MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	1	85
PROJECT FILE NO.	613052		

TITLE SHEET & INDEX

PLAN AND PROFILE OF

CORRIDOR IMPROVEMENTS OF CHAUNCY STREET (ROUTE 106)
FROM STATE ROUTE 140 TO COPELAND DRIVE

IN THE TOWN OF

MANSFIELD

BRISTOL COUNTY

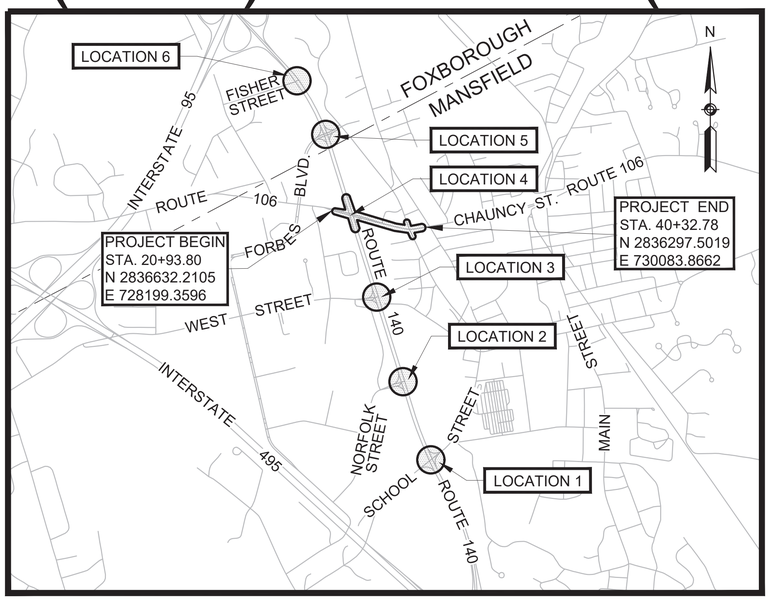
FEDERAL AID PROJECT NO.

NHP(NHS)/HSI-003S(871)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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PROJECT LOCATION

0 1500 3000 4500 6000

SCALE: 1" = 1500'

LENGTH OF PROJECT (CHAUNCY STREET) = 1,938.98 FEET = 0.367 MILES

DESIGN DESIGNATION - CHAUNCY STREET (ROUTE 106)

DESIGN SPEED	40 MPH
ADT (2020)	13,900
ADT (2030)	20,655
K	6.0%
D	55% (WB)
T (PEAK HOUR)	10.1%
T (AVERAGE DAY)	6.0%
DHV	1,240
DDHV	685
FUNCTIONAL CLASSIFICATION	URBAN PRINCIPAL ARTERIAL

DESIGN DESIGNATION - COPELAND DRIVE

DESIGN SPEED	40 MPH
ADT (2020)	9,365
ADT (2030)	13,915
K	9.0%
D	64% (SB)
T (PEAK HOUR)	4.3%
T (AVERAGE DAY)	1.7%
DHV	1,255
DDHV	800
FUNCTIONAL CLASSIFICATION	URBAN MINOR ARTERIAL

COMMONWEALTH OF MASSACHUSETTS
CHRISTOPHER M. ROY
CIVIL ENGINEER
No. 41348
REGISTERED PROFESSIONAL ENGINEER

Christopher Roy Digitally signed by Christopher Roy Date: 2025.07.24 10:05:08 -04'00'

DATE	DESCRIPTION	REV #

BETA
www.BETA-Inc.com
315 NORWOOD PARK SOUTH
2ND FLOOR
NORWOOD, MA 02062

massDOT
Massachusetts Department of Transportation
Highway Division

APPROVED

Carrie Lavallee, P.E. — Carrie Lavallee, P.E. 2025.07.28 13:51:54 -04'00' — 07/28/2025

CHIEF ENGINEER — **DATE**

608944_HD(6076 TITLE).DWG Plotted on 14-Jul-2025 2:55 PM

GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
JB	JB	JERSEY BARRIER
CB	CB	CATCH BASIN
		CATCH BASIN CURB INLET
		GUTTER 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 OR CB WITH FRAME AND COVER
		DRAINAGE MANHOLE (5' DIA)
		ELECTRIC MANHOLE
		GAS MANHOLE
		MISC MANHOLE
		SEWER MANHOLE
		TELEPHONE MANHOLE
		WATER MANHOLE
MHB	MHB	MASSACHUSETTS HIGHWAY BOUND
MON		MONUMENT
SB		STONE BOUND
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
	SCB	SEDIMENT CONTROL BARRIER
		TREE LINE
		SAWCUT LINE
		TOP OR BOTTOM OF SLOPE
		LIMIT OF EDGE OF PAVEMENT OR COLD PLANE 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" WHITE LINE 4' BEHIND CW (TYP)
	CW	CROSSWALK, 2 - 12" WHITE LINES (WIDTH VARIES)
	SWL	SOLID WHITE LINE - 6"
	SWGL	SOLID WHITE GORE LINE - 12" @ 45° (SPACING NOTED)
	SWCHL	SOLID WHITE CHANNELIZING LINE - 12" (SPACING NOTED)
	SYL	SOLID YELLOW LINE - 6"
	SYGL	SOLID YELLOW GORE LINE - 12" @ 45° (SPACING NOTED)
	BWL	BROKEN WHITE LINE - 6" (10' LINE, 30' GAP)
	BYL	BROKEN YELLOW LINE - 6" (10' LINE, 30' GAP)
	DWLEx	DOTTED WHITE LINE EXTENSION - 6" LINE (2' LINE, 6' GAP)
	DBYL	DOUBLE YELLOW LINE - 2 - 6" LINES

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
CI	CURB INLET
CIP	CAST IRON PIPE
CLF	CHAIN LINK FENCE
CLSM	CONTROLLED LOW STRENGTH MATERIAL
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
DWP	DETECTABLE WARNING PANEL
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
FDN.	FOUNDATION
FLDSTN	FIELDSTONE
GAR	GARAGE
GD	GROUND
GG	GAS GATE
GI	GUTTER INLET
GICI	GUTTER INLET WITH CURB 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
O.C.	ON CENTER
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

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	2	85
	PROJECT FILE NO. 613052		

LEGEND & ABBREVIATIONS

ABBREVIATIONS (cont.)

GENERAL

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
SGE	SLOPED GRANITE EDGING
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
T.S.	TRAFFIC SIGNAL
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

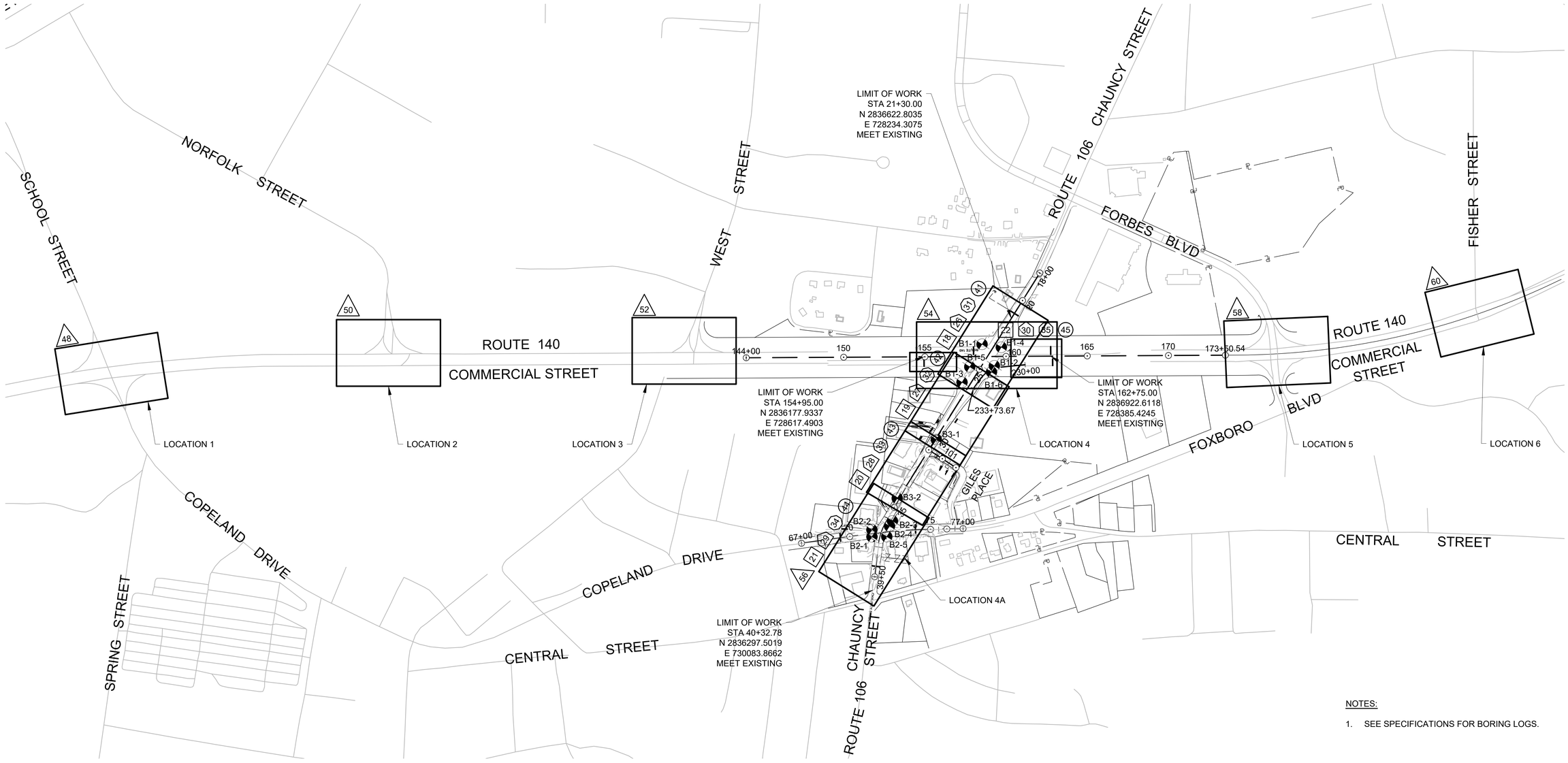
CAB	CABINET
CCVE	CLOSED CIRCUIT VIDEO EQUIPMENT
DW	STEADY UPRAISED HAND
FDW	FLASHING UPRAISED HAND
FR	FLASHING CIRCULAR RED
FRL	FLASHING RED LEFT ARROW
FRR	FLASHING RED RIGHT ARROW
FY	FLASHING CIRCULAR YELLOW
FYL	FLASHING YELLOW LEFT ARROW
FYR	FLASHING YELLOW RIGHT ARROW
G	STEADY CIRCULAR GREEN
GL	STEADY 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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MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	3	85
PROJECT FILE NO.	613052		

KEY PLAN



NOTES:

1. SEE SPECIFICATIONS FOR BORING LOGS.

SHEET NUMBER LEGEND

- XX CONSTRUCTION PLAN
- XX CURB TIE & GRADING PLAN
- XX DRAINAGE & UTILITY PLAN
- XX SIGN & PAVEMENT MARKING PLAN
- XX TRAFFIC SIGNAL PLAN

LEGEND

- BX-X BORING

0 300 600 900 1200

SCALE: 1" = 300'

608944_HDI(6076 KEY).DWG Plotted on 14-Jul-2025 4:33 PM

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	4	85
PROJECT FILE NO.	613052		

GENERAL NOTES

608944_HD(6076_BORDER).DWG Plotted on 30-Dec-2024 9:41 AM

GENERAL NOTES

1. THE LOCATION OF SUBSURFACE UTILITIES SHOWN IS APPROXIMATE AND NOT GUARANTEED TO BE COMPLETE OR ACCURATE. THE CONTRACTOR SHALL VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITY LINES AND STRUCTURES PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR MUST NOTIFY DIG SAFE 72 HOURS PRIOR TO ANY EXCAVATION, DEMOLITION OR EXPLOSIVE WORK IN PUBLIC OR PRIVATE WAYS OR UTILITY COMPANY RIGHT-OF-WAY OR EASEMENT.
2. 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 WILL BE MADE AS APPROVED OR DIRECTED 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 UP TO A DEPTH OF 5' SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5' WILL BE PAID UNDER CLASS B TRENCH EXCAVATION.
3. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR THE RESOLUTION OF THE CONFLICT.
4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ABUTTING PROPERTIES AT ALL TIMES AND NOTIFY ALL ABUTTERS IN ADVANCE OF ANY INTERRUPTIONS TO ACCESS.
5. THE CONTRACTOR SHALL ALTER THE MASONRY OF THE TOP SECTION OF ALL EXISTING DRAINAGE AND SANITARY STRUCTURES AS NECESSARY FOR THE CHANGES IN GRADE, AND RESET ALL WATER AND DRAINAGE FRAMES, GRATES AND BOXES TO THE PROPOSED FINISH SURFACE GRADE. REQUIRED NEW MASONRY SHALL BE CLAY BRICK CONFORMING TO M4.05.2.
6. THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE, CABLE TV, FIRE ALARM AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES. ALL UTILITY CASTING SHALL BE ADJUSTED TO FINISH GRADE BY THEIR RESPECTIVE OWNERS.
7. AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
8. THE TERM "PROPOSED" (PROP.) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS OR, WHERE APPLICABLE, RE-USING EXISTING MATERIALS IDENTIFIED AS "REMOVE AND RESET" (R&R).
9. JOINTS BETWEEN NEW BITUMINOUS CONCRETE ROADWAY PAVEMENT AND SAWCUT EXISTING PAVEMENT SHALL BE SEALED WITH BITUMEN AND BACKSANDED.
10. DRAINAGE STRUCTURES SHALL BE RETAINED UNLESS NOTED OTHERWISE.
11. CATCH BASIN AND MANHOLE FRAMES AND GRATES/COVERS SHALL CLEARLY ALIGN WITH THE OPENINGS IN THE PRECAST STRUCTURES AND THE GRADE OF THE ROADWAY.
12. ALL EXISTING DRAINAGE PIPES THAT ARE NO LONGER BEING UTILIZED BY THE NEW DRAINAGE DESIGN WITHIN THE PROJECT LIMITS SHALL BE REMOVED OR ABANDONED AS NOTED.
13. WHERE DRAINAGE PIPES OR STRUCTURES ARE ABANDONED IN PLACE THE CONTRACTOR SHALL MAKE SURE THAT ALL CONNECTING PIPES, DOWN SPOUT FROM BUILDING, INLETS AND OUTLETS ARE PLUGGED. ALL LIVE CONNECTIONS SHALL BE CONNECTED TO THE NEW SYSTEM.
14. ALL CURB TIE DIMENSIONS ARE TO THE FACE OF THE CURB (GUTTER LINE) OR EDGE OF TRAVEL WAY.
15. CONSTRUCTION BASELINE TIES ARE SHOWN ON CURB TIE & GRADING PLANS.
16. PROPOSED SIDEWALKS AND PEDESTRIAN CURB RAMPS SHALL BE CONSTRUCTED TO THE NEAREST SCORE LINE OR EXPANSION JOINT IN THE EXISTING ADJACENT WALK SURFACE AS DIRECTED BY THE ENGINEER.
17. IN ALL LOCATIONS WHERE PROPOSED SIDEWALK TRANSITIONS DOWN TO MEET EXISTING GRADE, EXISTING SIDEWALK OR PAVED AREA, SLOPE SHALL NOT EXCEED 1:12.
18. THE LOCATION OF THE PROPOSED DRIVEWAY OPENINGS ARE SHOWN ON TIE AND GRADING PLANS. EXACT LOCATIONS MAY BE ADJUSTED IF NECESSARY OR AS REQUIRED BY THE ENGINEERS IN THE FIELD.
19. CONTRACTOR SHALL VERIFY LOCATION OF ALL OBJECTS (SIGNS, TREES, GRATE, POLES ETC.) TO BE SET WITHIN SIDEWALK PRIOR TO FINAL PLACEMENT TO PROVIDE A MINIMUM CLEAR PATH OF 36" EXCLUDING THE CURB. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY LOCATION WHICH CANNOT MEET THE CLEARANCE REQUIREMENTS.
20. SIGNS, POLES AND OTHER FEATURES LOCATED IN PROPOSED CEMENT CONCRETE SIDEWALK SHALL BE BOXED AND PROVIDED FLEXIBLE JOINT FILLER.
21. CONTRACTOR SHALL VERIFY EXISTING GRADES. IF ANY ADJUSTMENT IS REQUIRED DUE TO DIFFERENT EXISTING GRADES FOUND IN THE FIELD, THE CONTRACTOR SHALL NOTIFY AND SEEK THE APPROVAL OF THE ENGINEER PRIOR TO PERFORMING THE WORK.
22. IN AREAS OF NEW SIDEWALK, NEW EDGE OF PAVEMENT OR CURB WITHOUT SIDEWALK OR ANY WORK ADJACENT TO EXISTING GRASS AREAS, EVEN WHEN NO SLOPE-MATCHING OR GRADING IS NECESSARY AND THE EXISTING GRADE IS MET, LOAM BORROW AND SEED SHALL BE PROVIDED AS NECESSARY TO REPAIR AND COMPLETE ANY DAMAGE TO THE GRADE CAUSED BY THE CONSTRUCTION PROCESS.
23. IN FILL AREAS, TOP SOIL SHALL BE REMOVED FOR A DEPTH OF 12" (MIN.) OR AS DIRECTED BY THE ENGINEER. SUBGRADE AREAS WILL BE COMPACTED PRIOR TO THE PLACEMENT OF FILL MATERIAL.
24. ALL NEW GRANITE CURB SHALL BE MASSDOT TYPE VB, UNLESS OTHERWISE NOTED ON THE PLANS.
25. ALL PROPOSED PAVEMENT MARKINGS ON ROADWAYS SHALL BE REFLECTORIZED WHITE AND YELLOW THERMOPLASTIC.
26. SAFETY CONTROLS FOR CONSTRUCTION OPERATIONS SHALL BE IN ACCORDANCE WITH MASSDOT REQUIREMENTS AND THE LATEST VERSION OF THE MUTCD.
27. TREES TO BE RETAINED WHICH RESTRICT SIGHT DISTANCE OR RESTRICT HORIZONTAL OR VERTICAL CLEARANCES SHALL BE TRIMMED AS REQUIRED BY THE ENGINEER.
28. NO TREE SHALL BE REMOVED PRIOR TO APPROVAL BY THE TOWN OF MANSFIELD AND MASSDOT.
29. WHEN WORKING NEXT TO EXISTING WALLS, BERMS, AND OTHER STRUCTURES, CONTRACTOR SHALL EXERCISE EXTREME CAUTION NOT TO DISTURB THE EXISTING STRUCTURES. ANY DAMAGE TO THE EXISTING STRUCTURES SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
30. SURVEY FROM WESTERLY PROJECT LIMIT TO JUST WEST OF GILES PLACE WAS PERFORMED BY ALPHA SURVEY GROUP FROM FEBRUARY TO MAY, 2018 AND PRESENTED ON A PLAN CALLED "EXISTING CONDITIONS PLAN, COMMERCIAL ST. (ROUTE 140), CHAUNCY ST. (ROUTE 106), MANSFIELD, MA" DATED MAY 31, 2018. SURVEY FROM JUST WEST OF GILES PLACE TO THE EASTERLY PROJECT LIMIT WAS PERFORMED BY SITE DESIGN ENGINEERING, LLC, ON JUNE 26-27, 2018, MAY 13-14, 2019, AND MARCH 10-20, 2020 AND PRESENTED ON A PLAN CALLED "ROUTE SURVEY, CHAUNCY STREET, MANSFIELD, MASSACHUSETTS" DATED JULY 20, 2018 AND REVISED ON APRIL 2, 2020.
31. THE COORDINATES, IN FEET, ARE BASED UPON THE NORTH AMERICAN DATUM OF 1983 (NAD 83). THE VERTICAL DATUM IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
32. ALL PAVEMENT MARKINGS AND/OR SIGN NOTES ARE SHOWN ON THE SIGNS AND PAVEMENT MARKING PLANS.
33. THE EXPOSED EDGES OF ALL LONGITUDINAL AND TRANSVERSE SAW CUT JOINTS OF CONCRETE BASE SHALL BE TREATED WITH HOT POURED RUBBERIZED ASPHALT JOINT SEALANT MEETING MASSDOT SPECIFICATIONS.
34. DAMP PROOFING SHALL BE PROVIDED ON ALL CONCRETE MASONRY PIPE END SURFACES LOCATED BELOW GROUND.

PEDESTRIAN CURB RAMP NOTES

1. ALL PEDESTRIAN CURB RAMPS SHALL CONFORM TO THE REQUIREMENTS OF THE ARCHITECTURAL ACCESS BOARD (A.A.B.) AND THE AMERICANS WITH DISABILITIES ACT (A.D.A.). AND THE LATEST MASSDOT STANDARDS.
2. THE LOCATION OF PROPOSED PEDESTRIAN CURB RAMPS ARE SHOWN ON CONSTRUCTION PLANS AND THE PEDESTRIAN CURB RAMP DETAILS. EXACT LOCATIONS MAY BE ADJUSTED, IF NECESSARY, BY THE ENGINEER IN THE FIELD.
3. ALL PROPOSED PEDESTRIAN CURB RAMPS SHALL HAVE DETECTABLE WARNING PANELS INSTALLED IN ACCORDANCE WITH MASSDOT CONSTRUCTION STANDARD DRAWINGS. THE COLOR OF THE PANEL SHALL BE YELLOW UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. IN INSTANCES WHERE AN EXISTING MANHOLE, HANDHOLE OR OTHER "SURFACE" TYPE STRUCTURE THAT CANNOT BE REMOVED OR RESET, IS WITHIN THE ACTUAL PEDESTRIAN CURB RAMP PATH, THE STRUCTURE SHALL BE CAREFULLY ADJUSTED SUCH THAT THE TOPMOST SURFACES OF THE STRUCTURE COVER SHALL BE FLUSH WITH THE RAMP SURFACE AND SHALL MATCH THE SLOPE OF THE NEW PEDESTRIAN CURB RAMP AS DIRECTED BY THE ENGINEER.
5. THE TRANSITION SLOPE OF ANY CURB RAMP, EXCEPT MAXIMUM LENGTH HIGH SIDE TRANSITIONS, SHALL NOT EXCEED 7.5%, +/-0.5% FOR TOLERANCE OF CONSTRUCTION. PER AAB 521 CMR, FINISHED SLOPE MAY NOT EXCEED 8.33%. PROPOSED PEDESTRIAN CURB RAMP SLOPES, ESPECIALLY HIGH SIDE TRANSITIONS, SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO POURING OF CONCRETE AND ADJUSTED, IF NECESSARY, AT THE DIRECTION OF THE ENGINEER.

TEST PIT LOGS

1. TEST PITS WERE COMPLETED IN DECEMBER OF 2024 AND LOGGED BY GARY D. JAMES, P.E. OF BETA GROUP, INC. SE# 13765.
2. THE TEST PIT LOGS PROVIDED BELOW HAVE BEEN SIMPLIFIED FOR BREVITY

TP-1		
DEPTH (IN)	SOIL HORIZON / LAYER	SOIL TEXTURE (USDA)
0 - 18	A & FILL	LOAM
18 - 31	Bw	SANDY LOAM
31 - 120	C1	M-C SAND

GROUNDWATER: NOT ENCOUNTERED

TP-2		
DEPTH (IN)	SOIL HORIZON / LAYER	SOIL TEXTURE (USDA)
0 - 18	A & FILL	
18 - 40	Bw	LOAMY SAND
40 - 68	C1	MED SAND

GROUNDWATER: DEPTH = 52" ±

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	5	85
PROJECT FILE NO.	613052		

TYPICAL SECTIONS & PAVEMENT NOTES

PAVEMENT NOTES

PAVEMENT MILLING AND OVERLAY

SURFACE COURSE: 1-3/4" SUPERPAVE SURFACE COURSE 12.5 (SSC-12.5) OVER ASPHALT EMULSION FOR TACK COAT OVER

PAVEMENT MILLING: 1-3/4" FINE MILLING

LEVELING COURSE: VARIABLE DEPTH SUPERPAVE LEVELING COURSE - 12.5 (SLC-12.5), COMPACTED 1-1/2" MAX LAYERS

FULL DEPTH PAVEMENT CONSTRUCTION

SURFACE COURSE: 1-3/4" SUPERPAVE SURFACE COURSE 12.5 (SSC-12.5) OVER ASPHALT EMULSION FOR TACK COAT OVER

INTERMEDIATE: 1-3/4" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5) OVER ASPHALT COURSE: EMULSION FOR TACK COAT OVER

BASE COURSE: 4 " SUPERPAVE BASE COURSE 25.0 (SBC-25.0) OVER

SUB-BASE: 4" DENSE GRADED CRUSHED STONE FOR SUB-BASE OVER 8" GRAVEL BORROW, TYPE b

FULL DEPTH PAVEMENT BOX WIDENING ≤4' WIDE

SURFACE COURSE: 1-3/4" SUPERPAVE SURFACE COURSE 12.5 (SSC-12.5) OVER ASPHALT EMULSION FOR TACK COAT OVER

INTERMEDIATE 1-3/4" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5) OVER ASPHALT EMULSION FOR TACK COAT OVER

BASE COURSE: 6" HES CEMENT CONCRETE BASE COURSE OVER

SUB-BASE: 8" GRAVEL BORROW, TYPE b

PROPOSED CEMENT CONCRETE SIDEWALKS, SHARED-USE PATHS, ISLANDS & PEDESTRIAN CURB RAMPS

SURFACE: 4" CEMENT CONCRETE 4000 PSI, 3/4", 610 OVER

FOUNDATION: 8" GRAVEL BORROW, TYPE b

PROPOSED CEMENT CONCRETE DRIVEWAYS

SURFACE: 6" CEMENT CONCRETE 4000 PSI, 3/4", 610 OVER

FOUNDATION: 8" GRAVEL BORROW, TYPE b

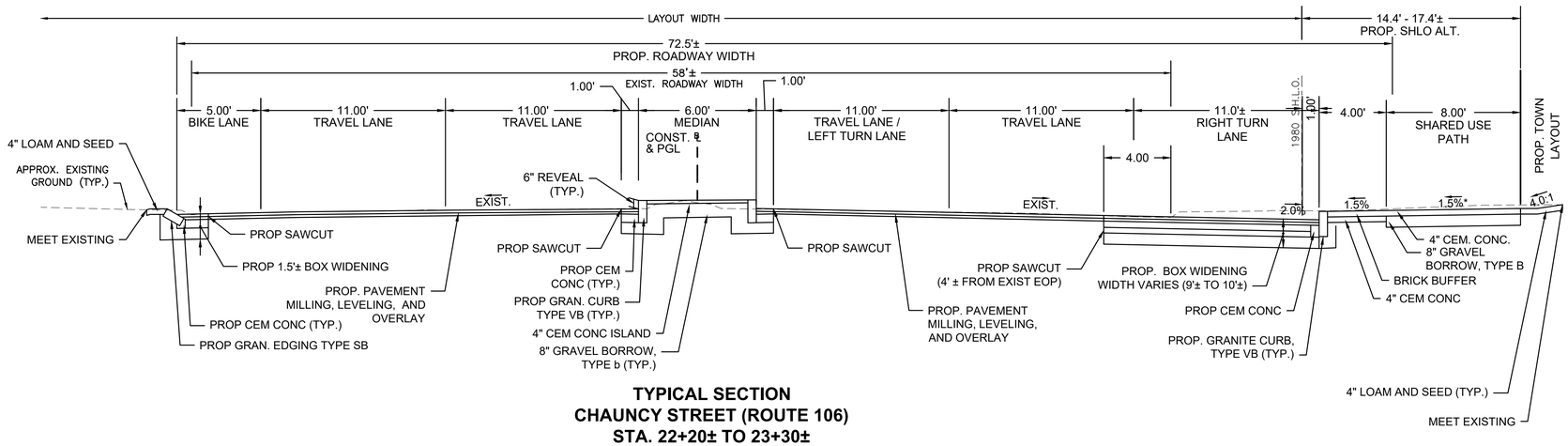
HMA DRIVEWAYS

SURFACE: 1-1/2" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5) OVER 2-1/2" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5) OVER

BASE COURSE: 8" GRAVEL BORROW, TYPE b

PROJECT TACK COAT NOTES

TACK COAT: ASPHALT EMULSION FOR TACK COAT, GRADE RS-1 SHALL BE PLACED AT A RATE OF:
0.07-0.09 GALLONS PER SQUARE YARD OVER MILLED SURFACES
0.06-0.08 GALLONS PER SQUARE YARD OVER SMOOTH TIGHT PAVEMENTS PRIOR TO PAVING AN OVERLAY



TYPICAL SECTION
CHAUNCY STREET (ROUTE 106)
STA. 22+20± TO 23+30±

NOT TO SCALE

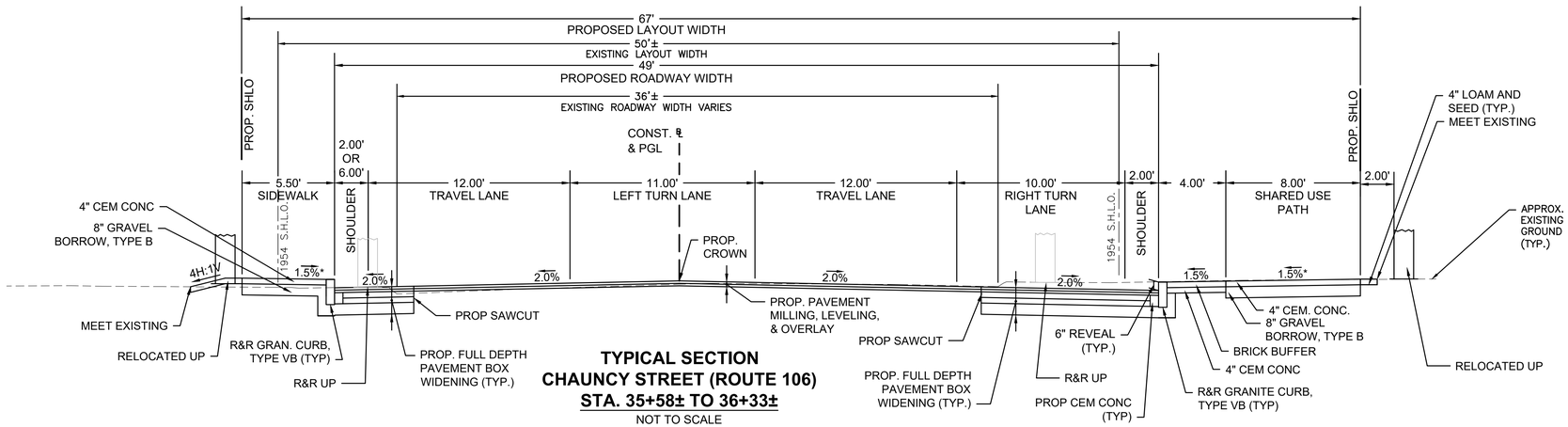
* TOLERANCE FOR CONSTRUCTION ±0.5%

TYPICAL SECTIONS.DWG Plotted on 14-Jul-2025 4:34 PM

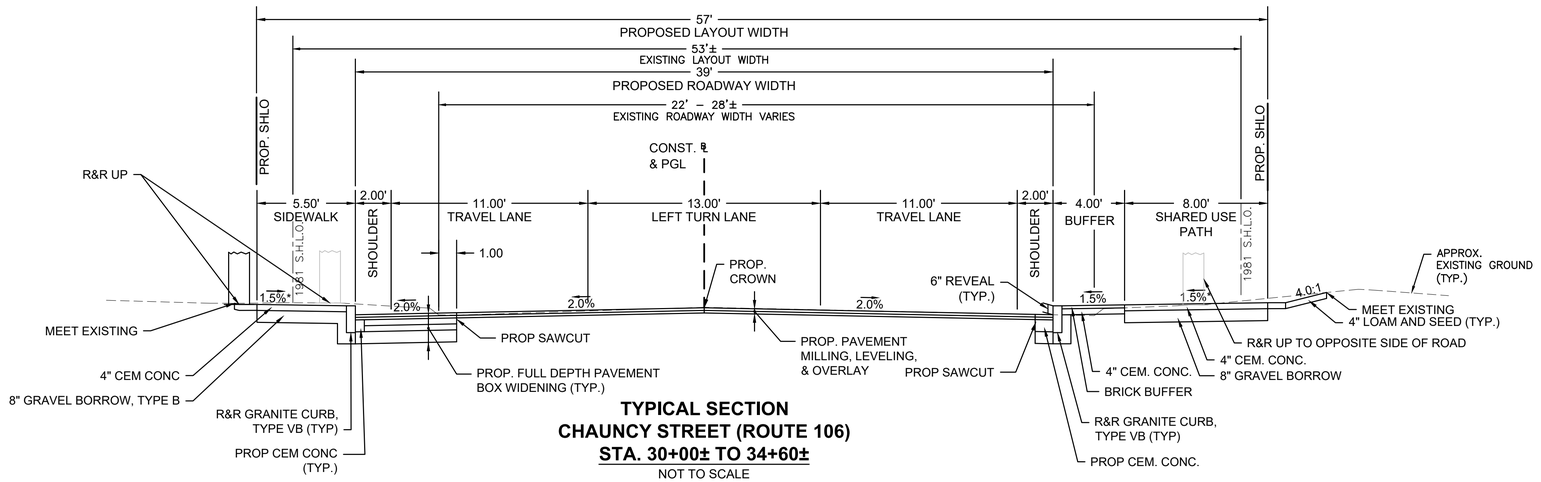
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	6	85
PROJECT FILE NO.	613052		

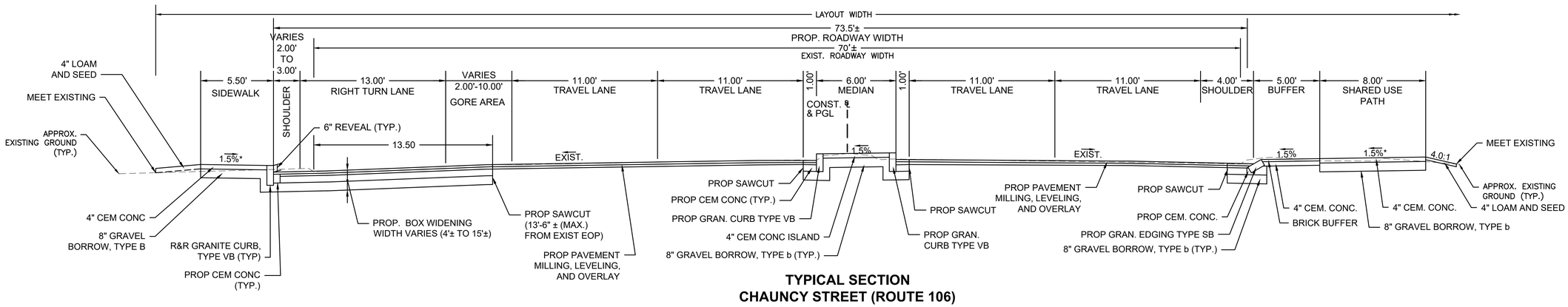
TYPICAL SECTIONS



TYPICAL SECTION
CHAUNCY STREET (ROUTE 106)
STA. 35+58± TO 36+33±
NOT TO SCALE



TYPICAL SECTION
CHAUNCY STREET (ROUTE 106)
STA. 30+00± TO 34+60±
NOT TO SCALE



TYPICAL SECTION
CHAUNCY STREET (ROUTE 106)
STA. 25+00± TO 25+71±
NOT TO SCALE

* TOLERANCE FOR CONSTRUCTION ±0.5%

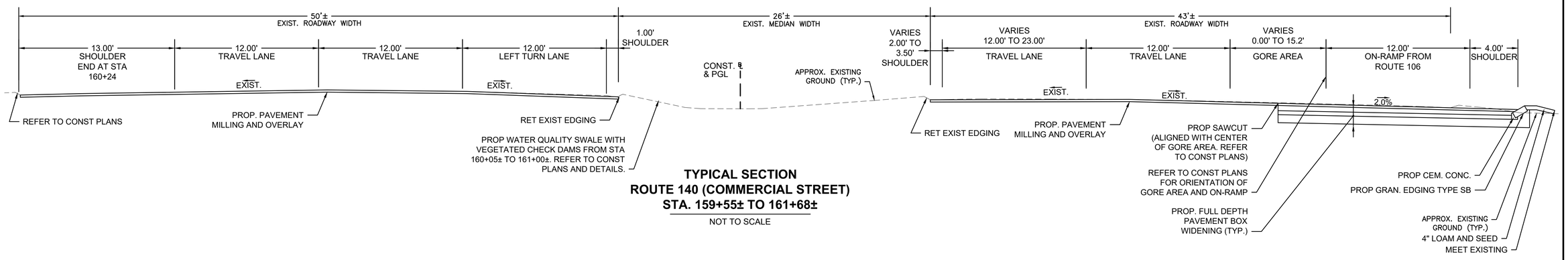
TYPICAL SECTIONS.DWG Plotted on 14-Jul-2025 4:34 PM

MANSFIELD
CHAUNCY STREET (ROUTE 106)

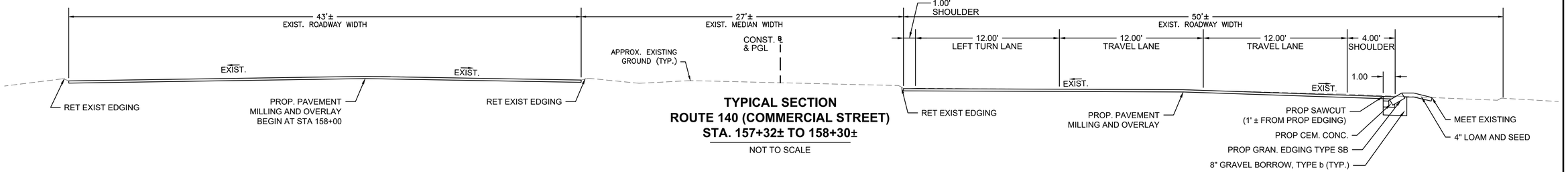
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	7	85
PROJECT FILE NO.	613052		

TYPICAL SECTIONS

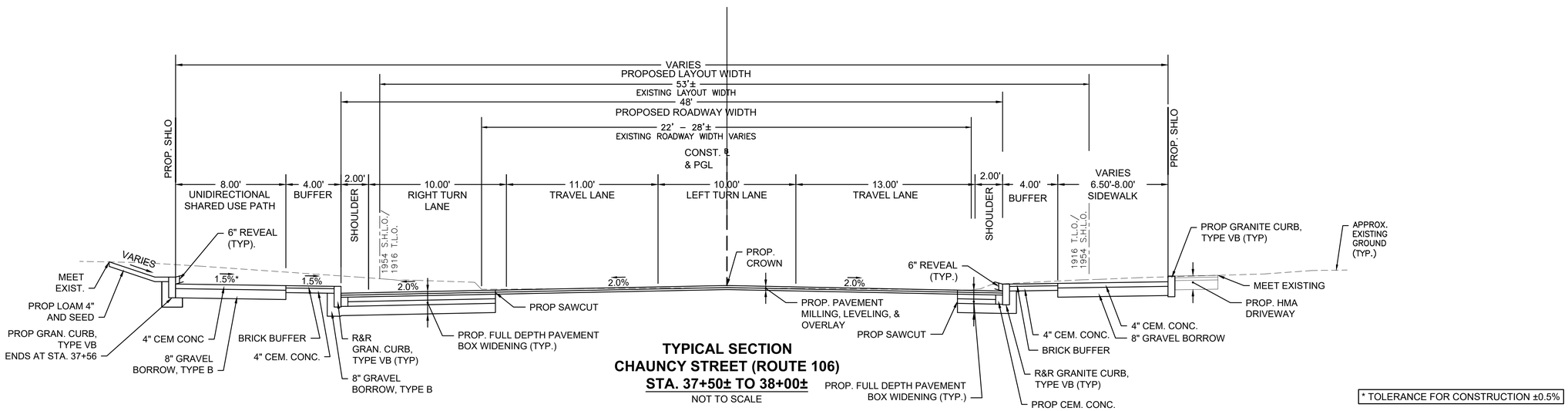
TYPICAL SECTIONS.DWG Plotted on 14-Jul-2025 4:34 PM



TYPICAL SECTION
ROUTE 140 (COMMERCIAL STREET)
STA. 159+55± TO 161+68±
NOT TO SCALE



TYPICAL SECTION
ROUTE 140 (COMMERCIAL STREET)
STA. 157+32± TO 158+30±
NOT TO SCALE



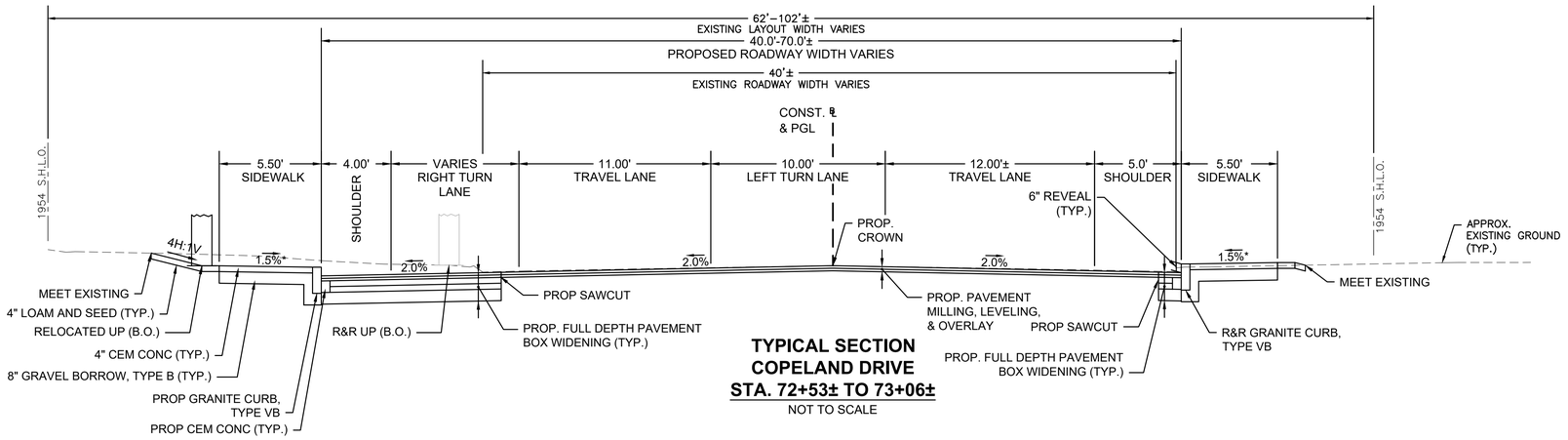
TYPICAL SECTION
CHAUNCY STREET (ROUTE 106)
STA. 37+50± TO 38+00±
NOT TO SCALE

* TOLERANCE FOR CONSTRUCTION ±0.5%

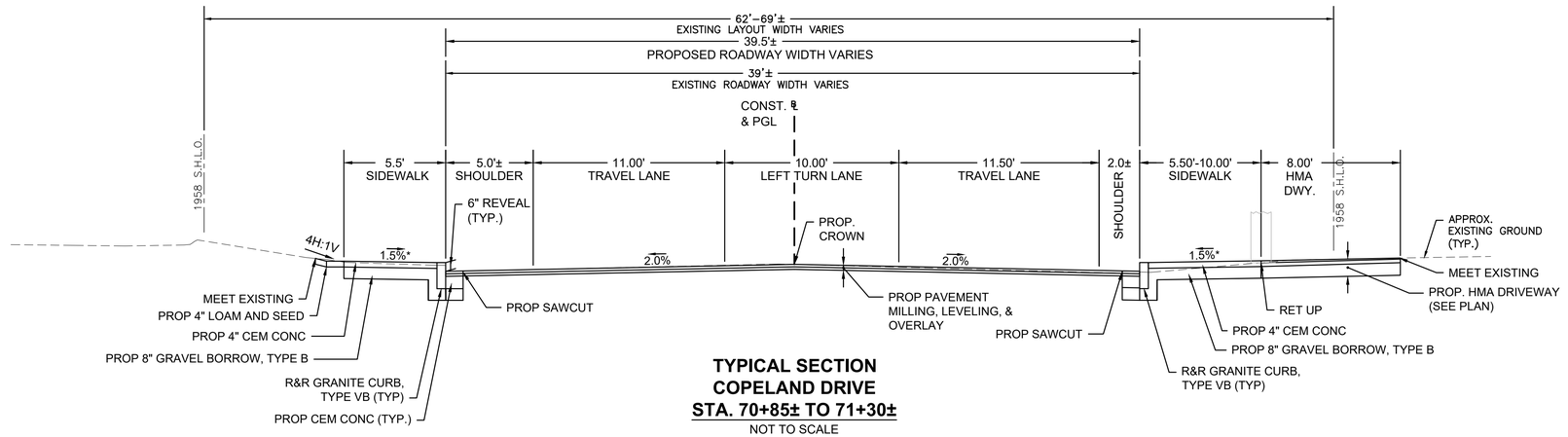
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	8	85
PROJECT FILE NO.	613052		

TYPICAL SECTIONS



TYPICAL SECTION
COPELAND DRIVE
STA. 72+53± TO 73+06±
NOT TO SCALE



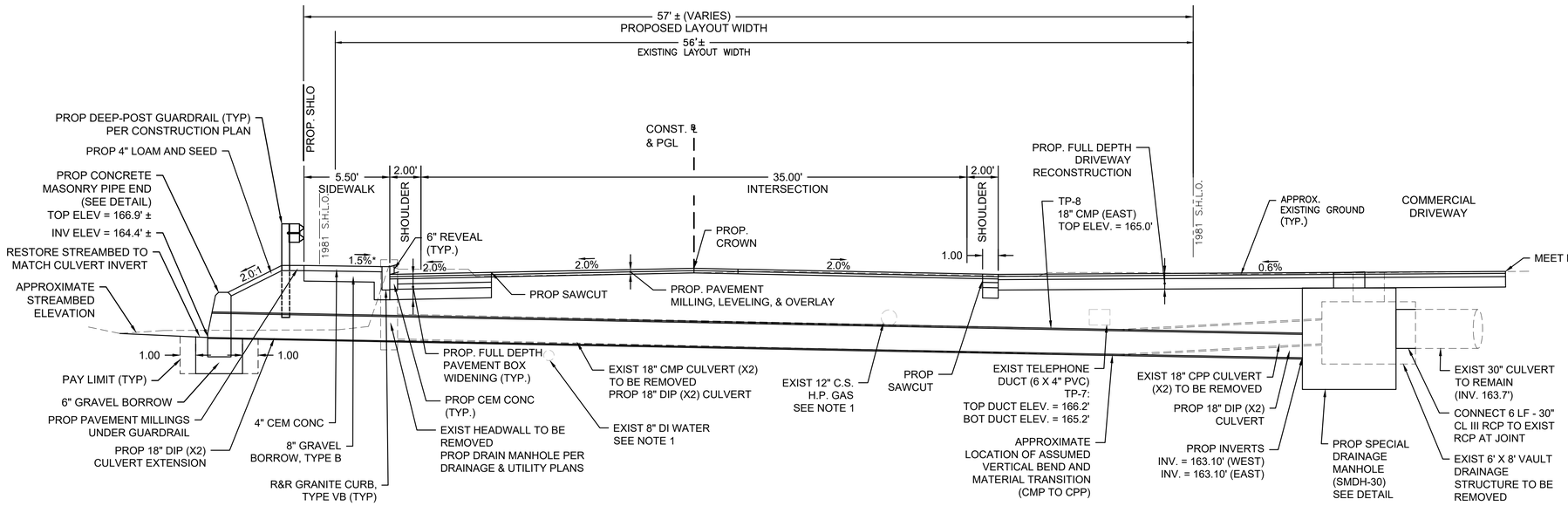
TYPICAL SECTION
COPELAND DRIVE
STA. 70+85± TO 71+30±
NOT TO SCALE

TYPICAL SECTIONS.DWG Plotted on 14-Jul-2025 4:34 PM

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	9	85
PROJECT FILE NO.	613052		

TYPICAL SECTIONS



NOTES:

1. EXCEPT WHERE NOTED OTHERWISE, EXISTING UTILITIES ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL LOCATIONS AND ELEVATIONS TO BE FIELD VERIFIED BY CONTRACTOR.

TYPICAL SECTION
CULVERT REPLACEMENT
CHAUNCY STREET (ROUTE 106)
STA. 29+75±

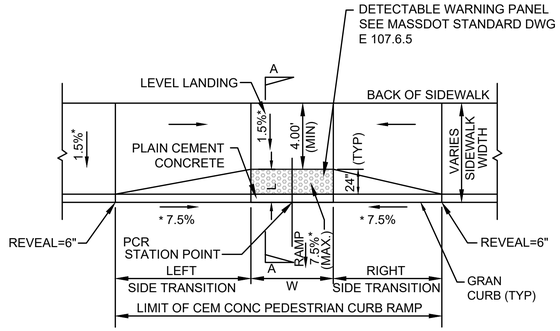
NOT TO SCALE

TYPICAL SECTIONS.DWG Plotted on 25-Jul-2025 2:03 PM

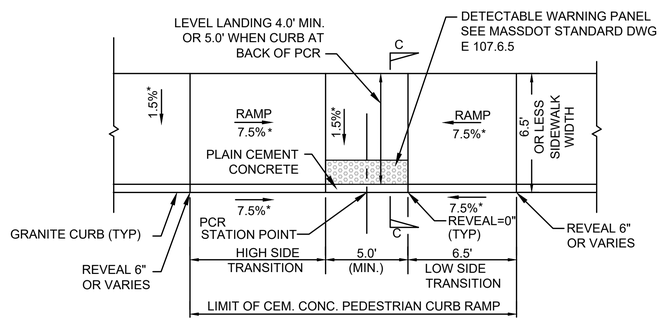
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	10	85
	PROJECT FILE NO. 613052		

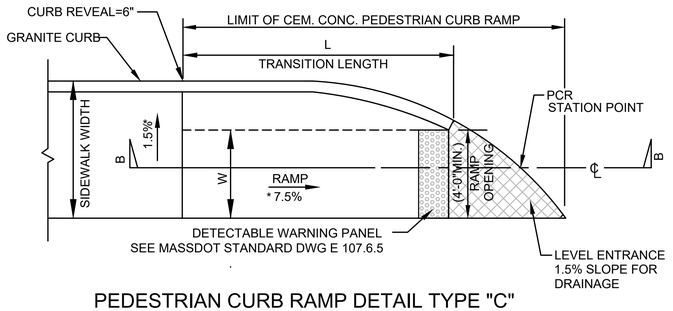
CONSTRUCTION DETAILS



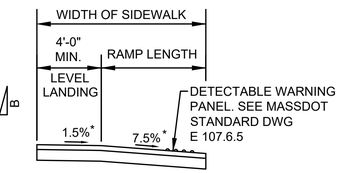
PEDESTRIAN CURB RAMP DETAIL TYPE "A"
NOT TO SCALE



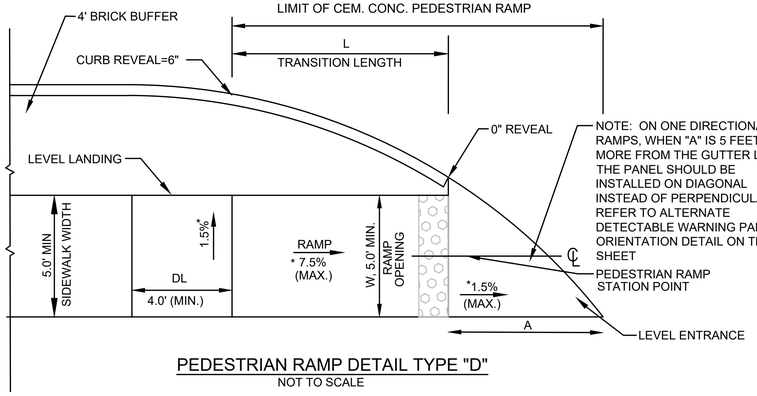
PEDESTRIAN CURB RAMP DETAIL TYPE "B"
NOT TO SCALE



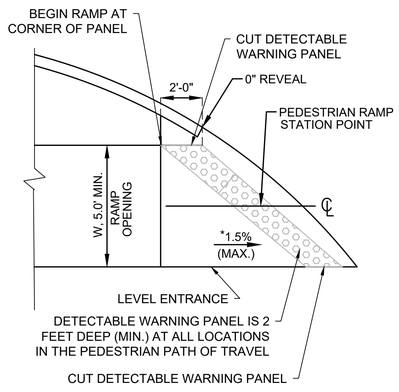
PEDESTRIAN CURB RAMP DETAIL TYPE "C"
NOT TO SCALE



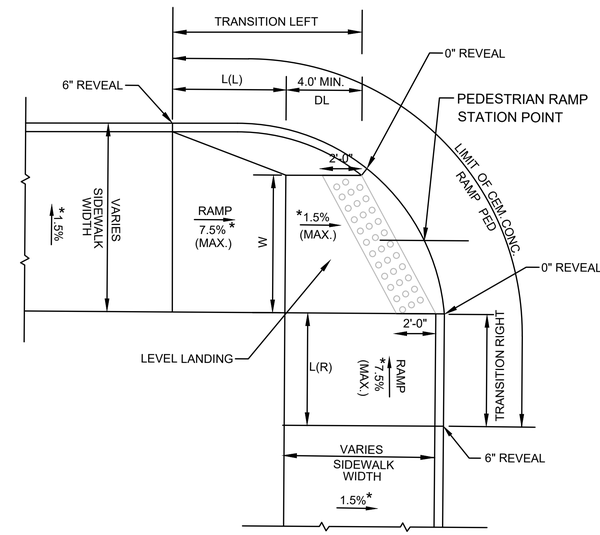
SECTION A-A
NOT TO SCALE



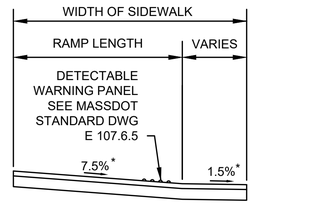
PEDESTRIAN RAMP DETAIL TYPE "D"
NOT TO SCALE



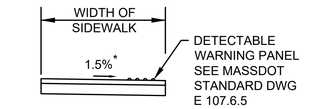
ALTERNATE DETECTABLE WARNING PANEL FOR PCR TYPE "D"
NOT TO SCALE



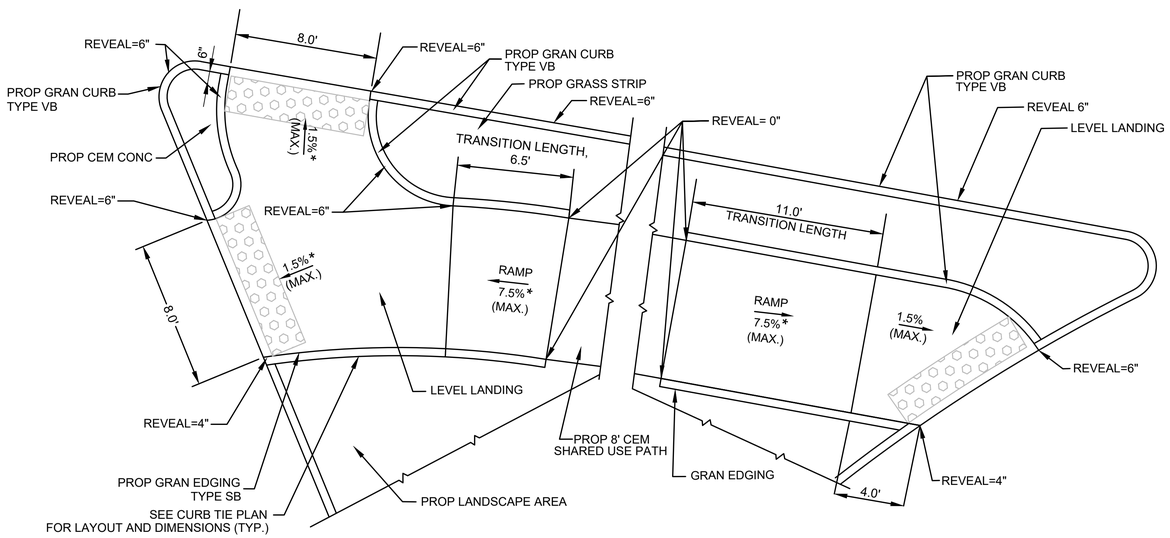
PEDESTRIAN RAMP DETAIL TYPE "E"
NOT TO SCALE



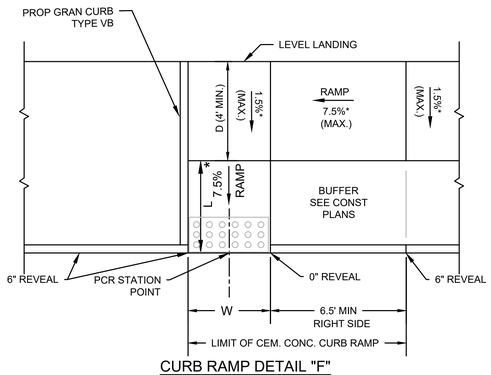
SECTION B-B
NOT TO SCALE



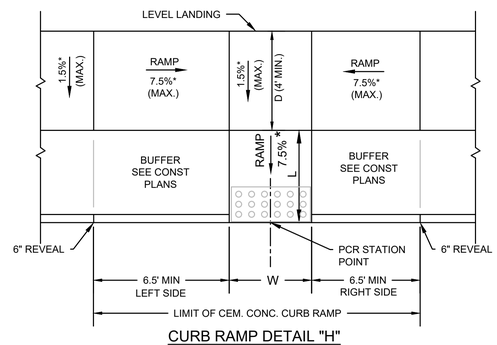
SECTION C-C
NOT TO SCALE



PEDESTRIAN RAMP SPECIAL DETAIL TYPE "S1"
NOT TO SCALE



CURB RAMP DETAIL "F"
NOT TO SCALE



CURB RAMP DETAIL "H"
NOT TO SCALE

* TOLERANCE FOR CONSTRUCTION ±0.5%

* TOLERANCE FOR CONSTRUCTION ±0.5%

608944_HD(6076 DETAILS).DWG Plotted on 14-Jul-2025 4:35 PM

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	11	85
PROJECT FILE NO.	613052		

CONSTRUCTION DETAILS

608944_HD(06076 DETAILS).DWG Plotted on 14-Jul-2025 4:35 PM

PEDESTRIAN R A M P D A T A

PED RAMP NO.	LOCATION	STATION & OFFSET	GUTTER SLOPE G	LENGTH OF PRIMARY RAMP L	WIDTH OF PRIMARY RAMP W	DEPTH OF LEVEL LANDING (DL) (MIN. 4.0')	TRANSITION LENGTH		SIDEWALK WIDTH	PCR TYPE	EXIST RAMP ID
							LEFT	RIGHT			
1	COMMERCIAL STREET ROUTE 140	158+31.5 LT	-0.44%	4.0	8.0'	8.0'	-	6.5'	8.0'	F	PED-3108
2	COMMERCIAL STREET ROUTE 140	158+03.0 RT	SEE SPECIAL DETAIL							S1	PED-8809
2	CHAUNCY STREET ROUTE 106	24+95.2 RT								S1	PED-24277
3	CHAUNCY STREET ROUTE 106	25+63.9 RT								S1	PED-3619
4	CHAUNCY STREET ROUTE 106	25+80.4 RT	-2.50%	4.0'	8.0'	8.0'	6.5'	-	8.0'	F	N/A
5	CHAUNCY STREET ROUTE 106	25+02.9 LT	-2.09%	5.5'	5.0'	5.5'	-	6.5' **	5.5'	B	N/A
6	CHAUNCY STREET ROUTE 106	28+24.1 LT	-1.45%	9.0'	4.0'	5.0'	9.0'	-	5.5'	C	N/A
7	CHAUNCY STREET ROUTE 106	28+60.7 LT	-5.22%	5.5'	5.0'	5.5'	15.0' **	6.5' **	5.5'	B	N/A
8	CHAUNCY STREET ROUTE 106	29+49.4 RT	0.10%	7.7'	8.0'	5.0'	-	7.7'	8.0'	D	N/A
9	CHAUNCY STREET ROUTE 106	29+93.5 RT	-0.90%	7.7'	8.0'	5.0'	7.7'	-	8.0'	D	N/A
10	CHAUNCY STREET ROUTE 106	30+60.7 LT	-0.70%	5.5'	5.0'	5.5'	7.7' **	6.5' **	5.5'	B	N/A
11	CHAUNCY STREET ROUTE 106	31+19.2 LT	2.10%	5.5'	5.0'	5.5'	-	11.0' **	5.5'	B	N/A
12	CHAUNCY STREET ROUTE 106	35+95.1 LT	-5.30%	5.5'	5.0'	5.5'	15.0' **	6.5' **	5.5'	B	PED-21835
14	CHAUNCY STREET ROUTE 106	36+41.3 RT	2.24%	4.0'	6.0'	8.0'	6.5'	11.0'	8.0'	H	N/A
15	CHAUNCY STREET ROUTE 106	36+70.0 RT	1.50%	9.0'	8.0'	5.0'	6.5'	9.0'	8.0'	E	PED-19687
16	CHAUNCY STREET ROUTE 106	36+80.8 LT	-2.55%	5.5'	5.0'	5.5'	11.0' **	6.5' **	5.5'	B	PED-5152
17	CHAUNCY STREET ROUTE 106	37+22.3 LT	-1.59%	4.0'	8.0'	8.0'	9.0'	6.5'	8.0'	A	N/A
18	CHAUNCY STREET ROUTE 106	37+16.3 RT	0.20%	4.1' (LT) 4.1' (RT)	8.0' (LT) 8.0' (RT)	7.1' (LT) 7.4' (RT)	6.5'	7.7'	9.5' (LT) 9.9' (RT)	S2	PED-8907
19	CHAUNCY STREET ROUTE 106	37+27.1 RT	1.20%							S2	PED-23936
20	COPELAND DRIVE	69+95.1 LT	-2.08% (LT) 1.44% (RT)	5.5'	5.0'	5.5'	11.0' **	9.0' **	5.5'	B	PED-21736
21	COPELAND DRIVE	69+56 LT	1.78%	5.5'	5.0'	5.5'	6.5' **	9.0' **	5.5'	B	PED-5025
CT1	COPELAND DRIVE	24+33 RT (1) 24+53 RT (2)	N/A	N/A	8.0'	21.7'	N/A	N/A	N/A	CT-A	N/A
CT2	COPELAND DRIVE	24+95 RT (1) 24+95 LT (2)	N/A	N/A	8.0'	6.0'	N/A	N/A	N/A	CT-A	N/A
CT5	COPELAND DRIVE	24+95 LT (1) 24+96 LT (2)	N/A	N/A	8.0'	8.9' (LT) 6.2' (RT)	N/A	N/A	N/A	CT-A	N/A
CT12	COPELAND DRIVE	36+16 LT (1) 36+25 LT (2) 36+30 LT (3)		SEE SPECIAL DETAIL						CT-B	N/A

** TRANSITION LENGTH APPLIED AT BACK OF WALK

PEDESTRIAN RAMP NOTES

1. ALL PEDESTRIAN RAMPS SHALL CONFORM TO THE REQUIREMENTS OF THE ARCHITECTURAL ACCESS BOARD (A.A.B.), THE AMERICANS WITH DISABILITIES ACT (A,D,A,) AND MASSDOT HIGHWAY DIVISION.

2. ALL PROPOSED CURB FOR PEDESTRIAN RAMP TRANSITIONS SHALL BE CUT AND TRANSITIONED AS NECESSARY TO PROVIDE THE CORRECT TRANSITION LENGTHS FOR EACH PEDESTRIAN RAMP, AS SHOWN ON THE PEDESTRIAN RAMP DETAILS OR AS DIRECTED BY THE ENGINEER. ANY EXISTING CURB INLETS, IN AREAS OF NEW PEDESTRIAN RAMP TRANSITIONS, SHALL BE REMOVED AND REPLACED WITH APPROPRIATE TRANSITION CURB, AS DIRECTED BY THE ENGINEER.

3. IN NO CASE, EXCEPT MAXIMUM LENGTH HIGH SIDE TRANSITIONS, SHALL ANY TRANSITION SLOPE OF ANY PEDESTRIAN RAMP EXCEED 7.5%. PROPOSED PEDESTRIAN RAMP SLOPES, ESPECIALLY HIGH SIDE TRANSITIONS, SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO THE POURING OF CONCRETE, AND ADJUSTED, IF NECESSARY, AT THE DIRECTION OF THE ENGINEER.

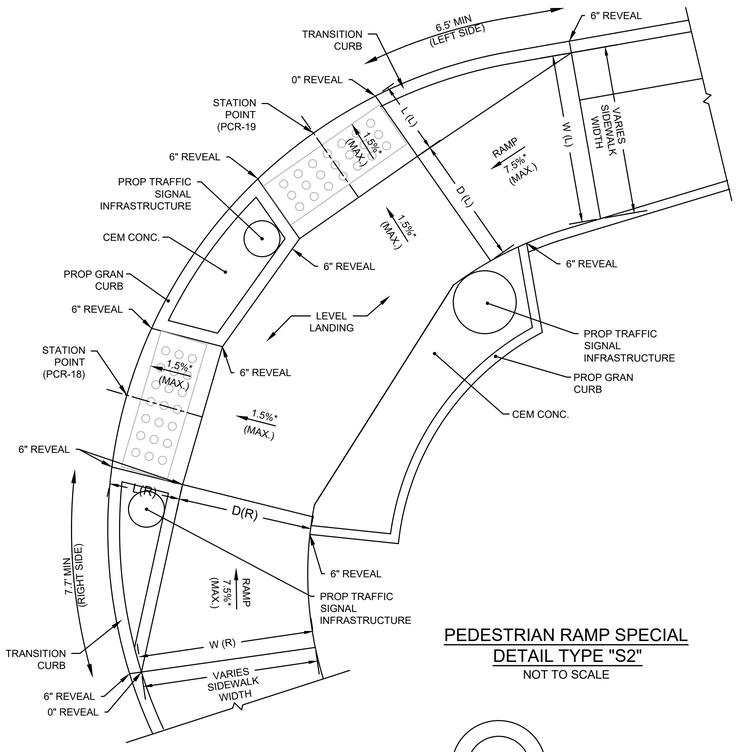
4. IN INSTANCES WHERE AN EXISTING MANHOLE, HANDHOLE OR OTHER "SURFACE" TYPE STRUCTURE THAT CANNOT BE REMOVED OR RESET, IS WITHIN THE PEDESTRIAN RAMP PATH OF TRAVEL, THE STRUCTURE SHALL BE CAREFULLY ADJUSTED SUCH THAT THE TOPMOST SURFACES OF THE STRUCTURE COVER SHALL BE FLUSH WITH THE RAMP SURFACE AND SHALL MATCH THE SLOPE OF THE NEW PEDESTRIAN RAMP EXACTLY, AS DIRECTED BY THE ENGINEER.

