIMITED PARTNERSHIP
SWANSEA INVESTMENT ASSOCIATES
BK/PG 6030/284
PB/PL 61/36
718 GAR HIGHWAY
MAP/PARCEL 62/7

N/F
FALL RIVER MUNICIPAL EMPLOYEES CREDIT UNION
BK/PG 7323/228
755 GAR HIGHWAY
MAP/PARCEL 75/28

N/F
RENAISSANCE DEVELOPMENT CORPORATION
BK/PG 2268/353
711 GAR HIGHWAY
MAP/PARCEL 75/28-A

CONTINUED ON SHEET NO. 94

LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		E
ELECTRIC/COMM/CATV OHW		OHW
GAS-OIL-STEAM		G
COMMUNICATION / CATV		T
PORTABLE WATER		W
SEWER		S
DRAINAGE		D
TRAFFIC CONDUIT		
UTILITY MANHOLE	ⓤ	●
UTILITY SEWER MANHOLE		Ⓢ
UTILITY POLE	○	℄

0 20 50 100
SCALE: 1" = 20'

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NOTE: PROPOSED DRAINAGE DESIGN BY OTHERS. DATA/ LOCATION OF DRAINAGE STRUCTURES AND PIPES PROVIDED SOLELY FOR REFERENCE AND DESIGN PURPOSES IN CONJUNCTION WITH THE SANITARY SEWER DESIGN PLANS AND PROFILES. (REFER TO DRAINAGE AND UTILITY PLANS SHEETS 78-92 FOR PROPOSED DRAINAGE AND UTILITY DESIGN DETAILS)

SEE SEWER STRUCTURE TABLE ON SHEET 97 FOR RIM AND INVERTS INFORMATION

THE CONTRACTOR SHALL FIELD LOCATE PRIVATE BUILDING SEWERS FOR EACH PROPOSED SEWER SERVICE PROPERTY CONNECTION AND MAKE ANY ADJUSTMENTS TO PROPOSED CONNECTIONS AS NECESSARY.

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	94	238
PROJECT FILE NO.	608759		

SEWER PLANS
SWANSEA MALL DRIVE
(ROUTE 118)

CONTINUED ON SHEET NO. 96

CONTINUED ON SHEET NO. 95

CONTINUED ON SHEET NO. 93

GAR HIGHWAY (ROUTE 6)

MILFORD ROAD

1970 SHLO NO. 5853

1926 SHLO 2335 BASELINE

BASELINE OF 1970 (SHLO No. 5853)

PROP PUE

PROP TEMP EASEMENT

PROP SEWER CONST ℄ ON SWANSEA MALL DRIVE (ROUTE 118) (SEE SEWER PROFILE ON SHEET 100) (WRIGHT-PIERCE)

SMH-35 (60" DIA) ℄ OF PROP SEWER ON GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6) STA:7+98.88 = ℄ OF ROUTE 6 G.A.R HWY STA: 509+31.95 OFF: 20.24' L

SMH-31 (60" DIA) ℄ OF PROP SEWER ON GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6) STA:4+54.04 = ℄ OF ROUTE 6 G.A.R HWY - MALL STA: 512+76.77 OFF: 15.88' LT

PROP APPROX. LOCATION TEST PIT (TYP) (WRIGHT-PIERCE)

PROP 193 LF - 10" PVC PIPE

PROP 199 LF - 10" PVC PIPE

PROP 340 LF - 10" PVC PIPE

PROP 153 LF - 8" PVC PIPE

PROP SEWER CONST ℄ ON GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6)(SEE SEWER PROFILE ON SHEET 98 & 99) (WRIGHT-PIERCE)

PROP WYE SERVICE CONNECTION (TYP) (WRIGHT-PIERCE)

PROP APPROX. LOCATION OF 6" SEWER SERVICE (TYP) (WRIGHT-PIERCE)

PROP SHLO ALTERATION

SMH-37 (48" DIA) ℄ OF PROP SEWER ON MILFORD ROAD STA:301+55.04 = ℄ OF ROUTE 6 G.A.R HWY STA: 508+38.40 OFF: 103.91' R

1928 TOWN LO

TOWN LAYOUT OF 1909

13'-10" DIP
2'-10" DIP
7'-10" DIP

N/F HESS REALTY LLC BK/PG 8484/25 PB/PL 107/45 800 GAR HIGHWAY MAP/PARCEL 75/31

N/F ALMEIDA PROPERTY MANAGEMENT, LLC BK/PG 10096/199 782 GAR HIGHWAY MAP/PARCEL 75/30-B

N/F REALTY INCOME CORPORATION BK/PG 4245/107 748 GAR HIGHWAY MAP/PARCEL 75/30

N/F MILFORD ROAD, LLC BK/PG 8814/56 814 G.A.R. HIGHWAY MAP/PARCEL 75/32

DRAINAGE EASEMENT (9'/225' WIDE) BK/PG 6914, 23, 1993 (ABAN. MARCH 23, 1993)

0 20 50 100
SCALE: 1" = 20'

LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		E
ELECTRIC/COMM/CATV OHW		OHW
GAS-OIL-STEAM		G
COMMUNICATION / CATV		T
PORTABLE WATER		W
SEWER		S
DRAINAGE		D
TRAFFIC CONDUIT		
UTILITY MANHOLE		
UTILITY SEWER MANHOLE		S
UTILITY POLE		

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	95	238
PROJECT FILE NO.	608759		

SEWER PLANS
SWANSEA MALL DRIVE (ROUTE 118)

NOTE: PROPOSED DRAINAGE DESIGN BY OTHERS. DATA/ LOCATION OF DRAINAGE STRUCTURES AND PIPES PROVIDED SOLELY FOR REFERENCE AND DESIGN PURPOSES IN CONJUNCTION WITH THE SANITARY SEWER DESIGN PLANS AND PROFILES. (REFER TO DRAINAGE AND UTILITY PLANS SHEETS 78-92 FOR PROPOSED DRAINAGE AND UTILITY DESIGN DETAILS)

SEE SEWER STRUCTURE TABLE ON SHEET 97 FOR RIM AND INVERTS INFORMATION

THE CONTRACTOR SHALL FIELD LOCATE PRIVATE BUILDING SEWERS FOR EACH PROPOSED SEWER SERVICE PROPERTY CONNECTION AND MAKE ANY ADJUSTMENTS TO PROPOSED CONNECTIONS AS NECESSARY.

I-195 EXIT 3
WB ON/OFF RAMP

GAR HIGHWAY (ROUTE 6)

MILFORD ROAD

1959 SHLO NO. 4800

1959 SHLO 4800 AUX BASELINE "A"

1959 SHLO 4800 AUX BASELINE B

1970 SHLO NO. 5853

BASELINE OF 1970 (SHLO

PROP SEWER CONST ℄ ON GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6)(SEE SEWER PROFILE ON SHEET 99) (WRIGHT-PIERCE)

PROP APPROX. LOCATION OF 6" SEWER SERVICE (TYP) (WRIGHT-PIERCE)

PROP WYE SERVICE CONNECTION (TYP) (WRIGHT-PIERCE)

SMH-36 (48" DIA)
℄ OF PROP SEWER ON GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6)
STA:10+02.16
= ℄ OF ROUTE 6 G.A.R HWY
STA: 507+29.97 OFF: 0.32' L

SMH-35 (60" DIA)
℄ OF PROP SEWER ON GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6)
STA:7+98.88
= ℄ OF ROUTE 6 G.A.R HWY
STA: 509+31.95 OFF: 20.24' L

SMH-37 (48" DIA)
℄ OF PROP SEWER ON MILFORD ROAD
STA:301+55.04
= ℄ OF ROUTE 6 G.A.R HWY
STA: 508+38.40 OFF: 103.91' R

PROP 199 LF - 10" PVC PIPE

PROP 150 LF - 8" PVC PIPE

PROP PUE

PROP SHLO ALTERATION

1928 TOWN LO

TOWN LAYOUT OF 1909

1959 SHLO NO. 4800
NO ACCESS

N/F A.T. & T COMMUNICATIONS OF NEW YORK, INC. BK/PG 1517/175 GAR HIGHWAY MAP/PARCEL 75/42

N/F RONALD L. EATON AND DOREEN M. EATON BK/PG 4373/107 585 MILFORD ST MAP/PARCEL 75/35

N/F EATON FAMILY REVOCABLE TRUST 2001 BK/PG 8794/54 579 MILFORD ST MAP/PARCEL 75/36

N/F A.T. & T. CO. BK/PG 8814/55 54 G.A.R. HIGHWAY MAP/PARCEL 75/32A

CONTINUED ON SHEET NO. 94

LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		E
ELECTRIC/COMM/CATV OHW		OHW
GAS-OIL-STEAM		G
COMMUNICATION / CATV		T
PORTABLE WATER		W
SEWER		S
DRAINAGE		D
TRAFFIC CONDUIT		
UTILITY MANHOLE		●
UTILITY SEWER MANHOLE		Ⓢ
UTILITY POLE		ϕ

0 20 50 100
SCALE: 1" = 20'

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NOTE: PROPOSED DRAINAGE DESIGN BY OTHERS. DATA/ LOCATION OF DRAINAGE STRUCTURES AND PIPES PROVIDED SOLELY FOR REFERENCE AND DESIGN PURPOSES IN CONJUNCTION WITH THE SANITARY SEWER DESIGN PLANS AND PROFILES. (REFER TO DRAINAGE AND UTILITY PLANS SHEETS 78-92 FOR PROPOSED DRAINAGE AND UTILITY DESIGN DETAILS)

SEE SEWER STRUCTURE TABLE ON SHEET 97 FOR RIM AND INVERTS INFORMATION

THE CONTRACTOR SHALL FIELD LOCATE PRIVATE BUILDING SEWERS FOR EACH PROPOSED SEWER SERVICE PROPERTY CONNECTION AND MAKE ANY ADJUSTMENTS TO PROPOSED CONNECTIONS AS NECESSARY.

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	96	238
PROJECT FILE NO.	608759		

SEWER PLANS
SWANSEA MALL DRIVE (ROUTE 118)

GAR HIGHWAY (ROUTE 6)

SWANSEA MALL DRIVE (ROUTE 118)

MILFORD ROAD

PROP PUE
1970 SHLO NO. 5853
BASELINE OF 1970 (SHLO No. 5853)
1926 SHLO 2335 BASELINE
PROP 340 LF - 10" PVC PIPE
PROP 163 LF - 10" PVC PIPE
PROP 193 LF - 10" PVC PIPE
SMH-33 (48" DIA)
℄ OF PROP SEWER ON SWANSEA MALL DRIVE (ROUTE 118)
STA:203+64.69
= ℄ OF ROUTE 118 - SWANSEA MALL ROAD.
STA: 603+24.76 OFF: 14.09' RT
PROP TEMP EASEMENT
PROP TOWN LO ALTERATION
1969 TOWN LO
PROP SEWER CONST ℄
STA 200+00 FOR SWANSEA MALL ROAD (ROUTE 118) & STA 5+54.28 FOR GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6) = 512+76.77 OFFSET 15.88' LT. GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6) ℄
PROP SEWER CONST ℄ ON SWANSEA MALL DRIVE (ROUTE 118)
(SEE SEWER PROFILE ON SHEET 100)
(WRIGHT-PIERCE)
SMH-32 (48" DIA)
℄ OF PROP SEWER ON SWANSEA MALL DRIVE (ROUTE 118)
STA:201+97.49
= ℄ OF ROUTE 118 - SWANSEA MALL ROAD.
STA: 601+60.03 OFF: 14.05' RT
SMH-31 (60" DIA)
℄ OF PROP SEWER ON SWANSEA MALL DRIVE (ROUTE 118)
STA:200+00.00
= ℄ OF ROUTE 118 - SWANSEA MALL ROAD
STA: 600+15.88 OFF: 137.18' R
1928 TOWN LAYOUT
1970 SHLO NO. 5853
ADJ (BO)
CONTINUED ON SHEET NO. 94

LEGEND:

UTILITY	EXISTING	PROPOSED
ELECTRIC		E
ELECTRIC/COMM/CATV OHW	OHW	OHW
GAS-OIL-STEAM	G	G
COMMUNICATION / CATV	T	T
PORTABLE WATER	W	W
SEWER	S	S
DRAINAGE	D	D
TRAFFIC CONDUIT		
UTILITY MANHOLE	©	●
UTILITY SEWER MANHOLE		Ⓢ
UTILITY POLE		

0 20 50 100
SCALE: 1" = 20'

N

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NOTE: ALL SEWER MANHOLE RIM ELEVATIONS ARE TO PROPOSED ROADWAY GRADES.

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	97	238
PROJECT FILE NO.	608759		

SEWER TABLE PLAN

SEWER STRUCTURE DATA

NO.	TYPE	ROADWAY BASELINE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	STRUCTURE DIA.	STRUCTURE HEIGHT	REMARKS
SMH-29	ECCENTRIC CYLINDRICAL STRUCTURE	ROUTE 6 G.A.R HWY - MALL	517+30 0.1' RT	34.33	24.14' (SMH-30)		48"	11'	FRAME AND COVER - SECURED (221.1)
SMH-30	ECCENTRIC CYLINDRICAL STRUCTURE	ROUTE 6 G.A.R HWY - MALL	516+60.7 10.3' LT	35.82	24.57' (SMH-31) 24.71' (SMH-39)	24.47' (SMH-29)	48"	12'	FRAME AND COVER - SECURED (221.1)
SMH-31	ECCENTRIC CYLINDRICAL STRUCTURE	ROUTE 6 G.A.R HWY - MALL	512+76.8 15.9' LT	43.27	28.09' (SMH-32) 28.17' (SMH-35)	27.99' (SMH-30)	60"	16'	
SMH-32	ECCENTRIC CYLINDRICAL STRUCTURE	ROUTE 118 - SWANSEA MALL ROAD.	601+60 14.0' RT	46.41	36.42' (SMH-33)	36.32' (SMH-31)	48"	11'	
SMH-33	ECCENTRIC CYLINDRICAL STRUCTURE	ROUTE 118 - SWANSEA MALL ROAD.	603+24.8 14.1' RT	49.54		38.05' (SMH-32)	48"	12'	
SMH-35	ECCENTRIC CYLINDRICAL STRUCTURE	ROUTE 6 G.A.R HWY - MALL	509+32 20.2' LT	49.55	40.20' (SMH-36) 35.50' (SMH-37)	35.40' (SMH-31)	60"	15'	(INSIDE DROP FROM PIPE SMH-37)
SMH-36	ECCENTRIC CYLINDRICAL STRUCTURE	ROUTE 6 G.A.R HWY - MALL	507+30 0.3' LT	54.53		47.18' (SMH-35)	48"	8'	
SMH-37	ECCENTRIC CYLINDRICAL STRUCTURE	ROUTE 6 G.A.R HWY - MALL	508+38.4 103.9' RT	49.02	36.22' (SMH-38)	36.11' (SMH-35)	48"	14'	
SMH-39	ECCENTRIC CYLINDRICAL STRUCTURE	ROUTE 6 G.A.R HWY - MALL	516+42.1 44.2' LT	35.48	24.95' (SMH-40)	24.85' (SMH-30)	48"	12'	

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608759_HD(SEWER & PROFILE).DWG Plotted on 12-Mar-2025 10:33 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

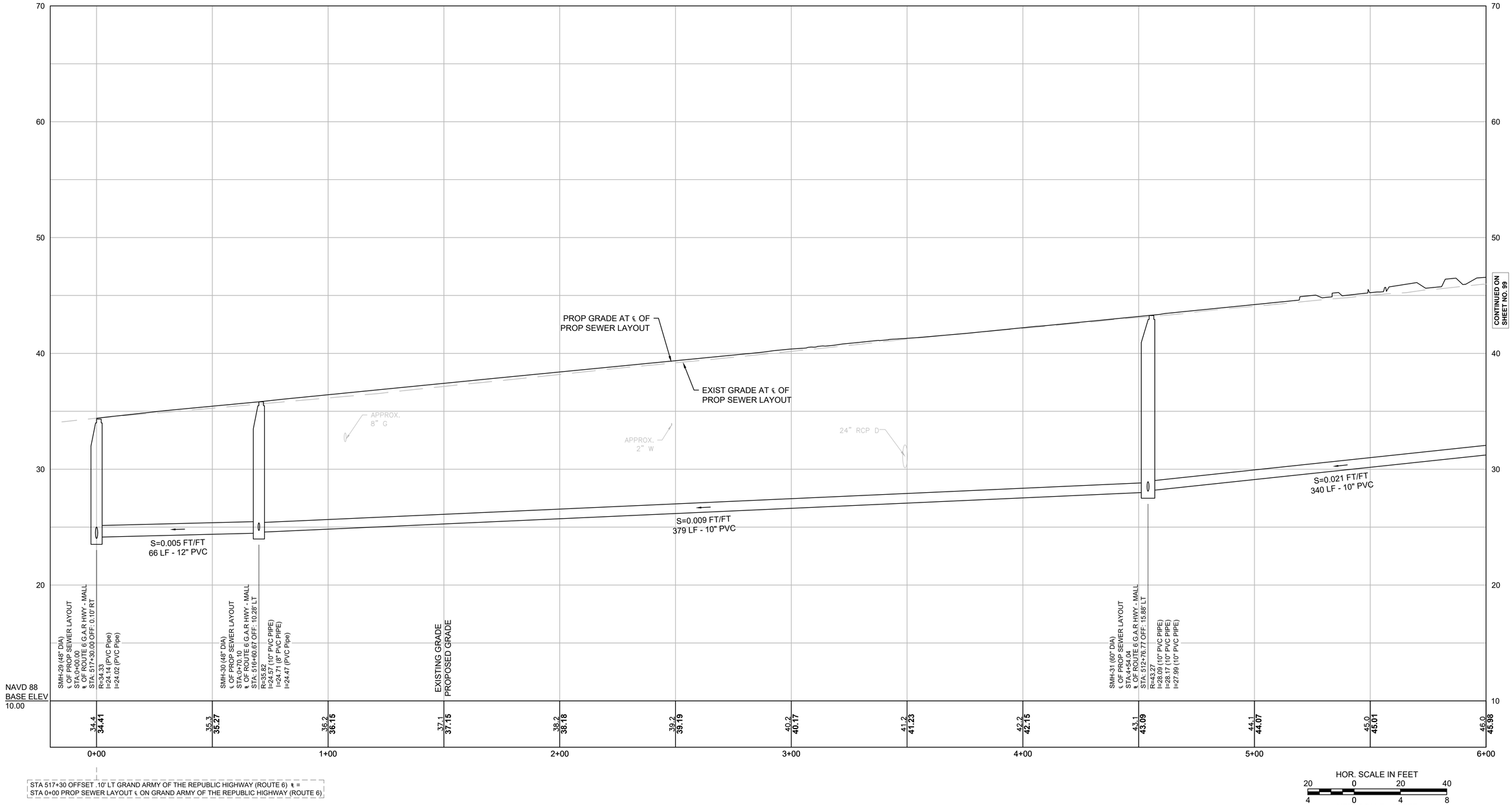
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	98	238
PROJECT FILE NO.	608759		

SEWER PROFILE

NOTE: PROPOSED DRAINAGE DESIGN BY OTHERS. DATA/ LOCATION OF DRAINAGE STRUCTURES AND PIPES PROVIDED SOLELY FOR REFERENCE AND DESIGN PURPOSES IN CONJUNCTION WITH THE SANITARY SEWER DESIGN PLANS AND PROFILES. (REFER TO DRAINAGE AND UTILITY PLANS SHEETS 78-92 FOR PROPOSED DRAINAGE AND UTILITY DESIGN DETAILS)

SEWER PLAN:
SEE SHEET NO. 93 & 94

PROP SEWER ON GRAND army OF THE REPUBLIC HIGHWAY (ROUTE 6)



STA 517+30 OFFSET 10' LT GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6) ℄ =
STA 0+00 PROP SEWER LAYOUT ℄ ON GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6)

HOR. SCALE IN FEET
20 0 20 40
VER. SCALE IN FEET
4 0 4 8

Nitsch – P:\08000–09999\9720.19 Rte 6 Swansea\Transportation\CAD\608759 CAD\Project Drawing Data\DWG\608759_HD(SEWER & Profile).dwg Mar 12, 2025 10:33 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

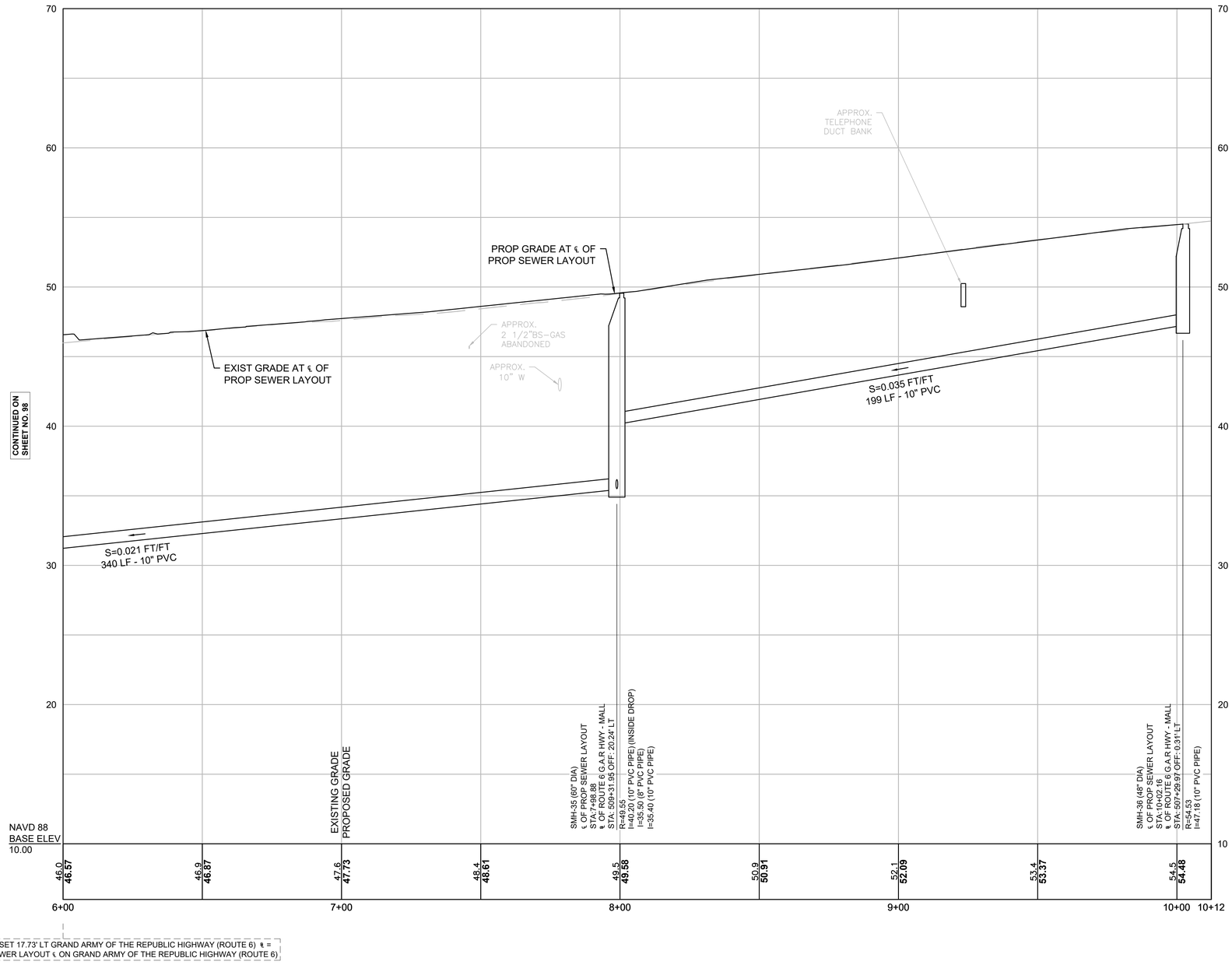
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	99	238
PROJECT FILE NO.	608759		

SEWER PROFILE

NOTE: PROPOSED DRAINAGE DESIGN BY OTHERS. DATA/ LOCATION OF DRAINAGE STRUCTURES AND PIPES PROVIDED SOLELY FOR REFERENCE AND DESIGN PURPOSES IN CONJUNCTION WITH THE SANITARY SEWER DESIGN PLANS AND PROFILES. (REFER TO DRAINAGE AND UTILITY PLANS SHEETS 78-92 FOR PROPOSED DRAINAGE AND UTILITY DESIGN DETAILS)

SEWER PLAN:
SEE SHEET NO. 94 & 95

PROP SEWER ON GRAND army OF THE REPUBLIC HIGHWAY (ROUTE 6)



STA 511+30.82 OFFSET 17.73' LT GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6) ℄ =
STA 6+00 PROP SEWER LAYOUT ℄ ON GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6)

HOR. SCALE IN FEET
20 0 20 40
VER. SCALE IN FEET
4 0 4 8

608759_HD(SEWER & PROFILE).DWG Plotted on 12-Mar-2025 10:33 AM

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

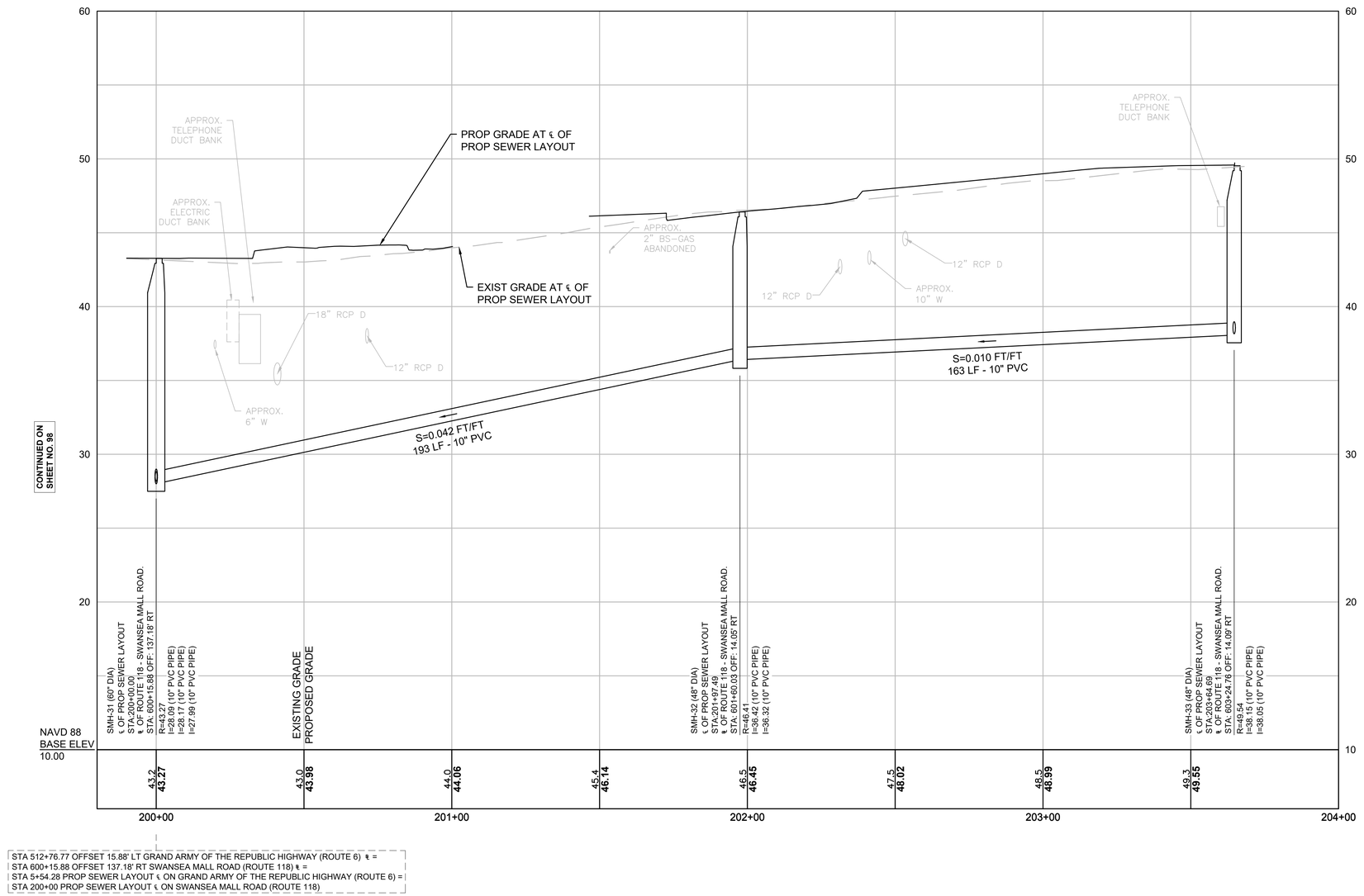
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	100	238
PROJECT FILE NO.	608759		

SEWER PROFILE

NOTE: PROPOSED DRAINAGE DESIGN BY OTHERS. DATA/ LOCATION OF DRAINAGE STRUCTURES AND PIPES PROVIDED SOLELY FOR REFERENCE AND DESIGN PURPOSES IN CONJUNCTION WITH THE SANITARY SEWER DESIGN PLANS AND PROFILES. (REFER TO DRAINAGE AND UTILITY PLANS SHEETS 78-92 FOR PROPOSED DRAINAGE AND UTILITY DESIGN DETAILS)

SEWER PLAN:
SEE SHEET NO. 96

PROP SEWER ON SWANSEA MALL DRIVE (ROUTE 118)



STA 512+76.77 OFFSET 15.88' LT GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6) ℄ =
STA 600+15.88 OFFSET 137.18' RT SWANSEA MALL ROAD (ROUTE 118) ℄ =
STA 5+54.28 PROP SEWER LAYOUT ℄ ON GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6) =
STA 200+00 PROP SEWER LAYOUT ℄ ON SWANSEA MALL ROAD (ROUTE 118)

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET

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608759_HD(SEWER & PROFILE).DWG Plotted on 12-Mar-2025 10:34 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

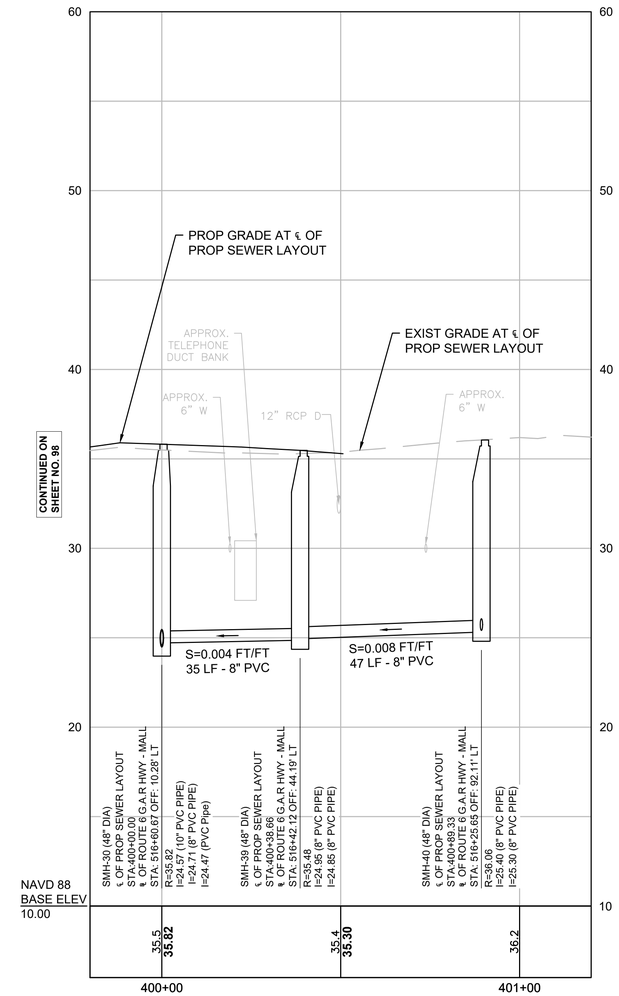
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	101	238
PROJECT FILE NO.	608759		

SEWER PROFILE

NOTE: PROPOSED DRAINAGE DESIGN BY OTHERS. DATA/ LOCATION OF DRAINAGE STRUCTURES AND PIPES PROVIDED SOLELY FOR REFERENCE AND DESIGN PURPOSES IN CONJUNCTION WITH THE SANITARY SEWER DESIGN PLANS AND PROFILES. (REFER TO DRAINAGE AND UTILITY PLANS SHEETS 78-92 FOR PROPOSED DRAINAGE AND UTILITY DESIGN DETAILS)

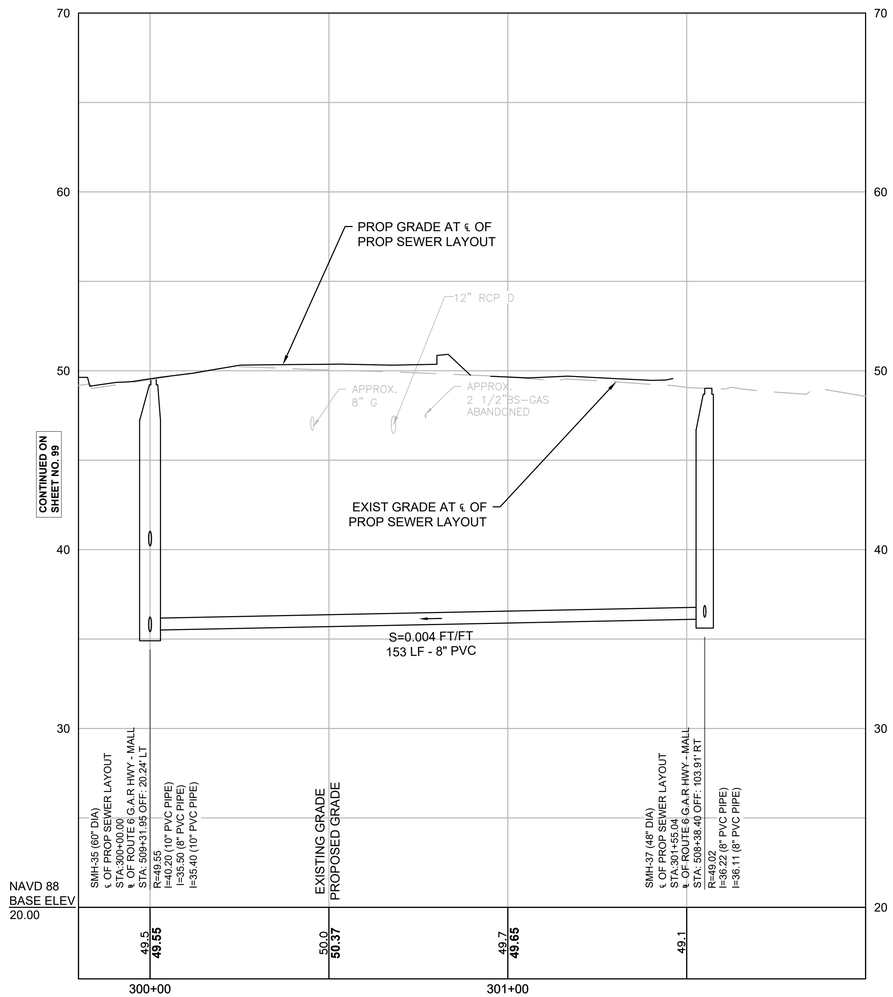
SEWER PLAN:
SEE SHEET NO. 93 & 95

PROP SEWER ON MICHAEL AVE



STA 516+60.67 OFFSET 10.28' LT GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6) ℄ =
STA 0+70.11PROP SEWER LAYOUT ℄ ON GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6) =
STA 400+00 PROP SEWER LAYOUT ℄ ON MICHAEL AVENUE

PROP SEWER ON MILFORD ROAD



STA 509+32.06 OFFSET 20.24' LT GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6) ℄ =
STA 7+99.13PROP SEWER LAYOUT ℄ ON GRAND ARMY OF THE REPUBLIC HIGHWAY (ROUTE 6) =
STA 300+00 PROP SEWER LAYOUT ℄ ON MILFORD ROAD

HOR. SCALE IN FEET
20 0 20 40
VER. SCALE IN FEET
4 0 4 8

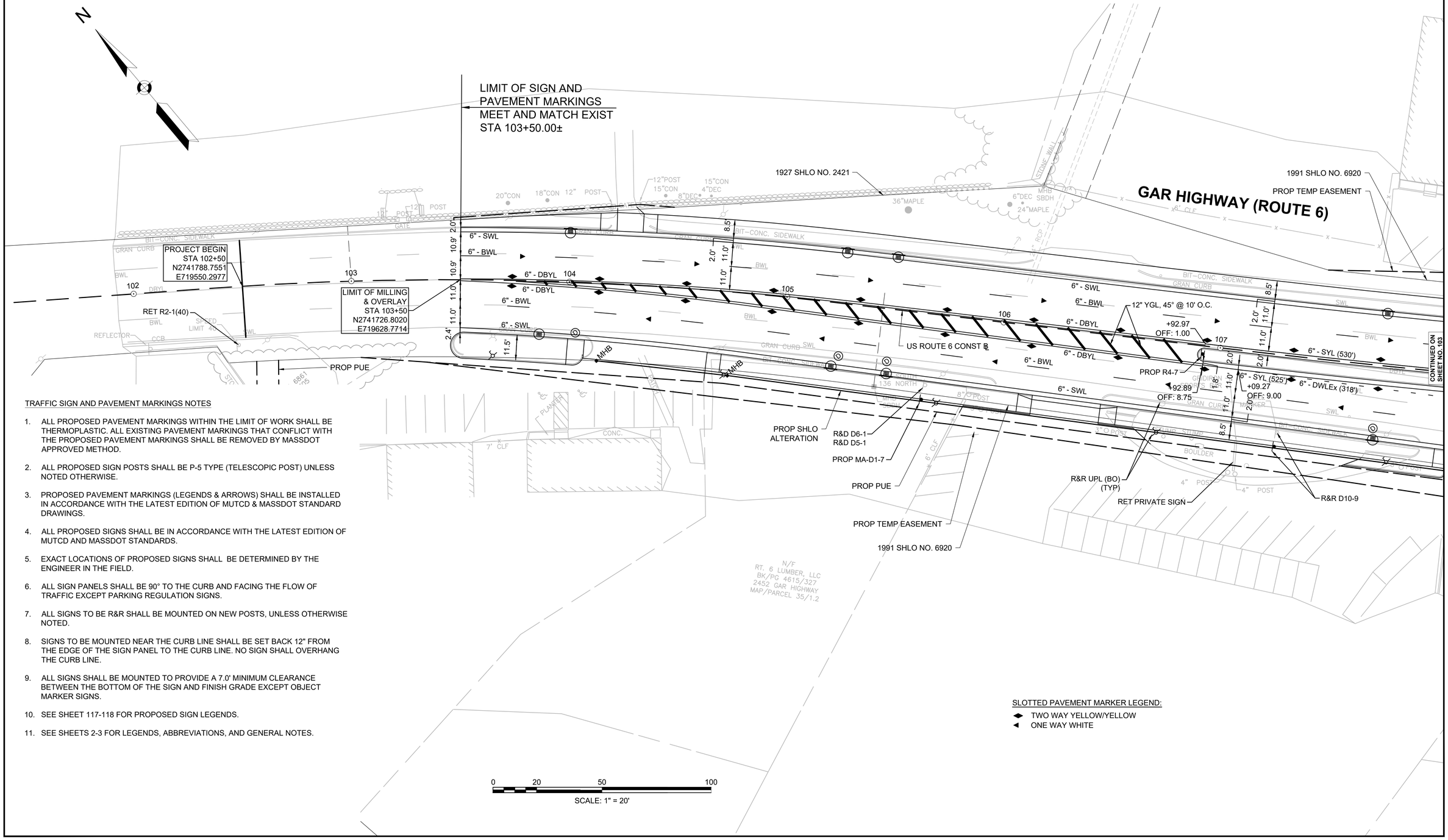
EXISTING TRAFFIC SIGN LEGEND



SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	102	238
	PROJECT FILE NO. 608759		

TRAFFIC SIGN & PAVEMENT MARKINGS PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)



TRAFFIC SIGN AND PAVEMENT MARKINGS NOTES

1. ALL PROPOSED PAVEMENT MARKINGS WITHIN THE LIMIT OF WORK SHALL BE THERMOPLASTIC. ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED BY MASSDOT APPROVED METHOD.
2. ALL PROPOSED SIGN POSTS SHALL BE P-5 TYPE (TELESCOPIC POST) UNLESS NOTED OTHERWISE.
3. PROPOSED PAVEMENT MARKINGS (LEGENDS & ARROWS) SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITION OF MUTCD & MASSDOT STANDARD DRAWINGS.
4. ALL PROPOSED SIGNS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF MUTCD AND MASSDOT STANDARDS.
5. EXACT LOCATIONS OF PROPOSED SIGNS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
6. ALL SIGN PANELS SHALL BE 90° TO THE CURB AND FACING THE FLOW OF TRAFFIC EXCEPT PARKING REGULATION SIGNS.
7. ALL SIGNS TO BE R&R SHALL BE MOUNTED ON NEW POSTS, UNLESS OTHERWISE NOTED.
8. SIGNS TO BE MOUNTED NEAR THE CURB LINE SHALL BE SET BACK 12" FROM THE EDGE OF THE SIGN PANEL TO THE CURB LINE. NO SIGN SHALL OVERHANG THE CURB LINE.
9. ALL SIGNS SHALL BE MOUNTED TO PROVIDE A 7.0' MINIMUM CLEARANCE BETWEEN THE BOTTOM OF THE SIGN AND FINISH GRADE EXCEPT OBJECT MARKER SIGNS.
10. SEE SHEET 117-118 FOR PROPOSED SIGN LEGENDS.
11. SEE SHEETS 2-3 FOR LEGENDS, ABBREVIATIONS, AND GENERAL NOTES.

SLOTTED PAVEMENT MARKER LEGEND:
- ◆ TWO WAY YELLOW/YELLOW
- ◄ ONE WAY WHITE

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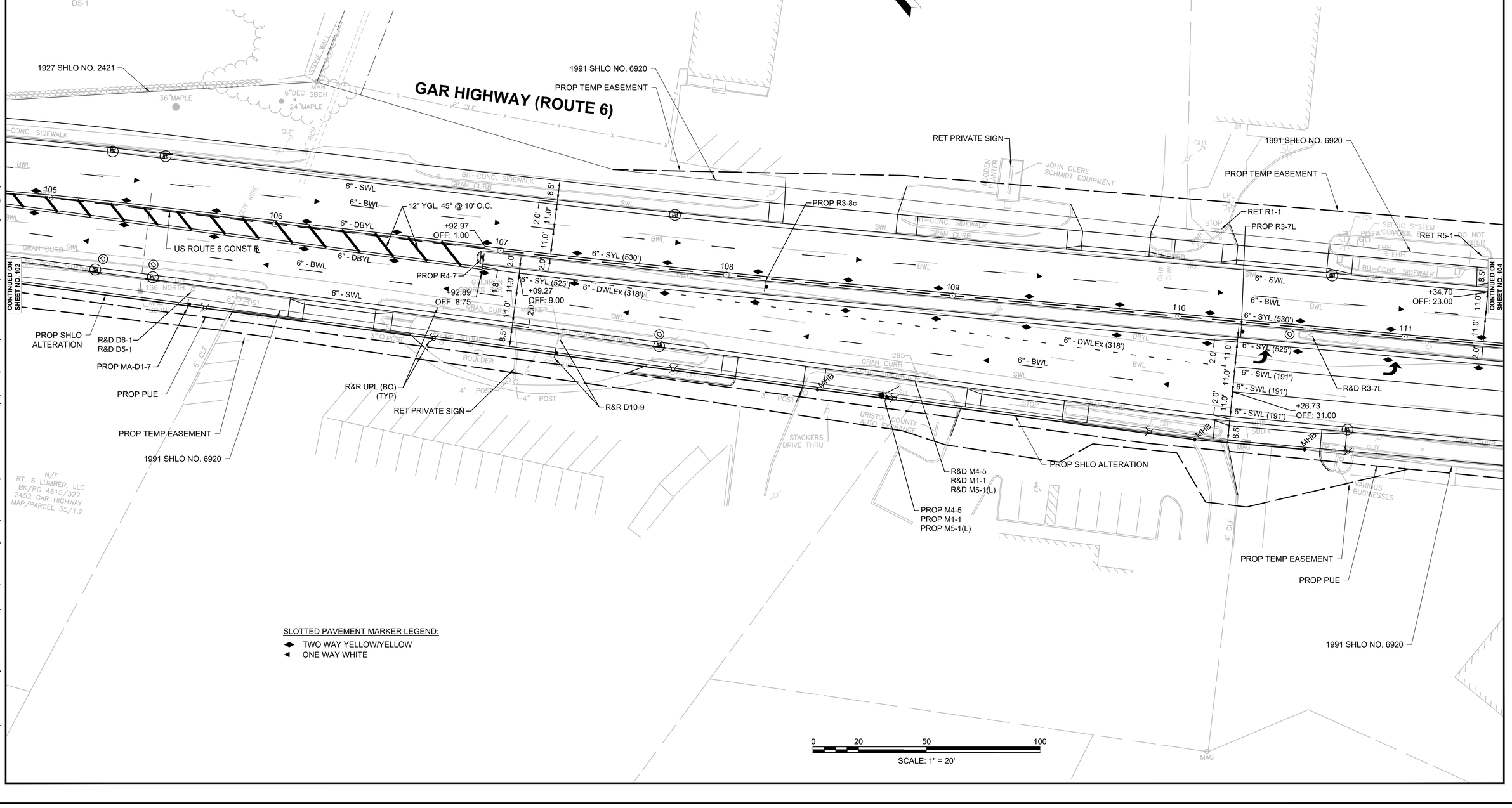
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	103	238
	PROJECT FILE NO.	608759	

TRAFFIC SIGN & PAVEMENT MARKINGS PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)

EXISTING TRAFFIC SIGN LEGEND





SLOTTED PAVEMENT MARKER LEGEND:
- ◆ TWO WAY YELLOW/YELLOW
- ◄ ONE WAY WHITE

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608588_TB.DWG Plotted on 23-Feb-2017 9:24 AM

EXISTING TRAFFIC SIGN LEGEND

R1-1 STOP

R4-7

R5-1 DO NOT ENTER

2J-5 FOOD

D3-1a MARKET ST

R3-7L LEFT LANE MUST TURN LEFT

D6-1a 136 SOUTH WARREN R.I. NEWPORT R.I.

D5-1a 136 NORTH PROVIDENCE R.I.

D3-1b JAMES REYNOLDS RD

R3-2

SP-1 STOP LINE

SP-2 ALL TRUCKS PLEASE USE REAR ENTRANCE

SP-3 PLEASANT STREET CHRISTMAS TREE FARM SLEIGH RIDES CLOSED FOR SEASON

D6-1b SOUTH 136 WARREN R.I. NEWPORT R.I.

D5-1c 136 SOUTH WARREN R.I. NEWPORT R.I.

M1-4 6

D5-1b 6 WEST SEEKONK

D5-1c 136 NORTH PROVIDENCE R.I.

D5-1d 6 WEST SEEKONK

D6-1d PROVIDENCE R.I. FALL RIVER 195

M6-4

R10-12 LEFT TURN YIELD ON GREEN

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	104	238
	PROJECT FILE NO. 608759		

TRAFFIC SIGN & PAVEMENT MARKINGS PLANS
JAMES REYNOLDS ROAD & MARKET STREET (ROUTE 136)

CONTINUED ON SHEET NO. 107

JAMES REYNOLDS ROAD (ROUTE 136)

GAR HIGHWAY (ROUTE 6)

MARKET STREET (ROUTE 136)

PROP R3-7R
R&D R3-7L
PROP R3-7L
PROP W4-2
PROP SHLO ALTERATION
PROP TEMP EASEMENT
PROP PUE
R&D D6-1b
R&D D5-1b
PROP MA-D1-7b
PROP R4-7
1991 SHLO NO. 6920
PROP M1-4
PROP M6-4
ON MAST ARM SHAFT
PROP MA-D3-1b
ON MAST ARM
RET R1-1
RET R5-1
R&R 2J-5
R&D R10-12
R&D R4-7
R&D M1-4
R&D M6-4
R&D D3-1b
R&D D6-1c
R&D D5-1c
PROP MA-D1-7c
PROP TRAFFIC SIGNAL POST (TYP)
PROP MA-D3-1b ON MAST ARM POLE
RET PRIVATE MCDONALDS SIGN
R&R SP-2 (BO)
R&R PRIVATE MCDONALDS SIGN (BO)
PROP MA-D3-1a ON MAST ARM
R&S EX SIGNAL (TYP)
112+91.98 ROUTE 6 GAR HWY CONST ℄
211+28.37 ROUTE 136
PROP MA-D3-1c
PROP MA-D1-7a
PROP TRAFFIC SIGNAL POST, BASE & FND (TYP)
R&D D6-1a
R&D D5-1a
PROP MA-D3-1c (2)
R&D D3-1b
R&D R3-7L
R&D SP-1
PROP MAST ARM POST, BASE & FND (TYP)
PROP MA-D3-1c ON MAST ARM SHAFT (PBS)
R&D D6-1d
R&D D5-1d
PROP MA-D1-7d
PROP UP (TYP)
R&S SP-3
PROP M3-2
PROP M1-4
R&D M3-2
R&D M1-4
11 STEEL BOLLARDS
ELECTRIC EASEMENT BOOK 1659 PAGE 345

CONTINUED ON SHEET NO. 106

CONTINUED ON SHEET NO. 103

CONTINUED ON SHEET NO. 105

SLOTTED PAVEMENT MARKER LEGEND:
- TWO WAY YELLOW/YELLOW
- ONE WAY WHITE

0 20 50 100
SCALE: 1" = 20'

N

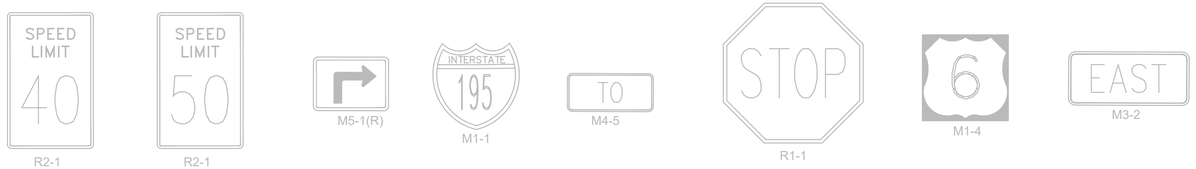
MAP/PARCEL 36/39

MAP/PARCEL 36/40

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EXISTING TRAFFIC SIGN LEGEND



SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	105	238
PROJECT FILE NO.	608759		

TRAFFIC SIGN & PAVEMENT MARKINGS PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)

608588_TB.DWG Plotted on 23-Feb-2017 9:24 AM

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N

GAR HIGHWAY (ROUTE 6)

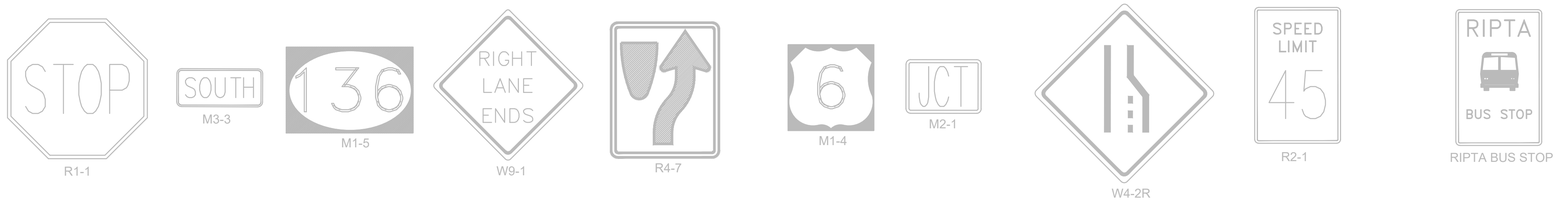
N/F
DEEJAY HOLDINGS, INC.
BK/PG 5323/188
2327 GAR HIGHWAY
MAP/PARCEL 36/40

RET PRIVATE MCDONALDS SIGN
TRUCKS USE REAR ENTRANCE PLEASE
CHRISTMAS TREE SHOP
PROP PUE
R&S SP-3
MHB
MHB SBDH
PROP M4-5
PROP M1-1
PROP M5-1(R)
R&D M4-5
R&D M1-1
R&D M5-1(R)
PROP R3-8d
PROP R2-1 (40)
R&D R2-1 (40)
SPEED LIMIT 40
4"CON
LPL
ICV
RIPRAP
EHH
EHH/LPL
PROP TEMP EASEMENT
1991 SHLO NO. 6920
R&R R1-1 (BO)
GATE POST
SWINGING GATE
3" POST
RET PRIVATE SIGN
PLANTED ENTRANCE
SL
STOP
10' CW
+88.60
OFF: 22.06
+15.62
OFF: 23.00
LIMIT OF SIGN AND PAVEMENT MARKINGS MEET AND MATCH EXIST STA 121+05.00±
136 NORTH RIGHT
136 SOUTH LEFT
PROP PUE
BIT–CONC. SIDEWALK
GRAN CURB
SWL
WG
BWL
DBYL
6" - SWL
6" - BWL
6" - DBYL
8.5'
2.0'
11.0'
10.6'
12.2'
11.9'
11.5'
122
121
120
119
118
117
116
6" - DWLEx (168')
6" - BWL
+42.85
OFF: 23.00
6" - DWLEx (300')
6" - SYL (386')
6" - SYL (393')
+68.07
OFF: 1.04
+34.15
OFF: 1.00
12" YGL, 45° @ 10' O.C.
PROP R4-7
+68.59
OFF: 10.96
+70.15
OFF: 32.90
+88.46
OFF: 38.78
+54.99
OFF: 23.25
R&R UPL (BO) (TYP)
CONTINUED ON SHEET NO. 104
R&D M3-2
R&D M1-4
10' CW
SL
STOP
MHB
SBDH
MAIDOT 1971
RET R1-1
R&R (BO) PRIVATE SIGN
R&D R2-1 (50)
PROP R2-1 (50)
RET PRIVATE SIGN (BO)
1991 SHLO NO. 6920
PROP TEMP EASEMENT
PROP PUE
PROJECT END
STA 121+35
N2740547.4716
E720960.7184
LIMIT OF MILLING & OVERLAY
STA 121+05
N2740563.6483
E720935.4598
18"DEC
FENCE
W/RAILING
4" POST
CONC. BLOCK WALL
MASONRY WALL
11"CON
18"CON
20"CON
HYD
OHW
ELECTRIC
4"DEC
6"DEC
EM
SIGN IN STONE PLANTER
11 STEEL BOLLARDS
PROP M3-2
PROP M1-4
PROP TEMP EASEMENT
PROP PUE
ELECTRIC JUNCTION BOX
TURN

0 20 50 100
SCALE: 1" = 20'

SLOTTED PAVEMENT MARKER LEGEND:
- TWO WAY YELLOW/YELLOW
- ONE WAY WHITE

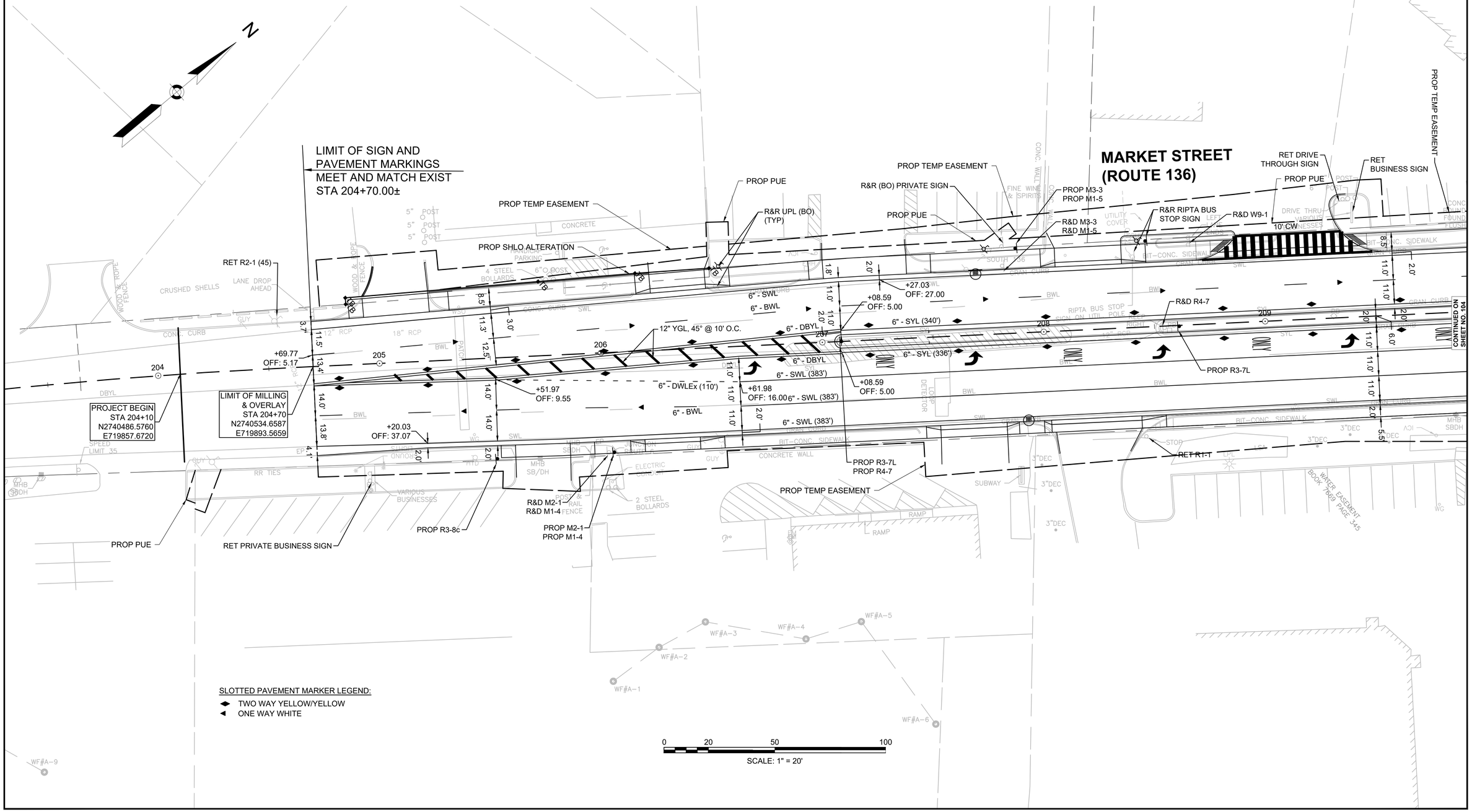
EXISTING TRAFFIC SIGN LEGEND



SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	106	238
PROJECT FILE NO.	608759		

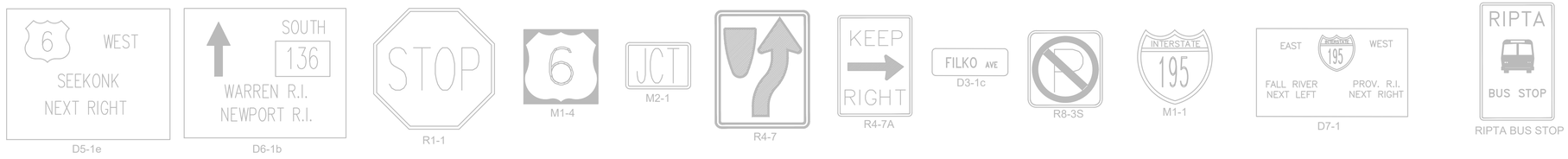
TRAFFIC SIGN & PAVEMENT MARKINGS PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)



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EXISTING TRAFFIC SIGN LEGEND



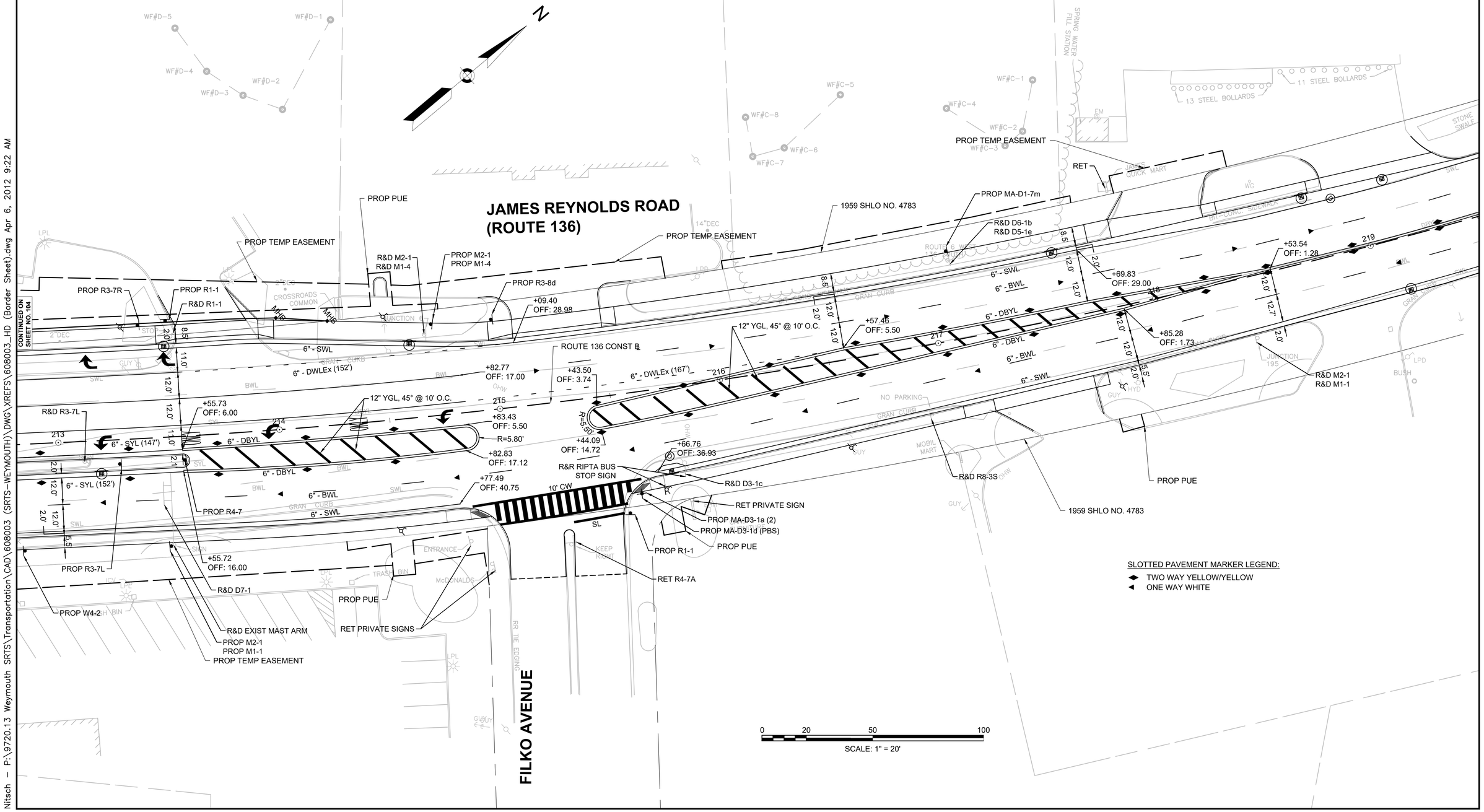
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	107	238
PROJECT FILE NO.	608759		

TRAFFIC SIGN & PAVEMENT MARKINGS PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)

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SLOTTED PAVEMENT MARKER LEGEND:

- TWO WAY YELLOW/YELLOW
- ONE WAY WHITE

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	108	238
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TRAFFIC SIGN & PAVEMENT MARKINGS PLANS
JAMES REYNOLDS ROAD &
MARKET STREET (ROUTE 136)

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ONE WAY R6-1 | WRONG WAY R5-1a | SOUTH M3-3 | 136 M1-5 | DO NOT ENTER R5-1 | R8-3S | WEST 195 PROVIDENCE R.I. D5-1h | EAST 195 FALL RIVER CAPE COD NEXT RIGHT D6-1g

N

LIMIT OF SIGN AND PAVEMENT MARKINGS MEET AND MATCH EXIST STA 222+15.00±

RET R6-1
RET R5-1
RET R5-1a

RET M3-3
RET M1-5

LIMIT OF MILLING & OVERLAY
STA 222+15
N2741997.0316
E720828.7984

PROJECT END
STA 222+30
N2742011.0362
E720834.1916

RET PRIVATE SIGN & SUPPORT

RET D6-1g
RET D5-1h

RET R8-3S

+53.54 OFF: 1.28
+51.43 OFF: 13.87
+79.60 OFF: 2.21
+11.70 OFF: 14.30
+66.88 OFF: 8.16

6" - SWL
6" - BWL
6" - DBYL
12" - SWL

219 220 221 222 223

CONTINUED ON SHEET NO. 107

0 20 50 100
SCALE: 1" = 20'

EXISTING TRAFFIC SIGN LEGEND



W11-2

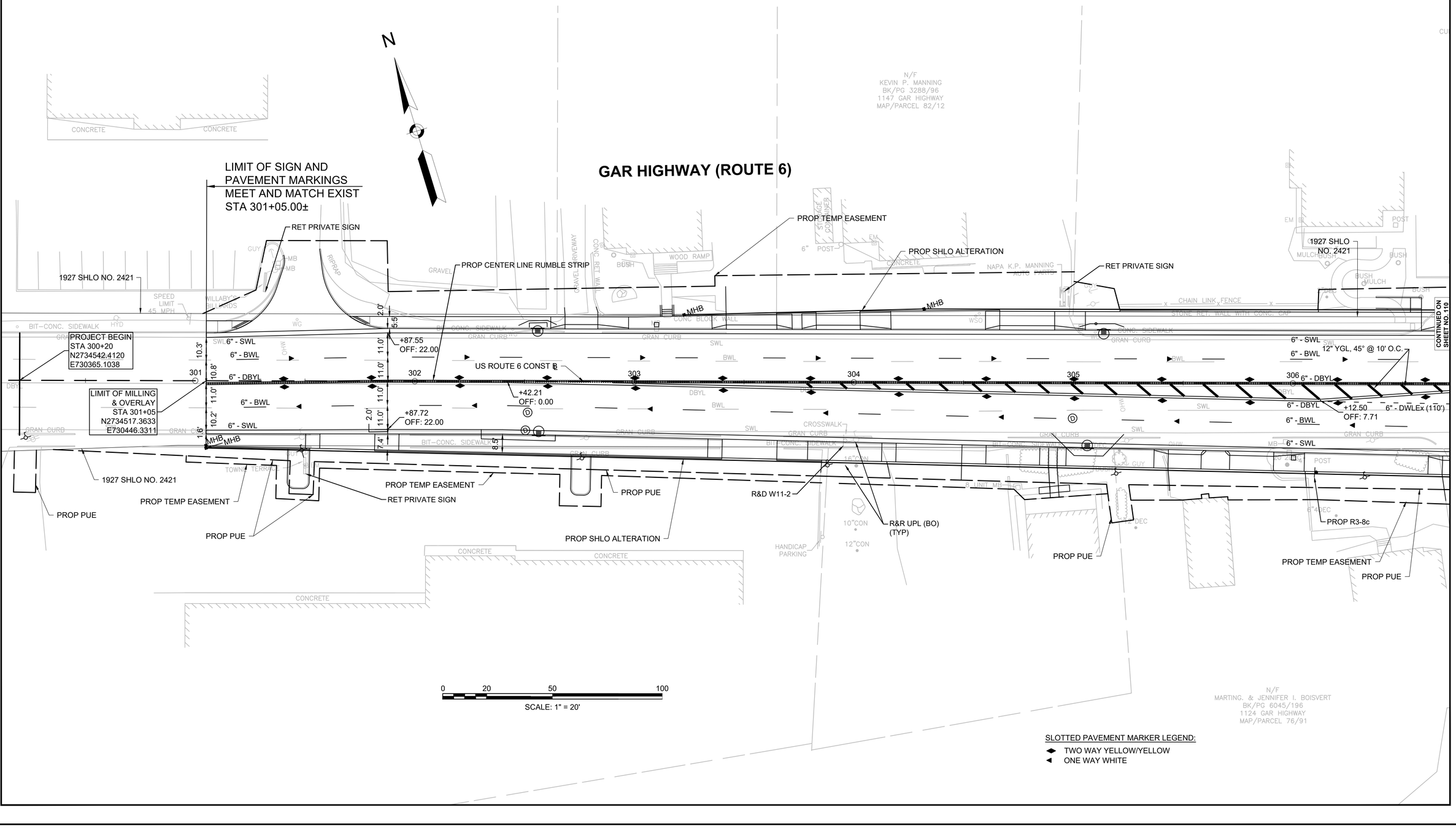
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	109	238
	PROJECT FILE NO. 608759		

TRAFFIC SIGN & PAVEMENT MARKINGS PLANS
MAPLE AVENUE

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	110	238
	PROJECT FILE NO. 608759		

TRAFFIC SIGN & PAVEMENT MARKINGS PLANS
MAPLE AVENUE

EXISTING TRAFFIC SIGN LEGEND

SPEED LIMIT 30 — R2-1(30)
SPEED LIMIT 40 — R2-1 (40)
BIKE ROUTE — D11-1
MAPLE AVE — D3-1e
EAST — M3-2
NO LEFT TURN — SP-3
6 WEST PROVIDENCE — D5-1f
6 EAST FALL RIVER NEW BEDFORD — D6-1e
USE PED SIGNAL — R9-5
CHILDREN — S6-1
6 — M1-4
SHARE THE ROAD — W16-2P
W11-12a
6 WEST PROVIDENCE — D5-1g
6 EAST FALL RIVER NEW BEDFORD — D6-1f

MAPLE AVENUE
GAR HIGHWAY (ROUTE 6)
N

CONTINUED ON SHEET NO. 112

PROP TEMP EASEMENT
PROP R3-7L
PROP D11-20
R&D D11-1
R&D M7-2
R&D R2-1 (30)
R&D S6-1
PROP W15-1
PROP R2-1 (30)
TOWN LO ALTERATION
1950 TOWN LO
R&D D11-1
PROP D11-1
PROP R3-17
PROP TEMP EASEMENT
PROP MA-D1-7f
R&D D6-1f
R&D D5-1g
R&D D3-1e
PROP R10-11b ON SIGNAL POST
PROP MAST ARM POST & FND (TYP)
PROP SHLO ALTERATION
PROP CENTER LINE RUMBLE STRIP
PROP TEMP EASEMENT
1927 SHLO NO. 2421
PROP MA-R10-12a ON MAST ARM
PROP MA-D3-1a ON MAST ARM
PROP BIKE CROSSING SKIPPED PATTERN
RET
PROP R10-11b PROP D11-20a ON MAST ARM POST
PROP TWO-STAGED TURN BOX (TYP)
309+01.26 ROUTE 6 GAR HWY CONST ℄ = 408+23.23 MAPLE AVENUE CONST ℄
1950 SHLO NO. 3812
PROP TEMP EASEMENT
PROP R2-1 (40)
R&D R2-1 (40)
PROP CENTER LINE RUMBLE STRIP
2010 SHLO NO. 8090
PROP R3-7L
PROP MA-R10-12a ON MAST ARM
PROP MA-D3-1e ON MAST ARM
R&S EX SIGNAL (TYP)
PROP M1-4
PROP M3-2
SHLO ALTERATION
PROP MA-D3-1e ON MAST ARM
R&D D3-1e
R&D R9-5
PROP R10-11b ON MAST ARM POST
PROP PUE
R&D M1-4
R&D M3-2
R&D SP-3
1959 SHLO NO. 4800
PROP TEMP EASEMENT
PROP SHLO ALTERATION
PROP R3-2
PROP MA-D1-7e
R&D D6-1e
R&D D5-1f
PROP BIKE LANE SYMBOL (TYP)
PROP R3-7L
PROP D11-20
1950 TOWN LO
PROP PUE
MARCO GROUP, INC. BK/PG 7464/348 175 MAPLE AVENUE MAP/PARCEL 76/90
PROP TEMP EASEMENT
PROP SHLO ALTERATION
PROP R3-8c
PROP TEMP EASEMENT
PROP PUE
1927 SHLO NO. 2421
PROP TEMP EASEMENT
PROP R3-7L
PROP R2-1 (40)
PROP R10-11b ON SIGNAL POST
PROP MA-D3-1a ON MAST ARM
PROP D11-20a MAST ARM POST
PROP MA-R10-12a ON MAST ARM
PROP SHLO ALTERATION
PROP PUE
R&D W16-2P
R&D D11-1
PROP D11-1
PROP R3-17
MAPLE AVE CONST ℄
PROP TEMP EASEMENT
1950 TOWN LO
N/F JENNIFER I. BOISVERT BK/PG 6045/196 GAR HIGHWAY PARCEL 76/91
N/F CUMBERLAND FARMS, INC BK/PG 3098/287 1131 GAR HIGHWAY MAP/PARCEL 76/2

OFF: 10.00 +31.73
+21.33 OFF: 26.00
+99.38 OFF: 21.00
+97.40 OFF: 0.00
+91.22 OFF: 11.00
+97.82 OFF: 22.00
+24.10 OFF: 0.00
+21.96 OFF: 10.00
+12.50 OFF: 7.71
+44.80 OFF: 32.00
+72.89 OFF: 21.02
+81.78 OFF: 0.00
+39.64 OFF: 22.00
+60.34 OFF: 10.00
+59.89 OFF: 10.00
+91.51 OFF: 32.00
+45.49 OFF: 11.00
+03.27 OFF: 6.01
+73.28 OFF: 30.52
+71.22 OFF: 0.00
+11.19 OFF: 0.00

6" - SWL
6" - BWL
6" - DBYL
6" - SWL (184')
6" - SWL (109')
6" - SWL (116')
6" - DWLEx (110')
6" - SWL (71')
6" - SWL (200')
6" - SWL (257')
12" YGL, 45° @ 10' O.C.
10' CW
TB
SL
LOOP DETECTOR
306 307 308 309 310 311 312 406 407

CONTINUED ON SHEET NO. 109
CONTINUED ON SHEET NO. 111
CONTINUED ON SHEET NO. 112

SLOTTED PAVEMENT MARKER LEGEND:
- TWO WAY YELLOW/YELLOW
- ONE WAY WHITE

0 20 50 100
SCALE: 1" = 20'

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EXISTING TRAFFIC SIGN LEGEND

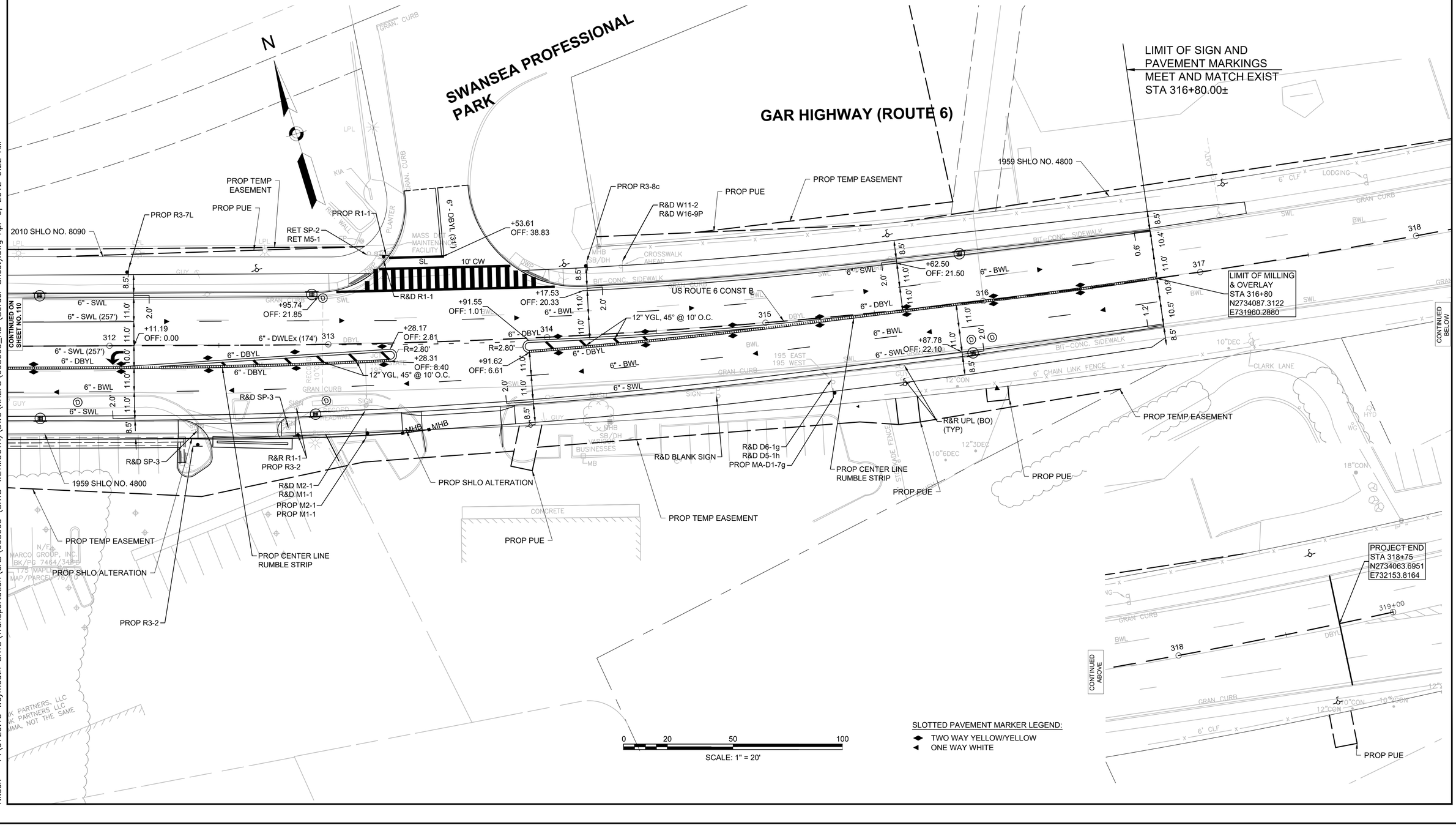


SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	111	238
PROJECT FILE NO.	608759		

TRAFFIC SIGN & PAVEMENT MARKINGS PLANS
MAPLE AVENUE

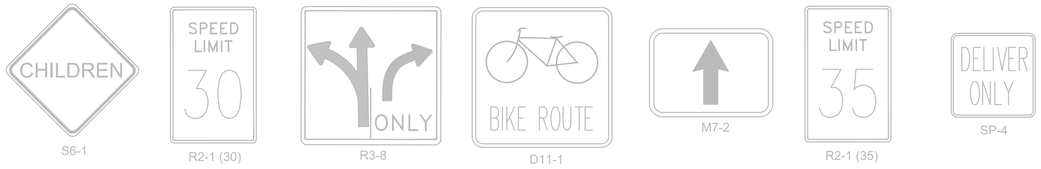
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SCALE: 1" = 20'

SLOTTED PAVEMENT MARKER LEGEND:
- TWO WAY YELLOW/YELLOW
- ONE WAY WHITE

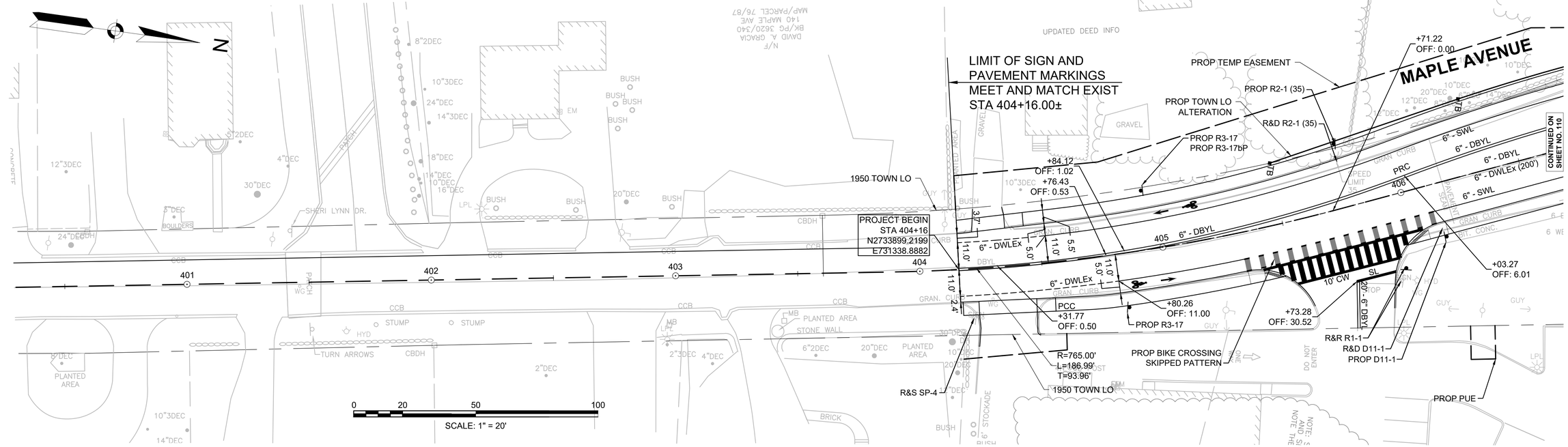
EXISTING TRAFFIC SIGN LEGEND

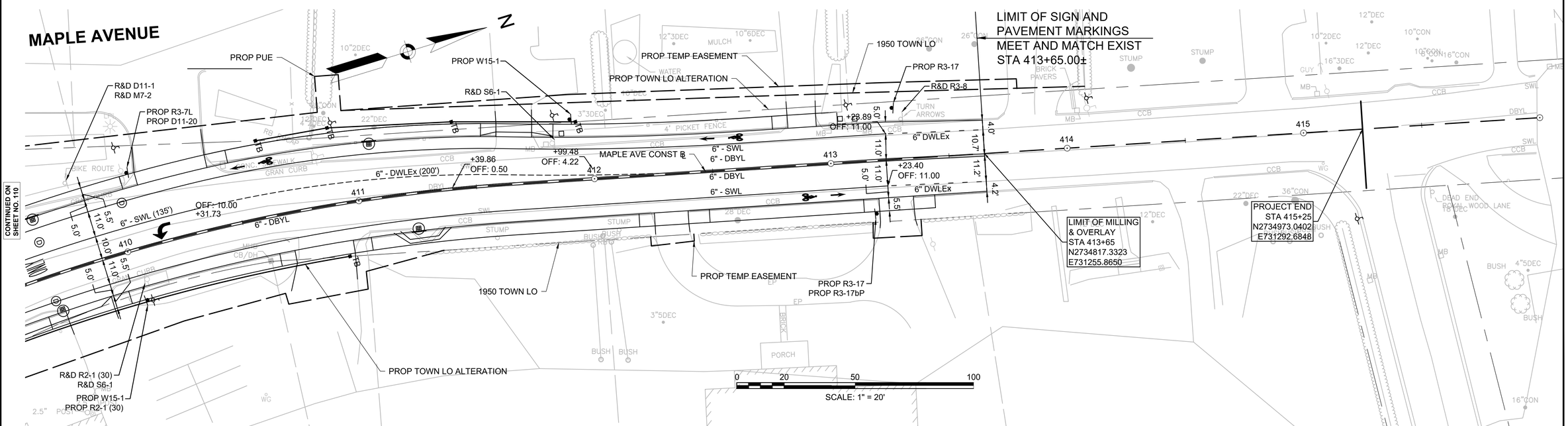


SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	112	238
PROJECT FILE NO.	608759		

TRAFFIC SIGN & PAVEMENT MARKINGS PLANS
MAPLE AVENUE





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EXISTING TRAFFIC SIGN LEGEND



SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	113	238
	PROJECT FILE NO. 608759		

TRAFFIC SIGN & PAVEMENT MARKINGS PLANS
SWANSEA MALL DRIVE (ROUTE 118)

I-195 EXIT 3 WB ON/OFF RAMP

GAR HIGHWAY (ROUTE 6)

MILFORD ROAD

1959 SHLO NO. 4800

1970 SHLO NO. 5853

1909 SHLO NO. 1268

1909 SHLO NO. 1269

1926 SHLO NO. 2335

TOWN LAYOUT OF 1909

LIMIT OF SIGN AND PAVEMENT MARKINGS MEET AND MATCH EXIST STA 507+30.00±

PROJECT BEGIN STA 506+25 N2733937.7575 E733723.8603

LIMIT OF MILLING & OVERLAY STA 507+30 N2733915.6835 E733826.5064

ADDED SUFFIX TO OWNER NAME BELOW:
A T & T COMMUNICATIONS OF NEW YORK, INC.
BE SURE TO CHANGE ON ROW PLAN SET

OWNER NAME ADDED:
RONALD L. EATON AND DOREEN M. EATON
BE SURE TO CHANGE ON ROW PLAN SET

FIXED DEED PAGE
BK/PG 8814/56
BE SURE TO CATCH ON ROW PLAN SET

SLOTTED PAVEMENT MARKER LEGEND:
- TWO WAY YELLOW/YELLOW
- ONE WAY WHITE

0 20 50 100
SCALE: 1" = 20'

CONTINUED ON SHEET NO. 114

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EXISTING TRAFFIC SIGN LEGEND

D6-1h · D5-1m · D5-1j · M1-5 · R6-1 · M3-4 · D3-1g · R5-1a · M3-1 · R10-10L · R10-12 · R1-2 · R5-1 · R3-8L · R2-1 · R10-22 · M1-4 · R4-7 · MA-R4-25 · R3-2 · R3-7L · R1-1 · OM1-1 · R10-6 · D5-1k · D5-1l · D5-1h

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	114	238
	PROJECT FILE NO. 608759		

TRAFFIC SIGN & PAVEMENT MARKINGS PLANS
SWANSEA MALL DRIVE (ROUTE 118)

SWANSEA MALL DRIVE (ROUTE 118)
MILFORD ROAD
GAR HIGHWAY (ROUTE 6)
US ROUTE 6 CONST ℄
511+39.59 ROUTE 6 G.A.R HWY CONST ℄ = 600+00.00 ROUTE 118 - SWANSEA MALL ROAD CONST ℄
CONTINUED ON SHEET NO. 116
CONTINUED ON SHEET NO. 113
CONTINUED ON SHEET NO. 115
1970 SHLO NO. 5853
1926 SHLO NO. 2335
1909 SHLO NO. 1268
1909 SHLO NO. 1269
TOWN LAYOUT OF 1909
PROP TEMP EASEMENT
N/F LAWRENCE INVESTMENTS, LLC BK/PG 6319/160 782 GAR HIGHWAY MAP/PARCEL 75/30-B
PROP 12" DO NOT BLOCK INTERSECTION BOX W/ 6" WHITE CROSSHATCH LINE
PROP TRAFFIC SIGNAL POST BASE & FND (TYP)
PROP TRAFFIC SIGNAL CABINET
PROP MA-D1-7h · PROP MA-D1-7j · PROP MA-D1-5a · PROP MA-D1-5b · PROP MA-D3-1a (2) · PROP MA-D3-1a ON MAST ARM · PROP MA-D3-1f ON MAST ARM · PROP MA-D3-1g(2) · PROP MAST ARM POST, BASE & FND (TYP)
PROP M3-4 · PROP M1-4 · PROP M3-1 · PROP M1-5 · PROP R1-1 · PROP R1-2 · PROP R2-1(40) · PROP R3-2 · PROP R3-7R · PROP R3-18 · PROP R4-7 · PROP R6-1 · PROP R10-7
R&D M3-4 · R&D M1-4 · R&D M3-1 · R&D M1-5 · R&D R1-2 · R&D R2-1(40) · R&D R3-2 (2) · R&D R3-7L · R&D R4-7 · R&D R5-1 · R&D R6-1 · R&D R10-6 · R&D R10-10L · R&D R10-12 · R&D R10-22 · R&D D3-1g · R&D D5-1i · R&D D5-1k · R&D D5-1l · R&D D5-1h · R&D D5-1m · R&D D6-1h · R&D OM1-1 · R&D OM1-1 (2) · R&D MA-R4-25 · R&D R3-8L
R&R PRIVATE SIGN & SUPPORT (BO) · R&R SPEEDWAY SIGN (BO) · R&S EX SIGNAL (TYP)
PROP SHLO ALTERATION · RET R1-1 · RET PRIVATE SIGN
12" YGL, 45° @ 10' O.C. · 6" - SWL · 6" - SYL · 6" - BWL · 6" - DBYL · 6" - DWLEX · 6" - SWL (95') · 6" - SYL (132') · 6" - SYL (130') · 6" - SWL (153') · 6" - SYL (202') · 6" - SYL (192') · 6" - SYL (203') · 6" - DBYLEx (100') · 6" - DBYL (63')
10' CW · SL · 195 WEST · 118 NORTH · ROUTE 6 WEST · 6 EAST 6 WEST · 118 NORTH 195 WEST
R=400' · R=4.00' · R=2.50' · R=150.00'
+01.12 OFF: 37.00 · +85.65 OFF: 25.00 · +92.85 OFF: 26.00 · +38.72 OFF: 26.00 · +74.28 OFF: 13.00 · +74.95 OFF: 49.00 · +67.90 OFF: 26.00 · +68.03 OFF: 2.00 · +12.71 OFF: 40.75 · +37.64 OFF: 9.58 · +31.47 OFF: 4.50 · +85.53 OFF: 7.50 · +85.53 OFF: 0.50 · +31.47 OFF: 0.50 · +24.85 OFF: 4.00 · +24.85 OFF: 33.00 · +09.57 OFF: 33.00 · +09.57 OFF: 4.00 · +41.99 OFF: 32.00 · +70.24 OFF: 10.00 · +37.70 OFF: 0.00 · +67.71 OFF: 0.00 · +69.17 OFF: 50.20 · +83.93 OFF: 7.50 · +81.39 OFF: 16.34 · +79.12 OFF: 1.00 · +73.83 OFF: 22.00 · +89.12 OFF: 11.00 · +95.19 OFF: 10.66 · +79.27 OFF: 11.00
601 · 602 · 508 · 509 · 510 · 511 · 512 · 513 · 514
SLOTTED PAVEMENT MARKER LEGEND:
TWO WAY YELLOW/YELLOW
ONE WAY WHITE
0 20 50 100
SCALE: 1" = 20'

Nitsch – P:\9720.13 Weymouth SRTS\Transportation\CAD\608003 (SRTS-WEYMOUTH)\DWG\XREFS\608003_HD (Border Sheet).dwg Apr 6, 2012 9:22 AM

608588_TB.DWG Plotted on 23-Feb-2017 9:24 AM

EXISTING TRAFFIC SIGN LEGEND



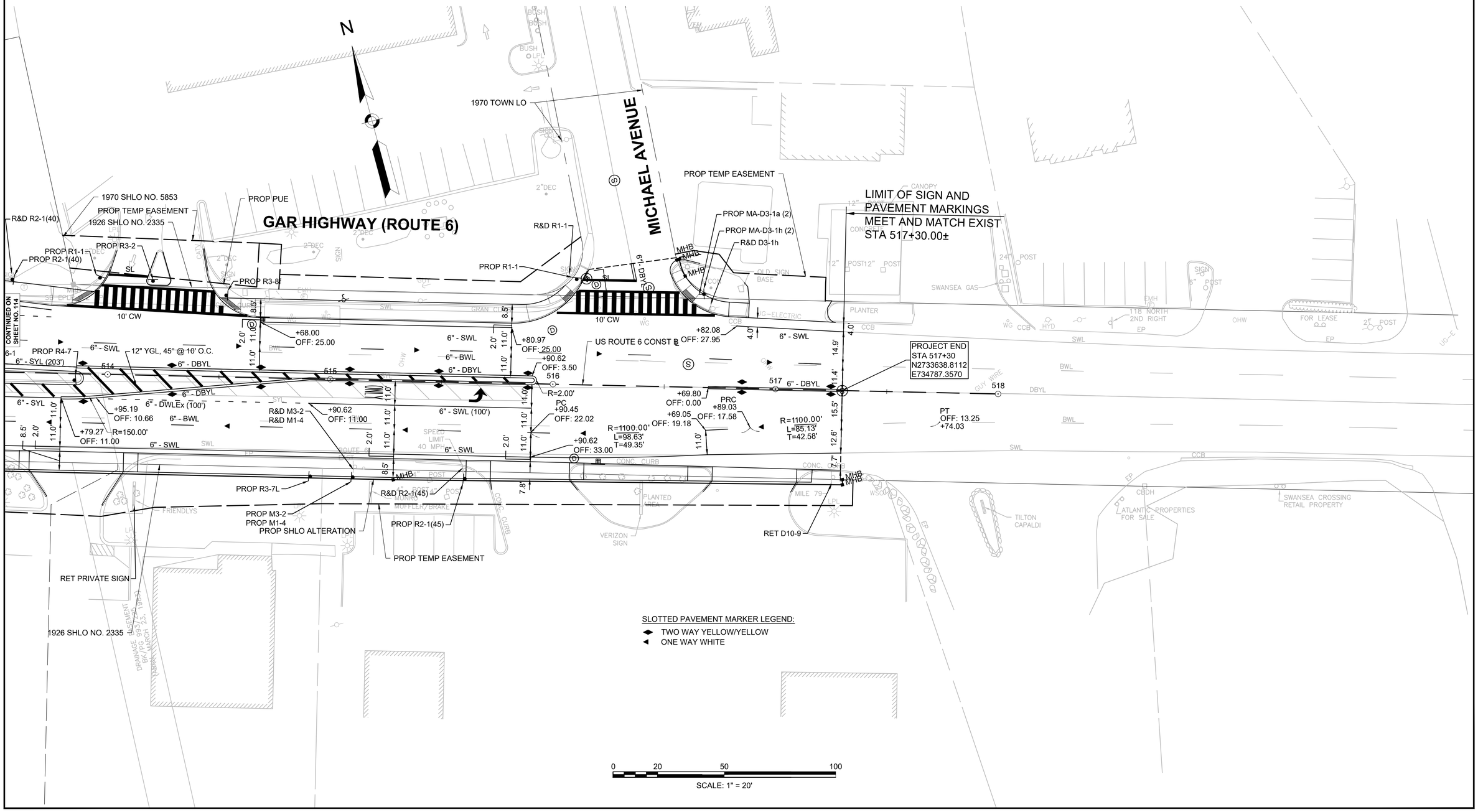
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	115	238
PROJECT FILE NO.	608759		

TRAFFIC SIGN & PAVEMENT MARKINGS PLANS
SWANSEA MALL DRIVE (ROUTE 118)

608588_TB.DWG Plotted on 23-Feb-2017 9:24 AM

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SLOTTED PAVEMENT MARKER LEGEND:

◆ TWO WAY YELLOW/YELLOW

◀ ONE WAY WHITE

0 20 50 100

SCALE: 1" = 20'

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	116	238
PROJECT FILE NO.	608759		

TRAFFIC SIGN & PAVEMENT MARKINGS PLANS
SWANSEA MALL DRIVE (ROUTE 118)

EXISTING TRAFFIC SIGN LEGEND

ONE WAY R6-1 · M6-2 · 118 M1-5 · TO M4-5 · MILFORD RD D3-1g · M6-1 · INTERSTATE 195 M1-1 · NO PARKING ANY TIME R7-1AD · WRONG WAY R5-1a · NORTH M3-1 · YIELD R1-2 · SOUTH COAST BIKEWAY SOUTHCOASTBIKEWAY.COM SP-1 · KEEP LEFT/RIGHT R9-7 · R3-2 · 118 NORTH REHOBOTH D5-1l · INTERSTATE 195 WEST PROVIDENCE R.I. NEXT RIGHT D5-1m · LEFT LANE MUST TURN LEFT R3-7L · BIKE ROUTE D11-1 · TO REQUEST GREEN WAIT ON R10-22 · R4-7 · ONLY R3-8L · ONLY R3-5R · SPEED LIMIT 25 R2-1 · STOP R1-1 · 6 WEST D5-1j · OM1-1 · 6 EAST SWANSEA SOMERSET D6-1h · 6 WEST SEEKONK NEXT RIGHT D5-1e · WEST INTERSTATE 195 PROVIDENCE R.I. D5-1h

SWANSEA MALL DRIVE (ROUTE 118)

LIMIT OF SIGN AND PAVEMENT MARKINGS MEET AND MATCH EXIST STA 603+25.00±

1970 SHLO NO. 5853 · PROP PUE · PROP TEMP EASEMENT · PROP TOWN LO ALTERATION · 1969 TOWN LO · R&D M4-5 · R&D M1-1 · R&D M6-2 · +61.13 OFF: 49.89 · PROP M4-5 · PROP M1-1 · PROP M6-2 · +01.12 OFF: 37.00 · +85.65 OFF: 25.00 · +47.52 OFF: 38.25 · +38.87 OFF: 26.72 · +35.10 OFF: 15.08 · PROJECT END STA 603+50 N2734149.5930 E734259.3086 · ROUTE 118 CONST ℄ · LIMIT OF MILLING & OVERLAY STA 603+25 N2734124.6699 E734261.2565 · 1969 TOWN LO · PROP MA-D3-1f (2) · PROP MA-D3-1g (2) · +83.21 OFF: 26.00 · R&R D11-1 · R&R R9-7 · R&R SP-1 · PROP TOWN LO ALTERATION · PROP R1-2 · PROP YIELD MARKING · R&D D3-1g · R&D R1-2 · +62.70 OFF: 63.23 · PROP TEMP EASEMENT · +53.72 OFF: 62.23 · PROP R1-2 · PROP R4-7 · R=150.00' L=46.77' T=23.57' · R&D R1-2 · R&D R4-7 · R=1000.00' L=48.31' T=24.16' · 12" YGL, 45° @ 10' O.C. · REM EXIST PAVEMENT MARKINGS · MEET & MATCH EXIST PAVEMENT MARKINGS AT STA 602+61.36 OFF 109.80 · RET D11-1 · RET M6-1 · RET SP-1 · 1928 SHLO NO.2492 · MILFORD ROAD

195 WEST · R&D D5-1m · PROP MA-D1-5b · R&D R6-1 · R&D R5-1 · R&D R1-2 · R&D D6-1h · R&D D5-1j · PROP MAST ARM POST, BASE & END (TYP) · +74.95 OFF: 49.00 · +74.28 OFF: 13.00 · PROP MA-D1-7h · R&D R5-1a · R=400' · +77.72 OFF: 13.00 · R&D OM1-1 · R&D R3-8L · R&D R10-22 · R&D R4-7 · PROP R4-7 · +68.03 OFF: 2.00 · +67.90 OFF: 26.00 · +92.85 OFF: 26.00 · +38.72 OFF: 26.00 · PROP M3-1 · PROP M1-5 · R&D M3-1 · R&D M1-5 · R&D MA-R4-25 · PROP TRAFFIC CONTROLLER CABINET · 511+39.59 ROUTE 6 G.A.R HWY CONST ℄ = 600+00.00 ROUTE 118 - SWANSEA MALL ROAD CONST ℄ · R&D R10-22 · PROP MA-D1-7j · +12.71 OFF: 40.78 · R&D OM1-1 · PROP R3-7R · R&D D5-1l · R&D D5-1h · PROP R6-1 · PROP R3-2 · R&D R3-8L · R&D R10-22 · R&D R4-7 · 601 · 602 · 603 · 604 · 605 · CONTINUED ON SHEET NO. 114

SLOTTED PAVEMENT MARKER LEGEND:
- TWO WAY YELLOW/YELLOW
- ONE WAY WHITE

0 20 50 100
SCALE: 1" = 20'

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TRAFFIC SIGN SUMMARY

① SEE MUTCD 2009 EDITION, THE 2012 SUPLEMENT TO THE 2004 EDITION OF THE STANDARD HIGHWAY SIGNS AND SECTION M9.30.0 TYPE III OF THE MASSDOT STANDARD SPECIFICATION FOR TEXT DIMENSIONS AND COLOR.

