



October 6, 2020

Leicester Conservation Commission  
City Hall  
3 Washburn Square  
Leicester, MA 01524  
Attn: Stephen Parretti, Conservation Commission Chair

**Re: Request for Determination of Application (RDA)  
Leicester Main Street, Washburn Square, Paxton Street and Winslow Avenue  
Complete Streets Improvements  
HSH Project Number 2019060.0**

Dear Commissioners:

On behalf of the Town of Leicester, Howard Stein Hudson (HSH) is pleased to submit the enclosed Request for Determination of Application (RDA) to the Leicester Conservation Commission for the above referenced project. Through this RDA, the Town of Leicester proposes sidewalk reconstruction along the south side of Winslow Avenue from Paxton Street to Leicester Middle School crosswalk, sidewalk construction along the east side of Paxton Street from Winslow Avenue to Main Street, sidewalk reconstruction, minor roadway widening and mill and overlay along Washburn Square, sidewalk reconstruction within Town Common, and sidewalk reconstruction and mill and overlay along Main Street from Paxton Street to S. Main Street.

The purpose of this project is to provide access and safety improvements for pedestrians through reconstruction of existing sidewalks and construction of new sidewalk to provide accessible ADA accommodations and construction of a ten-foot shared-use path along Washburn Square. The project has been designed in a manner to minimize construction impacts as much as possible.

Portions of the proposed work are located within the 100-foot buffer zone to Bordering Vegetated Wetlands ("BVW") and within Riverfront areas. However, all work is located within existing developed upland areas only, therefore, no direct impacts to wetlands will occur, and any potential indirect impacts will be mitigated through the incorporation of best management practice (BMPs) for sedimentation and erosion control.

The enclosed RDA has been prepared in accordance with the Massachusetts Wetlands Protection Act ("WPA") (MGL c.131 §40) and regulations (310 CMR 10.00).



## LIMITED PROJECT STATUS

The project consists of the maintenance and improvement of an existing public roadway. As such, the proposed roadway improvements qualify as Limited Projects under the Act pursuant to 310 CMR 10.53(3)f, respectively, as follows:

The roadway improvements along Main Street, Washburn Square, Paxton Street and Winslow Avenue conform to the Limited Project standard at 310 CMR 10.53(3)(f) which reads, “the maintenance and improvement of existing public roadways, but limited to widening less than a single lane, adding shoulders, correcting substandard intersections, and improving inadequate drainage systems.”

## PUBLIC HEARING NOTICE

If required, it is our understanding that your office will coordinate with the local newspaper for the legal notice. Let me know if you need any billing information for the cost for the legal notice or you can have the invoice sent to me at: Howard Stein Hudson, Attn: Steven J. Tyler, 370 Main Street, Suite 972, Worcester, MA 01608; Phone (508) 500-7041, email [styler@hshassoc.com](mailto:styler@hshassoc.com).

Once confirmed by your office, please notify our office of the public hearing date and agenda schedule so that we may plan accordingly.

We appreciate your assistance in this matter. If you have any questions regarding the enclosed information, plans or any other questions or concerns please feel free to contact our office for clarification at any time.

Sincerely,

Steven J. Tyler, P.E.  
Associate Principal | Senior Civil  
Engineer

Enclosures



# Massachusetts Department of Environmental Protection

Bureau of Resource Protection - Wetlands

Leicester

City/Town

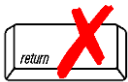
## WPA Form 1- Request for Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

### A. General Information

#### Important:

When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.



1. Applicant:

Town of Leicester

Name

griffind@leicesterma.org

E-Mail Address

59 Peter Salem Road

Mailing Address

Leicester

City/Town

MA

State

01524

Zip Code

(508) 892-7021

Phone Number

Fax Number (if applicable)

2. Representative (if any):

Howard Stein Hudson

Firm

Steven J. Tyler, P.E.

Contact Name

styler@hshassoc.com

E-Mail Address

370 Main Street, Suite 972

Mailing Address

Worcester

City/Town

MA

State

01608

Zip Code

(508) 500-7160

Phone Number

Fax Number (if applicable)

### B. Determinations

1. I request the Leicester make the following determination(s). Check any that apply:  
Conservation Commission

- ☒ a. whether the **area** depicted on plan(s) and/or map(s) referenced below is an area subject to jurisdiction of the Wetlands Protection Act.
- ☐ b. whether the **boundaries** of resource area(s) depicted on plan(s) and/or map(s) referenced below are accurately delineated.
- ☐ c. whether the **work** depicted on plan(s) referenced below is subject to the Wetlands Protection Act.
- ☐ d. whether the area and/or work depicted on plan(s) referenced below is subject to the jurisdiction of any **municipal wetlands ordinance** or **bylaw** of:

Name of Municipality

- ☐ e. whether the following **scope of alternatives** is adequate for work in the Riverfront Area as depicted on referenced plan(s).



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**C. Project Description**

1. a. Project Location (use maps and plans to identify the location of the area subject to this request):

Main Street, Paxton St, Winslow Ave, Washburn Sq.

Street Address

Leicester

City/Town

Map 20

Assessors Map/Plat Number

N/A (Road Layout)

Parcel/Lot Number

- b. Area Description (use additional paper, if necessary):

Main Street from S Main Street to Paxton Street. East side of Paxton Street from Main Street to Winslow Avenue. South side of Winslow Avenue from Paxton Street to Leicester Middle School Crosswalk. Washburn Square and Town Common.

- c. Plan and/or Map Reference(s):

Project Ortho and Locus Map with Natural Heritage Data

Title

August 2020

Date

The Town of Leicester, Massachusetts Main Street Street Improvements

Title

August 17, 2020

Date

The Town of Leicester, Massachusetts Washburn Square, Paxton Street, and Winslow Avenue Complete Streets Improvements

June 19, 2020

2. a. Work Description (use additional paper and/or provide plan(s) of work, if necessary):

The work consists of sidewalk reconstruction along the south side of Winslow Aveune from Paxton Street to Leicester Middle School crosswalk, sidewalk construction along the east side of Paxton Street from Winslow Avenue to Main Street, sidewalk reconstruction, minor roadway widening and mill and overlay along Washburn Square, sidewalk reconstruction within Town Common, and sidewalk reconstruction and mill and overlay along Main Street from Paxton Street to S Main Street. The work will include concrete wheelchair ramp construction, high visibility crosswalk installation, hot mix asphalt sidewalk construction and reconstruction, new hot mix asphalt curb and transition curb installation, minor roadway widening, and mill and overlay of existing roadway. All work will occur within the existing roadway layout. No direct impacts to wetlands resource areas will occur. Appropriate BMPs have been incorporated.





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**C. Project Description (cont.)**

b. Identify provisions of the Wetlands Protection Act or regulations which may exempt the applicant from having to file a Notice of Intent for all or part of the described work (use additional paper, if necessary).

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3. a. If this application is a Request for Determination of Scope of Alternatives for work in the Riverfront Area, indicate the one classification below that best describes the project.

- ☐ Single family house on a lot recorded on or before 8/1/96
- ☐ Single family house on a lot recorded after 8/1/96
- ☐ Expansion of an existing structure on a lot recorded after 8/1/96
- ☐ Project, other than a single family house or public project, where the applicant owned the lot before 8/7/96
- ☐ New agriculture or aquaculture project
- ☐ Public project where funds were appropriated prior to 8/7/96
- ☐ Project on a lot shown on an approved, definitive subdivision plan where there is a recorded deed restriction limiting total alteration of the Riverfront Area for the entire subdivision
- ☐ Residential subdivision; institutional, industrial, or commercial project
- ☒ Municipal project
- ☐ District, county, state, or federal government project
- ☐ Project required to evaluate off-site alternatives in more than one municipality in an Environmental Impact Report under MEPA or in an alternatives analysis pursuant to an application for a 404 permit from the U.S. Army Corps of Engineers or 401 Water Quality Certification from the Department of Environmental Protection.

b. Provide evidence (e.g., record of date subdivision lot was recorded) supporting the classification above (use additional paper and/or attach appropriate documents, if necessary.)

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Bureau of Resource Protection - Wetlands

Leicester

City/Town

**WPA Form 1- Request for Determination of Applicability**

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

**D. Signatures and Submittal Requirements**

I hereby certify under the penalties of perjury that the foregoing Request for Determination of Applicability and accompanying plans, documents, and supporting data are true and complete to the best of my knowledge.

I further certify that the property owner, if different from the applicant, and the appropriate DEP Regional Office were sent a complete copy of this Request (including all appropriate documentation) simultaneously with the submittal of this Request to the Conservation Commission.

Failure by the applicant to send copies in a timely manner may result in dismissal of the Request for Determination of Applicability.

Name and address of the property owner:

Town of Leicester

Name

3 Washburn Square - Town Hall

Mailing Address

Leicester

City/Town

MA

State

01524

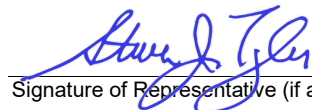
Zip Code

Signatures:

I also understand that notification of this Request will be placed in a local newspaper at my expense in accordance with Section 10.05(3)(b)(1) of the Wetlands Protection Act regulations.

Signature of Applicant

Date

  
Signature of Representative (if any)

10/8/2020

Date



Massachusetts Department of Environmental Protection  
Bureau of Resource Protection - Wetlands

Leicester  
City/Town

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Name and address of the property owner:

Town of Leicester

Name

3 Washburn Square - Town Hall

Mailing Address

Leicester

City/Town

MA

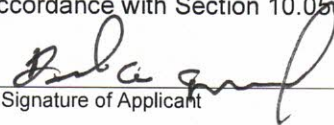
State

01524

Zip Code

Signatures:

I also understand that notification of this Request will be placed in a local newspaper at my expense in accordance with Section 10.05(3)(b)(1) of the Wetlands Protection Act regulations.

  
Signature of Applicant

  
Date

10/13/20

  
Signature of Representative (if any)

10/8/2020

Date







Figure 1. *Project Locus Map with Natural Heritage Data*

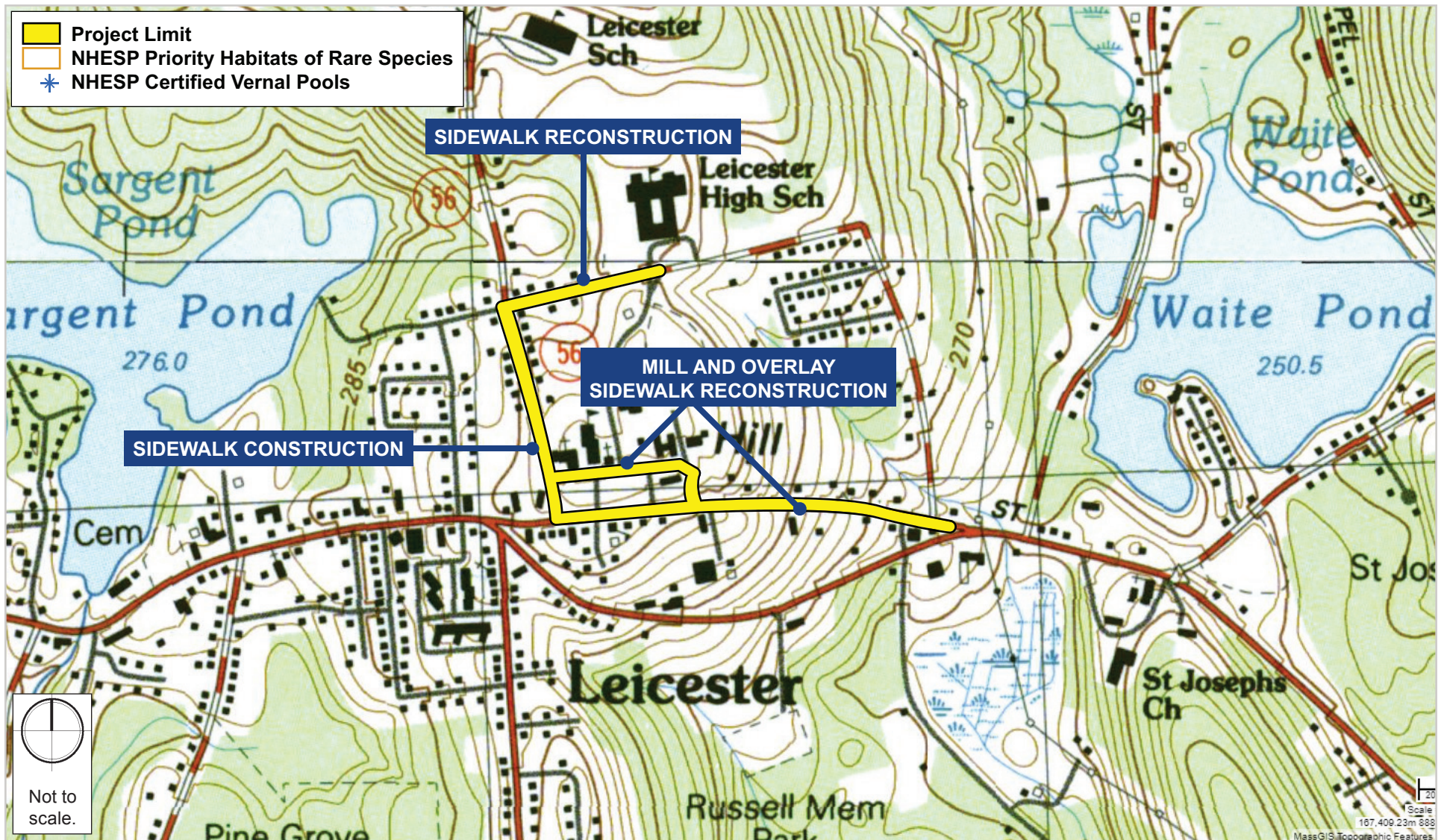
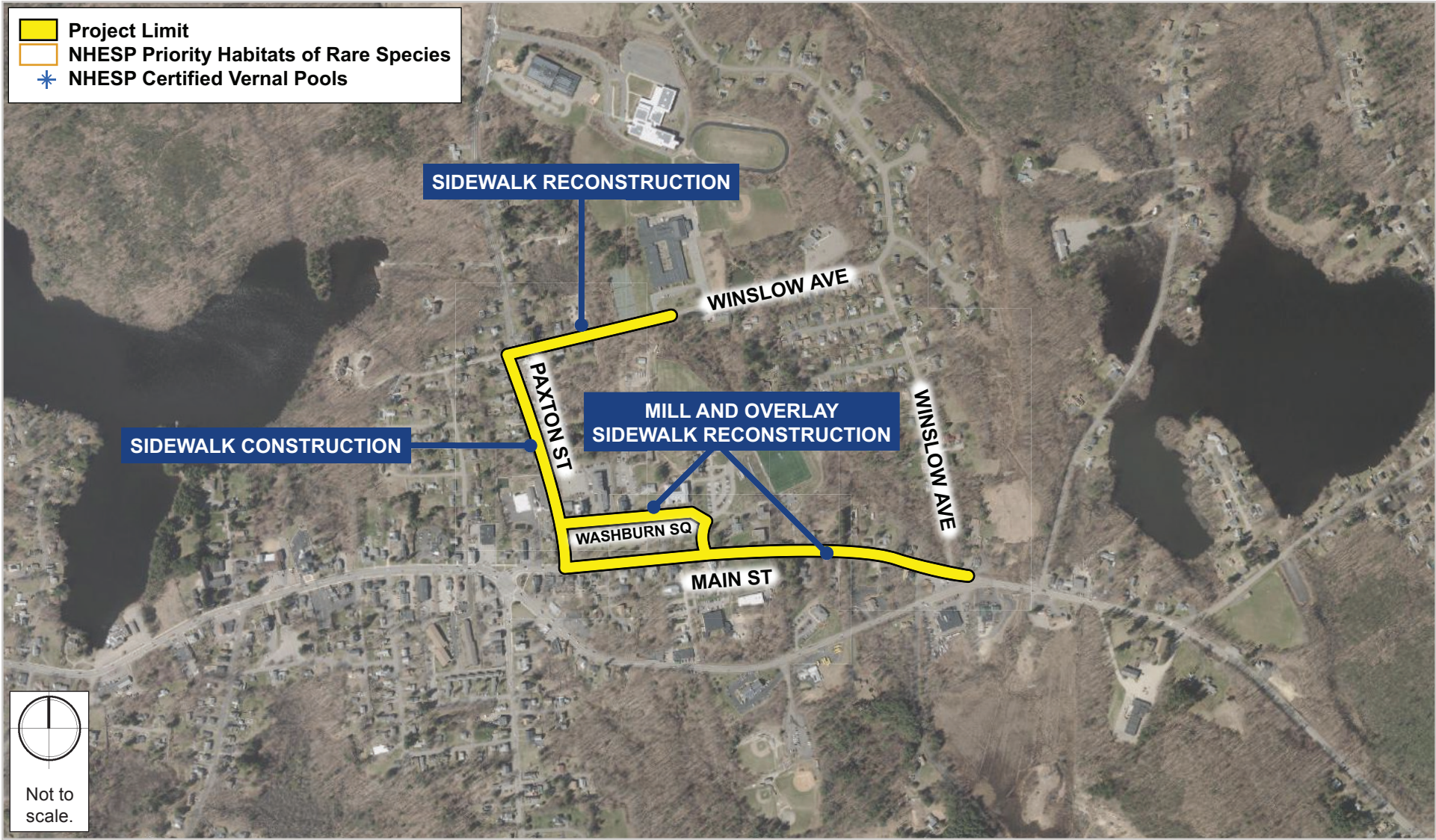






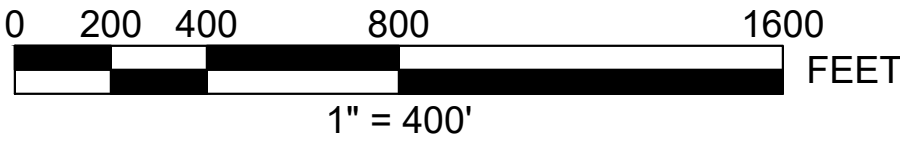



Figure 2. *Project Ortho Locus Map with Natural Heritage Data*



THE TOWN OF LEICESTER, MASSACHUSETTS  
WASHBURN SQUARE, PAXTON STREET, AND WINSLOW AVENUE  
COMPLETE STREETS IMPROVEMENTS  
WORCESTER COUNTY

INDEX	
SHEET NO.	DESCRIPTION
1	TITLE SHEET & INDEX
2-3	GENERAL NOTES & LEGEND
4	KEY PLAN
5-8	CONSTRUCTION PLANS
9-11	CONSTRUCTION DETAILS





**HOWARD STEIN HUDSON**  
370 Main Street  
Worcester, MA 01608  
www.hshassoc.com

LEICESTER WASHBURN SQUARE,  
PAXTON ST, AND WINSLOW AVE  
COMPLETE STREETS IMPROVEMENTS  
TITLE SHEET & INDEX

HSH PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
2019060.00	6/19/20	CRL	SJT	RL	1	11

NOT FOR CONSTRUCTION



1/06/2020 L:\190601\190601\00\CURRENT\CUTS\SHEETS\CONSTRUCTION PLANS\RD 1\190601\_HQ\GENERAL NOTES\1\_R0.dwg  
Christopher Lyman

GENERAL NOTES  
SURVEY

1.

ALL UNDERGROUND UTILITIES AS SHOWN WERE COMPILED UTILIZING SURVEY INFORMATION AND AVAILABLE RECORD INFORMATION PROVIDED BY A-PLUS CONSTRUCTION ON THE PLAN ENTITLED EXISTING CONDITIONS PLAN MAIN STREET, PAXTON STREET, WINSLOW AVENUE LEICESTER, MASS, DATED DECEMBER 2, 2019.
2.

THE ACCURACY AND COMPLETENESS OF UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE EXACT LOCATION, SIZE, TYPE, ETC. OF ALL UNDERGROUND UTILITIES THAT MAY BE AFFECTED BY THE WORK. AT LEAST 72 HOURS BEFORE DIGGING BEGINS THE CONTRACTOR IS REQUIRED TO CALL DIG SAFE AT (888)344-7233. ALL CITY OWNED UTILITY STRUCTURES WITHIN AREAS AFFECTED BY THE WORK SHALL BE ADJUSTED TO NEW LINE AND GRADE AS DIRECTED BY THE ENGINEER. ANY UTILITY POLES AND/OR GUY POLES WITHIN AREAS AFFECTED BY THE WORK SHALL BE REMOVED AND RESET BY THE RESPECTIVE UTILITY COMPANY. ALTERATIONS TO UTILITIES NOT OWNED BY THE CITY SHALL BE MADE BY THE RESPECTIVE UTILITY OWNERS.
3.

THE CONTRACTOR SHALL FIELD VERIFY CONDITIONS AND DIMENSIONS PRIOR TO CONSTRUCTION.
4.

THE CONTRACTOR WILL BE REQUIRED TO SET SURVEY CONTROL USING A PROFESSIONAL LAND SURVEYOR (PLS) AND COORDINATE THE SURVEY WORK WITH THE TOWN OF LEICESTER. SURVEY CONTROL SHALL BE APPROVED BY THE TOWN PRIOR TO THE START OF CONSTRUCTION. THE SURVEY LAYOUT FOR THE PROJECT SHALL BE INCLUDED IN THE BID PRICE.
5.

