

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION


PLAN AND PROFILE OF  
DIVISION STREET  
(BRIDGE NO. G-11-002 (04F))  
IN THE TOWN OF  
GREAT BARRINGTON

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.

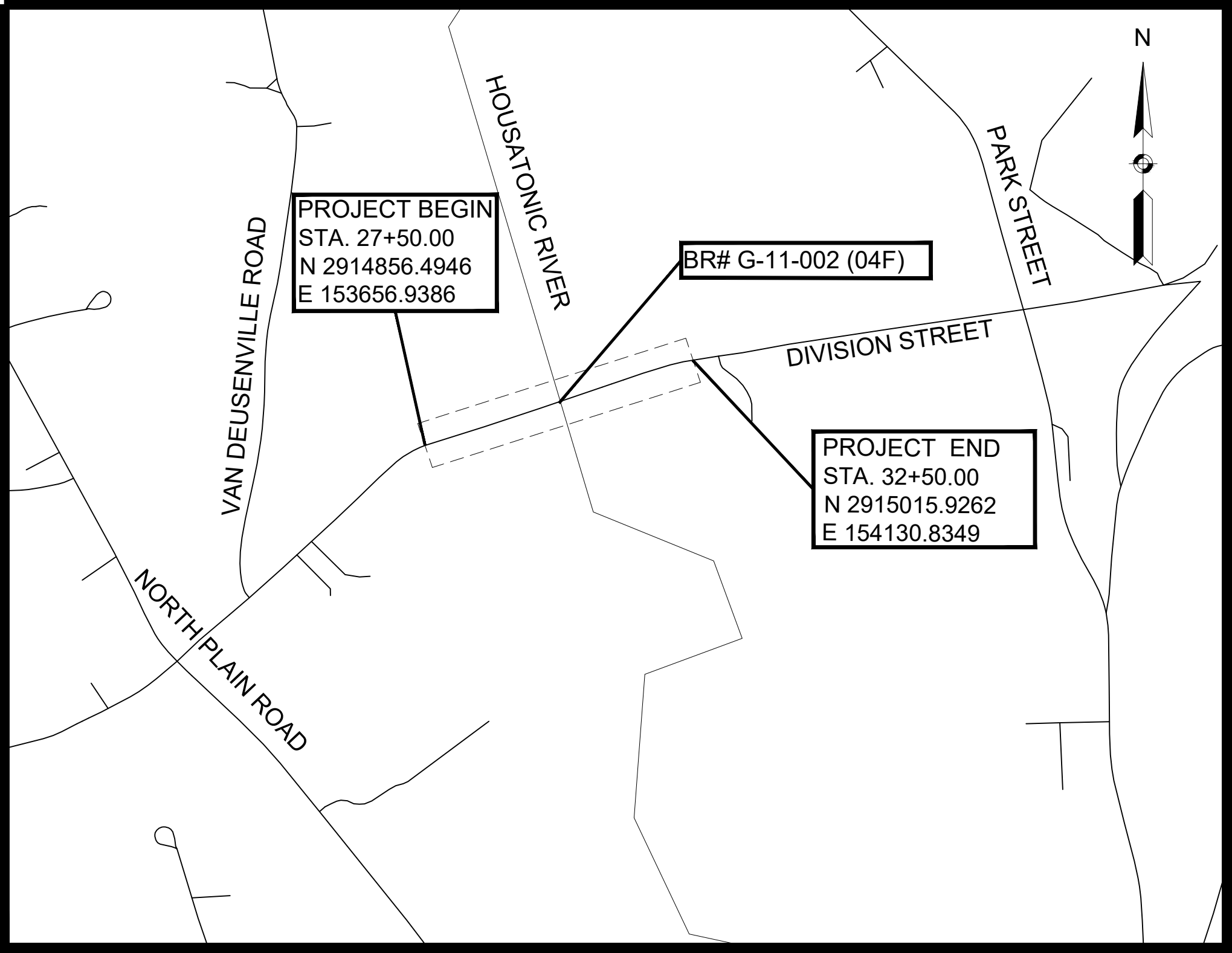
FEDERAL AID PROJECT NO.

25% SUBMITTAL

INDEX

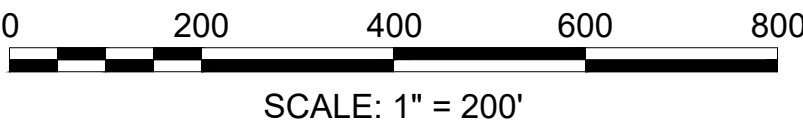
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SHEETS TO BE INCLUDED IN THE 75% DESIGN SUBMISSION:  
BORING LOGS  
CURB TIE PLANS  
CONSTRUCTION DETAILS  
WHEELCHAIR RAMP DETAILS  
DRIVEWAY DETAILS




DESIGN DESIGNATION (DIVISION STREET)

DESIGN SPEED  
ADT (2024)  
ADT (2044)  
K  
D  
T (PEAK HOUR)  
T (AVERAGE DAY)  
DHV  
DDHV  
FUNCTIONAL CLASSIFICATION



LENGTH OF PROJECT = 500.00 FEET = 0.095 MILES

 Massachusetts Department of Transportation Highway Division		
<div></div>		

PREPARED BY:

 **Green International Affiliates, Inc.**  
100 Ames Pond Drive, Suite 200 Tewksbury, MA 01876

GENERAL SYMBOLS			TRAFFIC SYMBOLS			ABBREVIATIONS	
EXISTING	PROPOSED	DESCRIPTION	EXISTING	PROPOSED	DESCRIPTION	GENERAL	
		JERSEY BARRIER			CONTROLLER PHASE ACTUATED	AADT	ANNUAL AVERAGE DAILY TRAFFIC
		CATCH BASIN			TRAFFIC SIGNAL HEAD (SIZE AS NOTED)	ABAN	ABANDON
		CATCH BASIN CURB INLET			WIRE LOOP DETECTOR (6' x 6' TYP UNLESS OTHERWISE SPECIFIED)	ADJ	ADJUST
		FLAG POLE			VIDEO DETECTION CAMERA	APPROX.	APPROXIMATE
		GAS PUMP			MICROWAVE DETECTOR	A.C.	ASPHALT CONCRETE
		MAIL BOX			PEDESTRIAN PUSH BUTTON, SIGN (DIRECTIONAL ARROW AS SHOWN) AND SADDLE	ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE
		POST SQUARE			EMERGENCY PREEMPTION CONFIRMATION STROBE LIGHT	BIT.	BITUMINOUS
		POST CIRCULAR			VEHICULAR SIGNAL HEAD	BC	BOTTOM OF CURB
		WELL			VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED	BD.	BOUND
		ELECTRIC HANDHOLE			FLASHING BEACON	BL	BASELINE
		FENCE GATE POST			PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED OR AS SPECIFIED)	BLDG	BUILDING
		GAS GATE			RAILROAD SIGNAL	BM	BENCHMARK
		BORING HOLE			SIGNAL POST AND BASE (ALPHA-NUMERIC DESIGNATION NOTED)	BO	BY OTHERS
		MONITORING WELL			MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED)	BOS	BOTTOM OF SLOPE
		TEST PIT			HIGH MAST POLE OR TOWER	BR.	BRIDGE
		HYDRANT			SIGN AND POST	CB	CATCH BASIN
		LIGHT POLE			SIGN AND POST (2 POSTS)	CBCI	CATCH BASIN WITH CURB INLET
		COUNTY BOUND			MAST ARM WITH LUMINAIRE	CC	CEMENT CONCRETE
		GPS POINT			OPTICAL PRE-EMPTION DETECTOR	CCM	CEMENT CONCRETE MASONRY
		CABLE MANHOLE			CONTROL CABINET, GROUND MOUNTED	CEM	CEMENT
		DRAINAGE MANHOLE			CONTROL CABINET, POLE MOUNTED	CI	CURB INLET
		ELECTRIC MANHOLE			FLASHING BEACON CONTROL AND METER PEDESTAL	CIP	CAST IRON PIPE
		GAS MANHOLE			LOAD CENTER ASSEMBLY	CLF	CHAIN LINK FENCE
		MISC MANHOLE			PULL BOX 12"x12" (OR AS NOTED)	CL	CENTERLINE
		SEWER MANHOLE			ELECTRIC HANDHOLE 12"x24" (OR AS NOTED)	CMP	CORRUGATED METAL PIPE
		TELEPHONE MANHOLE				CSP	CORRUGATED STEEL PIPE
		WATER MANHOLE				CO.	COUNTY
		MASSACHUSETTS HIGHWAY BOUND				CONC	CONCRETE
		MONUMENT				CONT	CONTINUOUS
		STONE BOUND				CONST	CONSTRUCTION
		TOWN OR CITY BOUND				CR GR	CROWN GRADE
		TRAVERSE OR TRIANGULATION STATION				DHV	DESIGN HOURLY VOLUME
		TROLLEY POLE OR GUY POLE				DI	DROP INLET
		TRANSMISSION POLE				DIA	DIAMETER
		UTILITY POLE W/ FIREBOX				DIP	DUCTILE IRON PIPE
		UTILITY POLE WITH DOUBLE LIGHT				DW	STEADY DON'T WALK - PORTLAND ORANGE
		UTILITY POLE W / 1 LIGHT				DWY	DRIVEWAY
		UTILITY POLE				ELEV (or EL.)	ELEVATION
		BUSH				EMB	EMBANKMENT
		TREE				EOP	EDGE OF PAVEMENT
		STUMP				EXIST (or EX)	EXISTING
		SWAMP / MARSH				EXC	EXCAVATION
		WATER GATE				F&C	FRAME AND COVER
		PARKING METER				F&G	FRAME AND GRATE
		OVERHEAD CABLE/WIRE				FDN.	FOUNDATION
		CURBING				FLDSTN	FIELDSTONE
		CONTOURS (ON-THE-GROUND SURVEY DATA)				GAR	GARAGE
		CONTOURS (PHOTOGRAMMETRIC DATA)				GD	GROUND
		UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)				GG	GAS GATE
		UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)				GI	GUTTER INLET
		UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)				GIP	GALVANIZED IRON PIPE
		UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)				GRAN	GRANITE
		UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)				GRAV	GRAVEL
		UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)				GRD	GUARD
		BALANCED STONE WALL				HDW	HEADWALL
		GUARD RAIL - STEEL POSTS				HMA	HOT MIX ASPHALT
		GUARD RAIL - WOOD POSTS				HOR	HORIZONTAL
		GUARD RAIL - DOUBLE FACE - STEEL POSTS				HYD	HYDRANT
		GUARD RAIL - DOUBLE FACE - WOOD POSTS				INV	INVERT
		CHAIN LINK OR METAL FENCE				JCT	JUNCTION
		WOOD FENCE				L	LENGTH OF CURVE
		SEDIMENT CONTROL BARRIER				LB	LEACH BASIN
		TREE LINE				LP	LIGHT POLE
		SAWCUT LINE				LT	LEFT
		TOP OR BOTTOM OF SLOPE				MAX	MAXIMUM
		LIMIT OF EDGE OF PAVEMENT OR COLD PLANE AND OVERLAY				MB	MAILBOX
		BANK OF RIVER OR STREAM				MH	MANHOLE
		BORDER OF WETLAND				MHB	MASSACHUSETTS HIGHWAY BOUND
		100 FT WETLAND BUFFER				MIN	MINIMUM
		200 FT RIVERFRONT BUFFER				NIC	NOT IN CONTRACT
		STATE HIGHWAY LAYOUT				NO.	NUMBER
		TOWN OR CITY LAYOUT				PC	POINT OF CURVATURE
		COUNTY LAYOUT				PCR	PEDESTRIAN CURB RAMP
		RAILROAD SIDELINE				PCC	POINT OF COMPOUND CURVATURE
		TOWN OR CITY BOUNDARY LINE				P.G.L.	PROFILE GRADE LINE
		PROPERTY LINE OR APPROXIMATE PROPERTY LINE				PI	POINT OF INTERSECTION
		EASEMENT				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

### PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
		LEGEND "ONLY" - WHITE
		STOP LINE - 12"
		CROSSWALK
		SOLID WHITE LINE - 6"
		SOLID YELLOW LINE - 6"
		BROKEN WHITE LINE - 6" (10' LINE SEGMENT, 30' GAP)
		BROKEN YELLOW LINE - 6" (10' LINE SEGMENT, 30' GAP)
		DOTTED WHITE LINE - 6" (3' LINE SEGMENT, 9' GAP)
		DOTTED YELLOW LINE - 6" (3' LINE SEGMENT, 9' GAP)
		DOTTED WHITE LINE EXTENSION - 6" (2' LINE SEGMENT, 6' GAP)
		DOTTED YELLOW LINE EXTENSION - 6" (2' LINE SEGMENT, 6' GAP)
		DOUBLE WHITE LINE - 6"
		DOUBLE YELLOW LINE - 6"

GENERAL NOTES

1. THE CONTRACTOR SHALL RETAIN ALL CURBS, FENCES, WALLS, TREES, SHRUBS, POSTS, LANDSCAPE FEATURES, AND OTHER MISCELLANEOUS ITEMS WITHIN ABUTTING PROPERTIES, UNLESS OTHERWISE NOTED. WHEN RETAINING THOSE ITEMS IS NOT PRACTICAL IN THE OPINION OF THE ENGINEER, THE CONTRACTOR SHALL REMOVE, STOCKPILE, PROTECT AND RESET THE ITEMS. THE CONTRACTOR SHALL REPLACE ITEMS DAMAGED DURING REMOVAL, STOCKPILING, OR RESETTING DUE TO NEGLIGENCE, CARELESSNESS, OR MISHANDLING WITH EQUIVALENT NEW ITEMS AT NO COST TO THE OWNER. ITEMS NOTED AS TO BE REMOVED AND STACKED SHALL BE COORDINATED WITH THE RESPECTIVE OWNER.
2. ALL TREES WITHIN THE SLOPE LIMIT SHALL BE RETAINED AND PROTECTED UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL PROTECT ALL PROPERTY MARKERS OF ABUTTERS.
4. TREATMENT OF SLOPE AREAS SHALL BE REPLACED IN KIND UNLESS OTHERWISE NOTED.
5. SITE FEATURES OUTSIDE PROPOSED SAWCUT LINES AND PROPOSED LIMITS OF WORK SHALL BE RETAINED UNLESS OTHERWISE NOTED. AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
6. THE TERM "PROPOSED" MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS. RE-USE OF EXISTING MATERIALS IS IDENTIFIED AS "REMOVE AND RESET" (R&R).
7. THE CONTRACTOR SHALL REUSE EXISTING MATERIALS IDENTIFIED AS R&R UNLESS THEY ARE DEEMED UNSUITABLE BY THE ENGINEER.
8. EXISTING GRAVEL BORROW DETERMINED TO BE SUITABLE BY THE ENGINEER AND MEETING THE REQUIREMENTS OF THE SPECIFICATIONS SHALL REMAIN.
9. CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITY SERVICES THROUGHOUT CONSTRUCTION.
10. TRAFFIC SIGNAL EQUIPMENT IS TO BE REMOVED AND DELIVERED BY CONTRACTOR TO THE DISTRICT MAINTENANCE DEPOT.
11. SURVEY CONTROL, AERIAL PHOTOGRAMMETRY AND TOPOGRAPHICAL SURVEY WAS PERFORMED BY THE WSP ON JANUARY 2021 THROUGH APRIL 2022. ADDITIONAL SURVEY PERFORMED BY GREEN INTERNATIONAL AFFILIATES, INC. ON MARCH 3, 2023.

UTILITY NOTES:

1. RECORD UTILITY INFORMATION FROM THE VARIOUS UTILITY COMPANIES AND PUBLIC AGENCIES ARE APPROXIMATE ONLY AND ACTUAL LOCATIONS MUST BE DETERMINED IN THE FIELD. THE CONTRACTOR SHALL CALL "DIG SAFE" (1-888-344-7233) 72 HOURS (EXCLUDING SATURDAYS, SUNDAYS AND HOLIDAYS) PRIOR TO ANY EXCAVATION TO OBTAIN ACCURATE UTILITY LOCATIONS.
2. ALL UTILITY COMPANIES, PUBLIC AND PRIVATE MUST BE NOTIFIED, INCLUDING THOSE IN CONTROL OF UTILITIES NOT SHOWN ON THIS PLAN, (SEE CHAPTER 370, ACTS OF 1963, MASSACHUSETTS) PRIOR TO DESIGNING, EXCAVATING, BLASTING, INSTALLING, BACKFILLING, GRADING, PAVEMENT RESTORING OR REPAVING.
3. EXISTING UNDERGROUND DRAINAGE HAVE BEEN PLOTTED TO MEET UTILITY QUALITY LEVEL "D" AS DESCRIBED IN ASCE STANDARD 38-02 AND SUMMARIZED ON THIS SHEET. UNDERGROUND DRAINAGE IS SHOWN IN APPROXIMATE LOCATIONS BASED ON ABOVE-GROUND FIELD OBSERVATION AND EXISTING RECORD INFORMATION RECEIVED FROM UTILITY STAKE-HOLDERS.
4. INVERTS SHOWN ON PLAN ARE NOT GUARANTEED TO BE ACCURATE. DUE TO THE LIMITATIONS OF FIELD OBSERVATION AND SURVEY TECHNIQUES THE INVERTS ARE SHOWN AS APPROXIMATE ONLY AND SHALL NOT BE WARRANTED TO BE CORRECT. ADDITIONAL FIELD INVESTIGATION IS NECESSARY WHERE ACCURATE MEASUREMENTS ARE REQUIRED FOR DESIGN OF CRITICAL AREAS.
5. WHERE AN EXISTING UTILITY IS FOUND TO BE IN CONFLICT WITH THE PROPOSED WORK, THE CONTRACTOR SHALL ACCURATELY DETERMINE THE LOCATION, ELEVATION AND SIZE OF THE UTILITY AND FURNISH THE INFORMATION TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
6. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES IN SERVICE AT ALL TIMES UNLESS NOTED ON THE PLANS OR APPROVED BY THE ENGINEER.
7. IF THE CONTRACTOR DAMAGES ANY UTILITY SYSTEM, HE OR SHE SHALL IMMEDIATELY NOTIFY THE RESPECTIVE UTILITY COMPANY AND SHALL REPAIR/REPLACE THE AFFECTED SYSTEM AT HIS OR HER OWN EXPENSE.
8. THE CONTRACTOR SHALL COORDINATE WITH PRIVATE UTILITY COMPANIES AND MAKE ARRANGEMENTS FOR ADJUSTMENTS, ALTERATIONS AND REPLACEMENT OF PRIVATE UTILITIES.
9. THE EXISTING CONDITIONS PLAN IS TO BE USED FOR THE SPECIFIED PROJECT ONLY AND IS NOT WARRANTED TO BE COMPLETE FOR ANY OTHER FUTURE PROJECTS.