② SEE STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, 1990.

③ STREET NAME SIGNS THAT ARE MOUTHED ON P-5 POSTS SHALL BE ORDERED TWO SIGNS PER LOCATION AND SHALL BE MOUNTED ON TOW P-5 POSTS WITH BOLT-THROUGH METHOD.

PBS = PAINT BOTH SIDES

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	117	238
PROJECT FILE NO.	608759		

PROPOSED SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES) LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.	NUMBER OF SIGNS REQUIRED	COLOR BACKGROUND	COLOR LEGEND	COLOR BORDER	POST SIZE AND NUMBER REQUIRED ②	UNIT AREA (S.F.)	AREA IN SQUARE FEET
MA-D3-1a	54"	18"	GAR Hwy	8D/6D	5" 8D/5.33D 5"	①	4	GREEN	WHITE	WHITE	4 MOUNT ON MAST ARM	PAID UNDER ITEM 874.	
MA-D3-1a	40"	12"	GAR Hwy	6D/4D	2.75" 6D/4D 3.25"		1	GREEN	WHITE	WHITE	1 MOUNT ON MAST ARM SHAFT (PBS)	PAID UNDER ITEM 874.	
MA-D3-1b	54"	18"	James Reynolds Rd	6D/4D	2.75" 6D/4D 3.25"		2	GREEN	WHITE	WHITE	2 MOUNT ON MAST ARM SHAFT (PBS)	PAID UNDER ITEM 874.	
MA-D3-1c ③	40"	12"	Market St	6D/4D	3" 6D/4D 3"		3	GREEN	WHITE	WHITE	1 MOUNT ON MAST ARM SHAFT (PBS) P-5 2 REQ'D	PAID UNDER ITEM 874.	
MA-D3-1d (PBS)	36"	12"	Filko Ave	6D/4D	3" 6D/4D 3"		1	GREEN	WHITE	WHITE	1 MOUNT ON UPL (PBS)	PAID UNDER ITEM 874.	
MA-D3-1e	50"	18"	Maple Ave	8D/6D	5" 8D/5.33D 5"		2	GREEN	WHITE	WHITE	2 MOUNT ON MAST ARM	PAID UNDER ITEM 874.	
MA-D3-1f	76"	18"	Swansea Mall Dr	8D/6D	5" 8D/5.33D 5"		2	GREEN	WHITE	WHITE	2 MOUNT ON MAST ARM	PAID UNDER ITEM 874.	
MA-D3-1g ③	40"	12"	Milford Rd	6D/4D	3" 6D/4D 3"		3	GREEN	WHITE	WHITE	1 MOUNT ON UPL (PBS) P-5 2 REQ'D	PAID UNDER ITEM 874.	
MA-D3-1h	46"	12"	Michael Ave	6D/4D	3" 6D/4D 3"		1	GREEN	WHITE	WHITE	1 MOUNT ON UPL (PBS)	PAID UNDER ITEM 874.	
MA-D1-5	54"	54"	SEE SIGN DETAILS SHEET 119	SEE SIGN DETAILS SHEET 119			1	GREEN	WHITE	WHITE	1-GUIDE SIGN SUPPORT (ITEM 841.81)	20.25	20.25
MA-D1-5a	54"	54"	SEE SIGN DETAILS SHEET 119	SEE SIGN DETAILS SHEET 119			1	GREEN	WHITE	WHITE	1-GUIDE SIGN SUPPORT (ITEM 841.81)	20.25	20.25
MA-D1-5b	60"	54"	SEE SIGN DETAILS SHEET 119	SEE SIGN DETAILS SHEET 119			1	GREEN	WHITE	WHITE	1-GUIDE SIGN SUPPORT (ITEM 841.81)	22.50	22.50
MA-D1-7	66"	104"	SEE SIGN DETAILS SHEET 119	SEE SIGN DETAILS SHEET 119			1	GREEN	WHITE	WHITE	1-GUIDE SIGN SUPPORT (ITEM 841.81)	47.67	47.67
MA-D1-7a	66"	108"	SEE SIGN DETAILS SHEET 119	SEE SIGN DETAILS SHEET 119			1	GREEN	WHITE	WHITE	1-GUIDE SIGN SUPPORT (ITEM 841.81)	49.50	49.50
MA-D1-7b	66"	106"	SEE SIGN DETAILS SHEET 119	SEE SIGN DETAILS SHEET 119			1	GREEN	WHITE	WHITE	1-GUIDE SIGN SUPPORT (ITEM 841.81)	48.58	48.58
MA-D1-7c	66"	108"	SEE SIGN DETAILS SHEET 119	SEE SIGN DETAILS SHEET 119			1	GREEN	WHITE	WHITE	1-GUIDE SIGN SUPPORT (ITEM 841.81)	49.50	49.50
MA-D1-7d	66"	106"	SEE SIGN DETAILS SHEET 120	SEE SIGN DETAILS SHEET 120			2	GREEN	WHITE	WHITE	1-GUIDE SIGN SUPPORT (ITEM 841.81)	48.58	97.16
MA-D1-7e	66"	120"	SEE SIGN DETAILS SHEET 120	SEE SIGN DETAILS SHEET 120			2	GREEN	WHITE	WHITE	1-GUIDE SIGN SUPPORT (ITEM 841.81)	55.00	110.00
MA-D1-7f	66"	120"	SEE SIGN DETAILS SHEET 120	SEE SIGN DETAILS SHEET 120			1	GREEN	WHITE	WHITE	1-GUIDE SIGN SUPPORT (ITEM 841.81)	55.00	55.00
MA-D1-7g	66"	100"	SEE SIGN DETAILS SHEET 120	SEE SIGN DETAILS SHEET 120			1	GREEN	WHITE	WHITE	1-GUIDE SIGN SUPPORT (ITEM 841.81)	45.83	45.83
MA-D1-7h	66"	120"	SEE SIGN DETAILS SHEET 120	SEE SIGN DETAILS SHEET 120			1	GREEN	WHITE	WHITE	1-GUIDE SIGN SUPPORT (ITEM 841.81)	55.00	55.00
MA-D1-7j	66"	88"	SEE SIGN DETAILS SHEET 120	SEE SIGN DETAILS SHEET 120			1	GREEN	WHITE	WHITE	1-GUIDE SIGN SUPPORT (ITEM 841.81)	40.33	40.33
MA-D1-7k	120"	54"	SEE SIGN DETAILS SHEET 120	SEE SIGN DETAILS SHEET 120			1	GREEN	WHITE	WHITE	1 MOUNT ON MAST ARM	45.00	45.00
MA-D1-7m	66"	104"	SEE SIGN DETAILS SHEET 120	SEE SIGN DETAILS SHEET 120			1	GREEN	WHITE	WHITE	1-GUIDE SIGN SUPPORT (ITEM 841.81)	47.67	47.67

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES) LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.	NUMBER OF SIGNS REQUIRED	COLOR BACKGROUND	COLOR LEGEND	COLOR BORDER	POST SIZE AND NUMBER REQUIRED ②	UNIT AREA (S.F.)	AREA IN SQUARE FEET
MA-R10-12a	30"	36"	LEFT TURN YIELD ON FLASHING ③	SEE MASSDOT STANDARD DETAILS	SEE MASSDOT STANDARD DETAILS	SEE MASSDOT STANDARD DETAILS	4	WHITE	BLACK	BLACK	4 MOUNT ON MAST ARM	7.50	30.00
D11-1	24"	18"	BIKE ROUTE	①	①	①	4	GREEN	WHITE	WHITE	P-5 2 REQ'D 2 MOUNTED W/ D3-17	3.00	12.00
M1-1	24"	24"	INTERSTATE 195				5	BLUE/ RED	WHITE	WHITE	P-5 5 REQ'D	4.00	20.00
M1-4	24"	24"	6				5	WHITE	BLACK	BLACK	P-5 5 REQ'D	4.00	20.00
MA-M1-5 (136)	30"	24"	136				2	WHITE	BLACK	BLACK	P-5 2 REQ'D	5.00	10.00
MA-M1-5 (118)	30"	24"	118				1	WHITE	BLACK	BLACK	P-5 1 REQ'D	5.00	5.00
M2-1	21"	15"	JCT				2	BLUE	WHITE	WHITE	2 MOUNTED W/ M1-1	2.19	4.38
M2-1	21"	15"	JCT				2	WHITE	BLACK	WHITE	2 MOUNTED W/ M1-4	2.19	4.38
M3-1	24"	12"	NORTH				1	WHITE	BLACK	WHITE	1 MOUNTED W/ M1-5 (118)	2.00	2.00
M3-2	24"	12"	EAST				3	WHITE	BLACK	WHITE	3 MOUNTED W/ M1-4	2.00	6.00
M3-3	24"	12"	SOUTH				1	WHITE	BLACK	WHITE	1 MOUNTED W/ M1-5 (136)	2.00	2.00
M3-4	24"	12"	WEST				1	WHITE	BLACK	WHITE	1 MOUNTED W/ M1-4	2.00	2.00
M4-5	24"	12"	TO				3	BLUE	WHITE	WHITE	3 MOUNTED W/ M1-1	2.00	6.00
M5-1(R)	21"	15"					1	BLUE	WHITE	WHITE	1 MOUNTED W/ M1-1	2.19	2.19
M5-1(L)	21"	15"					1	BLUE	WHITE	WHITE	1 MOUNTED W/ M1-1	2.19	2.19
M6-2	21"	15"					1	BLUE	WHITE	WHITE	1 MOUNTED W/ M1-1	2.19	2.19
M6-4	21"	15"					2	WHITE	BLACK	WHITE	2 MOUNTED W/ M1-4	2.19	4.38

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TRAFFIC SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES) LETTER HEIGHT	TEXT DIMENSIONS (INCHES) VERTICAL SPACING	TEXT DIMENSIONS (INCHES) ARROW RTE. MKR.	NUMBER OF SIGNS REQUIRED	COLOR BACKGROUND	COLOR LEGEND	COLOR BORDER	POST SIZE AND NUMBER REQUIRED ②	UNIT AREA (S.F.)	AREA IN SQUARE FEET
OM1-1	18"	18"		①	①	①	1	YELLOW	YELLOW REFLECTORS	N/A	P-5 1 REQ'D	2.25	2.25
R1-1	30"	30"	STOP				4	RED	WHITE	WHITE	P-5 4 REQ'D	6.25	25.00
R1-2	30"	30"	YIELD				1	RED	WHITE	WHITE	P-5 1 REQ'D	6.25	6.25
R2-1(30)	24"	30"	SPEED LIMIT 30				1	WHITE	BLACK	BLACK	1 MOUNTED W/ W15-1	5.00	5.00
R2-1(35)	24"	30"	SPEED LIMIT 35				1	WHITE	BLACK	BLACK	P-5 1 REQ'D	5.00	5.00
R2-1(40)	24"	30"	SPEED LIMIT 40				5	WHITE	BLACK	BLACK	P-5 5 REQ'D	5.00	25.00
R2-1(45)	24"	30"	SPEED LIMIT 45				1	WHITE	BLACK	BLACK	P-5 1 REQ'D	5.00	5.00
R2-1(50)	24"	30"	SPEED LIMIT 50				1	WHITE	BLACK	BLACK	P-5 1 REQ'D	5.00	5.00
R3-2	36"	36"					4	WHITE	RED	WHITE	P-5 4 REQ'D	9.00	36.00
R3-7L	24"	24"	LEFT LANE MUST TURN LEFT				11	WHITE	BLACK	BLACK	P-5 11 REQ'D	4.00	44.00
R3-7R	24"	24"	RIGHT LANE MUST TURN LEFT				3	WHITE	BLACK	BLACK	P-5 3 REQ'D	4.00	12.00
R3-8c	48"	30"	ONLY ONLY				4	WHITE	BLACK	BLACK	2 P-5 4 REQ'D (ITEM 848.1)	10.00	40.00
R3-8d	64"	30"	ONLY ONLY ONLY ONLY				2	WHITE	BLACK	BLACK	2 P-5 2 REQ'D (ITEM 848.1)	13.33	26.66
R3-8e	48"	30"	ONLY ONLY ONLY				2	WHITE	BLACK	BLACK	2 P-5 2 REQ'D (ITEM 848.1)	10.00	20.00
R3-8f	48"	30"	ONLY ONLY ONLY				1	WHITE	BLACK	BLACK	2 P-5 1 REQ'D (ITEM 848.1)	10.00	10.00
R3-8g	48"	30"	ONLY ONLY ONLY				1	WHITE	BLACK	BLACK	2 P-5 1 REQ'D (ITEM 848.1)	10.00	10.00
R3-18	36"	36"					1	WHITE	RED	WHITE	1 MOUNTED W/ R4-7	9.00	9.00
R6-1	36"	12"	ONE WAY				1	WHITE	BLACK	WHITE	1 MOUNTED W/ R3-2	3.00	3.00

① SEE MUTCD 2009 EDITION, THE 2012 SUPLEMENT TO THE 2004 EDITION OF THE STANDARD HIGHWAY SIGNS AND SECTION M9.30.0 TYPE III OF THE MASSDOT STANDARD SPECIFICATION FOR TEXT DIMENSIONS AND COLOR.

② SEE STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, 1990.

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	118	238
PROJECT FILE NO.	608759		

PROPOSED SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES) LETTER HEIGHT	TEXT DIMENSIONS (INCHES) VERTICAL SPACING	TEXT DIMENSIONS (INCHES) ARROW RTE. MKR.	NUMBER OF SIGNS REQUIRED	COLOR BACKGROUND	COLOR LEGEND	COLOR BORDER	POST SIZE AND NUMBER REQUIRED ②	UNIT AREA (S.F.)	AREA IN SQUARE FEET
R3-17	24"	18"	BIKE LANE	①	①	①	4	BLACK	WHITE	WHITE	P-5 4 REQ'D	3.00	12.00
R3-17bP	24"	8"	ENDS				2	WHITE	BLACK	BLACK	2 MOUNT W/ R3-17	1.32	2.64
R4-7	24"	30"					4	WHITE	BLACK	BLACK	P-5 4 REQ'D	5.00	20.00
R6-1R	36"	12"	ONE WAY				1	WHITE	BLACK	BLACK	P-5 1 REQ'D	3.00	3.00
R10-7	24"	30"	DO NOT BLOCK INTERSECTION				1	WHITE	BLACK	BLACK	P-5 1 REQ'D	5.00	5.00
R10-11b	36"	36"	NO TURN ON RED				4	WHITE	BLACK	BLACK	2 MOUNT ON MAST ARM POLE 2 MOUNT ON SIGNAL POST	9.00	36.00
W4-2	36"	36"					1	YELLOW	BLACK	BLACK	P-5 1 REQ'D	9.00	9.00
W15-1	24"	24"					2	WHITE	BLACK	BLACK	P-5 2 REQ'D	4.00	8.00
D11-20	12"	18"	LEFT TURN WAY USE TURN BOX	SEE MUTCD 1A-20-1			2	GREEN	WHITE	WHITE	2 MOUNT W/ R3-7L	1.50	3.00
D11-20a	12"	18"	LEFT TURN BOX	SEE MUTCD 1A-20-1			2	GREEN	WHITE	WHITE	2 MOUNT ON MAST ARM POLE	1.50	3.00

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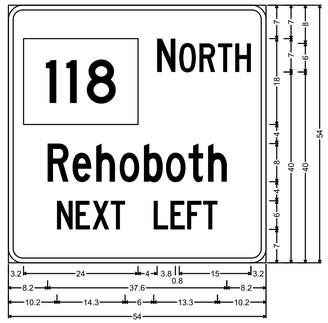
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

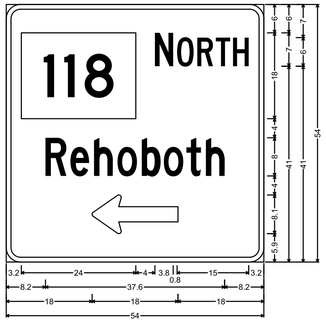
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MA	HSI/STP-003S(842)X	119	238
PROJECT FILE NO.	608759		

SIGN DETAILS

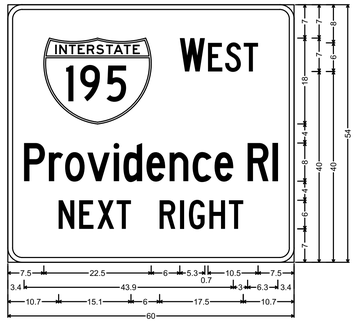
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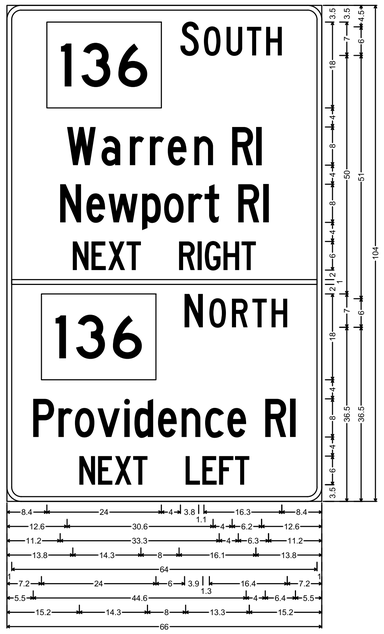
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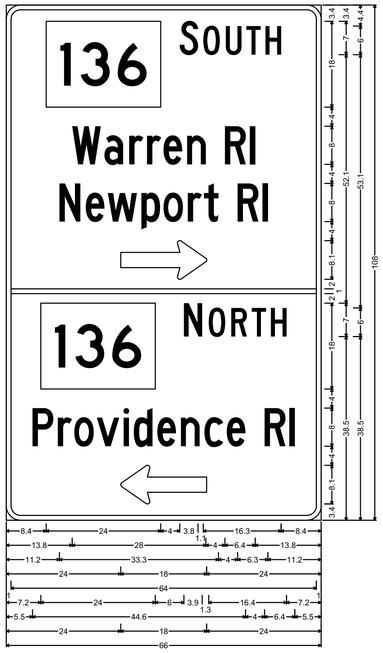
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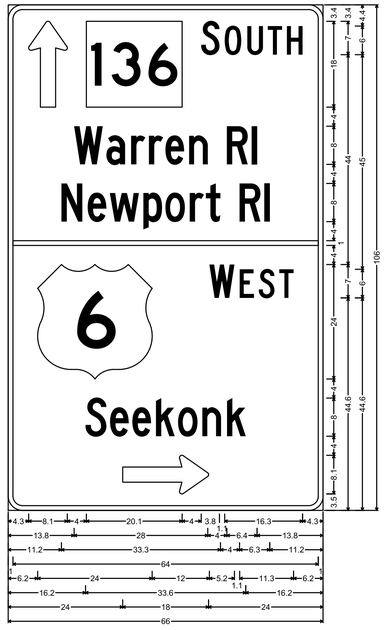
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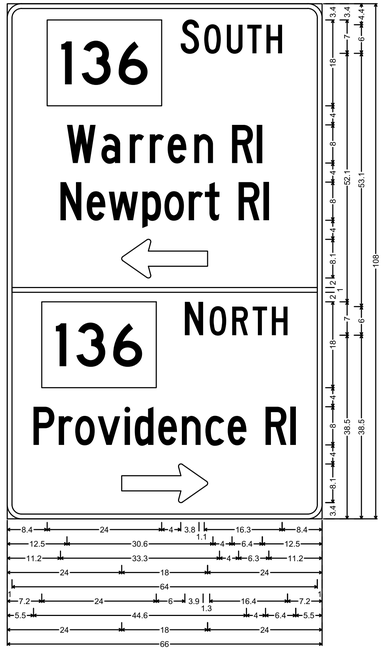
MA-D1-7a



MA-D1-7b



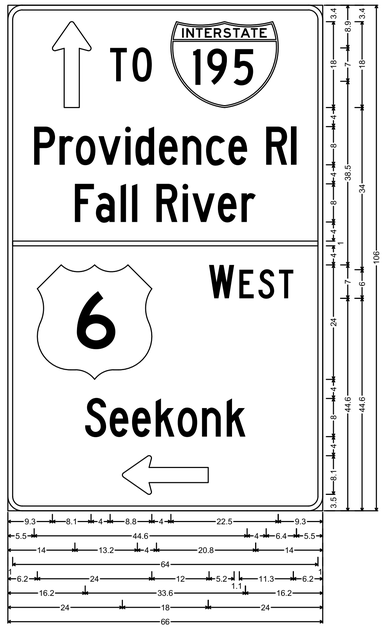
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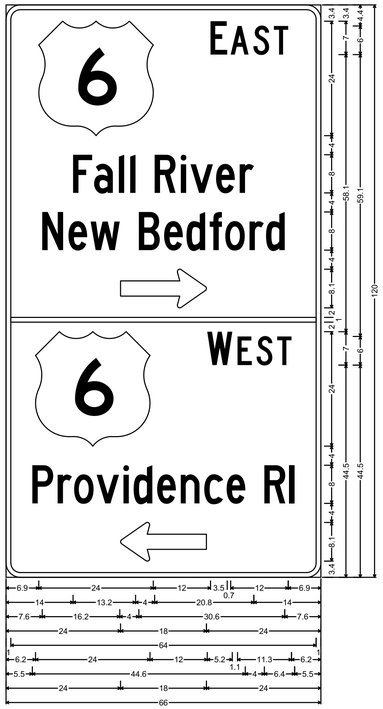
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MA	HSI/STP-003S(842)X	120	238
PROJECT FILE NO.	608759		

SIGN DETAILS

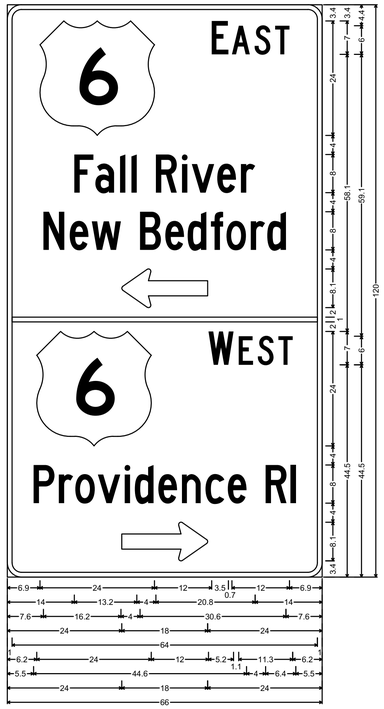
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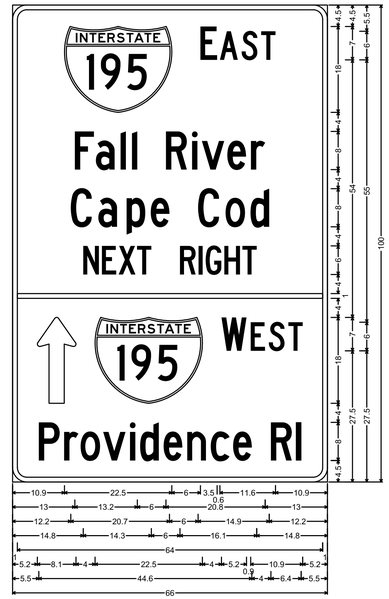
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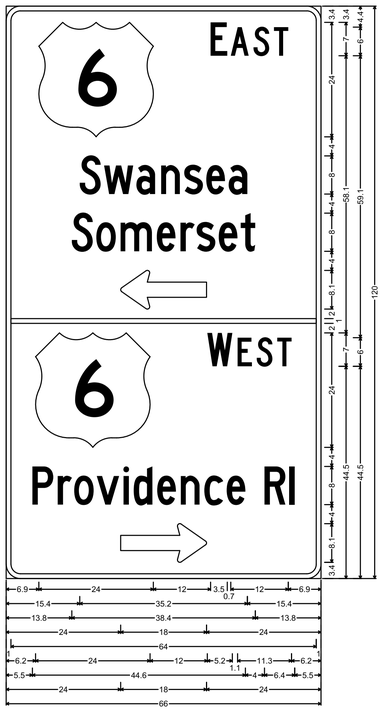
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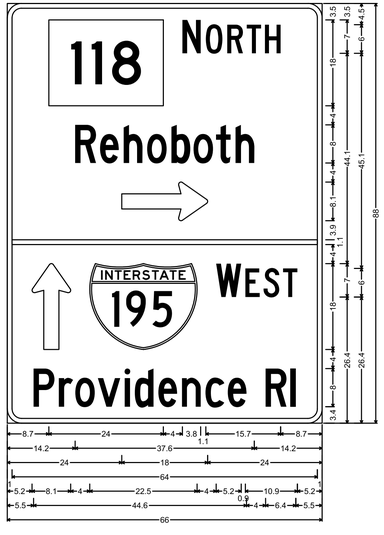
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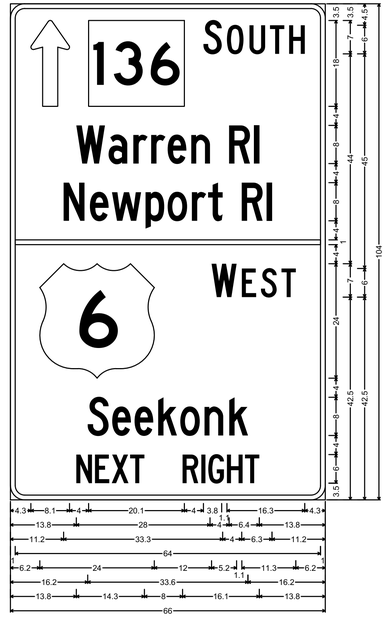
MA-D1-7h



MA-D1-7j



MA-D1-7m



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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

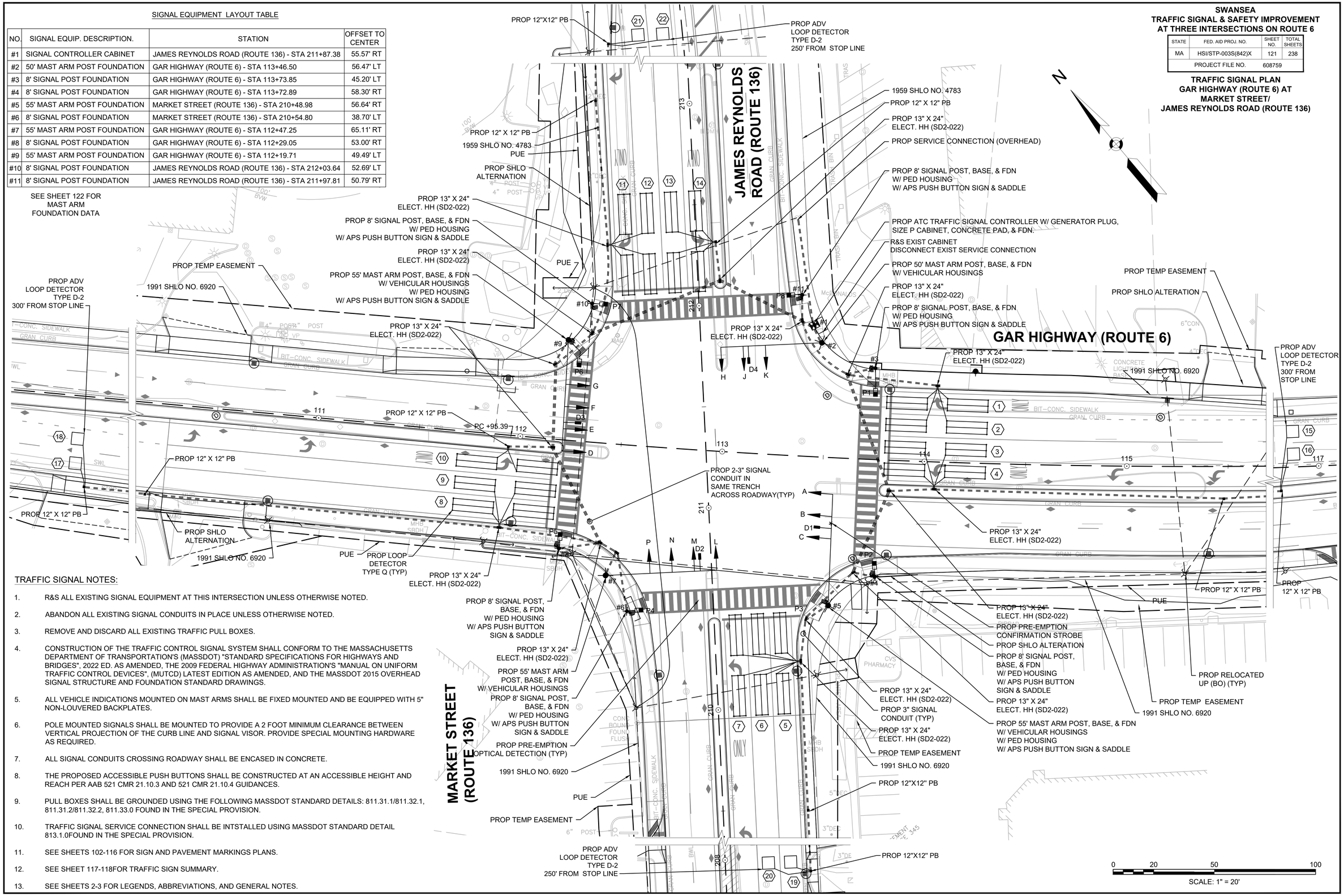
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	121	238
PROJECT FILE NO.	608759		

TRAFFIC SIGNAL PLAN
GAR HIGHWAY (ROUTE 6) AT MARKET STREET/ JAMES REYNOLDS ROAD (ROUTE 136)

SIGNAL EQUIPMENT LAYOUT TABLE

NO.	SIGNAL EQUIP. DESCRIPTION.	STATION	OFFSET TO CENTER
#1	SIGNAL CONTROLLER CABINET	JAMES REYNOLDS ROAD (ROUTE 136) - STA 211+87.38	55.57' RT
#2	50' MAST ARM POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 113+46.50	56.47' LT
#3	8' SIGNAL POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 113+73.85	45.20' LT
#4	8' SIGNAL POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 113+72.89	58.30' RT
#5	55' MAST ARM POST FOUNDATION	MARKET STREET (ROUTE 136) - STA 210+48.98	56.64' RT
#6	8' SIGNAL POST FOUNDATION	MARKET STREET (ROUTE 136) - STA 210+54.80	38.70' LT
#7	55' MAST ARM POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 112+47.25	65.11' RT
#8	8' SIGNAL POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 112+29.05	53.00' RT
#9	55' MAST ARM POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 112+19.71	49.49' LT
#10	8' SIGNAL POST FOUNDATION	JAMES REYNOLDS ROAD (ROUTE 136) - STA 212+03.64	52.69' LT
#11	8' SIGNAL POST FOUNDATION	JAMES REYNOLDS ROAD (ROUTE 136) - STA 211+97.81	50.79' RT

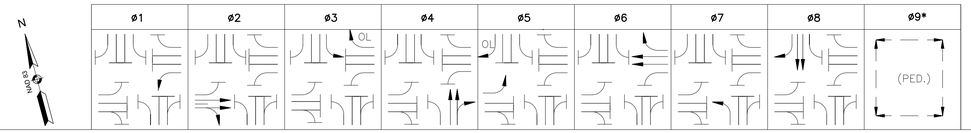
SEE SHEET 122 FOR MAST ARM FOUNDATION DATA



TRAFFIC SIGNAL NOTES:

1. R&S ALL EXISTING SIGNAL EQUIPMENT AT THIS INTERSECTION UNLESS OTHERWISE NOTED.
2. ABANDON ALL EXISTING SIGNAL CONDUITS IN PLACE UNLESS OTHERWISE NOTED.
3. REMOVE AND DISCARD ALL EXISTING TRAFFIC PULL BOXES.
4. CONSTRUCTION OF THE TRAFFIC CONTROL SIGNAL SYSTEM SHALL CONFORM TO THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION'S (MASSDOT) "STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES", 2022 ED. AS AMENDED, THE 2009 FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", (MUTCD) LATEST EDITION AS AMENDED, AND THE MASSDOT 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS.
5. ALL VEHICLE INDICATIONS MOUNTED ON MAST ARMS SHALL BE FIXED MOUNTED AND BE EQUIPPED WITH 5" NON-LOUVERED BACKPLATES.
6. POLE MOUNTED SIGNALS SHALL BE MOUNTED TO PROVIDE A 2 FOOT MINIMUM CLEARANCE BETWEEN VERTICAL PROJECTION OF THE CURB LINE AND SIGNAL VISOR. PROVIDE SPECIAL MOUNTING HARDWARE AS REQUIRED.
7. ALL SIGNAL CONDUITS CROSSING ROADWAY SHALL BE ENCASED IN CONCRETE.
8. THE PROPOSED ACCESSIBLE PUSH BUTTONS SHALL BE CONSTRUCTED AT AN ACCESSIBLE HEIGHT AND REACH PER AAB 521 CMR 21.10.3 AND 521 CMR 21.10.4 GUIDANCES.
9. PULL BOXES SHALL BE GROUNDED USING THE FOLLOWING MASSDOT STANDARD DETAILS: 811.31.1/811.32.1, 811.31.2/811.32.2, 811.33.0 FOUND IN THE SPECIAL PROVISION.
10. TRAFFIC SIGNAL SERVICE CONNECTION SHALL BE INTSTALLED USING MASSDOT STANDARD DETAIL 813.1.0FOUND IN THE SPECIAL PROVISION.
11. SEE SHEETS 102-116 FOR SIGN AND PAVEMENT MARKINGS PLANS.
12. SEE SHEET 117-118FOR TRAFFIC SIGN SUMMARY.
13. SEE SHEETS 2-3 FOR LEGENDS, ABBREVIATIONS, AND GENERAL NOTES.

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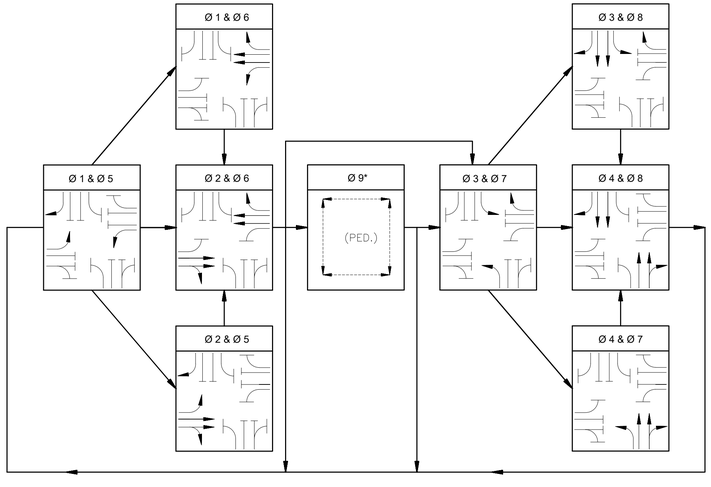


SEQUENCE AND TIMING FOR FULL ACTUATED CONTROL (ISOLATED)

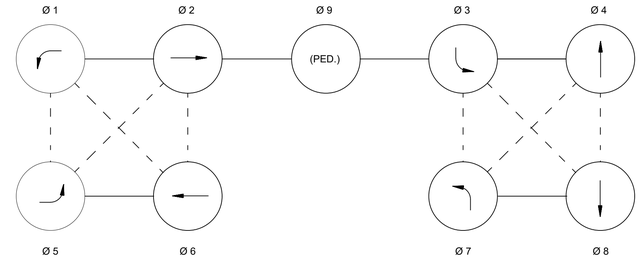
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GAR HIGHWAY (ROUTE 6)	EB-LT	A	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	GL	YL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	FRL
GAR HIGHWAY (ROUTE 6)	EB	B,C	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FY
GAR HIGHWAY (ROUTE 6)	WB-LT	D	GL	YL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	FRL
GAR HIGHWAY (ROUTE 6)	WB	E,F	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	FY
GAR HIGHWAY (ROUTE 6)	WB-RT	G	R	R	R	R	R	R	R/GR	R/YR	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	FY
MARKET STREET (ROUTE 136)	NB-LT	H	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	GL	YL	RL	RL	RL	RL	RL	RL	RL	FRL
MARKET STREET (ROUTE 136)	NB	J,K	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
JAMES REYNOLDS ROAD (ROUTE 136)	SB-LT	L	RL	RL	RL	RL	RL	RL	GL	YL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	FRL
JAMES REYNOLDS ROAD (ROUTE 136)	SB	M,N	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	FR
JAMES REYNOLDS ROAD (ROUTE 136)	SB-RT	P	R	R	R	R	R	R	R	R	R	R	R	R	R/GR	R/YR	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
PEDESTRIAN CROSSING	NB-SB	P1,P2	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OFF
PEDESTRIAN CROSSING	EB-WB	P3,P4	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OFF
PEDESTRIAN CROSSING	NB-SB	P5,P6	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OFF
PEDESTRIAN CROSSING	EB-WB	P7,P8	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OFF
TIMING IN SECONDS																														
MINIMUM GREEN (INITIAL)			6			12			6			12			6			12			6			12			-			EMERGENCY ONLY
PASSAGE TIME (VEHICLE)			3			3			3			3			3			3			3			3			-			
MAXIMUM 1			16			36			13			23			31			21			19			17			-			
MAXIMUM 2			21			34			10			23			29			26			18			15			-			
YELLOW CLEARANCE				3			5			3			4			3			5			3			4			-		
RED CLEARANCE					3			1			3			2			3			1			3			2			4	
WALK (W)																											7			
PEDESTRIAN CLEARANCE																												22		
RECALL			OFF			OFF			OFF			SOFT			OFF			OFF			OFF			SOFT			OFF			
MEMORY			NON-LOCKING			NON-LOCKING			NON-LOCKING			NON-LOCKING			NON-LOCKING			NON-LOCKING			NON-LOCKING			NON-LOCKING			LOCKING			

MAX 1: ALL OTHER TIMES
MAX 2: 3:00 PM - 7:00 PM
* PEDESTRIAN PHASE PUSH BUTTON ACTUATED ONLY.

PREFERENTIAL PHASING SEQUENCE

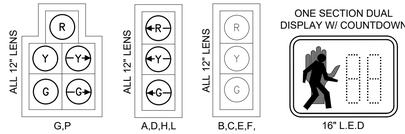


NEMA DUAL RING PHASING NOTES:



1. PHASES ASSOCIATED BY A SOLID LINE SHALL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.
3. THROUGH MOVEMENTS MAY INCLUDE RIGHT TURNS.
4. IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT SHALL NOT CHANGE DURING THE CHANGE INTERVAL(S) UNLESS OTHERWISE NOTED.

SIGNAL IDENTIFICATION



NOTES:

1. ALL SIGNALS SHALL HAVE CUTAWAY TUNNEL VISORS.
2. ALL SIGNALS SHALL BE 12" LED WITH 5" NON-LOUVERED BACKPLATES.
3. ALL BACKPLATES SHALL HAVE A 3" RETROREFLECTIVE BORDER.

FIRE PREEMPTION SCHEDULE

APPROACH	PREEMPTION RECEIVER	PREEMPTION PHASE	NEXT PHASE CALLED
EASTBOUND	D1	2+5	2+6
WESTBOUND	D3	1+6	2+6
NORTHBOUND	D4	4+7	4+8
SOUTHBOUND	D2	3+8	4+8

EMERGENCY VEHICLE PREEMPTION OPERATION:

1. EMERGENCY VEHICLE PREEMPTION SHALL BE ACTUATED BY AN OPTICAL SIGNAL FROM AN OPTICAL EMITTER MOUNTED ON AN EMERGENCY VEHICLE AND RECEIVED BY AN OPTICAL DETECTOR LOCATED AT INTERSECTION. A SEPARATE RECEIVING DETECTOR IS REQUIRED FOR EACH DETECTED APPROACH.
2. PREEMPTION SIGNALS FROM MULTIPLE APPROACHES SHALL BE SERVICED ON A FIRST DETECTED FIRST SERVED BASIS.
3. IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL TIME THE CLEARANCE INTERVALS OF THE ACTIVE PHASE (IF DIFFERENT THAT TO BE SERVICED) AND ADVANCE TO AND/OR HOLD IN EMERGENCY VEHICLE PREEMPTION PHASE UNTIL PREEMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME CLEARANCES AND SIMILARLY SERVICE OTHER EMERGENCY VEHICLE PREEMPTION SEQUENCES IN THE ORDER RECEIVED (IF RECEIVED) OTHERWISE, RESUME NORMAL PREFERENTIAL PHASE SEQUENCE.
4. PREEMPTION MINIMUM GREENS SHALL BE TEN SECONDS.
5. NORMAL CLEARANCES SHALL BE PROVIDED ON PHASES THAT ARE TERMINATED BY PREEMPTION DEMAND.
6. ACTUAL TIMMING FOR PREEMPTION SHALL BE DETERMINED IN THE FIELD IN COORDINATION WITH THE FIRE DEPARTMENT AND SHALL BE APPROVED BY MASSDOT PRIOR TO OPERATION.

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	122	238
PROJECT FILE NO.	608759		

TRAFFIC SIGNAL DETAILS
GAR HIGHWAY (ROUTE 6) AT MARKET STREET/ JAMES REYNOLDS ROAD (ROUTE 136)

PAY ITEM	QUANTITY	ITEM
816.01	1	ATC TRAFFIC CONTROLLER, CABINET, CONCRETE PAD, & FDN.
	1	SERVICE CONNECTION, TYPE OVERHEAD
	6	8' SIGNAL POLE, BASE, & FDN.
	1	50 FT TYPE II, GALV. STEEL MAST ARM ASSEMBLY , BASE & FDN.
	3	55 FT TYPE II, GALV. STEEL MAST ARM ASSEMBLY , BASE & FDN.
	12	1 WAY, 3 SECTION, SIGNAL HOUSING (12" L.E.D.)
	2	1 WAY, 5 SECTION, SIGNAL HOUSING (12" L.E.D.)
	8	5" 3-SECTION BACKPLATES (NON-LOUVERED) WITH 3" RETROREFLECTIVE BORDER
	4	5" 4-SECTION BACKPLATES (NON-LOUVERED) WITH 3" RETROREFLECTIVE BORDER
	2	5" 5-SECTION BACKPLATES (NON-LOUVERED) WITH 3" RETROREFLECTIVE BORDER
	8	16" PEDESTRIAN COUNTDOWN HOUSING, TYPE L.E.D. (INT'L SYMBOL)
	8	PEDESTRIAN PUSH BUTTON, SIGN & SADDLES (APS)
	14	DUAL CHANNEL LOOP DETECTOR AMPLIFIER (CARD RACK)
	36	ROADWAY LOOP DETECTOR (SEE LOOP DETECTOR DATA TABLE)
	4	EMERGENCY VEHICLE PRE-EMPTION RECEIVER-SINGLE CHANNEL
	2	EMERGENCY VEHICLE PRE-EMPTION PHASE SELECTOR MODULE-DUAL CHANNEL
	1	PRE-EMPTION CARD RACK
	1	EMERGENCY VEHICLE PRE-EMPTION CONFIRMATION STROBE (WHITE)
	1	GENERATOR PLUG W/ TRANSFER SWITCH
811.22	16	13" X 24" ELECTRIC HANDHOLE - SD2.022
811.31	10	12" X 12" PULL BOX
		Plus all necessary duct, cable, labor, miscellaneous material and equipment to complete the installation.

LOOP DETECTOR DATA

SEE PLAN SHEET-LOOP DETECTOR DETAILS FOR LOOP CONSTRUCTION. SPLICING, DETAILS & NOTES. DELAY TIME EFFECTIVE ONLY DURING CALLED Ø RED. TIME IN SEC.

DETECTOR NUMBER	AMPLIFIER NUMBER	CHANNEL NUMBER	LOOP SIZE	NUM. OF TURNS	Ø CALLED	Ø EXT.	MODE A=PULSE B=PRES.	DELAY TIME	EXT. TIME
1	1	1	2@20'X6'	2-4-2	6	6	B	-	-
2	2	1	2@20'X6'	2-4-2	6	6	B	-	-
3	2	2	2@20'X6'	2-4-2	6	6	B	-	-
4	3	1	2@20'X6'	2-4-2	1	1	B	-	-
5	4	1	2@20'X6'	2-4-2	4	4	B	-	-
6	4	2	2@20'X6'	2-4-2	4	4	B	-	-
7	5	1	2@20'X6'	2-4-2	7	7	B	-	-
8	6	1	2@20'X6'	2-4-2	2	2	B	-	-
9	6	2	2@20'X6'	2-4-2	2	2	B	-	-
10	7	1	2@20'X6'	2-4-2	5	5	B	-	-
11	8	1	2@20'X6'	2-4-2	8	8	B	-	-
12	9	1	2@20'X6'	2-4-2	8	8	B	-	-
13	9	2	2@20'X6'	2-4-2	8	8	B	-	-
14	10	1	2@20'X6'	2-4-2	3	3	B	-	-
15	11	1	1@6'X6'	3	-	6	A	-	3
16	11	2	1@6'X6'	3	-	6	A	-	3
17	12	1	1@6'X6'	3	-	2	A	-	3
18	12	2	1@6'X6'	3	-	2	A	-	3
19	13	1	1@6'X6'	3	-	4	A	-	3
20	13	2	1@6'X6'	3	-	4	A	-	3
21	14	1	1@6'X6'	3	-	8	A	-	3
22	14	2	1@6'X6'	3	-	8	A	-	3

MAST ARM FOUNDATION DESIGN TABLE - 130 MPH DESIGN WIND SPEED

Location	Street Name	Station	Offset	Soil Type	Design Boring	Mast Arm Length	Diameter	Depth	Vert. Bars	Tie Bars
#2	Route 6	113+46.50	56.47' Left	Wet Sand (Loose)	B-2	50'	4'-0"	18'-6"	18-#9	#5 @ 6"
#5	Route 136	210+48.98	56.64' Right	Wet Sand (Dense)	B-3	55'	4'-6"	14'-6"	18-#10	#5 @ 5"
#7	Route 6	112+47.25	65.11' Right	Wet Sand (Dense)	B-4	55'	4'-6"	14'-6"	18-#10	#5 @ 5"
#9	Route 6	112+19.71	49.49' Left	Wet Sand (Dense)	B-1	55'	4'-6"	14'-6"	18-#10	#5 @ 5"

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

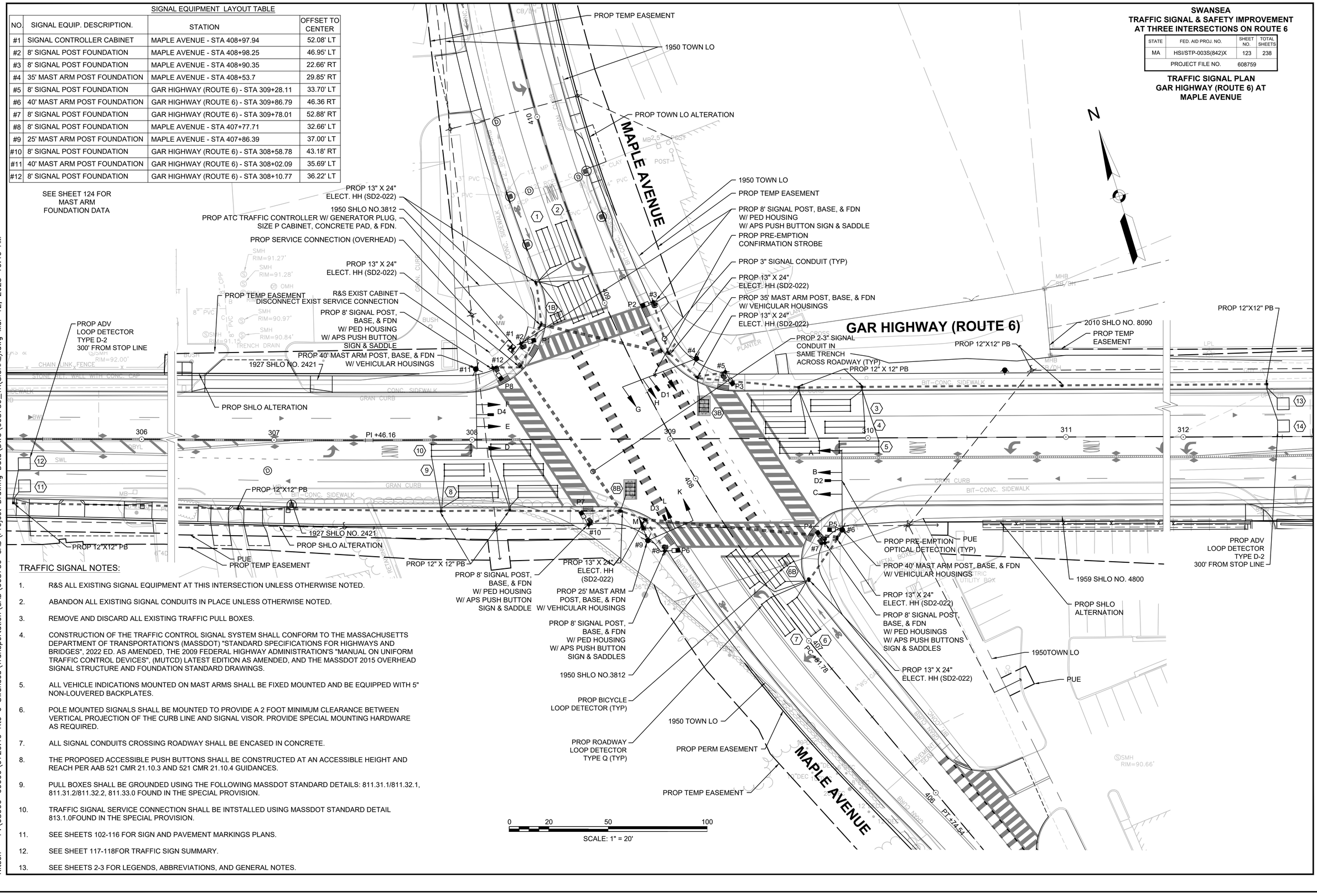
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	123	238
PROJECT FILE NO.	608759		

TRAFFIC SIGNAL PLAN
GAR HIGHWAY (ROUTE 6) AT MAPLE AVENUE

SIGNAL EQUIPMENT LAYOUT TABLE

NO.	SIGNAL EQUIP. DESCRIPTION.	STATION	OFFSET TO CENTER
#1	SIGNAL CONTROLLER CABINET	MAPLE AVENUE - STA 408+97.94	52.08' LT
#2	8' SIGNAL POST FOUNDATION	MAPLE AVENUE - STA 408+98.25	46.95' LT
#3	8' SIGNAL POST FOUNDATION	MAPLE AVENUE - STA 408+90.35	22.66' RT
#4	35' MAST ARM POST FOUNDATION	MAPLE AVENUE - STA 408+53.7	29.85' RT
#5	8' SIGNAL POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 309+28.11	33.70' LT
#6	40' MAST ARM POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 309+86.79	46.36 RT
#7	8' SIGNAL POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 309+78.01	52.88' RT
#8	8' SIGNAL POST FOUNDATION	MAPLE AVENUE - STA 407+77.71	32.66' LT
#9	25' MAST ARM POST FOUNDATION	MAPLE AVENUE - STA 407+86.39	37.00' LT
#10	8' SIGNAL POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 308+58.78	43.18' RT
#11	40' MAST ARM POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 308+02.09	35.69' LT
#12	8' SIGNAL POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 308+10.77	36.22' LT

SEE SHEET 124 FOR MAST ARM FOUNDATION DATA



TRAFFIC SIGNAL NOTES:

1. R&S ALL EXISTING SIGNAL EQUIPMENT AT THIS INTERSECTION UNLESS OTHERWISE NOTED.
2. ABANDON ALL EXISTING SIGNAL CONDUITS IN PLACE UNLESS OTHERWISE NOTED.
3. REMOVE AND DISCARD ALL EXISTING TRAFFIC PULL BOXES.
4. CONSTRUCTION OF THE TRAFFIC CONTROL SIGNAL SYSTEM SHALL CONFORM TO THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION'S (MASSDOT) "STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES", 2022 ED. AS AMENDED, THE 2009 FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", (MUTCD) LATEST EDITION AS AMENDED, AND THE MASSDOT 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS.
5. ALL VEHICLE INDICATIONS MOUNTED ON MAST ARMS SHALL BE FIXED MOUNTED AND BE EQUIPPED WITH 5" NON-LOUVERED BACKPLATES.
6. POLE MOUNTED SIGNALS SHALL BE MOUNTED TO PROVIDE A 2 FOOT MINIMUM CLEARANCE BETWEEN VERTICAL PROJECTION OF THE CURB LINE AND SIGNAL VISOR. PROVIDE SPECIAL MOUNTING HARDWARE AS REQUIRED.
7. ALL SIGNAL CONDUITS CROSSING ROADWAY SHALL BE ENCASED IN CONCRETE.
8. THE PROPOSED ACCESSIBLE PUSH BUTTONS SHALL BE CONSTRUCTED AT AN ACCESSIBLE HEIGHT AND REACH PER AAB 521 CMR 21.10.3 AND 521 CMR 21.10.4 GUIDANCES.
9. PULL BOXES SHALL BE GROUNDED USING THE FOLLOWING MASSDOT STANDARD DETAILS: 811.31.1/811.32.1, 811.31.2/811.32.2, 811.33.0 FOUND IN THE SPECIAL PROVISION.
10. TRAFFIC SIGNAL SERVICE CONNECTION SHALL BE INTSTALLED USING MASSDOT STANDARD DETAIL 813.1.0FOUND IN THE SPECIAL PROVISION.
11. SEE SHEETS 102-116 FOR SIGN AND PAVEMENT MARKINGS PLANS.
12. SEE SHEET 117-118FOR TRAFFIC SIGN SUMMARY.
13. SEE SHEETS 2-3 FOR LEGENDS, ABBREVIATIONS, AND GENERAL NOTES.

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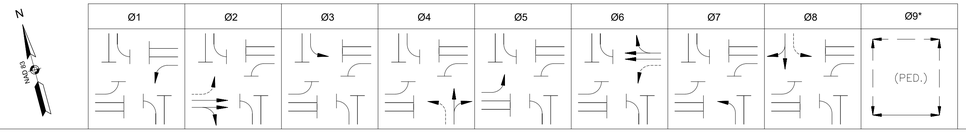
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608759_TR(SIGNAL).DWG Plotted on 12-Mar-2025 10:40 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	124	238
	PROJECT FILE NO.	608759	

TRAFFIC SIGNAL DETAILS
GAR HIGHWAY (ROUTE 6) AT MAPLE AVENUE



SEQUENCE AND TIMING FOR FULL ACTUATED CONTROL (COORDINATED)

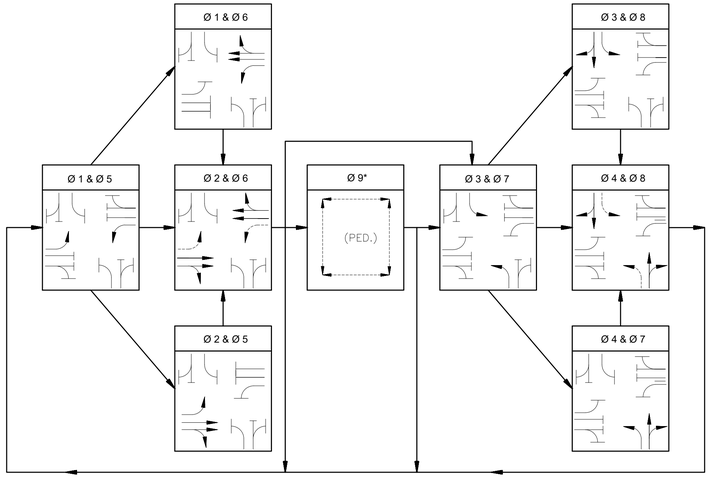
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GAR HIGHWAY (ROUTE 6)	EB-LT	A	RL	RL	RL	FYL	YL	RL	RL	RL	RL	RL	RL	RL	GL	YL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	FRL
GAR HIGHWAY (ROUTE 6)	EB	B,C	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FY
GAR HIGHWAY (ROUTE 6)	WB-LT	D	GL	YL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	FYL	YL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	FRL
GAR HIGHWAY (ROUTE 6)	WB	E,F	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	FY
MAPLE AVENUE	NB-LT	G	RL	RL	RL	RL	RL	RL	RL	RL	RL	FYL	YL	RL	RL	RL	RL	RL	RL	RL	GL	YL	RL	RL	RL	RL	RL	RL	RL	FRL
MAPLE AVENUE	NB	H,J	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
MAPLE AVENUE	SB-LT	K	RL	RL	RL	RL	RL	RL	GL	YL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	FYL	YL	RL	RL	RL	RL	FRL
MAPLE AVENUE	SB	L,M	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	FR
PEDESTRIAN CROSSING	EB-WB	P1,P2	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OFF
PEDESTRIAN CROSSING	NB-SB	P3,P4	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OFF
PEDESTRIAN CROSSING	EB-WB	P5,P6	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OFF
PEDESTRIAN CROSSING	NB-SB	P7,P8	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OFF
TIMING IN SECONDS																														
MINIMUM GREEN (INITIAL)			6			12			6			12			6			12			6			12			-			
PASSAGE TIME (VEHICLE)			3			3			3			3			3			3			3			3			-			
MAXIMUM 1 (FREE OPERATION)			6			21			6			28			6			21			6			28			-			
MAXIMUM 2 (DURING COORDINATION)			12			23			6			30			6			29			6			30			-			
YELLOW CLEARANCE				4			5			3			4			4			5			3			4			-		
RED CLEARANCE					2			1			3			2			2			1			3			2				4
WALK (W)																											7			
PEDESTRIAN CLEARANCE																												21		
RECALL			OFF			SOFT			OFF			OFF			OFF			SOFT			OFF			OFF			OFF			
MEMORY			NON-LOCKING			NON-LOCKING			NON-LOCKING			NON-LOCKING			NON-LOCKING			NON-LOCKING			NON-LOCKING			NON-LOCKING			LOCKING			

EMERGENCY ONLY

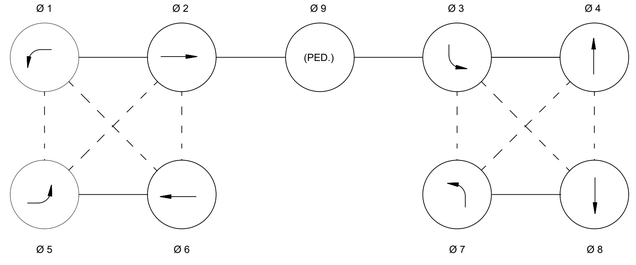
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TP1 M-F (6AM-9AM)	85	Ø2&6 BOG/45	12	27	12	34	12	27	12	34	*	
TP2 M-F (3PM-7PM)	85	Ø2&6 BOG/40	18	29	12	26	12	35	12	26	*	
TP3 SAT (11AM-6PM)	90	Ø2&6 BOG/47	18	26	12	34	12	32	12	34	*	

* PEDESTRIAN PHASE PUSH BUTTON ACTUATED ONLY. WHEN ACTUATED, COORDINATION IS OVERRIDDEN.

PREFERENTIAL PHASING SEQUENCE

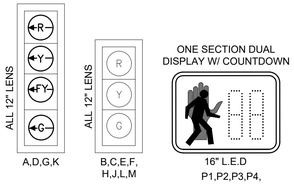


NEMA DUAL RING PHASING NOTES:



1. PHASES ASSOCIATED BY A SOLID LINE SHALL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.
3. THROUGH MOVEMENTS MAY INCLUDE RIGHT TURNS.
4. IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT SHALL NOT CHANGE DURING THE CHANGE INTERVAL(S) UNLESS OTHERWISE NOTED.

SIGNAL IDENTIFICATION



NOTES:

1. ALL SIGNALS SHALL HAVE CUTAWAY TUNNEL VISORS.
2. ALL SIGNALS SHALL BE 12" LED WITH 5" NON-LOUVERED BACKPLATES.
3. ALL BACKPLATES SHALL HAVE A 3" RETROREFLECTIVE BORDER.

FIRE PREEMPTION SCHEDULE

APPROACH	PREEMPTION RECEIVER	PREEMPTION PHASE	NEXT PHASE CALLED
EASTBOUND	D2	1+6	2+6
WESTBOUND	D4	2+5	2+6
NORTHBOUND	D1	4+7	4+8
SOUTHBOUND	D3	3+8	4+8

EMERGENCY VEHICLE PREEMPTION OPERATION:

1. EMERGENCY VEHICLE PREEMPTION SHALL BE ACTUATED BY AN OPTICAL SIGNAL FROM AN OPTICAL EMITTER MOUNTED ON AN EMERGENCY VEHICLE AND RECEIVED BY AN OPTICAL DETECTOR LOCATED AT INTERSECTION. A SEPARATE RECEIVING DETECTOR IS REQUIRED FOR EACH DETECTED APPROACH.
2. PREEMPTION SIGNALS FROM MULTIPLE APPROACHES SHALL BE SERVICED ON A FIRST DETECTED FIRST SERVED BASIS.
3. IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL TIME THE CLEARANCE INTERVALS OF THE ACTIVE PHASE (IF DIFFERENT THAT TO BE SERVICED) AND ADVANCE TO AND/OR HOLD IN EMERGENCY VEHICLE PREEMPTION PHASE UNTIL PREEMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME CLEARANCES AND SIMILARLY SERVICE OTHER EMERGENCY VEHICLE PREEMPTION SEQUENCES IN THE ORDER RECEIVED (IF RECEIVED) OTHERWISE, RESUME NORMAL PREFERENTIAL PHASE SEQUENCE.
4. PREEMPTION MINIMUM GREENS SHALL BE TEN SECONDS.
5. NORMAL CLEARANCES SHALL BE PROVIDED ON PHASES THAT ARE TERMINATED BY PREEMPTION DEMAND.
6. ACTUAL TIMMING FOR PREEMPTION SHALL BE DETERMINED IN THE FIELD IN COORDINATION WITH THE FIRE DEPARTMENT AND SHALL BE APPROVED BY MASSDOT PRIOR TO OPERATION.

MAJOR ITEMS REQUIRED

PAY ITEM	QUANTITY	ITEM
816.02	1	ATC TRAFFIC CONTROLLER, CABINET, CONCRETE PAD, & FDN.
	1	SERVICE CONNECTION, TYPE OVERHEAD
	7	8' SIGNAL POLE, BASE, & FDN.
	1	25 FT TYPE II, GALV. STEEL MAST ARM ASSEMBLY , BASE & FDN.
	1	35 FT TYPE II, GALV. STEEL MAST ARM ASSEMBLY , BASE & FDN.
	2	40 FT TYPE II, GALV. STEEL MAST ARM ASSEMBLY , BASE & FDN.
	8	1 WAY, 3 SECTION, SIGNAL HOUSING (12" L.E.D.)
	4	1 WAY, 4 SECTION, SIGNAL HOUSING (12" L.E.D.)
	8	5" 3-SECTION BACKPLATES (NON-LOUVERED) WITH 3" RETROREFLECTIVE BORDER
	4	5" 4-SECTION BACKPLATES (NON-LOUVERED) WITH 3" RETROREFLECTIVE BORDER
	8	16" PEDESTRIAN COUNTDOWN HOUSING, TYPE L.E.D. (INT'L SYMBOL)
	8	PEDESTRIAN PUSH BUTTON, SIGN & SADDLES (APS)
	12	DUAL CHANNEL LOOP DETECTOR AMPLIFIER (CARD RACK)
	26	ROADWAY LOOP DETECTOR (SEE LOOP DETECTOR DATA TABLE)
	4	EMERGENCY VEHICLE PRE-EMPTION RECEIVER-SINGLE CHANNEL
	2	EMERGENCY VEHICLE PRE-EMPTION PHASE SELECTOR MODULE-DUAL CHANNEL
	1	PRE-EMPTION CARD RACK
	1	EMERGENCY VEHICLE PRE-EMPTION CONFIRMATION STROBE (WHITE)
	1	GPS UNIT
	1	GENERATOR PLUG W/ TRANSFER SWITCH
811.22	9	13" X 24" ELECTRIC HANDHOLE - SD2.022
811.31	8	12" X 12" PULL BOX
		Plus all necessary duct, cable, labor, miscellaneous material and equipment to complete the installation.

LOOP DETECTOR DATA

SEE PLAN SHEET-LOOP DETECTOR DETAILS FOR LOOP CONSTRUCTION. SPLICING, DETAILS & NOTES. DELAY TIME EFFECTIVE ONLY DURING CALLED Ø RED. TIME IN SEC.

DETECTOR NUMBER	AMPLIFIER NUMBER	CHANNEL NUMBER	LOOP SIZE	NUM. OF TURNS	Ø CALLED	Ø EXT.	MODE A=PULSE B=PRES.	DELAY TIME	EXT. TIME
1B	1	1	1@4.5'X6'	2-4-2	8	8	B	-	-
1	1	2	2@20'X6'	2-4-2	8	8	B	-	-
2	2	1	2@20'X6'	2-4-2	3	3	B	-	-
3B	3	1	1@4.5'X6'	2-4-2	2	2	B		
3	3	2	2@20'X6'	2-4-2	2	2	B	-	-
4	4	1	2@20'X6'	2-4-2	2	2	B	-	-
5	5	1	2@20'X6'	2-4-2	5	5	B	-	-
6B	6	1	1@4.5'X6'	2-4-2	4	4	B	-	-
6	6	2	2@20'X6'	2-4-2	4	4	B	-	-
7	7	1	2@20'X6'	2-4-2	7	7	B	-	-
8B	8	1	1@4.5'X6'	2-4-2	6	6	B		
8	8	2	2@20'X6'	2-4-2	6	6	B	-	-
9	9	1	2@20'X6'	2-4-2	6	6	B	-	-
10	10	1	2@20'X6'	2-4-2	1	1	B	-	-
11	11	1	1@6'X6'	3	-	6	A	-	3
12	11	2	1@6'X6'	3	-	6	A	-	3
13	12	1	1@6'X6'	3	-	2	A	-	3
14	12	2	1@6'X6'	3	-	2	A	-	3

MAST ARM FOUNDATION DESIGN TABLE - 130 MPH DESIGN WIND SPEED

Location	Street Name	Station	Offset	Soil Type	Design Boring	Mast Arm Length	Diameter	Depth	Vert. Bars	Tie Bars
#4	Maple Ave	408+53.70	29.85 Right	Wet Sand (Dense)	B-6	35'	3'-6"	12'-6"	18-#8	#5 @ 8"
#6	Route 6	309+86.79	46.36' Right	Wet Sand (Dense)	B-7	40'	3'-6"	12'-6"	18-#8	#5 @ 8"
#9	Maple Ave	407+86.39	37.00' Left	Wet Sand (Dense)	B-8	25'	3'-6"	10'-0"	18-#8	#5 @12"
#11	Route 6	308+02.09	36.22' Left	Wet Sand (Dense)	B-5	40'	3'-6"	12'-6"	18-#8	#5 @ 8"

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	125	238
PROJECT FILE NO.	608759		

TRAFFIC SIGNAL PLAN
GAR HIGHWAY (ROUTE 6) AT
SWANSEA MALL DRIVE (ROUTE 118)

SIGNAL EQUIPMENT LAYOUT TABLE

NO.	SIGNAL EQUIP. DESCRIPTION.	STATION	OFFSET TO CENTER
#1	SIGNAL CONTROLLER CABINET	SWANSEA MALL DRIVE (ROUTE 118) - STA 600+58.52	51.72' RT
#2	40' MAST ARM POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 511+67.72	44.73' RT
#3	35' MAST ARM POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 510+89.65	44.73' RT
#4	8' SIGNAL POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 510+83.36	44.18' RT
#5	35' MAST ARM POST FOUNDATION	GAR HIGHWAY (ROUTE 6) - STA 510+63.61	47.43' LT
#6	8' SIGNAL POST FOUNDATION	SWANSEA MALL DRIVE (ROUTE 118) - STA 600+67.44	60.69' LT
#7	10' SIGNAL POST FOUNDATION	SWANSEA MALL DRIVE (ROUTE 118) - STA 600+58.89	5.50' LT
#8	8' SIGNAL POST FOUNDATION	SWANSEA MALL DRIVE (ROUTE 118) - STA 600+63.69	46.69' RT

*CONTRACTOR IS HEREBY ADVISED OF AN OBSTRUCTION THAT WAS ENCOUNTERED DURING SOIL BORINGS B-1-S & B-1A-S AT THE PROPOSED LOCATION FOR MAST ARM #3 (STA 510+89.65, 44.73'RT). THE CONTRACTOR SHALL REMOVE THIS OBSTRUCTION AS PART OF THE MAST ARM FOUNDATION CONSTRUCTION. CONTRACTOR SHALL REFER TO THE SPECIAL PROVISION FOR ITEM 816.03 FOR MORE DETAILS.

SEE SHEET 126 FOR MAST ARM FOUNDATION DATA

SWANSEA MALL DRIVE (ROUTE 118)

GAR HIGHWAY (ROUTE 6)

1970 SHLO NO. 5853

1926 SHLO NO. 2335

PUE

PROP 13" X 24" ELECT. HH (SD2-022)

PROP 3" SIGNAL CONDUIT (TYP)

PROP 8' SIGNAL POST, BASE, & FDN W/ PED HOUSING W/ APS PUSH BUTTON SIGN & SADDLE

PROP 35' MAST ARM POST, BASE, & FDN W/ VEHICULAR HOUSINGS W/ PED HOUSING W/ APS PUSH BUTTON SIGN & SADDLE

PROP ADV LOOP DETECTOR TYPE D-2 300' FROM STOP LINE

PROP 10' SIGNAL POST, BASE, & FDN W/ VEHICULAR HOUSING W/ PED HOUSINGS W/ APS PUSH BUTTONS SIGNS & SADDLE

PROP 8' SIGNAL POST, BASE, & FDN W/ PED HOUSING W/ APS PUSH BUTTON SIGN & SADDLE

PROP ATC CONTROLLER W/ GENERATOR PLUG, SIZE P CABINET, CONCRETE PAD, & FDN.

PROP SERVICE CONNECTION (OVERHEAD)

R&S EXIST CABINET DISSONNECT EXIST SERVICE CONNECTION

PROP 12" X 12" PB

PROP RELOCATED UP (BO) (TYP)

PROP 12"X12" PB

PROP 2-3" SIGNAL CONDUIT IN SAME TRENCH ACROSS ROADWAY(TYP)

PROP TYPE Q LOOP DETECTOR (TYP)

PROP SHLO ALTERNATION

PROP TEMP EASEMENT

PROP 13" X 24" ELECT. HH (SD2-022)

PROP PRE-EMPTION CONFIRMATION STROBE

PROP 40' MAST ARM POST, BASE, & FDN W/ VEHICULAR HOUSINGS

PROP PRE-EMPTION OPTICAL DETECTION (TYP)

PROP 35' MAST ARM POST, BASE, & FDN W/ VEHICULAR HOUSINGS W/ PED HOUSING W/ APS PUSH BUTTON SIGN & SADDLES

PROP 8' SIGNAL POST, BASE, & FDN W/ PED HOUSING W/ APS PUSH BUTTON SIGN & SADDLE

0 20 50 100

SCALE: 1" = 20'

TRAFFIC SIGNAL NOTES:

1. R&S ALL EXISTING SIGNAL EQUIPMENT AT THIS INTERSECTION UNLESS OTHERWISE NOTED.
2. ABANDON ALL EXISTING SIGNAL CONDUITS IN PLACE UNLESS OTHERWISE NOTED.
3. REMOVE AND DISCARD ALL EXISTING TRAFFIC PULL BOXES.
4. CONSTRUCTION OF THE TRAFFIC CONTROL SIGNAL SYSTEM SHALL CONFORM TO THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION'S (MASSDOT) "STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES", 2022 ED. AS AMENDED, THE 2009 FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", (MUTCD) LATEST EDITION AS AMENDED, AND THE MASSDOT 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS.
5. ALL VEHICLE INDICATIONS MOUNTED ON MAST ARMS SHALL BE FIXED MOUNTED AND BE EQUIPPED WITH 5" NON-LOUVERED BACKPLATES.
6. POLE MOUNTED SIGNALS SHALL BE MOUNTED TO PROVIDE A 2 FOOT MINIMUM CLEARANCE BETWEEN VERTICAL PROJECTION OF THE CURB LINE AND SIGNAL VISOR. PROVIDE SPECIAL MOUNTING HARDWARE AS REQUIRED.
7. ALL SIGNAL CONDUITS CROSSING ROADWAY SHALL BE ENCASED IN CONCRETE.
8. THE PROPOSED ACCESSIBLE PUSH BUTTONS SHALL BE CONSTRUCTED AT AN ACCESSIBLE HEIGHT AND REACH PER AAB 521 CMR 21.10.3 AND 521 CMR 21.10.4 GUIDANCES.
9. PULL BOXES SHALL BE GROUNDED USING THE FOLLOWING MASSDOT STANDARD DETAILS: 811.31.1/811.32.1, 811.31.2/811.32.2, 811.33.0 FOUND IN THE SPECIAL PROVISION.
10. TRAFFIC SIGNAL SERVICE CONNECTION SHALL BE INTSTALLED USING MASSDOT STANDARD DETAIL 813.1.0FOUND IN THE SPECIAL PROVISION.
11. SEE SHEETS 102-116 FOR SIGN AND PAVEMENT MARKINGS PLANS.
12. SEE SHEET 117-118FOR TRAFFIC SIGN SUMMARY.
13. SEE SHEETS 2-3 FOR LEGENDS, ABBREVIATIONS, AND GENERAL NOTES.

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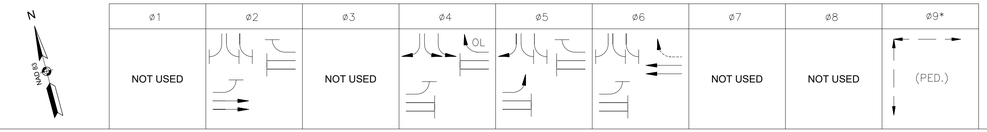
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	126	238
PROJECT FILE NO.	608759		

TRAFFIC SIGNAL DETAILS GAR HIGHWAY (ROUTE 6) AT SWANSEA MALL DRIVE (ROUTE 118)



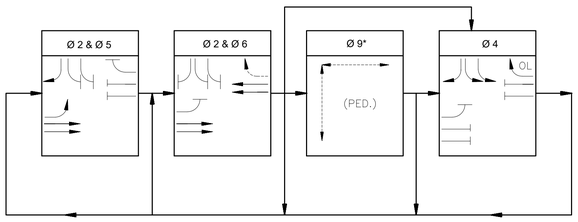
SEQUENCE AND TIMING FOR FULL ACTUATED CONTROL (COORDINATED)

STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	FLASH OPER.
GAR HIGHWAY (ROUTE 6)	EB-LT	A				RL	RL	RL				RL	RL	RL	GL	YL	RL	RL	RL	RL							RL	RL	RL	FRL
GAR HIGHWAY (ROUTE 6)	EB	B,C				G	Y	R				R	R	R	R	R	R	R	R	R							R	R	R	FY
GAR HIGHWAY (ROUTE 6)	WB	D,E				R	R	R				R	R	R	R	R	R	G	Y	R							R	R	R	FY
GAR HIGHWAY (ROUTE 6)	WB-RT	F				R	R	R				R/GR	R/YR	R	R	R	R	G	Y	R							R	R	R	FY
SWANSEA MALL DRIVE (ROUTE 118)	SB	G,H,J				R	R	R				G	Y	R	R	R	R	R	R	R							R	R	R	FR
SWANSEA MALL DRIVE (ROUTE 118)	SB-RT	K				R	R	R				G	Y	R	R/GR	R/YR	R	R	R	R							R	R	R	FR
PEDESTRIAN CROSSING	NB-SB	P1,P2				DW	DW	DW				DW	DW	DW	DW	DW	DW	DW	DW	DW							W	FDW	DW	OFF
PEDESTRIAN CROSSING	EB-WB	P3,P4				DW	DW	DW				DW	DW	DW	DW	DW	DW	DW	DW	DW							W	FDW	DW	OFF
PEDESTRIAN CROSSING	EB-WB	P5,P6				DW	DW	DW				DW	DW	DW	DW	DW	DW	DW	DW	DW							W	FDW	DW	OFF
TIMING IN SECONDS																														
MINIMUM GREEN (INITIAL)						10						6			6			10									-			EMERGENCY ONLY
PASSAGE TIME (VEHICLE)						2						2			2			2									-			
MAXIMUM 1 (FREE OPERATION)						59						14			27			25									-			
MAXIMUM 2 (DURING COORDINATION)						61						17			27			29									-			
YELLOW CLEARANCE							5						3			4			5									-		
RED CLEARANCE								1						3			3			1										4
WALK (W)																											7			
PEDESTRIAN CLEARANCE																												23		
RECALL						SOFT						OFF			OFF			SOFT									OFF			
MEMORY						NON-LOCKING						NON-LOCKING			NON-LOCKING			NON-LOCKING									LOCKING			

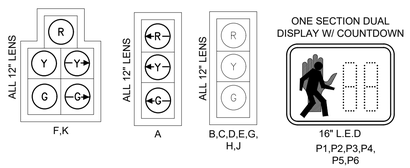
COORDINATION DATA			COORDINATION PHASE TIMING																											
TIMING PLAN	CYCLE LENGTH	REF/OFFSET	SEC.			SEC.			SEC.			SEC.			SEC.			SEC.			SEC.			SEC.			SEC.			SEC.		
TP1 M-F (6AM-9AM)	85	Ø6 BOG/0				65						20			34			31									*			
TP2 M-F (3PM-7PM)	85	Ø6 BOG/84				66						19			36			30									*			
TP3 SAT-SUN (11AM-6PM)	90	Ø6 BOG/3				67						23			38			29									*			

* PEDESTRIAN PHASE PUSH BUTTON ACTUATED ONLY. WHEN ACTUATED, COORDINATION IS OVERRIDDEN.

PREFERENTIAL PHASING SEQUENCE



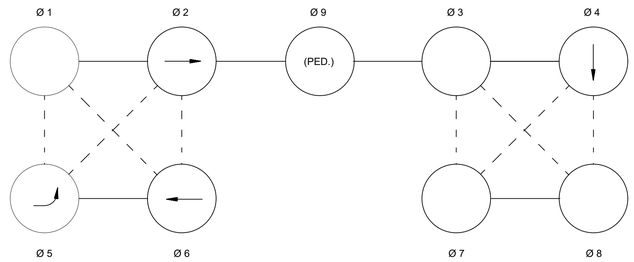
SIGNAL IDENTIFICATION



NOTES:

1. ALL SIGNALS SHALL HAVE CUTAWAY TUNNEL VISORS.
2. ALL SIGNALS SHALL BE 12" LED WITH 5" NON-LOUVERED BACKPLATES.
3. ALL BACKPLATES SHALL HAVE A 3" RETROREFLECTIVE BORDER.

NEMA DUAL RING PHASING NOTES:



1. PHASES ASSOCIATED BY A SOLID LINE SHALL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.
3. THROUGH MOVEMENTS MAY INCLUDE RIGHT TURNS.
4. IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT SHALL NOT CHANGE DURING THE CHANGE INTERVAL(S) UNLESS OTHERWISE NOTED.

FIRE PREEMPTION SCHEDULE

APPROACH	PREEMPTION RECEIVER	PREEMPTION PHASE	NEXT PHASE CALLED
EASTBOUND	D2	2+5	2+6
WESTBOUND	D3	6	4
SOUTHBOUND	D1	4	2+5

EMERGENCY VEHICLE PREEMPTION OPERATION:

1. EMERGENCY VEHICLE PREEMPTION SHALL BE ACTUATED BY AN OPTICAL SIGNAL FROM AN OPTICAL EMITTER MOUNTED ON AN EMERGENCY VEHICLE AND RECEIVED BY AN OPTICAL DETECTOR LOCATED AT INTERSECTION. A SEPARATE RECEIVING DETECTOR IS REQUIRED FOR EACH DETECTED APPROACH.
2. PREEMPTION SIGNALS FROM MULTIPLE APPROACHES SHALL BE SERVICED ON A FIRST DETECTED FIRST SERVED BASIS.
3. IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL TIME THE CLEARANCE INTERVALS OF THE ACTIVE PHASE (IF DIFFERENT THAT TO BE SERVICED) AND ADVANCE TO AND/OR HOLD IN EMERGENCY VEHICLE PREEMPTION PHASE UNTIL PREEMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME CLEARANCES AND SIMILARLY SERVICE OTHER EMERGENCY VEHICLE PREEMPTION SEQUENCES IN THE ORDER RECEIVED (IF RECEIVED) OTHERWISE, RESUME NORMAL PREFERENTIAL PHASE SEQUENCE.
4. PREEMPTION MINIMUM GREENS SHALL BE TEN SECONDS.
5. NORMAL CLEARANCES SHALL BE PROVIDED ON PHASES THAT ARE TERMINATED BY PREEMPTION DEMAND.
6. ACTUAL TIMMING FOR PREEMPTION SHALL BE DETERMINED IN THE FIELD IN COORDINATION WITH THE FIRE DEPARTMENT AND SHALL BE APPROVED BY MASSDOT PRIOR TO OPERATION.

