

## INTERSECTION IMPROVEMENT OF

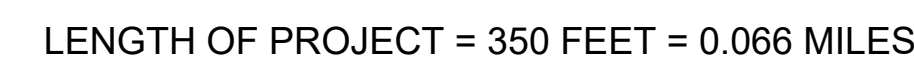
IN THE TOWN OF

MIDDLESEX COUNTY



## INDEX

The map shows the intersection of Winn St and Mountain Rd in Burlington, Vermont. A shaded area at the intersection indicates the project location. A north arrow and the text 'NAD 83' are in the top left. The map is labeled 'BURLINGTON' and 'WOBBURN'. Four callout boxes provide coordinates:

- PROJECT BEGIN**  
STA 10+15.00  
N 3004321.0755  
E 743922.7855
- PROJECT END**  
STA 13+65.00  
N 3004065.5199  
E 744160.3663
- PROJECT LOCATION**
- PROJECT LIMIT**  
STA 0+50.00  
N 3004016.5294  
E 743973.7764



THESE PLANS ARE SUPPLEMENTED BY THE OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, THE 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK.

DATE	DESCRIPTION	REV #
 <div style="text-align: right;">1-30-25</div>		
ENGINEER	DATE	
 <div style="text-align: right;"> <b>Vanassee Hangen Brustlin, Inc.</b>          260 Arsenal St. #2, PO Box 9151          Watertown, MA 02472          617.924.1770 FAX 617.924.2286       </div>		
DESIGNED BY KJJAED	APPROVED BY DMG	SHEET OF 15
DRAWN BY KJJAED	DTFG CHECKED BY SHK	WIB CAD FILE NAME 15991.01_HD-(COV),DWG
CHECKED BY SHK	DATE JAN 10, 2025	JOB NO. 10259.10



GENERAL ABBREVIATIONS

ABAN	ABANDON
ADJ	ADJUST
APPROX	APPROXIMATE
A.C.	ASPHALT CONCRETE
ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE
BIT.	BITUMINOUS
BC	BOTTOM OF CURB
BD.	BOUND
BL	BASELINE
BLDG	BUILDING
BM	BENCHMARK
BO	BY OTHERS
BOS	BOTTOM OF SLOPE
BR.	BRIDGE
CC	CEMENT CONCRETE
CCM	CEMENT CONCRETE MASONRY
CEM	CEMENT
CI	CURB INLET
CLF	CHAIN LINK FENCE
CL	CENTERLINE
CO.	COUNTY
CONC	CONCRETE
CONT	CONTINUOUS / CONTINUED
CONST	CONSTRUCTION
CR GR	CROWN GRADE
DIA	DIAMETER
DWY	DRIVEWAY
ELEV (or EL.)	ELEVATION
EMB	EMBANKMENT
EOP	EDGE OF PAVEMENT
EQ	EQUAL
EXIST (or EX)	EXISTING
EXC	EXCAVATION
FDN.	FOUNDATION
FDP	FULL DEPTH PAVEMENT
FLDSTN	FIELDSTONE
GAR	GARAGE
GD	GROUND
GRAN	GRANITE
GRAV	GRAVEL
GRD	GUARD
HES	HIGH ENERGY STRENGTH
HMA	HOT MIX ASPHALT
HOR	HORIZONTAL
HWY	HIGHWAY
JCT	JUNCTION
LOAM	LOAM BORROW
LSA	LANDSCAPED AREA
LT	LEFT
MAHWL	MEAN AVERAGE HIGH WATER LINE
MAX	MAXIMUM
MB	MAILBOX
MHB	MASSACHUSETTS HIGHWAY BOUND
MIN	MINIMUM
MOD	MODIFIED
MSE	MECHANICALLY STABILIZED EARTH
NERR	NEW ENGLAND RAILROAD
NIC	NOT IN CONTRACT
NO.	NUMBER
NTS	NOT TO SCALE
O.C.	ON CENTER
O.D.	OUTSIDE DIAMETER
P.G.L.	PROFILE GRADE LINE
PREV	PREVIOUS/PREVIOUSLY
PROJ	PROJECT
PROP	PROPOSED
PSB	PLANTABLE SOIL BORROW
PVMT	PAVEMENT
R&D	REMOVE AND DISCARD
R&R	REMOVE AND RESET
R&S	REMOVE AND STACK
RD	ROAD
RDWY	ROADWAY
REB	REBUILD
REM	REMOVE
REMOD	REMODEL
RET	RETAIN
RET WALL	RETAINING WALL
ROW	RIGHT OF WAY
RR	RAILROAD
RT	RIGHT
SB	STONE BOUND
SHLD	SHOULDER
SHLO/S.H.L.O.	STATE HIGHWAY LAYOUT LINE

GENERAL ABBREVIATIONS (CONT)

ST	STREET
STA	STATION
STD	STANDARD
SW	SIDEWALK
TEMP	TEMPORARY
TC	TOP OF CURB
TOS	TOP OF SLOPE
TRANS	TRANSITION
TRM	TURF REINFORCING MAT
TYP	TYPICAL
VAR	VARIES
VERT	VERTICAL
WALK	SIDEWALK
WCR	WHEEL CHAIR RAMP
WP	WORKING POINT
X-SECT	CROSS SECTION

UTILITY ABBREVIATIONS

CB	CATCH BASIN
CBCI	CATCH BASIN WITH CURB INLET
CIP	CAST IRON PIPE
CIT	CHANGE IN TYPE
CMP	CORRUGATED METAL PIPE
CSP	CORRUGATED STEEL PIPE
DI	DROP INLET
DIP	DUCTILE IRON PIPE
FES	FLARED END SECTION
F&C	FRAME AND COVER
F&G	FRAME AND GRATE
GG	GAS GATE
GI	GUTTER INLET
GIP	GALVANIZED IRON PIPE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HDW	HEADWALL
HYD	HYDRANT
INV	INVERT
LB	LEACH BASIN
LP	LIGHT POLE
MH	MANHOLE
MW	MONITORING WELL
OHW	OVERHEAD WIRE
PVC	POLYVINYLCHLORIDE PIPE
PWW	PAVED WATER WAY
RCP	REINFORCED CONCRETE PIPE
SMH	SEWER MANHOLE
TSV&B	TAPPING SLEEVE VALVE & BOX
UP	UTILITY POLE
WG	WATER GATE
WIP	WROUGHT IRON PIPE
WM	WATER METER/WATER MAIN

ALIGNMENT & GRADING ABBREVIATIONS

CC	CENTER OF CURVE
HP	HIGH POINT
I.T.	INTERSECTION OF TANGENT
LP	LOW POINT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PI	POINT OF INTERSECTION
PNT	POINT
POC	POINT ON CURVE
POT	POINT ON TANGENT
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
∠PT	ANGLE POINT
R	RADIUS OF CURVATURE
T	TANGENT DISTANCE OF CURVE
TAN	TANGENT
25.45	SPOT ELEVATION

PROFILE ABBREVIATIONS

AD	ALGEBRAIC DIFFERENCE IN RATES OF GRADE
HSD	HORIZONTAL SIGHT DISTANCE
K	RATE OF VERTICAL CURVATURE
L	LENGTH OF CURVE
PVC	POINT OF VERTICAL CURVATURE
PVCC	POINT OF VERTICAL COMPOUND CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVRC	POINT OF VERTICAL REVERSE CURVATURE
PVT	POINT OF VERTICAL TANGENCY
SSD	STOPPING SIGHT DISTANCE
VC	VERTICAL CURVE

TRAFFIC & SIGNAL ABBREVIATIONS

AADT	ANNUAL AVERAGE DAILY TRAFFIC
CAB.	CABINET
CCVE	CLOSED CIRCUIT VIDEO EQUIPMENT
COND	CONDUIT
CW	CROSS WALK
DW	STEADY DON'T WALK - PORTLAND ORANGE
DHV	DESIGN HOURLY VOLUME
FDW	FLASHING DON'T WALK
FR	FLASHING CIRCULAR RED
FRL	FLASHING RED LEFT ARROW
FRR	FLASHING RED RIGHT ARROW
FY	FLASHING CIRCULAR AMBER
FYL	FLASHING AMBER LEFT ARROW
FYR	FLASHING AMBER RIGHT ARROW
G	STEADY CIRCULAR GREEN
GL	STEADY GREEN LEFT ARROW
GR	STEADY GREEN RIGHT ARROW
GSL	STEADY GREEN SLASH LEFT ARROW
GSR	STEADY GREEN SLASH RIGHT ARROW
GV	STEADY GREEN VERTICAL ARROW
HH	HAND HOLE
OL	OVERLAP
PB	PULL BOX
PED	PEDESTRIAN
PTZ	PAN, TILE, ZOOM
R	STEADY CIRCULAR RED
RL	STEADY RED LEFT ARROW
RR	STEADY RED RIGHT ARROW
SL	STOP LINE
T	TRUCK %
TS OR TR SIG	TRAFFIC SIGNAL
TSC	TRAFFIC SIGNAL CONDUIT
W	STEADY WALK
Y	STEADY CIRCULAR AMBER
YL	STEADY AMBER LEFT ARROW














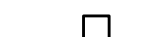









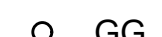





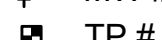



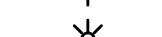






























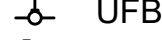























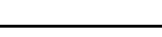



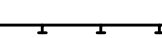

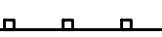
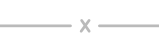
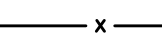

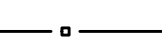







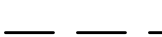




















BURLINGTON  
WINN STREET AT MOUNTAIN ROAD  
LEGEND & ABBREVIATIONS  
SHEET 2 OF 15

GENERAL NOTES:

- EXISTING CONDITIONS AND TOPOGRAPHICAL INFORMATION FROM A SURVEY CONDUCTED BY VANASSE HANGEN BRUSTLIN, INC., WATERTOWN, MASSACHUSETTS IN SEPTEMBER 2023.
- HORIZONTAL DATUM IS BASED ON MASS GRID SYSTEM, NAD 1983. ELEVATIONS SHOWN REFER TO NAVD OF 1988.
- THE CONTRACTOR SHALL VERIFY ALL EXISTING DIMENSIONS AND GRADES IN THE FIELD BEFORE COMMENCING WORK AND PROMPTLY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE TOWN OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
- THE CONTRACTOR SHALL VERIFY BY TEST PIT, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH PROPOSED CONDUIT AND SIGNAL EQUIPMENT. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR DIRECTED BY THE ENGINEER.
- WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
- THE CONTRACTOR SHALL ALTER THE MASONRY OF THE TOP SECTION OF ALL EXISTING DRAINAGE STRUCTURES AS NECESSARY FOR CHANGES IN GRADE, AND RESET ALL WATER AND DRAINAGE FRAMES, GRATES AND BOXES TO THE PROPOSED FINISH SURFACE GRADE. REQUIRED NEW MASONRY SHALL BE CLAY BRICK CONFORMING TO M4.05.2.
- THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.
- TREES AND SHRUBS WITHIN THE LIMITS OF GRADING SHALL BE REMOVED ONLY UPON APPROVAL OF THE ENGINEER.
- AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT NO EXPENSE TO THE TOWN.
- THE TERM "PROPOSED" (PROP) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS OR, WHERE APPLICABLE, RE-USING EXISTING MATERIALS IDENTIFIED AS "REMOVE AND RESET" (R&R).
- JOINTS BETWEEN NEW ASPHALT CONCRETE ROADWAY PAVEMENT AND SAWCUT EXISTING PAVEMENT SHALL BE SEALED WITH HMA JOINT ADHESIVE AND BACKSANDED.
- EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE RETAINED UNLESS INDICATED OTHERWISE ON THE DRAWINGS.
- IF SUITABLE, EXISTING GRANITE CURB & EDGING SHALL BE RE-USED IN THE PROPOSED WORK, EXCEPT CURVED STONES OF A DIFFERENT RADIUS THAN PROPOSED CURB.
- 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.
- THE CONTRACTOR SHALL EXERCISE DUE CARE WHEN WORKING AROUND ALL PROPERTY BOUNDS WHICH ARE TO REMAIN. SHOULD ANY DAMAGE TO A BOUND RESULT FROM THE ACTIONS OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE THE BOUND REPLACED AND/OR REALIGNED BY A LICENSED PROFESSIONAL SURVEYOR AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST.
- DISPOSAL OF ALL SURPLUS MATERIAL SHALL BE AS APPROVED BY THE ENGINEER AND TOWN.





































