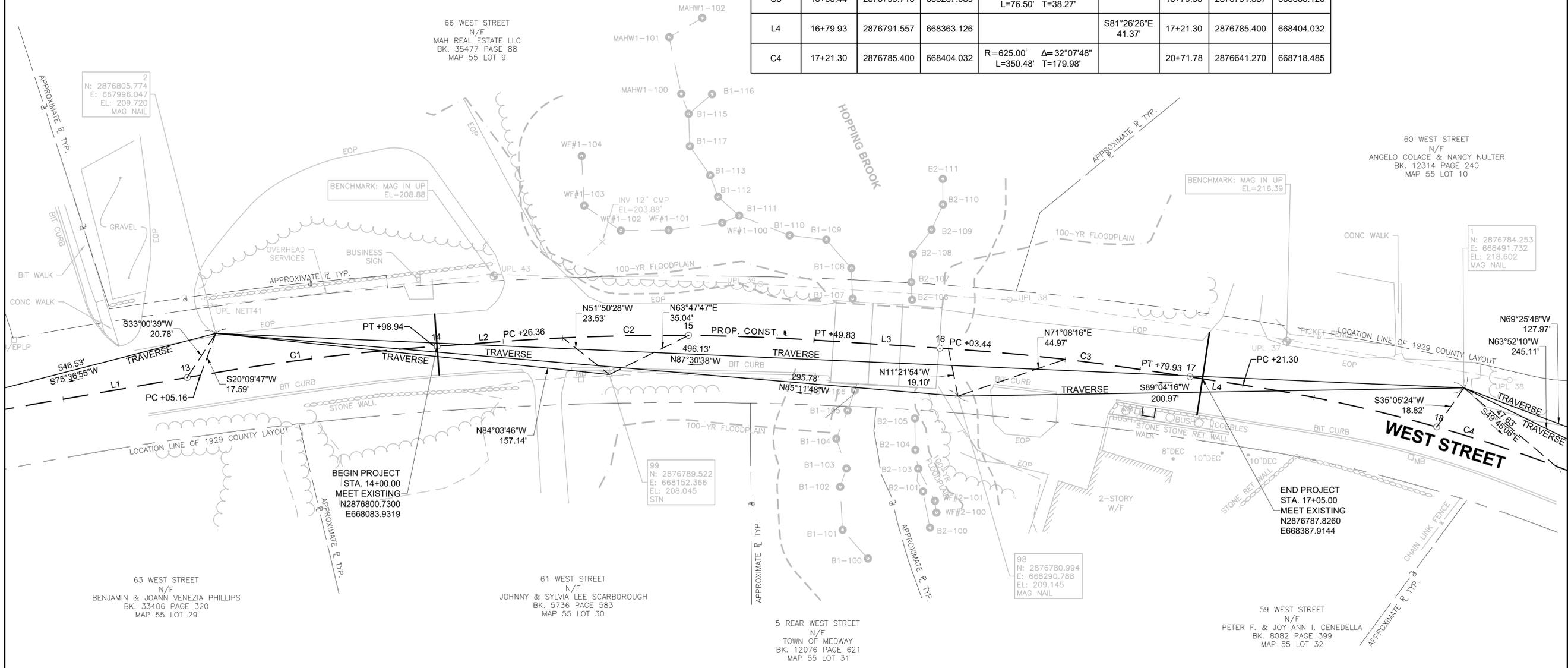




WEST STREET CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L1	10+00.00	2876737.146	667689.149		N80°10'22"E 305.16'	13+05.16	2876789.230	667989.834
C1	13+05.16	2876789.230	667989.834	R = 950.00' Δ= 5°39'22" L=93.78' T=46.93'		13+98.94	2876800.653	668082.879
L2	13+98.94	2876800.653	668082.879		N85°49'44"E 27.41'	14+26.36	2876802.647	668110.217
C2	14+26.36	2876802.647	668110.217	R = 900.00' Δ= 7°51'38" L=123.47' T=61.83'		15+49.83	2876803.165	668233.591
L3	15+49.83	2876803.165	668233.591		S86°18'38"E 53.61'	16+03.44	2876799.716	668287.089
C3	16+03.44	2876799.716	668287.089	R = 900.00' Δ= 4°52'12" L=76.50' T=38.27'		16+79.93	2876791.557	668363.126
L4	16+79.93	2876791.557	668363.126		S81°26'26"E 41.37'	17+21.30	2876785.400	668404.032
C4	17+21.30	2876785.400	668404.032	R = 625.00' Δ= 32°07'48" L=350.48' T=179.98'		20+71.78	2876641.270	668718.485