PAY ITEM	QUANTITY	MAJOR ITEMS REQUIRED ITEM
816.03	1	ATC TRAFFIC CONTROLLER, CABINET, CONCRETE PAD, & FDN.
	1	SERVICE CONNECTION, TYPE OVERHEAD
	3	8' SIGNAL POLE, BASE, & FDN.
	1	10' SIGNAL POLE, BASE, & FDN.
	2	35 FT TYPE II, GALV. STEEL MAST ARM ASSEMBLY , BASE & FDN.
	1	40 FT TYPE II, GALV. STEEL MAST ARM ASSEMBLY , BASE & FDN.
	8	1 WAY, 3 SECTION, SIGNAL HOUSING (12" L.E.D.)
	2	1 WAY, 5 SECTION, SIGNAL HOUSING (12" L.E.D.)
	8	5" 3-SECTION BACKPLATES (NON-LOUVERED) WITH 3" RETROREFLECTIVE BORDER
	2	5" 5-SECTION BACKPLATES (NON-LOUVERED) WITH 3" RETROREFLECTIVE BORDER
	6	16" PEDESTRIAN COUNTDOWN HOUSING, TYPE L.E.D. (INT'L SYMBOL)
	6	PEDESTRIAN PUSH BUTTON, SIGN & SADDLES (APS)
	8	DUAL CHANNEL LOOP DETECTOR AMPLIFIER (CARD RACK)
	22	ROADWAY LOOP DETECTOR (SEE LOOP DETECTOR DATA TABLE)
	3	EMERGENCY VEHICLE PRE-EMPTION RECEIVER-SINGLE CHANNEL
	2	EMERGENCY VEHICLE PRE-EMPTION PHASE SELECTOR MODULE-DUAL CHANNEL
	1	PRE-EMPTION CARD RACK
	1	EMERGENCY VEHICLE PRE-EMPTION CONFIRMATION STROBE (WHITE)
	1	GPS UNIT
	1	GENERATOR PLUG W/ TRANSFER SWITCH
811.22	9	13" X 24" ELECTRIC HANDHOLE - SD2.022
811.31	7	12" X 12" PULL BOX
		Plus all necessary duct, cable, labor, miscellaneous
		material and equipment to complete the installation.

LOOP DETECTOR DATA

SEE PLAN SHEET-LOOP DETECTOR DETAILS FOR LOOP CONSTRUCTION. SPLICING, DETAILS & NOTES. DELAY TIME EFFECTIVE ONLY DURING CALLED Ø RED. TIME IN SEC.

DETECTOR NUMBER	AMPLIFIER NUMBER	CHANNEL NUMBER	LOOP SIZE	NUM. OF TURNS	Ø CALLED	Ø EXT.	MODE A=PULSE B=PRES.	DELAY TIME	EXT. TIME
1	1	1	2@20'X6'	2-4-2	6	6	B	-	-
2	1	2	2@20'X6'	2-4-2	6	6	B	-	-
3	2	1	2@20'X6'	2-4-2	6	6	B	-	-
4	3	1	2@20'X6'	2-4-2	2	2	B	-	-
5	3	2	2@20'X6'	2-4-2	2	2	B	-	-
6	4	1	2@20'X6'	2-4-2	5	5	B	-	-
7	5	1	2@20'X6'	2-4-2	4	4	B	-	-
8	5	2	2@20'X6'	2-4-2	4	4	B	-	-
9	6	1	2@20'X6'	2-4-2	4	4	B	-	-
10	7	1	1@6'X6'	3	-	6	A	-	3
11	7	2	1@6'X6'	3	-	6	A	-	3
12	8	1	1@6'X6'	3	-	2	A	-	3
13	8	2	1@6'X6'	3	-	2	A	-	3

MAST ARM FOUNDATION DESIGN TABLE - 130 MPH DESIGN WIND SPEED									
Location	Street Name	Station	Offset	Soil Type	Design Boring	Mast Arm Length	Diameter	Depth	Vert. Bars	Tie Bars
#2	Route 6	511+67.72	44.73' Right	Wet Sand (Dense)	B-10	40'	3'-6"	12'-6"	18-#8	#5 @ 8"
#3*	Route 6	510+89.65	44.73' Right	Dry Sand (Loose)	B-1A-S / B-1-S	35'	3'-6"	13'-6"	18-#8	#5 @ 8"
#5	Route 6	510+63.61	47.43' Left	Wet Sand (Loose)	B-9	35	3'-6"	17'-0"	18-#8	#5 @ 8"

*CONTRACTOR IS HEREBY ADVISED OF AN OBSTRUCTION THAT WAS ENCOUNTERED DURING SOIL BORINGS B-1-S & B-1A-S AT THE PROPOSED LOCATION FOR MAST ARM #3 (STA 510+89.65, 44.73'RT). THE CONTRACTOR SHALL REMOVE THIS OBSTRUCTION AS PART OF THE MAST ARM FOUNDATION CONSTRUCTION. CONTRACTOR SHALL REFER TO THE SPECIAL PROVISION FOR ITEM 816.03 FOR MORE DETAILS.

LEGEND

- COORDINATED PHASE(S) GREEN TIME
- NON-COORDINATED PHASE(S) GREEN TIME
- CLEARANCE TIME (YELLOW + RED+PED)
- INTERSECTION-INTERSECTION COORDINATION BAND
- PHASE MOVEMENT

HOR. SCALE IN FEET

200 0 200 400

20 0 20 40

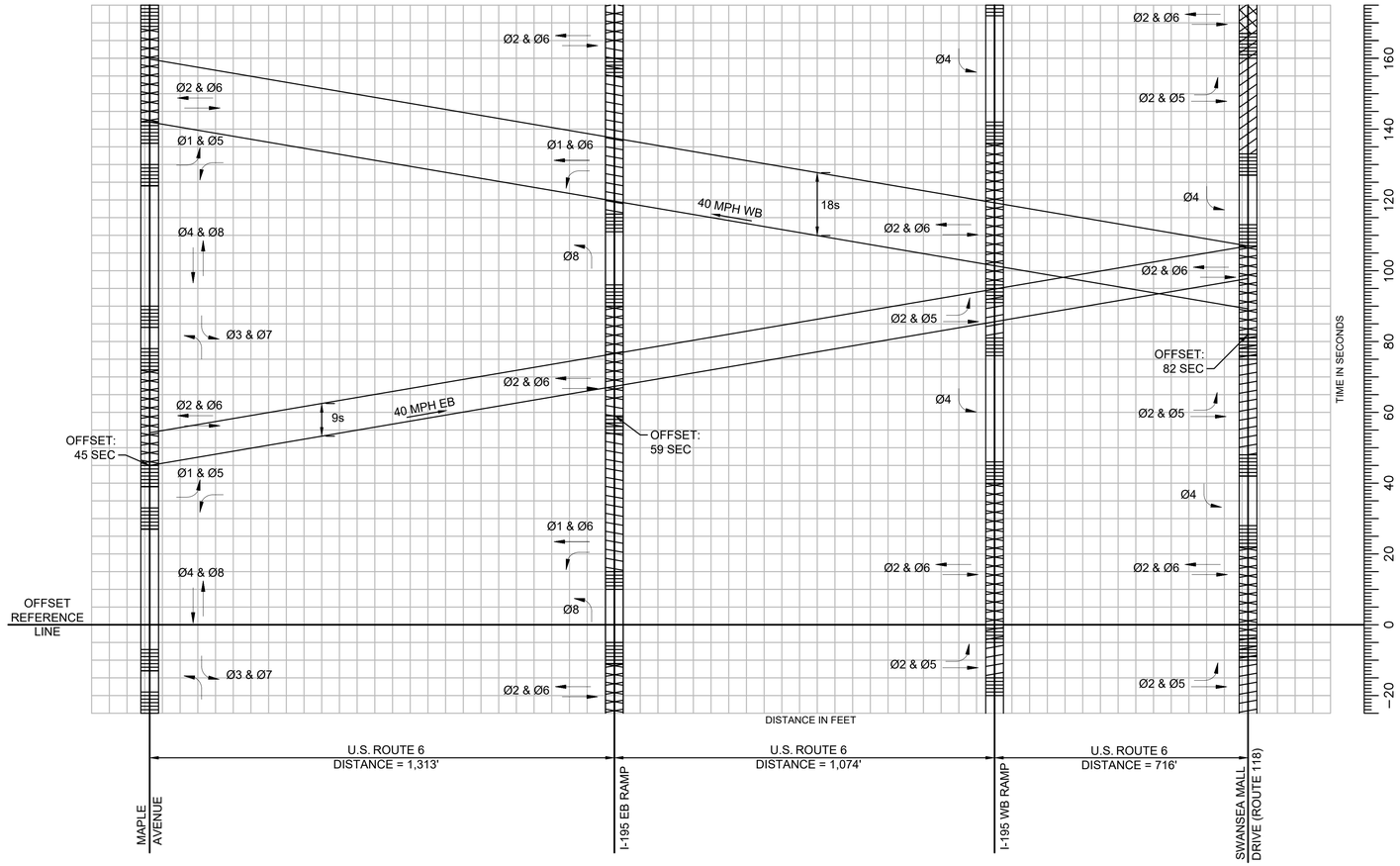
VER. SCALE IN SECONDS

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	127	238
PROJECT FILE NO.	608759		

TRAFFIC SIGNAL PLAN
TIME-SPACE DIAGRAM
AM PEAK HOUR

PLAN 1 - U.S. ROUTE 6
WEEKDAY AM PEAK
85 SECOND CYCLE



DAILY COORDINATION PROGRAM

	MONDAY THRU FRIDAY	SATURDAY THRU SUNDAY
PLAN 1 85" CYCLE	06:00 - 9:00	-
PLAN 2 85" CYCLE	15:00 - 19:00	-
PLAN 3 90" CYCLE	-	11:00 - 18:00
FREE OPERATION	ALL OTHER TIMES	ALL OTHER TIMES
FLASH OPERATION	-	-

DAILY COORDINATION NOTES:

1. MAX 1 TO RUN DURING FREE OPERATION.

U.S. ROUTE 6 AT MAPLE AVENUE
COORDINATION DATA (SECONDS)

	PLAN 1 (WEEKDAY AM)	PLAN 2 (WEEKDAY PM)	PLAN 3 (SAT-SUN)
CYCLE LENGTH	85	85	90
OFFSET	45	40	47
SPLIT Ø1	12	12	12
SPLIT Ø2	27	35	32
SPLIT Ø3	12	12	12
SPLIT Ø4	34	26	34
SPLIT Ø5	12	18	18
SPLIT Ø6	27	29	26
SPLIT Ø7	12	12	12
SPLIT Ø8	34	26	34
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

U.S. ROUTE 6 AT I-195 EB RAMP
COORDINATION DATA (SECONDS)

	PLAN 1 (WEEKDAY AM)	PLAN 2 (WEEKDAY PM)	PLAN 3 (SAT-SUN)
CYCLE LENGTH	85	85	90
OFFSET	59	55	51
SPLIT Ø1	39	39	25
SPLIT Ø2 & Ø6	31	31	45
SPLIT Ø8	15	15	20
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

U.S. ROUTE 6 AT I-195 WB RAMP
COORDINATION DATA (SECONDS)

	PLAN 1 (WEEKDAY AM)	PLAN 2 (WEEKDAY PM)	PLAN 3 (SAT-SUN)
CYCLE LENGTH	85	85	90
OFFSET	0	0	0
SPLIT Ø2 & Ø6	40	39	45
SPLIT Ø4	30	35	30
SPLIT Ø5	15	11	15
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

U.S. ROUTE 6 AT SWANSEA MALL DRIVE
(ROUTE 118)
COORDINATION DATA (SECONDS)

	PLAN 1 (WEEKDAY AM)	PLAN 2 (WEEKDAY PM)	PLAN 3 (SAT-SUN)
CYCLE LENGTH	85	85	90
OFFSET	0	84	3
SPLIT Ø2 & Ø6	31	30	29
SPLIT Ø4	20	19	23
SPLIT Ø5	34	36	38
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

U.S. ROUTE 6 COORDINATION NOTES:

1. MASTER CONTROLLER TO BE LOCATED AT U.S. ROUTE 6 AND I-195 WB RAMP. CONTRACTOR SHALL BE RESPONSIBLE TO MAKE NECESSARY PROGRAMMING FOR TRAFFIC SIGNAL CONTROLLER AT THE INTERSECTION OF U.S. ROUTE 6 AT I-195 EB RAMP AND THE INTERSECTION OF U.S. ROUTE 6 AT I-195 WB RAMP TO ENSURE PROPER OPERATION.
2. ALL OFFSETS REFERENCED TO THE BEGINNING OF GREEN OF THE COORDINATED PHASES.
3. PEDESTRIAN PHASE PUSH BUTTON ACTUATED ONLY, WHEN ACTUATED, COORDINATION IS OVERRIDDEN.

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	128	238
PROJECT FILE NO.	608759		

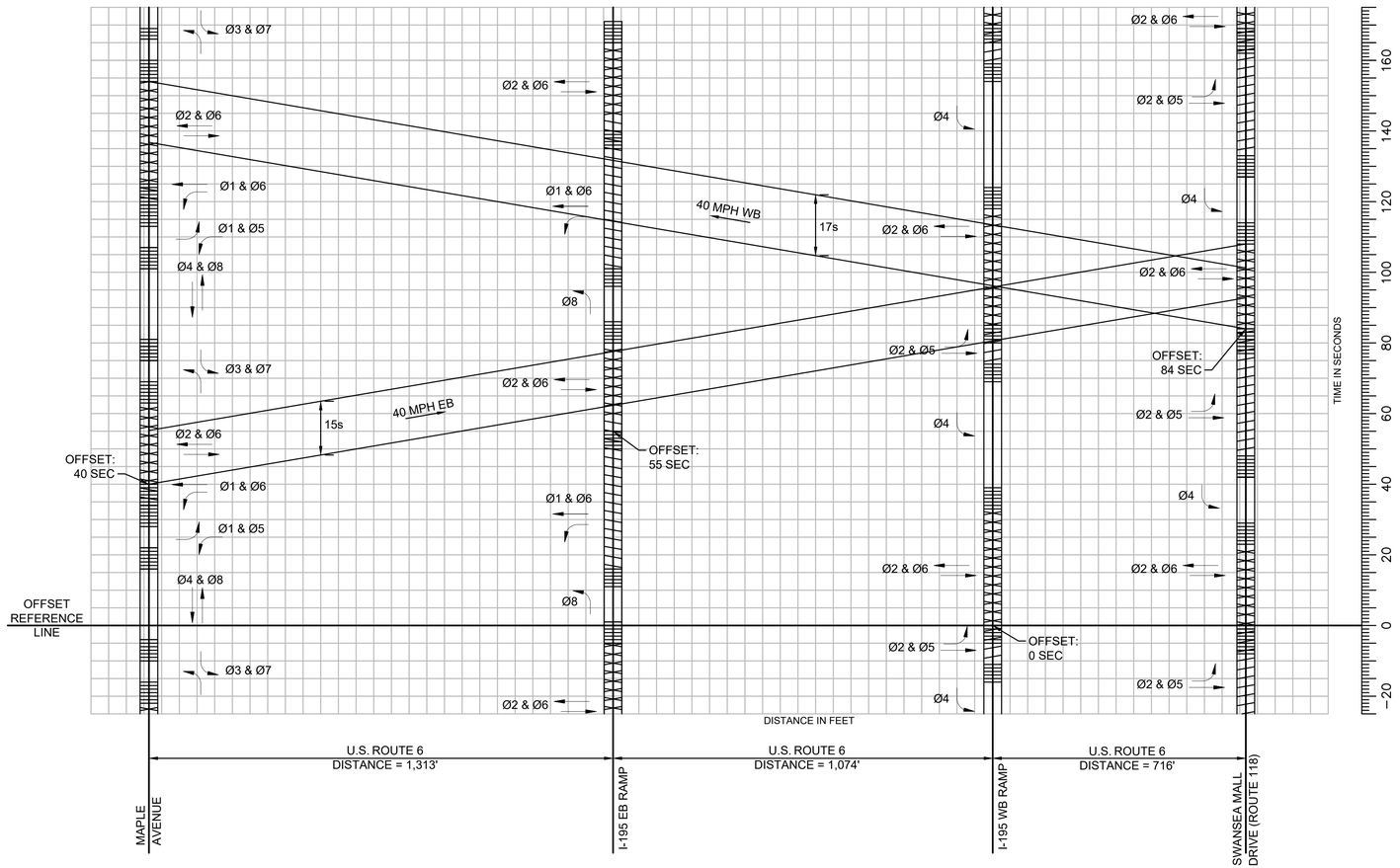
TRAFFIC SIGNAL PLAN
TIME-SPACE DIAGRAM
SAT-SUN PEAK HOUR

LEGEND

- COORDINATED PHASE(S) GREEN TIME
- NON-COORDINATED PHASE(S) GREEN TIME
- CLEARANCE TIME (YELLOW + RED+PED)
- INTERSECTION-INTERSECTION COORDINATION BAND
- PHASE MOVEMENT

HOR. SCALE IN FEET
200 0 200 400
20 0 20 40
VER. SCALE IN SECONDS

PLAN 2 - U.S. ROUTE 6
WEEKDAY PM PEAK
85 SECOND CYCLE



DAILY COORDINATION PROGRAM

	MONDAY THRU FRIDAY	SATURDAY THRU SUNDAY
PLAN 1 85" CYCLE	06:00 - 9:00	-
PLAN 2 85" CYCLE	15:00 - 19:00	-
PLAN 3 90" CYCLE	-	11:00 - 18:00
FREE OPERATION	ALL OTHER TIMES	ALL OTHER TIMES
FLASH OPERATION	-	-

DAILY COORDINATION NOTES:
1. MAX 1 TO RUN DURING FREE OPERATION.

U.S. ROUTE 6 AT MAPLE AVENUE
COORDINATION DATA (SECONDS)

	PLAN 1 (WEEKDAY AM)	PLAN 2 (WEEKDAY PM)	PLAN 3 (SAT-SUN)
CYCLE LENGTH	85	85	90
OFFSET	45	40	47
SPLIT Ø1	12	12	12
SPLIT Ø2	27	35	32
SPLIT Ø3	12	12	12
SPLIT Ø4	34	26	34
SPLIT Ø5	12	18	18
SPLIT Ø6	27	29	26
SPLIT Ø7	12	12	12
SPLIT Ø8	34	26	34
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

U.S. ROUTE 6 AT I-195 EB RAMP
COORDINATION DATA (SECONDS)

	PLAN 1 (WEEKDAY AM)	PLAN 2 (WEEKDAY PM)	PLAN 3 (SAT-SUN)
CYCLE LENGTH	85	85	90
OFFSET	59	55	51
SPLIT Ø1	39	39	25
SPLIT Ø2 & Ø6	31	31	45
SPLIT Ø8	15	15	20
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

U.S. ROUTE 6 AT I-195 WB RAMP
COORDINATION DATA (SECONDS)

	PLAN 1 (WEEKDAY AM)	PLAN 2 (WEEKDAY PM)	PLAN 3 (SAT-SUN)
CYCLE LENGTH	85	85	90
OFFSET	0	0	0
SPLIT Ø2 & Ø6	40	39	45
SPLIT Ø4	30	35	30
SPLIT Ø5	15	11	15
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

U.S. ROUTE 6 AT SWANSEA MALL DRIVE (ROUTE 118)
COORDINATION DATA (SECONDS)

	PLAN 1 (WEEKDAY AM)	PLAN 2 (WEEKDAY PM)	PLAN 3 (SAT-SUN)
CYCLE LENGTH	85	85	90
OFFSET	0	84	3
SPLIT Ø2 & Ø6	31	30	29
SPLIT Ø4	20	19	23
SPLIT Ø5	34	36	38
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

U.S. ROUTE 6 COORDINATION NOTES:
1. MASTER CONTROLLER TO BE LOCATED AT U.S. ROUTE 6 AND I-195 WB RAMP. CONTRACTOR SHALL BE RESPONSIBLE TO MAKE NECESSARY PROGRAMMING FOR TRAFFIC SIGNAL CONTROLLER AT THE INTERSECTION OF U.S. ROUTE 6 AT I-195 EB RAMP AND THE INTERSECTION OF U.S. ROUTE 6 AT I-195 WB RAMP TO ENSURE PROPER OPERATION.
2. ALL OFFSETS REFERENCED TO THE BEGINNING OF GREEN OF THE COORDINATED PHASES.
3. PEDESTRIAN PHASE PUSH BUTTON ACTUATED ONLY, WHEN ACTUATED, COORDINATION IS OVERRIDDEN.

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	129	238
PROJECT FILE NO.	608759		

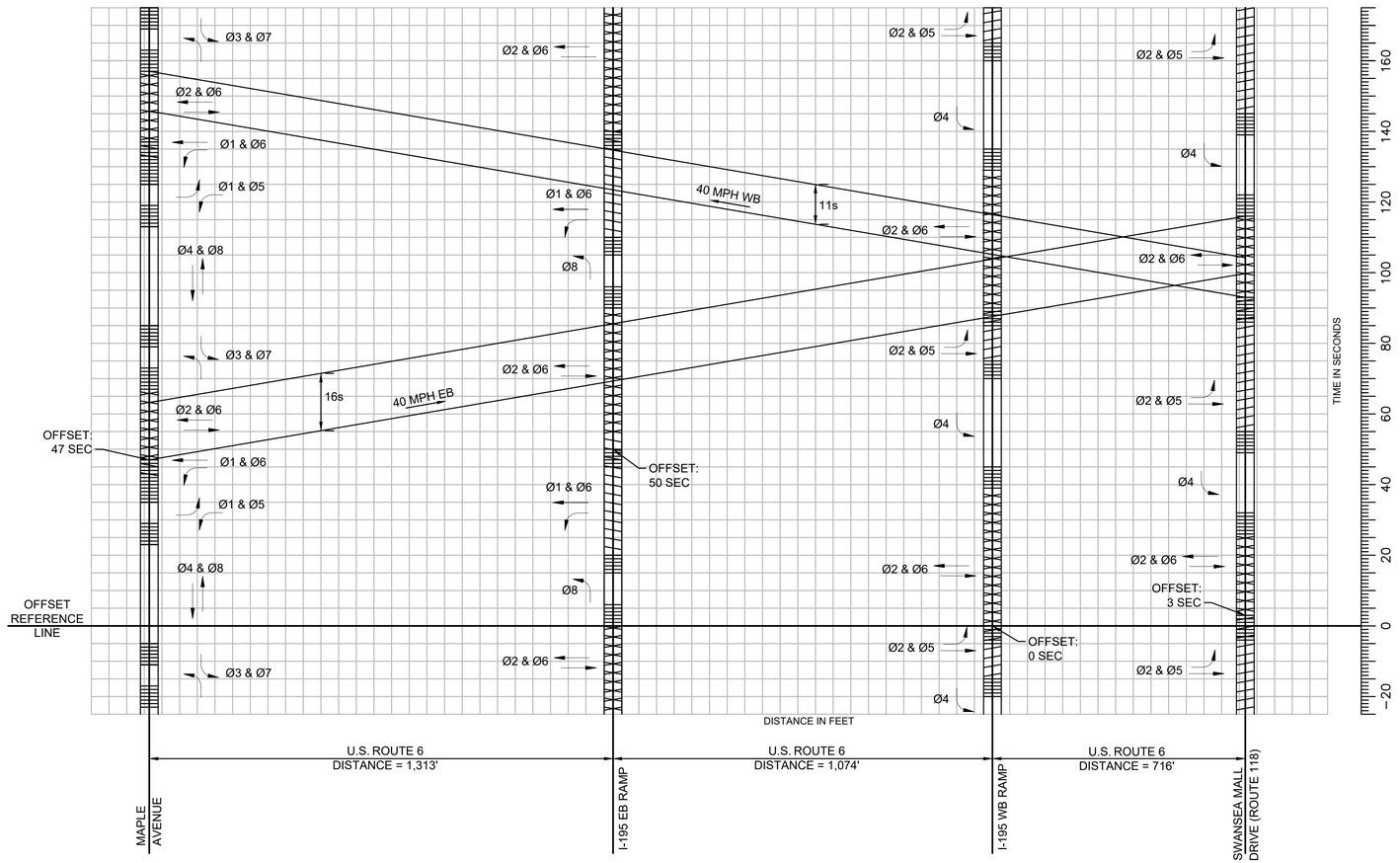
TRAFFIC SIGNAL PLAN
TIME-SPACE DIAGRAM
PM PEAK HOUR

LEGEND

- COORDINATED PHASE(S) GREEN TIME
- NON-COORDINATED PHASE(S) GREEN TIME
- CLEARANCE TIME (YELLOW + RED+PED)
- INTERSECTION-INTERSECTION COORDINATION BAND
- PHASE MOVEMENT

HOR. SCALE IN FEET
200 0 200 400
20 0 20 40
VER. SCALE IN SECONDS

PLAN 3 - U.S. ROUTE 6
SAT-SUN PEAK
90 SECOND CYCLE



U.S. ROUTE 6 AT MAPLE AVENUE
COORDINATION DATA (SECONDS)

	PLAN 1 (WEEKDAY AM)	PLAN 2 (WEEKDAY PM)	PLAN 3 (SAT-SUN)
CYCLE LENGTH	85	85	90
OFFSET	45	40	47
SPLIT Ø1	12	18	18
SPLIT Ø2	27	29	26
SPLIT Ø3	12	12	12
SPLIT Ø4	34	26	34
SPLIT Ø5	12	12	12
SPLIT Ø6	27	35	32
SPLIT Ø7	12	12	12
SPLIT Ø8	34	26	34
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

U.S. ROUTE 6 AT I-195 EB RAMP
COORDINATION DATA (SECONDS)

	PLAN 1 (WEEKDAY AM)	PLAN 2 (WEEKDAY PM)	PLAN 3 (SAT-SUN)
CYCLE LENGTH	85	85	90
OFFSET	59	55	51
SPLIT Ø1	39	39	25
SPLIT Ø2 & Ø6	31	31	45
SPLIT Ø8	15	15	20
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

U.S. ROUTE 6 AT I-195 WB RAMP
COORDINATION DATA (SECONDS)

	PLAN 1 (WEEKDAY AM)	PLAN 2 (WEEKDAY PM)	PLAN 3 (SAT-SUN)
CYCLE LENGTH	85	85	90
OFFSET	0	0	0
SPLIT Ø2 & Ø6	40	39	45
SPLIT Ø4	30	35	30
SPLIT Ø5	15	11	15
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

U.S. ROUTE 6 AT SWANSEA MALL DRIVE (ROUTE 118)
COORDINATION DATA (SECONDS)

	PLAN 1 (WEEKDAY AM)	PLAN 2 (WEEKDAY PM)	PLAN 3 (SAT-SUN)
CYCLE LENGTH	85	85	90
OFFSET	0	84	3
SPLIT Ø2 & Ø6	31	30	29
SPLIT Ø4	20	19	23
SPLIT Ø5	34	36	38
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

DAILY COORDINATION PROGRAM

	MONDAY THRU FRIDAY	SATURDAY THRU SUNDAY
PLAN 1 85" CYCLE	06:00 - 9:00	-
PLAN 2 85" CYCLE	15:00 - 19:00	-
PLAN 3 90" CYCLE	-	11:00 - 18:00
FREE OPERATION	ALL OTHER TIMES	ALL OTHER TIMES
FLASH OPERATION	-	-

DAILY COORDINATION NOTES:
1. MAX 1 TO RUN DURING FREE OPERATION.

U.S. ROUTE 6 COORDINATION NOTES:
1. MASTER CONTROLLER TO BE LOCATED AT U.S. ROUTE 6 AND I-195 WB RAMP. CONTRACTOR SHALL BE RESPONSIBLE TO MAKE NECESSARY PROGRAMMING FOR TRAFFIC SIGNAL CONTROLLER AT THE INTERSECTION OF U.S. ROUTE 6 AT I-195 EB RAMP AND THE INTERSECTION OF U.S. ROUTE 6 AT I-195 WB RAMP TO ENSURE PROPER OPERATION.
2. ALL OFFSETS REFERENCED TO THE BEGINNING OF GREEN OF THE COORDINATED PHASES.
3. PEDESTRIAN PHASE PUSH BUTTON ACTUATED ONLY, WHEN ACTUATED, COORDINATION IS OVERRIDDEN.

Nitsch - P:\08000-09999\9720.19 Rte 6 Swansea\Transportation\CAD\608759 CAD\Project Drawing Data\DWG\608759_TR(DET) - BICYCLE LOOP DETECTOR.dwg Mar 12, 2025 10:42 AM

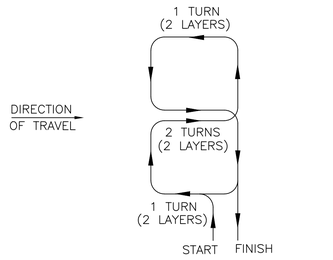
608759_TR(DET) - BICYCLE LOOP DETECTOR.DWG Plotted on 12-Mar-2025 10:42 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

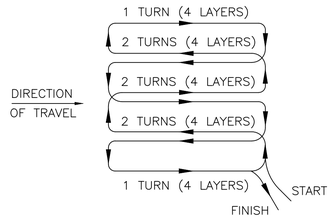
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	130	238
	PROJECT FILE NO. 608759		

TRAFFIC SIGNAL DETAILS

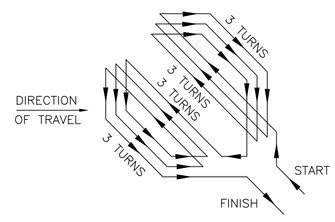
WINDING DETAILS



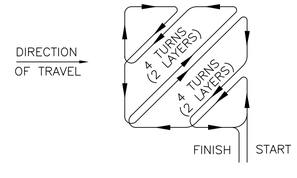
TYPE Q DETECTOR



TYPE D–Q DETECTOR

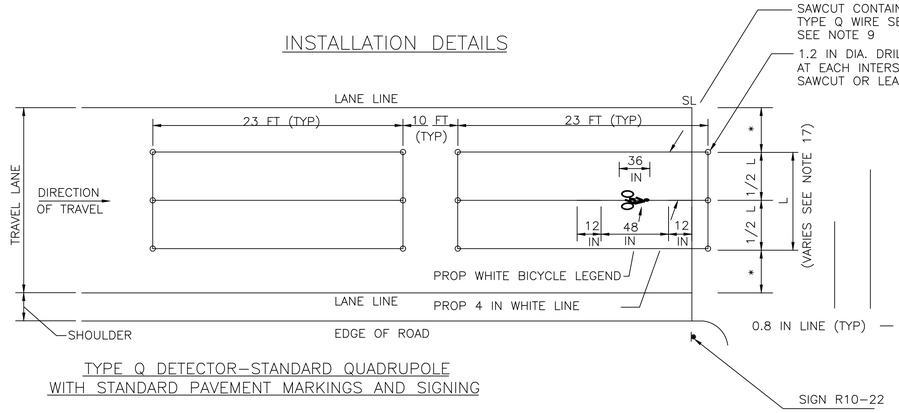


TYPE D–1 DETECTOR

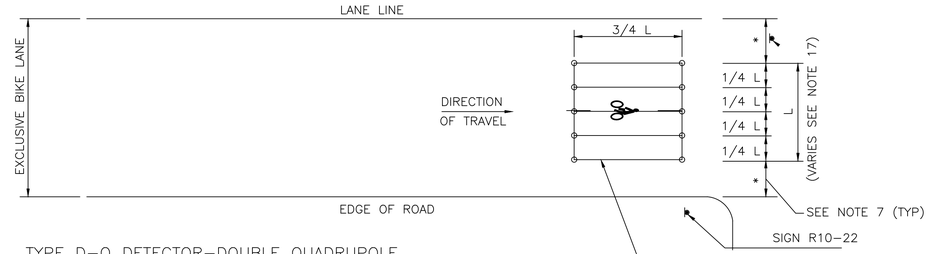


TYPE D–2 DETECTOR

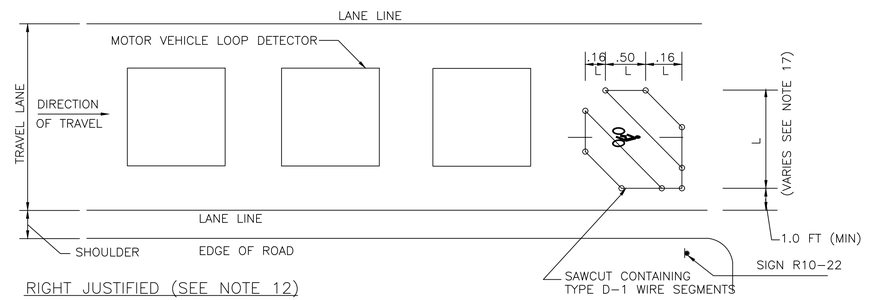
INSTALLATION DETAILS



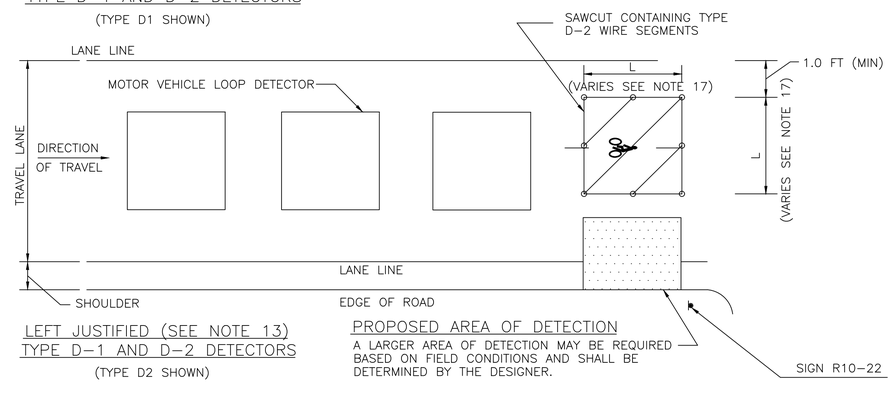
TYPE Q DETECTOR–STANDARD QUADRUPOLE
WITH STANDARD PAVEMENT MARKINGS AND SIGNING



TYPE D–Q DETECTOR–DOUBLE QUADRUPOLE



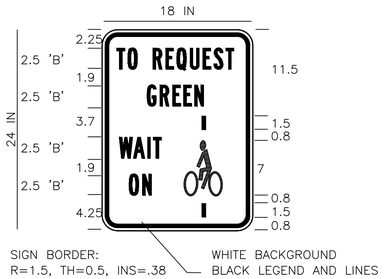
RIGHT JUSTIFIED (SEE NOTE 12)
TYPE D–1 AND D–2 DETECTORS
(TYPE D1 SHOWN)



LEFT JUSTIFIED (SEE NOTE 13)
TYPE D–1 AND D–2 DETECTORS
(TYPE D2 SHOWN)

PROPOSED AREA OF DETECTION
A LARGER AREA OF DETECTION MAY BE REQUIRED BASED ON FIELD CONDITIONS AND SHALL BE DETERMINED BY THE DESIGNER.

SIGN R10–22

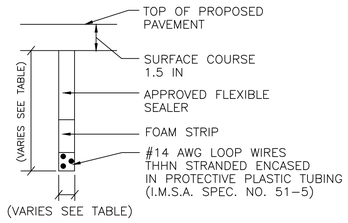


SIGN BORDER:
R=1.5, TH=0.5, INS=.38

WHITE BACKGROUND
BLACK LEGEND AND LINES

NOTE: ALL SIGN DIMENSIONS IN INCHES

NOTE: SIGN PANEL NOT SHOWN TO SCALE



SECTION THRU LOOP DETECTOR

SAWCUT SLOT DEPTH GUIDE		
TURNS OF WIRE	SLOT SIZE	
	DEPTH (IN)	WIDTH (IN)
1	1.5	0.5
2	1.5	0.5
3	1.5	0.5
4	2.0	0.5
5	2.0	0.5
6	2.0	0.5
7	2.0	0.5
8	2.0	0.5

BICYCLE LOOP DETECTOR DETAILS

NOTES:

1. REFER TO VEHICLE LOOP DETECTOR DETAIL SHEET FOR ADDITIONAL NOTES AND CONSTRUCTION DETAILS.
2. ALL DETAILS ARE GRAPHICAL WITH NO SCALE.
3. THE NUMBER, SIZE, LOCATION AND LENGTH OF DETECTION AREA VARIES AND SHALL BE DETERMINED BY THE DESIGNER REFER TO TRAFFIC SIGNAL PLAN.
4. BICYCLE LOOPS SHALL BE CONNECTED TO SEPARATE LOOP DETECTOR AMPLIFIERS CAPABLE OF HIGHER LEVELS OF SENSITIVITY.
5. BICYCLE LOOPS SHALL BE INSTALLED IN THE BASE COURSE OF EXISTING PAVEMENT. THE EXISTING PAVEMENT SHALL BE COLD PLANED TO THE BASE COURSE AND SAWCUT FOR LOOP INSTALLATION.
6. SIGNS AND PAVEMENT MARKINGS SHALL BE INSTALLED FOR ALL BICYCLE DETECTORS TO INFORM CYCLISTS OF THE DETECTION AREA.
7. * OFFSETS FROM LANE LINE EQUAL UNLESS OTHERWISE NOTED. SEE PLANS.
8. TYPE Q DETECTORS SHALL BE WIRED IN A FIGURE EIGHT PATTERN WITH A DOUBLE LAYER DESIGN ("2–4–2") WITH 2 TURNS IN THE PERIMETER SLOTS AND 4 TURNS IN THE CENTER SLOT AS SHOWN IN THE WINDING DETAIL.
9. BICYCLES WILL BE DETECTED WITHIN 4 IN. OF THE INTERIOR LONGITUDINAL LOOP WIRES FOR TYPE Q AND D–Q DETECTORS.
10. PROVIDE 3 TURNS FOR TYPE D–1 DETECTORS.
11. INSTALL 2 LAYERS OF WIRE WOUND IN THE SAME DIRECTION IN BOTH LAYERS FOR TYPE D–2 DETECTORS. THE RESULT IS 4 TURNS IN EACH DIAGONAL.
12. RIGHT JUSTIFIED LOOP DETECTORS SHALL BE CONSIDERED FOR THE FOLLOWING CONDITIONS:
    a) BICYCLE STOPPING ON THE RIGHT SIDE OF A THRU TRAVEL LANE.
    b) BICYCLE STOPPING ON THE RIGHT SIDE OF AN EXCLUSIVE LEFT TURN LANE.
13. LEFT JUSTIFIED LOOP DETECTORS SHALL BE CONSIDERED FOR THE FOLLOWING CONDITIONS:
    a) BICYCLE STOPPING ON THE LEFT SIDE OF A SHARED LEFT/THRU LANE.
    b) BICYCLE STOPPING JUST TO THE RIGHT OF THE CENTERLINE WHEN TURNING LEFT ON A TWO–LANE ROADWAY.
14. RECTANGULAR LOOP DETECTORS SHALL BE CONSIDERED FOR BICYCLES STOPPING ON EITHER THE LEFT OR RIGHT SIDE OF A TWO–LANE ROADWAY. THE MINIMUM OFFSET FROM LANE LINE OR CURB LINE SHALL BE 1.0 FT.
15. PAVEMENT CORES OR TEST PITS MAY BE REQUIRED TO DETERMINE THE DEPTH OF EXISTING PAVEMENT AND CONFIRM THAT THE DETECTION OPTION CHOSEN AND CORRESPONDING WINDING PATTERN CAN BE ACCOMMODATED.
16. THESE DETAILS APPLY TO BICYCLE LOOPS INSTALLED IN ROADWAYS. PUSH BUTTON ACTUATION SHALL BE CONSIDERED FOR RECREATIONAL BIKE PATHS.
17. THE MINIMUM DIMENSION FOR L SHALL BE 6 FT MIN. FOR DETECTORS TYPE D–Q, D–1 & D–2. FINAL DIMENSIONS SHALL BE DETERMINED BY THE DESIGN ENGINEER.

TRAFFIC MANAGEMENT NOTES:

1. ALL TRAFFIC MANAGEMENT AND WORK ZONE TRAFFIC CONTROL MEASURES SHALL CONFORM TO THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) CURRENT EDITION WITH MASSACHUSETTS AMMENDMENTS, THE STANDARD SPECIFICATIONS, THE PROJECT SPECIAL PROVISIONS, AND THE FOLLOWING NOTES.
2. THE TRAFFIC MANAGEMENT PLANS CONTAINED HEREIN ARE GIVEN AS A GUIDE FOR TYPICAL WORK ZONE TRAFFIC CONTROL APPLICATIONS FOR THE TYPES OF WORK ANTICIPATED FOR THIS PROJECT. THEY ARE NOT INTENDED TO COVER ALL POSSIBLE CONSTRUCTION OPERATIONS WHICH THE CONTRACTOR MAY CHOOSE TO EMPLOY. WORK ZONE TRAFFIC CONTROL FOR OTHER CONSTRUCTION OPERATIONS OR OTHER TRAFFIC SITUATIONS IF APPLICABLE SHALL BE IN ACCORDANCE WITH THE MUTCD AND AS APPROVED OR DIRECTED BY THE ENGINEER.
3. NO CONSTRUCTION VEHICLES SHALL BE PARKED WITHIN THE TRAVEL WAY WITHOUT PROPER PROTECTION AND APPROVAL OF THE ENGINEER.
4. TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK.
5. ALL WARNING SIGNS SHALL BE BLACK LEGEND ON A REFLECTIVE ORANGE BACKGROUND AND IN ACCORDANCE WITH THE MUTCD. ALL REGULATORY SIGNS SHALL BE BLACK LEGEND ON A WHITE REFLECTIVE BACKGROUND. ALL CONSTRUCTION SIGNS SHALL BE ATTACHED TO THEIR OWN INDEPENDENT SUPPORTS UNLESS SHOWN OTHERWISE.
6. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO AVOID PLACING TEMPORARY TRAFFIC CONTROL DEVICES ON PRIVATE PROPERTY. IF SUCH PLACEMENT ON PRIVATE PROPERTY IS UNAVOIDABLE, IT SHALL BE DONE WITH THE EXPLICIT APPROVAL OF THE PROPERTY OWNER AND THE ENGINEER.
7. ABUTTER ACCESS SHALL NOT BE CLOSED EXCEPT FOR SHORT PERIODS AND ONLY WITH THE APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS CONDUIT INSTALLATION, EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT AND SIMILAR OPERATIONS.
8. THE CONTRACTOR SHALL PROVIDE IMMEDIATE ACCESS TO EMERGENCY VEHICLES AT ALL TIMES.
9. GRADE DIFFERENCES IN EXCESS OF 2" DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF DRUMS.
10. GRADE DIFFERENCES IN EXCESS OF 4" DURING NON-WORKING HOURS SHALL BE PROTECTED BY BACKFILLING WITH A TRANSITION OF GRAVEL OR OTHER MATERIAL TO BE COMPACTED AT A 4:1 SLOPE, AND DELINEATED BY DRUMS.
11. CONSTRUCTION SIGNS NOT APPLICABLE TO VARIOUS STAGES OF CONSTRUCTION SHALL BE REMOVED OR COVERED.
12. USE MA-W20-7b SIGNS ONLY WHEN POLICE OFFICER IS DIRECTING TRAFFIC. THEY SHALL BE TAKEN DOWN OR COVERED AT THE CLOSE OF EACH OPERATION.
13. MAINTAIN PEDESTRIAN ACCESS THROUGH THE WORK AREA AT ALL TIMES. THE POLICE DETAIL SHALL PROVIDE CONTROL TO CROSS PEDESTRIANS ON ROADWAY TO SIDEWALK. PROVIDE TEMPORARY CROSSWALKS AND RAMPS AS NEEDED AND AS DIRECTED BY THE ENGINEER.
14. ALL CONSTRUCTION SIGNING AND OTHER TRAFFIC MAINTENANCE DEVICES SHALL CONFORM WITH THE 2009 MUTCD AS AMENDED, NCHRP 350, AND MASSDOT STANDARDS.
15. ADVANCE WARNING SIGNS NO LONGER APPLICABLE, WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS, SHALL EITHER BE COVERED OR REMOVED AS SOON AS POSSIBLE. NO SIGN SHALL BE VISIBLE TO TRAFFIC THAT MAY CONFLICT WITH ACTUAL ROADWAY CONDITIONS.
16. ALL DISTANCES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.HOWEVER, MINIMUM DISTANCES, WHERE INDICATED, SHOULD BE MAINTAINED.
17. THE CONTRACTOR SHALL USE TEMPORARY PATCHING OR BEVELED STEEL PLATES TO COVER PIPE TRENCHES AND OTHER EXCAVATED HOLES NOT COMPLETED BY THE END OF EACH WORK DAY.
18. SIGNS AND SIGN SUPPORTS LOCATED ON OR NEAR THE TRAVELED WAY, CHANNELIZING DEVICES, BARRIERS, AND CRASH ATTENUATORS MUST PASS THE CRITERIA SET FORTH IN NCHRP REPORT 350, "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES" AND/OR "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH).
19. MINIMUM LANE WIDTH IS TO BE 11 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH WILL BE MEASURED FROM THE EDGE OF DRUMS OR CONES OR MEDIAN BARRIER.
20. ORANGE CONSTRUCTION FLAGS MAY BE USED ON ADVANCE WARNING SIGNS AS DIRECTED BY THE ENGINEER. FLAGS SHALL BE A MINIMUM OF 16" X 16".
21. MAINTAIN EXISTING PAVEMENT MARKINGS WHERE APPLICABLE. WHEN LANES SHIFT, IF NECESSARY, EXISTING MARKINGS SHALL BE REMOVED AND TEMPORARY PAVEMENT MARKING SHALL BE PROVIDED.
22. AT THE END OF EACH WORK DAY, NO TRAFFIC CONTROL DEVICES SHALL REMAIN IN THE ROADWAY AND ALL LANES SHALL BE OPEN FOR TRAFFIC FLOW.
23. THE CONTRACTOR MAY PROPOSE TO USE A DIFFERENT SEQUENCE OF WORK AREAS THAN WHAT IS BEING PROPOSED IN THESE DOCUMENTS. THE CONTRACTOR SHALL SUBMIT PHASING AND TRAFFIC MANAGEMENT PLANS FOR APPROVAL BY THE ENGINEER.
24. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
25. MAXIMUM SPACING OF TRAFFIC DEVICES IN A TAPER (DRUMS OR CONES) IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH. (20' SPACING TYPICAL ON TAPER, 35' SPACING TYPICAL ON TANGENTS.)
26. CHANNELIZATION WILL BE ACCOMPLISHED THROUGH THE USE OF REFLECTORIZED PLASTIC DRUMS WITH SEQUENTIAL FLASHING WARNING LIGHTS.
27. THE FIRST TEN PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH SEQUENTIAL FLASHING WARNING LIGHTS.
28. ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORTS.
29. POLICE DETAIL SHALL BE USED WHILE SETTING UP THE TEMPORARY TRAFFIC CONTROL DEVICES ON THE ROADWAY.
30. EACH WORK ZONE SHALL HAVE MA-R2-10a, MA-R2-10e, AND W-20 SERIES SIGNS WHERE APPLICABLE.
31. POLICE DETAILS SHALL BE EMPLOYED AND SHALL BE SUBSTITUTED WITH CERTIFIED ROADWAY FLAGGERS AS DIRECTED BY THE ENGINEER AND PER SECTION 850 "TRAFFIC CONTROLS FOR CONSTRUCTION AND MAINTENANCE OPERATIONS" IN THE MASSDOT STANDARD SPECIFICATIONS, 2020 EDITION.
32. THE ADVISORY SPEED LIMIT, IF REQUIRED, SHALL BE DETERMINED BY THE ENGINEER.
33. ALL DRIVEWAYS AND STREETS SHALL REMAIN OPEN AT ALL TIMES EXCEPT FOR SHORT PERIODS AS APPROVED BY THE ENGINEER.
34. SEE SHEETS 131 AND 135 FOR ADDITIONAL TYPICAL TEMPORARY TRAFFIC CONTROL PLAN DETAILS.

SUGGESTED WORK ZONE WARNING SIGN SPACING

ROAD TYPE	DISTANCE BETWEEN SIGNS **		
	A	B	C
LOCAL OR LOW VOLUME ROADWAYS*	350 (100)	350 (100)	350 (100)
MOST OTHER ROADWAYS*	500 (150)	500 (150)	500 (150)
FREEWAYS AND EXPRESSWAYS*	1,000 (300)	1,500 (450)	2,640 (800)

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

** DISTANCES ARE SHOWN IN FEET (METERS). 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 SHALL BE PLACED BETWEEN THE SECOND AND THIRD SIGNS AS DESCRIBED ABOVE.

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

TAPER LENGTH CRITERIA FOR TEMPORARY TRAFFIC CONTROL ZONES

TYPE OF TAPER	TAPER LENGTH (L)*
MERGING TAPER	AT LEAST L
SHIFTING TAPER	AT LEAST 0.5L
SHOULDER TAPER	AT LEAST 0.33L
ONE-LANE, TWO-WAY TRAFFIC TAPER	50 FT MIN. 100 FT MAX.
DOWNSTREAM TAPER	50 FT MIN. 100 FT MAX. PER LANE

FORMULAS FOR DETERMINING TAPER LENGTHS

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

WHERE: L = TAPER LENGTH IN FEET

W = WIDTH OF OFFSET IN FEET

S = POSTED SPEED LIMIT, OR OFF-PEAK 85TH-PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICAPATED OPERATING SPEED IN MPH (KM/H)

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.

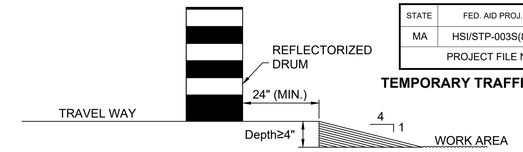
LEGEND:

- REFLECTORIZED PLASTIC DRUM OR 36" CONE
- P/F POLICE/FLAGGER DETAIL
- TYPE III BARRICADE
- CHANGEABLE MESSAGE SIGN
- ARROW BOARD
- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENUATOR
- MEDIAN BARRIER
- MEDIAN BARRIER WITH WARNING LIGHTS
- WORK VEHICLE
- TRUCK MOUNTED ATTENUATOR
- TRAFFIC OR PEDESTRIAN SIGNAL
- SIGN

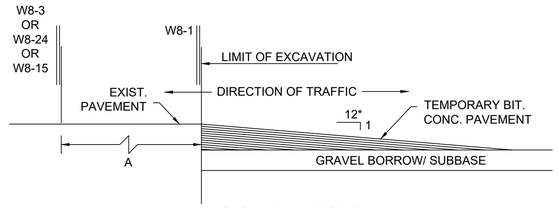
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	131	238
PROJECT FILE NO.	608759		

TEMPORARY TRAFFIC CONTROL PLANS



LATERAL DROP-OFF DETAIL
NOT TO SCALE

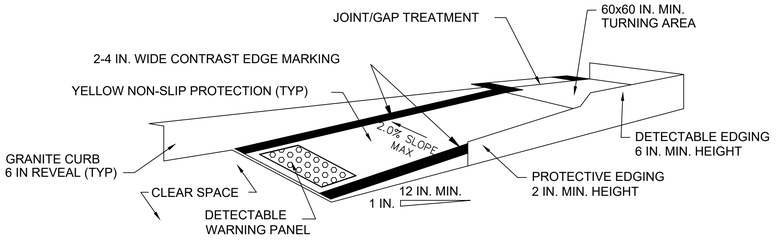


LONGITUDINAL DROP-OFF DETAIL
NOT TO SCALE

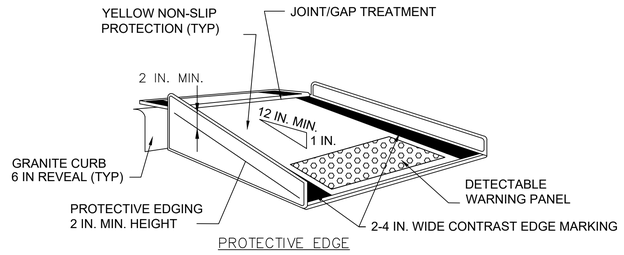
* - INCREASE SLOPE RATIO FOR HIGHER SPEEDS

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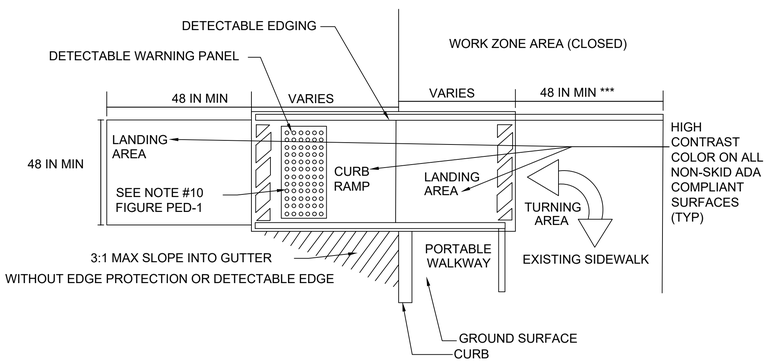
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TEMPORARY CURB RAMP-PARALLEL TO CURB



TEMPORARY CURB RAMP-PERPENDICULAR TO CURB



TEMPORARY CURB RAMP

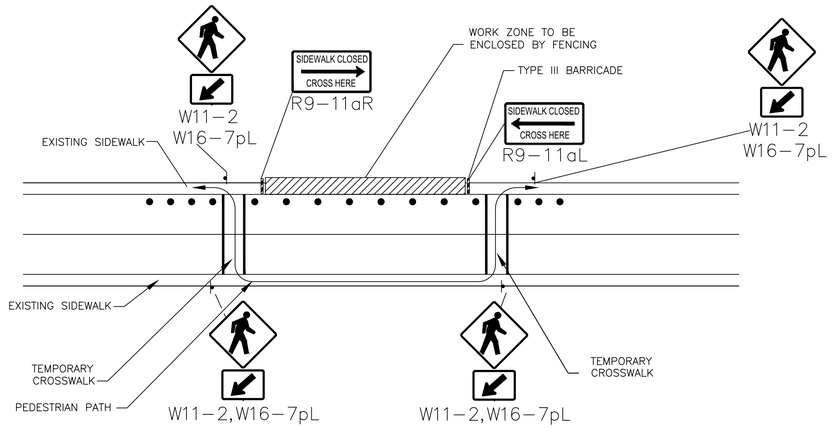
* -LANDING AREA USED TO OVERLAP NON-ADA COMPLIANT SURFACES.

** -DETECTABLE EDGE REMOVED IF A CONTINUOUS SIDEWALK.

*** -60 IN. IF AN OBSTRUCTION IS AT BACK OF SIDEWALK

NOTES:

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



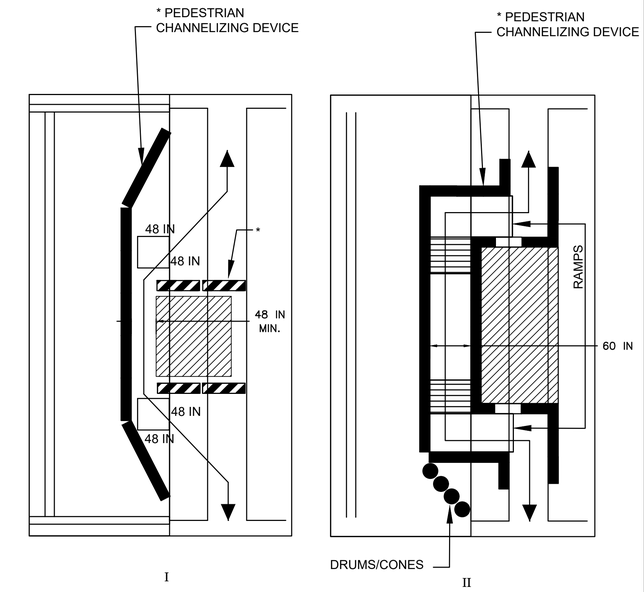
NOTES

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

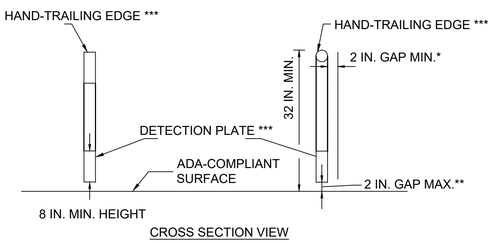
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	132	238
PROJECT FILE NO.	608759		

TEMPORARY TRAFFIC CONTROL PLANS



TEMPORARY PEDESTRIAN DELINEATION DETAILS



CROSS SECTION VIEW

PEDESTRIAN CHANNELIZING DEVICE

NOTES:

* THERE SHALL BE A 2 INCH GAP BETWEEN THE HAND-TRAILING EDGE AND ITS SUPPORT.

** A MAXIMUM 2 INCH GAP BETWEEN THE BOTTOM OF THE BOTTOM RAIL AND THE SURFACE MAY BE USED TO PROVIDE DRAINAGE.

*** THE HAND-TRAILING EDGE AND DETECTION PLATE SHALL BE CONTINUOUS THROUGHOUT THE LENGTH OF THE PATH SUCH THAT A PEDESTRIAN USER WITH A LONG CANE CAN FOLLOW IT.

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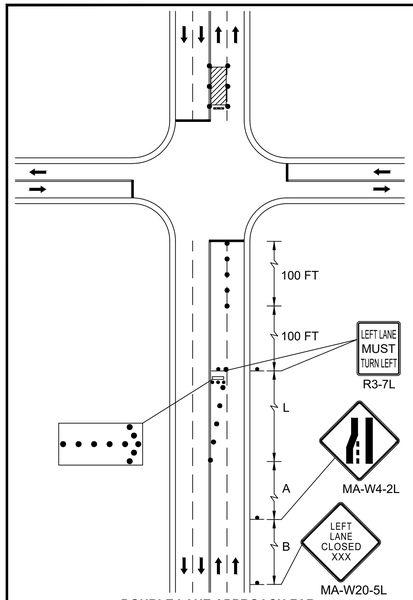
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

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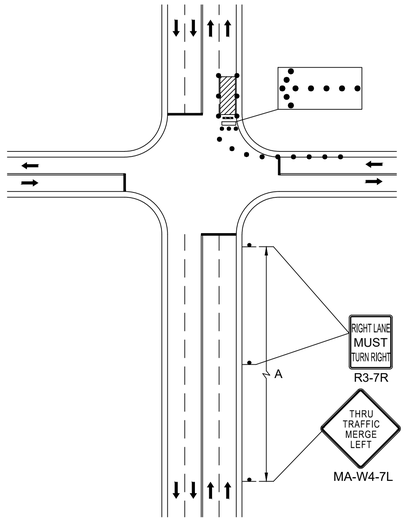
TEMPORARY TRAFFIC CONTROL PLANS

LEGEND:

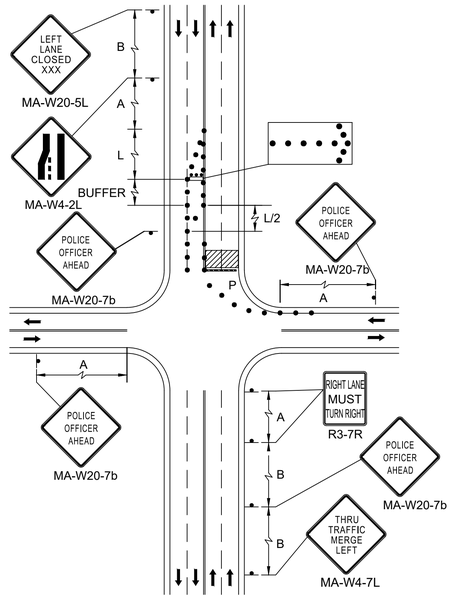
- REFLECTORIZED PLASTIC DRUM OR 36" CONE
- P/F POLICE/FLAGGER DETAIL
- TYPE III BARRICADE
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- WORK VEHICLE
- TRUCK MOUNTED ATTENUATOR
- TRAFFIC OR PEDESTRIAN SIGNAL
- SIGN



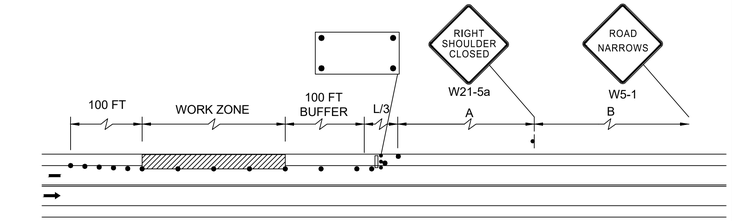
DOUBLE LANE APPROACH FAR SIDE CLOSURE INSIDE LANE



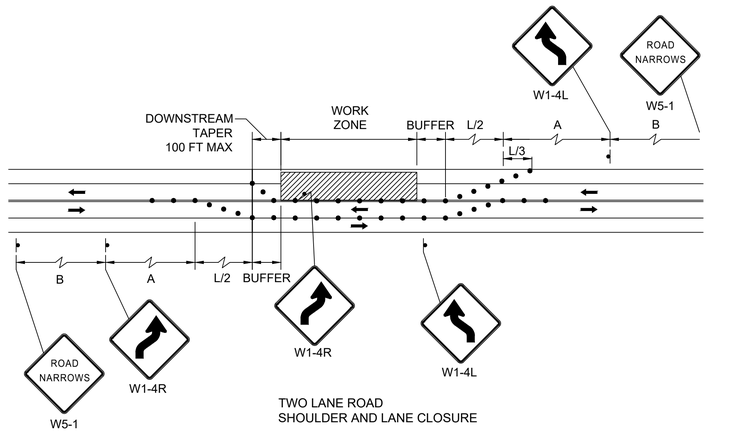
DOUBLE LANE APPROACH FAR SIDE CLOSURE RIGHT LANE



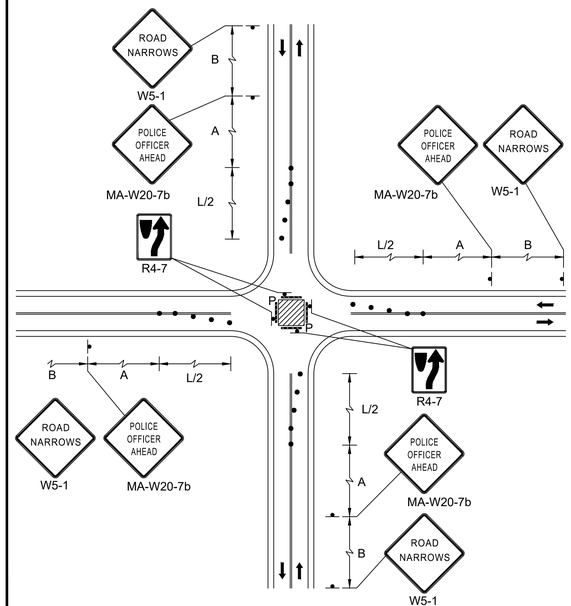
DOUBLE LANE APPROACH HALF ROAD CLOSURE



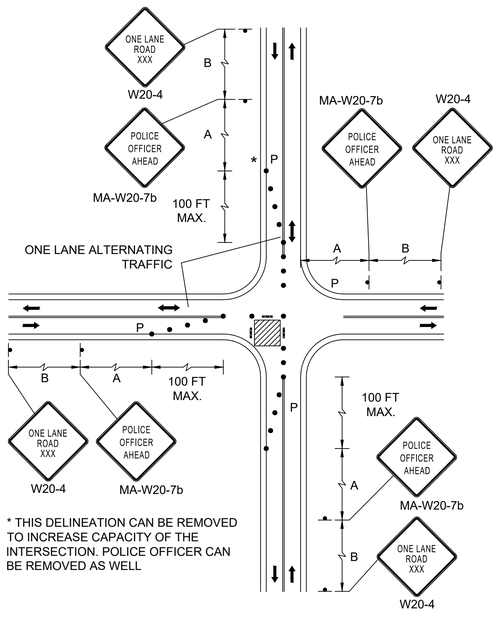
TWO LANE ROAD SHOULDER CLOSURE



TWO LANE ROAD SHOULDER AND LANE CLOSURE

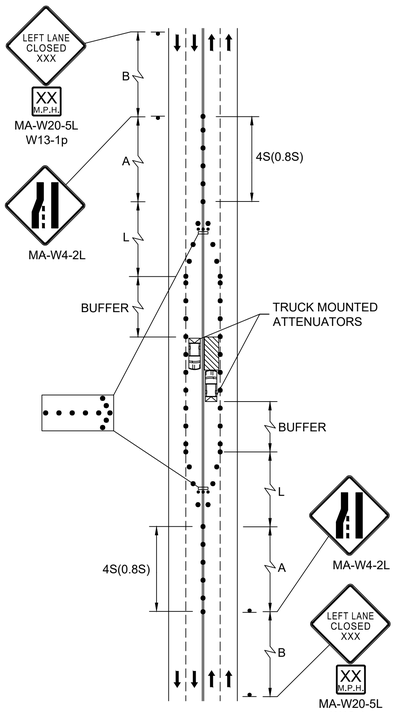


SINGLE LANE APPROACH INTERSECTION CENTER CLOSURE

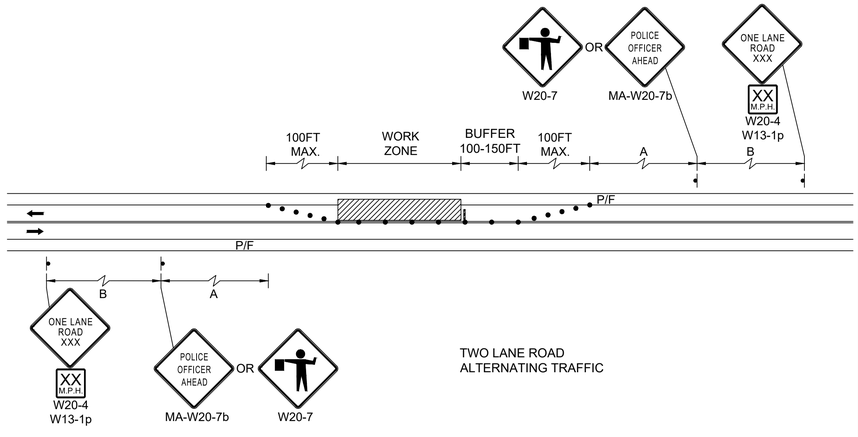


* THIS DELINEATION CAN BE REMOVED TO INCREASE CAPACITY OF THE INTERSECTION. POLICE OFFICER CAN BE REMOVED AS WELL

SINGLE LANE APPROACH INTERSECTION ONE CORNER CLOSURE



MULTIPLE LANE ROAD INTERIOR LANE CLOSURE



TWO LANE ROAD ALTERNATING TRAFFIC

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CONSTRUCTION SIGN SUMMARY

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	134	238
PROJECT FILE NO.	608759		

TEMPORARY TRAFFIC CONTROL PLANS

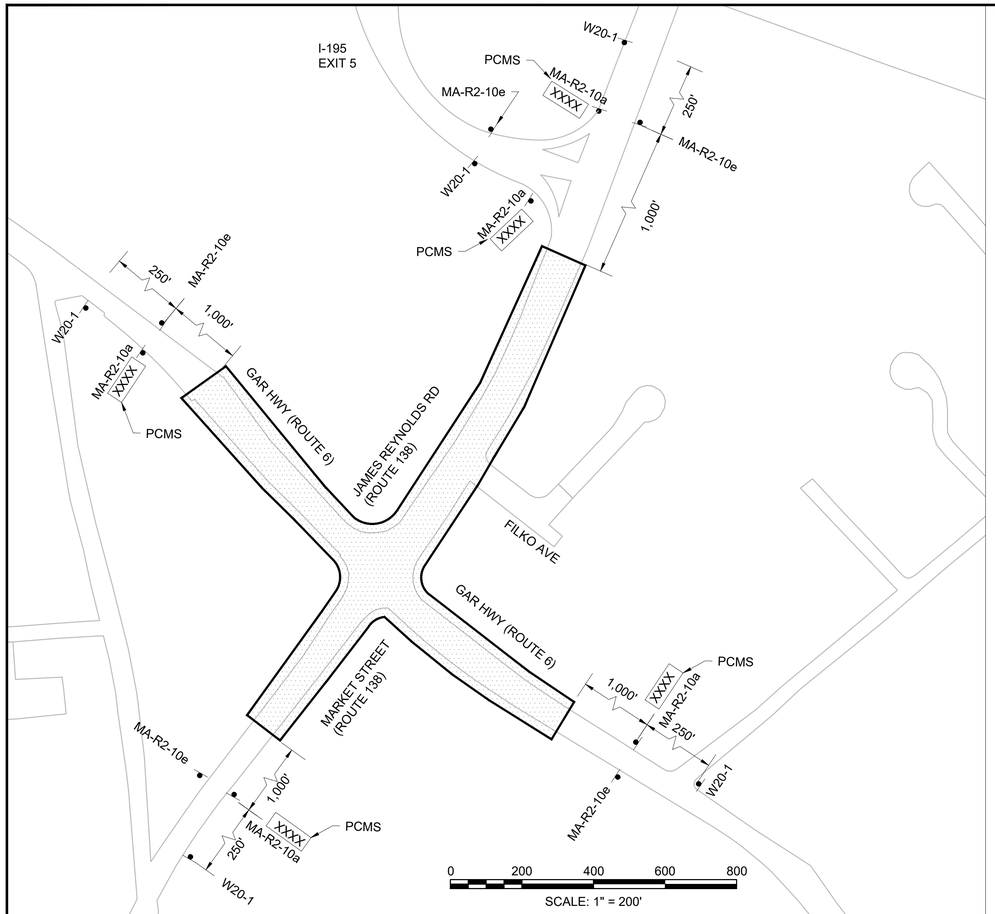
IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	SIGN DIAGRAM	COLOR BACKGROUND	COLOR LEGEND	COLOR BORDER	# REQ'D *	UNIT AREA S.F.	AREA IN SQUARE FEET
W1-4L	36"	36"		FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
W1-4R	36"	36"		FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
W1-4bL	36"	36"		FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
W1-4bR	36"	36"		FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
MA-W4-2L	36"	36"		FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
MA-W4-2R	36"	36"		FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
MA-W4-7L	36"	36"	THRU TRAFFIC MERGE LEFT	FLUORESCENT ORANGE	BLACK	BLACK	1	9.00	9.00
W5-1	36"	36"	ROAD NARROWS	FLUORESCENT ORANGE	BLACK	BLACK	4	9.00	36.00
W8-1	36"	36"	BUMP	FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
W8-3	36"	36"	PAVEMENT ENDS	FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
W8-8	36"	36"	ROUGH ROAD	FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
W8-15	36"	36"	GROOVED PAVEMENT	FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
W8-24	36"	36"	STEEL PLATE AHEAD	FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
W13-1p	24"	24"	XX M.P.H.	FLUORESCENT ORANGE	BLACK	BLACK	2	4.00	8.00

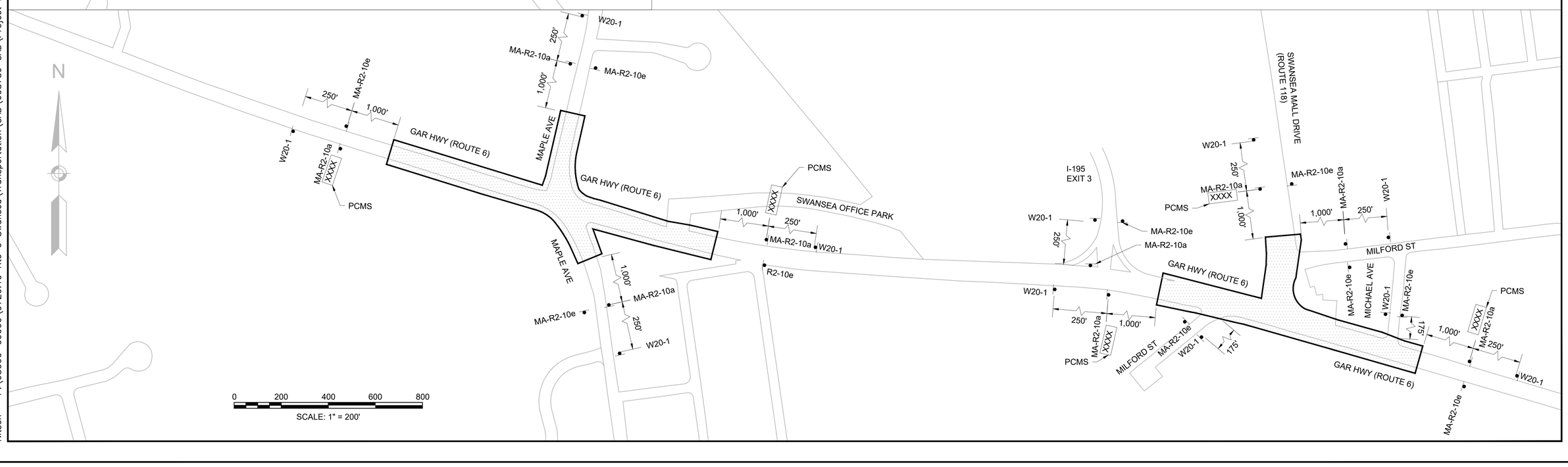
IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	SIGN DIAGRAM	COLOR BACKGROUND	COLOR LEGEND	COLOR BORDER	# REQ'D *	UNIT AREA S.F.	AREA IN SQUARE FEET
W20-1	36"	36"	ROAD WORK AHEAD	FLUORESCENT ORANGE	BLACK	BLACK	15	9.00	135.00
W20-4	36"	36"	ONE LANE ROAD 500 FT	FLUORESCENT ORANGE	BLACK	BLACK	4	9.00	36.00
MA-W20-5L	36"	36"	LEFT LANE CLOSED XX FT	FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
MA-W20-7b	36"	36"	POLICE OFFICER AHEAD	FLUORESCENT ORANGE	BLACK	BLACK	4	9.00	36.00
W21-5a	36"	36"	RIGHT SHOULDER CLOSED	FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
MA-W30-8R	36"	36"	SQUEEZE RIGHT	FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
MA-W30-8L	36"	36"	SQUEEZE LEFT	FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
MA-R2-10a	48"	36"	WORK ZONE / SPEEDING FINES DOUBLED	FLUORESCENT ORANGE / WHITE	BLACK / BLACK	BLACK / BLACK	13	12.00	156.00
MA-R2-10e	36"	48"	END ROAD WORK / DOUBLE FINES END	FLUORESCENT ORANGE / WHITE	BLACK / BLACK	BLACK / BLACK	13	12.00	156.00
R3-7L	30"	30"	LEFT LANE MUST TURN LEFT	WHITE	BLACK	BLACK	2	6.25	12.50
R3-7R	30"	30"	RIGHT LANE MUST TURN RIGHT	WHITE	BLACK	BLACK	2	6.25	12.50
R4-7	24"	30"		WHITE	BLACK	BLACK	2	5.00	10.00
R9-11L	24"	18"	SIDEWALK CLOSED AHEAD ← CROSS HERE	WHITE	BLACK	BLACK	4	3.00	12.00
R9-11R	24"	18"	SIDEWALK CLOSED AHEAD → CROSS HERE	WHITE	BLACK	BLACK	4	3.00	12.00

* NO. OF SIGNS ARE ESTIMATED FOR BIDDING PURPOSES ONLY

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ADVANCE SIGN PLAN

NTS

NOTES:

1. PCMS SHALL BE INSTALLED AT LEAST 2 WEEKS PRIOR TO THE START OF WORK. WITH THE WORD MESSAGE "CONSTRUCTION TO BEGIN MM-DD THROUGH MM-DD SEEK ALT ROUTE"
2. THE CONTRACTOR SHALL CONFIRM THE EXACT LOCATION OF THE PCMS WITH THE RESIDENT ENGINEER AND THE TOWN OF SWANSEA.
3. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO CONTINUALLY UPDATE THE PCMS BASED UPON ON-GOING WORK. ABBREVIATIONS SHALL BE IN ACCORDANCE WITH THE MUTCD.
4. PLACEMENT OF ADVANCE WARNING SIGN SHALL BE ADJUSTED BASED ON THE ACTUAL FIELD CONDITIONS.

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	135	238
	PROJECT FILE NO. 608759		

TEMPORARY TRAFFIC CONTROL PLANS

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608759_HD(TTCP).DWG Plotted on 23-Feb-2017 9:24 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

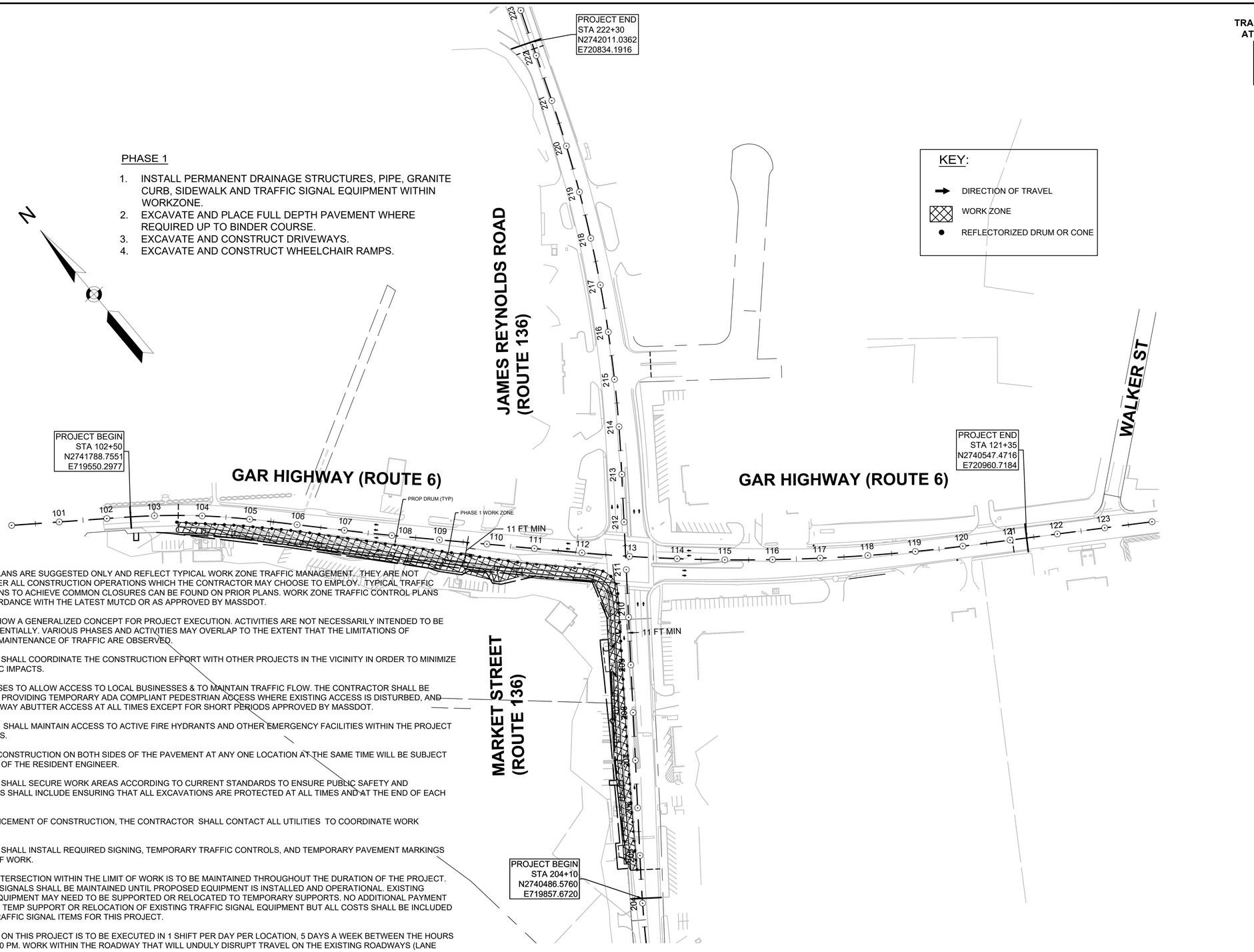
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	136	238
PROJECT FILE NO.	608759		

CONSTRUCTION PHASING PLANS

PHASE 1

1. INSTALL PERMANENT DRAINAGE STRUCTURES, PIPE, GRANITE CURB, SIDEWALK AND TRAFFIC SIGNAL EQUIPMENT WITHIN WORKZONE.
2. EXCAVATE AND PLACE FULL DEPTH PAVEMENT WHERE REQUIRED UP TO BINDER COURSE.
3. EXCAVATE AND CONSTRUCT DRIVEWAYS.
4. EXCAVATE AND CONSTRUCT WHEELCHAIR RAMPS.

KEY:
- DIRECTION OF TRAVEL
- WORK ZONE
- REFLECTORIZED DRUM OR CONE



0 100 200 300 400
SCALE: 1" = 100'

1. THESE PHASING PLANS ARE SUGGESTED ONLY AND REFLECT TYPICAL WORK ZONE TRAFFIC MANAGEMENT. THEY ARE NOT INTENDED TO COVER ALL CONSTRUCTION OPERATIONS WHICH THE CONTRACTOR MAY CHOOSE TO EMPLOY. TYPICAL TRAFFIC MANAGEMENT PLANS TO ACHIEVE COMMON CLOSURES CAN BE FOUND ON PRIOR PLANS. WORK ZONE TRAFFIC CONTROL PLANS SHALL BE IN ACCORDANCE WITH THE LATEST MUTCD OR AS APPROVED BY MASSDOT.
2. PHASING PLANS SHOW A GENERALIZED CONCEPT FOR PROJECT EXECUTION. ACTIVITIES ARE NOT NECESSARILY INTENDED TO BE PERFORMED SEQUENTIALLY. VARIOUS PHASES AND ACTIVITIES MAY OVERLAP TO THE EXTENT THAT THE LIMITATIONS OF OPERATIONS AND MAINTENANCE OF TRAFFIC ARE OBSERVED.
3. THE CONTRACTOR SHALL COORDINATE THE CONSTRUCTION EFFORT WITH OTHER PROJECTS IN THE VICINITY IN ORDER TO MINIMIZE POTENTIAL TRAFFIC IMPACTS.
4. PROVIDE SUB-PHASES TO ALLOW ACCESS TO LOCAL BUSINESSES & TO MAINTAIN TRAFFIC FLOW. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY ADA COMPLIANT PEDESTRIAN ACCESS WHERE EXISTING ACCESS IS DISTURBED, AND MAINTAINING TWO-WAY ABUTTER ACCESS AT ALL TIMES EXCEPT FOR SHORT PERIODS APPROVED BY MASSDOT.
5. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ACTIVE FIRE HYDRANTS AND OTHER EMERGENCY FACILITIES WITHIN THE PROJECT LIMITS AT ALL TIMES.
6. EXCAVATION FOR CONSTRUCTION ON BOTH SIDES OF THE PAVEMENT AT ANY ONE LOCATION AT THE SAME TIME WILL BE SUBJECT TO THE APPROVAL OF THE RESIDENT ENGINEER.
7. THE CONTRACTOR SHALL SECURE WORK AREAS ACCORDING TO CURRENT STANDARDS TO ENSURE PUBLIC SAFETY AND CONVENIENCE. THIS SHALL INCLUDE ENSURING THAT ALL EXCAVATIONS ARE PROTECTED AT ALL TIMES AND AT THE END OF EACH WORK DAY.
8. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL CONTACT ALL UTILITIES TO COORDINATE WORK SCHEDULES.
9. THE CONTRACTOR SHALL INSTALL REQUIRED SIGNING, TEMPORARY TRAFFIC CONTROLS, AND TEMPORARY PAVEMENT MARKINGS PRIOR TO START OF WORK.
10. THE SIGNALIZED INTERSECTION WITHIN THE LIMIT OF WORK IS TO BE MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. EXISTING TRAFFIC SIGNALS SHALL BE MAINTAINED UNTIL PROPOSED EQUIPMENT IS INSTALLED AND OPERATIONAL. EXISTING TRAFFIC SIGNAL EQUIPMENT MAY NEED TO BE SUPPORTED OR RELOCATED TO TEMPORARY SUPPORTS. NO ADDITIONAL PAYMENT WILL BE MADE FOR TEMP SUPPORT OR RELOCATION OF EXISTING TRAFFIC SIGNAL EQUIPMENT BUT ALL COSTS SHALL BE INCLUDED IN THE VARIOUS TRAFFIC SIGNAL ITEMS FOR THIS PROJECT.
11. GENERALLY WORK ON THIS PROJECT IS TO BE EXECUTED IN 1 SHIFT PER DAY PER LOCATION, 5 DAYS A WEEK BETWEEN THE HOURS OF 7:00 AM AND 3:30 PM. WORK WITHIN THE ROADWAY THAT WILL UNDULY DISRUPT TRAVEL ON THE EXISTING ROADWAYS (LANE CLOSURES, TRENCHING, ETC) MAY ONLY BE EXECUTED BETWEEN 9:00 AM AND 2:30 PM. THE CONTRACTOR WILL BE REQUIRED TO SCHEDULE ROADWAY ACCESS WITH DISTRICT 5 OPERATIONS.
12. AT THE END OF EACH WORK DAY, ALL LANES SHALL BE OPEN, NO TRAFFIC CONTROL DEVICES SHALL REMAIN IN THE ROADWAY, WHICH INHIBIT TWO WAY TRAFFIC FLOW.
13. ALL INSTANCES OF ONE-WAY ALTERNATING TRAFFIC WILL ONLY OCCUR FOR SHORT TERM TEMPORARY OPERATIONS DURING NON PEAK, NORMAL CONSTRUCTION WORK HOURS.
14. SEE TEMPORARY TRAFFIC CONTROL PLANS, SHEETS 131-135, FOR SPECIFIC SETUPS OF TEMPORARY TRAFFIC CONTROL DEVICES.

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	137	238
PROJECT FILE NO.	608759		

CONSTRUCTION PHASING PLANS

PHASE 2

1. INSTALL PERMANENT DRAINAGE STRUCTURES, PIPE, GRANITE CURB, SIDEWALK AND TRAFFIC SIGNAL EQUIPMENT WITHIN WORKZONE.
2. EXCAVATE AND PLACE FULL DEPTH PAVEMENT WHERE REQUIRED UP TO BINDER COURSE.
3. EXCAVATE AND CONSTRUCT DRIVEWAYS.
4. EXCAVATE AND CONSTRUCT WHEELCHAIR RAMPS.

KEY:
- DIRECTION OF TRAVEL
- WORK ZONE
- REFLECTORIZED DRUM OR CONE

PROJECT END
STA 222+30
N2742011.0362
E720834.1916

PROJECT BEGIN
STA 102+50
N2741788.7551
E719550.2977

PROJECT END
STA 121+35
N2740547.4716
E720960.7184

PROJECT BEGIN
STA 204+10
N2740486.5760
E719857.6720

JAMES REYNOLDS ROAD (ROUTE 136)

GAR HIGHWAY (ROUTE 6)

GAR HIGHWAY (ROUTE 6)

WALKER ST

MARKET STREET (ROUTE 136)

PROP DRUM (TYP)

11 FT MIN

22 FT MIN

11 FT MIN

PHASE 2 WORK ZONE

SCALE: 1" = 100'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	138	238
PROJECT FILE NO.	608759		

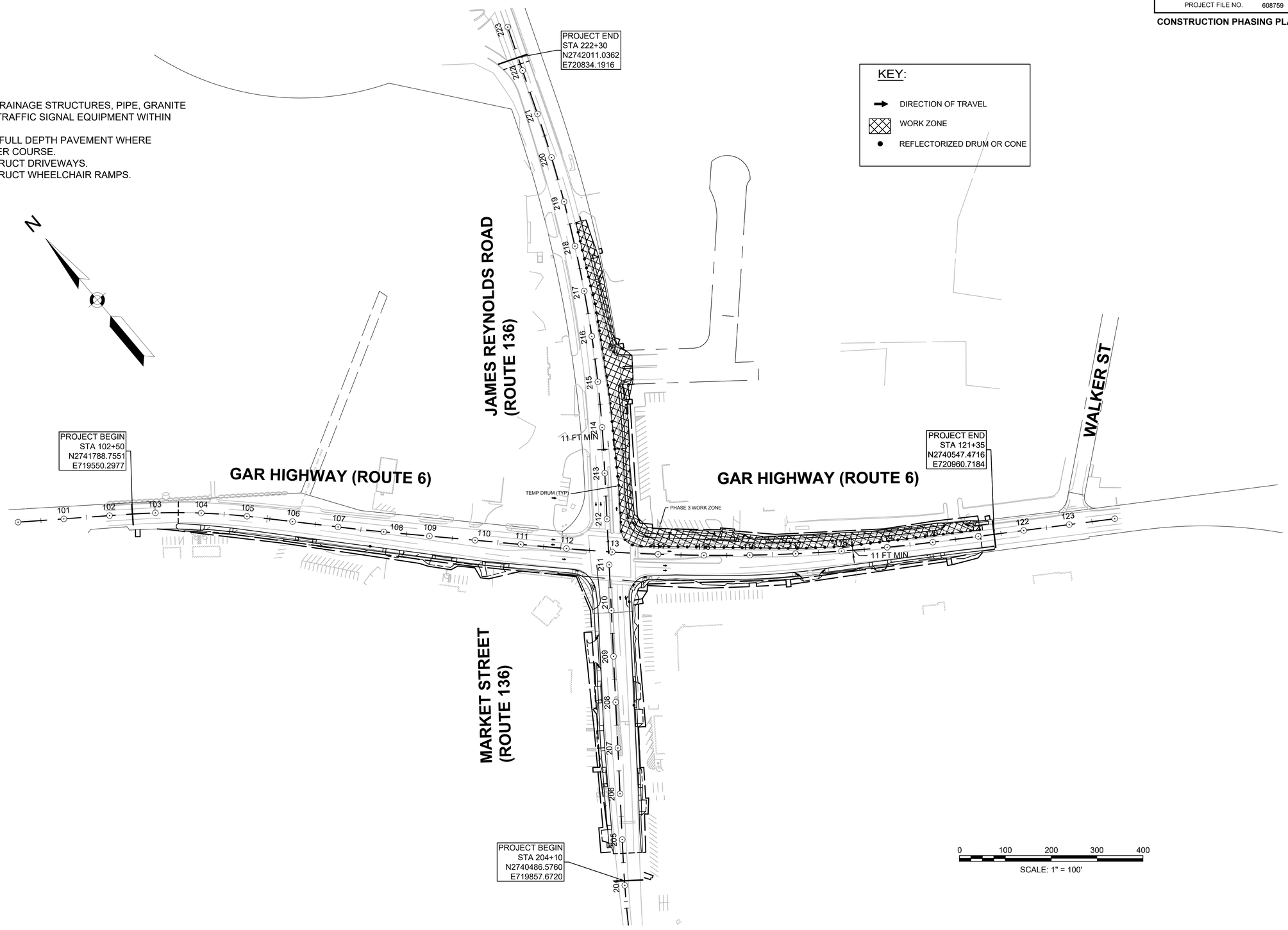
CONSTRUCTION PHASING PLANS

PHASE 3

1. INSTALL PERMANENT DRAINAGE STRUCTURES, PIPE, GRANITE CURB, SIDEWALK AND TRAFFIC SIGNAL EQUIPMENT WITHIN WORKZONE.
2. EXCAVATE AND PLACE FULL DEPTH PAVEMENT WHERE REQUIRED UP TO BINDER COURSE.
3. EXCAVATE AND CONSTRUCT DRIVEWAYS.
4. EXCAVATE AND CONSTRUCT WHEELCHAIR RAMPS.

