

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

PLAN AND PROFILE OF
BEACH ROAD
IN THE TOWN OF
TISBURY
DUKES COUNTY

TISBURY BEACH ROAD			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	1	75
PROJECT FILE NO.		607411	

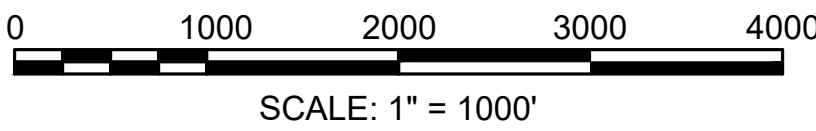
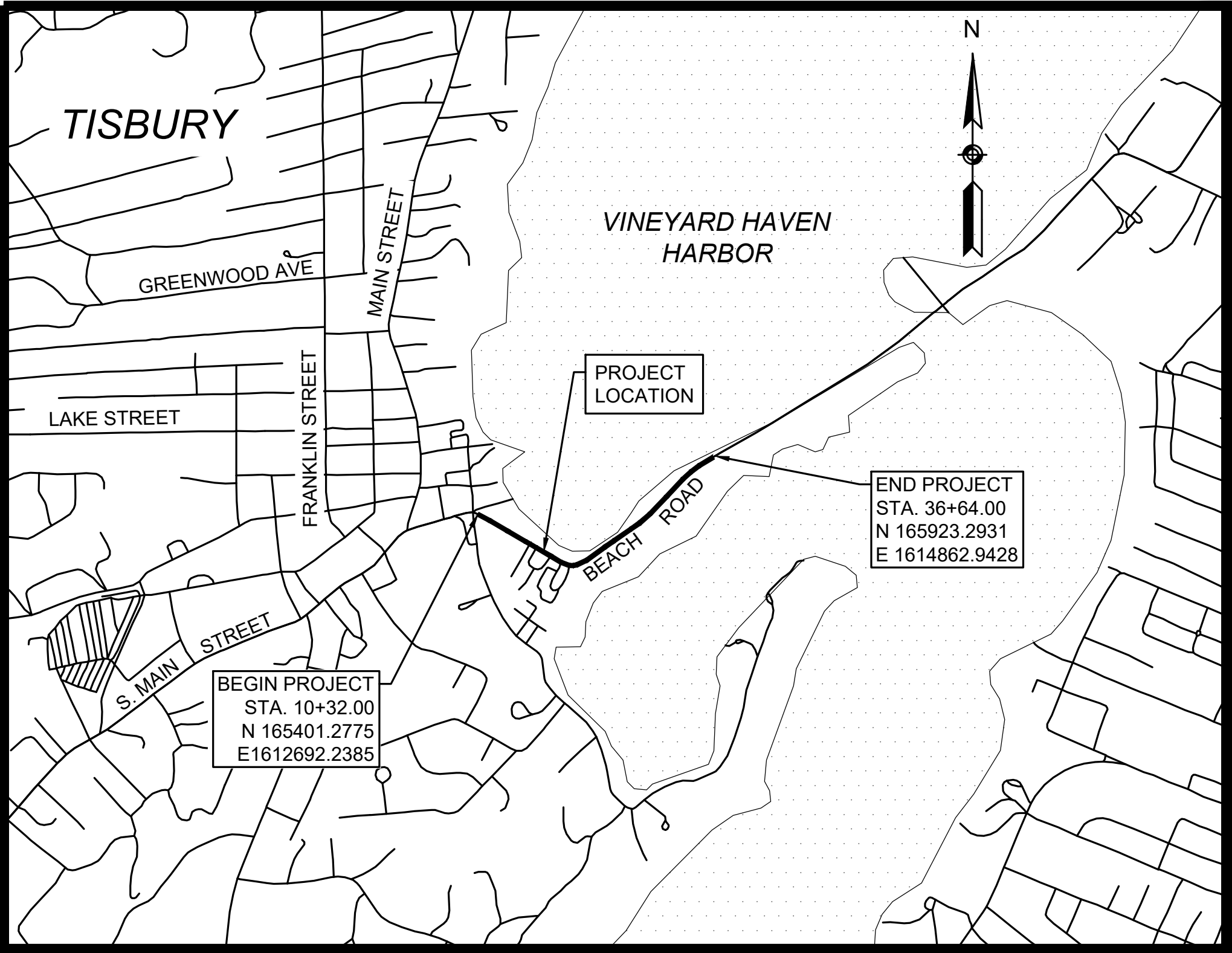
TITLE SHEET & INDEX

THE MASSACHUSETTS HIGHWAY DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES DATED 1988, AS AMENDED, THE SUPPLEMENTAL SPECIFICATIONS DATED JULY 1, 2015, THE OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS WITH MASSACHUSETTS AMENDMENTS, 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, WILL GOVERN.

100% SUBMITTAL

INDEX

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LENGTH OF PROJECT = 2,632 FEET = 0.499 MILES

DESIGN DESIGNATION (BEACH ROAD)

DESIGN SPEED	30 MPH
ADT (2015)	13,500
ADT (2022)	14,500
K	7.0%
D	55%
T (PEAK HOUR)	3.5%
T (AVERAGE DAY)	3.5%
DHV	1,015
DDHV	560
FUNCTIONAL CLASSIFICATION	URBAN PRINCIPAL ARTERIAL

GPI

Greenman-Pedersen, Inc.

Engineers, Architects, Planners, Construction Engineers & Inspectors

181 Ballardvale Street, Suite 202, Wilmington, MA 01887

Tel: (978) 570-2999 Fax: (978) 658-3044

<http://www.gpinet.com>

DATE	DESCRIPTION	REV #

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION APPROVED: DIVISION ADMINISTRATOR DATE	 RECOMMENDED FOR APPROVAL _____ CHIEF ENGINEER DATE
	APPROVED _____ HIGHWAY ADMINISTRATOR DATE

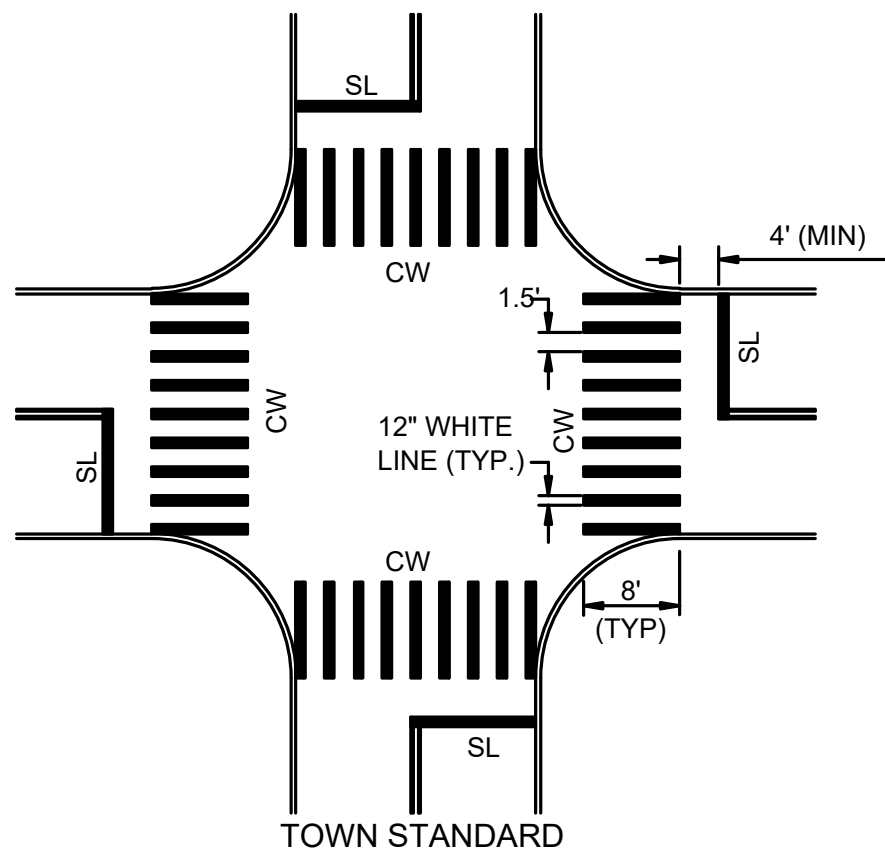
GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		JERSEY BARRIER
		CATCH BASIN
		CATCH BASIN CURB INLET
		FLAG POLE
		GAS PUMP
		MAIL BOX
		POST SQUARE
		POST CIRCULAR
		WELL
		ELECTRIC HANDHOLE
		FENCE GATE POST
		GAS GATE
		BORING HOLE
		MONITORING WELL
		TEST PIT
		HYDRANT
		LIGHT POLE
		COUNTY BOUND
		GPS POINT
		CABLE MANHOLE
		DRAINAGE MANHOLE
		ELECTRIC MANHOLE
		GAS MANHOLE
		MISC MANHOLE
		SEWER MANHOLE
		TELEPHONE MANHOLE
		WATER MANHOLE
		MASSACHUSETTS HIGHWAY BOUND
		MONUMENT
		STONE BOUND
		TOWN OR CITY BOUND
		TRAVERSE OR TRIANGULATION STATION
		TROLLEY POLE OR GUY POLE
		TRANSMISSION POLE
		UTILITY POLE W/ FIREBOX
		UTILITY POLE WITH DOUBLE LIGHT
		UTILITY POLE W / 1 LIGHT
		UTILITY POLE
		BUSH
		TREE
		STUMP
		SWAMP / MARSH
		WATER GATE
		PARKING METER
		OVERHEAD CABLE/WIRE
		CURBING
		CONTOURS (ON-THE-GROUND SURVEY DATA)
		CONTOURS (PHOTOGRAMMETRIC DATA)
		UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)
		BALANCED STONE WALL
		GUARD RAIL - STEEL POSTS
		GUARD RAIL - WOOD POSTS
		CHAIN LINK OR METAL FENCE
		WOOD FENCE
		HAY BALES/SILT FENCE OR COMPOST FILTER TUBES
		TREE LINE
		SAWCUT LINE
		TOP OR BOTTOM OF SLOPE
		LIMIT OF EDGE OF PAVEMENT OR COLD PLANE AND OVERLAY
		BANK OF RIVER OR STREAM
		BORDER OF WETLAND
		100 FT WETLAND BUFFER
		200 FT RIVERFRONT BUFFER
		STATE HIGHWAY LAYOUT
		TOWN OR CITY LAYOUT
		COUNTY LAYOUT
		RAILROAD SIDELINE
		TOWN OR CITY BOUNDARY LINE
		PROPERTY LINE OR APPROXIMATE PROPERTY LINE
		EASEMENT

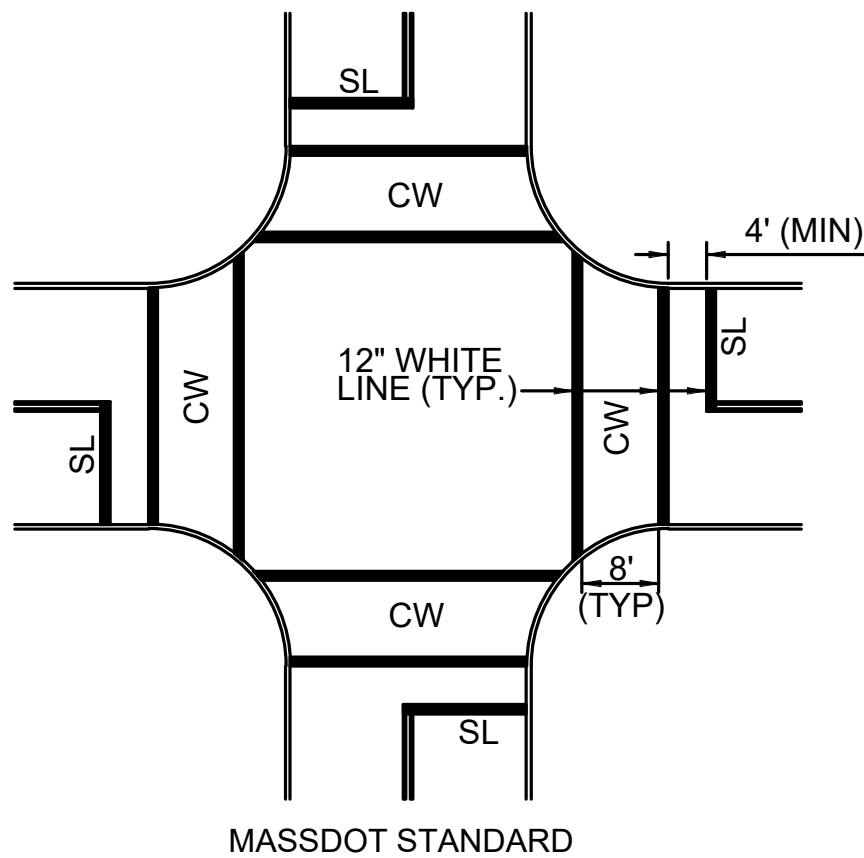
PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
		LEGEND "ONLY" - WHITE
		STOP LINE (12" WHITE)
		CROSSWALK (12")
		SOLID WHITE LINE (6")
		SOLID YELLOW LINE (6")
		BROKEN WHITE LINE (6")
		BROKEN YELLOW LINE (6")
		DOTTED WHITE LINE (6")
		DOTTED YELLOW LINE (6")
		DOTTED WHITE LINE EXTENSION (6")
		DOTTED YELLOW LINE EXTENSION (6")
		DOUBLE WHITE LINE (6")
		DOUBLE YELLOW LINE (6")

BROKEN LINES TO BE 10' IN LENGTH WITH 30' GAP (TYP.)
DOTTED LINES TO BE 2' IN LENGTH WITH 6' GAP (TYP.)



OR



TYPICAL CROSSWALK MARKINGS
NOT TO SCALE

GENERAL NOTES

- TOPOGRAPHICAL INFORMATION WAS PROVIDED BY GREENMAN-PEDERSEN, INC. (978) 570-2977, OCTOBER 2013. VERTICAL DATUM IS BASED ON NAVD88. HORIZONTAL DATUM IS BASED ON NAD83 MASSACHUSETTS STATE PLANE, ISLAND ZONE.
- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO LOCATE EXACTLY AND TO PRESERVE ANY AND ALL UNDERGROUND UTILITIES. CALL "DIG-SAFE" 1-888-DIGSAFE (344-7233) AT LEAST 72 HOURS BEFORE COMMENCING CONSTRUCTION.
- WHERE AN EXISTING UNDERGROUND 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.
- THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.
- 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.
- THE TERM "PROPOSED" (PROP.) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS, OR, WHERE APPLICABLE, RE-USING EXISTING MATERIALS IDENTIFIED AS "REMOVE & RESET" (R&R).
- ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE RETAINED UNLESS NOTED OTHERWISE.
- ALL PROPOSED PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
- ALL EXISTING STATE, COUNTY, CITY AND TOWN LOCATION LINES AND PRIVATE PROPERTY LINES HAVE BEEN ESTABLISHED FROM AVAILABLE INFORMATION AND THEIR EXACT LOCATIONS ARE NOT GUARANTEED.
- ALL JOINTS BETWEEN NEW SURFACE PAVEMENT AND EXISTING SURFACE PAVEMENT TO REMAIN SHALL BE COATED WITH A HOT MIX ASPHALT JOINT SEALANT MEETING SPECIAL PROVISION ITEM 453.
- ALL DISTURBED AREAS NOT DESIGNATED TO BE PAVED SHALL HAVE LOAM BORROW PLACED AND SEEDED. THE LOAM BORROW SHALL HAVE A MINIMUM DEPTH OF 4 INCHES AND SHALL BE PLACED FLUSH WITH THE TOP OF THE ADJACENT CURB, EDGING, BERM OR PAVEMENT SURFACE.
- PRIOR TO THE START OF ANY NEW UTILITY WORK, ALL ELEVATIONS OF EXISTING UTILITIES IN THOSE AREAS ARE TO BE VERIFIED. THE ENGINEER IS TO BE NOTIFIED IMMEDIATELY SHOULD ANY DISCREPANCIES OCCUR.
- ALL CASTINGS SHALL BE SET FLUSH WITH FINISHED GRADE.
- ALL PUBLICLY OWNED GATE BOXES, SERVICE BOXES, MANHOLE FRAMES AND COVERS SHALL BE ADJUSTED TO GRADE BY THE CONTRACTOR.
- ALL NEW SIDEWALKS AND DRIVEWAY GRADES SHALL MATCH EXISTING GRADES AT BACK OF SIDEWALK LINE UNLESS SHOWN OTHERWISE ON THE PLANS AND CROSS-SECTIONS.
- THE CONTRACTOR SHALL TAKE EVERY PRECAUTION TO PROTECT ALL EXISTING TREES AND ROOTS THAT ARE NOT DESIGNATED FOR REMOVAL.
- DRAINAGE ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY BY TEST PIT, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR DIRECTED BY THE ENGINEER. ONLY AFTER THE CONTRACTOR VERIFIES ELEVATIONS FOR THE CONSTRUCTABILITY OF THE DRAINAGE SYSTEM SHALL ANY STRUCTURES BE ORDERED. ANY FIELD ADJUSTMENTS TO LINE & GRADE UP TO A DEPTH OF 5' SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5' WILL BE PAID UNDER CLASS B TRENCH EXCAVATION.

GENERAL ABBREVIATIONS

AADT	ANNUAL AVERAGE DAILY TRAFFIC	EXC	EXCAVATION	PVI	POINT OF VERTICAL INTERSECTION
ABAN	ABANDON	F&C	FRAME AND COVER	PVT	POINT OF VERTICAL TANGENCY
ADJ	ADJUST	F&G	FRAME AND GRATE	PVMT	PAVEMENT
APPROX	APPROXIMATE	FDN	FOUNDATION	PWW	PAVED WATER WAY
A.C.	ASPHALT CONCRETE	FLDSTN	FIELDSTONE	R	RADIUS OF CURVATURE
ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE	GAR	GARAGE	R&D	REMOVE AND DISPOSE
BIT	BITUMINOUS	GD	GROUND	RCP	REINFORCED CONCRETE PIPE
BC	BOTTOM OF CURB	GG	GAS GATE	RD	ROAD
BD	BOUND	GI	GUTTER INLET	RDWY	ROADWAY
BL	BASELINE	GIP	GALVANIZED IRON PIPE	REM	REMOVE
BLDG	BUILDING	GRAN	GRANITE	RET	RETAIN
BM	BENCHMARK	GRAV	GRAVEL	RET WALL	RETAINING WALL
BO	BY OTHERS	GRD	GRAD	ROW	RIGHT OF WAY
BOS	BOTTOM OF SLOPE	HDW	HEADWALL	RR	RAILROAD
BR	BRIDGE	HMA	HOT MIX ASPHALT	R&R	REMOVE AND RESET
CB	CATCH BASIN	HOR	HORIZONTAL	R&S	REMOVE AND STACK
CBICI	CATCH BASIN WITH CURB INLET	HYD	HYDRANT	RT	RIGHT
CC	CEMENT CONCRETE	INV	INVERT	SB	STONE BOUND
CCM	CEMENT CONCRETE MASONRY	JCT	JUNCTION	SHLD	SHOULDER
CEM	CEMENT	L	LENGTH OF CURVE	SMH	SEWER MANHOLE
CI	CURB INLET	LB	LEACH BASIN	ST	STREET
CIP	CAST IRON PIPE	LP	LIGHT POLE	STA	STATION
CIT	CHANGE IN TYPE	LT	LEFT	SSD	STOPPING SIGHT DISTANCE
CLF	CHAIN LINK FENCE	MAX	MAXIMUM	SHLO	STATE HIGHWAY LAYOUT LINE
CL	CENTERLINE	MB	MAILBOX	SW	SIDEWALK
CMP	CORRUGATED METAL PIPE	MH	MANHOLE	T	TANGENT DISTANCE OF CURVE/TRUCK %
CSP	CORRUGATED STEEL PIPE	MHB	MASSACHUSETTS HIGHWAY BOUND	TAN	TANGENT
CO	COUNTY	MIN	MINIMUM	TEMP	TEMPORARY
CONC	CONCRETE	NIC	NOT IN CONTRACT	TC	TOP OF CURB
CONT	CONTINUOUS	NO	NUMBER	TOS	TOP OF SLOPE
CONST	CONSTRUCTION	PC	POINT OF CURVATURE	TYP	TYPICAL
CR GR	CROWN GRADE	PCC	POINT OF COMPOUND CURVATURE	UP	UTILITY POLE
DHV	DESIGN HOURLY VOLUME	P.G.L.	PROFILE GRADE LINE	VAR	VARIES
DI	DROP INLET	PI	POINT OF INTERSECTION	VERT	VERTICAL
DIA	DIAMETER	POC	POINT ON CURVE	VC	VERTICAL CURVE
DIP	DUCTILE IRON PIPE	POT	POINT ON TANGENT	WCR	WHEEL CHAIR RAMP
DW	STEADY DON'T WALK - PORTLAND ORANGE	PRC	POINT OF REVERSE CURVATURE	WG	WATER GATE
DWY	DRIVEWAY	PROJ	PROJECT	WIP	WROUGHT IRON PIPE
ELEV (or EL.)	ELEVATION	PROP	PROPOSED	WM	WATER METER/WATER MAIN
EMB	EMBANKMENT	PSB	PLANTABLE SOIL BORROW	X-SECT	CROSS SECTION
EOP	EDGE OF PAVEMENT	PT	POINT OF TANGENCY		
EXIST (or EX)	EXISTING	PVC	POINT OF VERTICAL CURVATURE		

TISBURY
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MA	-	2	75
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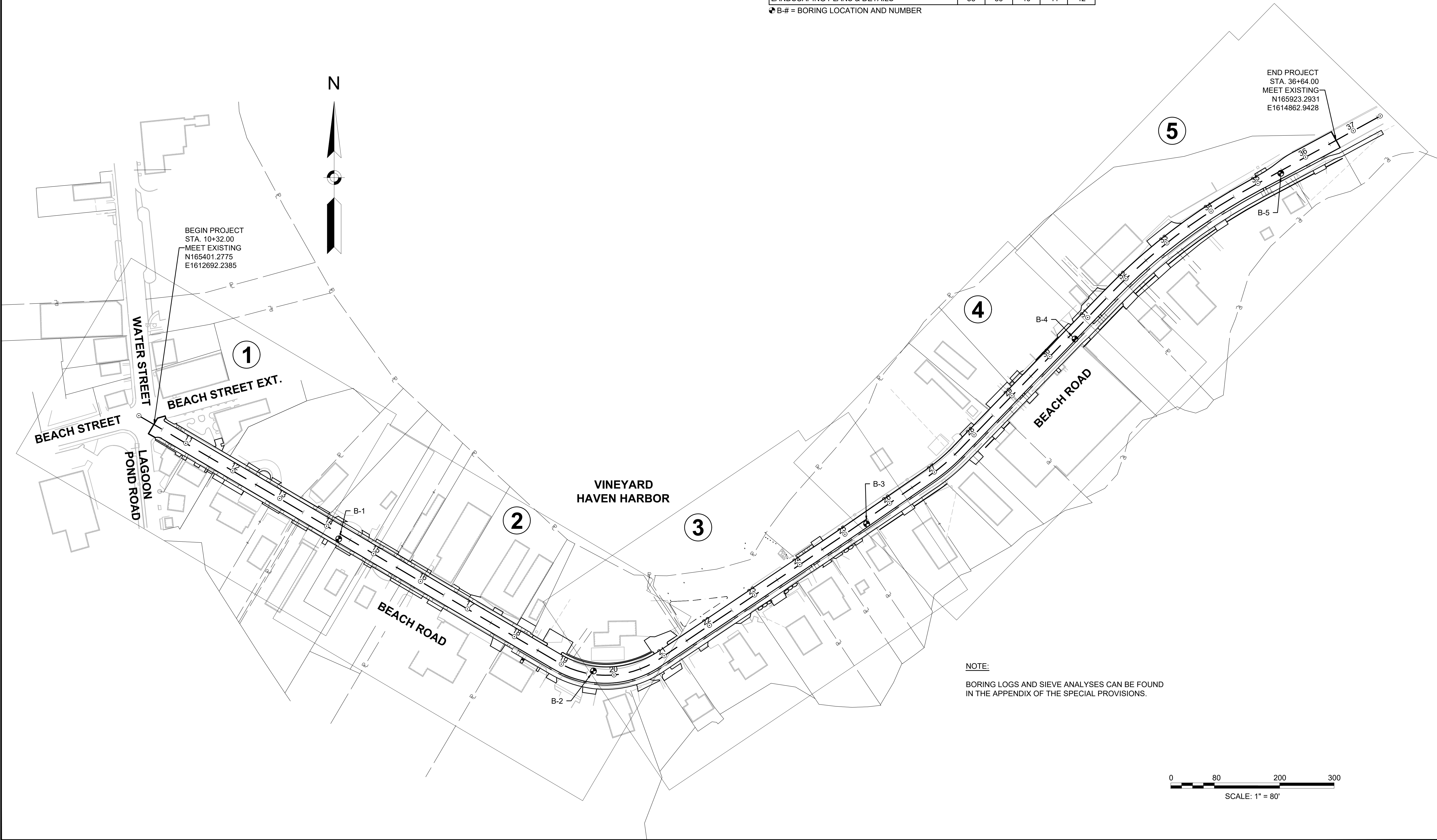
LEGEND & ABBREVIATIONS

SHEET REFERENCE:	1	2	3	4	5
Drawing Title:	Drawing Number:				
CONSTRUCTION PLANS & PROFILES	6	7	8	9	10
CURB TIE & GRADING PLANS	11	12	13	14	15
DRAINAGE & UTILITY PLANS	16	17	18	19	20
TRAFFIC SIGN & PAVEMENT MARKING PLANS	21	22	23	24	25
LIGHTING PLANS	30	31	32	33	34
LANDSCAPING PLANS & DETAILS	38	39	40	41	42

• B-# = BORING LOCATION AND NUMBER

TISBURY BEACH ROAD			
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MA	-	3	75
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KEY PLAN & BORING LOCATIONS



TISBURY
BEACH ROAD

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MA	-	4	75
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TYPICAL SECTIONS

PAVEMENT NOTES

FULL DEPTH HMA CONSTRUCTION

SURFACE COURSE: 1-1/2" SUPERPAVE SURFACE COURSE - 9.5 (SSC - 9.5) OVER
2" SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC - 12.5) OVER

BASE: 4" SUPERPAVE BASE COURSE - 37.5 (SBC - 37.5) OVER

SUBBASE: 4" DENSE GRADED CRUSHED STONE OVER
8" GRAVEL BORROW TYPE B (OR SUITABLE EXISTING MATERIAL)

HMA DRIVEWAYS AND SHARED USE PATH

SURFACE COURSE: 1-1/2" SUPERPAVE SURFACE COURSE - 9.5 (SSC - 9.5) OVER
2" SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC - 12.5) OVER

SUBBASE: 8" GRAVEL BORROW TYPE B (OR SUITABLE EXISTING MATERIAL)

CEMENT CONCRETE SIDEWALK AT DRIVEWAYS & CEMENT CONCRETE DRIVEWAYS

SURFACE COURSE: 6" CEMENT CONCRETE (AIR ENTRAINED 4000 PSI, 3/4", 610) OVER

SUBBASE: 8" GRAVEL BORROW TYPE B (OR SUITABLE EXISTING MATERIAL)

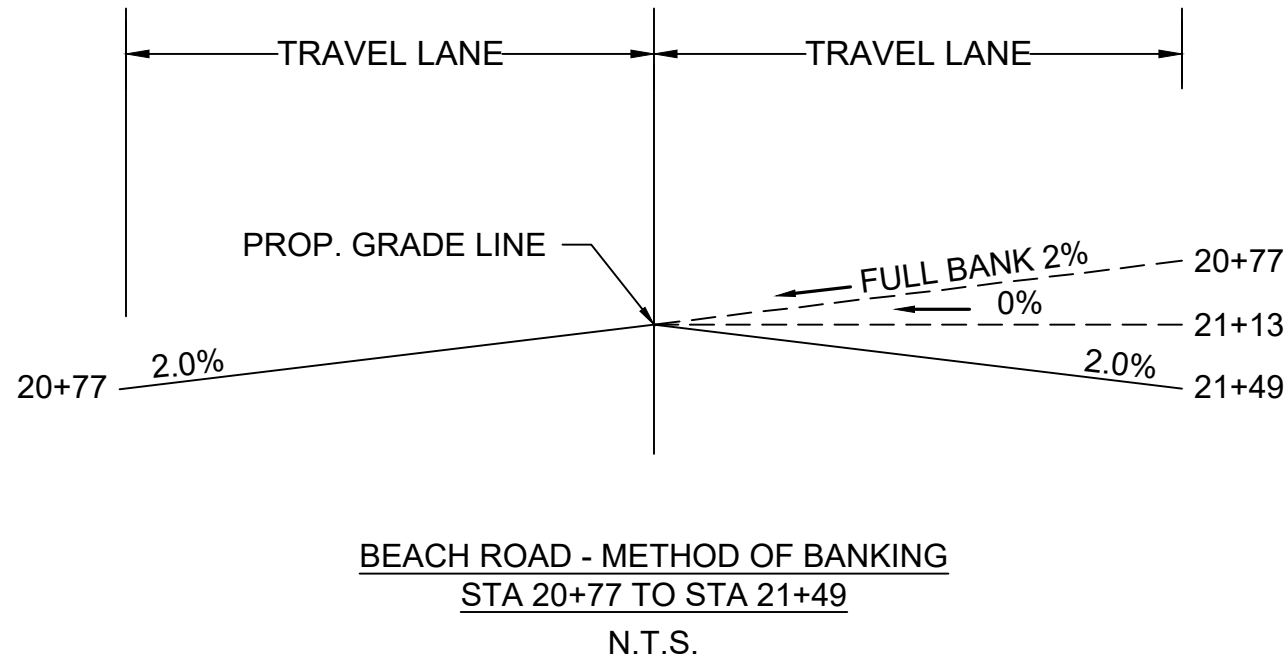
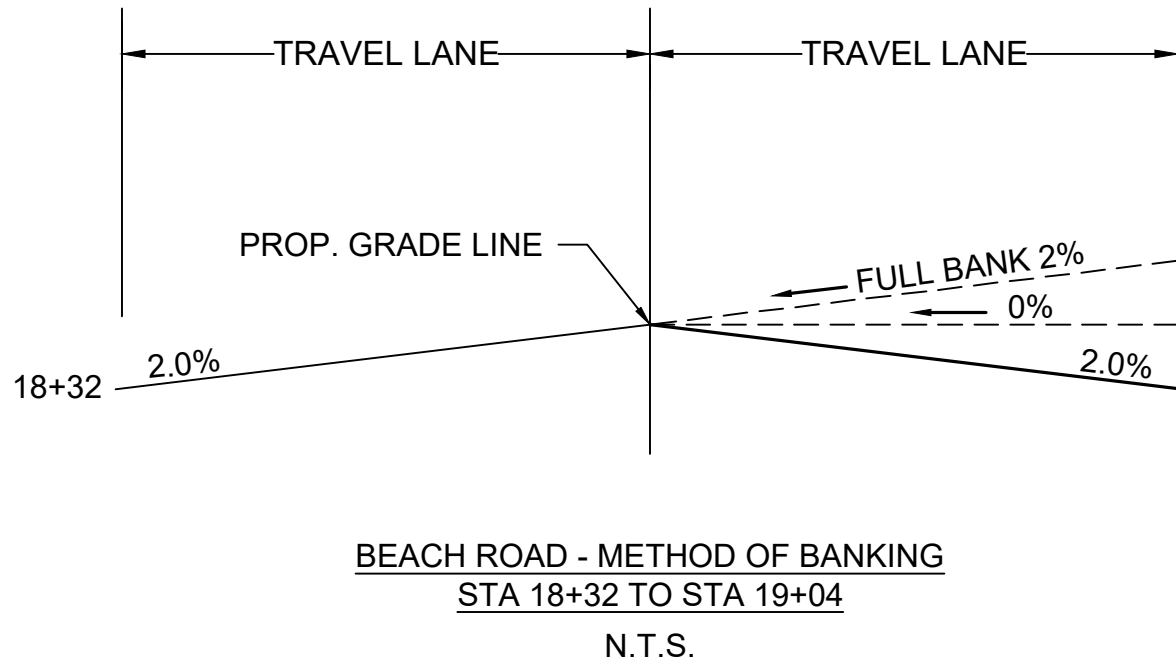
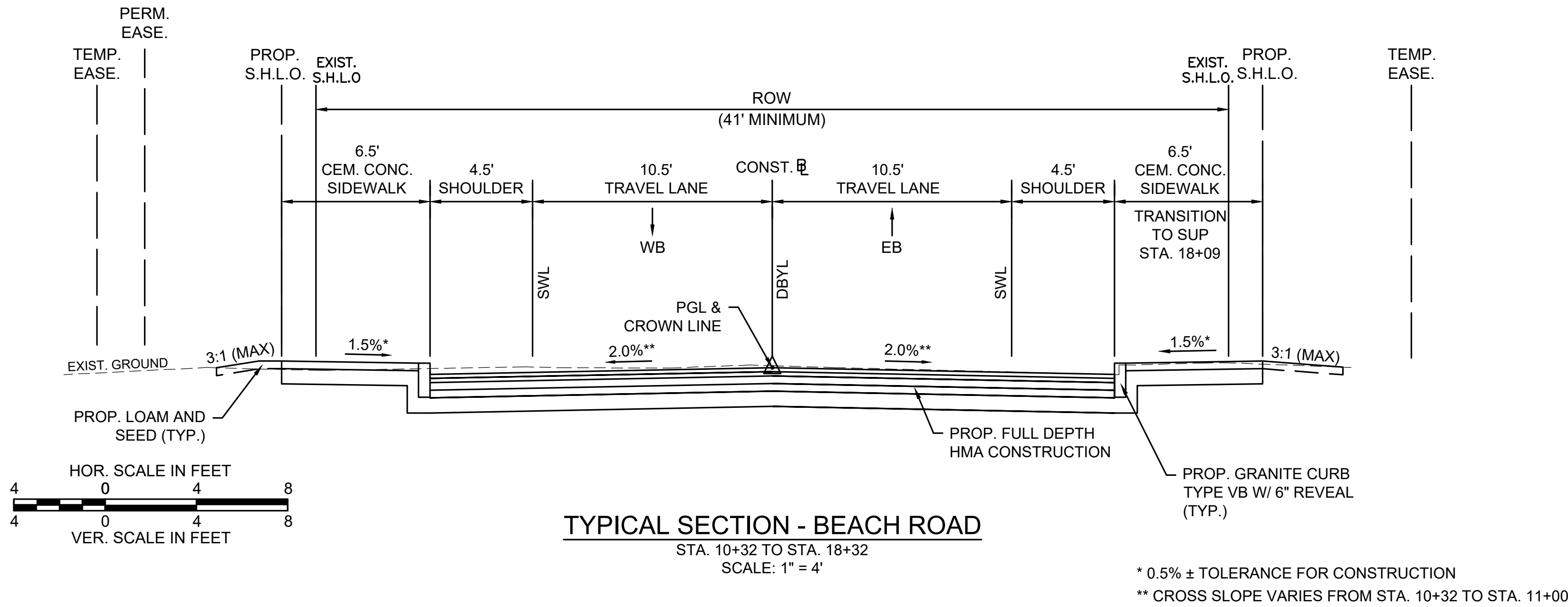
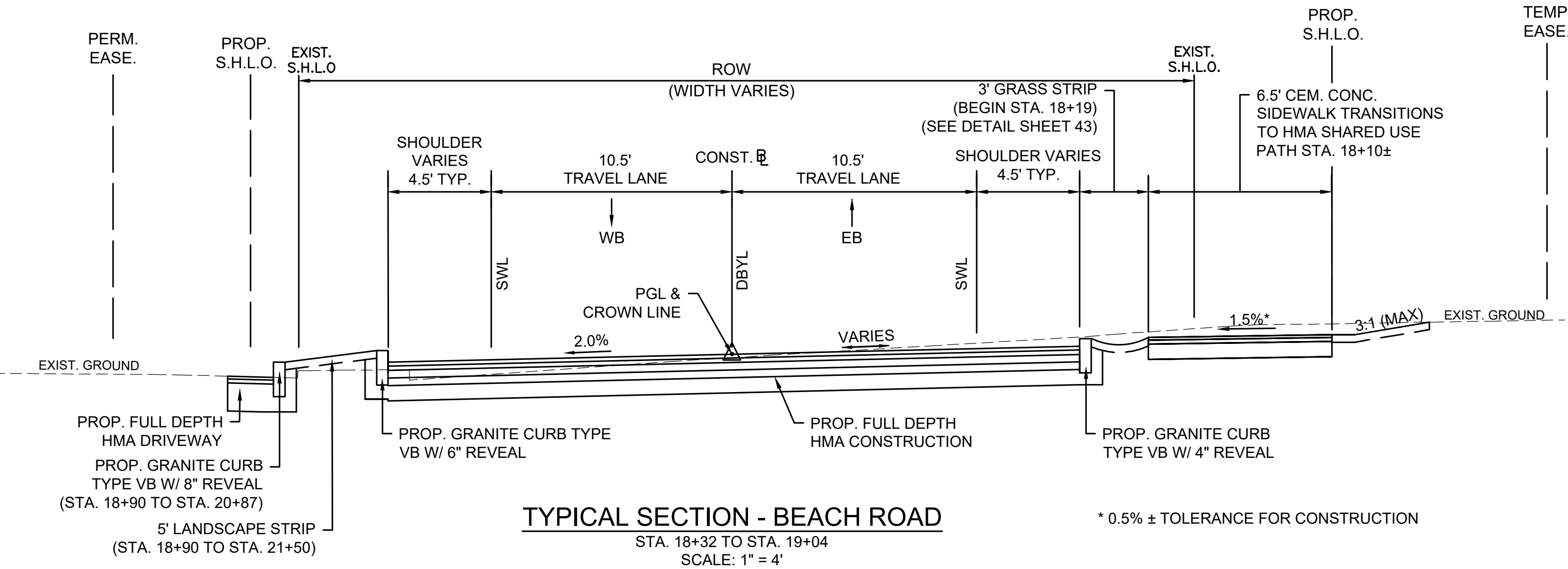
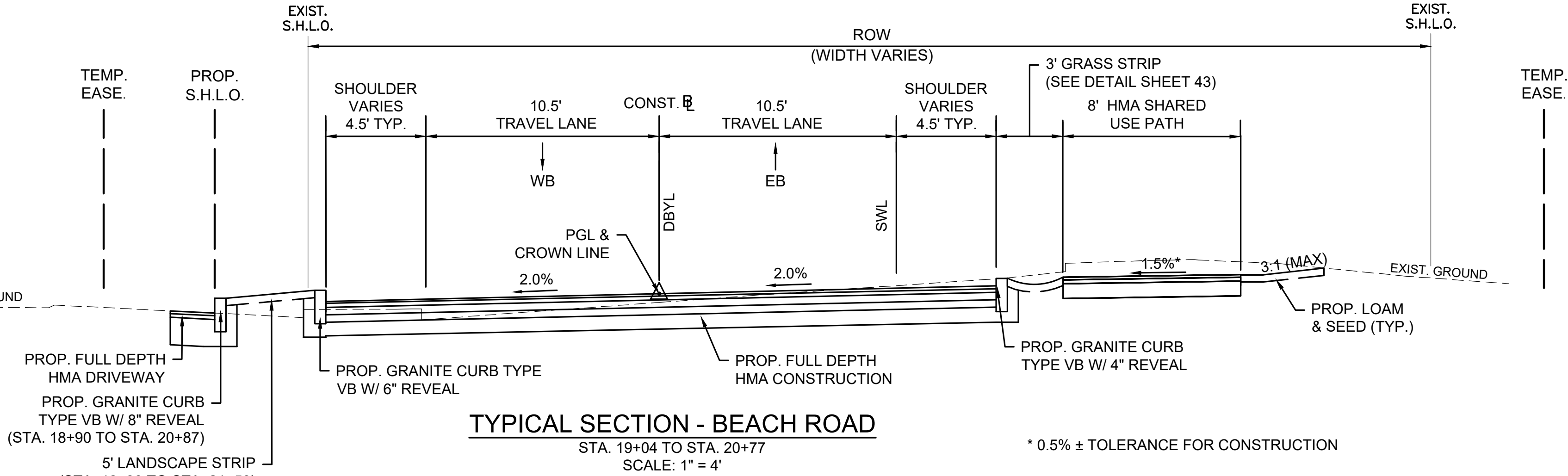
CEMENT CONCRETE SIDEWALK & WHEELCHAIR RAMPS

SURFACE COURSE: 4" CEMENT CONCRETE (AIR ENTRAINED 4000 PSI, 3/4", 610) OVER

SUBBASE: 8" GRAVEL BORROW TYPE B (OR SUITABLE EXISTING MATERIAL)

GENERAL NOTES:

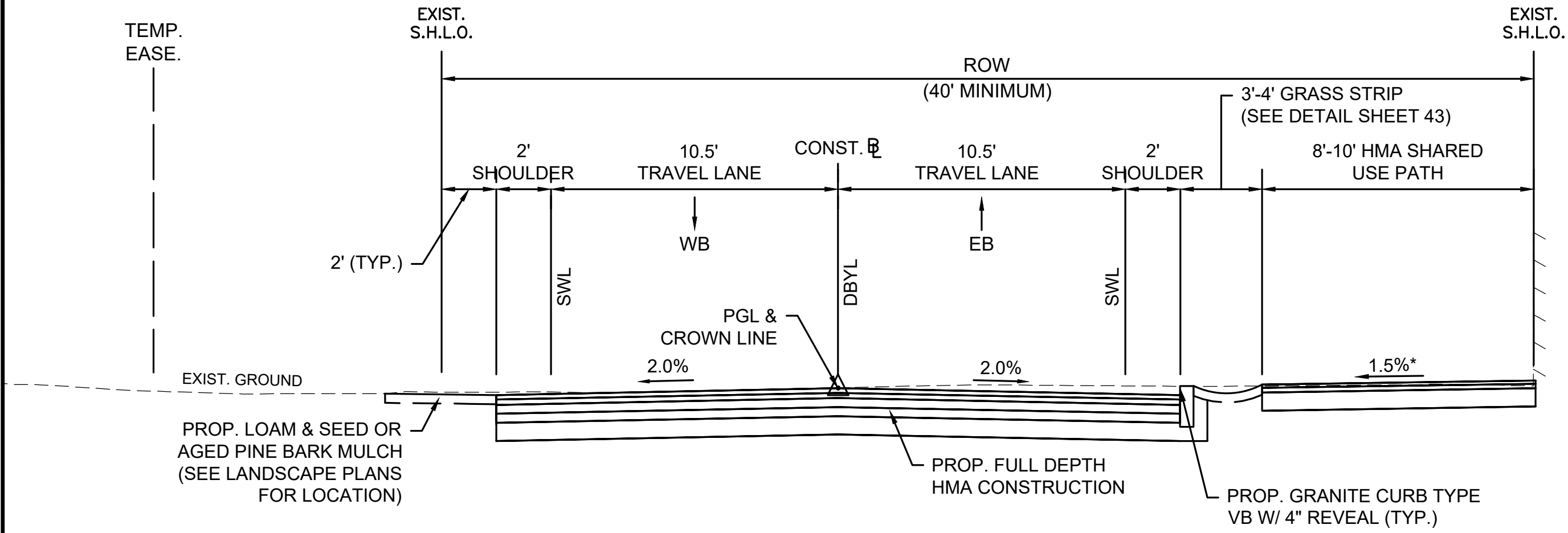
- ALL SIDEWALKS SHALL HAVE A CROSS SLOPE OF 1.5% (0.015 FT/FT). TOLERANCE FOR CONSTRUCTION SHALL BE $\pm 0.50\%$. IN NO CASE SHALL THE SIDEWALK CROSS SLOPE EXCEED 2.0% (0.02 FT/FT). SIDEWALKS SHALL HAVE A MINIMUM CLEAR PATH OF 36" FREE OF OBSTRUCTION (UTILITY POLES, HYDRANTS, ETC.).
- ASPHALT EMULSION FOR TACK COAT (R5-1) SHALL BE APPLIED AT THE RATE OF 0.05 GALLONS PER SQUARE YARD OVER TIGHT PAVED SURFACES PER SECTION 450.53.
- THE CONTRACTOR IS HEREBY NOTIFIED THAT IT IS ANTICIPATED THAT THE EXISTING SUBBASE MAY BE SUITABLE FOR REUSE AS GRAVEL BORROW MATERIAL. THE EXISTING SUBBASE MATERIAL WILL BE TESTED BY MASSDOT. IF THE TESTING REVEALS THAT THE EXISTING SUBBASE MATERIAL IS SUITABLE FOR REUSE AS GRAVEL BORROW FOR FULL DEPTH CONSTRUCTION AREAS, IT SHALL BE RETAINED AND THE QUANTITIES FOR EXCAVATION, DENSE GRADED CRUSHED STONE AND GRAVEL BORROW SHALL BE ADJUSTED ACCORDINGLY.



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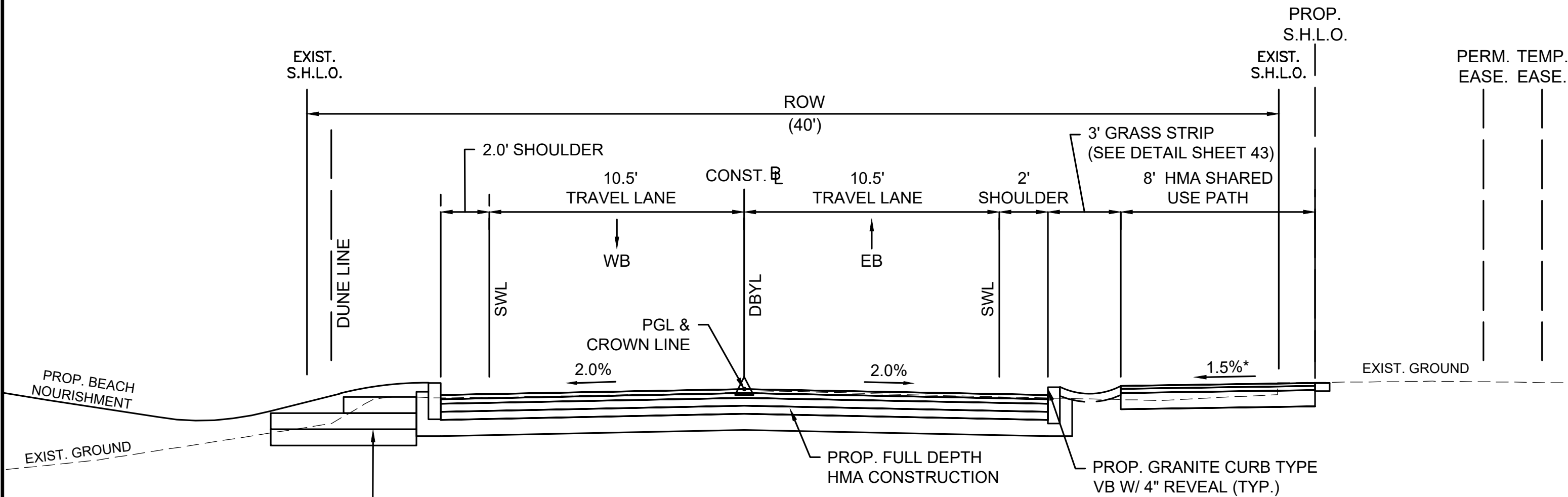
TYPICAL SECTIONS



TYPICAL SECTION - BEACH ROAD

STA. 24+40 TO STA. 31+00
SCALE: 1" = 4'

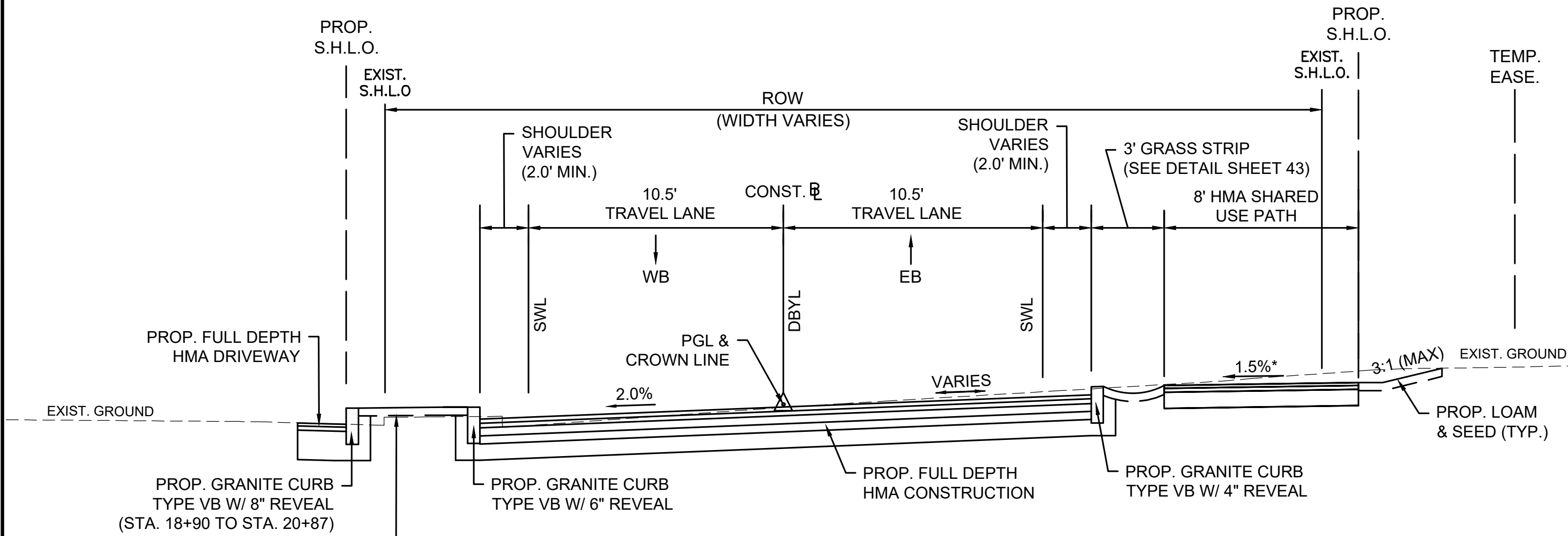
* 0.5% ± TOLERANCE FOR CONSTRUCTION



TYPICAL SECTION - BEACH ROAD

STA. 21+49 TO STA. 24+40
SCALE: 1" = 4'

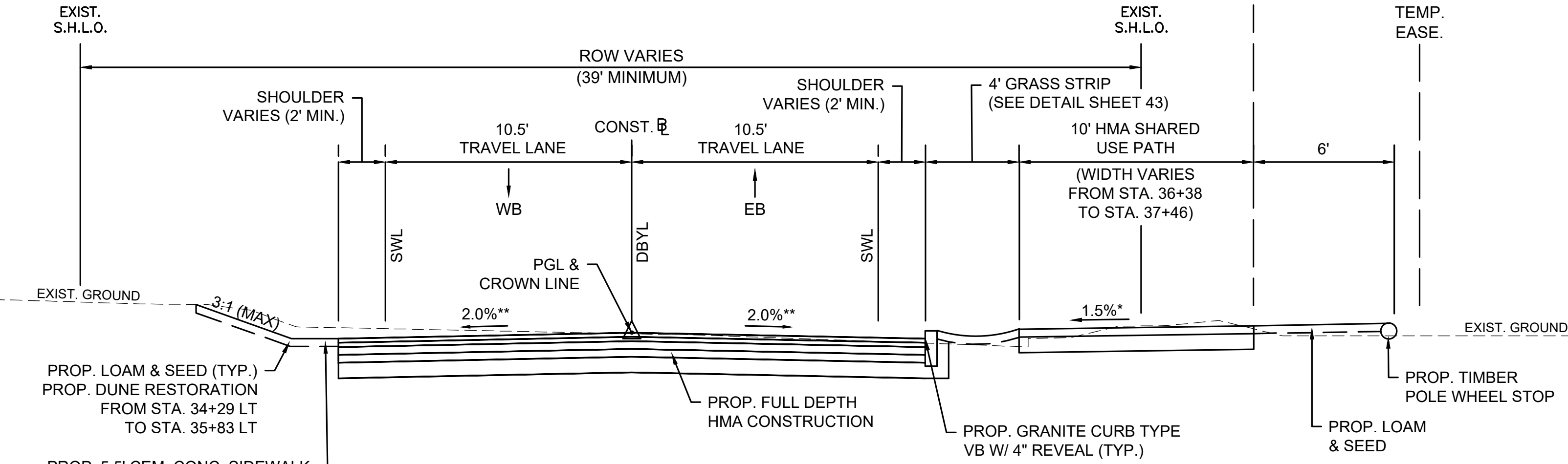
* 0.5% ± TOLERANCE FOR CONSTRUCTION



TYPICAL SECTION - BEACH ROAD

STA. 20+77 TO STA. 21+49
SCALE: 1" = 4'

* 0.5% ± TOLERANCE FOR CONSTRUCTION

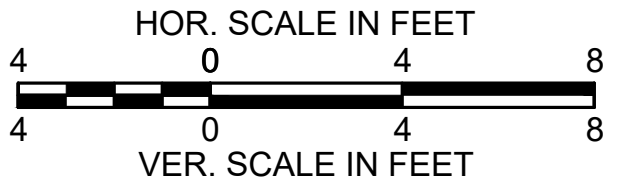


TYPICAL SECTION - BEACH ROAD

STA. 31+00 TO STA. 36+64
SCALE: 1" = 4'

* 0.5% ± TOLERANCE FOR CONSTRUCTION

** CROSS SLOPE VARIES FROM STA. 36+00 TO STA. 36+64



HIGHWAY GUARD DETAILS
NONE

WATER SUPPLY ALTERATIONS

SEE SHEET 16

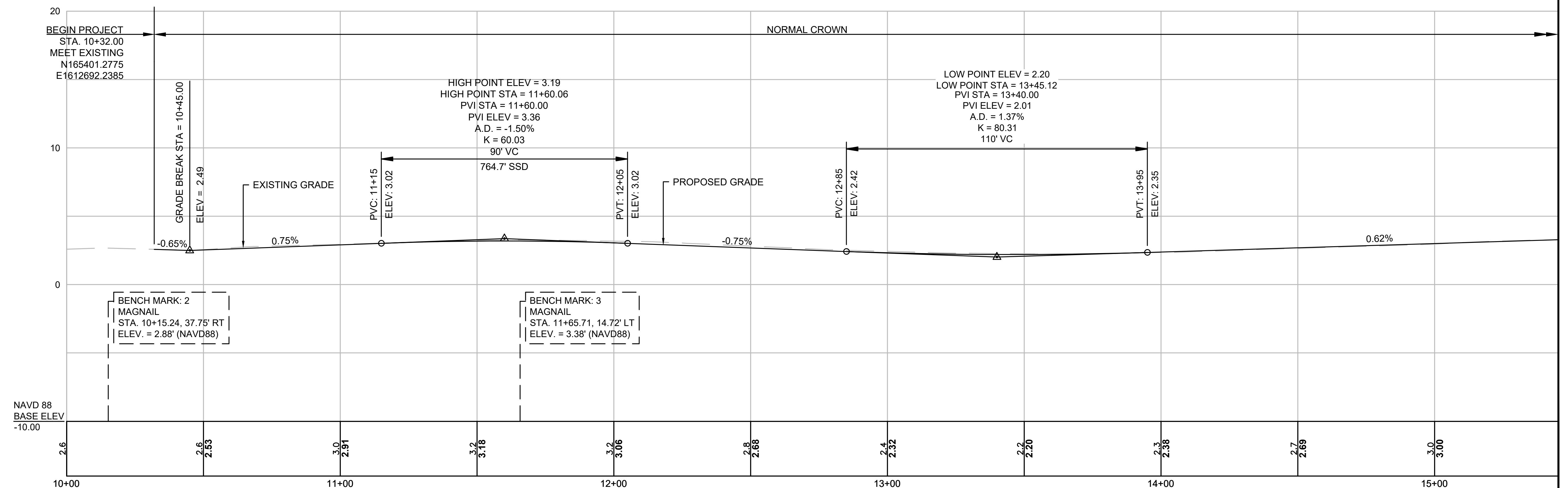
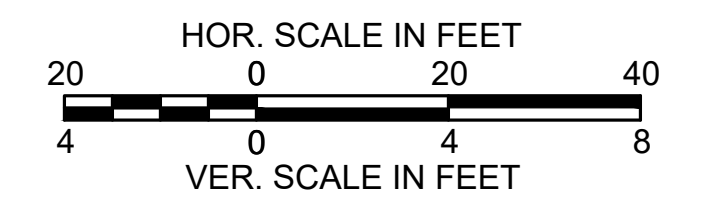
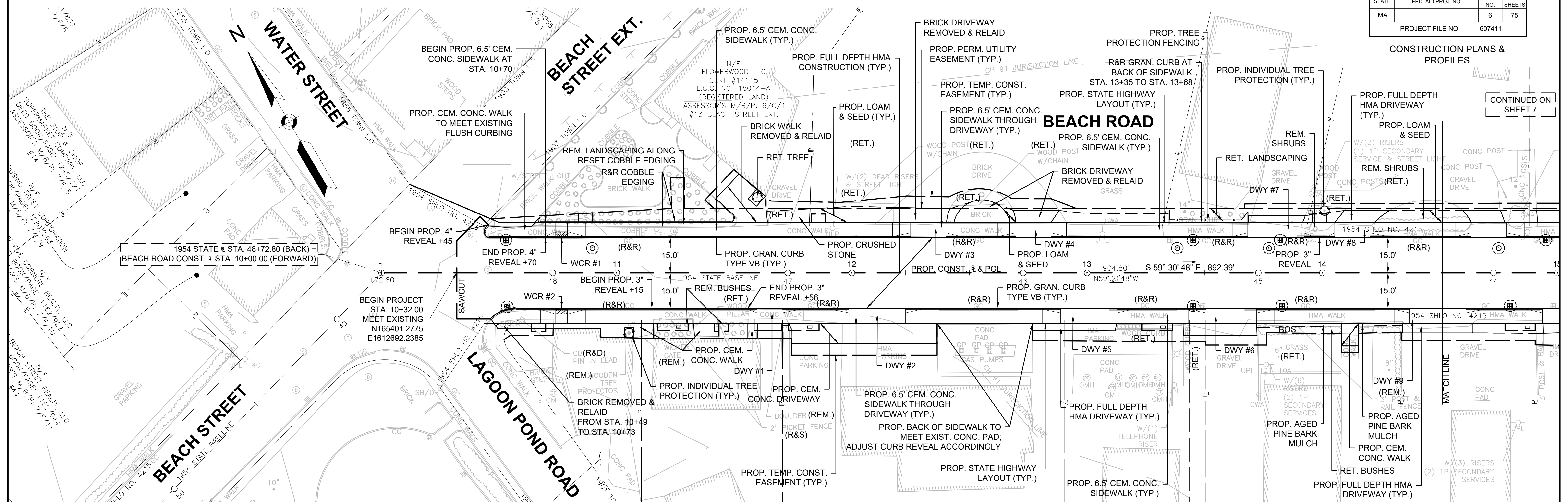
DRAINAGE DETAILS
SEE SHEET 16

TISBURY
BEACH ROAD

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CONSTRUCTION PLANS & PROFILES

CONTINUED ON
SHEET 7

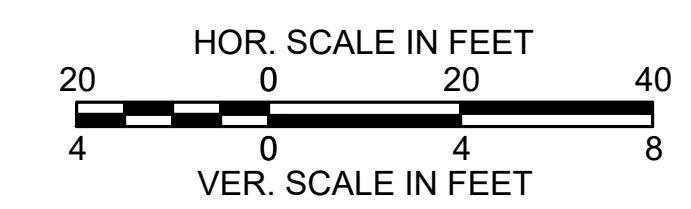
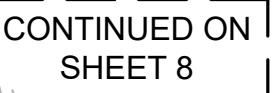


NONE

1

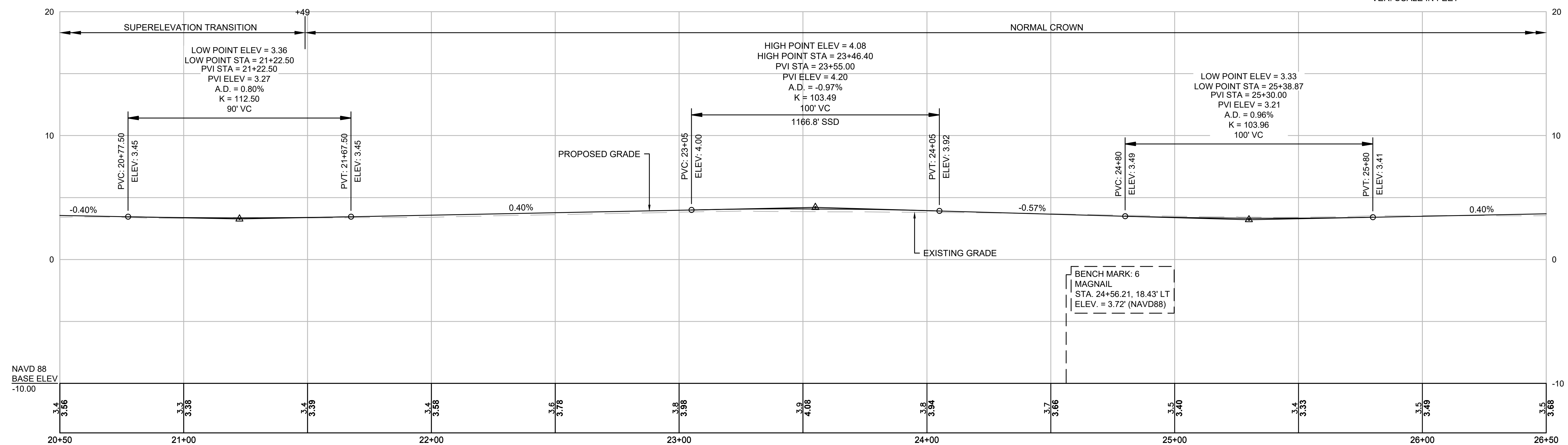
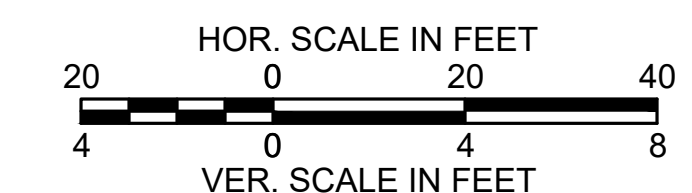
SEE SHEET 17

SEE SHEET 17



TISBURY
BEACH ROAD

CONSTRUCTION PLANS & PROFILES



HIGHWAY GUARD DETAILS
NONE

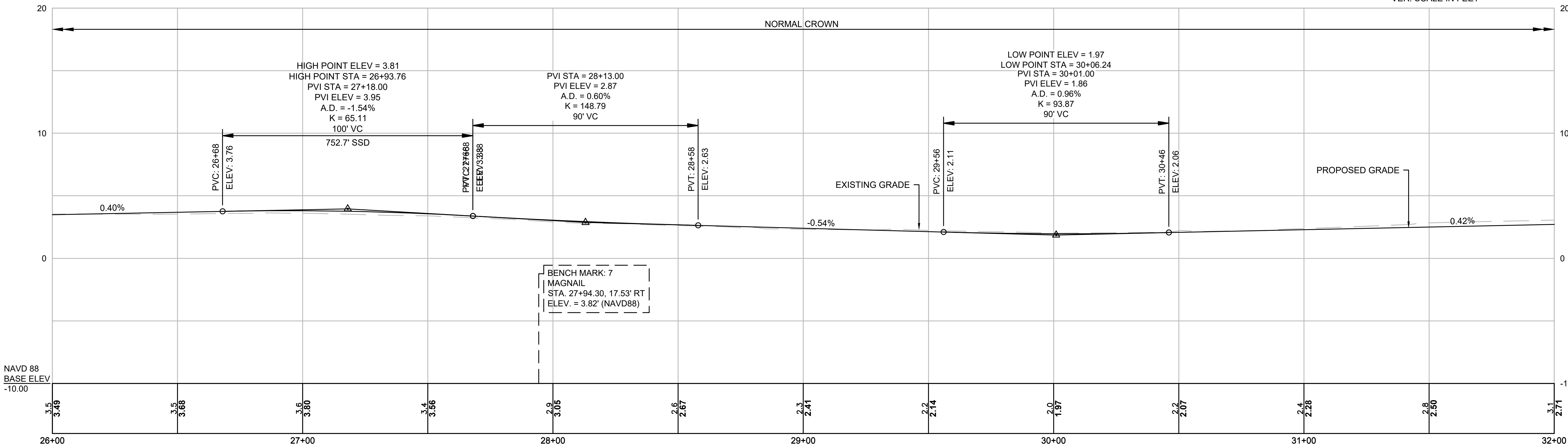
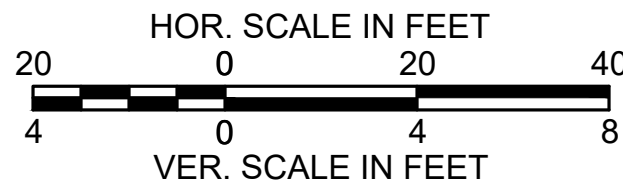
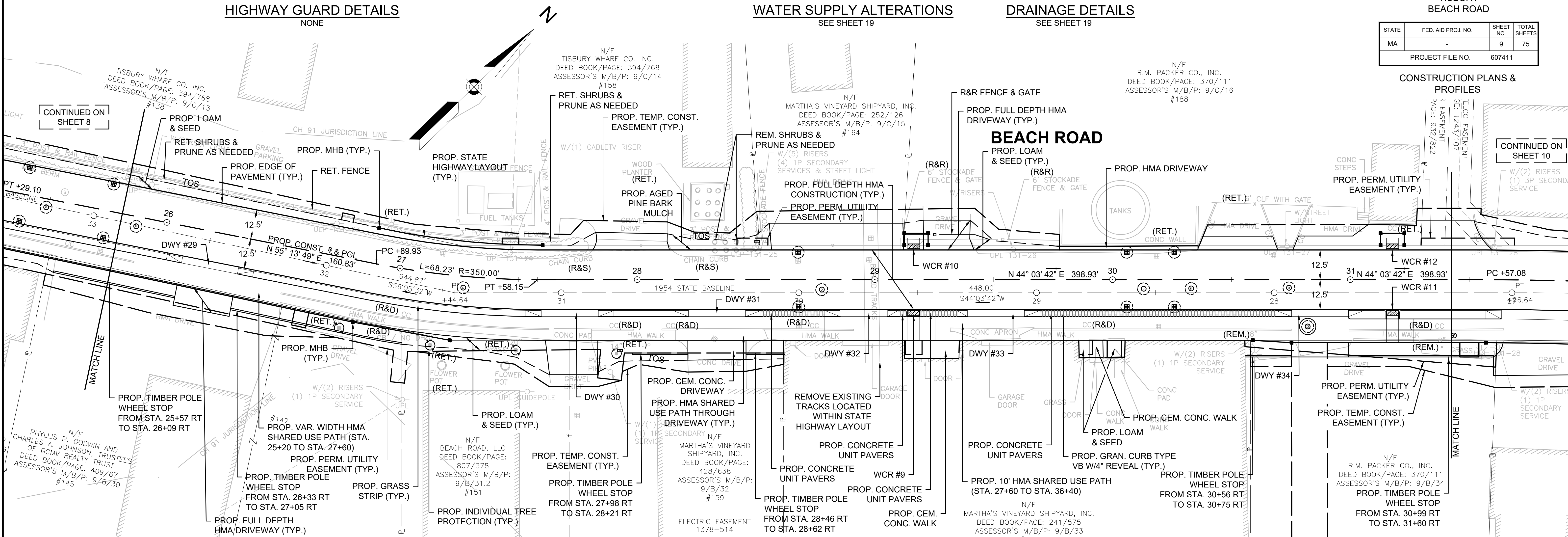
WATER SUPPLY ALTERATIONS
SEE SHEET 19