5. ANY UTILITY STRUCTURES WITHIN THE TRANSITIONS OF THE PEDESTRIAN RAMP TRANSITIONS SHALL ALSO BE ADJUSTED TO THE PROPOSED GRADE AND THE SLOPE OF THE SURFACE OF THE PROPOSED TRANSITION PANEL OR PANELS.

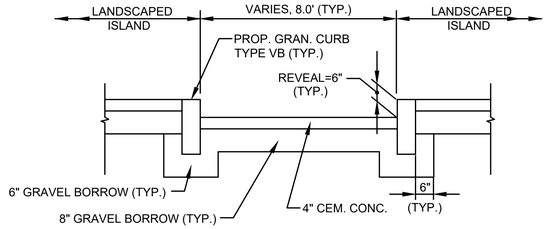
6. THE LOCATION OF PROPOSED PEDESTRIAN RAMPS ARE SHOWN ON THE CONSTRUCTION PLANS AND THE PEDESTRIAN RAMP DATA SCHEDULE. EXACT LOCATIONS MAY BE ADJUSTED, IF NECESSARY, BY THE ENGINEER IN THE FIELD.

7. DETECTABLE WARNING PANELS SHALL BE INSTALLED ON ALL PEDESTRIAN RAMPS IN ACCORDANCE WITH CONSTRUCTION STANDARD 701.2.1 AND WILL BE PAID FOR UNDER ITEM 701.2.

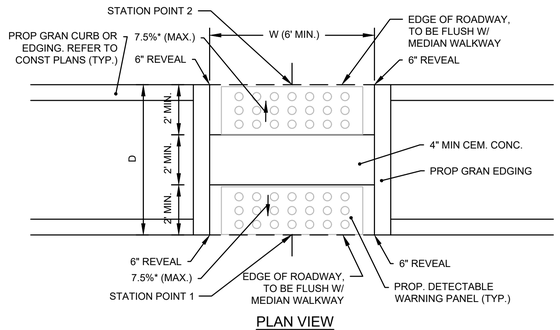
8. PROPOSED PEDESTRIAN RAMP SLOPES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO THE POURING OF CONCRETE, AND ADJUSTED, IF NECESSARY, TO CONFORM TO THE LATEST STANDARDS, AS DIRECTED BY THE ENGINEER.



PEDESTRIAN RAMP SPECIAL DETAIL TYPE "S2"
NOT TO SCALE

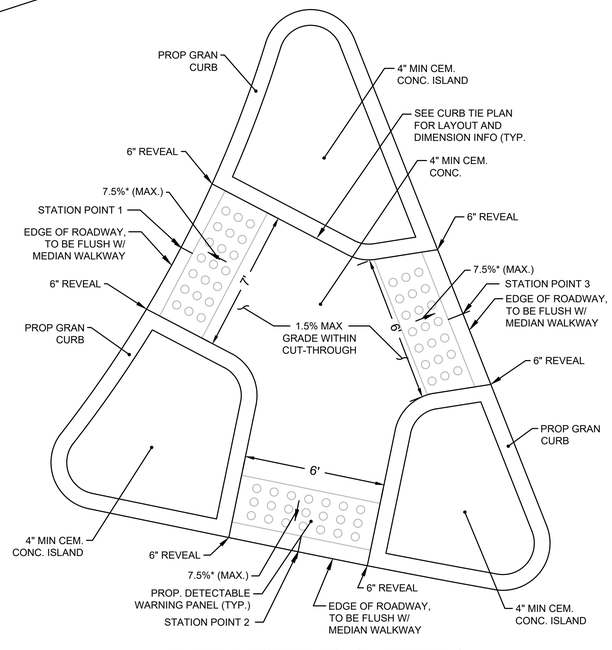


SECTION VIEW



PLAN VIEW

CUT-THROUGH AT MEDIAN (TYPE CT-A)
NOT TO SCALE



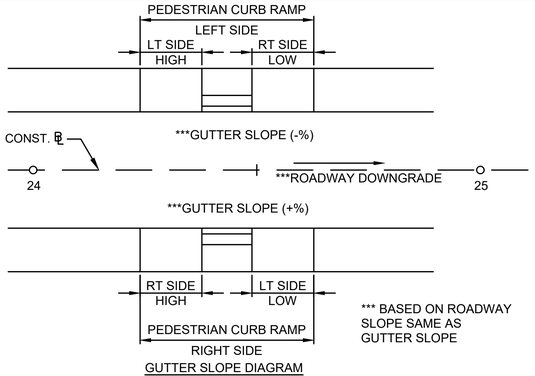
THREE WAY CUT-THROUGH AT RT 106 / COPELAND DRIVE INTERSECTION (TYPE CT-B)
NOT TO SCALE

PROFILE GRADE	HIGH SIDE TRANSITION LENGTH FOR 7.5% DESIGN SLOPE (FEET)
%	
0	6'-6"
>0-1	7'-8"
>1-2	9'-0"
>2-3	11'-0"
>3-4	14'-0"
>4	15'-0" MAX.

FIGURES ARE BASED ON A DESIGN SLOPE OF 7.5% AND A REVEAL OF 6".

PEDESTRIAN CURB RAMP HIGH SIDE TRANSITION LENGTHS

*TOLERANCE FOR CONSTRUCTION ±0.5%



*** BASED ON ROADWAY SLOPE SAME AS GUTTER SLOPE

GUTTER SLOPE DIAGRAM
NOT TO SCALE

MANSFIELD
CHAUNCY STREET (ROUTE 106)

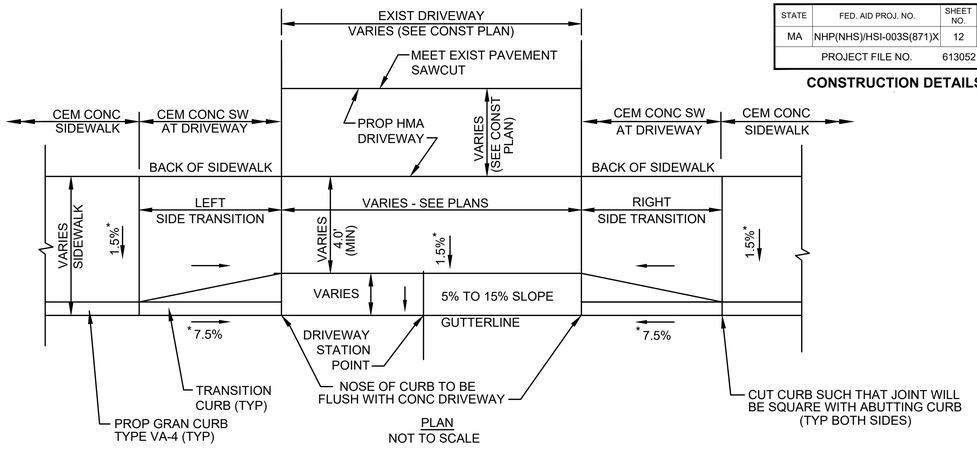
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	12	85
	PROJECT FILE NO. 613052		

CONSTRUCTION DETAILS

608944_HD(6076 DETAILS).DWG Plotted on 14-Jul-2025 4:35 PM

DRIVEWAY OPENING DATA

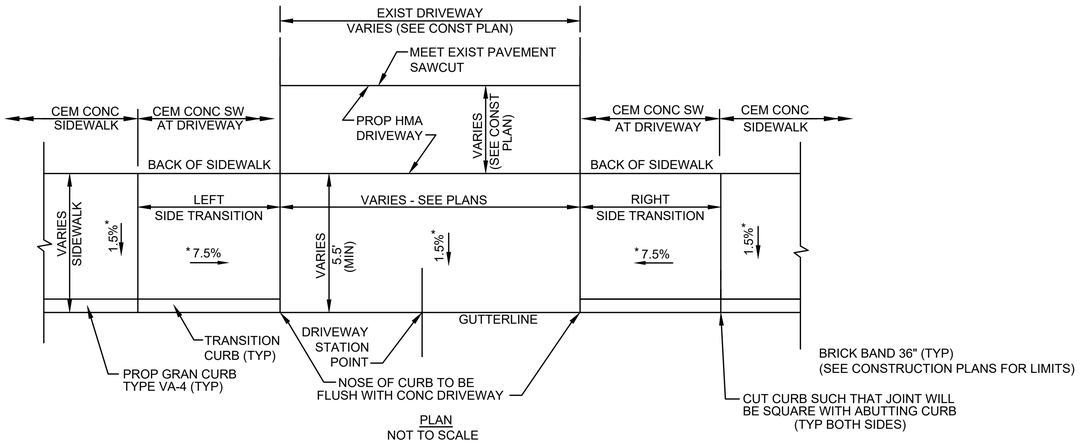
PED RAMP NO.	LOCATION	STATION & OFFSET	GUTTER SLOPE G	OPENING WIDTH W	APRON SLOPE	DEPTH FROM GUTTER TO BACK OF SIDEWALK	PATH OF TRAVEL WIDTH ACROSS DRIVEWAY	TRANSITION LENGTH		DWY TYPE
								LEFT	RIGHT	
1	CHAUNCY STREET ROUTE 106	32+19.2 RT	-1.49%	44.4'	1.5%	12.0'	12.0'	9.0'	6.5'	B
2	CHAUNCY STREET ROUTE 106	32+78.2 LT	1.51%	28.0'	12.5%	5.5'	4.0'	6.5'	6.0' REV=4"	A
3	CHAUNCY STREET ROUTE 106	33+26.9 LT	1.51%	35.0'	1.5%	5.5'	5.5'	6.0' REV=4"	9.0'	B
4	CHAUNCY STREET ROUTE 106	34+07.6 RT	-1.16%	53.2'	1.5%	12.0'	12.0'	9.0'	6.5'	B
5	CHAUNCY STREET ROUTE 106	38+34.1 RT	1.30%	36.7'	1.5%	5.5'	5.5'	-	9.0'	C
6	COPELAND DRIVE	73+76.0 LT	1.26%	32.0'	1.5%	5.5'	5.5'	6.5'	9.0'	B
7	COPELAND DRIVE	70.37.9 RT	-0.41%	30.2'	14.0%	8.0'	4.0'	7.7'	6.5'	A
8	CHAUNCY STREET ROUTE 106	38+68.1 RT	0.91%	20.0'	12.5%	5.0'	4.0'	6.5'	-	C
9	COPELAND DRIVE	73+75.2 RT	-1.25%	24.0'	1.5%	5.5'	5.5'	9.0'	6.5'	B
10	COPELAND DRIVE	73+17.1 RT	-1.30%	22.0'	2.5%	6.0'	4.0'	9.0'	6.5'	A



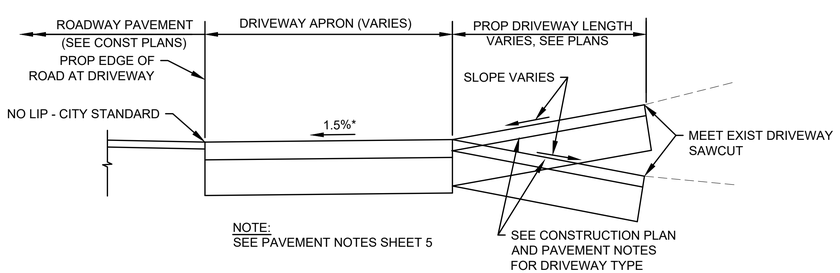
DETAIL FOR TYPICAL DRIVEWAY WITH SIDEWALK - TYPE A

SECTION FOR TYPICAL DRIVEWAY WITH SIDEWALK - TYPE A

NOT TO SCALE

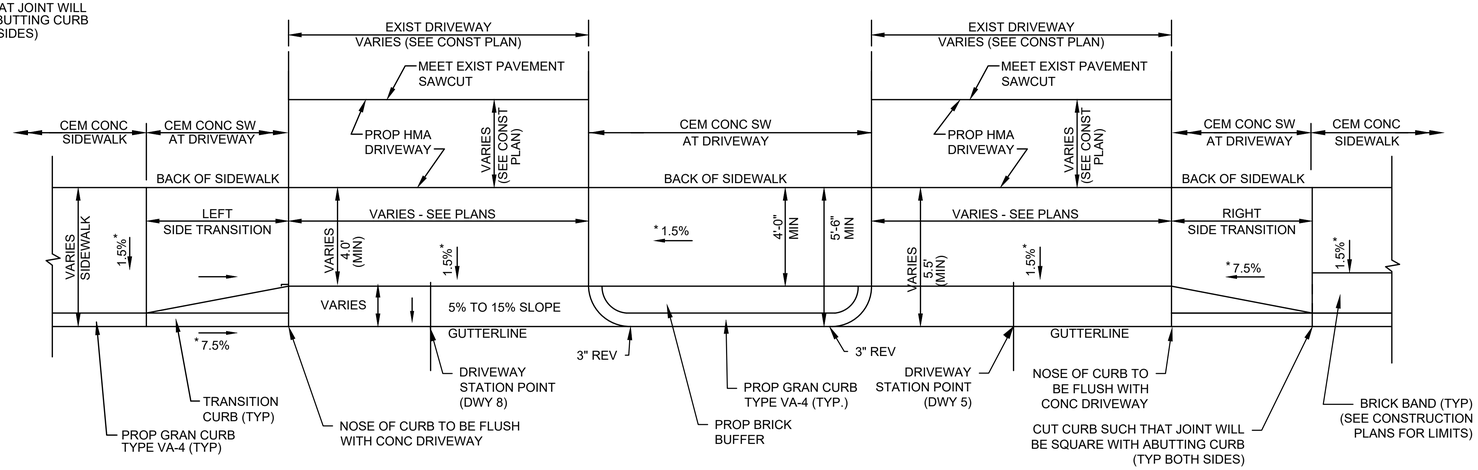


DETAIL FOR DEPRESSED DRIVEWAY WITH SIDEWALK - TYPE B



SECTION FOR DEPRESSED DRIVEWAY WITH SIDEWALK - TYPE B

NOT TO SCALE



DETAIL FOR SPECIAL DRIVEWAYS DWY-5 AND DWY-8 - TYPE C

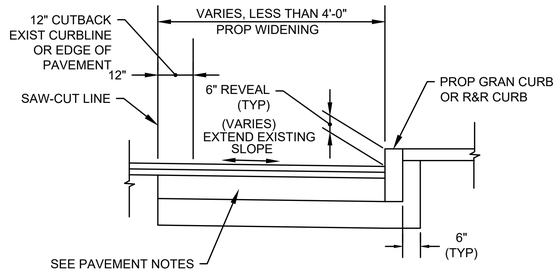
* TOLERANCE FOR CONSTRUCTION ±0.5%

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	13	85
	PROJECT FILE NO. 613052		

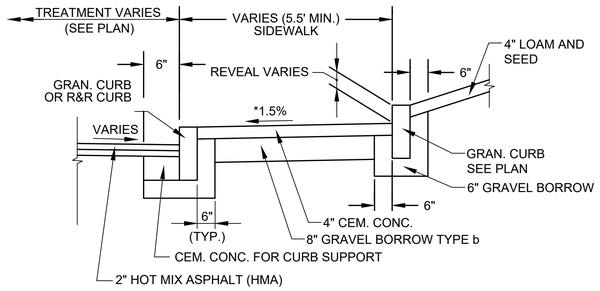
CONSTRUCTION DETAILS

608844_HD(6076 DETAILS).DWG Plotted on 14-Jul-2025 4:35 PM

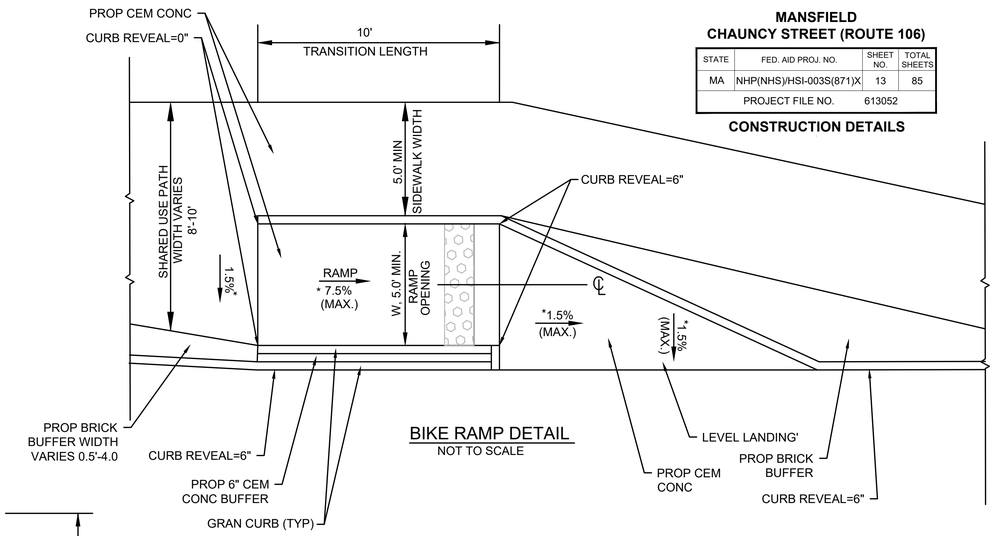


NOTE:
SEE PAVEMENT NOTES SHEET 5

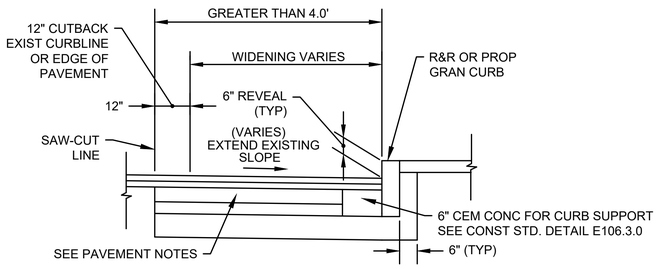
DETAIL FOR BOX WIDENING 4.0' OR LESS
NOT TO SCALE



DETAIL FOR GRANITE CURB AT BACK OF SIDEWALK
NOT TO SCALE

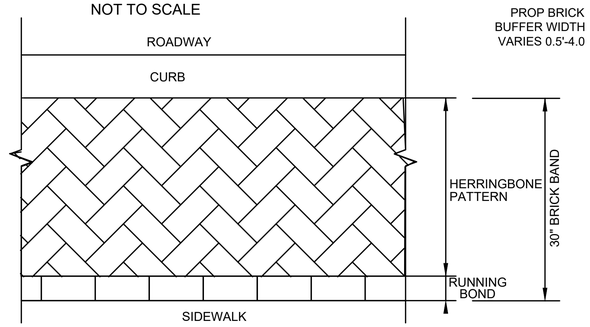


BIKE RAMP DETAIL
NOT TO SCALE

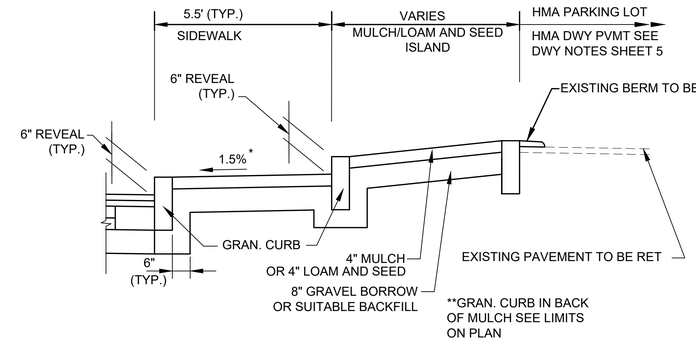


NOTE:
SEE PAVEMENT NOTES SHEET 5

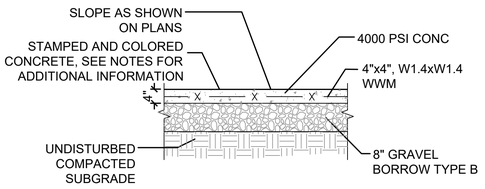
DETAIL FOR BOX WIDENING GREATER THAN 4.0'
NOT TO SCALE



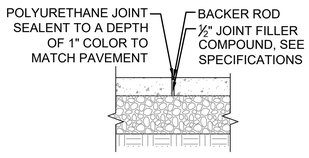
PLAN VIEW



DETAIL FOR MULCH/LOAM AND SEED ISLAND AT BACK OF SIDEWALK
STA 31+24 TO 32+64 LT
NOT TO SCALE

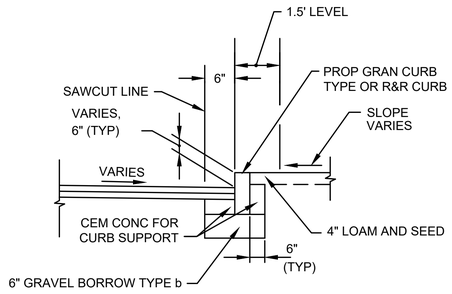


STAMPED & COLORED CEMENT CONCRETE AT SIDEWALK / ISLAND
NOT TO SCALE

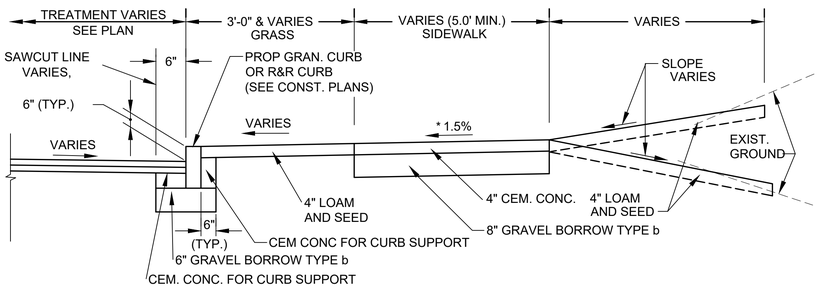


LOCATE EXPANSION JOINTS AT NO GREATER THAN 12'-0" O.C.

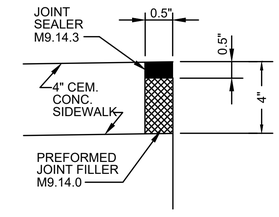
EXPANSION JOINT



DETAIL FOR GRANITE CURB WITHOUT SIDEWALK IN MILLING AREA
NOT TO SCALE



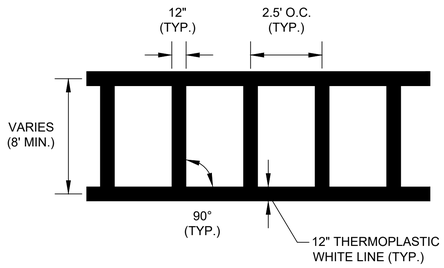
DETAIL FOR GRANITE CURB WITH SIDEWALK AND GRASS STRIP
NOT TO SCALE



DETAIL FOR PREFORMED JOINT FILLER AND SEALER
NOT TO SCALE

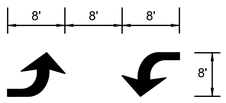
NOTE
WHEN PROPOSED SIDEWALK ABUTS AN EXISTING WALL, USE PRE-FORMED JOINT FILLER AND SEALER AT BACK OF SIDEWALK AND WALL INTERFACE. (SEE JOINT DETAIL)

* TOLERANCE FOR CONSTRUCTION ±0.5%



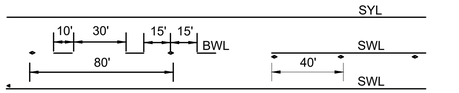
CROSSWALK STRIPING DETAIL

NOT TO SCALE



TWO-WAY LEFT-TURN
LANE MARKING DETAIL

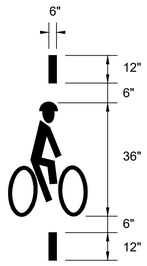
NOT TO SCALE



TWO-WAY WHITE/RED REFLECTORIZED SLOTTED PAVEMENT MARKER

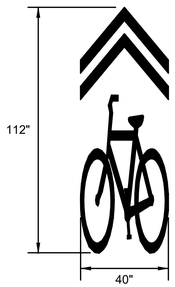
REFLECTORIZED SLOTTED
PAVEMENT MARKER DETAIL

NOT TO SCALE



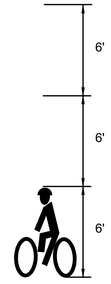
BICYCLE DETECTOR
MARKING DETAIL

NOT TO SCALE



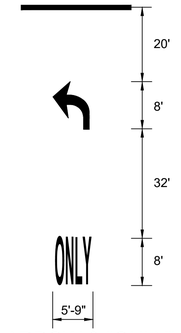
SHARED LANE
MARKING DETAIL

NOT TO SCALE



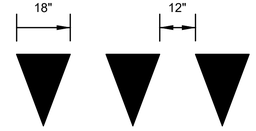
BICYCLE LANE
MARKING DETAIL

NOT TO SCALE



ARROW & "ONLY"
MARKING DETAIL

NOT TO SCALE



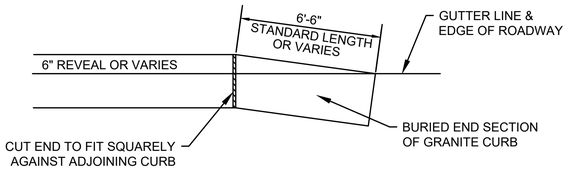
YIELD LINE MARKING DETAIL

NOT TO SCALE

MANSFIELD
CHAUNCY STREET (ROUTE 106)

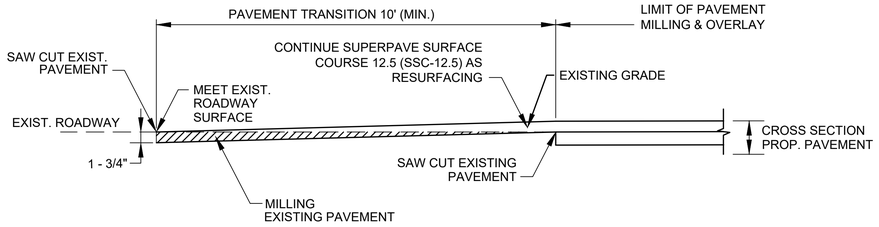
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	14	85
	PROJECT FILE NO. 613052		

CONSTRUCTION DETAILS



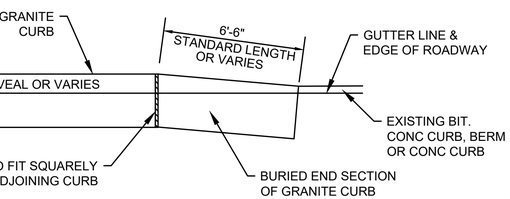
DETAIL FOR TRANSITION CURB
PROP CURB TO EXISTING EDGE OF TRAVEL WAY

NOT TO SCALE



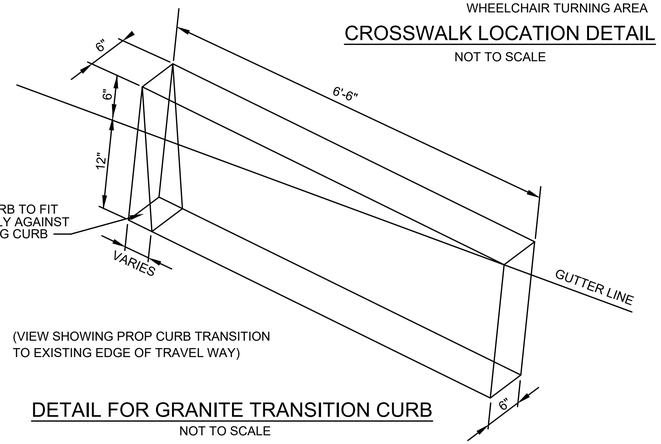
DETAIL FOR PAVEMENT TRANSITION AT LIMIT OF WORK

NOT TO SCALE



DETAIL FOR TRANSITION CURB
TRANSITION CURB - PROP CURB TO EXISTING CURB

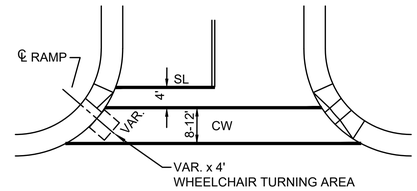
NOT TO SCALE



(VIEW SHOWING PROP CURB TRANSITION
TO EXISTING EDGE OF TRAVEL WAY)

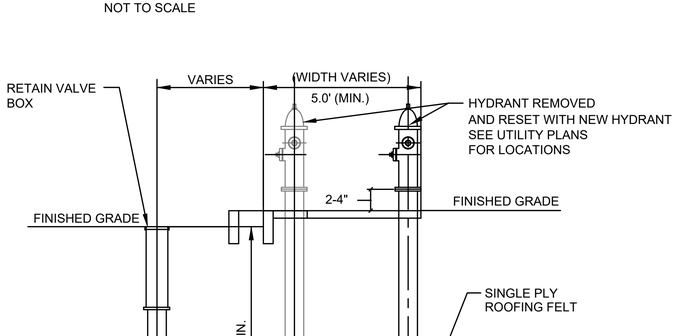
DETAIL FOR GRANITE TRANSITION CURB

NOT TO SCALE



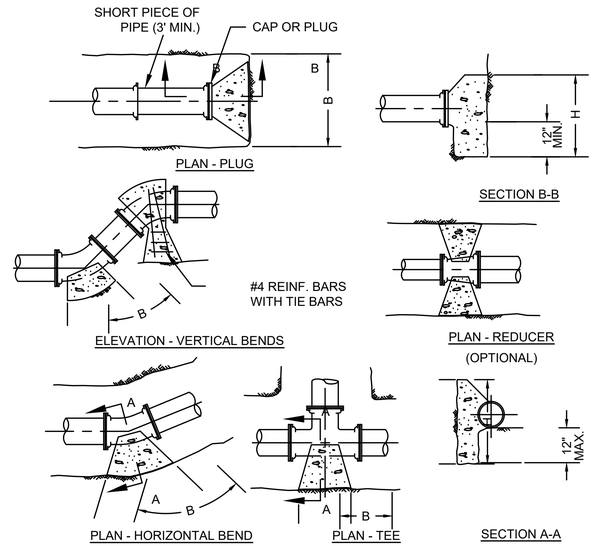
CROSSWALK LOCATION DETAIL

NOT TO SCALE



DETAIL FOR HYDRANT REMOVED & RESET

NOT TO SCALE



CONCRETE ANCHORAGE DETAILS

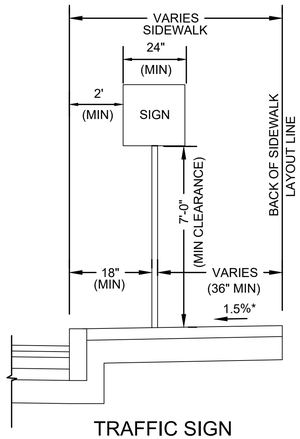
NOT TO SCALE

CONCRETE ANCHORAGE THRUST BLOCK REQUIREMENTS	
FITTING	MIN. BEARING AREA (H X B)
6" - 1/8 BEND	32" x 32"
8" - 1/8 BEND	24" x 24"
8" x 6" TEE	20" x 20"
12" - 1/8 BEND	32" x 32"
12" x 12" TEE	24" x 24"
12" x 6" TEE	24" x 24"
12" x 8" TEE	32" x 32"
16' x 12" TEE	24" x 24"
HYDRANT	24" x 24"
8" PLUG	32" x 32"
150 mm PLUG	24" x 24"
8" x 6" REDUCER	24" x 24"
8" - 1/16 BEND	20" x 20"
12' x 8" REDUCER	24" x 24"

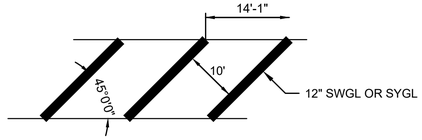
NOTE:
ALL CONCRETE TO BE PLACED
AGAINST UNDISTURBED EARTH

* TOLERANCE FOR CONSTRUCTION ±0.5%

608944_HD(6076 DETAILS).DWG Plotted on 14-Jul-2025 4:35 PM

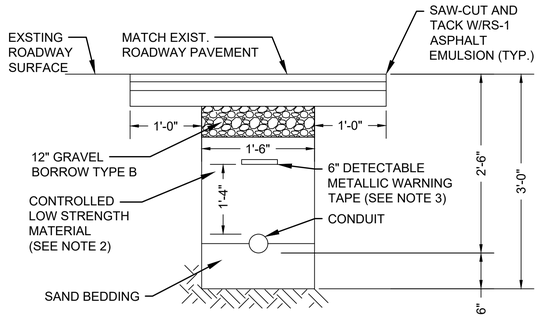


TRAFFIC SIGN
NOT TO SCALE

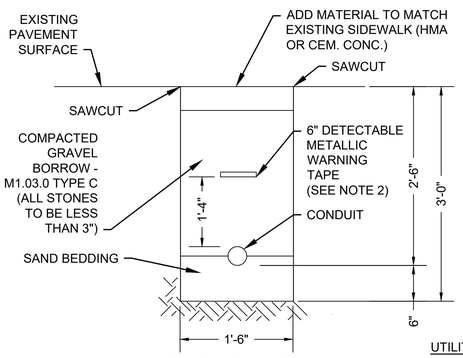


TYPICAL GORE LINE DETAIL
NOT TO SCALE

NOTES:
1. MINIMUM CLEAR PATH ON ALL SIDEWALKS SHALL BE 36 INCHES, EXCLUDING THE CURB.
2. CONTRACTOR SHALL VERIFY LOCATION OF ALL OBJECTS (SIGNS, POLES ETC.) TO BE SET WITHIN SIDEWALK PRIOR TO FINAL PLACEMENT TO PROVIDE A MINIMUM CLEAR PATH OF 36 INCHES NOT INCLUDING CURB. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY LOCATION WHICH CANNOT MEET THE CLEARANCE REQUIREMENTS.



CONDUIT CROSSING
IN ROADWAY
NOT TO SCALE



CONDUIT UNDER
SIDEWALK AREAS
NOT TO SCALE

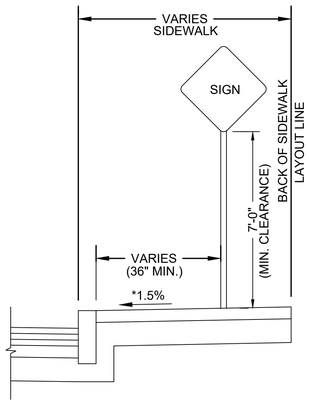
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	15	85
	PROJECT FILE NO. 613052		

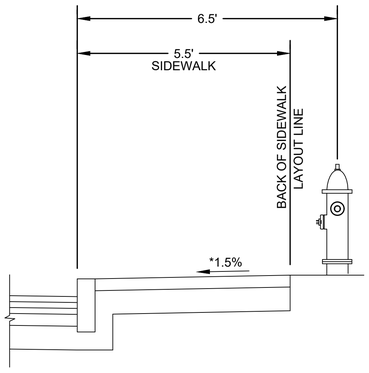
CONSTRUCTION DETAILS

UTILITY TRENCH NOTES:

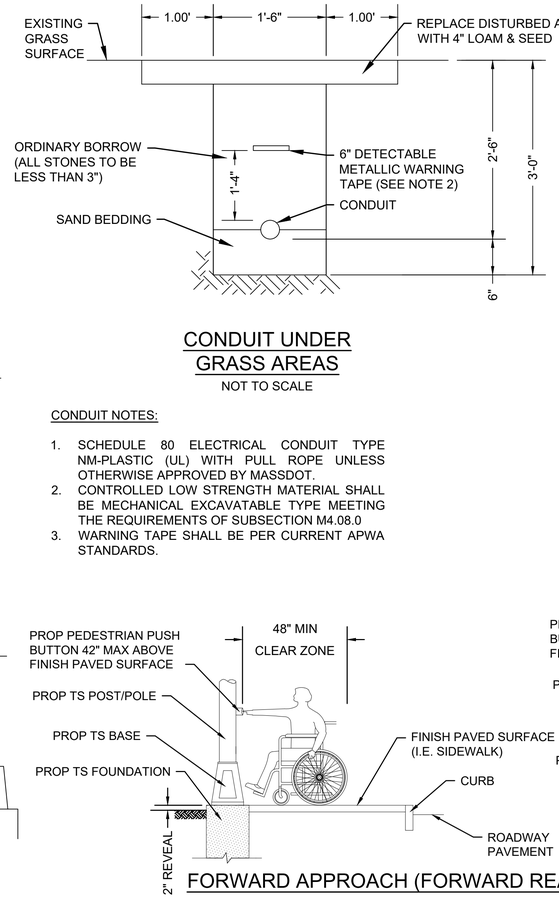
1. ALL CONSTRUCTION OF DUCT BANKS INCLUDING TRENCH, EXCAVATION, AND BACKFILL SHALL CONFORM TO UTILITY DETAILS AND SPECIFICATIONS.
2. FOR ALL DUCTS USE SCHEDULE 40 CONDUITS ENCASED IN 2,500 PSI, 3/8 INCH, 520 CEMENT CONCRETE CONCRETE. USE PLASTIC SPACERS TO MAINTAIN CONDUIT SPACING. SPACERS SHALL MEET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



TRAFFIC SIGN
NOT TO SCALE



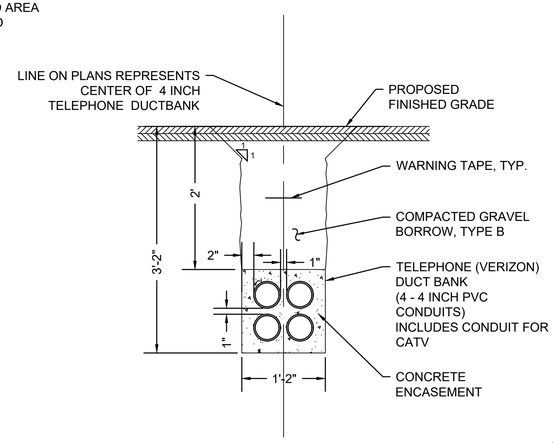
HYDRANT
NOT TO SCALE



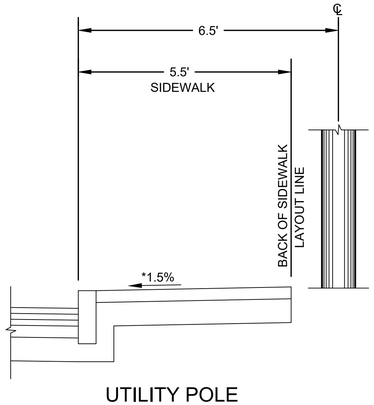
CONDUIT UNDER
GRASS AREAS
NOT TO SCALE

CONDUIT NOTES:

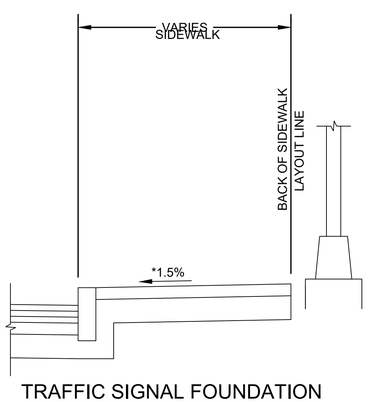
1. SCHEDULE 80 ELECTRICAL CONDUIT TYPE NM-PLASTIC (UL) WITH PULL ROPE UNLESS OTHERWISE APPROVED BY MASSDOT.
2. CONTROLLED LOW STRENGTH MATERIAL SHALL BE MECHANICAL EXCAVATABLE TYPE MEETING THE REQUIREMENTS OF SUBSECTION M4.08.0
3. WARNING TAPE SHALL BE PER CURRENT APWA STANDARDS.



TELEPHONE/ CATV TRENCH
NOT TO SCALE



UTILITY POLE
NOT TO SCALE

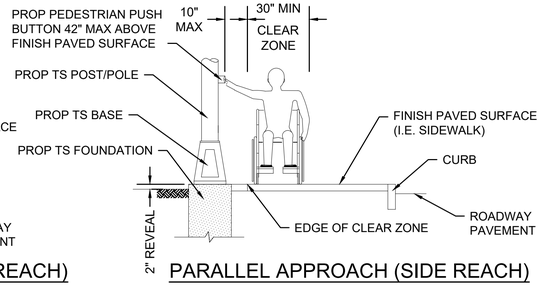


TRAFFIC SIGNAL FOUNDATION
NOT TO SCALE

* TOLERANCE FOR CONSTRUCTION ±0.5%

DETAILS SHOWING SIDEWALK CLEARANCES

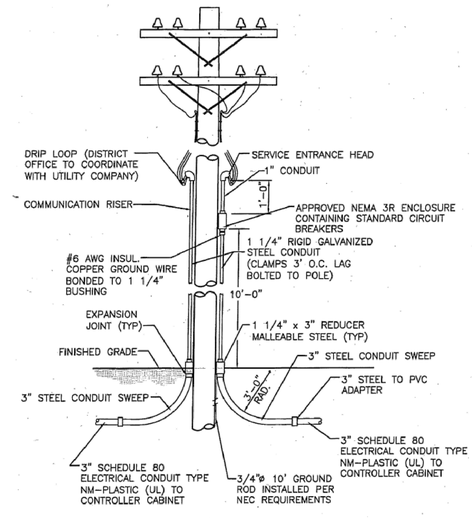
FORWARD APPROACH (FORWARD REACH)



PARALLEL APPROACH (SIDE REACH)

PEDESTRIAN PUSH BUTTON CLEAR ZONE
NOT TO SCALE

NOTE:
A CLEAR GROUND SPACE SHALL CONSIST OF A STABLE AND FIRM AREA, COMPLYING WITH 521 CMR 6.5 (FORWARD REACH) OR 521 CMR 6.6 (SIDE REACH) AND SHALL BE PROVIDED AT EACH OF THE PEDESTRIAN PUSH BUTTONS.
a) WHERE A FORWARD APPROACH IS PROVIDED, PEDESTRIAN PUSH BUTTONS SHALL ABUT AND BE CENTERED ON THE CLEAR GROUND SPACE.
b) WHERE A PARALLEL APPROACH IS PROVIDED, PEDESTRIAN PUSH BUTTONS SHALL BE WITHIN TEN INCHES (10") HORIZONTALLY OF AND CENTERED ON THE CLEAR GROUND SPACE.

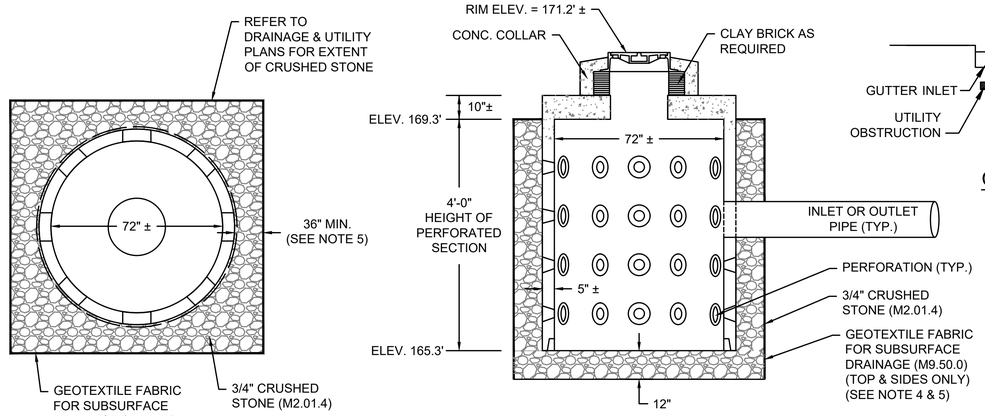


NOTE:
SPECIFIC ATTACHMENT AND CONNECTION REQUIREMENTS MAY VARY. COORDINATION WITH THE LOCAL UTILITY COMPANY IS REQUIRED BY THE CONTRACTOR.

TRAFFIC SIGNAL SERVICE
CONNECTION - OVERHEAD
NOT TO SCALE

608944_HD(6076 DETAILS).DWG Plotted on 14-Jul-2025 4:35 PM

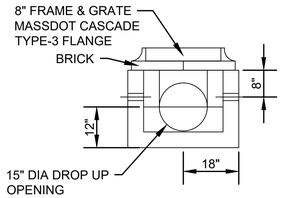
608944_HD(6076 DETAILS).DWG Plotted on 14-Jul-2025 4:35 PM

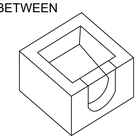


NOTES:
1. CONCRETE: 4,000 PSI MINIMUM AFTER 28 DAYS
2. AASHTO H-20 LOADING
3. STEEL REINFORCEMENT PER ASTM A615 GRADE-60
4. FOR LEACHING BASINS INSTALLED IN SERIES, GEOTEXTILE SHALL ENVELOPE THE OUTER PERIMETER OF CRUSHED STONE ONLY. GEOTEXTILE SHALL NOT BE INSTALLED BETWEEN LEACHING BASINS.
5. PROVIDE A MINIMUM 12" OVERLAP BETWEEN GEOTEXTILE SHEETS.
6. A CONTINUOUS BED OF CRUSHED STONE SHALL BE PROVIDED BETWEEN LEACHING BASINS INSTALLED IN SERIES

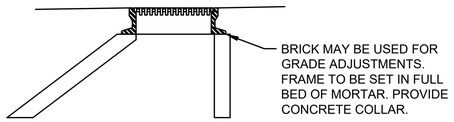
LEACHING BASIN (LB)

NOT TO SCALE



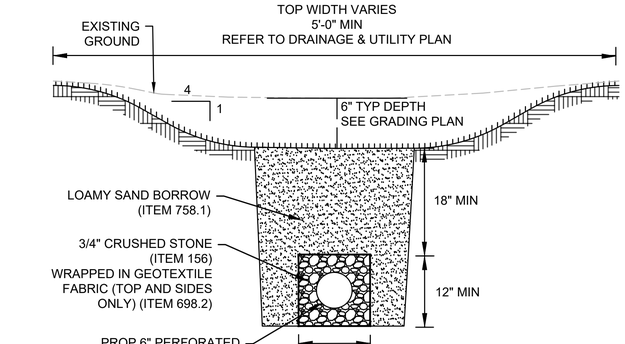


ISOMETRIC



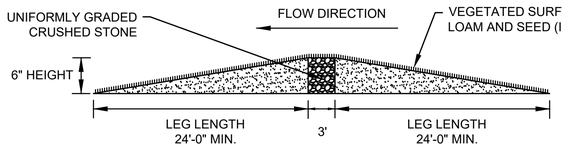
ALTERNATE ECCENTRIC CONE SECTION

NOT TO SCALE



WATER QUALITY SWALE

SCALE: NTS

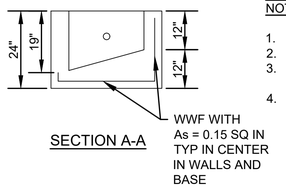


VEGETATED CHECK DAM FOR WATER QUALITY SWALE

SCALE: NTS

GUTTER INLET - SPECIAL

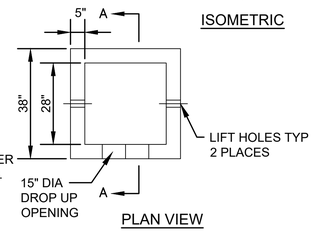
NOT TO SCALE
(ITEM 204.11)



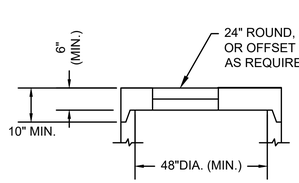
SECTION A-A

ELEVATION NOTES
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.



PLAN VIEW

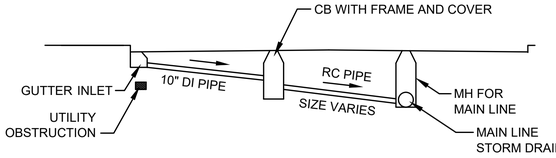


NOTES:

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

ALTERNATE FLAT TOP SLAB

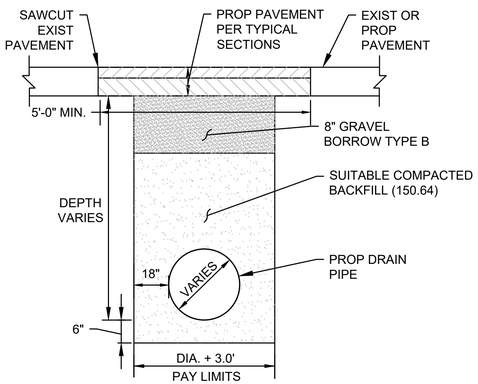
NOT TO SCALE



CONTINGENCY DETAIL FOR STORM DRAIN LATERAL LINES

(USE ONLY IF OBSTRUCTION IS ENCOUNTERED)
NOT TO SCALE

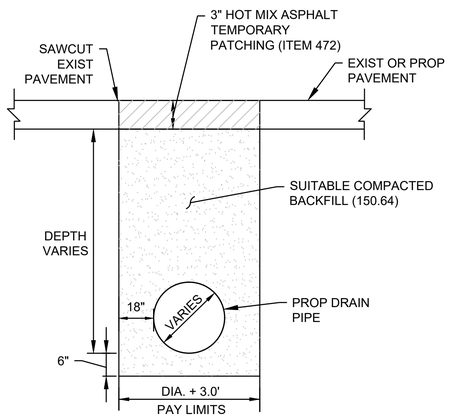
NOTE:
GUTTER INLET SHOULD NOT BE USED DIRECTLY OVER GAS MAINS, TELEPHONE OR ELECTRIC DUCTS.



NOTES:
1. ANY EXCAVATED MATERIALS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILL SHALL BE REPLACED WITH GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES AND PAID FOR UNDER ITEM 151.2.

PERMANENT DRAINAGE TRENCH IN MILL AND OVERLAY AREAS

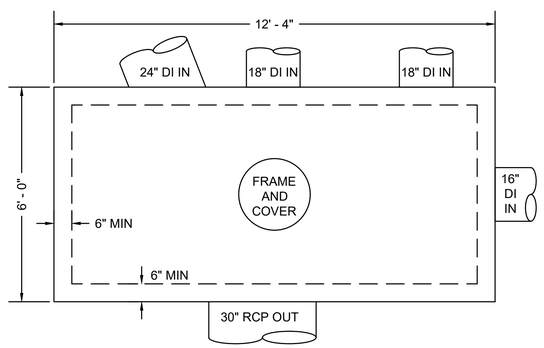
NOT TO SCALE



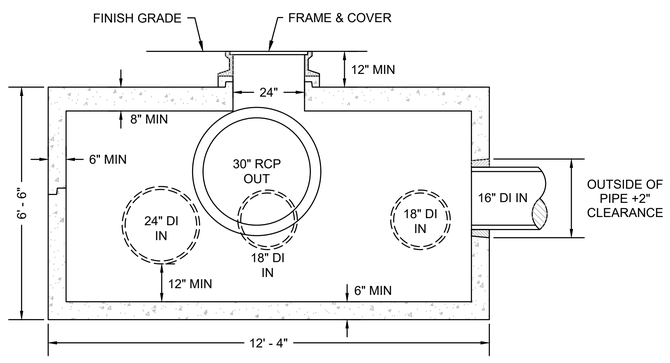
NOTES:
1. ANY EXCAVATED MATERIALS DETERMINED BY THE ENGINEER TO BE UNSUITABLE FOR BACKFILL SHALL BE REPLACED WITH GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES AND PAID FOR UNDER ITEM 151.2.

TEMPORARY DRAINAGE TRENCH IN FULL DEPTH AREAS

NOT TO SCALE



PLAN VIEW



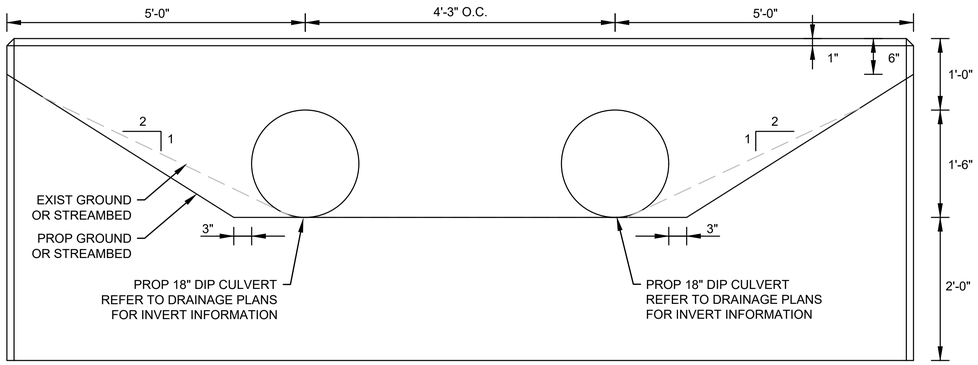
SECTION VIEW

NOTES:
1. SPECIAL CONCRETE DRAINAGE STRUCTURES SHALL BE PRECAST
2. SHOP DRAWINGS AND DESIGN CALCULATIONS FOR THE SPECIAL DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. SHOP DRAWINGS AND DESIGN CALCULATIONS SHALL BE STAMPED BY A PROFESSIONAL STRUCTURAL ENGINEER LICENSED IN THE STATE OF MASSACHUSETTS.
3. MINIMUM DESIGN LIVE LOAD SHALL BE HS-20
4. MINIMUM CONCRETE STRENGTH SHALL BE 4,000 PSI.
5. STEEL REINFORCEMENT SHALL CONFORM TO ASTM A615 GRADE 60.

SPECIAL DRAINAGE MANHOLE

(SDMH-30 STA. 29+81.1 RT)
NOT TO SCALE

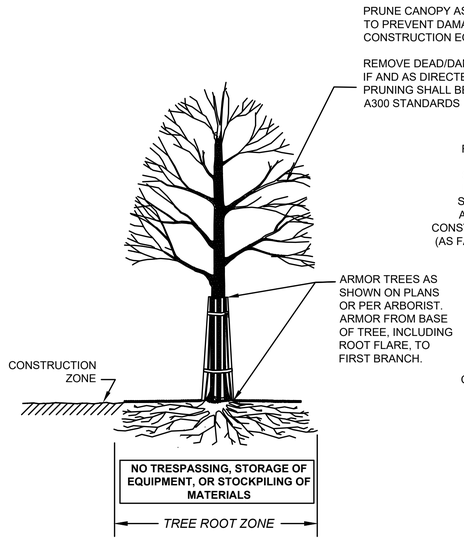
608844_HD(6076 DETAILS).DWG Plotted on 14-Jul-2025 4:35 PM



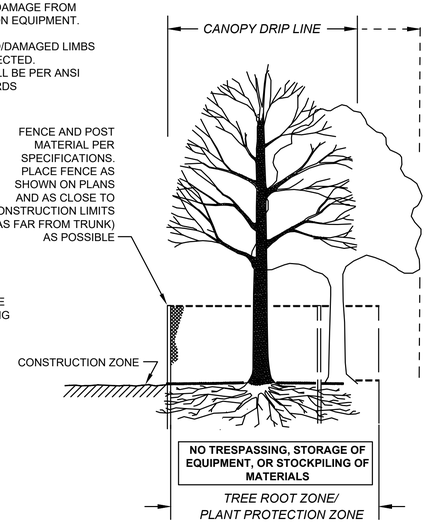
FRONT VIEW

NOTES:
1. CONCRETE MASONRY PIPE END SHALL BE CONSTRUCTED IN ACCORDANCE WITH MASSDOT STD DETAIL 230.0.2, DESIGN NO. 12, EXCEPT FOR MODIFIED DIMENSIONS AS NOTED.
2. PROVIDE DAMP PROOFING (ITEM 970) ON ALL WALL SURFACES TO BE CONSTRUCTED BELOW GRADE

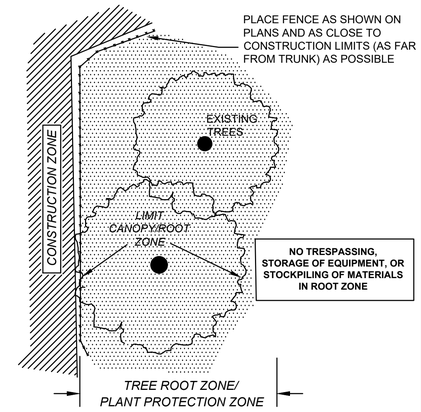
CONCRETE MASONRY PIPE END
NOT TO SCALE



SECTION - TRUNK ARMORING & PRUNING



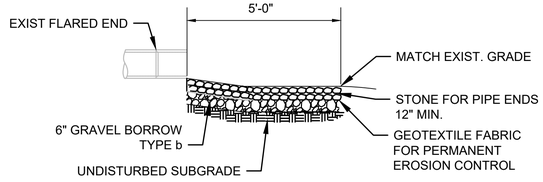
SECTION - FENCE PROTECTION OF ROOT ZONE



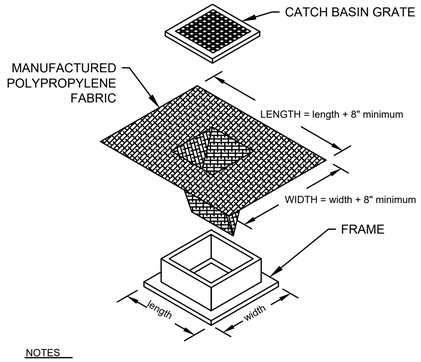
PLAN VIEW - FENCE PROTECTION OF ROOT ZONE

TREE PROTECTION DETAILS
NOT TO SCALE

CAPTURE SEDIMENT AND PREVENT FLOW OFF SITE

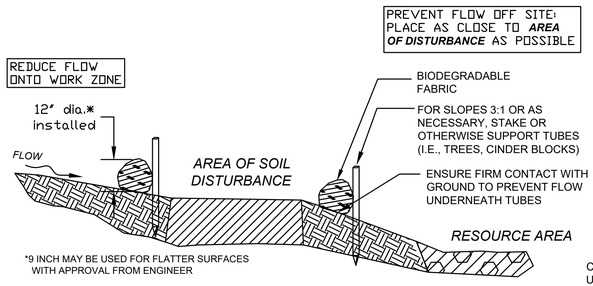


STONE FOR PIPE ENDS DETAIL
NOT TO SCALE



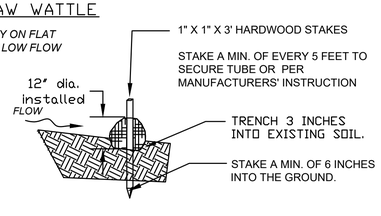
NOTES
1. LENGTH AND WIDTH OF POLYPROPYLENE FABRIC MUST EXCEED EXISTING CATCH BASIN FRAME DIMENSIONS BY A MINIMUM OF 8".
2. REMOVE CATCH BASIN GRATE AND INSTALL POLYPROPYLENE FABRIC OVER CATCH BASIN FRAME. REPLACE CATCH BASIN GRATE TO SECURE POLYPROPYLENE FABRIC IN PLACE.

CATCH BASIN EROSION CONTROL PROTECTION (TYP)
NOT TO SCALE

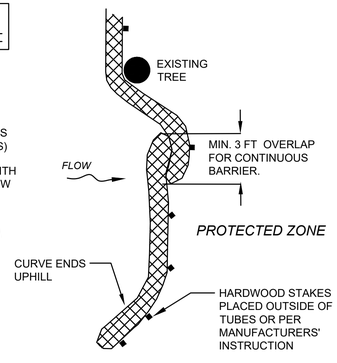


12 INCH STRAW WATTLE

TO BE USED ONLY ON FLAT SURFACES WITH LOW FLOW



SECTION



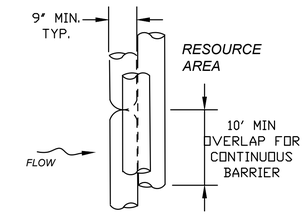
PLACE TUBE ALONG CONTOURS AND PERPENDICULAR TO FLOW.

ADJUST LOCATION AS REQUIRED FOR OPTIMUM EFFECTIVENESS. DO NOT INSTALL IN WATERWAYS.

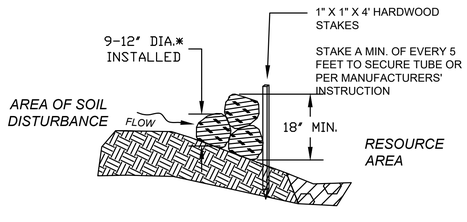
PLACE STAKES AS NEEDED TO SECURE TUBES IN PLACE.

