

SHARED STREETS & SPACES PROJECT

AMESBURY
MAIN STREET & EVANS PLACE
TITLE SHEET & INDEX
SHEET 1 OF 16

PLAN OF
MAIN STREET & EVANS PLACE

IN THE CITY OF
AMESBURY
ESSEX COUNTY

THESE PLANS ARE SUPPLEMENTED BY THE 2023 MASSDOT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, THE MASSDOT OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE MASSDOT 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, THE MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, THE MASSDOT WORKZONE SAFETY TEMPORARY TRAFFIC CONTROL, THE MASSDOT 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE 2023 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) WITH MASSACHUSETTS AMENDMENTS AND THE STANDARD MUNICIPAL TRAFFIC CODE, THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, THE CITY OF AMESBURY SUBDIVISION RULES AND REGULATIONS, AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK.

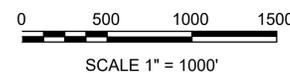
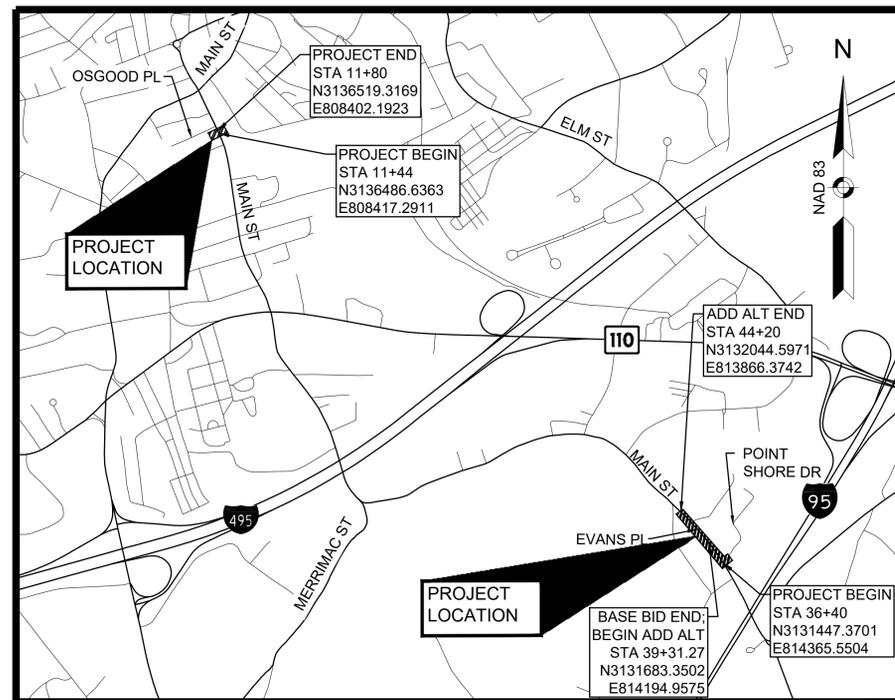
ISSUED FOR BIDDING

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TOTAL LENGTH OF PROJECT = 816.00 FEET = 0.16 MILES
MAIN STREET = 36.00 FEET = 0.01 MILES
EVANS PLACE = 780.00 FEET = 0.15 MILES

DATE	DESCRIPTION	REV #
02/22/24	ISSUED FOR BIDDING	-



TEC, Inc.

282 Merrimack St 2nd Floor Lawrence, MA 01843 978-794-1792	311 Main Street 2nd Floor Worcester, MA 01608 508-868-5104	169 Ocean Blvd, Unit 3 PO Box 249 Hampton, NH 03842 603-601-8154
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GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		JERSEY BARRIER
		CATCH BASIN
		CATCH BASIN CURB INLET
		FLAG POLE
		GAS PUMP
		MAIL BOX
		POST SQUARE
		POST CIRCULAR
		WELL
		ELECTRIC HANDHOLE
		FENCE GATE POST
		GAS GATE
		BORING HOLE
		MONITORING WELL
		TEST PIT
		HYDRANT
		LIGHT POLE
		COUNTY BOUND
		GPS POINT
		CABLE MANHOLE
		DRAINAGE MANHOLE
		ELECTRIC MANHOLE
		GAS MANHOLE
		MISC MANHOLE
		SEWER MANHOLE
		TELEPHONE MANHOLE
		WATER MANHOLE
		MASSACHUSETTS HIGHWAY BOUND
		MONUMENT
		STONE BOUND
		TOWN OR CITY BOUND
		TRAVERSE OR TRIANGULATION STATION
		TROLLEY POLE OR GUY POLE
		TRANSMISSION POLE
		UTILITY POLE W/ FIREBOX
		UTILITY POLE WITH DOUBLE LIGHT
		UTILITY POLE W / 1 LIGHT
		UTILITY POLE
		BUSH
		TREE
		STUMP
		SWAMP / MARSH
		WATER GATE
		PARKING METER
		OVERHEAD CABLE/WIRE
		CURBING
		CONTOURS (ON-THE-GROUND SURVEY DATA)
		CONTOURS (PHOTOGRAMMETRIC DATA)
		UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)
		BALANCED STONE WALL
		GUARD RAIL - STEEL POSTS
		GUARD RAIL - WOOD POSTS
		GUARD RAIL - DOUBLE FACE - STEEL POSTS
		GUARD RAIL - DOUBLE FACE - WOOD POSTS
		CHAIN LINK OR METAL FENCE
		WOOD FENCE
		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
		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)
		RAILROAD SIGNAL
		SIGNAL POST AND BASE (ALPHA-NUMERIC DESIGNATION NOTED)
		MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED)
		SIGN AND POST
		SIGN AND POST (2 POSTS)
		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
		LEGEND "ONLY" - WHITE
		STOP LINE
		CROSSWALK
		SOLID WHITE LINE
		SOLID YELLOW LINE
		BROKEN WHITE LINE (10' LINE / 30' GAP)
		BROKEN YELLOW LINE (10' LINE / 30' GAP)
		DOTTED WHITE LINE (3' LINE / 9' GAP)
		DOTTED YELLOW LINE (3' LINE / 9' GAP)
		DOTTED WHITE LINE EXTENSION (2' LINE / 6' GAP)
		DOTTED YELLOW LINE EXTENSION (2' LINE / 6' GAP)
		DOUBLE WHITE LINE
		DOUBLE YELLOW LINE

ABBREVIATIONS

GENERAL		ABBREVIATIONS (cont.)	
AADT	ANNUAL AVERAGE DAILY TRAFFIC	PRC	POINT OF REVERSE CURVATURE
ABAN	ABANDON	PROJ	PROJECT
ADJ	ADJUST	PROP	PROPOSED
APPROX.	APPROXIMATE	PSB	PLANTABLE SOIL BORROW
A.C.	ASPHALT CONCRETE	PT	POINT OF TANGENCY
ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE	PVC	POINT OF VERTICAL CURVATURE
ALT	ALTERNATE	PVI	POINT OF VERTICAL INTERSECTION
BIT.	BITUMINOUS	PVT	POINT OF VERTICAL TANGENCY
BC	BOTTOM OF CURB	PVMT	PAVEMENT
BD.	BOUND	PWW	PAVED WATER WAY
BL	BASELINE	R	RADIUS OF CURVATURE
BLDG	BUILDING	R&D	REMOVE AND DISPOSE
BM	BENCHMARK	RCP	REINFORCED CONCRETE PIPE
BO	BY OTHERS	RD	ROAD
BOS	BOTTOM OF SLOPE	RDWY	ROADWAY
BR.	BRIDGE	REM	REMOVE
CB	CATCH BASIN	RET	RETAIN
CBCI	CATCH BASIN WITH CURB INLET	RET WALL	RETAINING WALL
CC	CEMENT CONCRETE	ROW	RIGHT OF WAY
CCM	CEMENT CONCRETE MASONRY	RR	RAILROAD
CEM	CEMENT	R&R	REMOVE AND RESET
CI	CURB INLET	R&S	REMOVE AND STACK
CIP	CAST IRON PIPE	RT	RIGHT
CLF	CHAIN LINK FENCE	SB	STONE BOUND
CL	CENTERLINE	SGE	SLOPED GRANITE EDGING
CMP	CORRUGATED METAL PIPE	SHLD	SHOULDER
CSP	CORRUGATED STEEL PIPE	SMH	SEWER MANHOLE
CO.	COUNTY	ST	STREET
CONC	CONCRETE	STA	STATION
CONT	CONTINUOUS	SSD	STOPPING SIGHT DISTANCE
CONST	CONSTRUCTION	SHLO	STATE HIGHWAY LAYOUT LINE
CR GR	CROWN GRADE	SW	SIDEWALK
DHV	DESIGN HOURLY VOLUME	T	TANGENT DISTANCE OF CURVE/TRUCK %
DI	DROP INLET	TAN	TANGENT
DIA	DIAMETER	TEMP	TEMPORARY
DIP	DUCTILE IRON PIPE	TC	TOP OF CURB
DW	STEADY DON'T WALK - PORTLAND ORANGE	TOS	TOP OF SLOPE
DWY	DRIVEWAY	TYP	TYPICAL
DWP	DETECTABLE WARNING PANEL	UP	UTILITY POLE
ELEV (or EL.)	ELEVATION	VAR	VARIES
EMB	EMBANKMENT	VERT	VERTICAL
EOP	EDGE OF PAVEMENT	VC	VERTICAL CURVE
EXIST (or EX)	EXISTING	WG	WATER GATE
EXC	EXCAVATION	WIP	WROUGHT IRON PIPE
F&C	FRAME AND COVER	WM	WATER METER/WATER MAIN
F&G	FRAME AND GRATE	X-SECT	CROSS SECTION
FDN.	FOUNDATION		
FDP	FULL DEPTH PAVEMENT		
FGS	FLAGSTONE		
FLDSTN	FIELDSTONE		
GAR	GARAGE		
GC	GRANITE CURB		
GCC	GRANITE CURB CORNER		
GD	GROUND		
GG	GAS GATE		
GI	GUTTER INLET		
GIP	GALVANIZED IRON PIPE		
GRAN	GRANITE		
GRAV	GRAVEL		
GRD	GUARD		
HDW	HEADWALL		
HMA	HOT MIX ASPHALT		
HOR	HORIZONTAL		
HYD	HYDRANT		
INV	INVERT		
IP	IRON PIPE		
JCT	JUNCTION		
L	LENGTH OF CURVE		
LB	LEACH BASIN		
LOG	LIMIT OF GRADING		
LP	LIGHT POLE		
LT	LEFT		
MAX	MAXIMUM		
MB	MAILBOX		
MH	MANHOLE		
MHB	MASSACHUSETTS HIGHWAY BOUND		
MIN	MINIMUM		
NIC	NOT IN CONTRACT		
NO.	NUMBER		
OHW	OVERHEAD WIRES		
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		

TRAFFIC SIGNAL ABBREVIATIONS

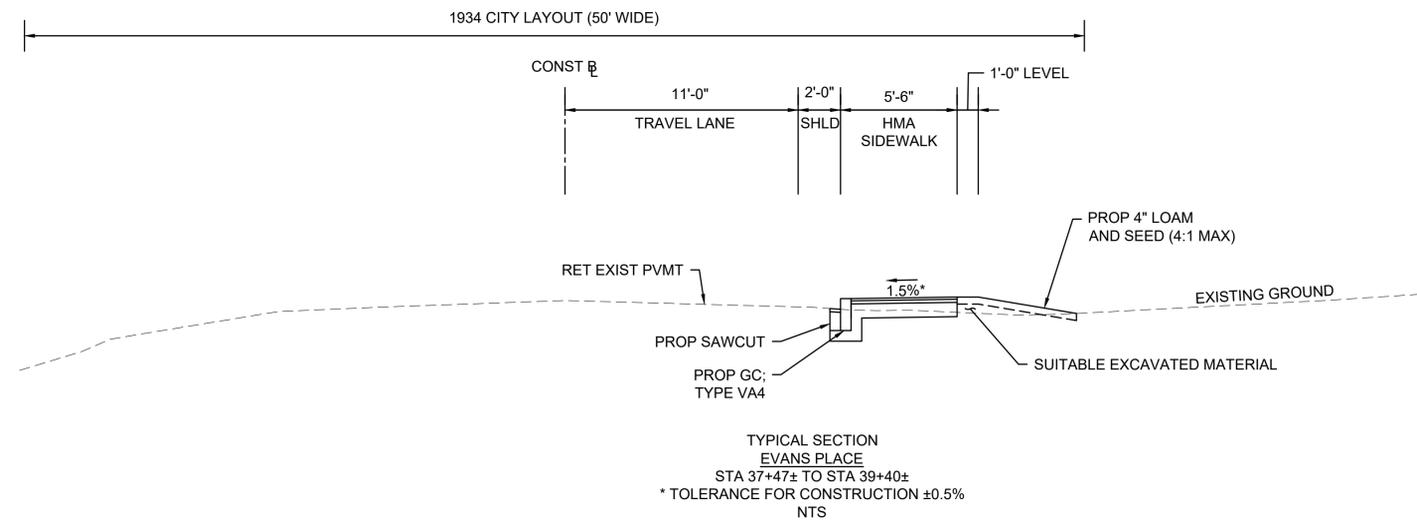
CAB	CABINET
CCVE	CLOSED CIRCUIT VIDEO EQUIPMENT
DW	STEADY UPRAISED HAND
FDW	FLASHING UPRAISED HAND
FR	FLASHING CIRCULAR RED
FRL	FLASHING RED LEFT ARROW
FRR	FLASHING RED RIGHT ARROW
FY	FLASHING CIRCULAR YELLOW
FYL	FLASHING YELLOW LEFT ARROW
FYR	FLASHING YELLOW RIGHT ARROW
G	STEADY CIRCULAR GREEN
GL	STEADY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

GENERAL NOTES:

1. EXISTING CONDITIONS INFORMATION COMPILED FROM SURVEY BY HANCOCK ASSOCIATES, BOSTON, MA PERFORMED IN JULY 2023.

THE HORIZONTAL DATUM FOR THIS SURVEY IS THE MASSACHUSETTS COORDINATE SYSTEM, NAD 1983, MAINLAND ZONE. THE VERTICAL DATUM FOR THIS SURVEY IS THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). SAID DATUMS WERE ESTABLISHED VIA GPS OBSERVATIONS UTILIZING REALIZATION NAD83(2011) AND GEOID 12A.
2. UNDERGROUND UTILITIES SHOWN HEREON ARE COMPILED FROM FIELD LOCATIONS OF STRUCTURES AND FROM AVAILABLE RECORD INFORMATION ON FILE AT THE CITY ENGINEERING OFFICES, CITY D.P.W., MASS HIGHWAY DEPT. AND UTILITY COMPANIES. OTHER UNDERGROUND UTILITIES MAY EXIST. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION, SIZE & ELEVATION OF ALL UTILITIES WITHIN THE AREA OF PROPOSED WORK AND TO CONTACT "DIG-SAFE" AT 1-888-344-7233 AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION, DEMOLITION OR CONSTRUCTION.
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 RESOLUTION OF THE CONFLICT.
4. ALL MUNICIPALLY OWNED UTILITY STRUCTURES (CATCH BASINS, DRAIN, ETC.) SHALL BE ADJUSTED BY THE CONTRACTOR TO FINISHED GRADE UNLESS OTHERWISE DIRECTED.
5. ALL PRIVATELY OWNED UTILITY STRUCTURES (GAS GATES, ELECTRIC /TELEPHONE MANHOLES, ETC.) SHALL BE ADJUSTED TO FINISHED GRADE BY THE PRIVATE UTILITY COMPANY, UNLESS DIRECTED OTHERWISE. THE CONTRACTOR SHALL COORDINATE WITH PRIVATE UTILITY COMPANIES FOR THE ALTERATION AND ADJUSTMENT, AS NECESSARY.
6. 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 CONTRACTORS EXPENSE.
7. ALL DISTURBED AREAS OUTSIDE THE CURBLINE SHALL BE STABILIZED WITH 4" LOAM AND SEED, UNLESS OTHERWISE NOTED.
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), AS APPROVED BY THE ENGINEER.
9. THE TERM "MEET EXIST" MEANS TO MEET BOTH THE EXISTING ALIGNMENT AND ELEVATION.
10. ALL EXISTING TREES WITHIN THE PROJECT LIMITS SHALL BE RETAINED UNLESS INDICATED OTHERWISE ON THE DRAWINGS. ALL PROVIDED DIMENSIONS REFER TO THE DIAMETER AT BREASt HEIGHT.
11. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 4'-0" (EXCLUDING THE WIDTH OF THE CURB) SHALL BE MAINTAINED PAST ALL OBSTRUCTIONS (UTILITY POLES, LIGHT POLES, SIGNS, MAILBOXES, ALONG DRIVEWAY OPENINGS, ETC.)
12. IN INSTANCES WHERE AN EXISTING MANHOLE, HANDHOLE, OR OTHER "SURFACE" TYPE STRUCTURE THAT IS NOT CALLED OUT TO BE REMOVED OR RESET IS WITHIN THE PROPOSED OR EXISTING (IF RECIPROCAL OR WITHIN THE PROJECT LIMITS) ACCESSIBLE SURFACE, THE STRUCTURE SHALL BE CAREFULLY ADJUSTED SUCH THAT THE TOP MOST SURFACES OR THE STRUCTURE COVER SHALL BE FLUSH WITH THE ACCESSIBLE SURFACE.