DRAINAGE DETAILS
SEE SHEET 19

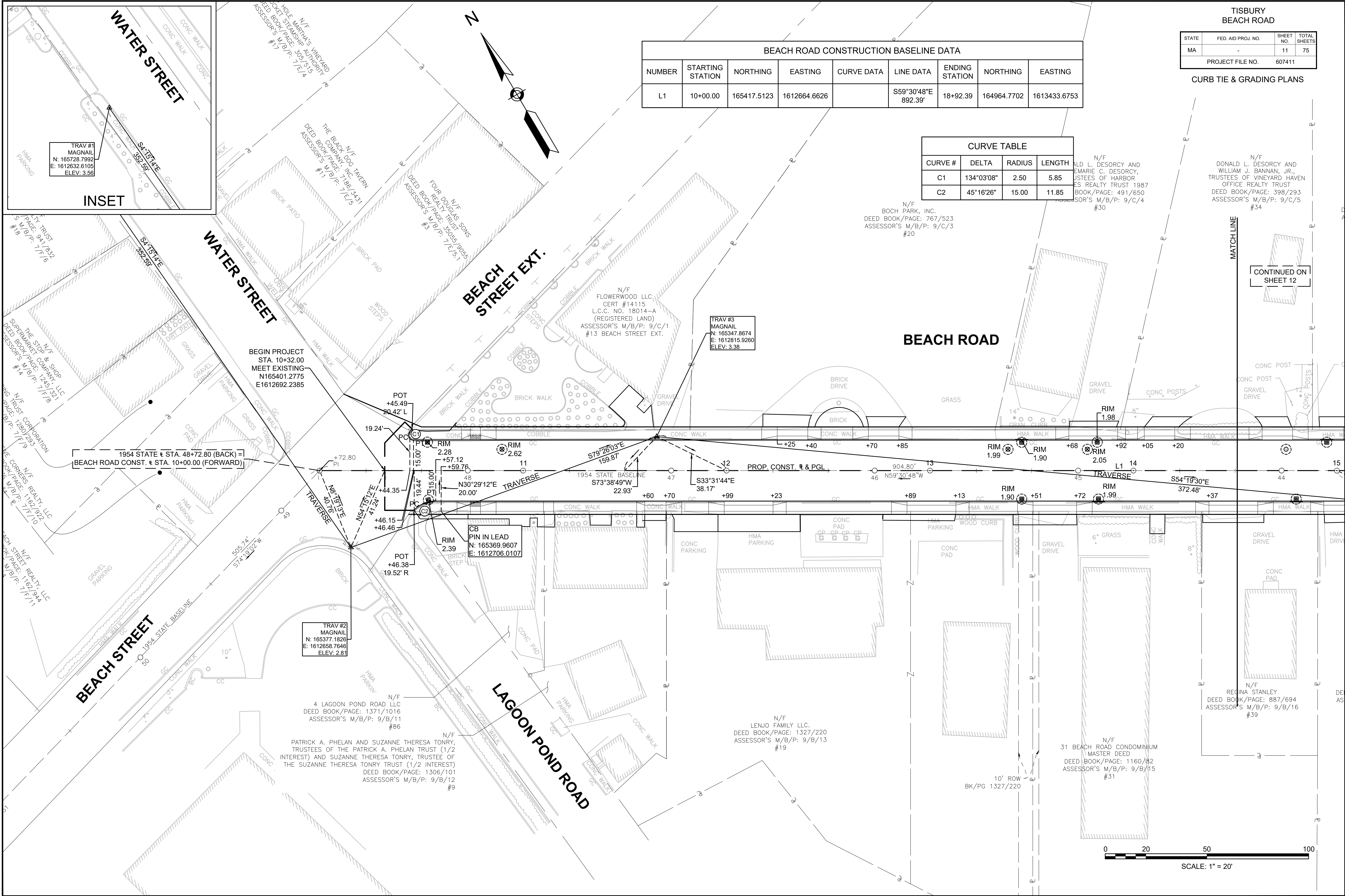
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CONSTRUCTION PLANS &
PROFILES







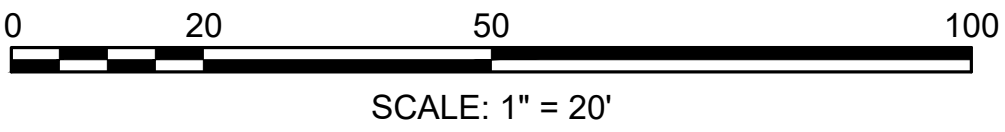
BEACH ROAD CONSTRUCTION BASELINE DATA							
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	
L1	10+00.00	165417.5123	1612664.6626		S59°30'48"E 892.39'	18+92.39	164964.7702 1613433.6753

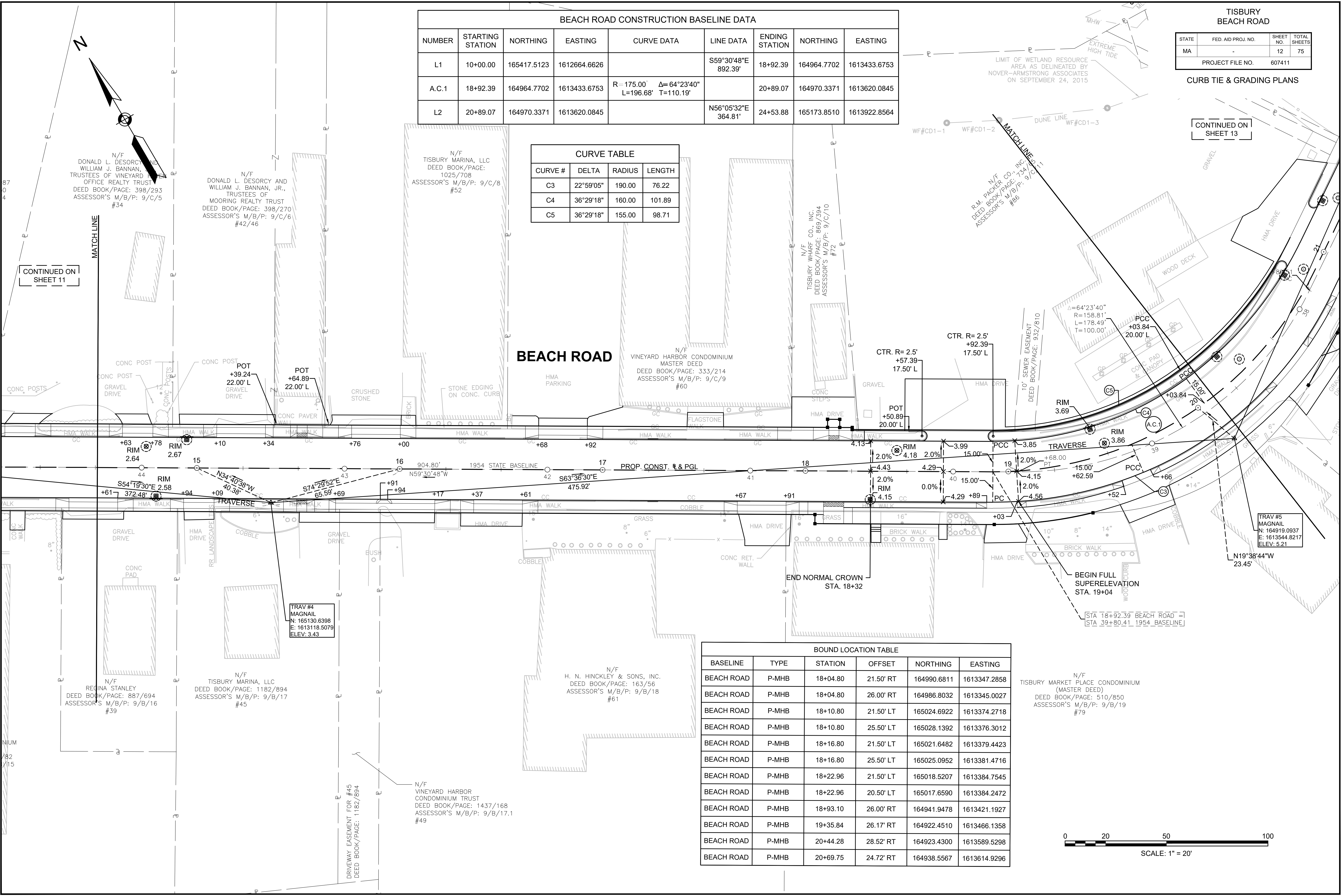
CURVE TABLE			
CURVE #	DELTA	RADIUS	LENGTH
C1	134°03'08"	2.50	5.85
C2	45°16'26"	15.00	11.85

**TISBURY
BEACH ROAD**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	11	75
PROJECT FILE NO.		607411	

CURB TIE & GRADING PLANS





BEACH ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L1	10+00.00	165417.5123	1612664.6626		S59°30'48"E 892.39'	18+92.39	164964.7702	1613433.6753
A.C.1	18+92.39	164964.7702	1613433.6753	R = 175.00' Δ= 64°23'40" L=196.68' T=110.19'		20+89.07	164970.3371	1613620.0845
L2	20+89.07	164970.3371	1613620.0845		N56°05'32"E 364.81'	24+53.88	165173.8510	1613922.8564

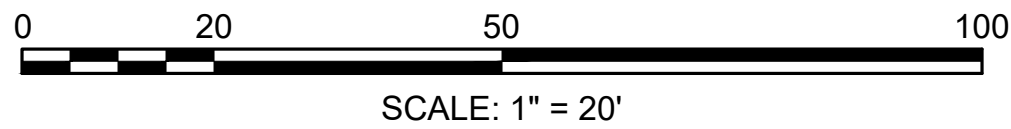
CURVE TABLE			
CURVE #	DELTA	RADIUS	LENGTH
C3	22°59'05"	190.00	76.22
C4	36°29'18"	160.00	101.89
C5	36°29'18"	155.00	98.71

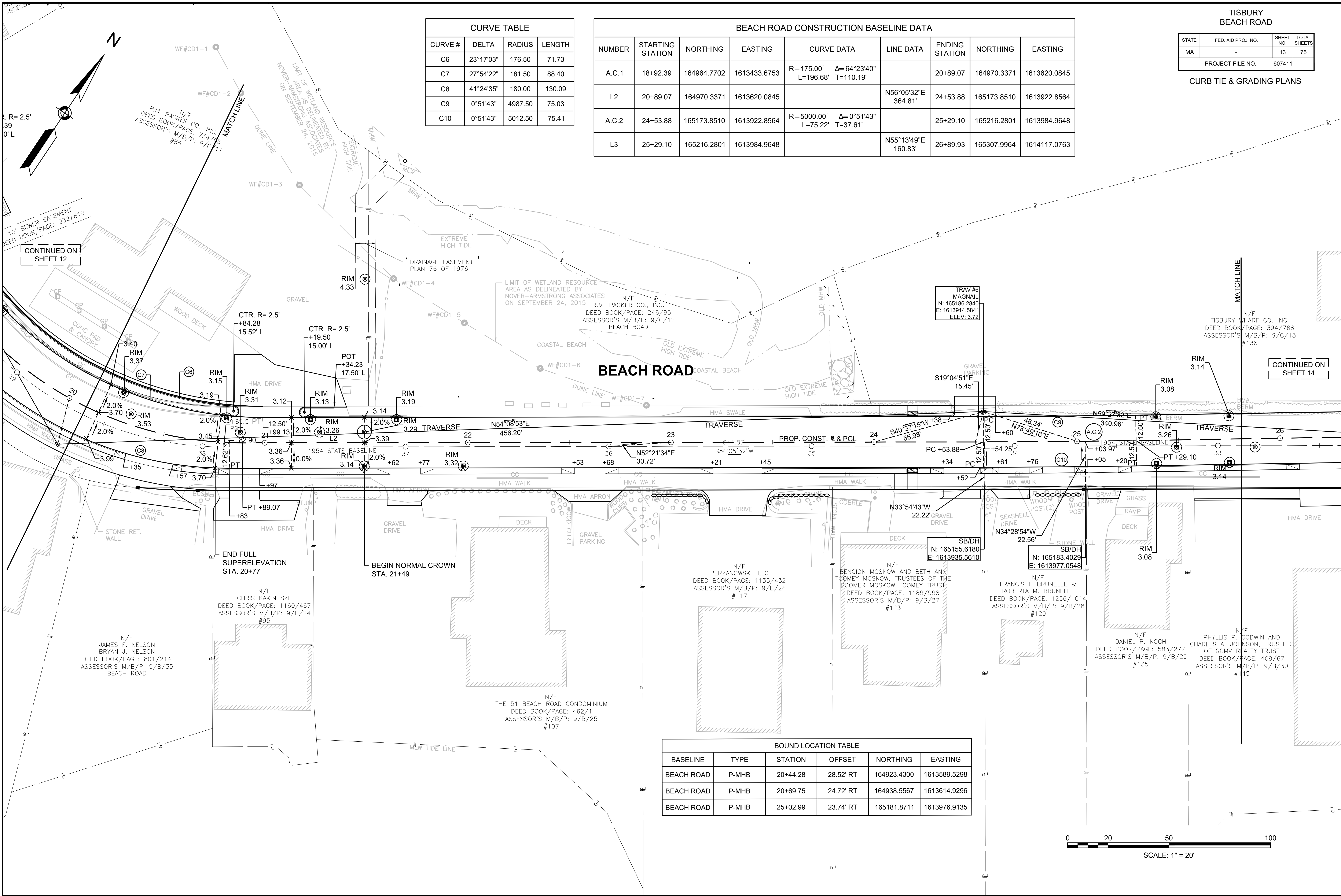
TISBURY BEACH ROAD			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	12	75
PROJECT FILE NO.		607411	

CURB TIE & GRADING PLANS

CONTINUED ON SHEET 13

BOUND LOCATION TABLE					
BASELINE	TYPE	STATION	OFFSET	NORTHING	EASTING
BEACH ROAD	P-MHB	18+04.80	21.50' RT	164990.6811	1613347.2858
BEACH ROAD	P-MHB	18+04.80	26.00' RT	164986.8032	1613345.0027
BEACH ROAD	P-MHB	18+10.80	21.50' LT	165024.6922	1613374.2718
BEACH ROAD	P-MHB	18+10.80	25.50' LT	165028.1392	1613376.3012
BEACH ROAD	P-MHB	18+16.80	21.50' LT	165021.6482	1613379.4423
BEACH ROAD	P-MHB	18+16.80	25.50' LT	165025.0952	1613381.4716
BEACH ROAD	P-MHB	18+22.96	21.50' LT	165018.5207	1613384.7545
BEACH ROAD	P-MHB	18+22.96	20.50' LT	165017.6590	1613384.2472
BEACH ROAD	P-MHB	18+93.10	26.00' RT	164941.9478	1613421.1927
BEACH ROAD	P-MHB	19+35.84	26.17' RT	164922.4510	1613466.1358
BEACH ROAD	P-MHB	20+44.28	28.52' RT	164923.4300	1613589.5298
BEACH ROAD	P-MHB	20+69.75	24.72' RT	164938.5567	1613614.9296





CURVE TABLE			
CURVE #	DELTA	RADIUS	LENGTH
C6	23°17'03"	176.50	71.73
C7	27°54'22"	181.50	88.40
C8	41°24'35"	180.00	130.09
C9	0°51'43"	4987.50	75.03
C10	0°51'43"	5012.50	75.41

BEACH ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
A.C.1	18+92.39	164964.7702	1613433.6753	R = 175.00' Δ= 64°23'40" L=196.68' T=110.19'		20+89.07	164970.3371	1613620.0845
L2	20+89.07	164970.3371	1613620.0845		N56°05'32"E 364.81'	24+53.88	165173.8510	1613922.8564
A.C.2	24+53.88	165173.8510	1613922.8564	R = 5000.00' Δ= 0°51'43" L=75.22' T=37.61'		25+29.10	165216.2801	1613984.9648
L3	25+29.10	165216.2801	1613984.9648		N55°13'49"E 160.83'	26+89.93	165307.9964	1614117.0763

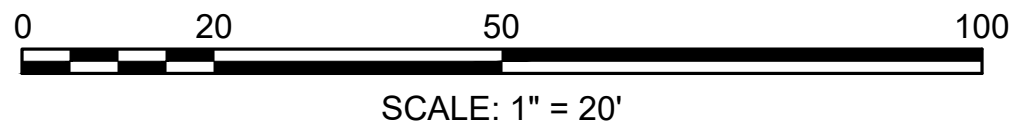
TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	13	75

PROJECT FILE NO. 607411

CURB TIE & GRADING PLANS

BOUND LOCATION TABLE					
BASELINE	TYPE	STATION	OFFSET	NORTHING	EASTING
BEACH ROAD	P-MHB	20+44.28	28.52' RT	164923.4300	1613589.5298
BEACH ROAD	P-MHB	20+69.75	24.72' RT	164938.5567	1613614.9296
BEACH ROAD	P-MHB	25+02.99	23.74' RT	165181.8711	1613976.9135



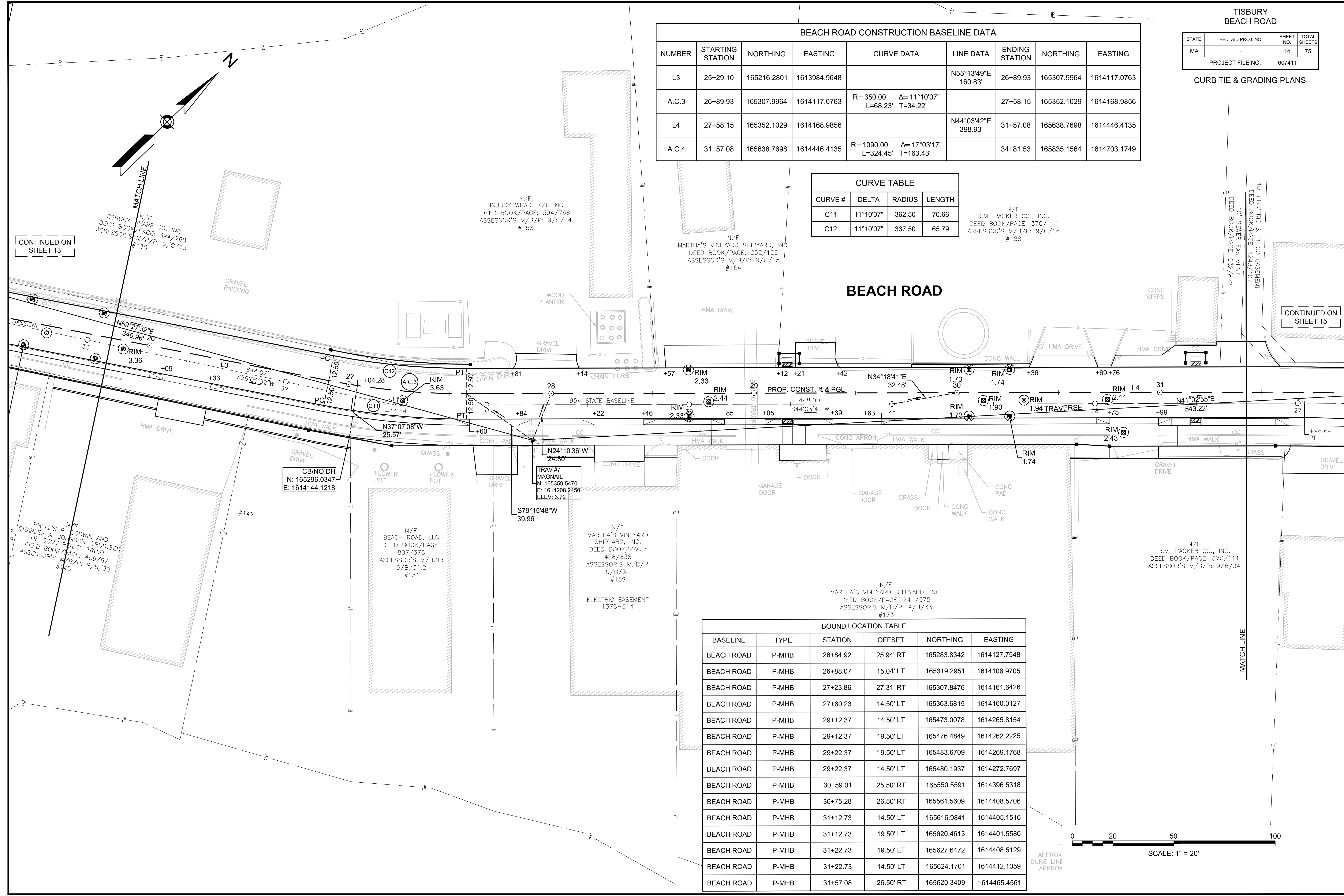
BEACH ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L3	25+29.10	165216.2801	1613984.9648		N55°13'49"E 160.83'	26+89.93	165307.9964	1614117.0763
A.C.3	26+89.93	165307.9964	1614117.0763	R=350.00' Δ=11°10'07" L=68.23' T=34.22'		27+58.15	165352.1029	1614168.9856
L4	27+58.15	165352.1029	1614168.9856		N44°03'42"E 398.93'	31+57.08	165638.7698	1614446.4135
A.C.4	31+57.08	165638.7698	1614446.4135	R=1090.00' Δ=17°03'17" L=324.45' T=163.43'		34+81.53	165835.1564	1614703.1749

CURVE TABLE			
CURVE #	DELTA	RADIUS	LENGTH
C11	11°10'07"	362.50	70.66
C12	11°10'07"	337.50	65.79

**TISBURY
BEACH ROAD**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	14	75
PROJECT FILE NO.		607411	

CURB TIE & GRADING PLANS



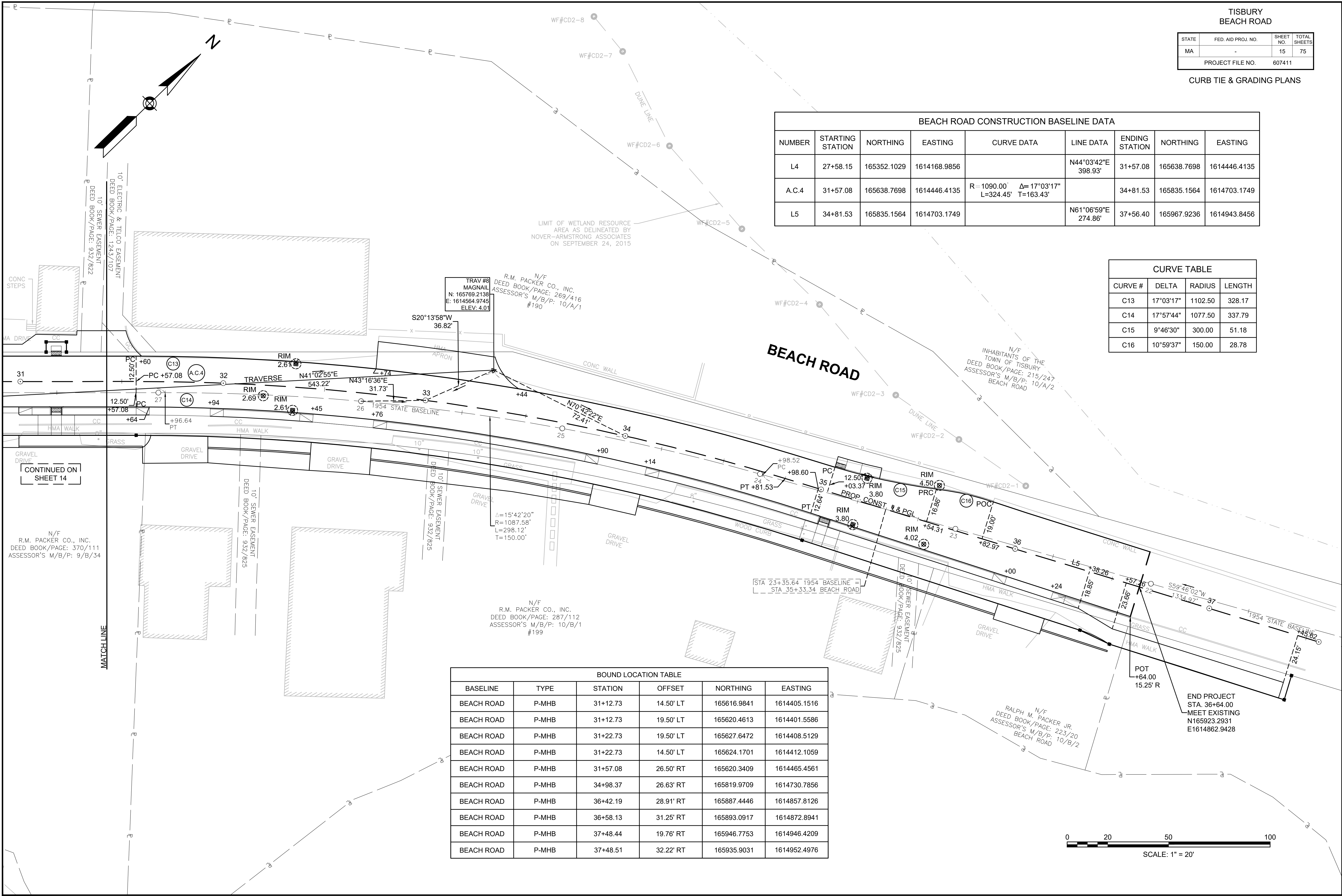
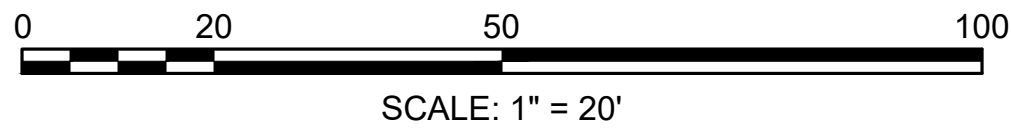
BOUND LOCATION TABLE					
BASELINE	TYPE	STATION	OFFSET	NORTHING	EASTING
BEACH ROAD	P-MHB	26+84.92	25.94' RT	165283.8342	1614127.7548
BEACH ROAD	P-MHB	26+88.07	15.04' LT	165319.2951	1614106.9705
BEACH ROAD	P-MHB	27+23.86	27.31' RT	165307.8476	1614161.6426
BEACH ROAD	P-MHB	27+60.23	14.50' LT	165363.6815	1614160.0127
BEACH ROAD	P-MHB	29+12.37	14.50' LT	165473.0078	1614265.8154
BEACH ROAD	P-MHB	29+12.37	19.50' LT	165476.4849	1614262.2225
BEACH ROAD	P-MHB	29+22.37	19.50' LT	165483.6709	1614269.1768
BEACH ROAD	P-MHB	29+22.37	14.50' LT	165480.1937	1614272.7697
BEACH ROAD	P-MHB	30+59.01	25.50' RT	165550.5591	1614396.5318
BEACH ROAD	P-MHB	30+75.28	26.50' RT	165561.5609	1614408.5706
BEACH ROAD	P-MHB	31+12.73	14.50' LT	165616.9841	1614405.1516
BEACH ROAD	P-MHB	31+12.73	19.50' LT	165620.4613	1614401.5586
BEACH ROAD	P-MHB	31+22.73	19.50' LT	165627.6472	1614408.5129
BEACH ROAD	P-MHB	31+22.73	14.50' LT	165624.1701	1614412.1059
BEACH ROAD	P-MHB	31+57.08	26.50' RT	165620.3409	1614465.4561



BEACH ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L4	27+58.15	165352.1029	1614168.9856		N44°03'42"E 398.93'	31+57.08	165638.7698	1614446.4135
A.C.4	31+57.08	165638.7698	1614446.4135	R=1090.00' Δ=17°03'17" L=324.45' T=163.43'		34+81.53	165835.1564	1614703.1749
L5	34+81.53	165835.1564	1614703.1749		N61°06'59"E 274.86'	37+56.40	165967.9236	1614943.8456

CURVE TABLE			
CURVE #	DELTA	RADIUS	LENGTH
C13	17°03'17"	1102.50	328.17
C14	17°57'44"	1077.50	337.79
C15	9°46'30"	300.00	51.18
C16	10°59'37"	150.00	28.78

BOUND LOCATION TABLE					
BASELINE	TYPE	STATION	OFFSET	NORTHING	EASTING
BEACH ROAD	P-MHB	31+12.73	14.50' LT	165616.9841	1614405.1516
BEACH ROAD	P-MHB	31+12.73	19.50' LT	165620.4613	1614401.5586
BEACH ROAD	P-MHB	31+22.73	19.50' LT	165627.6472	1614408.5129
BEACH ROAD	P-MHB	31+22.73	14.50' LT	165624.1701	1614412.1059
BEACH ROAD	P-MHB	31+57.08	26.50' RT	165620.3409	1614465.4561
BEACH ROAD	P-MHB	34+98.37	26.63' RT	165819.9709	1614730.7856
BEACH ROAD	P-MHB	36+42.19	28.91' RT	165887.4446	1614857.8126
BEACH ROAD	P-MHB	36+58.13	31.25' RT	165893.0917	1614872.8941
BEACH ROAD	P-MHB	37+48.44	19.76' RT	165946.7753	1614946.4209
BEACH ROAD	P-MHB	37+48.51	32.22' RT	165935.9031	1614952.4976



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	17	75
PROJECT FILE NO.		607411	

DRAINAGE & UTILITY PLANS

CONTINUED ON
SHEET 18

STRUCTURE TABLE					
STR ID	ALIGNMENT	STA. & OFFSET	RIM	INV DATA	COMMENTS
CBCI-109	BEACH ROAD	14+95 15.00 (LT)	RIM = 2.67	109 OUT = 0.24	-
CBCI-112	BEACH ROAD	14+80 15.00 (RT)	RIM = 2.58	112 OUT = 0.15	-
DMH-110	BEACH ROAD	14+75 10.50 (LT)	RIM = 2.64	109 IN = 0.16 112 IN = 0.04 110 OUT = 0.04	-

BEACH ROAD

STRUCTURE TABLE

STR ID	ALIGNMENT	STA. & OFFSET	RIM	INV DATA	COMMENTS
CB-211	BEACH ROAD	18+32 15.00 (RT)	RIM = 4.15	211 OUT = 1.73	-
CBCI-212	BEACH ROAD	19+45 15.00 (LT)	RIM = 3.69	212 OUT = 1.27	-
DMH-209	BEACH ROAD	19+50 5.25 (LT)	RIM = 3.86	210 IN = 1.12 212 IN = 1.20 209 OUT = 1.12	-
DMH-210	BEACH ROAD	18+45 10.25 (LT)	RIM = 4.18	211 IN = 1.61 210 OUT = 1.61	-

0 20 50 100
SCALE: 1" = 20'

TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	18	75
PROJECT FILE NO.		607411	

DRAINAGE & UTILITY PLANS

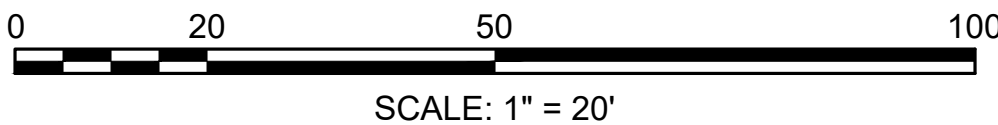
STRUCTURE TABLE					
STR ID	ALIGNMENT	STA. & OFFSET	RIM	INV DATA	COMMENTS
CB-320	BEACH ROAD	25+75 12.50 (LT)	RIM = 3.14	320 OUT = 0.64	-
CB-321	BEACH ROAD	25+75 12.50 (RT)	RIM = 3.14	321 OUT = 0.58	-
CB-323	BEACH ROAD	25+39 12.50 (LT)	RIM = 3.08	323 OUT = 0.66	-
CB-324	BEACH ROAD	25+39 12.50 (RT)	RIM = 3.08	324 OUT = 0.66	-
DMH-322	BEACH ROAD	25+49 3.59 (RT)	RIM = 3.26	324 IN = 0.57 323 IN = 0.57 322 OUT = 0.57	-

BEACH ROAD

STRUCTURE TABLE					
STR ID	ALIGNMENT	STA. & OFFSET	RIM	INV DATA	COMMENTS
CB-201	BEACH ROAD	21+98 12.50 (RT)	RIM = 3.32	201 OUT = 0.70	-
CB-202	BEACH ROAD	21+49 12.50 (RT)	RIM = 3.14	202 OUT = 0.50	-
CBCI-203	BEACH ROAD	21+65 12.50 (LT)	RIM = 3.19	203 OUT = 0.50	-
CBCI-205	BEACH ROAD	20+81 13.19 (LT)	RIM = 3.15	205 OUT = 0.63	-
CBCI-208	BEACH ROAD	20+24 14.85 (LT)	RIM = 3.37	208 OUT = 0.85	-
CBCI-215	BEACH ROAD	21+22 12.50 (LT)	RIM = 3.13	215 OUT = 0.50	-
DMH-204	BEACH ROAD	20+88 5.25 (LT)	RIM = 3.31	207 IN = 0.50 205 IN = 0.60 204 OUT = 0.50	-

STRUCTURE TABLE					
STR ID	ALIGNMENT	STA. & OFFSET	RIM	INV DATA	COMMENTS
DMH-207	BEACH ROAD	20+32 5.25 (LT)	RIM = 3.53	209 IN = 0.75 208 IN = 0.81 207 OUT = 0.75	-
SPECIAL DMH-213	BEACH ROAD	21+49 5.25 (LT)	RIM = 3.29	216 IN = 0.25 201 IN = 0.32 203 IN = 0.37 202 IN = 0.37 213 OUT = 0.19	6" INSIDE DIAM.
SPECIAL DMH-214	BEACH ROAD	21+49 80.51 (LT)	RIM = 4.33	213 IN = -0.16 214 OUT = -1.01 (EXISTING)	6" INSIDE DIAM.
DMH-216	BEACH ROAD	21+27 5.25 (LT)	RIM = 3.26	204 IN = 0.33 215 IN = 0.45 216 OUT = 0.33	-

NOTE:
CONTRACTOR SHALL DISINFECT AND PRESSURE
TREAT ALL RELOCATED WATER PIPES GREATER THAN
20 FEET IN LENGTH ACCORDING TO LOCAL TOWN
REGULATIONS.



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	19	75
PROJECT FILE NO.		607411	

DRAINAGE & UTILITY PLANS

STRUCTURE TABLE					
STR ID	ALIGNMENT	STA. & OFFSET	RIM	INV DATA	COMMENTS
CB-307	BEACH ROAD	30+26 12.50 (LT)	RIM = 1.74	307 OUT = -1.33	-
CB-308	BEACH ROAD	30+26 12.50 (RT)	RIM = 1.74	308 OUT = -1.29	-
CB-310	BEACH ROAD	30+06 12.50 (LT)	RIM = 1.73	310 OUT = -1.37	-
CB-311	BEACH ROAD	30+06 12.50 (RT)	RIM = 1.73	311 OUT = -1.37	-
CB-315	BEACH ROAD	28+68 12.50 (LT)	RIM = 2.33	315 OUT = -0.87	-
CB-316	BEACH ROAD	28+68 12.50 (RT)	RIM = 2.33	316 OUT = -0.84	-
DMH-304	BEACH ROAD	30+74 3.46 (RT)	RIM = 2.11	306 IN = -1.96 302 IN = -1.96 304 OUT = -1.96	-

PROP. 4-1P ELECTRIC SERVICE RELOCATIONS:
4" RGS RISER & SWEEPS; 45' 4" PVC;
EVERSOURCE APPROVED HANDHOLE (POLYMER
CONCRETE) CONNECT TO EXISTING

TISBURY WHARF CO. INC.
DEED BOOK/PAGE: 394/768
ASSESSOR'S M/B/P: 9/C/13
#138

(1) COMCAST, (1) VERIZON
APPROVED POLYMER
CONCRETE HANDHOLE (TYP.)

N/F
MARTHA'S VINEYARD SHIPYARD, INC.
DEED BOOK/PAGE: 252/126
ASSESSOR'S M/B/P: 9/C/15
#164

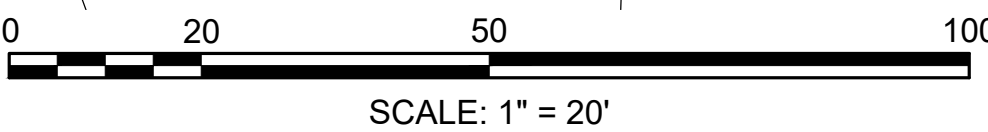
CB (REM.)
RIM=1.75'
(A)=-2.05
(B)=-2.05
PROP. UP
#131/28, B.O.
N/F
R.M. PACKER CO., INC.
DEED BOOK/PAGE: 370/111
ASSESSOR'S M/B/P: 9/B/34
PROP. 6" ELECTRIC
CONDUIT TYPE NM (2
BANK) & 2-6" RGS RISERS
AND SWEEPS, B.O.

STRUCTURE TABLE					
STR ID	ALIGNMENT	STA. & OFFSET	RIM	INV DATA	COMMENTS
DMH-306	BEACH ROAD	30+33 3.73 (RT)	RIM = 1.94	309 IN = -1.78 308 IN = -1.36 307 IN = -1.47 306 OUT = -1.78	-
DMH-309	BEACH ROAD	30+13 3.86 (RT)	RIM = 1.90	314 IN = -1.68 311 IN = -1.44 310 IN = -1.51 309 OUT = -1.68	-
DMH-314	BEACH ROAD	28+78 4.18 (RT)	RIM = 2.44	317 IN = -1.02 316 IN = -0.93 315 IN = -1.02 314 OUT = -1.02	-
DMH-317	BEACH ROAD	27+27 4.78 (RT)	RIM = 3.63	319 IN = -0.28 317 OUT = -0.28	-
DMH-319	BEACH ROAD	25+88 4.14 (RT)	RIM = 3.36	322 IN = 0.40 321 IN = 0.47 320 IN = 0.47 319 OUT = 0.40	-
DMH-322	BEACH ROAD	25+49 3.59 (RT)	RIM = 3.26	324 IN = 0.57 323 IN = 0.57 322 OUT = 0.57	-
SPECIAL DMH-325	BEACH ROAD	30+82 19.71 (RT)	RIM = 2.43	304 IN = -2.05 325 OUT = -2.05	6" INSIDE DIAM.

PROP. 1-1P ELECTRIC SERVICE RELOCATION:
3" RGS RISER & SWEEPS; 75' 3" PVC;
EVERSOURCE APPROVED HANDHOLE (POLYMER
CONCRETE) CONNECT TO EXISTING

BEACH ROAD

NOTE:
CONTRACTOR SHALL DISINFECT AND PRESSURE
TREAT ALL RELOCATED WATER PIPES GREATER THAN
20 FEET IN LENGTH ACCORDING TO LOCAL TOWN
REGULATIONS.

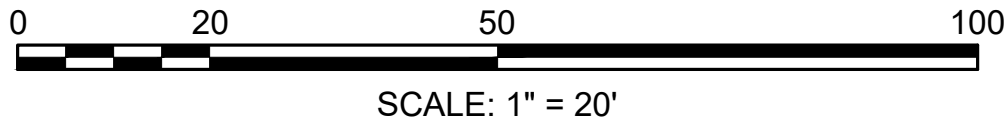
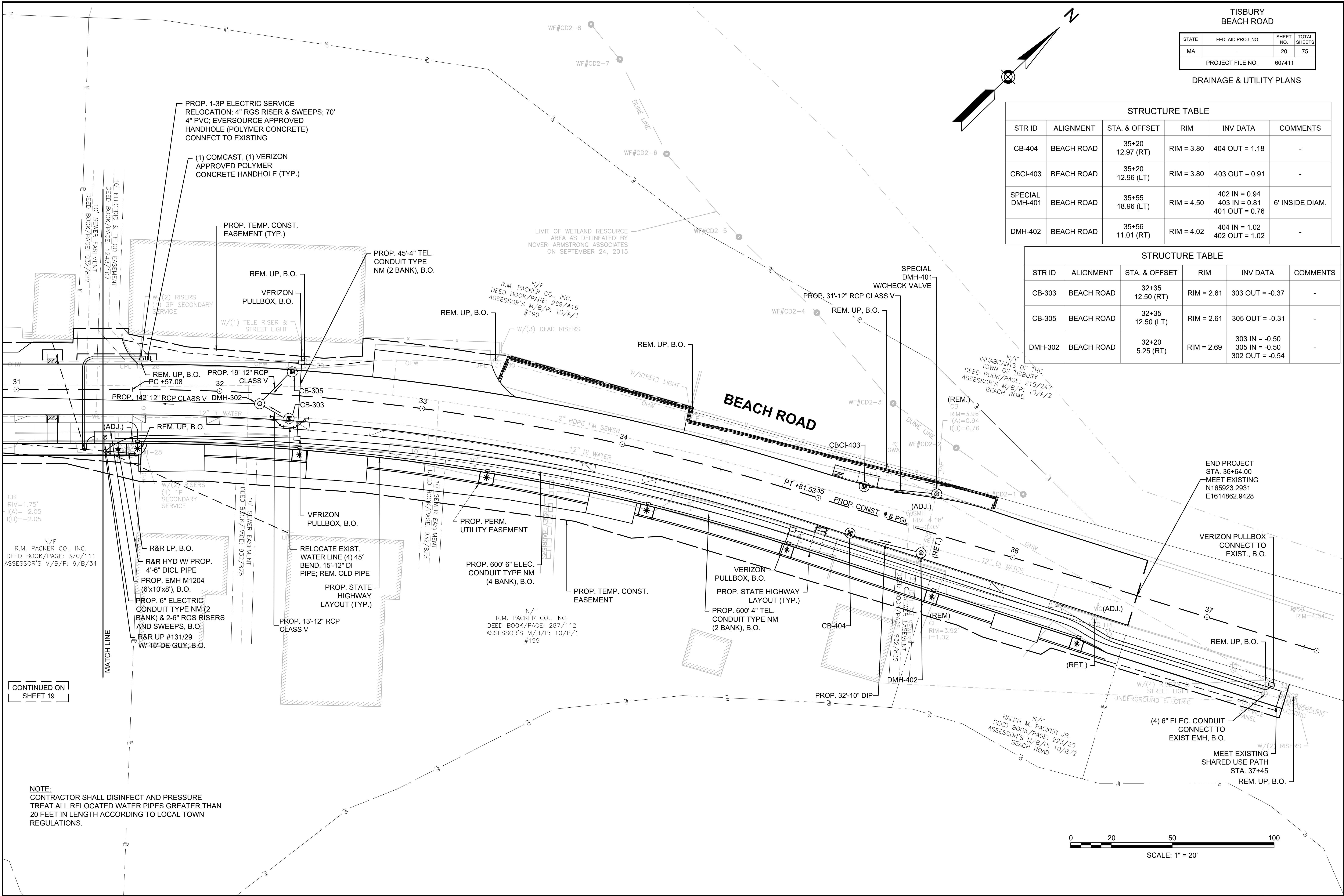


TISBURY BEACH ROAD			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	20	75
PROJECT FILE NO.		607411	

DRAINAGE & UTILITY PLANS

STRUCTURE TABLE					
STR ID	ALIGNMENT	STA. & OFFSET	RIM	INV DATA	COMMENTS
CB-404	BEACH ROAD	35+20 12.97 (RT)	RIM = 3.80	404 OUT = 1.18	-
CBCI-403	BEACH ROAD	35+20 12.96 (LT)	RIM = 3.80	403 OUT = 0.91	-
SPECIAL DMH-401	BEACH ROAD	35+55 18.96 (LT)	RIM = 4.50	402 IN = 0.94 403 IN = 0.81 401 OUT = 0.76	6' INSIDE DIAM.
DMH-402	BEACH ROAD	35+56 11.01 (RT)	RIM = 4.02	404 IN = 1.02 402 OUT = 1.02	-

STRUCTURE TABLE					
STR ID	ALIGNMENT	STA. & OFFSET	RIM	INV DATA	COMMENTS
CB-303	BEACH ROAD	32+35 12.50 (RT)	RIM = 2.61	303 OUT = -0.37	-
CB-305	BEACH ROAD	32+35 12.50 (LT)	RIM = 2.61	305 OUT = -0.31	-
DMH-302	BEACH ROAD	32+20 5.25 (RT)	RIM = 2.69	303 IN = -0.50 305 IN = -0.50 302 OUT = -0.54	-



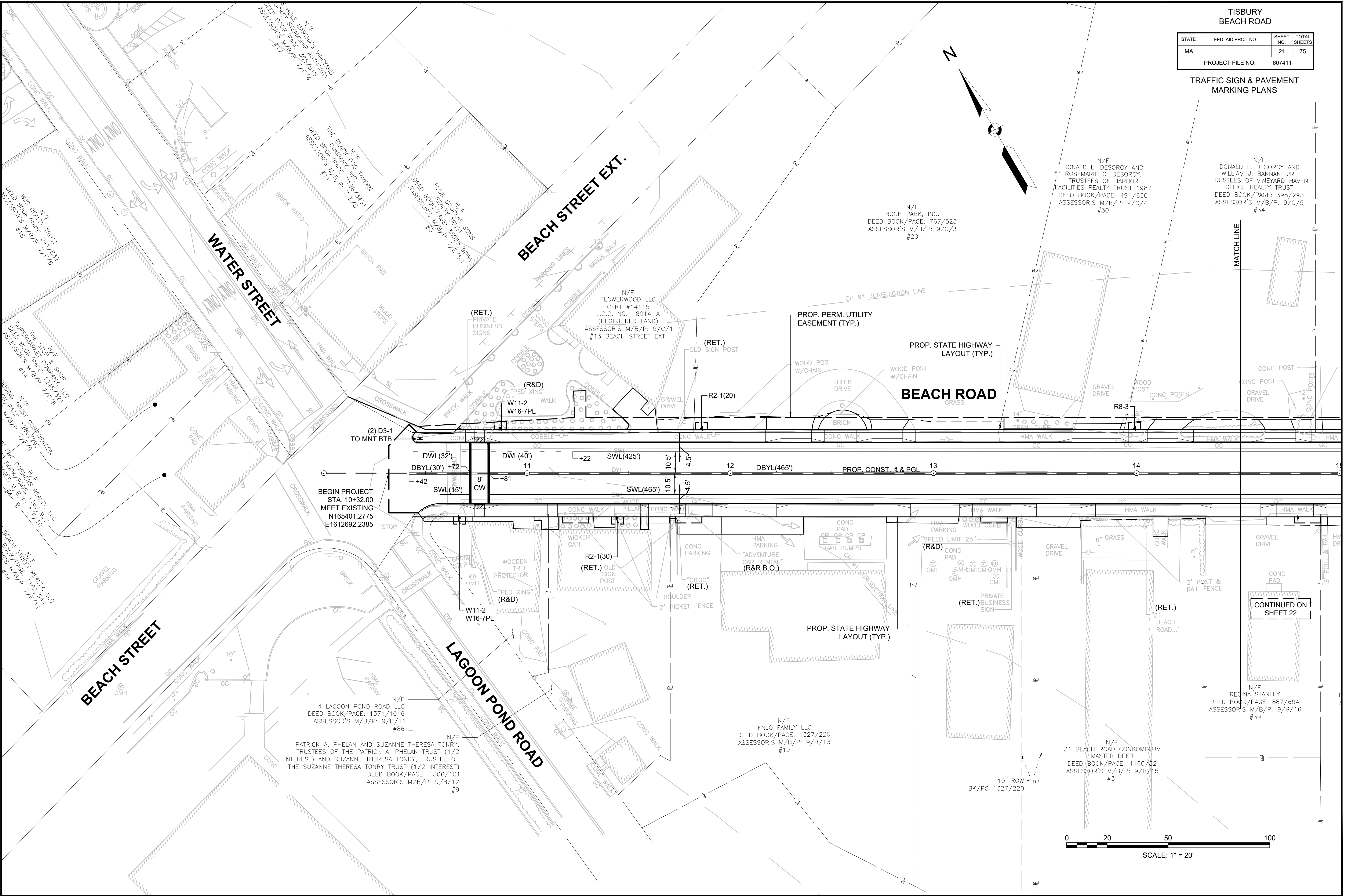
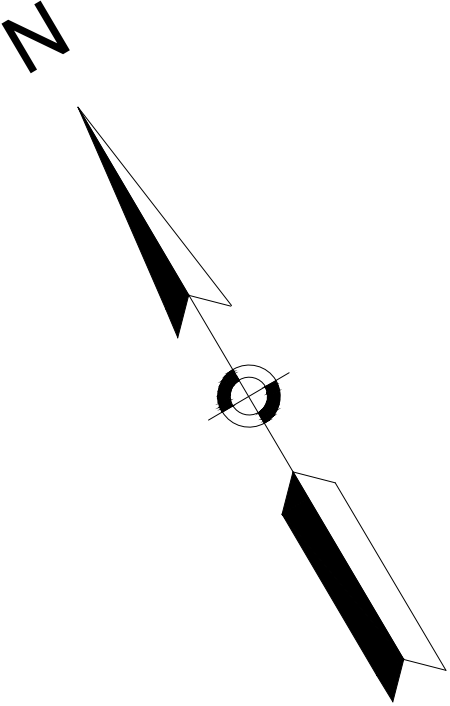
NOTE:
CONTRACTOR SHALL DISINFECT AND PRESSURE
TREAT ALL RELOCATED WATER PIPES GREATER THAN
20 FEET IN LENGTH ACCORDING TO LOCAL TOWN
REGULATIONS.

CONTINUED ON
SHEET 19

TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	21	75
PROJECT FILE NO.		607411	

TRAFFIC SIGN & PAVEMENT
MARKING PLANS



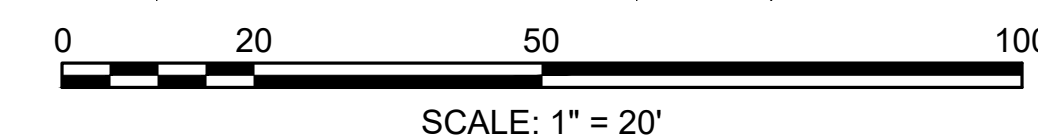
CONTINUED ON
SHEET 22



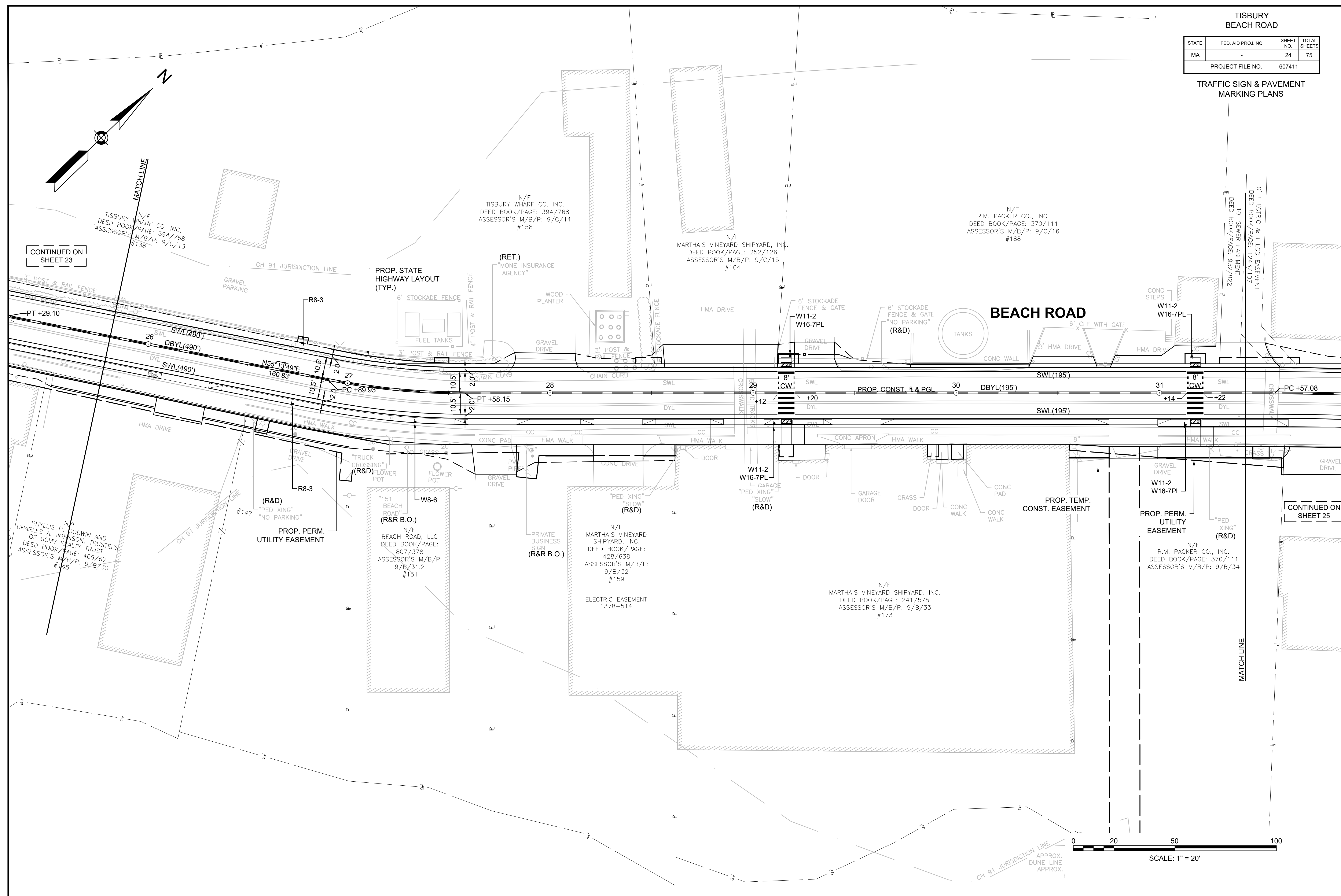
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	23	75
PROJECT FILE NO.		607411	

BEACH ROAD

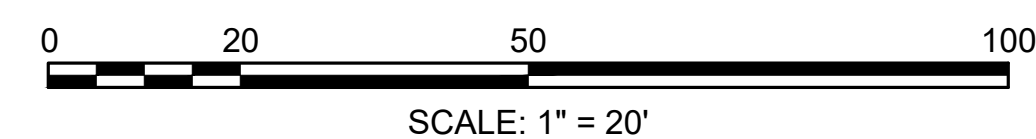
CONTINUED ON
SHEET 24



BEACH ROAD



STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	25	75
PROJECT FILE NO.		607411	



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	26	75
PROJECT FILE NO.		607411	

TRAFFIC SIGN SUMMARY SHEET

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)		NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA IN SQUARE FEET	AREA IN SQUARE FEET
	WIDTH (INCHES)	HEIGHT (INCHES)		LETTER HEIGHT	VERTICAL SPACING		BACK- GROUND	LEGEND	BORDER			
R2-1(20)	24	30		MUTCD STANDARD	MUTCD STANDARD	1	WHITE	BLACK	BLACK	P5 (1 REQ'D)	5.00	5.00
R2-1(30)	24	30		MUTCD STANDARD	MUTCD STANDARD	2	WHITE	BLACK	BLACK	P5 (2 REQ'D)	5.00	10.00
R2-1(40)	24	30		MUTCD STANDARD	MUTCD STANDARD	1	WHITE	BLACK	BLACK	P5 (1 REQ'D)	5.00	5.00
R8-3	24	24		MUTCD STANDARD	MUTCD STANDARD	9	WHITE	BLACK & RED SYMBOL	BLACK	P5 (8 REQ'D)	4.00	36.00
R10-25	9	12		MUTCD STANDARD	MUTCD STANDARD	2	WHITE	BLACK	BLACK	PAY UNDER ITEM 824.121	PAY UNDER ITEM 824.121	
W1-1L	30	30		MUTCD STANDARD	MUTCD STANDARD	1	YELLOW	BLACK	BLACK	P5 (1 REQ'D)	6.25	6.25
W1-1R	30	30		MUTCD STANDARD	MUTCD STANDARD	1	YELLOW	BLACK	BLACK	P5 (1 REQ'D)	6.25	6.25
W8-6	24	24		MUTCD STANDARD	MUTCD STANDARD	2	YELLOW	BLACK	BLACK	P5 (2 REQ'D)	4.00	8.00
W11-2	30	30		MUTCD STANDARD	MUTCD STANDARD	17	YELLOW	BLACK	BLACK	P5 (13 REQ'D)	6.25	81.25
W11-15	30	30		MUTCD STANDARD	MUTCD STANDARD	1	YELLOW	BLACK	BLACK	P5 (1 REQ'D)	6.25	6.25
W13-1P(20)	18	18		MUTCD STANDARD	MUTCD STANDARD	2	YELLOW	BLACK	BLACK	1 MNT w/W1-1L 1 MNT w/W1-1R	2.25	4.50
W16-7PL	24	12		MUTCD STANDARD	MUTCD STANDARD	14	YELLOW	BLACK	BLACK	12 MNT w/W11-2	2.00	24.00
W16-7PR	24	12		MUTCD STANDARD	MUTCD STANDARD	2	YELLOW	BLACK	BLACK	2 MNT W/ W11-2 (PAY UNDER ITEM 824.121)	PAY UNDER ITEM 824.121	
W16-9P	24	12		MUTCD STANDARD	MUTCD STANDARD	2	YELLOW	BLACK	BLACK	1 MNT w/W11-2 1 MNT w/W11-15	2.00	4.00

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)		NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA IN SQUARE FEET	AREA IN SQUARE FEET
	WIDTH (INCHES)	HEIGHT (INCHES)		LETTER HEIGHT	VERTICAL SPACING		BACK- GROUND	LEGEND	BORDER			
M4-6	24	6		MUTCD STANDARD	MUTCD STANDARD	1	GREEN	WHITE	WHITE	P5 (1 REQ'D)	1.00	1.00
M6-2R	12	9		MUTCD STANDARD	MUTCD STANDARD	2	GREEN	WHITE	WHITE	MNT w/D11-1	0.75	1.50
D3-1 (POS)	42	12		6"C/4.5"C (INCL. TOWN SEAL)	4.5"C 3"	2	GREEN H/I	SILVER/ WHITE H/I	WHITE H/I	P5 (1 REQ'D) MNT BTB	PAY UNDER ITEM 874.	PAY UNDER ITEM 874.
D11-1	24	18		MUTCD STANDARD	MUTCD STANDARD	3	GREEN	WHITE	WHITE	P5 (2 REQ'D); 1 MNT w/M4-6	3.00	9.00

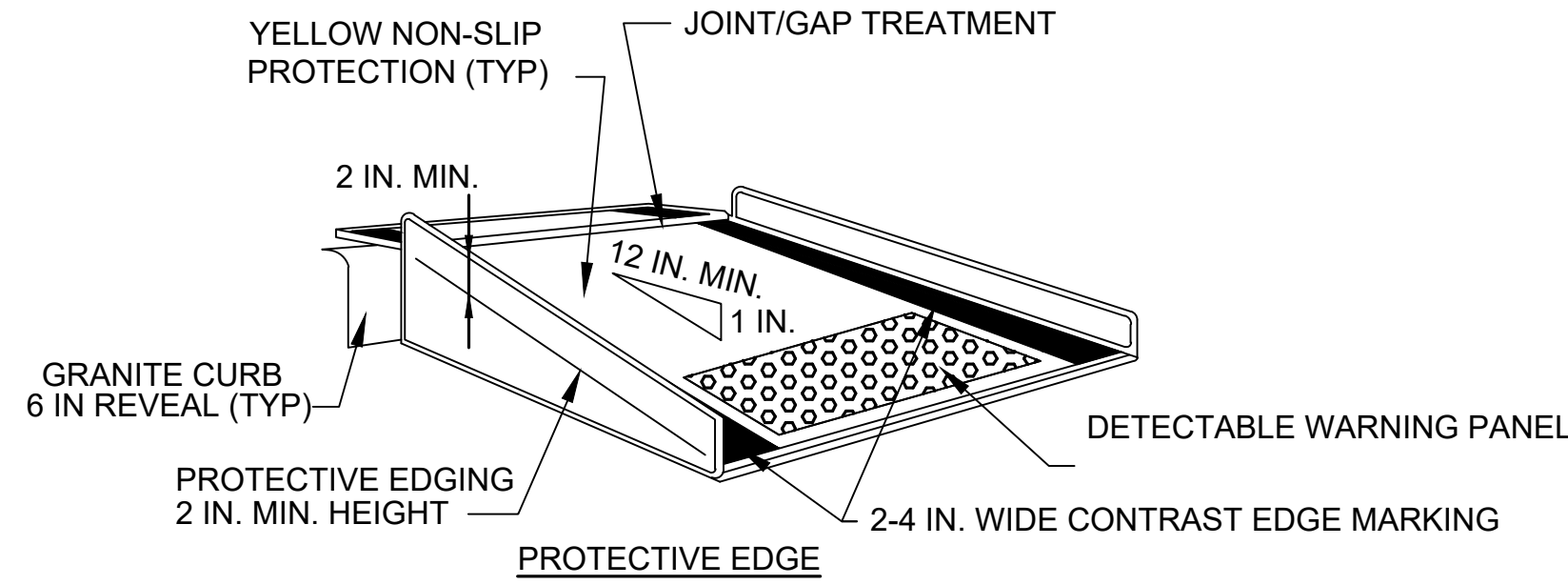
NOTES:

- ALL WARNING, REGULATORY AND ROUTE MARKERS SHALL BE FABRICATED WITH HIGH INTENSITY ENCAPSULATED LENS REFLECTIVE SHEETING (SEE SECTION M9.30.0) TYPE III OR IV.
- ALL SIGNS NOTED AS "(R&R)" SHALL BE MOUNTED ON NEW P5 POSTS OR AS OTHERWISE INDICATED.
- ALL P5 POSTS SHALL BE TELESCOPIC SQUARE TYPE POSTS.
- QUANTITIES OF SIGNS AND POSTS SHOWN ON THIS SHEET MAY DIFFER FROM THE TRAFFIC SIGN & PAVEMENT MARKING PLANS. WHERE DIFFERENCES OCCUR, THE TRAFFIC SIGN & PAVEMENT MARKING PLANS SHALL PREVAIL.

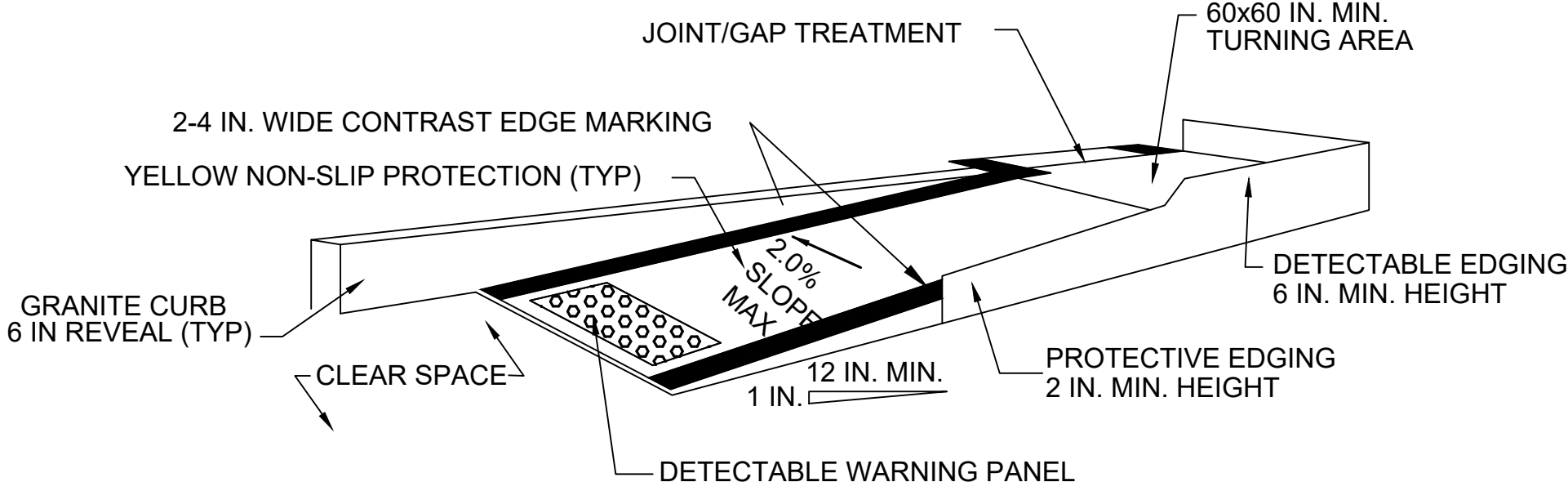
TRAFFIC CONTROL NOTES

- GENERAL**
- ALL TEMPORARY TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL MEASURES SHALL CONFORM TO THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.), MASSDOT'S "STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TRAFFIC MANAGEMENT PLANS", THE STANDARD SPECIFICATIONS, AND THE FOLLOWING NOTES.
 - THE TEMPORARY TRAFFIC CONTROL PLANS CONTAINED HEREIN ARE GIVEN AS A GUIDE FOR TYPICAL WORK ZONE TRAFFIC CONTROL APPLICATIONS FOR THE TYPES OF WORK ANTICIPATED FOR THIS PROJECT. THEY ARE NOT INTENDED TO COVER ALL POSSIBLE CONSTRUCTION OPERATIONS WHICH THE CONTRACTOR MAY CHOOSE TO EMPLOY. WORK ZONE TRAFFIC CONTROL FOR OTHER CONSTRUCTION OPERATIONS OR OTHER TRAFFIC SITUATIONS IF APPLICABLE SHALL BE IN ACCORDANCE WITH THE REFERENCES LISTED IN NOTE NO. 1 AND AS APPROVED OR DIRECTED BY THE ENGINEER.
 - LANE RESTRICTIONS MAY NOT REMAIN OVERNIGHT OR DURING NON-WORKING HOURS UNLESS UNDER TEMPORARY SIGNAL CONTROL. AFTER EACH WORKING DAY, TRAFFIC CONTROL DEVICES THAT ARE NOT REQUIRED SHALL BE MOVED OFF THE ROADWAY OR FULL DEPTH CONSTRUCTION AREA AND PLACED SO AS NOT TO IMPEDE PEDESTRIAN AREAS, ABUTTER ACCESS OR CAUSE CONFUSION TO MOTORISTS. IN CERTAIN CIRCUMSTANCES, AND ONLY WITH THE APPROVAL OF MASSDOT AND THE ENGINEER, CAN LANE RESTRICTIONS REMAIN OVERNIGHT.
 - CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT AND SIMILAR OPERATIONS.
 - PLACE ALL CONSTRUCTION SIGNING, TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS FOR EACH PHASE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
 - ONE (1) THRU TRAVEL LANE HAVING A MINIMUM WIDTH OF 11'-0" SHALL BE PROVIDED FOR BOTH DIRECTIONS (LANE MAY BE SHARED AND DIRECTION OF TRAVEL TO ALTERNATE UNDER POLICE OFFICER CONTROL) DURING ALL PHASES OF CONSTRUCTION AS SHOWN ON THE TEMPORARY TRAFFIC CONTROL PLANS, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. MINIMUM LANE WIDTH IS MEASURED FROM THE EDGE OF DRUMS OR TEMPORARY BARRIER.
 - WHEN WORK INFRINGES UPON THE TRAVELED WAY, WORK SHALL BE RESTRICTED TO OFF-PEAK HOURS ONLY (NORMALLY 9:00am TO 4:00pm, MONDAY TO FRIDAY). THE CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF ROAD CLOSURE.
 - TAPER LENGTH FORMULAE FOR CHANNELIZATION DEVICES:
ENGLISH UNITS:
L = WxS FOR SPEED EQUAL TO OR GREATER THAN 45 M.P.H.
L = WS²/60 FOR SPEED EQUAL TO OR LESS THAN 40 M.P.H.
WHERE: L = MIN. LENGTH OF TAPER, S = POSTED SPEED, W = OFFSET WIDTH.
 - ADVISORY SPEED LIMIT, IF USED, SHALL BE SET IN THE FIELD BY THE ENGINEER. W13-1 PLATES SHALL BE USED WHERE APPROPRIATE.
 - DISTANCES SHOWN ON THE TEMPORARY TRAFFIC CONTROL PLANS ARE A GUIDE ONLY, AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
- GRADE DIFFERENCES**
- WHERE THERE IS A LONGITUDINAL DIFFERENCE IN ELEVATION BETWEEN EXISTING PAVEMENT AND ADJACENT TRAVEL SURFACE (UNDER REPAIR OR RECONSTRUCTION), THE CONTRACTOR SHALL PATCH A TEMPORARY HMA WEDGE WITH A 12:1 (OR FLATTER) SLOPE FOR SMOOTH TRANSITION. SEE DETAIL, SHEET 28.
 - CROSS-SECTIONAL GRADE DIFFERENCES IN EXCESS OF 2" DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF REFLECTORIZED DRUMS.
 - CROSS-SECTIONAL GRADE DIFFERENCES IN EXCESS OF 4" DURING NON-WORKING HOURS SHALL BE PROTECTED BY BACKFILLING WITH A WEDGE OF EARTHWORK TO BE COMPACTED AT 4:1 SLOPE AND WILL ALSO REQUIRE DELINEATION BY USE OF DRUMS.
 - A MINIMUM SLOPE OF 4:1 MUST BE MAINTAINED AFTER WORKING HOURS DURING SUBBASE AND BASE COURSE INSTALLATION ALONG EDGE OF THE TRAVELWAY (SEE DETAIL, SHEET 28.) A MAXIMUM SLOPE OF 8:1 MUST BE MAINTAINED ON ALL ABUTTER ACCESS DRIVES AND A MAXIMUM SLOPE OF 12:1 MUST BE MAINTAINED ON ALL SIDEWALKS.
- CONSTRUCTION SIGNING**
- THE FIRST CONSTRUCTION SIGN IN A SERIES ON EACH APPROACH TO THE PROJECT SHALL BE FLUORESCENT ORANGE, HIGH PERFORMANCE (OR HIGH INTENSITY) SHEETING.
 - ALL CONSTRUCTION SIGNS SHALL BE BLACK LEGEND ON A REFLECTORIZED ORANGE BACKGROUND UNLESS OTHERWISE NOTED.
 - CONSTRUCTION SIGNING SHOWN ON THE ADVANCE SIGNING PLAN SHALL REMAIN IN PLACE FOR THE ENTIRE PROJECT DURATION, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 - STANDARD ORANGE OR FLUORESCENT RED-ORANGE FLAGS (16"x16" MIN.) MAY BE ATTACHED TWO (2) EACH ON ALL ADVANCE WARNING SIGNS. FLAGS SHALL NOT INTERFERE WITH A CLEAR VIEW OF THE SIGN FACE.
 - EXISTING GUIDE SIGNS SHALL BE TEMPORARILY RESET AS DIRECTED BY THE ENGINEER.
 - ALL SIGNS, INCLUDING EXISTING, THAT ARE NOT REPRESENTATIVE OF ACTUAL WORK CONDITIONS SHALL BE EITHER COVERED OR REMOVED WHEN NOT APPLICABLE.
 - IF USED, ALL W20-4 AND W20-5 SIGNS SHALL BE TAKEN DOWN OR COVERED AT THE CLOSE OF EACH DAY UNLESS LANE RESTRICTIONS ARE PERMITTED TO REMAIN OVERNIGHT IN ACCORDANCE WITH NOTE NO. 3 ABOVE.
 - USE MA-W20-7b AND W20-7 SIGNS ONLY WHILE POLICE OR FLAGGERS ARE DIRECTING TRAFFIC. THEY SHALL BE TAKEN DOWN OR COVERED AT THE CLOSE OF EACH DAY OR WHEN NOT IN USE.
 - ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD NCHRP 350 OR MASH CRASH TESTED SUPPORT. THEY SHALL BE TAKEN DOWN OR COVERED AT THE CLOSE OF EACH DAY OR WHEN NOT IN USE.
- PAVEMENT MARKINGS**
- PAVEMENT MARKINGS WHICH ARE NO LONGER APPLICABLE SHALL BE REMOVED. APPLY TEMPORARY MARKINGS WHERE SHOWN ON THE TEMPORARY TRAFFIC CONTROL PLANS.
 - ON PROJECTS WHERE PAVEMENT OVERLAY IS NOT DESIGNATED, EXISTING PAVEMENT MARKINGS WHICH ARE IN CONFLICT WITH TEMPORARY TRAFFIC CONTROLS SHOULD BE COVERED TEMPORARILY WITH BLACKOUT TAPE, AS DIRECTED BY THE ENGINEER. FOR THE FULL DURATION OF THE PHASE IN PROGRESS, TEMPORARY PAINTED OR REMOVABLE TAPE MARKINGS SHALL BE USED AS NECESSARY FOR ALL PHASES OF CONSTRUCTION.