KEY:

- DIRECTION OF TRAVEL
- WORK ZONE
- REFLECTORIZED DRUM OR CONE



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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	139	238
PROJECT FILE NO.	608759		

CONSTRUCTION PHASING PLANS

PHASE 4

1. INSTALL PERMANENT DRAINAGE STRUCTURES, PIPE, GRANITE CURB, SIDEWALK AND TRAFFIC SIGNAL EQUIPMENT WITHIN WORKZONE.
2. EXCAVATE AND PLACE FULL DEPTH PAVEMENT WHERE REQUIRED UP TO BINDER COURSE.
3. EXCAVATE AND CONSTRUCT DRIVEWAYS.
4. EXCAVATE AND CONSTRUCT WHEELCHAIR RAMPS.

KEY:
- DIRECTION OF TRAVEL
- WORK ZONE
- REFLECTORIZED DRUM OR CONE

PROJECT END
STA 222+30
N2742011.0362
E720834.1916

PROJECT BEGIN
STA 102+50
N2741788.7551
E719550.2977

PROJECT END
STA 121+35
N2740547.4716
E720960.7184

PROJECT BEGIN
STA 204+10
N2740486.5760
E719857.6720

JAMES REYNOLDS ROAD (ROUTE 136)

GAR HIGHWAY (ROUTE 6)

GAR HIGHWAY (ROUTE 6)

WALKER ST

MARKET STREET (ROUTE 136)

PHASE 4 WORK ZONE

TEMP DRUM (TYP)

11 FT MIN

11 FT MIN

0 100 200 300 400

SCALE: 1" = 100'

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	140	238
PROJECT FILE NO.	608759		

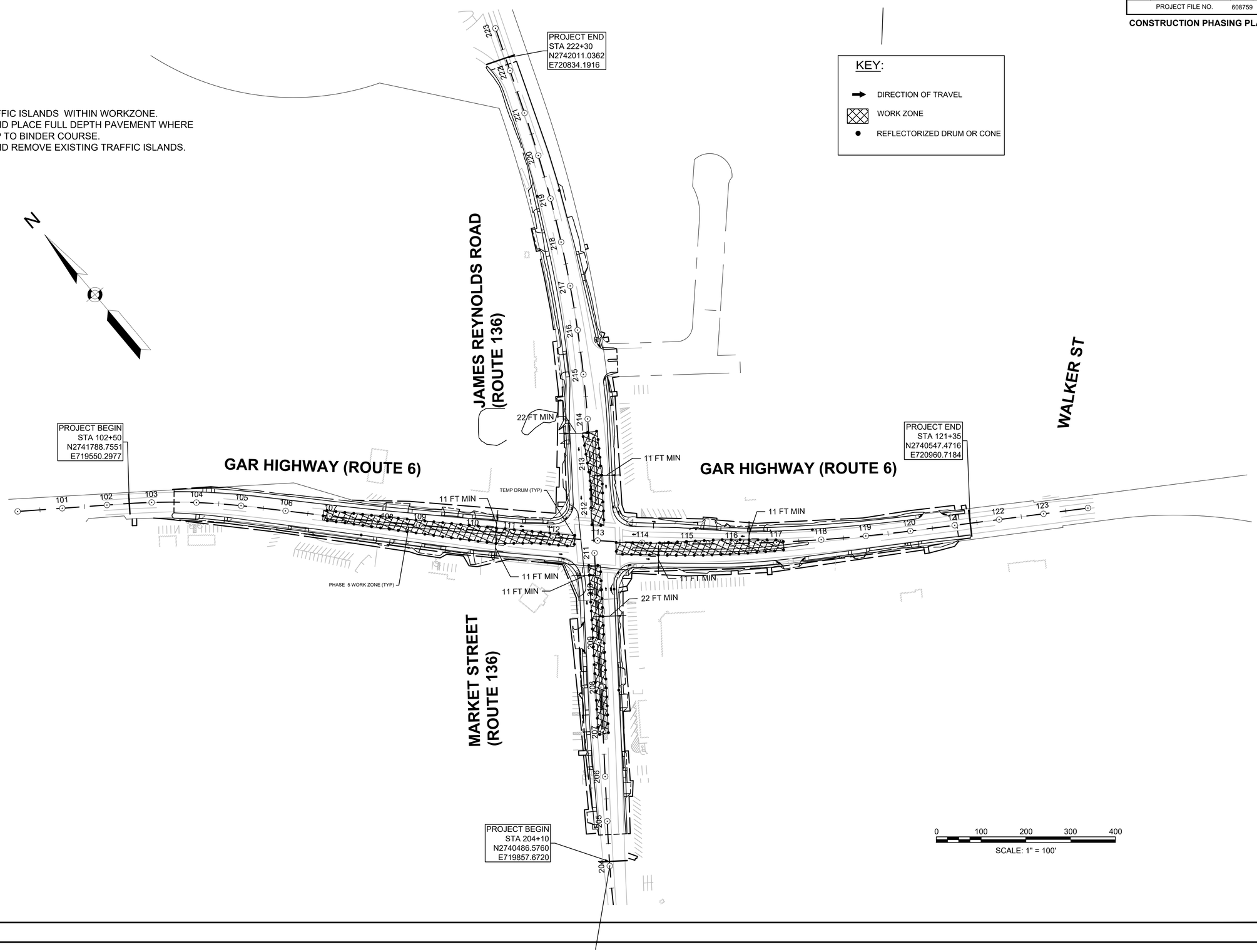
CONSTRUCTION PHASING PLANS

PHASE 5

1. INSTALL TRAFFIC ISLANDS WITHIN WORKZONE.
2. EXCAVATE AND PLACE FULL DEPTH PAVEMENT WHERE REQUIRED UP TO BINDER COURSE.
3. EXCAVATE AND REMOVE EXISTING TRAFFIC ISLANDS.

KEY:

- DIRECTION OF TRAVEL
- WORK ZONE
- REFLECTORIZED DRUM OR CONE



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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	141	238
PROJECT FILE NO.	608759		

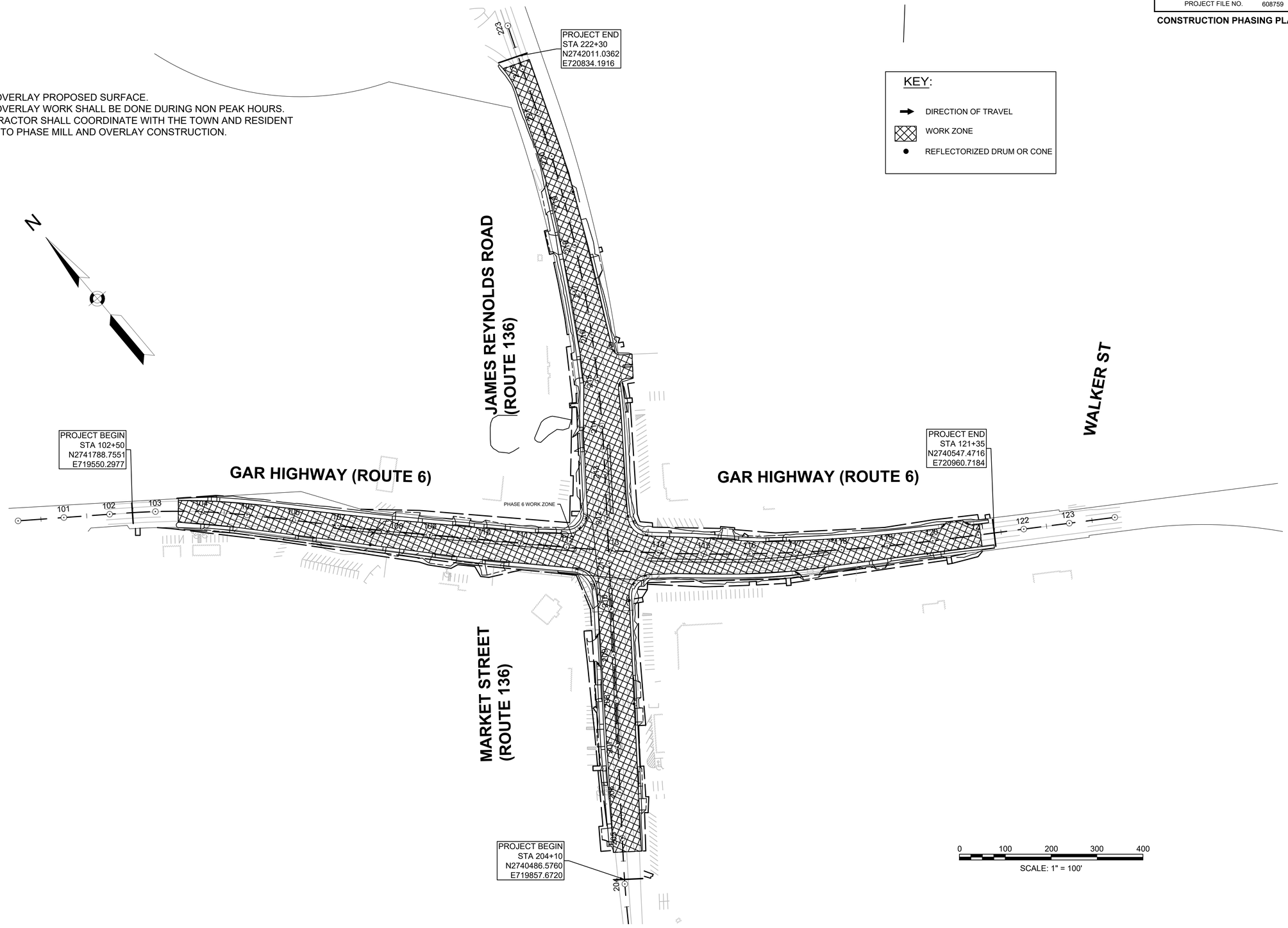
CONSTRUCTION PHASING PLANS

PHASE 6

1. MILL AND OVERLAY PROPOSED SURFACE.
2. MILL AND OVERLAY WORK SHALL BE DONE DURING NON PEAK HOURS.
3. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN AND RESIDENT ENGINEER TO PHASE MILL AND OVERLAY CONSTRUCTION.

KEY:

- DIRECTION OF TRAVEL
- WORK ZONE
- REFLECTORIZED DRUM OR CONE



SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	142	238
	PROJECT FILE NO. 608759		

CONSTRUCTION PHASING PLANS

PHASE 1

1. INSTALL PERMANENT DRAINAGE STRUCTURES, PIPE, GRANITE CURB, SIDEWALK AND TRAFFIC SIGNAL EQUIPMENT WITHIN WORKZONE.
2. EXCAVATE AND PLACE FULL DEPTH PAVEMENT WHERE REQUIRED UP TO BINDER COURSE. PLACE TEMPORARY HMA AND PAVEMENT MILLING ON WIDENING AREA ON MAPLE AVE.
3. EXCAVATE AND CONSTRUCT DRIVEWAYS.
4. EXCAVATE AND CONSTRUCT WHEELCHAIR RAMPS.

KEY:

- DIRECTION OF TRAVEL
- WORK ZONE
- REFLECTORIZED DRUM OR CONE

PROJECT END
STA 415+25
N2734973.0402
E731292.6848

MAPLE AVENUE

GAR HIGHWAY (ROUTE 6)

PROP DRUM (TYP)

11 FT MIN

PHASE 1 WORK ZONE

PROJECT BEGIN
STA 300+20
N2734542.4120
E730365.1038

PROP TEMP HMA AND PAVEMENT MILLING
ON ROADWAY WIDENING AREA

11 FT MIN

MAPLE AVENUE

ONE-WAY ALTERNATING TRAFFIC

PROJECT BEGIN
STA 404+16
N2733899.2199
E731338.8882

GAR HIGHWAY (ROUTE 6)

PROJECT END
STA 318+75
N2734063.6951
E732153.8164

0 60 100 200 300
SCALE: 1" = 60'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	143	238
	PROJECT FILE NO. 608759		

CONSTRUCTION PHASING PLANS

PHASE 2

1. INSTALL PERMANENT DRAINAGE STRUCTURES, PIPE, GRANITE CURB, SIDEWALK AND TRAFFIC SIGNAL EQUIPMENT WITHIN WORKZONE.
2. EXCAVATE AND PLACE FULL DEPTH PAVEMENT WHERE REQUIRED UP TO BINDER COURSE.
3. EXCAVATE AND CONSTRUCT DRIVEWAYS.
4. EXCAVATE AND CONSTRUCT WHEELCHAIR RAMPS.

KEY:

- DIRECTION OF TRAVEL
- WORK ZONE
- REFLECTORIZED DRUM OR CONE

PROJECT END
STA 415+25
N2734973.0402
E731292.6848

PROJECT BEGIN
STA 300+20
N2734542.4120
E730365.1038

PROJECT BEGIN
STA 404+16
N2733899.2199
E731338.8882

PROJECT END
STA 318+75
N2734063.6951
E732153.8164

MAPLE AVENUE

GAR HIGHWAY (ROUTE 6)

GAR HIGHWAY (ROUTE 6)

MAPLE AVENUE

PROP DRUM (TYP)

11 FT MIN

PHASE 2 WORK ZONE

22 FT MIN

PROP TEMP DBYL

0 60 100 200 300

SCALE: 1" = 60'

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	144	238
	PROJECT FILE NO. 608759		

CONSTRUCTION PHASING PLANS

PHASE 3

1. INSTALL PERMANENT DRAINAGE STRUCTURES, PIPE, GRANITE CURB, SIDEWALK AND TRAFFIC SIGNAL EQUIPMENT WITHIN WORKZONE.
2. EXCAVATE AND PLACE FULL DEPTH PAVEMENT WHERE REQUIRED UP TO BINDER COURSE.
3. EXCAVATE AND CONSTRUCT DRIVEWAYS.
4. EXCAVATE AND CONSTRUCT WHEELCHAIR RAMPS.

KEY:

- DIRECTION OF TRAVEL
- WORK ZONE
- REFLECTORIZED DRUM OR CONE

PROJECT END
STA 415+25
N2734973.0402
E731292.6848

MAPLE AVENUE

GAR HIGHWAY (ROUTE 6)

11 FT MIN

TEMP DRUM (TYP)

11 FT MIN

PROP TEMP SWL

PROP TEMP DBYL

GAR HIGHWAY (ROUTE 6)

MAPLE AVENUE

PROJECT BEGIN
STA 300+20
N2734542.4120
E730365.1038

PROJECT BEGIN
STA 404+16
N2733899.2199
E731338.8882

PROJECT END
STA 318+75
N2734063.6951
E732153.8164

0 60 100 200 300
SCALE: 1" = 60'

Nitsch — P:\9720.13 Weymouth SRTS\Transportation\CAD\608003 (SRTS—WEYMOUTH)\DWG\XREFS\608003_HD (Border Sheet).dwg Apr 6, 2012 9:22 AM

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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	145	238
PROJECT FILE NO.	608759		

CONSTRUCTION PHASING PLANS

PHASE 4

1. INSTALL PERMANENT DRAINAGE STRUCTURES, PIPE, GRANITE CURB, SIDEWALK AND TRAFFIC SIGNAL EQUIPMENT WITHIN WORKZONE.
2. EXCAVATE AND PLACE FULL DEPTH PAVEMENT WHERE REQUIRED UP TO BINDER COURSE.
3. EXCAVATE AND CONSTRUCT DRIVEWAYS.
4. EXCAVATE AND CONSTRUCT WHEELCHAIR RAMPS.

KEY:

- DIRECTION OF TRAVEL
- WORK ZONE
- REFLECTORIZED DRUM OR CONE

PROJECT END
STA 415+25
N2734973.0402
E731292.6848

MAPLE AVENUE

22 FT MIN

TEMP DBYL

GAR HIGHWAY (ROUTE 6)

TEMP DRUM (TYP)

PHASE 4 WORK ZONE

11 FT MIN

PROP TEMP SWL

PROP TEMP DBYL

GAR HIGHWAY (ROUTE 6)

MAPLE AVENUE

PROJECT BEGIN
STA 300+20
N2734542.4120
E730365.1038

PROJECT BEGIN
STA 404+16
N2733899.2199
E731338.8882

PROJECT END
STA 318+75
N2734063.6951
E732153.8164

0 60 100 200 300
SCALE: 1" = 60'

Nitsch — P:\9720.13 Weymouth SRTS\Transportation\CAD\608003 (SRTS-WEYMOUTH)\DWG\XREFS\608003_HD (Border Sheet).dwg Apr 6, 2012 9:22 AM
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	146	238
	PROJECT FILE NO. 608759		

CONSTRUCTION PHASING PLANS

PHASE 5

1. MILL AND OVERLAY PROPOSED SURFACE.
2. MILL AND OVERLAY WORK SHALL BE DONE DURING NON PEAK HOURS.
3. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN AND RESIDENT ENGINEER TO PHASE MILL AND OVERLAY CONSTRUCTION.

KEY:

- DIRECTION OF TRAVEL
- WORK ZONE
- REFLECTORIZED DRUM OR CONE

PROJECT END
STA 415+25
N2734973.0402
E731292.6848

PROJECT BEGIN
STA 300+20
N2734542.4120
E730365.1038

PROJECT BEGIN
STA 404+16
N2733899.2199
E731338.8882

PROJECT END
STA 318+75
N2734063.6951
E732153.8164

PHASE 5 WORK ZONE

MAPLE AVENUE

GAR HIGHWAY (ROUTE 6)

GAR HIGHWAY (ROUTE 6)

MAPLE AVENUE

SCALE: 1" = 60'

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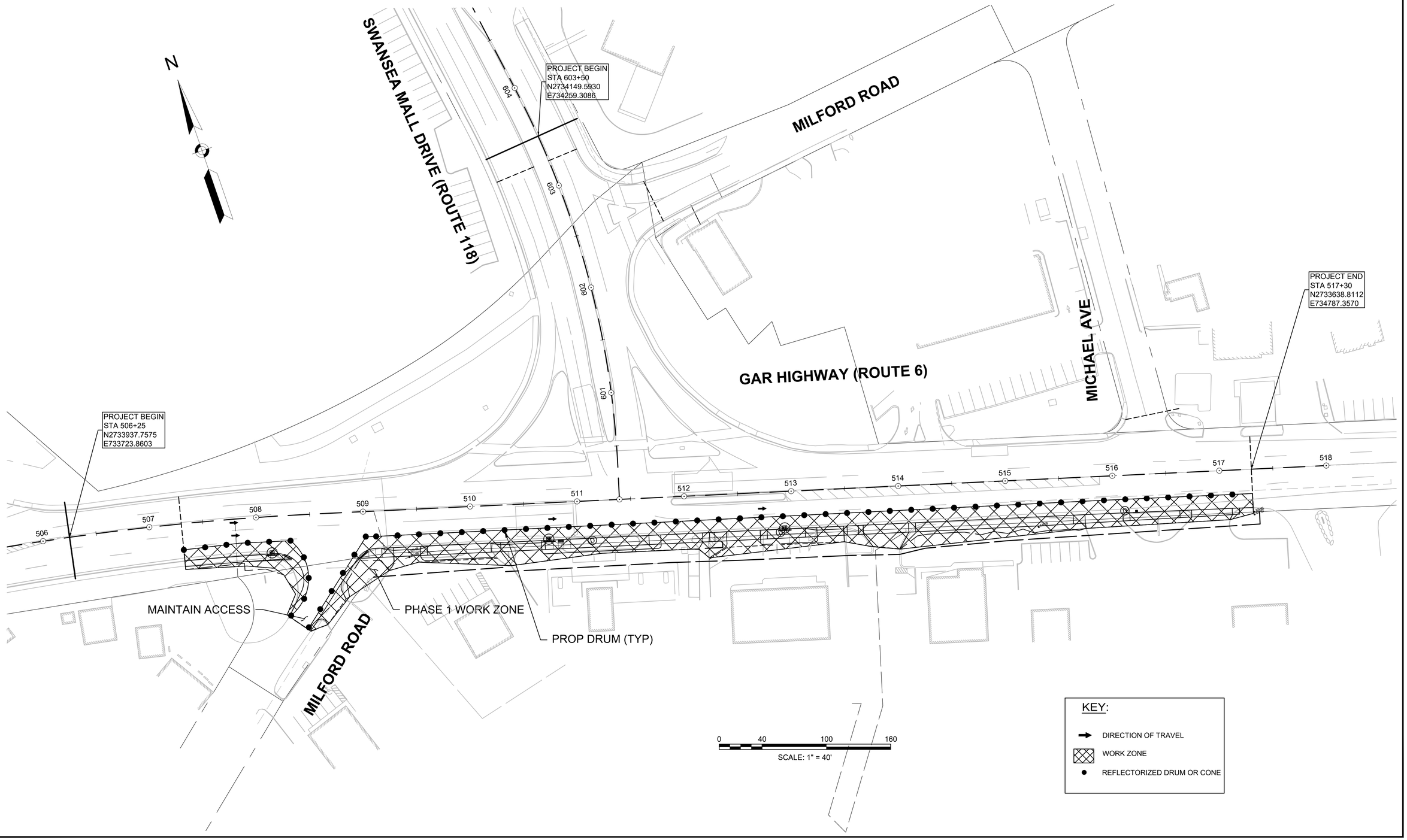
PHASE 1

1. INSTALL PERMANENT DRAINAGE STRUCTURES, PIPE, GRANITE CURB, SIDEWALK AND TRAFFIC SIGNAL EQUIPMENT WITHIN WORKZONE.
2. EXCAVATE AND PLACE FULL DEPTH PAVEMENT WHERE REQUIRED UP TO BINDER COURSE.
3. EXCAVATE AND CONSTRUCT DRIVEWAYS.
4. EXCAVATE AND CONSTRUCT WHEELCHAIR RAMPS.

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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CONSTRUCTION PHASING PLANS



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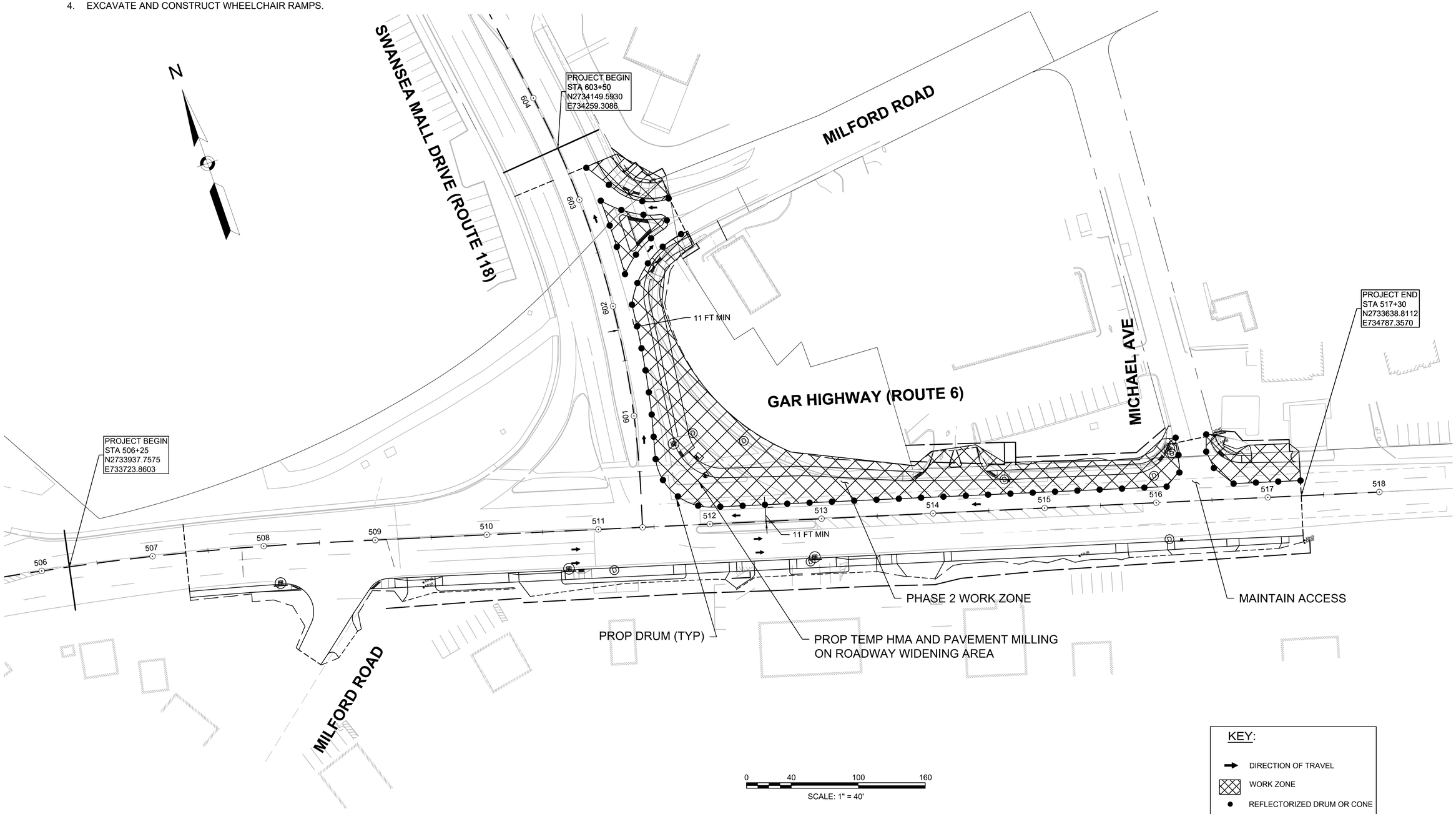
PHASE 2

1. INSTALL PERMANENT DRAINAGE STRUCTURES, PIPE, GRANITE CURB, SIDEWALK AND TRAFFIC SIGNAL EQUIPMENT WITHIN WORKZONE.
2. EXCAVATE AND PLACE FULL DEPTH PAVEMENT WHERE REQUIRED UP TO BINDER COURSE. PLACE TEMPORARY HMA AND PAVEMENT MILLING ON U.S. ROUTE 6 WIDENING AREA.
3. EXCAVATE AND CONSTRUCT DRIVEWAYS.
4. EXCAVATE AND CONSTRUCT WHEELCHAIR RAMPS.

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	148	238
PROJECT FILE NO.	608759		

CONSTRUCTION PHASING PLANS



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608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

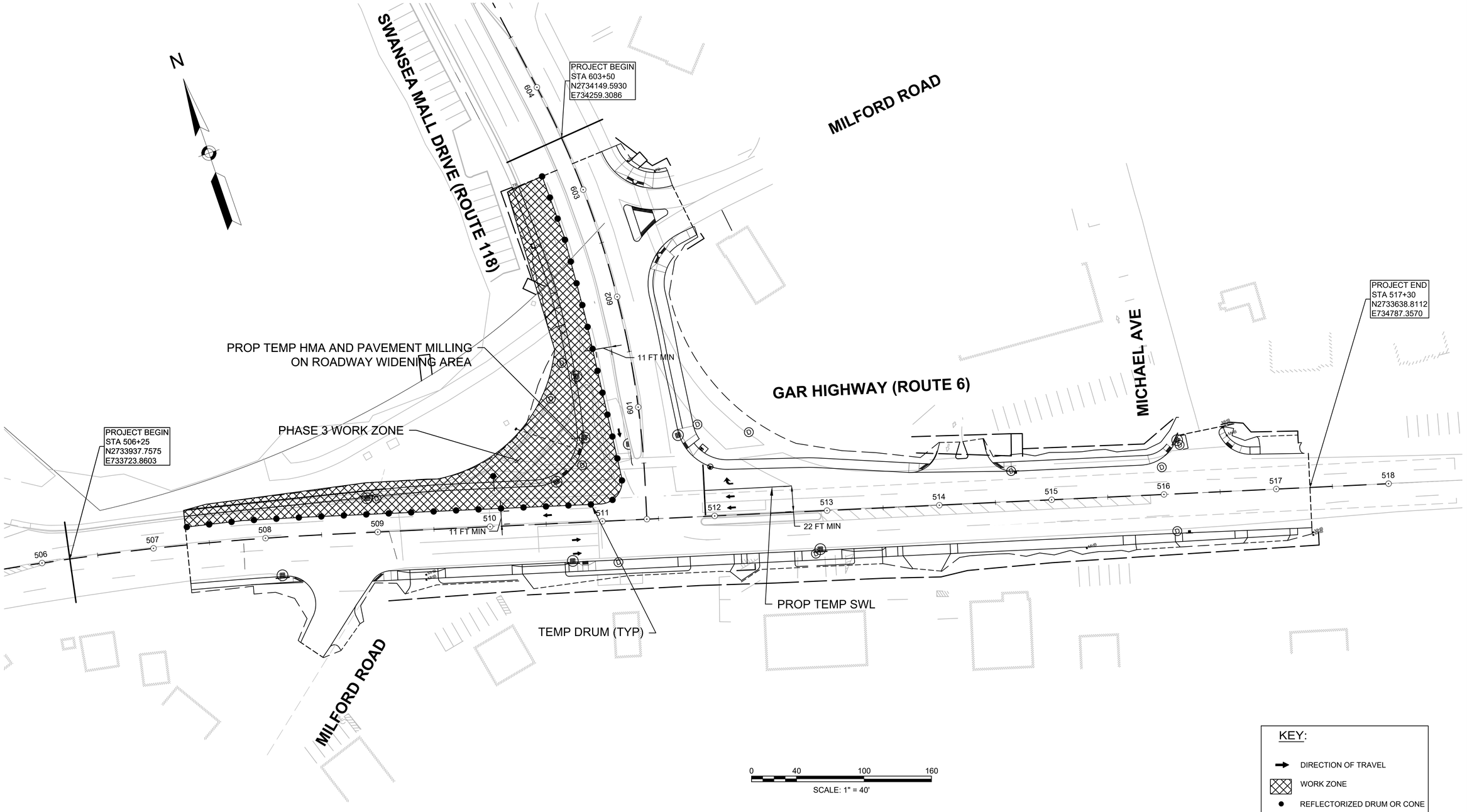
PHASE 3

1. INSTALL PERMANENT DRAINAGE STRUCTURES, PIPE, GRANITE CURB, SIDEWALK AND TRAFFIC SIGNAL EQUIPMENT WITHIN WORKZONE.
2. EXCAVATE AND PLACE FULL DEPTH PAVEMENT WHERE REQUIRED UP TO BINDER COURSE. PLACE TEMPORARY HMA AND PAVEMENT MILLING ON WIDENING AREA.
3. EXCAVATE AND CONSTRUCT DRIVEWAYS.
4. EXCAVATE AND CONSTRUCT WHEELCHAIR RAMPS.

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	149	238
PROJECT FILE NO.	608759		

CONSTRUCTION PHASING PLANS



Nitsch — P:\9720.13 Weymouth SRTS\Transportation\CAD\608003 (SRTS—WEYMOUTH)\DWG\XREFS\608003_HD (Border Sheet).dwg Apr 6, 2012 9:22 AM

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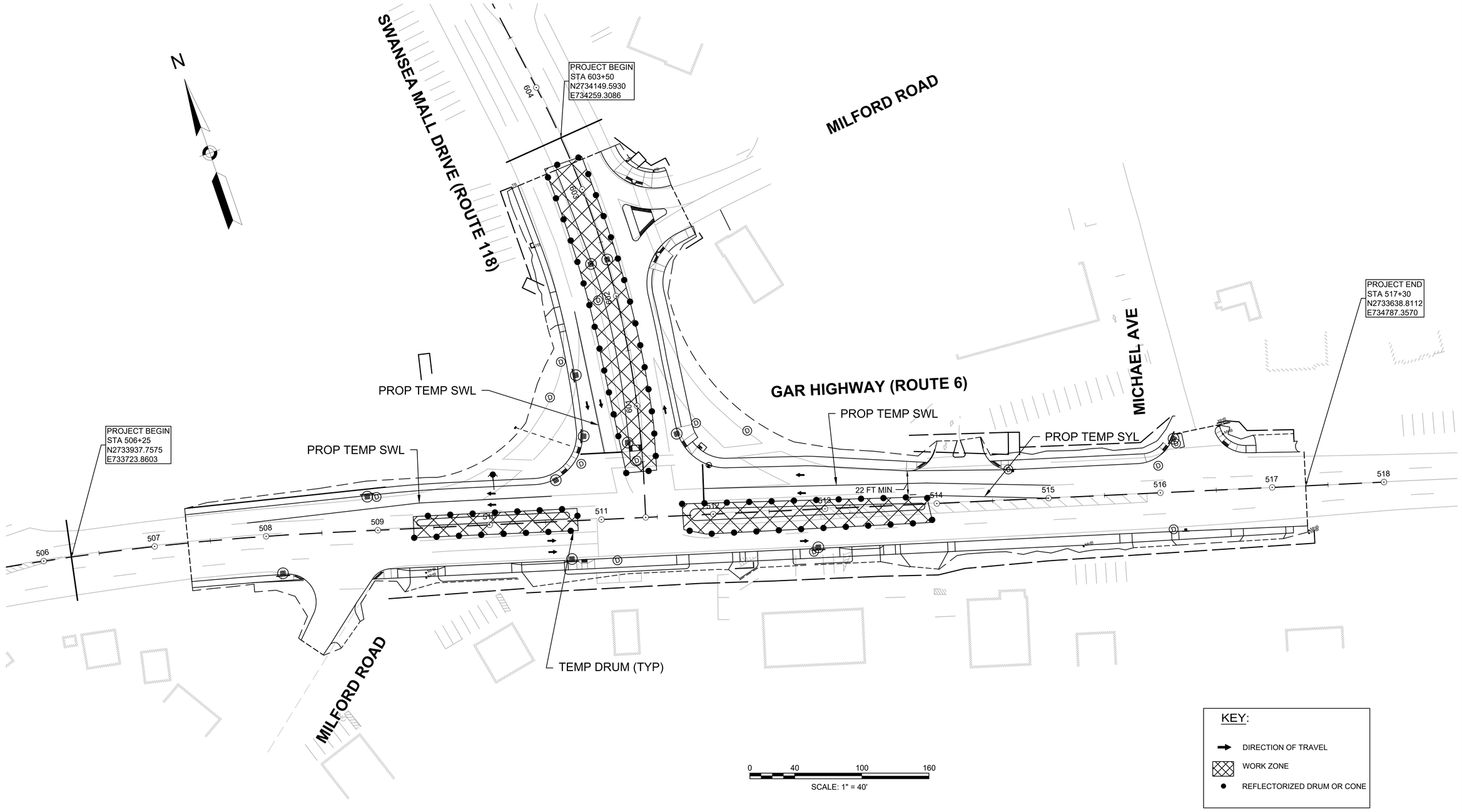
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	150	238
PROJECT FILE NO.	608759		

CONSTRUCTION PHASING PLANS

PHASE 4

1. INSTALL TRAFFIC ISLANDS WITHIN WORKZONE.
2. EXCAVATE AND PLACE FULL DEPTH PAVEMENT WHERE REQUIRED UP TO BINDER COURSE.
3. EXCAVATE AND REMOVE EXISTING TRAFFIC ISLANDS.



Nitsch – P:\9720.13 Weymouth SRTS\Transportation\CAD\608003 (SRTS–WEYMOUTH)\DWG\XREFS\608003_HD (Border Sheet).dwg Apr 6, 2012 9:22 AM

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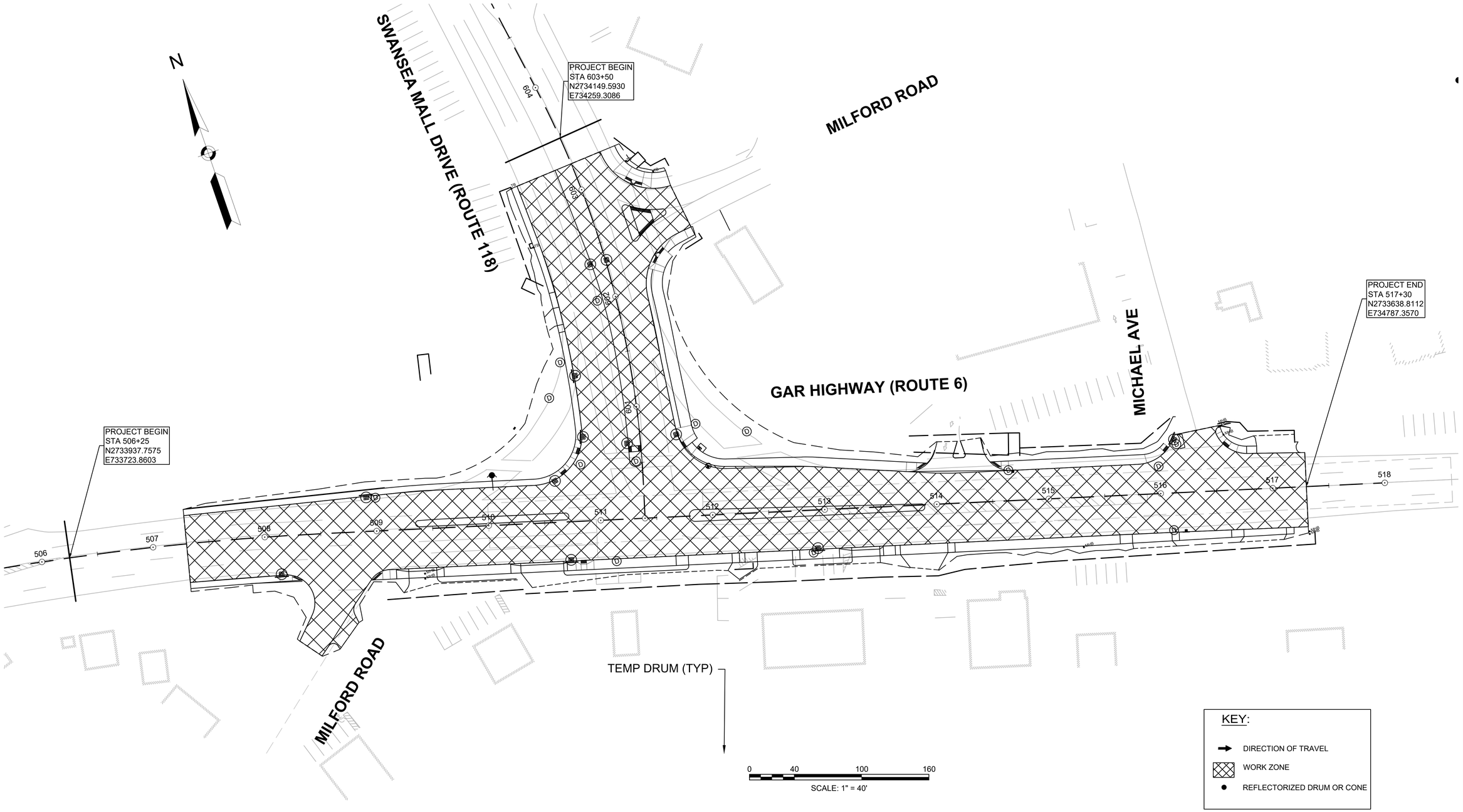
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	151	238
PROJECT FILE NO.	608759		

CONSTRUCTION PHASING PLANS

PHASE 5

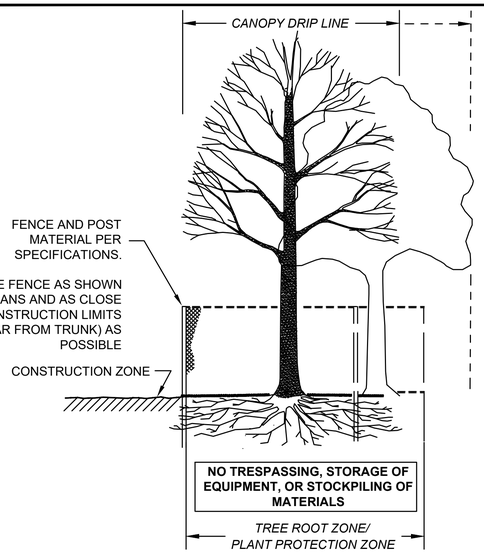
1. INSTALL FULL DEPTH PAVEMENT.
2. MILL AND OVERLAY PROPOSED SURFACE.
3. MILL AND OVERLAY WORK SHALL BE DONE DURING NON PEAK HOURS.
4. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN AND RESIDENT ENGINEER TO PHASE MILL AND OVERLAY CONSTRUCTION.



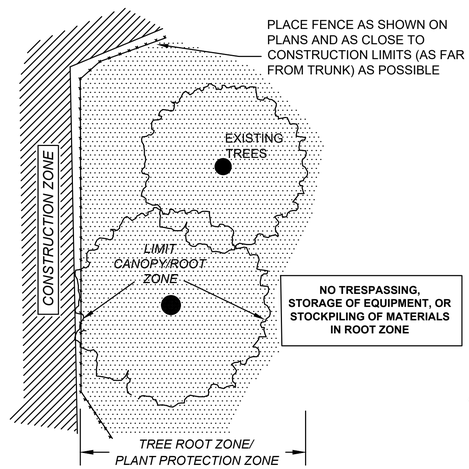
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STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	152	238
PROJECT FILE NO.	608759		

CONSTRUCTION DETAILS

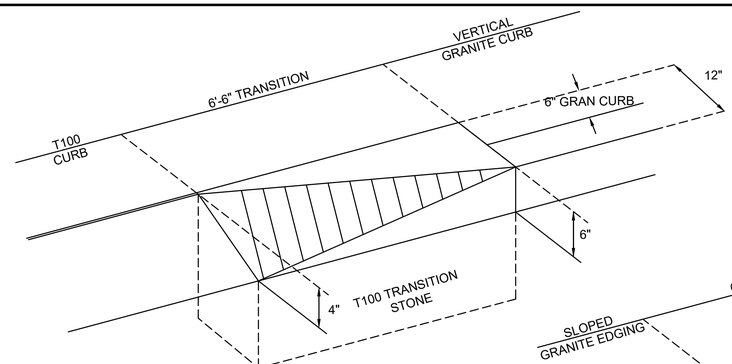


SECTION - FENCE PROTECTION OF ROOT ZONE

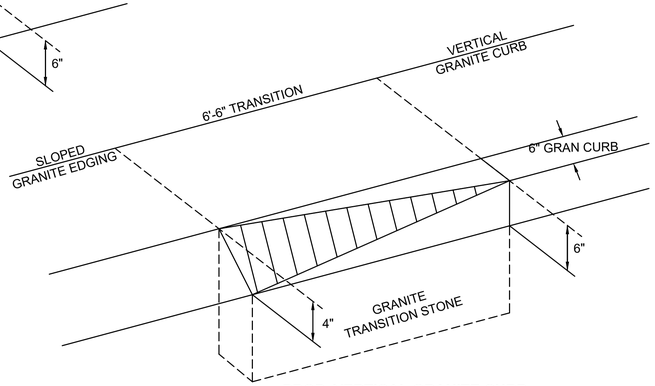


PLAN VIEW - FENCE PROTECTION OF ROOT ZONE

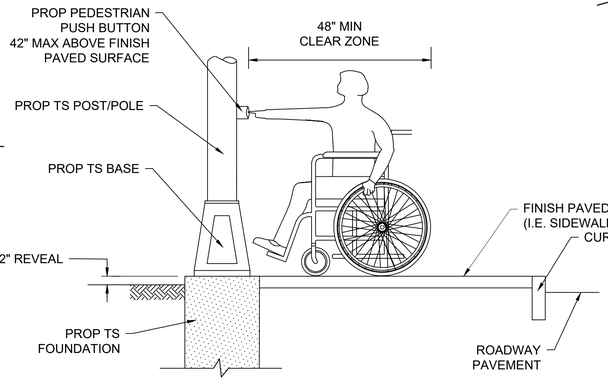
TREE PROTECTION - ROOT ZONE



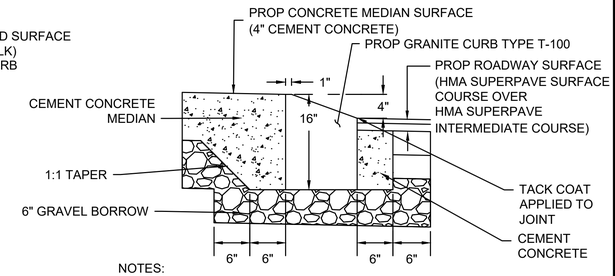
PROP. VERTICAL GRANITE CURB TO T100 SPLAYED END
NOT TO SCALE



PROP. VERTICAL GRANITE CURB TO SLOPED EDGING SPLAYED END
NOT TO SCALE

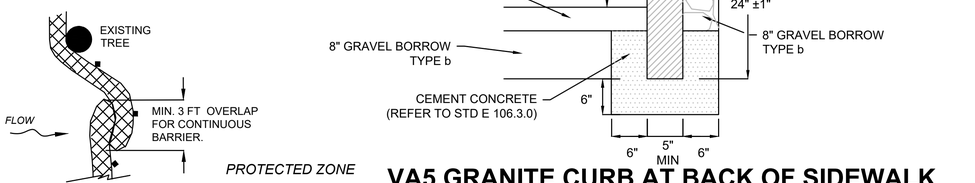


FORWARD APPROACH (SIDE REACH)
NOT TO SCALE



NOTES:
1. GRANITE CURB SHALL BE CUT TO PROPOSED RADIUS AS SHOWN ON PLANS.
2. MAXIMUM LENGTH OF CURB SHALL BE 6 FEET.
3. CEMENT CONCRETE IS INCLUDED IN THE COST OF CURB SETTING

GRANITE CURB TYPE T-100



VA5 GRANITE CURB AT BACK OF SIDEWALK

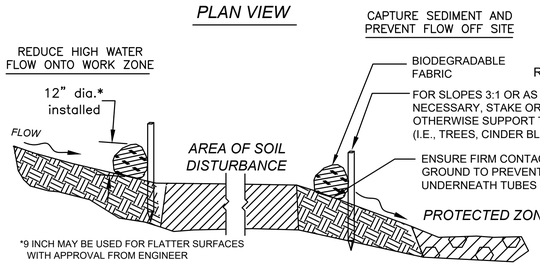
NTS

PROTECTED ZONE

PLACE TUBE AS CLOSE TO LIMIT OF SOIL DISTURBANCE AS POSSIBLE, ALONG CONTOURS, AND PERPENDICULAR TO FLOW.

ADJUST LOCATION AS REQUIRED FOR OPTIMUM EFFECTIVENESS. DO NOT INSTALL IN WATERWAYS.

PLAN VIEW

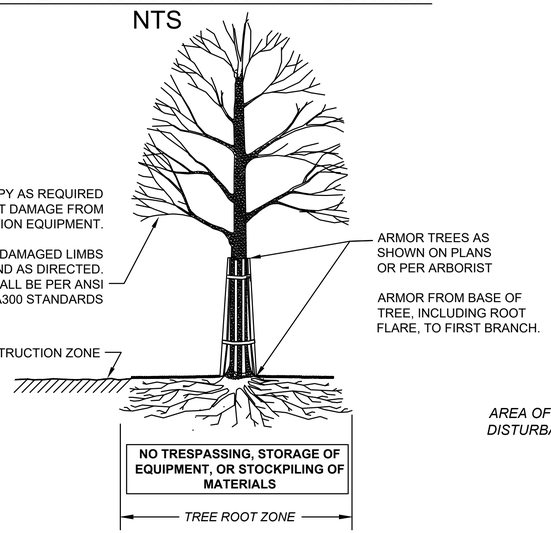


*9 INCH MAY BE USED FOR FLATTER SURFACES WITH APPROVAL FROM ENGINEER

SECTION

SEDIMENT BARRIER - COMPOST FILTER TUBE

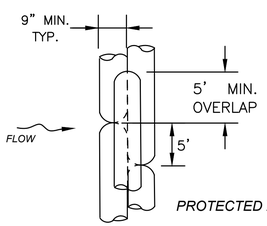
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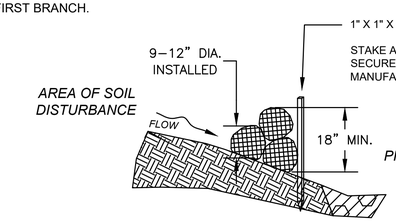
SECTION - TRUNK ARMORING & PRUNING

TREE PROTECTION - TRUNK

WHERE SPECIFIED ON CONSTRUCTION PLANS OR AS REQUIRED



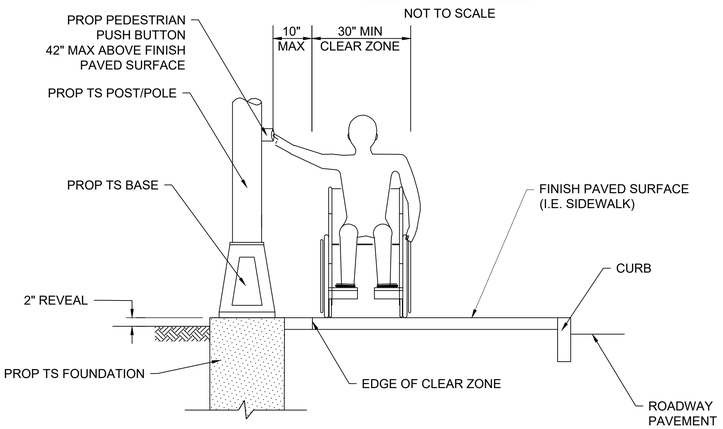
PLAN VIEW



SECTION

COMPOST FILTER TUBES STACKED

NOT TO SCALE



PARALLELL APPROACH (SIDE REACH)

NOTES:
1. A CLEAR GROUND SPACE SHALL CONSIST OF A STABLE AND FIRM AREA, COMPLYING WITH 521 WMR 6.5 (FORWARD REACH) OR 521 CMR 6.6 (SIDE REACH) AND SHALL BE PROVIDED AT EACH OF THE PEDESTRIAN PUSH BUTTONS.
   1.1. WHERE A FORWARD APPROACH IS PROVIDED, PEDESTRIAN PUSH BUTTONS SHALL BE WITHIN TEN INCHES (10") HORIZONTALLY OF AND CENTERED ON THE CLEAR GROUND SPACE.
   1.2. WHERE A PARALLEL APPROACH IS PROVIDED, PEDESTRIAN PUSH BUTTONS SHALL BE WITHIN TEN INCHES (10") HORIZONTALLY OF AND CENTERED ON THE CLEAR GROUND SPACE.

PEDESTRIAN PUSH BUTTON CLEAR ZONE

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608759_HD(DET).DWG Plotted on 12-Mar-2025 10:46 AM

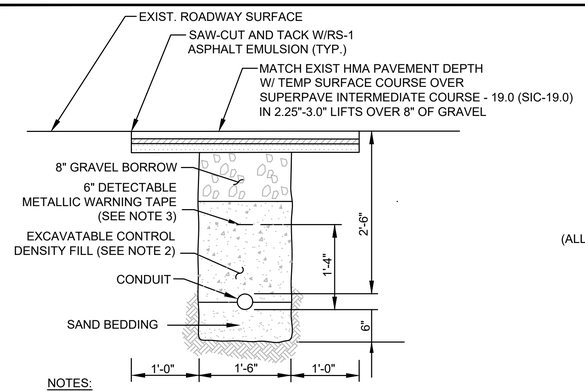
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	153	238
PROJECT FILE NO.	608759		

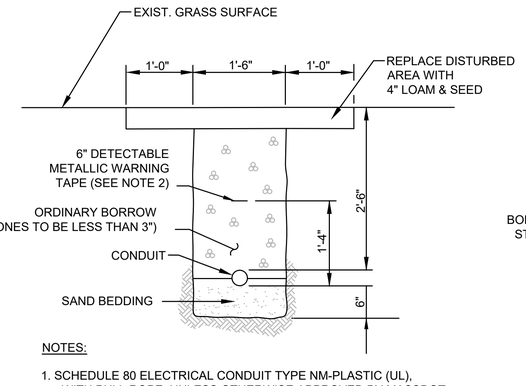
CONSTRUCTION DETAILS



NOTES:

1. SCHEDULE 80 ELECTRICAL CONDUIT TYPE NM-PLASTIC (UL), WITH PULL ROPE, UNLESS OTHERWISE APPROVED BY MASSDOT.
2. CONTROL DENSITY FILL SHALL MEET THE REQUIREMENTS OF SUBSECTION M4.08.0
3. WARNING TAPE SHALL BE PER CURRENT APWA STANDARDS.

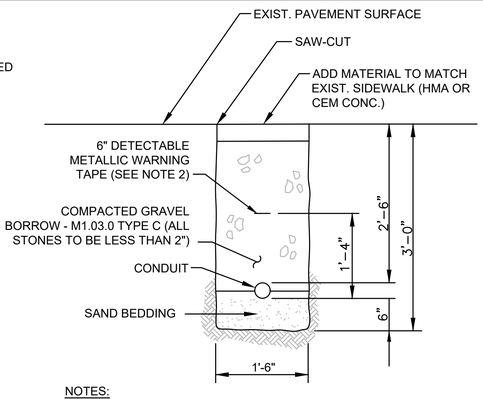
CONDUIT CROSSING ROADWAY
NOT TO SCALE



NOTES:

1. SCHEDULE 80 ELECTRICAL CONDUIT TYPE NM-PLASTIC (UL), WITH PULL ROPE, UNLESS OTHERWISE APPROVED BY MASSDOT.
2. WARNING TAPE SHALL BE PER CURRENT APWA STANDARDS.

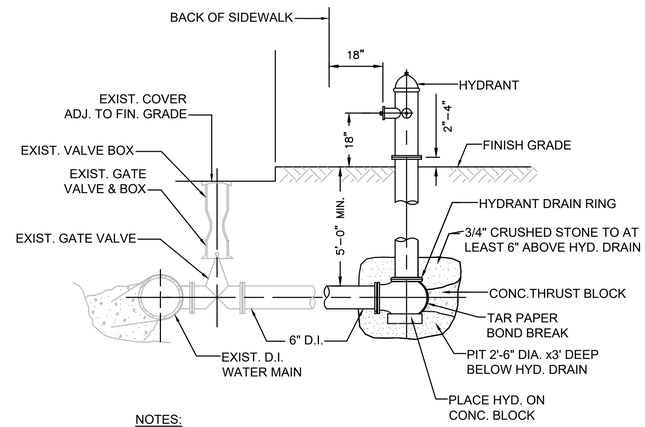
CONDUIT UNDER GRASS AREAS
NOT TO SCALE



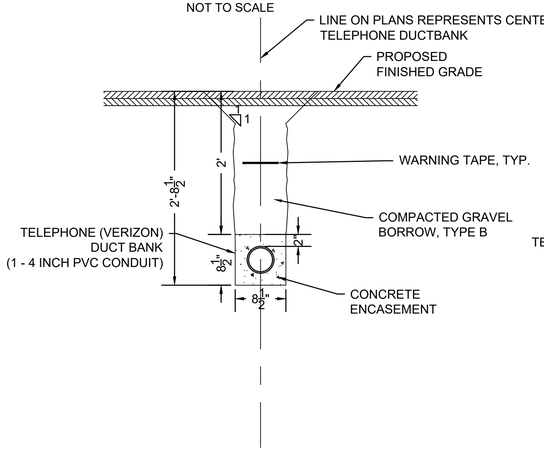
NOTES:

1. SCHEDULE 80 ELECTRICAL CONDUIT TYPE NM-PLASTIC (UL), WITH PULL ROPE, UNLESS OTHERWISE APPROVED BY MASSDOT.
2. WARNING TAPE SHALL BE PER CURRENT APWA STANDARDS.

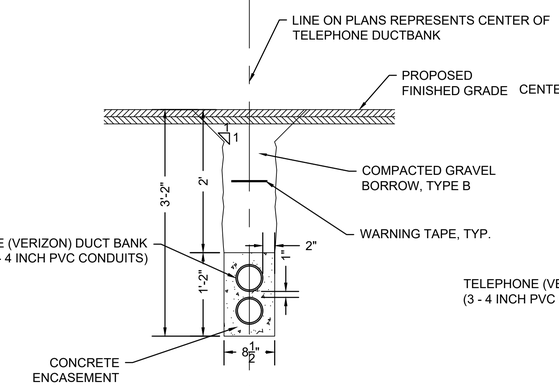
CONDUIT UNDER SIDEWALK
NOT TO SCALE



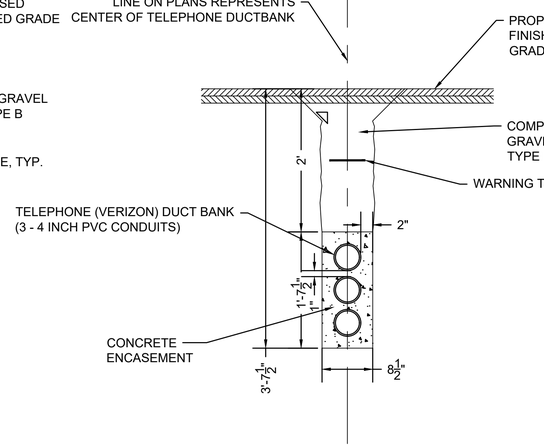
NOTES:
1. ALL JOINTS ON HYDRANT BRANCH TO BE RESTRAINED JOINTS



TELEPHONE TRENCH (SINGLE)



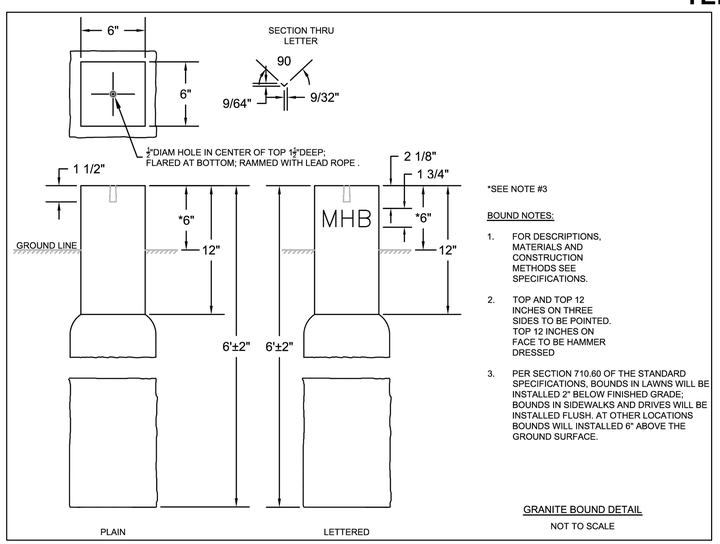
TELEPHONE TRENCH (DOUBLE)



TELEPHONE TRENCH (TRIPLE)

UTILITY TRENCH NOTES:

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

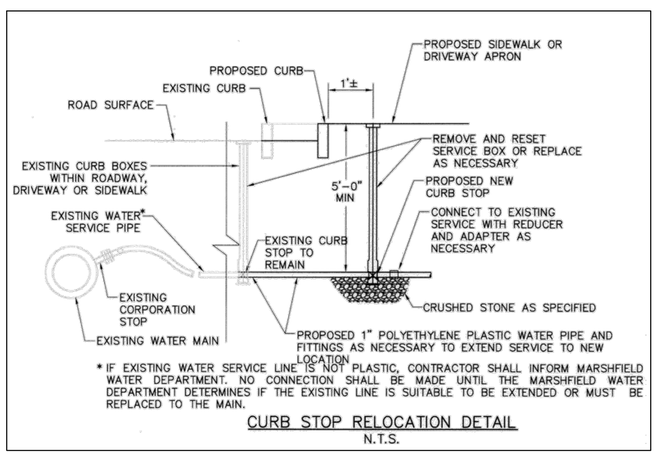


*SEE NOTE #3

BOUND NOTES:

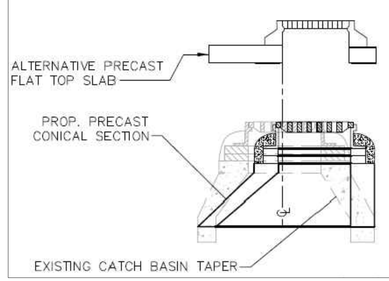
1. FOR DESCRIPTIONS, MATERIALS AND CONSTRUCTION METHODS SEE SPECIFICATIONS.
2. TOP AND TOP 12 INCHES ON THREE SIDES TO BE POINTED. TOP 12 INCHES ON FACE TO BE HAMMER DRESSED
3. PER SECTION 710.60 OF THE STANDARD SPECIFICATIONS, BOUNDS IN LAWNS WILL BE INSTALLED 2" BELOW FINISHED GRADE; BOUNDS IN SIDEWALKS AND DRIVES WILL BE INSTALLED FLUSH. AT OTHER LOCATIONS BOUNDS WILL INSTALLED 6" ABOVE THE GROUND SURFACE.

GRANITE BOUND DETAIL
NOT TO SCALE



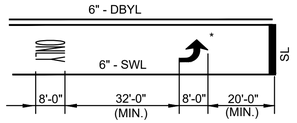
* IF EXISTING WATER SERVICE LINE IS NOT PLASTIC, CONTRACTOR SHALL INFORM MARSHFIELD WATER DEPARTMENT. NO CONNECTION SHALL BE MADE UNTIL THE MARSHFIELD WATER DEPARTMENT DETERMINES IF THE EXISTING LINE IS SUITABLE TO BE EXTENDED OR MUST BE REPLACED TO THE MAIN.

CURB STOP RELOCATION DETAIL
N.T.S.



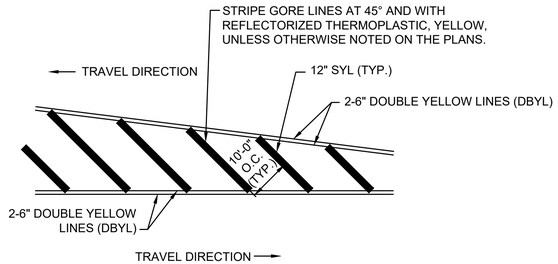
CB TREATMENT NOTES:

1. BASED ON ACTUAL FIELD CONDITIONS; THE CONTRACTOR SHALL DETERMINE WHICH STYLE OF TOP SECTION SHOULD BE USED.
2. CATCH BASIN FRAME AND GRATE SHALL BE SET IN FULL MORTAR BED. ADJUST TO GRADE WITH CLAY BRICK AND MORTAR (2 BRICK COURSES TYPICALLY, 5 BRICK COURSES MAXIMUM)

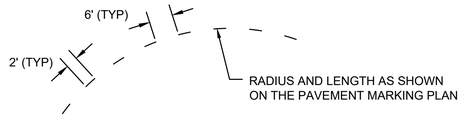


*ARROW SHALL BE POINTED RIGHT FOR RIGHT TURN ONLY.

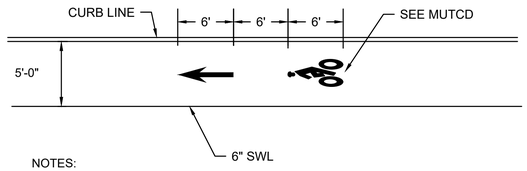
DIMENSION FOR TYPICAL PAVEMENT MARKINGS
NOT TO SCALE



TYPICAL GORE MARKINGS
NOT TO SCALE



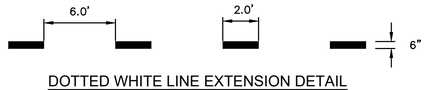
DOTTED WHITE LANE LINE DETAIL
NOT TO SCALE



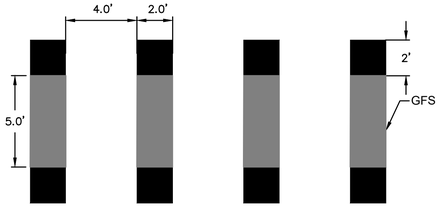
NOTES:

1. ALL PROPOSED PAVEMENT MARKINGS AND SYMBOLS SHALL BE REFLECTORIZED THERMOPLASTIC.

NOT TO SCALE

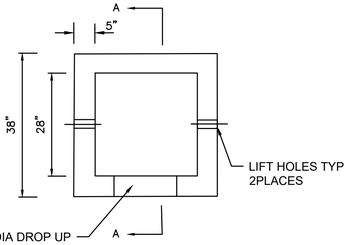


DOTTED WHITE LINE EXTENSION DETAIL
NOT TO SCALE

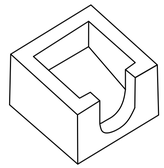


BICYCLE CROSSING DETAIL

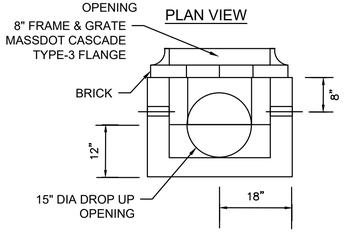
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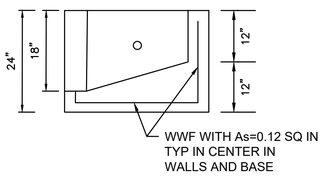
PLAN VIEW



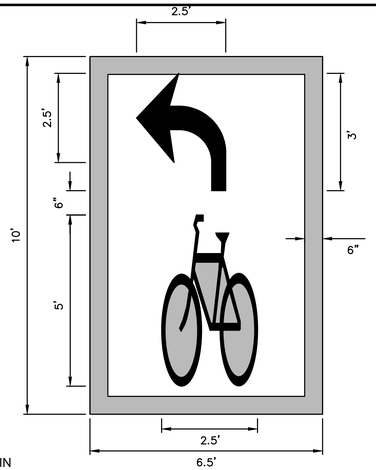
ISOMETRIC



ELEVATION

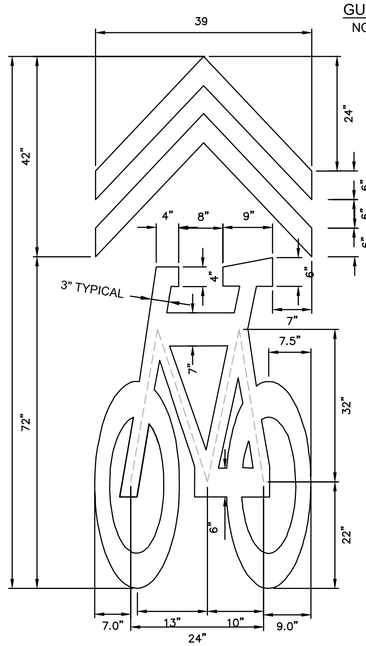


SECTION A-A



NOTES:
1. DESIGNED FOR AASHTO HS25-44 LOADING.
2. CONCRETE STRENGTH fc=4000 PSI
3. REINFORCING STEEL ASTM A185 (wwf) fy=60,000 PSI
4. CURB INLETS ARE REQUIRED WHEN GUTTER INLETS ARE INSTALLED AGAINST CURBING.

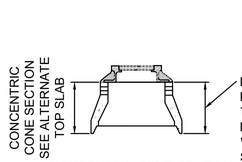
GUTTER INLET
NOT TO SCALE



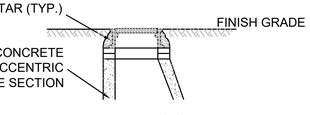
SHARED LANE SYMBOL PLACEMENT NOTES:

1. SHARED LANE MARKING SYMBOLS SHALL BE PLACED SO THAT THE CENTER IS 4 FEET FROM THE ADJACENT SOLID WHITE EDGE LINE.
2. DO NOT PLACE SYMBOLS ON LANE LINES.
3. SHARED LANE SYMBOLS SHALL BE PLACED A MAXIMUM OF 500 FEET APART.

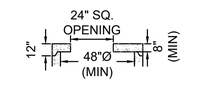
SHARED LANE SYMBOL DETAIL
NOT TO SCALE



CONCENTRIC CONE SECTION
NOT TO SCALE



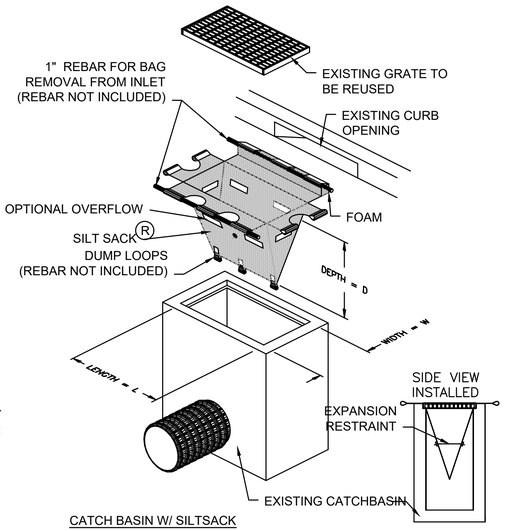
ALTERNATE ECCENTRIC CONE SECTION
NOT TO SCALE



ALTERNATE TOP SLAB SECTION
NOT TO SCALE

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

CATCH BASIN TOP DETAILS
NOT TO SCALE

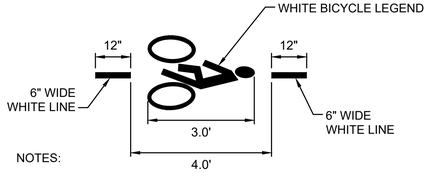


CATCH BASIN W/ SILTSACK

INLET PROTECTION
NOT TO SCALE



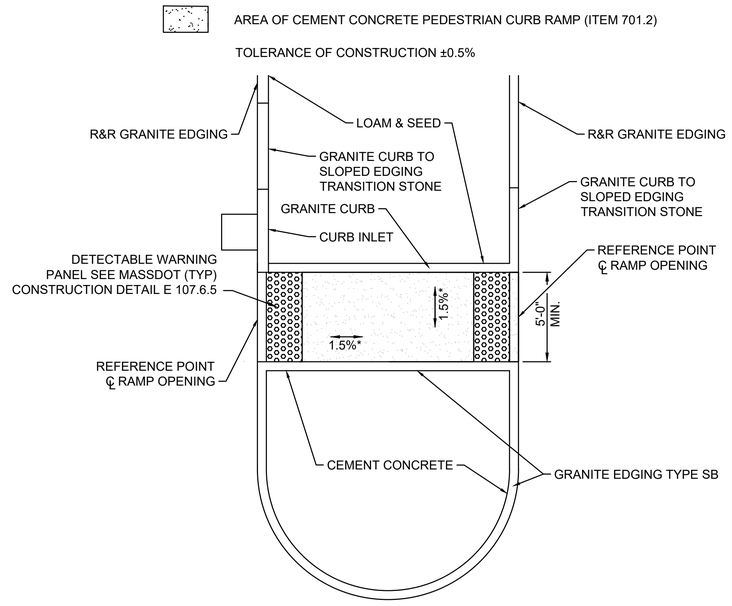
SOLID WHITE YIELD LINE MARKING
NOT TO SCALE



NOTES:

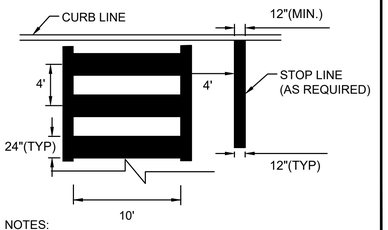
1. ALL PROPOSED BICYCLE DETECTOR PAVEMENT MARKINGS SHALL BE REFLECTORIZED (TAPE) THERMOPLASTIC.

BICYCLE DETECTOR PAVEMENT MARKING
NOT TO SCALE



* = TOLERANCE FOR CONSTRUCTION (± 0.5%)

PEDESTRIAN CURB RAMP DATA - PEDESTRIAN REFUGE ISLAND							
PEDESTRIAN CURB RAMP NUMBER	STREET NAME ℄	STATION	OFFSET	RAMP OPENING WIDTH	GUTTER SLOPE	LEFT SIDE REVEAL	RIGHT SIDE REVEAL
29	ROUTE 118	600+62.59	0.00'	5.00'	-0.33%	4"	6"
30	ROUTE 118	600+62.59	11.00' LT	5.00'	-0.38%	6"	4"



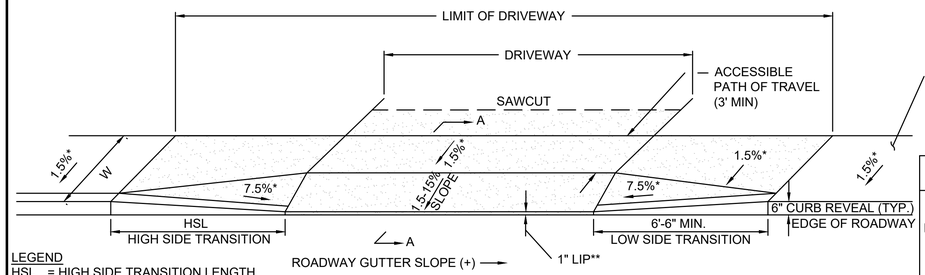
NOTES:

1. ALL PROPOSED STOP LINES AND CROSSWALKS SHALL BE WHITE REFLECTORIZED THERMOPLASTIC.

HIGH VISIBILTY CROSSWALK & STOP LINE
NOT TO SCALE

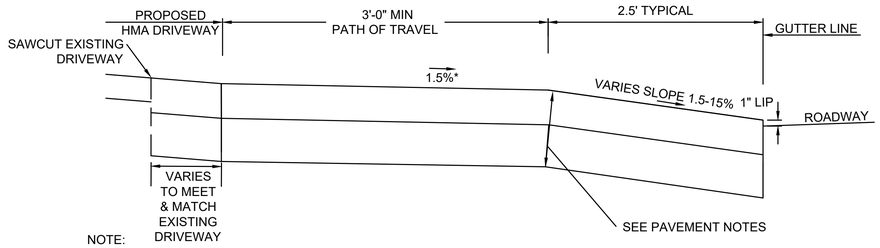
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608759_HD(DET).DWG Plotted on 12-Mar-2025 10:47 AM



PLAN

LEGEND
HSL = HIGH SIDE TRANSITION LENGTH (SEE MASSDOT STANDARD DETAIL E 107.9.0R)
W = SIDEWALK WIDTH (USABLE WIDTH)
* = TOLERANCE FOR CONSTRUCTION (±0.5%)



NOTE:
1. SEE DRAWING E107.7.0 OF THE MASSDOT CONSTRUCTION STANDARDS.

* = TOLERANCE FOR CONSTRUCTION (± 0.5%)
** = NO LIP FOR DRIVEWAYS 2, 16, 17, 27, 43. 44, 51, 52, 61, 62.
*** = LOAM & SEED ON RIGHT SIDE OF DRIVEWAY 64

SECTION A-A

SIDEWALK THROUGH DRIVEWAY - HOT MIX ASPHALT

NOT TO SCALE

KEY:

AREA OF HOT MIX ASPHALT DRIVEWAY (ITEM 702.)

* TOLERANCE OF CONSTRUCTION ±0.5%

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	155	238
PROJECT FILE NO.	608759		

CONSTRUCTION DETAILS

DRIVEWAY DATA - SIDEWALK THROUGH DRIVEWAY										
DRIVEWAY NUMBER	STREET NAME ℄	STATION	OFFSET	SIDEWALK WIDTH	PATH OF TRAVEL WIDTH	ROADWAY GUTTER SLOPE	CURB TRANSITION LENGTH			
							LEFT SIDE	REVEAL	RIGHT SIDE	REVEAL
1	ROUTE 6	104+26.50	26.50' LT	8.50'	8.50'	0.70%	7.67	6"	6.50	6"
2**	ROUTE 6	104+36.74	27.42' RT	8.50'	8.50'	-0.70%	6.50	6"	7.67	6"
3	ROUTE 6	106+32.72	31.86' RT	8.50'	6.50'	0.82%	7.67	6"	6.50	6"
4	ROUTE 6	108+23.54	36.19' RT	8.50'	8.50'	1.10%	9.00	6"	6.50	6"
5	ROUTE 6	108+47.70	25.00' LT	8.50'	8.50'	-1.10%	6.50	6"	9.00	6"
6	ROUTE 6	109+35.13	40.80' RT	8.50'	6.50'	2.00%	11.00	6"	6.50	6"
7	ROUTE 6	109+69.62	25.00' LT	8.50'	6.50'	-2.32%	6.50	6"	11.00	6"
8	ROUTE 6	110+47.03	44.00' RT	8.50'	6.50'	2.34%	11.00	6"	6.50	6"
9	ROUTE 6	110+43.23	25.00' LT	8.50'	6.50'	-2.39%	6.50	6"	11.00	6"
10	ROUTE 6	111+55.75	26.39' LT	8.50'	6.50'	-2.40%	6.50	6"	11.00	6"
11	ROUTE 6	115+51.94	31.38' LT	8.50'	6.50'	-1.66%	6.50	6"	9.00	6"
12	ROUTE 6	116+57.78	25.00' LT	8.50'	6.50'	-0.84%	6.50	6"	7.67	6"
14	ROUTE 6	118+81.20	28.61' RT	8.50'	8.50'	0.91%	7.67	6"	6.50	6"

DRIVEWAY DATA - SIDEWALK THROUGH DRIVEWAY										
DRIVEWAY NUMBER	STREET NAME ℄	STATION	OFFSET	SIDEWALK WIDTH	PATH OF TRAVEL WIDTH	ROADWAY GUTTER SLOPE	CURB TRANSITION LENGTH			
							LEFT SIDE	REVEAL	RIGHT SIDE	REVEAL
15	ROUTE 6	120+05.72	25.52' RT	8.50'	8.50'	0.86%	7.67	6"	6.50	6"
16**	ROUTE 136	205+08.69	21.62' LT	8.50'	8.50'	-1.94%	6.50	6"	9.00	6"
17**	ROUTE 136	205+71.86	39.84' RT	5.50'	5.50'	2.22%	11.00	6"	6.50	6"
18	ROUTE 136	206+30.46	40.00' RT	5.50'	3.50'	2.23%	11.00	6"	6.50	6"
19	ROUTE 136	206+36.04	26.32' LT	8.50'	6.50'	-2.23%	6.50	6"	11.00	6"
20	ROUTE 136	207+20.63	28.84' LT	8.50'	8.50'	-2.23%	6.50	6"	11.00	6"
21	ROUTE 136	207+66.56	40.00' RT	5.50'	3.50'	2.23%	5.50	3"	6.50	6"
22	ROUTE 136	208+21.50	29.00' LT	8.50'	6.50'	-2.23%	6.50	6"	11.00	6"
23	ROUTE 136	208+22.04	40.00' RT	5.50'	3.50'	2.23%	11.00	6"	3.25	3"
25	ROUTE 136	213+74.63	41.84' LT	8.50'	6.50'	1.42%	9.00	6"	6.50	6"
26	ROUTE 136	215+29.85	31.00' LT	8.50'	6.50'	2.17%	11.00	6"	6.50	6"

DRIVEWAY DATA - SIDEWALK THROUGH DRIVEWAY										
DRIVEWAY NUMBER	STREET NAME ℄	STATION	OFFSET	SIDEWALK WIDTH	PATH OF TRAVEL WIDTH	ROADWAY GUTTER SLOPE	CURB TRANSITION LENGTH			
							LEFT SIDE	REVEAL	RIGHT SIDE	REVEAL
27**	ROUTE 136	217+42.53	28.64' RT	5.50'	3.00'	-3.10%	6.50	6"	14.00	6"
28	ROUTE 136	218+07.44	30.00' LT	8.50'	8.50'	2.08%	11.00	6"	6.50	6"
29	ROUTE 6	301+69.40	24.06' RT	6.87'	6.87'	2.60%	11.00	6"	6.50	6"
30	ROUTE 6	302+75.85	24.00' LT	5.50'	3.50'	-3.00%	6.50	6"	14.00	6"
31	ROUTE 6	303+52.64	26.31' RT	8.50'	8.50'	3.05%	14.00	6"	6.50	6"
32	ROUTE 6	303+53.39	24.00' LT	6.50'	4.50'	-3.05%	6.50	6"	7.00	3"
33	ROUTE 6	303+92.90	24.00' LT	7.40'	5.40'	-3.05%	6.50	6"	14.00	6"
34	ROUTE 6	304+34.37	28.00' RT	8.50'	8.50'	2.85%	11.00	6"	6.50	6"
35	ROUTE 6	304+78.92	24.00' LT	8.50'	6.50'	-3.05%	6.50	6"	14.00	6"
39	ROUTE 6	306+91.67	24.00' LT	8.50'	6.50'	-2.07%	6.50	6"	11.00	6"
42	ROUTE 6	313+59.38	31.07' RT	8.50'	6.50'	-1.04%	6.50	6"	9.00	6"
43**	MAPLE AVE	404+29.40	14.82' LT	5.50'	5.50'	-0.83%	6.50	6"	7.67	6"
44**	MAPLE AVE	404+38.44	13.90' RT	5.50'	5.50'	0.83%	7.67	6"	6.50	6"

DRIVEWAY DATA - SIDEWALK THROUGH DRIVEWAY										
DRIVEWAY NUMBER	STREET NAME ℄	STATION	OFFSET	SIDEWALK WIDTH	PATH OF TRAVEL WIDTH	ROADWAY GUTTER SLOPE	CURB TRANSITION LENGTH			
							LEFT SIDE	REVEAL	RIGHT SIDE	REVEAL
46	MAPLE AVE	409+77.52	16.00' RT	5.50	5.50	0.27%/0.13% LOW POINT	7.67	6"	7.67	6"
47	MAPLE AVE	410+26.03	26.00' LT	5.50	5.50	-1.02%	6.50	6"	9.00	6"
48	MAPLE AVE	410+82.29	16.00' RT	5.50	5.50	0.83%	7.67	6"	6.50	6"
49	MAPLE AVE	411+67.33	20.44' LT	5.50	3.50	-1.06%	6.50	6"	9.00	6"
50	MAPLE AVE	412+31.41	16.00' RT	5.50	5.50	1.06%	9.00	6"	6.50	6"
51**	MAPLE AVE	412+88.60	17.61' LT	5.50	5.50	-1.06%	6.50	6"	9.00	6"
52**	MAPLE AVE	413+26.60	15.97' RT	5.50	5.50	1.06%	9.00	6"	6.50	6"
53	ROUTE 6	509+39.32	35.00' RT	8.50'	6.50	-2.30%	6.50	6"	11.00	6"
54	ROUTE 6	510+45.96	35.00' RT	8.50'	6.50	-1.56%	3.25	3"	9.00	6"
55	ROUTE 6	511+95.98	35.00' RT	8.50'	8.50	-2.00%	6.50	6"	11.00	6"
56	ROUTE 6	512+53.64	35.00' RT	8.50'	8.50	-2.00%	6.50	6"	11.00	6"
57	ROUTE 6	513+34.82	35.00' RT	8.50'	6.50	-2.00%	3.25	3"	11.00	6"
58	ROUTE 6	513+86.78	35.00' RT	8.50'	8.50	-1.75%	6.50	6"	4.50	3"

DRIVEWAY DATA - SIDEWALK THROUGH DRIVEWAY										
DRIVEWAY NUMBER	STREET NAME ℄	STATION	OFFSET	SIDEWALK WIDTH	PATH OF TRAVEL WIDTH	ROADWAY GUTTER SLOPE	CURB TRANSITION LENGTH			
							LEFT SIDE	REVEAL	RIGHT SIDE	REVEA
60	ROUTE 6	515+90.59	35.05' RT	7.62'	7.62	-2.00%	6.50	6"	11.00	6"
61**	ROUTE 6	516+91.43	35.61' RT	6.00'	6.00	-2.20%	6.50	6"	11.00	6"
62**	ROUTE 6	517+04.24	31.26' LT	6.50'	6.50	1.60%	9.00'	6"	--	6"
64***	ROUTE 136	219+18.05	28.89' LT	6.50'	6.50	0.00%	6.50	6"	--	6"

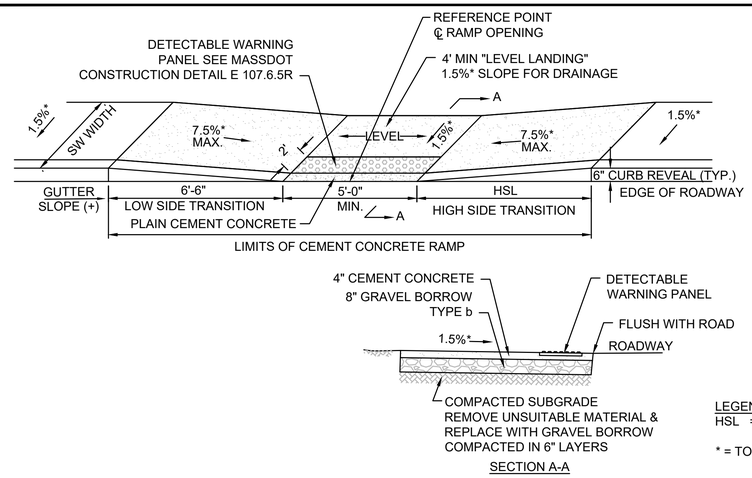
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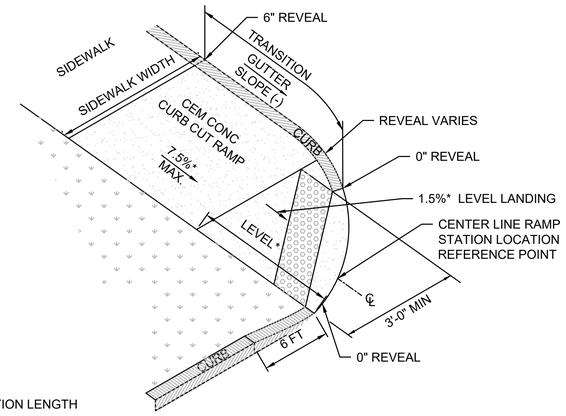
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	156	238
PROJECT FILE NO.	608759		

CONSTRUCTION DETAILS



LEGEND
HSL = HIGH SIDE TRANSITION LENGTH (SEE E 107.9.0R)
* = TOLERANCE FOR CONSTRUCTION (± 0.5%)



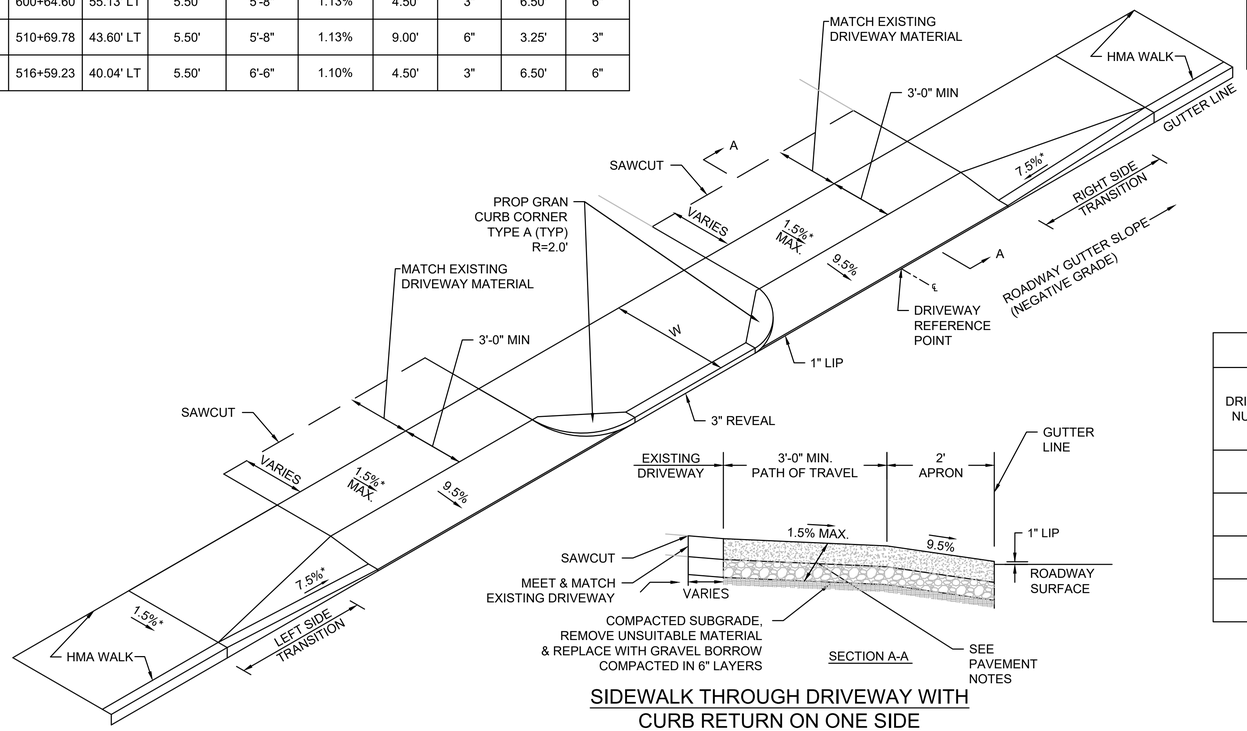
PEDESTRIAN CURB RAMP FOR ONE DIRECTION OF TRAVEL
NOT TO SCALE

