

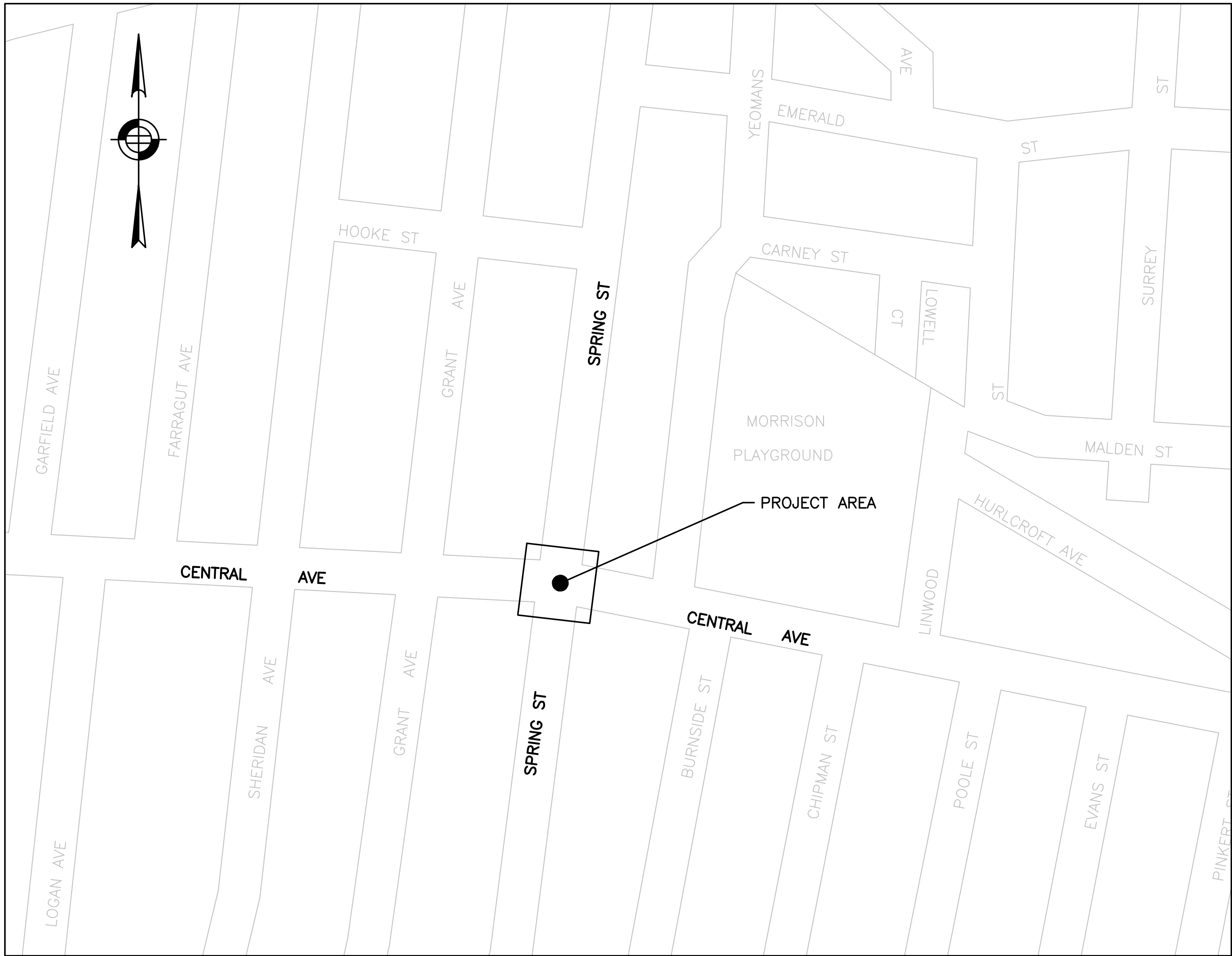
THE CITY OF MEDFORD, MASSACHUSETTS

INTERSECTION IMPROVEMENTS FOR CENTRAL AVENUE AT SPRING STREET

MIDDLESEX COUNTY

ISSUED FOR CONSTRUCTION

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LOCUS PLAN

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



SHEET NO. 9

Digitally signed by Paul W. Berthiaume, P.E.
Date: 2024.05.13 15:40:25 -04'00'

5/13/24	ISSUED FOR CONSTRUCTION			
7/6/23	PRELIMINARY SUBMISSION			
DATE	DESCRIPTION	REV #		
INTERSECTION IMPROVEMENTS FOR CENTRAL AVENUE AT SPRING STREET				
TITLE SHEET & INDEX				
HSH PROJECT NUMBER	DATE	DRAWN BY CHKD. BY APPRVD. BY	SHEET NO.	TOTAL SHEETS
2021069.04	05/13/24	GG VC RL	1	14

GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		JERSEY BARRIER
		CATCH BASIN
		CATCH BASIN CURB INLET
		FLAG POLE
		GAS PUMP
		MAIL BOX
		POST SQUARE
		POST CIRCULAR
		WELL
		ELECTRIC HANDHOLE
		FENCE GATE POST
		GAS GATE
		BORING HOLE
		MONITORING WELL
		TEST PIT
		HYDRANT
		LIGHT POLE
		COUNTY BOUND
		GPS POINT
		CABLE MANHOLE
		DRAINAGE MANHOLE
		ELECTRIC MANHOLE
		GAS MANHOLE
		MISC MANHOLE
		SEWER MANHOLE
		TELEPHONE MANHOLE
		WATER MANHOLE
		MASSACHUSETTS HIGHWAY BOUND
		MONUMENT
		STONE BOUND
		TOWN OR CITY BOUND
		TRAVERSE OR TRIANGULATION STATION
		TROLLEY POLE OR GUY POLE
		TRANSMISSION POLE
		UTILITY POLE W/ FIREBOX
		UTILITY POLE WITH DOUBLE LIGHT
		UTILITY POLE W / 1 LIGHT
		UTILITY POLE
		BUSH
		TREE
		STUMP
		SWAMP / MARSH
		WATER GATE
		PARKING METER
		OVERHEAD CABLE/WIRE
		CURBING
		CONTOURS (ON-THE-GROUND SURVEY DATA)
		CONTOURS (PHOTOGRAMMETRIC DATA)
		UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)
		BALANCED STONE WALL
		GUARD RAIL - STEEL POSTS
		GUARD RAIL - WOOD POSTS
		CHAIN LINK OR METAL FENCE
		WOOD FENCE
		HAY BALES/SILT FENCE
		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 LAYOUT
		COUNTY LAYOUT
		RAILROAD SIDELINE
		PROPERTY LINE
		TEMPORARY EASEMENT

TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING (TO REMAIN)	REMOVE/ABANDON	DESCRIPTION
			SIGNAL POST
			MAST ARM
			TRAFFIC SIGN
			TRAFFIC SIGN MOUNTED ON SIGNAL POST, UTILITY POLE, ETC.
			VEHICULAR SIGNAL HEAD
			PEDESTRIAN SIGNAL HEAD
			VIDEO DETECTION CAMERA
			CONTROLLER CABINET, GROUND MOUNTED
			12\"X12\" ELECTRIC PULLBOX
			12\"X24\" ELECTRIC HANDHOLE
			EMERGENCY PREEMPTION CONFIRMATION STROBE LIGHT
			OPTICAL PREEMPTION DETECTOR
			APS PUSHBUTTON
			TRAFFIC SIGNAL CONDUIT

PAVEMENT MARKING LEGEND

	2-6\" YELLOW CENTER LINES, 12\" GAP
	WHITE STOP LINE (12\" UNLESS OTHERWISE SPECIFIED)
	WHITE - CROSS WALK (10' WIDTH; 12\" LONGITUDINAL LINES, 3' O.C.) (UNLESS OTHERWISE SHOWN)

GENERAL NOTES

- THE EXISTING CONDITIONS SHOWN ON THESE PLANS CONSIST OF AN ON-THE-GROUND INSTRUMENT SURVEY PERFORMED BY A-PLUS CONSTRUCTION SERVICES CORP. ON JULY 7, 2022.
- THE ELEVATIONS DEPICTED ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) OF 1988(USFT). ELEVATIONS ARE ESTABLISHED BY USING MEANS OF RTK GPS USING THE KEYNET VRS NETWORK,
- THE HORIZONTAL CONTROL DEPICTED ARE BASED ON MASSACHUSETTS COORDINATE SYSTEM, MAINLAND ZONE, NAD83(2011) EPOCH 2010.00. THE HORIZONTAL CONTROL ARE ESTABLISHED BY USING MEANS OF RTK GPS USING THE KEYNET VRS NETWORK.
- DIVISIONS OF PRIVATE OWNERSHIPS ARE COMPILED FROM DEEDS, RECORD PLANS AND ASSESSOR'S MAPS.
- EXISTING UTILITIES, WHERE SHOWN HEREON, ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPERLY LOCATING AND COORDINATING ANY ON-SITE ACTIVITY WITH DIG-SAFE AND THE APPROPRIATE UTILITY COMPANY AND MAINTAINING EXISTING UTILITY SYSTEM SERVICE. DIG-SAFE SHALL BE NOTIFIED PER THE COMMONWEALTH OF MASSACHUSETTS STATUTE CHAPTER 82, SECTION 40, AT 1-888-344-7233. NO GUARANTEE IS IMPLIED OR INTENDED AS TO THE ACCURACY, LOCATION OR THAT ALL UTILITIES AND/OR SUBSURFACE STRUCTURES ARE SHOWN. THE CONTRACTOR SHALL VERIFY SIZE, LOCATION AND INVERTS OR UTILITIES AND STRUCTURES AS REQUIRED PRIOR TO THE START OF CONSTRUCTION.
- THE CONTRACTOR SHALL RE-ESTABLISH SURVEY CONTROL PRIOR TO BEGINNING WORK ON THIS CONTRACT.
- THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF ELECTRIC, TELEPHONE, AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES AT NO ADDITIONAL COST TO THE OWNER. IF THE CONTRACTOR ADJUSTS UTILITY COVERS IT SHALL BE DEEMED PART OF THE WORK AND THERE WILL BE NO ADDITIONAL COMPENSATION.
- AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DAMAGED BY THE CONTRACTOR'S OPERATIONS, INCLUDING STAGING AREAS, SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR IS HEREBY NOTIFIED THAT ADDITIONAL WORK WITHIN THE PROJECT LIMITS MAY BE PERFORMED BY OTHERS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR INVESTIGATING AND CONFIRMING THAT ALL ITEMS TO BE REUSED ARE IN SERVICEABLE CONDITION. IF IT IS DEEMED THAT ANY ITEM IS NOT ABLE TO BE REUSED, THE CONTRACTOR SHALL NOTIFY THE OWNER IN WRITING AND INCLUDE ESTIMATED COSTS TO INSTALL NEW.
- ALL ITEMS TO BE REMOVED AND STACKED SHALL BE RELOCATED TO THE DEPARTMENT OF PUBLIC WORKS YARD
- AN ACCESSIBLE PEDESTRIAN ROUTE SHALL BE PROVIDED DURING INTERIM AND FINAL CONDITIONS WITH A MINIMUM CLEAR WIDTH OF 48\" FROM THE EDGE OF THE OBSTRUCTION TO THE EDGE OF THE PATH.

ABBREVIATIONS

GENERAL	
AADT	ANNUAL AVERAGE DAILY TRAFFIC
ABAN	ABANDON
ADJ	ADJUST
APPROX.	APPROXIMATE
A.C.	ASPHALT CONCRETE
ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE
BIT.	BITUMINOUS
BC	BOTTOM OF CURB
BD.	BOUND
BL	BASELINE
BLDG	BUILDING
BM	BENCHMARK
BO	BY OTHERS
BOS	BOTTOM OF SLOPE
BR.	BRIDGE
CB	CATCH BASIN
CBCI	CATCH BASIN WITH CURB INLET
CC	CEMENT CONCRETE
CCM	CEMENT CONCRETE MASONRY
CEM	CEMENT
CI	CURB INLET
CIP	CAST IRON PIPE
CLF	CHAIN LINK FENCE
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CSP	CORRUGATED STEEL PIPE
CO.	COUNTY
CONC	CONCRETE
CONT	CONTINUOUS
CONST	CONSTRUCTION
CR GR	CROWN GRADE
DHV	DESIGN HOURLY VOLUME
DI	DROP INLET
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DW	STEADY DON'T WALK - PORTLAND ORANGE
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
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
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
P.G.L.	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
POC	POINT ON CURVE
POT	POINT ON TANGENT
PRC	POINT OF REVERSE CURVATURE
PROJ	PROJECT
PROP	PROPOSED
PSB	PLANTABLE SOIL BORROW
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
PVMT	PAVEMENT
PWW	PAVED WATER WAY

ABBREVIATIONS (CONT)

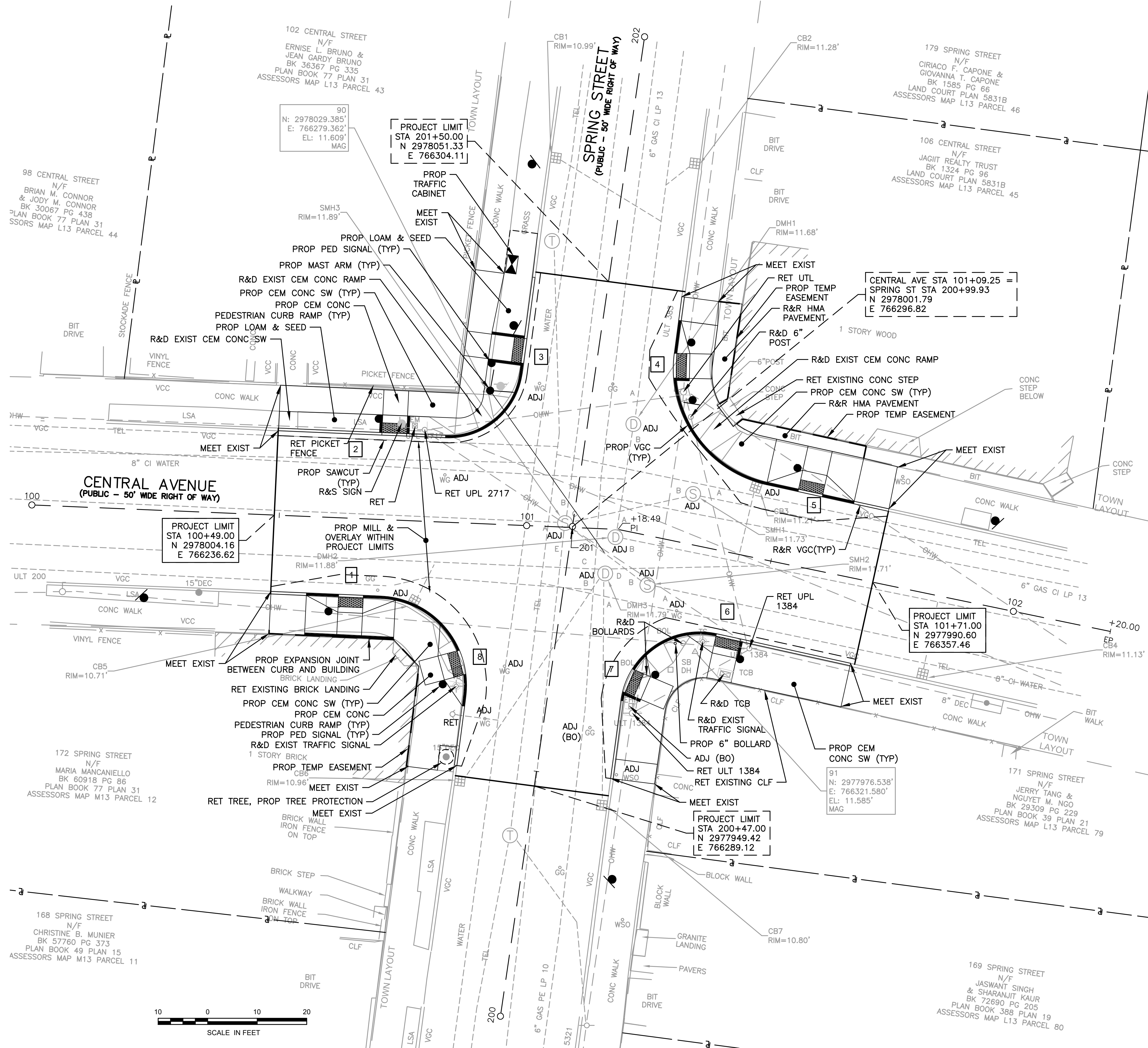
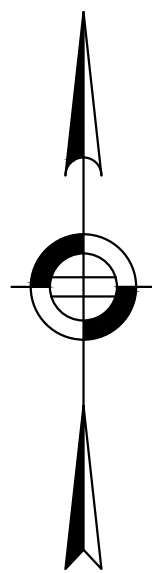
GENERAL	
R	RADIUS OF CURVATURE
R&D	REMOVE AND DISPOSE
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
RDWY	ROADWAY
REM	REMOVE
RET	RETAIN
RET WALL	RETAINING WALL
ROW	RIGHT OF WAY
RR	RAILROAD
R&R	REMOVE AND RESET
R&S	REMOVE AND STACK
RT	RIGHT
SB	STONE BOUND
SHLD	SHOULDER
SMH	SEWER MANHOLE
ST	STREET
STA	STATION
SHLO	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
PCR	PEDESTRIAN CURB RAMP
WG	WATER GATE
WIP	WROUGHT IRON PIPE
WM	WATER METER/WATER MAIN
X-SECT	CROSS SECTION