SUMMARY OF UTILITY MAPPING QUALITY LEVELS:

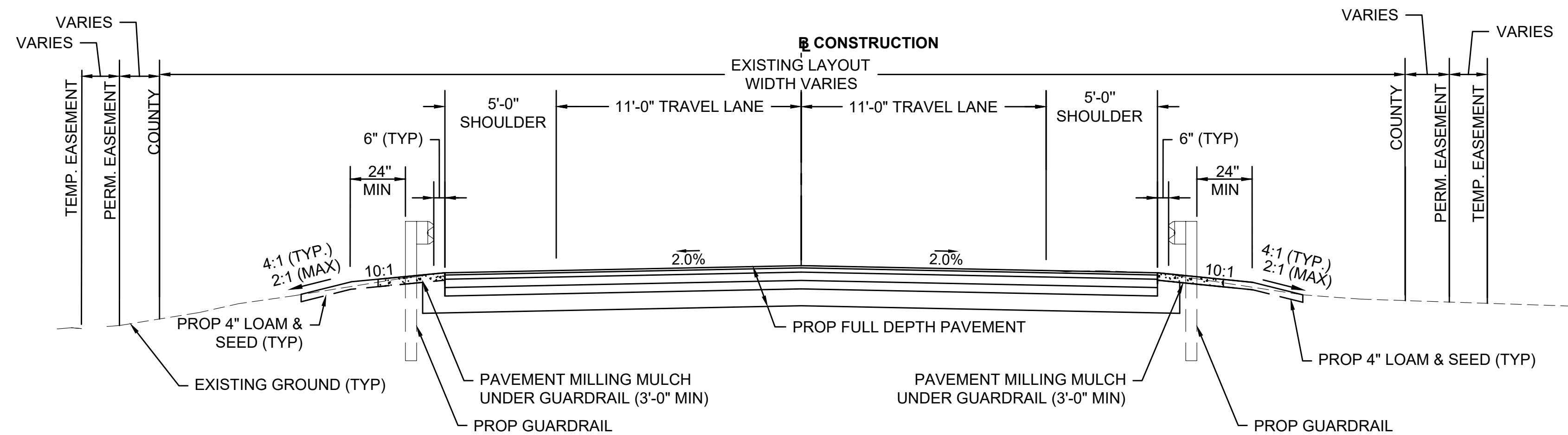
THE FOLLOWING IS A SUMMARY OF THE SURVEY MAPPING LEVELS FOR UTILITIES AS DESCRIBED IN ASCE STANDARD 38-02, "STANDARD GUIDELINE FOR THE DEPICTION OF EXISTING SUBSURFACE UTILITY DATA". THESE GUIDELINES ARE MORE FULLY DESCRIBED IN THE ASCE STANDARD.

UTILITY QUALITY LEVEL A:  
PRECISE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES OBTAINED BY THE ACTUAL EXPOSURE (OR VERIFICATION OF PREVIOUSLY EXPOSED AND SURVEYED UTILITIES) AND SUBSEQUENT MEASUREMENT OF SUBSURFACE UTILITIES, USUALLY AT A SPECIFIC POINT. MINIMALLY INTRUSIVE EXCAVATION EQUIPMENT IS TYPICALLY USED TO MINIMIZE THE POTENTIAL FOR UTILITY DAMAGE. A PRECISE HORIZONTAL AND VERTICAL LOCATION, AS WELL AS OTHER UTILITY ATTRIBUTES, IS SHOWN ON PLAN DOCUMENTS. ACCURACY IS TYPICALLY SET TO 15-MM VERTICAL AND TO APPLICABLE HORIZONTAL SURVEY AND MAPPING ACCURACY AS DEFINED OR EXPECTED BY THE PROJECT OWNER.

UTILITY QUALITY LEVEL B:  
INFORMATION OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO DETERMINE THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF SUBSURFACE UTILITIES. QUALITY LEVEL B DATA SHOULD BE REPRODUCIBLE BY SURFACE GEOPHYSICS AT ANY POINT OF THEIR DEPICTION. THIS INFORMATION IS SURVEYED TO APPLICABLE TOLERANCES DEFINED BY THE PROJECT AND REDUCED ONTO PLAN DOCUMENTS.

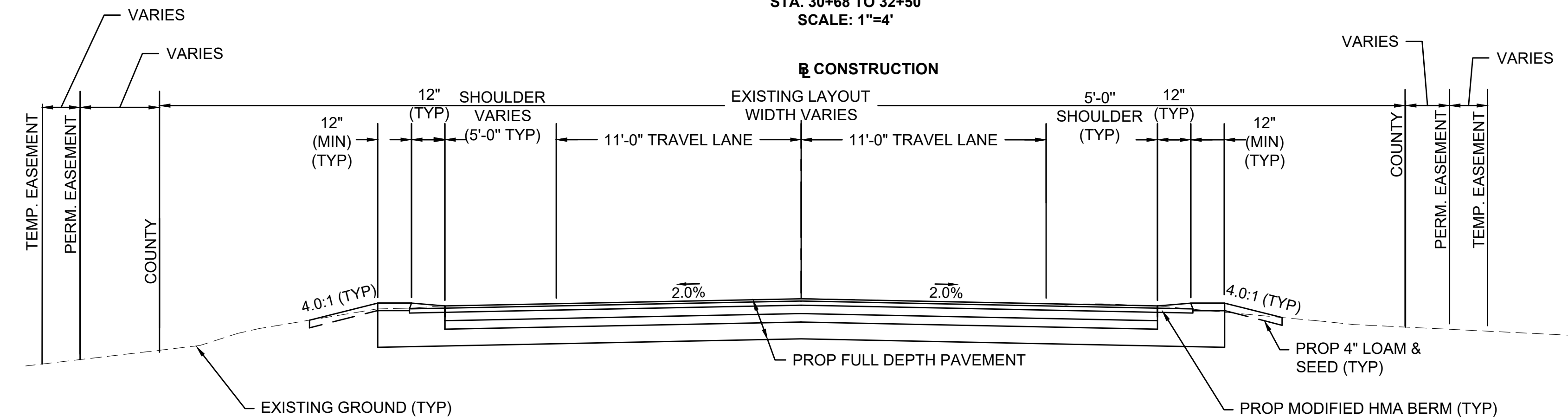
UTILITY QUALITY LEVEL C:  
INFORMATION OBTAINED BY SURVEYING AND PLOTTING VISIBLE ABOVE-GROUND UTILITY FEATURES AND BY USING PROFESSIONAL JUDGMENT IN CORRELATING THIS INFORMATION TO QUALITY LEVEL D INFORMATION.

UTILITY QUALITY LEVEL D:  
INFORMATION DERIVED FROM EXISTING RECORDS OR ORAL RECOLLECTIONS.



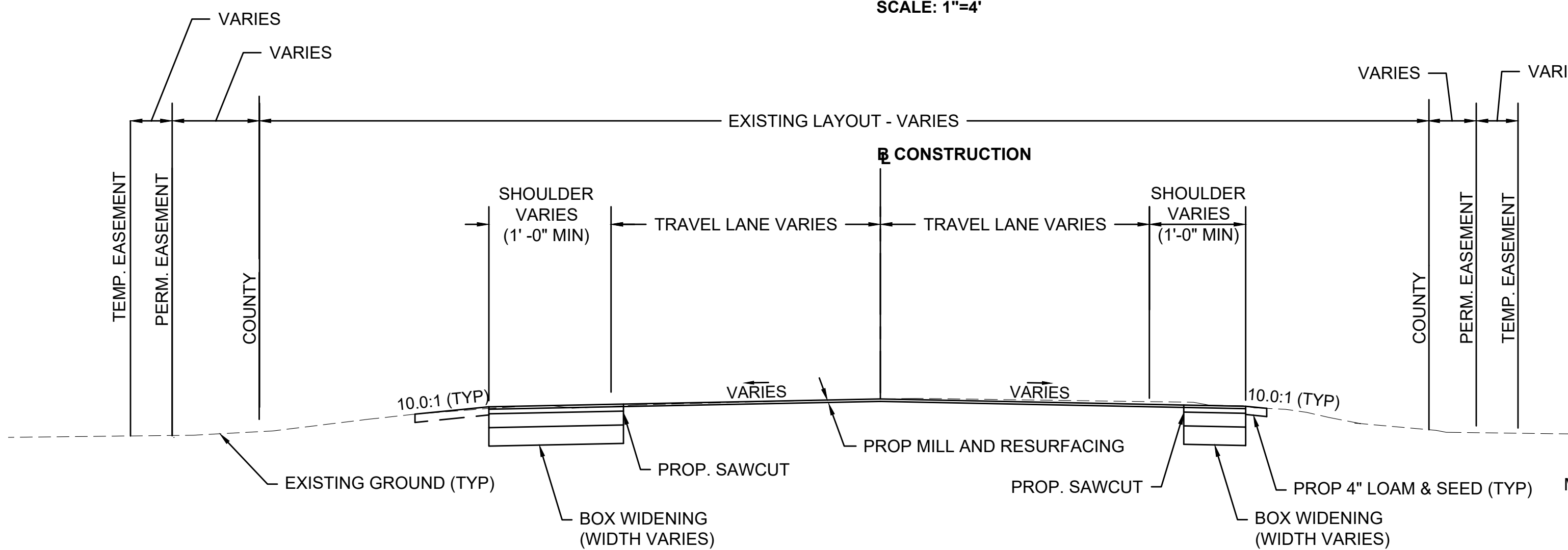
### DIVISION STREET - FULL DEPTH RECONSTRUCTION

STA 28+75 - 29+23  
STA. 30+68 TO 32+50  
SCALE: 1"=4'



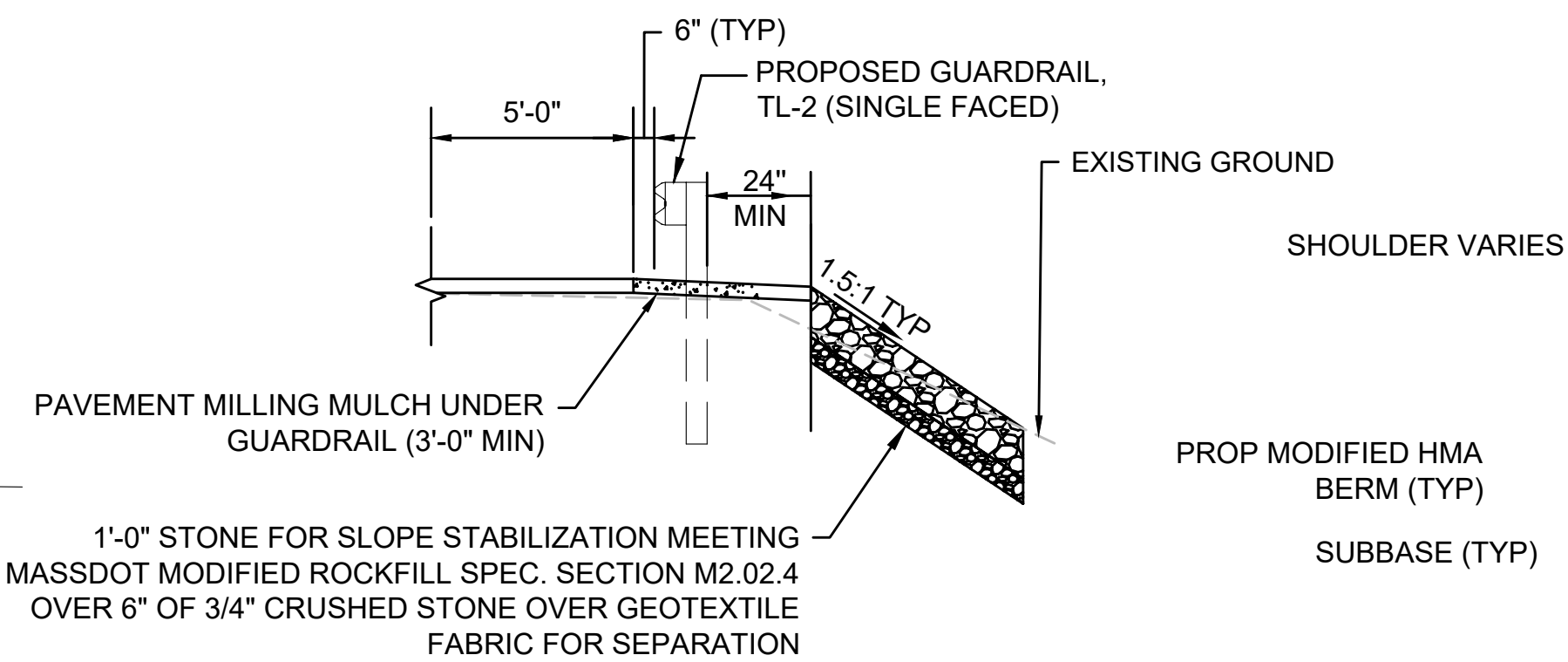
### DIVISION STREET - FULL DEPTH RECONSTRUCTION

STA. 27+50 TO 28+75  
SCALE: 1"=4'



### DIVISION STREET - MILL AND RESURFACING

STA. 32+25 TO 32+50  
SCALE: 1"=4'



### \*GUARDRAIL WITH MODIFIED ROCKFILL

STA. 28+93 TO 29+23 LT  
STA. 28+96 TO 29+23 RT  
STA. 30+68 TO 31+00 LT  
STA. 30+68 TO 31+00 RT  
SCALE: 1"=4'

### \*\*MODIFIED HMA BERM - TYPE A

## PAVEMENT NOTES

### PROPOSED FULL DEPTH PAVEMENT

- SURFACE COURSE: 1.5" SUPERPAVE BRIDGE SURFACE COURSE 9.5 (SSC-B-9.5) OVER ASPHALT EMULSION FOR TACK COAT OVER
- INTERMEDIATE COURSE: 2" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5) OVER ASPHALT EMULSION FOR TACK COAT OVER
- BASE COURSE: 4" SUPERPAVE BASE COURSE 37.5 (SBC-37.5) PLACED IN ONE COURSE
- SUBBASE COURSE: 4" DENSE GRADED CRUSHED STONE FOR SUBBASE (COMPACTED) OVER 8" GRAVEL BORROW (TYPE B) (COMPACTED)

### PROPOSED BOX WIDENING LESS THAN 4 FEET

- SURFACE COURSE: 1.5" SUPERPAVE BRIDGE SURFACE COURSE 9.5 (SSC-B-9.5) OVER ASPHALT EMULSION FOR TACK COAT OVER
- INTERMEDIATE COURSE: 2" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5) OVER ASPHALT EMULSION FOR TACK COAT OVER
- BASE COURSE: 6" HIGH EARLY STRENGTH CEMENT CONCRETE BASE COURSE OVER
- SUBBASE COURSE: 8" GRAVEL BORROW (TYPE B) (COMPACTED)

### PROPOSED BRIDGE PAVEMENT

- SURFACE COURSE: 1.5" SUPERPAVE BRIDGE SURFACE COURSE 9.5 (SSC-B-9.5) OVER ASPHALT EMULSION FOR TACK COAT OVER  
1.5" SUPERPAVE BRIDGE PROTECTIVE COURSE 9.5 (SPC-B-9.5)

### PROPOSED PAVEMENT FINE MILLING & RESURFACING

- SURFACE COURSE: 1.5" SUPERPAVE BRIDGE SURFACE COURSE 9.5 (SSC-B-9.5) OVER ASPHALT EMULSION FOR TACK COAT OVER  
MILLED SURFACE
- MILLING COURSE: 1.5" PAVEMENT FINE MILLING

### PROPOSED HMA DRIVEWAY

- SURFACE COURSE: 1.5" SURFACE COURSE OVER
- INTERMEDIATE COURSE: 2.5" INTERMEDIATE COURSE
- SUBBASE COURSE: 8" GRAVEL BORROW (TYPE B)



PROP. TRANSITION TO BRIDGE RAIL (THRIE BEAM) WITH TANGENT END TREATMENT  
(SEE DETAIL 2) - STA 28+89 RT - STA 29+23 RT  
PROP. TRAILING ANCHORAGE (THRIE BEAM) - STA 28+89 LT - STA 28+95 LT  
PROP. GUARDRAIL, TL-3 (THRIE BEAM) - STA 28+95 LT - STA 29+01 LT  
PROP. TRANSITION TO BRIDGE RAIL (THRIE BEAM) (SEE DETAIL 1) - STA 29+01 LT -  
STA 29+23 LT  
PROP. TRANSITION TO BRIDGE RAIL (THRIE BEAM) - STA 29+02 RT - STA 29+20 RT  
PROP. TRANSITION TO BRIDGE RAIL - STA 30+72 LT - STA 31+06 LT  
PROP. TRANSITION TO BRIDGE RAIL - STA 30+72 RT - STA 31+06 RT  
PROP. GUARDRAIL, TL-3 (SINGLE FACED) - STA 31+06 LT - STA 31+15 LT

**BEGIN PROJECT**  
**BEGIN FULL DEPTH PAVEMENT**  
 STA 27+50.00  
 N 2914856.4946  
 E 153656.9386

DEANDRA DREW  
BK/PG 2461/284  
54 DIVISION ST  
MAP/LOT  
1130270000000010

APPROXIMATE  
SEPT. 1950 C  
LAYOUT ALTE  
BK/PG 2

PROP. MODIFIED HMA BERM  
REM  
SHRUB

PROP. MODIFIED HMA BERM

GRAVEL  
REM EXIST  
PAVEMENT  
REM POSTS  
PROP. SLOPE LIMIT  
(TYP)  
PROP. LOAM &  
SEED (TYP)

PROP. BMP AREA  
(SEE SHEET 7)

PROP. TEMP EASEMENT  
PROP. CLEARING &  
GRUBBING (TYP)  
PROP. PERM EASEMENT

JANICE SHIELDS  
BK/PG 2401/319  
53 DIVISION ST  
MAP/LOT 1130280000000270

SUBJECT TO ELECTRIC  
EASEMENT  
BOOK 2415 PAGE 322  
(NOT PLOTTABLE)