- CHANNELIZATION**
- THE MAXIMUM SPACING BETWEEN CHANNELIZATION DEVICES (DRUMS OR CONES) SHALL BE APPROXIMATELY EQUAL IN FEET TO THE POSTED SPEED LIMIT. THE MINIMUM SPACING SHALL BE 20' O.C.
 - REFLECTORIZED CONES SHALL BE AT LEAST 36" HIGH.
 - FLASHING OR STEADY BURN WARNING LIGHTS SHALL ALSO BE USED ON BARRICADES, JERSEY BARRIERS OR WHERE DIRECTED BY THE ENGINEER. IF USED THEY SHALL MEET THE CRITERIA SET FORTH IN NCHRP 350 "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES OR MANUAL FOR ASSESSMENT OF SAFETY HARDWARE (MASH).
 - PLASTIC DRUMS WITH SOME FORM OF LIGHTING DEVICE MOUNTED ON THEM MUST PASS THE CRITERIA SET FORTH OF NCHRP 350 "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES" OR MANUAL FOR ASSESSMENT OF SAFETY HARDWARE (MASH.) IF THEY DO NOT MEET THESE CRITERIA, THEY MUST BE REMOVED FROM THE PROJECT.
 - ALL TEMPORARY TRAFFIC CONTROL EQUIPMENT MUST PASS THE CRITERIA SET FORTH IN NCHRP 350 "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES" AND/OR THE MANUAL FOR THE ASSESSMENT OF SAFETY HARDWARE (MASH) IF THEY DO NOT MEET THESE CRITERIA THEY MUST BE REMOVED FROM THE PROJECT.



TEMPORARY CURB RAMP-PERPENDICULAR TO CURB
NOT TO SCALE



TEMPORARY CURB RAMP-PARALLEL TO CURB
NOT TO SCALE

FIGURE PED-1 PEDESTRIAN DETAILS

NOTES:

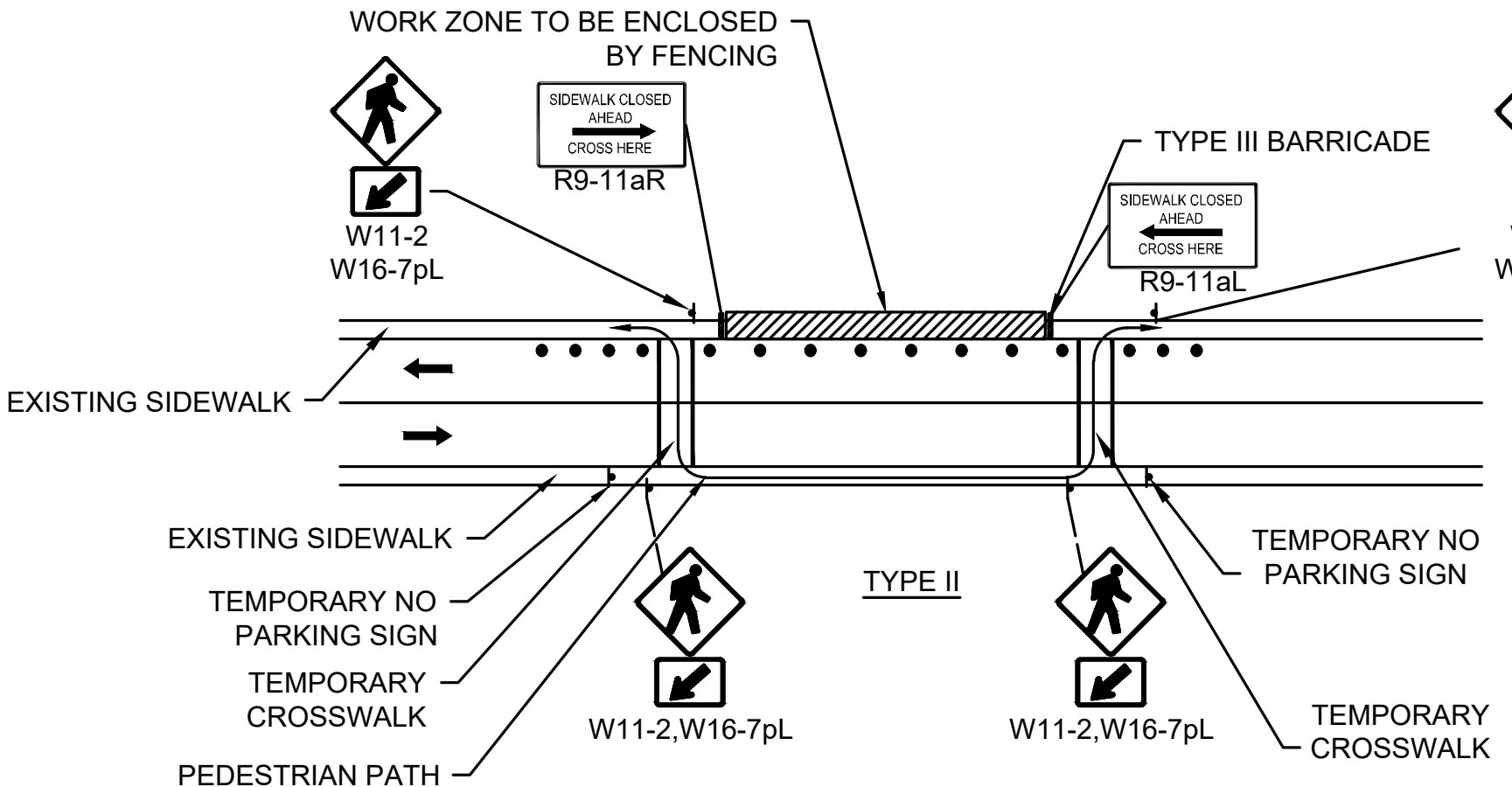
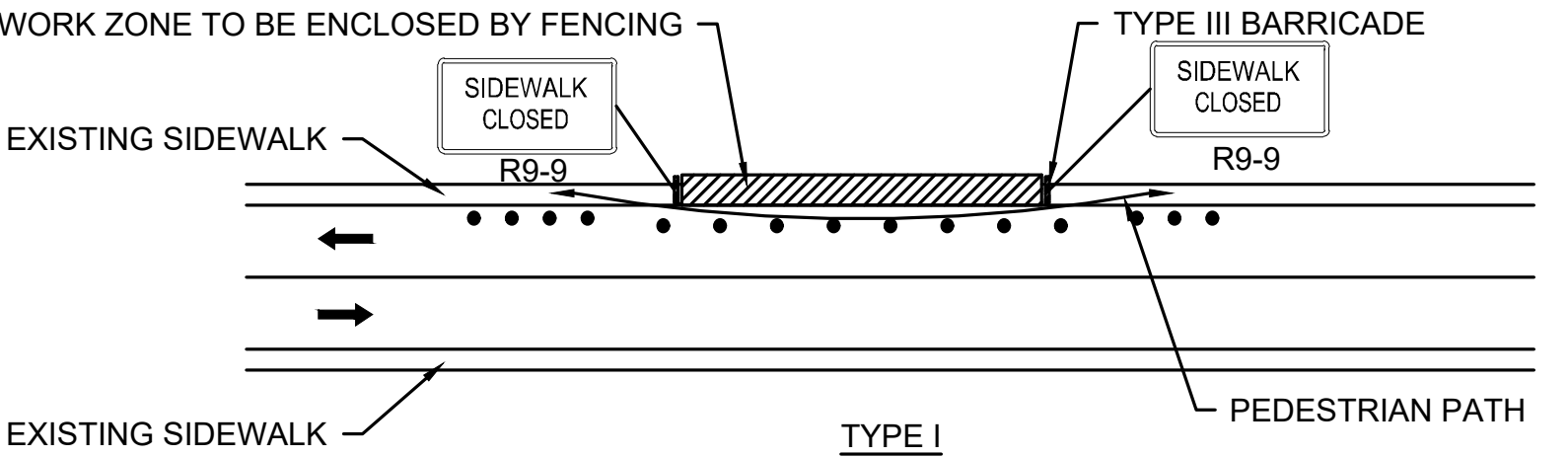
- CURB RAMPS SHALL BE 60 IN. MINIMUM WIDTH WITH A FIRM, STABLE AND NON-SLIP SURFACE.
- PROTECTIVE EDGING WITH A 2 IN. MINIMUM HEIGHT SHALL BE INSTALLED WHEN THE CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6 IN. OR GREATER OR HAS A SIDE APRON SLOP STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD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

TRAFFIC MANAGEMENT LEGEND

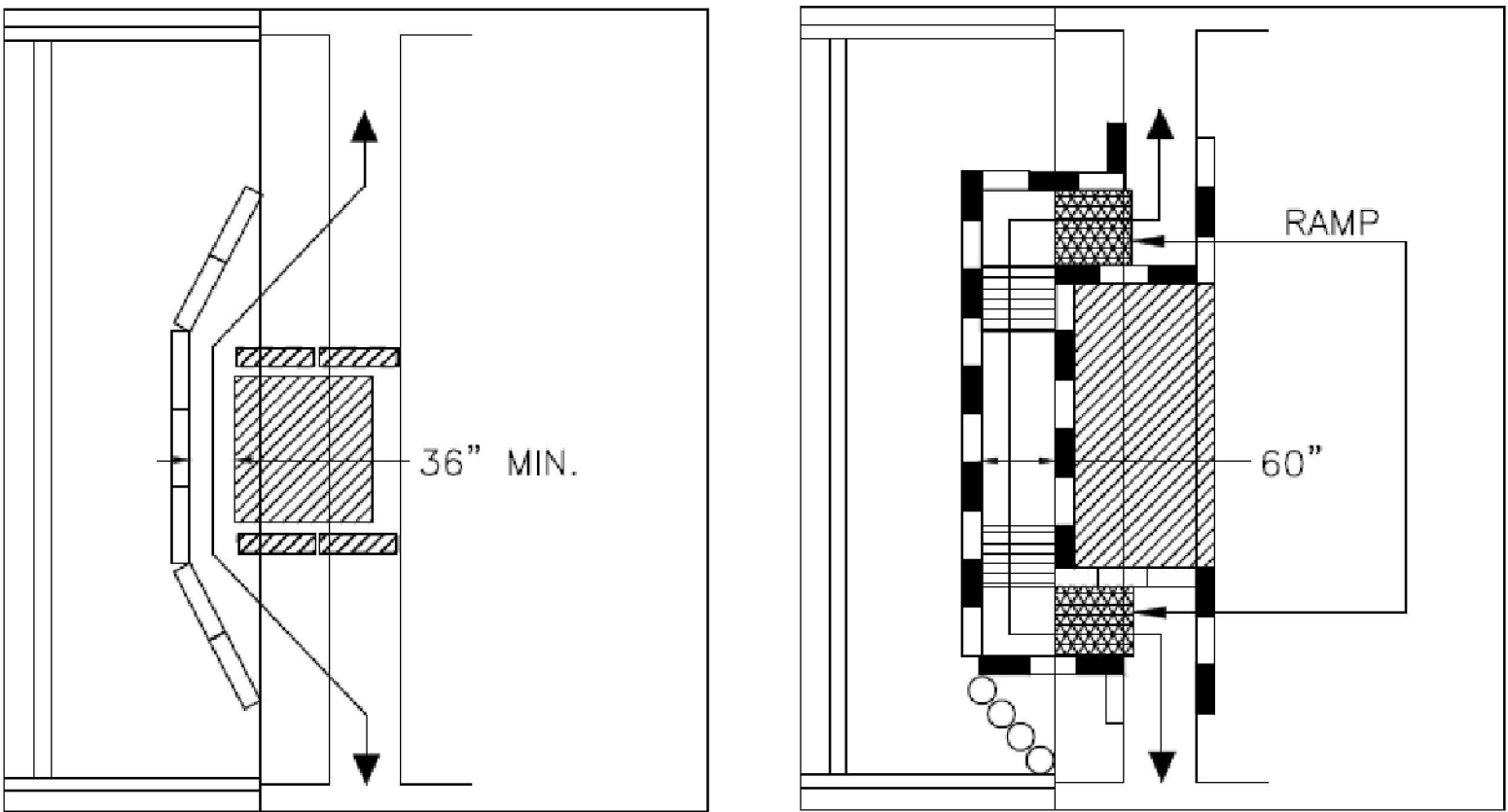
- WORK AREA
- DIRECTION OF TRAVEL
- REFLECTORIZED PLASTIC DRUM OR 36" CONE
- REFLECTORIZED PLASTIC DRUM WITH TYPE 'A' FLASHING WARNING LIGHT
- POLICE OFFICER OR FLAGGER CONTROL
- PORTABLE TYPE III BARRICADE (4' WIDE, MIN.)
- FLASHING ARROW BOARD (30"x 60" STD. SIZE WITH 13 LAMPS, MIN.)
- TEMPORARY PRECAST CONCRETE BARRIER WITH TEMPORARY FENCE & WHITE REFLECTORS
- TEMPORARY IMPACT ATTENUATOR
- PAVEMENT MARKINGS TO COVER OR REMOVE (SEE NOTES 23 & 24)
- PORTABLE CHANGEABLE MESSAGE SIGN
- MOVABLE IMPACT ATTENUATOR

TISBURY BEACH ROAD			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	27	75
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TEMPORARY TRAFFIC CONTROL PLANS



PEDESTRIAN BYPASS
NOT TO SCALE



- When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, temporary facilities shall be provided and they shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.
- A pedestrian channelizing device that is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk.
- When used, temporary ramps shall comply with Americans with Disabilities Act (see Figures Ped-1 & Ped-2).
- The alternate pathway should have a smooth continuous hard surface for the entire length of the temporary pedestrian facility.
- The protective requirements of a TTC situation have priority in determining the need for temporary traffic barriers and their use in this situation should be based on engineering judgment.
- Audible information devices should be considered where midblock closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians who have visual disabilities.

AUDIBLE DEVICES

For long term sidewalk closures (at a minimum overnight) a form of speech messaging for pedestrians with visual disabilities shall be provided. Audible information devices such as detectable barriers or barricades and other passive pedestrian activation (motion activated) devices should be considered for these cases. These audible devices can be mountable or stand alone.

FIGURE PED-3
PEDESTRIAN DETAILS

Diagram illustrating the layout of a work zone on a two-lane road with a 12:1 slope. The diagram shows the existing surface, the work zone, and the ramp down. Key features include:

- R4-7 MOUNTED TO TYPE III BARRICADE** at the entrance and exit.
- EXISTING SURFACE** on both sides of the work zone.
- RAMP DOWN AT 12:1 SLOPE** leading into the work zone.
- WORK ZONE** with **REFLECTORIZED PLASTIC DRUMS WITH STEADY BURN WARNING LIGHTS (TYP.)**.
- 30'** distance between drums.
- 11' MIN** lane width.
- 12:1** slope on both sides of the work zone.
- Distances A and B** marked for the entrance and exit.
- W8-3** (PAVEMENT ENDS) and **W8-1** (BUMP) markers at the entrance and exit.
- NOTE:**
 - SEE WORKZONE DISTANCES DETAIL FOR SIGNAGE SPACING, TAPER LENGTHS AND BUFFER SPACE LENGTHS
 - USE A MINIMUM LANE WIDTH OF 11 FEET.

NOTE:

1. SEE WORKZONE DISTANCES DETAIL FOR SIGNAGE SPACING, TAPER LENGTHS AND BUFFER SPACE LENGTHS
2. USE A MINIMUM LANE WIDTH OF 11 FEET.

The diagram illustrates the layout of a two-lane road work zone. It shows a cross-section of the road with a central hatched area representing the work zone. Key components include:

- Upstream Taper:** A hatched area on the left side of the road, labeled "DOWNSTREAM TAPER 100 FT MAX".
- Work Zone:** A hatched area in the center of the road, labeled "WORK ZONE".
- Buffer:** A hatched area on the right side of the road, labeled "BUFFER".
- Signs:**
 - W1-4R:** A "ROAD NARROWS" sign on the left side of the road.
 - W1-4L:** A "ROAD NARROWS" sign on the right side of the road.
 - W5-1:** A "ROAD NARROWS" sign on the left side of the road.
 - W1-4R:** A "ROAD NARROWS" sign on the right side of the road.
- Dimensions:**
 - 11' (MIN.):** The minimum width of the work zone.
 - L/2:** The length of the buffer zone.
 - L/3:** The length of the taper zone.
 - A:** The length of the work zone.
 - B:** The length of the taper zone.

TWO LANE ROAD

100 FT

WORK ZONE

100 FT BUFFER

L/3

RIGHT SHOULDER CLOSED
W21-5a

ROAD NARROWS
W5-1

A

B

DRUM SPACING DEPENDENT ON SPEED

11' (MIN.)

TWO LANE ROAD SHOULDER CLOSED

NOT TO SCALE

Diagram illustrating a four-way intersection with lane configurations and signage for flagger control.

North Arrow: Indicated by an arrow pointing towards the top right.

Intersection Layout: The diagram shows a four-way intersection with lane markings and signage for flagger control.

Signage and Distances:

- Approach 1 (Top):**
 - Sign: ONE LANE ROAD XX FEET (W20-4)
 - Distance: 500 FT
 - Sign: POLICE OFFICER AHEAD (MA-W20-7b*)
 - Distance: 500 FT
 - Distance: 100 FT (30m) MAX.
- Approach 2 (Right):**
 - Sign: POLICE OFFICER AHEAD (MA-W20-7b*)
 - Distance: 500 FT
 - Sign: ONE LANE ROAD XX FEET (W20-4)
 - Distance: 500 FT
- Approach 3 (Bottom):**
 - Sign: POLICE OFFICER AHEAD (MA-W20-7b*)
 - Distance: 500 FT
 - Sign: ONE LANE ROAD XX FEET (W20-4)
 - Distance: 500 FT
- Approach 4 (Left):**
 - Sign: ONE LANE ROAD XX FEET (W20-4)
 - Distance: 500 FT
 - Sign: POLICE OFFICER AHEAD (MA-W20-7b*)
 - Distance: 500 FT
 - Distance: 100 FT (30m) MAX.

Notes:

- * FOR FLAGGER CONTROL, REPLACE MA-W20-7b WITH W20-17.
- ** - THIS DELINEATION CAN BE REMOVED TO INCREASE CAPACITY OF THE INTERSECTION.

**** - THIS DELINEATION CAN BE REMOVED TO INCREASE CAPACITY OF THE INTERSECTION**

Diagram illustrating a Two Lane Road One Lane Alternating Traffic configuration for a work zone.

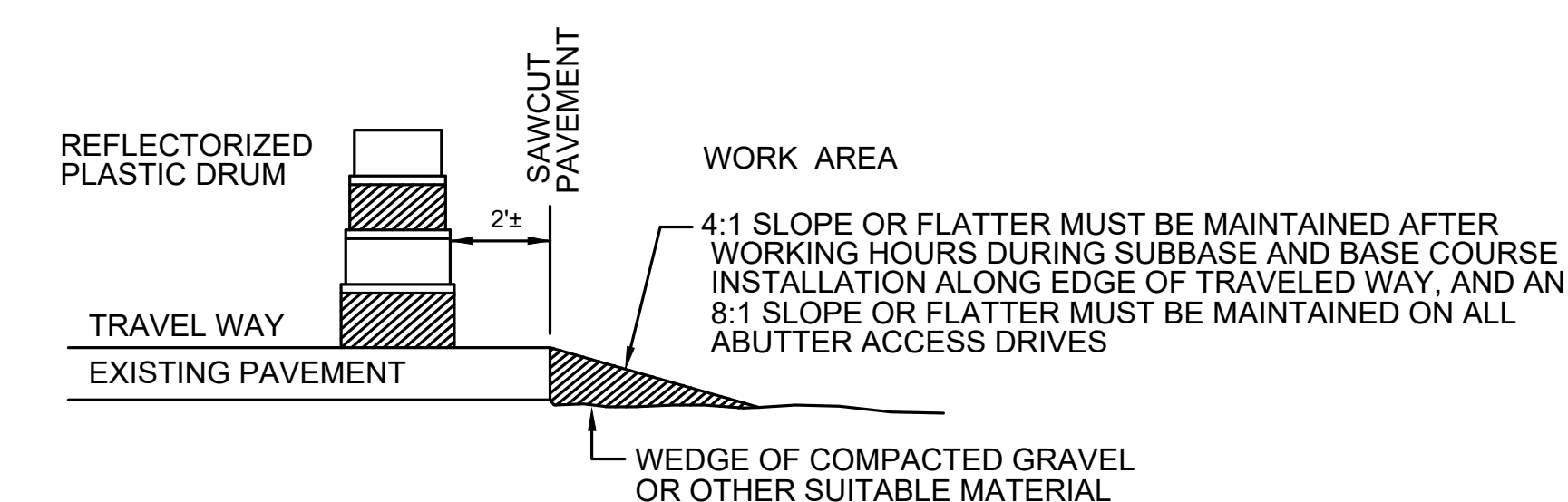
The diagram shows a hatched work zone with a "WORK ZONE" label. Upstream (left) of the work zone, there is a "ONE LANE ROAD (XXX FT)" sign and a "POLICE OFFICER AHEAD" sign, both with a "W20-4 W13-1P" plaque. Distances of 500 FT are marked between the signs and the work zone. Downstream (right) of the work zone, there is a "POLICE OFFICER AHEAD" sign, a "ONE LANE ROAD (XXX FT)" sign, and a "W20-4 W13-1P" plaque. Distances of 500 FT are marked between the signs and the work zone. A "MA-W20-7b*" sign is also shown. The diagram includes labels for "100FT MAX.", "WORK ZONE", "BUFFER 100-150FT", and "100FT MAX.".

TWO LANE ROAD
ONE LANE ALTERNATING TRAFFIC
 NOT TO SCALE

* - FOR FLAGGER CONTROL,
 REPLACE W20-7b WITH W20-7

ALL TEMPORARY TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL MEASURES SHALL CONFORM TO MASSDOT'S "2014 STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TEMPORARY TRAFFIC CONTROL PLANS" INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING DETAILS:

- FIGURES GEN-1 THRU GEN-6
- FIGURES PED-1 THRU PED-7
- FIGURE INT-2
- FIGURES TLR-1 THRU TLR-3



TEMPORARY RAMP

ROUGH ROAD

350'

VARIES

WORK AREA

DIRECTION OF TRAVEL

VARIES

350'

ROUGH ROAD

12 OR 11 OR FLATTER (TYP.)

HOT MIX ASPHALT WEDGE

EXIST. PAVEMENT

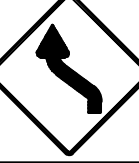
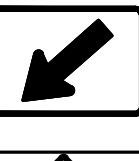
EXISTING SUBBASE

W8-8 OR W8-3 OR W8-1

W8-8 OR W8-3 OR W8-1

TEMPORARY RAMP

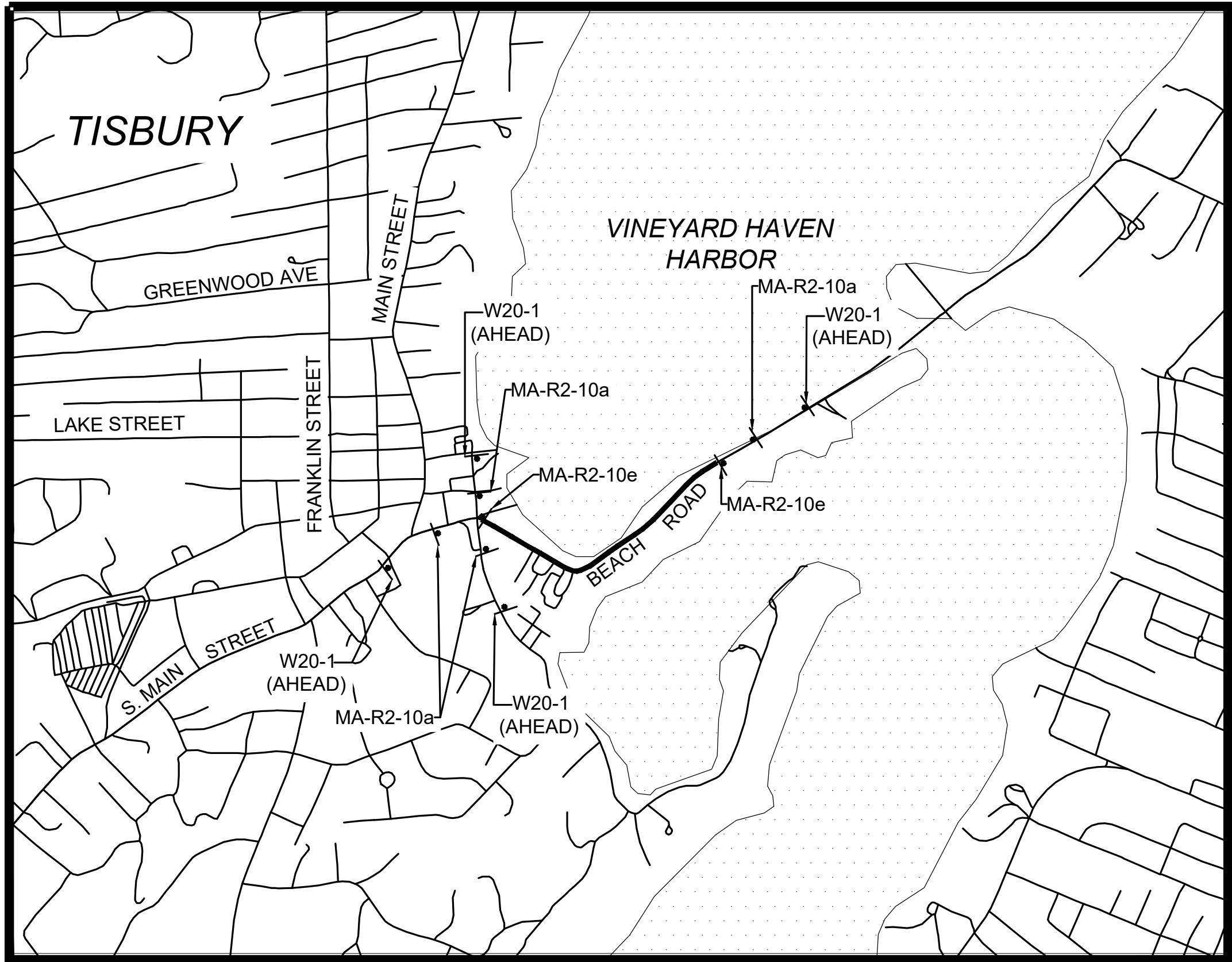
CONSTRUCTION SIGN SUMMARY

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)		NUMBER OF SIGNS REQUIRED	COLOR			UNIT AREA IN SQUARE FEET	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING		BACK- GROUND	LEGEND	BORDER		
MA-R2-10a	48"	36"	WORK ZONE SPEEDING FINES DOUBLED	MASSDOT STANDARD		4	ORANGE	BLACK	BLACK	12.00	48.00
MA-R2-10e	36"	48"	END ROAD WORK DOUBLE FINES END			2	ORANGE	BLACK	BLACK	12.00	24.00
R4-7	24"	30"				2	WHITE	BLACK	BLACK	5.00	10.00
R9-9	24"	12"	SIDEWALK CLOSED			2	WHITE	BLACK	BLACK	2.00	4.00
R9-11aL	24"	12"	SIDEWALK CLOSED AHEAD ← CROSS HERE	MUTCD STANDARD		1	WHITE	BLACK	BLACK	2.00	2.00
R9-11aR	24"	12"	SIDEWALK CLOSED AHEAD → CROSS HERE			1	WHITE	BLACK	BLACK	2.00	2.00
W1-4L	36"	36"				2	ORANGE	BLACK	BLACK	9.00	18.00
W1-4R	36"	36"				2	ORANGE	BLACK	BLACK	9.00	18.00
W5-1	36"	36"	ROAD NARROWS			3	ORANGE	BLACK	BLACK	9.00	27.00
W8-1	36"	36"	BUMP			4	ORANGE	BLACK	BLACK	9.00	36.00
W8-3	36"	36"	PAVEMENT ENDS			4	ORANGE	BLACK	BLACK	9.00	36.00
W8-8	36"	36"	ROUGH ROAD			2	ORANGE	BLACK	BLACK	9.00	18.00
W11-2	30"	30"				4	YELLOW	BLACK	BLACK	6.25	25.00
W13-1P	24"	24"	XX M.P.H			2	ORANGE	BLACK	BLACK	4.00	8.00
W16-7pL	24"	12"				4	YELLOW	BLACK	BLACK	2.00	8.00
W20-1 (AHEAD)	36"	36"	ROAD WORK AHEAD			4	ORANGE	BLACK	BLACK	9.00	36.00
W20-4	36"	36"	ONE LANE ROAD (XXX FT)			6	ORANGE	BLACK	BLACK	9.00	54.00
W20-7	36"	36"				6	ORANGE	BLACK	BLACK	9.00	54.00
MA-W20-7b	36"	36"	POLICE OFFICER AHEAD	MASSDOT STANDARD		6	ORANGE	BLACK	BLACK	9.00	54.00
W21-5a	36"	36"	RIGHT SHOULDER CLOSED	MUTCD STANDARD		1	ORANGE	BLACK	BLACK	9.00	9.00
TOTAL										491.00	

TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	29	75
PROJECT FILE NO.		607411	

TEMPORARY TRAFFIC
CONTROL PLANS



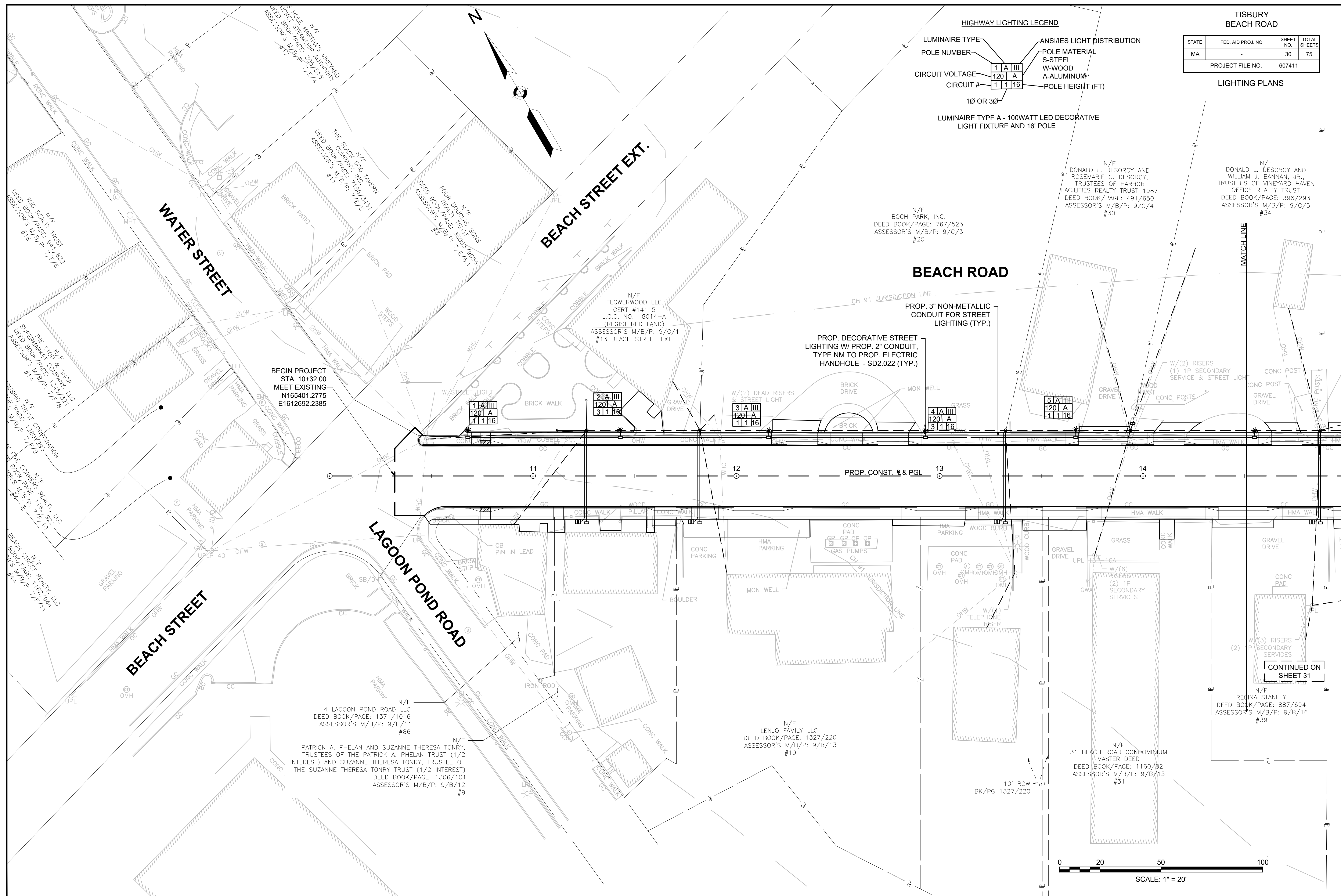
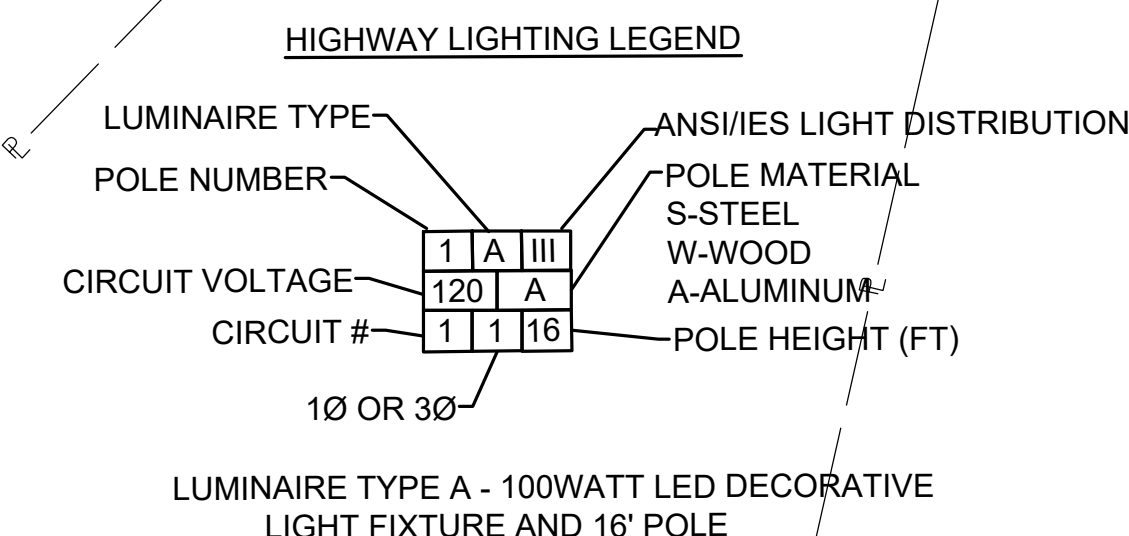
ADVANCE WARNING SIGN LOCATIONS

1" = 500'

TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOT. SHEET
MA	-	30	75
PROJECT FILE NO.		607411	

LIGHTING PLANS



CONTINUED ON
SHEET 31

N/F
REGINA STANLEY
DEED BOOK/PAGE: 887/694
ASSESSOR'S M/B/P: 9/B/16
#39

N/F
31 BEACH ROAD CONDOMINIUM
MASTER DEED
DEED BOOK/PAGE: 1160/82
ASSESSOR'S M/B/P: 9/B/15
#31

N/F
LENJO FAMILY LLC.
DEED BOOK/PAGE: 1327/220
ASSESSOR'S M/B/P: 9/B/13
#19

PATRICK A. PHELAN AND SUZANNE THERESA TONY,
TRUSTEES OF THE PATRICK A. PHELAN TRUST (1/2
INTEREST) AND SUZANNE THERESA TONY, TRUSTEE OF
THE SUZANNE THERESA TONY TRUST (1/2 INTEREST)
DEED BOOK/PAGE: 1306/10
ASSESSOR'S M/B/P: 9/B/12
#9

4 LAGOON POND ROAD LLC
DEED BOOK/PAGE: 1371/1016
ASSESSOR'S M/B/P: 9/B/11
#86

BEGIN PROJECT
STA. 10+32.00
MEET EXISTING
N165401.2775
E1612692.2385

PROP. 3" NON-METALLIC
CONDUIT FOR STREET
LIGHTING (TYP.)

PROP. DECORATIVE STREET
LIGHTING W/ PROP. 2" CONDUIT
TYPE NM TO PROP. ELECTRIC
HANDHOLE - SD2.022 (TYP.)

BEACH ROAD

An aerial photograph of a road intersection. The text 'BEACH STREET' is written in large, bold, black capital letters, oriented diagonally across the frame. In the background, other road labels are visible: 'WALK GC' and 'ORW' are written horizontally, and 'WALK' is written diagonally at the bottom right. The image shows the layout of the roads and the placement of the text labels.

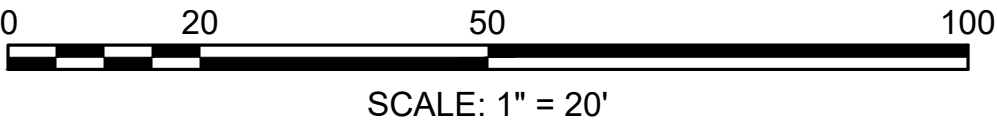
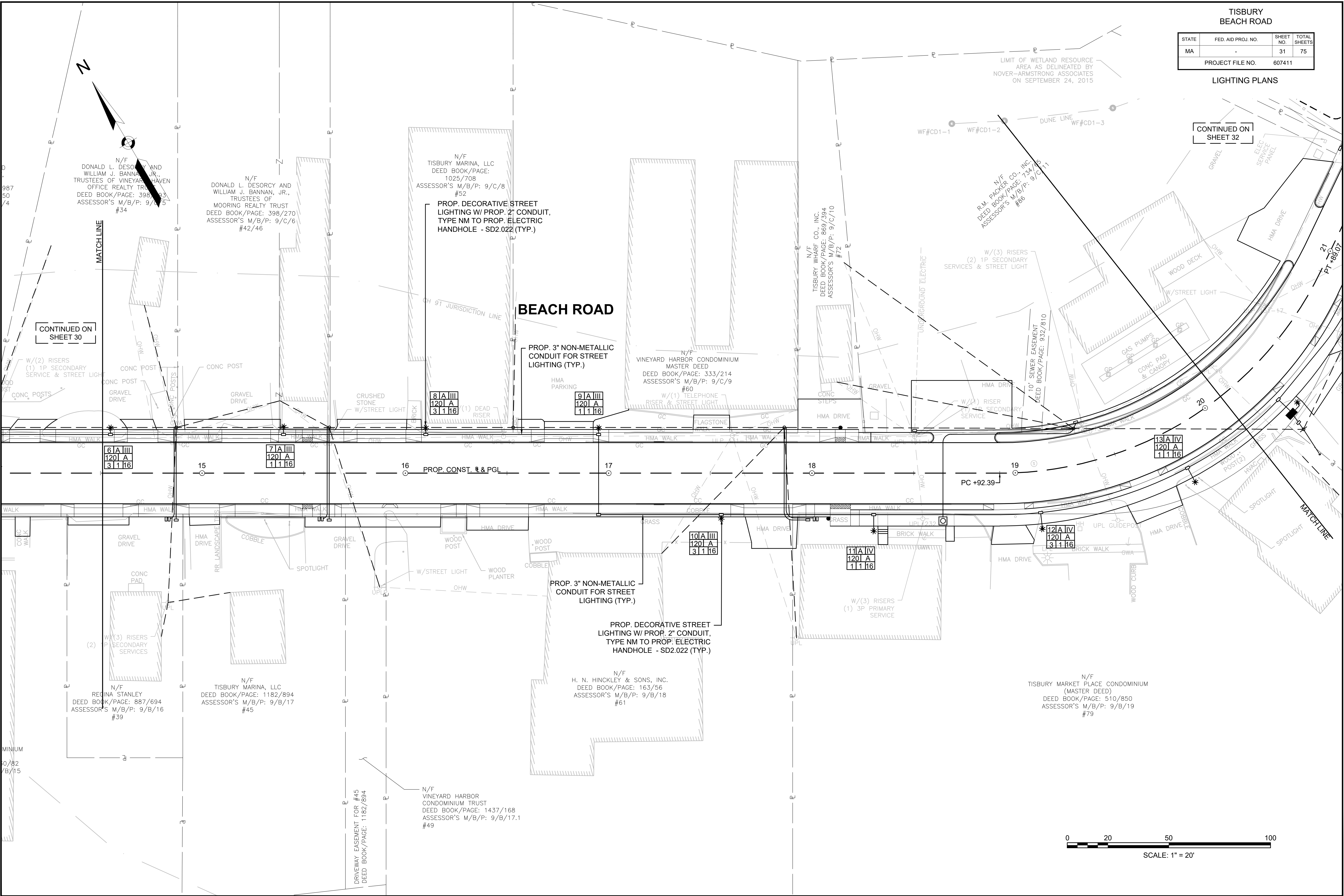
0 20 50 100
SCALE: 1" = 20'

TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	31	75
PROJECT FILE NO.		607411	

LIGHTING PLANS

CONTINUED ON
SHEET 32



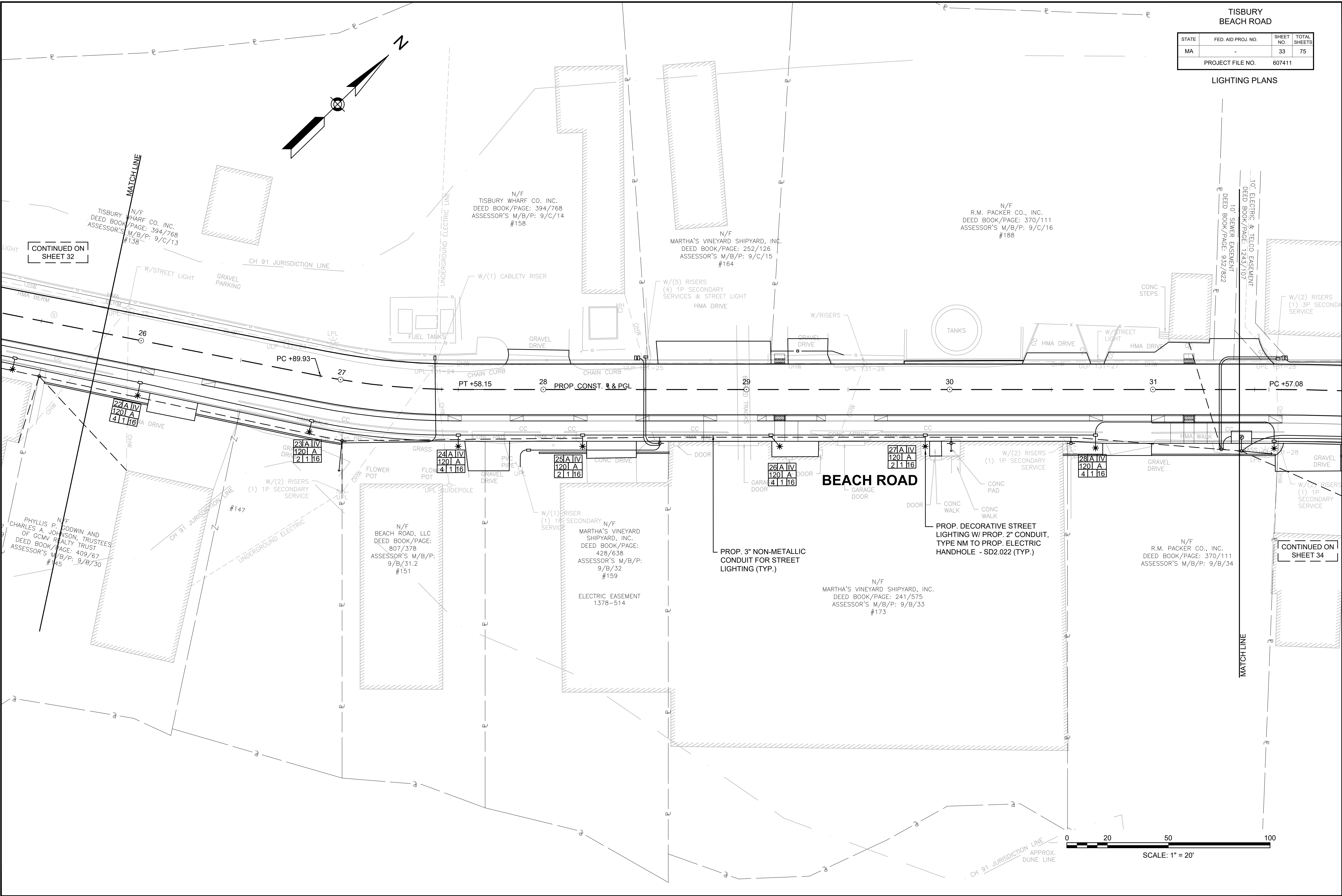
CONTINUED ON
SHEET 33



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	33	75
PROJECT FILE NO.		607411	

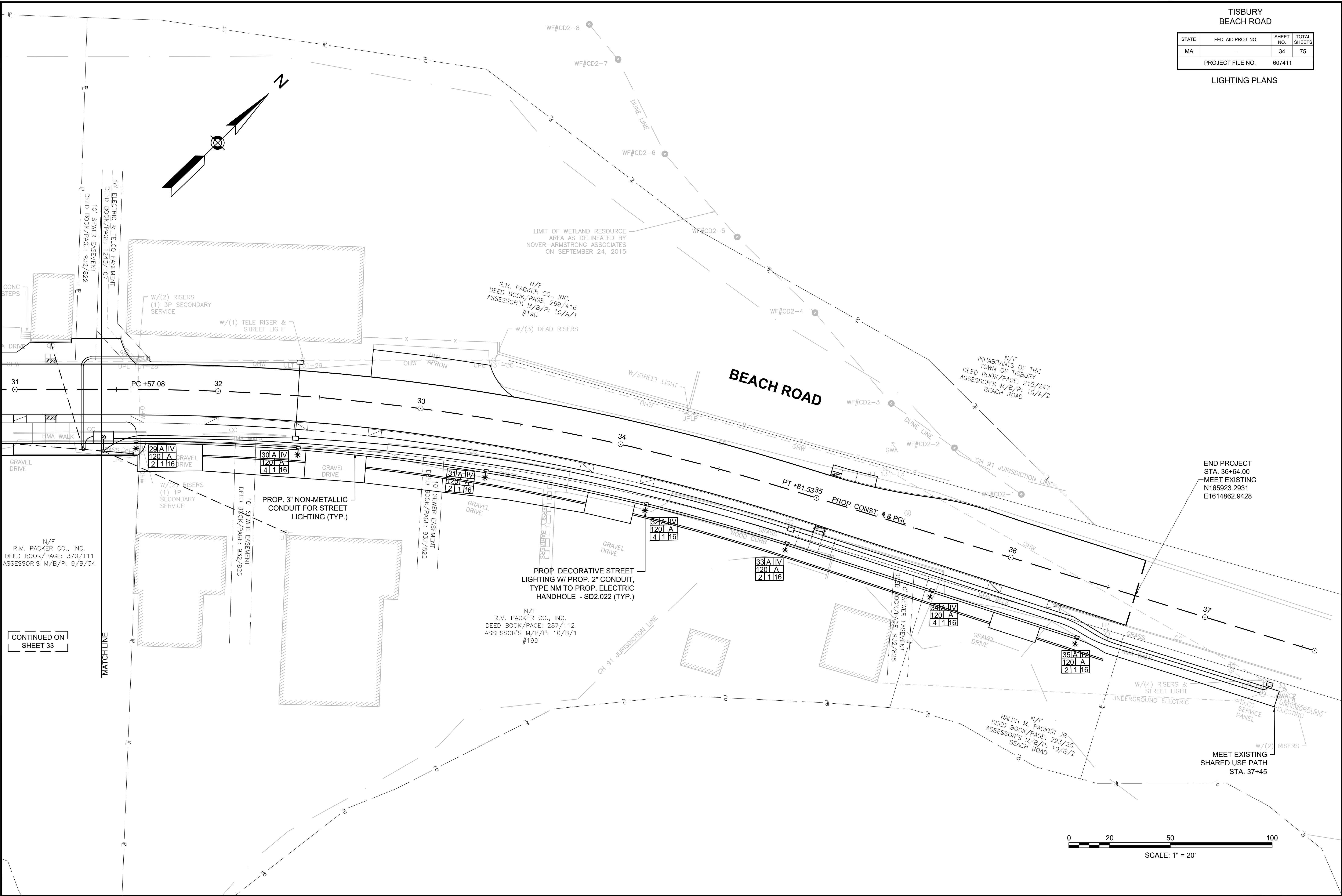
LIGHTING PLANS



TISBURY
BEACH ROAD

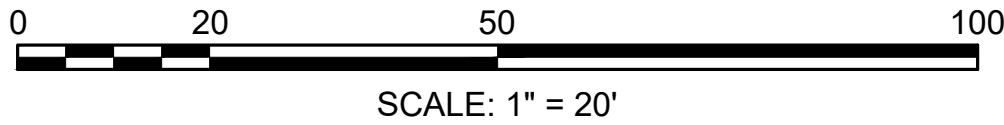
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	34	75
PROJECT FILE NO.		607411	

LIGHTING PLANS



END PROJECT
STA. 36+64.00
MEET EXISTING
N165923.2931
E1614862.9428

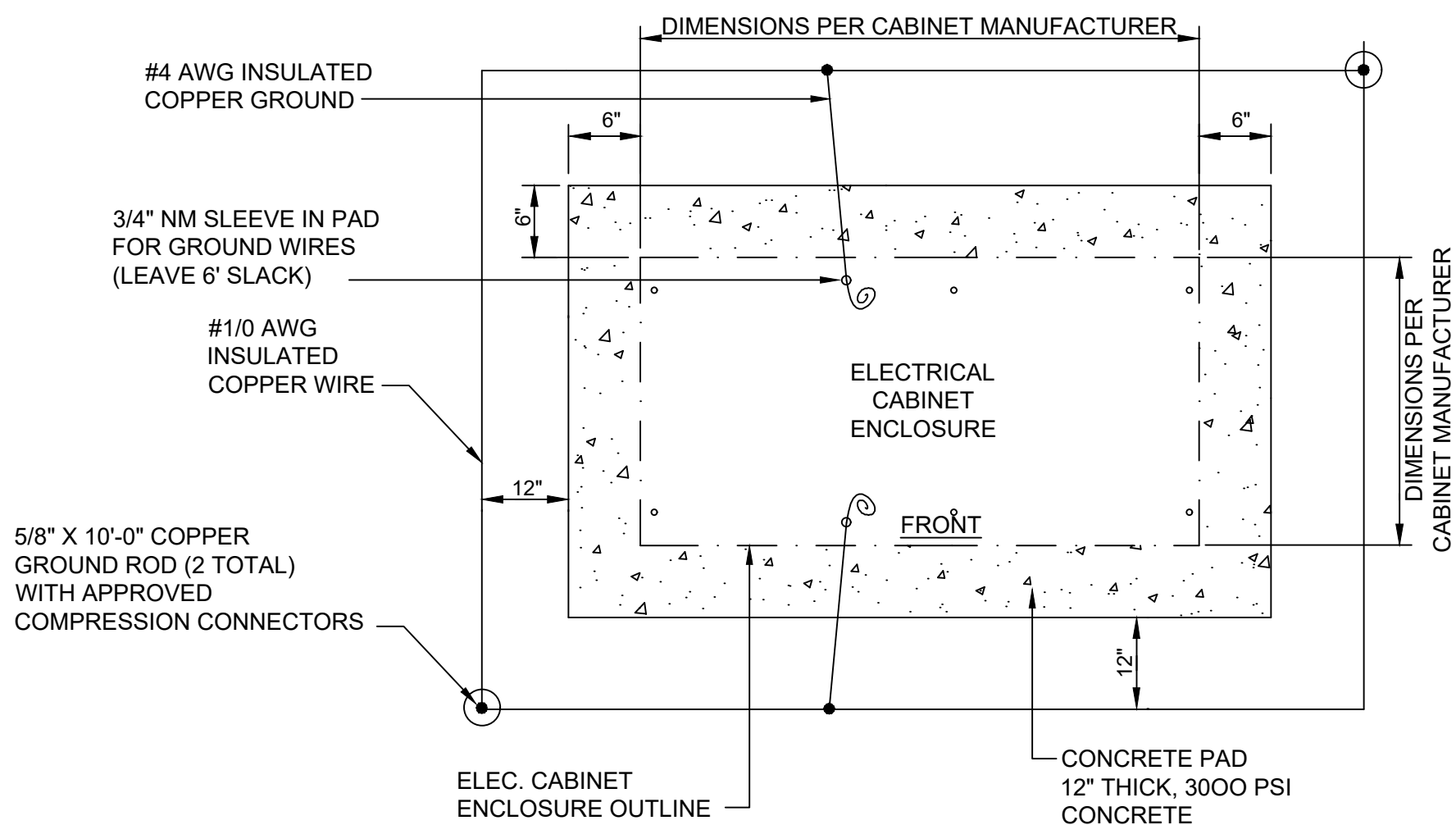
MEET EXISTING
SHARED USE PATH
STA. 37+45



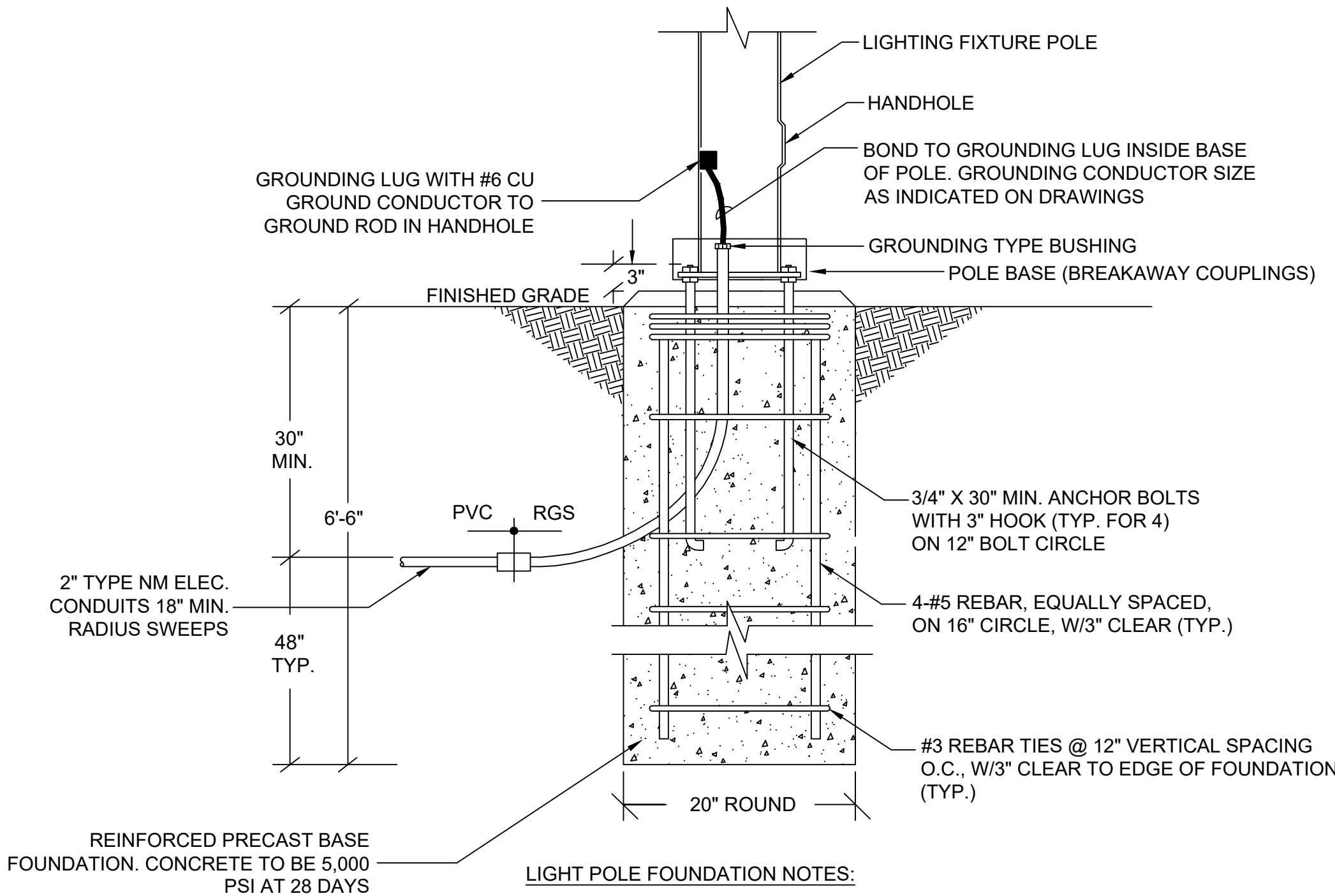
CONTINUED ON
SHEET 33

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	35	75
PROJECT FILE NO.		607411	

LIGHTING DETAILS



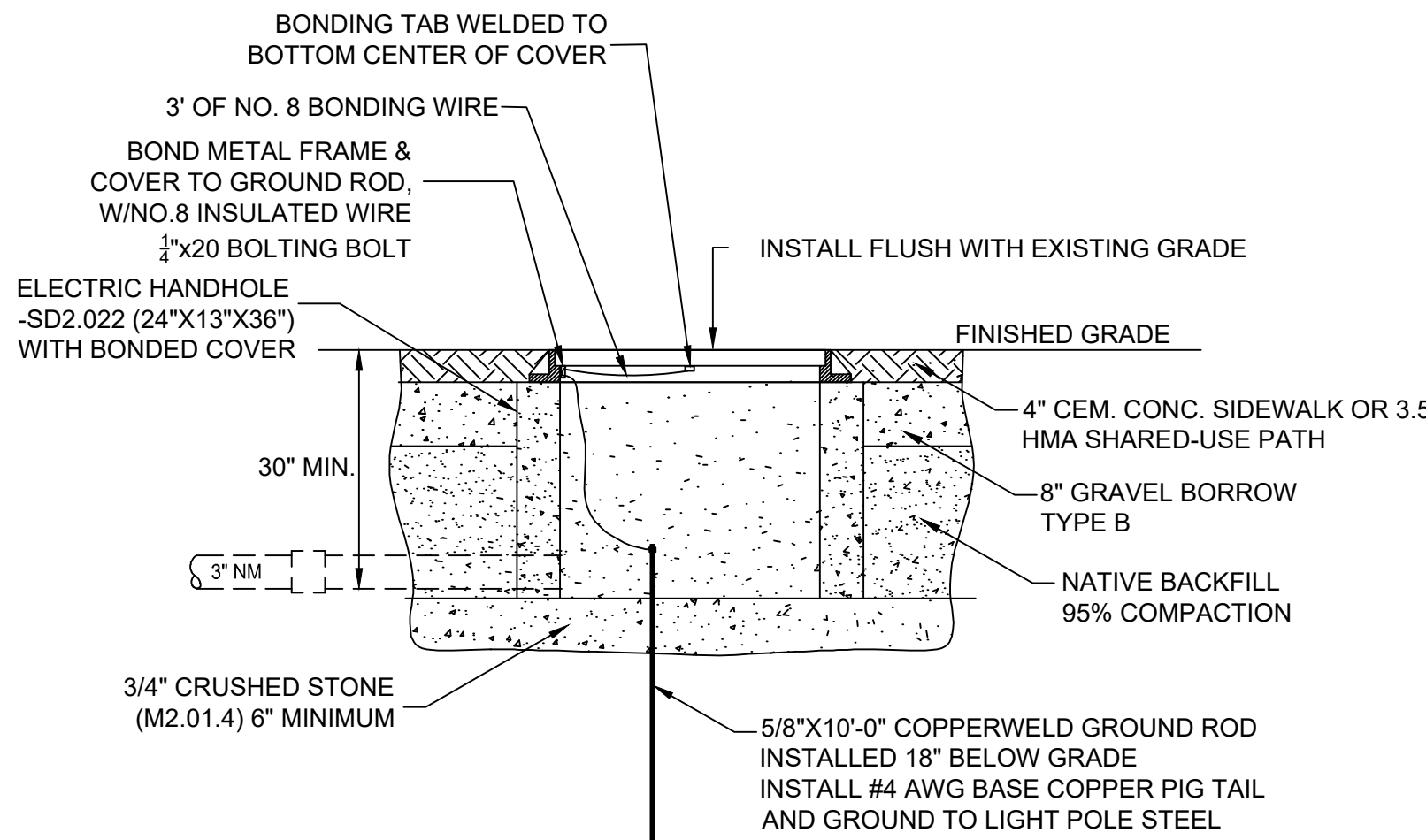
ELECTRICAL CABINET FOUNDATION PLAN
NOT TO SCALE



LIGHT POLE FOUNDATION NOTES:

1. BOLT PATTERN SHOWN IS TYPICAL AND NOT FOR CONSTRUCTION CONTRACTOR TO PROVIDE BOLT PATTERN DETAILS BASED ON SELECTED MANUFACTURER.
2. PROVIDE REBAR DETAIL FROM PRECAST CONCRETE VENDOR FOR APPROVAL.
3. CONDUIT LOCATIONS SHOWN ARE TYPICAL.