TRAFFIC SIGNAL

CAB.	CABINET
CCVE	CLOSED CIRCUIT VIDEO EQUIPMENT
DW	STEADY DON'T WALK
FDW	FLASHING DON'T WALK
FR	FLASHING CIRCULAR RED
FY	FLASHING CIRCULAR AMBER
FYL	FLASHING AMBER LEFT ARROW
G	STEADY CIRCULAR GREEN
GL	STEADY GREEN LEFT ARROW
OL	OVERLAP
PED	PEDESTRIAN
PTZ	PAN, TILE, 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 WALK
Y	STEADY CIRCULAR AMBER
YL	STEADY AMBER LEFT ARROW

INTERSECTION IMPROVEMENTS FOR
CENTRAL AVENUE AT SPRING STREET
GENERAL NOTES, LEGEND
& ABBREVIATIONS

HSH	PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
	2021069.04	05/13/24	GG	VC	RL	2	14



PAVEMENT NOTES

PAVEMENT MILL AND OVERLAY:

PAVEMENT FINE MILLING: 2" MAX DEPTH PAVEMENT FINE MILLING

SURFACE COURSE: 2" SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5) OVER ASPHALT EMULSION FOR TACK COAT

INTERMEDIATE COURSE: 2 1/2" SUPERPAVE INTERMEDIATE COURSE (SIC - 19.0) OVER ASPHALT EMULSION FOR TACK COAT

==== R&R GRANITE EDGESTONE

==== NEW GRANITE EDGESTONE

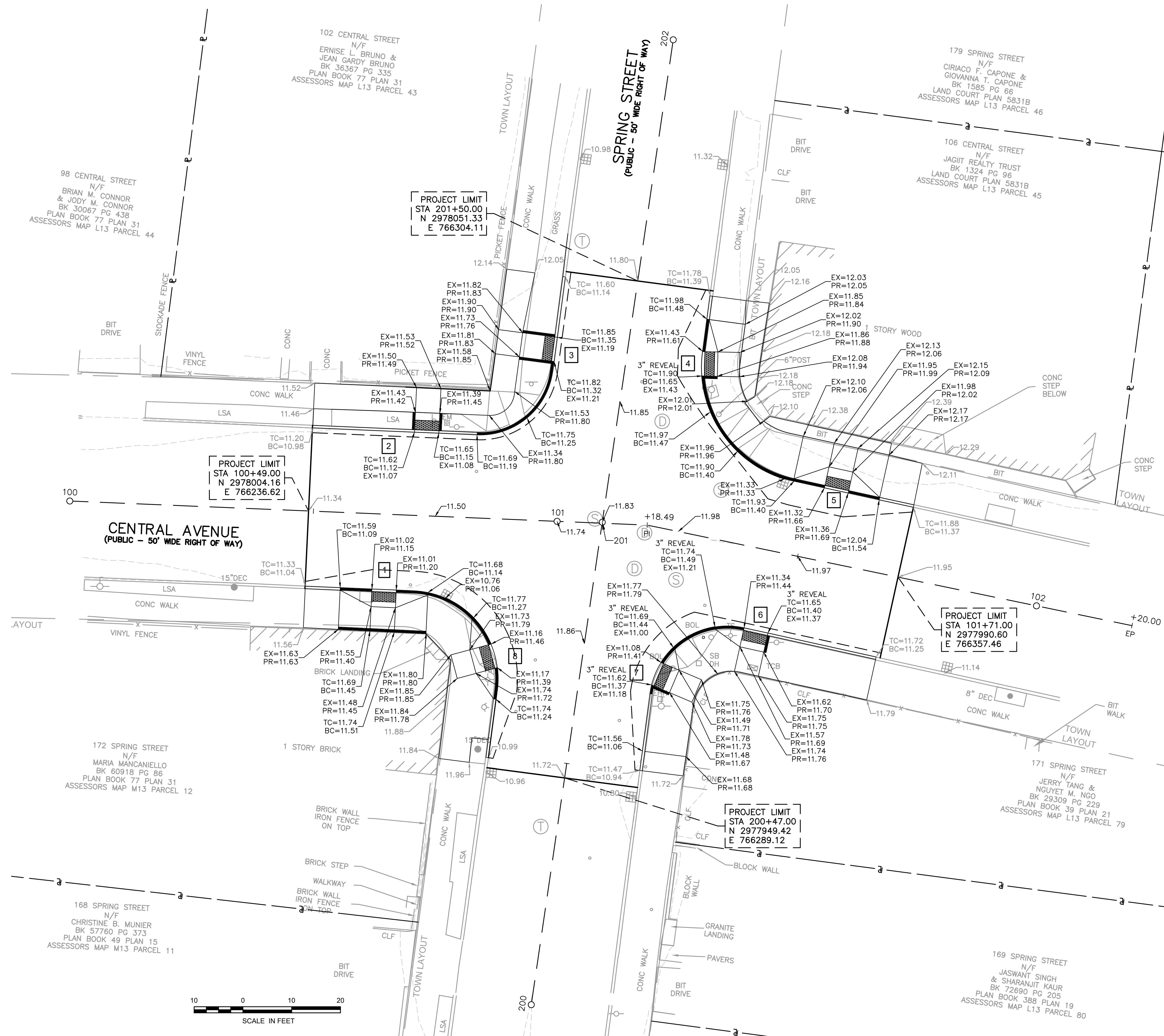
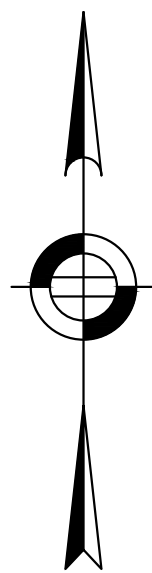


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**INTERSECTION IMPROVEMENTS FOR
CENTRAL AVENUE AT SPRING STREET
CONSTRUCTION PLAN**

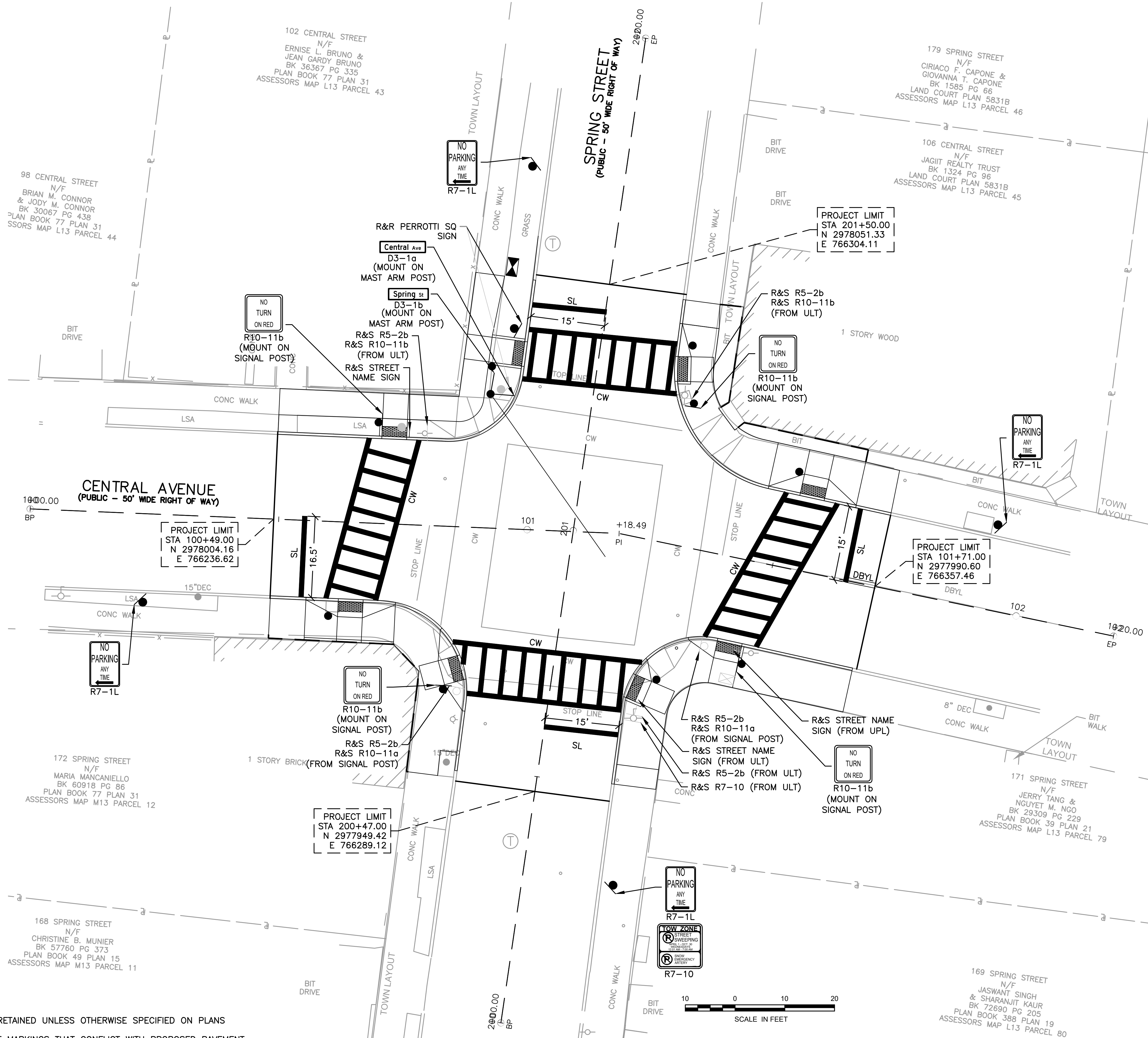
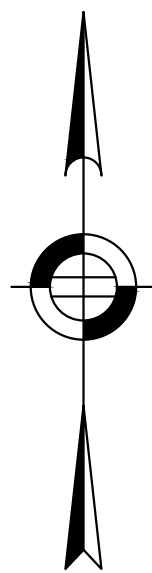
HSH PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
2021069.04	05/13/24	GG	VC	RL	3	14



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**INTERSECTION IMPROVEMENTS FOR
CENTRAL AVENUE AT SPRING STREET
GRADING PLAN**

SHS PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
2021069.04	05/13/24	GG	VC	RL	4	14



- NOTES**
1. ALL EXISTING SIGNAGE SHALL BE RETAINED UNLESS OTHERWISE SPECIFIED ON PLANS
 2. ERADICATE ANY EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED PAVEMENT MARKINGS

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**INTERSECTION IMPROVEMENTS FOR
CENTRAL AVENUE AT SPRING STREET
TRAFFIC SIGN & PAVEMENT MARKING
PLAN**

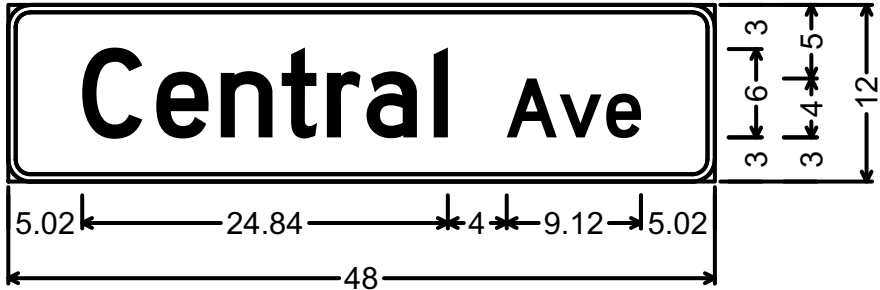
SHS PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
2021069.04	05/13/24	MS	VC	JL	5	14

TRAFFIC SIGN SUMMARY

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (S.F.)	TOTAL AREA (S.F.)
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND	BORDER			
D3-1a (PBS)	48"	12"	Central Ave	SEE DETAIL BELOW			1	SEE DETAIL BELOW			MOUNT ON MAST ARM POST (1)	4.00	4.00
D3-1b (PBS)	42"	12"	Spring st	SEE DETAIL BELOW			1	SEE DETAIL BELOW			MOUNT ON MAST ARM POST (1)	3.50	3.50
R7-1L	12"	18"	NO PARKING ANY TIME	①			4	WHITE	RED	RED	P5 (4)	1.50	6.00
R7-1R	12"	18"	NO PARKING ANY TIME				4	WHITE	RED	RED	P5 (4)	1.50	6.00
R7-10	18"	18"	TOW ZONE NO PARKING ANY TIME SWEEPING REQUIREMENT NO PARKING ANY TIME HIGH EMERGENCY VEHICLE				1	RED/ WHITE	WHITE/ RED	RED	MOUNT WITH R7-1L (1)	2.25	2.25
R10-11b	36"	36"	NO TURN ON RED				4	WHITE	BLACK	BLACK	MOUNT ON SIGNAL POST (4)	9.00	36.00

NOTE: PROPOSED P5 POSTS SHALL BE U-CHANNEL POSTS ONLY.

① SEE MUTCD 2009 EDITION, 2004/2012 STD. HWY. SIGNS AND SECTION M9.30.0. TYPE III OF THE MASSDOT STANDARD SPECIFICATION FOR TEXT DIMENSIONS AND COLOR.