BENCHMARK INFORMATION:

MAG  
ELEV = 848.12'

XCUT HOOD BOLT  
ELEV = 866.08'

MMAG IN UPL  
ELEV = 882.87'

MMAG IN UPL  
ELEV = 931.52'

MAG IN UPL  
ELEV = 998.62'

XCUT HOOD BOLT  
ELEV = 997.27'

XCUT HOOD BOLT  
ELEV = 1003.66'

XCUT HYD BOLT  
ELEV = 993.69'

MAG NAIL IN UPL  
ELEV = 974.78'

RRSPK UPL 27  
ELEV = 973.59'

UTILITIES

1.

WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
2.

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 COST.
3.

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE NECESSITY OF MAKING HIS/HER OWN INVESTIGATION IN ORDER TO ASSURE THAT NO DAMAGE TO EXISTING STRUCTURES, DRAINAGE LINES, TRAFFIC SIGNAL CONDUITS, ETCETERA, WILL OCCUR.
4.

THE CONTRACTOR SHALL NOTIFY MASSACHUSETTS DIG SAFE AND PROCURE A DIG SAFE NUMBER FOR EACH LOCATION PRIOR TO DISTURBING EXISTING GROUND IN ANY WAY. THE TELEPHONE NUMBER OF THE DIG SAFE CALL CENTER IS 1-888-344-7233.
5.

THE CONTRACTOR MUST APPLY FOR AND OBTAIN A PERMIT TO OCCUPY THE PUBLIC WAY FROM THE LEICESTER HIGHWAY DEPARTMENT. THE WATER, SANITARY, AND STORM SEWERS WILL BE MARKED WHILE THE PERMIT IS BEING PROCESSED.
6.

NO EXISTING PUBLIC UTILITY STRUCTURES SHALL BE ABANDONED AND/OR DISMANTLED WITHOUT AUTHORIZATION FROM THE ENGINEER.
7.

DRAINAGE ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSE ONLY. THE CONTRACTOR SHALL VERIFY BY TEST PIT, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR DIRECTED BY THE ENGINEER. ONLY AFTER THE CONTRACTOR VERIFIES ELEVATIONS FOR THE CONSTRUCTABILITY OF THE DRAINAGE SYSTEM SHALL ANY STRUCTURES BE ORDERED. ANY FIELD ADJUSTMENT TO LINE AND GRADE UP TO A DEPTH OF 5 FEET SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5 FEET WILL BE PAID UNDER CLASS B TRENCH EXCAVATION.

CONSTRUCTION

1.

CONTRACTOR SHALL OBTAIN A PERMIT TO OPEN ROAD OR SIDEWALK PRIOR TO CONSTRUCTION FROM THE LEICESTER HIGHWAY DEPARTMENT LOCATED AT 59 PETER SALEM ROAD, LEICESTER, MASS. PHONE NUMBER (508)-892-7021
2.

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 NO ADDITIONAL COST.
3.

THE CONTRACTOR IS HEREBY NOTIFIED THAT ADDITIONAL WORK WITHIN THE PROJECT LIMITS MAY BE PERFORMED BY OTHERS.
4.

JOINTS BETWEEN NEW HOT MIX ASPHALT, ROADWAY PAVEMENT, AND THE LOCATIONS OF SAW CUT FOR EXISTING PAVEMENT SHALL BE SEALED WITH HOT MIX ASPHALT JOINT SEALANT AND BACKSANDED.
5.

ALL GRADING SHALL COMPLY WITH THE RULES AND REGULATIONS OF THE MASSACHUSETTS ARCHITECTURAL ACCESS BOARD (MAAB) AND THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES (ADAAG), LATEST EDITION. IN CASE OF CONFLICT BETWEEN REGULATIONS, THE GUIDELINE PROVIDING GREATER ACCESS SHALL APPLY.
6.

WHERE THE NEW CONSTRUCTION IS WITHIN THE EXISTING TRAVELED WAY, THE CONTRACTOR SHALL PERFORM WORK SO THAT INTERFERENCE TO BUSINESS CONCERNS AND ABUTTERS, ON ACCOUNT OF THE CONSTRUCTION WORK, IS KEPT TO A MINIMUM. THE CONTRACTOR WILL NOT BE ALLOWED TO PARK EQUIPMENT, OR STOCKPILE MATERIAL ON THE TRAVELED WAYS OVERNIGHT OR WHEN NOT IN USE. THE CONTRACTOR SHALL MAINTAIN SAFE AND REASONABLE ACCESS TO AND FROM ABUTTING PROPERTIES AT ALL TIMES AT NO ADDITIONAL COST.
7.

THE CONTRACTOR SHALL DISPOSE OF ALL WASTE MATERIAL IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS AT HIS OWN EXPENSE, OUTSIDE OF THE PROJECT LIMITS.
8.

CONTRACTOR SHALL BE RESPONSIBLE FOR INVESTIGATING AND CONFIRMING THAT ALL ITEMS TO BE REUSED ARE IN SERVICEABLE CONDITION. IF IT IS DEEMED THAT ANY ITEM IS NOT ABLE TO BE REUSED, THE CONTRACTOR SHALL NOTIFY THE OWNER IN WRITING AND INCLUDE ESTIMATED COSTS TO INSTALL NEW.

TRAFFIC

1.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR TRAFFIC MANAGEMENT AND TO COMPLY WITH CONDITIONS OUTLINED WITHIN THE SPECIFICATIONS AND PLANS.
2.

THE MINIMUM MOUNTING HEIGHT OF POST-MOUNTED SIGNS, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE TOP OF THE CURB OR SIDEWALK, OR TO THE ELEVATION OF THE NEAR EDGE OF THE TRAVELED WAY, SHALL BE 7 FEET UNLESS OTHERWISE SPECIFIED ON THE PLANS.

TEMPORARY TRAFFIC CONTROL PLANS

1.

THIS PLAN DEPICTS IN SCHEMATIC FORM, THE ELEMENTS OF AN APPROACH TO THE LAYOUT AND PLANNING OF THE WORK DURING THE PROGRESS OF THE CONSTRUCTION OPERATIONS.THE PREPARER OF THIS PLAN HAS NO ROLE IN THE OVERSIGHT OR OTHERWISE IN THE IMPLEMENTATION OF THIS PLAN.
2.

CONTRACTOR SHALL SUBMIT TO THE ENGINEER TRAFFIC MANAGEMENT PLANS FOR REVIEW AND APPROVAL. CONTRACTOR SHALL COORDINATE THE CONSTRUCTION EFFORT WITH OTHER PROJECTS IN THE VICINITY IN ORDER TO MINIMIZE POTENTIAL TRAFFIC AND PARKING IMPACTS.
3.

THE TEMPORARY TRAFFIC CONTROL PLANS CONTAINED HEREIN ARE GIVEN AS A GUIDE FOR TYPICAL WORK ZONE TRAFFIC CONTROL APPLICATIONS FOR THE TYPES OF WORK ANTICIPATED FOR THIS PROJECT. THEY ARE NOT INTENDED TO COVER ALL POSSIBLE CONSTRUCTION OPERATIONS WHICH THE CONTRACTOR MAY CHOOSE TO EMPLOY. WORK ZONE TRAFFIC CONTROL FOR OTHER CONSTRUCTION OPERATIONS OR OTHER TRAFFIC SITUATIONS IF APPLICABLE SHALL BE IN ACCORDANCE WITH THE CURRENT M.U.T.C.D. AND AS APPROVED OR DIRECTED BY THE ENGINEER.
4.

LANE RESTRICTIONS (OTHER THAN ACTIVE WORK ZONES) MAY NOT REMAIN OVERNIGHT OR DURING NON-WORKING HOURS AND MUST BE REMOVED BY THE END OF EACH WORKING TIME RESTRICTION. AFTER EACH WORKING DAY, TRAFFIC CONTROL DEVICES THAT ARE NOT REQUIRED SHALL BE MOVED OFF THE ROADWAY OR FULL DEPTH CONSTRUCTION AREA AND PLACED SO AS NOT TO IMPEDE PEDESTRIAN AREAS, ABUTTER ACCESS OR CAUSE CONFUSION TO ROADWAY USERS. IN CERTAIN CIRCUMSTANCES, AND ONLY WITH APPROVAL, CAN LANE RESTRICTIONS REMAIN OVERNIGHT. REFLECTORIZED DRUMS SHALL BE FITTED WITH STEADY BURN AND/OR FLASHING WARNING LIGHTS AT THE ENGINEER'S DIRECTION.
5.

PLACE ALL CONSTRUCTION SIGNING, TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS FOR EACH PHASE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
6.

THESE PLANS ARE NOT INTENDED TO LIMIT THE CONTRACTORS RIGHT TO SCHEDULE THE WORK BUT TO OUTLINE ONE WAY OF PROGRESSING. THE CONTRACTOR IS EXPECTED TO USE KNOWLEDGE AND EXPERIENCE TO PERFORM THE WORK IN THE MOST EFFICIENT MANNER IN COMPLIANCE WITH THE DRAWING AND SPECIFICATIONS AND THE REQUIREMENTS OF THE INDIVIDUAL AGENCIES AND ABUTTERS.
7.

CONTRACTOR SHALL SECURE WORK AREAS ACCORDING TO CURRENT CONDITIONS TO ENSURE PUBLIC SAFETY AND CONVENIENCE. THIS SHALL INCLUDE ENSURING THAT ALL EXCAVATIONS ARE PROTECTED AT ALL TIMES AND WHEN WORK SHIFT IS COMPLETED.
8.

THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR REVIEW AND APPROVAL. TEMPORARY TRAFFIC CONTROL PLANS FOR ANY WORK OUTSIDE THE WORK ZONES INDICATED IN THESE DRAWINGS, INCLUDING ALTERNATIVE PHASING OR MODIFICATION OF ANY ASPECT OF THE TEMPORARY TRAFFIC CONTROL PLANS OR CONSTRUCTION STAGING. THE CONTRACTOR SHALL BEAR RESPONSIBILITY FOR THE SUBMISSION AND REVIEW OF ALTERNATIVE PLANS, AT NO ADDITIONAL COST.

TEMPORARY TRAFFIC CONTROL PLANS (CONT)

9.

EXISTING CONDITIONS ARE FOR CONTRACTOR INFORMATION ONLY AND ARE EXISTING CONDITIONS AT THE TIME OF DESIGN. THE CONTRACTOR SHALL VERIFY, AS NECESSARY, ACTUAL FIELD CONDITIONS AT TIME OF CONSTRUCTION.
10.

TYPICAL DAYTIME WORK HOURS ARE FROM 9:00 AM TO 3:30 PM ON WEEKDAYS, UNLESS OTHERWISE PERMITTED BY THE CITY. WORK SHALL NOT BE PERFORMED THE DAY BEFORE, OR THE DAY AFTER, A HOLIDAY WEEKEND.UNLESS OTHERWISE PERMITTED BY THE CITY. REFER TO TEMPORARY TRAFFIC CONTROL PLANS, SPECIFICATIONS, AND PERMITS FOR MODIFICATION TO ALLOWABLE WORK PERIODS. ALL WORK SCHEDULES, HOWEVER, SHALL BE PRE-APPROVED BY THE CITY PRIOR TO BEGINNING WORK. WORK NECESSARY OUTSIDE OF THESE NORMAL WORK HOURS BECAUSE OF TRAFFIC CONDITIONS, AS NOTED IN THE PLANS OR SPECIFICATIONS, SHALL BE APPROVED BY THE CITY.
11.

CONTRACTOR SHALL PROVIDE DETAILS FOR TRAFFIC CONTROL AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH THE SPECIFICATIONS. CONTRACTOR SHALL BE GUIDED BY TEMPORARY TRAFFIC CONTROL LAYOUTS PROVIDED FOR SPECIFIC LOCATIONS, AND BY TYPICAL LAYOUTS AT ALL OTHER LOCATIONS. TYPICAL LAYOUTS SHALL CONFORM TO PART 6 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
12.

WORK ZONES INDICATED ON THE TEMPORARY TRAFFIC CONTROL PLANS ARE INTENDED FOR THE DURATION OF THE WORK WITHIN THE ZONES ONLY AND SHALL BE RESTORED TO CONDITIONS ACCEPTABLE TO THE ENGINEER AND THE CITY AT COMPLETION OF THE WORK INDICATED.
13.

CONTRACTOR SHALL COORDINATE WITH THE CITY CONCERNING ALL SCHEDULED SPECIAL EVENTS WITHIN THE LIMITS OF WORK.
14.

THE CONTRACTOR SHALL AT ALL TIMES COORDINATE ROAD AND LANE CLOSURE, AND OTHER DISRUPTIONS IN THE PROJECT AREA, WITH PVTA BUS OPERATIONS.

CHANNELIZATION:

1.

CHANNELIZATION SHALL BE ACCOMPLISHED THROUGH THE USE OF REFLECTORIZED PLASTIC DRUMS WITH LIGHTS IN ACCORDANCE WITH THE CURRENT M.U.T.C.D. ALL LANE TAPERS SHALL BE IN ACCORDANCE WITH THE CURRENT M.U.T.C.D.
2.

ALL DRUMS SHALL BE PLACED AND MOVED AS NECESSARY TO MAINTAIN ADEQUATE ABUTTER ACCESS AT ALL TIMES. WORK MAY REQUIRE ADDITIONAL SIGNS, DRUMS, AND OTHER TRAFFIC CONTROL DEVICES.
3.

THE MAXIMUM SPACING BETWEEN CHANNELIZATION DEVICES (DRUMS OR CONES) SHALL BE APPROXIMATELY EQUAL IN FEET TO THE POSTED SPEED LIMIT. THE MINIMUM SPACING SHALL BE 20' 0.C.
4.

METAL DRUMS ARE PROHIBITED AS CHANNELIZATION DEVICES.

GRADE DIFFERENCES:

1.

WHERE THERE IS A LONGITUDINAL DIFFERENCE IN ELEVATION BETWEEN EXISTING PAVEMENT AND COLD PLANED OR NEW PAVEMENT, THE CONTRACTOR SHALL PATCH A TEMPORARY HMA WEDGE WITH A 12:1 (OR FLATTER) SLOPE FOR A SMOOTH TRANSITION.
2.

CROSS-SECTIONAL GRADE DIFFERENCES IN EXCESS OF 2" DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF REFLECTORIZED DRUMS, OR CONES AS DIRECTED BY THE ENGINEER.
3.

CROSS-SECTIONAL GRADE DIFFERENCES IN EXCESS OF 4" DURING NON-WORKING HOURS SHALL BE PROTECTED BY BACKFILLING WITH A WEDGE OF EARTHWORK TO BE COMPACTED AT 4:1 SLOPE AND WILL ALSO REQUIRE DELINEATION BY USE OF DRUMS.
4.

A MAXIMUM SLOPE OF 4:1 MUST BE MAINTAINED AFTER WORKING HOURS DURING SUBBASE AND BASE COURSE INSTALLATION ALONG EDGE OF THE TRAVEL WAY. A MAXIMUM SLOPE OF 8:1 MUST BE MAINTAINED ON ALL ABUTTER ACCESS DRIVES AND A MAXIMUM SLOPE OF 12:1 MUST BE MAINTAINED ON ALL SIDEWALKS.

CONSTRUCTION SIGNING:

1.

LOCATIONS OF SIGNS SHOWN ARE APPROXIMATE. EXACT LOCATION SHALL BE DETERMINED BY THE CONTRACTOR IN THE FIELD. THE CONTRACTOR SHALL ENSURE THAT SIGNS ARE PLACED IN ACCORDANCE WITH THE CURRENT M.U.T.C.D.
2.

EXISTING SIGNING WHICH CONFLICTS WITH PROPOSED CONSTRUCTION TRAFFIC MANAGEMENT SIGNING SHALL BE REMOVED AND STACKED OR COVERED AND RESTORED AT THE END OF THE WORK.
3.

ALL SIGNS SHALL BE COVERED OR REMOVED WHEN CONDITION IS NOT IN EFFECT.
4.

THE MINIMUM MOUNTING HEIGHT OF POST-MOUNTED SIGNS, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE TOP OF THE CURB OR SIDEWALK, OR TO THE ELEVATION OF THE NEAR EDGE OF THE TRAVELED WAY, SHALL BE 7 FEET UNLESS OTHERWISE SPECIFIED ON THE PLANS.

PAVEMENT MARKINGS:

1.

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 COORDINATION WITH AND THE CITY.
2.

CONTRACTOR SHALL INSTALL, RENEW AND MAINTAIN ALL TRAFFIC CONTROL DEVICES INCLUDING PAVEMENT MARKINGS AS SHOWN ON THE DRAWINGS, IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND AS REQUIRED BY ENGINEER.
3.

CONTRACTOR SHALL REMOVE ALL PAVEMENT MARKINGS WHICH CONFLICT WITH PROPOSED PAVEMENT MARKINGS. THE METHOD OF REMOVAL SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY.
4.

ALL TEMPORARY PAVEMENT MARKINGS SHALL BE MAINTAINED THROUGHOUT THE ENTIRE SEQUENCE. ALL EXISTING MARKING WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND REPLACED AS INDICATED ON THE PAVEMENT MARKING PLANS.







































































































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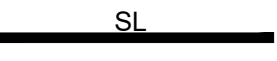
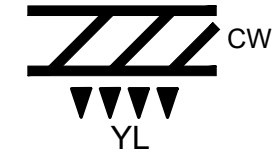



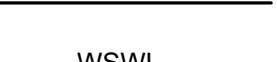
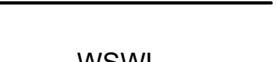
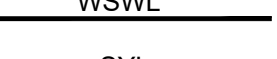
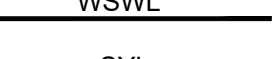
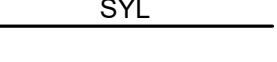
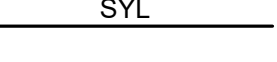








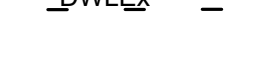
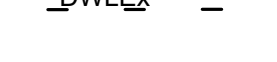






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LEICESTER WASHBURN SQUARE, PAXTON ST, AND WINSLOW AVE COMPLETE STREETS IMPROVEMENTS GENERAL NOTES						
HSH PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
2019060.00	6/19/20	CRL	SJT	RL	2	11

GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		CB
		CATCH BASIN
		CATCH BASIN CURB INLET
		GUTTER INLET
		FLAG POLE
		MAIL BOX
		POST SQUARE
		POST CIRCULAR
		WELL
		ELECTRIC HANDHOLE
		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
		OVERHEAD ELECTRICAL WIRE
		UTILITY POLE W / 1 LIGHT
		UTILITY POLE
		BUSH
		TREE
		STUMP
		WATER GATE
		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
		CHAIN LINK OR METAL FENCE
		WOOD FENCE
		SAWCUT LINE
		TOP OR BOTTOM OF SLOPE
		LIMIT OF EDGE OF PAVEMENT OR COLD PLANE AND OVERLAY
		STATE HIGHWAY LAYOUT
		TOWN OR CITY LAYOUT
		COUNTY LAYOUT
		TOWN OR CITY BOUNDARY LINE
		PROPERTY LINE OR APPROXIMATE PROPERTY LINE
		EASEMENT

PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		STOP LINE (12" UNLESS OTHERWISE SPECIFIED)
		CROSSWALK (12" LINES, 8' O.C., 12" LONGITUDINAL LINES @ 45°, 4' O.C.)
		YIELD LINE ( TRIANGLE SHALL HAVE A 2' BASE & 3' HEIGHT)
		6" BROKEN WHITE LINE, 10' MARK - 20' SKIP
		6" SOLID WHITE LINE
		12" WIDE SOLID WHITE LINE
		6" SOLID YELLOW LINE
		2-6" DOUBLE YELLOW LINE
		12" SOLID WHITE CHANNELIZING LINE (45° AT 10' O.C.)
		12" SOLID YELLOW CHANNELIZING LINE (45° AT 10' O.C.)
		6" DOTTED WHITE LINE, 3' MARK - 9' SKIP
		6" DOTTED YELLOW LINE, 3' MARK - 9' SKIP
		6" DOTTED WHITE LINE EXTENSION, 2' MARK - 6' SKIP
		SHARED LANE MARKING
		BIKE LANE SYMBOL

TRAFFIC SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		SIGNAL POST
		MAST ARM
		ELECTRIC HANDHOLE (12"x24")
		CONDUIT
		TRAFFIC SIGN
		APS PEDESTRIAN PUSHBUTTON

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
BX	BICYCLE CROSSING
CB	CATCH BASIN
CBICI	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	CONTINUED
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
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
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
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

ABBREVIATIONS (cont.)