PREPARED FOR
 TOWN OF MEDWAY
 155 VILLAGE STREET
 MEDWAY, MA

**BRIDGE NO. M-13-013(7W9)
 WEST STREET OVER HOPPING BROOK
 MEDWAY, MASSACHUSETTS**

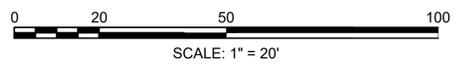
REVISIONS		
NO.	REVISION	DATE

05/03/21
 DRAWN/DESIGN BY: SPM CHECKED BY: GJH

**CONSTRUCTION
 BASELINE TIES**

SCALE: 1"=20'
 18064
 4 OF 19

18064_HD(SC).DWG 3/14/2019

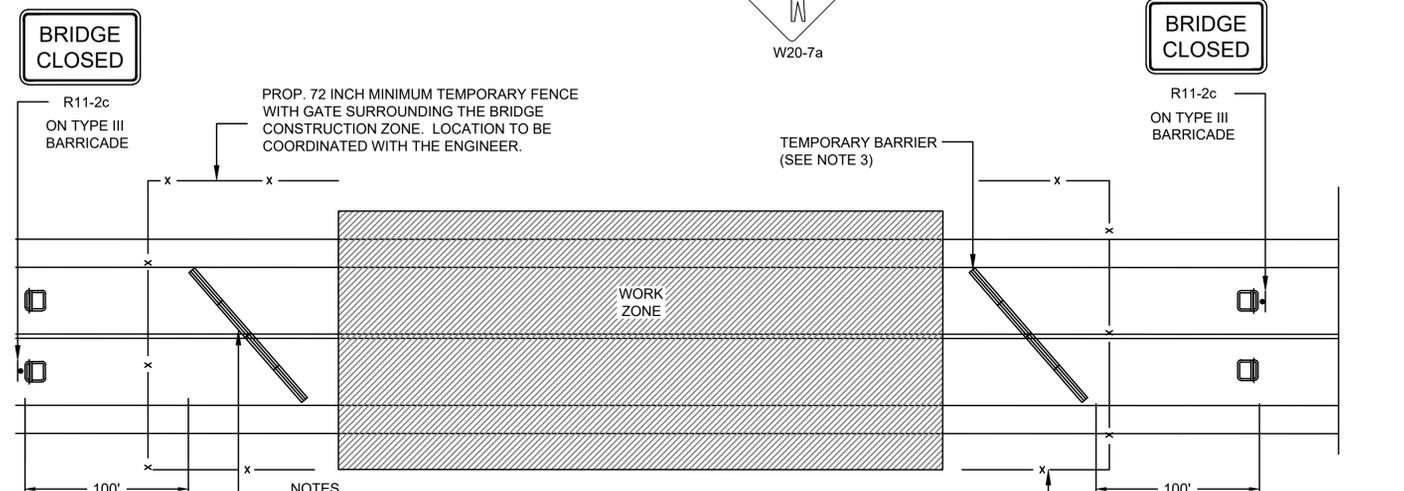
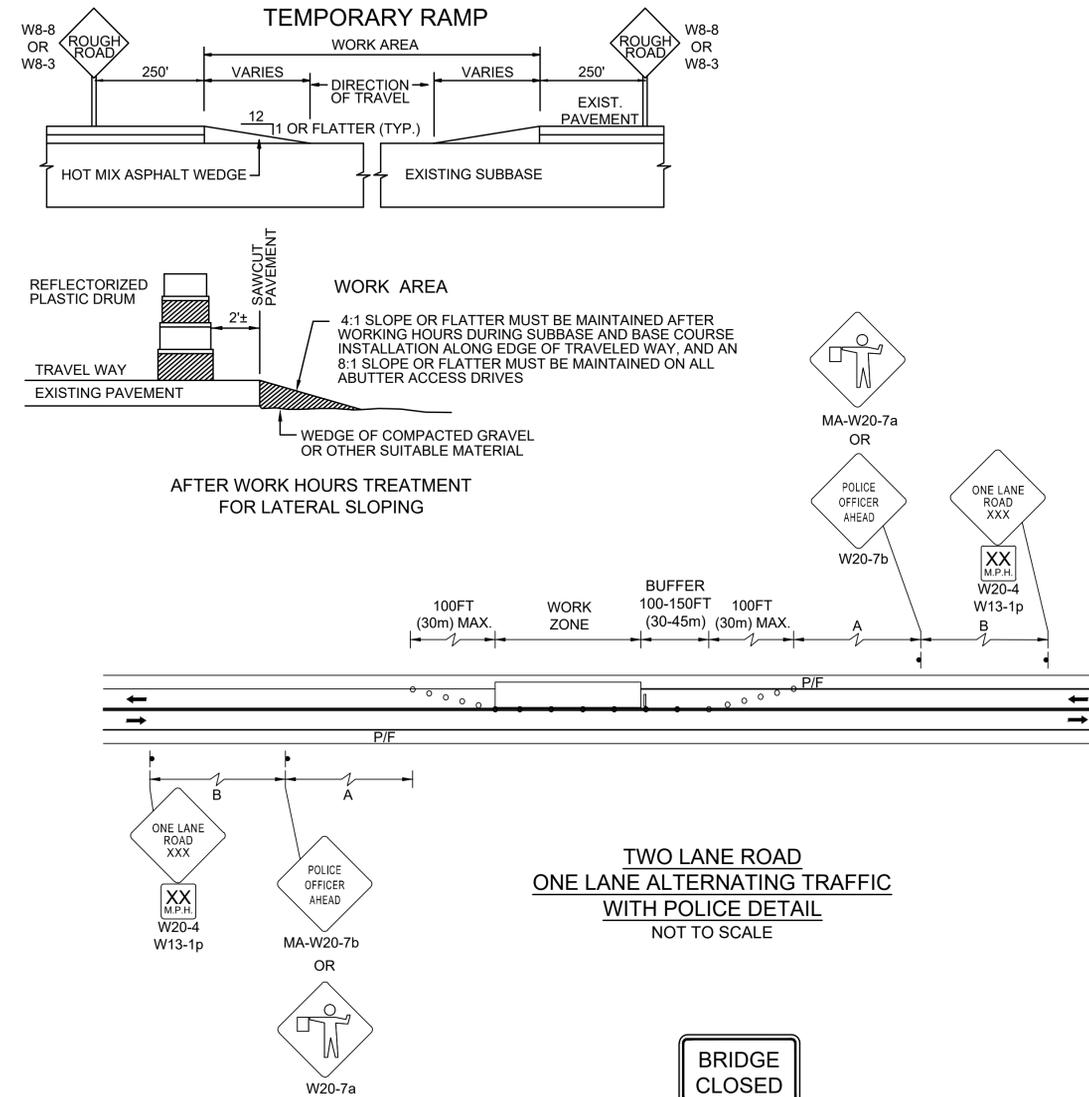
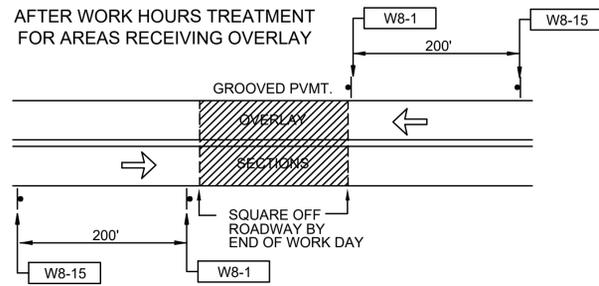


