

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

PLAN AND PROFILE OF
SOUTH AVENUE (ROUTE 30)

IN THE CITY/TOWN OF
WESTON
MIDDLESEX COUNTY

FEDERAL AID PROJECT NO.

25% SUBMITTAL

WESTON
SOUTH AVENUE (ROUTE 30)

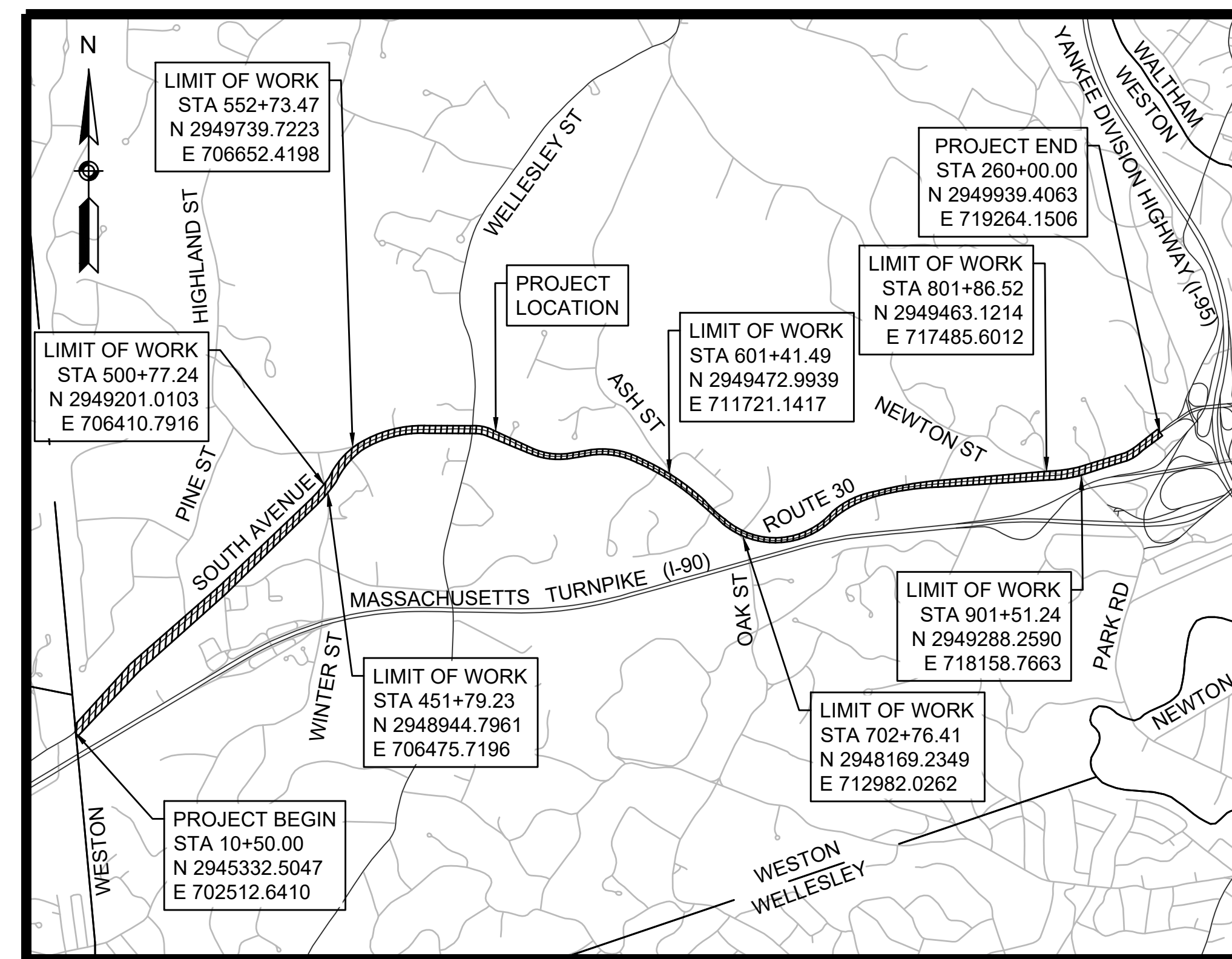
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	1	396
PROJECT FILE NO. 608954			

TITLE SHEET & INDEX

THE MASSACHUSETTS HIGHWAY DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES DATED 1988, AS AMENDED, THE SUPPLEMENTAL SPECIFICATIONS DATED APRIL 1, 2019, THE OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS WITH MASSACHUSETTS AMENDMENTS, THE 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, WILL GOVERN.