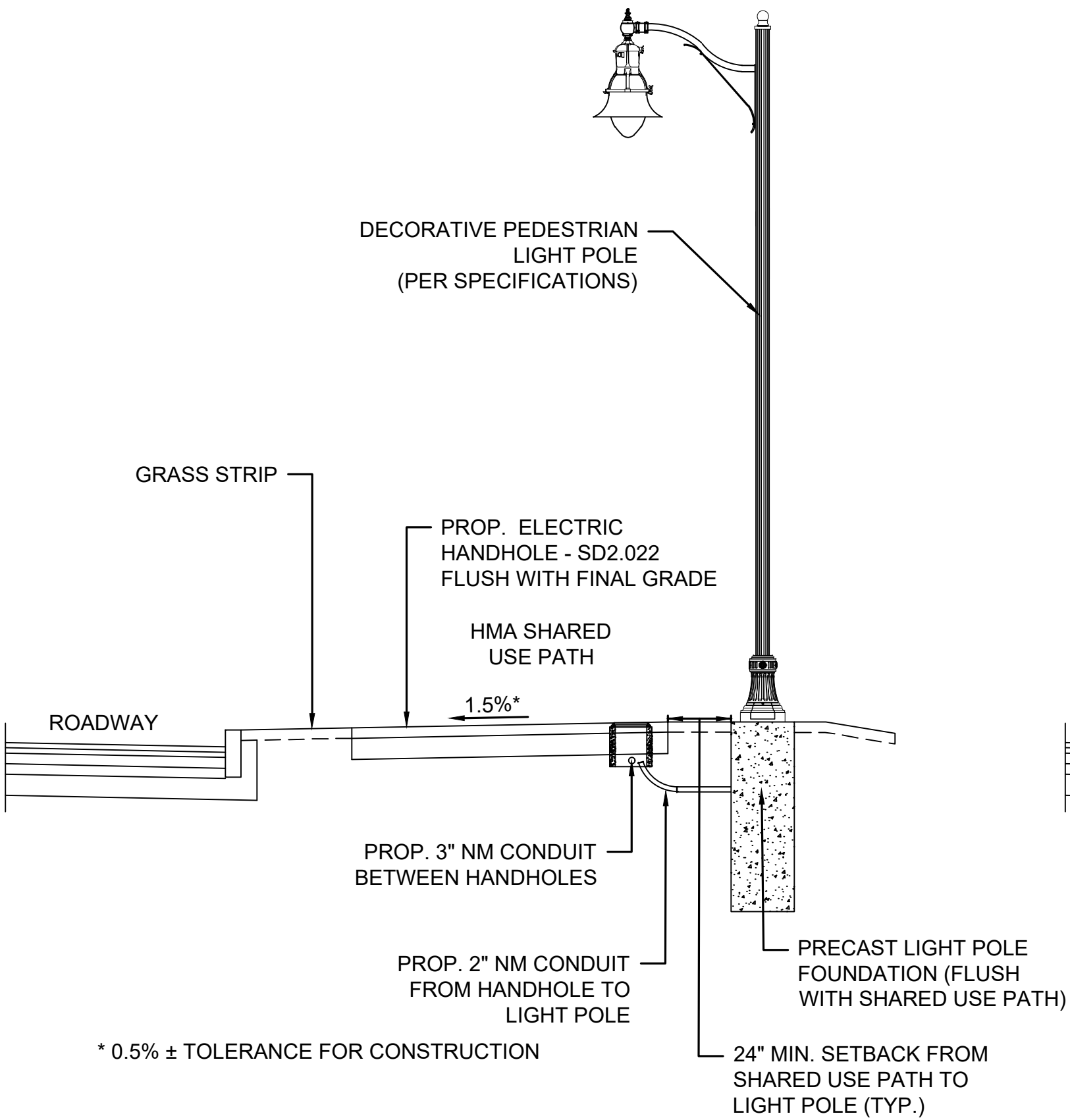
LIGHT POLE FOUNDATION DETAIL
NOT TO SCALE



HANDHOLE INSTALLATION NOTES:

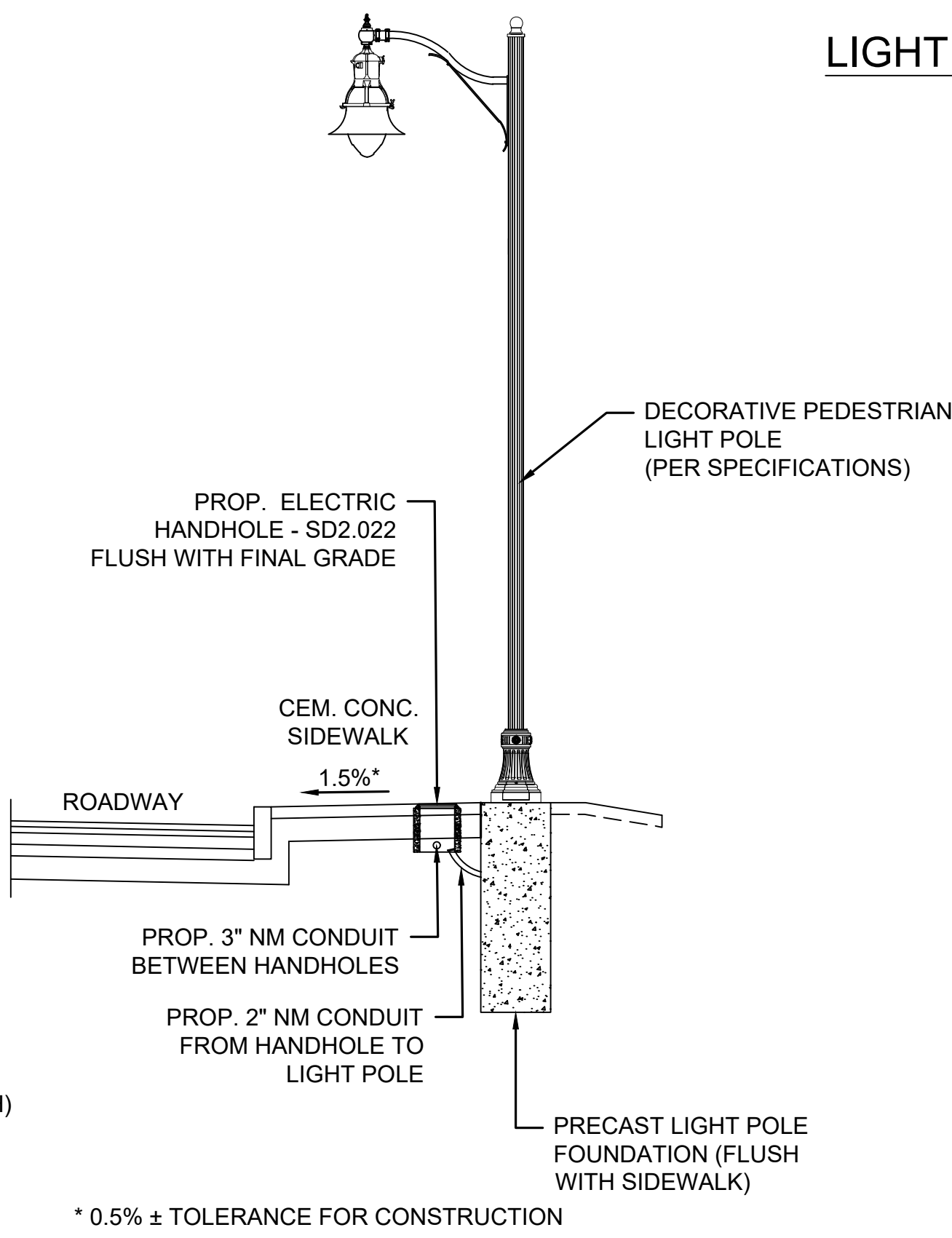
1. HANDHOLE ORIENTATION TO BE SUCH THAT ALL SUPPLY DUCTS ENTER ON SAME SHORT SIDE.
2. SIZE AND NUMBER OF CONDUITS AS REQUIRED.
3. CONDUIT LOCATIONS SHOWN ARE TYPICAL.

INSTALLATION DETAIL
ELECTRIC HANDHOLE
NOT TO SCALE

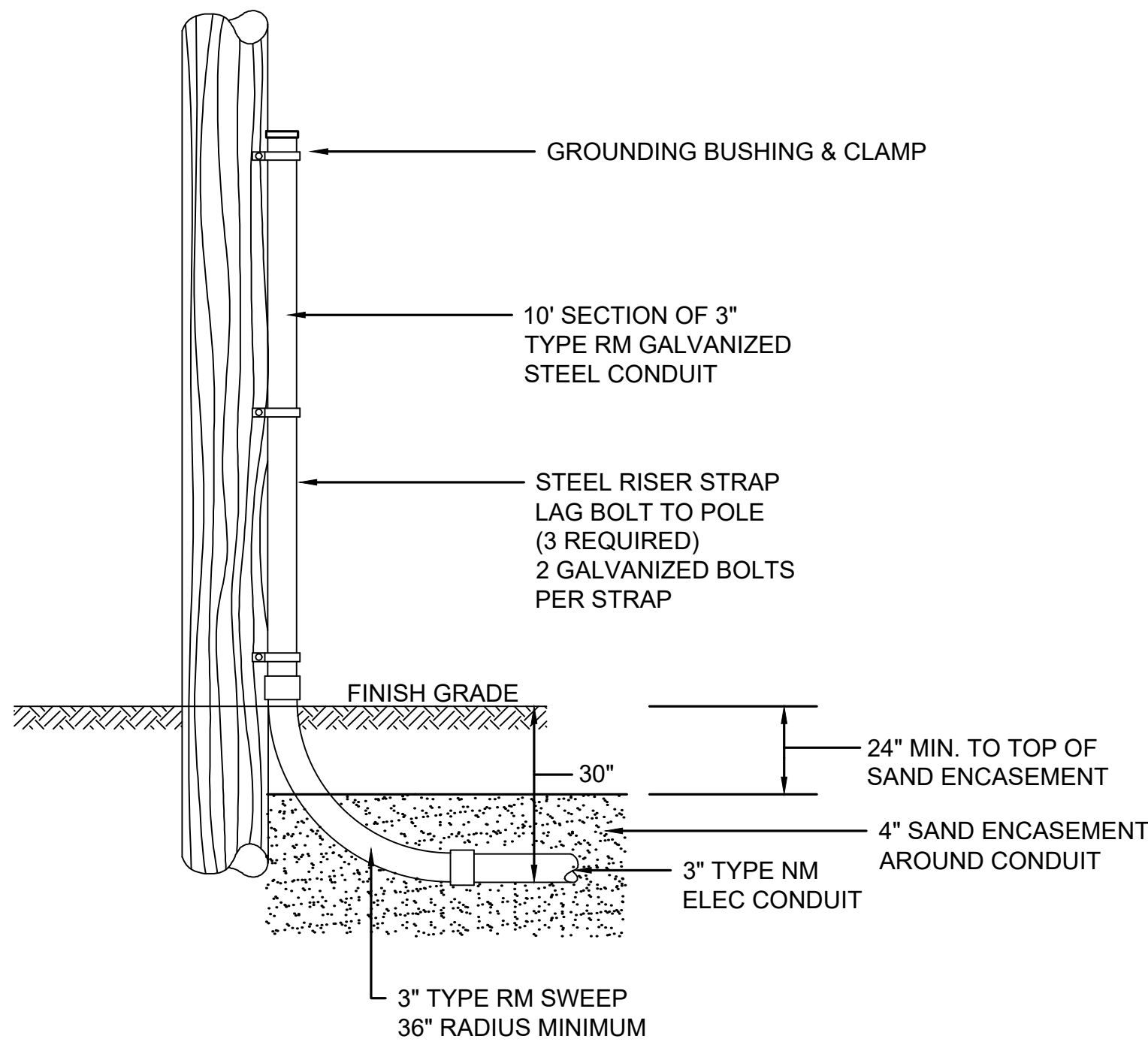


LIGHT POLE BEHIND
SHARED USE PATH

INSTALLATION DETAIL TYPICAL SECTION
ELECTRIC HANDHOLE FOR LIGHTING
NOT TO SCALE



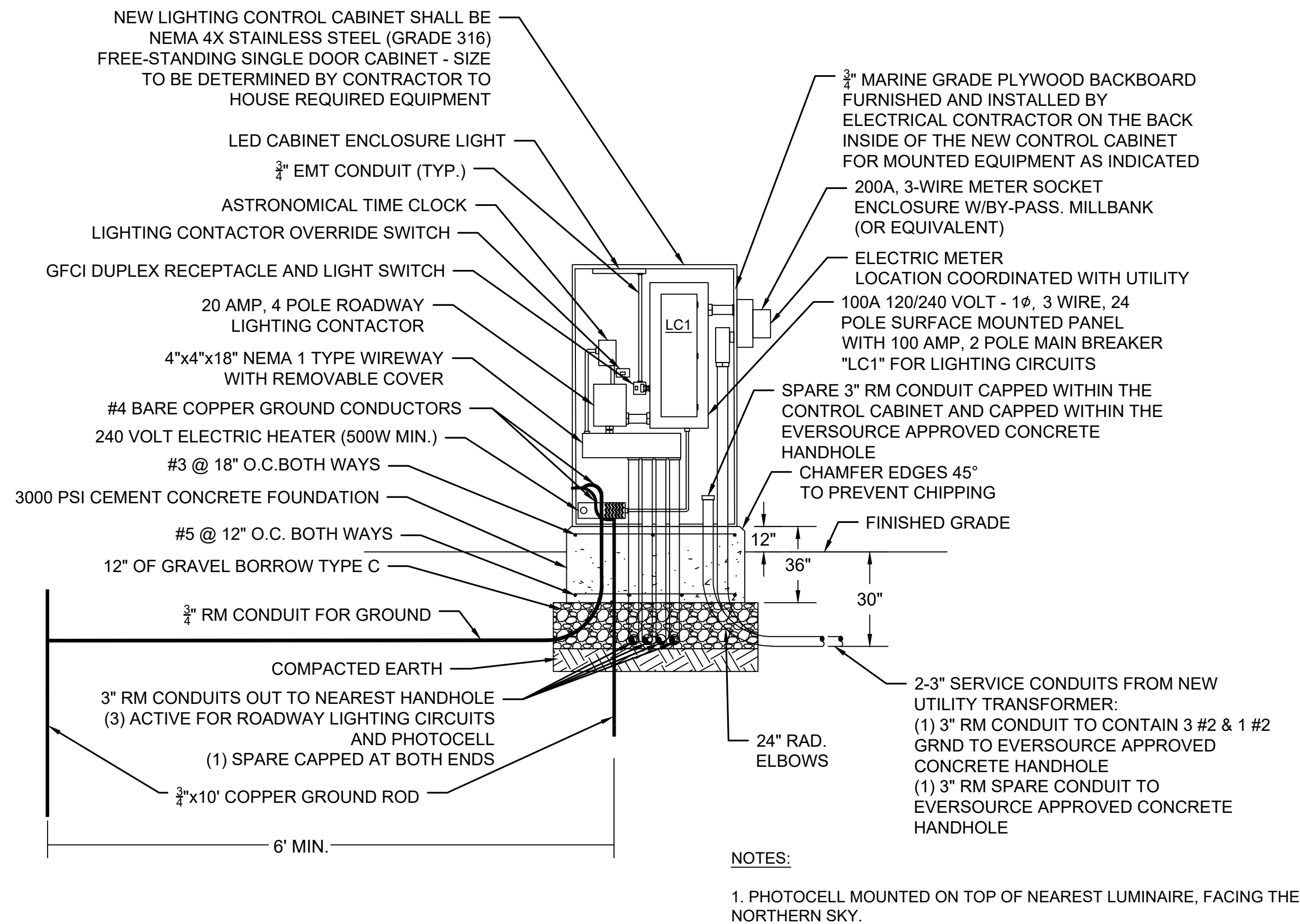
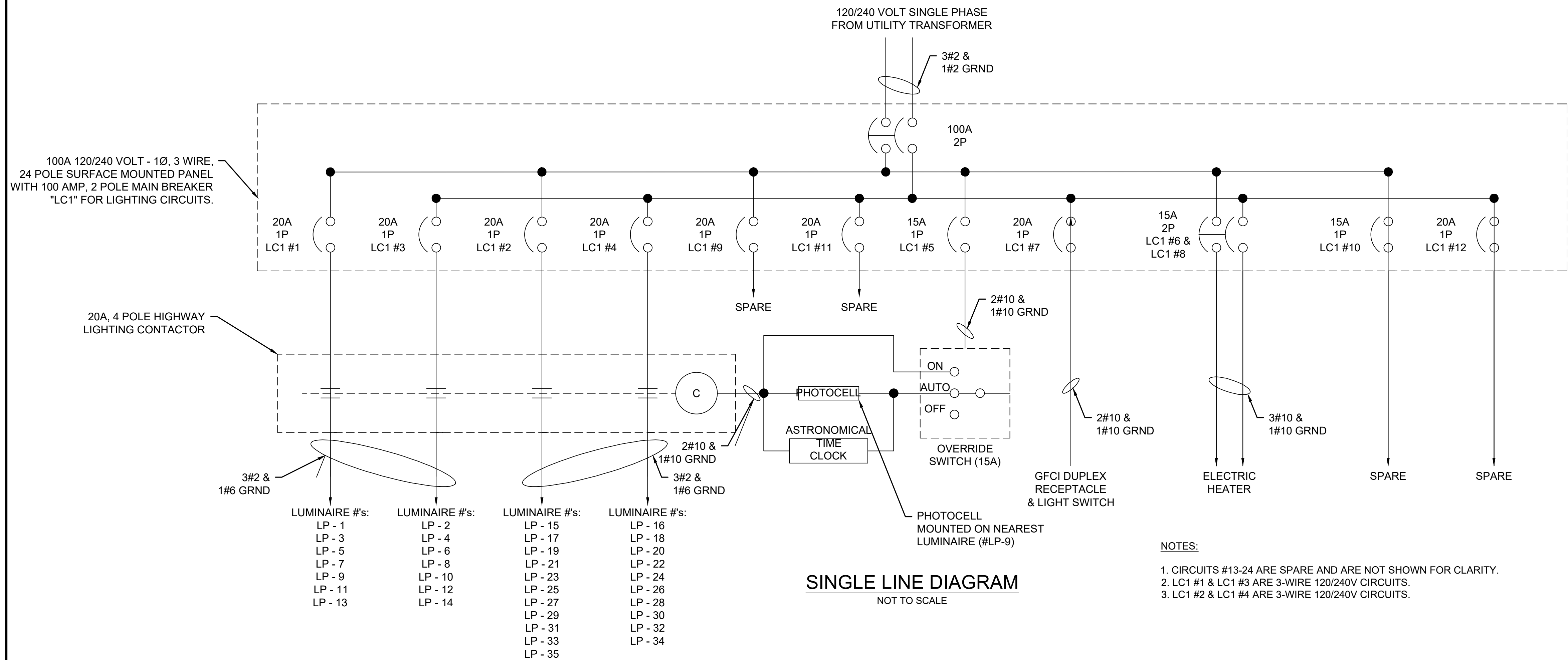
LIGHT POLE BEHIND SIDEWALK



TYPICAL UTILITY
RISER POLE DETAIL
NOT TO SCALE

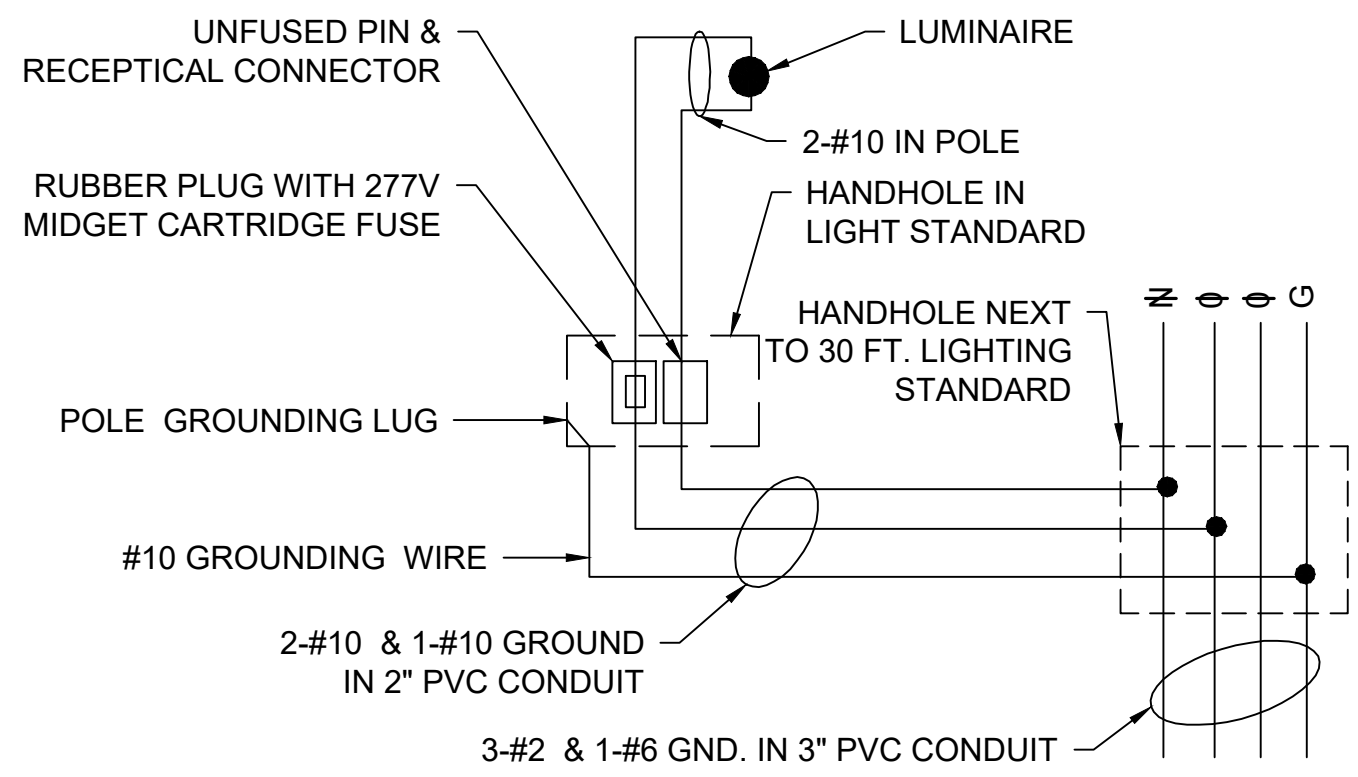
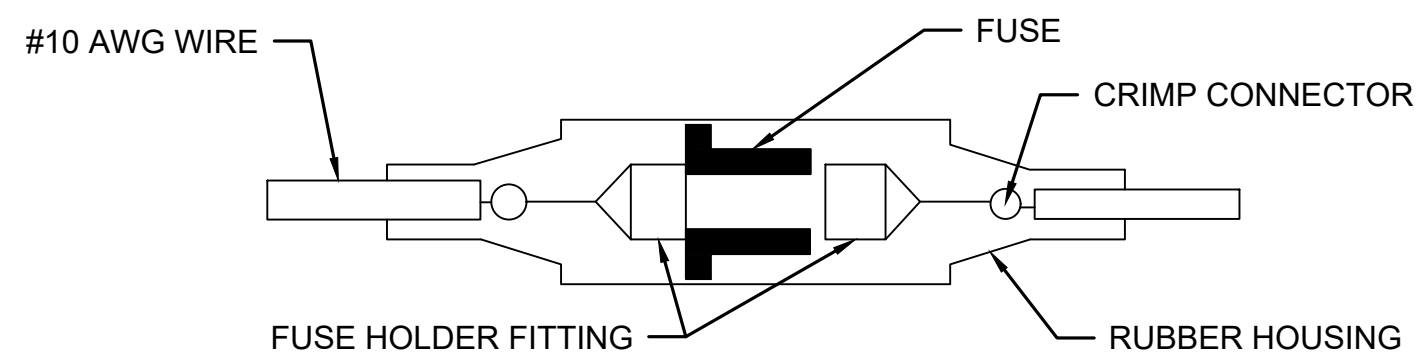
TISBURY BEACH ROAD			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	36	75
PROJECT FILE NO.		607411	

LIGHTING DETAILS



LIGHTING LOAD CENTER DETAIL

NOT TO SCALE

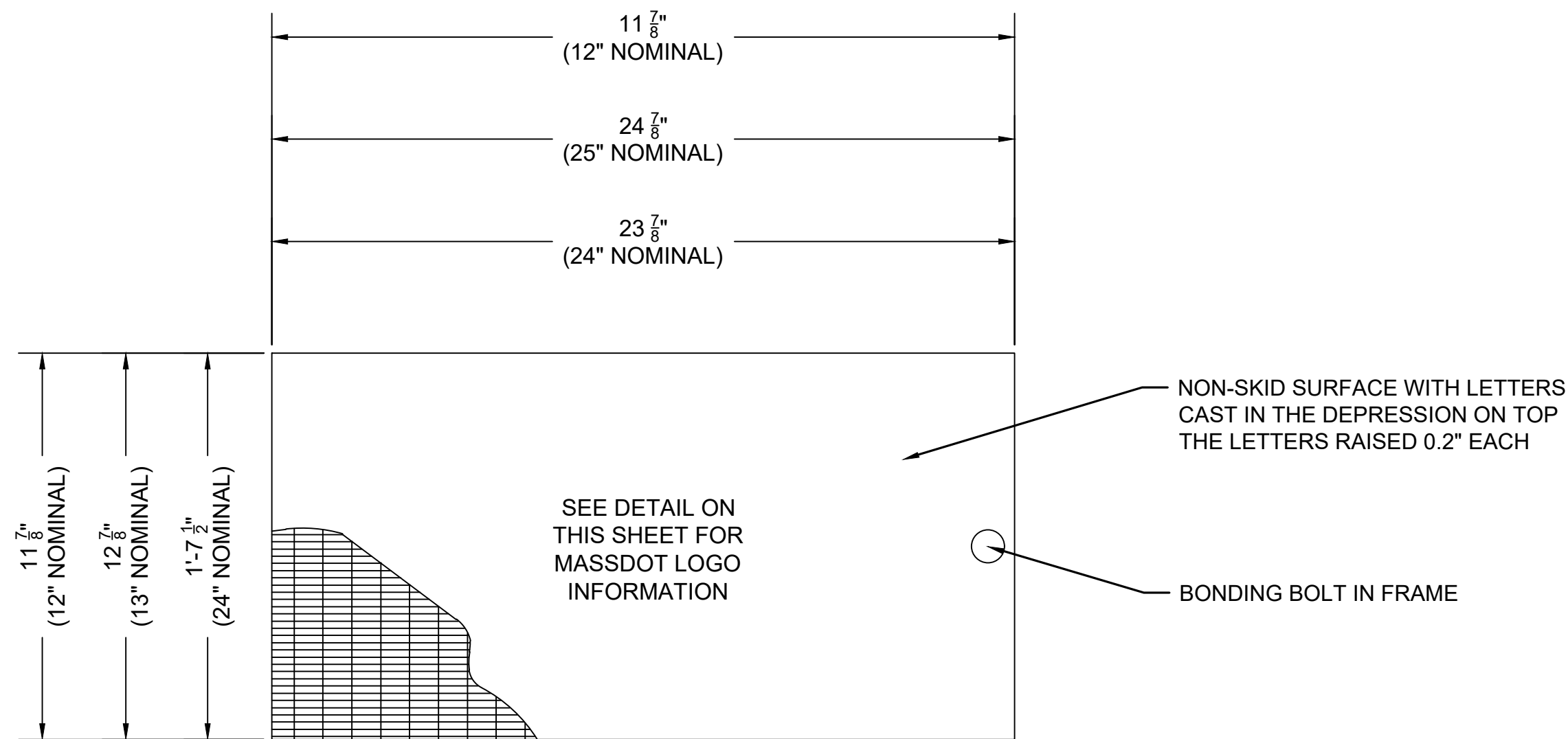
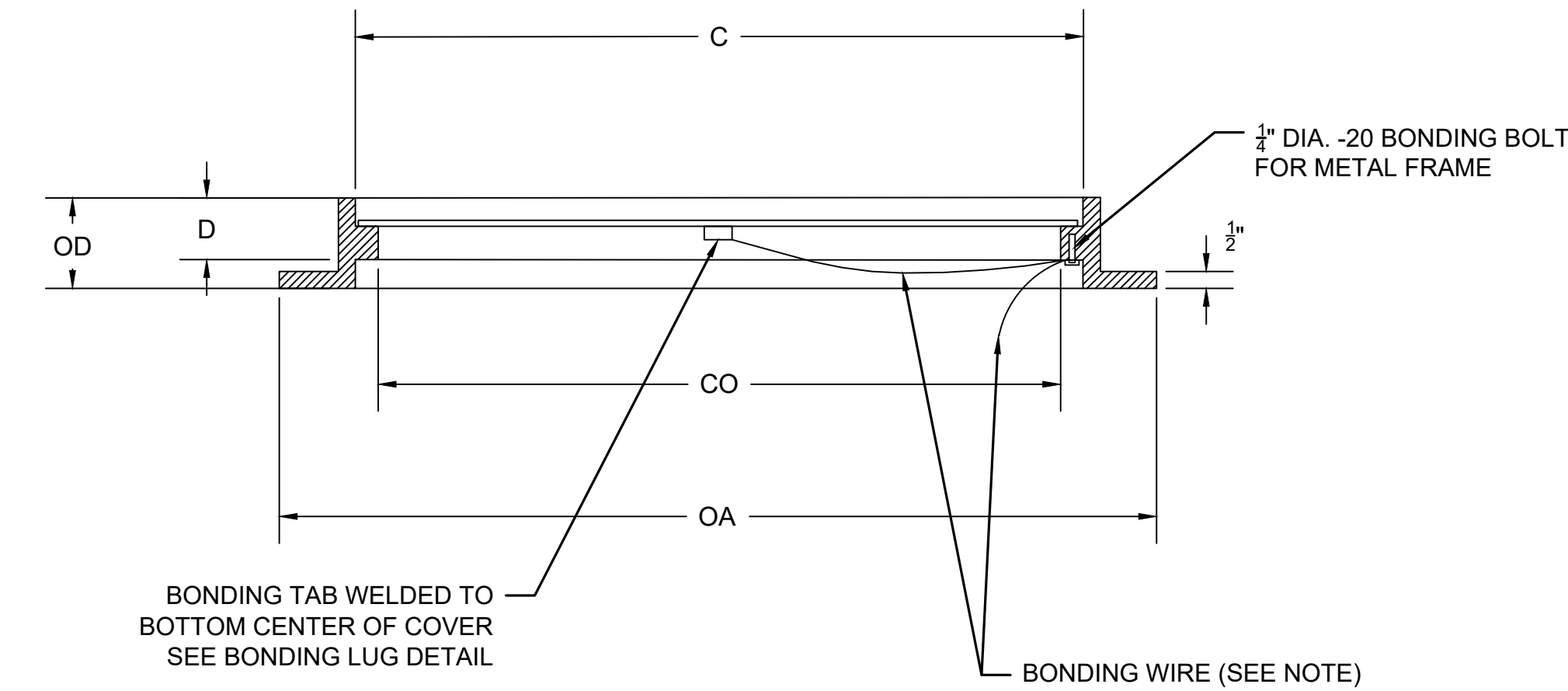


WIRING DIAGRAM FOR HIGHWAY LIGHTING LUMINAIRE

NOT TO SCALE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	37	75
PROJECT FILE NO.		607411	

LIGHTING DETAILS



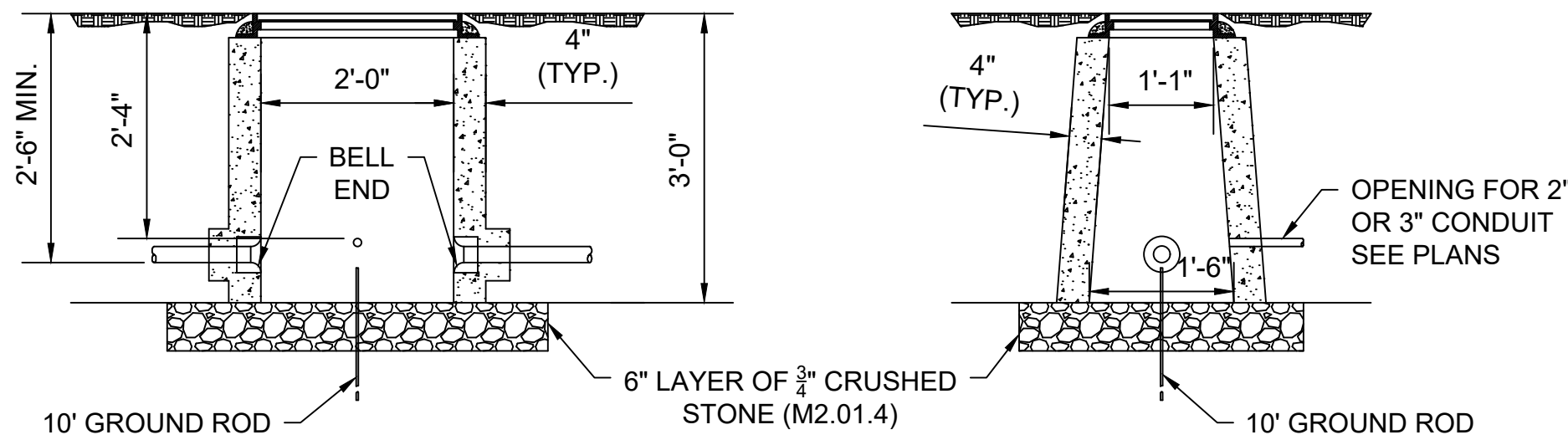
ELECTRIC HANDHOLE FRAME AND COVER DETAIL

NOT TO SCALE

SIZE OF COVER	COVER DEPTH	OVERALL DEPTH	CLEAR OPENING	OVERALL	APPROX. WEIGHT	STANDARD DRAWING
C	D	OD	CO	OA	W	W
12" x 12"	1"	3 1/2"	10 1/2" x 10 1/2"	17 1/4" x 17 1/4"	82 LB.	811.31.0
13" x 25"	1 1/2"	3"	12" x 24"	20" x 29 3/4"	159 LB.	811.22.0 811.32.0
24" x 24"	1"	3"	22" x 22"	28 1/2" x 28 1/2"	190 LB.	811.23.0

NOTE:

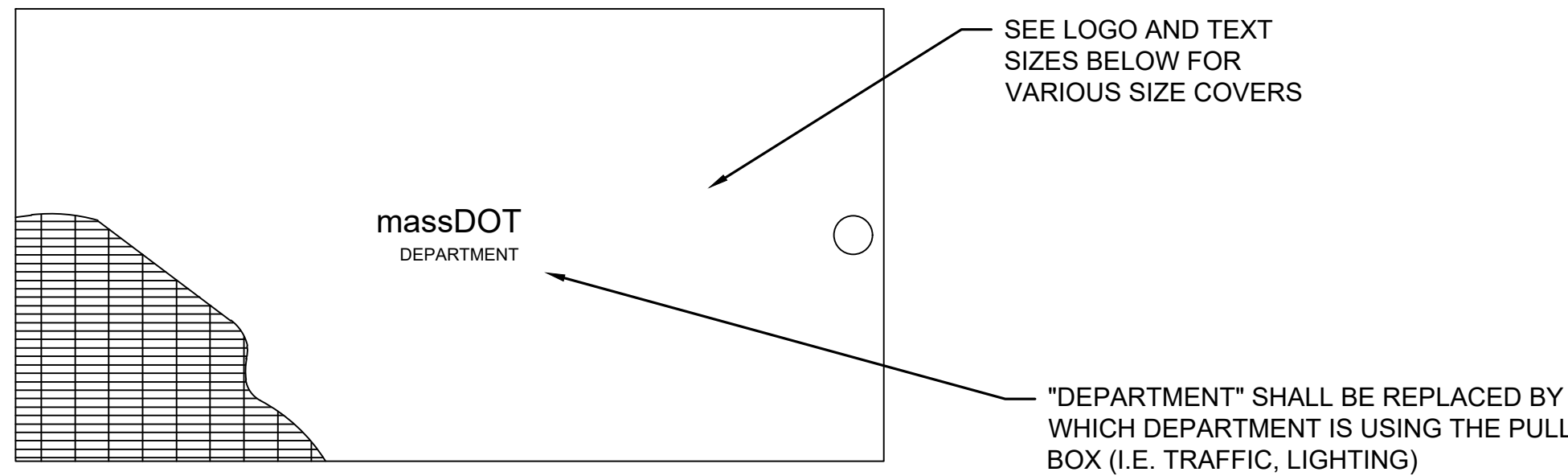
ATTACH 3 FEET OF NO. 8 BONDING WIRE FROM COVER TAB TO BONDING BOLT ON FRAME. ATTACH SUFFICIENT LENGTH OF NO. 8 BONDING WIRE FROM BONDING BOLT ON FRAME TO THE BONDING WIRE ROUTED THROUGH THE PULL BOX.



SECTIONS THROUGH ELECTRIC HANDHOLE

(SD2-022)

NOT TO SCALE



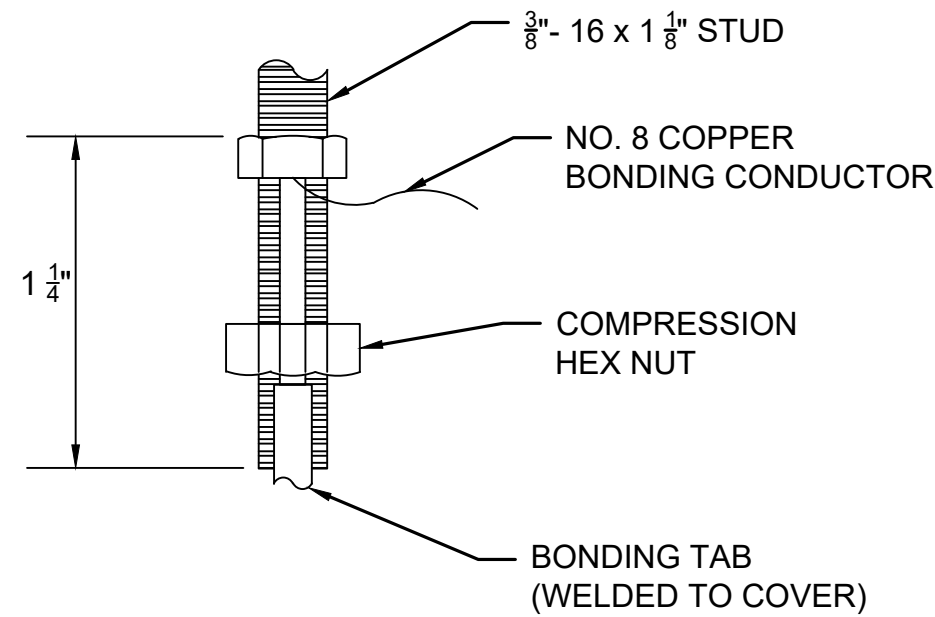
MASSDOT LOGO FOR ELECTRIC HANDHOLE

NOT TO SCALE

NOTES:

1. LOGO AND TEXT SHALL BE CENTERED WITHIN THE COVER.
2. LOGO AND TEXT SHALL BE RAISED 0.2 INCHES FROM THE COVER SURFACE.
3. LOGO AND TEXT SHALL BE ITALICIZED AND SHALL UTILIZE THE "ERAS DEMI" STYLE FONT.

SIZE OF COVER	MASSDOT LOGO	DEPARTMENT TEXT SIZE	STANDARD DRAWING
12" x 12"	9" WIDE x 1.3" HIGH	TRAFFIC: 3" WIDE x 0.5" HIGH LIGHTING: 3.5" WIDE x 0.5" HIGH	811.31.1
12" x 8"	6" WIDE x 0.85" HIGH	TRAFFIC: 2" WIDE x 0.35" HIGH LIGHTING: 2.25" WIDE x 0.35" HIGH	811.31.2 811.32.1 811.32.2
13" x 24"	13.25" WIDE x 2" HIGH	TRAFFIC: 3" WIDE x 0.5" HIGH LIGHTING: 3.5" WIDE x 0.5" HIGH	
CIRCULAR (24", 26", OR 27.5" DIAMETER)	13.25" WIDE x 2" HIGH	TRAFFIC: 3" WIDE x 0.5" HIGH LIGHTING: 3.5" WIDE x 0.5" HIGH	



BONDING LUG

NOT TO SCALE

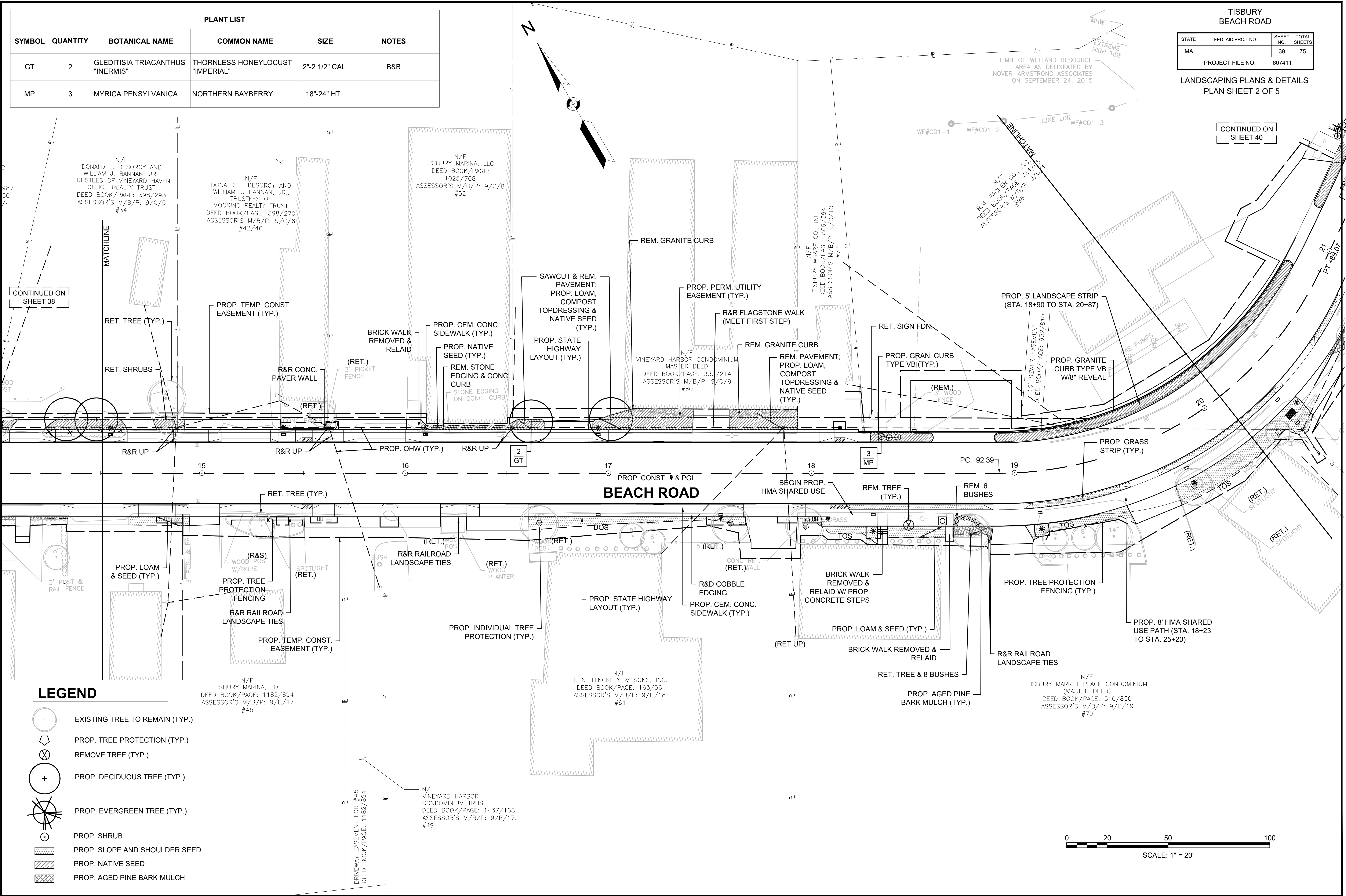
NOTES:

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

PLANT LIST					
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
GT	2	GLEDTISIA TRIACANTHUS "INERMIS"	THORNLESS HONEYLOCUST "IMPERIAL"	2"-2 1/2" CAL	B&B
MP	3	MYRICA PENSYLVANICA	NORTHERN BAYBERRY	18"-24" HT.	

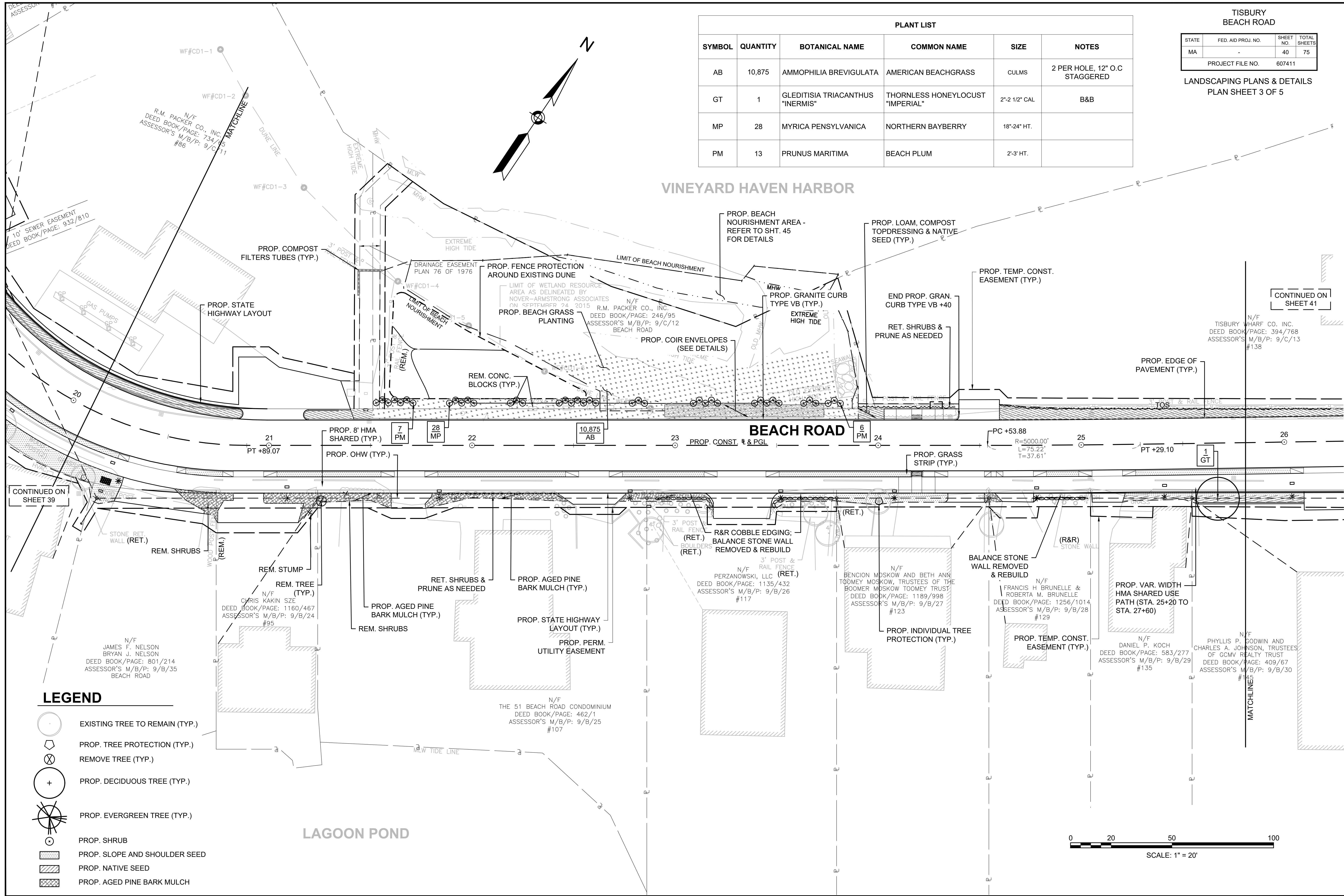
TISBURY BEACH ROAD			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	39	75
PROJECT FILE NO.		607411	

LANDSCAPING PLANS & DETAILS
PLAN SHEET 2 OF 5



LEGEND

- EXISTING TREE TO REMAIN (TYP.)
- PROP. TREE PROTECTION (TYP.)
- REMOVE TREE (TYP.)
- PROP. DECIDUOUS TREE (TYP.)
- PROP. EVERGREEN TREE (TYP.)
- PROP. SHRUB
- PROP. SLOPE AND SHOULDER SEED
- PROP. NATIVE SEED
- PROP. AGED PINE BARK MULCH



PLANT LIST					
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
AB	10,875	AMMOPHILIA BREVIGULATA	AMERICAN BEACHGRASS	CULMS	2 PER HOLE, 12" O.C STAGGERED
GT	1	GLEDITISIA TRIACANTHUS "INERMIS"	THORNLESS HONEYLOCUST "IMPERIAL"	2"-2 1/2" CAL	B&B
MP	28	MYRICA PENSYLVANICA	NORTHERN BAYBERRY	18"-24" HT.	
PM	13	PRUNUS MARITIMA	BEACH PLUM	2'-3' HT.	

TISBURY
BEACH ROAD

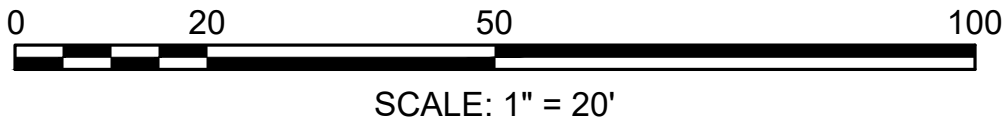
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	40	75

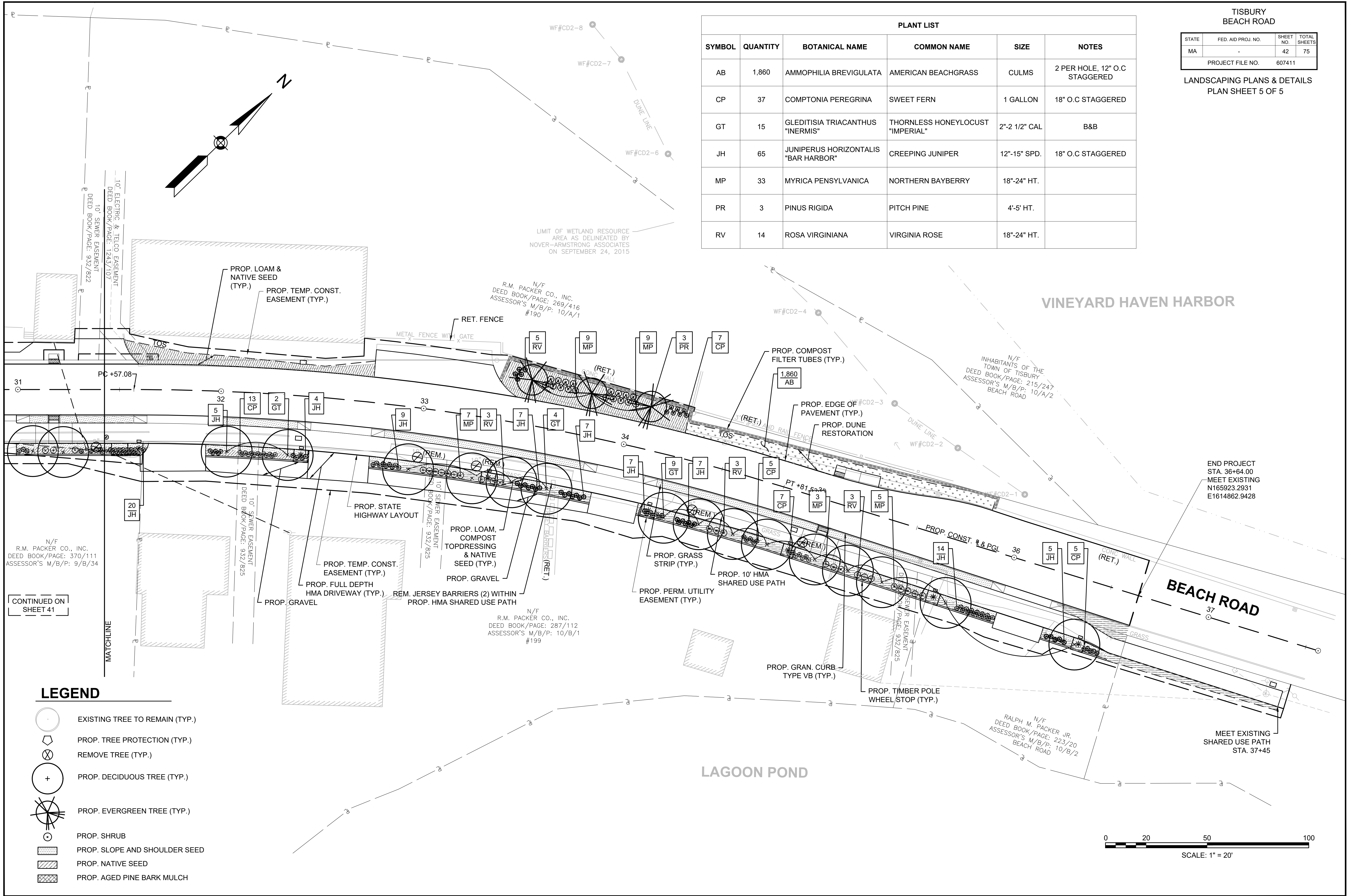
PROJECT FILE NO. 607411

LANDSCAPING PLANS & DETAILS
PLAN SHEET 3 OF 5

LEGEND

- EXISTING TREE TO REMAIN (TYP.)
- PROP. TREE PROTECTION (TYP.)
- REMOVE TREE (TYP.)
- PROP. DECIDUOUS TREE (TYP.)
- PROP. EVERGREEN TREE (TYP.)
- PROP. SHRUB
- PROP. SLOPE AND SHOULDER SEED
- PROP. NATIVE SEED
- PROP. AGED PINE BARK MULCH

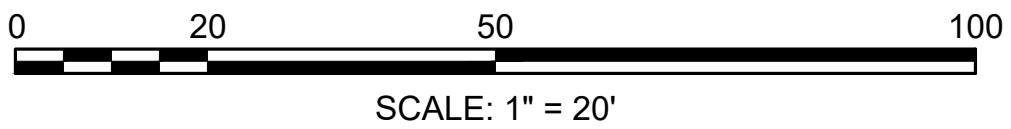




PLANT LIST					
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
AB	1,860	AMMOPHILA BREVIGULATA	AMERICAN BEACHGRASS	CULMS	2 PER HOLE, 12" O.C STAGGERED
CP	37	COMPTONIA PEREGRINA	SWEET FERN	1 GALLON	18" O.C STAGGERED
GT	15	GLEDITISIA TRIACANTHUS "INERMIS"	THORNLESS HONEYLOCUST "IMPERIAL"	2"-2 1/2" CAL	B&B
JH	65	JUNIPERUS HORIZONTALIS "BAR HARBOR"	CREeping JUNIPER	12"-15" SPD.	18" O.C STAGGERED
MP	33	MYRICA PENSYLVANICA	NORTHERN BAYBERRY	18"-24" HT.	
PR	3	PINUS RIGIDA	PITCH PINE	4'-5' HT.	
RV	14	ROSA VIRGINIANA	VIRGINIA ROSE	18"-24" HT.	

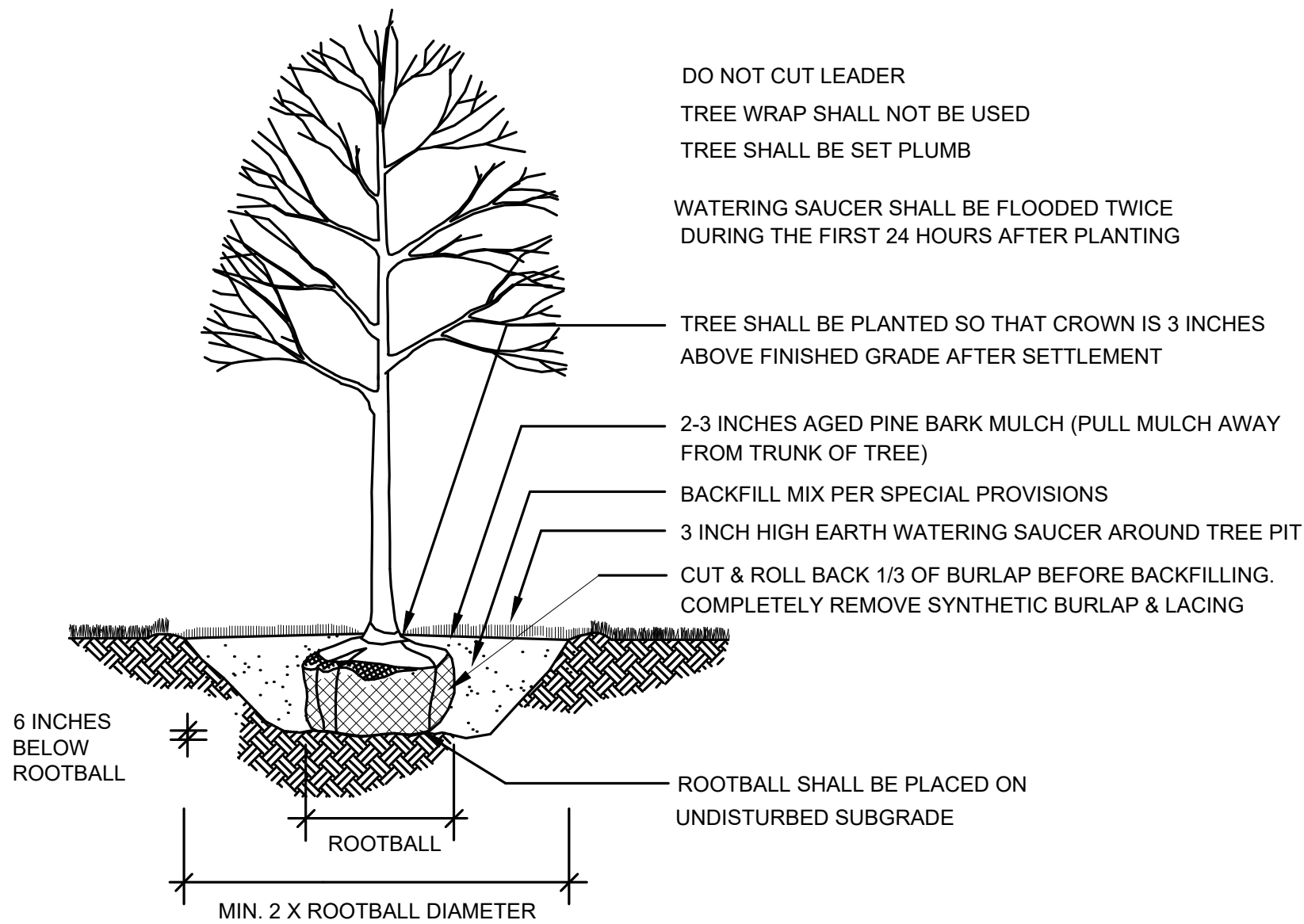
TISBURY BEACH ROAD			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	42	75
PROJECT FILE NO.		607411	

LANDSCAPING PLANS & DETAILS
PLAN SHEET 5 OF 5



STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	43	75
PROJECT FILE NO.		607411	

LANDSCAPING PLANS & DETAILS
DETAIL SHEET 1 OF 2



1 DECIDUOUS TREE PLANTING
NOT TO SCALE

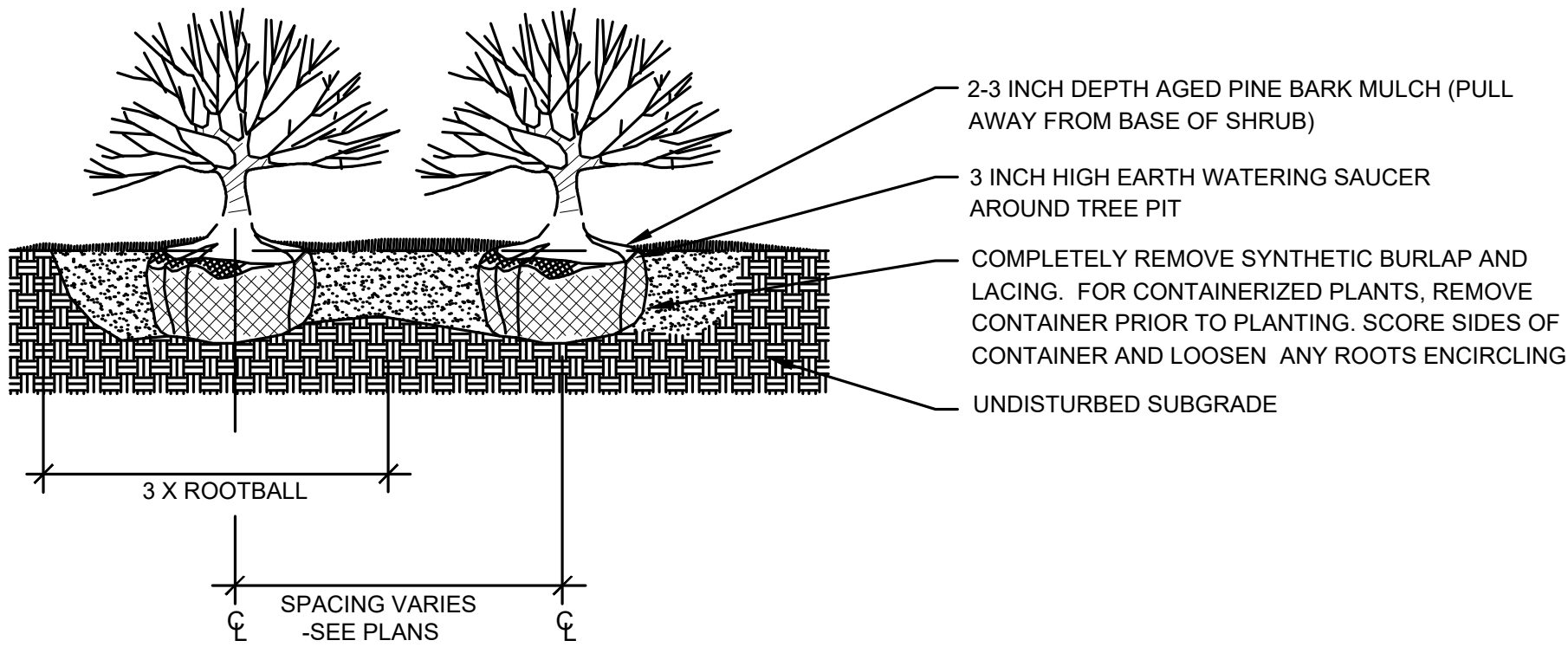
WATER BY FLOODING TWICE IN FIRST TWO HOURS AFTER PLANTING. WATER & MAINTAIN AS PER STANDARD SPECIFICATIONS

SHRUB SHALL BE PLANTED SO THAT CROWN IS 2 INCHES ABOVE FINISHED GRADE AFTER SETTLEMENT

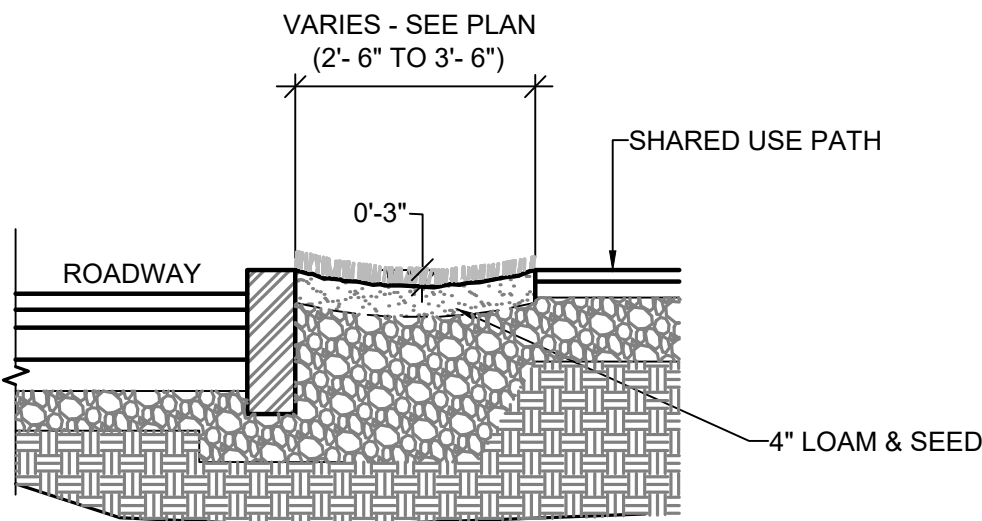
BACKFILL MIX PER SPECIAL PROVISIONS

LOOSE OR CRACKED ROOTBALLS WILL NOT BE ACCEPTED FOR PLANTING

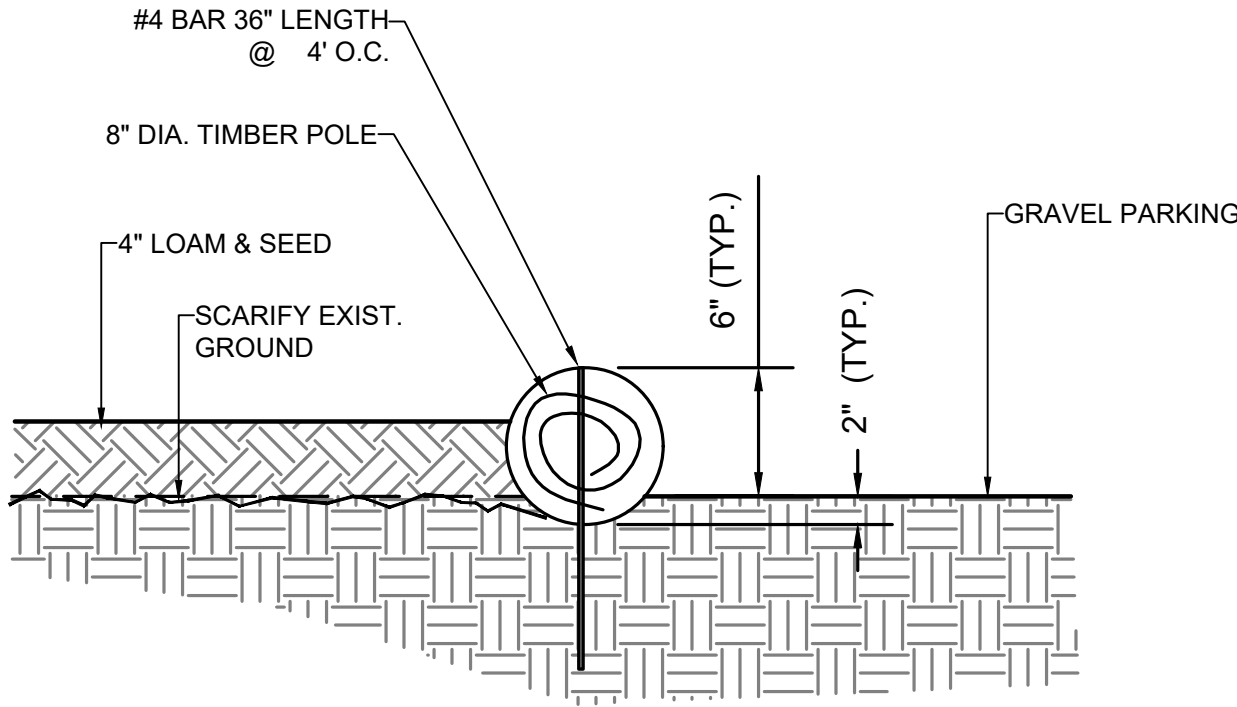
ADJUST SHRUBS SO THAT BOTTOM OF FOLIAGE IS EVENLY SPACED ABOVE THE GROUND



2 SHRUB PLANTING DETAIL
NOT TO SCALE



3 SHARED USE PATH GRASS STRIP
SCALE: 1/2"=1' 0"



3 TIMBER POLE WHEEL STOP
NOT TO SCALE

PLANT LIST

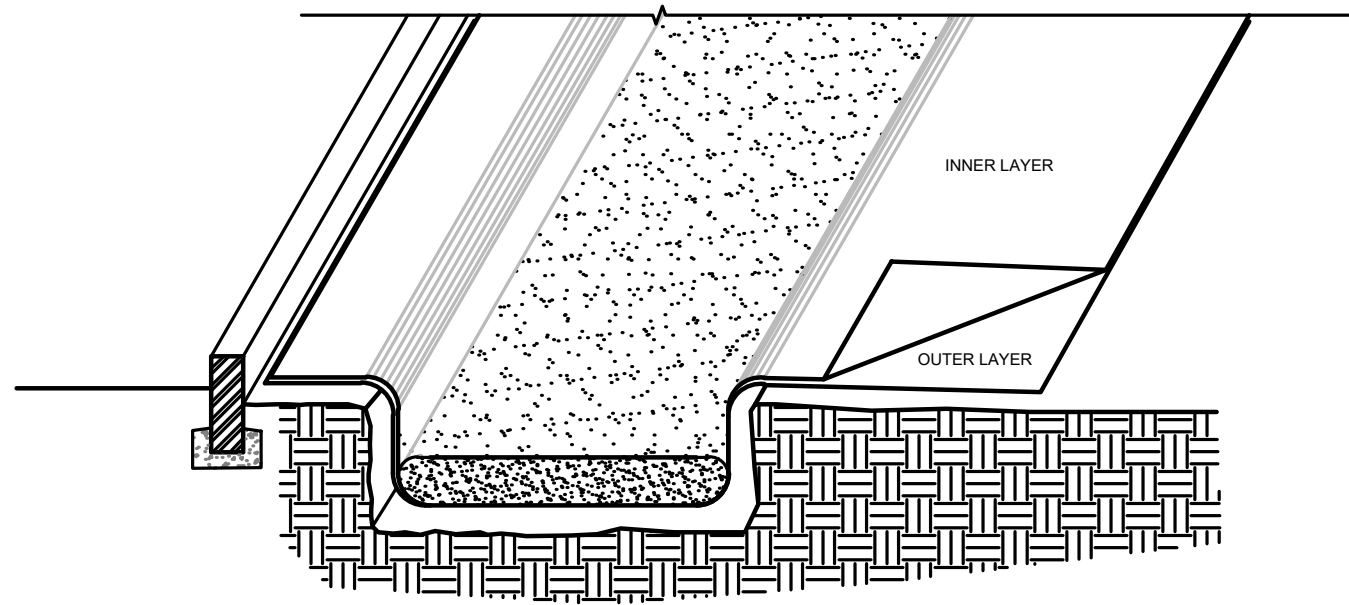
QTY.	ID	BOTANICAL NAME	COMMON NAME	SIZE	COMMENT	SHEET 1	SHEET 2	SHEET 3	SHEET 4	SHEET 5
TREES										
25	GT	GLEDITSIA TRIACANTHUS "INERMIS"	THORNLESS HONEYLOCUST "IMPERIAL"	2"-2.5" CALIPER		3	2	1	4	15
3	PR	PINUS RIGIDA	PITCH PINE	4'-5' HT.		-	-	-	-	3
SHRUBS										
63	CP	COMPTONIA PEREGRINA	SWEET FERN	1 GALLON	18" O.C STAGGERED	-	-	-	26	37
95	JH	JUNIPERUS HORIZONTALIS "BAR HARBOR"	CREEPING JUNIPER	12"-15" SPD.	3' O.C. STAGGERED	-	-	-	30	65
68	MP	MYRICA PENNSYLVANICA	NORTHERN BAYBERRY	18"-24" HT.		-	3	28	4	33
13	PM	PRUNUS MARITIMA	BEACH PLUM	18"-24" HT.		-	-	13	-	-
14	RV	ROSA VIRGINIANA	VIRGINIA ROSE	18"-24" HT.	3' O.C. STAGGERED	-	-	-	-	14
GROUNDCOVERS & PERENNIALS										
7	PQ	PARTHENOCISSUS QUINQUEFOLIA	VIRGINA CREEPER	1 GALLON	BASE OF WALL	-	-	-	7	-
COASTAL BANK PLUGS										
12,735	AB	AMMOPHILIA BREVIGULATA	AMERICAN BEACHGRASS	CULMS	2 PER HOLE, 12" O.C STAGGERED	-	-	10,875		1,860

SEEDING SCHEDULE

LEGEND	TYPE	SUB TYPE	ITEM	NOTES
STANDARD MIXES				
	LAWN AREA SEED MIX	LAWNS OR SLOPES AND SHOULDERS - M6.03.0	765.	FOR USE IN YARDS AND SHOULDERS FREQUENTLY MOWN. SEED OVER 4" LOAM.
NATIVE - SUN/PART SHADE UPLAND				
	NATIVE SEED MIX	ROADSIDE - FULL SUN	765.413	FOR ROADSIDE USE WHERE NO MOWING / INFREQUENT MOWING EXPECTED. SEED WITH 1" COMPOST TOPDRESSING OVER 4" LOAM.