TRAFFIC CONTROL NOTES

- GENERAL**
- ALL TEMPORARY TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL MEASURES SHALL CONFORM TO THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.), MASSDOT'S "STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TRAFFIC MANAGEMENT PLANS", THE STANDARD SPECIFICATIONS, AND THE FOLLOWING NOTES.
 - 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 REFERENCES LISTED IN NOTE NO. 1 AND AS APPROVED OR DIRECTED BY THE ENGINEER.
 - LANE RESTRICTIONS MAY NOT REMAIN OVERNIGHT OR DURING NON-WORKING HOURS UNLESS UNDER TEMPORARY SIGNAL CONTROL. 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 MOTORISTS. IN CERTAIN CIRCUMSTANCES, AND ONLY WITH THE APPROVAL OF MASSDOT AND THE ENGINEER, CAN LANE RESTRICTIONS REMAIN OVERNIGHT.
 - CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT AND SIMILAR OPERATIONS.
 - PLACE ALL CONSTRUCTION SIGNING, TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS FOR EACH PHASE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
 - TAPER LENGTH FORMULAE FOR CHANNELIZATION DEVICES:
ENGLISH UNITS:
L = WxS FOR SPEED EQUAL TO OR GREATER THAN 45 M.P.H.
L = WS²/60 FOR SPEED EQUAL TO OR LESS THAN 40 M.P.H.
WHERE: L = MIN. LENGTH OF TAPER, S = POSTED SPEED, W = OFFSET WIDTH.
 - ADVISORY SPEED LIMIT, IF USED, SHALL BE SET IN THE FIELD BY THE ENGINEER. W13-1 PLATES SHALL BE USED WHERE APPROPRIATE.
 - DISTANCES SHOWN ON THE TEMPORARY TRAFFIC CONTROL PLANS ARE A GUIDE ONLY, AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
- GRADE DIFFERENCES**
- WHERE THERE IS A LONGITUDINAL DIFFERENCE IN ELEVATION BETWEEN EXISTING PAVEMENT AND ADJACENT TRAVEL SURFACE (UNDER REPAIR OR RECONSTRUCTION), THE CONTRACTOR SHALL PATCH A TEMPORARY HMA WEDGE WITH A 12:1 (OR FLATTER) SLOPE FOR SMOOTH TRANSITION. SEE DETAIL, THIS SHEET.
 - CROSS-SECTIONAL GRADE DIFFERENCES IN EXCESS OF 2" DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF REFLECTORIZED DRUMS.
 - 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 TRAVELWAY (SEE DETAIL, THIS SHEET). A MAXIMUM SLOPE OF 8:1 MUST BE MAINTAINED ON ALL ABUTTER ACCESS DRIVES AND A MAXIMUM SLOPE OF 12:1 MUST BE MAINTAINED ON ALL SIDEWALKS.
- CONSTRUCTION SIGNING**
- THE FIRST CONSTRUCTION SIGN IN A SERIES ON EACH APPROACH TO THE PROJECT SHALL BE FLUORESCENT ORANGE, HIGH PERFORMANCE (OR HIGH INTENSITY) SHEETING.
 - ALL CONSTRUCTION SIGNS SHALL BE BLACK LEGEND ON A REFLECTORIZED ORANGE BACKGROUND UNLESS OTHERWISE NOTED.
 - CONSTRUCTION SIGNING SHOWN ON THE ADVANCE SIGNING PLAN SHALL REMAIN IN PLACE FOR THE ENTIRE PROJECT DURATION, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 - STANDARD ORANGE OR FLUORESCENT RED-ORANGE FLAGS (16"x16" MIN.) MAY BE ATTACHED TWO (2) EACH ON ALL ADVANCE WARNING SIGNS. FLAGS SHALL NOT INTERFERE WITH A CLEAR VIEW OF THE SIGN FACE.
 - EXISTING GUIDE SIGNS SHALL BE TEMPORARILY RESET AS DIRECTED BY THE ENGINEER.
 - ALL SIGNS, INCLUDING EXISTING, THAT ARE NOT REPRESENTATIVE OF ACTUAL WORK CONDITIONS SHALL BE EITHER COVERED OR REMOVED WHEN NOT APPLICABLE.
 - IF USED, ALL W20-4 AND W20-5 SIGNS SHALL BE TAKEN DOWN OR COVERED AT THE CLOSE OF EACH DAY UNLESS LANE RESTRICTIONS ARE PERMITTED TO REMAIN OVERNIGHT IN ACCORDANCE WITH NOTE NO. 3 ABOVE.
 - USE W20-8 AND W20-7a SIGNS ONLY WHILE POLICE OR FLAGGERS ARE DIRECTING TRAFFIC. THEY SHALL BE TAKEN DOWN OR COVERED AT THE CLOSE OF EACH DAY OR WHEN NOT IN USE.
- PAVEMENT MARKINGS**
- PAVEMENT MARKINGS WHICH ARE NO LONGER APPLICABLE SHALL BE REMOVED. APPLY TEMPORARY MARKINGS WHERE SHOWN ON THE TEMPORARY TRAFFIC CONTROL PLANS.
 - ON PROJECTS WHERE PAVEMENT OVERLAY IS NOT DESIGNATED, EXISTING PAVEMENT MARKINGS WHICH ARE IN CONFLICT WITH TEMPORARY TRAFFIC CONTROLS SHOULD BE COVERED TEMPORARILY WITH BLACKOUT TAPE, AS DIRECTED BY THE ENGINEER, FOR THE FULL DURATION OF THE PHASE IN PROGRESS. TEMPORARY PAINTED OR REMOVABLE TAPE MARKINGS SHALL BE USED AS NECESSARY FOR ALL PHASES OF CONSTRUCTION.
- CHANNELIZATION**
- 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' O.C.
 - REFLECTORIZED CONES SHALL BE 36" HIGH.
 - FLASHING OR STEADY BURN WARNING LIGHTS SHALL ALSO BE USED ON BARRICADES, JERSEY BARRIERS OR WHERE DIRECTED BY THE ENGINEER. IF USED THEY SHALL MEET THE CRITERIA SET FORTH IN NCHRP 350 "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES".
 - PLASTIC DRUMS WITH SOME FORM OF LIGHTING DEVICE MOUNTED ON THEM MUST PASS THE CRITERIA SET FORTH IN NCHRP 350 "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES". IF THEY DO NOT MEET THESE CRITERIA, THEY MUST BE REMOVED FROM THE PROJECT.
 - SIGNS AND SIGN SUPPORT LOCATED ON OR NEAR THE TRAVELED WAY MUST PASS THE CRITERIA SET FORTH IN NCHRP 350 "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES". IF THEY DO NOT MEET THIS CRITERIA, THEY MUST BE REMOVED FROM THE PROJECT.