PEDESTRIAN CURB RAMP DATA - ONE DIRECTION OF TRAVEL

PEDESTRIAN CURB RAMP NUMBER	STREET NAME ℄	STATION	OFFSET	SIDEWALK WIDTH	RAMP OPENING WIDTH	GUTTER SLOPE	LEFT SIDE		RIGHT SIDE	
							TRANS-ITION LENGTH	REVEAL	TRANS-ITION LENGTH	REVEAL
9	ROUTE 6	120+28.93	30.80' LT	8.50'	5.00'	-0.73%	6.50'	6"	--	--
10	ROUTE 6	120+77.30	27.76' LT	6.35'	5.00'	-0.79%	--	--	7.67'	6"
11	ROUTE 136	214+88.39	45.76' RT	5.50'	3.33'	-2.16%	--	--	11.00'	6"
12	ROUTE 136	215+56.21	42.92' RT	5.50'	3.33'	-2.21%	6.50'	6"	--	--
14	ROUTE 6	301+22.39	25.24' LT	5.50'	3.33'	-2.70%	6.50'	6"	--	--
15	ROUTE 6	301+73.72	27.38' LT	5.50'	3.33'	-2.54%	--	--	11.00'	6"
23	ROUTE 6	313+16.92	29.46' LT	8.50'	5.00'	1.02%	9.00'	6"	--	--
24	ROUTE 6	313+94.76	27.73' LT	8.50'	5.00'	1.02%	--	--	6.50'	6"
25	ROUTE 6	508+28.20	38.13' RT	5.50'	3.60'	-2.44%	--	--	11.00'	6"
26	ROUTE 6	508+96.43	39.74' RT	8.50'	6.10'	-2.30%	6.50'	6"	--	--
41	ROUTE 136	208+83.76	34.34' LT	8.50'	5.00'	-2.22%	6.50'	6"	--	--
42	ROUTE 136	209+40.50	34.34' LT	8.50'	5.00'	-1.54%	--	--	9.00'	6"
43	ROUTE 6	117+03.53	44.88' RT	8.50'	5.00'	0.71%	--	--	6.50'	6"
44	MAPLE AVE	405+44.06	19.52' RT	5.50'	3.75'	0.70%	7.67'	6"	--	--
45	MAPLE AVE	406+00.00	19.52' RT	5.50'	3.75'	0.44%	--	--	6.50'	6"
46	ROUTE 6	117+56.27	40.60' RT	8.50'	5.00'	0.64%	7.67'	6"	--	--

PEDESTRIAN CURB RAMP DATA - NARROW SIDEWALK

PEDESTRIAN CURB RAMP NUMBER	STREET NAME ℄	STATION	OFFSET	SIDEWALK WIDTH	RAMP OPENING WIDTH	GUTTER SLOPE	LEFT SIDE		RIGHT SIDE	
							TRANS-ITION LENGTH	REVEAL	TRANS-ITION LENGTH	REVEAL
6	ROUTE 136	212+00.37	45.24' RT	5.50'	5'-4"	-1.37%	6.50'	6"	9.00'	6"
17	MAPLE AVE	407+79.83	26.03' LT	5.50'	6'-0"	-2.39%	6.50'	6"	11.00'	6"
20	MAPLE AVE	408+87.17	16.00' RT	5.50'	5'-0"	-1.25%	6.50'	6"	9.00'	6"
31	ROUTE 118	600+64.60	55.13' LT	5.50'	5'-8"	1.13%	4.50'	3"	6.50'	6"
32	ROUTE 6	510+69.78	43.60' LT	5.50'	5'-8"	1.13%	9.00'	6"	3.25'	3"
34	ROUTE 6	516+59.23	40.04' LT	5.50'	6'-6"	1.10%	4.50'	3"	6.50'	6"



SIDEWALK THROUGH DRIVEWAY WITH CURB RETURN ON ONE SIDE
NOT TO SCALE

DRIVEWAY DATA - SIDEWALK THROUGH W/ WARNING PANEL

DRIVEWAY NUMBER	STREET NAME ℄	STATION	OFFSET	SIDEWALK WIDTH	PATH OF TRAVEL WIDTH	ROADWAY GUTTER SLOPE	CURB TRANSITION LENGTH	
							LEFT SIDE	RIGHT SIDE
36	ROUTE 6	305+51.89	30.46' RT	8.00'	6.50'	3.17%	--	6.50
37	ROUTE 6	305+80.39	31.05' RT	8.00'	6.50'	3.17%	14.00	--
38	ROUTE 6	306+73.80	33.00' RT	8.00'	6.50'	2.32%	--	6.50
40	ROUTE 6	306+88.66	33.31' RT	8.00'	6.50'	2.32%	11.00	--

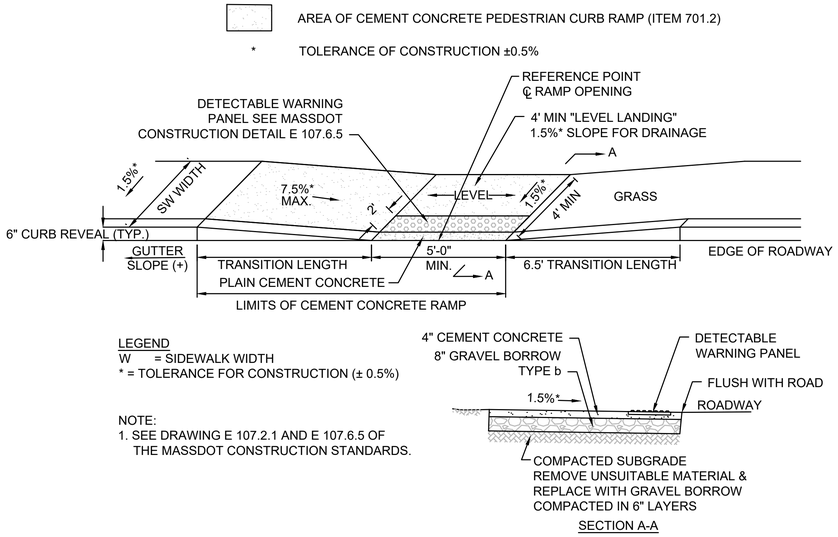
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608759_HD(DET).DWG Plotted on 12-Mar-2025 10:48 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

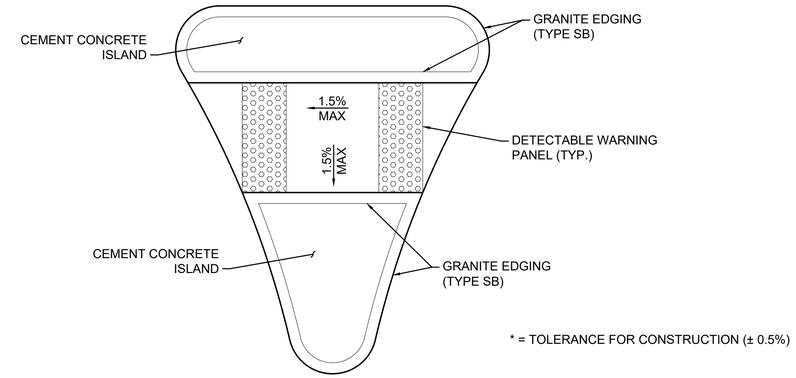
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	157	238
PROJECT FILE NO.	608759		

CONSTRUCTION DETAILS



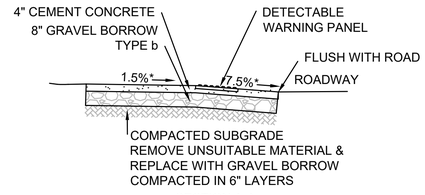
PEDESTRIAN CURB RAMP ON NARROW SIDEWALK
WITH DETECTABLE WARNING PANEL - ONE SIDE
NOT TO SCALE

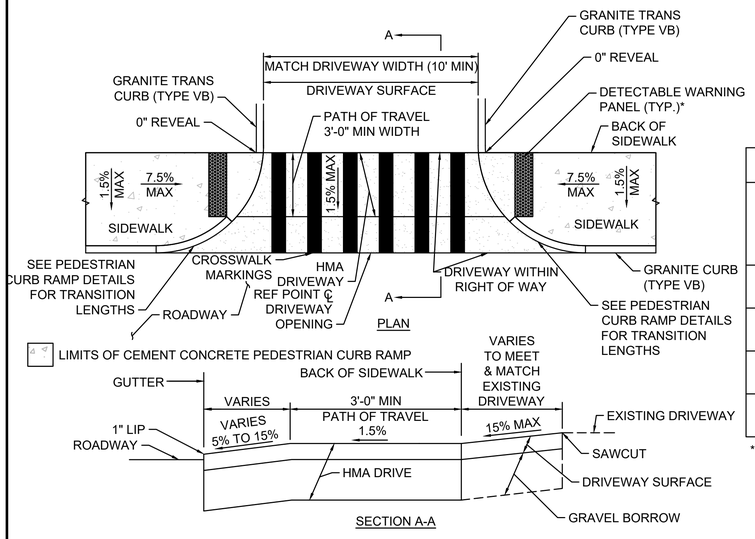
PEDESTRIAN CURB RAMP DATA - "RAMP TYPE DESCRIPTION"										
PEDESTRIAN CURB RAMP NUMBER	STREET NAME ℄	STATION	OFFSET	SIDEWALK WIDTH	RAMP OPENING WIDTH	GUTTER SLOPE	LEFT SIDE		RIGHT SIDE	
							TRANS-ITION LENGTH	REVEAL	TRANS-ITION LENGTH	REVEAL
33	ROUTE 6	516+04.87	36.43' LT	8.50'	6.00'	-4.66%	15.00'	6"	--	--



PEDESTRIAN CURB RAMP DATA - PEDESTRIAN REFUGE ISLAND				
PEDESTRIAN CURB RAMP NUMBER	STREET NAME ℄	STATION	OFFSET	RAMP OPENING WIDTH
36*	ROUTE 118	602+49.27	43.37' RT	16.00'
37*	ROUTE 118	602+67.33	43.37' RT	16.00'
40	ROUTE 136	209+06.87	34.96' LT	5.00'
39	ROUTE 136	209+17.40	34.96' LT	5.00'

*ISLAND CONSTRUCTED WITH GRANITE CURB TYPE VB



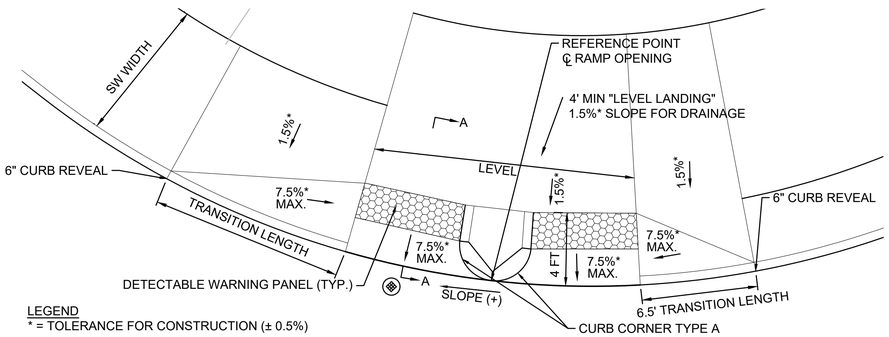


SIDEWALK THROUGH DRIVEWAY - RADIUS W/
WARNING PANEL
NOT TO SCALE

*NO WARNING PANELS AT DWY 41

DRIVEWAY DATA - SIDEWALK THROUGH W/ WARNING PANEL								
DRIVEWAY NUMBER	STREET NAME ℄	STATION	OFFSET	SIDEWALK WIDTH	PATH OF TRAVEL	ROADWAY GUTTER SLOPE	CURB TRANSITION LENGTH	
							LEFT SIDE	RIGHT SIDE
13	ROUTE 6	117+24.13	38.15' RT	8.50'	5.00	-0.83%	**	**
24	ROUTE 136	209+12.13	29.00' LT	8.50'	5.00	1.74%	**	**
41*	ROUTE 6	312+52.05	33.67' RT	8.50'	5.00	1.04%	6.50	9.00
59	ROUTE 6	514+21.13	28.72' LT	8.50'	5.00	-1.80%	**	**

**SEE PEDESTRIAN CURB RAMP DETAILS FOR TRANSITION LENGTH

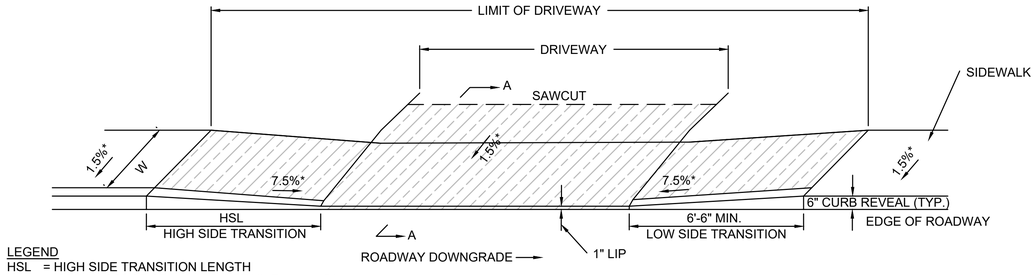


PEDESTRIAN CURB RAMP - SHARED USE PATH
NOT TO SCALE

PEDESTRIAN CURB RAMP DATA - SHARED USE PATH										
PEDESTRIAN CURB RAMP NUMBER	STREET NAME ℄	STATION	OFFSET	SIDEWALK WIDTH	RAMP OPENING WIDTH	GUTTER SLOPE	LEFT SIDE		RIGHT SIDE	
							TRANS-ITION LENGTH	REVEAL	TRANS-ITION LENGTH	REVEAL
35	ROUTE 118	602+27.38	44.37' RT	10.00'	17.00'	-1.07%	9.00'	6"	6.50'	6"
38	ROUTE 118	602+88.81	44.03' RT	14.00'	17.00'	-1.83%	9.00'	6"	6.50'	6"

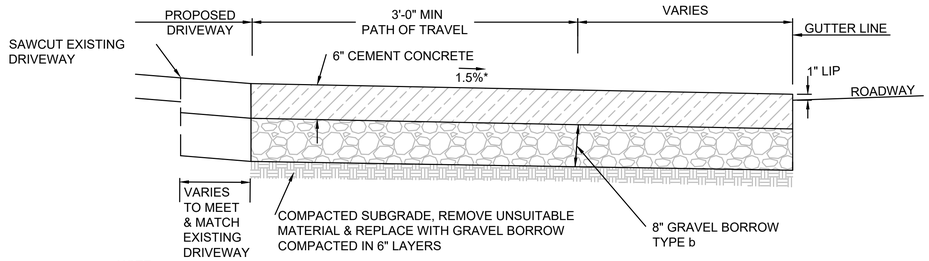
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608759_HD(DET).DWG Plotted on 12-Mar-2025 10:48 AM



LEGEND
HSL = HIGH SIDE TRANSITION LENGTH
(SEE MASSDOT STANDARD DETAIL E 107.9.0R)
W = SIDEWALK WIDTH (USABLE WIDTH)
* = TOLERANCE FOR CONSTRUCTION (±0.5%)

PLAN



NOTE:
1. SEE DRAWING E107.7.0 OF THE MASSDOT CONSTRUCTION STANDARDS.

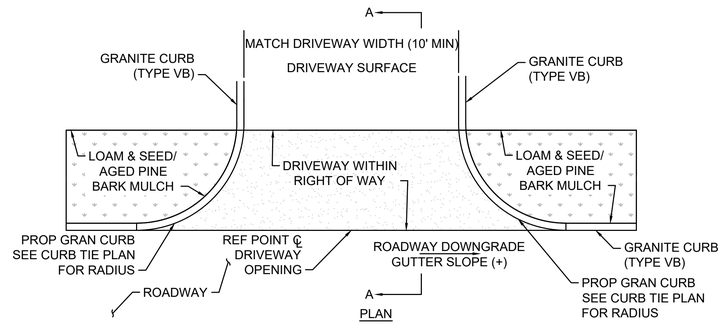
* = TOLERANCE FOR CONSTRUCTION (± 0.5%)

SECTION A-A

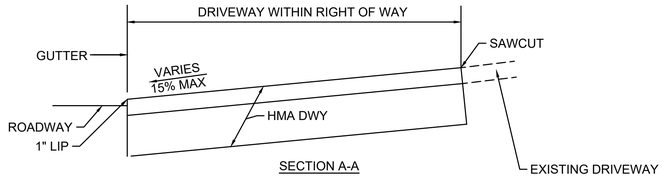
SIDEWALK THROUGH DRIVEWAY - CEMENT CONCRETE

NOT TO SCALE

DRIVEWAY DATA - SIDEWALK THROUGH DRIVEWAY							
DRIVEWAY NUMBER	STREET NAME ℄	STATION	OFFSET	SIDEWALK WIDTH	ROADWAY GUTTER SLOPE	CURB TRANSITION LENGTH	
						LEFT SIDE	RIGHT SIDE
63	ROUTE 118	601+94.99	51.00' LT	5.00'	3.16%	6.50	14.00



PLAN

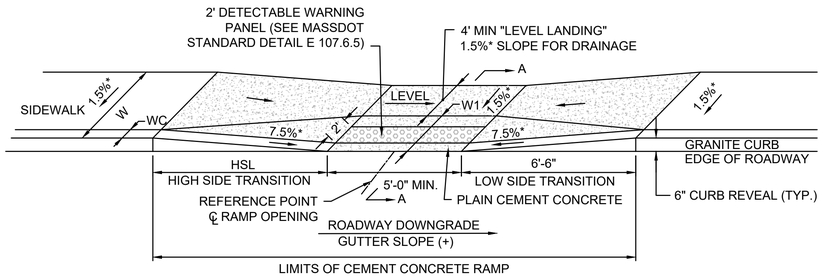


SECTION A-A

HOT MIX ASPHALT DRIVEWAY TYPE A

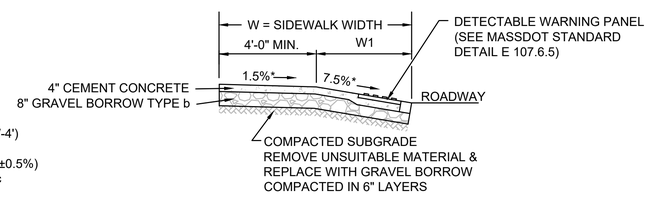
NOT TO SCALE

DRIVEWAY DATA - DRIVEWAY TYPE A			
DRIVEWAY NUMBER	STREET NAME ℄	STATION	OFFSET
45	MAPLE AVE	508+61.61	85.42' RT



PAYMENT LIMITS OF CEMENT CONCRETE PEDESTRIAN CURB RAMPS

LEGEND
HSL = HIGH SIDE TRANSITION LENGTH
(SEE MASSDOT DETAIL E 107.9.0R)
W = SIDEWALK WIDTH
W1 = PERPENDICULAR RAMP LENGTH (W-4')
Wc = CURB WIDTH (VARIES 0"-6")
* = TOLERANCE FOR CONSTRUCTION (±0.5%)
USABLE SIDEWALK WIDTH PER AAB = W-Wc
RAMP LENGTH, W1 = W - 4'-0" MIN



SECTION A-A

PEDESTRIAN CURB RAMP LESS THAN 12'-4" SIDEWALK

NOT TO SCALE

PEDESTRIAN CURB RAMP DATA - LESS THAN 12'-4" SIDEWALK											
PEDESTRIAN CURB RAMP NUMBER	STREET NAME ℄	STATION	OFFSET	WIDTH OF PERPENDICULAR RAMP (W1)	SIDEWALK WIDTH	RAMP OPENING WIDTH	GUTTER SLOPE	LEFT SIDE		RIGHT SIDE	
								TRANSITION LENGTH	REVEAL	TRANSITION LENGTH	REVEAL
1	ROUTE 6	112+26.61	44.13' RT	3.50'	8.50'	5'-3"	-2.25%	11.00'	6"	6.50'	6"
2*	ROUTE 136	210+53.50	29.39' LT	3.50'	8.50'	6'-0"	0.86%/-0.57%	6.50'	6"	6.50'	6"
3	ROUTE 136	210+54.04	49.34' RT	3.50'	8.50'	6'-4"	-2.71%	5.50'	3"	6.50'	6"
4	ROUTE 6	113+73.54	49.50' RT	3.50'	8.50'	6'-4"	-2.74%	11.00'	6"	3.25'	3"
5	ROUTE 6	113+73.03	36.06' LT	3.50'	8.50'	5'-10"	1.59%	6.50'	6"	9.00'	6"
7	ROUTE 136	212+00.43	44.09' LT	3.50'	8.50'	6'-0"	-0.35%	3.84'	3"	6.50'	6"
8	ROUTE 136	112+26.98	42.92' LT	3.50'	8.50'	6'-0"	4.37%	6.50'	6"	7.50'	3"
16*	ROUTE 6	308+58.45	34.00' RT	3.50'	8.50'	5'-0"	-0.01%	7.67'	6"	6.50'	6"
18	MAPLE AVE	407+44.11	32.88' RT	3.50'	8.50'	7'-4"	-1.65%	9.00'	6"	6.50'	6"
19	ROUTE 6	309+26.79	24.62' LT	3.50'	8.50'	6'-0"	0.57%	6.50'	6"	7.67'	6"
21	MAPLE AVE	408+91.62	41.73' LT	3.50'	8.50'	6'-4"	-1.52%	4.50'	3"	6.50'	6"
22	ROUTE 6	308+16.81	28.80' LT	3.50'	8.50'	6'-3"	-1.42%	9.00'	6"	3.25'	3"
27	ROUTE 6	510+83.09	35.00' RT	3.50'	8.50'	5'-0"	1.56%	6.50'	6"	4.50'	3"
28	ROUTE 118	600+62.11	37.89' RT	2.50'	8.50'	5'-8"	-0.93%	7.67'	6"	6.50'	6"

*PEDESTRIAN CURB RAMPS 2 & 16 IS LOCATED AT A HIGH POINT

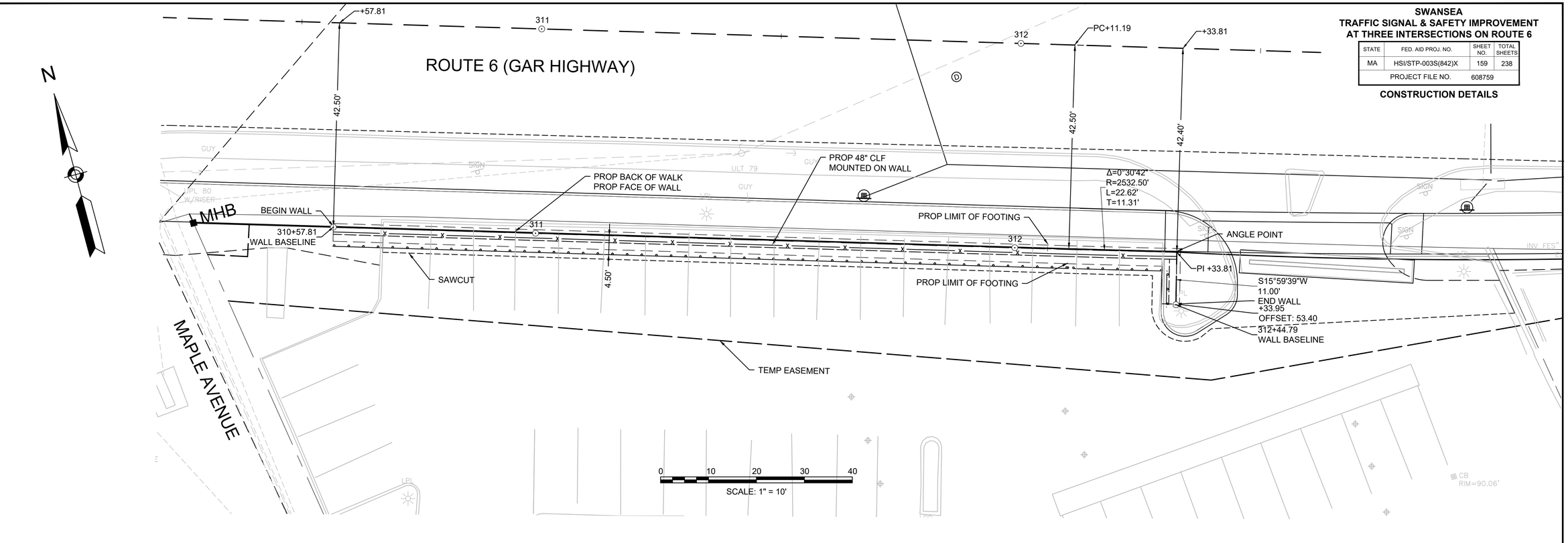
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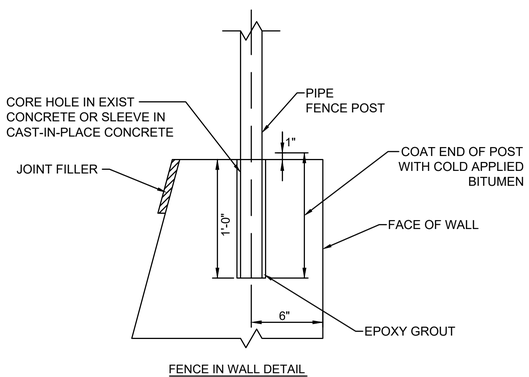
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	159	238
PROJECT FILE NO.	608759		

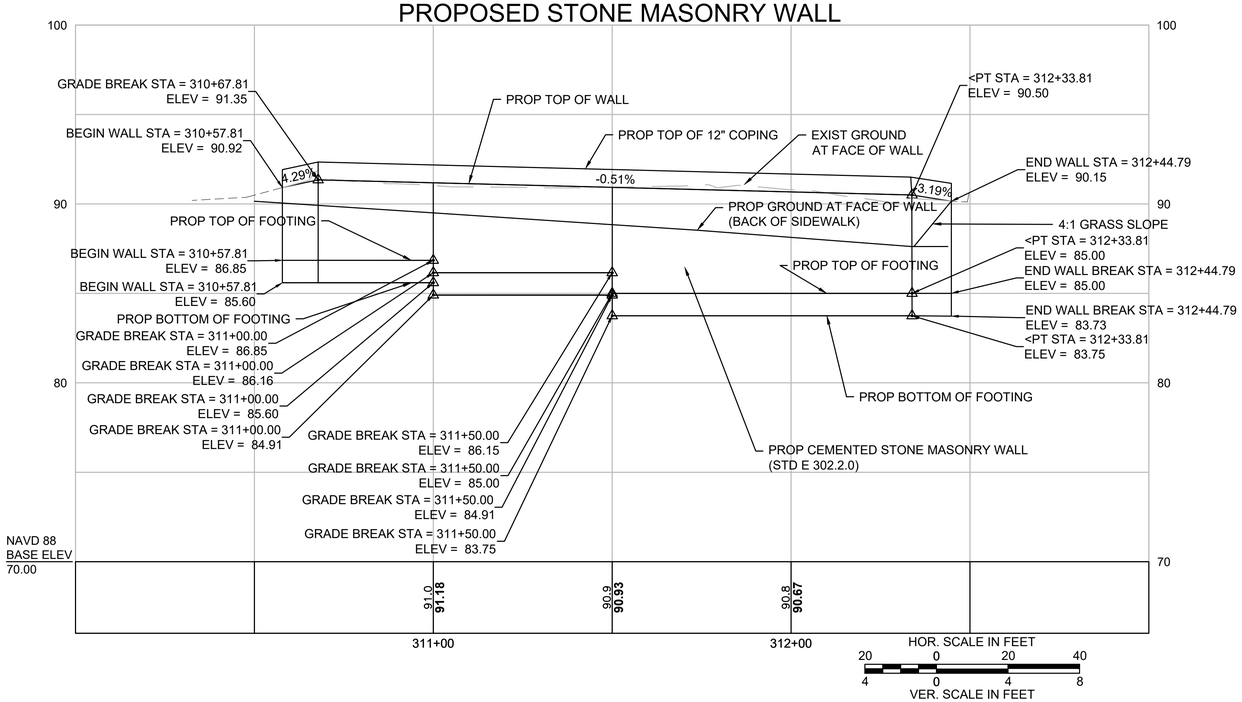
CONSTRUCTION DETAILS





FENCE IN WALL DETAIL

PROPOSED STONE MASONRY WALL

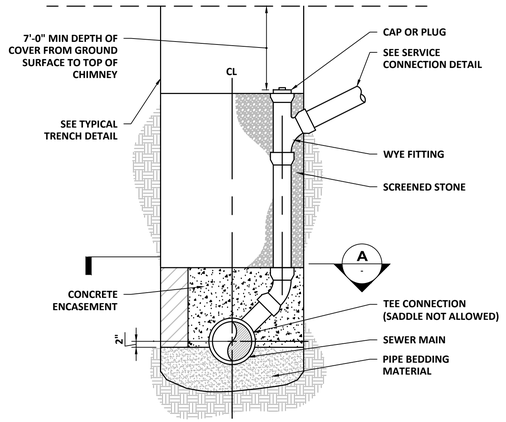


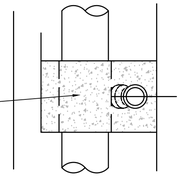
NOTES:

1. WALLS SHALL BE FOUNDED ON SUITABLE, UNDISTURBED SOILS. ANY UNDISTURBED OR UNSUITABLE SOILS SHALL BE REMOVED AND REPLACED WITH COMPACTED BACKFILL (M1.01.0) AS DIRECTED BY THE ENGINEER.
2. PROPOSED ELEVATIONS ARE TO THE BOTTOM OF THE PROPOSED COPING.
3. FACTORED BEARING RESISTANCE = 17,921 PSF

608759_HD(DET).DWG Plotted on 12-Mar-2025 10:49 AM
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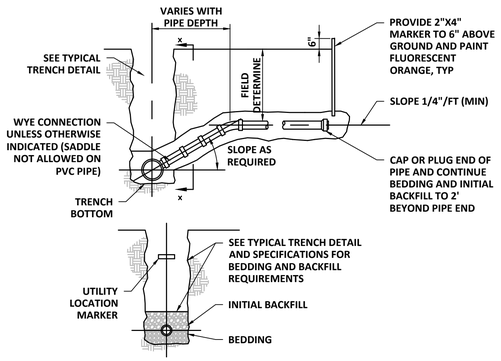




SECTION A

NOTES:
1. MIN CHIMNEY HEIGHT SHALL BE 3.0 V.F.
2. SEE TYPICAL TRENCH DETAIL AND SPECIFICATIONS FOR BEDDING AND BACKFILL REQUIREMENTS.
3. CHIMNEY CONSTRUCTION SHALL BE USED WHENEVER A SERVICE CONNECTION ENTERS THE SEWER 30° OR LESS FROM VERTICAL.

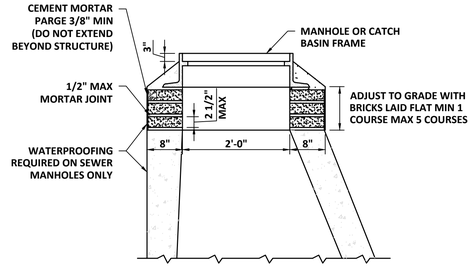
SEWER CHIMNEY
SCALE: NTS



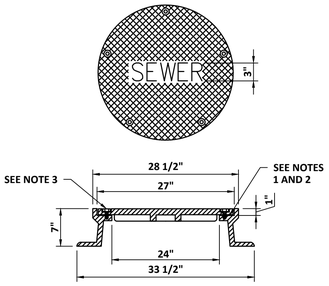
SECTION X-X

NOTES:
1. ALL SERVICE CONNECTIONS TO BE 6"Ø UNLESS OTHERWISE SHOWN ON THE PLANS.
2. USE CHIMNEY DETAIL WHERE SERVICE CONNECTION ENTERS SEWER AT GREATER THAN 60° TO THE HORIZONTAL.
3. EXTEND SERVICE 4'(MIN) BEYOND LIMIT OF SIDEWALK.

SEWER SERVICE CONNECTION
SCALE: "NTS"

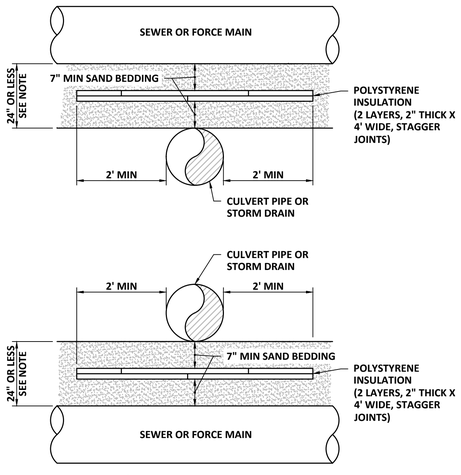


SEWER MANHOLE FRAME INSTALLATION
SCALE: NTS



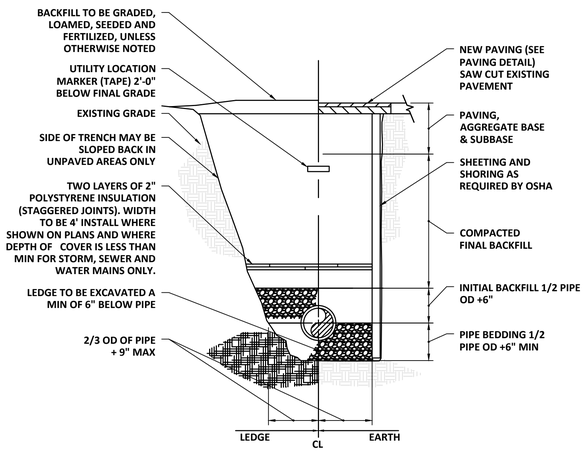
NOTES:
1. BEARING SURFACES OF FRAME AND COVER MACHINED
2. GASKET - WATER - RUBBER - OIL - CR60 NEOPRENE
3. BRONZE CAP SCREWS OR STAINLESS CAP SCREWS

WATERTIGHT SEWER COVER AND FRAME
SCALE: NTS



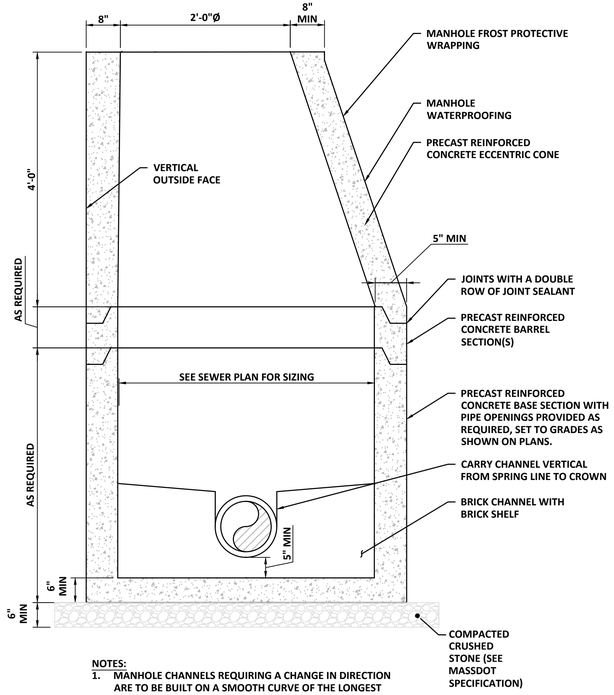
NOTE:
INSULATION TO BE USED WHERE PIPE SEPARATION IS 24" OR LESS.

CULVERT PIPE / STORM DRAIN CROSSING FOR SEWR PIPE
SCALE: NTS



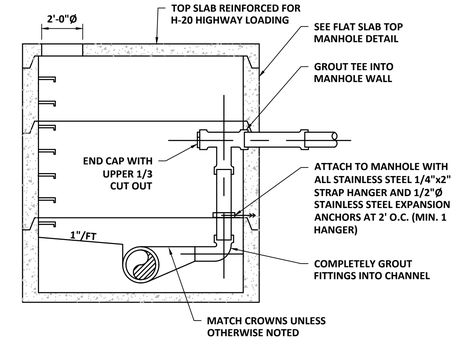
NOTES:
1. ALL EXCAVATION MUST MEET OSHA STANDARDS.
2. INSTALL 3 FOOT LONG IMPERVIOUS MATERIAL DAM IN BEDDING/INITIAL BACKFILL MATERIAL EVERY 100' AND WHERE SHOWN ON PLANS TO PREVENT TRENCH GROUNDWATER FROM BEING CHANNELED ALONG BEDDING/INITIAL BACKFILL.
3. SEE SPECIFICATIONS FOR BEDDING AND BACKFILL REQUIREMENTS.

SEWER PIPE TRENCH
SCALE: "NTS"



NOTES:
1. MANHOLE CHANNELS REQUIRING A CHANGE IN DIRECTION ARE TO BE BUILT ON A SMOOTH CURVE OF THE LONGEST POSSIBLE RADIUS. IF SIDE PIPES ENTER CHANNEL, SHAPE TO RECEIVE ADDED SIDE FLOW.

SEWER TYPICAL MANHOLE
SCALE: "NTS"



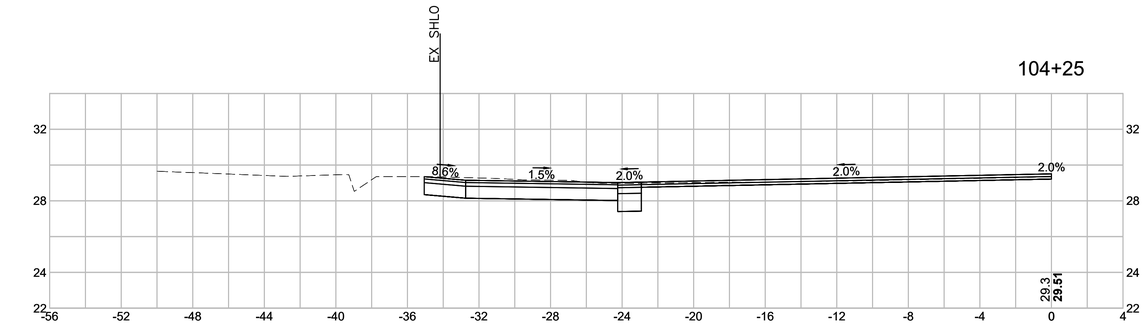
NOTE:
FOR MANHOLES WITH 8" TO 12"Ø DROP PIPE, USE 5'Ø OR AS INDICATED. FOR MANHOLES WITH TWO OR MORE DROP PIPES, USE 6'Ø, OR AS INDICATED.

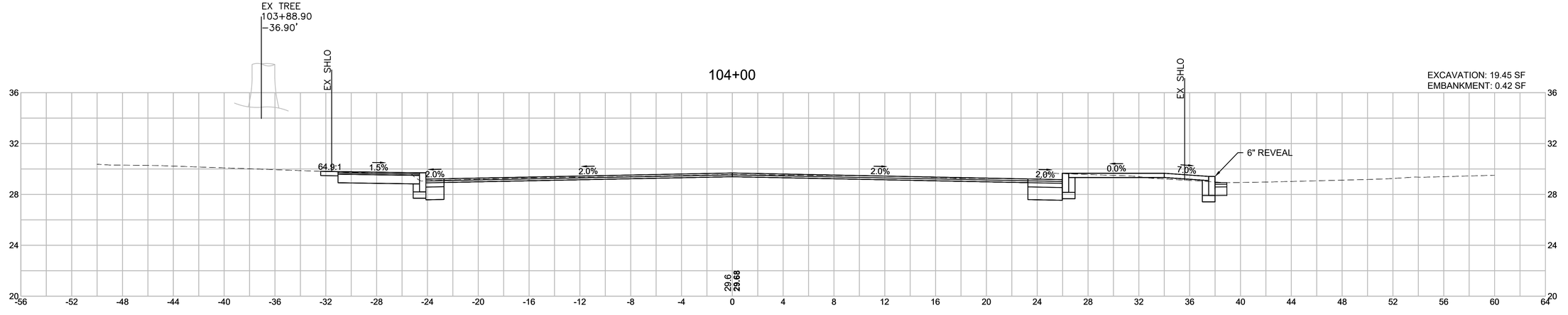
INSIDE DROP MANHOLE WITH PVC PIPE
SCALE: NTS

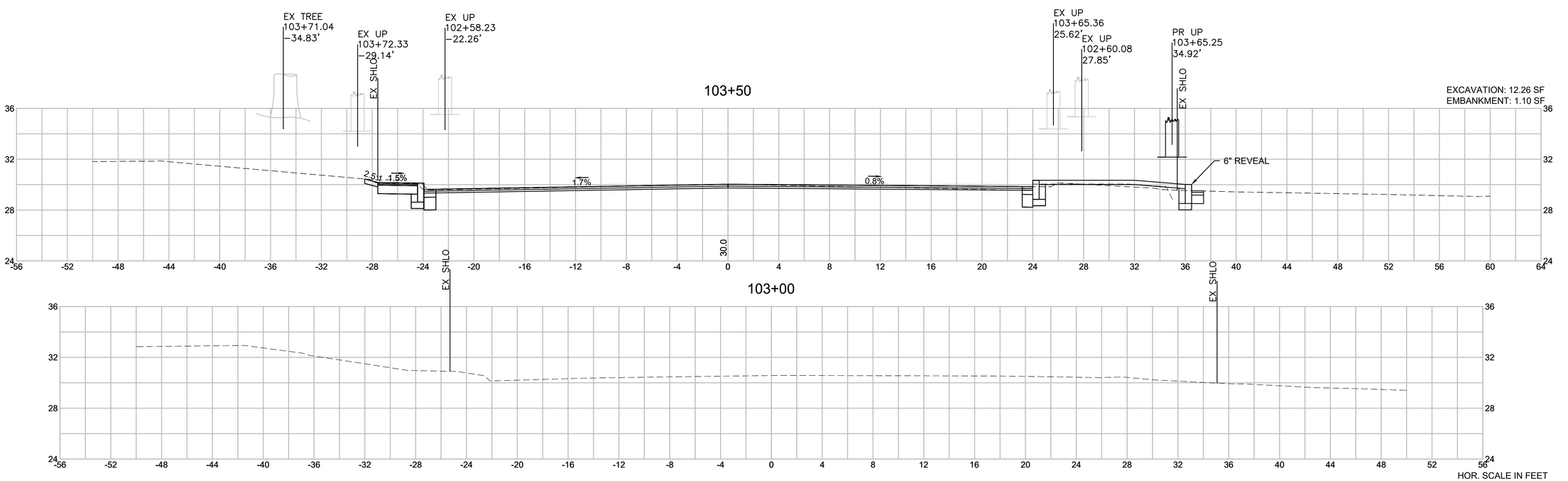
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	161	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS







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

608588_TB.DWG Plotted on 23-Feb-2017 9:24 AM

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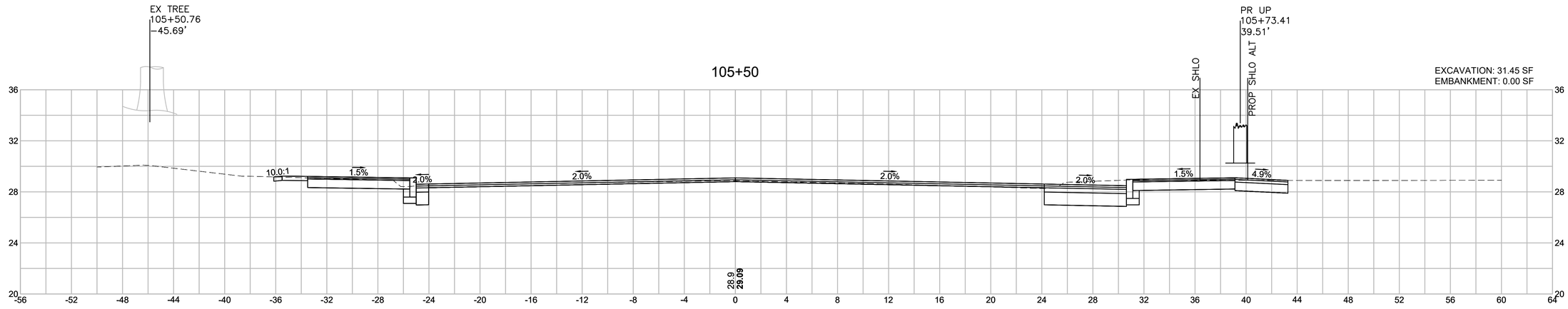
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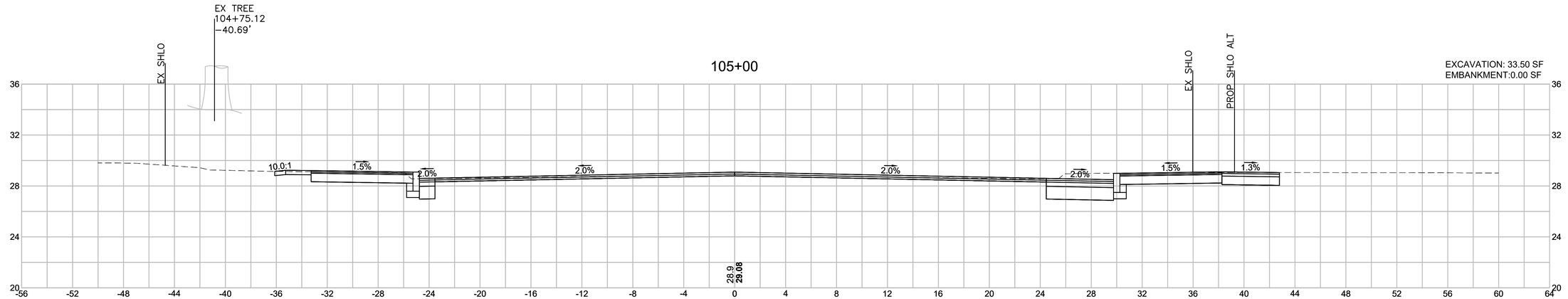
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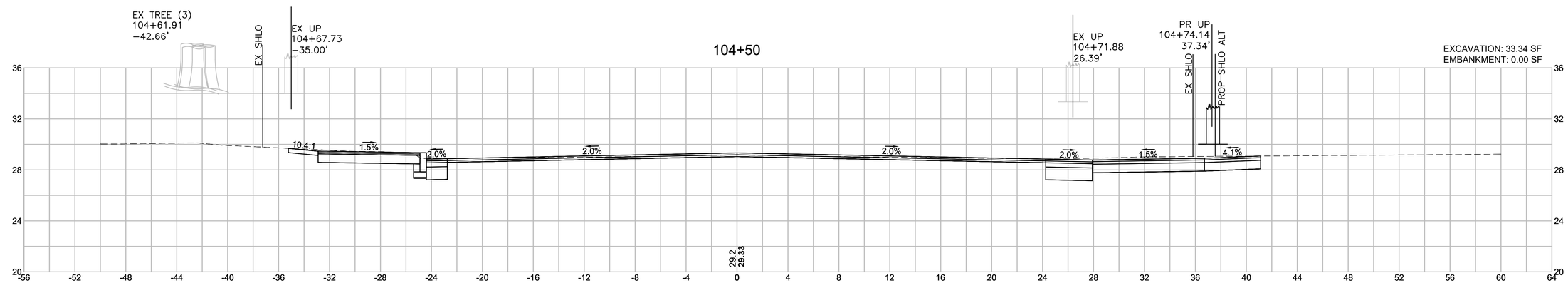
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	162	238
PROJECT FILE NO.	608759		

CROSS SECTIONS



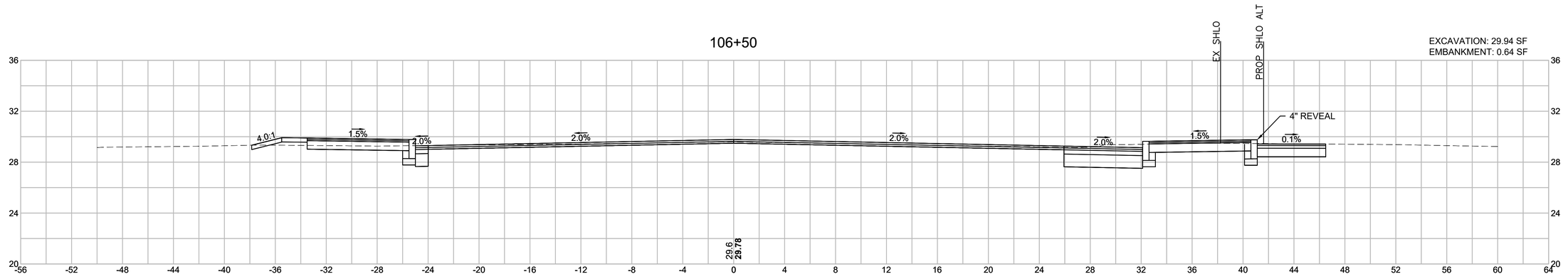




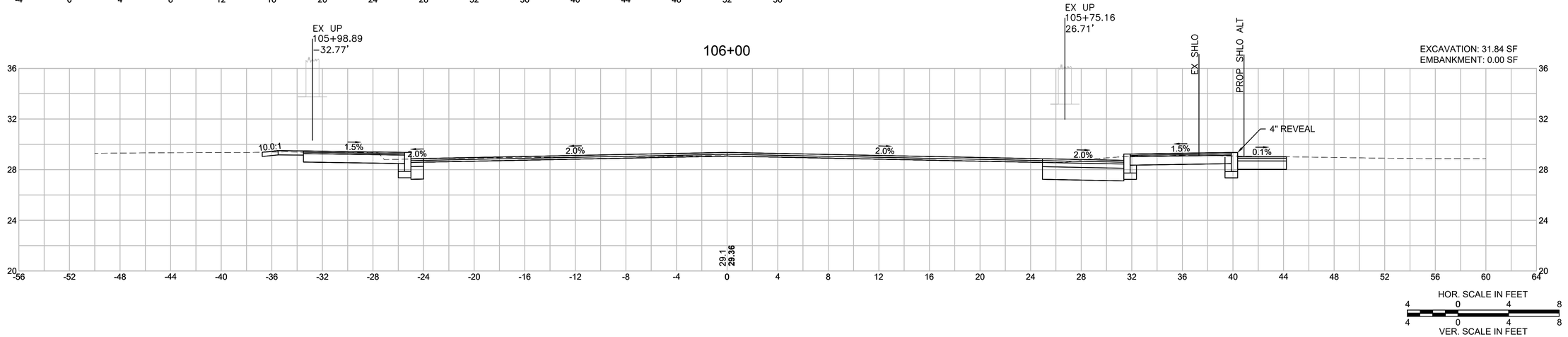
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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MA	HSI/STP-003S(842)X	163	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS







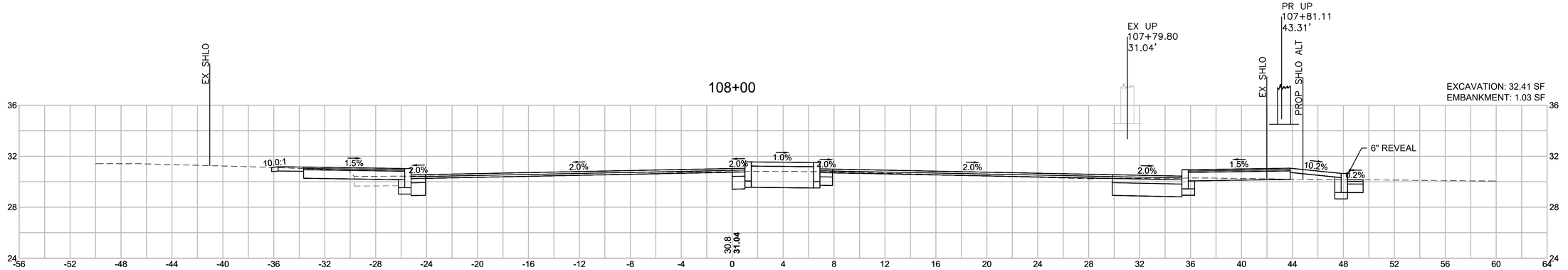
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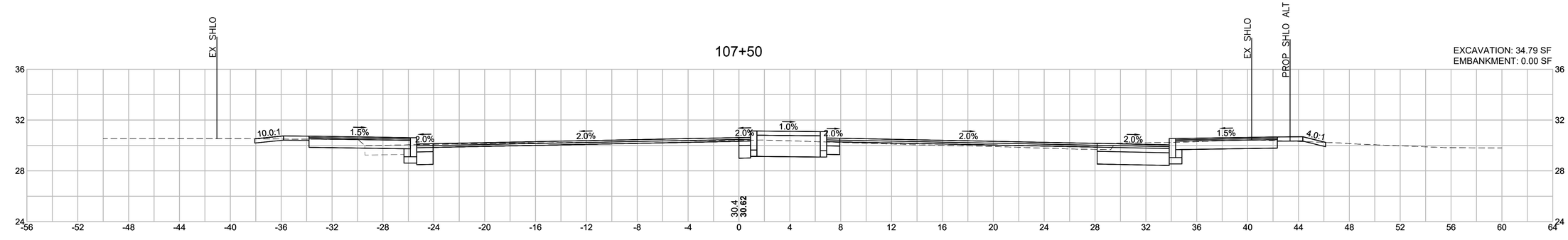
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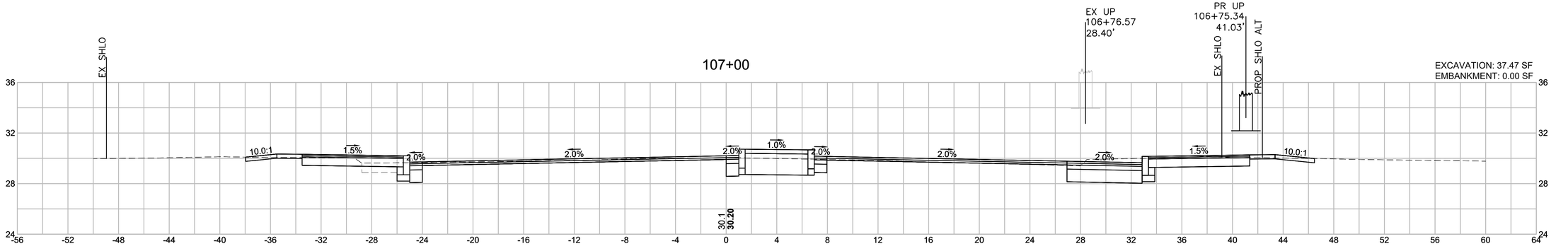
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	164	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS







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

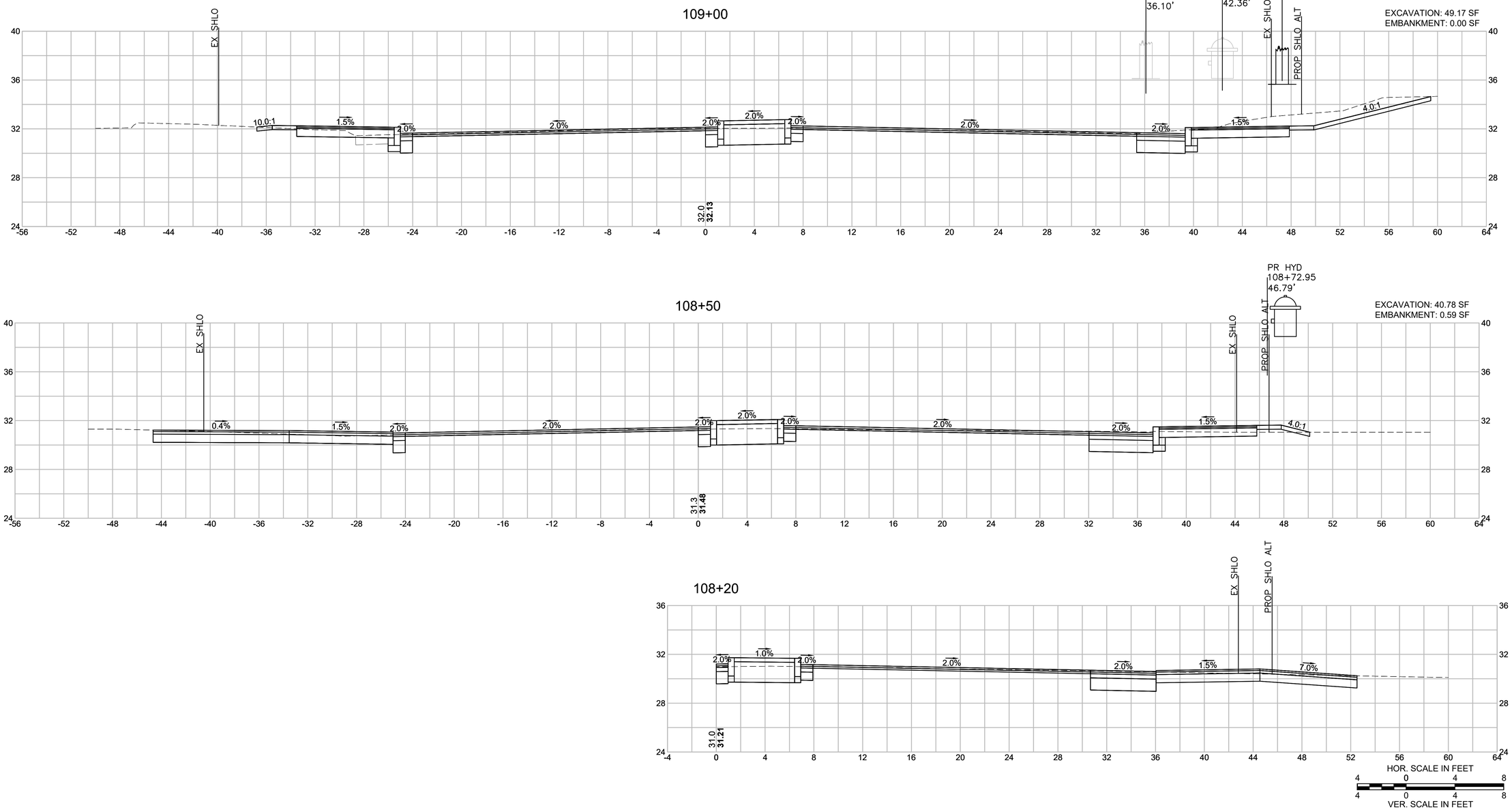
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608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	165	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS



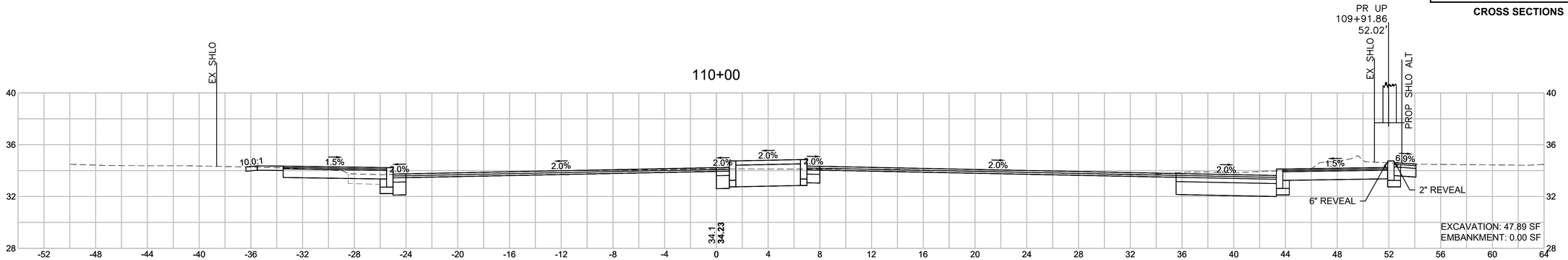
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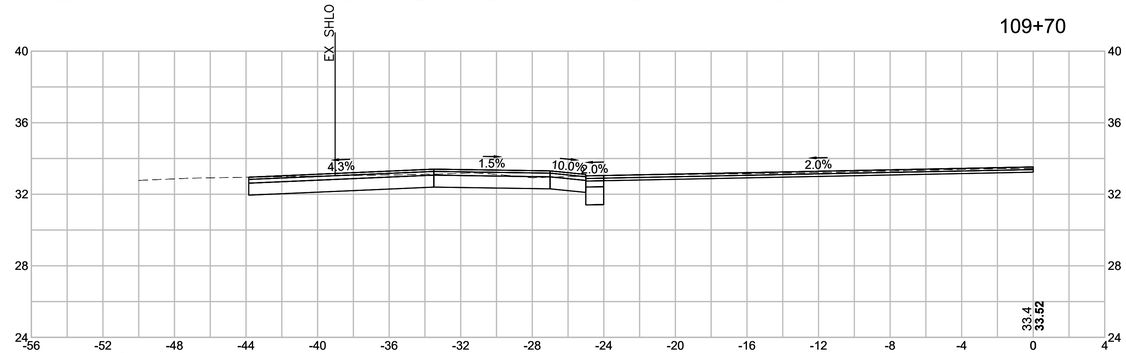
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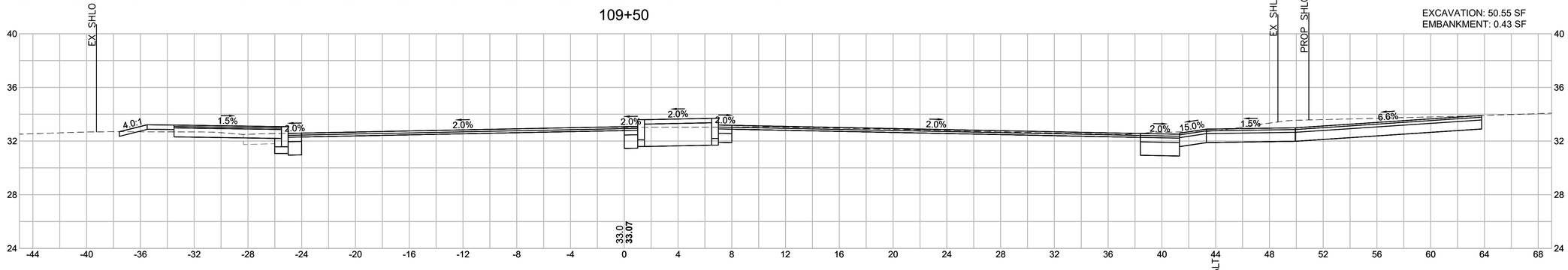
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	166	238
PROJECT FILE NO.	608759		

CROSS SECTIONS









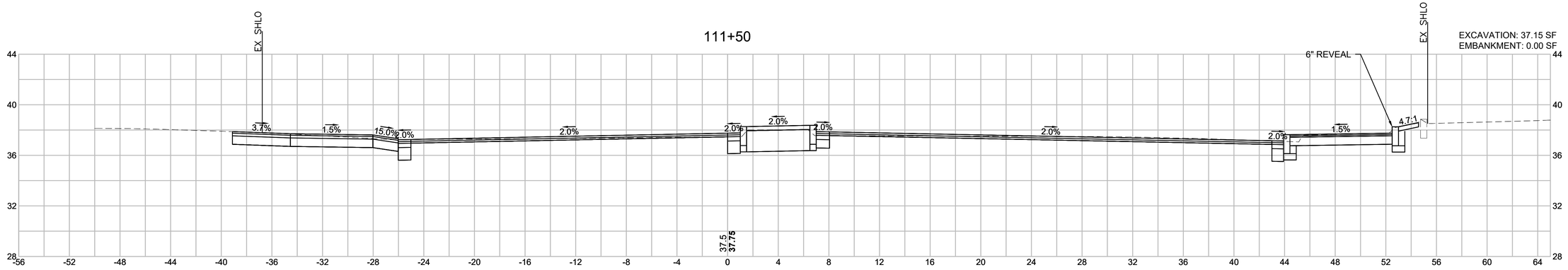
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VER. SCALE IN FEET
4 0 4 8

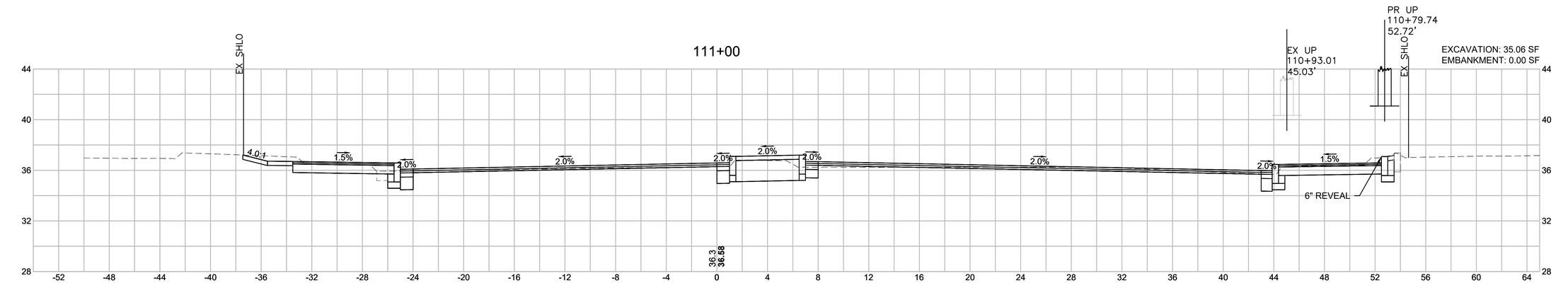
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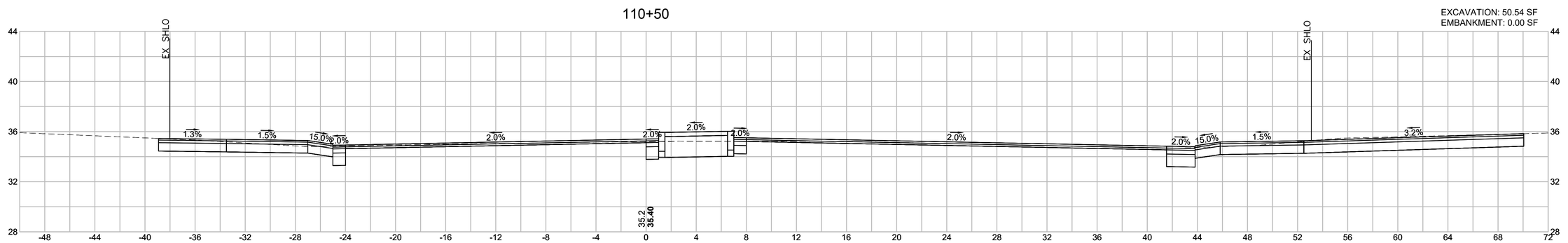
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	167	238
	PROJECT FILE NO.	608759	

CROSS SECTIONS







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

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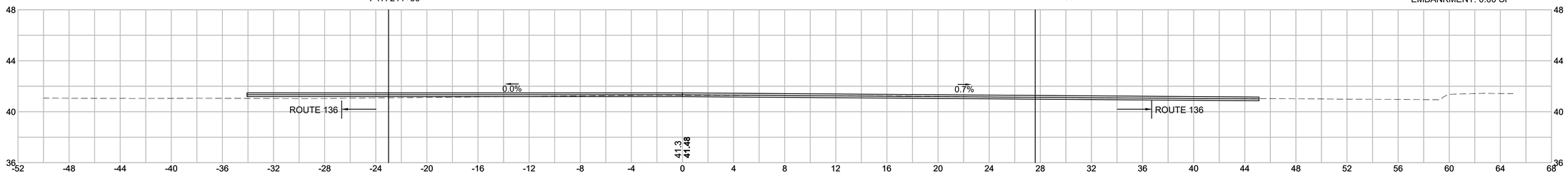
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

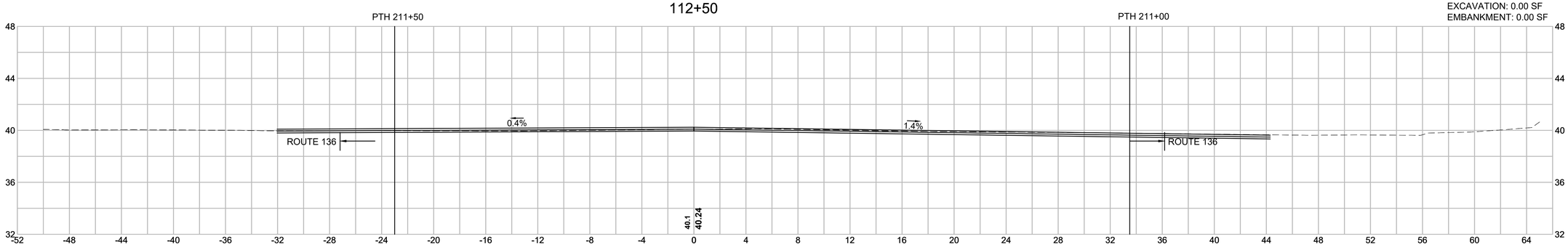
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	168	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS

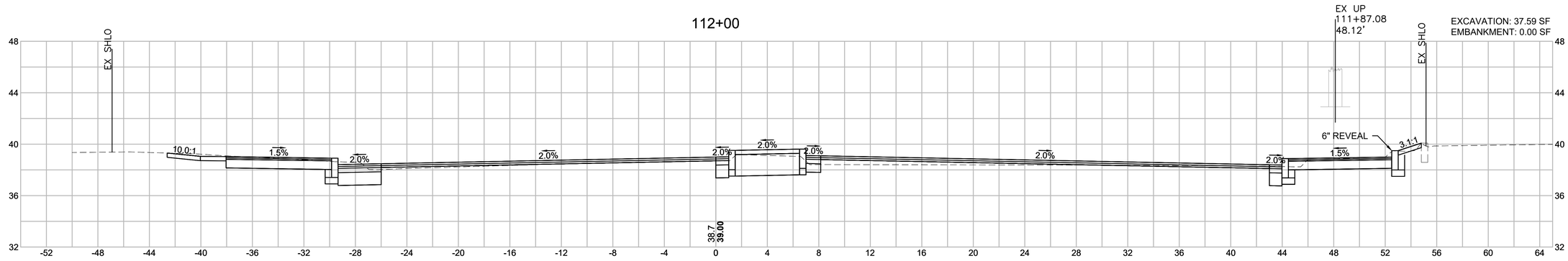
113+00



112+50



112+00



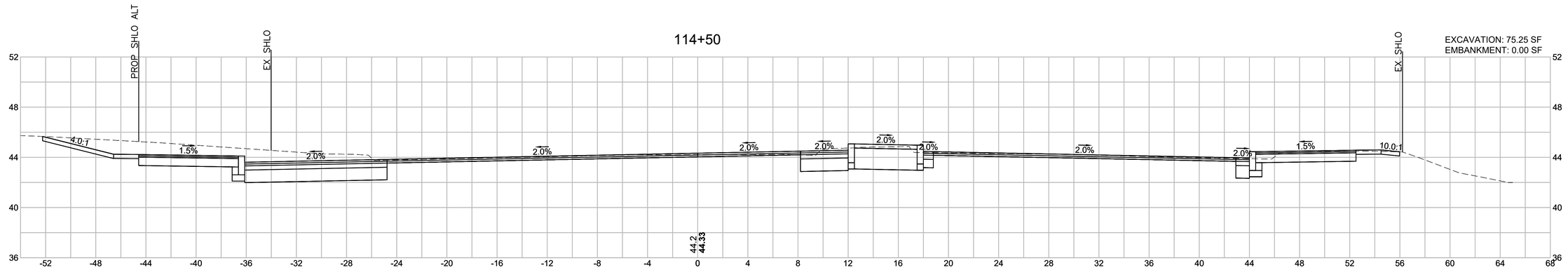
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4 0 4 8
VER. SCALE IN FEET

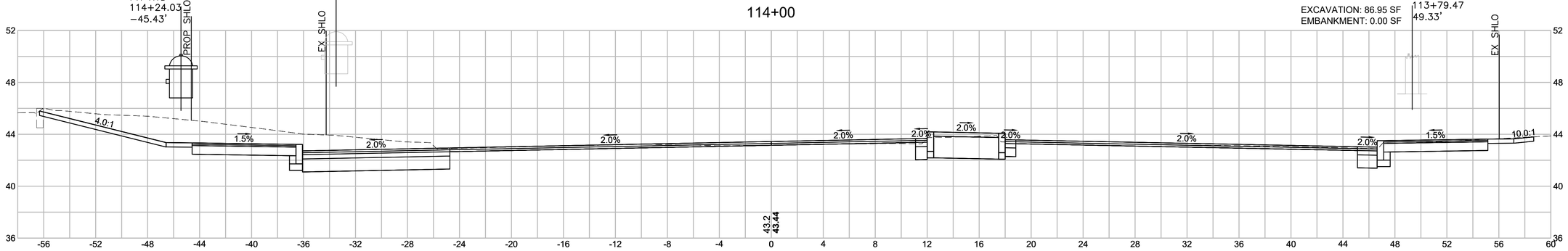
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608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

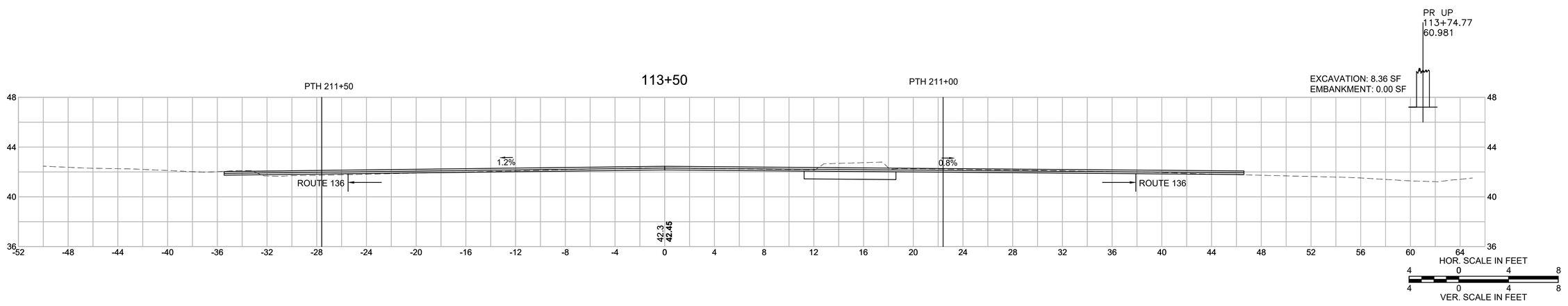
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	169	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS







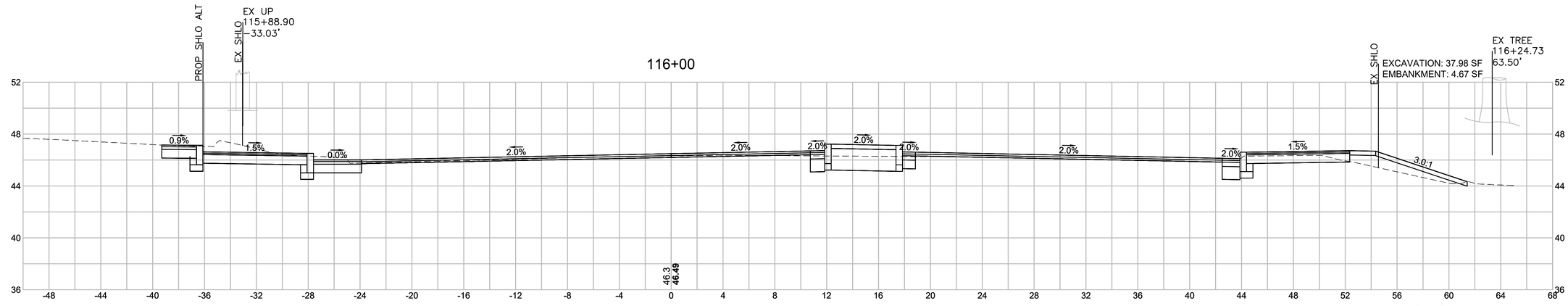
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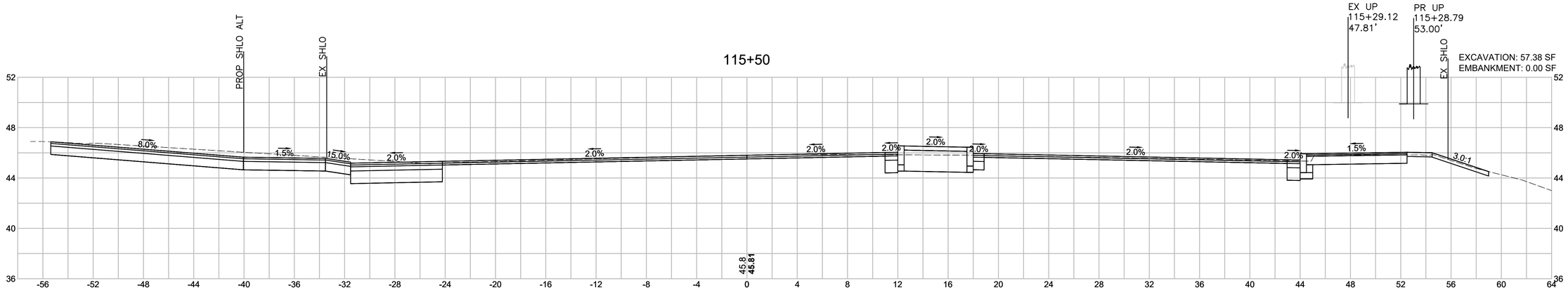
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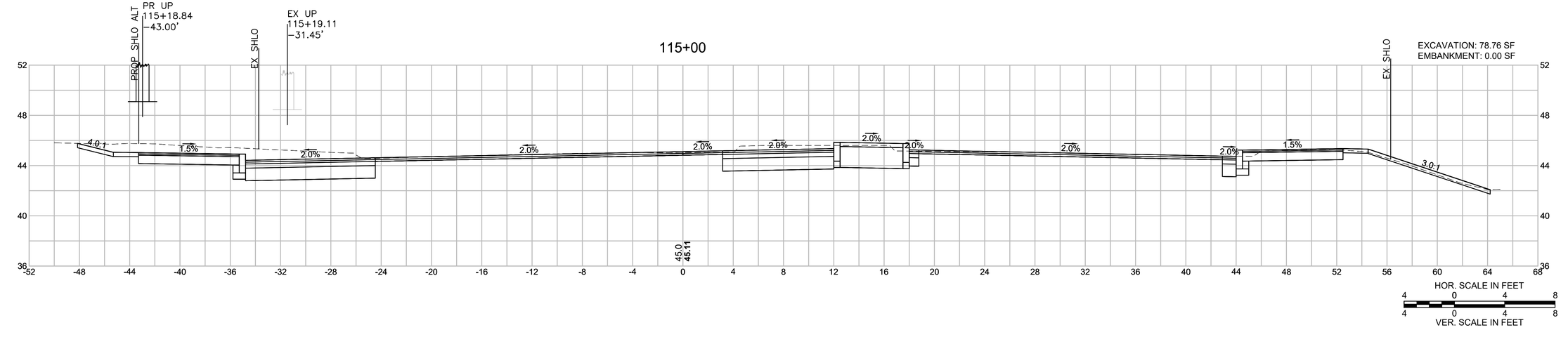
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	170	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS







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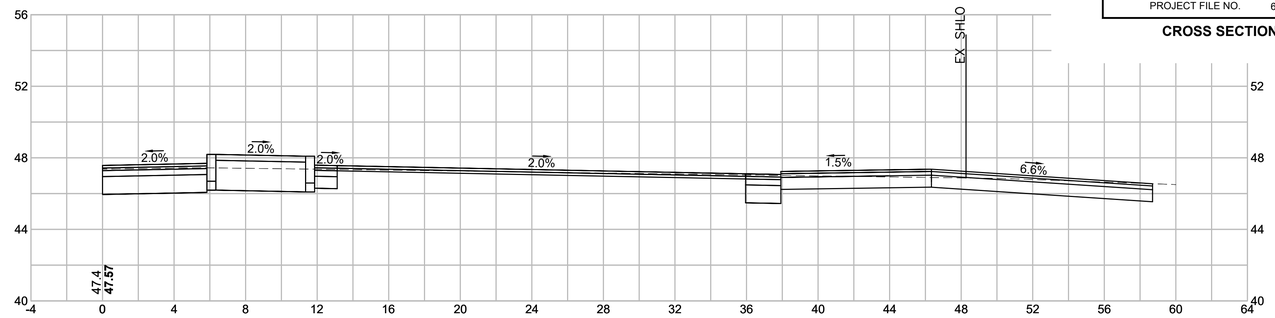
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

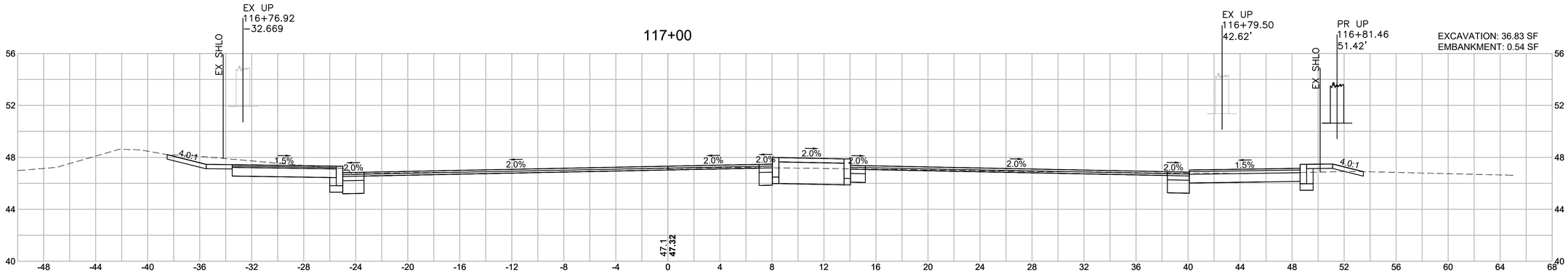
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	171	238
PROJECT FILE NO.	608759		

CROSS SECTIONS

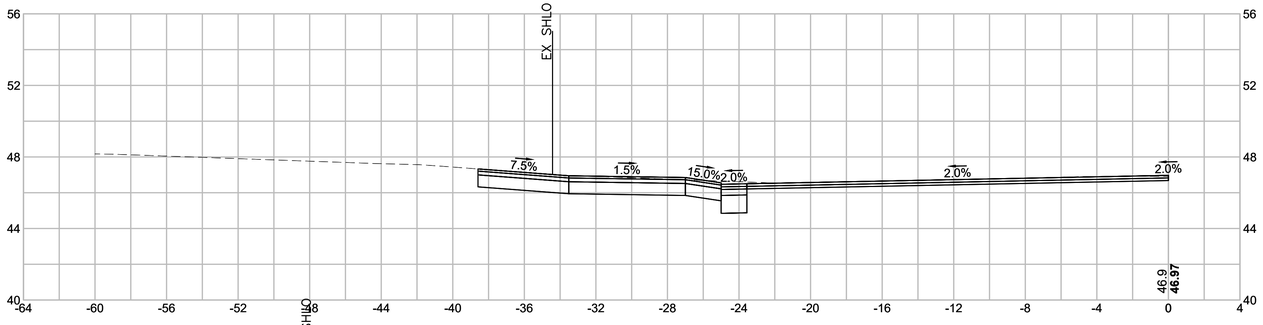
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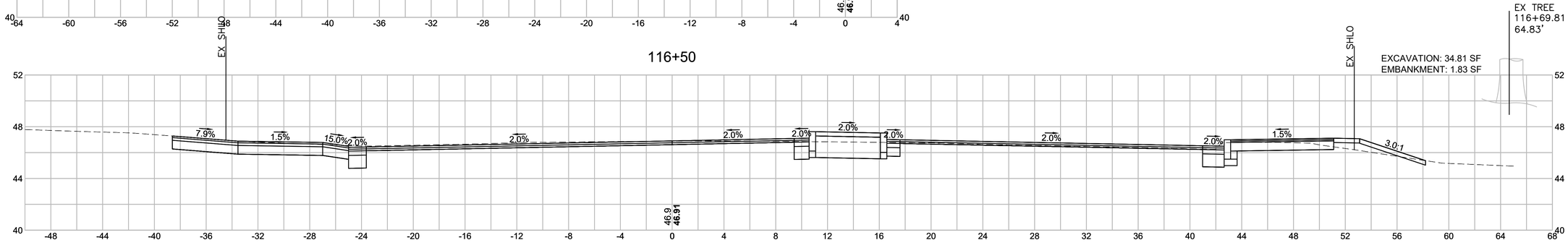
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116+57.78



116+50



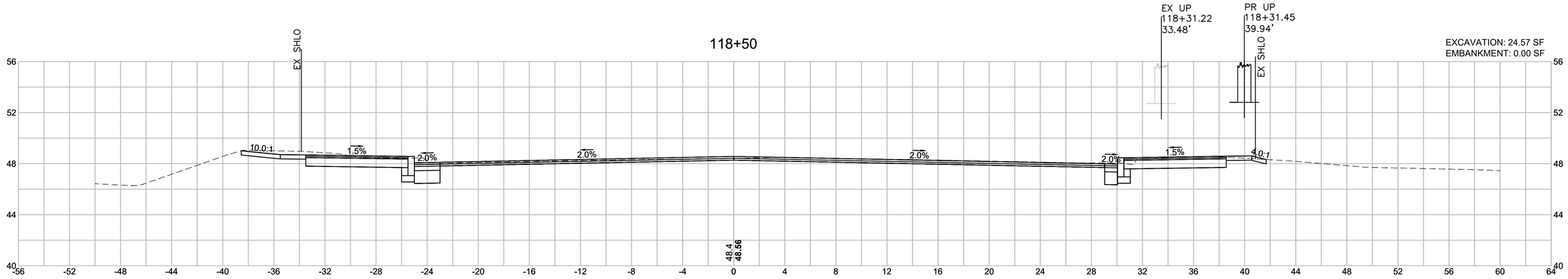
HOR. SCALE IN FEET
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VER. SCALE IN FEET
4 0 4 8

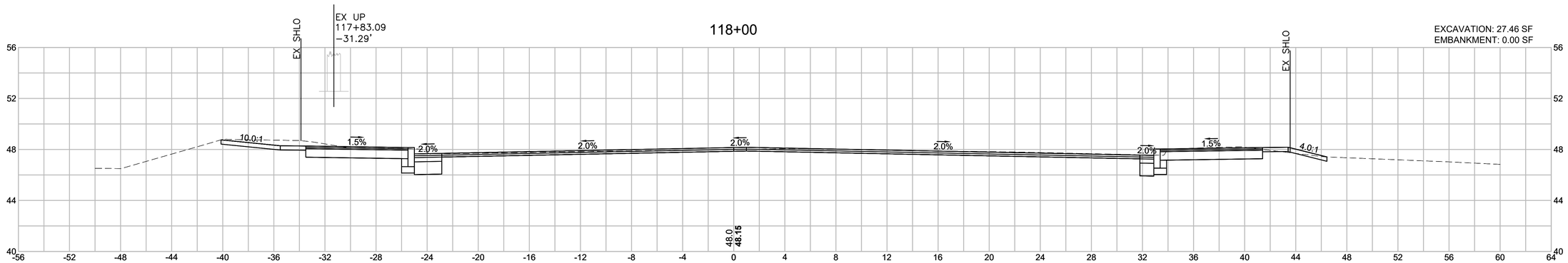
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608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

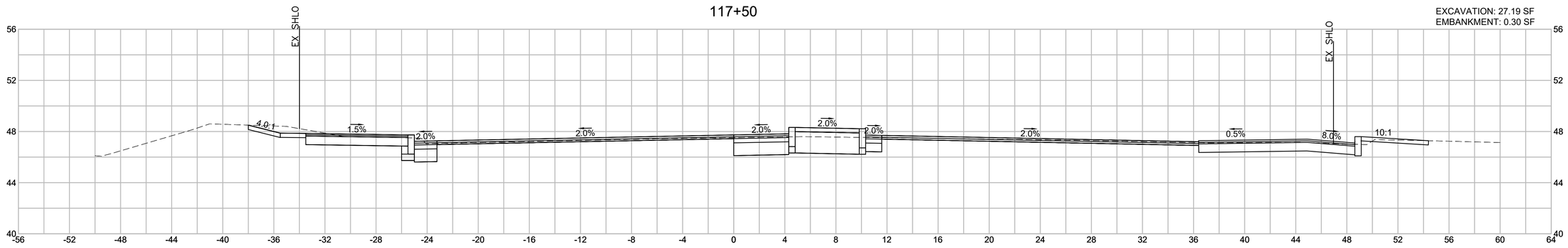
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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	PROJECT FILE NO.	608759	

CROSS SECTIONS







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4 0 4 8
VER. SCALE IN FEET

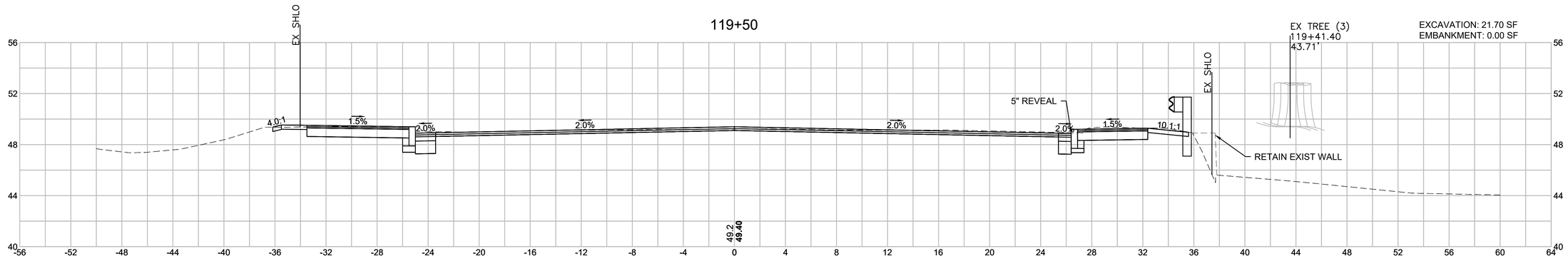
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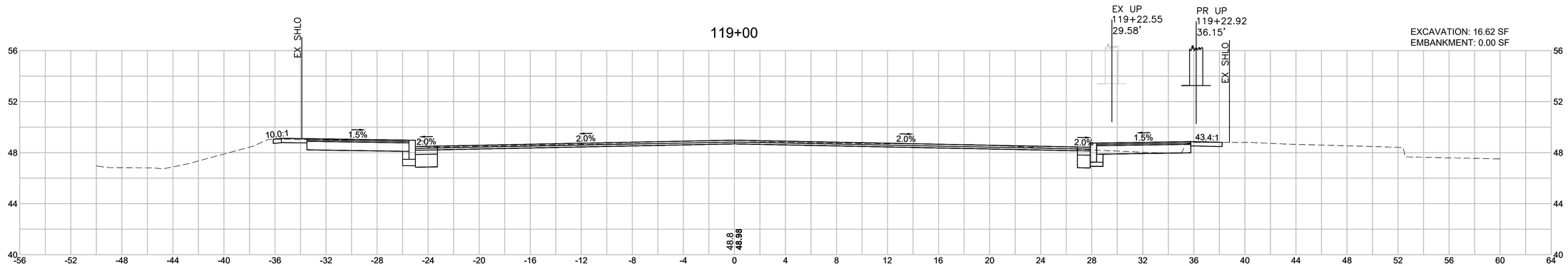
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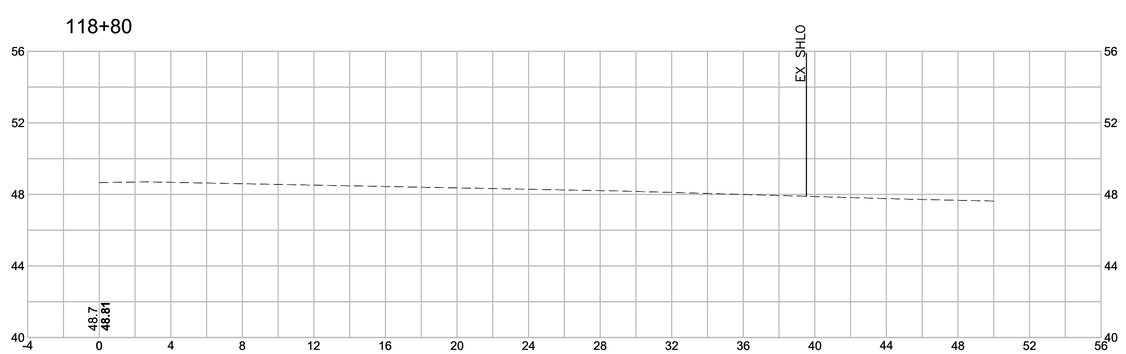
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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	PROJECT FILE NO. 608759		

