

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

WELLFLEET ROUTE 6 / MAIN STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	1	56
PROJECT FILE NO.		607397	

TITLE SHEET & INDEX

PLAN AND PROFILE OF
**ROUTE 6 / MAIN STREET INTERSECTION AND
 CORRIDOR IMPROVEMENTS**
 IN THE TOWN OF
WELLFLEET
BARNSTABLE COUNTY

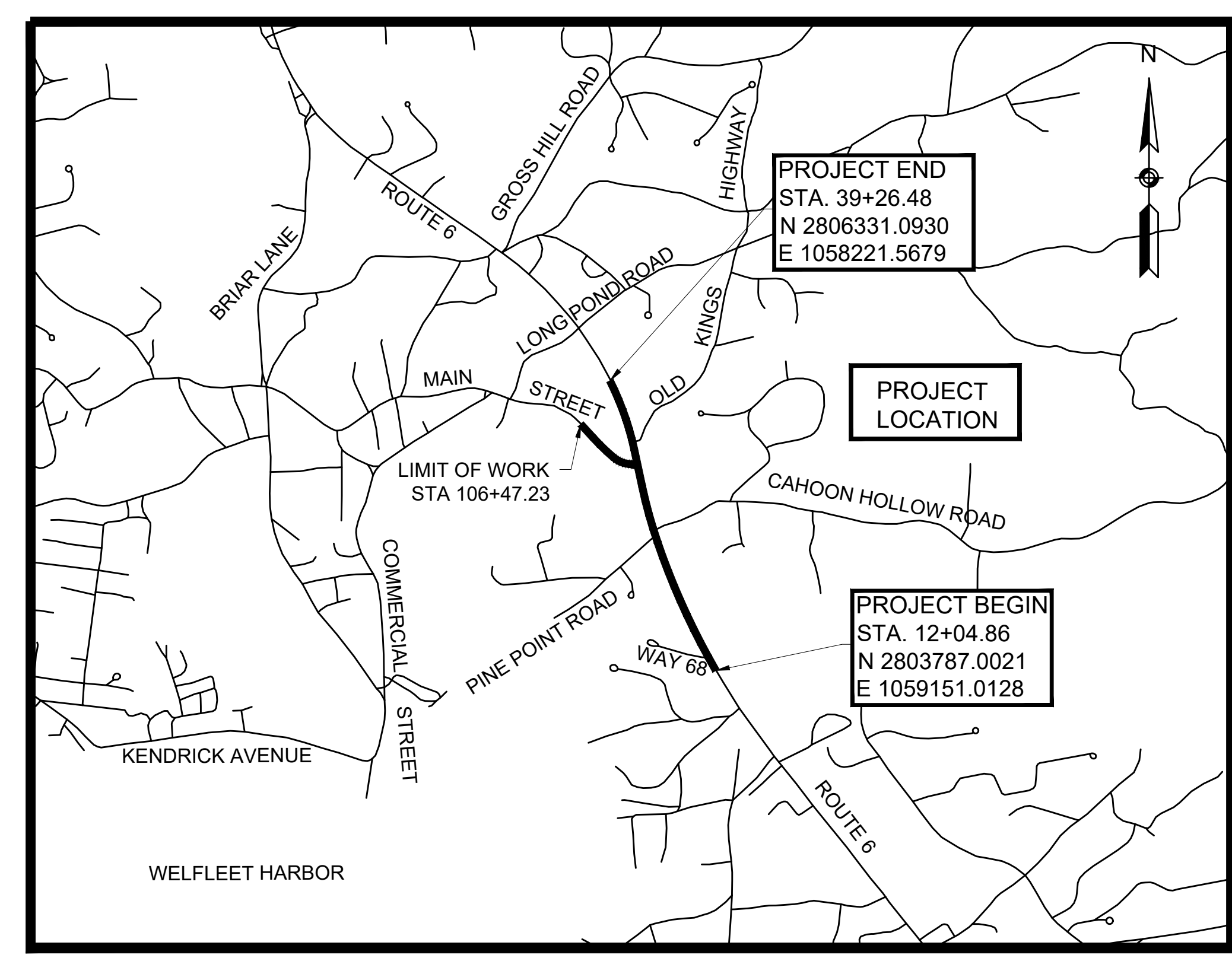
FEDERAL AID PROJECT NO.

25% SUBMITTAL

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.

INDEX



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LENGTH OF PROJECT = 2,721.62 FEET = 0.515 MILES

DESIGN DESIGNATION

	ROUTE 6	MAIN STREET
DESIGN SPEED	50 MPH	30 MPH
ADT (2019)	19,300	7,000
ADT (2029)	21,000	7,600
K	7.0%	7.7%
D	60% NB	51% EB
T (PEAK HOUR)	1.9%	0.9%
T (AVERAGE DAY)	1.3%	1.7%
DHV	1,475	586
DDHV	885	299
FUNCTIONAL CLASSIFICATION	URBAN PRINCIPAL ARTERIAL	URBAN MINOR ARTERIAL

 65 NETWORK DRIVE, 2ND FLOOR BURLINGTON, MA 01803					
 Massachusetts Department of Transportation Highway Division					
APPROVED					
_____ CHIEF ENGINEER					_____ DATE

**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	3	56

PROJECT FILE NO. 607397

GENERAL NOTES

GENERAL NOTES:

1. BASE MAP IS COMPILED FROM MOBIL LIDAR SUPPLEMENTED WITH ON THE GROUND SURVEY, DATED FEBRUARY 15, 2015 AND JUNE 29, 2018, AND IS PROVIDED BY SURVEY AND MAPPING CONSULTANTS, INC. (A DAWOOD COMPANY).
2. COORDINATES, IN U.S. SURVEY FEET, ARE REFERENCED TO THE NORTH AMERICAN DATUM OF 1983, (2011), EPOCH 2010.00, BASED ON THE KEYNET GPS VIRTUAL REFERENCE SYSTEM (VRS).
3. ELEVATIONS, IN U.S. SURVEY FEET, ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) BASED ON THE KEYNET GPS VIRTUAL REFERENCE SYSTEM (VRS).
4. WETLAND RESOURCE AREAS WERE DELINEATED BY LEC ENVIRONMENTAL CONSULTANTS, INC. ON OCTOBER 31, 2014 AND WERE FIELD LOCATED BY SURVEY AND MAPPING CONSULTANTS (A DAWOOD COMPANY).
5. THE CONTRACTOR SHALL REMOVE ALL PAVEMENT, GRASSED AREAS, AND OTHER EXISTING FEATURES NOT DESIGNATED TO REMAIN WITHIN THE PROPOSED RECONSTRUCTION AREA.
6. REMOVAL OF EXISTING ITEMS NOT PAID FOR UNDER A SEPARATE PAY ITEM SHALL BE PAID FOR UNDER ITEM 120.1 UNCLASSIFIED EXCAVATION. THESE ITEMS INCLUDE BUT ARE NOT LIMITED TO CURB, IRRIGATION CONTROL VALVES, CEMENT POSTS, AND REFLECTOR POSTS.
7. WHERE NEW PAVEMENT MEETS EXISTING PAVEMENT, THE JOINT SHALL BE SAWCUT TO A NEAT VERTICAL LINE.
8. THE CONTRACTOR SHALL MAINTAIN AREAS IN AND AROUND THE WORK ZONE FREE AND CLEAR OF DEBRIS AT ALL TIMES. NO STOCKPILING OF EQUIPMENT OR MATERIAL SHALL BE PERMITTED OUTSIDE OF FIXED WORK ZONES.
9. UTILITY POLES, MAILBOXES AND HYDRANTS THAT ARE TO BE RETAINED OR ADJUSTED SHALL BE REMOVED AND RESET IF FIELD CONDITIONS INDICATE THE CLEAR PATH OF TRAVEL ON THE SIDEWALK IS LESS THAN 3 FEET.
10. ITEM 156. CRUSHED STONE SHALL BE USED UNDER DRAINAGE STRUCTURES AND PIPES IF UNSUITABLE MATERIALS ARE FOUND.
11. DURING CONSTRUCTION, SILT SACKS (ITEM 697.1) SHALL BE USED ON ALL EXISTING AND PROPOSED CATCH BASINS WITHIN THE PROJECT LIMITS.
12. TEMPORARY SUPPORT OF EXCAVATION SHOWN ON THESE PLANS ARE FOR REFERENCE ONLY. CONTRACTOR SHALL DETERMINE ACTUAL LOCATIONS IN THE FIELD GIVEN THE LOCATIONS OF EXISTING UTILITIES OR RELATED STRUCTURES THAT ARE TO REMAIN IN SERVICE DURING EXCAVATION OPERATIONS.
13. LIMITS OF CLEARING AND GRUBBING SHALL EXTEND 5 FEET BEYOND THE SLOPE LIMIT IN WOODED AREAS EXCEPT WITHIN WETLAND AREAS. CLEARING AND GRUBBING SHALL NOT BE EXTENDED INTO EXISTING WETLANDS.

UTILITY NOTES:

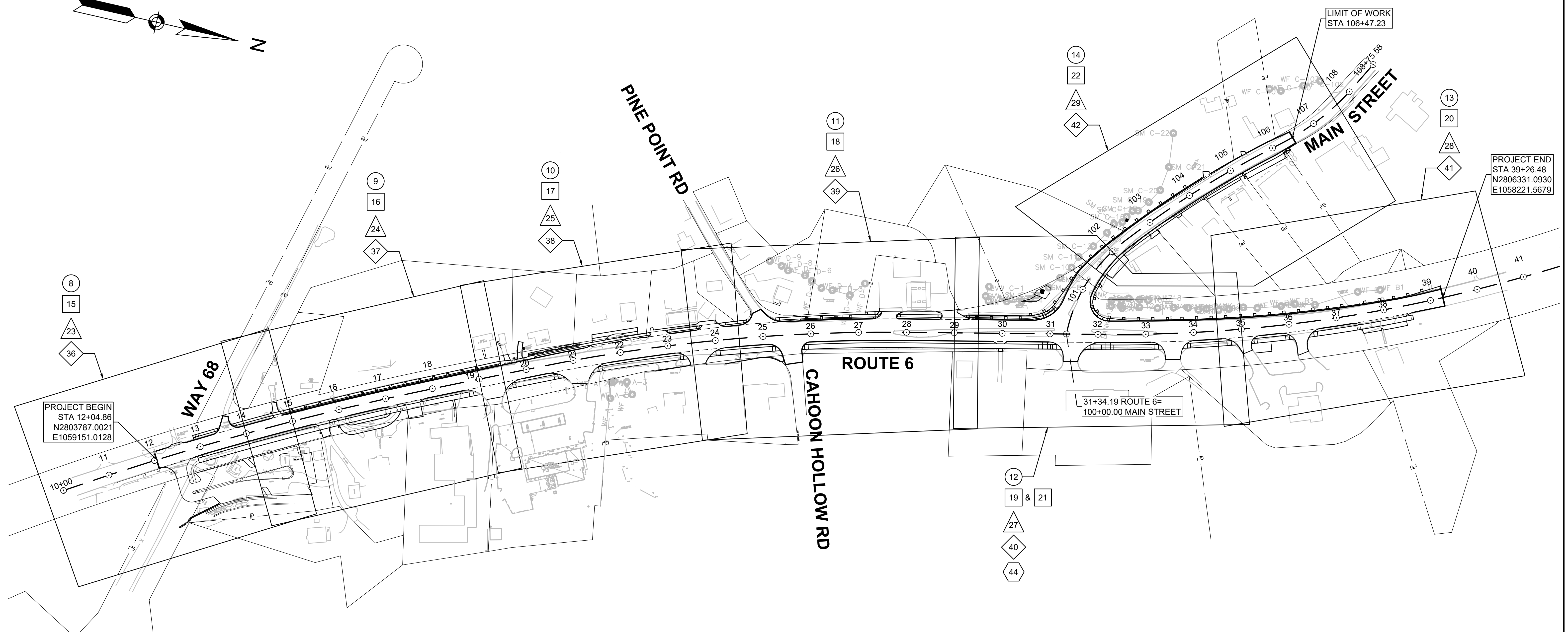
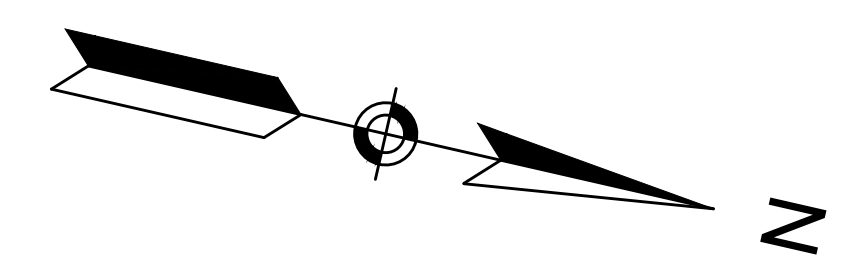
1. ALL UNDERGROUND UTILITIES SHOWN ON THESE PLANS WERE COMPILED UTILIZING FIELD SURVEY INFORMATION AND AVAILABLE RECORD INFORMATION. RECORD INFORMATION PROVIDED BY THE VARIOUS UTILITY COMPANIES AND PUBLIC AGENCIES ARE APPROXIMATE ONLY AND ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD.
2. ALL UTILITY COMPANIES, PUBLIC AND PRIVATE, SHALL BE NOTIFIED, INCLUDING THOSE IN CONTROL OF UTILITIES NOT SHOWN ON THESE PLANS. (SEE CHAPTER 370, ACTS OF 1963, MASSACHUSETTS) PRIOR TO DESIGNING, EXCAVATING, BLASTING, INSTALLING, BACKFILLING, GRADING, PAVEMENT RESTORING, OR REPAVING.
3. THE CONTRACTOR SHALL NOTIFY ALL AGENCIES REQUIRED AND VERIFY THE LOCATION OF ALL EXISTING SUBSURFACE UTILITIES PRIOR TO PERFORMING ANY WORK. THE LOCATION OF EXISTING PIPES OR OTHER UNDERGROUND STRUCTURES OR PROPERTY LINES ARE NOT WARRANTED TO BE EXACT, NOR IS IT WARRANTED THAT ALL UNDERGROUND PIPES OR STRUCTURES ARE SHOWN. THE CONTRACTOR SHALL CALL "DIG SAFE" (1-888-344-7233) A MINIMUM OF 72 HOURS (EXCLUDING SATURDAYS, SUNDAYS AND HOLIDAYS) PRIOR TO ANY EXCAVATION TO OBTAIN ACCURATE UTILITY LOCATIONS.
4. PRIOR TO THE INSTALLATION OF PROPOSED UTILITIES, THE CONTRACTOR SHALL EXCAVATE TEST PITS AT LOCATIONS OF UTILITY CROSSINGS TO VERIFY DEPTHS OF EXISTING PIPES, CONDUITS OR OTHER FACILITIES AS REQUIRED BY THE ENGINEER.
5. UTILITY STRUCTURES (I.E. MANHOLE COVER, WATER GATE BOX, ETC.) WITHIN A PEDESTRIAN ACCESS PATH OR WHEELCHAIR RAMP SHALL BE CAREFULLY ADJUSTED SUCH THAT THE TOPMOST COVER IS SET FLUSH WITH THE PROPOSED SURFACE.

