

# MASSACHUSETTS DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

## PLAN AND PROFILE OF ROUTE 138 (BROADWAY) - PHASE 2

### IN THE CITY OF TAUNTON BRISTOL COUNTY

FEDERAL AID PROJECT NO. STP-0035(059)

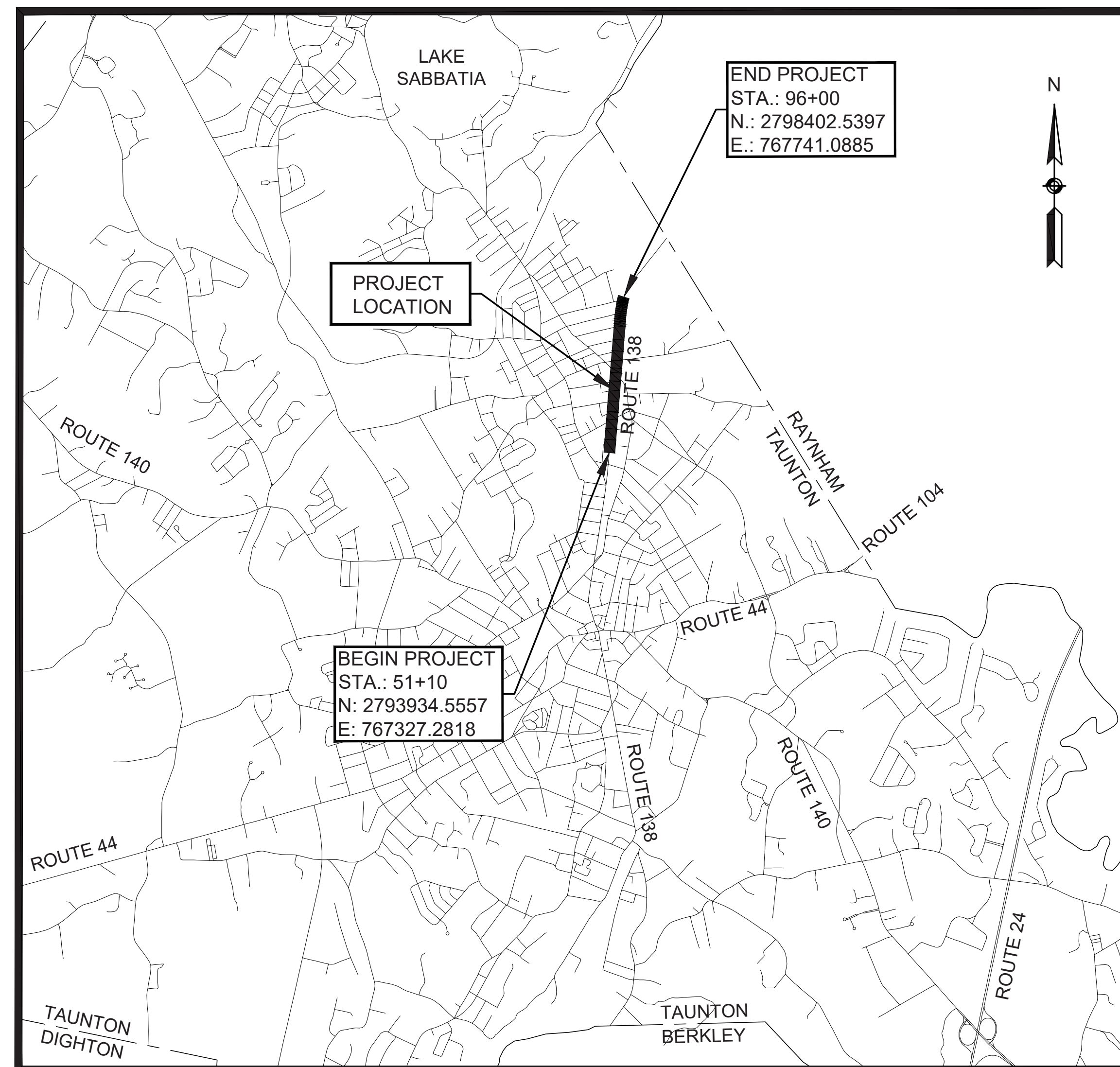
#### TAUNTON ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	1	136
PROJECT FILE NO.		608753	

TITLE SHEET & INDEX

THESE PLANS ARE SUPPLEMENTED BY THE OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, 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.

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LENGTH OF PROJECT = 4,440 FEET = 0.84 MILES

#### DESIGN DESIGNATION (ROUTE 138/BROADWAY)

	PURCHASE ST TO WASHINGTON ST	E. BRITANNIA ST TO JACKSON ST
DESIGN SPEED	35 MPH	40 MPH
ADT (2020)	15,200	20,600
ADT (2040)	18,600	25,200
K	7.8%	8.1%
D	59% (SB)	60% (SB)
T (PEAK HOUR)	2.6%	4.4%
T (AVERAGE DAY)	6.7%	11.0%
DHV	1,185	1,671
DDHV	700	1,002
FUNCTIONAL CLASSIFICATION	MINOR URBAN ARTERIAL	MINOR URBAN ARTERIAL



Matthew Shute Digitally signed by Matthew Shute  
License: P.E. Date: 2024.08.10 06:34:31 -0400

**BETA**  
www.BETA-Inc.com  
BETA GROUP, INC.  
701 GEORGE WASHINGTON HWY  
LINCOLN, RI 02865

DATE	DESCRIPTION	REV #



APPROVED	
<i>Carrie Lualaba</i> Digitally signed by Carrie Lualaba, P.E. Date: 2024.08.10 06:34:31 -0400	08/10/2024
CHIEF ENGINEER	DATE

GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		JERSEY BARRIER
		CATCH BASIN
		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 CABLEWIRE
		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 BARRIER
		COIR LOG SEDIMENT 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)
		HIGH MAST POLE OR TOWER
		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 - 12" WHITE LOCATED 4' BEHIND CW (TYP.)
		CROSSWALK 2-12" WHITE LINES (8' WIDTH)
		SOLID WHITE LINE - 6"
		SOLID YELLOW LINE - 6"
		BROKEN WHITE LINE - 6" (10' LINE & 30' GAP)
		BROKEN YELLOW LINE - 6" (10' LINE & 30' GAP)
		DOTTED WHITE LINE EXTENSION - 6" (2' LINE & 6" GAP)
		DOTTED YELLOW LINE EXTENSION - 6" (2' LINE & 6" GAP)
		DOUBLE WHITE LINE - 2 - 6" LINES
		DOUBLE YELLOW LINE - 2 - 6" LINES
		SOLID WHITE GORE LINE - 12"
		SOLID WHITE PARKING LINE - 6"

ABBREVIATIONS

GENERAL	DESCRIPTION
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
BCC	BITUMINOUS CONCRETE CURB
BD.	BOUND
BL	BASELINE
BLDG	BUILDING
BM	BENCHMARK
BO	BY OTHERS
BOS	BOTTOM OF SLOPE
BR.	BRIDGE
BS	BRICK STEP
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
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CS	CONCRETE STEP
CSP	CORRUGATED STEEL PIPE
CO.	COUNTY
CONC	CONCRETE
CONC EDG	CONCRETE EDGING
CONT	CONTINUOUS
CONST	CONSTRUCTION
CR GR	CROWN GRADE
CRW	CONCRETE RETAINING WALL
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
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
LA	LANDSCAPING
LB	LEACH BASIN
LP	LIGHT POLE
LT	LEFT
MAX	MAXIMUM
MB	MAILBOX
MH	MANHOLE
MHB	MASSACHUSETTS HIGHWAY BOUND
MIN	MINIMUM
NIC	NOT IN CONTRACT
NO.	NUMBER
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCR	PEDESTRIAN CURB RAMP
P.G.L.	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
POC	POINT ON CURVE
POT	POINT ON TANGENT
PRC	POINT OF REVERSE CURVATURE
PROJ	PROJECT

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MA	STP-0035(059)	2	136
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LEGEND & ABBREVIATIONS

ABBREVIATIONS (cont.)

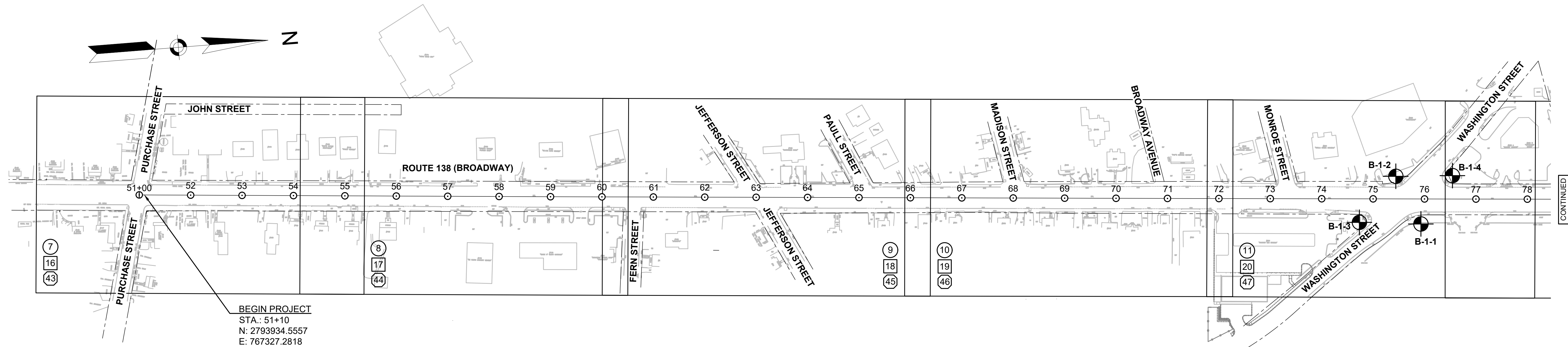
GENERAL	DESCRIPTION
PROP	PROPOSED
PSB	PLANTABLE SOIL BORROW
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
PVMT	PAVEMENT
PWW	PAVED WATER WAY
R	RADIUS OF CURVATURE
R&D	REMOVE AND DISPOSE
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
RDWY	ROADWAY
REM	REMOVE
RET	RETAIN
RET WALL	RETAINING WALL
ROW	RIGHT OF WAY
RR	RAILROAD
R&R	REMOVE AND RESET
R&S	REMOVE AND STACK
RRT	RAILROAD TIES
RT	RIGHT
SB	STONE BOUND
SHLD	SHOULDER
SMH	SEWER MANHOLE
ST	STREET
STA	STATION
SSD	STOPPING SIGHT DISTANCE
SHLO	STATE HIGHWAY LAYOUT LINE
SW	SIDEWALK
T	TANGENT DISTANCE OF CURVE/TRUCK %
TAN	TANGENT
TEMP	TEMPORARY
TC	TOP OF CURB
TOS	TOP OF SLOPE
TYP	TYPICAL
UP	UTILITY POLE
VAR	VARIES
VERT	VERTICAL
VC	VERTICAL CURVE
VGV	VERTICAL GRANITE CURB
WG	WATER GATE
WIP	WROUGHT IRON PIPE
WM	WATER METER/WATER MAIN
WS	WOODEN STEPS
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



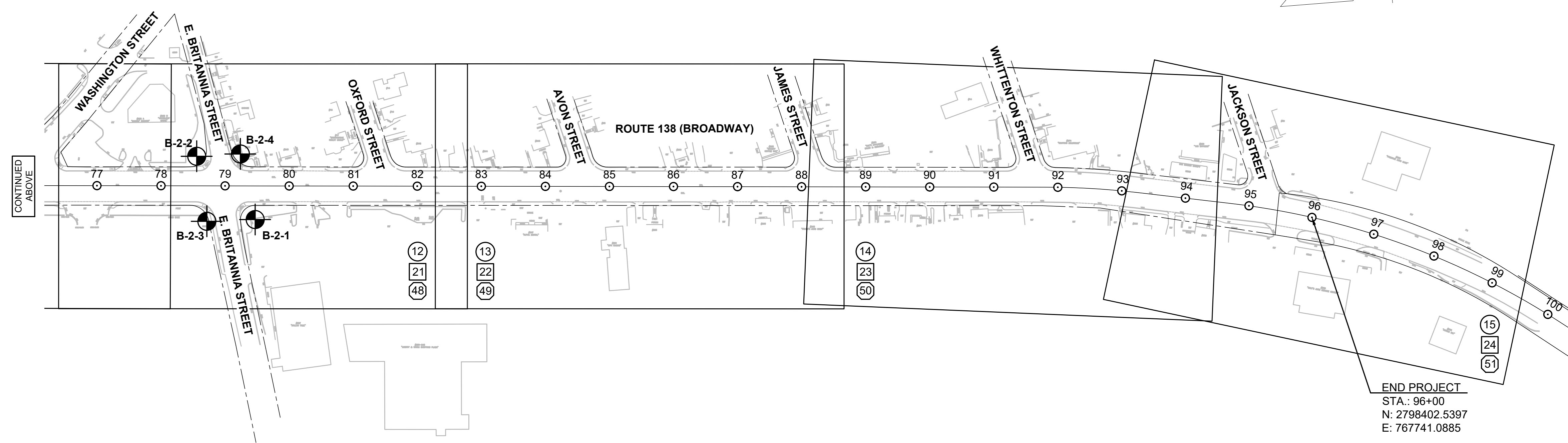
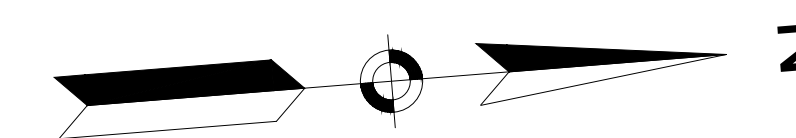
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STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	3	136
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KEY PLAN &  
BORING LOCATIONS



BEGIN PROJECT  
STA.: 51+10  
N: 2793934.5557  
E: 767327.2818



END PROJECT  
STA.: 96+00  
N: 2798402.5397  
E: 767741.0885

LEGEND

- TRAFFIC SIGNAL BORING
- CONSTRUCTION PLAN SHEET NO.
- PROFILE SHEET NO.
- SIGN AND PAVEMENT MARKING PLAN SHEET NO.







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**TYPICAL SECTIONS**

**PAVEMENT NOTES**

**PROPOSED PAVEMENT FINE MILLING & OVERLAY**

- SURFACE COURSE:** 1 1/4" SUPERPAVE SURFACE COURSE 12.5 POLYMER (SSC-12.5-P) OVER ASPHALT EMULSION FOR TACK COAT OVER
- INTERMEDIATE COURSE:** 2 1/4" SUPERPAVE INTERMEDIATE COURSE 19.0 (SIC-19.0) OVER ASPHALT EMULSION FOR TACK COAT OVER
- PAVEMENT FINE MILLING:** 1 1/2" TO 3" PAVEMENT FINE MILLING (VARIABLE). MILLING SHALL ESTABLISH 2% CROSS SLOPE
- NOTE:** TRANSITION AS REQUIRED FOR RESURFACING OVERLAY WITH SURFACE COURSE AND INTERMEDIATE COURSE

**PROPOSED FULL DEPTH PAVEMENT**

- SURFACE COURSE:** 1 1/4" SUPERPAVE SURFACE COURSE 12.5 POLYMER (SSC-12.5-P) OVER ASPHALT EMULSION FOR TACK COAT OVER
- INTERMEDIATE COURSE:** 2 1/4" SUPERPAVE INTERMEDIATE COURSE 19.0 (SIC-19.0) OVER ASPHALT EMULSION FOR TACK COAT OVER
- BASE COURSE:** 4 1/2" SUPERPAVE BASE COURSE 37.5 (SBC-37.5) OVER
- SUBBASE:** 4" DENSE GRADED CRUSHED STONE FOR SUBBASE OVER 8" GRAVEL BORROW (TYPE B) OR EXISTING GRAVEL MEETING SPECIFICATION TO REMAIN

**PROPOSED CEMENT CONCRETE SIDEWALK AND PEDESTRIAN CURB RAMPS**

- SURFACE COURSE:** 4" CEMENT CONCRETE (AIR ENTRAINED, 4000PSI, 3/4", 610) OVER
- SUBBASE:** 8" GRAVEL BORROW, TYPE B

**PROPOSED CEMENT CONCRETE SIDEWALK AT DRIVEWAY**

- SURFACE COURSE:** 6" CEMENT CONCRETE (AIR ENTRAINED, 4000PSI, 3/4", 610) OVER
- SUBBASE:** 8" GRAVEL BORROW, TYPE B

**PROPOSED HOT MIX ASPHALT DRIVEWAY**

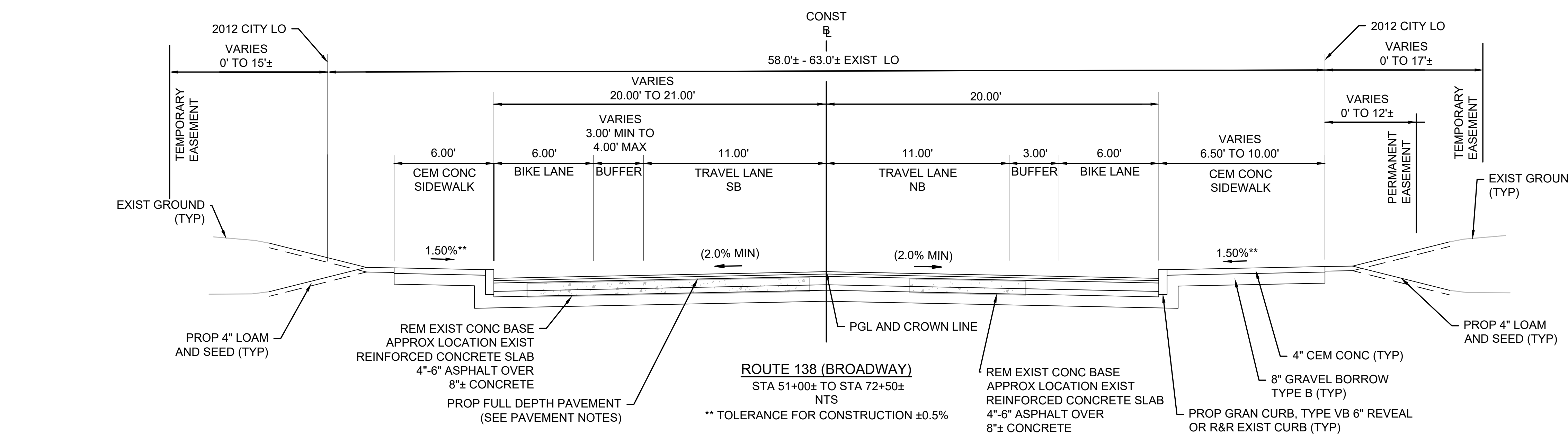
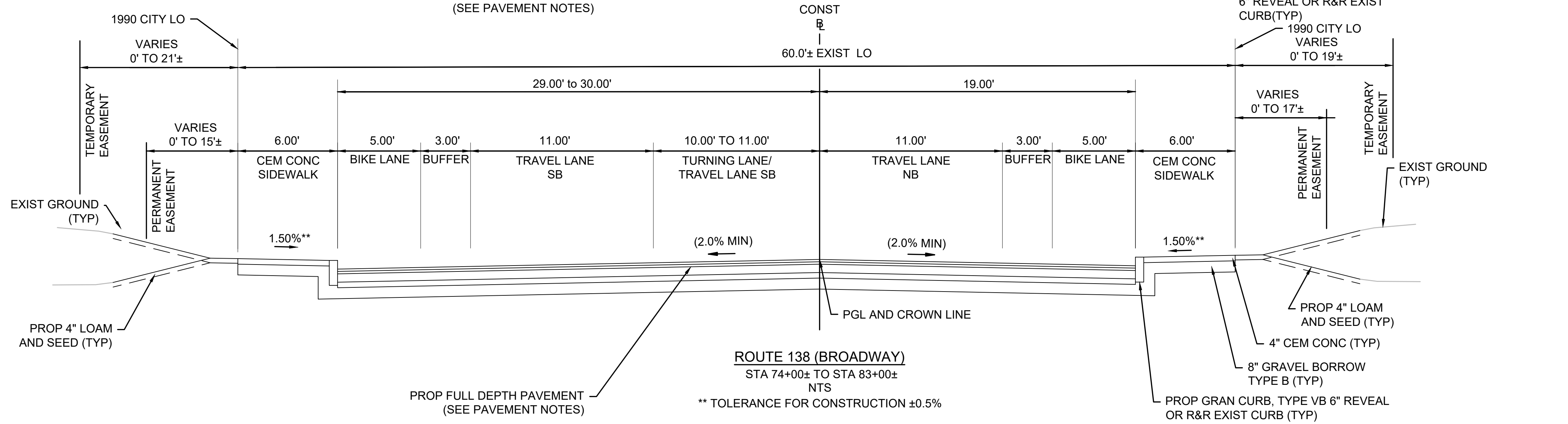
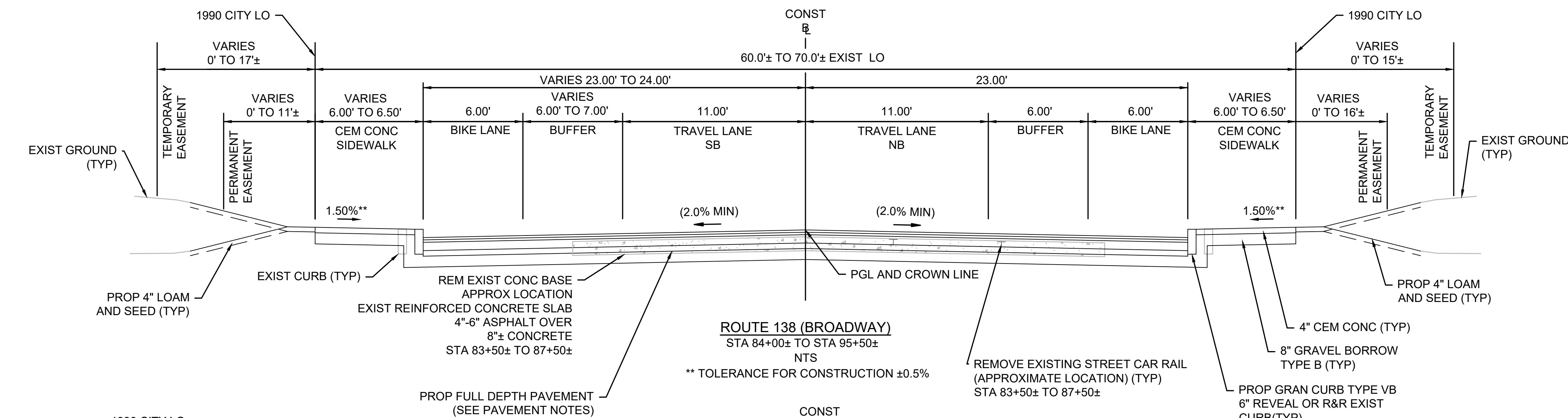
- SURFACE COURSE:** 1 1/2" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5) OVER 2 1/2" SUPERPAVE SURFACE COURSE 12.5 (SSC-12.5) OVER
- SUBBASE:** 8" GRAVEL BORROW, TYPE B

**PROPOSED HOT MIX ASPHALT SIDEWALKS**

- SURFACE COURSE:** 1 1/4" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5) OVER 1 1/4" SUPERPAVE SURFACE COURSE 12.5 (SSC-12.5) OVER
- SUBBASE:** 8" GRAVEL BORROW, TYPE B

**NOTES**

- ASPHALT EMULSION FOR TACK COAT (RS-1H) SHALL BE PLACED AT A RATE OF: 0.08 GALLONS PER SQUARE YARD OVER MILLED SURFACES  
0.07 GALLONS PER SQUARE YARD OVER CEMENT CONCRETE BASE COURSE  
0.07 GALLONS PER SQUARE YARD OVER SMOOTH TIGHT PAVEMENTS PRIOR TO PAVING AN OVERLAY



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CONSTRUCTION NOTES

GENERAL NOTES

1. THE ACCURACY AND COMPLETENESS OF UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION, SIZE, TYPE ETC. OF ALL UNDERGROUND UTILITIES THAT MAY BE AFFECTED BY THE WORK. 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. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WORK IN ADVANCE WITH THOSE UTILITY OWNERS.
2. CATCH BASIN AND MANHOLE FRAMES AND GRATES/COVERS SHALL EXACTLY ALIGN WITH THE OPENINGS IN THE PRECAST STRUCTURES AND THE GRADE OF THE PROPOSED ROADWAY.
3. ALL EXISTING DRAINAGE LINES TO BE REPLACED SHALL BE ABANDONED IN PLACE UNLESS OTHERWISE NOTED. IF SAID LINES CONFLICT WITH THE PROPOSED DRAINAGE, THEY SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
4. ALL EXISTING MATERIALS DESIGNATED TO BE REMOVED AND STACKED SHALL BE TRANSPORTED TO AND DEPOSITED AT THE CITY OF TAUNTON DEPARTMENT OF PUBLIC WORKS YARD, 90 INGELL STREET.
5. WHERE DRAINAGE PIPES OR STRUCTURES ARE ABANDONED IN PLACE, THE CONTRACTOR SHALL MAKE SURE THAT ALL CONNECTING PIPES, INLETS AND OUTLETS ARE PLUGGED. ALL LIVE CONNECTIONS SHALL BE CONNECTED TO THE NEW SYSTEM.
6. ALL CURB TIE DIMENSIONS ARE TO FACE OF THE CURB.
7. 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.
8. 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 AND SEED SHALL BE PROVIDED AS NECESSARY TO REPAIR AND COMPLETE ANY DAMAGE TO THE GRADE CAUSED BY THE CONSTRUCTION PROCESS.
9. TREES TO BE RETAINED WHICH RESTRICT SIGHT DISTANCE OR RESTRICT HORIZONTAL OR VERTICAL CLEARANCES SHALL BE TRIMMED AS DIRECTED BY THE ENGINEER.
10. WHEN WORKING NEXT TO EXISTING TREES, WALLS OR FENCES, THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION NOT TO DISTURB THE EXISTING WALL, TREE OR FENCE. IF THE CONTRACTOR DAMAGES EXISTING TREES, WALLS OR FENCES AS A RESULT OF THE CONSTRUCTION PROCESS IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR ALL DAMAGES AS DIRECTED BY THE ENGINEER. ALL WORK ASSOCIATED WITH THE REPAIR OR REPLACEMENT OF EXISTING TREES, WALLS OR FENCES SHALL BE CONSIDERED AS INCLUDED IN THE BID PRICE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED THEREFORE.
11. TRAFFIC CONTROLS FOR CONSTRUCTION OPERATIONS SHALL BE IN ACCORDANCE WITH MASSDOT REQUIREMENTS AND THE LATEST MUTCD EDITION WITH MASS AMENDMENTS.
12. THE CONTRACTOR SHALL CALL DIGSAFE A MINIMUM OF 72 HOURS PRIOR TO THE START OF ANY WORK.
13. SURVEY PERFORMED BY LIGHTHOUSE LAND SURVEYING, LLC IN JANUARY 2019. HORIZONTAL COORDINATE SYSTEM IS NAD83. THE VERTICAL DATUM IS NAVD88.
14. 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.
15. MINIMUM VERTICAL CLEARANCE IS 80" OVER SIDEWALKS AND 100" OVER BIKE LANES.
16. LOCATION AND LIMITS OF EXISTING CONCRETE ROAD BASE AND TRACKS WERE ESTIMATED BY GROUND PENETRATING RADAR AND ARE APPROXIMATE.
17. UNLESS OTHERWISE PROVIDED BY PAY ITEM, ITEMS NOTED TO BE R&D SHALL BE PAID FOR UNDER ITEM 120.1.
18. TREES CALLED OUT FOR TREE PROTECTION SHALL RECEIVE TREE PROTECTION - ARMORING AND PRUNING.

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.).
2. ALL PROPOSED CURB FOR PEDESTRIAN CURB RAMP TRANSITIONS SHALL BE CUT AND TRANSITIONED AS NECESSARY TO PROVIDE THE CORRECT TRANSITION LENGTHS FOR EACH PEDESTRIAN CURB RAMP, AS SHOWN ON PEDESTRIAN CURB RAMP DETAILS OR AS DIRECTED BY THE ENGINEER. ANY EXISTING CURB INLETS IN AREAS OF NEW PEDESTRIAN CURB 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 CURB RAMP EXCEED 7.5%. 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.
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 EXACTLY, AS DIRECTED BY THE ENGINEER.
5. 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.
6. ALL PROPOSED PEDESTRIAN CURB RAMPS SHALL HAVE DETECTABLE WARNING PANELS INSTALLED IN ACCORDANCE WITH MASSDOT STANDARD DRAWING E 107.6.5.



HIGHWAY GUARD DETAILS  
NONE

TRAFFIC SIGNAL CONDUIT  
NONE

WATER SUPPLY ALTERATIONS  
SEE DRAINAGE/UTILITY PLANS

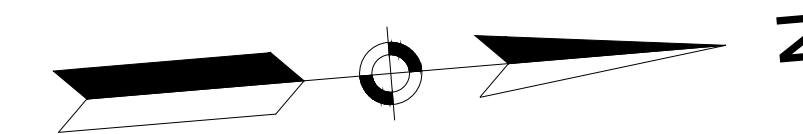
DRAINAGE DETAILS  
SEE DRAINAGE/UTILITY PLANS

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	7	136

PROJECT FILE NO. 608753

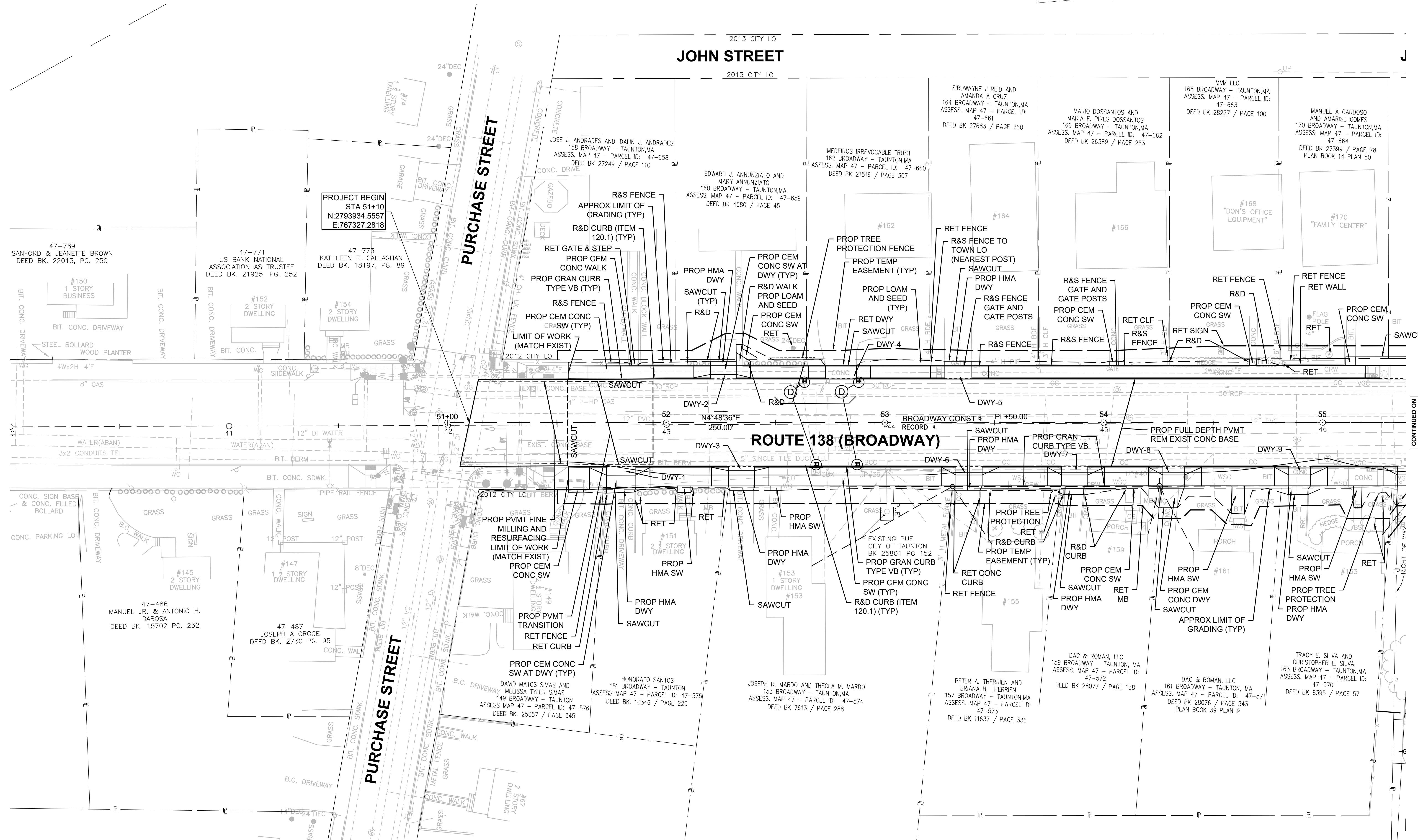
CONSTRUCTION PLAN



JOHN STREET

PURCHASE STREET

ROUTE 138 (BROADWAY)



FOR PROFILE:  
SEE SHEET NO 16

CONTINUED ON  
SHEET NO. 8

\\BETA-INC.COM\B\TRANS\608753\CONSTR\PLAN\_SHEET\_FILES\PLAN\_SHEET.DWG 7/2/2019 2:52 PM

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HIGHWAY GUARD DETAILS  
NONE

TRAFFIC SIGNAL CONDUIT  
NONE

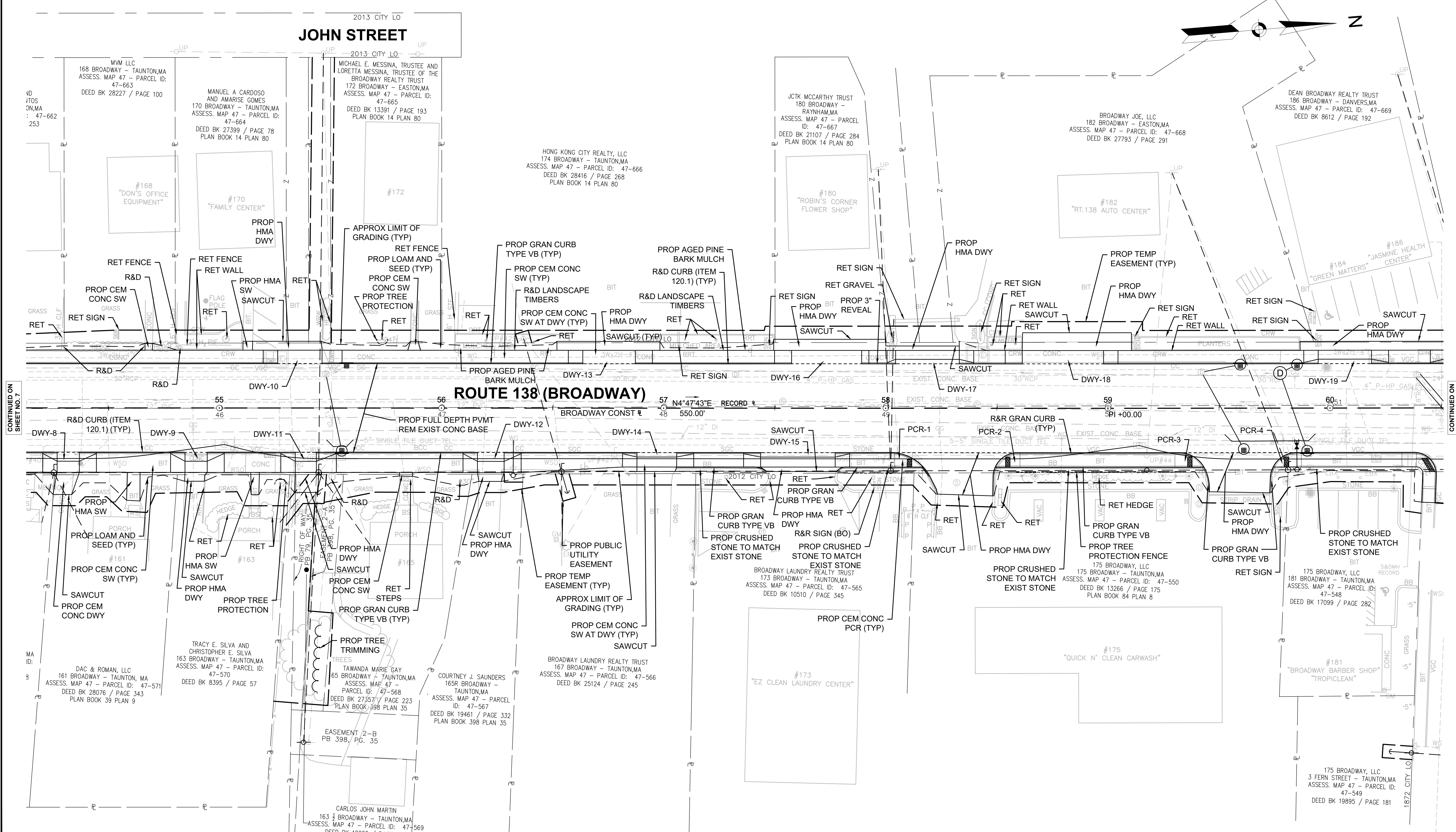
WATER SUPPLY ALTERATIONS  
SEE DRAINAGE/UTILITY PLANS

DRAINAGE DETAILS  
SEE DRAINAGE/UTILITY PLANS

**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	8	136
PROJECT FILE NO.		608753	

**CONSTRUCTION PLAN**



CONTINUED ON  
SHEET NO. 7

CONTINUED ON  
SHEET NO. 9

0 20 50 100  
SCALE: 1" = 20'

FOR PROFILE:  
SEE SHEET NO 17



HIGHWAY GUARD DETAILS  
NONE

TRAFFIC SIGNAL CONDUIT  
NONE

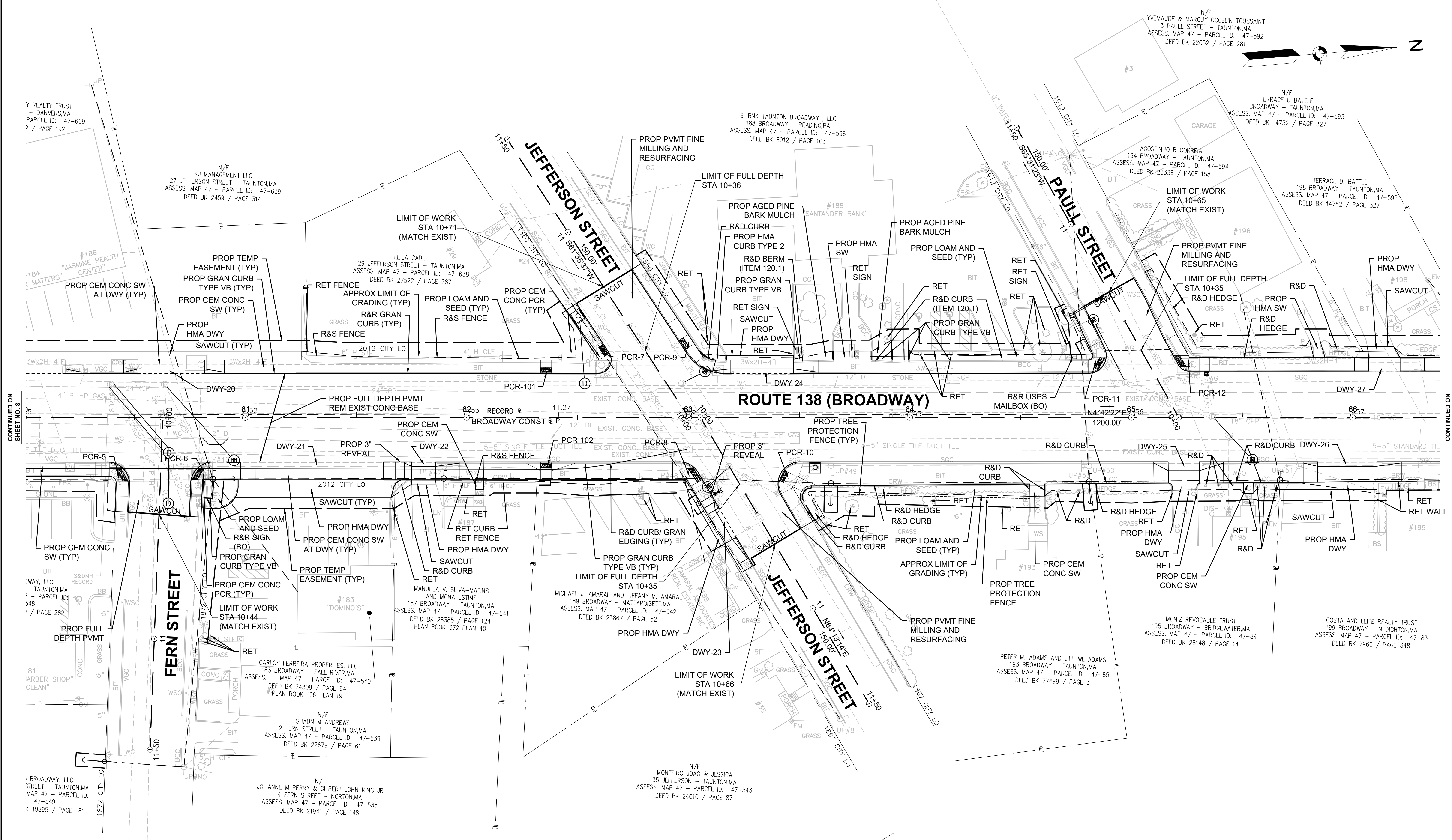
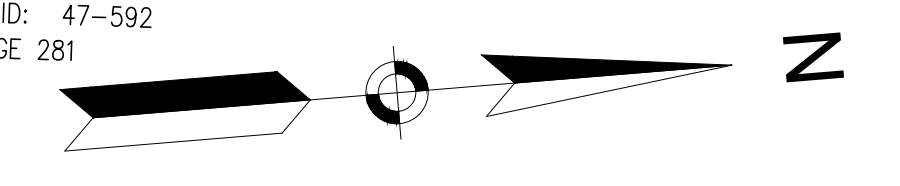
WATER SUPPLY ALTERATIONS  
SEE DRAINAGE/UTILITY PLANS

DRAINAGE DETAILS  
SEE DRAINAGE/UTILITY PLANS

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	9	136
PROJECT FILE NO.			608753

CONSTRUCTION PLAN



CONTINUED ON  
SHEET NO. 8

CONTINUED ON  
SHEET NO. 10



FOR PROFILE:  
SEE SHEET NO 18

\\betaeta-inc.com\projects\16274 - BROADWAY PHASE 2 - TAUNTON\608753\CONSTR PLAN SHEET DWG 7/2/2019 2:52 PM

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HIGHWAY GUARD DETAILS  
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TRAFFIC SIGNAL CONDUIT  
NONE

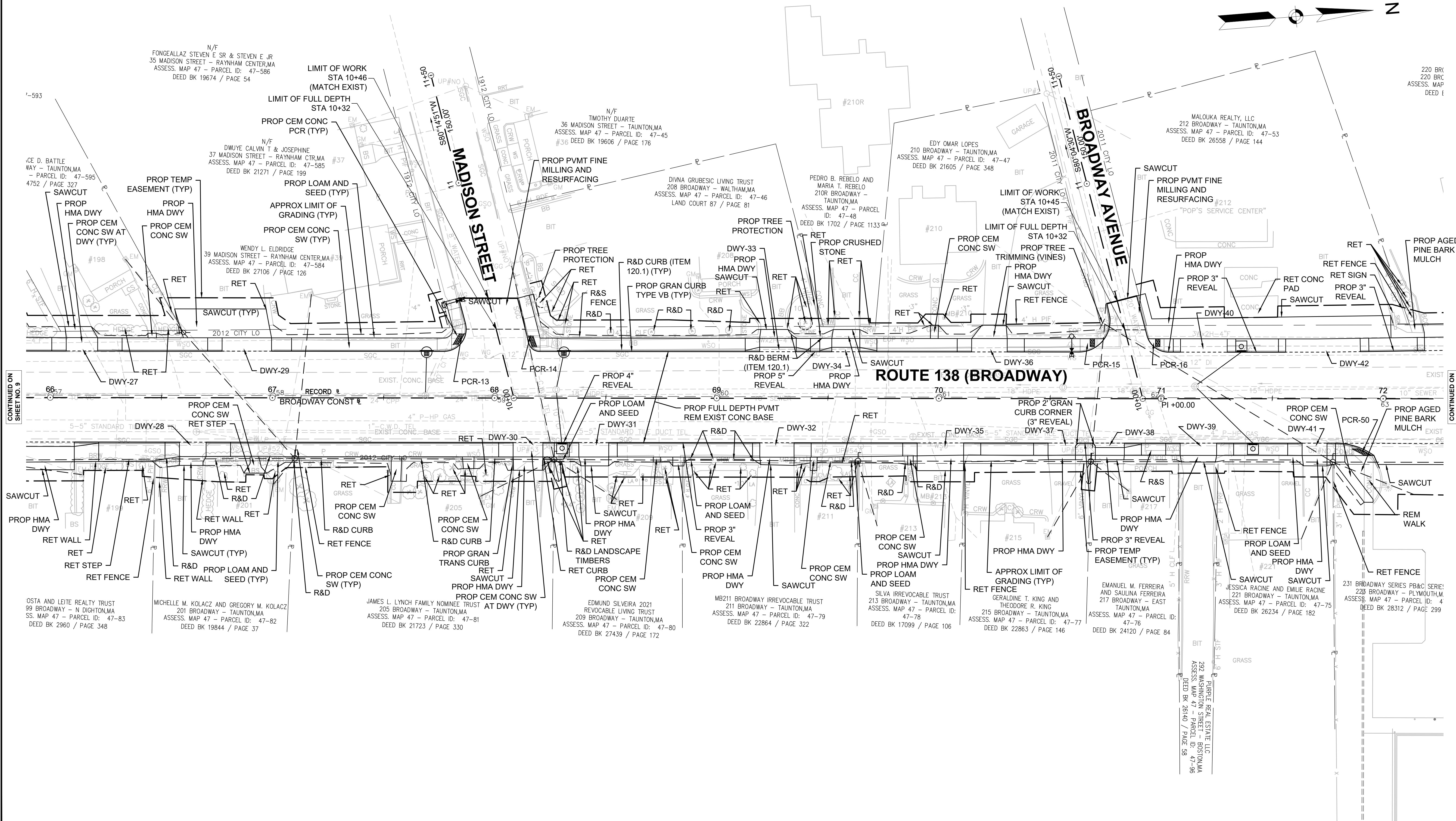
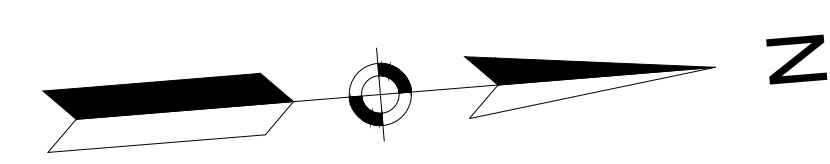
WATER SUPPLY ALTERATIONS  
SEE DRAINAGE/UTILITY PLANS

DRAINAGE DETAILS  
SEE DRAINAGE/UTILITY PLANS

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	10	136
PROJECT FILE NO.		608753	

CONSTRUCTION PLAN



CONTINUED ON  
SHEET NO. 9

CONTINUED ON  
SHEET NO. 11



FOR PROFILE:  
SEE SHEET NO 19

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HIGHWAY GUARD DETAILS  
NONE

TRAFFIC SIGNAL CONDUIT  
SEE TRAFFIC SIGNAL PLANS

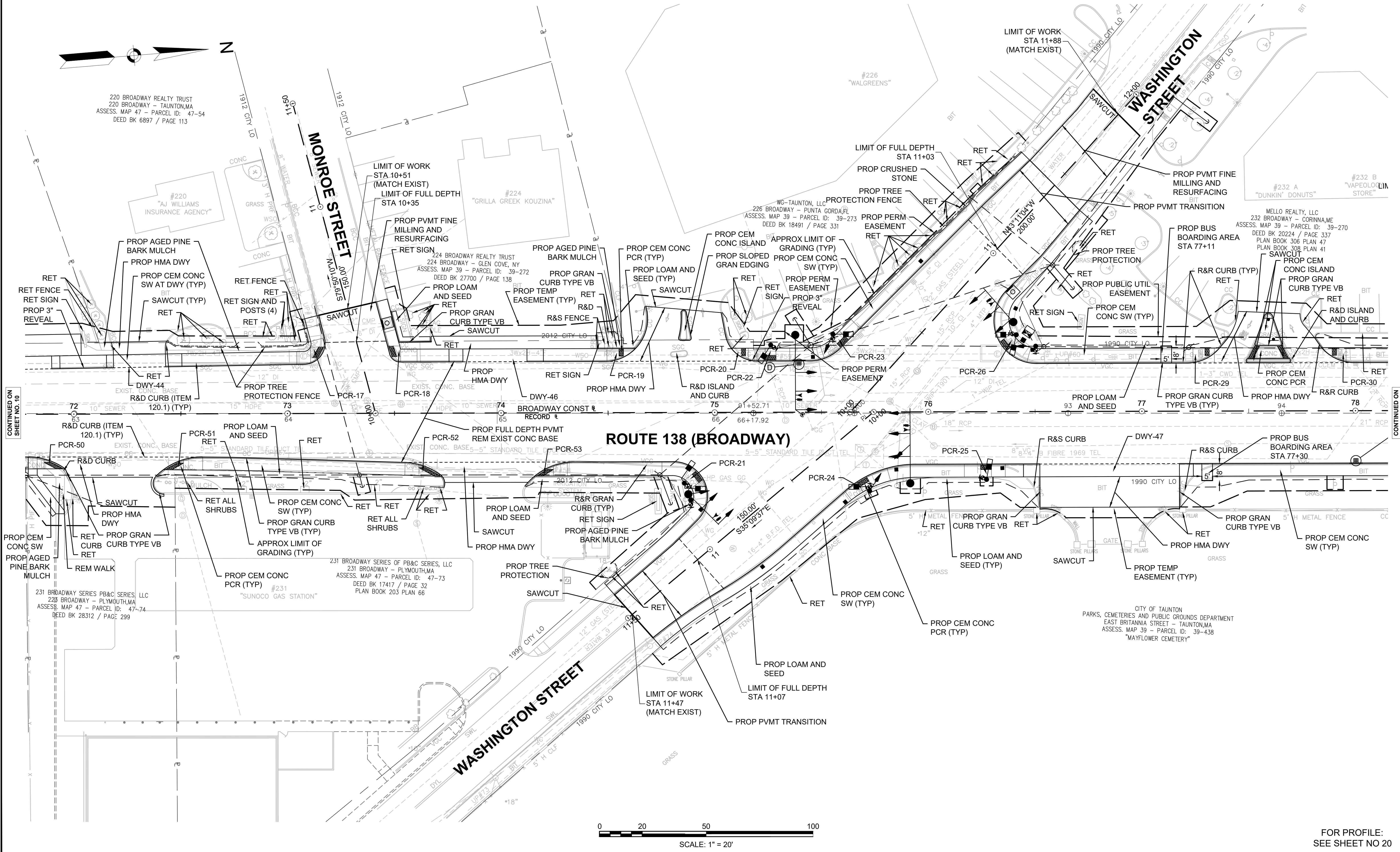
WATER SUPPLY ALTERATIONS  
SEE DRAINAGE/UTILITY PLANS

DRAINAGE DETAILS  
SEE DRAINAGE/UTILITY PLANS

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	11	136
PROJECT FILE NO.		608753	

CONSTRUCTION PLAN



CONTINUED ON  
SHEET NO. 10

CONTINUED ON  
SHEET NO. 12

FOR PROFILE:  
SEE SHEET NO 20



HIGHWAY GUARD DETAILS  
NONE

TRAFFIC SIGNAL CONDUIT  
SEE TRAFFIC SIGNAL PLANS

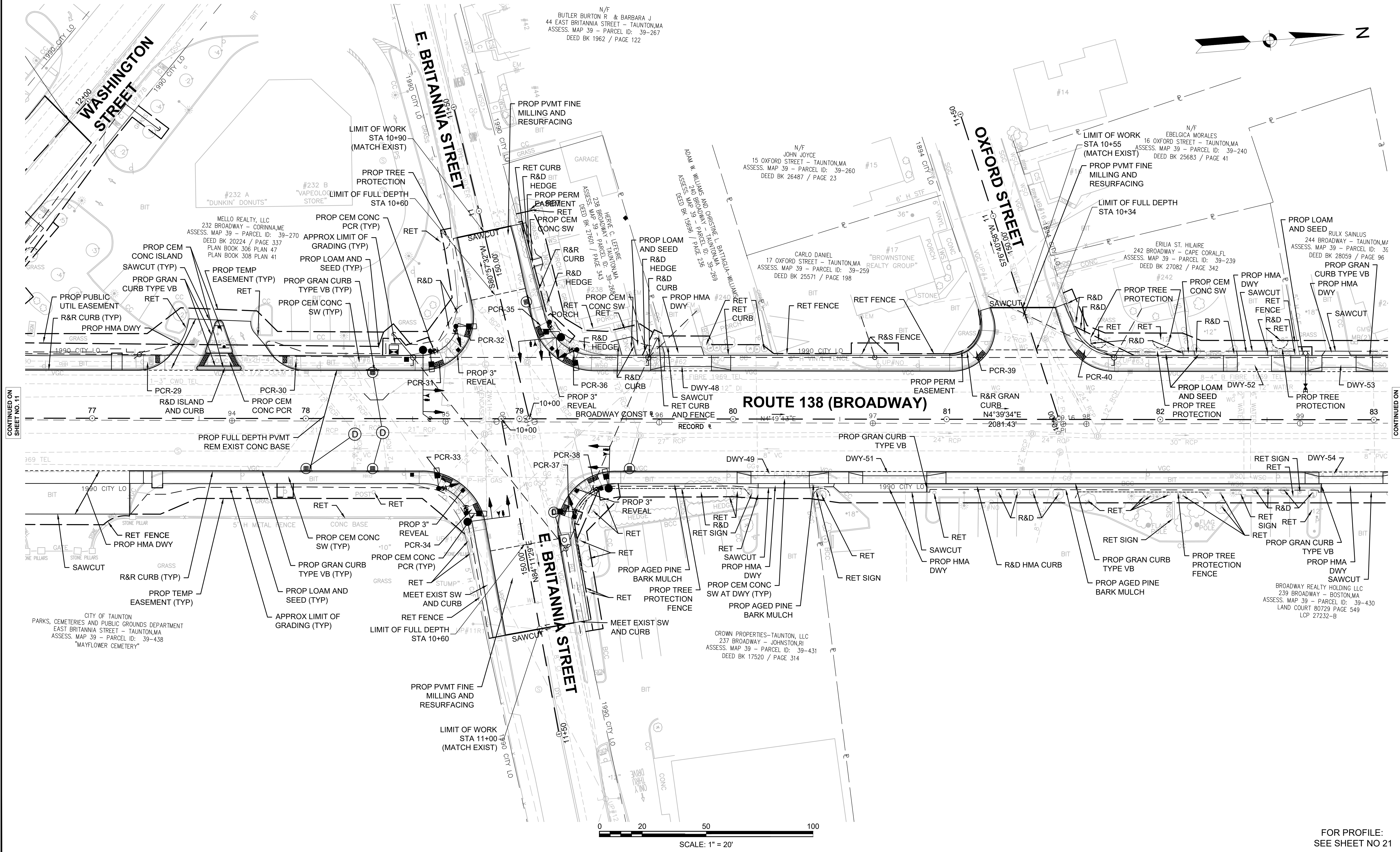
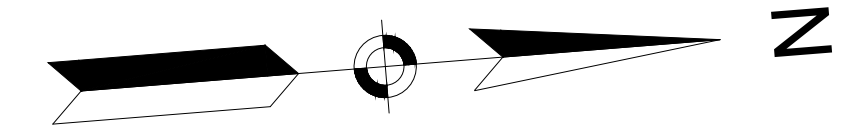
WATER SUPPLY ALTERATIONS  
SEE DRAINAGE/UTILITY PLANS

DRAINAGE DETAILS  
SEE DRAINAGE/UTILITY PLANS

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

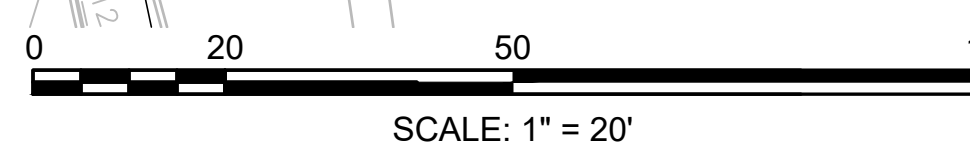
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	12	136
PROJECT FILE NO.		608753	

CONSTRUCTION PLAN



CONTINUED ON  
SHEET NO. 11

CONTINUED ON  
SHEET NO. 13



FOR PROFILE:  
SEE SHEET NO 21

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HIGHWAY GUARD DETAILS  
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TRAFFIC SIGNAL CONDUIT  
NONE

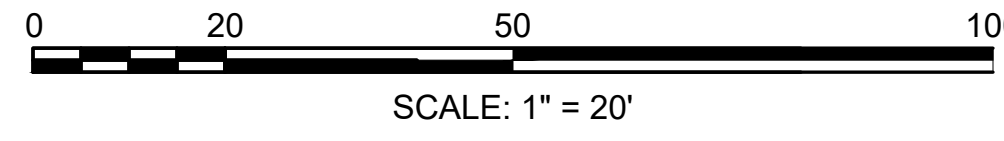
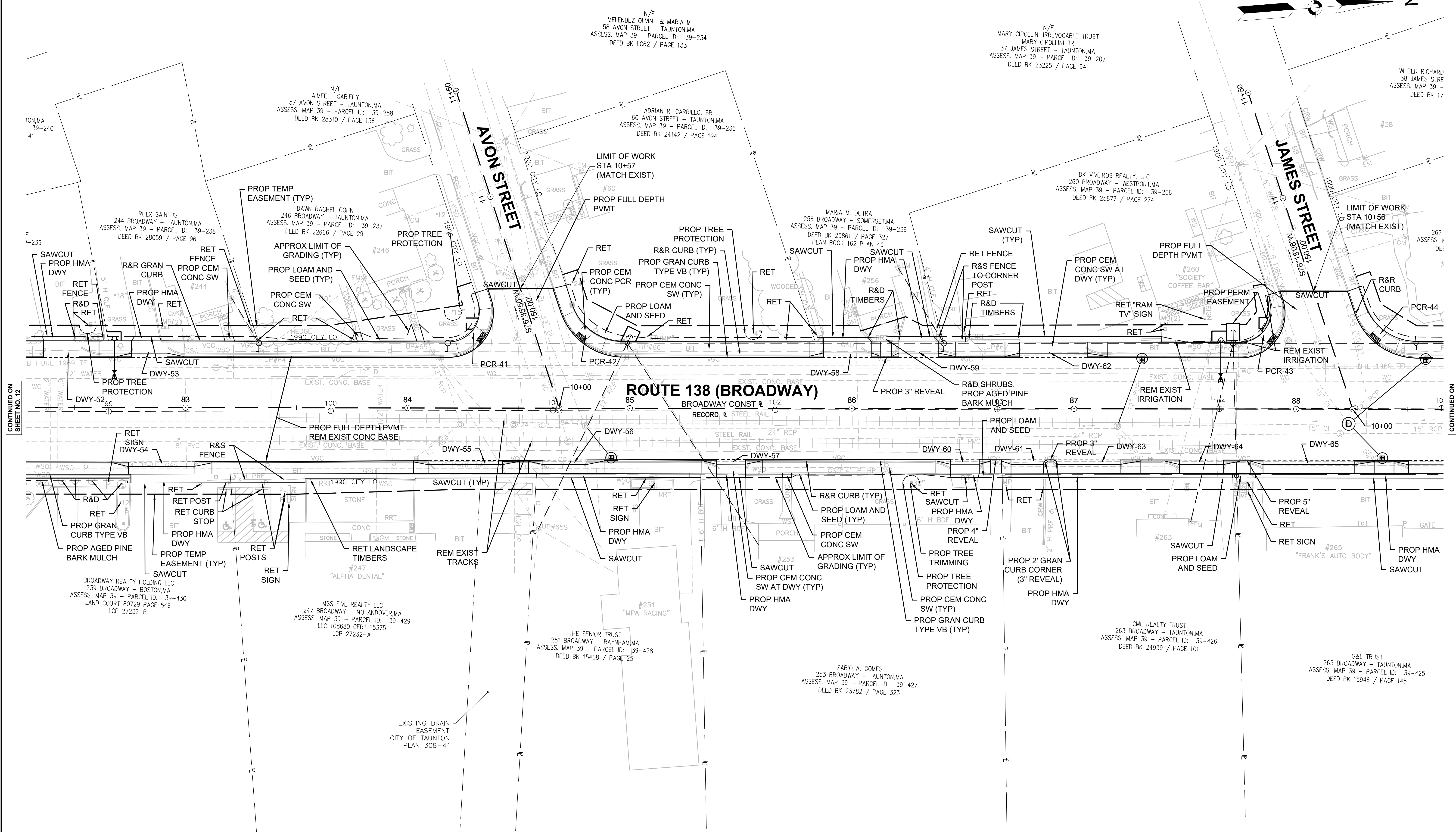
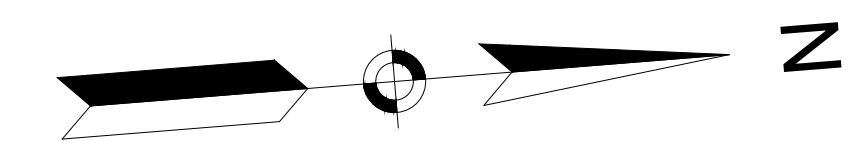
WATER SUPPLY ALTERATIONS  
SEE DRAINAGE/UTILITY PLANS

DRAINAGE DETAILS  
SEE DRAINAGE/UTILITY PLANS

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	13	136
PROJECT FILE NO. 608753			

CONSTRUCTION PLAN



FOR PROFILE:  
SEE SHEET NO 22

CONTINUED ON  
SHEET NO. 12

CONTINUED ON  
SHEET NO. 14

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608753\HD\CONSTR\PLANS\DWG Plotted on 14-Aug-2024 9:28 AM

HIGHWAY GUARD DETAILS  
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TRAFFIC SIGNAL CONDUIT  
NONE

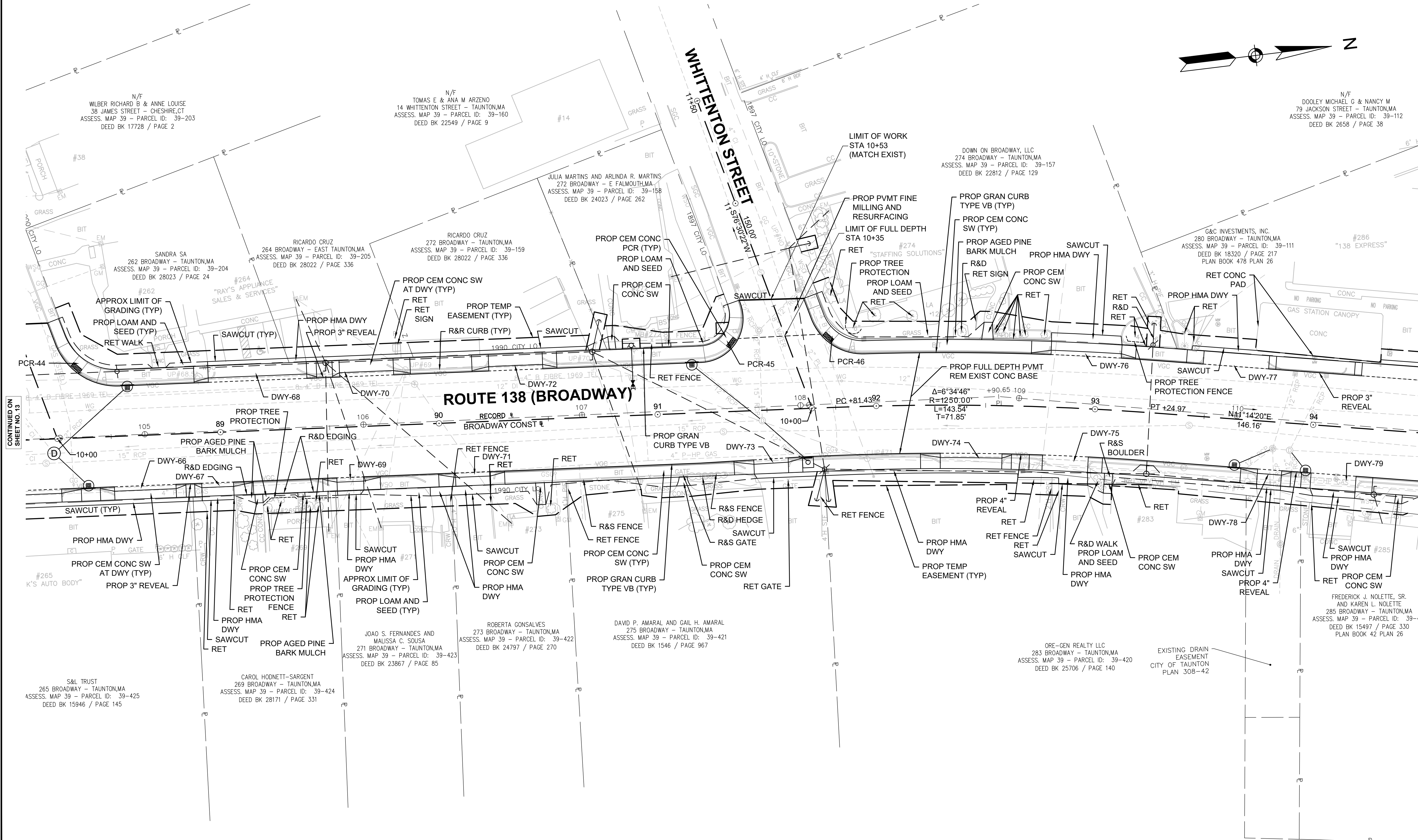
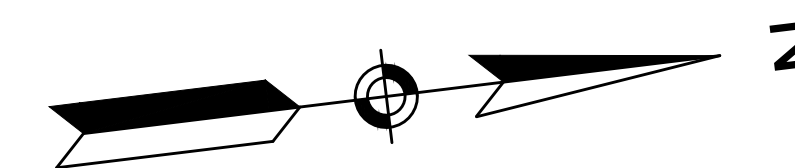
WATER SUPPLY ALTERATIONS  
SEE DRAINAGE/UTILITY PLANS

DRAINAGE DETAILS  
SEE DRAINAGE/UTILITY PLANS

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

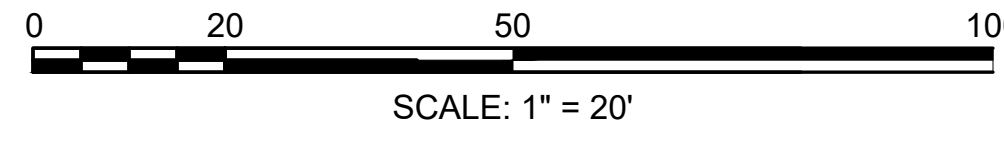
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MA	STP-0035(059)	14	136
PROJECT FILE NO.		608753	

CONSTRUCTION PLAN



CONTINUED ON  
SHEET NO. 13

CONTINUED ON  
SHEET NO. 15



FOR PROFILE:  
SEE SHEET NO 23



HIGHWAY GUARD DETAILS  
NONE

TRAFFIC SIGNAL CONDUIT  
NONE

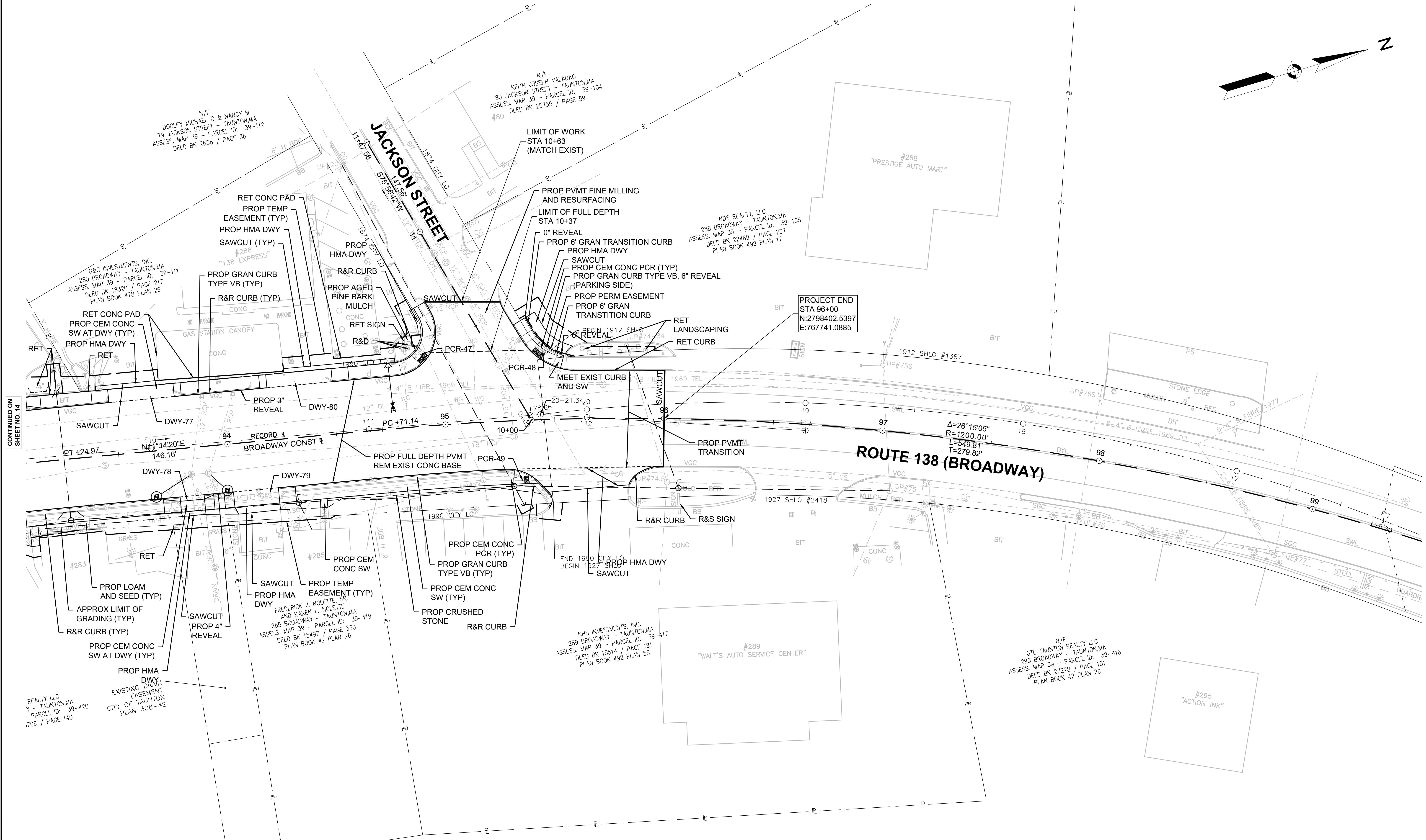
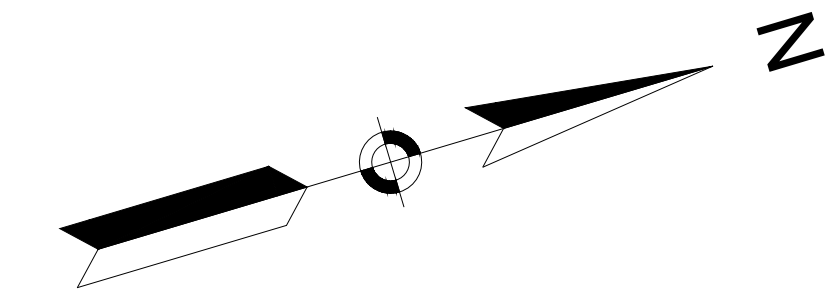
WATER SUPPLY ALTERATIONS  
SEE DRAINAGE/UTILITY PLANS

DRAINAGE DETAILS  
SEE DRAINAGE/UTILITY PLANS

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	15	136
PROJECT FILE NO.		608753	

CONSTRUCTION PLAN



CONTINUED ON  
SHEET NO. 14



FOR PROFILE:  
SEE SHEET NO 24

\\BETA-INC.COM\NETRANS\62005\6274 - BROADWAY PHASE 2 - TAUNTON\608753\CONSTR\PLANS\PLAN SHEET.DWG 7/2/2019 2:52 PM

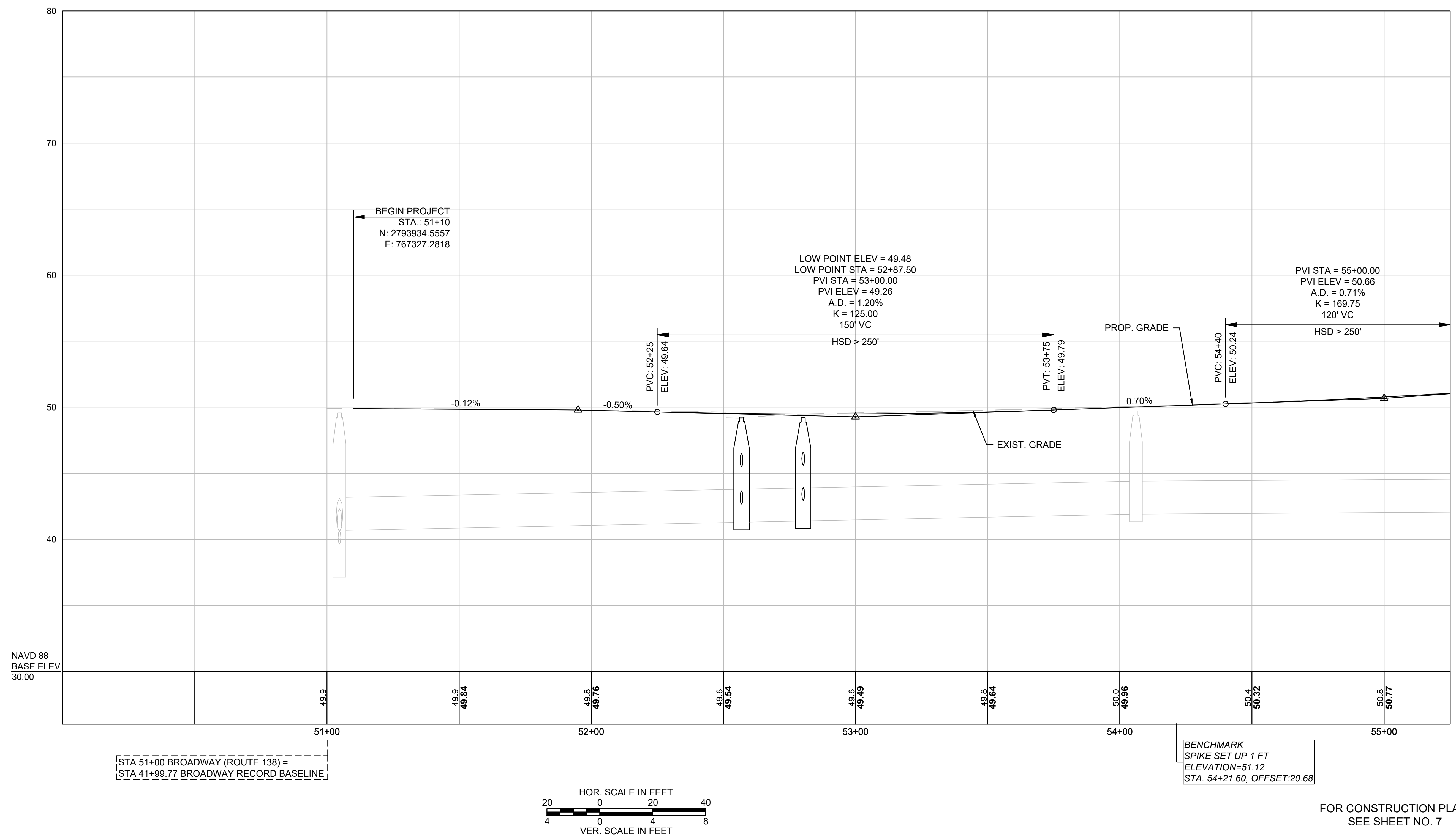
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TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	16	136
PROJECT FILE NO. 608753			

PROFILE

BROADWAY CONSTRUCTION BASELINE



CONTINUED ON  
SHEET NO. 17

FOR CONSTRUCTION PLAN:  
SEE SHEET NO. 7



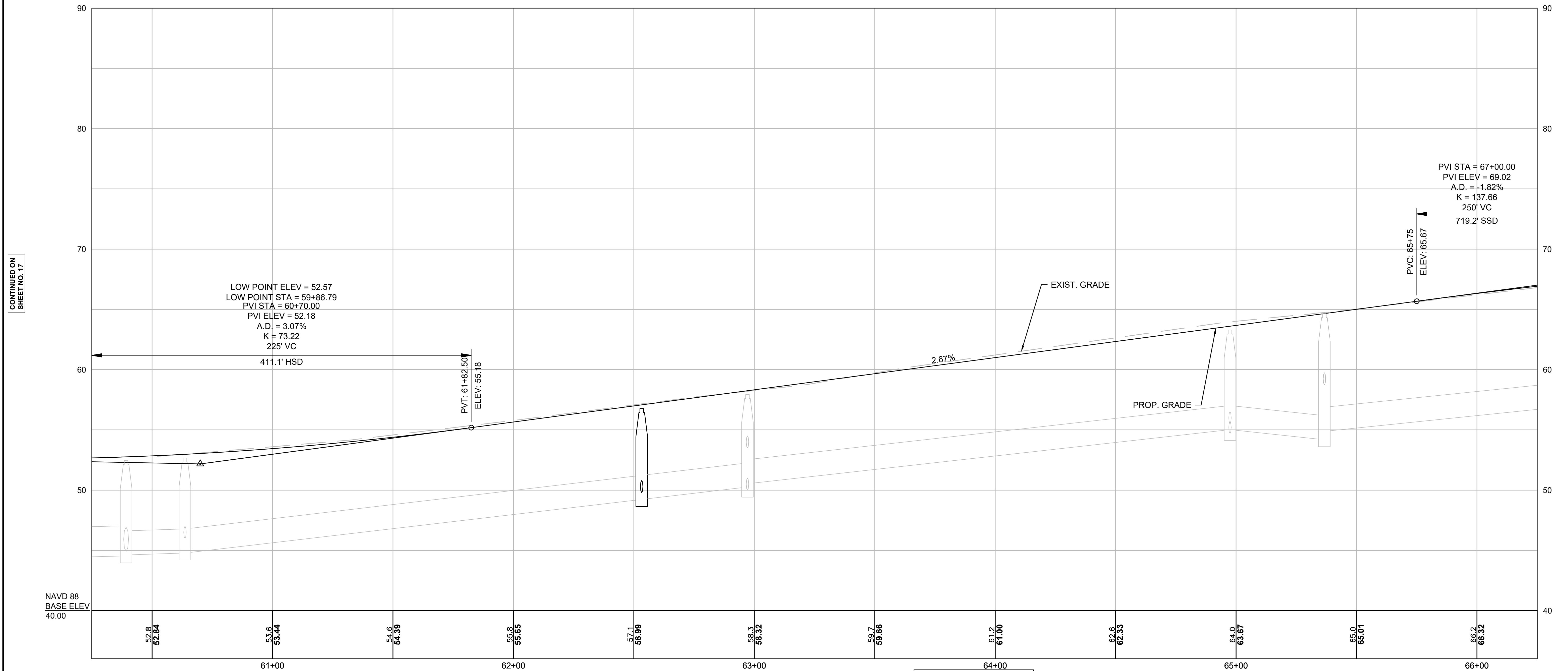


**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	18	136
PROJECT FILE NO.		608753	

**PROFILE**

**BROADWAY CONSTRUCTION BASELINE**



CONTINUED ON  
SHEET NO. 17

CONTINUED ON  
SHEET NO. 19

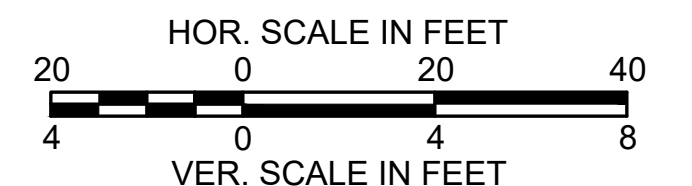
STA 60+62.81 BROADWAY (ROUTE 138) = STA 10+00 FERN STREET

STA 63+00.30 BROADWAY (ROUTE 138) = STA 10+00 JEFFERSON STREET (WEST)

STA 63+05.51 BROADWAY (ROUTE 138) = STA 10+00 JEFFERSON STREET (EAST)

BENCHMARK SPIKE SET UP 1 FT ELEVATION=61.09 STA. 63+63.83, OFFSET:21.28

STA 65+21.41 BROADWAY (ROUTE 138) = STA 10+00 PAULL STREET



FOR CONSTRUCTION PLAN:  
SEE SHEET NO. 9

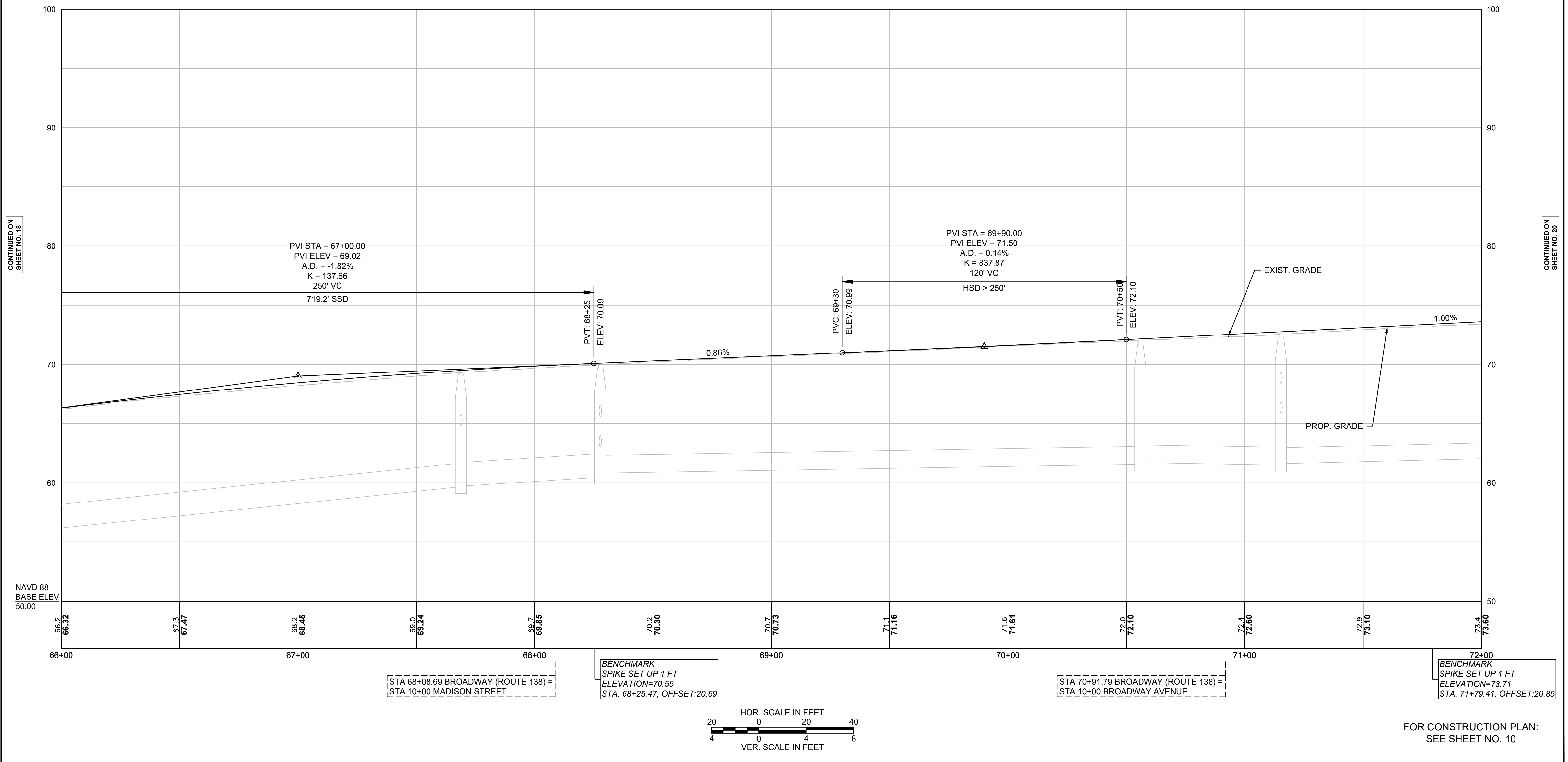


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	19	136
PROJECT FILE NO.		608753	

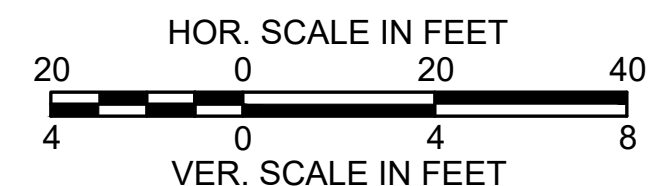
PROFILE

BROADWAY CONSTRUCTION BASELINE



CONTINUED ON SHEET NO. 18

CONTINUED ON SHEET NO. 20



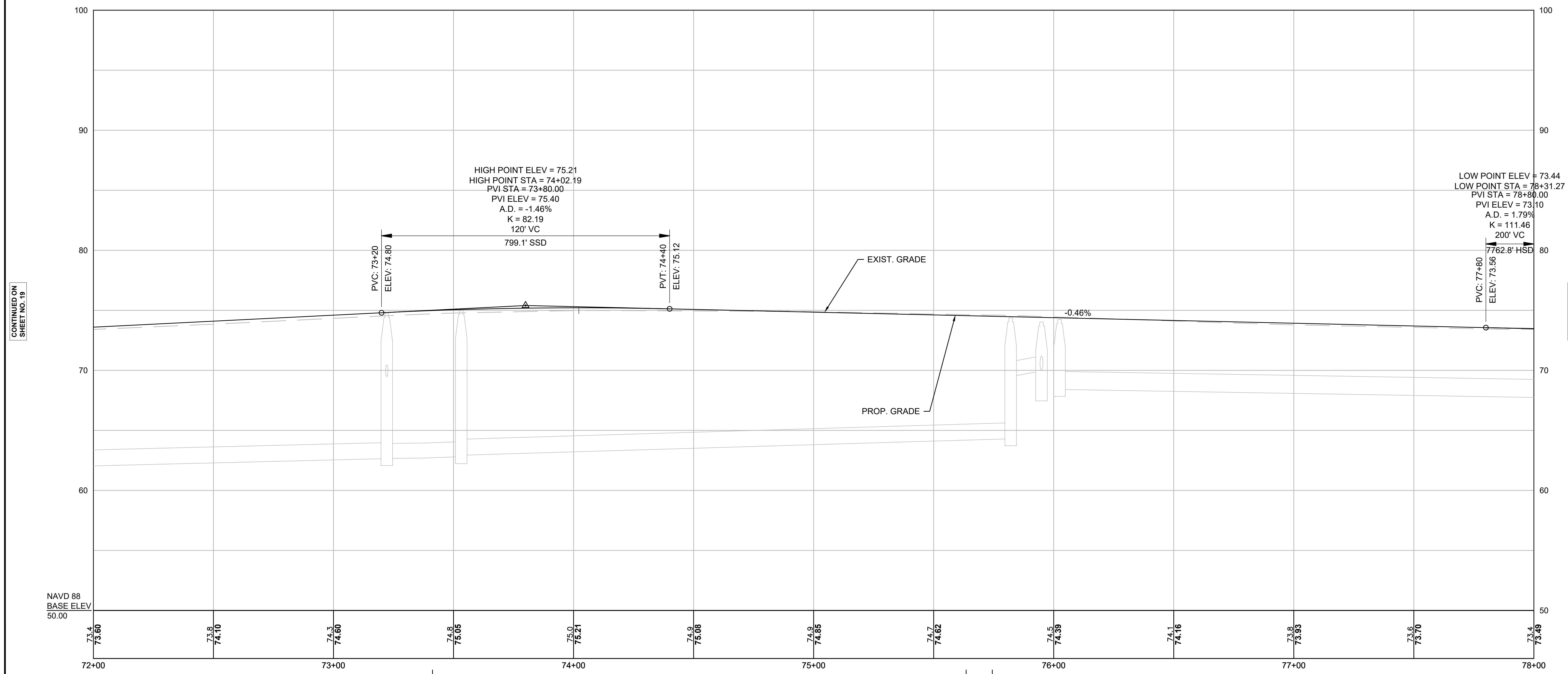
FOR CONSTRUCTION PLAN:  
SEE SHEET NO. 10

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	20	136
PROJECT FILE NO.		608753	

PROFILE

BROADWAY CONSTRUCTION BASELINE



CONTINUED ON  
SHEET NO. 19

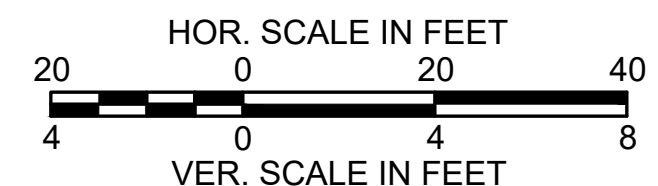
CONTINUED ON  
SHEET NO. 21

NAVD 88  
BASE ELEV  
50.00

STA 73+41.24 BROADWAY (ROUTE 138) =  
STA 10+00 MONROE STREET

STA 75+63.52 BROADWAY (ROUTE 138) =  
STA 10+00 WASHINGTON STREET (WEST)

STA 75+74.41 BROADWAY (ROUTE 138) =  
STA 10+00 WASHINGTON STREET (EAST)



FOR CONSTRUCTION PLAN:  
SEE SHEET NO. 11

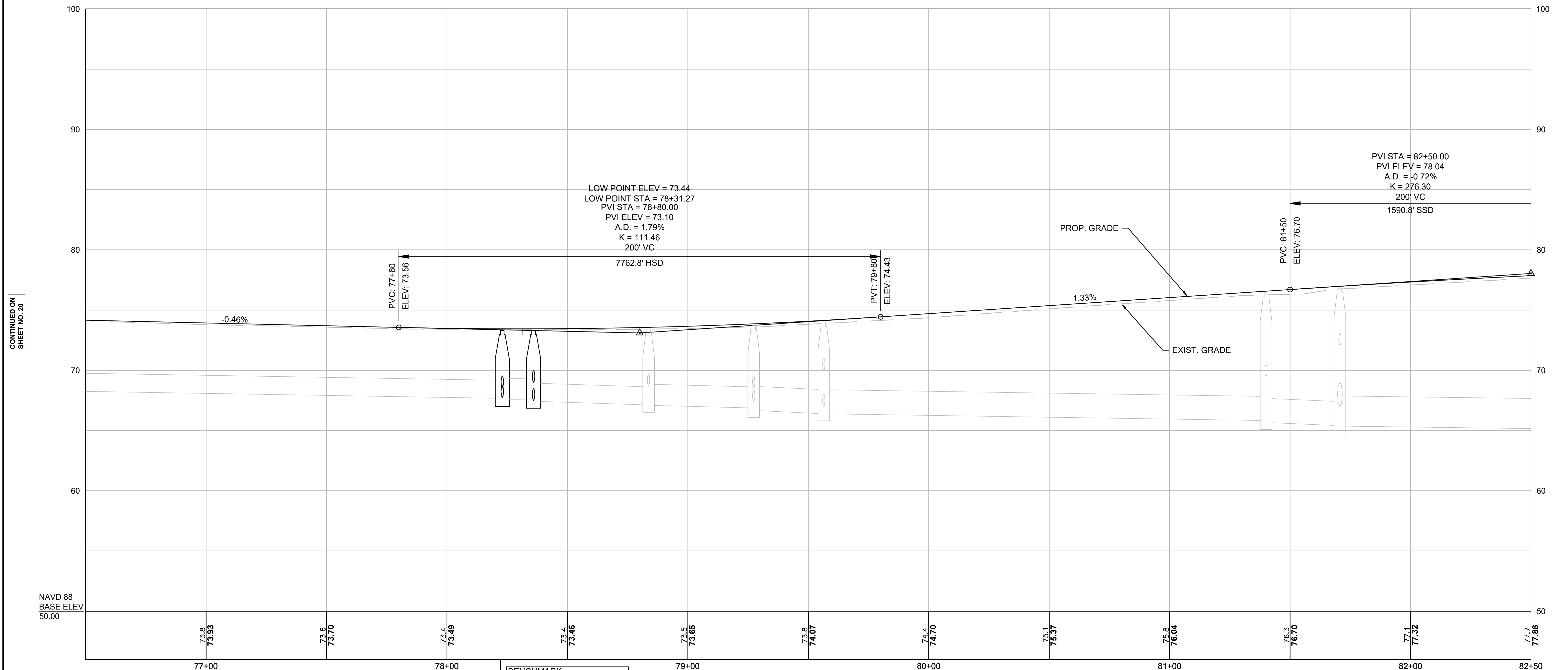


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	21	136
PROJECT FILE NO.		608753	

PROFILE

BROADWAY CONSTRUCTION BASELINE



CONTINUED ON  
SHEET NO. 20

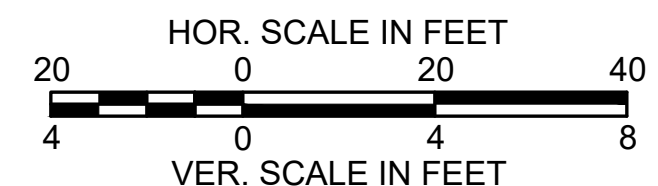
CONTINUED ON  
SHEET NO. 22

BENCHMARK  
SPIKE SET UP 1 FT  
ELEVATION=74.46  
STA. 78+22.21, OFFSET=-24.58

STA 78+91.47 BROADWAY (ROUTE 138) =  
STA 10+00 E BRITTANIA STREET (EAST)

STA 79+04.62 BROADWAY (ROUTE 138) =  
STA 10+00 E BRITTANIA STREET (WEST)

STA 81+52.58 BROADWAY (ROUTE 138) =  
STA 10+00 OXFORD STREET



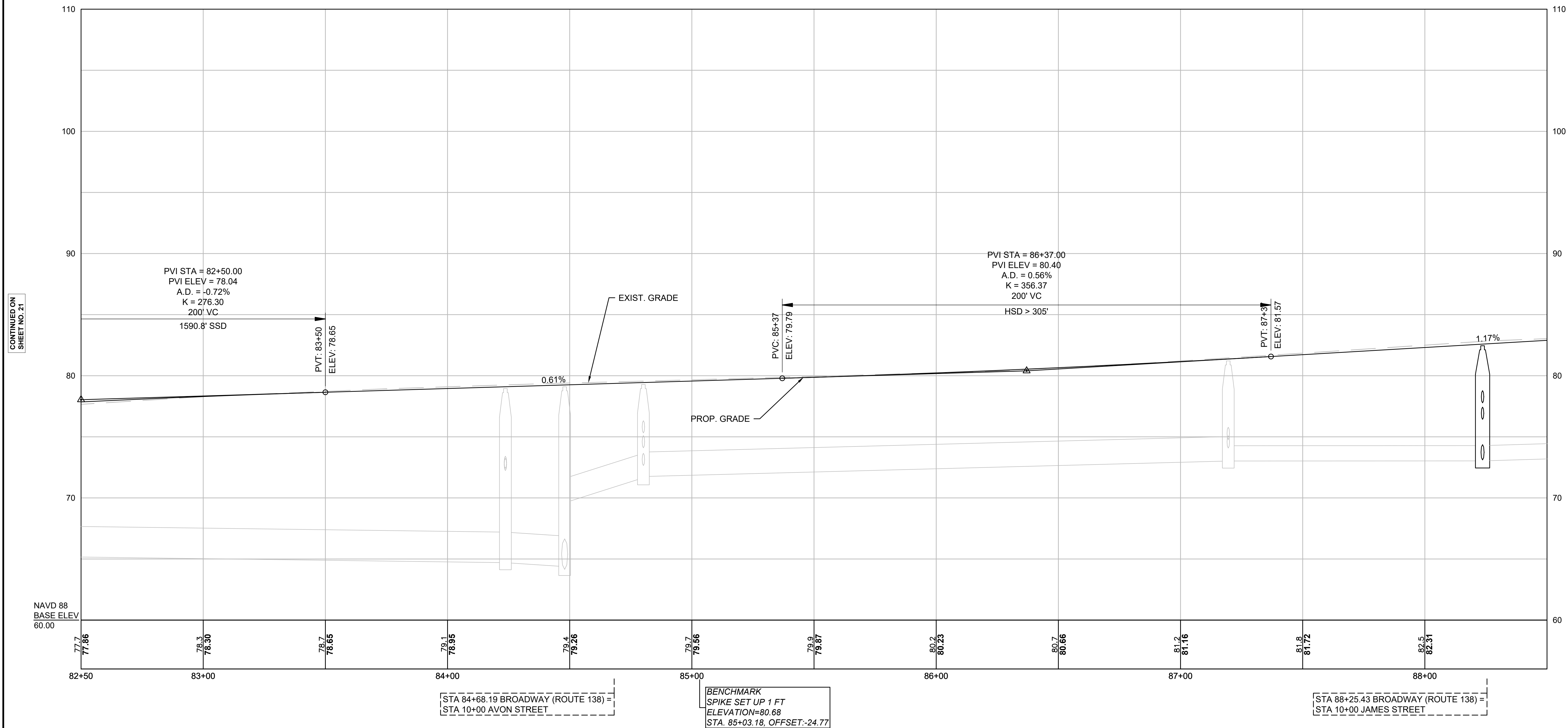
FOR CONSTRUCTION PLAN:  
SEE SHEET NO. 12

**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	22	136
PROJECT FILE NO. 608753			

**PROFILE**

**BROADWAY CONSTRUCTION BASELINE**



CONTINUED ON  
SHEET NO. 21

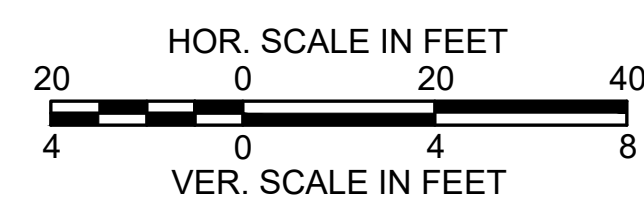
CONTINUED ON  
SHEET NO. 23

NAVD 88  
BASE ELEV  
60.00

STA 84+68.19 BROADWAY (ROUTE 138) =  
STA 10+00 AVON STREET

BENCHMARK  
SPIKE SET UP 1 FT  
ELEVATION=80.68  
STA. 85+03.18, OFFSET=-24.77

STA 88+25.43 BROADWAY (ROUTE 138) =  
STA 10+00 JAMES STREET



FOR CONSTRUCTION PLAN:  
SEE SHEET NO. 13

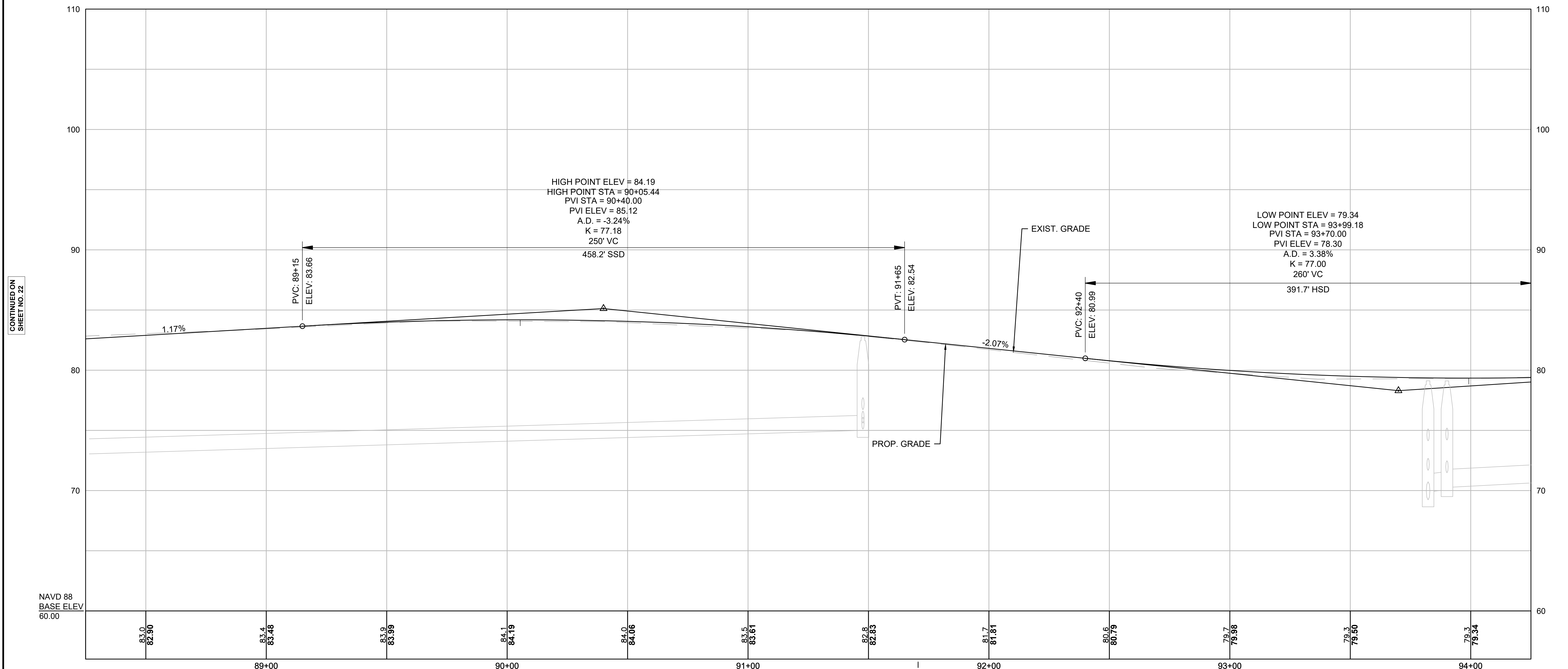


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	23	136
PROJECT FILE NO.		608753	

PROFILE

BROADWAY CONSTRUCTION BASELINE



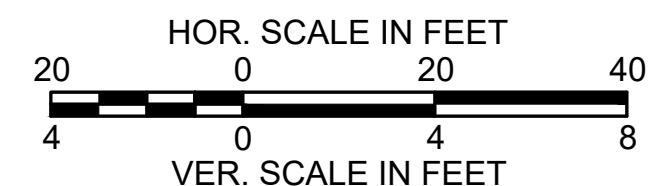
CONTINUED ON  
SHEET NO. 22

CONTINUED ON  
SHEET NO. 24

NAVD 88  
BASE ELEV  
60.00

STA 91+70.59 BROADWAY (ROUTE 138) =  
STA 10+00 WHITTENTON STREET

BENCHMARK  
SPIKE SET UP 1 FT  
ELEVATION=82.73  
STA. 91+95.64, OFFSET:23.47



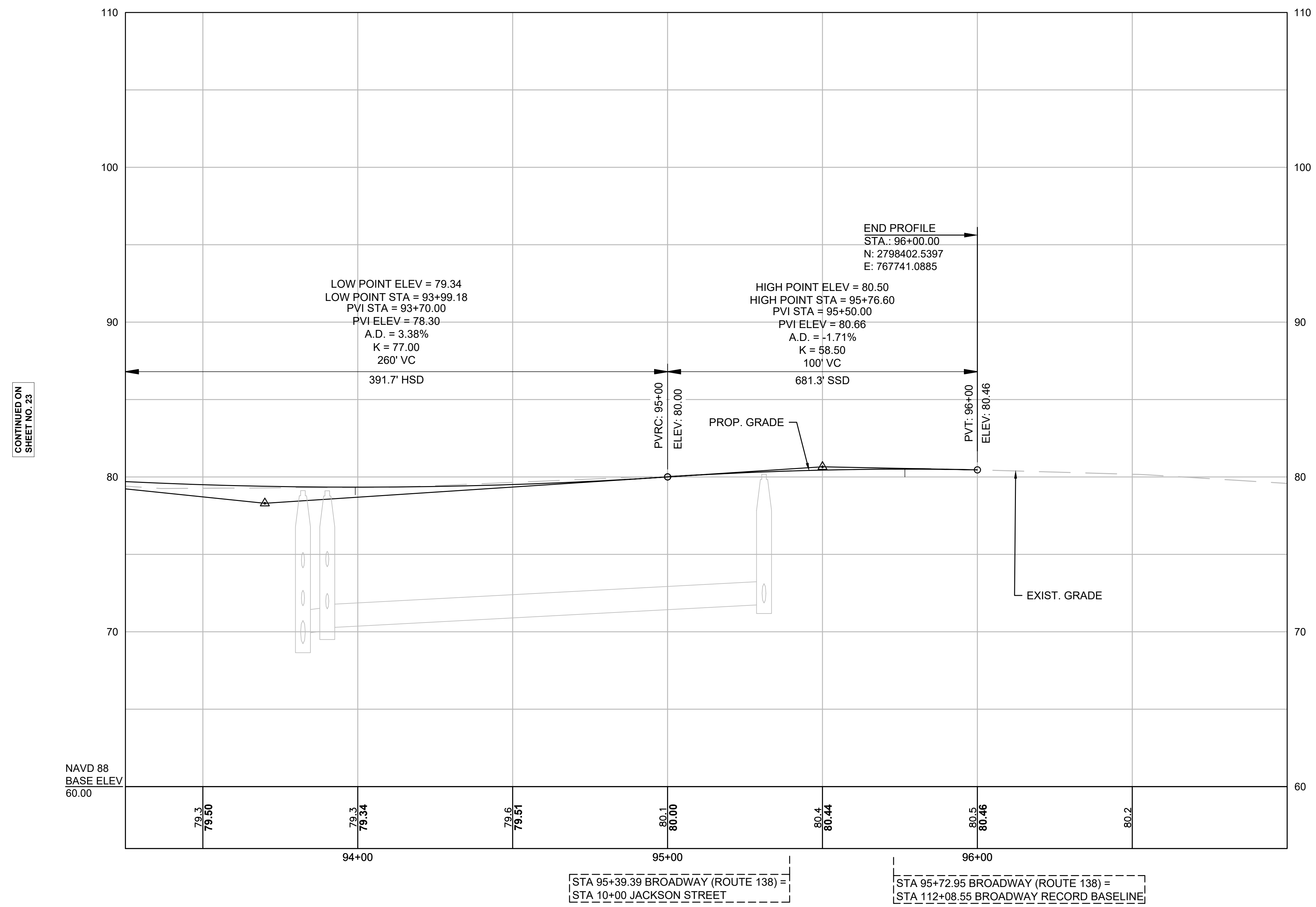
FOR CONSTRUCTION PLAN:  
SEE SHEET NO. 14

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	24	136
PROJECT FILE NO.		608753	

PROFILE

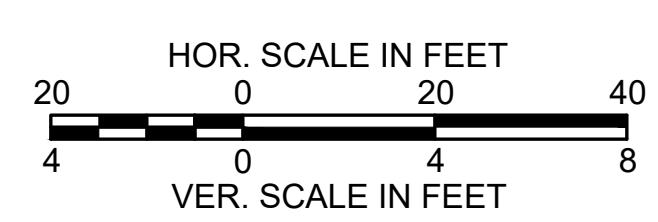
BROADWAY CONSTRUCTION BASELINE



CONTINUED ON  
SHEET NO. 23

STA 95+39.39 BROADWAY (ROUTE 138) =  
STA 10+00 JACKSON STREET

STA 95+72.95 BROADWAY (ROUTE 138) =  
STA 112+08.55 BROADWAY RECORD BASELINE



FOR CONSTRUCTION PLAN:  
SEE SHEET NO. 15

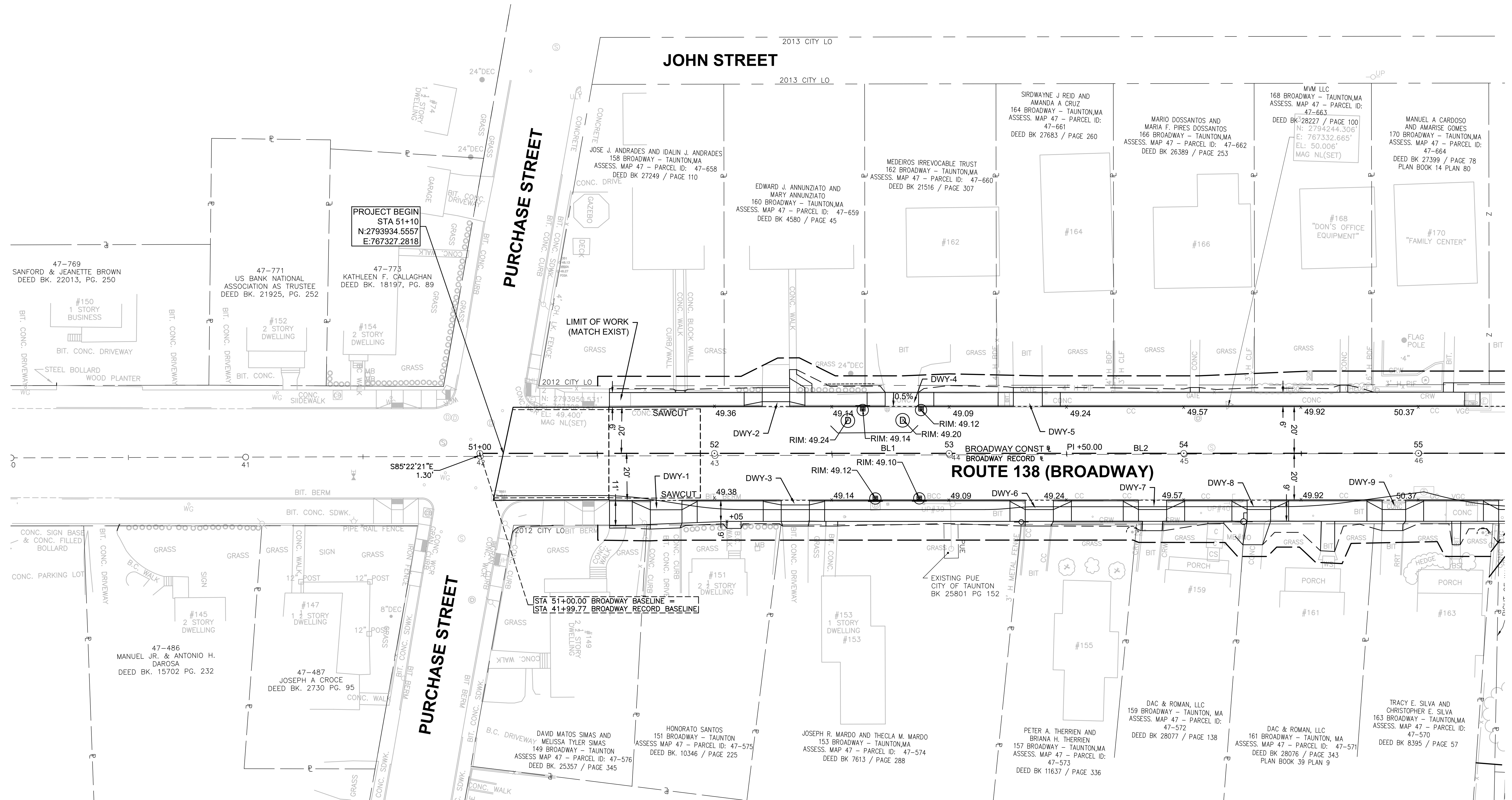
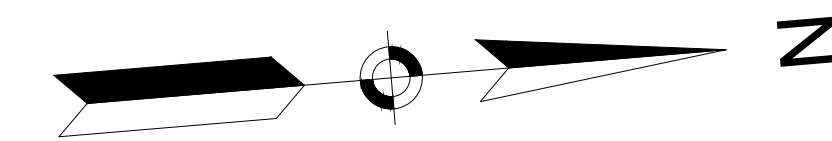


- NOTES:
- GRADES SHOWN ARE EDGE OF PAVEMENT OR BOTTOM OF CURB UNLESS OTHERWISE NOTED
  - GRADES SHOWN AT 50' STATIONS UNLESS OTHERWISE NOTED
  - REVEAL AT PROPOSED CURB LOCATIONS IS 6 INCHES UNLESS OTHERWISE NOTED

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	25	136
PROJECT FILE NO.		608753	

CURB TIE AND GRADING PLAN

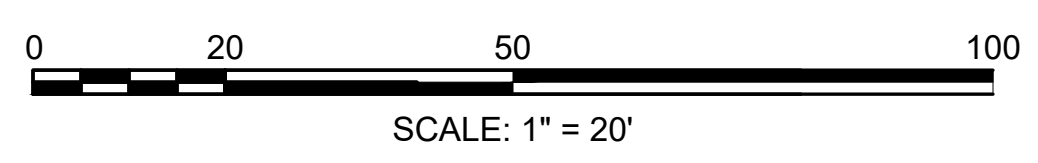


PROJECT BEGIN  
STA 51+10  
N:2793934.5557  
E:767327.2818

LIMIT OF WORK  
(MATCH EXIST)