**AMESBURY
MAIN STREET & EVANS PLACE
TYPICAL SECTIONS & PAVEMENT NOTES
SHEET 4 OF 16**



PAVEMENT NOTES

PROPOSED HMA SIDEWALK

SURFACE: 1 1/4" SUPERPAVE SURFACE COURSE - 9.5 (SSC - 9.5) OVER
1 3/4" SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5) OVER

BASE: 8" GRAVEL BORROW, TYPE b

PROPOSED HMA DRIVEWAY (RESIDENTIAL)

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

BASE: 8" SUITABLE EXISTING GRAVEL;
ADD GRAVEL BORROW, TYPE b AS REQUIRED

PROPOSED CEMENT CONCRETE PEDESTRIAN CURB RAMP / SIDEWALK / WALKWAY

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

BASE: 8" SUITABLE EXISTING GRAVEL;
ADD GRAVEL BORROW, TYPE b AS REQUIRED

PROPOSED TEMPORARY PAVEMENT TRENCH PATCH

SURFACE: 2 1/2" HMA FOR TEMPORARY ASPHALT PATCHING

BASE: EXISTING MATERIAL SUITABLE FOR RE-USE (SEE VARIOUS TRENCH DETAILS)

PROPOSED PERMANENT PAVEMENT TRENCH PATCH

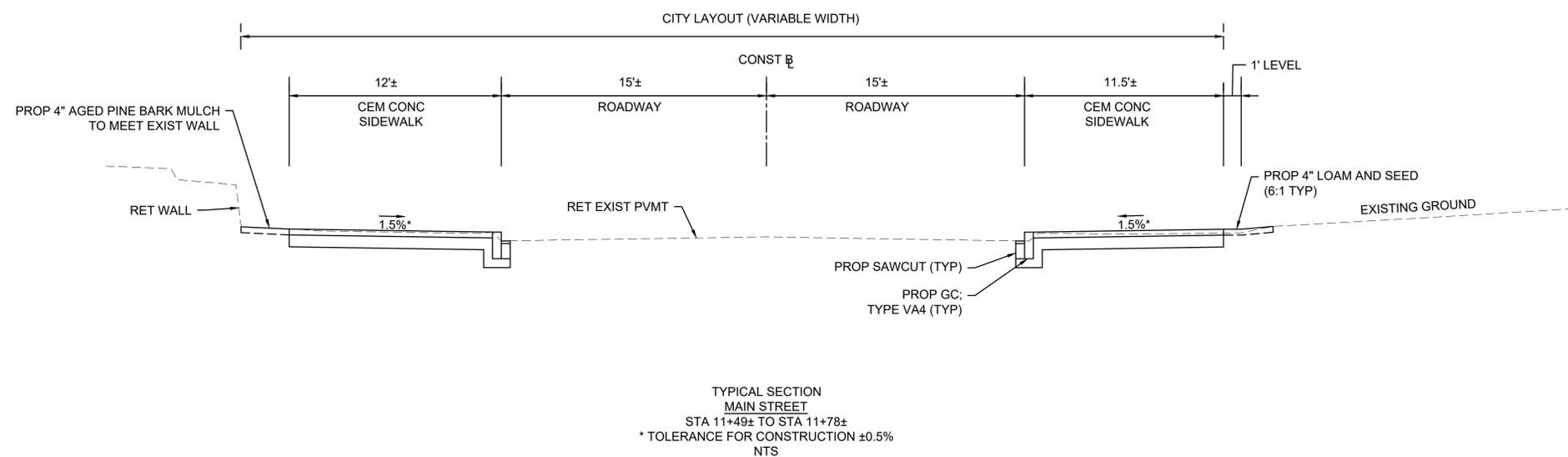
SURFACE: 1 1/4" SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5) OVER
1 1/4" SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC - 12.5) OVER
VARIABLE DEPTH (SEE NOTE 6) SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC - 19.0)
(COMPACTED IN 2 1/4" (MIN) AND 3" (MAX) LIFTS OVER

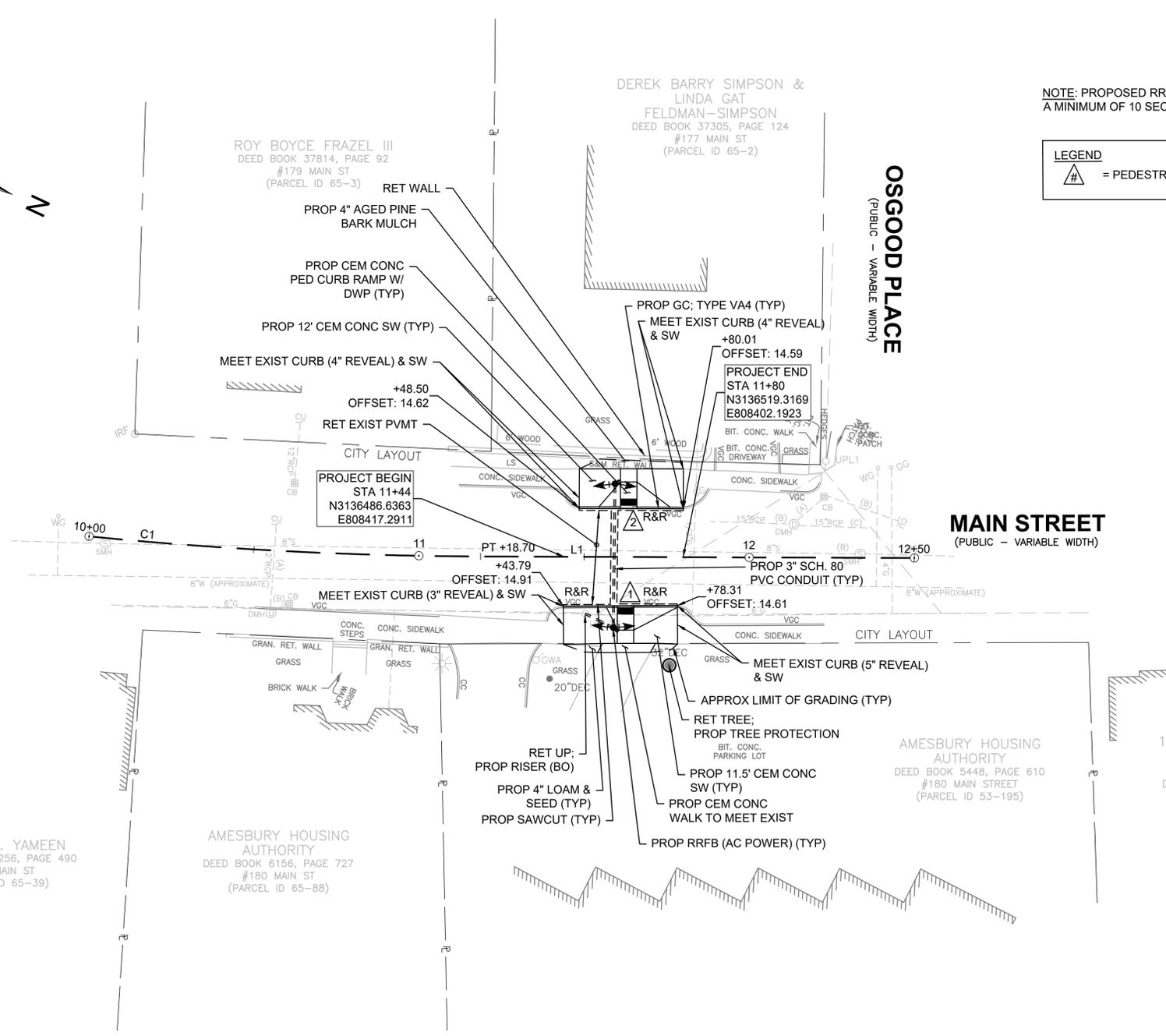
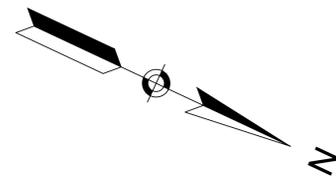
BASE: 8" GRAVEL BORROW, TYPE b OVER

SUBBASE: EXISTING MATERIAL SUITABLE FOR REUSE SUPPLEMENTED WITH GRAVEL BORROW AS NECESSARY TO MATCH GRADE (SEE VARIOUS TRENCH DETAILS)

GENERAL PAVEMENT NOTES

1. ASPHALT EMULSION FOR TACK COAT SHALL BE APPLIED BETWEEN ALL ASPHALT SURFACES AND SAWCUT JOINTS BEFORE PAVING. HMA JOINT ADHESIVE SHALL BE APPLIED TO ALL COLD JOINTS (LONGITUDINAL AND TRANSVERSE) BEFORE PAVING SURFACE COURSE. ASPHALT EMULSION FOR TACK COAT SHALL BE APPLIED AT A RATE CONSISTENT WITH MASSDOT STANDARD SPECIFICATION 460.43G2. ALL SURFACES SHALL BE CLEAN OF ALL ORGANICS, DEBRIS AND SAND PRIOR TO PAVING.
2. HMA FOR WALKS AND DRIVEWAYS SHALL BE IN ACCORDANCE WITH SECTION 702.
3. ALL HMA SHALL BE IN ACCORDANCE WITH SECTION 460.
4. ASPHALT EMULSION FOR TACK COAT SHALL BE RS-1H TO RESIST TRACKING OF TACK BY HAUL VEHICLES.
5. ALL GRAVEL BORROW MEETING SPECIFICATION SHALL BE RETAINED IN PLACE, COMPACTED, AND LEVELED AS REQUIRED.
6. TOTAL DEPTH OF PROPOSED PAVEMENT IN PERMANENT TRENCH PATCH SHALL BE 7.5" OR SHALL MATCH THE EXISTING PAVEMENT DEPTH, WHICHEVER DEPTH IS DEEPER.



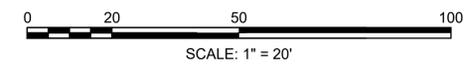


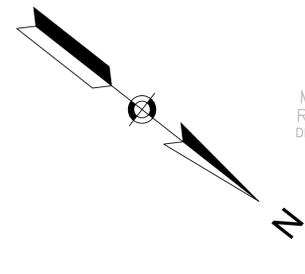
NOTE: PROPOSED RRFB FLASHING DURATION SHALL BE A MINIMUM OF 10 SECONDS.

LEGEND

△# = PEDESTRIAN CURB RAMP NUMBER

MAIN STREET CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C1	10+00.00	3136353.7135	808472.4990	$\Delta=5^{\circ}26'28''$ $L=118.70'$ $T=59.40'$		11+18.70	3136463.6728	808427.9006
L1	11+18.70	3136463.6728	808427.9006		$N24^{\circ}47'51''W$ $131.30'$	12+50.00	3136582.8626	808372.8334

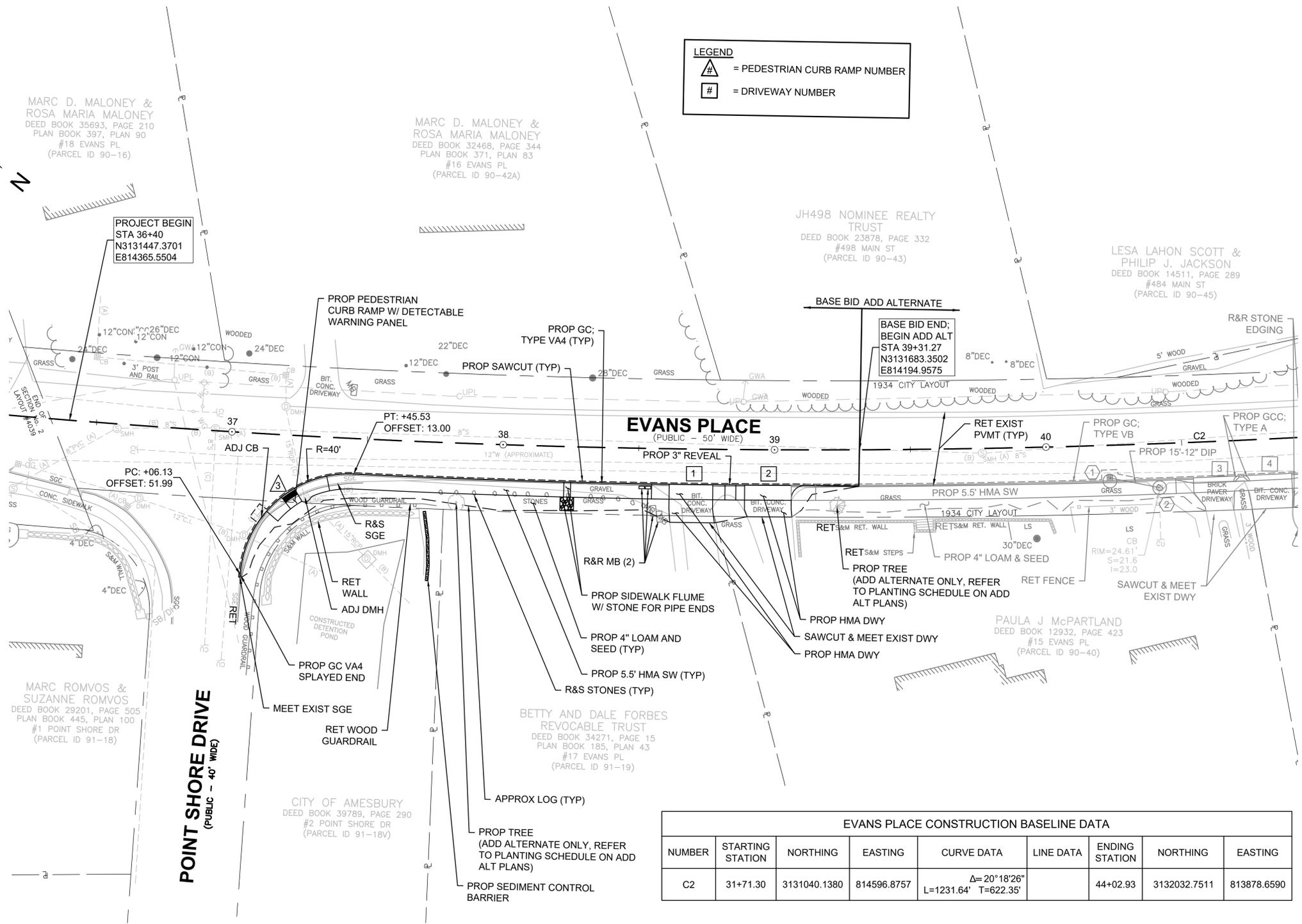




LEGEND

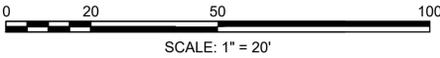
= PEDESTRIAN CURB RAMP NUMBER

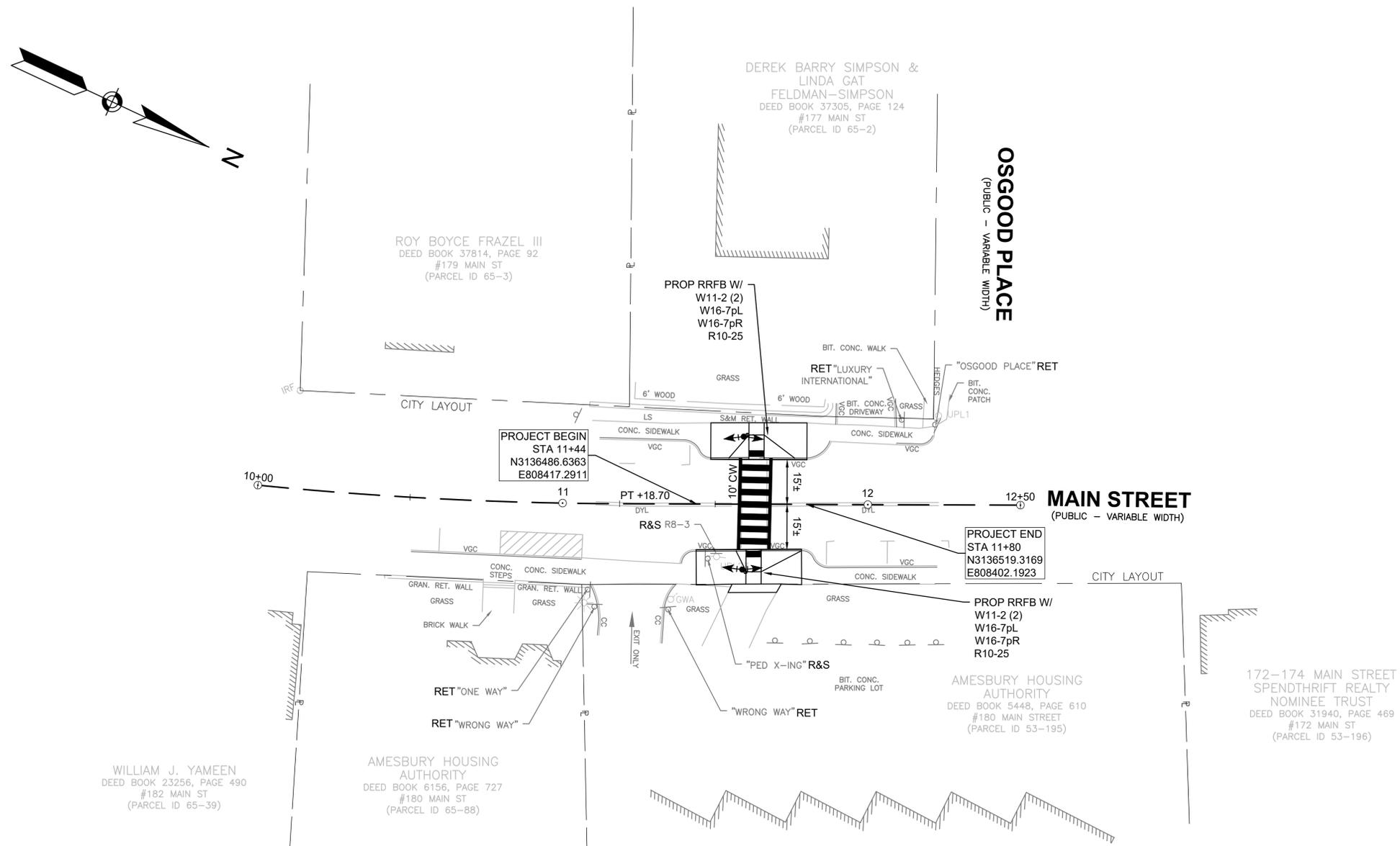
= DRIVEWAY NUMBER



EVANS PLACE CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C2	31+71.30	3131040.1380	814596.8757	$\Delta=20^{\circ}18'26''$ $L=1231.64'$ $T=622.35'$		44+02.93	3132032.7511	813878.6590