TRAFFIC MANAGEMENT LEGEND

- WORK AREA
- DIRECTION OF TRAVEL
- REFLECTORIZED PLASTIC DRUM OR 36" CONE
- REFLECTORIZED PLASTIC DRUM WITH TYPE 'A' FLASHING WARNING LIGHT
- POLICE OFFICER OR FLAGGER CONTROL
- PORTABLE TYPE III BARRICADE (4' WIDE, MIN.)
- FLASHING ARROW BOARD (30"x 60" STD. SIZE WITH 13 LAMPS, MIN.)
- TEMPORARY PRECAST CONCRETE BARRIER WITH TEMPORARY FENCE & WHITE REFLECTORS
- TEMPORARY IMPACT ATTENUATOR
- PAVEMENT MARKINGS TO COVER OR REMOVE (SEE NOTES 21 & 22)
- PORTABLE CHANGEABLE MESSAGE SIGN
- MOVABLE IMPACT ATTENUATOR



- NOTES**
- TO BE USED IN CONJUNCTION WITH PROPOSED DETOUR DURING CONSTRUCTION AND AS DIRECTED BY THE ENGINEER.
 - CONTRACTOR SHALL REMOVE SEGMENTS OF TEMPORARY CONCRETE BARRIER AS NECESSARY TO GAIN ACCESS TO THE SITE. CONTRACTOR SHALL REPLACE THE BARRIER AT THE END OF EACH WORKING DAY TO SECURE THE SITE. THE COST ASSOCIATED WITH REMOVING AND RESETTING THE TEMPORARY CONCRETE BARRIER SHALL BE CONSIDERED INCIDENTAL TO ITEM 853.2.
 - PROPOSED TEMPORARY BARRIER SHALL CONFORM TO MASH TEST LEVEL 2