D3-1a;
1.50" Radius, 0.50" Border, White on, Green;
"Central Ave", D 2K;



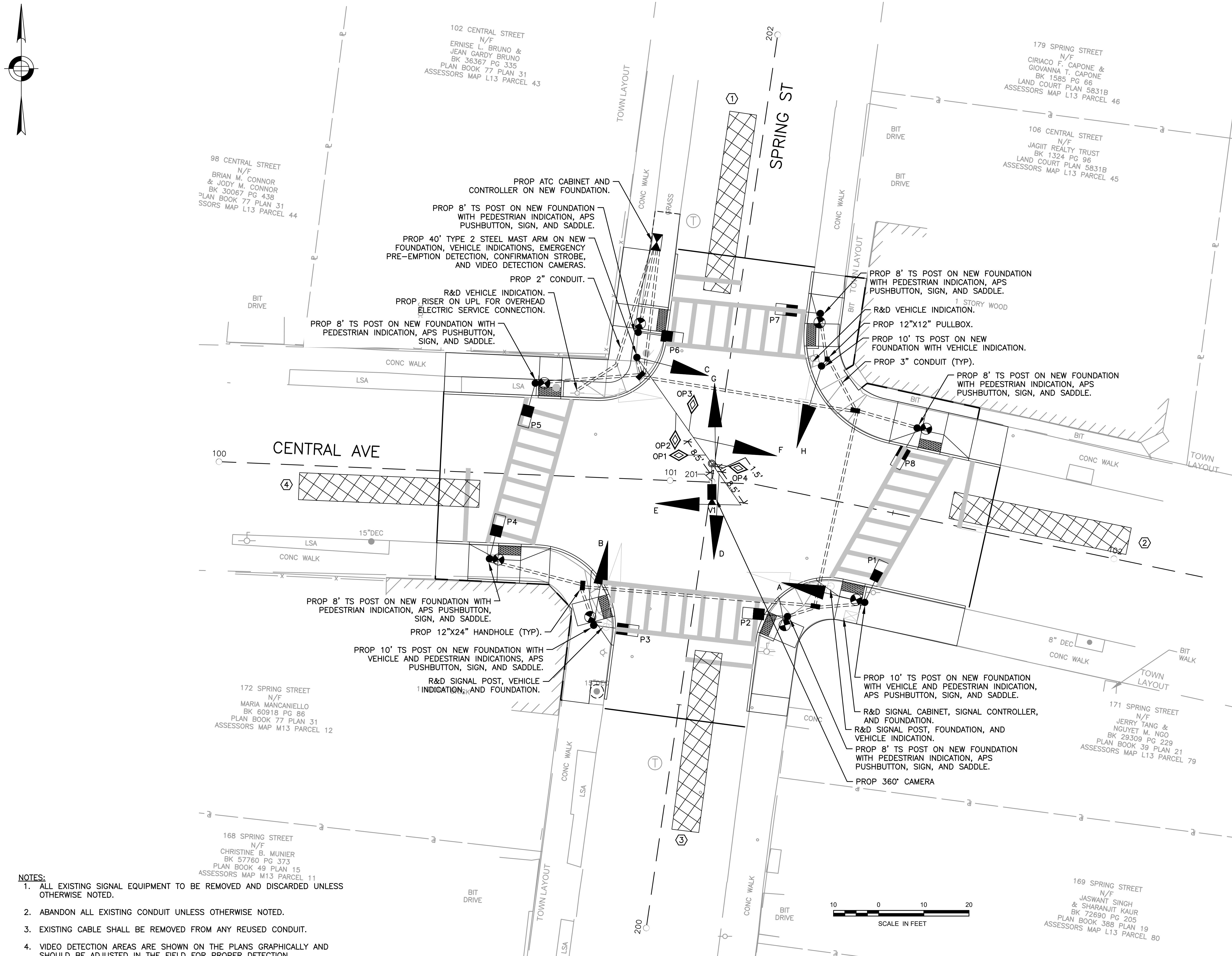
D3-1b;
1.50" Radius, 0.50" Border, White on, Green;
"Spring St", D 2K;



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INTERSECTION IMPROVEMENTS FOR
CENTRAL AVENUE AT SPRING STREET
TRAFFIC SIGN SUMMARY

HS	PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
	2021069.04	05/13/24	MS	VC	JL	6	14



NOTES:

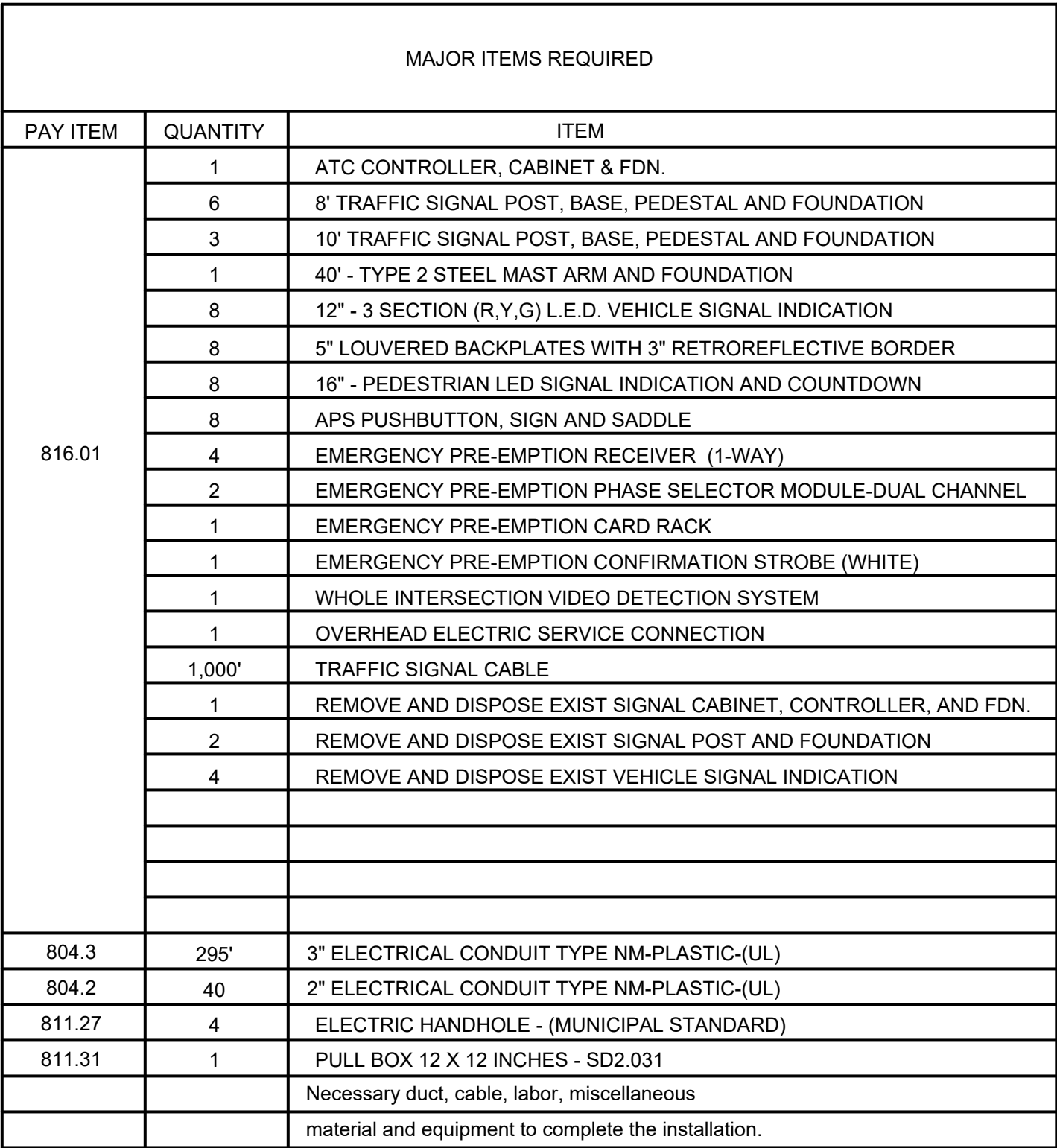
1. ALL EXISTING SIGNAL EQUIPMENT TO BE REMOVED AND DISCARDED UNLESS OTHERWISE NOTED.
2. ABANDON ALL EXISTING CONDUIT UNLESS OTHERWISE NOTED.
3. EXISTING CABLE SHALL BE REMOVED FROM ANY REUSED CONDUIT.
4. VIDEO DETECTION AREAS ARE SHOWN ON THE PLANS GRAPHICALLY AND SHOULD BE ADJUSTED IN THE FIELD FOR PROPER DETECTION.



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INTERSECTION IMPROVEMENTS FOR CENTRAL AVENUE AT SPRING STREET TRAFFIC SIGNAL PLAN

HS#	PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEET
	2021069.04	05/13/24	MS	VC	JL	7	14



VIDEO DETECTOR NUMBER	STREET/ APPROACH DIRECTION	DETECTION ZONE AREA	Ø CALLED	Ø EXT.	MODE	DELAY TIME	EXT. TIME
①	Spring St. SB	6' X 40'	Ø 2	Ø 2	PRESENCE	0	0
②	Central Ave. WB	6' X 40'	Ø 8	Ø 8	PRESENCE	0	0
③	Spring St. NB	6' X 40'	Ø 6	Ø 6	PRESENCE	0	0
④	Central Ave. EB	6' X 40'	Ø 4	Ø 4	PRESENCE	0	0

A,B,C,D
E,F,G,H

P1,P2,P3,P4
P5,P6,P7,P8

The diagram illustrates a three-stage process for determining the optimal number of clusters. Stage 1 (Ø 2 & Ø 6) shows four different cluster configurations. Stage 2 (Ø 4 & Ø 8) shows four different cluster configurations. Stage 3 (Ø 9) shows a square with four arrows pointing outwards, labeled (PED.).

NOTES:

1. PHASES
2. PHASES
3. IF THE

APPROACH	CHANNEL	PREEMPTION PHASE	NEXT PHASE CALLED
EASTBOUND	A	4	2+6
WESTBOUND	B	8	2+6
NORTHBOUND	C	6	4+8
SOUTHBOUND	D	2	4+8

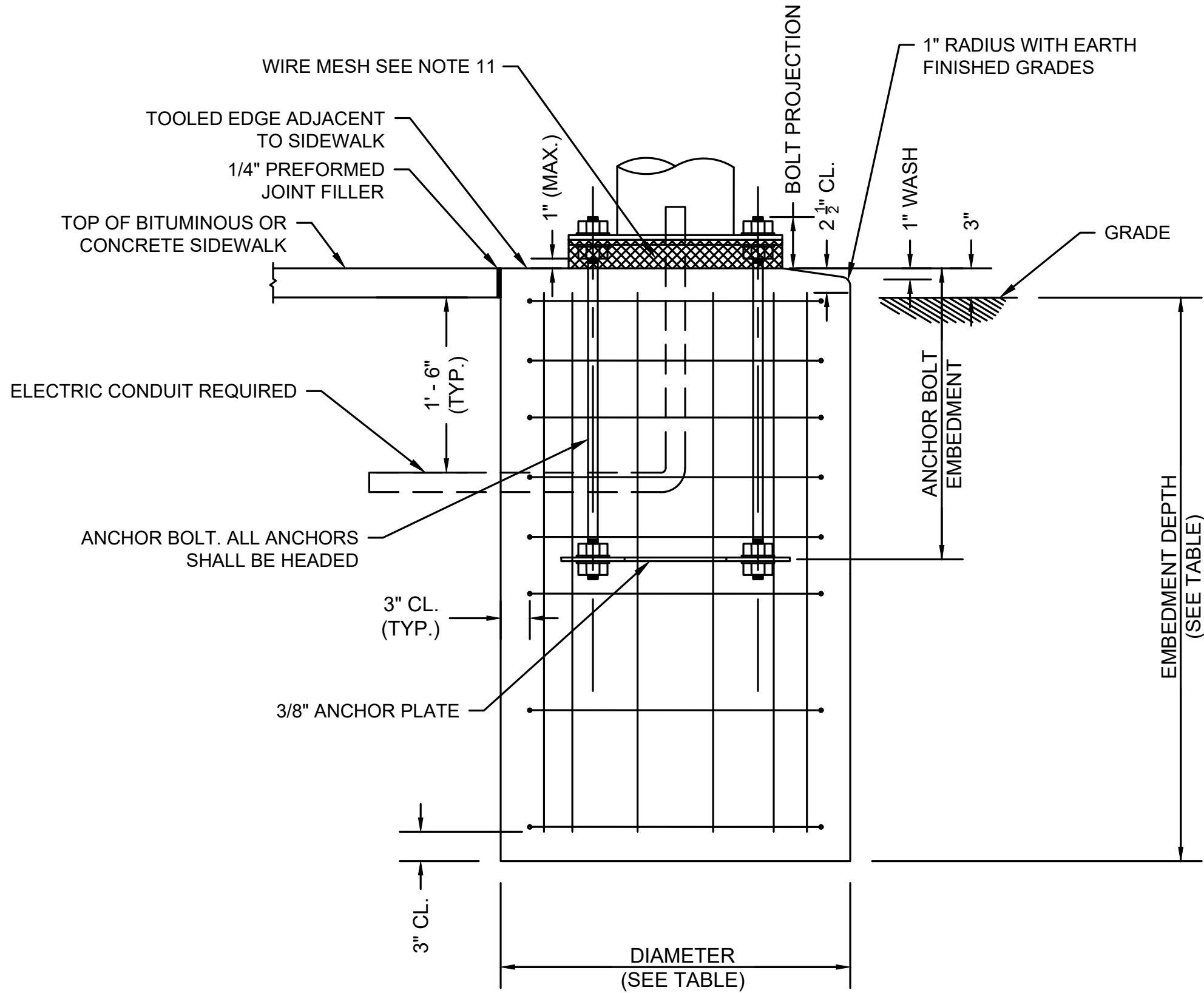
1. EMERGENCY VEHICLE PREEMPTION SHALL BE ACTUATED BY AN OPTICAL SIGNAL FROM AN OPTICAL EMITTER MOUNTED ON AN EMERGENCY VEHICLE AND RECEIVED BY AN OPTICAL DETECTOR LOCATED AT INTERSECTION. A SEPARATE RECEIVING DETECTOR IS REQUIRED FOR EACH DETECTED APPROACH.
2. PREEMPTION SIGNALS FROM MULTIPLE APPROACHES SHALL BE SERVICED ON A FIRST DETECTED FIRST SERVED BASIS.
3. IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL TIME THE CLEARANCE INTERVALS OF THE ACTIVE PHASE (IF DIFFERENT THAN THAT TO BE SERVICED) AND ADVANCE TO AND/OR HOLD IN EMERGENCY VEHICLE PREEMPTION PHASE UNTIL PREEMPTION DETECTION CEASES. THE CONTROLLER SHALL THEN TIME CLEARANCES AND SIMILARLY SERVICE OTHER EMERGENCY VEHICLE PREEMPTION SEQUENCES IN THE ORDER RECEIVED (IF RECEIVED) OTHERWISE, RESUME NORMAL PREFERENTIAL PHASE SEQUENCE.
4. PREEMPTION MINIMUM GREENS SHALL BE TEN SECONDS.
5. NORMAL CLEARANCES SHALL BE PROVIDED ON PHASES THAT ARE TERMINATED BY PREEMPTION DEMAND.
6. TIMING FOR PREEMPTION SHALL BE CONFIRMED IN THE FIELD IN COORDINATION WITH THE FIRE DEPARTMENT AND SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO OPERATION.

1. ALL NEW VEHICLE INDICATIONS SHALL BE 12" L.E.D. AND SHALL BE EQUIPPED WITH CUT AWAY VISORS.
2. ALL NEW VEHICLE INDICATIONS SHALL HAVE 5" LOUVERED BACK PLATES WITH 3" RETROREFLECTIVE BORDER.
3. ALL NEW PEDESTRIAN INDICATIONS SHALL BE 16" L.E.D. AND SHALL COUNTDOWN AND BE EQUIPPED WITH SUN CAP VISORS.