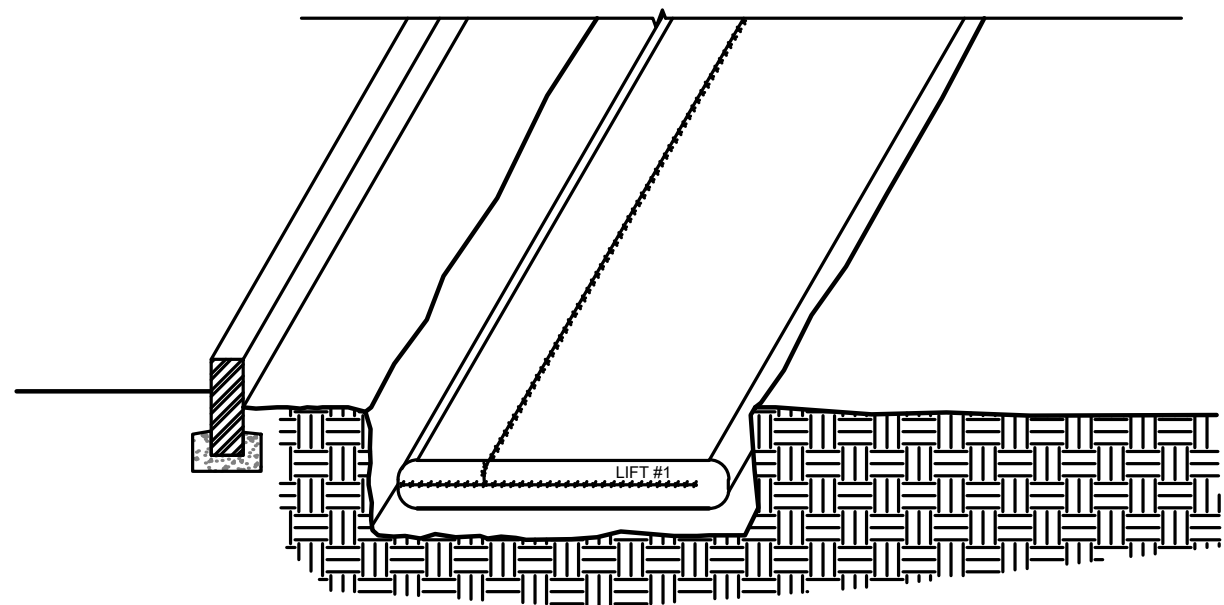
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	44	75
PROJECT FILE NO.		607411	

LANDSCAPING PLANS & DETAILS
DETAIL SHEET 2 OF 2



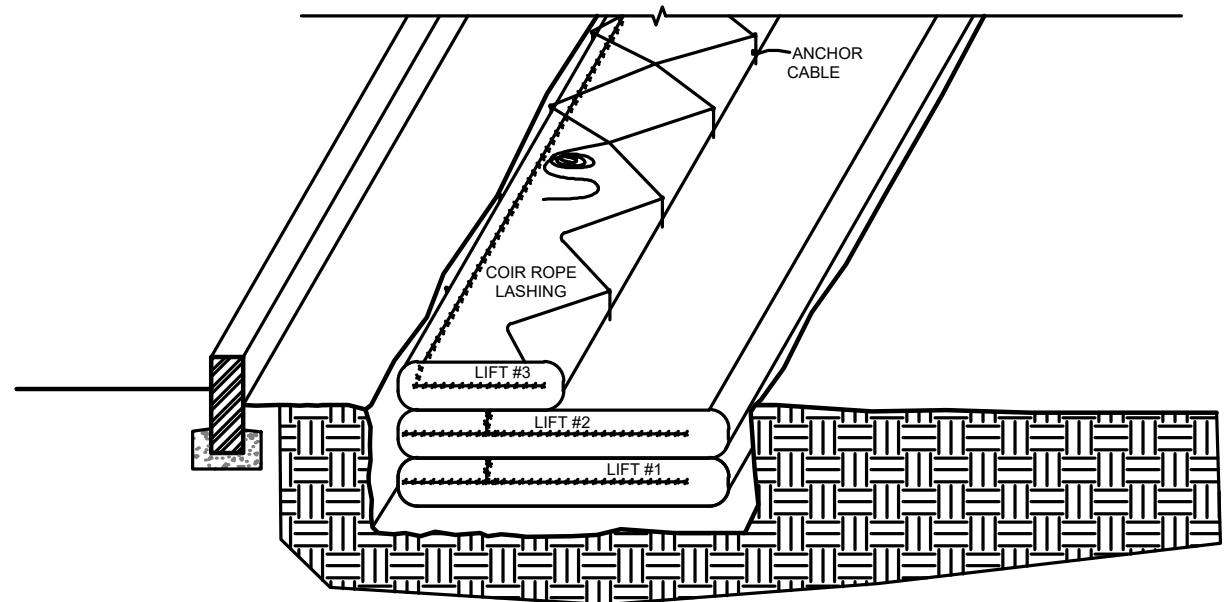
STEP 1

1. DIG TRENCH TO A DEPTH OF APPROX. 33".
2. ASSEMBLE EACH COIR ENVELOPE USING TWO LAYERS (INNER AND OUTER) OF MATTING. REFER TO SPECIFICATIONS FOR MATTING REQUIREMENTS.
3. LAY DOWN OUTER/INNER COIR FABRIC THE LENGTH OF THE TRENCH.
4. FILL COIR FABRIC WITH SAND, COMPACT SAND TO A DEPTH OF 9".



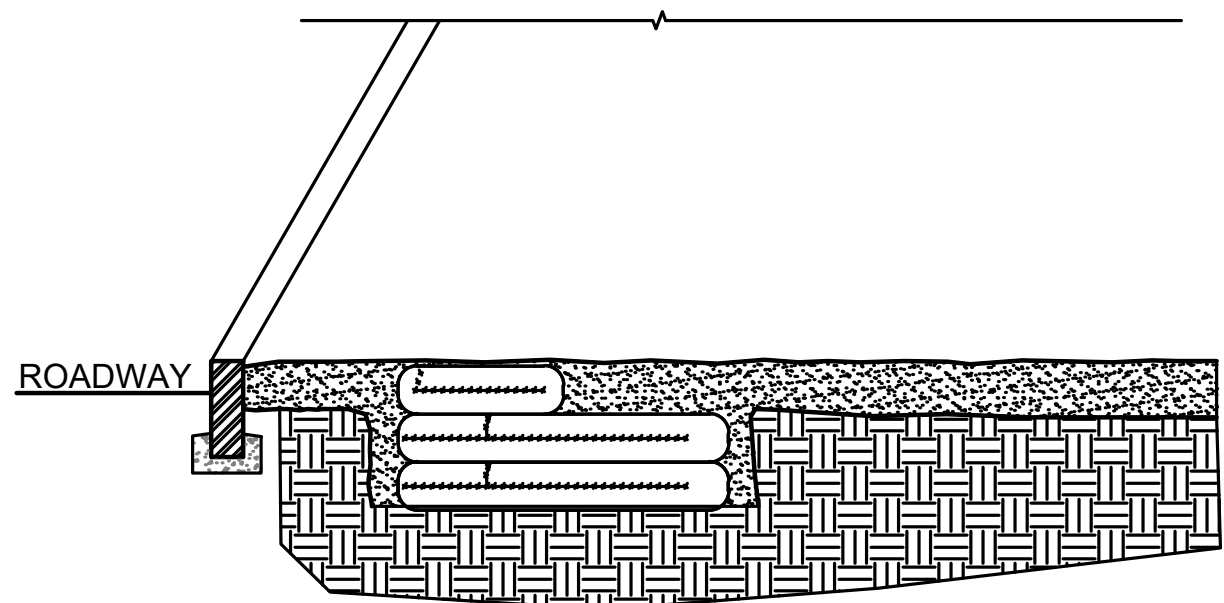
STEP 2

1. FOLD INNER COIR FABRIC OVER SAND FILL. START WITH THE INLAND SIDE EDGE FIRST.
2. OVERLAP WITH SHORE SIDE COIR FABRIC.
3. STITCH THE ENVELOPE CLOSED WITH 1/4" CORDING.
4. REPEAT PROCESS FOR OUTER COIR LAYER.



STEP 3

1. REPEAT STEPS 1 AND 2. FOR LIFT 2 AND 3. (LIFT 3 USES A SMALLER WIDTH COIR TEXTILE).
2. INSTALL EARTH ANCHORS AND SECURELY LASH DOWN TOP LIFT WITH 1/2" COIR CORDING.

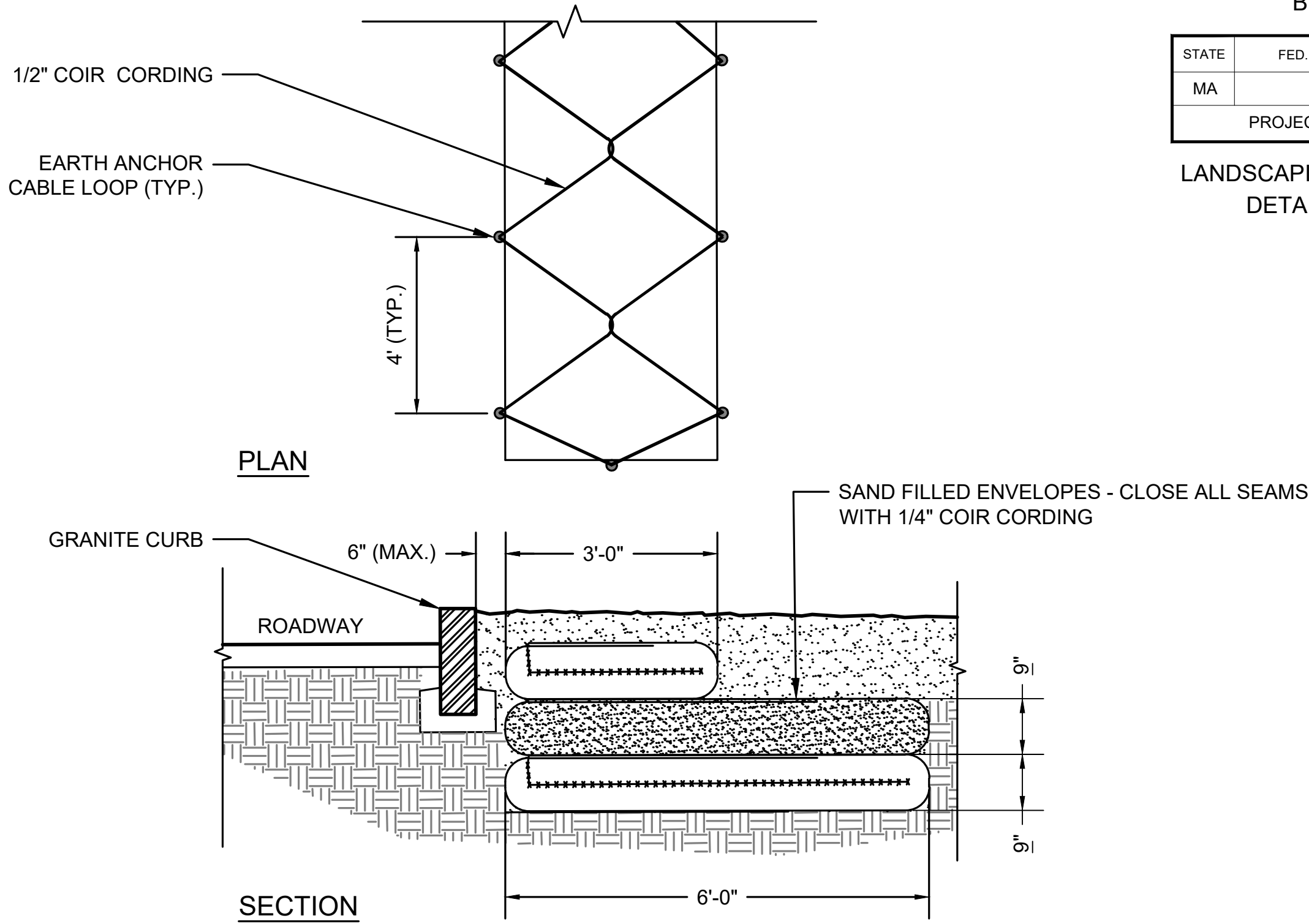


STEP 4

1. BACK FILL FILLED COIRS WITH TRENCH EXCAVATION MATERIAL OR SAND BORROW - SEE SPECIFICATION FOR TESTING REQUIREMENTS.

1

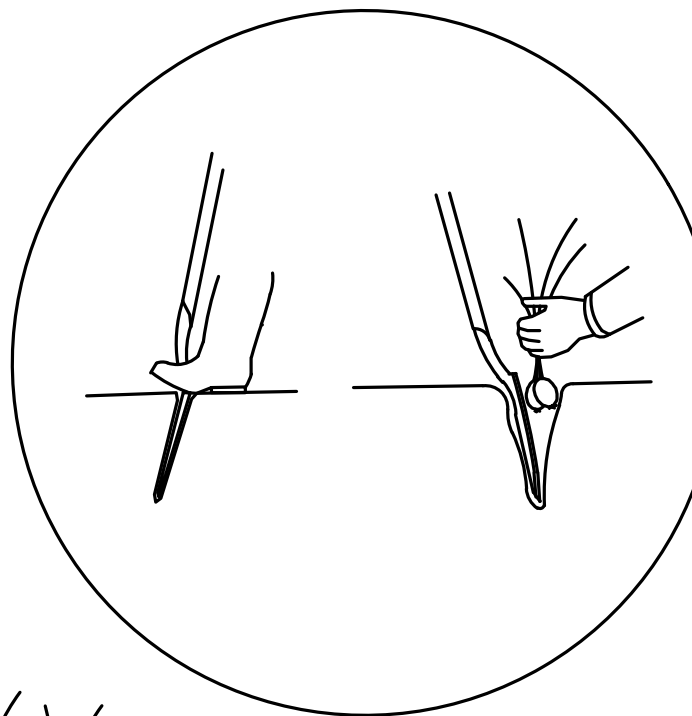
COIR ENVELOPE INSTALLATION
NOT TO SCALE



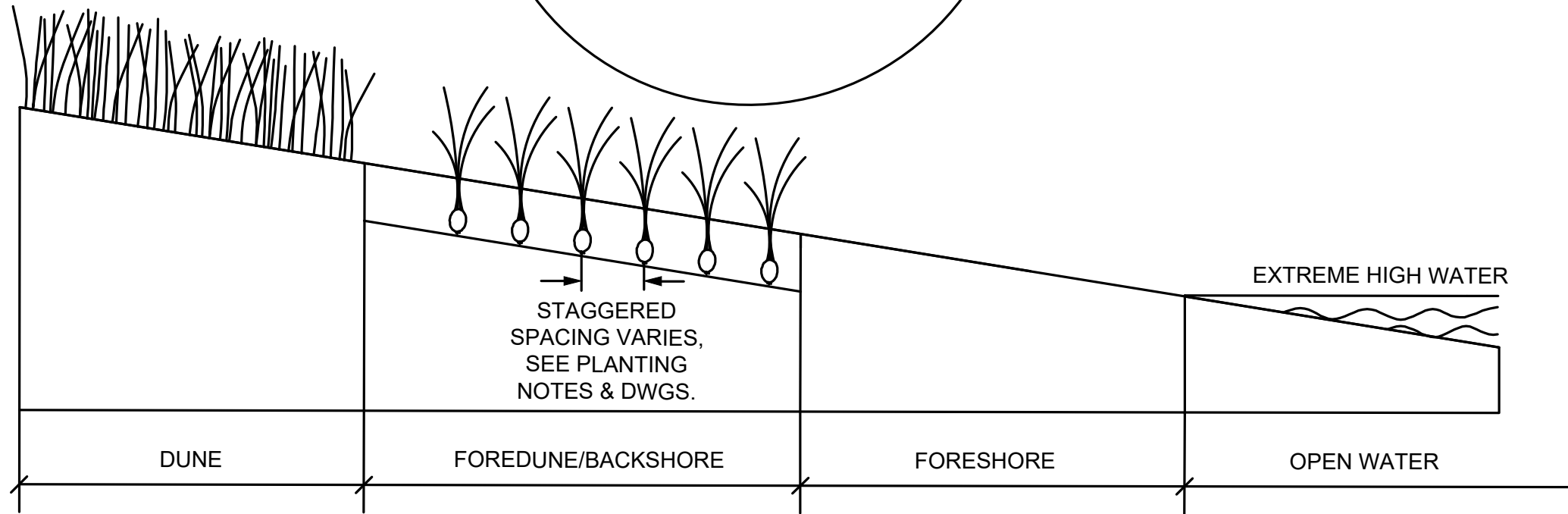
2

COIR ENVELOPES
NOT TO SCALE

PLANTING DETAIL



- NOTES:
1. CULMS SHALL BE PLANTED WITH EITHER A "POGO" STYLE PLANTER OR A STRAIGHT BLADE SHOVEL.
 2. HOLES SHALL BE 8"-10" DEEP TO ALLOW THE LIVING NODE TO REACH DEEPLY INTO THE SAND.
 3. TWO CULMS SHALL BE PLACED IN EACH HOLE.
 4. SLIDE THE PLANT DOWN THE BLADE WITH THE BLADE IN THE GROUND. PUSH THE RHIZOMES DOWN INTO THE HOLE AS SHOVEL IS LIFTED.
 5. HEEL-IN EACH BUNDLE USING THE FOOT OR PALM OF HAND. CHECK FOR FIRMNESS. PLANTS SHOULD WITHSTAND A GENTLE PULL.
 6. APPLY FERTILIZATION AS PER SPECIFICATION.



SECTION VIEW

3

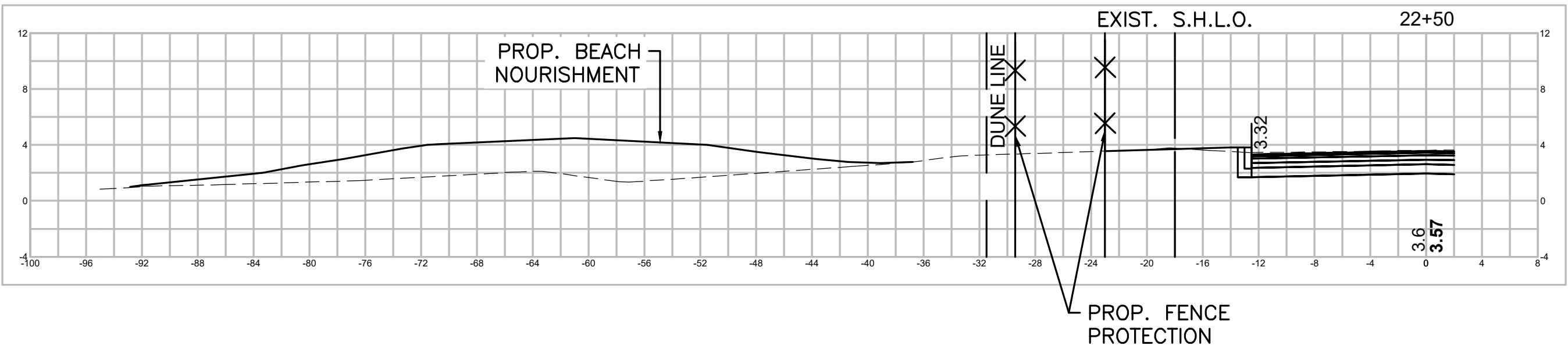
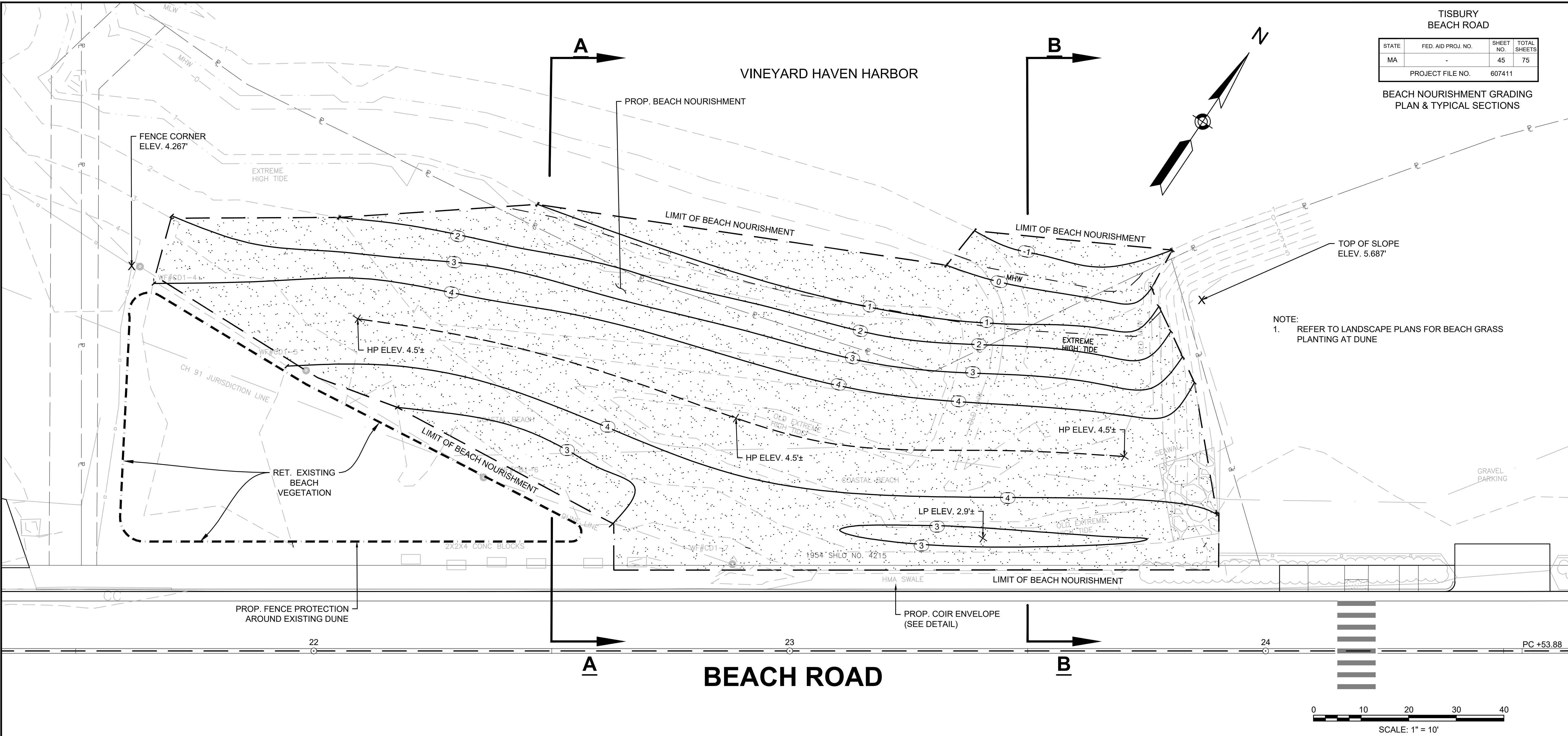
CULM PLANTING
NOT TO SCALE

TISBURY
BEACH ROAD

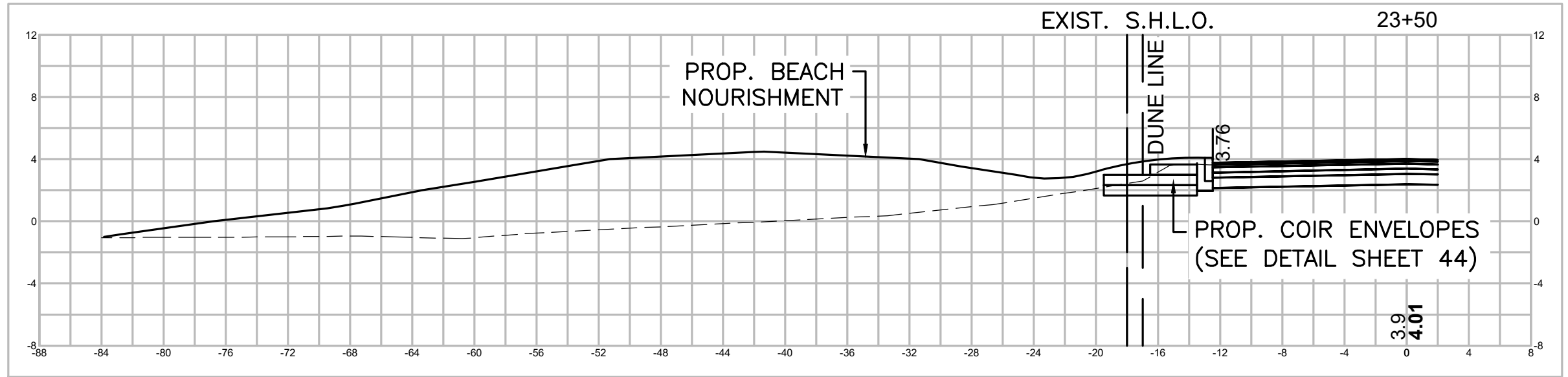
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	45	75
PROJECT FILE NO.		607411	

BEACH NOURISHMENT GRADING
PLAN & TYPICAL SECTIONS

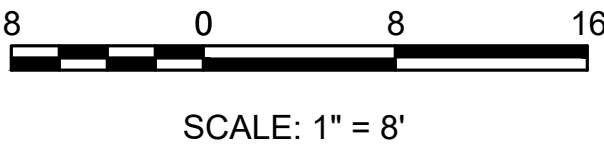
NOTE:
1. REFER TO LANDSCAPE PLANS FOR BEACH GRASS
PLANTING AT DUNE



SECTION A-A



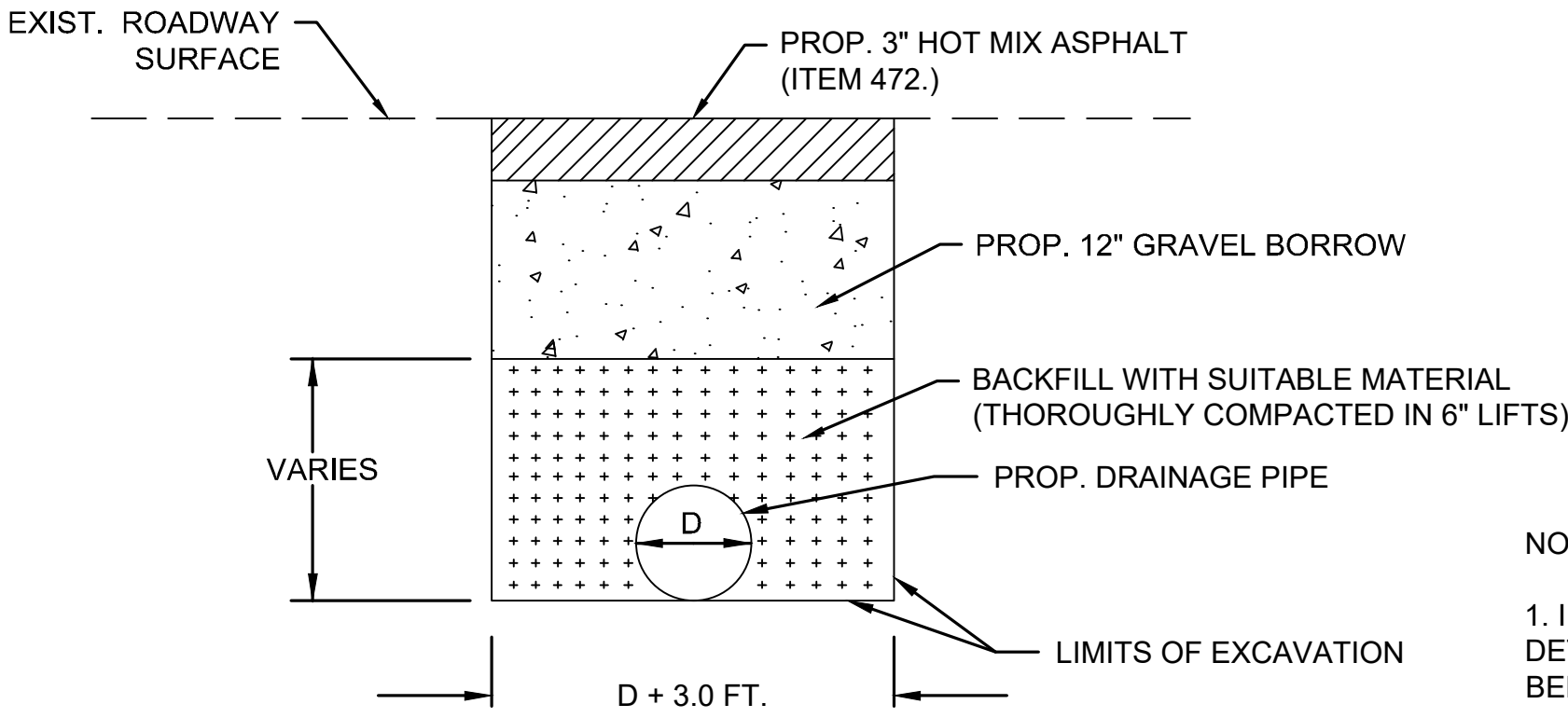
SECTION B-B



TISBURY BEACH ROAD			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	46	75
PROJECT FILE NO.		607411	

CONSTRUCTION DETAILS

NOTE:
1. IF UNSUITABLE MATERIAL IS ENCOUNTERED AS DETERMINED BY THE ENGINEER, ADDITIONAL BEDDING SHALL BE PAID FOR UNDER ITEM 156.

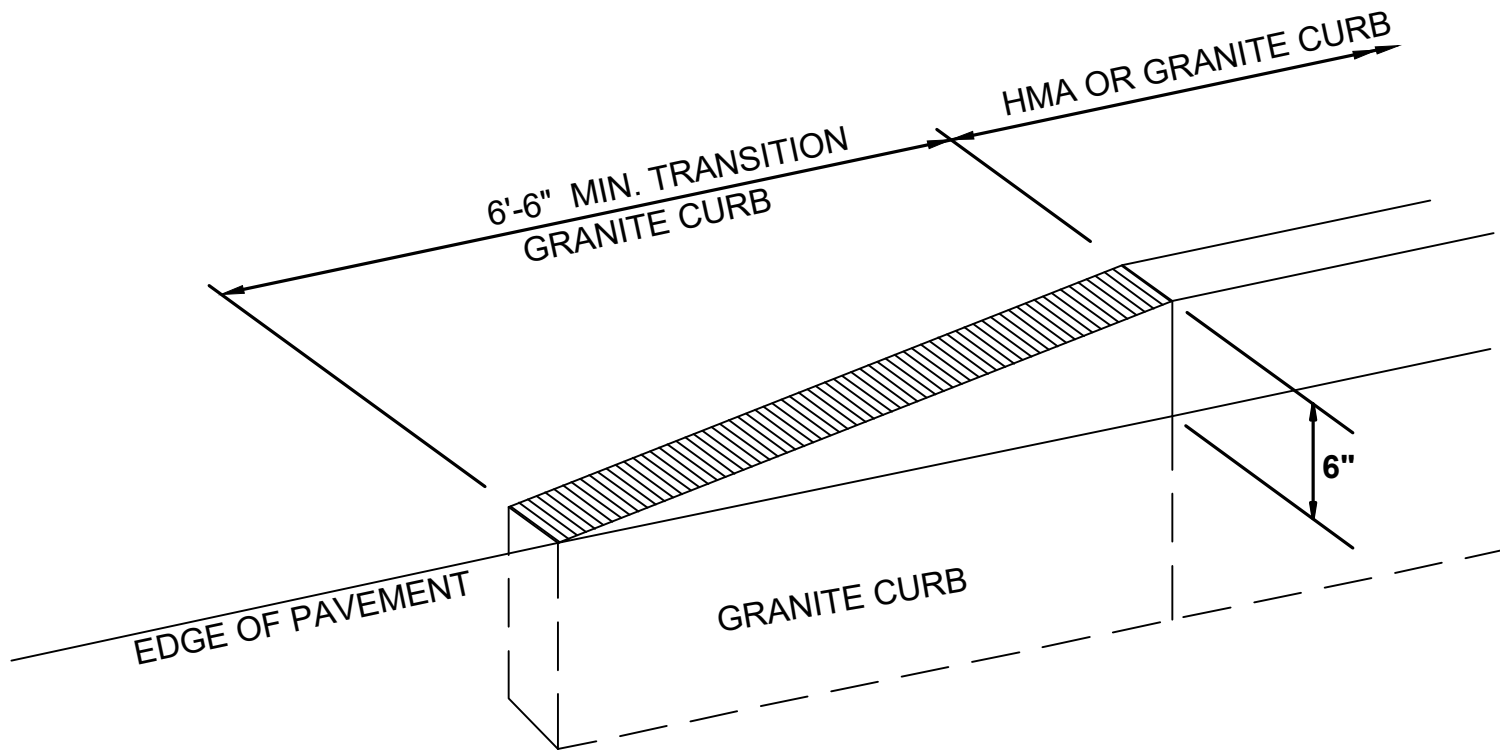


DRAINAGE TRENCH DETAIL

(IN AREAS OF FULL DEPTH PAVEMENT RECONSTRUCTION)
NOT TO SCALE

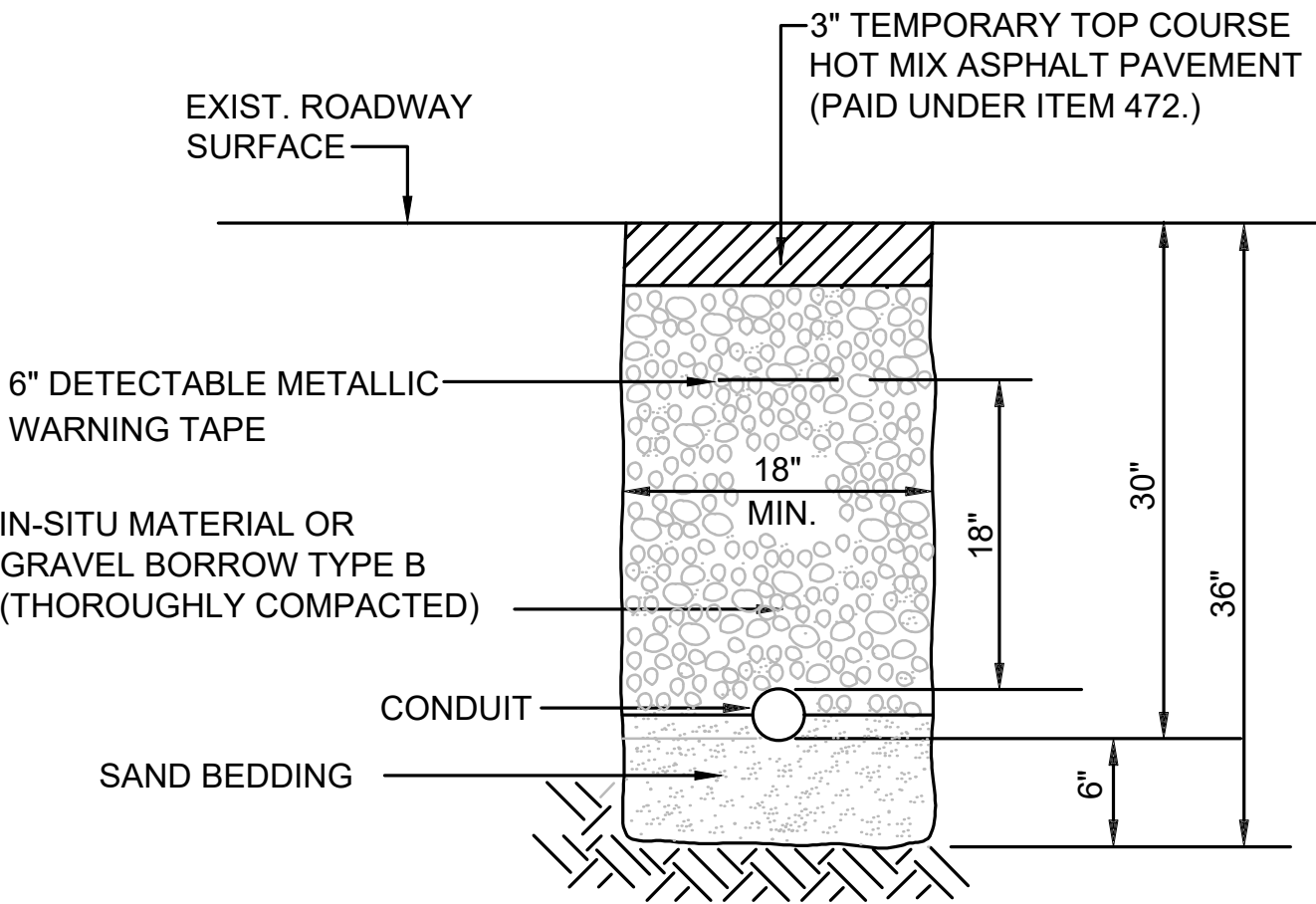
NOTES:

1. ALL CONDUITS ENCASED IN CONCRETE, SHALL USE PLASTIC SPACERS TO MAINTAIN CONDUIT SPACING. SPACERS SHALL MEET UTILITY SPECIFICATIONS FOR DESIGN AND SPACING.
2. EACH DUCT BANK SHALL HAVE ASSOCIATED WARNING TAPE INSTALLED. ELECTRIC DUCT BANKS WILL HAVE 6 INCH, COLOR RED AND CATV & TELEPHONE DUCT BANKS WILL HAVE 6 INCH, COLOR ORANGE; DETECTABLE METALLIC WARNING TAPE PLACED 12 INCHES ABOVE EACH CONCRETE ENCASEMENT.
3. CONDUITS SHALL BE BLOWN CLEAN USING COMPRESSED AIR. RUN MANDREL THRU EACH CONDUIT TO CONFIRM VIABLE PATHWAY.
4. WOVEN POLYESTER MULE TAPE WITH A MINIMUM BREAKING STRENGTH OF 2500 LB. TENSILE STRENGTH SHALL BE INSTALLED WITHIN EACH CONDUIT AND THE ENDS PLUGGED.
5. A UTILITY COMPANY REPRESENTATIVE SHALL BE PRESENT TO APPROVE ALL CATV, ELECTRIC, AND TELEPHONE CONDUITS INSTALLED.



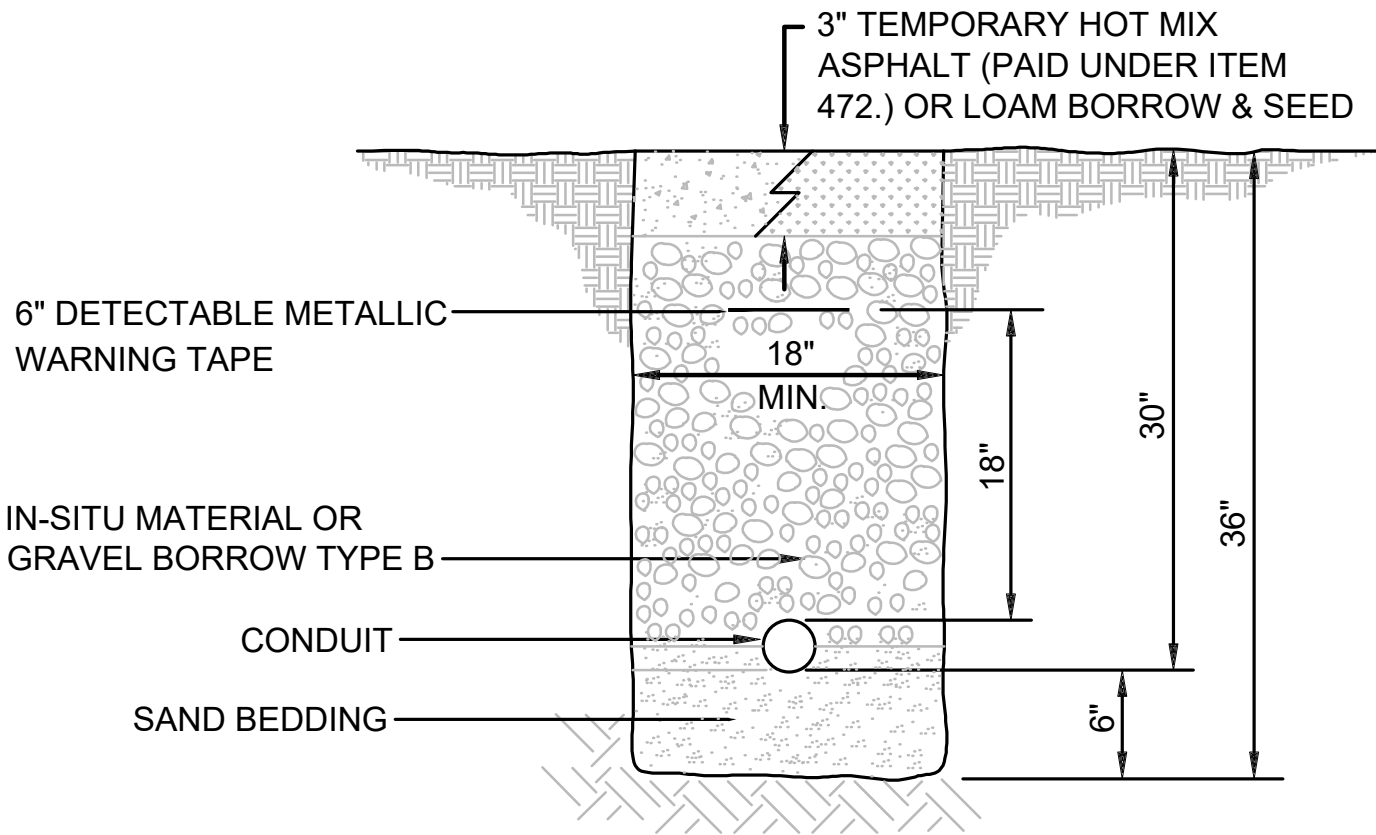
CURB TRANSITION DETAIL

NOT TO SCALE
TO BE USED FOR TRANSITION FROM HMA CURB OR GRANITE CURB TO EDGE OF PAVEMENT



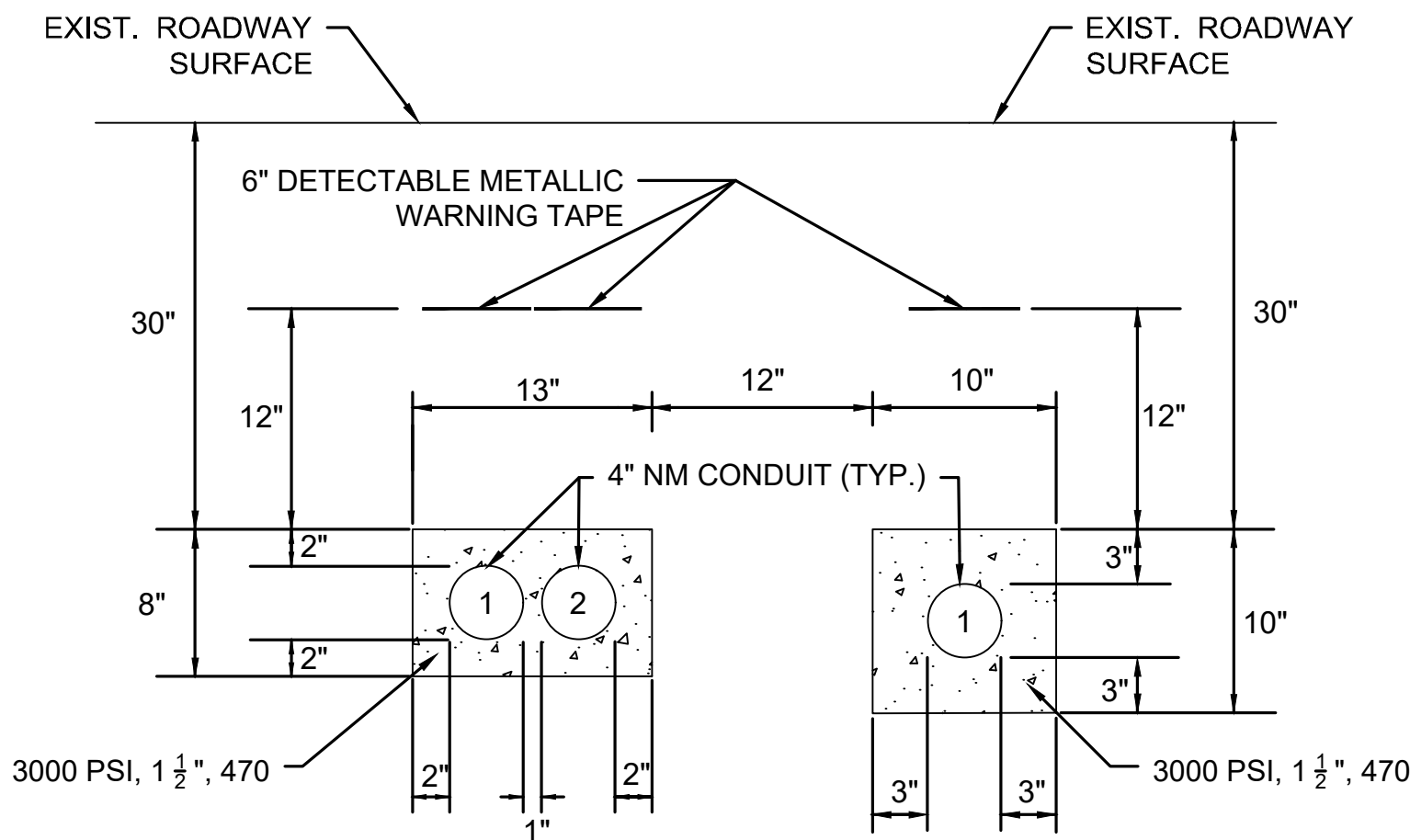
CONDUIT TRENCH DETAIL

(IN AREAS OF FULL DEPTH PAVEMENT RECONSTRUCTION)
NOT TO SCALE



CONDUIT TRENCH DETAIL

(IN SIDEWALK, SHARED-USE PATH OR LANDSCAPE AREAS)
NOT TO SCALE

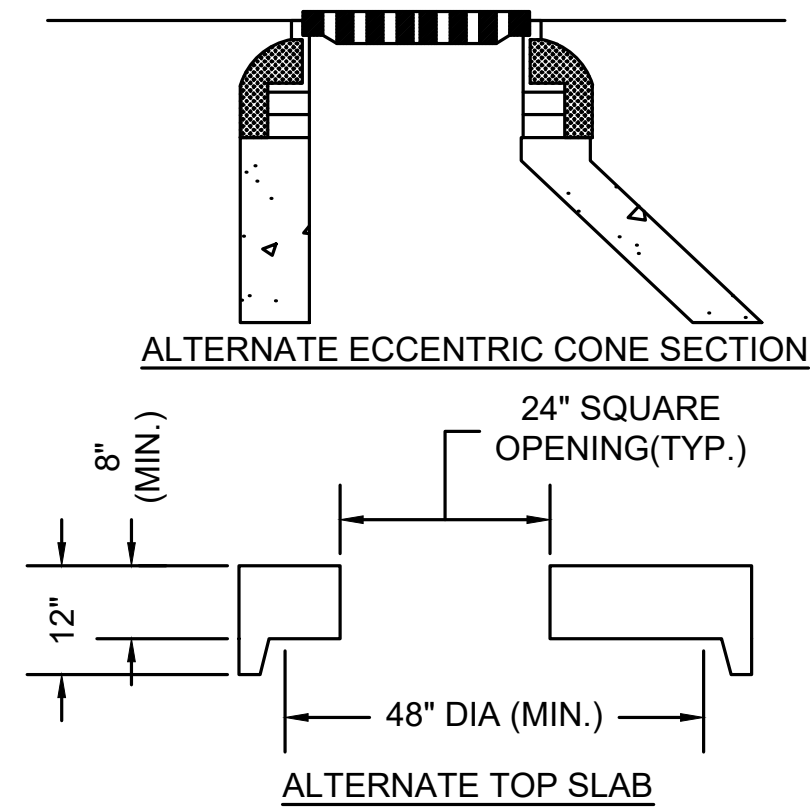


DOUBLE BANK, 4" NM DUCTS
(CATV & TELEPHONE)

SINGLE BANK, 4" NM DUCT
(ELECTRIC)

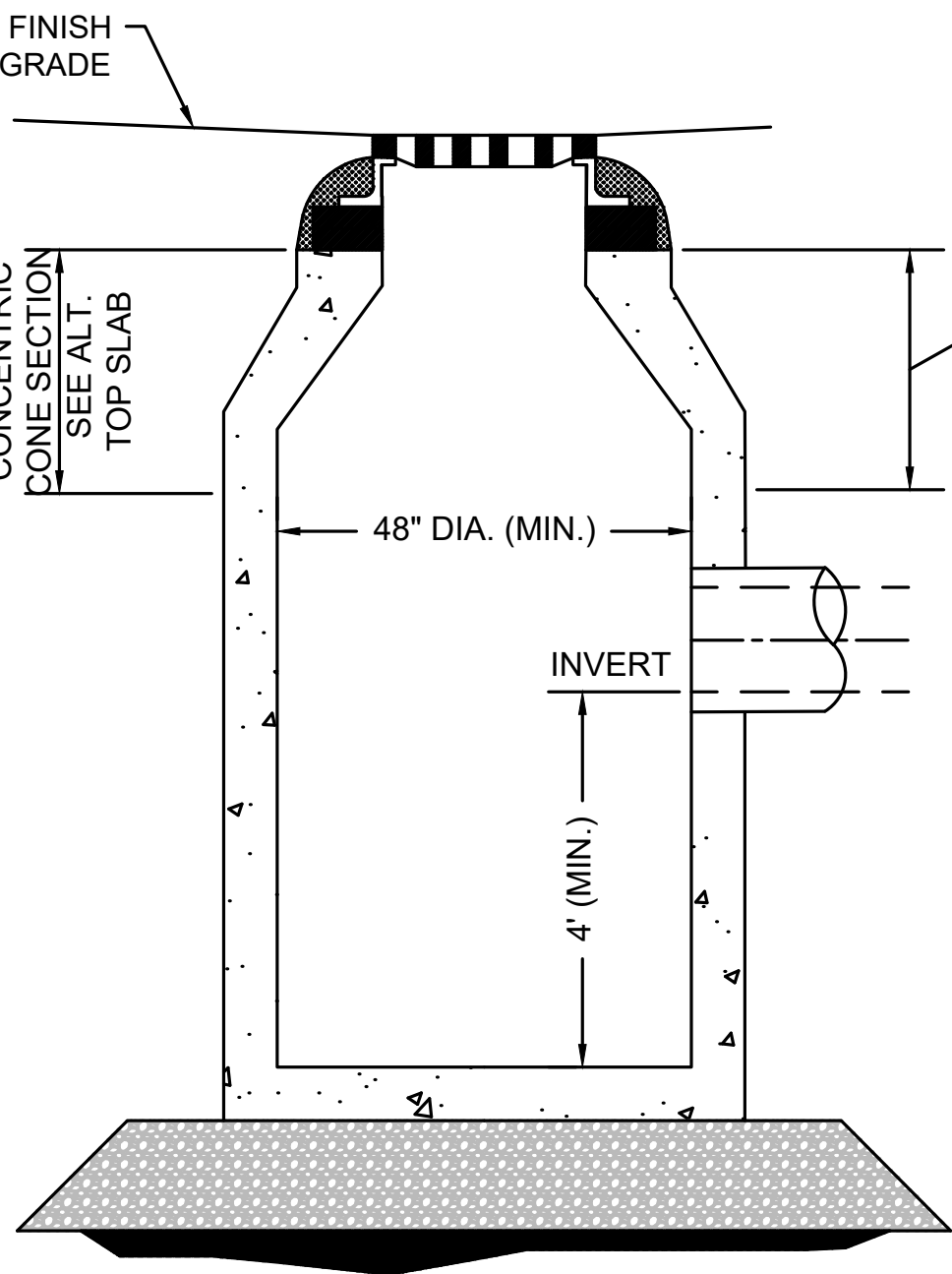
CONCRETE CONDUIT ENCASEMENT

NOT TO SCALE



NOTE:

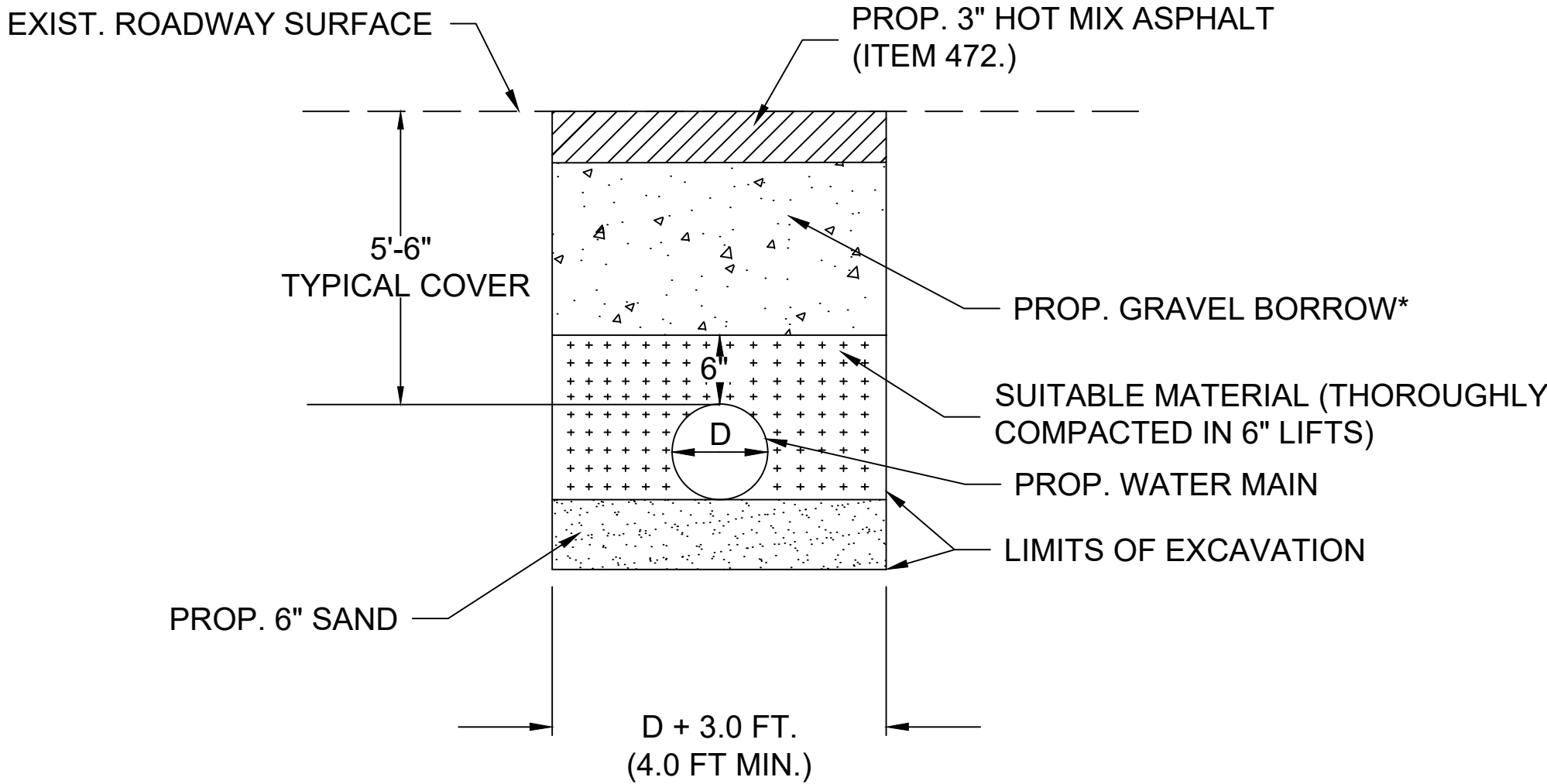
1. BASED ON ACTUAL FIELD CONDITIONS; THE CONTRACTOR SHALL DETERMINE WHICH STYLE OF TOP SECTION SHOULD BE USED.



CATCH BASIN

NOT TO SCALE

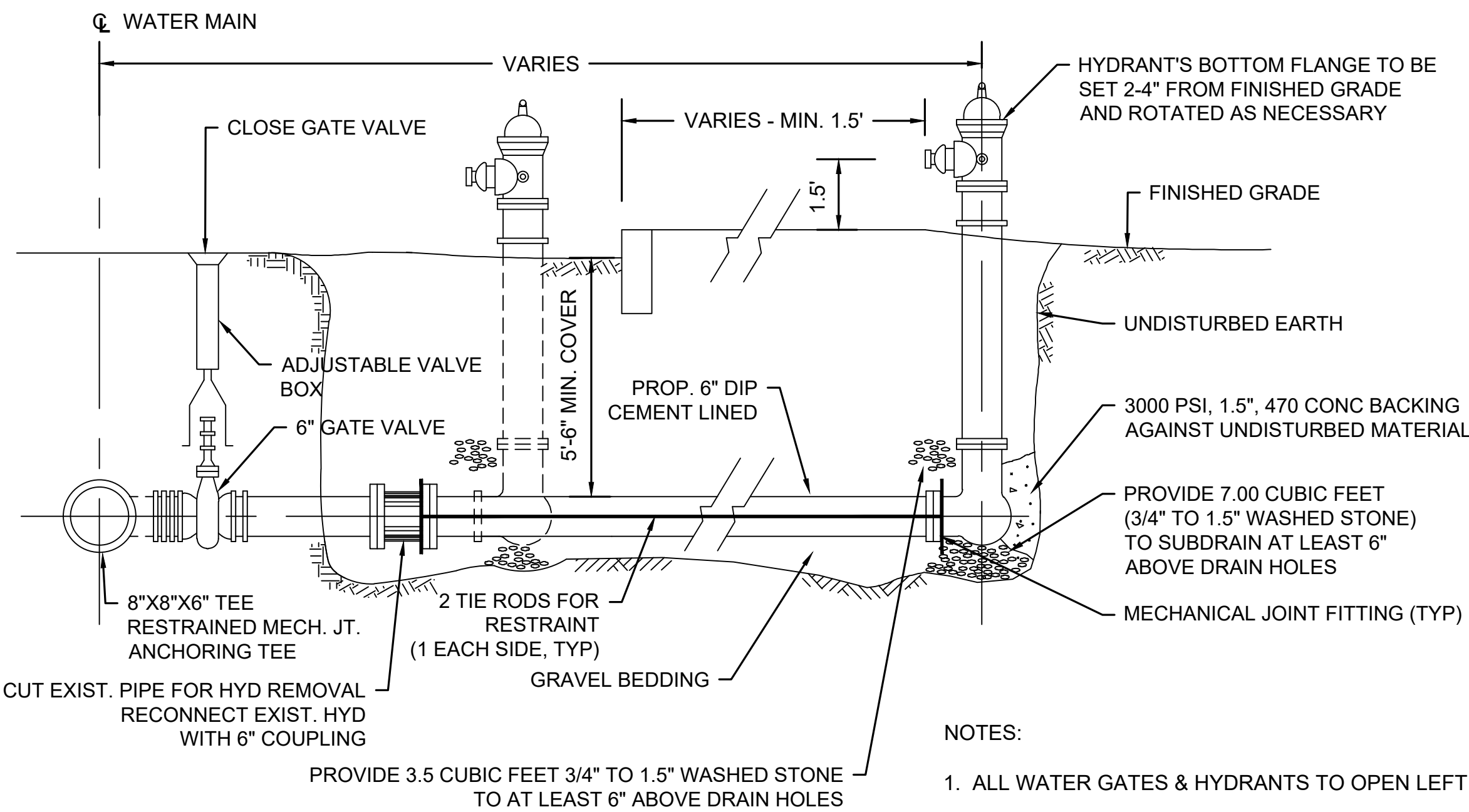
DEPTH VARIES, REMOVE EXISTING TOP SECTION AS NEEDED. REPLACE WITH NEW TOP SECTION AS NEEDED.



TEMPORARY PATCH
(IN AREAS OF FULL DEPTH PAVEMENT RECONSTRUCTION)

WATER MAIN TRENCH DETAIL

NOT TO SCALE



NOTES:

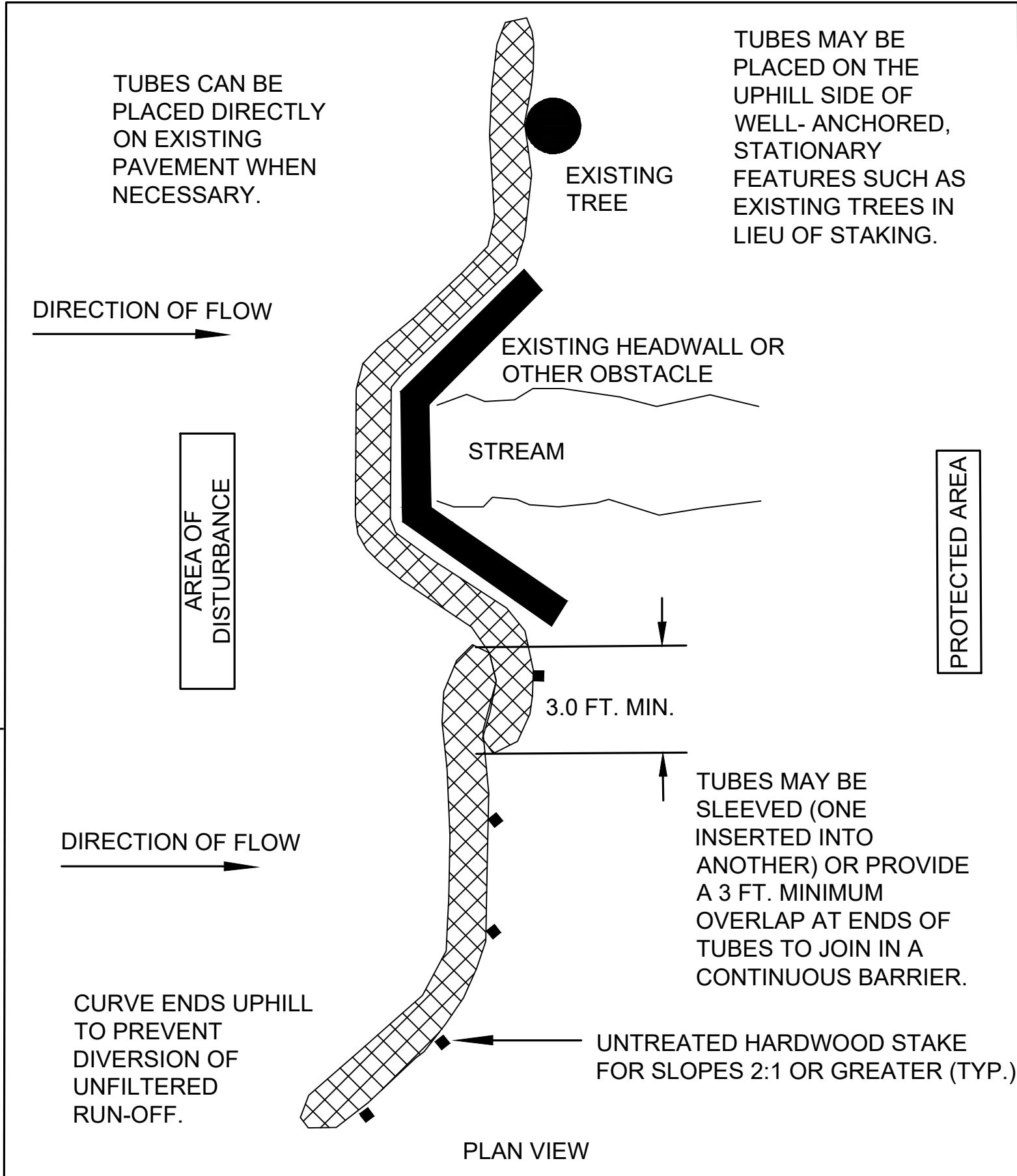
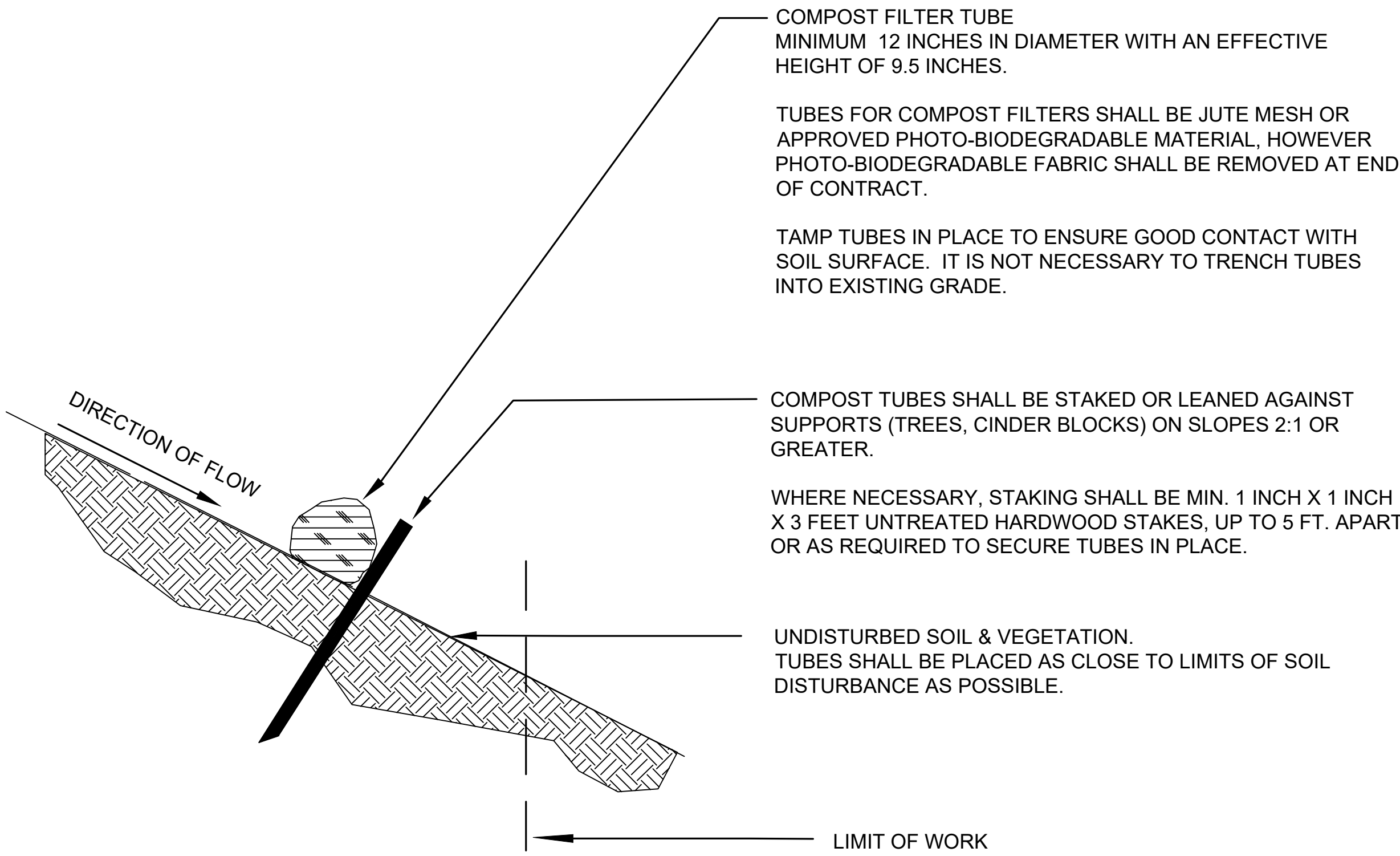
1. ALL WATER GATES & HYDRANTS TO OPEN LEFT
2. ALL MECHANICAL RESTRAINT DEVICES, STONE, GRAVEL, ETC. NECESSARY TO INSTALL OR REMOVE AND RESET HYDRANTS ARE INCIDENTAL TO ITEM 376.2.