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
		EROSION CONTROL BARRIER
		TREE LINE
		SAWCUT LINE
		TOP OR BOTTOM OF SLOPE
		EDGE OF PAVEMENT
		LIMIT OF MICROMILLING 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

BURLINGTON  
WINN STREET AT MOUNTAIN ROAD  
LEGEND & ABBREVIATIONS  
SHEET 3 OF 15

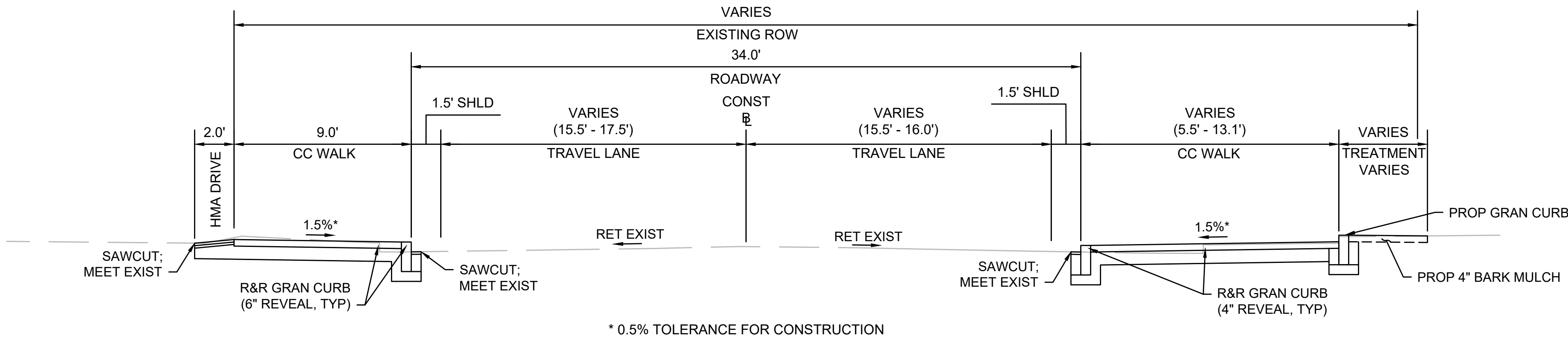
TRAFFIC SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		CONTROLLER PHASE
		VIDEO DETECTION ZONE, SIZE VARIES
		VIDEO DETECTION CAMERA
		PEDESTRIAN PUSH BUTTON, SIGN AND SADDLE
		EMERGENCY PREEMPTION CONFIRMATION STROBE LIGHT
		VEHICULAR SIGNAL HEAD, WITH/WITHOUT BACKPLATE
		PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED OR AS SPECIFIED)
		SIGNAL POST AND BASE
		MAST ARM, SHAFT AND BASE
		LUMINAIRE W/ARM, MOUNTED ON MAST ARM SHAFT
		SIGN AND POST
		OVERHEAD SIGN
		OPTICAL PRE-EMPTION DETECTOR
		CONTROL CABINET, GROUND MOUNTED
		PULL BOX 12"x12" (OR AS NOTED)
		ELECTRIC HANDHOLE - SD2.022 (OR AS NOTED)
		TRAFFIC SIGNAL CONDUIT

PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
		LEGEND "ONLY" - WHITE
		STOP LINE - 12" WIDE
		CROSSWALK (WIDTH AS NOTED)
		SOLID WHITE LINE - 4" WIDE (UNLESS OTHERWISE NOTED)
		SOLID YELLOW LINE - 4" WIDE (UNLESS OTHERWISE NOTED)
		BROKEN WHITE LINE - 4" WIDE (UNLESS OTHERWISE NOTED)
		BROKEN YELLOW LINE - 4" WIDE (UNLESS OTHERWISE NOTED)
		DOTTED WHITE LINE - 4" WIDE (UNLESS OTHERWISE NOTED)
		DOTTED YELLOW LINE - 4" WIDE (UNLESS OTHERWISE NOTED)
		DOTTED WHITE LINE EXTENSION - 4" WIDE (UNLESS OTHERWISE NOTED)
		DOTTED YELLOW LINE EXTENSION - 4" WIDE (UNLESS OTHERWISE NOTED)
		DOUBLE WHITE LINE - 4" WIDE (UNLESS OTHERWISE NOTED)
		DOUBLE YELLOW LINE - 4" WIDE (UNLESS OTHERWISE NOTED)

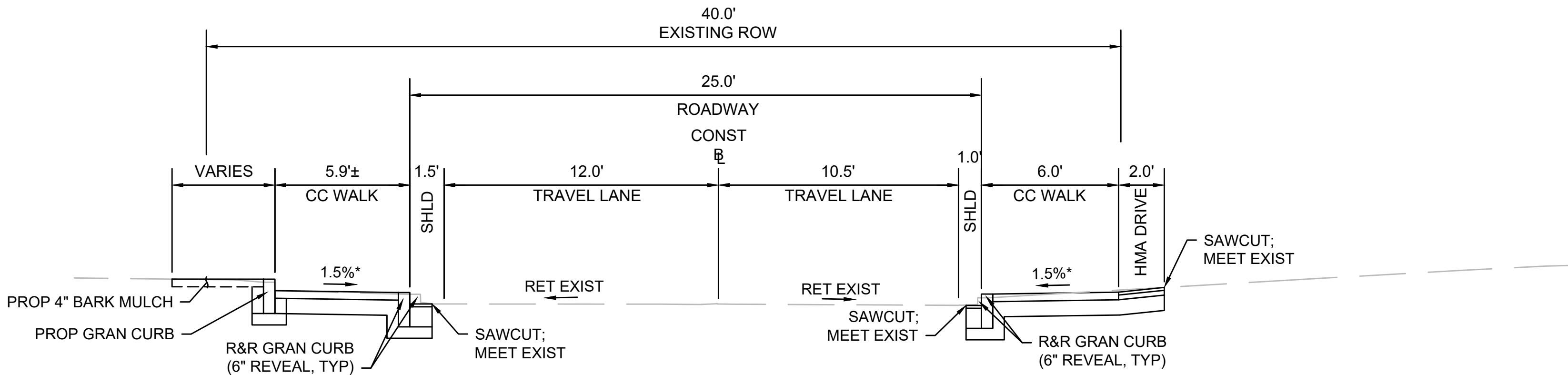




\* 0.5% TOLERANCE FOR CONSTRUCTION

### WINN STREET

STATION 11+29± TO 12+75±  
NTS



\* 0.5% TOLERANCE FOR CONSTRUCTION

### MOUNTAIN ROAD

STATION 0+73± TO 1+94±  
NTS

### PAVEMENT NOTES

#### PROPOSED CEMENT CONCRETE SIDEWALK, DRIVEWAY, AND PEDESTRIAN CURB RAMP

SURFACE: 4" CEMENT CONCRETE AIR ENTRAINED 4000 PSI, ¾", 610  
(6.0" AT DRIVEWAY)

SUBBASE: 8" GRAVEL BORROW, TYPE B

#### PROPOSED HOT MIX ASPHALT DRIVEWAY

SURFACE: 1.5" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5) OVER  
2.5" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5) OVER

SUBBASE: 8" GRAVEL BORROW, TYPE b

#### PROPOSED HOT MIX ASPHALT SIDEWALK

SURFACE: 1.25" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5) OVER  
1.75" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5) OVER

SUBBASE: 8" GRAVEL BORROW, TYPE b

#### NOTES:

1. ALL HOT MIX ASPHALT PAVEMENTS SHALL BE CONSTRUCTED AND PRODUCED IN ACCORDANCE WITH SECTION 450 HOT MIX ASPHALT PAVEMENT AND SECTION M-3 ASPHALTIC MATERIALS.
2. HMA JOINT ADHESIVE (ITEM 453.) SHALL BE APPLIED IN SURFACE COURSE AT ALL VERTICAL COLD JOINTS PRIOR TO HMA PAVING.
3. ALL HOT MIX ASPHALT WALKS AND DRIVEWAYS SHALL BE ESTIMATED AND PAID FOR UNDER ITEM 702. OF STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES.
4. EXISTING SUBBASE MATERIAL AT SIDEWALKS AND DRIVEWAYS THAT MEETS THE REQUIREMENTS FOR GRAVEL BORROW TYPE b SHALL REMAIN IN PLACE.
5. ALL TEMPORARY ASPHALT PATCHING SHALL BE ESTIMATED AND PAID FOR UNDER ITEM 472. OF STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES.







MN WINN REALTY LLC  
BOOK/PAGE 37716/71  
WINN STREET  
MAP/LOT  
43-249-3

BENCHMARK: VHB 1 MAG NAIL UPL 107.45'  
EL=12.73'

MN WINN REALTY LLC  
BOOK/PAGE 37716/73  
28 WINN STREET  
MAP/LOT  
43-224-0

LEXINGTON LAWN CARE  
SERVICE INC  
BOOK/PAGE 80705/294  
30 WINN STREET  
MAP/LOT  
43-223-0

LIMIT OF WORK  
STA 13+65.00±  
N 3004065.6045  
E 744160.2659

CHURCH OF THE OPEN BIBLE  
BOOK/PAGE XXX/XXX  
WINN STREET  
MAP/LOT  
43-250-0

AGASTYA LLC  
BOOK/PAGE 78166/565  
29 WINN STREET  
MAP/LOT  
43-251-0

1  
N: 3004018.526'  
E: 744184.341'  
EL: 106.620'  
MAG NAIL

WINN STREET CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L1	10+00.00	3004332.884	743913.535		S38°04'28"E 118.55'	11+18.55	3004239.563	743986.640
C1	11+18.55	3004239.563	743986.640	R= 1000.00' Δ= 11°49'10" L=206.29' T=103.51'		13+24.84	3004091.394	744129.646
L2	13+24.84	3004091.394	744129.646		S49°53'38"E 175.16'	15+00.00	3003978.552	744263.621

MOUNTAIN ROAD CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L3	0+00.00	3003968.372	743960.326		N15°36'17"E 63.01'	0+63.01	3004029.056	743977.275
L4	0+63.01	3004029.056	743977.275		N16°09'00"E 78.10'	1+41.11	3004104.075	743998.999
C2	1+41.11	3004104.075	743998.999	R= 150.00' Δ= 20°11'09" L=52.85' T=26.70'		1+93.95	3004151.229	744022.246
L5	1+93.95	3004151.229	744022.246		N36°20'09"E 31.05'	2+25.00	3004176.242	744040.644

BENCHMARK: VHB 4 X-CUT HYDRANT BOMO 110.10'  
EL=11.06'

AGASTYA LLC  
BOOK/PAGE 78166/565  
29 WINN STREET  
MAP/LOT  
43-251-0

N74°23'43"W  
18.61'

SANJAYKUMAR & FALGUNI PATEL  
BOOK/PAGE 68913/104  
6 MOUNTAIN ROAD  
MAP/LOT  
43-252-0

JOHN GALLAGHER  
BOOK/PAGE 78937/198  
5 MOUNTAIN ROAD  
MAP/LOT  
43-1-7

WILDMERE AVENUE

LIMIT OF WORK  
STA 10+18.00±  
N 3004318.4592  
E 743924.8351

WINN STREET

MOUNTAIN ROAD

CURVE TABLE

CURVE #	LENGTH	DIRECTION/DELTA	RADIUS	TANGENT
1	39.22	74°54'24"	30.00	22.98
2	57.90	110°34'24"	30.00	43.30
3	8.92	170°22'10"	3.00	35.61
4	26.89	19°15'40"	80.00	13.57
5	8.92	170°22'10"	3.00	35.61
6	11.08	6°21'00"	100.00	5.55
7	44.51	46°22'17"	55.00	23.56
8	7.18	82°19'18"	5.00	4.37

20 0 20 40  
SCALE IN FEET









NOTES:

- ## PREFERENTIAL PHASE SEQUENCE



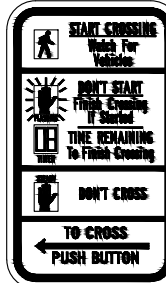
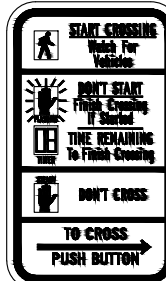



## NOTES

- ## EMERGENCY VEHICLE PRE-EMPTION OPERATION

- NOTES:

1. DELAY AND EXTENSION TIMINGS SHALL BE PROGRAMMED IN THE CONTROLLER ONLY.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SETTING PROPOSED DETECTION ZONES AS SHOWN ON THE PLANS, AND ADJUSTING/RE-ADJUSTING DETECTION ZONES IN THE PRESENCE OF THE ENGINEER.



TRAFFIC SIGN SUMMARY														
IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (S.F.)	AREA IN SQUARE FEET	
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND	BORDER				
R10-3e(L)	9"	15"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			1	WHITE	WHITE/ BLACK/ ORANGE	BLACK	1 MTD ON TS POST	INCLUDED UNDER ITEM 815.1		
R10-3e(R)	9"	15"					3	WHITE	WHITE/ BLACK/ ORANGE	BLACK	3 MTD ON TS POST	INCLUDED UNDER ITEM 815.1		
R10-12	24"	30"					1	WHITE	BLACK/ GREEN	BLACK	1 MTD ON MAST ARM	5.00	5.00	
MA-D3-1	VARIES	12"		6D/4.5D	3" 3"	N/A	1	GREEN	WHITE	WHITE	1 MTD ON TS POLE	INCLUDED UNDER ITEM 874		
MA-D3-2	VARIES	12"		6D/4.5D	3" 3"	N/A	1	GREEN	WHITE	WHITE	1 MTD ON TS POLE	INCLUDED UNDER ITEM 874		

NOTES:  
1. RETROREFLECTIVE SHEETING CONFORMING TO SECTION M9.30.0 OF THE 2022 MASSDOT STANDARD SPECIFICATIONS SHALL BE USED FOR ALL SIGNS.  
2. SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION" AND 2012 SUPPLEMENT; AND THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES  
3. CONTRACTOR SHALL COORDINATE WITH THE TOWN FOR APPROPRIATE TOWN SEAL.. CONTRACTOR TO PROVIDE REQUIRED TOWN SEAL.