STA 51+00.00 BROADWAY BASELINE =  
STA 41+99.77 BROADWAY RECORD BASELINE

BROADWAY BASELINE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
BL1	51+00.00	2793924.5909	767326.4433		N4°48'36"E 250.00'	53+50.00	2794173.7105	767347.4060
BL2	53+50.00	2794173.7105	767347.4060		N4°47'43"E 550.00'	59+00.00	2794721.7855	767393.3824



FOR PROFILE:  
SEE SHEET NO 16

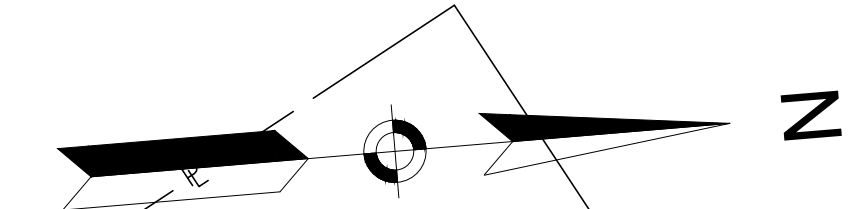
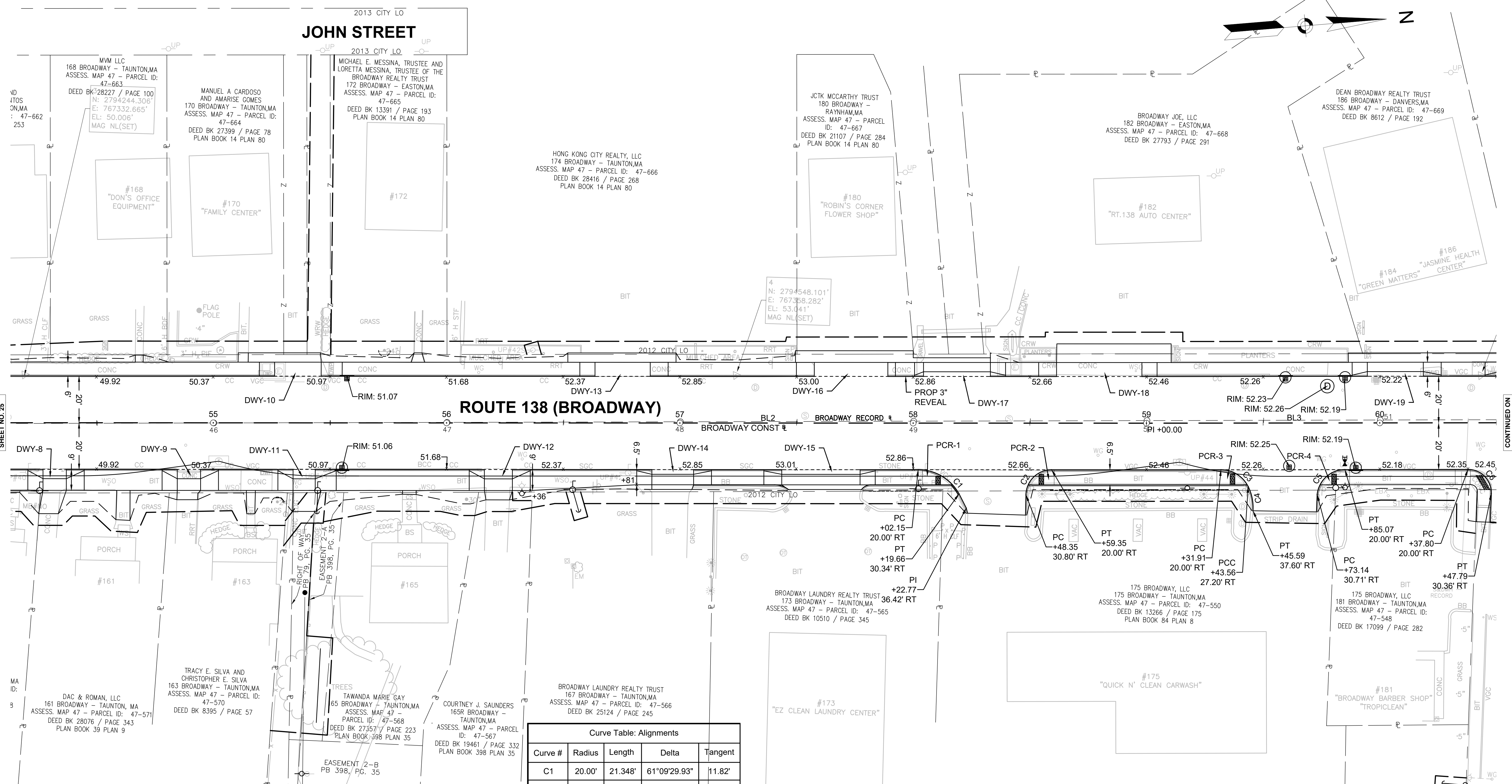
CONTINUED ON  
SHEET NO. 26

- NOTES:
- GRADES SHOWN ARE EDGE OF PAVEMENT OR BOTTOM OF CURB UNLESS OTHERWISE NOTED
  - GRADES SHOWN AT 50' STATIONS UNLESS OTHERWISE NOTED
  - REVEAL AT PROPOSED CURB LOCATIONS IS 6 INCHES UNLESS OTHERWISE NOTED

**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	26	136
PROJECT FILE NO.		608753	

**CURB TIE AND GRADING PLAN**



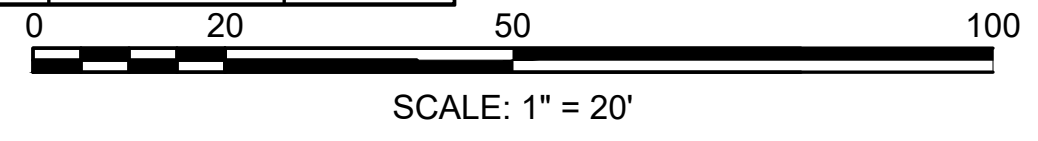
CONTINUED ON  
SHEET NO. 25

CONTINUED ON  
SHEET NO. 27

**BROADWAY BASELINE CONSTRUCTION BASELINE DATA**

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
BL2	53+50.00	2794173.7105	767347.4060		N4°47'43"E 550.00'	59+00.00	2794721.7855	767393.3824
BL3	59+00.00	2794721.7855	767393.3824		N4°42'22"E 1200.00'	71+00.00	2795917.7397	767491.8365

Curve Table: Alignments				
Curve #	Radius	Length	Delta	Tangent
C1	20.00'	21.348'	61°09'29.93"	11.82'
C2	11.00'	17.080'	88°57'54.31"	10.80'
C3	13.00'	14.406'	63°29'34.04"	8.04'
C4	20.00'	10.732'	30°44'39.33"	5.50'
C5	12.00'	17.556'	83°49'29.58"	10.77'
C6	10.00'	16.068'	92°03'46.71"	10.37'



FOR PROFILE:  
SEE SHEET NO 17

\\BETA-INC.COM\B\TRANS\608753\ROAD\PLAN\_SHEET\_FILES\PLAN\_SHEET\_26\_2021\_8.55.AM

608753\HD\CURB\_GRADING\_PLAN\DWG Ploited on 14-Aug-2024 9:31 AM

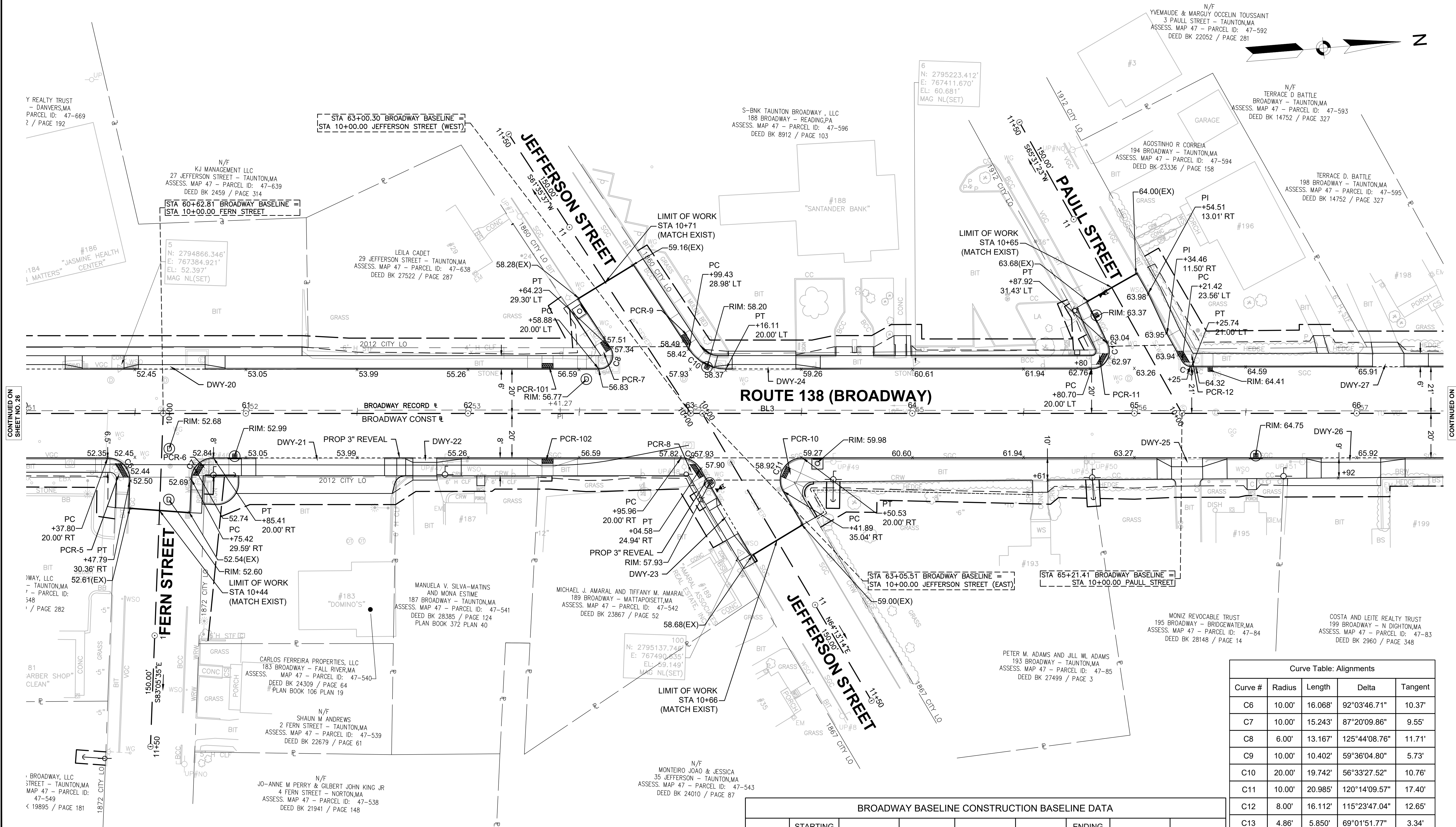


- NOTES:
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  - GRADES SHOWN AT 50' STATIONS UNLESS OTHERWISE NOTED
  - REVEAL AT PROPOSED CURB LOCATIONS IS 6 INCHES UNLESS OTHERWISE NOTED

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	27	136
PROJECT FILE NO.		608753	

CURB TIE AND GRADING PLAN

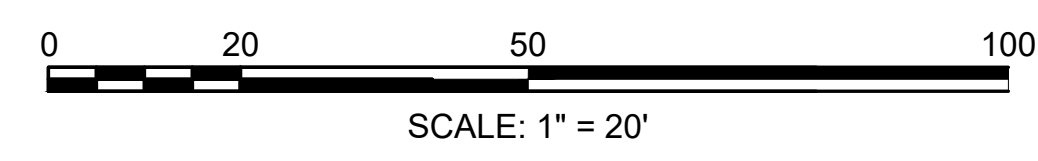


CONTINUED ON  
SHEET NO. 26

CONTINUED ON  
SHEET NO. 28

Curve #	Radius	Length	Delta	Tangent
C6	10.00'	16.068'	92°03'46.71"	10.37'
C7	10.00'	15.243'	87°20'09.86"	9.55'
C8	6.00'	13.167'	125°44'08.76"	11.71'
C9	10.00'	10.402'	59°36'04.80"	5.73'
C10	20.00'	19.742'	56°33'27.52"	10.76'
C11	10.00'	20.985'	120°14'09.57"	17.40'
C12	8.00'	16.112'	115°23'47.04"	12.65'
C13	4.86'	5.850'	69°01'51.77"	3.34'

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
BL3	59+00.00	2794721.7855	767393.3824		N4°42'22"E 1200.00'	71+00.00	2795917.7397	767491.8365



FOR PROFILE:  
SEE SHEET NO 18

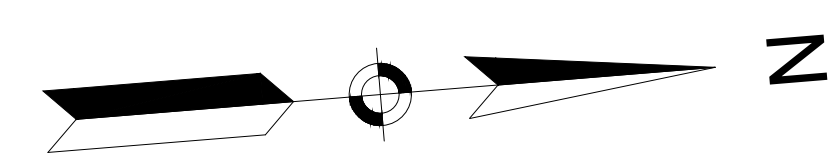
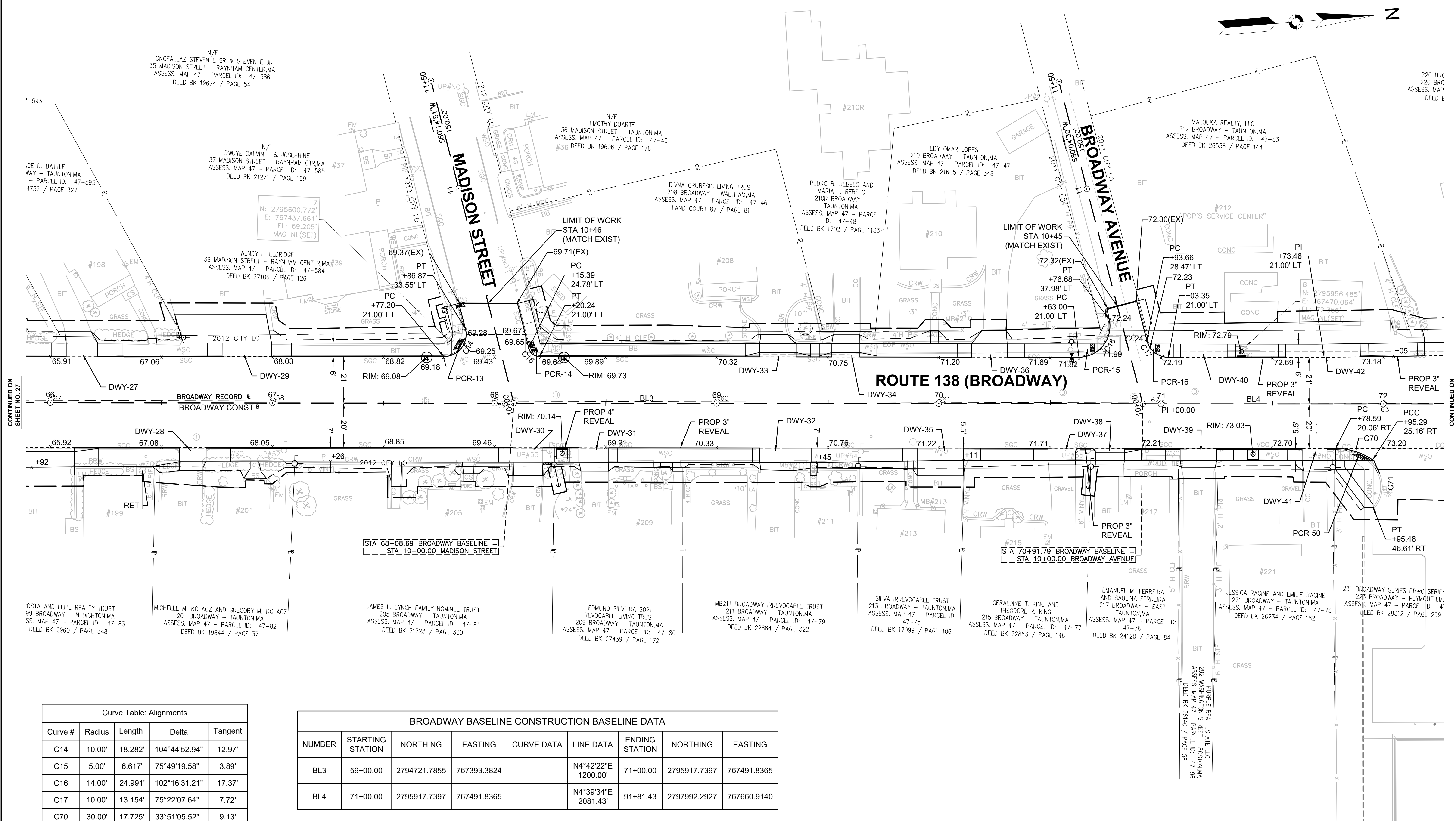
**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	28	136
PROJECT FILE NO. 608753			

**CURB TIE AND GRADING PLAN**

**NOTES:**

- GRADES SHOWN ARE EDGE OF PAVEMENT OR BOTTOM OF CURB UNLESS OTHERWISE NOTED
- GRADES SHOWN AT 50' STATIONS UNLESS OTHERWISE NOTED
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CONTINUED ON  
SHEET NO. 27

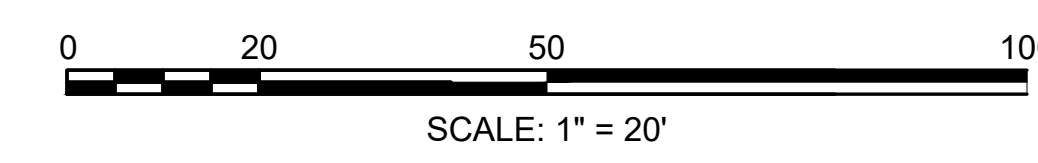
CONTINUED ON  
SHEET NO. 29

**Curve Table: Alignments**

Curve #	Radius	Length	Delta	Tangent
C14	10.00'	18.282'	104°44'52.94"	12.97'
C15	5.00'	6.617'	75°49'19.58"	3.89'
C16	14.00'	24.991'	102°16'31.21"	17.37'
C17	10.00'	13.154'	75°22'07.64"	7.72'
C70	30.00'	17.725'	33°51'05.52"	9.13'
C71	13.00'	25.227'	111°11'07.07"	18.98'

**BROADWAY BASELINE CONSTRUCTION BASELINE DATA**

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
BL3	59+00.00	2794721.7855	767393.3824		N4°42'22"E 1200.00'	71+00.00	2795917.7397	767491.8365
BL4	71+00.00	2795917.7397	767491.8365		N4°39'34"E 2081.43'	91+81.43	2797992.2927	767660.9140



FOR PROFILE:  
SEE SHEET NO 19



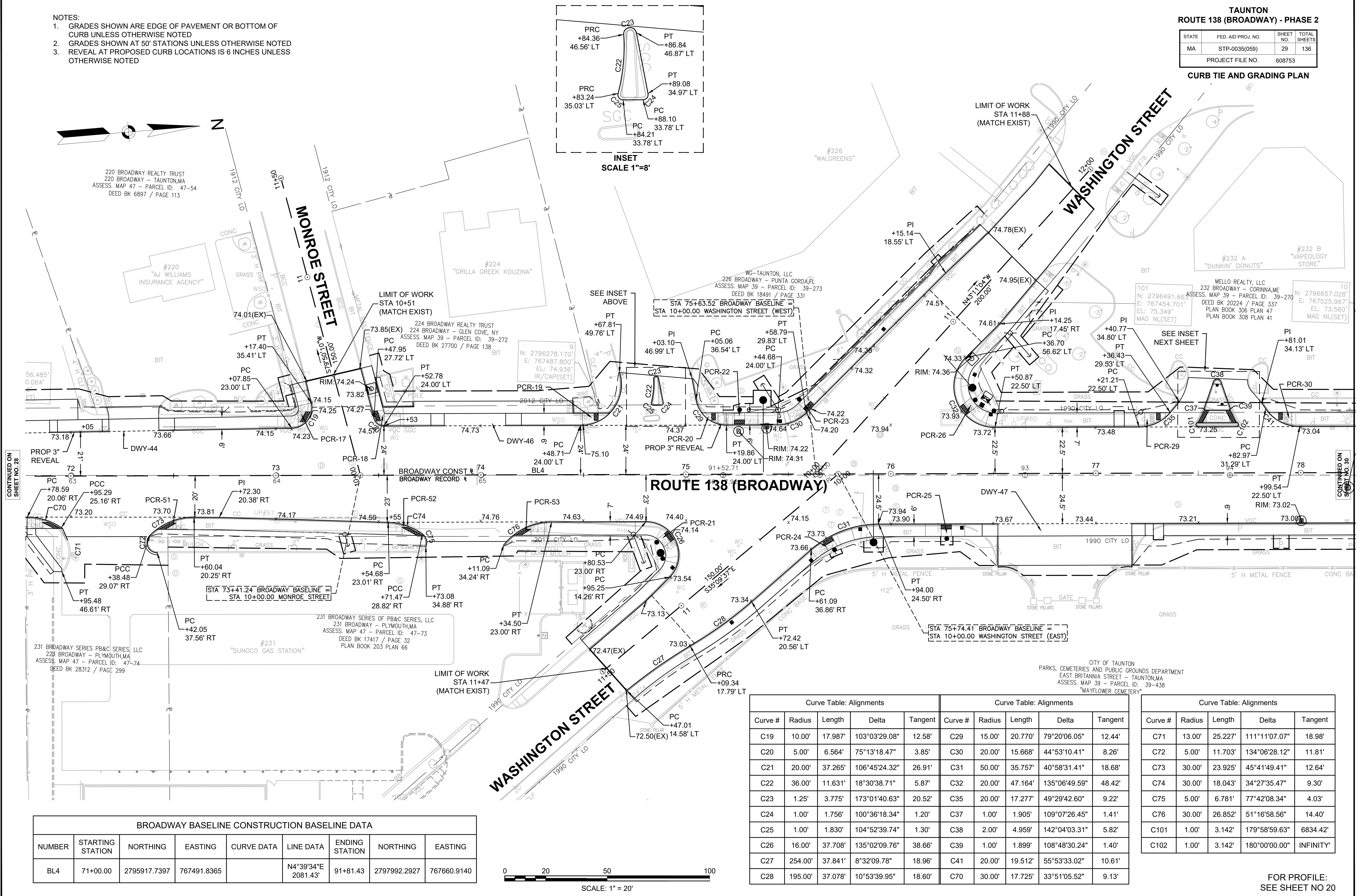
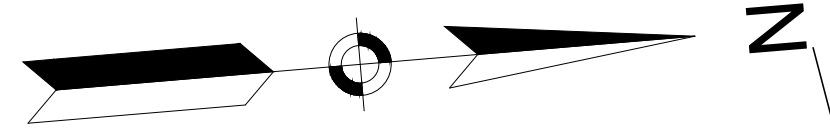
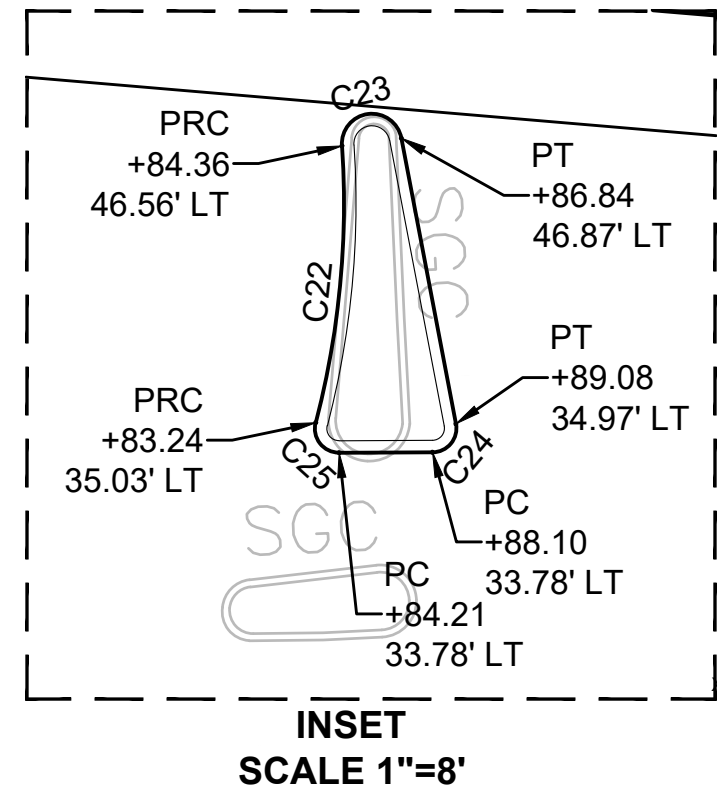
- NOTES:
- GRADES SHOWN ARE EDGE OF PAVEMENT OR BOTTOM OF CURB UNLESS OTHERWISE NOTED
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  - REVEAL AT PROPOSED CURB LOCATIONS IS 6 INCHES UNLESS OTHERWISE NOTED

**TAUNTON**  
**ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	29	136

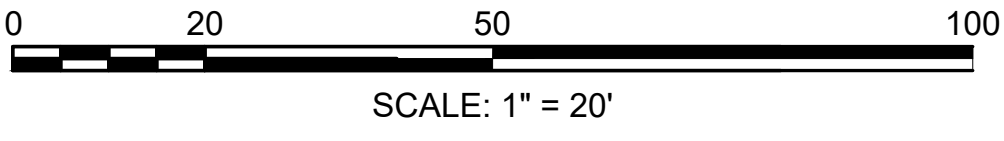
PROJECT FILE NO. 608753

**CURB TIE AND GRADING PLAN**



**BROADWAY BASELINE CONSTRUCTION BASELINE DATA**

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
BL4	71+00.00	2795917.7397	767491.8365		N4°39'34"E 2081.43'	91+81.43	2797992.2927	767660.9140



**Curve Table: Alignments**

Curve #	Radius	Length	Delta	Tangent
C19	10.00'	17.987'	103°03'29.08"	12.58'
C20	5.00'	6.564'	75°13'18.47"	3.85'
C21	20.00'	37.265'	106°45'24.32"	26.91'
C22	36.00'	11.631'	18°30'38.71"	5.87'
C23	1.25'	3.775'	173°01'40.63"	20.52'
C24	1.00'	1.756'	100°36'18.34"	1.20'
C25	1.00'	1.830'	104°52'39.74"	1.30'
C26	16.00'	37.708'	135°02'09.76"	38.66'
C27	254.00'	37.841'	8°32'09.78"	18.96'
C28	195.00'	37.078'	10°53'39.95"	18.60'
C29	15.00'	20.770'	79°20'06.05"	12.44'
C30	20.00'	15.668'	44°53'10.41"	8.26'
C31	50.00'	35.757'	40°58'31.41"	18.68'
C32	20.00'	47.164'	135°06'49.59"	48.42'
C35	20.00'	17.277'	49°29'42.60"	9.22'
C37	1.00'	1.905'	109°07'26.45"	1.41'
C38	2.00'	4.959'	142°04'03.31"	5.82'
C39	1.00'	1.899'	108°48'30.24"	1.40'
C41	20.00'	19.512'	55°53'33.02"	10.61'
C70	30.00'	17.725'	33°51'05.52"	9.13'

**Curve Table: Alignments**

Curve #	Radius	Length	Delta	Tangent
C71	13.00'	25.227'	111°11'07.07"	18.98'
C72	5.00'	11.703'	134°06'28.12"	11.81'
C73	30.00'	23.925'	45°41'49.41"	12.64'
C74	30.00'	18.043'	34°27'35.47"	9.30'
C75	5.00'	6.781'	77°42'08.34"	4.03'
C76	30.00'	26.852'	51°16'58.56"	14.40'
C101	1.00'	3.142'	179°58'59.63"	6834.42'
C102	1.00'	3.142'	180°00'00.00"	INFINITY'

FOR PROFILE:  
SEE SHEET NO 20

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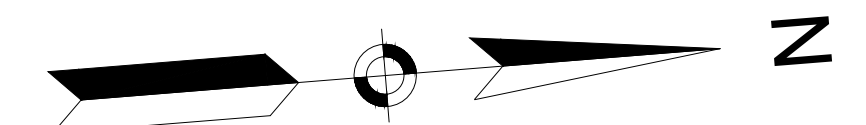
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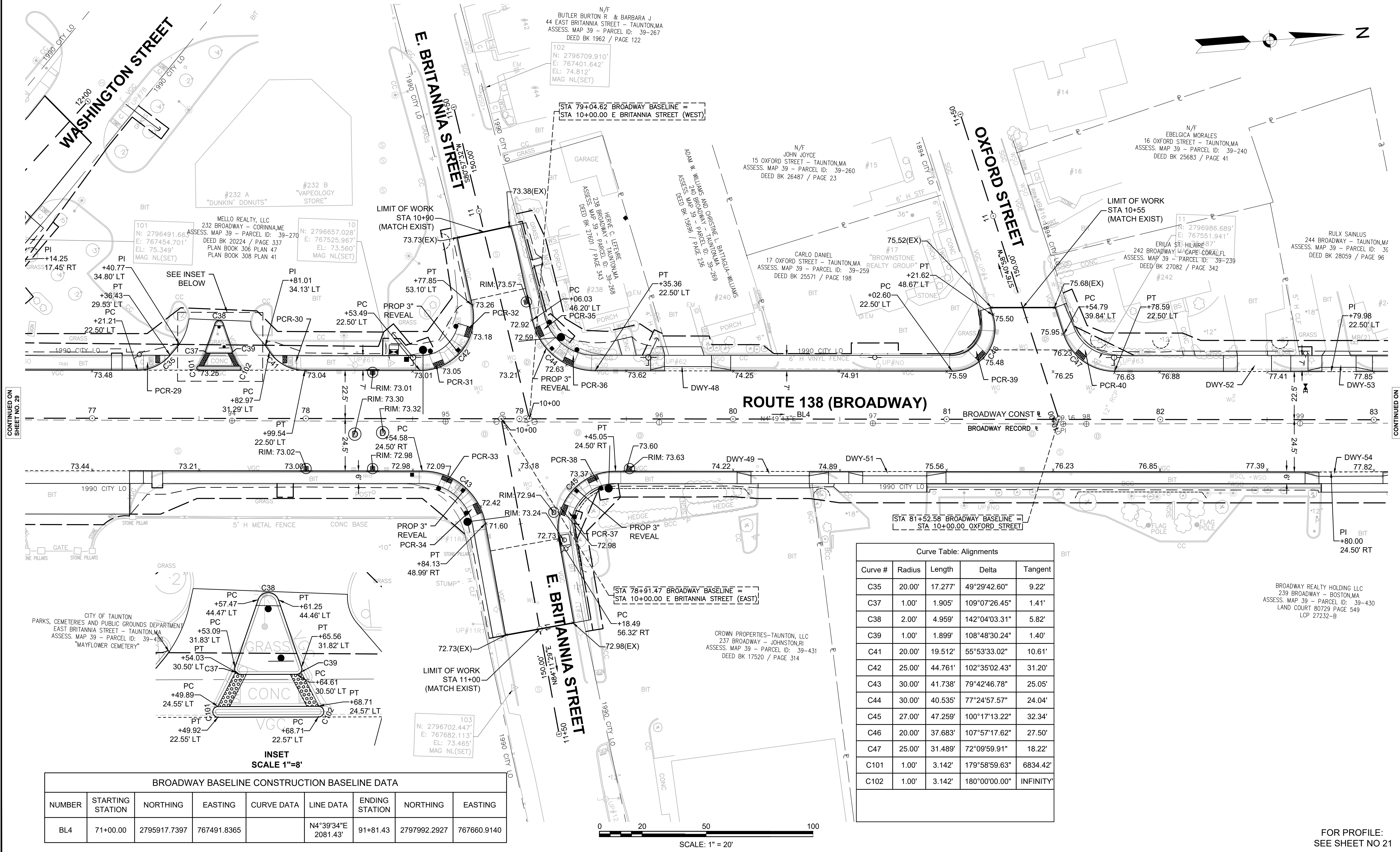
TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	30	136
PROJECT FILE NO. 608753			

CURB TIE AND GRADING PLAN

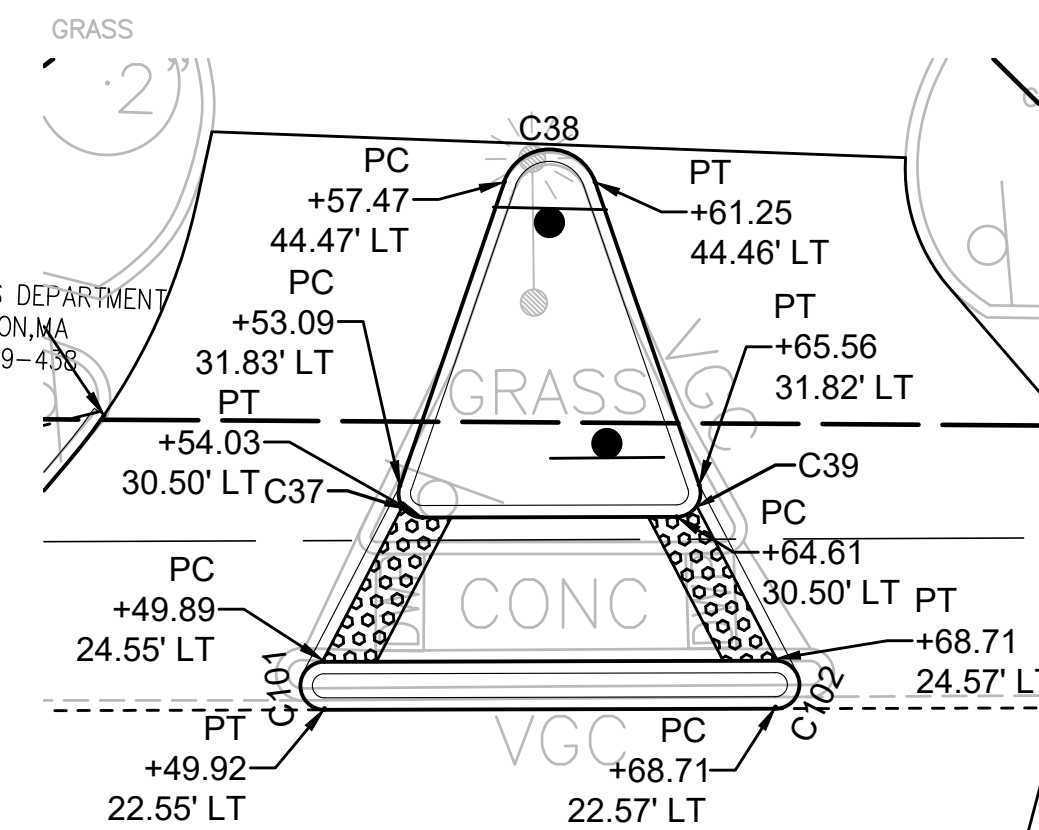


- NOTES:
- GRADES SHOWN ARE EDGE OF PAVEMENT OR BOTTOM OF CURB UNLESS OTHERWISE NOTED
  - GRADES SHOWN AT 50' STATIONS UNLESS OTHERWISE NOTED
  - REVEAL AT PROPOSED CURB LOCATIONS IS 6 INCHES UNLESS OTHERWISE NOTED



CONTINUED ON SHEET NO. 29

CONTINUED ON SHEET NO. 31

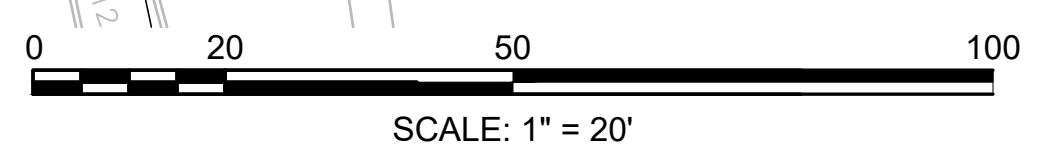


BROADWAY BASELINE CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
BL4	71+00.00	2795917.7397	767491.8365		N4°39'34"E 2081.43'	91+81.43	2797992.2927	767660.9140

Curve Table: Alignments

Curve #	Radius	Length	Delta	Tangent
C35	20.00'	17.277'	49°29'42.60"	9.22'
C37	1.00'	1.905'	109°07'26.45"	1.41'
C38	2.00'	4.959'	142°04'03.31"	5.82'
C39	1.00'	1.899'	108°48'30.24"	1.40'
C41	20.00'	19.512'	55°53'33.02"	10.61'
C42	25.00'	44.761'	102°35'02.43"	31.20'
C43	30.00'	41.738'	79°42'46.78"	25.05'
C44	30.00'	40.535'	77°24'57.57"	24.04'
C45	27.00'	47.259'	100°17'13.22"	32.34'
C46	20.00'	37.683'	107°57'17.62"	27.50'
C47	25.00'	31.489'	72°09'59.91"	18.22'
C101	1.00'	3.142'	179°58'59.63"	6834.42'
C102	1.00'	3.142'	180°00'00.00"	INFINITY'



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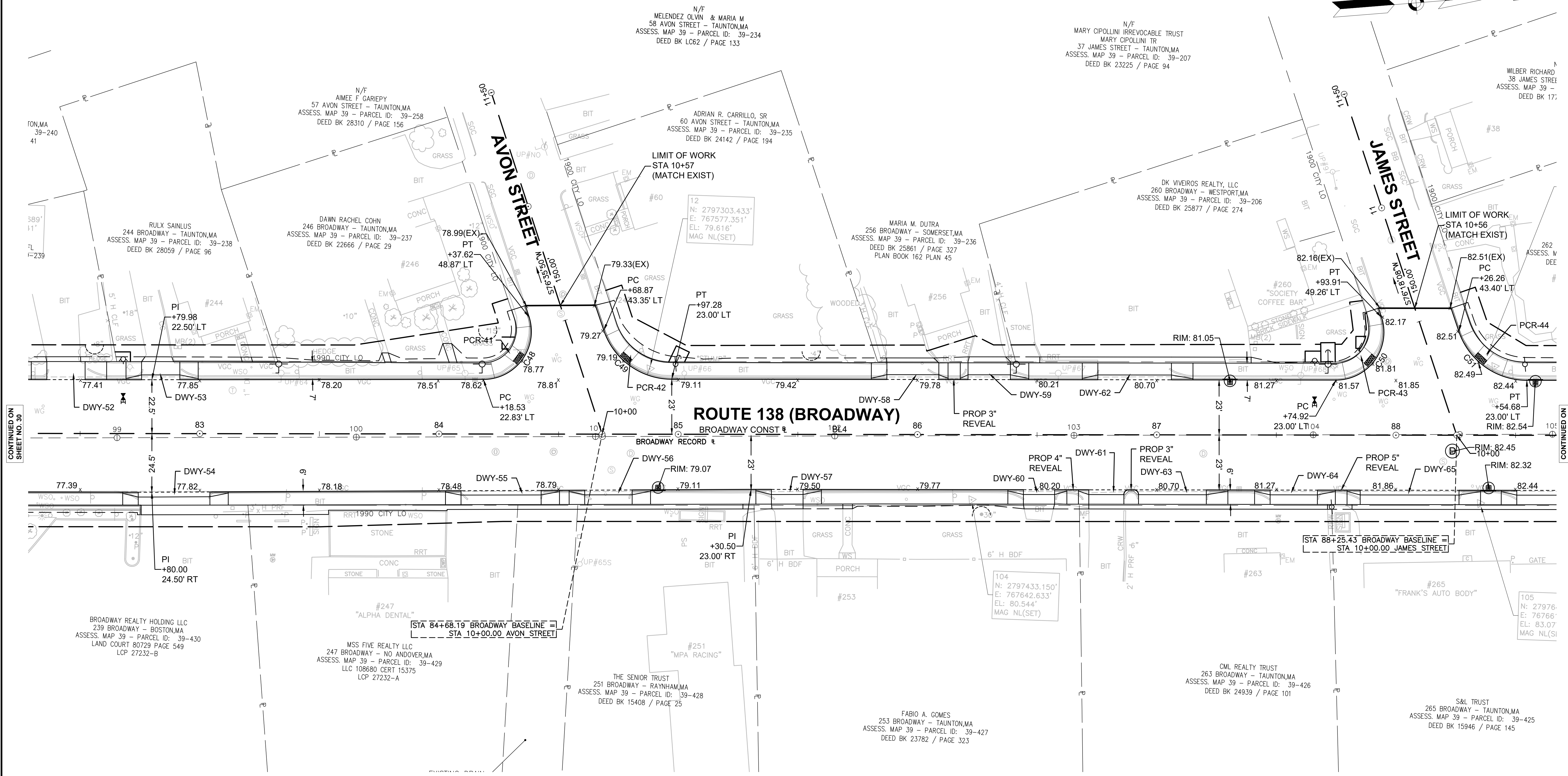
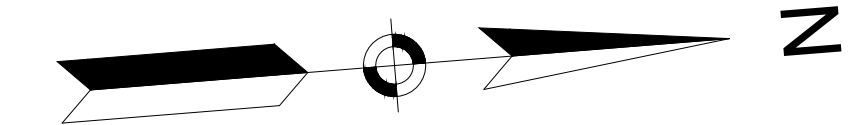
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- NOTES:
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TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	31	136
PROJECT FILE NO. 608753			

CURB TIE AND GRADING PLAN

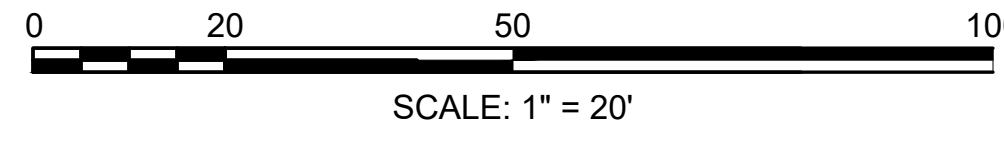


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SHEET NO. 30

CONTINUED ON  
SHEET NO. 32

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
BL4	71+00.00	2795917.7397	767491.8365		N4°39'34"E 2081.43'	91+81.43	2797992.2927	767660.9140

Curve #	Radius	Length	Delta	Tangent
C48	20.00'	37.360'	107°01'42.35"	27.04'
C49	30.00'	37.301'	71°14'24.00"	21.49'
C50	20.00'	37.786'	108°14'59.31"	27.65'
C51	30.00'	37.347'	71°19'37.81"	21.53'



FOR PROFILE:  
SEE SHEET NO 22

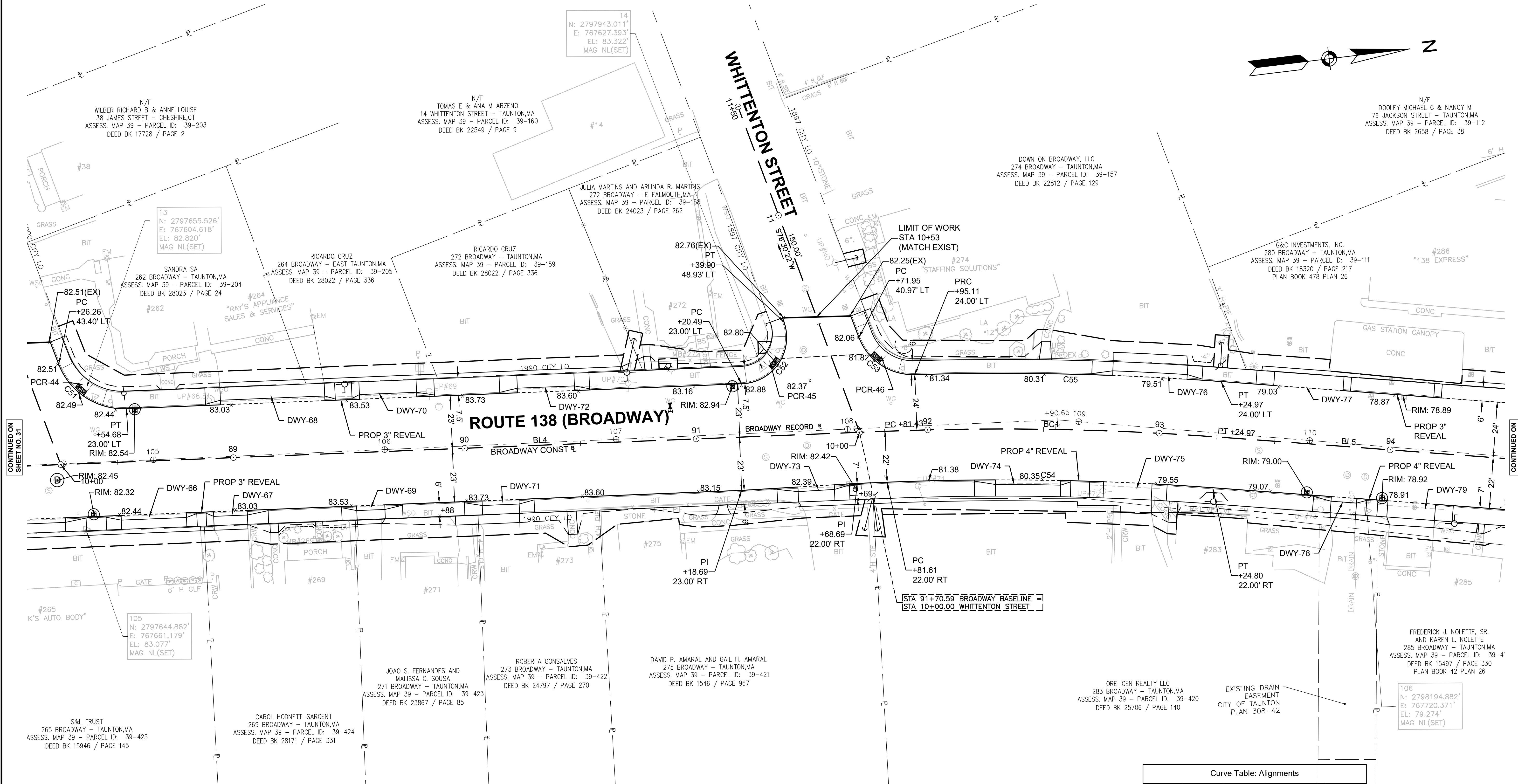
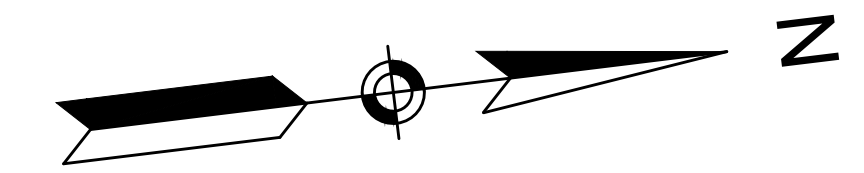


**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	32	136
PROJECT FILE NO.		608753	

**CURB TIE AND GRADING PLAN**

- NOTES:
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CONTINUED ON SHEET NO. 31

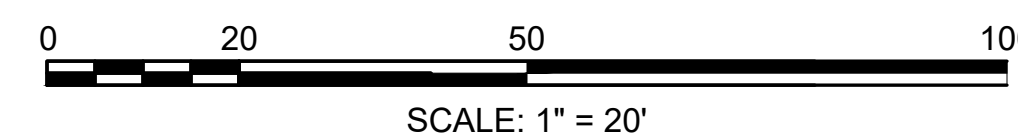
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**BROADWAY BASELINE CONSTRUCTION BASELINE DATA**

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
BL4	71+00.00	2795917.7397	767491.8365		N4°39'34"E 2081.43'	91+81.43	2797992.2927	767660.9140
BC1	91+81.43	2797992.2927	767660.9140	R=1250.00 L=143.54' Δ=6°34'46" T=71.85'		93+24.97	2798134.3788	767680.7543
BL5	93+24.97	2798134.3788	767680.7543		N11°14'20"E 146.16'	94+71.14	2798277.7364	767709.2410

Curve Table: Alignments

Curve #	Radius	Length	Delta	Tangent
C51	30.00'	37.347'	71°19'37.81"	21.53'
C52	20.00'	37.742'	108°06'29.50"	27.59'
C53	25.00'	30.851'	70°42'19.40"	17.74'
C54	1225.00'	140.673'	6°34'46.36"	70.41'
C55	1274.00'	132.357'	5°57'08.99"	66.24'



FOR PROFILE:  
SEE SHEET NO 23

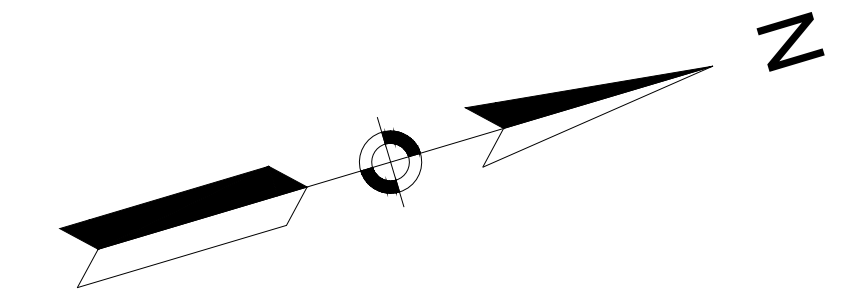


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

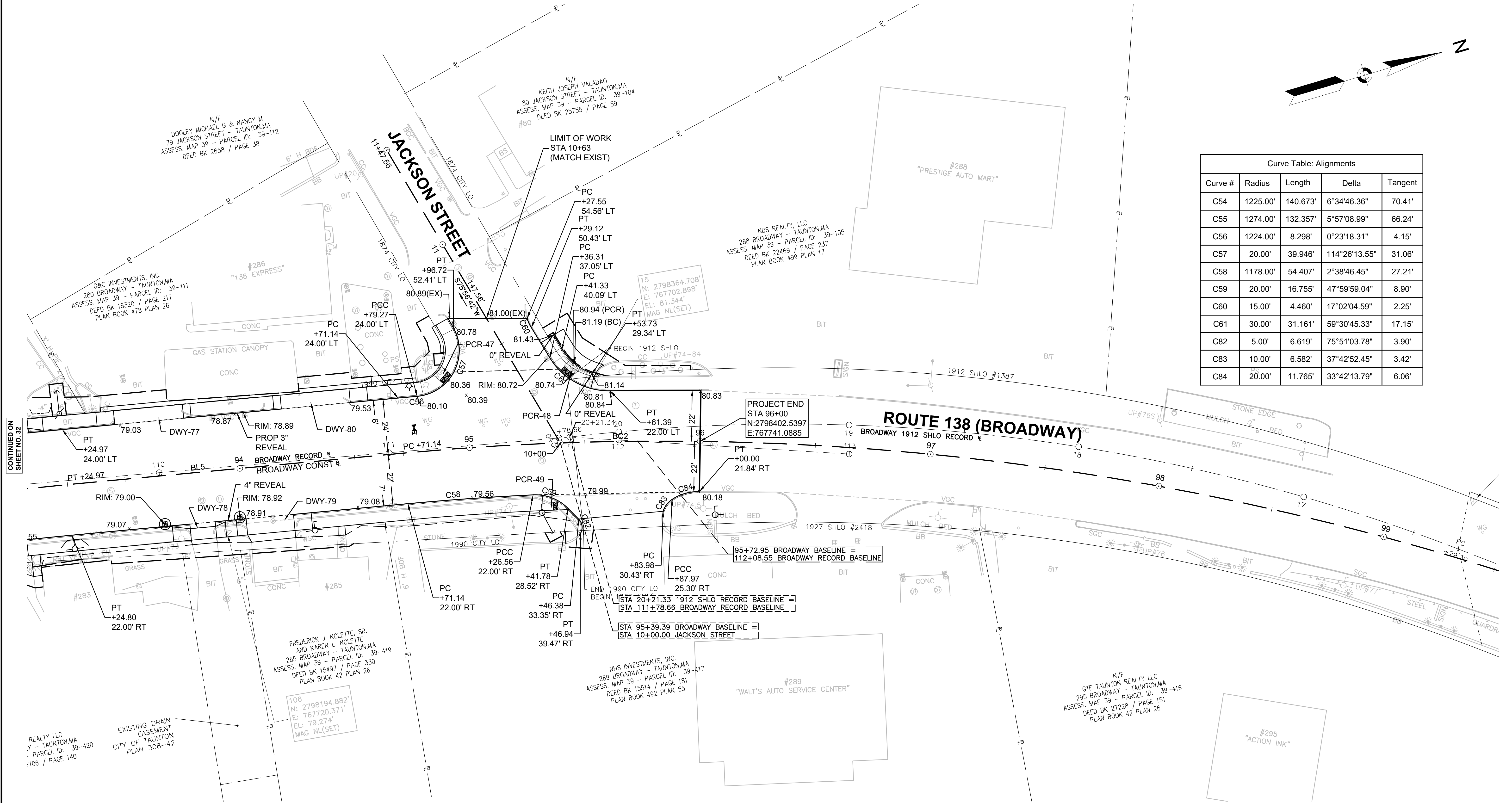
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MA	STP-0035(059)	33	136
PROJECT FILE NO.		608753	

CURB TIE AND GRADING PLAN

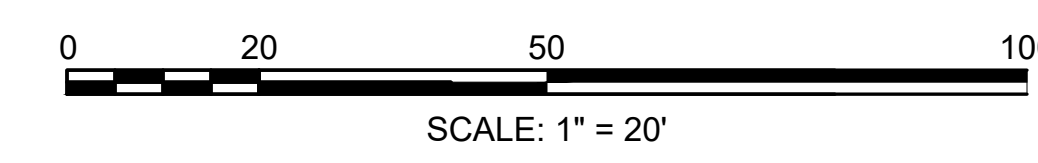
- NOTES:
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Curve Table: Alignments				
Curve #	Radius	Length	Delta	Tangent
C54	1225.00'	140.673'	6°34'46.36"	70.41'
C55	1274.00'	132.357'	5°57'08.99"	66.24'
C56	1224.00'	8.298'	0°23'18.31"	4.15'
C57	20.00'	39.946'	114°26'13.55"	31.06'
C58	1178.00'	54.407'	2°38'46.45"	27.21'
C59	20.00'	16.755'	47°59'59.04"	8.90'
C60	15.00'	4.460'	17°02'04.59"	2.25'
C61	30.00'	31.161'	59°30'45.33"	17.15'
C82	5.00'	6.619'	75°51'03.78"	3.90'
C83	10.00'	6.582'	37°42'52.45"	3.42'
C84	20.00'	11.765'	33°42'13.79"	6.06'



BROADWAY BASELINE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
BL5	93+24.97	2798134.3788	767680.7543		N11°14'20"E 146.16'	94+71.14	2798277.7364	767709.2410
BC2	94+71.14	2798277.7364	767709.2410	R=1200.00' Δ=26°15'05" L=549.81' T=279.82'		100+20.95	2798774.2101	767934.0821



FOR PROFILE:  
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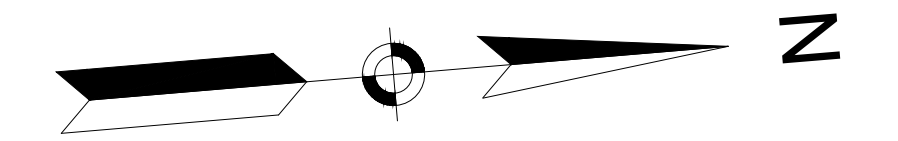
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**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

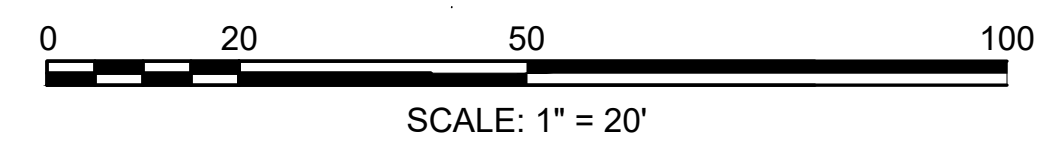
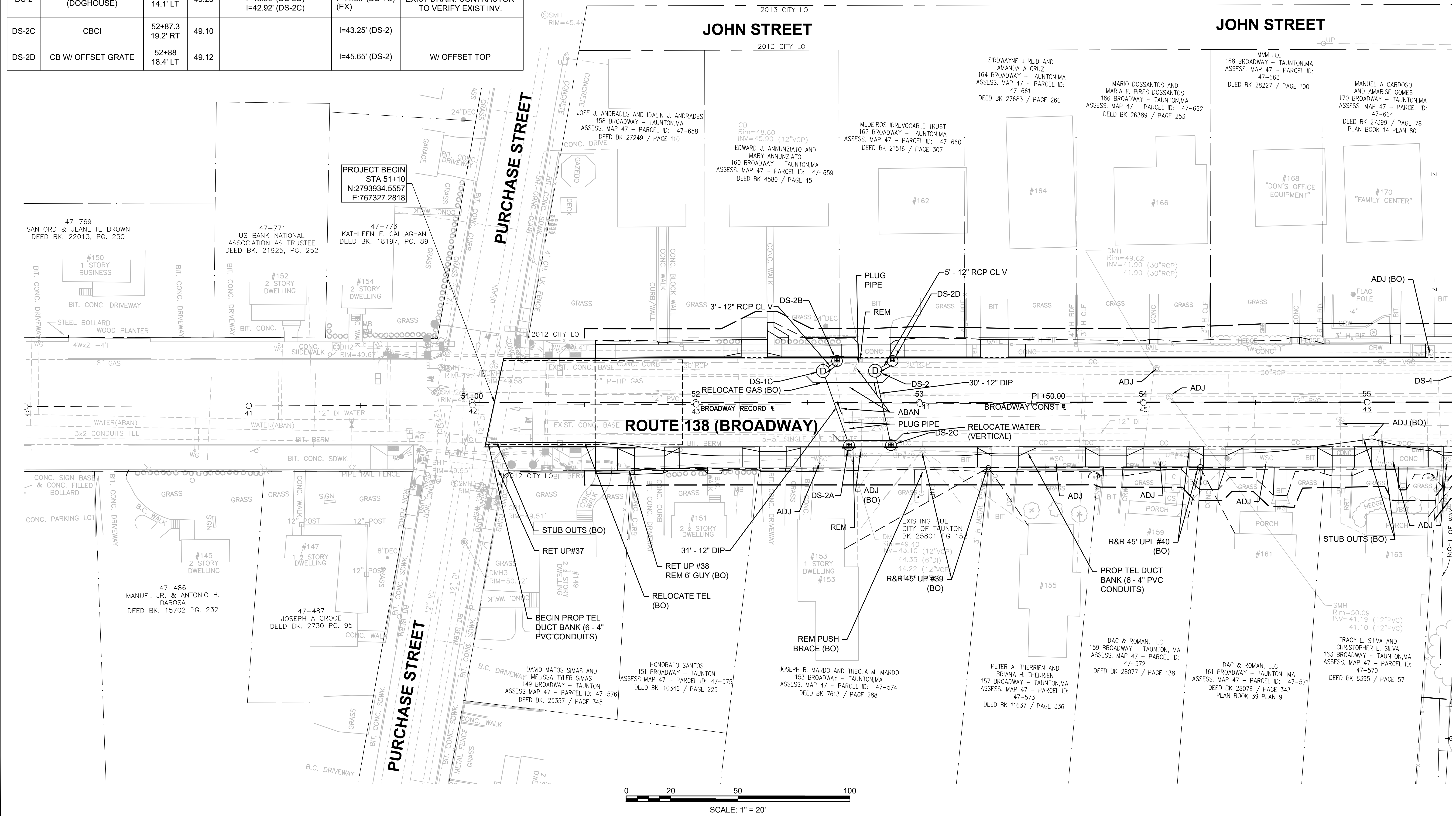
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	34	136
PROJECT FILE NO.		608753	

**DRAINAGE AND UTILITY PLAN**



DRAINAGE STRUCTURE TABLE						
NAME	TYPE	STATION OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
DS-1C	5' SPECIAL DMH (DOGHOUSE)	52+56.9 13.9' LT	49.24	I=41.29' (DS-2) (EX) I=42.66' (DS-2A) I=45.50' (DS-2B)	I=41.29' (DS-1) (EX)	INSTALL STRUCTURE OVER EXIST DRAIN. CONTRACTOR TO VERIFY EXIST INV.
DS-2B	CBCI W/ OFFSET GRATE	52+63.2 18.5' LT	49.14		I=45.54' (DS-1C)	W/ OFFSET TOP
DS-2A	CBCI	52+68.6 19.3' RT	49.12		I=43.00' (DS-1C)	
DS-2	5' SPECIAL DMH (DOGHOUSE)	52+80.2 14.1' LT	49.20	I=41.38' (DS-3) (EX) I=45.60' (DS-2D) I=42.92' (DS-2C)	I=41.38' (DS-1C) (EX)	INSTALL STRUCTURE OVER EXIST DRAIN. CONTRACTOR TO VERIFY EXIST INV.
DS-2C	CBCI	52+87.3 19.2' RT	49.10		I=43.25' (DS-2)	
DS-2D	CB W/ OFFSET GRATE	52+88 18.4' LT	49.12		I=45.65' (DS-2)	W/ OFFSET TOP

- NOTES:**
1. ALL EXISTING DRAIN, SEWER, AND WATER CASTINGS SHALL BE ADJUSTED TO FINISH GRADE BY THE CONTRACTOR.
  2. ALL PRIVATELY OWNED UTILITY CASTINGS SHALL BE ADJUSTED TO GRADE BY RESPECTIVE OWNER.
  3. CONTRACTOR TO FIELD VERIFY EXISTING INVERTS AND ADJUST PROPOSED INVERTS AS NEEDED TO ENSURE PROPOSED DRAINAGE SYSTEM PERFORMS CORRECTLY.
  4. ALL EXISTING DRAIN PIPE SHALL BE RETAINED UNLESS OTHERWISE NOTED.
  5. THE PROPOSED DRAINAGE STRUCTURE TYPE AT LOCATIONS IN CLOSE PROXIMITY TO EXISTING UTILITIES WILL NEED TO BE CONFIRMED BY TEST PIT.



CONTINUED ON SHEET NO. 35

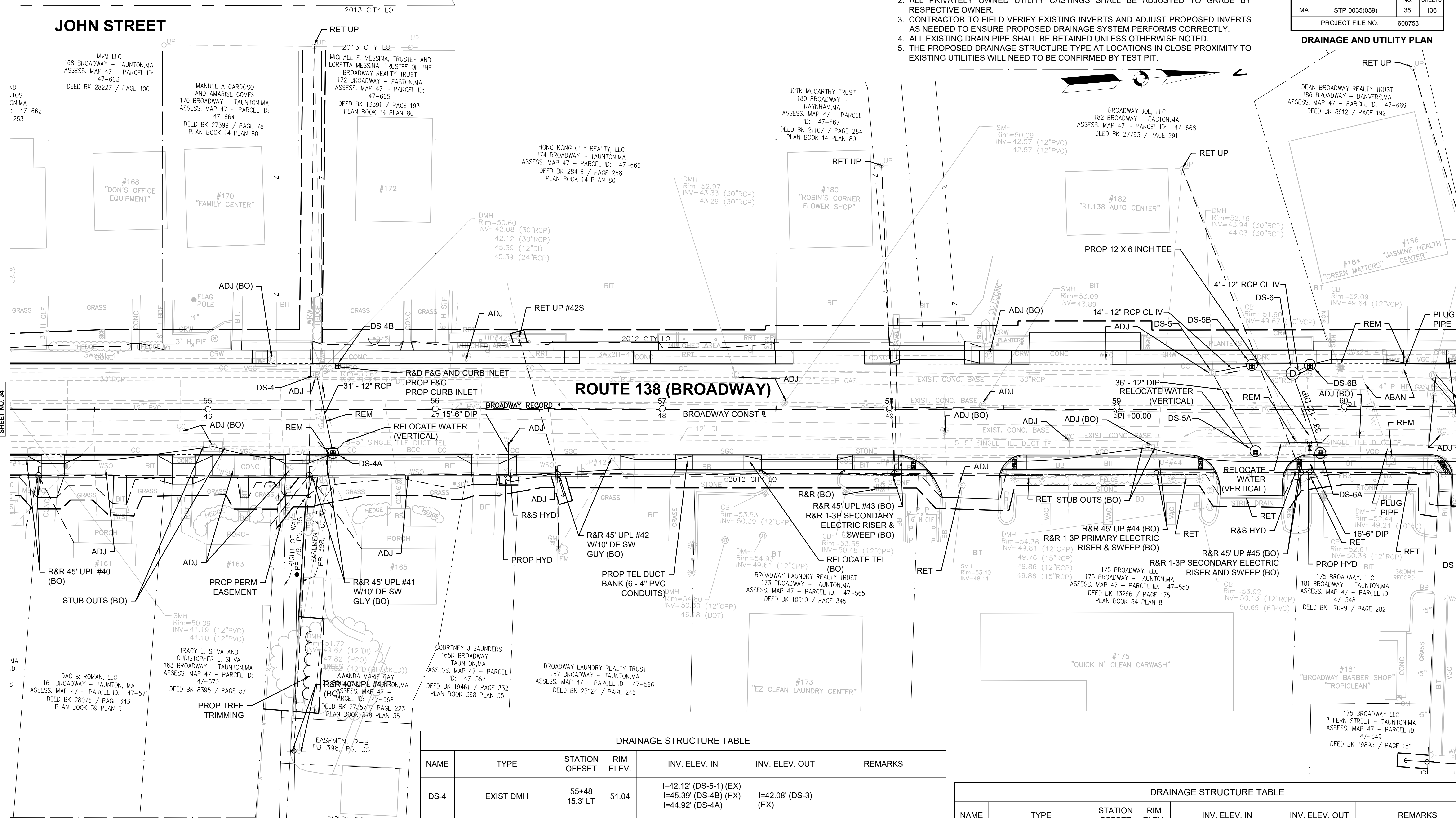


**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	35	136
PROJECT FILE NO.		608753	

**DRAINAGE AND UTILITY PLAN**

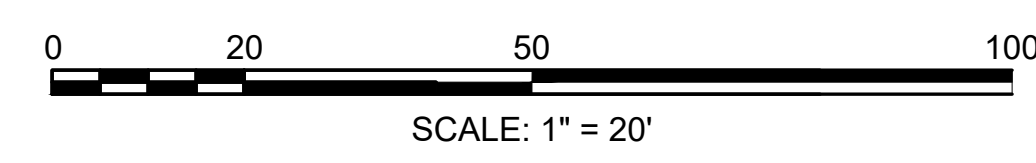
- NOTES:**
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  2. ALL PRIVATELY OWNED UTILITY CASTINGS SHALL BE ADJUSTED TO GRADE BY RESPECTIVE OWNER.
  3. CONTRACTOR TO FIELD VERIFY EXISTING INVERTS AND ADJUST PROPOSED INVERTS AS NEEDED TO ENSURE PROPOSED DRAINAGE SYSTEM PERFORMS CORRECTLY.
  4. ALL EXISTING DRAIN PIPE SHALL BE RETAINED UNLESS OTHERWISE NOTED.
  5. THE PROPOSED DRAINAGE STRUCTURE TYPE AT LOCATIONS IN CLOSE PROXIMITY TO EXISTING UTILITIES WILL NEED TO BE CONFIRMED BY TEST PIT.



**ROUTE 138 (BROADWAY)**

NAME	TYPE	STATION OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
DS-4	EXIST DMH	55+48 15.3' LT	51.04	I=42.12' (DS-5-1) (EX) I=45.39' (DS-4B) (EX) I=44.92' (DS-4A)	I=42.08' (DS-3) (EX)	
DS-4A	CBCI	55+55.1 19.2' RT	51.06		I=45.30' (DS-4)	
DS-4B	EXIST CBCI	55+57.3 20.0' LT	51.07		I=46.25' (DS-4) (EX)	R&D F&G, PROP F&G, PROP CURB INLET
DS-5	EXIST DMH	59+42.2 16.2' LT	52.36	I=44.03' (DS-6) (EX) I=48.20' (DS-5B) (EX) I=46.14' (DS-5A)	I=43.94' (DS-5-1) (EX)	
DS-5B	CBCI W/ OFFSET GRATE	59+59.6 19.6' LT	52.23		I=48.34' (DS-5)	W/ OFFSET TOP

NAME	TYPE	STATION OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
DS-5A	CB W/ OFFSET GRATE	59+61.1 18.4' RT	52.25		I=46.50' (DS-5)	W/ OFFSET TOP
DS-6	5' SPECIAL DMH (DOGHOUSE)	59+77.5 15.8' LT	52.26	I=44.22' (DS-7) (EX) I=46.18' (DS-6A) (EX) I=48.03' (DS-6B)	I=44.22' (DS-5) (EX)	INSTALL STRUCTURE OVER EXIST DRAIN. CONTRACTOR TO VERIFY EXIST INV.
DS-6B	CBCI W/ OFFSET GRATE	59+85.2 19.6' LT	52.19		I=48.19' (DS-6)	W/ OFFSET TOP
DS-6A	CBCI	59+89.7 19.2' RT	52.19		I=46.50' (DS-6)	



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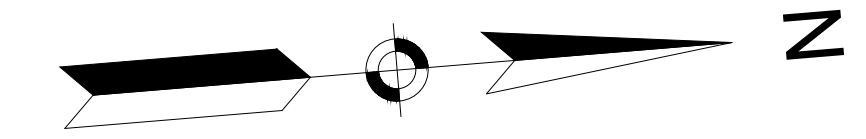
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**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

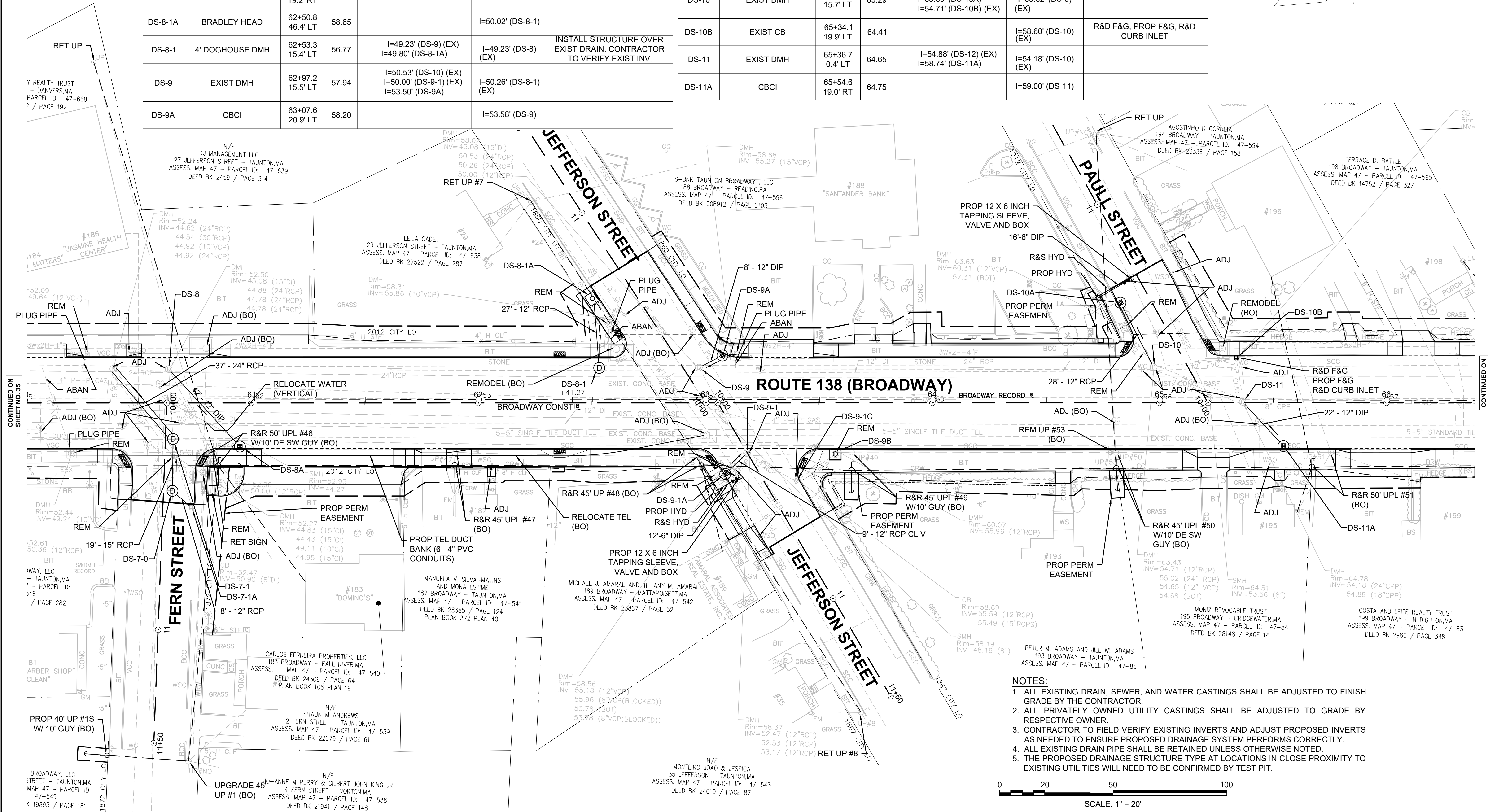
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	36	136
PROJECT FILE NO.		608753	

**DRAINAGE AND UTILITY PLAN**

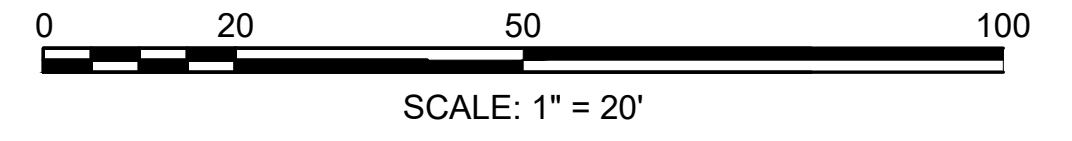


DRAINAGE STRUCTURE TABLE						
NAME	TYPE	STATION OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
DS-8	EXIST DMH	60+63.7 14.9' LT	52.68	I=46.00' (DS-8A) I=44.78' (DS-8-1) (EX)	I=44.78' (DS-7) (EX)	
DS-7-0	4' DOGHOUSE MH	60+65.3 38.7' RT	52.60	I=47.53' (FERN) (EX) I=50.79' (DS-7-1A)	I=47.53' (DS-7-1)	INSTALL STRUCTURE OVER EXIST DRAIN. CONTRACTOR TO VERIFY EXIST INV.
DS-7-1	DMH	60+65.5 15.9' RT	52.68	I=46.90' (DS-7-0)	I=45.12' (DS-7)	
DS-7-1A	EXIST CB	60+73.7 46.2' RT	52.57		I=50.90' (DS-7-0)	
DS-8A	CBCI	60+95 19.2' RT	52.99		I=46.48' (DS-8)	
DS-8-1A	BRADLEY HEAD	62+50.8 46.4' LT	58.65		I=50.02' (DS-8-1)	
DS-8-1	4' DOGHOUSE DMH	62+53.3 15.4' LT	56.77	I=49.23' (DS-9) (EX) I=49.80' (DS-8-1A)	I=49.23' (DS-8) (EX)	INSTALL STRUCTURE OVER EXIST DRAIN. CONTRACTOR TO VERIFY EXIST INV.
DS-9	EXIST DMH	62+97.2 15.5' LT	57.94	I=50.53' (DS-10) (EX) I=50.00' (DS-9-1) (EX) I=53.50' (DS-9A)	I=50.26' (DS-8-1) (EX)	
DS-9A	CBCI	63+07.6 20.9' LT	58.20		I=53.58' (DS-9)	

DRAINAGE STRUCTURE TABLE						
NAME	TYPE	STATION OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
DS-9-1A	CB W/ OFFSET GRATE	63+08.8 31.3' RT	57.93		I=55.18' (DS-9-1)	W/ OFFSET TOP
DS-9-1	EXIST DMH	63+18.4 22.2' RT	58.42	I=53.17' (DS-9-1C) (EX) I=55.05' (DS-9-1A)	I=52.47' (DS-9) (EX)	
DS-9B	BRADLEY HEAD	63+57.3 21.8' RT	59.98		I=55.96' (DS-9-1C) (EX)	CONNECT EXIST PIPE TO PROP STRUCTURE
DS-10A	CBCI	64+82.9 44.1' LT	63.37		I=56.50' (DS-10)	
DS-10	EXIST DMH	64+97.5 15.7' LT	63.29	I=55.02' (DS-11) (EX) I=55.50' (DS-10A) I=54.71' (DS-10B) (EX)	I=55.02' (DS-9) (EX)	
DS-10B	EXIST CB	65+34.1 19.9' LT	64.41		I=58.60' (DS-10) (EX)	R&D F&G, PROP F&G, R&D CURB INLET
DS-11	EXIST DMH	65+36.7 0.4' LT	64.65	I=54.88' (DS-12) (EX) I=58.74' (DS-11A)	I=54.18' (DS-10) (EX)	
DS-11A	CBCI	65+54.6 19.0' RT	64.75		I=59.00' (DS-11)	



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  2. ALL PRIVATELY OWNED UTILITY CASTINGS SHALL BE ADJUSTED TO GRADE BY RESPECTIVE OWNER.
  3. CONTRACTOR TO FIELD VERIFY EXISTING INVERTS AND ADJUST PROPOSED INVERTS AS NEEDED TO ENSURE PROPOSED DRAINAGE SYSTEM PERFORMS CORRECTLY.
  4. ALL EXISTING DRAIN PIPE SHALL BE RETAINED UNLESS OTHERWISE NOTED.
  5. THE PROPOSED DRAINAGE STRUCTURE TYPE AT LOCATIONS IN CLOSE PROXIMITY TO EXISTING UTILITIES WILL NEED TO BE CONFIRMED BY TEST PIT.



CONTINUED ON SHEET NO. 35

CONTINUED ON SHEET NO. 37

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**NOTES:**

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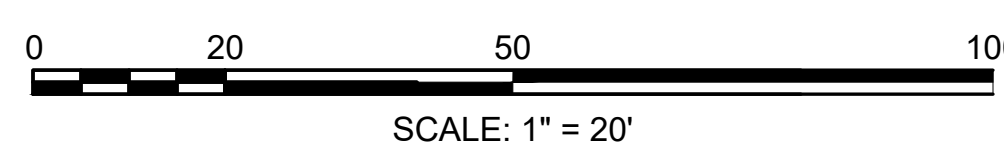
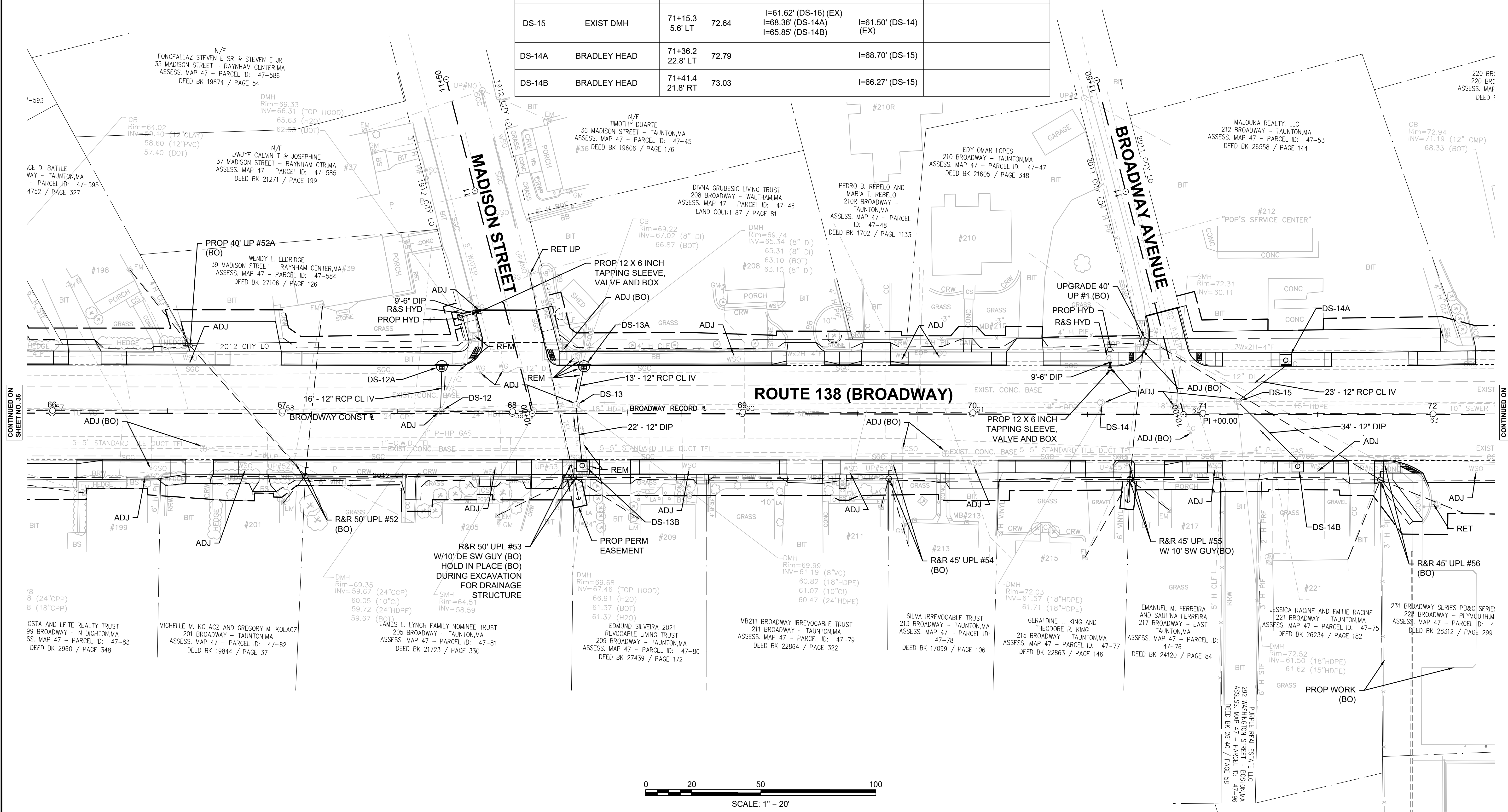
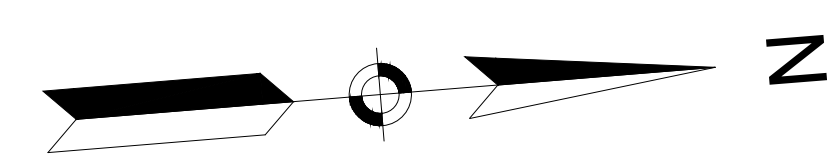
**DRAINAGE STRUCTURE TABLE**

NAME	TYPE	STATION OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
DS-12	EXIST DMH	67+68.9 1.1' LT	69.47	I=59.72' (DS-13) (EX) I=64.80' (DS-12A)	I=59.67' (DS-11) (EX)	
DS-12A	CBCI W/ OFFSET GRATE	67+69.4 20.6' LT	69.08		I=65.00' (DS-12)	W/ OFFSET TOP
DS-13	EXIST DMH	68+27.7 3.8' LT	70.03	I=60.82' (DS-14) (EX) I=65.58' (DS-13A) I=63.00' (DS-13B)	I=60.47' (DS-12) (EX)	
DS-13B	BRADLEY HEAD	68+30.4 21.8' RT	70.14		I=63.26' (DS-13)	
DS-13A	CBCI W/ OFFSET GRATE	68+31.2 20.6' LT	69.73		I=65.75' (DS-13)	W/ OFFSET TOP
DS-15	EXIST DMH	71+15.3 5.6' LT	72.64	I=61.62' (DS-16) (EX) I=68.36' (DS-14A) I=65.85' (DS-14B)	I=61.50' (DS-14) (EX)	
DS-14A	BRADLEY HEAD	71+36.2 22.8' LT	72.79		I=68.70' (DS-15)	
DS-14B	BRADLEY HEAD	71+41.4 21.8' RT	73.03		I=66.27' (DS-15)	

**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	37	136
PROJECT FILE NO.		608753	

**DRAINAGE AND UTILITY PLAN**



CONTINUED ON  
SHEET NO. 36

CONTINUED ON  
SHEET NO. 38

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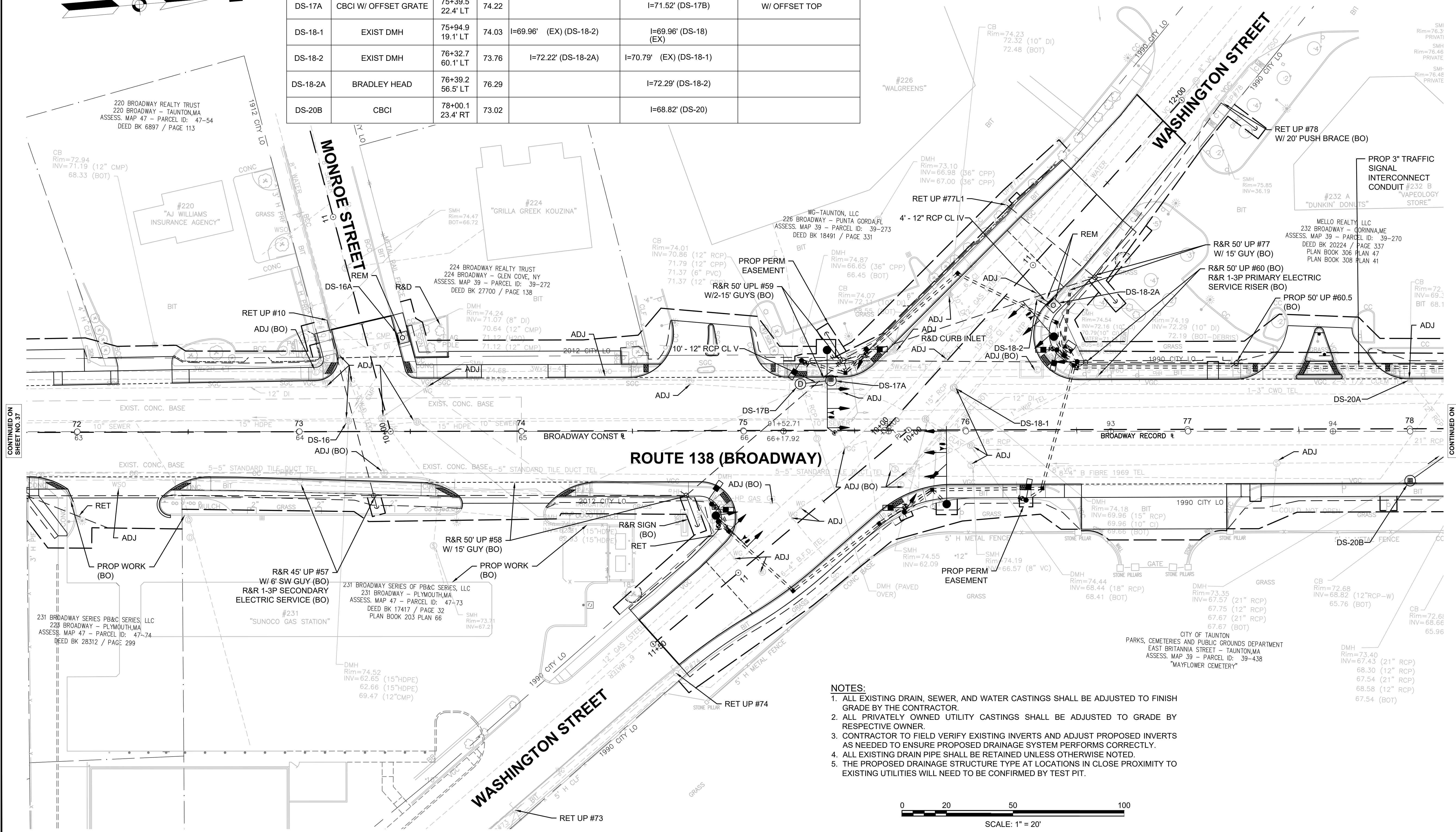
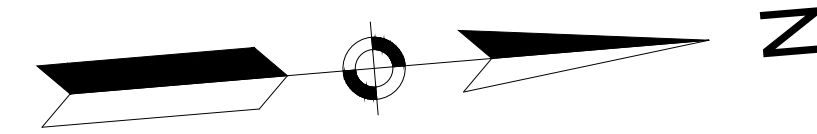


**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

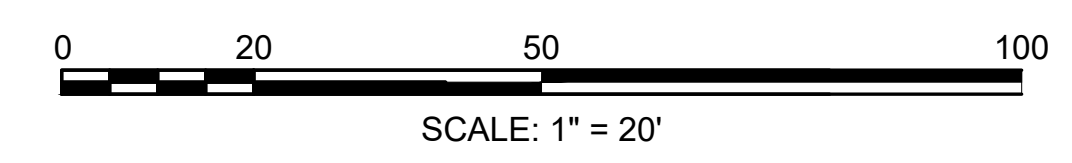
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	38	136
PROJECT FILE NO.		608753	

**DRAINAGE AND UTILITY PLAN**

DRAINAGE STRUCTURE TABLE						
NAME	TYPE	STATION OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
DS-16	EXIST DMH	73+22.2 4.8' LT	74.72	I=62.66' (EX) I=69.47' (EX)	I=62.65' (DS-15) (EX)	
DS-16A	BRADLEY HEAD	73+46.1 42.0' LT	74.24		I=70.64' (DS-16)	CONNECT EXIST PIPE TO PROP STRUCTURE
DS-17B	DMH CIT	75+25.8 20.9' LT	74.31	I=71.40' (DS-17A) I=71.37' (EX)	I=70.86' (EX)	
DS-17A	CBCI W/ OFFSET GRATE	75+39.5 22.4' LT	74.22		I=71.52' (DS-17B)	W/ OFFSET TOP
DS-18-1	EXIST DMH	75+94.9 19.1' LT	74.03	I=69.96' (EX) (DS-18-2)	I=69.96' (DS-18) (EX)	
DS-18-2	EXIST DMH	76+32.7 60.1' LT	73.76	I=72.22' (DS-18-2A)	I=70.79' (EX) (DS-18-1)	
DS-18-2A	BRADLEY HEAD	76+39.2 56.5' LT	76.29		I=72.29' (DS-18-2)	
DS-20B	CBCI	78+00.1 23.4' RT	73.02		I=68.82' (DS-20)	



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  2. ALL PRIVATELY OWNED UTILITY CASTINGS SHALL BE ADJUSTED TO GRADE BY RESPECTIVE OWNER.
  3. CONTRACTOR TO FIELD VERIFY EXISTING INVERTS AND ADJUST PROPOSED INVERTS AS NEEDED TO ENSURE PROPOSED DRAINAGE SYSTEM PERFORMS CORRECTLY.
  4. ALL EXISTING DRAIN PIPE SHALL BE RETAINED UNLESS OTHERWISE NOTED.
  5. THE PROPOSED DRAINAGE STRUCTURE TYPE AT LOCATIONS IN CLOSE PROXIMITY TO EXISTING UTILITIES WILL NEED TO BE CONFIRMED BY TEST PIT.



CONTINUED ON SHEET NO. 37

CONTINUED ON SHEET NO. 39



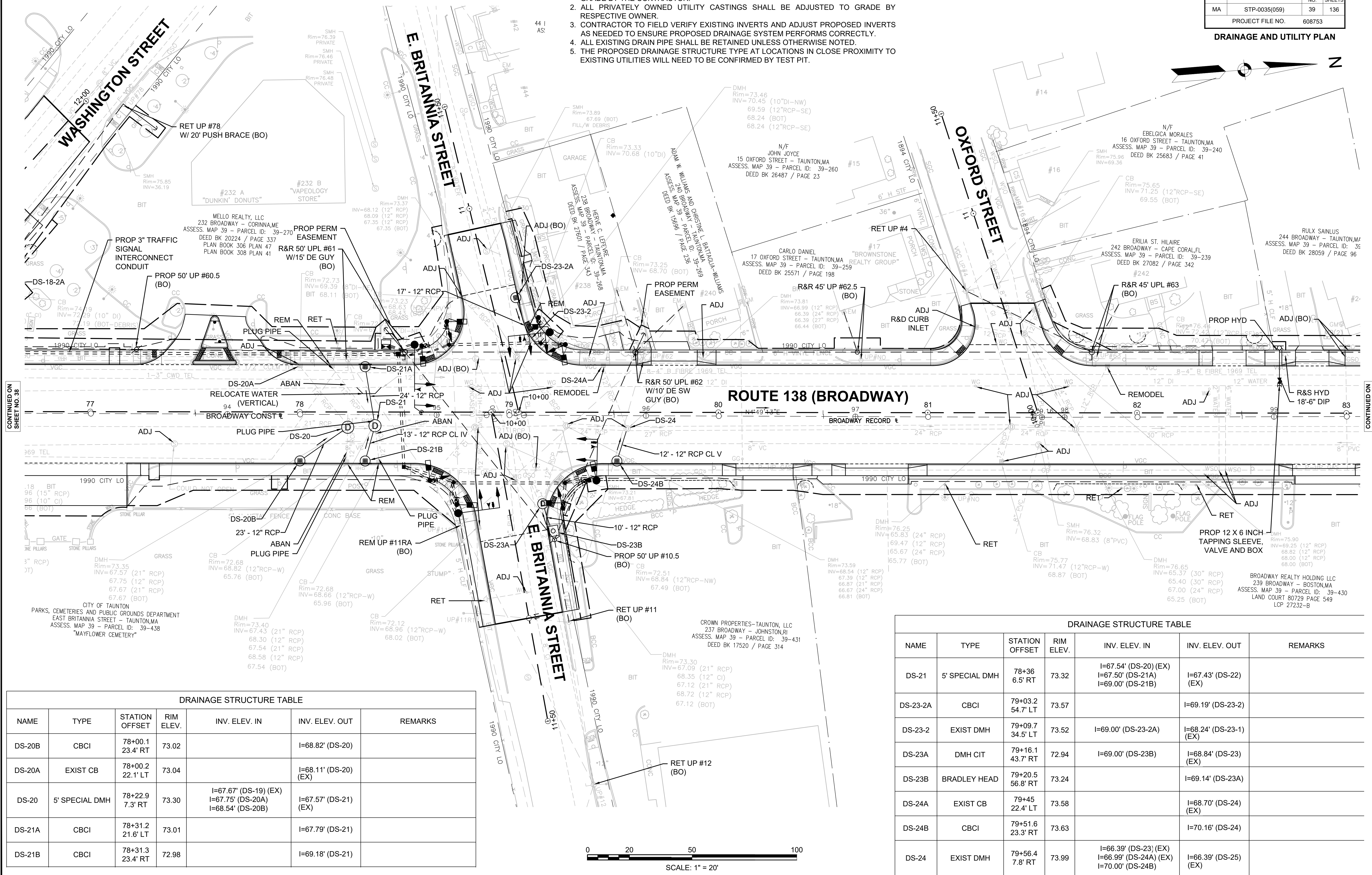
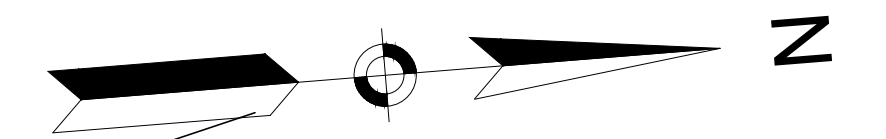
TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	39	136
PROJECT FILE NO.		608753	

DRAINAGE AND UTILITY PLAN

NOTES:

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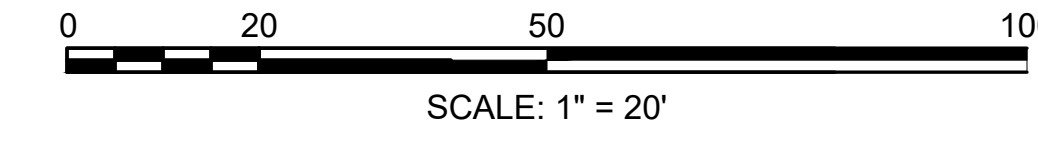


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NAME	TYPE	STATION OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
DS-20B	CBCI	78+00.1 23.4' RT	73.02		I=68.82' (DS-20)	
DS-20A	EXIST CB	78+00.2 22.1' LT	73.04		I=68.11' (DS-20) (EX)	
DS-20	5' SPECIAL DMH	78+22.9 7.3' RT	73.30	I=67.67' (DS-19) (EX) I=67.75' (DS-20A) (EX) I=68.54' (DS-20B)	I=67.57' (DS-21) (EX)	
DS-21A	CBCI	78+31.2 21.6' LT	73.01		I=67.79' (DS-21)	
DS-21B	CBCI	78+31.3 23.4' RT	72.98		I=69.18' (DS-21)	

NAME	TYPE	STATION OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
DS-21	5' SPECIAL DMH	78+36 6.5' RT	73.32	I=67.54' (DS-20) (EX) I=67.50' (DS-21A) I=69.00' (DS-21B)	I=67.43' (DS-22) (EX)	
DS-23-2A	CBCI	79+03.2 54.7' LT	73.57		I=69.19' (DS-23-2)	
DS-23-2	EXIST DMH	79+09.7 34.5' LT	73.52	I=69.00' (DS-23-2A)	I=68.24' (DS-23-1) (EX)	
DS-23A	DMH CIT	79+16.1 43.7' RT	72.94	I=69.00' (DS-23B)	I=68.84' (DS-23) (EX)	
DS-23B	BRADLEY HEAD	79+20.5 56.8' RT	73.24		I=69.14' (DS-23A)	
DS-24A	EXIST CB	79+45 22.4' LT	73.58		I=68.70' (DS-24) (EX)	
DS-24B	CBCI	79+51.6 23.3' RT	73.63		I=70.16' (DS-24)	
DS-24	EXIST DMH	79+56.4 7.8' RT	73.99	I=66.39' (DS-23) (EX) I=66.99' (DS-24A) (EX) I=70.00' (DS-24B)	I=66.39' (DS-25) (EX)	





**NOTES:**

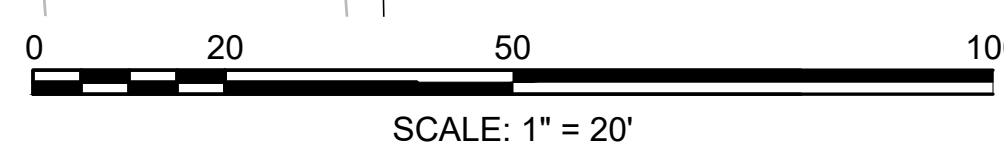
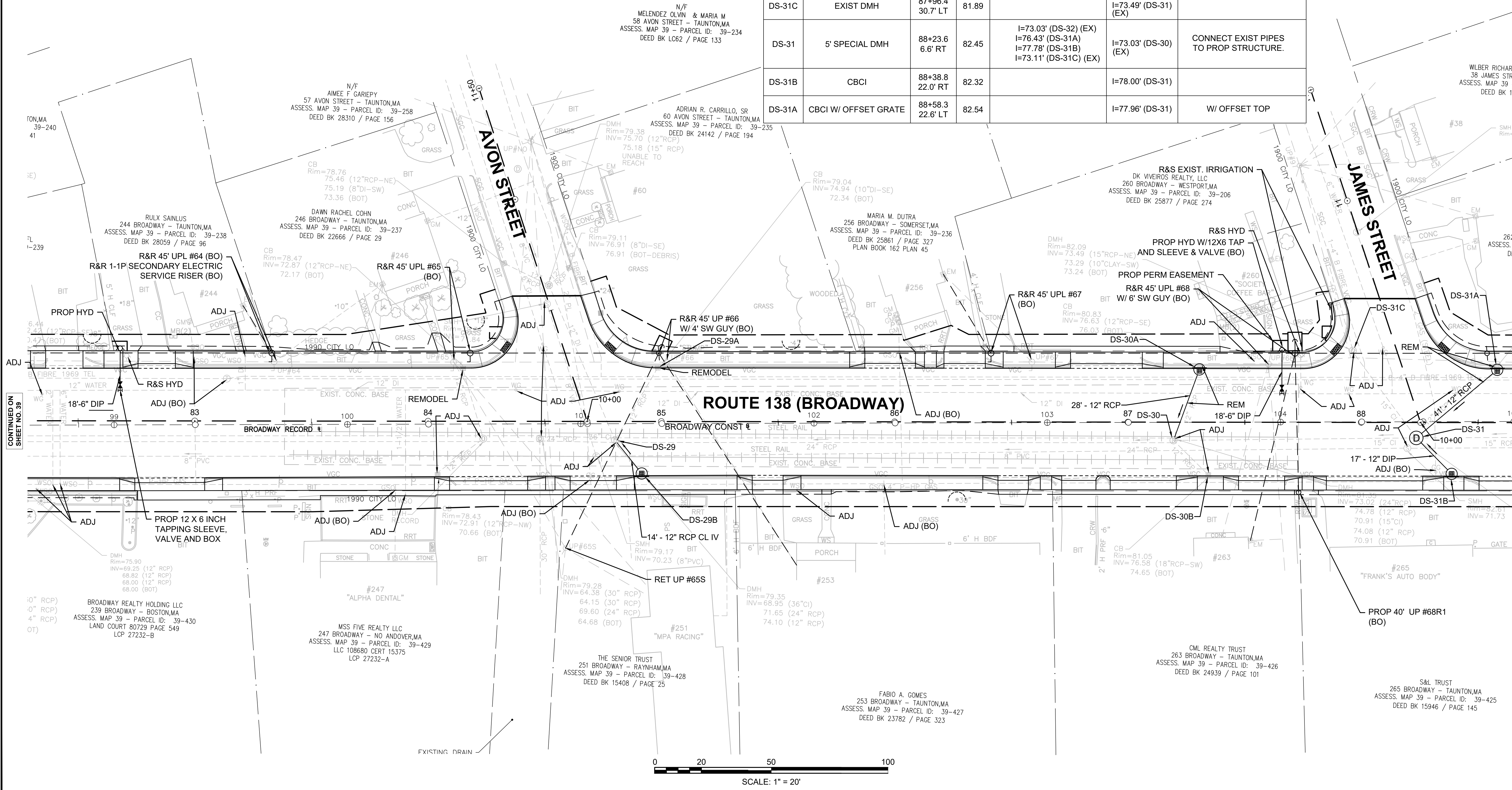
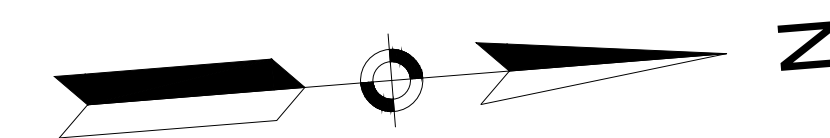
1. ALL EXISTING DRAIN, SEWER, AND WATER CASTINGS SHALL BE ADJUSTED TO FINISH GRADE BY THE CONTRACTOR.
2. ALL PRIVATELY OWNED UTILITY CASTINGS SHALL BE ADJUSTED TO GRADE BY RESPECTIVE OWNER.
3. CONTRACTOR TO FIELD VERIFY EXISTING INVERTS AND ADJUST PROPOSED INVERTS AS NEEDED TO ENSURE PROPOSED DRAINAGE SYSTEM PERFORMS CORRECTLY.
4. ALL EXISTING DRAIN PIPE SHALL BE RETAINED UNLESS OTHERWISE NOTED.
5. THE PROPOSED DRAINAGE STRUCTURE TYPE AT LOCATIONS IN CLOSE PROXIMITY TO EXISTING UTILITIES WILL NEED TO BE CONFIRMED BY TEST PIT.

DRAINAGE STRUCTURE TABLE						
NAME	TYPE	STATION OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
DS-29	EXIST DMH	84+80.2 8.0' RT	79.28	I=74.10' (DS-29A) (EX) I=72.65' (DS-29-1) (EX) I=71.75' (DS-30) (EX) I=75.32' (DS-29B)	I=71.65' (DS-28) (EX)	
DS-29B	CBCI	84+91.6 22.3' RT	79.07		I=75.50' (DS-29)	
DS-30	EXIST DMH	87+19.5 7.8' RT	81.22	I=74.78' (DS-30A) I=74.08' (DS-30B) (EX) I=73.02' (DS-31) (EX)	I=73.02' (DS-29) (EX)	
DS-30A	CBCI W/ OFFSET GRATE	87+30.6 22.6' LT	81.05		I=76.63' (DS-30)	W/ OFFSET TOP
DS-30B	EXIST CB	87+34.5 22.7' RT	81.09		I=76.58' (DS-30) (EX)	
DS-31C	EXIST DMH	87+96.4 30.7' LT	81.89		I=73.49' (DS-31) (EX)	
DS-31	5' SPECIAL DMH	88+23.6 6.6' RT	82.45	I=73.03' (DS-32) (EX) I=76.43' (DS-31A) I=77.78' (DS-31B) I=73.11' (DS-31C) (EX)	I=73.03' (DS-30) (EX)	CONNECT EXIST PIPES TO PROP STRUCTURE.
DS-31B	CBCI	88+38.8 22.0' RT	82.32		I=78.00' (DS-31)	
DS-31A	CBCI W/ OFFSET GRATE	88+58.3 22.6' LT	82.54		I=77.96' (DS-31)	W/ OFFSET TOP

**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	40	136
PROJECT FILE NO. 608753			

**DRAINAGE AND UTILITY PLAN**



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SHEET NO. 39

CONTINUED ON  
SHEET NO. 41

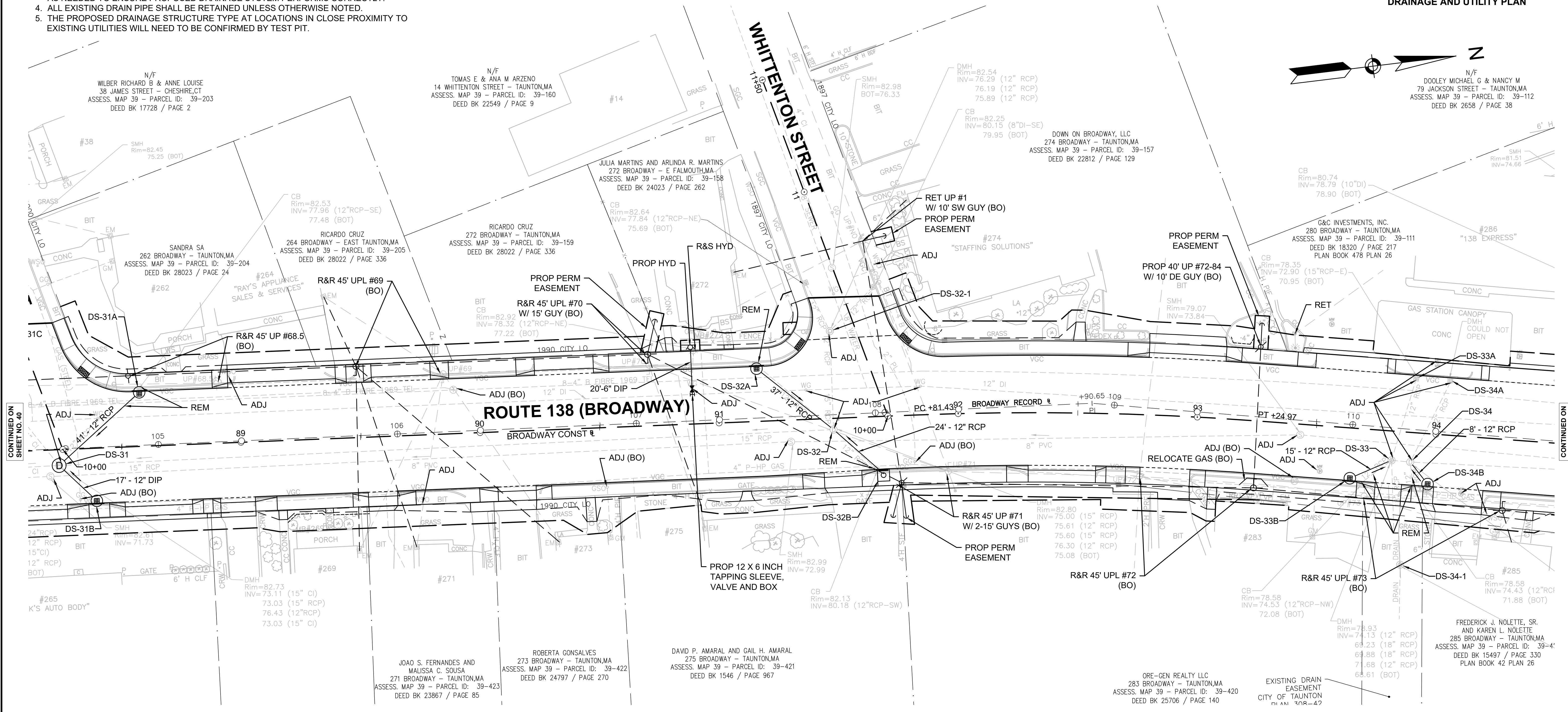
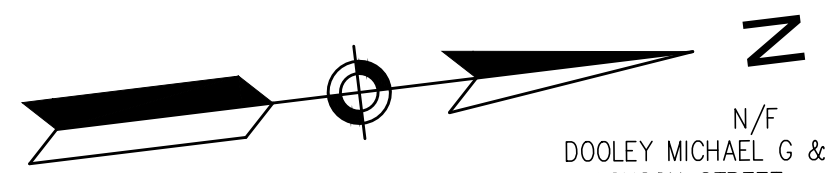


**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	41	136
PROJECT FILE NO.		608753	

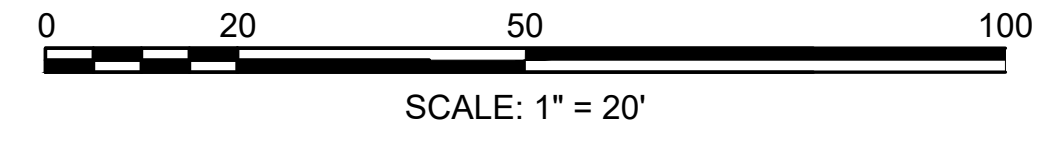
**DRAINAGE AND UTILITY PLAN**

- NOTES:**
1. ALL EXISTING DRAIN, SEWER, AND WATER CASTINGS SHALL BE ADJUSTED TO FINISH GRADE BY THE CONTRACTOR.
  2. ALL PRIVATELY OWNED UTILITY CASTINGS SHALL BE ADJUSTED TO GRADE BY RESPECTIVE OWNER.
  3. CONTRACTOR TO FIELD VERIFY EXISTING INVERTS AND ADJUST PROPOSED INVERTS AS NEEDED TO ENSURE PROPOSED DRAINAGE SYSTEM PERFORMS CORRECTLY.
  4. ALL EXISTING DRAIN PIPE SHALL BE RETAINED UNLESS OTHERWISE NOTED.
  5. THE PROPOSED DRAINAGE STRUCTURE TYPE AT LOCATIONS IN CLOSE PROXIMITY TO EXISTING UTILITIES WILL NEED TO BE CONFIRMED BY TEST PIT.



DRAINAGE STRUCTURE TABLE						
NAME	TYPE	STATION OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
DS-31	5' SPECIAL DMH	88+23.6 6.6' RT	82.45	I=73.03' (DS-32) (EX) I=76.43' (DS-31A) I=77.78' (DS-31B) I=73.11' (DS-31C) (EX)	I=73.03' (DS-30) (EX)	
DS-31B	CBCI	88+38.8 22.0' RT	82.32		I=78.00' (DS-31)	
DS-31A	CBCI W/ OFFSET GRATE	88+58.3 22.6' LT	82.54		I=77.96' (DS-31)	W/ OFFSET TOP
DS-32A	CBCI	91+16.5 22.0' LT	82.94		I=75.20' (DS-32)	
DS-32	EXIST DMH	91+47.7 4.7' RT	82.78	I=76.72' (DS-32B) I=75.10' (DS-32A) I=75.60' (DS-32-1) (EX)	I=75.00' (DS-31) (EX)	

DRAINAGE STRUCTURE TABLE						
NAME	TYPE	STATION OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
DS-32B	BRADLEY HEAD	91+67.8 23.9' RT	82.42		I=77.00' (DS-32)	
DS-33B	CBCI	93+65.5 21.0' RT	79.00		I=74.53' (DS-33)	
DS-33	EXIST DMH	93+82.3 12.2' RT	79.12	I=69.88' (DS-34) (EX) I=71.68' (DS-33A) (EX) I=74.13' (DS-33B)	I=69.23' (DS-34-1) (EX)	
DS-34-1	EXIST DMH	93+89.1 55.5' RT	75.38	I=66.97' (DS-33) (EX)	I=64.17' (OUT) (EX)	
DS-34	EXIST DMH	93+90.1 12.4' RT	79.10	I=70.26' (DS-35) (EX) I=71.48' (DS-34A) (EX) I=74.20' (DS-34B)	I=70.08' (DS-33) (EX)	
DS-34B	CB	93+98.1 21.0' RT	78.92		I=74.50' (DS-34)	



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CONTINUED ON SHEET NO. 40

**NOTES:**

1. ALL EXISTING DRAIN, SEWER, AND WATER CASTINGS SHALL BE ADJUSTED TO FINISH GRADE BY THE CONTRACTOR.
2. ALL PRIVATELY OWNED UTILITY CASTINGS SHALL BE ADJUSTED TO GRADE BY RESPECTIVE OWNER.
3. CONTRACTOR TO FIELD VERIFY EXISTING INVERTS AND ADJUST PROPOSED INVERTS AS NEEDED TO ENSURE PROPOSED DRAINAGE SYSTEM PERFORMS CORRECTLY.
4. ALL EXISTING DRAIN PIPE SHALL BE RETAINED UNLESS OTHERWISE NOTED.
5. THE PROPOSED DRAINAGE STRUCTURE TYPE AT LOCATIONS IN CLOSE PROXIMITY TO EXISTING UTILITIES WILL NEED TO BE CONFIRMED BY TEST PIT.