PROP. GUARDRAIL, TL-3 (SINGLE FACED) - STA 31+06 RT - STA 31+81 RT  
PROP. GUARDRAIL TANGENT END TREATMENT, TL3 - STA 31+15 LT - STA 31+46 LT  
PROP. GUARDRAIL TRAILING ANCHORAGE, TL-3 - STA 31+81 RT - STA 31+90 RT  
PROP. GUARDRAIL TRAILING ANCHORAGE, TL-3 - STA 31+88 LT - 31+89 LT  
PROP. GUARDRAIL, TL-3 (SINGLE FACED) - STA 31+89 LT - STA 31+97 LT  
PROP. TRANSITION TO NCHRP 350 GUARDRAIL - STA 31+97 LT - STA 32+31 LT

N/F  
TAFT FARMS INC  
BK/PG 991/281  
LAN BK/PG A/44  
O DIVISION ST  
MAP/LOT  
3028000000028A

NONE

NONE

END FULL DEPTH PAVEMENT  
BEGIN PAVEMENT FINE MILLING

STA 32+25.00

N/F  
RISING PAPER  
LAND LLC  
BK/PG 2306/28  
PLAN BK/PG Q/36  
PLAN BK/PG Q/68  
(AUL)  
267 PARK ST  
NORTH  
MAP/LOT  
1130070000000300

ACCESS TO PARKING LOT TO  
BE MAINTAINED AT ALL TIMES

LOCATION LINE 1950 COUNTY LAYOUT AL

RET. WALL  
PROP. GUARDRAIL (TYPE 1)  
PROP. PAVEMENT  
MILLING MULCH  
PROP. HMA DRIVEWAY

**DIVISION STREET**  
(PUBLIC - VARIABLE WIDTH)

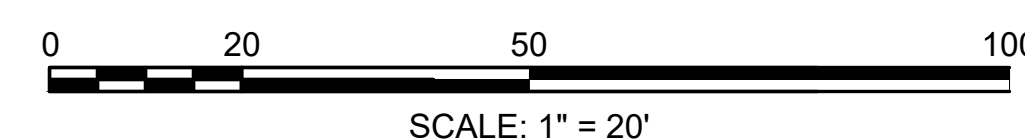
HOUSATONIC RIVER  
FLOW

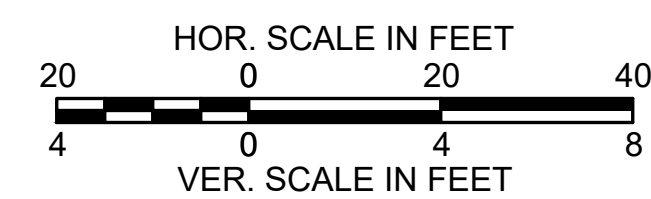
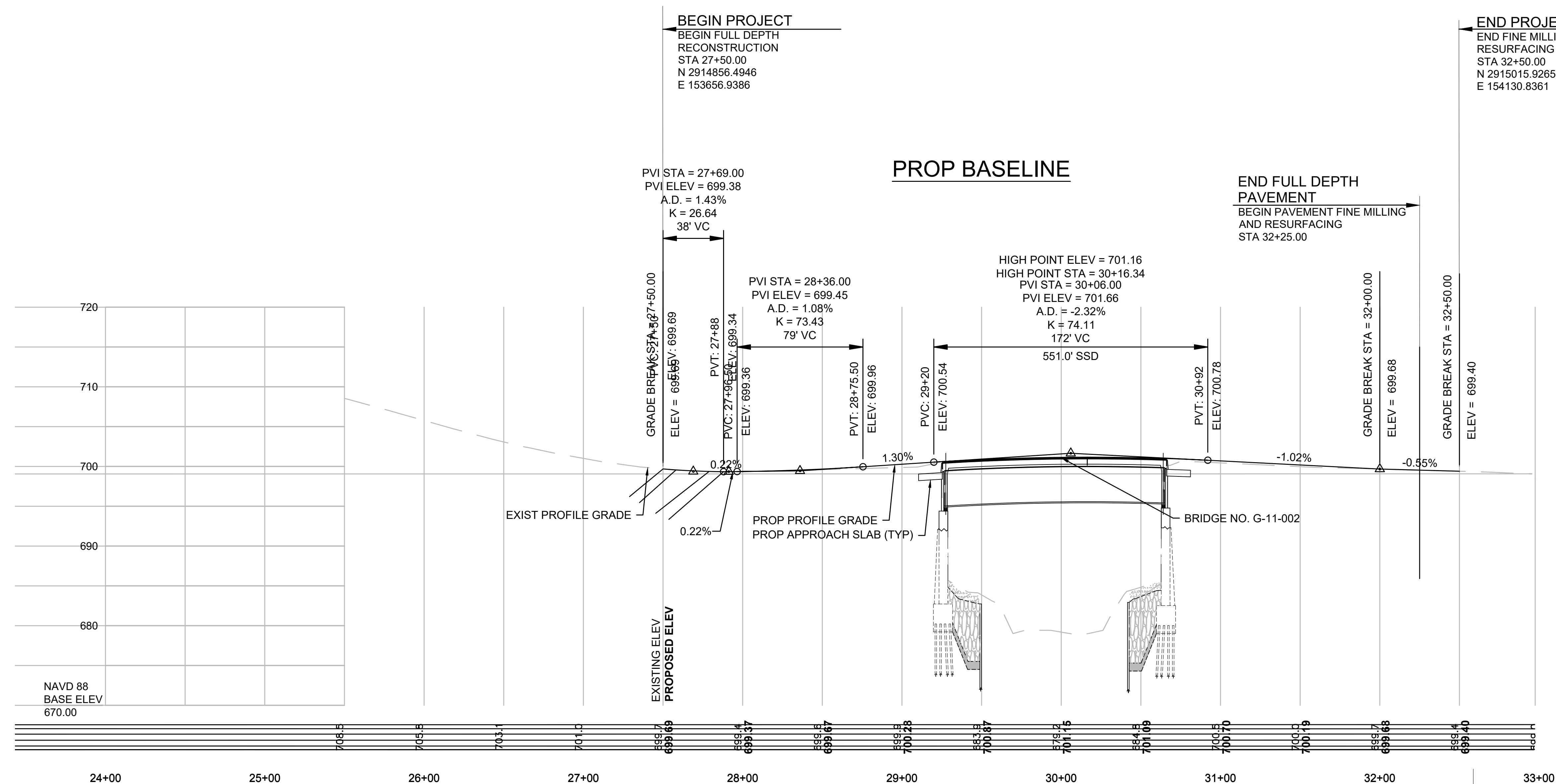
- RET WIRE FENCE
- R&D GUARDRAIL (TYP)
- PROP. GUARDRAIL (TYP)

- PROP. MODIFIED  
ROCKFILL (TYP)
- RET WINGWALLS (TYP)




MARSHA M. WILSON  
BK/PG 2464/101  
0 DIVISION ST  
MAP/LOT  
1130280000000290

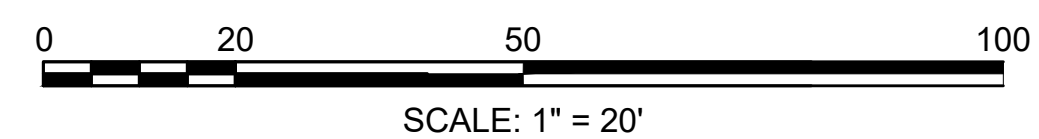
PROP SEDIMENT CONTROL BARRIER (TYP)



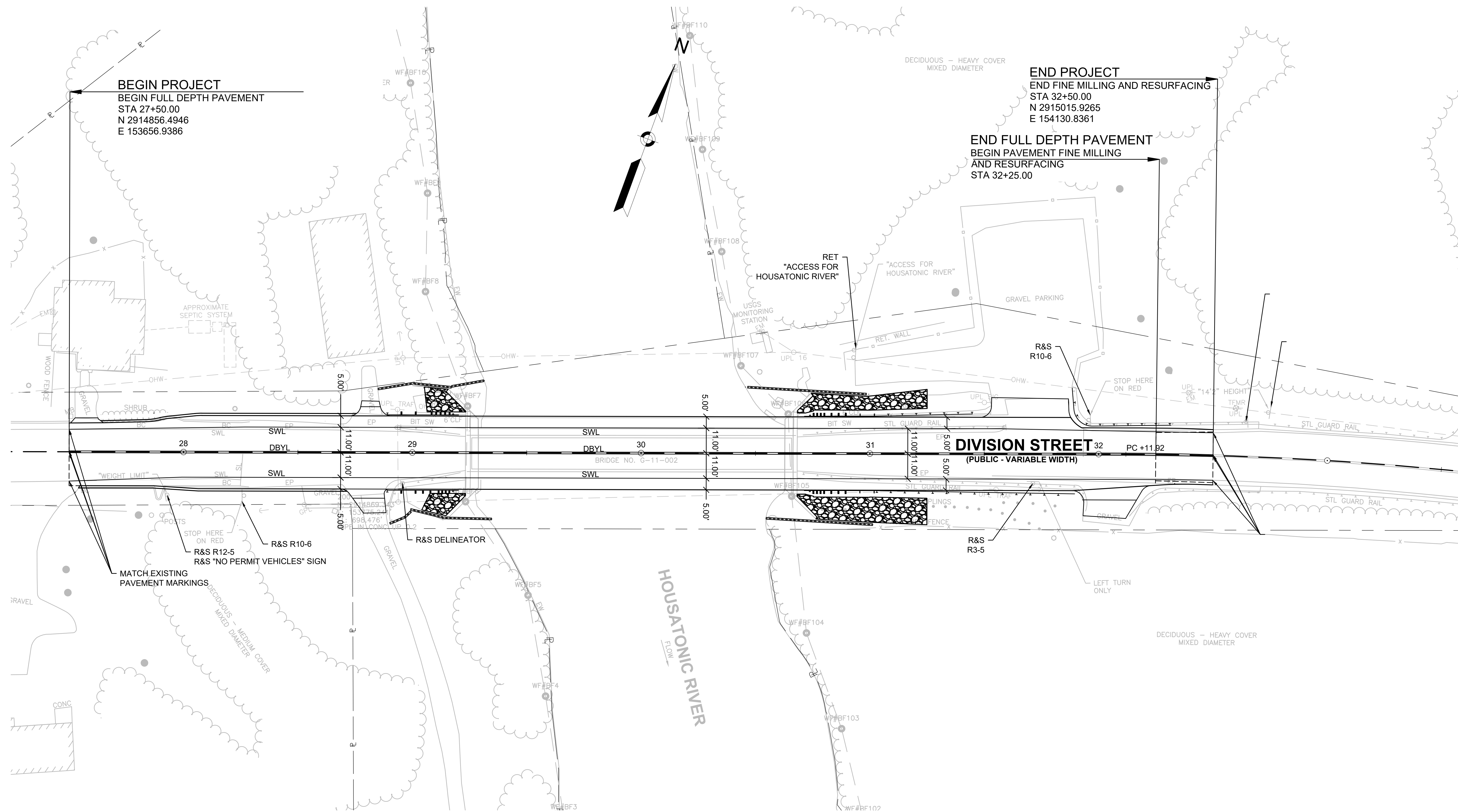




 EXISTING OVERHEAD WIRE  
 EXISTING DRAINAGE  
 PROPOSED DRAINAGE



NOTES:  
1. DRAINAGE SCHEDULE WILL BE PROVIDED FOR 75% SUBMISSION.

**BEGIN PROJECT**  
BEGIN FULL DEPTH PAVEMENT  
STA 27+50.00  
N 2914856.4946  
E 153656.9386

**END PROJECT**  
END FINE MILLING AND RESURFACING  
STA 32+50.00  
N 2915015.9265  
E 154130.8361

**END FULL DEPTH PAVEMENT**  
BEGIN PAVEMENT FINE MILLING  
AND RESURFACING  
STA 32+25.00

**DIVISION STREET**  
(PUBLIC - VARIABLE WIDTH)

**HOUSATONIC RIVER**  
FLOW

0 20 50 100  
SCALE: 1" = 20'

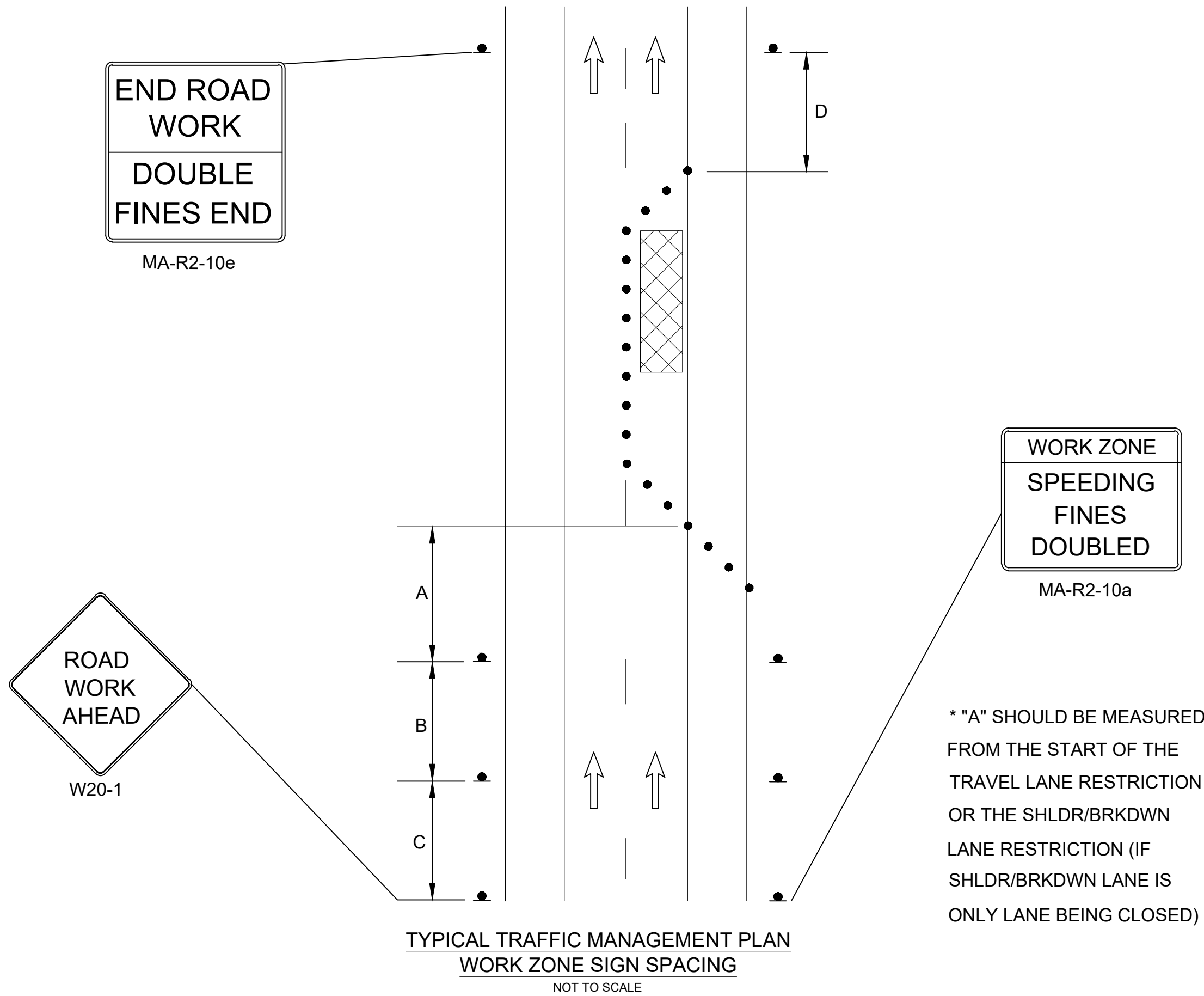


TEMPORARY TRAFFIC CONTROL NOTES:

- MINIMUM LANE WIDTH OF 11 FEET SHALL BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE NOTED. MINIMUM LANE WIDTHS TO BE MEASURED FROM THE EDGE OF THE DRUMS OR CONES (IF USED).
- SIGNS AND SIGN SUPPORTS LOCATED ON OR NEAR THE TRAVELED WAY MUST PASS THE CRITERIA SET FORTH IN THE NHC RP 350 REPORT.
- THE CONTRACTOR SHALL COORDINATE APPROVAL AND IMPLEMENTATION OF THIS TEMPORARY TRAFFIC CONTROL PLAN WITH THE ENGINEER PRIOR TO CONSTRUCTION ACTIVITIES.
- THE CONTRACTOR SHALL COORDINATE APPROVAL OF ALL CHANGES TO THE TEMPORARY TRAFFIC CONTROL PLAN WITH THE ENGINEER PRIOR TO CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL ALSO NOTIFY THE ENGINEER, AND THE TOWN OF GREAT BARRINGTON THREE (3) WEEKS IN ADVANCE OF PLACING TEMPORARY TRAFFIC CONTROL SIGNS.
- ALL CONSTRUCTION SIGNING, DRUMS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES SHALL CONFORM WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 11TH EDITION AND "STANDARD HIGHWAY SIGNS" CURRENT EDITION.
- PLACE ALL SAFETY DEVICES AND CONSTRUCTION SIGNING BEFORE ACTUAL CONSTRUCTION WORK BEGINS.
- DISTANCES ARE A GUIDE AND MAY BE ADJUSTED BASED ON FIELD CONDITIONS WITH THE DIRECTION AND APPROVAL OF ENGINEER.
- ALL WARNING SIGNS SHALL BE BLACK LEGEND ON A REFLECTIVE FLUORESCENT ORANGE BACKGROUND.
- ALL DRUMS SHALL BE PLACED APPROPRIATELY OR MOVED AS NECESSARY TO MAINTAIN SAFE AND REASONABLE ABUTTER ACCESS AT ALL TIMES.
- ALL SIGNS NOT APPLICABLE TO THE CURRENT TRAFFIC SETUP SHALL BE REMOVED AND RESET UPON COMPLETION OF CONSTRUCTION OR COVERED.
- A LONGITUDINAL BUFFER SPACE SHALL BE UTILIZED IN ADVANCE OF WORK AREAS. REFER TO PART VI OF THE MUTCD 11TH EDITION FOR GUIDELINES AND DETAILS.
- AT THE END OF EACH WORKING DAY, EXCAVATED AREA OF TRAVEL LANE SHALL BE RESURFACED OR STEEL PLATED FOR VEHICLE USE.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS/EGRESS AT ALL CURB CUTS, BUSINESS ENTRANCES, RESIDENTIAL ENTRANCES LOCATED WITHIN THE WORK ZONES.
- CONTRACTOR SHALL MAINTAIN EMERGENCY PASSAGE AT ALL TIMES TO BUILDINGS WITHIN AND ADJACENT TO THE PROJECT LIMITS AS WELL AS A LARGER AREA IF AFFECTED BY CONSTRUCTION CONDITIONS. CONTRACTOR SHALL MAINTAIN 24 HOUR EMERGENCY VEHICLE ACCESS TO CONSTRUCTION AREAS.
- CONTRACTOR SHALL COORDINATE WITH ABUTTERS FOR THE PROPOSED WORK AND SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF THE WORK THAT WILL REQUIRE TEMPORARY CLOSURE OF ACCESS.
- SAFETY SIGNS PROPOSED FOR LOCATIONS OTHER THAN ERCTED ON TEMPORARY BARRICADES SHALL BE CONSTRUCTED WITH THEIR OWN SUPPORTS OR SIGN POSTS.
- TEMPORARY CONSTRUCTION SIGNING, BARRICADES AND ALL OTHER NECESSARY WORK ZONE TRAFFIC DEVICES SHALL BE REMOVED FROM THE ROADWAY WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
- UNLESS OTHERWISE NOTED, ALL PAVEMENT MARKINGS, SIGNS AND OTHER TRAFFIC EQUIPMENT REMOVED OR DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED IN CONFORMANCE WITH THE STANDARDS OF APPLICABLE STATE AND LOCAL AGENCIES.
- CONTRACTOR SHALL INSTALL, RENEW AND MAINTAIN ALL TRAFFIC CONTROL DEVICES AS SHOWN ON THE DRAWINGS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND AS REQUIRED BY APPLICABLE STATE AND LOCAL AGENCIES.
- THE CONTRACTOR SHALL LOCATE ALL TEMPORARY BARRIERS (IF USED) SO THERE ARE NO EXPOSED BLUNT ENDS WHICH WILL CAUSE HAZARDOUS CONDITIONS TO TRAFFIC. IN SUCH CASES, THE CONTRACTOR SHALL PROVIDE AND LOCATE BARRIER TAPERED END SECTIONS TO PROTECT VEHICULAR TRAFFIC AND THE WORK AREA.
- THE FIRST TEN (10) PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH SEQUENTIAL FLASHING LIGHTS.
- THE CONTRACTOR SHALL COORDINATE WITH ANY ABUTTING PROJECTS.
- ON-STREET PARKING, IF APPLICABLE, TO BE RESTRICTED PRIOR TO WORK.
- THESE PLANS ARE NOT INTENDED TO LIMIT THE CONTRACTOR'S APPROACH TO SCHEDULE THE WORK BUT TO OUTLINE ONE WAY OF PROGRESSING. THE CONTRACT IS EXPECTED TO USE KNOWLEDGE AND EXPERIENCE TO PERFORM THE WORK IN THE MOST EFFICIENT AND SAFE MANNER IN COMPLIANCE WITH THE DRAWINGS AND SPECIFICATIONS.
- THE ADVISORY SPEED LIMIT, IF REQUIRED, SHALL BE DETERMINED BY THE ENGINEER.
- MAXIMUM SPACING OF TRAFFIC DEVICES IN A TAPER (DRUMS OR CONES) IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH.
- ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORTS.