HYDRANT INSTALLATION
HYDRANT REMOVED AND RESET

NOT TO SCALE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	47	75
PROJECT FILE NO.		607411	

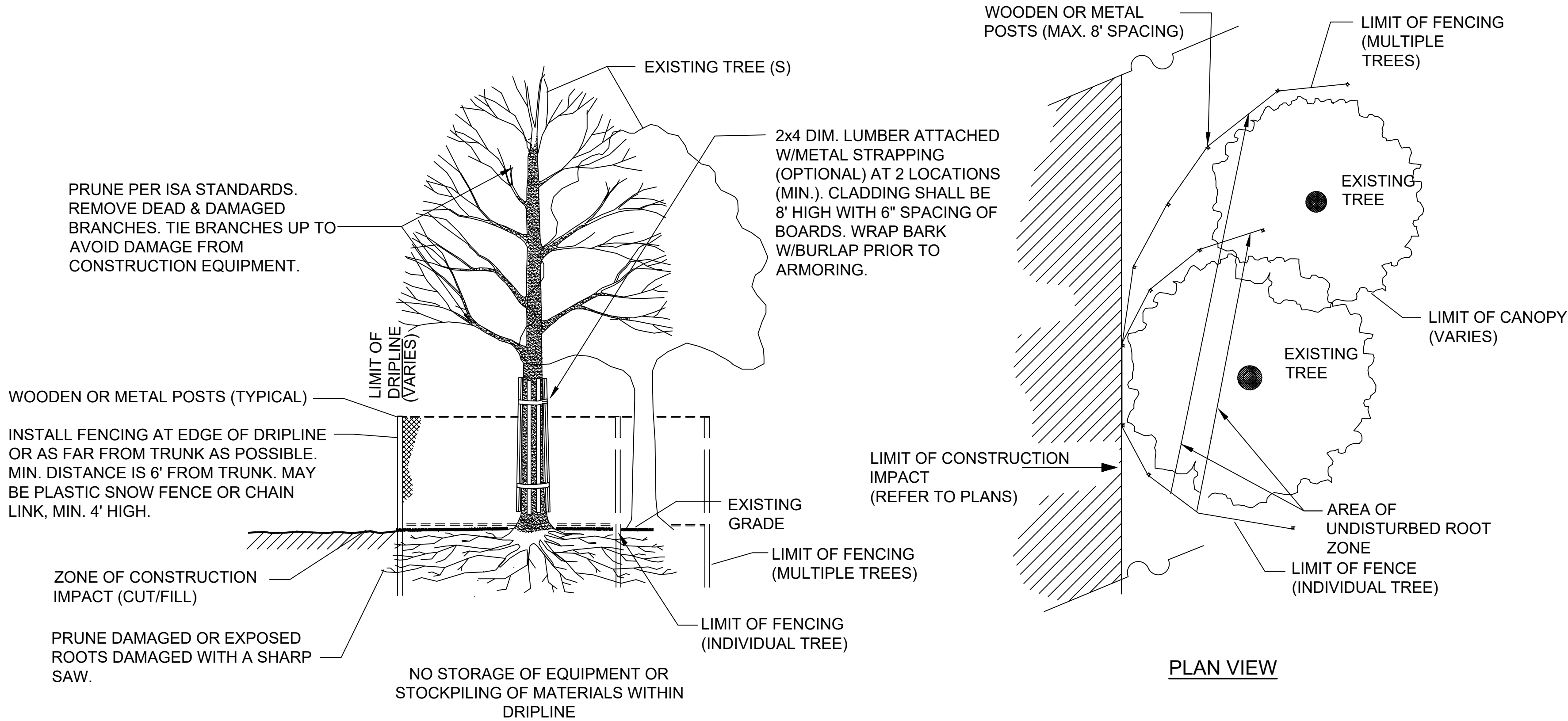
CONSTRUCTION DETAILS



- GENERAL NOTES:
1. PROVIDE A MINIMUM TUBE DIAMETER OF 12 INCHES FOR SLOPES UP TO 50 FEET IN LENGTH WITH A SLOPE RATIO OF 3H:1V OR STEEPER. LONGER SLOPES OF 3H:1V MAY REQUIRE LARGER TUBE DIAMETER OR ADDITIONAL COURSING OF FILTER TUBES TO CREATE A FILTER BERM. REFER TO MANUFACTURER'S RECOMMENDATIONS FOR SITUATIONS WITH LONGER OR STEEPER SLOPES.
 2. INSTALL TUBES ALONG CONTOURS AND PERPENDICULAR TO SHEET OR CONCENTRATED FLOW.
 3. TUBE LOCATION MAY BE SHIFTED TO ADJUST TO LANDSCAPE FEATURES, BUT SHALL PROTECT UNDISTURBED AREA AND VEGETATION TO MAXIMUM EXTENT POSSIBLE.
 4. DO NOT INSTALL IN PERENNIAL, EPHEMERAL OR INTERMITTENT STREAMS.
 5. ADDITIONAL TUBES SHALL BE USED AT THE DIRECTION OF THE ENGINEER.
 6. ADDITIONAL STAKING SHALL BE USED AT THE DIRECTION OF THE ENGINEER.

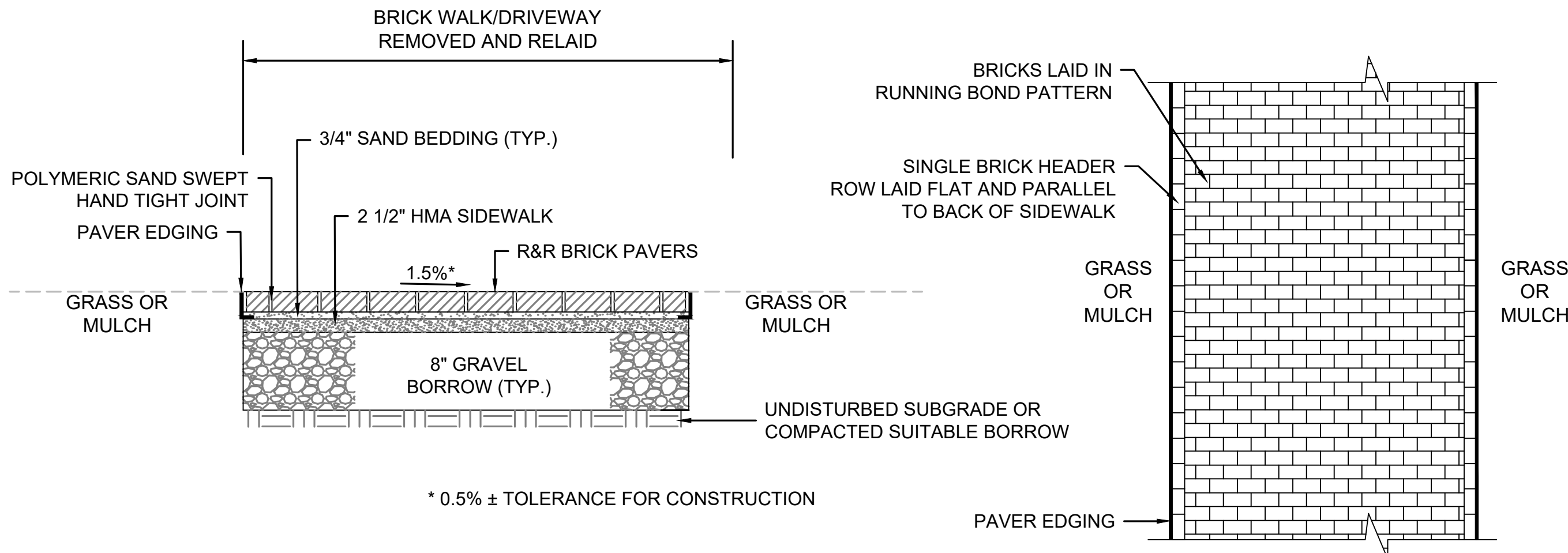
SINGLE COMPOST FILTER TUBE DETAIL

NOT TO SCALE



TREE PROTECTION - EXISTING TREES

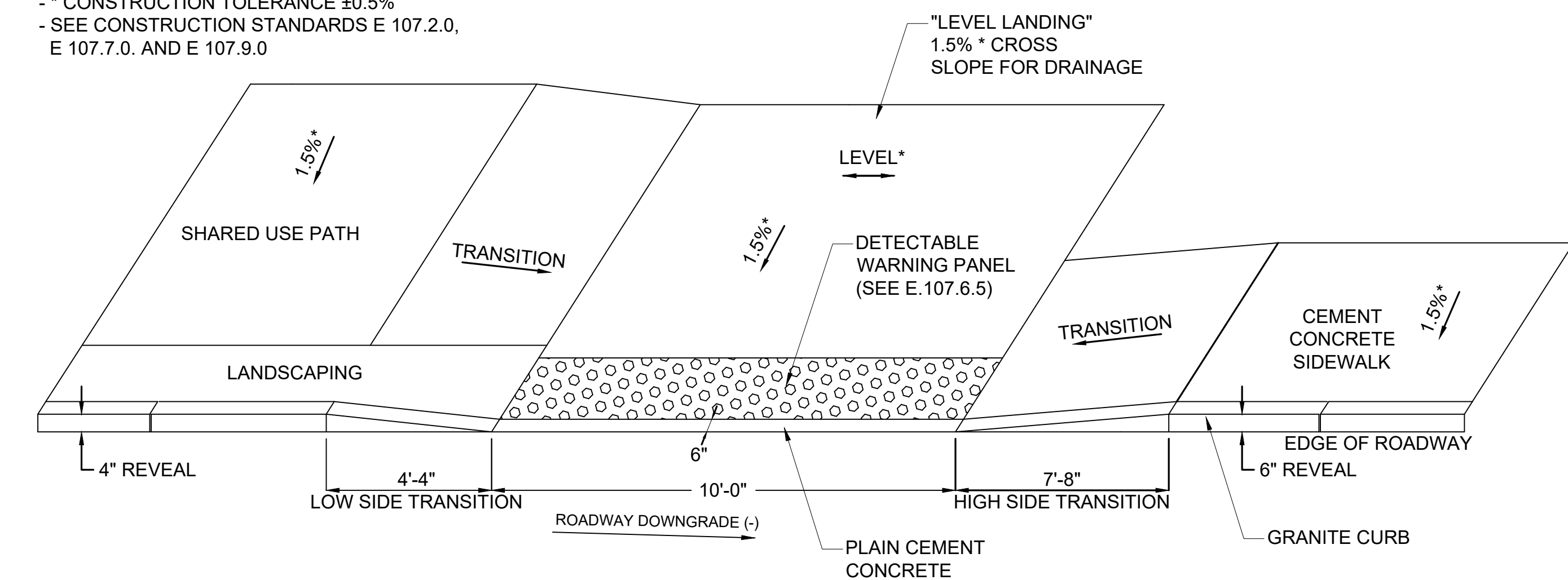
NOT TO SCALE



BRICK WALK/DRIVEWAY REMOVED AND RELAI

NOT TO SCALE

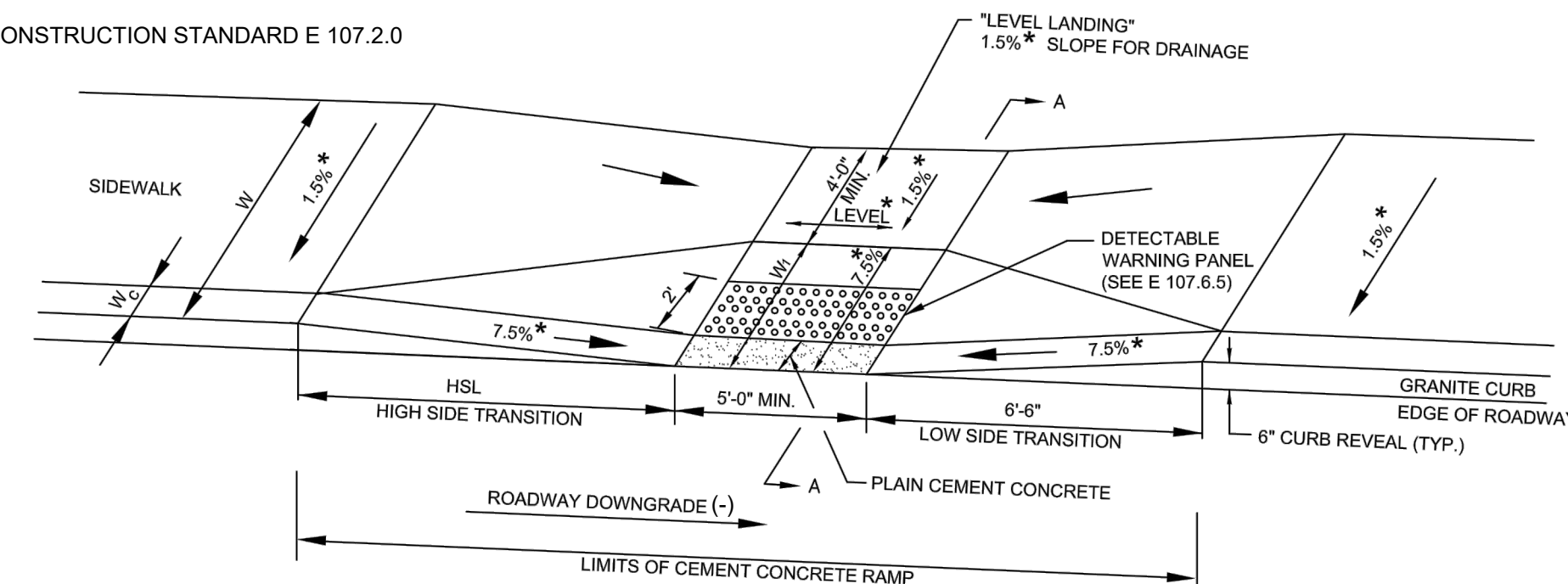
- * CONSTRUCTION TOLERANCE $\pm 0.5\%$
- SEE CONSTRUCTION STANDARDS E 107.2.0,
E 107.7.0. AND E 107.9.0



WCR #	RAMP REFERENCE POINT			WIDTH OF SIDEWALK	WIDTH OF SHARED USE PATH	WIDTH OF RAMP MIN. 5'-0"	ROADWAY GUTTER SLOPE	TRANSITION LENGTH	
	BASELINE	STATION	OFFSET					LEFT SIDE	RIGHT SIDE
6	BEACH RD	18+14	15.0' RT	6'-6"	8'-0"	10'-0"	0.46%	4'-4***	7'-8"

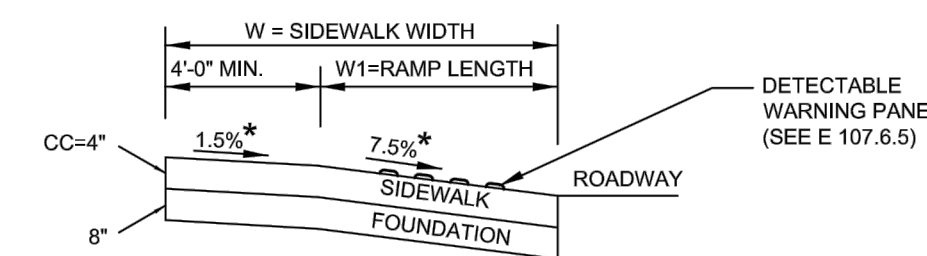
WHEELCHAIR RAMP ON SIDEWALK AND SHARED USE PATH WITH DETECTABLE WARNING PANEL

- SEE CONSTRUCTION STANDARD E 107.2.0



LEGEND

HSL = HIGH SIDE TRANSITION LENGTH
(SEE E 107.9.0)
W = SIDEWALK WIDTH
W_C = CURB WIDTH
W₁ = PERPENDICULAR RAMP LENGTH
CC = CEMENT CONCRETE
* = TOLERANCE FOR CONSTRUCTION ±0.5%
USABLE SIDEWALK WIDTH PER AAB = W-W_C
RAMP LENGTH, W₁ = W-4'-0" Min



RAMP LENGTH, W1 = W-4'-0" Min				SECTION A-A						
WCR #	RAMP REFERENCE POINT			LENGTH OF PRIMARY RAMP (W1)	WIDTH OF SIDEWALK	WIDTH OF RAMP MIN. 5'-0"	DEPTH OF LEVEL LANDING MIN. 4'-0"	ROADWAY GUTTER SLOPE	TRANSITION LENGTH	
	BASELINE	STATION	OFFSET						LEFT SIDE	RIGHT SIDE
1	BEACH RD	10+77	15'0" LT	2'-6"	6'-6"	5'-0"	4'-0"	0.62%	4'-4"***	7'-8"
2	BEACH RD	10+77	15'0" RT	2'-6"	6'-6"	5'-0"	4'-0"	-0.69%	7'-8"	6'-6"
3	BEACH RD	15+52	15'0" RT	2'-6"	6'-6"	5'-0"	4'-0"	-0.63%	3'-10"*	6'-6"
4	BEACH RD	15+52	15'0" LT	2'-6"	6'-6"	5'-0"	4'-0"	0.63%	3'-3"*	7'-8"
5	BEACH RD	18+14	15'0" LT	2'-6"	6'-6"	5'-0"	4'-0"	-0.42%	7'-8"	6'-6"

WHEELCHAIR RAMP FOR LESS THAN 12'-4" SIDEWALK

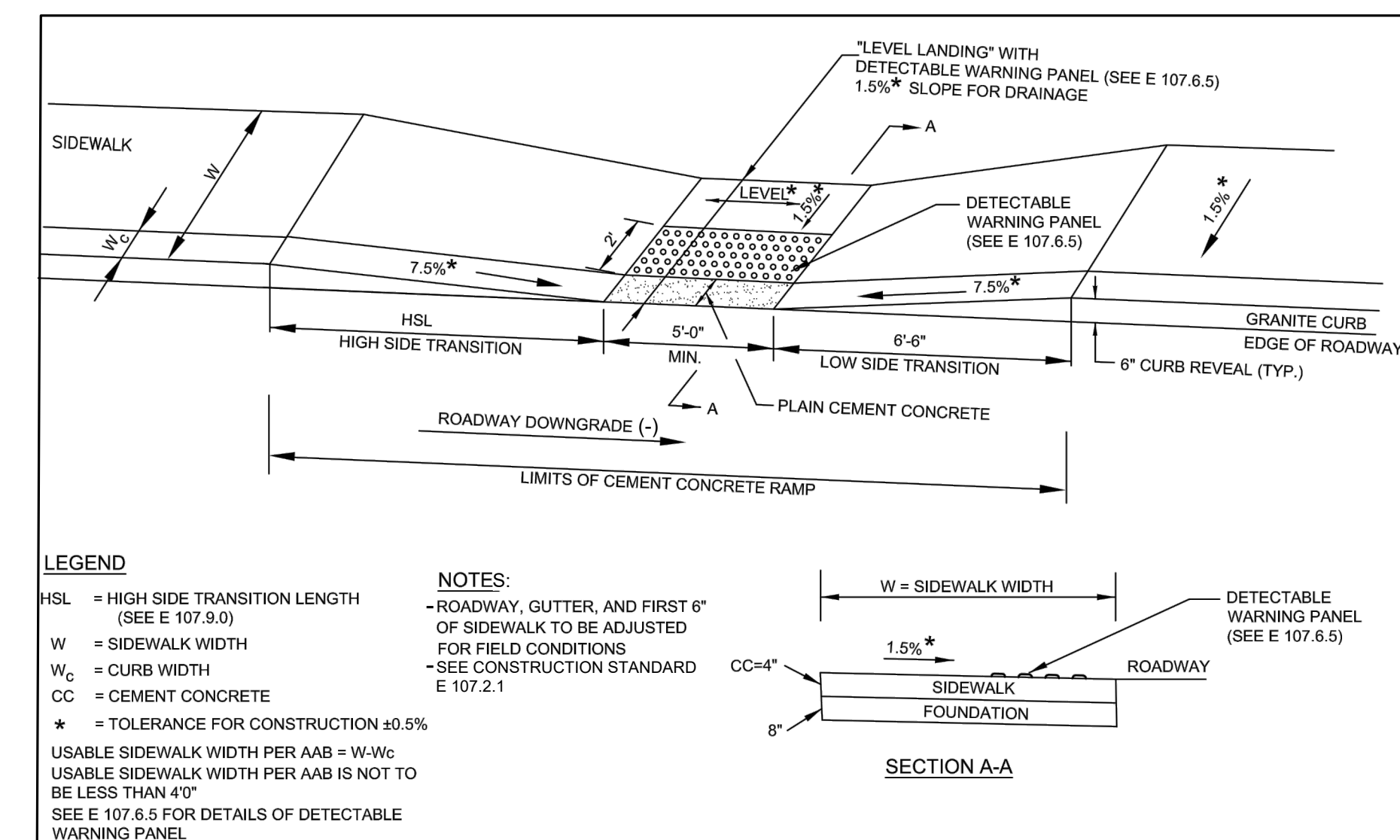
TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	48	75
PROJECT FILE NO.		607411	

WHEELCHAIR RAMP/DRIVEWAY DETAILS

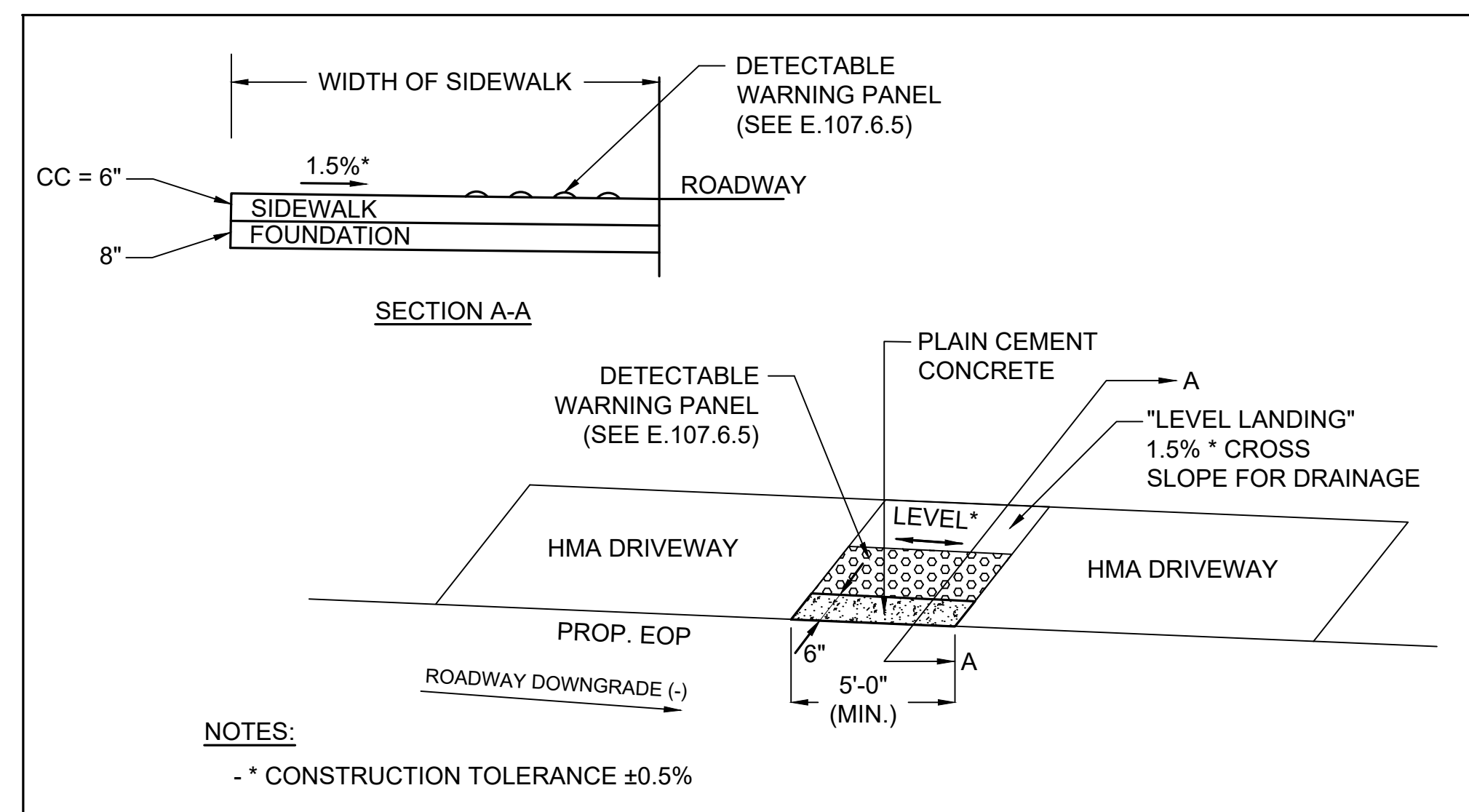
ROADWAY PROFILE GRADE	* HIGH SIDE TRANSITION LENGTH
%	ENGLISH UNITS
=0%	6'-6"
>0% TO 1%	7'-8"
>1% TO 2%	9'-0"
>2% TO 3%	11'-0"
>3% TO 4%	14'-0"
>4% TO 5%	15'-0" Max

- * BASED ON A DESIGN SLOPE OF 7.5% AND A REVEAL OF 6".
- SEE CONSTRUCTION STANDARD E 107.9.0



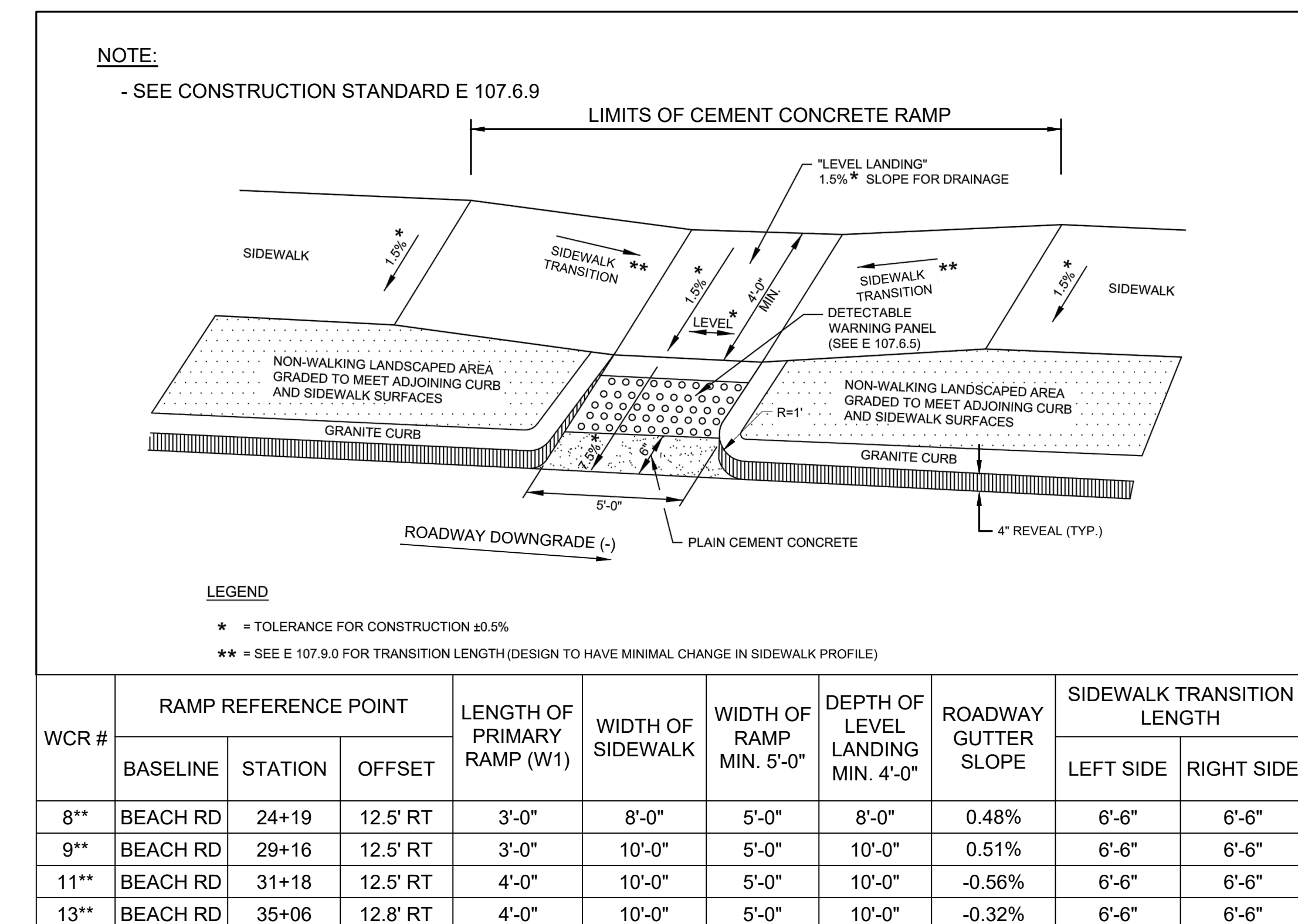
WCR #	RAMP REFERENCE POINT			WIDTH OF SIDEWALK	WIDTH OF RAMP MIN. 5'-0"	ROADWAY GUTTER SLOPE	TRANSITION LENGTH	
	BASELINE	STATION	OFFSET				LEFT SIDE	RIGHT SIDE
7	BEACH RD	24+19	12.5' LT	5'-6"	5'-0"	-0.54%	7'-8"	6'-6"
14	BEACH RD	35+06	12.5' LT	5'-6"	5'-0"	0.32%	N/A	7'-8"

WHEELCHAIR RAMP ON NARROW SIDEWALK WITH DETECTABLE WARNING PANEL



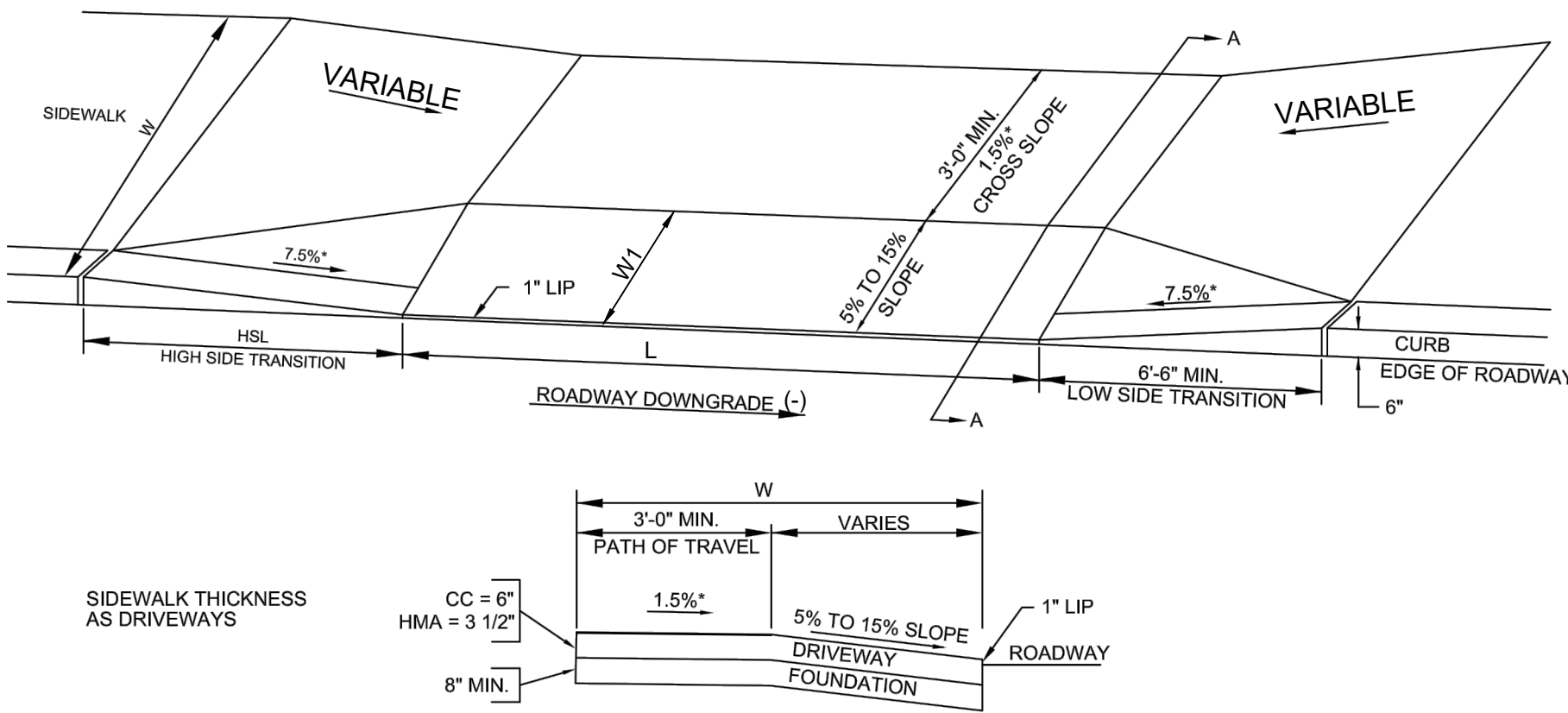
WCR #	RAMP REFERENCE POINT			WIDTH OF SIDEWALK	WIDTH OF RAMP MIN. 5'-0"	DEPTH OF LEVEL LANDING	ROADWAY GUTTER SLOPE	TRANSITION LENGTH	
	BASELINE	STATION	OFFSET					LEFT SIDE	RIGHT SIDE
10	BEACH RD	29+19	12.5' LT	N/A	5'-0"	5'-0"	-0.51%	N/A	N/A
12	BEACH RD	31+18	12.5' LT	N/A	5'-0"	5'-0"	0.57%	N/A	N/A

LEVEL LANDING WITH DETECTABLE WARNING PANEL



NOTE: ** 4" CURB REVEAL

WHEELCHAIR RAMP WITH LANDSCAPE STRIP



LEGEND

HSL = HIGH SIDE TRANSITION LENGTH. SEE E 107.9.0
W = SIDEWALK WIDTH
* = TOLERANCE FOR CONSTRUCTION ±0.5%
CC = CEMENT CONCRETE
HMA = HOT MIX ASPHALT

SECTION A-A

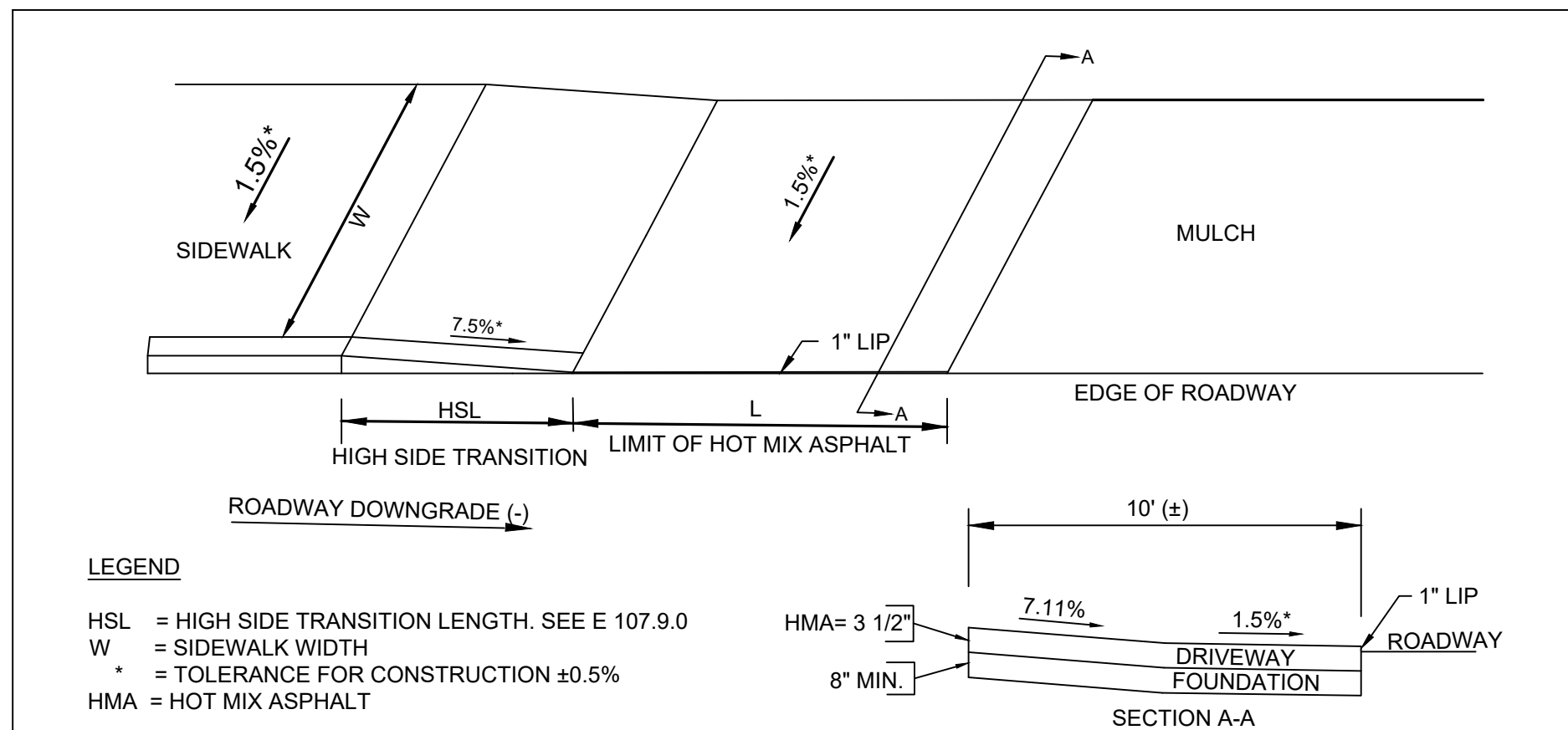
NOTES:

- SEE CONSTRUCTION STANDARD E 107.7.0

DWY #	RAMP REFERENCE POINT			LENGTH OF PRIMARY RAMP (W1)	WIDTH OF SIDEWALK (W)	WIDTH OF DRIVEWAY (L)	DEPTH OF TRAVEL PATH MIN. 3'-0"	ROADWAY GUTTER SLOPE	TRANSITION LENGTH	
	BASELINE	STATION	OFFSET						LEFT SIDE	RIGHT SIDE
1	BEACH RD	11+64	15.0' RT	2'-0"	6'-6"	10'-6"	4'-6"	-0.01%	7'-8"	4'-0"
2	BEACH RD	12+11	15.0' RT	2'-0"	6'-6"	24'-0"	4'-6"	0.19%	6'-6"	7'-8"
3	BEACH RD	12+32	15.0' LT	2'-0"	6'-6"	15'-0"	4'-6"	-0.62%	7'-8"	6'-6"
4	BEACH RD	12+77	15.0' LT	2'-0"	6'-6"	15'-0"	4'-6"	-0.44%	7'-8"	6'-6"
5	BEACH RD	13+01	15.0' RT	2'-0"	6'-6"	24'-0"	4'-6"	0.38%	6'-6"	7'-8"
6	BEACH RD	13+61	15.0' RT	2'-0"	6'-6"	21'-0"	4'-6"	-0.08%	7'-8"	7'-8"
7	BEACH RD	13+81	15.0' LT	2'-0"	6'-6"	24'-0"	4'-6"	0.25%	6'-6"	3'-10"
8	BEACH RD	14+13	15.0' LT	2'-0"	6'-6"	15'-0"	4'-6"	0.59%	3'-3"	7'-8"
9	BEACH RD	14+49	15.0' RT	2'-0"	6'-6"	24'-0"	4'-6"	-0.62%	7'-8"	6'-6"
10	BEACH RD	14+71	15.0' LT	2'-0"	6'-6"	15'-0"	4'-6"	0.62%	6'-6"	7'-8"
11	BEACH RD	15+01	15.0' RT	2'-0"	6'-6"	15'-0"	4'-6"	-0.57%	7'-8"	6'-6"
12	BEACH RD	15+22	15.0' LT	2'-0"	6'-6"	24'-0"	4'-6"	0.62%	6'-6"	3'-10"
14	BEACH RD	15+88	15.0' LT	2'-0"	6'-6"	24'-0"	4'-6"	0.62%	6'-6"	7'-8"
15	BEACH RD	16+49	15.0' RT	2'-0"	6'-6"	24'-0"	4'-6"	-0.46%	7'-8"	6'-6"
16	BEACH RD	16+80	15.0' LT	2'-0"	6'-6"	24'-0"	4'-6"	0.33%	6'-6"	7'-8"
17	BEACH RD	17+79	15.0' RT	2'-0"	6'-6"	24'-0"	4'-6"	-0.30%	6'-6"	6'-6"

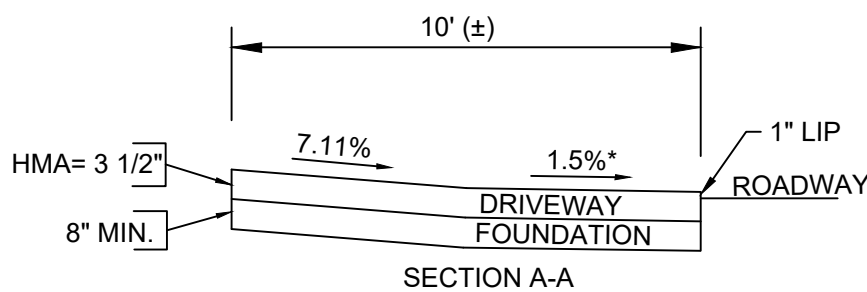
NOTE: * 3" CURB REVEAL

SIDEWALK THROUGH DRIVEWAYS WITHOUT CURB RETURNS



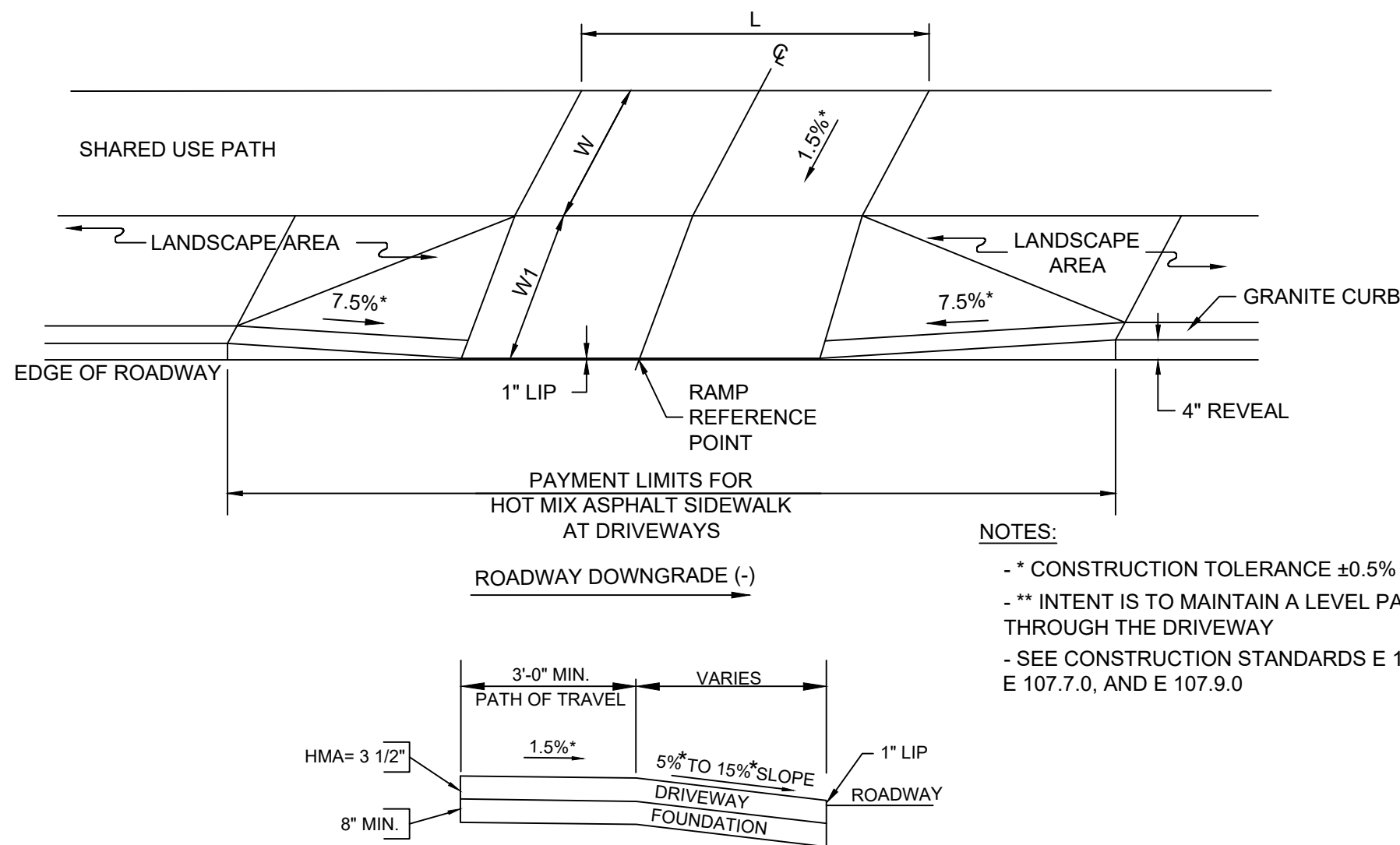
LEGEND

HSL = HIGH SIDE TRANSITION LENGTH. SEE E 107.9.0
W = SIDEWALK WIDTH
* = TOLERANCE FOR CONSTRUCTION ±0.5%
HMA = HOT MIX ASPHALT



DWY #	RAMP REFERENCE POINT			WIDTH OF SIDEWALK (W)	WIDTH OF DRIVEWAY (L)	ROADWAY GUTTER SLOPE	TRANSITION LENGTH***	
	BASELINE	STATION	OFFSET				LEFT SIDE	RIGHT SIDE
26	BEACH ROAD	24+49	12.5' LT	5'-0"	20'-0"	-0.49%	7'-8"	N/A

NO SIDEWALK THROUGH DRIVEWAY



NOTES:

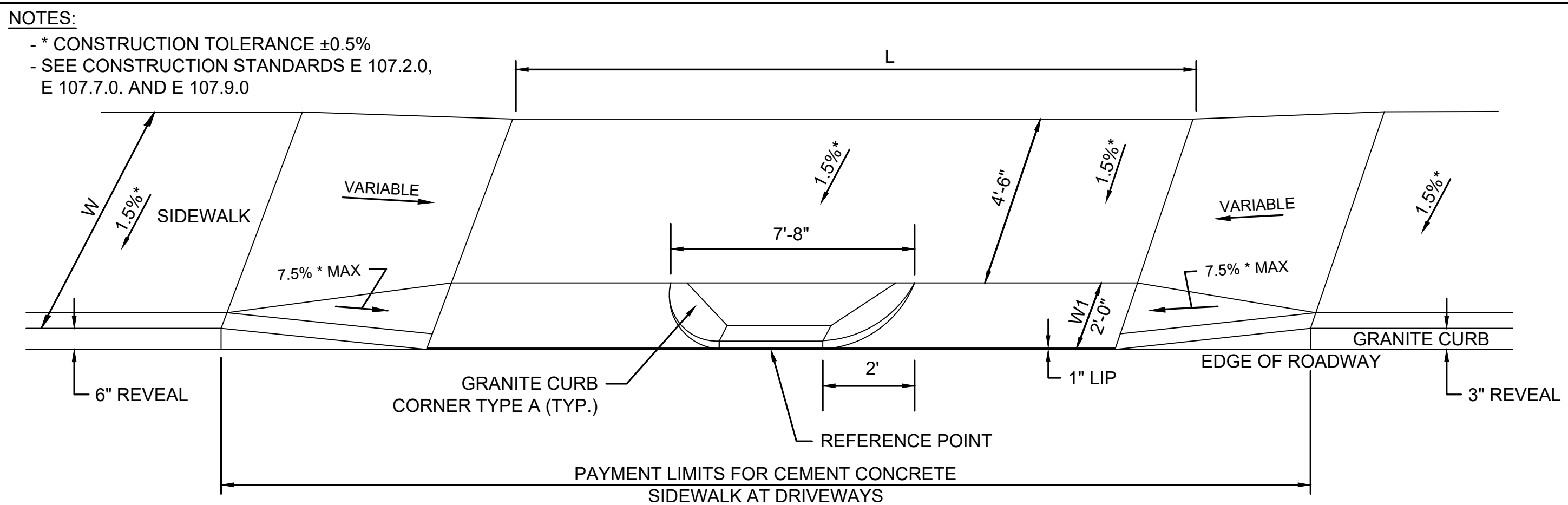
- * CONSTRUCTION TOLERANCE ±0.5%
- ** INTENT IS TO MAINTAIN A LEVEL PATH THROUGH THE DRIVEWAY
- SEE CONSTRUCTION STANDARDS E 107.6.9, E 107.7.0, AND E 107.9.0

SECTION A-A

DWY #	RAMP REFERENCE POINT			LENGTH OF PRIMARY RAMP (W1)	SLOPE OF PRIMARY RAMP (W1)	WIDTH OF SIDEWALK (W)	WIDTH OF DRIVEWAY (L)	ROADWAY GUTTER SLOPE	TRANSITION LENGTH	
	BASELINE	STATION	OFFSET						LEFT SIDE	RIGHT SIDE
18	BEACH RD	18+96	15.0' RT	3'-0"	11.00%	8'-0"	15'-0"	-0.08%	4'-4"	5'-2"
19	BEACH RD	19+59	15.0' RT	3'-0"	11.00%	8'-0"	15'-0"	0.52%	4'-4"	5'-2"
20	BEACH RD	20+46	13.8' RT	3'-0"	11.00%	8'-0"	15'-0"	0.30%	4'-4"	5'-2"
21	BEACH RD	20+90	12.5' RT	3'-0"	11.00%	8'-0"	15'-0"	0.51%	6'-6"	5'-2"
22	BEACH RD	21+69	12.5' RT	3'-0"	11.00%	8'-0"	15'-0"	0.22%	6'-6"	6'-6"
23	BEACH RD	22+60	12.5' RT	3'-0"	11.00%	8'-0"	15'-0"	-0.52%	6'-6"	6'-6"
24	BEACH RD	23+33	12.5' RT	3'-0"	11.00%	8'-0"	24'-0"	-0.34%	6'-6"	6'-6"
25	BEACH RD	24+43	12.5' RT	3'-0"	11.00%	8'-0"	18'-0"	0.50%	3'-3"	6'-6"
27	BEACH RD	24+69	12.5' RT	3'-0"	11.00%	8'-0"	15'-0"	0.40%	6'-6"	3'-3"
28	BEACH RD	25+13	12.5' RT	3'-0"	11.00%	8'-0"	15'-0"	0.10%	6'-6"	6'-6"
29	BEACH RD	26+21	12.5' RT	3'-0"	11.00%	9'-6"	24'-0"	-0.50%	6'-6"	6'-6"
30	BEACH RD	27+72	12.5' RT	3'-0"	11.00%	10'-0"	24'-0"	1.10%	6'-6"	6'-6"
31	BEACH RD	28+34	12.5' RT	3'-0"	11.00%	10'-0"	24'-0"	0.94%	6'-6"	6'-6"
32	BEACH RD	28+95	12.5' RT	3'-0"	11.00%	10'-0"	20'-0"	0.51%	4'-4"	6'-6"
33	BEACH RD	29+51	12.5' RT	3'-0"	11.00%	10'-0"	24'-0"	0.40%	6'-6"	4'-4"
34	BEACH RD	30+87	12.5' RT	3'-0"	11.00%	10'-0"	24'-0"	-0.57%	6'-6"	6'-6"
35	BEACH RD	31+79	12.5' RT	4'-0"	8.25%	10'-0"	30'-0"	-0.55%	6'-6"	6'-6"
36	BEACH RD	32+61	12.5' RT	4'-0"	8.25%	10'-0"	30'-0"	-0.36%	6'-6"	6'-6"
37	BEACH RD	34+02	12.5' RT	4'-0"	8.25%	10'-0"	24'-0"	-0.09%	6'-6"	6'-6"
38	BEACH RD	36+12	14.4' RT	4'-0"	8.25%	10'-0"	24'-0"	-0.27%	6'-6"	6'-6"

NOTE: * 3" CURB REVEAL; ** 4" CURB REVEAL

SIDEWALK THROUGH DRIVEWAYS WITH LANDSCAPING



NOTES:

- * CONSTRUCTION TOLERANCE ±0.5%
- SEE CONSTRUCTION STANDARDS E 107.2.0, E 107.7.0, AND E 107.9.0

DWY #	RAMP REFERENCE POINT			LENGTH OF PRIMARY RAMP (W1)	WIDTH OF SIDEWALK (W)	WIDTH OF DRIVEWAY (L)	DEPTH OF TRAVEL PATH MIN. 3'-3"	ROADWAY GUTTER SLOPE	TRANSITION LENGTH	
	BASELINE	STATION	OFFSET						LEFT SIDE	RIGHT SIDE
13*	BEACH RD	15+92	15.0' RT	2'-0"	6'-6"	49'-0"	4'-6"	-0.61%	7'-8"	* 3'-3"

NOTE: * 3" CURB REVEAL ON RIGHT SIDE

SIDEWALK THROUGH ADJACENT DRIVEWAYS SEPARATED BY CURB RETURNS

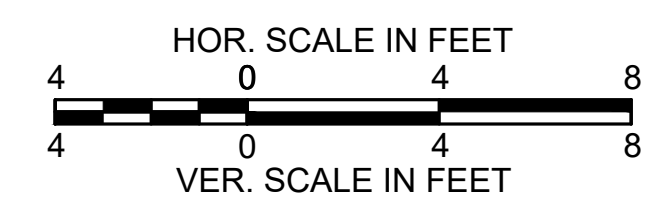
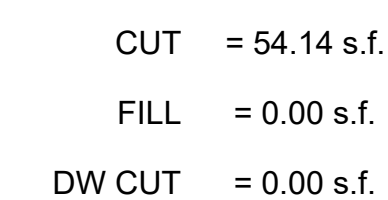
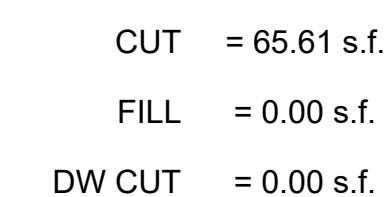
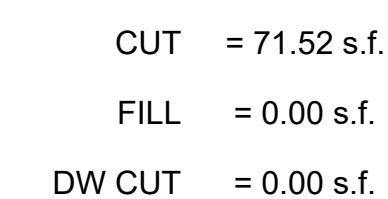
TISBURY BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	49	75
PROJECT FILE NO.		607411	

WHEELCHAIR RAMP/DRIVEWAY DETAILS

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	50	75
PROJECT FILE NO.		607411	

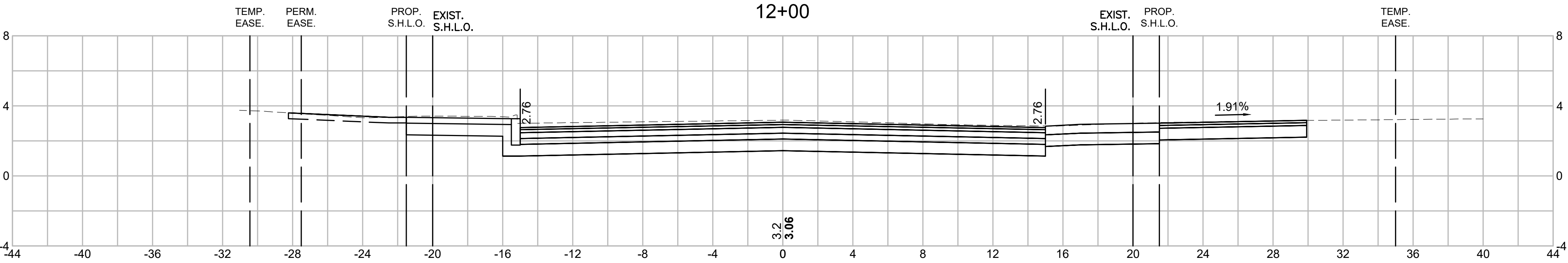
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DW CUT = 0.00 s.f.



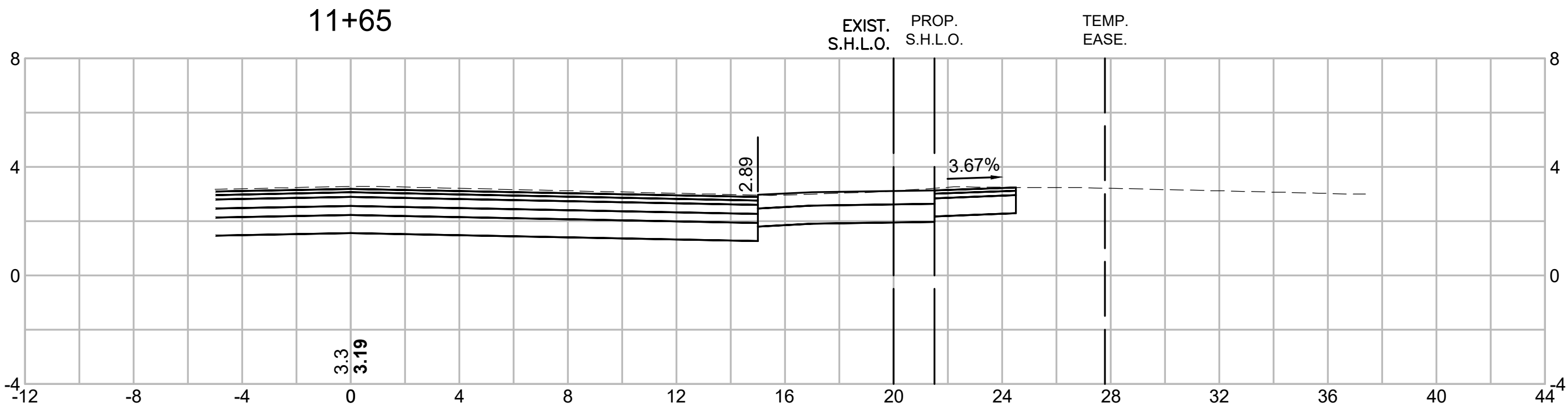
TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	51	75
PROJECT FILE NO.		607411	

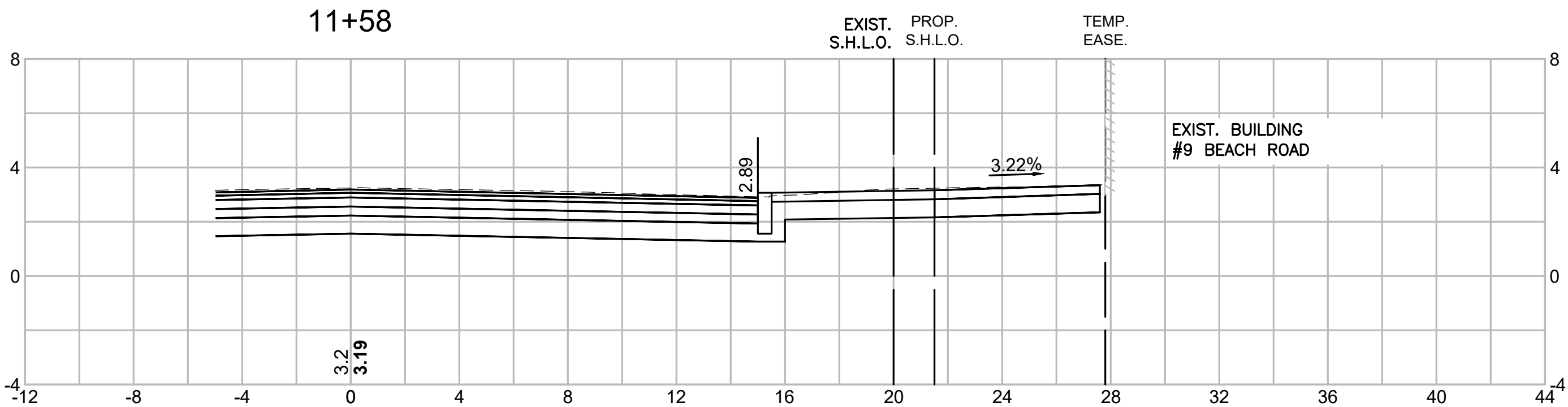
CROSS SECTIONS



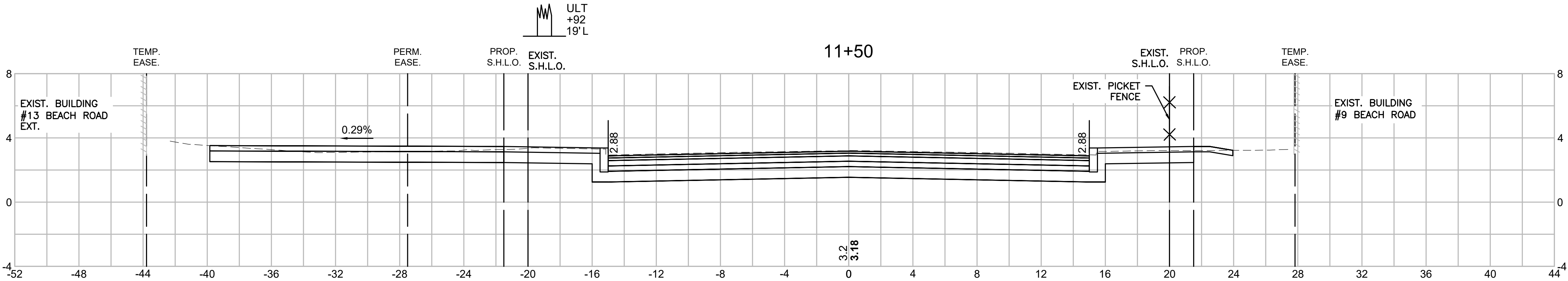
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FILL = 0.00 s.f.
DW CUT = 8.25 s.f.



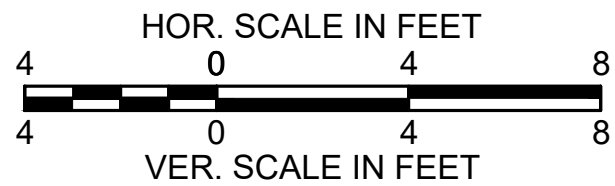
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CUT = 47.34 s.f.
FILL = 0.00 s.f.
DW CUT = 0.00 s.f.



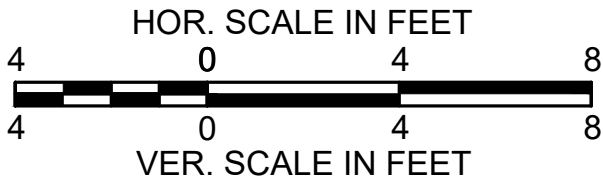
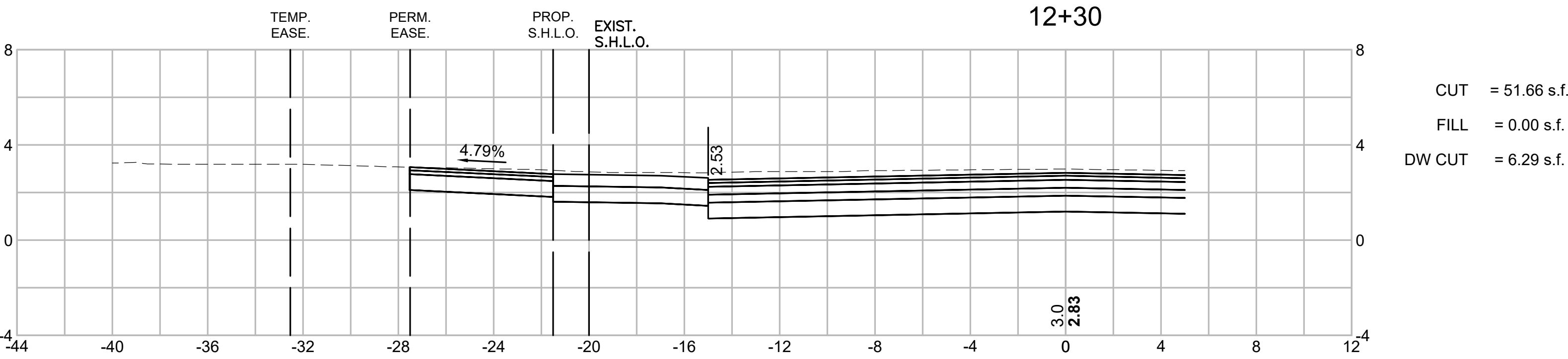
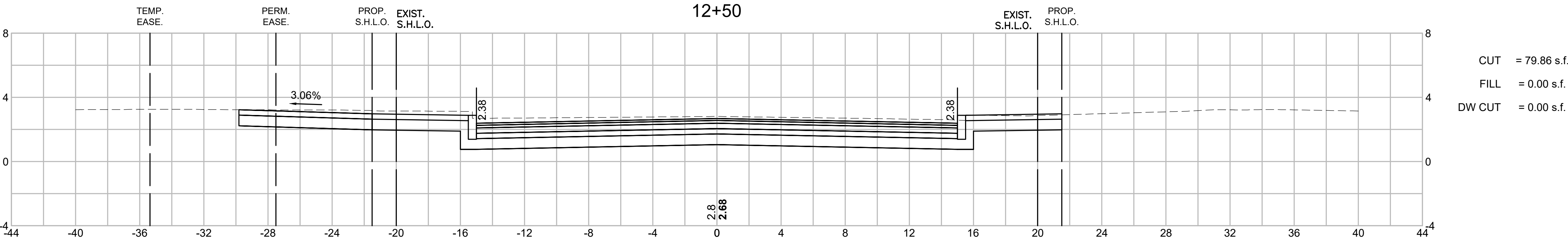
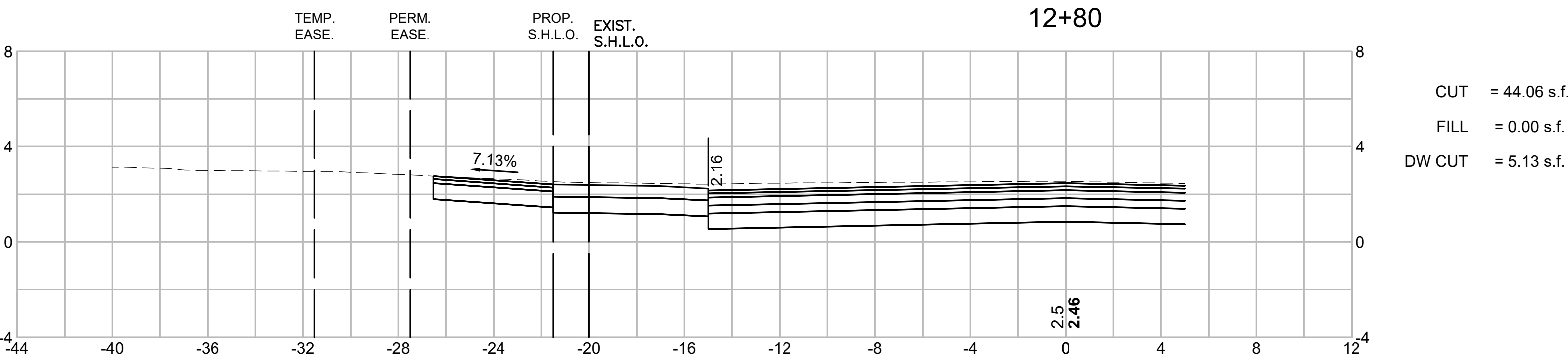
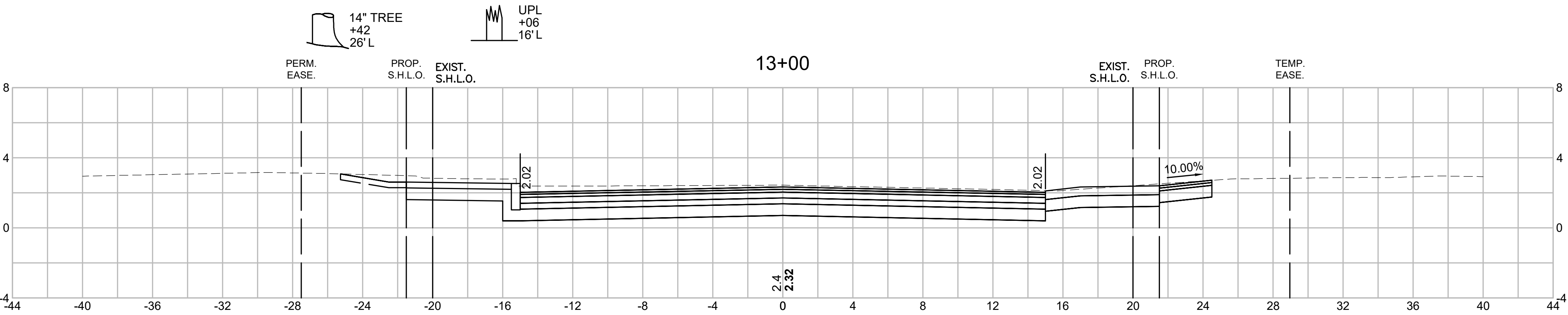
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DW CUT = 0.00 s.f.