GENERAL	
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
RT	RIGHT
SB	STONE BOUND
SGE	SLOPED GRANITE EDGING
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
WCR	WHEEL CHAIR RAMP
WG	WATER GATE
WIP	WROUGHT IRON PIPE
WM	WATER METER/WATER MAIN
X-SECT	CROSS SECTION



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LEICESTER WASHBURN SQUARE,  
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COMPLETE STREETS IMPROVEMENTS  
LEGEND

HSH	PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
	2019060.00	6/19/20	CRL	SJT	RL	3	11

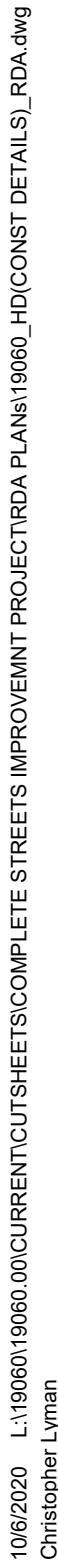






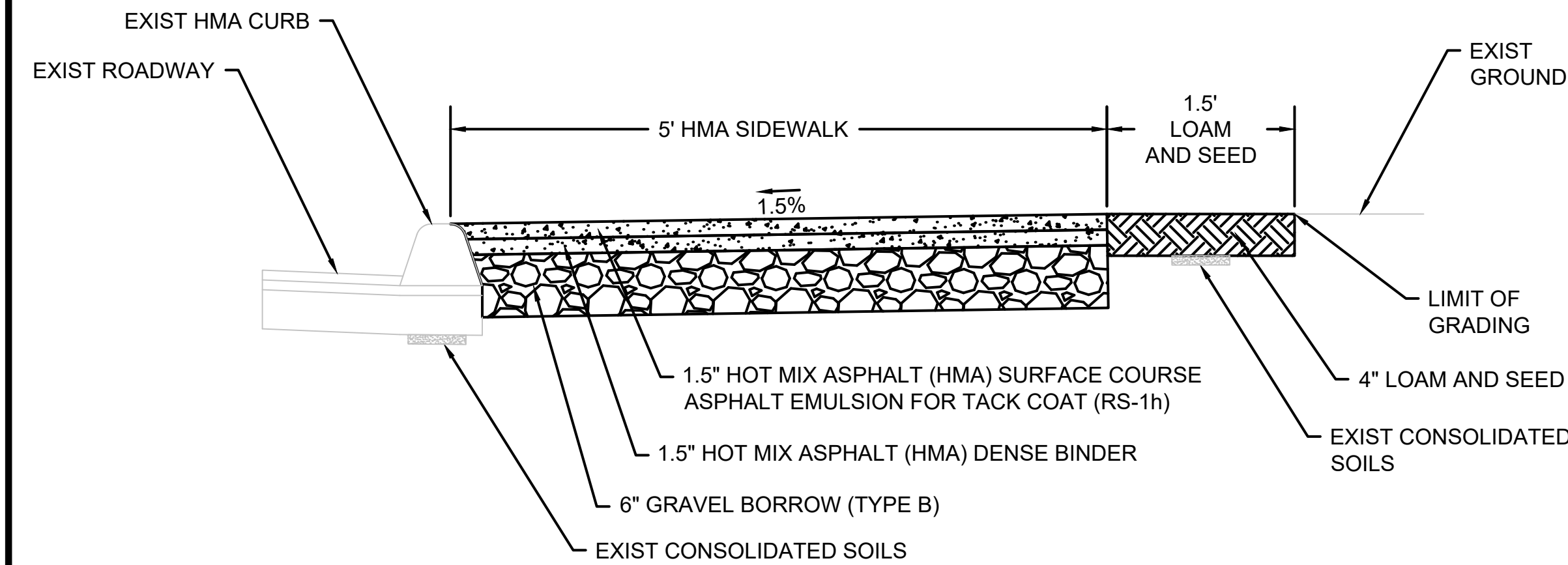




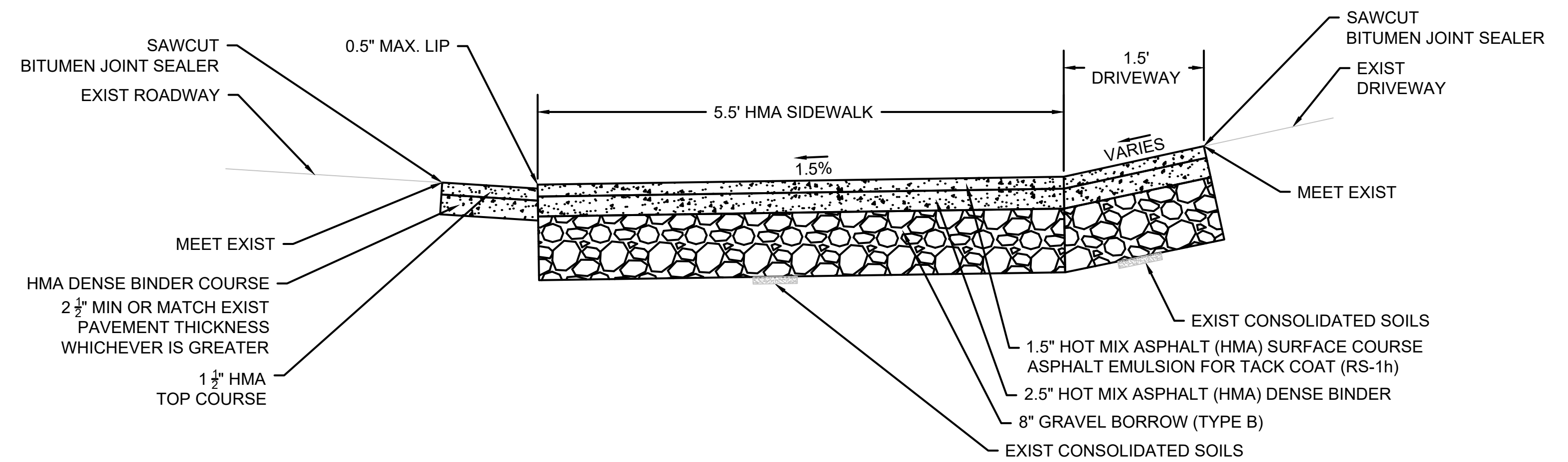




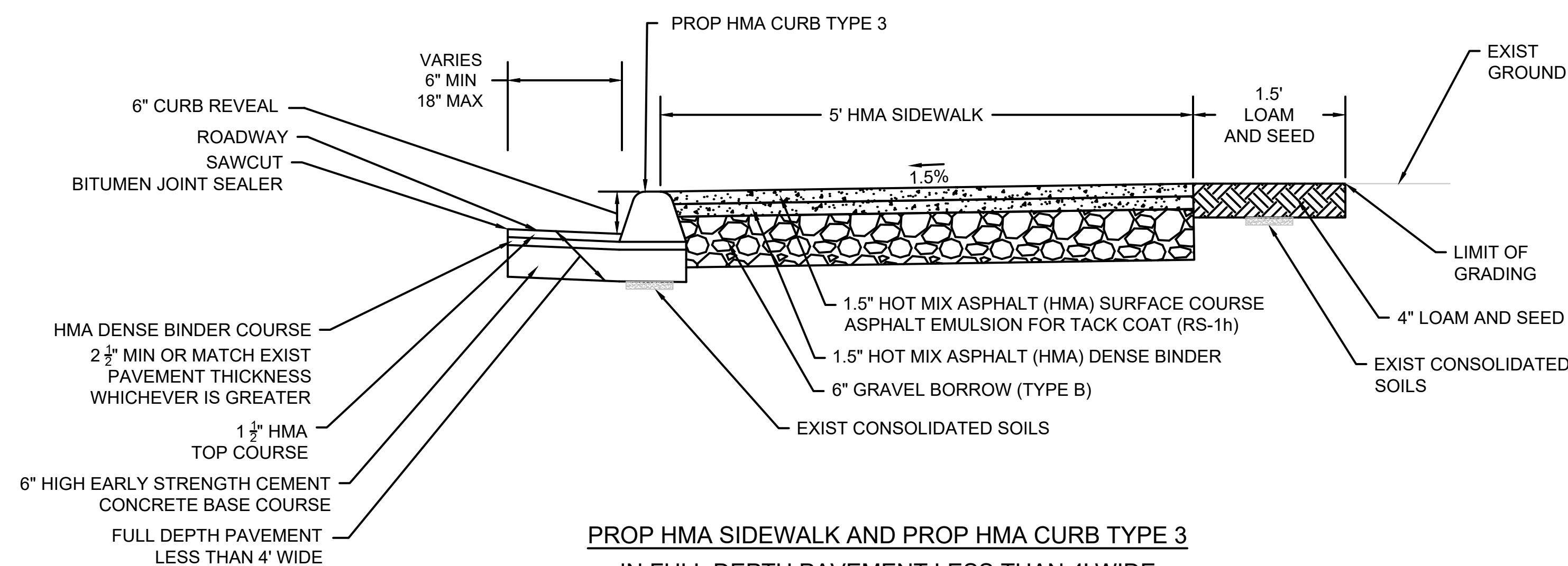




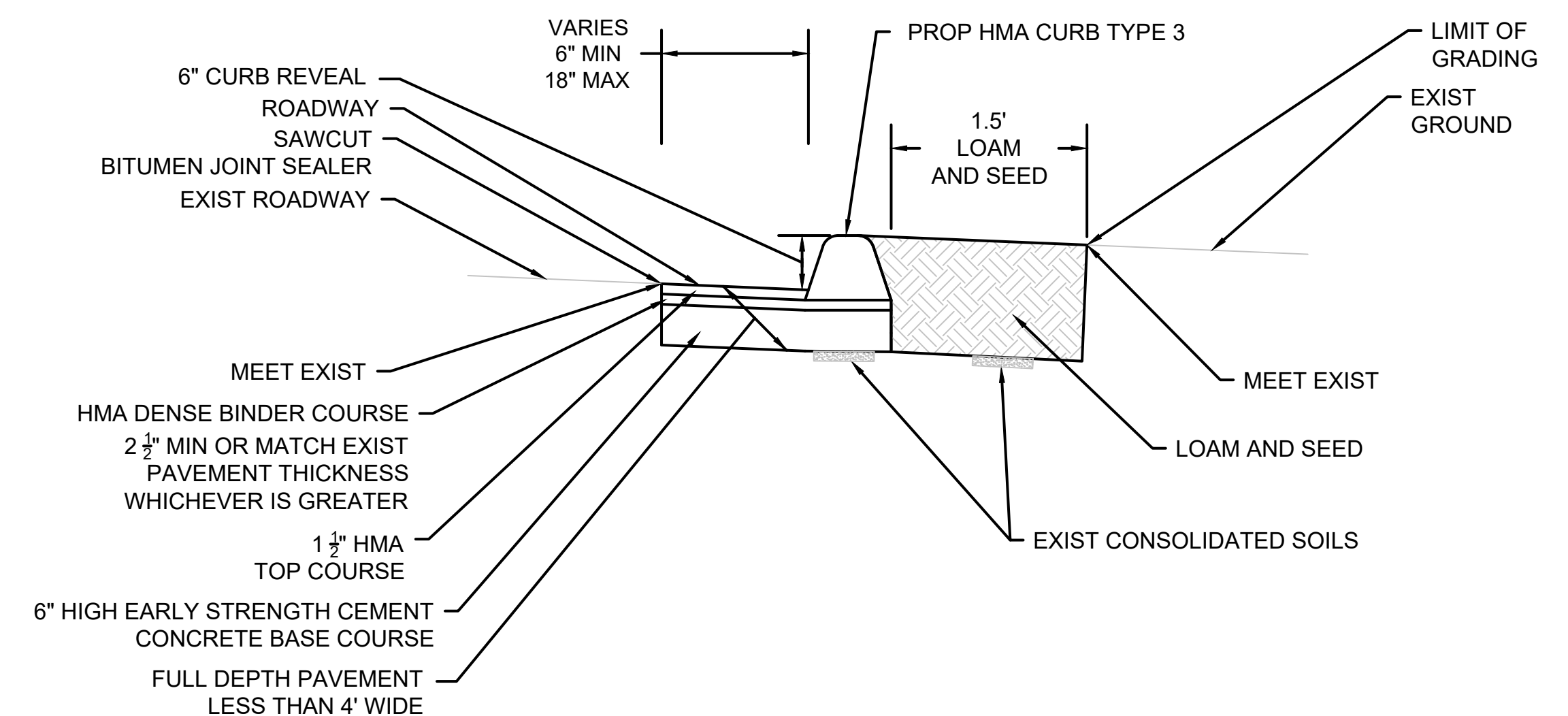
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WITH EXISTING HMA CURB  
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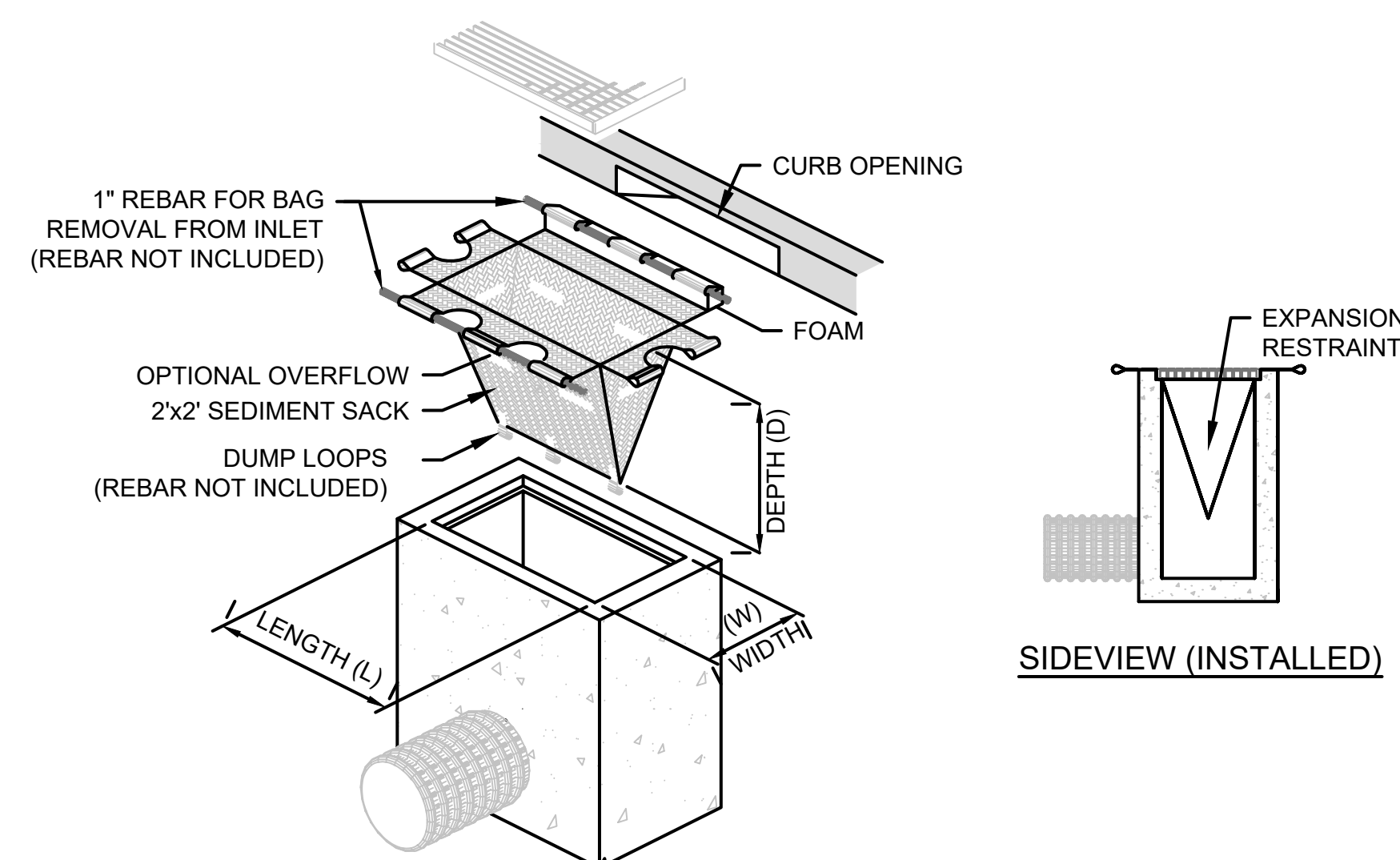
PROP HMA SIDEWALK AT DRIVEWAYS  
(UNLESS OTHERWISE SHOWN ON TYPICAL SECTIONS)  
NOT TO SCALE



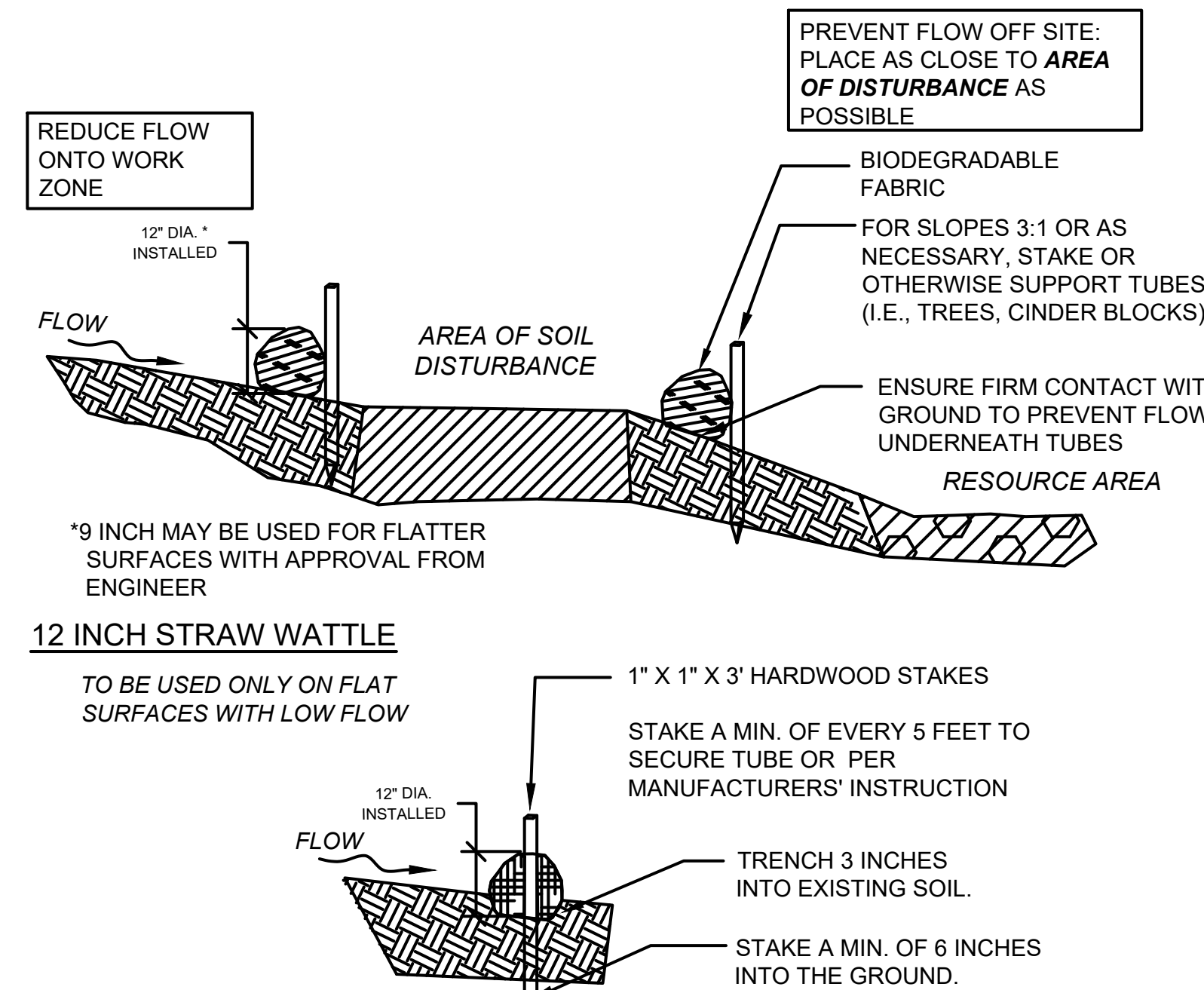
PROP HMA SIDEWALK AND PROP HMA CURB TYPE 3  
IN FULL DEPTH PAVEMENT LESS THAN 4' WIDE  
NOT TO SCALE