TRAFFIC DEVICE LEGEND

- WORK ZONE
- DIRECTION OF VEHICULAR TRAFFIC
- DIRECTION OF PROPOSED VEHICULAR TRAFFIC
- SIGN
- TEMPORARY CONCRETE BARRIER - TL-2
- REFLECTORIZED PLASTIC DRUM OR 36" CONE
- POLICE OFFICER



TAPER AND TANGENT LENGTH CRITERIA FOR TEMPORARY TRAFFIC CONTROL ZONES

TYPE	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 FT MIN. 100 FT MAX.
DOWNSTREAM TAPER	50 FT MIN. 100 FT MAX. PER LANE
TANGENT LENGTH**	AT LEAST 2L

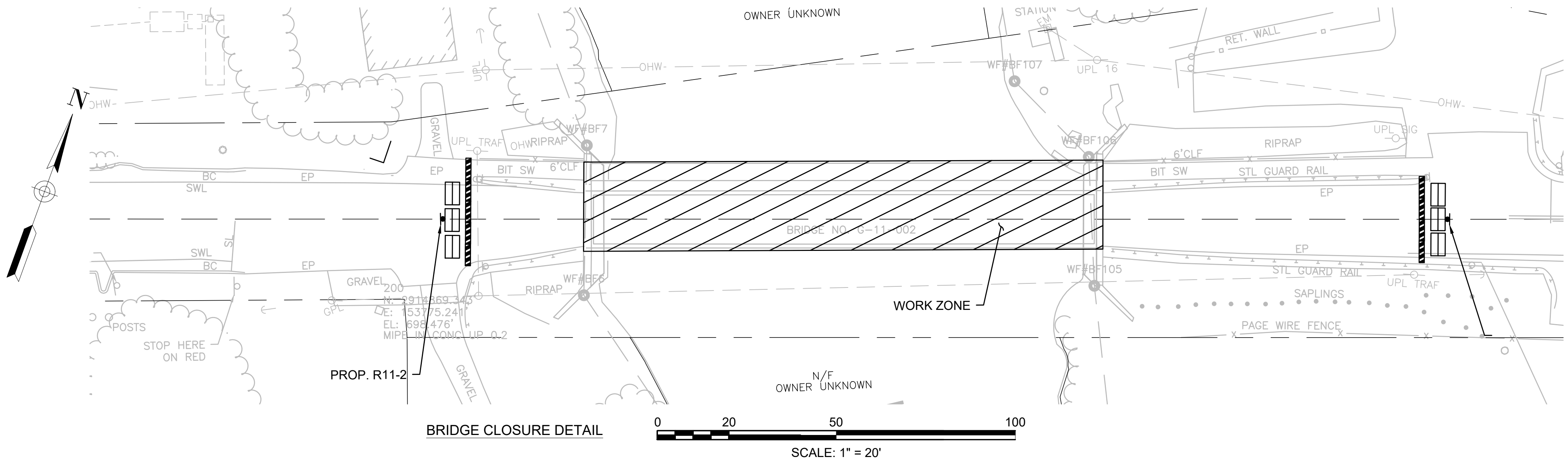
FORMULAS FOR DETERMINING TAPER LENGTHS

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

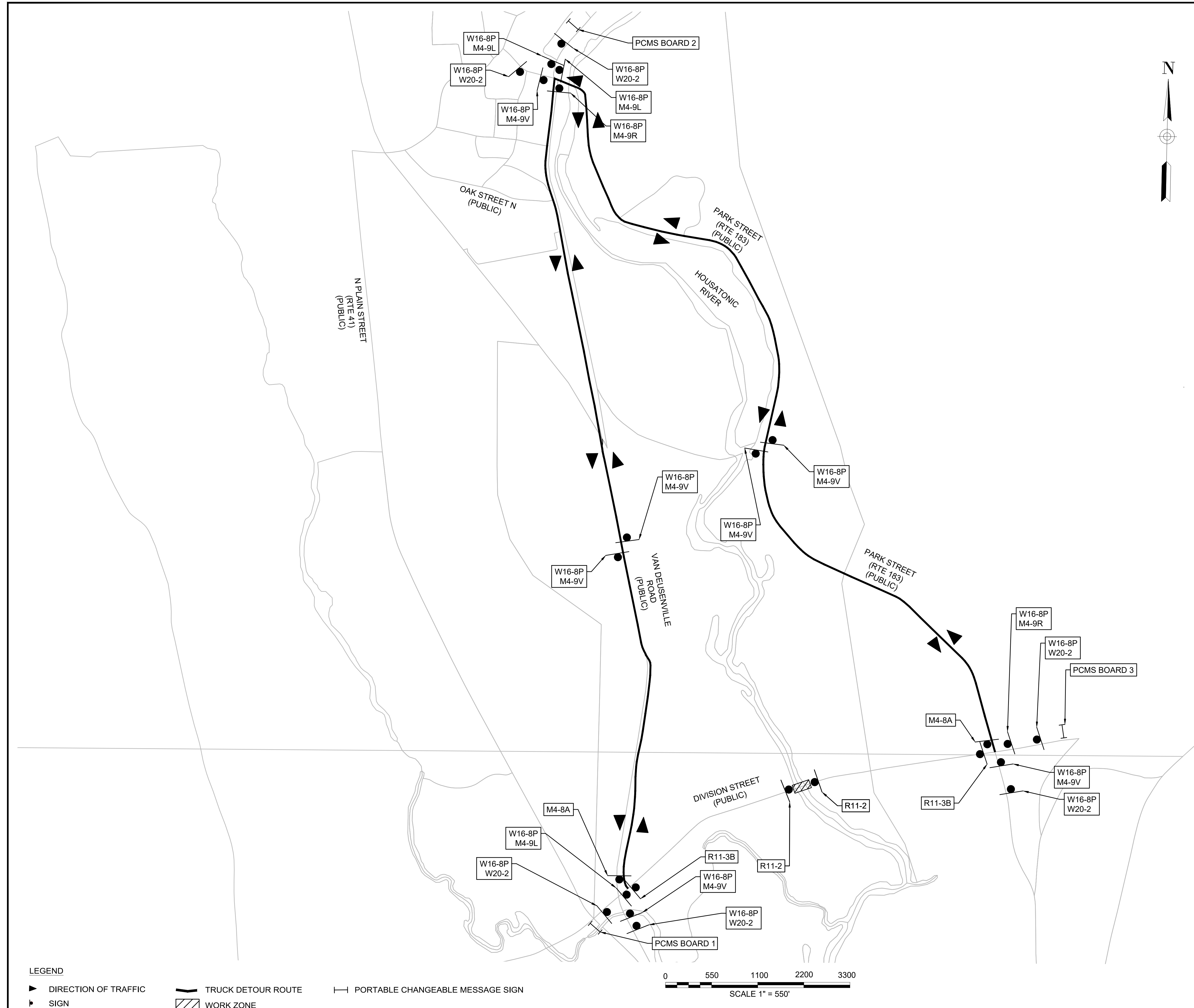
WHERE: L = TAPER LENGTH IN FEET

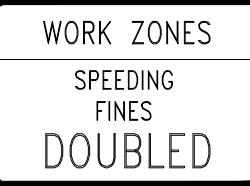
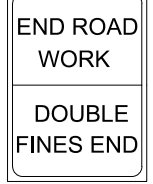

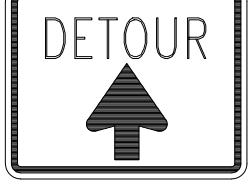



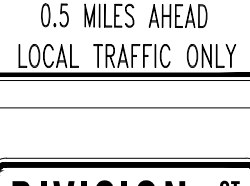
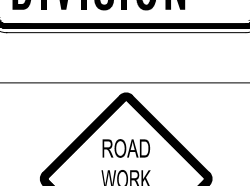
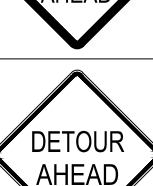
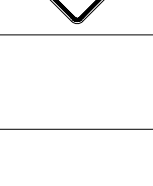
W = WIDTH OF OFFSET IN FEET

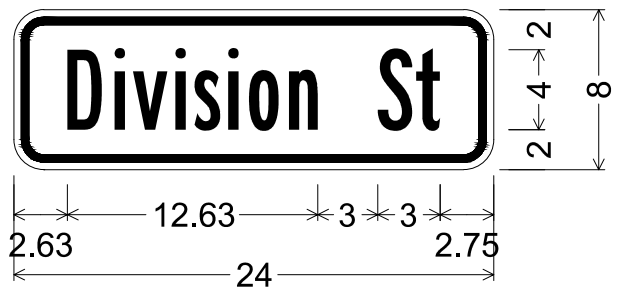
S = POSTED SPEED LIMIT, OR OFF-PEAK 85TH-PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH







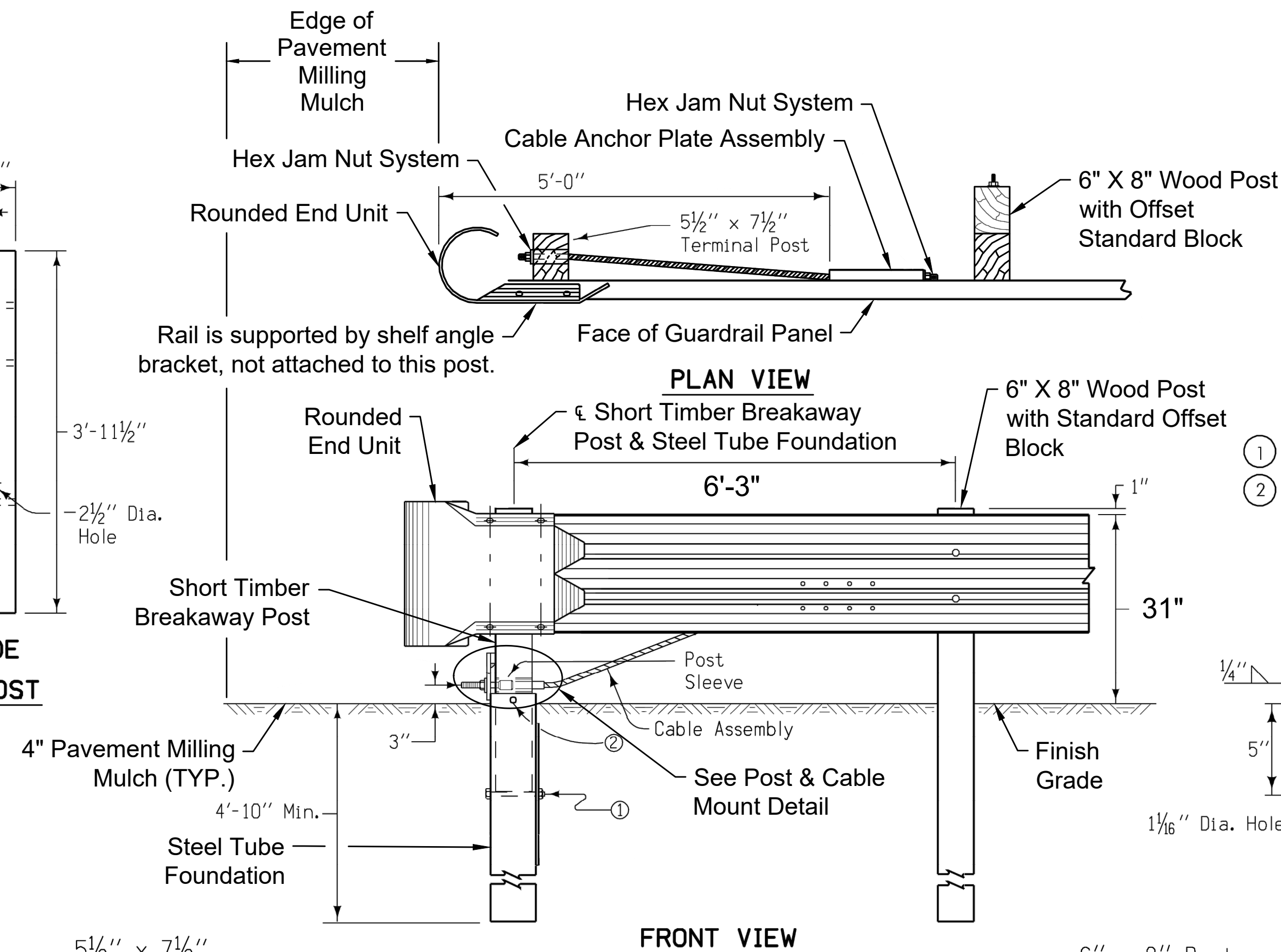
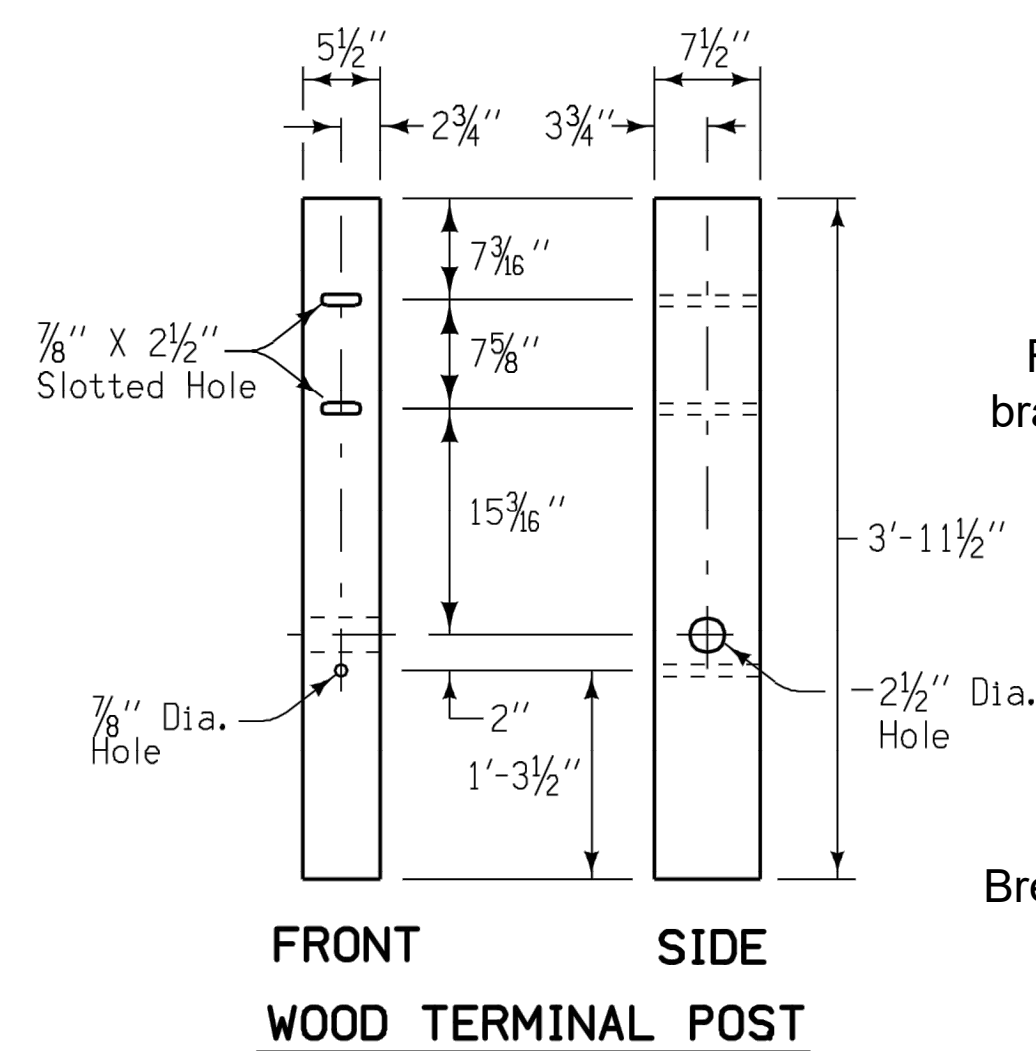
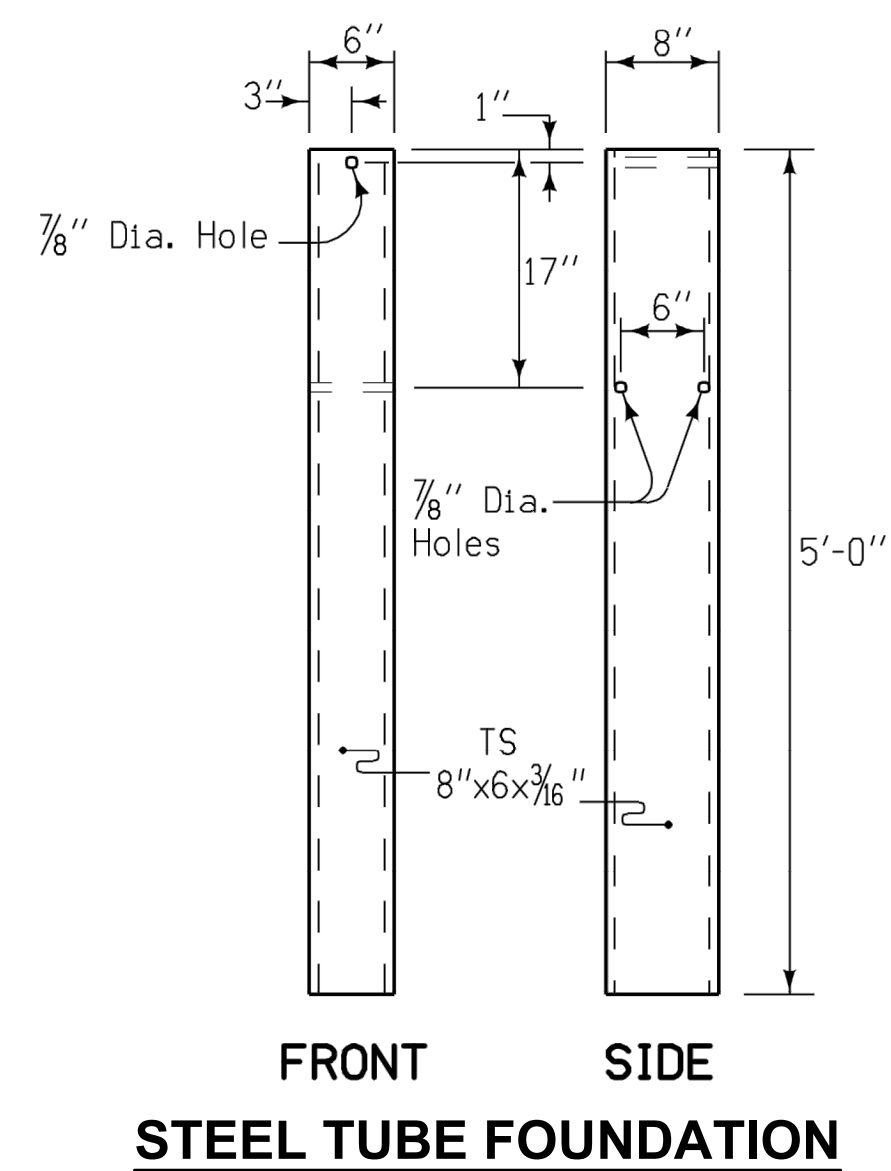