PLAN VIEW

SEDIMENT BARRIERS - COMPOST FILTER TUBES & STRAW WATTLES
NOT TO SCALE

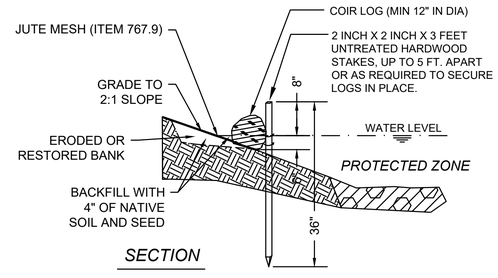


PLAN VIEW



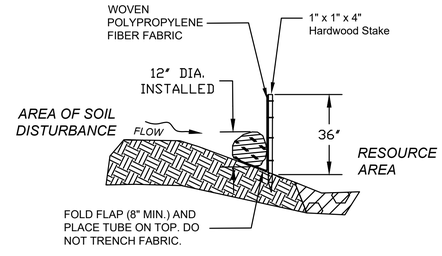
SECTION

COMPOST FILTER TUBE BERM (SLOPES 2:1 OR STEEPER)
NOT TO SCALE



SECTION

COIR LOG DETAIL
NOT TO SCALE



SECTION

COMPOST FILTER TUBE & SILT FENCE
NOT TO SCALE

HIGHWAY GUARD DETAILS
NONE

TRAFFIC SIGNAL CONDUIT
SEE SHEET 54

WATER SUPPLY ALTERATIONS
NONE

DRAINAGE & UTILITY PLANS
SEE SHEET 31

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	18	85
	PROJECT FILE NO. 613052		

CONSTRUCTION PLAN

608944_HDI(6076 CONST).DWG Plotted on 14-Jul-2025 4:36 PM

CONTINUED ON SHEET NO. 22

N

1980 SHLO NO 6345

N/F
BBK MANSFIELD LLC
377 CHAUNCY ST
ASSESS. MAP 17 – PARCEL ID: 17–23
DEED BK 26384 / PAGE 38

BEGINING OF PROJECT
STA. 20+93.80
N 2836632.2105
E 728199.3596
MEET EXISTING

CHAUNCY STREET (ROUTE 106)

COMMERCIAL STREET (ROUTE 140)

ROSEWOOD REALTY TRUST
287 CHAUNCY ST
ASSESS. MAP 17 – PARCEL ID: 17–4
DEED BK 13234 / PAGE 164

JAMES LESTER EPSTEIN
360 CHAUNCY ST
ASSESS. MAP 20 – PARCEL ID: 20–149
DEED BK 19124 / PAGE 31

ESTATE OF LESTER S. EPSTEIN – 1/2 INTEREST
ESTATE OF JAMES M. EPSTEIN – 1/2 INTEREST
CHAUNCY ST REAR
ASSESS. MAP 20 – PARCEL ID: 20–151
DEED BK 12215 / PAGE 15

JAMES LESTER EPSTEIN
360 CHAUNCY ST
ASSESS. MAP 20 –

SEE INSET BELOW

CONTINUED ABOVE

CONTINUED ON SHEET NO. 19

CONTINUED ON SHEET NO. 22

FOR PROFILE SEE SHEET 23

0 20 50 100
SCALE: 1" = 20'

HIGHWAY GUARD DETAILS

TRAILING ANCHORAGE STA 29+51± LT TO STA 29+61± LT
STEEL W BEAM HIGHWAY GUARD TL-2 STA 29+61± LT TO STA 29+66 ± LT
STEEL W BEAM HIGHWAY GUARD TL-2 DEEP POST STA 29+66± LT TO STA 29+84 ± LT
STEEL W BEAM HIGHWAY GUARD TL-2 STA 29+84 ± LT TO STA 30+25 ± LT
TANGENT END STA 30+25± LT TO 30+50± LT

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

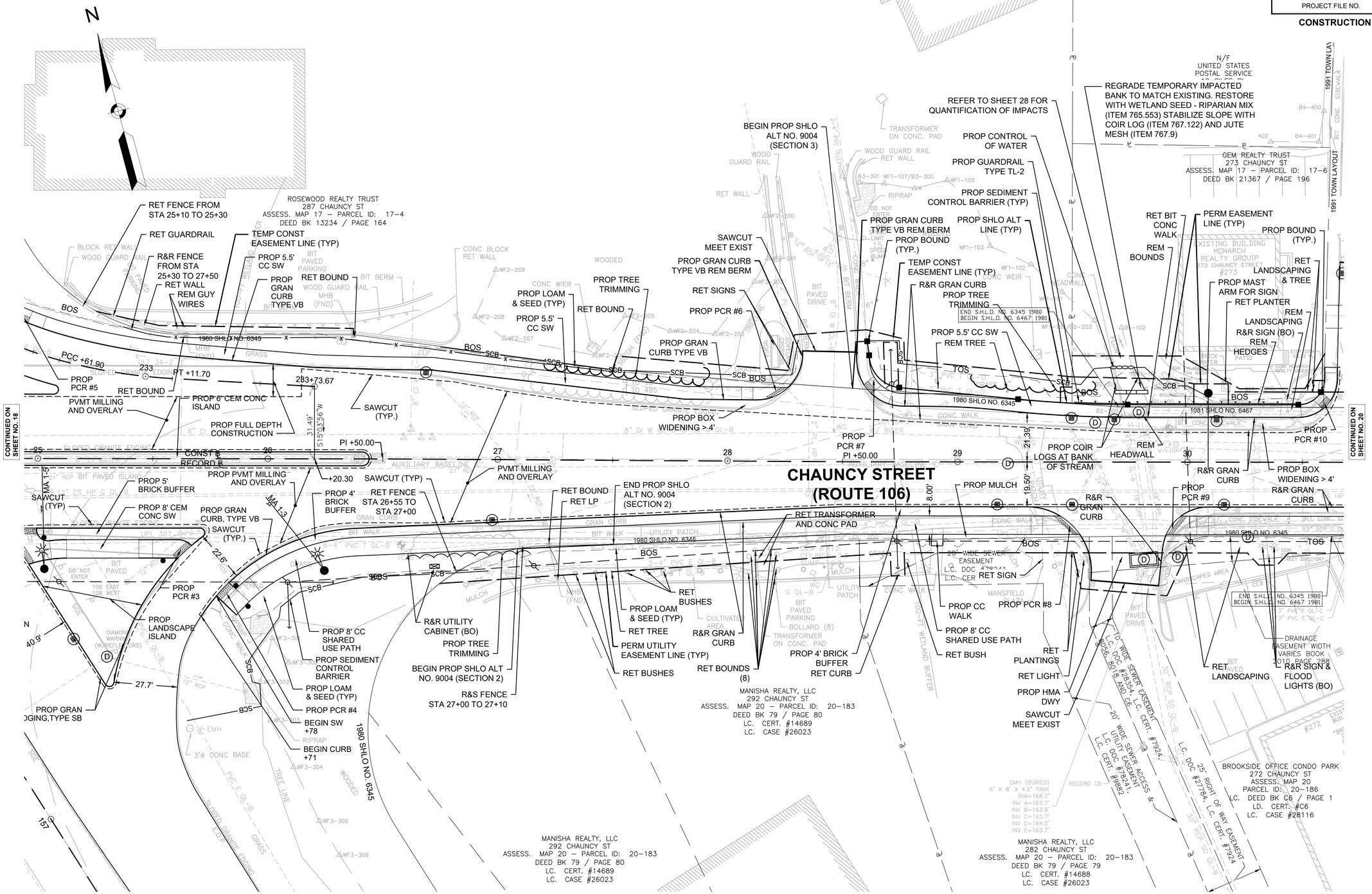
DRAINAGE & UTILITY PLANS

SEE SHEET 32

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	19	85
PROJECT FILE NO. 613052			

CONSTRUCTION PLAN



FOR PROFILE SEE SHEET 23

608944_HDI(6076 CONST).DWG Plotted on 14-Jul-2025 4:36 PM

HIGHWAY GUARD DETAILS

TRAILING ANCHORAGE STA 29+51± LT TO STA 29+61± LT
STEEL W BEAM HIGHWAY GUARD TL-2 STA 29+61± LT TO STA 29+66 ± LT
STEEL W BEAM HIGHWAY GUARD TL-2 DEEP POST STA 29+66± LT TO STA 29+84 ± LT
STEEL W BEAM HIGHWAY GUARD TL-2 STA 29+84 ± LT TO STA 30+25 ± LT
TANGENT END STA 30+25± LT TO 30+50± LT

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

SEE SHEET 33

DRAINAGE & UTILITY PLANS

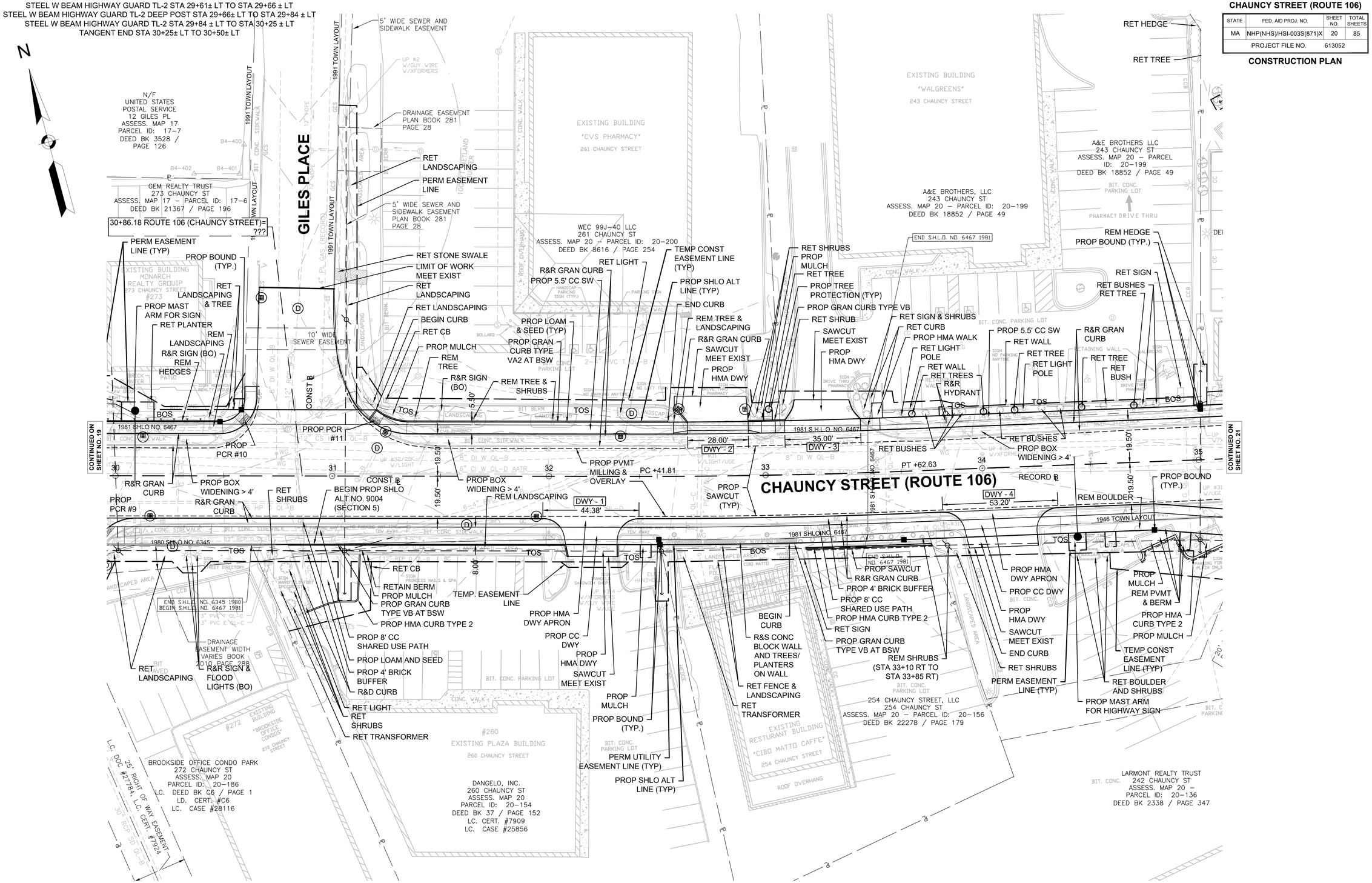
SEE SHEET 33

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	20	85
PROJECT FILE NO.	613052		

CONSTRUCTION PLAN

608944_HDI(6076 CONST).DWG Plotted on 14-Jul-2025 4:36 PM



FOR PROFILE SEE SHEET 24

HIGHWAY GUARD DETAILS
NONE

TRAFFIC SIGNAL CONDUIT
SEE SHEET 56

WATER SUPPLY ALTERATIONS
SEE SHEET 34

DRAINAGE & UTILITY PLANS
SEE SHEET 34

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	21	85
PROJECT FILE NO.	613052		

CONSTRUCTION PLAN

608944_HDI(6076 CONST).DWG Plotted on 14-Jul-2025 4:36 PM

CONTINUED ON SHEET NO. 20

RET HEDGE
LIMIT OF MILL & OVERLAY
MEET EXIST +07
RET TREE
LIMIT OF SW MEET EXIST
REM SHRUB
PROP CC SW
REM SHRUB
RET LIGHT
1964 SHLO NO. 4230
19.75'
20.15'
74
COPELAND DRIVE
DWY - 8
32.00'
RET SIGN
RET LIGHT (SEE NOTE 1)
RET TREE
PROP CC DWY
PROP 5'-0" HMA DWY
R&R GRAN CURB
RET LIGHT (SEE NOTE 1)
PROP PVMT MILLING & OVERLAY
RET LANDSCAPING
PROP CC SW
PROP CC WALK
PROP FULL DEPTH CONSTRUCTION
PROP CC CUT THROUGH (PCR #CT12)
PROP PCR #12
R&R MONUMENT
BEGIN S.H.L.D. NO. 4230 1954
RET LIGHT POST
PROP BOUND (TYP.)
PROP 3'-9" CC WALK
PROP CC SW
RET SIGN
RET BUSHES
REM HEDGE
BOUND (TYP.)
BOS
1945 TOWN LAYOUT
RET TREE
PROP TREE PROTECTION (TYP)
END PROP SHLO ALT NO. 9004 (SECTION 3)
PI +54.68
PC +13.70
PROP BOX WIDENING > 4'
PROP BOUND (TYP.)
BOULDER
1946 TOWN LAYOUT
PROP MULCH
REM PVMT & BERM
PROP HMA CURB TYPE 2
PROP MULCH
TEMP CONST EASEMENT LINE (TYP)
20' WIDE SEWER EASEMENT BOOK 2193 PAGE 49
RET SIGN
END MULCH BEGIN LOAM & SEED
TRIM TREES AS REQUIRED FOR PROP OHW
BEGIN R&R CURB AT BSW
PROP 4' BRICK BUFFER
REM PLANTER & SHRUBS
PROP LOAM & SEED
PROP SHLO ALT LINE (TYP)
PROP 8' CC SHARED USE PATH
PROP LOAM & SEED
REM LANDSCAPE WITHIN GRADING LIMITS
RET LIGHT
PROP PEDESTRIAN SIGNAL (TYP)
PROP LOAM & SEED
REM EXIST PAVEMENT
PROP CC WALKWAY
RET CB
36+74.21 ROUTE 106 (CHAUNCY STREET)= 71+95.54 COPELAND DRIVE
PROP BOUND (TYP.)
PROP SAWCUT
PROP GRAN EDGING TYPE SB
LARMONT REALTY TRUST
242 CHAUNCY ST
ASSESS. MAP 20 – PARCEL ID: 20–136
DEED BK 2338 / PAGE 347
COPELAND SQUARE PROFESSIONAL BUILDING CONDOMINIUM
100 COPELAND DR
ASSESS. MAP 20 – PARCEL ID: 20–139
DEED BK 3232 / PAGE 85
ASSESS. MAP 20 – PARCEL ID: 20–181
DEED BK 16322 / PAGE 3
COBBLE HILL DEVELOPMENT, LLC, LOGAN ATWOOD, LLC, AND MANSFIELD III, LLC
205–215 CHAUNCY ST, 234 CENTRAL ST
ASSESS. MAP 20 – PARCEL ID: 20–177
DEED BK 27897 / PAGE 106
END S.H.L.D. NO. 4230 1954
END 1946 TOWN LAYOUT
TEMPORARY EASEMENT LINE (TYP)
PROP GRAN CURB TYPE VB
PROP 6" CEM CONC BUFFER
PROP CEM CONC BIKE RAMP SEE CONSTRUCTION DETAILS
PROP BRICK BUFFER
PROP 5' CC SW
R&R GRAN CURB
PROP BOUND (TYP.)
LIMIT OF SW MEET EXIST
PERM EASEMENT LINE
PROP SHLO ALT LINE
BEGIN PROP SHLO ALT NO. 9004 (SECTION 6)
PROP BOUND (TYP.)
RET "CHASE" SIGN & LANDSCAPING
REM TREE
PROP LOAM AND SEED
PROP 8' CC SW
PROP PVMT MILLING & OVERLAY
1916 TOWN LAYOUT
CONST ℄
DWY - 5
DWY - 8
19.00'
37.00'
28.00'
20.00'
R&R GRAN CURB
PROP PCR #16
PROP CC ISLAND
PROP MA (TYP)
PROP PCR #17
PT +45.36
PROP BOX WIDENING > 4'
PROP BOX WIDEN <4'
PROP BOX WIDEN >4'
PROP PCR #19
PROP PCR #18
PROP PCR #15
PROP PCR #14
1954 SHLO NO. 4230
BEGIN S.H.L.D. NO. 4230 1954
END PROP SHLO ALT NO. 9004 (SECTION 5)
R&R CURB
END R&R CURB AT BSW
1954 SHLO ALT. NO. 4230
R&R GRAN CURB TYPE VB
PROP CC SW
PROP CC SIDEWALK
REM BOLLARDS
REM CONC PAD
BEGIN GRAN CURB TYPE VB
END PROP SHLO ALT NO. 9004 (SECTION 6)
PROP GRAN CURB TYPE VB
PROP HMA DWY AT BACK OF SIDEWALK
PROP 4' BRICK BUFFER
PROP HMA DWY AT BACK OF SW
PROP CC SW
SAWCUT MEET EXIST
PROP HMA DWY
PROP CC DWY
1958 SHLO ALT. NO. 4737
RET SHRUB
RET SIGN
LIMIT OF SW MEET EXIST
END GRAN CURB
R&D SHRUBS
PROP CC SW
30.22'
DWY - 7
20.11'
PROP TEMP TREE PROTECTION FENCE
END GRAN CURB
PROP PCR #20
END GRAN CURB, CC SW, MEET EXISTING
PROP PCR #21
1954 SHLO NO. 4230
LIMIT OF MILL & OVERLAY. MEET EXIST +58
END S.H.L.D. NO. 4230 1954
BEGIN S.H.L.D. ALTERNATION NO. 4737 1958
TOKEN ENTERPRISES, INC
93 COPELAND DR
ASSESS. MAP 20 – PARCEL ID: 20–193
DEED BK 1662 / PAGE 251
BRI, INC
99 COPELAND DR
ASSESS. MAP 20 – PARCEL ID: 20–176
DEED BK 2897 / PAGE 217
CHAUNCY COURT CONDOMINIUM
200 CHAUNCY ST
ASSESS. MAP 20 – PARCEL ID: 20–176
DEED BK 3980 / PAGE 149
N
RET SHRUB
RET CURB
RET BIT CURB
RECORD ℄
CHAUNCY STREET (ROUTE 106)
RET TREE
END OF PROJECT
STA. 40+32.78
N 2836297.5019
E 730083.8662
MEET EXISTING
END OF MILL & OVERLAY +85
LIMIT OF SW MEET EXIST
RET TREE
PROP CC DWY
PROP HMA DWY
PROP OH SERVICE CONNECTION
PROP BOUND (TYP.)
PROP CC DWY
PROP HMA DWY
SAWCUT MEET EXIST
END GRAN CURB TYPE VB AT BSW
EXISTING OFFICE BUILDING
200 CHAUNCY STREET
EXISTING BUILDING
"CAR WASH"
99 COPELAND DRIVE
EXISTING BUILDING
"HONEY DEW DONUTS"
99 COPELAND DRIVE
WOOD AVE (PRIVATE)
WOODED AREA
SCALE: 1" = 20'
0 20 50 100

NOTES:

1. EXISTING LIGHTS SHALL BE REMOVED AND RESET (BY OTHERS) IF NECESSARY FOR INSTALLATION OF OVERHEAD WIRE OR AS DIRECTED BY ENGINEER.

FOR PROFILE SEE SHEET 24

HIGHWAY GUARD DETAILS
NONE

TRAFFIC SIGNAL CONDUIT
NONE

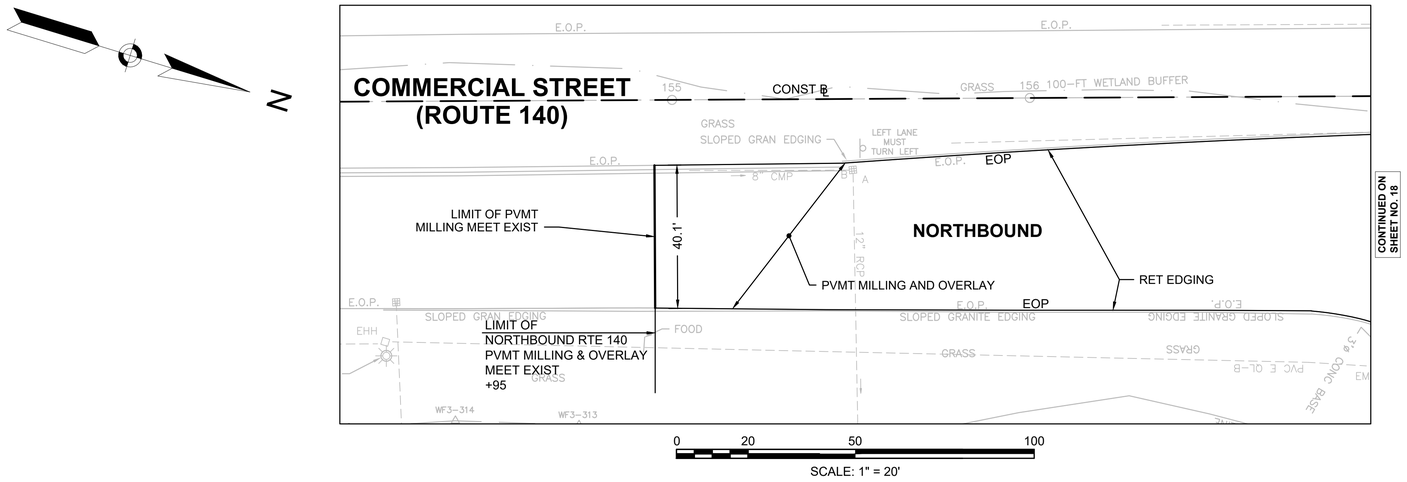
WATER SUPPLY ALTERATIONS
NONE

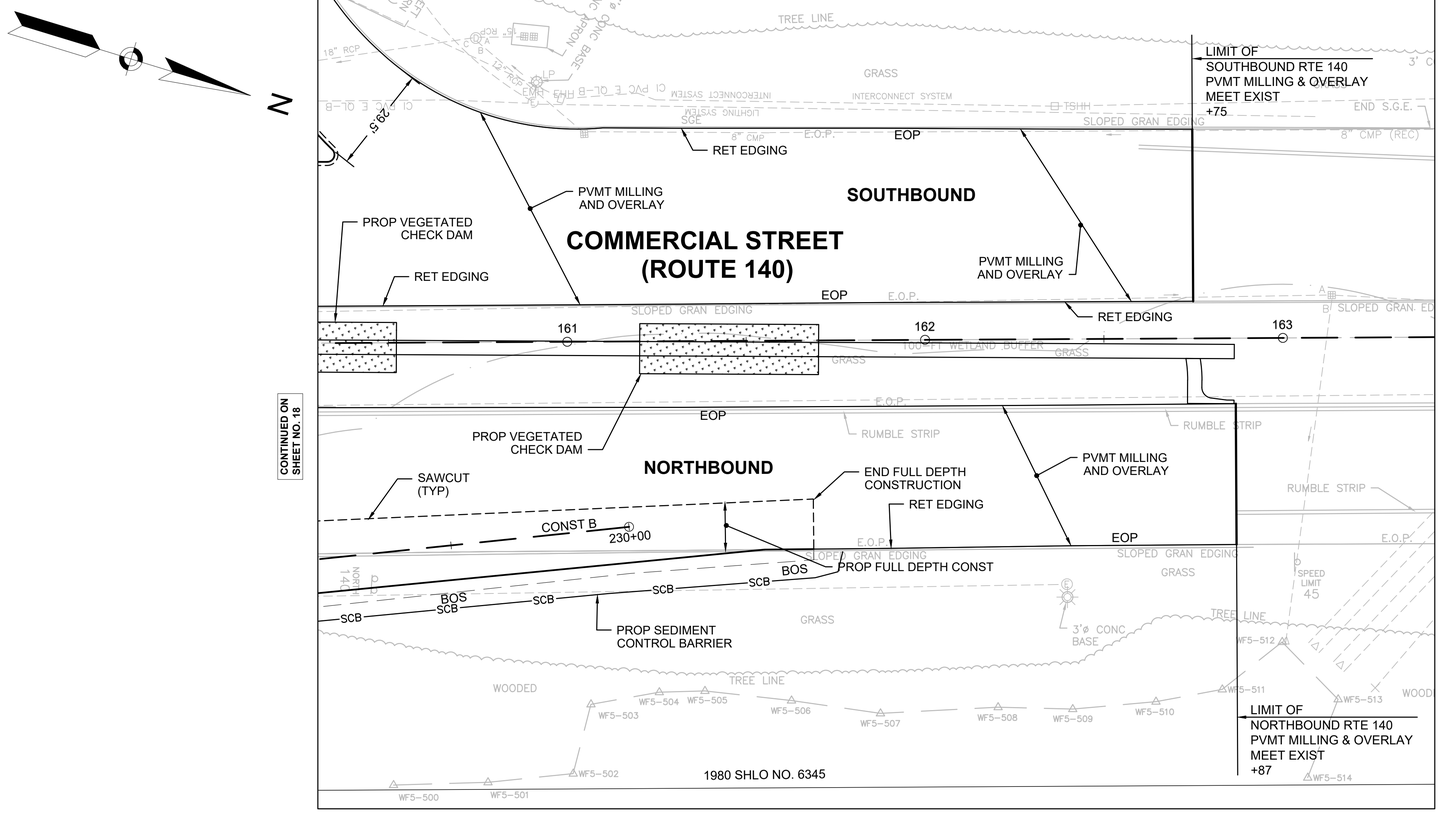
DRAINAGE & UTILITY PLANS
SEE SHEET 35

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	22	85
	PROJECT FILE NO. 613052		

CONSTRUCTION PLAN





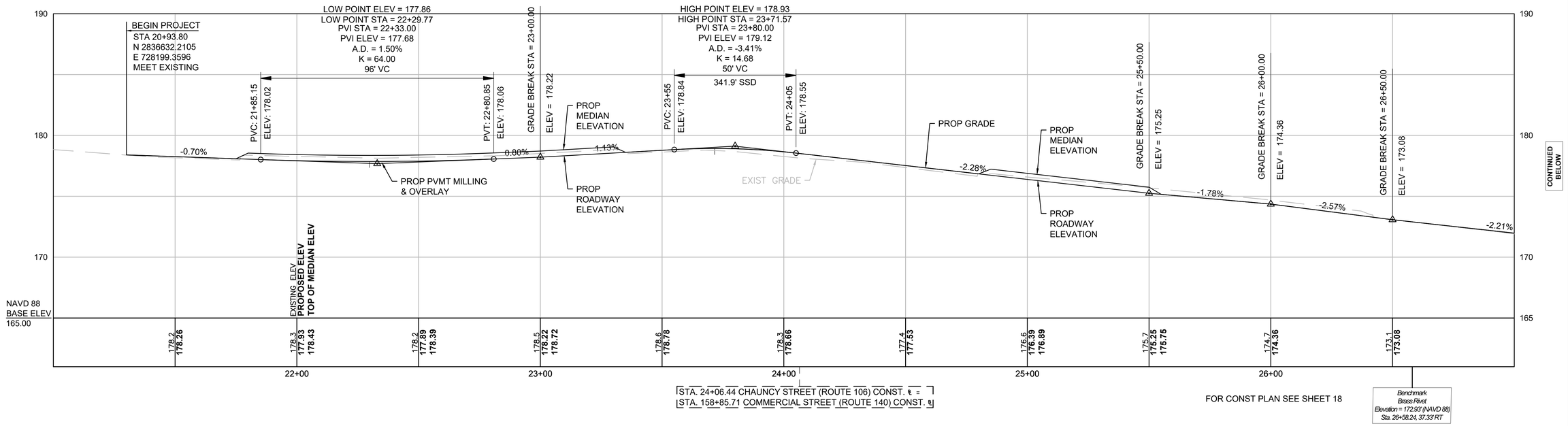
608944_HDI(6076 CONST).DWG Plotted on 14-Jul-2025 4:37 PM

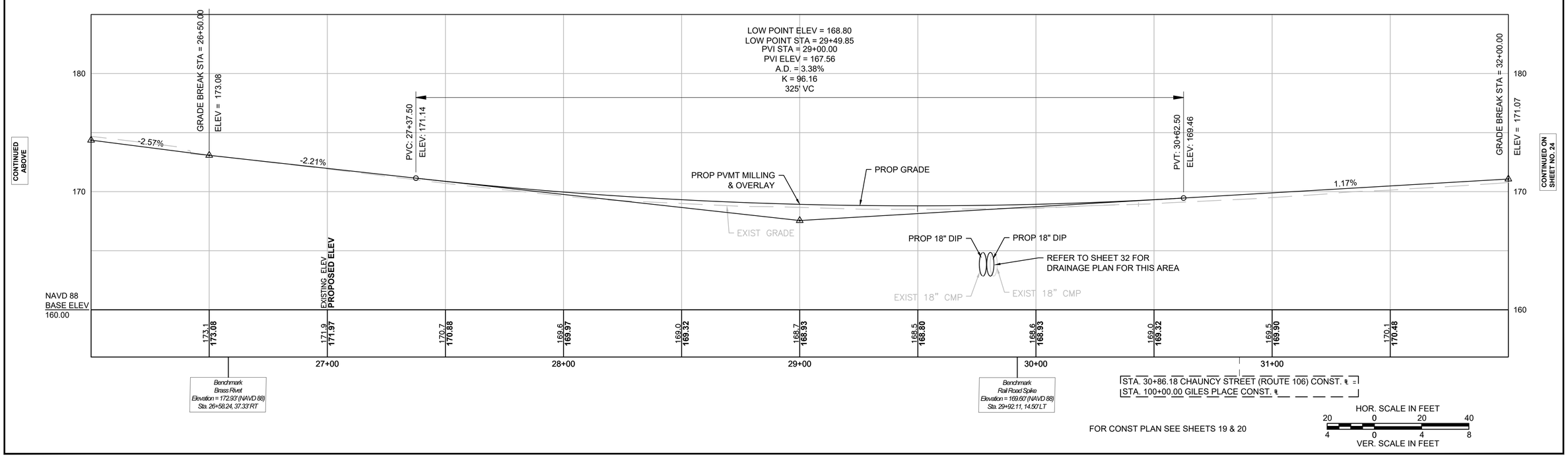
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	23	85
PROJECT FILE NO.	613052		

PROFILE
CHAUNCY STREET (ROUTE 106)

608944_HD(6076 PROFILE).DWG Plotted on 14-Jul-2025 4:38 PM





MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	24	85
PROJECT FILE NO.	613052		

PROFILE
CHAUNCY STREET (ROUTE 106)

CONTINUED ON SHEET NO. 23

HIGH POINT ELEV = 174.49
HIGH POINT STA = 34+81.55
PVI STA = 35+20.00
PVI ELEV = 175.30
A.D. = -3.79%
K = 52.76
200' VC
384.7' SSD

PVC: 34+20
ELEV: 174.13

PRVC: 36+20
ELEV: 172.68

PVI STA = 36+45.00
PVI ELEV = 172.02
A.D. = 0.98%
K = 51.28
50' VC

PVT: 36+70
ELEV: 171.61

GRADE BREAK STA = 32+00.00
ELEV = 171.07

GRADE BREAK STA = 33+50.00
ELEV = 173.32

PROP GRADE

PROP PVMT MILLING & OVERLAY

EXIST GRADE

1.17%
1.50%
1.17%
-1.99%

NAVD 88
BASE ELEV
160.00

EXISTING ELEV.
PROPOSED ELEV

32+00	33+00	34+00	35+00	36+00
170.1 **170.48**	171.5 **171.82**	172.4 **172.57**	173.2 **173.32**	173.8 **173.90**
170.8 **171.07**				
			174.2 **174.40**	174.2 **174.46**
				173.9 **174.05**
				172.7 **173.16**
				171.3 **171.98**

CONTINUED BELOW

STA. 36+74.21 CHAUNCY STREET (ROUTE 106) CONST. ℄ =
STA. 71+95.54 COPELAND DRIVE CONST. ℄

Benchmark
Spike Set In UP #317
Elevation = 173.88' (NAVD 88)
Sta. 36+11.26, 21.81' RT

FOR CONST PLAN SEE SHEETS 20 & 21

CONTINUED ABOVE

PVI STA = 36+45.00
PVI ELEV = 172.02
A.D. = 0.98%
K = 51.28
50' VC

PRVC: 36+20
ELEV: 172.68

PVT: 36+70
ELEV: 171.61

GRADE BREAK STA = 37+50.00
ELEV = 170.29

LIMIT OF MILL/ OVERLAY
STA 38+85

END PROJECT
STA 40+32.78
N 2836297.5019
E 730083.8662
MEET EXISTING

PROP PVMT MILLING & OVERLAY

PROP GRADE

EXIST GRADE

-1.65%
-1.18%

NAVD 88
BASE ELEV
160.00

EXISTING ELEV.
PROPOSED ELEV

37+00	38+00	39+00	40+00
171.3 **171.98**	169.9 **170.29**	169.4 **169.70**	168.9 **169.11**
170.5 **171.11**			168.7
			168.6

STA. 36+74.21 CHAUNCY STREET (ROUTE 106) CONST. ℄ =
STA. 71+95.54 COPELAND DRIVE CONST. ℄

FOR CONST PLAN SEE SHEET 21

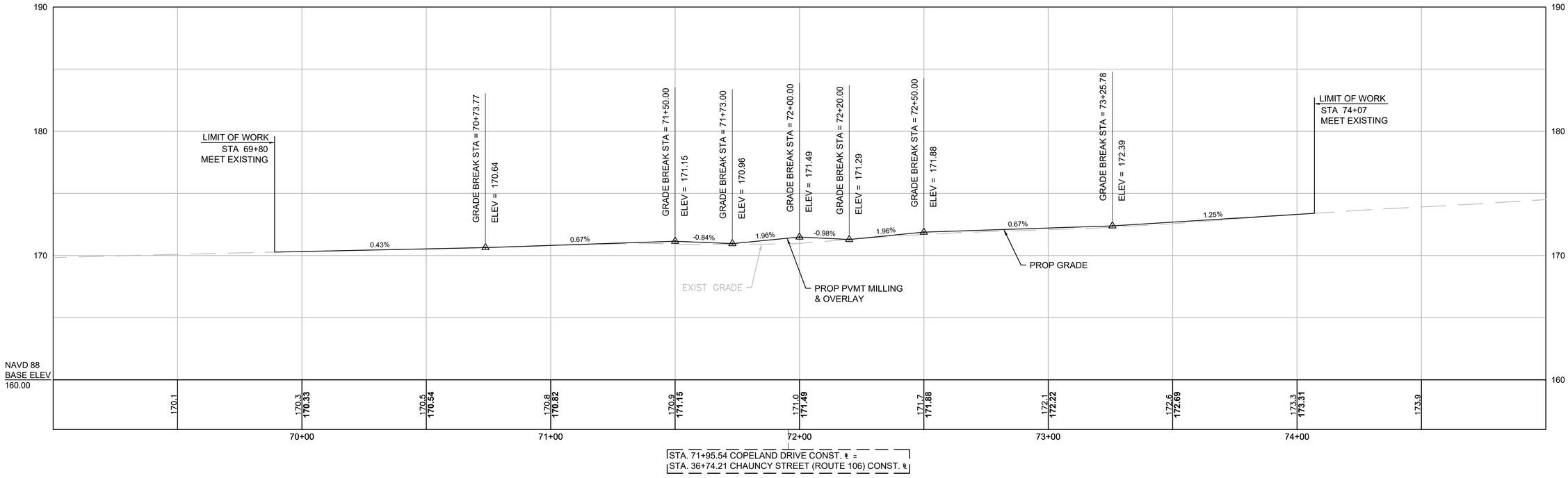
HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET

608944_HD(6076 PROFILE).DWG Plotted on 14-Jul-2025 4:38 PM

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	25	85
PROJECT FILE NO.	613052		

PROFILE
COPELAND DRIVE



FOR CONST PLAN SEE SHEET 21

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

608944_HD\6076 PROFILE).DWG Plotted on 14-Jul-2025 4:39 PM

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	26	85
	PROJECT FILE NO. 613052		

CURB TIE & GRADING PLAN

608944_HD(6076 GRADING).DWG Plotted on 14-Jul-2025 4:41 PM

LEGEND

XXX.XX PROP. ROADWAY GRADE

XXX.XX PROP. TOP OF CURB/ SURFACE OF SIDEWALK GRADE. 6" TYPICAL REVEAL WHERE TOP OF CURB ELEVATION NOT PROVIDED

(XXX.XX) MEET EXISTING GRADE

N/F
BBK MANSFIELD LLC
377 CHAUNCY ST
ASSESS. MAP 17 – PARCEL ID: 17–23
DEED BK 26384 / PAGE 38

NOTE:

1. CURB REVEAL = 6" UNLESS OTHERWISE NOTED

BEGINING OF PROJECT
STA. 20+93.80
N 2836632.2105
E 728199.3596
MEET EXISTING

CHAUNCY STREET (ROUTE 106)

S74°56'04"E 850.00'

CONTINUED ON SHEET NO. 30

COMMERCIAL STREET (ROUTE 140)

1980 SHLO NO. 6345

ROSEWOOD REALTY TRUST
287 CHAUNCY ST
ASSESS. MAP 17 – PARCEL ID: 17–4
DEED BK 13234 / PAGE 164

JAMES LESTER EPSTEIN
360 CHAUNCY ST
ASSESS. MAP 20 – PARCEL ID: 20–149
DEED BK 19124 / PAGE 31

ESTATE OF LESTER S. EPSTEIN – 1/2 INTEREST
ESTATE OF JAMES M. EPSTEIN – 1/2 INTEREST
CHAUNCY ST REAR
ASSESS. MAP 20 – PARCEL ID: 20–151
DEED BK 12215 / PAGE 15

REFER TO BIKE RAMP DETAIL SEE SHEET 13

24+06.44 ROUTE 106 (CHAUNCY STREET)= 158+85.71 ROUTE 140 (COMMERCIAL ST)

CONTINUED ON SHEET NO. 27

Curve Table				
Curve #	Delta	Radius	Length	Tangent
C3	28°30'42"	80.00	39.81	20.33
C4	180°00'00"	3.00	9.42	INFINITY
C5	7°36'15"	51.00	6.77	3.39
C6	137°19'33"	2.00	4.79	5.12
C7	129°34'40"	2.00	4.52	4.25
C8	121°50'19"	2.00	4.25	3.60
C9	56°53'22"	55.00	54.61	29.79
C10	180°00'00"	3.00	9.42	INFINITY
C11	23°54'22"	15.00	6.26	3.18
C12	15°30'17"	36.08	9.76	4.91
C13	125°12'35"	4.50	9.83	8.68
C14	170°44'09"	2.00	5.96	24.68
C15	57°45'06"	5.00	5.04	2.76
C16	180°00'00"	3.00	9.42	INFINITY

Curve Table				
Curve #	Delta	Radius	Length	Tangent
C17	45°34'23"	5.00	3.98	2.10
C18	45°34'23"	5.00	3.98	2.10
C19	165°01'34"	2.00	5.76	15.22
C20	122°28'40"	2.00	4.28	3.64
C21	17°28'53"	52.00	15.87	7.99
C22	97°16'01"	5.00	8.49	5.68
C23	6°13'09"	60.00	6.51	3.26
C24	138°03'56"	2.00	4.82	5.22
C25	35°30'53"	100.00	61.99	32.02
C26	3°38'47"	100.00	6.36	3.18
C27	143°12'03"	2.00	5.00	6.01
C28	4°55'33"	85.00	7.31	3.66
C29	41°20'31"	85.00	61.33	32.07
C30	180°00'00"	3.00	9.42	INFINITY

Curve Table				
Curve #	Delta	Radius	Length	Tangent
C69	33°38'02"	156.00	91.58	47.15
C70	10°10'04"	280.00	49.69	24.91
C71	33°34'32"	178.00	104.31	53.70
C72	44°47'32"	8.00	6.25	3.30
C81	34°51'50"	120.00	73.02	37.68
C82	34°47'39"	8.00	4.86	2.51
C83	107°02'10"	2.00	3.74	2.70
C85	7°42'16"	58.00	7.80	3.91
C100	4°27'43"	605.00	47.12	23.57
C101	4°27'43"	600.00	46.73	23.38
C103	7°51'19"	63.00	8.64	4.33
C158	88°32'19"	2.00	3.09	1.95
C159	76°25'41"	2.00	2.67	1.57

BOUND LOCATION - CHAUNCY STREET			
STATION	OFFSET	NORTHING	EASTING
21+22.27	33.90' RT	2836592.0784	728218.0286
21+34.37	35.40' RT	2836587.4858	728229.3277
21+80.47	42.94' RT	2836568.2247	728271.8866
22+12.52	49.46' RT	2836553.5916	728301.1321
22+21.13	50.07' RT	2836550.7645	728309.3094
22+90.25	50.17' RT	2836532.7021	728376.0040

0 20 50 100
SCALE: 1" = 20'

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	27	85
	PROJECT FILE NO. 613052		

CURB TIE & GRADING PLAN

608944_HD(6076 GRADING).DWG Plotted on 14-Jul-2025 4:41 PM

LEGEND

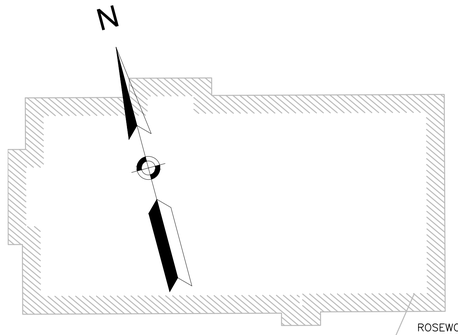
XXX.XX — PROP. ROADWAY GRADE

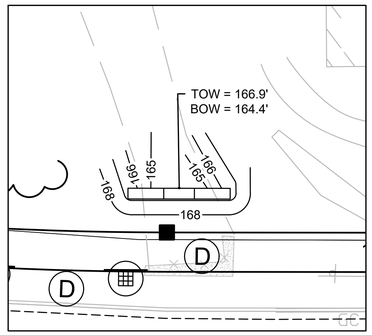
XXX.XX — PROP. TOP OF CURB/ SURFACE OF SIDEWALK GRADE. 6" TYPICAL REVEAL WHERE TOP OF CURB ELEVATION NOT PROVIDED

(XXX.XX) — MEET EXISTING GRADE

NOTE:

1. CURB REVEAL = 6" UNLESS OTHERWISE NOTED





INSET A
1" = 10'

ROSEWOOD REALTY TRUST
287 CHAUNCY ST
ASSESS. MAP 17 – PARCEL ID: 17–4
DEED BK 13234 / PAGE 164

N/F
UNITED STATES
POSTAL SERVICE
12 GILES PL
ASSESS. MAP 17
PARCEL ID: 17–7
DEED BK 3528 /
PAGE 126

GEM REALTY TRUST
273 CHAUNCY ST
ASSESS. MAP 17 – PARCEL ID: 17–6
DEED BK 21367 / PAGE 196

REFER TO INSET A

CONTINUED ON SHEET NO.26

CONTINUED ON SHEET NO.28

CHAUNCY STREET (ROUTE 106)

Curve Table				
Curve #	Delta	Radius	Length	Tangent
C19	165°01'34"	2.00	5.76	15.22
C23	6°13'09"	60.00	6.51	3.26
C24	138°03'56"	2.00	4.82	5.22
C25	35°30'53"	100.00	61.99	32.02
C26	3°38'47"	100.00	6.36	3.18
C27	143°12'03"	2.00	5.00	6.01
C28	4°55'33"	85.00	7.31	3.66
C29	41°20'31"	85.00	61.33	32.07
C30	180°00'00"	3.00	9.42	INFINITY
C31	22°27'00"	20.00	7.84	3.97
C32	50°57'04"	20.00	17.79	9.53
C33	33°16'43"	21.62	12.56	6.46

Curve Table				
Curve #	Delta	Radius	Length	Tangent
C34	41°54'09"	20.00	14.63	7.66
C35	31°00'10"	28.00	15.15	7.77
C36	36°27'07"	28.00	17.81	9.22
C37	17°33'51"	20.00	6.13	3.09
C38	36°52'12"	20.00	12.87	6.67
C39	38°30'35"	17.00	11.43	5.94
C70	10°10'04"	280.00	49.69	24.91
C72	44°47'32"	8.00	6.25	3.30
C73	5°31'32"	500.00	48.22	24.13
C84	4°58'27"	250.00	21.70	10.86

BOUND LOCATION - CHAUNCY STREET			
STATION	OFFSET	NORTHING	EASTING
28+60.66	52.43' LT	2836482.5523	728953.2243
28+61.53	46.32' LT	2836476.4227	728952.4714
28+74.63	32.30' LT	2836459.4802	728961.4851
29+26.31	27.30' LT	2836441.2194	729010.0806
29+73.92	25.00' LT	2836426.6248	729055.4610
30+48.22	25.00' LT	2836407.3124	729127.2080
30+58.07	30.56' LT	2836410.1196	729138.1608

MANISHA REALTY, LLC
292 CHAUNCY ST
ASSESS. MAP 20 – PARCEL ID: 20–183
DEED BK 79 / PAGE 80
LC. CERT. #14689
LC. CASE #26023

MANISHA REALTY, LLC
282 CHAUNCY ST
ASSESS. MAP 20 – PARCEL ID: 20–183
DEED BK 79 / PAGE 79
LC. CERT. #14688
LC. CASE #26023

BROOKSIDE OFFICE CONDO PAR
272 CHAUNCY ST
ASSESS. MAP 20
PARCEL ID: 20–186
LC. DEED BK C6 / PAGE 1
LD. CERT. #C6
LC. CASE #28116

0 20 50 100

SCALE: 1" = 20'

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	28	85
	PROJECT FILE NO. 613052		

CURB TIE & GRADING PLAN

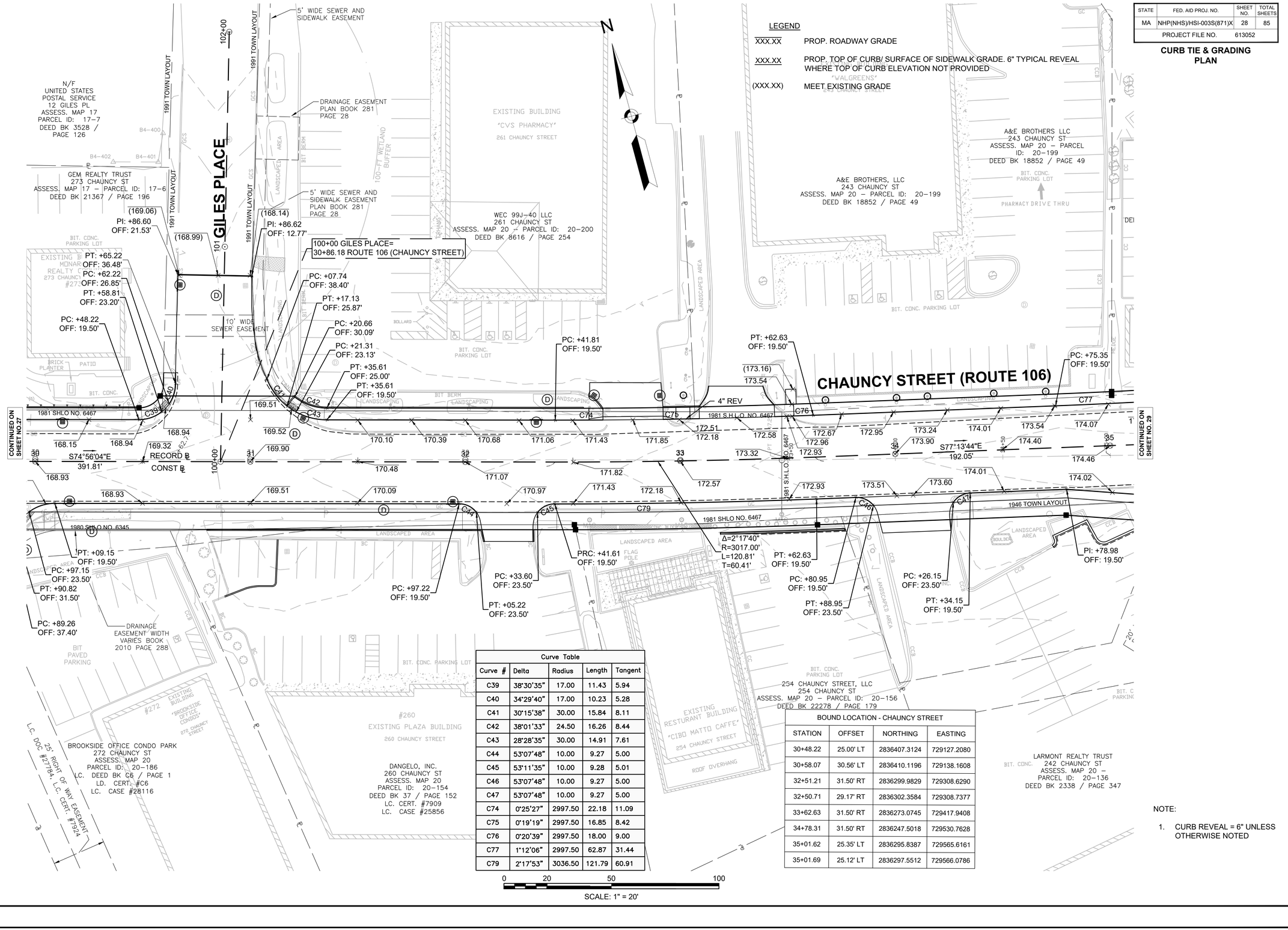
608944_HD(6076 GRADING).DWG Plotted on 14-Jul-2025 4:42 PM

LEGEND

XXX.XX — PROP. ROADWAY GRADE

XXX.XX — PROP. TOP OF CURB/ SURFACE OF SIDEWALK GRADE. 6" TYPICAL REVEAL WHERE TOP OF CURB ELEVATION NOT PROVIDED

(XXX.XX) — MEET EXISTING GRADE



Curve Table				
Curve #	Delta	Radius	Length	Tangent
C39	38°30'35"	17.00	11.43	5.94
C40	34°29'40"	17.00	10.23	5.28
C41	30°15'38"	30.00	15.84	8.11
C42	38°01'33"	24.50	16.26	8.44
C43	28°28'35"	30.00	14.91	7.61
C44	53°07'48"	10.00	9.27	5.00
C45	53°11'35"	10.00	9.28	5.01
C46	53°07'48"	10.00	9.27	5.00
C47	53°07'48"	10.00	9.27	5.00
C74	0°25'27"	2997.50	22.18	11.09
C75	0°19'19"	2997.50	16.85	8.42
C76	0°20'39"	2997.50	18.00	9.00
C77	1°12'06"	2997.50	62.87	31.44
C79	2°17'53"	3036.50	121.79	60.91

BOUND LOCATION - CHAUNCY STREET			
STATION	OFFSET	NORTHING	EASTING
30+48.22	25.00' LT	2836407.3124	729127.2080
30+58.07	30.56' LT	2836410.1196	729138.1608
32+51.21	31.50' RT	2836299.9829	729308.6290
32+50.71	29.17' RT	2836302.3584	729308.7377
33+62.63	31.50' RT	2836273.0745	729417.9408
34+78.31	31.50' RT	2836247.5018	729530.7628
35+01.62	25.35' LT	2836295.8387	729565.6161
35+01.69	25.12' LT	2836297.5512	729566.0786

0 20 50 100

SCALE: 1" = 20'

NOTE:

1. CURB REVEAL = 6" UNLESS OTHERWISE NOTED

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	29	85
PROJECT FILE NO.	613052		

CURB TIE & GRADING PLAN

608944_HD(6076 GRADING).DWG Plotted on 14-Jul-2025 4:42 PM

N

END OF PROJECT
STA. 40+32.78
N 2836297.5019
E 730083.8662

CHAUNCY STREET (ROUTE 106)

COPELAND DRIVE

36+74.21 ROUTE 106 (CHAUNCY STREET)=
71+95.54 COPELAND DRIVE

REFER TO BIKE RAMP DETAIL SEE SHEET 13

REFER TO INSET A

CONTINUED ON SHEET NO.28

1954 SHLO NO. 4230

1954 SHLO ALT NO. 4230

1946 TOWN LAYOUT

1916 TOWN LAYOUT

1938 SHLO NO. 4737

COBBLE HILL DEVELOPMENT, LLC,
LOGAN ATWOOD, LLC, AND MANSFIELD III, LLC
205–215 CHAUNCY ST, 234 CENTRAL ST
ASSESS. MAP 20 – PARCEL ID: 20–177
DEED BK 27897 / PAGE 106

DEED BK 16322 / PAGE 3

A&E BROTHERS, LLC
243 CHAUNCY ST
ASSESS. MAP 20 – PARCEL ID: 20–199
DEED BK 18852 / PAGE 49

JT BUILDING & DEVELOPMENT, LLC
235 CHAUNCY ST
ASSESS. MAP 20 – PARCEL ID: 20–165
DEED BK 12238 / PAGE 334

EXISTING BUILDING
'DOMINO'S'
235 CHAUNCY STREET

BRI, INC
99 COPELAND DR
ASSESS. MAP 20 – PARCEL ID: 20–1
DEED BK 2897 / PAGE 217

TOKEN ENTERPRISES
93 COPEL
ASSESS. MAP 20 – P
DEED BK 1662

EXISTING BUILDING
'HONEY DEW DONUTS'
99 COPELAND DRIVE

EXISTING OFFICE BUILDING
200 CHAUNCY ST

EXISTING 'CAR WASH'
99 COPELAND DRIVE

COPELAND SQUARE PROFESSIONAL
BUILDING CONDOMINIUM
100 COPELAND DR
ASSESS. MAP 20 – PARCEL ID: 20–139
DEED BK 3232 / PAGE 85

EXISTING OFFICE BUILDING
100 COPELAND DRIVE

LARMONT REALTY TRUST
242 CHAUNCY ST
ASSESS. MAP 20 – PARCEL ID: 20–136
DEED BK 2338 / PAGE 347

20' WIDE SEWER EASEMENT
BOOK 2195 PAGE 49

WOODED AREA

BIT. CONC. PARKING LOT

PHARMACY DRIVE THRU

LANDSCAPED AREA

PLANTER BOX

SHRUBS

BOLLARD

ROOF OVERHANG

CHASE BANK
215 CHAUNCY STREET

GRASS

CONC. CURB

GUARD RAIL

LEGEND

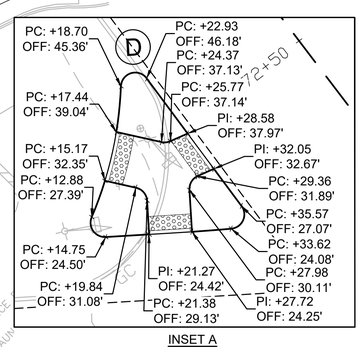
XXX.XX	PROP. ROADWAY GRADE
XXX.XX	PROP. TOP OF CURB/ SURFACE OF SIDEWALK GRADE. 6" TYPICAL REVEAL WHERE TOP OF CURB ELEVATION NOT PROVIDED
(XXX.XX)	MEET EXISTING GRADE

NOTE:

1. CURB REVEAL = 6" UNLESS OTHERWISE NOTED

0 20 50 100

SCALE: 1" = 20'



INSET A
SCALE: 1" = 10'

CHAUNCY COURT CONDOMINIUM
200 CHAUNCY ST
ASSESS. MAP 20 – PARCEL ID: 20–176
DEED BK 3980 / PAGE 149

Curve Table				
Curve #	Delta	Radius	Length	Tangent
C48	69°12'36"	30.00	36.24	20.70
C49	24°18'23"	30.09	12.76	6.48
C50	116°23'16"	2.00	4.06	3.22
C51	5°57'38"	52.00	5.41	2.71
C52	7°03'54"	52.00	6.41	3.21
C53	141°10'54"	2.00	4.93	5.68
C54	73°59'04"	2.00	2.58	1.51
C55	69°27'22"	2.00	2.42	1.39
C56	121°39'36"	2.00	4.25	3.58
C57	24°23'41"	31.84	13.56	6.88
C58	21°56'30"	30.00	11.49	5.82
C59	18°41'31"	30.00	9.79	4.94
C60	22°31'51"	30.00	11.80	5.98

Curve Table				
Curve #	Delta	Radius	Length	Tangent
C61	62°01'55"	15.50	16.78	9.32
C62	60°00'19"	35.03	36.68	20.22
C63	18°43'44"	50.00	16.34	8.25
C64	44°33'16"	20.00	15.55	8.19
C65	40°48'26"	20.00	14.24	7.44
C66	19°39'48"	20.00	6.86	3.47
C67	37°22'04"	20.00	13.04	6.76
C77	1°12'06"	2997.50	62.87	31.44
C80	36°33'34"	2.00	1.28	0.66
C86	98°35'56"	10.00	17.21	11.63
C87	98°35'54"	5.00	8.60	5.81

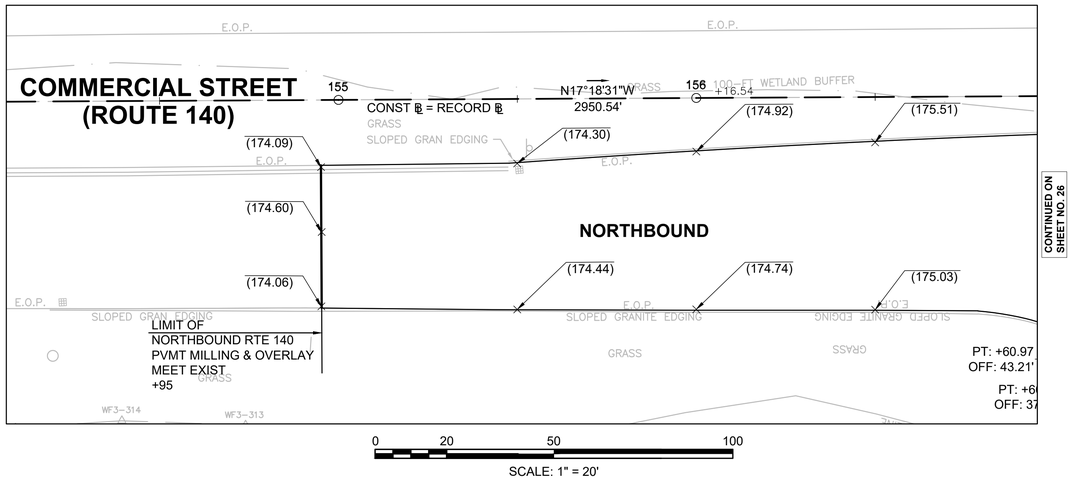
BOUND LOCATION - CHAUNCY STREET

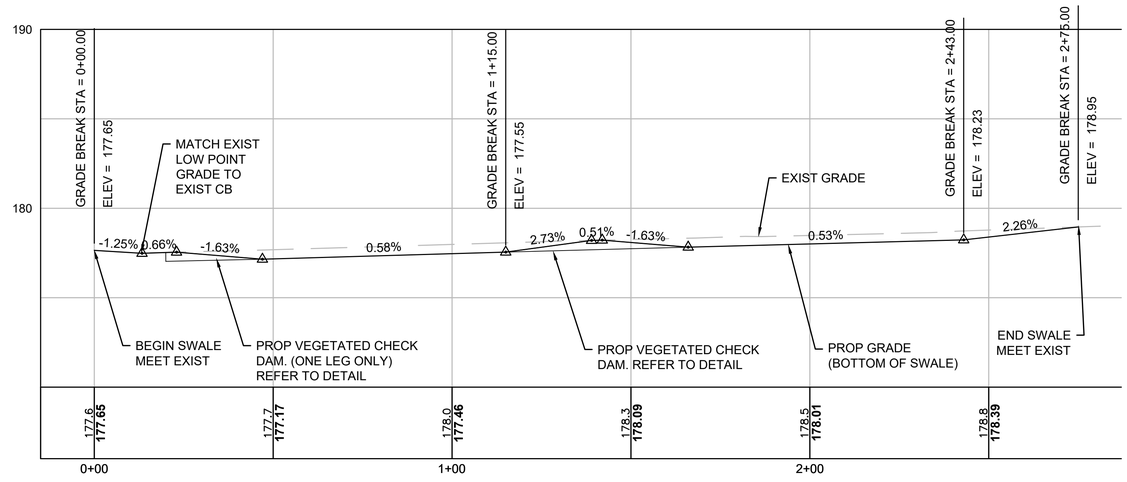
STATION	OFFSET	NORTHING	EASTING
34+78.31	31.50' RT	2836247.5018	729530.7628
35+01.62	25.35' LT	2836295.8387	729565.6161
35+01.69	25.12' LT	2836297.5512	729566.0786
35+38.11	25.66' LT	2836290.0277	729601.7147
35+57.21	40.50' RT	2836221.1565	729606.5606
35+66.30	26.00' LT	2836284.4822	729628.8036
35+75.57	27.82' LT	2836284.4060	729638.2518
36+30.69	45.37' RT	2836201.6609	729679.8148
36+30.88	40.97' RT	2836205.9782	729680.6986
36+66.59	55.55' RT	2836187.3629	729719.6269
36+86.05	52.69' LT	2836295.0905	729741.6423
36+90.10	54.07' LT	2836296.5005	729745.0642
37+11.42	43.56' LT	2836286.8638	729763.8745
37+24.17	53.53' RT	2836191.4705	729786.0047
37+28.79	51.33' RT	2836194.2939	729791.0133
37+38.29	44.94' LT	2836290.9427	729787.0313
37+38.41	39.94 LT	2836286.0185	729787.8982
37+42.98	34+78' RT	2836212.9976	729804.3480
37+43.05	40.01' RT	2836207.8538	729805.3006
37+78.69	30.50' RT	2836223.4360	729839.0141
37+80.42	40.00' LT	2836293.1671	729828.4884
38+10.10	30.50' RT	2836228.8811	729869.9426
38+16.60	30.50' RT	2836230.0082	729876.3441
38+23.37	35.59' LT	2836296.2687	729871.5611
38+53.16	26.33' RT	2836240.4571	729911.6299
38+72.79	24.90' LT	2836294.3126	729922.0847

MANSFIELD
CHAUNCY STREET (ROUTE 106)

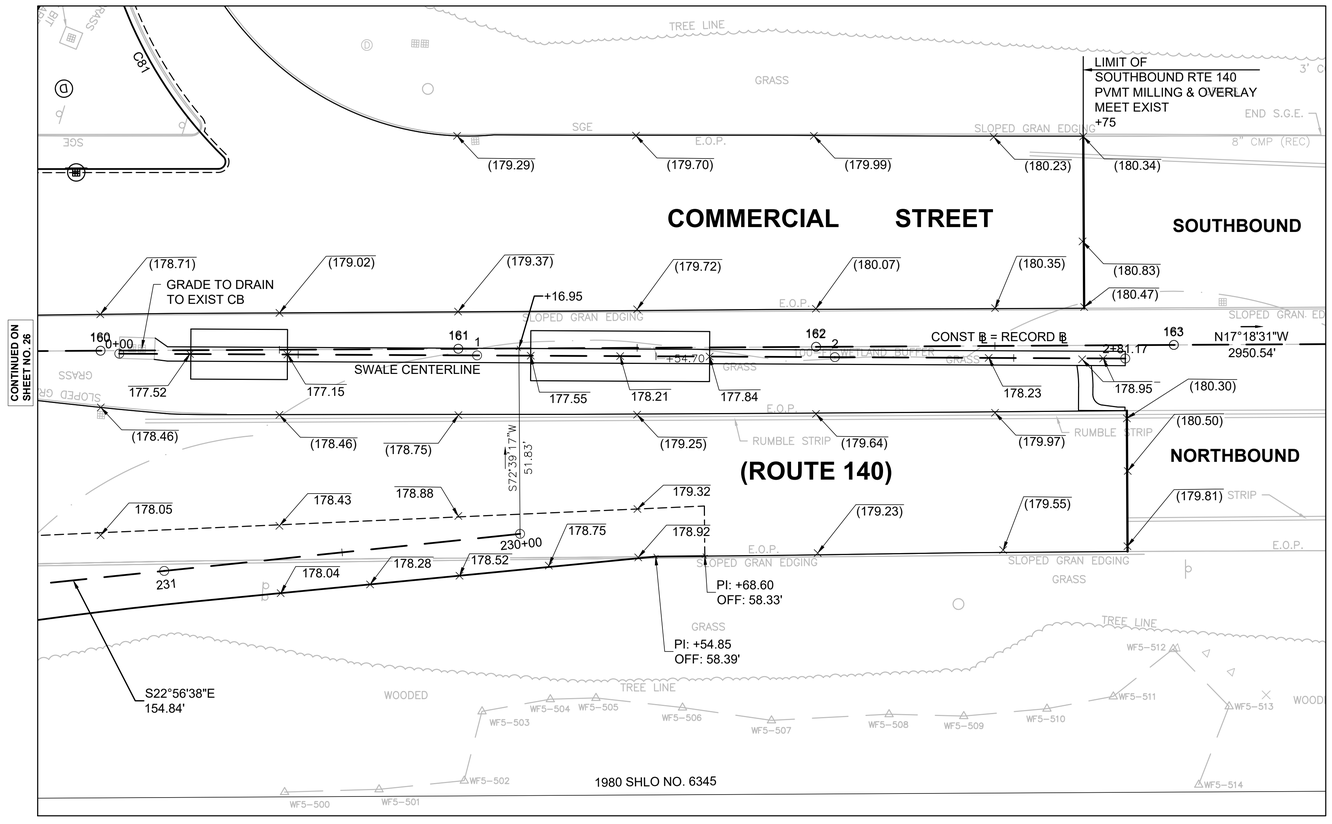
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	30	85
PROJECT FILE NO.	613052		

CURB TIE & GRADING PLAN





PROFILE - SWALE CENTERLINE



NOTE:

1. CURB REVEAL = 6" UNLESS OTHERWISE NOTED

LEGEND

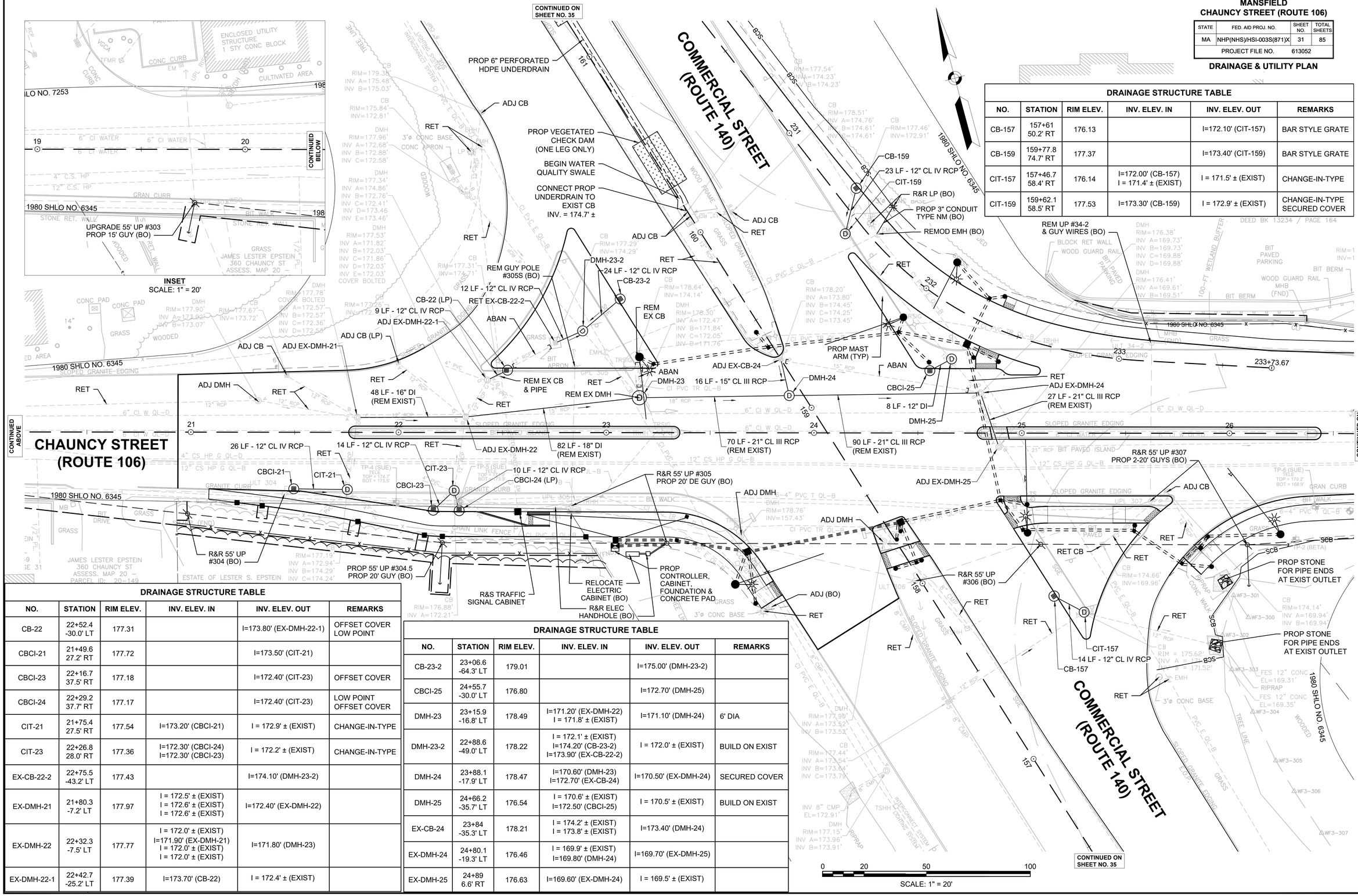
XXX.XX	PROP. ROADWAY OR SWALE GRADE
XXX.XX	PROP. TOP OF CURB/ SURFACE OF SIDEWALK GRADE. 6" TYPICAL REVEAL WHERE TOP OF CURB ELEVATION NOT PROVIDED
(XXX.XX)	MEET EXISTING GRADE

608944_HD(6076 GRADING).DWG Plotted on 14-Jul-2025 4:42 PM

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	31	85
PROJECT FILE NO.	613052		

DRAINAGE & UTILITY PLAN



DRAINAGE STRUCTURE TABLE

NO.	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
CB-157	157+61 50.2' RT	176.13		I=172.10' (CIT-157)	BAR STYLE GRATE
CB-159	159+77.8 74.7' RT	177.37		I=173.40' (CIT-159)	BAR STYLE GRATE
CIT-157	157+46.7 58.4' RT	176.14	I=172.00' (CB-157) I = 171.4' ± (EXIST)	I = 171.5' ± (EXIST)	CHANGE-IN-TYPE
CIT-159	159+62.1 58.5' RT	177.53	I=173.30' (CB-159)	I = 172.9' ± (EXIST)	CHANGE-IN-TYPE SECURED COVER

DRAINAGE STRUCTURE TABLE

NO.	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
CB-22	22+52.4 -30.0' LT	177.31		I=173.80' (EX-DMH-22-1)	OFFSET COVER LOW POINT
CBCI-21	21+49.6 27.2' RT	177.72		I=173.50' (CIT-21)	
CBCI-23	22+16.7 37.5' RT	177.18		I=172.40' (CIT-23)	OFFSET COVER
CBCI-24	22+29.2 37.7' RT	177.17		I=172.40' (CIT-23)	LOW POINT OFFSET COVER
CIT-21	21+75.4 27.5' RT	177.54	I=173.20' (CBCI-21)	I = 172.9' ± (EXIST)	CHANGE-IN-TYPE
CIT-23	22+26.8 28.0' RT	177.36	I=172.30' (CBCI-24) I=172.30' (CBCI-23)	I = 172.2' ± (EXIST)	CHANGE-IN-TYPE
EX-CB-22-2	22+75.5 -43.2' LT	177.43		I=174.10' (DMH-23-2)	
EX-DMH-21	21+80.3 -7.2' LT	177.97	I = 172.5' ± (EXIST) I = 172.6' ± (EXIST) I = 172.6' ± (EXIST)	I=172.40' (EX-DMH-22)	
EX-DMH-22	22+32.3 -7.5' LT	177.77	I = 172.0' ± (EXIST) I=171.90' (EX-DMH-21) I = 172.0' ± (EXIST) I = 172.0' ± (EXIST)	I=171.80' (DMH-23)	
EX-DMH-22-1	22+42.7 -25.2' LT	177.39	I=173.70' (CB-22)	I = 172.4' ± (EXIST)	

DRAINAGE STRUCTURE TABLE

NO.	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
CB-23-2	23+06.6 -64.3' LT	179.01		I=175.00' (DMH-23-2)	
CBCI-25	24+55.7 -30.0' LT	176.80		I=172.70' (DMH-25)	
DMH-23	23+15.9 -16.8' LT	178.49	I=171.20' (EX-DMH-22) I = 171.8' ± (EXIST)	I=171.10' (DMH-24)	6' DIA
DMH-23-2	22+88.6 -49.0' LT	178.22	I = 172.1' ± (EXIST) I=174.20' (CB-23-2) I=173.90' (EX-CB-22-2)	I = 172.0' ± (EXIST)	BUILD ON EXIST
DMH-24	23+88.1 -17.9' LT	178.47	I=170.60' (DMH-23) I=172.70' (EX-CB-24)	I=170.50' (EX-DMH-24)	SECURED COVER
DMH-25	24+66.2 -35.7' LT	176.54	I = 170.6' ± (EXIST) I=172.50' (CBCI-25)	I = 170.5' ± (EXIST)	BUILD ON EXIST
EX-CB-24	23+84 -35.3' LT	178.21	I = 174.2' ± (EXIST) I = 173.8' ± (EXIST)	I=173.40' (DMH-24)	
EX-DMH-24	24+80.1 -19.3' LT	176.46	I = 169.9' ± (EXIST) I=169.80' (DMH-24)	I=169.70' (EX-DMH-25)	
EX-DMH-25	24+89 6.6' RT	176.63	I=169.60' (EX-DMH-24)	I = 169.5' ± (EXIST)	

608944_HD(6076 DRAIN UTILITY).DWG Plotted on 14-Jul-2025 5:16 PM

NOTES:
1. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY OWNER TO PROVIDE TEMPORARY UTILITY SUPPORT, AS NEEDED. COSTS ASSOCIATED WITH TEMPORARY UTILITY SUPPORT SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS CONTRACT ITEMS.