GENERAL NOTES

- ALL CONSTRUCTION SIGNING, TEMPORARY TRAFFIC CONTROL DEVICES, AND ROADSIDE ELEMENTS SHALL CONFORM WITH THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS AMENDED, THE MASSDOT STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TEMPORARY TRAFFIC CONTROL PLANS, THE LATEST REVISIONS OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, (AASHTO) ROADSIDE DESIGN GUIDE, AASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, AND THE AASHTO MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
- WORK HOURS SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS UNLESS APPROVED BY THE TOWN. NO WORK IMPACTING THE TRAVEL WAY WILL BE ALLOWED DURING PEAK TRAFFIC PERIODS. PEAK PERIODS ARE DEFINED AS MONDAY THRU FRIDAY, 6:00AM TO 9:00AM AND 3:00PM TO 6:00PM.
- ALL TEMPORARY PEDESTRIAN PATHWAYS SHALL COMPLY FULLY WITH ALL REQUIREMENTS OF THE MUTCD AND ALL APPLICABLE MASSACHUSETTS ARCHITECTURAL ACCESS BOARD (MAAB) AND AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) REQUIREMENTS AND PUBLIC RIGHTS-OF WAY ACCESSIBILITY GUIDELINES (PROWAG).
- ALL DRUMS OUTSIDE TAPERS SHALL BE SET AT 20' ON CENTER MAX. UNLESS OTHERWISE NOTED OR ADJUSTED BY THE ENGINEER.
- ALL DRUMS SHALL BE APPROXIMATELY PLACED AND MOVED AS NECESSARY TO MAINTAIN SAFE AND REASONABLE ABUTTER ACCESS. WORK MAY REQUIRE ADDITIONAL SIGNS, DRUMS AND OTHER TRAFFIC CONTROL DEVICES, GRADING AND TEMPORARY PAVEMENT FOR PASSAGE OF PEDESTRIAN, VEHICULAR AND EMERGENCY TRAFFIC THROUGH THE WORK AREAS, BOTH DURING AND AFTER WORKING HOURS, TO MAINTAIN SUCH ACCESS.
- REFLECTORIZED CONES SHALL BE A MINIMUM OF 36 INCHES IN HEIGHT.
- CONES MAY BE USED IN LIEU OF DRUMS OUTSIDE OF TAPER AREAS.
- THE CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 48 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OR RESTRICTION OF ACCESS.
- FOR DROP-OFFS 3" OR LESS WITHIN THE CLEAR ZONE, CONDITION MAY BE MITIGATED WITH W8-9 (LOW SHOULDER) SIGN OR TEMPORARY CHANNELIZATION DEVICES. FOR DROP-OFFS GREATER THAN 3" BUT NO MORE THAN 36", DETERMINE WHETHER IT IS MORE COST EFFECTIVE TO INSTALL BOTH W8-9 SIGN AND TEMPORARY CHANNELIZATION DEVICES IN ACCORDANCE WITH MASSDOT WORK ZONE SAFETY GUIDE OR W8-9 SIGN WITH A 2H:1V (MIN) WEDGE OR TO REMOVE THE HAZARD.
- CONSTRUCTION CLEAR ZONE SHALL BE IN ACCORDANCE WITH MASSDOT BOSTON TRAFFIC GUIDELINES AS FOLLOWS:  
4' IF POSTED SPEED IS LESS THAN 35 MPH
- 11' MINIMUM LANE WIDTHS SHALL BE MAINTAINED UNLESS OTHERWISE NOTED.
- TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS SHALL BE COVERED OR REMOVED DURING NON-WORKING HOURS WHEN NOT IN USE.
- SIGNS INSTALLED ON PORTABLE STANDS REQUIRE 12 INCH MINIMUM MOUNTING HEIGHT FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN.
- SIGNS MOUNTED ON POSTS REQUIRE A MINIMUM 84 INCH MOUNTING HEIGHT FROM THE ROADWAY OR SIDEWALK SURFACE TO THE BOTTOM OF THE SIGN. CONTRACTOR SHALL MAINTAIN A MINIMUM SIDEWALK HORIZONTAL CLEAR WIDTH OF 36" AT ALL TIMES.
- ALL SIGNS SHALL BE MOUNTED ON THEIR OWN MASH CRASH TESTED SIGN SUPPORTS AND INSTALLED IN ACCORDANCE WITH THE MUTCD. SIGNS SHALL NOT BE MOUNTED TO OR LEANED AGAINST DRUMS OR CONES.
- CONTRACTOR SHALL SECURE WORK AREAS BY APPROPRIATE MEANS, TO PREVENT UNAUTHORIZED ACCESS AT ALL TIMES.
- THERE IS NO DESIGNATED BICYCLE LANE ON THE ROADWAY WITHIN THE PROJECT LIMITS. BICYCLES ARE EXPECTED TO SHARE THE ROAD WITH GENERAL VEHICULAR TRAFFIC.

TEMPORARY TRAFFIC CONTROL SIGN SUMMARY

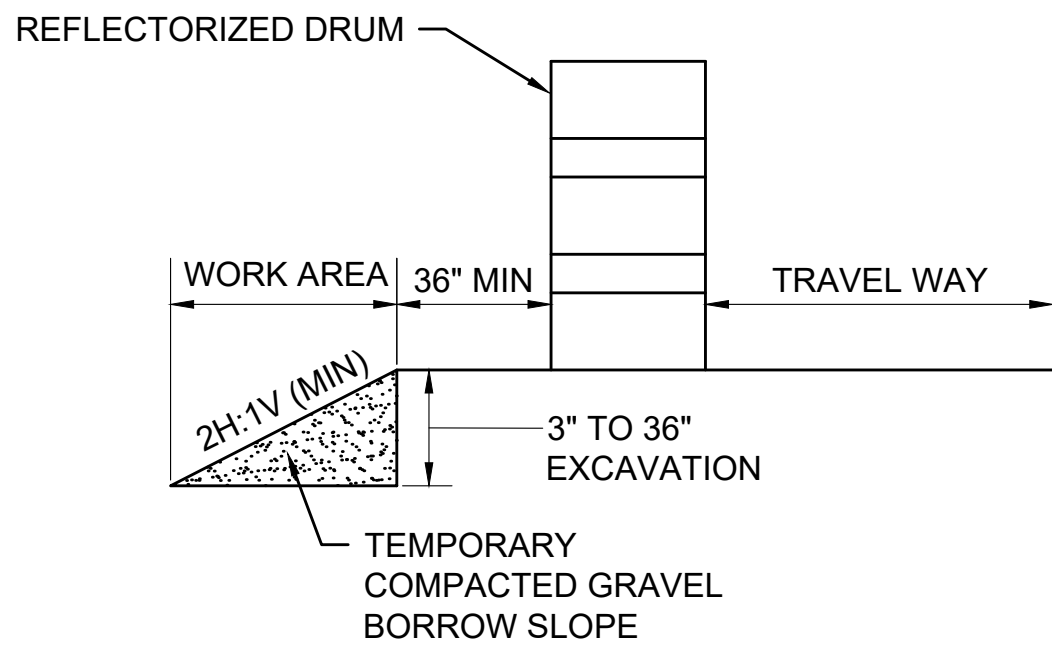
IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			COLOR			UNIT AREA (S.F.)
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.	BACK- GROUND	LEGEND	BORDER	
R9-9	24"	12"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			WHITE	BLACK	BLACK	2.00
R9-11L	24"	18"					WHITE	BLACK	BLACK	3.00
R9-11R	24"	18"					WHITE	BLACK	BLACK	3.00
W8-9	36"	36"					FLUOR- ESCENT ORANGE	BLACK	BLACK	9.00
W20-1c	36"	36"					FLUOR- ESCENT ORANGE	BLACK	BLACK	9.00
W20-4c	36"	36"					FLUOR- ESCENT ORANGE	BLACK	BLACK	9.00
MA-W20-7b	36"	36"		AS PER MASSDOT STANDARD			FLUOR- ESCENT ORANGE	BLACK	BLACK	9.00
M4-9bL	30"	24"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			FLUOR- ESCENT ORANGE	BLACK	BLACK	5.00
M4-9bR	30"	24"					FLUOR- ESCENT ORANGE	BLACK	BLACK	5.00
G20-2	36"	18"					FLUOR- ESCENT ORANGE	BLACK	BLACK	4.50

LEGEND

	POLICE OFFICER
	REFLECTORIZED DRUM
	TEMPORARY CONSTRUCTION SIGN
	TYPE III BARRICADE
	WORK AREA (PUBLIC ACCESS RESTRICTED)
	TRAFFIC FLOW
	PEDESTRIAN ROUTE
	TEMPORARY PEDESTRIAN BARRICADE
NTS	NOT TO SCALE

ADVANCE SIGN SPACING

	DISTANCE BETWEEN SIGNS (FEET)		
	A	B	C
ROADWAY			
ALL ROADWAYS	100	100	100

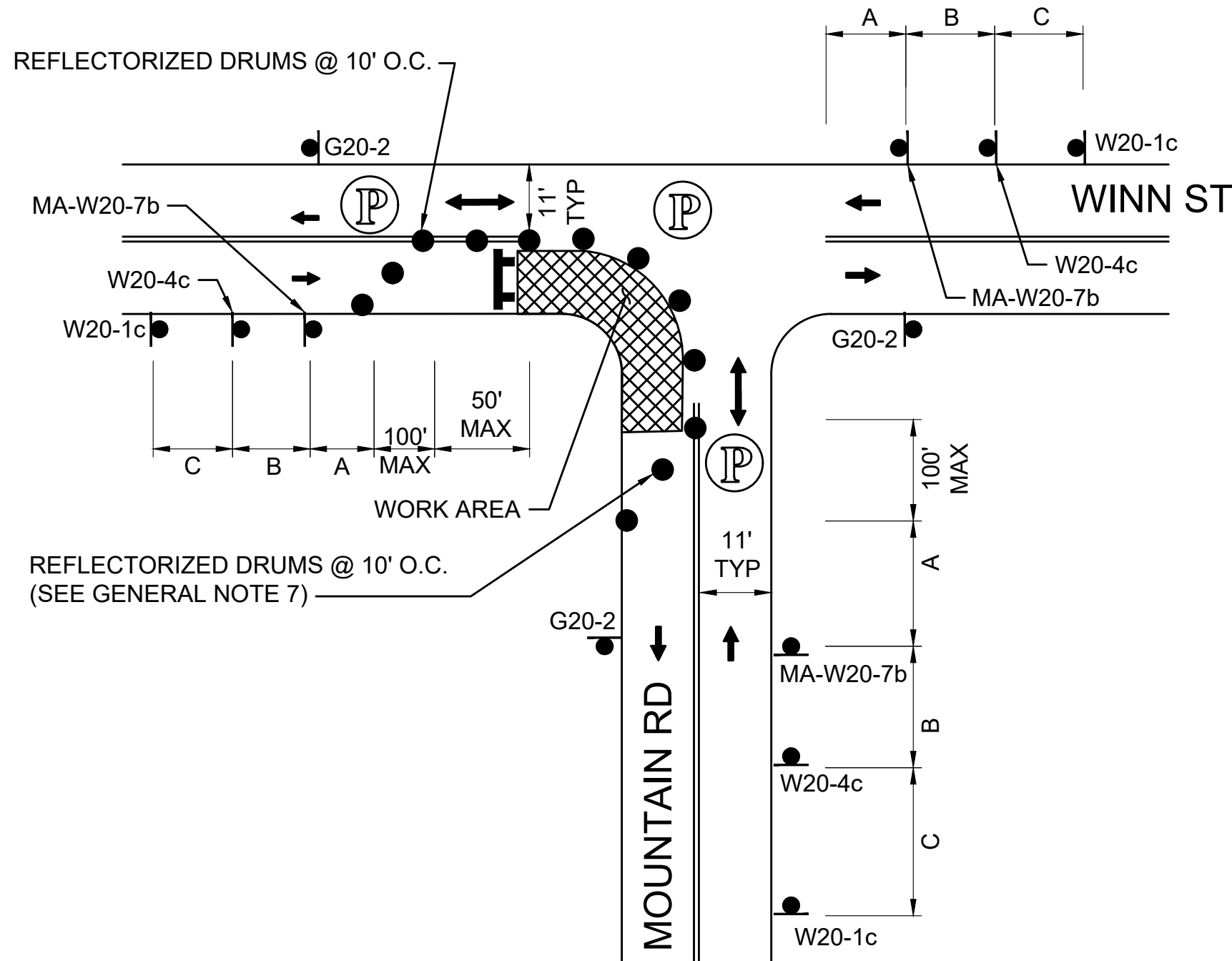


- NOTE:
- CONTRACTOR SHALL INSTALL W8-9 SIGN ON ALL ROADWAYS 350 FT IN ADVANCE OF THE START OF DROP-OFF CONDITION.

TYPICAL ROADWAY DROP-OFF PROTECTION

SCALE: NTS



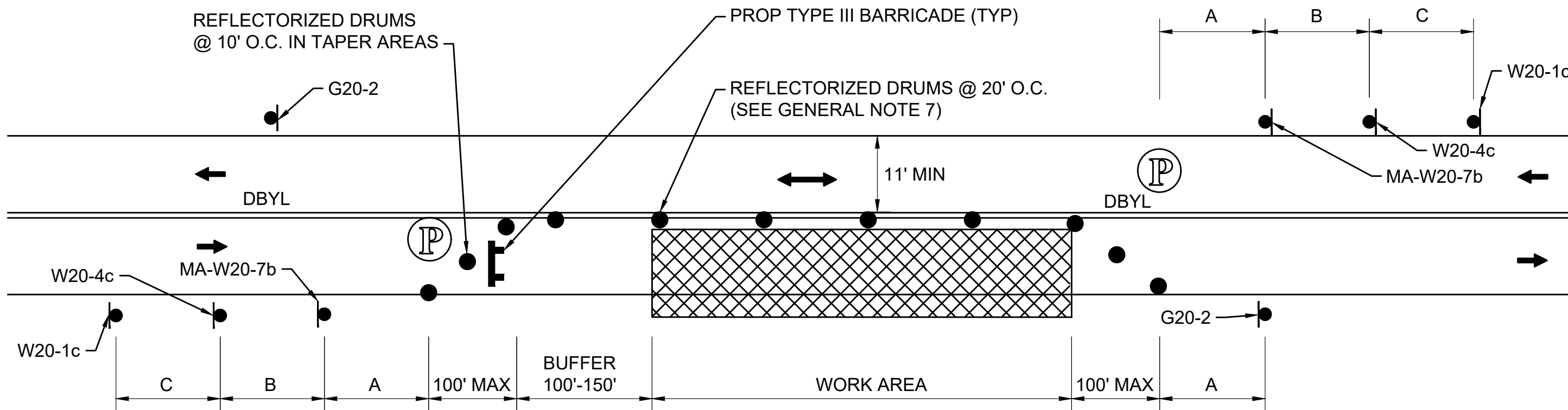


NOTES:

1. ADVANCE WARNING SIGN PLACEMENT TO BE ADJUSTED AS NECESSARY.
2. REFER TO ADVANCE SIGN SPACING TABLE ON SHEET 10.
3. AT END OF WORK SHIFT, CONTRACTOR TO RESTORE TRAFFIC BACK TO ORIGINAL CONDITION.