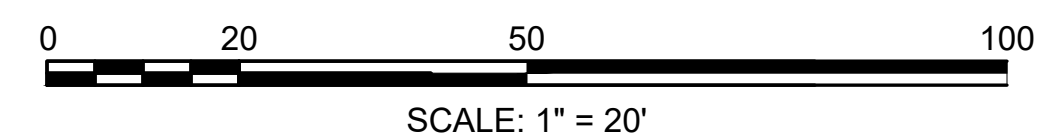
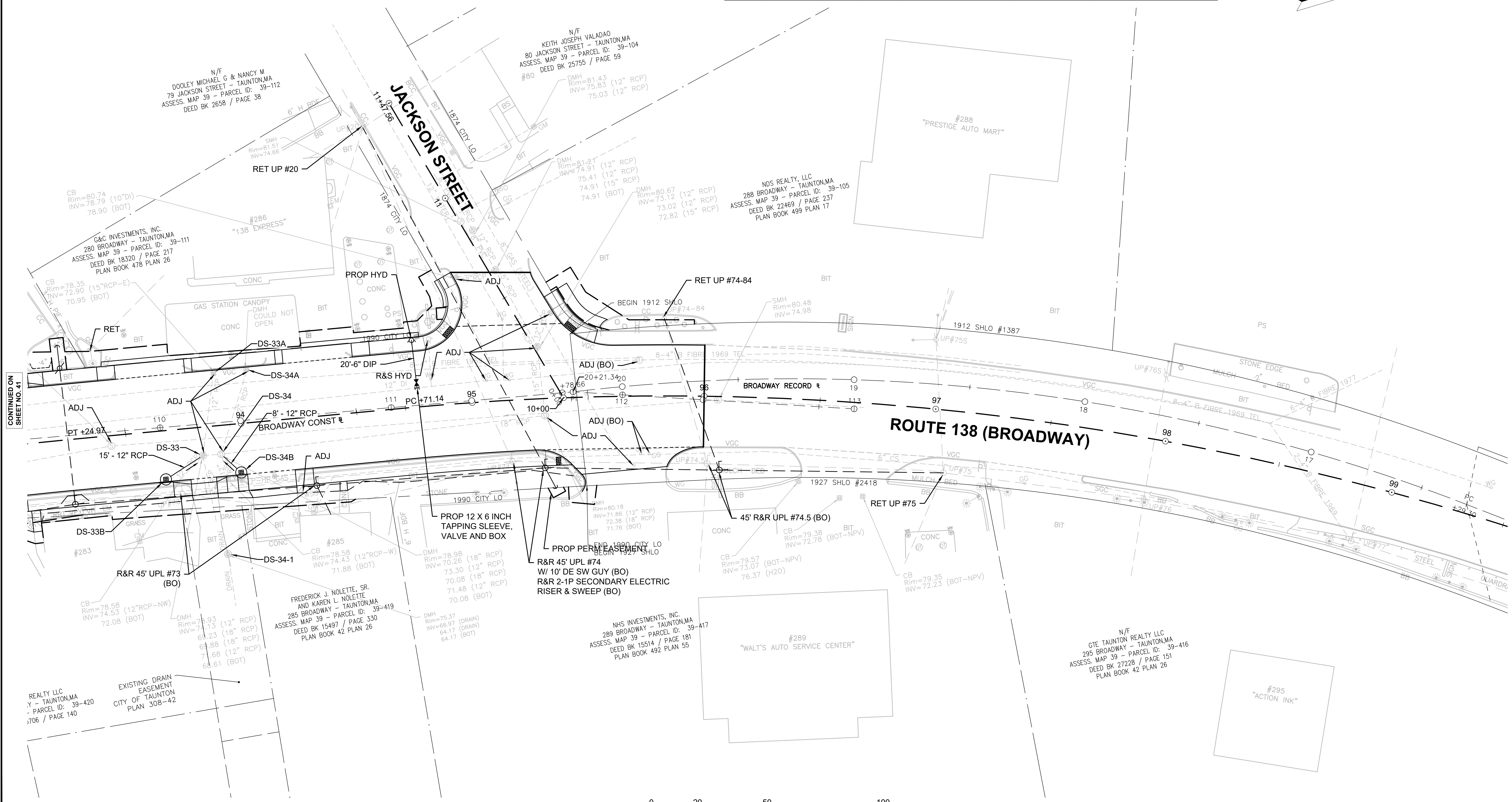
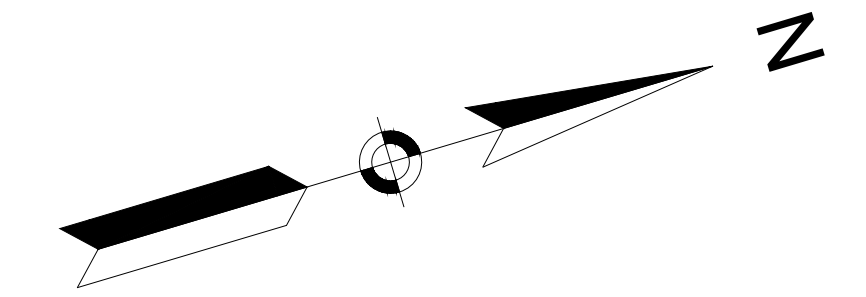
**DRAINAGE STRUCTURE TABLE**

NAME	TYPE	STATION OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
DS-33B	CBCI	93+65.5 21.0' RT	79.00		I=74.53' (DS-33)	
DS-33	EXIST DMH	93+82.3 12.2' RT	79.12	I=69.88' (DS-34) (EX) I=71.68' (DS-33A) (EX) I=74.13' (DS-33B)	I=69.23' (DS-34-1) (EX)	
DS-34	EXIST DMH	93+90.1 12.4' RT	79.10	I=70.26' (DS-35) (EX) I=71.48' (DS-34A) (EX) I=74.20' (DS-34B)	I=70.08' (DS-33) (EX)	
DS-34B	CB	93+98.1 21.0' RT	78.92		I=74.50' (DS-34)	

**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	42	136
PROJECT FILE NO.		608753	

**DRAINAGE AND UTILITY PLAN**



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608753\DRN\DRAINAGE AND UTILITY PLANS\DWG Pinned on 14-Aug-2024 9:35 AM



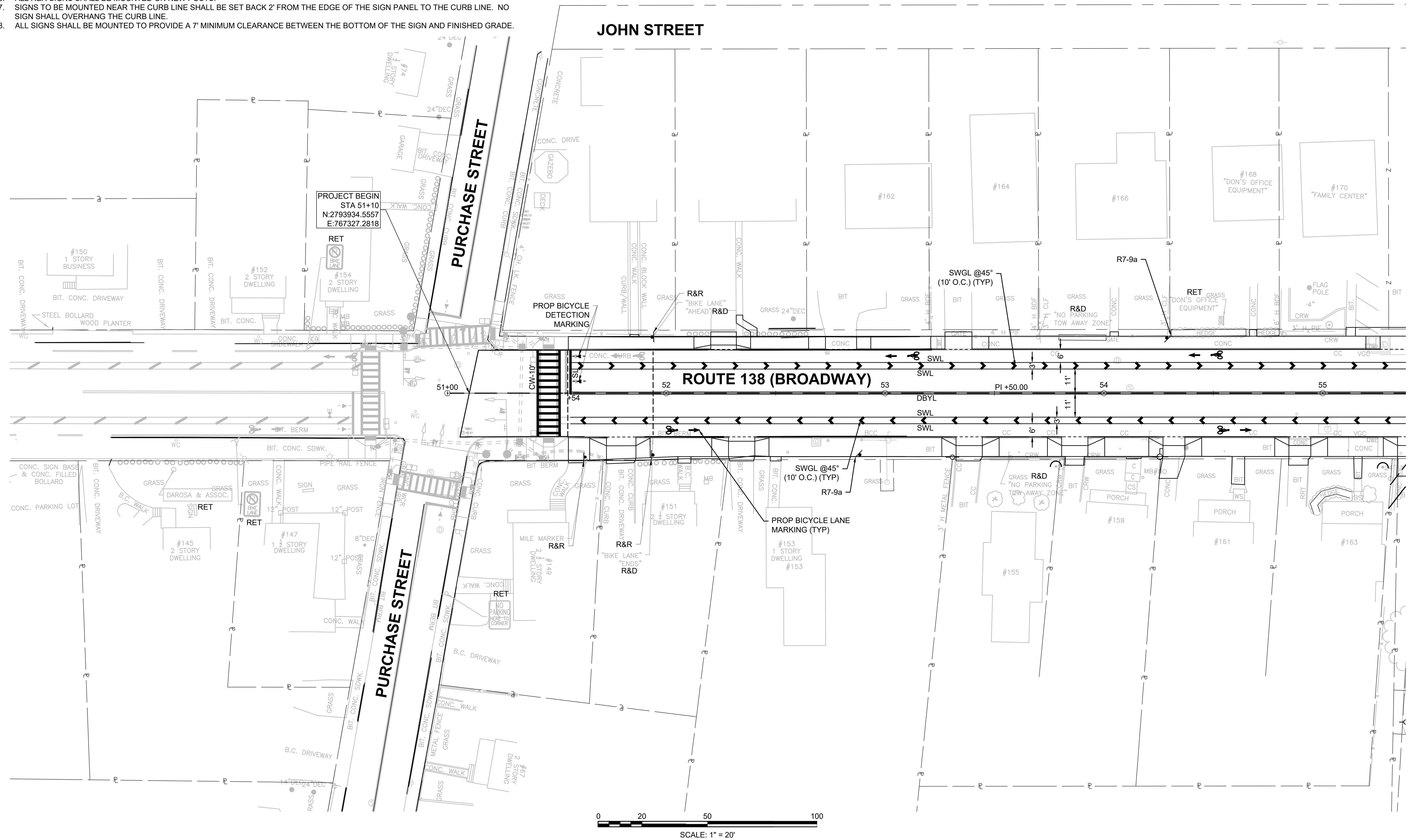
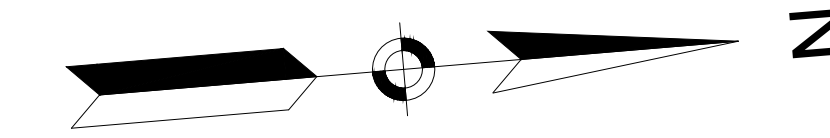
**SIGN & PAVEMENT MARKING NOTES**

1. ALL EXISTING SIGNS AND SIGN POSTS WITHIN THE PROJECT LIMITS SHALL BE RETAINED, REMOVED AND DISCARDED, REMOVED AND STACKED OR REMOVED AND RESET AS 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) UNLESS OTHERWISE NOTED ON PLANS.
4. ALL R7 PARKING SIGNS SHALL BE MOUNTED AT AN ANGLE OF NOT LESS THE 30° NOR MORE THAN 45° TO THE CURB AND FACING THE FLOW OF TRAFFIC. ALL OTHER SIGNS SHALL BE 90° TO THE CURB AND FACING THE FLOW OF TRAFFIC, UNLESS OTHERWISE PROVIDED FOR IN THE MUTCD.
5. STREET 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 SHALL BE SET BACK 2' FROM THE EDGE OF THE SIGN PANEL TO THE CURB LINE. NO SIGN SHALL OVERHANG THE CURB LINE.
8. ALL SIGNS SHALL BE MOUNTED TO PROVIDE A 7' MINIMUM CLEARANCE BETWEEN THE BOTTOM OF THE SIGN AND FINISHED GRADE.

**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	43	136
PROJECT FILE NO.		608753	

**SIGN AND PAVEMENT MARKINGS PLAN**

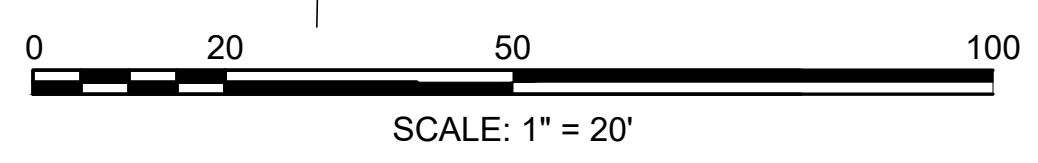
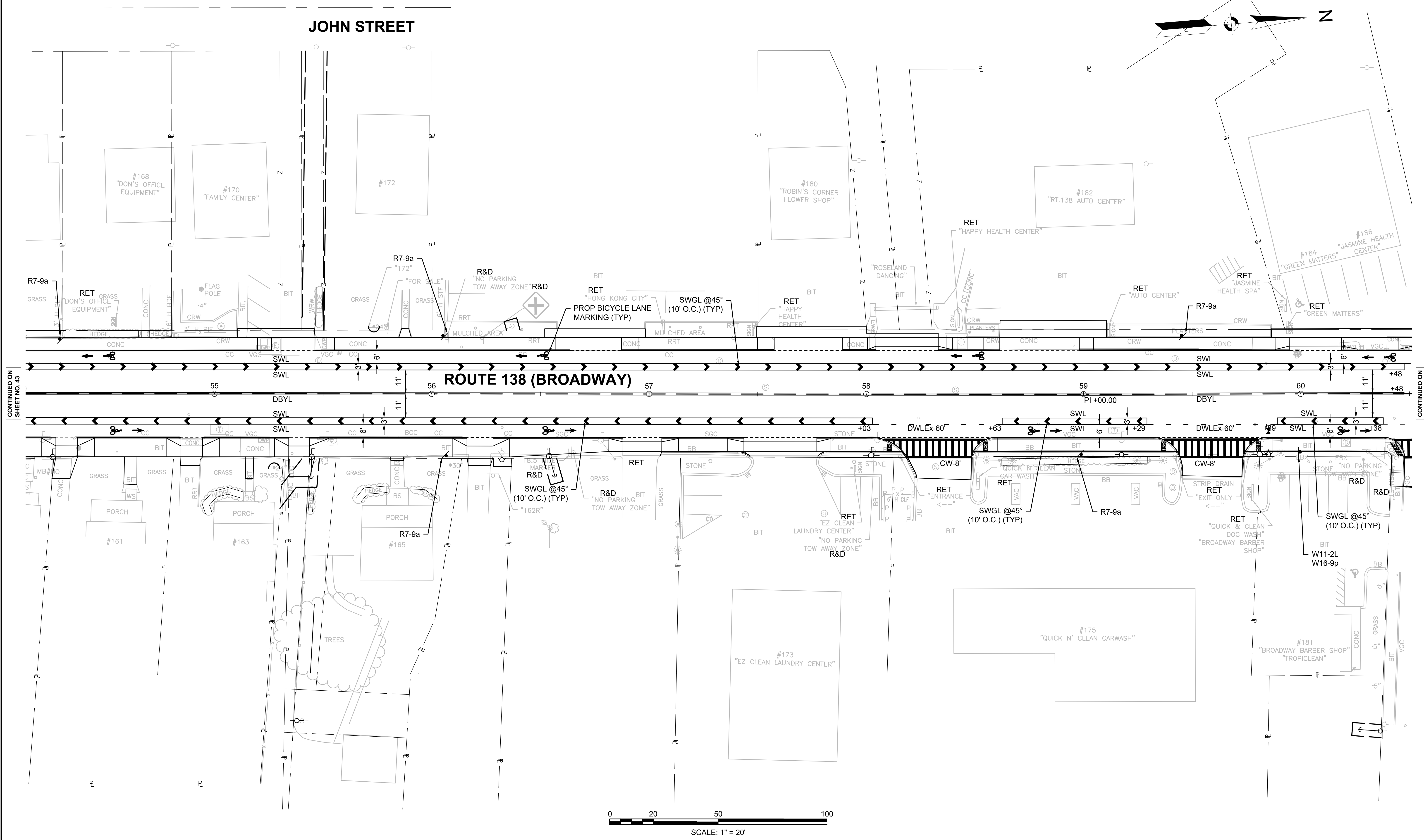
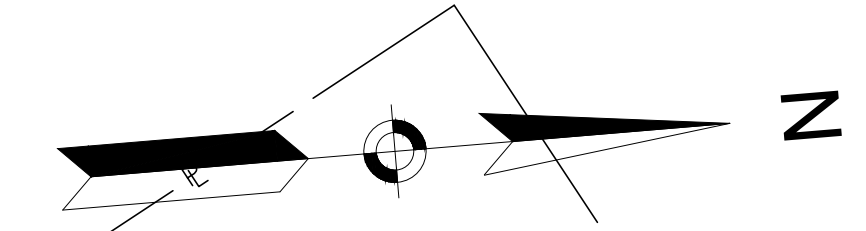


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TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	44	136
PROJECT FILE NO.		608753	

SIGN AND PAVEMENT MARKINGS PLAN



CONTINUED ON  
SHEET NO. 43

CONTINUED ON  
SHEET NO. 45



**MAJOR ITEMS REQUIRED (SOLAR RRFB)**

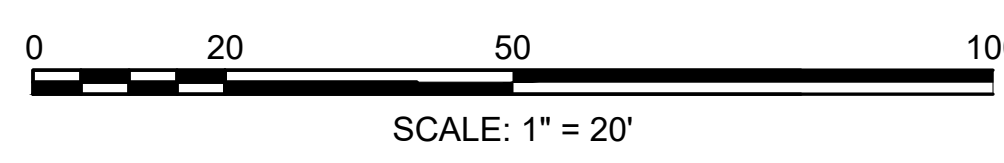
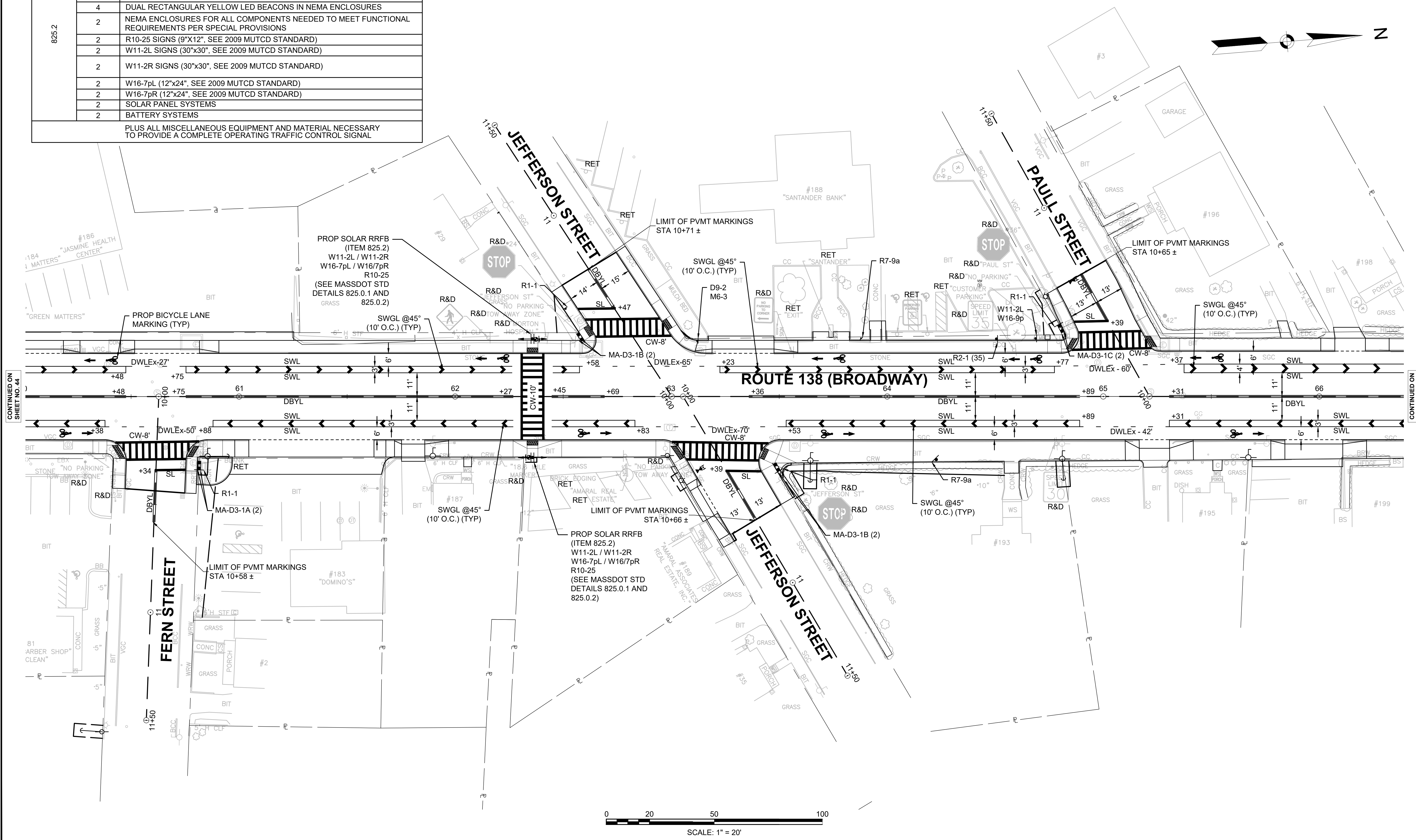
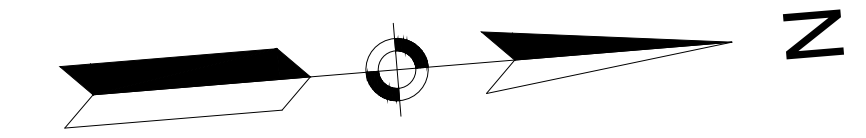
PAY ITEM	QUANTITY	ITEM DESCRIPTION
825.2	2	CEMENT CONCRETE FOUNDATIONS PER 812.30.1
	2	TRAFFIC SIGNAL POST & BASE STANDARD - 17" STEEL
	2	APS PUSH BUTTON SYSTEM
	4	DUAL RECTANGULAR YELLOW LED BEACONS IN NEMA ENCLOSURES
	2	NEMA ENCLOSURES FOR ALL COMPONENTS NEEDED TO MEET FUNCTIONAL REQUIREMENTS PER SPECIAL PROVISIONS
	2	R10-25 SIGNS (9"x12", SEE 2009 MUTCD STANDARD)
	2	W11-2L SIGNS (30"x30", SEE 2009 MUTCD STANDARD)
	2	W11-2R SIGNS (30"x30", SEE 2009 MUTCD STANDARD)
	2	W16-7pL (12"x24", SEE 2009 MUTCD STANDARD)
	2	W16-7pR (12"x24", SEE 2009 MUTCD STANDARD)
	2	SOLAR PANEL SYSTEMS
	2	BATTERY SYSTEMS
PLUS ALL MISCELLANEOUS EQUIPMENT AND MATERIAL NECESSARY TO PROVIDE A COMPLETE OPERATING TRAFFIC CONTROL SIGNAL		

RRFB TIMING AND OPERATIONS TABLE		
LOCATION	FLASHING CYCLE TIME	MINIMUM TIME BETWEEN ACTUATIONS
STA 62+36±	14 SECONDS	60 SECONDS

**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	45	136
PROJECT FILE NO. 608753			

**SIGN AND PAVEMENT MARKINGS PLAN**



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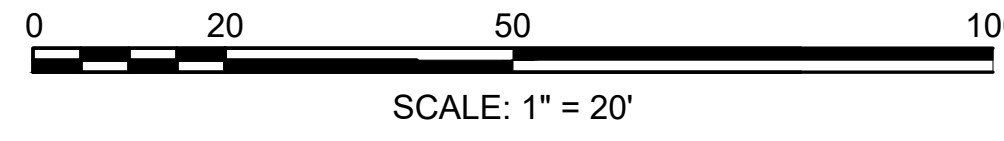
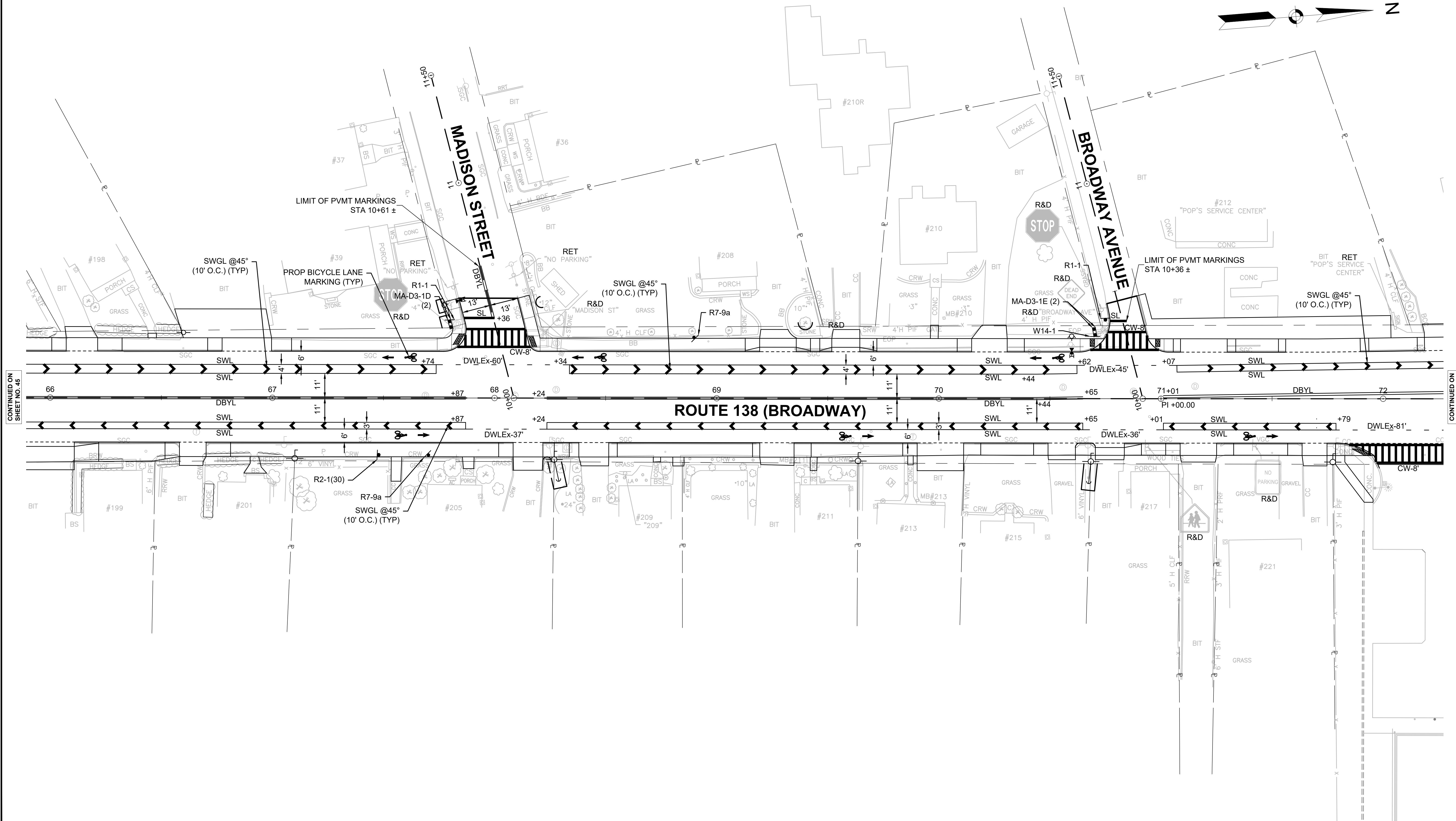
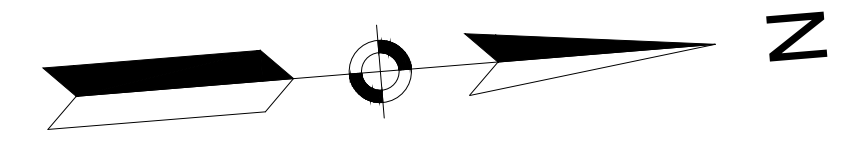
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**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	46	136
PROJECT FILE NO.		608753	

**SIGN AND PAVEMENT MARKINGS PLAN**



CONTINUED ON  
SHEET NO. 45

CONTINUED ON  
SHEET NO. 47

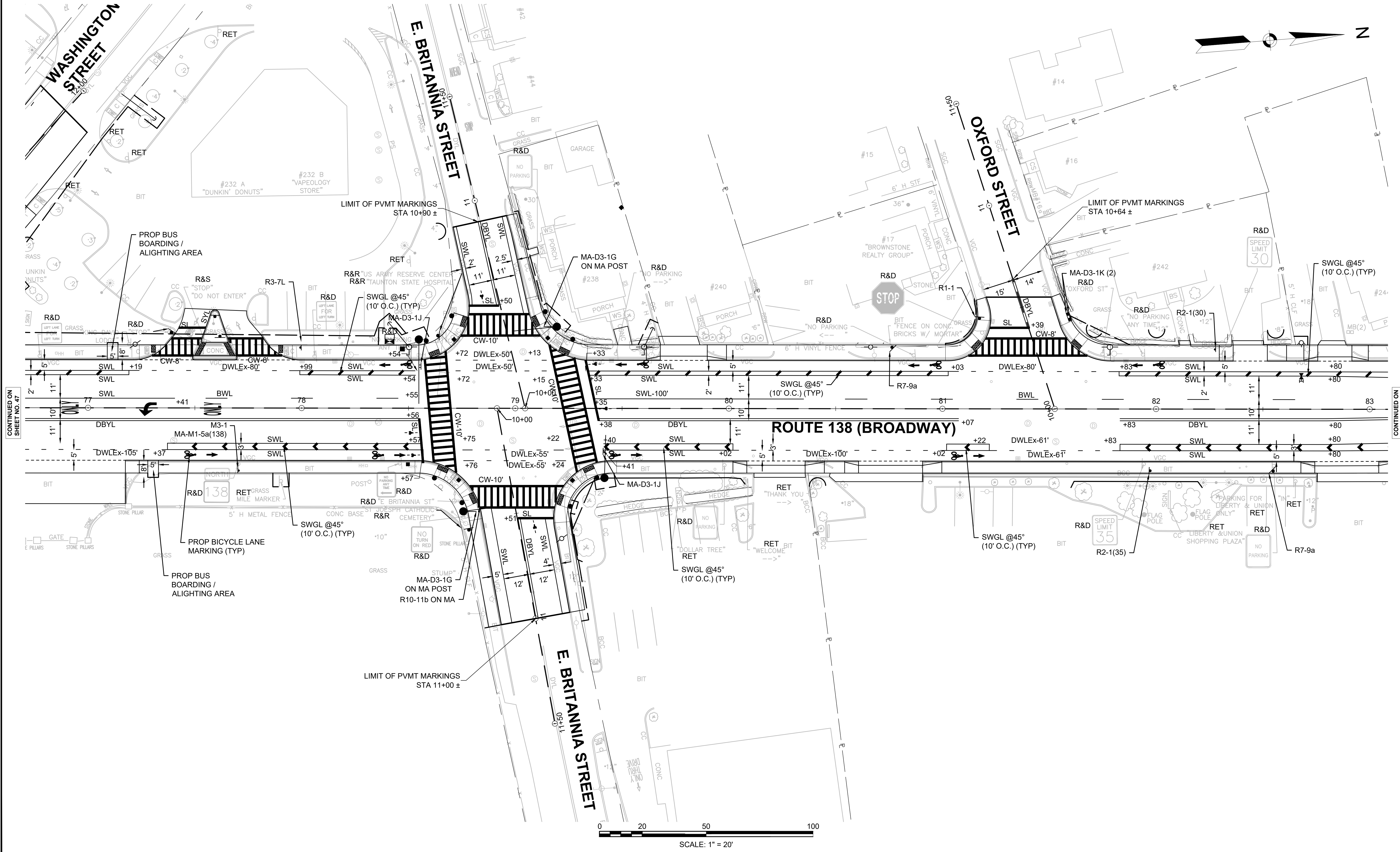
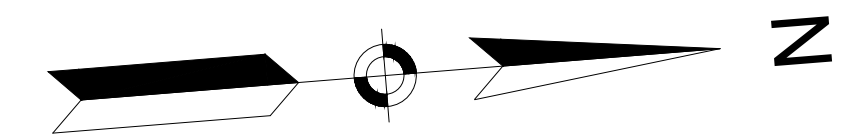




TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

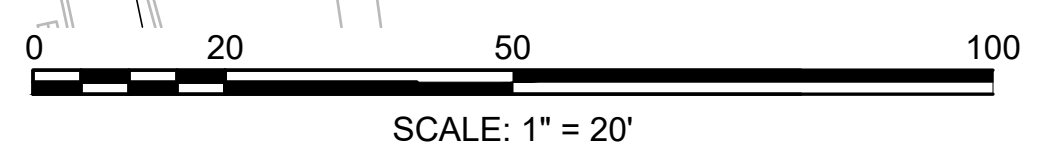
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	48	136
PROJECT FILE NO.		608753	

SIGN AND PAVEMENT MARKINGS PLAN



CONTINUED ON  
SHEET NO. 47

CONTINUED ON  
SHEET NO. 49



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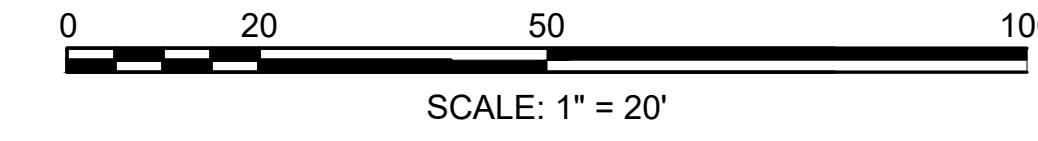
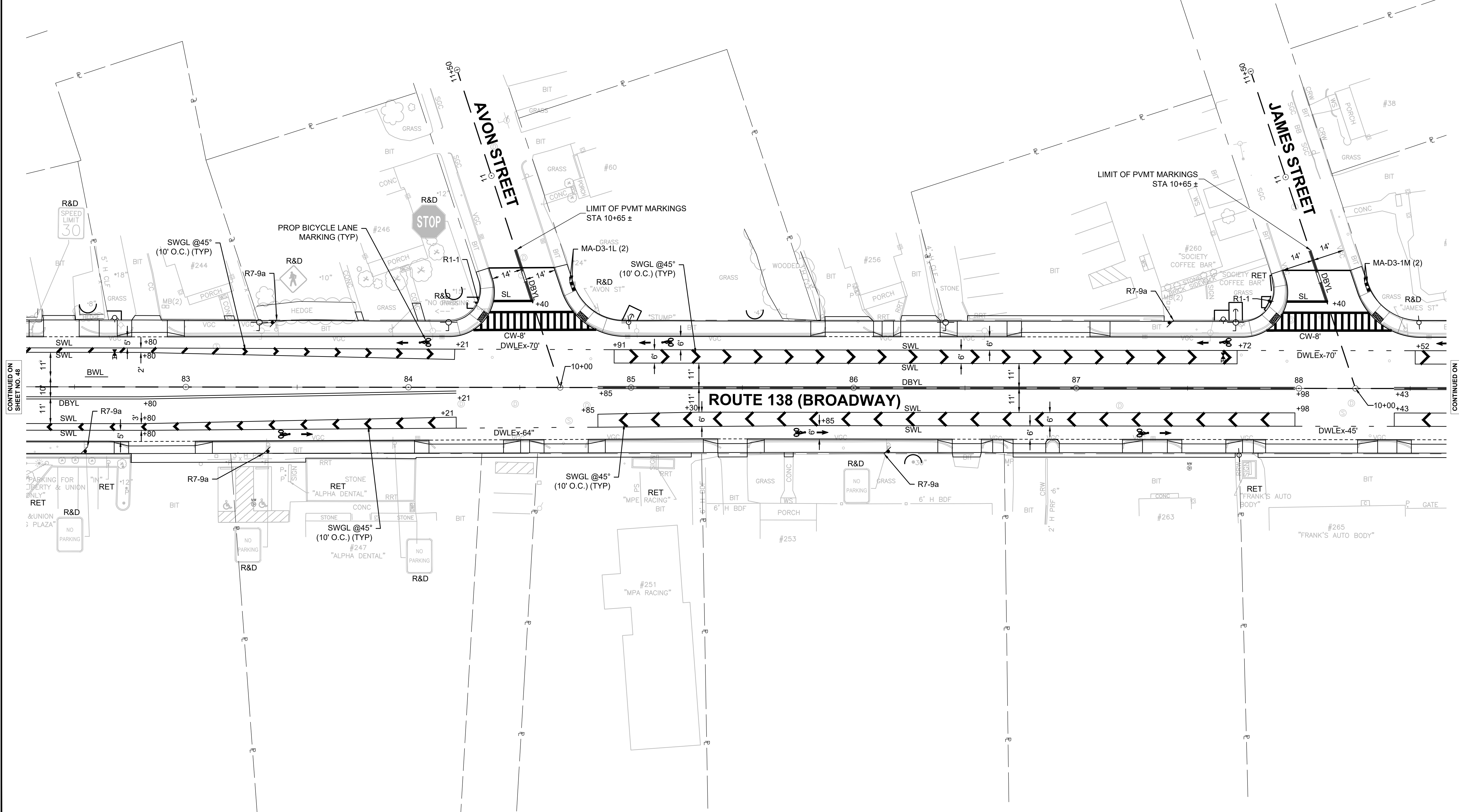
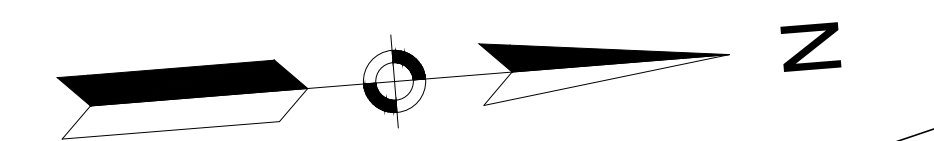
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TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	49	136
PROJECT FILE NO.		608753	

SIGN AND PAVEMENT MARKINGS PLAN



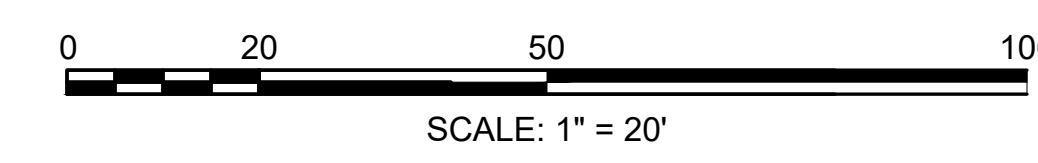
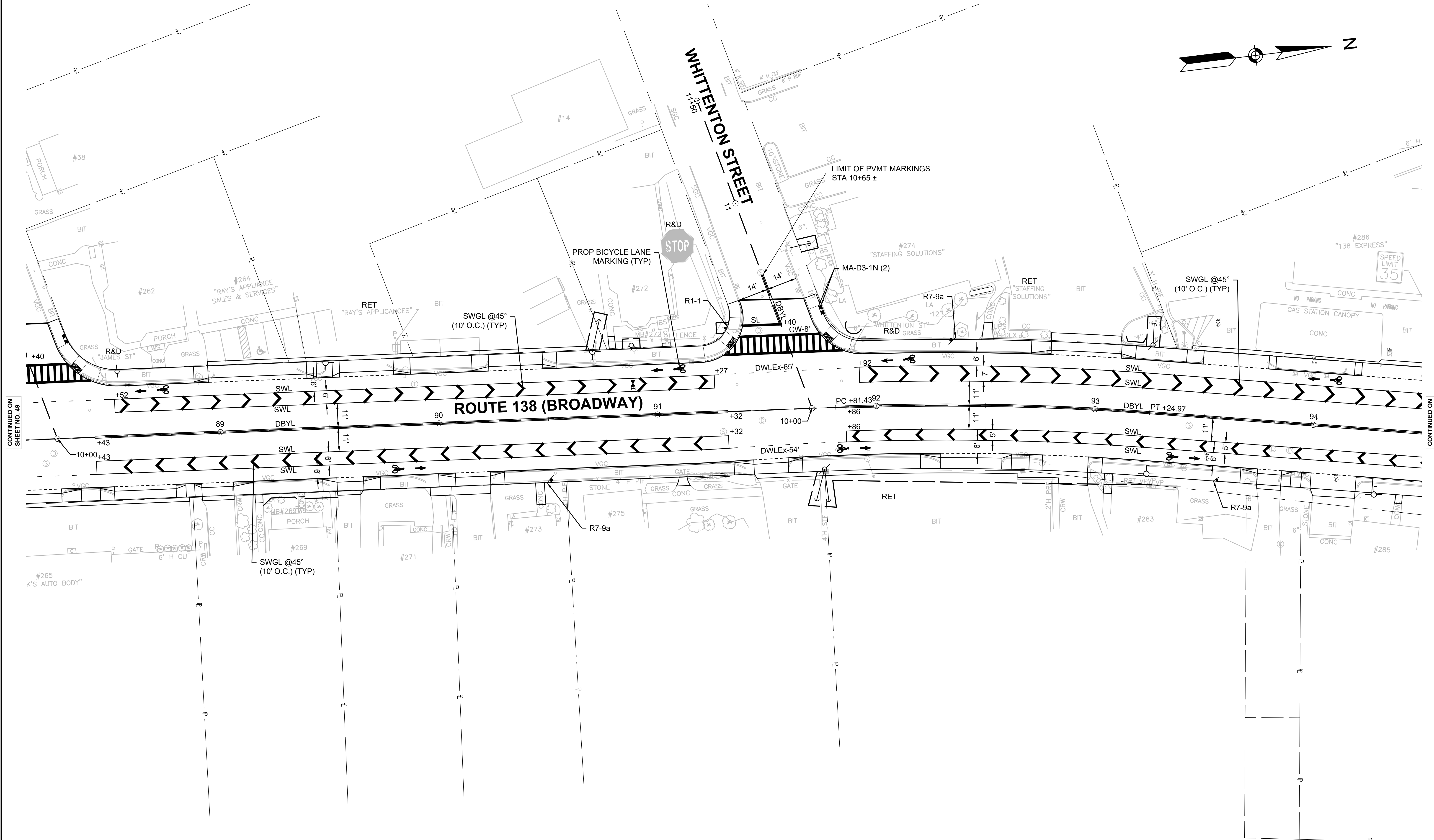
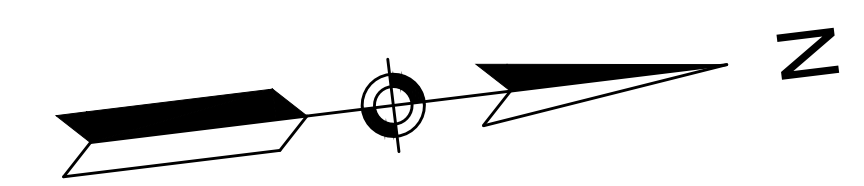
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TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	50	136
PROJECT FILE NO. 608753			

SIGN AND PAVEMENT MARKINGS PLAN



CONTINUED ON  
SHEET NO. 48

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SHEET NO. 51





STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	52	136
PROJECT FILE NO.		608753	

TRAFFIC SIGN SUMMARY

TRAFFIC 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	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND	BORDER			
R1-1	30"	30"					14	RED	WHITE	WHITE	MOUNT 9 ON P-5 5 ON P-5 (2)	6.25	87.5
R2-1(30)	24"	30"					2	WHITE	BLACK	BLACK	P-5 2	5.0	10.0
R2-1(35)	24"	30"					3	WHITE	BLACK	BLACK	P-5 3	5.0	15.0
R3-7L	30"	30"					2	WHITE	BLACK	BLACK	P-5 2	6.25	12.5
R3-7R	30"	30"					2	WHITE	BLACK	BLACK	P-5 2	6.25	12.5
R3-17	24"	18"					2	WHITE	BLACK	BLACK	P-5 2	3.0	6.0
R3-17aP	24"	8"					1	WHITE	BLACK	BLACK	MOUNT W/ R3-17	1.33	1.33
R3-17bP	24"	8"					1	WHITE	BLACK	BLACK	MOUNT W/ R3-17	1.33	1.33
R4-7c	18"	30"					2	WHITE	BLACK	BLACK	P-5 2	3.75	7.5
R4-11	30"	30"					1	WHITE	BLACK	BLACK	P-5 1	6.25	6.25
R7-9a	12"	18"					19	WHITE	RED/BLACK	RED	P-5 19	1.5	28.5
R10-11b	36"	36"					3	WHITE	BLACK	BLACK	MOUNT 1 ON P-5 2 ON MA	9.0	27.0
R10-25	9"	12"					2	WHITE	BLACK	BLACK	MOUNT ON RRFB	--	--

SEE 2009 MUTCD STANDARDS

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	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND	BORDER			
W11-2	30"	30"					2	FYG	BLACK	BLACK	P-5 2	6.25	12.5
W14-1	30"	30"					1	YELLOW	BLACK	BLACK	P-5 (2) 1	6.25	6.25
W16-7pL	24"	12"					2	FYG	BLACK	BLACK	MOUNT ON RRFB	--	--
W16-7pR	24"	12"					2	FYG	BLACK	BLACK	MOUNT ON RRFB	--	--
W16-9p	24"	12"					2	FYG	BLACK	BLACK	MOUNT W/ W11-2	2.0	4.0
M3-1	24"	12"					1	WHITE	BLACK	BLACK	P-5 1	2.0	2.0
M6-3	21"	15"					1	BLUE	WHITE	WHITE	MOUNT W/ D9-2	2.19	2.19
D9-2	24"	24"					1	BLUE	WHITE	WHITE	P-5 1	4.0	4.0
OM1-1	18"	18"					2	YELLOW	BLACK	BLACK	P-5 2	2.25	4.5

SEE 2009 MUTCD STANDARDS

CONTINUED NEXT SHEET

NOTES:

- 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.
- ALL P5 POSTS SHALL BE TELESCOPIC, RECTANGULAR TYPE POSTS, CONFORMING TO THE DIMENSIONS AND REQUIREMENTS OF THE MASSDOT "STANDARD DRAWINGS FOR SIGNS AND SUPPORTS" (LATEST EDITION).
- SEE THE 2009 "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND "STANDARD HIGHWAY SIGNS" FOR THE LATEST SPECIFICATIONS ON TEXT DIMENSIONS AND COLOR. (ALSO SEE SECTION M9.30.0 TYPE III MASSDOT STANDARD SPECIFICATION, THE "MASSACHUSETTS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES," AND "GUIDE SIGN POLICY FOR SECONDARY STATE HIGHWAYS" (LATEST EDITIONS AND AMENDMENTS) BY THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION).
- STREET NAME (D3) SIGNS SHALL USE TWO SIGNS MOUNTED BACK TO BACK WITH BOLT-THROUGH METHOD.
- FYG: FLUORESCENT YELLOW-GREEN












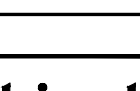
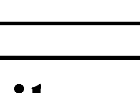







## TRAFFIC SIGN SUMMARY (CONT.)

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

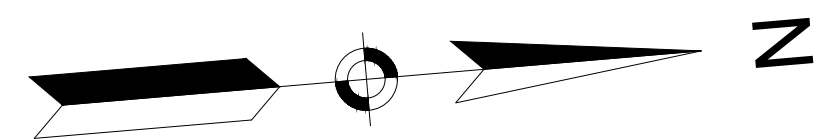
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	53	136
PROJECT FILE NO. 608753			

**TRAFFIC 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	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND	BORDER			
MA-I-13	24"	30"		SEE MASSDOT STANDARDS	↑	↑	1	GREEN	WHITE	WHITE	P-5 1	5.0	5.0
MA-I-14	24"	30"					1	GREEN	WHITE	WHITE	P-5 1	5.0	5.0
MA-M1-5a (138)	30"	24"					1	WHITE	BLACK	BLACK	MOUNT W/ M3-1	5.0	5.0
MA-R10-12a	30"	36"					2	WHITE	BLACK/YELLOW	BLACK	MOUNT ON MA	7.5	15.0
MA-D3-1A	36"	12"		6D/4D	3 3	NONE	2	GREEN	WHITE	WHITE	MOUNT W/ R1-1	EACH	EACH
MA-D3-1B	54"	12"		6D/4D	3 3	NONE	4	GREEN	WHITE	WHITE	MOUNT 2 ON P-5 (2) 2 W/ R1-1	EACH	EACH
MA-D3-1C	36"	12"		6D/4D	3 3	NONE	2	GREEN	WHITE	WHITE	MOUNT W/ R1-1	EACH	EACH
MA-D3-1D	48"	12"		6D/4D	3 3	NONE	2	GREEN	WHITE	WHITE	MOUNT W/ R1-1	EACH	EACH
MA-D3-1E	60"	12"		6D/4D	2.75 3.25	NONE	2	GREEN	WHITE	WHITE	MOUNT W/ W14-1	EACH	EACH
MA-D3-1F	48"	12"		6D/4D	3 3	NONE	2	GREEN	WHITE	WHITE	MOUNT W/ R1-1	EACH	EACH
MA-D3-1G	48"	12"		6D/4D	2.75 3.25	NONE	4	GREEN	WHITE	WHITE	MOUNT ON MAST ARM	EACH	EACH
MA-D3-1H	78"	18"		8D/5.33D	5 5	NONE	2	GREEN	WHITE	WHITE	MOUNT ON MA	EACH	EACH
MA-D3-1J	78"	18"		5.33D/8D/ 5.33D	5 5	NONE	2	GREEN	WHITE	WHITE	MOUNT ON MA	EACH	EACH
MA-D3-1K	42"	12"		6D/4D	3 3	NONE	2	GREEN	WHITE	WHITE	P-5 (2) 2	EACH	EACH
MA-D3-1L	36"	12"		6D/4D	3 3	NONE	2	GREEN	WHITE	WHITE	P-5 (2) 2	EACH	EACH
MA-D3-1M	42"	12"		6D/4D	3 3	NONE	2	GREEN	WHITE	WHITE	P-5 (2) 2	EACH	EACH
MA-D3-1N	60"	12"		6D/4D	3 3	NONE	2	GREEN	WHITE	WHITE	P-5 (2) 2	EACH	EACH
MA-D3-1P	48"	12"		6D/4D	3 3	NONE	2	GREEN	WHITE	WHITE	P-5 (2) 2	EACH	EACH

**NOTES:**

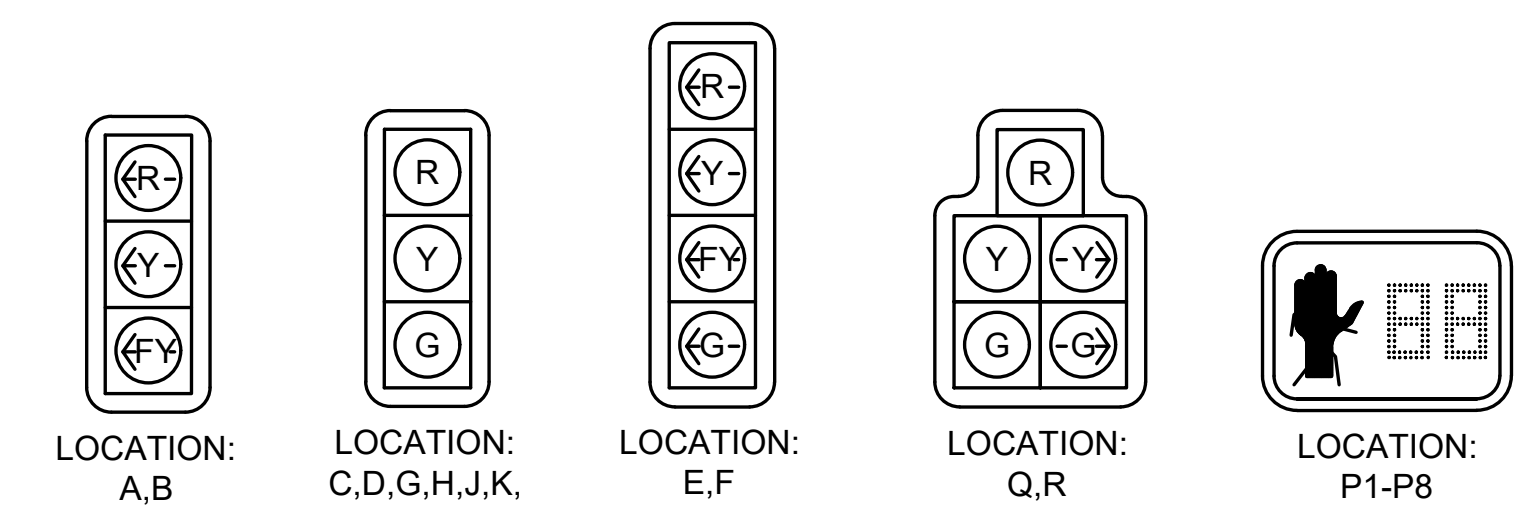
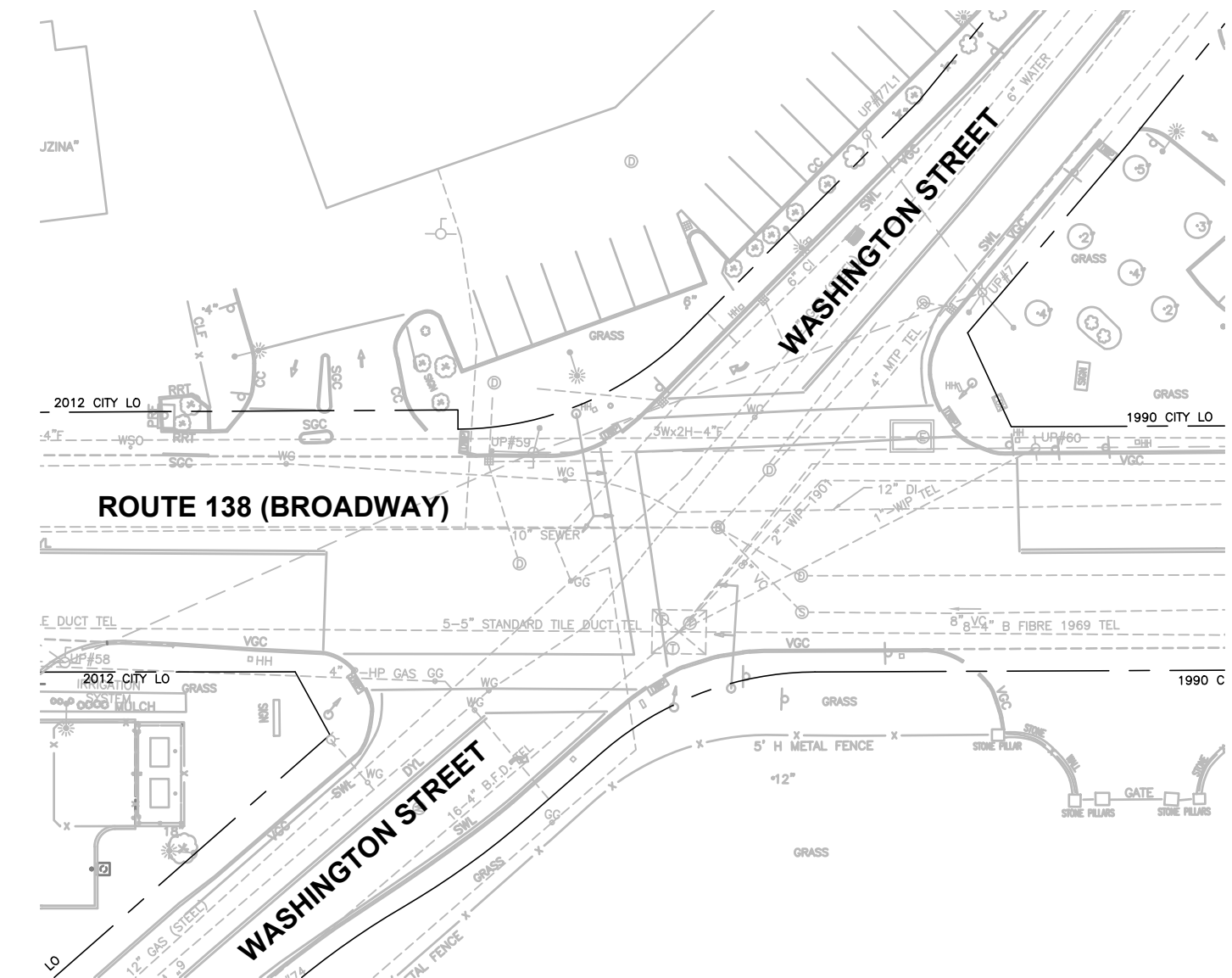
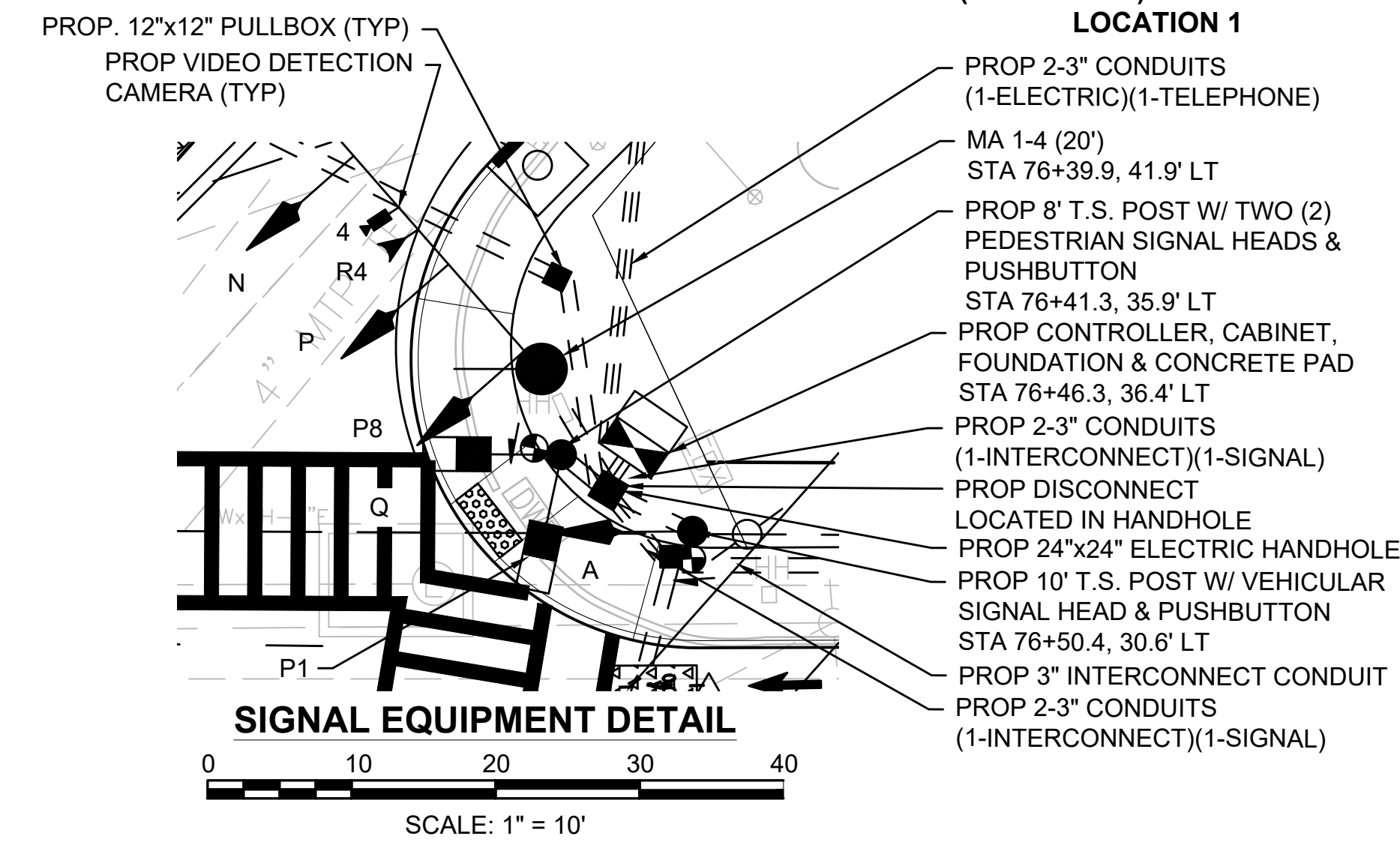
1. HIGH INTENSITY ENCAPSULATED LENS REFLECTIVE SHEETING CONFORMING TO SECTION M9.30.0, TYPE III OR IV, OF THE MASSDOT STANDARD SPECIFICATIONS SHALL BE USED FOR ALL SIGNS.
2. ALL P5 POSTS SHALL BE TELESCOPIC, RECTANGULAR TYPE POSTS, CONFORMING TO THE DIMENSIONS AND REQUIREMENTS OF THE MASSDOT "STANDARD DRAWINGS FOR SIGNS AND SUPPORTS" (LATEST EDITION).
3. SEE THE 2009 "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND "STANDARD HIGHWAY SIGNS" FOR THE LATEST SPECIFICATIONS ON TEXT DIMENSIONS AND COLOR. (ALSO SEE SECTION M9.30.0 TYPE III MASSDOT STANDARD SPECIFICATION, THE "MASSACHUSETTS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES," AND "GUIDE SIGN POLICY FOR SECONDARY STATE HIGHWAYS" (LATEST EDITIONS AND AMENDMENTS) BY THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION).
4. STREET NAME (D3) SIGNS SHALL USE TWO SIGNS MOUNTED BACK TO BACK WITH BOLT-THROUGH METHOD.
5. FYG: FLUORESCENT YELLOW-GREEN



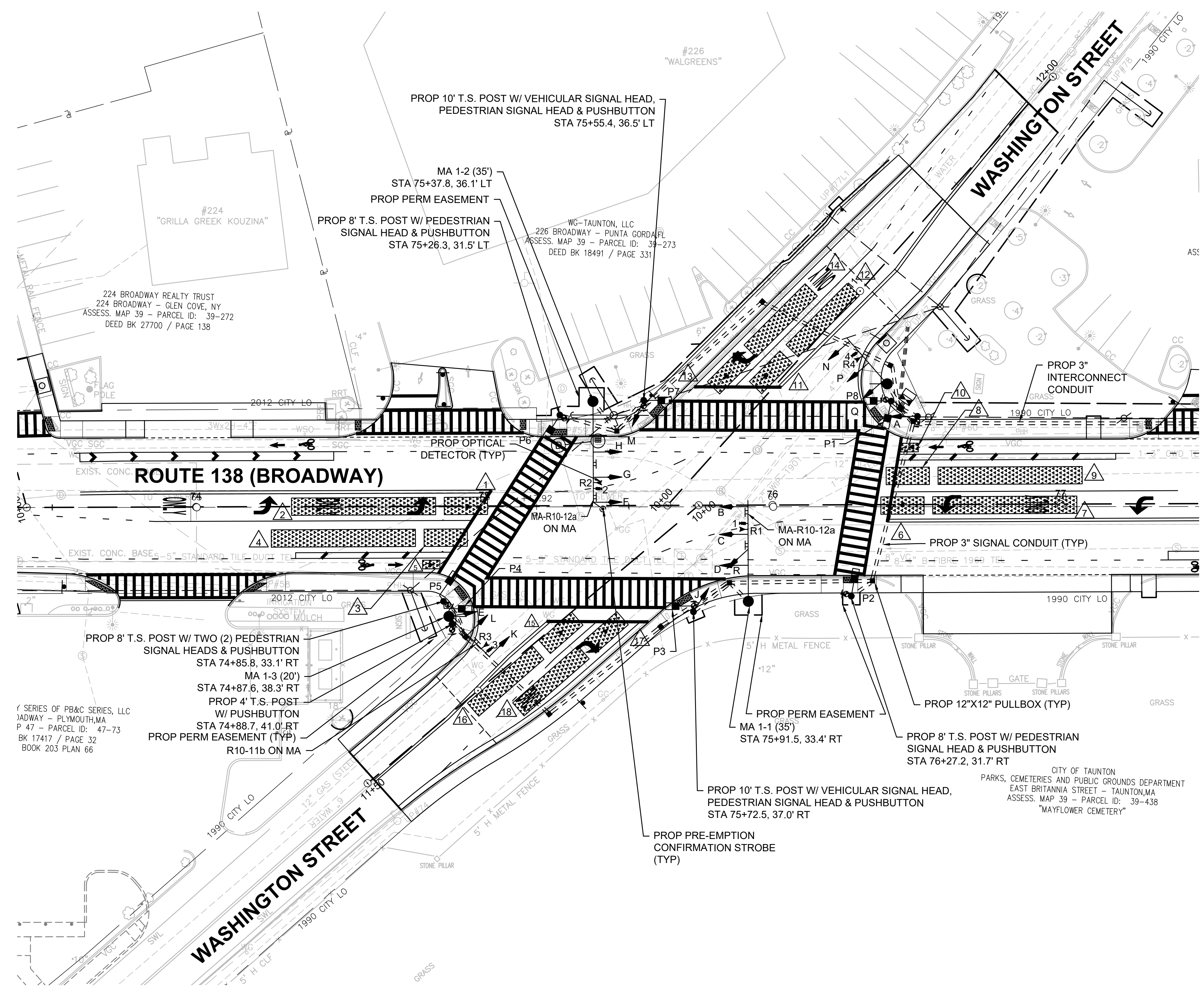
**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	54	136
PROJECT FILE NO.		608753	

**TRAFFIC SIGNAL PLAN  
ROUTE 138 (BROADWAY) AT WASHINGTON STREET  
LOCATION 1**



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





**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	55	136
PROJECT FILE NO.		608753	

**TRAFFIC SIGNAL DATA  
ROUTE 138 (BROADWAY) AT WASHINGTON STREET  
LOCATION 1**

**PREEMPTION SCHEDULE**

RECEIVER	PRE-EMPT PHASE ASSIGNMENT	MOVEMENT	VEHICLE PHASE ASSIGNMENT
R1	1	NB	Ø 2
R2	2	SB	Ø 1 & Ø 6
R3	3	SEB	Ø 4
R4	4	NWB	Ø 8

**EMERGENCY PREEMPTION NOTES:**

- 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.
- AFTER THE PREEMPTION SEQUENCE HAS TERMINATED, THE SIGNAL SHALL RETURN TO THE BEGINNING OF Ø 2 & Ø 6.
- THE PREEMPTION STROBE SHALL BE ILLUMINATED ONLY WHEN THE PREEMPTED PHASE IS DISPLAYING A GREEN INDICATION.
- EMERGENCY PREEMPTION SHALL COME ON A FIRST-COME FIRST-SERVED BASIS.
- A SEPARATE CABLE SHALL BE RUN FOR THE PREEMPTION STROBE IT MAY NOT BE RUN ON THE SPARE SIGNAL CABLE.

SEQUENCE AND TIMING FOR FULLY ACTUATED TRAFFIC SIGNAL CONTROL (COORDINATED)																				
PHASE	DIRECTION	HOUSINGS	Ø1		Ø2		Ø4		Ø6		Ø8		Ø9		FLASH OPER.					
STREET	DIRECTION	HOUSINGS	1	2	3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
BROADWAY (RTE 138)	NB	A,B	+R	+R	+R	+FY	+Y	+R	+R	+R	+R	+R	+R	+R	+R	+R	+R	+R	+R	+R
BROADWAY (RTE 138)	NB	C,D	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R
BROADWAY (RTE 138)	SB	E,F	+G	+Y	+R	+R	+R	+R	+R	+R	+R	+FY	+Y	+R	+R	+R	+R	+R	+R	+R
BROADWAY (RTE 138)	SB	G,H	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R
WASHINGTON STREET	SEB	J,K,L	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
WASHINGTON STREET	NWB	M,N,P	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R
WASHINGTON STREET	NWB	Q,R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R

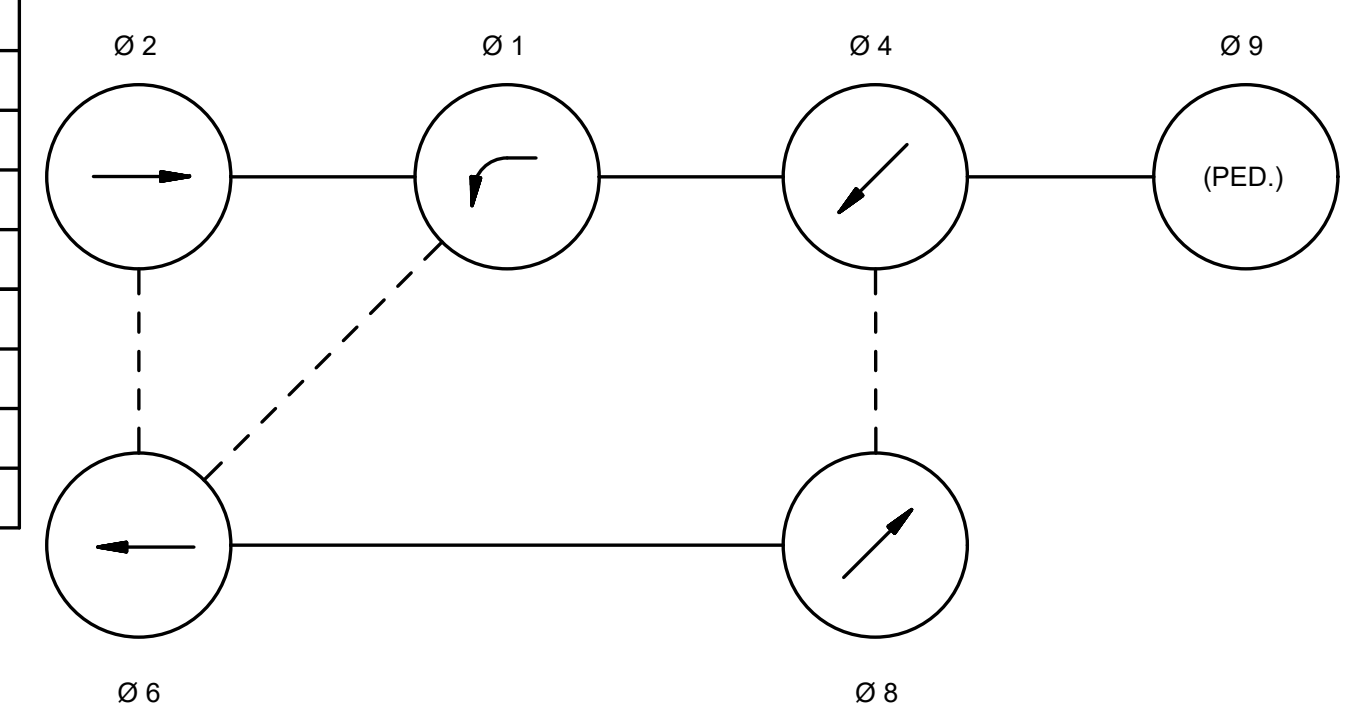
  

PEDESTRIAN	ALL	P1-P8	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OFF
TIMING IN SECONDS																					
MINIMUM GREEN	5				10					8				10							
VEHICLE EXTENSION	3				3					3				3							
MAXIMUM GREEN I	14				53					64				25							
CLEARANCE INTERVAL		3.0	3.0			3.5	2.5			3.5	2.0			4.0	3.0			3.5	2.0		
WALK/CLEARANCE/BUFFER INTERVAL																		7	17	4	
DETECTOR MEMORY		NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	LOCK	LOCK	LOCK	LOCK
RECALL SWITCH		OFF	SOFT	OFF	SOFT	OFF	SOFT	OFF	SOFT	OFF	SOFT	OFF	SOFT	OFF	SOFT	OFF	SOFT	OFF	SOFT	OFF	OFF

**COORDINATION DATA**

	PLAN 1	PLAN 2	PLAN 3
CYCLE LENGTH	130	120	100
OFFSET	0	0	0
SPLIT Ø1	12	20	11
SPLIT Ø2	59	37	38
SPLIT Ø4	31	35	23
SPLIT Ø6	71	57	49
SPLIT Ø8	31	35	23
SPLIT Ø9 (PED)	28	28	28
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

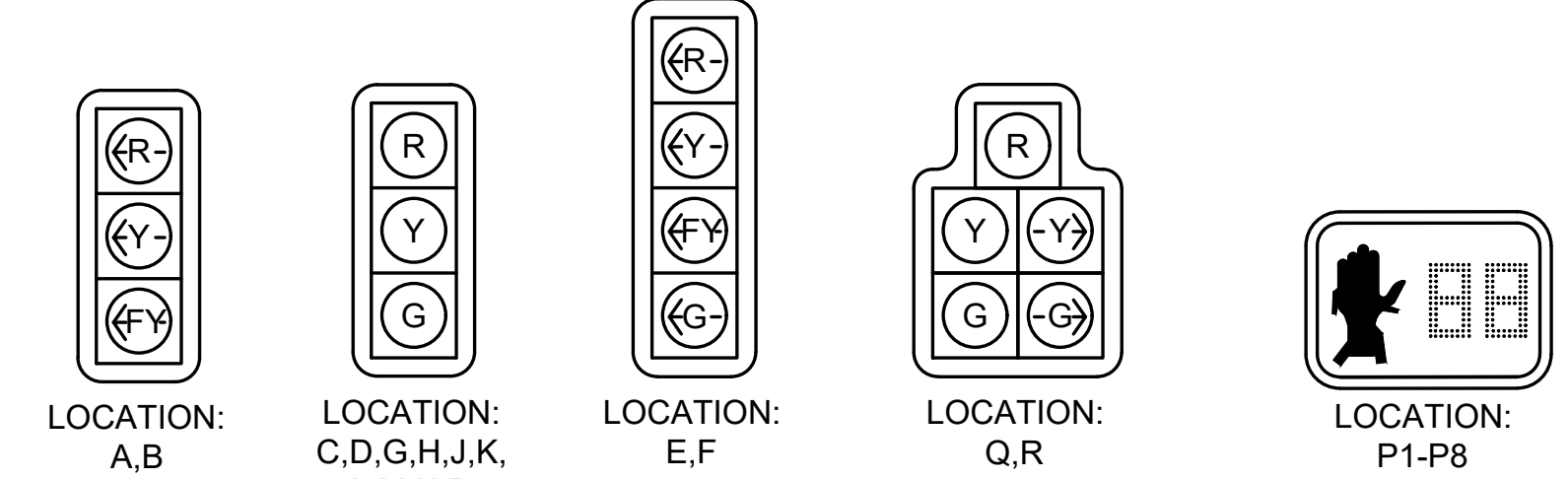
**NEMA DUAL RING PHASING NOTES:**



**COORDINATION NOTES**

- LOCATIONS 1 AND 2 SHALL BE COORDINATED VIA HARD WIRE INTERCONNECT.
- OFFSET TO BEGINNING OF Ø 2 & Ø 6 GREEN.
- ALL COORDINATION SPLIT TIMES INCLUDE YELLOW AND RED CLEARANCE TIME.
- PHASE 2 & 6 DETECTORS SHALL BE DISABLED DURING COORDINATION.
- COORDINATION MODE SHALL BE YIELD. FIXED FORCE OFFS SHALL BE IN EFFECT DURING COORDINATION.
- INHIBIT MAX TERMINATION SHALL BE IN EFFECT DURING COORDINATION.
- OFFSET SEEKING SHALL BE THE SHORTWAY METHOD.

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

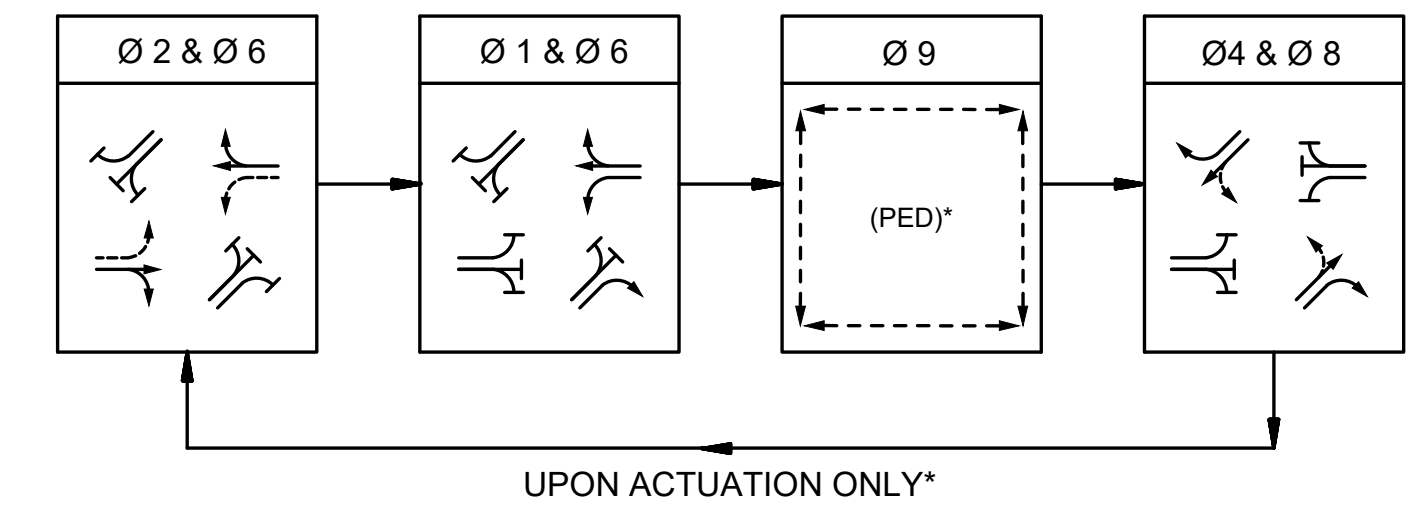


**SIGNAL HEAD DESIGNATIONS  
NOT TO SCALE**

**SIGNAL HEAD NOTES:**

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

**PREFERENTIAL PHASING SEQUENCE**



**TRAFFIC SIGNAL NOTES:**

- ALL EXISTING SIGNAL EQUIPMENT SHALL BE REMOVED AND STACKED UNLESS OTHERWISE NOTED.
- 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 YELLOW CHANGE AND RED CLEARANCE.
- 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 YELLOW CHANGE AND RED CLEARANCE.
- FLASHING OPERATION IS FOR EMERGENCY OPERATION ONLY. THE SIGNAL SHALL PROVIDE STOP AND GO OPERATION 24 HOURS DAILY.
- PEDESTRIAN PHASE TO BE ACTIVATED BY PEDESTRIAN PUSHBUTTON ONLY.
- OPTICAL DETECTORS SHALL BE LOCATED FOR OPTIMUM SIGHT DISTANCE.
- 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.

**MASTER SCHEDULE**

	PLAN 1	PLAN 2	PLAN 3	FREE
MONDAY - FRIDAY	0600-1000	1500-1900	1000-1500	0000-0600 1000-1500 1900-0000
SATURDAY			0600-1900	0000-0600 1900-0000
SUNDAY			0600-1900	0000-0600 1900-0000

**VIDEO DETECTOR DATA**

DETECTION ZONE NO.	VIDEO CAMERA NO.	NO. SECTION/ SIZE	OPERATIONS	CALL DELAY (SECONDS)	CALL PHASE	EXTEND PHASE
1	1	1 - 6'x15'	PRESENCE/BICYCLE	0	Ø2	Ø2
2	1	1 - 6'x50'	PRESENCE	0	Ø2	Ø2
3	1	1 - 6'x15'	PRESENCE	0	Ø2	Ø2
4	1	1 - 6'x50'	PRESENCE	0	Ø2	Ø2
5	1	1 - 3'x6'	BICYCLE	0	Ø2	Ø2
6	2	1 - 6'x15'	PRESENCE/BICYCLE	0	Ø1&Ø6	Ø1&Ø6
7	2	1 - 6'x50'	PRESENCE	0	Ø1&Ø6	Ø1&Ø6
8	2	1 - 6'x15'	PRESENCE	0	Ø6	Ø6
9	2	1 - 6'x50'	PRESENCE	0	Ø6	Ø6
10	2	1 - 3'x6'	BICYCLE	0	Ø6	Ø6
11	3	1 - 6'x15'	PRESENCE/BICYCLE	0	Ø4	Ø4
12	3	1 - 6'x30'	PRESENCE	0	Ø4	Ø4
13	3	1 - 6'x15'	PRESENCE/BICYCLE	0	Ø4	Ø4
14	3	1 - 6'x30'	PRESENCE	0	Ø4	Ø4
15	4	1 - 6'x15'	PRESENCE/BICYCLE	0	Ø8	Ø8
16	4	1 - 6'x30'	PRESENCE	0	Ø8	Ø8
17	4	1 - 6'x15'	PRESENCE/BICYCLE	5	Ø8	Ø8
18	4	1 - 6'x30'	PRESENCE	0	Ø8	Ø8

**MAST ARM FOUNDATIONS**

MAST ARM POLE	LOCATION		SOIL TYPE	ARM LENGTH	FOUNDATION SIZE			
	STATION	OFFSET			DIAMETER	DEPTH	VERT. BARS	TIE BARS
MA 1-1	75+91.5	33.4' RT	WET SAND	35'	3'-6"	13'-6"	18-#8	#5 @ 8"
MA 1-2	75+37.8	36.1' LT	DRY SAND	35'	3'-6"	13'-6"	18-#8	#5 @ 8"
MA 1-3	74+87.6	38.3' RT	DRY SAND	20'	3'-6"	10'-0"	18-#8	#5 @ 12"
MA 1-4	76+39.9	41.9' LT	DRY SAND	20'	3'-6"	10'-0"	18-#8	#5 @ 12"

**MAJOR ITEMS REQUIRED (LOCATION 1)**

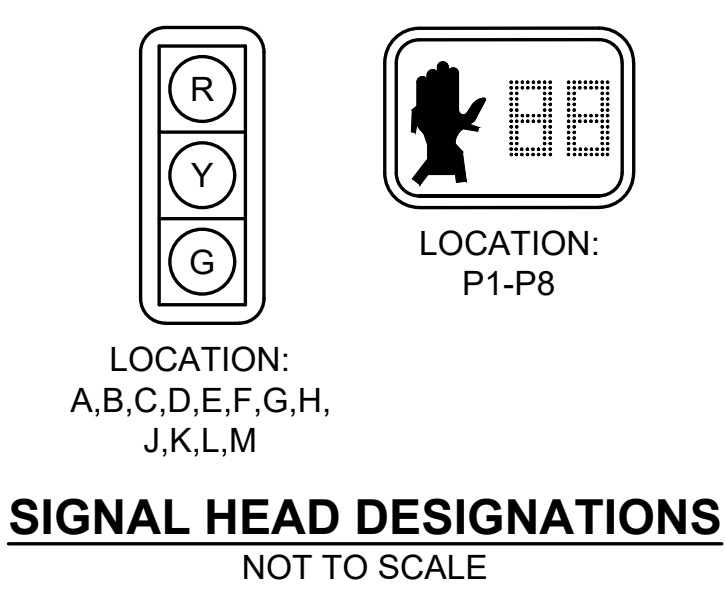
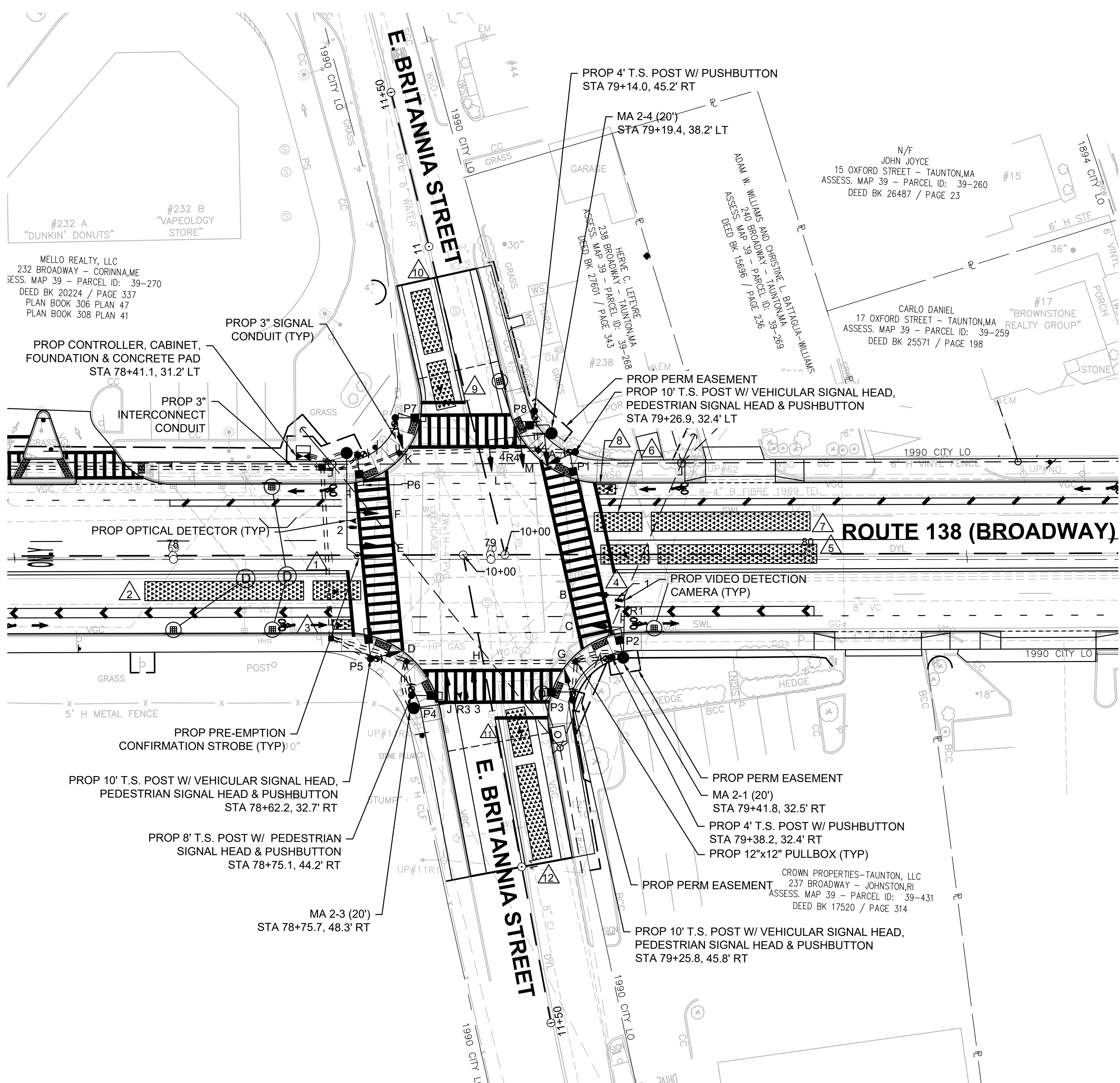
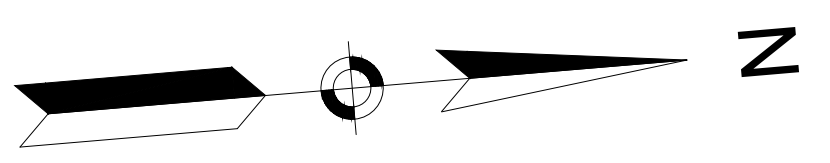
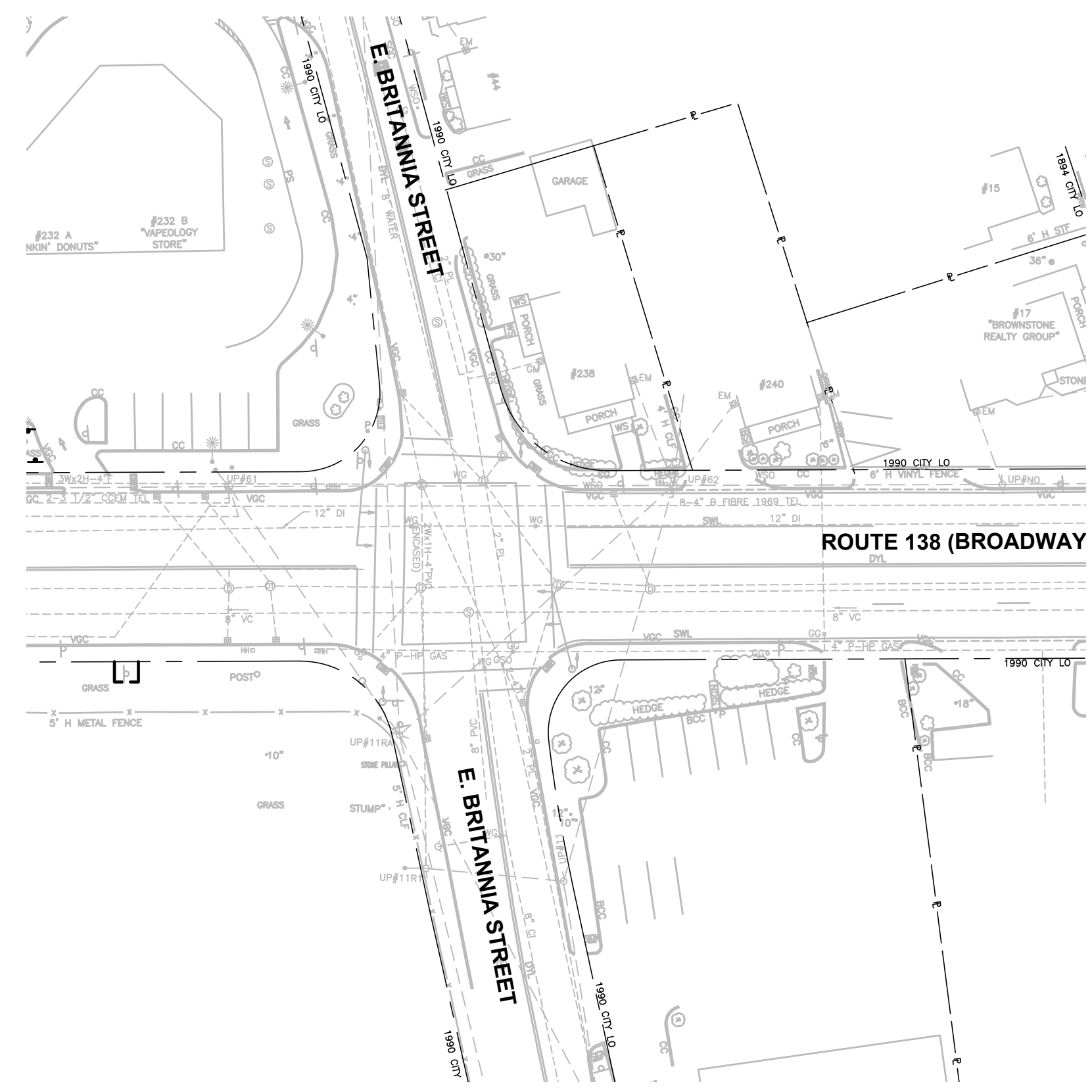
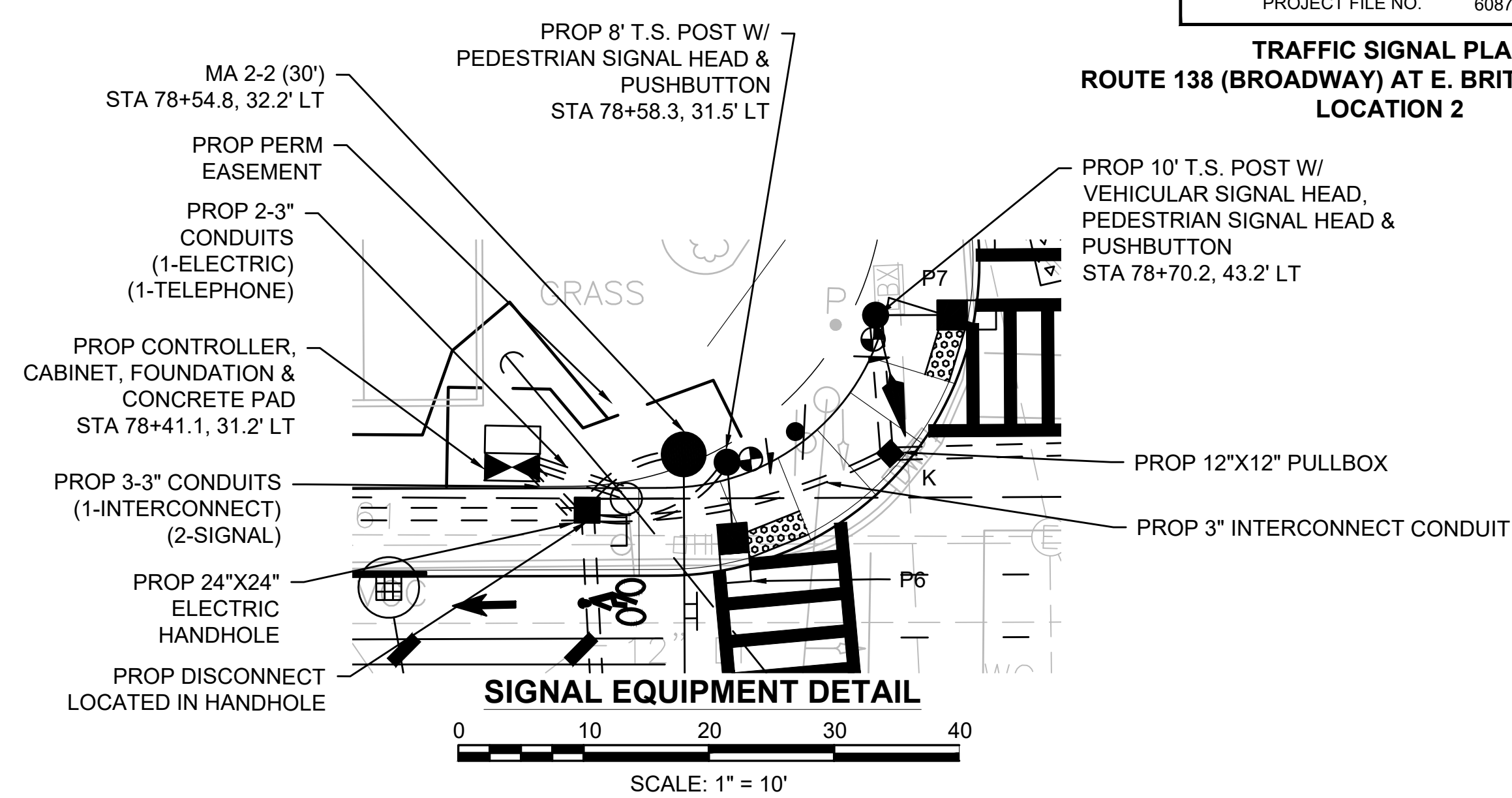
PAY ITEM	QUANTITY	ITEM DESCRIPTION
	1	TRAFFIC SIGNAL CONTROLLER (TS2, TYPE 1), LOCATED IN BASE MOUNTED CABINET WITH FOUNDATION & CONCRETE PAD
	2	35' MAST ARM, TYPE II, STEEL MONOLEVER WITH FOUNDATION - ORNAMENTAL
	2	20' MAST ARM, TYPE II, STEEL MONOLEVER WITH FOUNDATION - ORNAMENTAL
	3	ORNAMENTAL TRAFFIC SIGNAL POST & BASE - 10' STEEL
	4	ORNAMENTAL TRAFFIC SIGNAL POST & BASE - 8' STEEL
	1	ORNAMENTAL TRAFFIC SIGNAL POST & BASE - 4' STEEL
	12	SIGNAL HEAD, 1-WAY, 3 SECTION, 12" LENSES WITH LOUVERS
	2	SIGNAL HEAD, 1-WAY, 4 SECTION, 12" LENSES WITH LOUVERS
	2	SIGNAL HEAD, 1-WAY, 5 SECTION, 12" LENSES WITH LOUVERS
	12	5" 3-SECTION BACKPLATES WITH 3" YELLOW RETROREFLECTIVE BORDER
	2	5" 4-SECTION BACKPLATES WITH 3" YELLOW RETROREFLECTIVE BORDER
	2	5" 5-SECTION BACKPLATES WITH 3" YELLOW RETROREFLECTIVE BORDER
	8	PEDESTRIAN SIGNAL HEAD, 1-WAY, 1 SECTION, 16" WITH COUNTDOWN
	8	AUDIBLE & VIBRO-TACTILE PEDESTRIAN PUSHBUTTON INTEGRATED SIGN & SADDLE WITH LED CONFIRMATION LIGHT
	4	VIDEO DETECTION CAMERA
	2	VIDEO PROCESSOR (2 CHANNEL)
	1	9" PORTABLE LCD COLOR MONITOR
	1	4 CHANNEL PHASE SELECTOR
	4	OPTICAL DETECTOR, UNIDIRECTIONAL, SINGLE CHANNEL
	1	CARD RACK
	1	EMERGENCY PRE-EMPTION CONFIRMATION STROBE (WHITE)
	1	SERVICE CONNECTION (OVERHEAD)
	1	FIBER OPTIC PATCH PANEL - 12 POSITION
813.79	1	MANAGED FIBER/ETHERNET SWITCH
811.31	9	PULL BOX - 12" X 12"
811.23	1	ELECTRIC HANDHOLE - 24" X 24"
804.3	750	3 INCH ELECTRICAL CONDUIT TYPE NM - PLASTIC - (UL)

PLUS ALL MISCELLANEOUS EQUIPMENT AND MATERIAL NECESSARY TO PROVIDE A COMPLETE OPERATING TRAFFIC CONTROL SIGNAL

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	56	136
PROJECT FILE NO.		608753	

TRAFFIC SIGNAL PLAN  
ROUTE 138 (BROADWAY) AT E. BRITANNIA STREET  
LOCATION 2



- 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.



**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	57	136
PROJECT FILE NO.		608753	

**TRAFFIC SIGNAL DATA  
ROUTE 138 (BROADWAY) AT E. BRITANNIA STREET  
LOCATION 2**

**PREEMPTION SCHEDULE**

RECEIVER	PRE-EMPT PHASE ASSIGNMENT	MOVEMENT	VEHICLE PHASE ASSIGNMENT
R1	1	NB	Ø 2
R2	2	SB	Ø 6
R3	3	EB	Ø 4
R4	4	WB	Ø 8

**EMERGENCY PREEMPTION NOTES:**

- 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.
- AFTER THE PREEMPTION SEQUENCE HAS TERMINATED, THE SIGNAL SHALL RETURN TO THE BEGINNING OF Ø 2 & Ø 6.
- THE PREEMPTION STROBE SHALL BE ILLUMINATED ONLY WHEN THE PREEMPTED PHASE IS DISPLAYING A GREEN INDICATION.
- EMERGENCY PREEMPTION SHALL COME ON A FIRST-COME FIRST-SERVED BASIS.
- A SEPARATE CABLE SHALL BE RUN FOR THE PREEMPTION STROBE IT MAY NOT BE RUN ON THE SPARE SIGNAL CABLE.

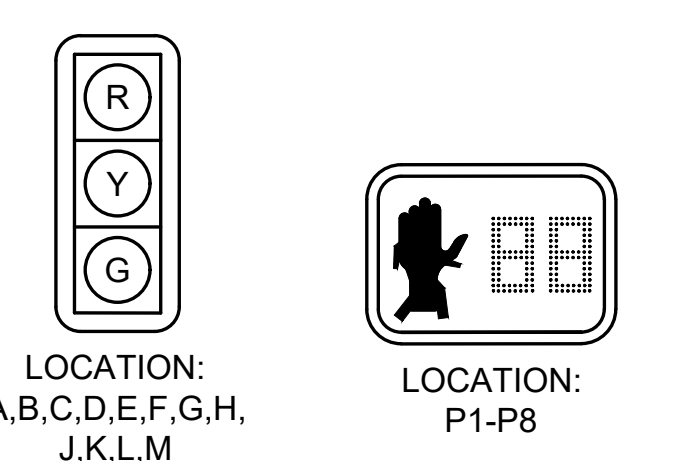
SEQUENCE AND TIMING FOR FULLY ACTUATED TRAFFIC SIGNAL CONTROL (COORDINATED)																	
PHASE	DIRECTION	HOUSINGS	Ø2		Ø4		Ø6		Ø8		Ø9		Ø13		Ø15		FLASH OPER.
BROADWAY (RTE 138)	NB	A,B,C	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	FY
BROADWAY (RTE 138)	SB	D,E,F	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	FY
E. BRITANNIA STREET	EB	G,H,J	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	FR
E. BRITANNIA STREET	WB	K,L,M	R	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	W	FDW	DW	OFF
TIMING IN SECONDS																	
MINIMUM GREEN			10			8			10			8					
VEHICLE EXTENSION			3			3			3			3					
MAXIMUM GREEN I			72			28			72			28					
CLEARANCE INTERVAL				4.0	2.0		4.0	2.5		4.0	2.0		4.0	2.5			
WALK/CLEARANCE/BUFFER INTERVAL															7	13	4
DETECTOR MEMORY			NON-LOCK		NON-LOCK		NON-LOCK		NON-LOCK		LOCK						
RECALL SWITCH			SOFT		OFF		SOFT		OFF		OFF						

**COORDINATION DATA**

	PLAN 1	PLAN 2	PLAN 3
CYCLE LENGTH	130	120	100
OFFSET	119	117	97
SPLIT Ø2	78	61	49
SPLIT Ø4	28	35	27
SPLIT Ø6	78	61	49
SPLIT Ø8	28	35	27
SPLIT Ø9 (PED)	24	24	24
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

**COORDINATION NOTES**

- LOCATIONS 1 AND 2 SHALL BE COORDINATED VIA HARD WIRE INTERCONNECT.
- OFFSET TO BEGINNING OF Ø 2 & Ø 6 GREEN.
- ALL COORDINATION SPLIT TIMES INCLUDE YELLOW AND RED CLEARANCE TIME.
- PHASE 2 & 6 DETECTORS SHALL BE DISABLED DURING COORDINATION.
- COORDINATION MODE SHALL BE YIELD. FIXED FORCE OFFS SHALL BE IN EFFECT DURING COORDINATION.
- INHIBIT MAX TERMINATION SHALL BE IN EFFECT DURING COORDINATION.
- OFFSET SEEKING SHALL BE THE SHORTWAY METHOD.

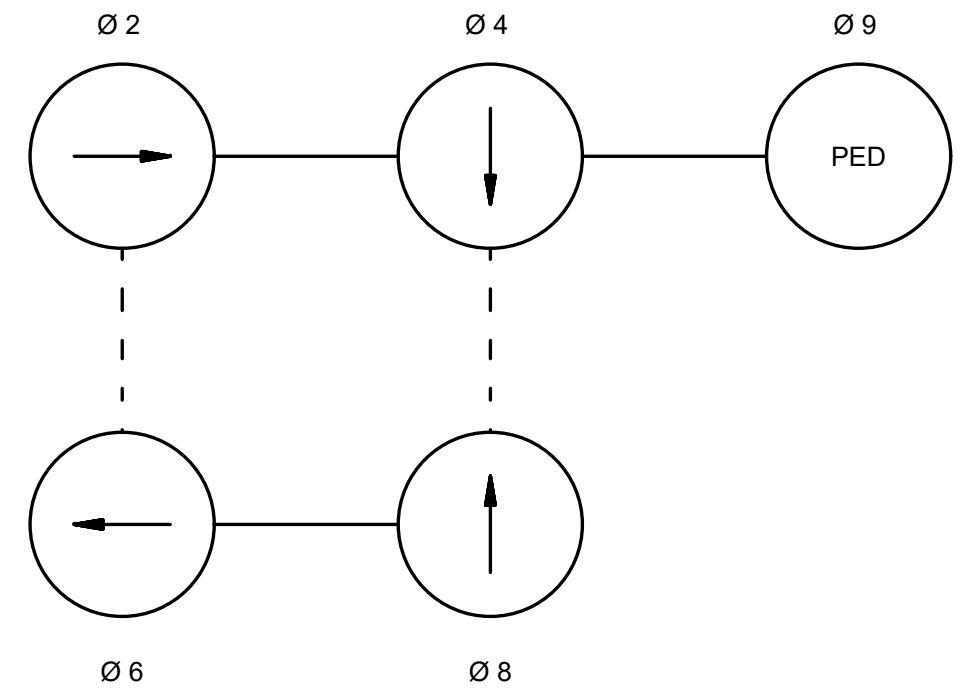


**SIGNAL HEAD DESIGNATIONS  
NOT TO SCALE**

**SIGNAL HEAD NOTES:**

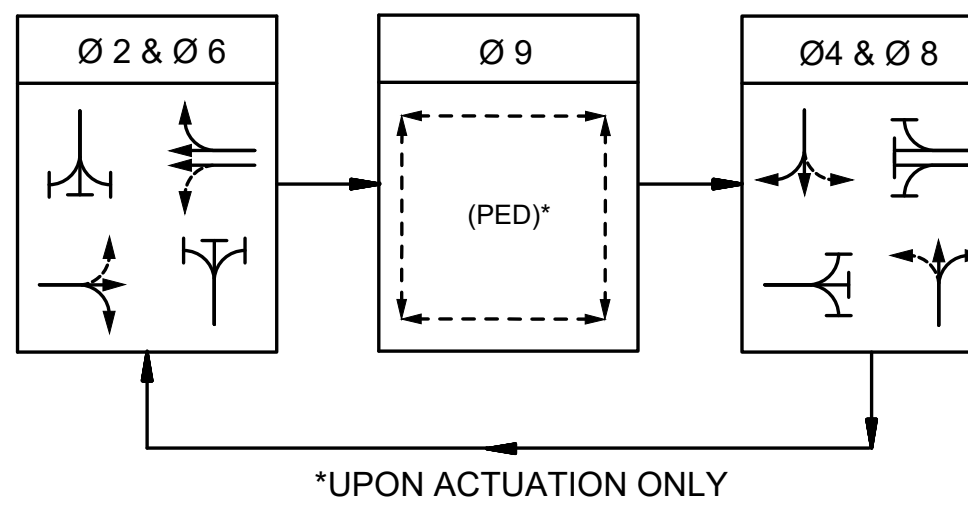
- ALL SIGNAL HEADS SHALL HAVE BACKPLATES AND TUNNEL VISORS.
- ALL SIGNAL BACKPLATES SHALL BE 5" NON-LOUVERED WITH 3" YELLOW RETROREFLECTIVE BORDER.
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- ALL PEDESTRIAN SIGNAL HEADS SHALL HAVE 16" LED LENSES AND SUN VISORS.
- ALL SIGNAL HEADS SHALL BE FIXED MOUNTED.

**NEMA DUAL RING PHASING NOTES:**



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

**PREFERENTIAL PHASING SEQUENCE**



**TRAFFIC SIGNAL NOTES:**

- ALL EXISTING SIGNAL EQUIPMENT SHALL BE REMOVED AND STACKED UNLESS OTHERWISE NOTED.
- 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 YELLOW CHANGE AND RED CLEARANCE.
- 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 YELLOW CHANGE AND RED CLEARANCE.
- FLASHING OPERATION IS FOR EMERGENCY OPERATION ONLY. THE SIGNAL SHALL PROVIDE STOP AND GO OPERATION 24 HOURS DAILY.
- PEDESTRIAN PHASE TO BE ACTIVATED BY PEDESTRIAN PUSHBUTTON ONLY.
- OPTICAL DETECTORS SHALL BE LOCATED FOR OPTIMUM SIGHT DISTANCE.
- 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.

**MASTER SCHEDULE**

	PLAN 1	PLAN 2	PLAN 3	FREE
MONDAY - FRIDAY	0600-1000	1500-1900	1000-1500	0000-0600 1000-1500 1900-0000
SATURDAY			0600-1900	0000-0600 1900-0000
SUNDAY			0600-1900	0000-0600 1900-0000

**VIDEO DETECTOR DATA**

DETECTION ZONE NO.	VIDEO CAMERA NO.	NO. SECTION/ SIZE	OPERATIONS	CALL DELAY (SECONDS)	CALL PHASE	EXTEND PHASE
1	1	1 - 6'x15'	PRESENCE/BICYCLE	0	Ø2	Ø2
2	1	1 - 6'x50'	PRESENCE	0	Ø2	Ø2
3	1	1 - 3'x6'	BICYCLE	0	Ø2	Ø2
4	2	1 - 6'x15'	PRESENCE/BICYCLE	0	Ø6	Ø6
5	2	1 - 6'x50'	PRESENCE	0	Ø6	Ø6
6	2	1 - 6'x15'	PRESENCE	0	Ø6	Ø6
7	2	1 - 6'x50'	PRESENCE	0	Ø6	Ø6
8	2	1 - 3'x6'	BICYCLE	0	Ø6	Ø6
9	3	1 - 6'x15'	PRESENCE/BICYCLE	0	Ø4	Ø4
10	3	1 - 6'x20'	PRESENCE	0	Ø4	Ø4
11	4	1 - 6'x15'	PRESENCE/BICYCLE	0	Ø8	Ø8
12	4	1 - 6'x30'	PRESENCE	0	Ø8	Ø8

**MAST ARM FOUNDATIONS**

MAST ARM POLE	LOCATION		SOIL TYPE	ARM LENGTH	FOUNDATION SIZE			
	STATION	OFFSET			DIAMETER	DEPTH	VERT. BARS	TIE BARS
MA 2-1	79+41.8	32.5' RT	WET SAND	20'	3'-6"	10'-0"	18-#8	#5 @ 12"
MA 2-2	78+54.8	32.2' LT	WET SAND	30'	3'-6"	10'-0"	18-#8	#5 @ 12"
MA 2-3	78+75.7	48.3' RT	WET SAND	20'	3'-6"	10'-0"	18-#8	#5 @ 12"
MA 2-4	79+19.4	38.2' LT	WET SAND	20'	3'-6"	11'-6"	18-#8	#5 @ 12"

**MAJOR ITEMS REQUIRED (LOCATION 2)**

PAY ITEM	QUANTITY	ITEM DESCRIPTION
816.02	1	TRAFFIC SIGNAL CONTROLLER (TS2, TYPE 1), LOCATED IN BASE MOUNTED CABINET WITH FOUNDATION & CONCRETE PAD
	1	30' MAST ARM, TYPE II, STEEL MONOLEVER WITH FOUNDATION - ORNAMENTAL
	3	20' MAST ARM, TYPE II, STEEL MONOLEVER WITH FOUNDATION - ORNAMENTAL
	4	ORNAMENTAL TRAFFIC SIGNAL POST & BASE - 10' STEEL
	2	ORNAMENTAL TRAFFIC SIGNAL POST & BASE - 8' STEEL
	2	ORNAMENTAL TRAFFIC SIGNAL POST & BASE - 4' STEEL
	12	SIGNAL HEAD, 1-WAY, 3 SECTION, 12" LENSES WITH LOUVERS
	12	5" 3-SECTION BACKPLATES WITH 3" YELLOW RETROREFLECTIVE BORDER
	8	PEDESTRIAN SIGNAL HEAD, 1-WAY, 1 SECTION, 16" WITH COUNTDOWN
	8	AUDIBLE & VIBRO-TACTILE PEDESTRIAN PUSHBUTTON INTEGRATED SIGN & SADDLE WITH LED CONFIRMATION LIGHT
	4	VIDEO DETECTION CAMERA
	2	VIDEO PROCESSOR (2 CHANNEL)
	1	9" PORTABLE LCD COLOR MONITOR
	1	4 CHANNEL PHASE SELECTOR
	4	OPTICAL DETECTOR, UNIDIRECTIONAL, SINGLE CHANNEL
	1	CARD RACK
	1	EMERGENCY PRE-EMPTION CONFIRMATION STROBE (WHITE)
1	SERVICE CONNECTION (OVERHEAD)	
813.79	1	FIBER OPTIC PATCH PANEL - 12 POSITION
	1	MANAGED FIBER/ETHERNET SWITCH
811.31	5	PULL BOX - 12" X 12"
811.23	1	ELECTRIC HANDHOLE - 24" X 24"
804.3	450	3 INCH ELECTRICAL CONDUIT TYPE NM - PLASTIC - (UL)

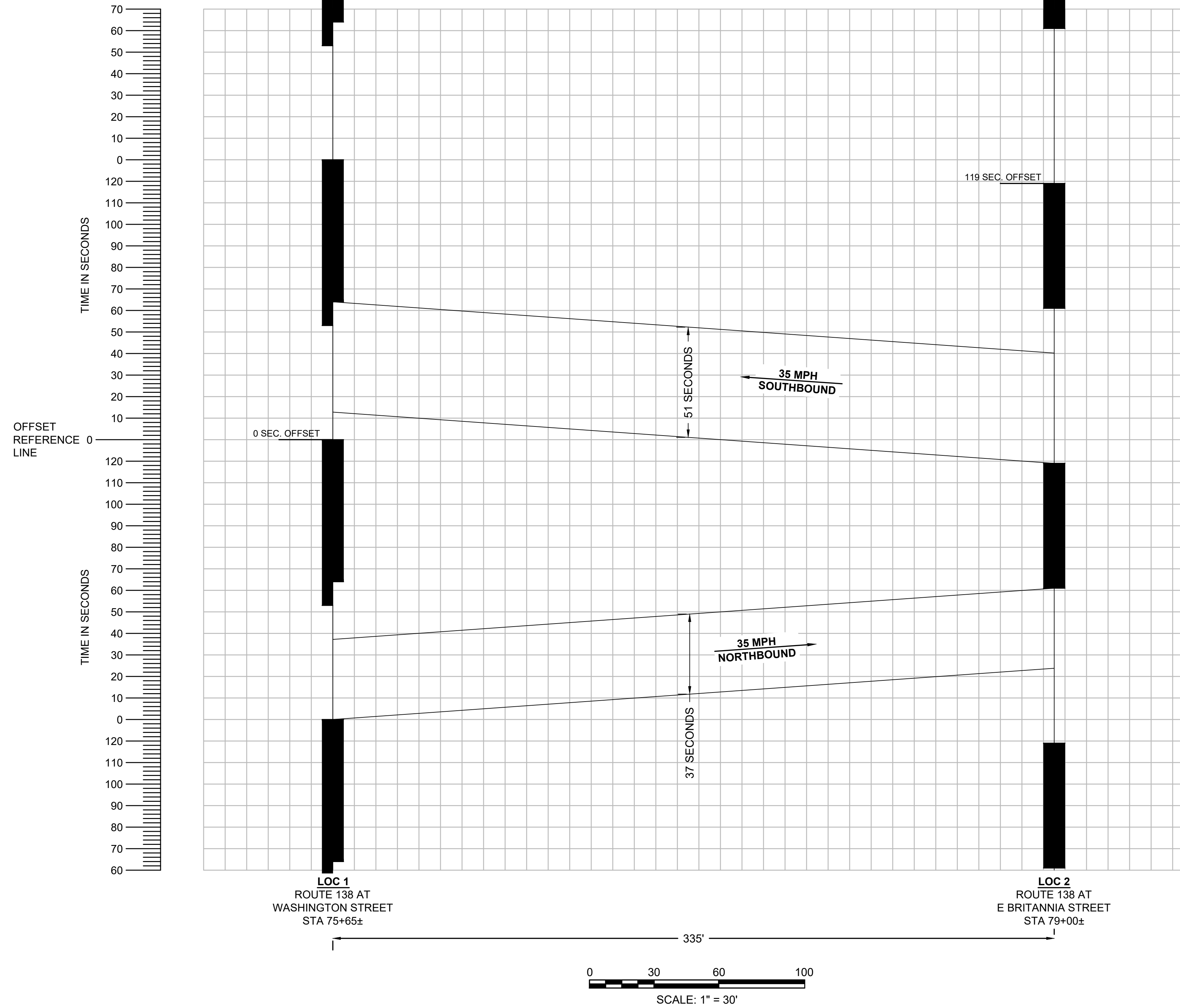
PLUS ALL MISCELLANEOUS EQUIPMENT AND MATERIAL NECESSARY TO PROVIDE A COMPLETE OPERATING TRAFFIC CONTROL SIGNAL

PLAN 1  
130 SECOND CYCLE  
WEEKDAY MORNING PERIOD  
0600-1000

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	58	136
PROJECT FILE NO.		608753	

TRAFFIC SIGNAL COORDINATION PLAN



LOCATION 1  
ROUTE 138 (BROADWAY) AT  
WASHINGTON STREET

	PLAN 1	PLAN 2	PLAN 3
CYCLE LENGTH	130	120	100
OFFSET	0	0	0
SPLIT Ø1	12	20	11
SPLIT Ø2	59	37	38
SPLIT Ø4	31	35	23
SPLIT Ø6	71	57	49
SPLIT Ø8	31	35	23
SPLIT Ø9 (PED)	28	28	28
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

LOCATION 2  
ROUTE 138 (BROADWAY) AT  
E. BRITANNIA STREET

	PLAN 1	PLAN 2	PLAN 3
CYCLE LENGTH	130	120	100
OFFSET	119	117	97
SPLIT Ø2	78	61	49
SPLIT Ø4	28	35	27
SPLIT Ø6	78	61	49
SPLIT Ø8	28	35	27
SPLIT Ø9 (PED)	24	24	24
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

MASTER SCHEDULE

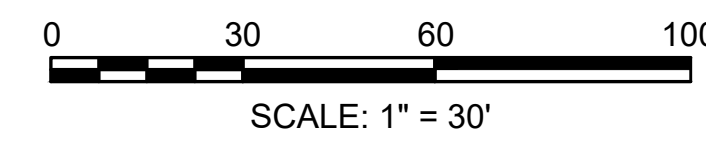
	PLAN 1	PLAN 2	PLAN 3	FREE
MONDAY - FRIDAY	0600-1000	1500-1900	1000-1500	0000-0600 1000-1500 1900-0000
SATURDAY			0600-1900	0000-0600 1900-0000
SUNDAY			0600-1900	0000-0600 1900-0000

COORDINATION NOTES

- LOCATIONS 1 AND 2 SHALL BE COORDINATED VIA HARD WIRE INTERCONNECT.
- OFFSET TO BEGINNING OF Ø2 & Ø6 GREEN.
- ALL COORDINATION SPLIT TIMES INCLUDE YELLOW AND RED CLEARANCE TIME.
- PHASE 2 & 6 DETECTORS SHALL BE DISABLED DURING COORDINATION.
- COORDINATION MODE SHALL BE YIELD. FIXED FORCE OFFS SHALL BE IN EFFECT DURING COORDINATION.
- INHIBIT MAX TERMINATION SHALL BE IN EFFECT DURING COORDINATION.
- OFFSET SEEKING SHALL BE THE SHORTWAY METHOD.