DRAINAGE STRUCTURE TABLE

NO.	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
CB-28-B	29+49.9 18.5' RT	168.43		I=164.05' (EX-DMH-28)	LOW POINT
CBCI-26	26+68.6 -37.8' LT	171.91		I=166.75' (EX-DMH-27)	
CBCI-27	26+97.7 26.3' RT	171.50		I=168.30' (EX-DMH-27)	FLAT TOP 1 COURSE BRICK
CBCI-28-A	29+17.3 18.5' RT	168.48		I=164.00' (DMH-28)	FLAT TOP
CBCI-29-A	29+49.6 -19.1' LT	168.42		I=164.90' (DMH-29)	LOW POINT FLAT TOP
CBCI-29-B	29+68.2 -18.5' LT	168.45		I=164.90' (DMH-29)	
DMH-28	29+21.9 0.7' RT	168.83	I = 163.8' ± (EXIST) I=163.90' (CBCI-28-A)	I=163.80' (EX-DMH-28)	BUILD ON EXIST
DMH-29	29+59.9 -17.1' LT	168.46	I=164.80' (CBCI-29-A) I=164.80' (CBCI-29-B)	I=164.70' (EX-DMH-28)	FLAT TOP

DRAINAGE STRUCTURE TABLE

NO.	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
EX-DMH-27	27+09.5 3.0' RT	171.70	I = 166.1' ± (EXIST) I = 166.4' ± (EXIST) I=168.10' (CBCI-27)	I = 166.0' ± (EXIST)	
EX-DMH-28	29+59.8 0.1' RT	168.80	I=163.30' (DMH-28) I=163.50' (DMH-29) I=163.70' (CB-28-B)	I=163.20' (SDMH-30)	

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	32	85
PROJECT FILE NO.	613052		

DRAINAGE & UTILITY PLAN

608944_HD(6076 DRAIN UTILITY).DWG Plotted on 14-Jul-2025 5:17 PM

CONTINUED ON SHEET NO. 31

CONTINUED ON SHEET NO. 33

CHAUNCY STREET (ROUTE 106)

COMMERCIAL STREET (ROUTE 140)

REM UP #34-2 & GUY WIRES (BO)
BLOCK RET WALL
WOOD GUARD RAIL
BIT PAVED PARKING
ROSEWOOD REALTY TRUST 287 CHAUNCY ST ASSESS. MAP 17 – PARCEL ID: 17–4 DEED BK 13234 / PAGE 164
100-FT WETLAND BUFFER
BIT BERM
WOOD GUARD RAIL
MHB (FND)
DMH RIM=176.38' INV A=169.73' INV B=169.73' INV C=169.88' INV D=169.88'
DMH RIM=176.41' INV A=169.61' INV B=169.51'
CB RIM=171.75' INV=166.70'
CONC BLOCK RET WALL
CONC WIER V NOTCH IN WIER EL=168.80'
INV 12" CONC EL=168.52'
WOODED
DMH RIM=172.34' INV A=166.94' INV B=167.14' INV C=167.14'
CB RIM=172.58' INV=169.38
CB RIM=172.55' INV=169.25'
WOOD GUARD RAIL
RET WALL
TRANSFORMER ON CONC. PAD
2-4" PVC TELEPHONE
12" RCP
8" DI W
2" PL GAS
TREELINE
BIT PAVED DRIVE
CONC WALK
N/F UNITED STATES POSTAL SERVICE
CONTRACTOR SHALL USE ENCASED POST FOR SHALLOW MOUNT (MASSDOT STD 400.5.1) WHERE NEEDED OR AS DIRECTED BY ENGINEER
PROP 1-3P PRIMARY ELEC SERVICE RELOCATION (B.O.)
GEM REALTY TRUST 273 CHAUNCY ST ASSESS. MAP 17 – PARCEL ID: 17–6 DEED BK 21367 / PAGE 196
1991 TOWN LAY
B4–400
B4–402
B4–401
INV 18" CMP EL = 164.31'±
INV 18" CMP EL = 164.46'±
INV 12" RCP EL = 164.53'±
BIT. CONC. PARKING LOT
EXISTING BUILDING MONARCH REALTY GROUP 273 CHAUNCY STREET #273
SMH RIM=169.39 SEWER LIFT STATION
PROP CONC MASONRY PIPE END SEE DETAIL
DMH-300
CBCI-29-B
8 LF - 12" CL IV RCP
DMH-29
R&R 45' UP #309S PROP 15' GUY (BO)
11 LF - 12" CL IV RCP
17 LF - 12" CL IV RCP
CBCI-29-A (LP)
REM UP #34 (BO)
REM CB
38 LF - 24" DI (REM EXIST)
REM UP #33 (BO)
101 LF - 18" CL IV RCP (REM EXIST)
CONNECT 5 LF - 12" RCP TO EXIST RCP AT JOINT
CBCI-31
CB RIM=168.74 INV12"RCP-IN=164.62 INV18"RCP=165.32 INV12"RCP-OUT=164.62
1980 SHLO NO. 6345
1081 SHLO NO. 6467
INV 12" RCP EL=168.34'
INV 12" RCP EL=168.88'
INV 12" RCP EL=168.70'
INV 12" RCP EL=168.41'
CB RIM=168.06' INV=164.56'
CONC WEIR INV V" NOTCH IN WIER EL=169.04'
WF1–105
WF1–106
WF1–104
WF1–103
WF1–102
WF1–101
WF1–100/B2–203
WF2–200
WF2–201
WF2–202
WF2–203
WF2–204
WF2–205
WF2–207
WF2–208
WF2–209
B3–301 WF1–107/B3–300
RIPRAP
CBCI-26
REM CB
REM UP #34-1 (BO)
SCB
CONNECT 7 LF - 12" CL IV RCP TO EXIST RCP AT JOINT
ADJ WG
ADJ EX-DMH-27
RET
ABAN
26 LF - 12" DI
CBCI-27
REM CB
ADJ (BO)
ADJ TMH (BO)
R&R 55' UP #308 (BO)
CONNECT TO EXIST DUCT BANK (BO)
PROP 6-4" PVC (BO)
R&R TEL CABINET (BO)
REM UP #35/1S (BO)
RELOCATE UG 1-3P PRIMARY ELEC SERVICE (BO)
R&R 55' UP #309 PROP 12' GUY (BO)
ADJ WG
DMH-28
ADJ EX-DMH-28
16 LF - 10" DI
19 LF - 12" CL IV RCP (REM EXIST)
CBCI-28-A
ABAN
20' WIDE SEWER EASEMENT L.C. DOC #78241, L.C. CERT. #9882
CB-28-B (LP)
REM CB
44 LF - 24" DI (REM EXIST)
PROP 72 LF - 18" DIP REM EXIST
PROP 72 LF - 18" DIP REM EXIST
PROP SPECIAL DRAINAGE MANHOLE SDMH-30 (SEE DETAIL) (REM EXIST DRAIN STRUCTURE)
R&R 55' UP #312 (BO) SEE NOTE 1
ADJ WG
REM CB
RET
ADJ EX-DMH-30
20 LF - 12" CL IV RCP
REM CB & PIPE
ADJ (BO)
72 LF 12" CL IV RCP (REM EXIST)
DMH-30-A
CBCI-30
28 LF - 16" DI
REM DMH & PIPES
18 LF - 12" DI
DMH-30-B
7 LF - 16" DI (REM EXIST) (MATCH EXIST INV)
CONNECT 6 LF - 30" CL III RCP TO EXIST RCP AT JOINT
DRAINAGE EASEMENT WIDTH VARIES BOOK 2010 PAGE 288
DMH RIM=169.03 INV1=164.99 INV2=165.28 INV3=164.95 INV4=164.95
DMH RIM=168.41 INV1=164.27 INV2=164.42 INV3=164.09
#272
BROOKSIDE OFFICE CONDO PAR 272 CHAUNCY ST ASSESS. MAP 20 PARCEL ID: 20–186 L.C. DEED BK 63 / PAGE 1 LD. CERT. #C6 LC. CASE #28116
MANISHA REALTY, LLC 282 CHAUNCY ST ASSESS. MAP 20 – PARCEL ID: 20–183 DEED BK 79 / PAGE 79 LC. CERT. #14688 LC. CASE #26023
10' WIDE SEWER EASEMENT L.C. DOC #28354, L.C. CERT. #7924
20' WIDE SEWER ACCESS & UTILITY EASEMENT L.C. DOC #78241, L.C. CERT. #9882
25' RIGHT OF WAY EASEMENT L.C. DOC #27784, L.C. CERT. #7924
RECORD CB 18" RCP SD QL=B
DMH RIM=168.0' INV A=162.8' INV B=164.5' INV C=163.2'
6' X 8' X 4.6' TANK RIM=168.2' INV A=163.7' INV B=163.8' INV C=163.7' INV D=164.0' INV E=163.7'
CB RIM=168.17' INV =164.05'
DMH RIM=168.51' INV A=163.51' INV B=163.16' INV C=163.66' INV D=163.36'
DMH (BURIED)
233
233+73.67
25
26
27
28
29
30
157
SLOPED GRANITE EDGING
6" CI W QL–D
8" DI W QL–D
8" DI W QL–B
21" RCP BIT PAVED ISLAND
12" CS HP G QL–B
R&R 55' UP #307 PROP 2-20' GUYS (BO)
ADJ CB
RET CB
RET
TP-6 (SUE) TELE TOP = 170.2 BOT = 168.9
TP-2 (SUE) GAS TOP = 167.8'
TP-2 (BETA)
GRAN CURB
BIT WALK
UTILITY PATCH
6" PVC T QL–B
4" PVC T QL–B
CONC WALK
BIT PAVED PARKING
BOLLARD (8)
TRANSFORMER ON CONC. PAD
CULTIVATED AREA
MULCH
100-FT
CB RIM=174.66' INV=169.96'
CB RIM=174.14' INV A=169.94' INV B=169.94'
CB RIM = 175.62' INV A = 169.61' INV B = 171.52'
3'ø CONC BASE
CIT-157
14 LF - 12" CL IV RCP
CB-157
PROP STONE FOR PIPE ENDS AT EXIST OUTLET
FES 12" CONC EL=169.31'
FES 12" CONC EL=169.35'
RIPRAP
CONC WALK
WF3–301
WF3–300
WF3–302
WF3–303
WF3–304
WF3–305
WF3–306
1980 SHLO NO. 6345
TREE LINE
WOODED
GRASS
SLOPED GRANITE EDGING
PVC E QL–B
ASSESS
0
20
50
100
SCALE: 1" = 20'

DRAINAGE STRUCTURE TABLE

NO.	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
CBCI-30	30+16 18.5' RT	168.66		I=164.70' (EX-DMH-30)	
CBCI-31	30+12.7 -17.9' LT	168.65		I=164.70' (EX-DMH-30)	FLAT TOP OFFSET COVER
DMH-30-A	30+26.4 32.6' RT	169.37	I=164.20' (EX-DMH-32)	I=164.10' (DMH-30-B)	BUILD ON EXIST
DMH-30-B	29+95.9 41.2' RT	169.19	I=163.90' (DMH-30-A) I=163.90' (EX-DMH-30)	I = 163.8' (SDMH-30)	BUILD ON EXIST
DMH-300	29+78.8 -21.7' LT	169.00	I = 164.3' ± MATCH EXIST CULVERT	MATCH EXIST CULVERT	
EX-DMH-30	29+96.4 21.2' RT	168.53	I = 164.3' ± (EXIST) I=164.50' (CBCI-30)	I=164.00' (DMH-30-B)	
SDMH-30	29+81.1 42.4' RT	168.56	I=162.70' (EX-DMH-28) I=163.10' (CULVERT W) I=163.10' (CULVERT E) I=163.70' (DMH-30-B)	I = 163.7' ± (EXIST)	

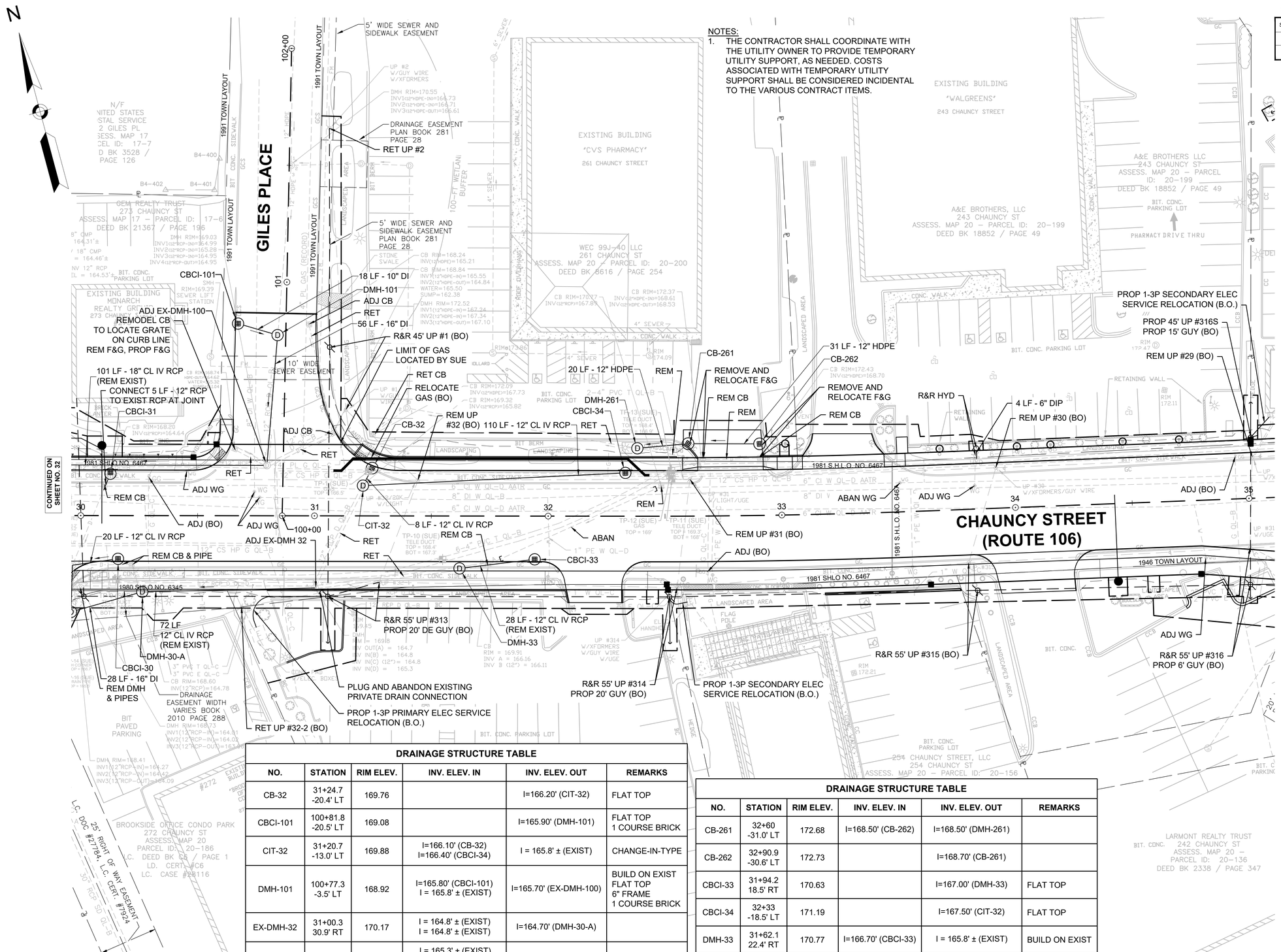
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	33	85
PROJECT FILE NO.	613052		

DRAINAGE & UTILITY PLAN

608944_HD(6076 DRAIN UTILITY).DWG Plotted on 14-Jul-2025 5:17 PM

NOTES:
1. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY OWNER TO PROVIDE TEMPORARY UTILITY SUPPORT, AS NEEDED. COSTS ASSOCIATED WITH TEMPORARY UTILITY SUPPORT SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS CONTRACT ITEMS.



DRAINAGE STRUCTURE TABLE

NO.	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
CB-32	31+24.7 -20.4' LT	169.76		I=166.20' (CIT-32)	FLAT TOP
CBCI-101	100+81.8 -20.5' LT	169.08		I=165.90' (DMH-101)	FLAT TOP 1 COURSE BRICK
CIT-32	31+20.7 -13.0' LT	169.88	I=166.10' (CB-32) I=166.40' (CBCI-34)	I = 165.8' ± (EXIST)	CHANGE-IN-TYPE
DMH-101	100+77.3 -3.5' LT	168.92	I=165.80' (CBCI-101) I = 165.8' ± (EXIST)	I=165.70' (EX-DMH-100)	BUILD ON EXIST FLAT TOP 6" FRAME 1 COURSE BRICK
EX-DMH-32	31+00.3 30.9' RT	170.17	I = 164.8' ± (EXIST) I = 164.8' ± (EXIST)	I=164.70' (DMH-30-A)	
EX-DMH-100	30+79.6 -21.5' LT	169.23	I = 165.3' ± (EXIST) I = 165.5' ± (EXIST) I=165.00' (DMH-101)	I=164.95' (DMH-300)	

DRAINAGE STRUCTURE TABLE

NO.	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
CB-261	32+60 -31.0' LT	172.68	I=168.50' (CB-262)	I=168.50' (DMH-261)	
CB-262	32+90.9 -30.6' LT	172.73		I=168.70' (CB-261)	
CBCI-33	31+94.2 18.5' RT	170.63		I=167.00' (DMH-33)	FLAT TOP
CBCI-34	32+33 -18.5' LT	171.19		I=167.50' (CIT-32)	FLAT TOP
DMH-33	31+62.1 22.4' RT	170.77	I=166.70' (CBCI-33)	I = 165.8' ± (EXIST)	BUILD ON EXIST
DMH-261	32+38.1 -29.1' LT	172.64	I=168.35' (CB-261)	I = 168.2' ± (EXIST)	BUILD ON EXIST

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	34	85
PROJECT FILE NO.	613052		

DRAINAGE & UTILITY PLAN

608944_HD(6076 DRAIN UTILITY).DWG Plotted on 14-Jul-2025 5:18 PM

N

COPELAND DRIVE

CHAUNCY STREET (ROUTE 106)

WOOD AVENUE

1946 TOWN LAYOUT

1916 TOWN LAYOUT

1954 SHILO NO. 4230

1958 SHILO ALT. NO. 4737

HARBOR ONE CREDIT UNION
131 COPELAND DR
ASSESS. MAP 20 – PARCEL ID: 20–181
DEED BK 16322 / PAGE 3

COBBLE HILL DEVELOPMENT, LLC,
LOGAN ATWOOD, LLC, AND MANSFIELD III, LLC
205–215 CHAUNCY ST, 234 CENTRAL ST
ASSESS. MAP 20 – PARCEL ID: 20–177
DEED BK 27897 / PAGE 106

A&E BROTHERS LLC
243 CHAUNCY ST
ASSESS. MAP 20 – PARCEL ID: 20–199
DEED BK 18852 / PAGE 49

JT BUILDING & DEVELOPMENT, LLC
235 CHAUNCY ST
ASSESS. MAP 20 – PARCEL ID: 20–165
DEED BK 12238 / PAGE 334

LARMONT REALTY TRUST
242 CHAUNCY ST
ASSESS. MAP 20 – PARCEL ID: 20–136
DEED BK 2338 / PAGE 347

COPELAND SQUARE PROFESSIONAL BUILDING CONDOMINIUM
100 COPELAND DR
ASSESS. MAP 20 – PARCEL ID: 20–139
DEED BK 3232 / PAGE 85

BRI, INC
99 COPELAND DR
ASSESS. MAP 20 – PARCEL ID: 20–138
DEED BK 2897 / PAGE 49

CHASE BANK
215 CHAUNCY ST

EXISTING BUILDING 'DOMINO'S'
235 CHAUNCY ST

EXISTING OFFICE BUILDING
100 COPELAND DRIVE

EXISTING BUILDING 'KIDNEY REV IDIOUTS'
99 COPELAND DRIVE

R&R 45' UP #27
PROP 15' GUY (BO)

R&R 50' UP #26
PROP 15' GUY (BO)

PROP 1-3P SECONDARY ELEC SERVICE RELOCATION (B.O.)

PROP 45' UP #316S
PROP 15' GUY (BO)

REM UP #29 (BO)

CBCI-36 (LP)
33 LF - 12" CL IV RCP
CBCI-35
REM UP #28 (BO)

ADJ (BO)

ADJ WG

R&R 55' UP #316
PROP 6' GUY (BO)

ADJ SMH

R&R 55' UP #317
PROP 2-20' GUYS (BO)

CBCI-37
14 LF - 12" CL IV RCP
DMH-37

PROP 2-1P SECONDARY ELEC SERVICE RELOCATIONS (B.O.)

PLUG AND ABANDON EXISTING PRIVATE DRAIN CONNECTION

9 LF - 12" CL IV RCP (REM EXIST)
CONNECT EXIST DRAIN TO CBCI

REMODEL EX-DMH-40
28 LF - 16" DI (REM EXIST)
REM UP #27 (BO)

ADJ EX-DMH-41
ADJ (BO)

RET
24 LF - 12" CL IV RCP
CIT-35
53 LF 12" CL IV RCP (REM EXIST)
CBCI-38
RET
CIT-39

ABAN

REM CB

CONNECT 8 LF - 12" CL IV RCP TO EXIST RCP AT JOINT

REM CB & PIPE
ADJ WG

ABAN

REM UP #25 (BO)

ADJ SMH

RET

REM UP #26 (BO)

167 LF - 16" DI (REM EXIST)

REM UP #25 (BO)

8 LF - 10" DI
CBCI-42

DMH-42

PROP UP #320S
PROP 8' SW GUY (BO)

RELOCATE GAS (BO)

RET EX 12" DRAIN PIPE

REM UP #24 (BO)

RET UP #23
PROP 15' GUY (BO)

R&R UP #320 (BO)

ADJ WG
28 LF - 10" DI
RET HYD
CB-43
ADJ WG

ADJ (BO)

R&R 55' UP #319
PROP 20' GUY (BO)

ADJ (BO)
ADJ WG

R&R 55' UP #318 (BO)

PROP 4 - 4" PVC RISERS & SWEEPS (2 - TEL & 2 - CATV)

PROP 200' OF 4 - 4" PVC CONDUITS CONC ENCASED (2 - TEL & 2 - CATV)

PC +86.68

PROP MAST ARM (TYP)

PROP TRAFFIC SIGNAL CABINET

ADJ WG
RET HYD

PROP 12" HOOD AT OUTLET PIPE

PROP LEACHING BASINS (LB-70-1, LB-70-2, LB-70-3)

3' - 12" CL IV RCP

33' X 13' CRUSHED STONE LEACHING AREA

CBCI-70
7 LF - 12" CL IV RCP
CB-70
11 LF - 12" CL IV RCP

RET UP #23

RET UP #1

PROP 1-3P SECONDARY ELEC SERVICE RELOCATION (B.O.)

CONTINUED ON SHEET NO. 33

DRAINAGE STRUCTURE TABLE

NO.	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
CB-43	38+82 16.8' RT	168.39		I=165.65' (DMH-42)	FLAT TOP 1 COURSE BRICK 6" FRAME
CB-70	70+16.3 -28.3' LT	170.6' ±	I=166.40' (CBCI-70)	I=166.40' (LB-70-2)	CB W/ F+C PROP 12 INCH HOOD (ITEM 224.012)
CBCI-35	35+90.8 -31.6' LT	172.58		I=168.60' (CIT-35)	
CBCI-36	35+96.9 -55.3' LT	171.36		I=167.90' (CIT-35)	FLAT TOP LOW POINT
CBCI-37	36+32.9 28.0' RT	171.79		I=168.10' (DMH-37)	FLAT TOP
CBCI-38	36+74.1 -59.1' LT	171.42	I = 167.0' ± (EXIST)	I = 166.9' ± (EXIST)	BUILD ON EXIST ECCENTRIC
CBCI-42	38+77.1 -17.7' LT	168.43		I=165.60' (DMH-42)	FLAT TOP 1 COURSE BRICK 6" FRAME
CBCI-70	70+14.6 -19.1' LT	170.00		I=166.50' (CB-70)	FLAT TOP
CIT-35	36+21.1 -50.7' LT	171.59	I=167.60' (CBCI-35) I=167.60' (CBCI-36)	I=167.60' (CIT-39)	CHANGE-IN-TYPE
CIT-39	36+79 -35.7' LT	170.98	I = 167.8' ± (EXIST) I=167.30' (CIT-35)	I=167.30' (EX-DMH-40)	CHANGE-IN-TYPE
DMH-37	36+47.8 27.8' RT	171.46	I=168.00' (CBCI-37)	I=167.90' (CIT-39)	FLAT TOP
DMH-42	38+82 -11.4' LT	168.50	I=165.50' (EX-DMH-41) I=165.50' (CB-43) I=165.50' (CBCI-42)	I = 165.5' ± (EXIST)	FLAT TOP 1 COURSE BRICK 6" FRAME
EX-DMH-40	36+87.8 -27.7' LT	170.87	I=166.80' (CIT-39) I = 166.8' ± (EXIST)	I=166.55' (EX-DMH-41)	REMODEL
EX-DMH-41	37+13.6 -10.1' LT	170.69	I=166.25' (EX-DMH-40)	I=166.15' (DMH-42)	
LB-70-1	70+28.5 -39.7' LT	171.2' ±	I=166.30' (LB-70-2)		LEACHING BASIN
LB-70-2	70+18.6 -41.5' LT	171.2' ±	I=166.30' (CB-70)	I=166.30' (LB-70-1) I=166.30' (LB-70-3)	LEACHING BASIN
LB-70-3	70+08.8 -43.2' LT	171.2' ±	I=166.30' (LB-70-2)		LEACHING BASIN

0 20 50 100

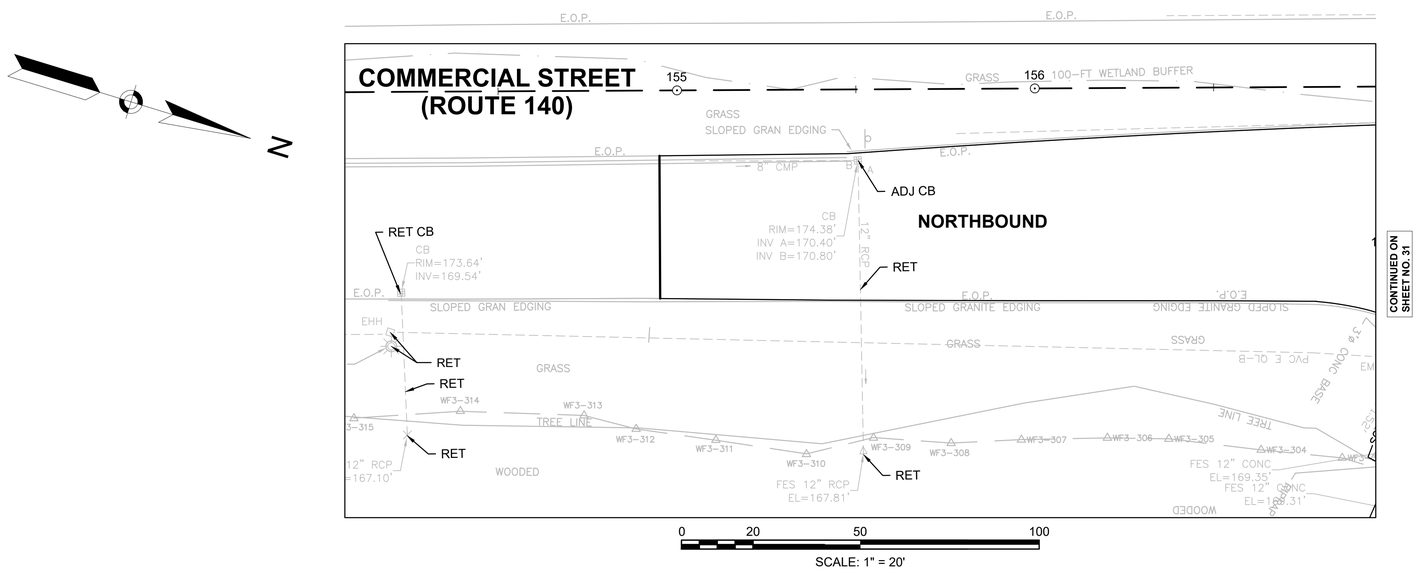
SCALE: 1" = 20'

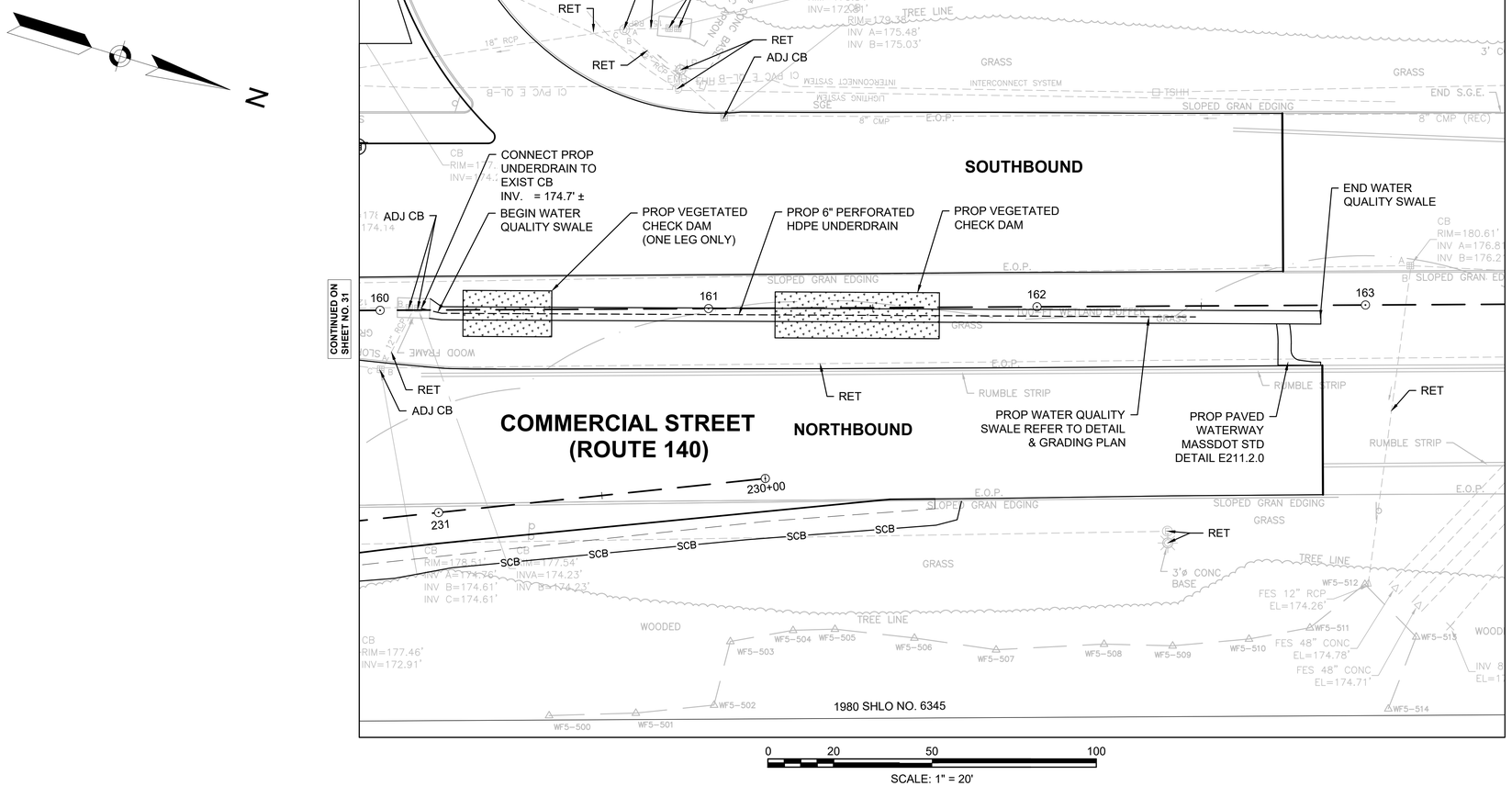
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	35	85
PROJECT FILE NO.	613052		

DRAINAGE & UTILITY PLAN

608944_HD(6076 DRAIN UTILITY).DWG Plotted on 14-Jul-2025 5:19 PM





FOR SWALE GRADING SEE SHEET 30

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	36	85
PROJECT FILE NO.	613052		

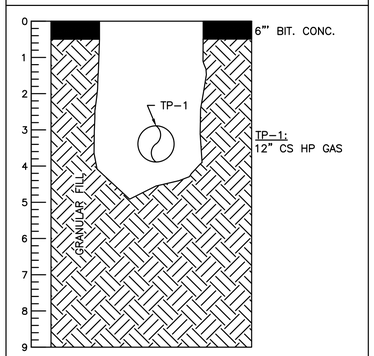
TEST PIT LOGS

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-1

NORTHING: 2836382.2
EASTING: 729198.0

GROUND EL. 169.4'

MEASURE DOWN TOP: 2.9'
MEASURE DOWN BTM:
UTILITY EL. TOP: 166.5'
UTILITY EL. BTM:



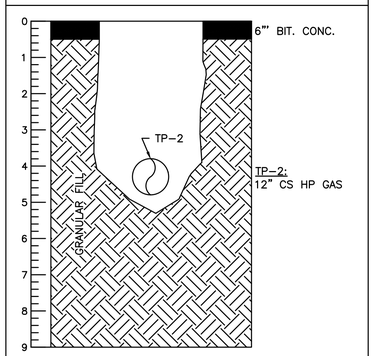
(NTS) SECTION FACING "EAST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-2

NORTHING: 2836460.7
EASTING: 728783.5

GROUND EL. 171.6'

MEASURE DOWN TOP: 3.8'
MEASURE DOWN BTM:
UTILITY EL. TOP: 167.8'
UTILITY EL. BTM:



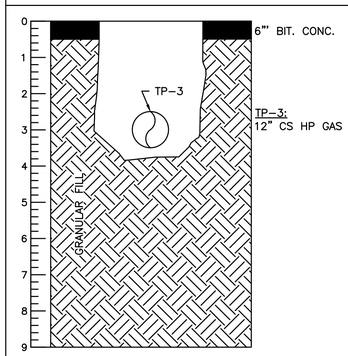
(NTS) SECTION FACING "EAST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-3

NORTHING: 2836397.8
EASTING: 729016.5

GROUND EL. 168.3'

MEASURE DOWN TOP: 2.5'
MEASURE DOWN BTM:
UTILITY EL. TOP: 165.8'
UTILITY EL. BTM:



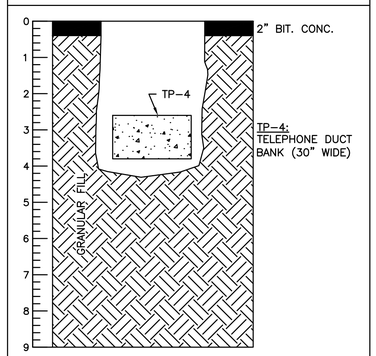
(NTS) SECTION FACING "EAST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-4

NORTHING: 2836572.0
EASTING: 728292.0

GROUND EL. 177.3'

MEASURE DOWN TOP: 2.6'
MEASURE DOWN BTM: 3.8'
UTILITY EL. TOP: 174.7'
UTILITY EL. BTM: 173.5'



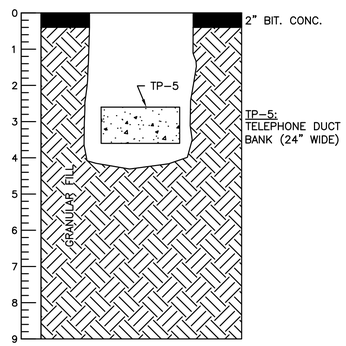
(NTS) SECTION FACING "EAST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-5

NORTHING: 2836564.5
EASTING: 728321.3

GROUND EL. 177.5'

MEASURE DOWN TOP: 2.6'
MEASURE DOWN BTM: 3.6'
UTILITY EL. TOP: 174.9'
UTILITY EL. BTM: 173.9'



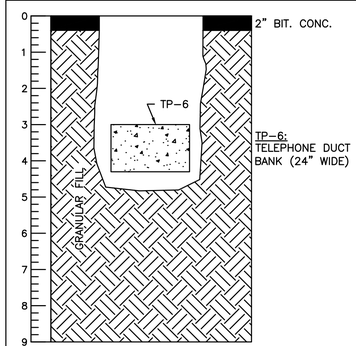
(NTS) SECTION FACING "EAST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-6

NORTHING: 2836456.1
EASTING: 728719.1

GROUND EL. 173.2'

MEASURE DOWN TOP: 3.0'
MEASURE DOWN BTM: 4.3'
UTILITY EL. TOP: 170.2'
UTILITY EL. BTM: 168.9'



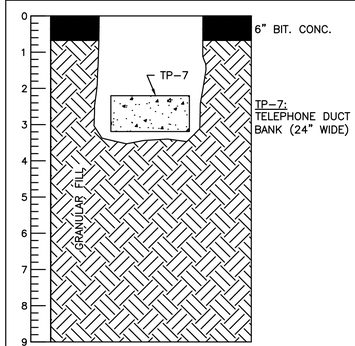
(NTS) SECTION FACING "EAST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-7

NORTHING: 2836374.6
EASTING: 729052.7

GROUND EL. 168.4'

MEASURE DOWN TOP: 2.2'
MEASURE DOWN BTM: 3.2'
UTILITY EL. TOP: 166.2'
UTILITY EL. BTM: 165.2'



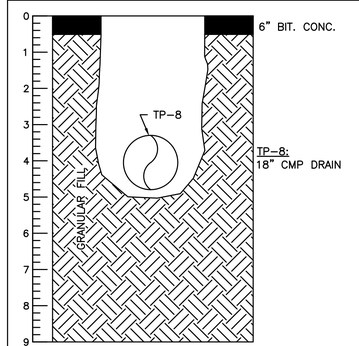
(NTS) SECTION FACING "EAST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-8

NORTHING: 2836376.8
EASTING: 729054.4

GROUND EL. 168.3'

MEASURE DOWN TOP: 3.3'
MEASURE DOWN BTM:
UTILITY EL. TOP: 165.0'
UTILITY EL. BTM:



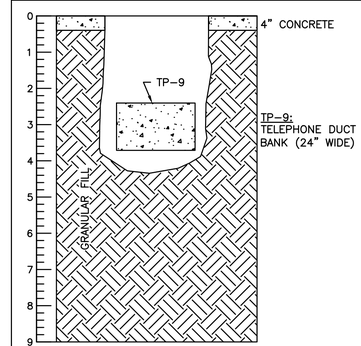
(NTS) SECTION FACING "NORTH"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-9

NORTHING: 2836365.3
EASTING: 729081.6

GROUND EL. 169.0'

MEASURE DOWN TOP: 2.4'
MEASURE DOWN BTM: 3.7'
UTILITY EL. TOP: 166.6'
UTILITY EL. BTM: 165.3'



(NTS) SECTION FACING "EAST"

608944_HDI(6076 TEST PITS).DWG Plotted on 14-Jul-2025 4:46 PM

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	37	85
PROJECT FILE NO.	613052		

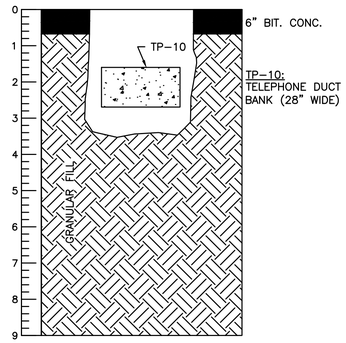
TEST PIT LOGS

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-10

NORTHING: 2836337.5
EASTING: 729218.8

GROUND EL. 170.0'

MEASURE DOWN TOP: 1.6'
MEASURE DOWN BTM: 2.7'
UTILITY EL. TOP: 168.4'
UTILITY EL. BTM: 167.3'



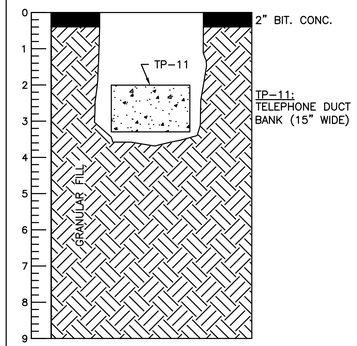
(NTS) SECTION FACING "EAST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-11

NORTHING: 2836345.4
EASTING: 729322.4

GROUND EL. 171.3'

MEASURE DOWN TOP: 2.0'
MEASURE DOWN BTM: 3.3'
UTILITY EL. TOP: 169.3'
UTILITY EL. BTM: 168.0'



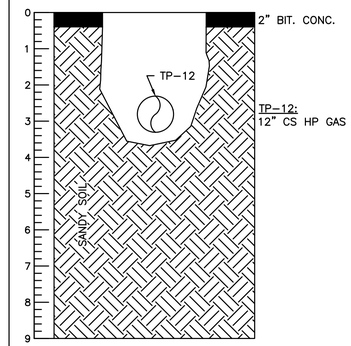
(NTS) SECTION FACING "EAST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-12

NORTHING: 2836347.0
EASTING: 729322.2

GROUND EL. 171.3'

MEASURE DOWN TOP: 2.3'
MEASURE DOWN BTM:
UTILITY EL. TOP: 169.0'
UTILITY EL. BTM:



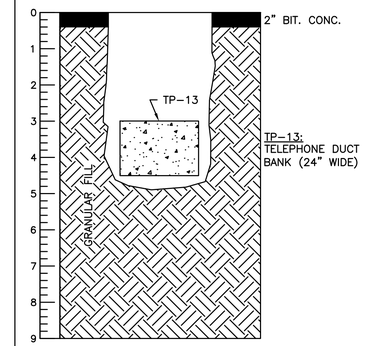
(NTS) SECTION FACING "EAST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-13

NORTHING: 2836348.9
EASTING: 729323.3

GROUND EL. 171.4'

MEASURE DOWN TOP: 3.0'
MEASURE DOWN BTM: 4.5'
UTILITY EL. TOP: 168.4'
UTILITY EL. BTM: 166.9'



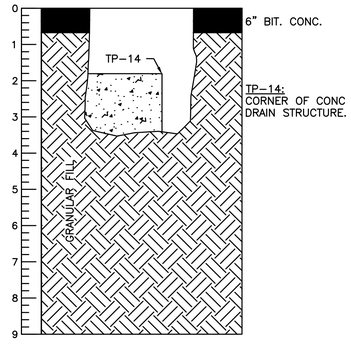
(NTS) SECTION FACING "EAST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-14

NORTHING: 2836359.8
EASTING: 729050.9

GROUND EL. 168.5'

MEASURE DOWN TOP: 1.8'
MEASURE DOWN BTM:
UTILITY EL. TOP: 166.7'
UTILITY EL. BTM:



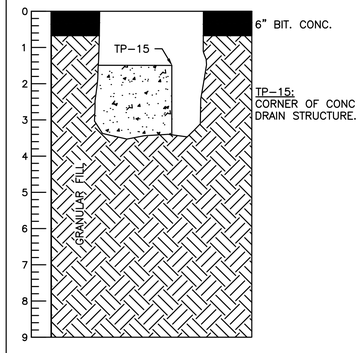
(NTS) SECTION FACING "WEST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-15

NORTHING: 2836362.8
EASTING: 729043.5

GROUND EL. 168.3'

MEASURE DOWN TOP: 1.5'
MEASURE DOWN BTM:
UTILITY EL. TOP: 166.8'
UTILITY EL. BTM:



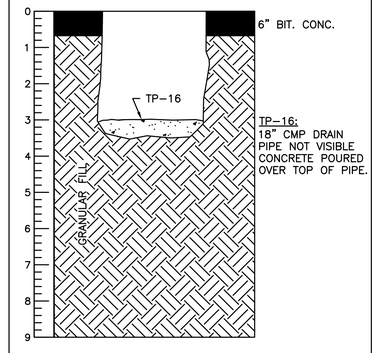
(NTS) SECTION FACING "WEST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-16

NORTHING: 2836360.3
EASTING: 729049.7

GROUND EL. 168.5'

MEASURE DOWN TOP: 3.0'
MEASURE DOWN BTM:
UTILITY EL. TOP: 165.5'
UTILITY EL. BTM:



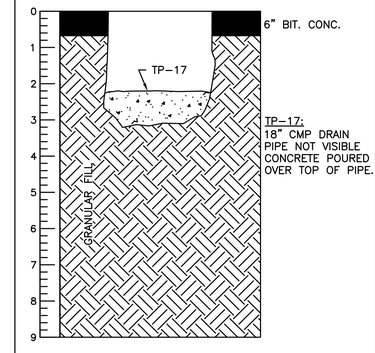
(NTS) SECTION FACING "NORTH"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-17

NORTHING: 2836361.4
EASTING: 729047.1

GROUND EL. 168.4'

MEASURE DOWN TOP: 2.2'
MEASURE DOWN BTM:
UTILITY EL. TOP: 166.2'
UTILITY EL. BTM:



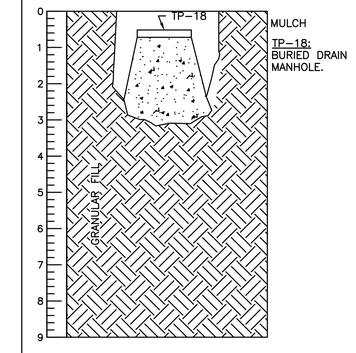
(NTS) SECTION FACING "N/A"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-18

NORTHING: 2836339.9
EASTING: 729162.9

GROUND EL. 170.3'

MEASURE DOWN TOP: 0.5'
MEASURE DOWN BTM:
UTILITY EL. TOP: 169.8'
UTILITY EL. BTM:



(NTS) SECTION FACING "NORTH"

608944_HDI(6076 TEST PITS).DWG Plotted on 14-Jul-2025 4:46 PM

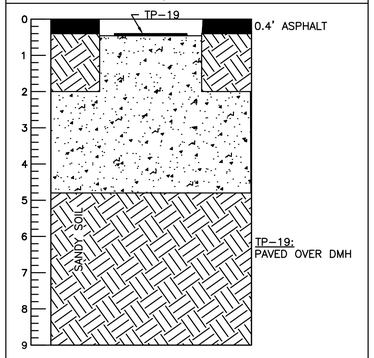
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	38	85
PROJECT FILE NO.	613052		

TEST PIT LOGS

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-19

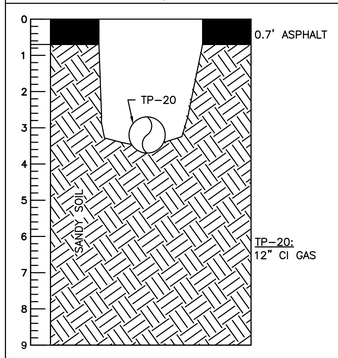
NORTHING:	2836355.06'
EASTING:	729043.93'
GROUND EL.	168.6'
MEASURE DOWN TOP:	0.4'
MEASURE DOWN BTM:	N/A
UTILITY EL. TOP:	168.2'
UTILITY EL. BTM:	N/A



(NTS) SECTION FACING EAST

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-20

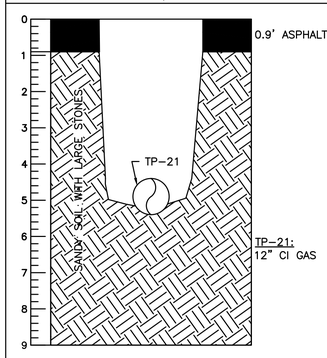
NORTHING:	2836284.13'
EASTING:	729926.08'
GROUND EL.	168.5'
MEASURE DOWN TOP:	2.7'
MEASURE DOWN BTM:	N/A
UTILITY EL. TOP:	165.8'
UTILITY EL. BTM:	N/A



(NTS) SECTION FACING EAST

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-21

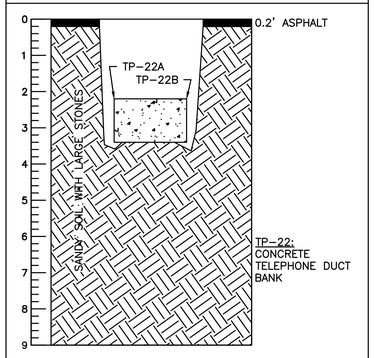
NORTHING:	2836257.03'
EASTING:	729765.03'
GROUND EL.	170.5'
MEASURE DOWN TOP:	4.4'
MEASURE DOWN BTM:	N/A
UTILITY EL. TOP:	166.1'
UTILITY EL. BTM:	N/A



(NTS) SECTION FACING EAST

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-22A TP-22B

NORTHING:	2836268.55'	2836266.56'
EASTING:	729751.47'	729751.66'
GROUND EL.	171.2'	171.2'
MEASURE DOWN TOP:	2.2'	2.2'
MEASURE DOWN BTM:	3.4'	3.4'
UTILITY EL. TOP:	169.0'	169.0'
UTILITY EL. BTM:	167.8'	167.8'



(NTS) SECTION FACING EAST

608944_HDI(6076 TEST PITS).DWG Plotted on 14-Jul-2025 4:46 PM

HIGHWAY GUARD DETAILS
NONE

TRAFFIC SIGNAL CONDUIT
SEE SHEET 54

WATER SUPPLY ALTERATIONS
NONE

DRAINAGE & UTILITY PLANS
SEE SHEET 31

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	39	85
	PROJECT FILE NO. 613052		

LANDSCAPE PLAN

608944_LA(6076 PLANS).DWG Plotted on 14-Jul-2025 4:48 PM

N

N/F ANSFIELD LLC CHAUNCY ST – PARCEL ID: 16384 / PAGE 38 23

MASSDOT LANDSCAPE SECTION SHALL IDENTIFY EXISTING TREES TO REMAIN. THIS AREA TO BE CLEARED TRIMMED AS DIRECTED.

MASSDOT LANDSCAPE SECTION SHALL IDENTIFY EXISTING TREES TO REMAIN. THIS AREA TO BE CLEARED TRIMMED AS DIRECTED.

NOTE:
LOCATION OF PLANTS ON THE PLANS ARE APPROXIMATE. CONTRACTOR SHALL LAYOUT/FLAG PLANT LOCATIONS FOR MASSDOT APPROVAL PRIOR TO EXCAVATING PLANTING HOLES.

ROSEWOOD REALTY TRUST
287 CHAUNCY ST
ASSESS. MAP 17 – PARCEL ID: 17–4
DEED BK 13234 / PAGE 164

5' WIDE PAVER BORDER EDGE AT CURB, TYP.

3' WIDE PAVER BORDER EDGE AT CURB, TYP.

5' WIDE PAVER BORDER EDGE AT CURB, TYP.

MASSDOT LANDSCAPE SECTION SHALL IDENTIFY EXISTING TREES TO REMAIN. THIS AREA TO BE CLEARED TRIMMED AS DIRECTED.

MASSDOT LANDSCAPE SECTION SHALL IDENTIFY EXISTING TREES TO REMAIN. THIS AREA TO BE CLEARED TRIMMED AS DIRECTED.

CHAUNCY STREET
(ROUTE 106)

PI +50.00

AUXILIARY BASELINE 'C'

WELCOME TO MANSFIELD SIGN

1980 SHLO NO. 6345

HLO NO. 6345

ESTATE OF LESTER S. EPSTEIN – 1/2 INTEREST
ESTATE OF JAMES M. EPSTEIN – 1/2 INTEREST

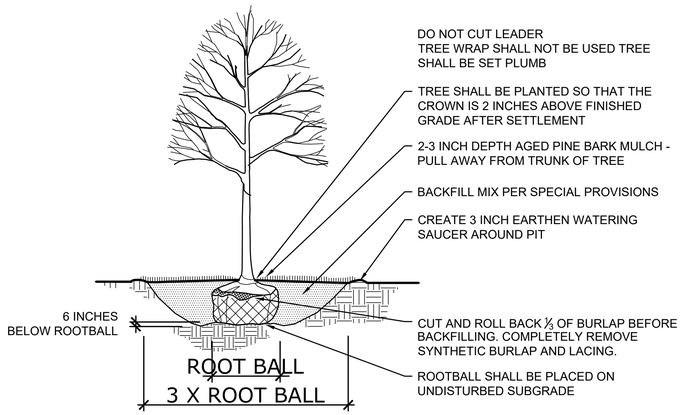
LESTER EPSTEIN
CHAUNCY ST
– MAP 20 –
ID: 20–149
9124 / PAGE 31

PLANT LIST - MASTER

KEY	QU.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	PLANT SPACING
TREES						
AG	5	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	SERVICEBERRY - 'AUTUMN BRILLIANCE'	7'-8' HGT	B&B	
AR	1	ACER RUBRUM 'FRANKSRED'	MAPLE - RED - RED SUNSET	2-2.5" CAL.	B&B	
CF	5	CORNUS FLORIDA 'APPALACHIAN SNOW'	DOGWOOD - APPALACIAN SNOW	2-2.5" CAL.	B&B	
CP	4	CRATAEGUS PHAENOPYRUM	HAWTHORN - WASHINGTON	2-2.5" CAL.	B&B	
JV	10	JUNIPERUS VIRGINIANA	RED CEDAR - EASTERN	7'-8' HGT	B&B	
LS	6	LIQUIDAMBAR STYRACIFLUA 'SLENDER SILHOUETTE'	SWEETGUM - SLENDER SILHOUETTE	2-2.5" CAL.	B&B	
NS	2	NYSSA SYLVATICA	TUPELO - BLACK GUM	2-2.5" CAL.	B&B	
QB	2	QUERCUS BICOLOR	OAK - SWAMP WHITE	2-2.5" CAL.	B&B	
TH	7	THUJA OCCIDENTAILS 'NIGRA'	ARBORVITAE - DARK AMERICAN	7'-8' HGT	B&B	
SHRUBS						
CA	21	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	SUMMERSWEET - HUMMINGBIRD	3'-4' / #3	CONT.	6' O.C.
IG	21	ILEX GLABRA 'NORDIC'	INKBERRY - NORDIC	2'-3' / #3	CONT.	3-4' O.C.
IVF(IV)	19	ILEX VERTICILLATA 'RED SPRITE'	WINTERBERRY - FEMALE	24-30" / #3	CONT.	3-4' O.C.
IVM(IV)	3	ILEX VERTICILLATA 'JIM DANDY'	WINTERBERRY - MALE	24-30" / #3	CONT.	3-4' O.C.
JVG	44	JUNIPERUS VIRGINIANA 'GREY OWL'	JUNIPER - GREY OWL	18-24" / #2	CONT.	3-4' O.C.
KL	1	KALMIA LATIFOLIA	MOUNTAIN LAUREL	2-3' HGT	CONT.	13' O.C.
RA	31	RHUS AROMATICA 'GROW LOW'	SUMAC SHRUB - FRAGRANT- 'GROW LOW'	2'-3' / #2	CONT.	6' O.C.
RD	21	ROSA KNOCK OUT DOUBLE	DOUBLE KNOCK OUT ROSE	18-24"	CONT.	5' O.C.
RK	27	ROSA KNOCK OUT SUNNY	SUNNY KNOCK OUT ROSE	18"-24"	CONT.	5' O.C.
RR	14	ROSA 'RADYOD' BLUSHING KNOCK OUT	KNOCK OUT ROSE -'RADYOD'	18"-24"	CONT.	5' O.C.
SB	10	SPIRAEA BETULIFOLIA	SPIREA - WHITE MEADOWSWEET	2'-3' / #3	CONT.	3' O.C.
ORNAMENTAL GRASS & PERENNIALS						
ACH	39	ACHILLEA MILLEFOLIUM	YARROW - COMMON	1 GAL.	CONT.	24" O.C.
ENC	31	ENCHINACEA PURPUREA 'LITTLE GIANT'	CONEFLOWER - 'LITTLE GIANT'	1 GAL.	CONT.	24" O.C.
EUP	27	EUPATORIUM PERFOLIAM	BONSET	1 GAL.	CONT.	24" O.C.
EUR	26	EURYBIA MACROPHYLIA	ASTER - LARGE LEAF WOOD	1 GAL.	CONT.	24" O.C.
HEM	26	HEMEROCALLIS 'STELLA DE ORO'	DAYLILY - STELLA DE ORO	1 GAL.	CONT.	24" O.C.
RUD	31	RUDBECKIA FULGIDA 'LITTLE GOLDSTAR'	BLACK-EYED SUSAN - 'LITTLE GOLDSTAR'	1 GAL.	CONT.	24" O.C.
SS	61	SCHIZACHYRIUM SCOPARIUM 'CAROUSEL'	LITTLE BLUESTEM - CAROUSEL	1 GAL.	CONT.	24" O.C.

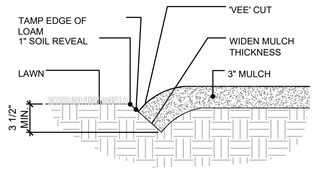
0 20 50 100
SCALE: 1" = 20'

608944_LA(6076 DETAILS).DWG Plotted on 14-Jul-2025 4:48 PM



DECIDUOUS TREE PLANTING

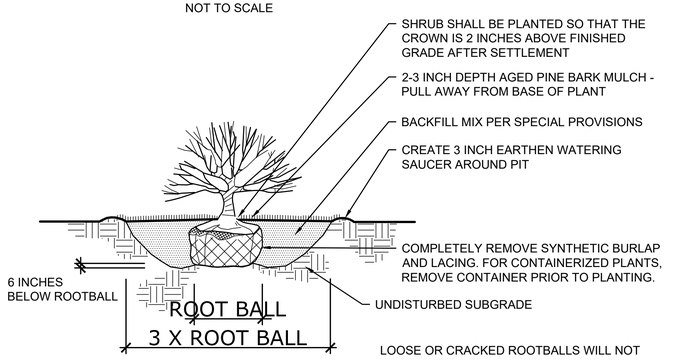
NOT TO SCALE



NOTE: LOCATE BEDLINE AS SHOWN ON PLAN.