IDENTIFICATION	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (IN)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (S.F.)	AREA (S.F)
	WIDTH (IN)	HEIGHT (IN)		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MRK.		BACKGROUND	LEGEND	BORDER			
MA-R2-10a	48	36		SEE MASSDOT STANDARD SIGN BOOK			2	FLOURESCENT ORANGE	BLACK	BLACK	2	12.00	24.00
MA-R2-10e	36	48					2	FLOURESCENT ORANGE & WHITE	BLACK	BLACK	2	12.00	24.00
M4-8A	24	18		SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES			2	FLOURESCENT ORANGE	BLACK	BLACK	2	3.00	6.00
M4-9V	30	24					7	FLOURESCENT ORANGE	BLACK	BLACK	0 (MOUNT W/ W16-8P)	5.00	35.00
M4-9R	30	24					2	FLOURESCENT ORANGE	BLACK	BLACK	0 (MOUNT W/ W16-8P)	5.00	10.00
M4-9L	30	24					3	FLOURESCENT ORANGE	BLACK	BLACK	0 (MOUNT W/ W16-8P)	5.00	15.00
R11-2	48	30					2	FLOURESCENT ORANGE	BLACK	BLACK	2	10.00	20.00
R11-3B	60	30					2	FLOURESCENT ORANGE	BLACK	BLACK	2	12.50	25.00
W16-8P	24	8		SEE DETAIL ON RIGHT			18	FLOURESCENT ORANGE	BLACK	BLACK	16	1.33	24.00
W20-1	36	36		SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES			2	FLOURESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
W20-2	36	36					6	FLOURESCENT ORANGE	BLACK	BLACK	0 (MOUNT W/ W16-8P)	9.00	54.00
												TOTAL (S.F.)	255.00



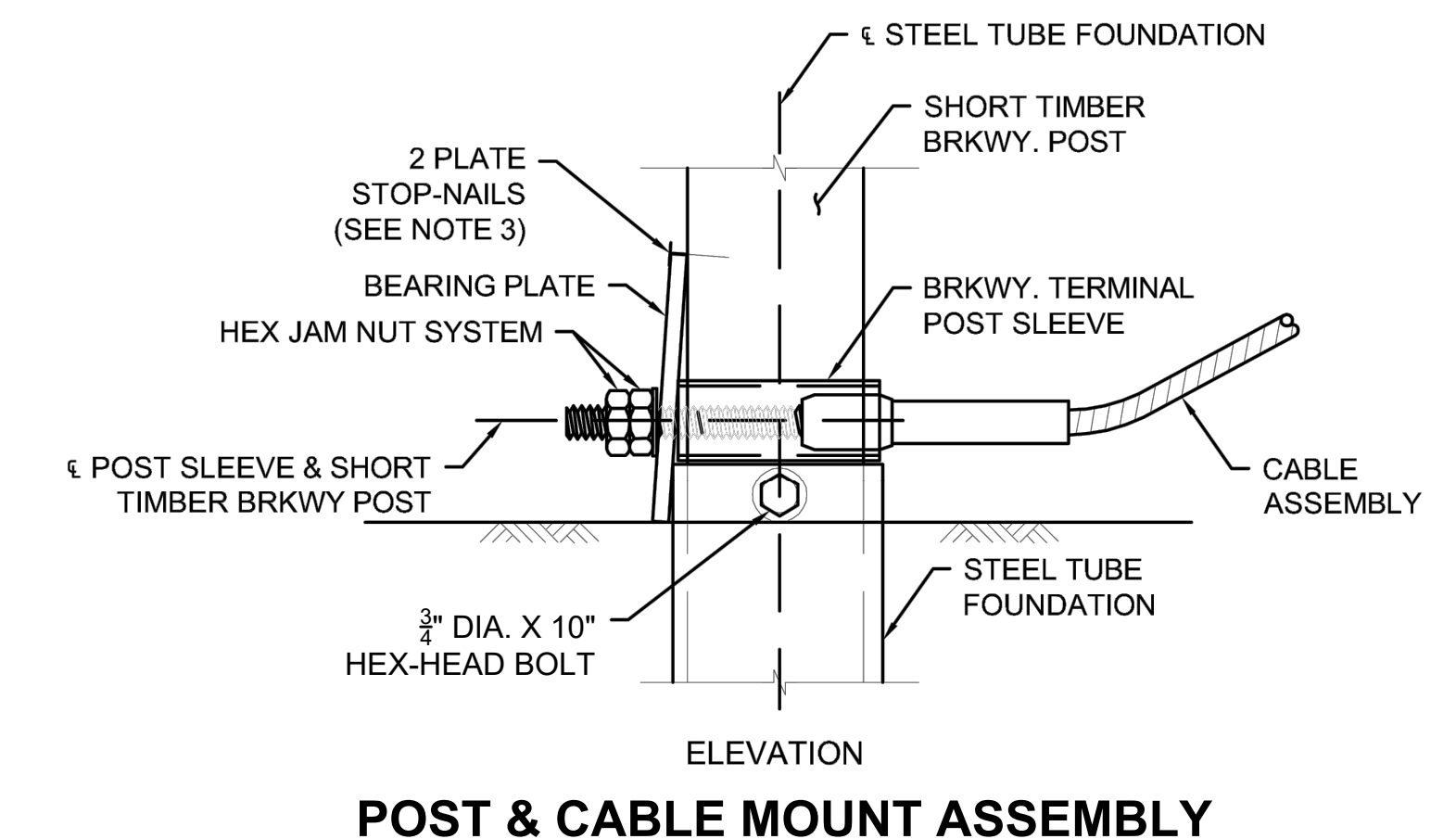
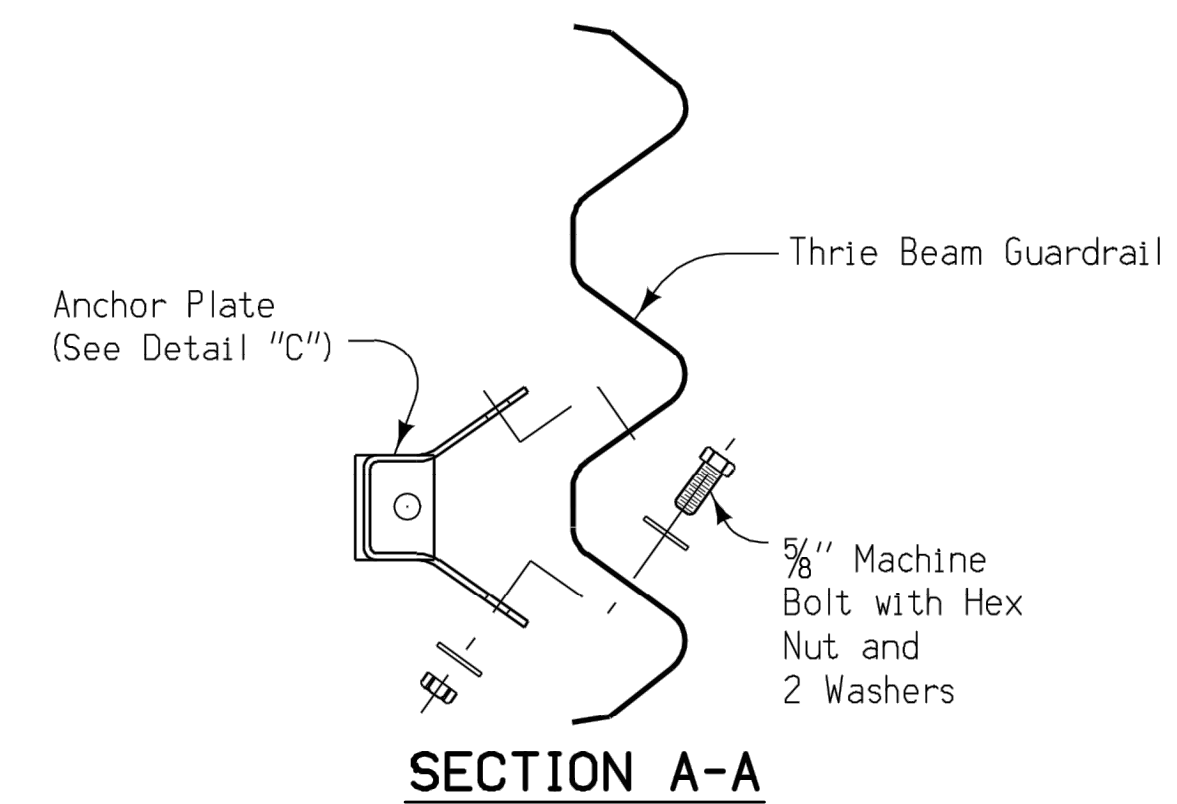
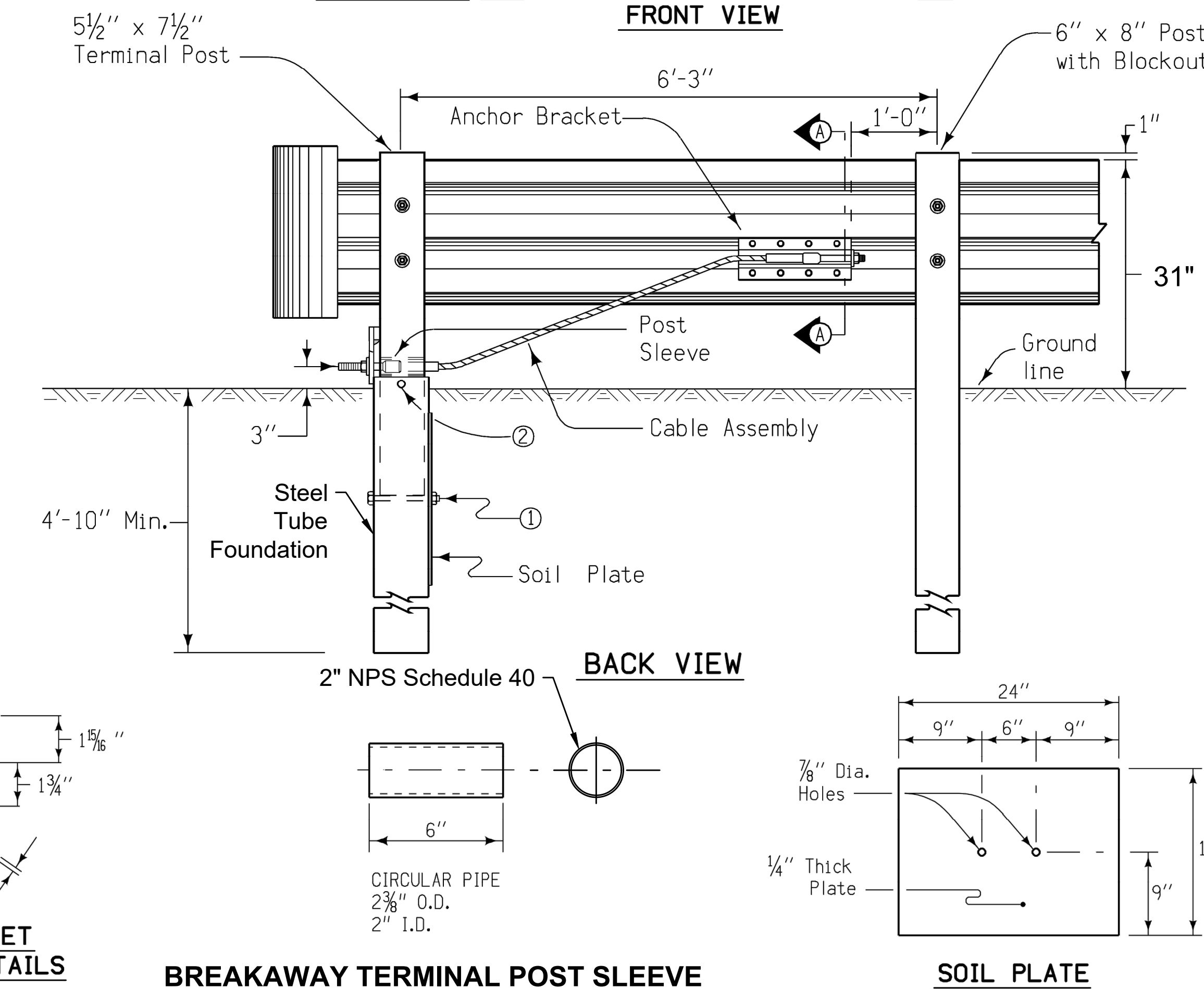
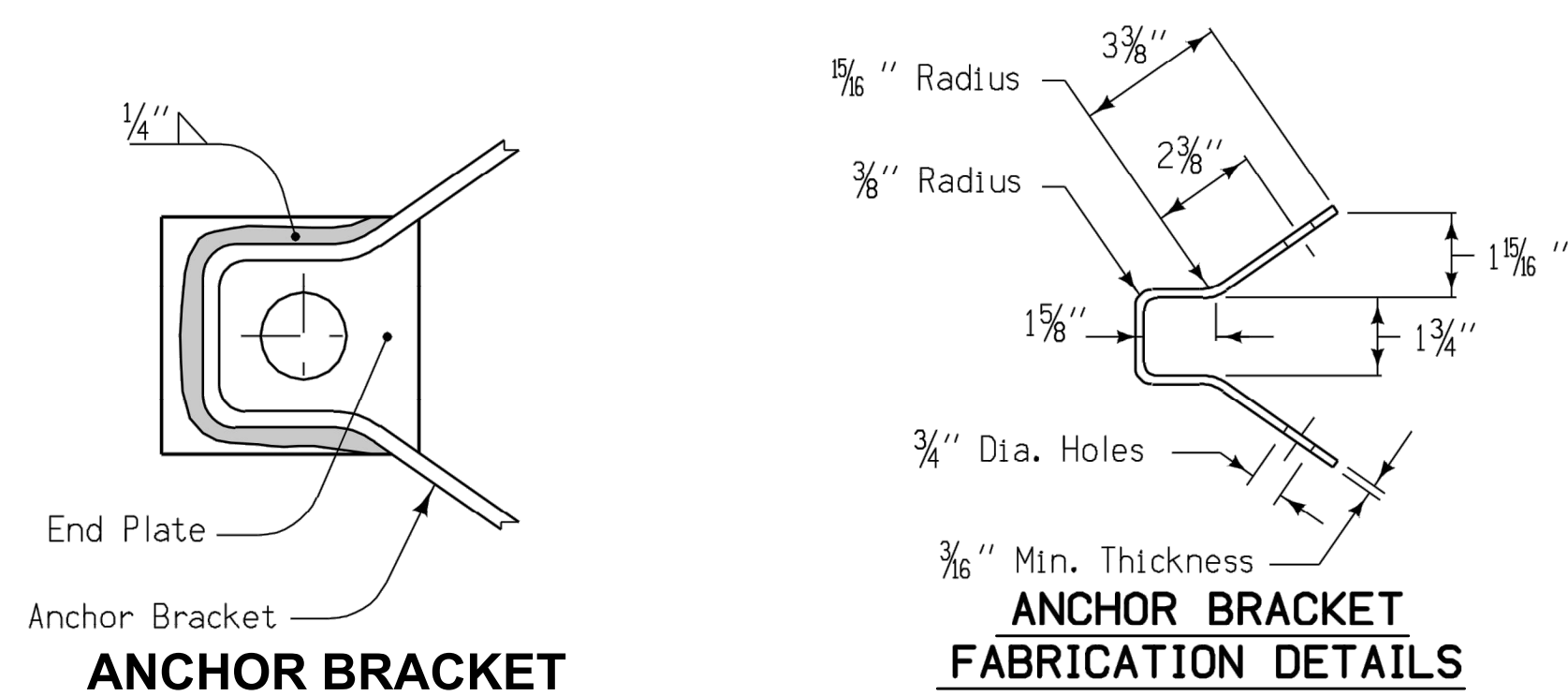
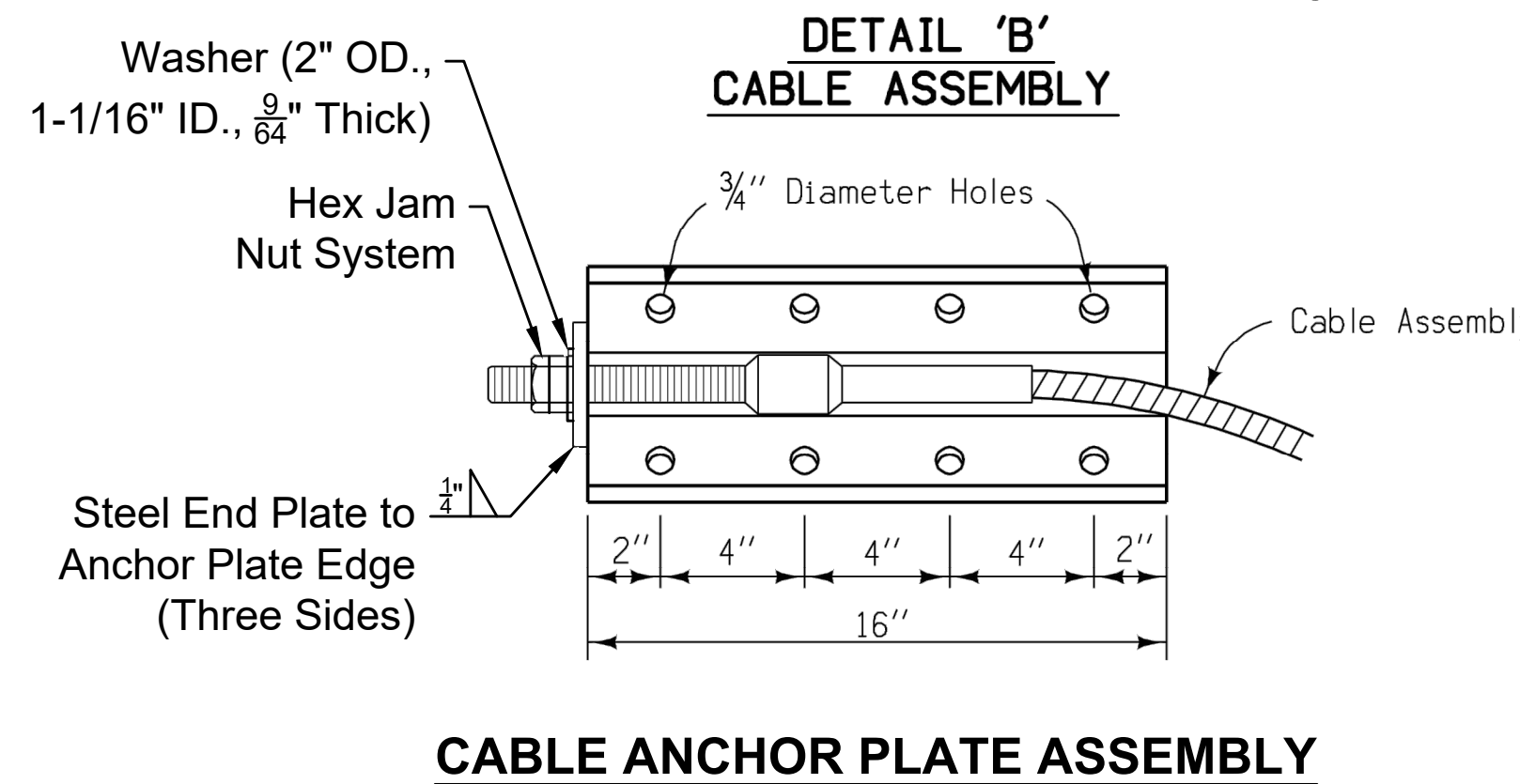
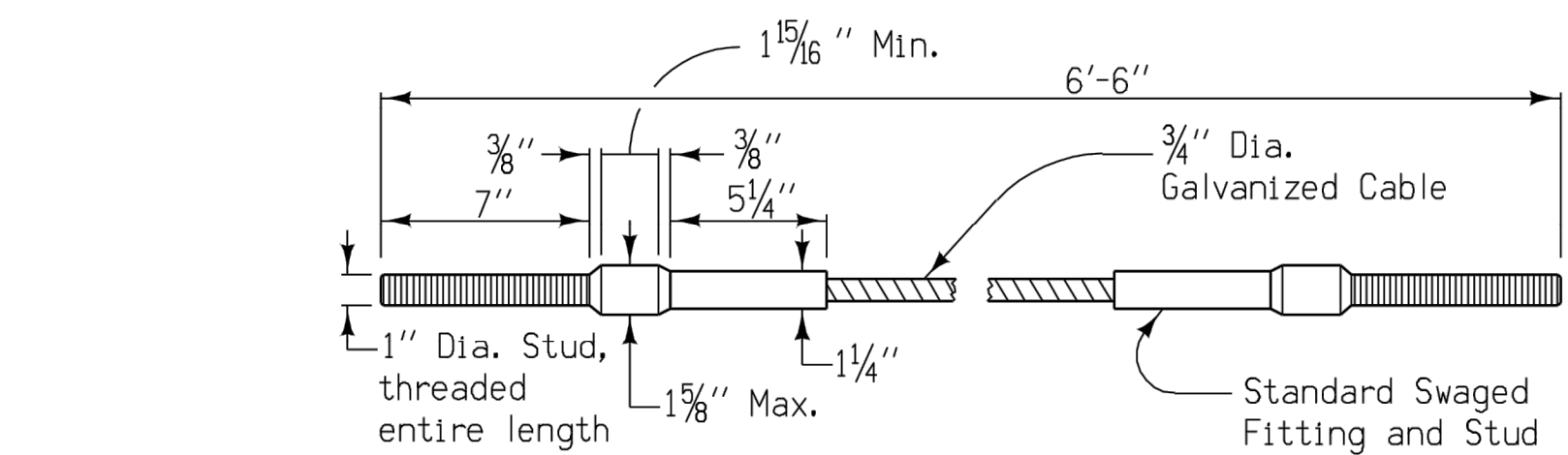
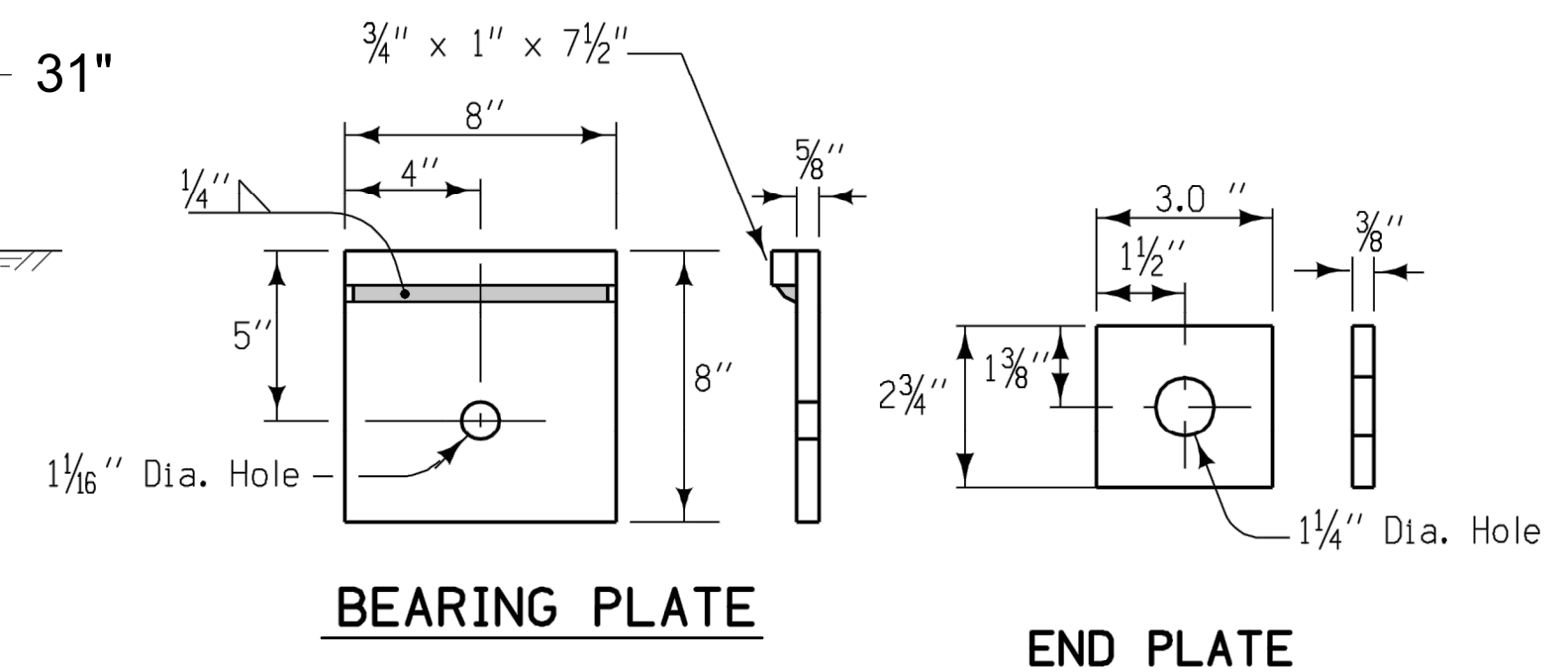
W16-8P;  
1.50" Radius, 0.38" Border, 0.38" Indent, Black on Fluorescent orange;  
"Division", B 2K;  
"St", B 2K;  
Table of distances between letter and object lefts