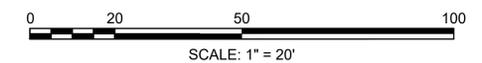


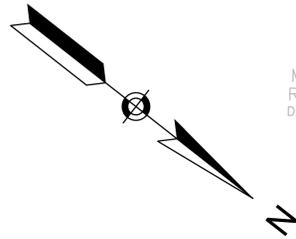


TRAFFIC SIGN SUMMARY													
IDENTIFICATION NUMBER	SIZE OF SIGN (in)		LEGEND	TEXT DIMENSIONS (in)			NUMBER OF SIGNS REQUIRED	COLOR			NUMBER OF POSTS REQUIRED	UNIT AREA (SF)	TOTAL AREA (SF)
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR		BACK-GROUND	LEGEND	BORDER			
W11-2	30	30		SEE 2023 MUTCD			4	FLUORESCENT YELLOW-GREEN	BLACK	BLACK	0 MOUNT W/ RRFB	PAID FOR UNDER ITEM 824.211	
W16-7pL	24	12					2	FLUORESCENT YELLOW-GREEN	BLACK	BLACK	0 MOUNT W/ RRFB	PAID FOR UNDER ITEM 824.211	
W16-7pR	24	12					2	FLUORESCENT YELLOW-GREEN	BLACK	BLACK	0 MOUNT W/ RRFB	PAID FOR UNDER ITEM 824.211	
R10-25	9	12					2	WHITE	BLACK	BLACK	0 MOUNT W/ RRFB	PAID FOR UNDER ITEM 824.211	

NOTES:

1. THE MINIMUM MOUNTING HEIGHT OF POST-MOUNTED SIGNS, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE TOP OF CURB OR SIDEWALK, OR THE ELEVATION OF THE NEAR EDGE OF TRAVEL WAY, SHALL BE 7 FEET UNLESS OTHERWISE SPECIFIED.
2. A MINIMUM 4'-0" PATH OF TRAVEL CLEARANCE, EXCLUDING CURB, IS REQUIRED WHEN PLACING SIGNS. SIGNS SHALL BE INSTALLED SUCH THAT THE NEAREST EDGE SHALL BE OFFSET A MINIMUM OF 18" FROM THE EDGE OF ROADWAY.
3. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE RETAINED UNLESS INDICATED OTHERWISE ON THE DRAWINGS.
4. ALL PAVEMENT MARKINGS WITHIN THE LIMITS OF WORK SHALL BE THERMOPLASTIC MATERIALS UNLESS OTHERWISE NOTED.
5. ALL EXISTING PAVEMENT MARKINGS WITHIN DIRECT CONFLICT OF NEW PAVEMENT MARKINGS SHOULD BE ERADICATED BY APPROVED METHODS.





MARC D. MALONEY &
 ROSA MARIA MALONEY
 DEED BOOK 35693, PAGE 210
 PLAN BOOK 397, PLAN 90
 #18 EVANS PL
 (PARCEL ID 90-16)

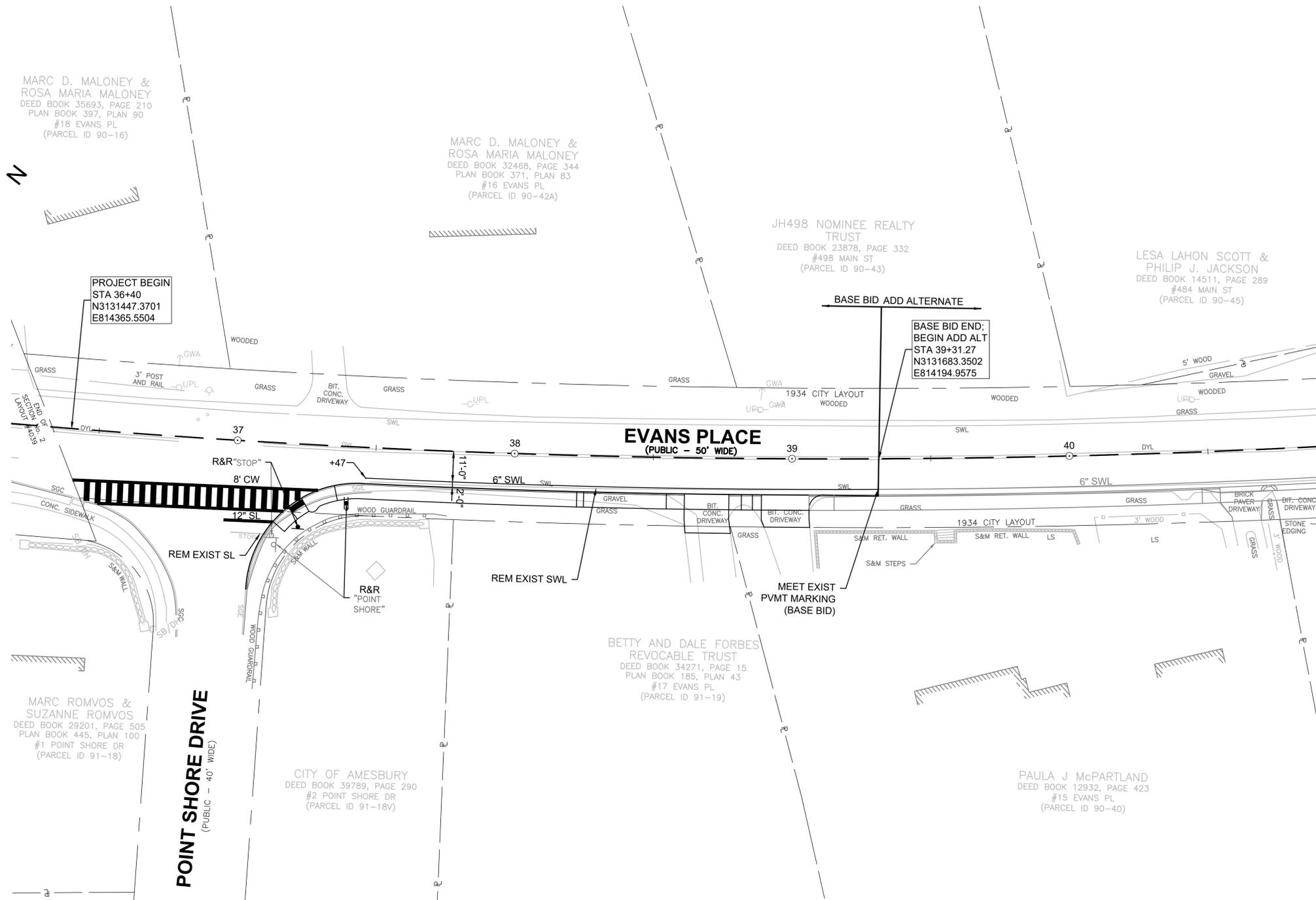
MARC D. MALONEY &
 ROSA MARIA MALONEY
 DEED BOOK 32468, PAGE 344
 PLAN BOOK 371, PLAN 83
 #16 EVANS PL
 (PARCEL ID 90-42A)

JH498 NOMINEE REALTY
 TRUST
 DEED BOOK 23878, PAGE 332
 #498 MAIN ST
 (PARCEL ID 90-43)

LESA LAHON SCOTT &
 PHILIP J. JACKSON
 DEED BOOK 14511, PAGE 289
 #484 MAIN ST
 (PARCEL ID 90-45)

PROJECT BEGIN
 STA 36+40
 N3131447.3701
 E814365.5504

BASE BID END;
 BEGIN ADD ALT
 STA 39+31.27
 N3131683.3502
 E814194.9575



MARC ROMVOS &
 SUZANNE ROMVOS
 DEED BOOK 29201, PAGE 505
 PLAN BOOK 445, PLAN 100
 #1 POINT SHORE DR
 (PARCEL ID 91-18)

POINT SHORE DRIVE
 (PUBLIC - 40' WIDE)

CITY OF AMESBURY
 DEED BOOK 39789, PAGE 290
 #2 POINT SHORE DR
 (PARCEL ID 91-18V)

BETTY AND DALE FORBES
 REVOCABLE TRUST
 DEED BOOK 34271, PAGE 15
 PLAN BOOK 185, PLAN 43
 #17 EVANS PL
 (PARCEL ID 91-19)

PAULA J McPARTLAND
 DEED BOOK 12932, PAGE 423
 #15 EVANS PL
 (PARCEL ID 90-40)



SCALE: 1" = 20'

NOTES:

- TEMPORARY TRAFFIC CONTROL DEVICES SHALL CONFIRM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE MASSACHUSETTS AMENDMENTS TO THE MUTCD.
- TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK.
- REMOVE OR COVER ALL TEMPORARY DEVICES WHEN THEY ARE NO LONGER REQUIRED FOR CONTROL OF TRAFFIC.
- ABUTTERS SHALL BE NOTIFIED AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS TO THEIR BUSINESS, RESIDENCE, AND/OR PROPERTY.
- THE FIRST TEN PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH SEQUENTIALLY FLASHING LIGHTS WHEN USED FOR NIGHT WORK BETWEEN DUSK AND DAWN.
- DISTANCES SHOWN IN THIS DOCUMENT MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER DUE TO SITE CONSTRAINTS.
- MAXIMUM SPACING OF TRAFFIC DEVICES IN A TAPER (DRUMS OR CONES) IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH.
- 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.
- ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGNS SUPPORTS AND SHALL BE PLACED WITHIN THE PUBLIC RIGHT OF WAY.
- TEMPORARY FACILITIES, INCLUDING BUT NOT LIMITED TO, TEMPORARY PEDESTRIAN PASSAGEWAYS AROUND A CONSTRUCTION SITE, SHALL COMPLY WITH 521 CMR WHICH STATES, "NO ALTERATION SHALL BE UNDERTAKEN WHICH DECREASES OR HAS THE EFFECT OF DECREASING ACCESSIBILITY OR USABILITY OF A FACILITY BELOW THE REQUIREMENTS FOR NEW CONSTRUCTION.
- NO WORK THAT IMPACTS THE TRAVELED WAY SHALL BE PERMITTED DURING PEAK HOUR TRAFFIC (7-9AM, 4-6PM)

LEGEND:

- REFLECTORIZED PLASTIC DRUM OR 36" CONE
- ▨ WORK ZONE
- 🚚 WORK VEHICLE
- P/F POLICE/FLAGGER DETAIL
- ➔ DIRECTION OF TRAFFIC
- 🚛 TRUCK MOUNTED ATTENUATOR
- ▩ TYPE III BARRICADE
- 🚧 IMPACT ATTENUATOR
- ➡ TRAFFIC OR PEDESTRIAN SIGNAL
- 📄 CHANGEABLE MESSAGE SIGN
- 🚧 MEDIAN BARRIER
- 🚧 MEDIAN BARRIER WITH WARNING LIGHTS
- ➡ ARROW BOARD

SUGGESTED WORK ZONE WARNING SIGN SPACING

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

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

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

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

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

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

TAPER LENGTH CRITERIA FOR TEMPORARY TRAFFIC CONTROL ZONES

TYPE OF TAPER	TAPER LENGTH (L)
MERGING TAPER	AT LEAST L
SHIFTING TAPER	AT LEAST 0.5L
SHOULDER TAPER	AT LEAST 0.33L
ONE-LANE, TWO-WAY TRAFFIC TAPER	50 FT MIN. 100 FT MAX.
DOWNSTREAM TAPER	50 FT MIN. 100 FT MAX. PER LANE

FORMULAS FOR DETERMINING TAPER LENGTHS

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

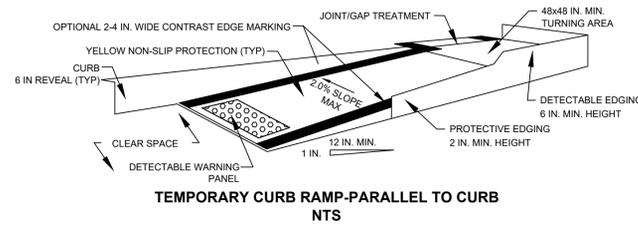
WHERE: L = TAPER LENGTH IN FEET

W = WIDTH OF OFFSET IN FEET

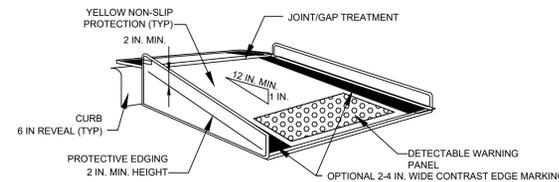
S = POSTED SPEED LIMIT, OR OFF-PEAK 85TH-PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH

NOTES:

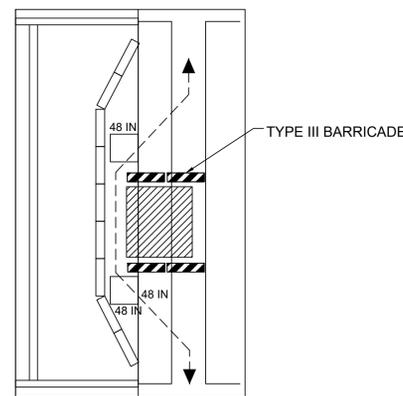
- CURB RAMPS SHALL BE 48 IN. MINIMUM WIDTH WITH A FIRM, STABLE, AND NON-SLIP SURFACE.
- PROTECTIVE EDGING WITH A 2 IN. MINIMUM HEIGHT SHALL BE INSTALLED WHEN THE CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6 IN. OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD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



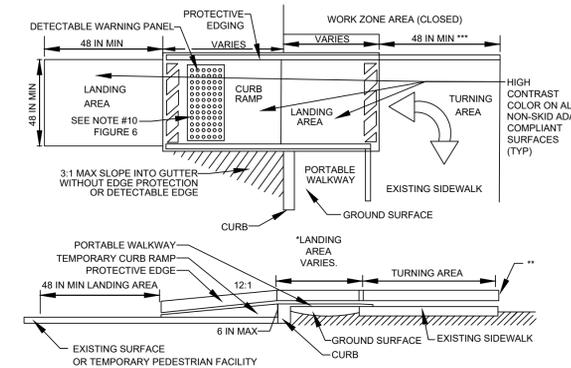
TEMPORARY CURB RAMP-PARALLEL TO CURB
 NTS



TEMPORARY CURB RAMP-PERPENDICULAR TO CURB
 NTS

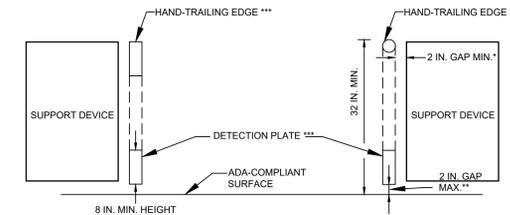


PEDESTRIAN BYPASS
 NTS



TEMPORARY CURB RAMP
 NTS

- * 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.