LEGEND:

- COORDINATED PHASES GREEN TIME
- NON-COORDINATED PHASES GREEN TIME
- INTERSECTION TO INTERSECTION GREEN BAND



\\BETA-INC.COM\B\TRANS\62005\6274 - BROADWAY PHASE 2 - TAUNTON\608753\COORD\_PLAN\_SHEET\_FILES\PLAN\_SHEET.DWG 4/12/2021 3:10 PM

608753\HD\COORDINATION\_PLANS\DWG Plotted on 14-Aug-2024 9:37 AM

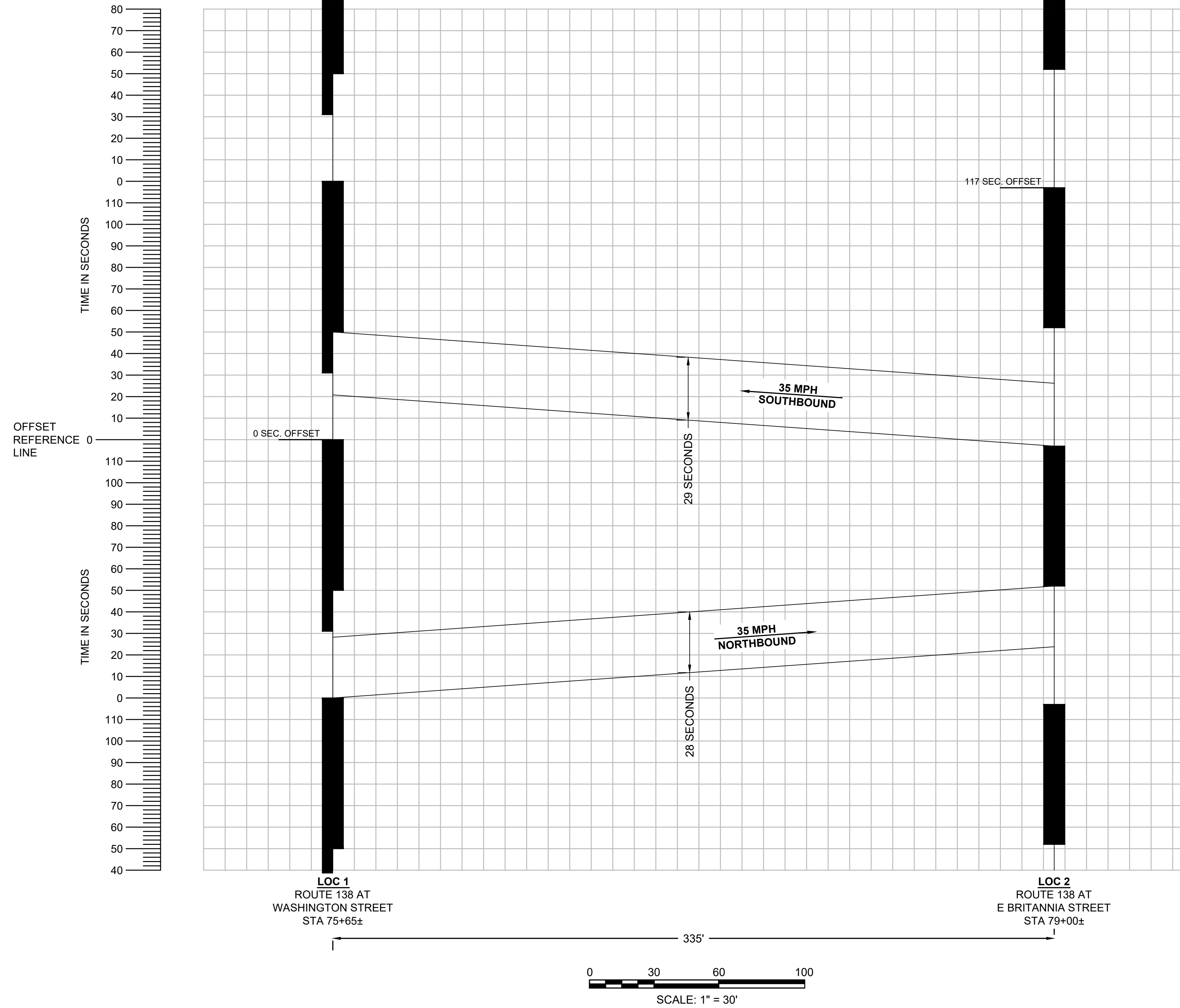


PLAN 2  
120 SECOND CYCLE  
WEEKDAY AFTERNOON PERIOD  
1500-1900

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	59	136
PROJECT FILE NO.		608753	

TRAFFIC SIGNAL COORDINATION PLAN



LOCATION 1  
ROUTE 138 (BROADWAY) AT  
WASHINGTON STREET

	PLAN 1	PLAN 2	PLAN 3
CYCLE LENGTH	130	120	100
OFFSET	0	0	0
SPLIT Ø1	12	20	11
SPLIT Ø2	59	37	38
SPLIT Ø4	31	35	23
SPLIT Ø6	71	57	49
SPLIT Ø8	31	35	23
SPLIT Ø9 (PED)	28	28	28
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

LOCATION 2  
ROUTE 138 (BROADWAY) AT  
E. BRITANNIA STREET

	PLAN 1	PLAN 2	PLAN 3
CYCLE LENGTH	130	120	100
OFFSET	119	117	97
SPLIT Ø2	78	61	49
SPLIT Ø4	28	35	27
SPLIT Ø6	78	61	49
SPLIT Ø8	28	35	27
SPLIT Ø9 (PED)	24	24	24
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

MASTER SCHEDULE

	PLAN 1	PLAN 2	PLAN 3	FREE
MONDAY - FRIDAY	0600-1000	1500-1900	1000-1500	0000-0600 1000-1500 1900-0000
SATURDAY			0600-1900	0000-0600 1900-0000
SUNDAY			0600-1900	0000-0600 1900-0000

COORDINATION NOTES

- LOCATIONS 1 AND 2 SHALL BE COORDINATED VIA HARD WIRE INTERCONNECT.
- OFFSET TO BEGINNING OF Ø2 & Ø6 GREEN.
- ALL COORDINATION SPLIT TIMES INCLUDE YELLOW AND RED CLEARANCE TIME.
- PHASE 2 & 6 DETECTORS SHALL BE DISABLED DURING COORDINATION.
- COORDINATION MODE SHALL BE YIELD. FIXED FORCE OFFS SHALL BE IN EFFECT DURING COORDINATION.
- INHIBIT MAX TERMINATION SHALL BE IN EFFECT DURING COORDINATION.
- OFFSET SEEKING SHALL BE THE SHORTWAY METHOD.

LEGEND:

- COORDINATED PHASES GREEN TIME
- NON-COORDINATED PHASES GREEN TIME
- INTERSECTION TO INTERSECTION GREEN BAND

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	60	136
PROJECT FILE NO.		608753	

TRAFFIC SIGNAL COORDINATION PLAN

LOCATION 1  
ROUTE 138 (BROADWAY) AT  
WASHINGTON STREET

	PLAN 1	PLAN 2	PLAN 3
CYCLE LENGTH	130	120	100
OFFSET	0	0	0
SPLIT Ø1	12	20	11
SPLIT Ø2	59	37	38
SPLIT Ø4	31	35	23
SPLIT Ø6	71	57	49
SPLIT Ø8	31	35	23
SPLIT Ø9 (PED)	28	28	28
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

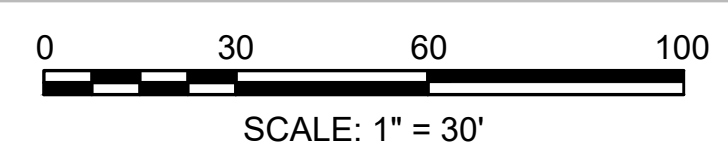
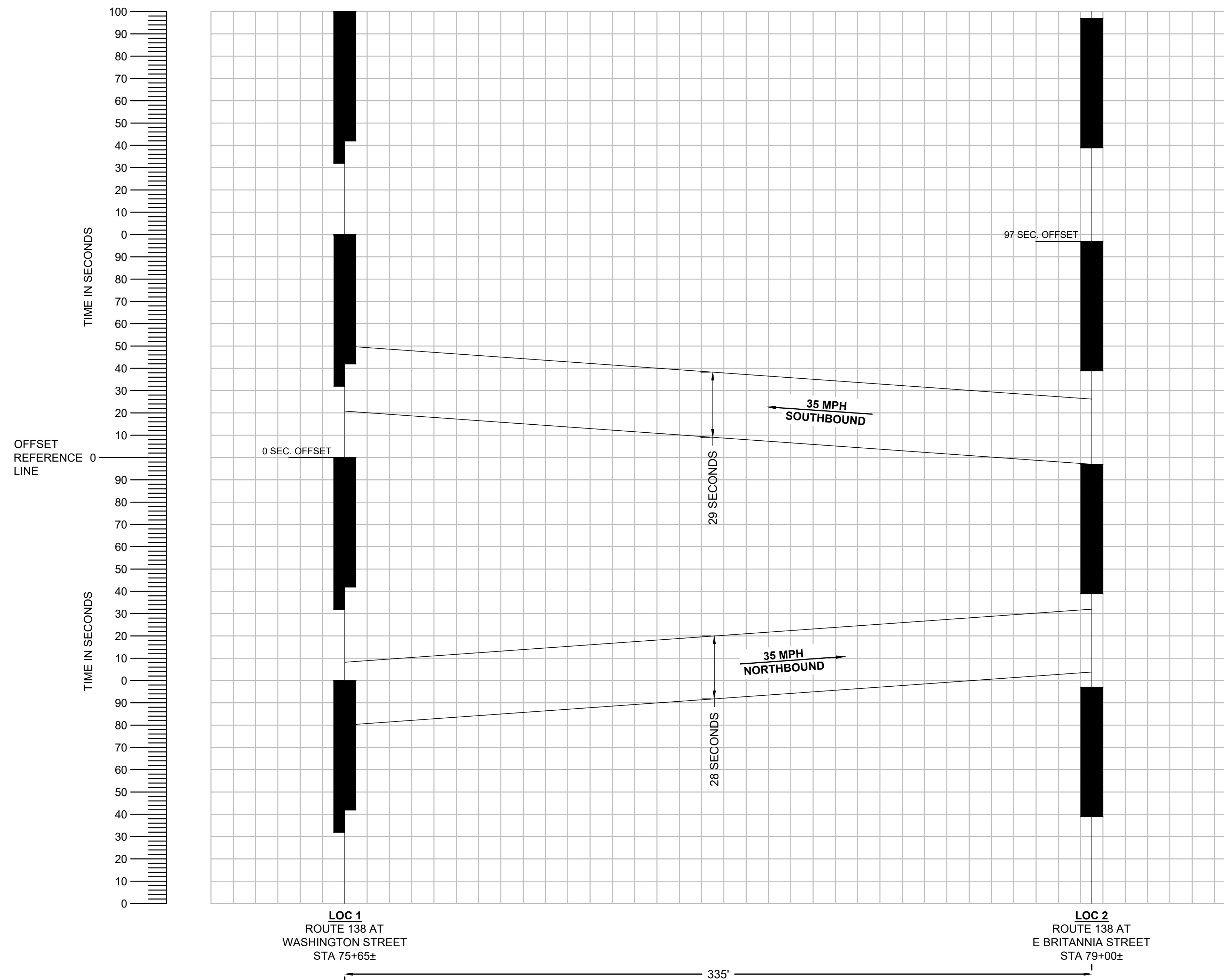
LOCATION 2  
ROUTE 138 (BROADWAY) AT  
E. BRITANNIA STREET

	PLAN 1	PLAN 2	PLAN 3
CYCLE LENGTH	130	120	100
OFFSET	119	117	97
SPLIT Ø2	78	61	49
SPLIT Ø4	28	35	27
SPLIT Ø6	78	61	49
SPLIT Ø8	28	35	27
SPLIT Ø9 (PED)	24	24	24
COORDINATED PHASE	Ø2 & Ø6	Ø2 & Ø6	Ø2 & Ø6

MASTER SCHEDULE

	PLAN 1	PLAN 2	PLAN 3	FREE
MONDAY - FRIDAY	0600-1000	1500-1900	1000-1500	0000-0600 1000-1500 1900-0000
SATURDAY			0600-1900	0000-0600 1900-0000
SUNDAY			0600-1900	0000-0600 1900-0000

PLAN 3  
100 SECOND CYCLE  
WEEKDAY MID-DAY PERIOD 1000-1500  
SATURDAY AND SUNDAY 0600-1900



COORDINATION NOTES

- LOCATIONS 1 AND 2 SHALL BE COORDINATED VIA HARD WIRE INTERCONNECT.
- OFFSET TO BEGINNING OF Ø2 & Ø6 GREEN.
- ALL COORDINATION SPLIT TIMES INCLUDE YELLOW AND RED CLEARANCE TIME.
- PHASE 2 & 6 DETECTORS SHALL BE DISABLED DURING COORDINATION.
- COORDINATION MODE SHALL BE YIELD. FIXED FORCE OFFS SHALL BE IN EFFECT DURING COORDINATION.
- INHIBIT MAX TERMINATION SHALL BE IN EFFECT DURING COORDINATION.
- OFFSET SEEKING SHALL BE THE SHORTWAY METHOD.

LEGEND:

- COORDINATED PHASES GREEN TIME
- NON-COORDINATED PHASES GREEN TIME
- INTERSECTION TO INTERSECTION GREEN BAND



STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	61	136
PROJECT FILE NO.		608753	

TEMPORARY TRAFFIC CONTROL PLAN

NOTES:

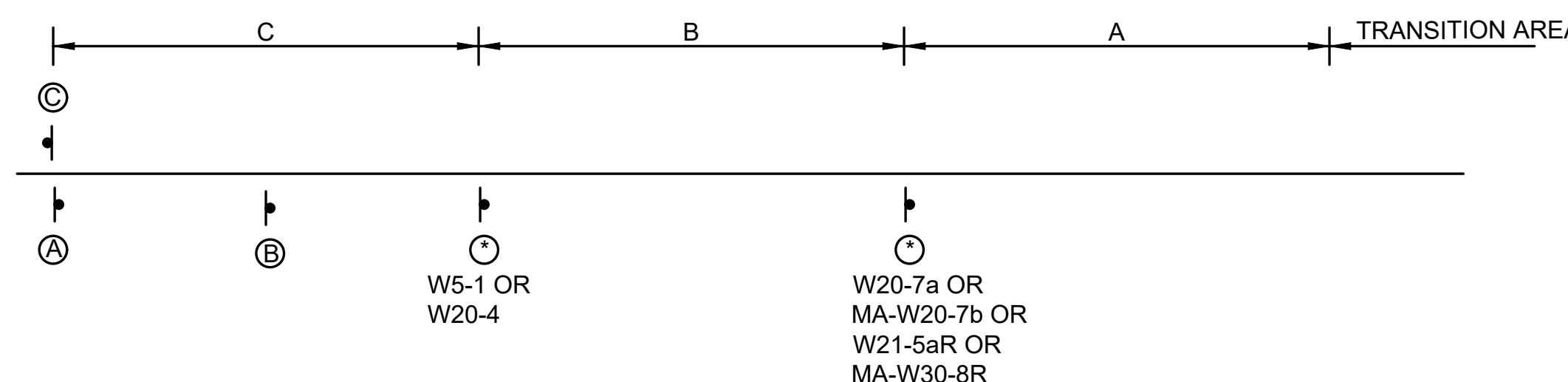
- ALL TEMPORARY TRAFFIC CONTROL WORK SHALL CONFORM TO THE 2009 EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND ALL REVISIONS, UNLESS SUPERCEDED BY THESE PLANS.
- ALL SIGN LEGENDS, BORDERS AND MOUNTING SHALL BE IN ACCORDANCE WITH THE MUTCD, EXCEPT THAT BACKGROUND COLOR SHALL BE FLUORESCENT ORANGE IN ACCORDANCE WITH MASSDOT SPECIFICATIONS.
- TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK.
- TEMPORARY CONSTRUCTION SIGNING, BARRICADES AND ALL OTHER UNNECESSARY WORK ZONE TRAFFIC CONTROL DEVICES SHALL BE REMOVED FROM THE HIGHWAY OR COVERED WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
- 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).
- 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.
- THE FIRST TEN PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH TEN SEQUENTIAL FLASHING LIGHTS.
- THE ADVISORY SPEED LIMIT, IF REQUIRED, SHALL BE DETERMINED BY THE ENGINEER.
- DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
- 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 SIGN SUPPORTS.
- 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".

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



TMP-1 TYPICAL MAINLINE ADVANCED SIGN SETUP

NOT TO SCALE

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 FEET MINIMUM, 100 FEET MAXIMUM
DOWNSTREAM TAPER	50 FEET MINIMUM, 100 FEET MAXIMUM

BASED ON: TABLE 6C-3 MUTCD LATEST EDITION

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

\* ROAD TYPE TO BE DETERMINED BY MASSDOT OFFICE OF TRANSPORTATION PLANNING.

\*\* 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.)

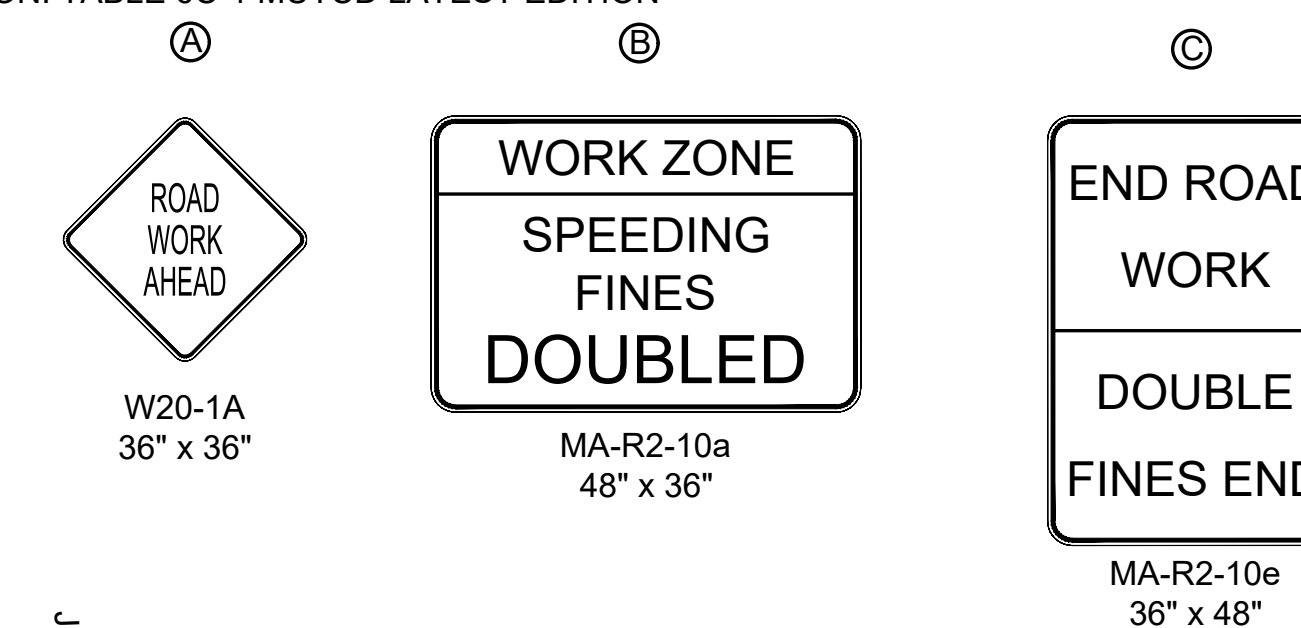
THE "THIRD" SIGN ABOVE IS TYPICALLY REFERRED TO AS AN "ADVANCE WARNING" SIGN ON THE TTCZ SETUPS. THESE ADVANCE WARNING SIGNS ARE LOCATED AT THE PROJECT LIMITS ON ALL APPROACHES (i.e. THE W20-1 SERIES (ROAD WORK XX FT) SIGNS), AND USUALLY REMAIN FOR THE DURATION OF THE PROJECT. ADDITIONAL SIGNS (i.e. "RIGHT LANE CLOSED 1 MILE" AND "LEFT LANE CLOSED 1 MILE") HAVE BEEN SHOWN IN SOME FIGURES AS EXAMPLES OF REINFORCEMENT SIGN PLACEMENT BUT ARE USED IN RARE OCCASIONS.

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

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

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

BASED ON: TABLE 6C-1 MUTCD LATEST EDITION

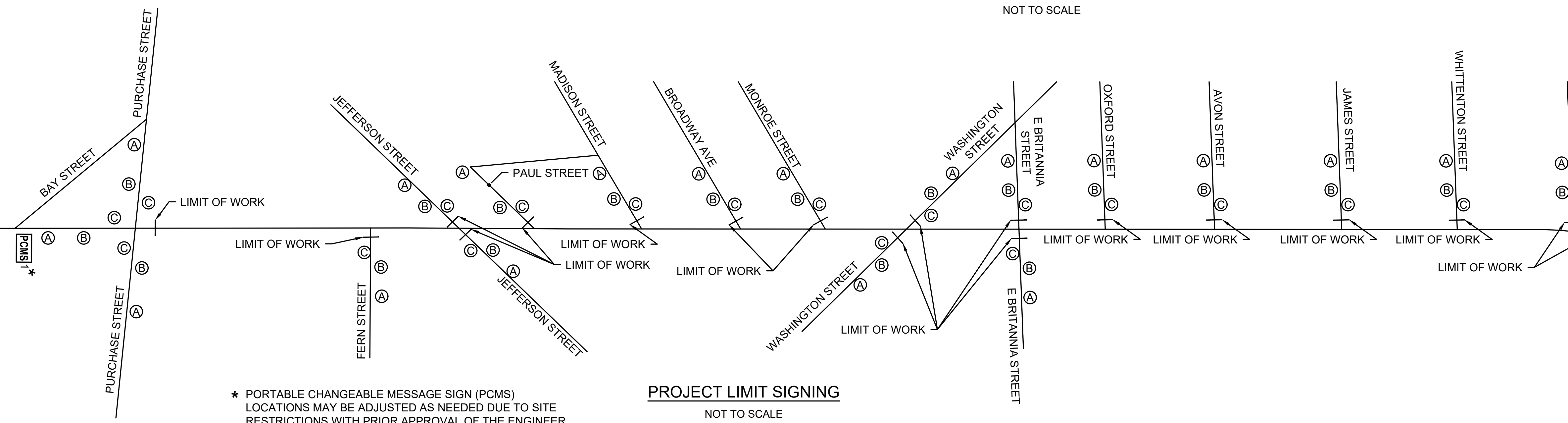


LEGEND:

- REFLECTORIZED PLASTIC DRUM
- ▨ WORK ZONE
- 🚚 WORK VEHICLE
- P POLICE DETAIL
- ➔ DIRECTION OF TRAFFIC
- 🚛 TRUCK MOUNTED ATTENUATOR
- ▩ TYPE III BARRICADE
- 🛑 IMPACT ATTENUATOR
- ➡ TRAFFIC OR PEDESTRIAN SIGNAL
- ⚡ FLASHING ARROW PANEL
- ▭ MEDIAN BARRIER
- SIGN
- ⚡ FLASHING ARROW PANEL
- ▩ MEDIAN BARRIER WITH WARNING LIGHTS
- F FLAGGER
- ▬ TEMPORARY PORTABLE RUMBLE STRIP ARRAY

TMP-2 TYPICAL SECONDARY ROADWAY ADVANCED SIGN SETUP

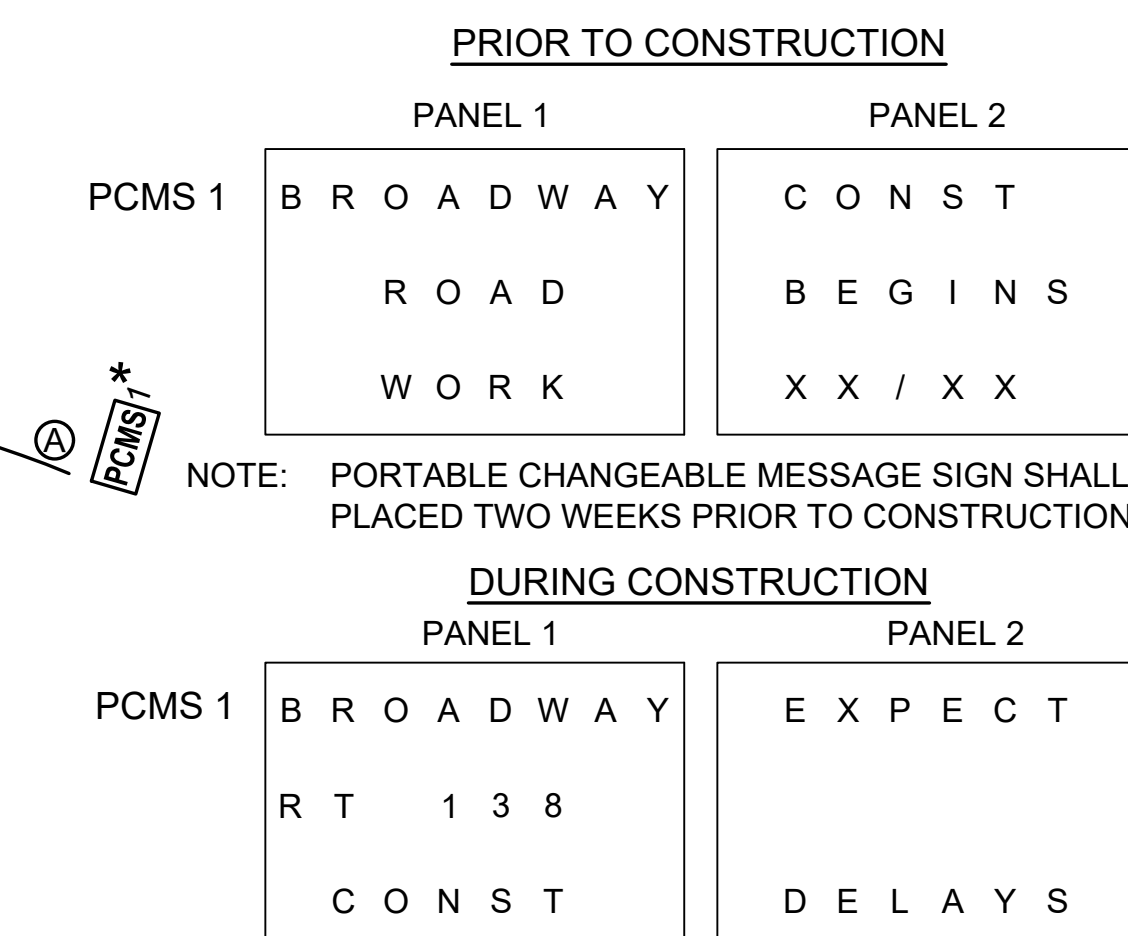
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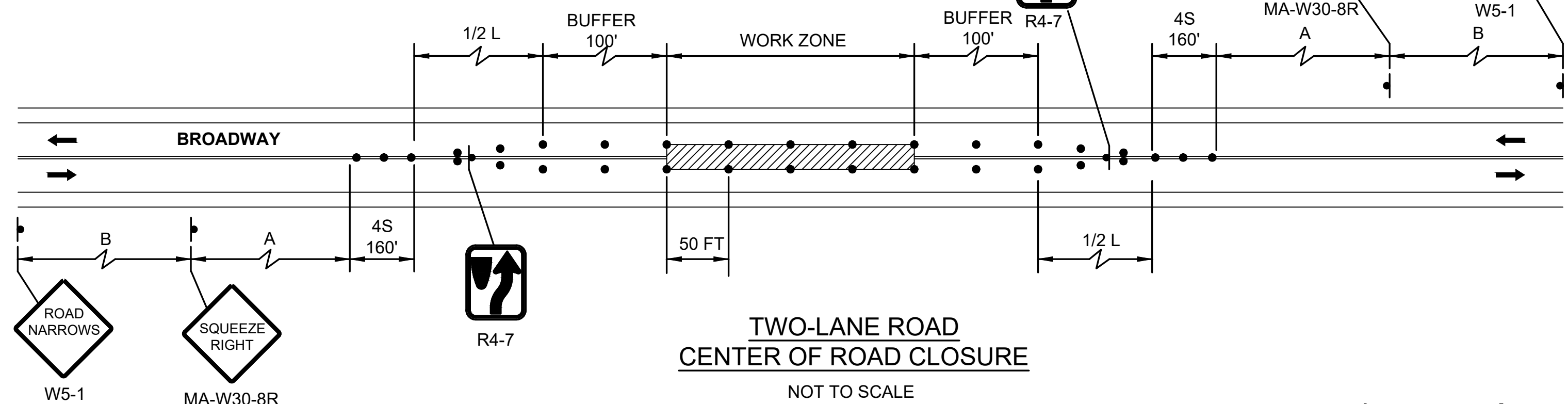
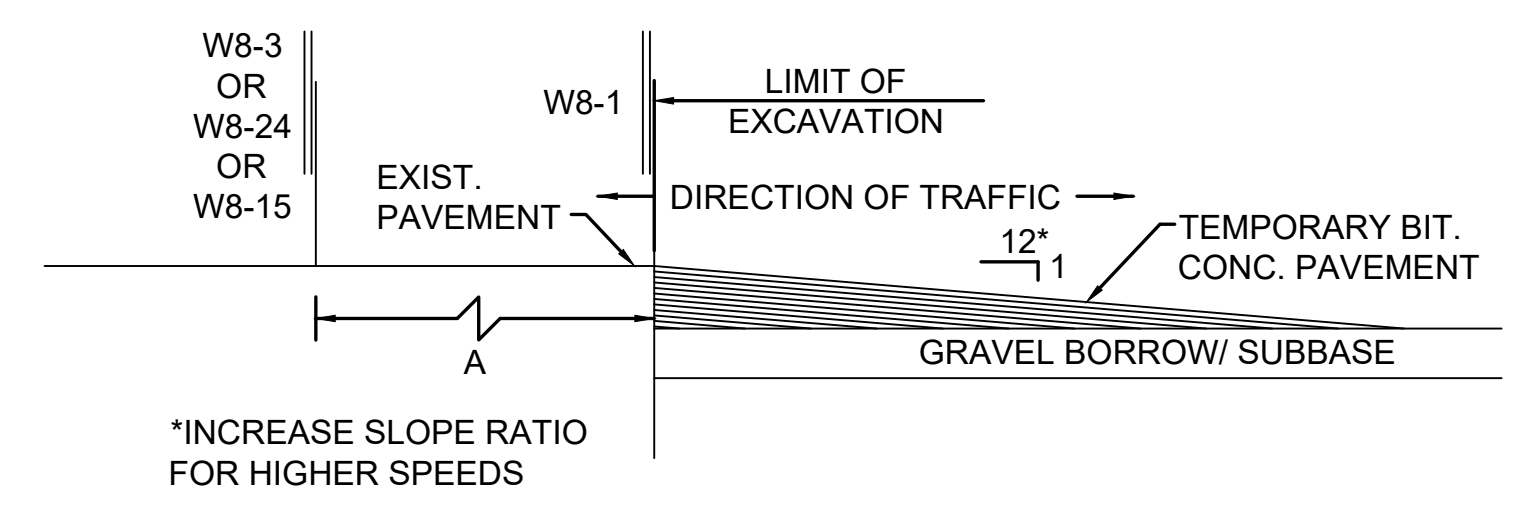
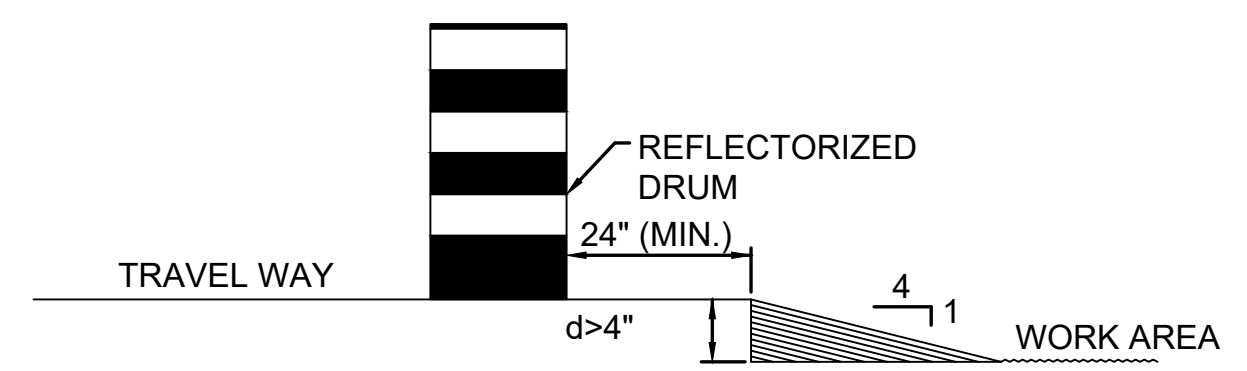


\* PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) LOCATIONS MAY BE ADJUSTED AS NEEDED DUE TO SITE RESTRICTIONS WITH PRIOR APPROVAL OF THE ENGINEER.

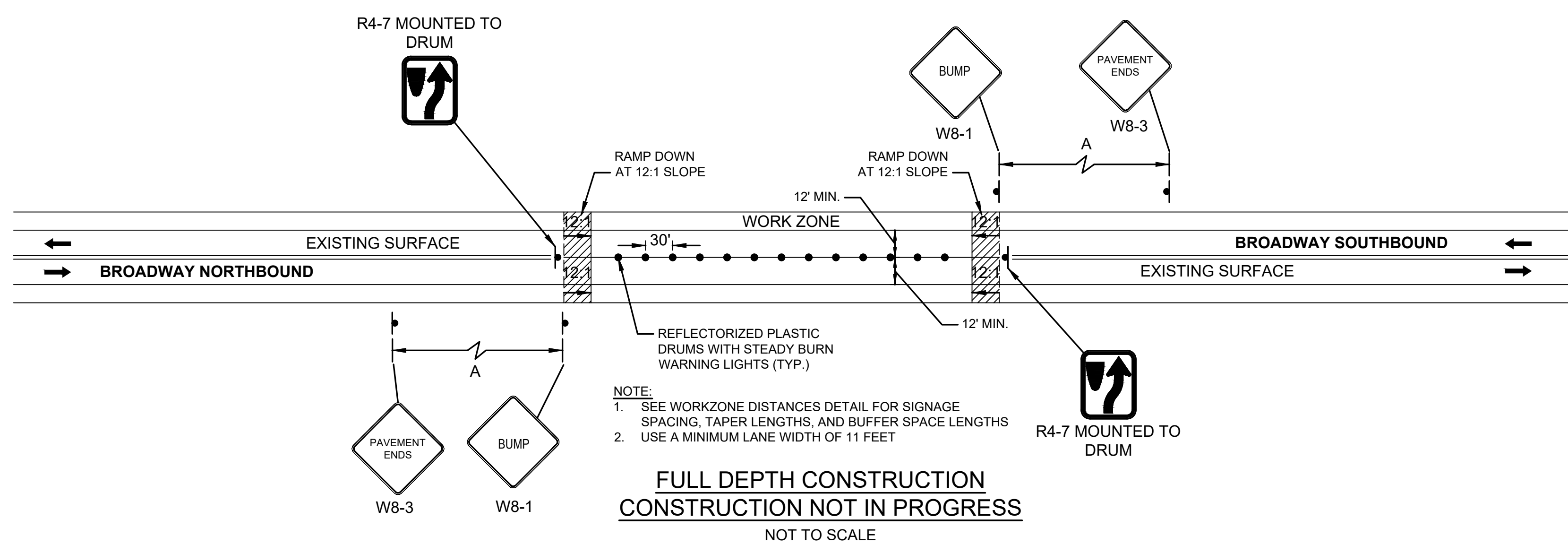
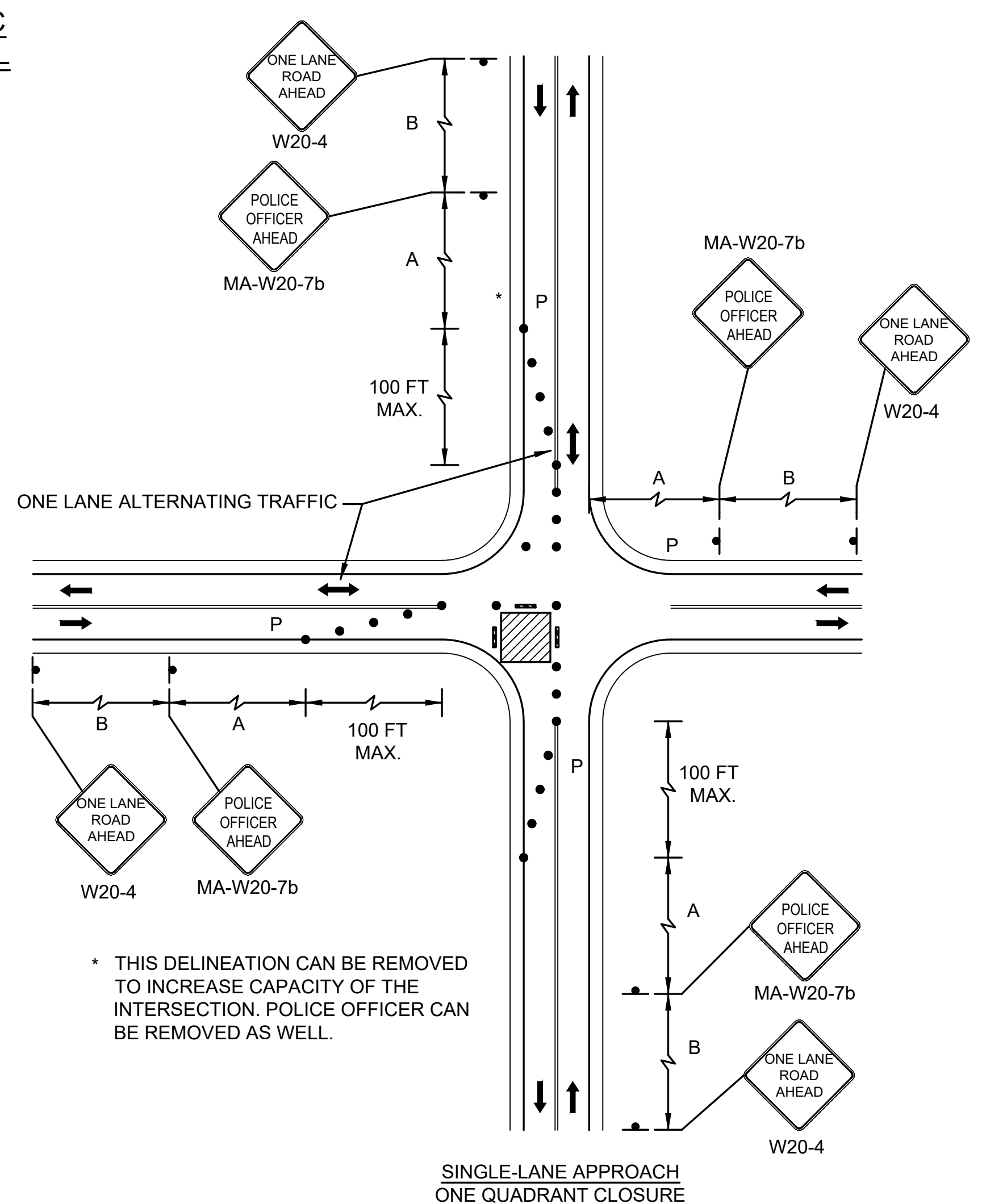
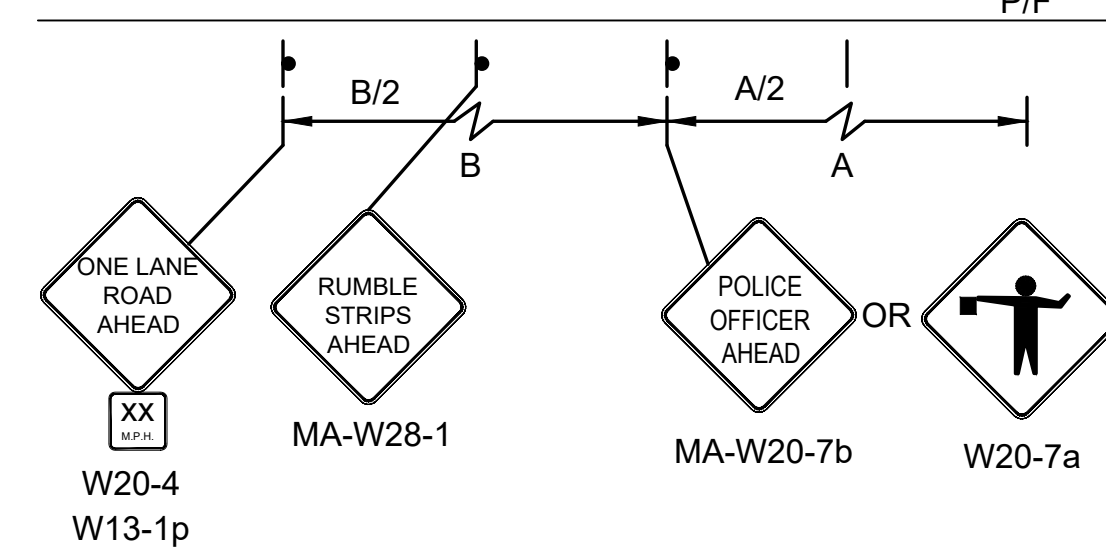
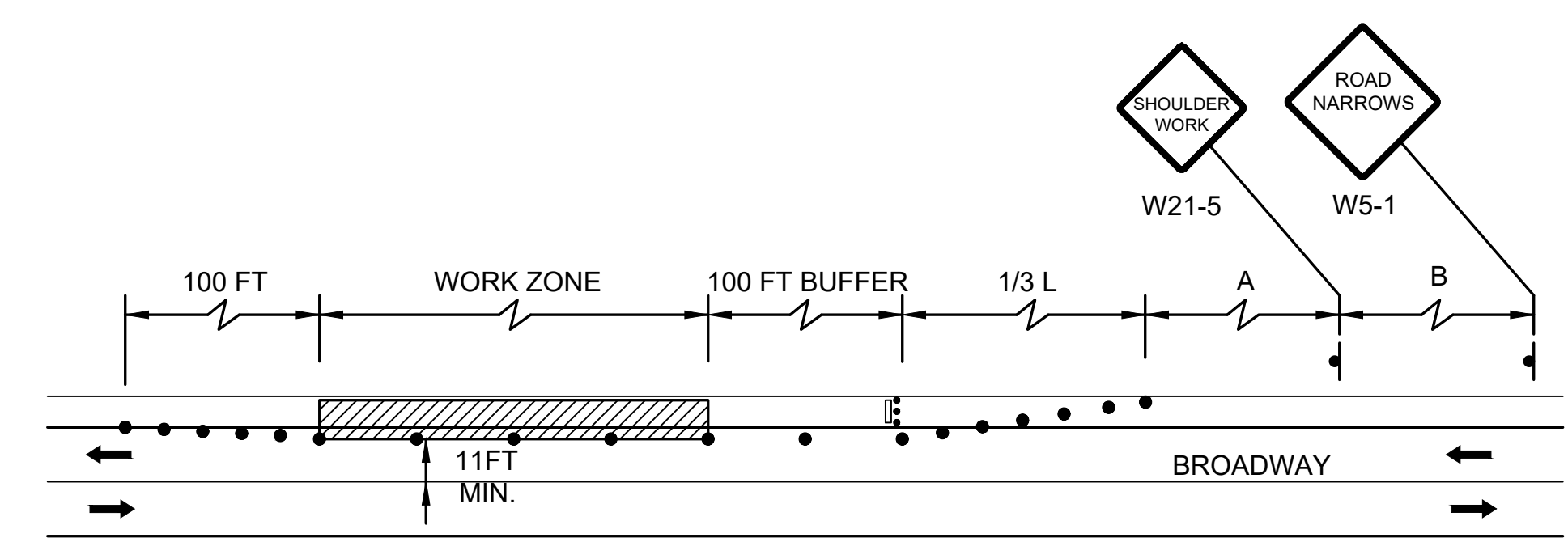
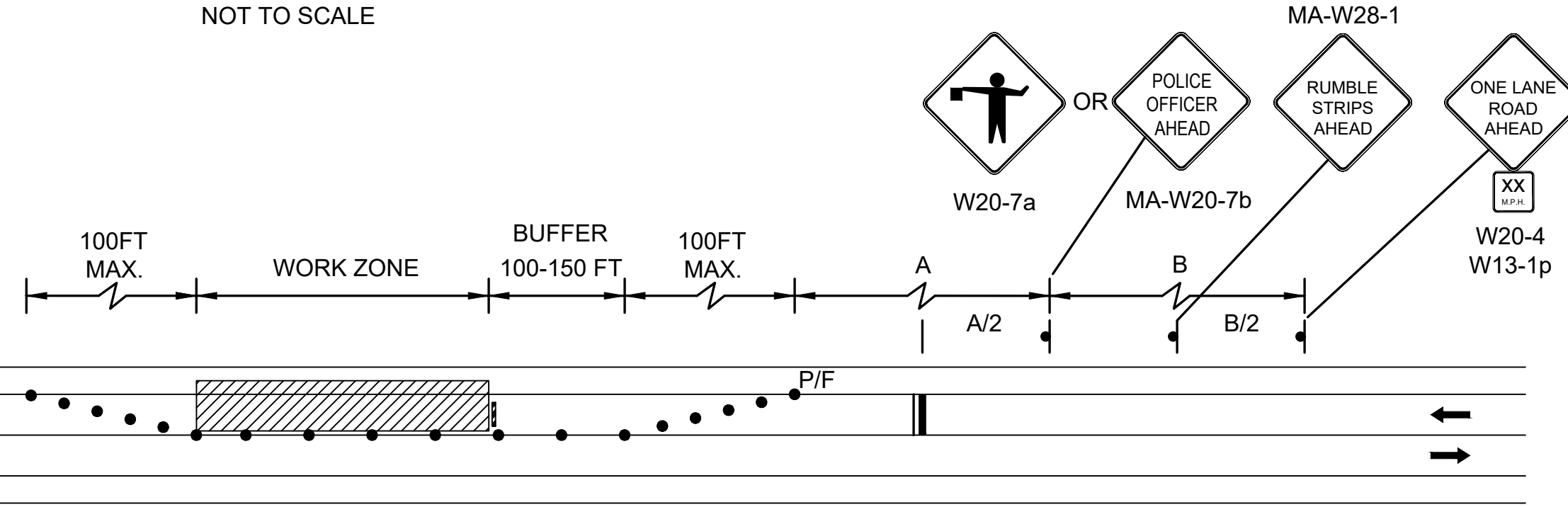
PROJECT LIMIT SIGNING

NOT TO SCALE





POSTED REGULATORY OR WORK ZONE SPEED	SEPARATION BETWEEN RUMBLE STRIPS
40 MPH TO 55 MPH	15 FEET
35 MPH AND BELOW	10 FEET



- NOTE:**
- SEE WORKZONE DISTANCES DETAIL FOR SIGNAGE SPACING, TAPER LENGTHS, AND BUFFER SPACE LENGTHS
  - USE A MINIMUM LANE WIDTH OF 11 FEET

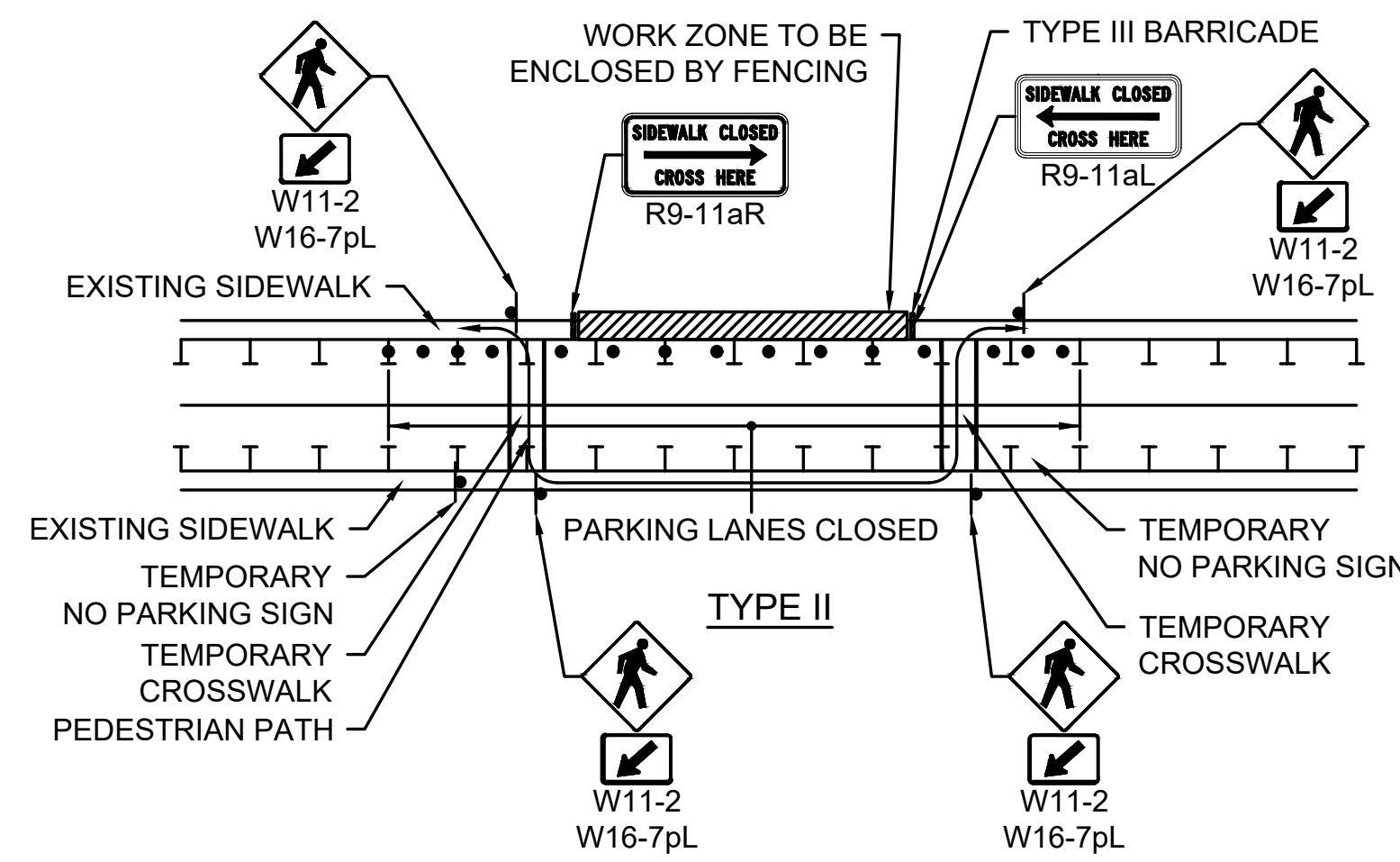
\* THIS DELINEATION CAN BE REMOVED TO INCREASE CAPACITY OF THE INTERSECTION. POLICE OFFICER CAN BE REMOVED AS WELL.



**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	63	136
PROJECT FILE NO.		608753	

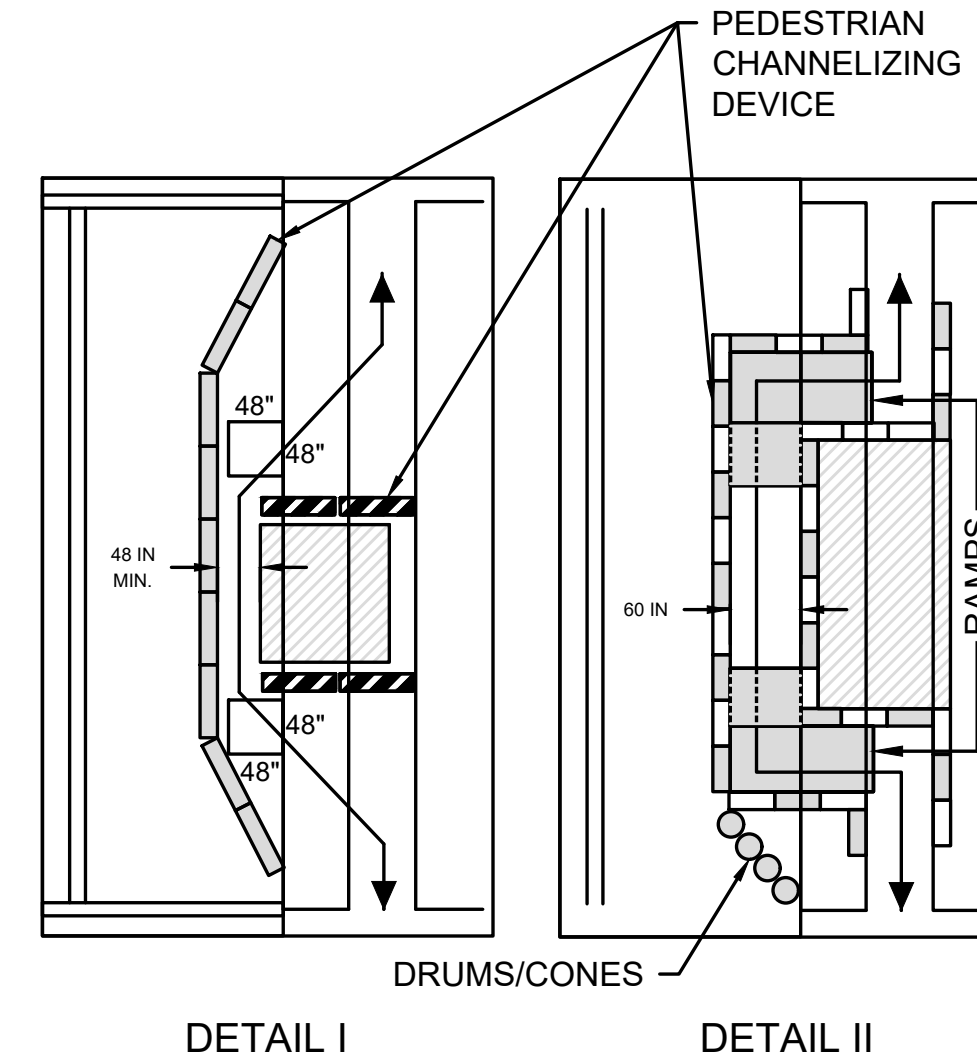
**TEMPORARY TRAFFIC CONTROL PLAN**



**NOTES:**

- ADDITIONAL ADVANCE WARNING MAY BE NECESSARY.
- CONTROLS ONLY FOR PEDESTRIAN TRAFFIC ARE SHOWN. VEHICULAR TRAFFIC SHOULD BE HANDLED AS SHOWN ELSEWHERE.
- STREET LIGHTING SHOULD BE CONSIDERED WHEN LOCATING CONTROL DEVICES.
- 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.
- BYPASS IS TO BE USED IN CONJUNCTION WITH THE PROPOSED LANE CLOSURE DETAILS AND DURING CONSTRUCTION STAGING, AS DIRECTED BY THE ENGINEER.
- 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.

**PEDESTRIAN BYPASS DETAILS  
NOT TO SCALE**

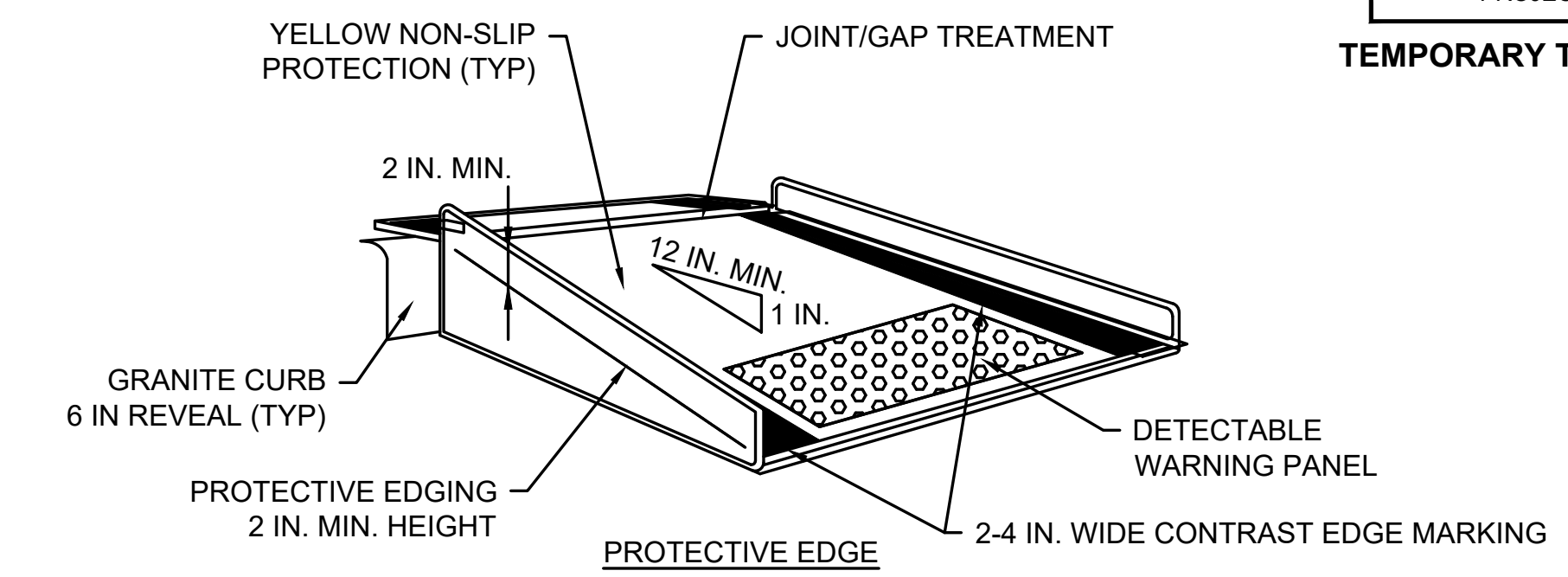


**NOTES:**

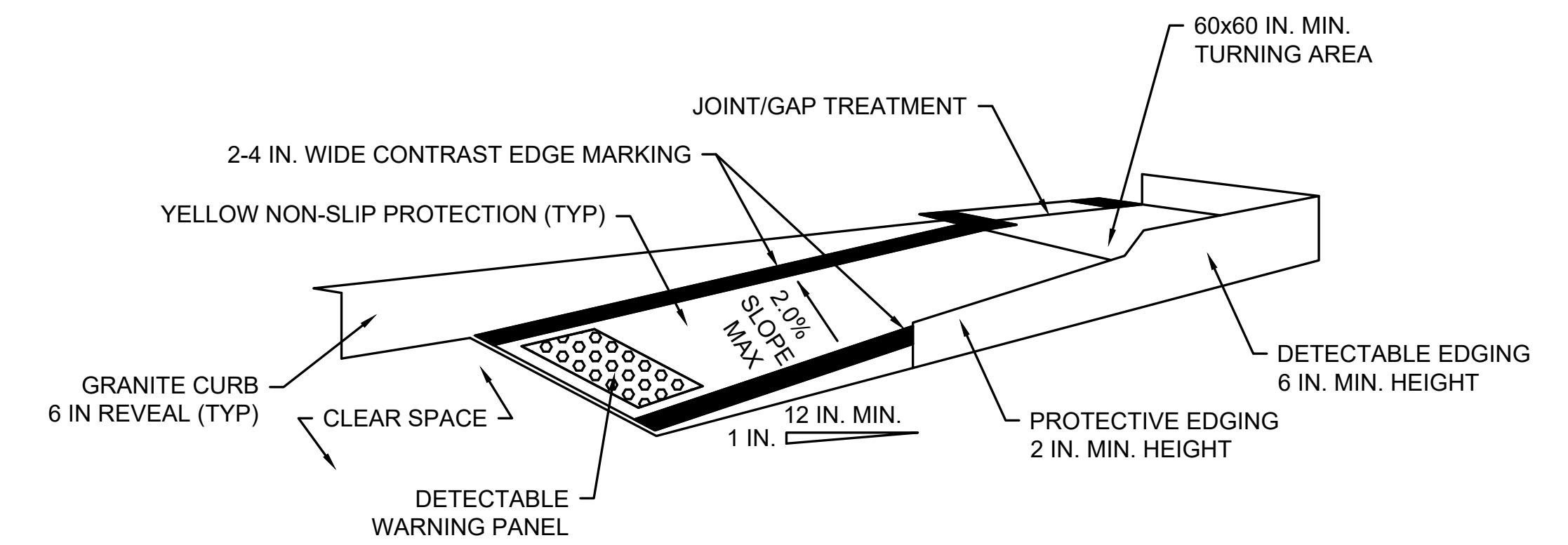
- DETAIL I IS CONSIDERED AN EXAMPLE OF A SHORT TERM CLOSURE AND PEDESTRIAN ASSISTANCE (PERSONEL) TO NAVIGATE AROUND THE CLOSURE/WORK AREA COULD BE CONSIDERED AS AN OPTION IN PLACE OF PROVIDING ADA/AAB DEVICES. DETAIL II IS CONSIDERED AN EXAMPLE OF A LONG TERM CLOSURE THAT WOULD REQUIRE ADDITIONAL ADA/AAB 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 CHANNELIZING 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 CLOSED SIDEWALK.
- 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.
- 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.

**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.



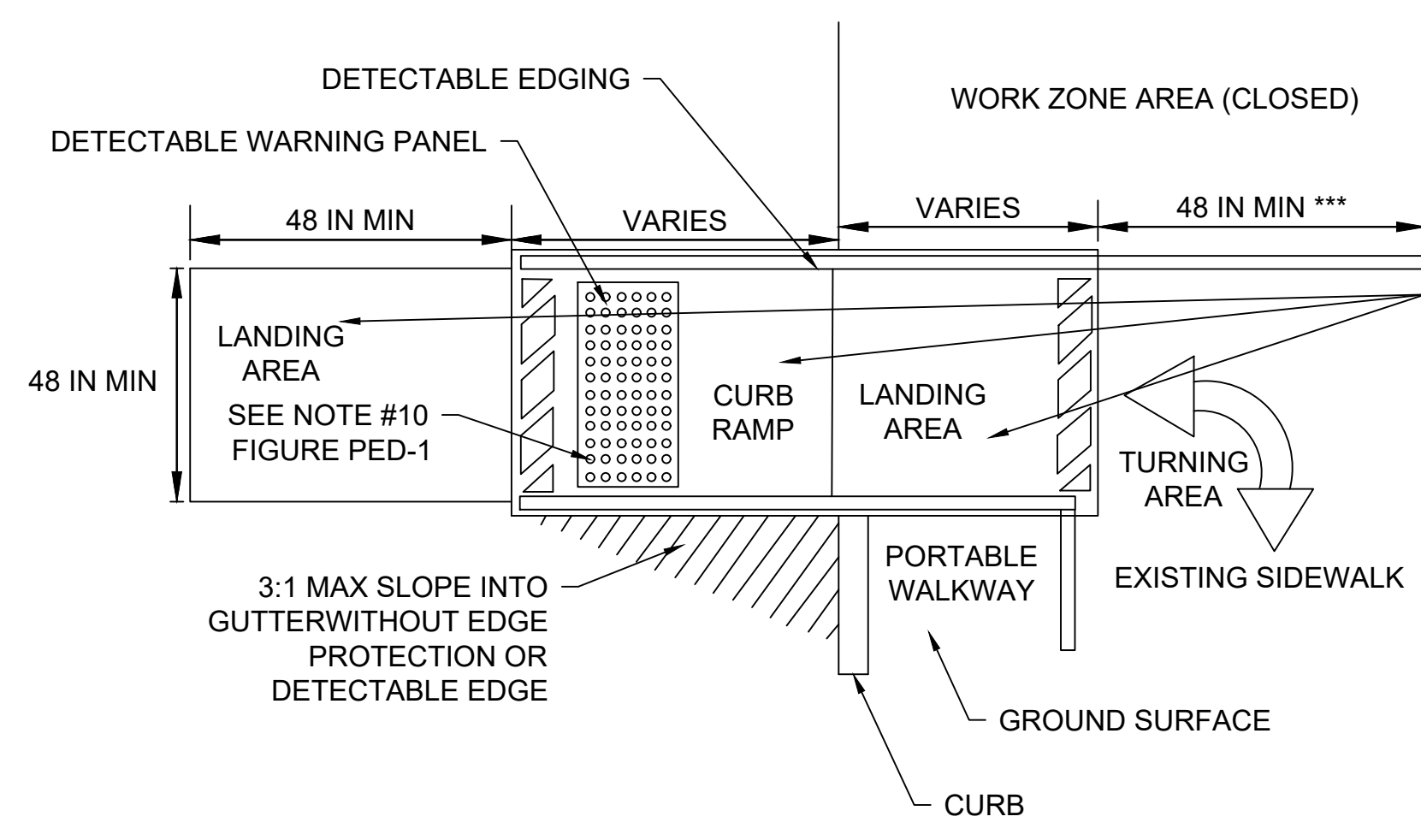
**TEMPORARY CURB RAMP-PERPENDICULAR TO CURB  
NOT TO SCALE**



**TEMPORARY CURB RAMP-PARALLEL TO CURB  
NOT TO SCALE**

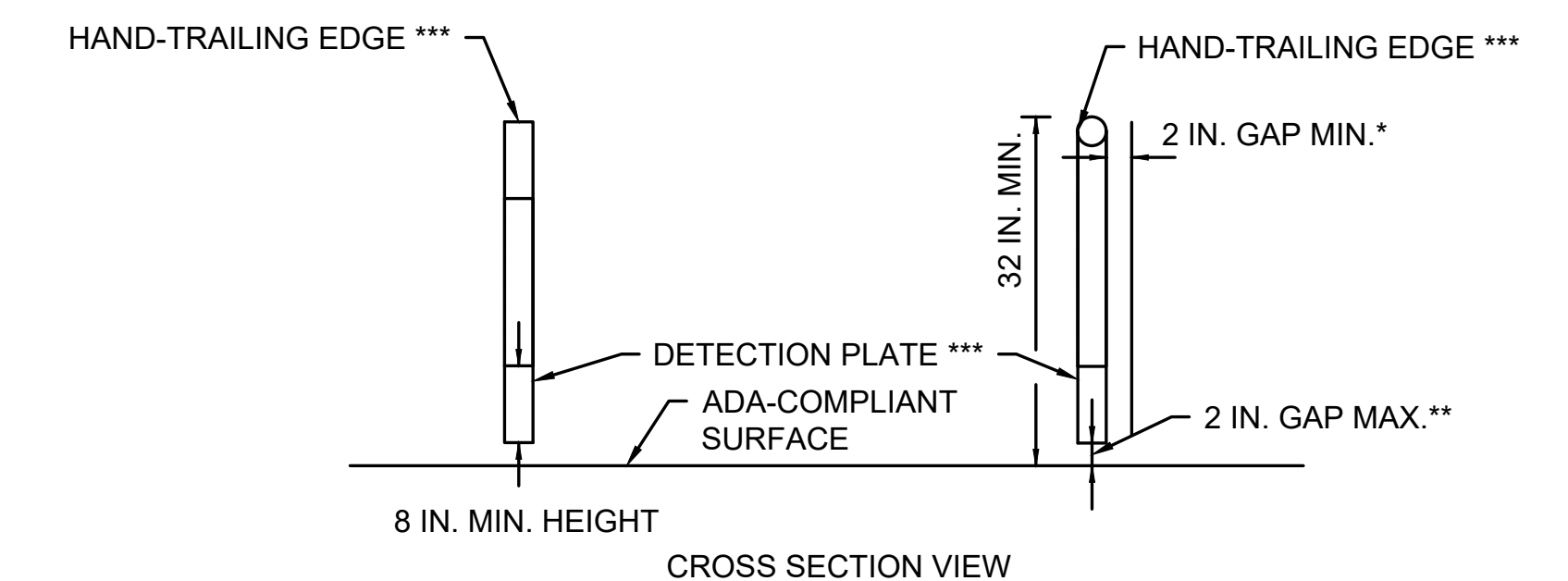
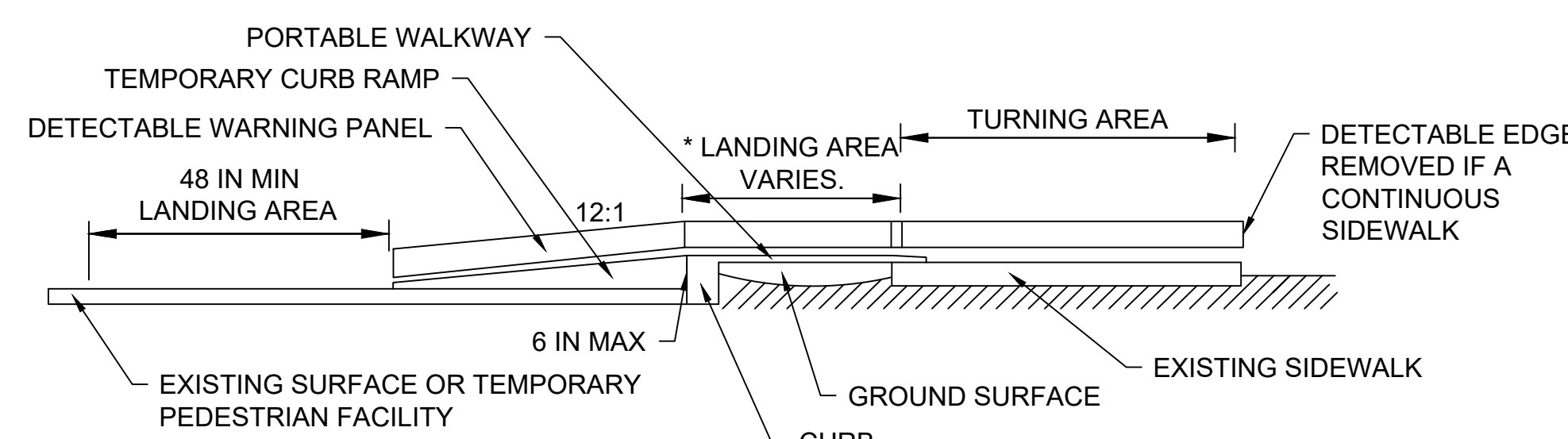
**NOTES:**

- CURB RAMPS SHALL BE 60 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 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.
- DETECTABLE 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  
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:**

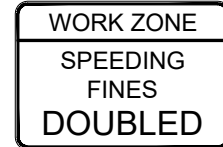
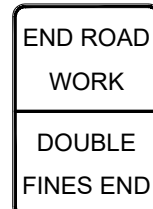





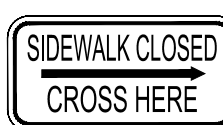
- \* THERE SHALL BE A 2 INCH GAP BETWEEN THE HAND-TRAILING EDGE AND ITS SUPPORT.
- \*\* A MAXIMUM 2 INCH GAP BETWEEN THE BOTTOM OF THE BOTTOM RAIL AND THE SURFACE MAY BE USED TO PROVIDE DRAINAGE.
- \*\*\* THE HAND-TRAILING EDGE AND DETECTION PLATE SHALL BE CONTINUOUS THROUGHOUT THE LENGTH OF THE PATH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










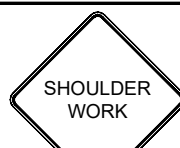
CONSTRUCTION SIGN SUMMARY

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	64	136
PROJECT FILE NO.		608753	

TEMPORARY TRAFFIC CONTROL PLAN

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			UNIT AREA (S.F.)	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND	BORDER		
MA-R2-10A	48"	36"		SEE MASSDOT STANDARDS	↑	↑	20	ORANGE/WHITE**	BLACK	BLACK	12.0	240.0
MA-R2-10E	36"	48"					20	ORANGE/WHITE**	BLACK	BLACK	12.0	240.0
MA-W20-7B	36"	36"					4	ORANGE**	BLACK	BLACK	9.0	36.0
MA-W28-1	36"	36"					2	ORANGE**	BLACK	BLACK	9.0	18.0
MA-W30-8R	36"	36"					2	ORANGE**	BLACK	BLACK	9.0	18.0
R4-7	24"	30"					4	WHITE	BLACK	BLACK	5.0	20.0
R9-11AL	24"	12"					1	WHITE	BLACK	BLACK	2.0	2.0
R9-11AR	24"	12"					1	WHITE	BLACK	BLACK	2.0	2.0

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			UNIT AREA (S.F.)	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND	BORDER		
W5-1	36"	36"		SEE 2009 MUTCD STANDARDS	↑	↑	2	ORANGE**	BLACK	BLACK	9.0	18.0
W8-1	36"	36"					2	ORANGE**	BLACK	BLACK	9.0	18.0
W8-3	36"	36"					2	ORANGE**	BLACK	BLACK	9.0	18.0
W11-2	30"	30"					4	FYG***	BLACK	BLACK	6.25	25.0
W13-1p	24"	24"					2	ORANGE**	BLACK	BLACK	4.0	8.0
W16-7pL	24"	12"					4	FYG***	BLACK	BLACK	2.0	8.0
W20-1A	36"	36"					20	ORANGE**	BLACK	BLACK	9.0	180.0
W20-4	36"	36"					4	ORANGE**	BLACK	BLACK	9.0	36.0
W20-7A	36"	36"					4	ORANGE**	BLACK	BLACK	9.0	36.0
W21-5A	36"	36"					2	ORANGE**	BLACK	BLACK	9.0	18.0

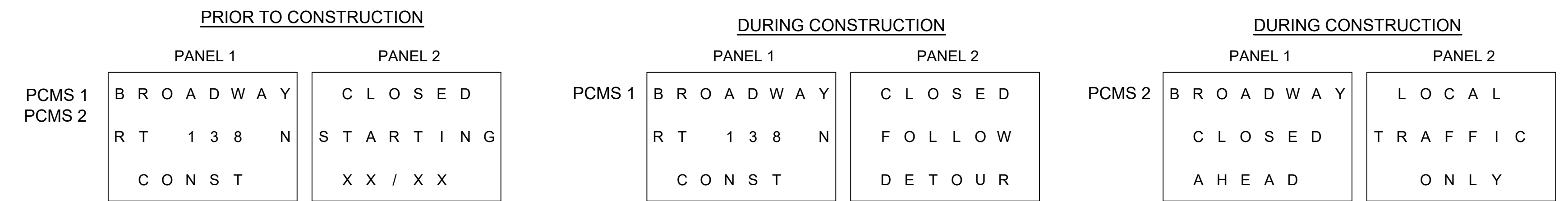
\* NO. OF SIGNS ARE ESTIMATED FOR BIDDING PURPOSES ONLY  
 \*\* CONSTRUCTION SIGNAGE SHALL HAVE FLUORESCENT ORANGE BACKGROUND  
 \*\*\* FLUORESCENT YELLOW GREEN

**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

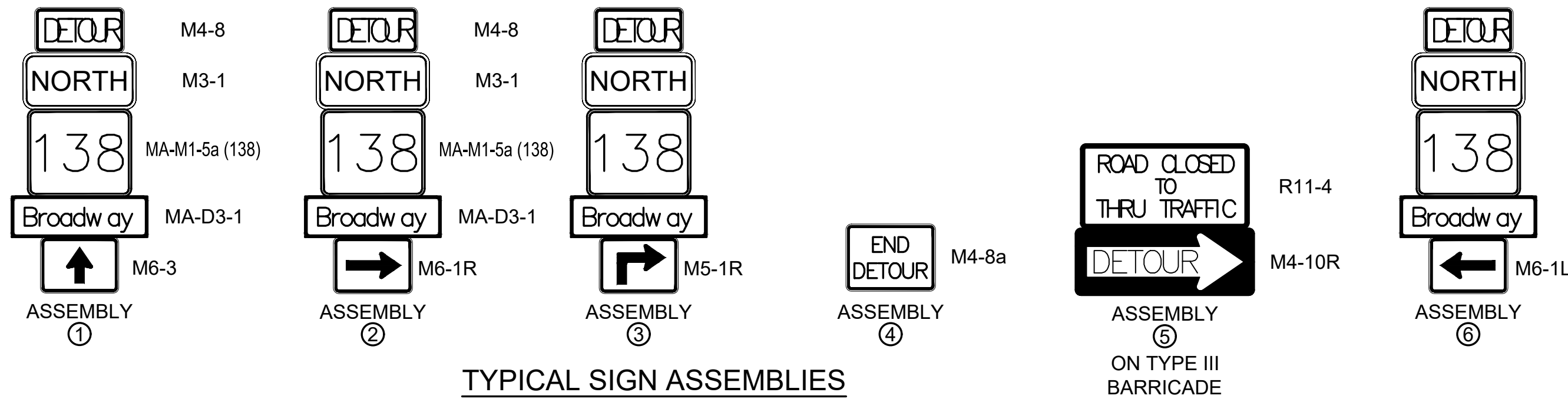
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	65	136
PROJECT FILE NO.		608753	

**TEMPORARY TRAFFIC CONTROL PLAN**

**PORTABLE CHANGEABLE MESSAGE SIGNS**



NOTE: PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PLACED TWO WEEKS PRIOR TO DETOUR IMPLEMENTATION.



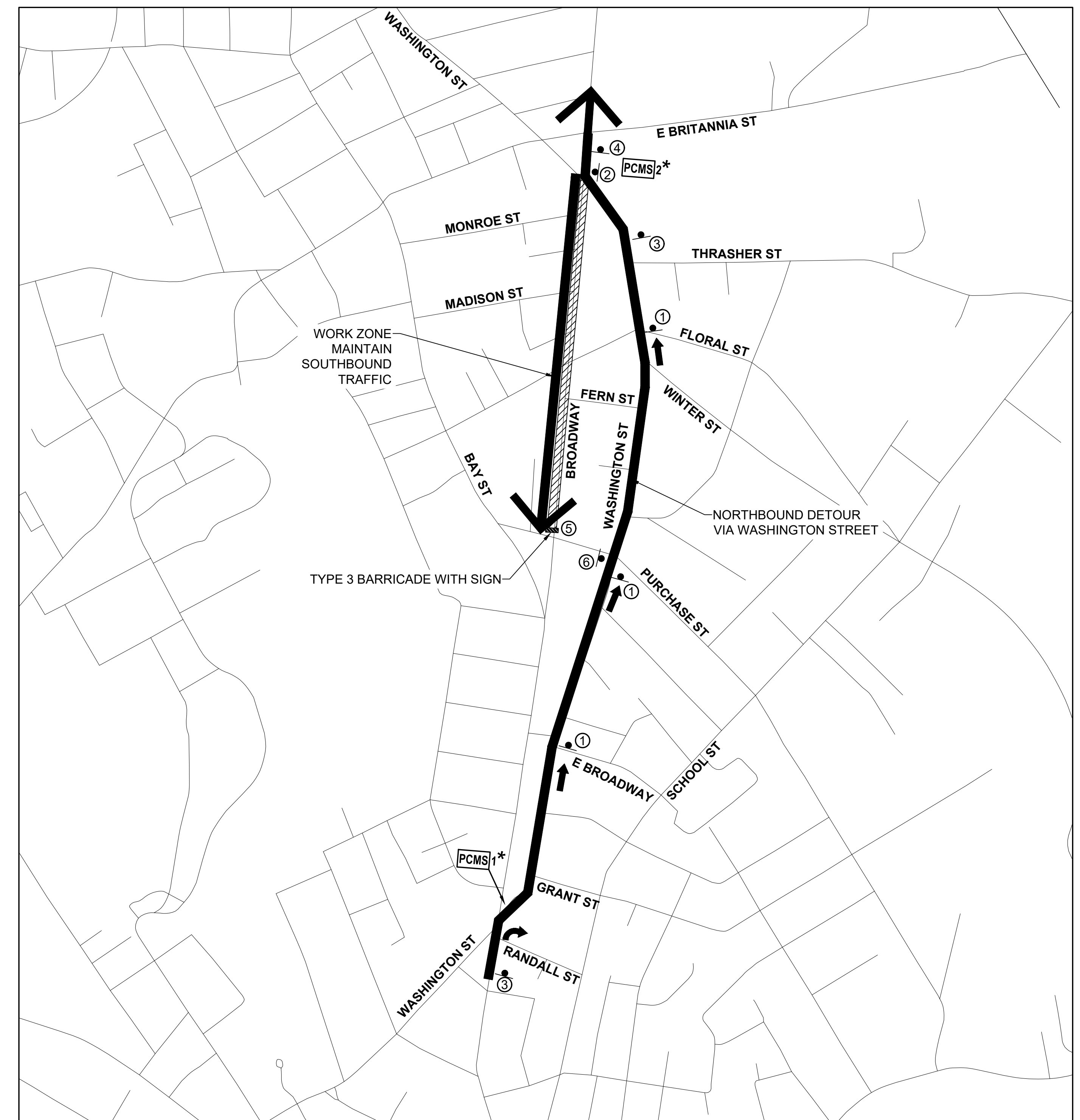
**NOTES:**

- THIS PLAN SHALL NOT BE PUT INTO EFFECT UNTIL AUTHORIZED AND DIRECTED BY THE ENGINEER.
- DETOUR SHALL BE IMPLEMENTED FOR FULL DEPTH CONSTRUCTION ONLY AND DURING NORMAL WORK HOURS.
- 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 M9.30.0 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).
- 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).
- STAGE 1 DETOUR SIGN ASSEMBLIES SHALL BE REMOVED AND RESET TO DENOTE THE STAGE 2 DETOUR AS APPLICABLE.
- ALL SIGNS TO BE PLACED WITHIN PUBLIC RIGHT OF WAY.

**DETOUR SIGN SUMMARY**

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	DIMENSIONS (in)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA IN SQUARE FEET	AREA IN SQUARE FEET			
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW		BACK-GROUND	LEGEND	BORDER						
R11-4	60 in	30 in	ROAD CLOSED TO THRU TRAFFIC	SEE 2009 MUTCD STANDARDS			1	WHITE	BLACK	BLACK	MOUNT ON BARRICADE	12.5	12.5			
MA-M1-5a (138)	30 in	24 in	138	SEE MASSDOT STANDARDS			7	WHITE	BLACK	BLACK	P-5 7	5.0	35.0			
M3-1	24 in	12 in	NORTH	SEE 2009 MUTCD STANDARDS			7	WHITE	BLACK	BLACK	MOUNT W/ MA-M1-5a (138)	2.0	14.0			
M4-8	24 in	12 in	DETOUR				7	ORANGE**	BLACK	BLACK	MOUNT W/ MA-M1-5a (138)	2.0	14.0			
M4-8a	24 in	18 in	END DETOUR				1	ORANGE**	BLACK	BLACK	P-5 1	3.0	3.0			
M4-10R	48 in	18 in	DETOUR				1	ORANGE**	BLACK	BLACK	MOUNT ON BARRICADE	6.0	6.0			
M5-1R	21 in	15 in	Right Arrow				2	WHITE	BLACK	BLACK	MOUNT W/ MA-M1-5a (138)	2.2	4.4			
M6-1L	21 in	15 in	Left Arrow				1	WHITE	BLACK	BLACK	MOUNT W/ MA-M1-5a (138)	2.2	2.2			
M6-1R	21 in	15 in	Right Arrow				1	WHITE	BLACK	BLACK	MOUNT W/ MA-M1-5a (138)	2.2	2.2			
M6-3	21 in	15 in	Up Arrow				3	WHITE	BLACK	BLACK	MOUNT W/ MA-M1-5a (138)	2.2	6.6			
MA-D3-1	42 in	12 in	Broadway				6D/4D	2.75	3.25	7	ORANGE**	BLACK	BLACK	MOUNT W/ MA-M1-5a (138)	EACH	EACH

\* NO. OF SIGNS ARE ESTIMATED FOR BIDDING PURPOSES ONLY  
\*\* ALL CONSTRUCTION SIGNAGE SHALL HAVE FLUORESCENT ORANGE BACKGROUND



\* PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) LOCATIONS MAY BE ADJUSTED AS NEEDED DUE TO SITE RESTRICTIONS WITH PRIOR APPROVAL OF THE ENGINEER.

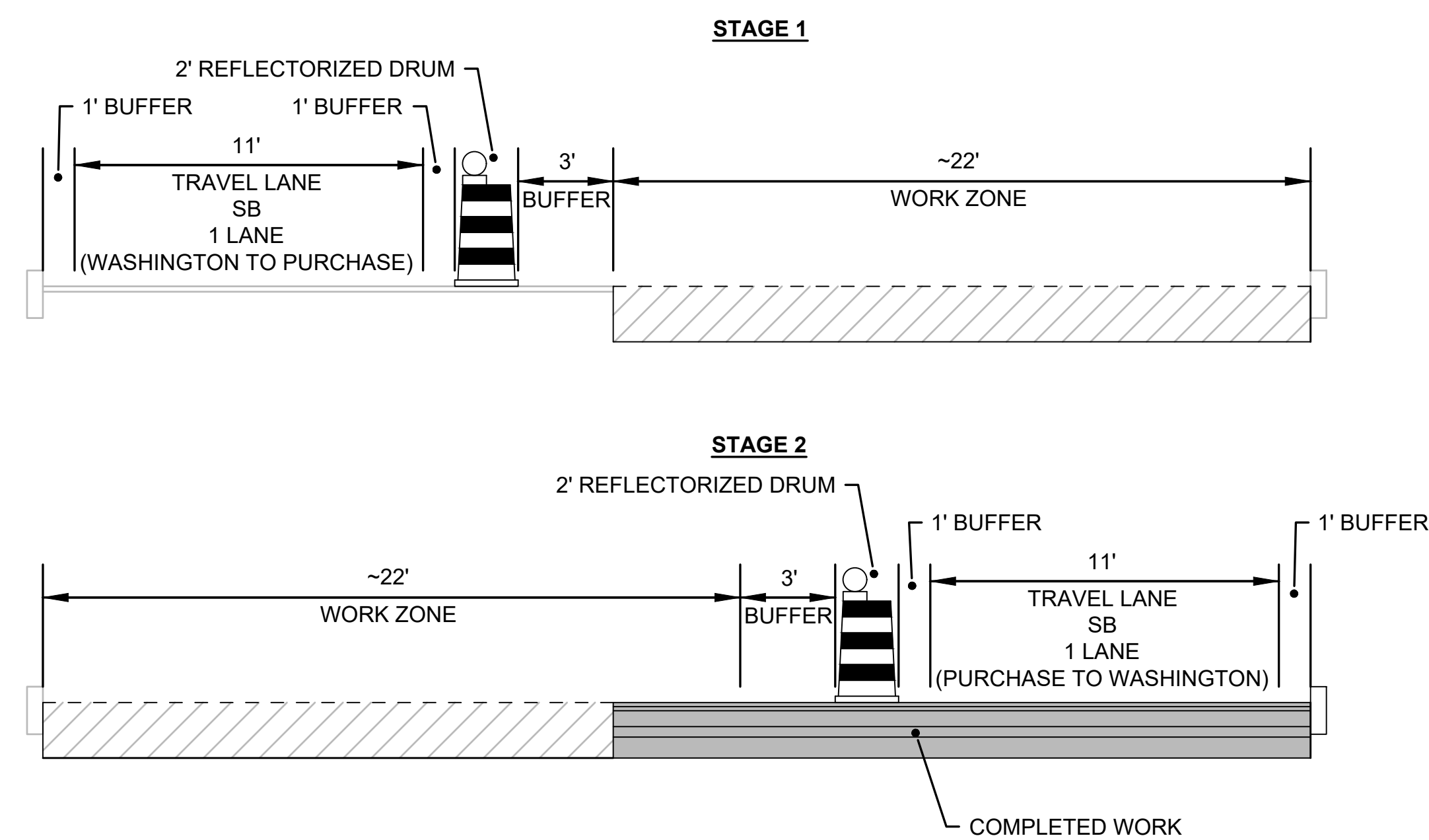
**BROADWAY NORTHBOUND DETOUR**  
NOT TO SCALE



TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	66	136
PROJECT FILE NO.		608753	

TEMPORARY TRAFFIC CONTROL PLAN

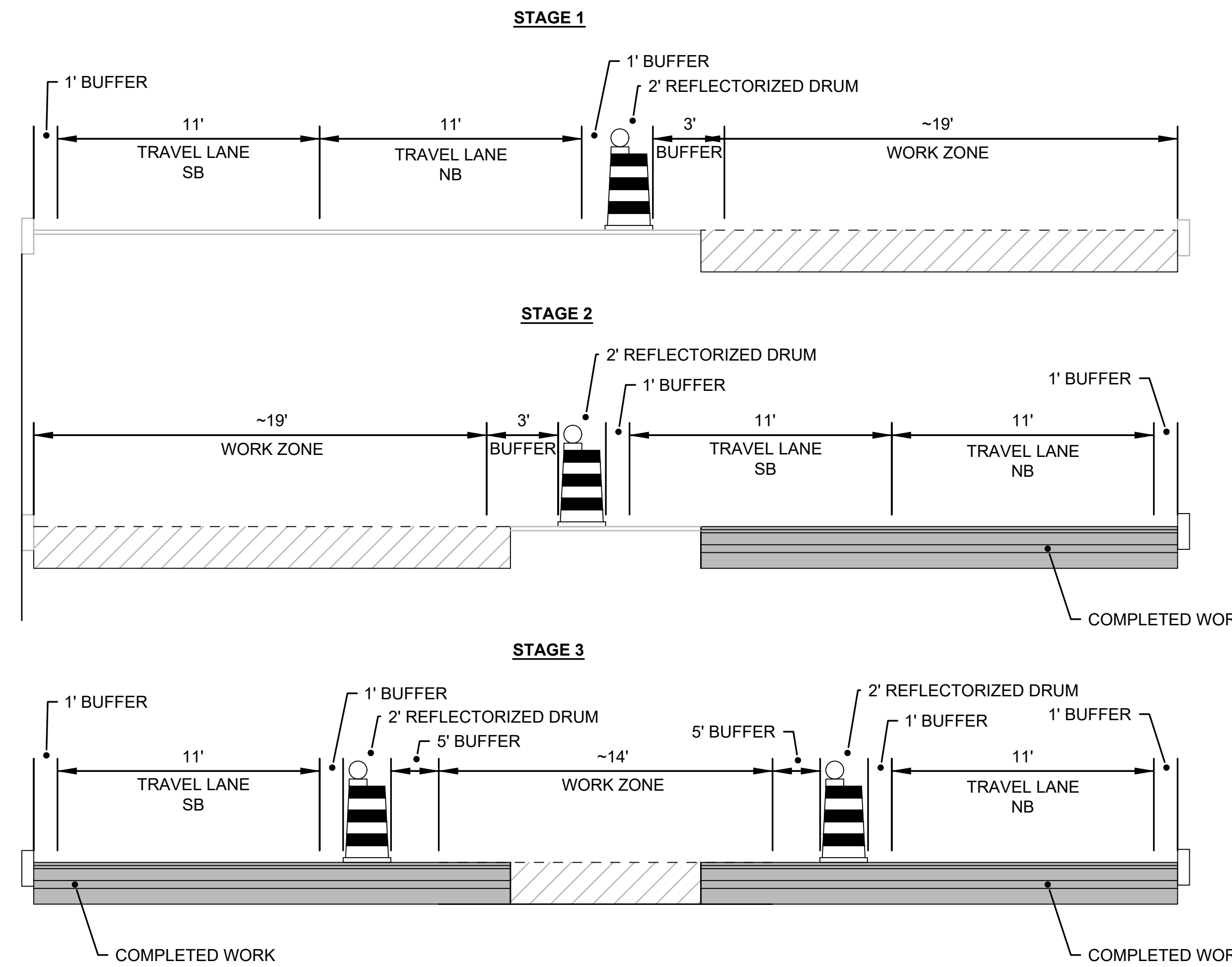


**CONSTRUCTION STAGING**  
**PURCHASE STREET TO WASHINGTON STREET**

NOT TO SCALE

**NOTES:**

- ONE LANE OF TRAVEL IN EACH DIRECTION FROM PURCHASE STREET TO WASHINGTON STREET SHALL BE RESTORED AT THE END OF THE WORK SHIFT.
- THE WORK ZONE SHALL BE BACKFILLED WITH GRAVEL BORROW EVEN WITH THE ADJACENT PAVEMENT ELEVATION AT THE END OF THE WORK SHIFT.
- AT THE END OF WEEK THE WORK ZONE SHALL BE PAVED UP TO THE INTERMEDIATE COURSE UNLESS APPROVED BY THE ENGINEER AND CITY OF TAUNTON.



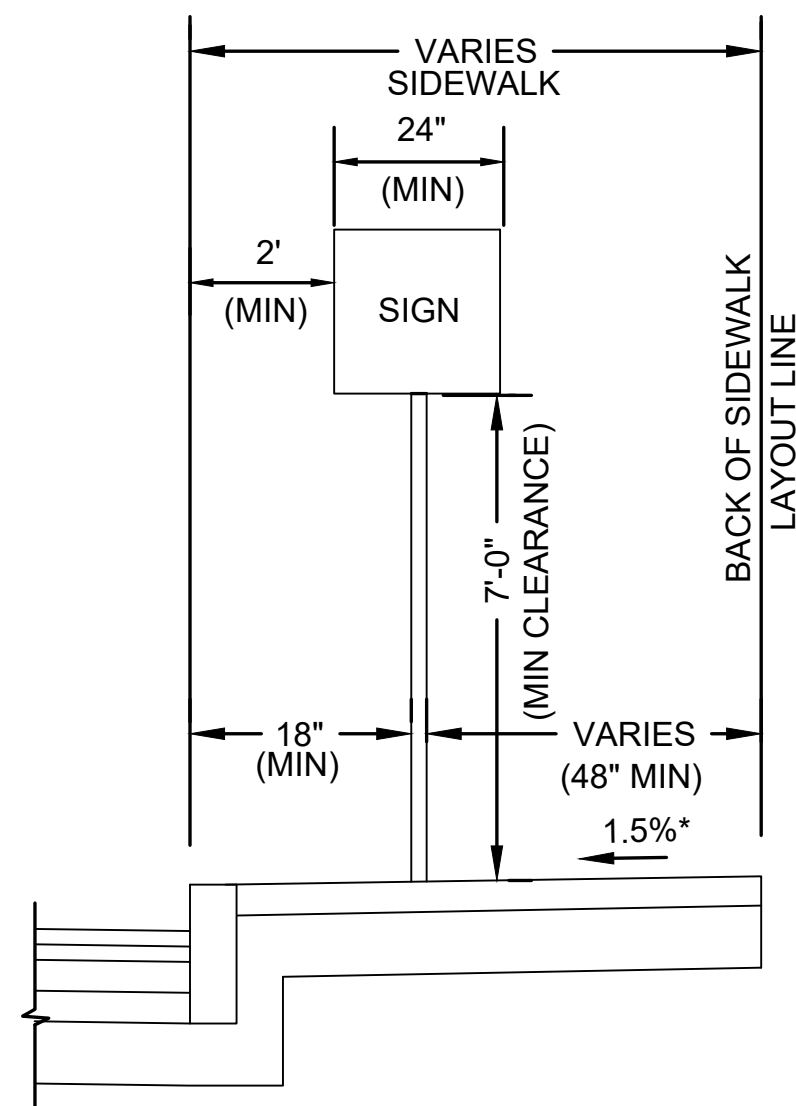
**CONSTRUCTION STAGING**  
**WASHINGTON STREET TO JACKSON STREET**

NOT TO SCALE

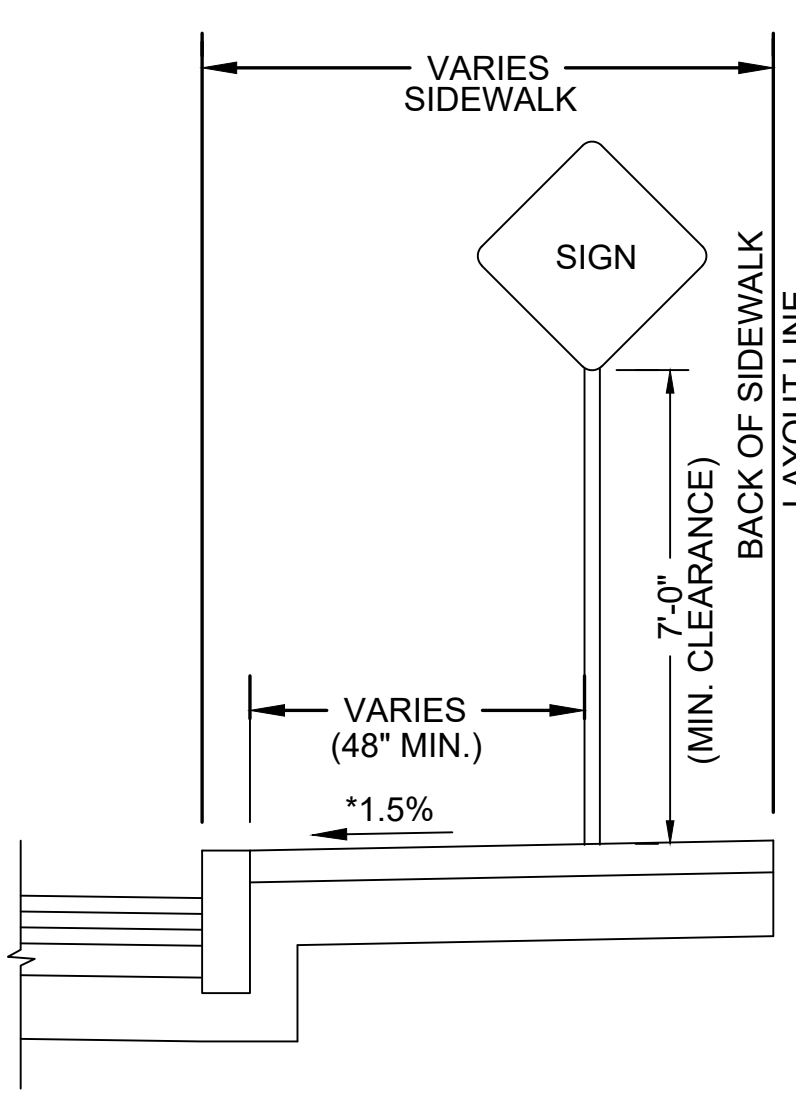
- ONE LANE OF TRAVEL IN EACH DIRECTION FROM WASHINGTON STREET TO JACKSON STREET SHALL BE MAINTAINED AT THE END OF THE WORK SHIFT.
- THE WORK ZONE SHALL BE BACKFILLED WITH GRAVEL BORROW EVEN WITH THE ADJACENT PAVEMENT ELEVATION AT THE END OF THE WORK SHIFT.
- AT THE END OF WEEK THE WORK ZONE SHALL BE PAVED UP TO THE INTERMEDIATE COURSE UNLESS APPROVED BY THE ENGINEER AND CITY OF TAUNTON.

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	67	136
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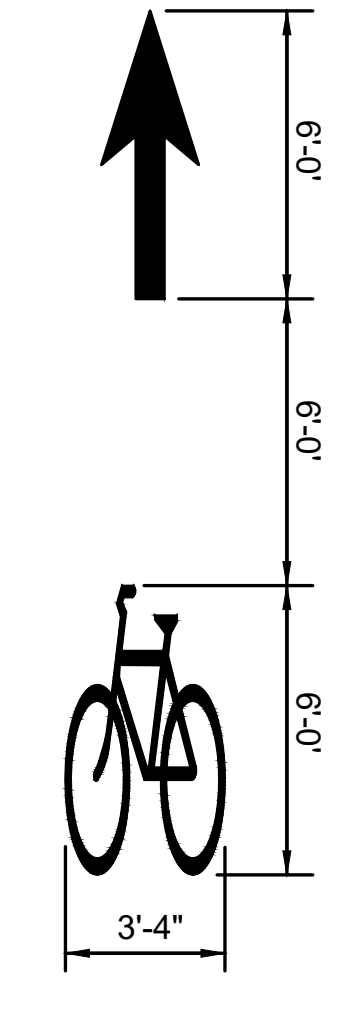
**CONSTRUCTION DETAILS**



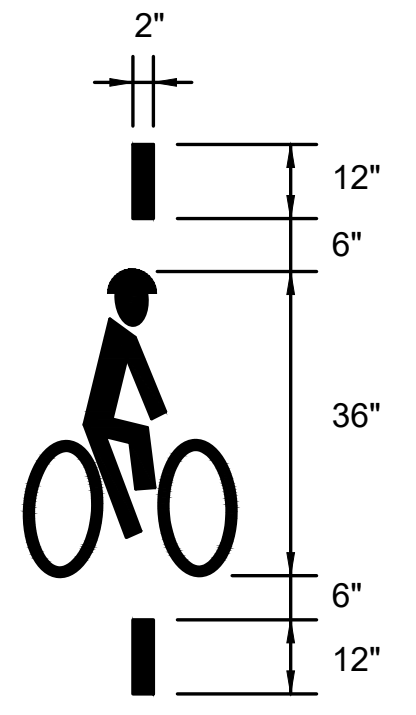
**TRAFFIC SIGN**  
NOT TO SCALE



**TRAFFIC SIGN**  
NOT TO SCALE

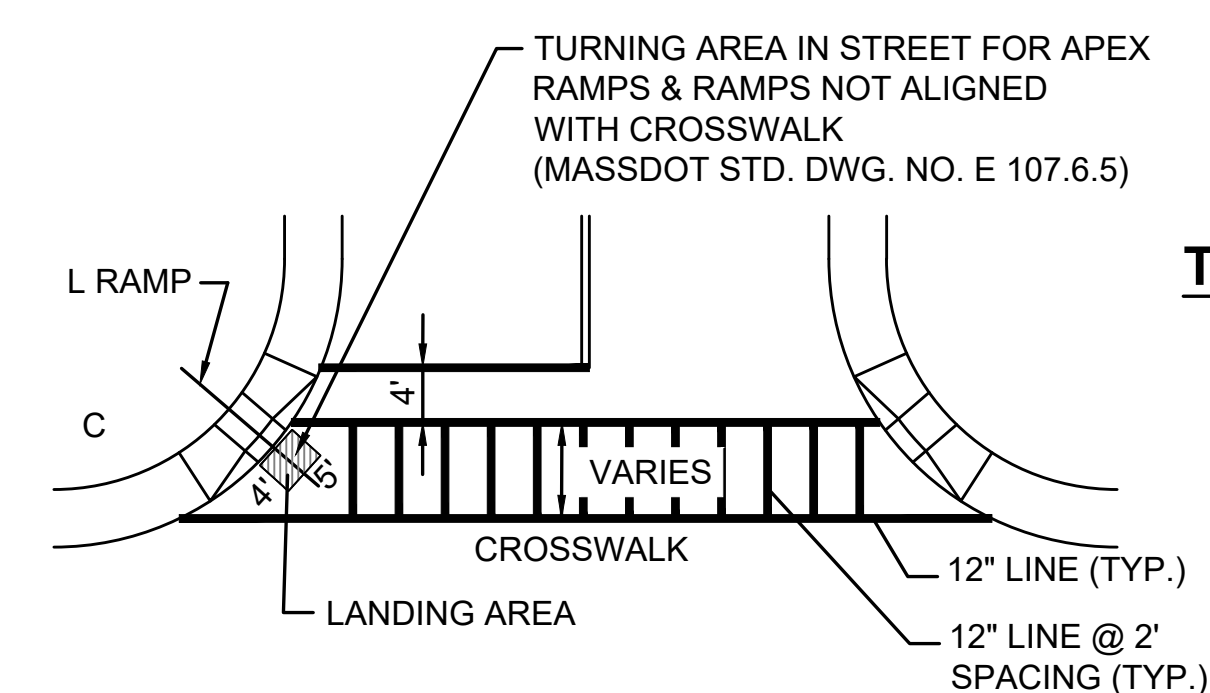


**BICYCLE SYMBOL SPACING**  
NOT TO SCALE

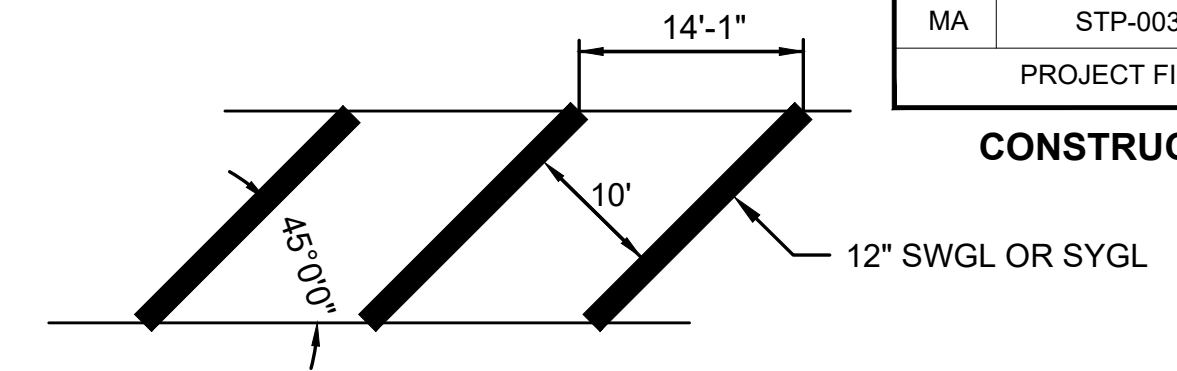


**TYPICAL BICYCLE DETECTOR PAVEMENT MARKING DETAIL**  
NOT TO SCALE

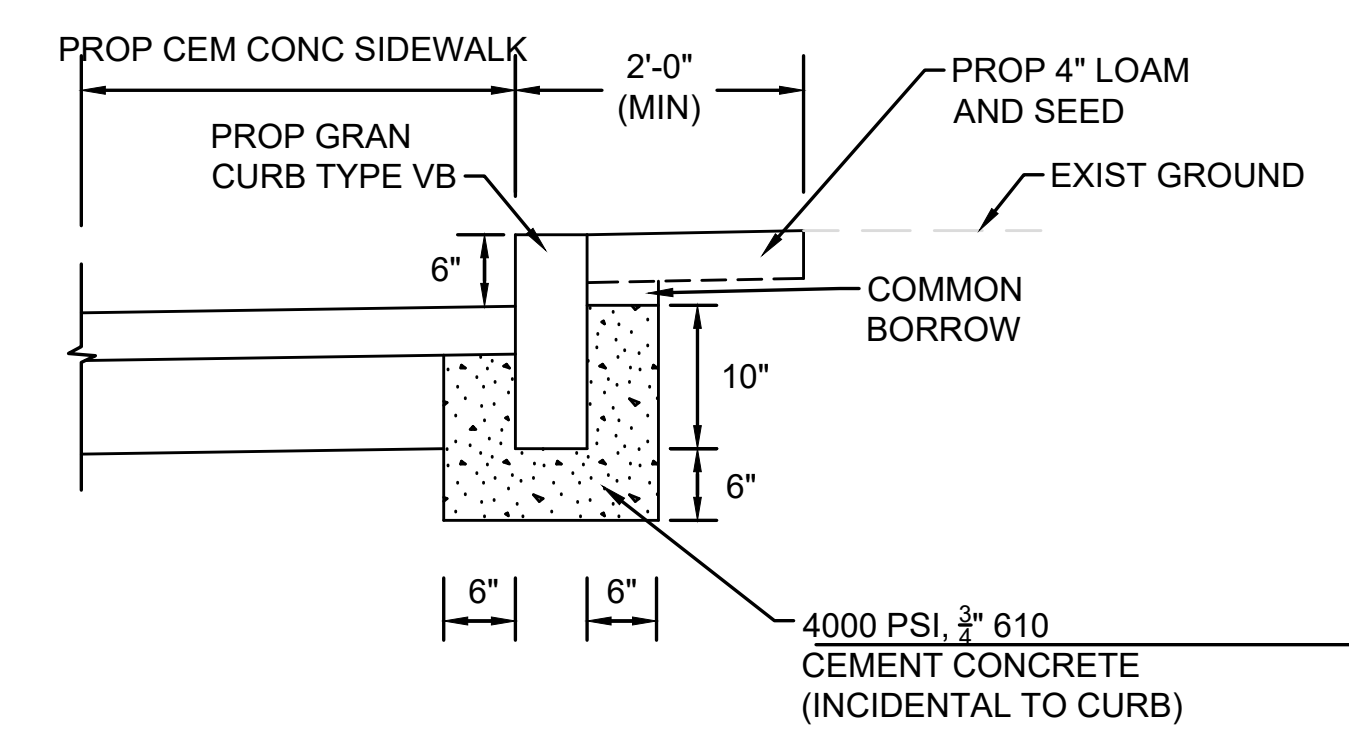
\* REFER TO FIGURE 9C-3 OF THE 2009 MUTCD FOR ADDITIONAL BICYCLE SYMBOL DIMENSIONS.