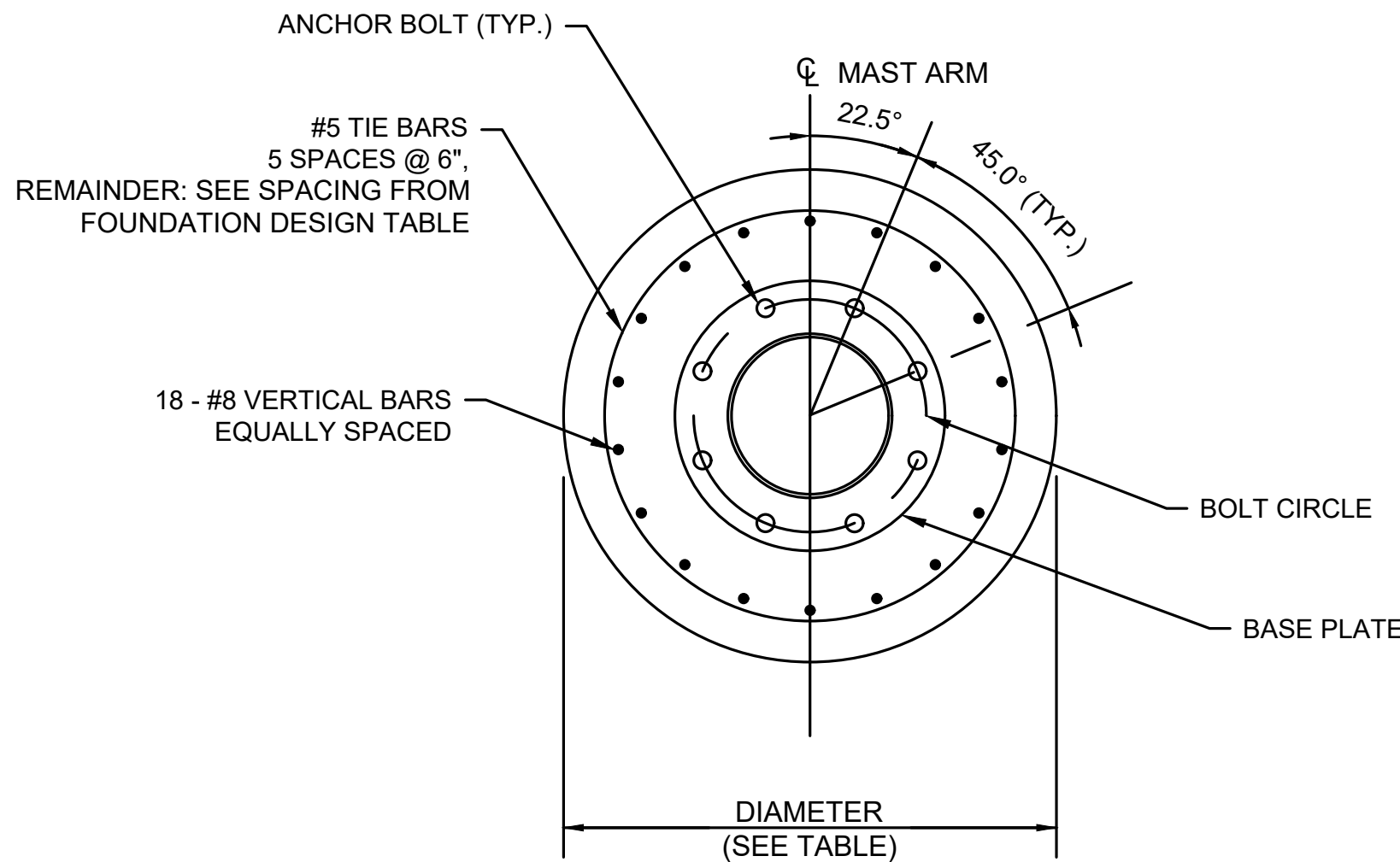


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2021069.04	05/13/24	MS	VC	JL	8	14

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Last Saved by: VCHIA
Printed by: Valerie Chia



PIER FOUNDATION DETAIL
NOT TO SCALE



PIER FOUNDATION PLAN
NOT TO SCALE

GENERAL NOTE:

GENERAL MAST ARM FOUNDATION DETAILS ARE SHOWN ON THIS SHEET. FOR SPECIFIC DETAILS REGARDING MATERIAL DATA, POLE AND SIGNAL ARM DATA, ANCHOR BOLT EMBEDMENT, DETAILS AND DIMENSIONS NOT SHOWN ON THIS SHEET, REFER TO THE MASSDOT OVERHEAD SIGNAL STRUCTURE & FOUNDATION STANDARD DRAWINGS DATED DECEMBER 2015.

NOTES:

- FOUNDATIONS SHALL BE 4000 PSI, 565 MASSDOT APPROVED MIX DESIGN.
- FOUNDATIONS SHALL BE INSTALLED IN ACCORDANCE WITH MASSDOT STANDARD SPECIFICATIONS ITEM 945 - DRILLED SHAFTS.
- REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
- ANCHOR BOLTS SHALL BE SET BY TEMPLATE.
- PROVIDE FOR ELECTRICAL CONDUIT AS REQUIRED.
- EXCAVATION SHALL BE BY THE AUGER METHOD TO THE NEAT LINES OF THE OUTSIDE DIMENSION OF THE FOUNDATIONS WITHOUT DISTURBING THE SOIL AROUND AND BELOW THE PROPOSED FOUNDATION BOTTOM. ALTERNATE METHODS OF EXCAVATION MAY BE SUBMITTED FOR APPROVAL IF THEY MEET THE REQUIREMENTS LISTED IN NOTES 7, 8 AND 9.
- THE EARTH WALLS OF THE FOUNDATION SHALL BE ADEQUATELY AND SECURELY PROTECTED AT ALL TIMES AGAINST CAVE-INS, DISPLACEMENT OF THE SURROUNDING EARTH AND FOR THE EXCLUSION OF GROUND WATER. THIS MAY BE DONE BY THE USE OF STEEL CYLINDER LINERS OR CASINGS THAT ARE APPROVED BY MASSDOT. IF LINERS ARE USED THEY MAY BE RECLAIMED PROVIDED THAT THEY ARE WITHDRAWN AS THE CONCRETE IS BEING PLACED, MAINTAINING A SUFFICIENT HEAD OF CONCRETE WITHIN THE LINER TO PREVENT REDUCTION IN THE FOUNDATION DIAMETER AND TO PREVENT EXTRANEOUS MATERIAL FROM FALLING IN FROM THE SIDES AND MIXING WITH THE CONCRETE.
- IF THE SOIL IS DISTURBED OR REMOVED BEYOND THE NEAT LINES OF THE OUTSIDE DIMENSION OF THE FOUNDATION, IT SHALL BE REPLACED WITH CONCRETE. ANY ADDITIONAL COST FOR THE CONCRETE SHALL BE PAID FOR BY THE CONTRACTOR.
- SPECIAL CARE SHOULD BE GIVEN TO AREAS WHERE WET SOIL IS ENCOUNTERED, TO INSURE THAT THE PREAUGERED HOLE DOES NOT COLLAPSE. THIS MAY REQUIRE THE USE OF STEEL CYLINDER LINERS OR CASINGS TO HOLD THE SOIL IN PLACE UNTIL READY FOR CONCRETE PLACEMENT. THE STEEL CYLINDERS OR CASINGS SHALL BE WITHDRAWN AS THE FOUNDATION CONCRETE IS PLACED.
- IF LEDGE OR UNSUITABLE SOIL IS ENCOUNTERED (i.e. WITHIN THE RANGE OF THE FOUNDATION DESIGN TABLE SHOWN ON THIS SHEET), AN ALTERNATIVE DESIGN SHALL BE PROVIDED BY THE DESIGN ENGINEER. IF UTILITIES OR OTHER UNDERGROUND OBSTRUCTIONS ARE ENCOUNTERED, THE CONTRACTOR SHALL BACKFILL THE AREA TO ITS ORIGINAL CONDITION UNTIL AN ALTERNATE DESIGN HAS BEEN PROVIDED BY THE DESIGN ENGINEER.
- A GALVANIZED WIRE MESH SCREEN SHALL BE INSTALLED AT BASE POLE. SCREEN SHALL BE PRESS-FORMED OF 3 OR 4 MESH, 21 GAGE OR HEAVIER, STAINLESS STEEL OR HOT DIPPED GALVANIZED WIRE SCREEN OR APPROVED EQUIVALENT. SCREEN SHALL BE SCREWED INTO POLE BASE PLATE AND SHALL BE FLUSH WITH THE TOP OF THE PIER FOUNDATION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT FOUNDATION DIAMETER IS AT LEAST 17.5" GREATER THAN BOLT CIRCLE DIAMETER FOR ALL STRUCTURES.
- IN ORDER TO CREATE A FLUSH SURFACE, CONTRACTOR SHALL REFER TO THE FINAL ELEVATIONS SHOWN ON THE DESIGN PLANS WHEN INSTALLING FOUNDATIONS IMMEDIATELY ADJACENT TO OR WITHIN A SIDEWALK AREA.

MAST ARM SPAN & LOCATION	DIAMETER	MIN. EMBEDMENT DEPTH	TIE BARS
40' MAST ARM AT CENTRAL AVE CONST. BASELINE STA. 100+92.27, 28.16' LT	3'-6"	35'-0"	#5 @ 8"

FOUNDATION DESIGN TABLE
NOT TO SCALE



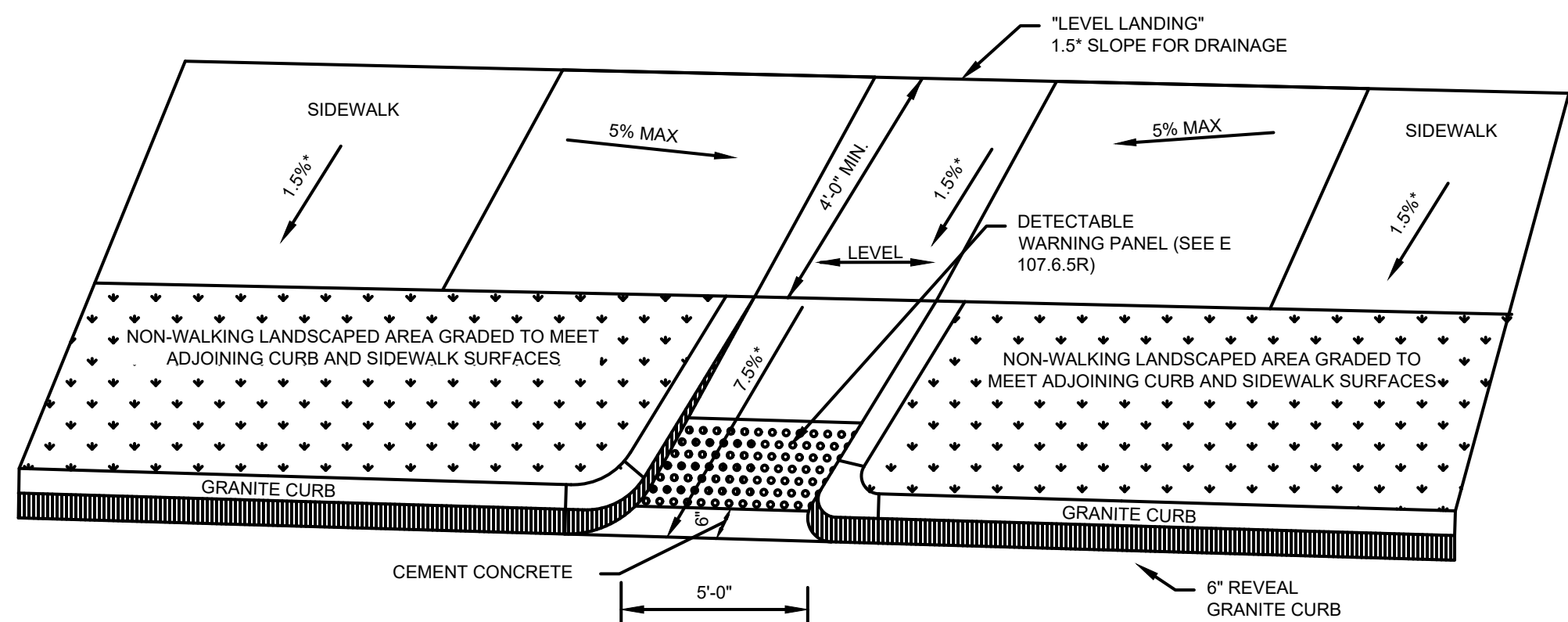
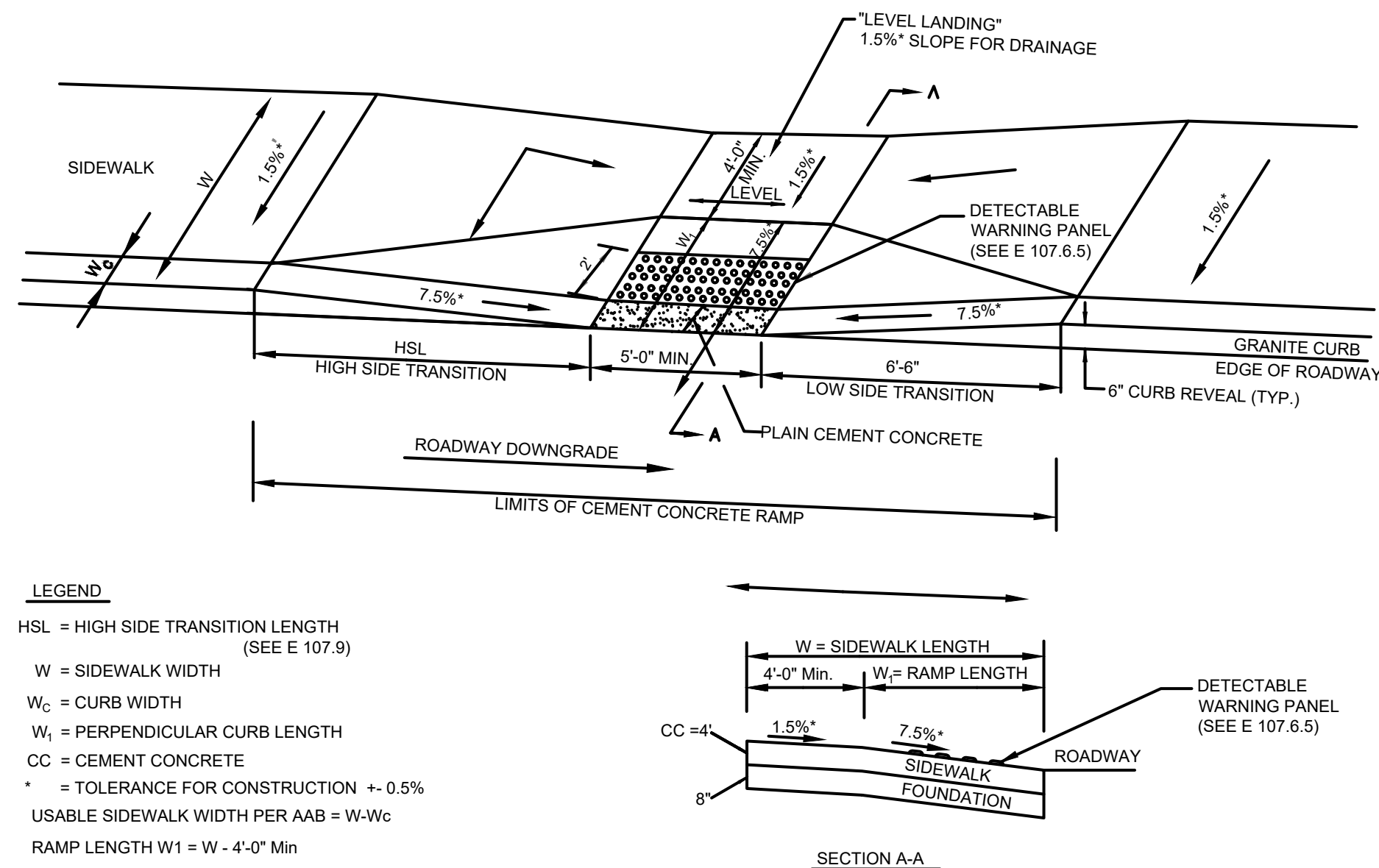
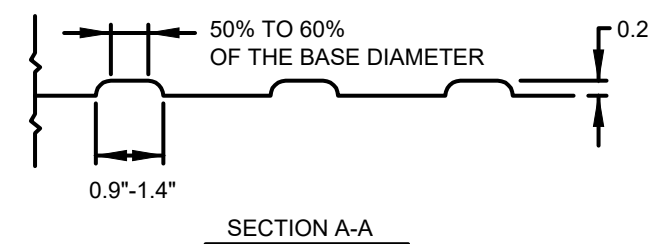
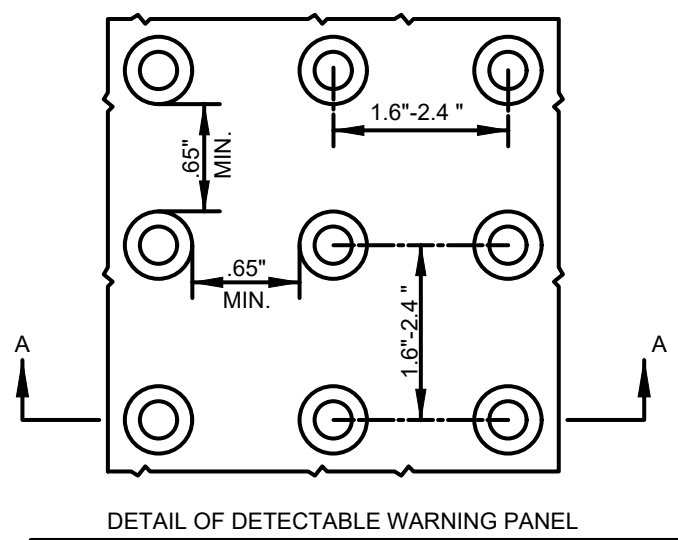
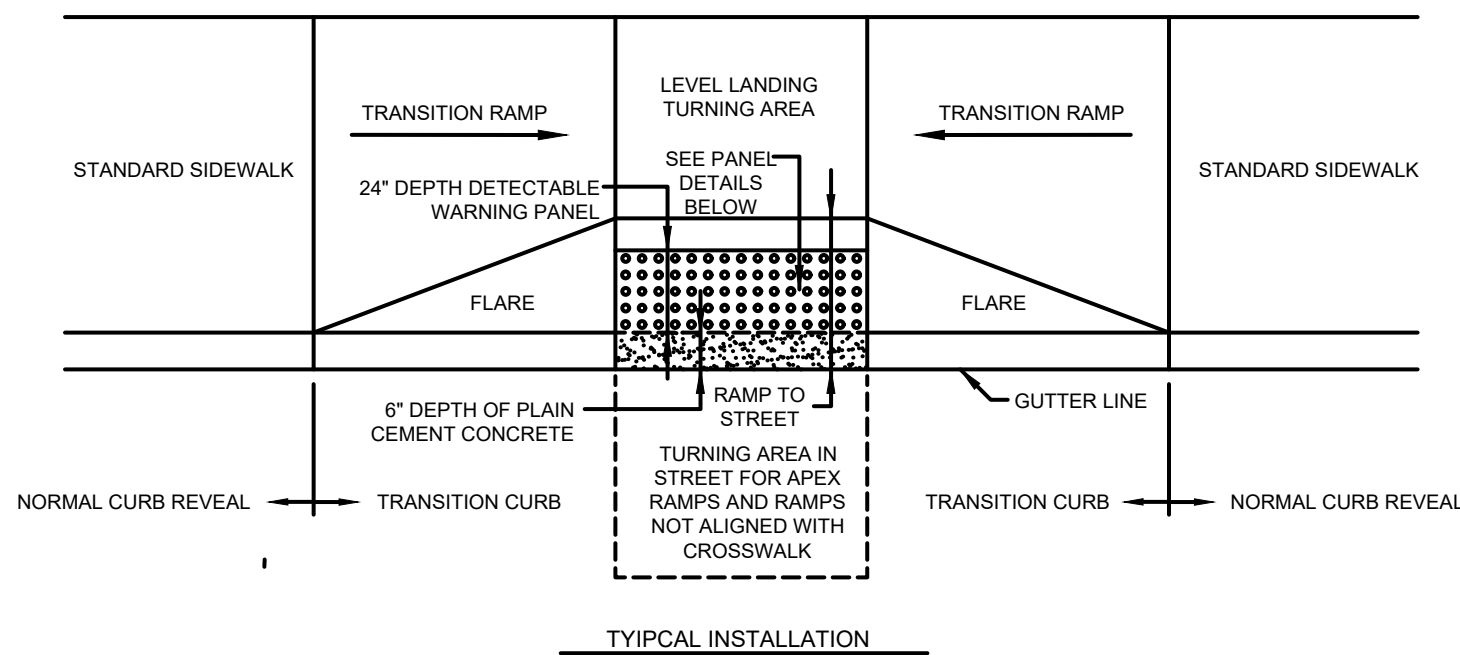
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INTERSECTION IMPROVEMENTS FOR
CENTRAL AVENUE AT SPRING STREET
MAST ARM FOUNDATION DETAILS