ONE LANE BI-DIRECTIONAL TRAFFIC AT-INTERSECTIONS - NEAR SIDE

SCALE: NTS

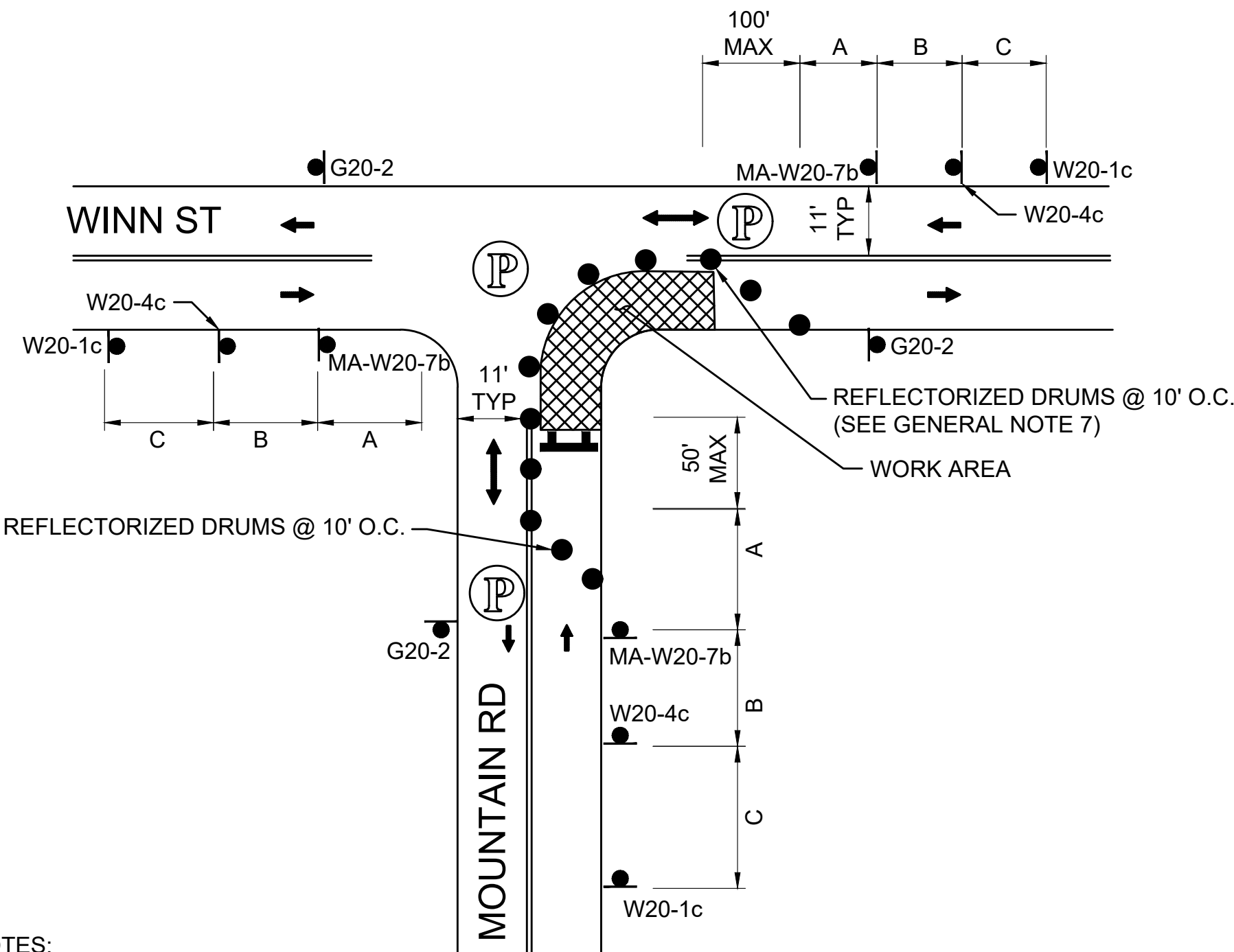


NOTES:

1. REFER TO ADVANCE SIGN SPACING TABLE ON SHEET 10.
2. AT END OF WORK SHIFT, CONTRACTOR TO RESTORE TRAFFIC BACK TO ORIGINAL CONDITION.

TYPICAL TWO-WAY STREET LANE CLOSURE ALTERNATING TRAFFIC

SCALE: NTS



NOTES:

1. ADVANCE WARNING SIGN PLACEMENT TO BE ADJUSTED AS NECESSARY.
2. REFER TO ADVANCE SIGN SPACING TABLE ON SHEET 10.
3. AT END OF WORK SHIFT, CONTRACTOR TO RESTORE TRAFFIC BACK TO ORIGINAL CONDITION.

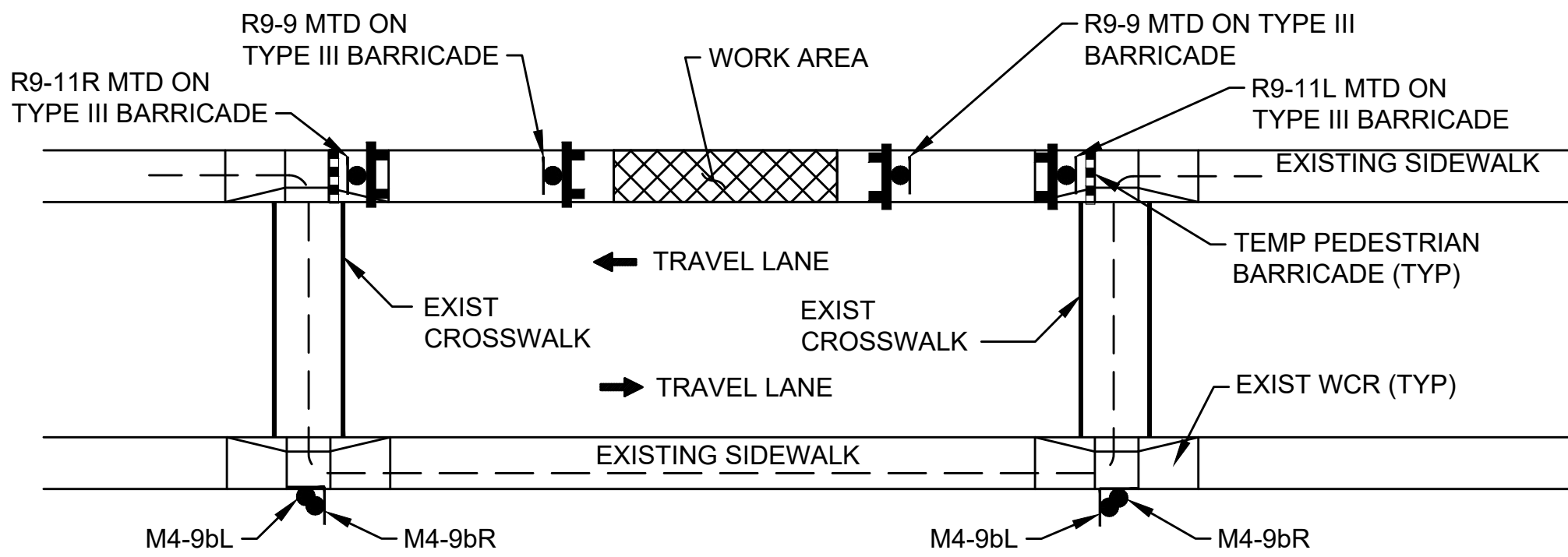
ONE LANE BI-DIRECTIONAL TRAFFIC AT INTERSECTIONS - FAR SIDE

SCALE: NTS

NOTES:

1. ADDITIONAL ADVANCE WARNING SIGNS MAY BE NECESSARY AS DETERMINED BY THE ENGINEER.
2. CONTROLS FOR PEDESTRIAN TRAFFIC ONLY, ARE SHOWN. VEHICULAR TRAFFIC SHALL BE MAINTAINED AS SHOWN ELSEWHERE.
3. STREET LIGHTING SHOULD BE CONSIDERED WHEN LOCATING CONTROL DEVICES.
4. — — — INDICATES DIRECTION OF PEDESTRIAN TRAVEL.
5. ALL TEMPORARY PEDESTRIAN PATHWAYS SHALL COMPLY FULLY WITH ALL REQUIREMENTS OF THE MUTCD AND ALL APPLICABLE MAAB AND ADAAG REQUIREMENTS AND INCLUDE THE USE OF A COMPLIANT TEMPORARY PEDESTRIAN MANAGEMENT GUIDANCE SYSTEM AT ALL TIMES.
6. CONTRACTOR SHALL MAINTAIN AS WIDE OF A PEDESTRIAN ACCESS AS POSSIBLE AT ALL TIMES. EXCEPT WHERE NECESSARY, THE CONTRACTOR MAY TEMPORARILY REDUCE PEDESTRIAN PATHWAYS TO 4 FEET IN WIDTH (EXCLUDING CURB) FOR NO MORE THAN 200 LINEAR FEET AT A TIME IN ACCORDANCE WITH ALL STANDARDS. A 5' x 5' PASSING AREA SHALL BE PROVIDED IN INTERVALS NOT EXCEEDING 200 FEET.

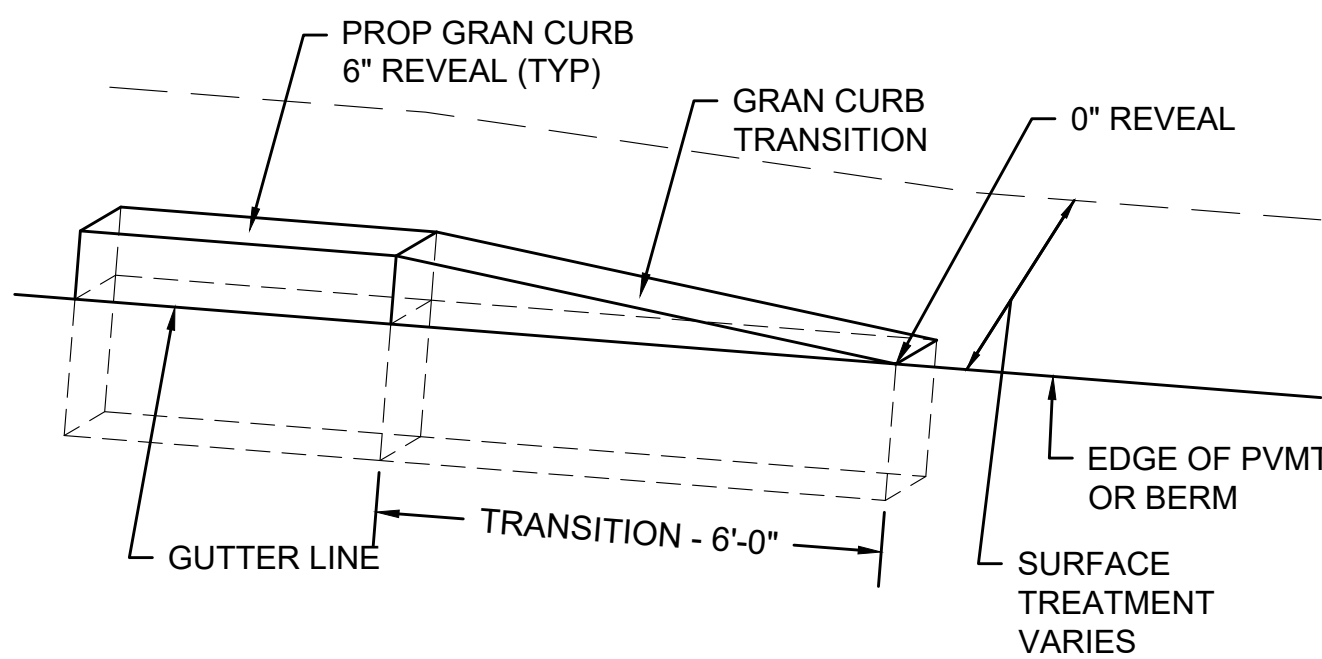
PEDESTRIAN BYPASS



PEDESTRIAN BYPASS DETAIL

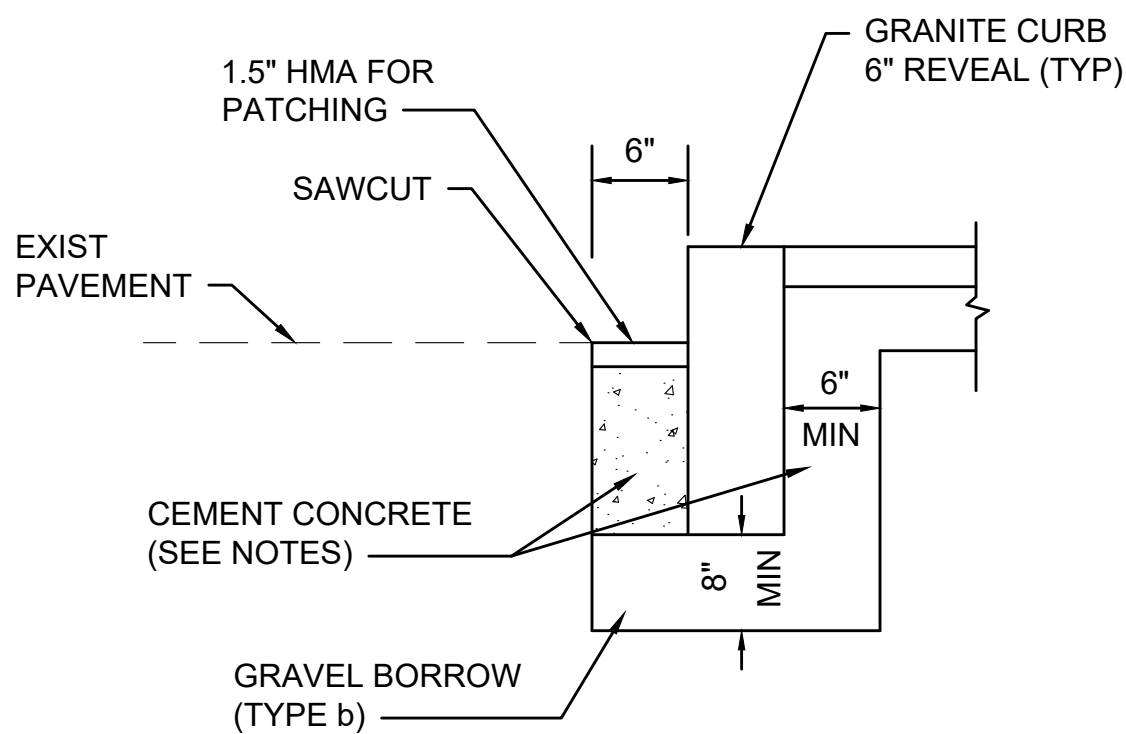
SCALE: NTS





**GRANITE CURB TRANSITION PIECE**

SCALE: N.T.S.