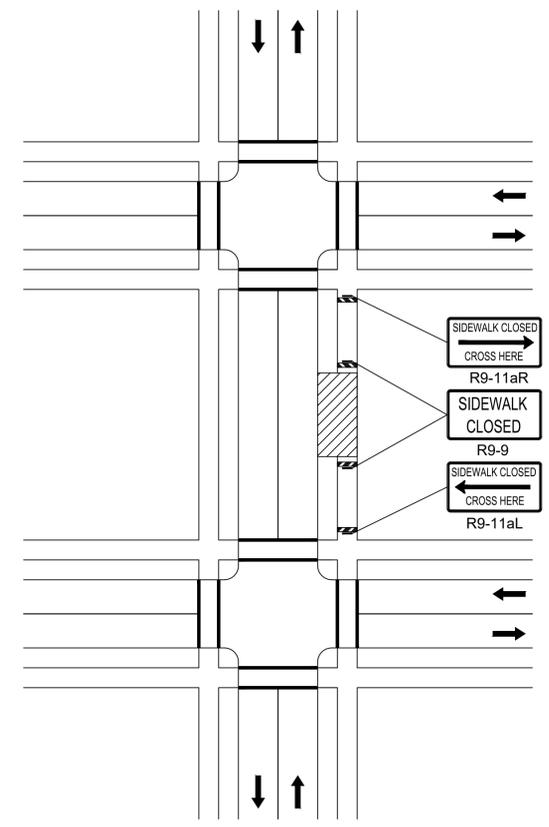
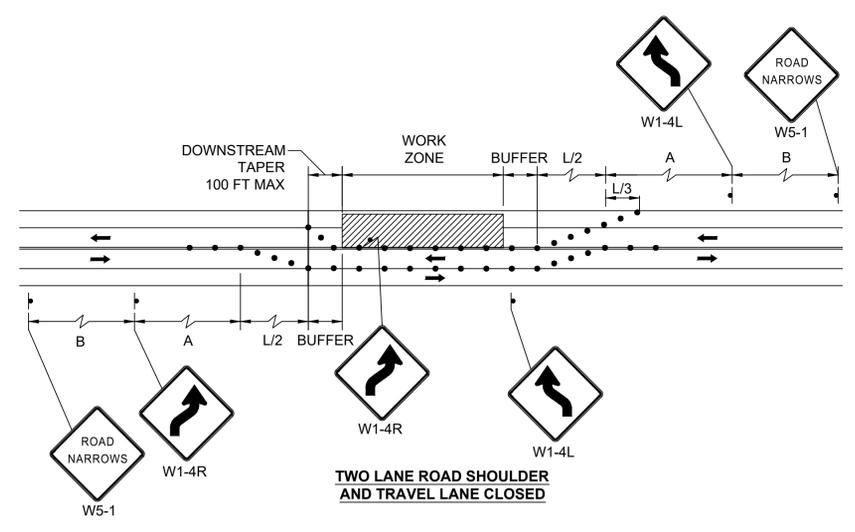
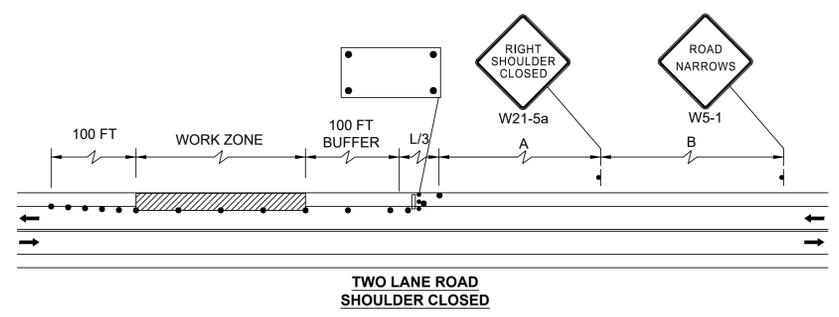
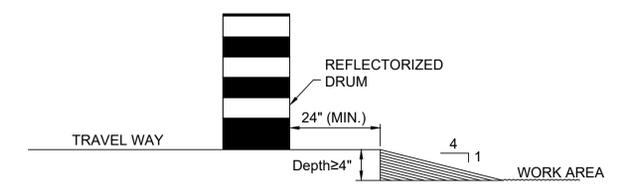
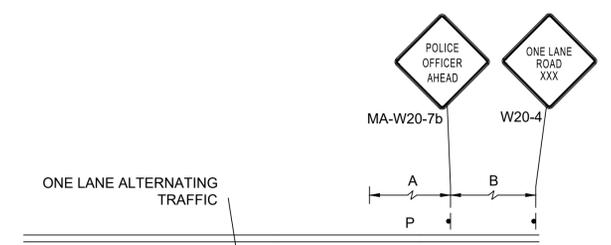
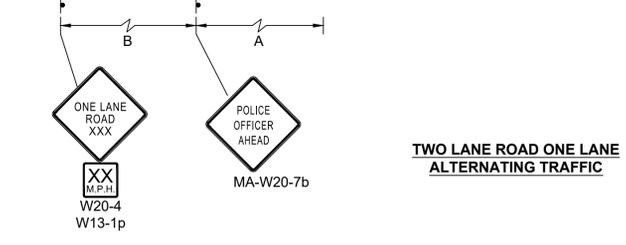
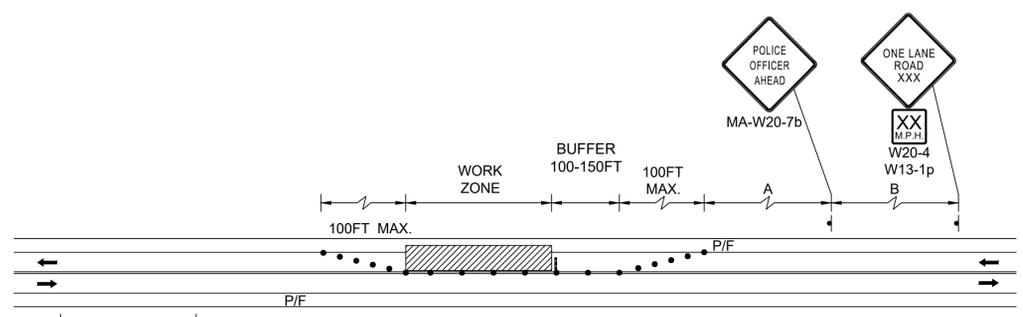


CROSS SECTION VIEW
 PEDESTRIAN CHANNELIZING DEVICE
 NTS

- * 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 CONTINUOUS DETECTION PLATE AND THE WALKWAY MAY BE USED TO PROVIDE DRAINAGE.
- *** SHEETING PANELS MAY BE EITHER VERTICAL OR AT A 45-DEGREE ANGLE. HAND-TRAILING EDGE AND/OR DETECTION PLATES ARE OPTIONAL FOR CONTINUOUS WALLS.

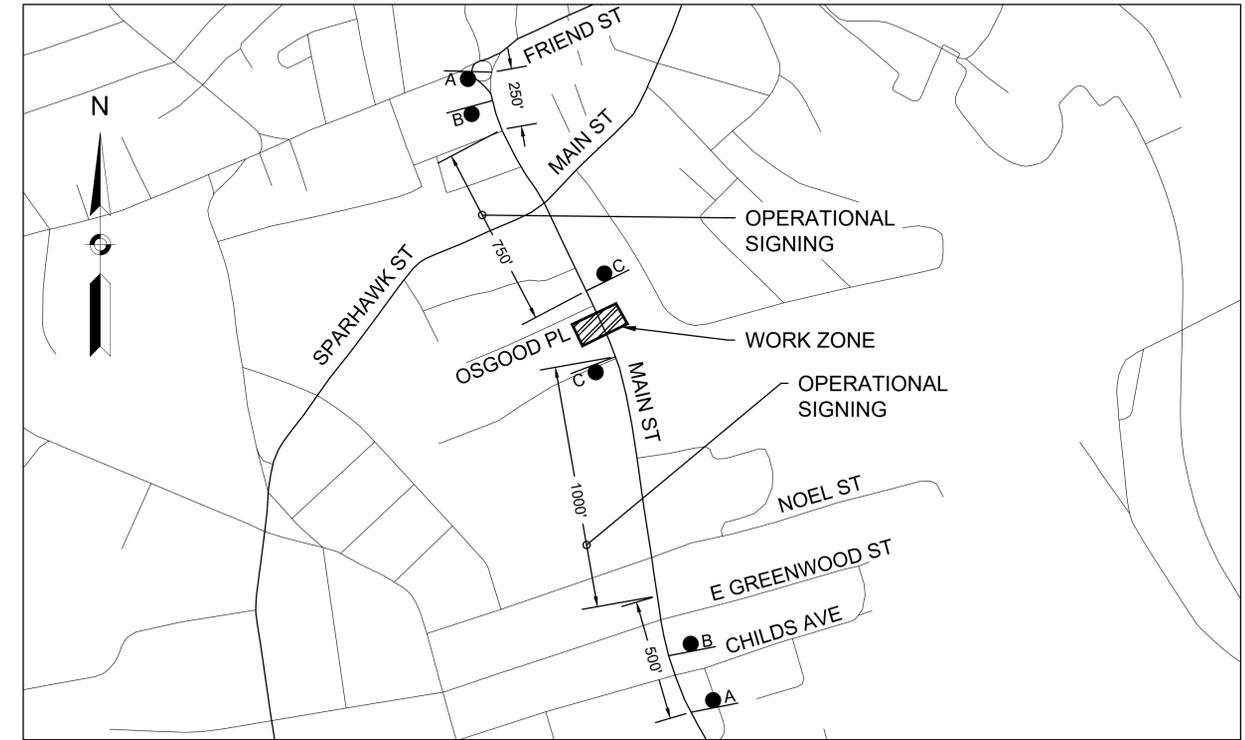
NOTES:

- PEDESTRIAN DETOUR ROUTES MUST BE ADA/MAAB COMPLIANT.
- WHEN EXISTING PEDESTRIAN FACILITIES ARE DISRUPTED, CLOSED, OR RELOCATED IN A WORK ZONE, TEMPORARY FACILITIES SHALL BE PROVIDED. THEY SHALL BE DETECTABLE AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING PEDESTRIAN FACILITY.
- A PEDESTRIAN CHANNELIZING DEVICE THAT IS DETECTABLE BY A PERSON WITH A VISUAL DISABILITY TRAVELING WITH THE AID OF A LONG CANE SHALL BE PLACED ALONG THE FULL WIDTH OF THE CLOSED SIDEWALK.
- WHEN USED, TEMPORARY RAMPS SHALL COMPLY WITH AMERICANS WITH DISABILITIES ACT.
- 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 5 FEET WIDE.
- 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.
- THE PEDESTRIAN DETAILS SHOW ONLY CONTROLS FOR PEDESTRIAN TRAFFIC; VEHICULAR TRAFFIC SHOULD BE DESIGNED AS SHOWN ELSEWHERE. THESE DETAILS ARE USED IN CONJUNCTION WITH THE PROPOSED LANE CLOSURE DETAILS AND DURING CONSTRUCTIONS 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.

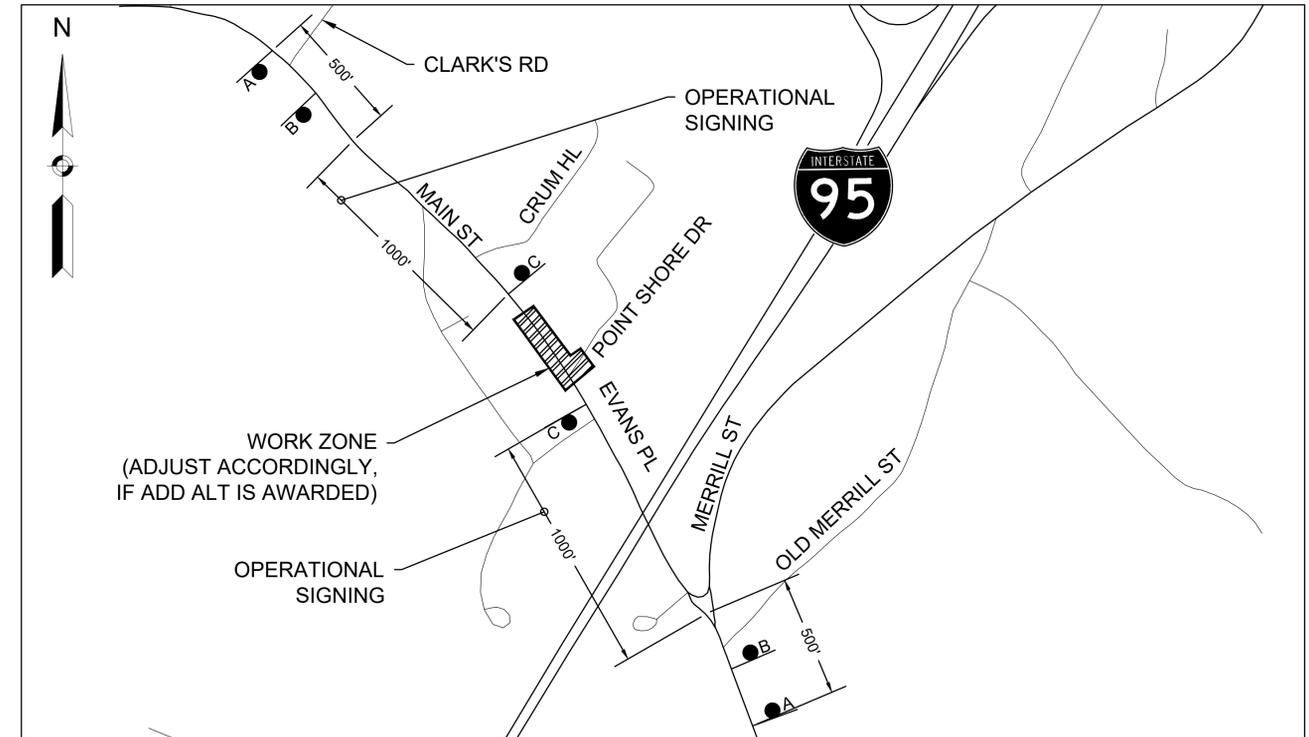


NOTE: IF A MINIMUM WIDTH OF 48" OF SOLID SMOOTH UNOBSTRUCTED SURFACE REMAINS ALONG THE WORK AREA THEN THE DETAIL CAN BE DISREGARDED. DELINEATION OF THE WORK AREA WILL STILL BE REQUIRED. ALL PEDESTRIAN DETOUR ROUTES SHALL BE ADA/MAAB COMPLIANT IN THEIR ENTIRETY.

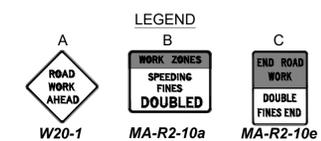
TEMPORARY TRAFFIC CONTROL SIGN SUMMARY												
IDENTIFICATION NUMBER	SIZE OF SIGN (in)		LEGEND	TEXT DIMENSIONS (in)			COLOR			NUMBER OF SIGNS REQUIRED	UNIT AREA (SF)	TOTAL AREA (SF)
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR	BACK-GROUND	LEGEND	BORDER			
MA-R2-10a	48	36		MASSDOT STANDARD SIGN			FL. ORANGE	BLACK	BLACK	4	12.00	48.00
MA-R2-10e	36	48					FL. ORANGE	BLACK	BLACK	4	12.00	48.00
MA-W20-7b	36	36					FL. ORANGE	BLACK	BLACK	6	9.00	54.00
R9-9	24	12		SEE 2023 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS			WHITE	BLACK	BLACK	2	2.00	4.00
R9-11aL	24	12					WHITE	BLACK	BLACK	1	2.00	2.00
R9-11aR	24	12					WHITE	BLACK	BLACK	1	2.00	2.00
W1-4L	36	36					FL. ORANGE	BLACK	BLACK	4	9.00	36.00
W1-4R	36	36					FL. ORANGE	BLACK	BLACK	4	9.00	36.00
W5-1	36	36					FL. ORANGE	BLACK	BLACK	4	9.00	36.00
W13-1p	24	24					FL. ORANGE	BLACK	BLACK	4	4.00	16.00
W20-1	36	36					FL. ORANGE	BLACK	BLACK	4	9.00	36.00
W20-4	36	36					FL. ORANGE	BLACK	BLACK	6	9.00	54.00
W21-5a	36	36					FL. ORANGE	BLACK	BLACK	2	9.00	18.00

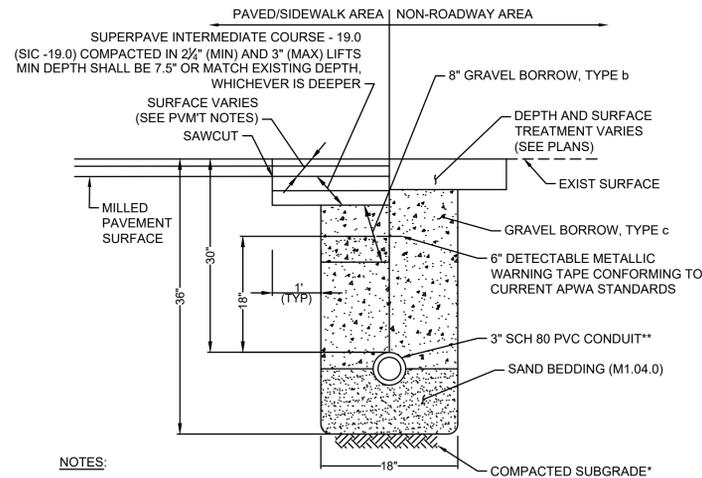


ADVANCED WARNING SCHEMATIC - MAIN STREET
 N.T.S



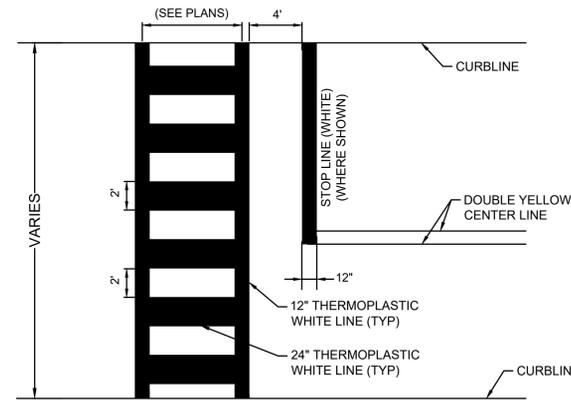
ADVANCED WARNING SCHEMATIC - EVANS PLACE
 N.T.S





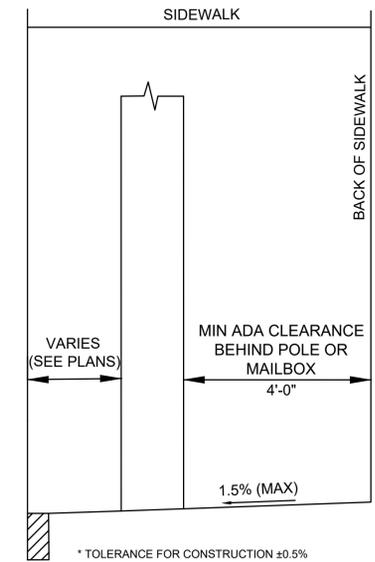
NOTES:
 * SOFT OR UNSUITABLE MATERIAL EXISTING BELOW THE REQUIRED BEDDING GRADE SHALL BE REMOVED AS DIRECTED AND REPLACED WITH SAND, GRAVEL, CRUSHED STONE OR OTHER SUITABLE MATERIAL AND THOROUGHLY COMPACTED.
 **CONDUIT WITH LESS THAN 30" OF COVER SHALL BE ENCASED IN CONCRETE.