	D	i	v	i	s	i	o	n
2.63	2.38	1.00	2.13	0.88	1.75	1.00	2.00	
		S	t					
	4.38	2.00	1.13	2.75				

W16-8P SIGN DETAIL  
NOT TO SCALE



- NOTES:**
1. INSTALL STEEL TUBE FOUNDATIONS BY ONE OF THE FOLLOWING METHODS:  
A. EXCAVATE, INSTALL TUBE, BACKFILL, AND SUITABLY COMPACT MATERIALS; OR  
B. DRIVE THE TUBE USING A DUMMY TIMER POST TO PREVENT DAMAGE TO THE SHORT BREAKAWAY POST.
  2. HEX NUTS, HEX JAM NUTS AND WASHERS SHALL BE IN ACCORDANCE WITH AASHTO-ARTBA-AGC A GUIDE TO STANDARDIZING HIGHWAY BARRIER HARDWARE NUTS MAY BE USED FOR THE HEX JAM SYSTEM.
  3. DRIVE TWO ASTM A153 HOT DIP GALVANIZED STEEL 2 ROTATION OF THE BEARING PLATE.
  4. TRAILING ANCHORAGE(THRIE BEAM) SHALL BE CONNECTED TO THRIE BEAM GUARDRAIL WITH A MIDSPAN PANEL LAP SPLICE.
- ① Two 7.5" long, 3/4" hex bolt, nut and washers under head and nut.  
② One 10" long, 3/4" hex bolt, nut and washers under head and nut.



**BREAKAWAY TERMINAL POST SLEEVE**

**SOIL PLATE**

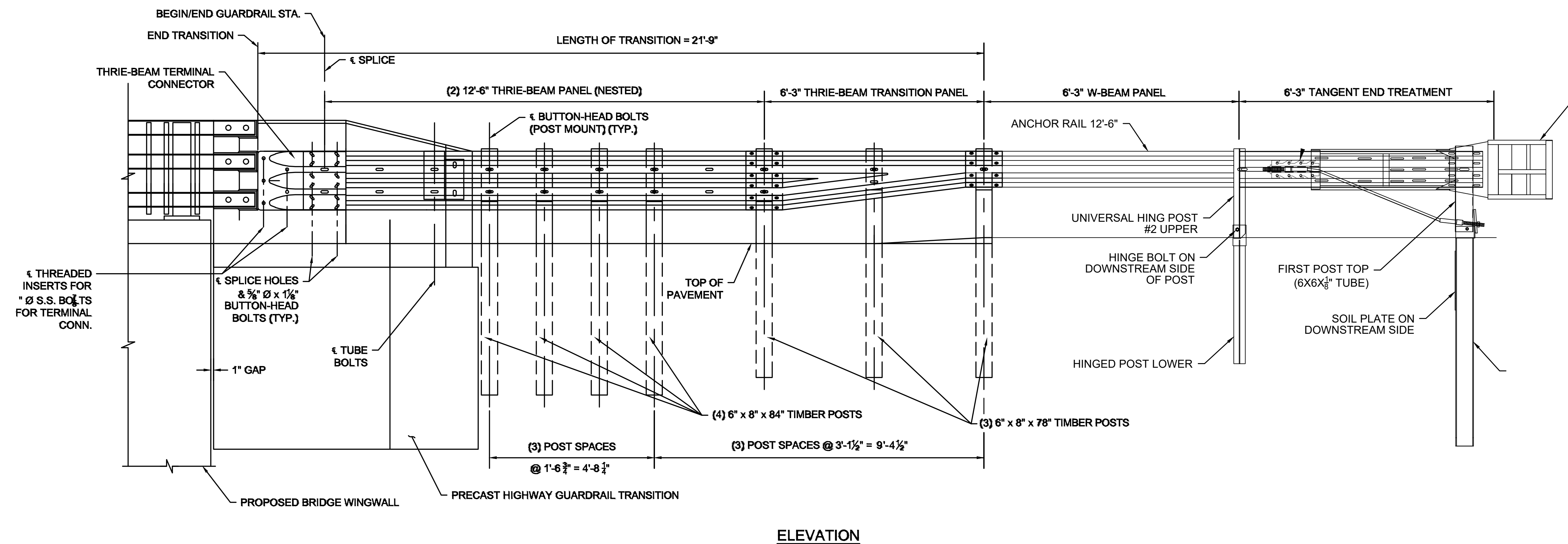
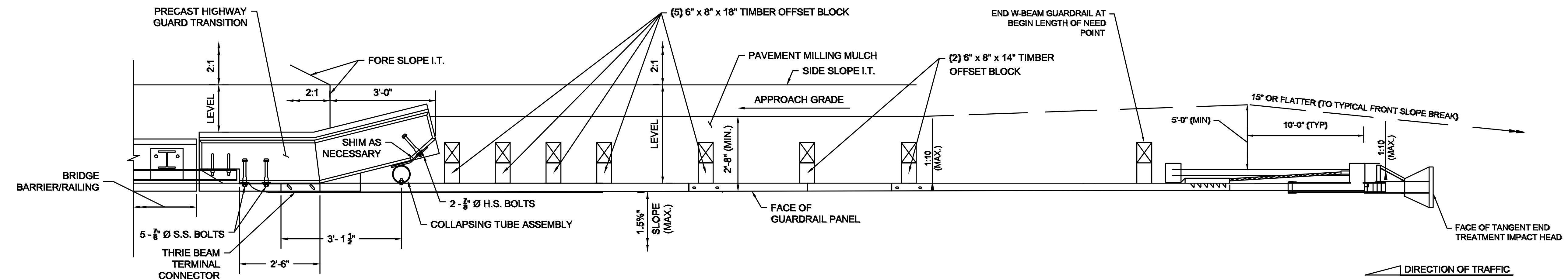
**POST & CABLE MOUNT ASSEMBLY**

## TRAILING ANCHORAGE (THRIE BEAM)

Technical drawing of a bridge railing cross-section. The drawing shows a railing assembly with a concrete base and a metal railing. Key components and dimensions include:

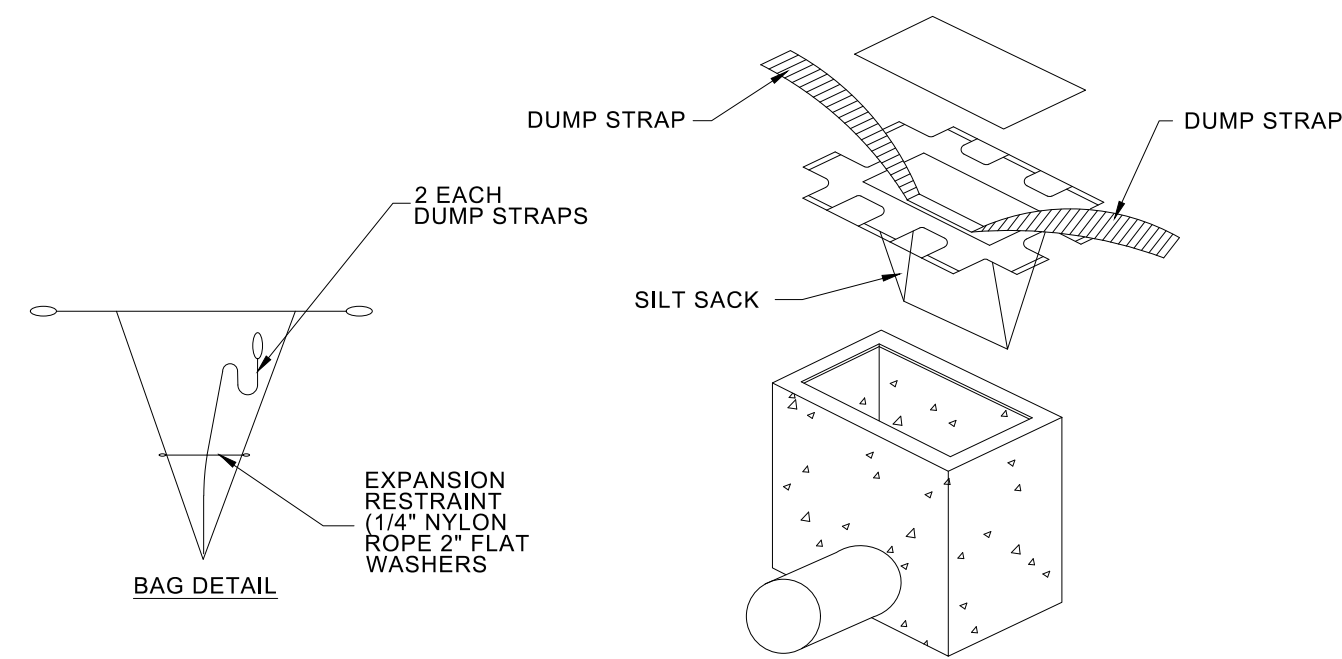
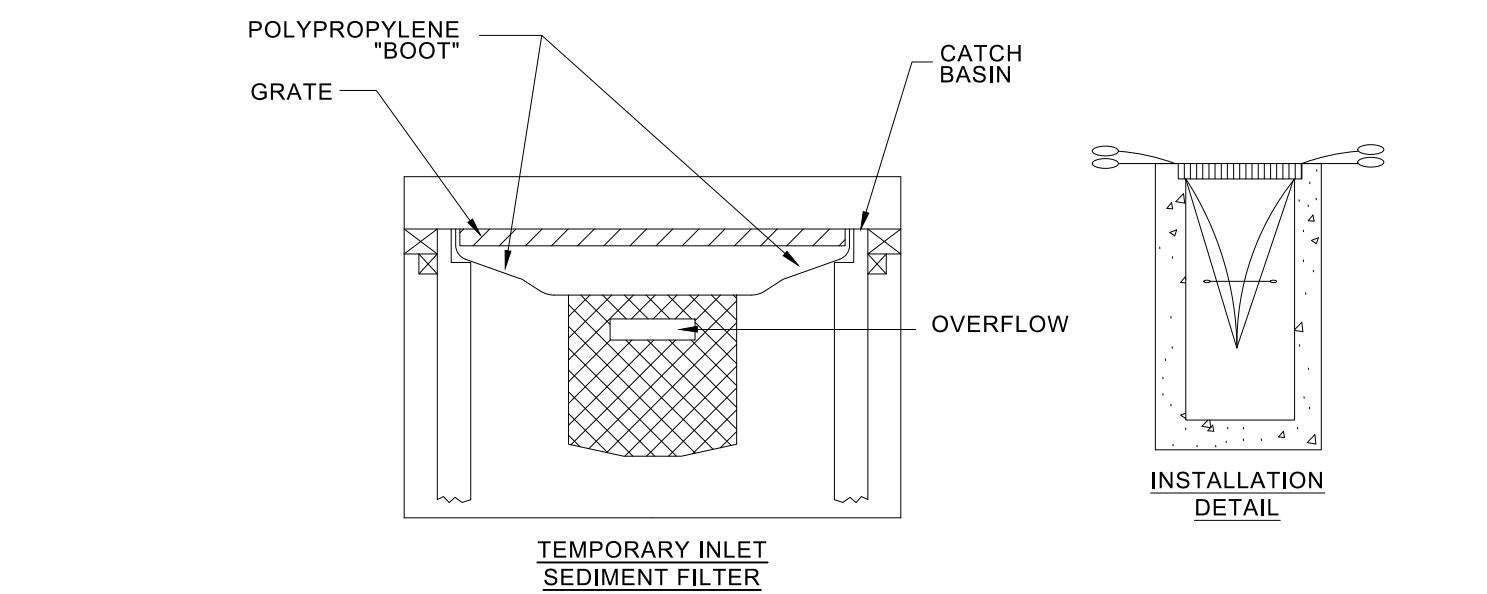
- PRECAST HIGHWAY GUARD TRANSITION**: The concrete base on the left.
- BRIDGE /RAILING**: The metal railing structure.
- 5 - 5/8" Ø S.S. BOLTS**: Bolts securing the railing to the base.
- THREE BEAM TERMINAL CONNECTOR**: The connector at the end of the railing.
- LEVEL**: A horizontal line indicating the top of the railing.
- 2:1**: Slope ratio for the top of the railing.
- FORE SLOPE I.T.**: The front slope of the railing.
- 2:1**: Slope ratio for the front slope.
- 3'-0"**: Horizontal distance from the front slope to the base.
- SHIM AS NECESSARY**: A note indicating the need for shims.
- 2 - 1/2" Ø H.S. BOLTS**: Bolts securing the railing to the base.
- COLLAPSING TUBE ASSEMBLY**: The assembly at the base of the railing.
- 3'-1 1/2"**: Horizontal distance from the base to the front slope.
- 2'-6"**: Horizontal distance from the base to the front slope.
- 1.5% SLOPE (MAX.)**: The maximum slope of the base.
- FACE OF GUARDRAIL PANEL**: The front face of the railing panel.
- APPROACH GRADE**: The ground level on the right.
- SIDE SLOPE I.T.**: The side slope of the railing.
- (6) 6" x 8" x 18" TIMBER OFFSET BLOCK**: Timber blocks supporting the railing.

**DETAIL 1 - TRANSITION TO BRIDGE RAIL (THRIE BEAM)**  
STA. 29+01 LT TO STA. 29+23 LT

**DETAIL 2 - TRANSITION TO BRIDGE RAIL (THRIE BEAM) WITH TANGENT END TREATMENT**  
**STA. 28+89 RT TO STA. 29+23 RT**

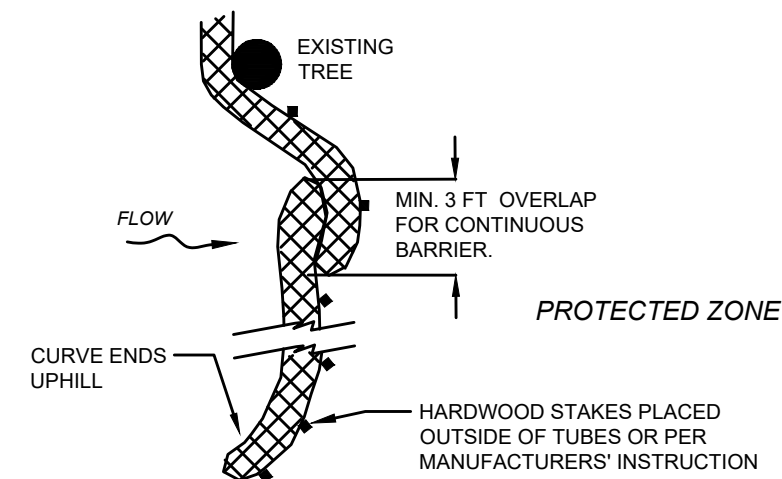




NOTE 1:  
TEMPORARY INLET SEDIMENT FILTER  
TO BE INSTALLED ON ALL PAVED CATCH  
BASINS OR STORM INLETS.

#### INLET PROTECTION SILT SACK

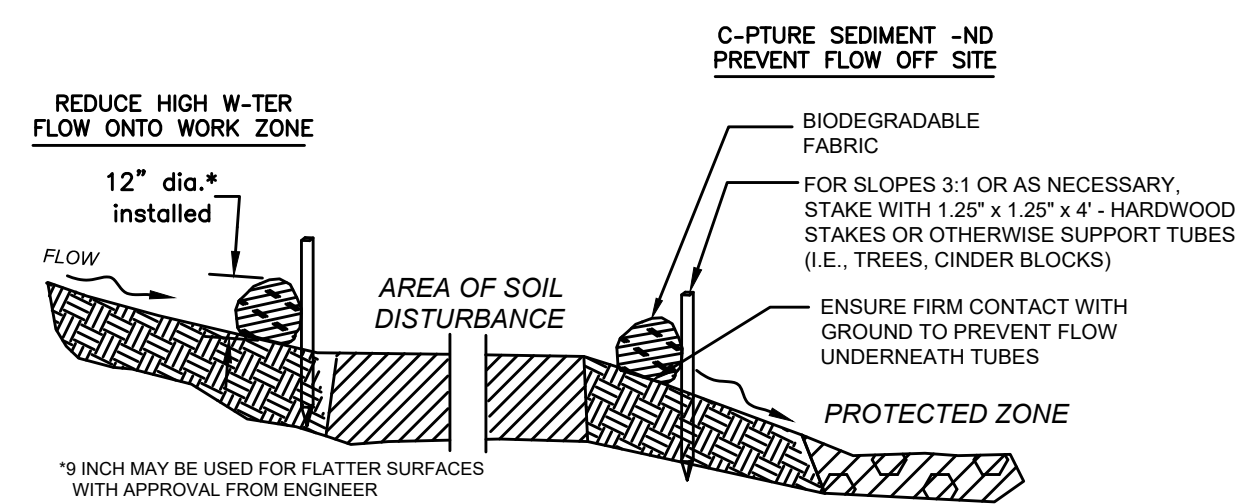
NOT TO SCALE



PLACE TUBE AS CLOSE TO LIMIT OF SOIL DISTURBANCE AS POSSIBLE, ALONG CONTOURS, AND PERPENDICULAR TO FLOW.

ADJUST LOCATION AS REQUIRED FOR OPTIMUM EFFECTIVENESS. DO NOT INSTALL IN WATERWAYS.

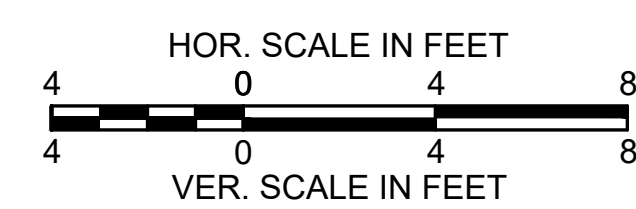
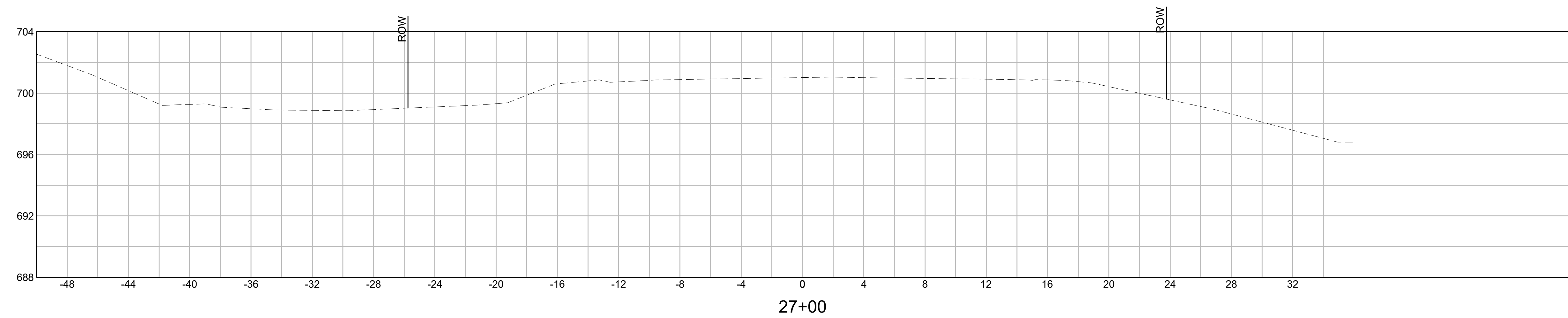
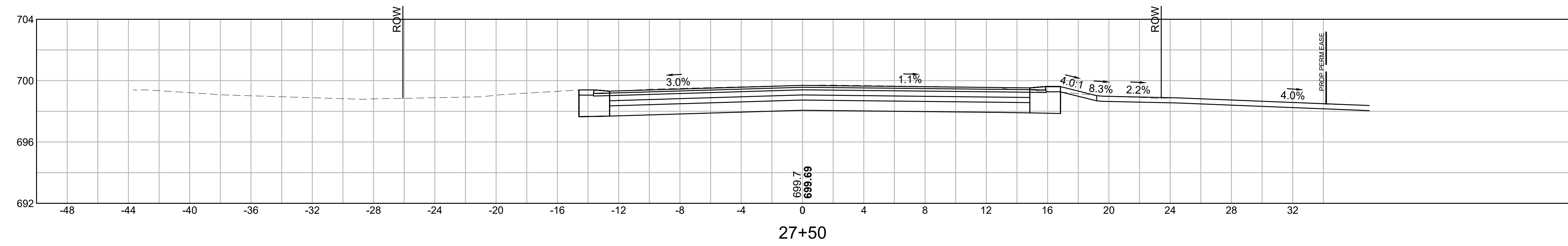
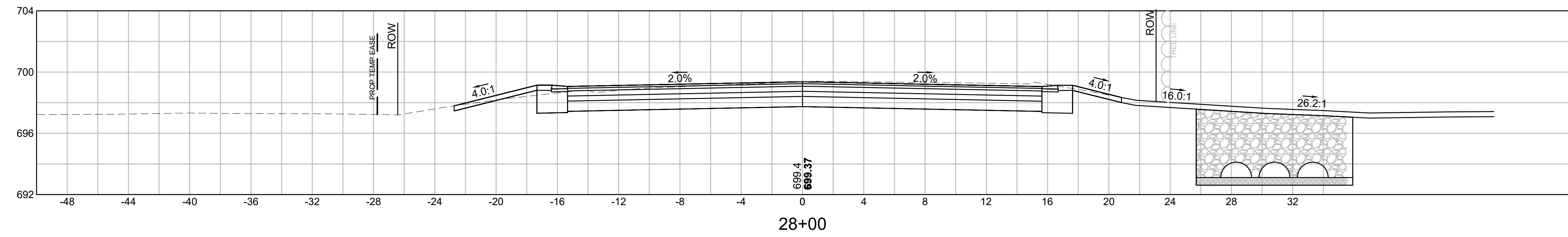
#### PLAN VIEW

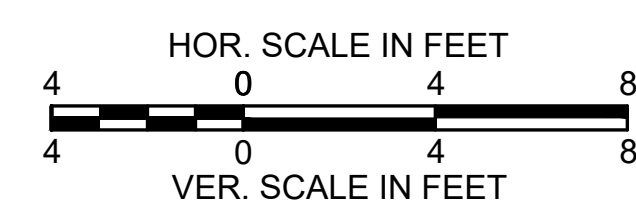
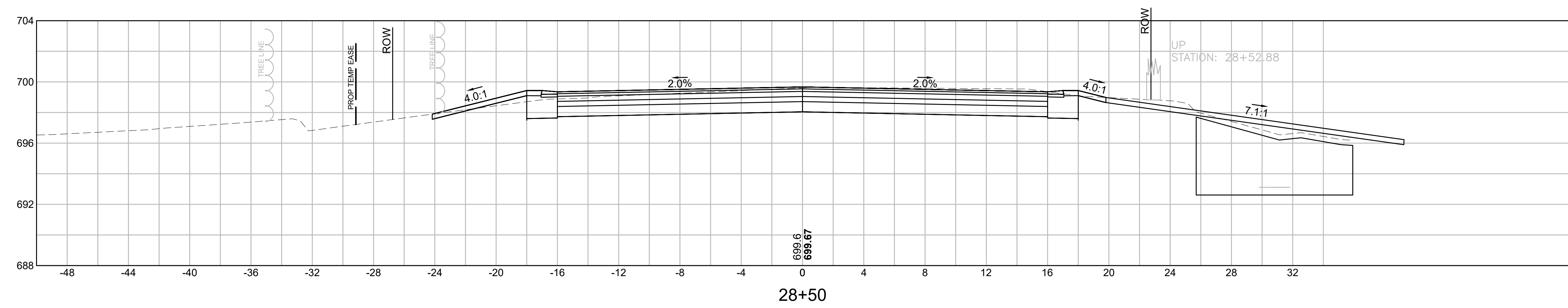
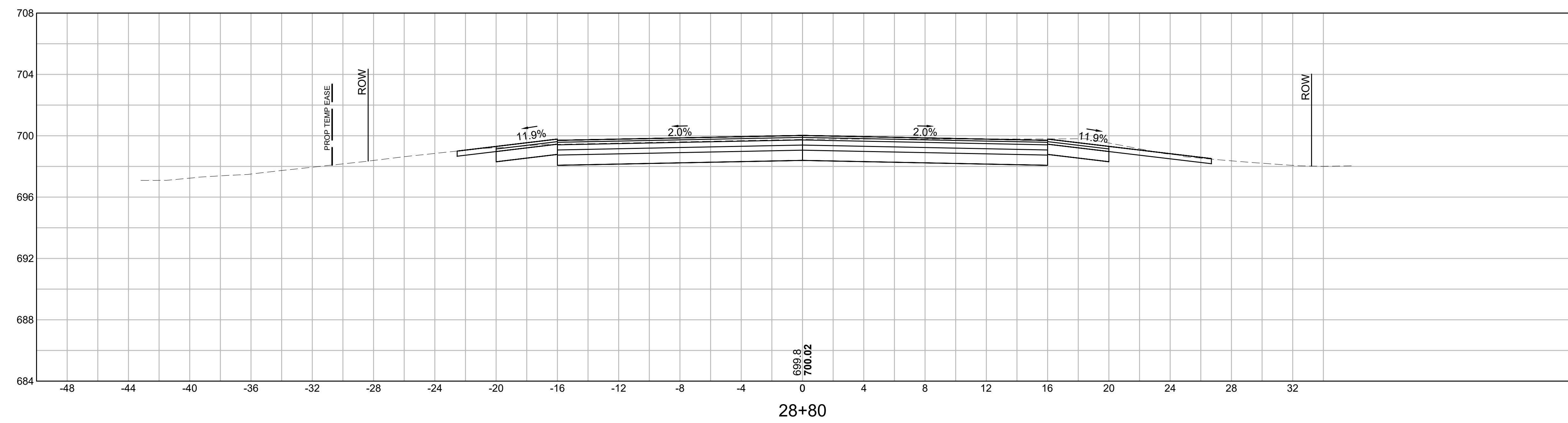