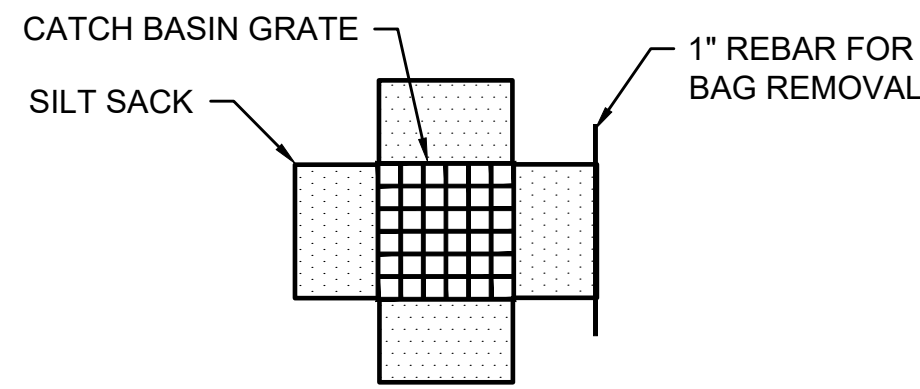


**NOTES:**

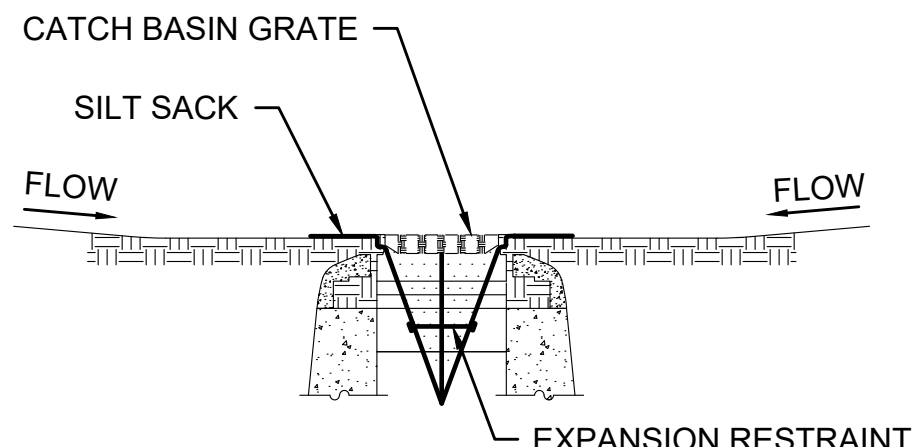
1. ANY DESIGNATED CEMENT CONCRETE THAT IS ACCEPTABLE UNDER SECTION M4 OF THE STANDARD SPECIFICATIONS MAY BE USED. ALL TEST REQUIREMENTS ARE WAIVED. HOT MIX ASPHALT SHALL NOT BE USED AS A SUBSTITUTE.
2. CEMENT CONCRETE SHALL BE PLACED BEHIND THE CURB (APPROX. 6"x12") WERE MULCHED OR LANDSCAPED AREAS ARE SHOWN PER PLAN.

**GRANITE CURB IN EXISTING PAVEMENT**

SCALE: N.T.S.



**PLAN VIEW**



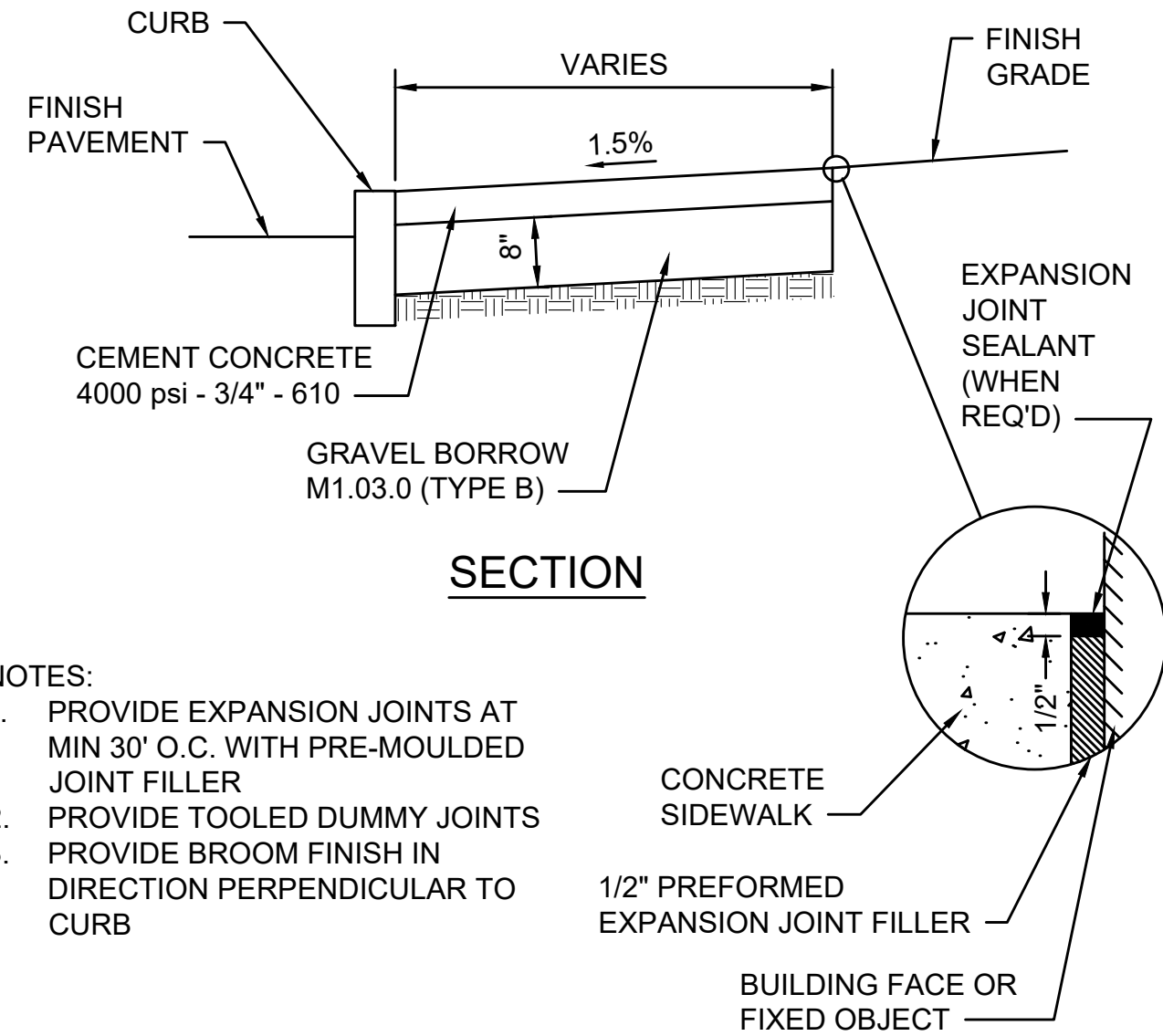
**SECTION VIEW**

**NOTES:**

1. INSTALL SILT SACK IN EXISTING CATCH BASINS, BEFORE COMMENCING WORK. MAINTAIN UNTIL PROJECT IS COMPLETE.
2. GRATE TO BE PLACED OVER SILT SACK.
3. SILT SACK SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS AND CLEANING OR REPLACEMENT SHALL BE PERFORMED

**INLET PROTECTION - SILT SACK  
IN CATCH BASIN**

SCALE: N.T.S.



**NOTES:**

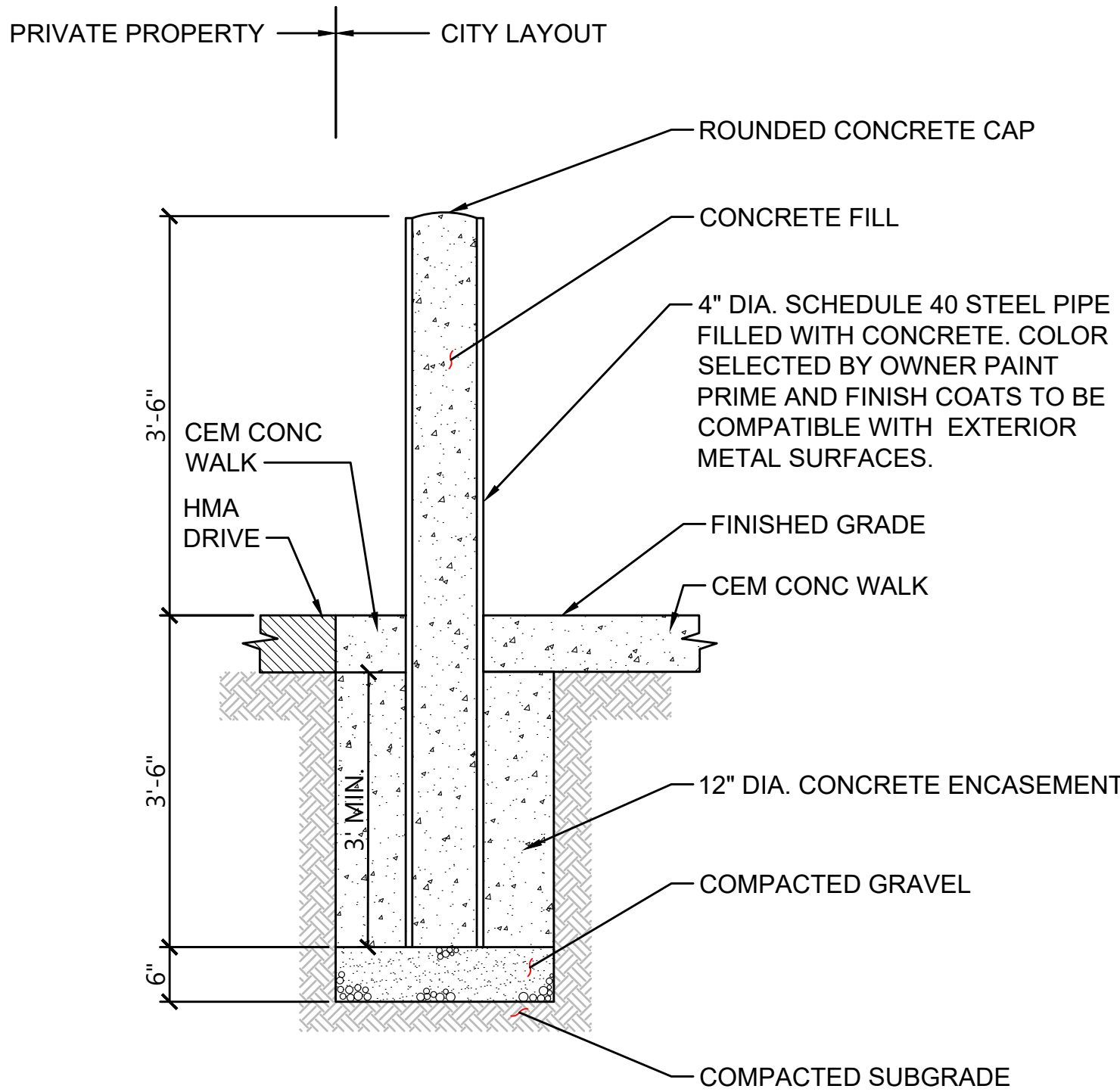
1. PROVIDE EXPANSION JOINTS AT MIN 30' O.C. WITH PRE-MOULDED JOINT FILLER
2. PROVIDE TOOLED DUMMY JOINTS
3. PROVIDE BROOM FINISH IN DIRECTION PERPENDICULAR TO CURB

**CEMENT CONCRETE SIDEWALK**

SCALE: N.T.S.

DWG: WALK-01

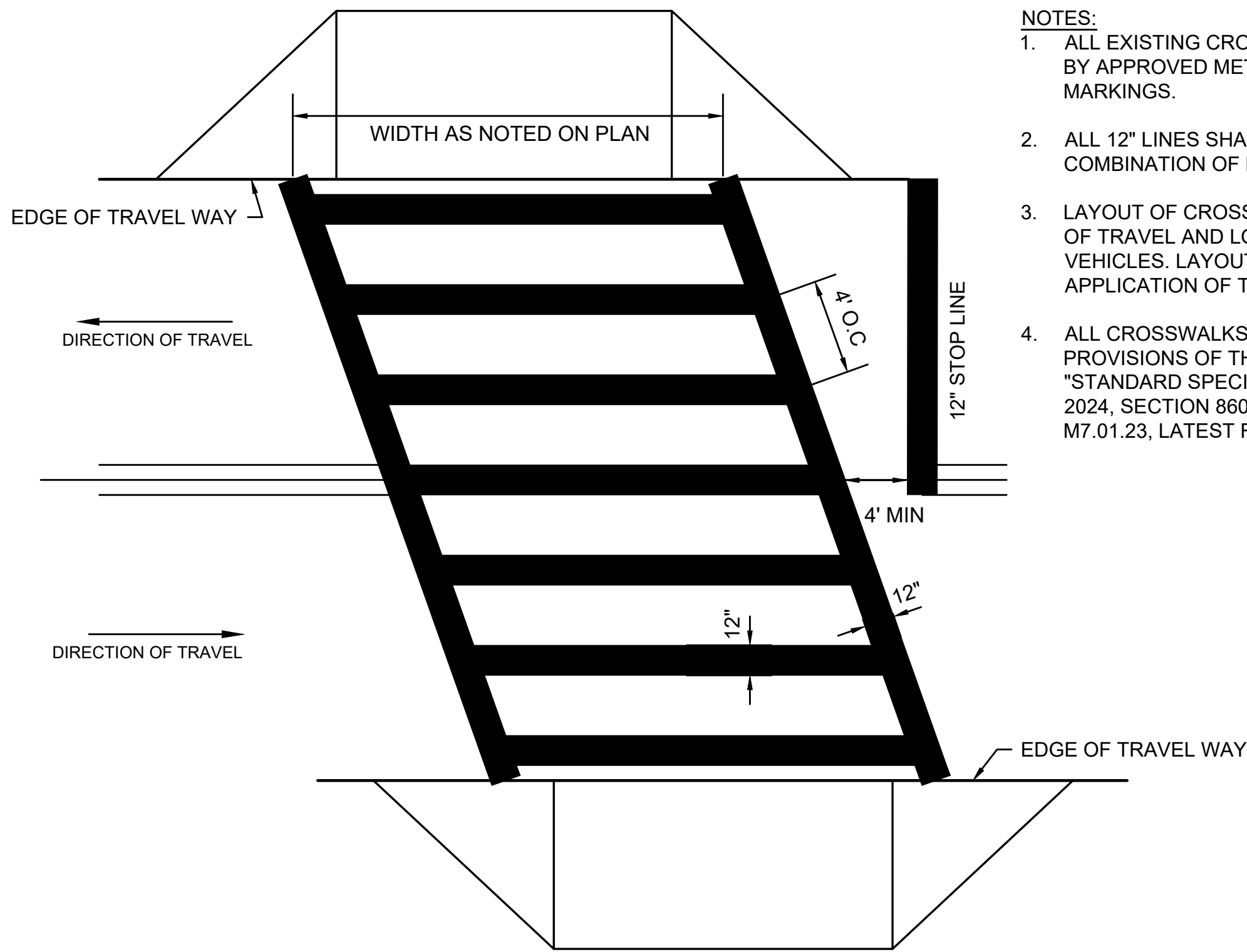
DATE: MARCH 2013



**STEEL BOLLARD**

SCALE: N.T.S.