CONDUIT TRENCH
 N.T.S.

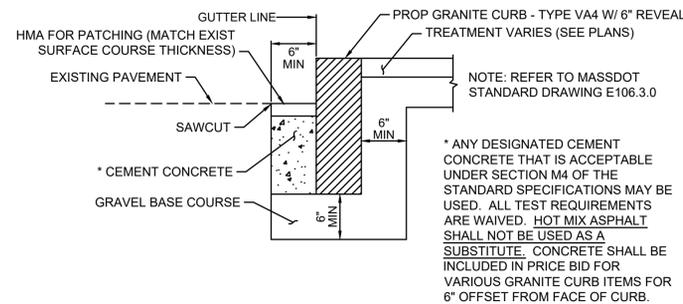


NOTES:
 1. ALL 12" LINES SHALL BE APPLIED IN ONE APPLICATION, NO COMBINATION OF LINES (TWO - 6" LINES) WILL BE ACCEPTED.
 2. LAYOUT OF CROSSWALKS SHALL BE APPROVED BY THE ENGINEER PRIOR TO APPLICATION.
 3. OMIT STOP BAR WHERE NOT SHOWN ON THE PLANS.

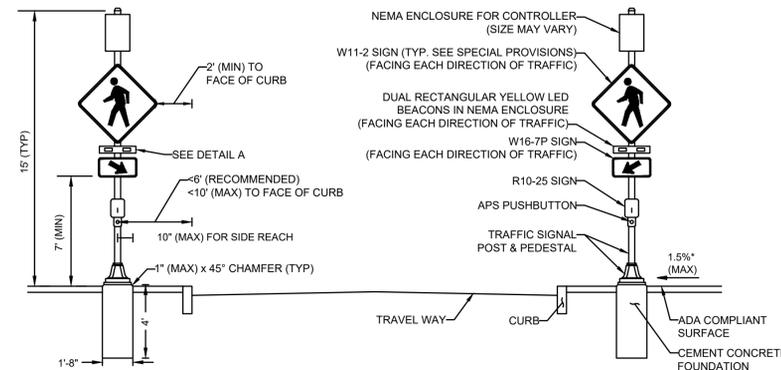
LADDER STYLE CROSSWALK PAVEMENT MARKING
 N.T.S.



MIN CLEARANCE BEHIND VERTICAL STRUCTURE
 N.T.S.



GRANITE CURB IN EXISTING PAVEMENT
 N.T.S.

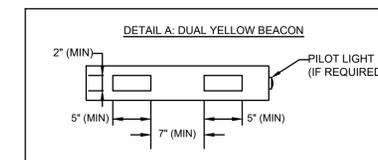


NOTES:
 1. CROSSWALK AND ADA-COMPLIANT RAMPS NOT SHOWN. SEE PLANS FOR LOCATIONS.
 2. REFER TO THE SPECIAL PROVISIONS FOR SIGN DIMENSIONS.
 3. ALL CONDUIT, PULL BOXES, SERVICE CONNECTIONS, AND EQUIPMENT GROUNDING REQUIRED FOR AC POWER IS NOT SHOWN IN THIS DETAIL AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 824.211.
 4. ACCESS TO ALL PEDESTRIAN ACTUATED CONTROLS SHALL BE ADA/AAB COMPLIANT
 5. *0.5% CONSTRUCTION TOLERANCE FOR CROSS-SLOPE

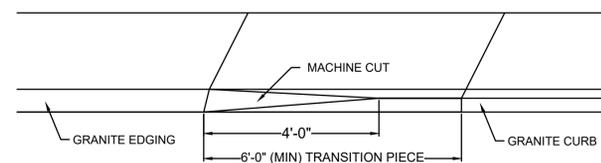
MAJOR ITEMS LIST

- 2 CEMENT CONCRETE FOUNDATIONS PER 812.30.1
- 2 15' TRAFFIC SIGNAL POSTS & PEDESTALS
- 2 APS PUSHBUTTON SYSTEMS
- 4 DUAL RECTANGULAR YELLOW LED BEACONS IN NEMA ENCLOSURES
- 2 R10-25 SIGNS
- 4 W11-2 SIGNS
- 2 W16-7PR SIGNS
- 2 W16-7PL SIGNS
- 2 NEMA ENCLOSURES FOR ALL COMPONENTS NEEDED TO MEET FUNCTIONAL REQUIREMENTS PER SPECIAL PROVISIONS

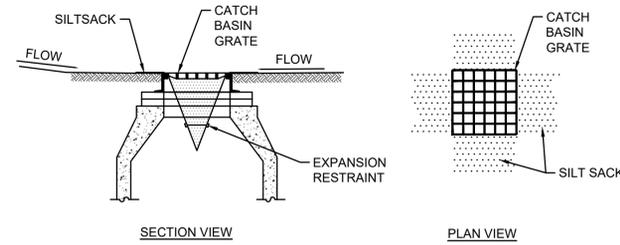
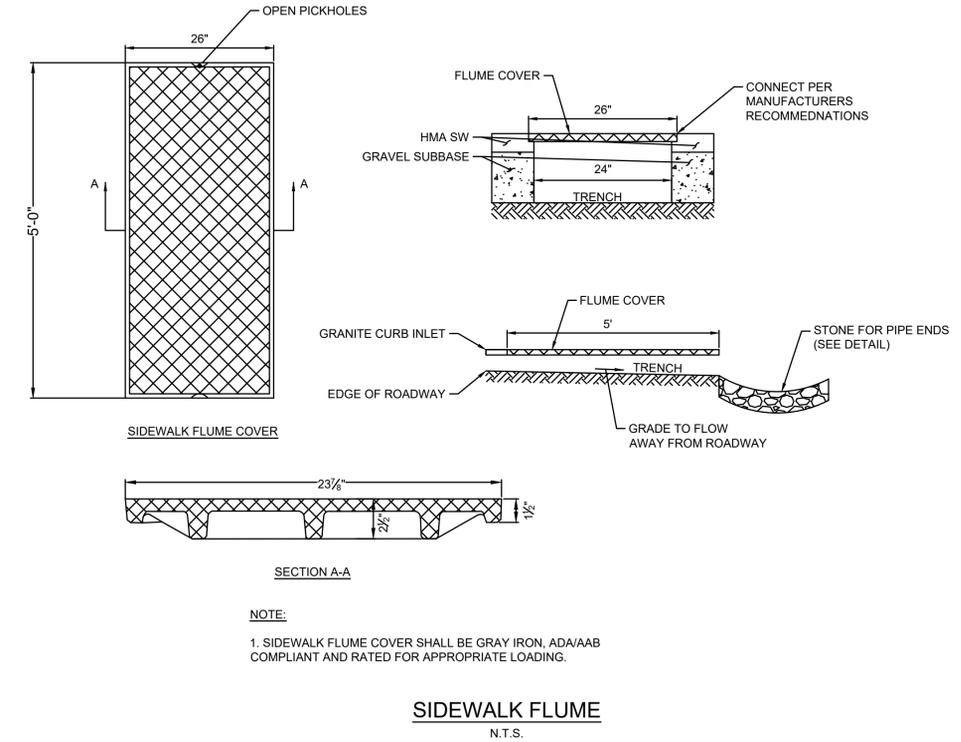
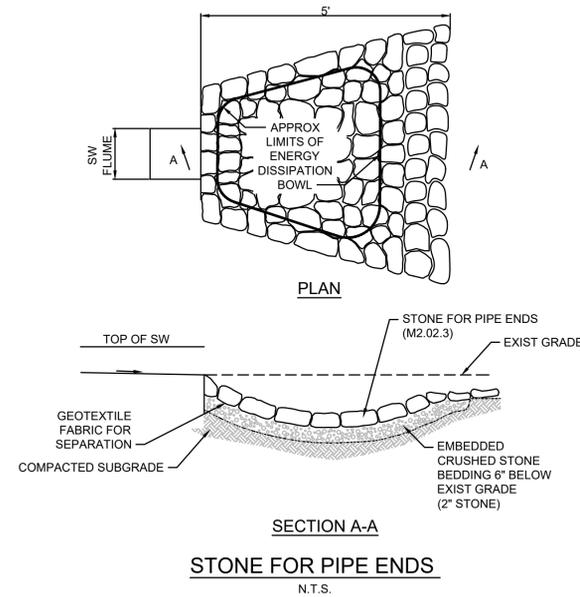
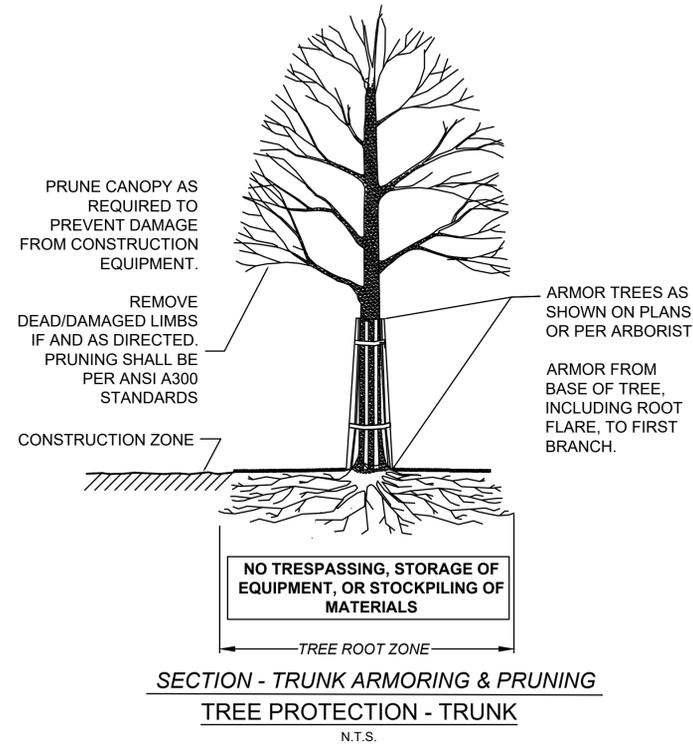
PLUS ALL MOUNTING AND SUPPORTING HARDWARE AND WIRING NECESSARY TO COMPLETE A WORKING SYSTEM.



RECTANGULAR RAPID FLASHING BEACON (RRFB)
 N.T.S.

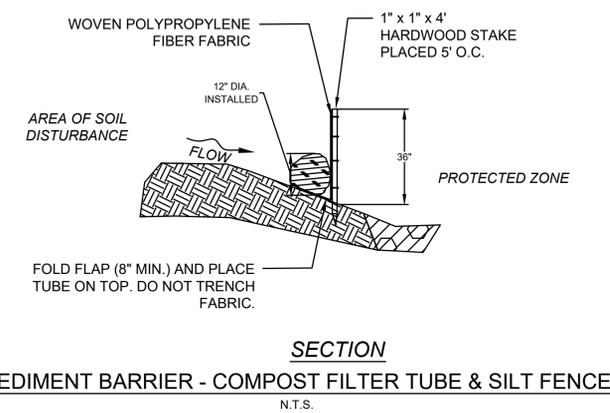
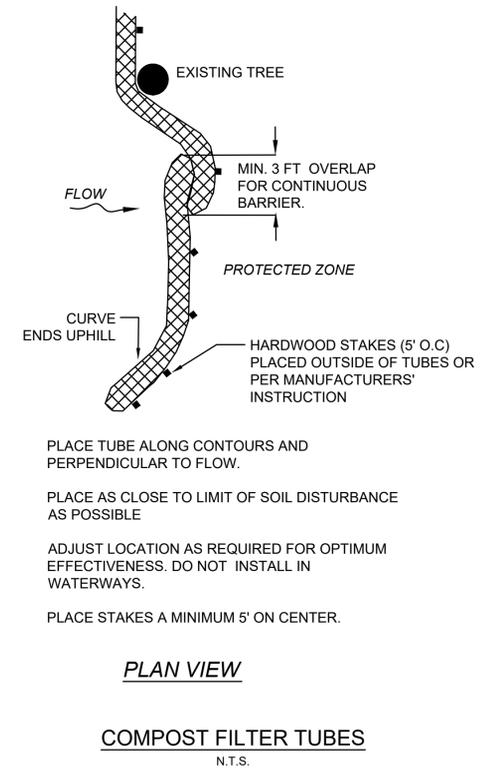
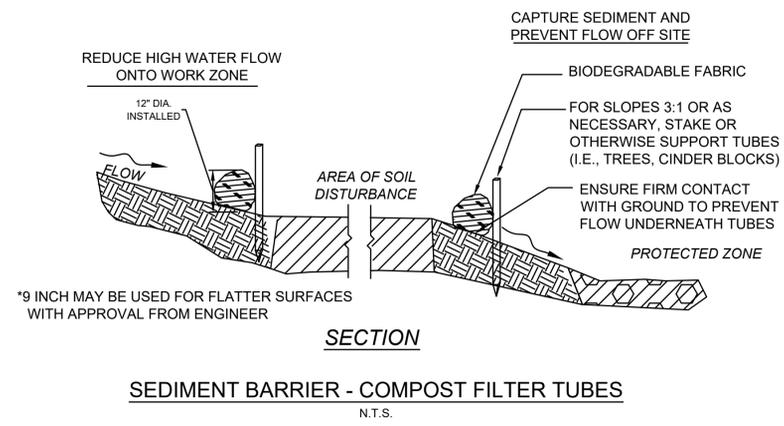


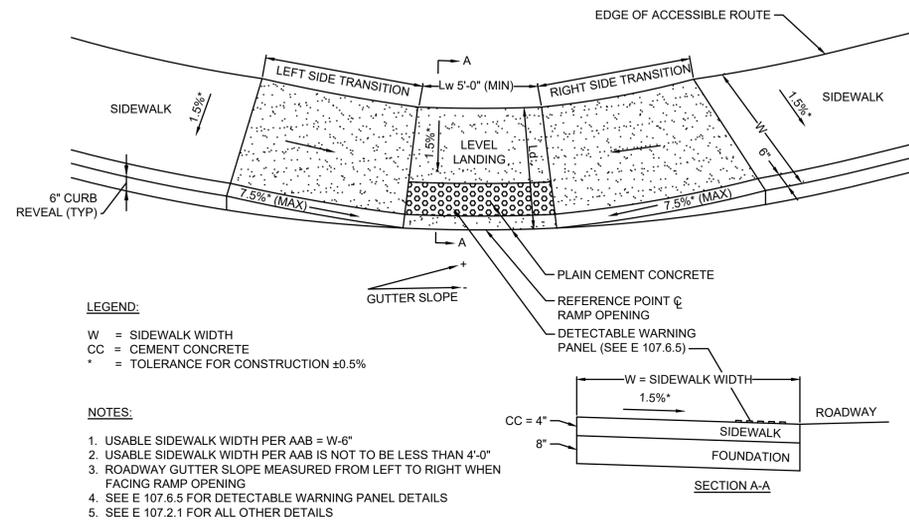
GRANITE CURB SPLAYED END
 N.T.S.



- NOTES:
1. INSTALL SILT SACK IN EXISTING CATCH BASINS BEFORE COMMENCING WORK, AND IN NEW CATCH BASINS IMMEDIATELY AFTER INSTALLATION OF STRUCTURE. MAINTAIN UNTIL BINDER COURSE PAVING IS COMPLETE OR A PERMANENT STAND OF GRASS HAS BEEN ESTABLISHED.
 2. GRATE TO BE PLACED OVER SILT SACK.
 3. SILT SACK SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS AND CLEANING OR REPLACEMENT SHALL BE PERFORMED PROMPTLY AS NEEDED.

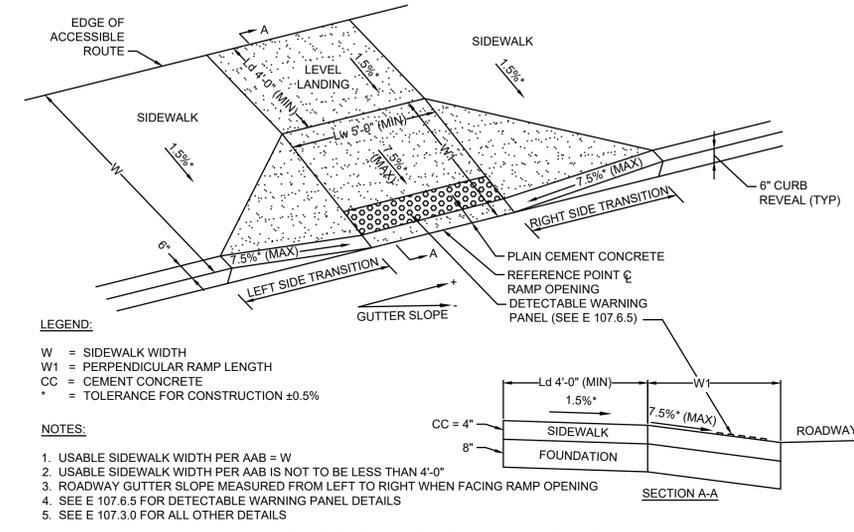
INLET PROTECTION SILT SACK IN CATCH BASIN
 N.T.S.