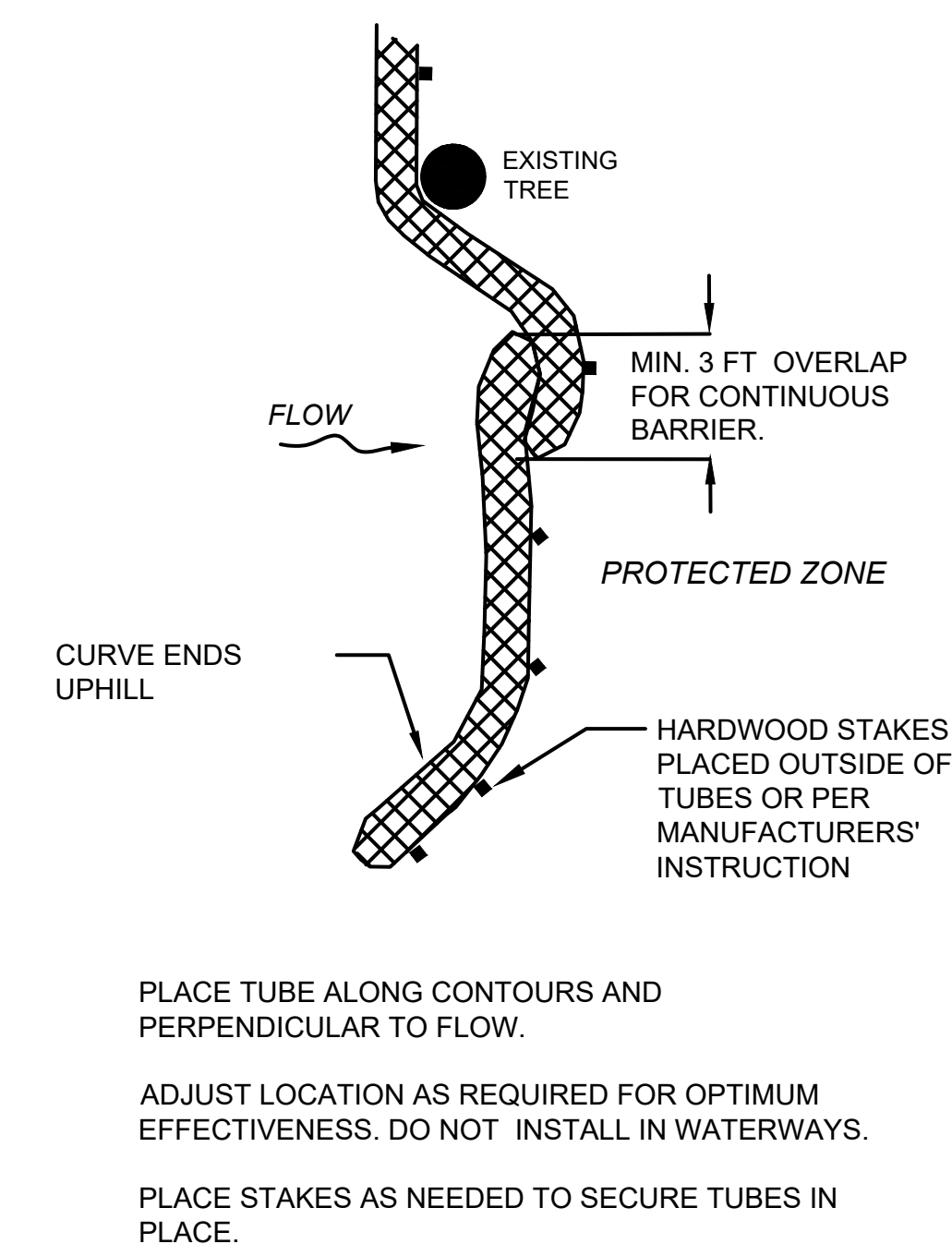
PROP HMA CURB WASHBURN SQUARE  
NOT TO SCALE



CATCH BASIN FILTER  
TEMPORARY INLET PROTECTION  
NOT TO SCALE



SEDIMENT BARRIERS - COMPOST FILTER TUBES & STRAW WATTLES  
NOT TO SCALE



PLAN VIEW



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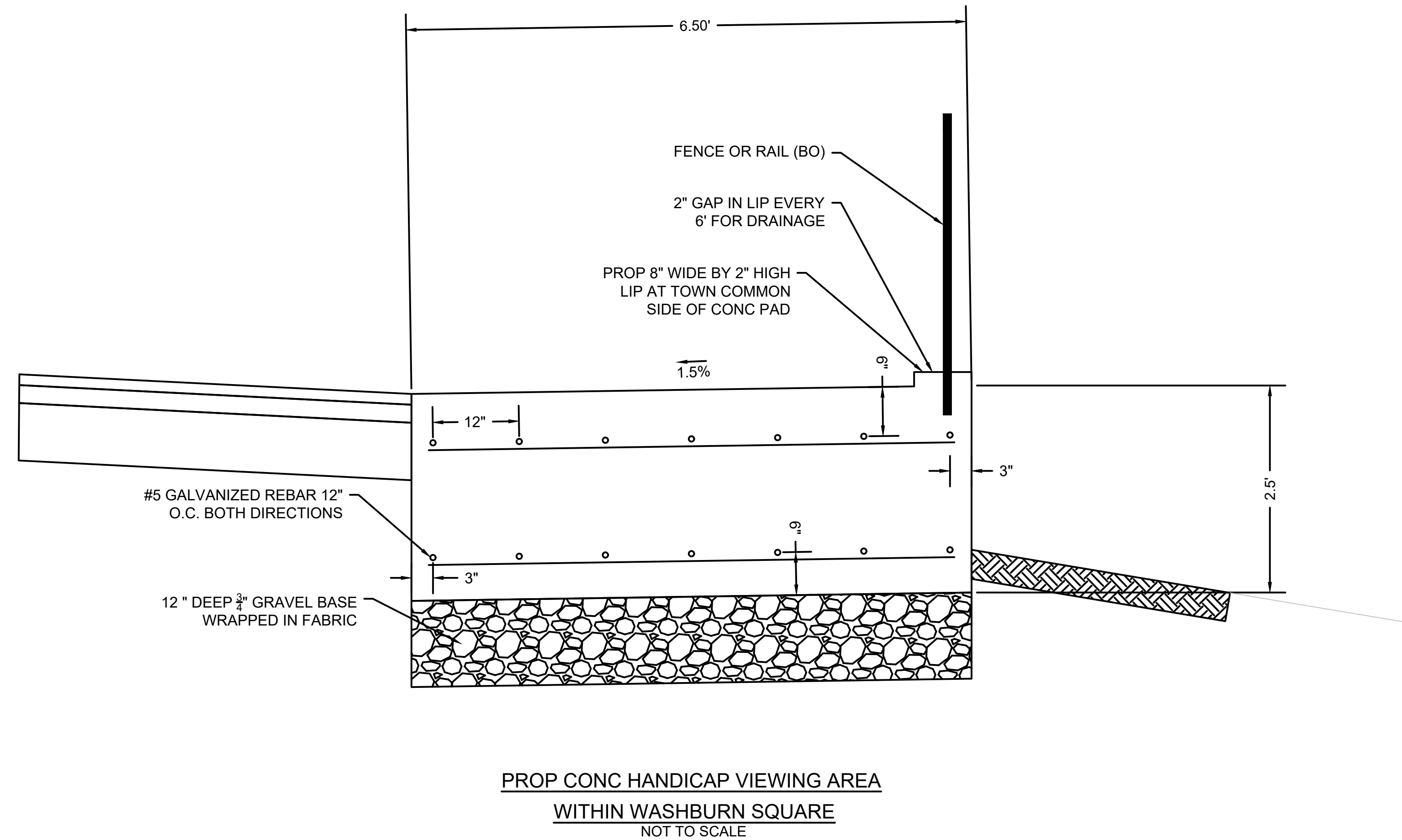
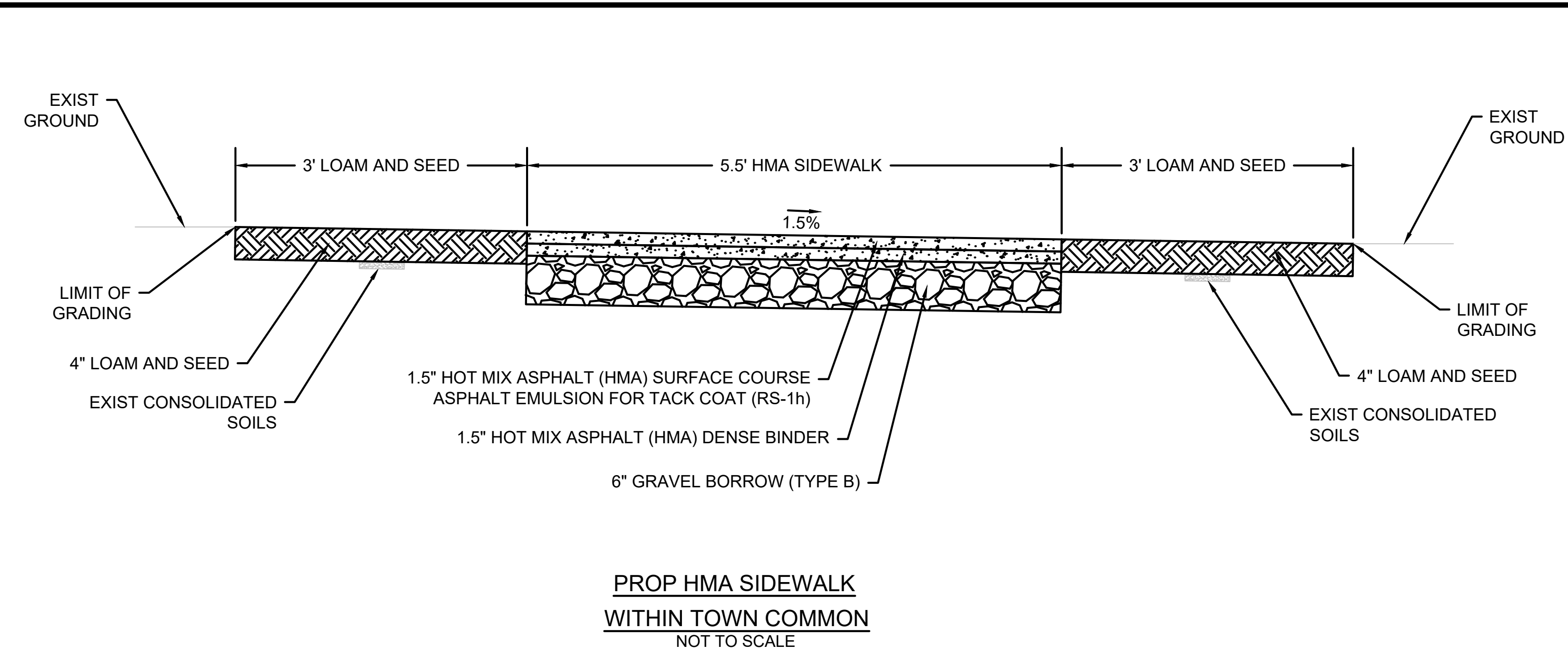
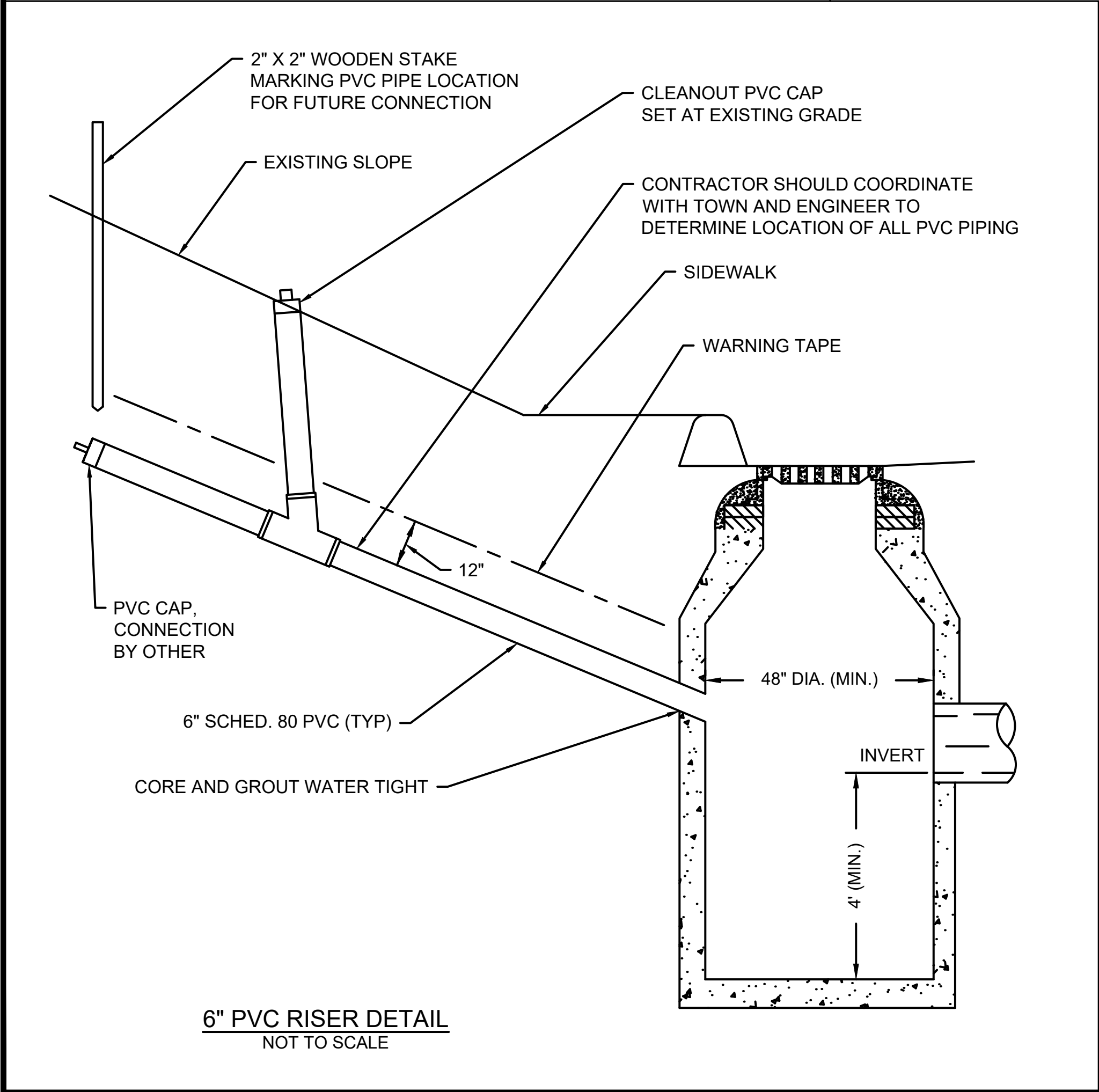
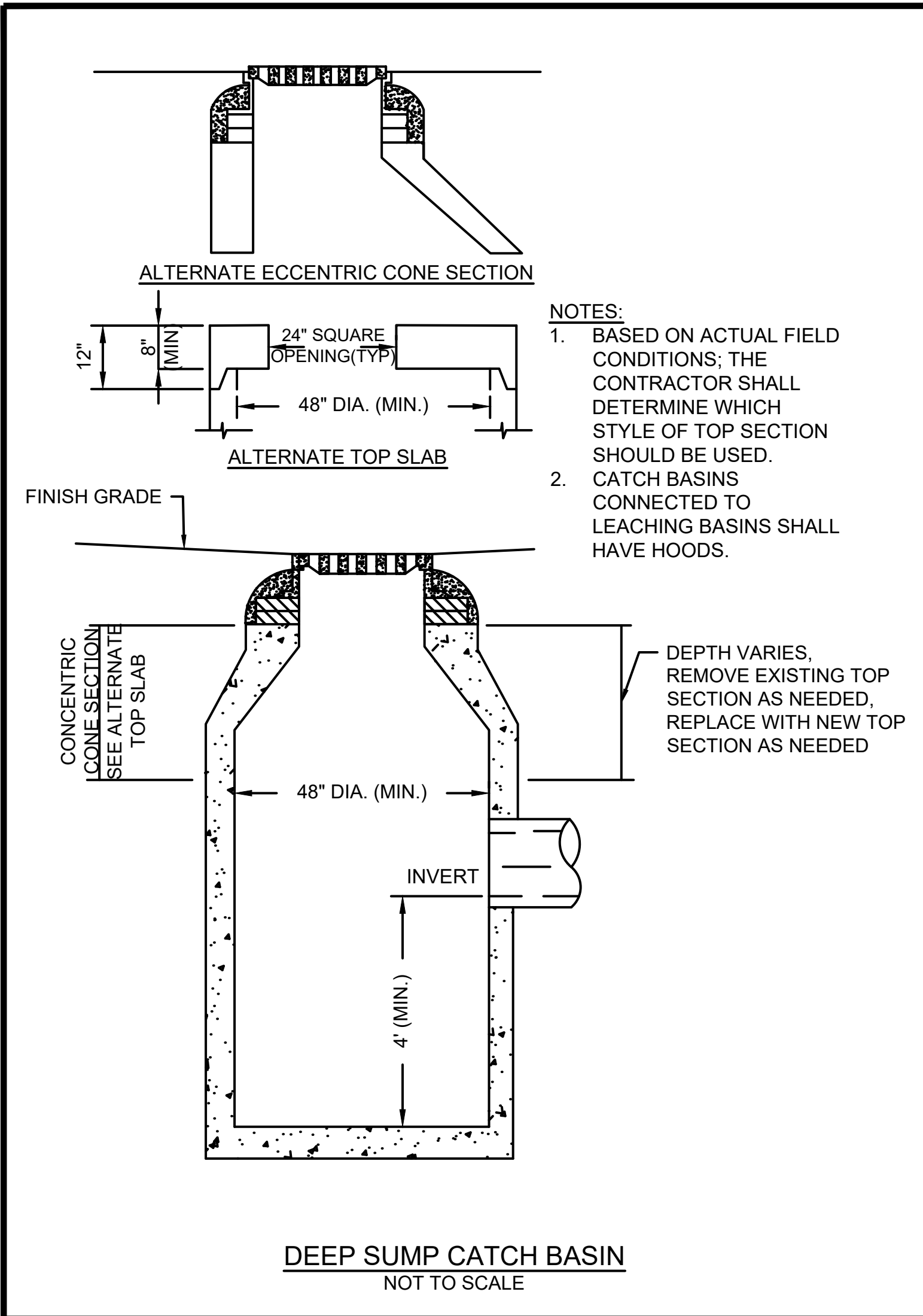
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LEICESTER WASHBURN SQUARE,  
PAXTON ST, AND WINSLOW AVE  
COMPLETE STREETS IMPROVEMENTS  
CONSTRUCTION DETAILS

HS	PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
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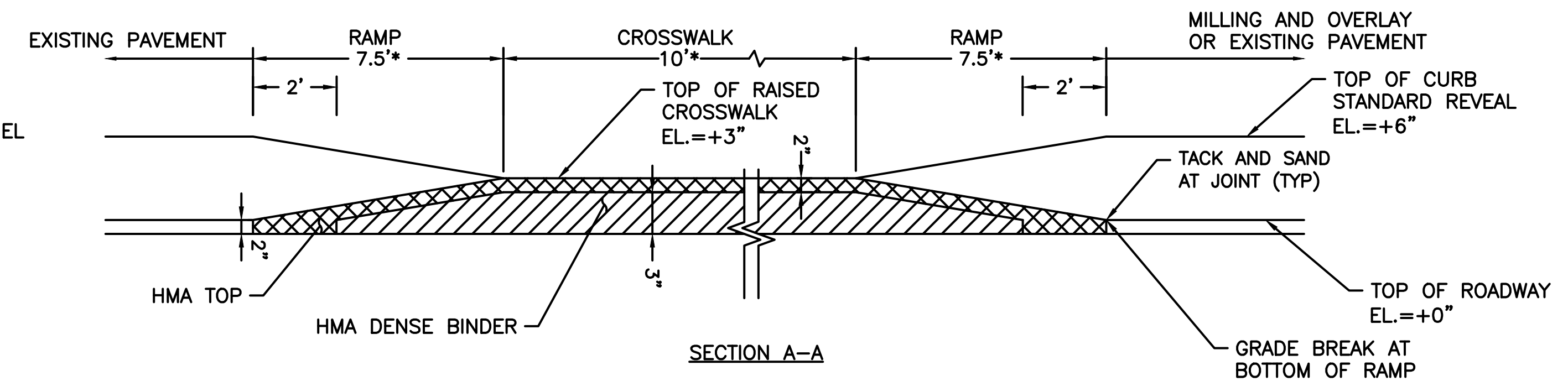
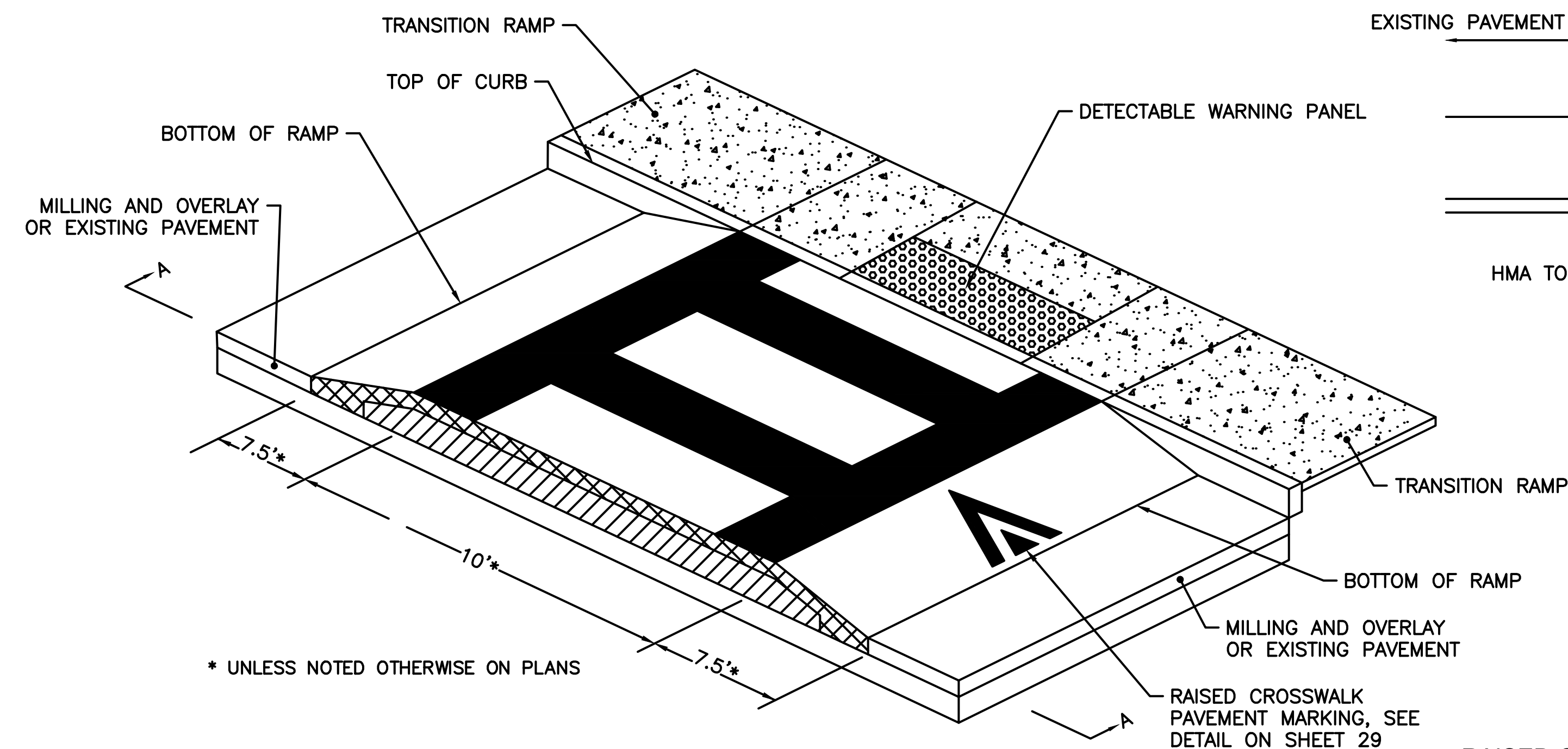
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Christopher Lyman