HSH PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
2021069.04	05/13/24	RSG	CHC	PWB	9	14

5/13/2024 L:\21069\21069.04 Spring at Central\CURRENT\CUTS\21069.04_PED RAMP DETAIL.dwg
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LEGEND:
* = TOLERANCE FOR CONSTRUCTION ± 0.5%

WHEELCHAIR RAMPS LESS THAN 12'-4" SIDEWALK (E107.2.0)											
PCR #	ROADWAY ELEV. AT RAMP €	RAMP REFERENCE POINT			LENGTH OF PRIMARY RAMP	WIDTH OF SIDEWALK	WIDTH OF RAMP ENTRANCE	DEPTH OF LEVEL LANDING	TRANSITION		GUTTER SLOPE
		STREET	STATION	OFFSET					LEFT SIDE	RIGHT SIDE	
1	11.17	CENTRAL AVE	100+65	15.5' RT	3.6'	8.6'	5.0'	5.0'	6.5'	6.5'	-1.00%
4	11.63	SPRING ST	201+34	15.6' RT	3.2'	8.0'	5.0'	4.5'	6.6'	-	0.80%
5	11.68	CENTRAL AVE	101+54	14.8' LT	4.4'	9.4'	5.0'	5.0'	6.5'	6.5'	0.60%
6	11.42	CENTRAL AVE	101+54	16.7' RT	4.0'	9.0'	5.0'	5.0'	-	6.0'	-0.80%
7	11.39	SPRING ST	200+71	15.4' RT	4.0'	9.2'	5.0'	5.0'	4.0'	-	0.80%
8	11.42	SPRING ST	200+71	18.0' LT	4.0'	9.4'	5.0'	4.0'	6.5'	6.5'	1.40%

PEDESTRIAN CURB RAMP WITH LANDSCAPE STRIP (E 107.6.9)											
PCR #	ROADWAY ELEV. AT RAMP €	RAMP REFERENCE POINT			LENGTH OF PRIMARY RAMP	WIDTH OF SIDEWALK	WIDTH OF RAMP ENTRANCE	DEPTH OF LEVEL LANDING	TRANSITION		GUTTER SLOPE
		STREET	STATION	OFFSET					LEFT SIDE	RIGHT SIDE	
2	11.14	CENTRAL AVE	100+65	17.0' LT	4.1'	5.1'	5.0'	5.1'	-	-	0.60%
3	11.34	SPRING ST	201+34	14.6' LT	7.2'	5.0'	5.0'	5.0'	-	-	0.60%



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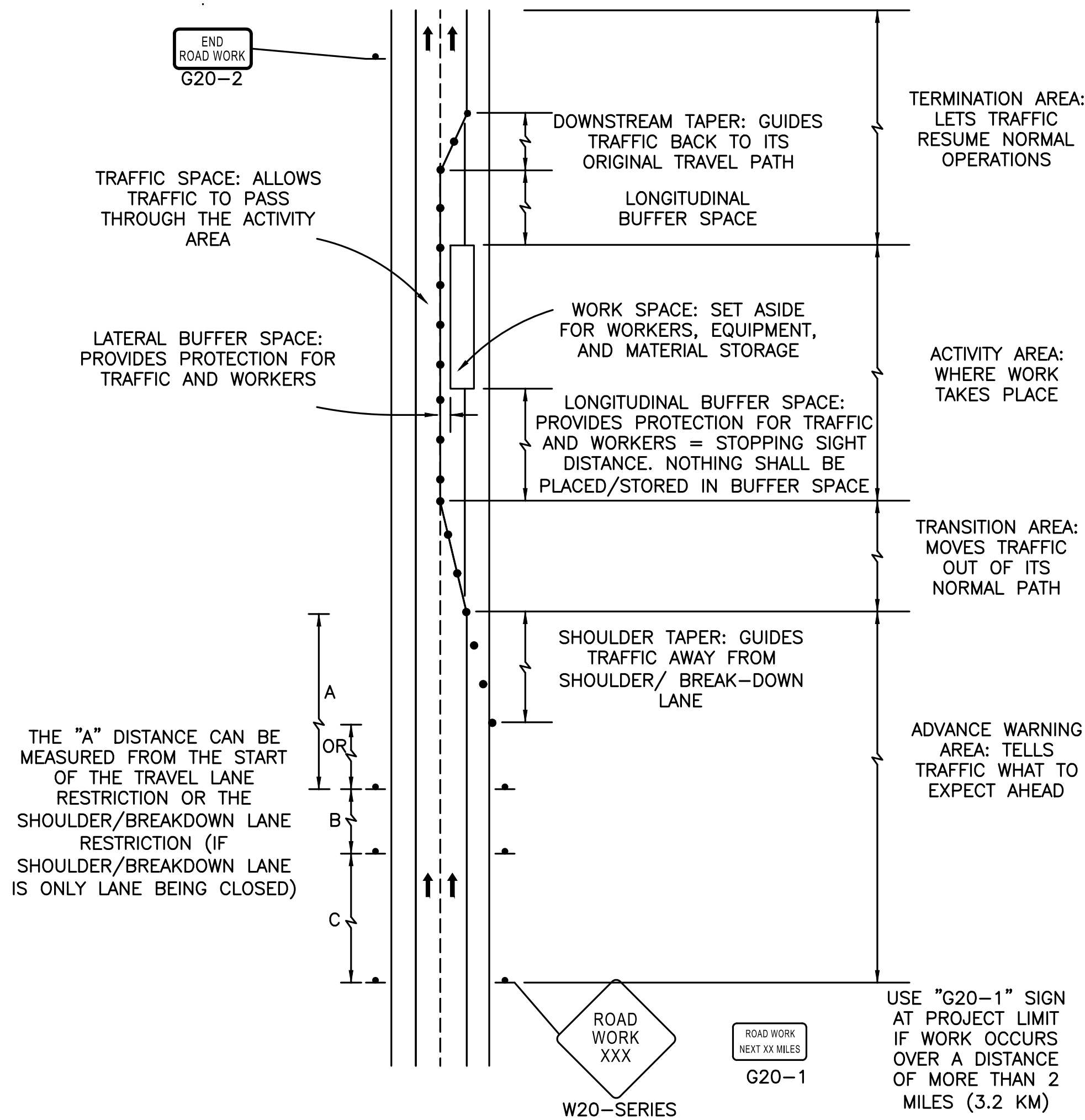
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INTERSECTION IMPROVEMENTS FOR
CENTRAL AVENUE AT SPRING STREET
PEDESTRIAN RAMP DETAILS

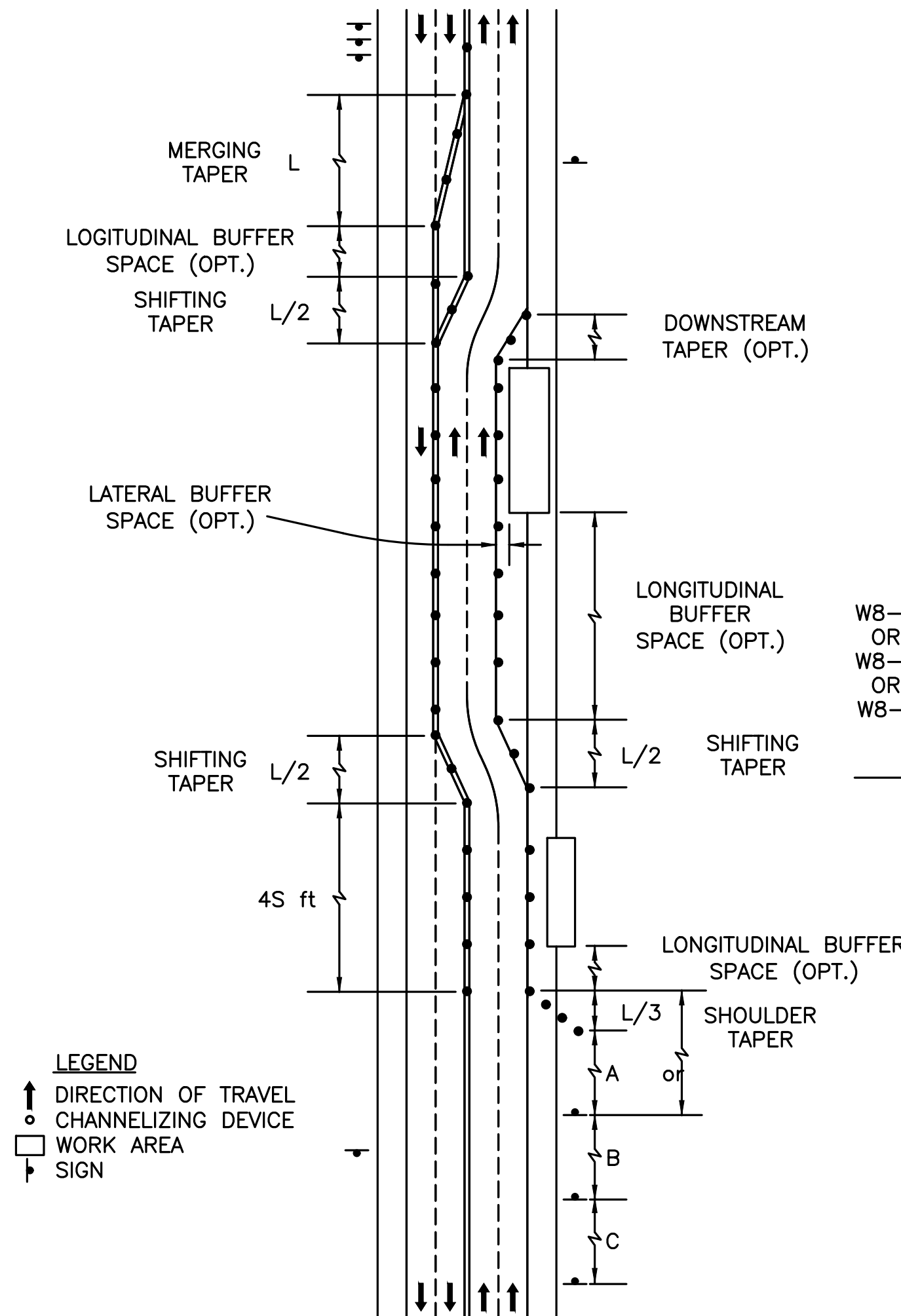
HSH PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
2021069.04	05/13/24	MS	VC	RL	10	14

NOTES:

- ALL TEMPORARY TRAFFIC CONTROL WORK SHALL CONFORM TO THE LATEST 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.
- ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE PROPOSED TEMPORARY MARKINGS SHALL BE REMOVED.
- 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 NECESSARY WORK ZONE TRAFFIC CONTROL DEVICES SHALL BE REMOVED FROM THE ROADWAY OR COVERED WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
- SIGNS AND SIGN SUPPORTS LOCATED ON OR NEAR THE TRAVELED WAY, CHANNELIZING DEVICES, BARRIERS, AND CRASH ATTENUATORS MUST PASS THE CRITERIA SET FORTH IN "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 REFLECTORIZED DRUMS IN THE TAPER SHALL BE MOUNTED WITH SEQUENTIAL FLASHING LIGHTS.
- 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.
- VEHICLE ACCESS SHALL BE MAINTAINED BY LIMITING DURATIONS AND IMPACTS AS BEST AS PRACTICAL WHERE DRIVEWAYS ARE PROPOSED TO REMAIN ACCESSIBLE DURING THE STAGE OF CONSTRUCTION.
- TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER NECESSARY WORK ZONE TRAFFIC CONTROL NOT COVERED IN THE PLAN SET SHALL REFER TO MASSDOT "STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TRAFFIC MANAGEMENT PLANS".
- WORK MAY BE PERFORMED FROM 7:00AM-3:30PM. FOR ALL LANE CLOSURES NOT INDICATED IN THE TRAFFIC MANAGEMENT PLANS, THE CONTRACTOR SHALL AT ALL TIMES SEEK DIRECT APPROVAL FROM LTD.