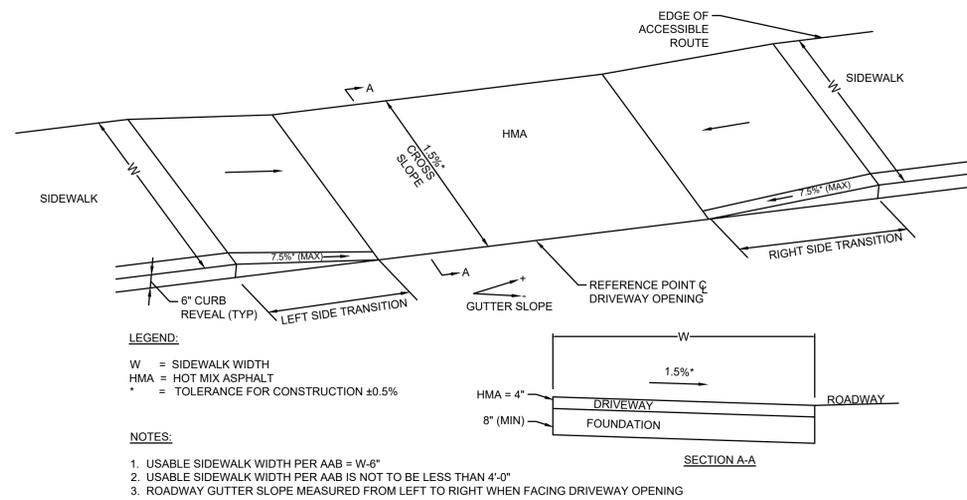
PEDESTRIAN CURB RAMP TYPE A
N.T.S.

CURB RAMP DATA												
RAMP #	BASELINE REFERENCE	STATION	OFFSET	LEVEL LANDING		ROADWAY GUTTER SLOPE	LEFT SIDE TRANSITION			RIGHT SIDE TRANSITION		
				WIDTH (Lw)	DEPTH (Ld)		LENGTH	CURB REVEAL	SW WIDTH (W)	LENGTH	CURB REVEAL	SW WIDTH (W)
3	EVANS PLACE	37+21.8	21.0' RT	5'-0"	5'-6"	-2.2%	11'-0"	6"	5'-6"	6'-6"	6"	5'-6"



PEDESTRIAN CURB RAMP TYPE B
N.T.S.

CURB RAMP DATA													
RAMP #	BASELINE REFERENCE	STATION	OFFSET	LEVEL LANDING		RAMP (W1)	ROADWAY GUTTER SLOPE	LEFT SIDE TRANSITION			RIGHT SIDE TRANSITION		
				WIDTH (Lw)	DEPTH (Ld)			LENGTH	CURB REVEAL	SW WIDTH (W)	LENGTH	CURB REVEAL	SW WIDTH (W)
1	MAIN STREET	11+62.6	14.7' RT	5'-0"	4'-0"	7'-3"	-5.5%	13'-2"	5"	11'-6"	3'-3"	3"	11'-6"
2	MAIN STREET	11+63.5	14.6' LT	5'-0"	4'-0"	8'-0"	5.6%	6'-6"	6"	12'-0"	10'-0"	4"	12'-0"



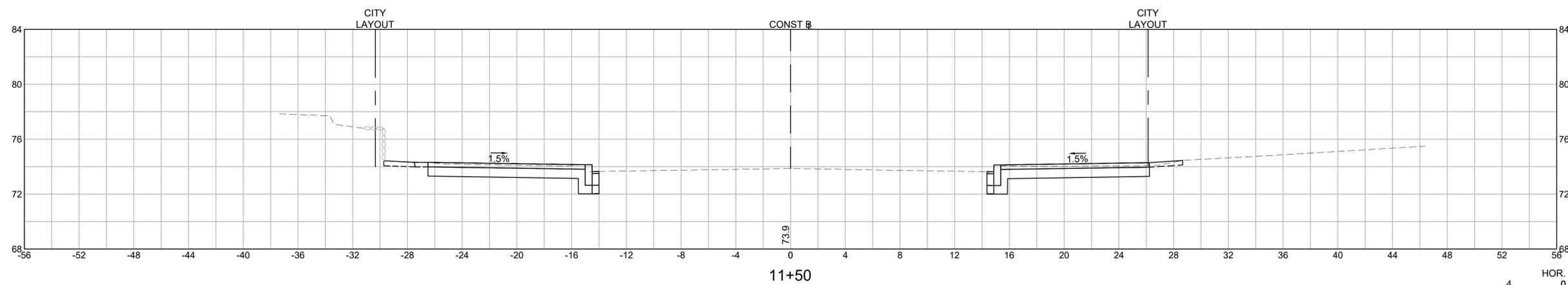
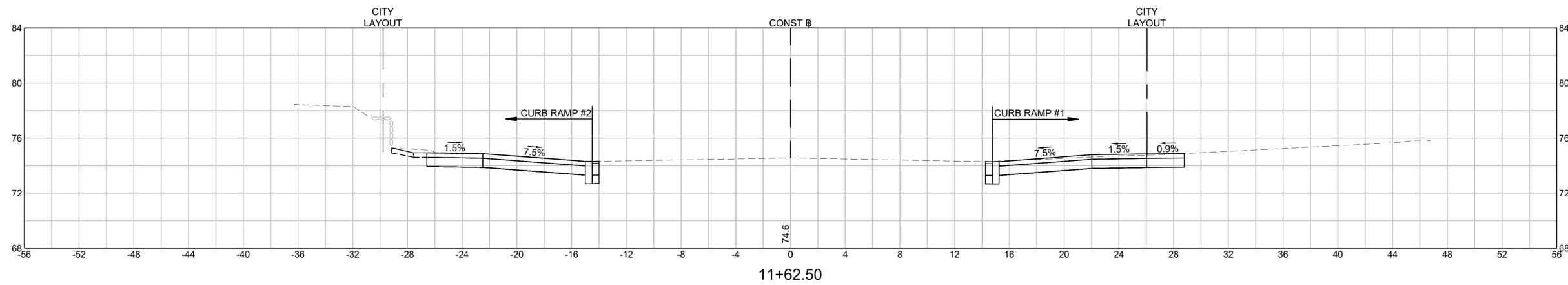
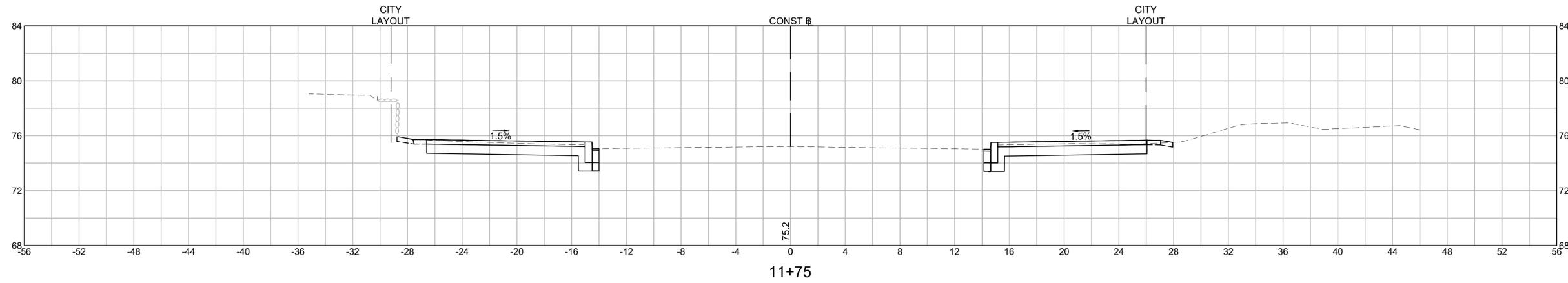
SIDEWALK THROUGH DRIVEWAY TYPE A
N.T.S.

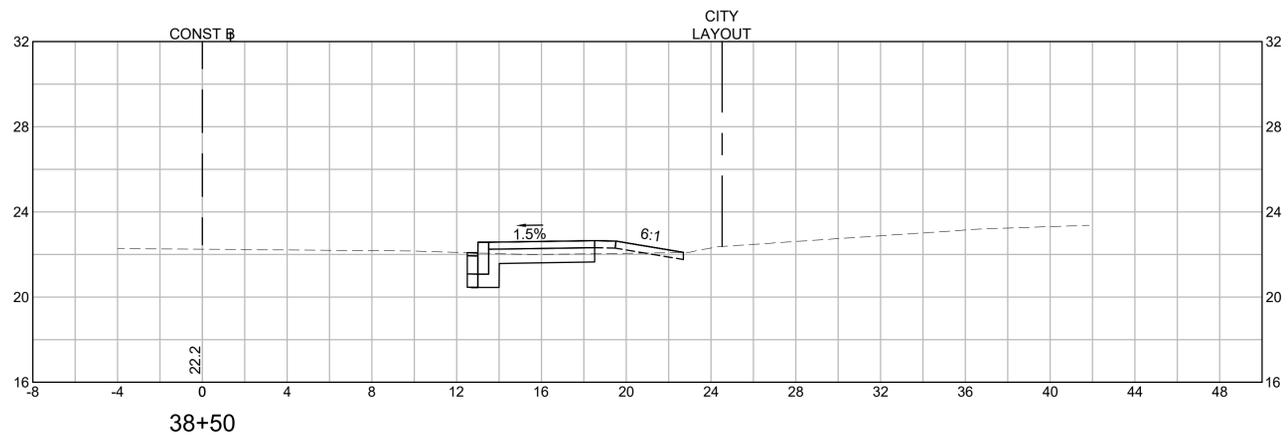
DRIVEWAY DATA													
DWY #	BASELINE REFERENCE	STATION	OFFSET	DRIVEWAY SURFACE	DWY WIDTH @ GUTTER	ROADWAY GUTTER SLOPE	WIDTH OF ACCESSIBLE ROUTE	LEFT SIDE TRANSITION			RIGHT SIDE TRANSITION		
								LENGTH	CURB REVEAL	SW WIDTH (W)	LENGTH	CURB REVEAL	SW WIDTH (W)
1	EVANS PLACE	38+69.4	13.0' RT	HMA	16'-0"	-1.0%	5'-6"	4'-6"	3"	5'-6"	6'-6"	6"	5'-6"
2	EVANS PLACE	39+00.2	13.0' RT	HMA	17'-2"	-0.8%	5'-6"	--	--	--	3'-3"	3"	5'-6"

PEDESTRIAN CURB RAMP NOTES:

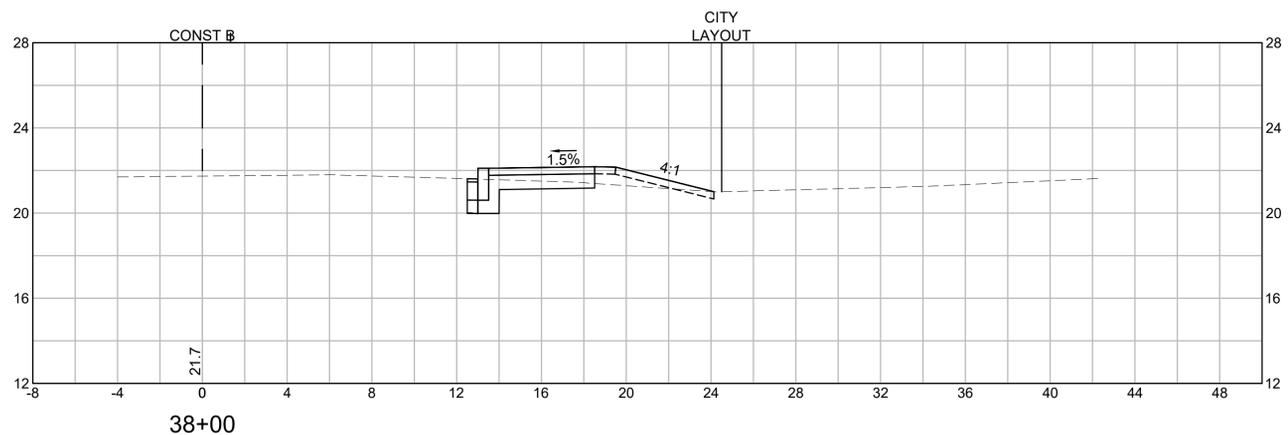
- MAXIMUM ALLOWABLE SLOPE OF ACCESSIBLE ROUTE EXCLUDING CURB RAMP SHALL BE DESIGNED TO 4.5% ±0.5% (7.5% ±0.5% FOR CURB RAMP)
- A MINIMUM OF 4'-0" CLEAR SHALL BE MAINTAINED AT ANY PERMANENT OBSTACLE IN ACCESSIBLE ROUTE (I.E., HYDRANTS, UTILITY POLES, TREE WELLS, SIGNS, ETC.).
- RAMP, CURB AND ADJACENT PAVEMENTS SHALL BE GRADED TO PREVENT PONDING.
- WHERE ACCESSIBLE ROUTES ARE LESS THAN 5' IN WIDTH (EXCLUDING CURBING) A 5'x5' PASSING AREA SHALL BE PROVIDED AT INTERVALS NOT TO EXCEED 200 FT.
- ELIMINATE CURBING AT RAMP WHERE IT ABUTS ROADWAY.
- DETECTABLE WARNING PANELS ARE REQUIRED ON ALL OF THE PROPOSED PEDESTRIAN CURB RAMP AND ARE TO BE INSTALLED IN ACCORDANCE WITH CONSTRUCTION STANDARD E 107.6.5 (OCTOBER 2017). CONTRACTOR SHALL PROVIDE 6" BETWEEN DETECTABLE WARNING PANEL AND EDGE OF CONCRETE WHERE IT ABUTS LOAM & SEED.
- PEDESTRIAN CURB RAMP SLOPES AND CROSS SLOPES SHALL HAVE A CONSTRUCTION TOLERANCE OF ±0.5%.
- DETECTABLE WARNING PANELS SHALL BE YELLOW IN COLOR AS APPROVED BY AMESBURY HIGHWAY DEPARTMENT.