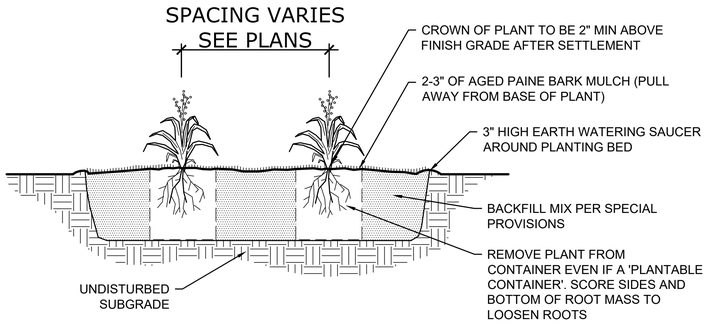
PLNTING BED EDGE

NOT TO SCALE



SHRUB PLANTING

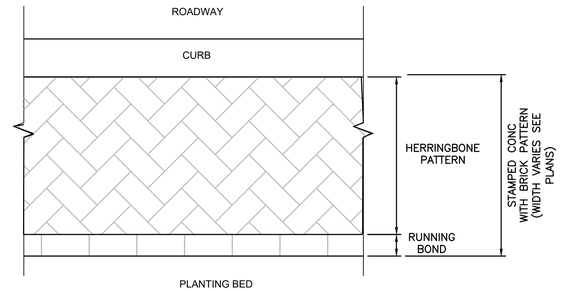
NOT TO SCALE



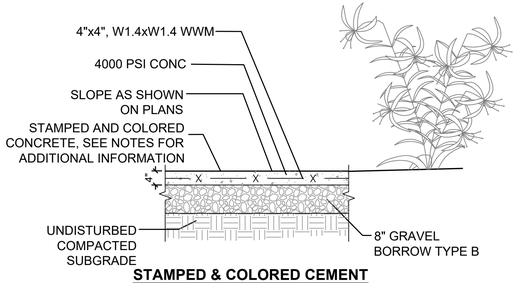
1. EXCAVATE TO REQUIRED DEPTH AND BACKFILL WITH PLANTING MIX
2. RAISE AND REPLANT ANY PLANTS WHICH SETTLE MORE THAN 3" AFTER PLANTING AND WATERING
3. WATER BY FLOODING TWICE IN FIRST TWO HOURS AFTER PLANTING. WATER & MAINTAIN AS PER STANDARD SPECIFICATIONS

ORNAMENTAL GRASS / PERENNIAL PLANTING

NOT TO SCALE

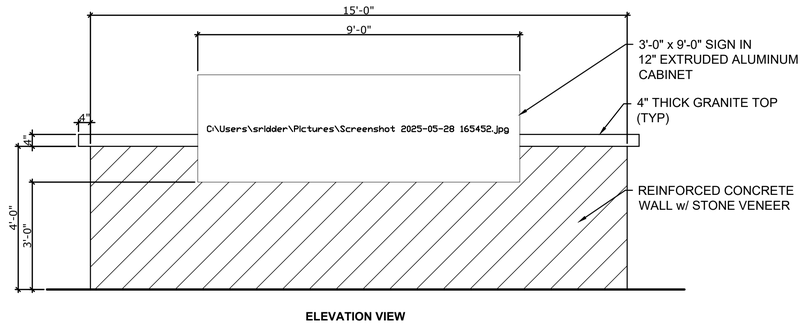


PLAN VIEW

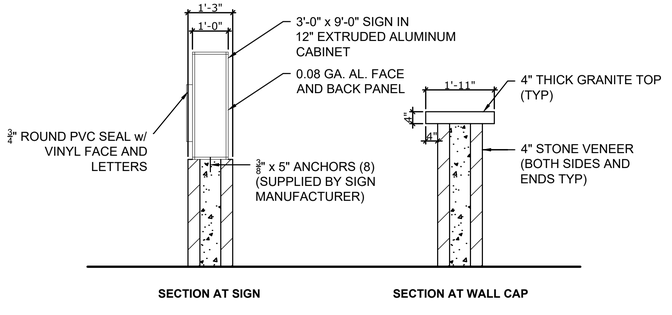


STAMPED & COLORED CEMENT CONCRETE AT SIDEWALK / ISLAND

NOT TO SCALE



ELEVATION VIEW



SECTION AT SIGN **SECTION AT WALL CAP**

WELCOME TO MANSFIELD SIGN

SCALE: 1/2" = 1'-0"

PAVEMENT MARKING & SIGN NOTES

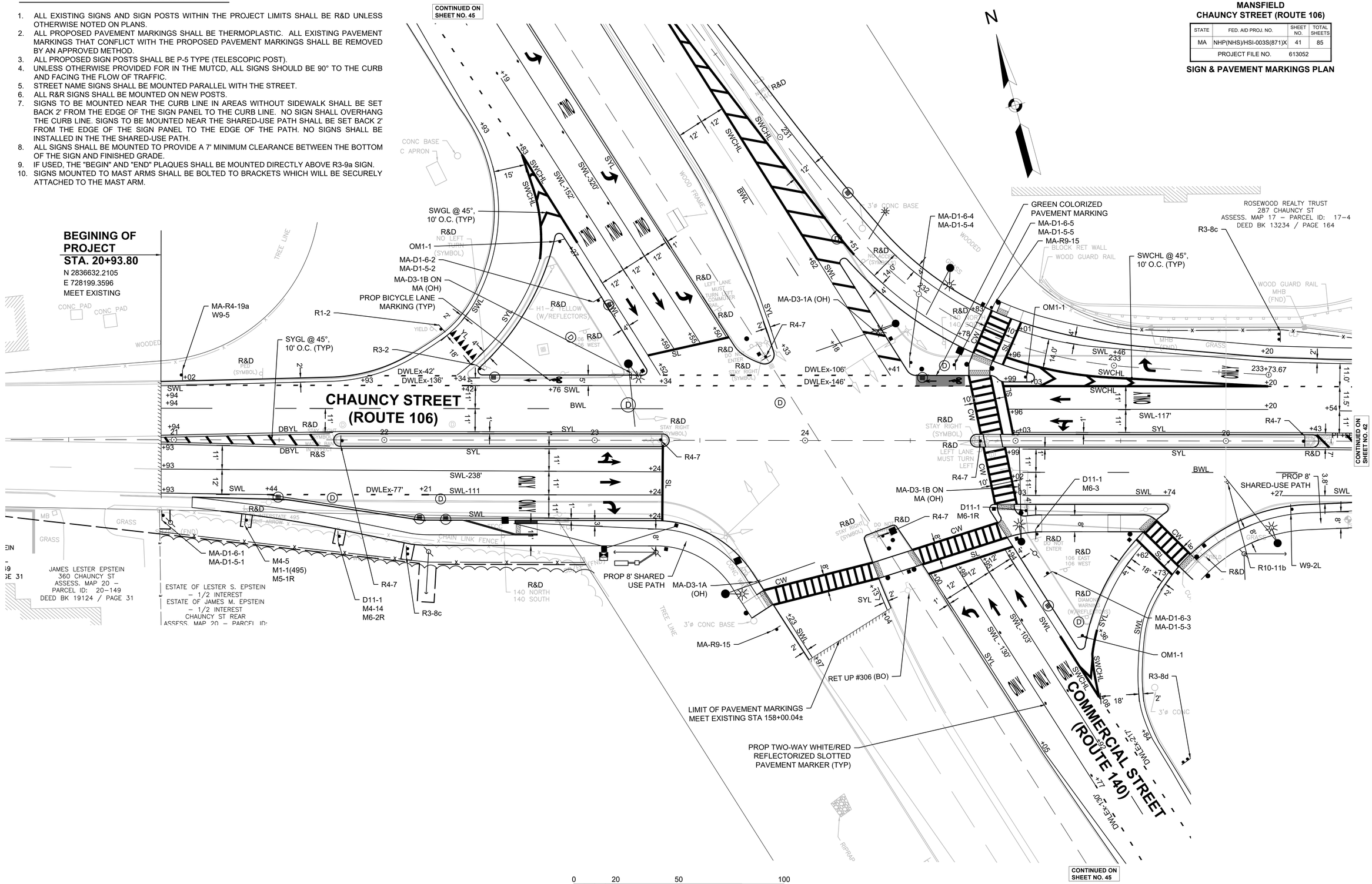
1. ALL EXISTING SIGNS AND SIGN POSTS WITHIN THE PROJECT LIMITS SHALL BE R&D UNLESS OTHERWISE NOTED ON PLANS.
2. ALL PROPOSED PAVEMENT MARKINGS SHALL BE THERMOPLASTIC. ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED BY AN APPROVED METHOD.
3. ALL PROPOSED SIGN POSTS SHALL BE P-5 TYPE (TELESCOPIC POST).
4. UNLESS OTHERWISE PROVIDED FOR IN THE MUTCD, ALL SIGNS SHOULD BE 90° TO THE CURB AND FACING THE FLOW OF TRAFFIC.
5. STREET NAME SIGNS SHALL BE MOUNTED PARALLEL WITH THE STREET.
6. ALL R&R SIGNS SHALL BE MOUNTED ON NEW POSTS.
7. SIGNS TO BE MOUNTED NEAR THE CURB LINE IN AREAS WITHOUT SIDEWALK SHALL BE SET BACK 2' FROM THE EDGE OF THE SIGN PANEL TO THE CURB LINE. NO SIGN SHALL OVERHANG THE CURB LINE. SIGNS TO BE MOUNTED NEAR THE SHARED-USE PATH SHALL BE SET BACK 2' FROM THE EDGE OF THE SIGN PANEL TO THE EDGE OF THE PATH. NO SIGNS SHALL BE INSTALLED IN THE THE SHARED-USE PATH.
8. ALL SIGNS SHALL BE MOUNTED TO PROVIDE A 7' MINIMUM CLEARANCE BETWEEN THE BOTTOM OF THE SIGN AND FINISHED GRADE.
9. IF USED, THE "BEGIN" AND "END" PLAQUES SHALL BE MOUNTED DIRECTLY ABOVE R3-9a SIGN.
10. SIGNS MOUNTED TO MAST ARMS SHALL BE BOLTED TO BRACKETS WHICH WILL BE SECURELY ATTACHED TO THE MAST ARM.

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	41	85
	PROJECT FILE NO. 613052		

SIGN & PAVEMENT MARKINGS PLAN

608944_HD(6076 PVMT MARK).DWG Plotted on 14-Jul-2025 4:50 PM



MANSFIELD
CHAUNCY STREET (ROUTE 106)

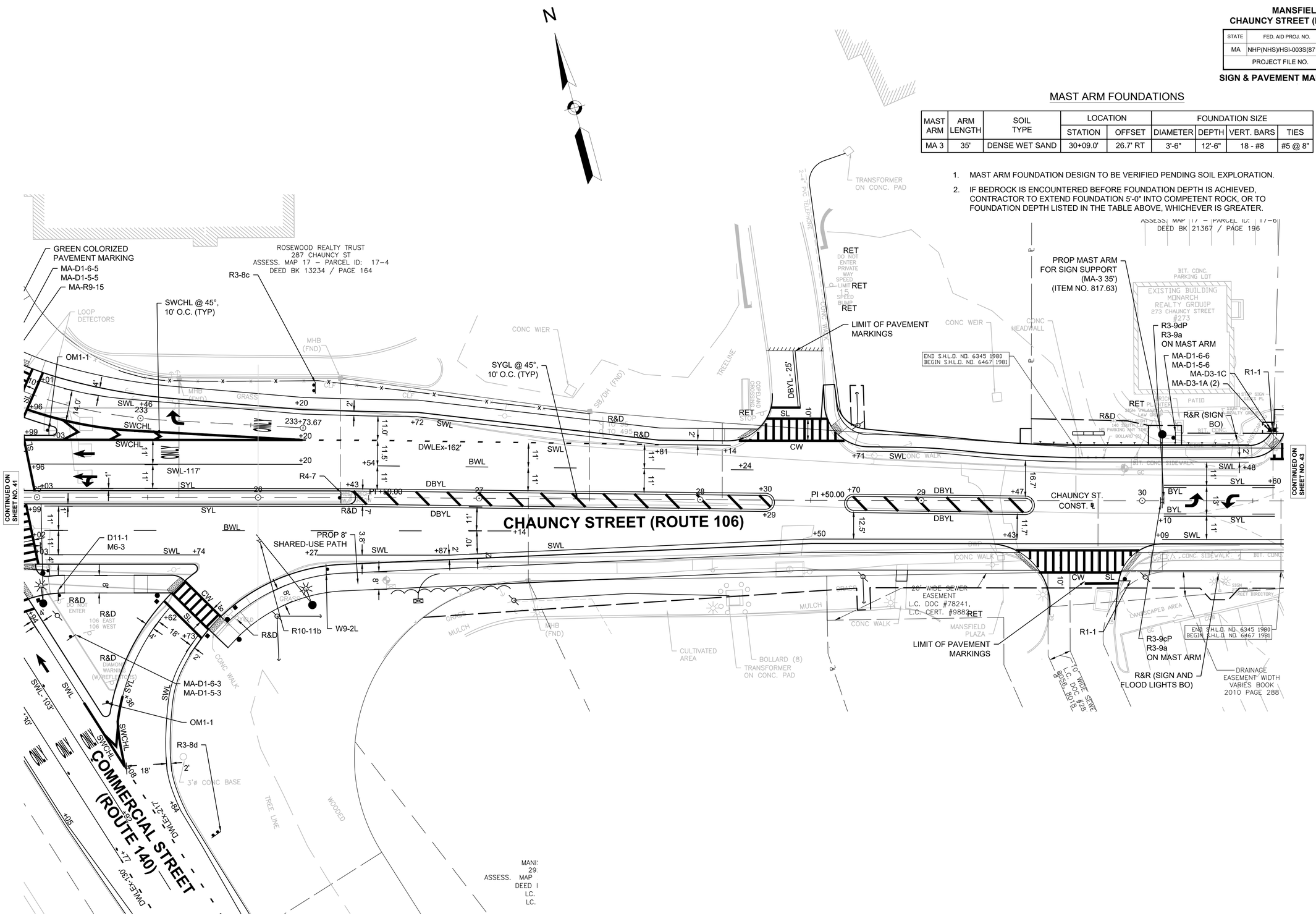
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	42	85
PROJECT FILE NO.	613052		

SIGN & PAVEMENT MARKINGS PLAN

MAST ARM FOUNDATIONS

MAST ARM	ARM LENGTH	SOIL TYPE	LOCATION		FOUNDATION SIZE			
			STATION	OFFSET	DIAMETER	DEPTH	VERT. BARS	TIES
MA 3	35'	DENSE WET SAND	30+09.0'	26.7' RT	3'-6"	12'-6"	18 - #8	#5 @ 8"

1. MAST ARM FOUNDATION DESIGN TO BE VERIFIED PENDING SOIL EXPLORATION.
2. IF BEDROCK IS ENCOUNTERED BEFORE FOUNDATION DEPTH IS ACHIEVED, CONTRACTOR TO EXTEND FOUNDATION 5'-0" INTO COMPETENT ROCK, OR TO FOUNDATION DEPTH LISTED IN THE TABLE ABOVE, WHICHEVER IS GREATER.



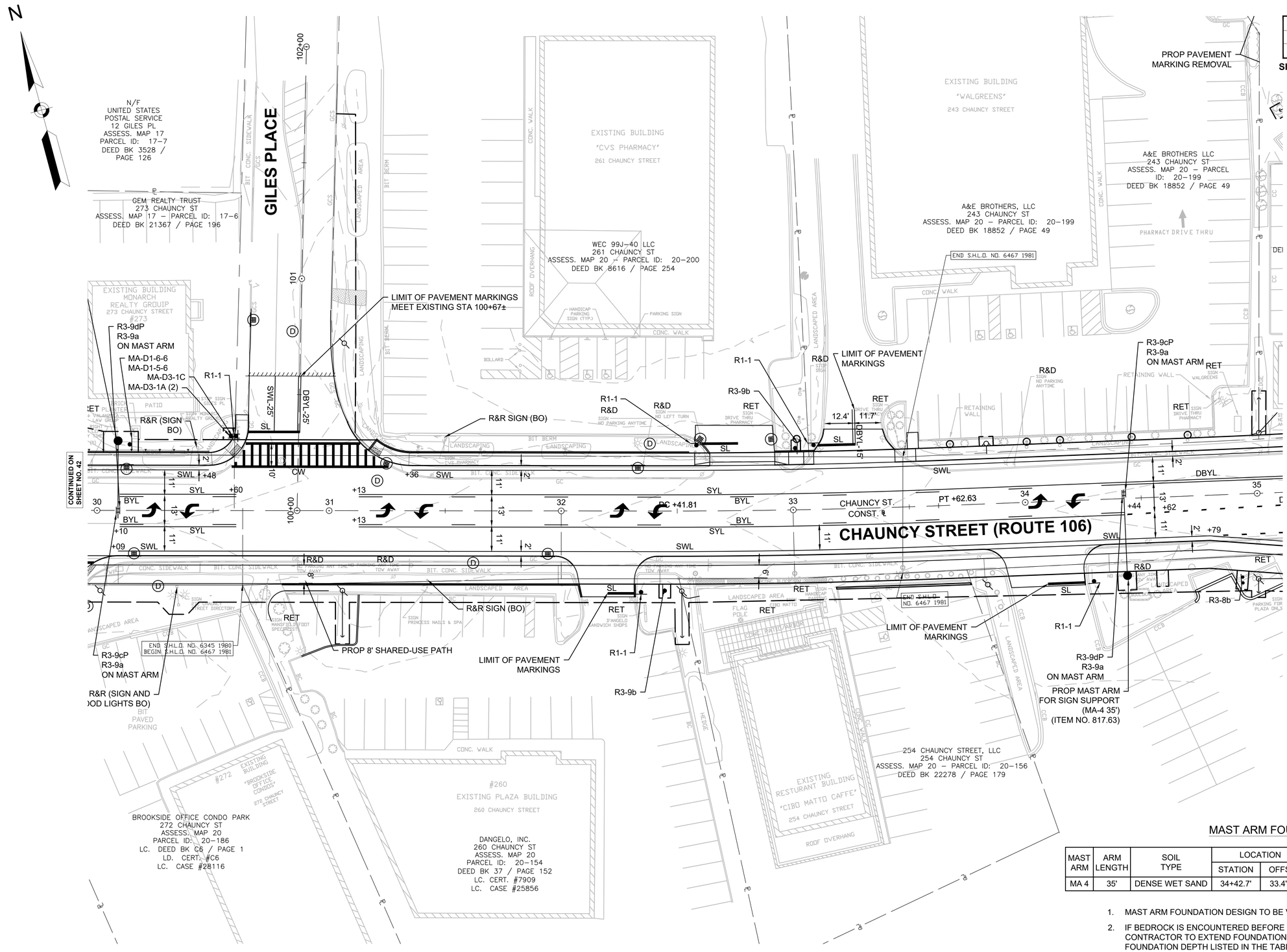
608944_HD(6076 PVMT MARK).DWG Plotted on 14-Jul-2025 4:50 PM

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	43	85
	PROJECT FILE NO. 613052		

SIGN & PAVEMENT MARKINGS PLAN

608944_HD(6076 PVMT MARK).DWG Plotted on 14-Jul-2025 4:50 PM



MAST ARM FOUNDATIONS

MAST ARM	ARM LENGTH	SOIL TYPE	LOCATION		FOUNDATION SIZE			
			STATION	OFFSET	DIAMETER	DEPTH	VERT. BARS	TIES
MA 4	35'	DENSE WET SAND	34+42.7'	33.4' RT	3'-6"	12'-6"	18 - #8	#5 @ 8"

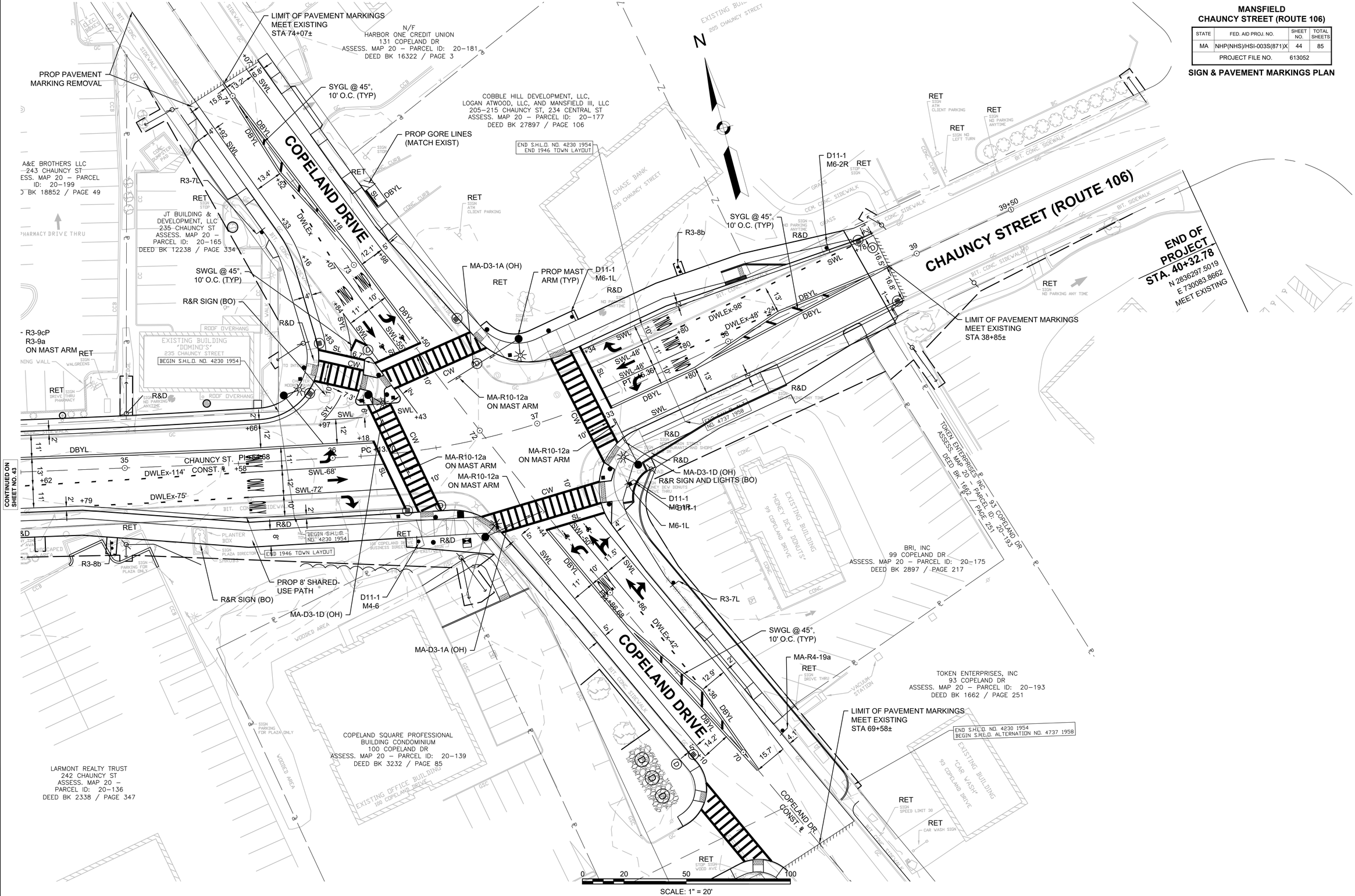
1. MAST ARM FOUNDATION DESIGN TO BE VERIFIED PENDING SOIL EXPLORATION.
2. IF BEDROCK IS ENCOUNTERED BEFORE FOUNDATION DEPTH IS ACHIEVED, CONTRACTOR TO EXTEND FOUNDATION 5'-0" INTO COMPETENT ROCK, OR TO FOUNDATION DEPTH LISTED IN THE TABLE ABOVE, WHICHEVER IS GREATER.

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	44	85
PROJECT FILE NO.	613052		

SIGN & PAVEMENT MARKINGS PLAN

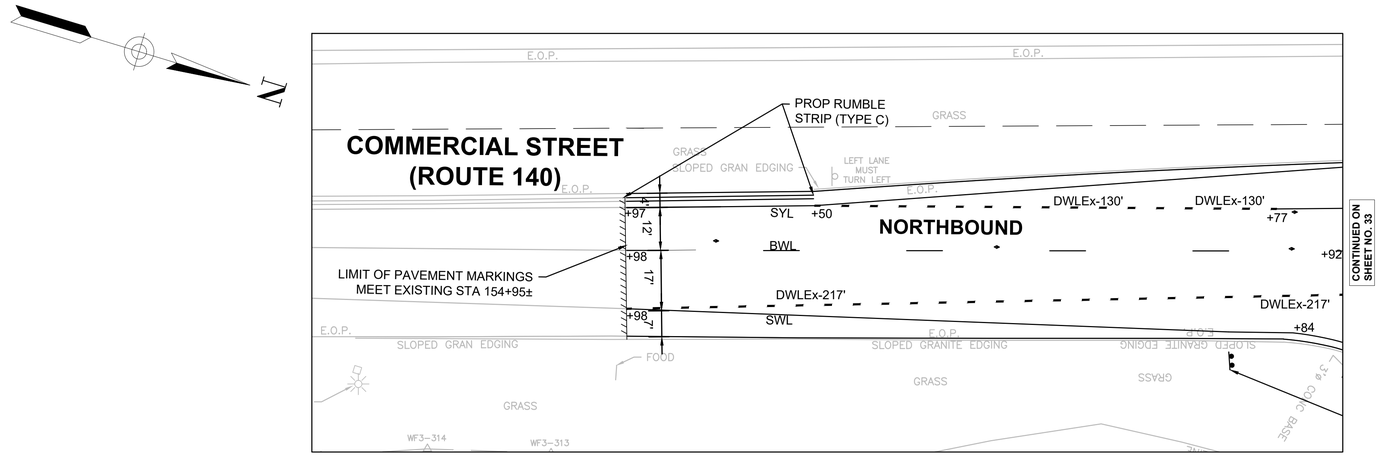
608944_HD(6076 PVMT MARK).DWG Plotted on 14-Jul-2025 4:50 PM

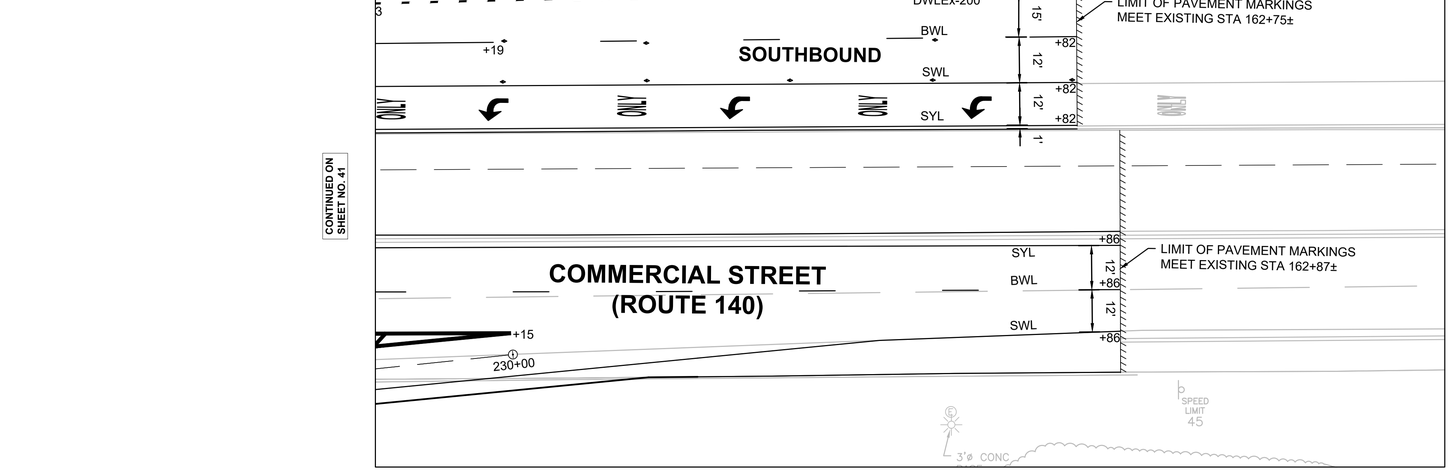


MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	45	85
	PROJECT FILE NO. 613052		

SIGN & PAVEMENT MARKINGS PLAN





0 20 50 100

SCALE: 1" = 20'

608944_HD(6076 PVMT MARK).DWG Plotted on 14-Jul-2025 4:51 PM

TRAFFIC SIGN SUMMARY

IDENTIFICATION NUMBER	TEXT	SIZE OF SIGN		TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (S.F.)	TOTAL AREA (S.F.)
		WIDTH	HEIGHT	LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND	BORDER			
D11-1	BIKE ROUTE	24 in	18 in	SEE 2009 MUTCD STANDARDS	SEE 2009 MUTCD STANDARDS	SEE 2009 MUTCD STANDARDS	8	GREEN	WHITE	WHITE	P-5 7	3	24.00
R1-1	STOP	30 in	30 in				6	RED	WHITE	WHITE	P-5 5 P-5 (2)	6.25	37.50
R1-2	YIELD	36 in x 36 in x 36 in					1	RED/ WHITE	RED	WHITE	P-5 1	3.90	3.90
R3-2		36 in	36 in				1	WHITE	BLACK	BLACK	P-5 1	9.00	9.00
R3-7L	LEFT LANE MUST TURN LEFT	30 in	30 in				2	WHITE	BLACK	BLACK	P-5 2	6.25	12.50
R3-8b	ONLY ONLY ONLY	48 in	30 in				2	WHITE	BLACK	BLACK	P-5 (2) 2	10	20.00
R3-8c	ONLY ONLY	48 in	30 in				2	WHITE	BLACK	BLACK	P-5 (2) 2	10	20.00
R3-8d	ONLY ONLY ONLY	48 in	30 in				1	WHITE	BLACK	BLACK	P-5 (2) 1	10	10.00
R3-9a	ONLY	30 in	36 in				4	WHITE	BLACK	BLACK	MNT 4 ON MA	7.50	30.00
R3-9b	CENTER LANE ONLY	24 in	36 in				2	WHITE	BLACK	BLACK	P-5 2	6	12.00
R3-9cP	BEGIN	24 in	12 in				2	WHITE	BLACK	BLACK	MNT 2 W/ R3-9a	2	4.00
R3-9dP	END	24 in	12 in				2	WHITE	BLACK	BLACK	MNT 2 W/ R3-9a	2	4.00
R4-7		24 in	30 in				6	WHITE	BLACK	BLACK	P-5 6	5	30.00
R10-11b	NO TURN ON RED	36 in	36 in				1	WHITE	BLACK	BLACK	MNT ON MA	9.00	9.00
OM1-1		24 in	24 in				3	YELLOW	ORANGE	YELLOW	P-5 3	4	12.00

NOTES:
1. HIGH INTENSITY ENCAPSULATED LENS REFLECTIVE SHEETING CONFORMING TO SECTION M9.30.0, TYPE III OR IV, OF THE MASSDOT STANDARD SPECIFICATIONS SHALL BE USED FOR ALL SIGNS.
2. ALL P-5 POSTS SHALL BE TELESCOPIC, RECTANGULAR TYPE POSTS, CONFORMING TO THE DIMENSIONS AND REQUIREMENTS OF THE MASSDOT "STANDARD DRAWINGS FOR SIGNS AND SUPPORTS" (LATEST EDITION).
3. SEE THE 2009 "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", 2012 REVISIONS AND SUPPLEMENTS TO THE MUTCD, AND "STANDARD HIGHWAY SIGNS" FOR THE LATEST SPECIFICATIONS ON TEXT DIMENSIONS AND COLOR. (ALSO SEE SECTION M9.30.0 MASSDOT STANDARD SPECIFICATION, THE "MASSACHUSETTS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", THE "MASSDOT STANDARD SIGNS", AND "GUIDE SIGN POLICY FOR SECONDARY STATE HIGHWAYS" (LATEST EDITIONS AND AMENDMENTS) BY THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION).
4. PBS: PAINTED BOTH SIDES
5. STREET NAME (MA-D3) SIGNS SHALL BE PAINTED ON ONE SIDE AND USE TWO SIGNS MOUNTED BACK TO BACK WITH BOLT-THROUGH METHOD UNLESS OTHERWISE NOTED
6. FYG: FLUORESCENT YELLOW GREEN.

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	46	85
PROJECT FILE NO.	613052		

SIGN SUMMARY

IDENTIFICATION NUMBER	TEXT	SIZE OF SIGN		TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (S.F.)	TOTAL AREA (S.F.)
		WIDTH	HEIGHT	LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND	BORDER			
M1-1(495)	INTERSTATE 495	30 in	24 in	SEE 2009 MUTCD STANDARDS	SEE 2009 MUTCD STANDARDS	SEE 2009 MUTCD STANDARDS	1	RED/ BLUE	WHITE	WHITE	P-5 1	5	5.00
M4-5	TO	24 in	12 in				1	BLUE	WHITE	WHITE	MNT 1 W/ M1-1(495)	2.00	2.00
M4-6	END	12 in	6 in				1	GREEN	WHITE	WHITE	MOUNT W / D11-1	0.50	0.50
M4-14	BEGIN	12 in	6 in				1	GREEN	WHITE	WHITE	MOUNT 1 W / D11-1	0.50	0.50
M5-1R		21 in	15 in				1	BLUE	WHITE	WHITE	MNT 1 W/ M1-1 (495)	2	2.00
M6-2R		12 in	15 in				2	GREEN	WHITE	WHITE	MOUNT W 2/ D11-1	0.75	1.50
M6-1L		12 in	15 in				2	GREEN	WHITE	WHITE	MOUNT W / D11-1	0.75	1.50
M6-1R		12 in	15 in				2	GREEN	WHITE	WHITE	MOUNT W / D11-1	0.75	1.50
MA-R9-15		24 in	24 in	SEE MASSDOT STANDARDS			2	WHITE	RED	BLACK	P-5 2	5.00	10.00
MA-R10-12 A	LEFT TURN YIELD ON FLASHING	30 in	36 in				4	WHITE	BLACK	BLACK	MNT 4 ON MA	7	28.00
MA-R4-19a	MOTORISTS GIVE 4' FT TO PASS	30 in	36 in				2	WHITE	BLACK	BLACK	P-5 1 MNT 1 W/ W9-5	7	14.00
W9-2L	LANE ENDS MERGE LEFT	30 in	30 in	SEE 2009 MUTCD STANDARDS			1	YELLOW	BLACK	BLACK	P-5 1	6.25	6.25
W9-5	LANE ENDS	30 in	30 in				1	YELLOW	BLACK	BLACK	P-5 1	6.25	6.25

606944_HDI(6076 SIGN SUMMARY).DWG Plotted on: 14-Jul-2025 4:51 PM

TRAFFIC SIGN SUMMARY (CONTINUED)

IDENTIFICATION NUMBER	TEXT	SIZE OF SIGN		TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (S.F.)	TOTAL AREA (S.F.)
		WIDTH	HEIGHT	LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND	BORDER			
MA-D1-5-1	140 SOUTH Norton →	60 in	54 in	9D/7C/6C 7C/5.25C	1 2.5 5.3 5.2 7.8	M1-5 (140) 18X24 ARROW 18X8.2 @0°	1	GREEN	WHITE	WHITE	MNT W/ MA-D1-6-1	22.5	22.50
MA-D1-5-2	106 WEST Plainville →	54 in	54 in	9D/7C/6C 7C/5.25C	1 2.5 5.3 5.2 7.8	M1-5 (106) 18X24 ARROW 18X8.2 @0°	1	GREEN	WHITE	WHITE	MNT W/ MA-D1-6-2	20.25	20.25
MA-D1-5-3	106 EAST Mansfield →	54 in	54 in	9D/7C/6C 7C/5.25C	1 2.5 5.3 5.2 7.8	M1-5 (106) 18X24 ARROW 18X8.2 @0°	1	GREEN	WHITE	WHITE	MNT W/ MA-D1-6-3	20.25	20.25
MA-D1-5-4	140 NORTH Foxboro ←	60 in	54 in	9D/7C/6C 7C/5.25C	1 2.5 5.3 5.2 7.8	M1-5 (140) 18X24 ARROW 18X8.2 @180°	1	GREEN	WHITE	WHITE	MNT W/ MA-D1-6-4	22.5	22.50
MA-D1-5-5	140 SOUTH Taunton ←	60 in	54 in	9D/7C/6C 7C/5.25C	1 2.5 5.3 5.2 7.8	M1-5 (140) 18X24 ARROW 18X8.2 @180°	1	GREEN	WHITE	WHITE	MNT W/ MA-D1-6-5	22.5	22.50
MA-D1-5-6	140 SOUTH Norton NEXT LEFT	60 in	54 in	9D/7C/6C 7C/5.25C 6C	1 2.5 5.2 5.3 10	M1-5 (140) 18X24	1	GREEN	WHITE	WHITE	MNT W/ MA-D1-6-6	22.5	22.50
MA-D1-6-1	140 NORTH Foxboro Wrentham ←	60 in	66 in	9D/7C/6C 7C/5.25C 7C/5.25C	6.9 4 4 4 6.9	M1-5 (140) 18X24 ARROW 18X8.2 @180°	1	GREEN	WHITE	WHITE	5 INCH TUBULAR POST (1)	27.5	27.50
MA-D1-6-2	106 EAST Mansfield Ctr ←	60 in	54 in	9D/7C/6C 7C/5.25C 7C/5.25C	6.4 4 4 4 6.4	M1-5 (106) 18X24 ARROW 18X8.2 @180°	1	GREEN	WHITE	WHITE	5 INCH TUBULAR POST (1)	22.5	22.50
MA-D1-6-3	106 WEST Plainville ←	60 in	54 in	9D/7C/6C 7C/5.25C 7C/5.25C	6.4 4 4 4 6.4	M1-5 (106) 18X24 ARROW 18X8.2 @180°	1	GREEN	WHITE	WHITE	5 INCH TUBULAR POST (1)	22.5	22.50
MA-D1-6-4	140 SOUTH Norton Taunton →	60 in	66 in	9D/7C/6C 7C/5.25C 7C/5.25C	6.9 4 4 4 6.9	M1-5 (140) 18X24 ARROW 18X8.2 @0°	1	GREEN	WHITE	WHITE	5 INCH TUBULAR POST (1)	27.5	27.50

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	47	85
	PROJECT FILE NO. 613052		

SIGN SUMMARY

IDENTIFICATION NUMBER	TEXT	SIZE OF SIGN		TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (S.F.)	TOTAL AREA (S.F.)
		WIDTH	HEIGHT	LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND	BORDER			
MA-D1-6-5	140 NORTH Foxboro Wrentham →	60 in	66 in	9D/7C/6C 7C/5.25C 7C/5.25C	6.9 4 4 4 6.9	M1-5 (140) 18X24 ARROW 18X8.2 @0°	1	GREEN	WHITE	WHITE	5 INCH TUBULAR POST (1)	27.5	27.50
MA-D1-6-6	140 NORTH Foxboro Wrentham NEXT RIGHT	60 in	66 in	9D/7C/6C 7C/5.25C 7C/5.25C	7.5 4 4 4 8.0	M1-5 (140) 18X24	1	GREEN	WHITE	WHITE	5 INCH TUBULAR POST (1)	27.5	27.50
MA-D3-1A	Chauncy St	54 in	12 in	6D/4D	2.75 3.25		2	GREEN	WHITE	WHITE	MNT 2 W/R1-1	4.5	9.00
MA-D3-1A (OH)	Chauncy St	66 in	18 in	8D/5.33D	5 5		4	GREEN	WHITE	WHITE	MOUNT 4 ON MA	8.25	33.00
MA-D3-1B (OH)	Commercial St	84 in	18 in	8D/5.33D	5 5	N/A	2	GREEN	WHITE	WHITE	MOUNT 2 ON MA	10.5	21.00
MA-D3-1C (PBS)	Giles Pl	36 in	12 in	6D/4D	2.75 3.25		1	GREEN	WHITE	WHITE	MNT 1 W/ R1-1	3	3.00
MA-D3-1D (OH)	Copeland Dr	66 in	18 in	8D/5.33D	5 5		2	GREEN	WHITE	WHITE	MOUNT 2 ON MA	8.25	16.50

608944_HDI(6076 SIGN SUMMARY).DWG Plotted on 14-Jul-2025 4:51 PM

NOTES:

1. **WORK AT THIS INTERSECTION IS LIMITED TO COORDINATION TIMING MODIFICATIONS AND CLEARANCE INTERVAL TIMING AS NEEDED. IGNORE CALLOUTS.**
2. **ALL EXISTING EQUIPMENT SHALL BE MAINTAINED.**

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	48	85
	PROJECT FILE NO. 613052		

TRAFFIC SIGNAL PLAN
LOCATION 1
ROUTE 140 (COMMERCIAL STREET)
AT SCHOOL STREET

608944_HD(6076_BORDER).DWG Plotted on 30-Dec-2024 9:41 AM

MEET EXISTING EDGE LINE
REMOVE EXISTING EDGE LINE
SWEL
330.9'
+95
109+00
108+00
MATCH LINE "A" STA 107+30.00
W11-2
W16-9p
REMOVE EXISTING EDGE LINE
CONST. ADDITIONAL LEFT TURN ARROW AND "ONLY" MARKING
SWEL
SWLL
155.0'
330.9'
ONLY
MATCH LINE "A" STA 107+30.00
107+00
106+00
COMMERCIAL STREET (RTE 140)
REMOVE EXISTING PED HEAD AND PUSH BUTTON AND INSTALL NEW COUNT DOWN PED HEAD AND APS PUSH BUTTON WITH SIGN AND SADDLE
FLASHING "RED" SIGNAL AHEAD SIGN WITH SOLAR PANEL AND WIRELESS RADIO
W3-3a
R
23.0'
SCHOOL STREET
MATCH LINE "B" STA 34+20.00
35+00
SPRING STREET
W11-2
W16-7pL
W11-2
W16-7pR
W11-2
W16-7pL
W11-2
W16-7pR
P1
P2
LEFT LANE MUST TURN LEFT
W11-2
W16-9p
W16-6pR
19.4'
R180.0'
105+00
R180.0'
SCHOOL STREET
28+00
PI 29+00
+88.00
30+00
31+00
32+00
SCHOOL STREET
33+00
N51°29'25"E
515.88'
PC 34+00
+03.88
35.2'
DWLEx (2'-6")
REMOVE EXISTING BACK PLATE AND REPLACE WITH 5" LOUVERED BACK PLATE WITH 2" RETROREFLECTIVE BORDER (TYP. ALL SIGNAL HEADS)
REMOVE EXISTING PED HEAD AND PUSH BUTTON AND INSTALL NEW COUNT DOWN PED HEAD AND APS PUSH BUTTON WITH SIGN AND SADDLE
R65.0'
DWLEx (2'-6")
W11-2
W16-7pL
W11-2
W16-7pR
ONLY
ONLY ONLY ONLY ONLY
101+00

A,B,F,G,H,J,N,P,Q	C,D,E,L,M	K	P_1 – F
ALL 12" LENS R Y G	ALL 12" LENS R Y G	ALL 12" LENS R Y Y G	REMOVE
			COUNT DOWN SIGNAL 16" LENS XX LED P1–P2

NOTES: 1. ALL VEHICLE & PEDESTRIAN INDICATIONS SHALL BE "LED" TYP IN ACCORDANCE WITH THE SUPPLEMENTAL TECHNICAL SPECIFIC
2. ALL BACK PLATES SHALL TO BE REPLACED WITH 5" LOUVERED BACK PLAT 2" RETROREFLECTIVE BORDER.

0 20 50 100
SCALE: 1" = 20'

NOTE: THIS PLAN IS NOT DESIGNED BY BETA GROUP, INC. IT WAS PROVIDED BY MASSDOT AND ALL INFORMATION IS ASSUMED TO BE CORRECT.

NOTES:

1. **WORK AT THIS INTERSECTION IS LIMITED TO COORDINATION TIMING MODIFICATIONS AND CLEARANCE INTERVAL TIMING AS NEEDED. IGNORE CALLOUTS.**
2. **ALL EXISTING EQUIPMENT SHALL BE MAINTAINED.**

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	49	85
	PROJECT FILE NO. 613052		

TRAFFIC SIGNAL PLAN
LOCATION 1
ROUTE 140 (COMMERCIAL STREET)
AT SCHOOL STREET

TRAFFIC SIGNAL DATA
(ROUTE 140 AT SCHOOL STREET)
SHEET 2 OF 3

LOOP DETECTOR DATA

DETECTOR NO.	NO. OF SEGMENTS	LOOP SIZE	SPLICE PATTERN	NO. OF TURNS	ø CALLED	ø EXT.	MODE A=PULSE B=PRES.	DELAY TIME	EXT. TIME
1	2	6'x6'	S	3	#6	#6	B	–	–
2	2	6'x6'	S	3	#6	#6	A	–	2 SEC.
3	2	6'x6'	S	4	#6	#6	A	–	2 SEC.
4	2	6'x6'	S	4	#6	#6	A	–	2 SEC.
5	4	6'x6'	P	4	#1	#1	B	–	–
6	4	6'x6'	S	3	#5	#5	B	–	–
7	4	6'x6'	S	3	#5	#5	B	–	–
8	2	6'x6'	S	3	#2	#2	B	–	–
9	2	6'x6'	S	3	#2	#2	A	–	2 SEC.
10	2	6'x6'	S	4	#2	#2	A	–	2 SEC.
11	2	6'x6'	S	4	#2	#2	A	–	2 SEC.
12	3	6'x6'	S	3	#4	#4	B	–	–
13	4	6'x6'	S	3	#4	#4	B	–	–
14	4	6'x6'	S	3	#7	#4&#7	B	–	–
15	4	6'x6'	P	3	#3	#3	B	–	–
16	4	6'x6'	P	3	#3	#3	B	–	–
17	3	6'x6'	P	4	#8	#8	B	–	–
18	2	6'x6'	S	3	#2	#2	B	–	–
19	2	6'x6'	S	3	#6	#6	B	–	–
B1	1	6'x9'	BICYCLE DETECTOR D-2		#4	#4	B	–	–
B2	1	6'x9'	BICYCLE DETECTOR D-2		#8	#8	B	–	–

TRAFFIC CONTROLLER DATA

PARAMETER	SELECTION
PHASE ASSIGNMENTS	STD. NEMA
OVERLAPS	STD. NEMA
RINGS	DUAL
DUAL ENTRY	ON
SIMULTANEOUS GAP OUT DISABLED	YES
ALL RED REST	OFF
RED REVERT-# OF SECONDS	–
MINIMUM YELLOW IN SECONDS	3
MAX II BY INTERNAL CLOCK	NO
NIGHT TIME FLASH BY INTERNAL CLOCK	NO
TYPE OF INTERCONNECT TO MASTER	WIRE
REMOTE MUTCD FLASH BY MASTER	NO
COORDINATION MODE	PERM
MAXIMUM MODE	INHIBIT
OFFSET SEEK METHOD	SHORTWAY

FULLY-ACTUATED ☑ ISOLATED ☐
SEMI-ACTUATED ☐ COORDINATED ☑
PRE-TIMED ☐ WIRE ☑ TBCU ☐

SEQUENCE AND TIMING

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	FLASH OPER.
ROUTE 140	SB	A,B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	GV	Y	R	R	R	R	R	R	R	FY
ROUTE 140	SB	C	GL	YL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	FRL
ROUTE 140	NB	D,E	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	GL	YL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	FRL
ROUTE 140	NB	F,G	R	R	R	GV	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FY
SCHOOL STREET	WB	H,I,Q	R	R	R	R	R	R	R	R	R	GV	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
SCHOOL STREET	WB	K	RL	RL	RL	RL	RL	RL	RL	RL	RL	FYL	YL	RL	RL	RL	RL	RL	RL	RL	GL	YL	RL	RL	RL	RL	FRL
SCHOOL STREET	EB	L,M	RL	RL	RL	RL	RL	RL	G_m	YL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	FRL
SCHOOL STREET	EB	N,P	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	GV	Y	R	FR
"RED" SIGNAL AHEAD SIGN	WB	R	ON	ON	ON	ON	ON	ON	ON	ON	ON	OUT	OUT	OUT	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	OUT
PEDESTRIAN		P1-P2	DW	DW	DW	DW	DW	DW	DW	DW	DW	W/FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	OUT
TIMING IN SECONDS																											
MINIMUM INITIAL			2			10			4			4			2			10			4			4			
PASSAGE			3			3			3			3			3			3			3			3			
MAXIMUM 1 (FREE OPERATION)			12			32			20.5			29.5			12			32			19.5			27.5			
MAXIMUM 2 (COORDINATED OPERATION)			*			*			*			*			*			*			*			*			
CHANGE			4.5	3.0		5.0	1.0		3.5	4.5		4.0	3.5		4.0	3.0		5.5	1.0		3.0	3.5		4.0	3.5		EMERGENCY
PEDESTRIAN												7	29	5													
RECALL			OFF			SOFT			OFF			OFF			OFF			SOFT			OFF			OFF			
MEMORY			NON-LOCKING			NON-LOCKING			NON-LOCKING			NON-LOCKING			NON-LOCKING			NON-LOCKING			NON-LOCKING			NON-LOCKING			

PREFERENTIAL PHASE SEQUENCE

RING STRUCTURE

EMERGENCY VEHICLE PREEMPTION

PREEMPT 1 SB-REC#1	PREEMPT 2 NB-REC#2	PREEMPT 3 WB-REC#3	PREEMPT 4 EB-REC#4

TABLE 2-1 COORDINATION DATA FOR INTERSECTION 1 – ROUTE 140 (SUB-SYSTEM)X

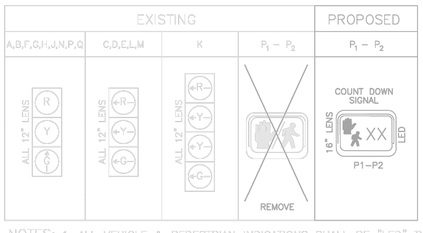
FUNCTION	PURPOSE	OFFSET VALUE IN SECONDS	CYCLE LENGTH	–
OFFSET 1	COORDINATED PATTERN NO. 1	16	90	–
OFFSET 2	COORDINATED PATTERN NO. 2	61	130	–
OFFSET 3	COORDINATED PATTERN NO. 3	54	130	–

COORD POINT SHALL BE AT THE START OF THE GREEN OF THE FIRST PHASE, SHOWN BY * BELOW.

MAXIMUM PHASE TIME IN SECONDS

FUNCTION	PHASE 1	PHASE 2	PHASE 3	PHASE 4
SPLIT 1 AM	12	35	18	25
SPLIT 2 PM	32	39	24	35
SPLIT 3	15	37	20	28
FUNCTION	PHASE 5	PHASE 6	PHASE 7	PHASE 8
SPLIT 1 AM	18	29	12	31
SPLIT 2 PM	26	45	26	33
SPLIT 3	25	27	11	37

SIGNALS



NOTES: 1. ALL VEHICLE & PEDESTRIAN INDICATIONS SHALL BE "LED" TYPE LENS IN ACCORDANCE WITH THE SUPPLEMENTAL TECHNICAL SPECIFICATIONS
2. ALL BACK PLATES SHALL TO BE REPLACED WITH 5" LOUVERED BACK PLATES WITH 2" RETROREFLECTIVE BORDER.

MAJOR ITEMS REQUIRED

816.03

QTY	DESCRIPTION
2	16" COUNTDOWN PEDESTRIAN SIGNAL & HOUSING
2	APS PED. PUSH BUTTON, R10-3e SIGN & SADDLE
14	3-SECTION 5" LOUVERED BACK PLATES WITH 2" RETROREFLECTIVE BORDER.
1	4-SECTION 5" LOUVERED BACK PLATES WITH 2" RETROREFLECTIVE BORDER.
1	SOLAR POWERED WIRELESS RADIO WITH 14' SIGNAL POST AND FOUNDATION AND "RED" SIGNAL AHEAD SIGN SYSTEM
1	LOOP TESTING AND REPAIR
1	FIRE PREEMPTION TESTING
1	ADJUST CONTROLLER TIMINGS
	Plus all necessary duct, cable, labor, miscellaneous material and equipment to complete the installation.

NOTE: THIS PLAN IS NOT DESIGNED BY BETA GROUP, INC. IT WAS PROVIDED BY MASSDOT AND ALL INFORMATION IS ASSUMED TO BE CORRECT.

608944_HD(6076_BORDER).DWG Plotted on 30-Dec-2024 9:41 AM
Jacobs Edwards and Kelcey - C:\Users\rvalentin\dallapostata\local\temp\AcPublish_7668\510-12_Ishool Street Plans.dwg August 04, 2017

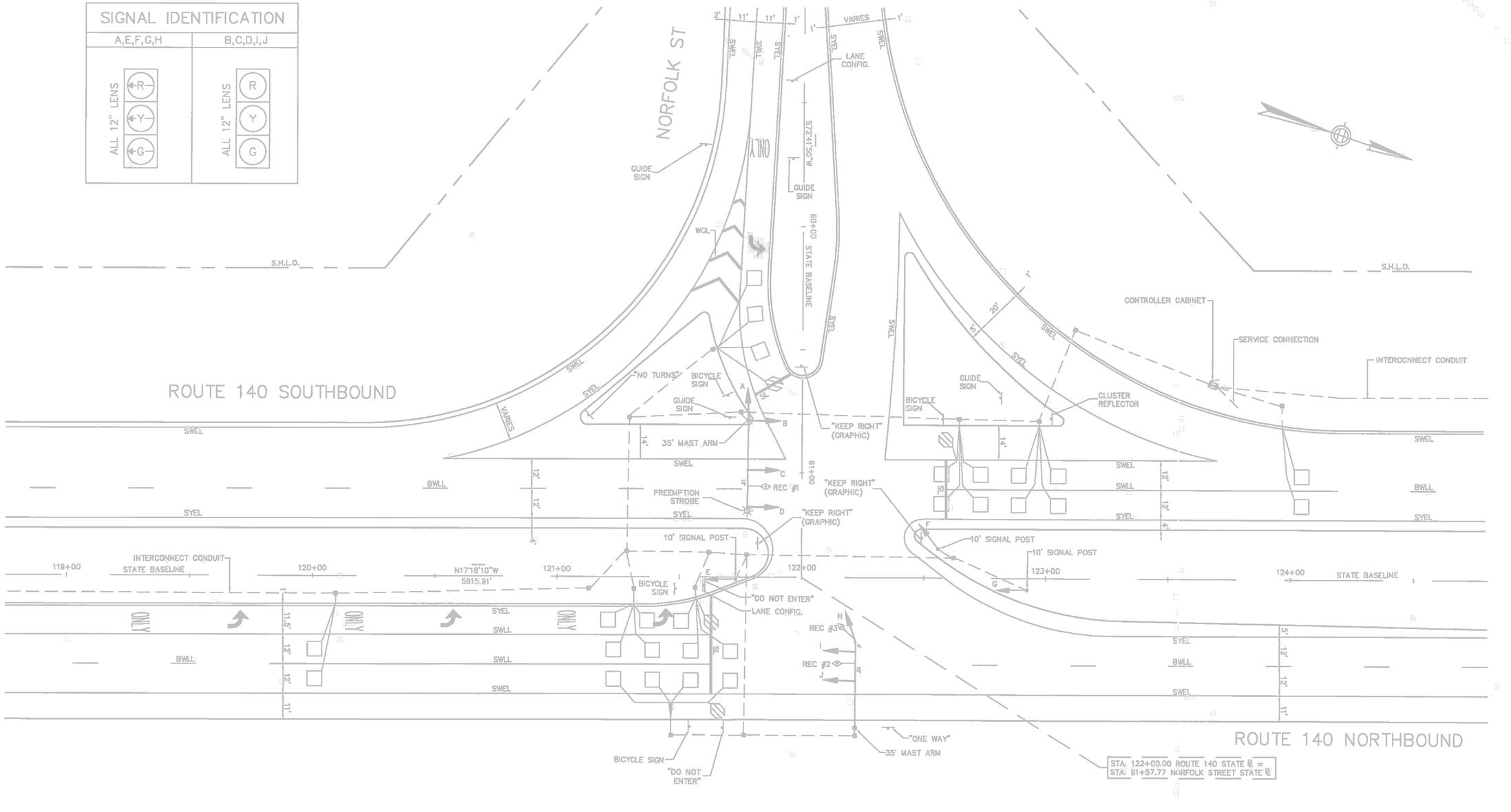
NOTES:

1. **WORK AT THIS INTERSECTION IS LIMITED TO COORDINATION TIMING MODIFICATIONS AND CLEARANCE INTERVAL TIMING AS NEEDED. IGNORE CALLOUTS.**
2. **ALL EXISTING EQUIPMENT SHALL BE MAINTAINED.**

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	50	85
PROJECT FILE NO.	613052		

TRAFFIC SIGNAL PLAN
LOCATION 2
ROUTE 140 (COMMERCIAL STREET)
AT NORFOLK STREET

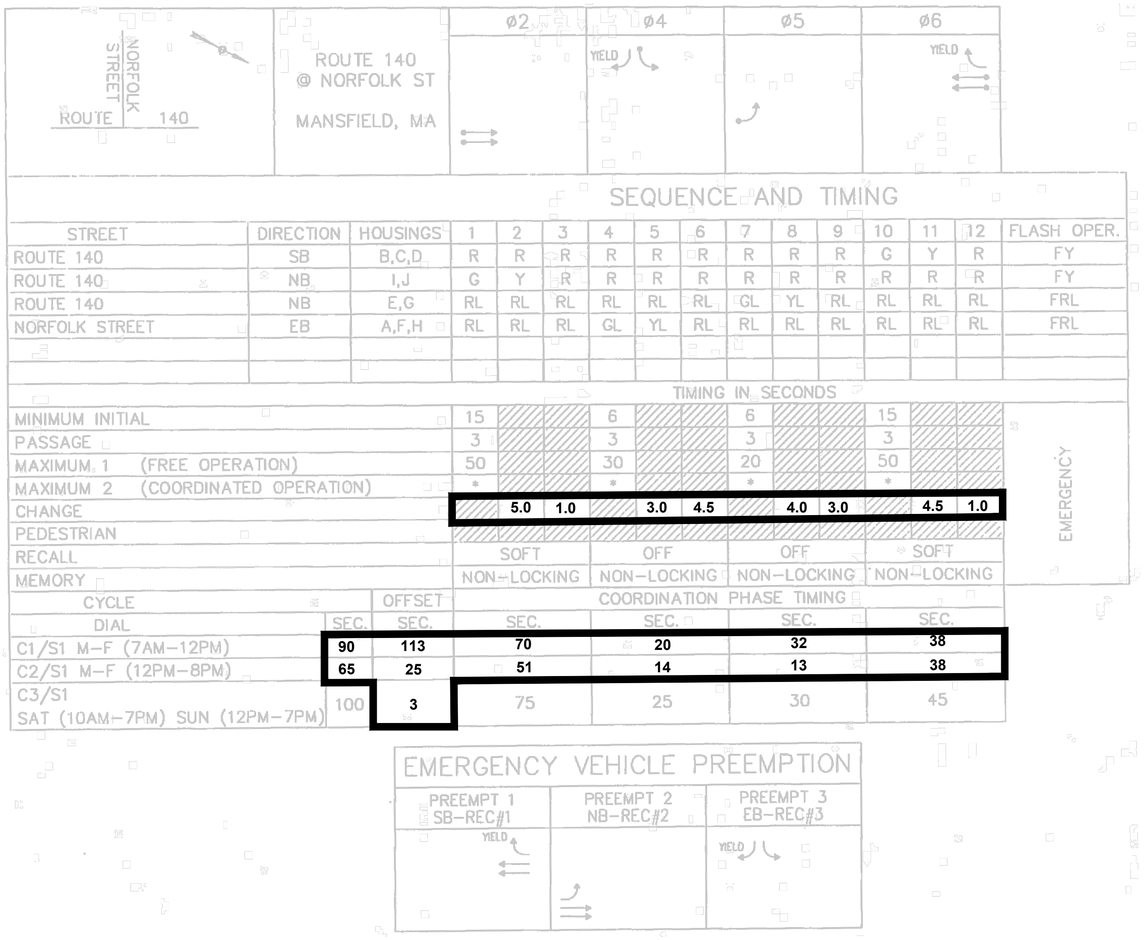


0 20 50 100

SCALE: 1" = 20'

NOTE: THIS PLAN IS NOT DESIGNED BY BETA GROUP, INC. IT WAS PROVIDED BY MASSDOT AND ALL INFORMATION IS ASSUMED TO BE CORRECT.

608944_HD(6076_BORDER).DWG Plotted on 30-Dec-2024 9:41 AM



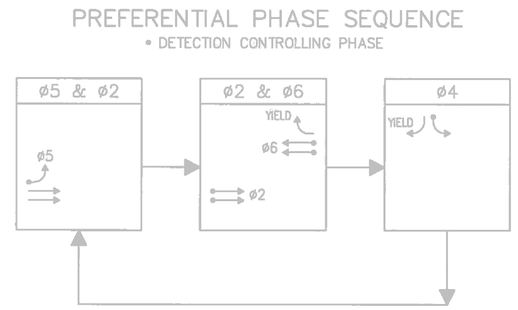
NOTES:

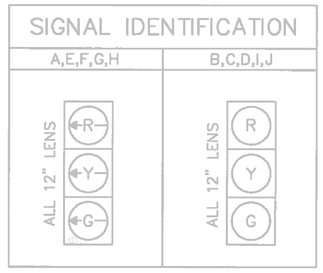
1. **WORK AT THIS INTERSECTION IS LIMITED TO COORDINATION TIMING MODIFICATIONS AND CLEARANCE INTERVAL TIMING AS NEEDED. IGNORE CALLOUTS.**
2. **ALL EXISTING EQUIPMENT SHALL BE MAINTAINED.**

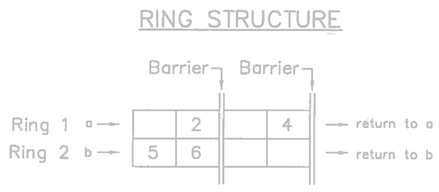
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	51	85
PROJECT FILE NO.	613052		

TRAFFIC SIGNAL PLAN
LOCATION 2
ROUTE 140 (COMMERCIAL STREET)
AT NORFOLK STREET







NOTE: THIS PLAN IS NOT DESIGNED BY BETA GROUP, INC. IT WAS PROVIDED BY MASSDOT AND ALL INFORMATION IS ASSUMED TO BE CORRECT.

608944_HD(6076_BORDER).DWG Plotted on 30-Dec-2024 9:41 AM

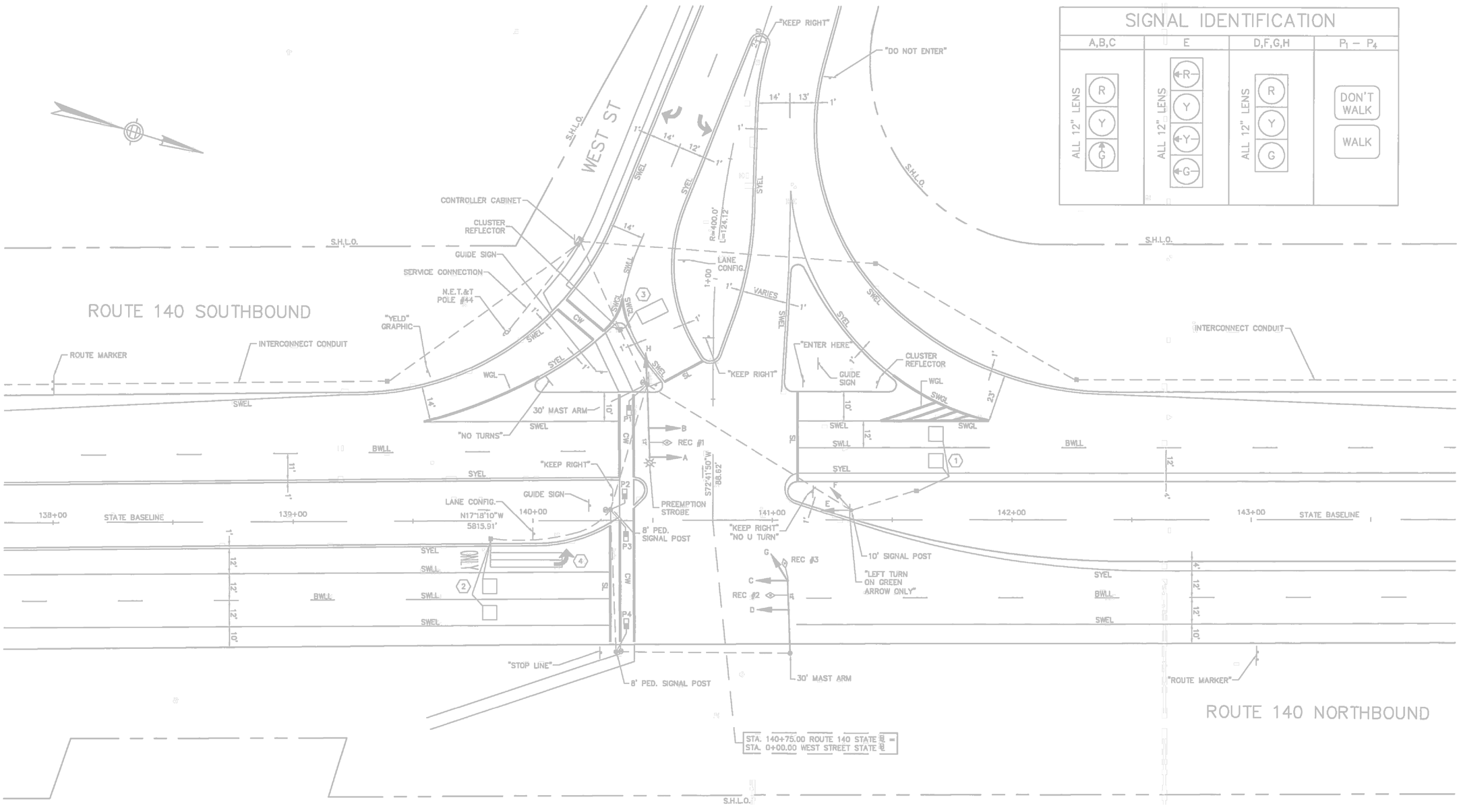
NOTES:

1. **WORK AT THIS INTERSECTION IS LIMITED TO COORDINATION TIMING MODIFICATIONS AND CLEARANCE INTERVAL TIMING AS NEEDED. IGNORE CALLOUTS.**
2. **ALL EXISTING EQUIPMENT SHALL BE MAINTAINED.**

MANSFIELD
CHAUNCY STREET (ROUTE 106)

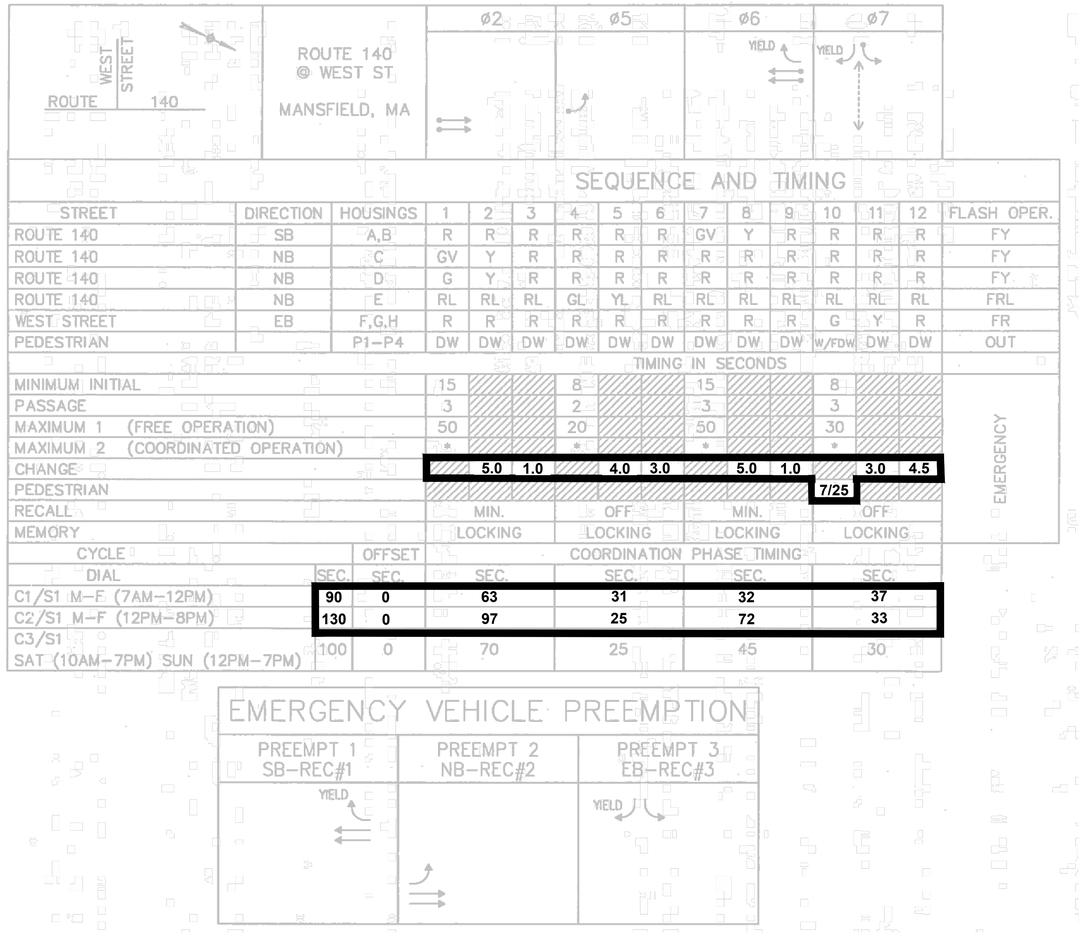
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	52	85
PROJECT FILE NO.	613052		

TRAFFIC SIGNAL PLAN
LOCATION 3
ROUTE 140 (COMMERCIAL STREET)
AT WEST STREET



NOTE: THIS PLAN IS NOT DESIGNED BY BETA GROUP, INC. IT WAS PROVIDED BY MASSDOT AND ALL INFORMATION IS ASSUMED TO BE CORRECT.