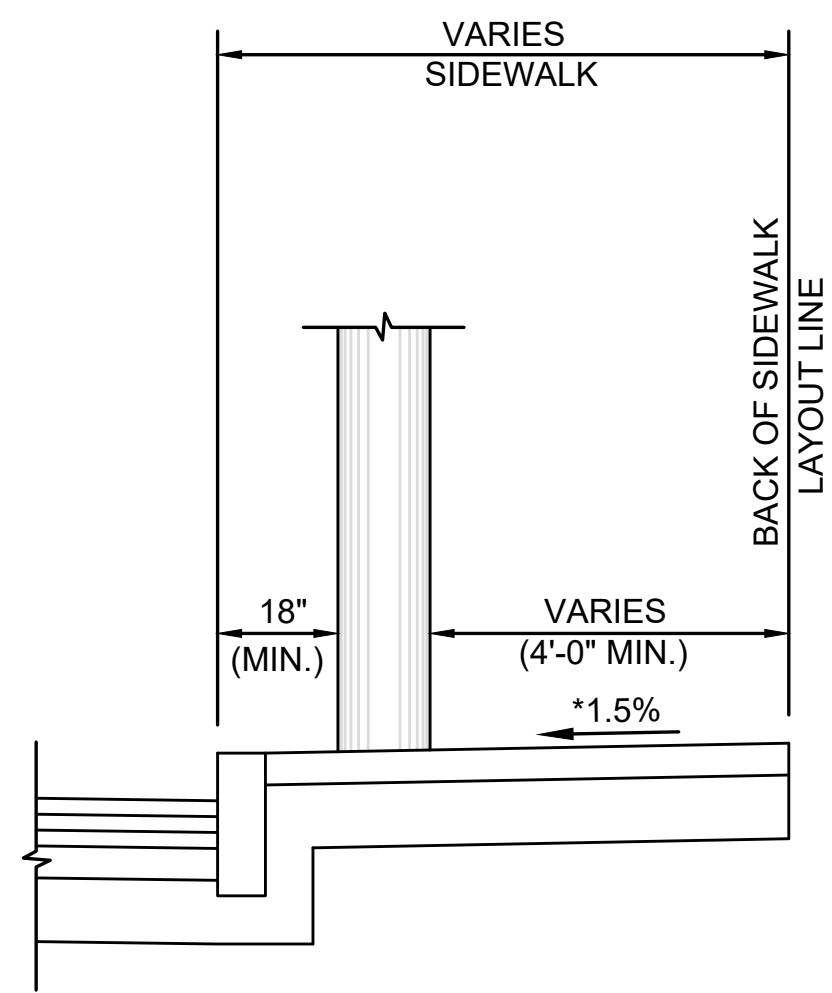
**CROSSWALK DETAIL**  
NOT TO SCALE



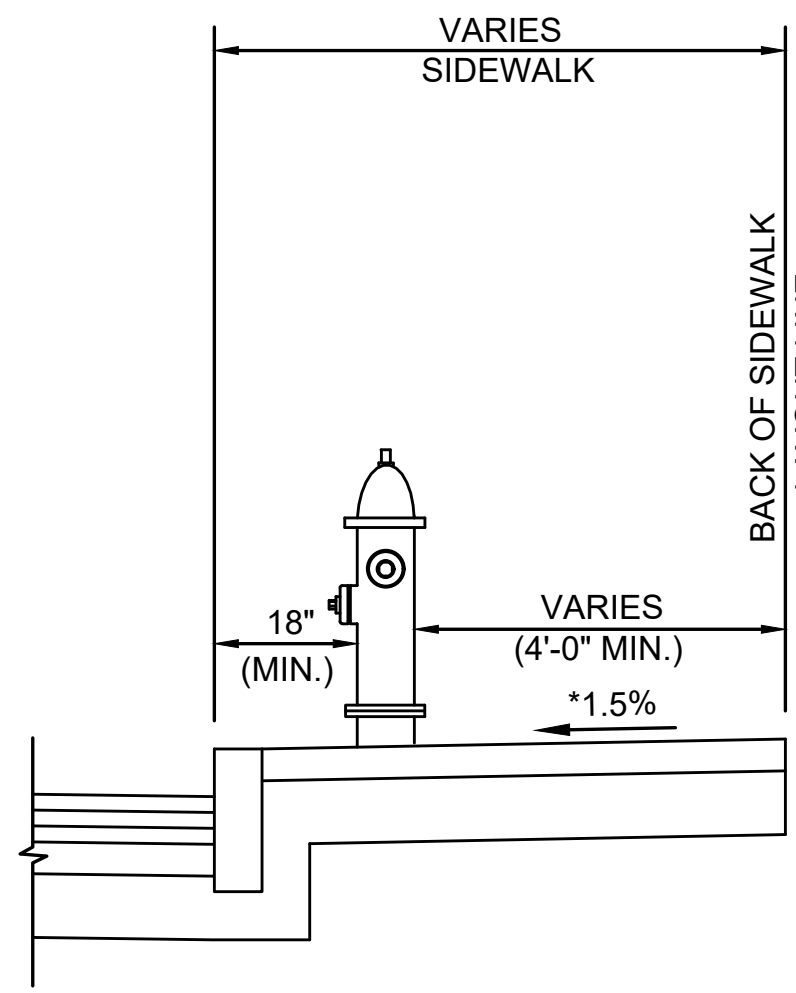
**TYPICAL GORE LINE DETAIL**  
NOT TO SCALE



**GRANITE CURB TYPE VB AT BACK OF SIDEWALK**  
NOT TO SCALE

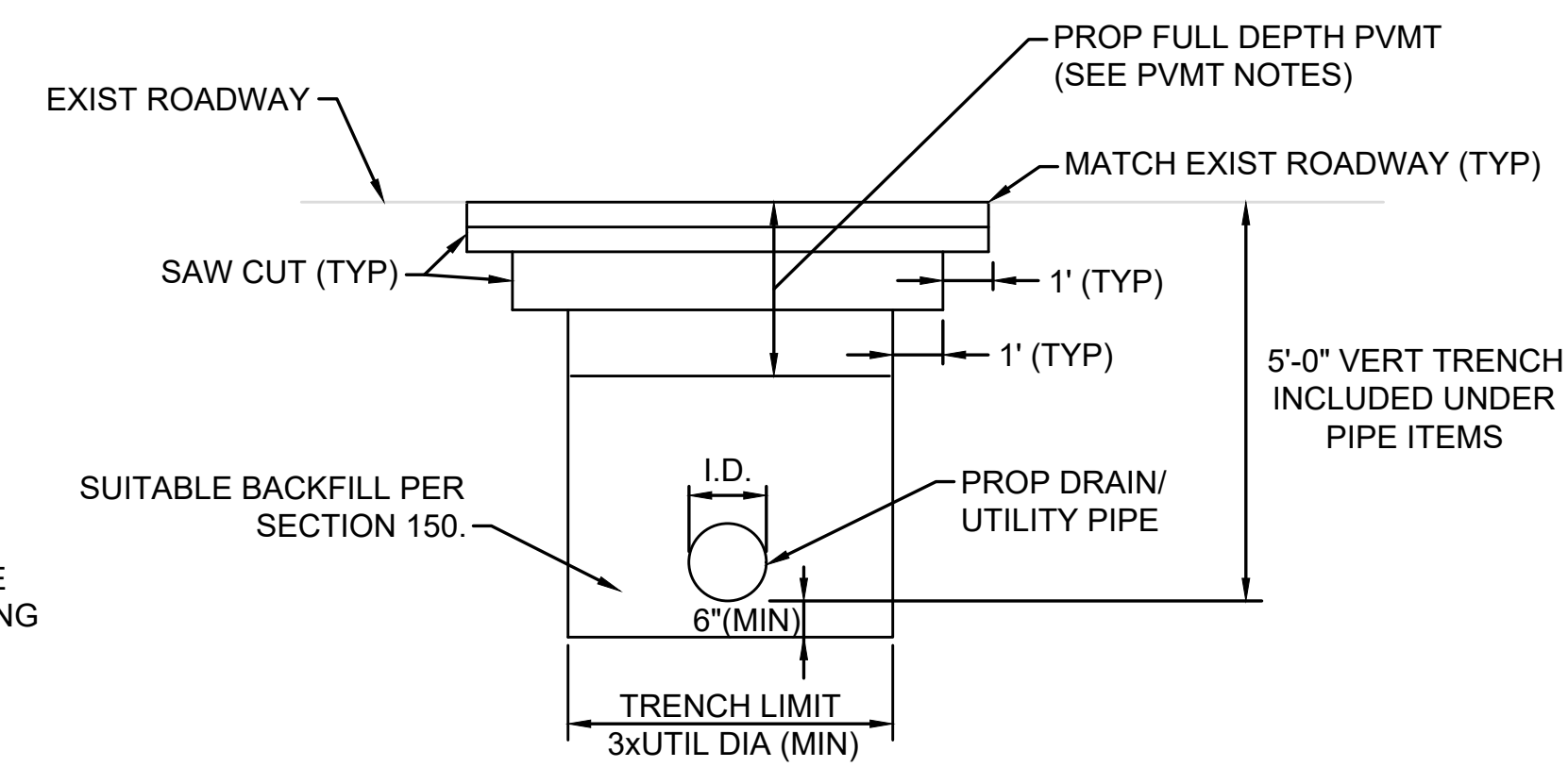


**UTILITY POLE AT CURLINE**  
NOT TO SCALE

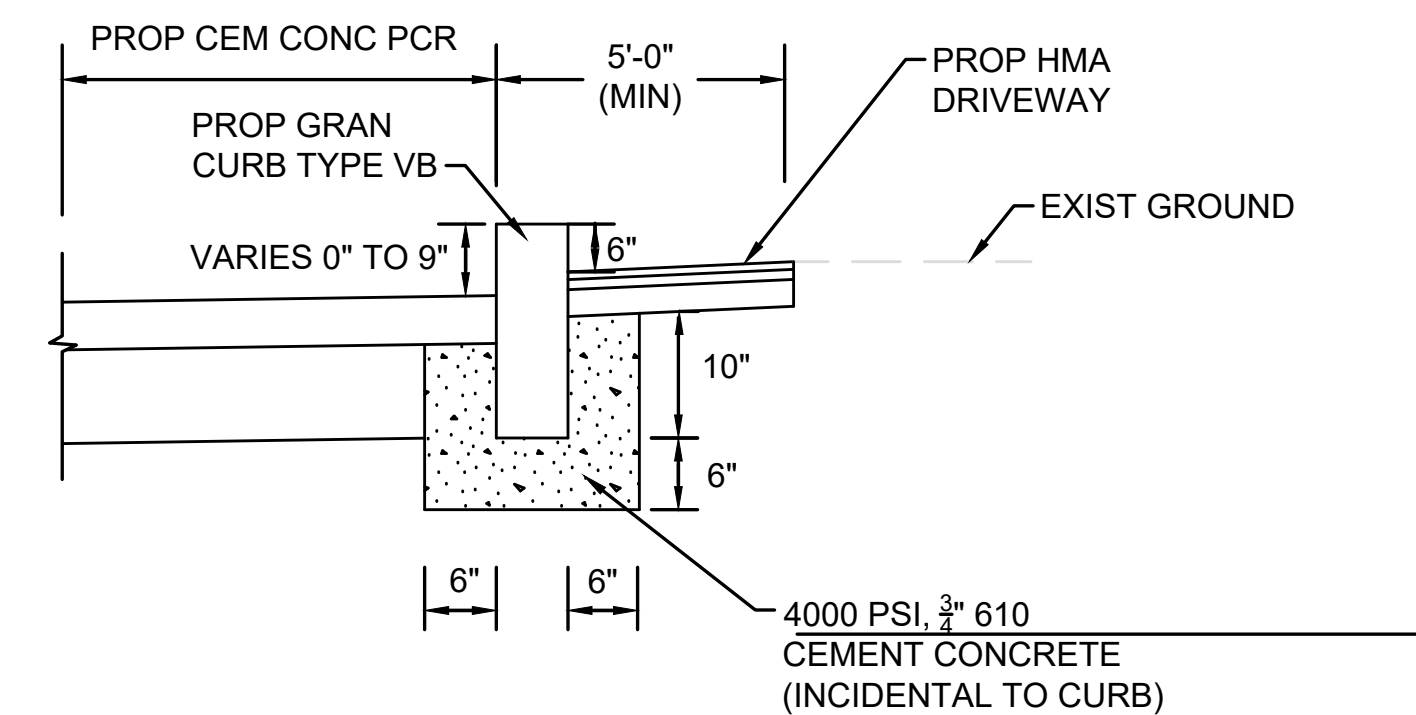


**HYDRANT AT CURB**  
NOT TO SCALE

- NOTES:
1. MINIMUM CLEAR PATH ON ALL SIDEWALKS SHALL BE 48 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 48 INCHES NOT INCLUDING CURB. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY LOCATION WHICH CANNOT MEET THE CLEARANCE REQUIREMENTS.



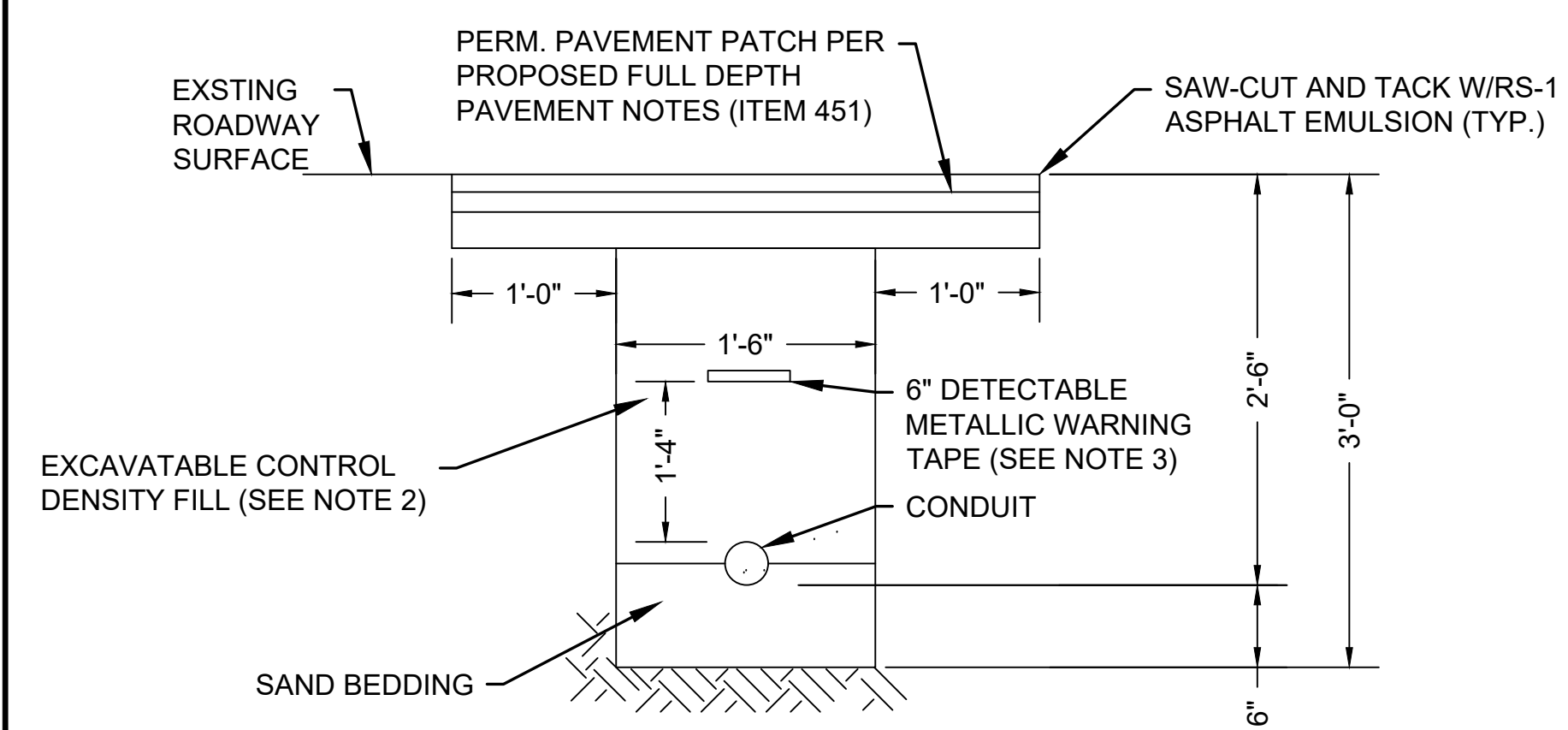
**TYPICAL UTILITY TRENCH PERMANENT PAVEMENT REPAIR**  
NOT TO SCALE



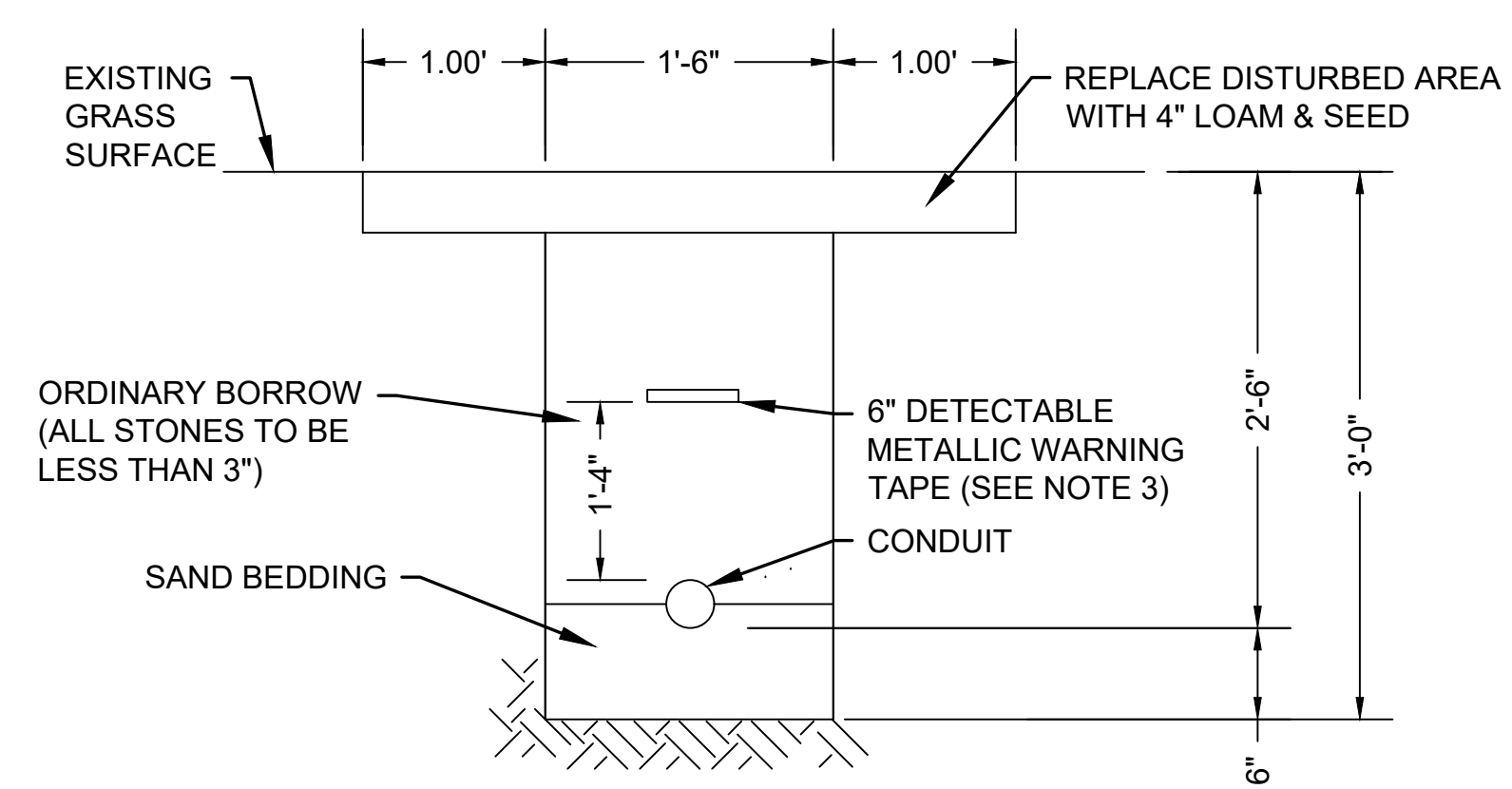
**GRANITE CURB TYPE VB AT BACK OF PCR #48 (STA 95+40±)**  
NOT TO SCALE

\* TOLERANCE FOR CONSTRUCTION ±0.5%

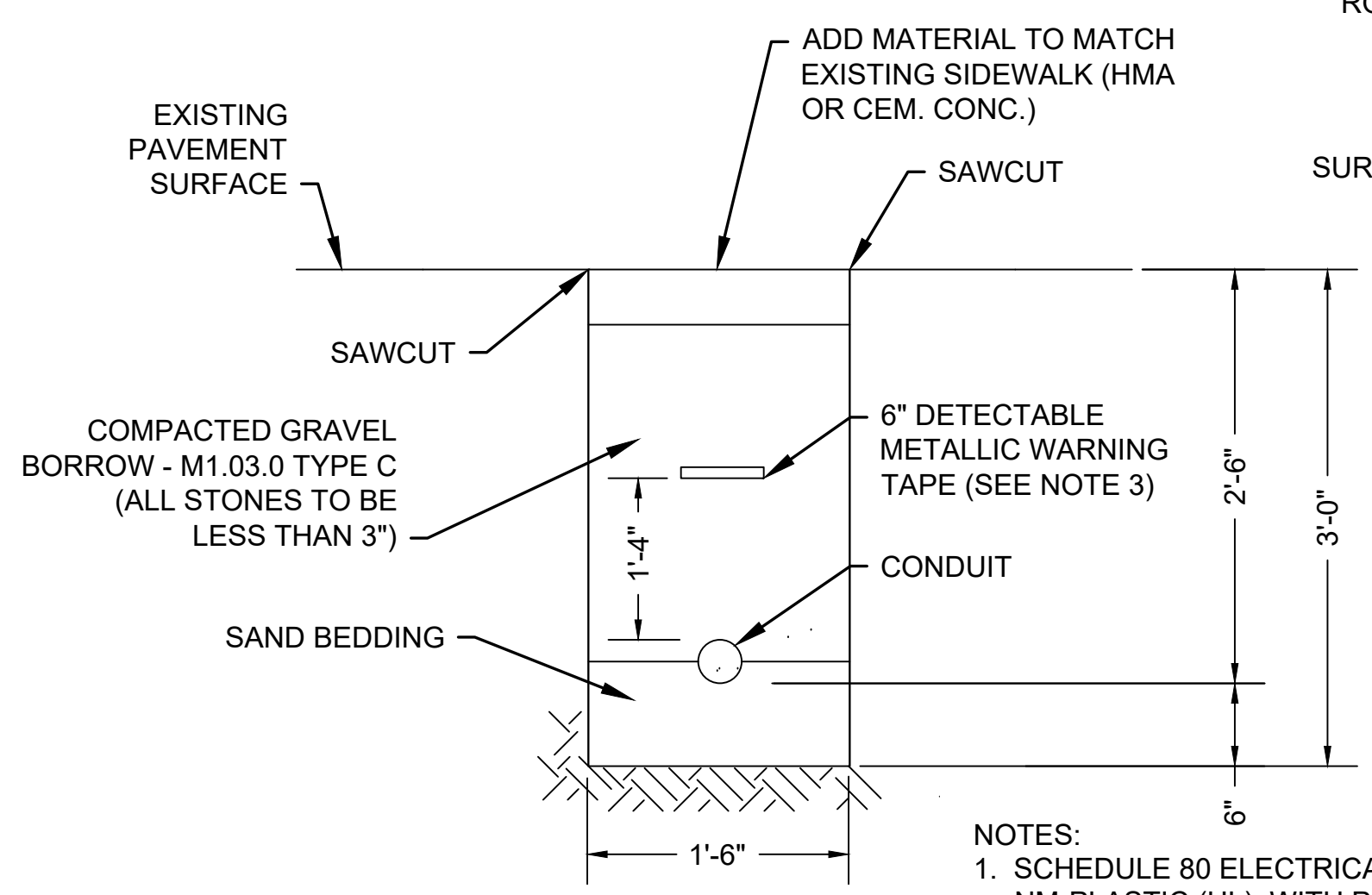
**DETAILS SHOWING SIDEWALK CLEARANCES**



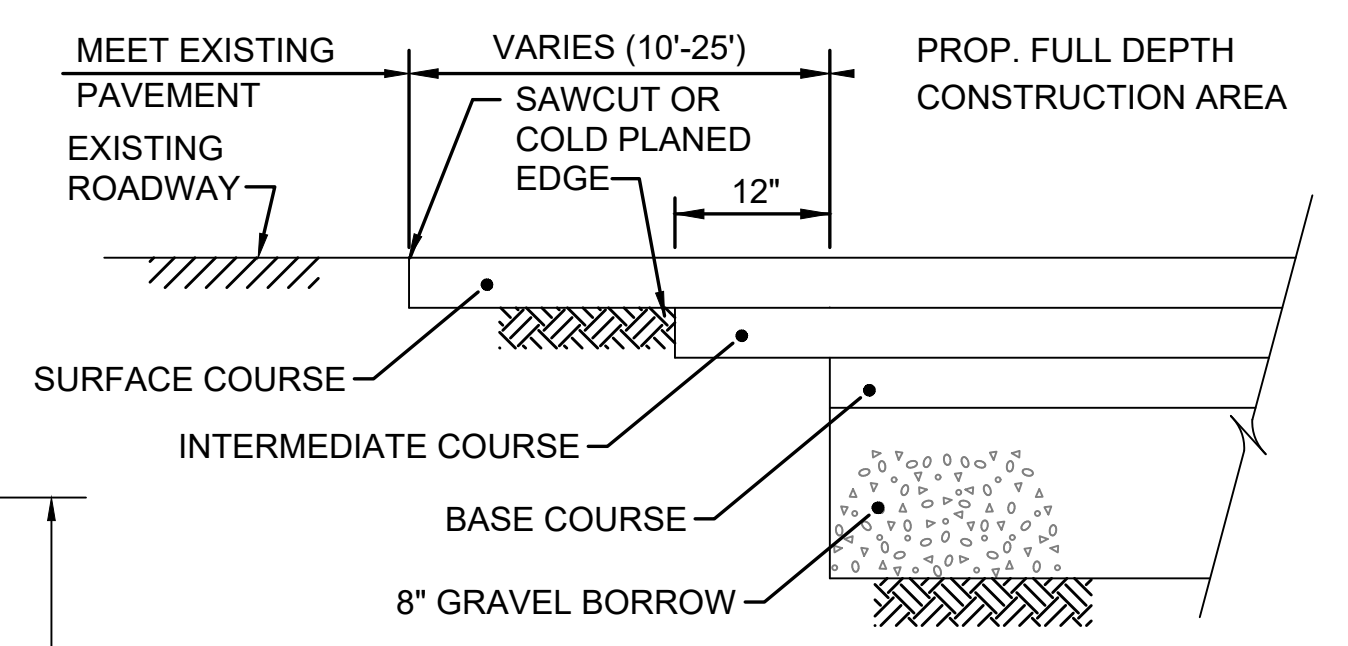
**CONDUIT CROSSING ROADWAY**  
NOT TO SCALE



**CONDUIT UNDER GRASS AREAS**  
NOT TO SCALE



**CONDUIT UNDER SIDEWALK AREAS**  
NOT TO SCALE

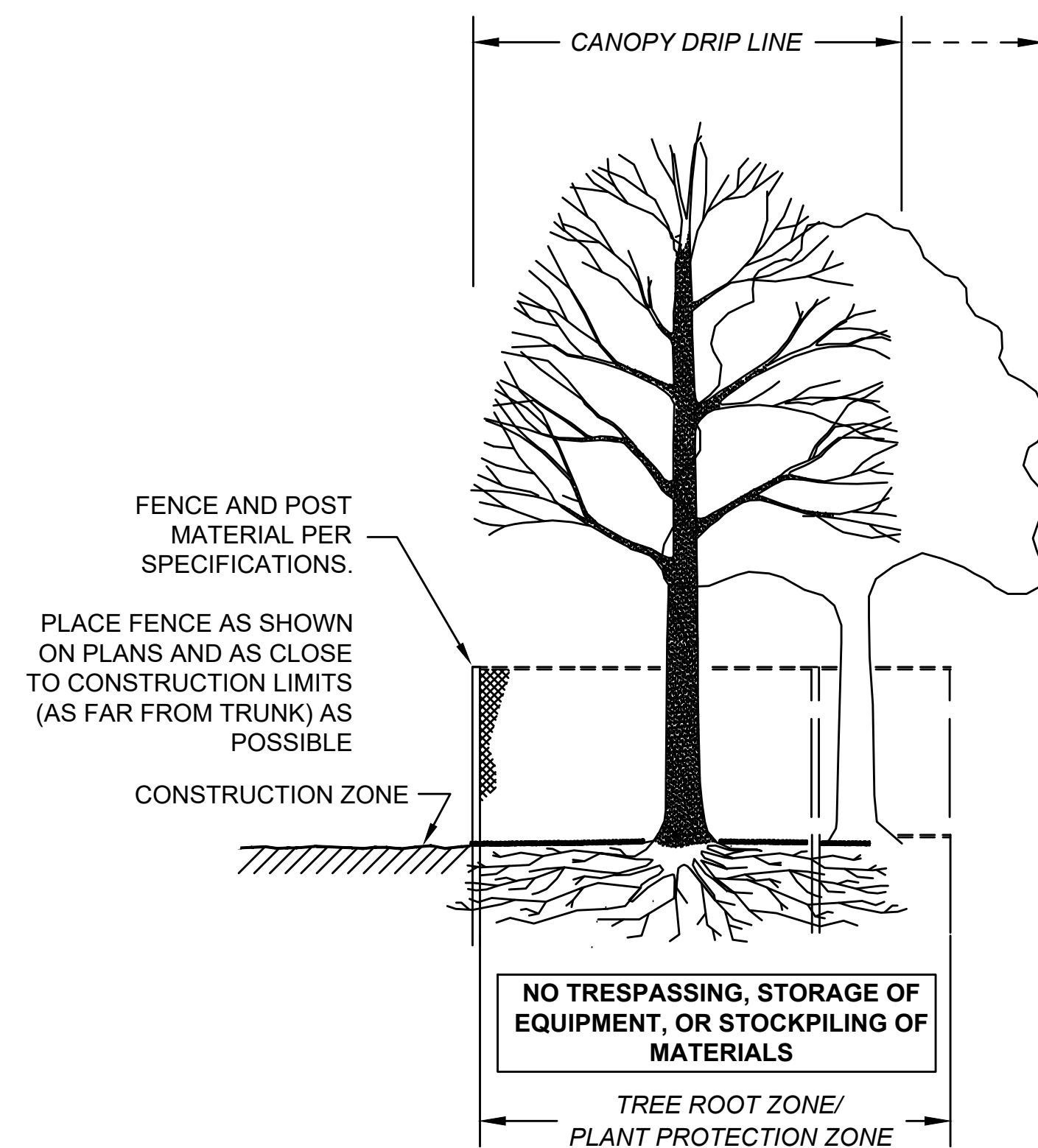


**PAVEMENT TRANSITION**  
NOT TO SCALE

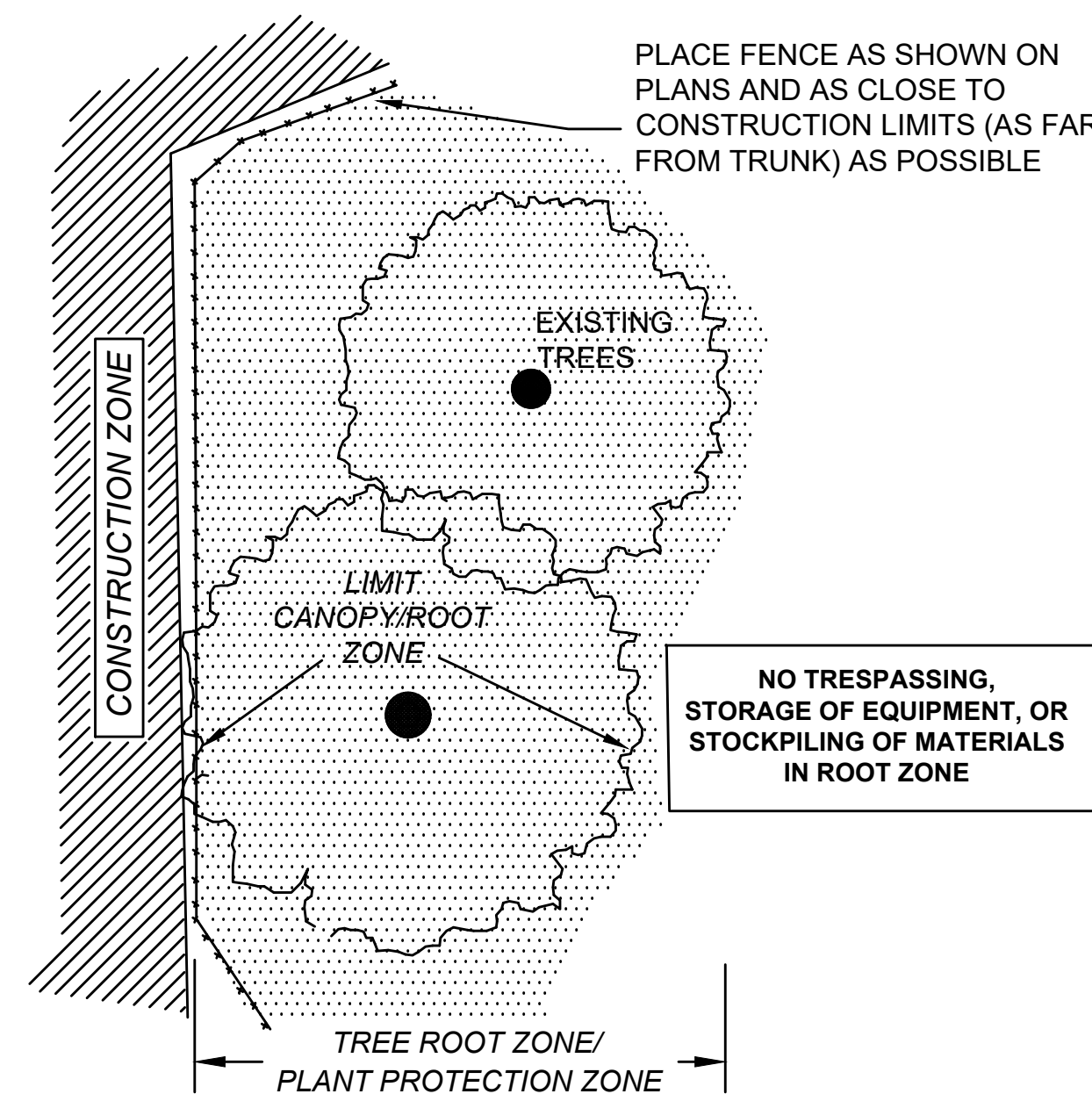
- NOTES:
1. SCHEDULE 80 ELECTRICAL CONDUIT TYPE NM-PLASTIC (UL), WITH PULL ROPE UNLESS OTHERWISE APPROVED BY MASSDOT.
  2. CONTROL DENSITY FILL SHALL MEET THE REQUIREMENTS OF SUBSECTION M4.08.0
  3. WARNING TAPE SHALL BE PER CURRENT APWA STANDARDS.

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	68	136
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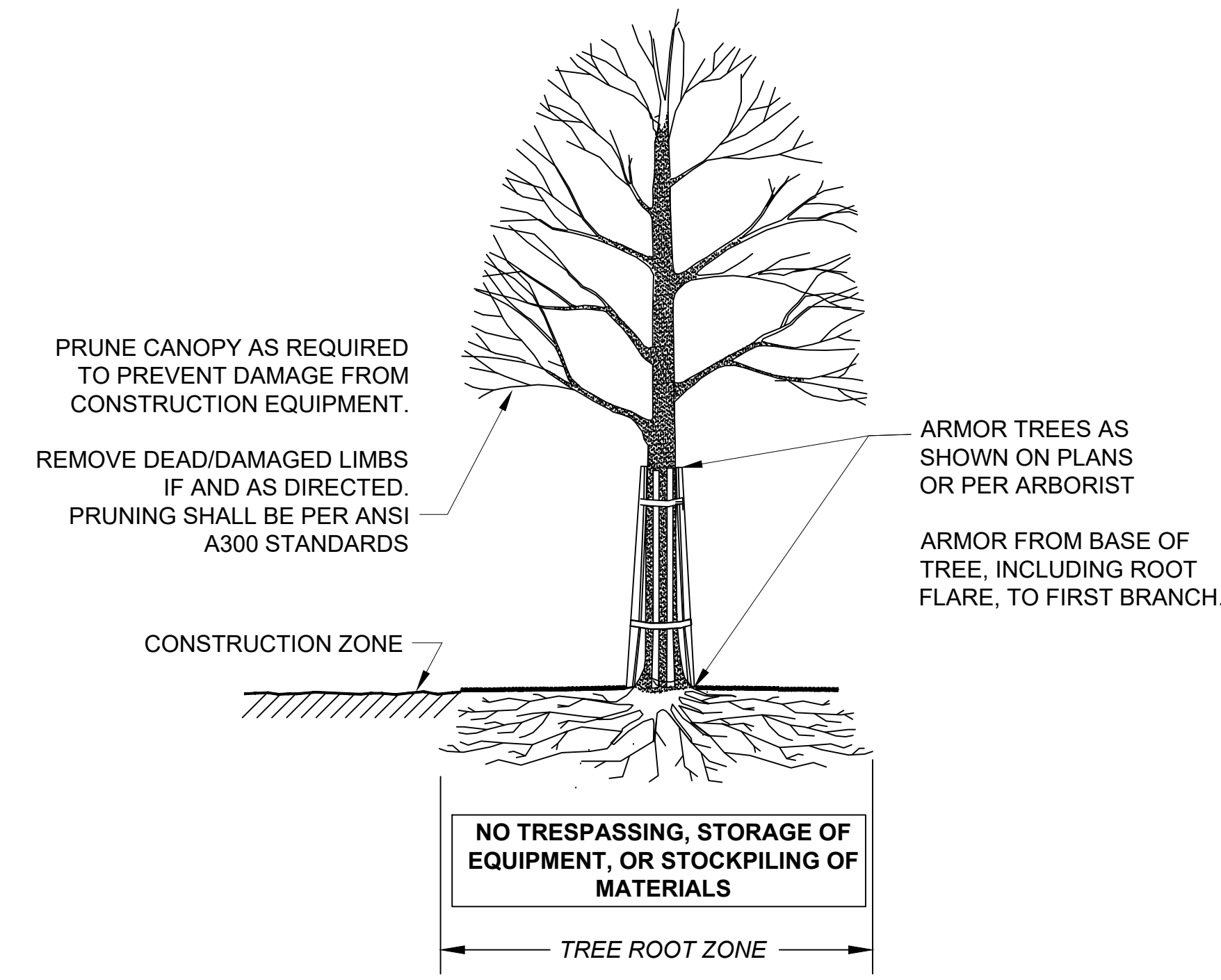
CONSTRUCTION DETAILS



SECTION - FENCE PROTECTION OF ROOT ZONE



PLAN VIEW - FENCE PROTECTION OF ROOT ZONE

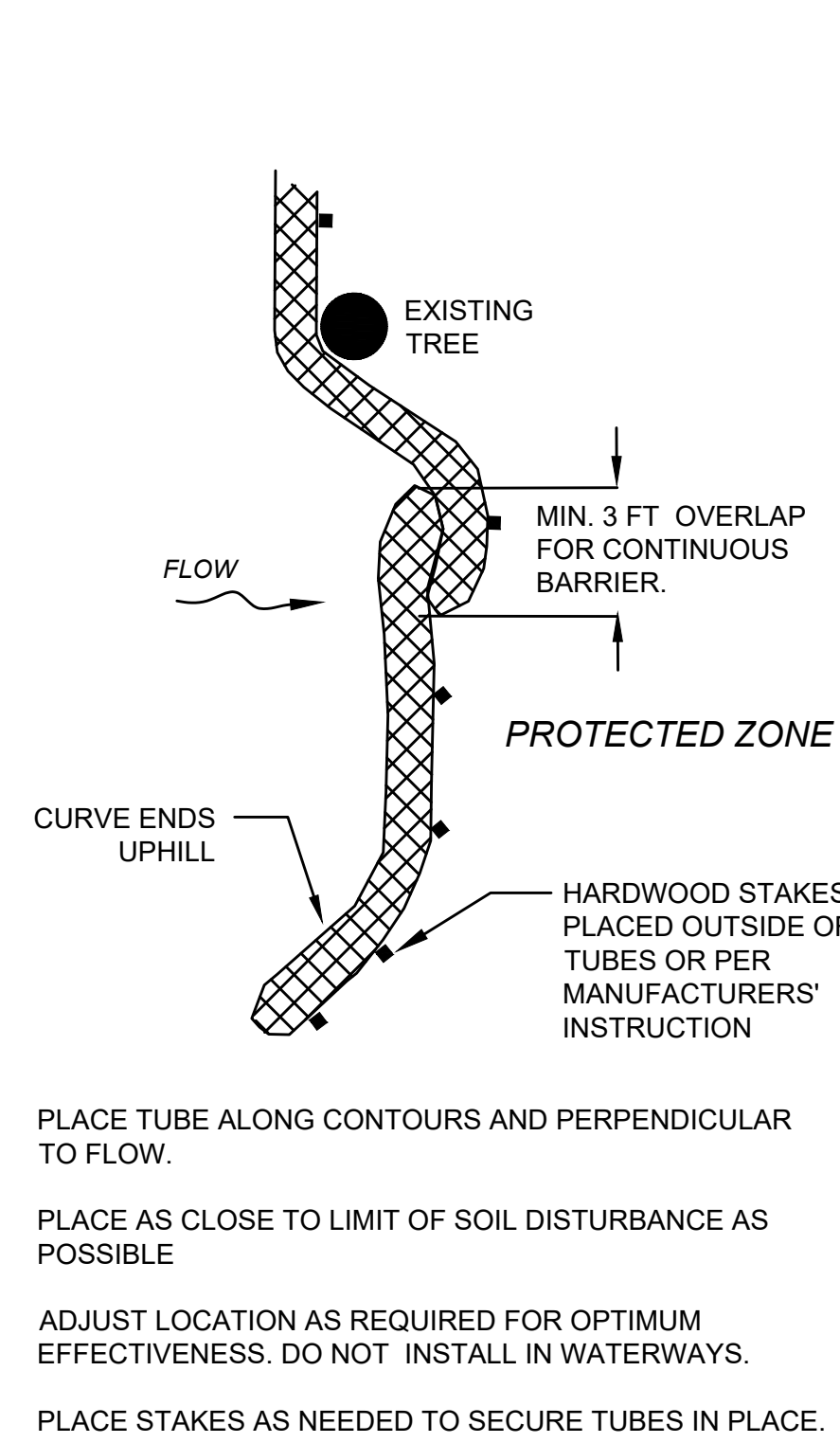


SECTION - TRUNK ARMORING & PRUNING

TREE PROTECTION - TRUNK

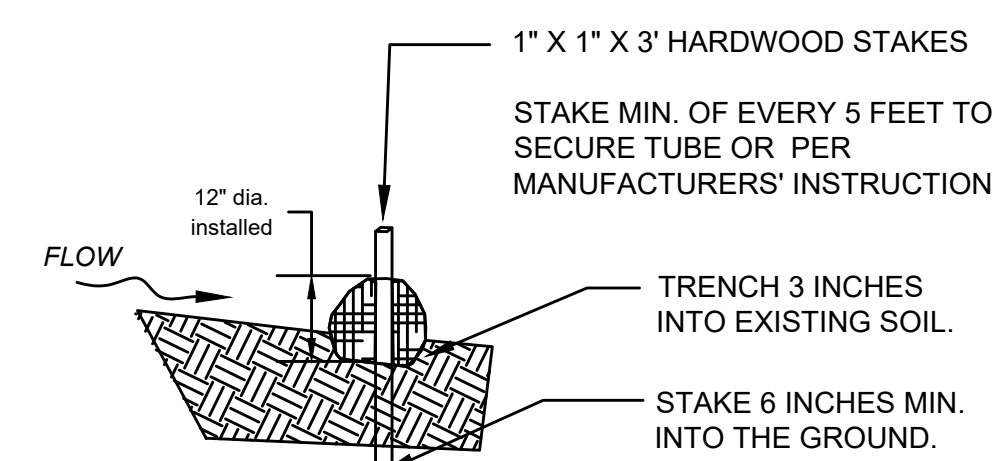
TREE PROTECTION - ROOT ZONE

NOT TO SCALE



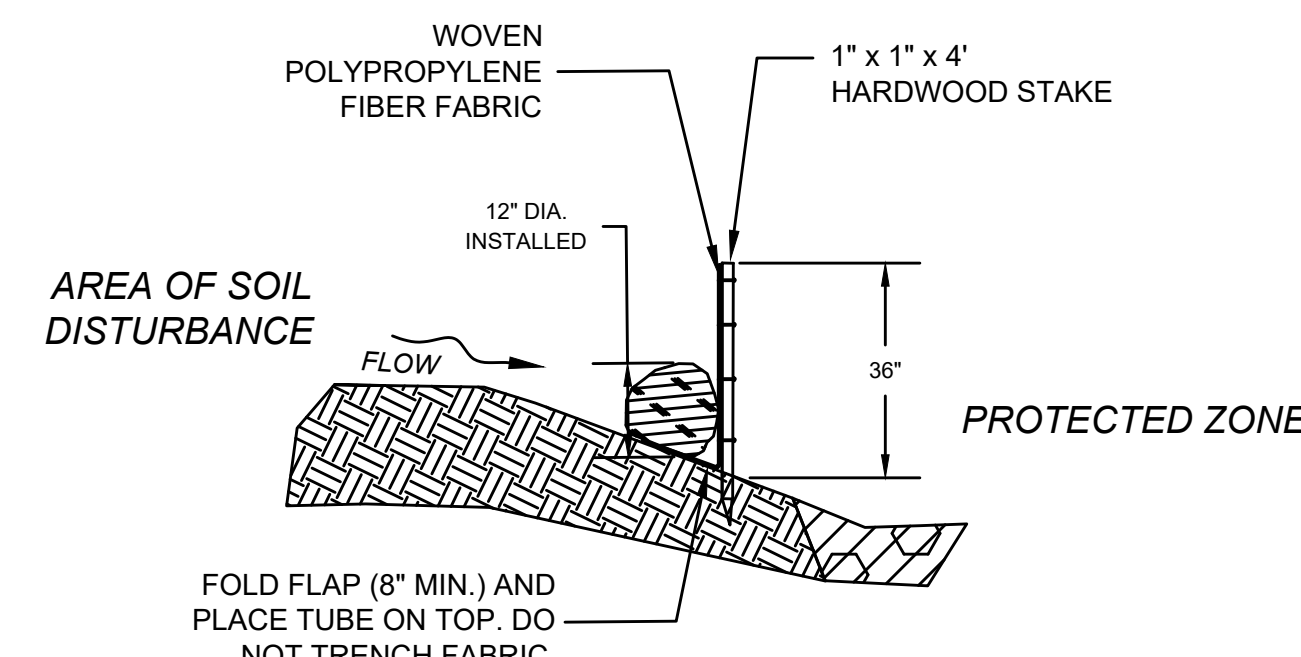
SEDIMENT BARRIER - COMPOST FILTER TUBE

NOT TO SCALE



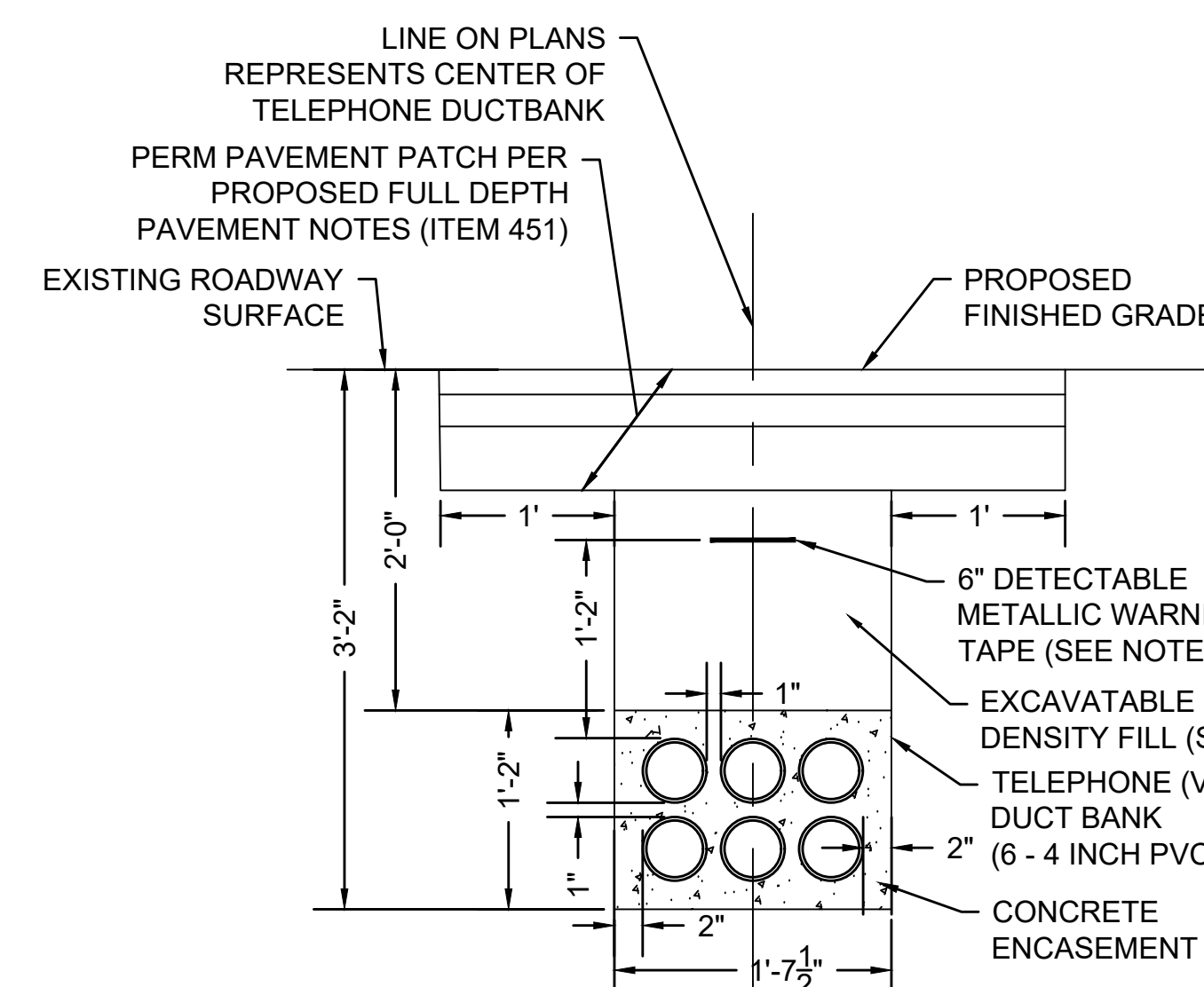
SECTION  
12 INCH STRAW WATTLE

NOT TO SCALE

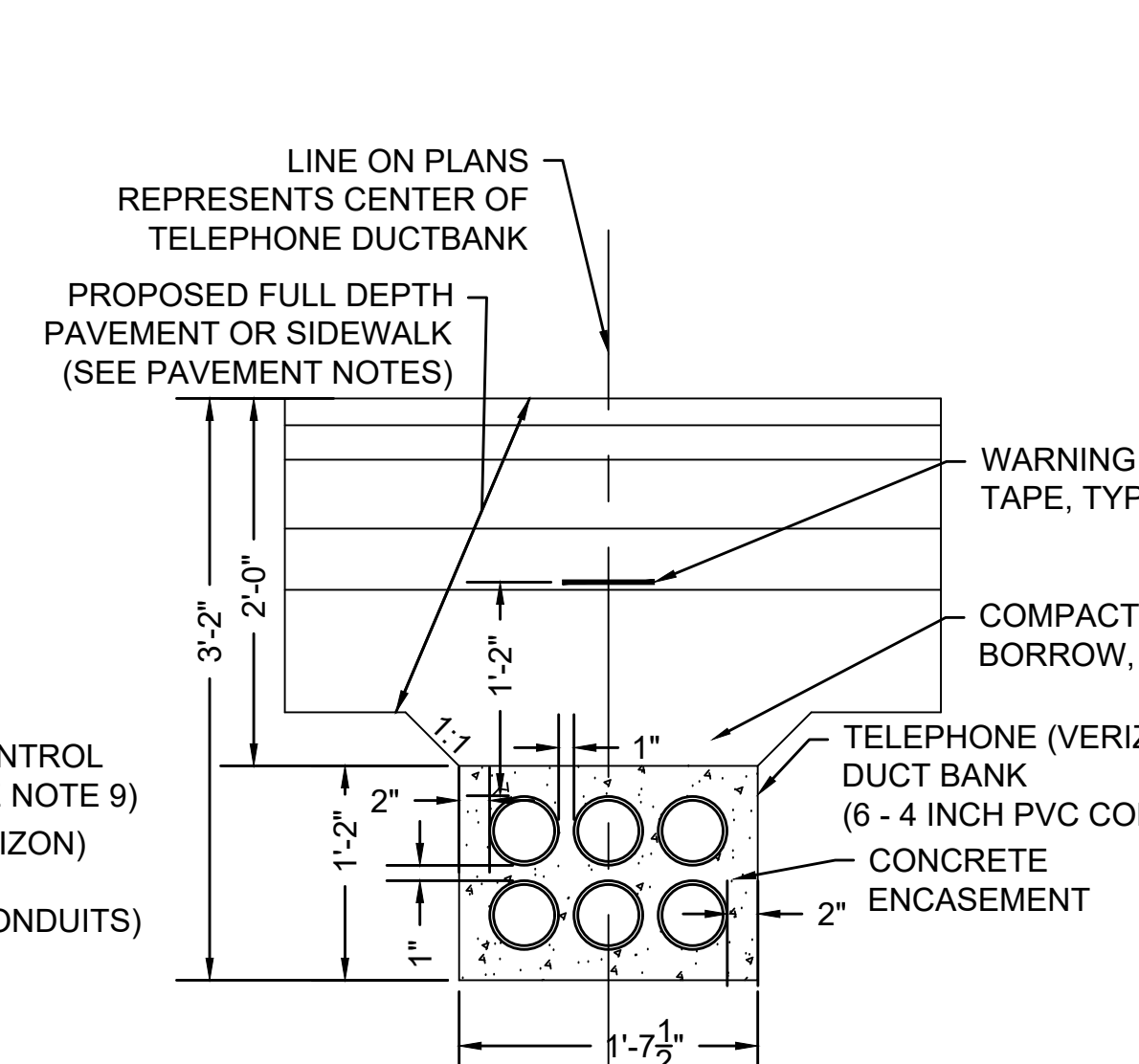


SECTION  
COMPOST FILTER TUBE & SILT FENCE

NOT TO SCALE



TELEPHONE TRENCH  
AT PROPOSED PAVEMENT FINE MILLING AND OVERLAY



TELEPHONE TRENCH  
AT PROPOSED FULL DEPTH PAVEMENT OR SIDEWALK

TELEPHONE DUCT BANK

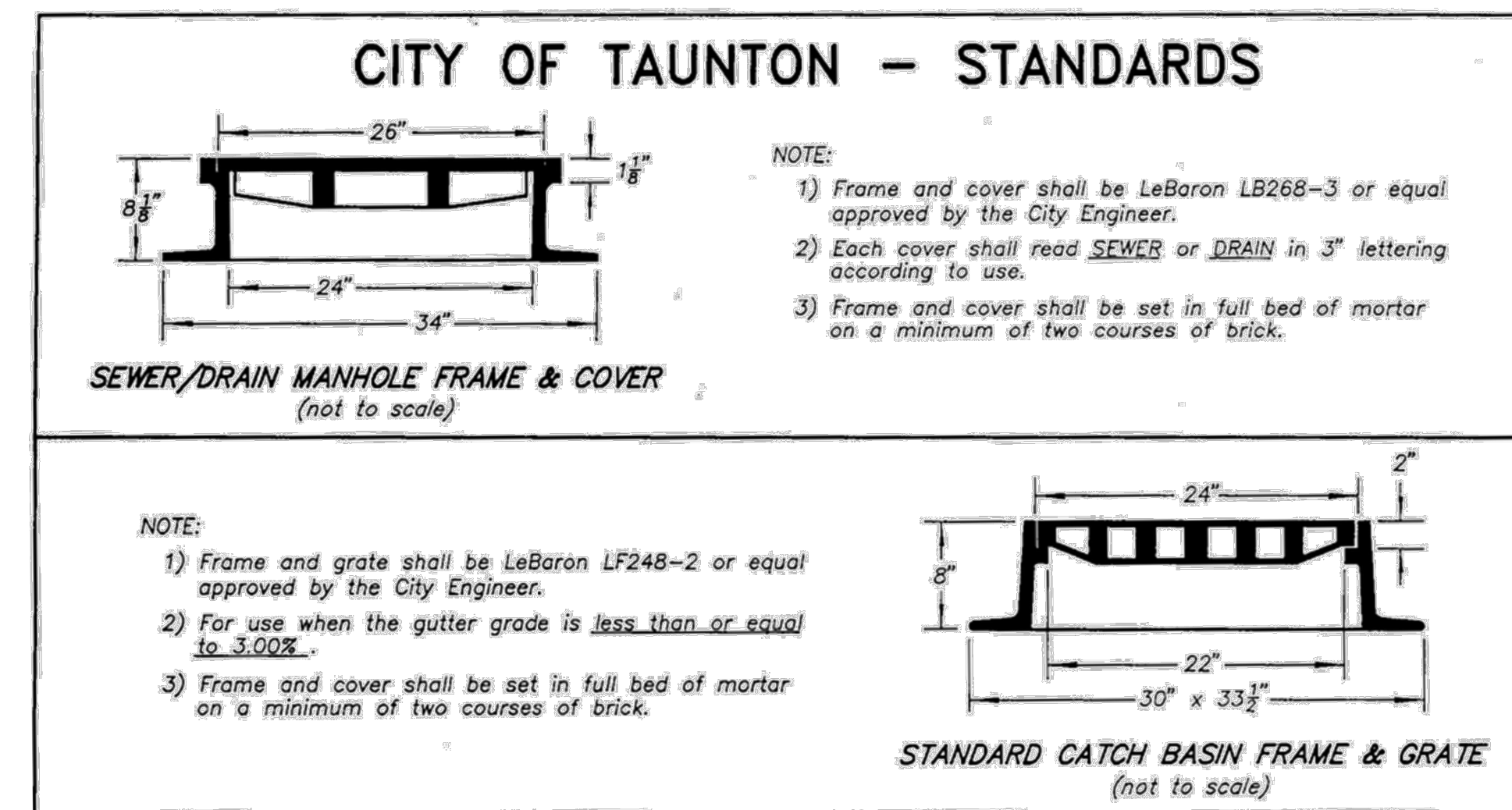
NOT TO SCALE

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. 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 DUCT BANKS WILL HAVE 6 INCH, COLOR ORANGE, DETECTABLE METALLIC WARNING TAPE PLACED 12 INCHES ABOVE EACH CONCRETE ENCASEMENT. WARNING TAPE SHALL BE PER CURRENT APWA STANDARDS.
5. A UTILITY COMPANY REPRESENTATIVE FROM VERIZON SHALL BE PRESENT FOR ALL TELEPHONE CONDUIT INSTALLED.
6. A MINIMUM OF 12 INCHES OF SEPARATION IS REQUIRED FOR CROSSINGS WITH GAS, WATER, SEWER AND DRAINAGE.
7. CONDUITS SHALL BE BLOWN CLEAN USING COMPRESSED AIR. RUN MANDREL THRU EACH CONDUIT TO CONFIRM VIABLE PATHWAY.
8. WOVEN POLYESTER MULE TAPE WITH MINIMUM STRENGTH OF 2500 LB TENSILE STRENGTH TO BE INSTALLED WITHIN EACH CONDUIT.
9. CONTROLLED DENSITY FILL SHALL MEET THE REQUIREMENTS OF SUBSECTION M4.08.0

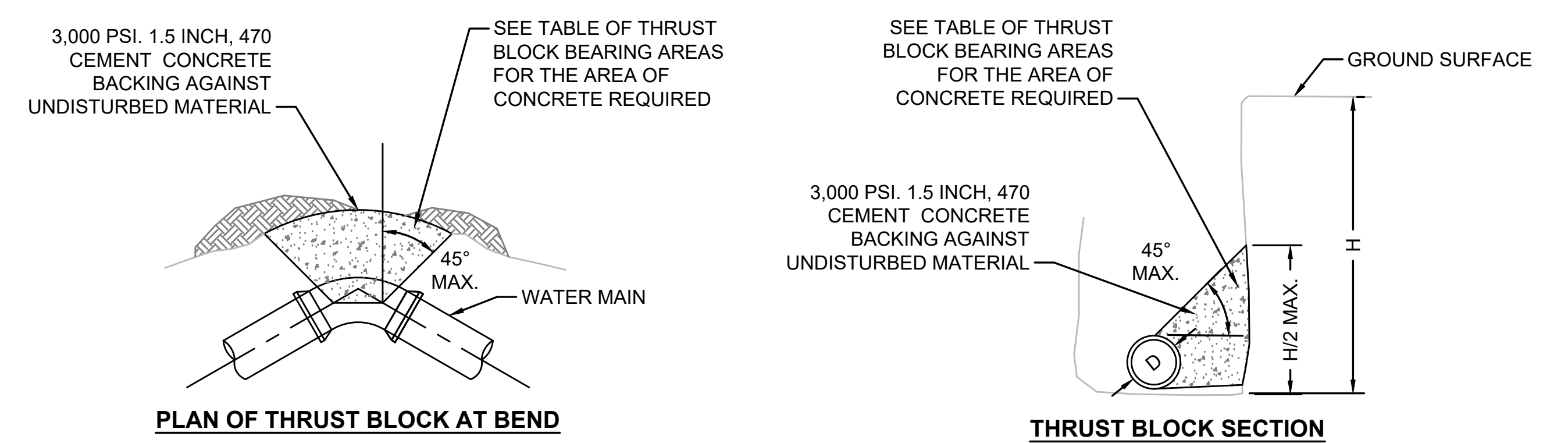
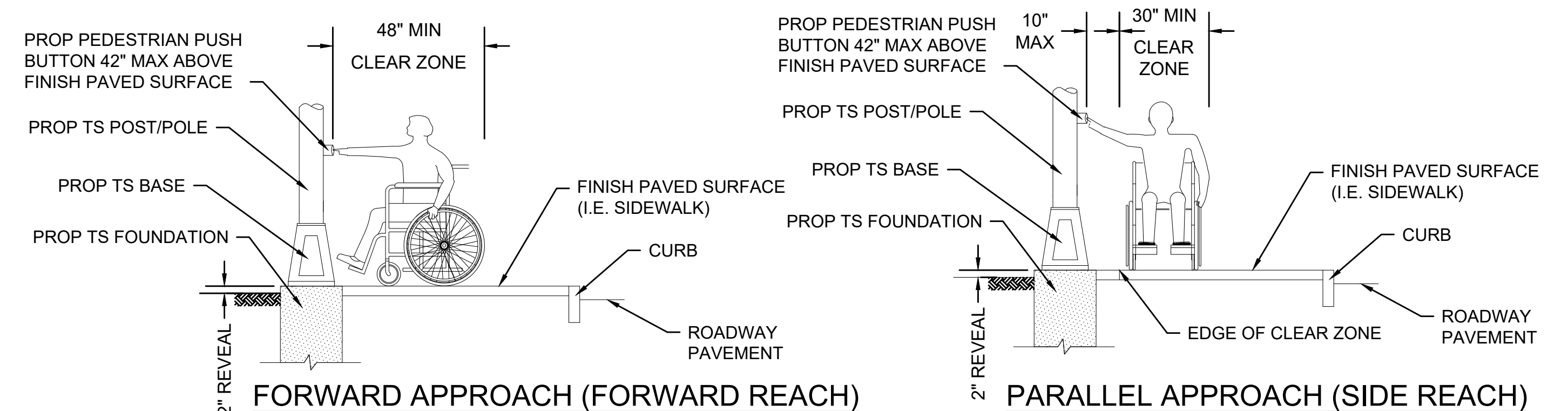


**CONSTRUCTION DETAILS**



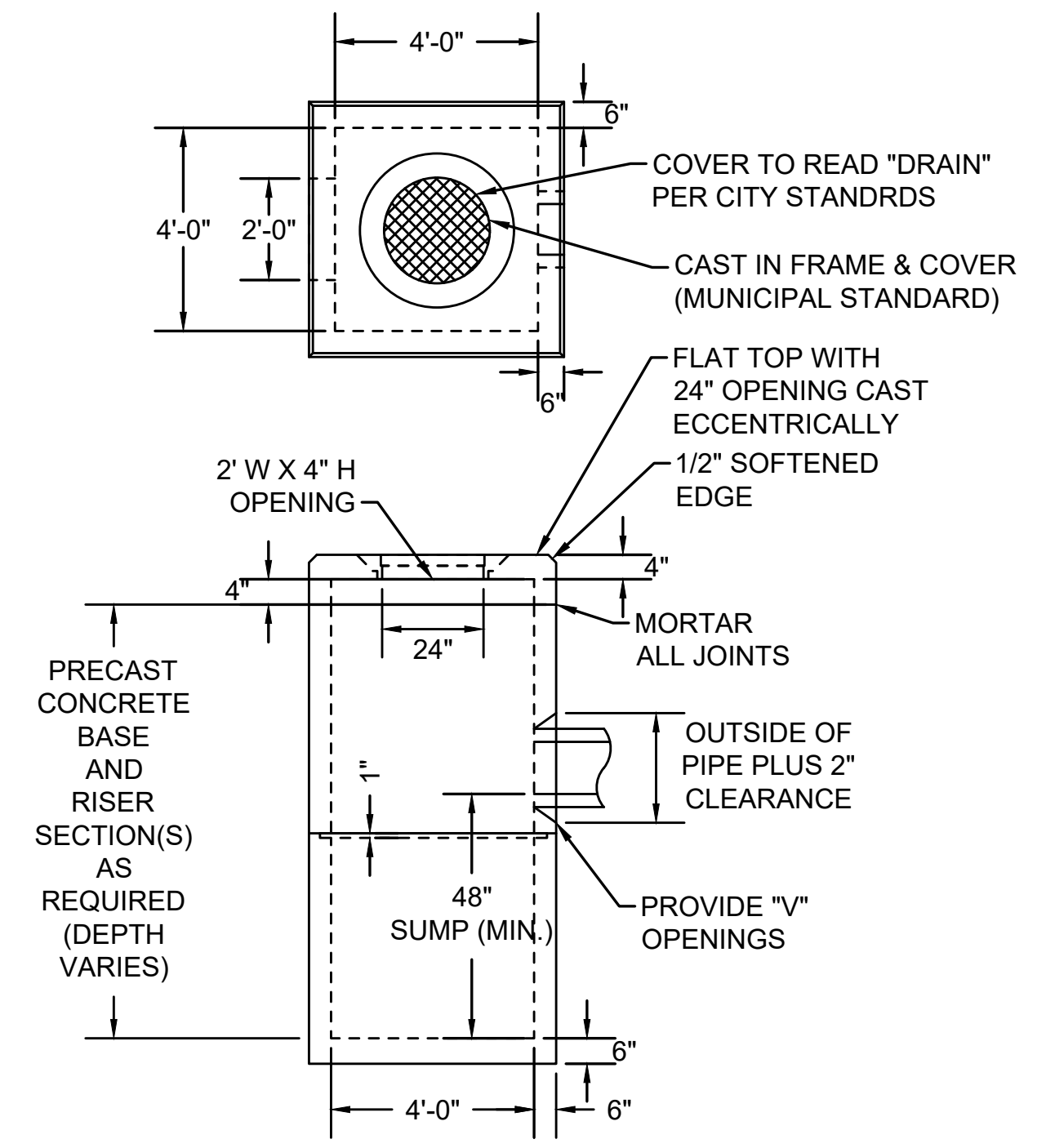
**NOTES:**  
 1. REFER TO THE EAST JORDAN IRON WORKS CROSS REFERENCE GUIDE FOR UPDATED MODEL NUMBERS.

**MUNICIPAL STANDARD FRAME AND COVER/GRATE**  
 NOT TO SCALE

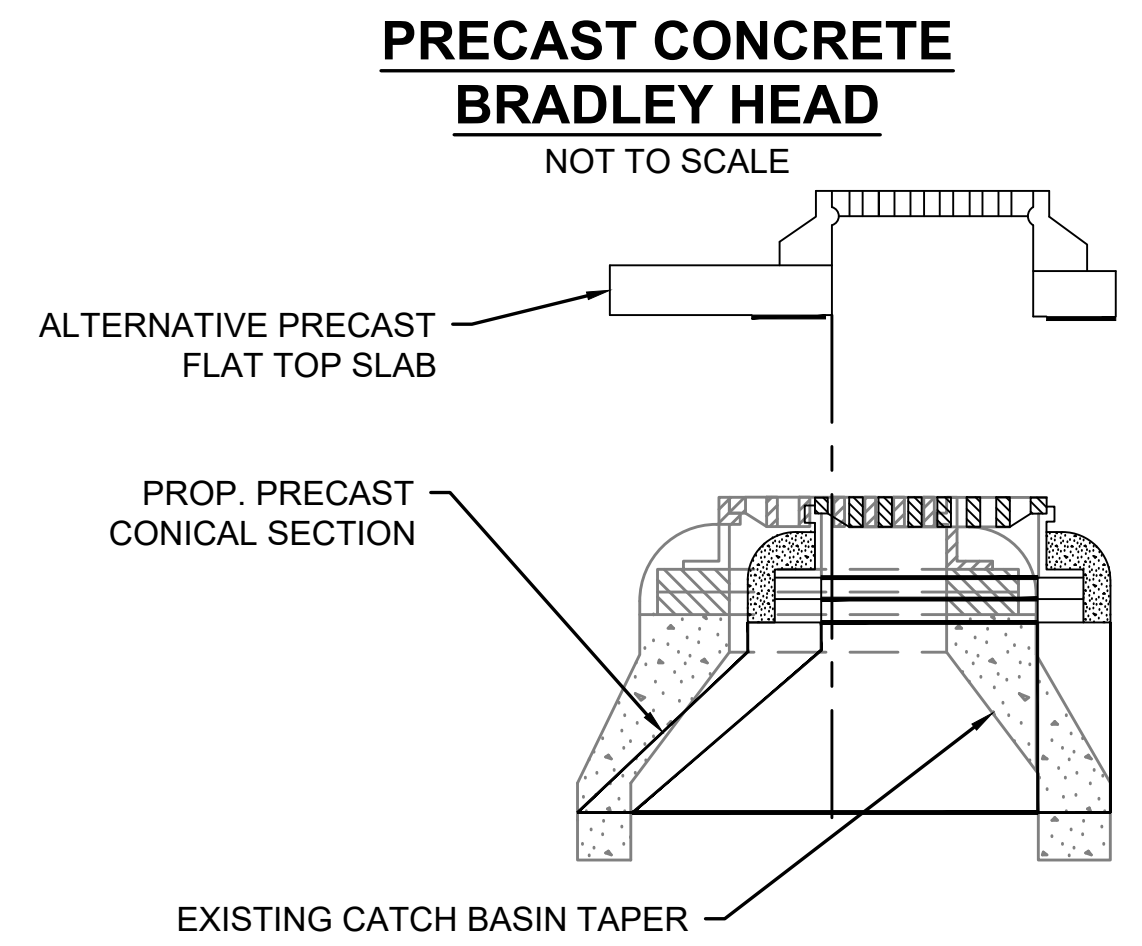


**NOTES:**  
 1. ALL ELBOWS, BENDS, AND CAPS SHALL BE BRACED WITH CONCRETE THRUST BLOCKS. JOINTS SHALL NOT BE ENCASED IN CONCRETE.  
 2. BEARING AREA IS AREA OF CONCRETE IN CONTACT WITH WALL OF TRENCH (HXL).  
 3. HEIGHT AND LENGTH AS REQUIRED TO OBTAIN BEARING AREA SHOWN IN THE TABLE W/H APPROX. 1/2L.  
 4. THRUST BLOCK SIZING BASED ON 150 PSI WATER PRESSURE AND 2000 PSI SAIL BEARING CAPACITY.

**WATER MAIN THRUST BLOCK DETAIL**  
 NOT TO SCALE



**NOTES:**  
 1. CONCRETE STRENGTH 4,000 PSI @ 28 DAYS.  
 2. CEMENT: PORTLAND TYPE II PER ASTM C150.  
 3. STEEL REINFORCING PER ASTM A-615, GRADE 60.  
 4. MIN. 0.12 SQ. IN STEEL PER VERTICAL FOOT, PLACED ACCORDING TO AASHTO DESIGNATION M199.  
 5. DESIGN LOADING PER AASHTO H-20.  
 6. FACE OF PIPE FLUSH OR NOT TO PROJECT MORE THAN 4" FROM FACE OF WALL ALONG CENTERLINE OF PIPE.



**REMODELED CATCH BASIN (CB) TREATMENT**  
 NOT TO SCALE

**CB TREATMENT NOTES:**  
 1. BASED ON ACTUAL FIELD CONDITIONS; THE CONTRACTOR SHALL DETERMINE WHICH STYLE OF TOP SECTION SHOULD BE USED.  
 2. CATCH BASIN FRAME AND GRATE SHALL BE SET IN FULL MORTAR BED. ADJUST TO GRADE WITH CLAY BRICK AND MORTAR (2 BRICK COURSES TYPICALLY, 5 BRICK COURSES MAXIMUM)

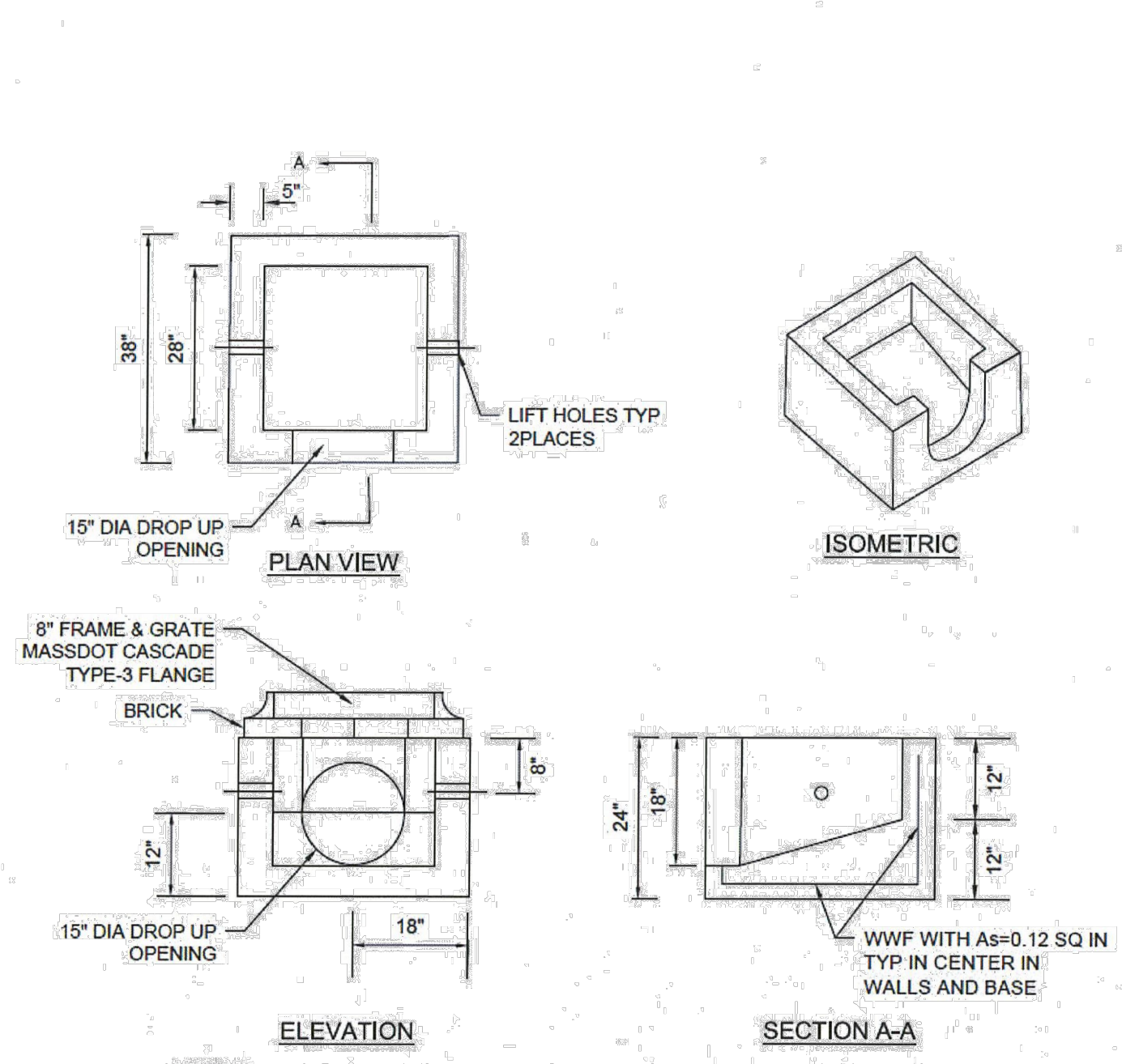
**RESTRAINED JOINT LENGTHS FOR DI WATER MAIN**

6-INCH			
END	45° BEND	22.5' BEND	6 FT
49 FT	18 FT	6 FT	

8-INCH			
END	45° BEND	22.5' BEND	8X6 RED.
64 FT	21 FT	8 FT	27 FT

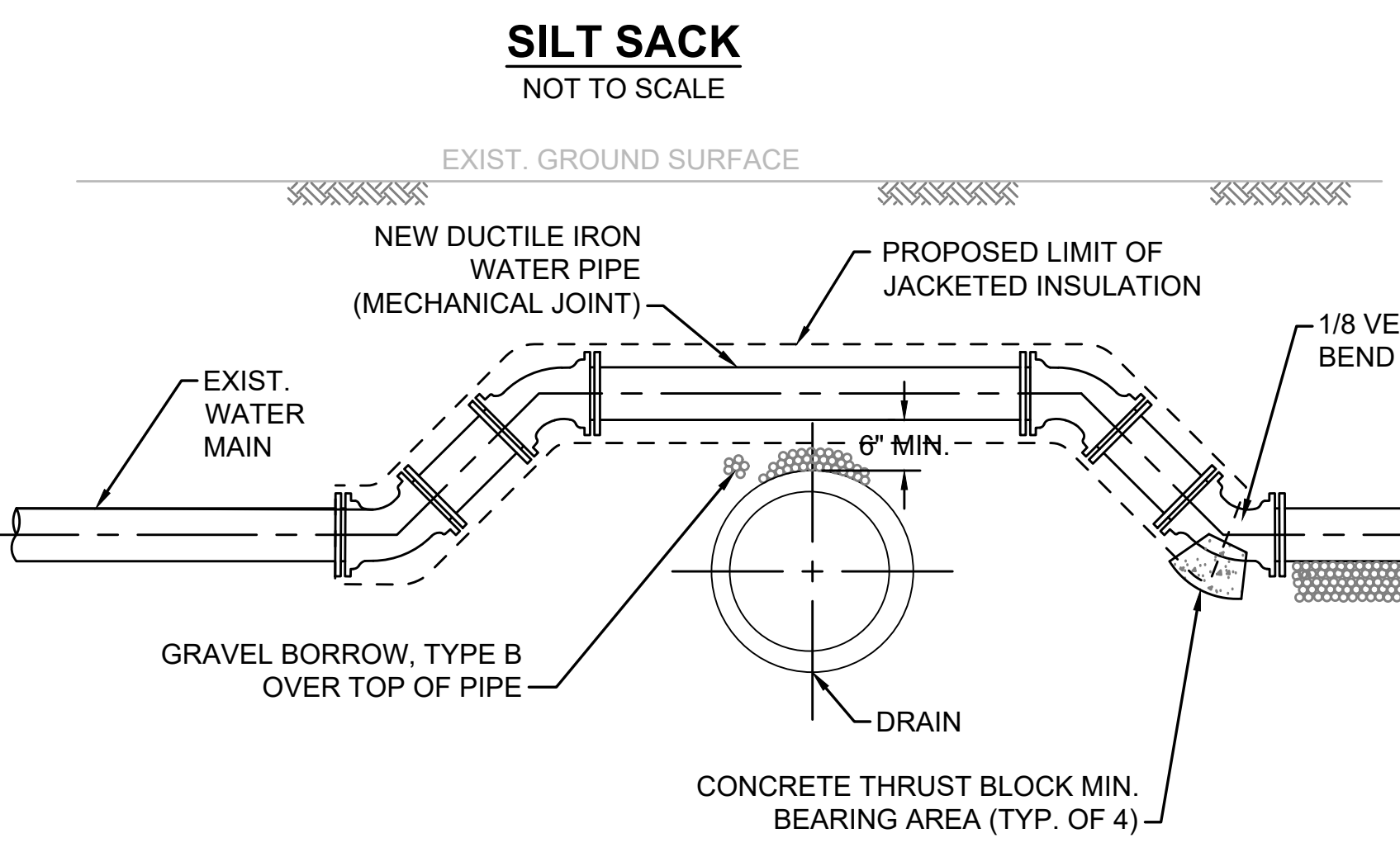
12-INCH			
END	45° BEND	22.5' BEND	12X8 RED.
91 FT	27 FT	11 FT	49 FT

LENGTHS APPLY TO BOTH SIDES OF BENDS.



**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.

**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.  
 3. CATCH BASIN EROSION CONTROL TO BE PLACED AT ALL CATCH BASIN WITHIN PROJECT LIMITS.

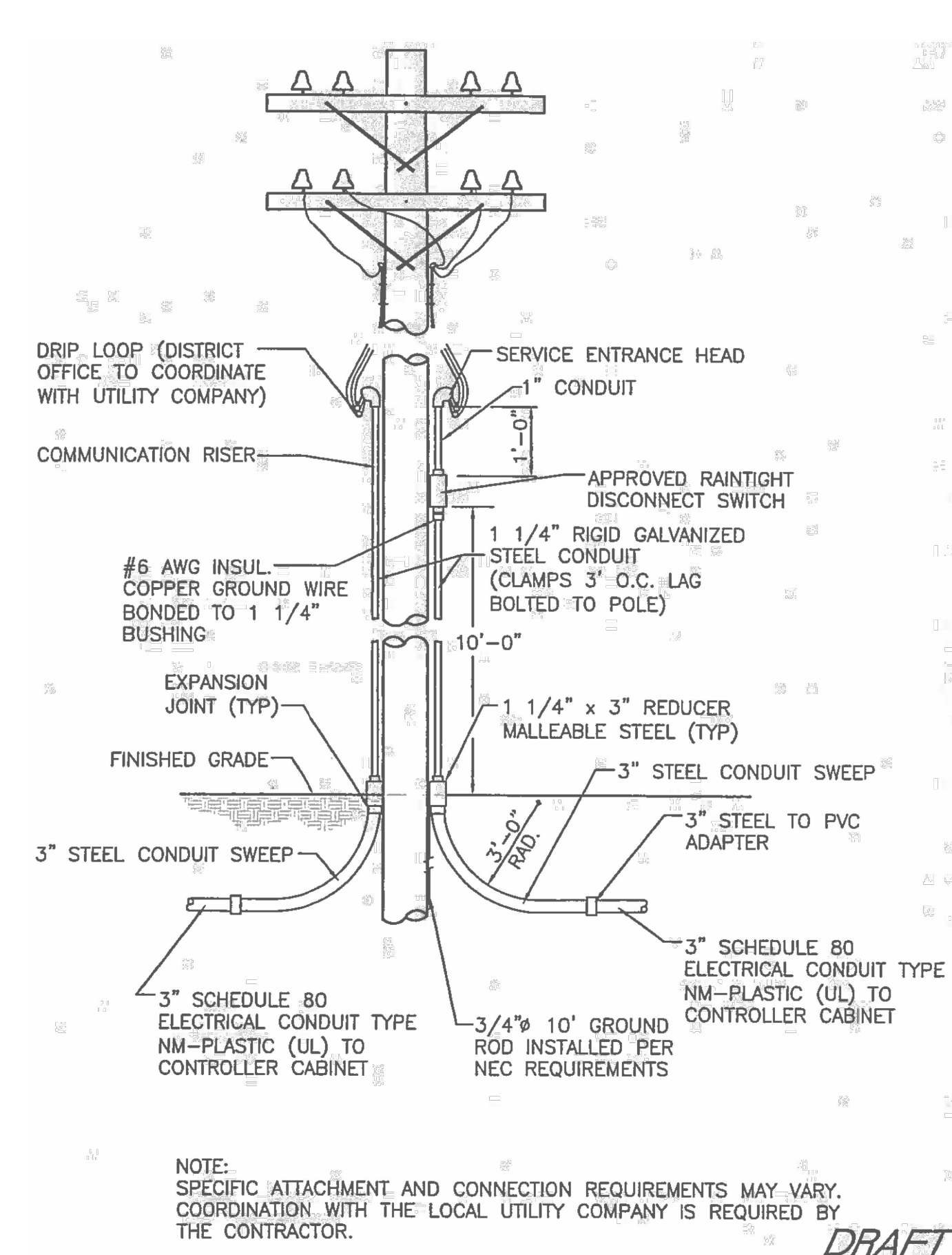


**WATER RELOCATION DETAIL**  
 NOT TO SCALE

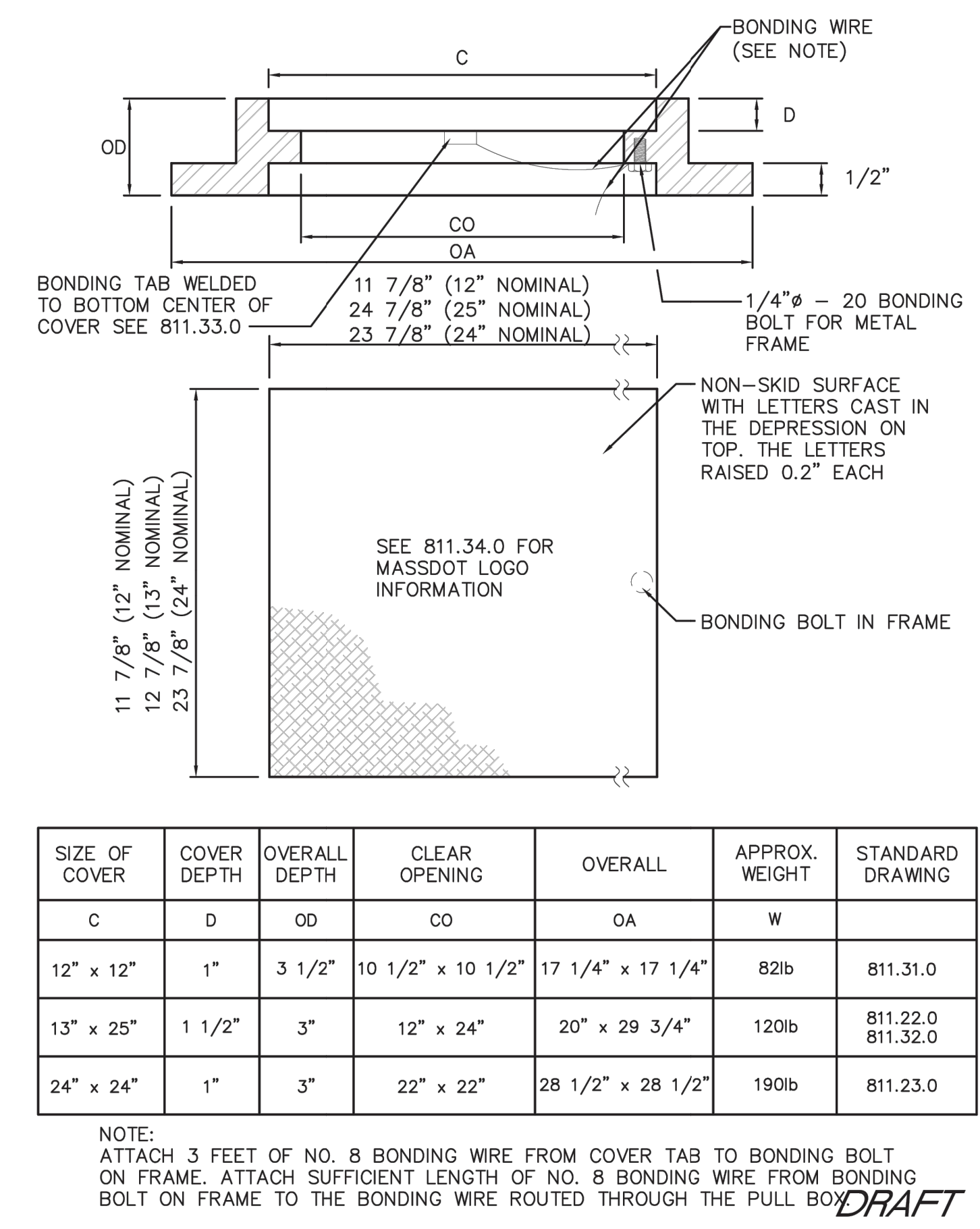


STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	70	136
PROJECT FILE NO.		608753	

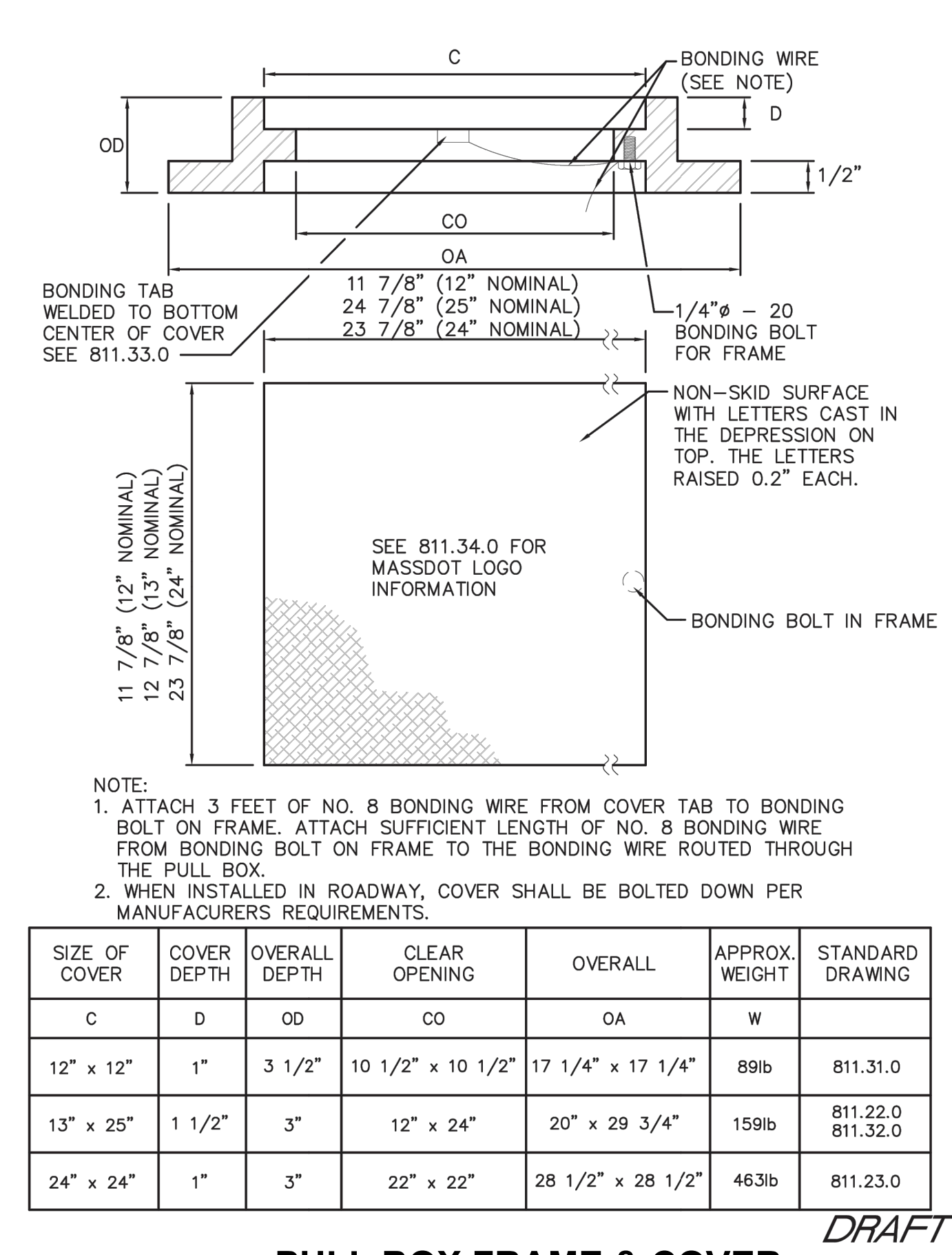
CONSTRUCTION DETAILS



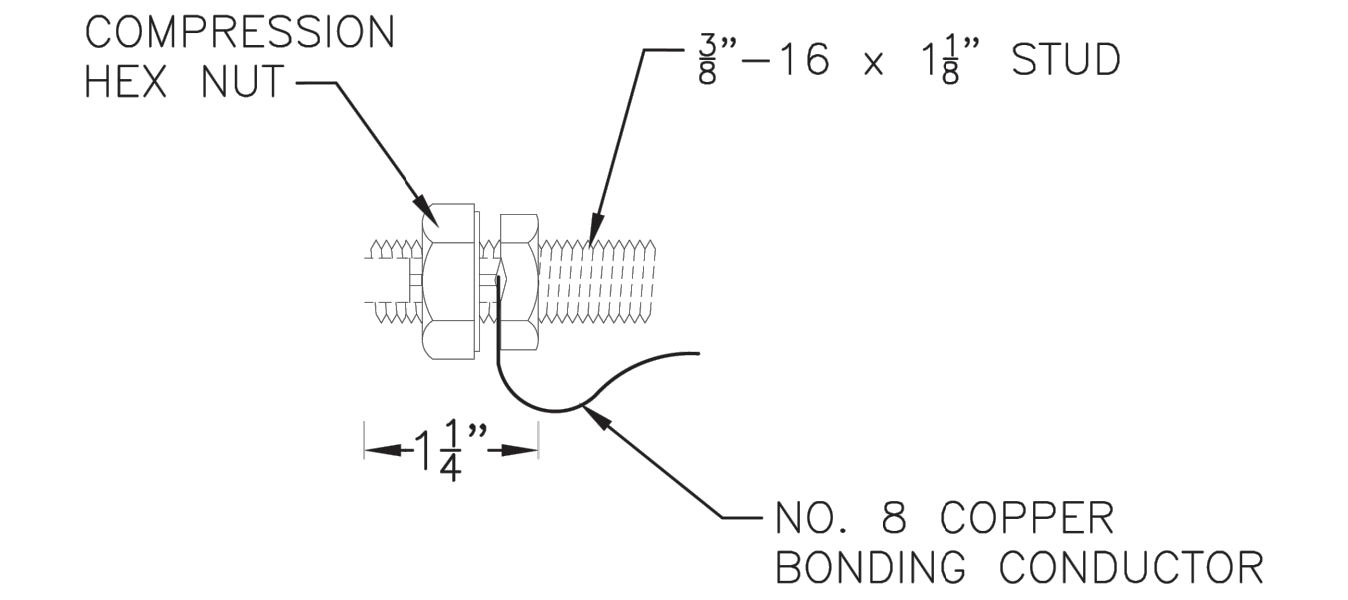
**TRAFFIC SIGNAL SERVICE CONNECTION - OVERHEAD**  
NOT TO SCALE



**PULL BOX FRAME & COVER NON ROADWAY**  
NOT TO SCALE

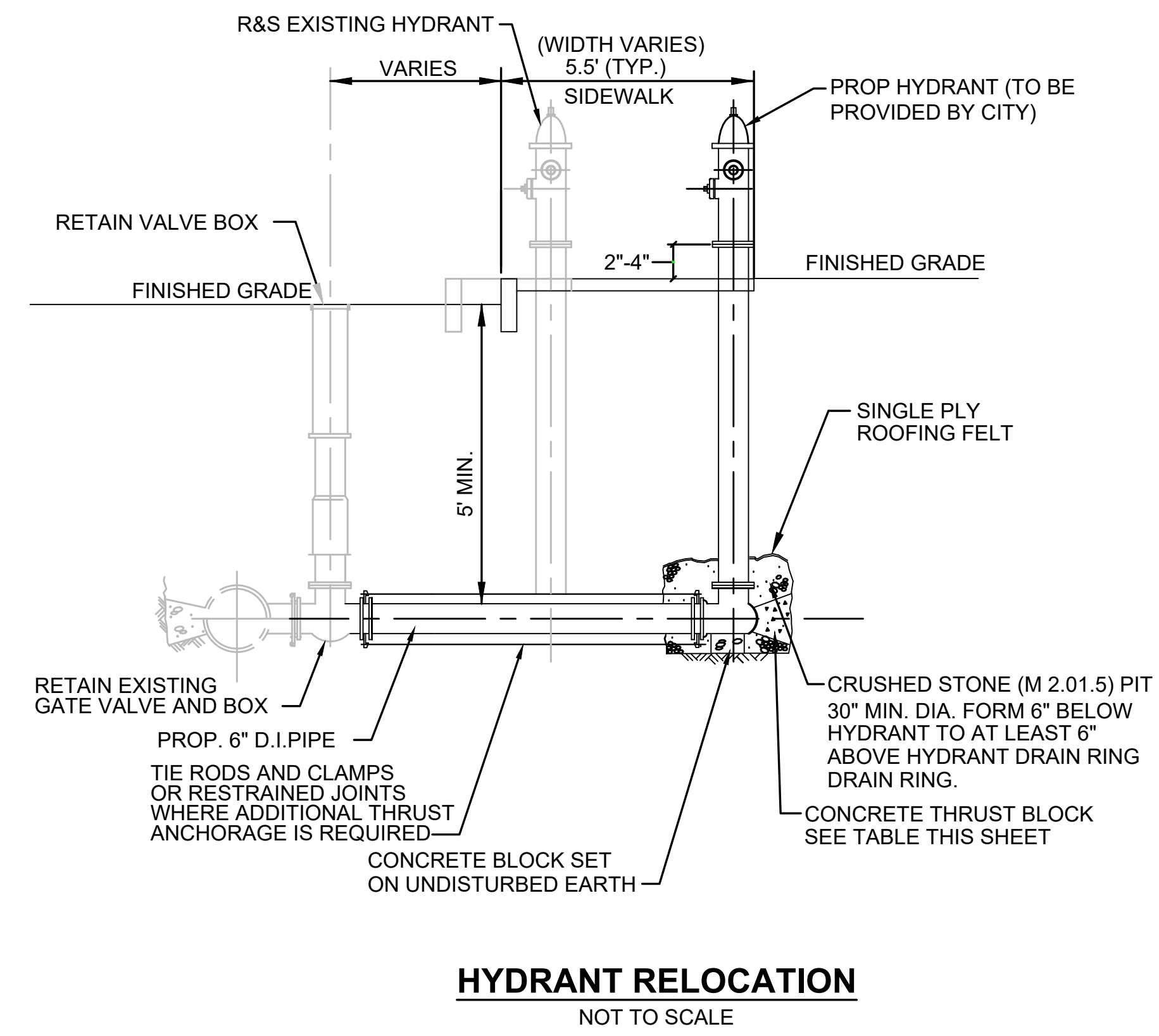


**PULL BOX FRAME & COVER H-20 & HS-20 LOAD**  
NOT TO SCALE

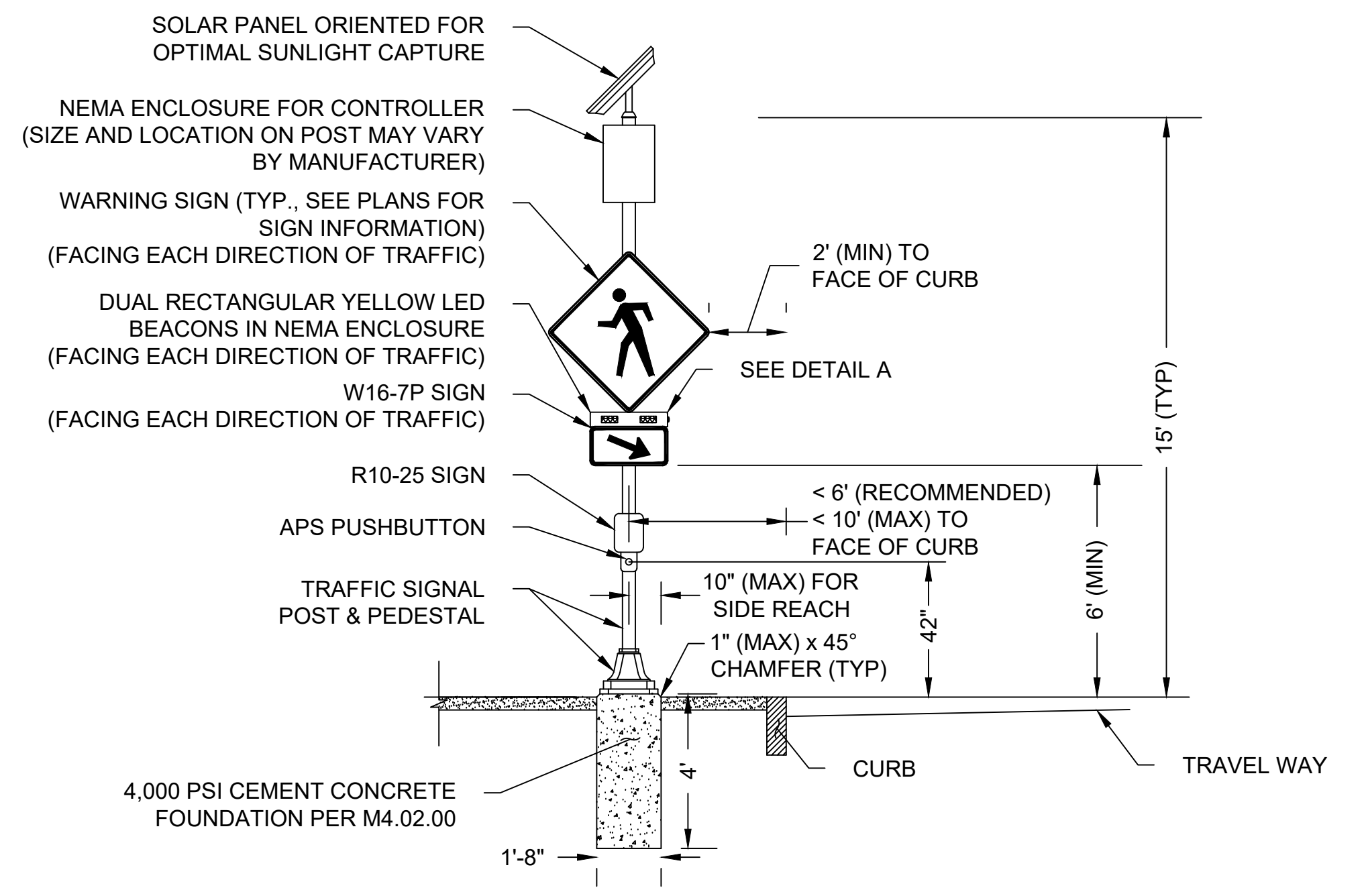


**BONDING LUG**  
NOT TO SCALE

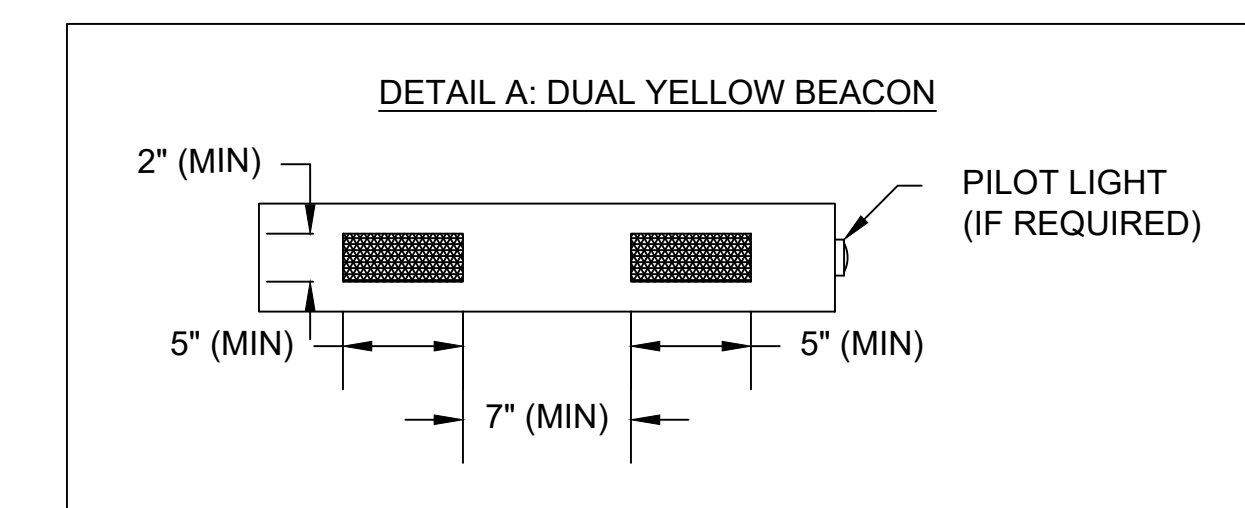
- NOTES:
- BONDING POST CONNECTOR SHALL BE LONG STUD TYPE WHICH WILL ACCOMMODATE A DOUBLE CONDUCTOR INSTALLATION.
  - ATTACH 3 FOOT LENGTH OF NO. 8 COPPER BONDING CONDUCTOR FROM BONDING POST CONNECTOR INSTALLED ON COVER TO BONDING POST CONNECTOR INSTALLED ON FRAME.
  - ATTACH FREE END OF BONDING CONDUCTOR ROUTED THROUGH CONDUIT SYSTEM TO BONDING POST CONNECTOR INSTALLED ON THE FRAME.
  - LUG SHALL BE EITHER COPPER OR BRASS.



**HYDRANT RELOCATION**  
NOT TO SCALE



**RECTANGULAR RAPID FLASHING BEACON (ELEVATION VIEW)**  
STATION 62+36±  
(ITEM 825.2)  
NOT TO SCALE

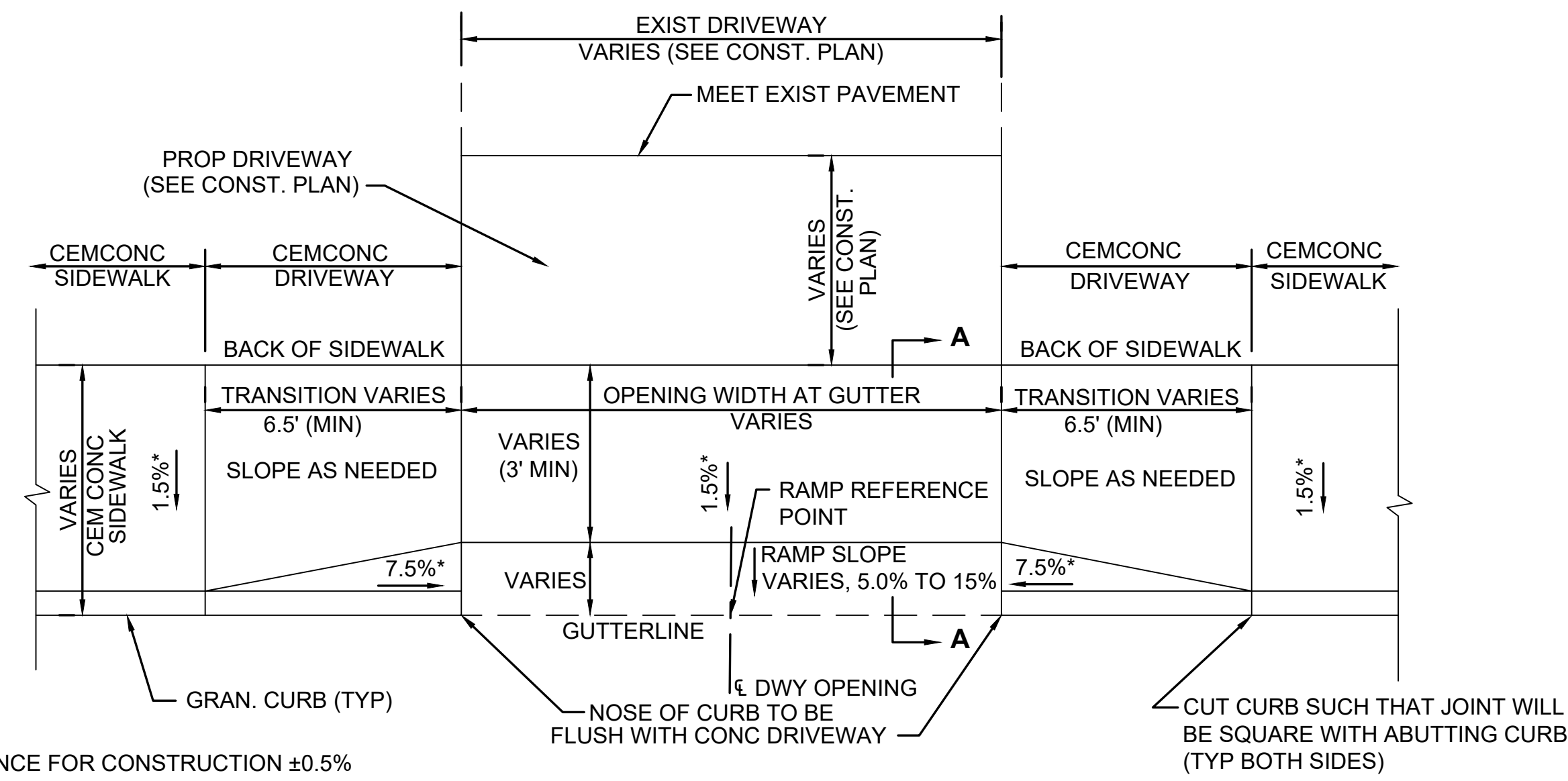


- NOTES:
- CROSSWALK AND ADA/AAB-COMPLIANT RAMPS NOT SHOWN. SEE PLANS FOR LOCATIONS.
  - APS PUSHBUTTONS SHALL BE POSITIONED TO MEET ALL ADA/AAB REQUIREMENTS.