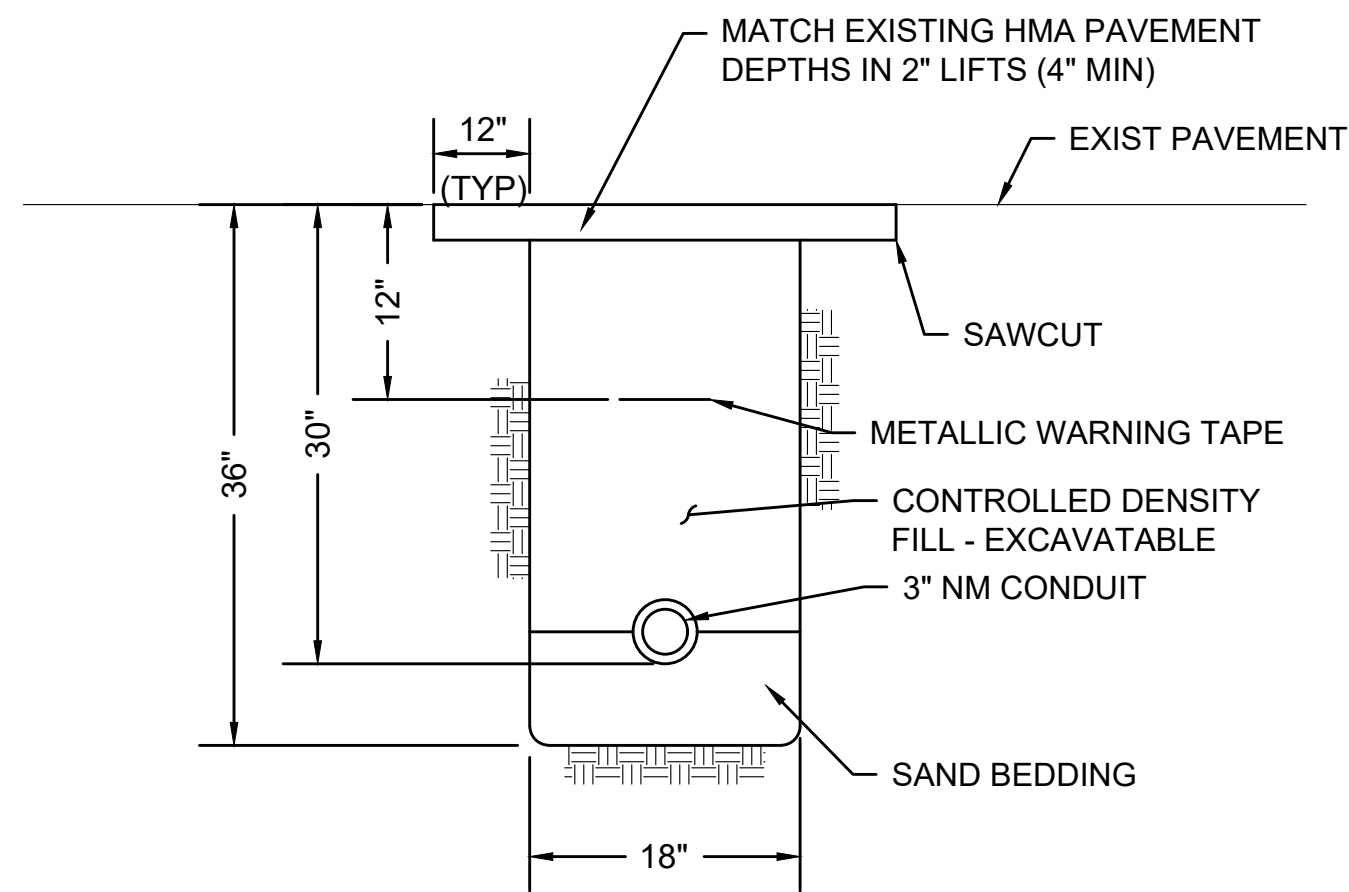
- NOTES:
1. ALL EXISTING CROSSWALK MARKINGS SHALL BE FULLY ERADICATED BY APPROVED METHOD PRIOR TO THE APPLICATION OF PROPOSED MARKINGS.
  2. ALL 12" LINES SHALL BE APPLIED IN ONE APPLICATION, NO COMBINATION OF LINES (e.g., TWO - 6" LINES) WILL BE ACCEPTED.
  3. LAYOUT OF CROSSWALKS SHALL BE ORIENTATED IN THE DIRECTION OF TRAVEL AND LOCATED OUTSIDE OF THE WHEEL PATH OF VEHICLES. LAYOUT SHALL BE APPROVED BY THE TOWN PRIOR TO APPLICATION OF THERMOPLASTIC.
  4. ALL CROSSWALKS INSTALLED SHALL CONFORM TO THE RELEVANT PROVISIONS OF THE MASSACHUSETTS HIGHWAY DEPARTMENT "STANDARD SPECIFICATION FOR HIGHWAY AND BRIDGES" DATED 2024, SECTION 860 FOR REFLECTORIZED LINE (PAINT) & MATERIAL M7.01.23, LATEST REVISIONS.

#### CONTINENTAL-STYLE CROSSWALK - 12" WIDE LINES

SCALE: N.T.S.

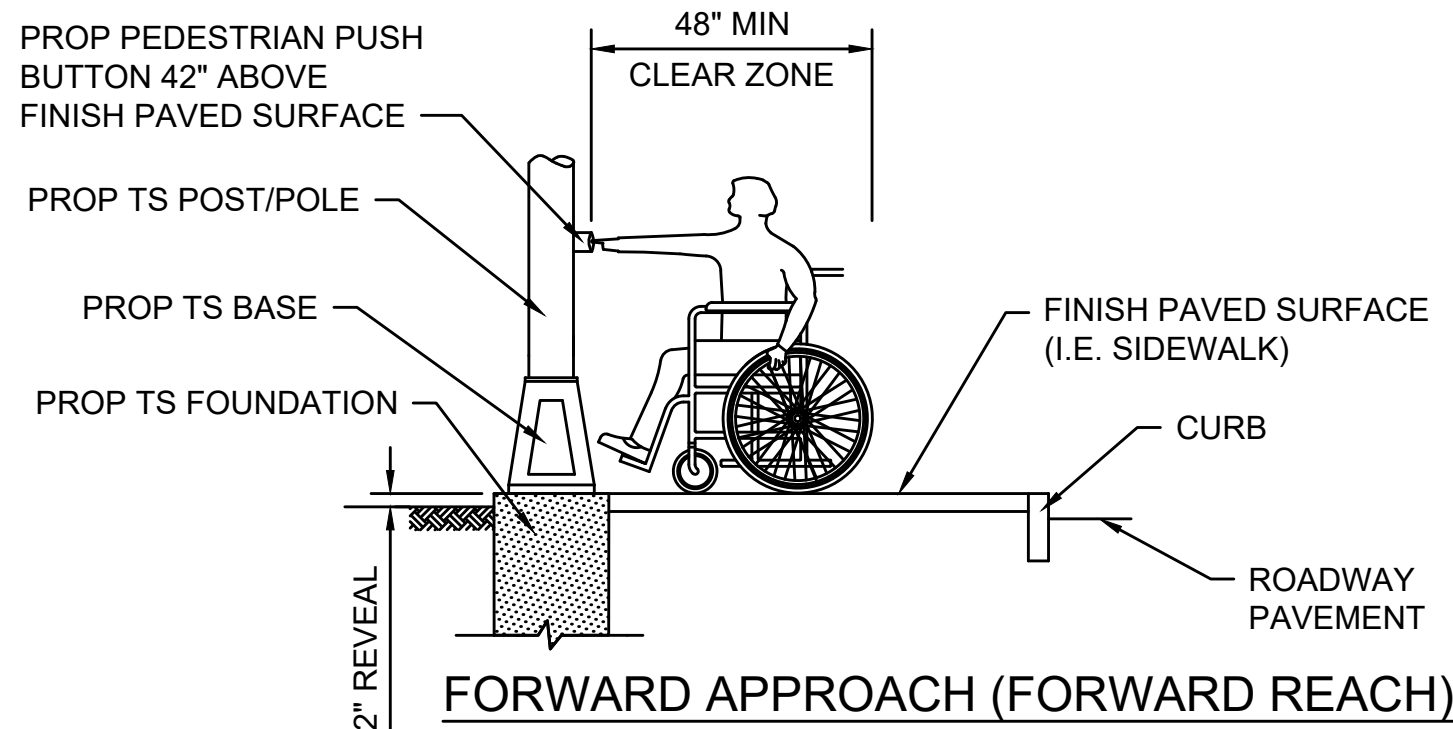
DWG: PM-27

DATE: NOVEMBER 2022

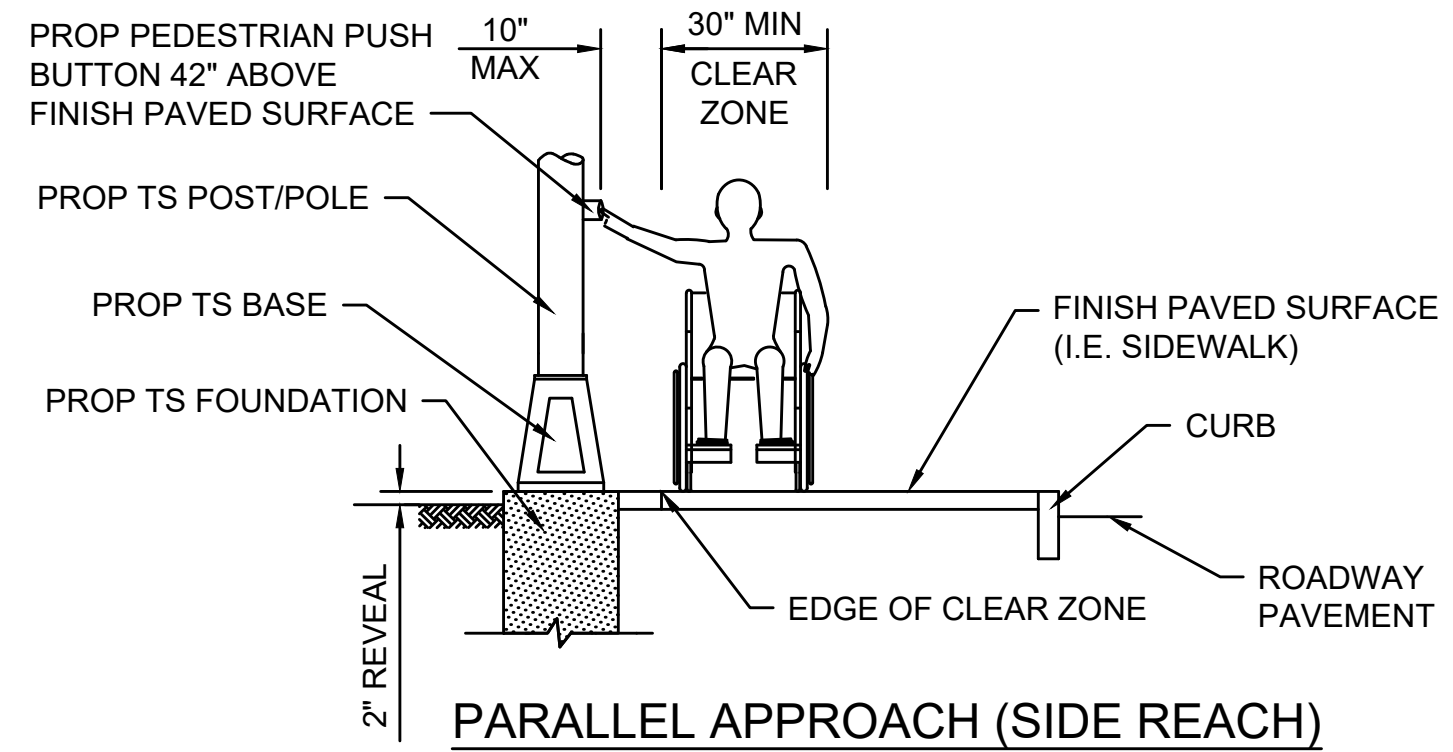


#### CONDUIT CROSSING ROADWAY

SCALE: N.T.S.



- NOTE:
- A CLEAR GROUND SPACE SHALL CONSIST OF A STABLE AND FIRM AREA, COMPLYING WITH 521 CMR 6.5 (FORWARD REACH) OR 521 CMR 6.6 (SIDE REACH) AND SHALL BE PROVIDED AT EACH OF THE PEDESTRIAN PUSH BUTTONS.
- a) WHERE A FORWARD APPROACH IS PROVIDED, PEDESTRIAN PUSH BUTTONS SHALL ABUT AND BE CENTERED ON THE CLEAR GROUND SPACE.
- b) WHERE A PARALLEL APPROACH IS PROVIDED, PEDESTRIAN PUSH BUTTONS SHALL BE WITHIN TEN INCHES (10") HORIZONTALLY OF AND CENTERED ON THE CLEAR GROUND SPACE.