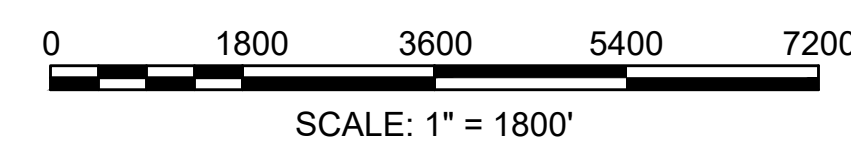
INDEX

SHEET NO.	DESCRIPTION
#	TITLE SHEET & INDEX
2	GENERAL NOTES
3	LEGEND & ABBREVIATIONS
4 - 7	KEY PLAN & BORING LOCATIONS
8 - 13	TYPICAL SECTIONS
14 - 29	CONSTRUCTION BASELINE TIES
30 - 63	CONSTRUCTION PLANS
64 - 85	PROFILE
86 - 90	SIDE STREET PROFILES
91 - 124	TRAFFIC SIGN & PAVEMENT MARKINGS
125 - 126	TRAFFIC SIGN SUMMARY SHEET
127 - 140	TRAFFIC SIGNAL PLANS
141 - 154	TEMPORARY TRAFFIC CONTROL PLANS
155 - 185	UTILITY PLANS
186	CONSTRUCTION DETAILS
187 - 190	WHEELCHAIR RAMP/DRIVEWAY DETAILS
191 - 396	CROSS SECTIONS




DESIGN DESIGNATION (ROUTE 30)

DESIGN SPEED	40 MPH
ADT (2018)	18,097
ADT (2028)	19,996
K	9%
D	52%
T (PEAK HOUR)	3%
T (AVERAGE DAY)	4%
DHV	1,800
DDHV	936
FUNCTIONAL CLASSIFICATION	URBAN MINOR ARTERIAL



LENGTH OF PROJECT = 24100.00 FEET = 4.564 MILES



HOWARD STEIN HUDSON
11 Beacon Street, Suite 1010
Boston, MA 02108
www.hshassoc.com

DATE	DESCRIPTION	REV #
10-15-2020	25% SUBMITTAL	0

massDOT
Massachusetts Department of Transportation
Highway Division

APPROVED

CHIEF ENGINEER

DATE

GENERAL NOTES

SURVEY

- ALL UNDERGROUND UTILITIES AS SHOWN WERE COMPILED USING FIELD SURVEY INFORMATION AND AVAILABLE RECORD INFORMATION PROVIDED BY GREEN INTERNATIONAL AFFILIATES, INC. ON THE PLAN ENTITLED SURVEY BASEPLAN, DATED APRIL 06, 2018.
- THE UNDERGROUND UTILITIES, AS SHOWN ON THE PLANS, HAVE BEEN COMPILED FROM RECORD PLANS, THE ACCURACY AND COMPLETENESS ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE EXACT LOCATION, SIZE, TYPE, ETC. OF ALL UNDERGROUND UTILITIES THAT MAY BE AFFECTED BY THE WORK. AT LEAST 72 HOURS BEFORE DIGGING BEGINS THE CONTRACTOR IS REQUIRED TO CALL DIG SAFE AT (888)344-7233. ALL CITY OWNED UTILITY STRUCTURES WITHIN AREAS AFFECTED BY THE WORK SHALL BE ADJUSTED TO NEW LINE AND GRADE AS DIRECTED BY THE ENGINEER. ANY UTILITY POLES AND/OR GUY POLES WITHIN AREAS AFFECTED BY THE WORK SHALL BE REMOVED AND RESET BY THE RESPECTIVE UTILITY COMPANY. ALTERATIONS TO UTILITIES NOT OWNED BY THE CITY SHALL BE MADE BY THE RESPECTIVE UTILITY OWNERS.
- THE CONTRACTOR SHALL FIELD VERIFY CONDITIONS AND DIMENSIONS PRIOR TO CONSTRUCTION.
- ALL EXISTING PROPERTY LINES HAVE BEEN ESTABLISHED FROM SURVEY. THE RIGHT-OF-WAY LINES POSITIONS HAVE BEEN DETERMINED FROM THAT SURVEY.
- ELEVATIONS SHOWN REFER TO NAVD 88 VERTICAL DATUM. THE COORDINATE INFORMATION INCLUDED ON THESE PLANS IS BASED UPON MASSACHUSETTS GRID SYSTEM, NAD 1983, AS DERIVED FROM GPS CONTROL COORDINATES PROVIDED BY THE MASSDOT HIGHWAY DEPARTMENT SURVEY SECTION, FIELDBOOK NUMBER 40756.
- BENCHMARK INFORMATION:
SEE CONSTRUCTION BASELINE TIES SHEETS 14 - 29 FOR BENCHMARK INFORMATION AND LOCATIONS.

TEMPORARY BENCHMARKS SET:

TBM #1 (MMAG) ELEV = 94.39 TBM #2 (MMAG) ELEV = 97.04

TBM #3 (MMAG) ELEV = 100.26 TBM #4 (MMAG) ELEV = 115.24

TBM #5 (MMAG) ELEV = 121.42 TBM #6 (MSTN) ELEV = 113.45

TBM #8 (MSTN) ELEV = 111.29 TBM #9 (MMAG) ELEV = 113.15

TBM #10 (MMAG) ELEV = 116.92 TBM #11 (MMAG) ELEV = 121.24

TBM #12 (MMAG) ELEV = 129.33 TBM #13 (MMAG) ELEV = 146.91

TBM #14 (MMAG) ELEV = 159.21 TBM #15 (MSTN) ELEV = 167.88

TBM #16 (MMAG) ELEV = 174.18 TBM #17 (MMAG) ELEV = 189.48

TBM #18 (MSTN) ELEV = 213.30 TBM #19 (MSTN) ELEV = 234.84

TBM #20 (MSTN) ELEV = 251.53 TBM #21 (MMAG) ELEV = 259.63

TBM #22 (MMAG) ELEV = 269.63 TBM #23 (MMAG) ELEV = 277.60

TBM #24 (MMAG) ELEV = 275.02 TBM #25 (MMAG) ELEV = 277.04

TBM #26 (MSTN) ELEV = 275.67 TBM #27 (MMAG) ELEV = 273.00

TBM #28 (MMAG) ELEV = 269.36 TBM #29 (MMAG) ELEV = 254.90

TBM #30 (MSTN) ELEV = 242.26 TBM #31 (MSTN) ELEV = 234.26

TBM #32 (MMAG) ELEV = 230.34 TBM #33 (MMAG) ELEV = 229.76

TBM #34 (MMAG) ELEV = 228.23 TBM #35 (MSTN) ELEV = 228.23

TBM #36 (MMAG) ELEV = 228.76 TBM #37 (MMAG) ELEV = 222.49

TBM #38 (MMAG) ELEV = 224.81 TBM #6800 (MMAG) ELEV = 229.88

TBM #40 (MSTN) ELEV = 222.36 TBM #300 (MMAG) ELEV = 221.75

TBM #301 (MMAG) ELEV = 216.04 TBM #302 (MMAG) ELEV = 214.68

TBM #303 (MMAG) ELEV = 214.85 TBM #41 (MMAG) ELEV = 212.50

SURVEY (CON'T)

TBM #42 (MSTN) ELEV = 211.36 TBM #43 (MMAG) ELEV = 209.70

TBM #44 (MMAG) ELEV = 204.20 TBM #45 (MMAG) ELEV = 198.73

TBM #46 (MSTN) ELEV = 197.03 TBM #47 (MSTN) ELEV = 199.35

TBM #48 (MMAG) ELEV = 200.52 TBM #49 (MSTN) ELEV = 199.29

TBM #50 (MMAG) ELEV = 198.92 TBM #51 (MMAG) ELEV = 200.12

TBM #52 (MMAG) ELEV = 198.52 TBM #53 (MSTN) ELEV = 191.70

TBM #54 (MMAG) ELEV = 184.63 TBM #55 (MMAG) ELEV = 183.26

TBM #56 (MMAG) ELEV = 191.95 TBM #57 (MMAG) ELEV = 199.33

- MASSDOT WILL PERFORM A RECONNAISSANCE OF THE SITE AT THE TIME OF OR PRIOR TO CONSTRUCTION TO VERIFY THE SURVEY CONTROL AND REPLACE THE MISSING OR NECESSARY SURVEY CONTROL.

UTILITIES

- 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.
- THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF ELECTRIC, TELEPHONE, AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES AT NO ADDITIONAL COST TO THE OWNER. IF THE CONTRACTOR ADJUSTS UTILITY COVERS IT SHALL BE DEEMED PART OF THE WORK AND THERE WILL BE NO ADDITIONAL COMPENSATION.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE NECESSITY OF MAKING HIS OWN INVESTIGATION IN ORDER TO ASSURE THAT NO DAMAGE TO EXISTING STRUCTURES, DRAINAGE LINES, TRAFFIC SIGNAL CONDUITS, ETCETERA, WILL OCCUR.
- THE CONTRACTOR SHALL NOTIFY MASSACHUSETTS DIG SAFE AND PROCURE A DIG SAFE NUMBER FOR EACH LOCATION PRIOR TO DISTURBING EXISTING GROUND IN ANY WAY. THE TELEPHONE NUMBER OF THE DIG SAFE CALL CENTER IS 1-888-344-7233.*
- NO EXISTING PUBLIC UTILITY STRUCTURES SHALL BE ABANDONED AND/OR DISMANTLED WITHOUT AUTHORIZATION FROM THE ENGINEER.
- DRAINAGE ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSE 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 ADJUSTMENT TO LINE AND GRADE UP TO A DEPTH OF 5 FEET SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5 FEET WILL BE PAID UNDER CLASS B TRENCH EXCAVATION.

CONSTRUCTION

- AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DAMAGED BY THE CONTRACTOR'S OPERATIONS, INCLUDING STAGING AREAS, SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR IS HEREBY NOTIFIED THAT ADDITIONAL WORK WITHIN THE PROJECT LIMITS MAY BE PERFORMED BY OTHERS. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO COORDINATE WITH ANY SUCH WORK. NO ADDITIONAL COMPENSATION WILL BE MADE FOR EXTRA WORK DAYS, DELAYS, OR RESCHEDULING OF WORK TO ACCOMMODATE ANY OTHER CONSTRUCTION, PERMIT AND/OR MAINTENANCE OPERATIONS IN THE AREA.
- JOINTS BETWEEN NEW HOT MIX ASPHALT, ROADWAY PAVEMENT, AND THE LOCATIONS OF SAW CUT FOR EXISTING PAVEMENT SHALL BE SEALED WITH HOT Poured RUBBERIZED ASPHALT AND BACKSANDDED.
- ALL GRADING SHALL COMPLY WITH THE RULES AND REGULATIONS OF THE MASSACHUSETTS ARCHITECTURAL ACCESS BOARD (MAAB) AND THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES (ADAAG), LATEST EDITION. IN CASE OF CONFLICT BETWEEN REGULATIONS, THE GUIDELINE PROVIDING GREATER ACCESS SHALL APPLY. WHEELCHAIR RAMP INSTALLATIONS SHALL BE IN ACCORDANCE WITH THE MASSDOT WHEELCHAIR RAMP STANDARDS-LATEST EDITION AND THE PLANS.
- WHERE THE NEW CONSTRUCTION IS WITHIN THE EXISTING TRAVELED WAY, THE CONTRACTOR SHALL PERFORM WORK SO THAT INTERFERENCE TO BUSINESS CONCERNS AND ABUTTERS, ON ACCOUNT OF THE CONSTRUCTION WORK, IS KEPT TO A MINIMUM. THE CONTRACTOR WILL NOT BE ALLOWED TO PARK EQUIPMENT, OR STOCKPILE MATERIAL ON THE TRAVELED WAYS OVERNIGHT OR WHEN NOT IN USE. THE CONTRACTOR SHALL MAINTAIN SAFE AND REASONABLE ACCESS TO AND FROM ABUTTING PROPERTIES AT ALL TIMES AT NO ADDITIONAL COST.