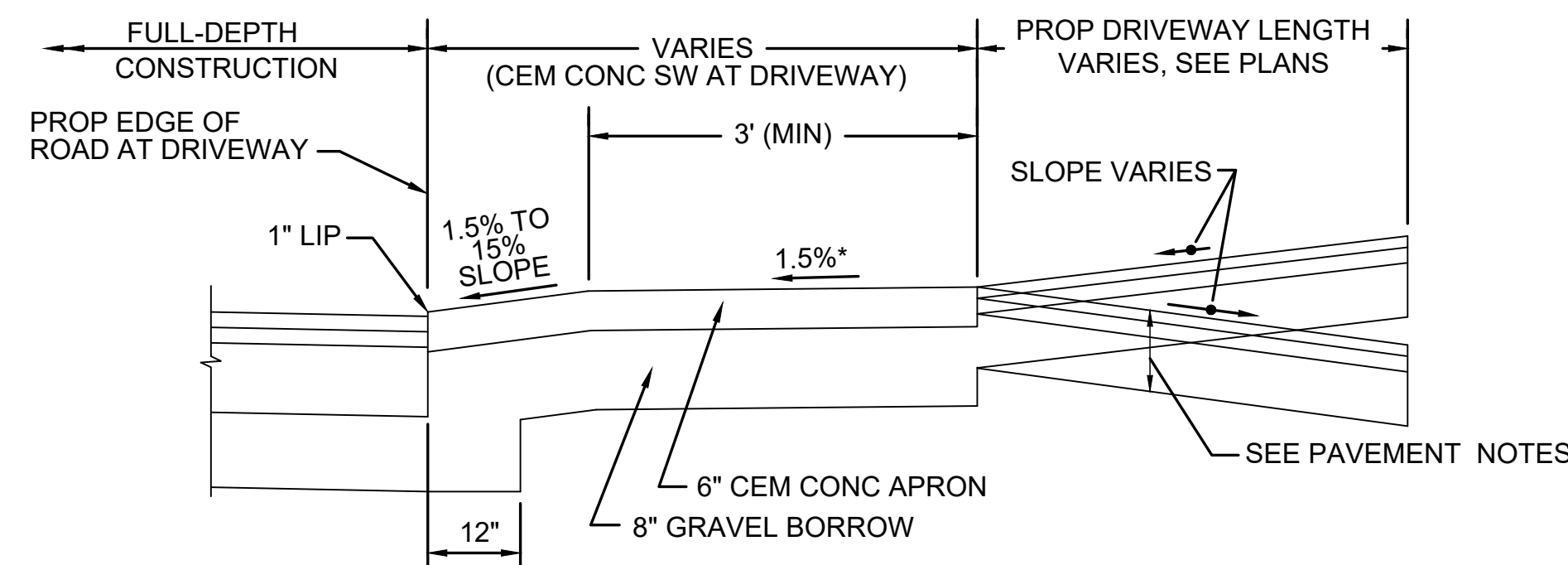


STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	71	136
PROJECT FILE NO.		608753	

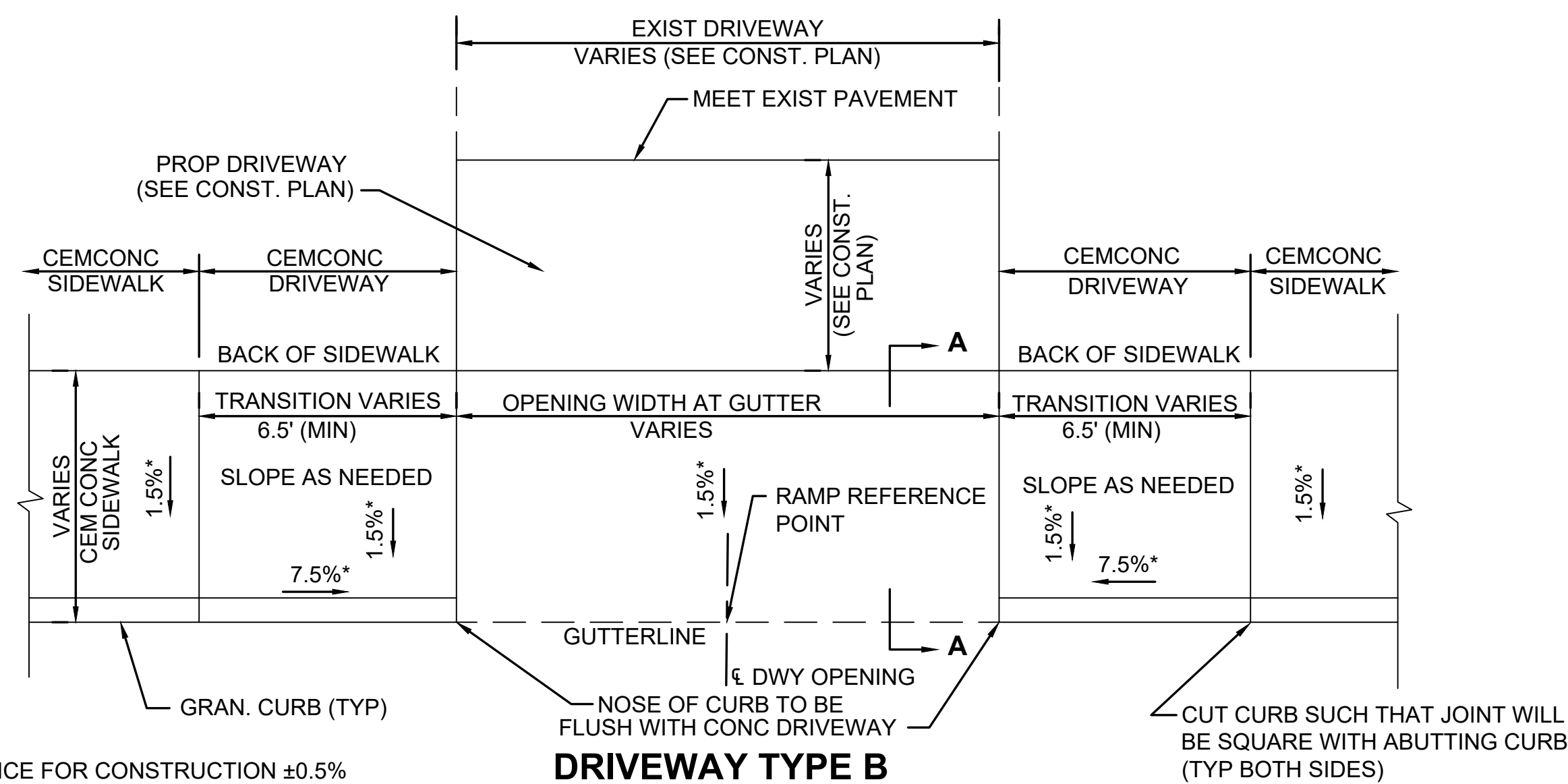
CONSTRUCTION DETAILS



**DRIVEWAY TYPE A**  
NOT TO SCALE



**DETAIL SECTION FOR TYPICAL DRIVEWAY** NOT TO SCALE



**DRIVEWAY TYPE B**  
NOT TO SCALE

TRANSITION LENGTH TABLE	
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.

**DRIVEWAY HIGH SIDE TRANSITION LENGTHS**

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

**DRIVEWAY DATA**

DWY #	LOCATION	RAMP REFERENCE POINT		OPENING WIDTH AT GUTTER (FT)	SIDEWALK WIDTH (FT)	PATH OF TRAVEL (3' MIN) (FT)	ROADWAY GUTTER SLOPE (%)	TRANSITION LENGTH (FT)		DRIVEWAY RAMP SLOPE (%)	DRIVEWAY TYPE
		STATION	OFFSET					LEFT	RIGHT		
1	BROADWAY	51+79.4	20.1 R	13.5	9.7	5.7	+0.23±	6.5	7.7	8.0	A
2	BROADWAY	52+26.2	20.0 L	11.7	6.0	4.0	-0.48±	7.7	6.5	5.0	A
3	BROADWAY	52+34.5	20.0 R	12.0	9.0	7.0	+0.40±	6.5	7.7	15.0	A
4	BROADWAY	52+79.9	20.0 L	14.2	6.0	4.0	-0.07±	7.7	6.5	0.5	B
5	BROADWAY	53+33.5	20.0 L	12.3	6.0	4.0	+0.37±	6.5	7.7	1.5	B
6	BROADWAY	53+38.4	20.0 R	12.0	9.0	5.0	-0.42±	7.7	6.5	15.0	A
7	BROADWAY	53+86.7	20.0 R	12.0	9.0	5.0	-0.70±	7.7	6.5	15.0	A
8	BROADWAY	54+31.5	20.0 R	10.0	9.0	5.0	-0.71±	7.7	6.5	12.0	A
9	BROADWAY	54+89.6	20.0 R	10.0	9.0	5.0	-0.98±	7.7	6.5	15.0	A
10	BROADWAY	55+36.2	20.0 L	20.0	6.0	4.0	+1.27±	6.5	9.0	1.5	B
11	BROADWAY	55+39.0	20.0 R	9.5	9.0	5.0	-1.27±	9.0	6.5	15.0	A
12	BROADWAY	56+22.2	20.0 R	12.0	9.0	5.0	-1.40±	9.0	6.5	15.0	A
13	BROADWAY	56+75.4	20.0 L	23.7	6.0	4.0	+0.94±	6.5	7.7	1.5	B
14	BROADWAY	56+97.0	20.0 R	17.9	6.5	4.5	-0.70±	7.7	6.5	15.0	A
15	BROADWAY	57+60.5	20.0 R	33.6	6.5	4.5	+0.16±	6.5	7.7	11.0	A
16	BROADWAY	57+73.4	20.0 L	31.5	6.0	4.0	-0.28±	7.7	3.25 3" REVEAL	1.5	B
17	BROADWAY	58+18.8	20.0 L	28.7	6.0	4.0	-0.40±	3.85 3" REVEAL	6.5	5.0	A
18	BROADWAY	58+79.7	20.0 L	36.6	6.0	4.0	-0.40±	7.7	6.5	1.5	B
19	BROADWAY	60+06.7	20.0 L	24.0	6.0	4.0	+0.28±	6.5	7.7	12.0	A
20	BROADWAY	60+66.7	20.0 L	30.0	6.0	4.0	+1.09±	6.5	9.0	5.0	A
21	BROADWAY	61+38.9	20.0 R	47.0	8.0	6.0	-2.12±	5.5 3" REVEAL	6.5	1.5	B
22	BROADWAY	61+80.6	20.0 R	10.8	8.0	6.0	-2.63±	11.0 3.25 3" REVEAL	9.0	1.5	A
23	JEFFERSON ST (E)	10+47.0	13.5 R	15.4	6.0	4.0	-2.05±	11.0 3.25 3" REVEAL	7.0	1.5	A
24	BROADWAY	63+33.3	20.0 L	28.7	6.0	4.0	+2.67±	6.5	11.0	10.0	A
25	BROADWAY	65+23.6	20.0 R	14.0	9.5	5.5	-2.67±	11.0	6.5	15.0	A
26	BROADWAY	65+97.5	20.0 R	26.8	8.5	6.5	-2.51±	11.0	6.5	14.0	A
27	BROADWAY	66+14.2	21.0 L	14.1	6.0	4.0	+2.38±	6.5	11.0	1.5	B
28	BROADWAY	66+64.2	20.0 R	12.0	6.5	4.5	-2.03±	11.0	6.5	1.5	B
29	BROADWAY	66+88.5	21.0 L	22.2	6.0	4.0	+1.85±	6.5	9.0	1.5	B
30	BROADWAY	68+15.1	20.0 R	13.4	6.5	4.5	-0.94±	5.11 4" REVEAL	6.5	1.5	B
31	BROADWAY	68+44.7	20.0 R	13.5	6.5	4.5	-0.86±	3.85 3" REVEAL	4.3 4" REVEAL	1.5	B
32	BROADWAY	69+27.1	20.0 R	15.4	6.5	4.5	-0.86±	7.7 3.25 3" REVEAL	1.5	1.5	B
33	BROADWAY	69+27.5	21.0 L	16.5	6.0	4.0	+0.86±	6.5 6.4 5" REVEAL	5.0	1.5	A
34	BROADWAY	69+58.1	21.0 L	12.6	6.0	4.0	+0.89±	5.5 5" REVEAL	7.7	5.0	A
35	BROADWAY	70+00.7	20.0 R	20.9	5.5	3.5	-0.94±	7.7	6.5	1.5	B
36	BROADWAY	70+22.7	21.0 L	16.0	6.0	4.0	+0.97±	6.5	7.7	1.5	B



**DRIVEWAY DATA (CONTINUED)**

DWY #	LOCATION	RAMP REFERENCE POINT		OPENING WIDTH AT GUTTER (FT)	SIDEWALK WIDTH (FT)	PATH OF TRAVEL (3' MIN) (FT)	ROADWAY GUTTER SLOPE (%)	TRANSITION LENGTH (FT)		DRIVEWAY APRON SLOPE (%)	DRIVEWAY TYPE
		STATION	OFFSET					LEFT	RIGHT		
37	BROADWAY	70+56.3	20.0 R	14.3	5.5	3.5	-1.00±	2' CURB RETURN (3" REVEAL)	6.5	1.5	B
38	BROADWAY	70+76.0	20.0 R	15.0	5.5	3.5	-1.00±	7.7	2' CURB RETURN (3" REVEAL)	7.0	A
39	BROADWAY	71+16.8	20.0 R	16.4	5.5	3.5	-1.00±	7.7	6.5	1.5	B
40	BROADWAY	71+19.3	21.0 L	21.0	6.0	4.0	+1.00±	3.25 3" REVEAL	3.85 3" REVEAL	1.5	B
41	BROADWAY	71+69.1	20.1 R	11.2	5.5	3.5	-1.00±	3.85 3" REVEAL	6.5	1.5	B
42	BROADWAY	71+72.9	21.0 L	33.6	6.0	4.0	+0.98±	3.25 3" REVEAL	3.85 3" REVEAL	1.5	B
43	REMOVED FROM PROJECT										
44	BROADWAY	72+30.8	21.9 L	24.4	6.0	4.0	+0.97±	3.25 3" REVEAL	7.7	1.5	B
45	REMOVED FROM PROJECT										
46	BROADWAY	73+97.2	24.0 L	30.0	6.0	4.0	+0.06±	6.5	7.7	1.5	B
47	BROADWAY	76+84.8	24.5 R	65.3	6.0	4.0	+0.46±	6.5	7.7	1.5	B
48	BROADWAY	79+78.9	22.5 L	22.0	7.0	5.0	+1.28±	6.5	9.0	7.0	A
49	BROADWAY	80+22.1	24.5 R	27.3	5.5	3.5	-1.43±	9.0	6.5	7.0	A
50	REMOVED FROM PROJECT										
51	BROADWAY	80+75.7	24.5 R	30.0	5.5	3.5	-1.27±	9.0	6.5	5.0	A
52	BROADWAY	82+44.1	22.5 L	16.0	7.5	5.0	+1.05±	6.5	9.0	1.5	B
53	BROADWAY	82+83.7	22.5 L	16.0	7.5	5.0	+0.87±	6.5	7.7	12.0	A
54	BROADWAY	82+89.3	24.4 R	30.0	5.5	3.5	-0.87±	7.7	6.5	12.0	A
55	BROADWAY	84+26.0	23.6 R	33.5	6.0	4.0	-0.62±	7.7	6.5	7.0	A
56	BROADWAY	84+70.9	23.4 R	19.8	6.0	4.0	-0.62±	7.7	6.5	7.0	A
57	BROADWAY	85+45.6	23.0 R	13.2	6.0	4.0	-0.66±	7.7	6.5	12.0	A
58	BROADWAY	85+98.1	23.0 L	21.7	7.0	5.0	+0.79±	6.5	3.85 3" REVEAL	7.0	A
59	BROADWAY	86+30.0	23.0 L	17.7	7.0	5.0	+0.87±	3.25 3" REVEAL	7.7	5.0	A
60	BROADWAY	86+50.9	23.0 R	13.0	6.0	4.0	-0.93±	5.11 4" REVEAL	6.5	12.0	A
61	BROADWAY	86+80.0	23.0 R	16.7	6.0	4.0	-1.01±	2' CURB RETURN (3" REVEAL)	4.33 4" REVEAL	12.0	A
62	BROADWAY	86+90.8	23.0 L	30.8	7.0	5.0	+1.07±	6.5	9.0	5.0	A
63	BROADWAY	87+05.6	23.0 R	30.3	6.0	4.0	-1.10±	9.0	2' CURB RETURN (3" REVEAL)	12.0	A
64	BROADWAY	87+57.3	23.0 R	19.8	6.0	4.0	-1.17±	7.5 5" REVEAL	6.5	5.0	A
65	BROADWAY	88+05.8	23.0 R	41.3	6.0	4.0	-1.17±	9.0	5.5 5" REVEAL	12.0	A
66	BROADWAY	88+64.7	23.0 R	28.2	6.0	4.0	-1.17±	4.5 3" REVEAL	6.5	7.0	A
67	BROADWAY	88+97.8	23.0 R	14.6	6.0	4.0	-1.17±	9.0	3.25 3" REVEAL	7.0	A
68	BROADWAY	89+17.9	23.0 L	45.1	7.5	4.5	+1.07±	6.5	4.5 3" REVEAL	13.0	A
69	BROADWAY	89+58.4	23.0 R	12.2	6.0	4.0	-0.52±	7.7	6.5	5.0	A
70	BROADWAY	89+67.8	23.0 L	24.7	7.5	5.5	+0.46±	3.25 3" REVEAL	7.7	7.0	A
71	BROADWAY	90+14.5	23.0 R	16.0	6.0	4.0	+0.10±	6.5	7.7	5.0	A
72	BROADWAY	90+36.0	23.0 L	24.7	7.5	5.5	-0.40±	7.7	6.5	14.0	A
73	BROADWAY	91+50.9	22.4 R	15.7	6.5	4.5	+1.86±	6.5	9.0	14.0	A
74	BROADWAY	92+43.6	22.0 R	28.2	7.0	5.0	+2.00±	4.33 4" REVEAL	9.0	7.0	A
75	BROADWAY	92+87.4	22.0 R	20.9	7.0	5.0	+1.47±	6.5	6.0 4" REVEAL	1.5	B

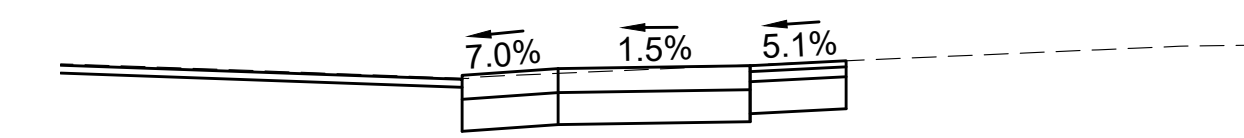
**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	72	136
PROJECT FILE NO.		608753	

**CONSTRUCTION DETAILS**

**DRIVEWAY DATA (CONTINUED)**

DWY #	LOCATION	RAMP REFERENCE POINT		OPENING WIDTH AT GUTTER (FT)	SIDEWALK WIDTH (FT)	PATH OF TRAVEL (3' MIN) (FT)	ROADWAY GUTTER SLOPE (%)	TRANSITION LENGTH		DRIVEWAY APRON SLOPE (%)	DRIVEWAY TYPE
		STATION	OFFSET					LEFT	RIGHT		
76	BROADWAY	92+94.8	24.0 L	32.1	6.0	4.0	-1.33±	9.0	6.5	7.0	A
77	BROADWAY	93+62.8	24.0 L	30.0	6.0	4.0	-0.48±	7.7	3.25 3" REVEAL	1.5	B
78	BROADWAY	93+81.7	22.0 R	11.0	7.0	5.0	+0.19±	4.33 4" REVEAL	7.7	7.0	A
79	BROADWAY	94+11.0	22.0 R	20.6	7.0	5.0	-0.16±	7.7	4.33 4" REVEAL	1.5	B
80	BROADWAY	94+35.3	24.0 L	30.0	6.0	3.0	+0.47±	3.25 3" REVEAL	7.7	1.5	B



**DRIVEWAY #23 SECTION  
JEFFERSON STREET (EAST) STA 10+47  
SCALE: 1"=4'**

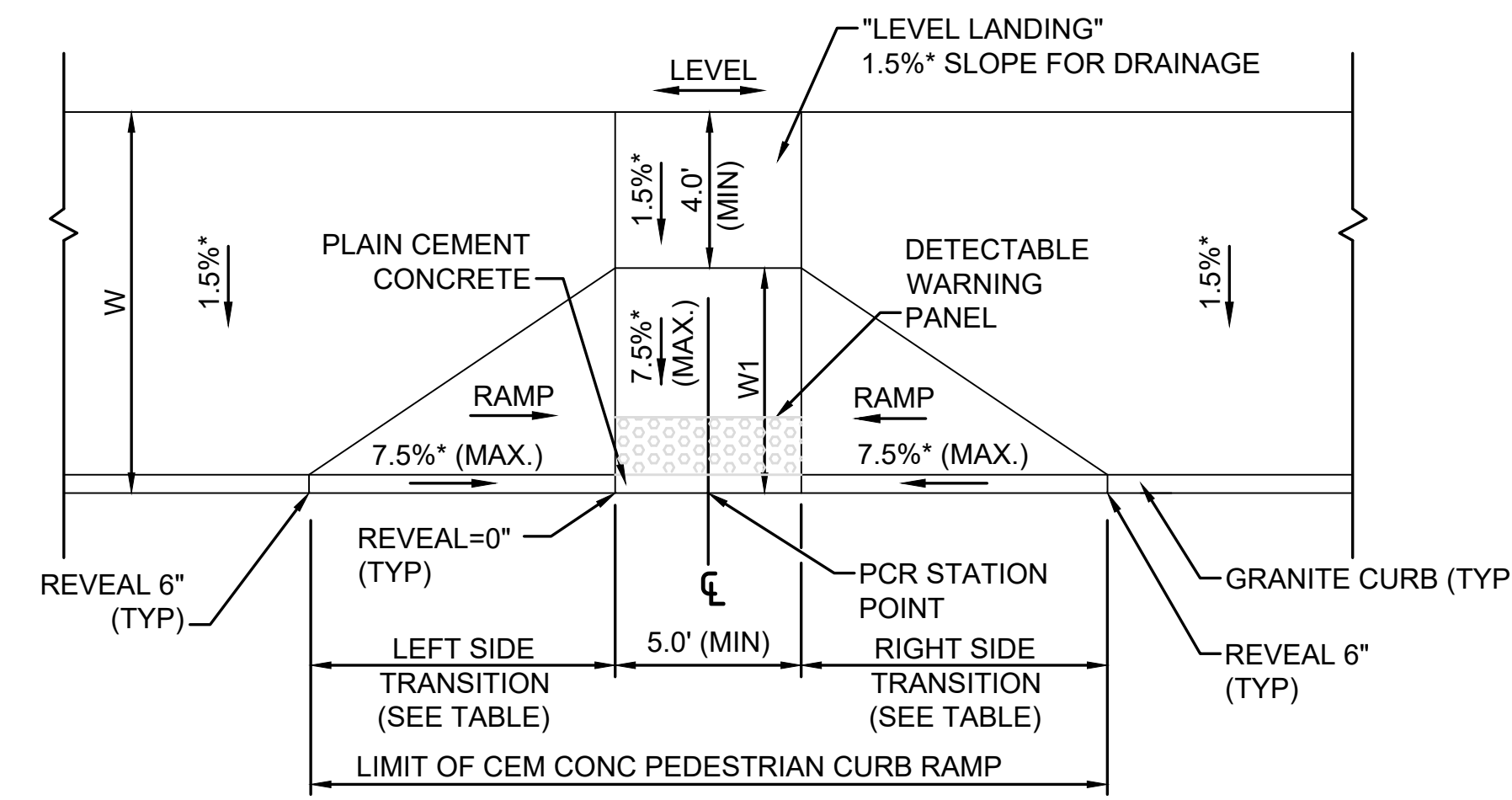
\\BETA-INC.COM\TRANS\62005\6274 - BROADWAY PHASE 2 - TAUNTON\608753\CAD\PLAN SHEET FILES\PLAN SHEET DWG 8/7/2020 8:44 AM

Plotted on 14-Aug-2024 9:38 AM

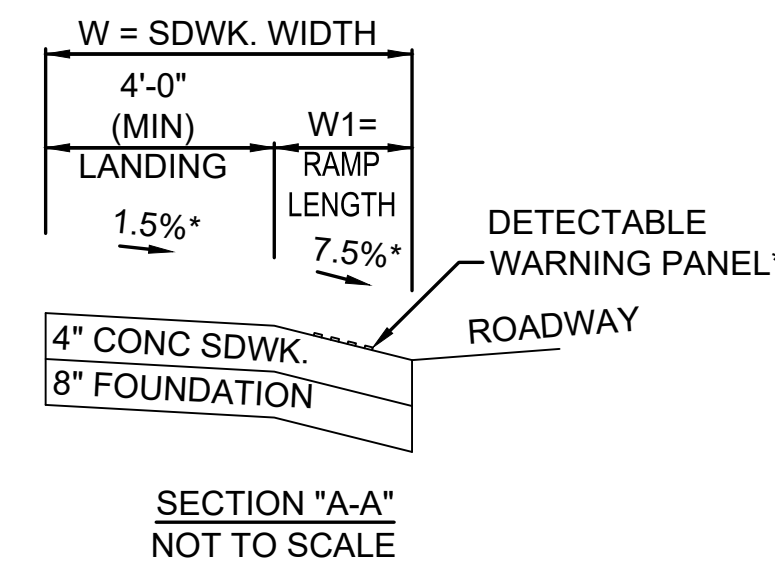
608753(Details)DWG

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	73	136
PROJECT FILE NO.		608753	

CONSTRUCTION DETAILS



**PEDESTRIAN CURB RAMP FOR WIDE SIDEWALK**  
NOT TO SCALE

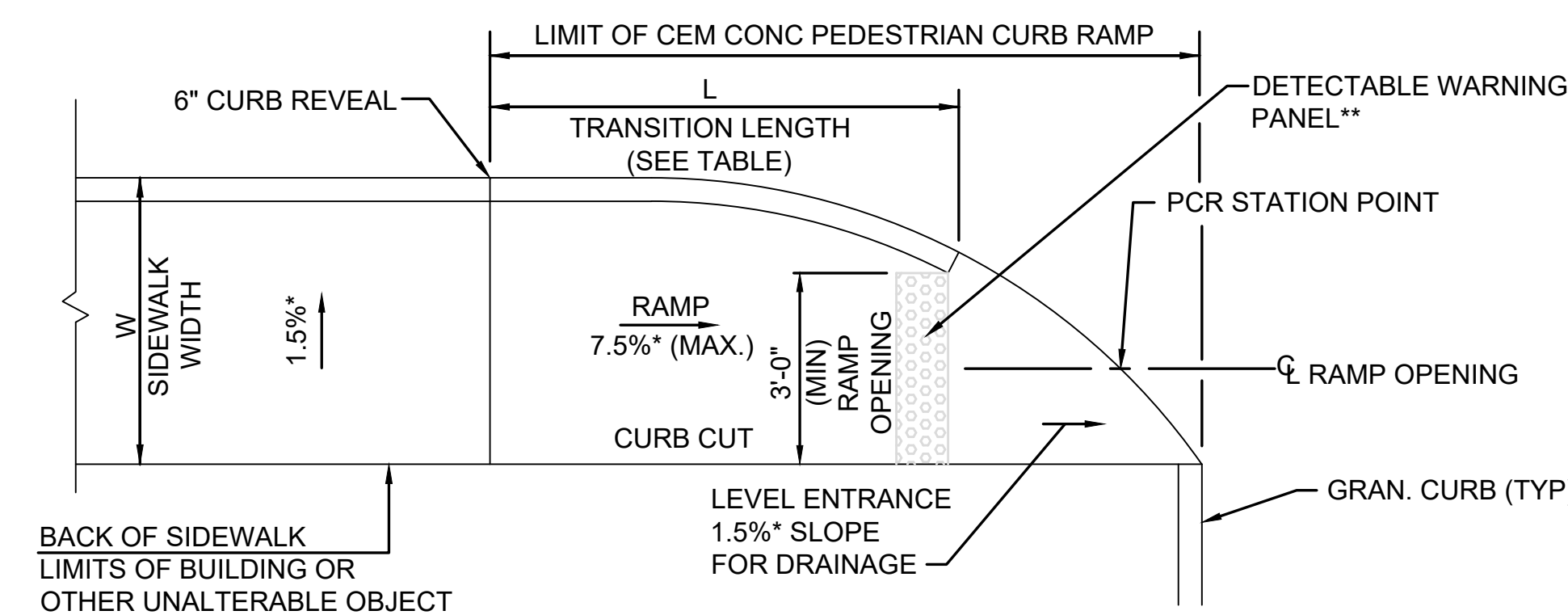


LEGEND  
\* = TOLERANCE FOR CONSTRUCTION ±0.5%  
\*\* = SEE MASSDOT STD E 107.6.5  
W = SIDEWALK WIDTH  
W1 = PERPENDICULAR RAMP LENGTH

PCR #	LOCATION	RAMP REFERENCE POINT		W WIDTH OF SIDEWALK (FT)	W1 LENGTH OF PERPENDICULAR RAMP	WIDTH OF OPENING (FT)	ROADWAY GUTTER SLOPE (%)	PATH OF TRAVEL (4' MIN) FT	TRANSITION LENGTH	
		STATION	OFFSET						LEFT	RIGHT
10	JEFFERSON ST (EAST)	10+40.5	17.9 L	11.5	7.5	5.0	-2.80±	4.0	11.0	6.5

**PEDESTRIAN CURB RAMP FOR ONE DIRECTION OF TRAVEL**

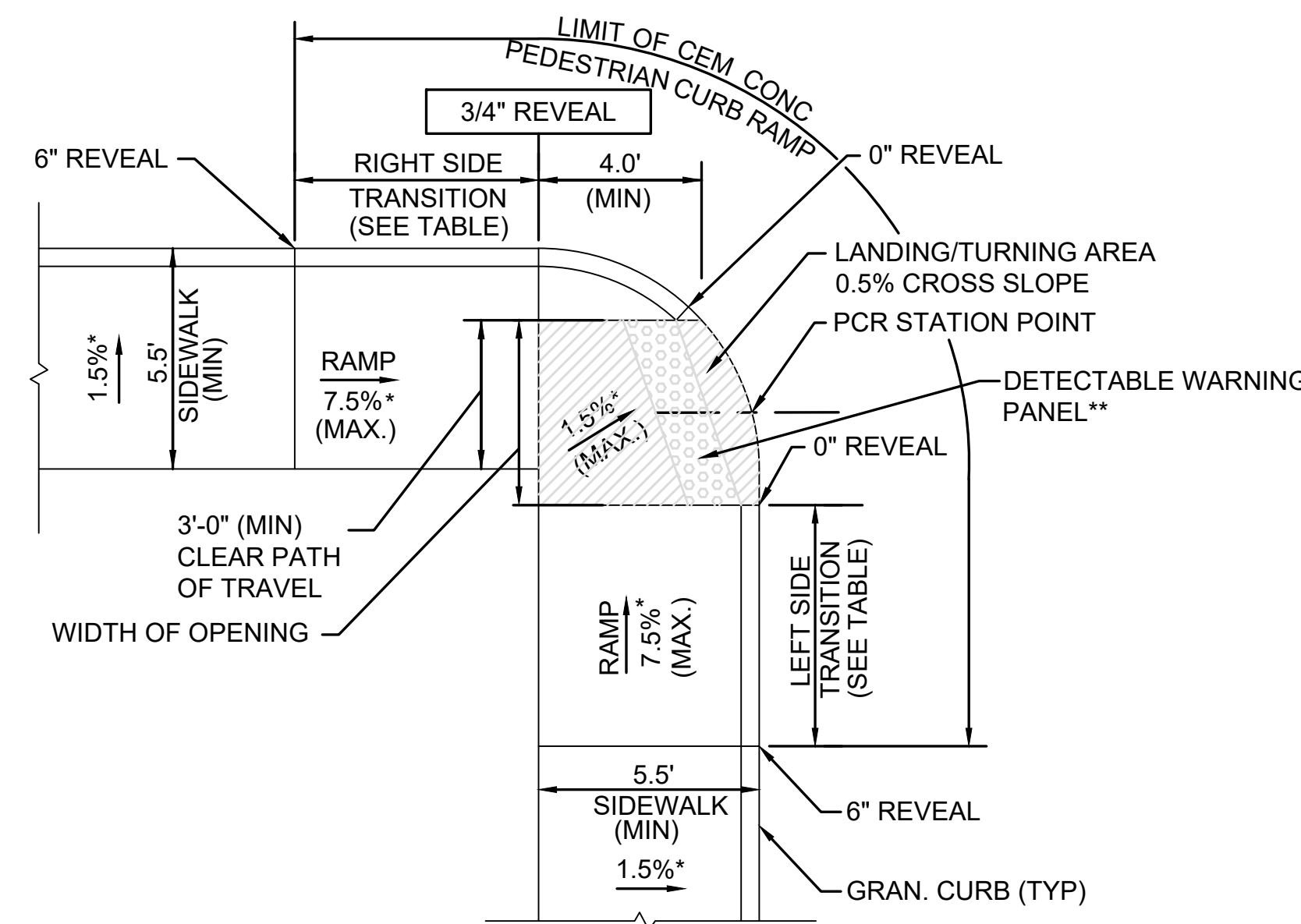
PCR #	LOCATION	RAMP REFERENCE POINT		WIDTH OF SIDEWALK (FT)	WIDTH OF OPENING (FT) (MIN 3'0")	ROADWAY GUTTER SLOPE (%)	TRANSITION LENGTH (FT)
		STATION	OFFSET				
1	BROADWAY	58+15.1	24.7 R	6.5	3.5	+0.40±	7.7
2	BROADWAY	58+50.7	24.3 R	6.5	4.5	+0.40±	6.5
3	BROADWAY	59+41.5	24.3 R	6.5	4.5	+0.40±	7.7
4	BROADWAY	59+76.0	24.2 R	6.5	4.5	-0.05±	7.7
15	BROADWAY	70+73.0	25.2 L	6.0	3.5	+1.00±	6.5
16	BROADWAY	70+95.2	25.2 L	6.0	3.5	+1.00±	3.85 3" REVEAL
19	BROADWAY	74+61.0	28.2 L	6.0	3.5	-0.42±	7.7 3" REVEAL
20	BROADWAY	75+09.4	28.2 L	6.0	3.5	-0.44±	3.25 3" REVEAL
29	BROADWAY	77+34.8	27.8 L	6.0	3.5	-0.44±	7.7
30	BROADWAY	77+86.0	27.7 L	6.0	3.5	-0.25±	6.5
49	BROADWAY	95+40.4	27.2 R	7.0	3.5	-0.88±	6.5



**PEDESTRIAN CURB RAMP FOR ONE CONTINUOUS DIRECTION OF PEDESTRIAN TRAVEL**  
NOT TO SCALE

NOTES:  
DETECTABLE WARNING PANEL LOCATED NOT LESS THAN 6" OR MORE THAN 24" FROM THE ROADWAY EDGE (GUTTER LINE). TRUNCATED DOMES TO BE ALIGNED WITH DIRECTION OF TRAVEL.  
ROADWAY, GUTTER AND FIRST 6" OF SIDEWALK TO BE ADJUSTED FOR FIELD CONDITIONS.

\* = TOLERANCE FOR CONSTRUCTION ±0.5%  
\*\* = SEE MASSDOT STD E 107.6.5



\* = TOLERANCE FOR CONSTRUCTION ±0.5%  
\*\* = SEE MASSDOT STD E 107.6.5

**"T" INTERSECTION PEDESTRIAN CURB RAMP**  
NOT TO SCALE

PCR #	LOCATION	RAMP REFERENCE POINT		WIDTH OF SIDEWALK (FT)	WIDTH OF OPENING (FT)	CLEAR PATH OF TRAVEL (FT) (3' MIN)	ROADWAY GUTTER SLOPE (%)		TRANSITION LENGTH	
		STATION	OFFSET				LEFT	RIGHT	LEFT	RIGHT
5	FERN ST	10+26.1	15.1 R	6.0	5.0	4.0	-0.65±	+0.84±	7.7	6.5
6	FERN ST	10+25.0	14.6 L	5.1	5.0	5.0	-1.39±	-0.75±	9.0	6.5
8	JEFFERSON ST (EAST)	10+21.8	13.5 R	6.0	6.25	5.0	-0.92±	-2.62±	3.85 3" REVEAL	6.5
12	PAULL ST	10+22.8	11.5 R	6.0	5.0	4.0	-0.25±	+1.26±	7.7	9.0
14	MADISON ST	10+23.1	12.7 R	5.5	5.0	4.0	-0.38±	+0.87±	7.7	7.7
18	MONROE ST	10+26.4	13.6 R	6.0	5.0	3.5	+2.45±	+0.47±	6.5	7.7

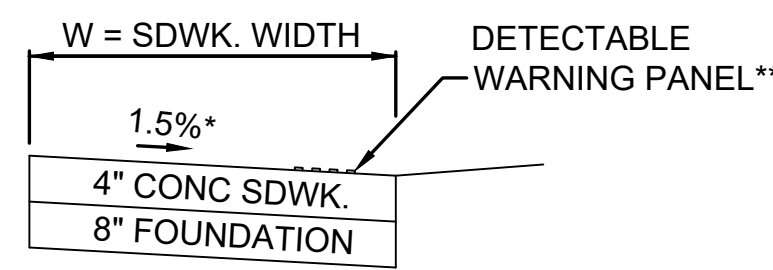
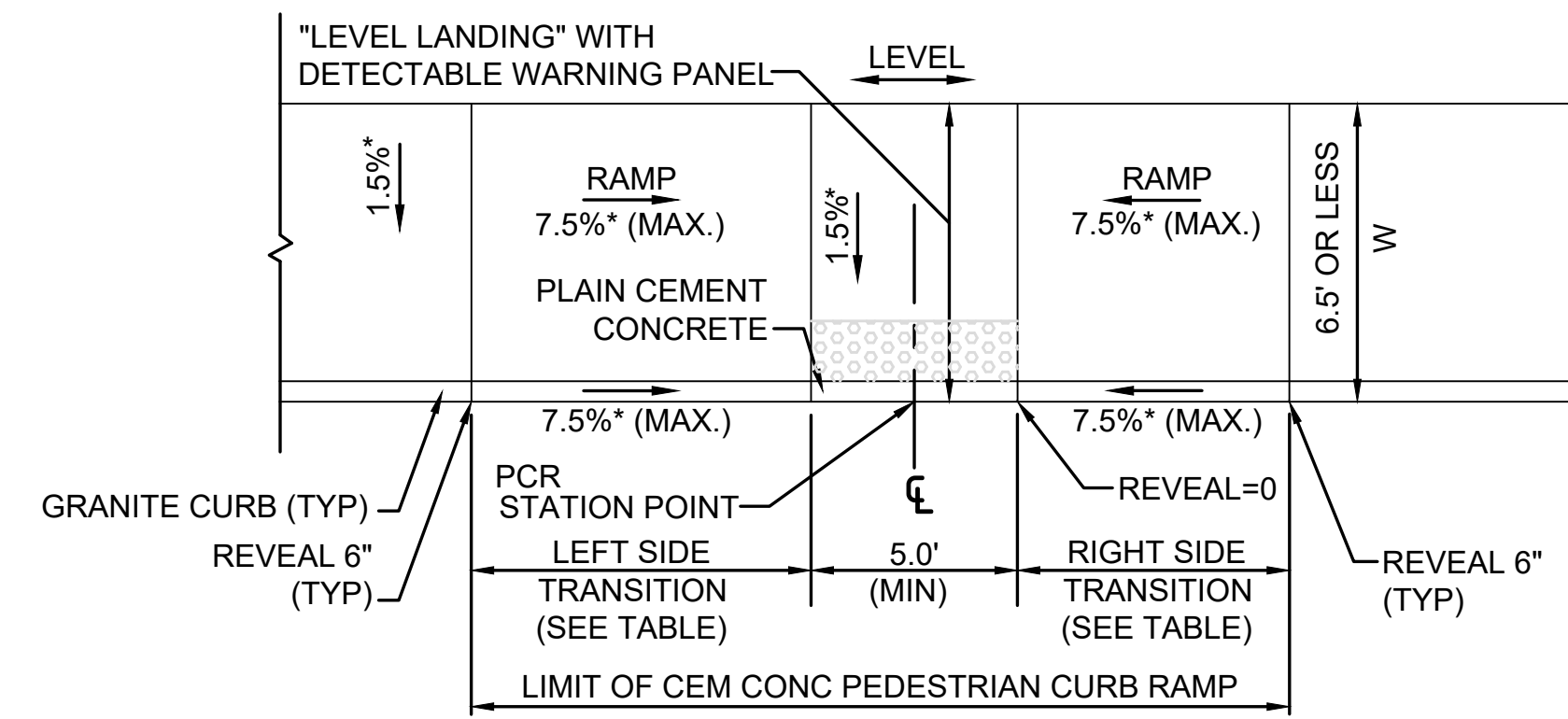


STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	74	136
PROJECT FILE NO.		608753	

**CONSTRUCTION DETAILS**

**PEDESTRIAN CURB RAMP FOR NARROW SIDEWALKS**

PCR #	LOCATION	RAMP REFERENCE POINT		W WIDTH OF SIDEWALK (FT)	WIDTH OF RAMP (FT)	ROADWAY GUTTER SLOPE (%)	TRANSITION LENGTH	
		STATION	OFFSET				LEFT	RIGHT
9	JEFFERSON ST (WEST)	10+29.1	15.1 R	5.0	5.0	-1.74±	9.0	6.5
21	BROADWAY	74+93.1	29.1 R	6.0	5.0	+2.70±	6.5	11.0
22	BROADWAY	75+26.2	24.0 L	6.0	5.0	-0.40±	3.85 3" REVEAL	6.5
23	WASHINGTON ST (WEST)	10+22.0	23.4 L	6.0	5.0	+0.41±	6.5	7.7
24	WASHINGTON ST (EAST)	10+24.5	20.5 L	6.0	5.0	-1.40±	9.0	6.5
25	BROADWAY	76+27.0	24.5 R	6.0	5.0	+0.40±	6.5	7.7
26	BROADWAY	76+34.9	30.4 L	6.0	5.0	-1.56±	9.0	6.5
31	BROADWAY	78+62.7	24.2 L	6.0	5.0	+0.59±	6.5	3.85 3" REVEAL
32	E BRITANNIA ST (WEST)	10+45.2	17.1 L	6.0	5.0	+0.73±	3.25 3" REVEAL	N/A
33	BROADWAY	78+66.7	27.0 R	6.0	5.0	+1.30±	3.25 3" REVEAL	9.0
34	E BRITANNIA ST (EAST)	10+38.9	17.2 R	6.0	5.0	+1.60±	6.5	4.5 3" REVEAL
35	E BRITANNIA ST (WEST)	10+38.1	12.8 R	6.0	5.0	-0.95±	7.7	3.25 3" REVEAL
36	BROADWAY	79+22.3	25.5 L	6.0	5.0	-0.95±	3.85 3" REVEAL	6.5
37	E BRITANNIA ST (EAST)	10+46.6	20.1 L	6.0	5.0	-1.20±	4.5 3" REVEAL	6.5
38	BROADWAY	79+33.9	26.9 R	6.0	5.0	-1.20±	9.0	3.25 3" REVEAL
39	OXFORD ST	10+38.2	25.1 L	6.0	5.0	-1.75±	9.0	6.5
40	OXFORD ST	10+24.9	17.6 R	6.0	5.0	+2.20±	6.5	11.0
41	AVON ST	10+39.7	22.4 L	6.0	5.0	+0.94±	6.5	7.7
42	AVON ST	10+26.4	18.1 R	6.0	5.0	-0.71±	7.7	6.5
43	JAMES ST	10+39.7	23.8 L	6.0	5.0	+1.60±	6.5	9.0
44	JAMES ST	10+26.5	18.3 R	6.0	5.0	-0.40±	7.7	6.5
45	WHITTENTON ST	10+39.5	23.2 L	6.0	5.0	-0.35±	7.7	6.5
46	WHITTENTON ST	10+27.1	16.9 R	6.0	5.0	-2.11±	11.0	6.5
47	JACKSON ST	10+50.6	27.9 L	6.0	5.0	+3.10±	6.5	14.0
48	JACKSON ST	10+26.8	16.7 R	6.0	5.0	+0.45±	6.5	7.7
101	BROADWAY	62+35.8	20.0 L	6.0	5.0	+2.67±	6.5	5.5 3" REVEAL
102	BROADWAY	62+35.8	20.0 R	6.0	5.0	-2.67±	11.0	6.5



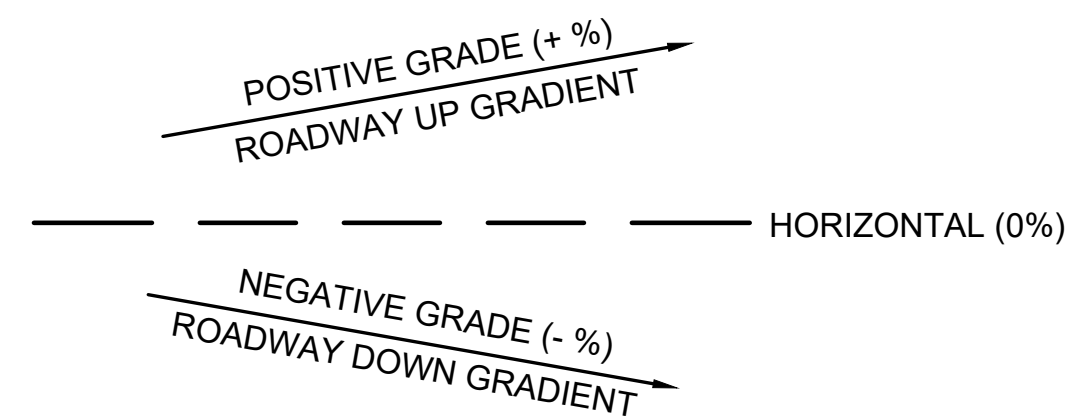
SECTION "A-A"  
NOT TO SCALE

**LEGEND**  
\* = TOLERANCE FOR CONSTRUCTION ±0.5%  
\*\* = SEE MASSDOT STD E 107.6.5  
W = SIDEWALK WIDTH

**NOTES:**  
ROADWAY, GUTTER AND FIRST 6" OF SIDEWALK TO BE ADJUSTED FOR FIELD CONDITIONS.

**TRANSITION LENGTH TABLE**

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.

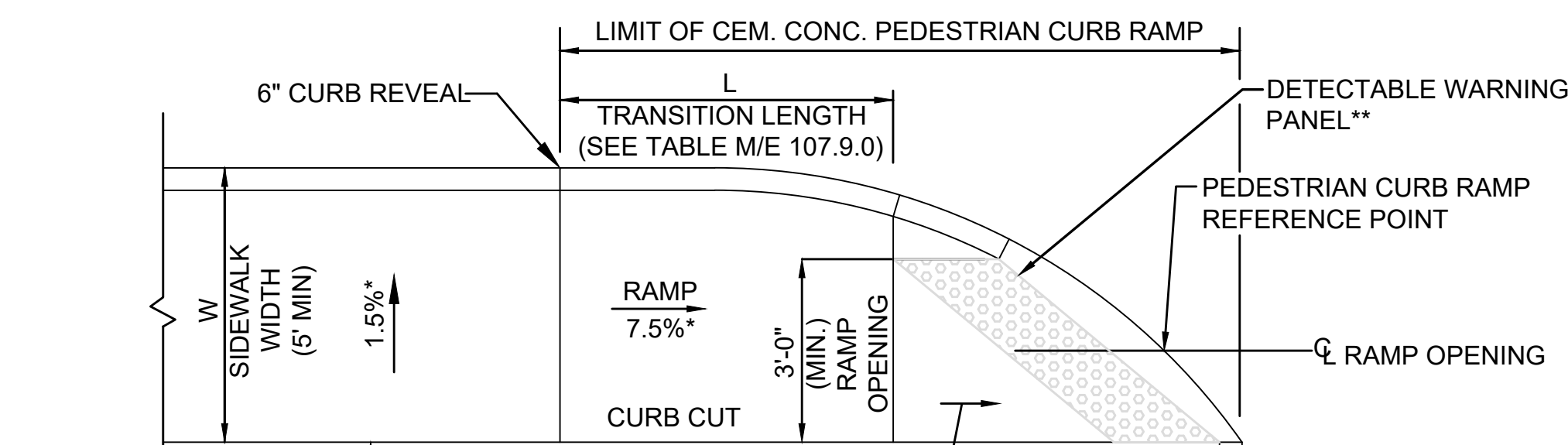


**GUTTER SLOPE NOTATION DIAGRAM**  
NOT TO SCALE

NOTE: ALL GRADES VALUES HAVE BEEN CALCULATED AS VIEWED FROM THE CENTERLINE

**PEDESTRIAN CURB RAMP HIGH SIDE TRANSITION LENGTHS**

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



**NOTES:**  
DETECTABLE WARNING PANEL LOCATED NOT LESS THAN 6" OR MORE THAN 24" FROM THE ROADWAY EDGE (GUTTER LINE). TRUNCATED DOMES TO BE ALIGNED WITH DIRECTION OF TRAVEL.

ROADWAY, GUTTER AND FIRST 6" OF SIDEWALK TO BE ADJUSTED FOR FIELD CONDITIONS.

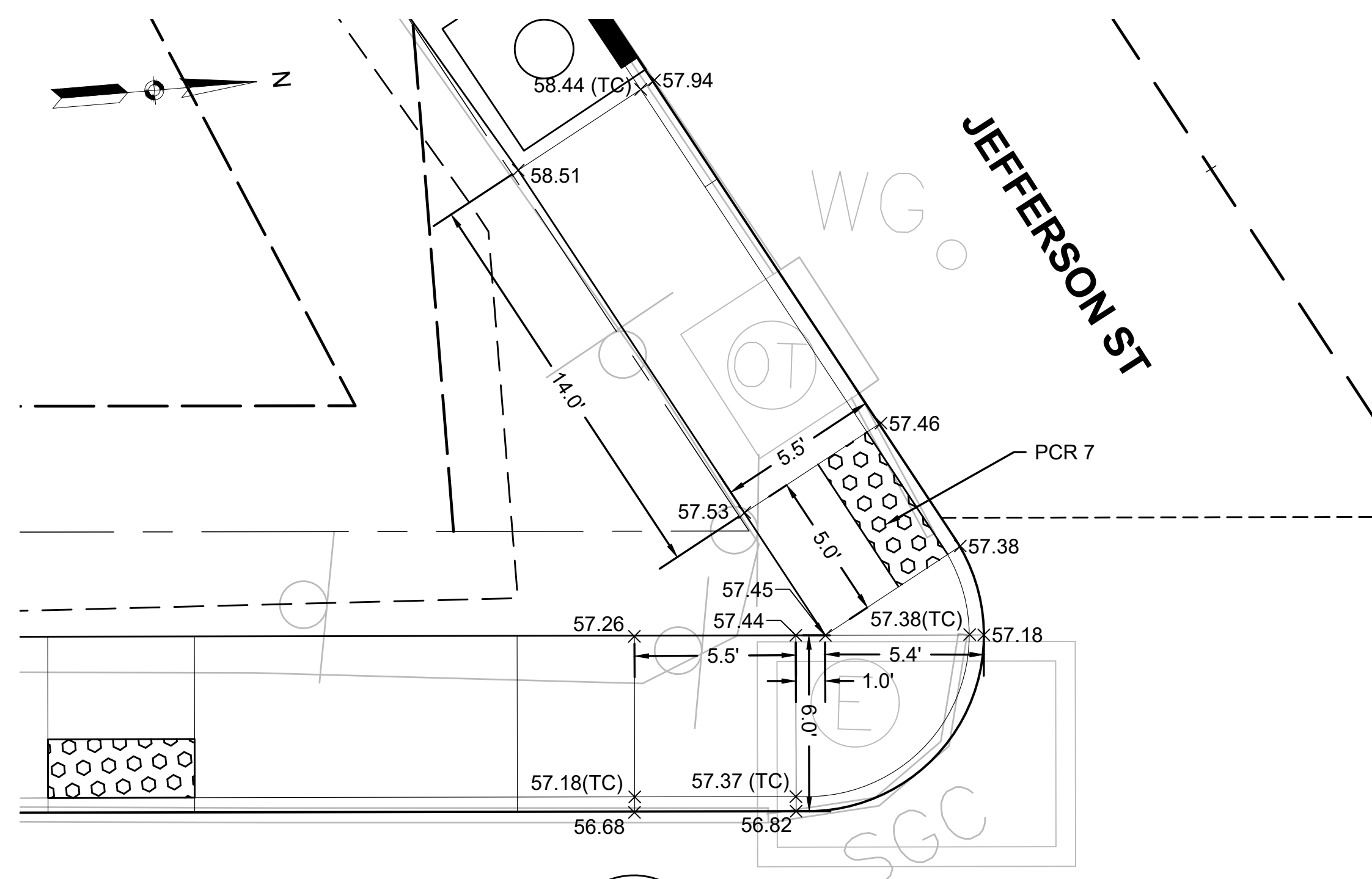
**PEDESTRIAN CURB RAMP DETAIL FOR ONE DIRECTION OF TRAVEL (LEVEL LANDING OVER 5')**

PCR #	LOCATION	RAMP REFERENCE POINT		LENGTH OF PRIMARY RAMP (FT)	WIDTH OF SIDEWALK (FT)	WIDTH OF OPENING (MIN 3'-0")	ROADWAY GUTTER SLOPE (%)*
		STATION	OFFSET				
50	BROADWAY	71+93.5	24.1 R	3.25 3" REVEAL	5.5	3.0	-1.00±
51	BROADWAY	72+44.2	24.6 R	9.0	6.0	3.0	-1.00±
52	BROADWAY	73+68.9	27.1 R	6.5	5.5	3.0	-0.46±
53	BROADWAY	74+17.9	28.0 R	6.5	6.5	3.0	+0.27±

TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	75	136
PROJECT FILE NO.		608753	

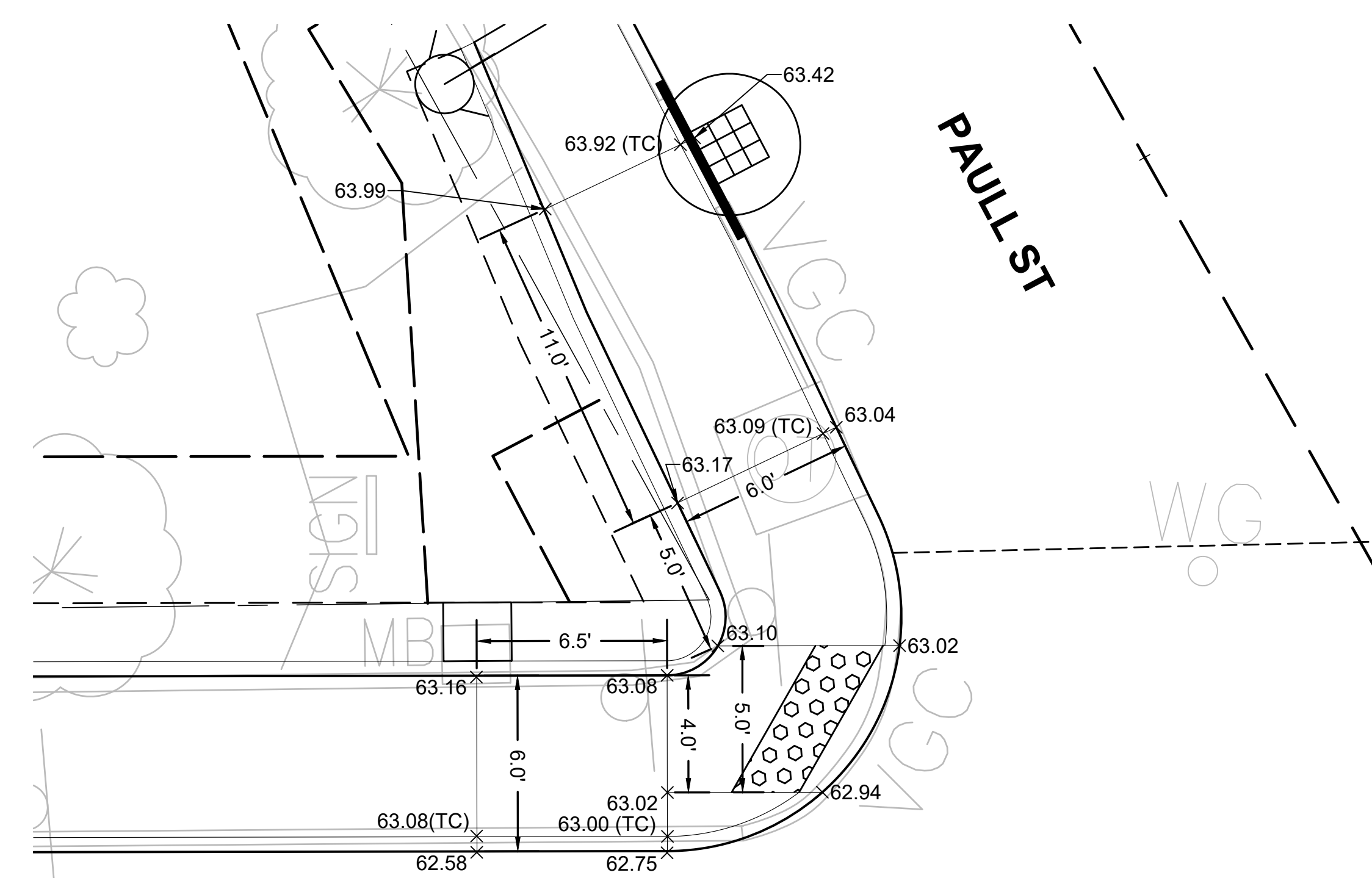
CONSTRUCTION DETAILS



BROADWAY

D

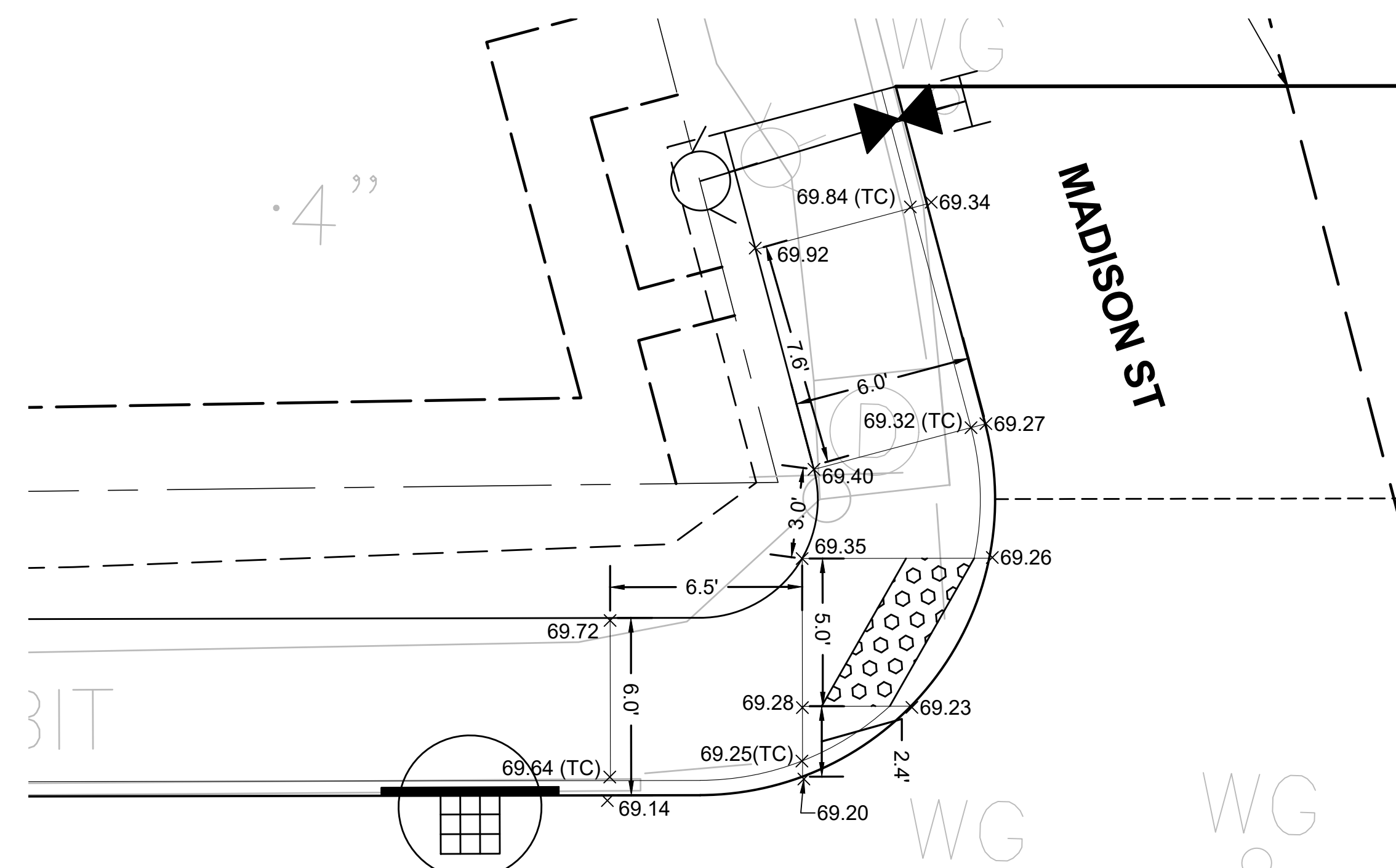
**PCR #7 DETAIL**  
JEFFERSON STREET (WEST)  
STA: 10+46.4, OFF: 14.2L  
SCALE 1" = 4'



BROADWAY

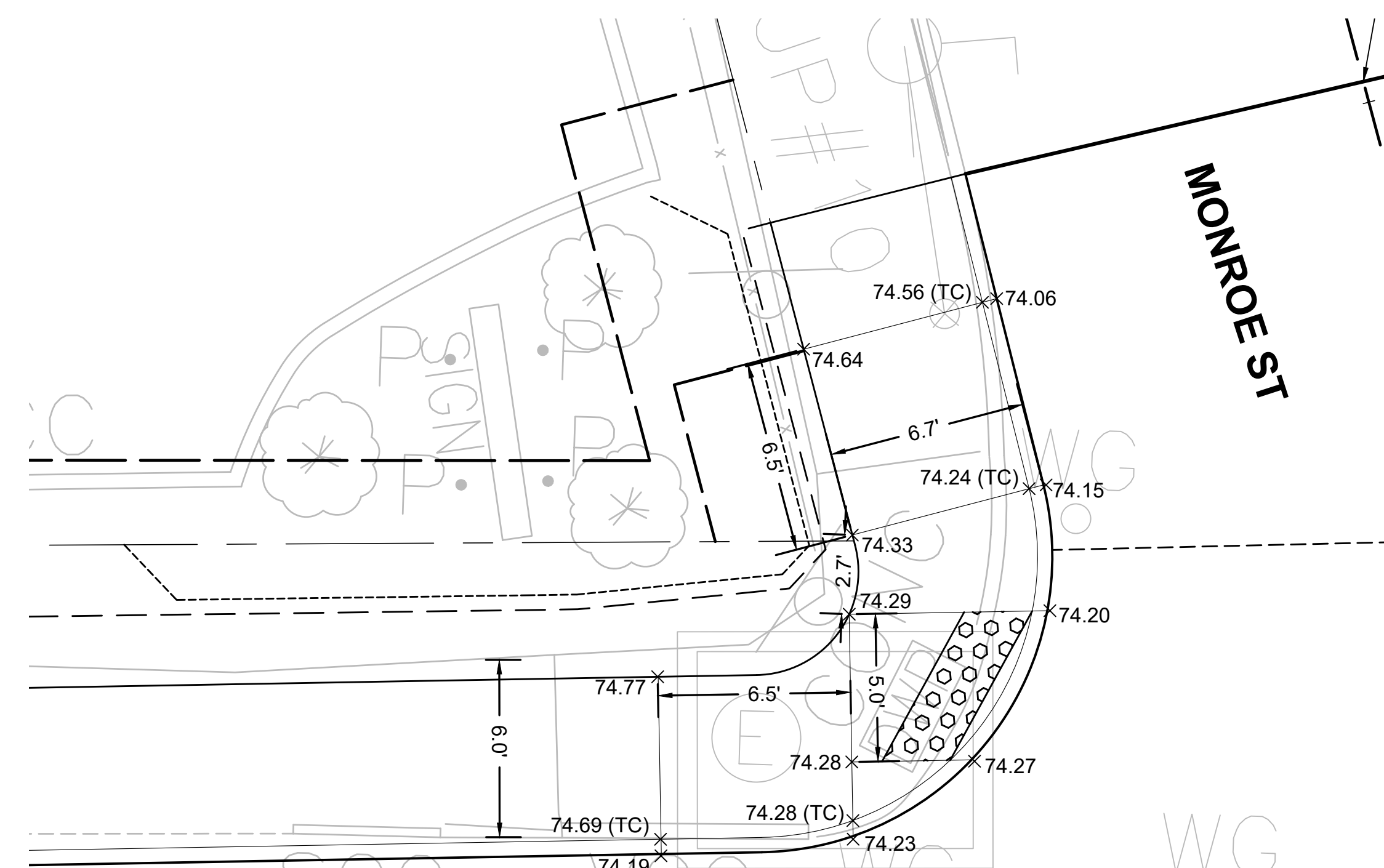
D

**PCR #11 DETAIL**  
PAULL STREET  
STA: 10+38.4, OFF: 16.5L  
SCALE 1" = 4'



BROADWAY

**PCR #13 DETAIL**  
MADISON STREET  
STA: 10+31.3, OFF: 15.2L  
SCALE 1" = 4'



BROADWAY

**PCR #17 DETAIL**  
MONROE STREET  
STA: 10+34.0, OFF: 16.4L  
SCALE 1" = 4'

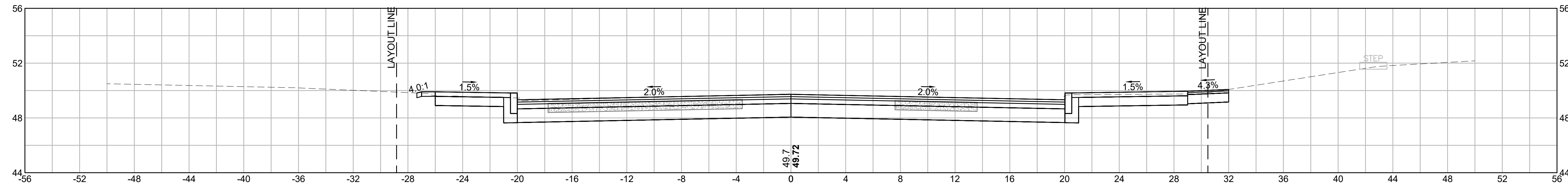


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	76	136
PROJECT FILE NO.		608753	

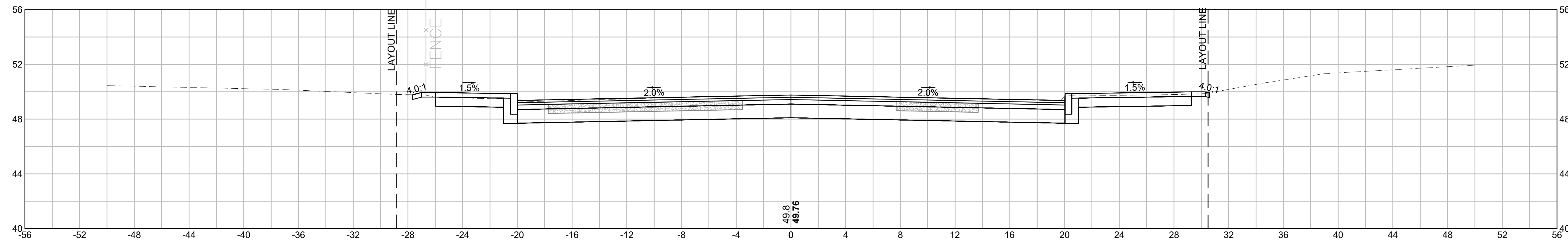
CROSS SECTIONS

52+08



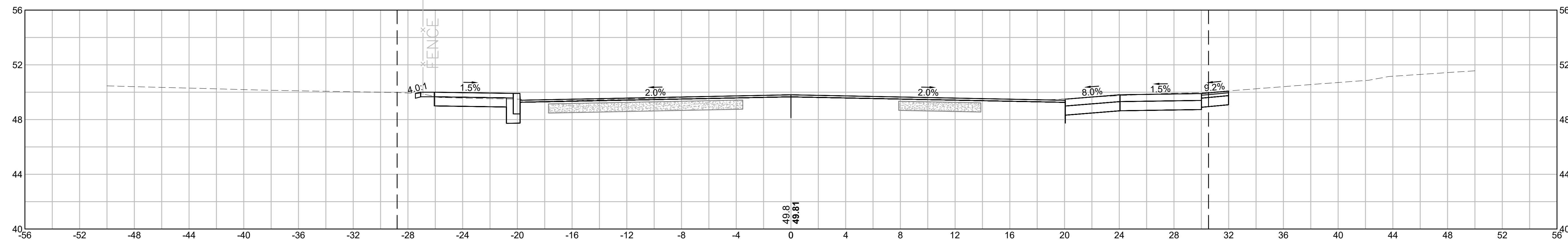
CUT: 84.54 SF  
FILL: 0.00 SF

52+00



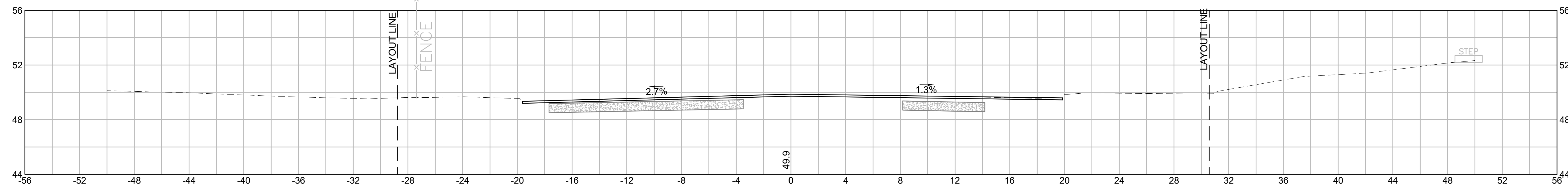
CUT: 81.77 SF  
FILL: 0.00 SF

51+80

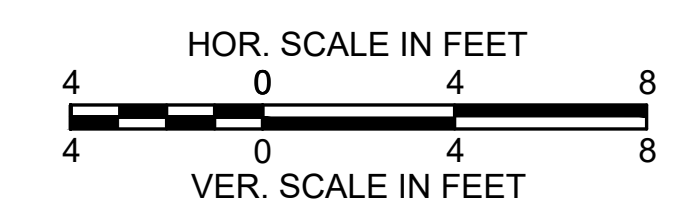


CUT: 23.52 SF  
FILL: 0.00 SF

51+50



CUT: 0.00 SF  
FILL: 0.00 SF

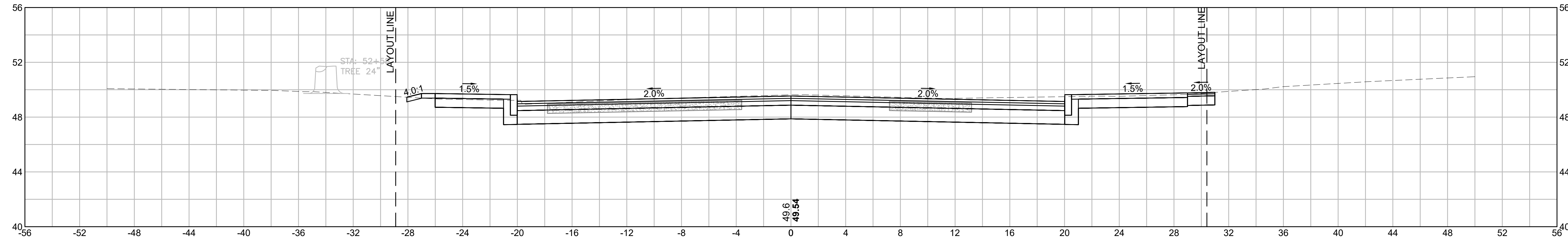


**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	77	136
PROJECT FILE NO. 608753		608753	

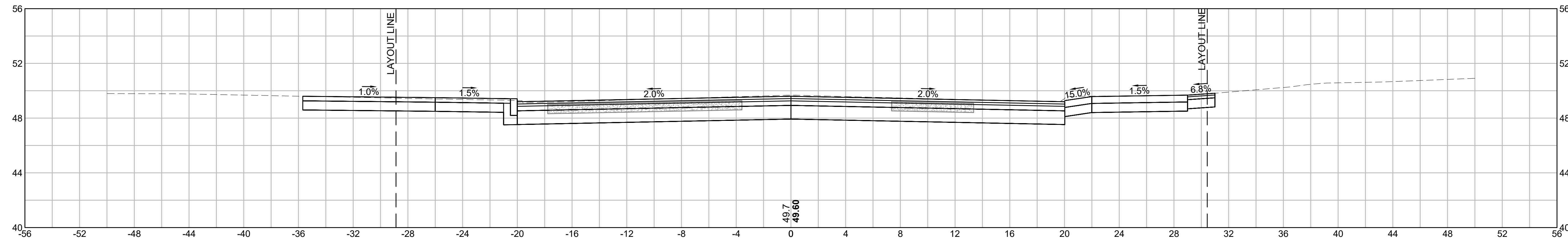
**CROSS SECTIONS**

52+50



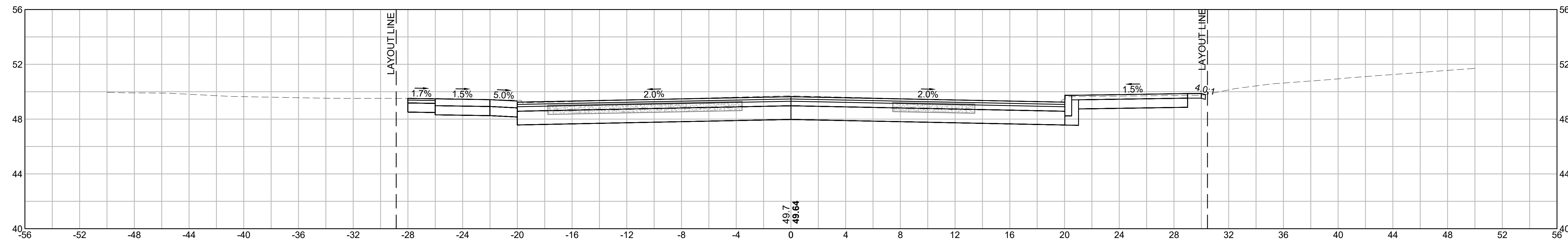
CUT: 85.68 SF  
FILL: 0.03 SF

52+34

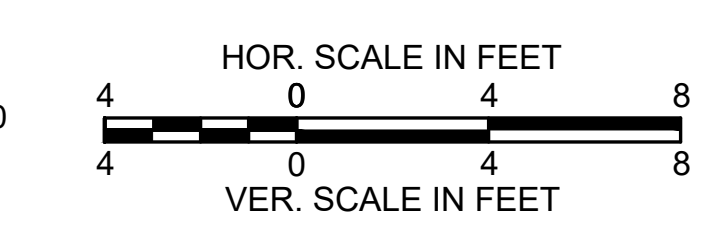


CUT: 95.60 SF  
FILL: 0.00 SF

52+25



CUT: 86.62 SF  
FILL: 0.14 SF

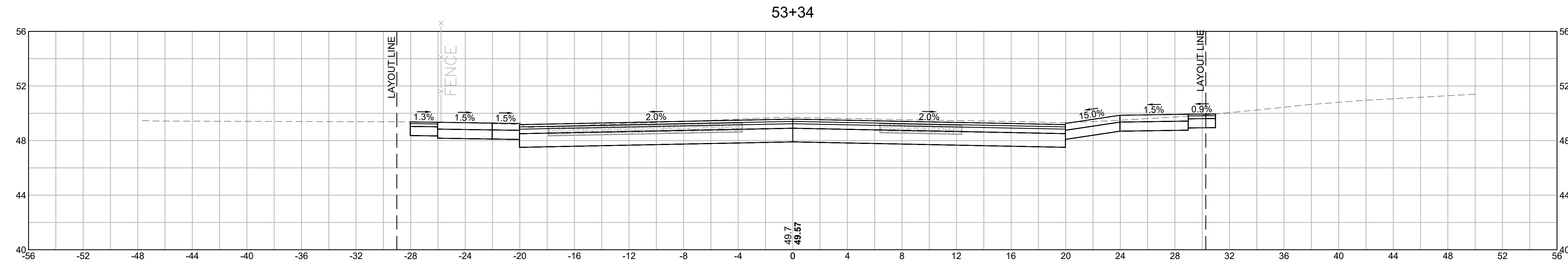




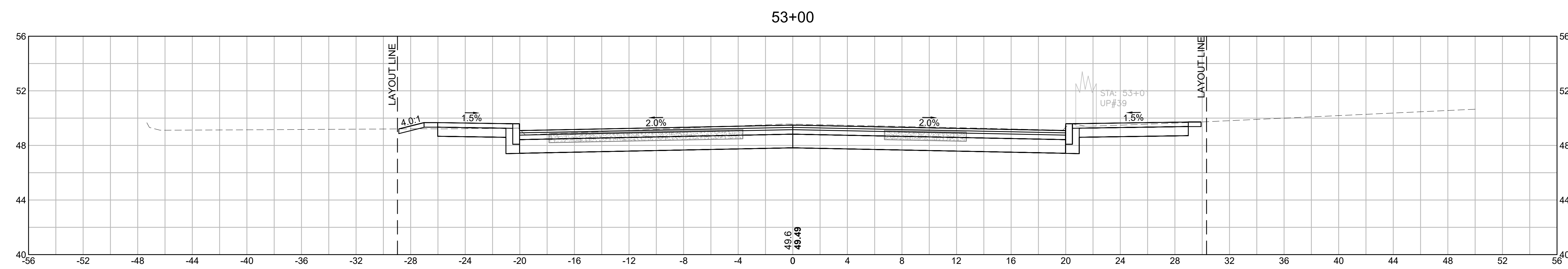
**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	78	136
PROJECT FILE NO.		608753	

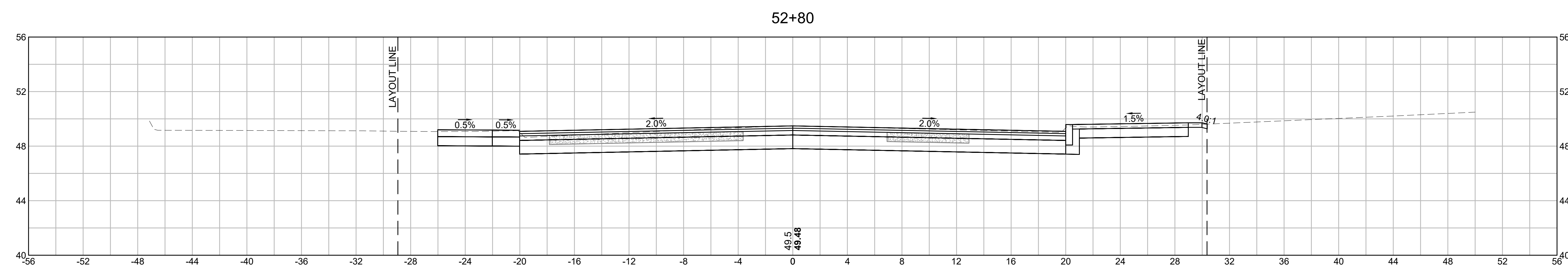
**CROSS SECTIONS**



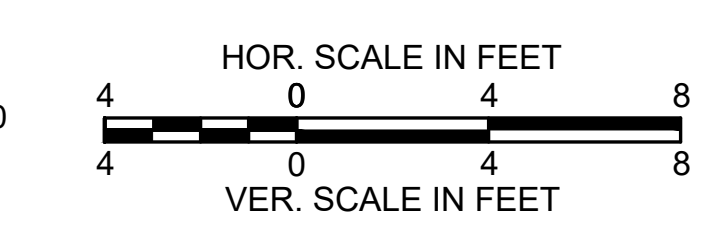
CUT: 87.93 SF  
FILL: 0.00 SF



CUT: 80.04 SF  
FILL: 0.14 SF



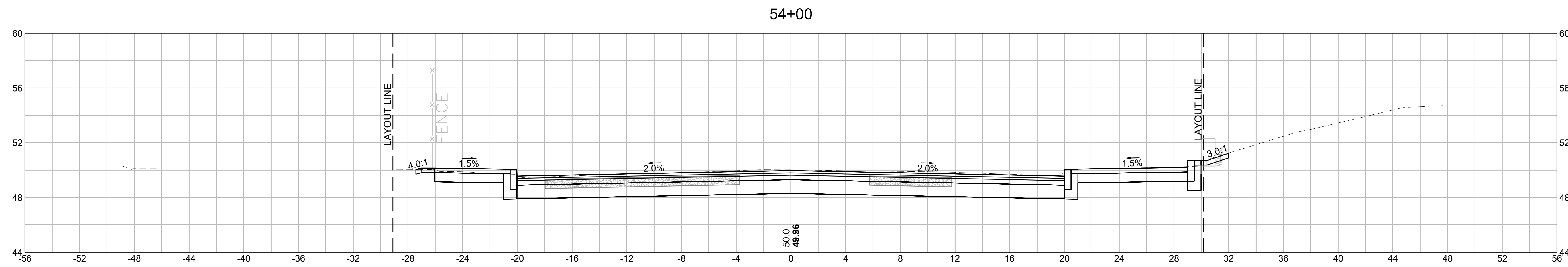
CUT: 77.03 SF  
FILL: 0.47 SF



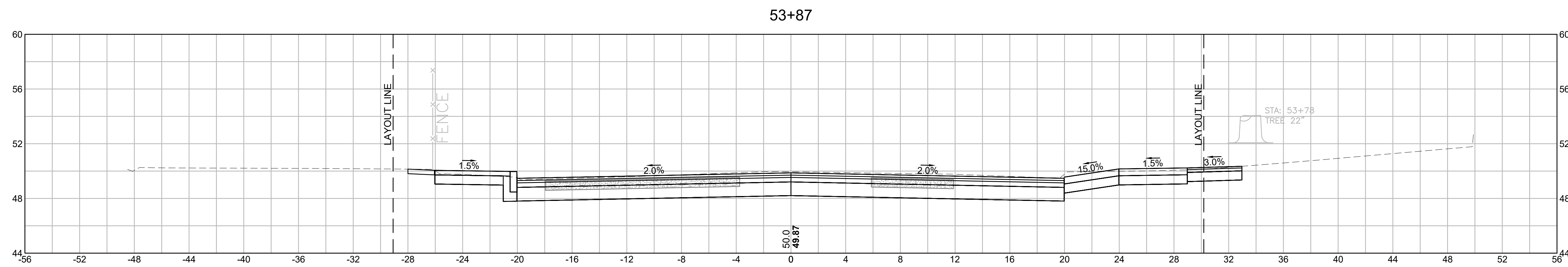
TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	79	136
PROJECT FILE NO.		608753	

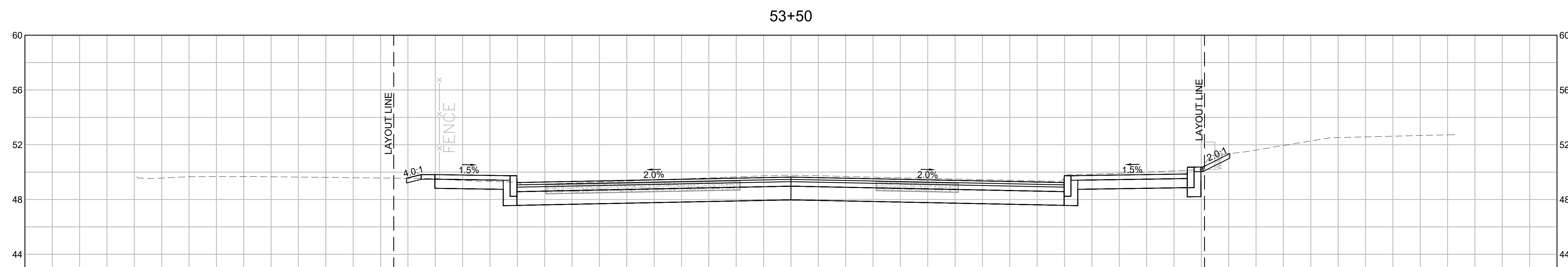
CROSS SECTIONS



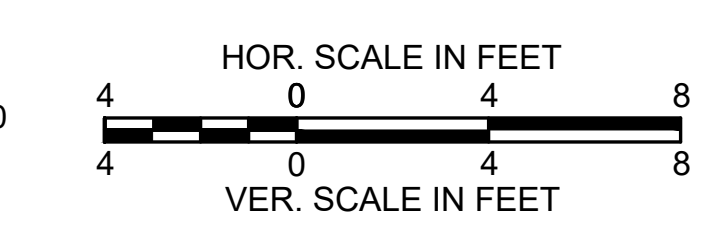
CUT: 92.07 SF  
FILL: 0.01 SF



CUT: 87.94 SF  
FILL: 0.00 SF



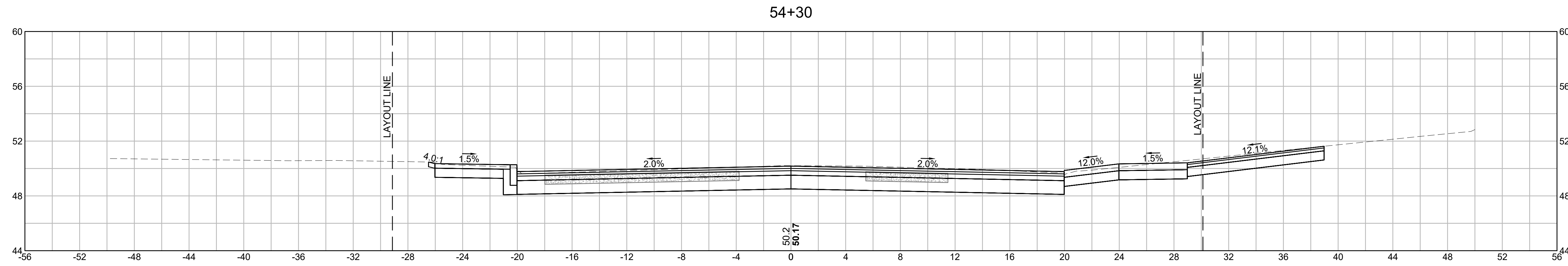
CUT: 87.00 SF  
FILL: 0.00 SF



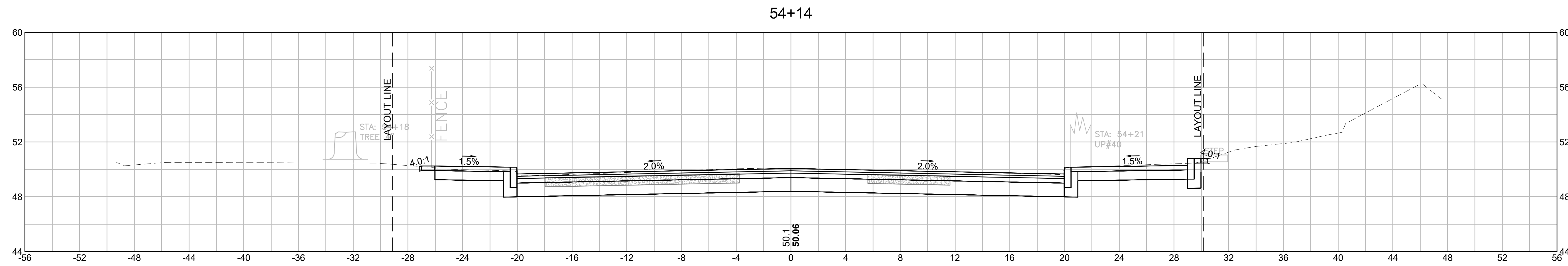
TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	80	136
PROJECT FILE NO. 608753			

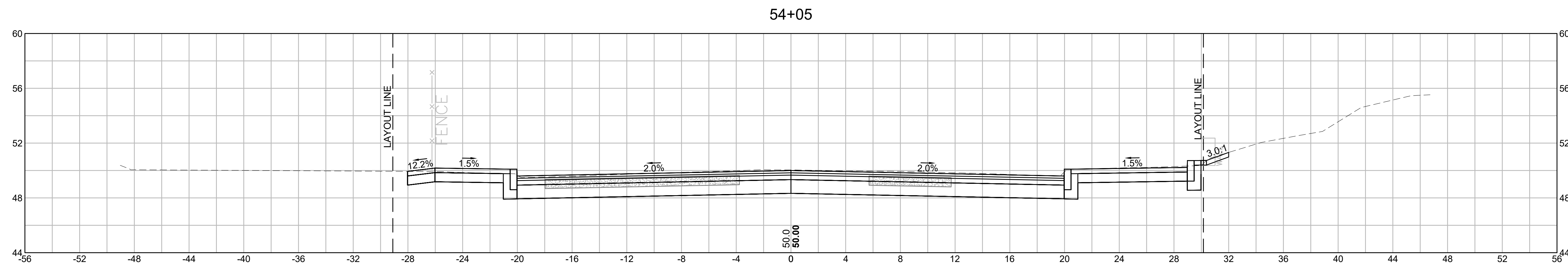
CROSS SECTIONS



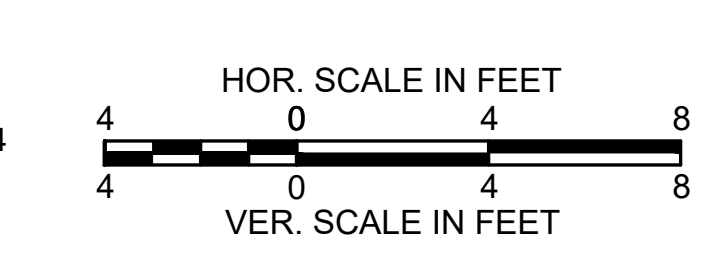
CUT: 93.19 SF  
FILL: 0.00 SF



CUT: 91.52 SF  
FILL: 0.00 SF



CUT: 94.04 SF  
FILL: 0.00 SF



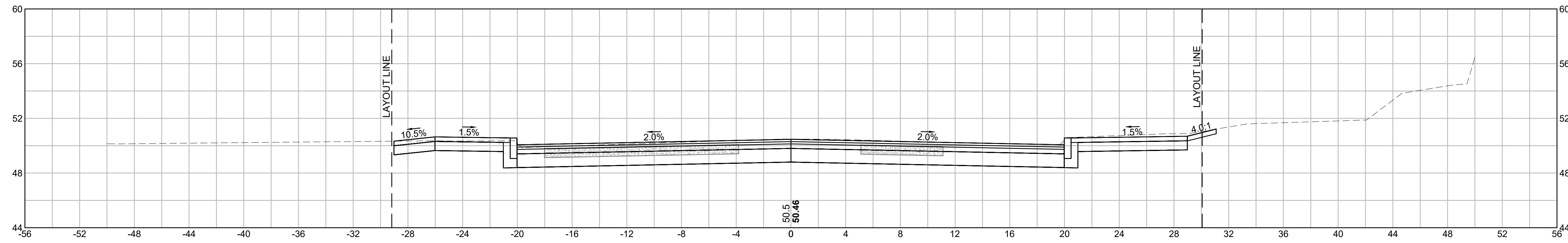


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	81	136
PROJECT FILE NO.		608753	

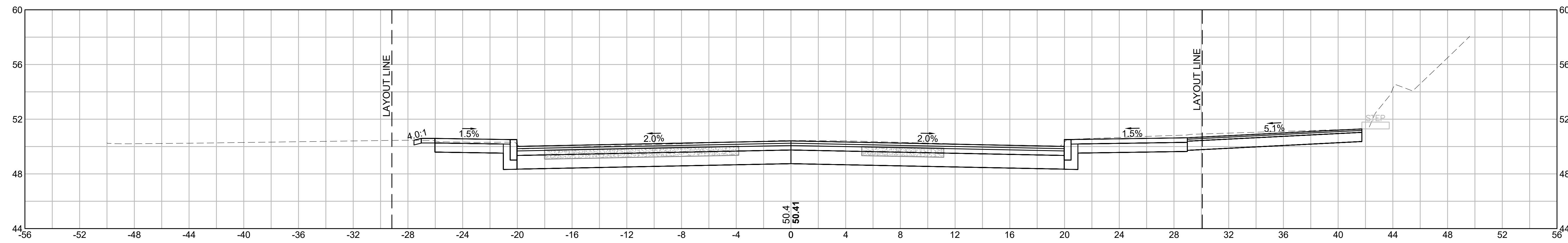
CROSS SECTIONS

54+68



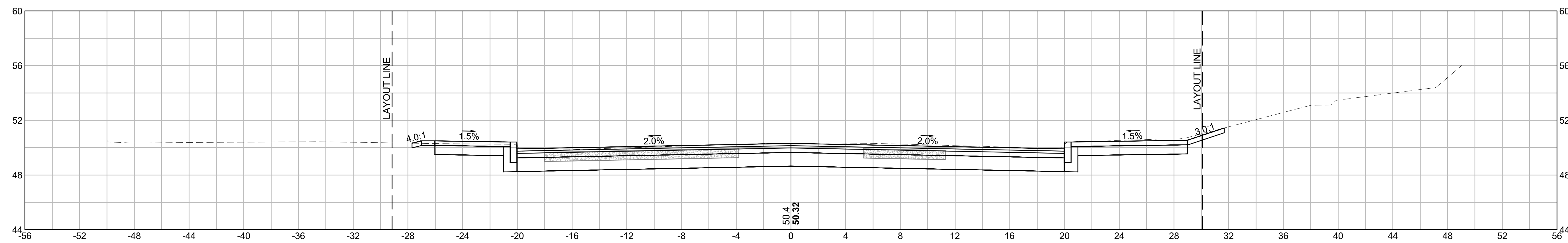
CUT: 96.78 SF  
FILL: 0.00 SF

54+62

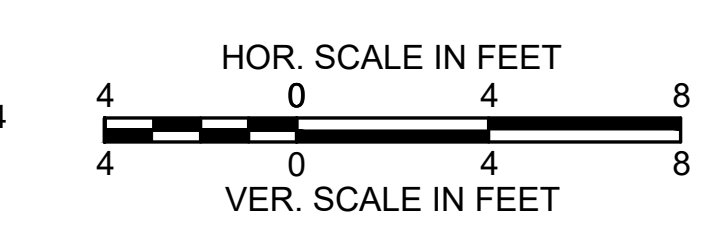


CUT: 96.85 SF  
FILL: 0.00 SF

54+50



CUT: 101.27 SF  
FILL: 0.00 SF

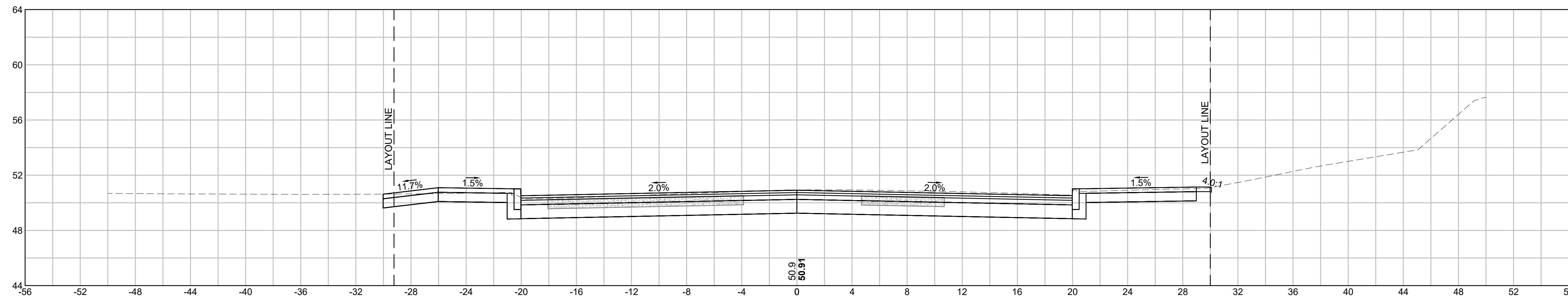


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	82	136
PROJECT FILE NO. 608753			

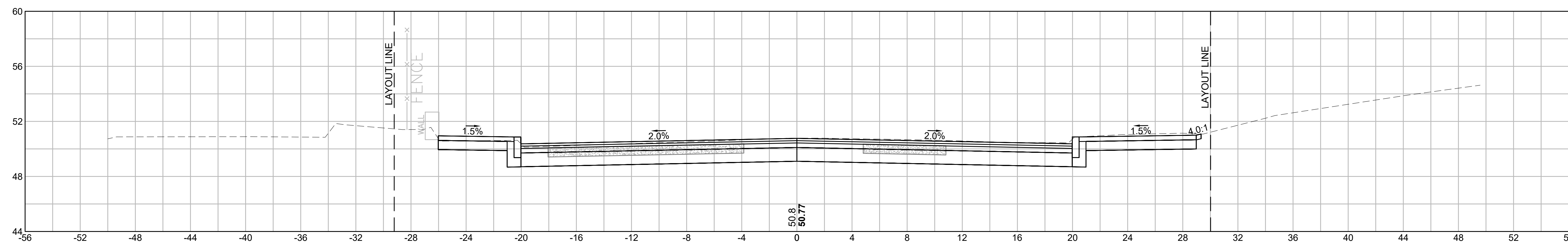
CROSS SECTIONS

55+13



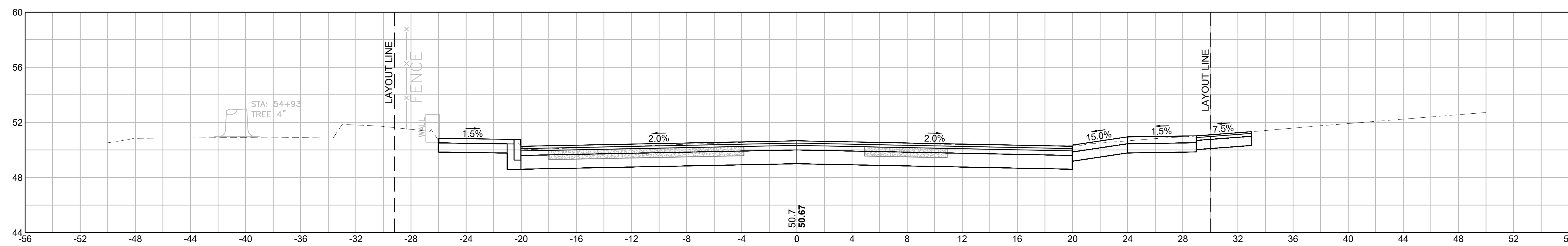
CUT: 88.14 SF  
FILL: 0.00 SF

55+00

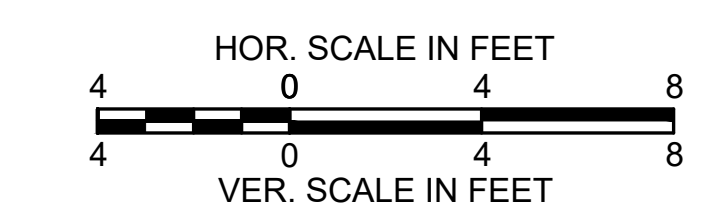


CUT: 96.02 SF  
FILL: 0.01 SF

54+90



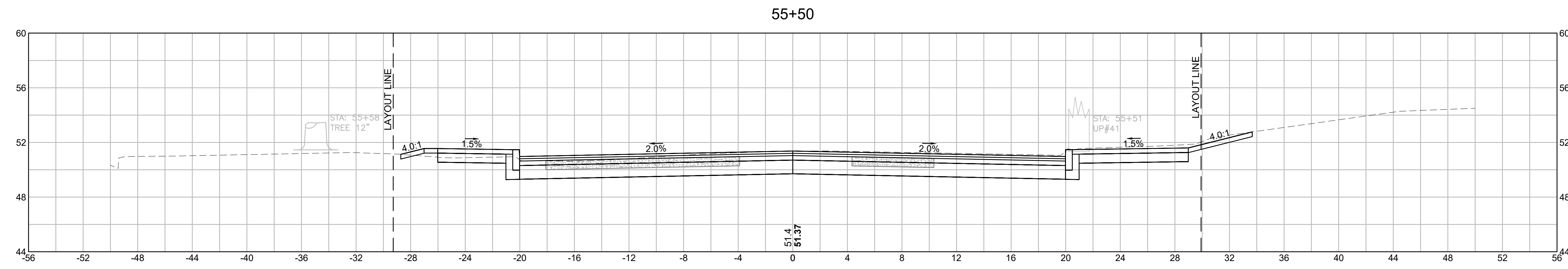
CUT: 91.79 SF  
FILL: 0.00 SF



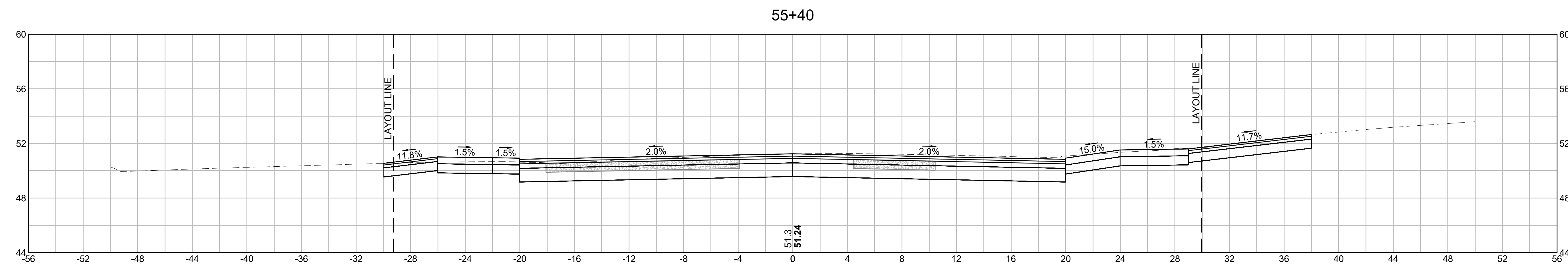
**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	83	136
PROJECT FILE NO. 608753			

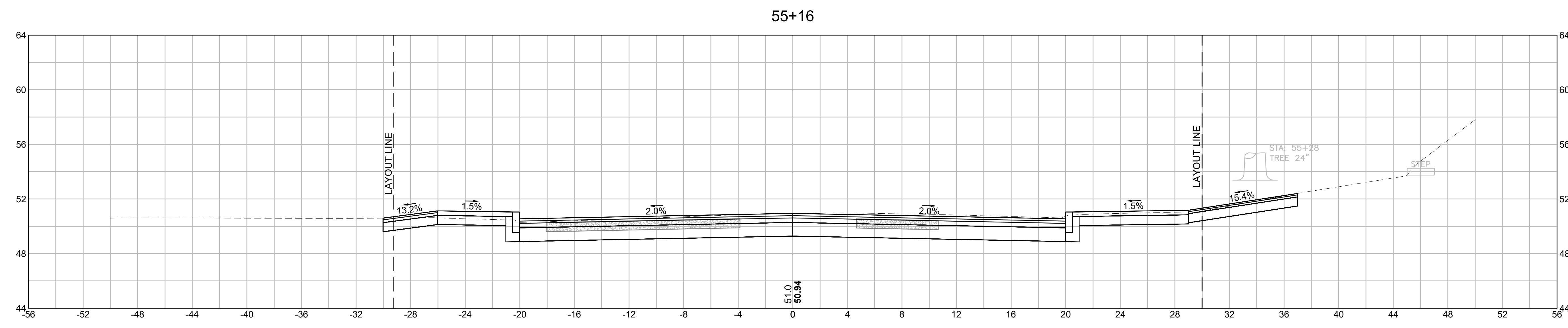
**CROSS SECTIONS**



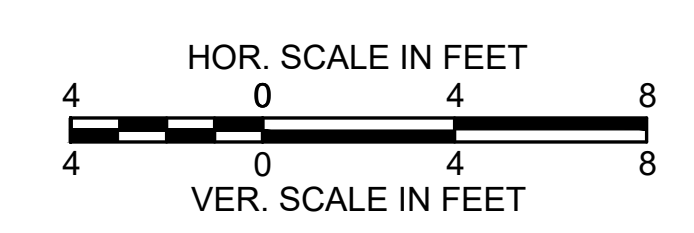
CUT: 84.95 SF  
FILL: 0.33 SF



CUT: 93.48 SF  
FILL: 0.00 SF



CUT: 88.10 SF  
FILL: 0.00 SF



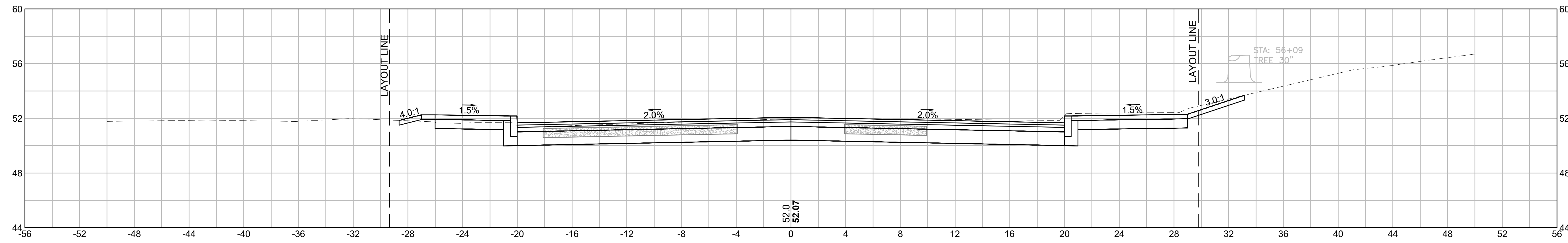


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	84	136
PROJECT FILE NO. 608753			

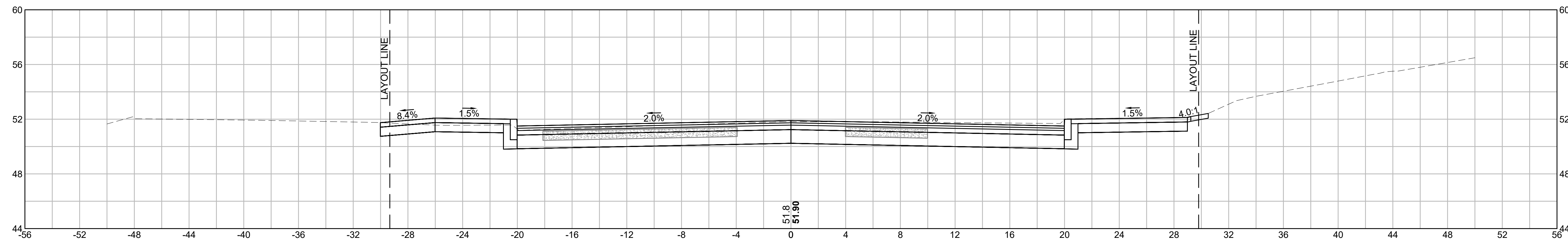
CROSS SECTIONS

56+00



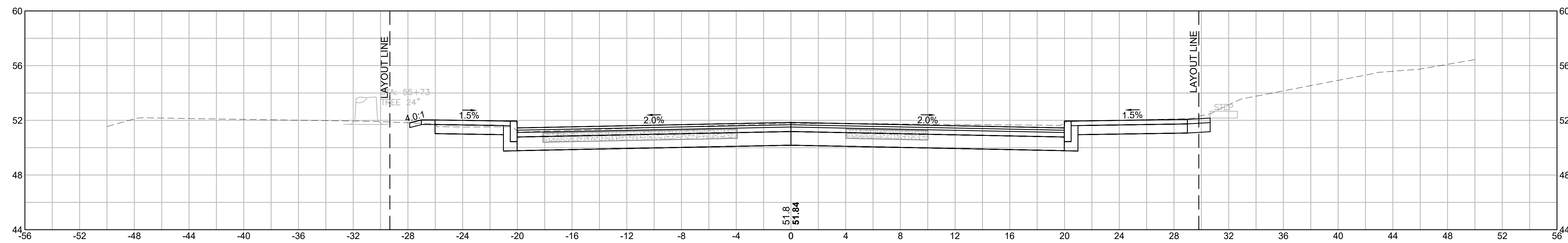
CUT: 85.76 SF  
FILL: 0.19 SF

55+88

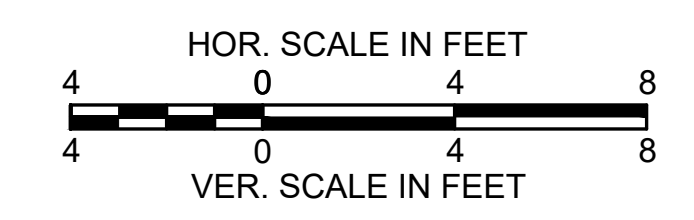


CUT: 86.36 SF  
FILL: 0.00 SF

55+84



CUT: 88.46 SF  
FILL: 0.00 SF

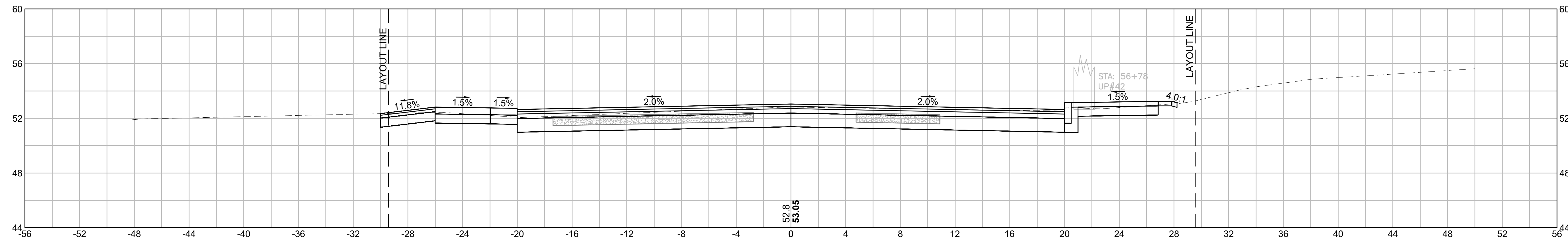


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	85	136
PROJECT FILE NO. 608753			

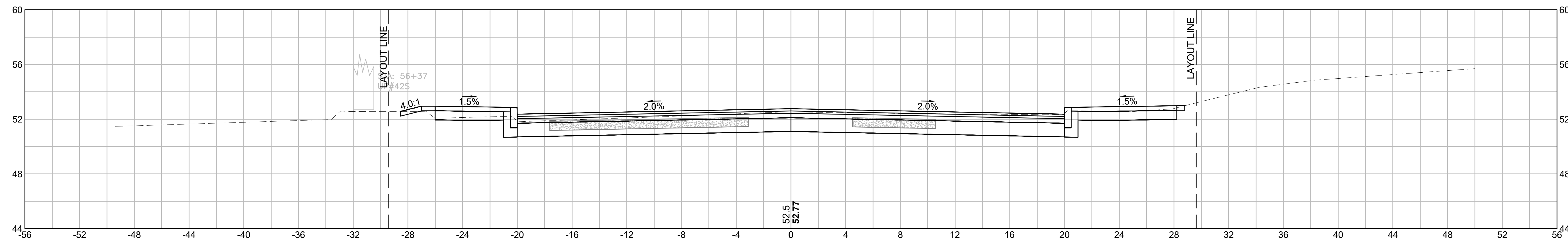
CROSS SECTIONS

56+75



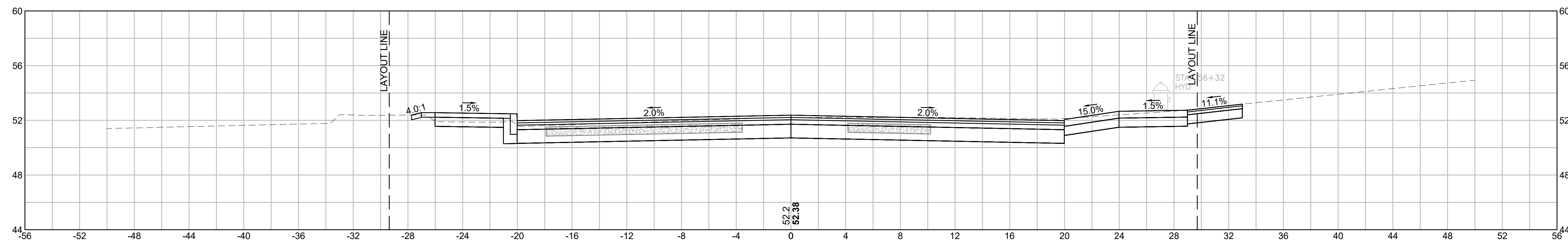
CUT: 67.89 SF  
FILL: 0.00 SF

56+50

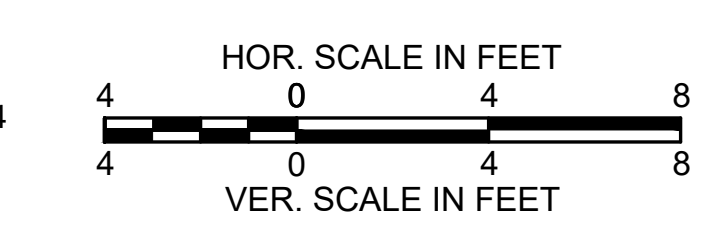


CUT: 65.47 SF  
FILL: 0.21 SF

56+22



CUT: 78.68 SF  
FILL: 0.06 SF

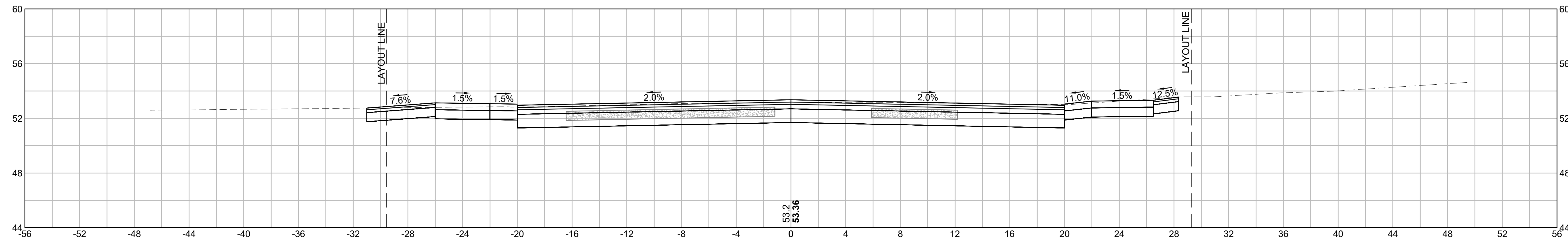


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	86	136
PROJECT FILE NO. 608753			