PEDESTRIAN CURB RAMP NOTES

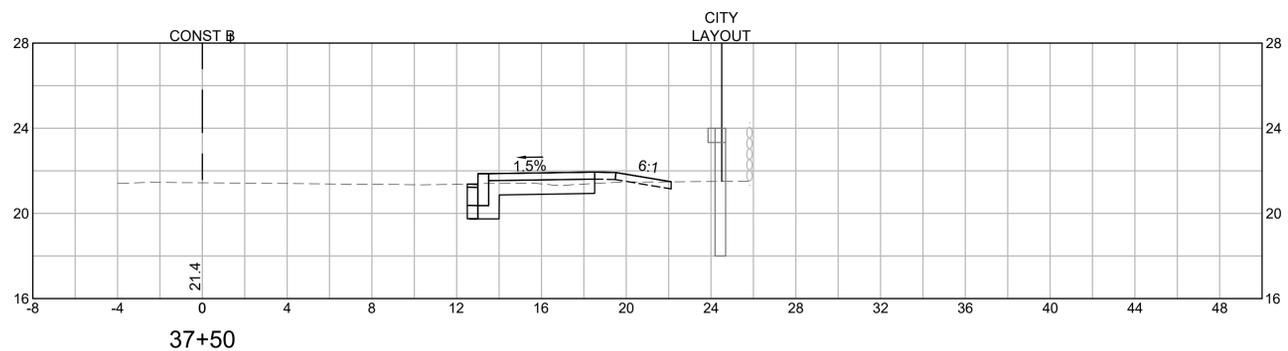




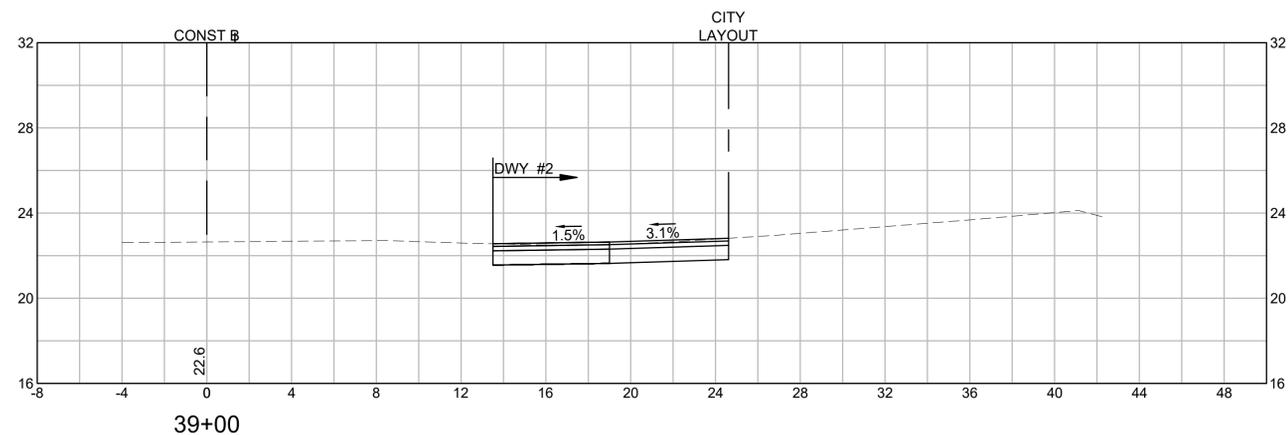
38+50



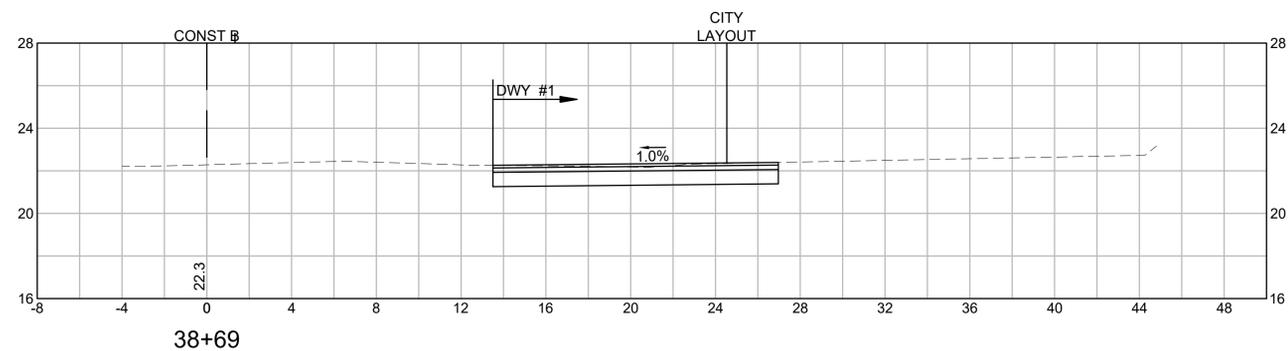
38+00



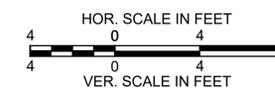
37+50



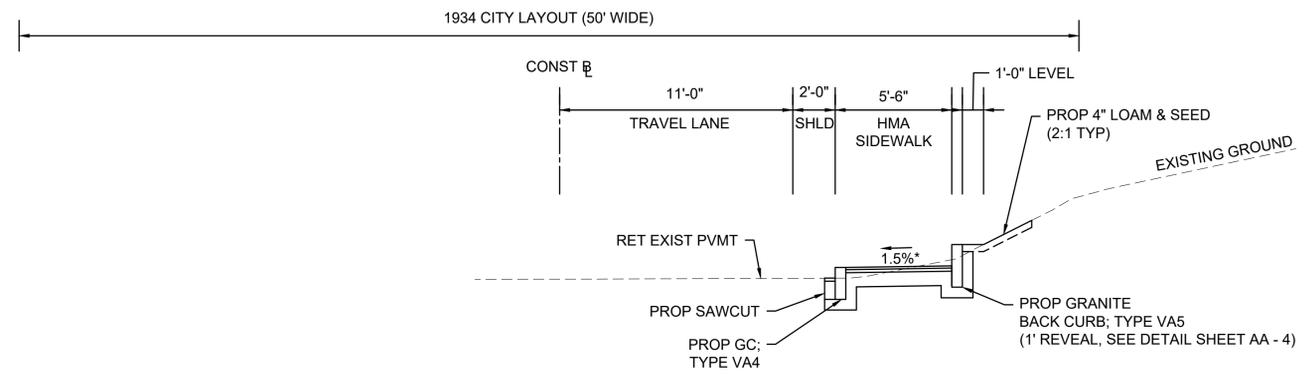
39+00



38+69



AMESBURY
 MAIN STREET & EVANS PLACE
 ADD ALTERNATE - TYPICAL SECTIONS & PAVEMENT NOTES
 SHEET AA - 1



TYPICAL SECTION
 EVANS PLACE
 STA 42+50± TO STA 43+22±
 * TOLERANCE FOR CONSTRUCTION ±0.5%
 NTS

PAVEMENT NOTES

PROPOSED CEMENT CONCRETE DRIVEWAY

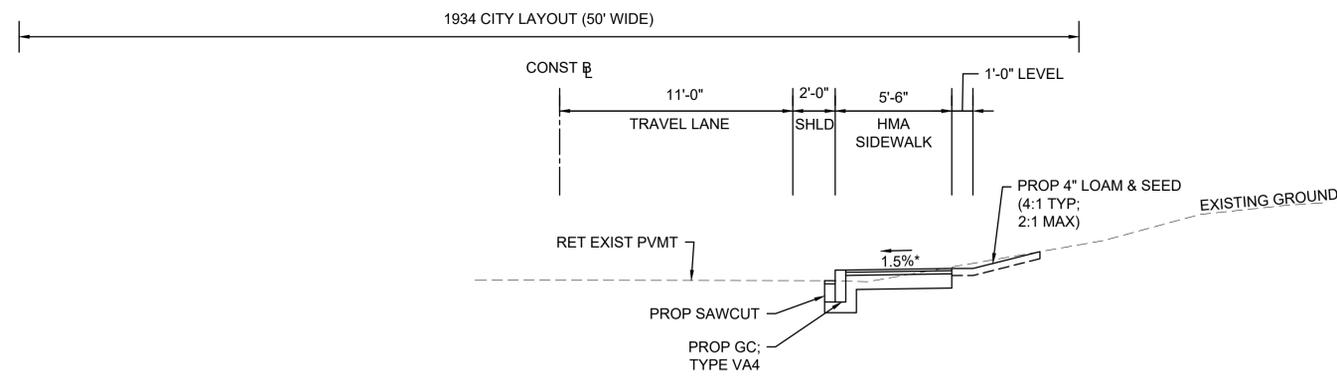
SURFACE: 6" CEMENT CONCRETE (4000 PSI, 3/4", 610)

BASE: 8" SUITABLE EXISTING GRAVEL;
 ADD GRAVEL BORROW, TYPE b AS REQUIRED

PROPOSED GRAVEL BUFFER:

SURFACE: 8" DENSE GRADED CRUSHED STONE FOR SUBBASE (COMPACTED IN 4" (MAX) LIFTS) OVER

BASE: EXISTING MATERIAL



TYPICAL SECTION
 EVANS PLACE
 STA 39+50± TO STA 42+50±
 * TOLERANCE FOR CONSTRUCTION ±0.5%
 NTS

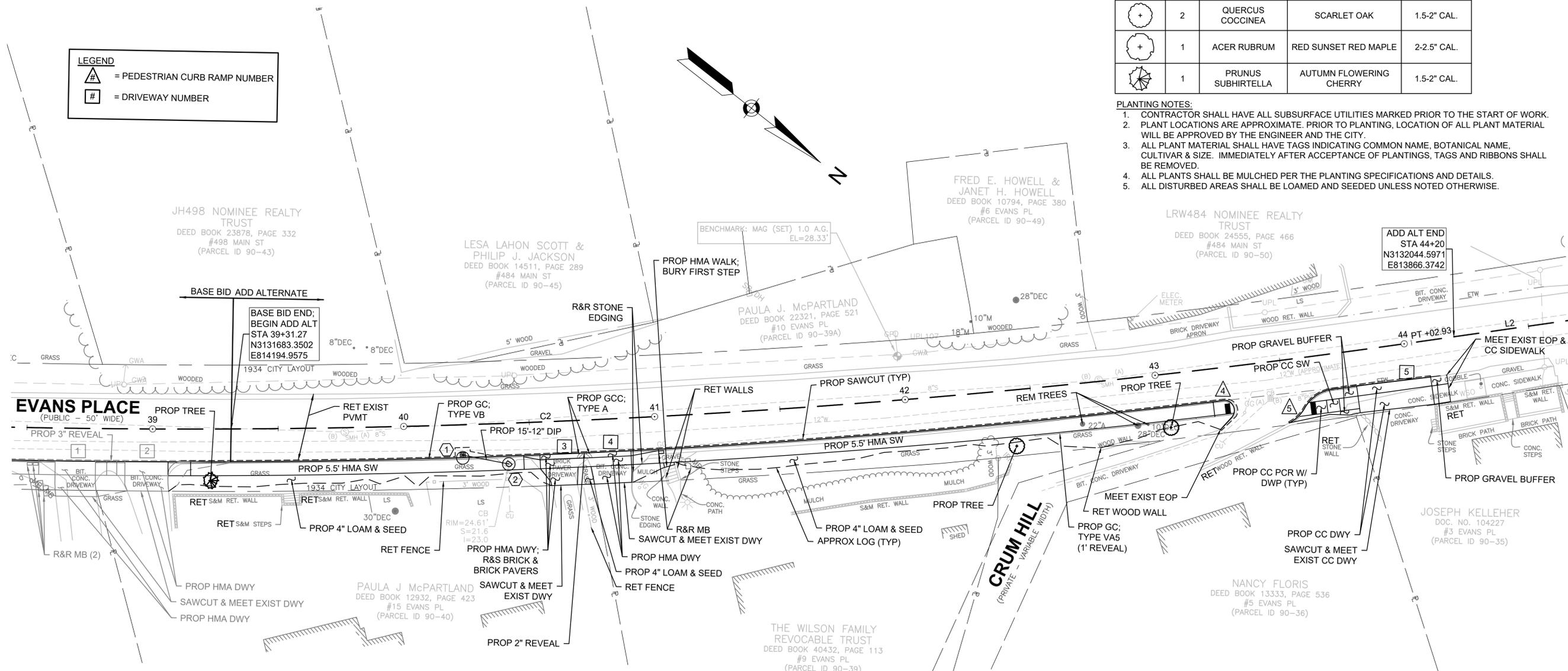
**AMESBURY
MAIN STREET & EVANS PLACE
ADD ALTERNATE - CONSTRUCTION PLAN
SHEET AA - 2**

PROPOSED PLANTING SUMMARY TABLE				
SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE
	2	QUERCUS COCCINEA	SCARLET OAK	1.5-2" CAL.
	1	ACER RUBRUM	RED SUNSET RED MAPLE	2-2.5" CAL.
	1	PRUNUS SUBHIRTELLA	AUTUMN FLOWERING CHERRY	1.5-2" CAL.

PLANTING NOTES:

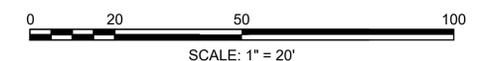
- CONTRACTOR SHALL HAVE ALL SUBSURFACE UTILITIES MARKED PRIOR TO THE START OF WORK
- PLANT LOCATIONS ARE APPROXIMATE. PRIOR TO PLANTING, LOCATION OF ALL PLANT MATERIAL WILL BE APPROVED BY THE ENGINEER AND THE CITY.
- ALL PLANT MATERIAL SHALL HAVE TAGS INDICATING COMMON NAME, BOTANICAL NAME, CULTIVAR & SIZE. IMMEDIATELY AFTER ACCEPTANCE OF PLANTINGS, TAGS AND RIBBONS SHALL BE REMOVED.
- ALL PLANTS SHALL BE MULCHED PER THE PLANTING SPECIFICATIONS AND DETAILS.
- ALL DISTURBED AREAS SHALL BE LOAMED AND SEEDED UNLESS NOTED OTHERWISE.

LEGEND	
	= PEDESTRIAN CURB RAMP NUMBER
	= DRIVEWAY NUMBER



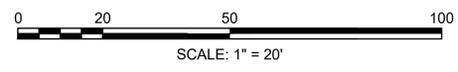
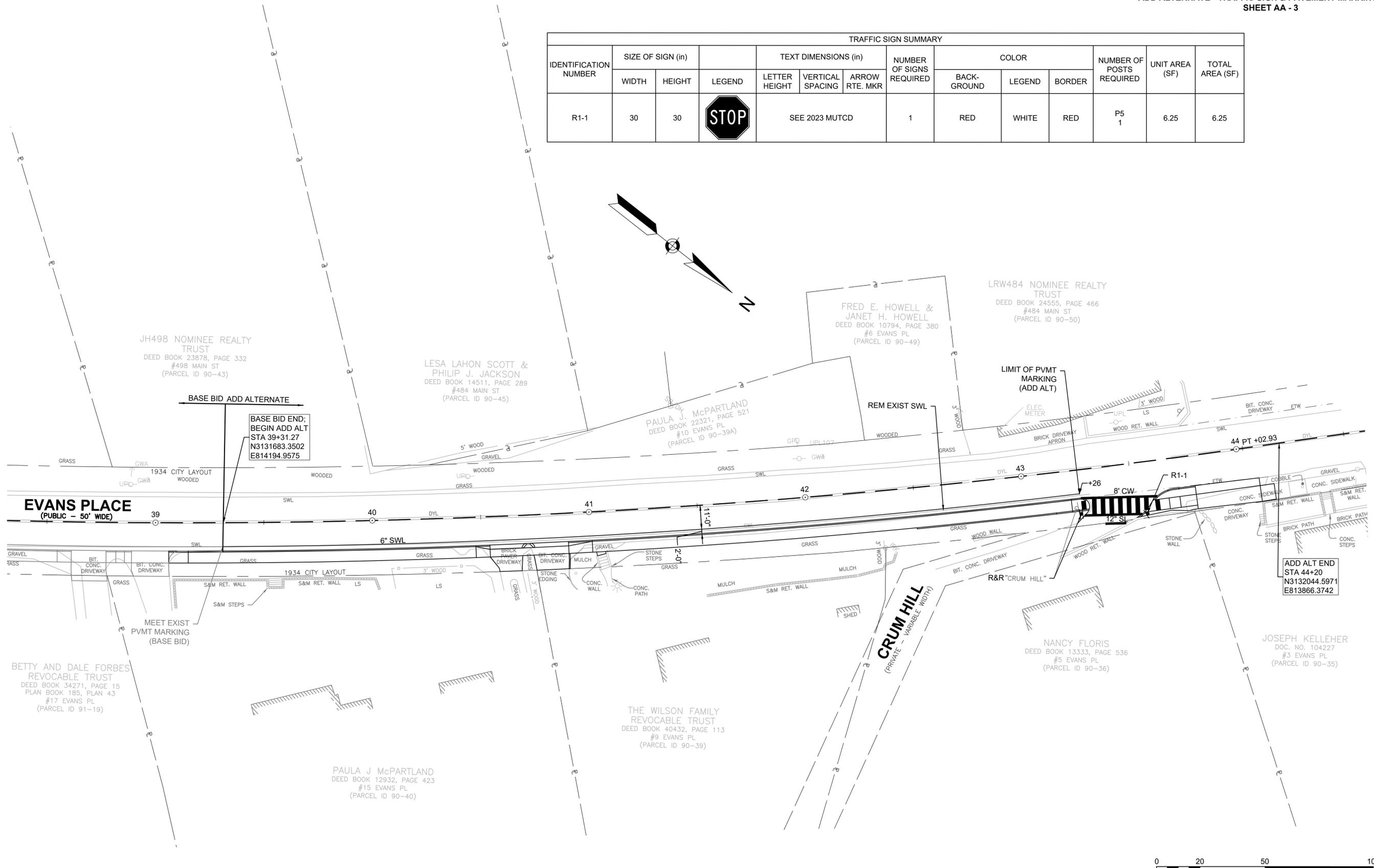
PROPOSED DRAINAGE STRUCTURE DATA							
NO.	TYPE	STATION	OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
1	PROP OFFSET TOP GIC	40+23.2	13.0' RT	24.42		21.92 (2)	
2	EXIST CB	40+41.3	16.1' RT	25.27	23.0 ± (EX) 21.77 (2)		REMODEL; R&S EXIST F&G; PROP F&C

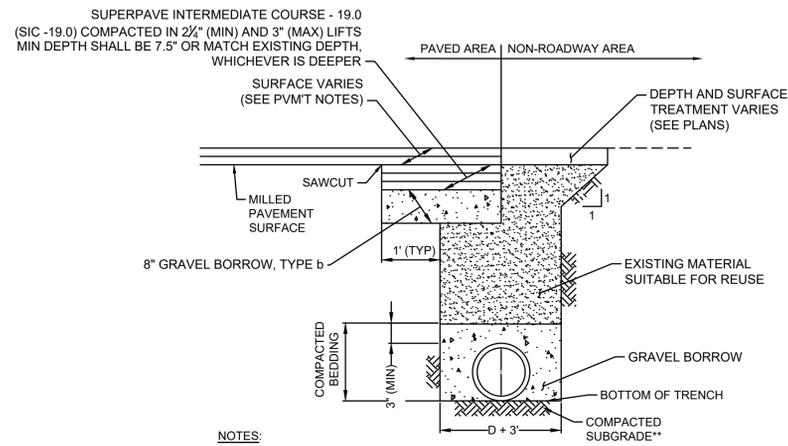
EVANS PLACE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C2	31+71.30	3131040.1380	814596.8757	$\Delta=20^{\circ}18'26''$ $L=1231.64'$ $T=622.35'$		44+02.93	3132032.7511	813878.6590
L2	44+02.93	3132032.7511	813878.6590		$N46^{\circ}02'30''W$ $172.07'$	45+75.00	3132152.1880	813754.7983



**AMESBURY
MAIN STREET & EVANS PLACE
ADD ALTERNATE - TRAFFIC SIGN & PAVEMENT MARKING PLAN
SHEET AA - 3**

IDENTIFICATION NUMBER	SIZE OF SIGN (in)		LEGEND	TEXT DIMENSIONS (in)			NUMBER OF SIGNS REQUIRED	COLOR			NUMBER OF POSTS REQUIRED	UNIT AREA (SF)	TOTAL AREA (SF)
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR		BACK-GROUND	LEGEND	BORDER			
R1-1	30	30		SEE 2023 MUTCD			1	RED	WHITE	RED	P5 1	6.25	6.25



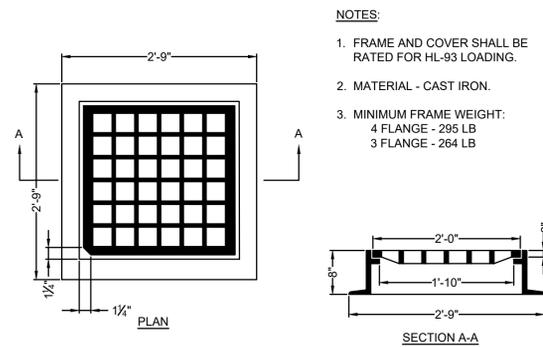


NOTES:

* EXISTING MATERIAL OBTAINED FROM EXCAVATION THAT IS DETERMINED TO BE SUITABLE, AND APPROVED BY THE ENGINEER SHALL BE USED. BACKFILL SHALL BE PLACED IN LAYERS NO MORE THAN 6" IN DEPTH AND THOROUGHLY COMPACTED. BACKFILLING TO A POINT 2' OVER THE PIPE SHALL CONTAIN NO STONES LARGER THAN 3".