COMPONENT PARTS OF A TEMPORARY TRAFFIC CONTROL (TTC) ZONE
(FIGURE GEN-4)
NOT TO SCALE



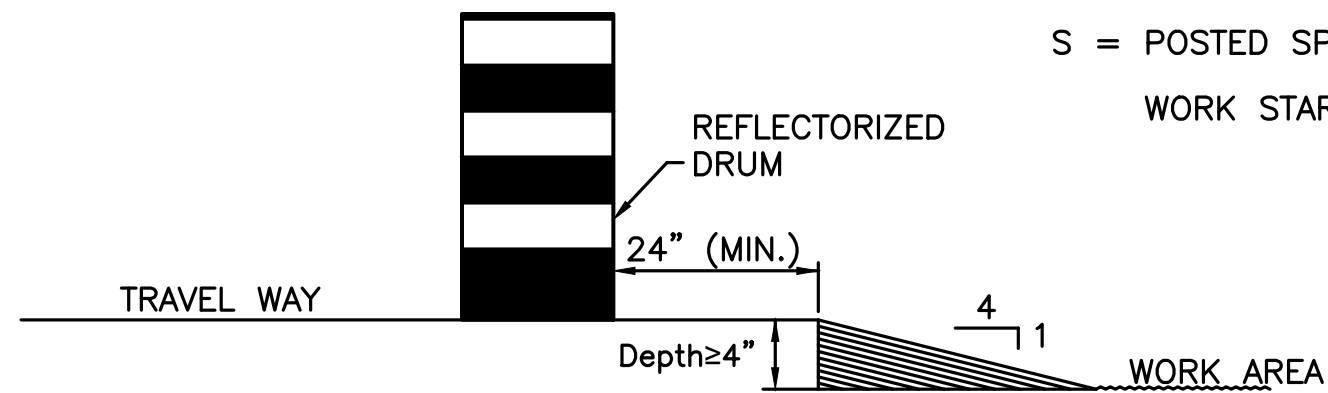
TYPES OF TAPERS AND BUFFER SPACES
(FIGURE GEN-5)
NOT TO SCALE

ROAD TYPE	DISTANCE BETWEEN SIGNS		
	A	B	C
LOCAL OR LOW VOLUME ROADWAY	350 FEET	350 FEET	350 FEET
MOST OTHER ROADWAYS	500 FEET	500 FEET	500 FEET
EXPRESSWAY/FREEWAY	1,000 FEET	1,500 FEET	2,640 FEET

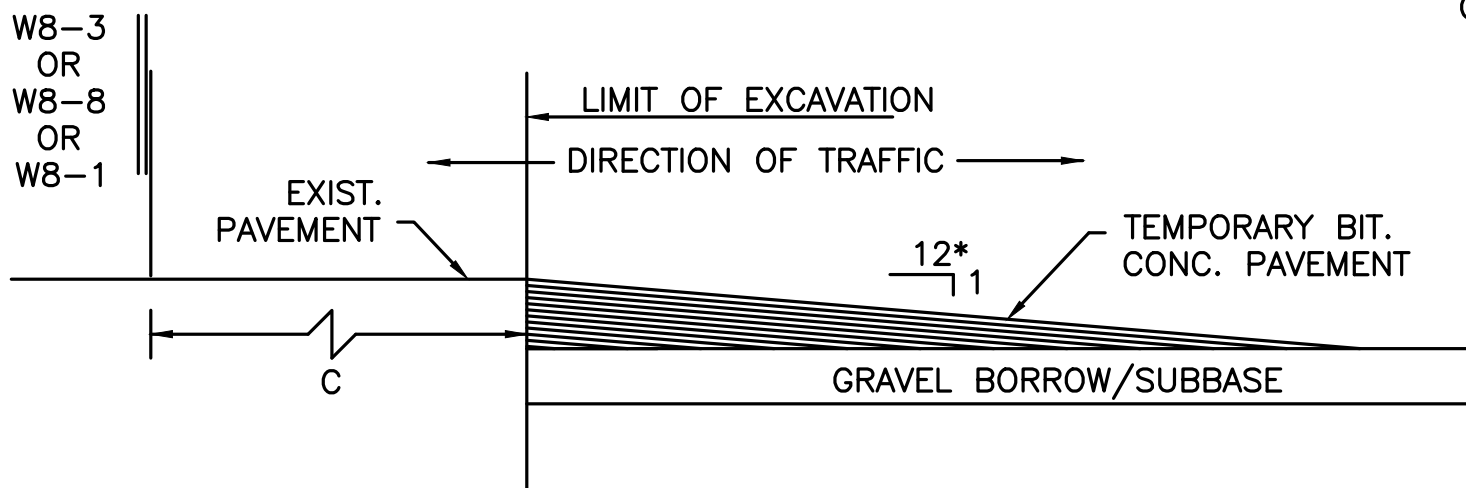
BASED ON: TABLE 6C-1 MUTCD LATEST EDITION

TYPE OF TAPER	TAPER LENGTH
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

NOTE: USE TABLE 6C-4 SHOWN RIGHT TO CALCULATE L
SOURCE: TABLE 6C-3 2009 MUTCD



LATERAL DROP-OFF DETAIL
NOT TO SCALE



LONGITUDINAL DROP-OFF DETAIL
NOT TO SCALE

* - INCREASE SLOPE RATIO FOR HIGHER SPEEDS

POSTED SPEED (MPH)	LENGTH (FT)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