608944_HD(6076_BORDER).DWG Plotted on 30-Dec-2024 9:41 AM



SEQUENCE AND TIMING

STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12	FLASH OPER.
ROUTE 140	SB	A,B	R	R	R	R	R	R	GV	Y	R	R	R	R	FY
ROUTE 140	NB	C	GV	Y	R	R	R	R	R	R	R	R	R	R	FY
ROUTE 140	NB	D	G	Y	R	R	R	R	R	R	R	R	R	R	FY
ROUTE 140	NB	E	RL	RL	RL	GL	YL	RL	RL	RL	RL	RL	RL	RL	FRL
WEST STREET	EB	F,G,H	R	R	R	R	R	R	R	R	R	G	Y	R	FR
PEDESTRIAN		P1–P4	DW	DW	DW	DW	DW	DW	DW	DW	DW	W/FDW	DW	DW	OUT

TIMING IN SECONDS

MINIMUM INITIAL	15			8			15			8		
PASSAGE	3			2			3			3		
MAXIMUM 1 (FREE OPERATION)	50			20			50			30		
MAXIMUM 2 (COORDINATED OPERATION)	*			*			*			*		
CHANGE		5.0	1.0		4.0	3.0		5.0	1.0		3.0	4.5
PEDESTRIAN										7/25		
RECALL	MIN.			OFF			MIN.			OFF		
MEMORY	LOCKING			LOCKING			LOCKING			LOCKING		

EMERGENCY

CYCLE DIAL	OFFSET SEC.	SEC.	COORDINATION PHASE TIMING SEC.	SEC.	SEC.	SEC.
C1/S1 M–F (7AM–12PM)	90	0	63	31	32	37
C2/S1 M–F (12PM–8PM)	130	0	97	25	72	33
C3/S1 SAT (10AM–7PM) SUN (12PM–7PM)	100	0	70	25	45	30

EMERGENCY VEHICLE PREEMPTION

PREEMPT 1 SB–REC#1	PREEMPT 2 NB–REC#2	PREEMPT 3 EB–REC#3
YIELD		YIELD

NOTES:

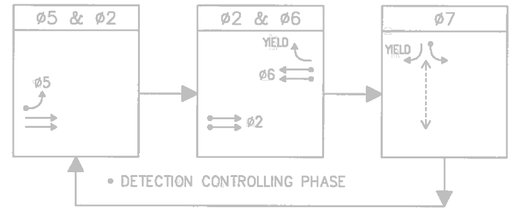
1. **WORK AT THIS INTERSECTION IS LIMITED TO COORDINATION TIMING MODIFICATIONS AND CLEARANCE INTERVAL TIMING AS NEEDED. IGNORE CALLOUTS.**
2. **ALL EXISTING EQUIPMENT SHALL BE MAINTAINED.**

MANSFIELD
CHAUNCY STREET (ROUTE 106)

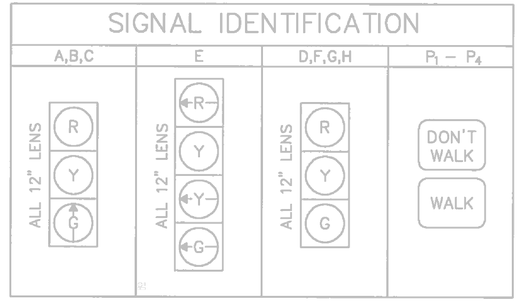
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	53	85
PROJECT FILE NO.	613052		

TRAFFIC SIGNAL PLAN
LOCATION 3
ROUTE 140 (COMMERCIAL STREET)
AT WEST STREET

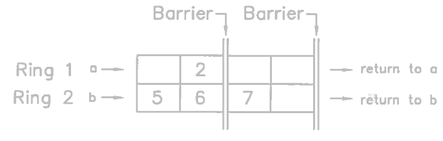
PREFERENTIAL PHASE SEQUENCE



SIGNAL IDENTIFICATION



RING STRUCTURE



NOTE: THIS PLAN IS NOT DESIGNED BY BETA GROUP, INC. IT WAS PROVIDED BY MASSDOT AND ALL INFORMATION IS ASSUMED TO BE CORRECT.

608944_HD(6076_BORDER).DWG Plotted on 30-Dec-2024 9:41 AM

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	54	85
PROJECT FILE NO.	613052		

TRAFFIC SIGNAL PLAN LOCATION 4
ROUTE 140 (COMMERCIAL STREET)
AT ROUTE 106 (CHAUNCY STREET)

608944_HDI6076 SIGNAL).DWG Plotted on 14-Jul-2025 4:54 PM

N

1980 SHLO NO 6345

N/F
BBK MANSFIELD LLC
377 CHAUNCY ST
ASSESS. MAP 17 – PARCEL ID: 17–23
DEED BK 26384 / PAGE 38

PROP 6' x 20' SYSTEM DETECTOR LOCATED APPROXIMATELY 300' FROM SOUTHBOUND STOP LINE

PROP 12"X12" PULL BOX

PROP STREET LIGHT ON MAST ARM (TYP)

MA 1-4 (30')

MA-D3-1B (OH) ON MA

PROP 6' x 40' VIDEO DETECTION ZONE (TYP)

R1-2

COMMERCIAL STREET (ROUTE 140)

PROP 10' T.S. POST W/ VEHICULAR SIGNAL HEAD

PROP 12"X12" PULL BOX

MA-D3-1A (OH)

PROP 12"X12" PULL BOX

MA 1-2 (40')

PROP 3" SIGNAL CONDUIT (TYP)

PROP 10' T.S. POST W/ VEHICULAR SIGNAL HEAD (TYP)

PROP 12"X12" PULL BOX

PROP 8' T.S. POST W/ PEDESTRIAN SIGNAL HEADS AND PUSH BUTTON

PROP PROP 24"X24" ELECTRIC HANDHOLE

PROP 8' T.S. POST W/ 2 PEDESTRIAN SIGNAL HEADS AND 1 PUSH BUTTON

PROP 4' T.S. POST W/ PUSH BUTTON

MA 1-6 (25')

PROP 10' x 40' VIDEO DETECTION ZONE

PROP SINGLE POINT VIDEO CAMERA (TYP)

ROSEWOOD REALTY TRUST
287 CHAUNCY ST
ASSESS. MAP 17 – PARCEL ID: 17–4
DEED BK 13234 / PAGE 164

R3-8c

1980 SHLO NO. 6345

PCC +61.90

PT +11.70

233+73.67

CHAUNCY STREET (ROUTE 106)

PROP 3'X20' VIDEO DETECTION ZONE

PROP PROP 24"X24" ELECTRIC HANDHOLE

MA-D3-1B ON MA (OH)

PROP PRE-EMPTION CONFIRMATION STROBE

PROP 12"X12" PULL BOX

PROP 3" INTERCONNECT CONDUIT

INSTALL PROP 12"X12" PULLBOX OVER EXIST INTERCONNECT. CONNECT EXISTING INTERCONNECT TO NEW INTERCONNECT

PROP 2-3" CONDUIT (2 SIGNAL)

1980 SHLO NO. 6345

JAMES LESTER EPSTEIN
360 CHAUNCY ST
ASSESS. MAP 20 – PARCEL ID: 20–149
DEED BK 19124 / PAGE 31

ESTATE OF LESTER S. EPSTEIN – 1/2 INTEREST
ESTATE OF JAMES M. EPSTEIN – 1/2 INTEREST
CHAUNCY ST REAR
ASSESS. MAP 20 – PARCEL ID: 20–151
DEED BK 12215 / PAGE 15

ABANDON EXIST INTERCONNECT

PROP 24"X24" ELECTRIC HANDHOLE

PROP 3-3" CONDUIT (2 SIGNAL AND INTERCONNECT)

PROP CONTROLLER, CABINET, FOUNDATION & CONCRETE PAD

PROP 2-3" CONDUIT (1-ELECTRIC), (1-TELEPHONE) TO RELOCATED UP (UNDERGROUND)

PROP 2-3" CONDUIT (2 SIGNAL)

PROP 12"X12" PULLBOX

PROP 2-3" CONDUIT (2 SIGNAL)

PROP 24"X24" ELECTRIC HANDHOLE

MA 1-1 (45')

MA-D3-1A (OH)

PROP OPTICAL DETECTOR (TYP)

PROP RADAR DETECTION CAMERA

REMOVE EXIST CONTROLLER CABINENT AND CONVERT TO PROP 24"X24" ELECTRIC HANDHOLE. CONNECT EXISTING INTERCONNECT TO NEW INTERCONNECT

R3-8c

PROP 4' T.S. POST W/ PUSH BUTTON

PROP 8' T.S. POST W/ 2 PEDESTRIAN SIGNAL HEADS

PROP 10' T.S. POST W/ 2 VEHICULAR SIGNAL HEADS

PROP 12" X 12" PULL BOX

PROP 4' T.S. POST W/ PUSH BUTTON

PROP 6' x 20' SYSTEM DETECTOR LOCATED APPROXIMATELY 300' FROM NORTHBOUND STOP LINE

COMMERCIAL STREET (ROUTE 140)

1980 SHLO NO. 6345

R3-8c

PROP 12"X12" PULL BOX

PROP 4' T.S. POST W/PUSH BUTTON (TYP)

MA 1-3 (40')

R10-11b ON MA

PROP 8' T.S. POST W/ PEDESTRIAN SIGNAL HEAD

PROP 12"X12" PULL BOX

PROP 10' POST W/VEHICULAR SIGNAL HEAD, PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON (TYP)

PROP 12"X12" PULL BOX

PROP 8' T.S. POST W/PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON (TYP)

MA 1-5 (45')

R3-8d

LOCATION: A,B, E,F

LOCATION: C,D, G,H

LOCATION: J

LOCATION: K,L,N,P, Q,R,S,U

LOCATION: M,T

LOCATION: V,W

LOCATION: P1-P10

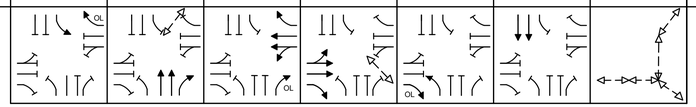
SIGNAL HEAD DESIGNATIONS
NOT TO SCALE

PROPOSED SIGNAL LAYOUT

0 20 50 100

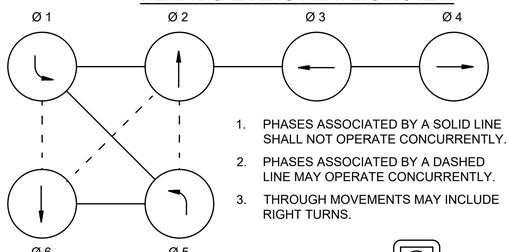
SCALE: 1" = 20'

SEQUENCE AND TIMING FOR FULLY ACTUATED TRAFFIC SIGNAL CONTROL (COORDINATED)																								
PHASE			Ø1			Ø2			Ø3			Ø4			Ø5			Ø6			Ø9			FLASH OPER.
STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
ROUTE 140	SB	A,B	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←FR
ROUTE 140	SB	C,D	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G ↑	Y	R	R	R	R	FY
ROUTE 140	NB	E,F	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←FR
ROUTE 140	NB	G,H	R	R	R	G ↑	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FY
ROUTE 140	NB	J	R ↗	R ↗	R ↗	G ↗	Y ↗	R ↗	G ↗	Y ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	FR ↗
ROUTE 140	NB	K,L	R	R	R	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
ROUTE 106	WB	M	←R	←R	←R	←R	←R	←R	G/G←	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←FR
ROUTE 106	WB	N,P	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
ROUTE 106	WB	Q,R,S	G	Y	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
ROUTE 106	EB	T	R	R	R	R	R	R	R	R	R	G/G←	Y	R	R	R	R	R	R	R	R	R	R	FR
ROUTE 106	EB	U	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	FR
ROUTE 106	EB	V,W	R→	R→	R→	R→	R→	R→	R→	R→	R→	G→	Y→	R→	G→	Y→	R→	R→	R→	R→	R→	R→	R→	FR→
PEDESTRIAN	EB/WB	P1-P4	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OFF
PEDESTRIAN	EB/WB	P5-P6	DW	DW	DW	DW	DW	DW	DW	DW	DW	W/FDW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OFF
PEDESTRIAN	NB/SB	P7-P8	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OFF
PEDESTRIAN	NB/SB	P9-P10	DW	DW	DW	W/FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OFF
TIMING IN SECONDS																								
MINIMUM GREEN			6			15			10			10			6			15						EMERGENCY ONLY
VEHICLE EXTENSION			3			4			3			3			3			4						
MAXIMUM GREEN I (ALL OTHER TIMES)			28			26			32			19			12			42						
MAXIMUM GREEN II (6:00 - 10:00 AM MON-FRI)			17			17			17			14			13			21						
CLEARANCE INTERVAL				4.0	4.5		5.0	1.0		4.0	4.5		4.0	3.0		4.0	5.0		5.0	1.0				
WALK/CLEARANCE/BUFFER INTERVAL						7/3		3				7/3		4							7	38	4	
DETECTOR MEMORY			NON-LOCK			NON-LOCK			NON-LOCK			NON-LOCK			NON-LOCK			NON-LOCK			LOCK			
RECALL SWITCH			OFF			SOFT			OFF			OFF			OFF			SOFT			OFF			

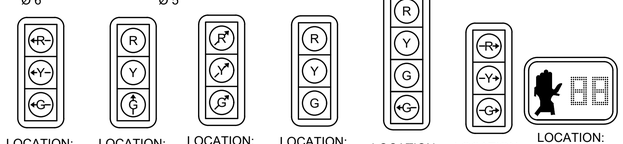




NEMA DUAL RING PHASING NOTES:



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.



SIGNAL HEAD DESIGNATIONS

NOT TO SCALE

SIGNAL HEAD NOTES

1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES AND TUNNEL VISORS.
2. ALL SIGNAL BACKPLATES SHALL BE 5" NON-LOUVERED WITH 3" YELLOW RETROREFLECTIVE BORDER.
3. ALL SIGNAL LENSES SHALL BE 12" DIA. LED.
4. ALL PEDESTRIAN SIGNAL HEADS SHALL DISPLAY INTERNATIONAL SYMBOLS - (HAND)/(PERSON WALKING) WITH COUNTDOWN DISPLAYS.
5. ALL PEDESTRIAN SIGNAL HEADS SHALL HAVE 16" LED LENSES AND SUN VISORS.
6. ALL SIGNAL HEADS SHALL BE FIXED MOUNTED.

TRAFFIC SIGNAL NOTES:

1. 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 WILL NOT CHANGE DURING THE CLEARANCE INTERVAL.
2. IF THE ASSIGNED RIGHT-OF-WAY FOR ANY TRAFFIC MOVEMENT IS TO CHANGE DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATION FOR THAT TRAFFIC MOVEMENT WILL DISPLAY THE APPROPRIATE CLEARANCE INTERVALS.
3. FLASHING OPERATION IS FOR EMERGENCY OPERATION ONLY. THE SIGNAL SHALL PROVIDE STOP AND GO OPERATION 24 HOURS DAILY.
4. EACH DETECTOR GROUP SHALL BE WIRED TO A SEPARATE AMPLIFIER CHANNEL.
5. PEDESTRIAN INDICATIONS TO BE ACTIVATED BY PEDESTRIAN PUSH-BUTTON ONLY.
6. OPTICAL DETECTORS SHALL BE LOCATED FOR OPTIMUM SIGHT DISTANCE.
7. PEDESTRIAN PUSHBUTTONS AND SIGNS SHALL BE LOCATED IN ACCORDANCE WITH THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (FIG. 4E-4) AND POINTED PARALLEL TO THE CROSSWALK.

VIDEO DETECTOR DATA

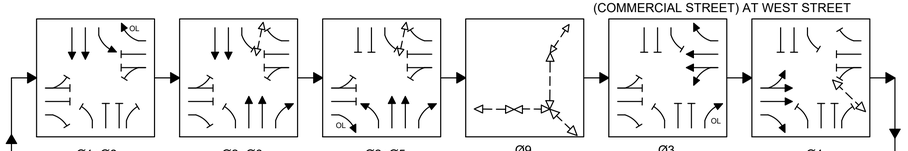
DETECTOR NO.	VIDEO CAMERA NUMBER	NO. SECTION SIZE	OPERATIONS	CALL DELAY (SECONDS)	CALL PHASE	EXTEND PHASE
1	4	6'x40'	PRESENCE	0	Ø1	Ø1
2	4	6'x40'	PRESENCE	0	Ø6	Ø6
3	4	6'x40'	PRESENCE	0	Ø6	Ø6
4	1	6'x40'	PRESENCE	0	Ø5	Ø5
5	1	6'x40'	PRESENCE	0	Ø2	Ø2
6	1	6'x40'	PRESENCE	0	Ø2	Ø2
7	1	6'x40'	PRESENCE	0	Ø2	Ø2
8	1	6'x40'	PRESENCE	0	Ø3	Ø3
9	1	6'x40'	PRESENCE	0	Ø3	Ø3
10	1	3'x20'	PRESENCE	0	Ø3	Ø3
11	1	6'x40'	PRESENCE	0	Ø3	Ø3
12	4	6'x40'	PRESENCE	0	Ø4	Ø4
13	4	6'x40'	PRESENCE	0	Ø4	Ø4
14	4	6'x40'	PRESENCE	0	Ø4	Ø4
15	2	6'x20'	PRESENCE/DILEMMA	0	-	Ø2
16	3	6'x20'	PRESENCE/DILEMMA	0	-	Ø6

COORDINATION DATA

	PLAN 1	PLAN 2	PLAN 3
CYCLE LENGTH	90	130	100
OFFSET	3	110	30
SPLIT Ø1	25	37	23
SPLIT Ø2	23	28	22
SPLIT Ø3	22	38	30
SPLIT Ø4	20	27	25
SPLIT Ø5	19	22	15
SPLIT Ø6	29	43	30
SPLIT Ø9	49	49	49
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

COORDINATION NOTES

1. LOCATIONS 1, 2, 3, 4, AND 5 SHALL CONTINUE CURRENT COORDINATION OPERATIONS.
2. OFFSET TO BEGINNING OF Ø2 & Ø6 GREEN.
3. ALL COORDINATION SPLIT TIMES INCLUDE YELLOW AND RED CLEARANCE TIME.
4. PHASE 2 & 6 DETECTORS SHALL BE DISABLED DURING COORDINATION.
5. COORDINATION MODE SHALL BE YIELD. FIXED FORCE OFFS SHALL BE IN EFFECT DURING COORDINATION.
6. INHIBIT MAX TERMINATION SHALL BE IN EFFECT DURING COORDINATION.
7. OFFSET SEEKING SHALL BE THE SHORTWAY METHOD.
8. MASTER IS PROVIDED AT LOCATION 3 - ROUTE 140 (COMMERCIAL STREET) AT WEST STREET



PREFERENTIAL PHASE SEQUENCE

EMERGENCY PREEMPTION NOTES:

1. UPON PREEMPTION ACTIVATION, PHASE(S) BEING SERVICED SHALL IMMEDIATELY BEGIN CLEARANCE (I.E., YELLOW AND ALL RED) AS DESIGNED, EXCEPT FOR WHEN PHASE(S) CALLED BY PREEMPTION ARE CURRENTLY IN SERVICE. WHEN PHASE(S) CURRENTLY IN SERVICE MATCH PHASE(S) CALLED BY PREEMPTION, SIGNAL INDICATIONS ARE MAINTAINED. HOWEVER, PREEMPTION OPERATION (I.E. TIMING) SUPERCEDES NORMAL TRAFFIC SIGNAL CONTROL.
2. AFTER THE PREEMPTION SEQUENCE HAS TERMINATED, THE SIGNAL SHALL RETURN TO THE BEGINNING OF Ø2 & Ø6.
3. THE PREEMPTION STROBE SHALL BE ILLUMINATED ONLY WHEN THE PREEMPTED PHASE IS DISPLAYING A GREEN INDICATION.
4. A SEPARATE CABLE SHALL BE RUN FOR THE PREEMPTION STROBE. IT MAY NOT BE RUN ON THE SPARE SIGNAL CABLE.
5. EMERGENCY PREEMPTION SHALL COME ON A FIRST-COME FIRST-SERVED BASIS.

MAST ARM FOUNDATIONS

MAST ARM	ARM LENGTH	SOIL TYPE	LOCATION		FOUNDATION SIZE			
			STATION	OFFSET	DIAMETER	DEPTH	VERT. BARS	TIES
MA 1-1	45'	DENSE WET SAND	23+62.2'	73.0' RT	4'-0"	13'-6"	18 - #9	#5 @ 6"
MA 1-2	40'	LOOSE WET SAND	24+43.0'	55.7' LT	3'-6"	17'-0"	18 - #8	#5 @ 8"
MA 1-3	40'	LOOSE WET SAND	26+24.6'	48.6' RT	3'-6"	17'-0"	18 - #8	#5 @ 8"
MA 1-4	30'	LOOSE WET SAND	23+16.0'	36.4' LT	3'-6"	13'-6"	18 - #8	#5 @ 12"
MA 1-5	45'	LOOSE WET SAND	25+02.9'	47.96' RT	4'-0"	18'-6"	18 - #9	#5 @ 6"
MA 1-6	25'	LOOSE WET SAND	24+68.9'	82.2' LT	3'-6"	11'-6"	18 - #8	#5 @ 12"

1. IF BEDROCK IS ENCOUNTERED BEFORE FOUNDATION DEPTH IS ACHIEVED, CONTRACTOR TO EXTEND FOUNDATION 10'-0" INTO COMPETENT ROCK, OR TO FOUNDATION DEPTH LISTED IN THE TABLE ABOVE, WHICHEVER IS GREATER.

PRE-EMPTION PHASING & PRIORITY

RECEIVER AND PRIORITY	PRE-EMPT PHASE ASSIGNMENT	MOVEMENT	VEHICLE PHASE ASSIGNMENT
R1	1	SB	Ø1 & Ø6
R2	2	NB	Ø2 & Ø5
R3	3	WB	Ø3
R4	4	EB	Ø4

MASTER SCHEDULE

	PLAN 1	PLAN 2	PLAN 3	FREE	FLASHING
MONDAY - FRIDAY	0700-1200	1200-2000		0000-0700 2000-2400	EMERGENCY ONLY
SATURDAY			1000-1900	0000-1000 1900-2400	EMERGENCY ONLY
SUNDAY			1200-1900	0000-1200 1900-2400	EMERGENCY ONLY

MAJOR ITEMS - (ROUTE 140 / ROUTE 106)

ITEM NO.	QUANTITY	DESCRIPTION
816.1	1	ADVANCED TRAFFIC CONTROLLER (TS2, TYPE 1, ATC), LOCATED IN BASE MOUNTED ATC CABINET, WITH FOUNDATION AND CONCRETE PAD
	2	45' MAST ARM, TYPE II, STEEL MONOLEVER WITH FOUNDATION
	2	40' MAST ARM, TYPE II, STEEL MONOLEVER WITH FOUNDATION
	1	30' MAST ARM, TYPE II, STEEL MONOLEVER WITH FOUNDATION
	1	25' MAST ARM, TYPE II, STEEL MONOLEVER WITH FOUNDATION
	4	TRAFFIC SIGNAL POST AND BASE STANDARD - 10' STEEL
	6	TRAFFIC SIGNAL POST AND BASE STANDARD - 8' STEEL
	4	TRAFFIC SIGNAL POST AND BASE STANDARD - 4' STEEL
	2	SIGNAL HEAD, 1-WAY, 4 SECTION, 12" LENSES
	19	SIGNAL HEAD, 1-WAY, 3 SECTION, 12" LENSES
	2	5" 4-SECTION BACKPLATES WITH 3" YELLOW RETROREFLECTIVE YELLOW BORDER
	19	5" 3-SECTION BACKPLATES WITH 3" YELLOW RETROREFLECTIVE YELLOW BORDER
	10	PEDESTRIAN SIGNAL HEAD, 1-WAY, 1 SECTION, 16" WITH COUNTDOWN
	10	AUDIBLE & VIBRO-TACTILE PEDESTRIAN PUSHBUTTON INTEGRATED SIGN & SADDLE WITH LED CONFIRMATION LIGHT
	2	SINGLE POINT VIDEO DETECTION CAMERA
	2	VIDEO PROCESSOR (4 CHANNEL)
	2	RADAR VIDEO DETECTION CAMERA & SYSTEM
	1	SERVICE CONNECTION (UNDERGROUND)
	4	OPTICAL DETECTOR, UNIDIRECTIONAL, SINGLE CHANNEL
	2	2 CHANNEL PHASE SELECTOR
	1	CARD RACK
	1	EMERGENCY PRE-EMPTION CONFIRMATION STROBE (WHITE)
	8	R10-3e (LEFT ARROW)
	2	R10-3e (RIGHT ARROW)
804.3	970	3" ELECTRICAL CONDUIT TYPE NM - PLASTIC (UL)
804.32	170	3" ELECTRICAL CONDUIT TYPE NM - PLASTIC (UL) - DOUBLE
811.31	12	PULL BOX, 12" X 12"
811.23	5	ELECTRIC HANDHOLE, 24" X 24"
813.792	1	INTERCONNECT CABLE SYSTEM
PLUS ALL MISCELLANEOUS EQUIPMENT AND MATERIAL NECESSARY TO PROVIDE A COMPLETE OPERATING TRAFFIC CONTROL SIGNAL.		

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	55	85
	PROJECT FILE NO. 613052		

TRAFFIC SIGNAL PLAN LOCATION 4
ROUTE 140 (COMMERCIAL STREET)
AT ROUTE 106 (CHAUNCY STREET)

608944_HDI(6076 SIGNAL).DWG Plotted on 14-Jul-2025 4:54 PM

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	56	85
	PROJECT FILE NO. 613052		

TRAFFIC SIGNAL PLAN LOCATION 4A
ROUTE 106 (CHAUNCY STREET)
AT COPELAND DRIVE

608944_HDI6076 SIGNAL).DWG Plotted on 14-Jul-2025 4:54 PM

PROP 6' x 10' SYSTEM DETECTOR LOCATED 200' FROM SOUTHBOUND STOP LINE
PROP PRE-EMPTION CONFIRMATION STROBE (TYP)
PROP SINGLE POINT VIDEO CAMERA
PROP OPTICAL DETECTOR (TYP)
PROP 4' T.S. POST W/PUSH BUTTON
PROP 8' T.S. POST W/ PEDESTRIAN SIGNAL AND PUSH BUTTON
PROP 12"X12" PULL BOX
MA-D3-A (OH)
MA 2-5 (40')
PROP STREET LIGHT ON MAST ARM (TYP)
PROP 8' T.S. POST W/ PEDESTRIAN SIGNAL AND PUSH BUTTON
PROP VIDEO DETECTION ZONE (TYP)
R3-7L
R3-8b
PROP 10' WIDE LADDER CROSSWALK (TYP, SEE CROSSWALK STRIPING DETAIL)
PROP SHLO ALT LINE
MA 2-4 (45')
PROP 12"X12" PULL BOX
PROP 4' T.S. POST W/PUSH BUTTON (TYP)
PROP 12"X12" PULL BOX
PROP 3" SIGNAL CONDUIT (TYP)
MA-D3-D (OH)
MA 2-3 (30')
MA-R10-12a ON MAST ARM
MA-D3-D (OH)
MA 2-1 (25')
PROP 4' T.S. POST W/PUSH BUTTON (TYP)
PROP 12"X12" PULLBOX
MA-R10-12a ON MAST ARM
PROP 12"X12" PULLBOX
PROP 4' T.S. POST W/PUSH BUTTON (TYP)
PROP 2-3" CONDUITS
PROP 8' T.S. POST W/PEDESTRIAN SIGNAL HEAD PROP PROP 24"X24" ELECTRIC HANDHOLE
PROP CONTROLLER, CABINET, FOUNDATION & CONCRETE PAD
PROP 2-3" CONDUITS (1-ELECTRIC & 1-TELEPHONE) TO RELOCATED UP (UNDERGROUND)
PROP SERVICE CONNECTION
MA 2-2 (30')
MA-D3-A (OH)
PROP OPTICAL DETECTOR (TYP)
PROP RADAR DETECTION CAMERA (TYP)
PROP 8' T.S. POST W/PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON (TYP)
R4-11
PROP 6' x 10' SYSTEM DETECTOR LOCATED 200' FROM NORTHBOUND STOP LINE
TP-1 (BETA)
COPELAND DR CONST. ℄
CHAUNCY ST. CONST. ℄
COPELAND DRIVE
CHAUNCY STREET (ROUTE 106)
N/F HARBOR ONE CREDIT UNION 131 COPELAND DR ASSESS. MAP 20 – PARCEL ID: 20–181 DEED BK 16322 / PAGE 3
COBBLE HILL DEVELOPMENT, LLC, LOGAN ATWOOD, LLC, AND MANSFIELD III, LLC 205–215 CHAUNCY ST, 234 CENTRAL ST ASSESS. MAP 20 – PARCEL ID: 20–177 DEED BK 27897 / PAGE 106
A&E BROTHERS LLC 243 CHAUNCY ST ASSESS. MAP 20 – PARCEL ID: 20–199 DEED BK 18852 / PAGE 49
JT BUILDING & DEVELOPMENT, LLC 236 CHAUNCY ST ASSESS. MAP 20 – PARCEL ID: 20–165 DEED BK 12238 / PAGE 334
PHARMACY DRIVE THRU
EXISTING BUILDING "HONEY DEW DONUTS" 99 COPELAND DRIVE
COPELAND SQUARE PROFESSIONAL BUILDING CONDOMINIUM 100 COPELAND DR ASSESS. MAP 20 – PARCEL ID: 20–139 DEED BK 3232 / PAGE 85
EXISTING OFFICE BUILDING 100 COPELAND DRIVE
20' WIDE SEWER EASEMENT BOOK 2195 PAGE 49
PC #3+70
PI #52+68
39+50

PROPOSED SIGNAL LAYOUT

0 20 50 100
SCALE: 1" = 20'

LOCATION: A,B,E,H,L
LOCATION: C,D,F,G,J,K,M,N
LOCATION: O,P
LOCATION: Q
LOCATION: P1-P10

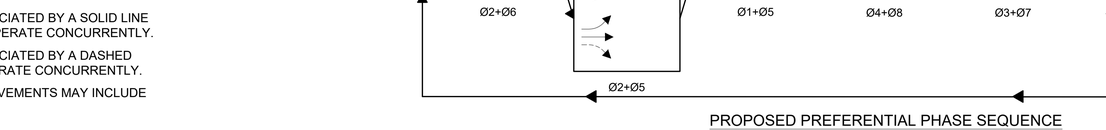
SIGNAL HEAD DESIGNATIONS

NOT TO SCALE

EXISTING SIGNAL LAYOUT

0 40 100 200
SCALE: 1" = 40'

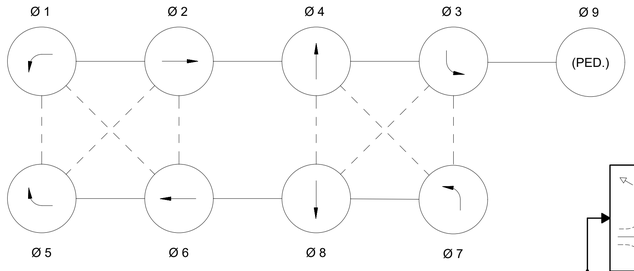
SEQUENCE AND TIMING CHART FOR FULLY ACTUATED SIGNAL CONTROL (ISOLATED)																												
PHASE/EMERGENCY PRE-EMPTION			Ø1			Ø2			Ø3			Ø4			Ø5			Ø6			Ø7			Ø8			Ø9			FLASH OPER.
STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	
CHAUNCY STREET (ROUTE 106)	EB	A,B	←R	←R	←R	←FY	←Y	←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←FR
CHAUNCY STREET (ROUTE 106)	EB	C,D	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
CHAUNCY STREET (ROUTE 106)	WB	E	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←FY	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←FR
CHAUNCY STREET (ROUTE 106)	WB	F,G	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
COPELAND DRIVE	NB	H	←R	←R	←R	←R	←R	←R	←R	←R	←R	←FY	←Y	←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←FR
COPELAND DRIVE	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	FY
COPELAND DRIVE	SB	L	←R	←R	←R	←R	←R	←R	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←FY	←Y	←R	←R	←R	←R	←FR
COPELAND DRIVE	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	FY
COPELAND DRIVE	SB	O,P	R	R	R	R	R	R	R	R	R	R	R	R	R/G→	R/Y→	R	R	R	R	R	R	R	G	Y	R	R	R	R	FR
COPELAND DRIVE	SB	Q	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	G ↗	Y ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	R ↗	G ↗	Y ↗	R ↗	R ↗	R ↗	R ↗	FR ↗
PEDESTRIAN	ALL	P1-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
PEDESTRIAN	ALL	P9-P10	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OFF
TIMING IN SECONDS																														EMERGENCY ONLY
MINIMUM GREEN			6			8			6			8			6			8			6			8						
VEHICLE EXTENSION			3			3			3			3			3			3			3			3						
MAXIMUM GREEN I (ALL OTHER TIMES)			7			35			11			22			7			35			7			26						
MAXIMUM GREEN II (6:00 AM - 10:00 AM MON - FRI)			7			57			7			34			7			57			7			34						
CLEARANCE INTERVAL				3.0	2.0		4.0	2.0		3.0	2.5		4.0	2.5		3.0	1.5		3.5	1.5		3.0	2.5		4.0	2.5					
WALK/CLEARANCE/BUFFER INTERVAL																		7/3		3							7	22	4	
DETECTOR MEMORY			NON-LOCK			NON-LOCK			NON-LOCK			NON-LOCK			NON-LOCK			NON-LOCK			NON-LOCK			NON-LOCK			LOCK			
RECALL SWITCH			OFF			SOFT			OFF			OFF			OFF			SOFT			OFF			OFF			OFF			



VIDEO DETECTOR DATA

DETECTOR NO.	VIDEO CAMERA NO.	NO. SECTION/ SIZE	OPERATIONS	CALL DELAY (SECONDS)	CALL PHASE	EXTEND PHASE
1	1	6'x40'	PRESENCE/BICYCLE	0	Ø6	Ø6
2	1	6'x40'	PRESENCE/BICYCLE	0	Ø6	Ø6
3	1	6'x40'	PRESENCE/BICYCLE	5	Ø6	Ø6
4	1	6'x40'	PRESENCE/BICYCLE	0	Ø2	Ø2
5	1	6'x40'	PRESENCE/BICYCLE	0	Ø2	Ø2
6	1	6'x40'	PRESENCE/BICYCLE	5	Ø2	Ø2
7	1	6'x40'	PRESENCE/BICYCLE	0	Ø7	Ø7
8	1	6'x40'	PRESENCE/BICYCLE	0	Ø4	Ø4
9	1	6'x40'	PRESENCE/BICYCLE	0	Ø8	Ø8
10	1	6'x40'	PRESENCE/BICYCLE	0	Ø3	Ø3
11	1	6'x40'	PRESENCE/BICYCLE	0	Ø5	Ø5
12	2	6'x10'	PRESENCE/DILEMMA	0	-	Ø4
13	3	6'x10'	PRESENCE/DILEMMA	0	-	Ø8

NEMA DUAL RING PHASING NOTES:

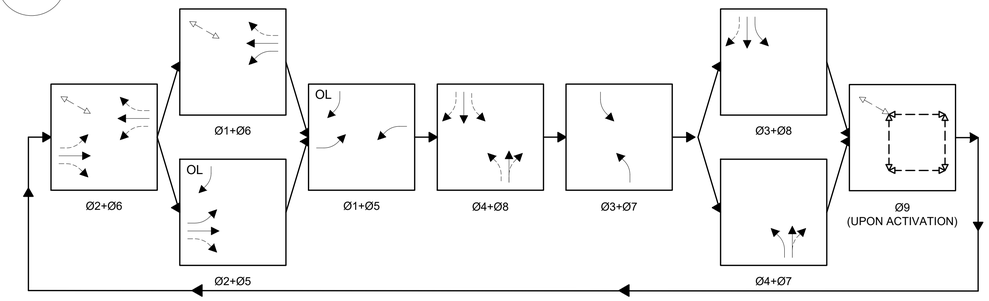


1. PHASES ASSOCIATED BY A SOLID LINE SHALL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.
3. THROUGH MOVEMENTS MAY INCLUDE RIGHT TURNS.

MAST ARM FOUNDATIONS

MAST ARM	ARM LENGTH	SOIL TYPE	LOCATION		FOUNDATION SIZE			
			STATION	OFFSET	DIAMETER	DEPTH	VERT. BARS	TIES
MA 2-1	25'	DENSE WET SAND	37+36.7'	35.6' RT	3'-6"	10'-0"	18 - #8	#5 @ 12"
MA 2-2	30'	DENSE WET SAND	36+64.4'	46.6' RT	3'-6"	10'-0"	18 - #8	#5 @ 12"
MA 2-3	30'	DENSE DRY SAND	35+78.4'	31.4' LT	3'-6"	9'-0"	18 - #8	#5 @ 12"
MA 2-4	45'	DENSE WET SAND	36+19.3'	29.1' LT	4'-0"	13'-6"	18 - #9	#5 @ 6"
MA 2-5	40'	DENSE WET SAND	37+04.3'	41.5' LT	3'-6"	12'-6"	18 - #8	#5 @ 8"

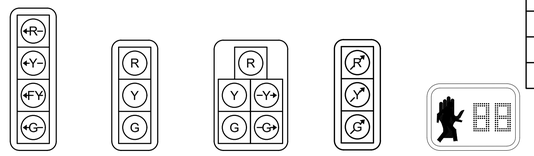
1. IF BEDROCK IS ENCOUNTERED BEFORE FOUNDATION DEPTH IS ACHIEVED, CONTRACTOR TO EXTEND FOUNDATION 10'-0" INTO COMPETENT ROCK, OR TO FOUNDATION DEPTH LISTED IN THE TABLE ABOVE, WHICHEVER IS GREATER.



PROPOSED PREFERENTIAL PHASE SEQUENCE

TRAFFIC SIGNAL NOTES:

1. 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 WILL NOT CHANGE DURING THE CLEARANCE INTERVAL.
2. IF THE ASSIGNED RIGHT-OF-WAY FOR ANY TRAFFIC MOVEMENT IS TO CHANGE DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATION FOR THAT TRAFFIC MOVEMENT WILL DISPLAY THE APPROPRIATE CLEARANCE INTERVALS.
3. FLASHING OPERATION IS FOR EMERGENCY OPERATION ONLY. THE SIGNAL SHALL PROVIDE STOP AND GO OPERATION 24 HOURS DAILY.
4. PEDESTRIAN PHASE TO BE ACTIVATED BY PEDESTRIAN PUSH-BUTTON ONLY.
5. OPTICAL DETECTORS SHALL BE LOCATED FOR OPTIMUM SIGHT DISTANCE.
6. PEDESTRIAN PUSHBUTTONS AND SIGNS SHALL BE LOCATED IN ACCORDANCE WITH THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (FIG. 4E-4) AND POINTED PARALLEL TO THE CROSSWALK.



SIGNAL HEAD DESIGNATIONS

NOT TO SCALE

SIGNAL HEAD NOTES

1. ALL SIGNAL HEADS SHALL HAVE BACKPLATES AND TUNNEL VISORS.
2. ALL SIGNAL BACKPLATES SHALL BE 5" NON-LOUVERED WITH 3" YELLOW RETROREFLECTIVE BORDER.
3. ALL SIGNAL LENSES SHALL BE 12" DIA. LED.
4. ALL PEDESTRIAN SIGNAL HEADS SHALL DISPLAY INTERNATIONAL SYMBOLS - (HAND)/(PERSON WALKING) WITH COUNTDOWN DISPLAYS.
5. ALL PEDESTRIAN SIGNAL HEADS SHALL HAVE 16" LED LENSES AND SUN VISORS.
6. ALL SIGNAL HEADS SHALL BE FIXED MOUNTED.

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	57	85
	PROJECT FILE NO. 613052		

TRAFFIC SIGNAL PLAN LOCATION 4A
ROUTE 106 (CHAUNCY STREET)
AT COPELAND DRIVE

PRE-EMPTION PHASING & PRIORITY

PRIORITY	RECEIVER	PRE-EMPT PHASE ASSIGNMENT	MOVEMENT	VEHICLE PHASE ASSIGNMENT
1	R2	2	WB	Ø1+Ø6
2	R1	1	EB	Ø2+Ø5
3	R3	3	NB	Ø4+Ø7
4	R4	4	SB	Ø3+Ø8

EMERGENCY PREEMPTION NOTES:

1. UPON PREEMPTION ACTIVATION, PHASE(S) BEING SERVICED SHALL IMMEDIATELY BEGIN CLEARANCE (I.E., YELLOW AND ALL RED) AS DESIGNED, EXCEPT FOR WHEN PHASE(S) CALLED BY PREEMPTION ARE CURRENTLY IN SERVICE. WHEN PHASE(S) CURRENTLY IN SERVICE MATCH PHASE(S) CALLED BY PREEMPTION, SIGNAL INDICATIONS ARE MAINTAINED. HOWEVER, PREEMPTION OPERATION (I.E. TIMING) SUPERCEDES NORMAL TRAFFIC SIGNAL CONTROL.
2. AFTER THE PREEMPTION SEQUENCE HAS TERMINATED, THE SIGNAL SHALL RETURN TO THE BEGINNING OF Ø2 & Ø6.
3. THE PREEMPTION STROBE SHALL BE ILLUMINATED ONLY WHEN THE PREEMPTED PHASE IS DISPLAYING A GREEN INDICATION.
4. A SEPARATE CABLE SHALL BE RUN FOR THE PREEMPTION STROBE. IT MAY NOT BE RUN ON THE SPARE SIGNAL CABLE.
5. EMERGENCY PREEMPTION SHALL COME ON A FIRST-COME FIRST-SERVED BASIS.

MAJOR ITEMS - (ROUTE 106 / COPELAND DRIVE)

ITEM NO.	QUANTITY	DESCRIPTION
816.2	1	ADVANCED TRAFFIC CONTROLLER (TS2, TYPE 1, ATC), LOCATED IN BASE MOUNTED ATC CABINET, WITH FOUNDATION AND CONCRETE PAD
	1	45' MAST ARM, TYPE II, STEEL MONOLEVER WITH FOUNDATION
	1	40' MAST ARM, TYPE II, STEEL MONOLEVER WITH FOUNDATION
	2	30' MAST ARM, TYPE II, STEEL MONOLEVER WITH FOUNDATION
	1	25' MAST ARM, TYPE II, STEEL MONOLEVER WITH FOUNDATION
	6	TRAFFIC SIGNAL POST AND BASE STANDARD - 8' STEEL
	3	TRAFFIC SIGNAL POST AND BASE STANDARD - 4' STEEL
	2	SIGNAL HEAD, 1-WAY, 5 SECTION, 12" LENSES
	5	SIGNAL HEAD, 1-WAY, 4 SECTION, 12" LENSES
	9	SIGNAL HEAD, 1-WAY, 3 SECTION, 12" LENSES
	2	5" 5-SECTION BACKPLATES WITH 3" YELLOW RETROREFLECTIVE YELLOW BORDER
	5	5" 4-SECTION BACKPLATES WITH 3" YELLOW RETROREFLECTIVE YELLOW BORDER
	9	5" 3-SECTION BACKPLATES WITH 3" YELLOW RETROREFLECTIVE YELLOW BORDER
	10	PEDESTRIAN SIGNAL HEAD, 1-WAY, 1 SECTION, 16" WITH COUNTDOWN
	10	AUDIBLE & VIBRO-TACTILE PEDESTRIAN PUSHBUTTON INTEGRATED SIGN & SADDLE WITH LED CONFIRMATION LIGHT
	1	SINGLE POINT VIDEO DETECTION CAMERA
	2	VIDEO PROCESSOR (2 CHANNEL)
	1	RADAR VIDEO DETECTION CAMERA & SYSTEM
	1	SERVICE CONNECTION (UNDERGROUND)
	4	OPTICAL DETECTOR, UNIDIRECTIONAL, SINGLE CHANNEL
	2	2 CHANNEL PHASE SELECTOR
	1	CARD RACK
	1	EMERGENCY PRE-EMPTION CONFIRMATION STROBE (WHITE)
	3	R10-3e (LEFT ARROW)
	7	R10-3e (RIGHT ARROW)
804.3	500	3 " ELECTRICAL CONDUIT TYPE NM - PLASTIC (UL)
804.32	25	3 " ELECTRICAL CONDUIT TYPE NM - PLASTIC (UL) - DOUBLE
811.31	6	PULL BOX, 12" X 12"
811.23	1	ELECTRIC HANDHOLE, 24" X 24"
PLUS ALL MISCELLANEOUS EQUIPMENT AND MATERIAL NECESSARY TO PROVIDE A COMPLETE OPERATING TRAFFIC CONTROL SIGNAL.		

608944_HDI6076 SIGNAL).DWG Plotted on 14-Jul-2025 4:54 PM

SIGNAL IDENTIFICATION

A,D	B,E	C,F	G,H,J,K,L,M	N,Q
ALL 12" LENS R Y G	R Y G	ALL 12" LENS R Y Y G	ALL 12" LENS R Y G	R Y G

NOTES:

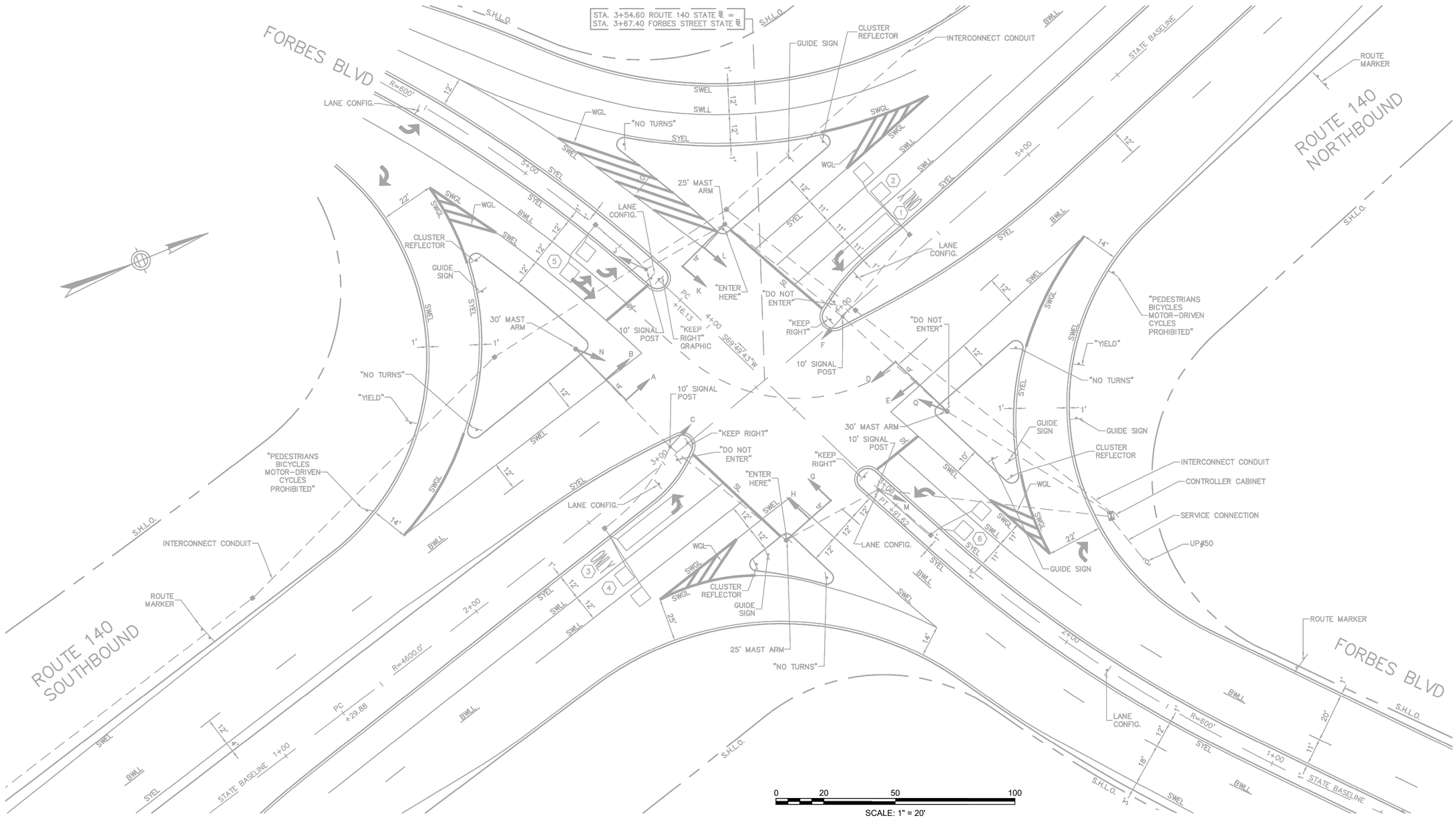
1. **WORK AT THIS INTERSECTION IS LIMITED TO COORDINATION TIMING MODIFICATIONS AND CLEARANCE INTERVAL TIMING AS NEEDED. IGNORE CALLOUTS.**
2. **ALL EXISTING EQUIPMENT SHALL BE MAINTAINED.**

NOTE: THIS PLAN IS NOT DESIGNED BY BETA GROUP, INC. IT WAS PROVIDED BY MASSDOT AND ALL INFORMATION IS ASSUMED TO BE CORRECT.

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	58	85
	PROJECT FILE NO. 613052		

TRAFFIC SIGNAL PLAN
LOCATION 5
ROUTE 140 (COMMERCIAL STREET)
AT FORBES BOULEVARD

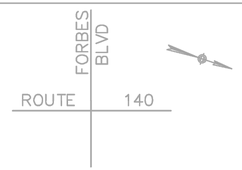


608944_HD(6076_BORDER).DWG Plotted on 30-Dec-2024 9:41 AM

MANSFIELD
CHAUNCY STREET (ROUTE 106)

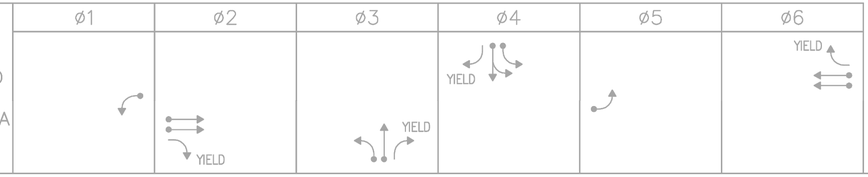
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	59	85
	PROJECT FILE NO. 613052		

TRAFFIC SIGNAL PLAN
LOCATION 5
ROUTE 140 (COMMERCIAL STREET)
AT FORBES BOULEVARD



ROUTE 140
@ FORBES BLVD

FOXBOROUGH, MA



SEQUENCE AND TIMING

STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	FLASH OPER.
ROUTE 140	SB	A	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	GV	Y	R	FY
ROUTE 140	SB	B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	GV/GR	Y	R	FY
ROUTE 140	SB	C	GL	YL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	FRL
ROUTE 140	NB	D	R	R	R	GV	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	FY
ROUTE 140	NB	E	R	R	R	GV/GR	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	FY
ROUTE 140	NB	F	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	GL	YL	RL	RL	RL	RL	FRL
FORBES BOULEVARD	EB	G,H,J	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	FR
FORBES BOULEVARD	EB	Q	R	R	R	R	R	R	R	R	R	GL	Y	R	R	R	R	R	R	R	FR
FORBES BOULEVARD	WB	K,L,M	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	FR
FORBES BOULEVARD	WB	N	R	R	R	R	R	R	GL	Y	R	R	R	R	R	R	R	R	R	R	FR
TIMING IN SECONDS																					
MINIMUM INITIAL			6			15			6			6			6			15			EMERGENCY
PASSAGE			2			3			3			3			2			3			
MAXIMUM 1 (FREE OPERATION)			30			50			20			50			30			50			
MAXIMUM 2 (COORDINATED OPERATION)			*			*			*			*			*			*			
CHANGE				**4.0**	**2.5**		**5.0**	**1.0**		**3.5**	**3.0**		**4.0**	**3.5**		**4.0**	**3.0**		**5.0**	**1.0**	
PEDESTRIAN																					
RECALL			OFF			MIN.			OFF			OFF			OFF			MIN.			
MEMORY			LOCKING			LOCKING			LOCKING			LOCKING			LOCKING			LOCKING			

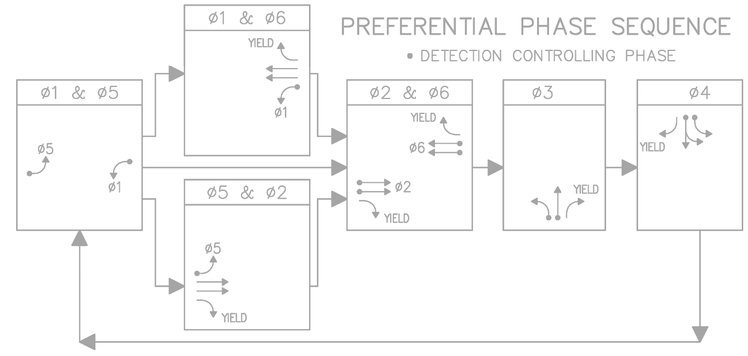
CYCLE	OFFSET	COORDINATION PHASE TIMING					
DIAL	SEC.	SEC.	SEC.	SEC.	SEC.	SEC.	SEC.	SEC.
C1/S1 M–F (7AM–12PM)	**90**	**29**	**23**	**27**	**24**	**16**	**12**	**38**
C2/S1 M–F (12PM–8PM)	**130**	**74**	**30**	**37**	**28**	**35**	**11**	**56**
C3/S1 SAT (10AM–7PM) SUN (12PM–7PM)	100	**56**	25	40	12	23	11	54

NOTES:

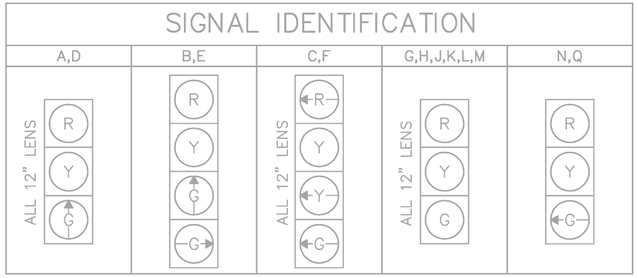
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2. **ALL EXISTING EQUIPMENT SHALL BE MAINTAINED.**

PREFERENTIAL PHASE SEQUENCE

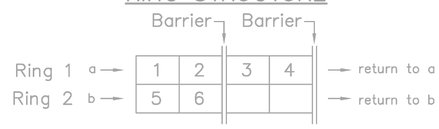
• DETECTION CONTROLLING PHASE



SIGNAL IDENTIFICATION



RING STRUCTURE



NOTE: THIS PLAN IS NOT DESIGNED BY BETA GROUP, INC. IT WAS PROVIDED BY MASSDOT AND ALL INFORMATION IS ASSUMED TO BE CORRECT.

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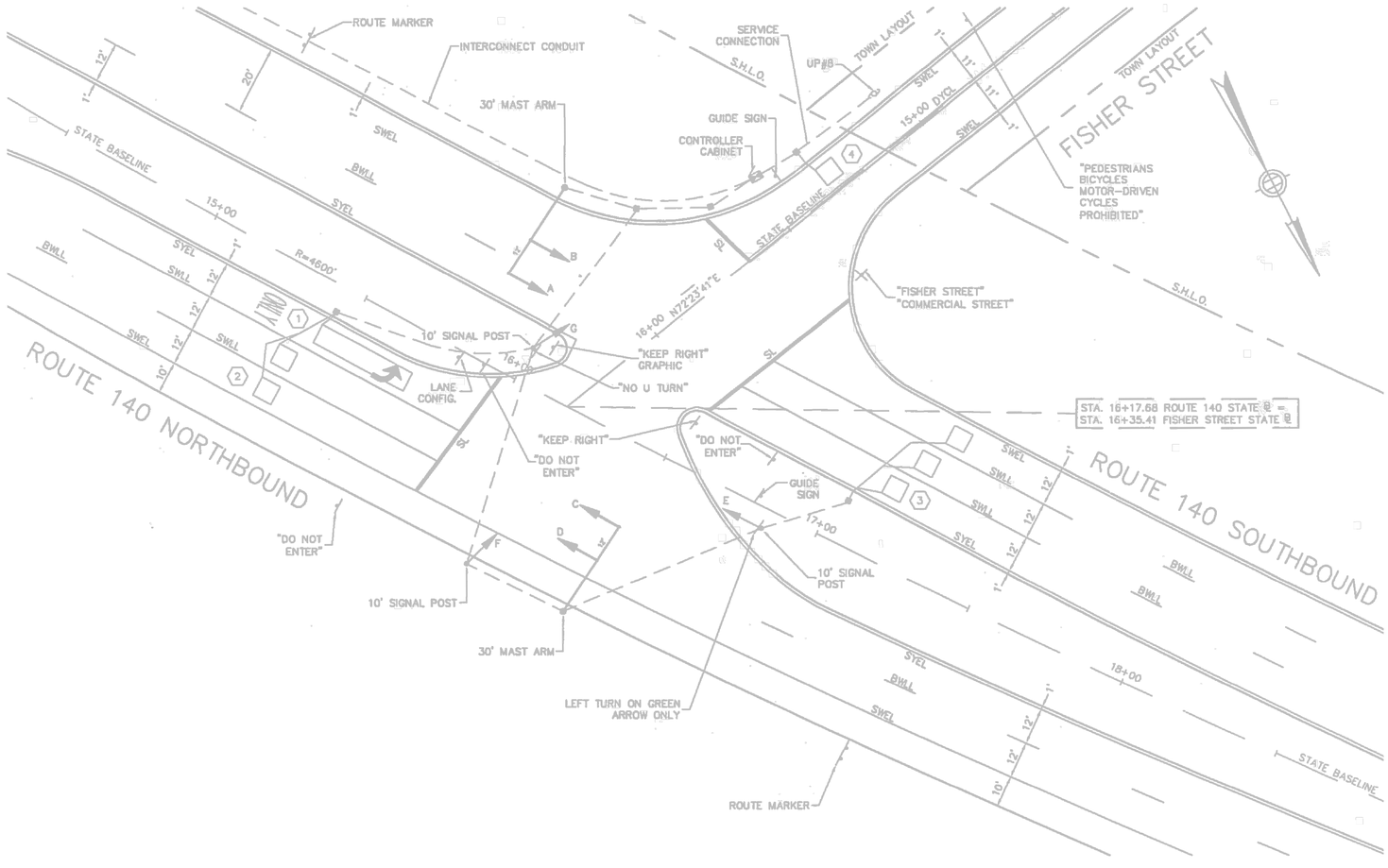
NOTES:

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2. **ALL EXISTING EQUIPMENT SHALL BE MAINTAINED.**

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	60	85
PROJECT FILE NO.	613052		

TRAFFIC SIGNAL PLAN
LOCATION 6
ROUTE 140 (COMMERCIAL STREET)
AT FISHER STREET



SIGNAL IDENTIFICATION

0 20 50 100
SCALE: 1" = 20'

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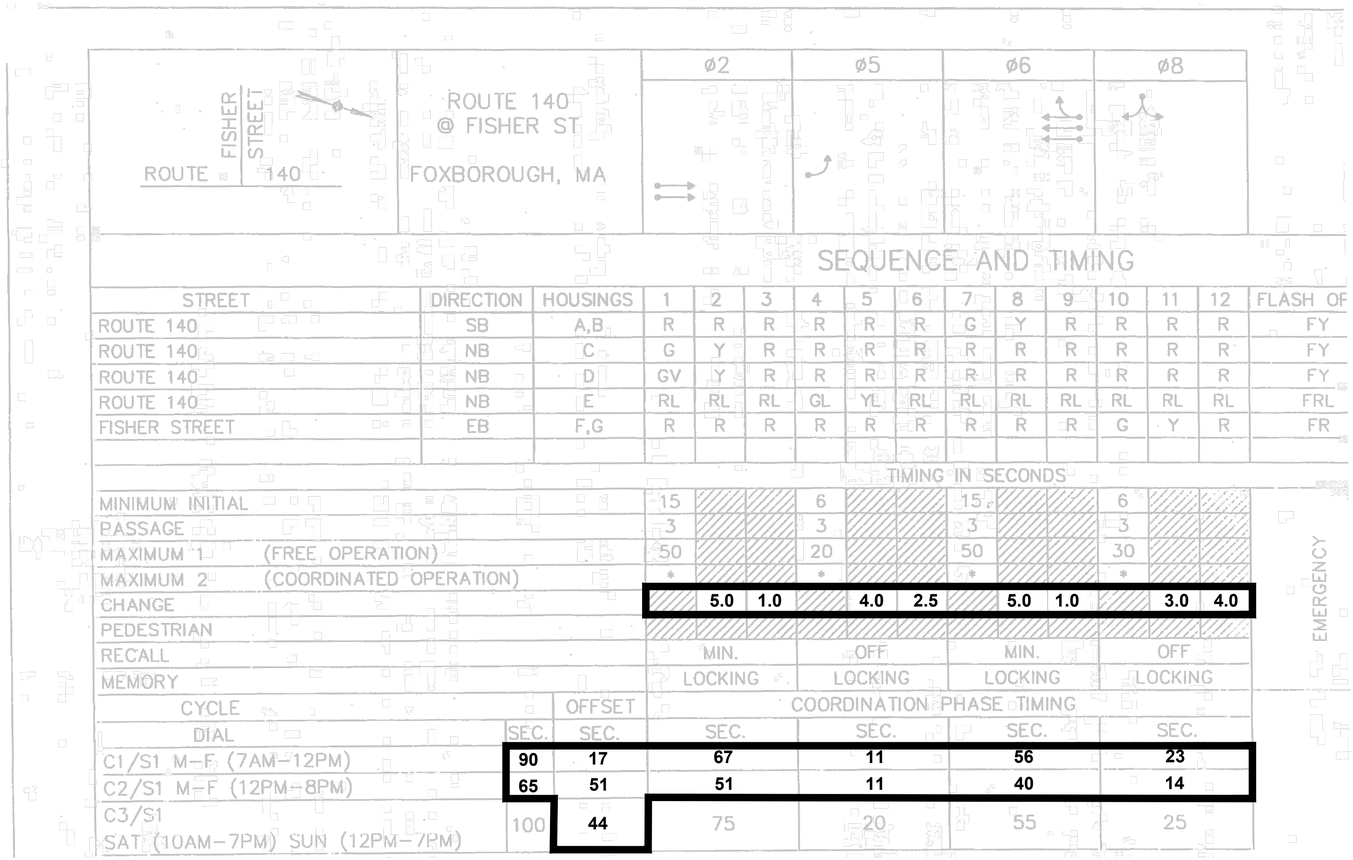
NOTES:

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2. **ALL EXISTING EQUIPMENT SHALL BE MAINTAINED.**

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	61	85
PROJECT FILE NO.	613052		

TRAFFIC SIGNAL PLAN
LOCATION 6
ROUTE 140 (COMMERCIAL STREET)
AT FISHER STREET



SEQUENCE AND TIMING

STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12	FLASH OF
ROUTE 140	SB	A,B	R	R	R	R	R	R	G	Y	R	R	R	R	FY
ROUTE 140	NB	C	G	Y	R	R	R	R	R	R	R	R	R	R	FY
ROUTE 140	NB	D	GV	Y	R	R	R	R	R	R	R	R	R	R	FY
ROUTE 140	NB	E	RL	RL	RL	GL	YL	RL	RL	RL	RL	RL	RL	RL	FRL
FISHER STREET	EB	F,G	R	R	R	R	R	R	R	R	R	G	Y	R	FR

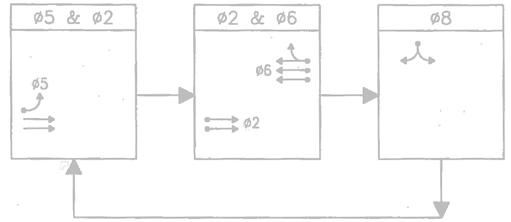
TIMING IN SECONDS

MINIMUM INITIAL			15			6			15			6		
PASSAGE			3			3			3			3		
MAXIMUM 1	(FREE OPERATION)		50			20			50			30		
MAXIMUM 2	(COORDINATED OPERATION)		*			*			*			*		
CHANGE				5.0	1.0		4.0	2.5		5.0	1.0		3.0	4.0
PEDESTRIAN														
RECALL			MIN.			OFF			MIN.			OFF		
MEMORY			LOCKING			LOCKING			LOCKING			LOCKING		

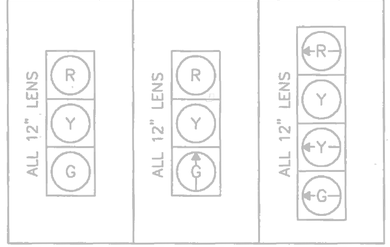
EMERGENCY

CYCLE DIAL	SEC.	OFFSET SEC.	COORDINATION PHASE TIMING SEC.	SEC.	SEC.	SEC.
C1/S1 M-F (7AM-12PM)	90	17	67	11	56	23
C2/S1 M-F (12PM-8PM)	65	51	51	11	40	14
C3/S1 SAT (10AM-7PM) SUN (12PM-7PM)	100	44	75	20	55	25

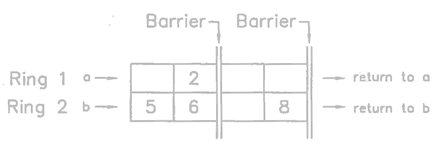
PREFERENTIAL PHASE SEQUENCE
• DETECTION CONTROLLING PHASE



SIGNAL IDENTIFICATION



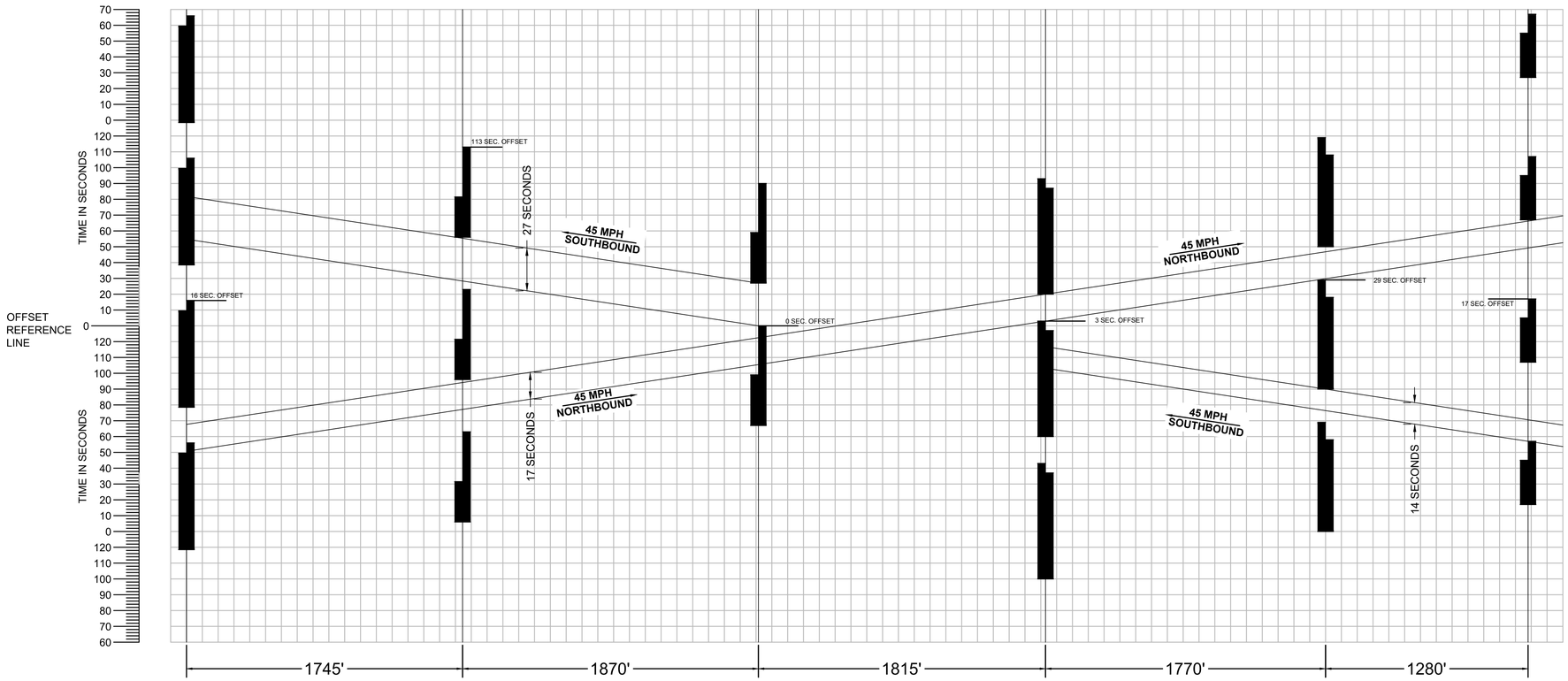
RING STRUCTURE



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PLAN 1
90 SECONDS



LOC 1
COMMERCIAL STREET
(ROUTE 140) AT
SCHOOL STREET

LOC 2
COMMERCIAL STREET
(ROUTE 140) AT
NORFOLK STREET

LOC 3
COMMERCIAL STREET
(ROUTE 140) AT
WEST STREET

LOC 4
COMMERCIAL STREET
(ROUTE 140) AT
CHAUNCY STREET (ROUTE 106)

LOC 5
COMMERCIAL STREET
(ROUTE 140) AT
FORBES BOULEVARD

LOC 6
COMMERCIAL STREET
(ROUTE 140) AT
FISHER STREET

400 0 400 800
HORIZ. SCALE IN FEET: 1"=400'

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	62	85
PROJECT FILE NO.	613052		

TRAFFIC SIGNAL COORDINATION PLAN

LEGEND:

COORDINATED PHASE(S) RED TIME INCLUDING YELLOW AND RED CLEARANCE TIME

INTERSECTION TO INTERSECTION GREEN BAND

COORDINATION NOTES

1. ALL LOCATIONS TO BE COORDINATED VIA HARD WIRE CONNECTION.
2. ALL COORDINATION PHASE TIMES INCLUDE YELLOW AND RED CLEARANCE TIME.
3. COORDINATION MODE SHALL BE YIELD. FLOATING FORCE OFFS SHALL BE IN EFFECT DURING COORDINATION.
4. INHIBIT MAX TERMINATION SHALL BE IN EFFECT DURING COORDINATION.
5. OFFSET SEEKING SHALL BE THE SHORTWAY METHOD.