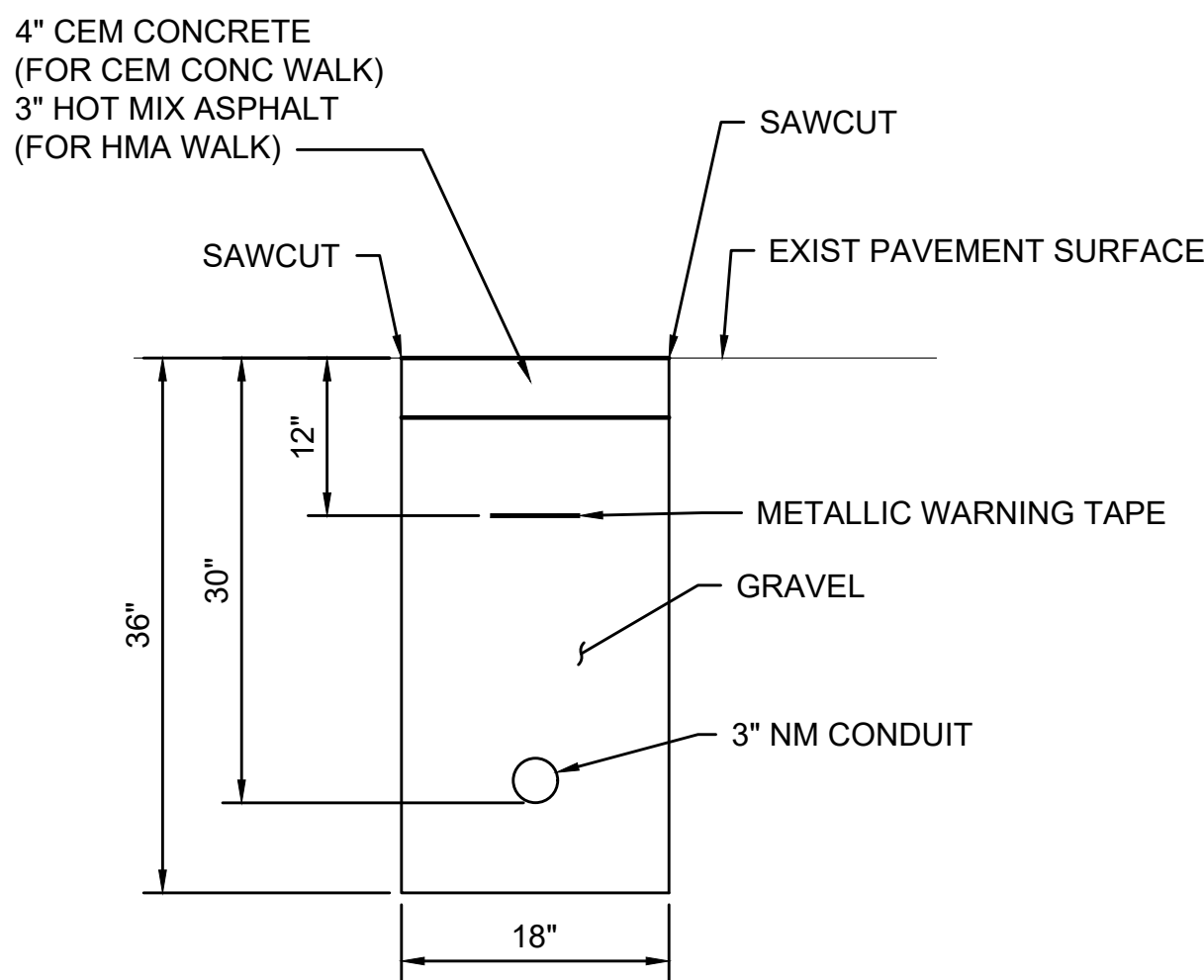


#### PEDESTRIAN PUSH BUTTON CLEAR ZONE

SCALE: N.T.S.

DWG: PM-10

DATE: APRIL 2013

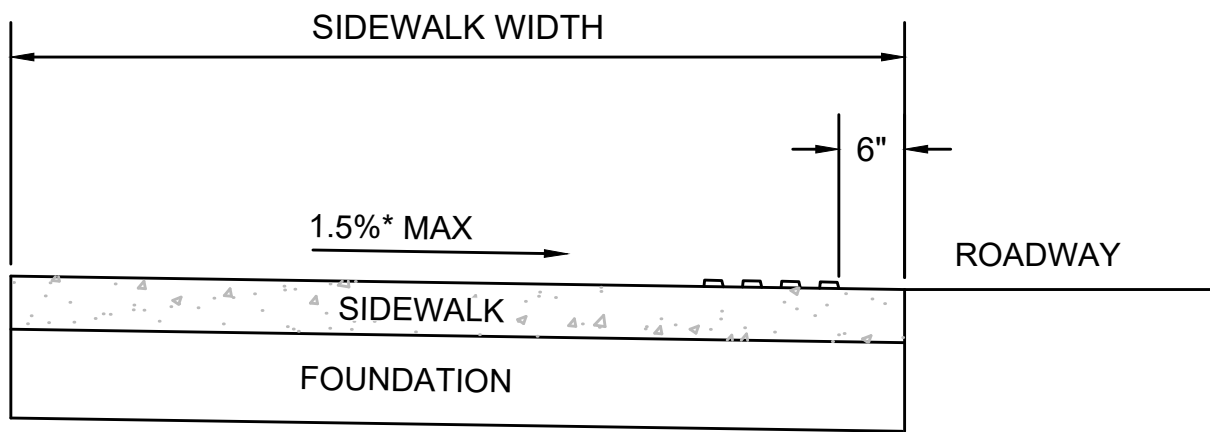


#### CONDUIT IN SIDEWALK

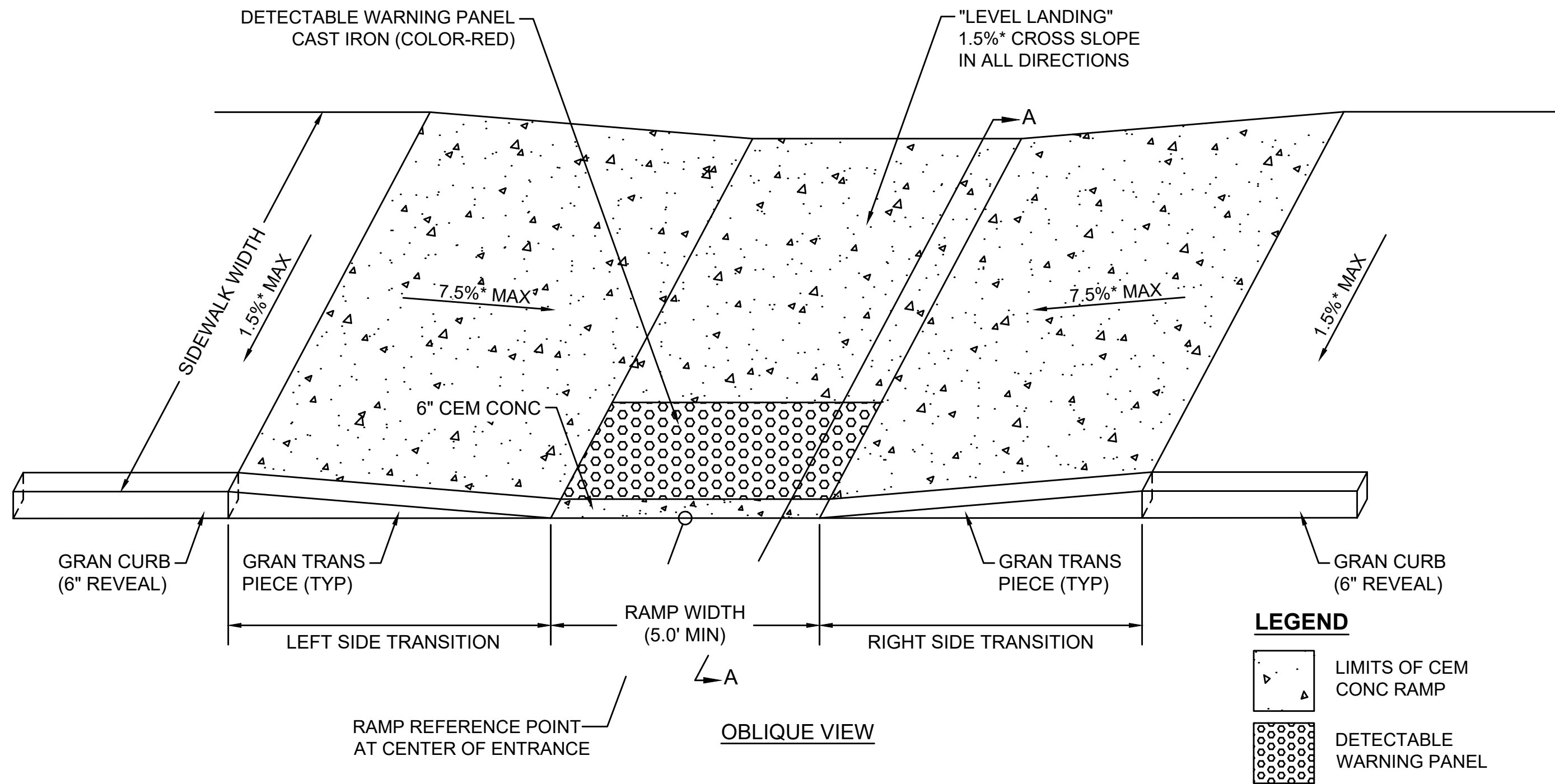
SCALE: N.T.S.



PEDESTRIAN CURB RAMP - LESS THAN 6.50' WIDTH DATA								
PCR NO.	LOCATION (REFERENCE POINT)	RAMP WIDTH	SIDEWALK WIDTH	LEFT SIDE		RIGHT SIDE		NOTES
				REVEAL	TRANS LENGTH	REVEAL	TRANS LENGTH	
2	WINN STREET 12+40.81, 19.81 RT	5'-0"	6'-0"	4"	6'-6"	4"	5'-5"	LT/RT TRANS CURVED
3	MOUNTAIN ROAD 1+85.60, 18.92 RT	5'-0"	6'-0"	4"	5'-5"	4"	6'-6"	LT/RT TRANS CURVED