SOURCE: TABLE 6C-2 2009 MUTCD
FORMULAS FOR DETERMINING TAPER LENGTHS

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

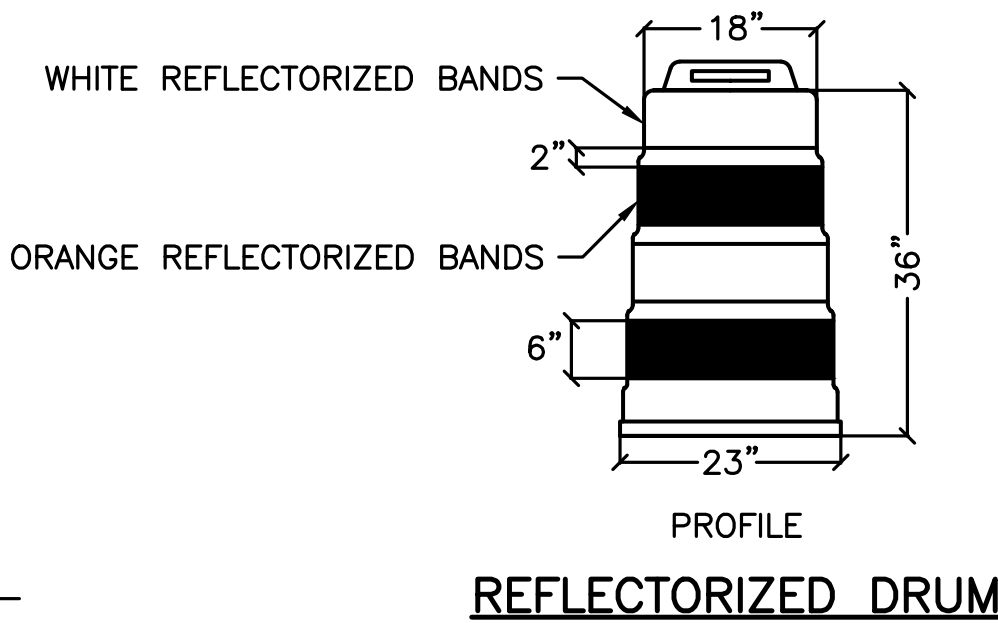
SOURCE: TABLE 6C-4 2009 MUTCD

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

WORKZONE DISTANCES



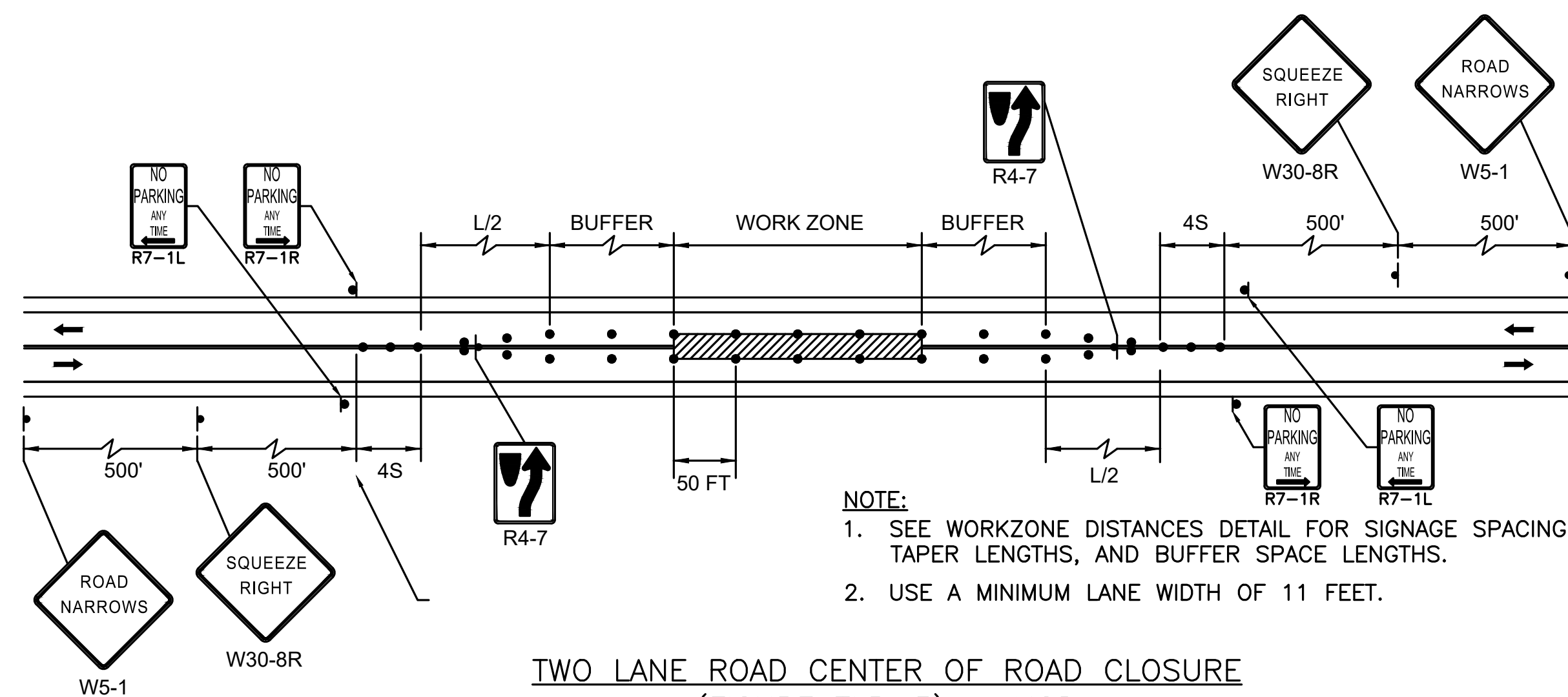
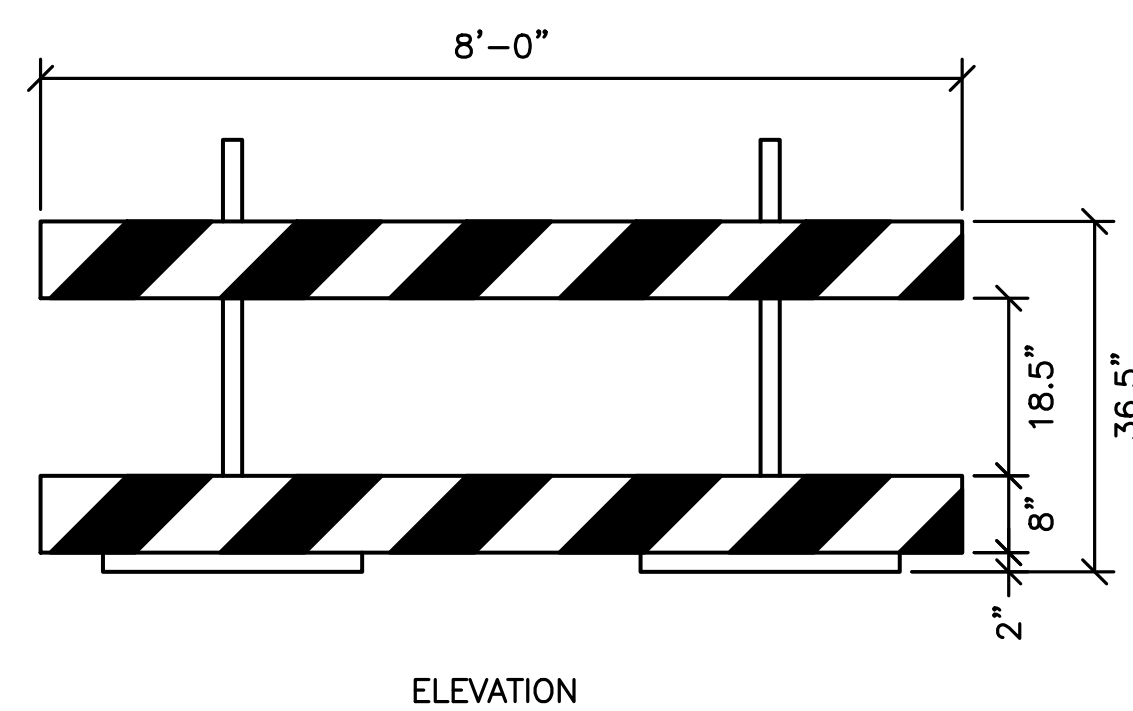
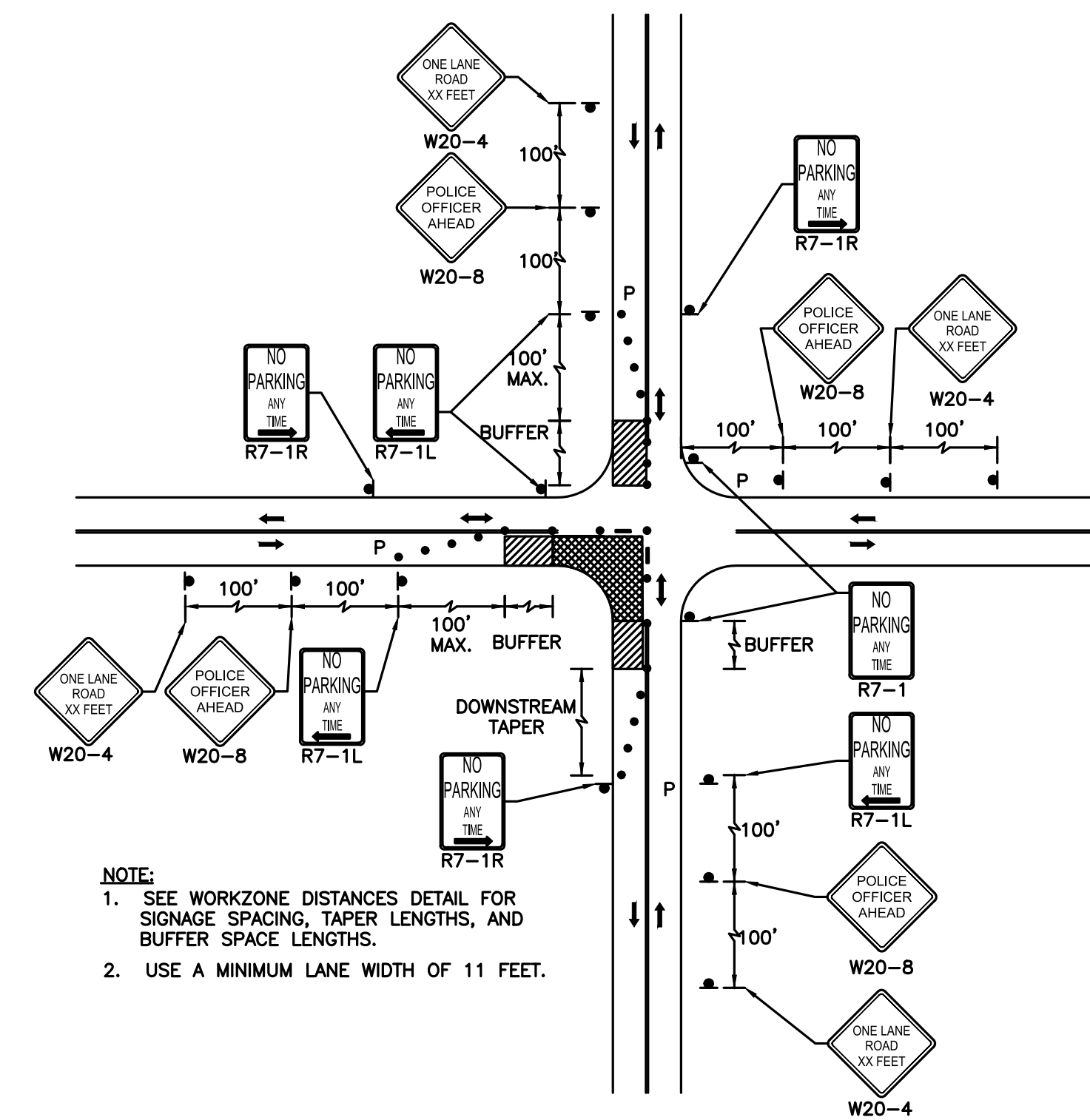
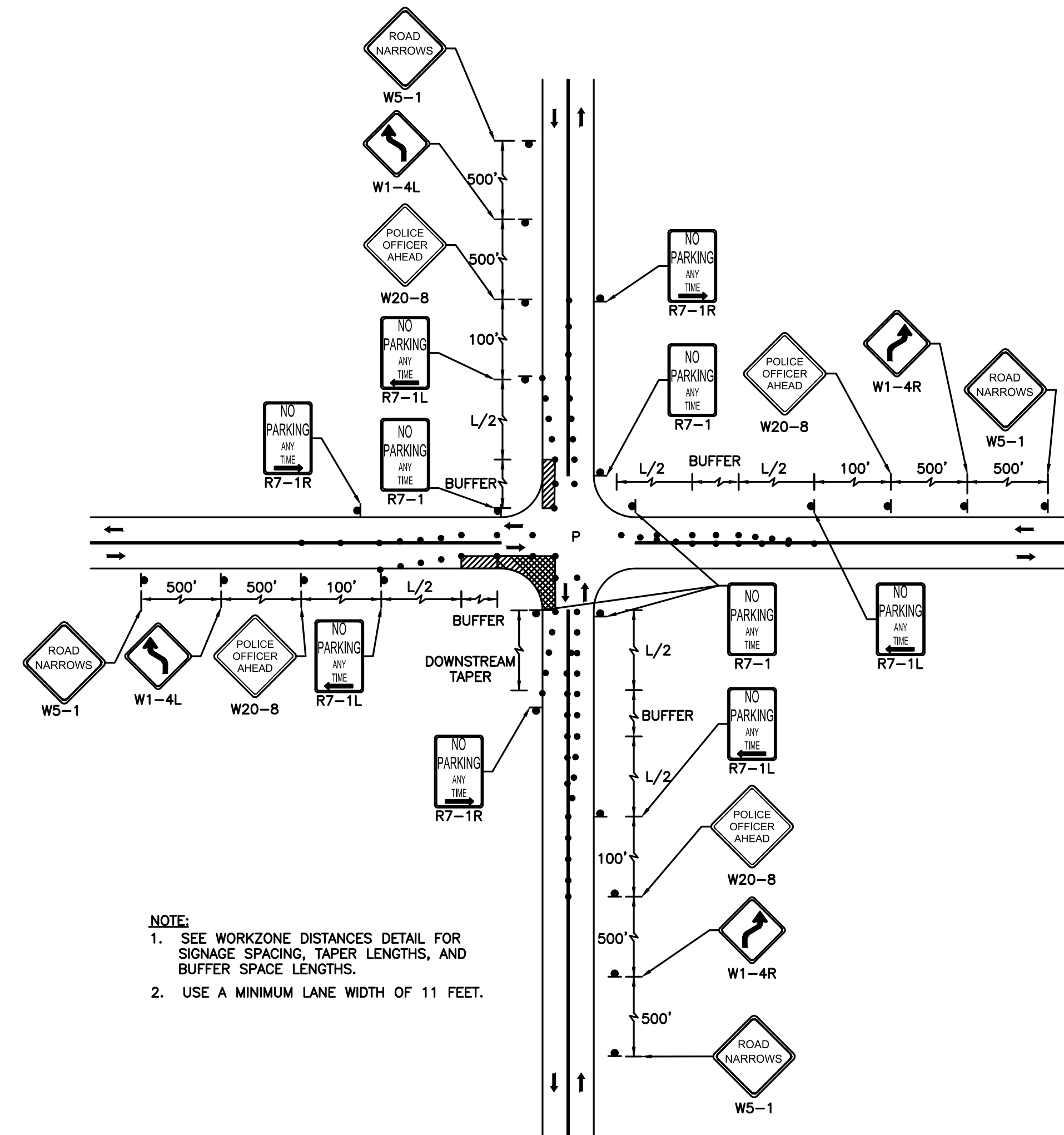
REFLECTORIZED DRUM



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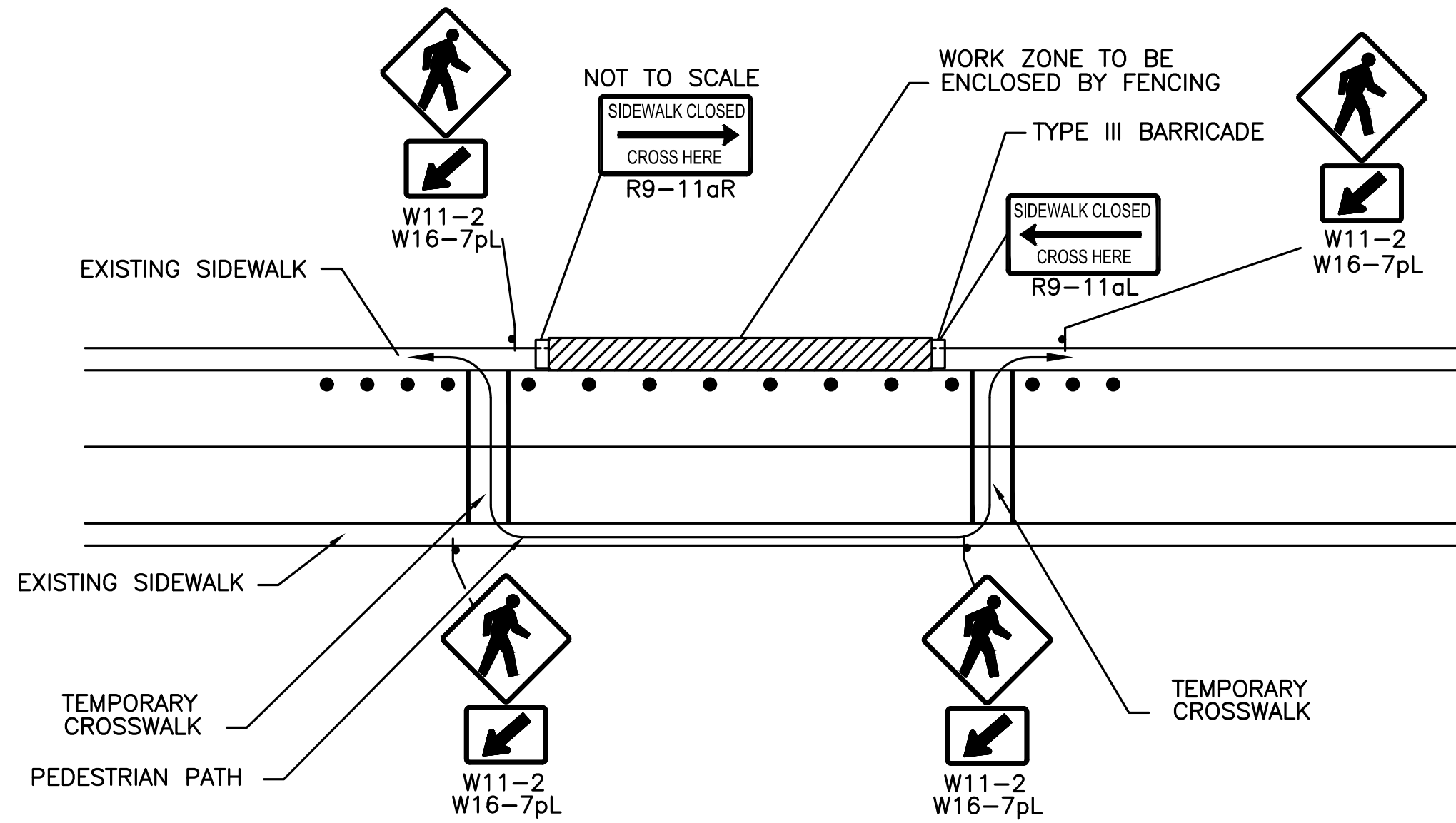
INTERSECTION IMPROVEMENTS FOR
CENTRAL AVENUE AT SPRING STREET
TEMPORARY TRAFFIC CONTROL
DETAILS

HSH PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
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INTERSECTION IMPROVEMENTS FOR CENTRAL AVENUE AT SPRING STREET TEMPORARY TRAFFIC CONTROL DETAILS							
HS#	PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
	2021069.04	05/13/24	GG	VC	RL	12	14



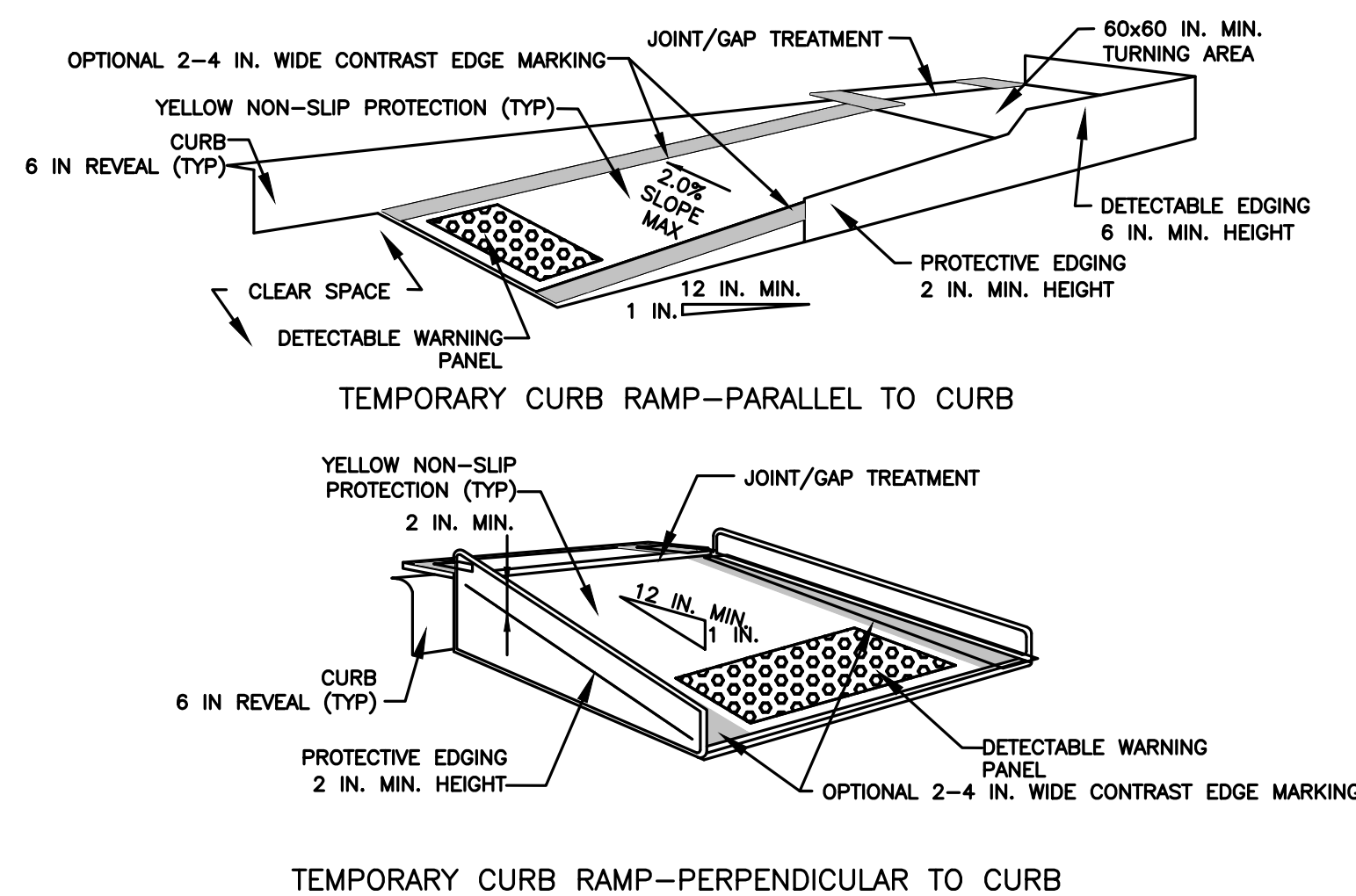
NOTES

1. ADDITIONAL ADVANCE WARNING MAY BE NECESSARY.
2. CONTROLS ONLY FOR PEDESTRIAN TRAFFIC ARE SHOWN. VEHICULAR TRAFFIC SHOULD BE HANDLED AS SHOWN ELSEWHERE.
3. STREET LIGHTING SHOULD BE CONSIDERED WHEN LOCATING CONTROL DEVICES.
4. TEMPORARY CROSSWALKS WITH APPROPRIATE SIGNS SHOULD BE INSTALLED TO CROSS PEDESTRIANS TO THE OPPOSITE SIDE OF THE STREET AS SHOWN IN PEDESTRIAN BYPASS DETAIL, AND AS DIRECTED BY THE ENGINEER. TEMPORARY CURB RAMP WILL BE REQUIRED AT ALL TEMPORARY CROSSWALK LOCATIONS.
5. BYPASS IS TO BE USED IN CONJUNCTION WITH THE PROPOSED LANE CLOSURE DETAILS AND DURING CONSTRUCTION STAGING, AS DIRECTED BY THE ENGINEER.
6. THE TEMPORARY SIDEWALK SHOULD BE A MINIMUM OF 4 FEET WIDE. IF THIS WALKWAY EXCEEDS 200 FEET THEN A 5 FOOT X 5 FOOT PASSING ZONE. (FOR SHORT TERM SETUPS < 10 HOURS, THIS CONDITION MAY BE WAIVED, A NOTE WOULD NEED TO BE INCLUDED IN THE TTCP THAT STATES HOW THE CONTRACTOR SHOULD ADDRESS THIS ISSUE.)