**WELLFLEET
ROUTE 6 / MAIN STREET**

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MA	-	4	56

PROJECT FILE NO. 607397

KEY PLAN

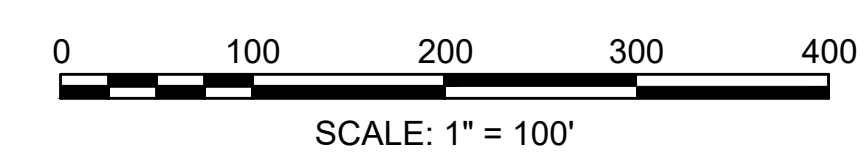


PROJECT BEGIN
STA 12+04.86
N2803787.0021
E1059151.0128

LIMIT OF WORK
STA 106+47.23

PROJECT END
STA 39+26.48
N2806331.0930
E1058221.5679

31+34.19 ROUTE 6=
100+00.00 MAIN STREET



- SHEET NO — #
- # CONSTRUCTION PLAN
 - # PROFILE
 - # DRAINAGE AND UTILITY PLAN
 - # SIGN AND PAVEMENT MARKING PLAN
 - # TRAFFIC SIGNAL PLAN

**WELLFLEET
ROUTE 6 / MAIN STREET**

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MA	-	5	56
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**TYPICAL SECTIONS
PART 1 OF 3**

PAVEMENT NOTES

ROUTE 6

MILL: 2.0" FINE MILL (SEE NOTE 5)
 OVERLAY: 2.0" SUPERPAVE SURFACE COURSE - 12.5 POLYMER (SSC-12.5-P) AT VARIABLE DEPTH (MIN THICKNESS 1.75", MAX LIFT 2.75") OVER ASPHALT EMULSION FOR TACK COAT (RS-1H)

FULL DEPTH BOX WIDENING - WIDTH GREATER THAN 4 FT

SURFACE: 2.0" SUPERPAVE SURFACE COURSE - 12.5 POLYMER (SSC-12.5-P) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER 2.5" SUPERPAVE INTERMEDIATE COURSE - 19.0 POLYMER (SIC-19.0-P) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER
 BASE: 4.0" SUPERPAVE BASE COURSE - 37.5 (SBC-37.5) OVER 4.0" DENSE GRADED CRUSHED STONE OVER
 SUBBASE: 8.0" GRAVEL BORROW TYPE b

FULL DEPTH BOX WIDENING - WIDTH LESS THAN 4 FT

SURFACE: 2.0" SUPERPAVE SURFACE COURSE - 12.5 POLYMER (SSC-12.5-P) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER
 BASE: 6.0" CEMENT CONCRETE BASE COURSE (3,000 PSI MIN) OVER
 SUBBASE: 12.0" GRAVEL BORROW TYPE b

MAIN STREET

FULL DEPTH PAVEMENT RECLAMATION

RECLAIM TO 12" DEPTH

SURFACE: 2.0" SUPERPAVE SURFACE COURSE - 12.5 POLYMER (SSC-12.5-P) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER 5.0" SUPERPAVE INTERMEDIATE COURSE - 19.0 POLYMER (SIC-19.0-P) (PLACED IN 2 - 2.5" LIFTS) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER
 BASE: 5.0" RECLAIMED PAVEMENT BORROW (STABILIZED)

FULL DEPTH BOX WIDENING - WIDTH GREATER THAN 4 FT

SURFACE: 2.0" SUPERPAVE SURFACE COURSE - 12.5 POLYMER (SSC-12.5-P) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER 5.0" SUPERPAVE INTERMEDIATE COURSE - 19.0 POLYMER (SIC-19.0-P) (PLACED IN 2 - 2.5" LIFTS) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER
 BASE: 4.0" DENSE GRADED CRUSH STONE (SEE NOTE) OVER
 SUBBASE: 8.0" GRAVEL BORROW TYPE b

FULL DEPTH BOX WIDENING - WIDTH LESS THAN 4 FT

SURFACE: 2.0" SUPERPAVE SURFACE COURSE - 12.5 POLYMER (SSC-12.5-P) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER
 BASE: 6.0" CEMENT CONCRETE BASE COURSE (3,000 PSI MIN) OVER
 SUBBASE: 12.0" GRAVEL BORROW TYPE b

CEMENT CONCRETE WALKS AND WHEELCHAIR RAMPS

SURFACE: 4.0" CEMENT CONCRETE
 BASE: 8.0" GRAVEL BORROW TYPE b

HOT MIX ASPHALT DRIVEWAYS

SURFACE: 1.5" SUPERPAVE SURFACE COURSE - 9.5 (SSC-9.5) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER 2.5" SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC-12.5) OVER
 BASE: 8.0" GRAVEL BORROW TYPE b