BRIDGE CLOSURE DETAIL NOT TO SCALE

PREPARED FOR
TOWN OF MEDWAY
155 VILLAGE STREET
MEDWAY, MA

BRIDGE NO. M-13-013(7W9)
WEST STREET OVER HOPPING BROOK
MEDWAY, MASSACHUSETTS

REVISIONS

NO.	REVISION	DATE

NO. REVISION DATE

05/03/21

DRAWN/DESIGN BY: SPM CHECKED BY: GJH

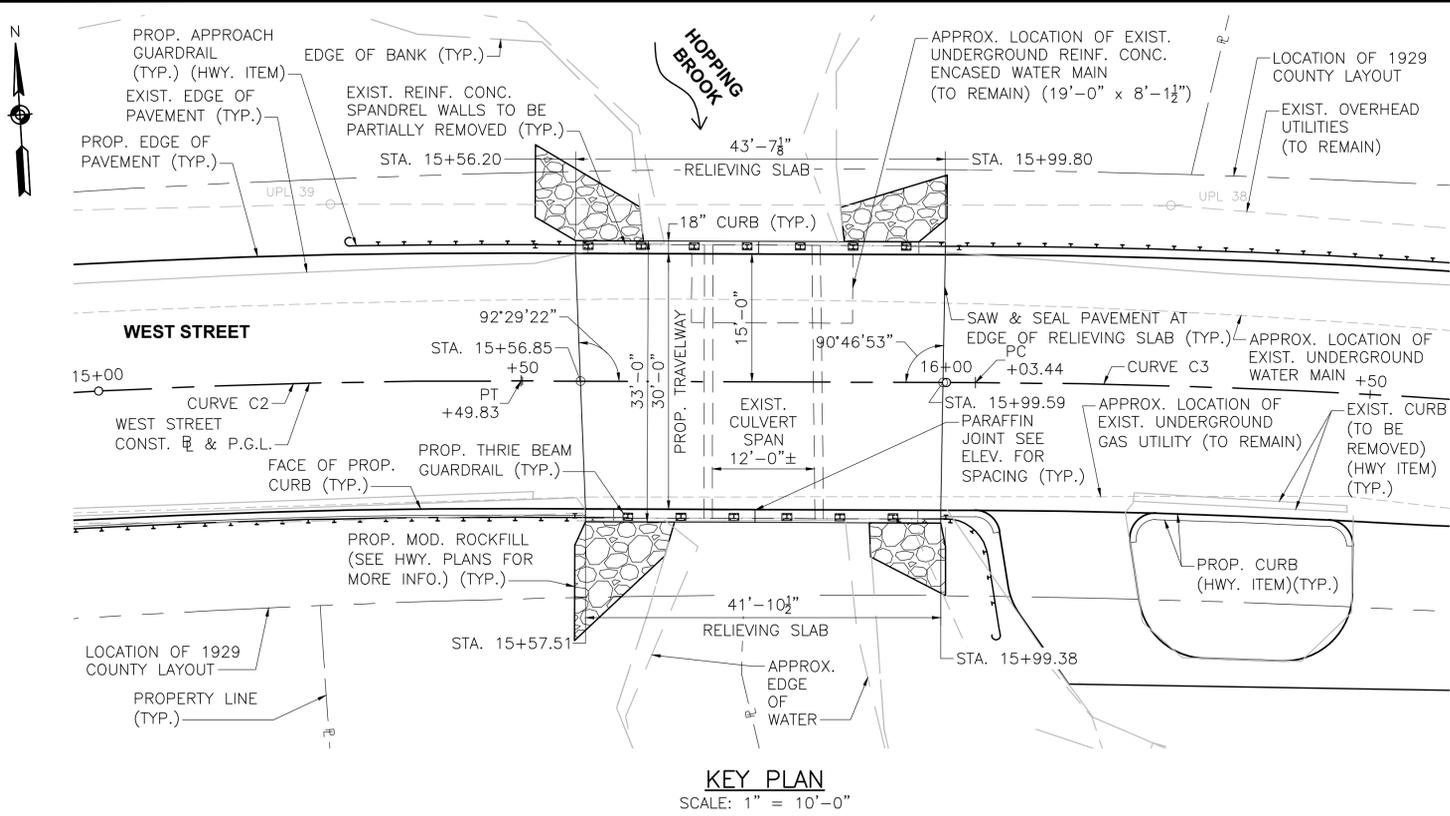
TEMPORARY TRAFFIC CONTROL PLANS

SCALE: N.T.S.