CONSTRUCTION (CONT'D)

- THE CONTRACTOR SHALL DISPOSE OF ALL WASTE MATERIAL IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS AT HIS OWN EXPENSE, OUTSIDE OF THE PROJECT LIMITS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR INVESTIGATING AND CONFIRMING THAT ALL ITEMS TO BE REUSED ARE IN SERVICEABLE CONDITION. IF IT IS DEEMED THAT ANY ITEM IS NOT ABLE TO BE REUSED, THE CONTRACTOR SHALL NOTIFY THE OWNER IN WRITING AND INCLUDE ESTIMATED COSTS TO INSTALL NEW.

TRAFFIC

- THE CONE OF VISION FOR ALL OPTICALLY PROGRAMMED VEHICLE INDICATIONS SHALL BE FIELD INSPECTED AND APPROVED BY THE RESIDENT ENGINEER.
- THE MINIMUM MOUNTING HEIGHT OF POST-MOUNTED SIGNS, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE TOP OF THE CURB OR SIDEWALK, OR TO THE ELEVATION OF THE NEAR EDGE OF THE TRAVELED WAY, SHALL BE 7 FEET UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- TRAFFIC SIGNAL CONDUIT SHALL BE 3" PVC UNLESS OTHERWISE NOTED.

TEMPORARY TRAFFIC CONTROL

- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR TRAFFIC MANAGEMENT AND TO COMPLY WITH CONDITIONS OUTLINED WITHIN THE SPECIFICATIONS AND MASSDOT HIGHWAY DIVISION STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TRAFFIC MANAGEMENT PLANS MANUAL.
- THIS PLAN DEPICTS IN SCHEMATIC FORM, THE ELEMENTS OF AN APPROACH TO THE LAYOUT AND PLANNING OF THE WORK DURING THE PROGRESS OF THE CONSTRUCTION OPERATIONS. THE PREPARER OF THIS PLAN HAS NO ROLE IN THE OVERSIGHT OR OTHERWISE IN THE IMPLEMENTATION OF THIS PLAN.
- CONTRACTOR SHALL SUBMIT TO THE RESIDENT ENGINEER TRAFFIC MANAGEMENT PLANS FOR REVIEW AND APPROVAL BY MASSDOT HIGHWAY DIVISION. CONTRACTOR SHALL COORDINATE THE CONSTRUCTION EFFORT WITH OTHER PROJECTS IN THE VICINITY IN ORDER TO MINIMIZE POTENTIAL TRAFFIC AND PARKING IMPACTS.
- THE TEMPORARY TRAFFIC CONTROL PLANS CONTAINED HEREIN ARE GIVEN AS A GUIDE FOR TYPICAL WORK ZONE TRAFFIC CONTROL APPLICATIONS FOR THE TYPES OF WORK ANTICIPATED FOR THIS PROJECT. THEY ARE NOT INTENDED TO COVER ALL POSSIBLE CONSTRUCTION OPERATIONS WHICH THE CONTRACTOR MAY CHOOSE TO EMPLOY. WORK ZONE TRAFFIC CONTROL FOR OTHER CONSTRUCTION OPERATIONS OR OTHER TRAFFIC SITUATIONS IF APPLICABLE SHALL BE IN ACCORDANCE WITH THE CURRENT M.U.T.C.D. AND AS APPROVED OR DIRECTED BY RESIDENT ENGINEER.
- LANE RESTRICTIONS (OTHER THAN ACTIVE WORK ZONES) MAY NOT REMAIN OVERNIGHT OR DURING NON-WORKING HOURS AND MUST BE REMOVED BY THE END OF EACH WORKING TIME RESTRICTION. AFTER EACH WORKING DAY, TRAFFIC CONTROL DEVICES THAT ARE NOT REQUIRED SHALL BE MOVED OFF THE ROADWAY OR FULL DEPTH CONSTRUCTION AREA AND PLACED SO AS NOT TO IMPEDE PEDESTRIAN AREAS, ABUTTER ACCESS OR CAUSE CONFUSION TO ROADWAY USERS. IN CERTAIN CIRCUMSTANCES, AND ONLY WITH THE APPROVAL OF MASSDOT HIGHWAY DIVISION, CAN LANE RESTRICTIONS REMAIN OVERNIGHT, REFLECTORIZED DRUMS MAY BE FITTED WITH STEADY BURN AND/OR FLASHING WARNING LIGHTS AT ONLY THE RESIDENT ENGINEERS DIRECTION.