GRAVEL DRIVEWAYS

SURFACE: 8" GRAVEL BORROW TYPE b

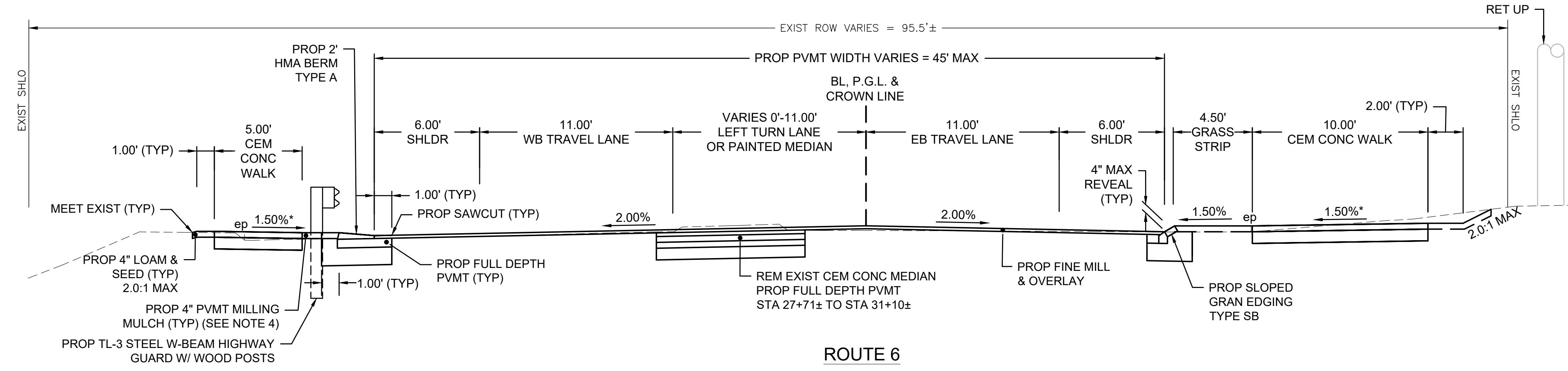
CRUSHED SHELL DRIVEWAYS

SURFACE: 2" CRUSHED SHELL
 BASE: 8" GRAVEL BORROW TYPE b

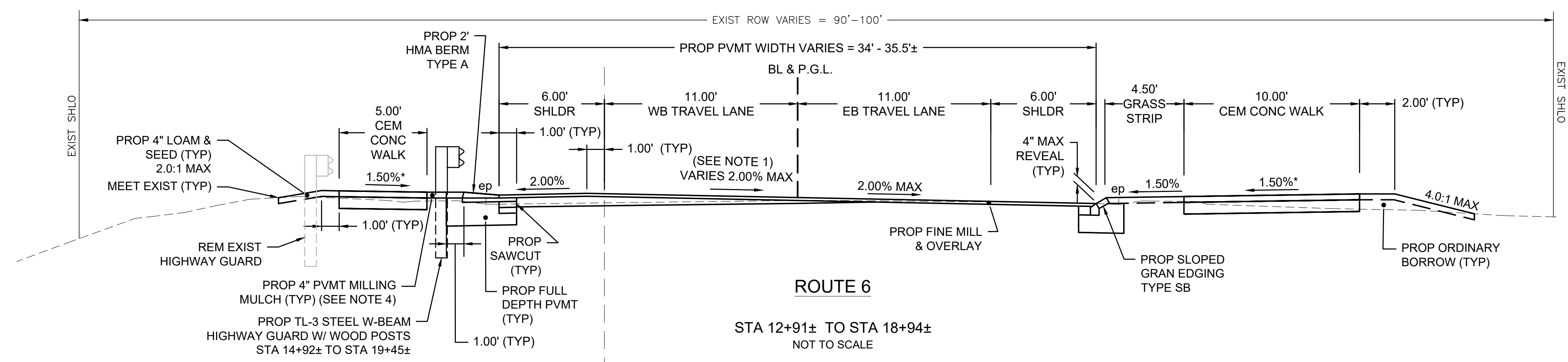
PAVEMENT DESIGN NOTES:

1. EXCESS RECLAIM BASE MATERIAL SHALL BE USED IN PLACE OF DENSE GRADED CRUSHED STONE FOR ROADWAY CONSTRUCTION OR IN PLACE OF GRAVEL BORROW FOR SIDEWALK CONSTRUCTION, WHEN AVAILABLE, AND AS DIRECTED BY THE ENGINEER.
2. CONTRACTOR SHALL PROVIDE CALCIUM CHLORIDE OR WATER FOR DUST CONTROL.
3. ALL ROADWAY SUPERPAVE MIXTURES SHALL BE POLYMER MODIFIED LIQUID ASPHALT.
4. PAVEMENT MILLING MULCH SHALL BE SET 6" OFF THE BACK OF HIGHWAY GUARD POSTS.
5. CONTRACTOR SHALL GUTTER MILL UP TO 3.5" IN AREAS WHERE THE PROPOSED GRADE IS BELOW THE EXISTING GRADE. IN THESE AREAS, A VARIABLE DEPTH SUPERPAVE SURFACE COURSE - 12.5 - P (SSC-12.5-P) SHALL BE PLACED TO MEET THE FINAL GRADES SHOWN ON THESE PLANS OR AS REQUIRED BY THE ENGINEER.