PEDESTRIAN BYPASS

(FIGURE PED-7)

NOT TO SCALE



PEDESTRIAN DETAILS

(FIGURE PED-1)

NOT TO SCALE

NOTES

1. 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.
2. A PEDESTRIAN CHANNELIZATION DEVICE THAT IS DETECTABLE BY A PERSON WITH A VISUAL DISABILITY TRAVELING WITH THE AID OF A LONG CANE SHALL BE PLACED ALONG THE FULL LENGTH OF THE TEMPORARY PEDESTRIAN ROUTE.
3. WHEN USED, TEMPORARY RAMPS SHALL COMPLY WITH AMERICANS WITH DISABILITIES ACT.
4. THE ALTERNATE PATHWAY SHOULD HAVE A SMOOTH CONTINUOUS HARD SURFACE FOR THE ENTIRE LENGTH OF THE TEMPORARY PEDESTRIAN FACILITY.
5. THE TEMPORARY SIDEWALK SHOULD BE A MINIMUM OF 4 FEET WIDE. IF THE SIDEWALK EXCEEDS 200 FEET THEN A 5 FOOT BY 5 FOOT PASSING ZONE SHALL BE PROVIDED NEAR THE MID-POINT OF THE CLOSURE.
6. 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.
7. ON-DEMAND PEDESTRIAN ASSISTANCE PERSONNEL TO ASSIST WITH NAVIGATION AROUND THE CLOSURE/WORK AREA MAY BE CONSIDERED AS AN OPTION IN PLACE OF PROVIDING ADA/AAB DEVICES FOR WORK FOR CLOSURES LASTING 4 HOURS OR LESS.
8. 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.

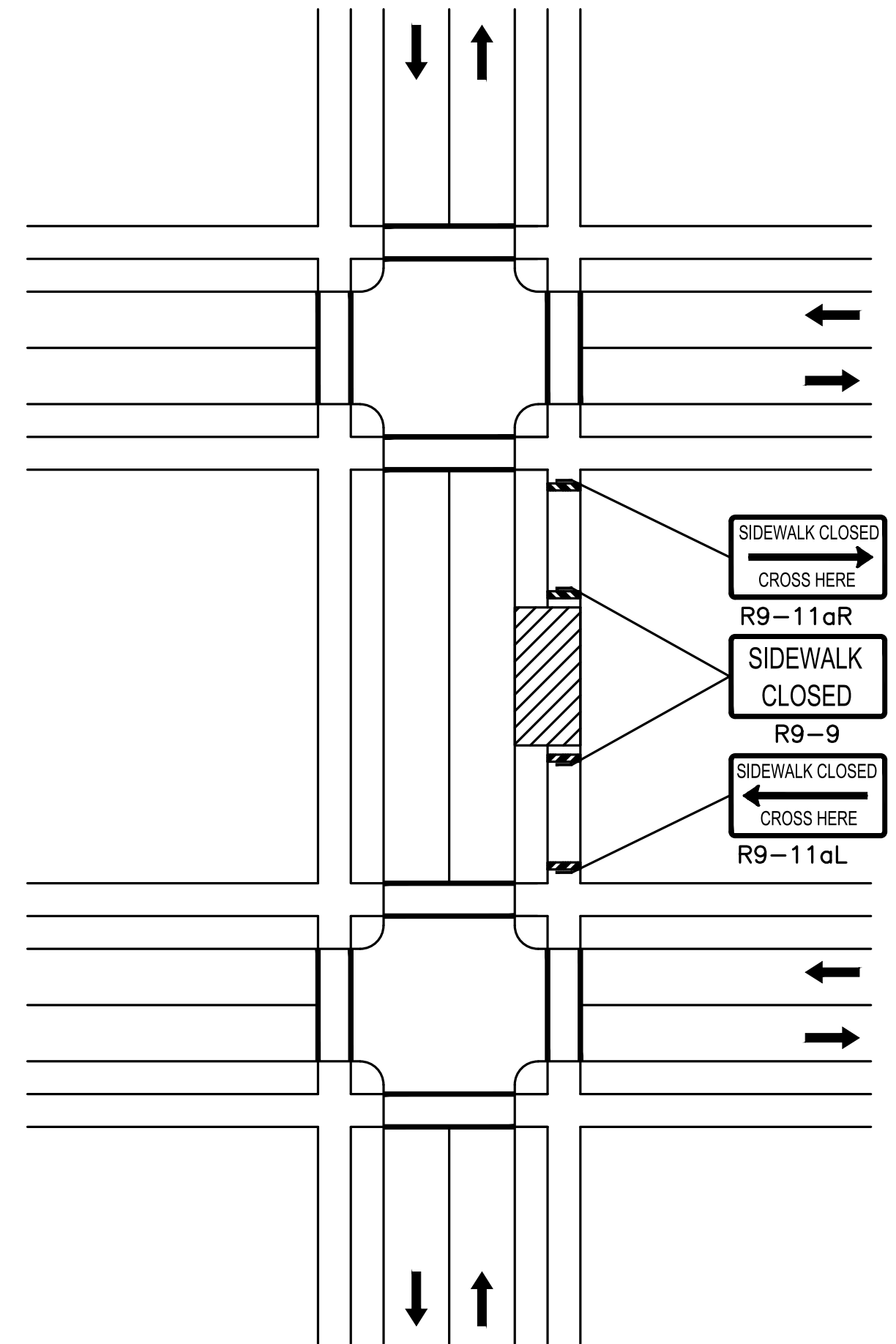
PEDESTRIAN DETAILS

(FIGURE PED-3)

NOT TO SCALE

NOTES

1. CURB RAMPS SHALL BE 60 IN. MINIMUM WIDTH WITH A FIRM, STABLE, AND NON-SLIP SURFACE.
2. PROTECTIVE EDGING WITH A 2 IN. MINIMUM HEIGHT SHALL BE INSTALLED WHEN THE CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6 IN. OR GREATER OR HAS A SIDE APRON SLOP STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN THE CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3 IN. OR MORE.
3. PROTECTABLE EDGING WITH 6 IN. MINIMUM HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. THE CURB RAMP WALKWAY AND LANDING AREA SURFACE SHALL BE OF A SOLID CONTINUOUS CONTRASTING COLOR ABUTTING UP TO THE EXISTING SIDEWALK.
5. CURB RAMPS AND LANDINGS SHOULD HAVE A 1:50 (2%) MAX CROSS-SLOPE.
6. CLEAR SPACE OF 48x48 IN. MINIMUM SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
7. WATER FLOW IN THE GUTTER SYSTEM SHALL HAVE MINIMAL RESTRICTION.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 0.5 IN. WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHOULD NOT EXCEED 0.5 IN. LATERAL EDGES SHOULD BE VERTICAL UP TO 0.25 IN. HIGH, AND BEVELED AT 1:2 BETWEEN 0.25 IN. AND 0.5 IN. HEIGHT
10. IF A TEMPORARY PEDESTRIAN RAMP LEADS TO A CROSSWALK, THEN A DETECTABLE WARNING PAD MUST BE ADHERED TO THE BASE OF THE RAMP. IF IT LEADS TO A PROTECTED PEDESTRIAN BYPASS THAT DOES NOT CONFLICT WITH VEHICULAR TRAFFIC, THEN A PAD SHALL NOT BE INSTALLED ON THE RAMP.



NOTE:

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

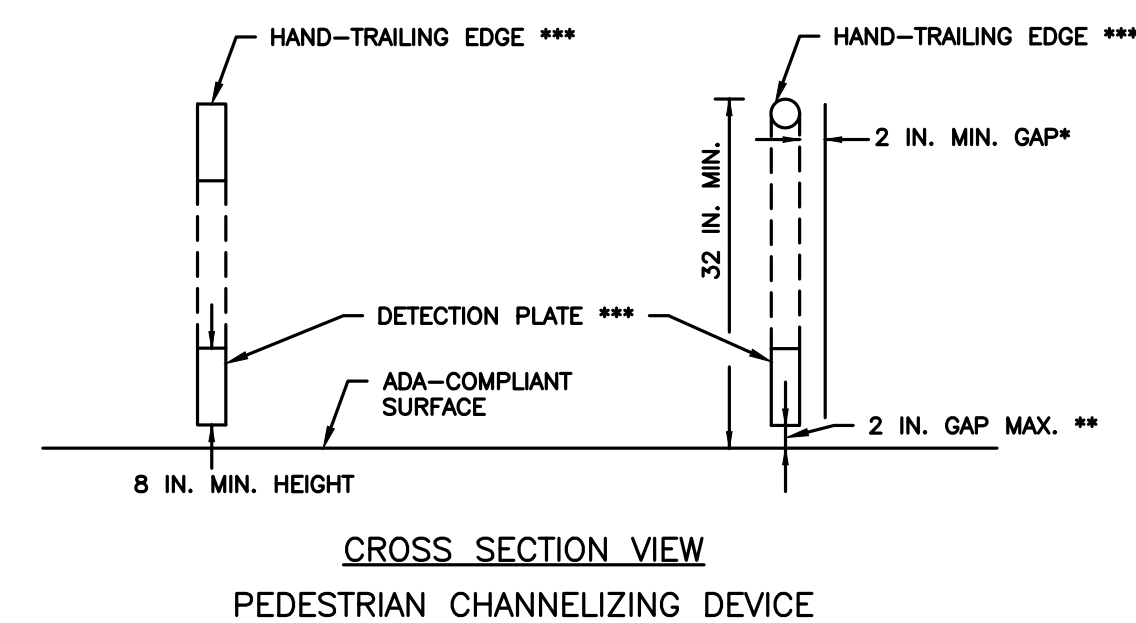
SIDEWALK CLOSED WITHOUT DETOUR

(FIGURE PED-5)

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.



PEDESTRIAN DETAILS

(FIGURE PED-4)

NOT TO SCALE



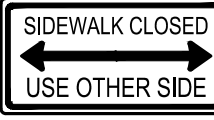
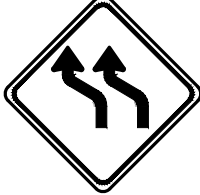
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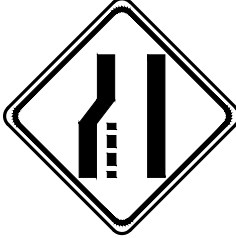
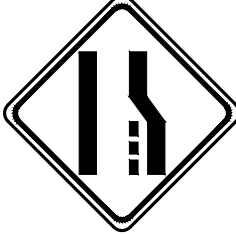
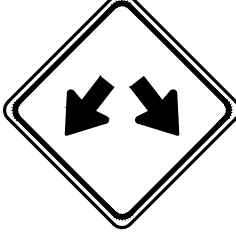
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INTERSECTION IMPROVEMENTS FOR
CENTRAL AVENUE AT SPRING STREET
TEMPORARY TRAFFIC CONTROL
DETAILS

HSN PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
2021069.04	05/13/24	GG	VC	RL	13	14

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Printed by: Valerie Chen

IDENTIFICATION NUMBER	SIZE OF SIGN (INCHES)		UNIT AREA (SF)	TEXT	TEXT DIMENSIONS		COLOR	NUMBER OF SIGNS REQUIRED	AREA IN SQUARE FEET
	WIDTH	HEIGHT							
MA-W21-5C	24	24	4.00		SEE MASSDOT STANDARD DETAIL		SEE MASSDOT STANDARD SIGN CODE	1	4.00
R-3L	18	24	3.00		SEE BTD STANDARD DETAIL		SEE BTD STANDARD SIGN CODE	1	3.00
R-32	30	30	6.25					1	6.25
G20-2	36	18	4.50		SEE MUTCD STANDARD DETAIL		SEE MUTCD STANDARD SIGN CODE	4	18.00
R4-7	24	30	5.00					1	5.00
R4-7B	24	30	5.00					1	5.00
R4-8	24	30	5.00					1	5.00
R4-11	30	30	6.25		MAY USE FULL LANE			1	6.25
R9-10	24	12	2.00					2	4.00
T-23	12	18	1.50					4	6.00
T-23	12	18	1.50					8	12.00
T-23	12	18	1.50					8	12.00
W1-4BL	36	36	9.00					1	9.00
W1-4BR	36	36	9.00					1	9.00

IDENTIFICATION NUMBER	SIZE OF SIGN (INCHES)		UNIT AREA (SF)	TEXT	TEXT DIMENSIONS		COLOR	NUMBER OF SIGNS REQUIRED	AREA IN SQUARE FEET
	WIDTH	HEIGHT							
W1-4L	36	36	9.00		SEE MUTCD STANDARD DETAIL		SEE MUTCD STANDARD SIGN CODE	2	18.00
W1-4R	36	36	9.00					2	18.00
W4-2L	36	36	9.00					1	9.00
W4-2R	36	36	9.00					1	9.00
W12-1	36	36	9.00					1	9.00
W20-1	36	36	9.00					4	36.00
W20-5L	36	36	9.00					1	9.00
W20-5R	36	36	9.00					1	9.00

SEE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND AMENDMENTS, LATEST EDITION, FOR SPECIFICATION ON TEXT, DIMENSIONS AND COLOR. ALSO REFER TO 1995 MHD STANDARD SPECIFICATIONS SECTION M 9.30.0



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INTERSECTION IMPROVEMENTS FOR
CENTRAL AVENUE AT SPRING STREET
TEMPORARY TRAFFIC CONTROL
DETAILS

HSH PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
2021069.04	05/13/24	GG	VC	RL	14	14