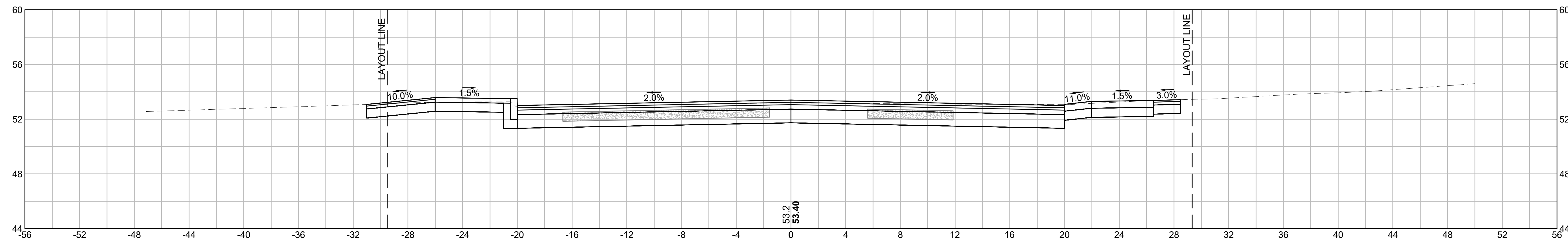
CROSS SECTIONS

57+75



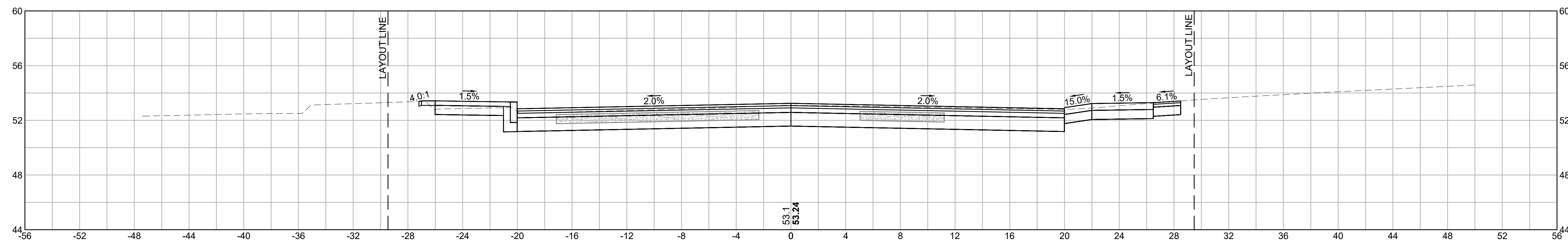
CUT: 83.87 SF  
FILL: 0.00 SF

57+50

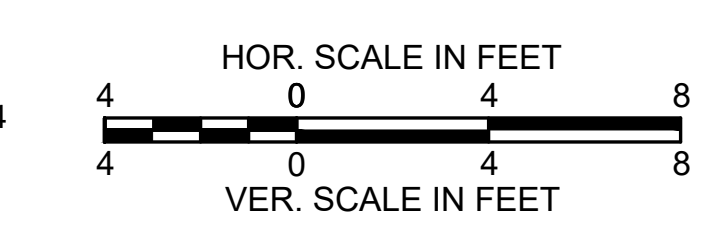


CUT: 80.27 SF  
FILL: 0.00 SF

57+00



CUT: 72.23 SF  
FILL: 0.07 SF



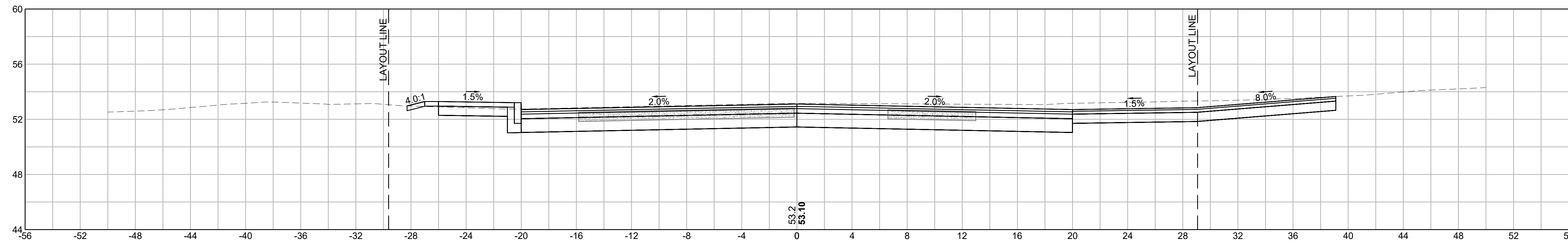


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	87	136
PROJECT FILE NO.		608753	

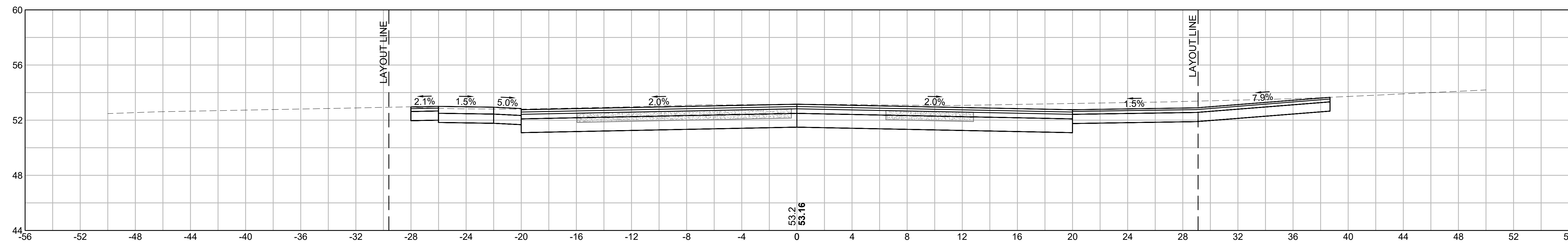
CROSS SECTIONS

58+38



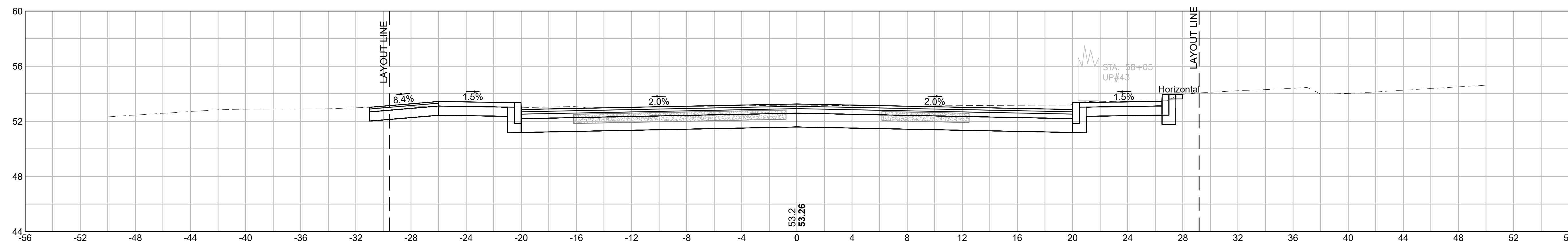
CUT: 101.97 SF  
FILL: 0.04 SF  
CUT: 105.78 SF  
FILL: 0.02 SF

58+25

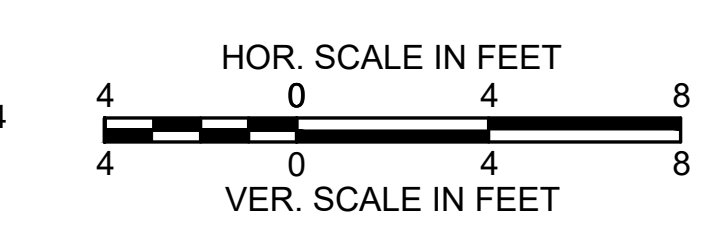


CUT: 104.14 SF  
FILL: 0.00 SF

58+00



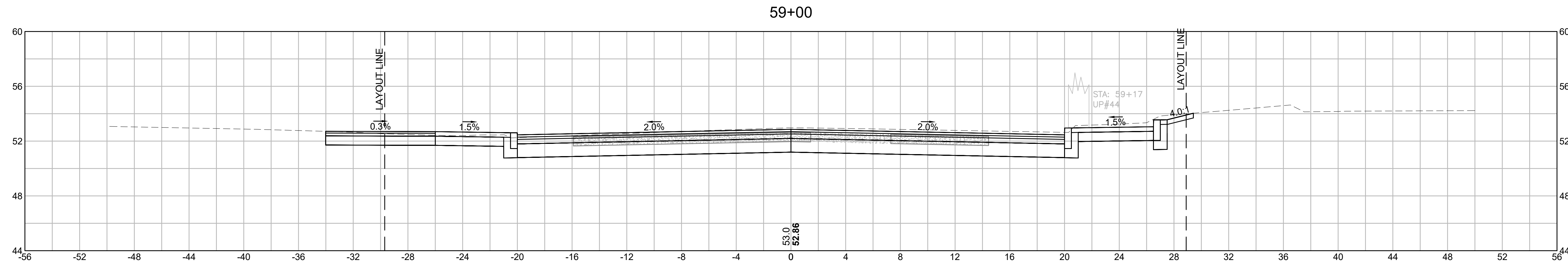
CUT: 95.06 SF  
FILL: 0.00 SF



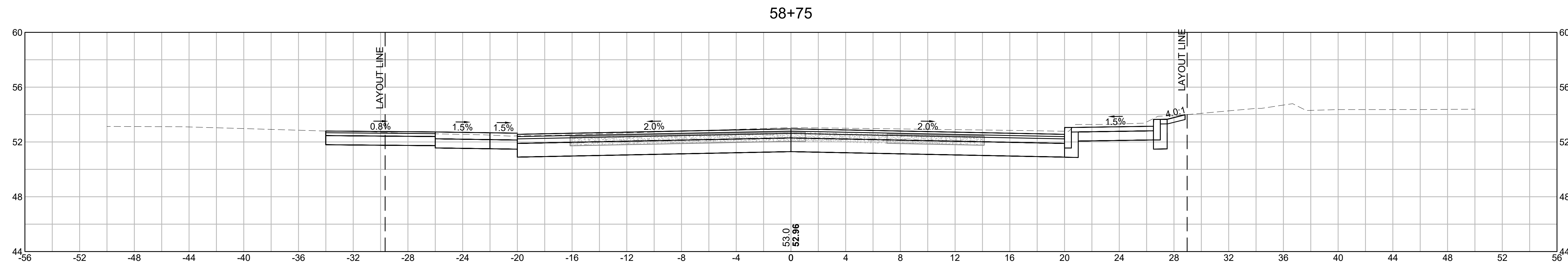
TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	88	136
PROJECT FILE NO. 608753			

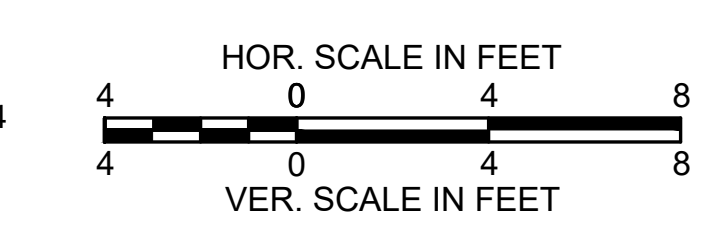
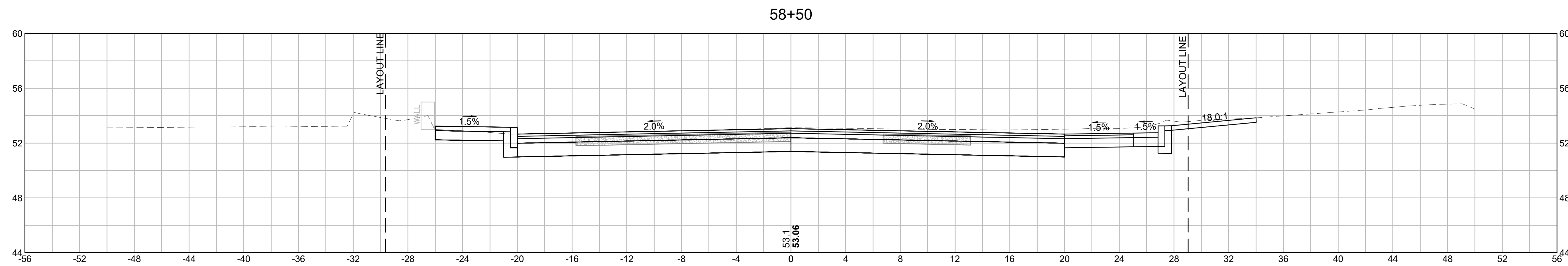
CROSS SECTIONS



CUT: 104.60 SF  
FILL: 0.00 SF



CUT: 106.45 SF  
FILL: 0.00 SF

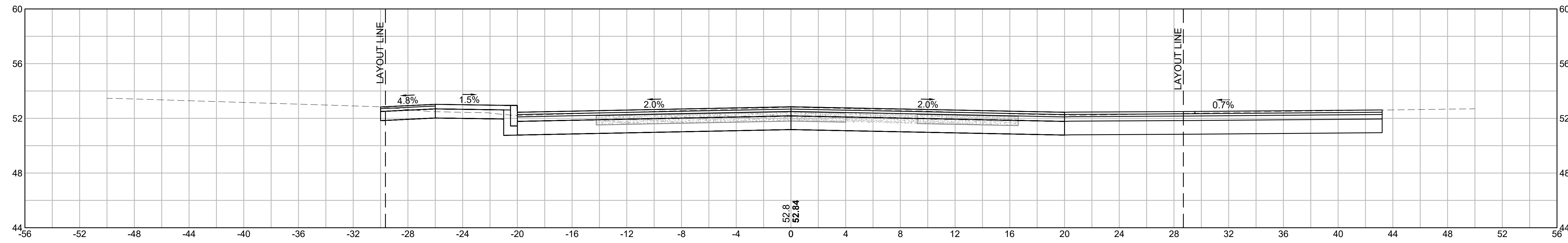


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

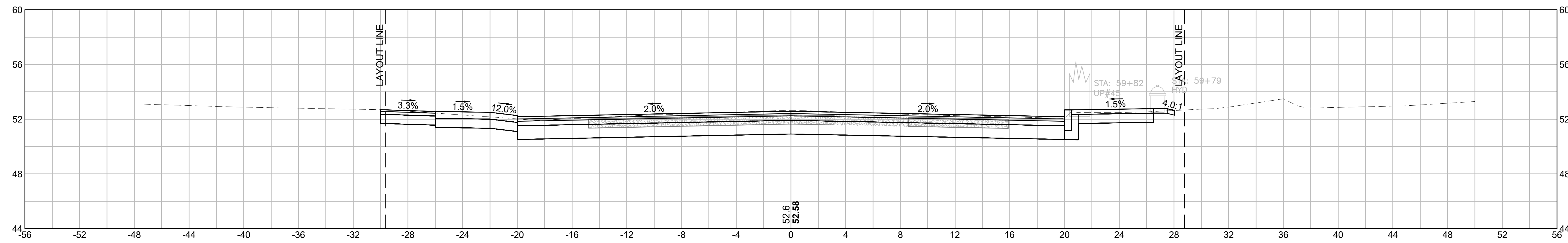
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	89	136
PROJECT FILE NO. 608753			

CROSS SECTIONS

60+50

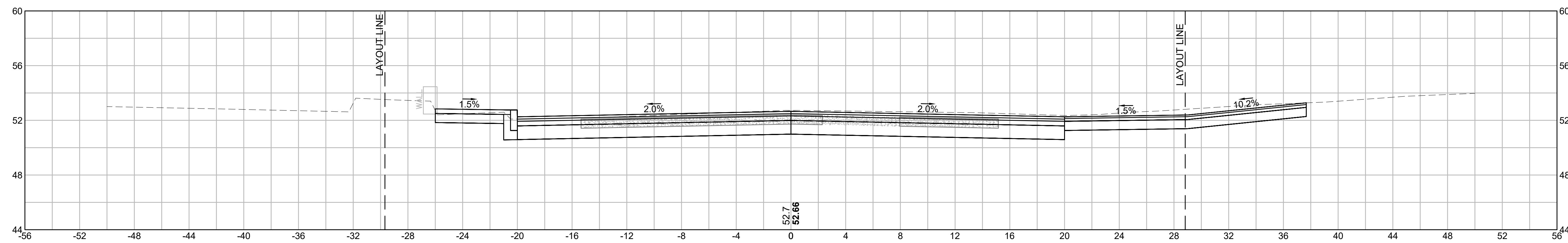


60+00

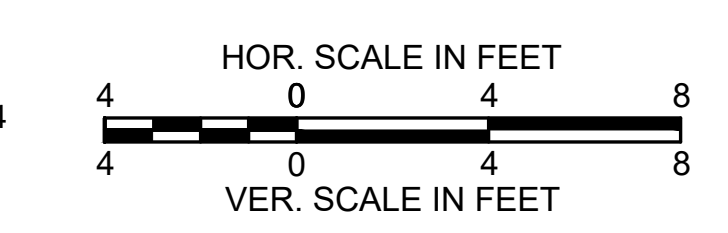


CUT: 79.63 SF  
FILL: 0.00 SF

59+50



CUT: 94.66 SF  
FILL: 0.00 SF

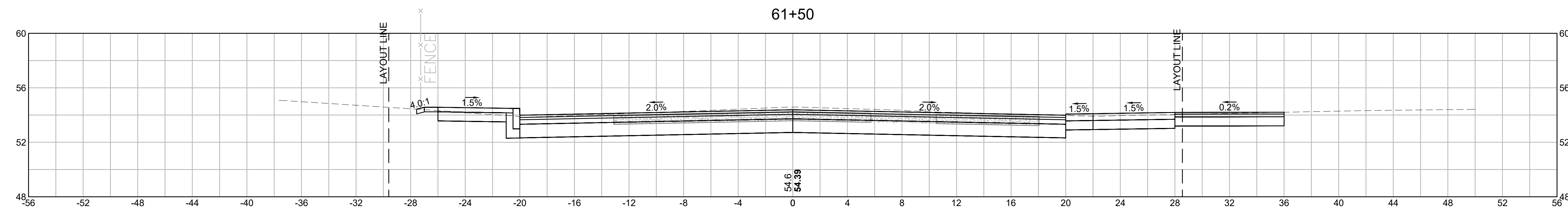




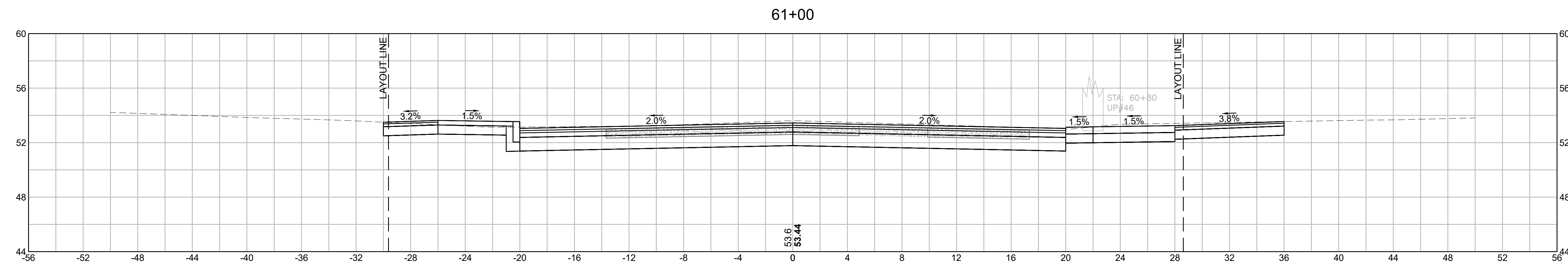
TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	90	136
PROJECT FILE NO.		608753	

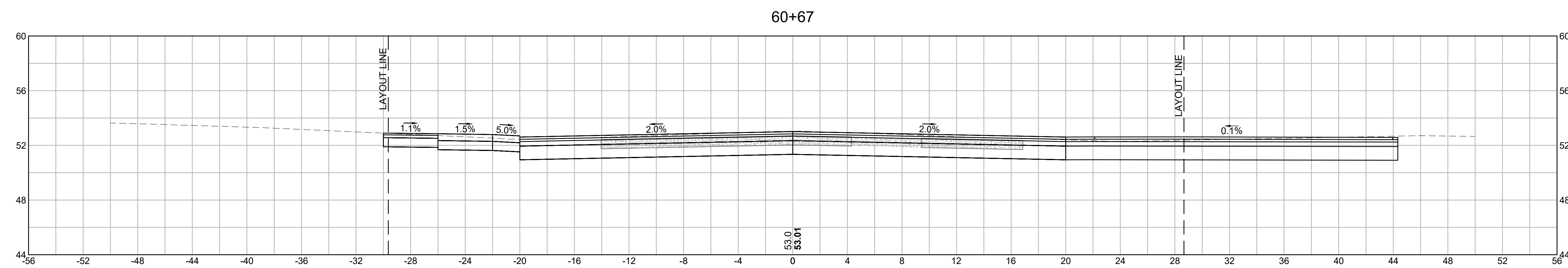
CROSS SECTIONS



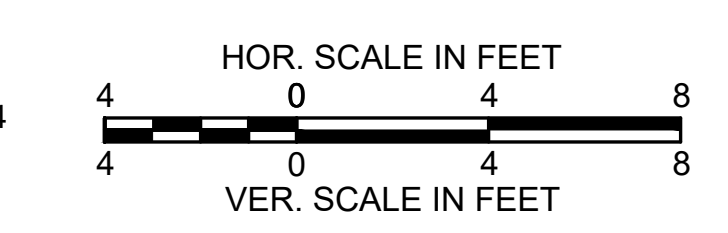
CUT: 88.73 SF  
FILL: 0.00 SF



CUT: 96.01 SF  
FILL: 0.00 SF



CUT: 80.26 SF  
FILL: 0.01 SF  
CUT: 73.57 SF  
FILL: 0.02 SF

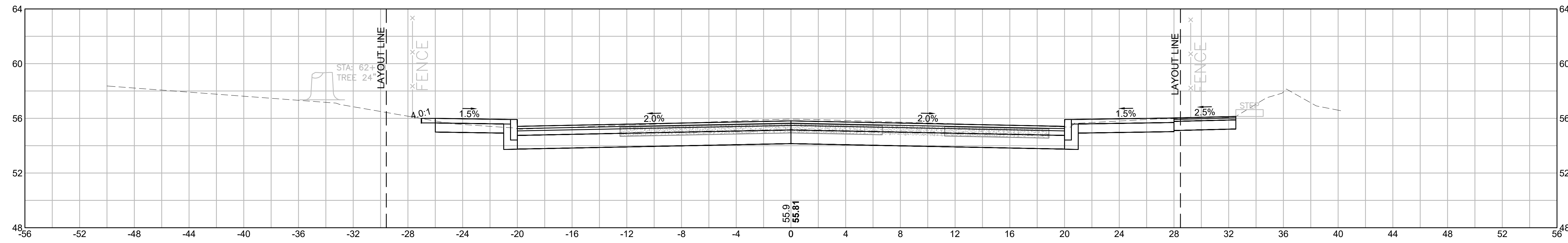


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	91	136
PROJECT FILE NO. 608753			

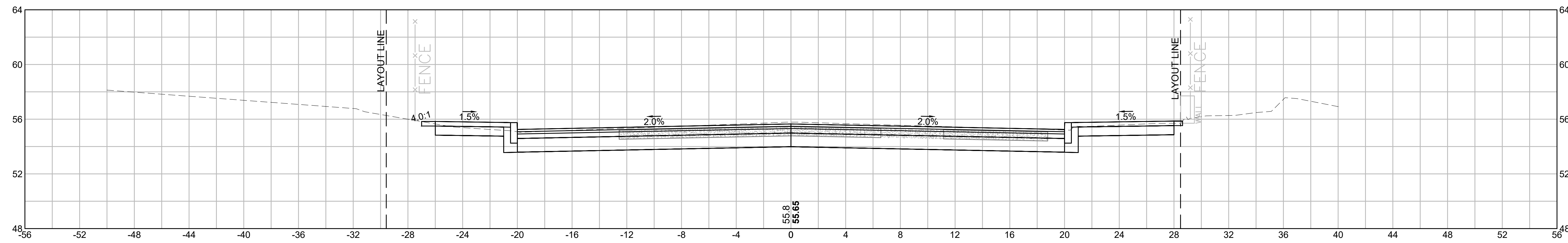
CROSS SECTIONS

62+06



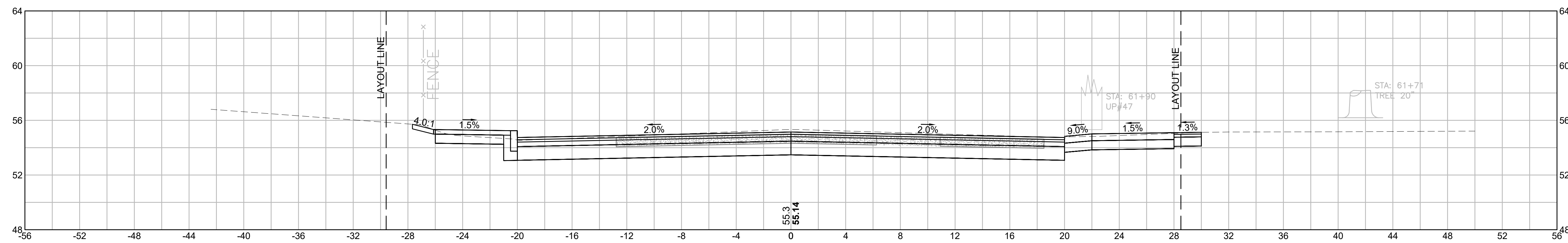
CUT: 82.98 SF  
FILL: 0.00 SF

62+00

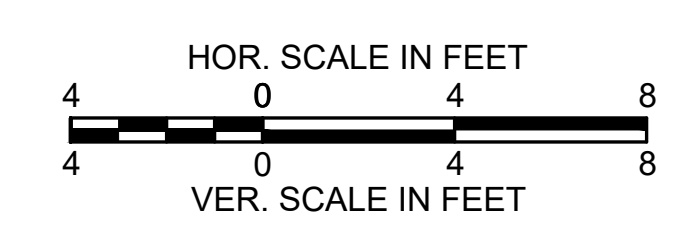


CUT: 83.04 SF  
FILL: 0.00 SF

61+81



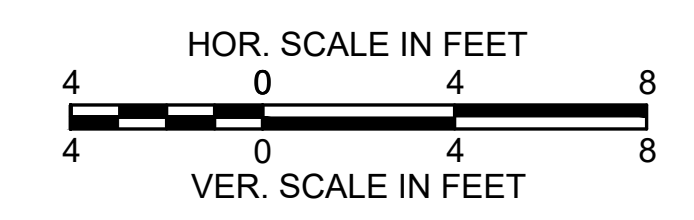
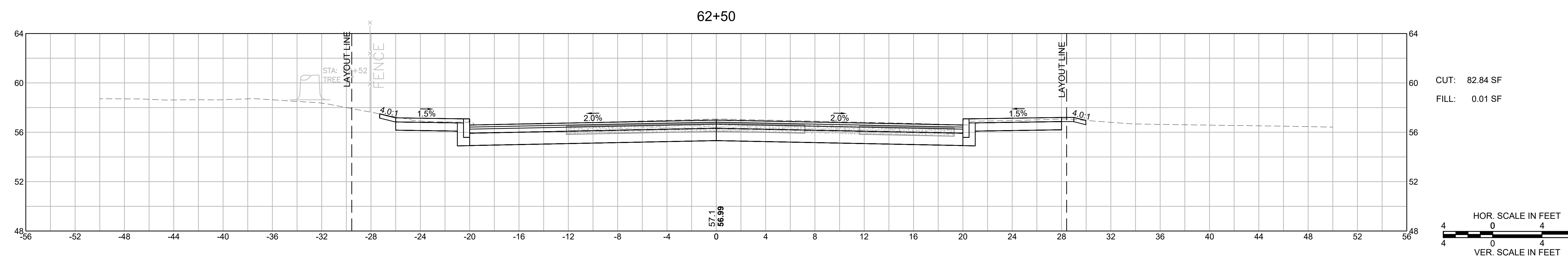
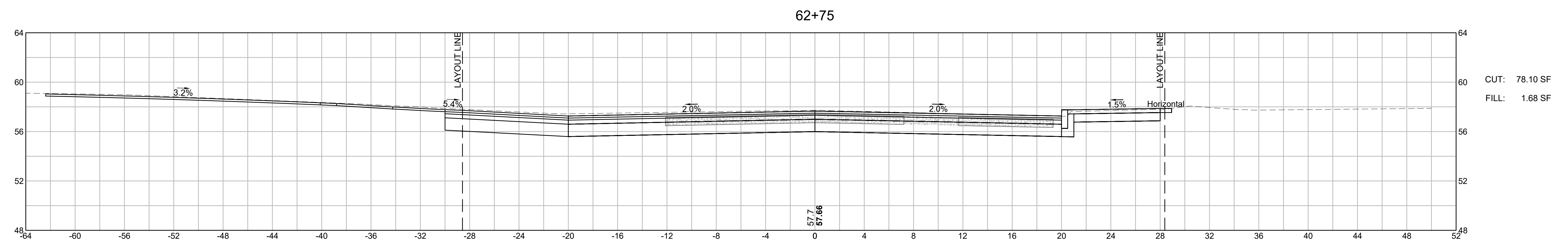
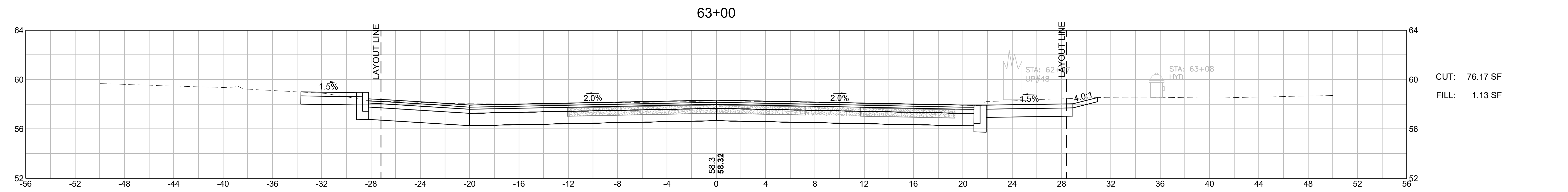
CUT: 86.61 SF  
FILL: 0.00 SF



TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	92	136
PROJECT FILE NO. 608753			

CROSS SECTIONS



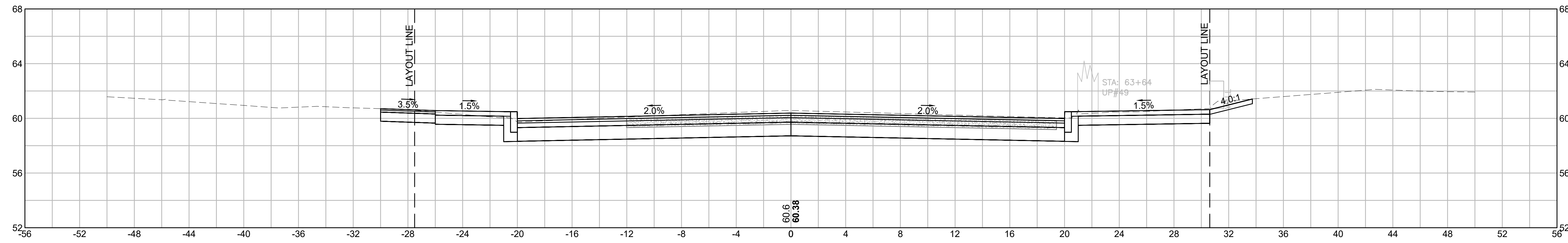


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	93	136
PROJECT FILE NO. 608753			

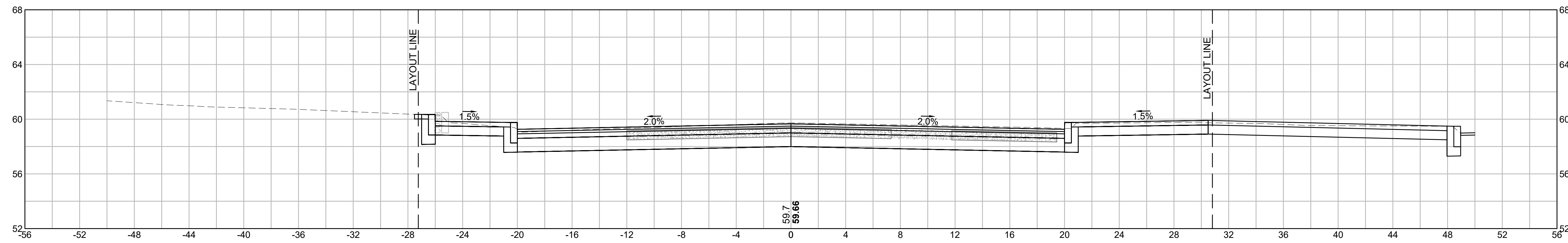
CROSS SECTIONS

63+77



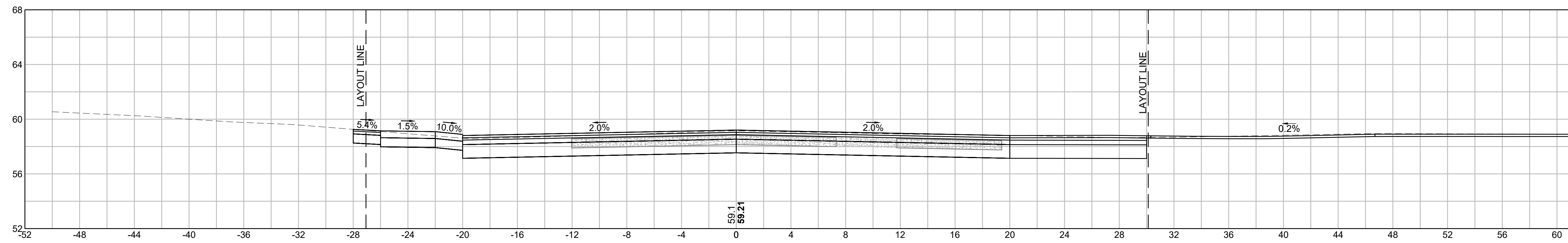
CUT: 90.21 SF  
FILL: 0.18 SF

63+50

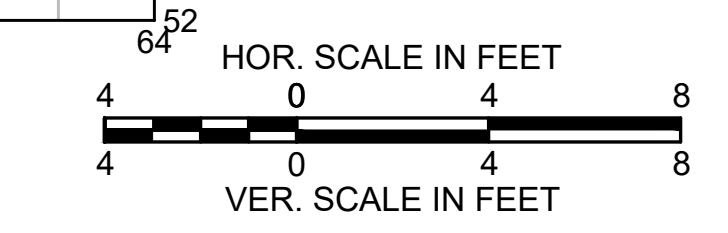


CUT: 86.20 SF  
FILL: 0.00 SF

63+33



CUT: 79.21 SF  
FILL: 0.00 SF

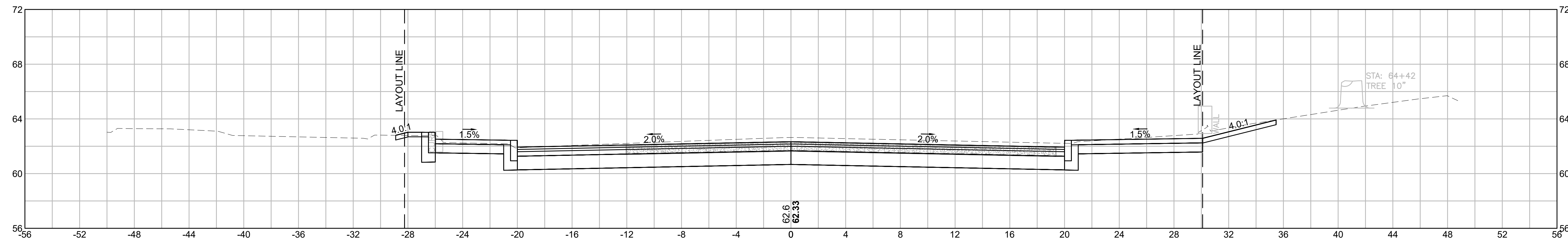


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	94	136
PROJECT FILE NO.		608753	

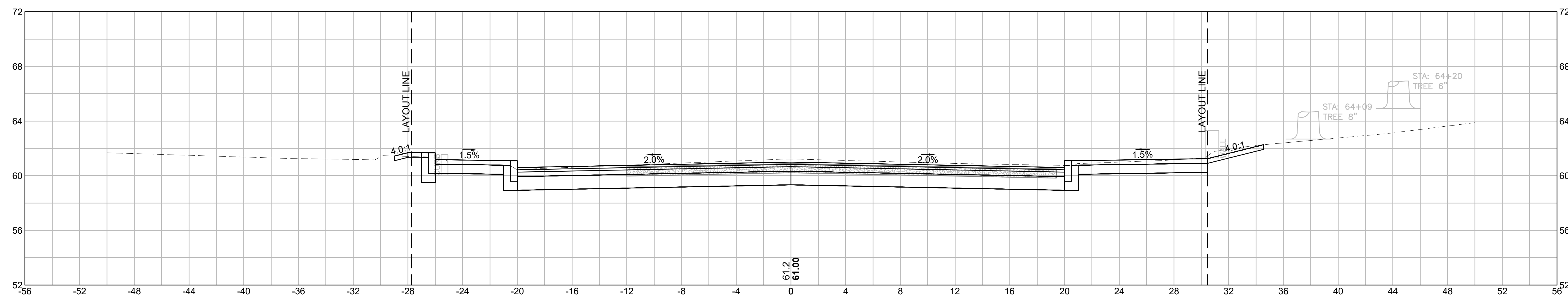
CROSS SECTIONS

64+50



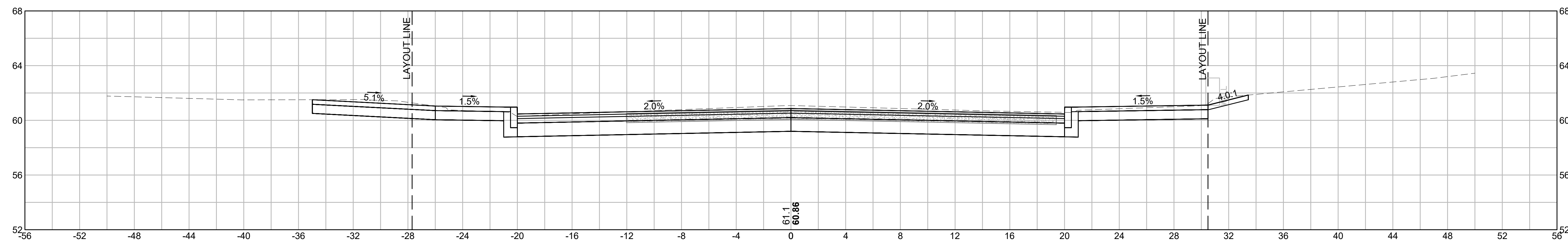
CUT: 99.26 SF  
FILL: 0.00 SF

64+00

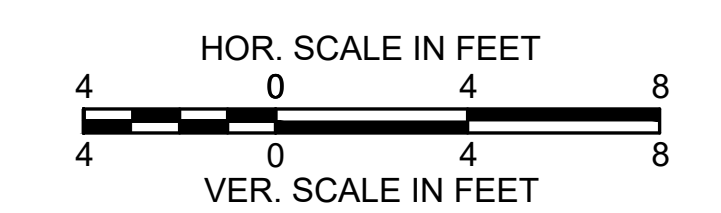


CUT: 91.78 SF  
FILL: 0.02 SF

63+95



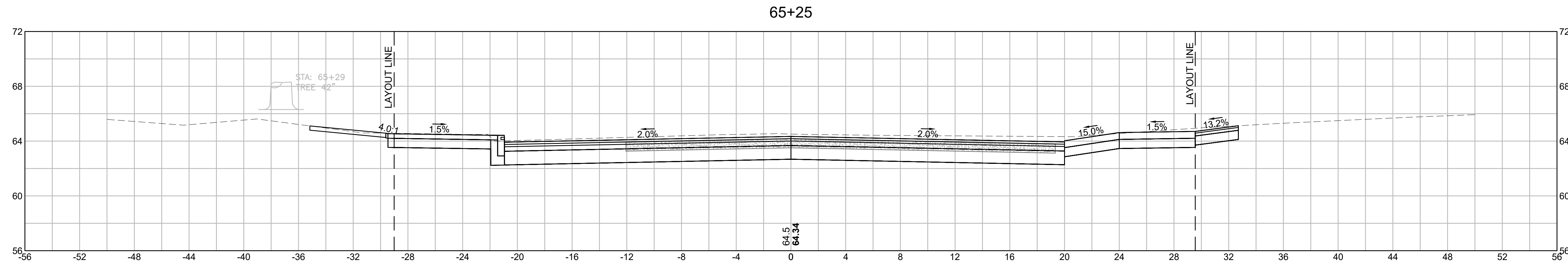
CUT: 97.93 SF  
FILL: 0.00 SF



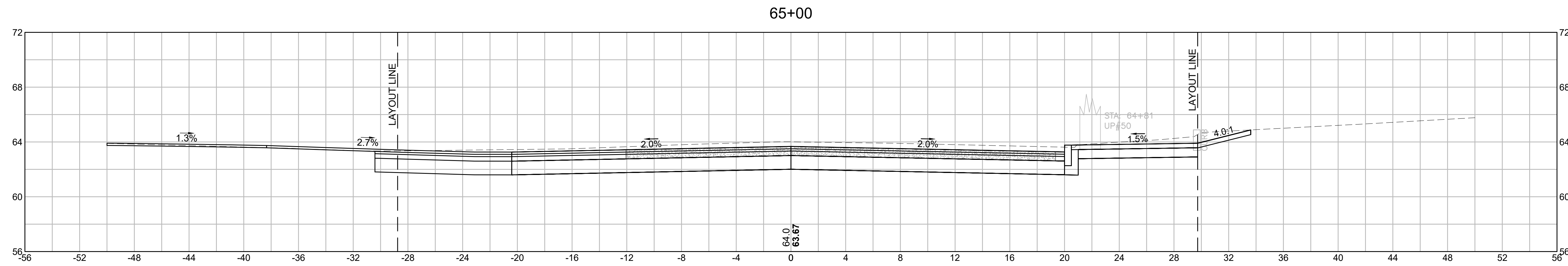
TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	95	136
PROJECT FILE NO. 608753			

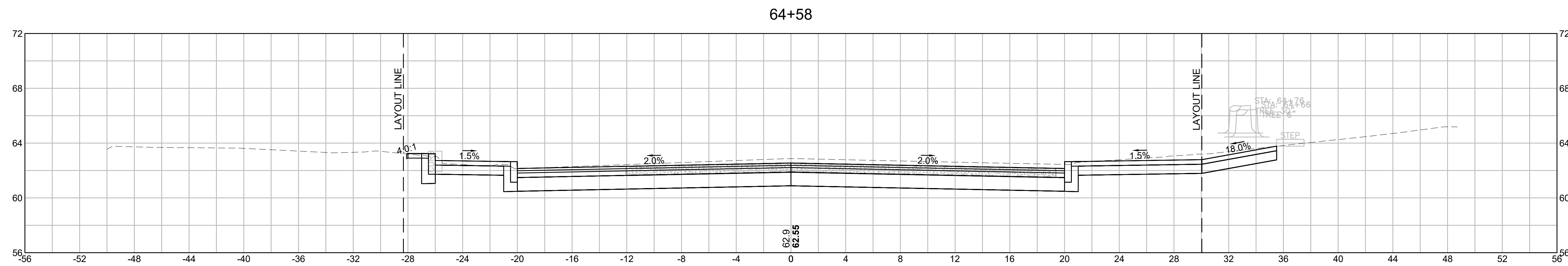
CROSS SECTIONS



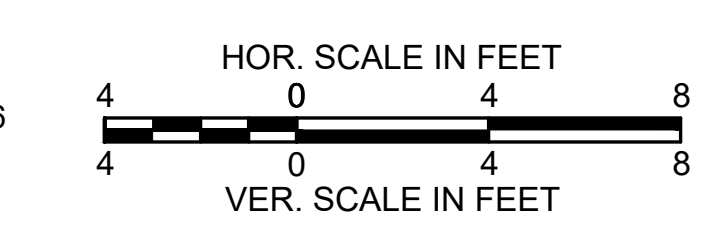
CUT: 102.26 SF  
FILL: 0.00 SF



CUT: 95.54 SF  
FILL: 1.98 SF



CUT: 102.91 SF  
FILL: 0.00 SF



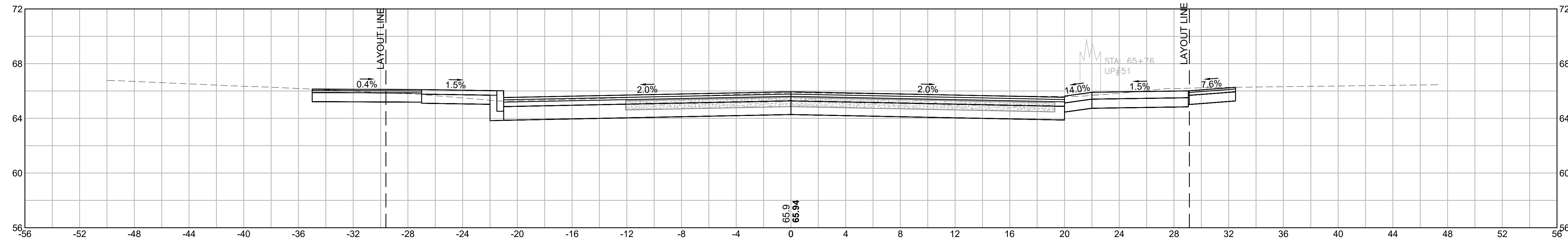


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	96	136
PROJECT FILE NO. 608753			

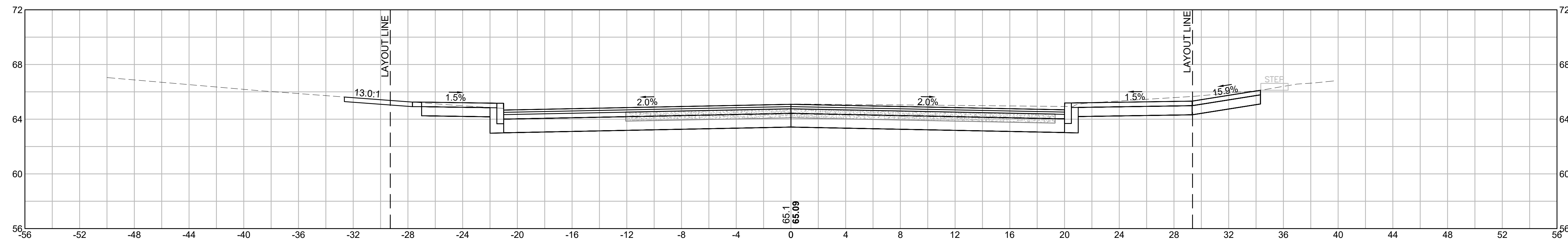
CROSS SECTIONS

65+85



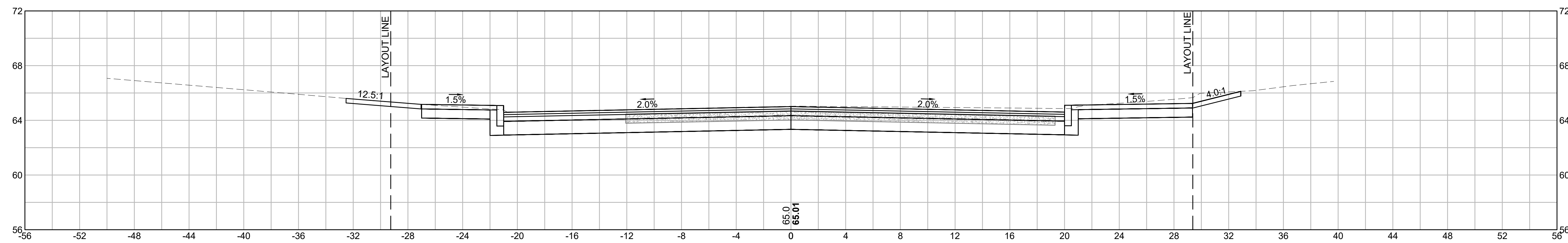
CUT: 88.23 SF  
FILL: 0.00 SF

65+53

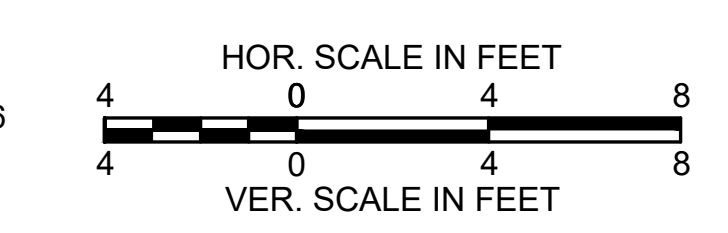


CUT: 95.30 SF  
FILL: 0.00 SF

65+50



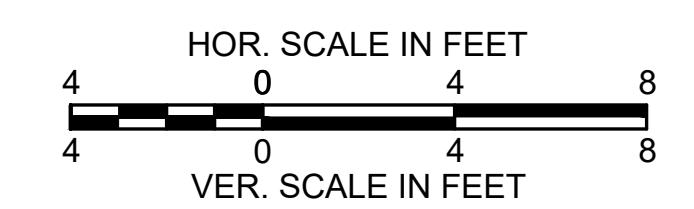
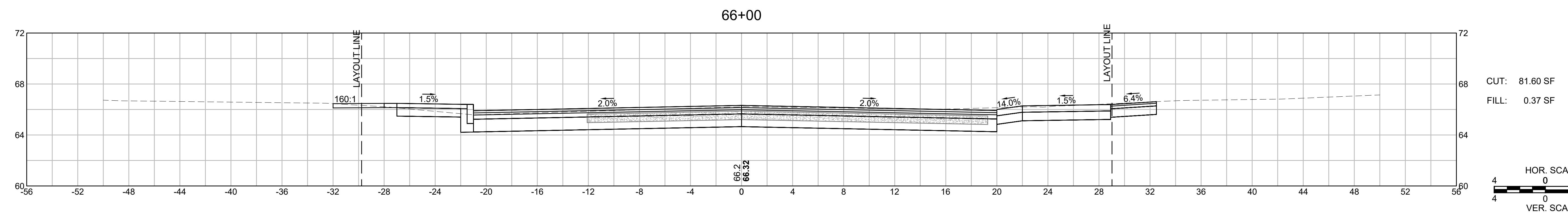
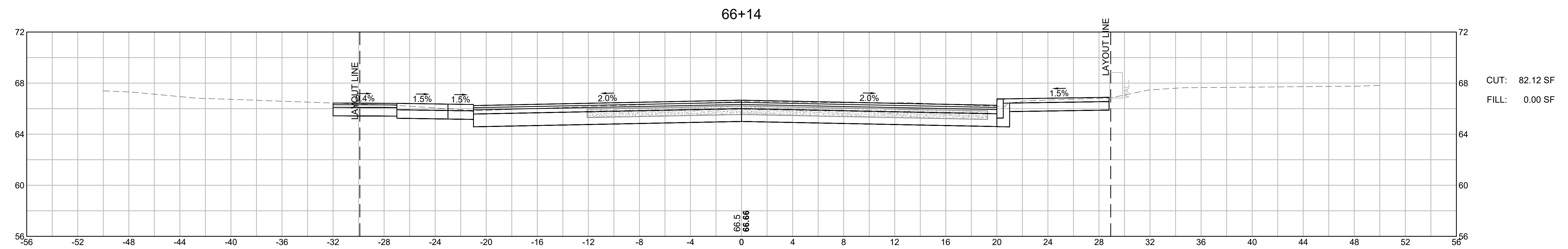
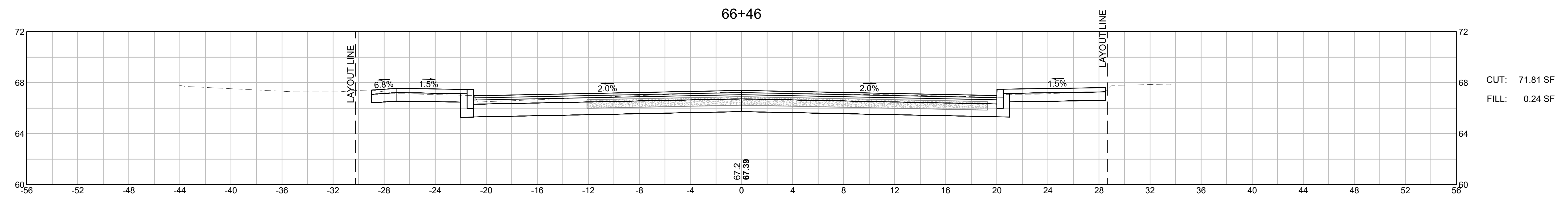
CUT: 93.70 SF  
FILL: 0.00 SF



TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	97	136
PROJECT FILE NO.		608753	

CROSS SECTIONS

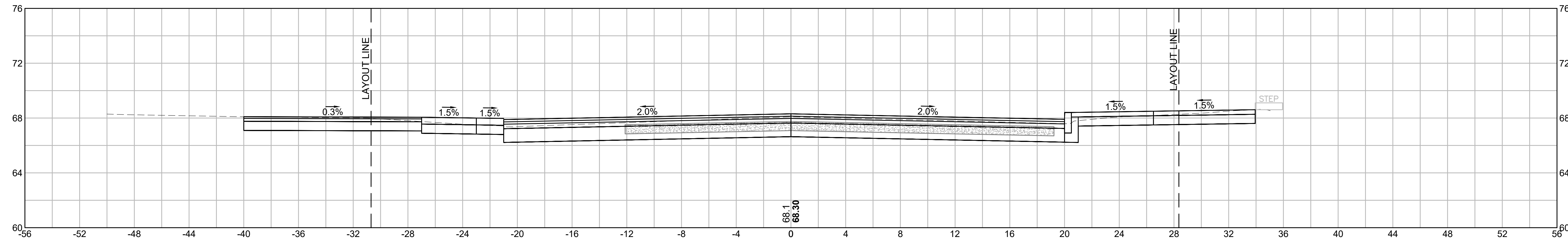


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	98	136
PROJECT FILE NO. 608753			

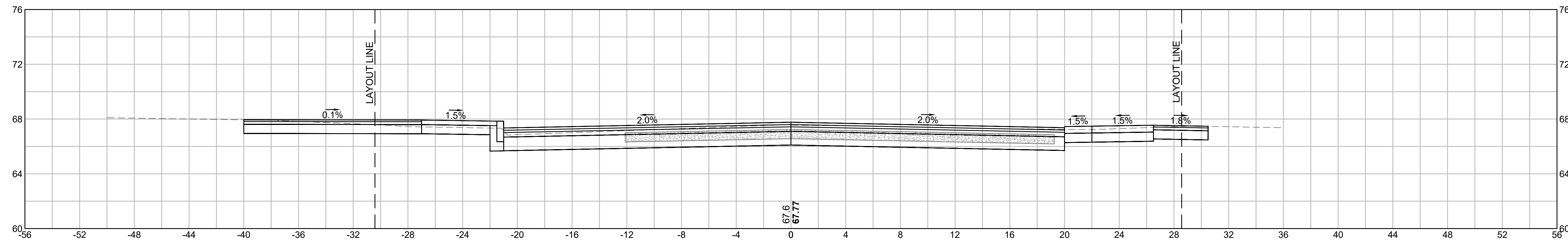
CROSS SECTIONS

66+92



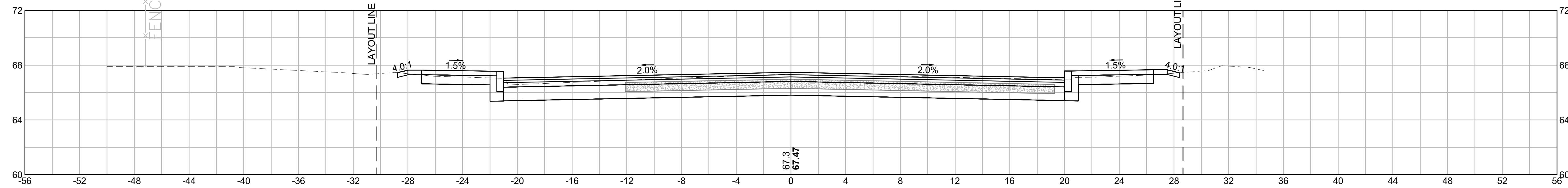
CUT: 82.05 SF  
FILL: 0.00 SF

66+64

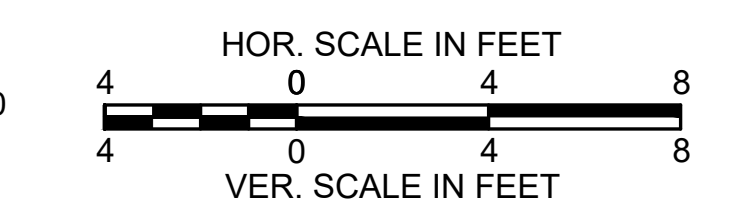


CUT: 81.84 SF  
FILL: 0.00 SF

66+50



CUT: 69.74 SF  
FILL: 0.30 SF



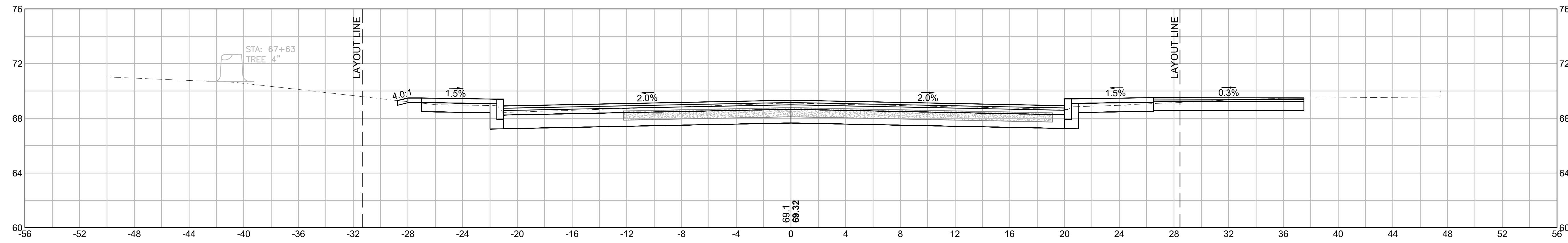


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	99	136
PROJECT FILE NO. 608753			

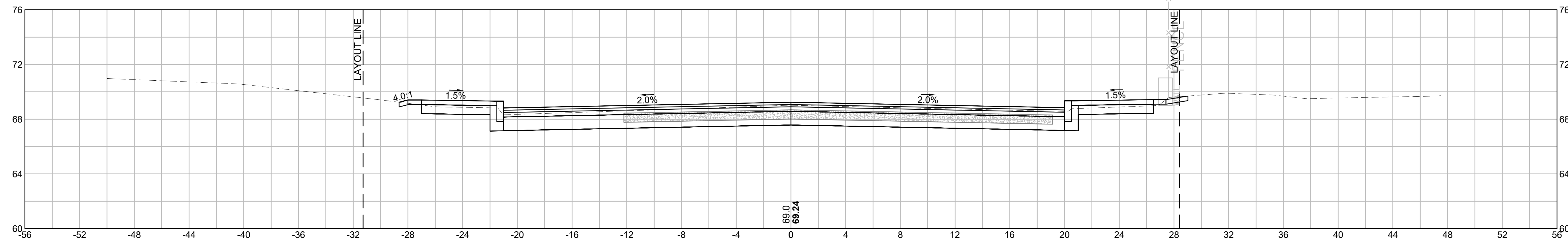
CROSS SECTIONS

67+56



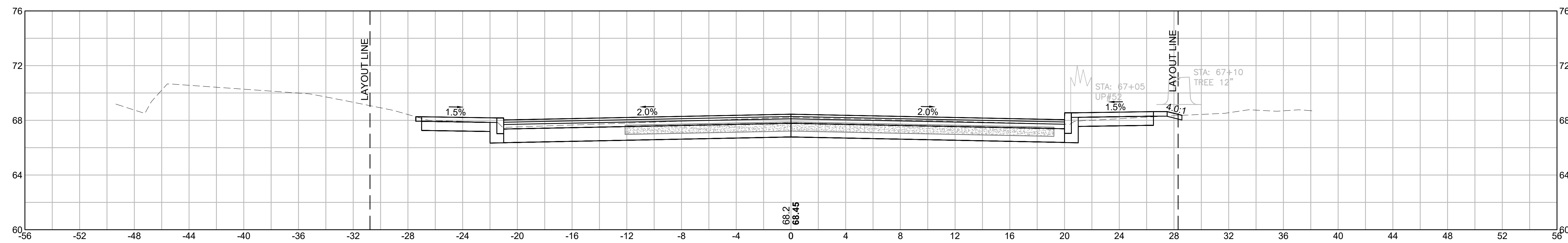
CUT: 72.98 SF  
FILL: 0.01 SF

67+50

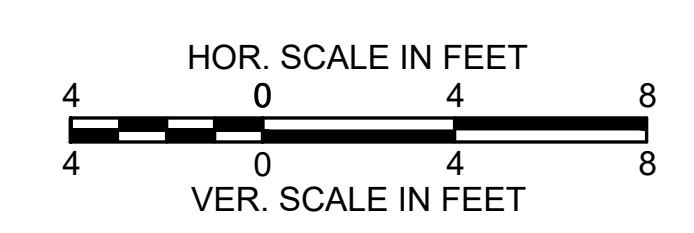


CUT: 73.65 SF  
FILL: 0.05 SF

67+00



CUT: 81.13 SF  
FILL: 0.02 SF

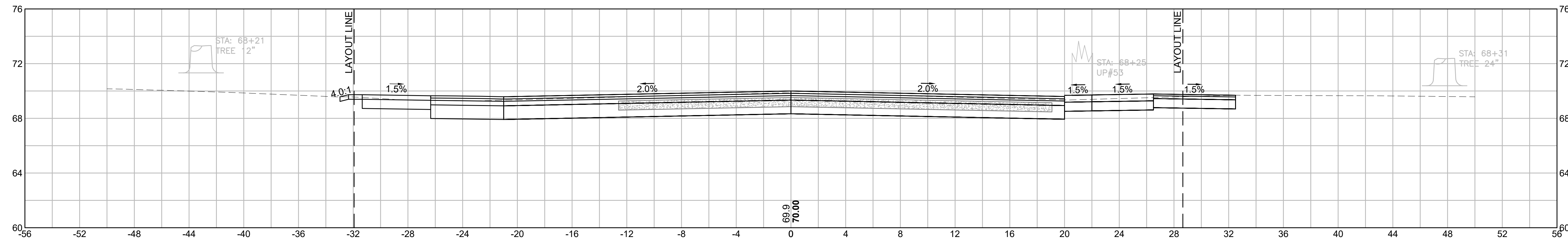


**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	100	136
PROJECT FILE NO. 608753			

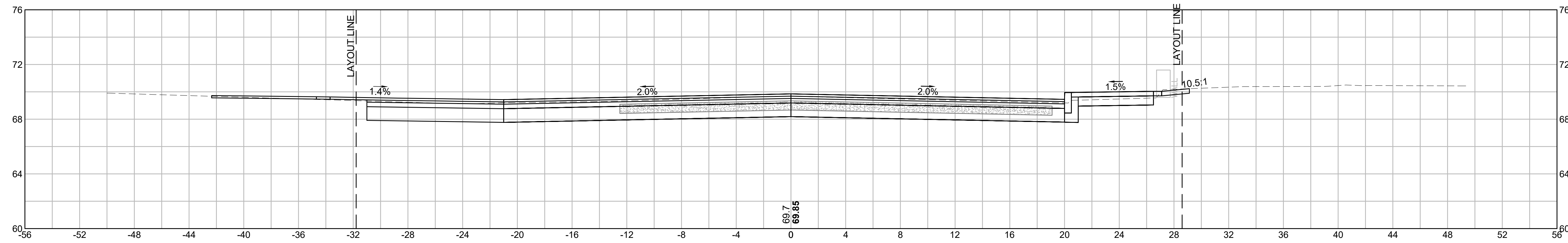
**CROSS SECTIONS**

68+15



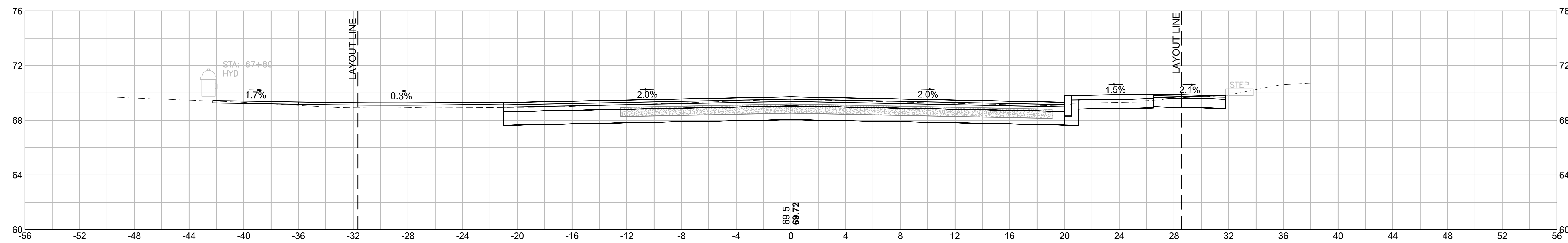
CUT: 71.32 SF  
FILL: 2.33 SF

68+00

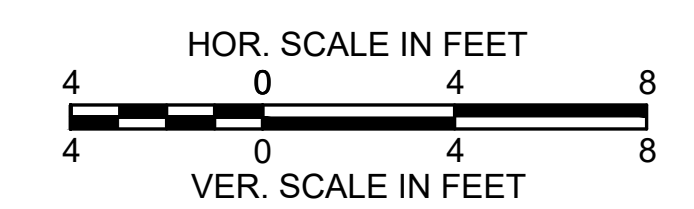


CUT: 68.19 SF  
FILL: 1.86 SF

67+88



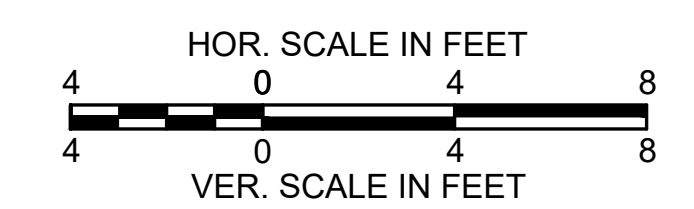
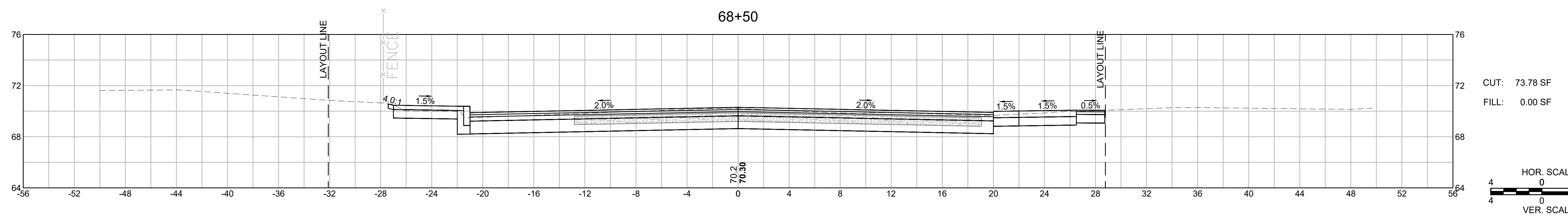
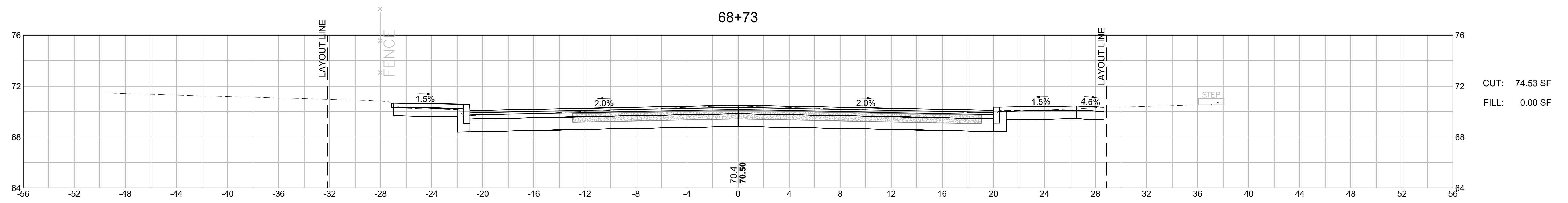
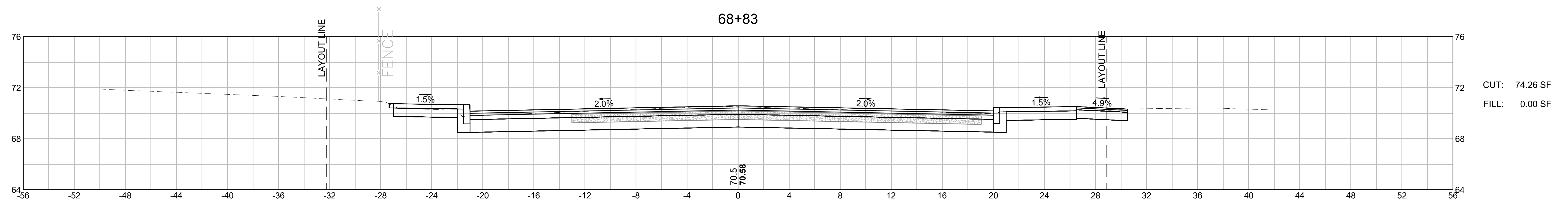
CUT: 65.12 SF  
FILL: 2.58 SF



TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	101	136
PROJECT FILE NO.		608753	

CROSS SECTIONS



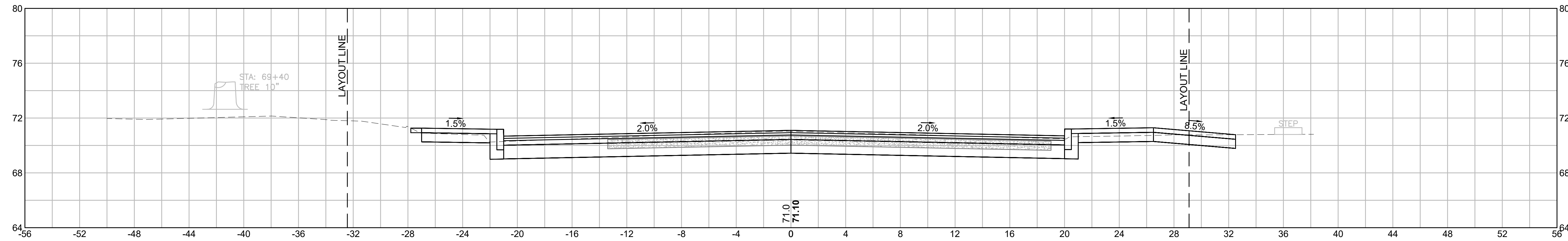


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

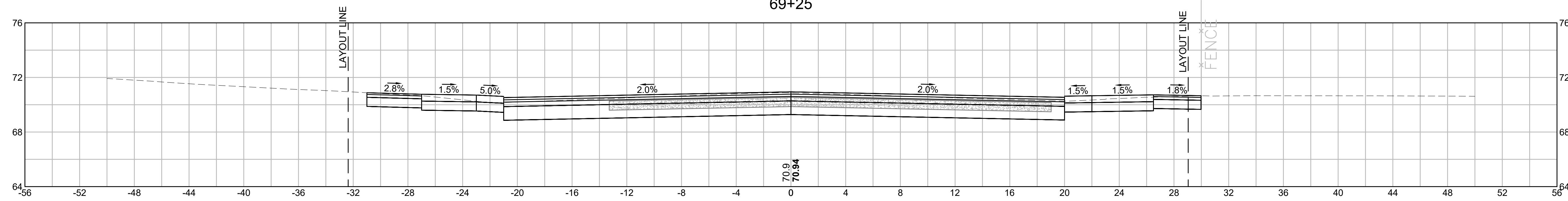
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	102	136
PROJECT FILE NO. 608753			

CROSS SECTIONS

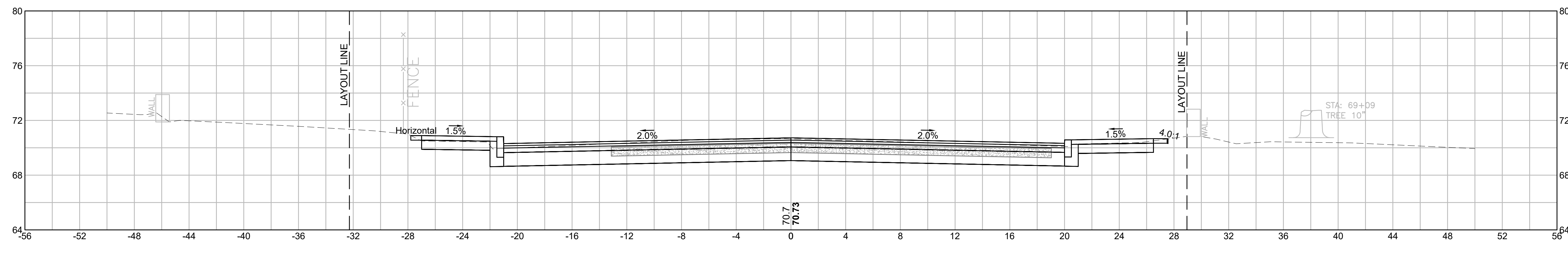
69+43



69+25



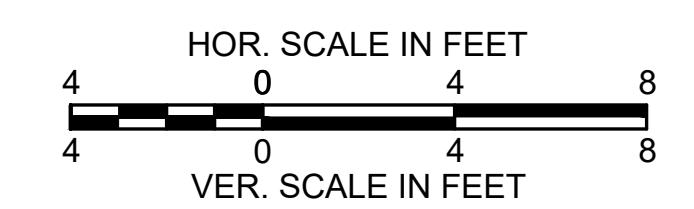
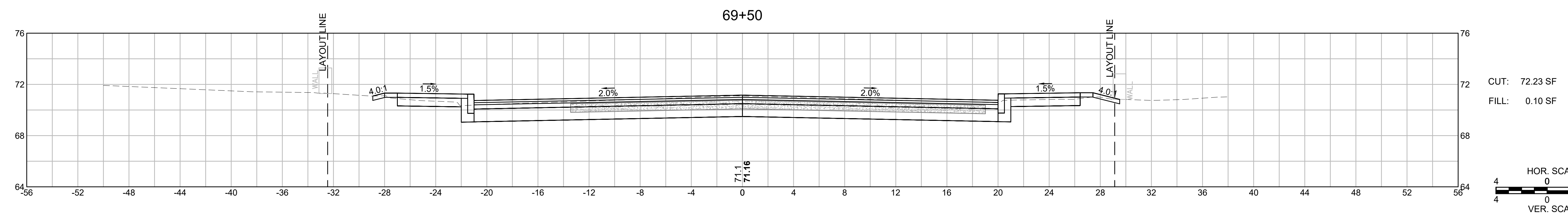
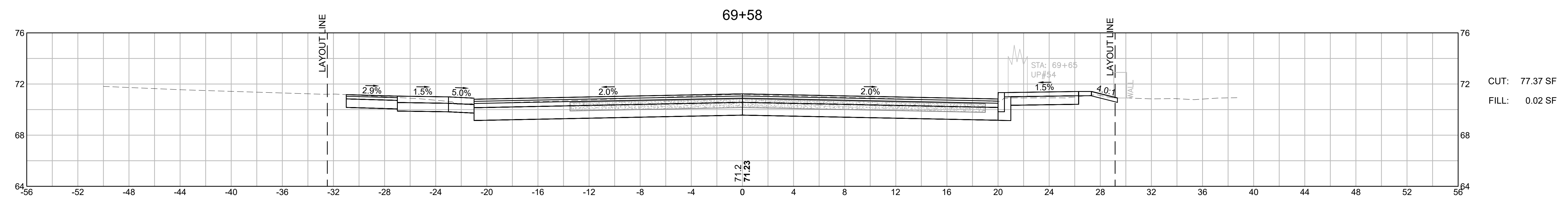
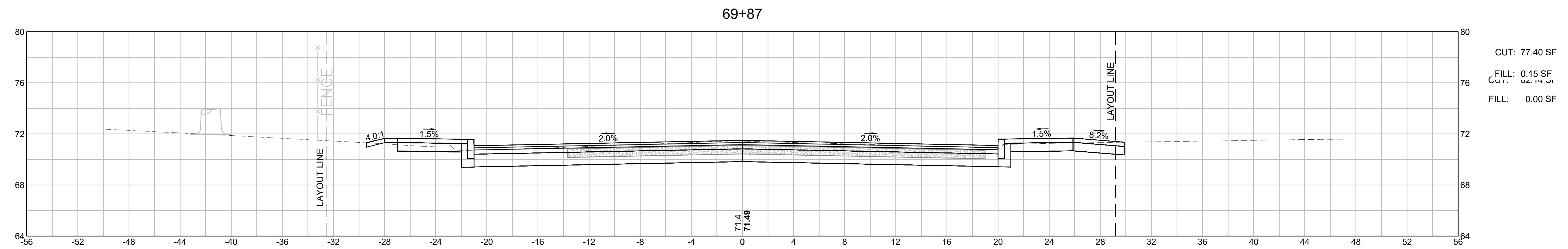
69+00



**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	103	136
PROJECT FILE NO. 608753			

**CROSS SECTIONS**

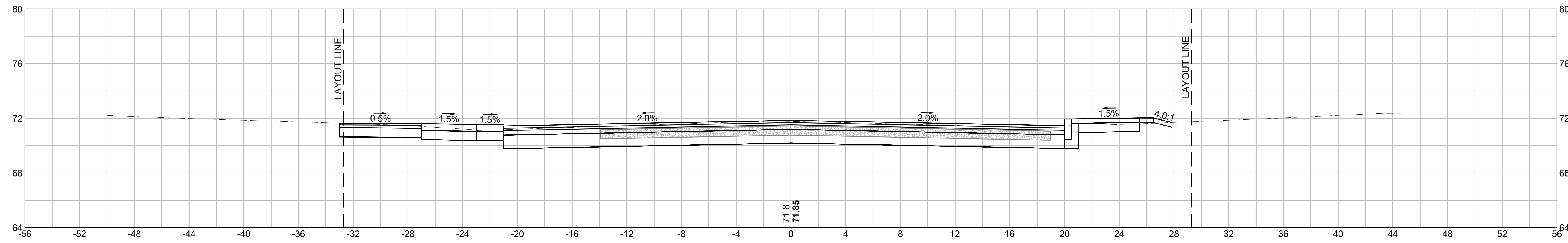


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	104	136
PROJECT FILE NO.		608753	

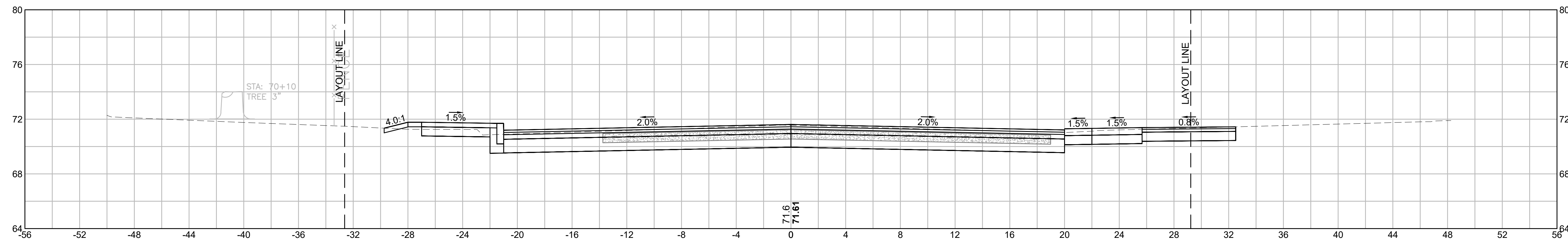
CROSS SECTIONS

70+25



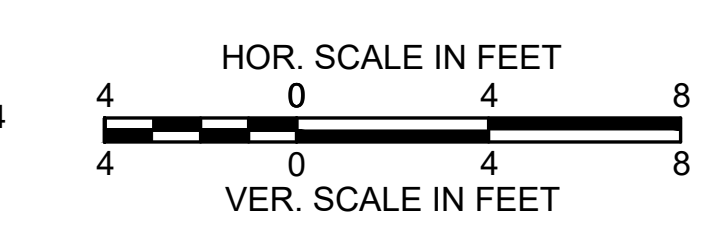
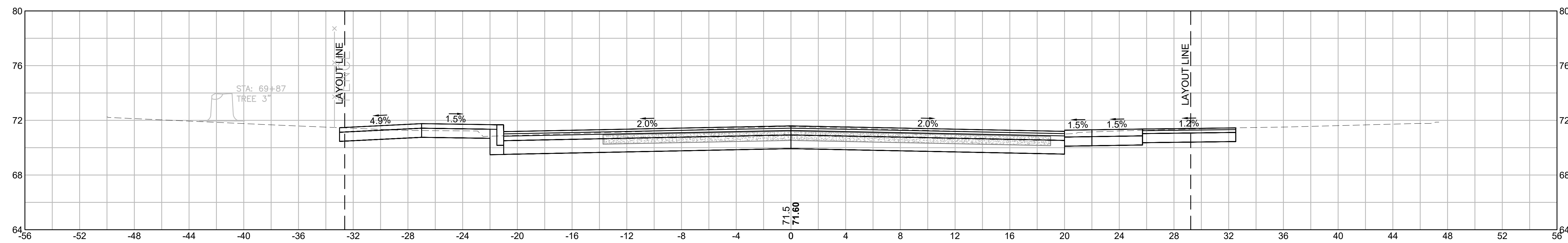
CUT: 77.57 SF  
FILL: 0.09 SF

70+00



CUT: 78.40 SF  
FILL: 0.23 SF

69+98

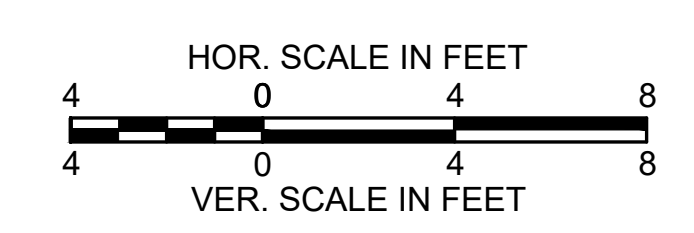
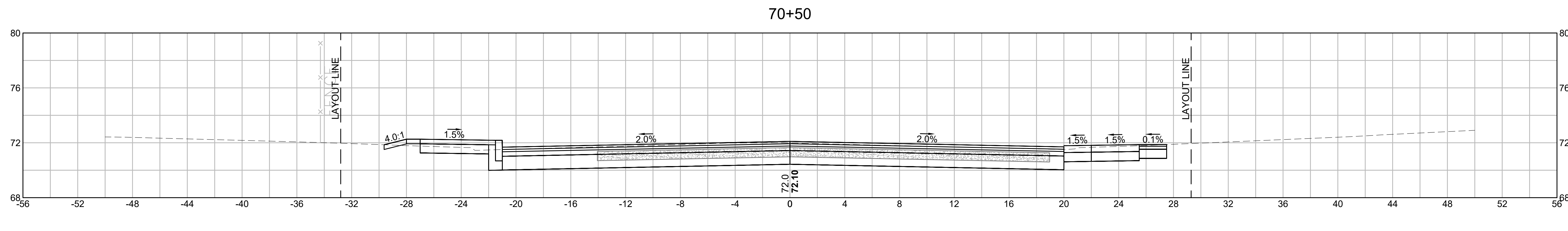
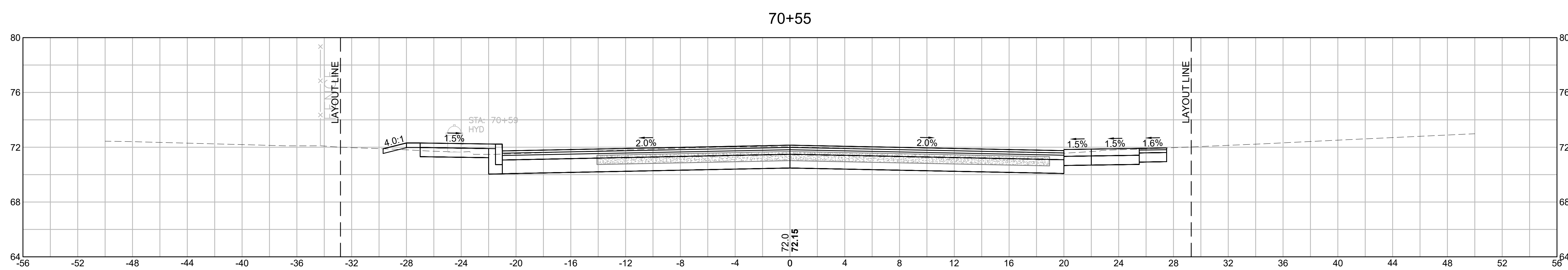
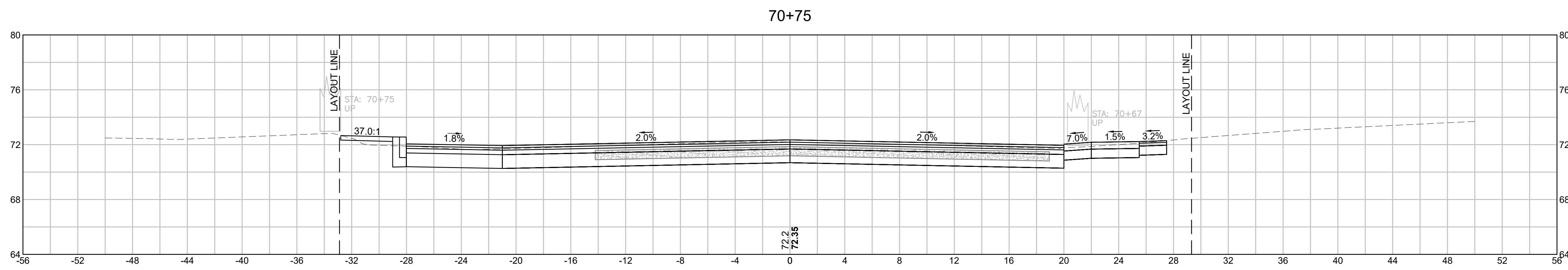
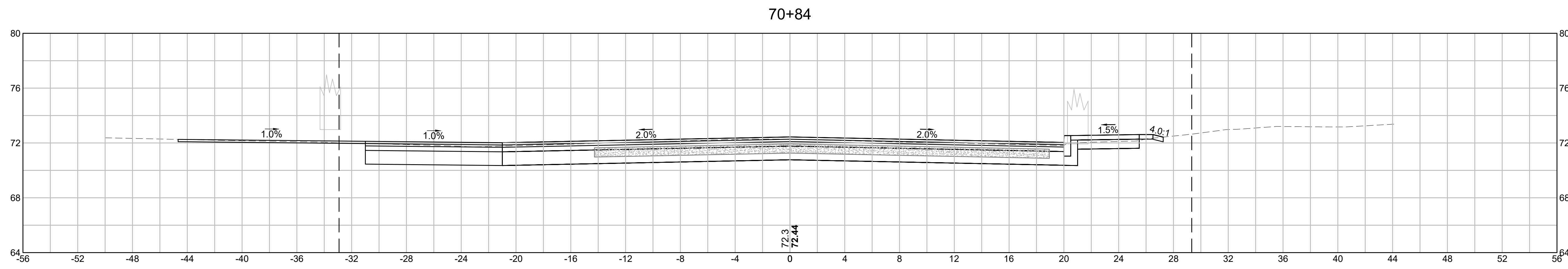




**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	105	136
PROJECT FILE NO.		608753	

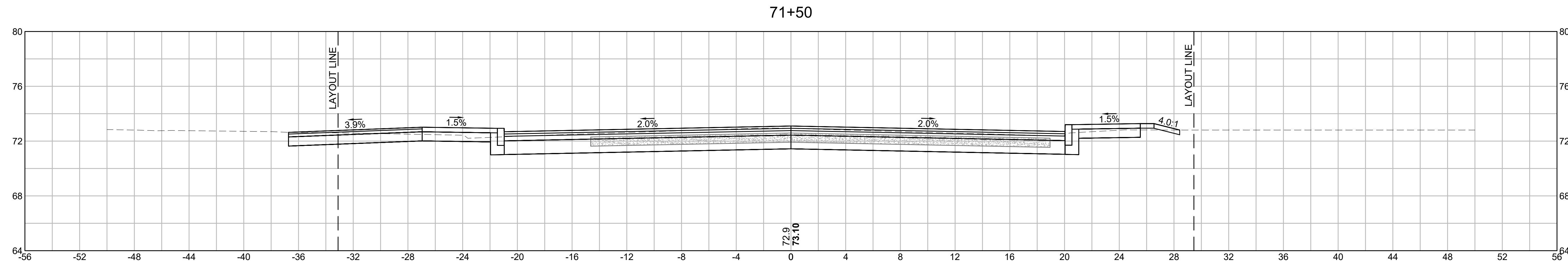
**CROSS SECTIONS**



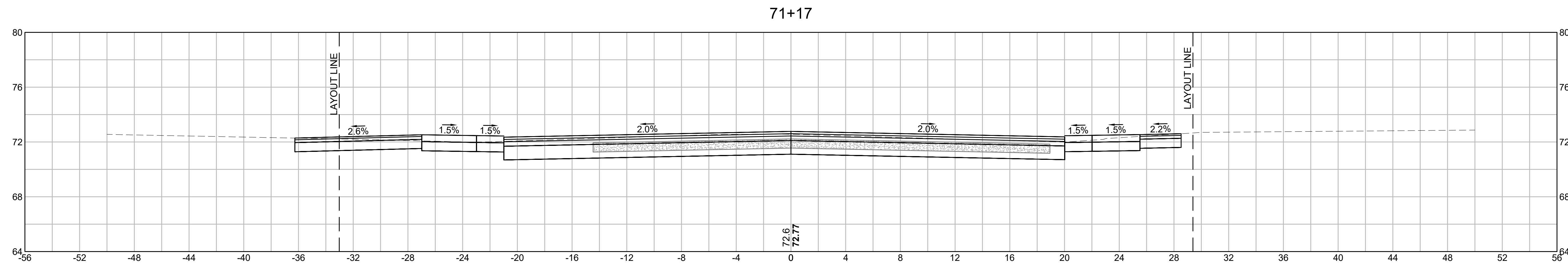
**TAUNTON**  
**ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	106	136
PROJECT FILE NO. 608753			

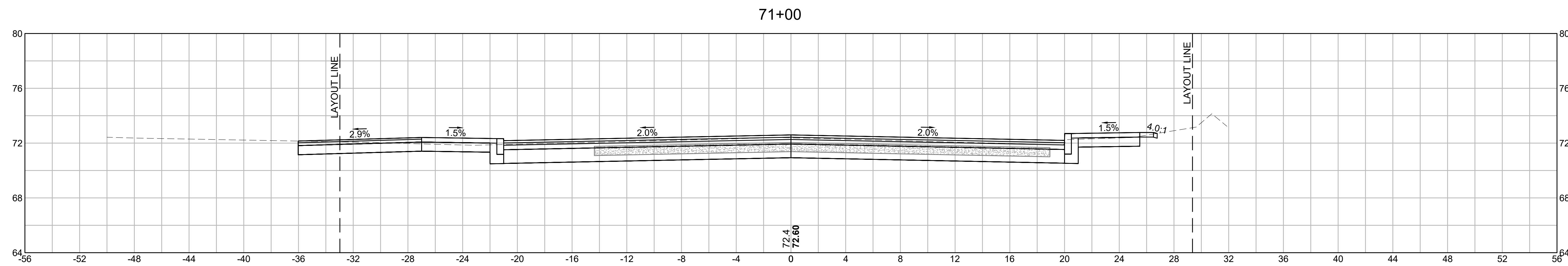
**CROSS SECTIONS**



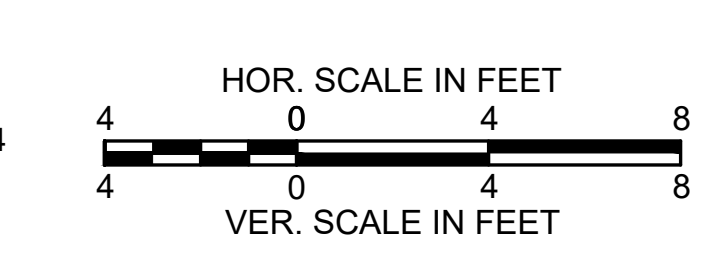
CUT: 75.04 SF  
FILL: 0.16 SF



CUT: 78.95 SF  
FILL: 0.00 SF



CUT: 75.03 SF  
FILL: 0.00 SF

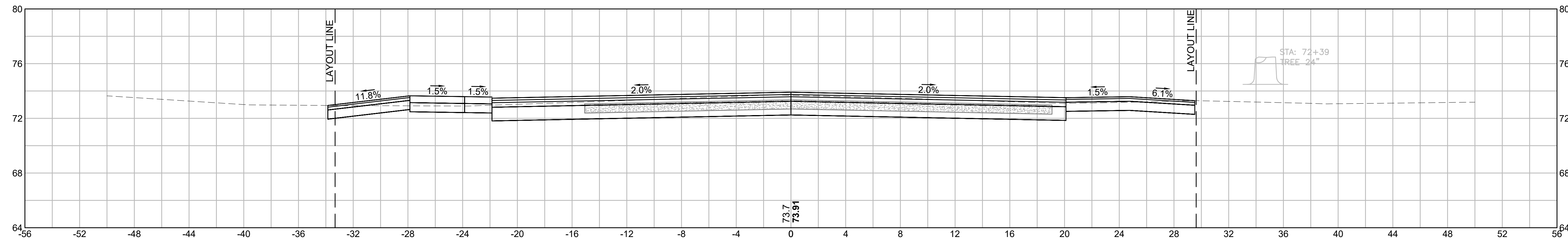


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	107	136
PROJECT FILE NO.		608753	

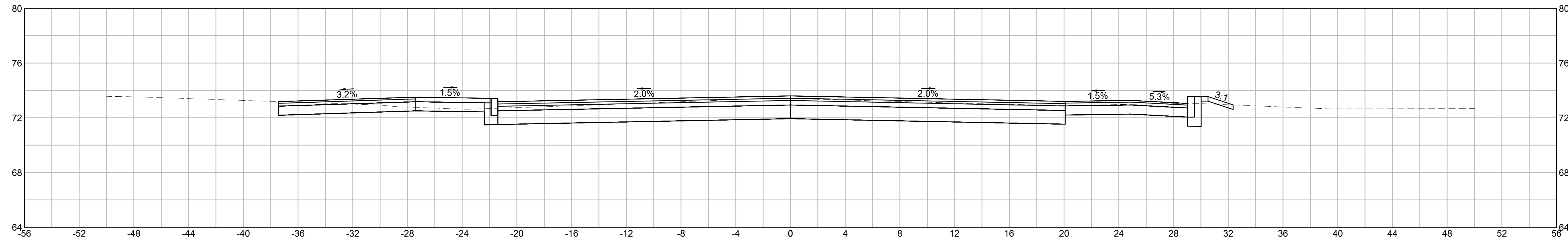
CROSS SECTIONS

72+31



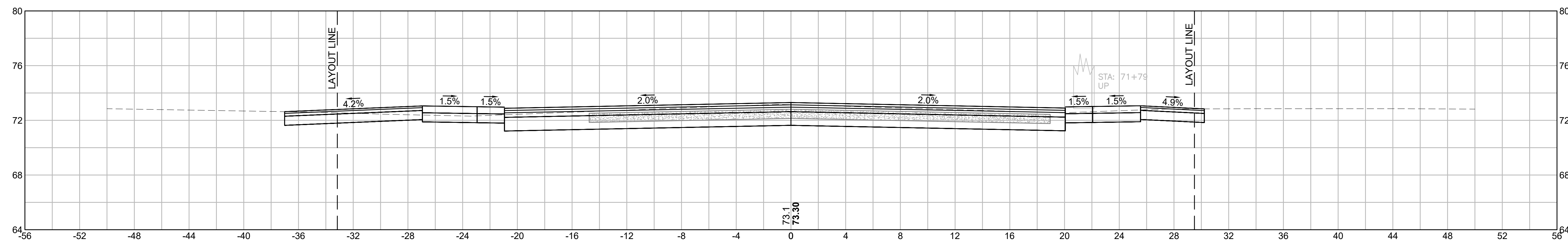
CUT: 69.22 SF  
FILL: 0.00 SF

72+00

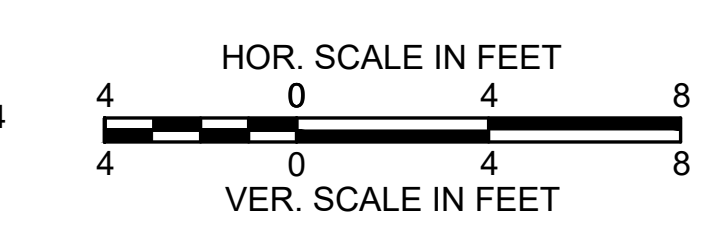


CUT: 72.91 SF  
FILL: 0.00 SF

71+70



CUT: 76.72 SF  
FILL: 0.00 SF

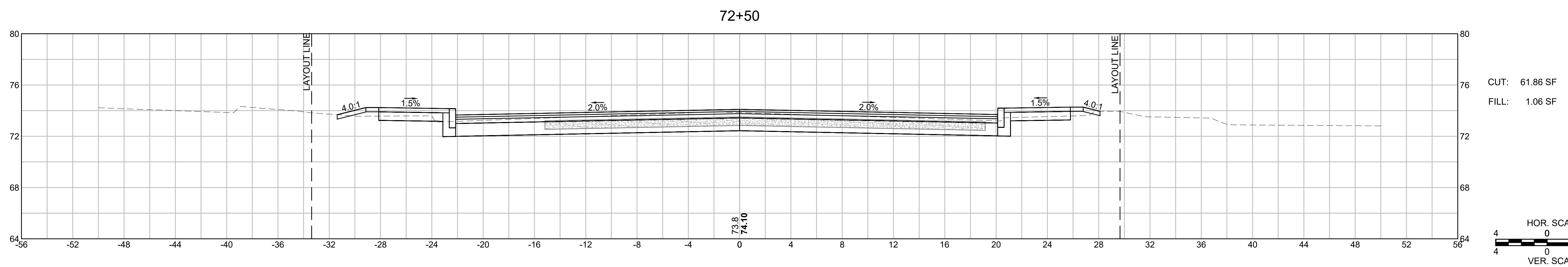
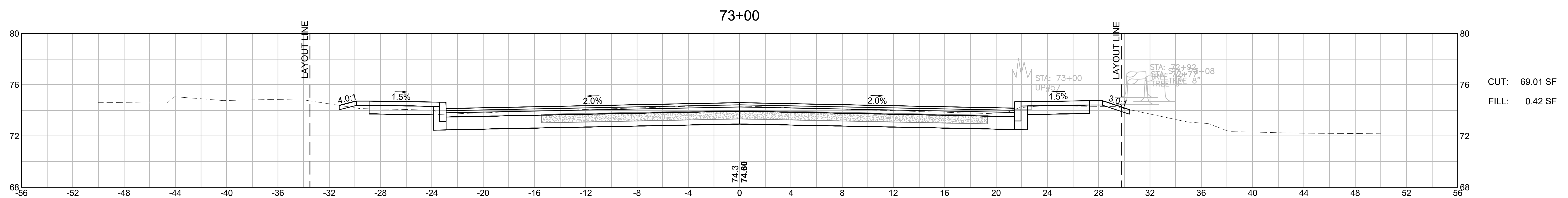
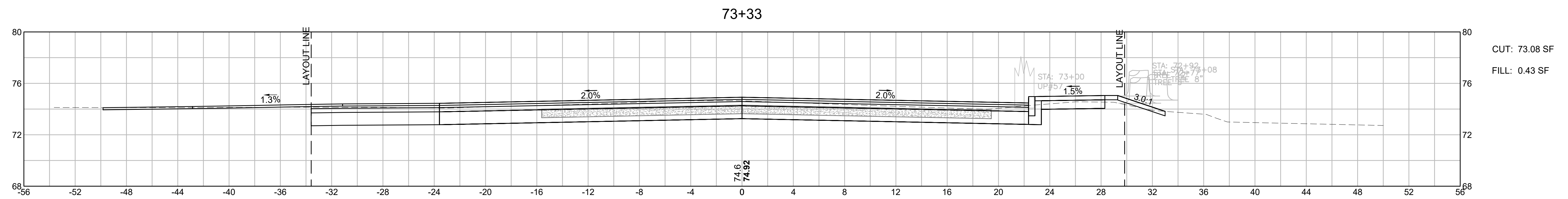




**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	108	136
PROJECT FILE NO. 608753			

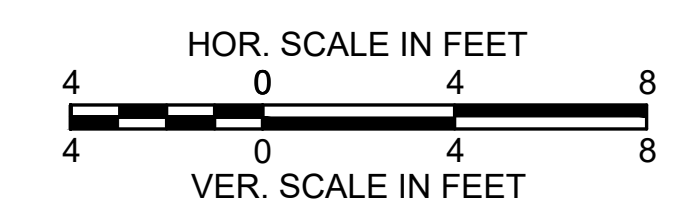
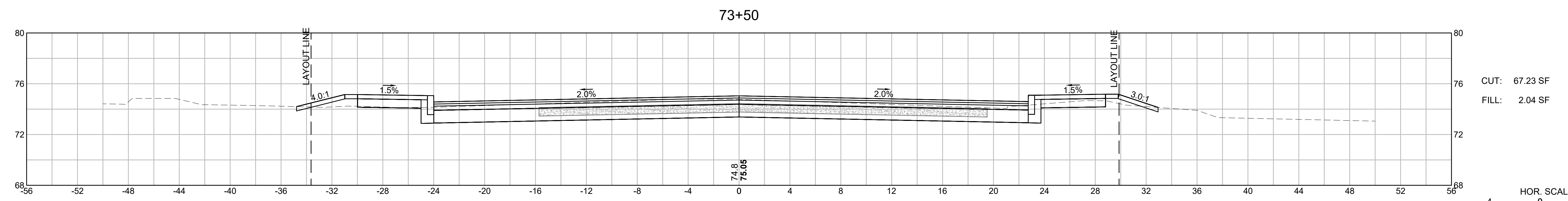
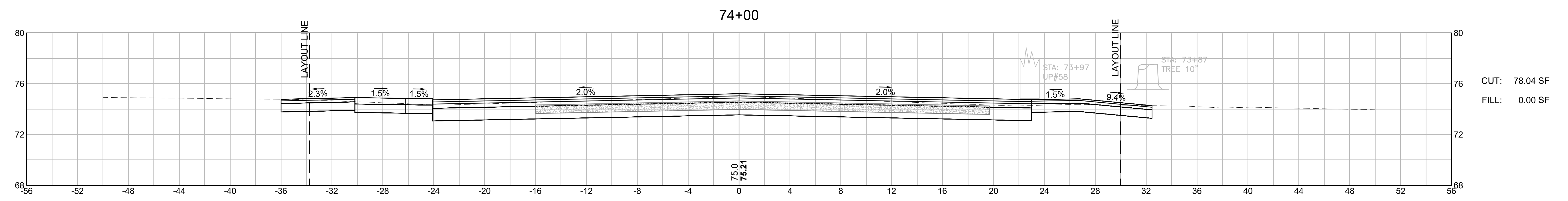
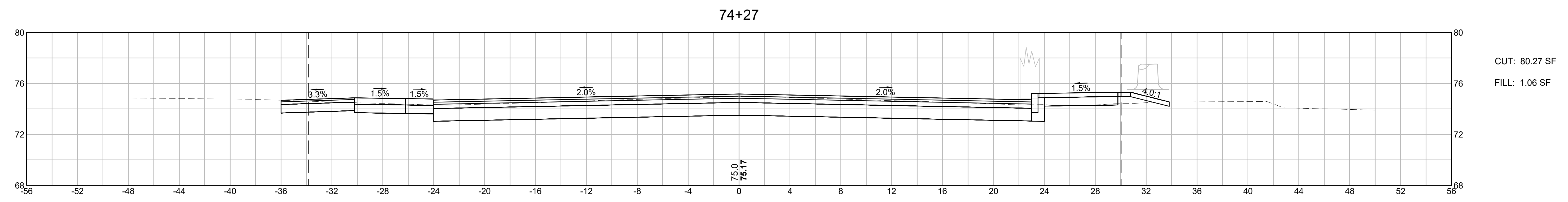
**CROSS SECTIONS**



**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	109	136
PROJECT FILE NO. 608753			

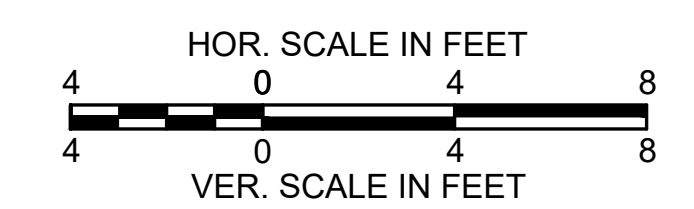
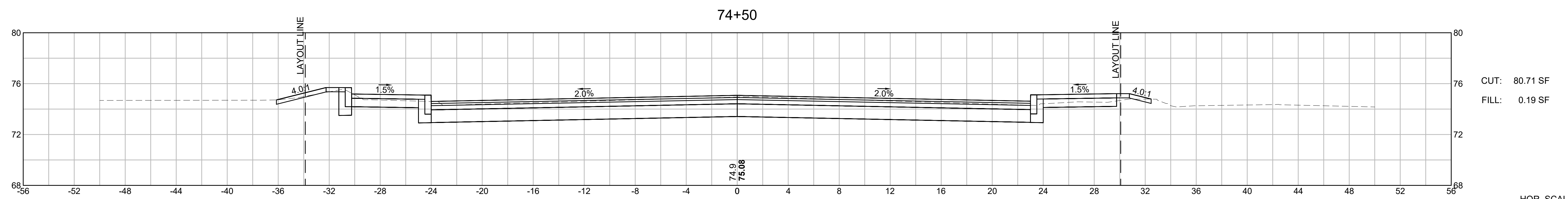
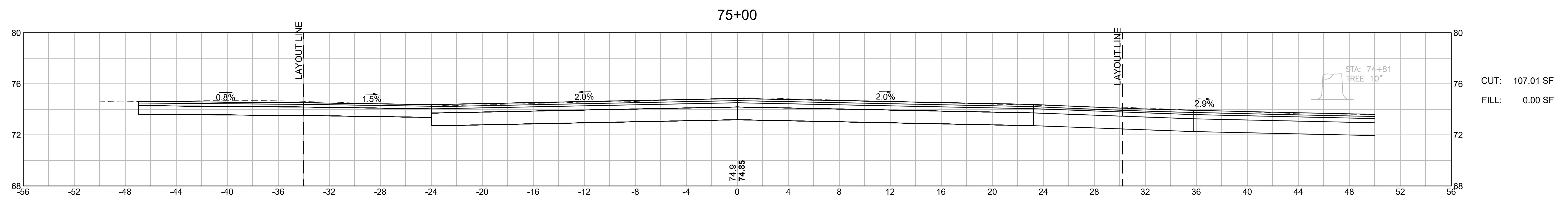
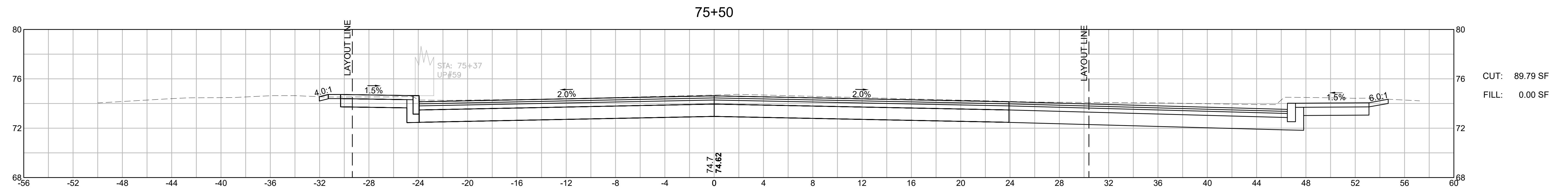
**CROSS SECTIONS**



TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	110	136
PROJECT FILE NO. 608753			

CROSS SECTIONS

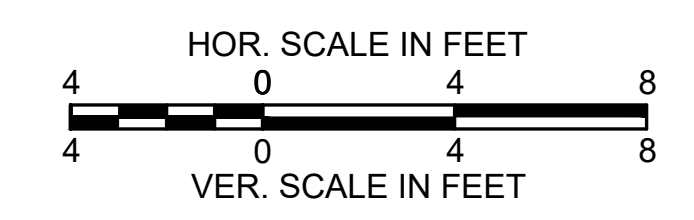
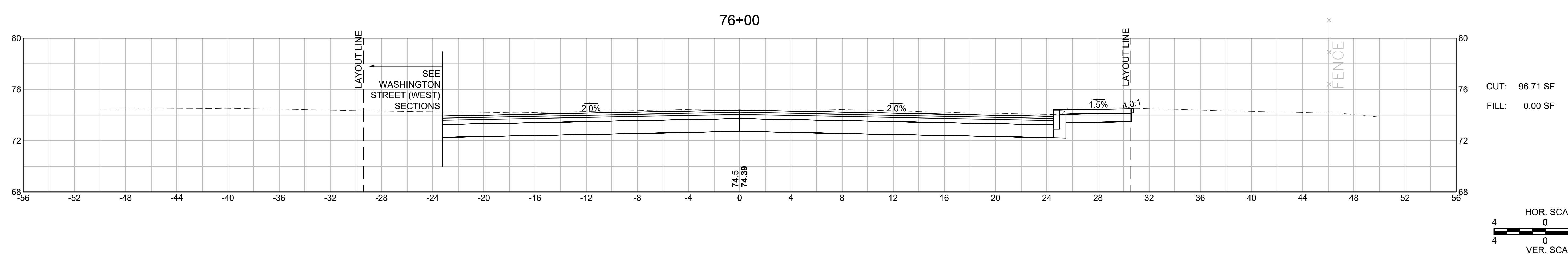
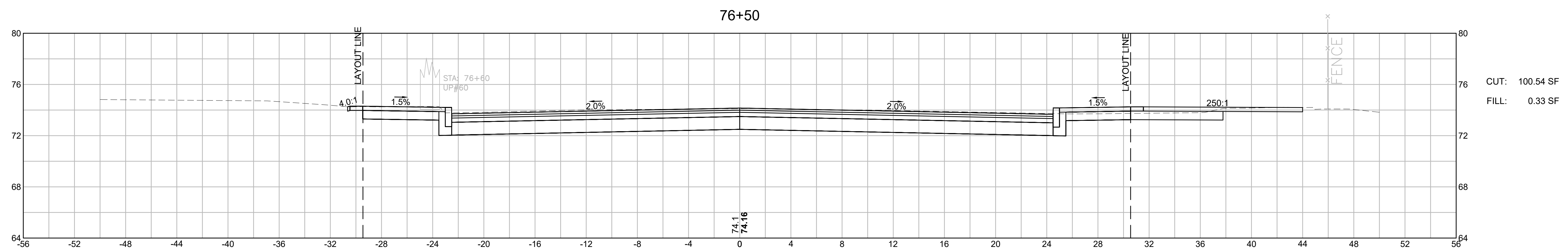
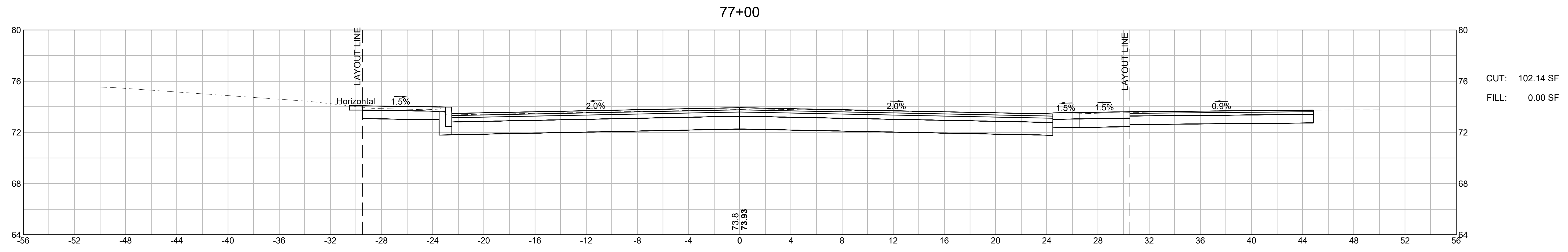