- PLACE ALL CONSTRUCTION SIGNING, TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS FOR EACH PHASE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- THESE PLANS ARE NOT INTENDED TO LIMIT THE CONTRACTORS RIGHT TO SCHEDULE THE WORK BUT TO OUTLINE ONE WAY OF PROGRESSING. THE CONTRACTOR IS EXPECTED TO USE KNOWLEDGE AND EXPERIENCE TO PERFORM THE WORK IN THE MOST EFFICIENT MANNER IN COMPLIANCE WITH THE DRAWING AND SPECIFICATIONS AND THE REQUIREMENTS OF THE INDIVIDUAL AGENCIES AND ABUTTERS.
- CONTRACTOR SHALL SECURE WORK AREAS ACCORDING TO CURRENT CONDITIONS TO ENSURE PUBLIC SAFETY AND CONVENIENCE. THIS SHALL INCLUDE ENSURING THAT ALL EXCAVATIONS ARE PROTECTED AT ALL TIMES AND WHEN WORK SHIFT IS COMPLETED.
- THE CONTRACTOR SHALL SUBMIT TO THE RESIDENT ENGINEER FOR REVIEW AND APPROVAL BY MASSDOT HIGHWAY DIVISION, THE DESIGNER, TEMPORARY TRAFFIC CONTROL PLANS FOR ANY WORK OUTSIDE THE WORK ZONES INDICATED IN THESE DRAWINGS, INCLUDING ALTERNATIVE PHASING OR MODIFICATION OF ANY ASPECT OF THE TEMPORARY TRAFFIC CONTROL PLANS OR CONSTRUCTION STAGING. THE CONTRACTOR SHALL BEAR RESPONSIBILITY FOR THE SUBMISSION AND REVIEW OF ALTERNATIVE PLANS, AT NO ADDITIONAL COST.
- EXISTING CONDITIONS ARE FOR CONTRACTOR INFORMATION ONLY AND ARE EXISTING CONDITIONS AT THE TIME OF DESIGN. THE CONTRACTOR SHALL VERIFY, AS NECESSARY, ACTUAL FIELD CONDITIONS AT TIME OF CONSTRUCTION.
- TYPICAL DAYTIME WORK HOURS ARE FROM 9:00 AM TO 3:30 PM ON WEEKDAYS, UNLESS OTHERWISE PERMITTED BY MASSDOT HIGHWAY DIVISION. WORK SHALL NOT BE PERFORMED THE DAY BEFORE, OR THE DAY AFTER, A HOLIDAY WEEKEND, UNLESS OTHERWISE PERMITTED BY MASSDOT HIGHWAY DIVISION. REFER TO TEMPORARY TRAFFIC CONTROL PLANS, SPECIFICATIONS, AND PERMITS FOR MODIFICATION TO ALLOWABLE WORK PERIODS. ALL WORK SCHEDULES, HOWEVER, SHALL BE PRE-APPROVED BY THE DEPARTMENT PRIOR TO BEGINNING WORK. WORK NECESSARY OUTSIDE OF THESE NORMAL WORK HOURS BECAUSE OF TRAFFIC CONDITIONS, AS NOTED IN THE PLANS OR SPECIFICATIONS, SHALL BE APPROVED BY MASSDOT HIGHWAY DIVISION.

WESTON
SOUTH AVENUE (ROUTE 30)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	2	396
PROJECT FILE NO.		608954	

GENERAL NOTES

TEMPORARY TRAFFIC CONTROL (CONT')

- CONTRACTOR SHALL PROVIDE DETAILS FOR TRAFFIC CONTROL AS DIRECTED BY THE MASSDOT RESIDENT ENGINEER AND IN ACCORDANCE WITH THE SPECIFICATIONS. CONTRACTOR SHALL BE GUIDED BY TEMPORARY TRAFFIC CONTROL LAYOUTS PROVIDED FOR SPECIFIC LOCATIONS, AND BY TYPICAL LAYOUTS AT ALL OTHER LOCATIONS. TYPICAL LAYOUTS SHALL CONFORM TO PART 6 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
- WORK ZONES INDICATED ON THE TEMPORARY TRAFFIC CONTROL PLANS ARE INTENDED FOR THE DURATION OF THE WORK WITHIN THE ZONES ONLY AND SHALL BE RESTORED TO CONDITIONS ACCEPTABLE TO THE MASSDOT HIGHWAY DIVISION AT COMPLETION OF THE WORK INDICATED.
- CONTRACTOR SHALL COORDINATE WITH MASSDOT HIGHWAY DIVISION CONCERNING ALL SCHEDULED SPECIAL EVENTS WITHIN THE LIMITS OF WORK.
- THE CONTRACTOR SHALL AT ALL TIMES COORDINATE ROAD AND LANE CLOSURES, AND OTHER DISRUPTIONS IN THE PROJECT AREA, WITH MBTA BUS OPERATIONS.