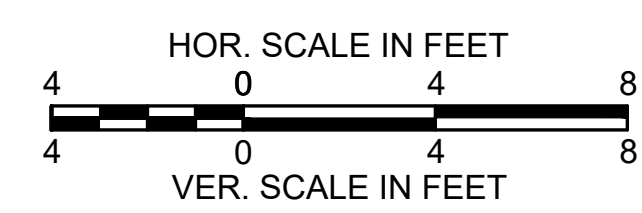
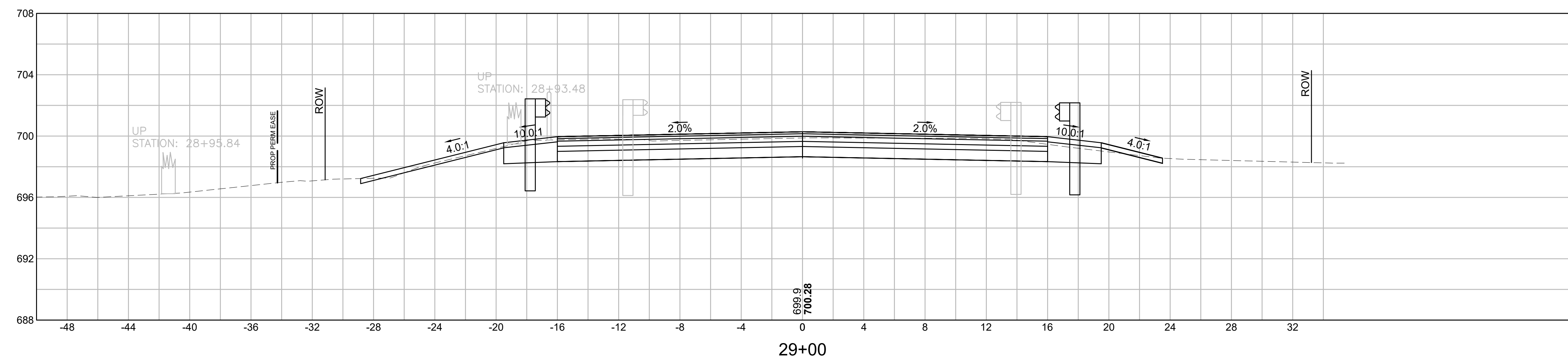
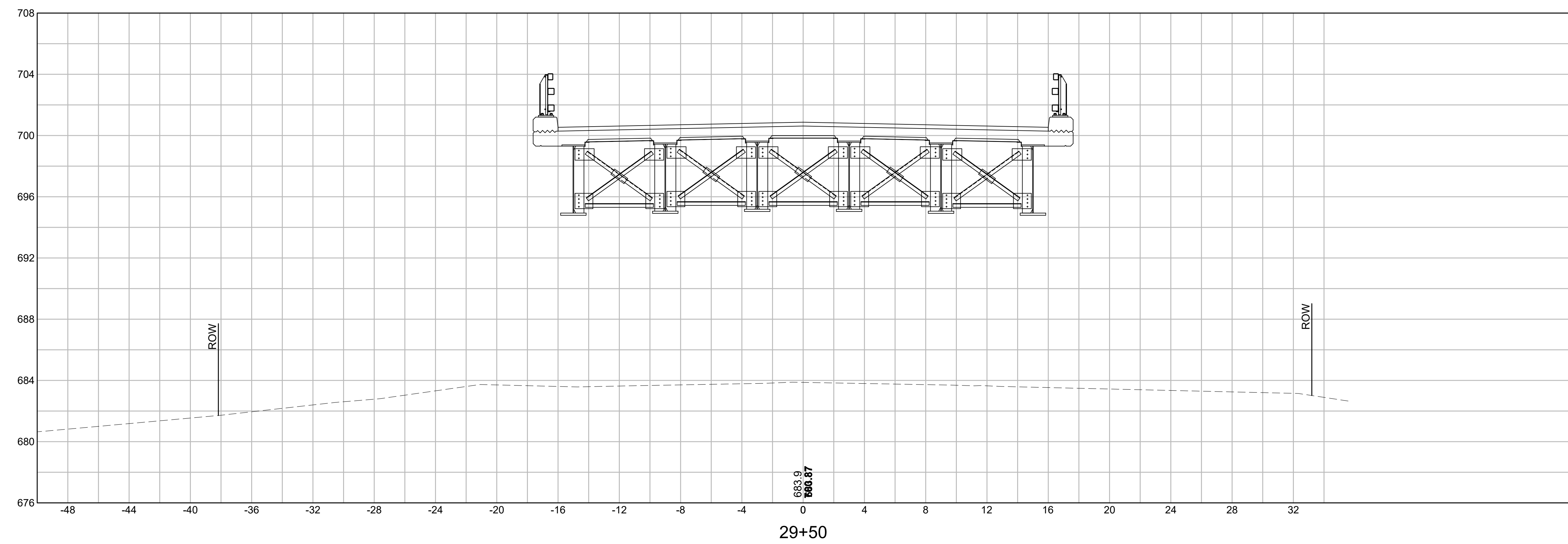
#### SECTION

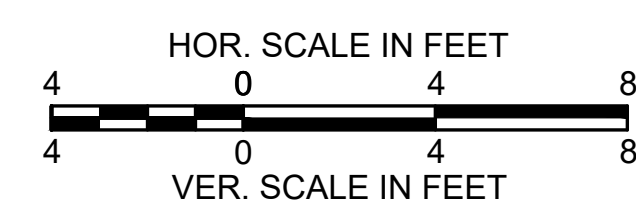
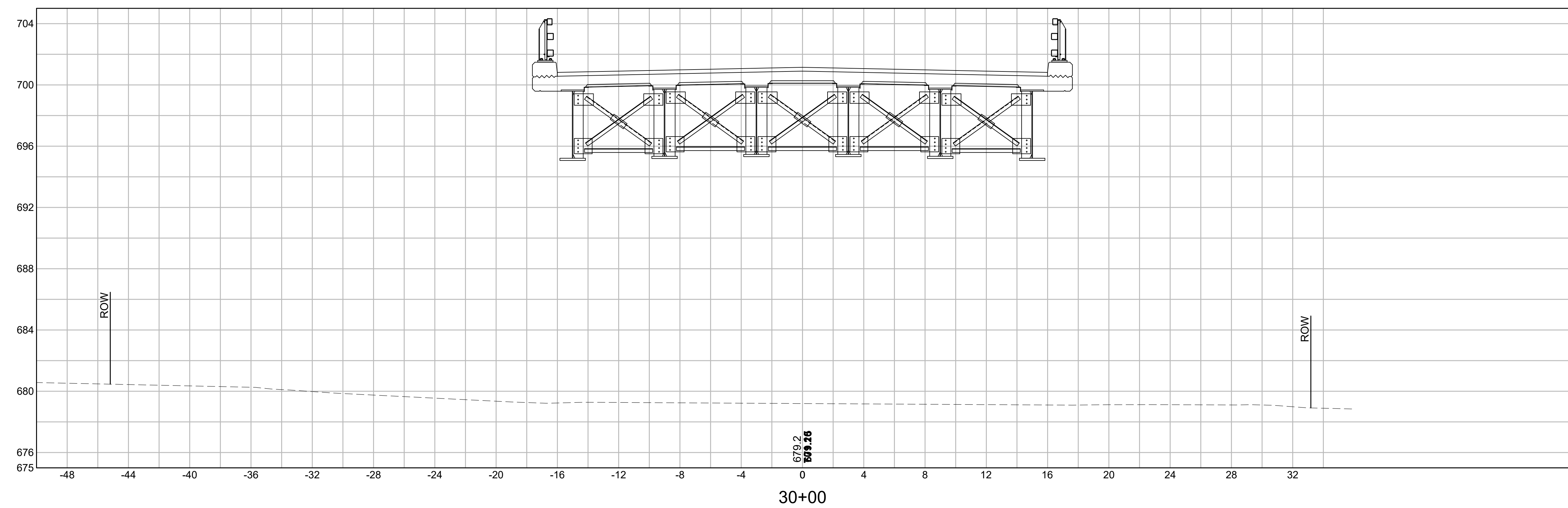
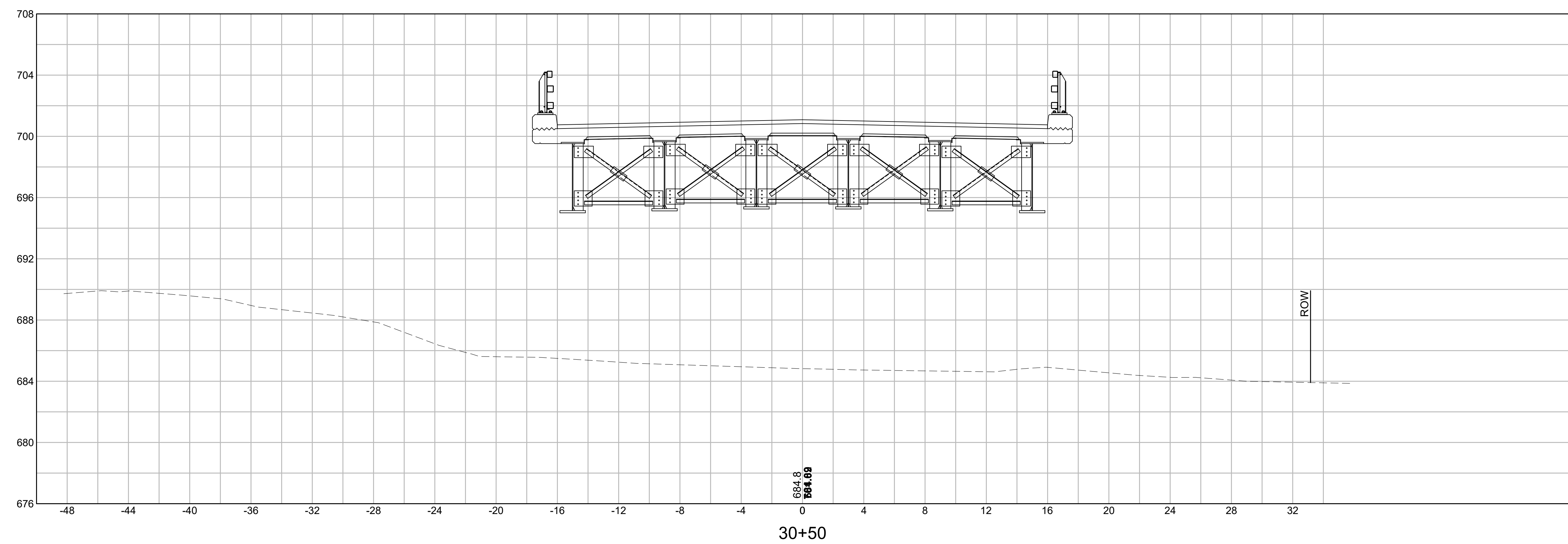
#### SEDIMENT BARRIER - COMPOST FILTER TUBE

NOT TO SCALE

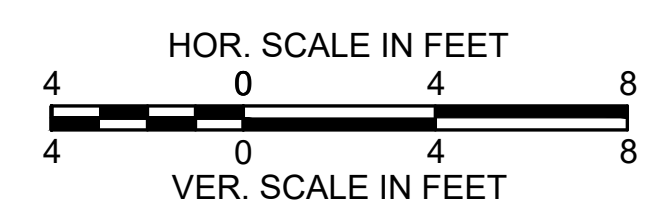
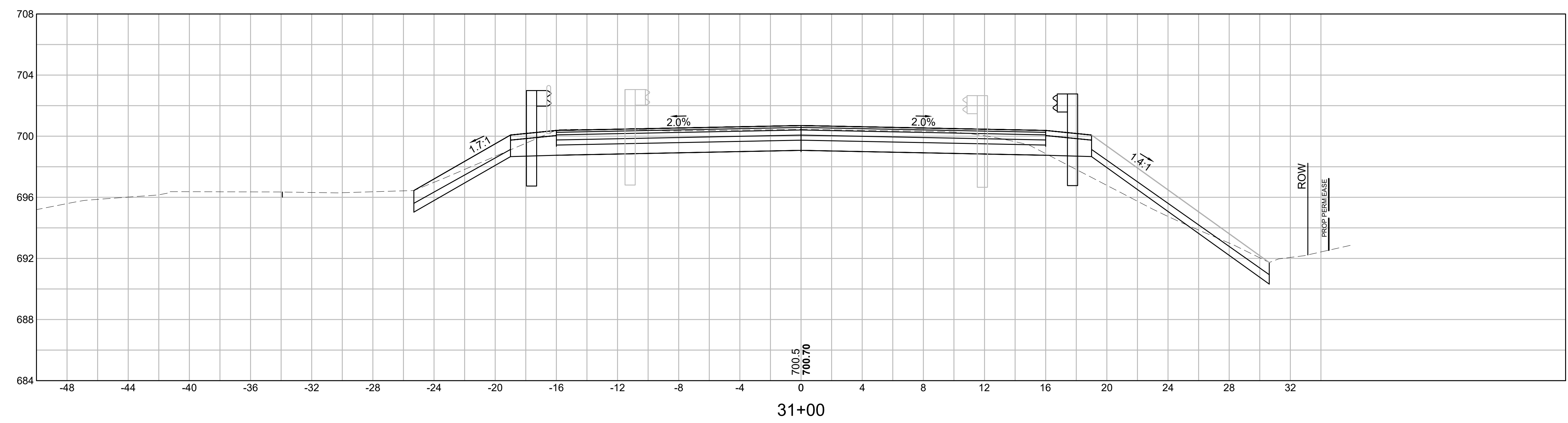
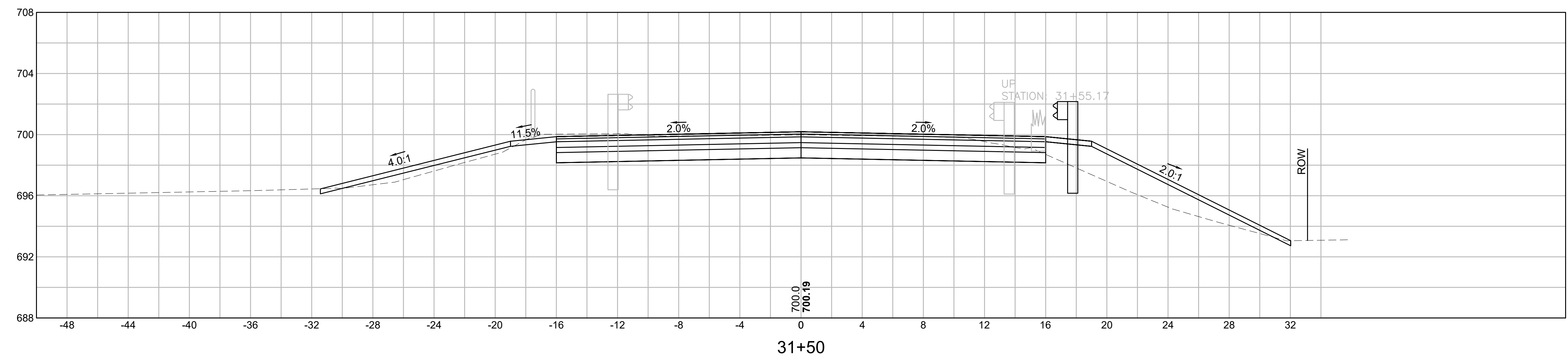




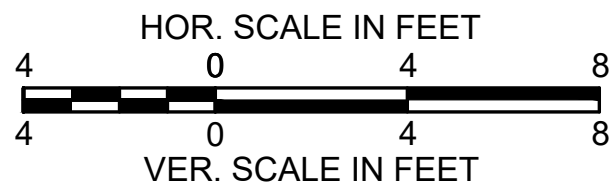
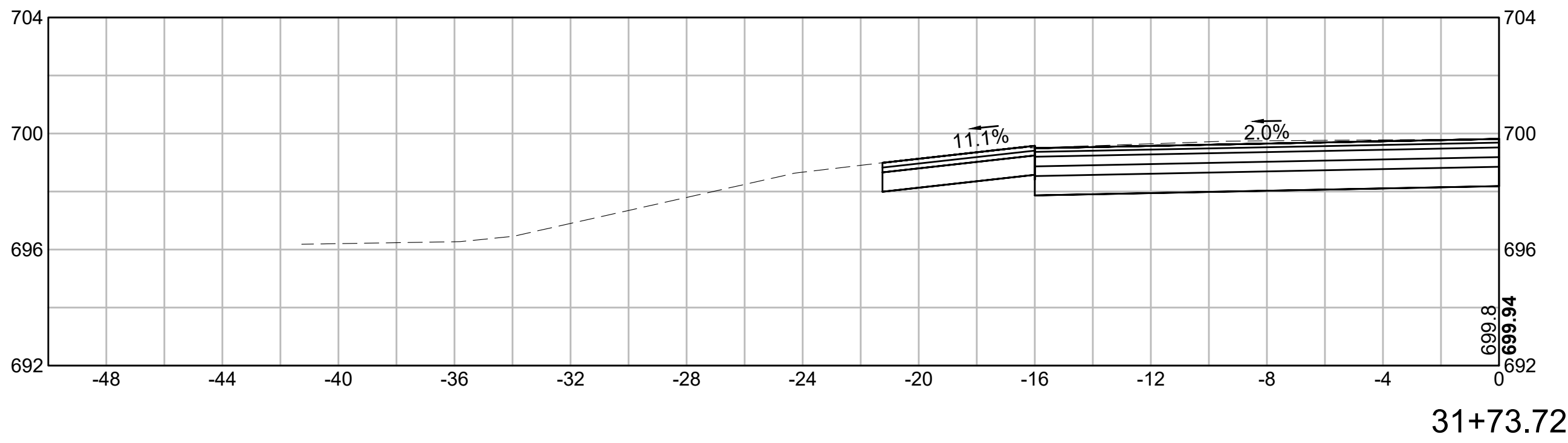
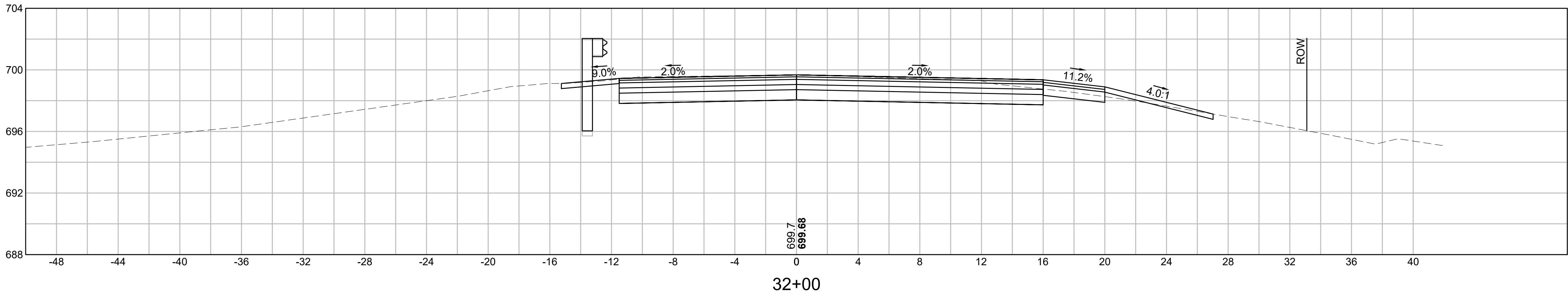






Total Volume Table	
Station	Cut Area
32+00.00	



Station
32+50.00