SECTION A-A

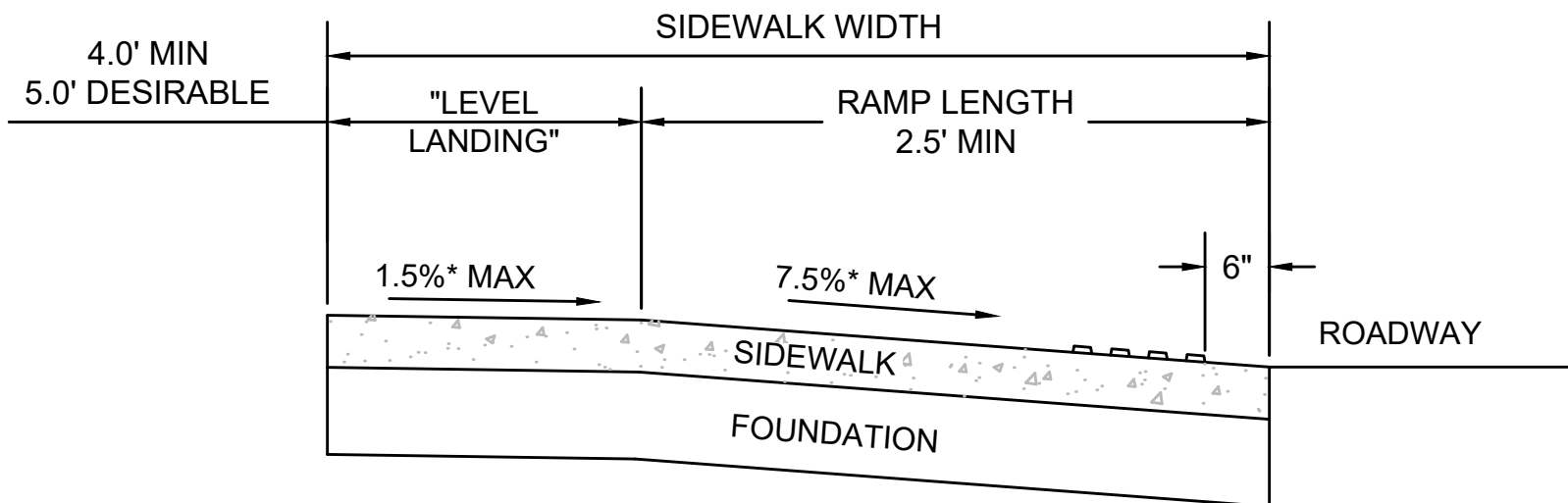


\*TOLERANCE FOR CONSTRUCTION  $\pm 0.5\%$

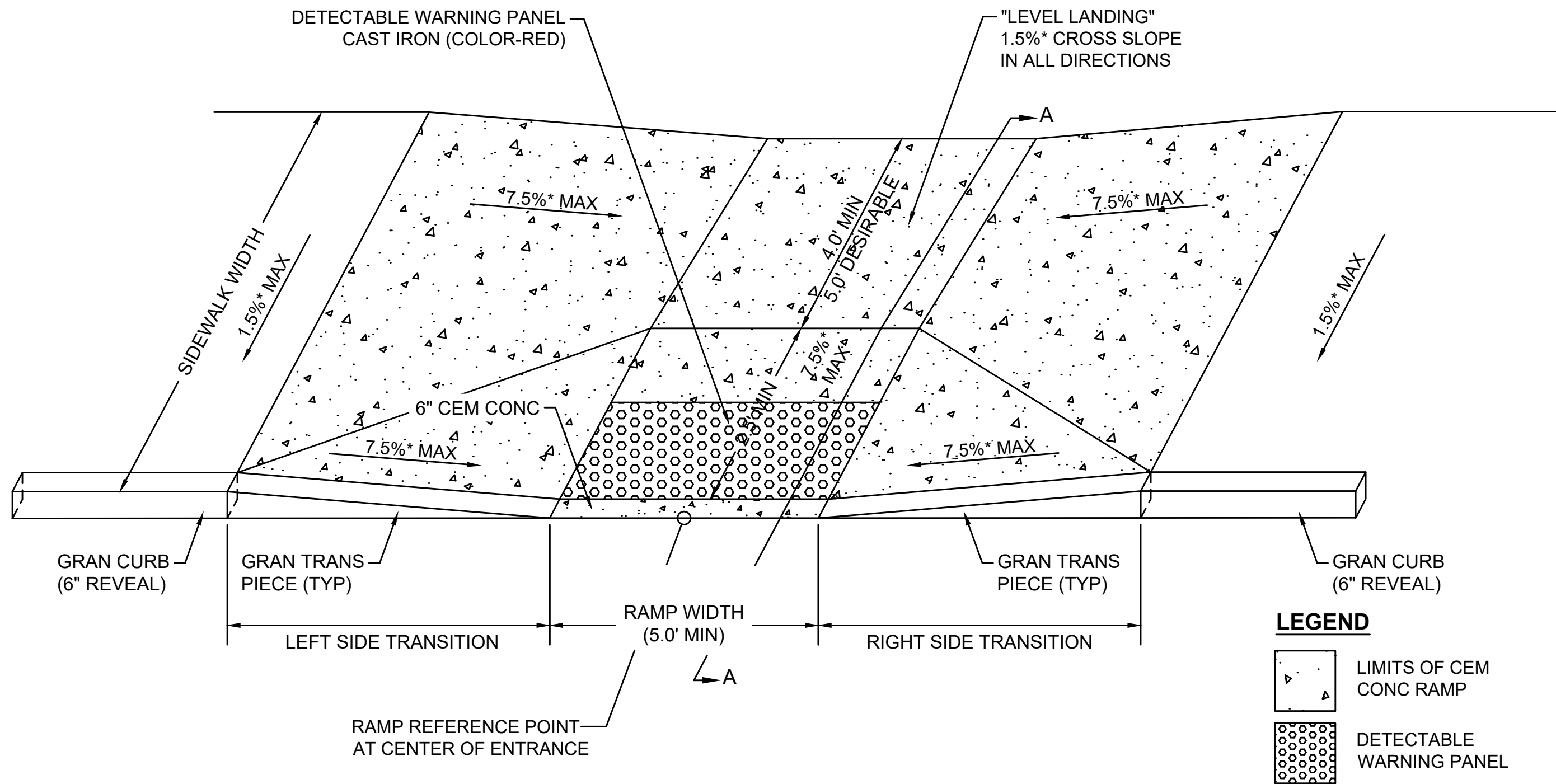
**PEDESTRIAN CURB RAMP IN SIDEWALK LESS THAN 6.50'**

SCALE: NTS      MassDOT STANDARD DETAIL REFERENCE: E 107.2.1

PEDESTRIAN CURB RAMP - 6.50' TO 12.50' WIDTH DATA									
PCR NO.	LOCATION (REFERENCE POINT)	RAMP WIDTH	RAMP LENGTH	SIDEWALK WIDTH	LEFT SIDE		RIGHT SIDE		NOTES
					REVEAL	TRANS LENGTH	REVEAL	TRANS LENGTH	
1	WINN STREET 12+24.62, 17.00 LT	5'-0"	2'-6"	9'-0"	6"	9'-0"	4"	6'-6"	



SECTION A-A



\*TOLERANCE FOR CONSTRUCTION  $\pm 0.5\%$

**PEDESTRIAN CURB RAMP - 6.50' TO 12.50' WIDTH**

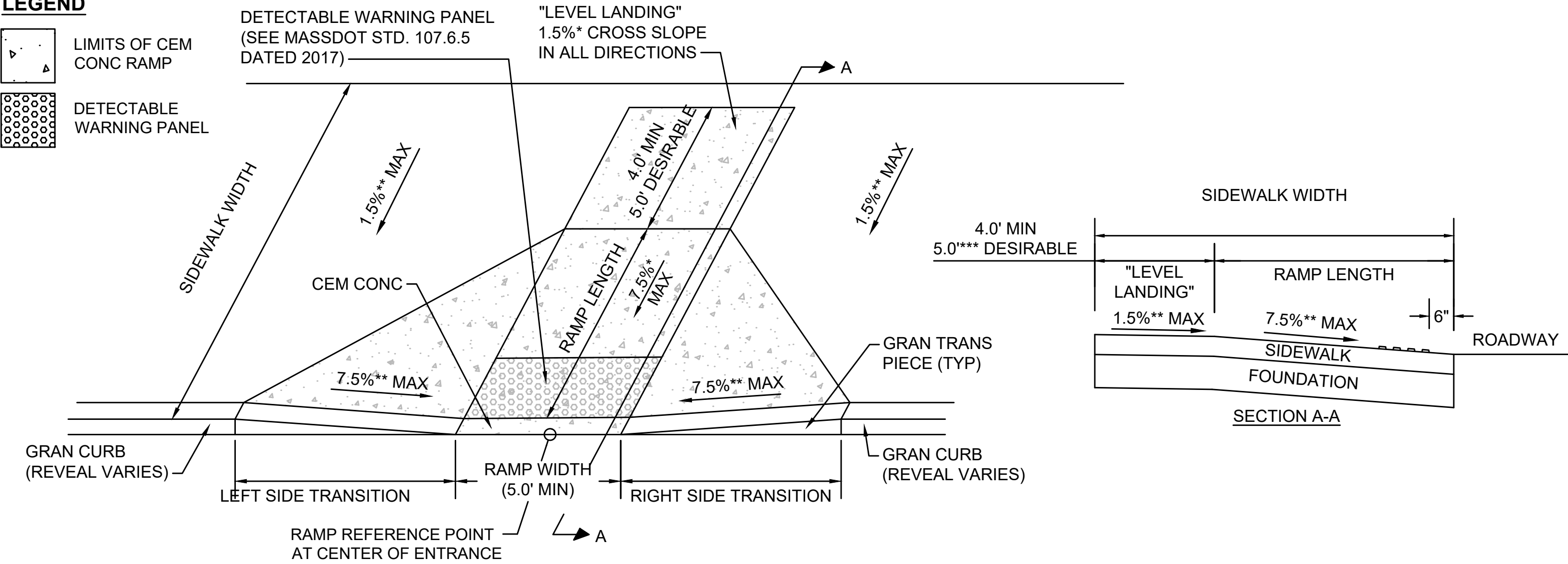
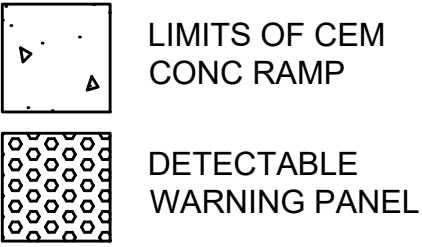
SCALE: NTS      MassDOT STANDARD DETAIL REFERENCE: E 107.2.1



CEMENT CONCRETE DRIVEWAY DATA								
DWY NO.	LOCATION (REFERENCE POINT)	DWY OPENING	DWY RAMP LENGTH	DWY WALK WIDTH	LEFT SIDE		RIGHT SIDE	
					REVEAL	TRANS LENGTH	REVEAL	TRANS LENGTH
1	WINN STREET 11+46.57, 17.80' LT	30'-2"	2'-0"	LT - 5'-8" RT - 7'-0"	-	-	6"	6'-6"
2	WINN STREET 11+51.07, 17.14' RT	17'-6"	2'-0"	LT - 8'-4" RT - 5'-6"	4"	8'-3"	-	-
3	WINN STREET 12+54.01, 17.99' LT	25'-4"	2'-0"	LT - 7'-0" RT - 5'-3"	4"	7'-2"	-	-
4	WINN STREET 12+92.84, 16.92' RT	-	2'-0"	LT - --- RT - 3'-6"	-	-	4"	8'-0"
5	MOUNTAIN ROAD 1+35.40, 11.50' RT	42'-10"	2'-0"	LT - 5'-8" RT - 7'-0"	4"	6'-6"	6"	6'-6"
								MATCH EXIST DWY EXCLUDE RT TRANS CURB R&R CI
								LT TRANS CURVED

PEDESTRIAN CURB RAMP - 12.50' OR GREATER WIDTH DATA								
PCR NO.	LOCATION (REFERENCE POINT)	RAMP WIDTH	RAMP LENGTH	SIDEWALK WIDTH	LEFT SIDE		RIGHT SIDE	
					REVEAL	TRANS LENGTH	REVEAL	TRANS LENGTH
4	MOUNTAIN ROAD 1+92.79, 14.09 LT	5'-0"	8'-6"	12'-6"	6"	6'-6"	4"	9'-0"
								RT TRANS CURVED

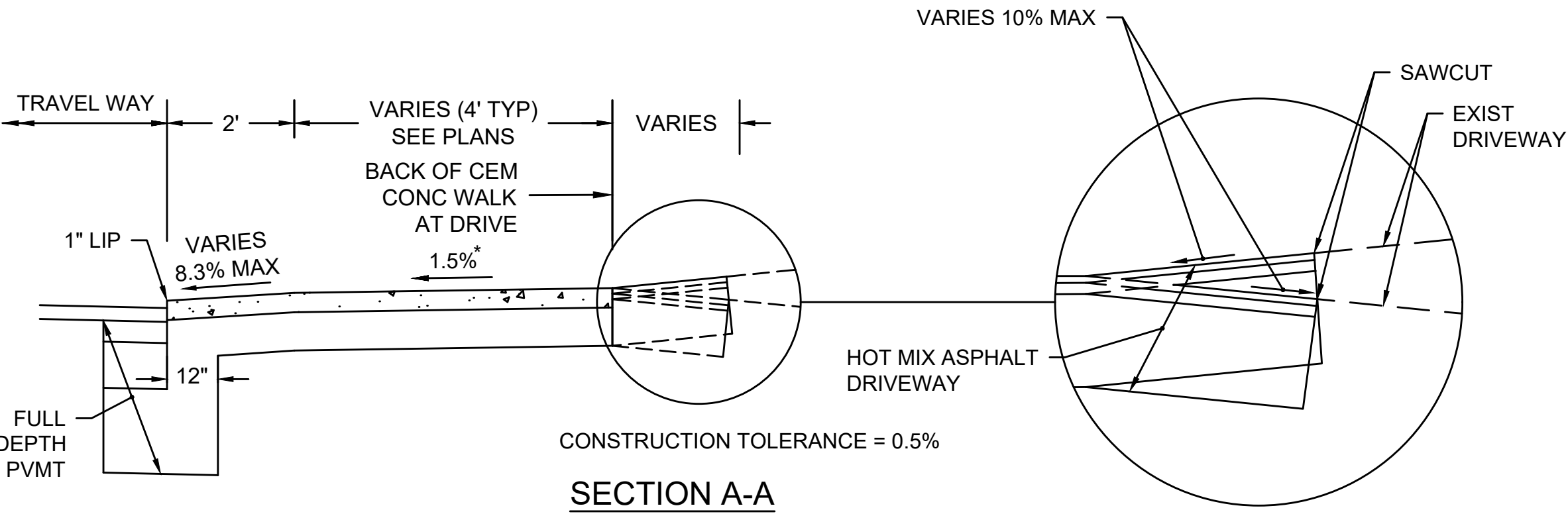
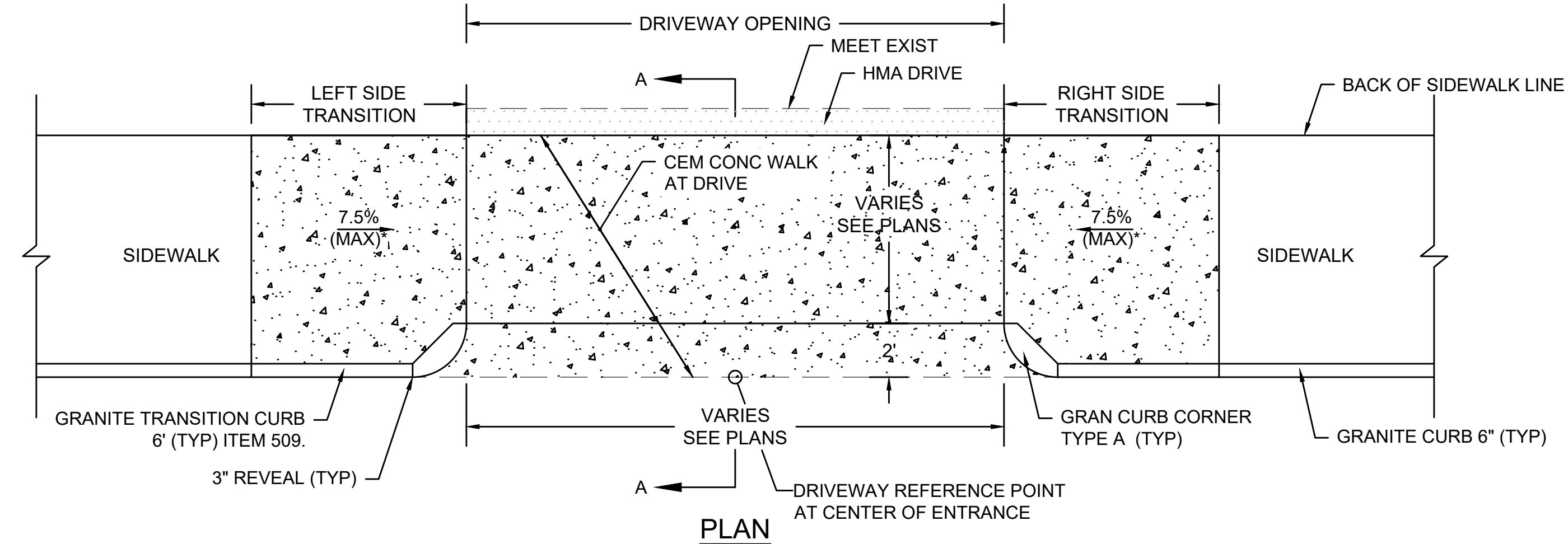
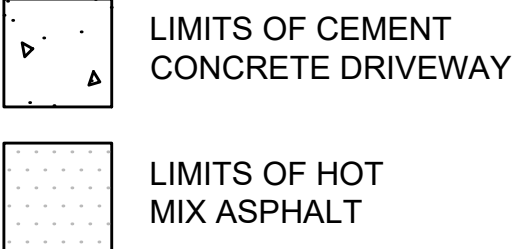
LEGEND



WHEELCHAIR RAMP - 12.50' OR GREATER

SCALE: N.T.S.

LEGEND



CEMENT CONCRETE SIDEWALK AT DRIVEWAY WITH GRANITE CURB CORNER

SCALE: N.T.S.