CHANNELIZATION:

- CHANNELIZATION SHALL BE ACCOMPLISHED THROUGH THE USE OF REFLECTORIZED PLASTIC DRUMS IN ACCORDANCE WITH THE CURRENT M.U.T.C.D. ALL LANE TAPERS SHALL BE IN ACCORDANCE WITH THE CURRENT M.U.T.C.D.
- ALL DRUMS SHALL BE PLACED AND MOVED AS NECESSARY TO MAINTAIN ADEQUATE ABUTTER ACCESS AT ALL TIMES. WORK MAY REQUIRE ADDITIONAL SIGNS, DRUMS, AND OTHER TRAFFIC CONTROL DEVICES.
- THE MAXIMUM SPACING BETWEEN CHANNELIZATION DEVICES (DRUMS OR CONES) SHALL BE APPROXIMATELY EQUAL IN FEET TO THE POSTED SPEED LIMIT. THE MINIMUM SPACING SHALL BE 20' 0.C.
- METAL DRUMS ARE PROHIBITED AS CHANNELIZATION DEVICES.

GRADE DIFFERENCES:

- WHERE THERE IS A LONGITUDINAL DIFFERENCE IN ELEVATION BETWEEN EXISTING PAVEMENT AND COLD PLANED OR NEW PAVEMENT, THE CONTRACTOR SHALL PATCH A TEMPORARY HMA WEDGE WITH A 12:1 (OR FLATTER) SLOPE FOR A SMOOTH TRANSITION.
- CROSS-SECTIONAL GRADE DIFFERENCED IN EXCESS OF 2" DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF REFLECTORIZED DRUMS, OR CONES AS DIRECTED BY MASSDOT HIGHWAY DIVISION.
- CROSS-SECTIONAL GRADE DIFFERENCES IN EXCESS OF 4" DURING NON-WORKING HOURS SHALL BE PROTECTED BY BACKFILLING WITH A WEDGE OF EARTHWORK TO BE COMPACTED AT 4:1 SLOPE AND WILL ALSO REQUIRE DELINEATION BY USE OF DRUMS.
- A MINIMUM SLOPE OF 4:1 MUST BE MAINTAINED AFTER WORKING HOURS DURING SUBBASE AND BASE COURSE INSTALLATION ALONG EDGE OF THE TRAVEL WAY. A MINIMUM SLOPE OF 8:1 MUST BE MAINTAINED ON ALL ABUTTER ACCESS DRIVES AND A MINIMUM SLOPE OF 12:1 MUST BE MAINTAINED ON ALL SIDEWALKS.

CONSTRUCTION SIGNING:

- LOCATIONS OF SIGNS SHOWN ARE APPROXIMATE. EXACT LOCATION SHALL BE DETERMINED BY THE CONTRACTOR IN THE FIELD. THE CONTRACTOR SHALL ENSURE THAT SIGNS ARE PLACED IN ACCORDANCE WITH THE CURRENT M.U.T.C.D.
- EXISTING SIGNING WHICH CONFLICTS WITH PROPOSED CONSTRUCTION TRAFFIC MANAGEMENT SIGNING SHALL BE REMOVED AND STACKED OR COVERED AND RESTORED AT THE END OF THE WORK.
- ALL SIGNS SHALL BE COVERED OR REMOVED WHEN CONDITION IS NOT IN EFFECT.
- THE MINIMUM MOUNTING HEIGHT OF POST-MOUNTED SIGNS, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE TOP OF THE CURB OR SIDEWALK, OR TO THE ELEVATION OF THE NEAR EDGE OF THE TRAVELED WAY, SHALL BE 7 FEET UNLESS OTHERWISE SPECIFIED ON THE PLANS.

PAVEMENT MARKINGS:

- UNLESS OTHERWISE NOTED, ALL PAVEMENT MARKINGS, SIGNS AND OTHER TRAFFIC EQUIPMENT REMOVED OR DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUTCD.
- CONTRACTOR SHALL INSTALL, RENEW AND MAINTAIN ALL TRAFFIC CONTROL DEVICES INCLUDING PAVEMENT MARKINGS AS SHOWN ON THE DRAWINGS, IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND AS REQUIRED BY THE MASSDOT RESIDENT ENGINEER.
- CONTRACTOR SHALL REMOVE ALL PAVEMENT MARKINGS WHICH CONFLICT WITH PROPOSED PAVEMENT MARKINGS. THE METHOD OF REMOVAL SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF MASSDOT HIGHWAY DIVISION.
- ALL TEMPORARY PAVEMENT MARKINGS SHALL BE MAINTAINED THROUGHOUT THE ENTIRE SEQUENCE. ALL EXISTING MARKING WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND REPLACED AS INDICATED ON THE PAVEMENT MARKING PLANS.