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	52	75
PROJECT FILE NO.		607411	

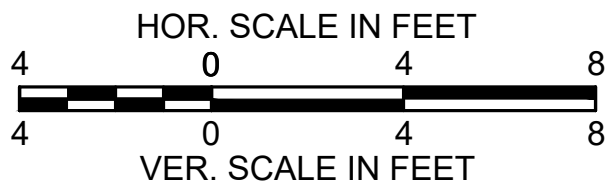
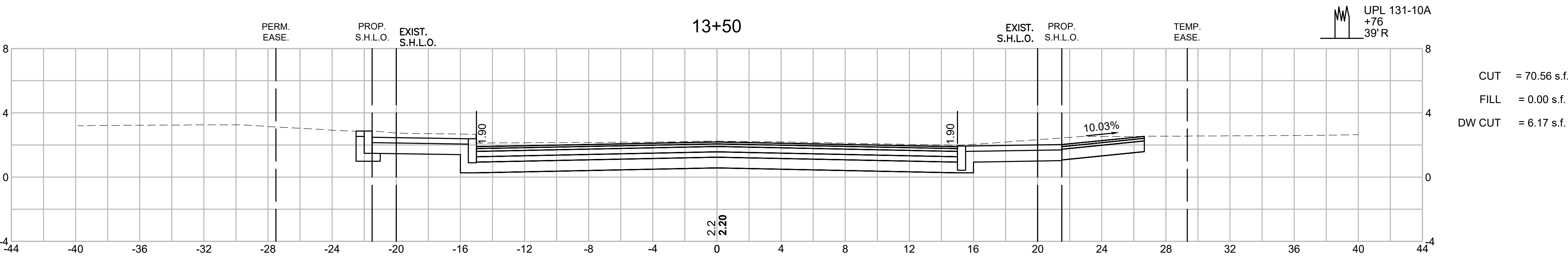
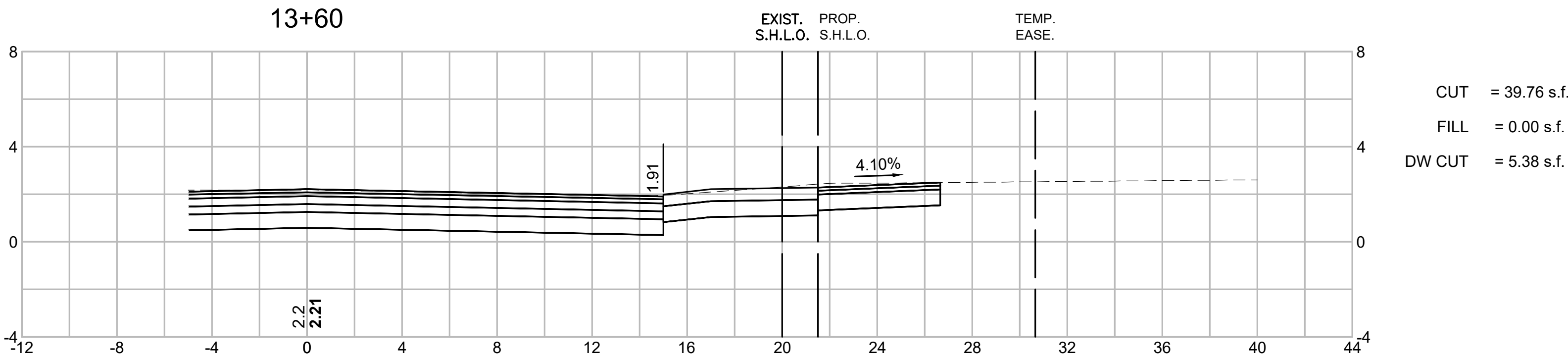
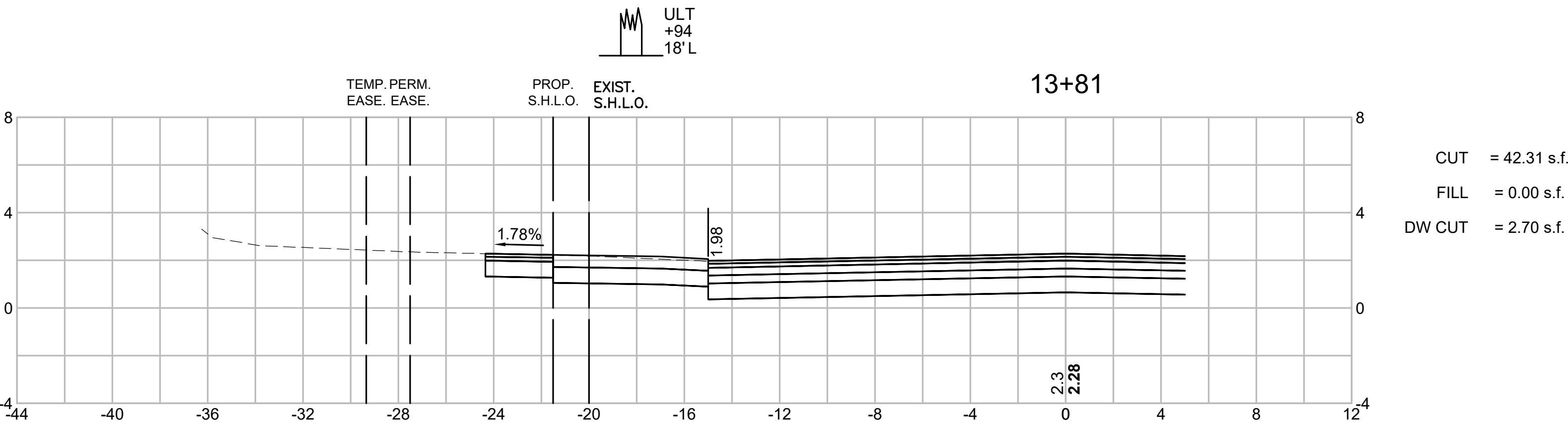
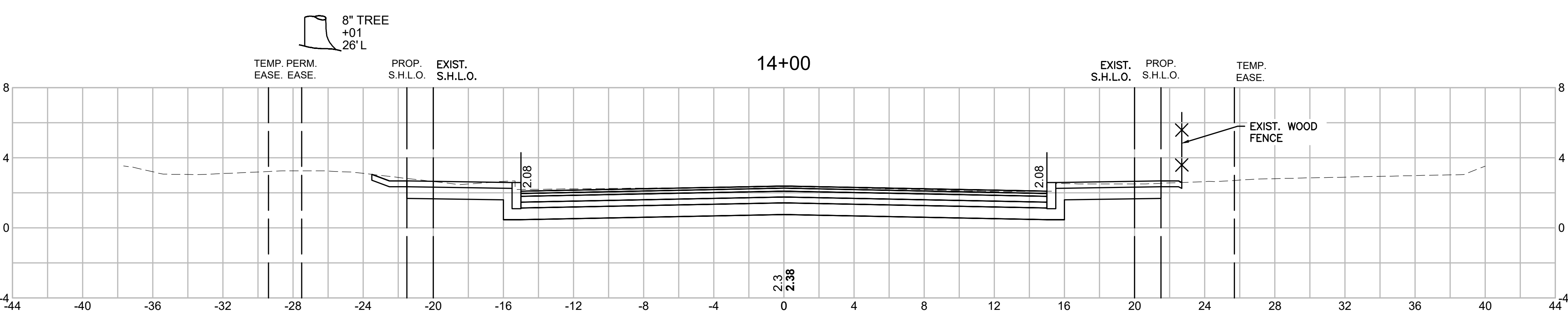
CROSS SECTIONS



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	53	75
PROJECT FILE NO.		607411	

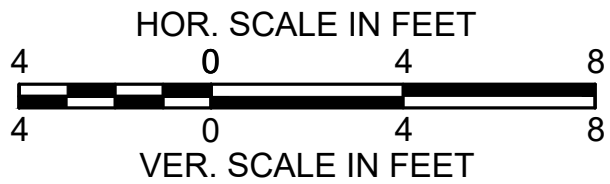
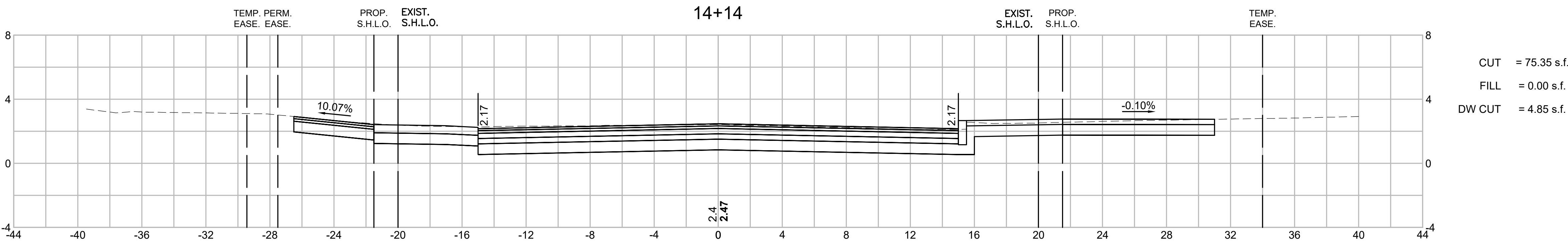
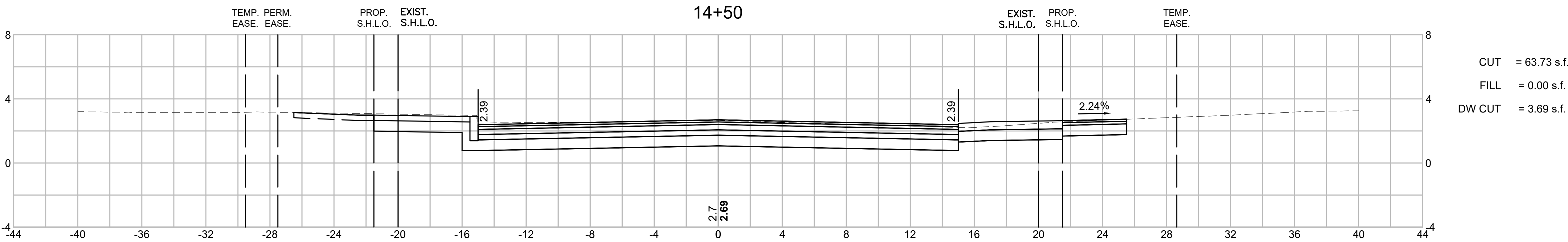
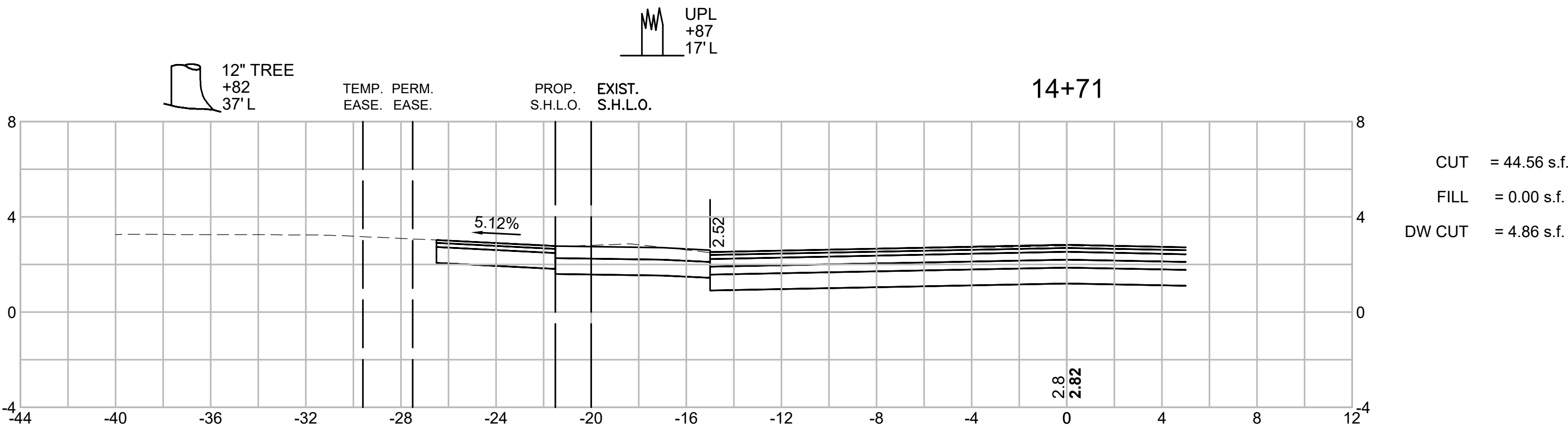
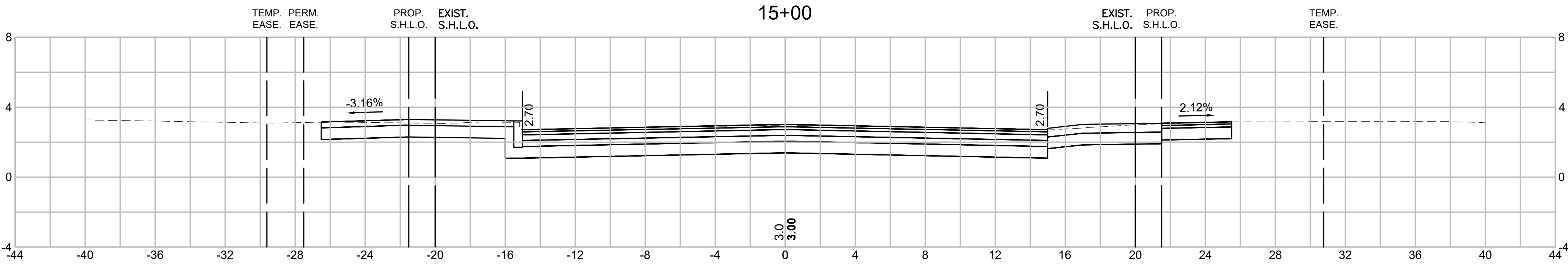
CROSS SECTIONS



TISBURY
BEACH ROAD

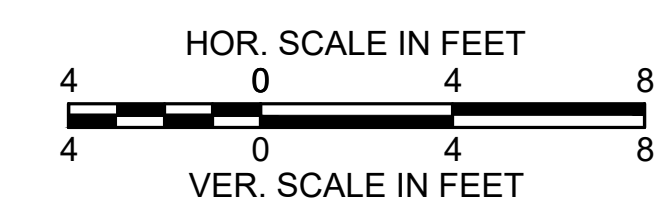
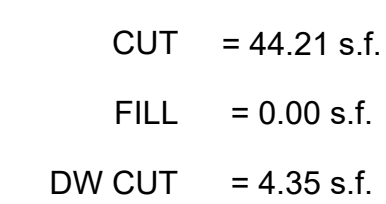
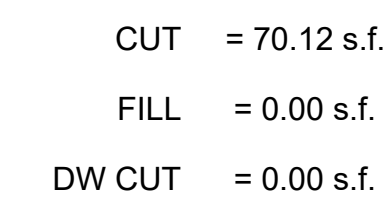
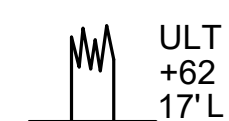
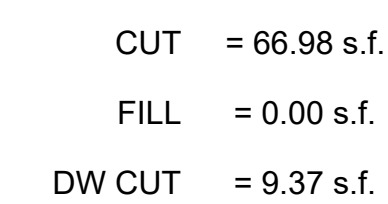
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	54	75
PROJECT FILE NO.		607411	

CROSS SECTIONS



STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	55	75
PROJECT FILE NO.		607411	

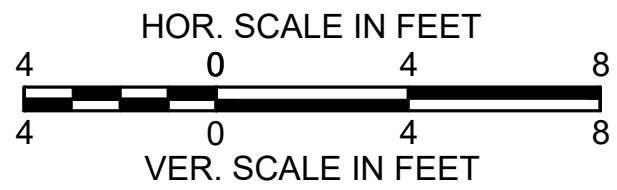
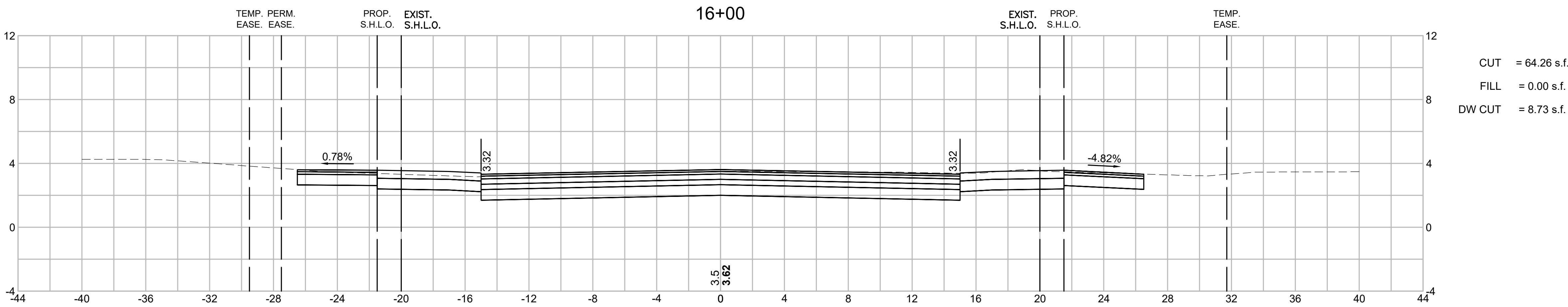
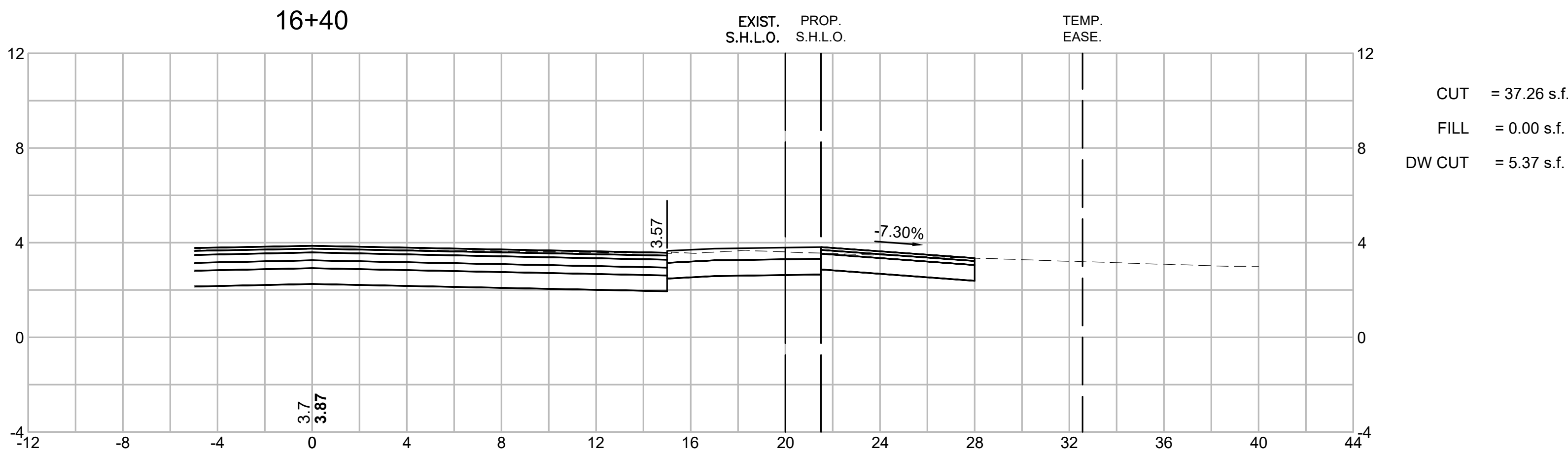
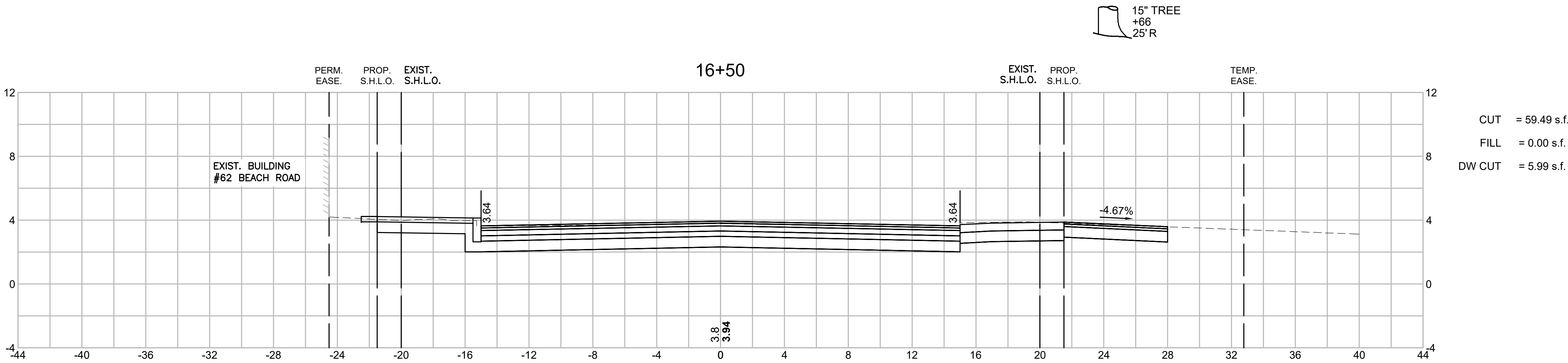
HYD
+91
20' R



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	56	75
PROJECT FILE NO.		607411	

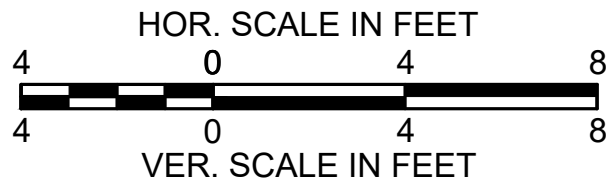
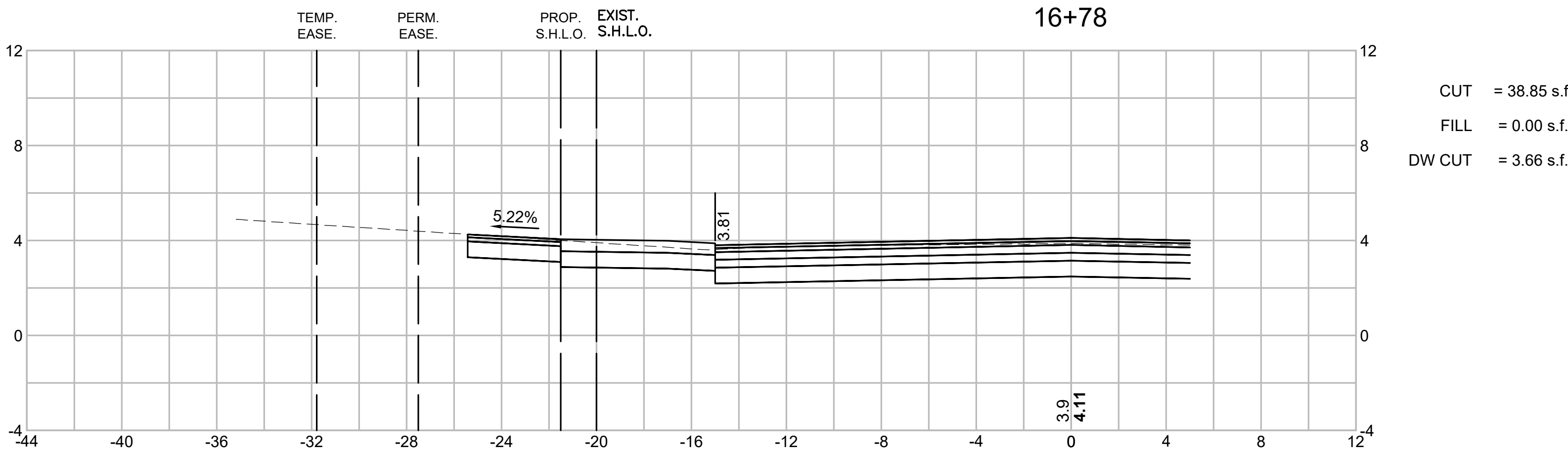
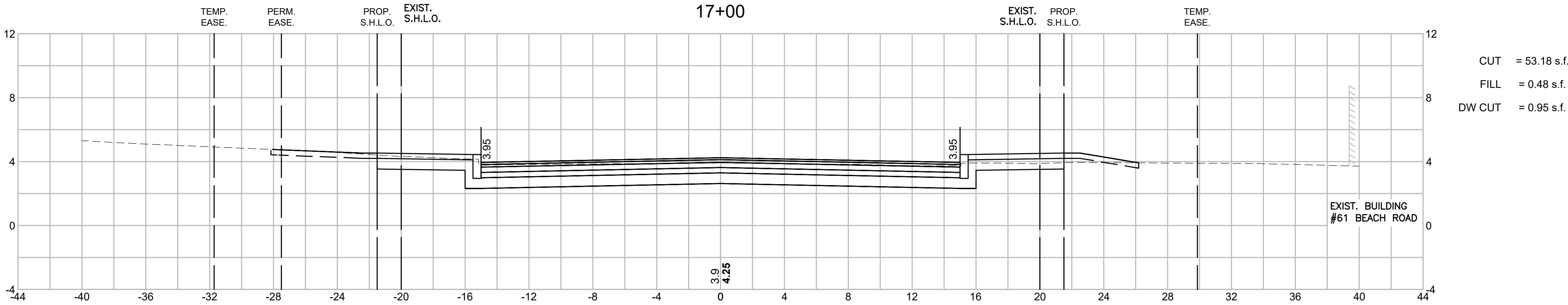
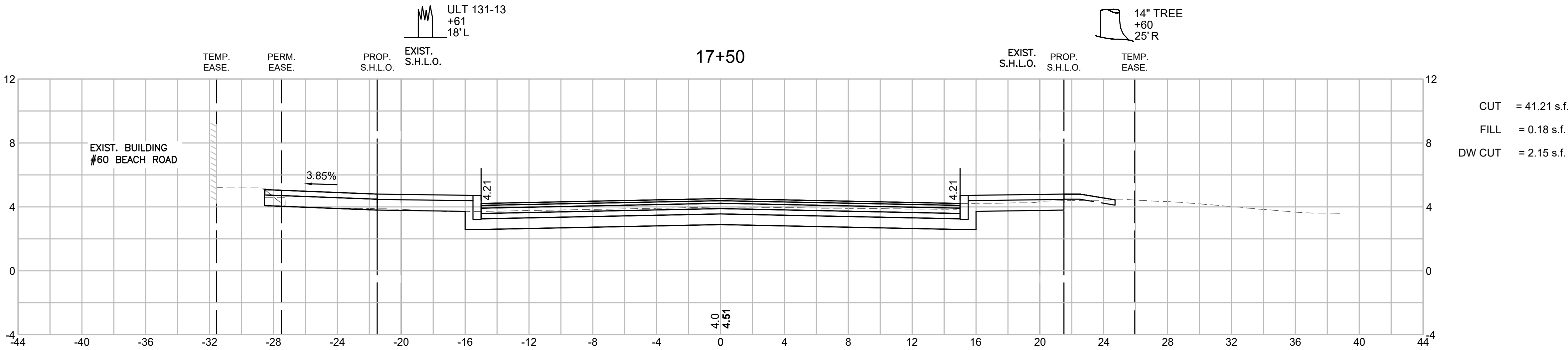
CROSS SECTIONS



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	57	75
PROJECT FILE NO.		607411	

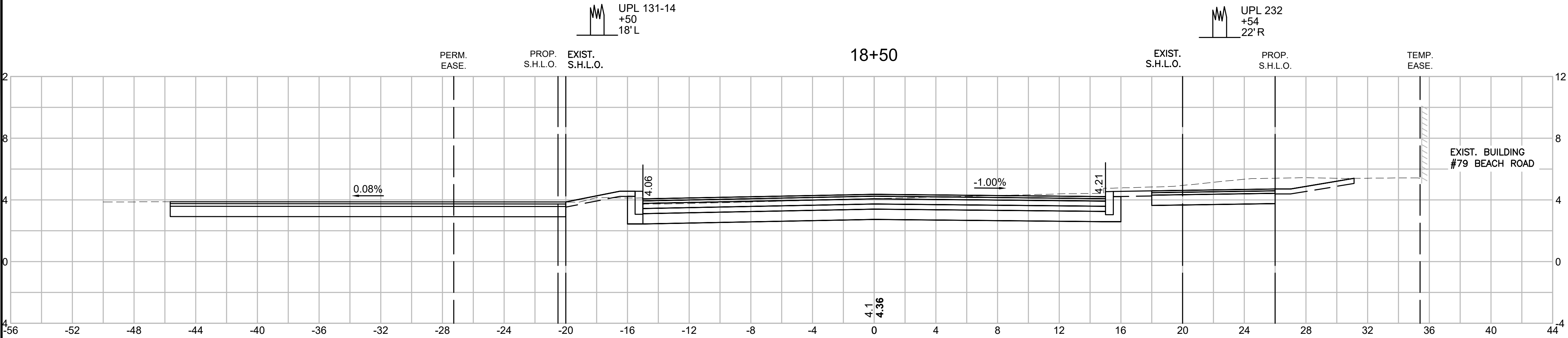
CROSS SECTIONS



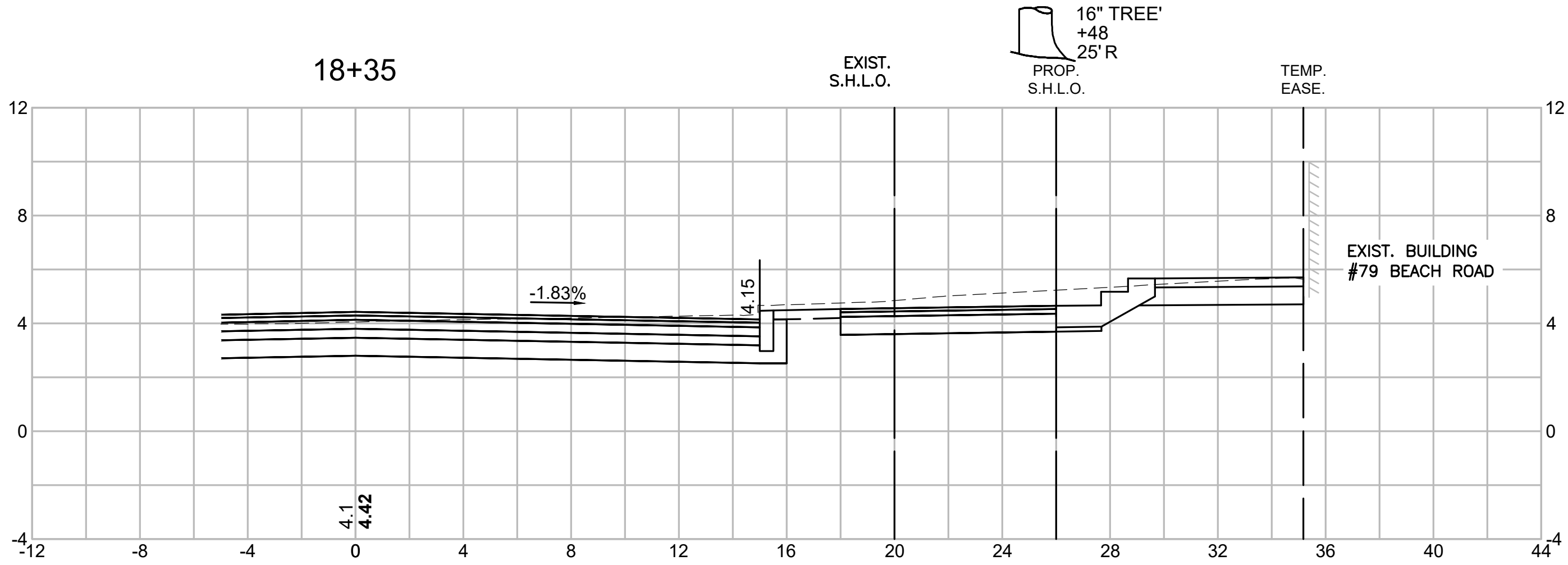
TISBURY BEACH ROAD			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	58	75
PROJECT FILE NO.		607411	

CROSS SECTIONS

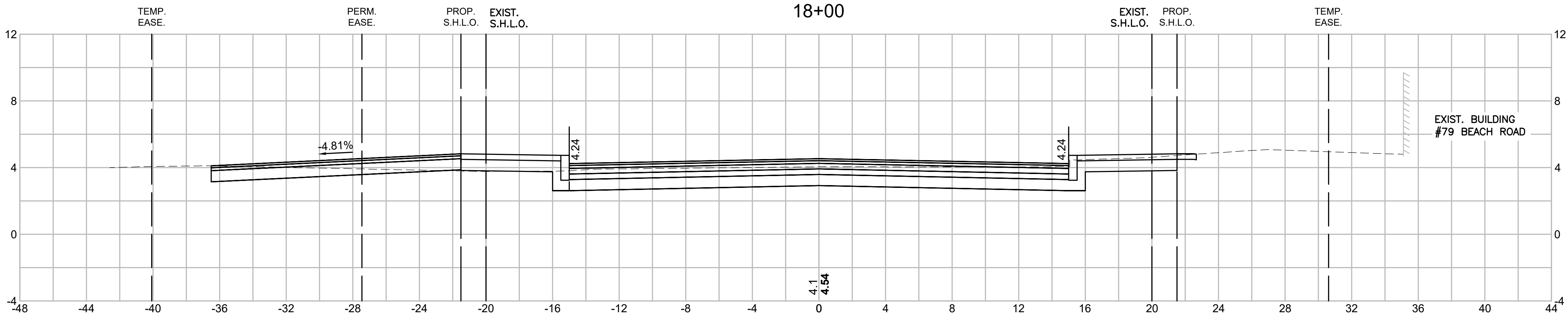
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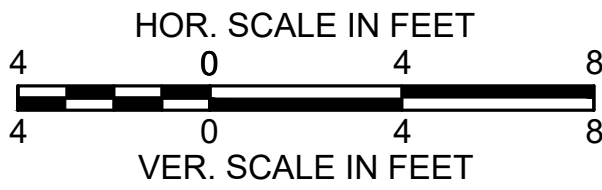
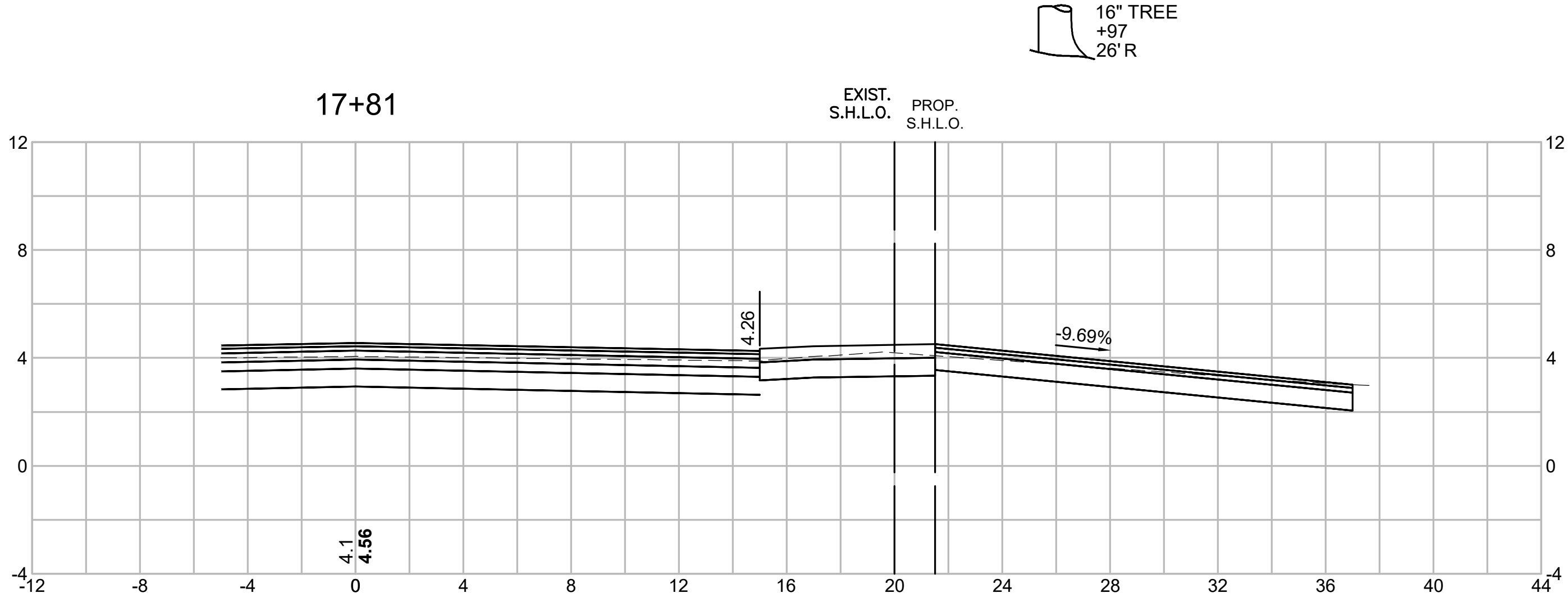
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CUT = 44.82 s.f.
FILL = 0.09 s.f.
DW CUT = 6.66 s.f.



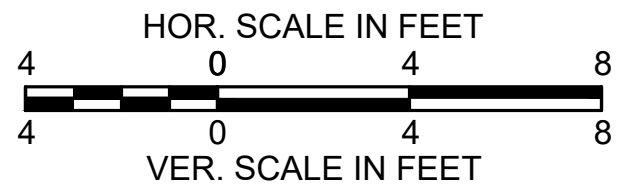
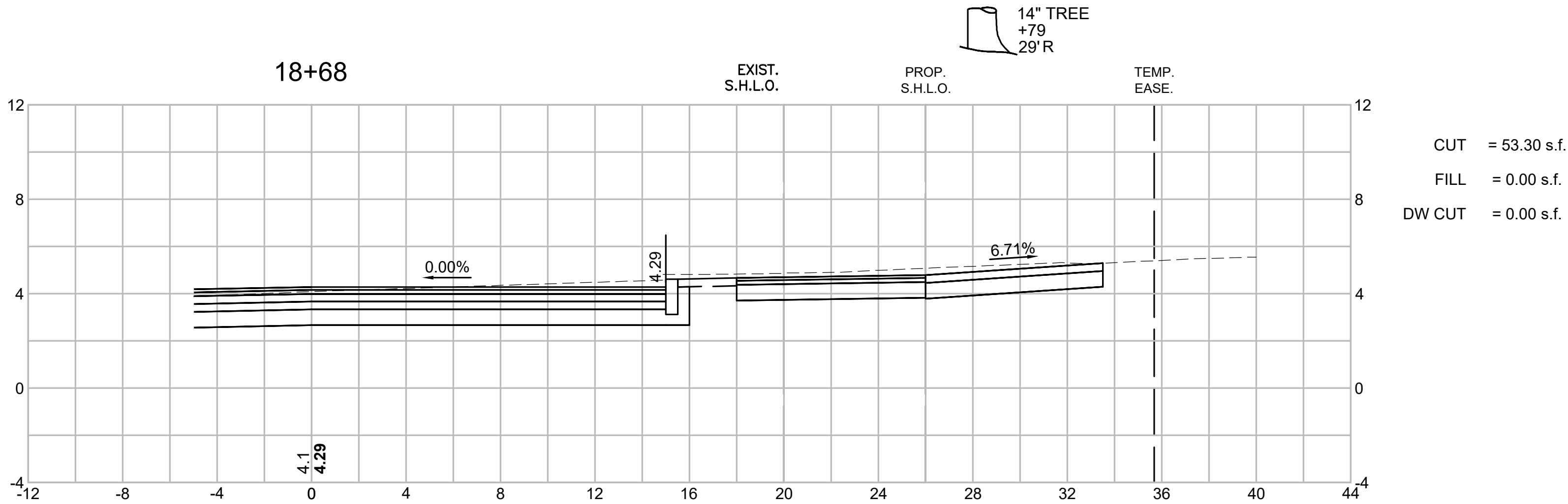
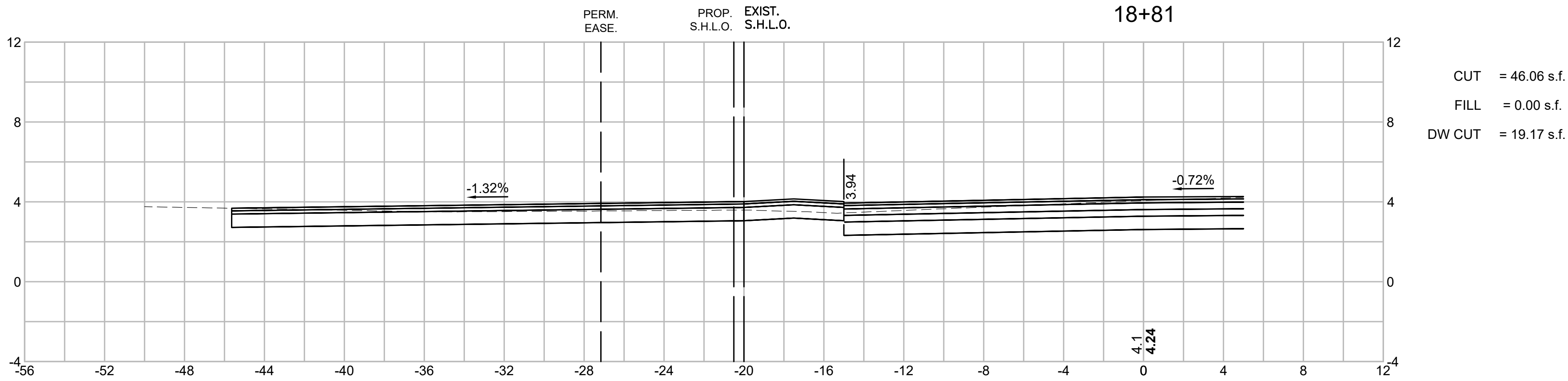
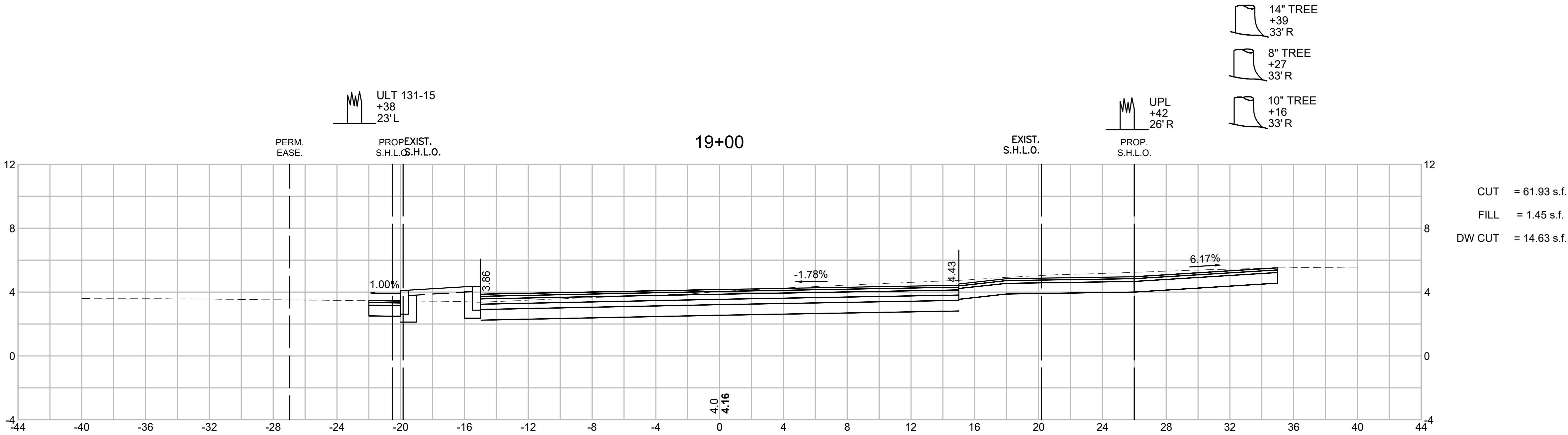
CUT = 28.72 s.f.
FILL = 0.00 s.f.
DW CUT = 11.41 s.f.



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	59	75
PROJECT FILE NO.		607411	

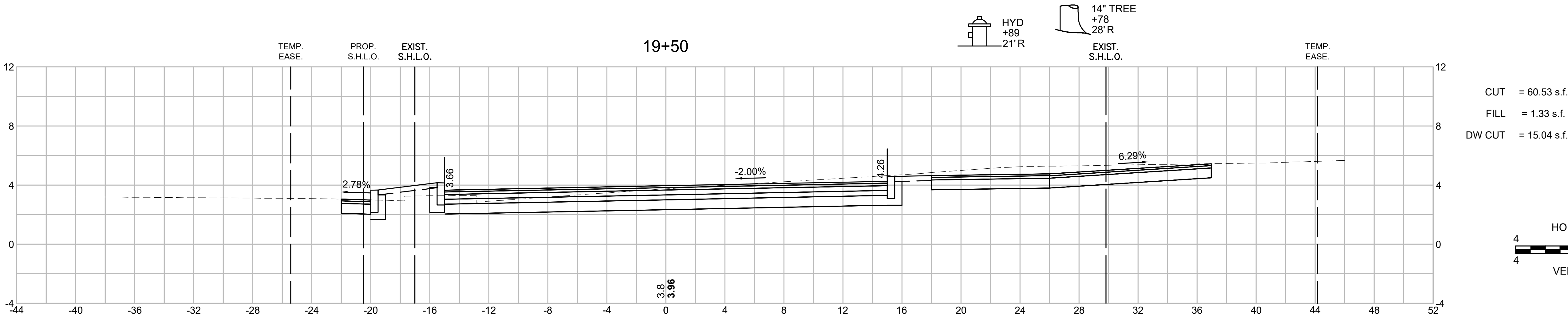
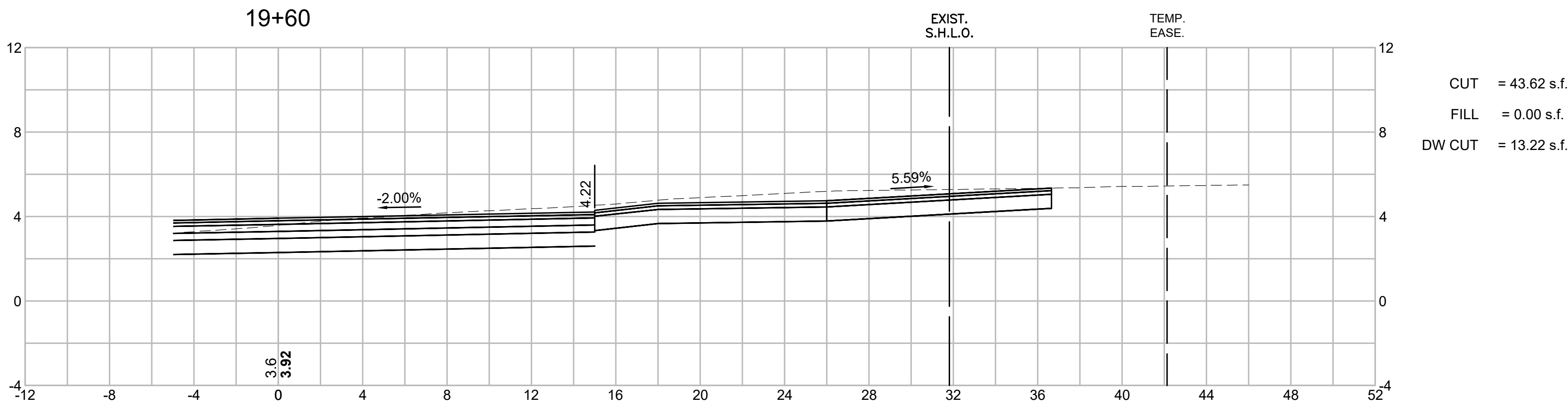
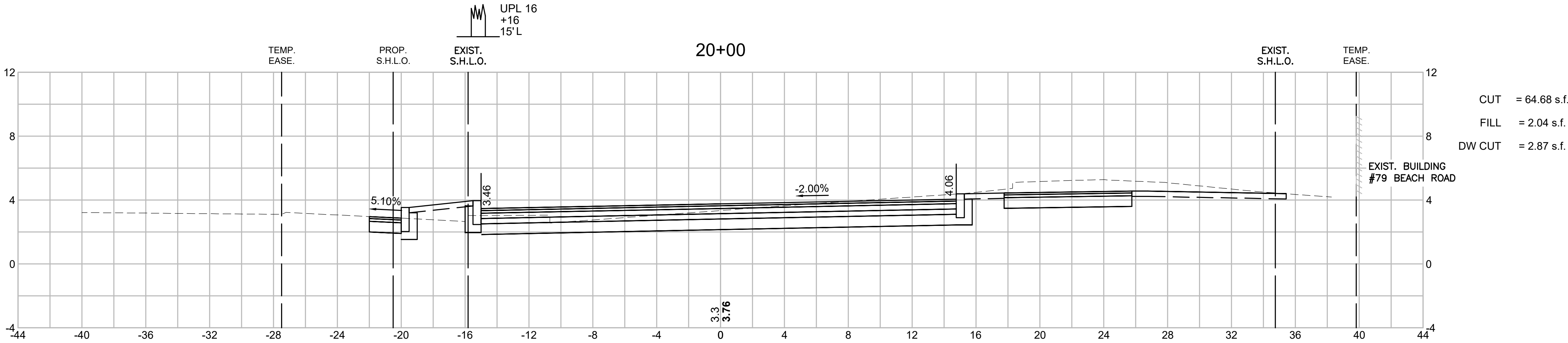
CROSS SECTIONS



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	60	75
PROJECT FILE NO.		607411	

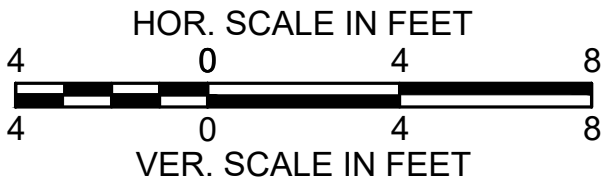
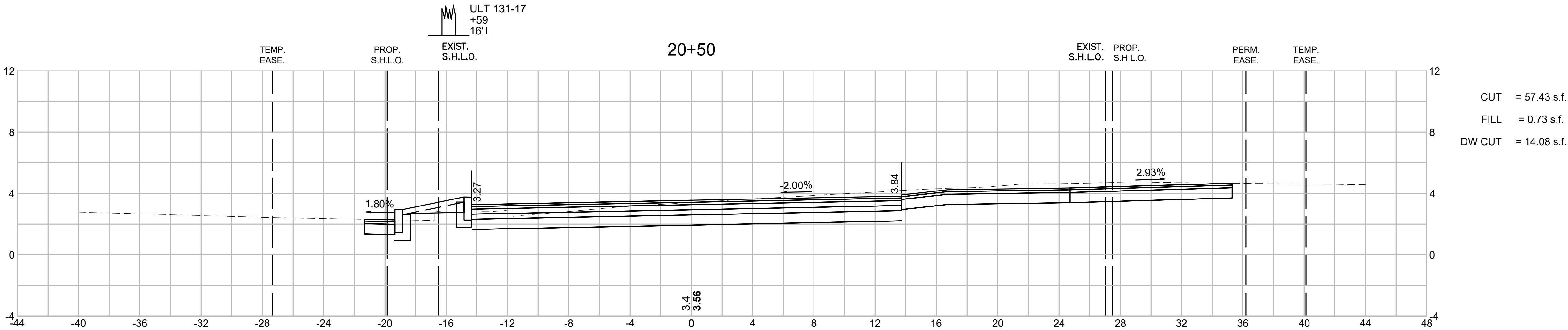
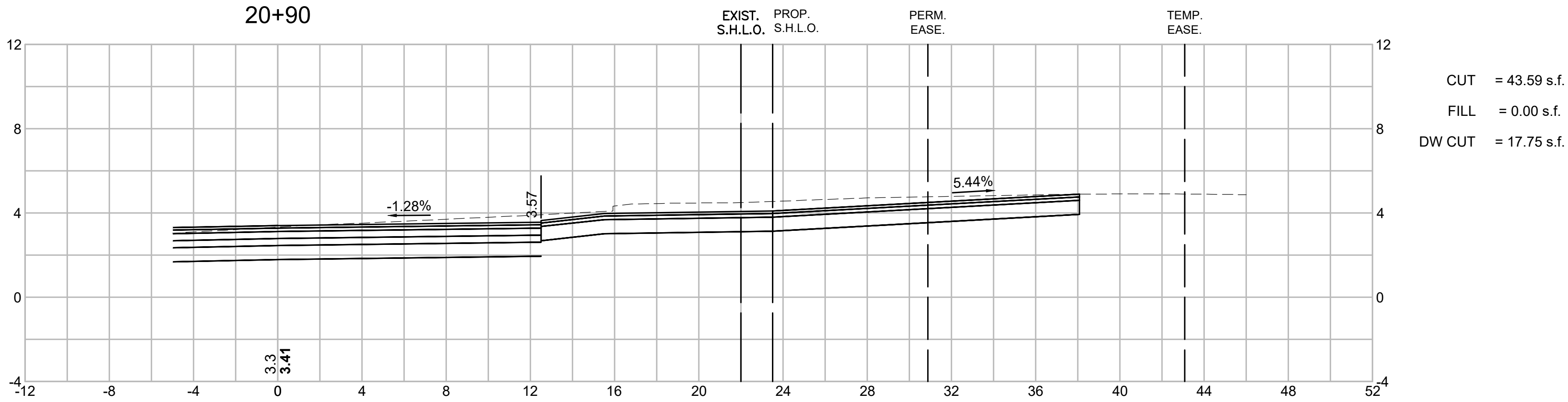
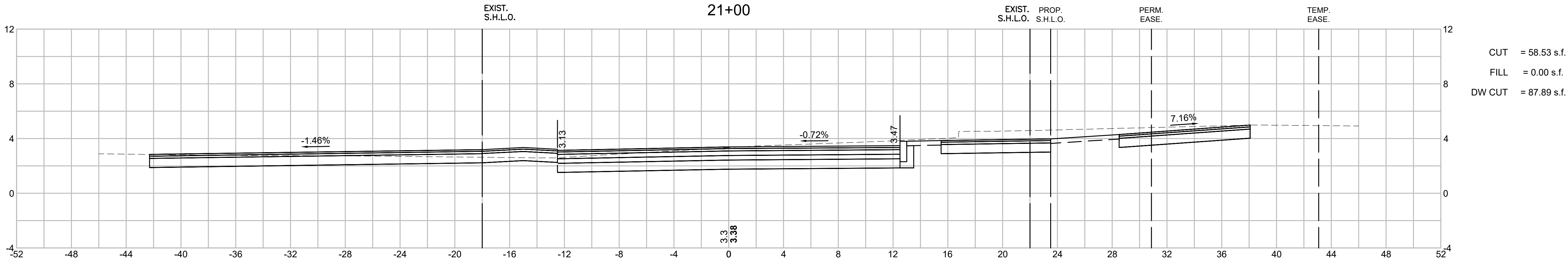
CROSS SECTIONS



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	61	75
PROJECT FILE NO.		607411	

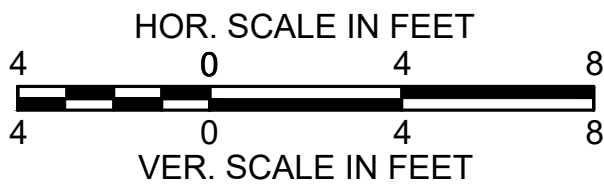
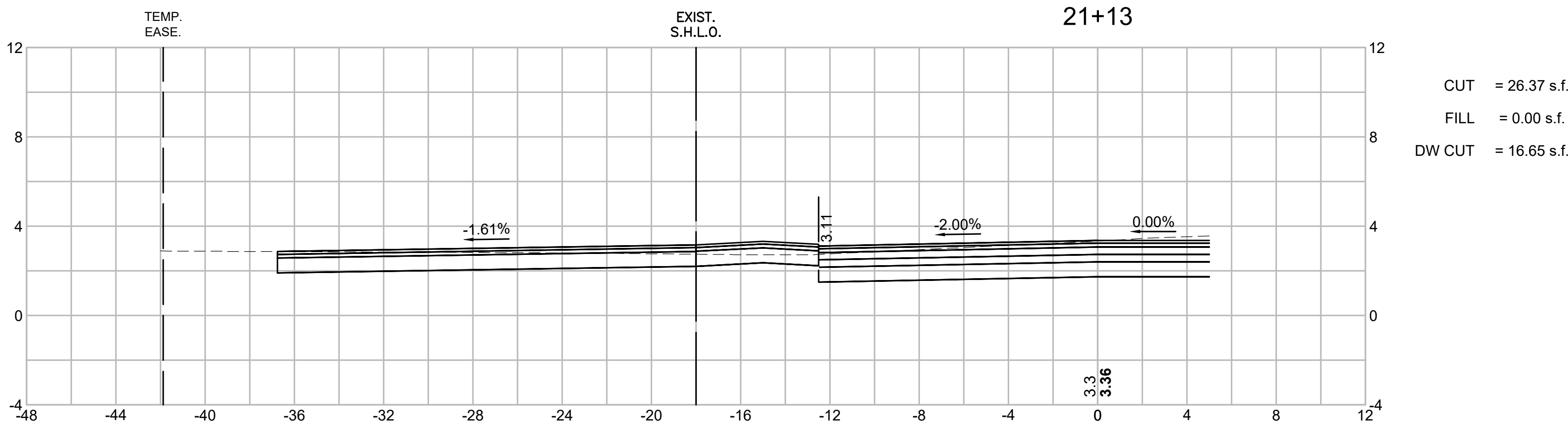
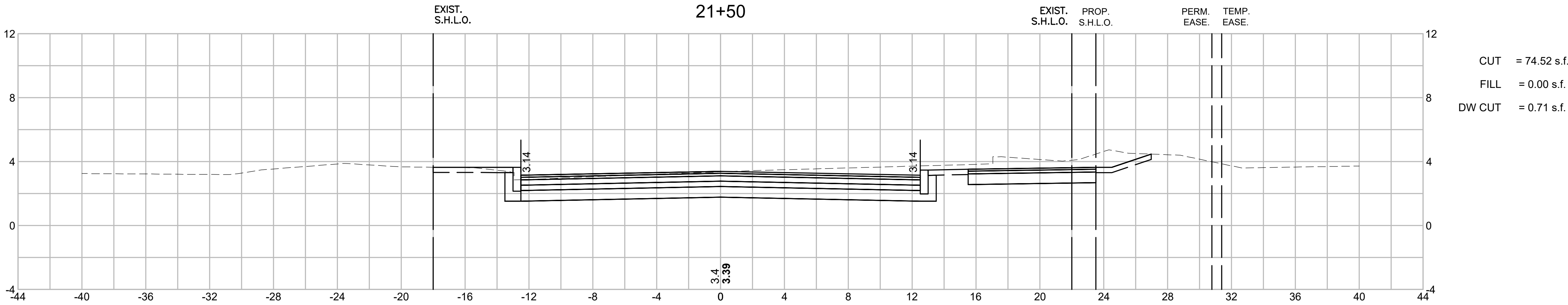
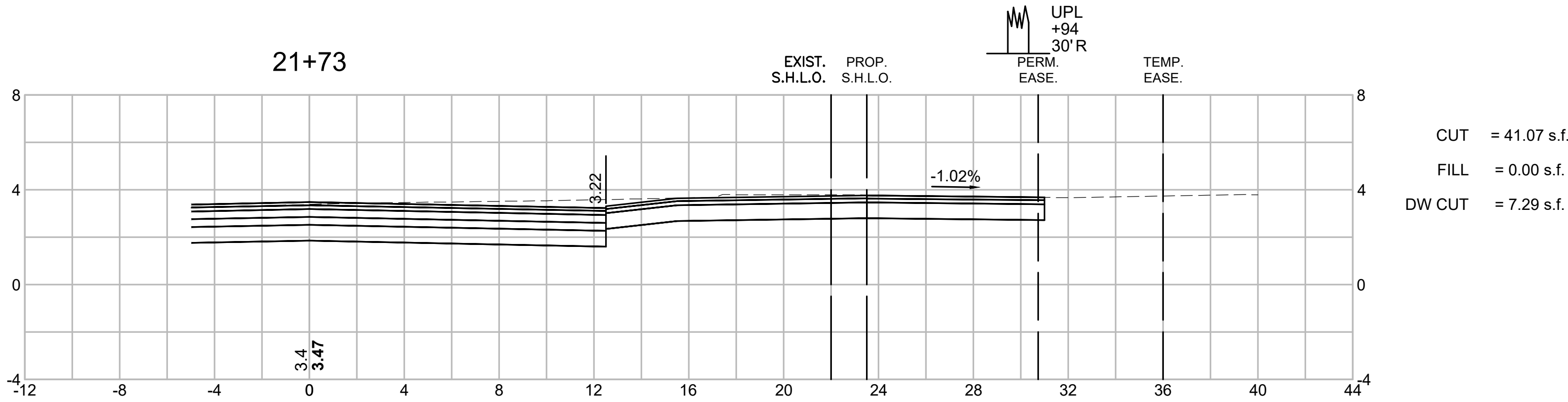
CROSS SECTIONS



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	62	75
PROJECT FILE NO.		607411	

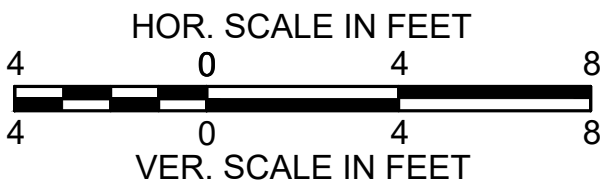
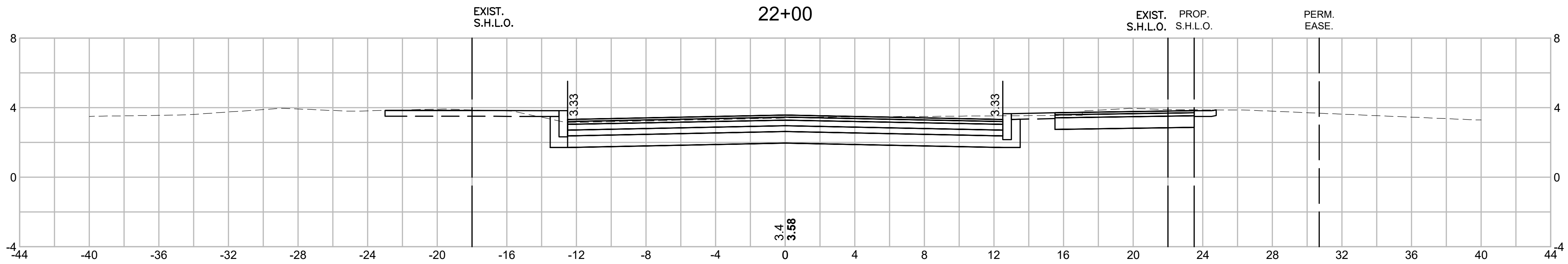
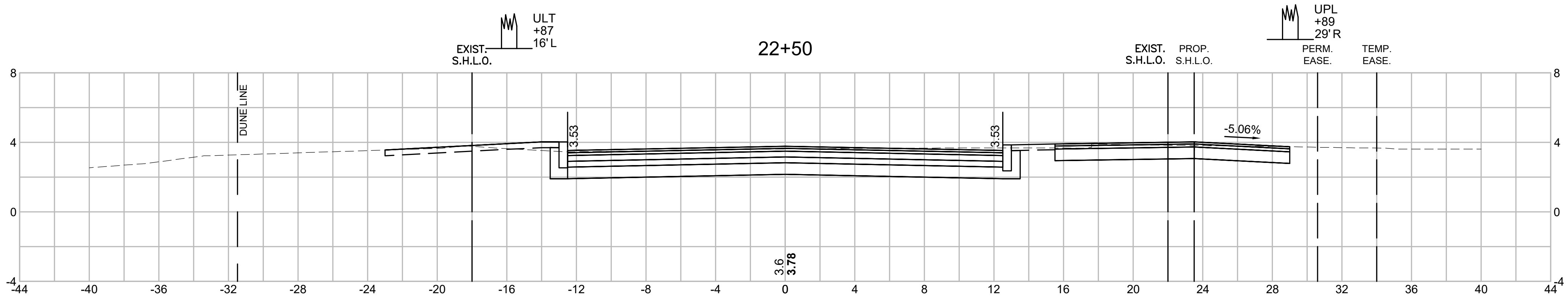
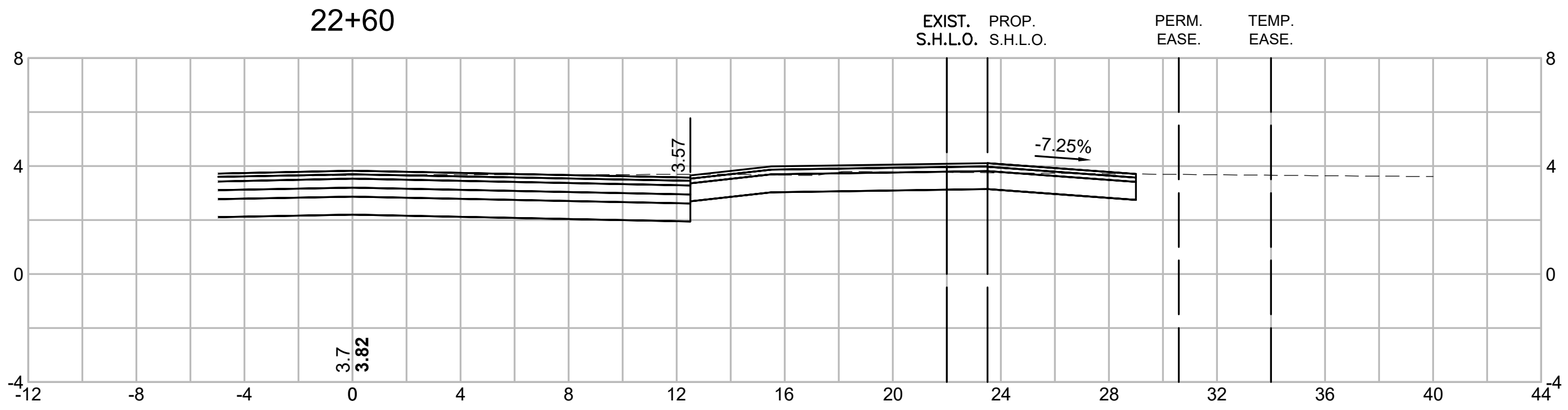
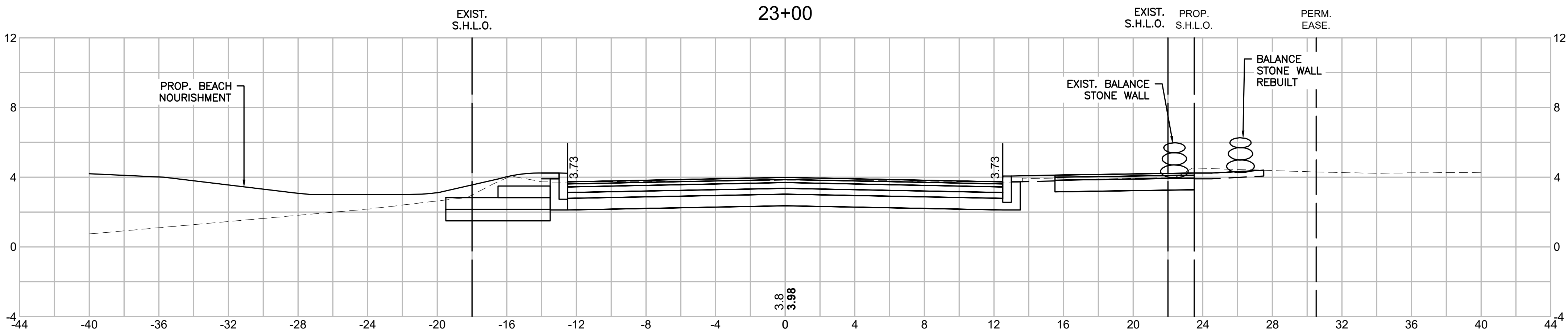
CROSS SECTIONS