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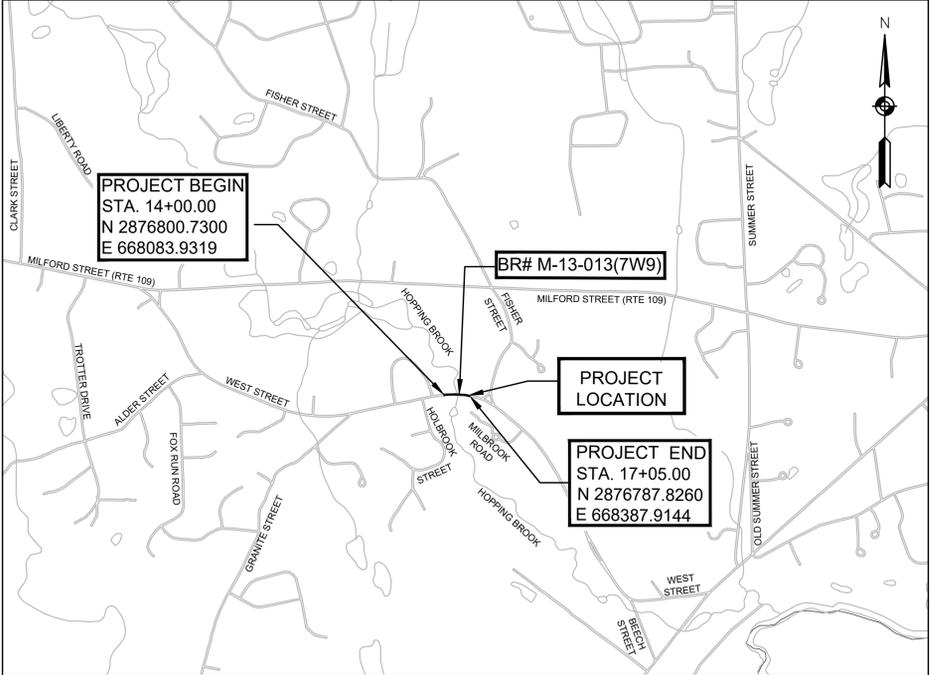
**BRIDGE NO. M-13-013(7W9)
 WEST STREET OVER HOPPING BROOK
 MEDWAY, MASSACHUSETTS**



KEY PLAN
 SCALE: 1" = 10'-0"

CURVE DATA - WEST STREET CONST. & P.G.L.

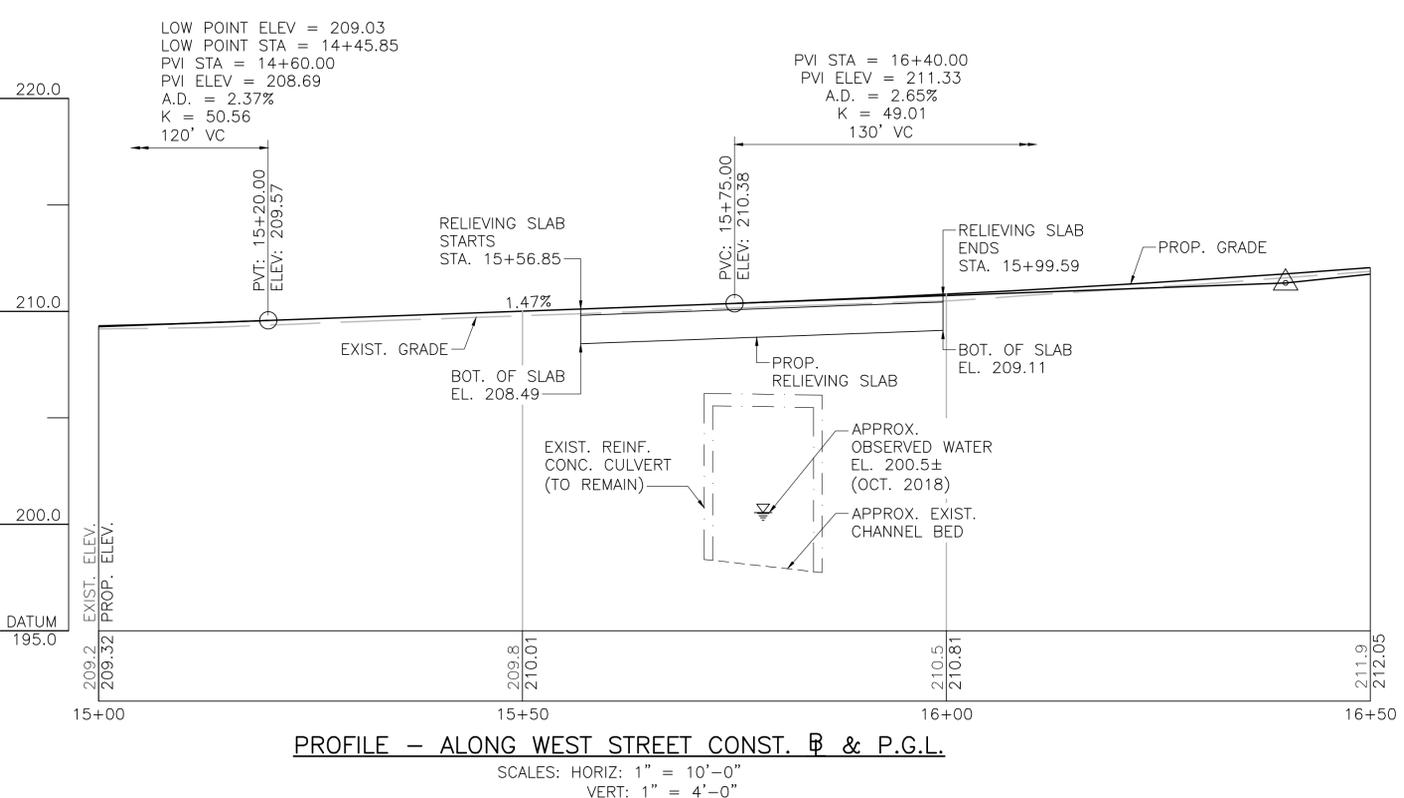
CURVE NO.	BEGIN STATION	END STATION	RADIUS	DELTA	LENGTH	TANGENT
C2	14+26.36	15+49.83	900.00'	7°51'38"	123.47'	61.83'
C3	16+03.44	16+79.93	900.00'	4°52'12"	76.50'	38.27'