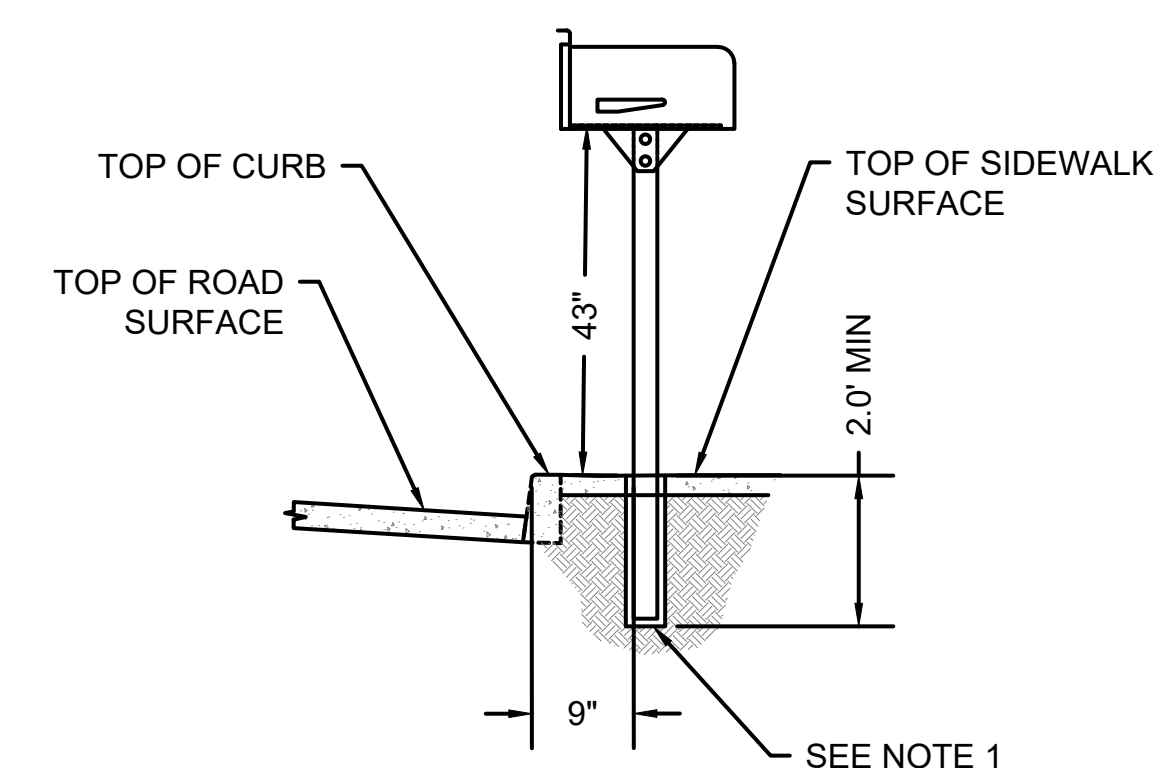
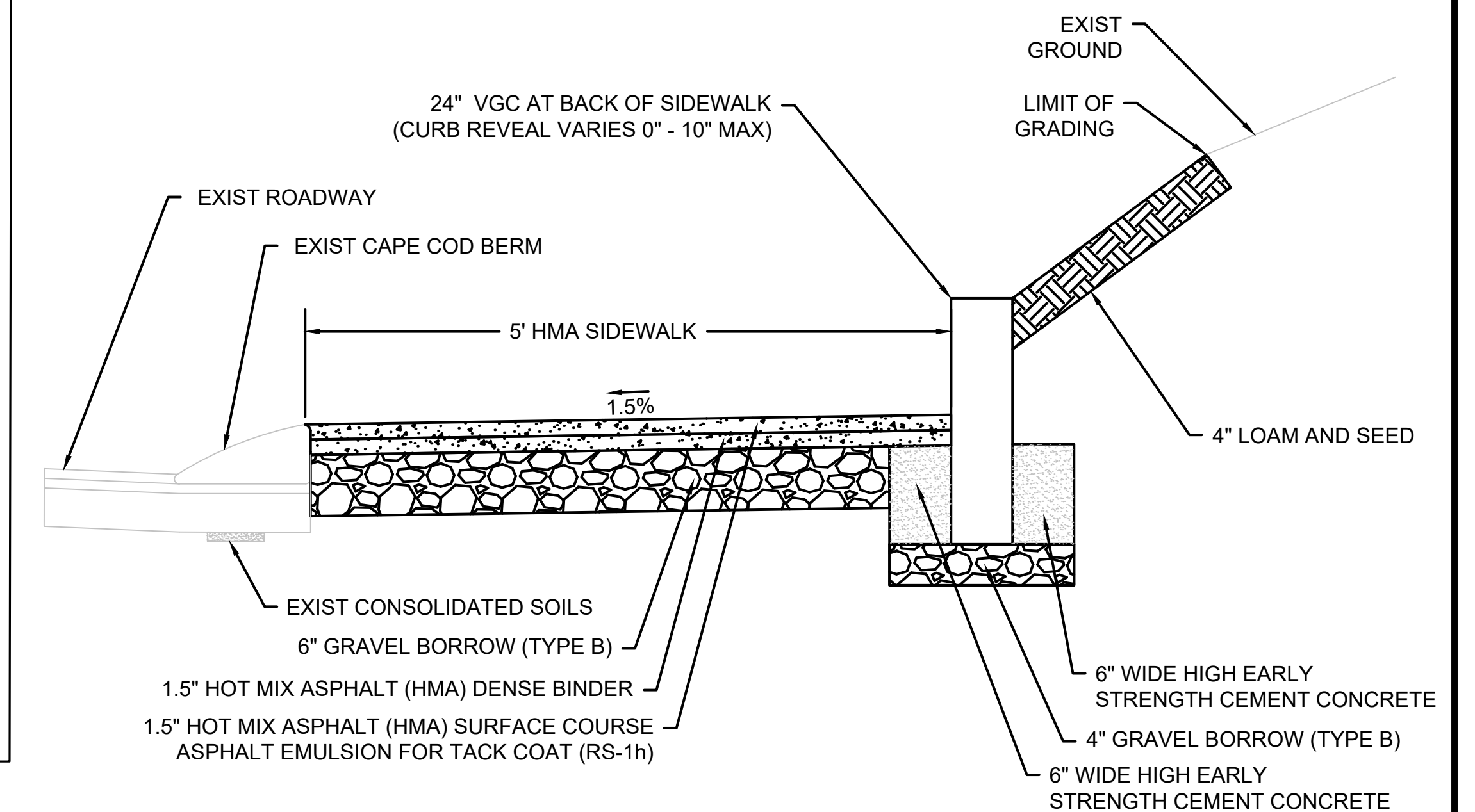
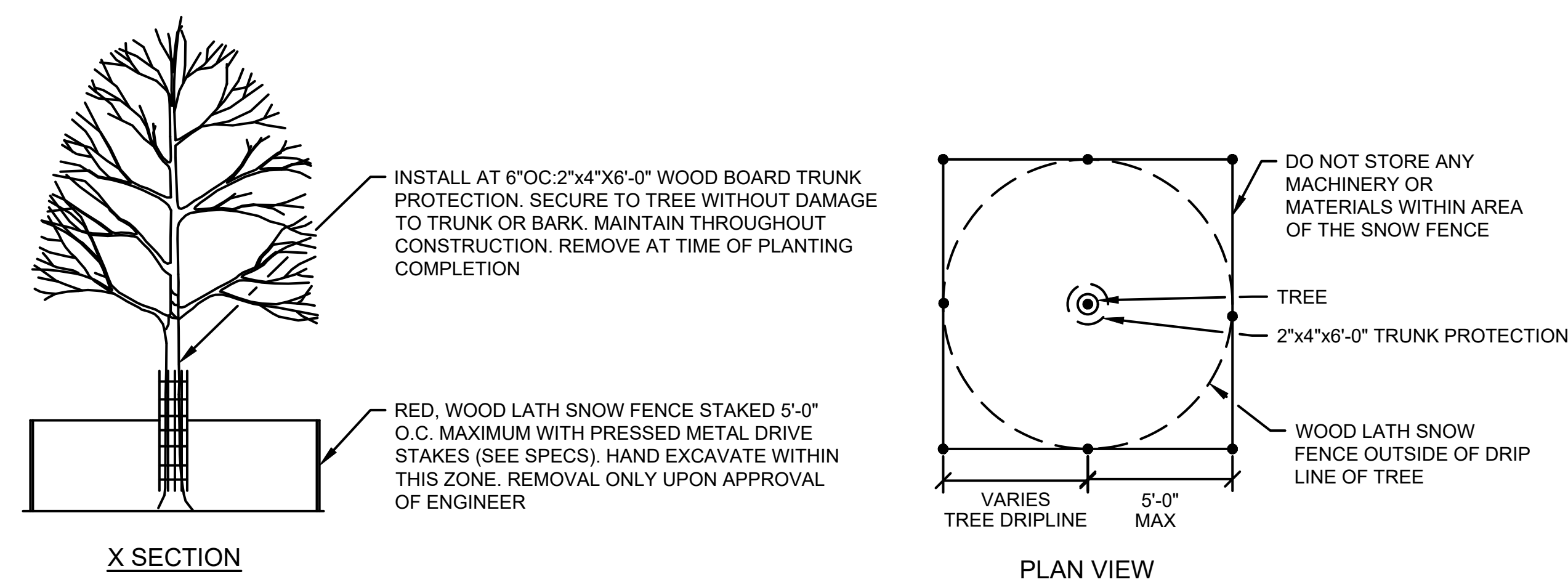
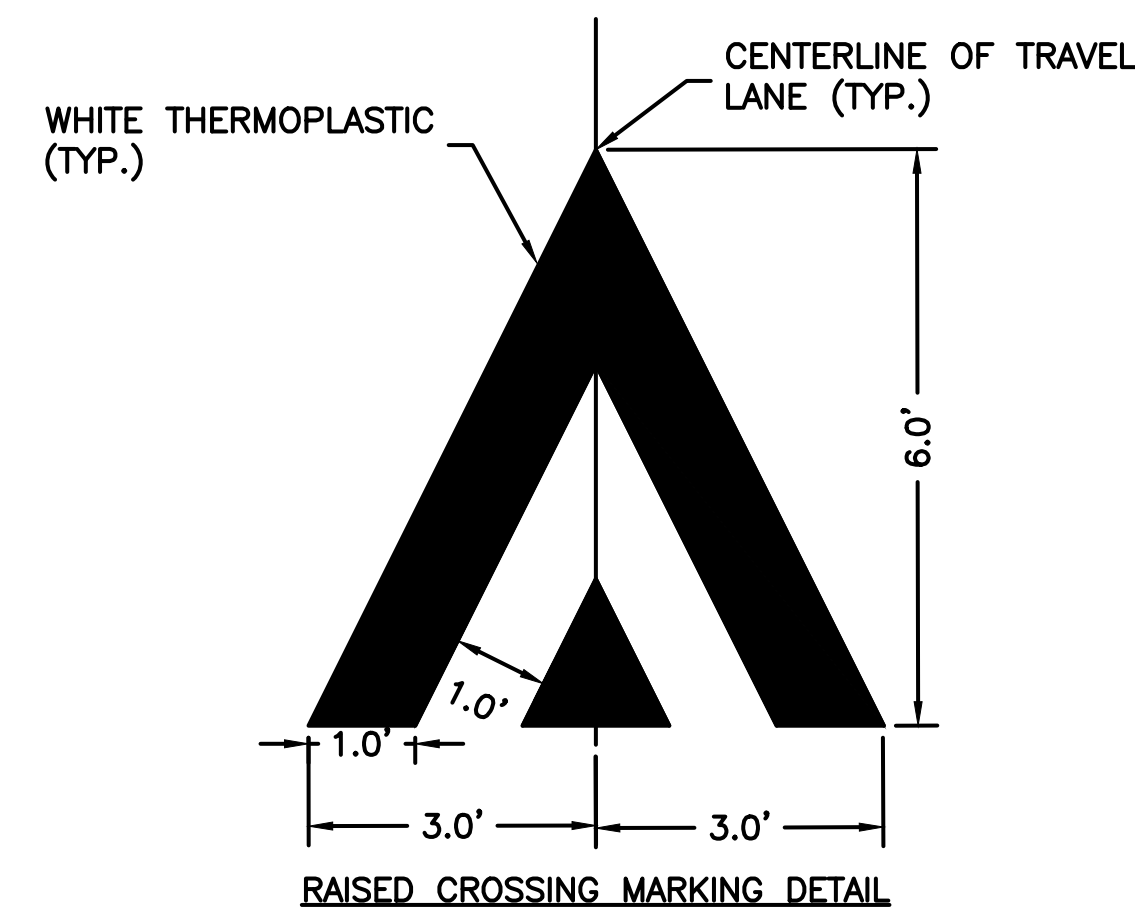
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- NOTES:**
1. RAISED CROSSINGS SHOULD BE PAVED IN 2" MAXIMUM LIFTS.
  2. THE RAMP SLOPE SHOULD NOT EXCEED A DIFFERENTIAL OF 7% RELATIVE TO THE EXISTING SLOPE OF THE STREET THE CROSSING IS TO BE INSTALLED ON.
  3. DETECTABLE WARNING PANELS SHALL BE PLACED PERPENDICULAR TO THE PEDESTRIAN PATH OF TRAVEL.



- NOTES:
1. INSTALL 8" DIAMETER PVC SLEEVE  
CENTERED ON POST OR FILL VOID AROUND  
POST WITH NON-SHRINK GROUT WHEN SET  
IN SIDEWALK

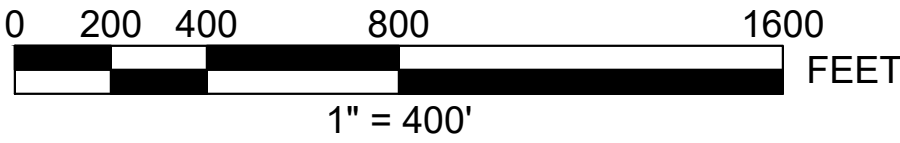
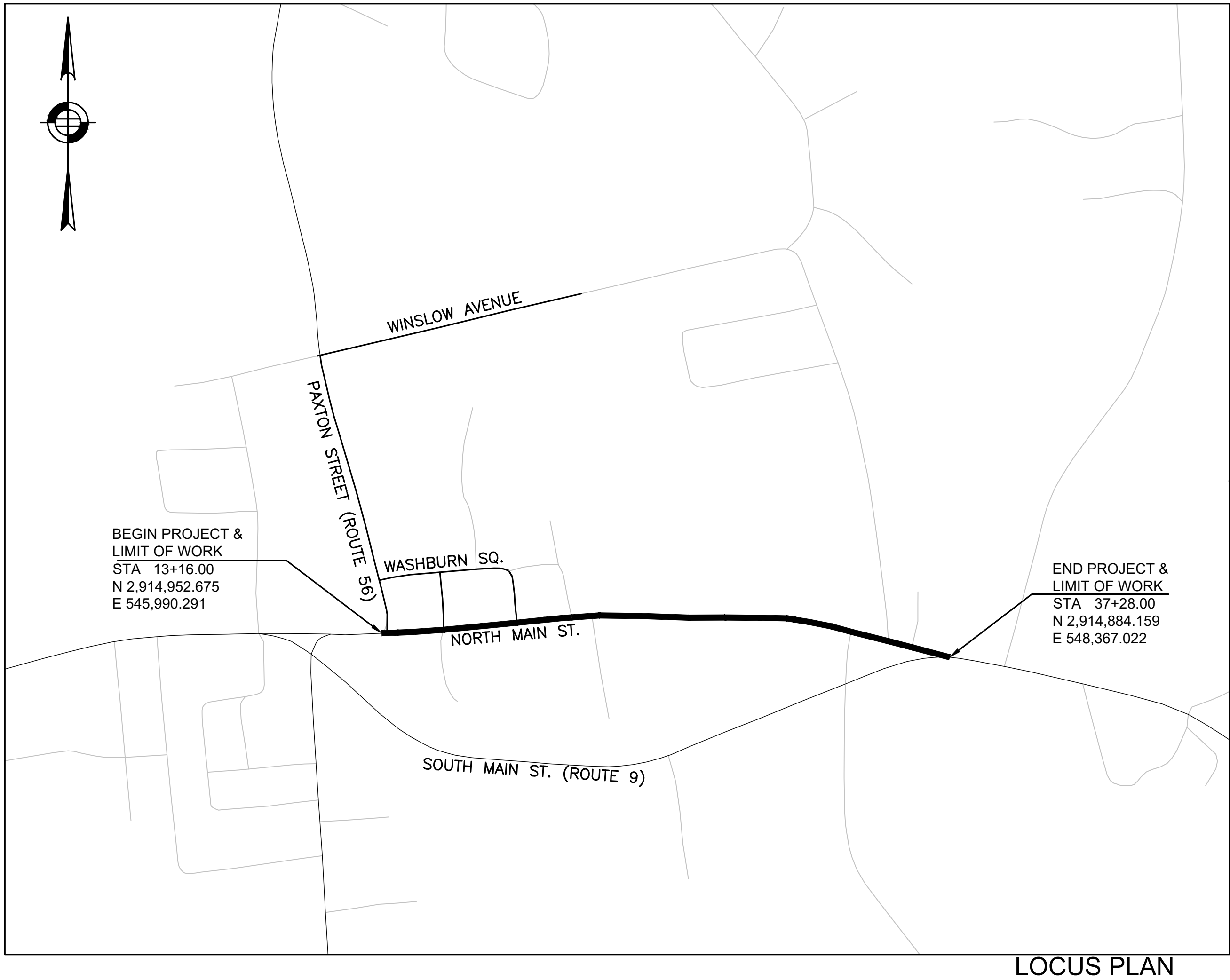
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THE TOWN OF LEICESTER, MASSACHUSETTS  
MAIN STREET  
STREET IMPROVEMENTS  
WORCESTER COUNTY

INDEX	
SHEET NO.	DESCRIPTION
1	TITLE SHEET & INDEX
2-3	GENERAL NOTES & LEGEND
4	KEY PLAN
5-8	CONSTRUCTION PLANS
9-10	CONSTRUCTION DETAILS



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LEICESTER MAIN STREET COMPLETE STREETS IMPROVEMENTS TITLE SHEET & INDEX							
HSH	PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
	2019060.00	7/15/20	CRL	SJT	RL	1	10