MASTER SCHEDULE

	PLAN 1	PLAN 2	PLAN 3	FREE	FLASHING
MONDAY - FRIDAY	0700-1200	1200-2000		0000-0700 2000-2400	EMERGENCY ONLY
SATURDAY	-	-	1000-1900	0000-1000 1900-2400	EMERGENCY ONLY
SUNDAY	-	-	1200-1900	0000-1200 1900-2400	EMERGENCY ONLY

LOCATION 1
COMMERCIAL STREET (ROUTE 140) AT
SCHOOL STREET
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 1
CYCLE LENGTH	90
OFFSET	16
SPLIT Ø1	12
SPLIT Ø2	35
SPLIT Ø3	18
SPLIT Ø4	25
SPLIT Ø5	18
SPLIT Ø6	29
SPLIT Ø7	12
SPLIT Ø8	31
COORDINATED PHASE	Ø2 & Ø6

LOCATION 2
COMMERCIAL STREET (ROUTE 140) AT
NORFOLK STREET
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 1
CYCLE LENGTH	90
OFFSET	113
SPLIT Ø2	70
SPLIT Ø4	20
SPLIT Ø5	32
SPLIT Ø6	38
COORDINATED PHASE	Ø2 & Ø6

LOCATION 3
COMMERCIAL STREET (ROUTE 140) AT
WEST STREET
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 1
CYCLE LENGTH	90
OFFSET	0
SPLIT Ø2	63
SPLIT Ø5	31
SPLIT Ø6	32
SPLIT Ø7	37
COORDINATED PHASE	Ø2 & Ø6

LOCATION 4
COMMERCIAL STREET (ROUTE 140) AT
CHAUNCY STREET (ROUTE 106)
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 1
CYCLE LENGTH	90
OFFSET	3
SPLIT Ø1	25
SPLIT Ø2	23
SPLIT Ø3	22
SPLIT Ø4	20
SPLIT Ø5	19
SPLIT Ø6	29
SPLIT Ø9	49
COORDINATED PHASE	Ø2 & Ø6

LOCATION 5
COMMERCIAL STREET (ROUTE 140) AT
FORBES BOULEVARD
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 1
CYCLE LENGTH	90
OFFSET	29
SPLIT Ø1	23
SPLIT Ø2	27
SPLIT Ø3	24
SPLIT Ø4	16
SPLIT Ø5	12
SPLIT Ø6	38
COORDINATED PHASE	Ø2 & Ø6

LOCATION 6
COMMERCIAL STREET (ROUTE 140) AT
FISHER STREET
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 1
CYCLE LENGTH	90
OFFSET	17
SPLIT Ø2	67
SPLIT Ø5	11
SPLIT Ø6	56
SPLIT Ø8	23
COORDINATED PHASE	Ø2 & Ø6

Plotted on 14-Jul-2025 4:55 PM
608944_HDI(6076 SIGNAL COORD).DWG

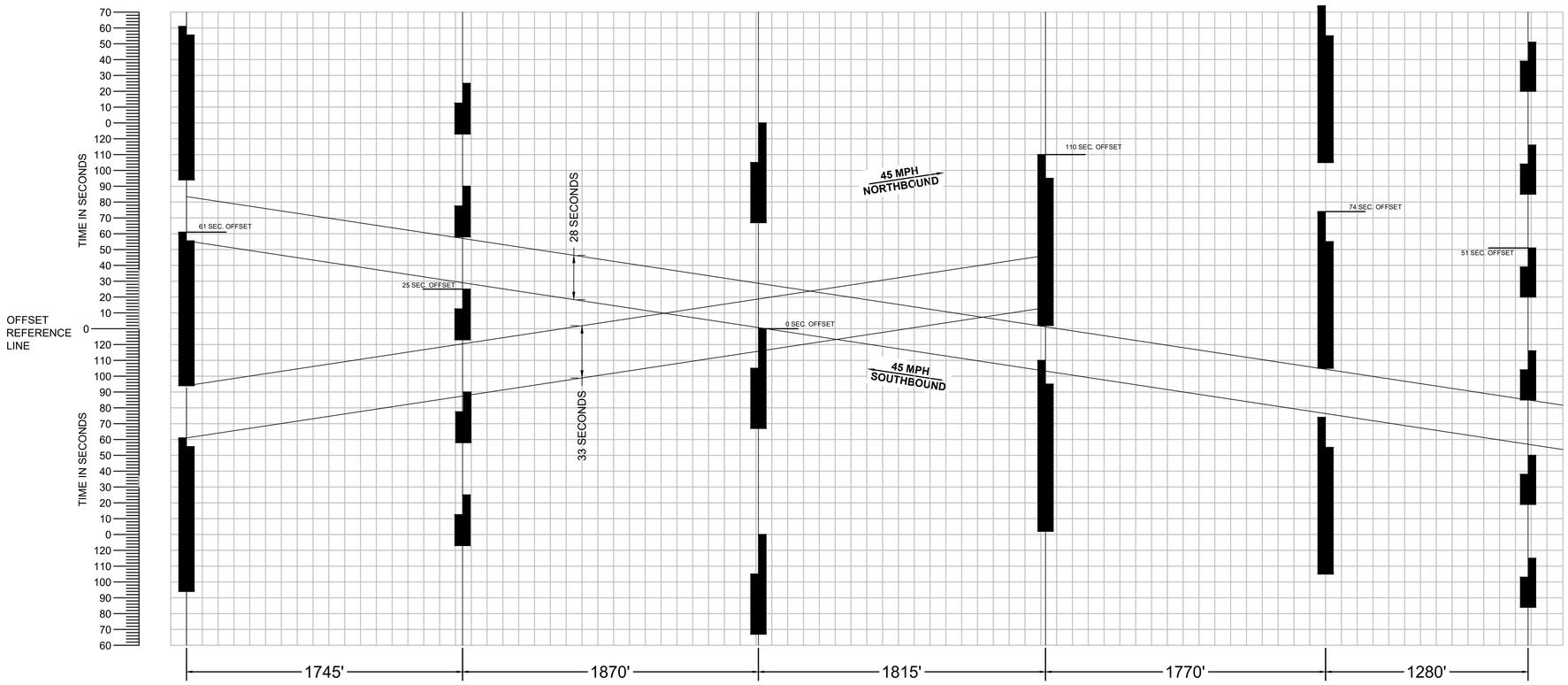
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	63	85
	PROJECT FILE NO. 613052		

TRAFFIC SIGNAL COORDINATION PLAN

Plotted on 14-Jul-2025 4:56 PM
608944_HD\6076 SIGNAL COORD\.DWG

PLAN 2
130 SECONDS



LOC 1
COMMERCIAL STREET
(ROUTE 140) AT
SCHOOL STREET

LOC 2
COMMERCIAL STREET
(ROUTE 140) AT
NORFOLK STREET

LOC 3
COMMERCIAL STREET
(ROUTE 140) AT
WEST STREET

LOC 4
COMMERCIAL STREET
(ROUTE 140) AT
CHAUNCY STREET (ROUTE 106)

LOC 5
COMMERCIAL STREET
(ROUTE 140) AT
FORBES BOULEVARD

LOC 6
COMMERCIAL STREET
(ROUTE 140) AT
FISHER STREET

400 0 400 800
HORIZ. SCALE IN FEET: 1"=400'

LEGEND:

COORDINATED PHASE(S) RED TIME INCLUDING YELLOW AND RED CLEARANCE TIME

INTERSECTION TO INTERSECTION GREEN BAND

COORDINATION NOTES

1. ALL LOCATIONS TO BE COORDINATED VIA HARD WIRE CONNECTION.
2. ALL COORDINATION PHASE TIMES INCLUDE YELLOW AND RED CLEARANCE TIME.
3. COORDINATION MODE SHALL BE YIELD. FLOATING FORCE OFFS SHALL BE IN EFFECT DURING COORDINATION.
4. INHIBIT MAX TERMINATION SHALL BE IN EFFECT DURING COORDINATION.
5. OFFSET SEEKING SHALL BE THE SHORTWAY METHOD.

MASTER SCHEDULE

	PLAN 1	PLAN 2	PLAN 3	FREE	FLASHING
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SATURDAY	-	-	1000-1900	0000-1000 1900-2400	EMERGENCY ONLY
SUNDAY	-	-	1200-1900	0000-1200 1900-2400	EMERGENCY ONLY

LOCATION 1
COMMERCIAL STREET (ROUTE 140) AT
SCHOOL STREET
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 2
CYCLE LENGTH	130
OFFSET	61
SPLIT Ø1	32
SPLIT Ø2	39
SPLIT Ø3	24
SPLIT Ø4	35
SPLIT Ø5	26
SPLIT Ø6	45
SPLIT Ø7	26
SPLIT Ø8	33
COORDINATED PHASE	Ø2 & Ø6

LOCATION 2
COMMERCIAL STREET (ROUTE 140) AT
NORFOLK STREET
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 2
CYCLE LENGTH	65
OFFSET	25
SPLIT Ø2	51
SPLIT Ø4	14
SPLIT Ø5	13
SPLIT Ø6	38
COORDINATED PHASE	Ø2 & Ø6

LOCATION 3
COMMERCIAL STREET (ROUTE 140) AT
WEST STREET
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 2
CYCLE LENGTH	130
OFFSET	0
SPLIT Ø2	97
SPLIT Ø5	25
SPLIT Ø6	72
SPLIT Ø7	33
COORDINATED PHASE	Ø2 & Ø6

LOCATION 4
COMMERCIAL STREET (ROUTE 140) AT
CHAUNCY STREET (ROUTE 106)
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 2
CYCLE LENGTH	130
OFFSET	110
SPLIT Ø1	37
SPLIT Ø2	28
SPLIT Ø3	38
SPLIT Ø4	27
SPLIT Ø5	22
SPLIT Ø6	43
SPLIT Ø9	49
COORDINATED PHASE	Ø2 & Ø6

LOCATION 5
COMMERCIAL STREET (ROUTE 140) AT
FORBES BOULEVARD
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 2
CYCLE LENGTH	130
OFFSET	74
SPLIT Ø1	30
SPLIT Ø2	37
SPLIT Ø3	28
SPLIT Ø4	35
SPLIT Ø5	11
SPLIT Ø6	56
COORDINATED PHASE	Ø2 & Ø6

LOCATION 6
COMMERCIAL STREET (ROUTE 140) AT
FISHER STREET
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 2
CYCLE LENGTH	65
OFFSET	51
SPLIT Ø2	51
SPLIT Ø5	11
SPLIT Ø6	40
SPLIT Ø8	14
COORDINATED PHASE	Ø2 & Ø6

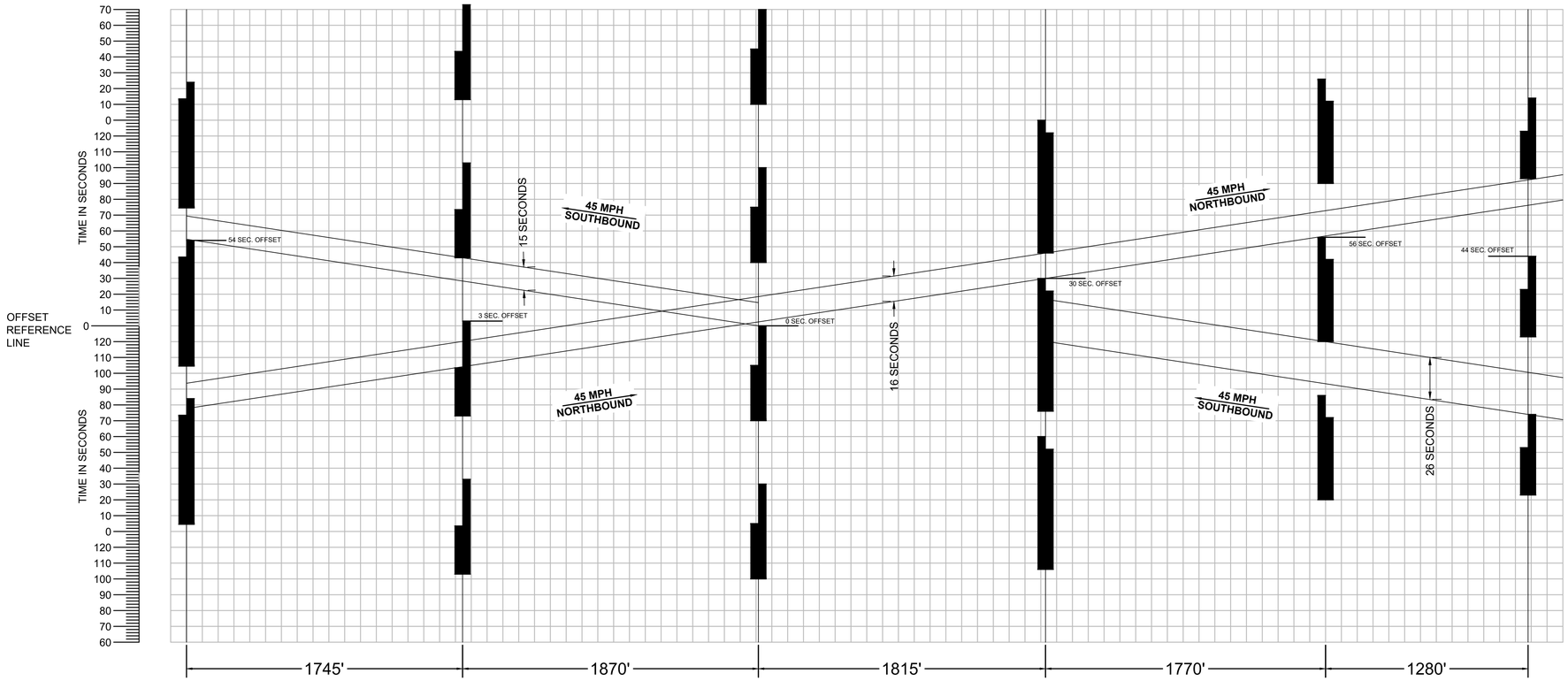
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	64	85
	PROJECT FILE NO. 613052		

TRAFFIC SIGNAL COORDINATION PLAN

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PLAN 3
100 SECONDS



LOC 1
COMMERCIAL STREET
(ROUTE 140) AT
SCHOOL STREET

LOC 2
COMMERCIAL STREET
(ROUTE 140) AT
NORFOLK STREET

LOC 3
COMMERCIAL STREET
(ROUTE 140) AT
WEST STREET

LOC 4
COMMERCIAL STREET
(ROUTE 140) AT
CHAUNCY STREET (ROUTE 106)

LOC 5
COMMERCIAL STREET
(ROUTE 140) AT
FORBES BOULEVARD

LOC 6
COMMERCIAL STREET
(ROUTE 140) AT
FISHER STREET

400 0 400 800
HORIZ. SCALE IN FEET: 1"=400'

LEGEND:

COORDINATED PHASE(S) RED TIME INCLUDING YELLOW AND RED CLEARANCE TIME

INTERSECTION TO INTERSECTION GREEN BAND

COORDINATION NOTES

1. ALL LOCATIONS TO BE COORDINATED VIA HARD WIRE CONNECTION.
2. ALL COORDINATION PHASE TIMES INCLUDE YELLOW AND RED CLEARANCE TIME.
3. COORDINATION MODE SHALL BE YIELD. FLOATING FORCE OFFS SHALL BE IN EFFECT DURING COORDINATION.
4. INHIBIT MAX TERMINATION SHALL BE IN EFFECT DURING COORDINATION.
5. OFFSET SEEKING SHALL BE THE SHORTWAY METHOD.

MASTER SCHEDULE

	PLAN 1	PLAN 2	PLAN 3	FREE	FLASHING
MONDAY - FRIDAY	0700-1200	1200-2000		0000-0700 2000-2400	EMERGENCY ONLY
SATURDAY	-	-	1000-1900	0000-1000 1900-2400	EMERGENCY ONLY
SUNDAY	-	-	1200-1900	0000-1200 1900-2400	EMERGENCY ONLY

LOCATION 1
COMMERCIAL STREET (ROUTE 140) AT
SCHOOL STREET
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 3
CYCLE LENGTH	100
OFFSET	54
SPLIT Ø1	15
SPLIT Ø2	37
SPLIT Ø3	20
SPLIT Ø4	28
SPLIT Ø5	25
SPLIT Ø6	27
SPLIT Ø7	11
SPLIT Ø8	37
COORDINATED PHASE	Ø2 & Ø6

LOCATION 2
COMMERCIAL STREET (ROUTE 140) AT
NORFOLK STREET
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 3
CYCLE LENGTH	100
OFFSET	3
SPLIT Ø2	75
SPLIT Ø4	25
SPLIT Ø5	30
SPLIT Ø6	45
COORDINATED PHASE	Ø2 & Ø6

LOCATION 3
COMMERCIAL STREET (ROUTE 140) AT
WEST STREET
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 3
CYCLE LENGTH	100
OFFSET	0
SPLIT Ø2	70
SPLIT Ø5	25
SPLIT Ø6	45
SPLIT Ø7	30
COORDINATED PHASE	Ø2 & Ø6

LOCATION 4
COMMERCIAL STREET (ROUTE 140) AT
CHAUNCY STREET (ROUTE 106)
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 3
CYCLE LENGTH	100
OFFSET	30
SPLIT Ø1	23
SPLIT Ø2	22
SPLIT Ø3	30
SPLIT Ø4	25
SPLIT Ø5	15
SPLIT Ø6	30
SPLIT Ø9	49
COORDINATED PHASE	Ø2 & Ø6

LOCATION 5
COMMERCIAL STREET (ROUTE 140) AT
FORBES BOULEVARD
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 3
CYCLE LENGTH	100
OFFSET	56
SPLIT Ø1	25
SPLIT Ø2	40
SPLIT Ø3	12
SPLIT Ø4	23
SPLIT Ø5	11
SPLIT Ø6	54
COORDINATED PHASE	Ø2 & Ø6

LOCATION 6
COMMERCIAL STREET (ROUTE 140) AT
FISHER STREET
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

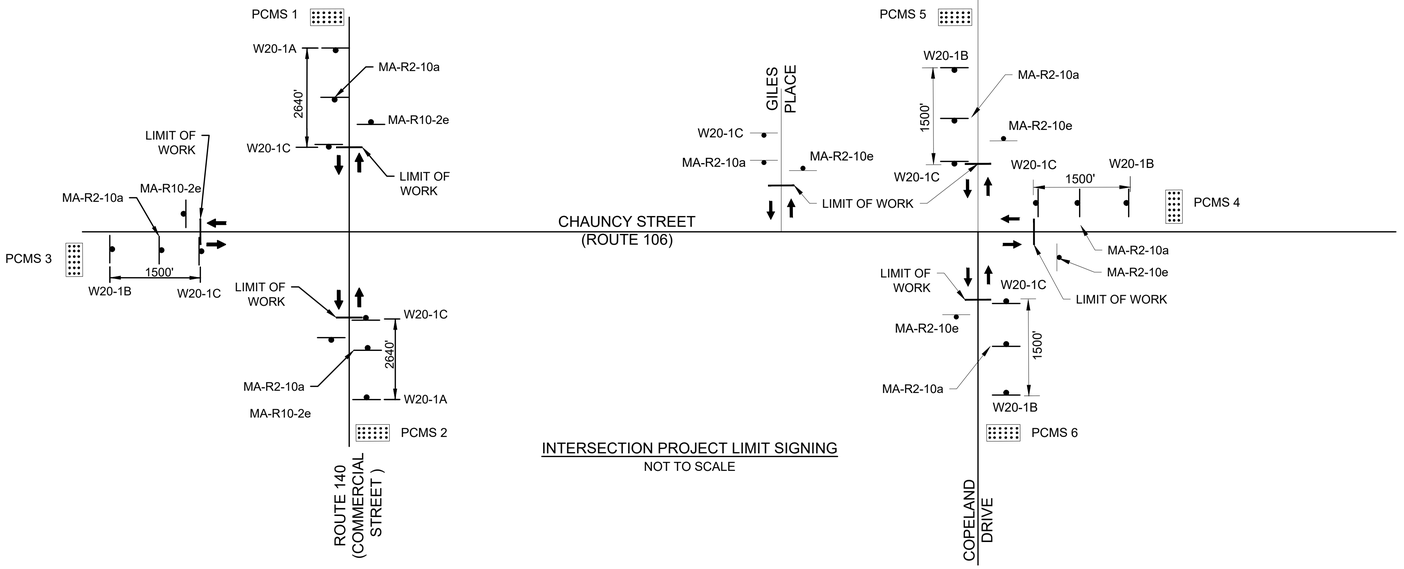
	PLAN 3
CYCLE LENGTH	100
OFFSET	44
SPLIT Ø2	75
SPLIT Ø5	20
SPLIT Ø6	55
SPLIT Ø8	25
COORDINATED PHASE	Ø2 & Ø6

NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL WORK SHALL CONFORM TO THE 2009 EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND ALL REVISIONS.
2. ALL SIGN LEGENDS, BORDERS AND MOUNTING SHALL BE IN ACCORDANCE WITH THE MUTCD, EXCEPT THAT BACKGROUND COLOR SHALL BE FLUORESCENT ORANGE, IN ACCORDANCE WITH MASSDOT SPECIFICATIONS.
3. TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK.
4. TEMPORARY CONSTRUCTION SIGNING, BARRICADES AND ALL OTHER NECESSARY WORK ZONE TRAFFIC CONTROL DEVICES SHALL BE REMOVED FROM THE HIGHWAY OR COVERED WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
5. SIGNS AND SIGN SUPPORTS LOCATED ON OR NEAR THE TRAVELED WAY, AND REFLECTORIZED PLASTIC DRUMS WITH LIGHTING DEVICES MOUNTED ON THEM, 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).
6. CONTRACTORS 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.
7. THE FIRST TEN PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH SEQUENTIAL FLASHING LIGHTS.
8. THE ADVISORY SPEED LIMIT, IF REQUIRED, SHALL BE DETERMINED BY THE ENGINEER.
9. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
10. MAXIMUM SPACING OF TRAFFIC DEVICES IN A TAPER (DRUMS OR CONES) IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH.
11. MINIMUM LANE WIDTH IS TO BE 11 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF DRUMS OR MEDIAN BARRIER.
12. ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORTS.
13. TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER NECESSARY WORK ZONE TRAFFIC CONTROL NOT COVERED IN THE PLAN SHALL REFER TO MASSDOT "STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TRAFFIC MANAGEMENT PLANS".
14. NO WORK, INCLUDING THE SETTING UP AND TAKING DOWN OF WORK ZONE TRAFFIC CONTROL DEVICES SHALL BE DONE ON EXISTING ROADWAYS AREAS PRIOR TO 9:00 AM OR AFTER 3:00 PM WITHOUT WRITTEN APPROVAL FROM THE ENGINEER AND THE TOWN OF MANSFIELD.
15. INSTALL PCMS TWO WEEKS PRIOR TO CONSTRUCTION TO INFORM MOTORISTS OF UPCOMING WORK.

LEGEND:

●	REFLECTORIZED PLASTIC DRUM
	TYPE III BARRICADE
	FLASHING ARROW PANEL
	FLASHING ARROW PANEL
	WORK ZONE
	DIRECTION OF TRAFFIC
	IMPACT ATTENUATOR
	MEDIAN BARRIER
	MEDIAN BARRIER WITH WARNING LIGHTS
	WORK VEHICLE
	TRUCK MOUNTED ATTENUATOR
	TRAFFIC OR PEDESTRIAN SIGNAL
	SIGN
P	POLICE DETAIL
F	FLAGGER
	PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)



INTERSECTION PROJECT LIMIT SIGNING
NOT TO SCALE

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	65	85
	PROJECT FILE NO. 613052		

TEMPORARY TRAFFIC CONTROL PLAN

FORMULAS FOR DETERMINING TAPER LENGTHS

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

WHERE: L = TAPER LENGTH IN FEET

W = WIDTH OF OFFSET IN FEET

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

BASED ON: TABLE 6C-4 MUTCD LATEST EDITION

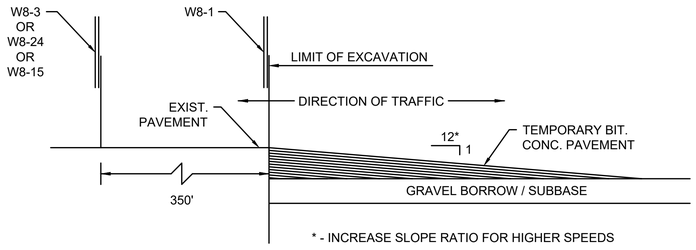
PRIOR TO CONSTRUCTION

	PANEL 1	PANEL 2
PCMS 1	R O U T E	C O N S T
PCMS 2	1 4 0 A N D	B E G I N S
PCMS 3	1 0 6	X X
PCMS 4		
PCMS 5		
PCMS 6		

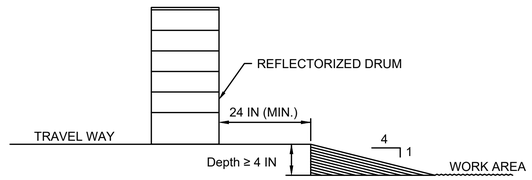
DURING CONSTRUCTION

	PANEL 1	PANEL 2
PCMS 1	R O U T E	E X P E C T
PCMS 2	1 4 0 / 1 0 6	D E L A Y S
PCMS 3	C O N S T	
PCMS 4		
PCMS 5		
PCMS 6		

PCMS MESSAGES



LONGITUDINAL DROP-OFF DETAIL
NOT TO SCALE



LATERAL DROP-OFF DETAIL
NOT TO SCALE

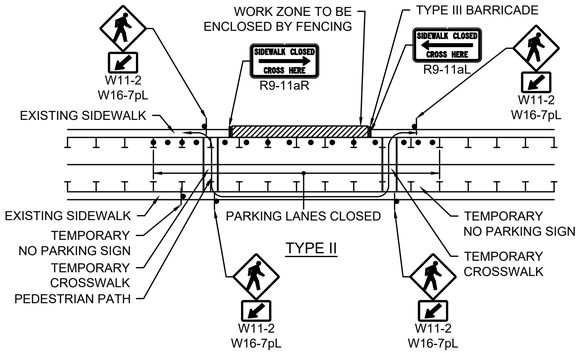
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MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	66	85
	PROJECT FILE NO. 613052		

TEMPORARY TRAFFIC CONTROL PLAN

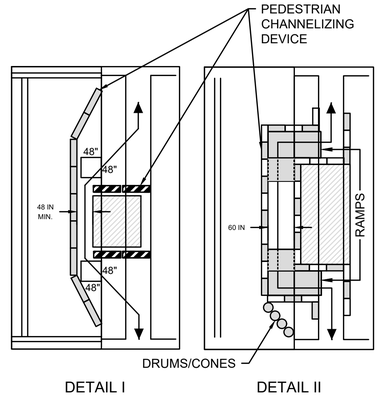
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NOTES:

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, TEMPORARY CROSSWALKS WITH APPROPRIATE SIGNS SHOULD BE INSTALLED TO CROSS PEDESTRIANS TO THE OPPOSITE SIDE OF THE STREET AS SHOWN IN PEDESTRIAN BYPASS, 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.)

PEDESTRIAN BYPASS DETAILS
NOT TO SCALE



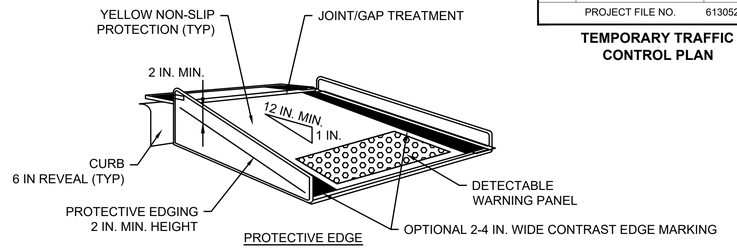
DETAIL I DETAIL II

NOTES:

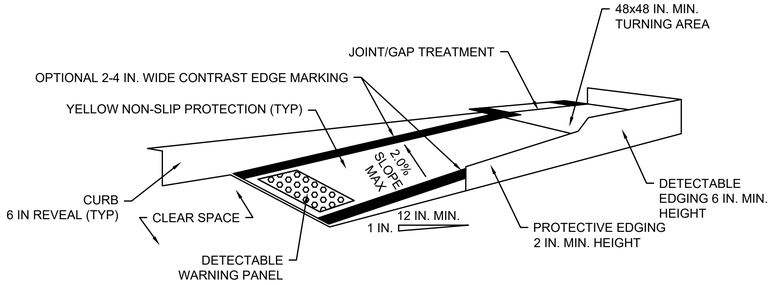
- DETAIL I IS CONSIDERED AN EXAMPLE OF A SHORT TERM CLOSURE AND PEDESTRIAN ASSISTANCE (PERSONEL) TO NAVIGATE AROUND THE CLOSURE/WORK AREA COULD BE CONSIDERED AS AN OPTION IN PLACE OF PROVIDING ADA/AAB DEVICES. DETAIL II IS CONSIDERED AN EXAMPLE OF A LONG TERM CLOSURE THAT WOULD REQUIRE ADDITIONAL ADA/AAB COMPLIANT DEVICES. IF A SIDEWALK CLOSURE OR RESTRICTION LASTS FOR MORE THAN ONE (1) WORK SHIFT THEN ADA/AAB COMPLIANCE SHALL BE FOLLOWED.
- WHEN EXISTING PEDESTRIAN FACILITIES ARE DISRUPTED, CLOSED, OR RELOCATED IN A TTC ZONE, TEMPORARY FACILITIES SHALL BE PROVIDED AND THEY SHALL BE DETECTABLE AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING PEDESTRIAN FACILITY.
- A PEDESTRIAN CHANNELIZATION DEVICE THAT IS DETECTABLE BY A PERSON WITH A VISUAL DISABILITY TRAVELING WITH THE AID OF A LONG CANE SHALL BE PLACED ACROSS THE FULL WIDTH OF THE TEMPORARY PEDESTRIAN ROUTE.
- WHEN USED, TEMPORARY RAMPS SHALL COMPLY WITH AMERICANS WITH DISABILITIES ACT (SEE FIGURES).
- THE ALTERNATE PATHWAY SHOULD HAVE A SMOOTH CONTINUOUS HARD SURFACE FOR THE ENTIRE LENGTH OF THE TEMPORARY PEDESTRIAN FACILITY.
- THE TEMPORARY SIDEWALK SHOULD BE A MINIMUM OF 4 FEET WIDE. IF THE SIDEWALK EXCEEDS 200 FEET THEN A 5 FOOT BE 5 FOOT PASSING ZONE SHALL BE PROVIDED NEAR THE MID POINT OF THE CLOSURE
- THE PROTECTIVE REQUIREMENTS OF A TTC WORK ZONE MAY HAVE AN IMPACT IN DETERMINING THE NEED FOR TEMPORARY TRAFFIC BARRIERS AND THEIR USE IN PROVIDING PEDESTRIAN DELINEATION SHOULD BE BASED ON ENGINEERING JUDGMENT .
- CONTROLS ONLY FOR PEDESTRIAN TRAFFIC ARE SHOWN; VEHICULAR TRAFFIC SHOULD BE HANDLED AS SHOWN ELSEWHERE. THESE DETAILS ARE USED IN CONJUNCTION WITH THE PROPOSED LANE CLOSURE DETAILS AND DURING CONSTRUCTION STAGING, AS DETERMINED BY THE ENGINEER.
- AUDIBLE INFORMATION DEVICES SHOULD BE CONSIDERED WHERE MIDBLOCK CLOSINGS AND CHANGED CROSSWALK AREAS CAUSE INADEQUATE COMMUNICATION TO BE PROVIDED TO PEDESTRIANS WHO HAVE VISUAL DISABILITIES.
- EXISTING AUDIBLE DEVICES NO LONGER APPLICABLE DUE TO CONSTRUCTION SHALL BE DISABLED.
- ON-DEMAND PEDESTRIAN ASSISTANCE PERSONNEL TO ASSIST WITH NAVIGATION AROUND THE CLOSURE/WORK AREA MAY BE CONSIDERED AS AN OPTION IN PLACE OF PROVIDING ADA/AAB DEVICES FOR WORK FOR CLOSURES LASTING 4 HOURS OR LESS

AUDIBLE DEVICES:

- FOR LONG TERM SIDEWALK CLOSURES (AT A MINIMUM OVERNIGHT) A FORM OF SPEECH MESSAGING FOR PEDESTRIANS WITH VISUAL DISABILITIES SHALL BE PROVIDED. AUDIBLE INFORMATION DEVICES SUCH AS DETECTABLE BARRIERS OR BARRICADES AND OTHER PASSIVE PEDESTRIAN ACTIVATION (MOTION ACTIVATED) DEVICES SHOULD BE CONSIDERED FOR THESE CASES. THESE AUDIBLE DEVICES CAN BE MOUNTABLE OR STAND ALONE.



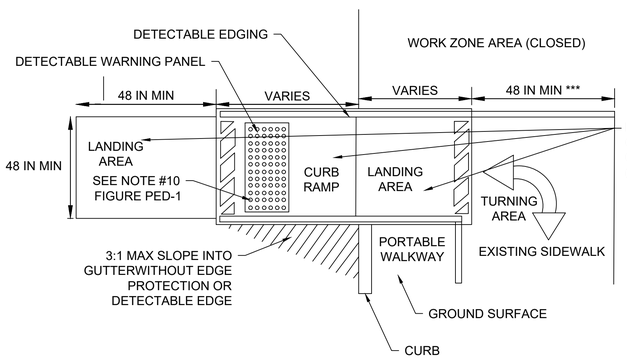
TEMPORARY CURB RAMP-PERPENDICULAR TO CURB
NOT TO SCALE

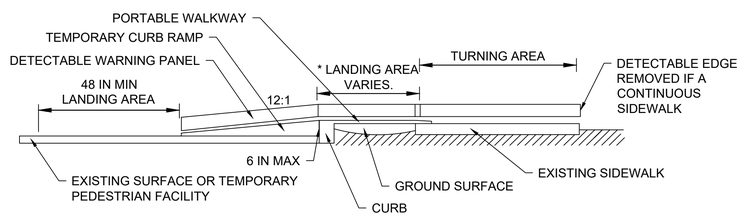


TEMPORARY CURB RAMP-PARALLEL TO CURB
NOT TO SCALE

NOTES:

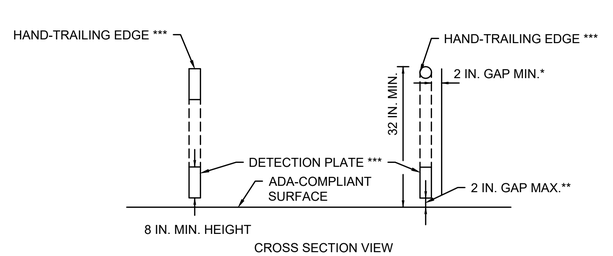
1. CURB RAMPS SHALL BE 48 IN. MINIMUM WIDTH WITH A FIRM, STABLE AND NON-SLIP SURFACE.
2. PROTECTIVE EDGING WITH A 2 IN. MINIMUM HEIGHT SHALL BE INSTALLED WHEN THE CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6 IN. OR GREATER OR HAS A SIDE APRON SLOP STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD 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.





TEMPORARY CURB RAMP
NOT TO SCALE

* 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



PEDESTRIAN CHANNELIZING DEVICE
NOT TO SCALE

NOTES:

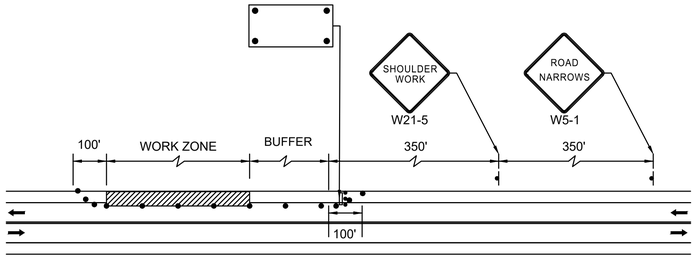
* THERE SHALL BE A 2 INCH GAP BETWEEN THE HAND-TRAILING EDGE AND ITS SUPPORT.
** A MAXIMUM 2 INCH GAP BETWEEN THE BOTTOM OF THE BOTTOM RAIL AND THE SURFACE MAY BE USED TO PROVIDE DRAINAGE.
*** THE HAND-TRAILING EDGE AND DETECTION PLATE SHALL BE CONTINUOUS THROUGHOUT THE LENGTH OF THE PATH SUCH THAT A PEDESTRIAN USER WITH A LONG CANE CAN FOLLOW IT.

MANSFIELD
CHAUNCY STREET (ROUTE 106)

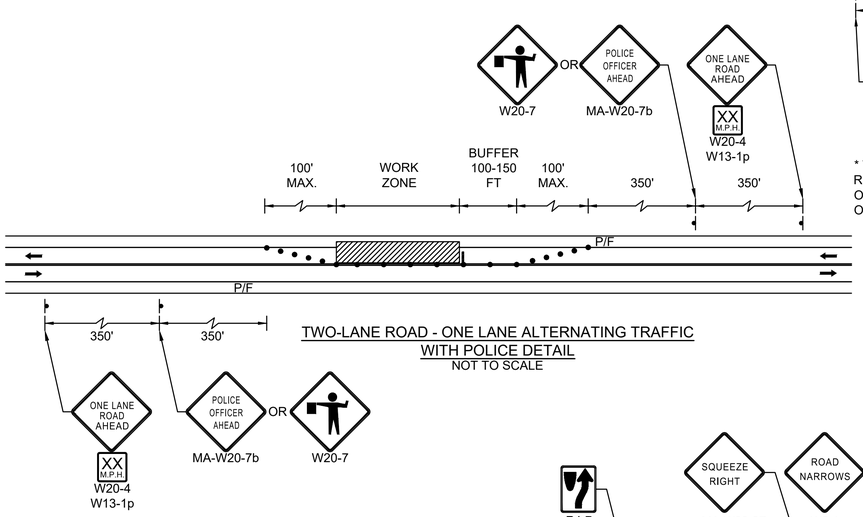
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	67	85
	PROJECT FILE NO. 613052		

TEMPORARY TRAFFIC CONTROL PLAN

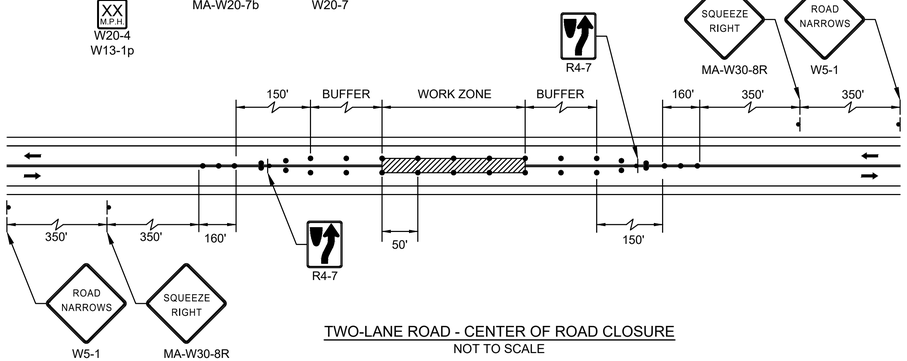
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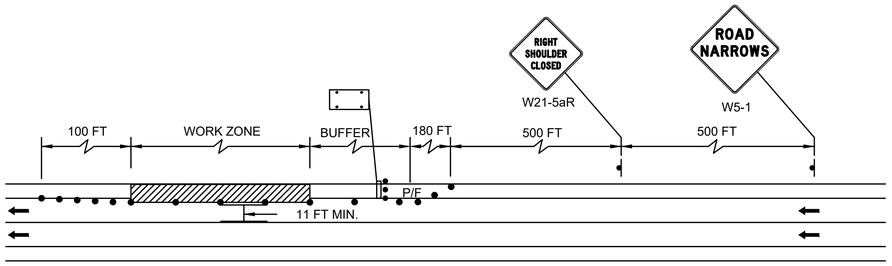
TWO-LANE ROAD - SHOULDER CLOSED
NOT TO SCALE



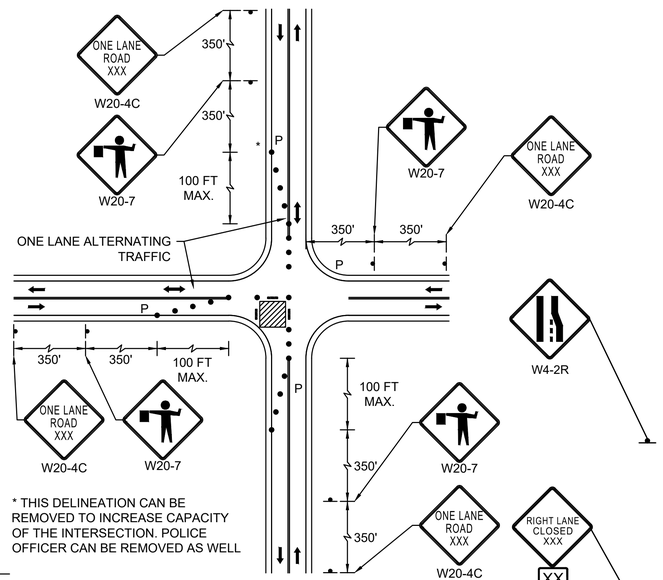
TWO-LANE ROAD - ONE LANE ALTERNATING TRAFFIC
WITH POLICE DETAIL
NOT TO SCALE



TWO-LANE ROAD - CENTER OF ROAD CLOSURE
NOT TO SCALE

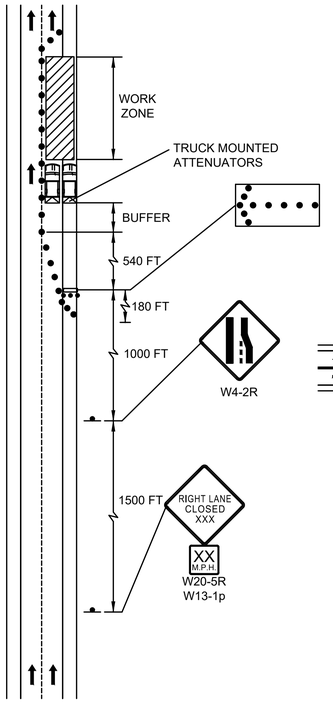


DIVIDED HIGHWAY
SHOULDER CLOSED
NOT TO SCALE

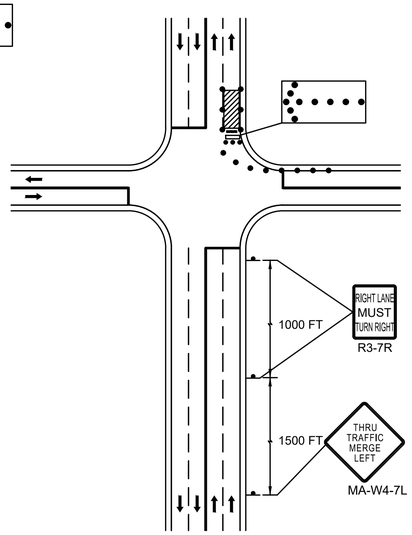


* THIS DELINEATION CAN BE REMOVED TO INCREASE CAPACITY OF THE INTERSECTION. POLICE OFFICER CAN BE REMOVED AS WELL

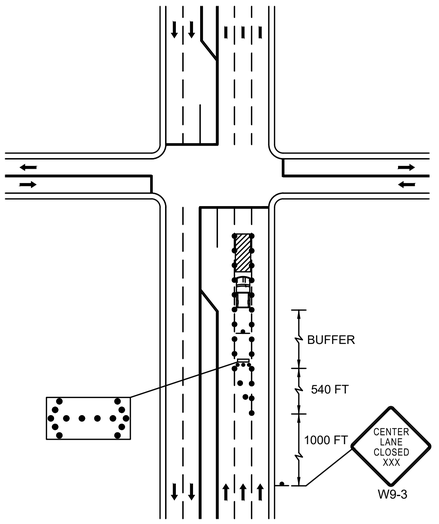
INTERSECTION WITH LANE CLOSURE
NOT TO SCALE



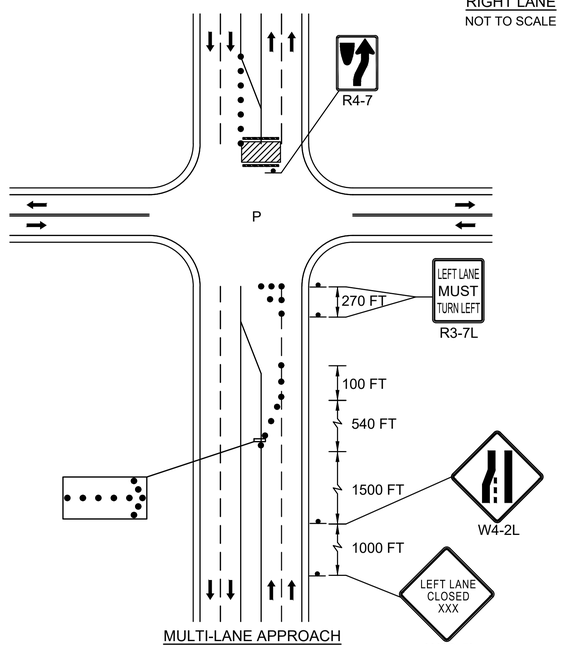
DIVIDED HIGHWAY/LANE CLOSURE
(SHORT TERM)
NOT TO SCALE



DOUBLE LANE APPROACH
FAR SIDE CLOSURE
RIGHT LANE
NOT TO SCALE



MULTI-LANE APPROACH
NEAR SIDE CLOSURE
NOT TO SCALE



MULTI-LANE APPROACH
MULTIPLE LANE CLOSURE
HIGH SPEED
NOT TO SCALE

CONSTRUCTION SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	NUMBER OF SIGNS REQUIRED	COLOR			UNIT AREA (S.F.)	TOTAL AREA (S.F.)
	WIDTH	HEIGHT			BACK-GROUND	LEGEND	BORDER		
MA-R2-10a	48 in	36 in	WORK ZONE / SPEEDING FINES DOUBLED	5	ORANGE/ WHITE**	BLACK	BLACK	12	60
	60 in	48 in		2				20	40
MA-R2-10e	36 in	48 in	END ROAD WORK / DOUBLE FINES END	5	ORANGE/ WHITE**	BLACK	BLACK	12	60
	48 in	60 in		2				20	40
MA-W4-7L	48 in	48 in	THRU TRAFFIC MERGE LEFT	1	ORANGE**	BLACK	BLACK	16	16
MA-W20-7b	36 in	36 in	POLICE OFFICER AHEAD	2	ORANGE**	BLACK	BLACK	9	18
MA-W30-8R	36 in	36 in	SQUEEZE RIGHT	2	ORANGE**	BLACK	BLACK	9	18
R3-7L	48 in	48 in	LEFT LANE MUST TURN LEFT	2	WHITE	BLACK	BLACK	16	32
R3-7R	48 in	48 in	RIGHT LANE MUST TURN RIGHT	2	WHITE	BLACK	BLACK	16	32
R4-7	24 in	30 in		2	WHITE	BLACK	BLACK	5	10
	36 in	48 in		1				12	12
R9-11aL	24 in	12 in	SIDEWALK CLOSED ← CROSS HERE	2	WHITE	BLACK	BLACK	2	4
R9-11aR	24 in	12 in	SIDEWALK CLOSED → CROSS HERE	2	WHITE	BLACK	BLACK	2	4
W4-2R	48 in	48 in		2	ORANGE**	BLACK	BLACK	16	32
W5-1	36 in	36 in	ROAD NARROWS	2	ORANGE**	BLACK	BLACK	9	18
	48 in	48 in		2				16	32
W8-1	36 in	36 in	BUMP	4	ORANGE**	BLACK	BLACK	9	36
	48 in	48 in		4				16	64
W8-3	36 in	36 in	PAVEMENT ENDS	4	ORANGE**	BLACK	BLACK	9	36
	48 in	48 in		4				16	64
W8-15	36 in	36 in	GROOVED PAVEMENT	4	ORANGE**	BLACK	BLACK	9	36
	48 in	48 in		4				16	64
W8-24	36 in	36 in	STEEL PLATE AHEAD	4	ORANGE**	BLACK	BLACK	9	36
	48 in	48 in		4				16	64
W9-3	48 in	48 in	CENTER LANE CLOSED XXX	2	ORANGE**	BLACK	BLACK	4	4
W11-2	30 in	30 in		4	FYG***	BLACK	BLACK	6.3	25
	48 in	48 in		4				16	64

NOTE:
SEE 2012 SUPPLEMENT TO THE 2004 EDITION OF "STANDARD HIGHWAY SIGNS", MASSDOT STANDARD SIGNS BOOK LATEST REVISIONS FOR TEXT DIMENSIONS AS AMENDED"

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	68	85
	PROJECT FILE NO. 613052		

TEMPORARY TRAFFIC CONTROL PLAN

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	NUMBER OF SIGNS REQUIRED	COLOR			UNIT AREA (S.F.)	TOTAL AREA (S.F.)
	WIDTH	HEIGHT			BACK-GROUND	LEGEND	BORDER		
W13-1p	24 in	24 in	XX M.P.H.	4	ORANGE**	BLACK	BLACK	4	16
	30 in	30 in		2				6	12
W16-7pL	24 in	12 in		4	FYG***	BLACK	BLACK	2	8
	30 in	18 in		4				3.8	15
W20-1A	48 in	48 in	ROAD WORK 1/2 MILE	2	ORANGE**	BLACK	BLACK	16	32
W20-1B	36 in	36 in	ROAD WORK 1500 FT	4	ORANGE**	BLACK	BLACK	9	36
W20-1C	36 in	36 in	ROAD WORK AHEAD	5	ORANGE**	BLACK	BLACK	9	45
	48 in	48 in		2				16	32
W20-4	36 in	36 in	ONE LANE ROAD AHEAD	6	ORANGE**	BLACK	BLACK	9	54
	48 in	48 in		2				16	32
W20-4C	36 in	36 in	ONE LANE ROAD XXX	6	ORANGE**	BLACK	BLACK	9	54
	48 in	48 in		2				16	32
W20-5R	48 in	48 in	RIGHT LANE CLOSED XXX	4	ORANGE**	BLACK	BLACK	16	64
W20-7	36 in	36 in		8	ORANGE**	BLACK	BLACK	9	72
	48 in	48 in		2				16	32
W21-5aR	36 in	36 in	RIGHT SHOULDER CLOSED	2	ORANGE**	BLACK	BLACK	9	18
	48 in	48 in		2				16	32
MA-W30-8R	36 in	36 in	SQUEEZE RIGHT	2	ORANGE**	BLACK	BLACK	9	18

* NO. OF SIGNS ARE ESTIMATED FOR BIDDING PURPOSES ONLY
** SIGNAGE SHALL HAVE FLUORESCENT ORANGE BACKGROUND
*** FLUORESCENT YELLOW GREEN

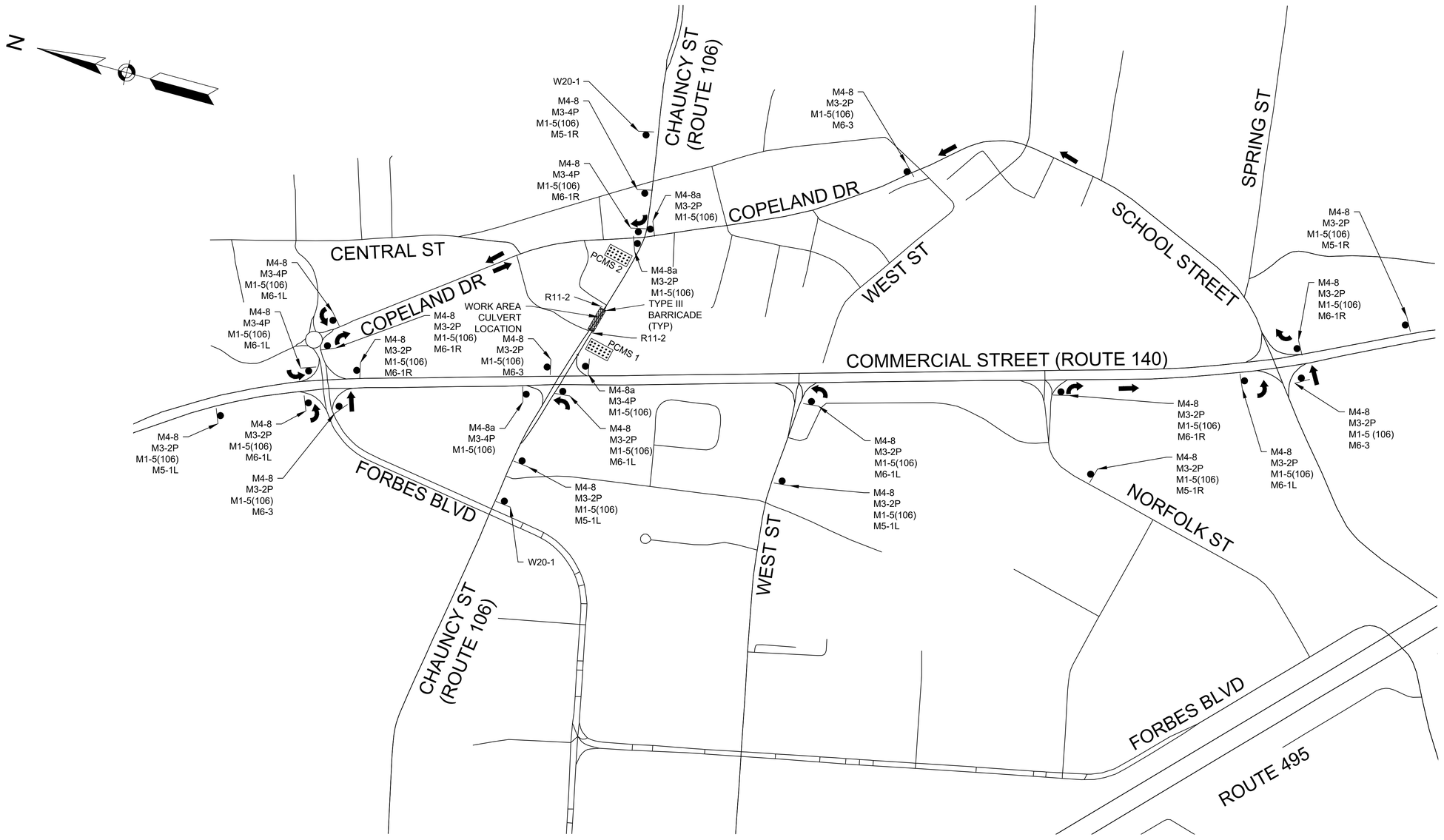
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MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	69	85
PROJECT FILE NO.	613052		

DETOUR PLANS

608944_HD\6076 DETOUR PLAN).DWG Plotted on 14-Jul-2025 4:57 PM



NOT TO SCALE

PRIOR TO ROUTE 106 CLOSURE

	PANEL 1	PANEL 2
PCMS 1	R T E 1 0 6	S T A R T I N G
PCMS 2	N I G H T C L O S U R E	M M M / D D

DURING ROUTE 106 CLOSURE

	PANEL 1	PANEL 2
PCMS 1	R T E 1 0 6	F O L L O W
PCMS 2	C L O S E D	D E T O U R

NOTES:
PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED TWO WEEKS PRIOR TO DETOUR IMPLEMENTATION

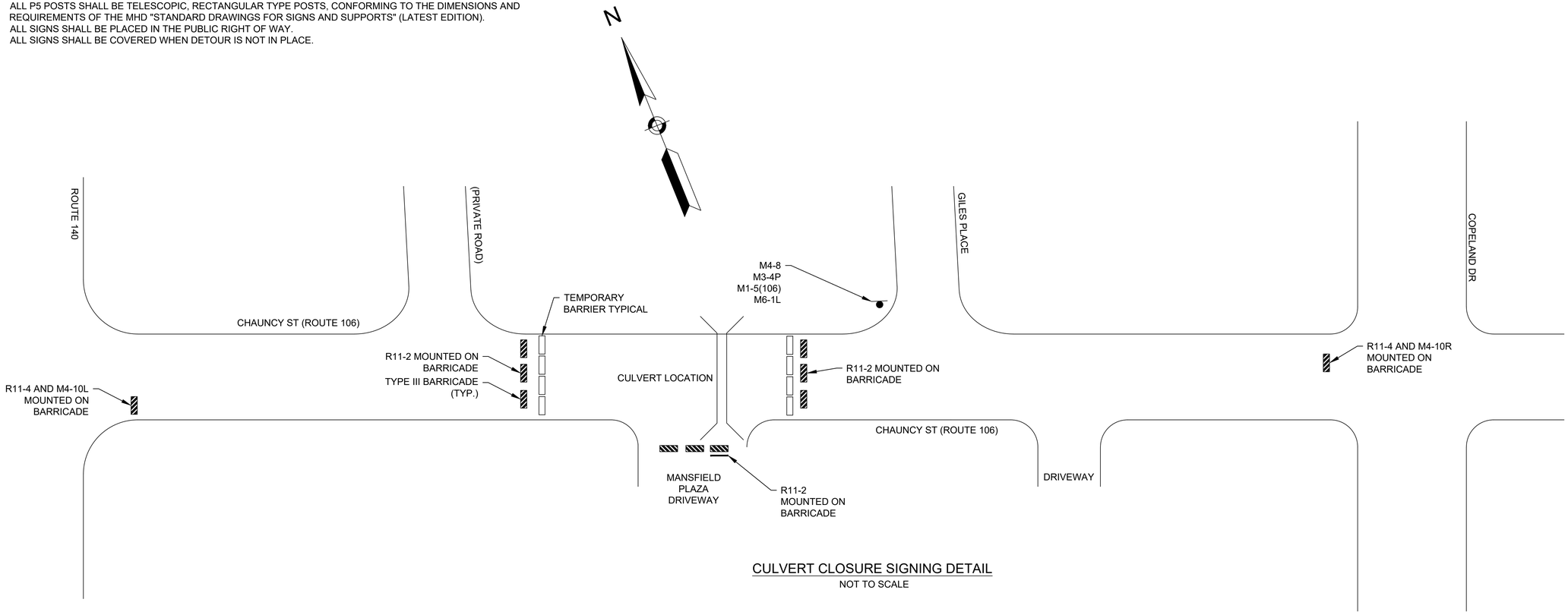
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	70	85
PROJECT FILE NO. 613052			

DETOUR PLANS

NOTE:

1. THE ROAD WILL BE CLOSED DURING RECONSTRUCTION OF THE CULVERT. CONTRACTOR SHALL INSTALL DETOUR SIGNS AS SHOWN ON DETOUR PLAN PER APPROVAL OF THE ENGINEER.
2. THIS PLAN SHALL NOT GO INTO EFFECT UNTIL AUTHORIZED AND DIRECTED BY THE ENGINEER.
3. DETOUR PLAN SHALL ONLY BE IMPLEMENTED DURING THE HOURS OF 8PM AND 5AM, WITH THE ROADWAY FULLY OPEN TO TWO WAY TRAFFIC BY 6AM.
4. SEE THE CURRENT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND "STANDARD HIGHWAY SIGNS" FOR THE LATEST SPECIFICATIONS ON TEXT DIMENSIONS AND COLOR. (ALSO SEE SECTION M9.30.O TYPE III MHD STANDARD SPECIFICATION, THE "MASSACHUSETTS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES," AND "GUIDE SIGN POLICY FOR SECONDARY STATE HIGHWAYS" (LATEST EDITIONS) BY THE MASSACHUSETTS HIGHWAY DEPARTMENT).
5. ALL P5 POSTS SHALL BE TELESCOPIC, RECTANGULAR TYPE POSTS, CONFORMING TO THE DIMENSIONS AND REQUIREMENTS OF THE MHD "STANDARD DRAWINGS FOR SIGNS AND SUPPORTS" (LATEST EDITION).
6. ALL SIGNS SHALL BE PLACED IN THE PUBLIC RIGHT OF WAY.
7. ALL SIGNS SHALL BE COVERED WHEN DETOUR IS NOT IN PLACE.



CULVERT CLOSURE SIGNING DETAIL

NOT TO SCALE

608944_HD(6076 DETOUR PLAN).DWG Plotted on 14-Jul-2025 4:58 PM

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	71	85
PROJECT FILE NO.	613052		

DETOUR PLANS

NOTE:

1. ALL SIGNS WITH ORANGE BACKGROUNDS SHALL BE FLUORESCENT (F.L) ORANGE.
2. NO. OF SIGNS ARE ESTIMATED FOR BIDDING PURPOSES ONLY.