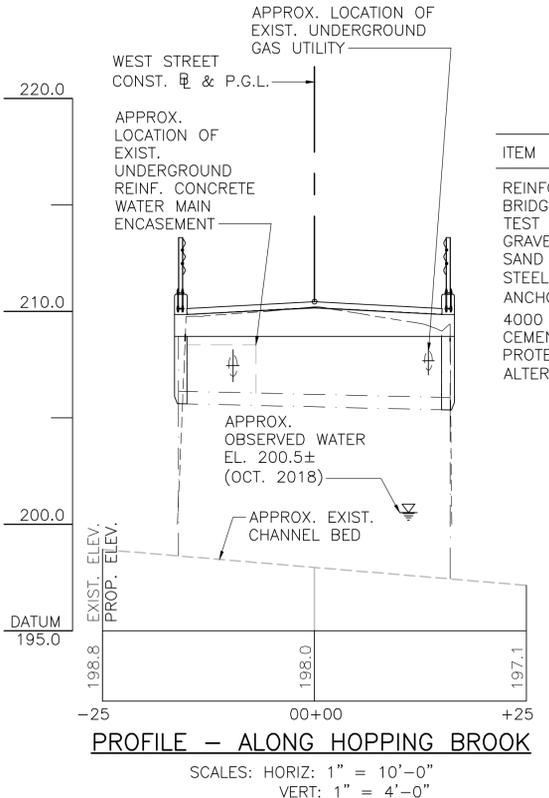
LOCUS
 SCALE: 1" = 1000'

BRIDGE PLANS SHEET INDEX

12	KEY PLAN, PROFILES, AND LOCUS MAP
13	GENERAL NOTES AND ESTIMATED QUANTITIES
14	ELEVATIONS AND EXISTING CULVERT REINFORCING
15	CROSS SECTIONS AND MISC. DETAILS
16	THREE BEAM DETAILS



PROFILE - ALONG WEST STREET CONST. & P.G.L.
 SCALES: HORIZ: 1" = 10'-0"
 VERT: 1" = 4'-0"



PROFILE - ALONG HOPPING BROOK
 SCALES: HORIZ: 1" = 10'-0"
 VERT: 1" = 4'-0"

ESTIMATED QUANTITIES (NOT GUARANTEED)

ITEM	QUANTITY	UNIT
REINFORCED CONCRETE EXCAVATION	15	CY
BRIDGE EXCAVATION	95	CY
TEST PIT FOR EXPLORATION	2	CY
GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES	40	CY
SAND BORROW	5	CY
STEEL THREE BEAM HIGHWAY GUARD (SINGLE FACED/SPECIAL ANCHOR BASE)	94	FT
4000 PSI, 3/8 INCH, 660 CEMENT CONCRETE	0.1	CY
CEMENTITIOUS MORTAR FOR PATCHING	70	SF
PROTECTIVE COATING FOR CONCRETE SURFACES	860	SF
ALTERATION TO BRIDGE STRUCTURE NO. M-13-013 (7W9)	1	LS

REVISIONS

NO.	REVISION	DATE

05/03/21
 DRAWN/DESIGN BY: RWS
 CHECKED BY: AMD

KEY PLAN, PROFILES, AND LOCUS MAP

SCALE: AS NOTED

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