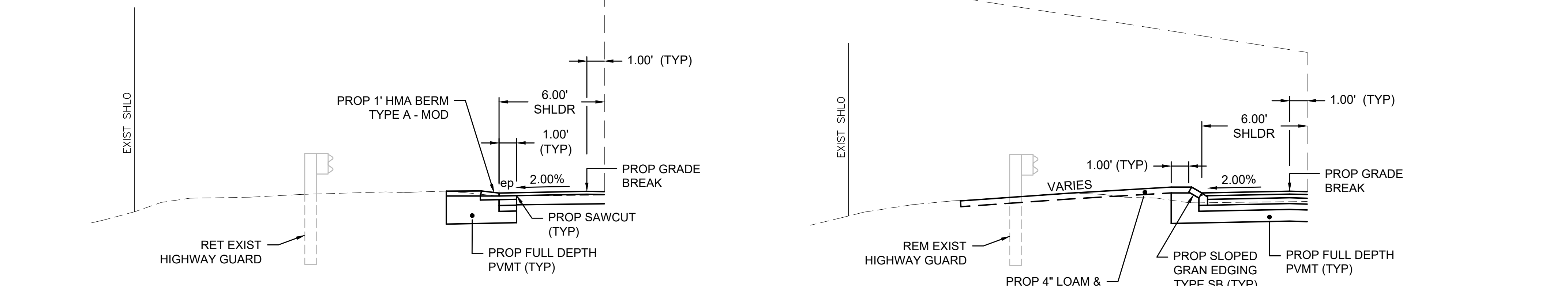
* TOLERANCE FOR CONSTRUCTION ±0.5%



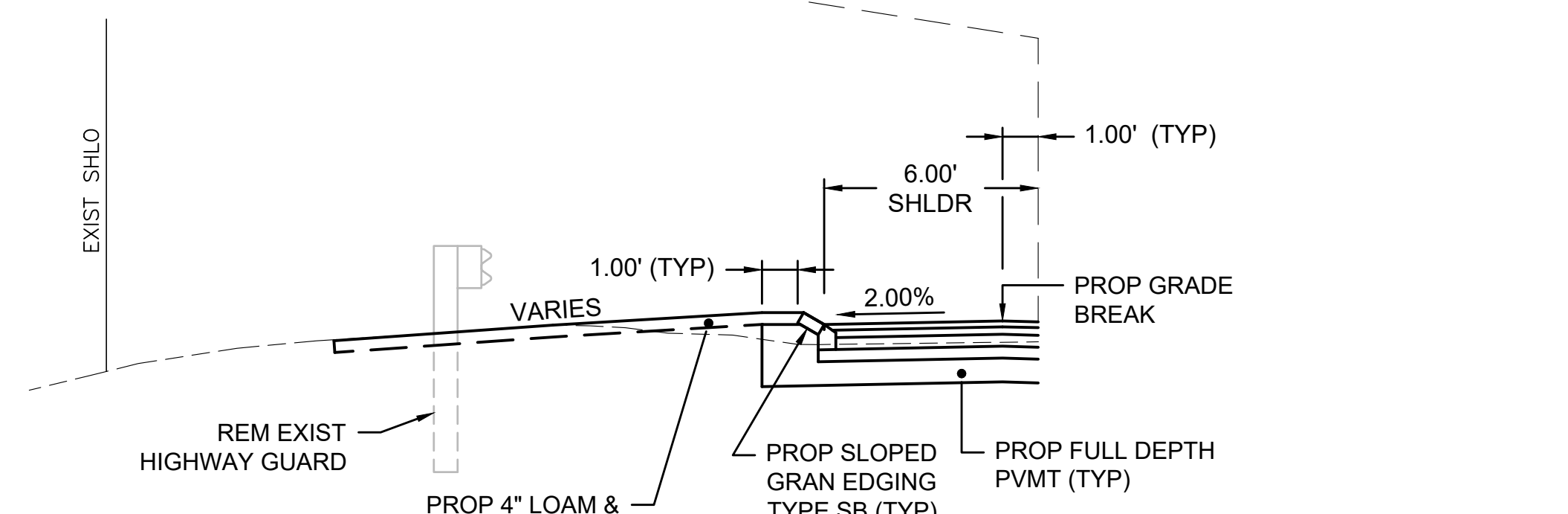
ROUTE 6
 STA 18+94± TO STA 19+16±
 STA 29+43± TO STA 30+66±
 NOT TO SCALE



ROUTE 6
 STA 12+91± TO STA 18+94±
 NOT TO SCALE



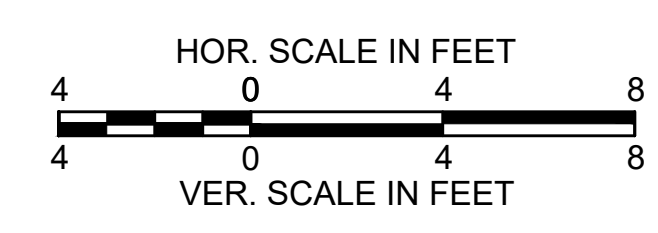
ROUTE 6
 STA 12+05± (PROJECT BEGIN) TO STA 12+44±
 NOT TO SCALE



ROUTE 6
 STA 12+44± (PROJECT BEGIN) TO STA 12+91±
 NOT TO SCALE

NOTES:

1. FOR SUPERELEVATION TRANSITIONS SEE SHEET 6.



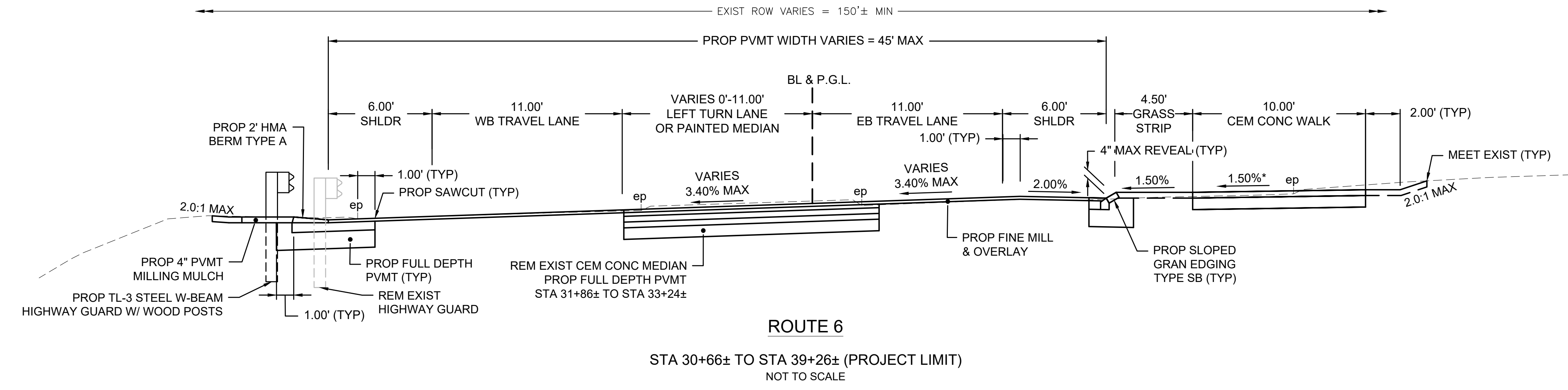
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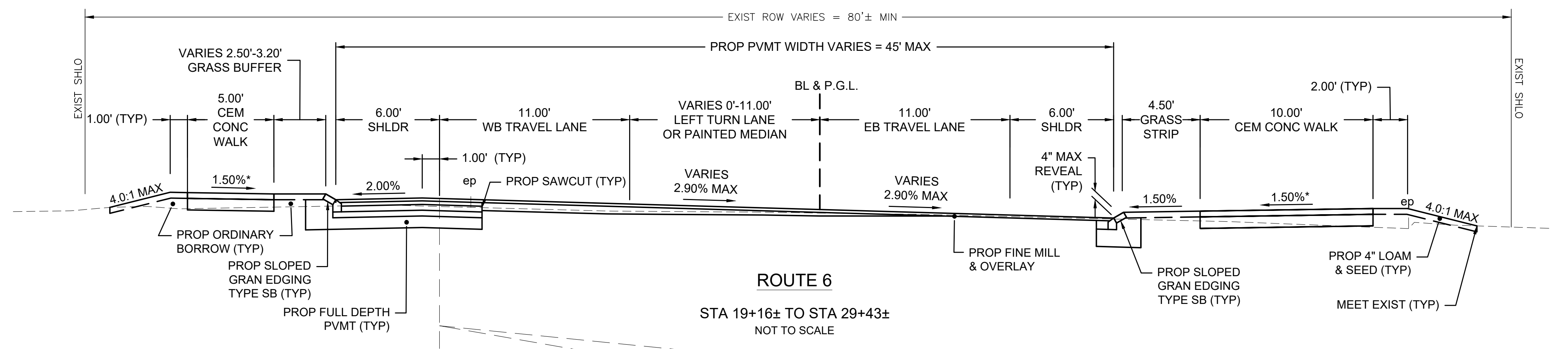
**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	6	56