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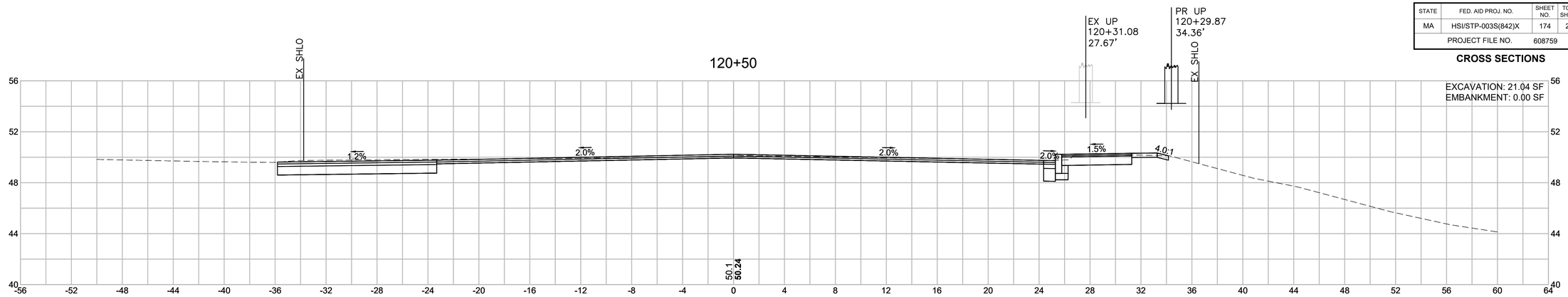
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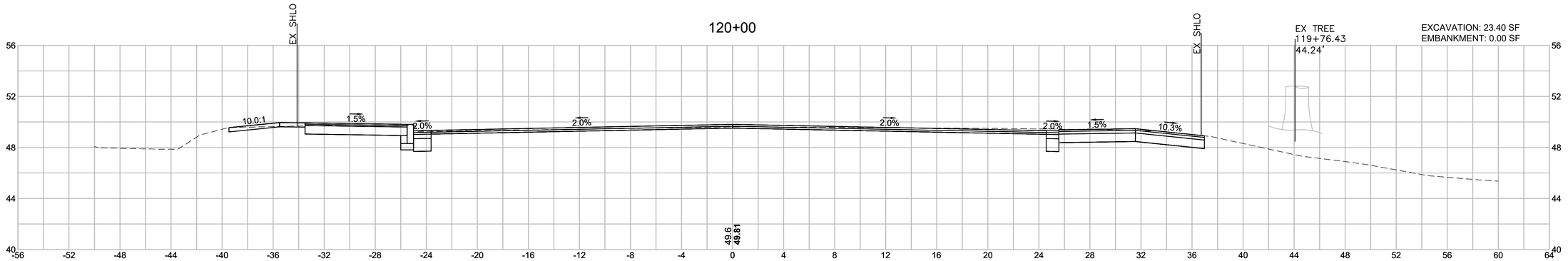
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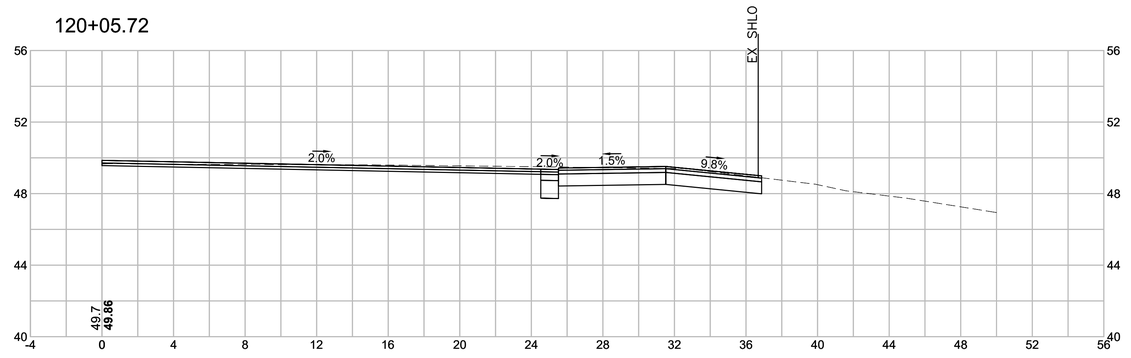
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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CROSS SECTIONS







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4 0 4 8
VER. SCALE IN FEET

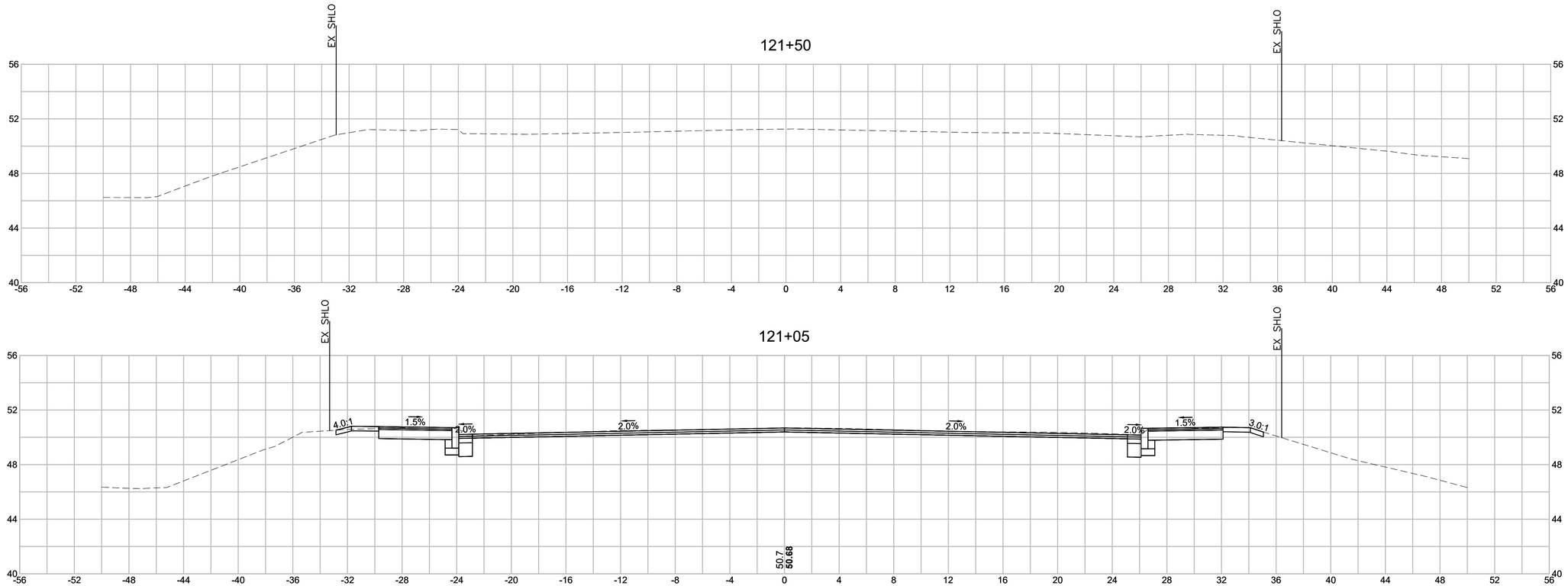
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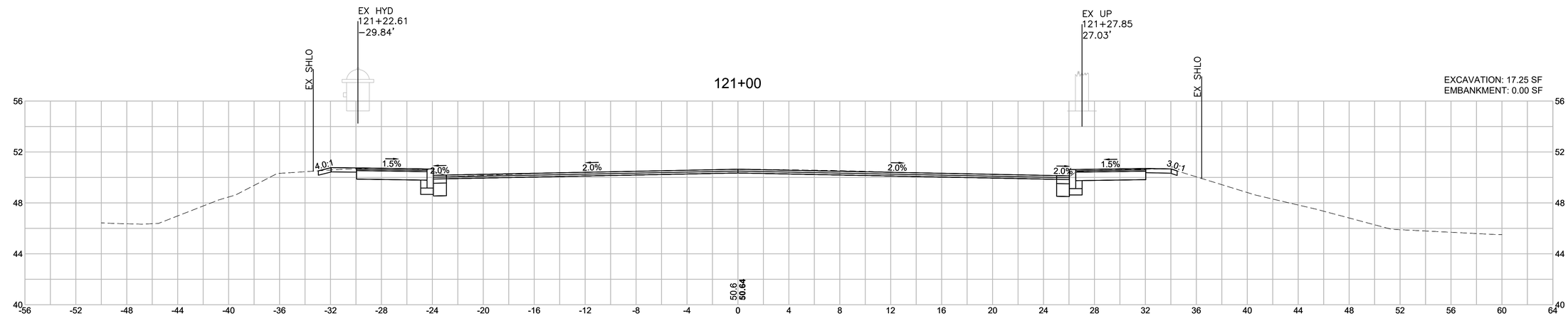
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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MA	HSI/STP-003S(842)X	175	238
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CROSS SECTIONS





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4 0 4 8
VER. SCALE IN FEET

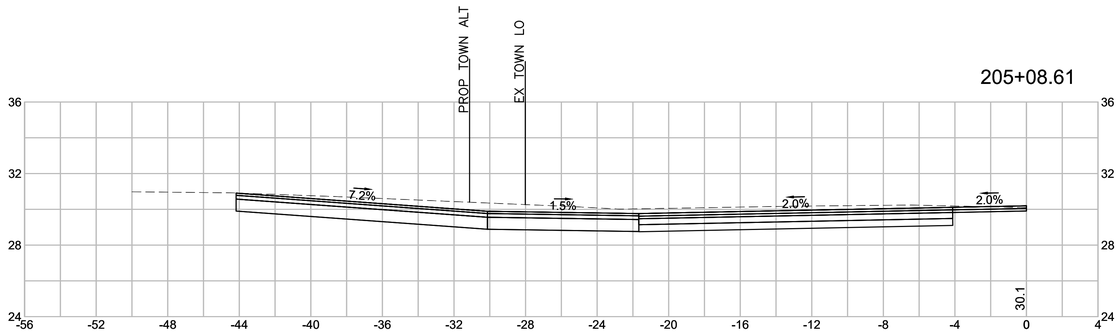
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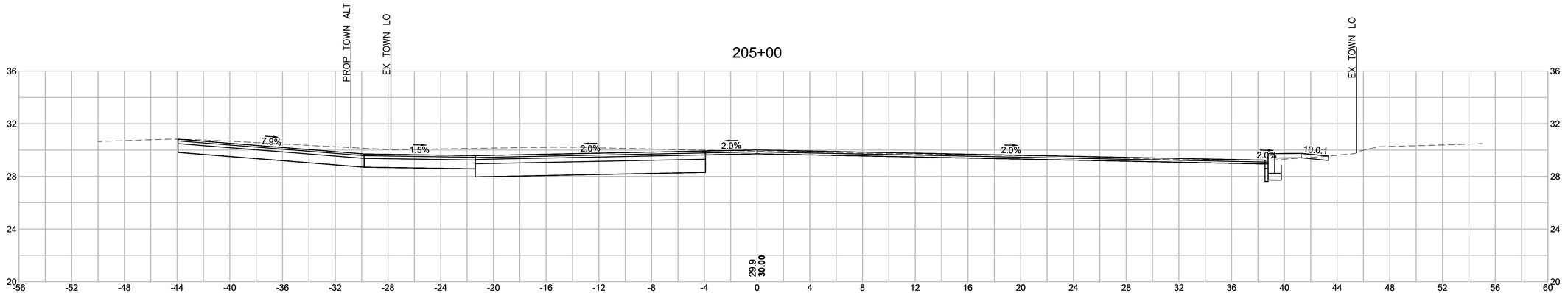
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

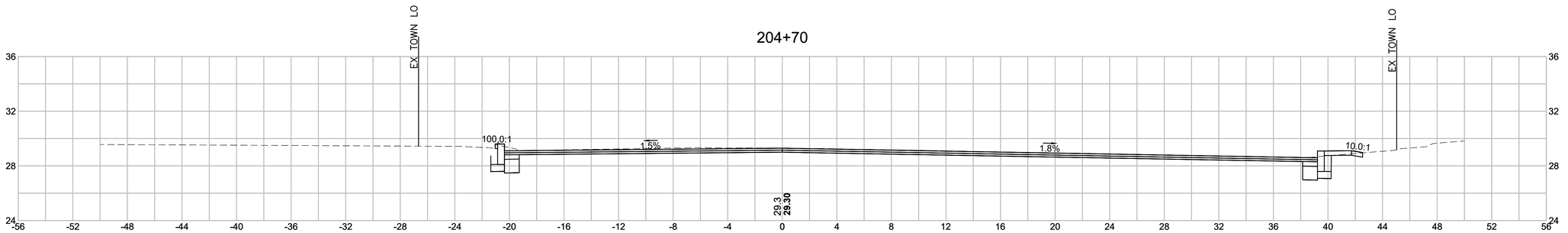
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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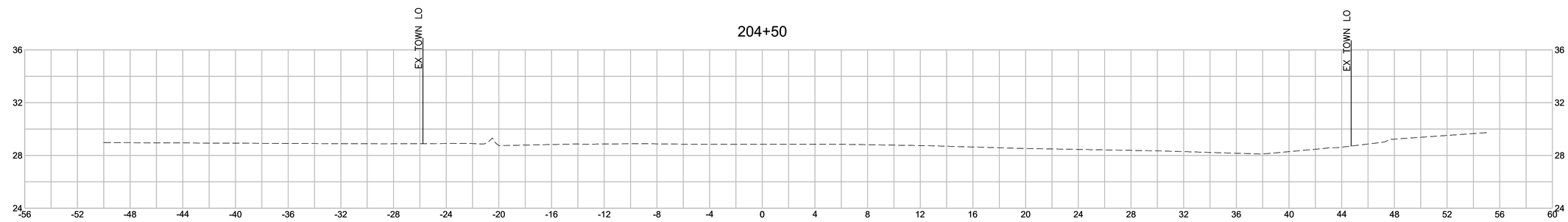
CROSS SECTIONS



EXCAVATION: 66.35 SF
EMBANKMENT: 0.17 SF







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

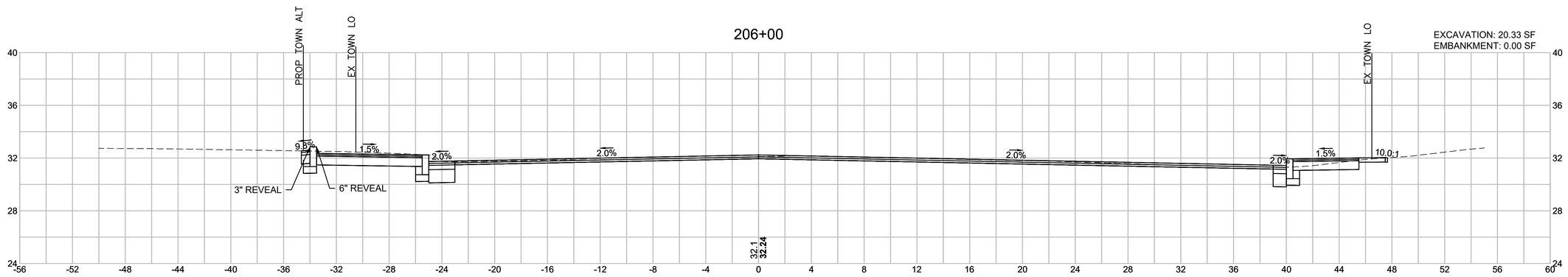
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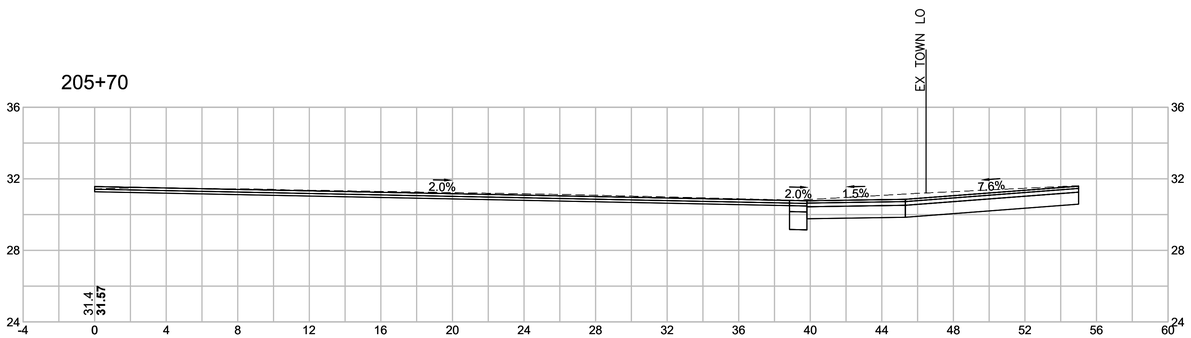
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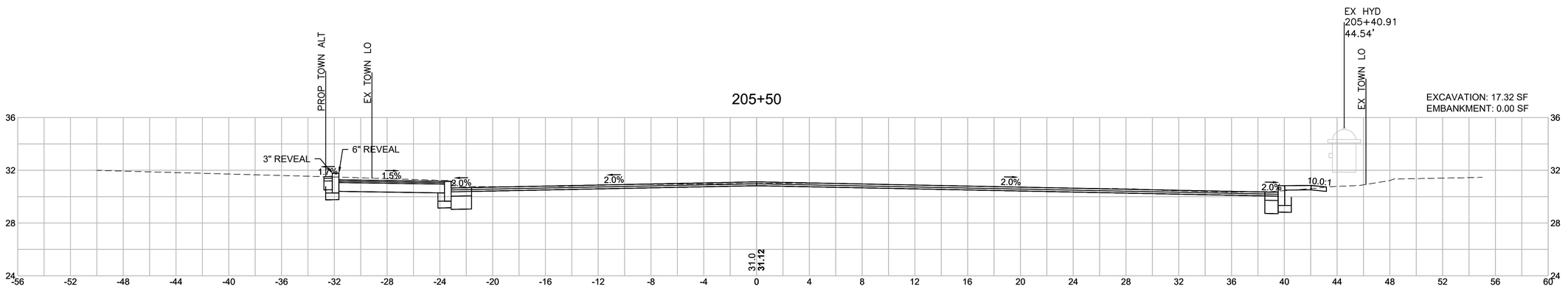
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	177	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS







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

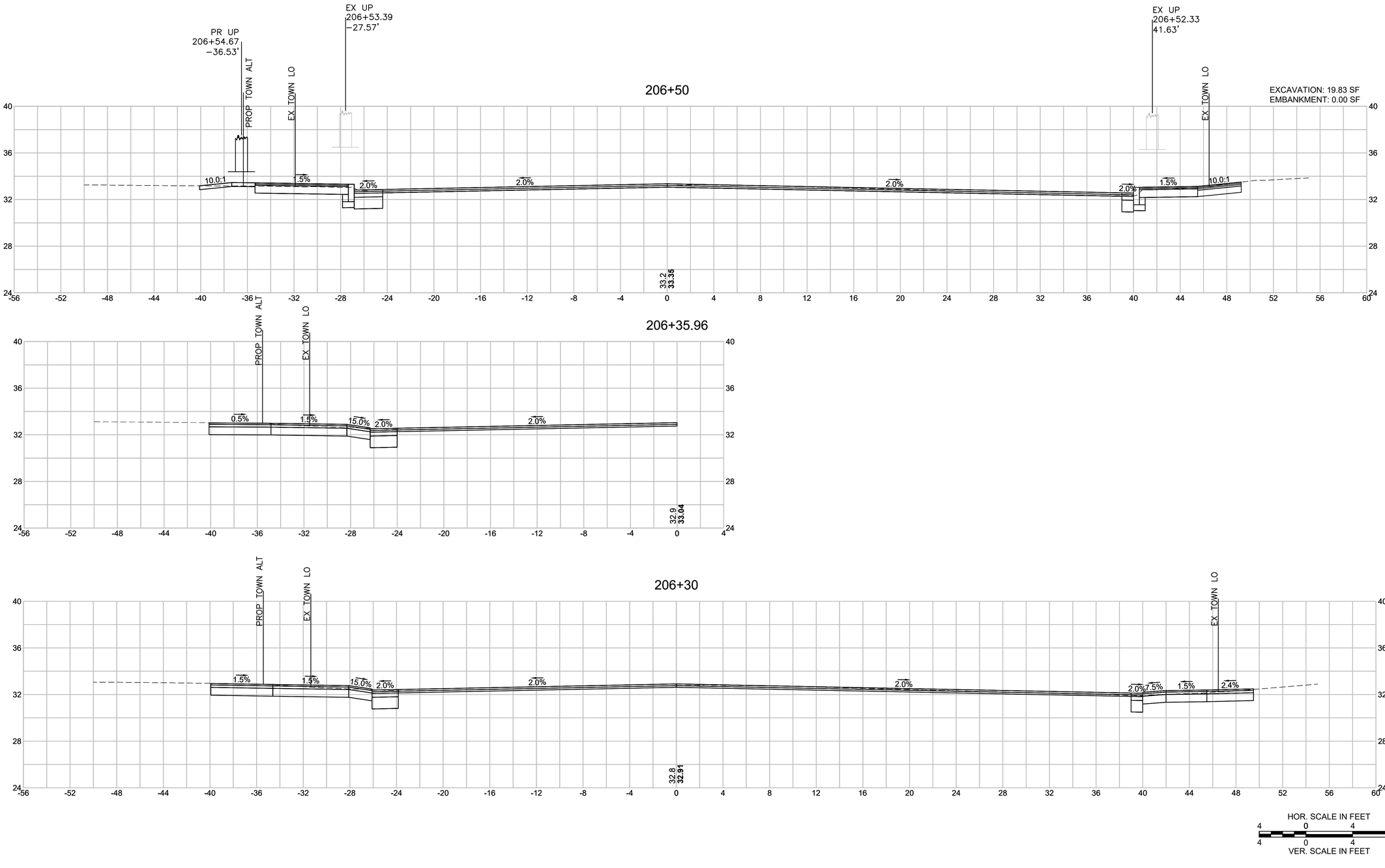
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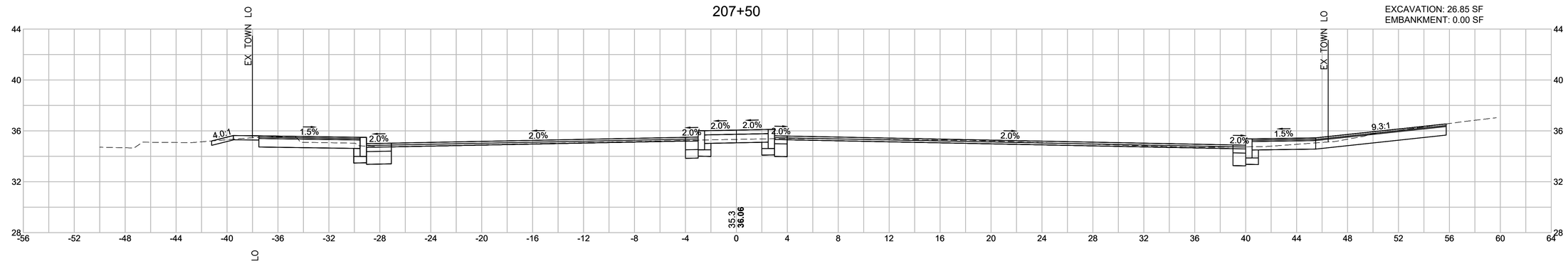
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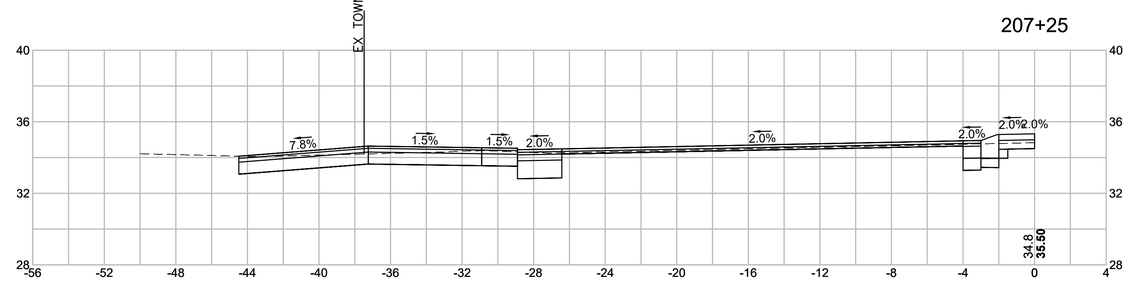
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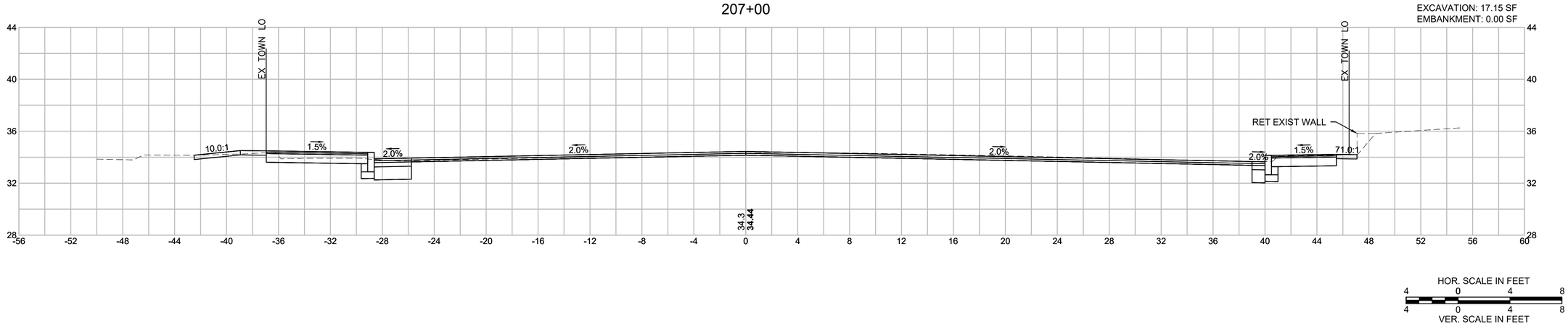
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	179	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS







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

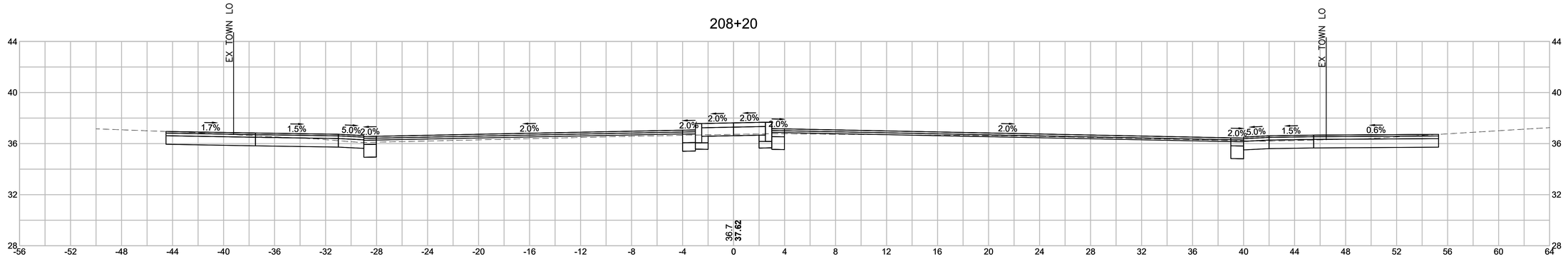
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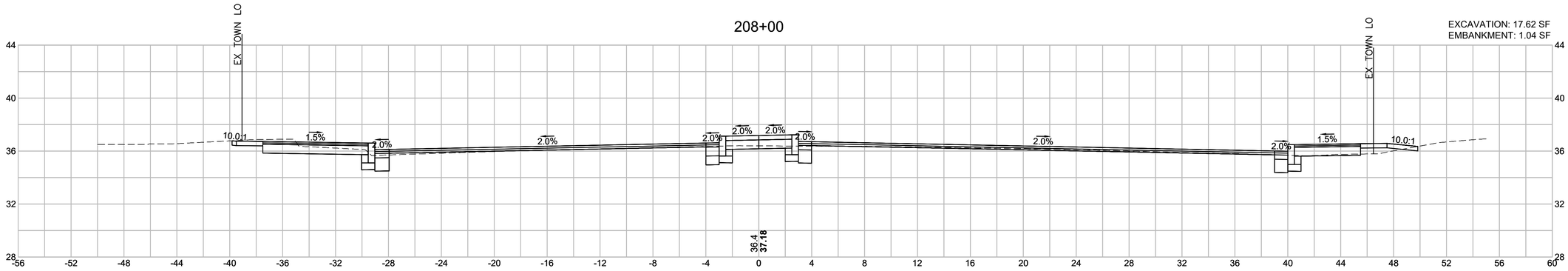
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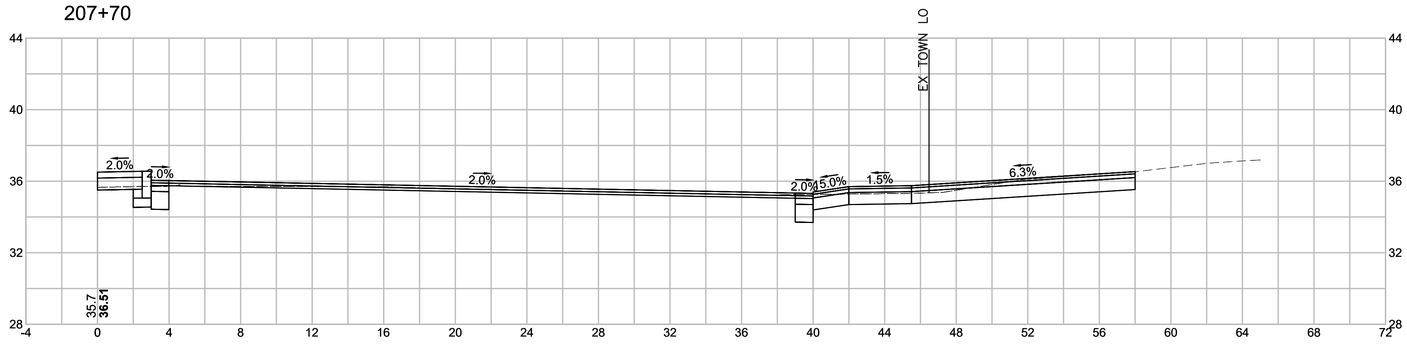
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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MA	HSI/STP-003S(842)X	180	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS







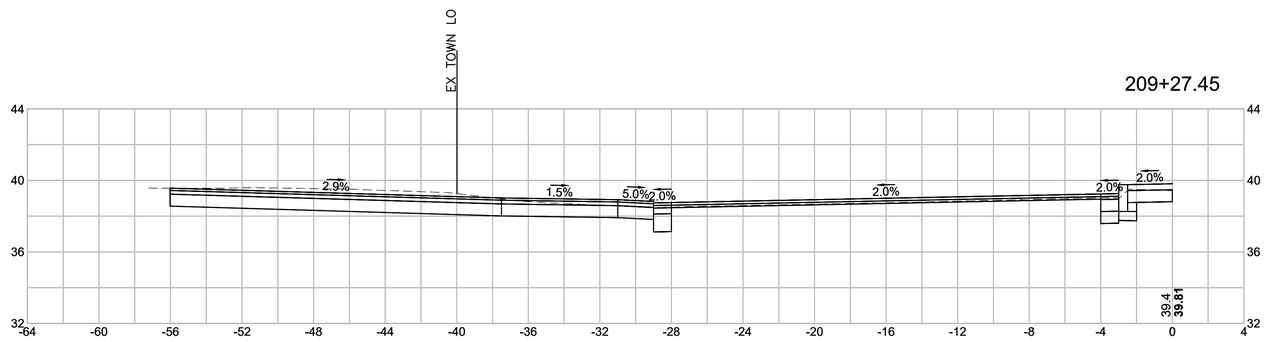
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VER. SCALE IN FEET
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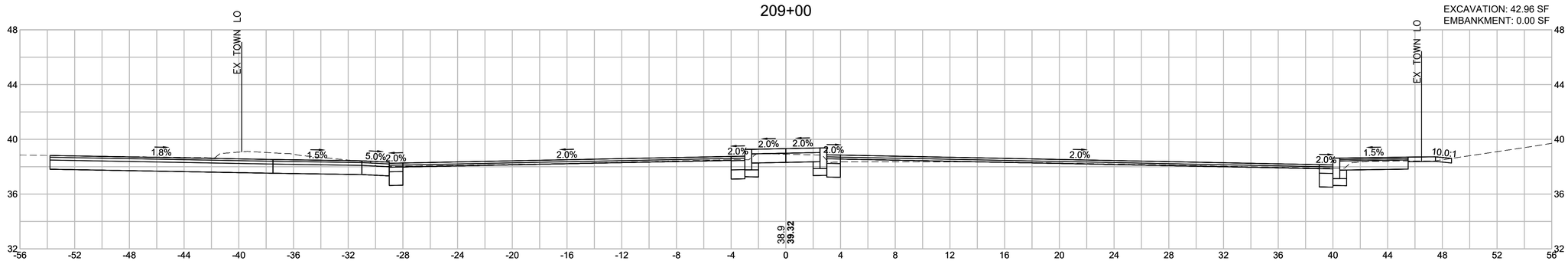
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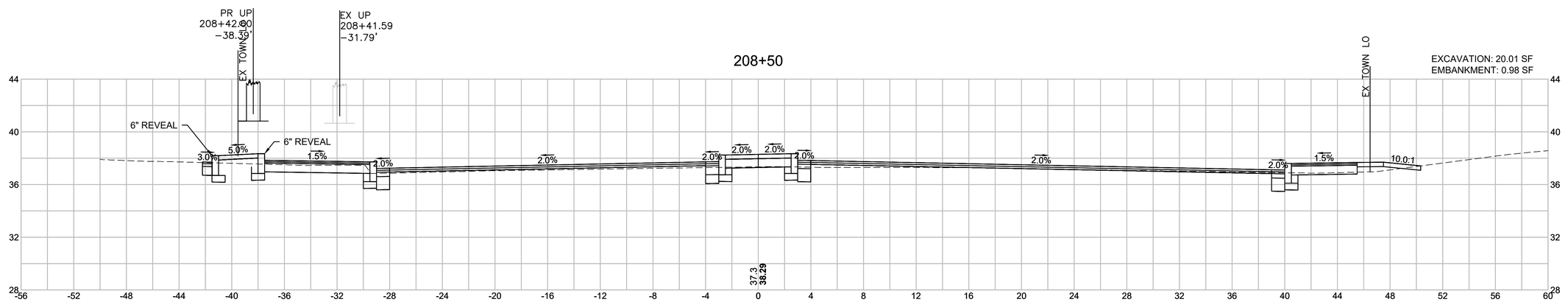
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	181	238
PROJECT FILE NO.	608759		

CROSS SECTIONS







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VER. SCALE IN FEET
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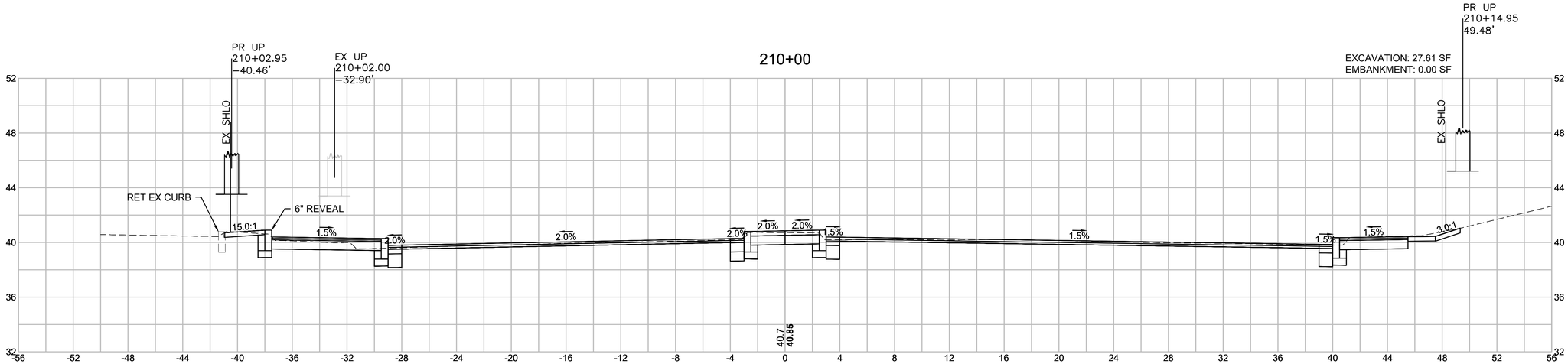
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608588_TB.DWG Plotted on 23-Feb-2017 9:24 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	182	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS



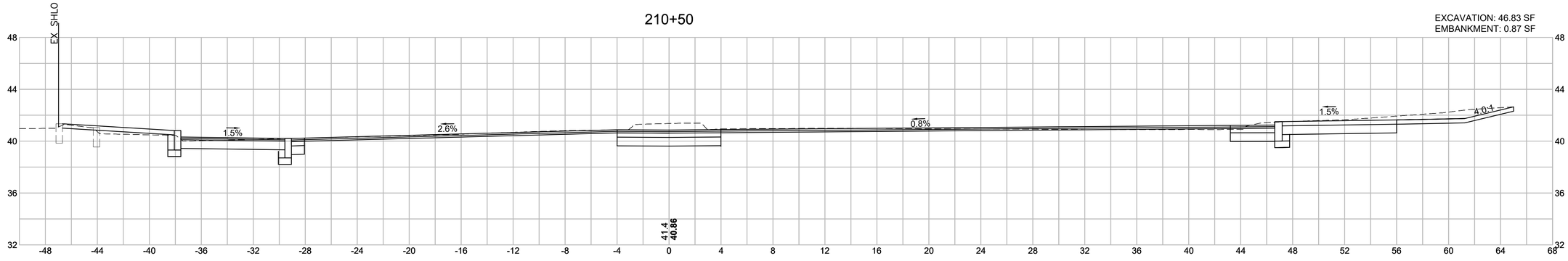
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	183	238
PROJECT FILE NO.	608759		

CROSS SECTIONS



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VER. SCALE IN FEET

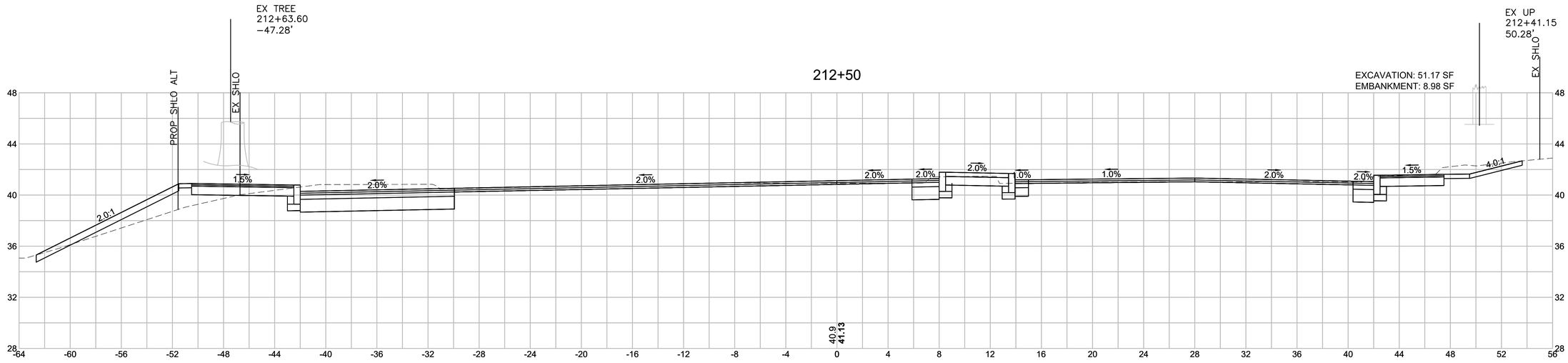
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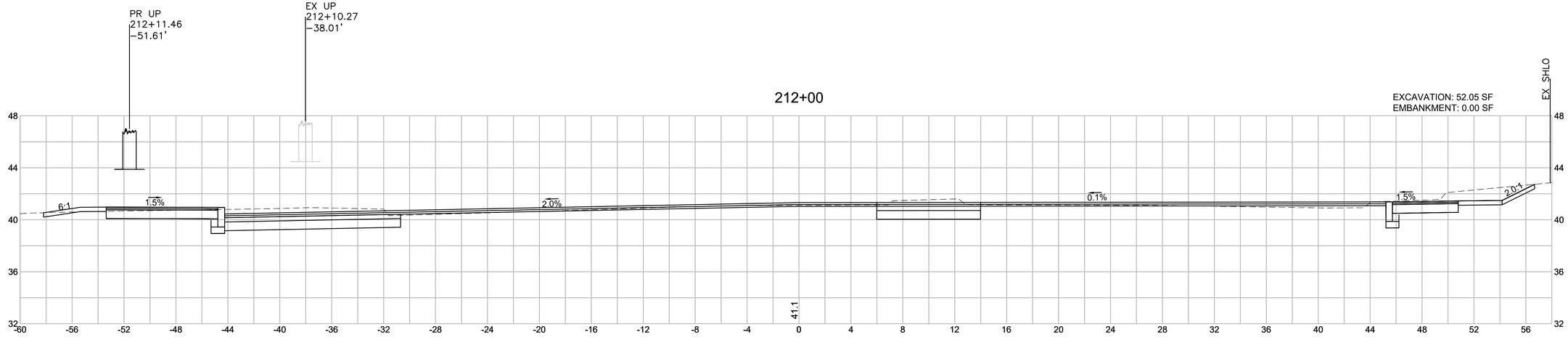
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	184	238
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CROSS SECTIONS





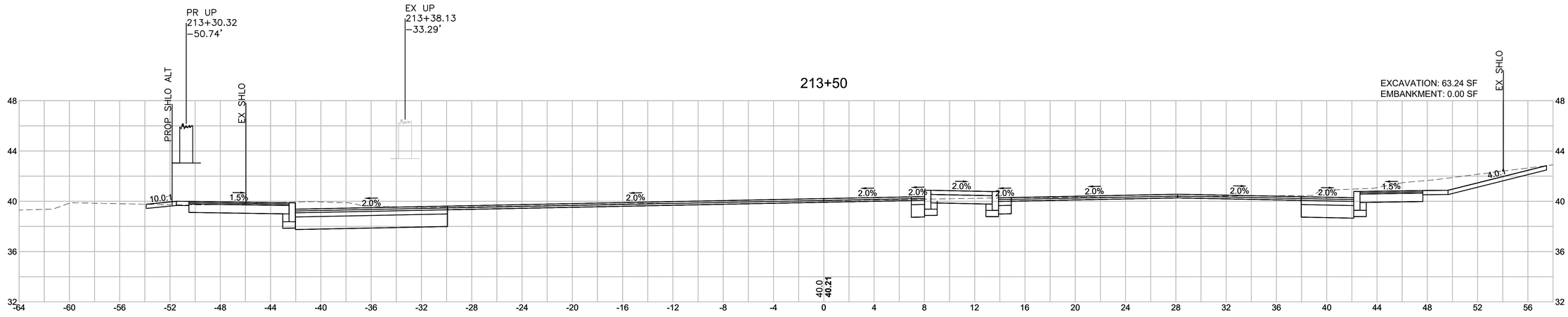
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VER. SCALE IN FEET

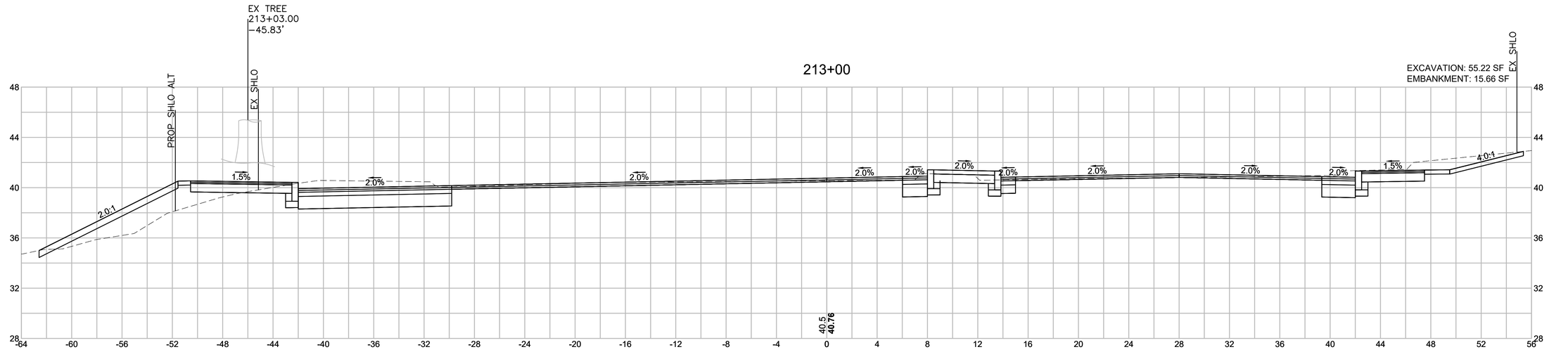
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608588_TB.DWG Plotted on 23-Feb-2017 9:24 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	185	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS





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VER. SCALE IN FEET
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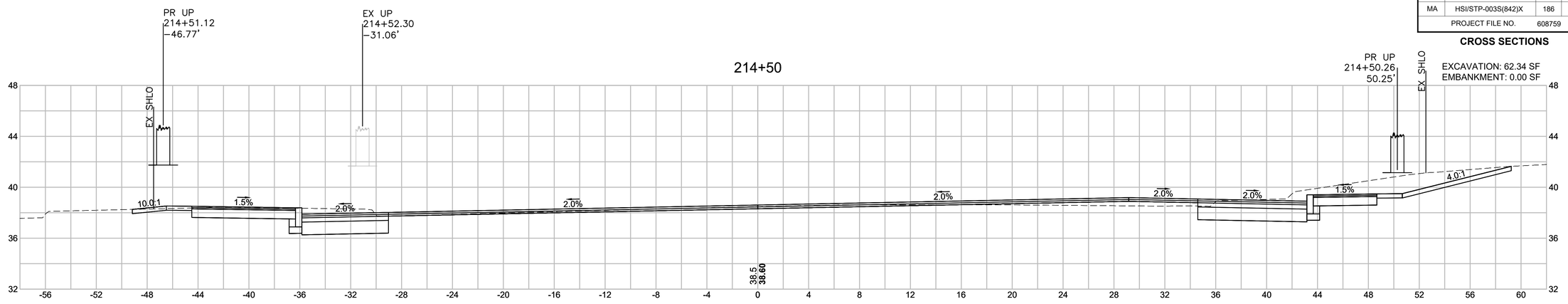
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

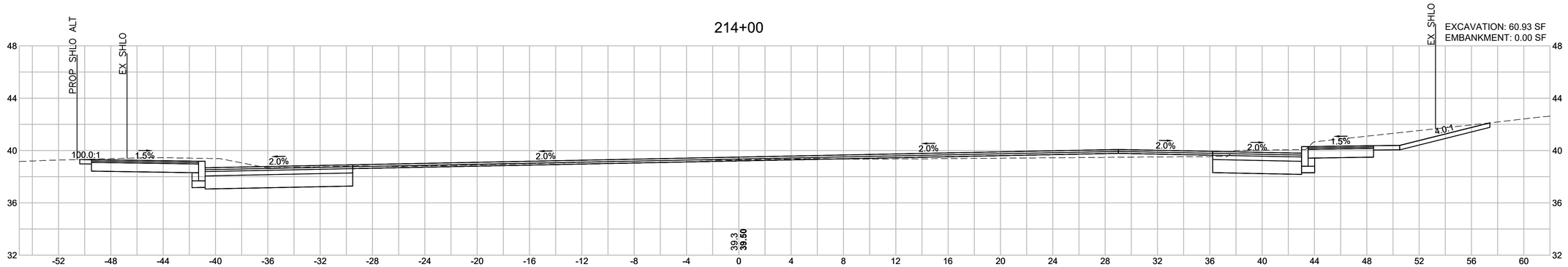
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MA	HSI/STP-003S(842)X	186	238
PROJECT FILE NO.	608759		

CROSS SECTIONS

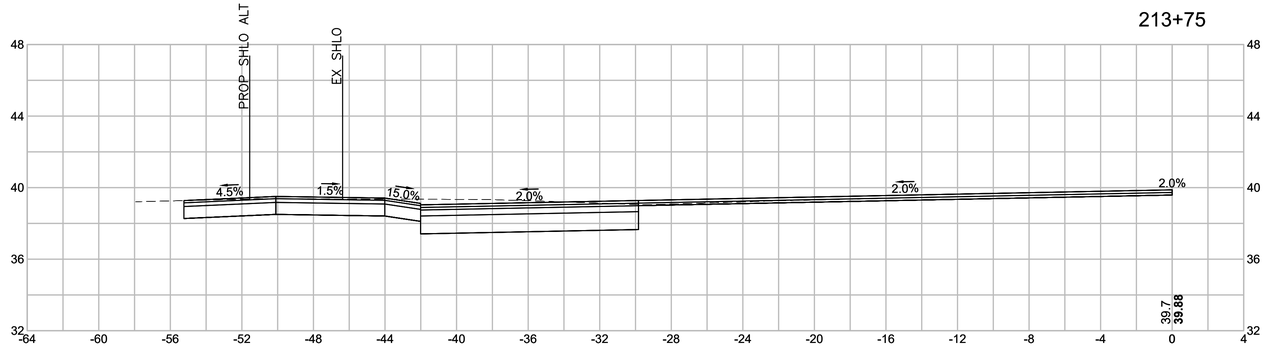
214+50



214+00



213+75



HOR. SCALE IN FEET
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VER. SCALE IN FEET
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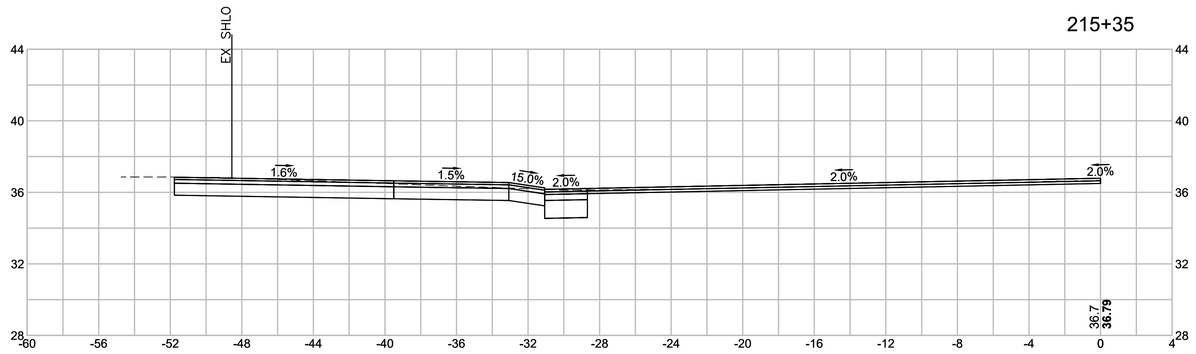
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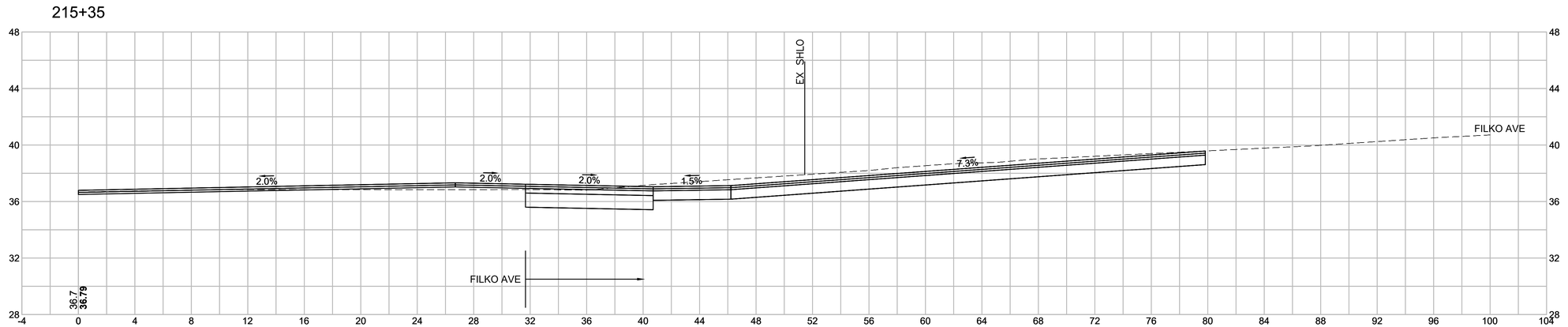
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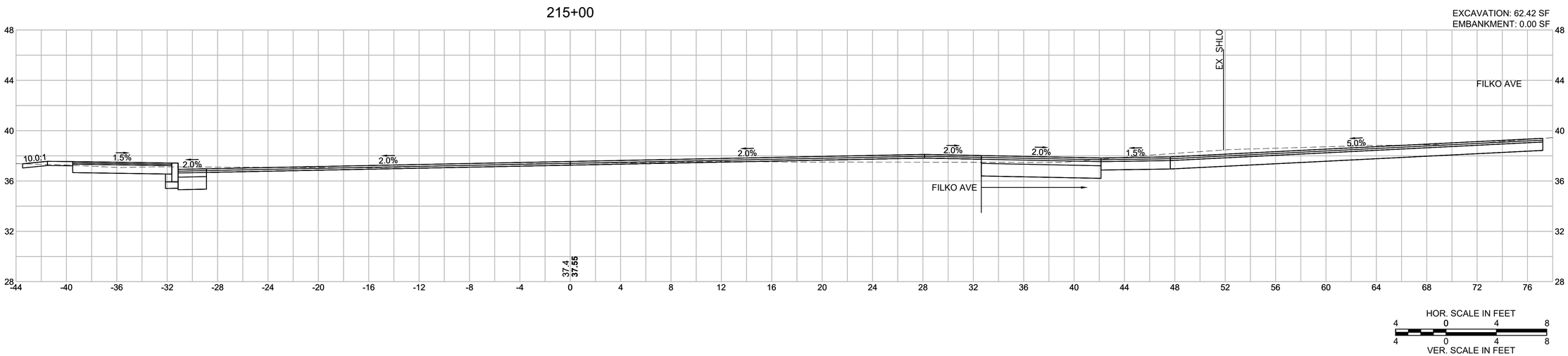
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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CROSS SECTIONS







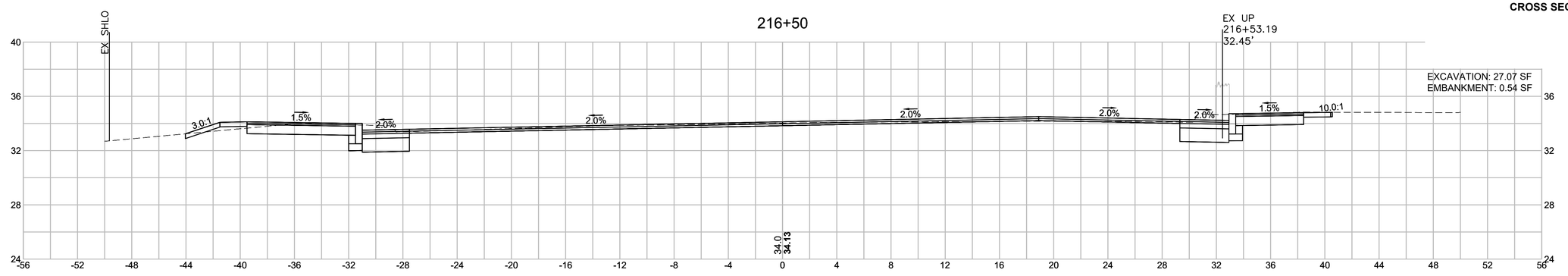
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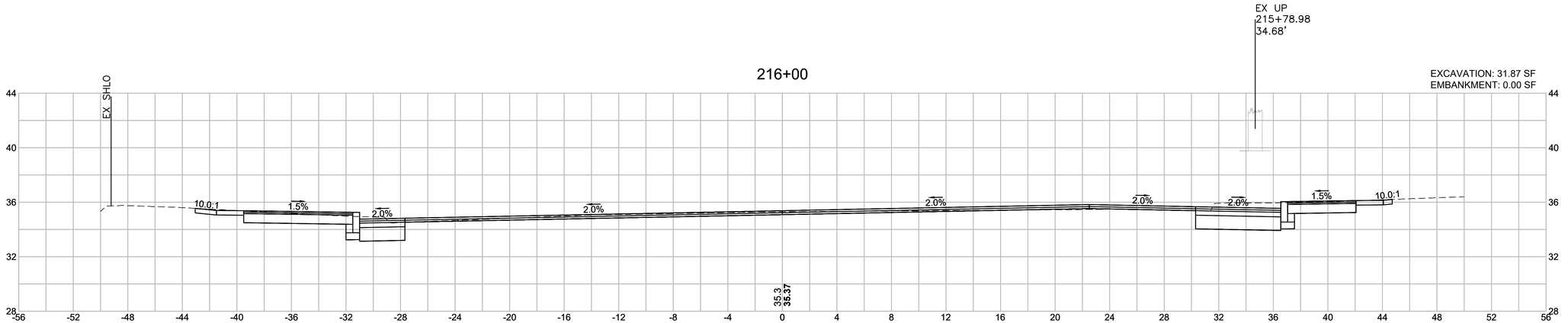
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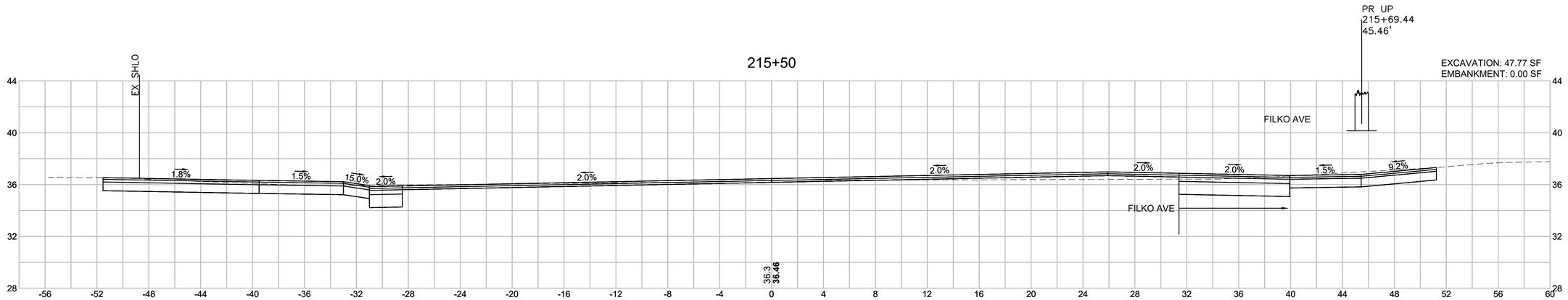
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	188	238
PROJECT FILE NO.	608759		

CROSS SECTIONS







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

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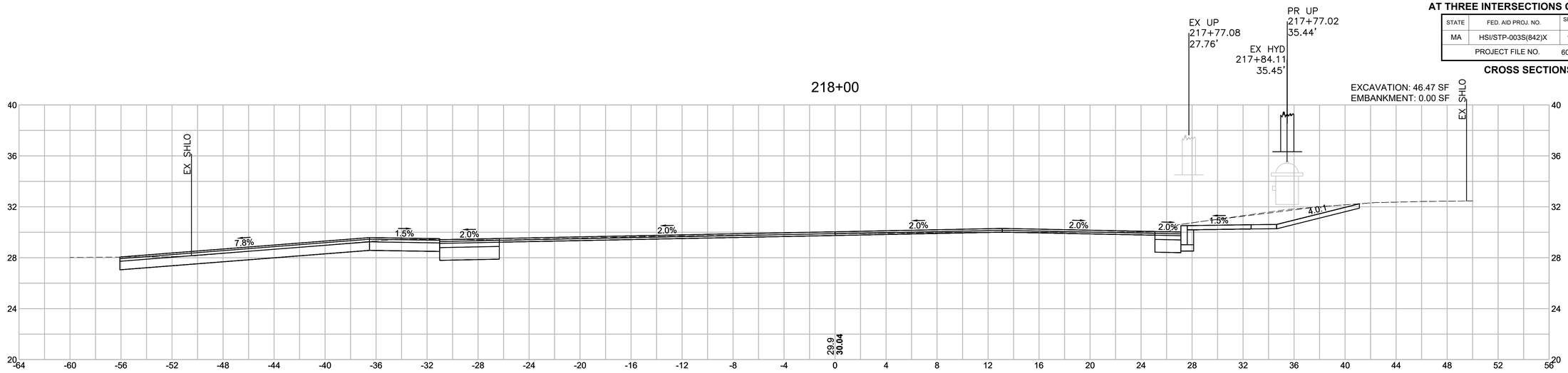
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

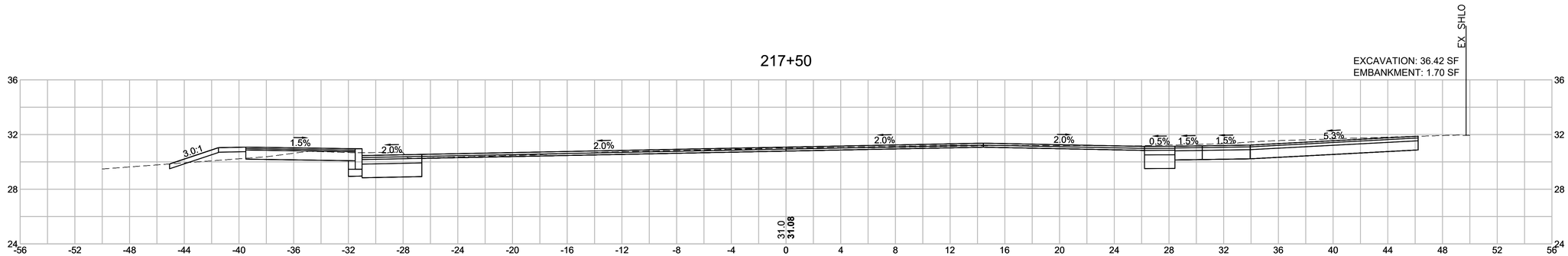
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CROSS SECTIONS

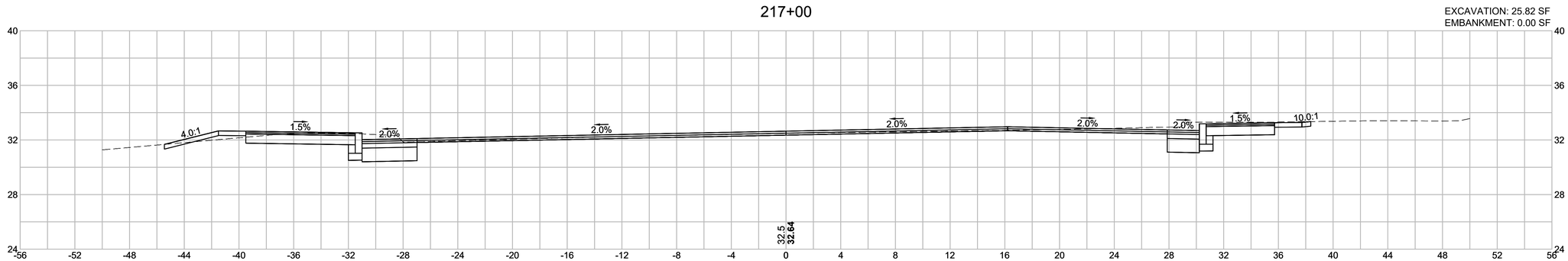
218+00



217+50



217+00



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

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608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

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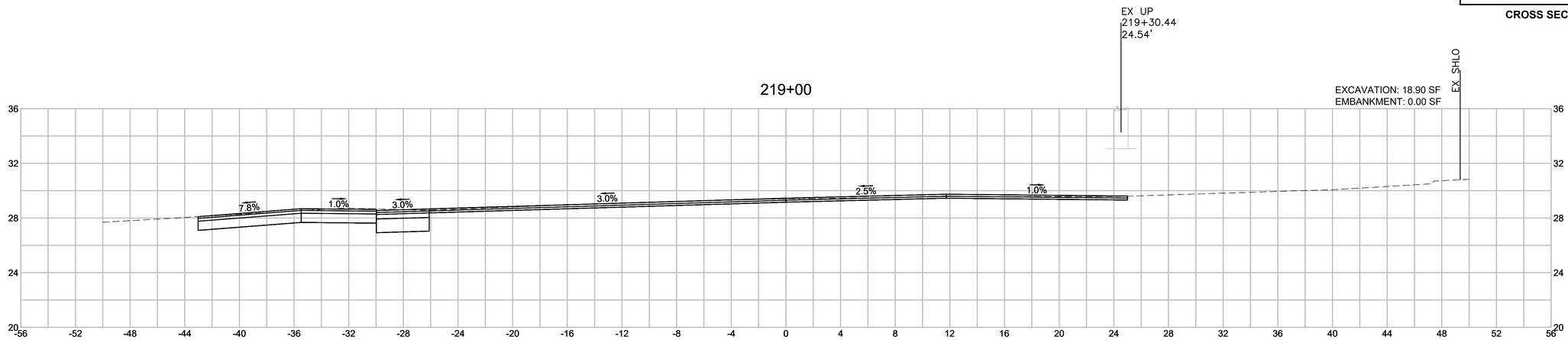
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

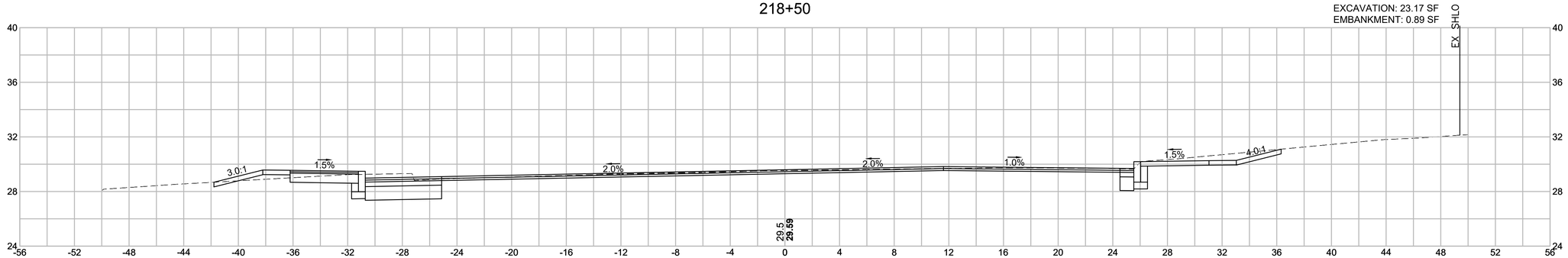
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MA	HSI/STP-003S(842)X	190	238
PROJECT FILE NO.	608759		

CROSS SECTIONS

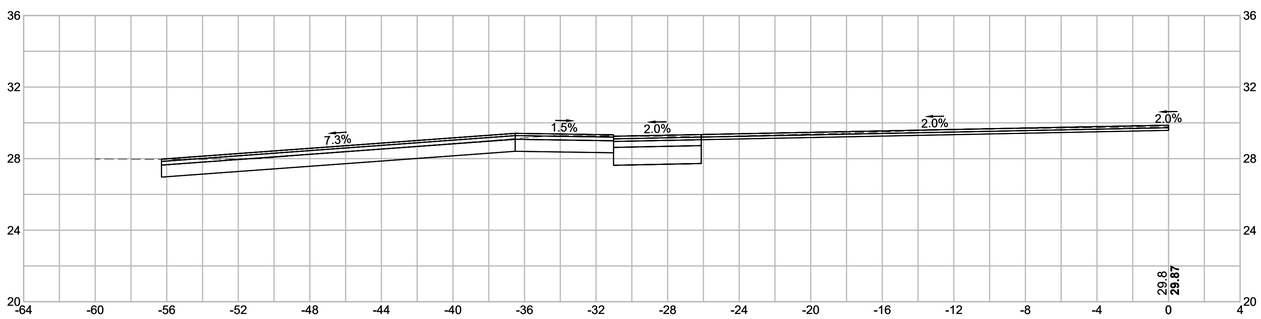
219+00



218+50



218+12.41



HOR. SCALE IN FEET
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VER. SCALE IN FEET

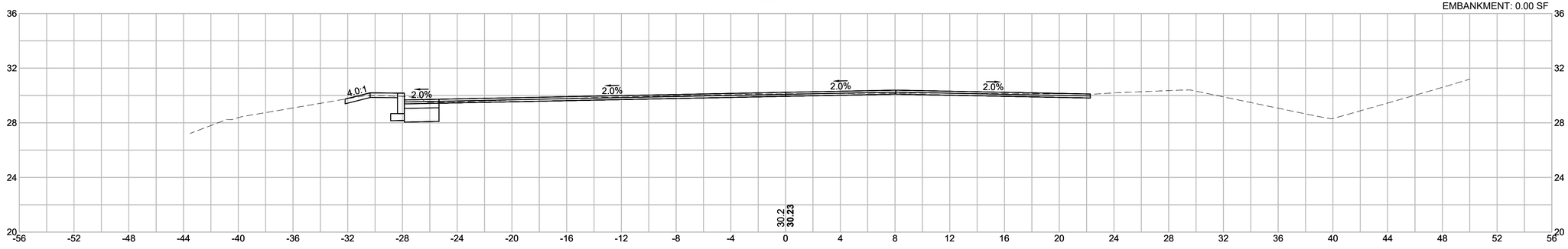
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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	PROJECT FILE NO. 608759		

CROSS SECTIONS

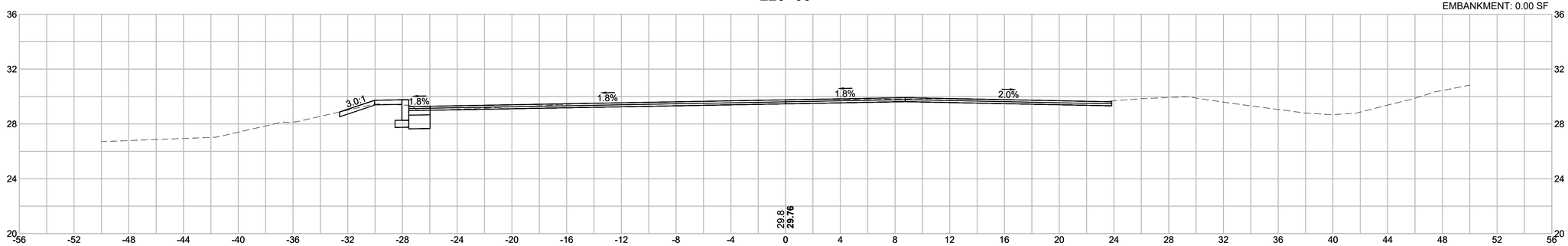
220+50

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EMBANKMENT: 0.00 SF



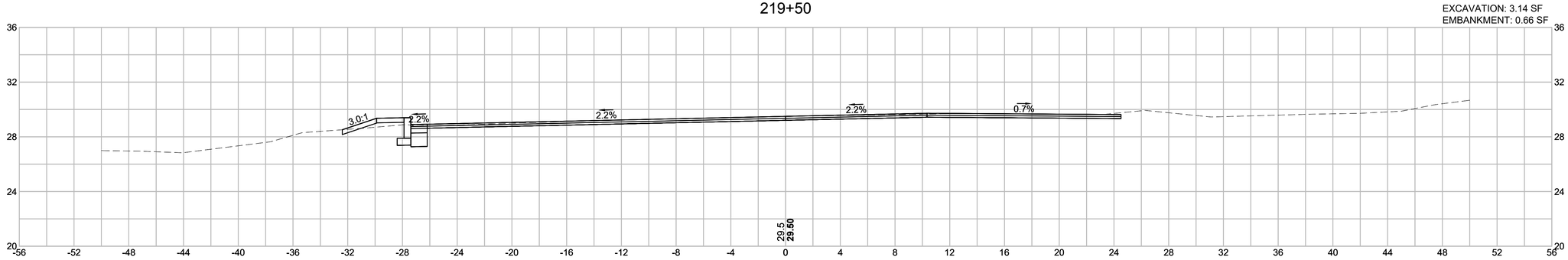
220+00

EXCAVATION: 3.94 SF
EMBANKMENT: 0.00 SF



219+50

EXCAVATION: 3.14 SF
EMBANKMENT: 0.66 SF



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

Nitsch – P:\9720.13 Weymouth SRTS\Transportation\CAD\608003 (SRTS-WEYMOUTH)\DWG\XREFS\608003_HD (Border Sheet).dwg Apr 6, 2012 9:22 AM

608588_TB.DWG Plotted on 23-Feb-2017 9:24 AM

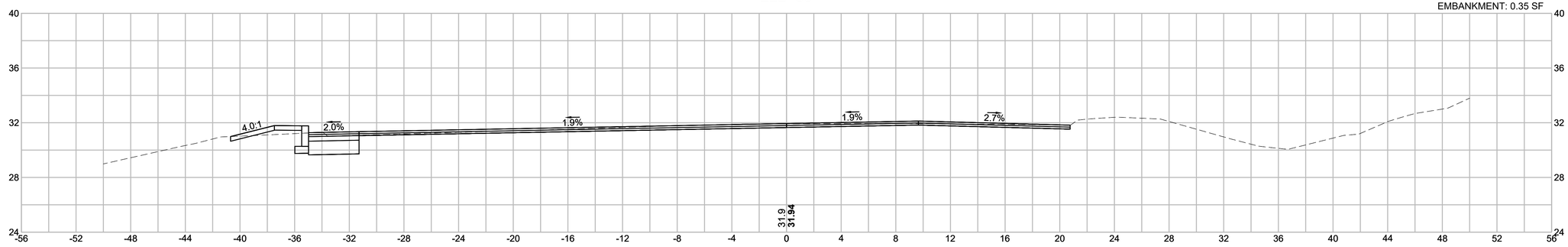
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	192	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS

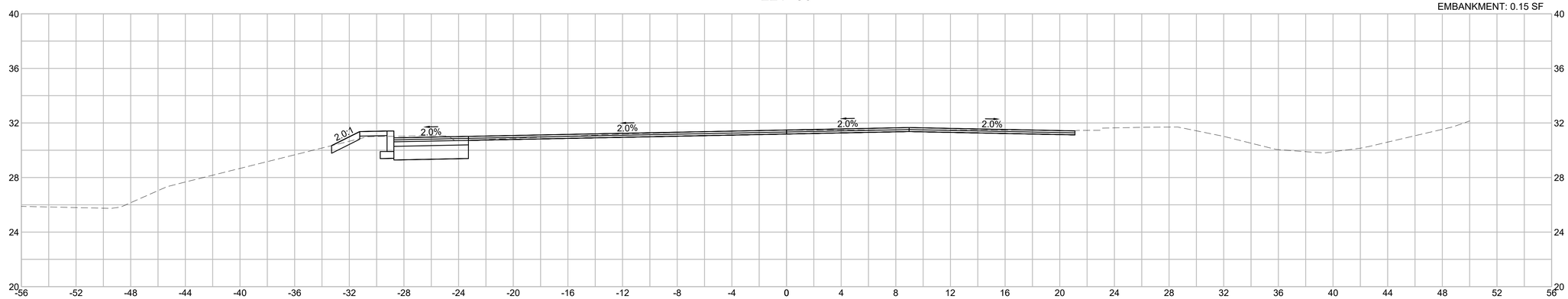
222+00

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EMBANKMENT: 0.35 SF



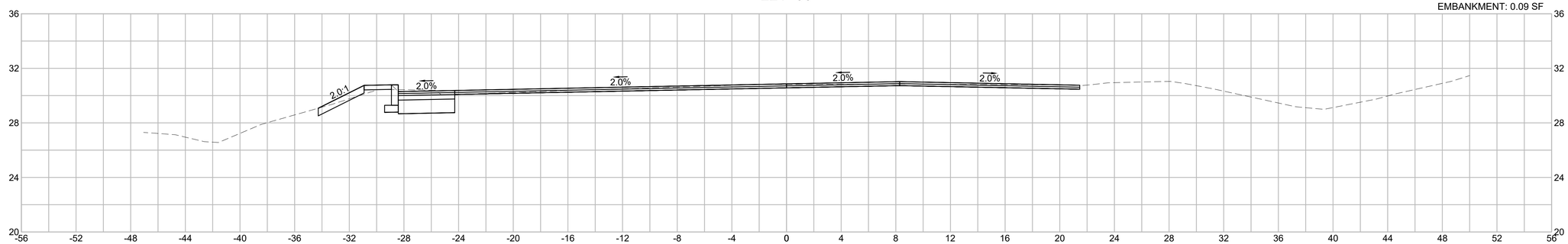
221+50

EXCAVATION: 10.00 SF
EMBANKMENT: 0.15 SF



221+00

EXCAVATION: 8.09 SF
EMBANKMENT: 0.09 SF



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

Nitsch – P:\9720.13 Weymouth SRTS\Transportation\CAD\608003 (SRTS-WEYMOUTH)\DWG\XREFS\608003_HD (Border Sheet).dwg Apr 6, 2012 9:22 AM

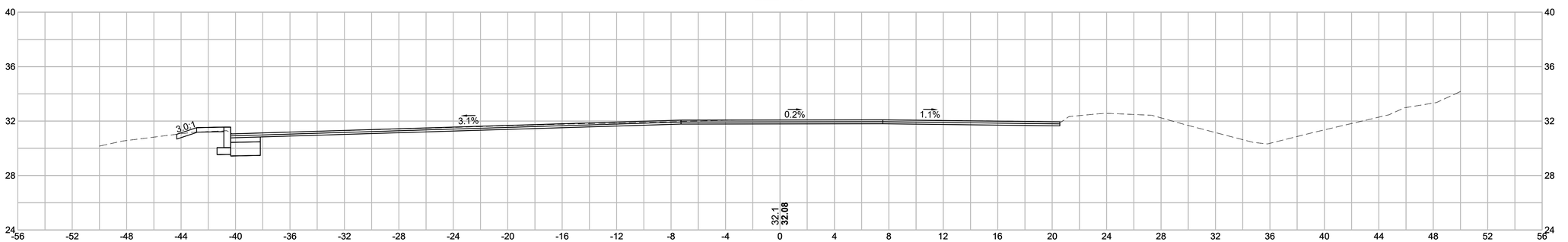
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	193	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS

222+15



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

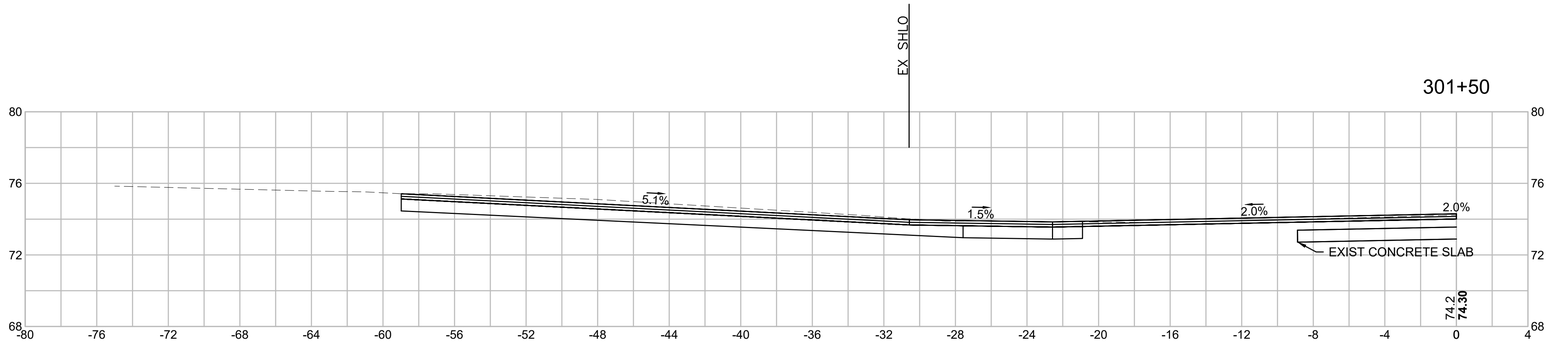
608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

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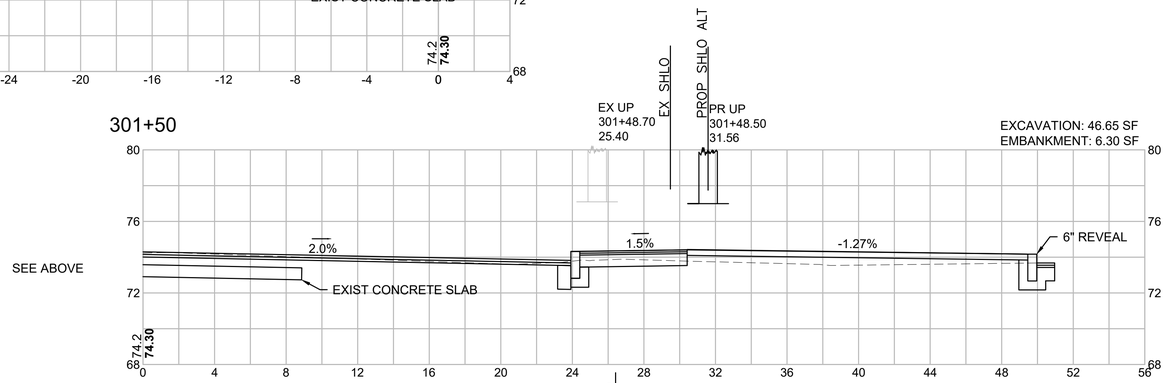
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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MA	HSI/STP-003S(842)X	194	238
	PROJECT FILE NO. 608759		

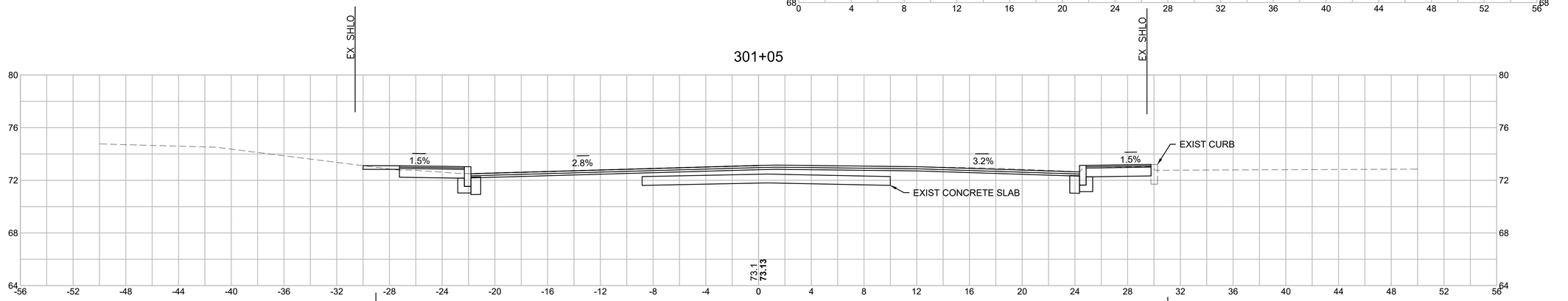
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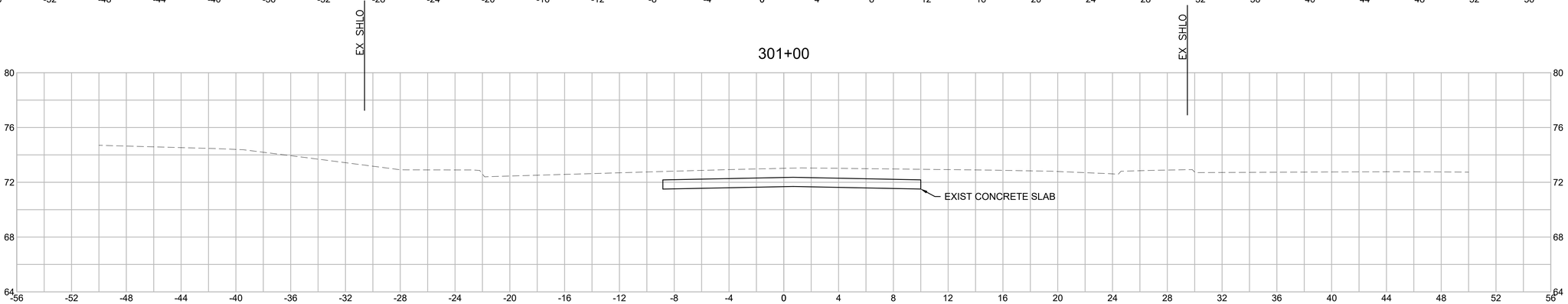


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SEE ABOVE





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VER. SCALE IN FEET

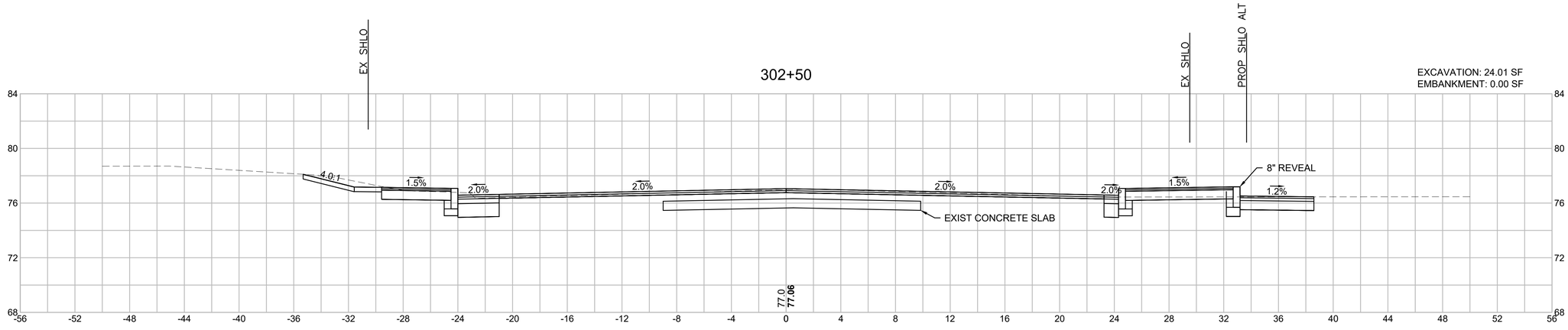
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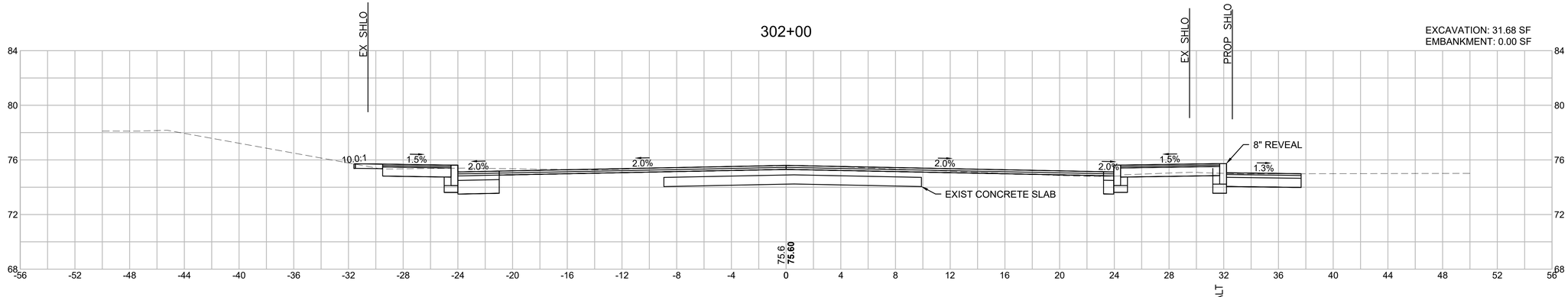
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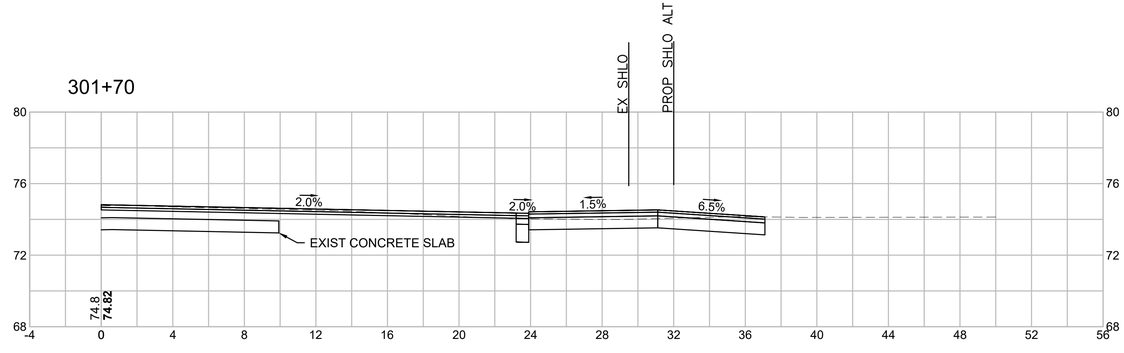
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TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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CROSS SECTIONS