ABBREVIATIONS

WESTON SOUTH AVENUE (ROUTE 30)			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	3	396
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LEGEND & ABBREVIATIONS

GENERAL

AADT	ANNUAL AVERAGE DAILY TRAFFIC
ABAN	ABANDON
ADJ	ADJUST
AD	ALGEBRAIC DIFFERENCE
ADT	AVERAGE DAILY TRAFFIC
APPROX.	APPROXIMATE
A.C.	ASPHALT CONCRETE
ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE
BIT.	BITUMINOUS
BC	BOTTOM OF CURB
BD.	BOUND
B	BASELINE
BLDG	BUILDING
BM	BENCH MARK
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
CFT	COMPOST FILTER TUBE
CI	CURB INLET
CL	CLASS (CONCRETE, EXCAVATION, ETC.)
CIP	CAST IRON PIPE
CIT	CHANGE IN TYPE
CLF	CHAIN LINK FENCE
C	CENTERLINE
CMP	CORRUGATED METAL PIPE
CSP	CORRUGATED STEEL PIPE
CO.	COUNTY
CONC	CONCRETE
CONT	CONTINUOUS
CONT'	CONTINUED
CONST	CONSTRUCTION
CSM	CEMENT STONE MASONRY
CR GR	CROWN GRADE
DDHV	DIRECTIONAL DESIGN HOURLY VOLUME
DHV	DESIGN HOURLY VOLUME
DCO	DRAIN CLEANOUT
DI	DROP INLET
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DMH	DRAIN MANHOLE
DW	STEADY DON'T WALK - PORTLAND ORANGE
DWY	DRIVEWAY
ELEV (OR EL.)	ELEVATION
EMB	EMBANKMENT
EOP	EDGE OF PAVEMENT
EXIST (OR EX)	EXISTING
EXC	EXCAVATION
F&C	FRAME AND COVER
F&G	FRAME AND GRATE
FDN.	FOUNDATION
FLDSTN	FIELDSTONE
GAR	GARAGE
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
HP	HIGH POINT
HSD	HEADLIGHT SIGHT DISTANCE
HYD	HYDRANT
ID	INLINE DRAIN
INV	INVERT
JCT	JUNCTION
L	LENGTH OF CURVE
LB	LEACHING BASIN
LP	LOW POINT
LT	LEFT
MAX	MAXIMUM
MB	MAIL BOX
MH	MANHOLE
MHB	MASSACHUSETTS HIGHWAY BOUND
MIN	MINIMUM
NIC	NOT IN CONTRACT
NO.	NUMBER
O.C.	ON CENTER
PBS	POST BOTH SIDES
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
P.G.L	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PMB	PRE-FABRICATED MODULAR BLOCK
POC	POINT ON CURVE
POT	POINT ON TANGENT

GENERAL (CONT)

PRC	POINT OF REVERSE CURVATURE
PROJ	PROJECT
PROP	PROPOSED
PSB	PLANTABLE SOIL BORROW
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
PVMT	PAVEMENT
PWW	PAVED WATER WAY
R	RADIUS OF CURVATURE
R&D	REMOVE AND DISCARD
R&T	REMOVE & TRANSPORT
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
RDWY	ROADWAY
REB	REBUILT
REM	REMOVE
REMOD	REMODELED
RET	RETAIN
RET WALL	RETAINING WALL
ROW	RIGHT-OF-WAY
RR	RAILROAD
R&R	REMOVE AND RESET
R&S	REMOVE AND STACK
RT	RIGHT
S	SLOPE
SB	STONE BOUND
SHLD	SHOULDER
SMH	SEWER MANHOLE
ST	STREET
STA	STATION
SSD	STOPPING SIGHT DISTANCE
SHLO	STATE HIGHWAY LAYOUT LINE
SW	SIDEWALK
T	TANGENT DISTANCE OF CURVE/
T	TRUCK PERCENTAGE
TAN	TANGENT
TEMP	TEMPORARY
TC	TOP OF CURB
TOS	TOP OF SLOPE
TYP	TYPICAL
UP	UTILITY POLE
VAR	VARIABLE
VERT	VERTICAL
VC	VERTICAL CURVE
WCR	WHEELCHAIR RAMP
WG	WATER GATE
WIP	WROUGHT IRON PIPE
WM	WATER METER/WATER MAIN
X-SECT	CROSS SECTION

TRAFFIC SIGNAL

CAB	CABINET
CCVE	CLOSED CIRCUIT VIDEO EQUIPMENT
DW	UPRAISED HAND SYMBOL
FDW	FLASHING UPRAISED HAND SYMBOL
FR	FLASHING CIRCULAR RED
FY	FLASHING CIRCULAR YELLOW
FRL	FLASHING RED LEFT ARROW
FRR	FLASHING RED 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
OP	OPTICOM
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	WALKING PERSON SYMBOL
Y	STEADY CIRCULAR YELLOW
YL	STEADY YELLOW LEFT ARROW
YR	STEADY YELLOW RIGHT ARROW

LEGEND

CIVIL/UTILITY/SURVEY LEGEND

EXISTING	PROPOSED	
		DRAIN MANHOLE
		SEWER MANHOLE
		TELEPHONE MANHOLE
		CABLE TV MANHOLE
		ELECTRIC MANHOLE
		WATER MANHOLE
		OTHER MANHOLE
		DEEP SUMP CATCH BASIN
		CATCH BASIN WITH OFFSET
		GUTTER INLET
		INLINE DRAIN
		DROP INLET
		GAS GATE
		WATER GATE
		LIGHT POLE
		UTILITY POLE
		UTILITY POLE WITH LIGHT
		GUY WIRE
		HYDRANT
		SIGN
		MAILBOX
		LIGHT POLE
		ELECTRIC HANDHOLE
		TRAFFIC CONTROL BOX
		TREE UNDER 12" DIAMETER
		GPS LOCATED TREES (TOWN OF WESTON)
		MONUMENT
		ORNAMENTAL BOLLARD
		PEDESTRIAN BEACON
		TRASH CAN
		BUSH
		BIKE RACK
		FENCE
		GRANITE CURB
		SURVEY TRAVERSE
		TEMPORARY BENCHMARK
		WATER
		DRAIN
		SEWER
		FIBER OPTICS
		LIGHTING
		ELECTRIC
		TELEPHONE
		CABLE TELEVISION
		GAS

TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING (TO REMAIN)	REMOVE/ABANDON	DESCRIPTION
			CONTROLLER CABINET
			SIGNAL POST
			MAST ARM
			VEHICULAR SIGNAL
			OPTICALLY PROGRAMMED VEHICULAR SIGNAL
			BICYCLE SIGNAL
			PEDESTRIAN SIGNAL
			VIDEO DETECTION
			PEDESTRIAN PUSH BUTTON
			PULL BOX
			CONDUIT
			LOOP DETECTOR
			PRE-EMPTION RECEIVER
			PRE-EMPTION CONFIRMATION STROBE
			PTZ TRAFFIC CAMERA

PAVEMENT MARKING LEGEND

	6" SOLID WHITE LINE
	6" SOLID YELLOW LINE
	6" SOLID WHITE LINE
	6" BROKEN WHITE LINE 10' MARK - 30' SKIP
	6" DOTTED WHITE LINE EXTENSION 2' MARK - 6' SKIP
	6" DOTTED WHITE LINE 3' MARK - 9' SKIP
	12" SOLID WHITE CHANNELIZATION LINE
	12" SOLID YELLOW CHANNELIZATION LINE
	2-6" DOUBLE YELLOW LINE
	WHITE STOP LINE (12" UNLESS OTHERWISE SPECIFIED)
	WHITE - CROSS WALK (12" LINES, 10' O.C.; 12" LONGITUDINAL LINES, 4' O.C.) (UNLESS OTHERWISE SHOWN)
	CROSSWALK (12" LINES, 8' O.C.; 12" LONGITUDINAL LINES, 3' O.C.)
	12" SOLID WHITE GORE LINE (SEE SHEET 12 FOR DETAIL)
	12" SOLID YELLOW GORE LINE (SEE SHEET 12 FOR DETAIL)
	6" DOTTED YELLOW LINE EXTENSION 2' MARK - 4' SKIP
	YIELD LINE (SEE SHEET 11 FOR DETAIL)
	YIELD LINE FOR SEPARATED BIKE LANE (SEE SHEET 11 FOR DETAIL)
	RAISED INTERSECTION MARKING (SEE SHEET 11 FOR DETAIL)
	BIKE LANE SYMBOL (SEE SHEET 11 FOR DETAIL)
	SHARED USE LANE SYMBOL (SEE SHEET 11 FOR DETAIL)
	BIKE DETECTION SYMBOL (SEE SHEET 13 FOR DETAIL)

TEMPORARY TRAFFIC CONTROL PLAN LEGEND

	DIRECTION OF TRAVEL / NUMBER OF TRAVEL LANES
	STACKABLE REFLECTORIZED TRAFFIC DRUM
	42" TRAFFIC CONE
	WORK AREA
	SINGLE SIGN POST
	FLAGGER
	POLICE DETAIL
	PEDESTRIAN FLOW
	TYPE III BARRICADE
	TAPERED PRECAST CONCRETE TRAFFIC BARRIER
	HIGH MOUNTED INTERNALLY ILLUMINATED FLASHING ARROW
	VARIABLE MESSAGE BOARD
	72" CHAIN LINK FENCE
	TEMPORARY CONCRETE BARRIER
	TEMPORARY CONCRETE BARRIER WITH 72" CLF
	TEMPORARY IMPACT ATTENUATOR
	VEHICLE MOUNTED MOVABLE IMPACT ATTENUATOR
	PROPOSED GRANITE CURB TO BE INSTALLED
	NEW INSTALLED CURB
	PROPOSED WORKZONE
	PEDESTRIAN MANAGEMENT GUIDANCE SYSTEM

CONSTRUCTION PLAN LEGEND

	PROPOSED WHEELCHAIR RAMP
	PROPOSED DRAINAGE MANHOLE
	PROPOSED DRIVEWAY
	PROPOSED CATCH BASIN
	CURVE NUMBER
	PAVEMENT SAWCUT LINE
	LINE OF EASEMENT

* CONTRACTOR SHALL MAINTAIN ALL PAVEMENT MARKINGS SHOWN BOLD ON THE TRAFFIC MANAGEMENT DRAWINGS. NEW PAVEMENT MARKINGS FOR EACH TRAFFIC MANAGEMENT PHASE ARE SHOWN WITH LABELS AND DIMENSIONS. ALL PAVEMENT MARKINGS THAT NEED TO BE MAINTAINED FOR GREATER THAN SIX MONTHS SHALL BE THERMOPLASTIC. PAVEMENT MARKINGS SHOWN ON THE EXISTING CONDITIONS PLANS ARE FOR CONTRACTOR INFORMATION ONLY.