**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	111	136
PROJECT FILE NO.		608753	

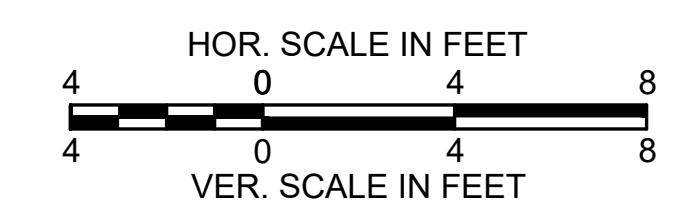
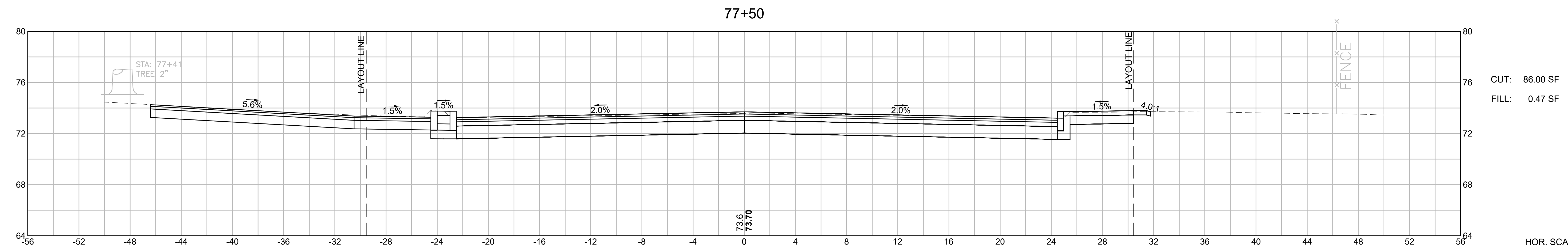
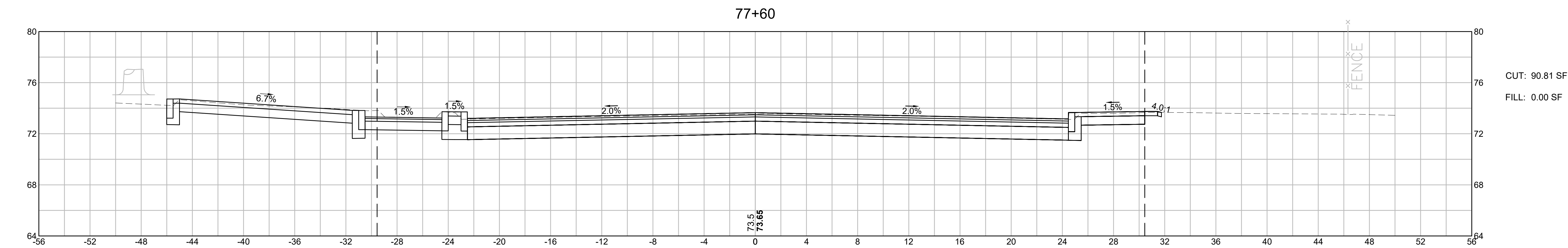
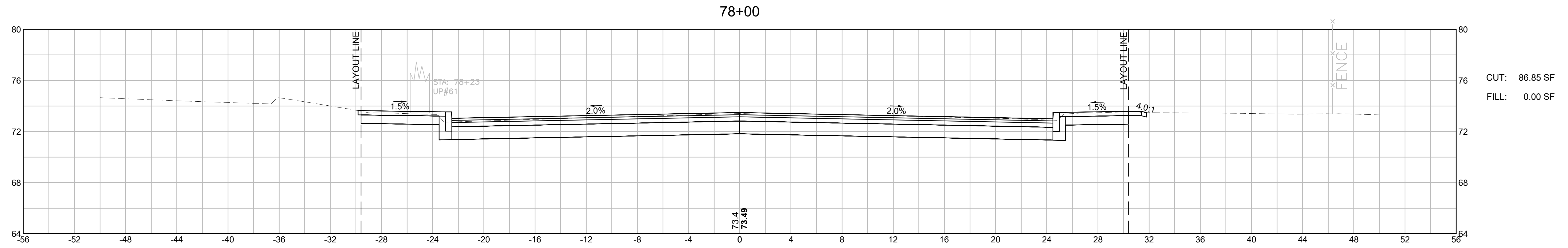
**CROSS SECTIONS**



TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	112	136
PROJECT FILE NO.		608753	

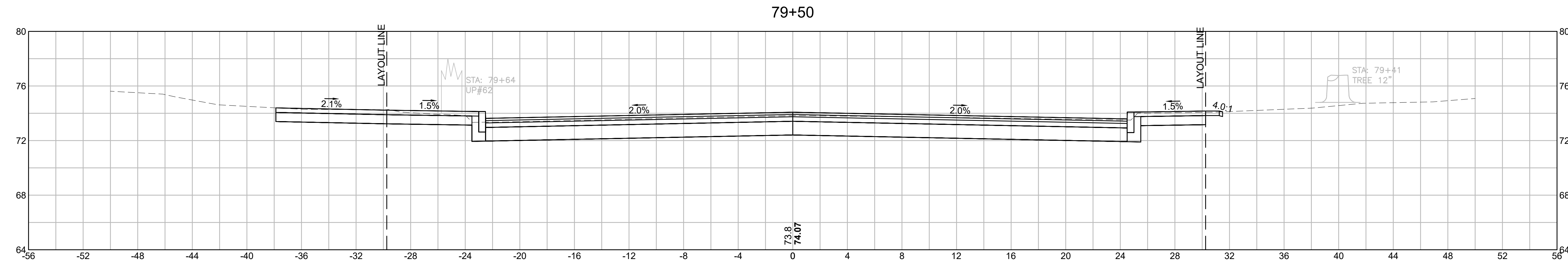
CROSS SECTIONS



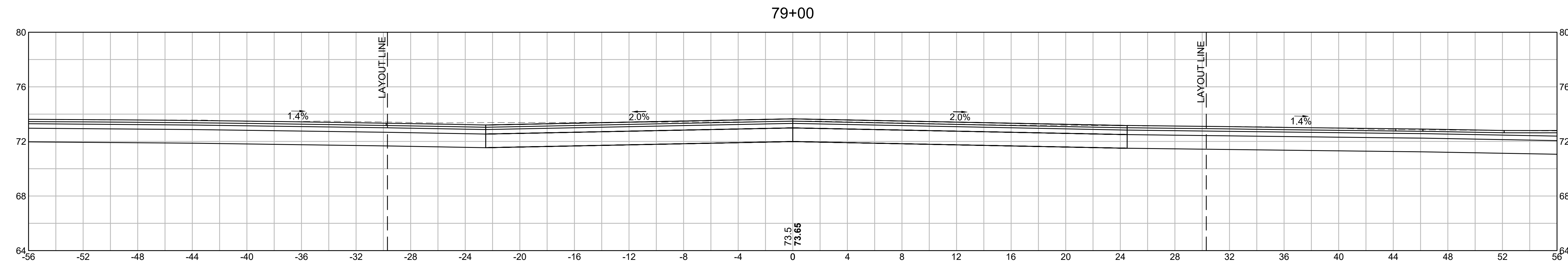
TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	113	136
PROJECT FILE NO.		608753	

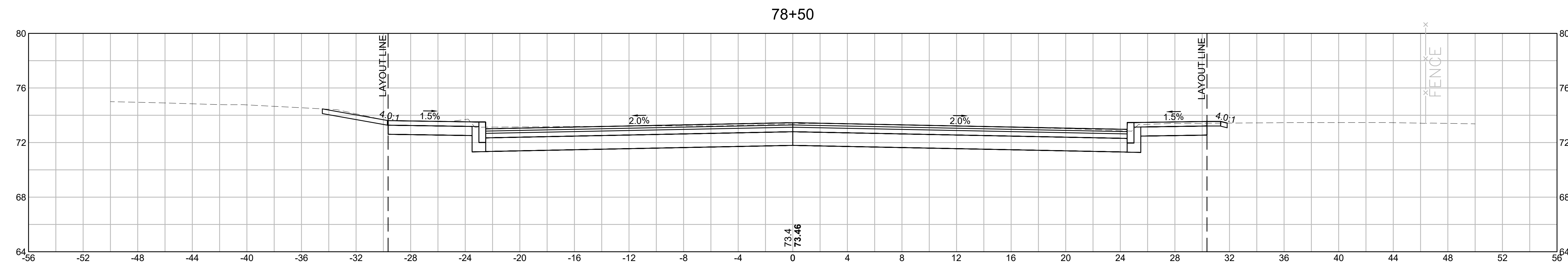
CROSS SECTIONS



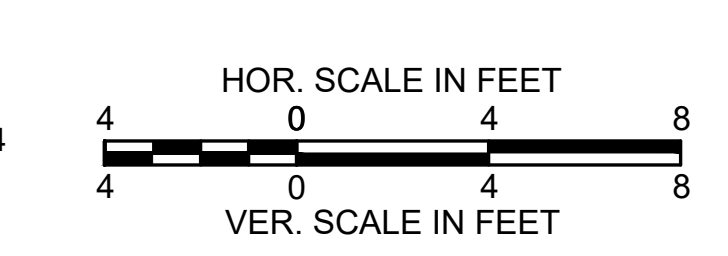
CUT: 89.09 SF  
FILL: 0.00 SF



CUT: 81.25 SF  
FILL: 0.19 SF



CUT: 91.70 SF  
FILL: 0.00 SF

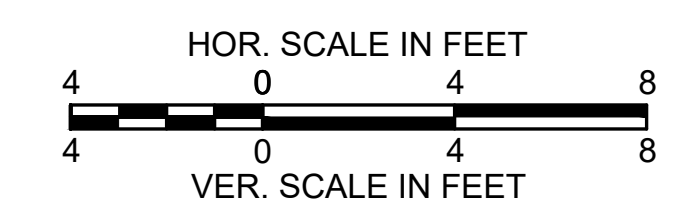
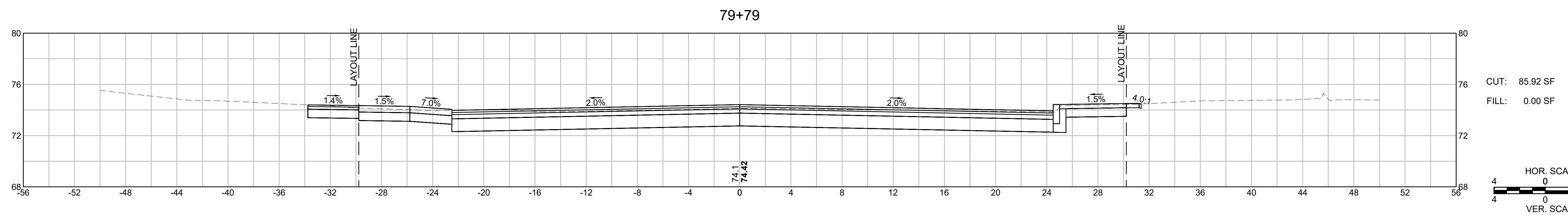
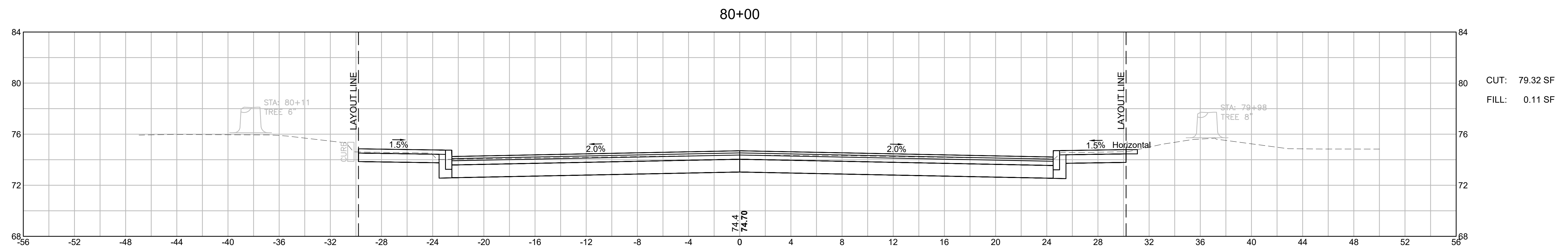
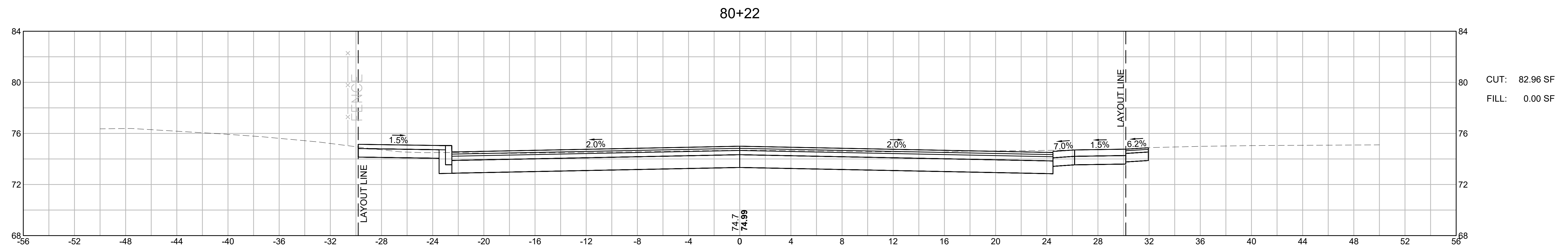




**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	114	136
PROJECT FILE NO.		608753	

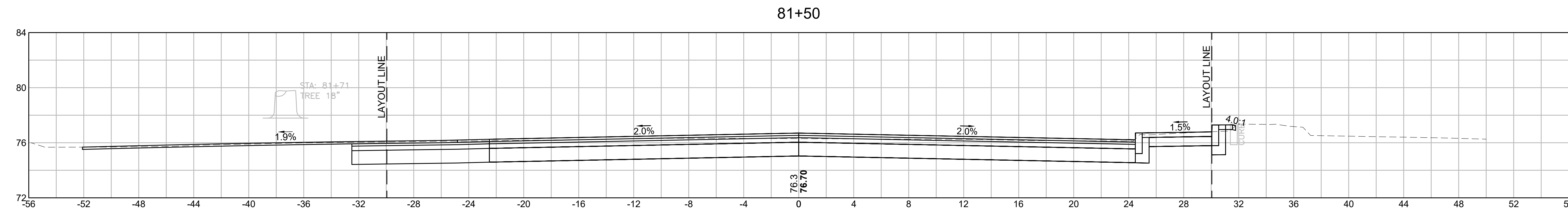
**CROSS SECTIONS**



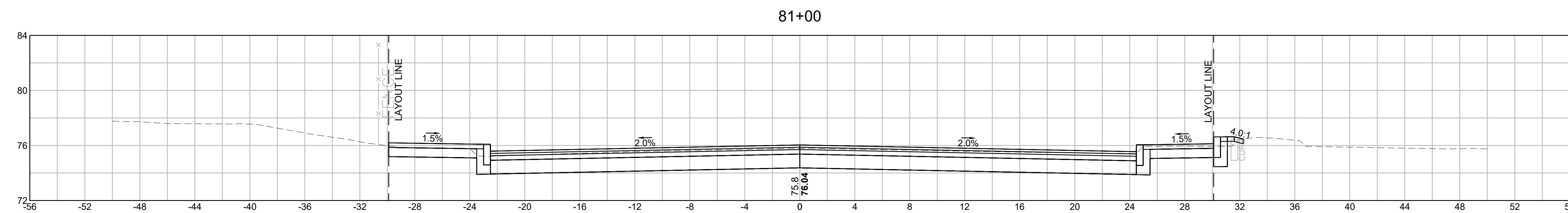
**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	115	136
PROJECT FILE NO.		608753	

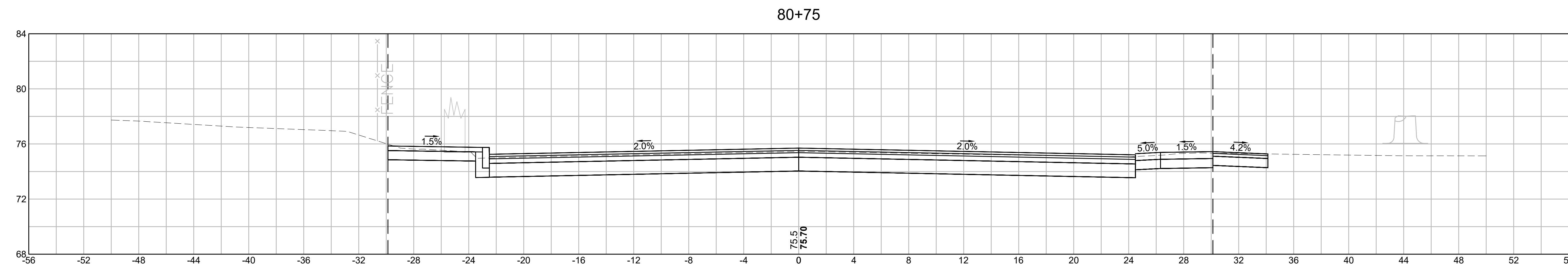
**CROSS SECTIONS**



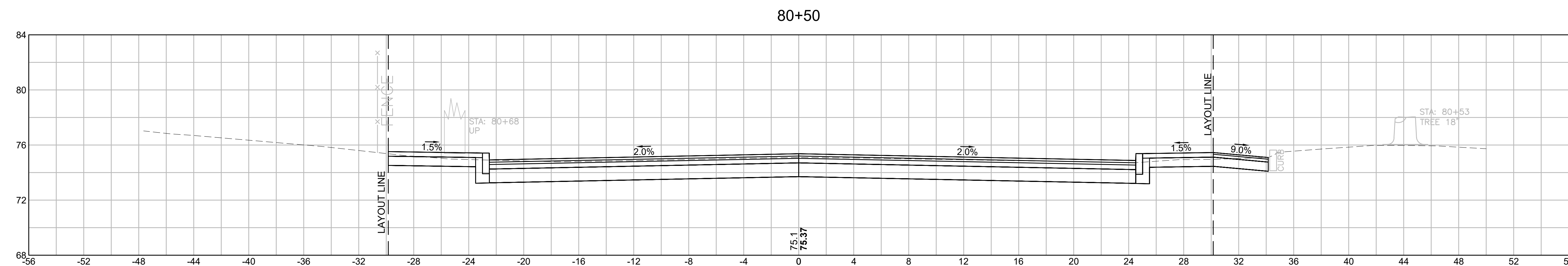
CUT: 75.74 SF  
FILL: 0.36 SF



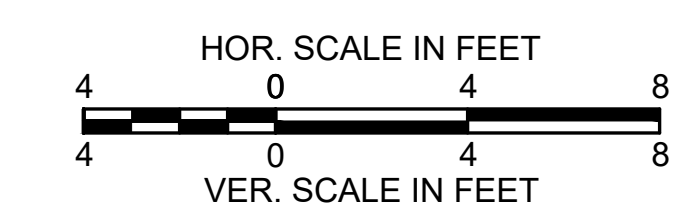
CUT: 80.67 SF  
FILL: 0.24 SF



CUT: 83.47 SF  
FILL: 0.00 SF



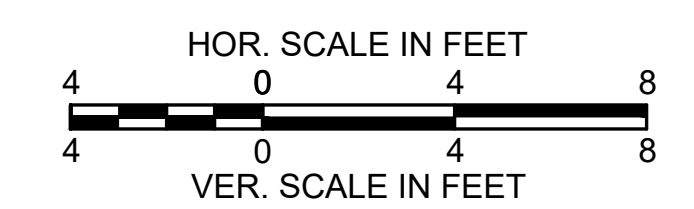
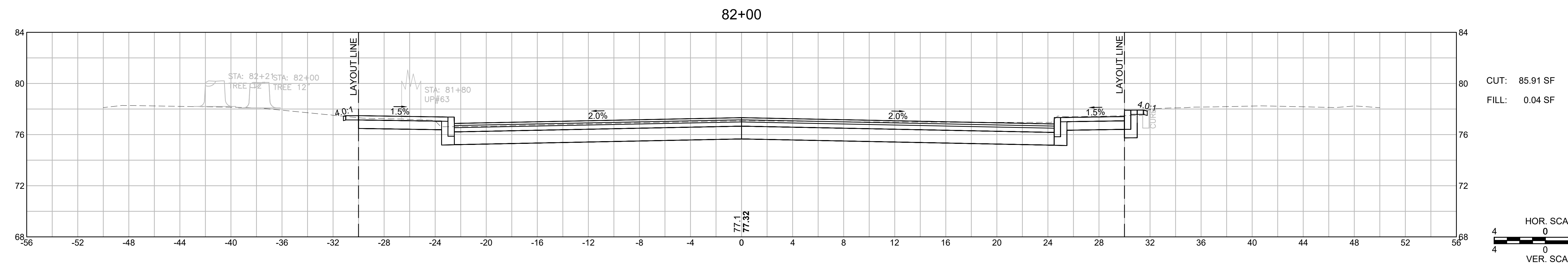
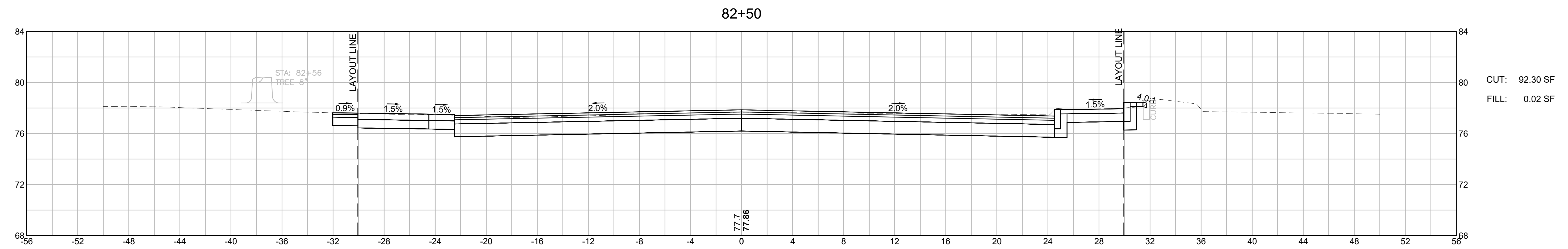
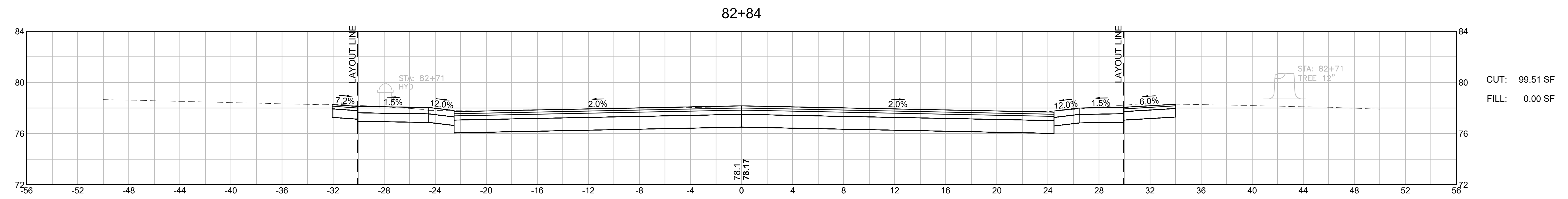
CUT: 80.67 SF  
FILL: 0.00 SF



TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	116	136
PROJECT FILE NO. 608753		608753	

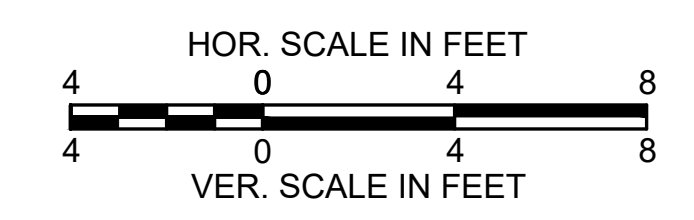
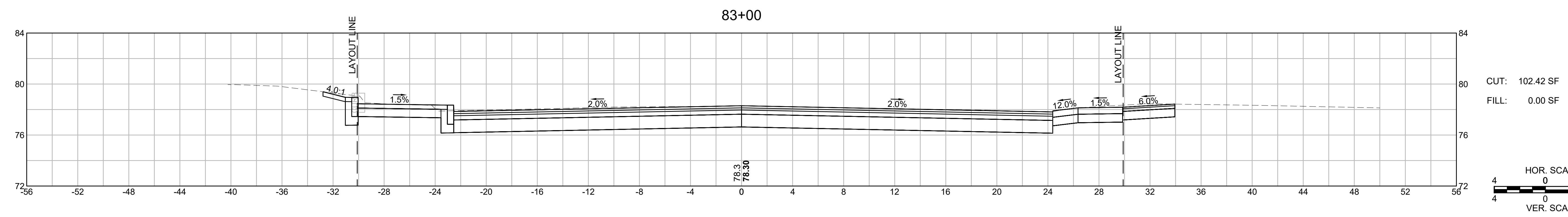
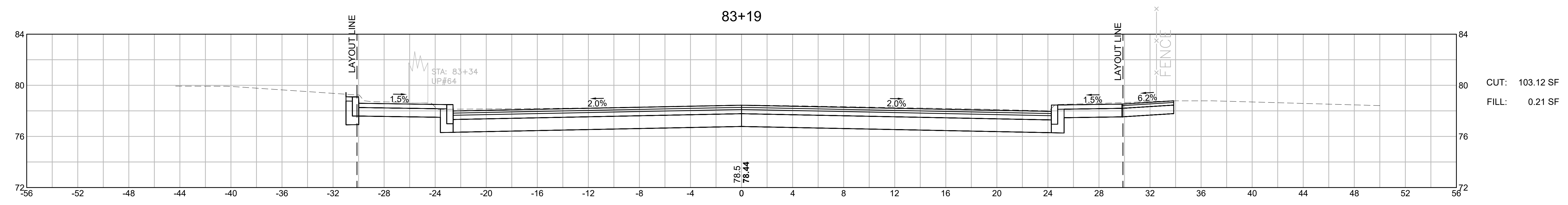
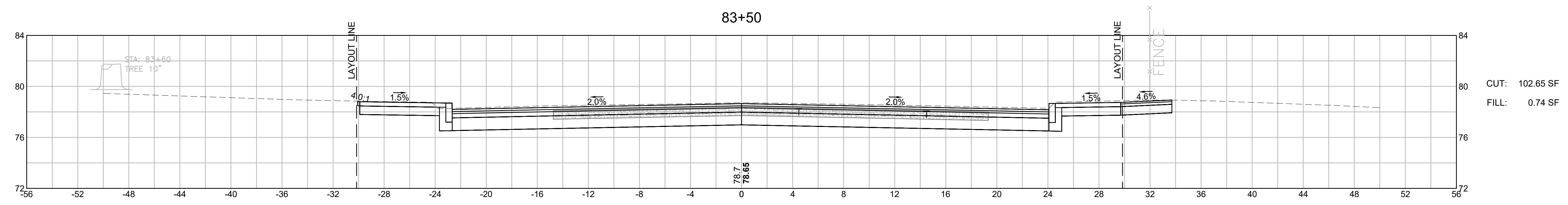
CROSS SECTIONS



TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	117	136
PROJECT FILE NO. 608753		608753	

CROSS SECTIONS



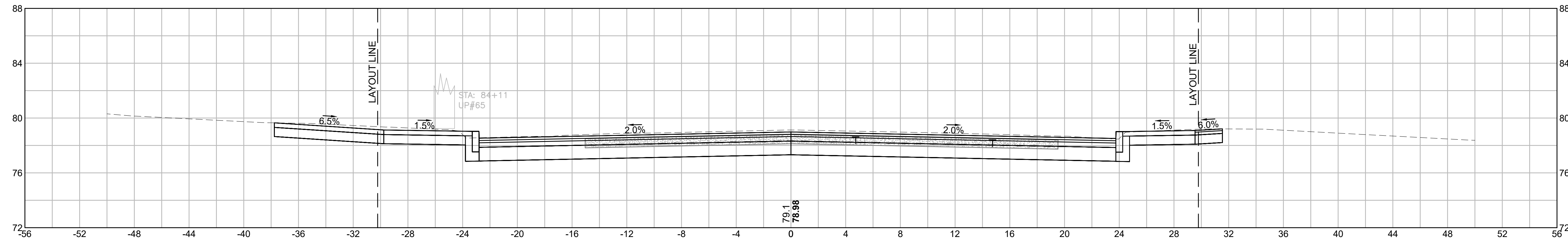


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	118	136
PROJECT FILE NO. 608753			

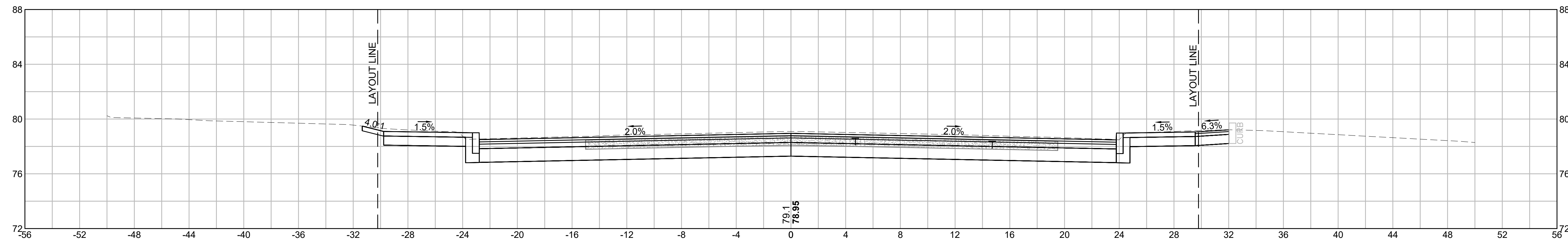
CROSS SECTIONS

84+05



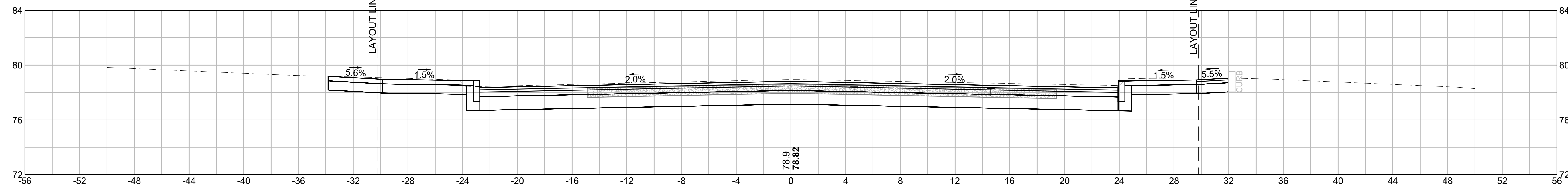
CUT: 109.12 SF  
FILL: 0.00 SF

84+00

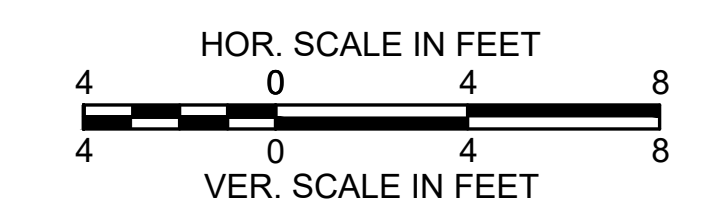


CUT: 101.94 SF  
FILL: 0.00 SF

83+78



CUT: 106.26 SF  
FILL: 0.00 SF

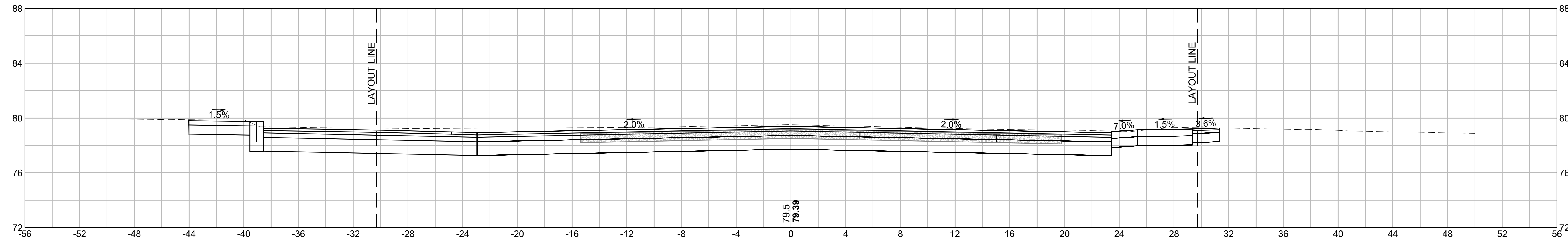


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	119	136
PROJECT FILE NO.		608753	

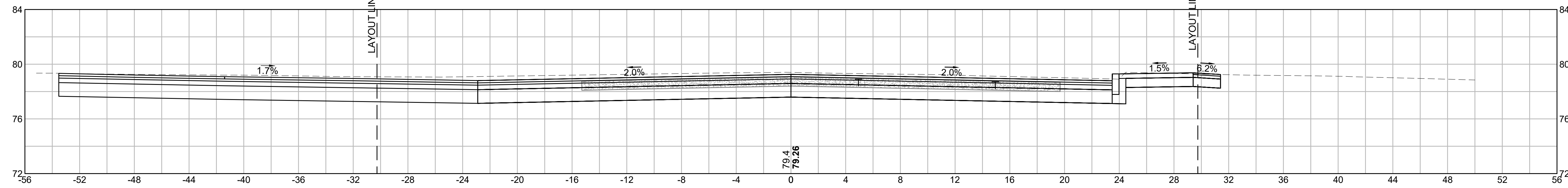
CROSS SECTIONS

84+71



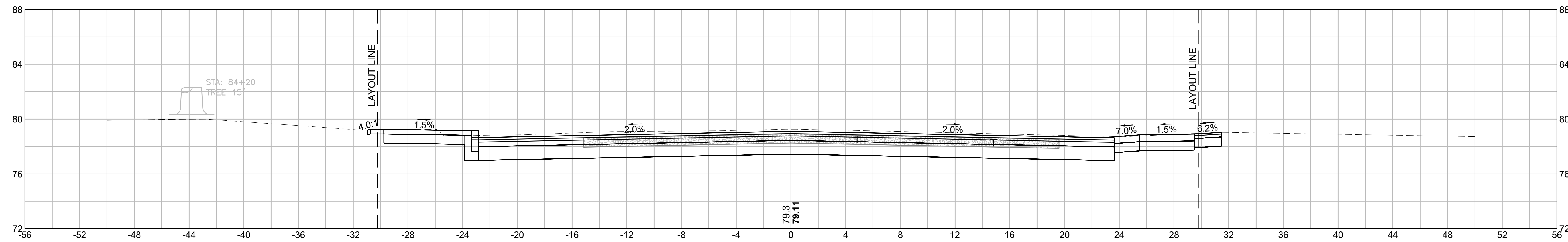
CUT: 93.63 SF  
FILL: 2.75 SF

84+50

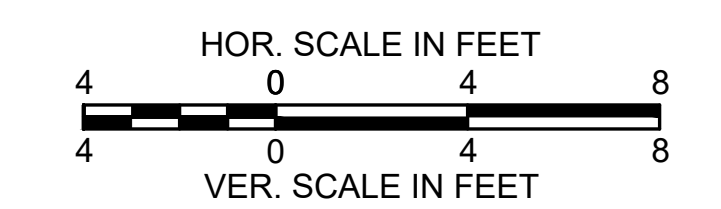


CUT: 96.11 SF  
FILL: 2.40 SF

84+26



CUT: 101.04 SF  
FILL: 0.26 SF

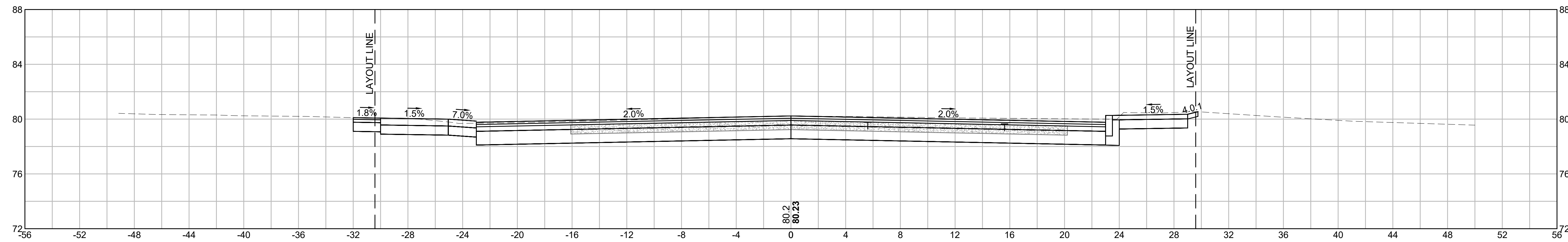


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	120	136
PROJECT FILE NO.		608753	

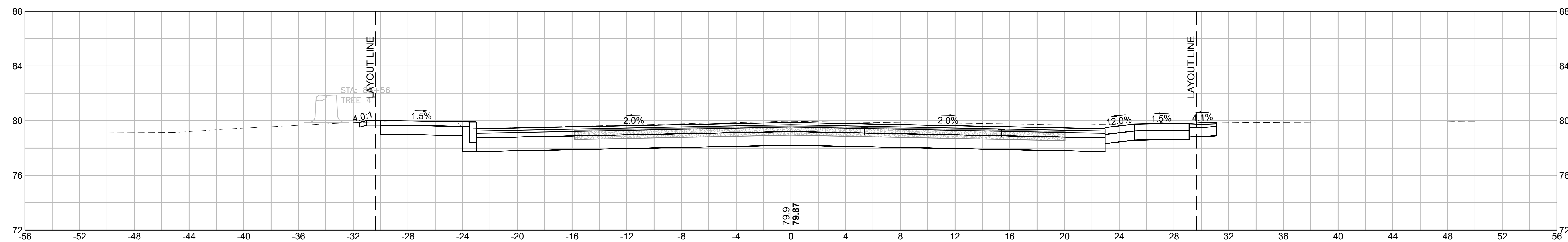
CROSS SECTIONS

86+00



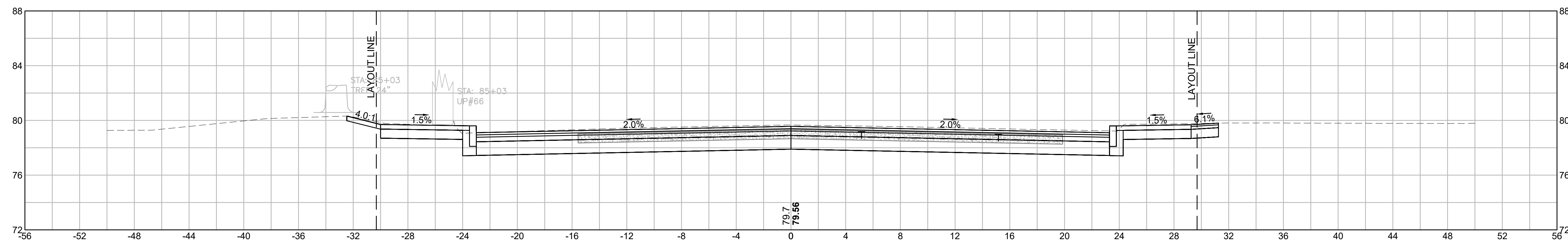
CUT: 95.33 SF  
FILL: 0.00 SF

85+50

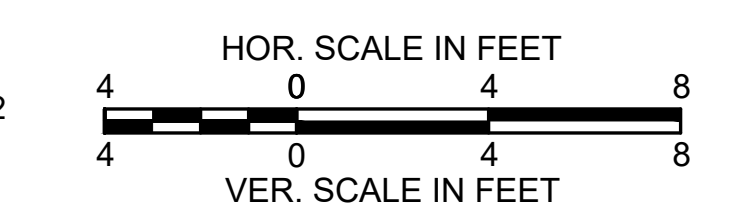


CUT: 98.88 SF  
FILL: 0.00 SF

85+00



CUT: 100.12 SF  
FILL: 0.00 SF

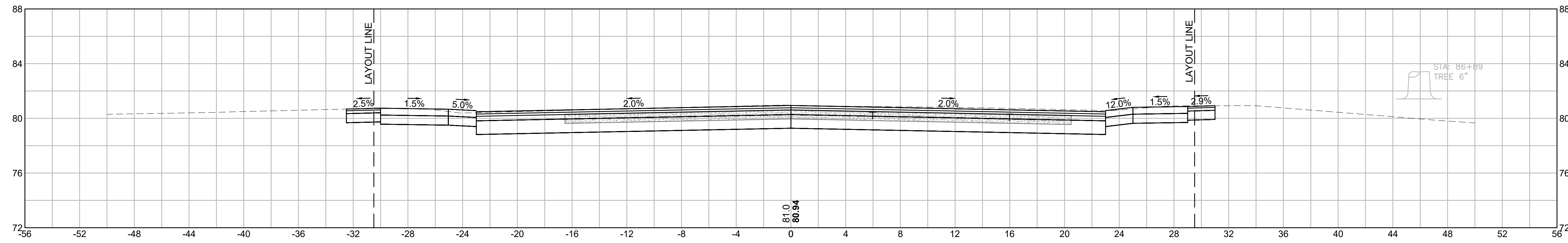


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	121	136
PROJECT FILE NO.		608753	

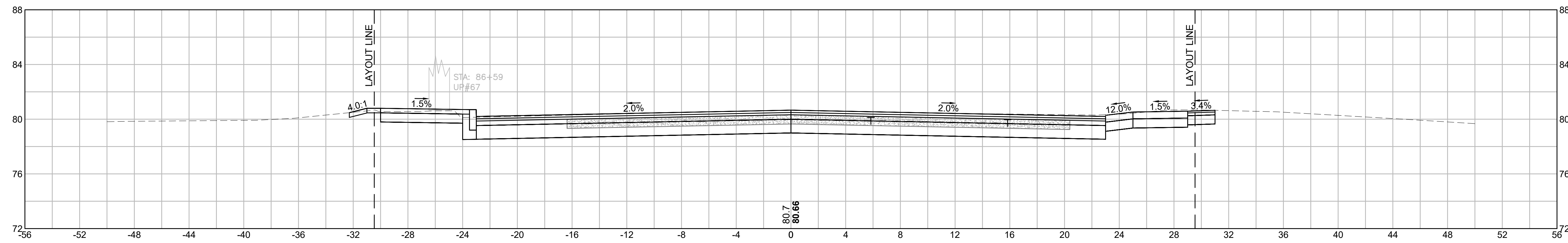
CROSS SECTIONS

86+79



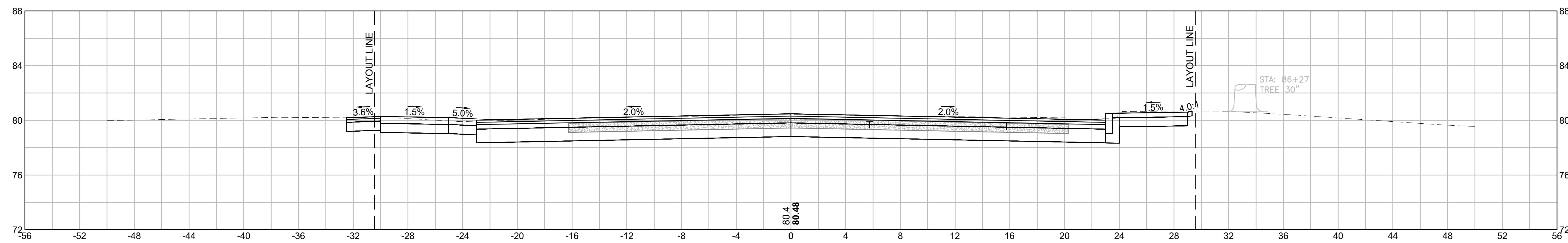
CUT: 97.45 SF  
FILL: 0.00 SF

86+50

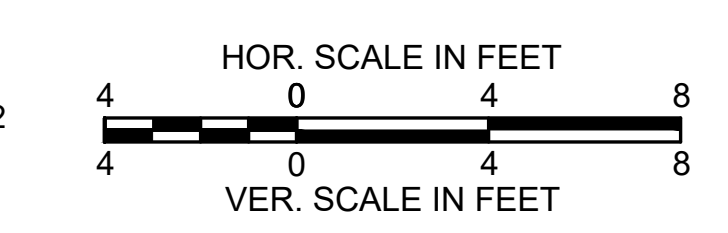


CUT: 92.73 SF  
FILL: 0.00 SF

86+30



CUT: 93.39 SF  
FILL: 0.00 SF

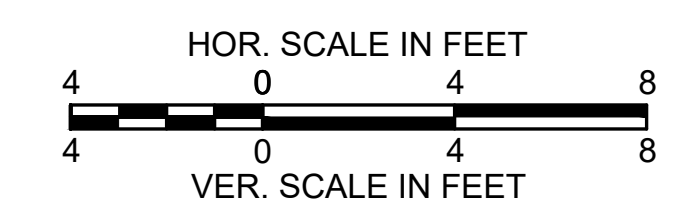
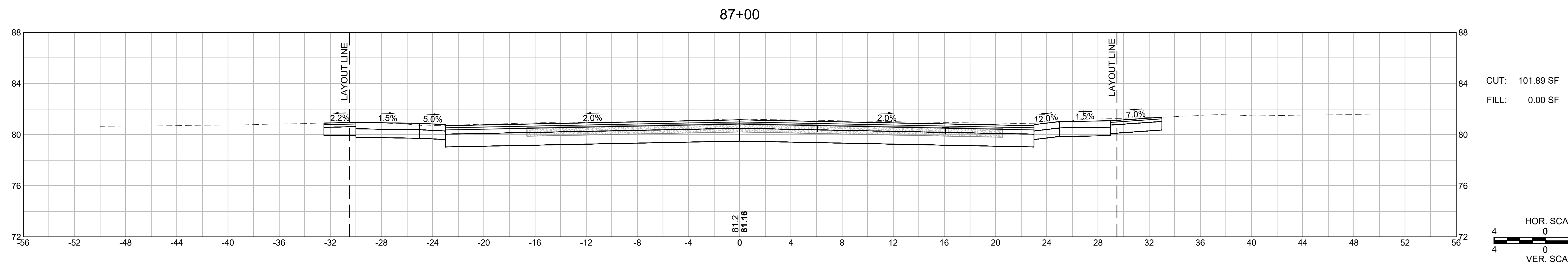
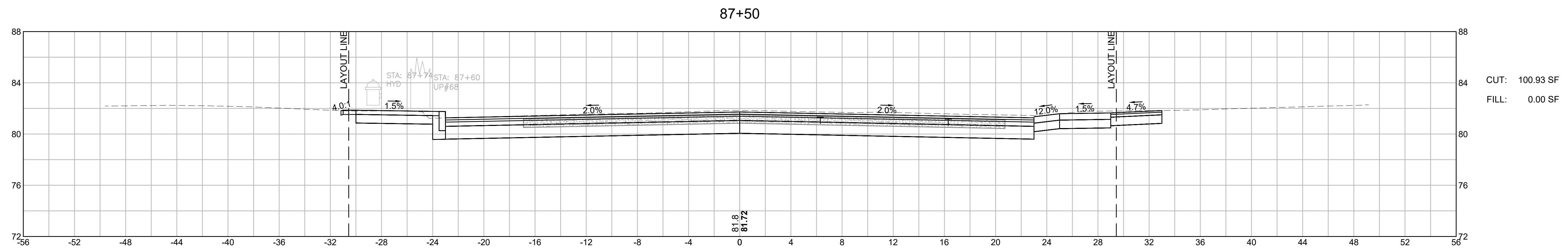
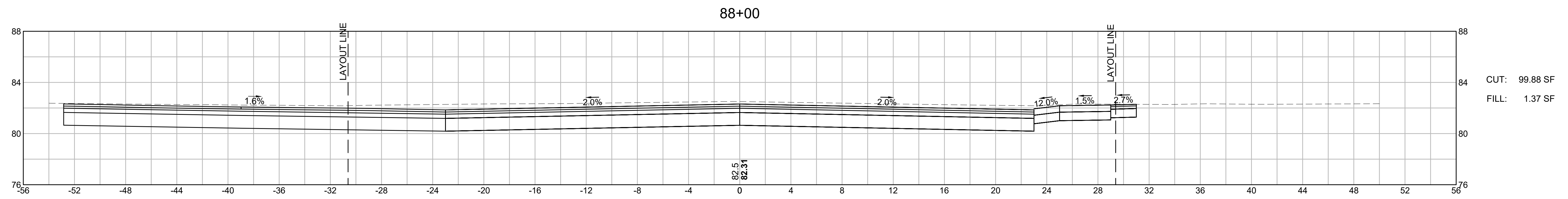




TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	122	136
PROJECT FILE NO.		608753	

CROSS SECTIONS

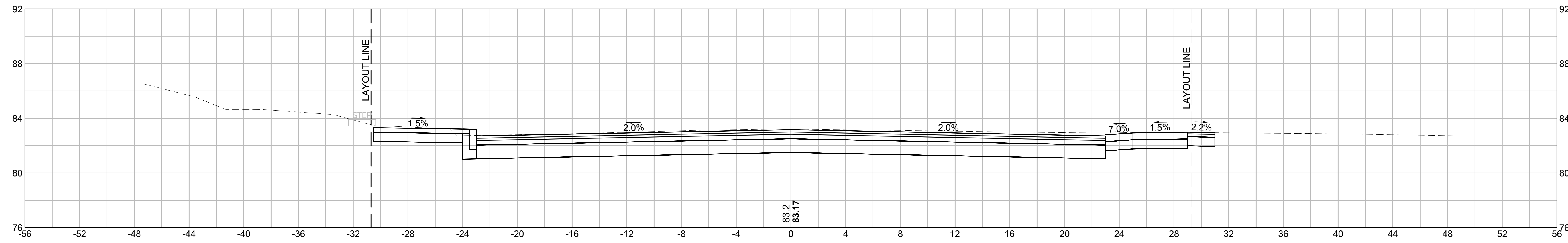


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	123	136
PROJECT FILE NO.		608753	

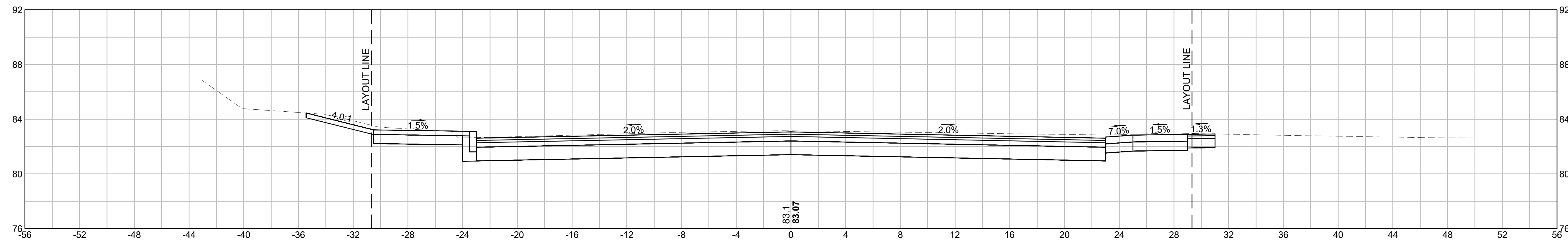
CROSS SECTIONS

88+73



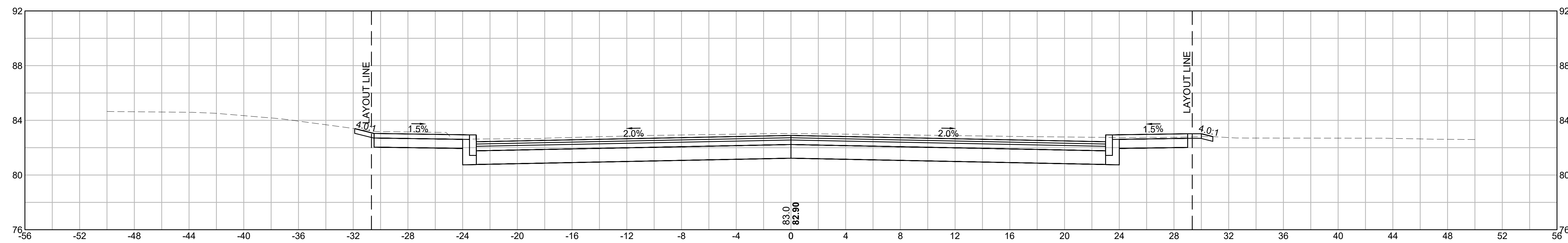
CUT: 99.15 SF  
FILL: 0.00 SF

88+65

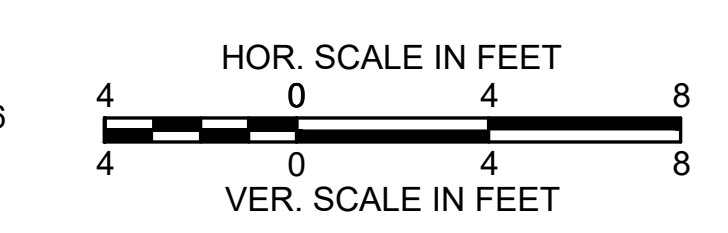


CUT: 103.34 SF  
FILL: 0.00 SF

88+50



CUT: 101.43 SF  
FILL: 0.41 SF

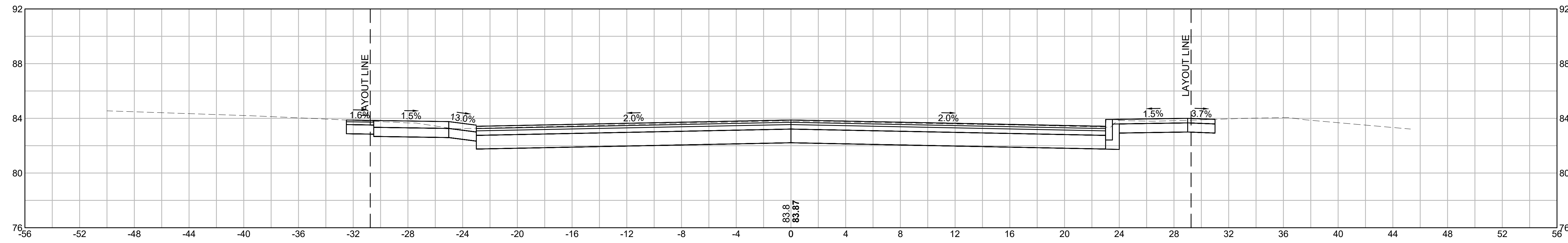


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	124	136
PROJECT FILE NO.		608753	

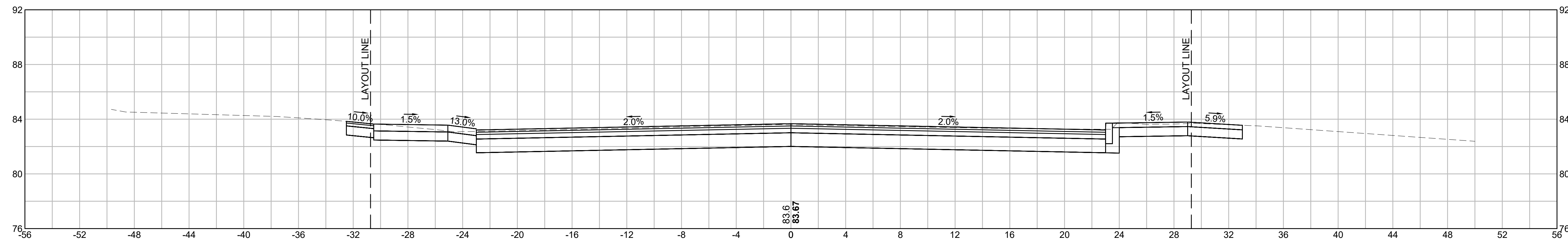
CROSS SECTIONS

89+36



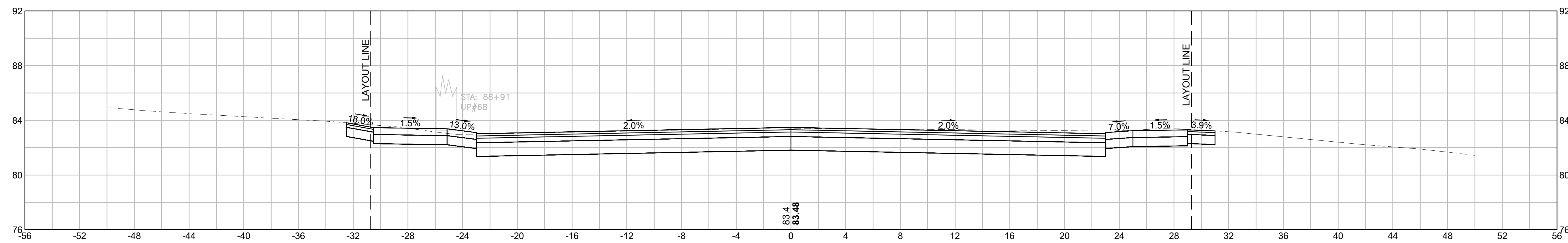
CUT: 90.97 SF  
FILL: 0.00 SF

89+16

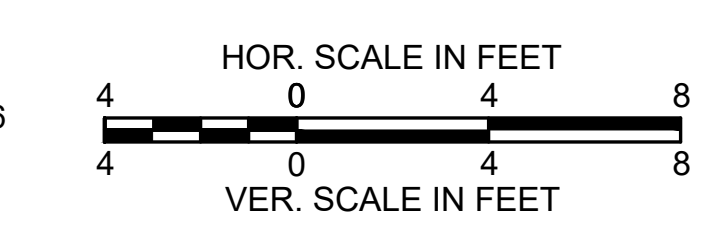


CUT: 93.02 SF  
FILL: 0.00 SF

89+00



CUT: 97.01 SF  
FILL: 0.00 SF

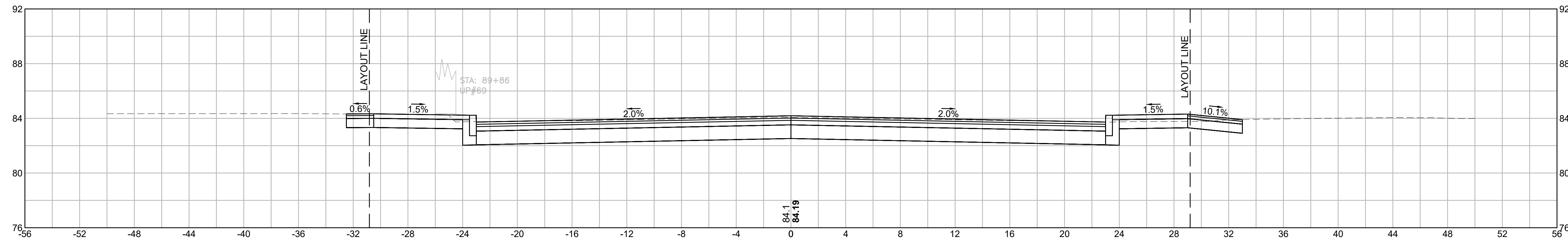


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	125	136
PROJECT FILE NO.		608753	

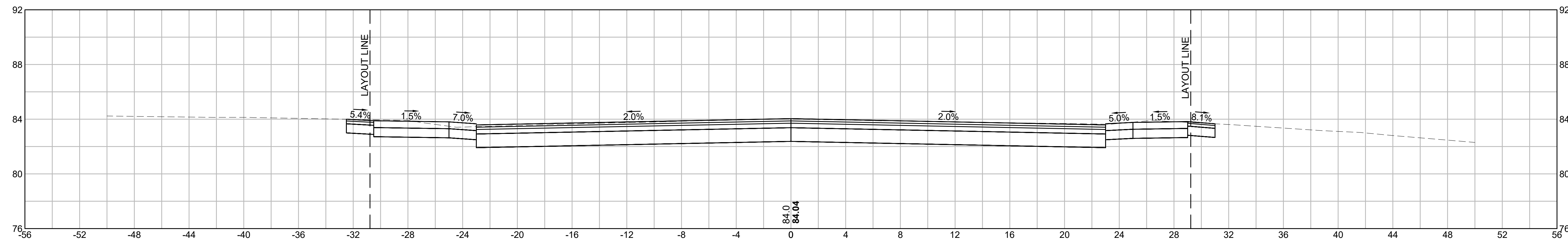
CROSS SECTIONS

90+00



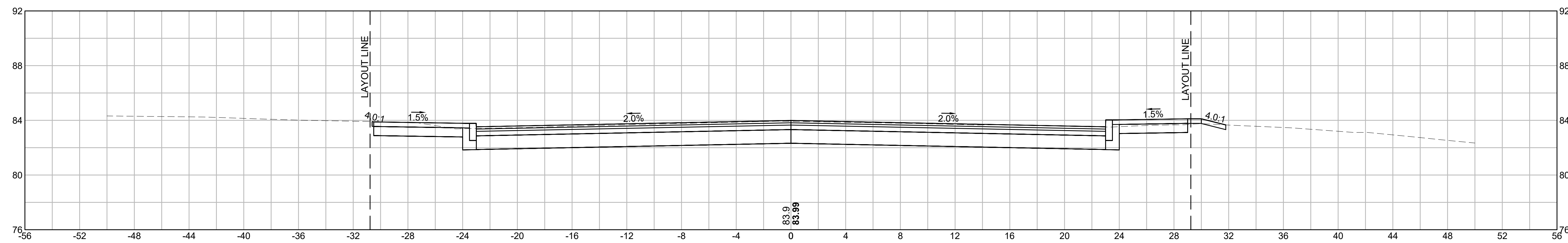
CUT: 90.83 SF  
FILL: 0.00 SF

89+58

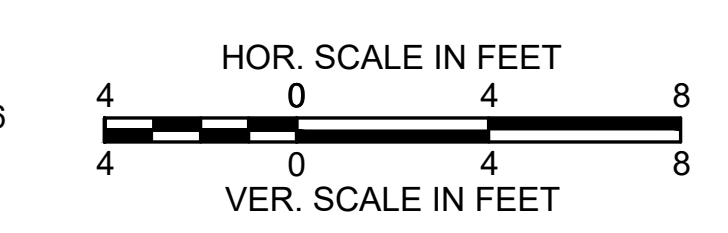


CUT: 94.32 SF  
FILL: 0.00 SF

89+50



CUT: 86.06 SF  
FILL: 0.05 SF



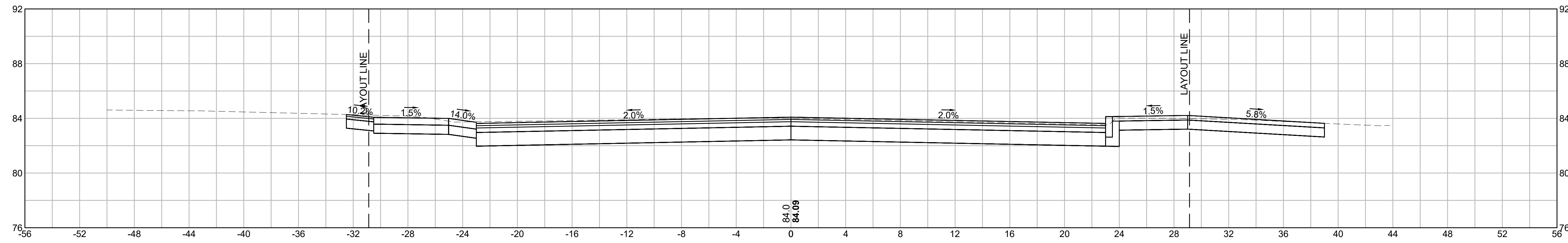


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	126	136
PROJECT FILE NO. 608753			

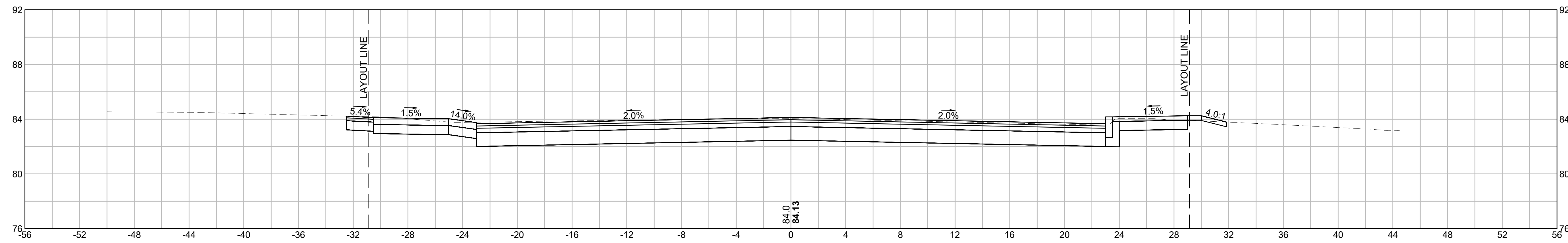
CROSS SECTIONS

90+45



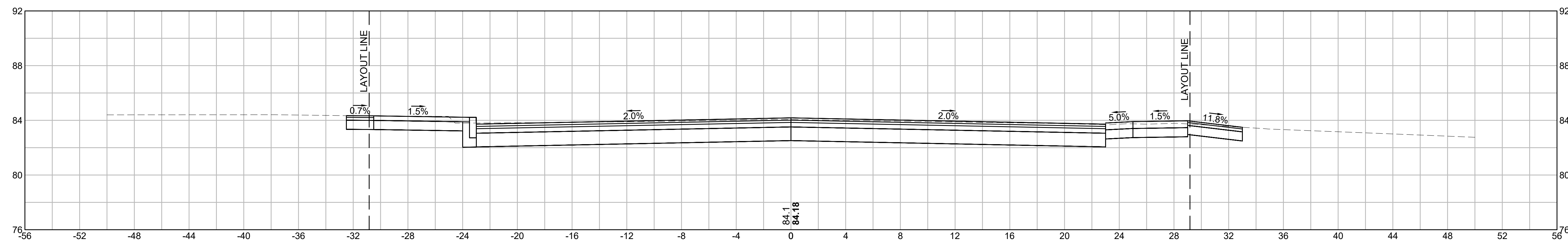
CUT: 101.54 SF  
FILL: 0.00 SF

90+36

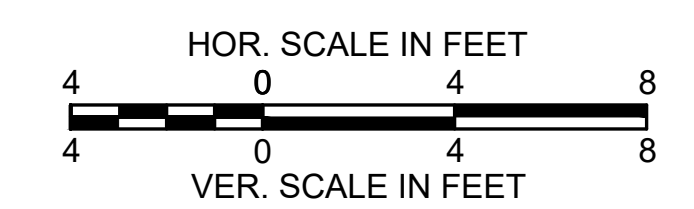


CUT: 95.20 SF  
FILL: 0.02 SF

90+15



CUT: 95.29 SF  
FILL: 0.00 SF

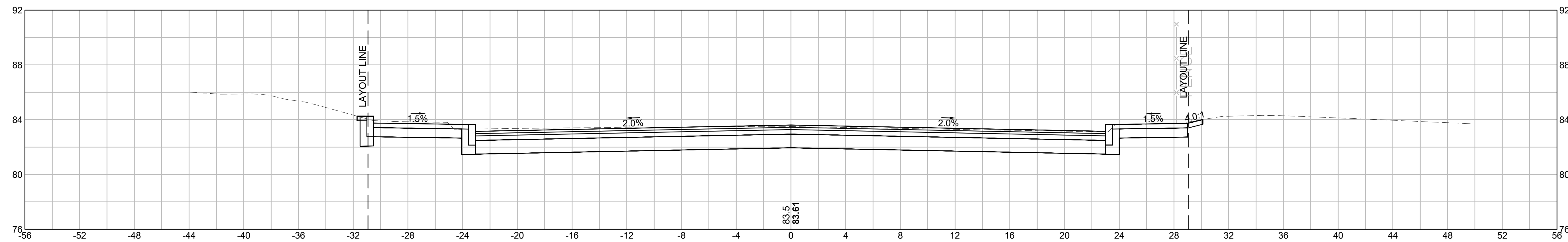


TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	127	136
PROJECT FILE NO.		608753	

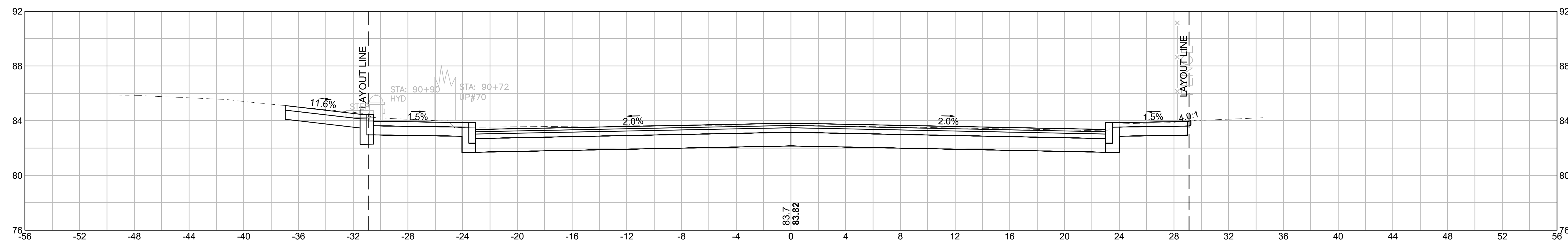
CROSS SECTIONS

91+00



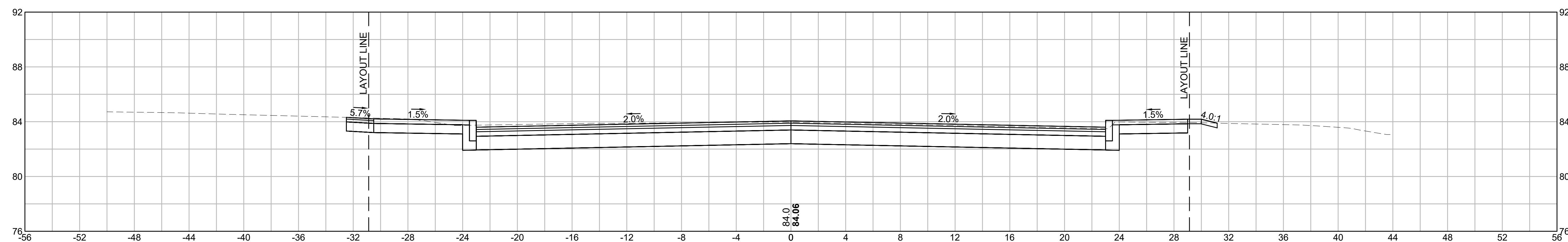
CUT: 94.43 SF  
FILL: 0.00 SF

90+81

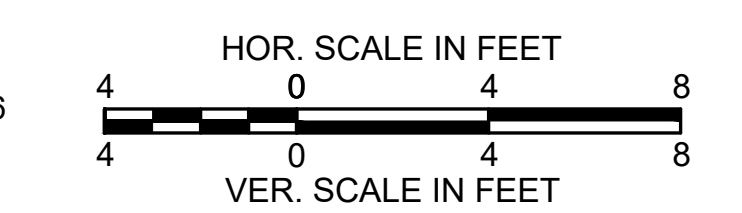


CUT: 94.73 SF  
FILL: 0.16 SF

90+50



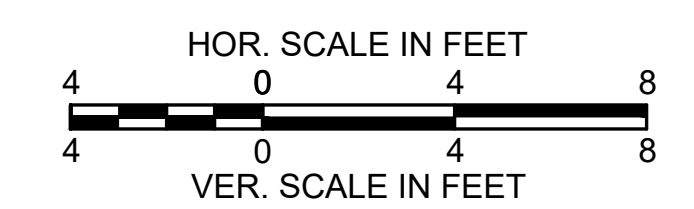
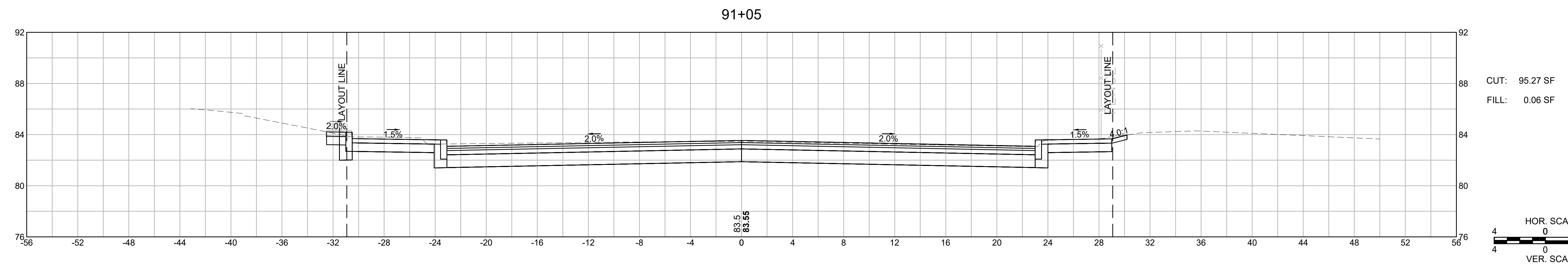
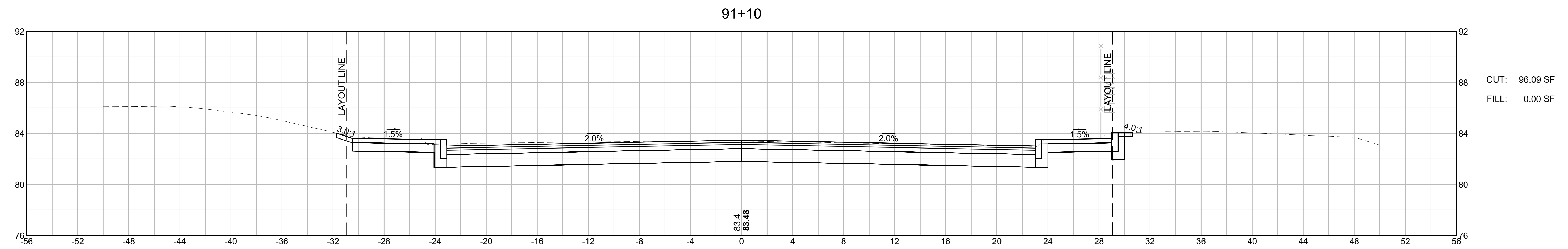
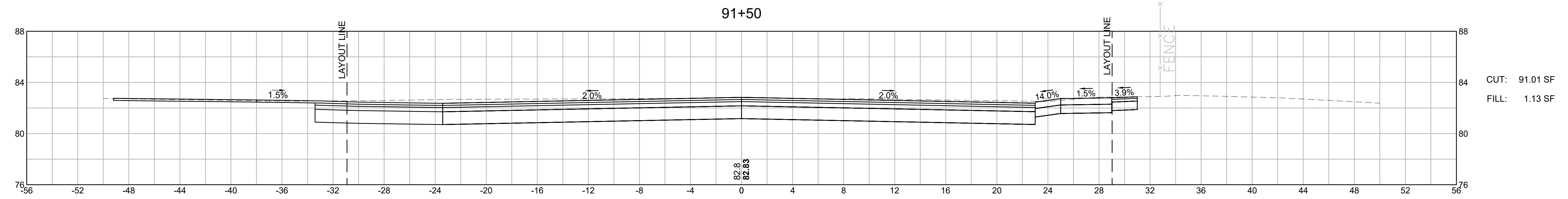
CUT: 96.33 SF  
FILL: 0.00 SF



TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	128	136
PROJECT FILE NO. 608753			

CROSS SECTIONS

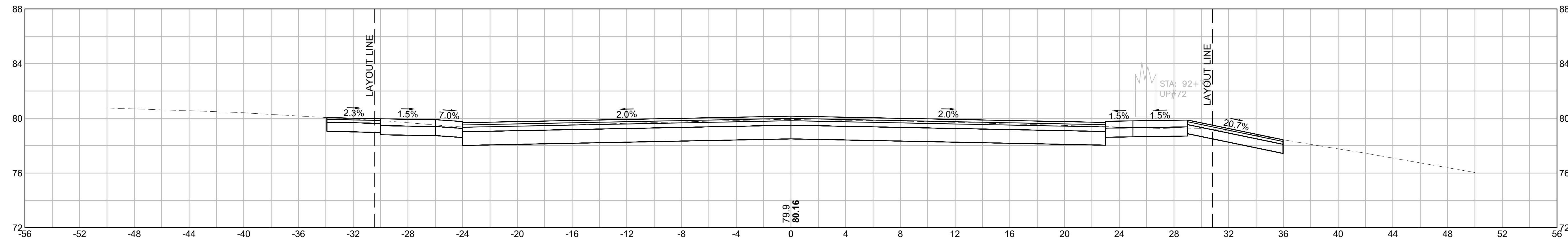


**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	129	136
PROJECT FILE NO. 608753		608753	

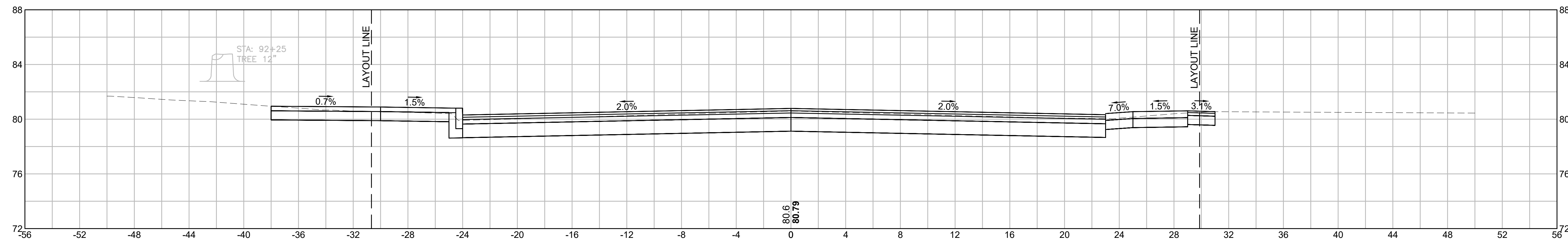
**CROSS SECTIONS**

92+87



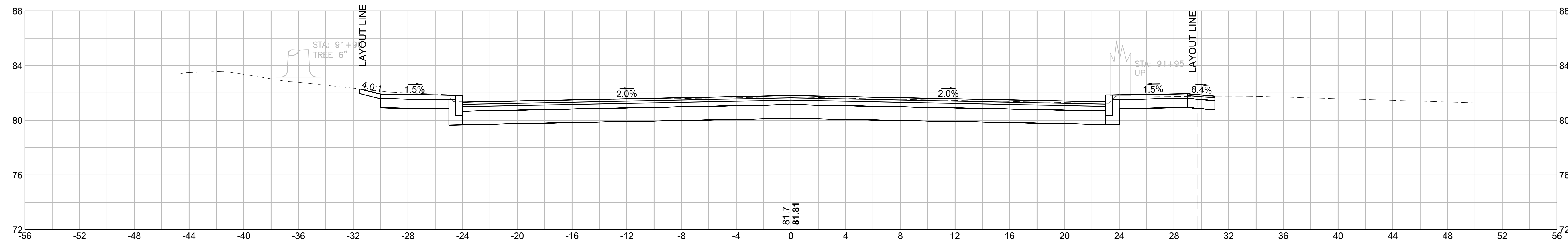
CUT: 84.09 SF  
FILL: 0.00 SF

92+50

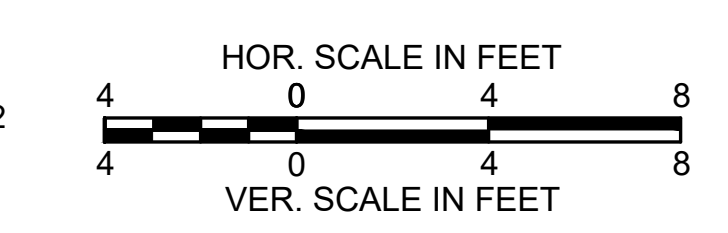


CUT: 86.09 SF  
FILL: 0.00 SF

92+00



CUT: 90.71 SF  
FILL: 0.00 SF

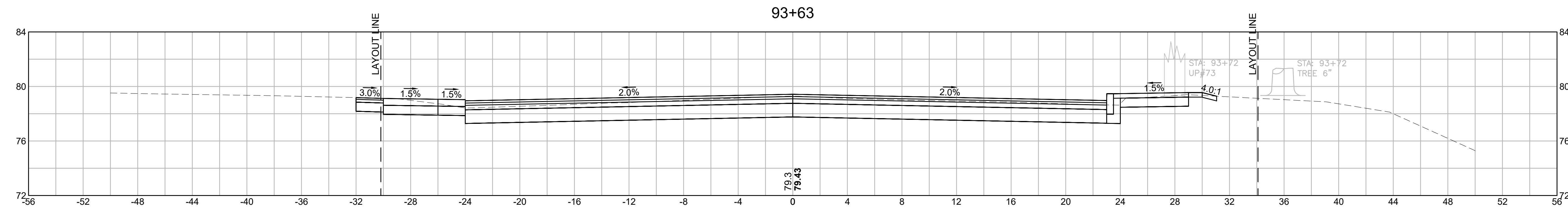




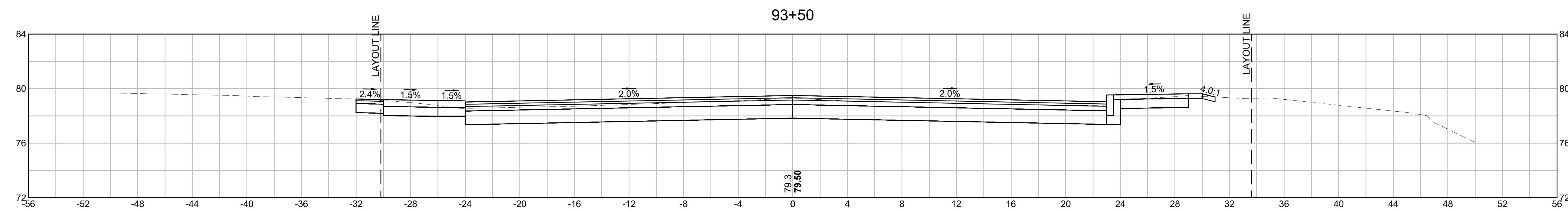
**TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	130	136
PROJECT FILE NO. 608753			

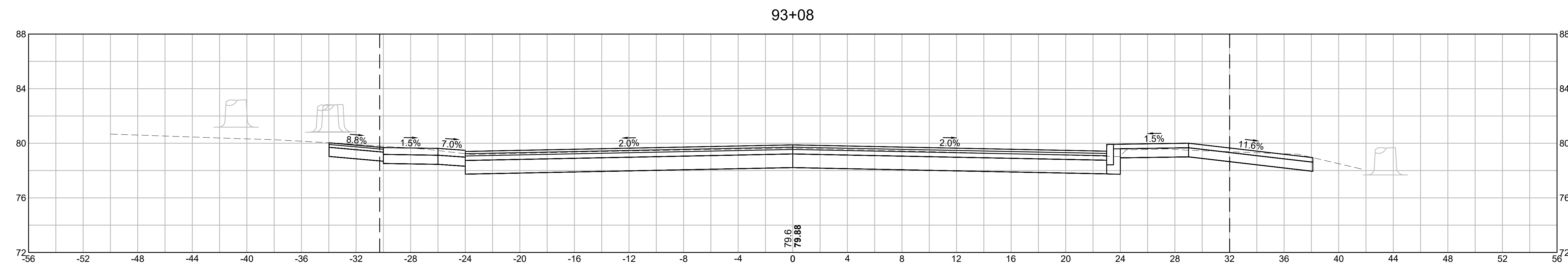
**CROSS SECTIONS**



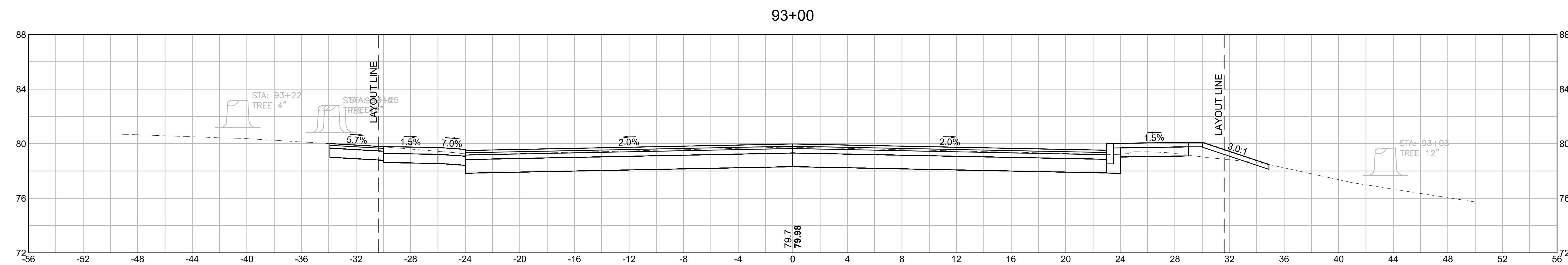
CUT: 77.02 SF  
FILL: 0.00 SF



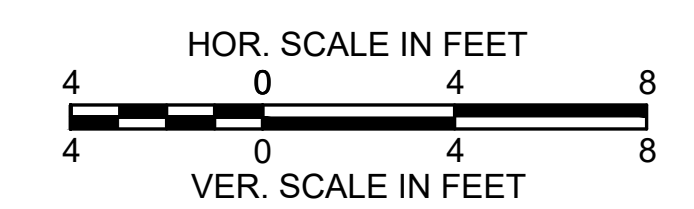
CUT: 75.01 SF  
FILL: 0.00 SF



CUT: 88.33 SF  
FILL: 0.00 SF



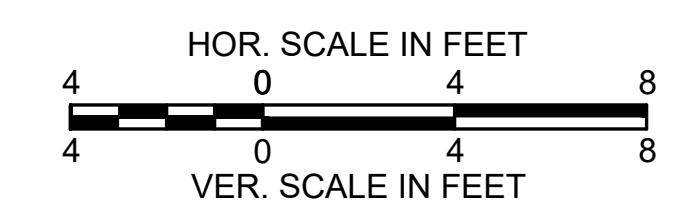
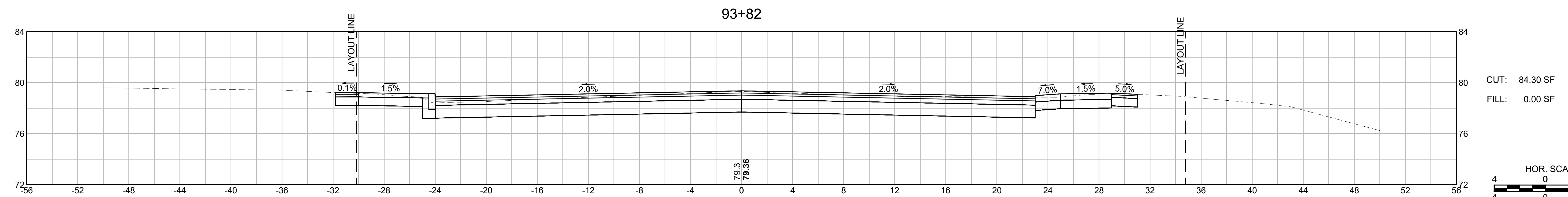
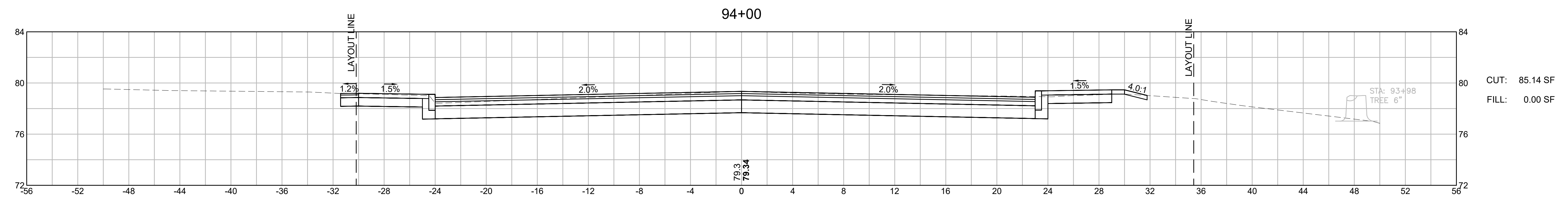
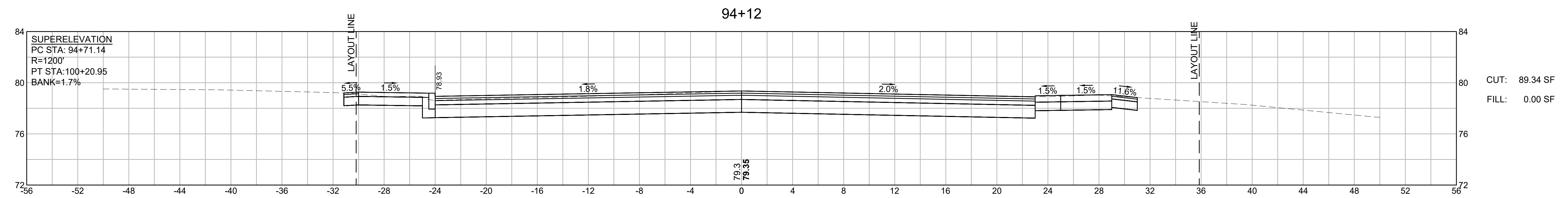
CUT: 78.97 SF  
FILL: 1.81 SF



TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	131	136
PROJECT FILE NO.		608753	

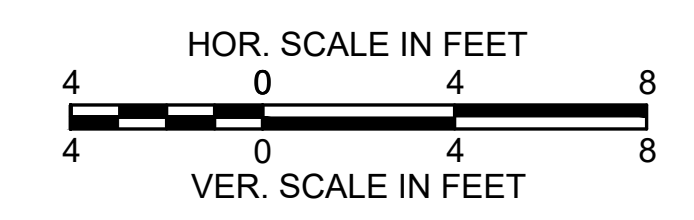
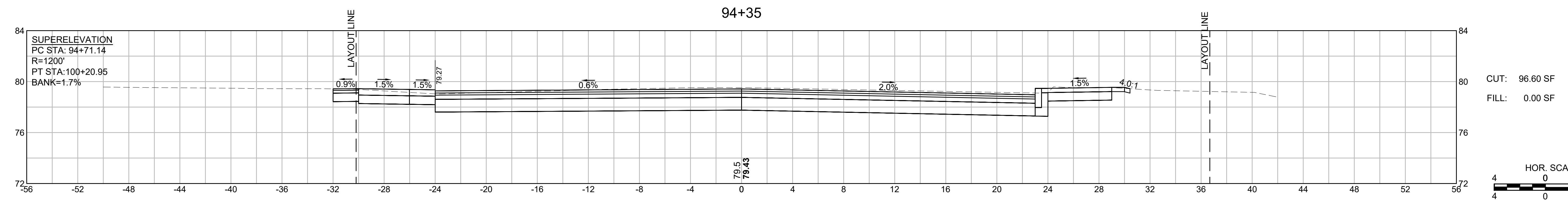
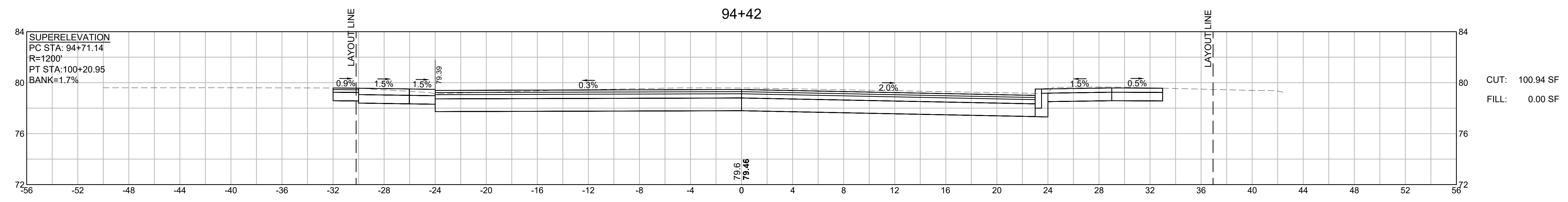
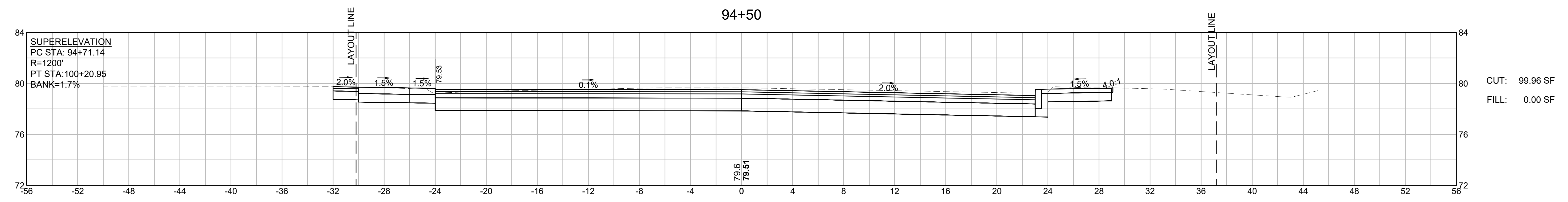
CROSS SECTIONS



TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	132	136
PROJECT FILE NO.		608753	

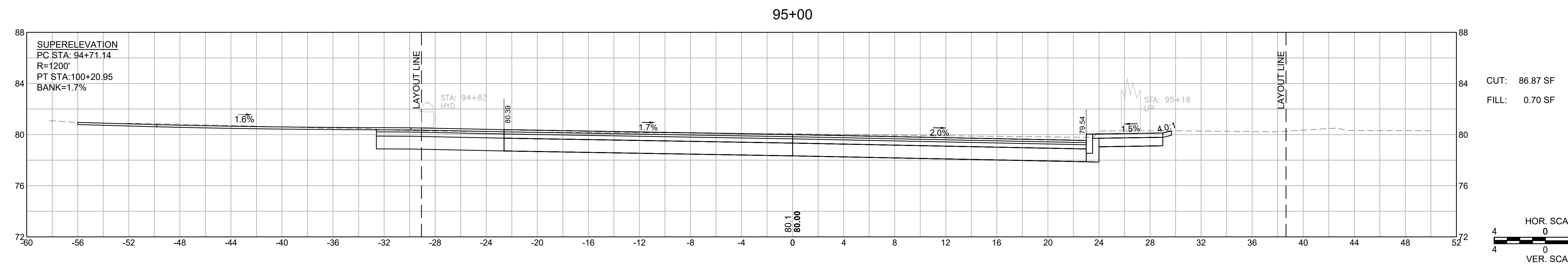
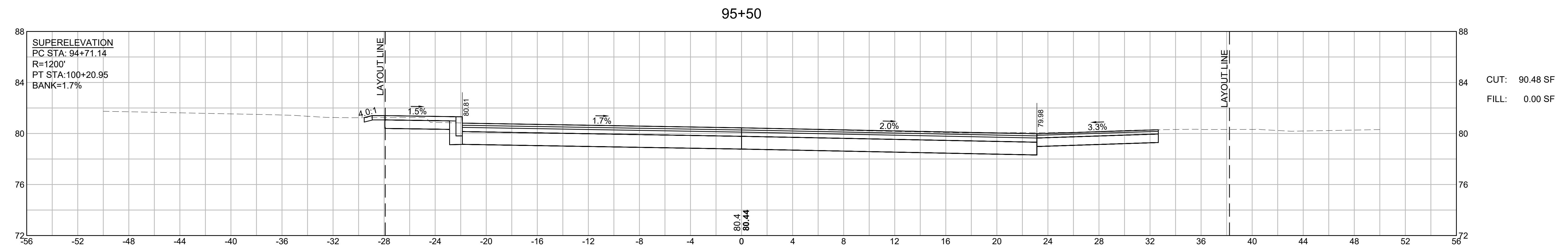
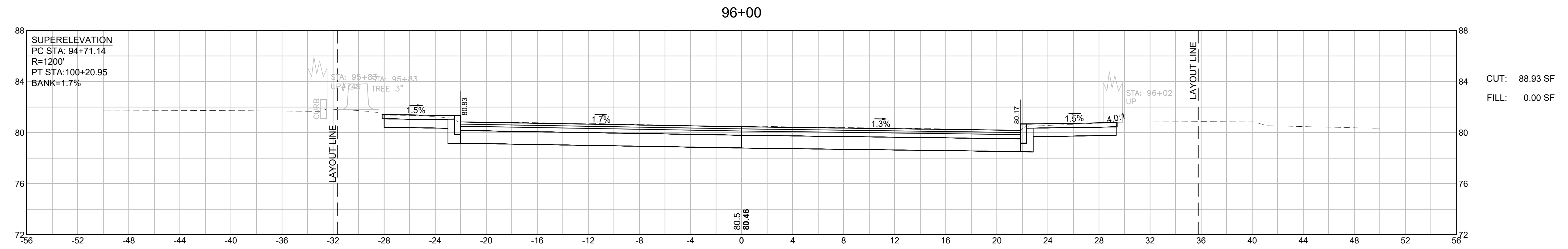
CROSS SECTIONS



TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	133	136
PROJECT FILE NO.		608753	

CROSS SECTIONS





TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	134	136
PROJECT FILE NO.		608753	

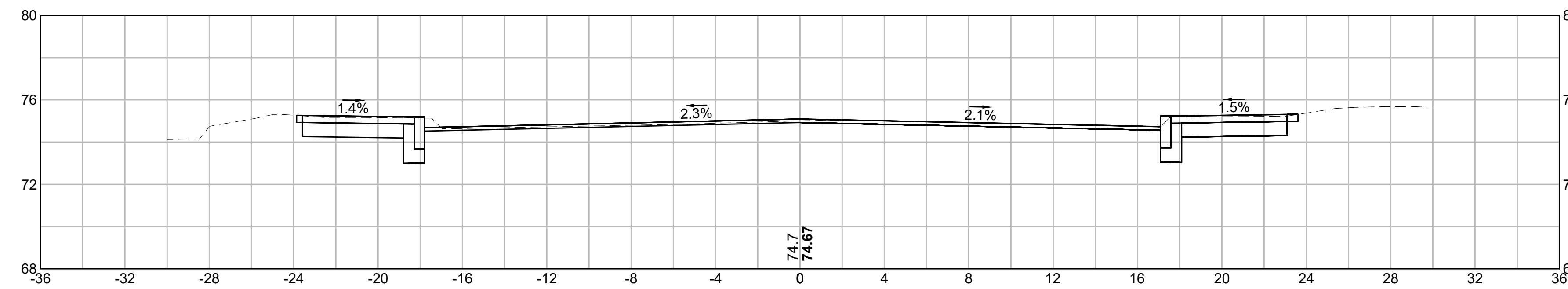
CROSS SECTIONS

WASHINGTON STREET (WEST)

11+25

CUT: 13.47 SF

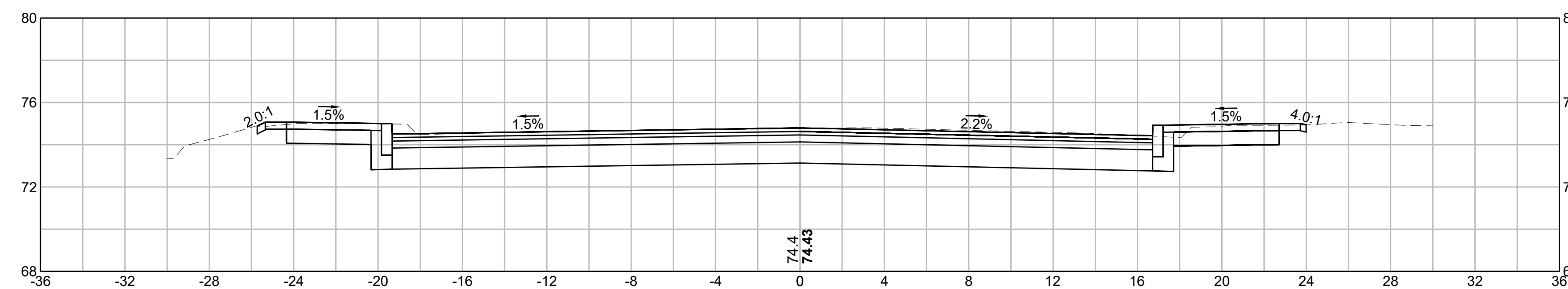
FILL: 0.00 SF



11+00

CUT: 73.41 SF

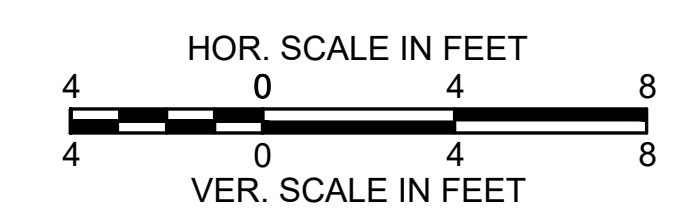
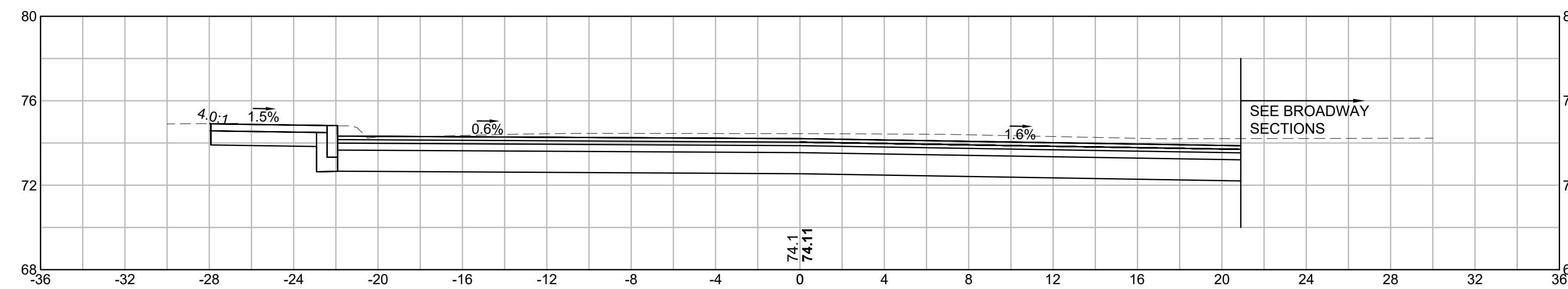
FILL: 0.00 SF



10+50

CUT: 88.00 SF

FILL: 0.00 SF



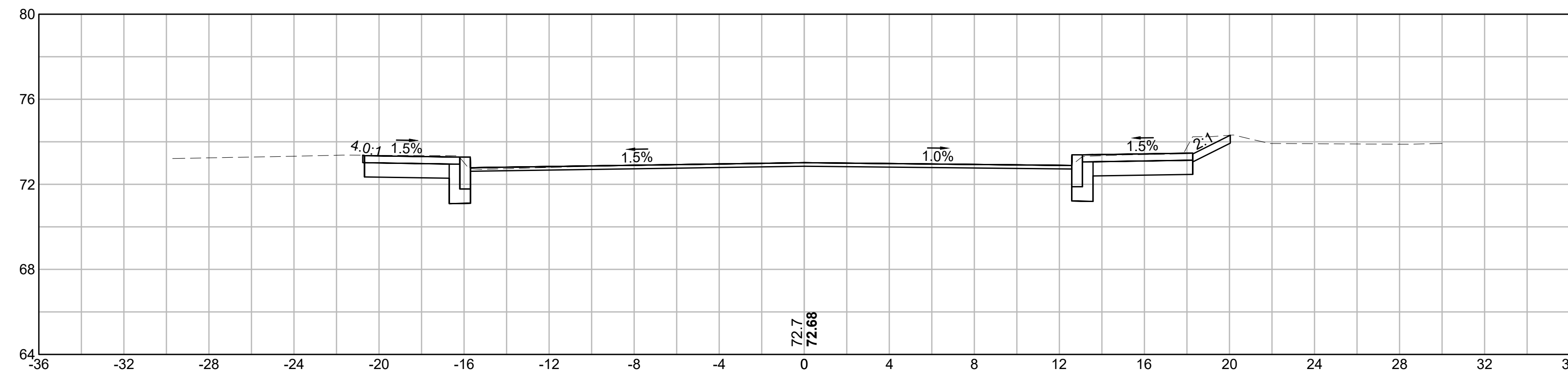
TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	135	136
PROJECT FILE NO.		608753	

CROSS SECTIONS

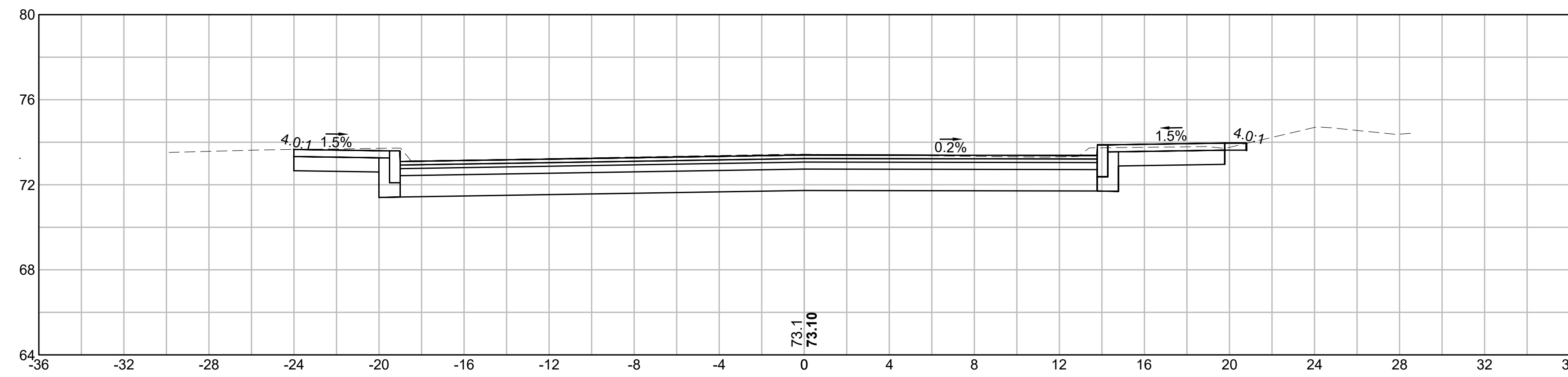
WASHINGTON STREET (EAST)

11+25



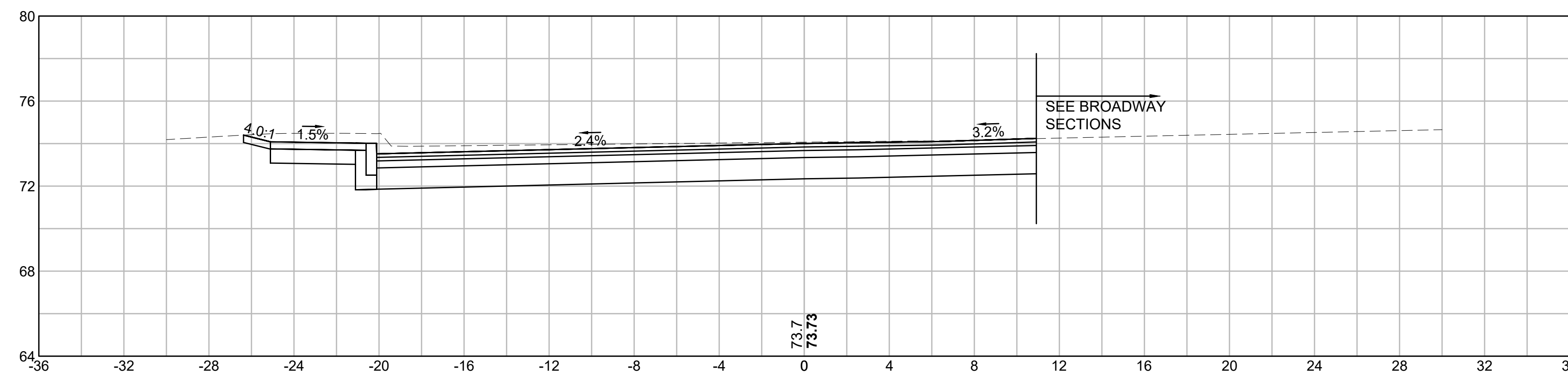
CUT: 14.19 SF  
FILL: 0.00 SF

11+00

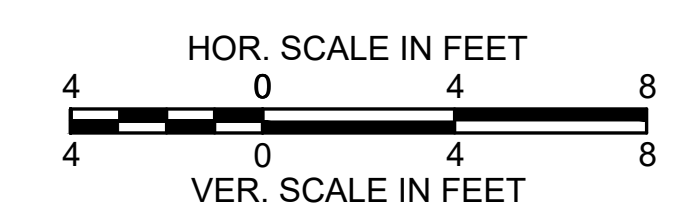


CUT: 68.23 SF  
FILL: 0.00 SF

10+50



CUT: 65.05 SF  
FILL: 0.00 SF



TAUNTON  
ROUTE 138 (BROADWAY) - PHASE 2

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP-0035(059)	136	136
PROJECT FILE NO.		608753	

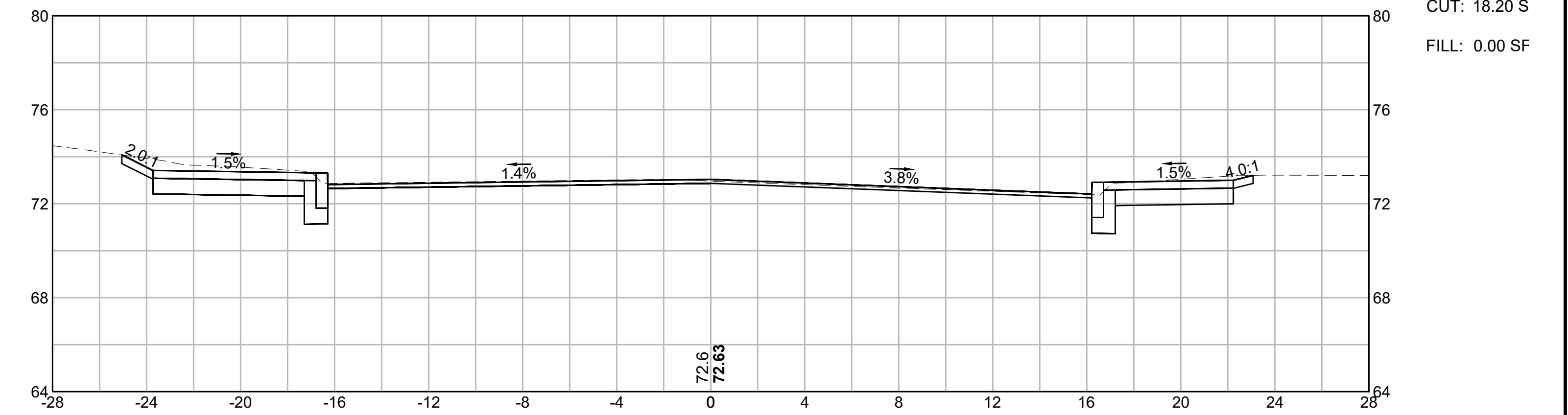
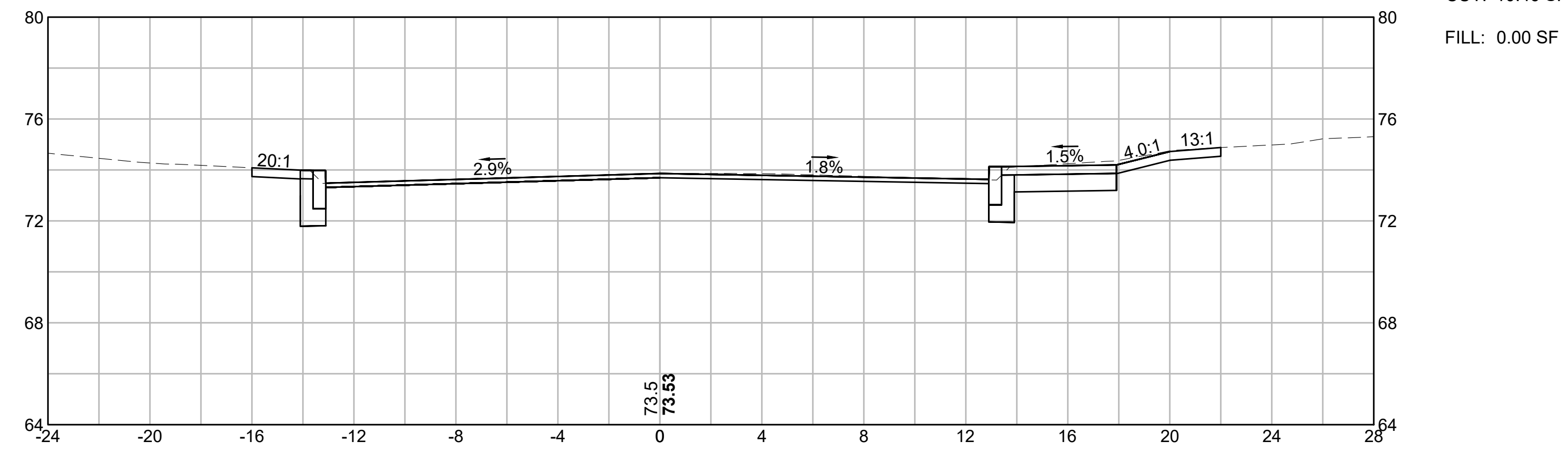
CROSS SECTIONS

EAST BRITANNIA STREET (WEST)

EAST BRITANNIA STREET (EAST)

10+75

10+75



10+50

10+50