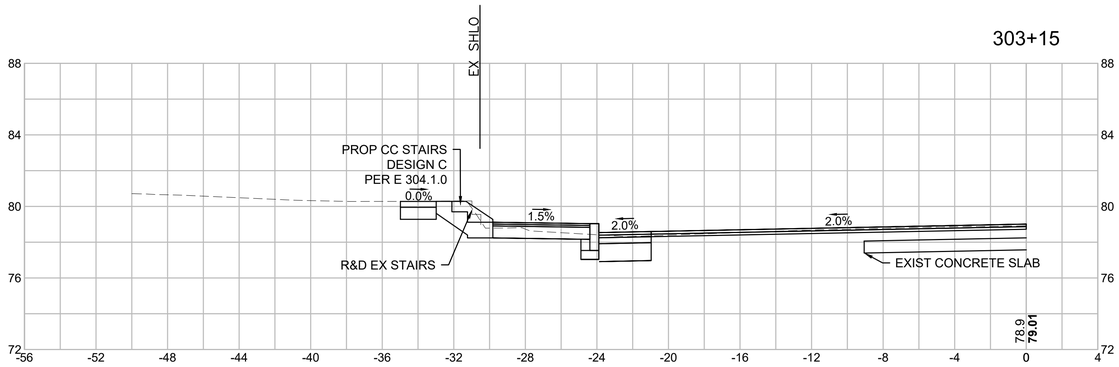
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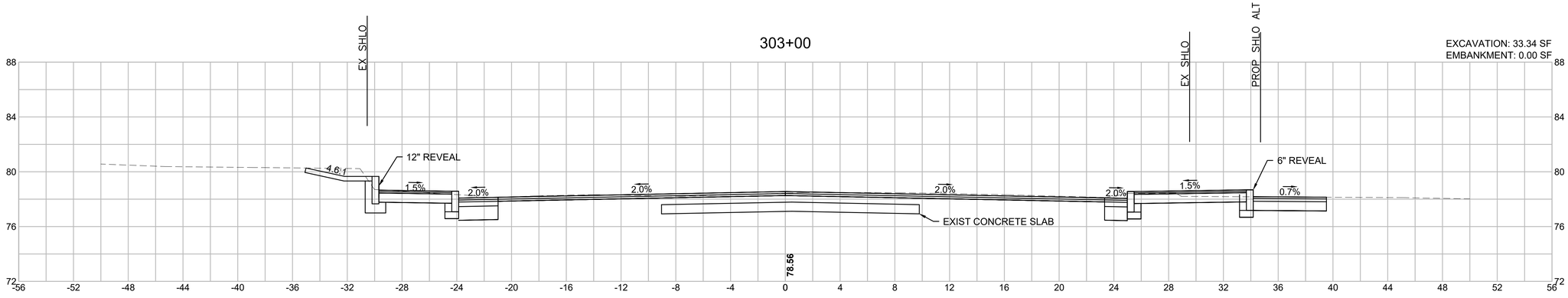
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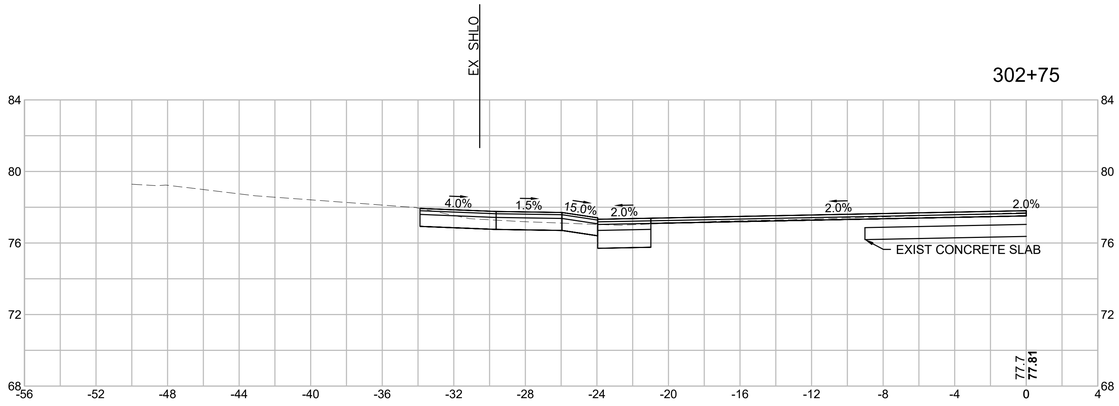
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TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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MA	HSI/STP-003S(842)X	196	238
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CROSS SECTIONS







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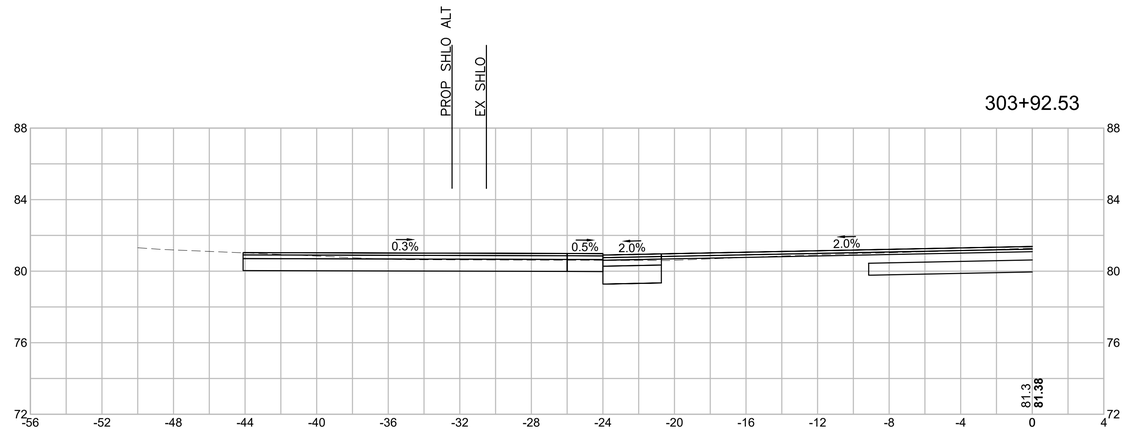
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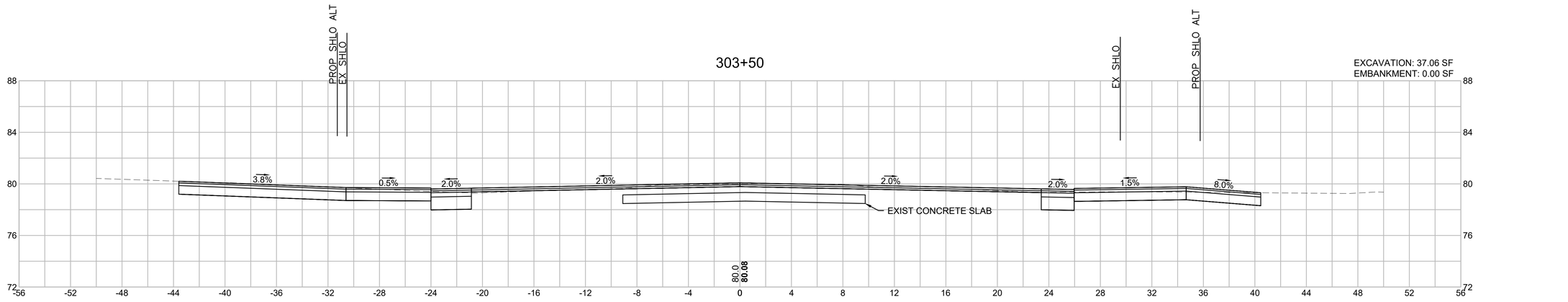
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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CROSS SECTIONS





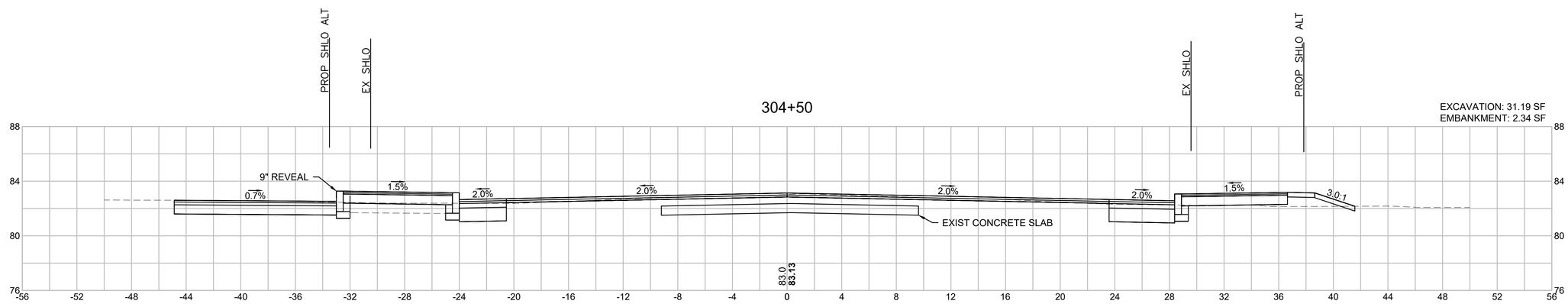
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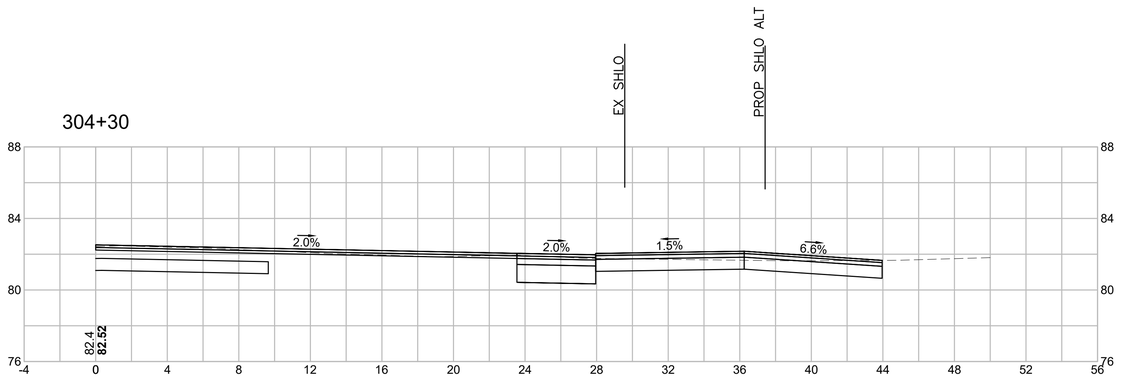
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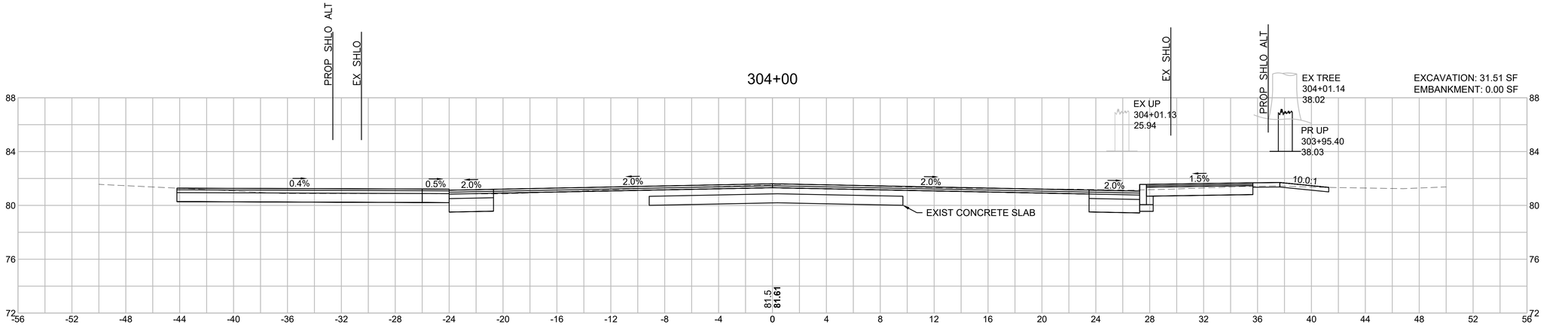
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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CROSS SECTIONS







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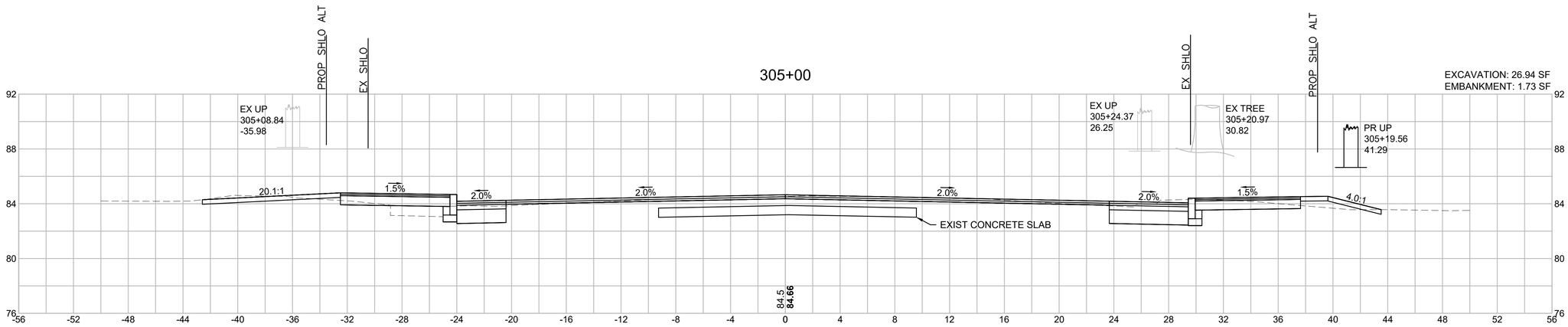
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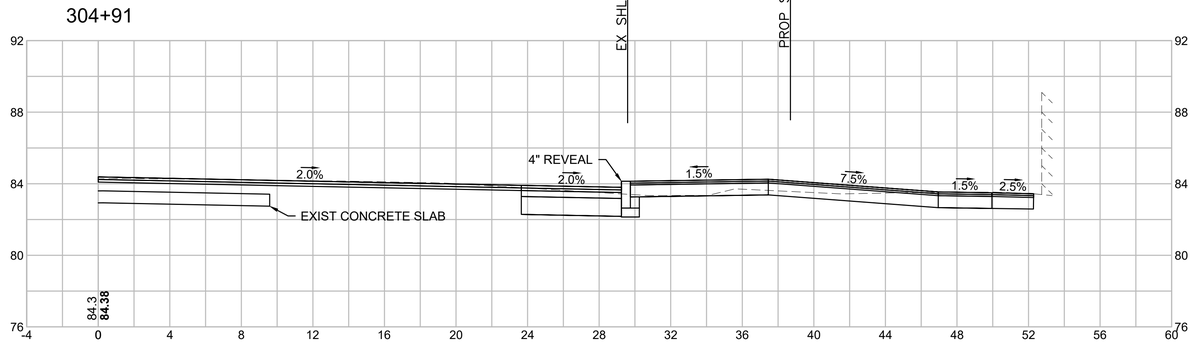
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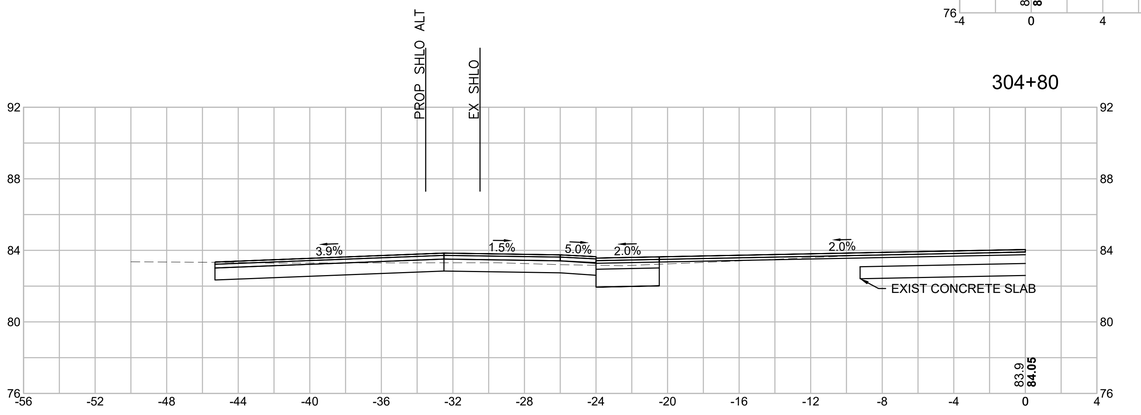
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TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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CROSS SECTIONS







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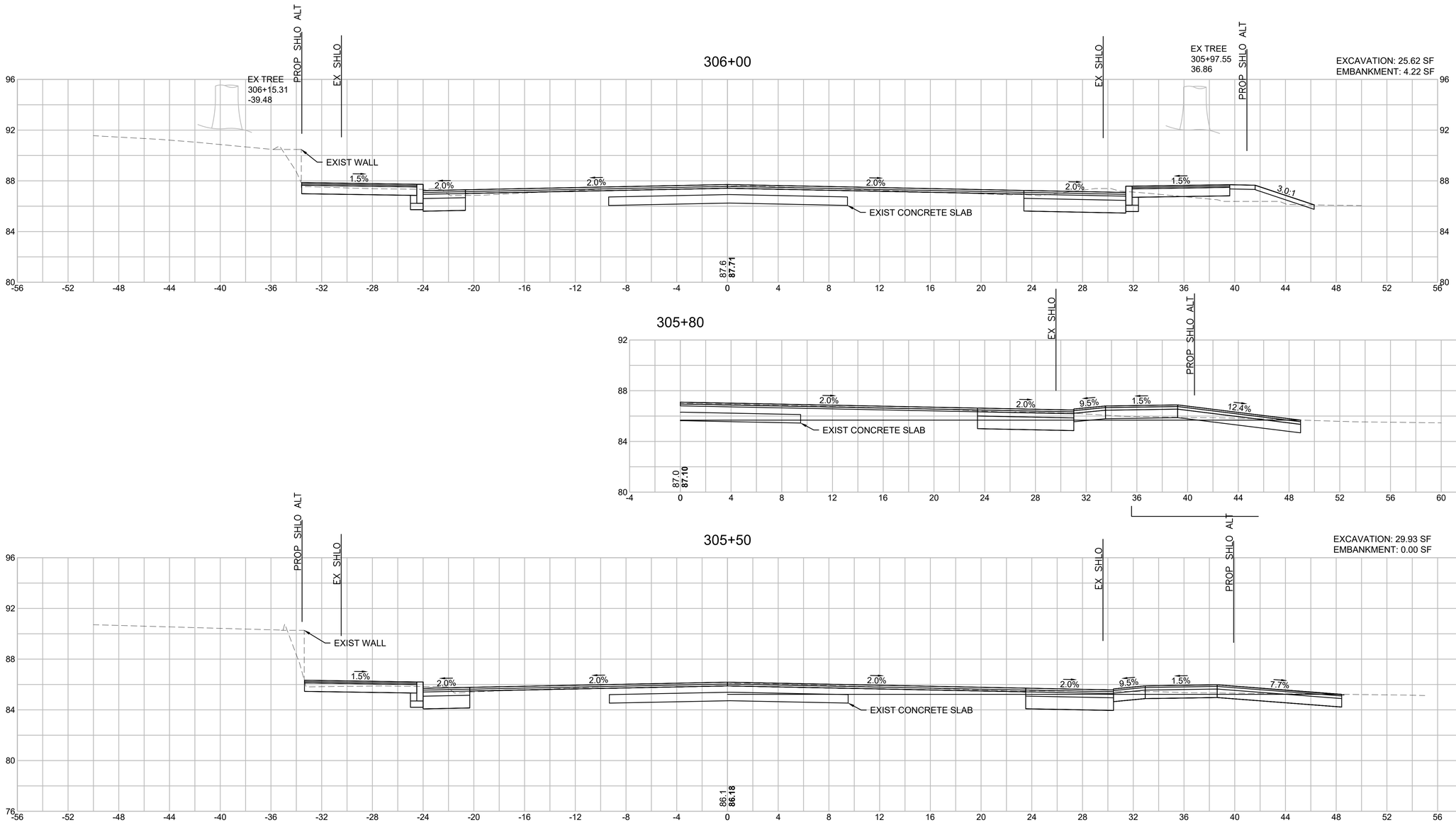
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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CROSS SECTIONS



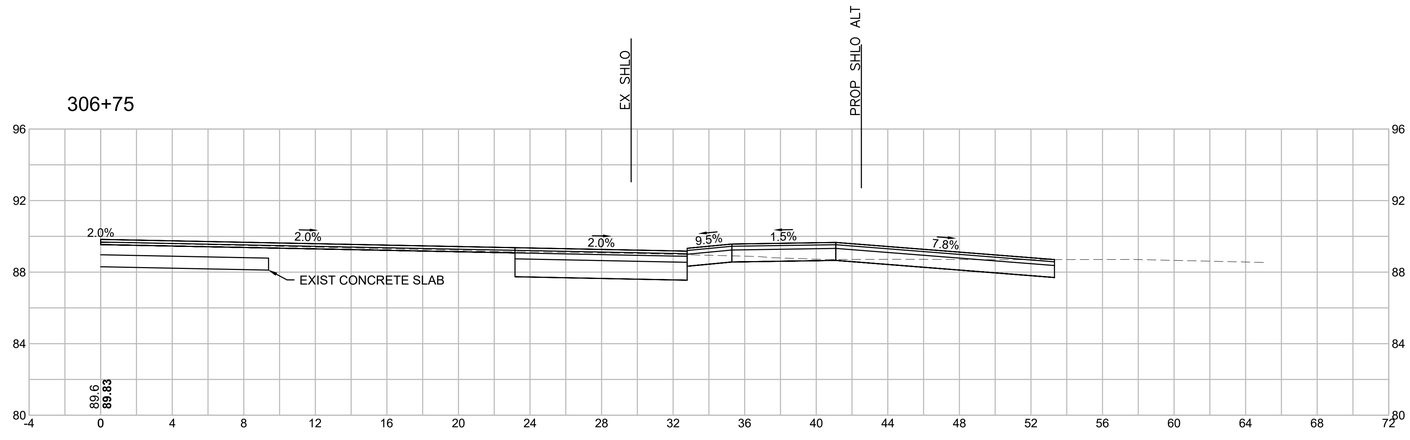
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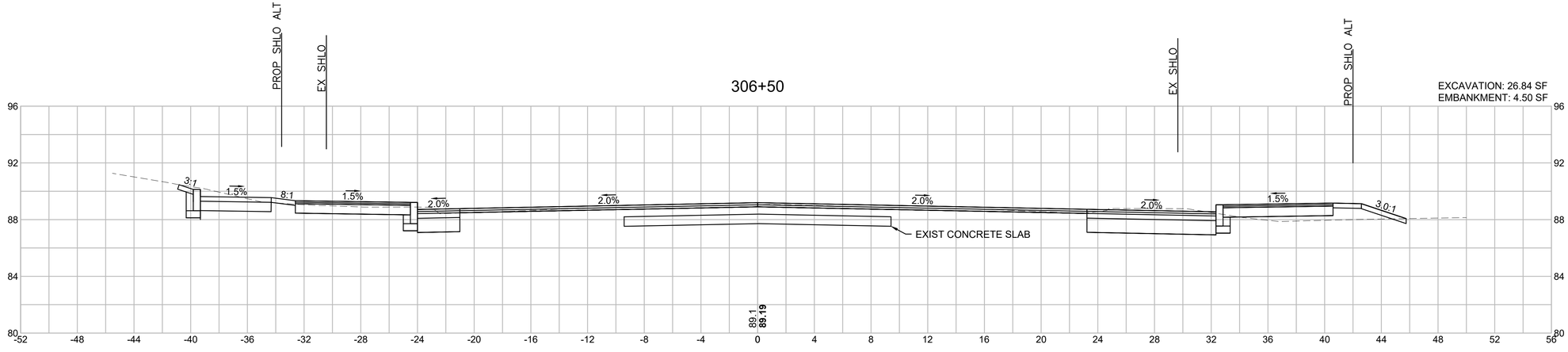
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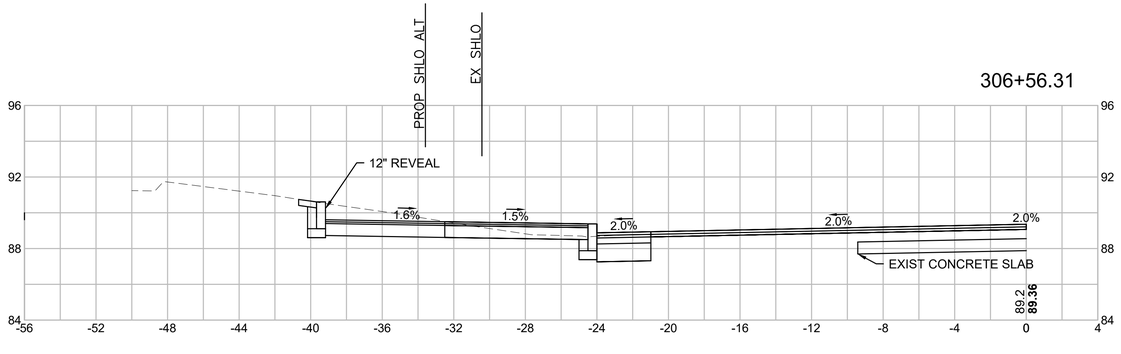
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TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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CROSS SECTIONS







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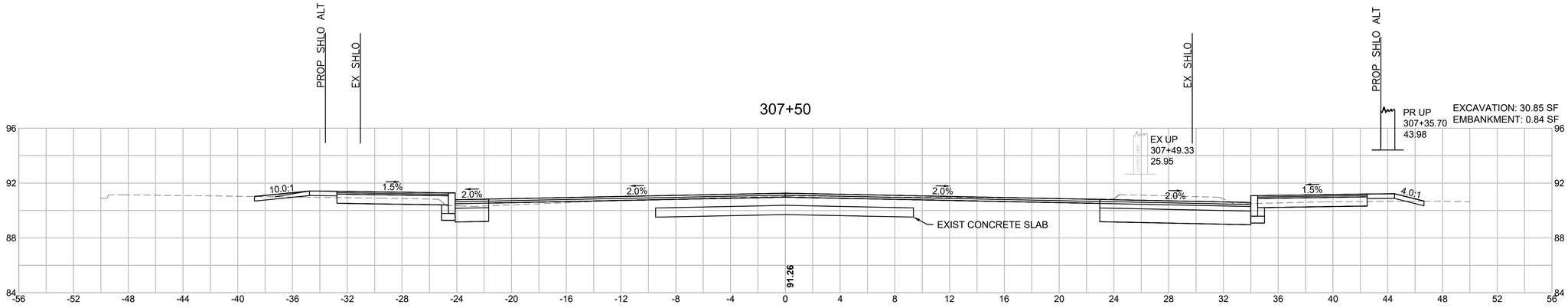
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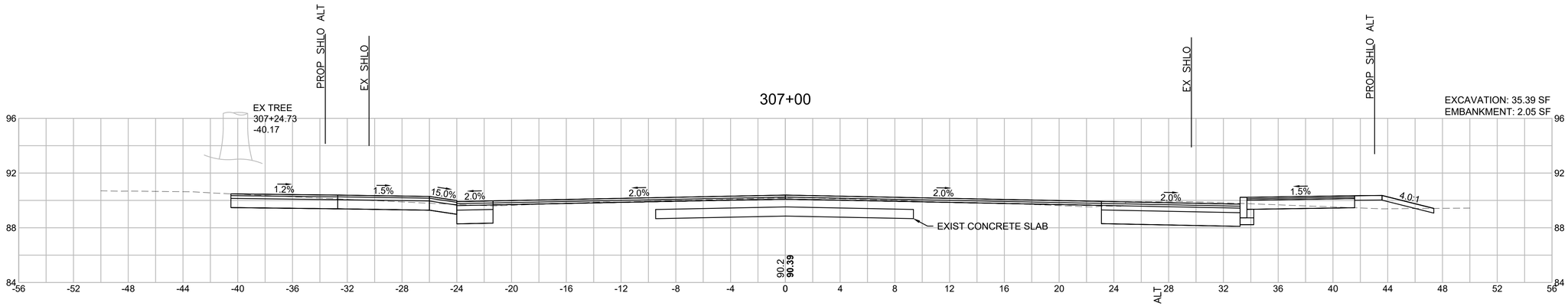
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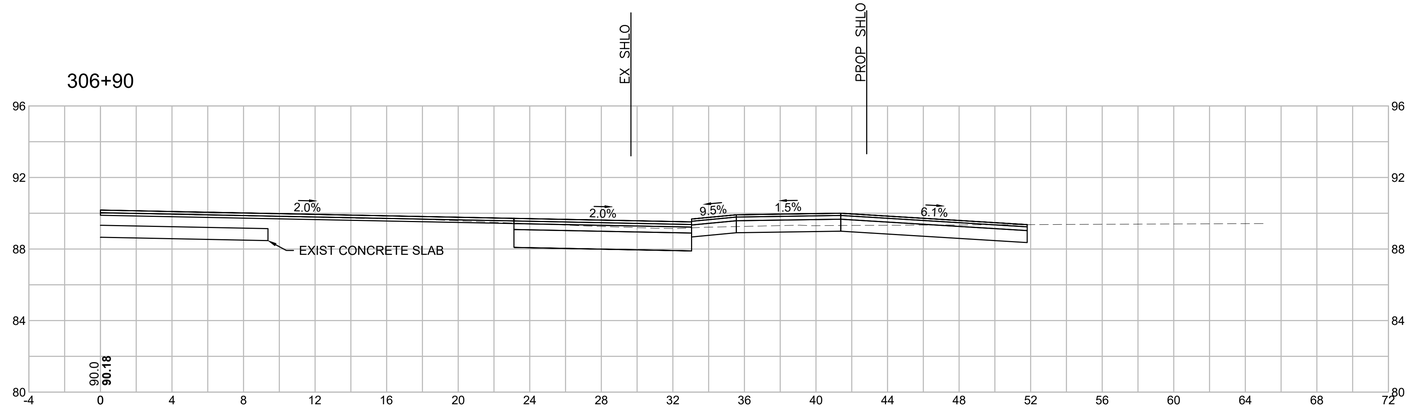
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TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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CROSS SECTIONS







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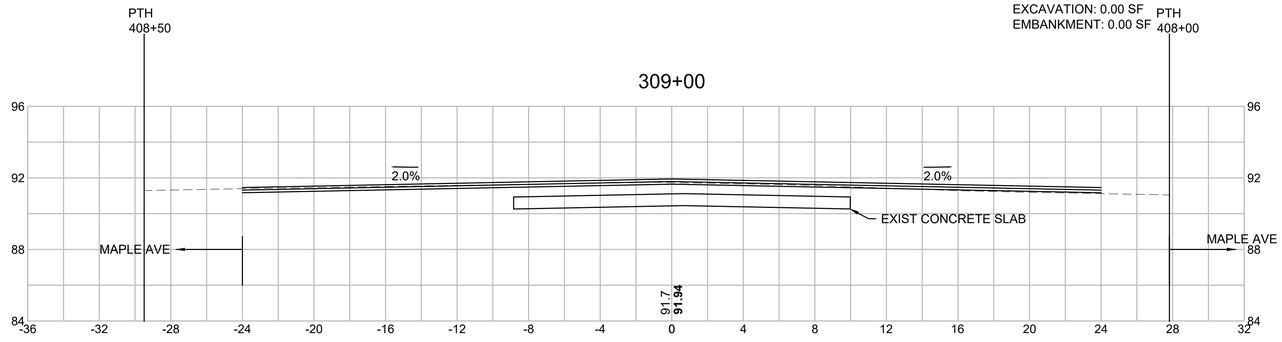
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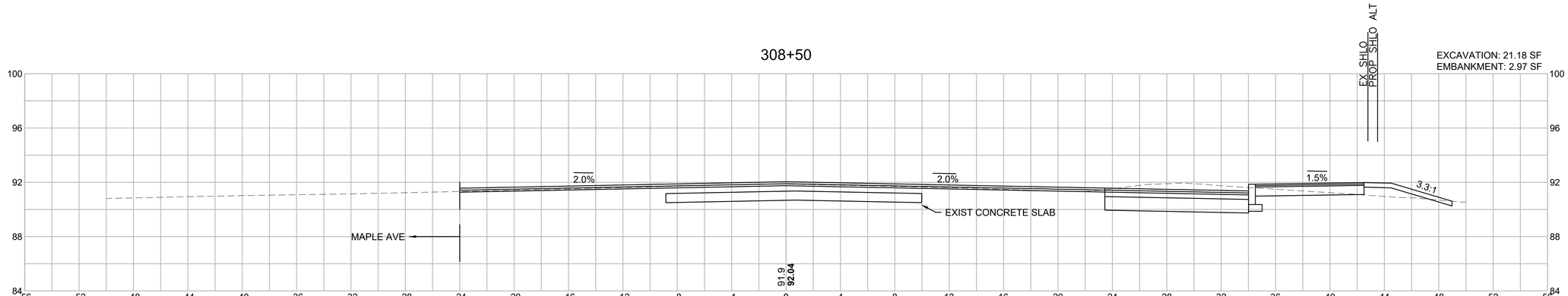
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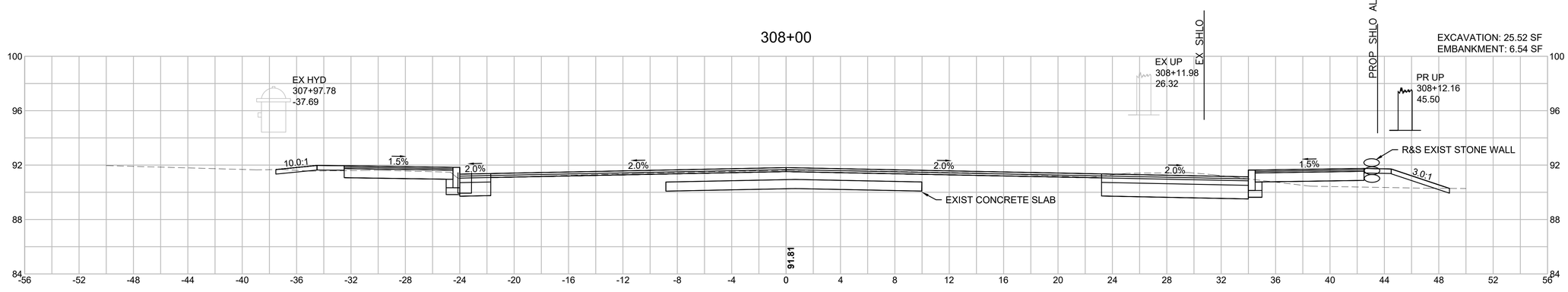
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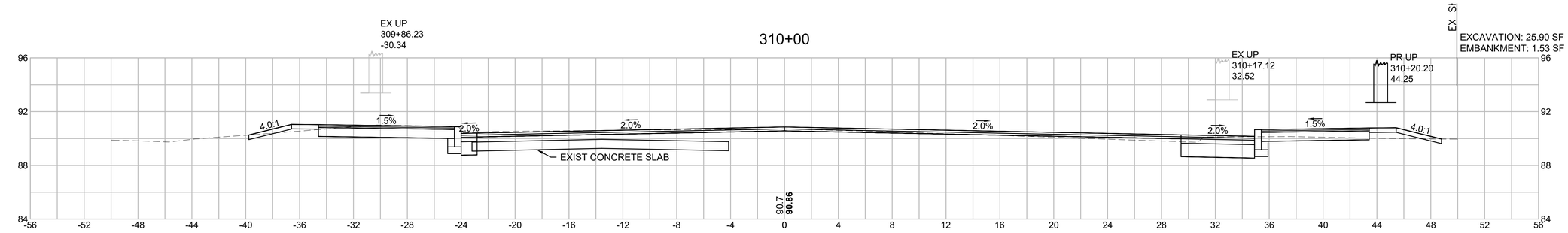
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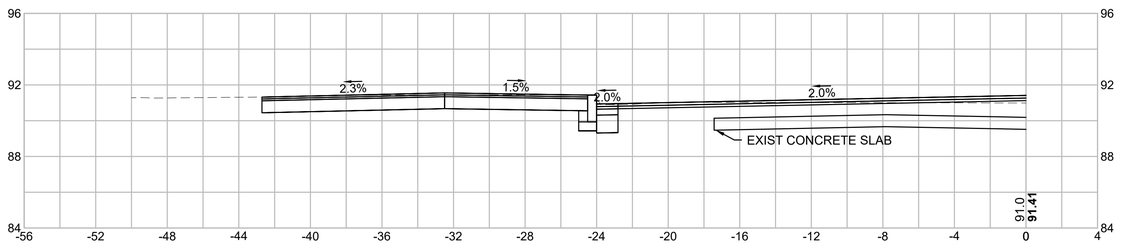
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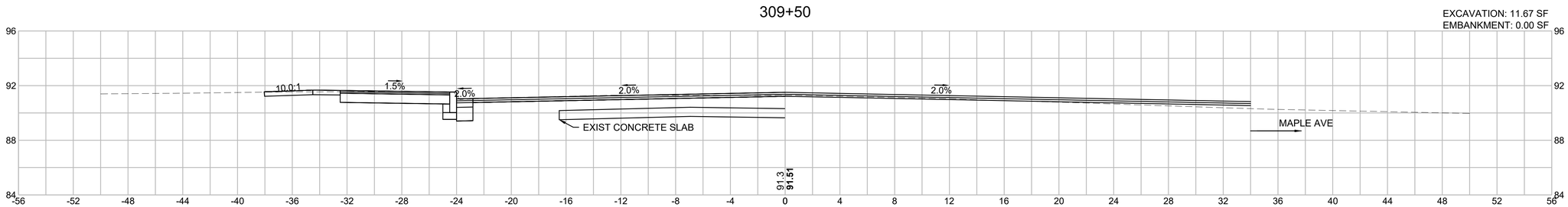
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TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

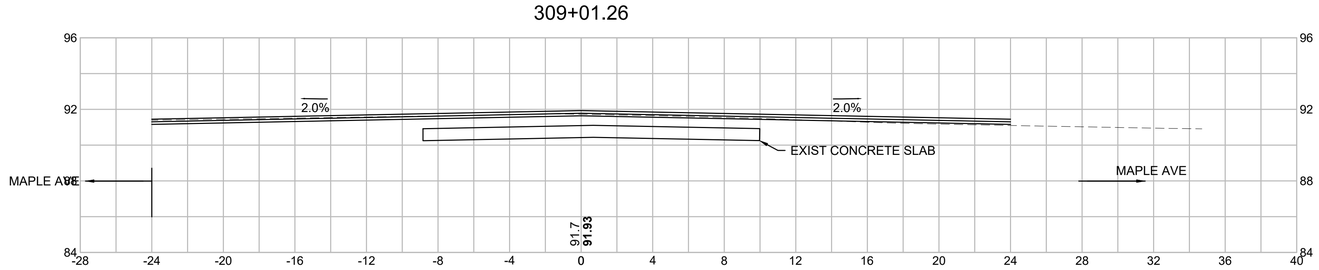
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CROSS SECTIONS









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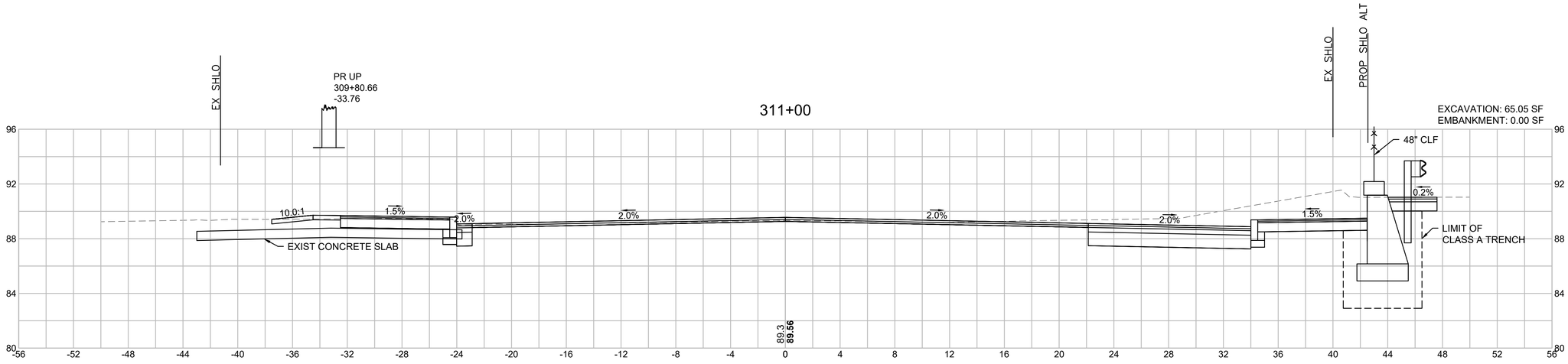
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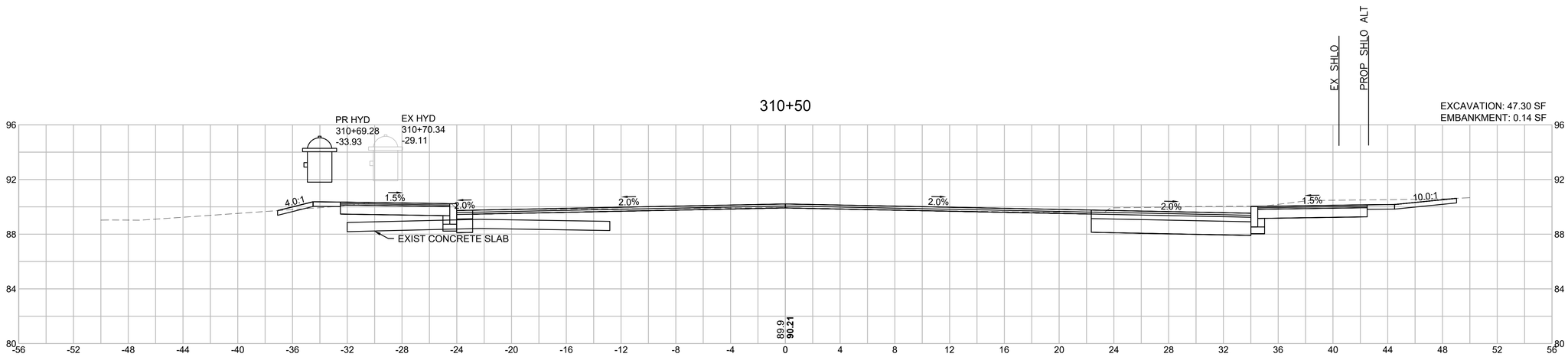
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TRAFFIC SIGNAL & SAFETY IMPROVEMENT
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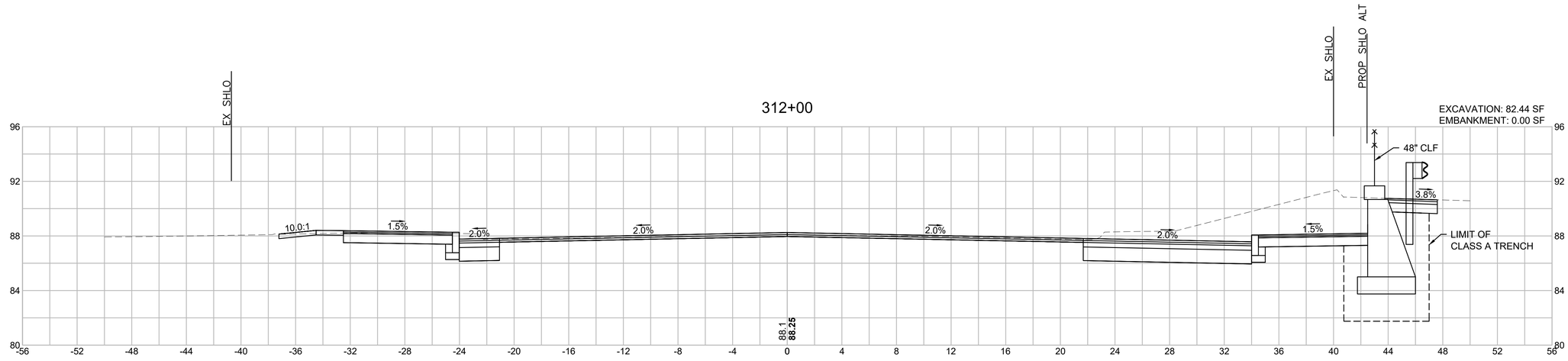
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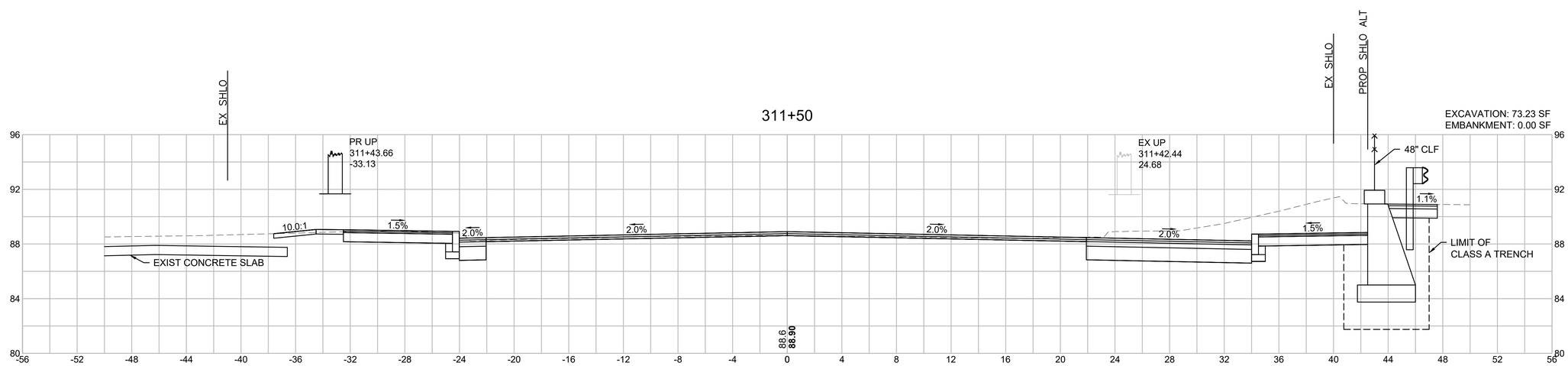
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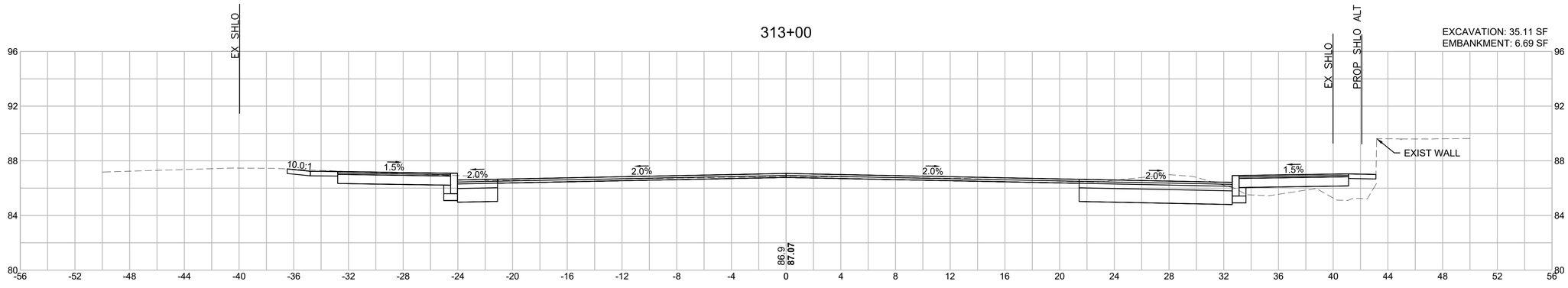
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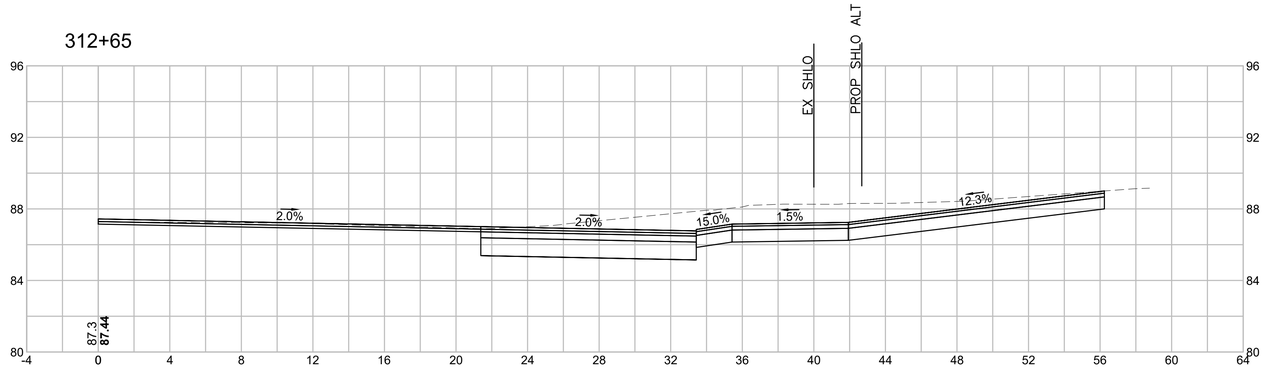
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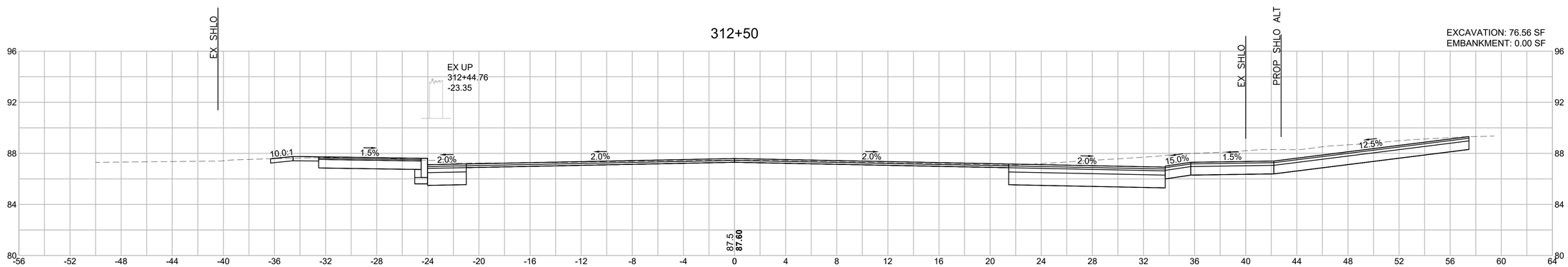
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VER. SCALE IN FEET

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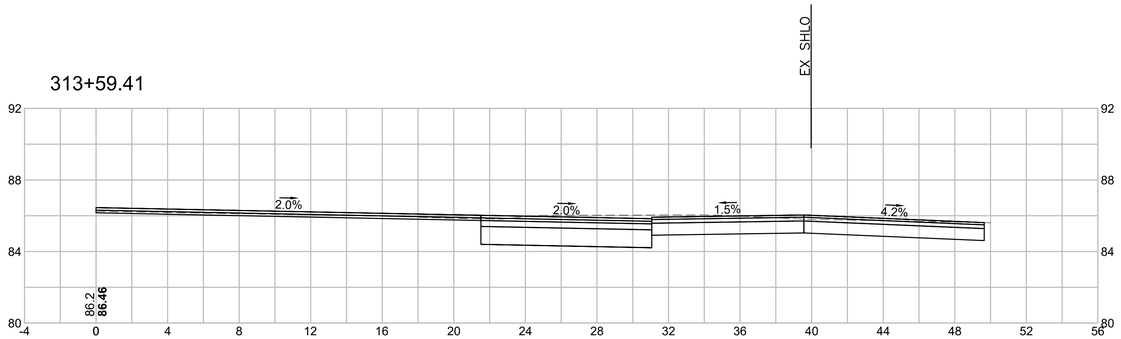
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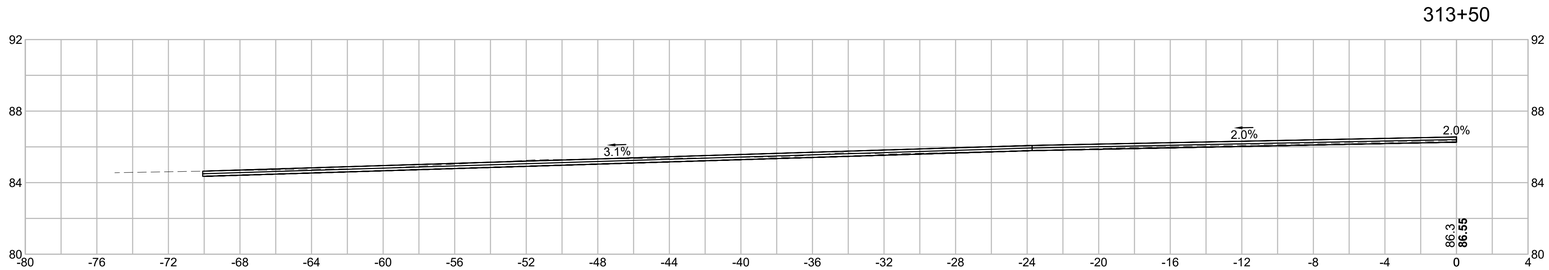
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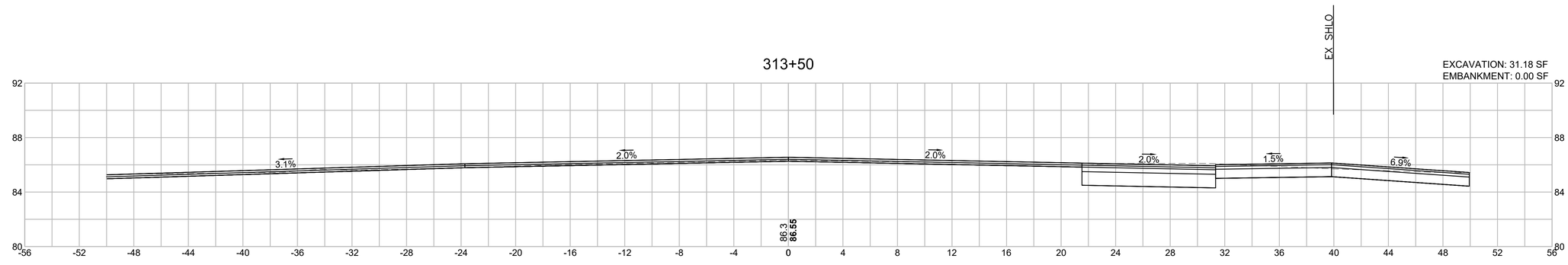
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	208	238
	PROJECT FILE NO.	608759	

CROSS SECTIONS





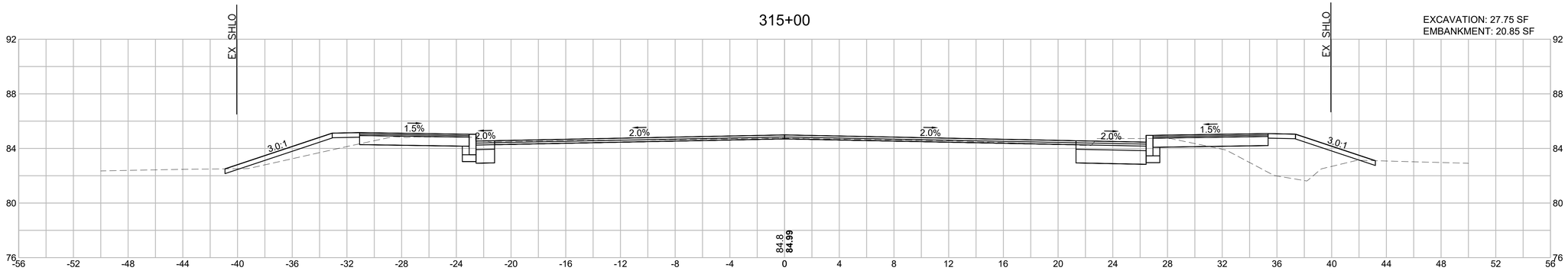


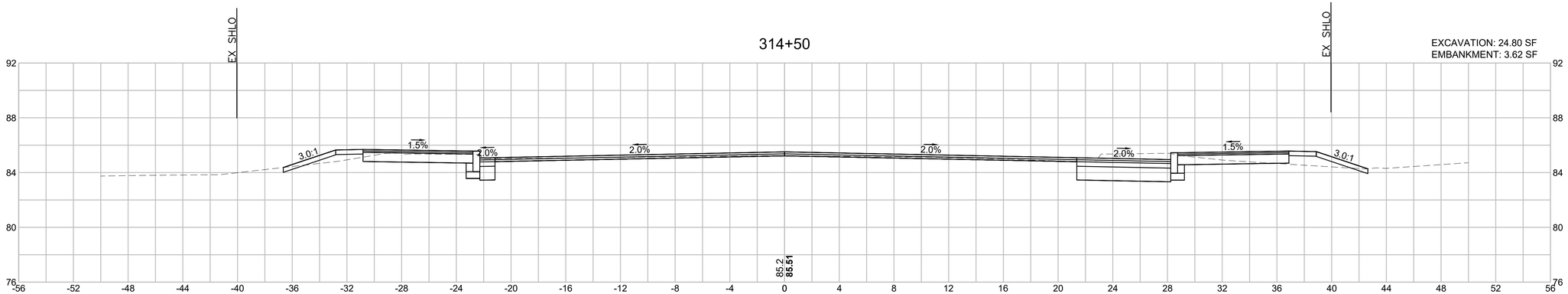
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VER. SCALE IN FEET
4 0 4 8

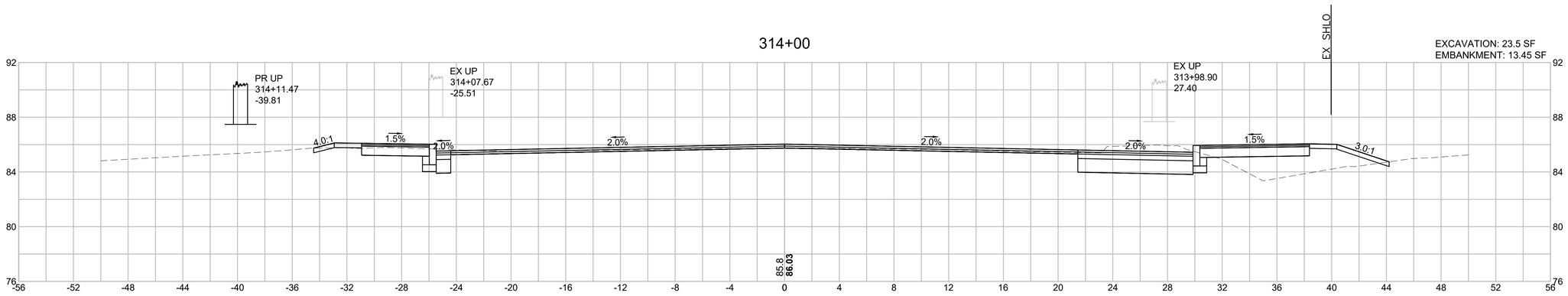
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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MA	HSI/STP-003S(842)X	209	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS







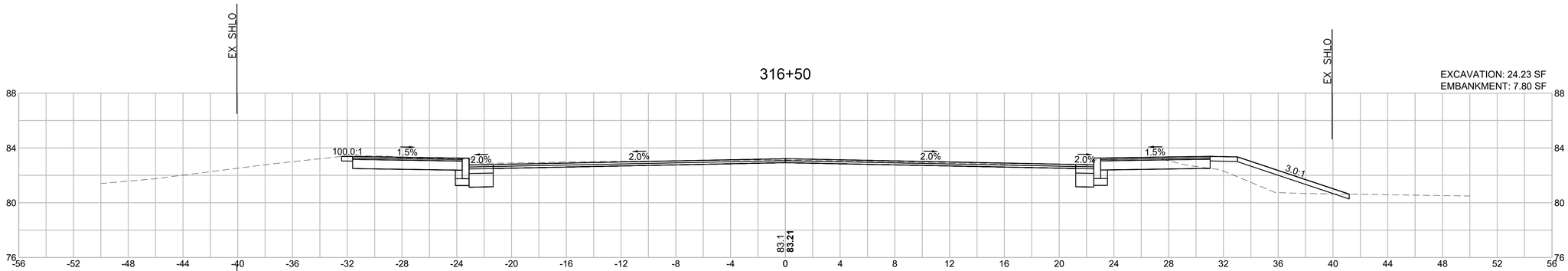
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VER. SCALE IN FEET

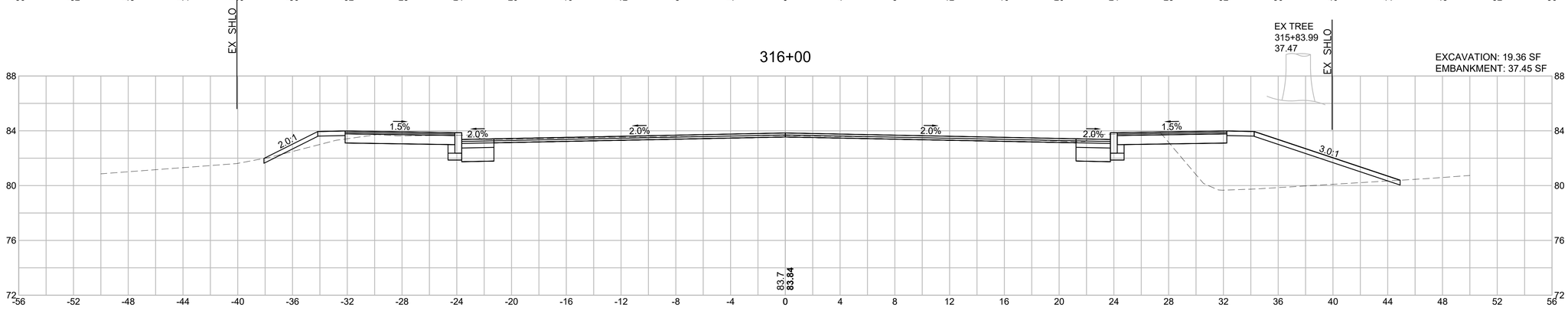
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608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

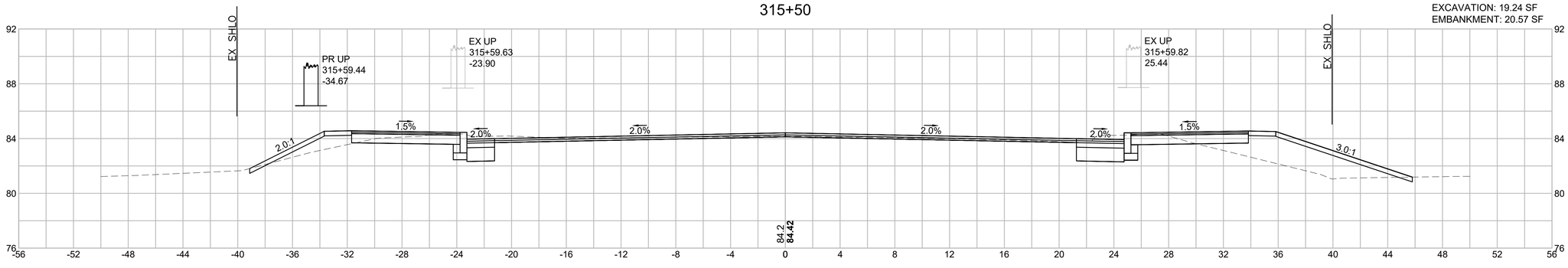
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	210	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS







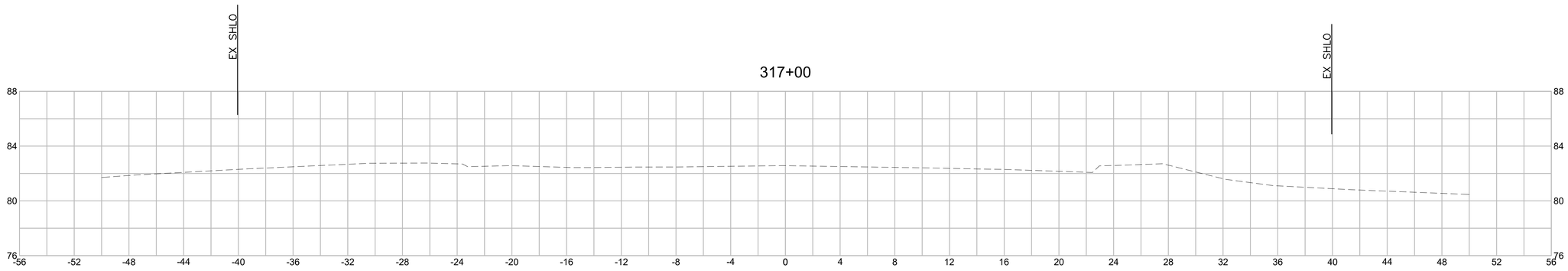
HOR. SCALE IN FEET
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VER. SCALE IN FEET
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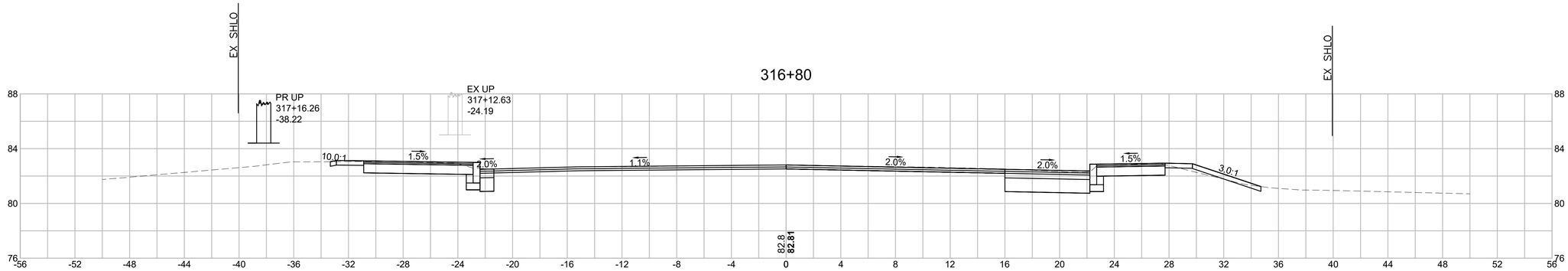
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608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	211	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS





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

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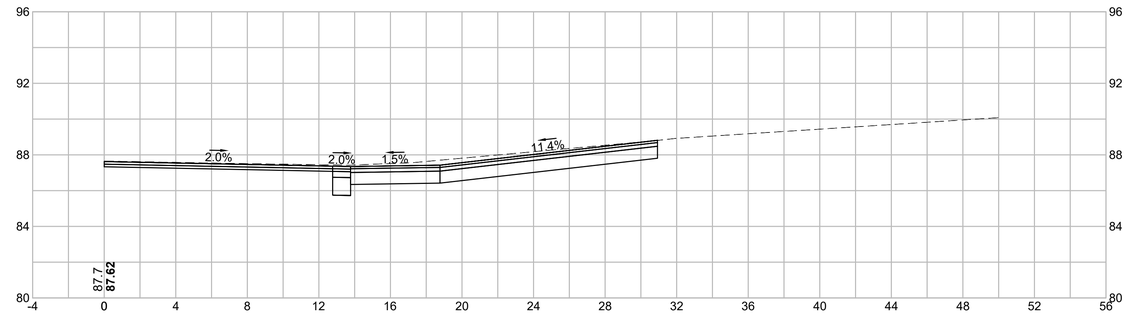
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

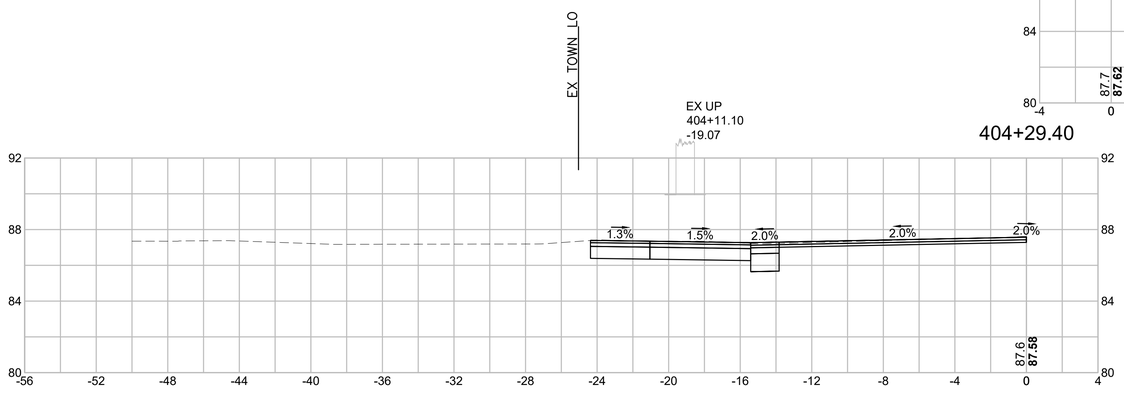
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	212	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS

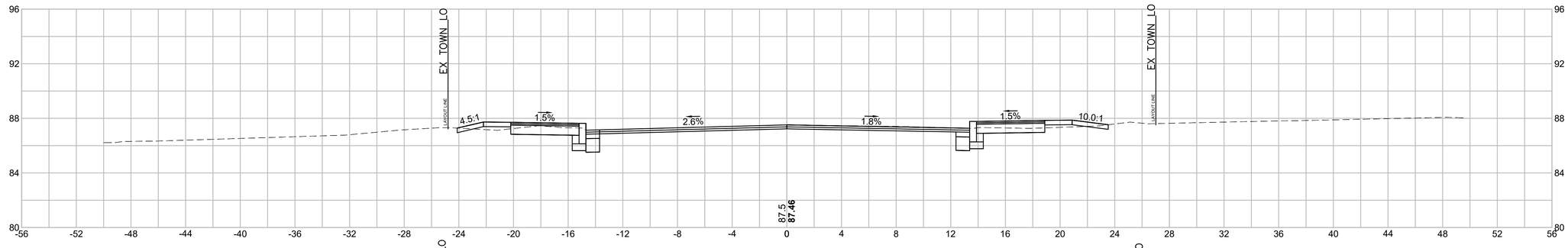
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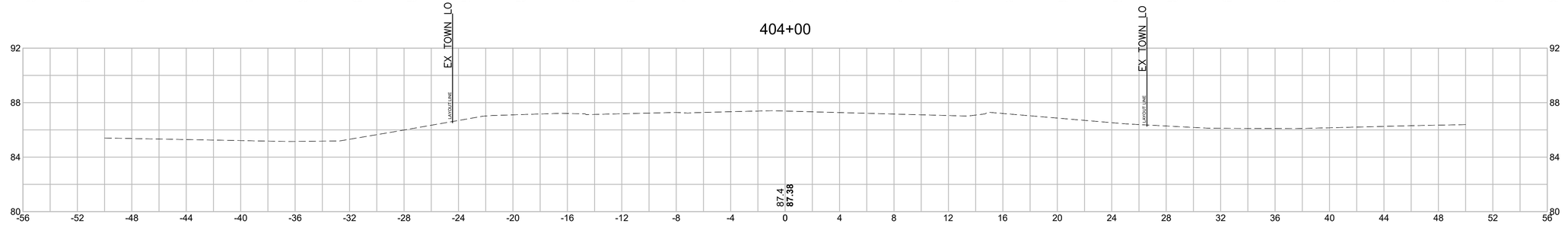
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404+16



404+00



HOR. SCALE IN FEET
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VER. SCALE IN FEET

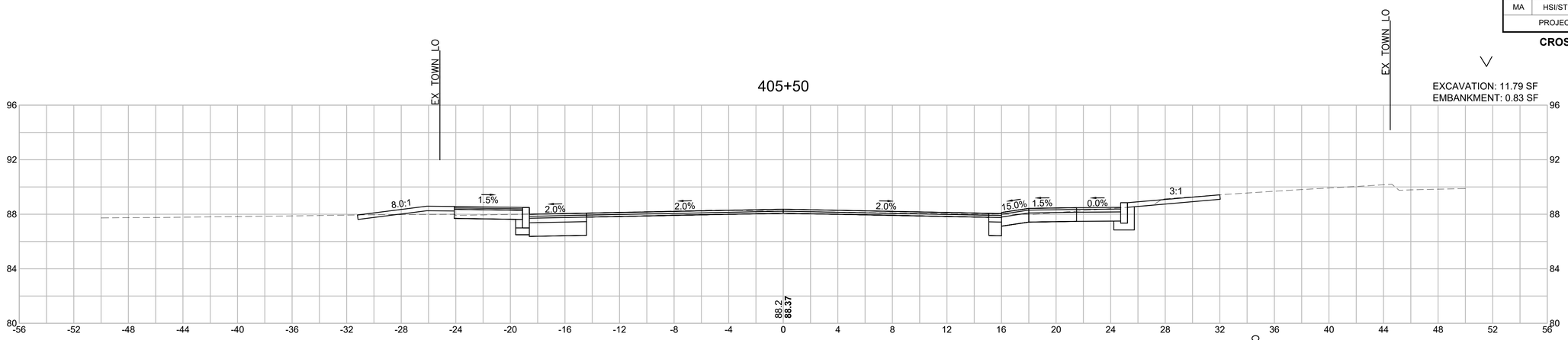
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608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	213	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS



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

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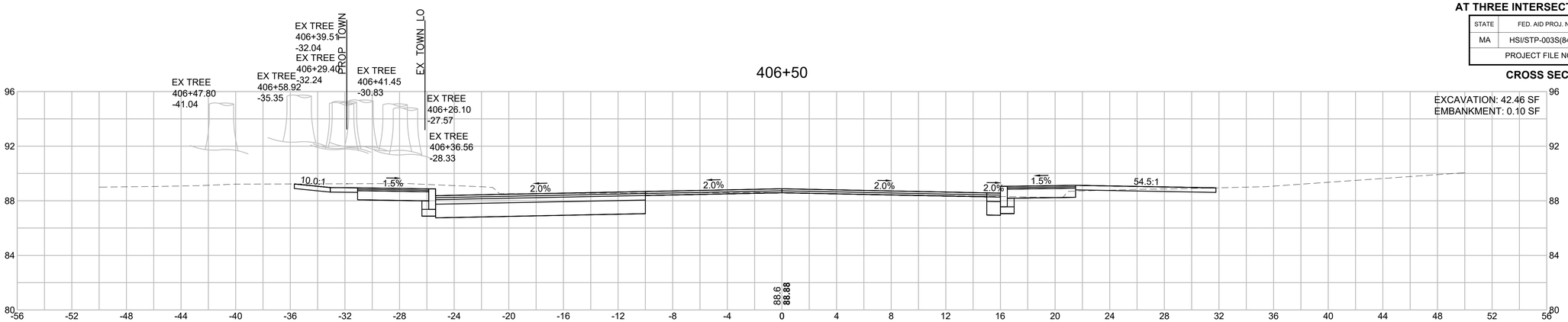
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

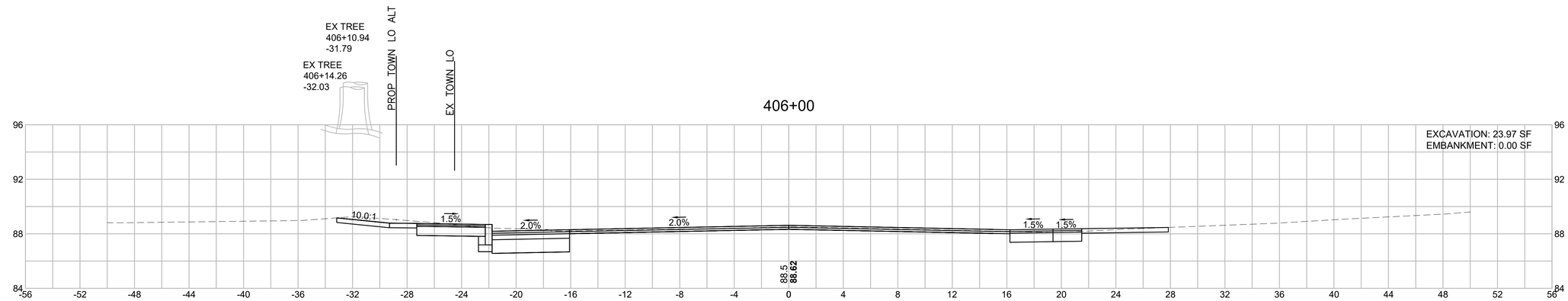
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	214	238
PROJECT FILE NO.	608759		

CROSS SECTIONS

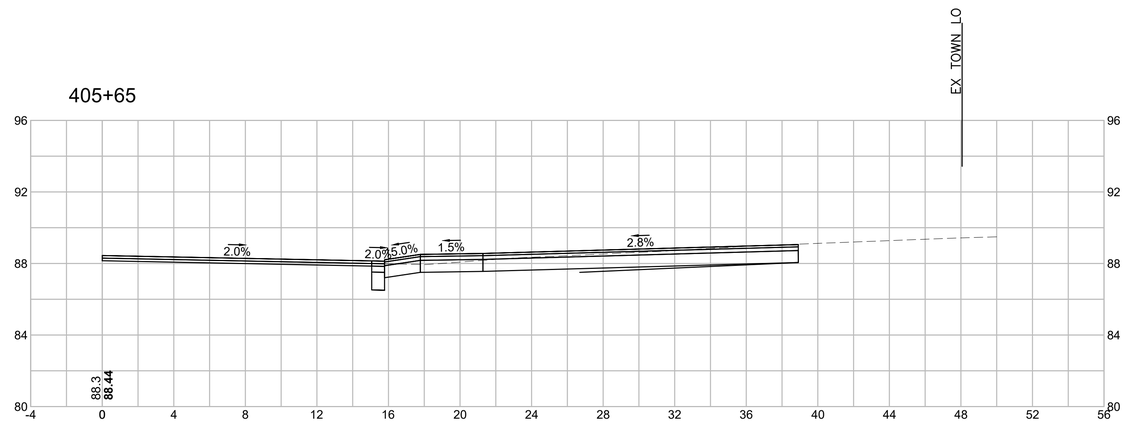
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406+00



405+65



HOR. SCALE IN FEET
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VER. SCALE IN FEET

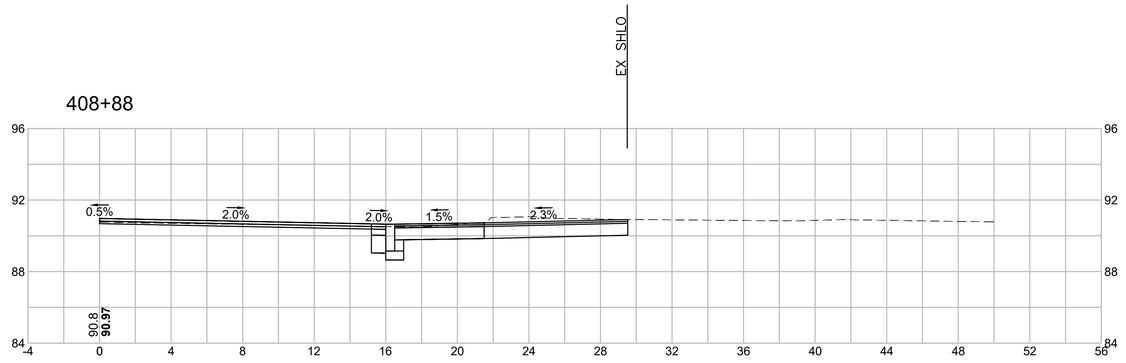
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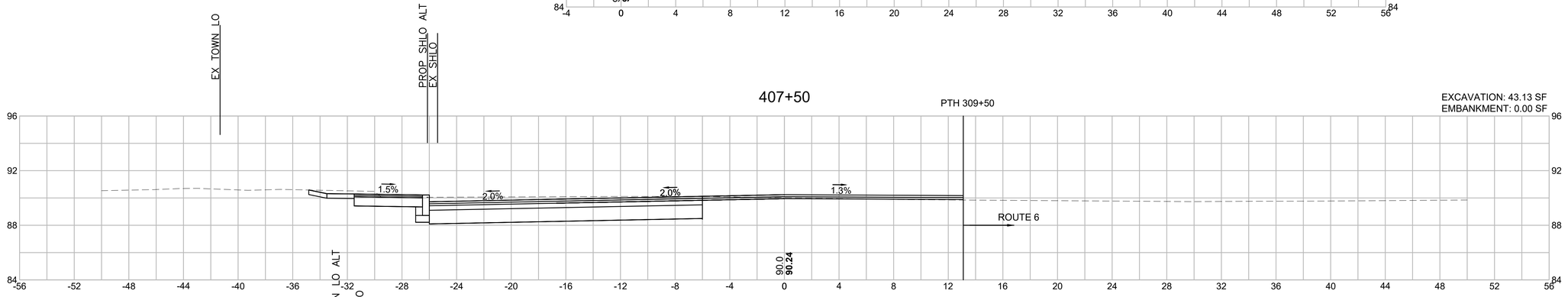
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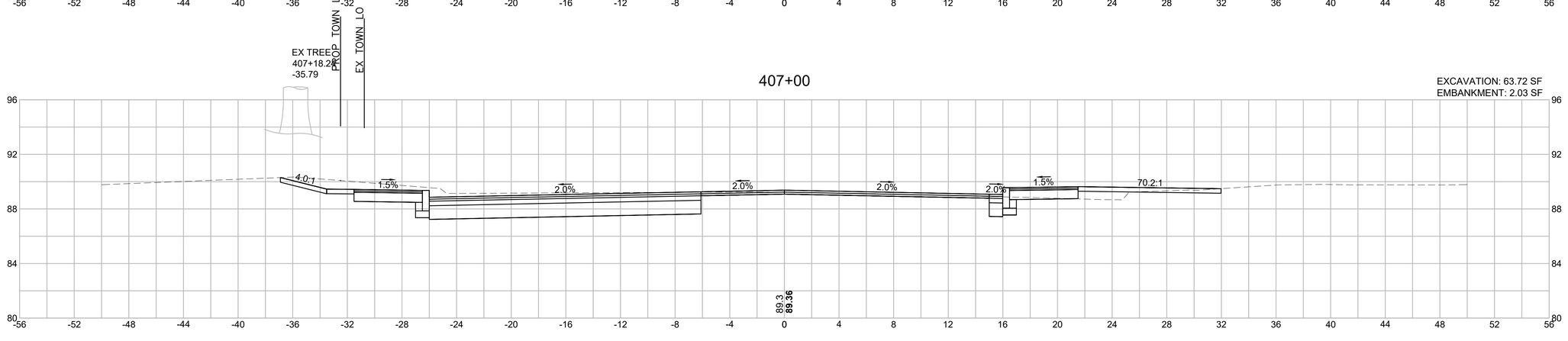
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	215	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS







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VER. SCALE IN FEET

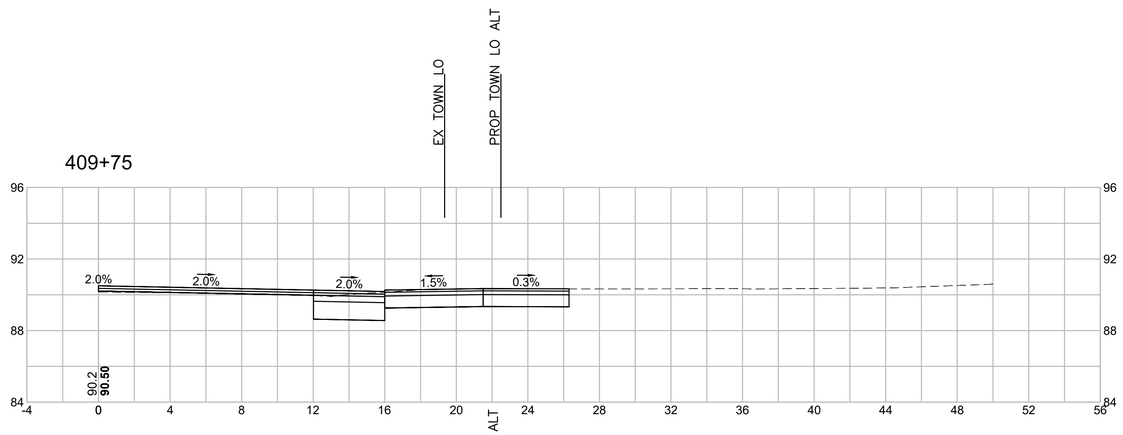
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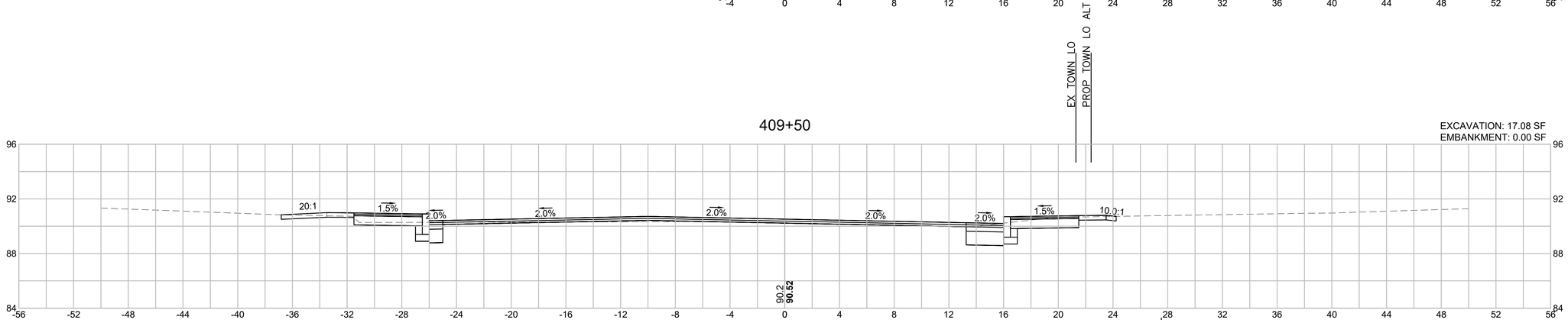
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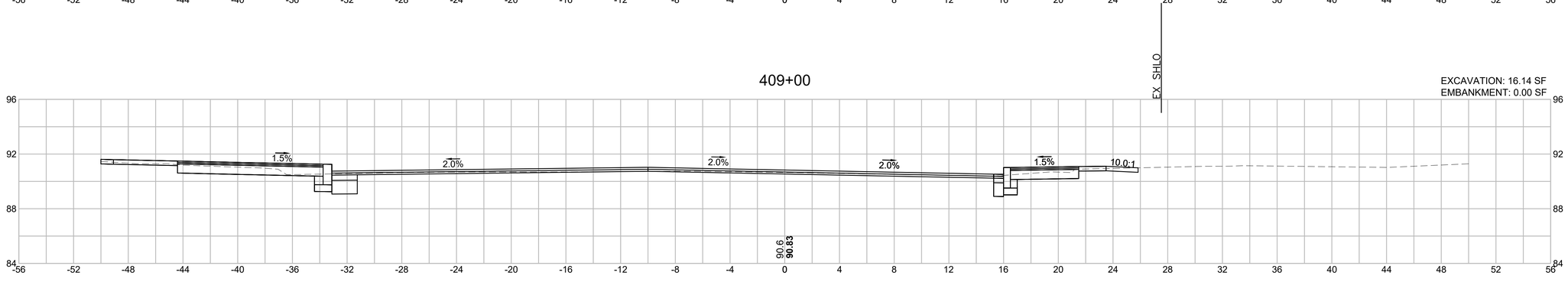
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	216	238
PROJECT FILE NO.	608759		