GENERAL NOTES

SURVEY

1. ALL UNDERGROUND UTILITIES AS SHOWN WERE COMPILED UTILIZING SURVEY INFORMATION AND AVAILABLE RECORD INFORMATION PROVIDED BY A-PLUS CONSTRUCTION ON THE PLAN ENTITLED EXISTING CONDITIONS PLAN MAIN STREET, PAXTON STREET, WINSLOW AVENUE LEICESTER, MASS, DATED DECEMBER 2, 2019.
2. THE ACCURACY AND COMPLETENESS OF UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE EXACT LOCATION, SIZE, TYPE, ETC. OF ALL UNDERGROUND UTILITIES THAT MAY BE AFFECTED BY THE WORK. AT LEAST 72 HOURS BEFORE DIGGING BEGINS THE CONTRACTOR IS REQUIRED TO CALL DIG SAFE AT (888)344-7233. ALL CITY OWNED UTILITY STRUCTURES WITHIN AREAS AFFECTED BY THE WORK SHALL BE ADJUSTED TO NEW LINE AND GRADE AS DIRECTED BY THE ENGINEER. ANY UTILITY POLES AND/OR GUY POLES WITHIN AREAS AFFECTED BY THE WORK SHALL BE REMOVED AND RESET BY THE RESPECTIVE UTILITY COMPANY. ALTERATIONS TO UTILITIES NOT OWNED BY THE CITY SHALL BE MADE BY THE RESPECTIVE UTILITY OWNERS.
3. THE CONTRACTOR SHALL FIELD VERIFY CONDITIONS AND DIMENSIONS PRIOR TO CONSTRUCTION.
4. THE CONTRACTOR WILL BE REQUIRED TO SET SURVEY CONTROL USING A PROFESSIONAL LAND SURVEYOR (PLS) AND COORDINATE THE SURVEY WORK WITH THE TOWN OF LEICESTER. SURVEY CONTROL SHALL BE APPROVED BY THE TOWN PRIOR TO THE START OF CONSTRUCTION. THE SURVEY LAYOUT FOR THE PROJECT SHALL BE INCLUDED IN THE BID PRICE.
5. BENCHMARK INFORMATION:

MAG ELEV = 848.12'	XCUT HOOD BOLT ELEV = 866.08'
MMAG IN UPL ELEV = 882.87'	MMAG IN UPL 919.23'
MMAG IN UPL ELEV = 931.52'	XCUT HOOD BOLT ELEV = 992.44'
MAG IN UPL ELEV = 998.62'	GAZEBO STAIR ELEV = 1004.63'
XCUT HOOD BOLT ELEV = 997.27'	NE COR TOP STN STEP ELEV = 988.70'
XCUT HOOD BOLT ELEV = 1003.66'	XCUT HYD BOLT ELEV = 993.69'
MAG NAIL IN UPL ELEV = 974.78'	RRSPK UPL 27 ELEV = 973.59'

UTILITIES

1. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
2. 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 COST.
3. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE NECESSITY OF MAKING HIS/HER OWN INVESTIGATION IN ORDER TO ASSURE THAT NO DAMAGE TO EXISTING STRUCTURES, DRAINAGE LINES, TRAFFIC SIGNAL CONDUITS, ETCETERA, WILL OCCUR.
4. THE CONTRACTOR SHALL NOTIFY MASSACHUSETTS DIG SAFE AND PROCURE A DIG SAFE NUMBER FOR EACH LOCATION PRIOR TO DISTURBING EXISTING GROUND IN ANY WAY. THE TELEPHONE NUMBER OF THE DIG SAFE CALL CENTER IS 1-888-344-7233.
5. THE CONTRACTOR MUST APPLY FOR AND OBTAIN A PERMIT TO OCCUPY THE PUBLIC WAY FROM THE LEICESTER HIGHWAY DEPARTMENT. THE WATER, SANITARY, AND STORM SEWERS WILL BE MARKED WHILE THE PERMIT IS BEING PROCESSED.
6. NO EXISTING PUBLIC UTILITY STRUCTURES SHALL BE ABANDONED AND/OR DISMANTLED WITHOUT AUTHORIZATION FROM THE ENGINEER.
7. DRAINAGE ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSE ONLY. THE CONTRACTOR SHALL VERIFY BY TEST PIT, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR DIRECTED BY THE ENGINEER. ONLY AFTER THE CONTRACTOR VERIFIES ELEVATIONS FOR THE CONSTRUCTABILITY OF THE DRAINAGE SYSTEM SHALL ANY STRUCTURES BE ORDERED. ANY FIELD ADJUSTMENT TO LINE AND GRADE UP TO A DEPTH OF 5 FEET SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5 FEET WILL BE PAID UNDER CLASS B TRENCH EXCAVATION.

CONSTRUCTION

1. CONTRACTOR SHALL OBTAIN A PERMIT TO OPEN ROAD OR SIDEWALK PRIOR TO CONSTRUCTION FROM THE LEICESTER HIGHWAY DEPARTMENT LOCATED AT 59 PETER SALEM ROAD, LEICESTER, MASS. PHONE NUMBER (508)-892-7021
2. 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 NO ADDITIONAL COST.
3. THE CONTRACTOR IS HEREBY NOTIFIED THAT ADDITIONAL WORK WITHIN THE PROJECT LIMITS MAY BE PERFORMED BY OTHERS.
4. JOINTS BETWEEN NEW HOT MIX ASPHALT, ROADWAY PAVEMENT, AND THE LOCATIONS OF SAW CUT FOR EXISTING PAVEMENT SHALL BE SEALED WITH HOT MIX ASPHALT JOINT SEALANT AND BACKSANDED.
5. ALL GRADING SHALL COMPLY WITH THE RULES AND REGULATIONS OF THE MASSACHUSETTS ARCHITECTURAL ACCESS BOARD (MAAB) AND THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES (ADAAG), LATEST EDITION. IN CASE OF CONFLICT BETWEEN REGULATIONS, THE GUIDELINE PROVIDING GREATER ACCESS SHALL APPLY.
6. WHERE THE NEW CONSTRUCTION IS WITHIN THE EXISTING TRAVELED WAY, THE CONTRACTOR SHALL PERFORM WORK SO THAT INTERFERENCE TO BUSINESS CONCERNS AND ABUTTERS, ON ACCOUNT OF THE CONSTRUCTION WORK, IS KEPT TO A MINIMUM. THE CONTRACTOR WILL NOT BE ALLOWED TO PARK EQUIPMENT, OR STOCKPILE MATERIAL ON THE TRAVELED WAYS OVERNIGHT OR WHEN NOT IN USE. THE CONTRACTOR SHALL MAINTAIN SAFE AND REASONABLE ACCESS TO AND FROM ABUTTING PROPERTIES AT ALL TIMES AT NO ADDITIONAL COST.
7. THE CONTRACTOR SHALL DISPOSE OF ALL WASTE MATERIAL IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS AT HIS OWN EXPENSE, OUTSIDE OF THE PROJECT LIMITS.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR INVESTIGATING AND CONFIRMING THAT ALL ITEMS TO BE REUSED ARE IN SERVICEABLE CONDITION. IF IT IS DEEMED THAT ANY ITEM IS NOT ABLE TO BE REUSED, THE CONTRACTOR SHALL NOTIFY THE OWNER IN WRITING AND INCLUDE ESTIMATED COSTS TO INSTALL NEW.

TRAFFIC

1. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR TRAFFIC MANAGEMENT AND TO COMPLY WITH CONDITIONS OUTLINED WITHIN THE SPECIFICATIONS AND PLANS.
2. THE MINIMUM MOUNTING HEIGHT OF POST-MOUNTED SIGNS, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE TOP OF THE CURB OR SIDEWALK, OR TO THE ELEVATION OF THE NEAR EDGE OF THE TRAVELED WAY, SHALL BE 7 FEET UNLESS OTHERWISE SPECIFIED ON THE PLANS.

TEMPORARY TRAFFIC CONTROL PLANS

1. THIS PLAN DEPICTS IN SCHEMATIC FORM, THE ELEMENTS OF AN APPROACH TO THE LAYOUT AND PLANNING OF THE WORK DURING THE PROGRESS OF THE CONSTRUCTION OPERATIONS.THE PREPARER OF THIS PLAN HAS NO ROLE IN THE OVERSIGHT OR OTHERWISE IN THE IMPLEMENTATION OF THIS PLAN.
2. CONTRACTOR SHALL SUBMIT TO THE ENGINEER TRAFFIC MANAGEMENT PLANS FOR REVIEW AND APPROVAL. CONTRACTOR SHALL COORDINATE THE CONSTRUCTION EFFORT WITH OTHER PROJECTS IN THE VICINITY IN ORDER TO MINIMIZE POTENTIAL TRAFFIC AND PARKING IMPACTS.
3. THE TEMPORARY TRAFFIC CONTROL PLANS CONTAINED HEREIN ARE GIVEN AS A GUIDE FOR TYPICAL WORK ZONE TRAFFIC CONTROL APPLICATIONS FOR THE TYPES OF WORK ANTICIPATED FOR THIS PROJECT. THEY ARE NOT INTENDED TO COVER ALL POSSIBLE CONSTRUCTION OPERATIONS WHICH THE CONTRACTOR MAY CHOOSE TO EMPLOY. WORK ZONE TRAFFIC CONTROL FOR OTHER CONSTRUCTION OPERATIONS OR OTHER TRAFFIC SITUATIONS IF APPLICABLE SHALL BE IN ACCORDANCE WITH THE CURRENT M.U.T.C.D. AND AS APPROVED OR DIRECTED BY THE ENGINEER.
4. LANE RESTRICTIONS (OTHER THAN ACTIVE WORK ZONES) MAY NOT REMAIN OVERNIGHT OR DURING NON-WORKING HOURS AND MUST BE REMOVED BY THE END OF EACH WORKING TIME RESTRICTION. AFTER EACH WORKING DAY, TRAFFIC CONTROL DEVICES THAT ARE NOT REQUIRED SHALL BE MOVED OFF THE ROADWAY OR FULL DEPTH CONSTRUCTION AREA AND PLACED SO AS NOT TO IMPEDE PEDESTRIAN AREAS, ABUTTER ACCESS OR CAUSE CONFUSION TO ROADWAY USERS. IN CERTAIN CIRCUMSTANCES, AND ONLY WITH APPROVAL, CAN LANE RESTRICTIONS REMAIN OVERNIGHT. REFLECTORIZED DRUMS SHALL BE FITTED WITH STEADY BURN AND/OR FLASHING WARNING LIGHTS AT THE ENGINEER'S DIRECTION.
5. PLACE ALL CONSTRUCTION SIGNING, TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS FOR EACH PHASE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
6. THESE PLANS ARE NOT INTENDED TO LIMIT THE CONTRACTORS RIGHT TO SCHEDULE THE WORK BUT TO OUTLINE ONE WAY OF PROGRESSING. THE CONTRACTOR IS EXPECTED TO USE KNOWLEDGE AND EXPERIENCE TO PERFORM THE WORK IN THE MOST EFFICIENT MANNER IN COMPLIANCE WITH THE DRAWING AND SPECIFICATIONS AND THE REQUIREMENTS OF THE INDIVIDUAL AGENCIES AND ABUTTERS.
7. CONTRACTOR SHALL SECURE WORK AREAS ACCORDING TO CURRENT CONDITIONS TO ENSURE PUBLIC SAFETY AND CONVENIENCE. THIS SHALL INCLUDE ENSURING THAT ALL EXCAVATIONS ARE PROTECTED AT ALL TIMES AND WHEN WORK SHIFT IS COMPLETED.
8. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR REVIEW AND APPROVAL. TEMPORARY TRAFFIC CONTROL PLANS FOR ANY WORK OUTSIDE THE WORK ZONES INDICATED IN THESE DRAWINGS, INCLUDING ALTERNATIVE PHASING OR MODIFICATION OF ANY ASPECT OF THE TEMPORARY TRAFFIC CONTROL PLANS OR CONSTRUCTION STAGING. THE CONTRACTOR SHALL BEAR RESPONSIBILITY FOR THE SUBMISSION AND REVIEW OF ALTERNATIVE PLANS, AT NO ADDITIONAL COST.

TEMPORARY TRAFFIC CONTROL PLANS (CONT)

9. EXISTING CONDITIONS ARE FOR CONTRACTOR INFORMATION ONLY AND ARE EXISTING CONDITIONS AT THE TIME OF DESIGN. THE CONTRACTOR SHALL VERIFY, AS NECESSARY, ACTUAL FIELD CONDITIONS AT TIME OF CONSTRUCTION.
10. TYPICAL DAYTIME WORK HOURS ARE FROM 9:00 AM TO 3:30 PM ON WEEKDAYS, UNLESS OTHERWISE PERMITTED BY THE CITY. WORK SHALL NOT BE PERFORMED THE DAY BEFORE, OR THE DAY AFTER, A HOLIDAY WEEKEND.UNLESS OTHERWISE PERMITTED BY THE CITY. REFER TO TEMPORARY TRAFFIC CONTROL PLANS, SPECIFICATIONS, AND PERMITS FOR MODIFICATION TO ALLOWABLE WORK PERIODS. ALL WORK SCHEDULES, HOWEVER, SHALL BE PRE-APPROVED BY THE CITY PRIOR TO BEGINNING WORK. WORK NECESSARY OUTSIDE OF THESE NORMAL WORK HOURS BECAUSE OF TRAFFIC CONDITIONS, AS NOTED IN THE PLANS OR SPECIFICATIONS, SHALL BE APPROVED BY THE CITY.
11. CONTRACTOR SHALL PROVIDE DETAILS FOR TRAFFIC CONTROL AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH THE SPECIFICATIONS. CONTRACTOR SHALL BE GUIDED BY TEMPORARY TRAFFIC CONTROL LAYOUTS PROVIDED FOR SPECIFIC LOCATIONS, AND BY TYPICAL LAYOUTS AT ALL OTHER LOCATIONS. TYPICAL LAYOUTS SHALL CONFORM TO PART 6 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
12. WORK ZONES INDICATED ON THE TEMPORARY TRAFFIC CONTROL PLANS ARE INTENDED FOR THE DURATION OF THE WORK WITHIN THE ZONES ONLY AND SHALL BE RESTORED TO CONDITIONS ACCEPTABLE TO THE ENGINEER AND THE CITY AT COMPLETION OF THE WORK INDICATED.
13. CONTRACTOR SHALL COORDINATE WITH THE CITY CONCERNING ALL SCHEDULED SPECIAL EVENTS WITHIN THE LIMITS OF WORK.
14. THE CONTRACTOR SHALL AT ALL TIMES COORDINATE ROAD AND LANE CLOSURE, AND OTHER DISRUPTIONS IN THE PROJECT AREA, WITH PVTA BUS OPERATIONS.

CHANNELIZATION:

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

GRADE DIFFERENCES:

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

CONSTRUCTION SIGNING:

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

PAVEMENT MARKINGS:

1. 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 COORDINATION WITH AND THE CITY.
2. CONTRACTOR SHALL INSTALL, RENEW AND MAINTAIN ALL TRAFFIC CONTROL DEVICES INCLUDING PAVEMENT MARKINGS AS SHOWN ON THE DRAWINGS, IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND AS REQUIRED BY ENGINEER.
3. CONTRACTOR SHALL REMOVE ALL PAVEMENT MARKINGS WHICH CONFLICT WITH PROPOSED PAVEMENT MARKINGS. THE METHOD OF REMOVAL SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY.
4. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE MAINTAINED THROUGHOUT THE ENTIRE SEQUENCE. ALL EXISTING MARKING WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND REPLACED AS INDICATED ON THE PAVEMENT MARKING PLANS.



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






















































































LEICESTER MAIN STREET  
COMPLETE STREETS IMPROVEMENTS  
GENERAL NOTES

HSH PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
2019060.00	7/15/20	CRL	SJT	RL	2	10



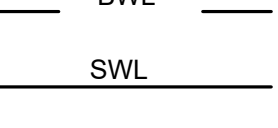

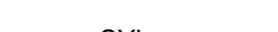










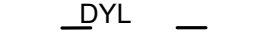
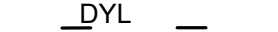
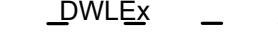
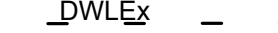








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







GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		CB
		CATCH BASIN
		CATCH BASIN CURB INLET
		GUTTER INLET
		FLAG POLE
		MAIL BOX
		POST SQUARE
		POST CIRCULAR
		WELL
		ELECTRIC HANDHOLE
		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
		OVERHEAD ELECTRICAL WIRE
		UTILITY POLE W / 1 LIGHT
		UTILITY POLE
		BUSH
		TREE
		STUMP
		WATER GATE
		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
		CHAIN LINK OR METAL FENCE
		WOOD FENCE
		SAWCUT LINE
		TOP OR BOTTOM OF SLOPE
		LIMIT OF EDGE OF PAVEMENT OR COLD PLANE AND OVERLAY
		STATE HIGHWAY LAYOUT
		TOWN OR CITY LAYOUT
		COUNTY LAYOUT
		TOWN OR CITY BOUNDARY LINE
		PROPERTY LINE OR APPROXIMATE PROPERTY LINE
		EASEMENT

PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		STOP LINE (12" UNLESS OTHERWISE SPECIFIED)
		CROSSWALK (12" LINES, 8' O.C., 12" LONGITUDINAL LINES @ 45°, 4' O.C.)
		YIELD LINE ( TRIANGLE SHALL HAVE A 2' BASE & 3' HEIGHT)
		6" BROKEN WHITE LINE, 10' MARK - 20' SKIP
		6" SOLID WHITE LINE
		12" WIDE SOLID WHITE LINE
		6" SOLID YELLOW LINE
		2-6" DOUBLE YELLOW LINE
		12" SOLID WHITE CHANNELIZING LINE (45° AT 10' O.C.)
		12" SOLID YELLOW CHANNELIZING LINE (45° AT 10' O.C.)
		6" DOTTED WHITE LINE, 3' MARK - 9' SKIP
		6" DOTTED YELLOW LINE, 3' MARK - 9' SKIP
		6" DOTTED WHITE LINE EXTENSION, 2' MARK - 6' SKIP
		SHARED LANE MARKING
		BIKE LANE SYMBOL

TRAFFIC SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		SIGNAL POST
		MAST ARM
		ELECTRIC HANDHOLE (12"x24")
		CONDUIT
		TRAFFIC SIGN
		APS PEDESTRIAN PUSHBUTTON

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
BX	BICYCLE CROSSING
CB	CATCH BASIN
CBICI	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	CONTINUED
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
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
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
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

ABBREVIATIONS (cont.)