DETOUR SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (S.F.)	AREA IN SQUARE FEET
	WIDTH (IN)	HEIGHT (IN)		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACKGROUND	LEGEND	BORDER			
M1-5 (106)	30	24	106	SEE 11TH EDITION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES			26	WHITE	BLACK	BLACK	P-5 26	5.0	130.0
M3-2P	24	12	EAST				19	WHITE	BLACK	BLACK	MOUNT 19 W/ M1-5(106)	2.0	38.0
M3-4P	24	12	WEST				7	WHITE	BLACK	BLACK	MOUNT 7 W/ M1-5(106)	2.0	14.0
M4-8	24	12	DETOUR				22	ORANGE	BLACK	BLACK	MOUNT 22 W/ M1-5(106)	2.0	44.0
M4-8a	24	18	END DETOUR				4	ORANGE	BLACK	BLACK	MOUNT 4 W/ M1-5(106)	3.0	12.0
M4-10L	48	18	DETOUR				1	ORANGE	BLACK	BLACK	MOUNT 1 ON BARRICADE	6.0	6.0
M4-10R	48	18	DETOUR				1	ORANGE	BLACK	BLACK	MOUNT 1 ON BARRICADE	6.0	6.0
M5-1L	21	15					3	WHITE	BLACK	BLACK	MOUNT 3 W/ M1-5(106)	2.2	6.6
M5-1R	21	15					3	WHITE	BLACK	BLACK	MOUNT 3 W/ M1-5(106)	2.2	6.6
M6-1L	21	15					7	WHITE	BLACK	BLACK	MOUNT 7 W/ M1-5(106)	2.2	15.4
M6-1R	21	15					5	WHITE	BLACK	BLACK	MOUNT 5 W/ M1-5(106)	2.2	11.0
M6-3	21	15					4	GREEN	BLACK	BLACK	MOUNT 4 W/ M1-5(106)	2.2	8.8
R11-2	48	30	ROAD CLOSED				3	WHITE	BLACK	BLACK	MOUNT 3 ON BARRICADE	10.0	30.0
R11-4	60	30	ROAD CLOSED TO THRU TRAFFIC				2	WHITE	BLACK	BLACK	MOUNT 2 ON BARRICADE	12.5	25.0
W20-1	30	30	ROAD CONSTRUCTION AHEAD				2	ORANGE	BLACK	BLACK	P-5 2	6.25	12.5
											TOTAL P-5 POSTS = 28 (SEE TYP. ASSEMBLIES)		TOTAL AREA 365.9 SF

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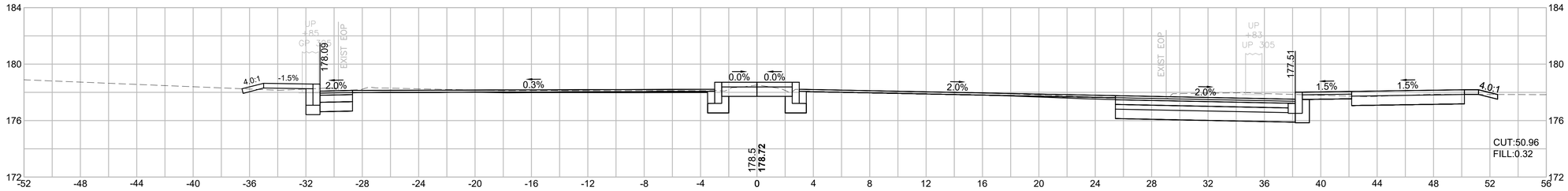
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	72	85
PROJECT FILE NO.	613052		

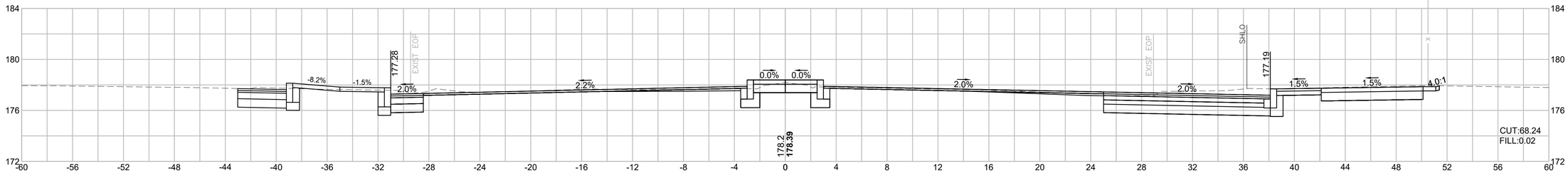
CROSS SECTIONS
CHAUNCY STREET (ROUTE 106)

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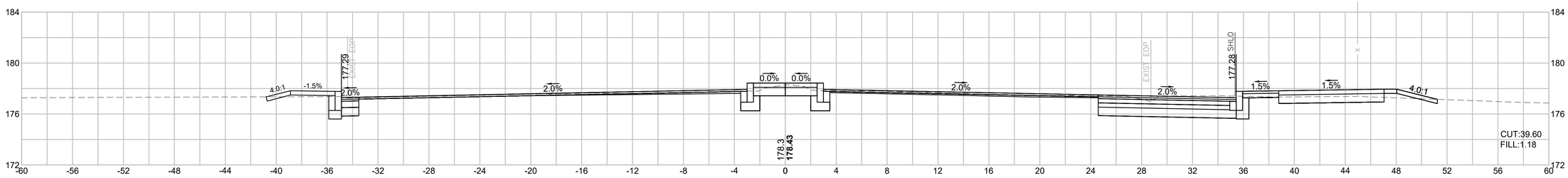
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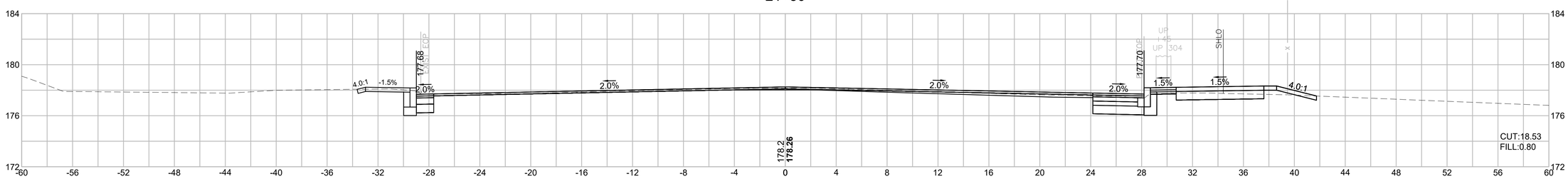
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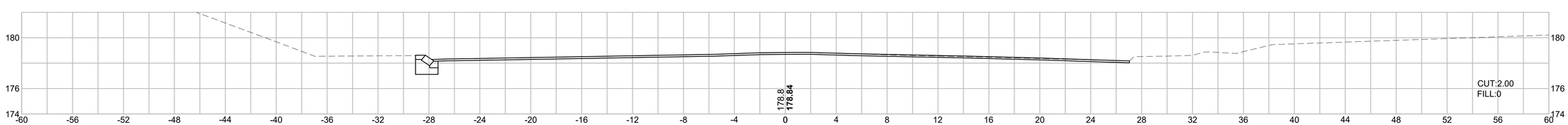
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21+50



21+00



HOR. SCALE IN FEET
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VER. SCALE IN FEET

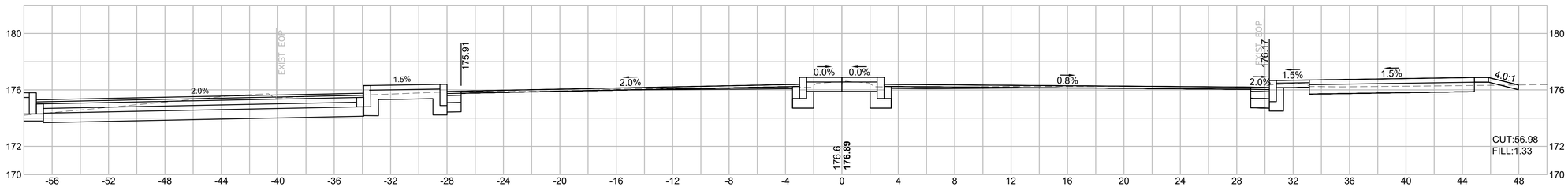
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	73	85
PROJECT FILE NO.	613052		

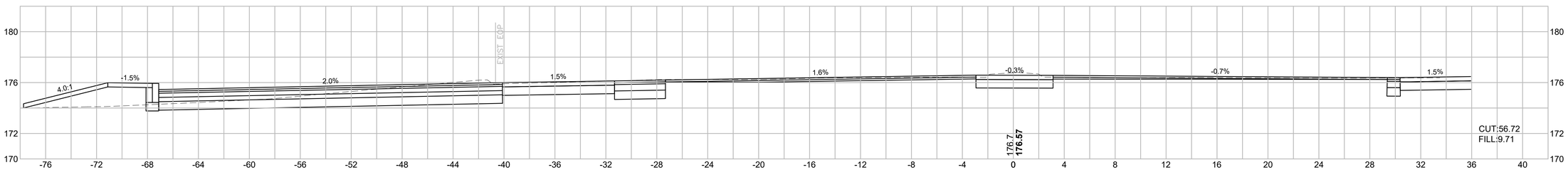
CROSS SECTIONS
CHAUNCY STREET (ROUTE 106)

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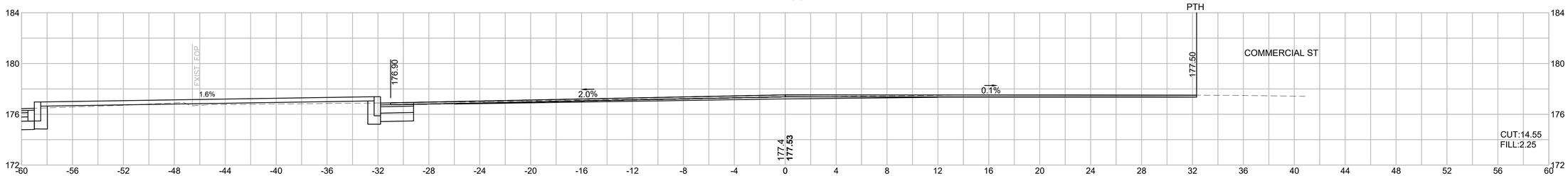
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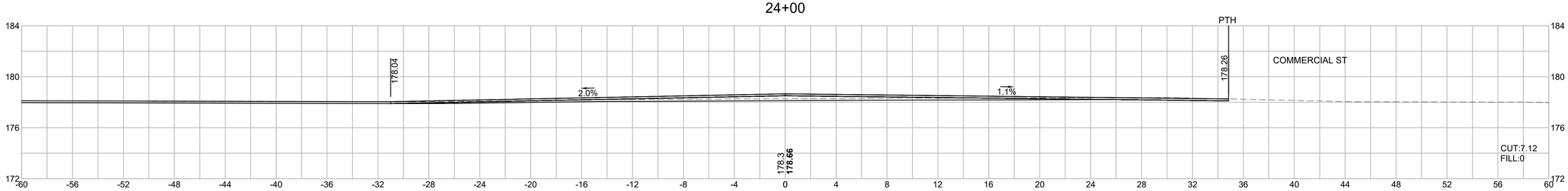
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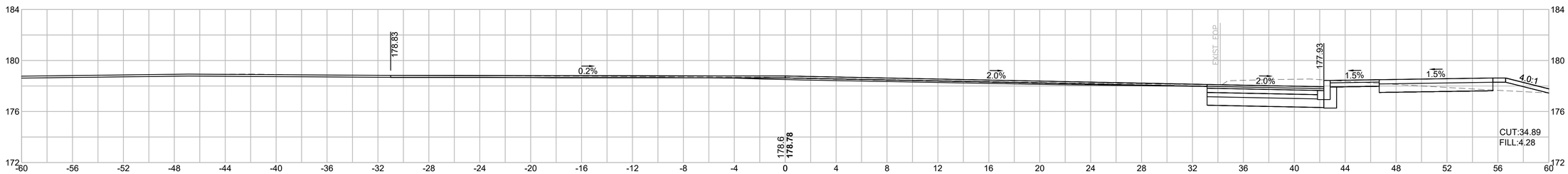
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24+00



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VER. SCALE IN FEET

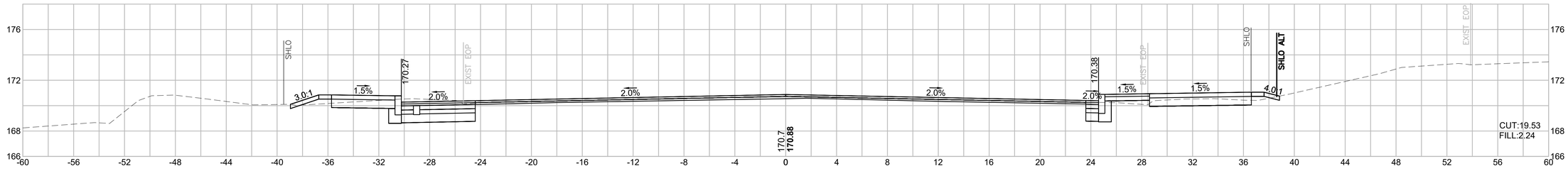
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	74	85
PROJECT FILE NO.	613052		

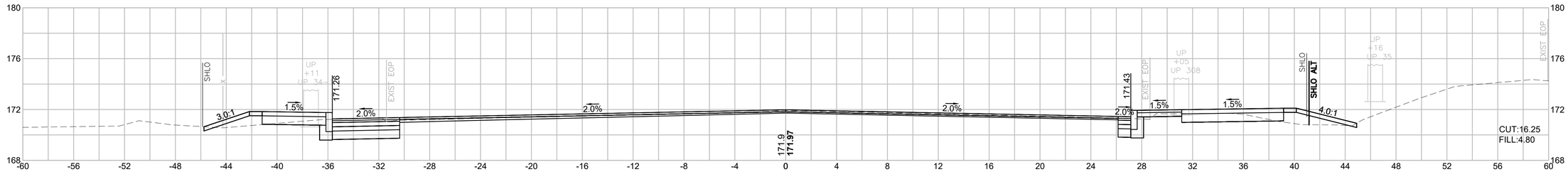
CROSS SECTIONS
CHAUNCY STREET (ROUTE 106)

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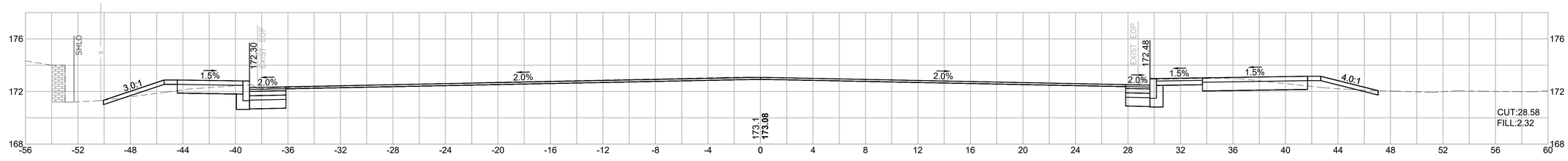
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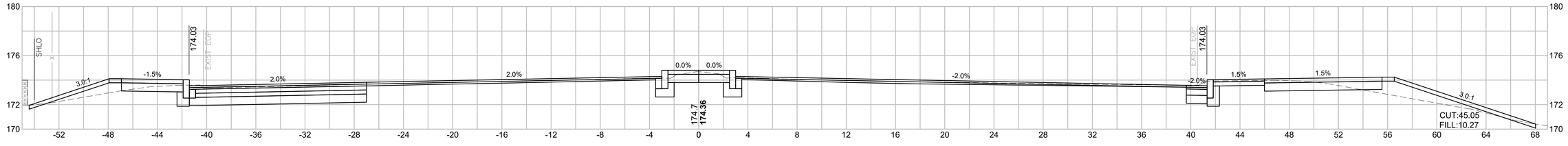
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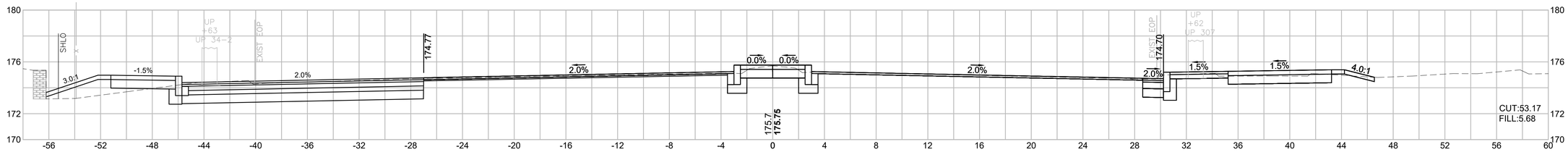
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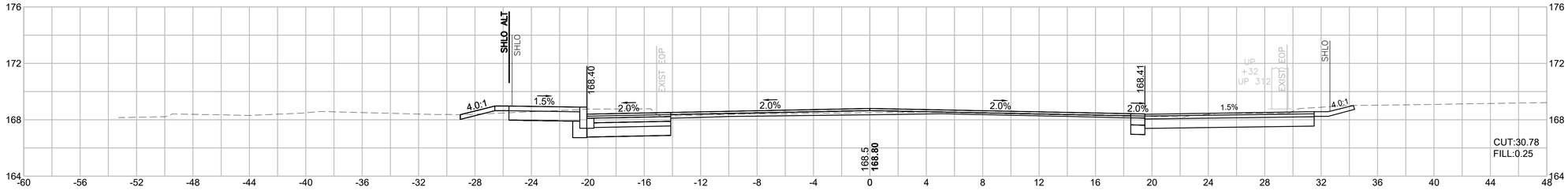


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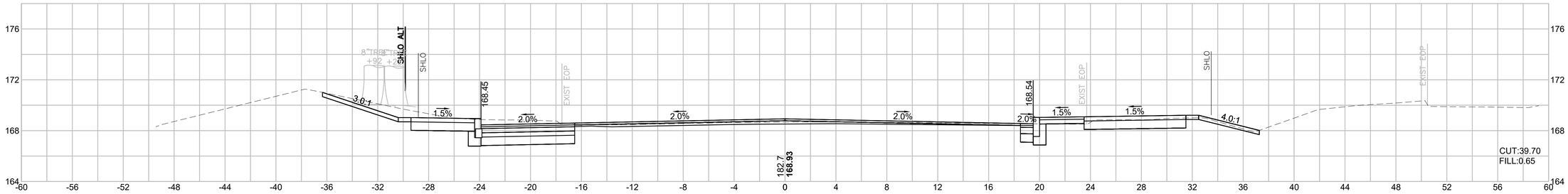


HOR. SCALE IN FEET
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4 0 4 8
VER. SCALE IN FEET

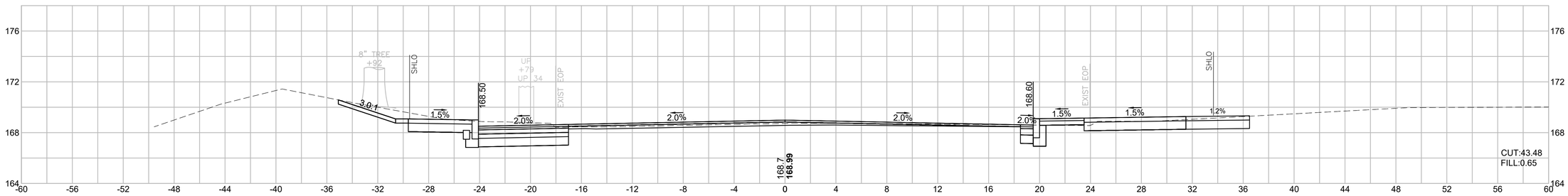
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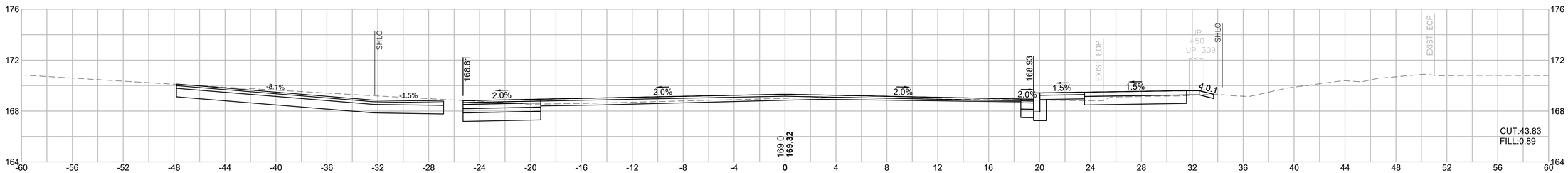
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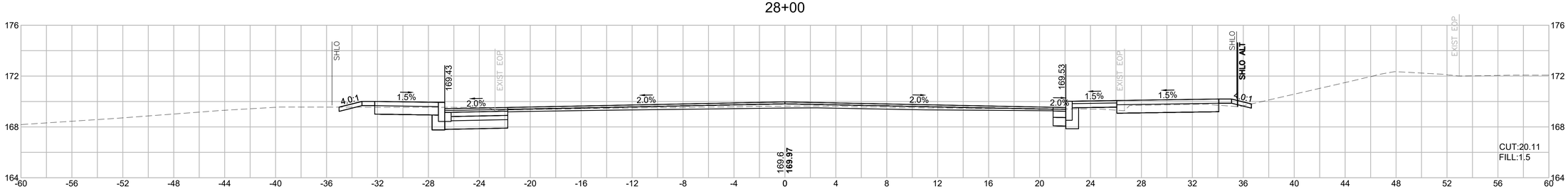
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VER. SCALE IN FEET

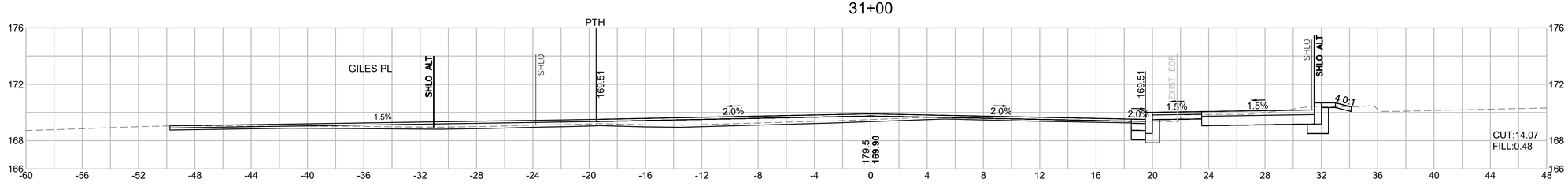
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	75	85
PROJECT FILE NO.	613052		

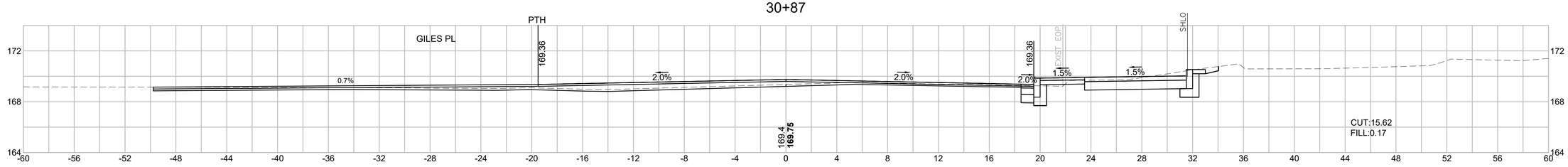
CROSS SECTIONS
CHAUNCY STREET (ROUTE 106)

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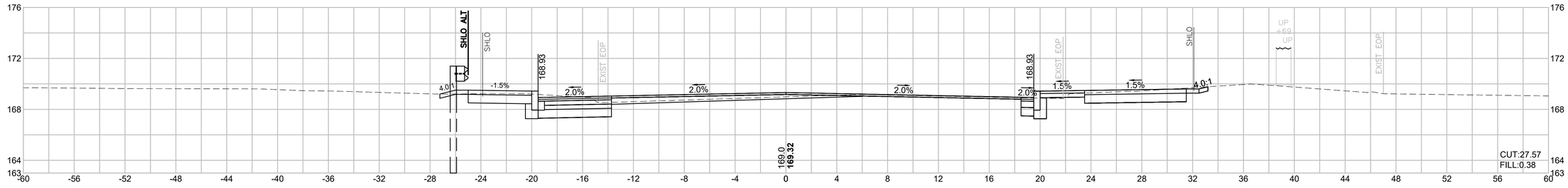
31+00



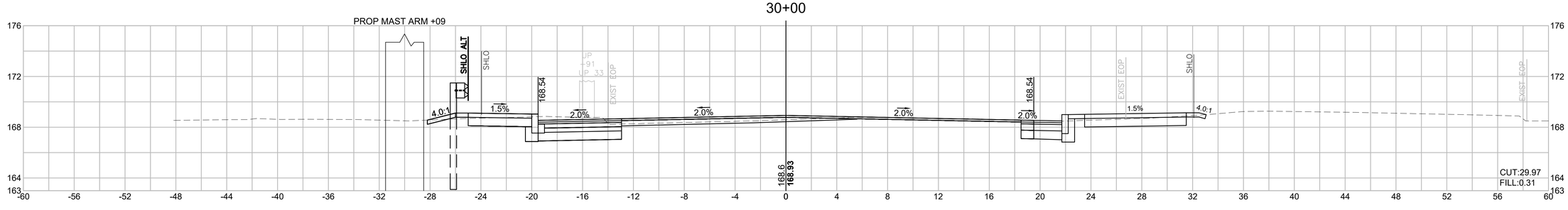
30+87



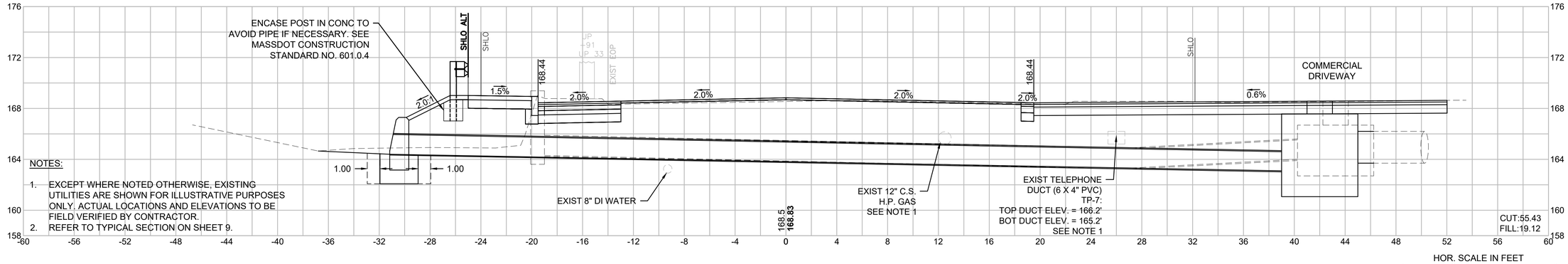
30+50



30+00



29+75



NOTES:

1. EXCEPT WHERE NOTED OTHERWISE, EXISTING UTILITIES ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL LOCATIONS AND ELEVATIONS TO BE FIELD VERIFIED BY CONTRACTOR.
2. REFER TO TYPICAL SECTION ON SHEET 9.

HOR. SCALE IN FEET
4 0 4 8

VER. SCALE IN FEET
4 0 4 8

MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	76	85
PROJECT FILE NO.	613052		

CROSS SECTIONS
CHAUNCY STREET (ROUTE 106)

608944_HD(6076 XS).DWG Plotted on 25-Jul-2025 10:40 AM

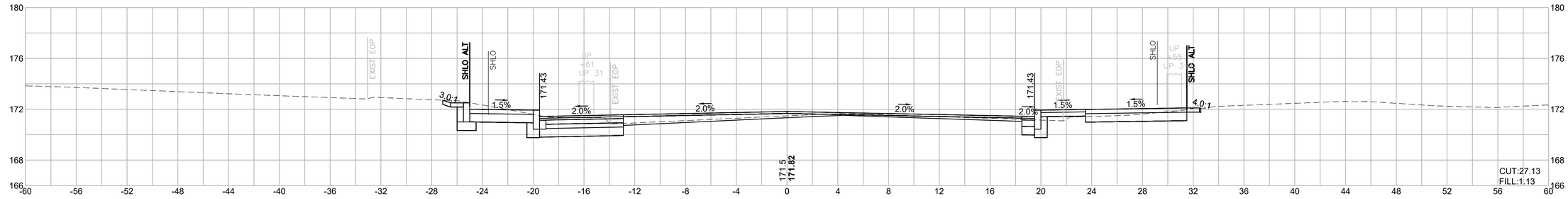
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	77	85
PROJECT FILE NO.	613052		

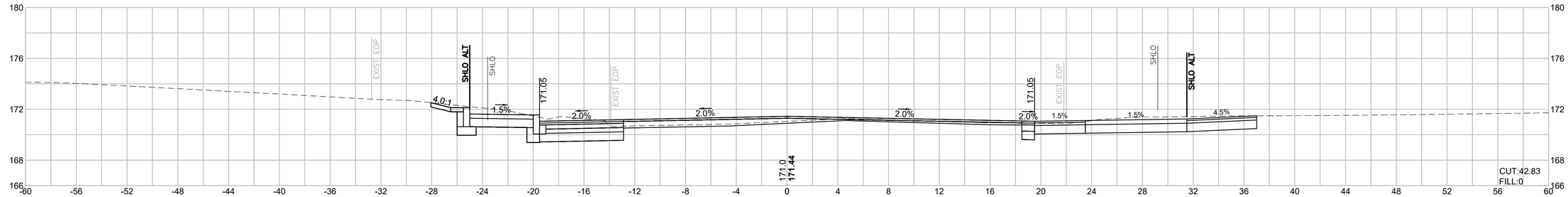
CROSS SECTIONS
CHAUNCY STREET (ROUTE 106)

608944_HD(6076 XS).DWG Plotted on 14-Jul-2025 5:02 PM

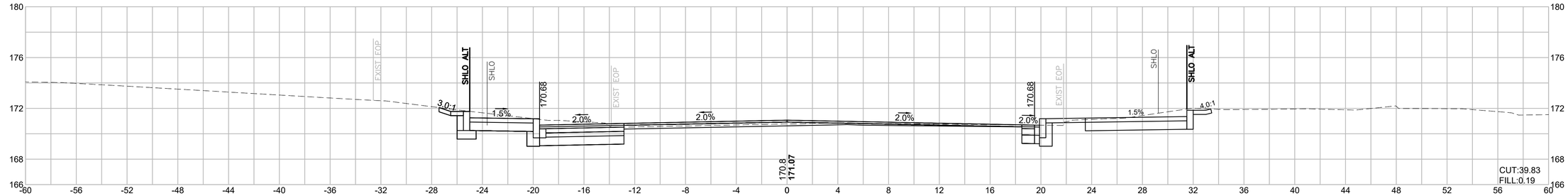
32+50



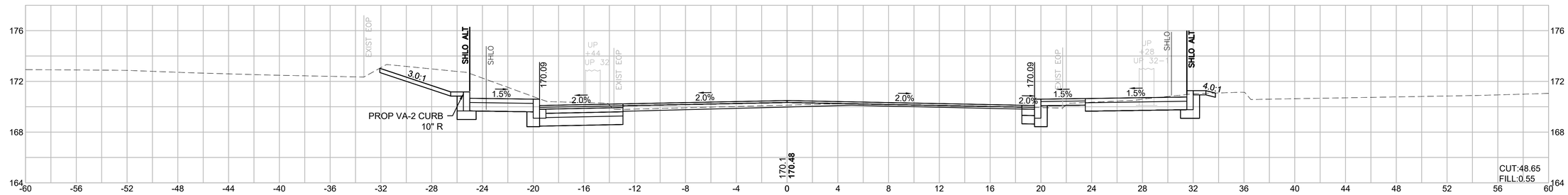
32+25



32+00



31+50



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

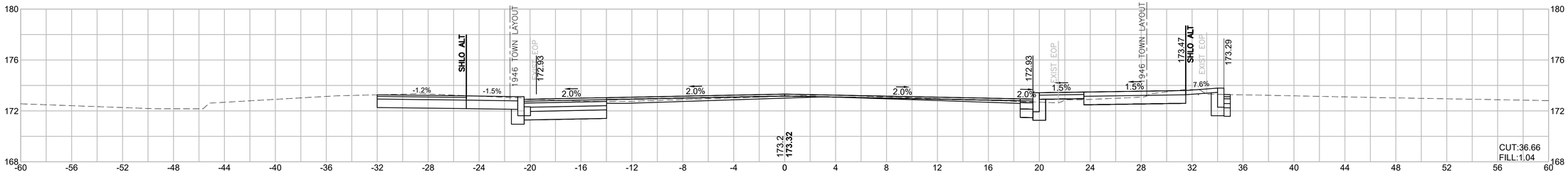
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	78	85
PROJECT FILE NO.	613052		

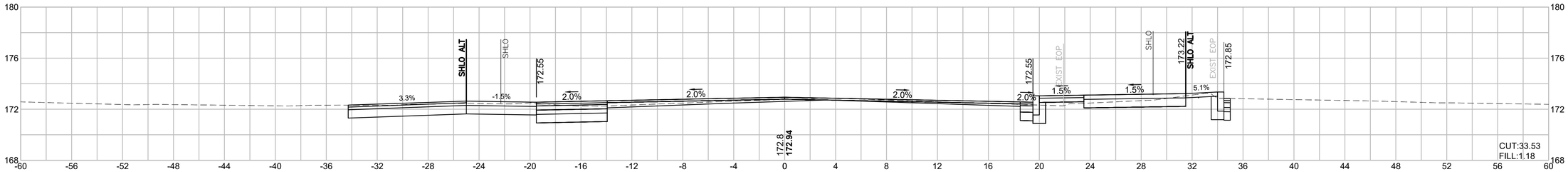
CROSS SECTIONS
CHAUNCY STREET (ROUTE 106)

608944_HD(6076 XS).DWG Plotted on 14-Jul-2025 5:02 PM

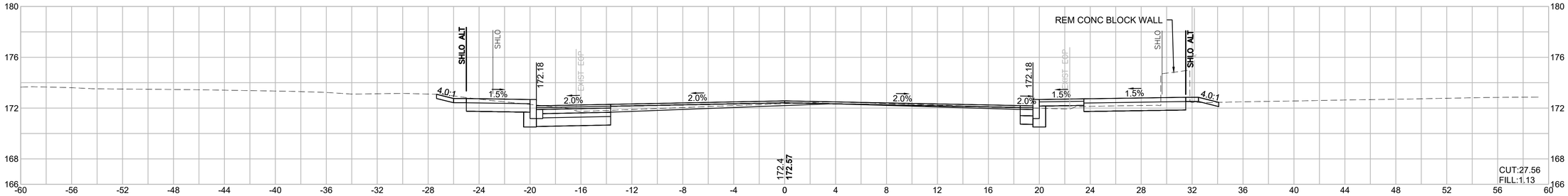
33+50



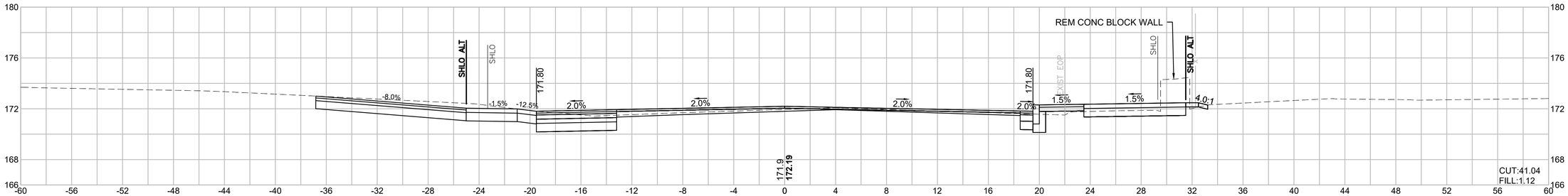
33+25



33+00



32+75



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

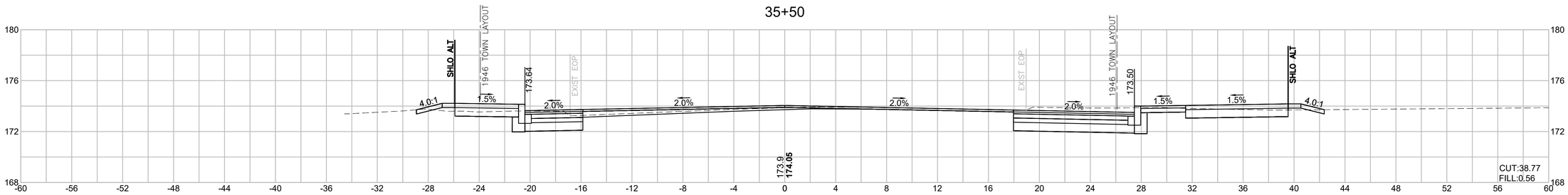
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	79	85
PROJECT FILE NO.	613052		

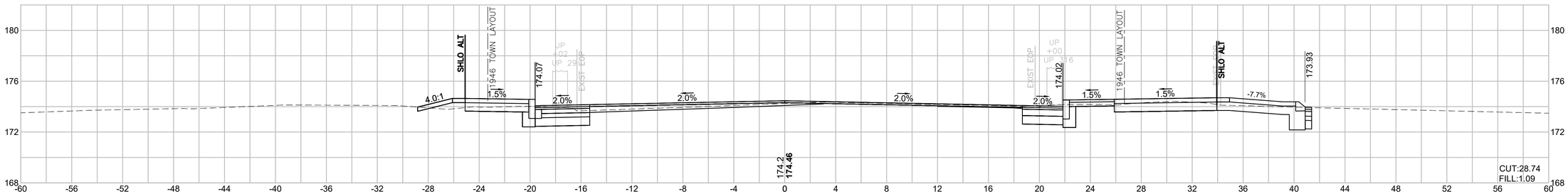
CROSS SECTIONS
CHAUNCY STREET (ROUTE 106)

608944_HD(6076 XS).DWG Plotted on 14-Jul-2025 5:02 PM

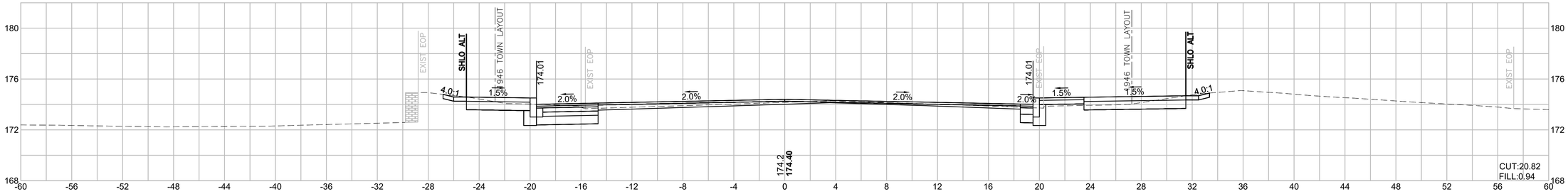
35+50



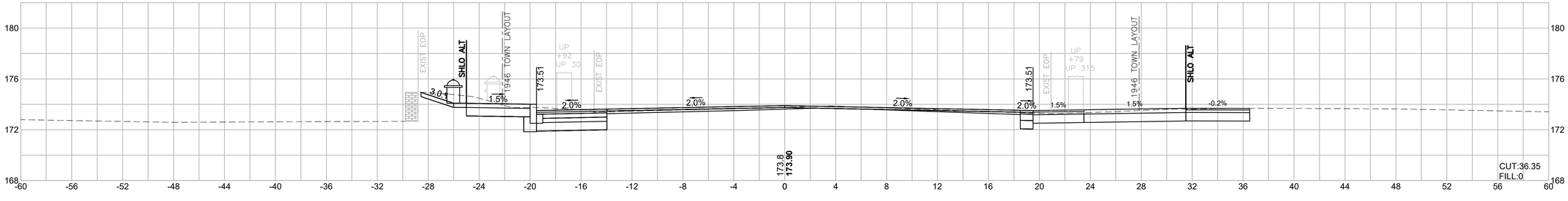
35+00



34+50



34+00



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

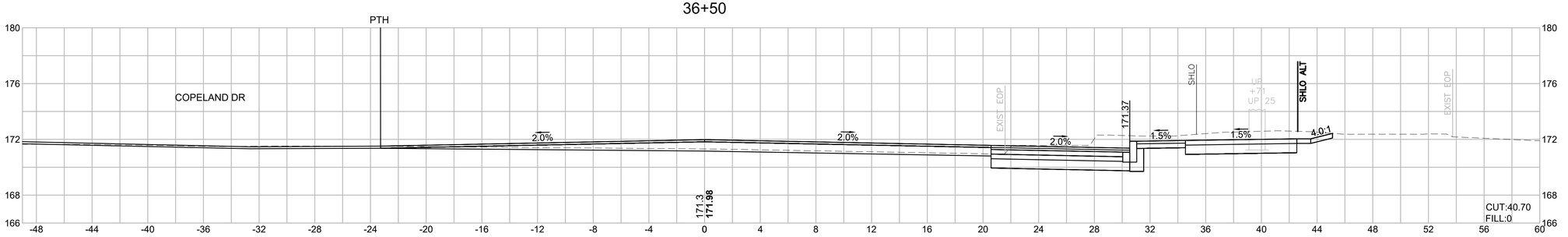
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	80	85
PROJECT FILE NO.	613052		

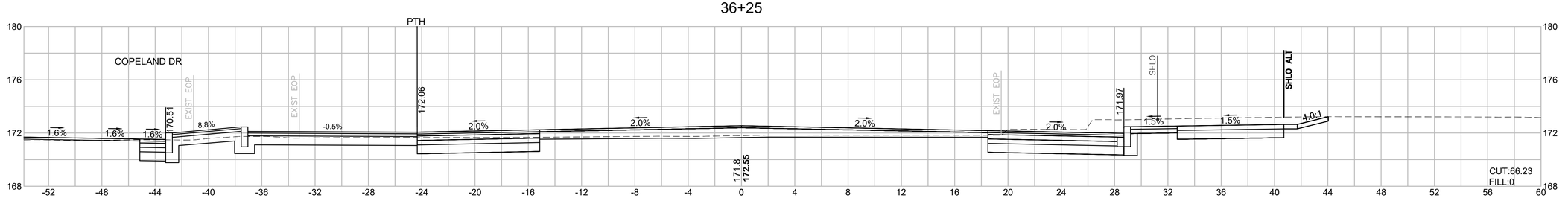
CROSS SECTIONS
CHAUNCY STREET (ROUTE 106)

608944_HD(6076 XS).DWG Plotted on 14-Jul-2025 5:03 PM

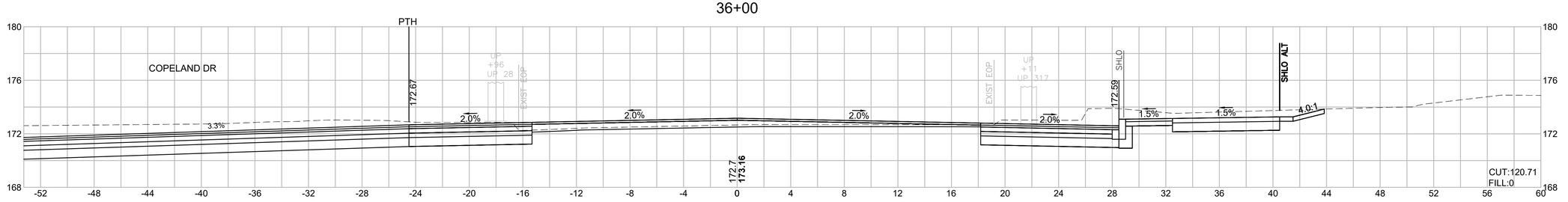
36+50



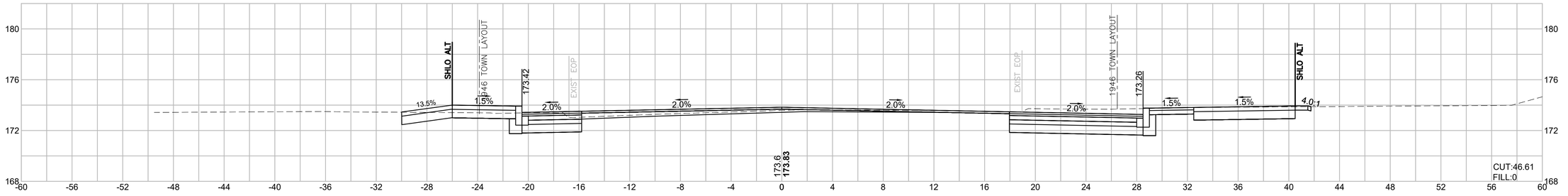
36+25



36+00



35+65



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

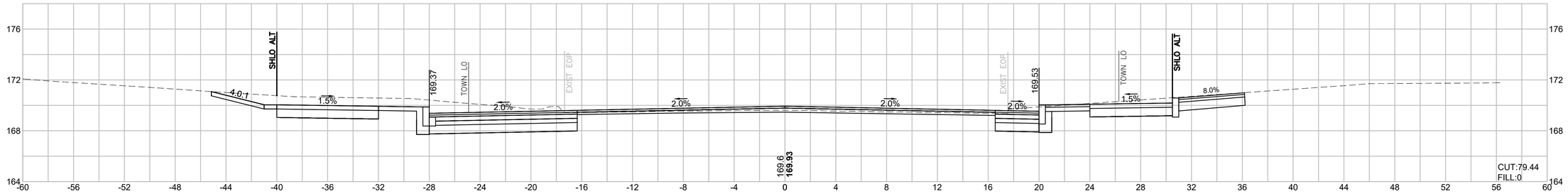
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	81	85
PROJECT FILE NO.	613052		

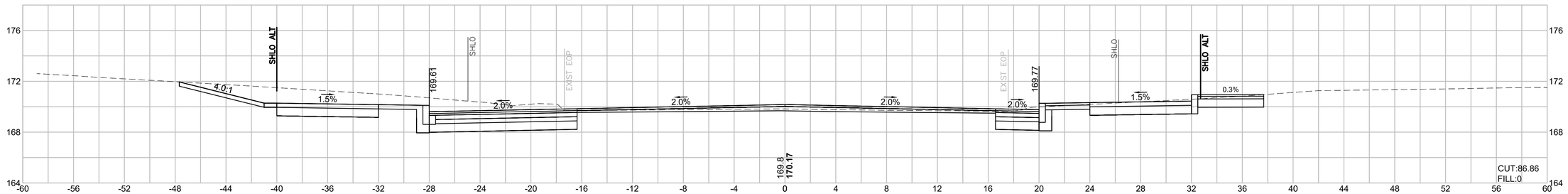
CROSS SECTIONS
CHAUNCY STREET (ROUTE 106)

608944_HD(6076 XS).DWG Plotted on 14-Jul-2025 5:03 PM

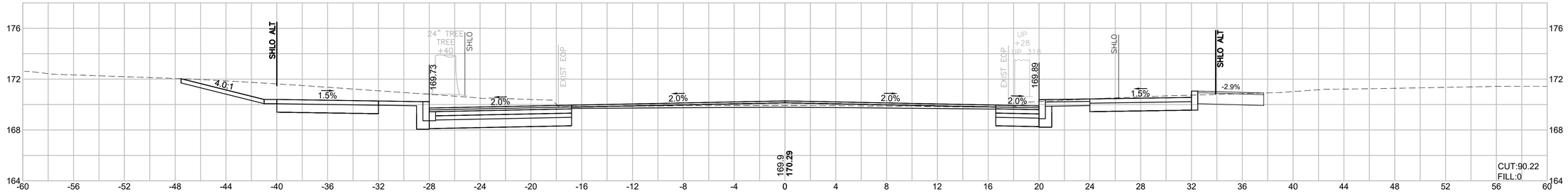
37+80



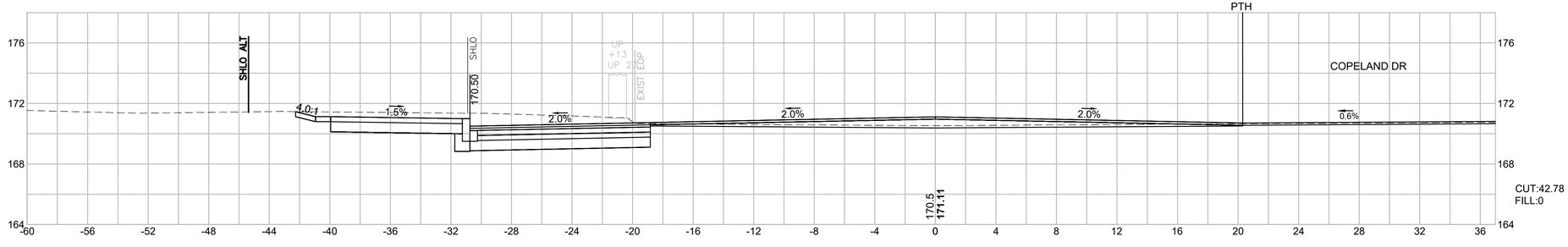
37+60



37+50



37+00



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

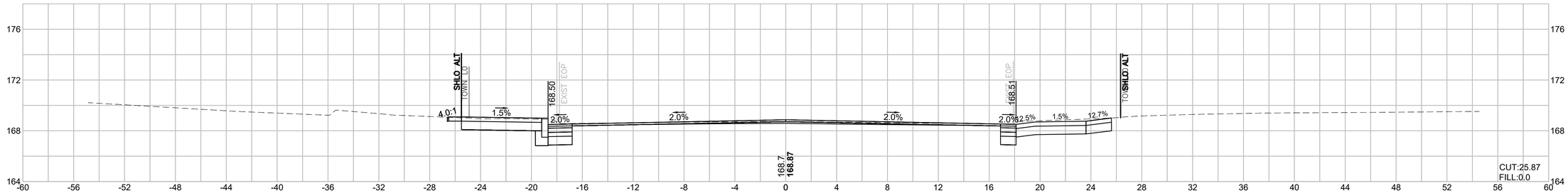
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	82	85
PROJECT FILE NO.	613052		

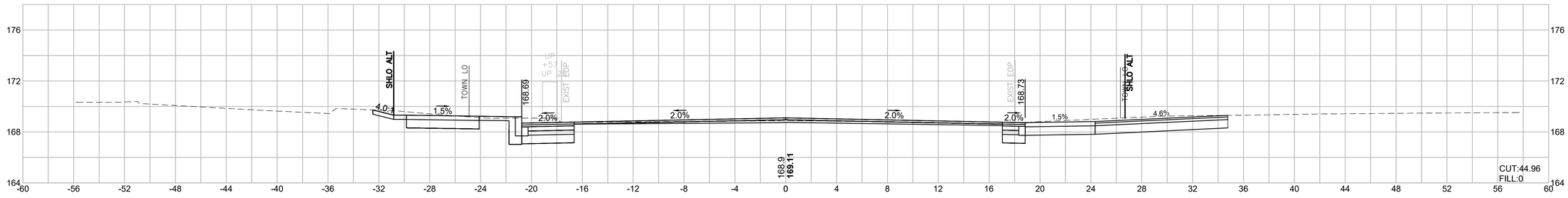
CROSS SECTIONS
CHAUNCY STREET (ROUTE 106)

608944_HD(6076 XS).DWG Plotted on 14-Jul-2025 5:04 PM

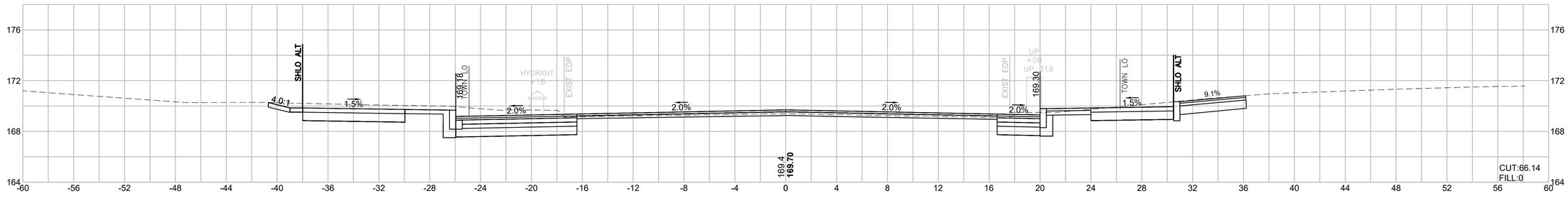
38+70



38+50



38+00



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

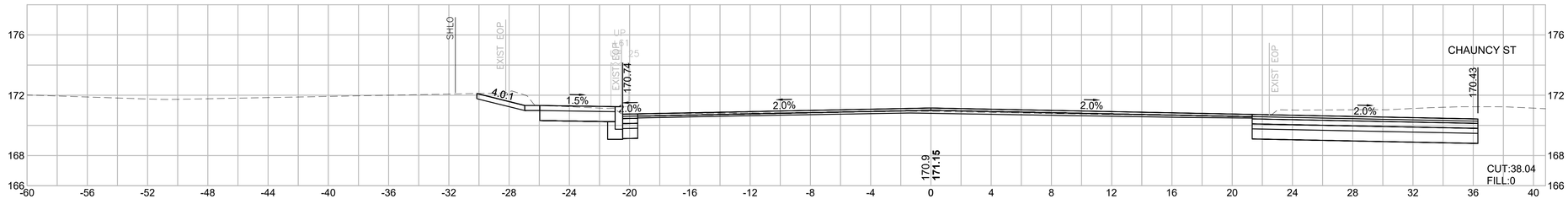
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	83	85
PROJECT FILE NO.	613052		

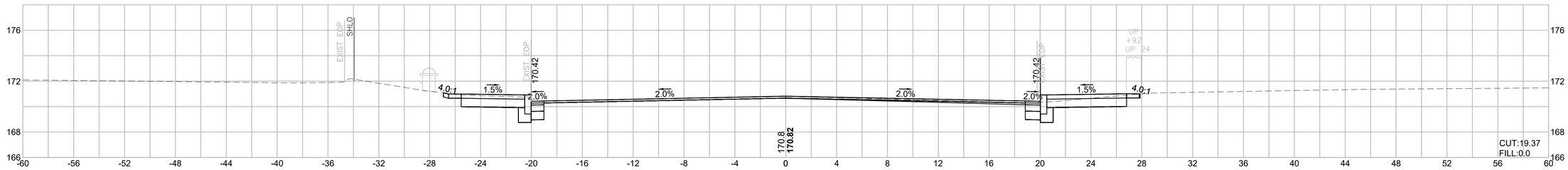
CROSS SECTIONS
COPELAND DRIVE

608944_HD(6076 XS).DWG Plotted on 14-Jul-2025 5:04 PM

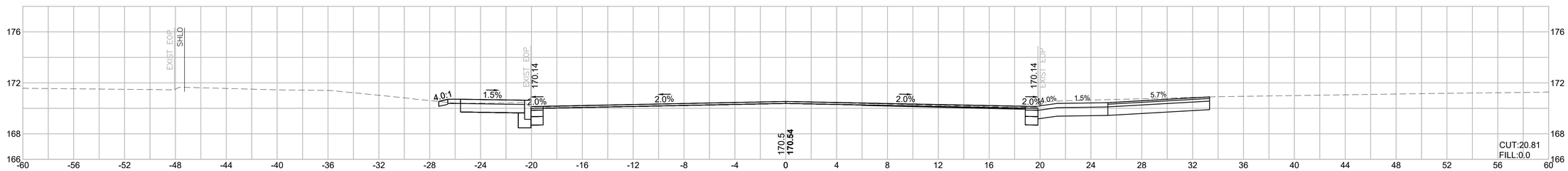
71+50



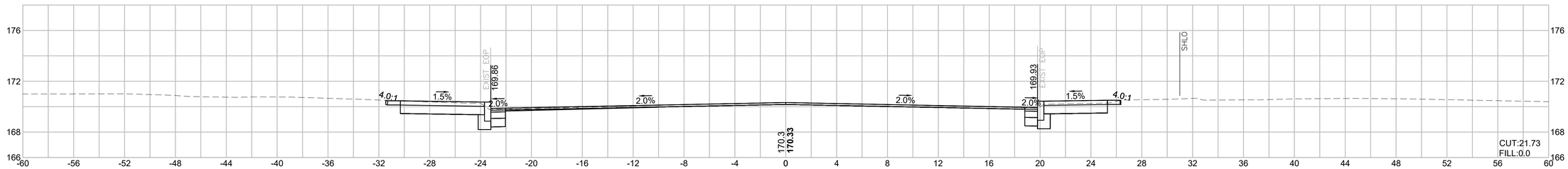
71+00



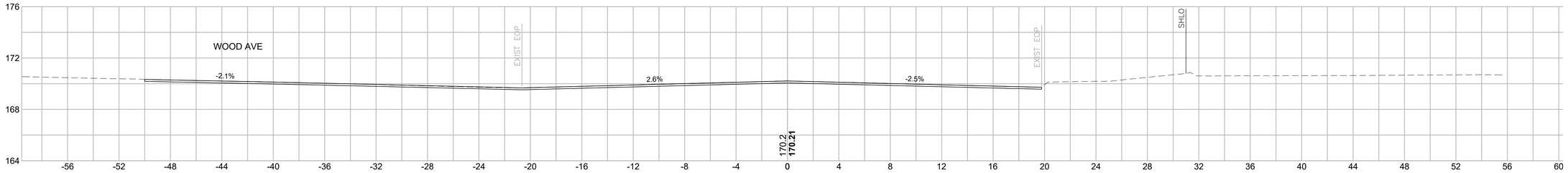
70+50



70+00



69+75



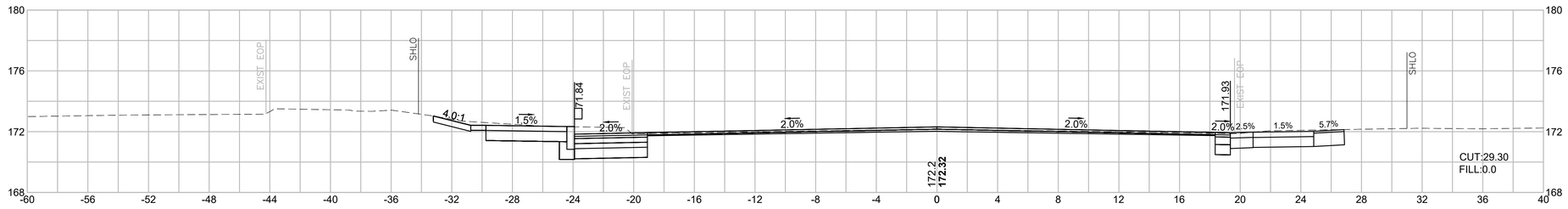
HOR. SCALE IN FEET
4 0 4 8
4 0 4 8
VER. SCALE IN FEET

MANSFIELD
CHAUNCY STREET (ROUTE 106)

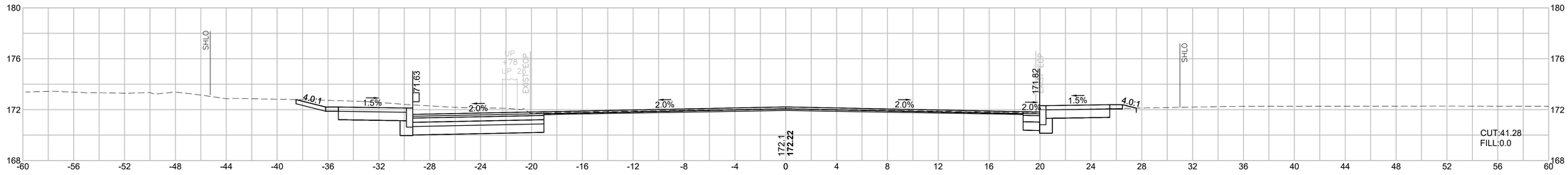
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	84	85
PROJECT FILE NO.	613052		

CROSS SECTIONS
COPELAND DRIVE

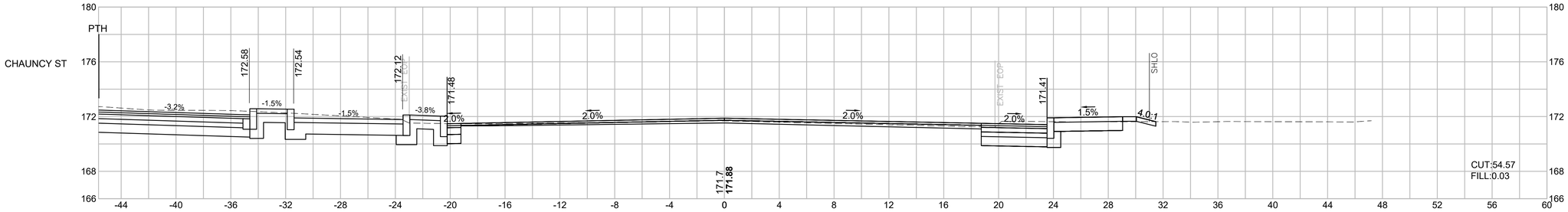
73+15



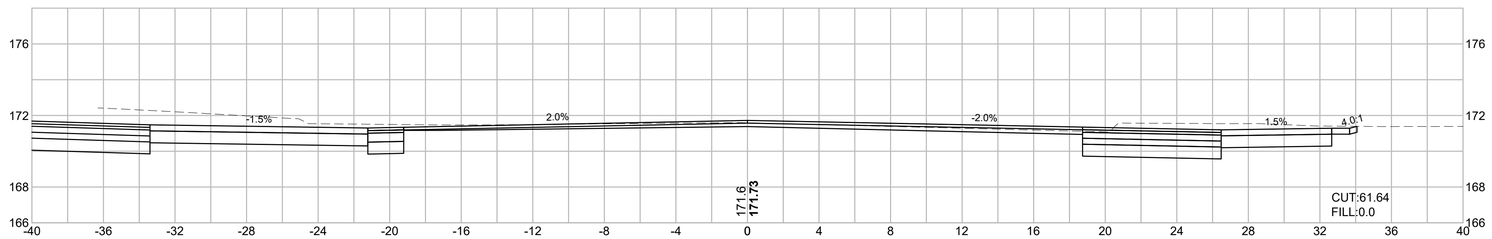
73+00



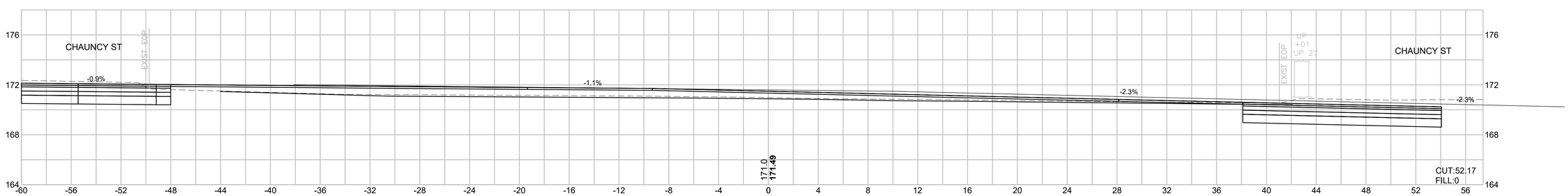
72+50



72+42 SKEWED SECTION



72+00



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

608944_HD(6076 XS).DWG Plotted on 14-Jul-2025 5:05 PM

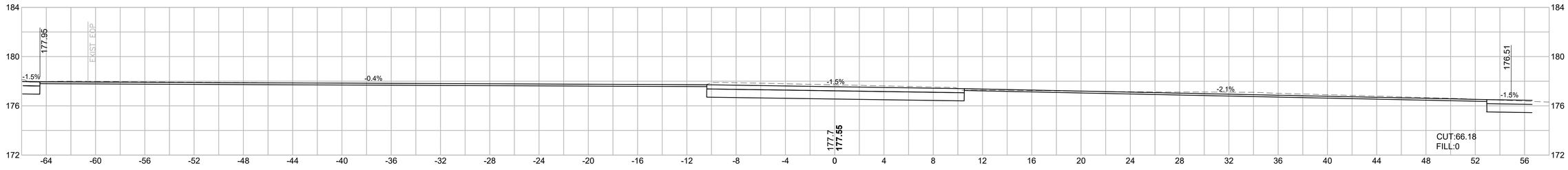
MANSFIELD
CHAUNCY STREET (ROUTE 106)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NHP(NHS)/HSI-003S(871)X	85	85
PROJECT FILE NO.	613052		

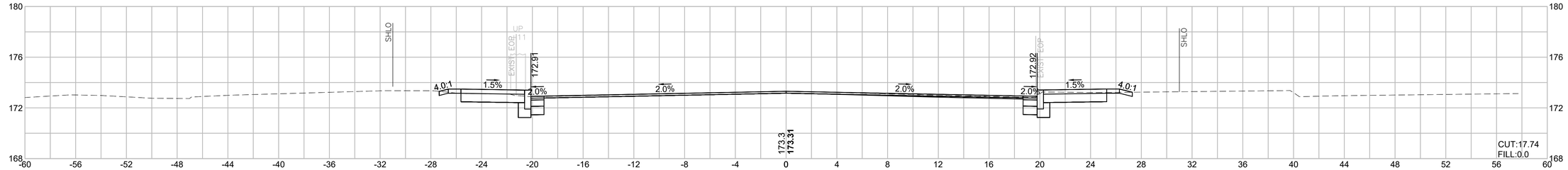
CROSS SECTIONS
COPELAND DRIVE

608944_HD(6076 XS).DWG Plotted on 14-Jul-2025 5:05 PM

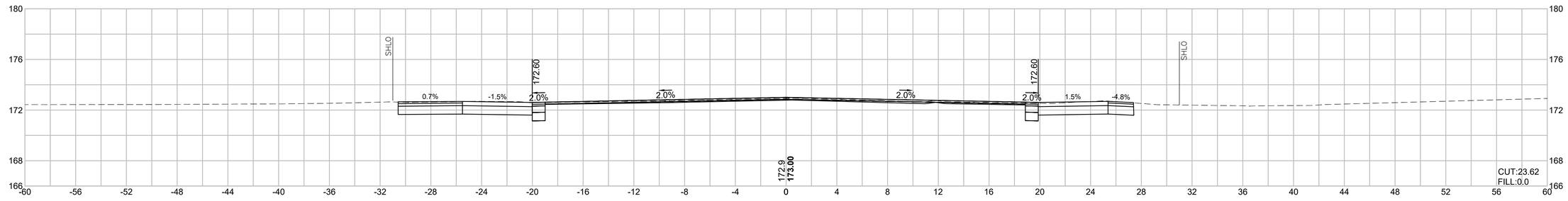
158+16 (RTE 140) SKEWED SECTION



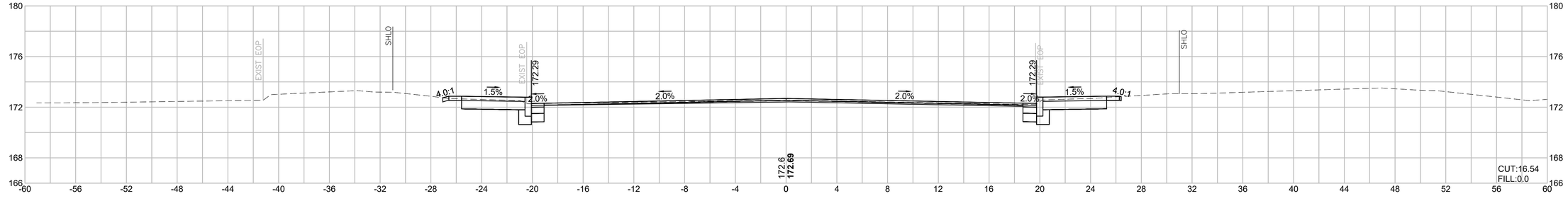
74+00



73+75



73+50



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