**SOFT OR UNSUITABLE MATERIAL EXISTING BELOW THE REQUIRED BEDDING GRADE SHALL BE REMOVED AS DIRECTED AND REPLACED WITH SAND, GRAVEL, CRUSHED STONE OR OTHER SUITABLE MATERIAL AND THOROUGHLY COMPACTED.

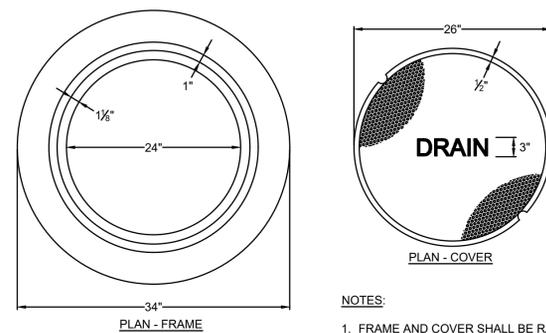
UTILITY TRENCH
 N.T.S.



NOTES:

1. FRAME AND COVER SHALL BE RATED FOR HL-93 LOADING.
2. MATERIAL - CAST IRON.
3. MINIMUM FRAME WEIGHT:
 4 FLANGE - 295 LB
 3 FLANGE - 264 LB

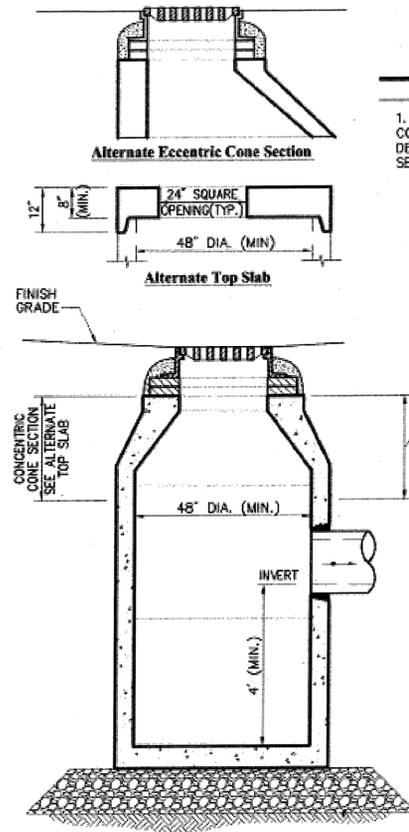
CATCH BASIN FRAME & GRATE (MUNICIPAL STANDARD)
 N.T.S.



NOTES:

1. FRAME AND COVER SHALL BE RATED FOR HL-93 LOADING.
2. MATERIAL - CAST IRON.
3. MINIMUM MASS - 265 LBS.
4. ALL MH FRAMES AND COVERS SHALL BE ADA AND AAB COMPLIANT.
5. MANHOLE COVERS SHALL HAVE A DIAMOND PATTERN, PICK HOLES, AND THE WORD "DRAIN" OR "SEWER" CAST IN 3-INCH LETTERS.

MANHOLE FRAME & COVER (MUNICIPAL STANDARD)
 N.T.S.

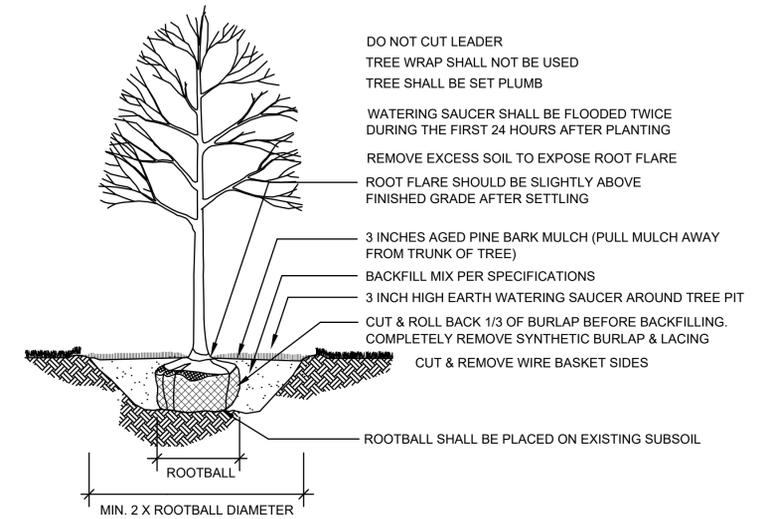


Notes:

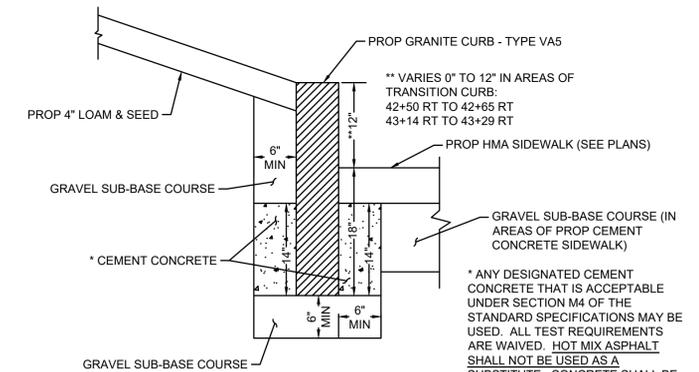
1. BASED ON ACTUAL FIELD CONDITIONS; THE CONTRACTOR SHALL DETERMINE WHICH STYLE OF TOP SECTION SHOULD BE USED.

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

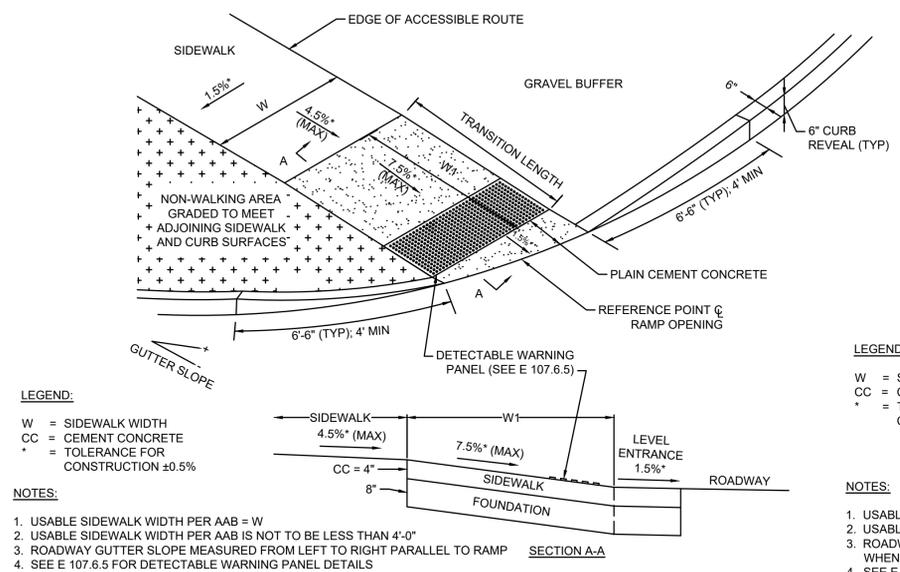
OFFSET CATCH BASIN
 N.T.S.



DECIDUOUS TREE PLANTING
 N.T.S.

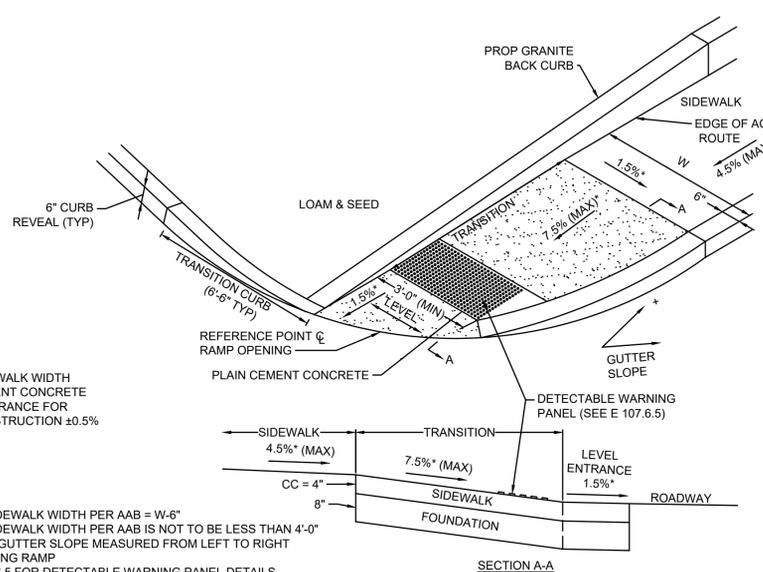


GRANITE BACK CURB
 N.T.S.



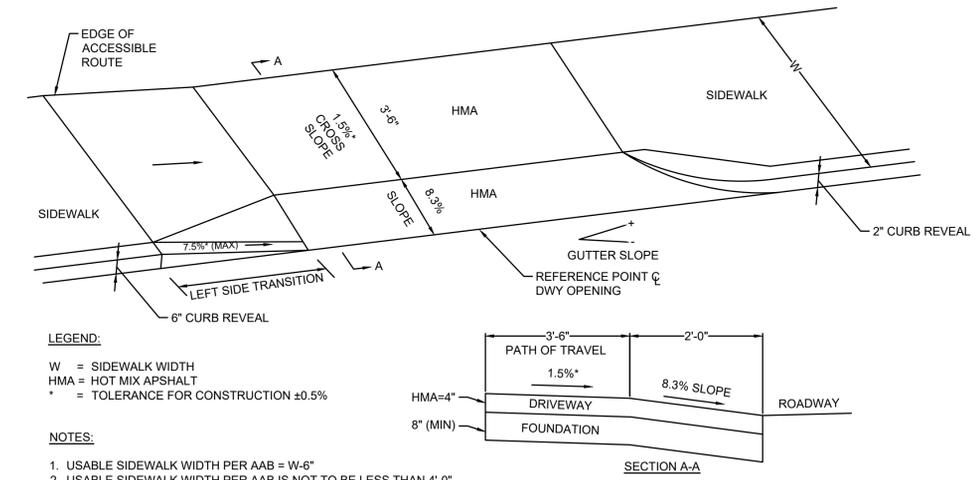
ADD ALT PEDESTRIAN CURB RAMP TYPE A
 N.T.S.

PEDESTRIAN CURB RAMP DATA					
RAMP #	BASELINE REFERENCE	STATION	OFFSET	ROADWAY GUTTER SLOPE	SIDEWALK WIDTH (W)
5	EVANS PLACE	43+57.6	20.6' RT	-0.5%	6'-6"



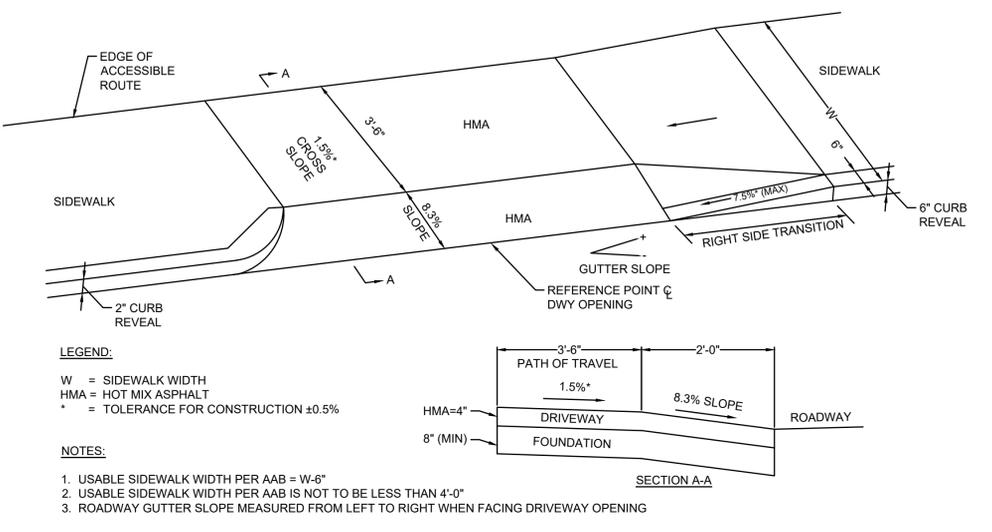
ADD ALT PEDESTRIAN CURB RAMP TYPE B
 N.T.S.

PEDESTRIAN CURB RAMP DATA					
RAMP #	BASELINE REFERENCE	STATION	OFFSET	ROADWAY GUTTER SLOPE	SIDEWALK WIDTH (W)
4	EVANS PLACE	43+29.7	16.5' RT	-0.5%	6'-6"



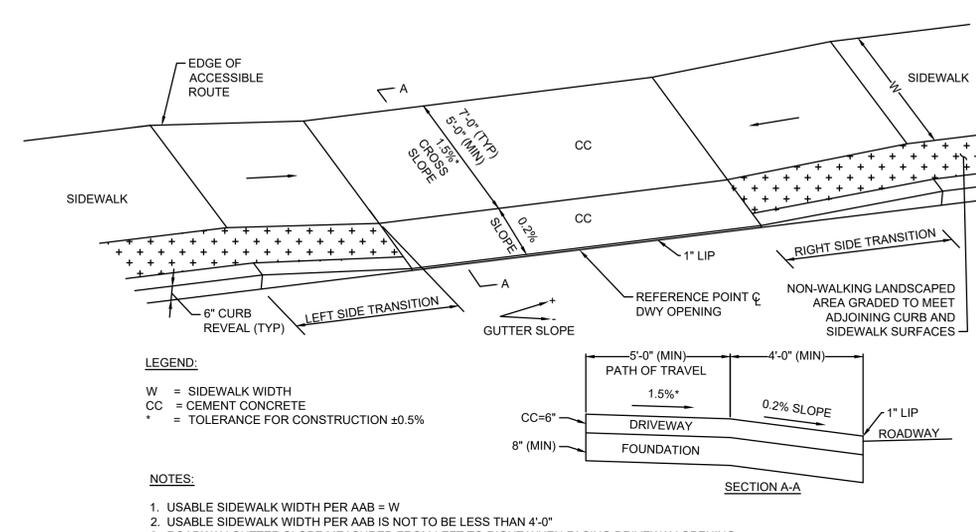
ADD ALT SIDEWALK THROUGH DRIVEWAY TYPE A
 N.T.S.

DWY #	BASELINE REFERENCE	STATION	OFFSET	DRIVEWAY SURFACE	DWY WIDTH @ GUTTER	ROADWAY GUTTER SLOPE	WIDTH OF ACCESSIBLE ROUTE	LEFT SIDE TRANSITION			RIGHT SIDE TRANSITION		
								LENGTH	CURB REVEAL	SW WIDTH (W)	LENGTH	CURB REVEAL	SW WIDTH (W)
								4	EVANS PLACE	40+81.1	13.0' RT	HMA	17'-8"



ADD ALT SIDEWALK THROUGH DRIVEWAY TYPE B
 N.T.S.

DWY #	BASELINE REFERENCE	STATION	OFFSET	DRIVEWAY SURFACE	DWY WIDTH @ GUTTER	ROADWAY GUTTER SLOPE	WIDTH OF ACCESSIBLE ROUTE	LEFT SIDE TRANSITION			RIGHT SIDE TRANSITION		
								LENGTH	CURB REVEAL	SW WIDTH (W)	LENGTH	CURB REVEAL	SW WIDTH (W)
								3	EVANS PLACE	40+62.2	13.0' RT	HMA	16'-9"



ADD ALT SIDEWALK THROUGH DRIVEWAY TYPE C
 N.T.S.

DWY #	BASELINE REFERENCE	STATION	OFFSET	DRIVEWAY SURFACE	DWY WIDTH @ GUTTER	ROADWAY GUTTER SLOPE	WIDTH OF ACCESSIBLE ROUTE	LEFT SIDE TRANSITION			RIGHT SIDE TRANSITION		
								LENGTH	CURB REVEAL	SW WIDTH (W)	LENGTH	CURB REVEAL	SW WIDTH (W)
								5	EVANS PLACE	43+93.8	14.2' RT	CC	29'-8"