CROSS SECTIONS







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VER. SCALE IN FEET

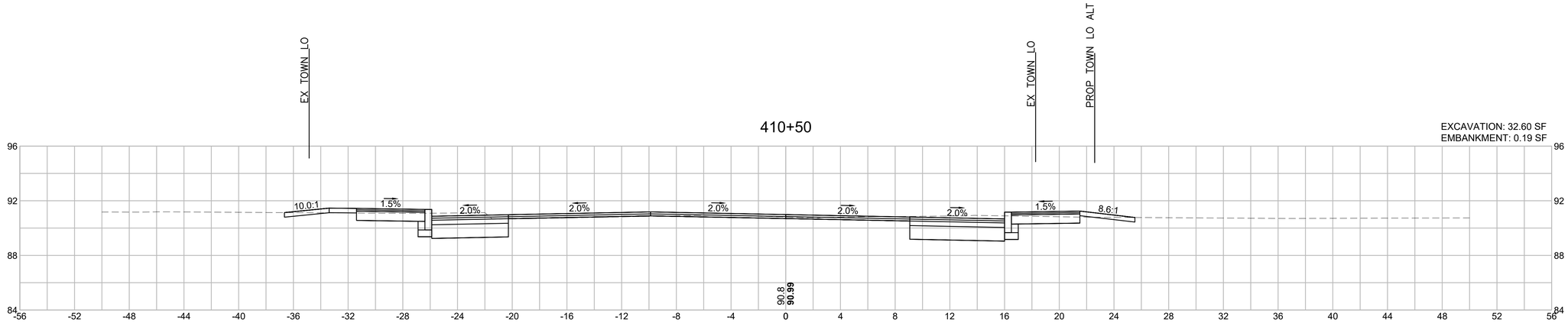
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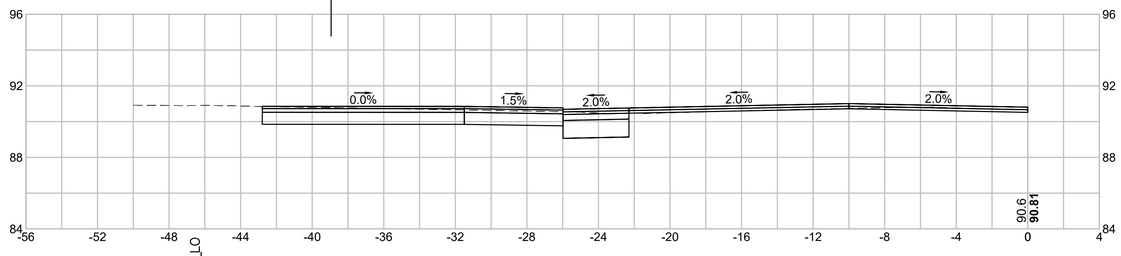
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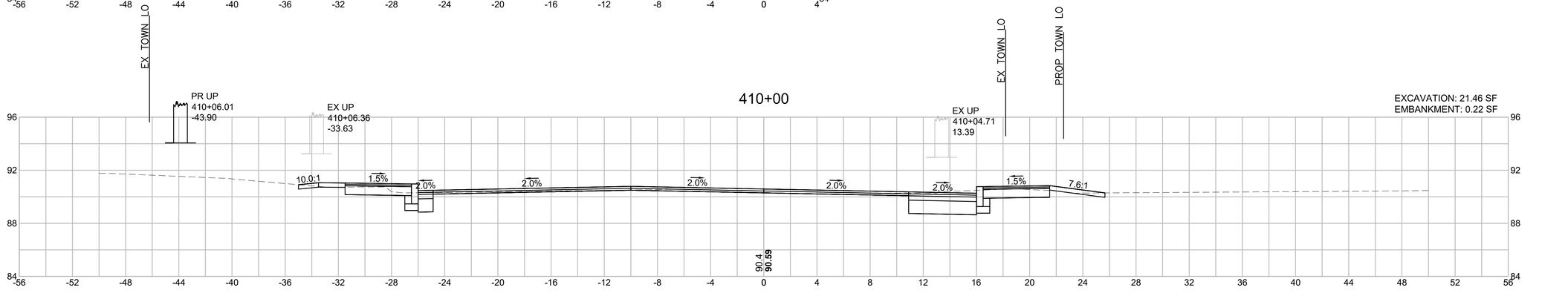
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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	PROJECT FILE NO.	608759	

CROSS SECTIONS







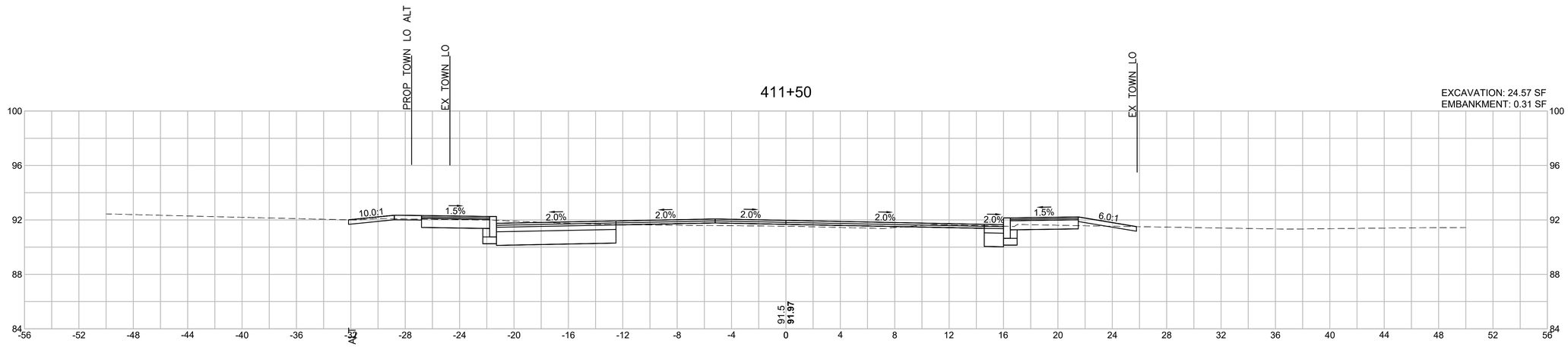
HOR. SCALE IN FEET
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VER. SCALE IN FEET
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608588_TB.DWG Plotted on 23-Feb-2017 9:24 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	218	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS



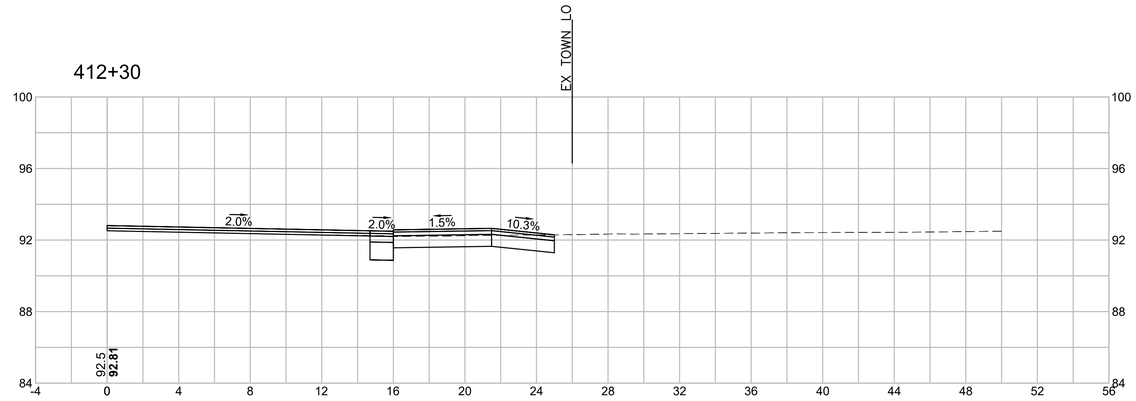
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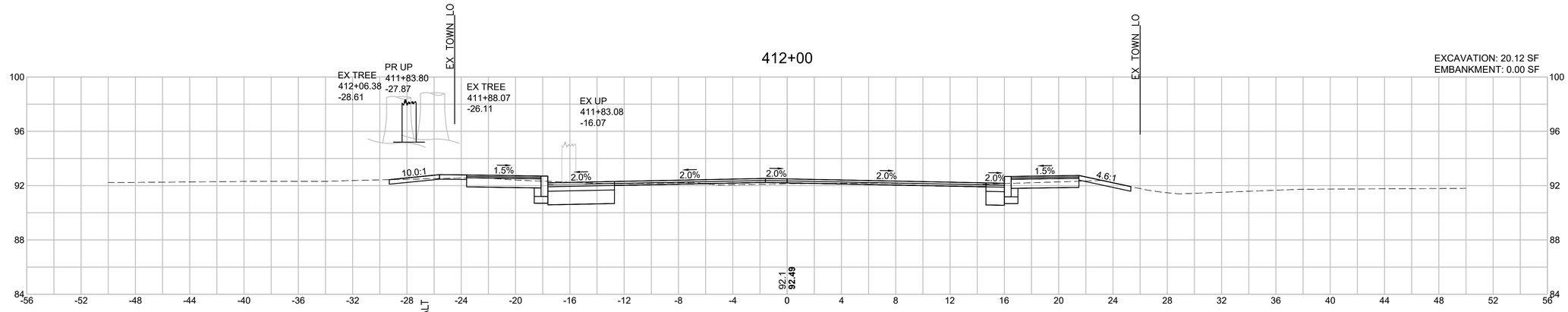
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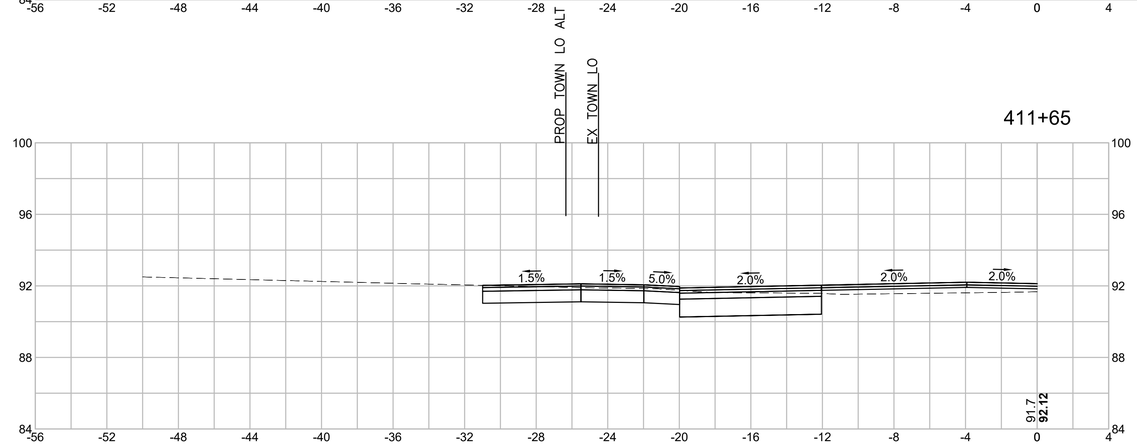
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	219	238
	PROJECT FILE NO.	608759	

CROSS SECTIONS







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

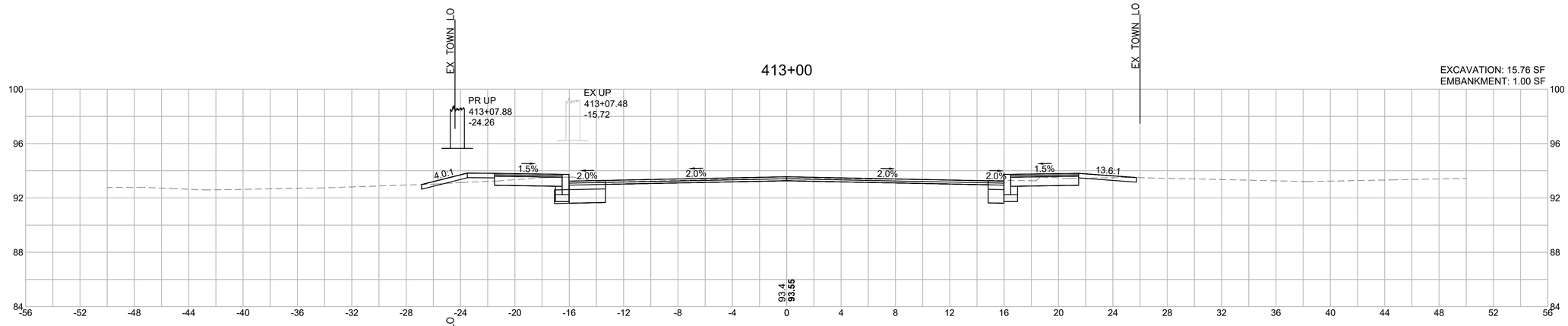
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	220	238
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CROSS SECTIONS



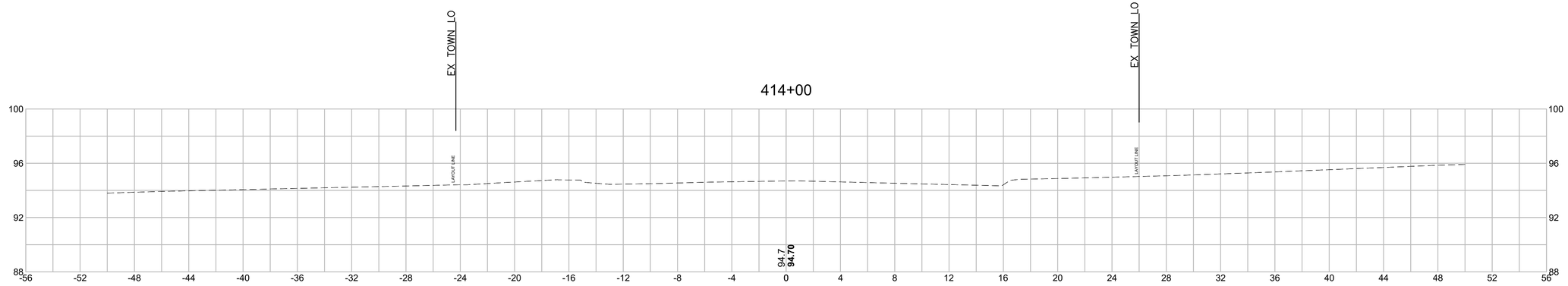
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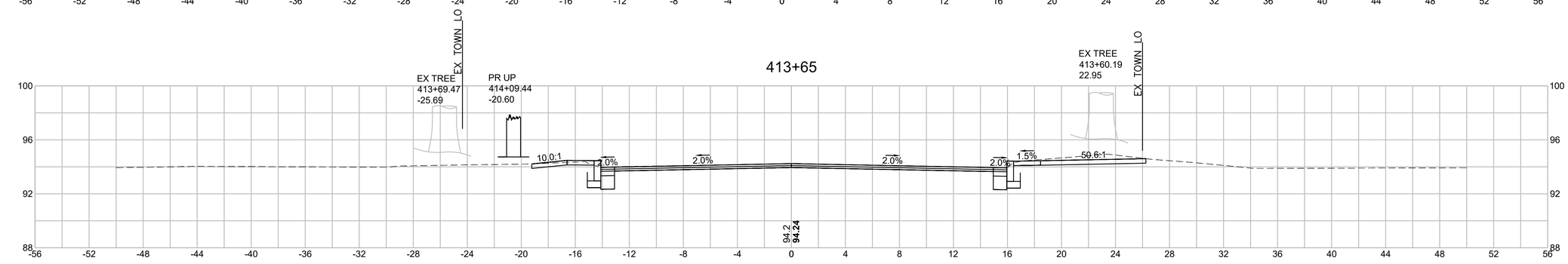
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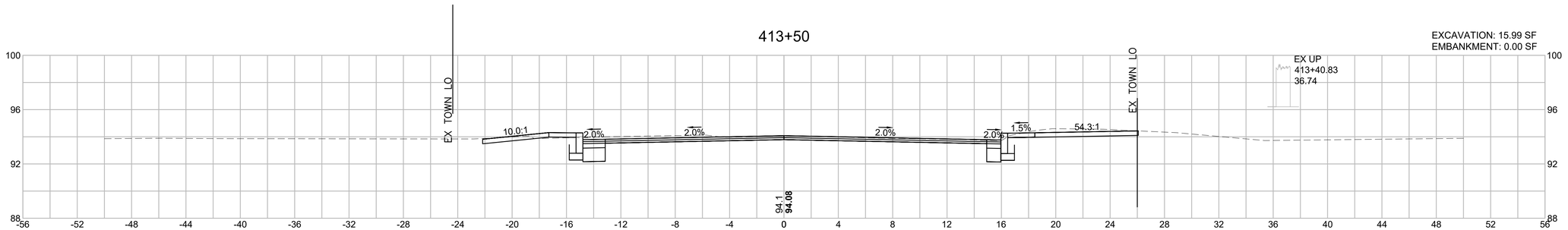
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

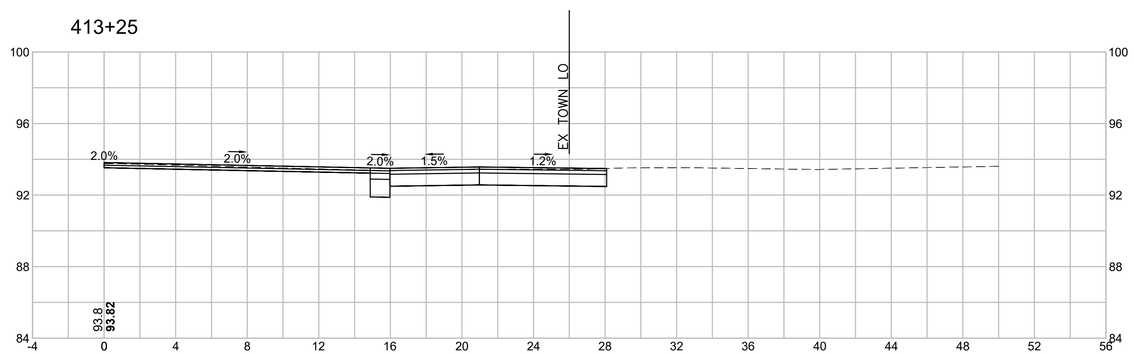
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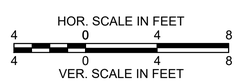
CROSS SECTIONS











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608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

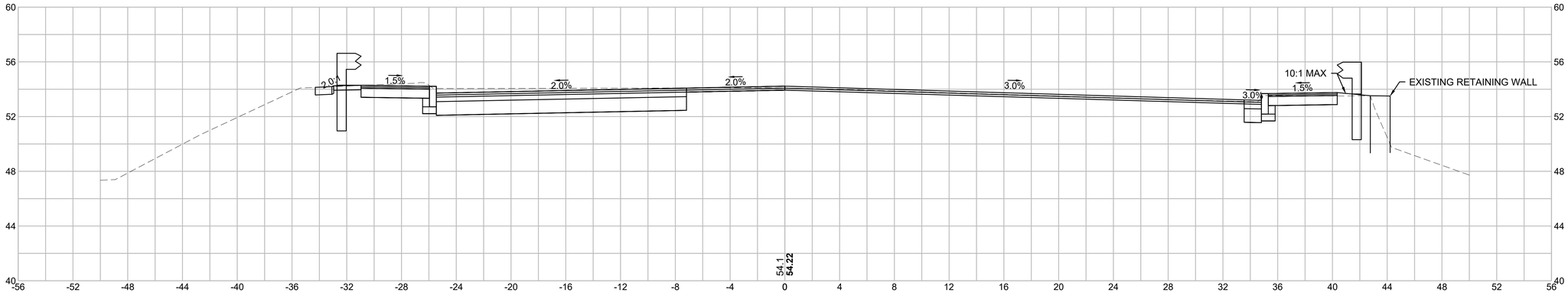
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

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PROJECT FILE NO.	608759		

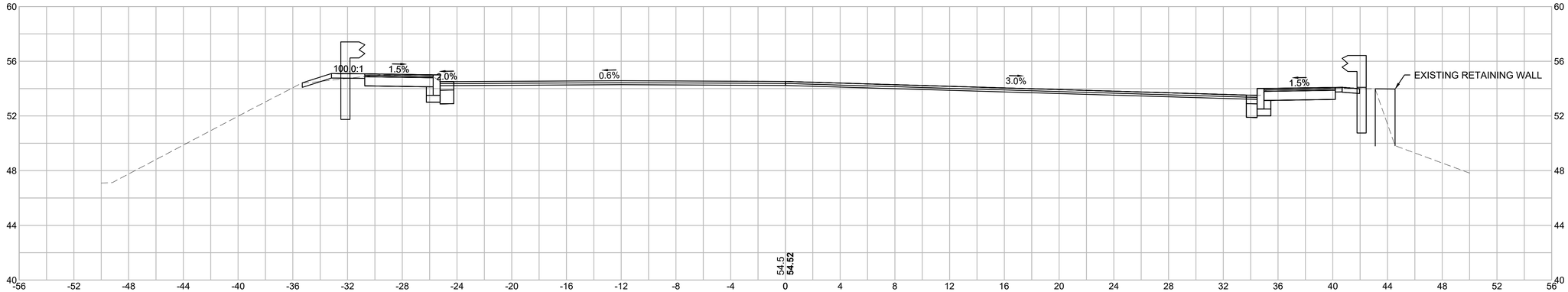
CROSS SECTIONS

EXCAVATION: 48.97 SF
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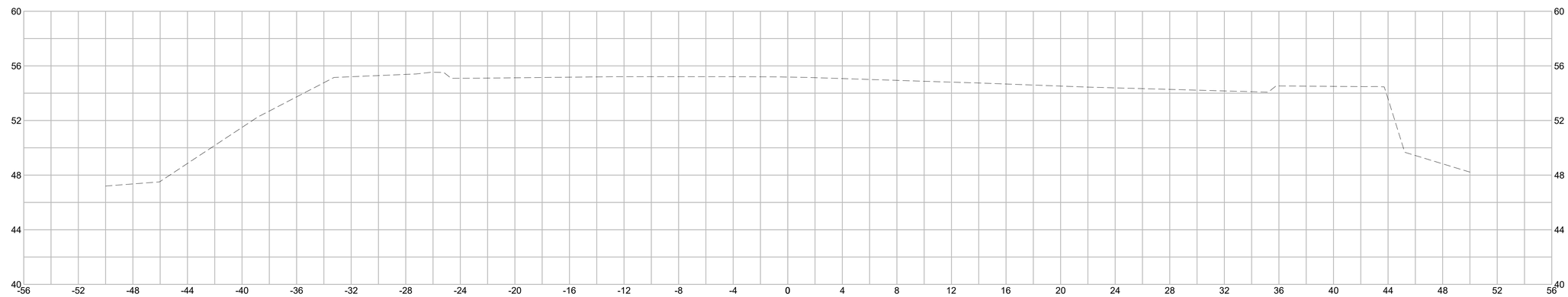
507+50



507+30



507+00



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

Nitsch – P:\9720.13 Weymouth SRTS\Transportation\CAD\608003 (SRTS-WEYMOUTH)\DWG\XREFS\608003_HD (Border Sheet).dwg Apr 6, 2012 9:22 AM

608588_TB.DWG Plotted on 23-Feb-2017 9:24 AM

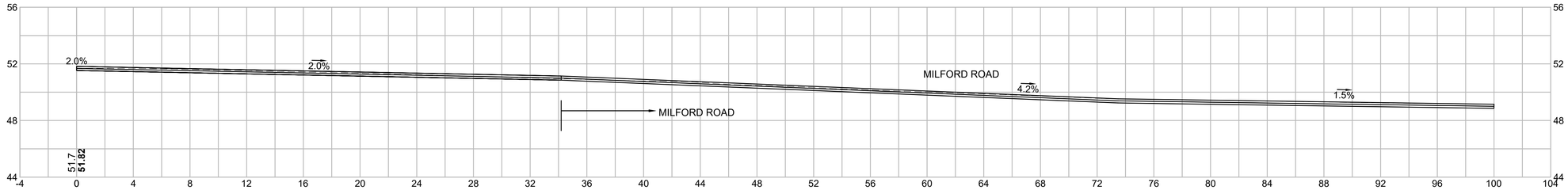
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	223	238
	PROJECT FILE NO. 608759		

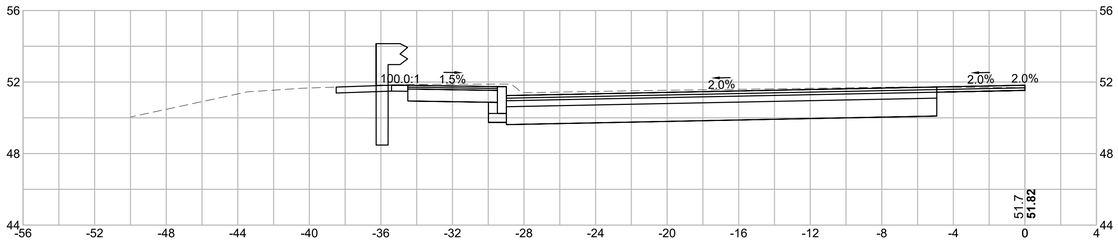
CROSS SECTIONS

508+50

EXCAVATION: 51.46 SF
EMBANKMENT: 0.00 SF



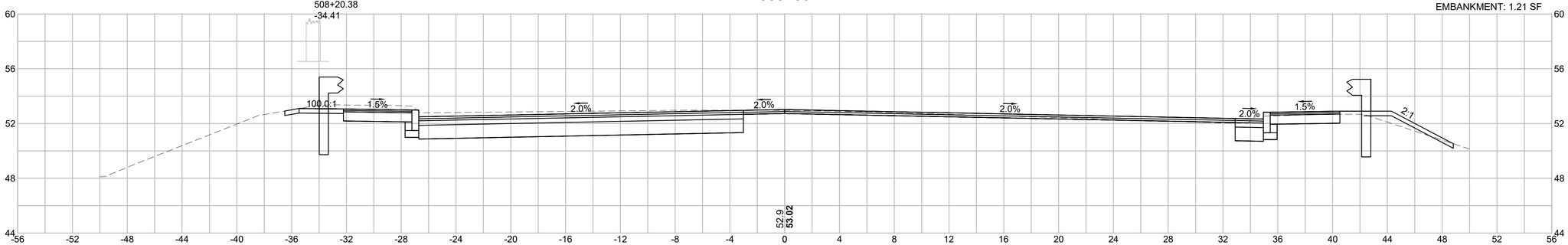
508+50



508+00

EX UP
508+20.38
-34.41

EXCAVATION: 64.00 SF
EMBANKMENT: 1.21 SF



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

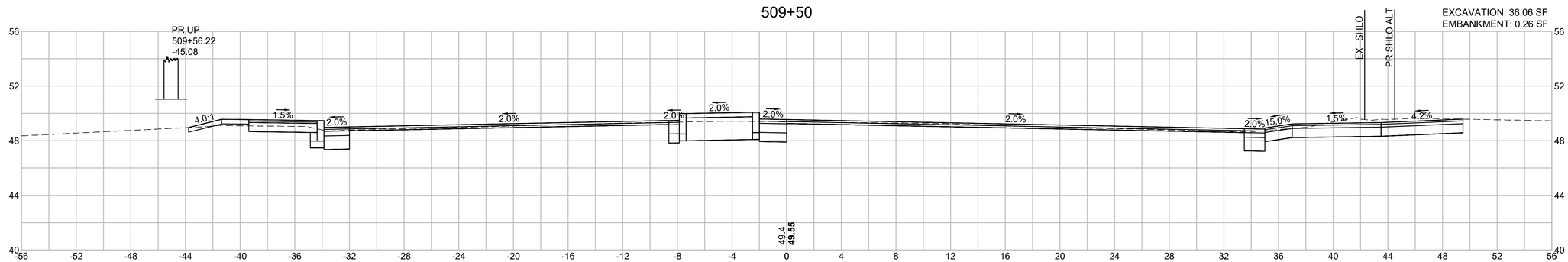
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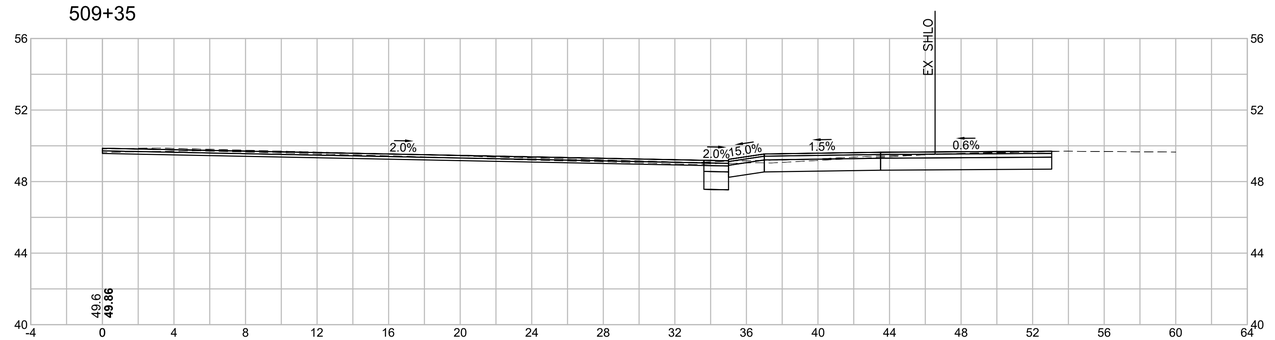
608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

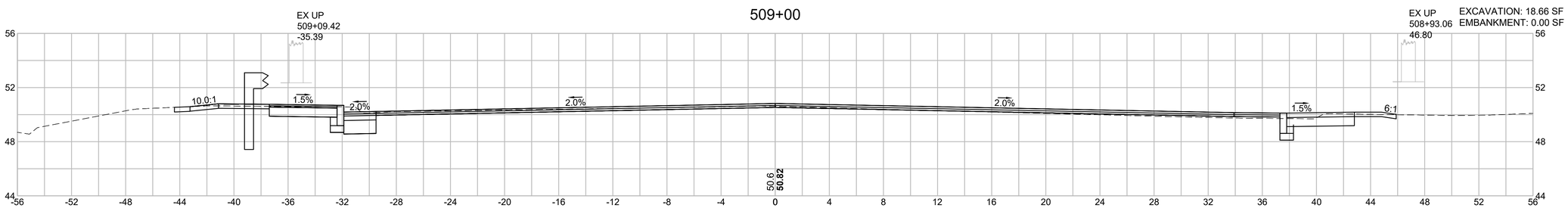
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	224	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS







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

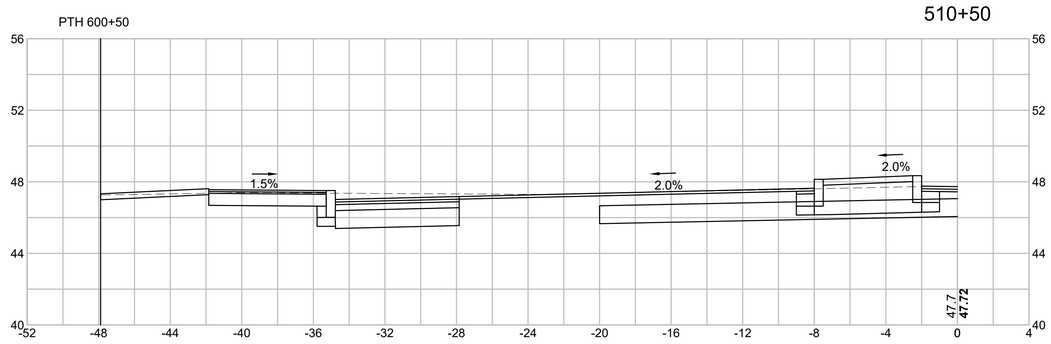
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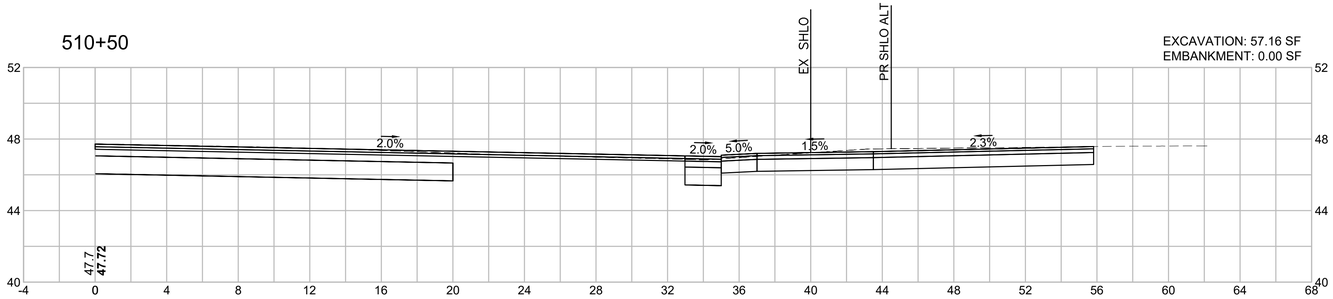
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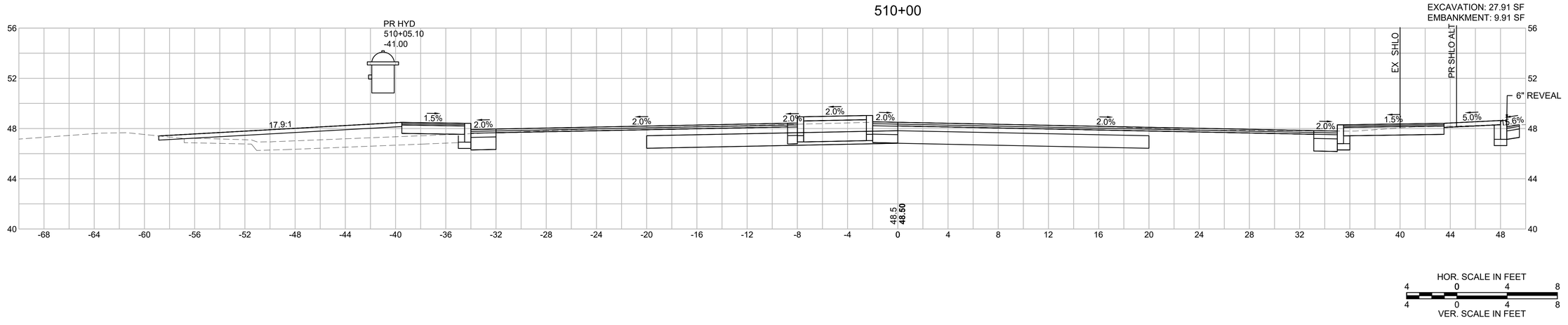
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	225	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS







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

Nitsch – P:\9720.13 Weymouth SRTS\Transportation\CAD\608003 (SRTS-WEYMOUTH)\DWG\XREFS\608003_HD (Border Sheet).dwg Apr 6, 2012 9:22 AM

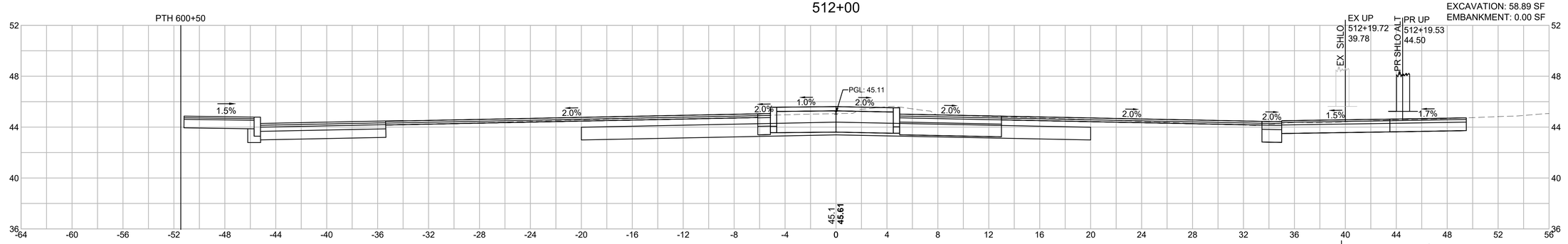
608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

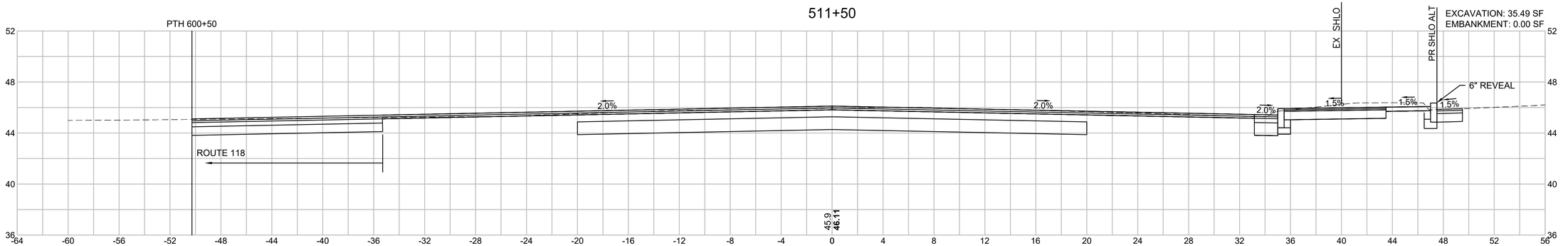
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	226	238
	PROJECT FILE NO.	608759	

CROSS SECTIONS

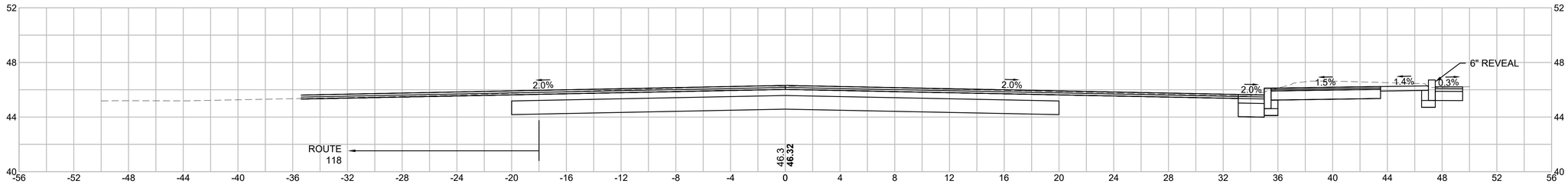
512+00



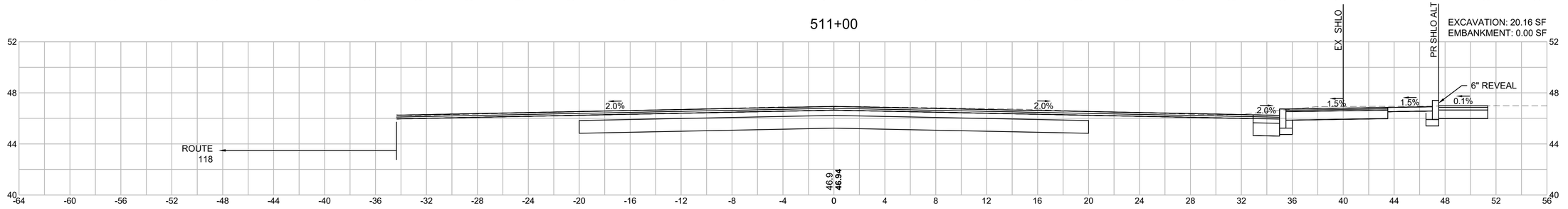
511+50



511+39.59



511+00



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

Nitsch – P:\9720.13 Weymouth SRTS\Transportation\CAD\608003 (SRTS-WEYMOUTH)\DWG\XREFS\608003_HD (Border Sheet).dwg Apr 6, 2012 9:22 AM
608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

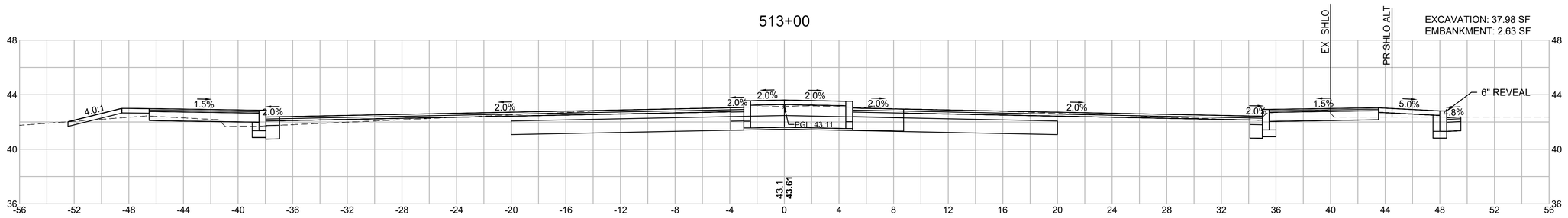
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	227	238
	PROJECT FILE NO. 608759		

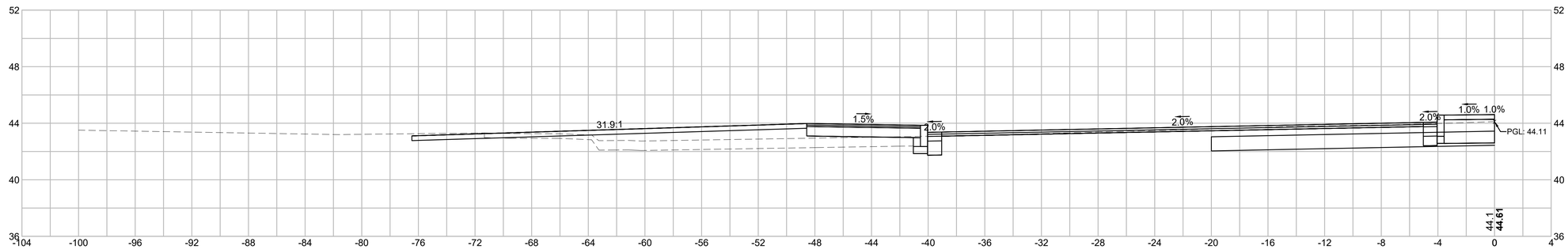
CROSS SECTIONS

513+00

EXCAVATION: 37.98 SF
EMBANKMENT: 2.63 SF

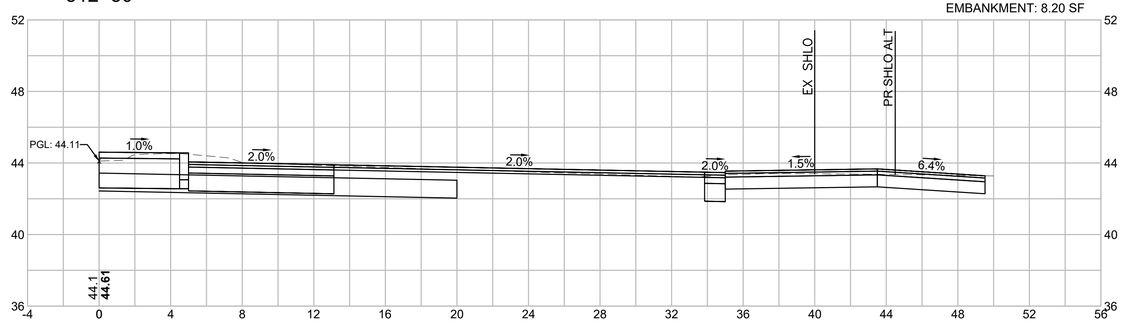


512+50



512+50

EXCAVATION: 43.21 SF
EMBANKMENT: 8.20 SF



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

608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

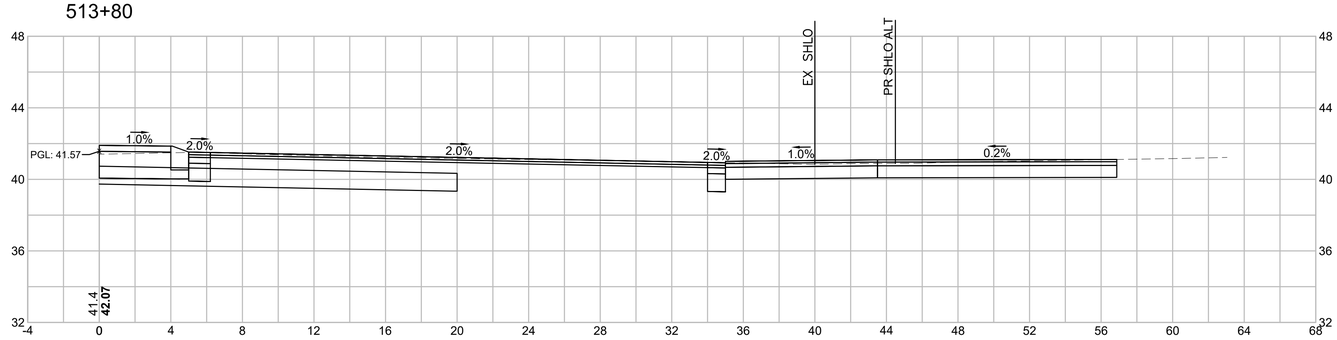
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

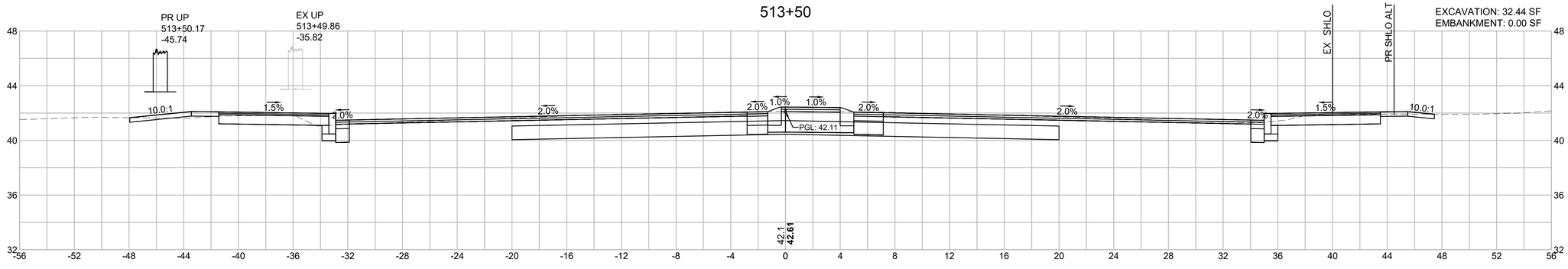
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	228	238
	PROJECT FILE NO.	608759	

CROSS SECTIONS

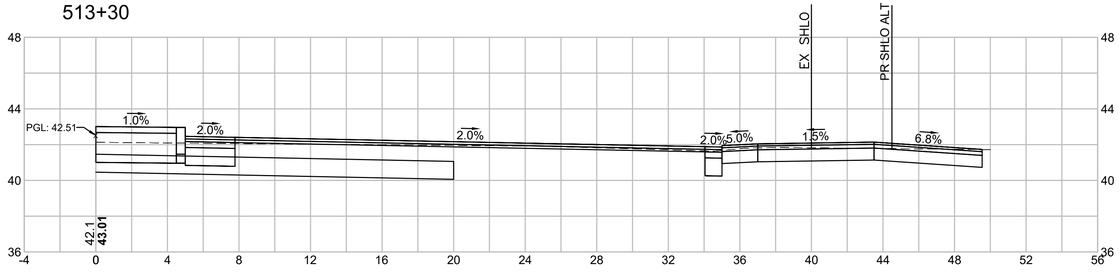
513+80



513+50



513+30



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

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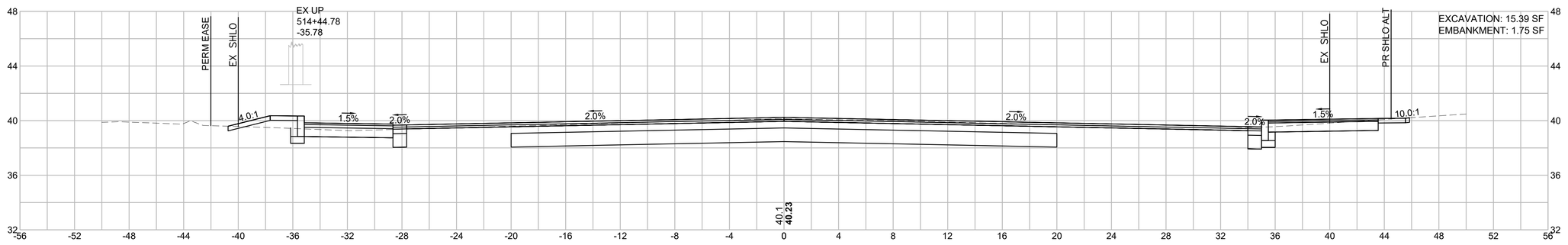
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

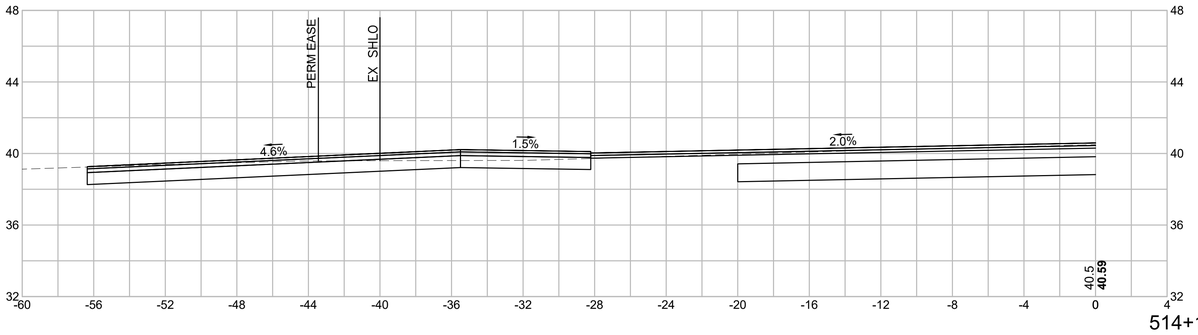
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	229	238
PROJECT FILE NO.	608759		

CROSS SECTIONS

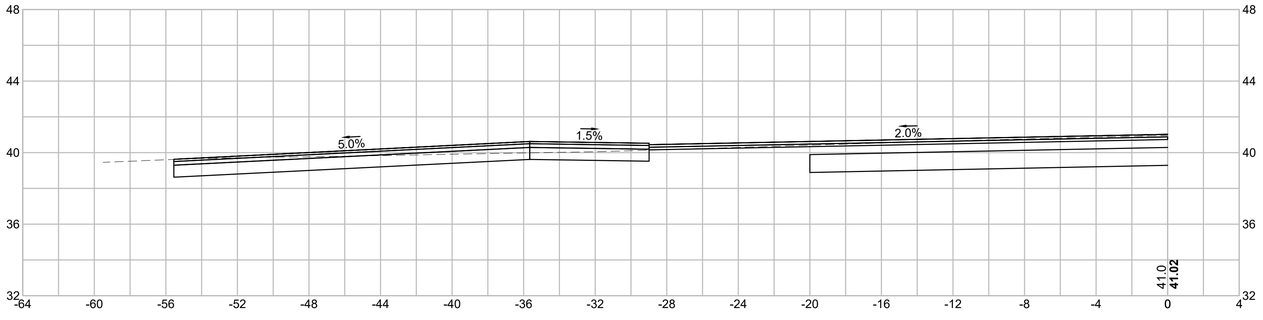
514+50



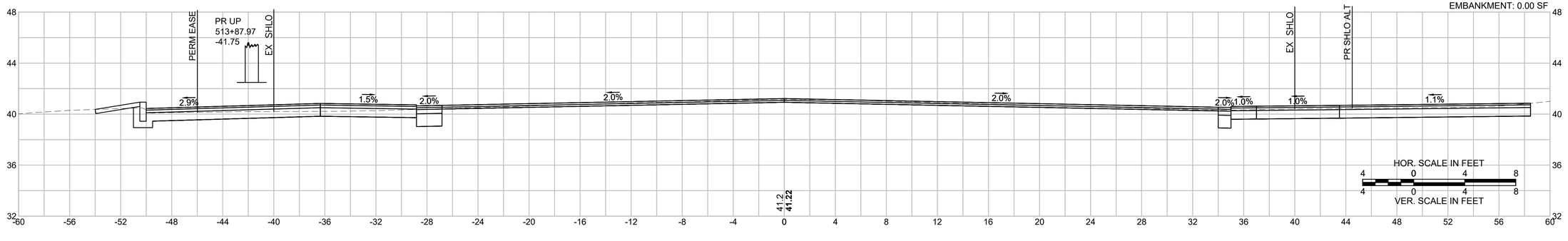
514+32



514+10



514+00



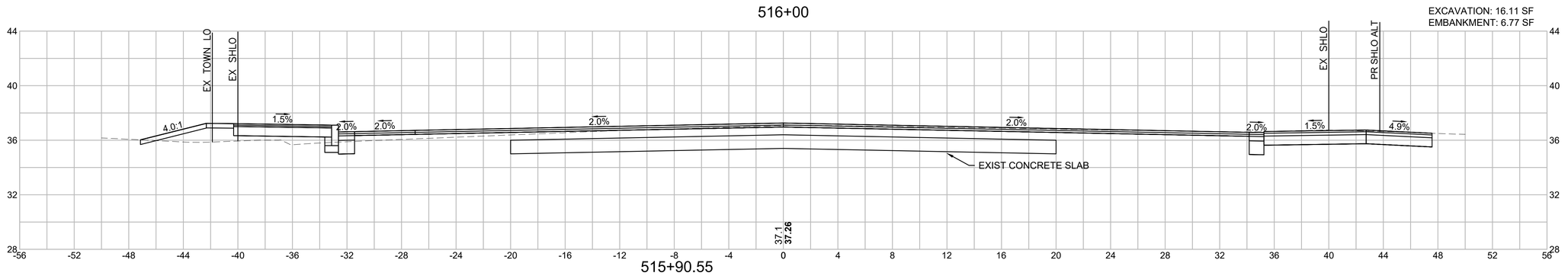
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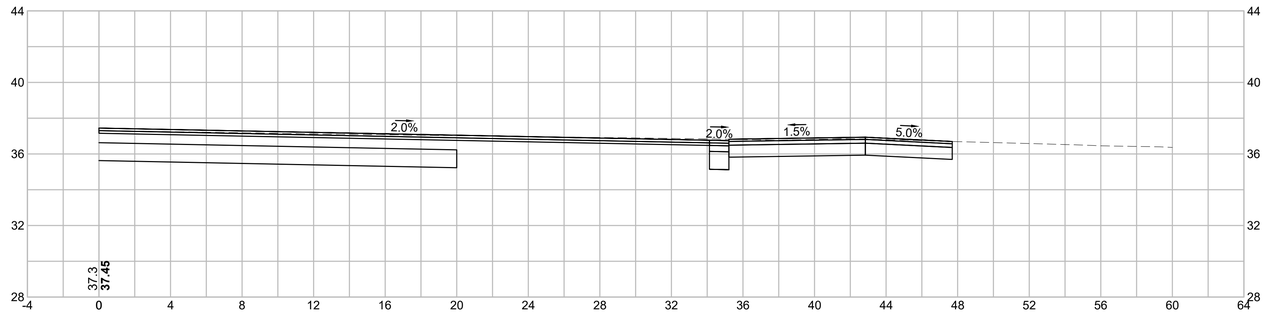
608588_TB.DWG Plotted on 23-Feb-2017 9:24 AM

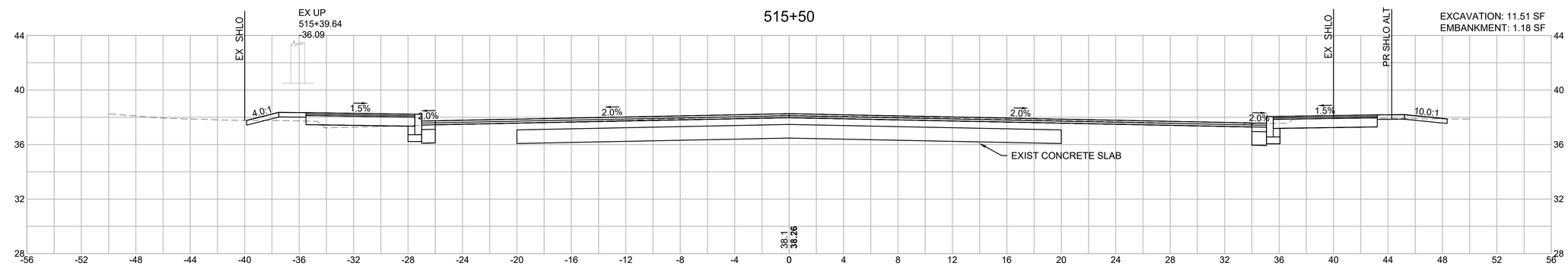
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

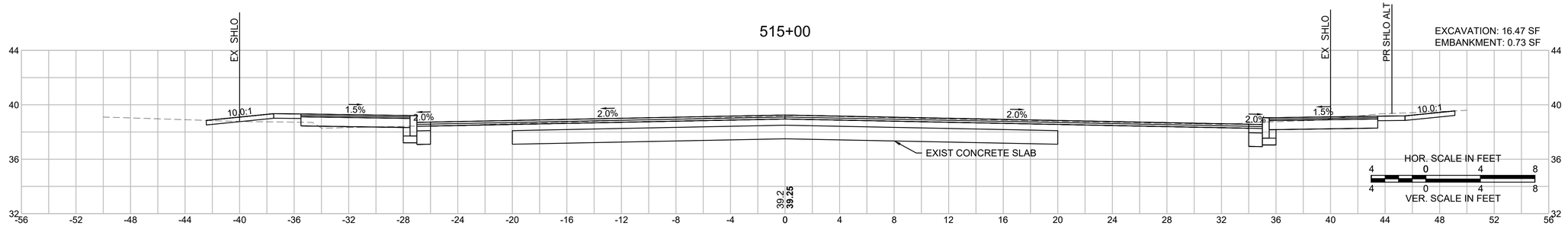
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	230	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS









Nitsch – P:\9720.13 Weymouth SRTS\Transportation\CAD\608003 (SRTS-WEYMOUTH)\DWG\XREFS\608003_HD (Border Sheet).dwg Apr 6, 2012 9:22 AM
608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

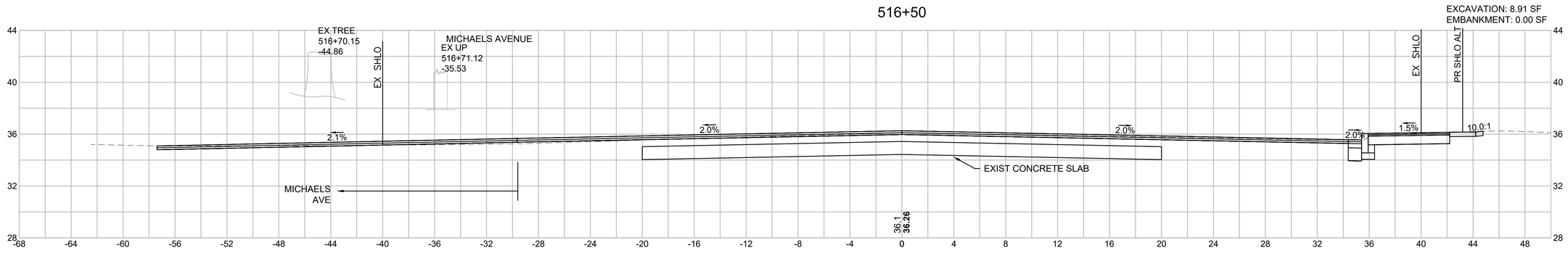
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608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	231	238
PROJECT FILE NO.	608759		

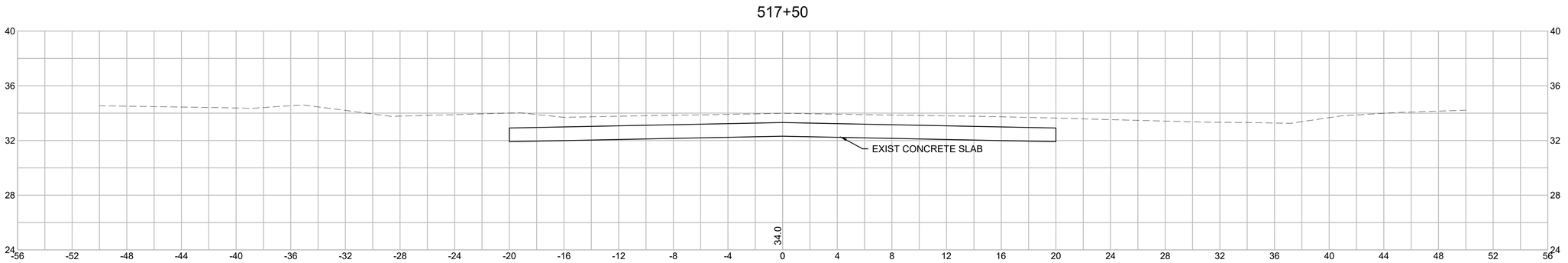
CROSS SECTIONS

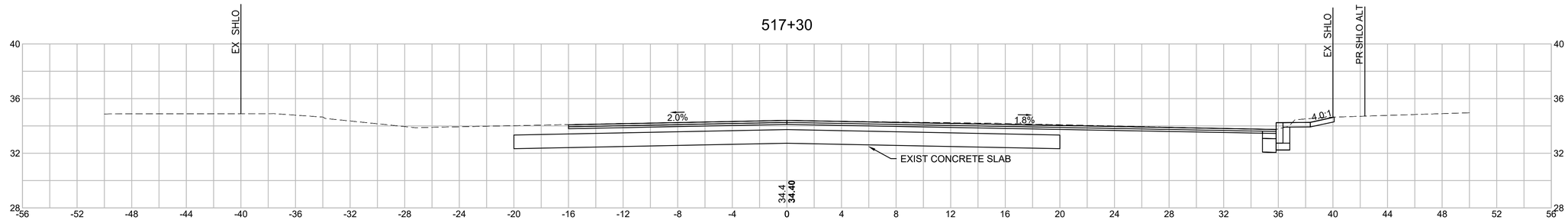


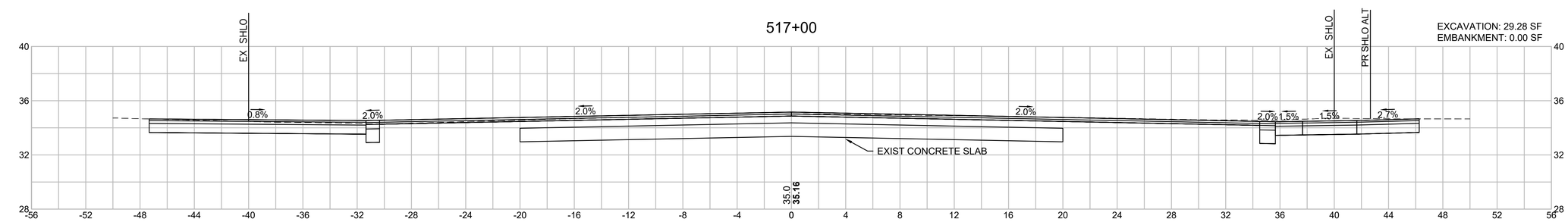
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	232	238
	PROJECT FILE NO.	608759	

CROSS SECTIONS







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

Nitsch – P:\9720.13 Weymouth SRTS\Transportation\CAD\608003 (SRTS-WEYMOUTH)\DWG\XREFS\608003_HD (Border Sheet).dwg Apr 6, 2012 9:22 AM

608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

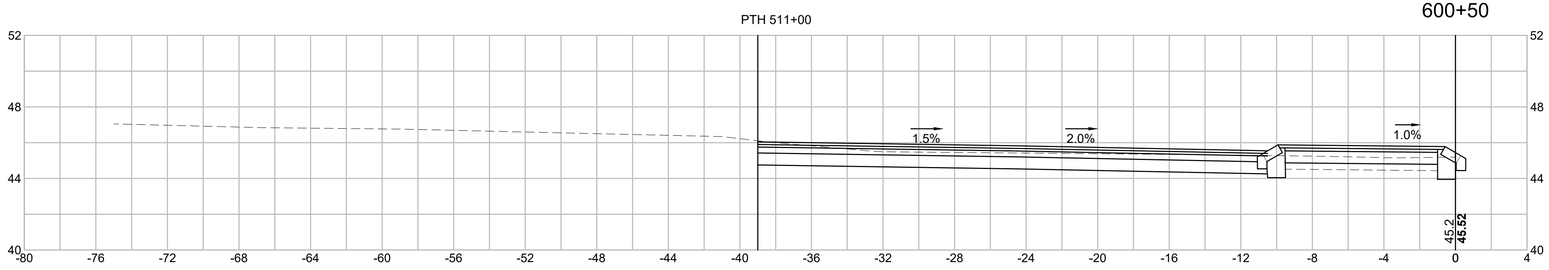
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608588_TB.DWG Plotted on 23-Feb-2017 9:24 AM

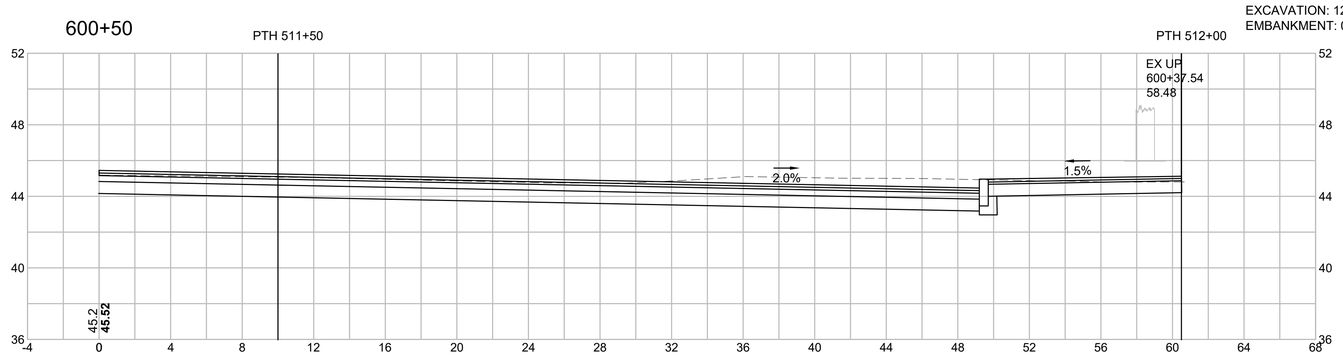
SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	233	238
PROJECT FILE NO.	608759		

CROSS SECTIONS



EXCAVATION: 125.64 SF
EMBANKMENT: 0.00 SF



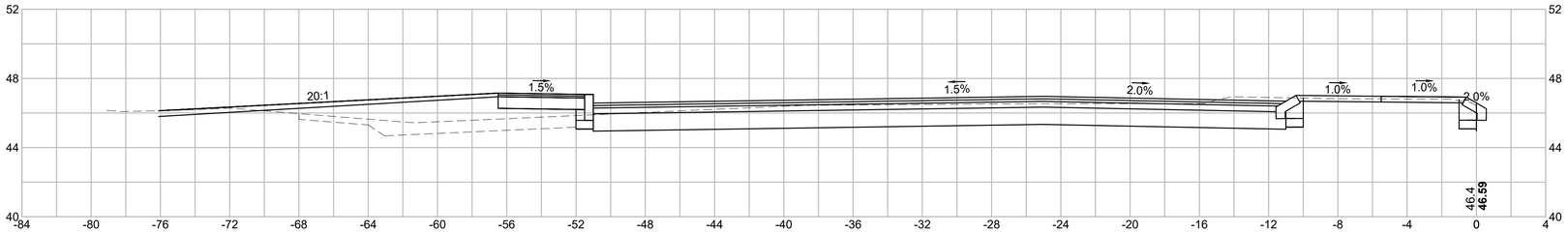
HOR. SCALE IN FEET
4 0 4 8
VER. SCALE IN FEET
4 0 4 8

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	234	238
PROJECT FILE NO.	608759		

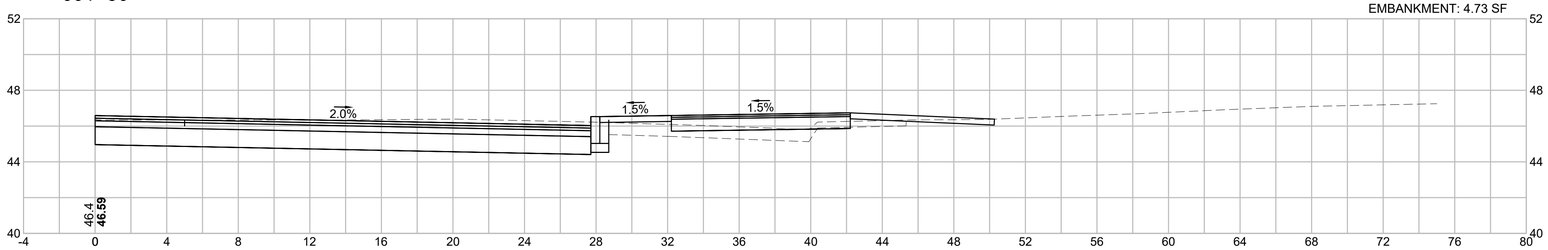
CROSS SECTIONS

601+50

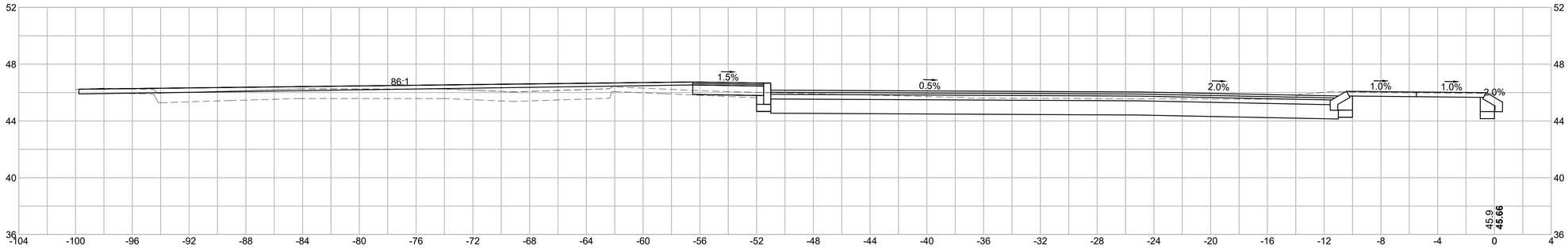


601+50

EXCAVATION: 126.95 SF
EMBANKMENT: 4.73 SF

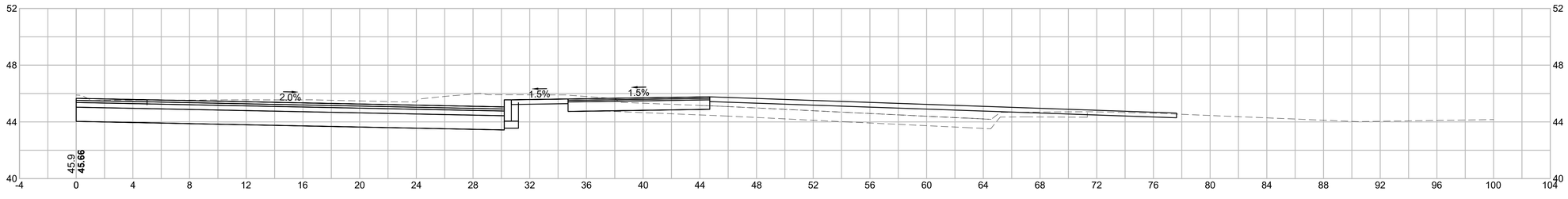


601+00



EXCAVATION: 192.89 SF
EMBANKMENT: 7.78 SF

601+00



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

Nitsch – P:\9720.13 Weymouth SRTS\Transportation\CAD\608003 (SRTS-WEYMOUTH)\DWG\XREFS\608003_HD (Border Sheet).dwg Apr 6, 2012 9:22 AM

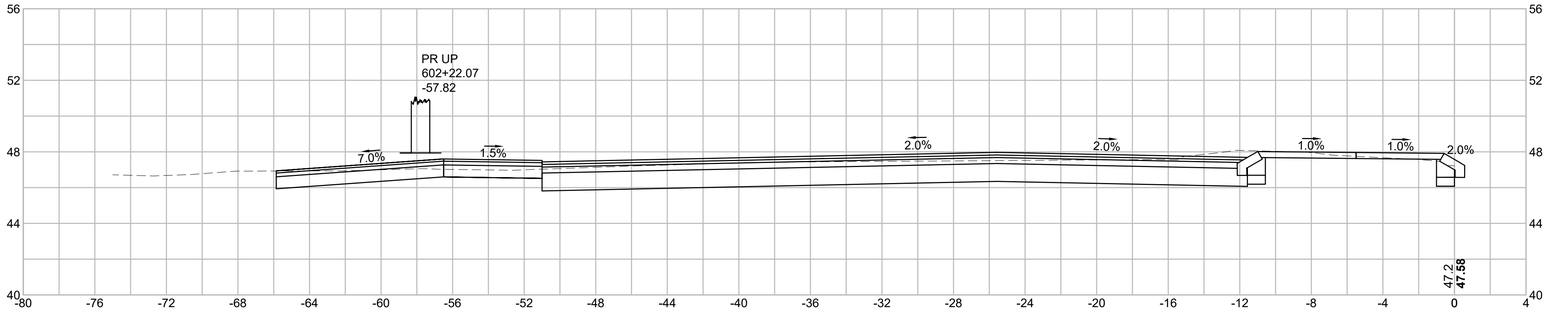
608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	235	238
	PROJECT FILE NO. 608759		

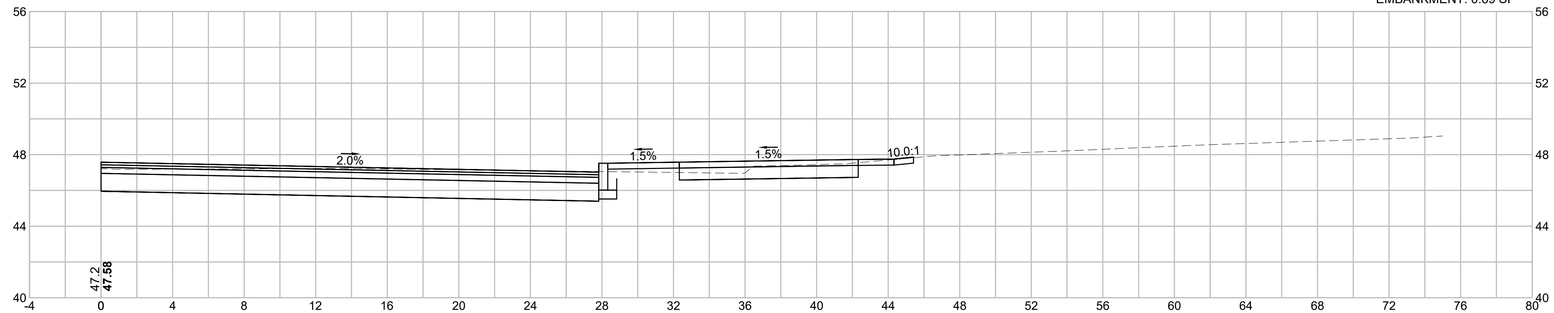
CROSS SECTIONS

602+00

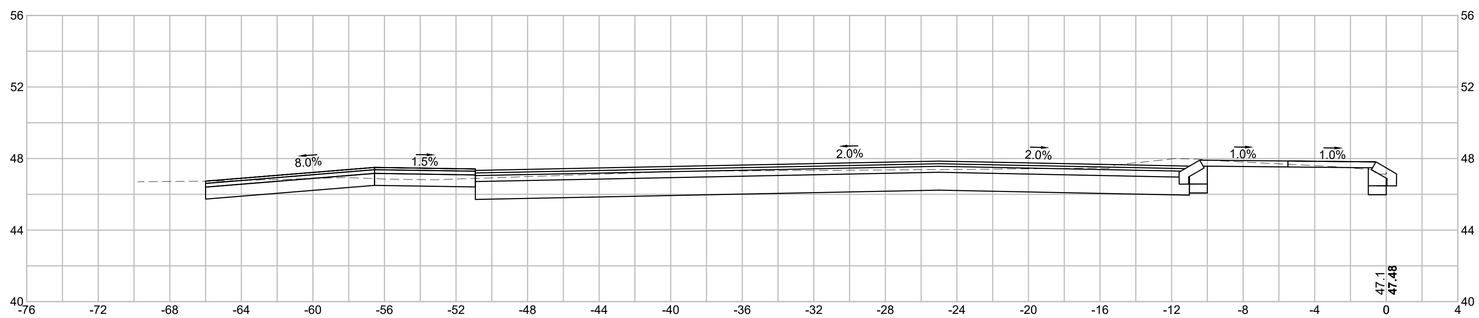


602+00

EXCAVATION: 141.38 SF
EMBANKMENT: 0.69 SF



601+94.99



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

608568_TB.DWG Plotted on 23-Feb-2017 9:24 AM

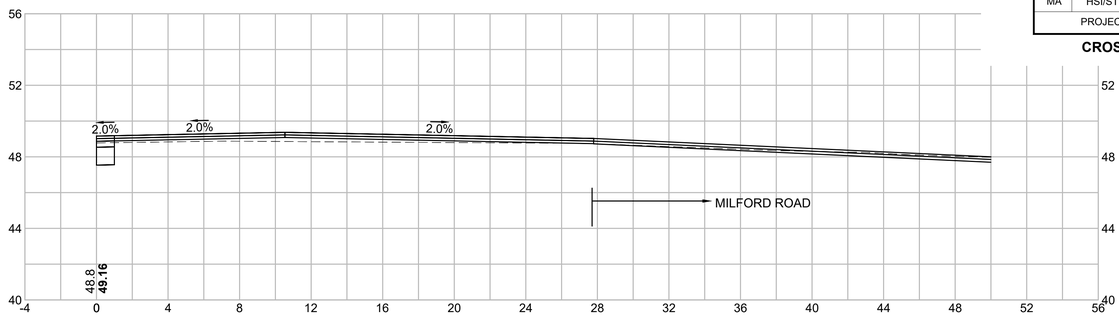
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

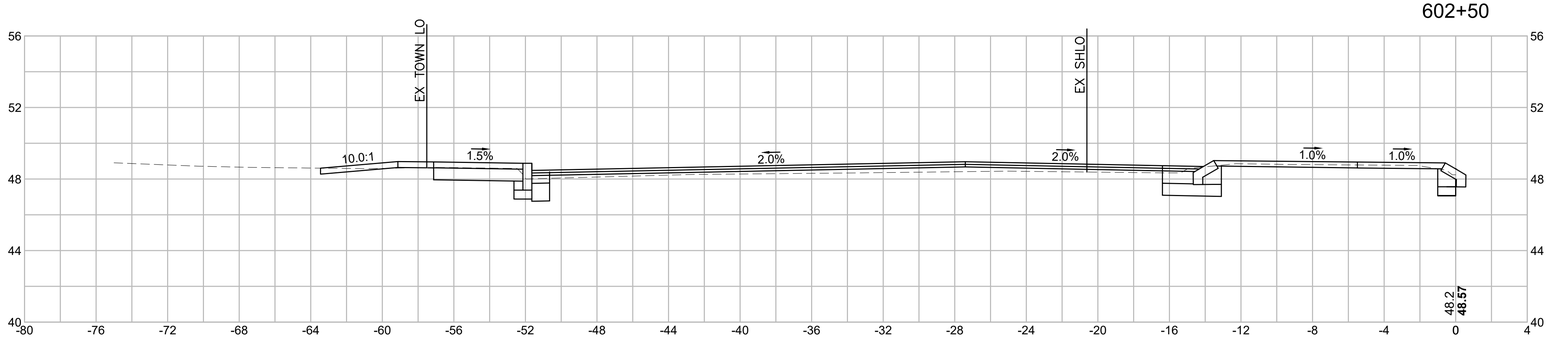
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	236	238
PROJECT FILE NO.	608759		

CROSS SECTIONS

602+79.98

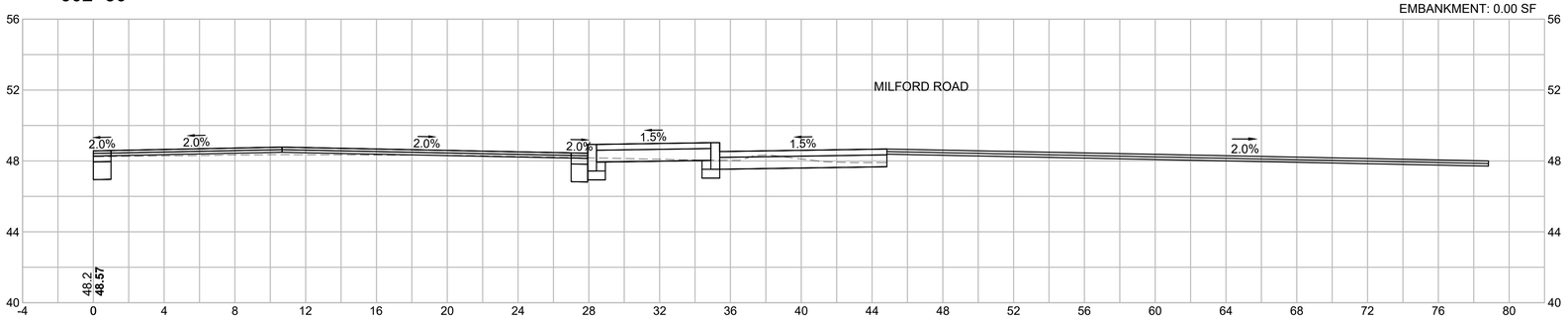


602+50

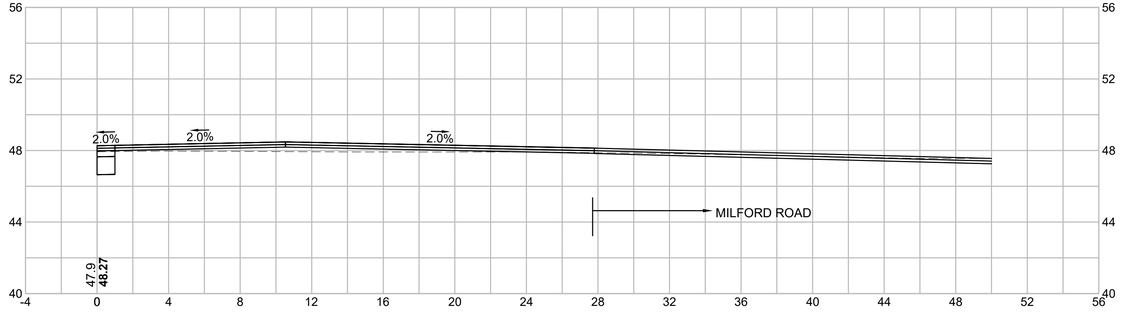


602+50

EXCAVATION: 28.61 SF
EMBANKMENT: 0.00 SF



602+34.94



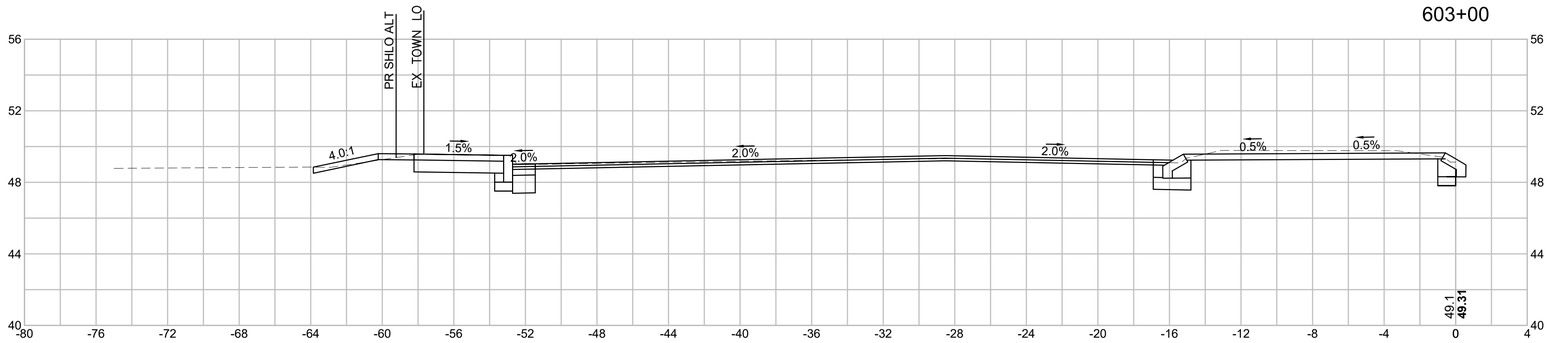
HOR. SCALE IN FEET
4 0 4 8
VER. SCALE IN FEET
4 0 4 8

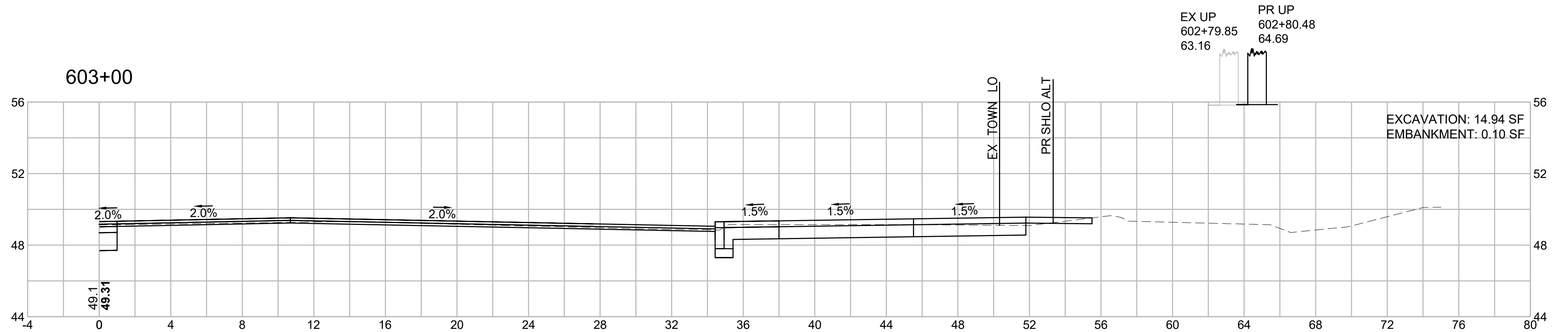
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	237	238
	PROJECT FILE NO. 608759		

CROSS SECTIONS





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

608588_TB.DWG Plotted on 23-Feb-2017 9:24 AM
Nitsch - P:\9720.13 Weymouth SRTS\Transportation\CAD\608003 (SRTS-WEYMOUTH)\DWG\XREFS\608003_HD (Border Sheet).dwg Apr 6, 2012 9:22 AM

Nitsch – P:\9720.13 Weymouth SRTS\Transportation\CAD\608003 (SRTS–WEYMOUTH)\DWG\XREFS\608003_HD (Border Sheet).dwg Apr 6, 2012 9:22 AM

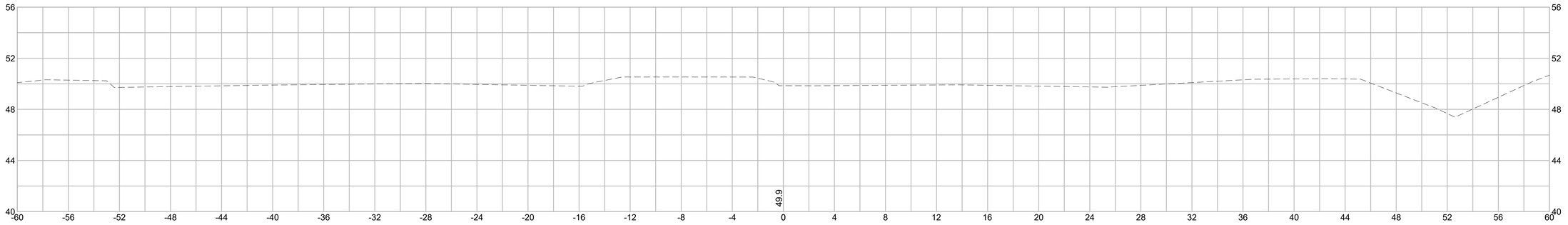
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SWANSEA
TRAFFIC SIGNAL & SAFETY IMPROVEMENT
AT THREE INTERSECTIONS ON ROUTE 6

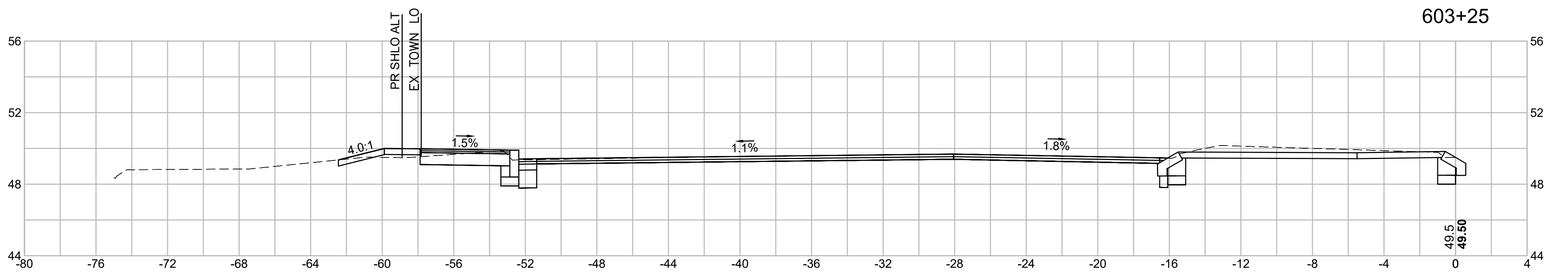
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HSI/STP-003S(842)X	238	238
PROJECT FILE NO.	608759		

CROSS SECTIONS

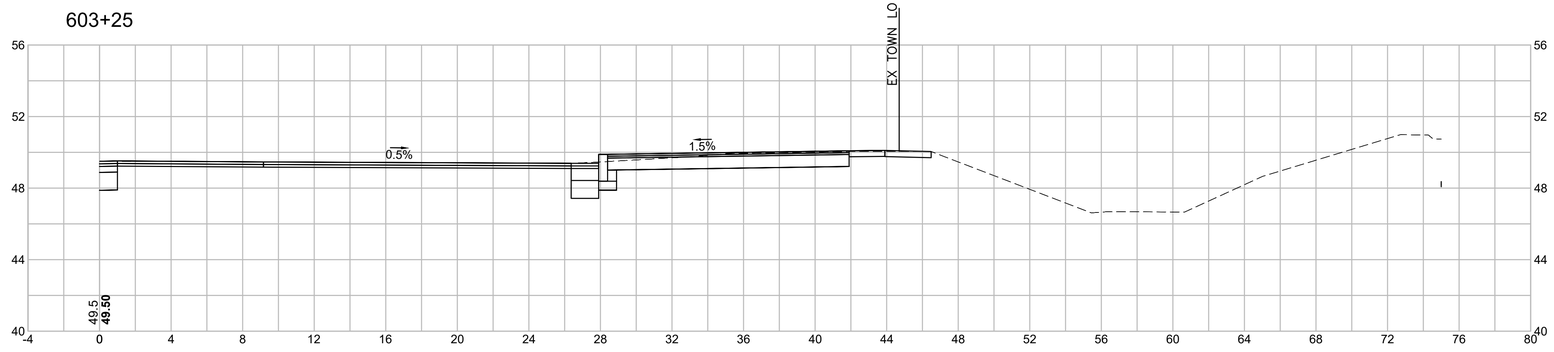
603+50



603+25



603+25



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