GENERAL	
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
RT	RIGHT
SB	STONE BOUND
SGE	SLOPED GRANITE EDGING
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
WCR	WHEEL CHAIR RAMP
WG	WATER GATE
WIP	WROUGHT IRON PIPE
WM	WATER METER/WATER MAIN
X-SECT	CROSS SECTION



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LEGEND

HSH	PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
	2019060.00	7/15/20	CRL	SJT	RL	3	10

10/7/2020 L:\190601\19060.00\CURRENT\OUTSHEETS\CONSTRUCTION PLANS\19060\_MAIN\_HD\KEY PLAN1\_RDA.dwg  
Christopher Lyman



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KEY PLAN**

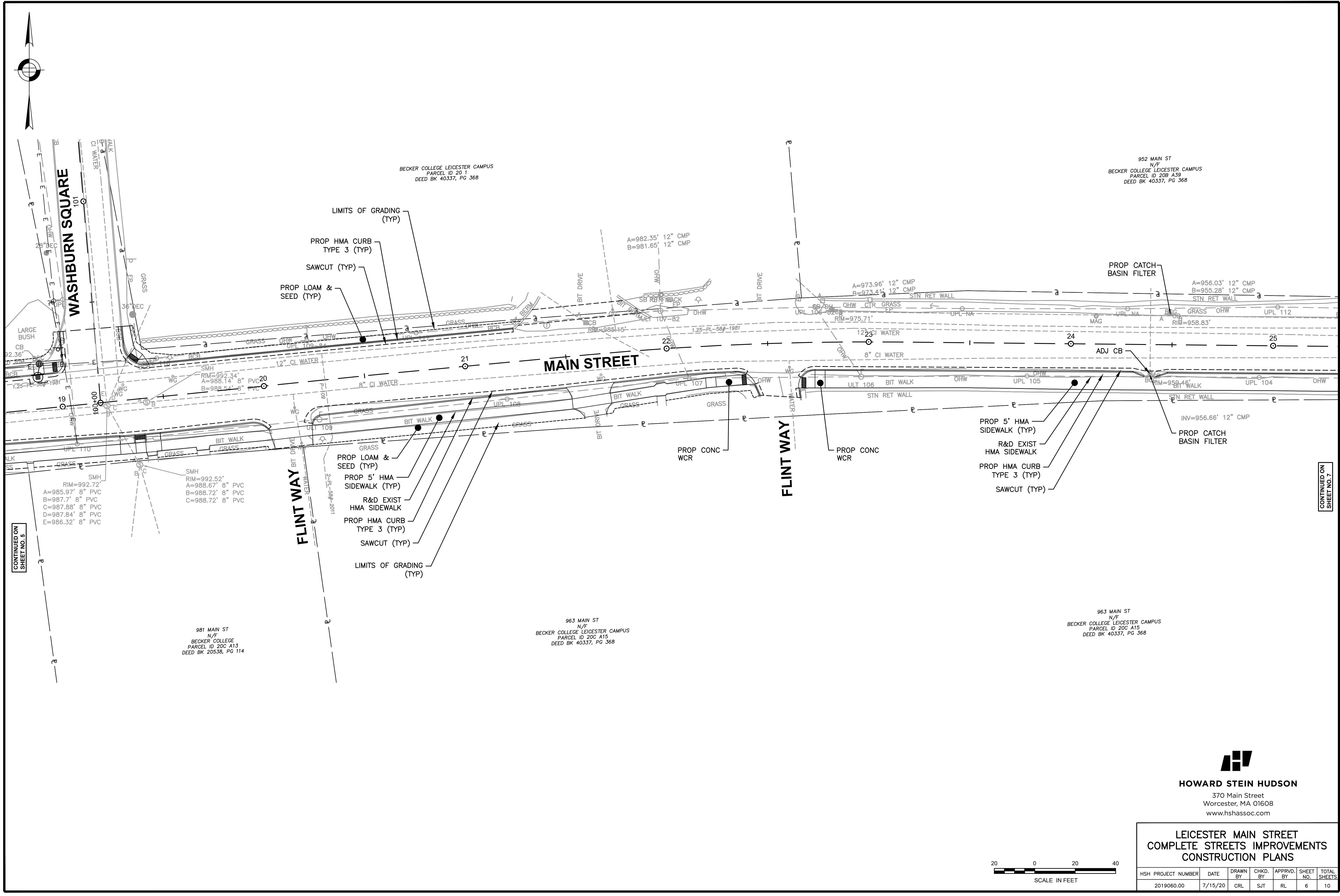
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HS# PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
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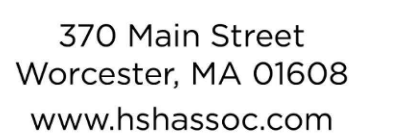


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Christopher Lyman

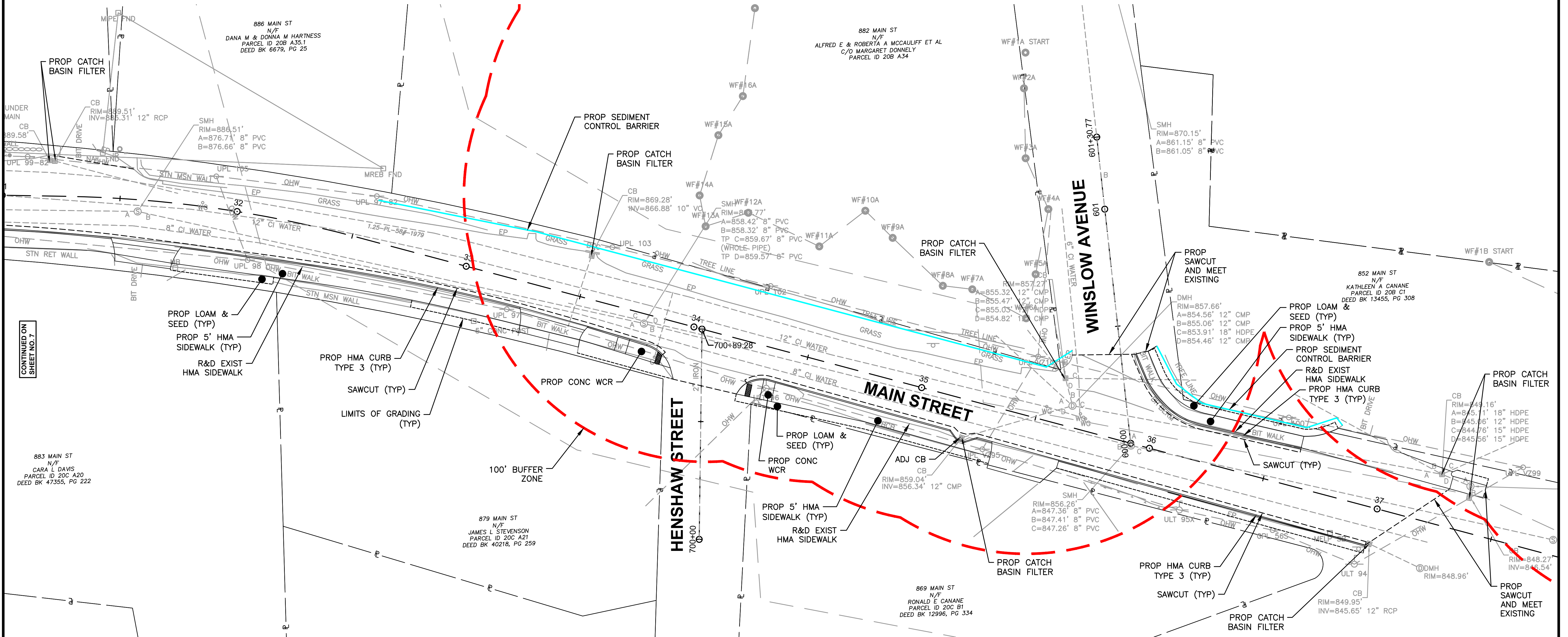
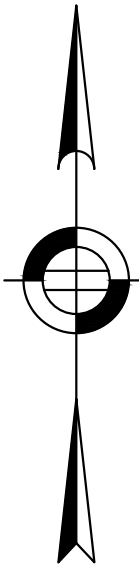


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SHEET NO. 7





HSH PROJECT NUMBER	DATE	DRAWN BY	CHKD. BY	APPRVD. BY	SHEET NO.	TOTAL SHEETS
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CONTINUED ON  
SHEET NO. 7



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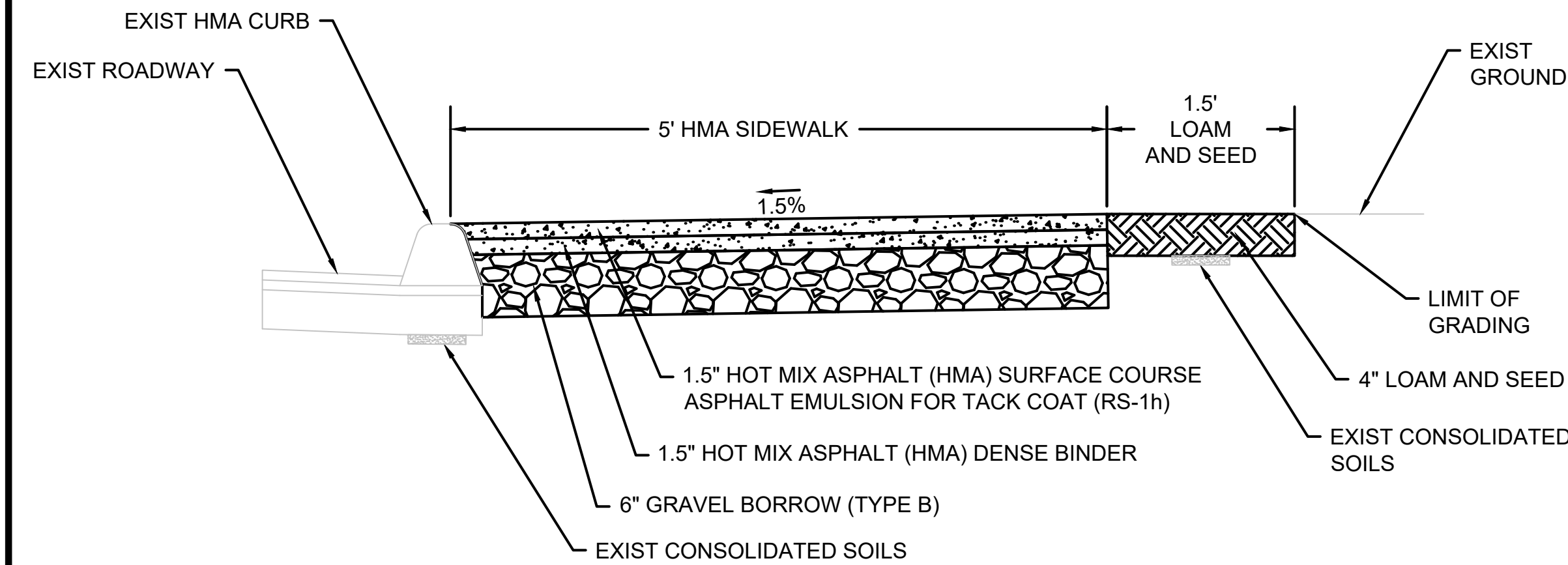
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CONSTRUCTION PLANS**

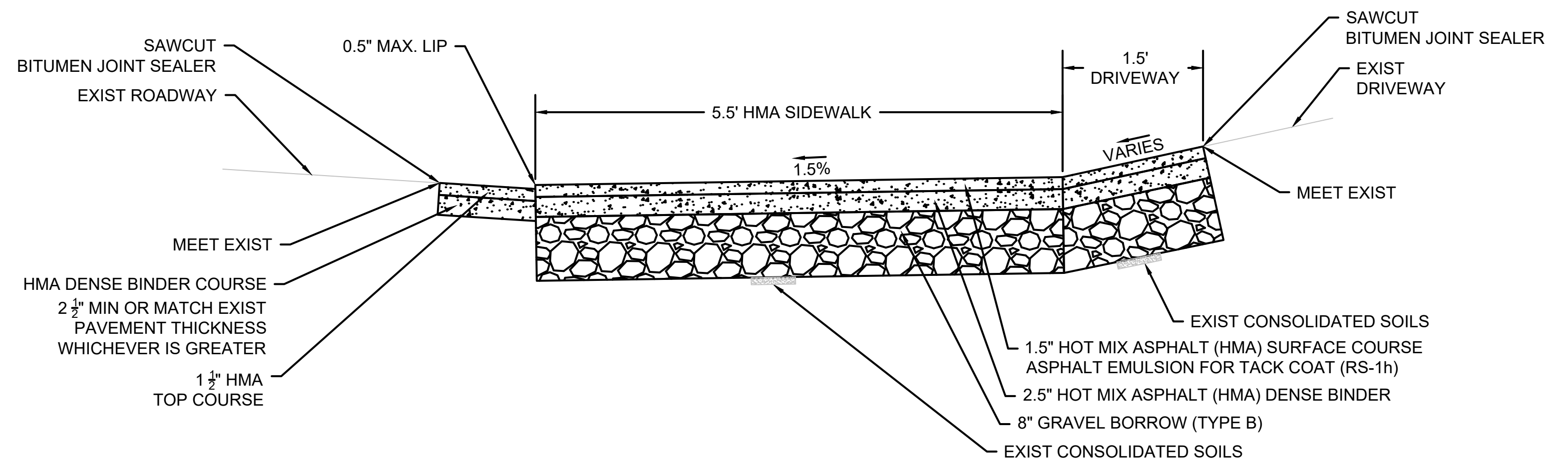
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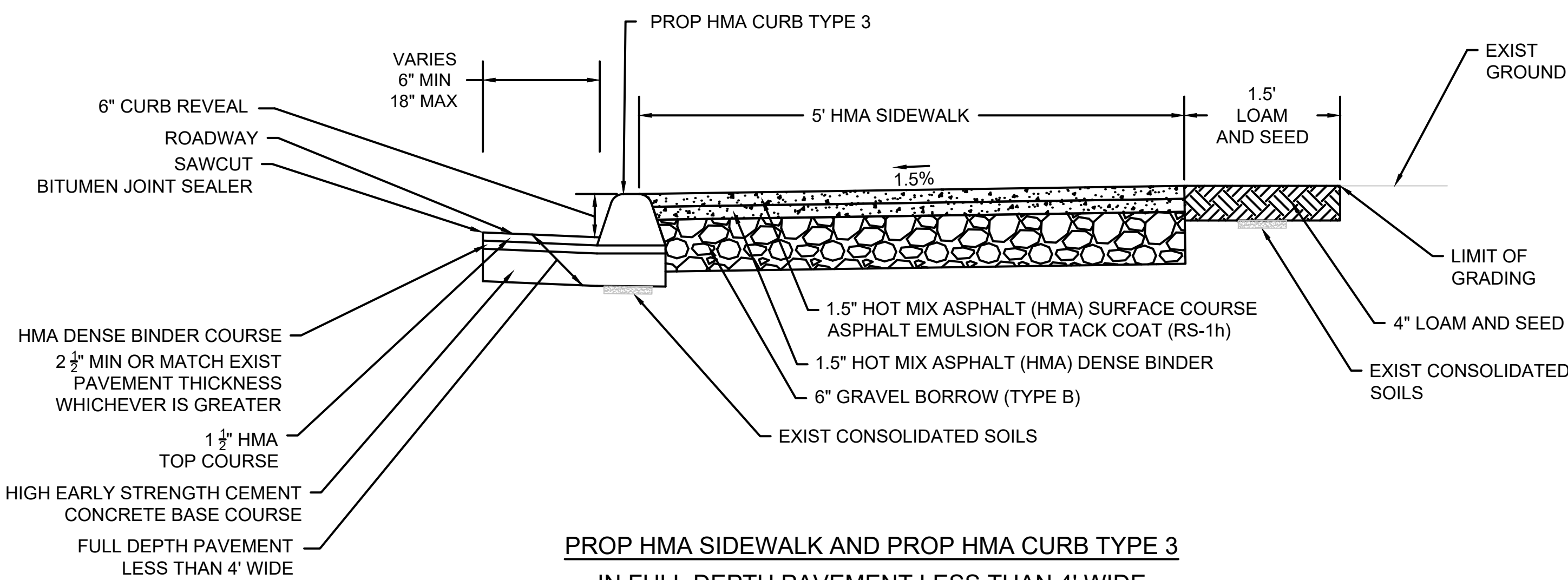




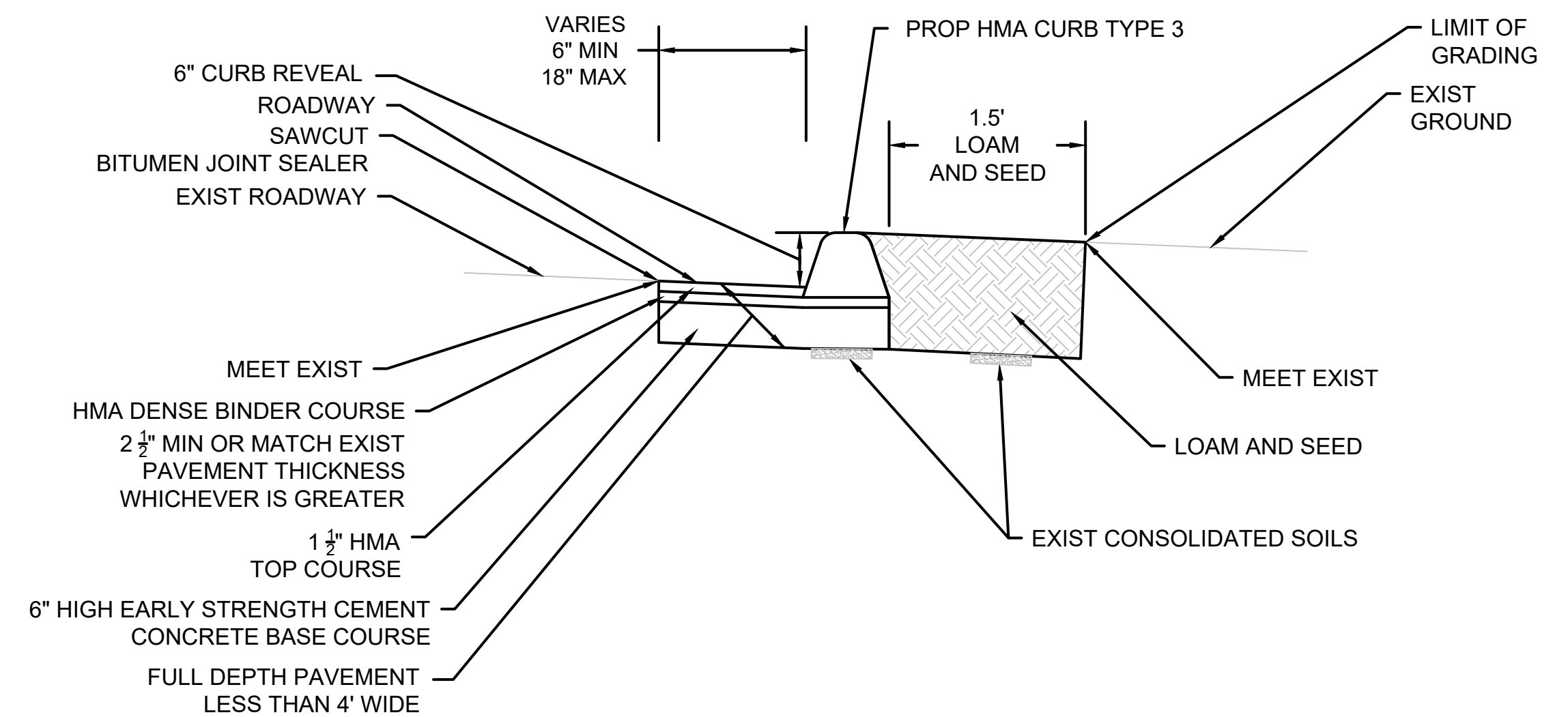
PROP HMA SIDEWALK  
WITH EXISTING HMA CURB  
NOT TO SCALE



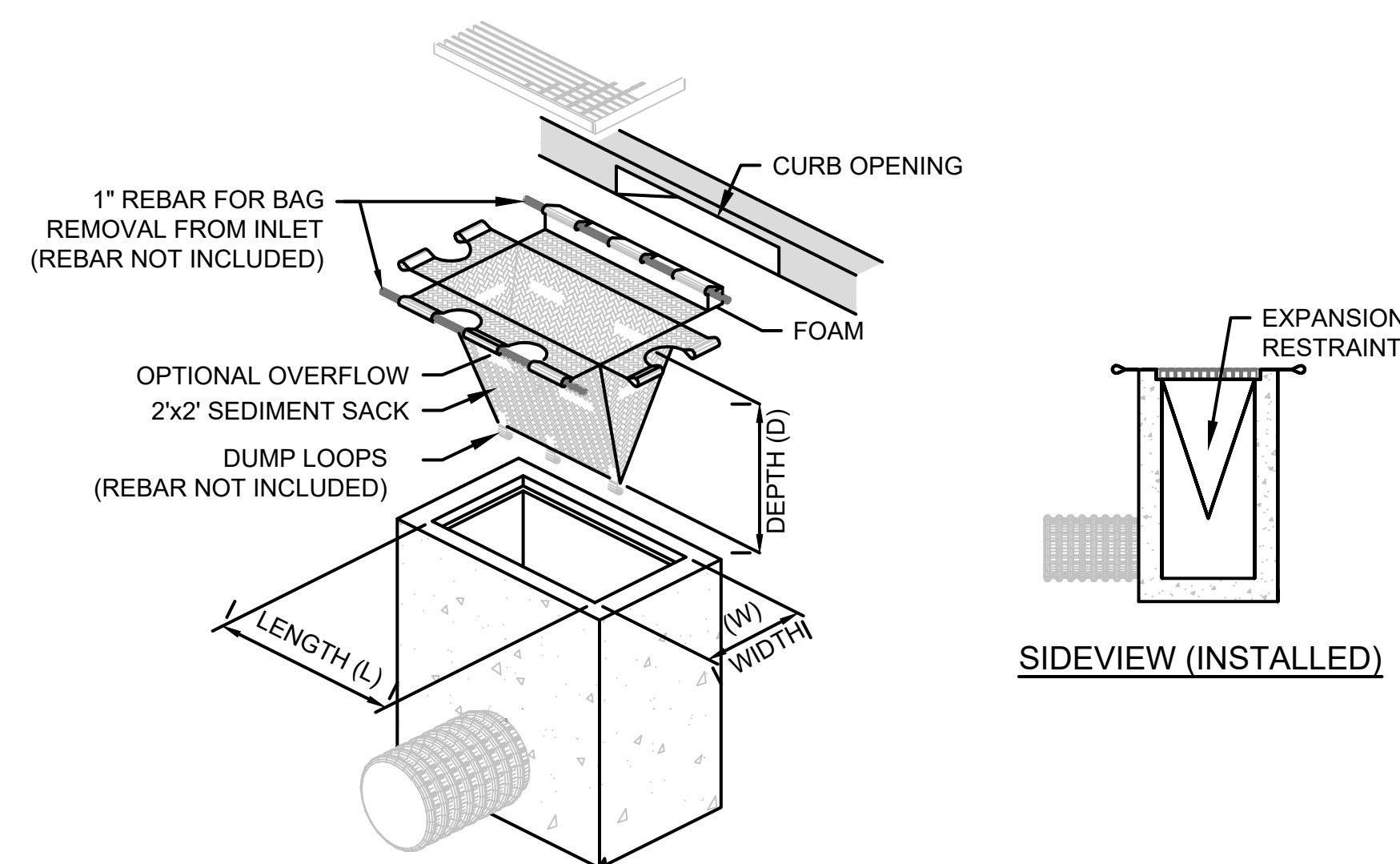
PROP HMA SIDEWALK AT DRIVEWAYS  
(UNLESS OTHERWISE SHOWN ON TYPICAL SECTIONS)  
NOT TO SCALE