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	63	75
PROJECT FILE NO.		607411	

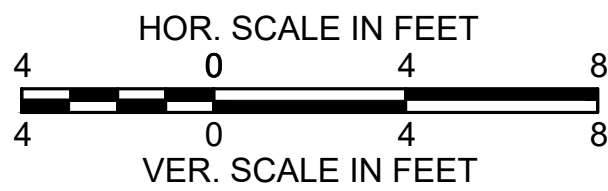
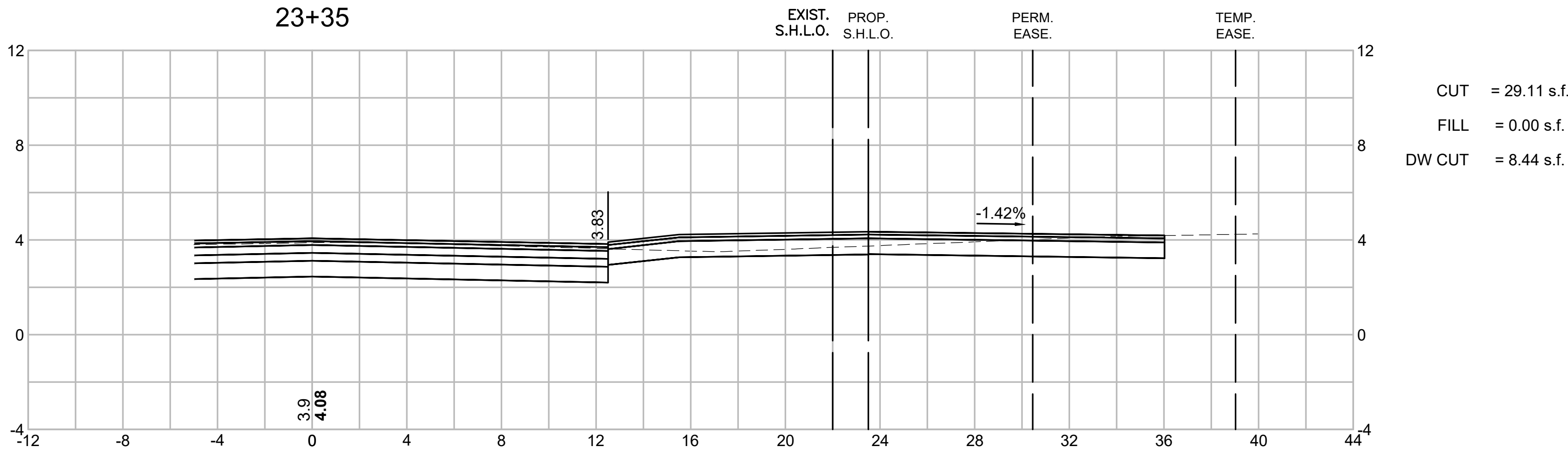
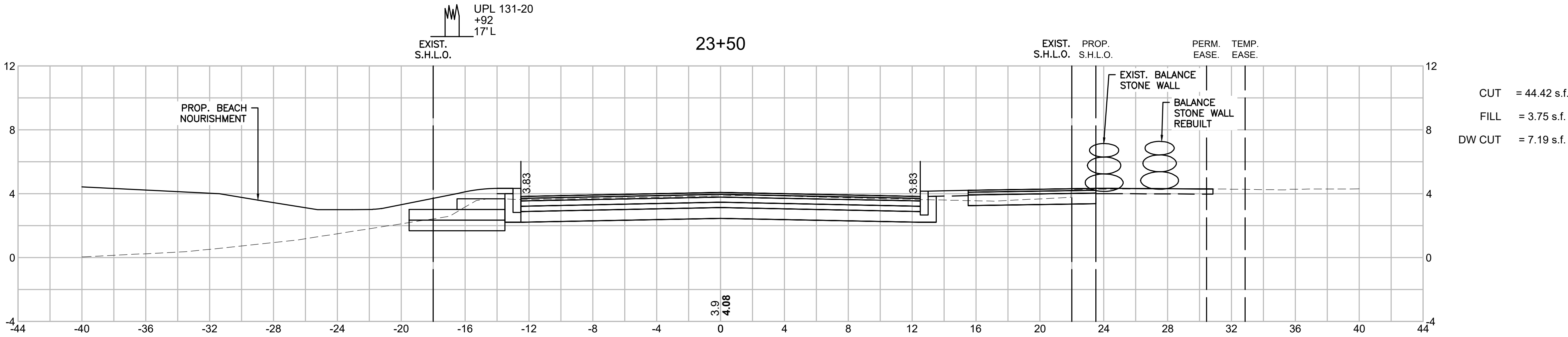
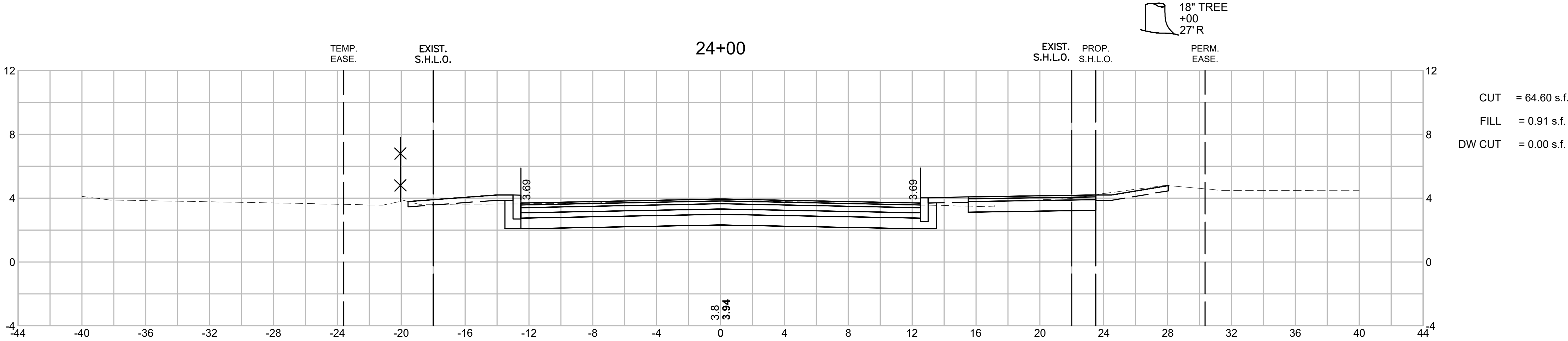
CROSS SECTIONS



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	64	75
PROJECT FILE NO.		607411	

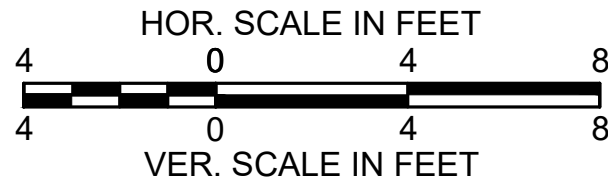
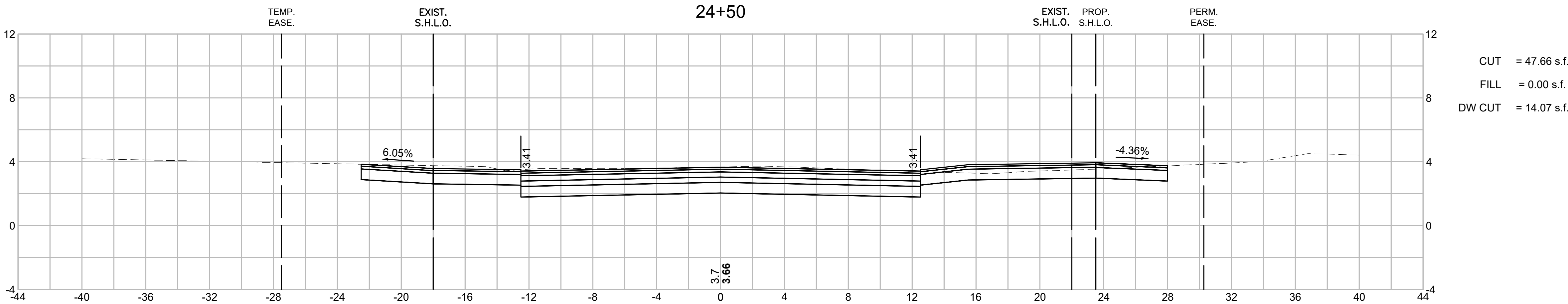
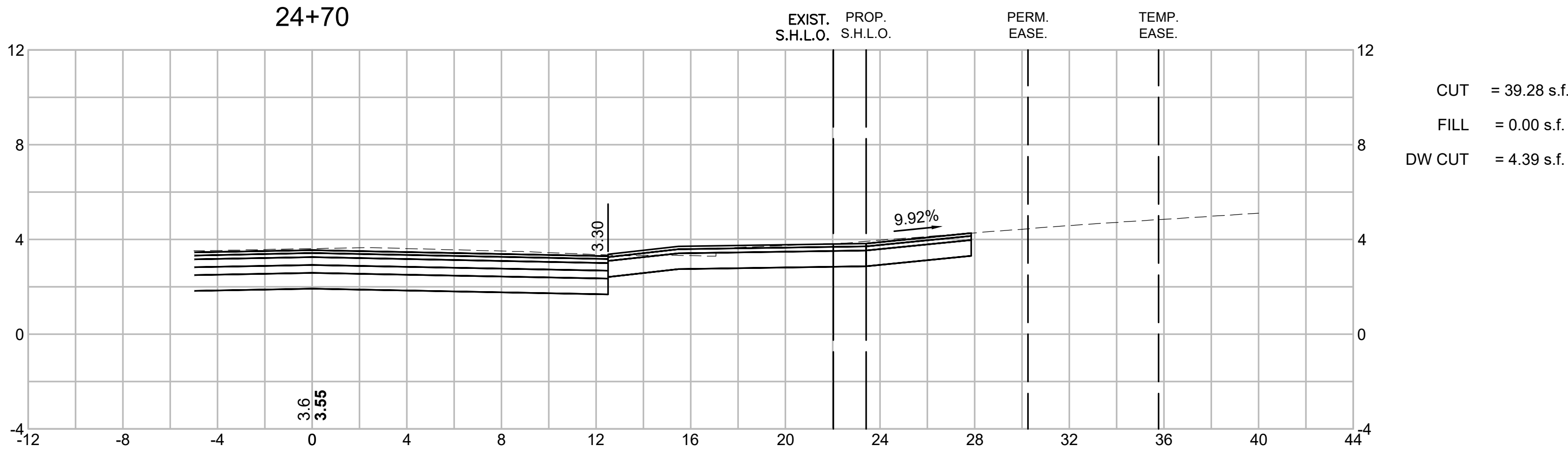
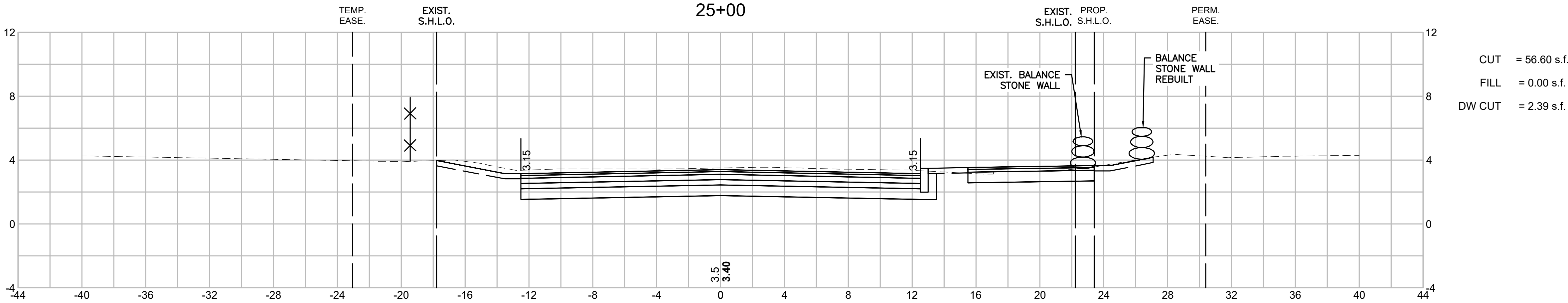
CROSS SECTIONS



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	65	75
PROJECT FILE NO.		607411	

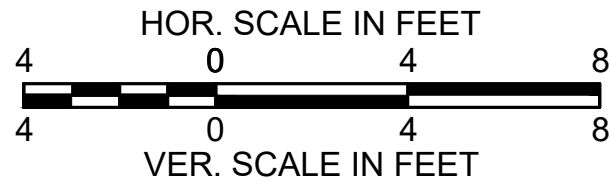
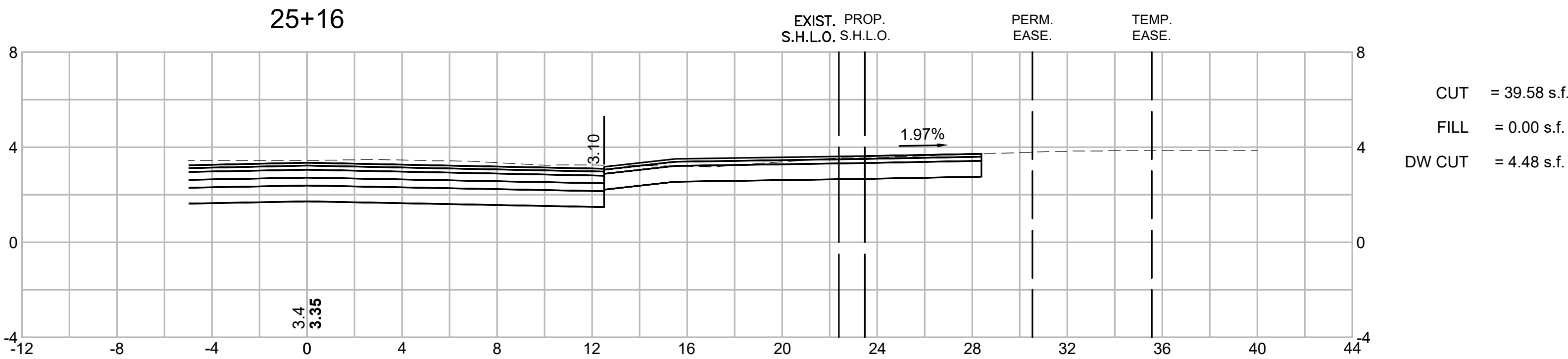
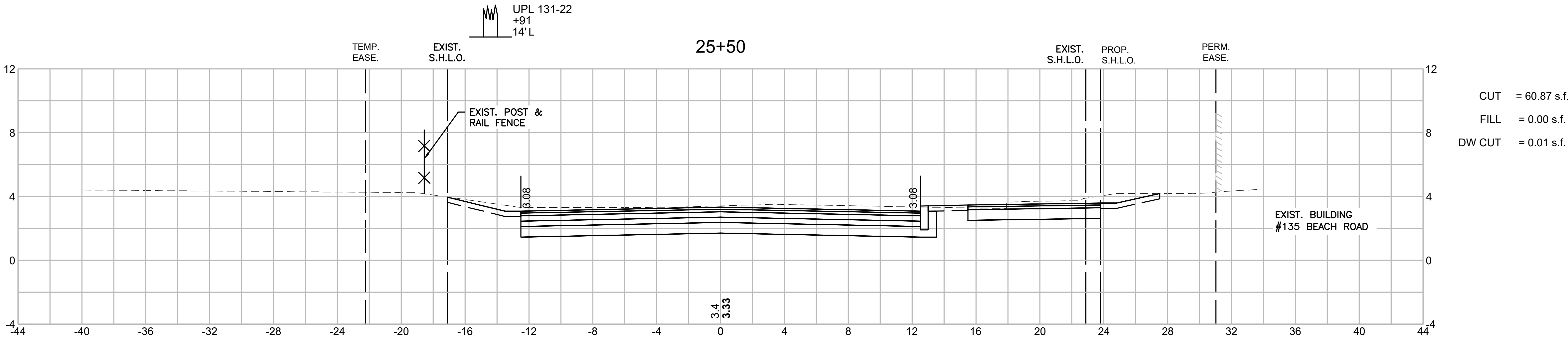
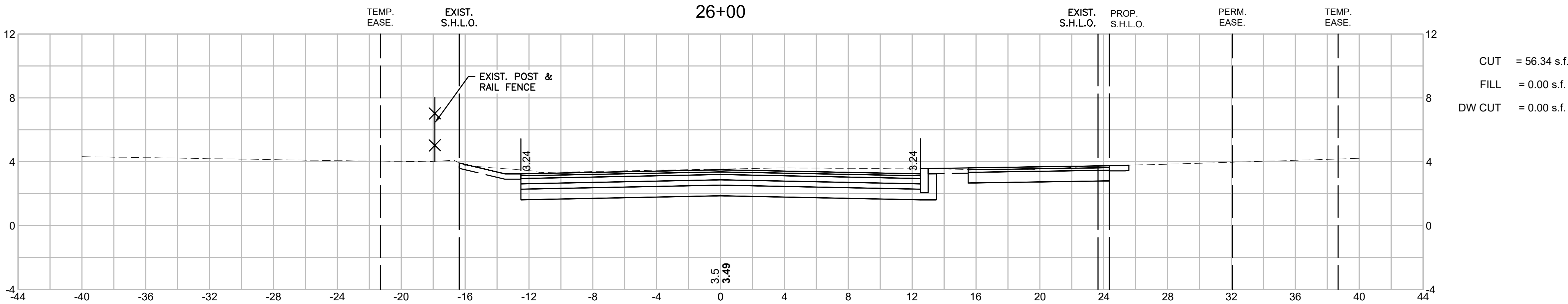
CROSS SECTIONS



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	66	75
PROJECT FILE NO.		607411	

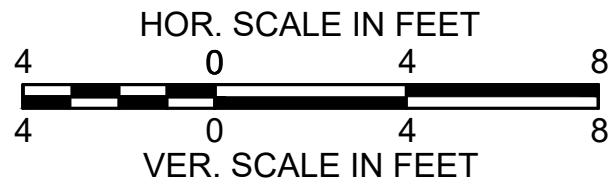
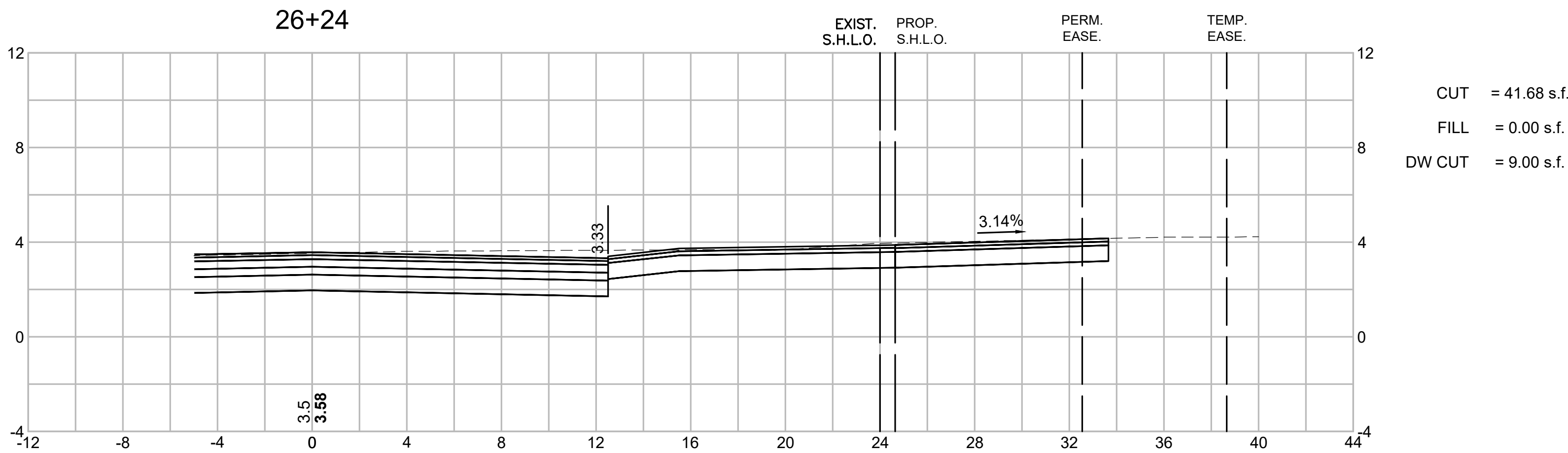
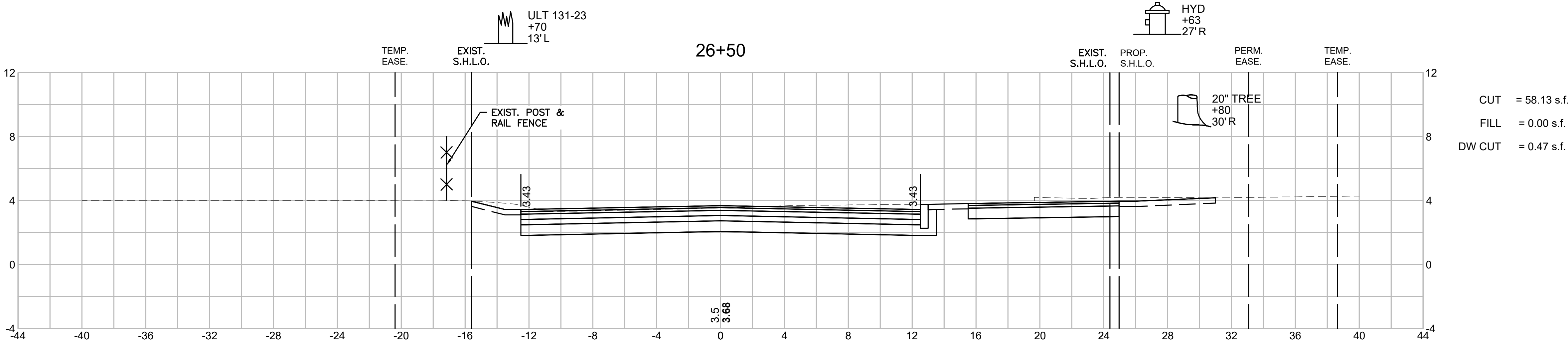
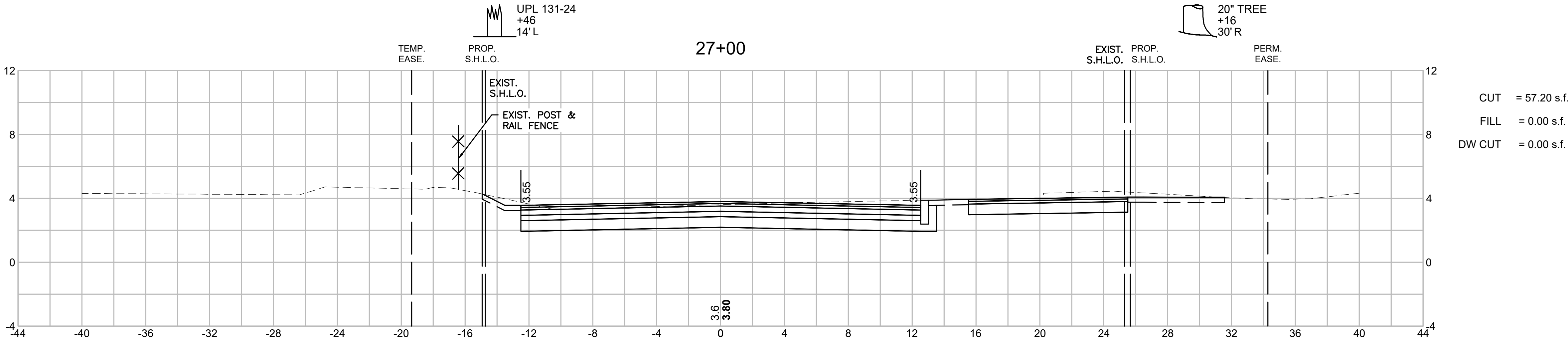
CROSS SECTIONS



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	67	75
PROJECT FILE NO.		607411	

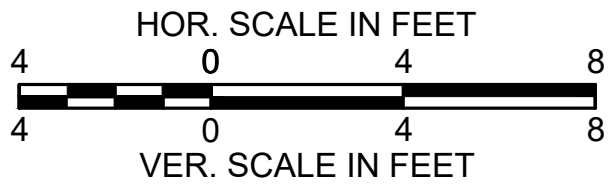
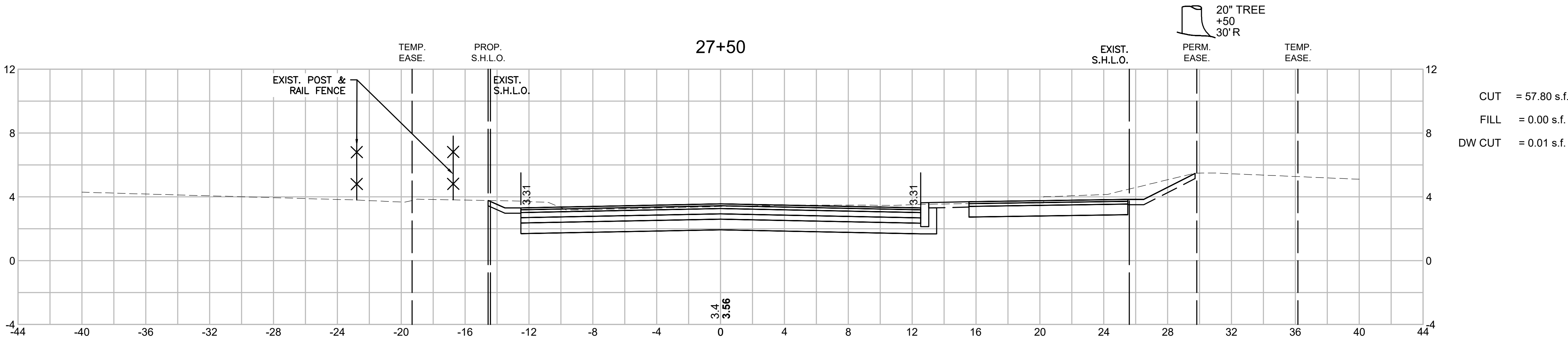
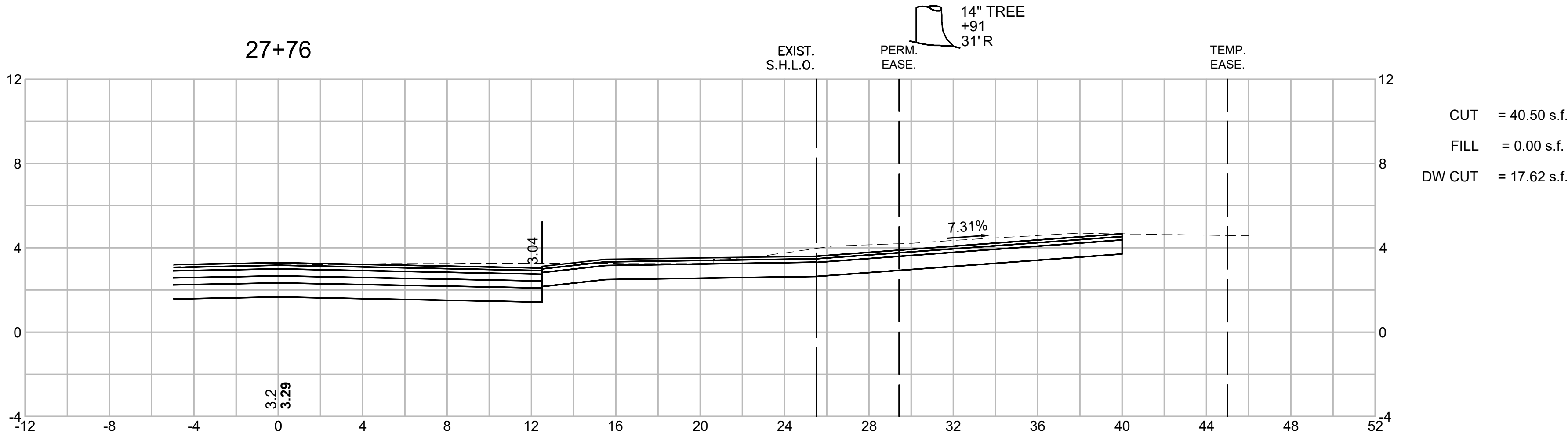
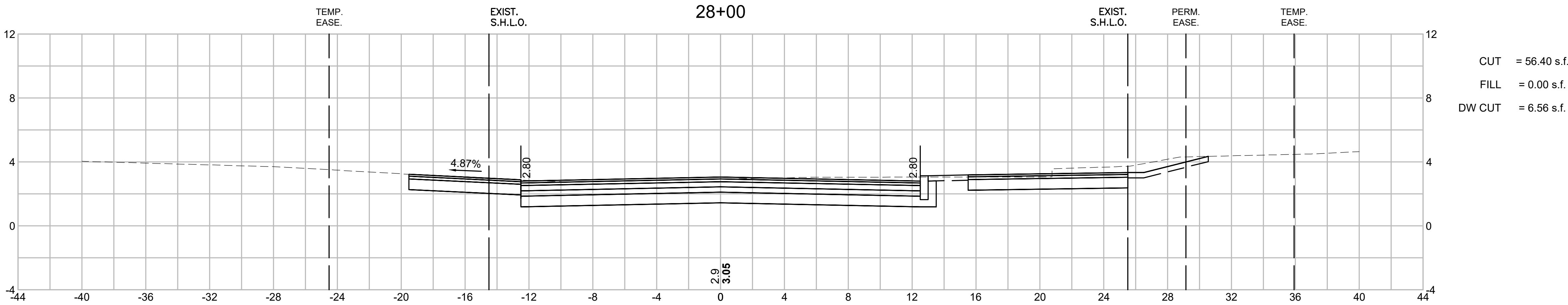
CROSS SECTIONS



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	68	75
PROJECT FILE NO.		607411	

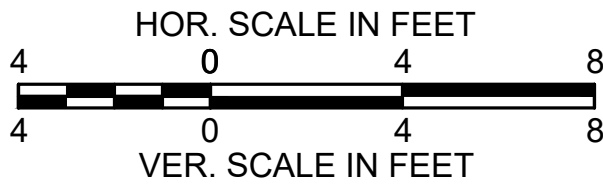
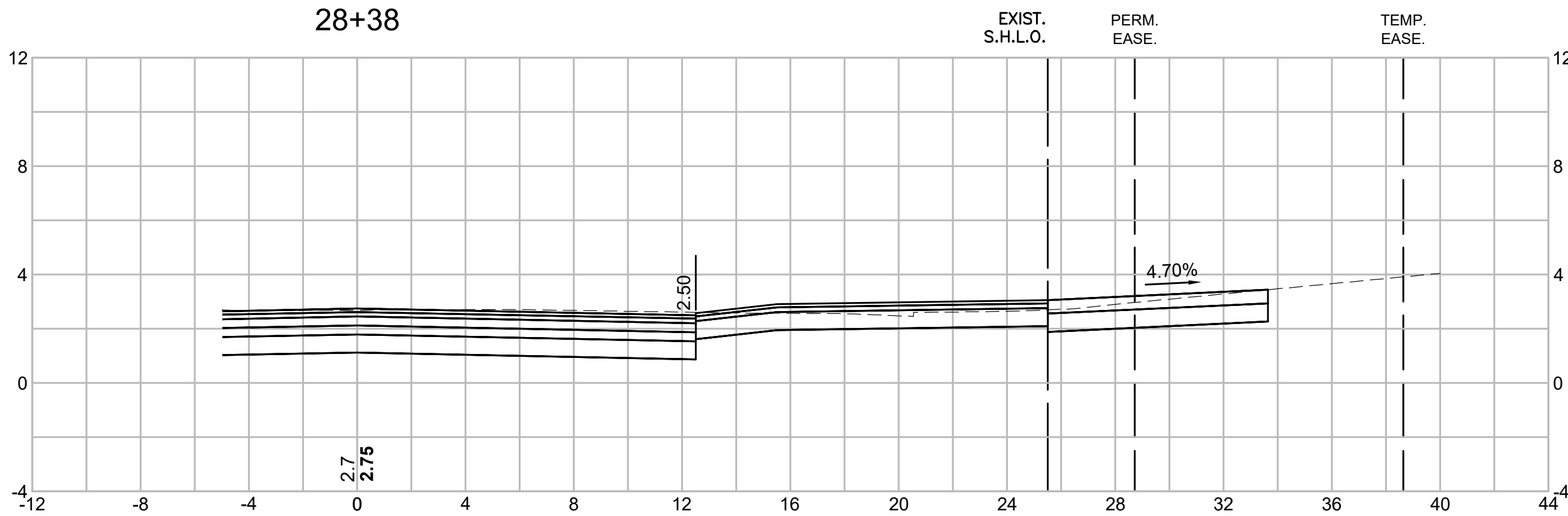
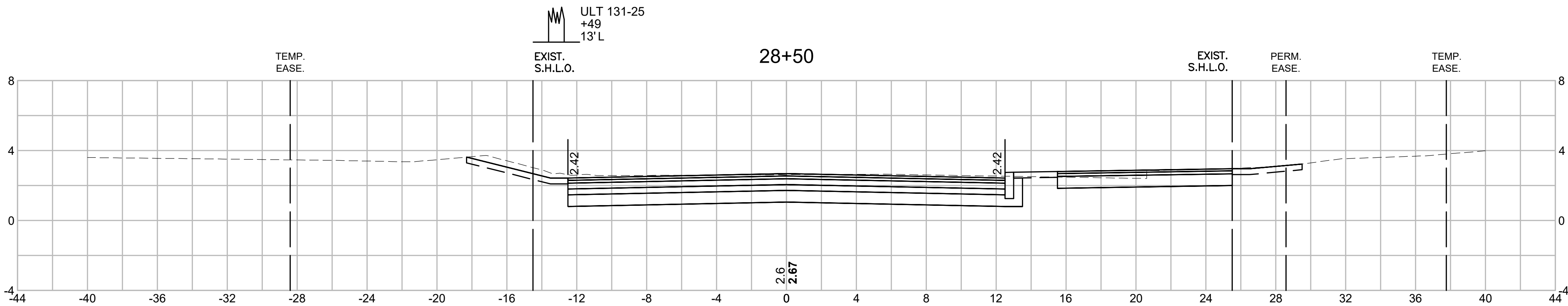
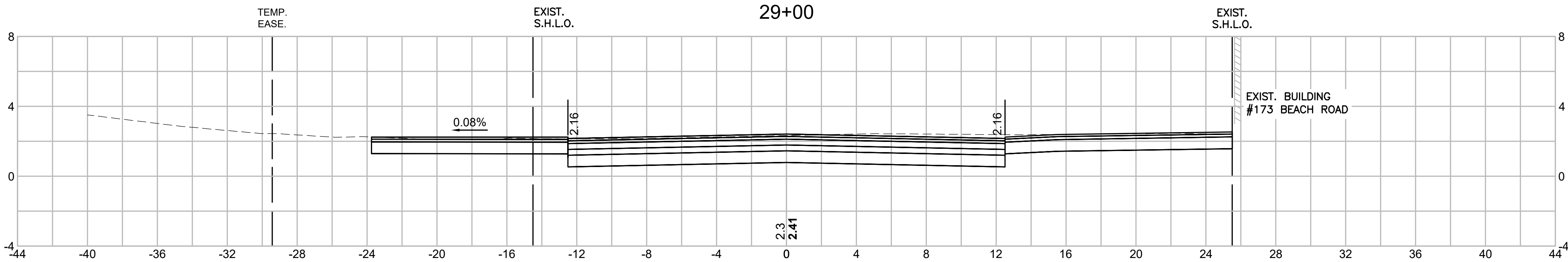
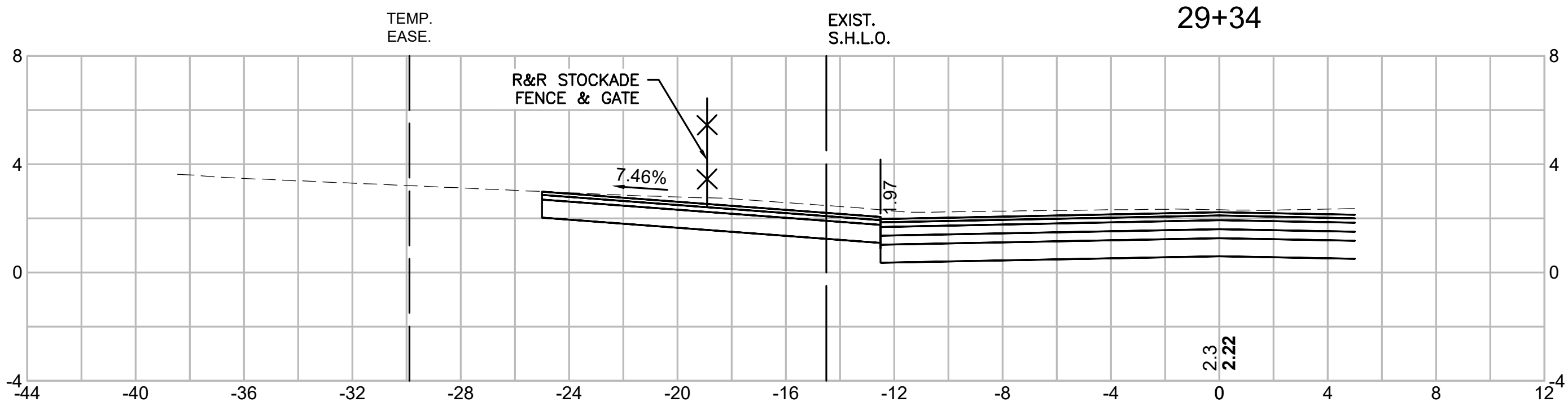
CROSS SECTIONS



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	69	75
PROJECT FILE NO.		607411	

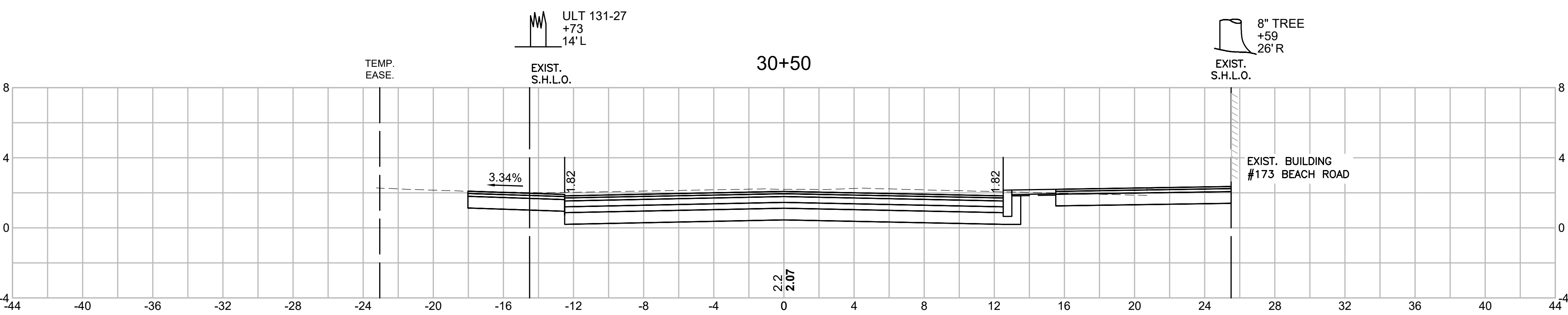
CROSS SECTIONS



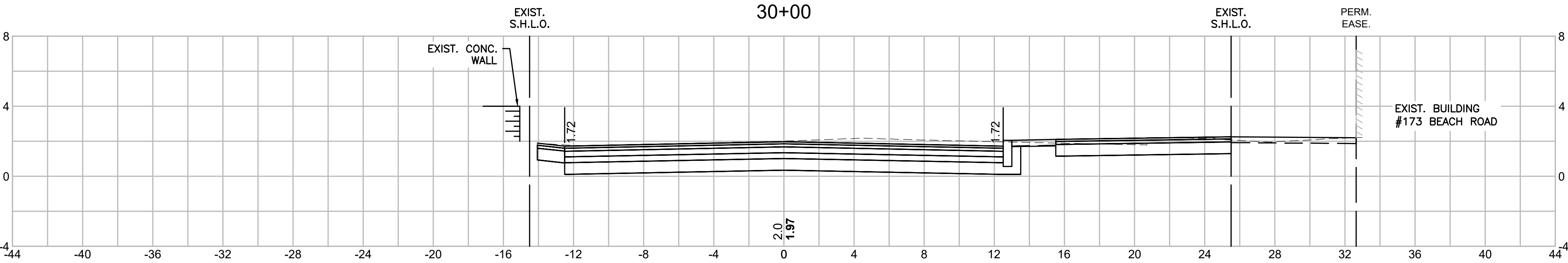
TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	70	75
PROJECT FILE NO.		607411	

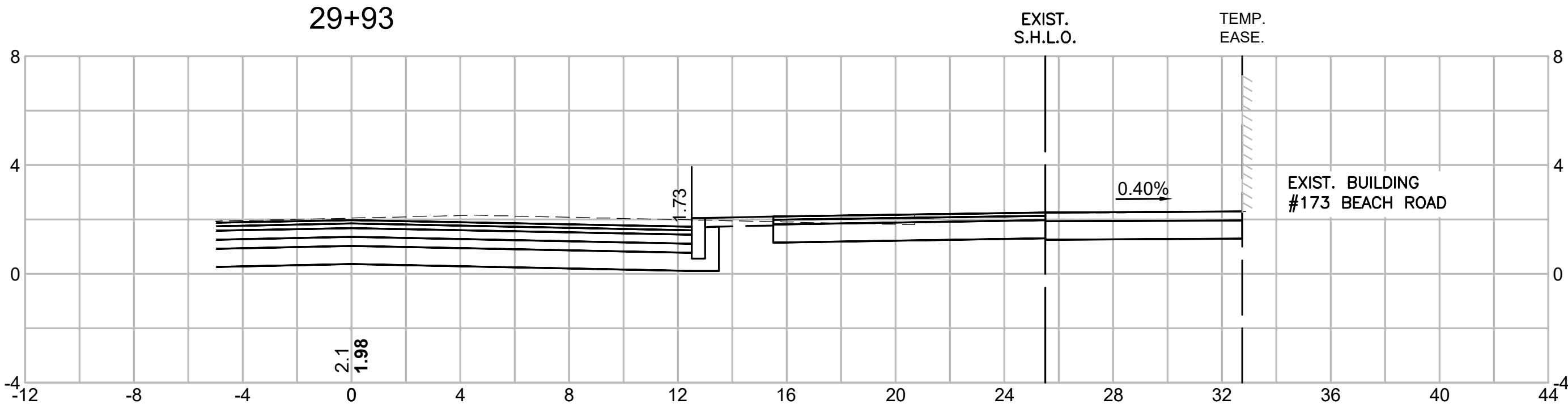
CROSS SECTIONS



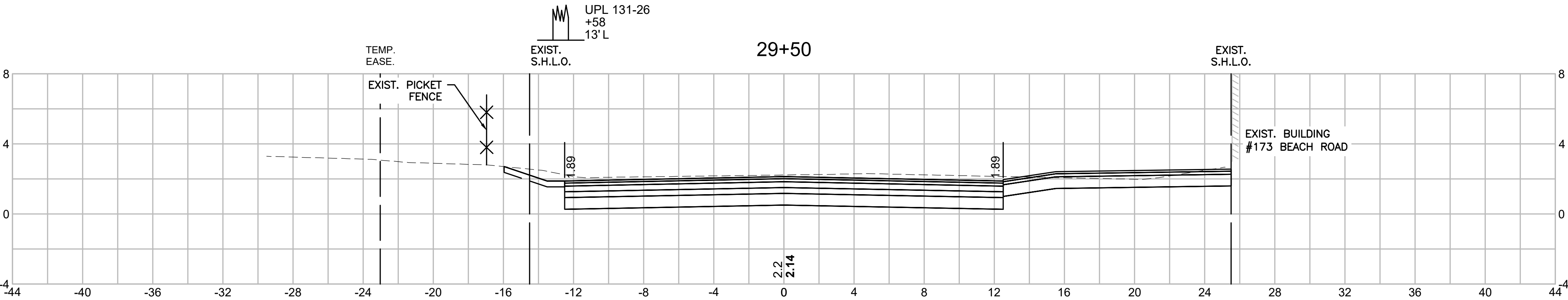
CUT = 61.05 s.f.
FILL = 0.00 s.f.
DW CUT = 5.50 s.f.



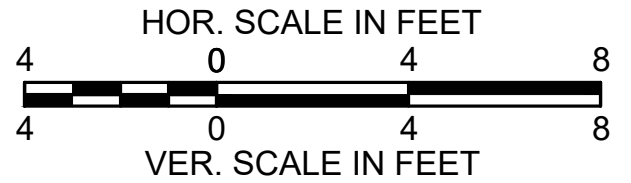
CUT = 56.34 s.f.
FILL = 0.00 s.f.
DW CUT = 1.56 s.f.



CUT = 48.97 s.f.
FILL = 0.00 s.f.
DW CUT = 0.00 s.f.

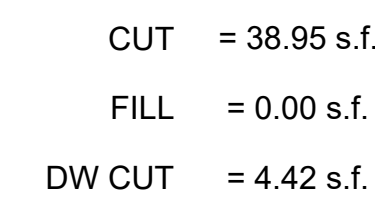
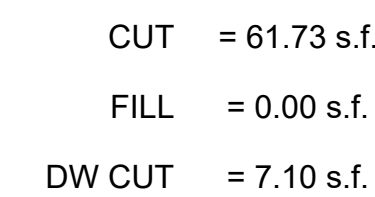
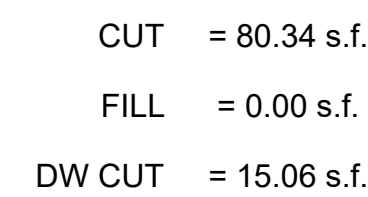
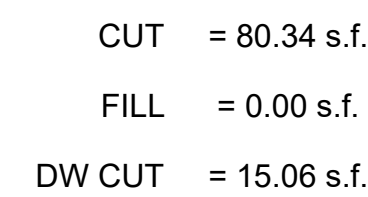


CUT = 56.30 s.f.
FILL = 0.00 s.f.
DW CUT = 0.00 s.f.



STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	71	75
PROJECT FILE NO.		607411	

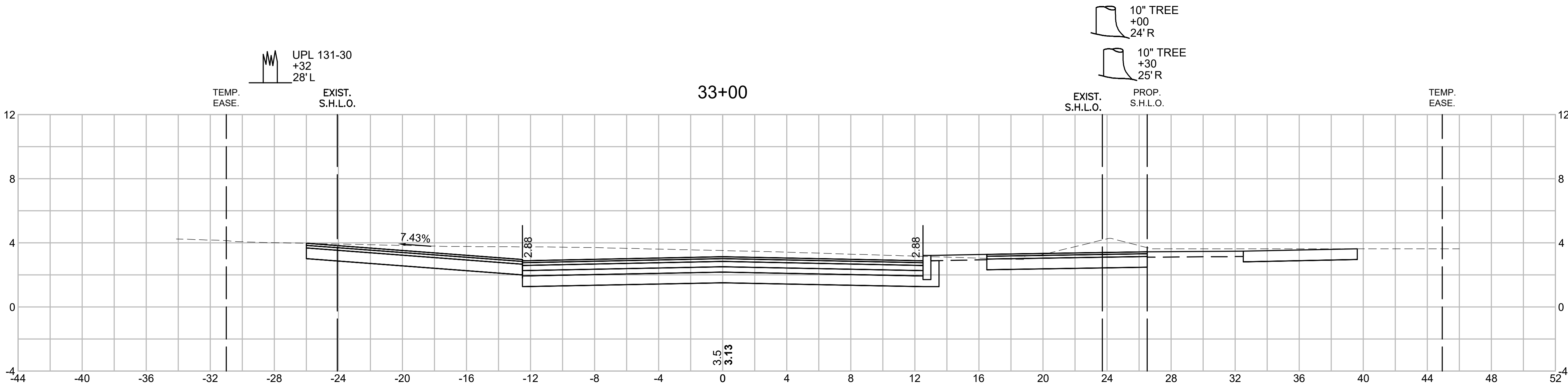
CU
FIL
DW CU



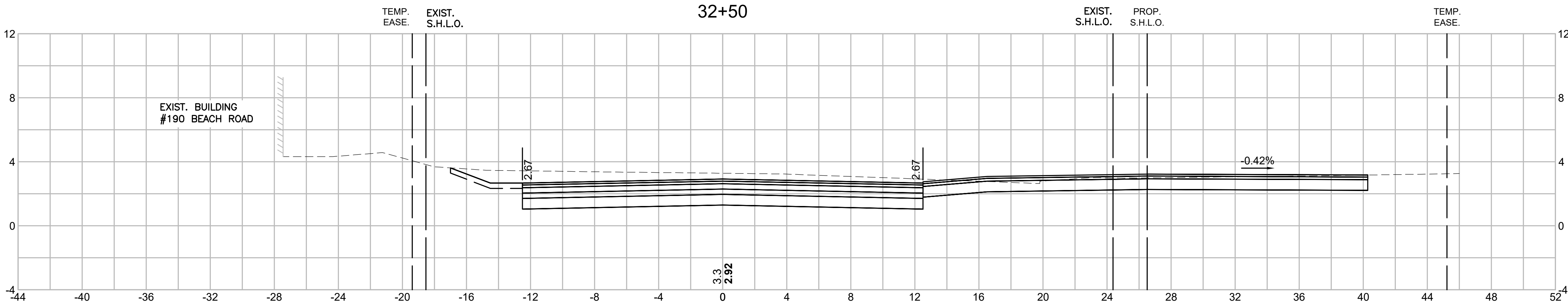
TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	72	75
PROJECT FILE NO.		607411	

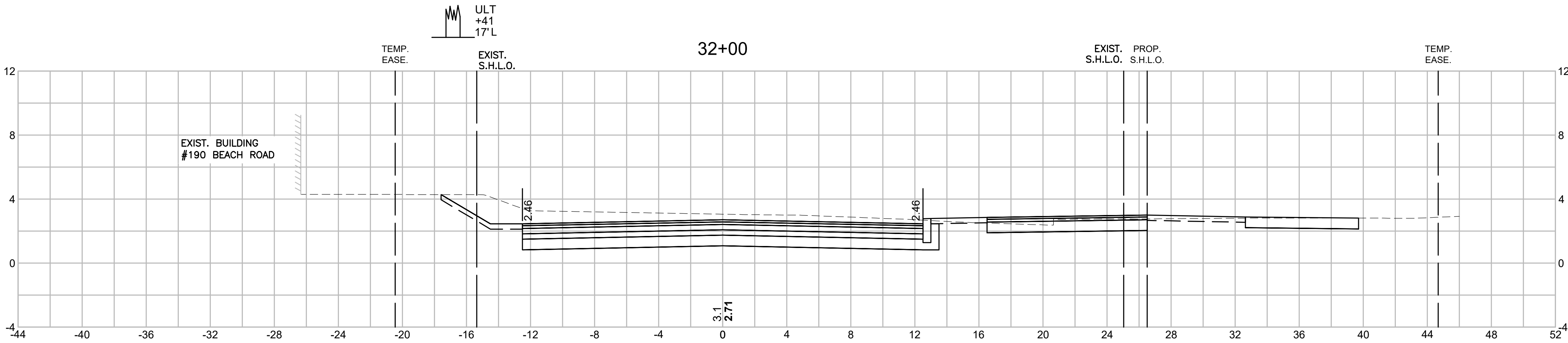
CROSS SECTIONS



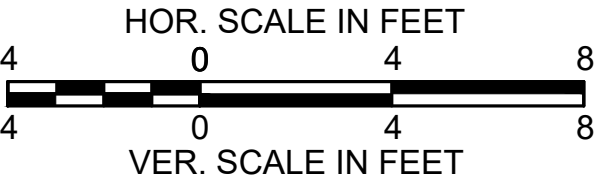
CUT = 68.78 s.f.
FILL = 0.00 s.f.
DW CUT = 19.24 s.f.



CUT = 66.07 s.f.
FILL = 0.00 s.f.
DW CUT = 14.43 s.f.



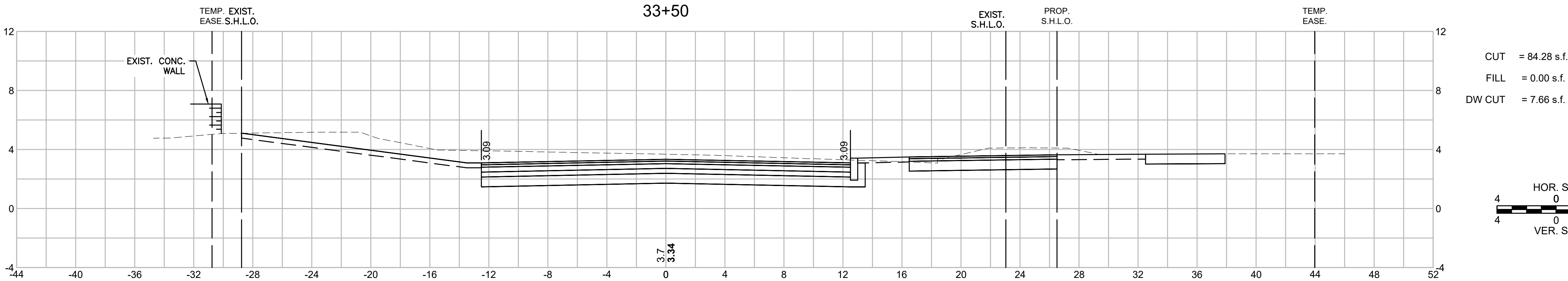
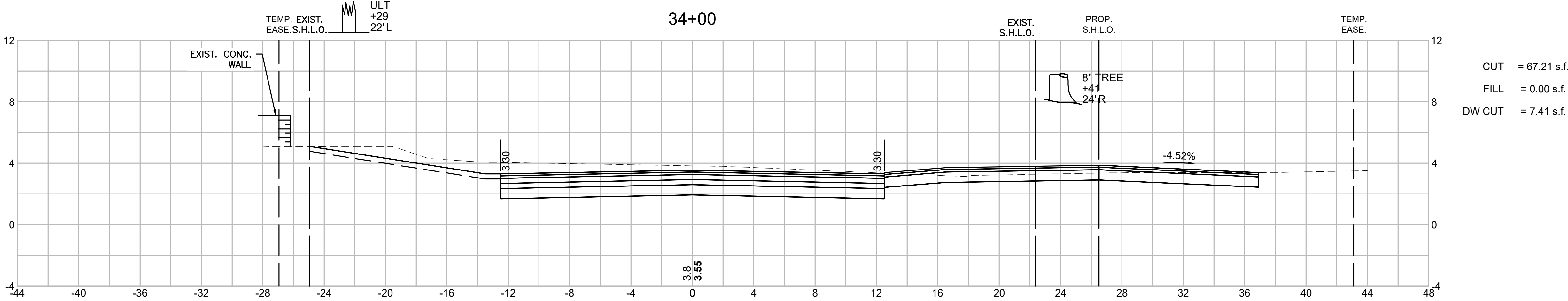
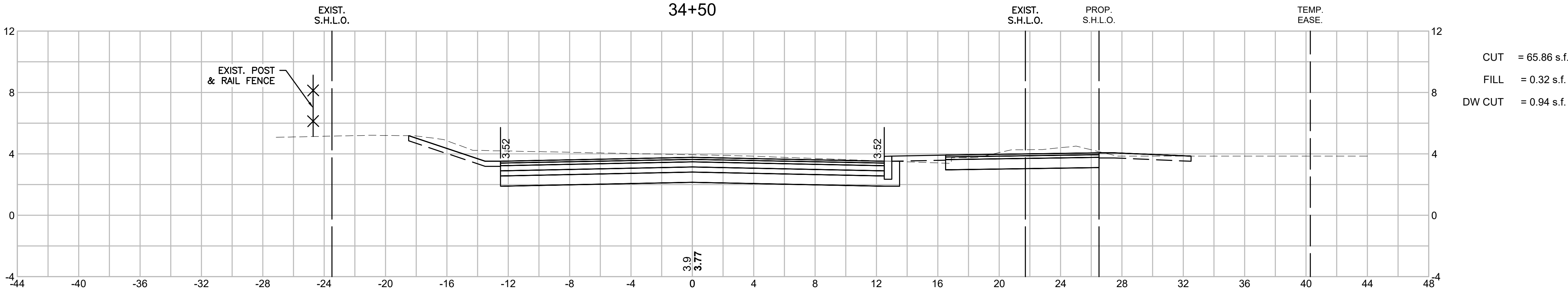
CUT = 68.61 s.f.
FILL = 0.00 s.f.
DW CUT = 0.00 s.f.



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	73	75
PROJECT FILE NO.		607411	

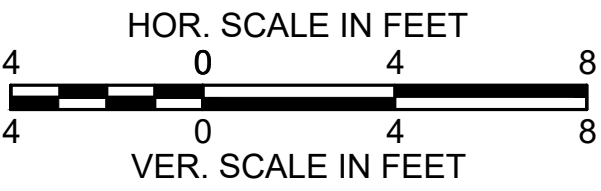
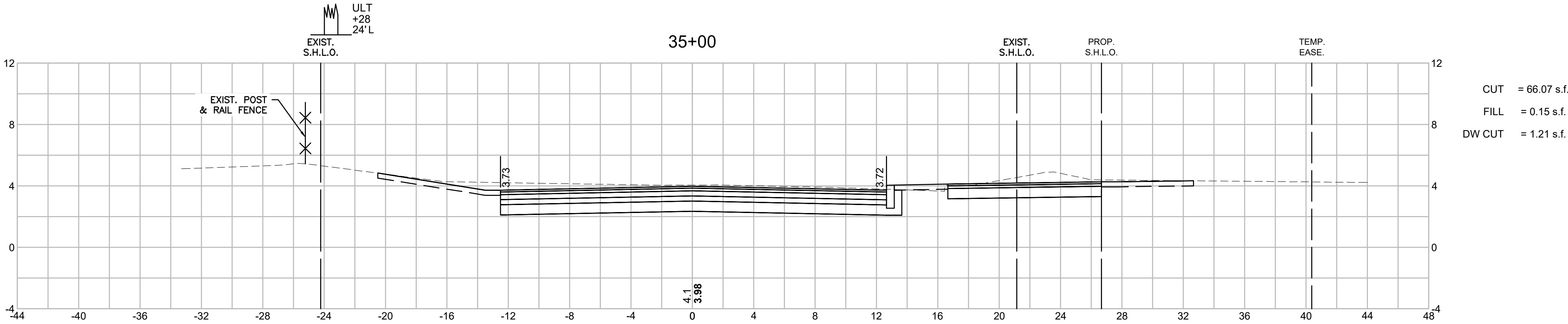
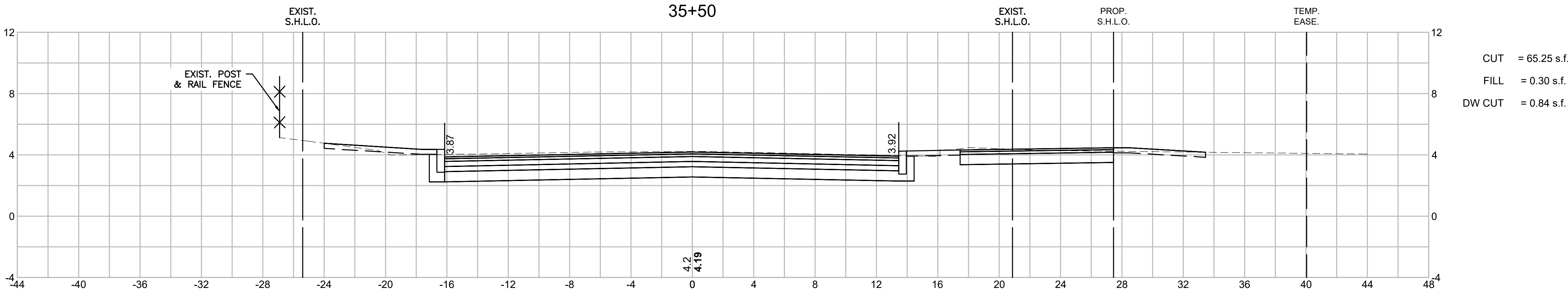
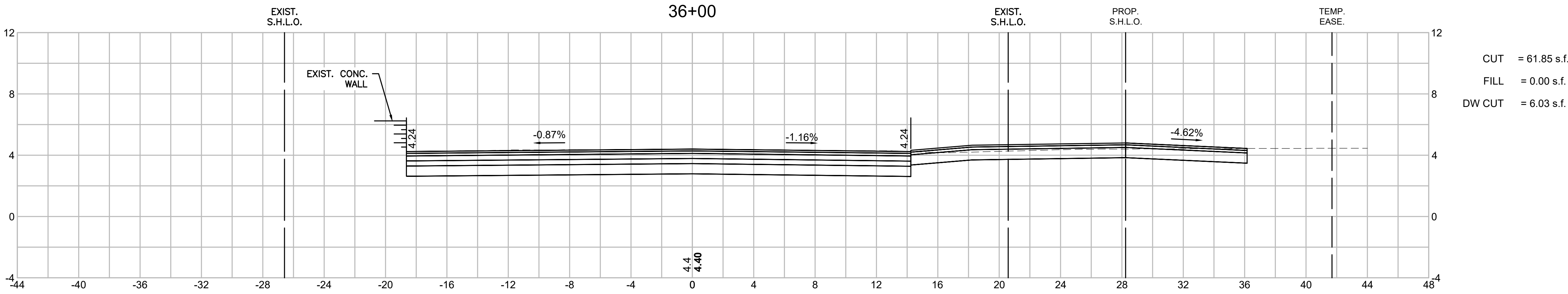
CROSS SECTIONS



TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	74	75
PROJECT FILE NO.		607411	

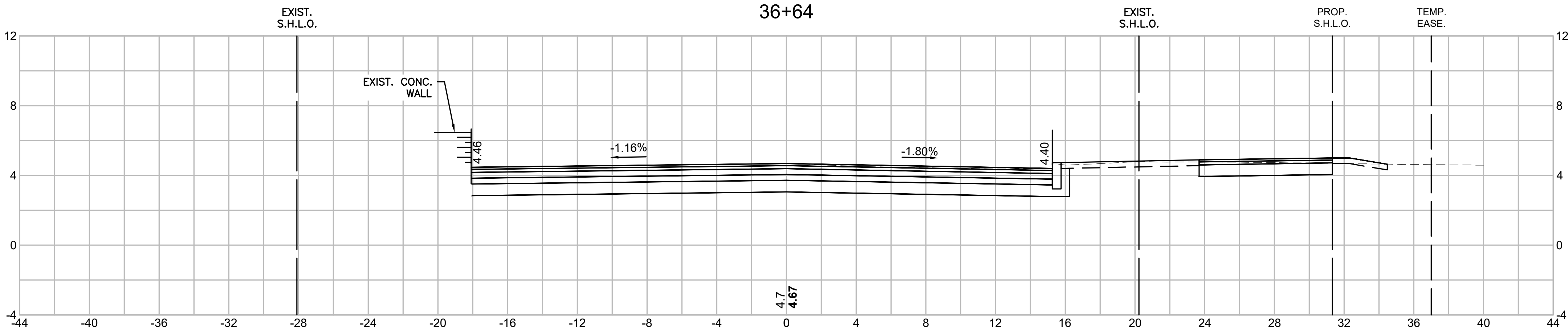
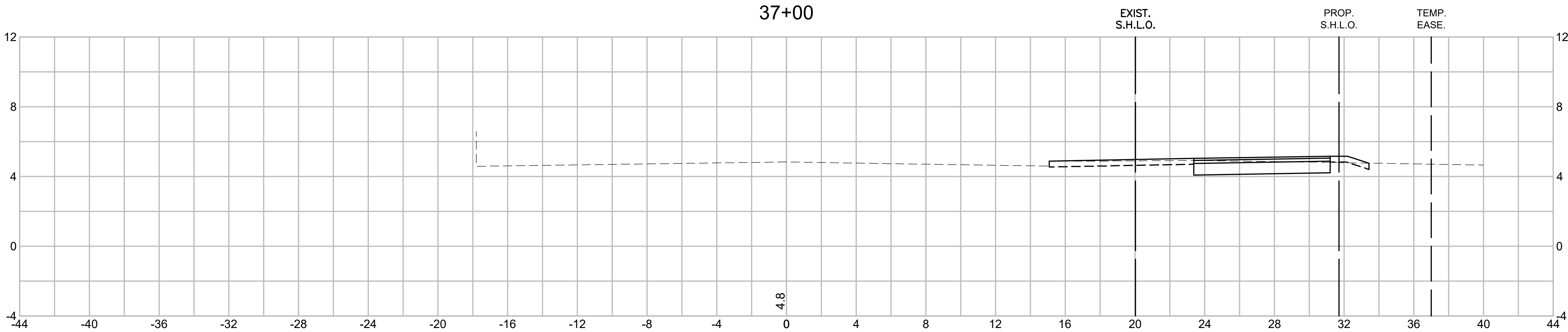
CROSS SECTIONS



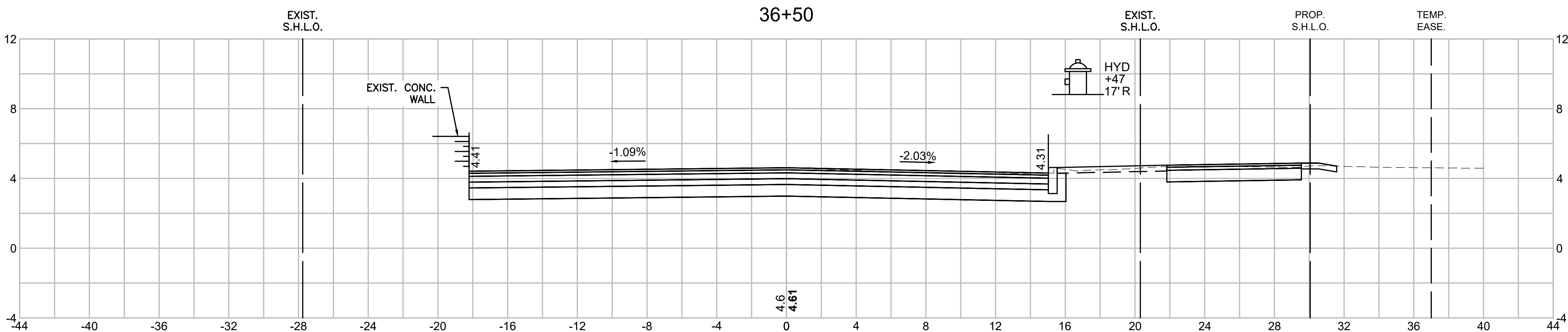
TISBURY
BEACH ROAD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	75	75
PROJECT FILE NO.		607411	

CROSS SECTIONS



CUT = 62.97 s.f.
FILL = 0.00 s.f.
DW CUT = 70.96 s.f.



CUT = 62.08 s.f.
FILL = 0.00 s.f.
DW CUT = 70.10 s.f.