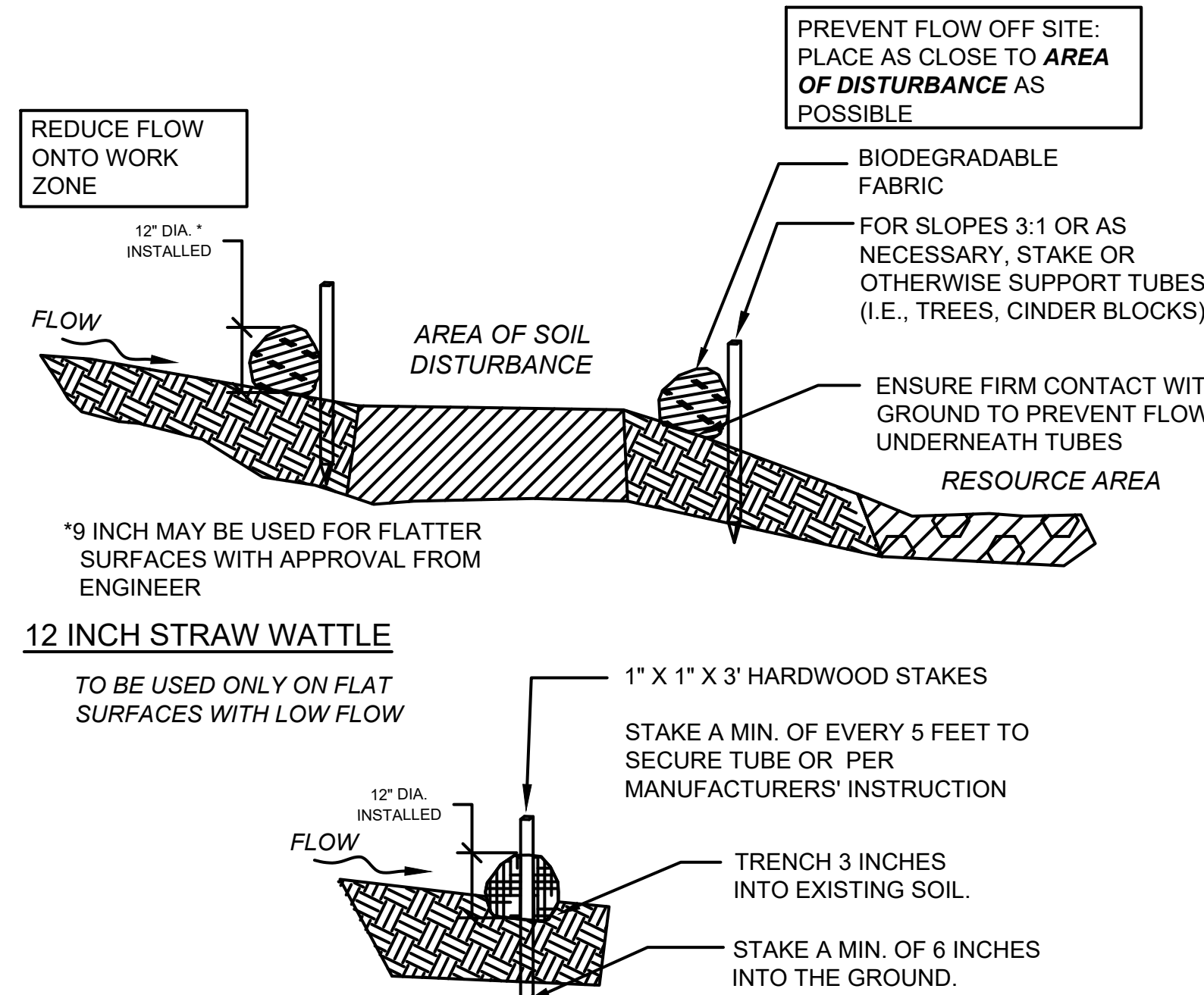
PROP HMA SIDEWALK AND PROP HMA CURB TYPE 3  
IN FULL DEPTH PAVEMENT LESS THAN 4' WIDE  
NOT TO SCALE



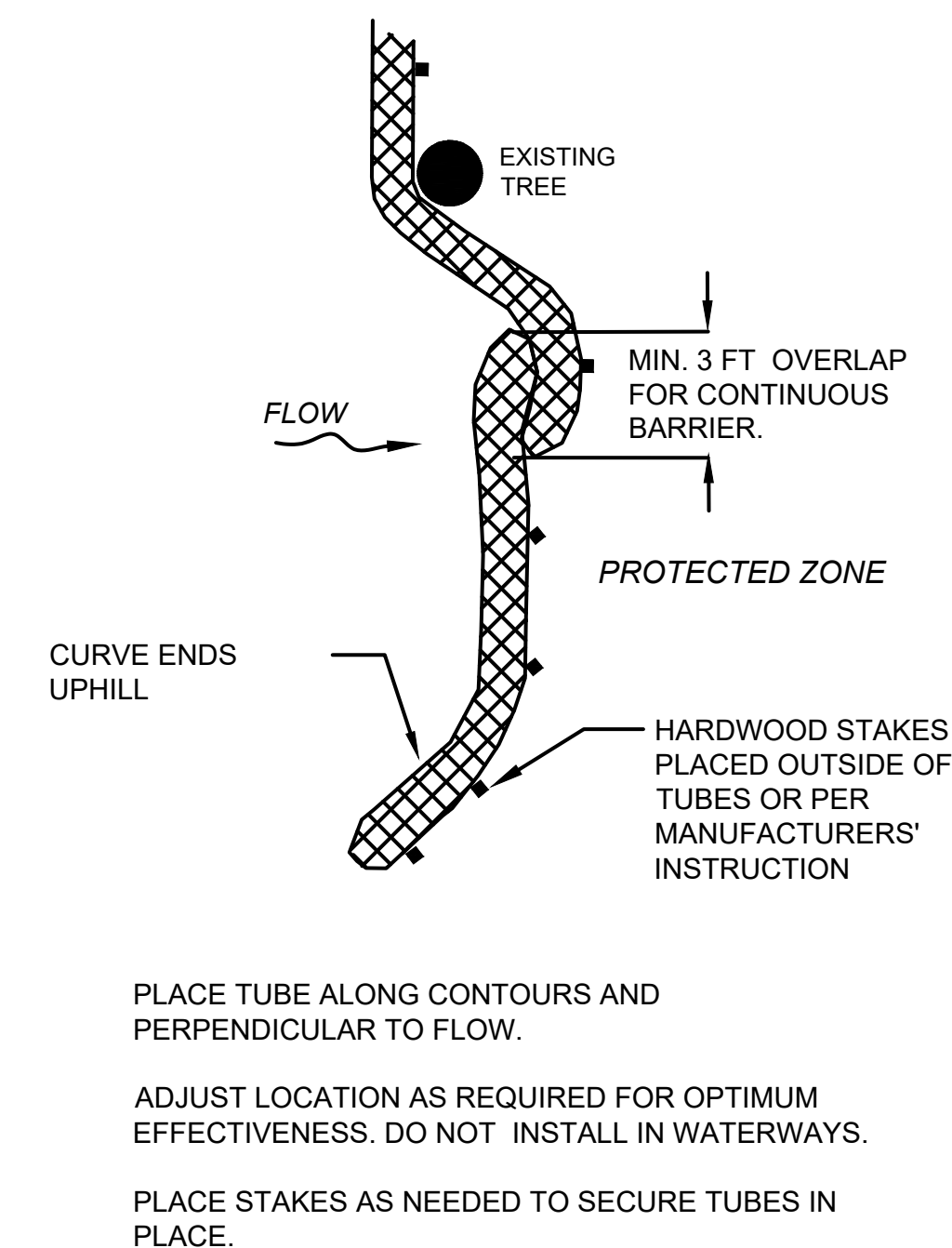
PROP HMA CURB MAIN STREET  
NOT TO SCALE



CATCH BASIN FILTER  
TEMPORARY INLET PROTECTION  
NOT TO SCALE



SEDIMENT BARRIERS - COMPOST FILTER TUBES & STRAW WATTLES  
NOT TO SCALE



PLAN VIEW

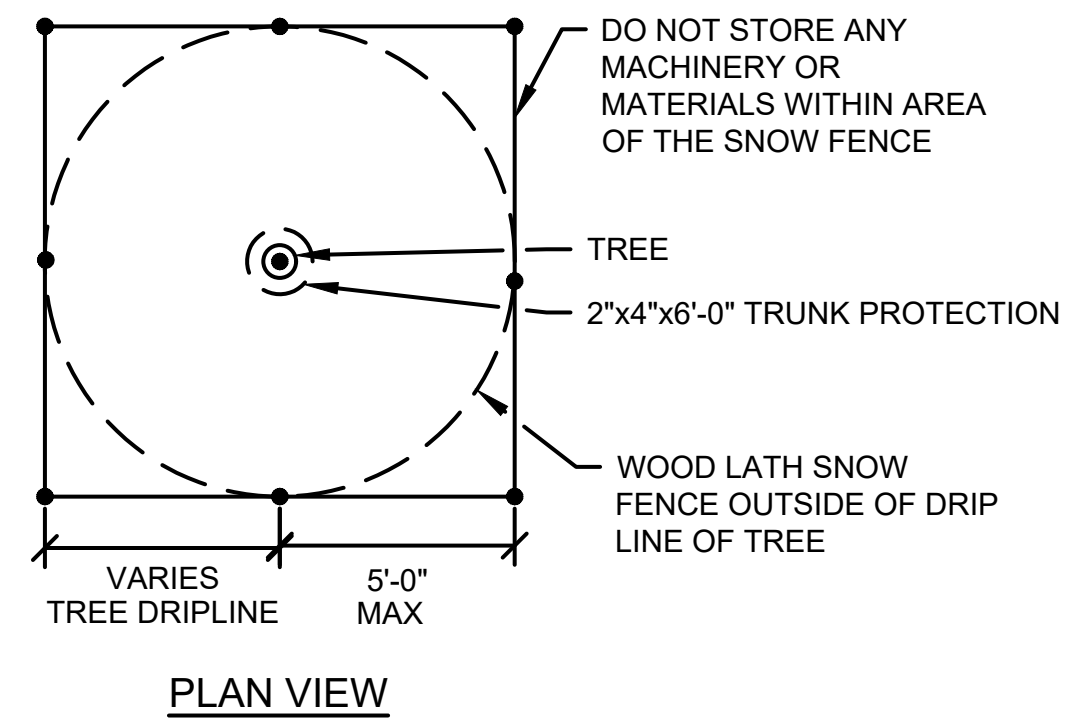
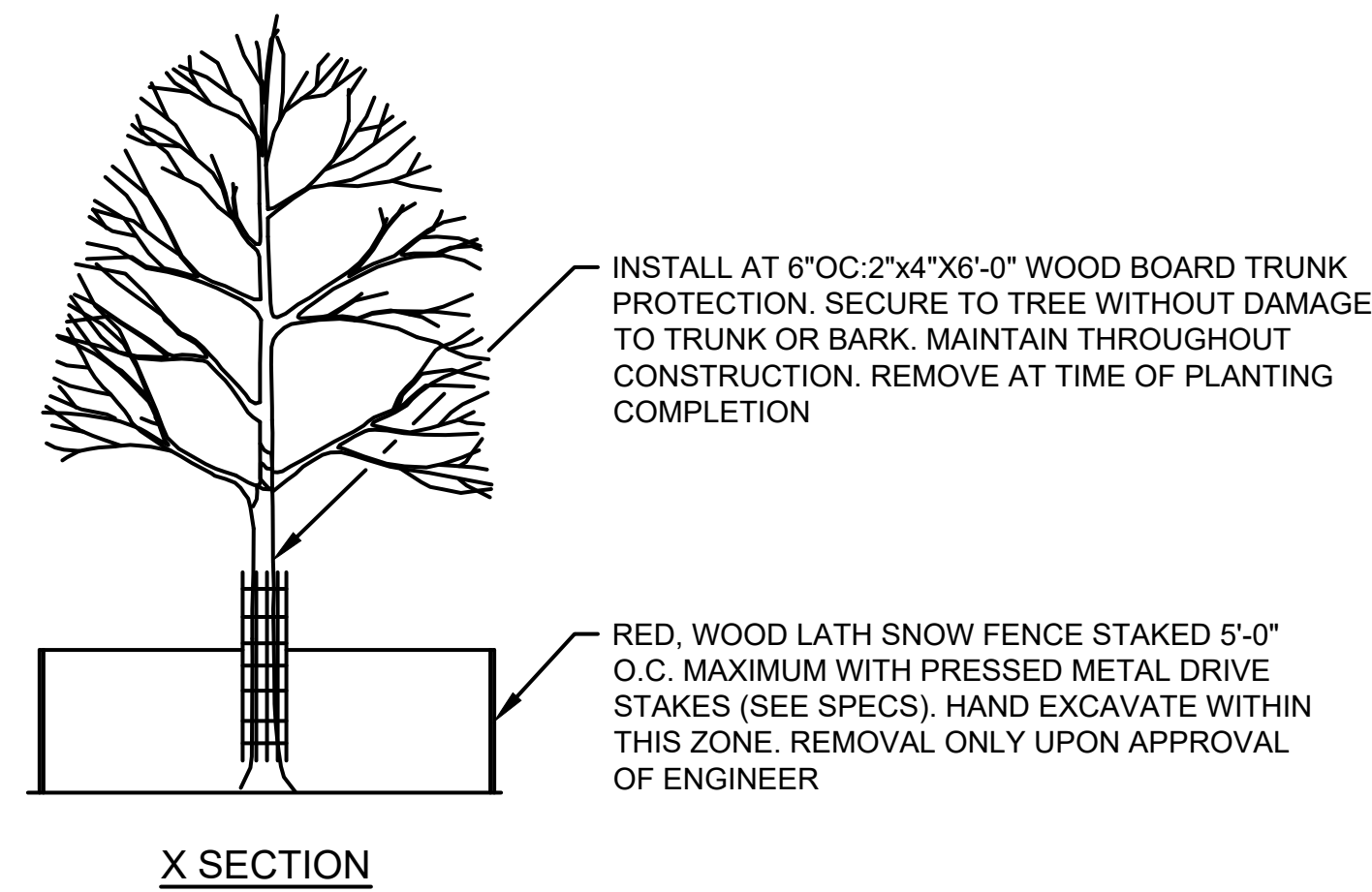
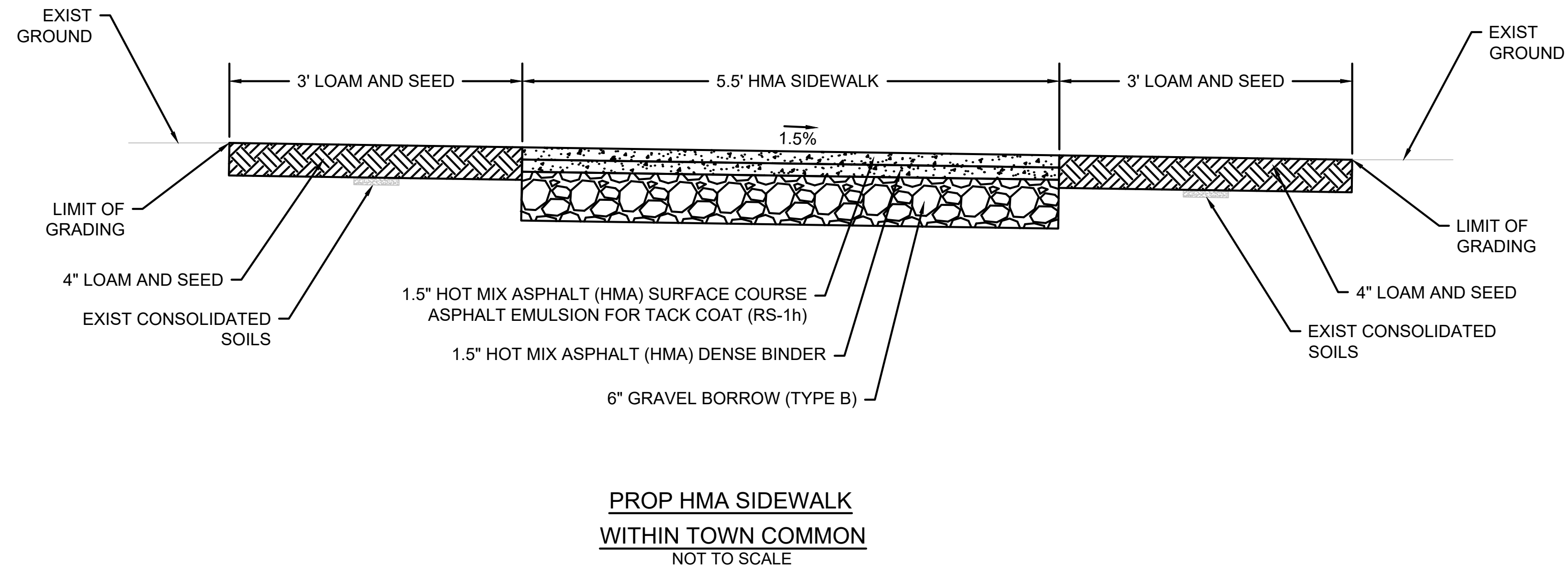
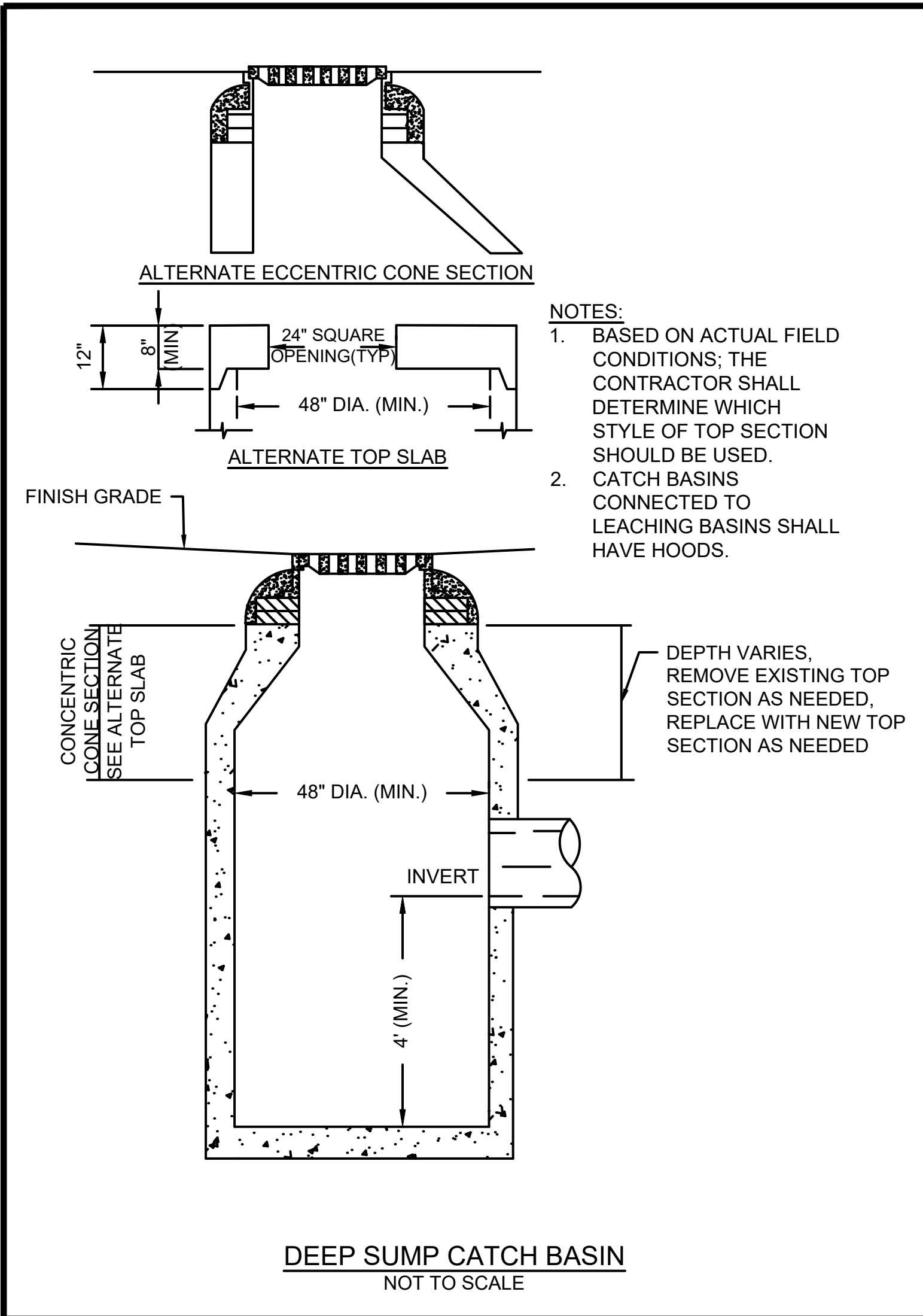


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**TREE PROTECTION**  
NOT TO SCALE



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2019060.00	7/15/20	CRL	SJT	RL	10	10