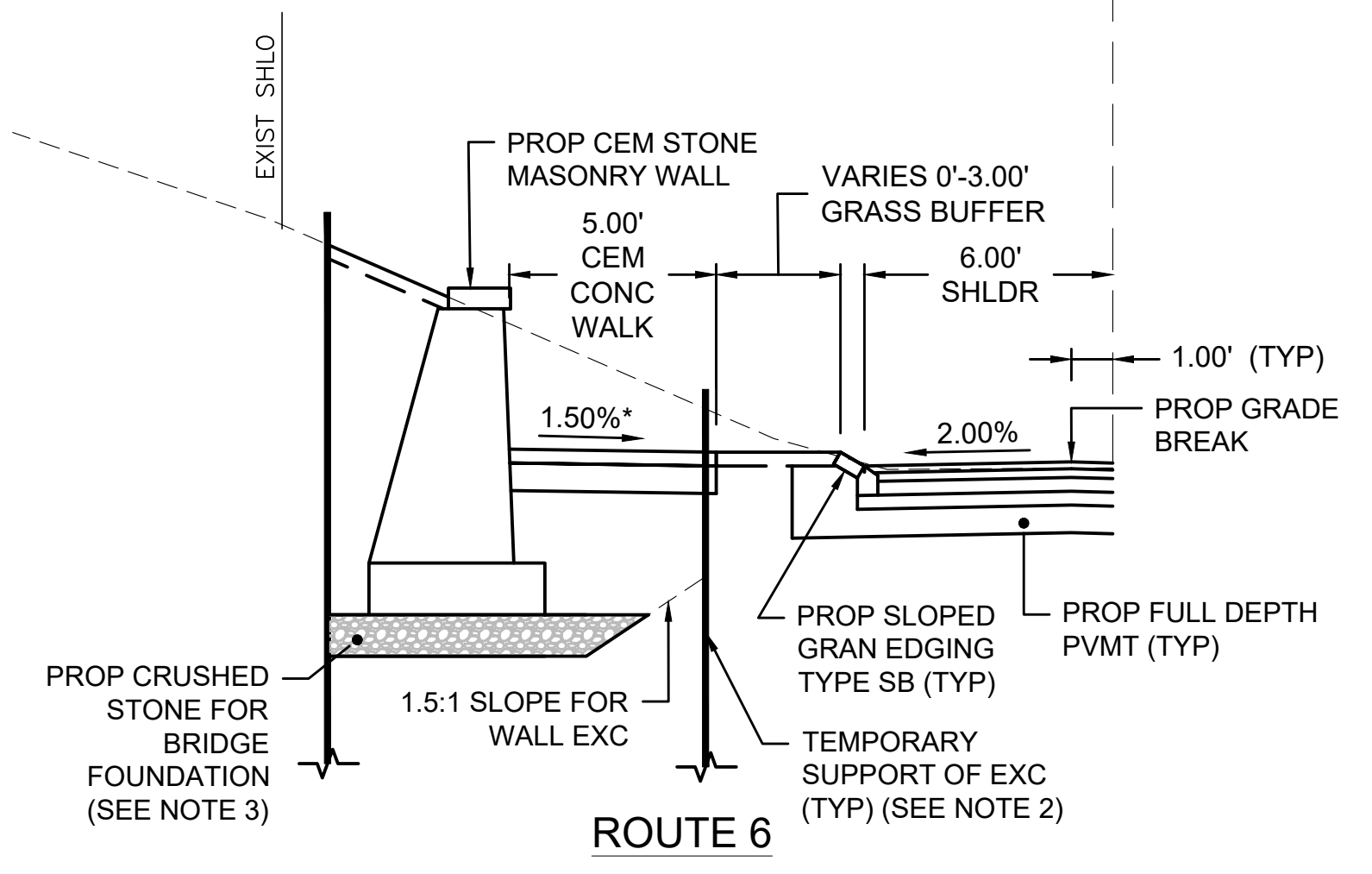
**TYPICAL SECTIONS
PART 2 OF 3**



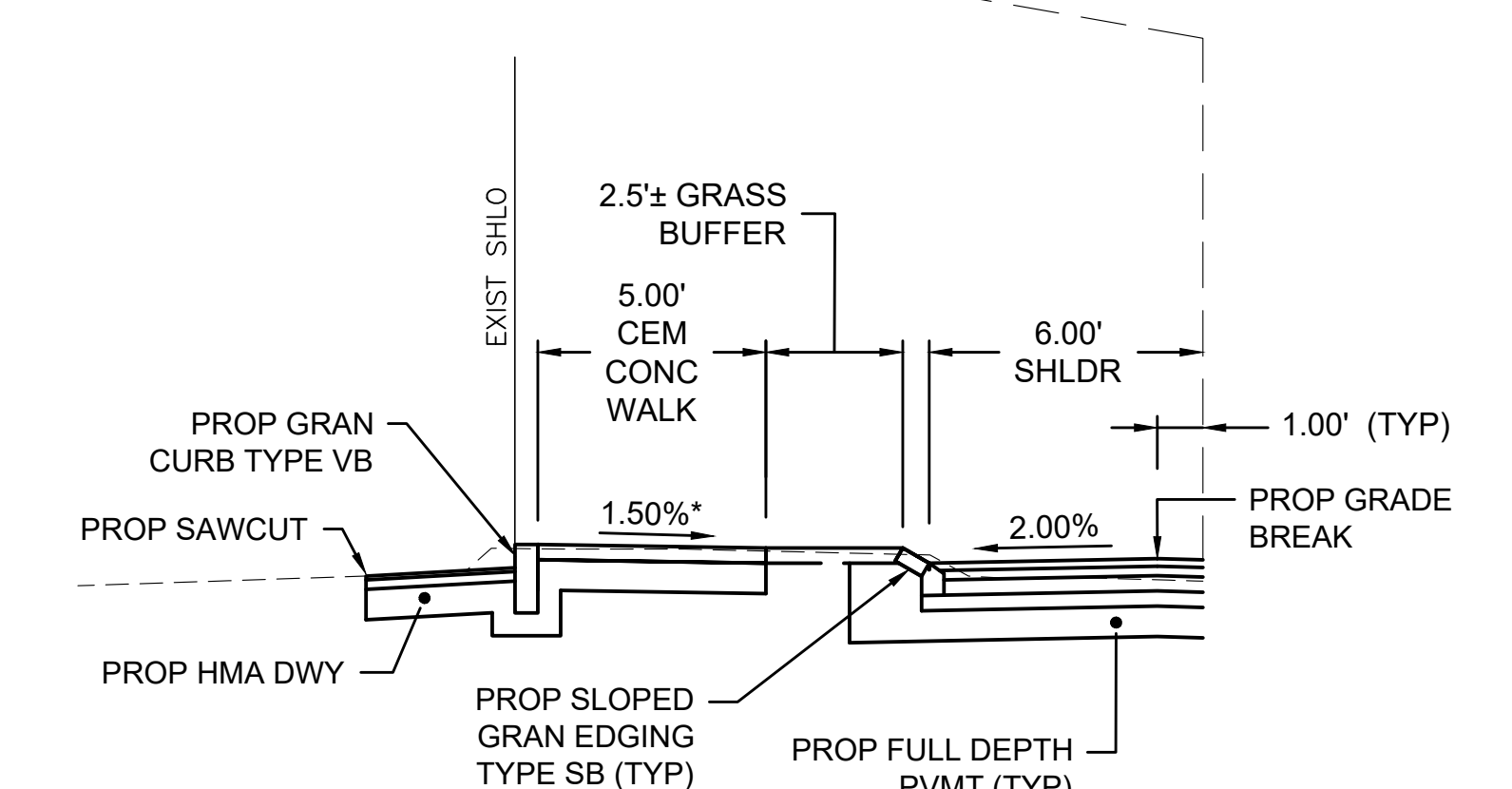
ROUTE 6
STA 30+66± TO STA 39+26± (PROJECT LIMIT)
NOT TO SCALE



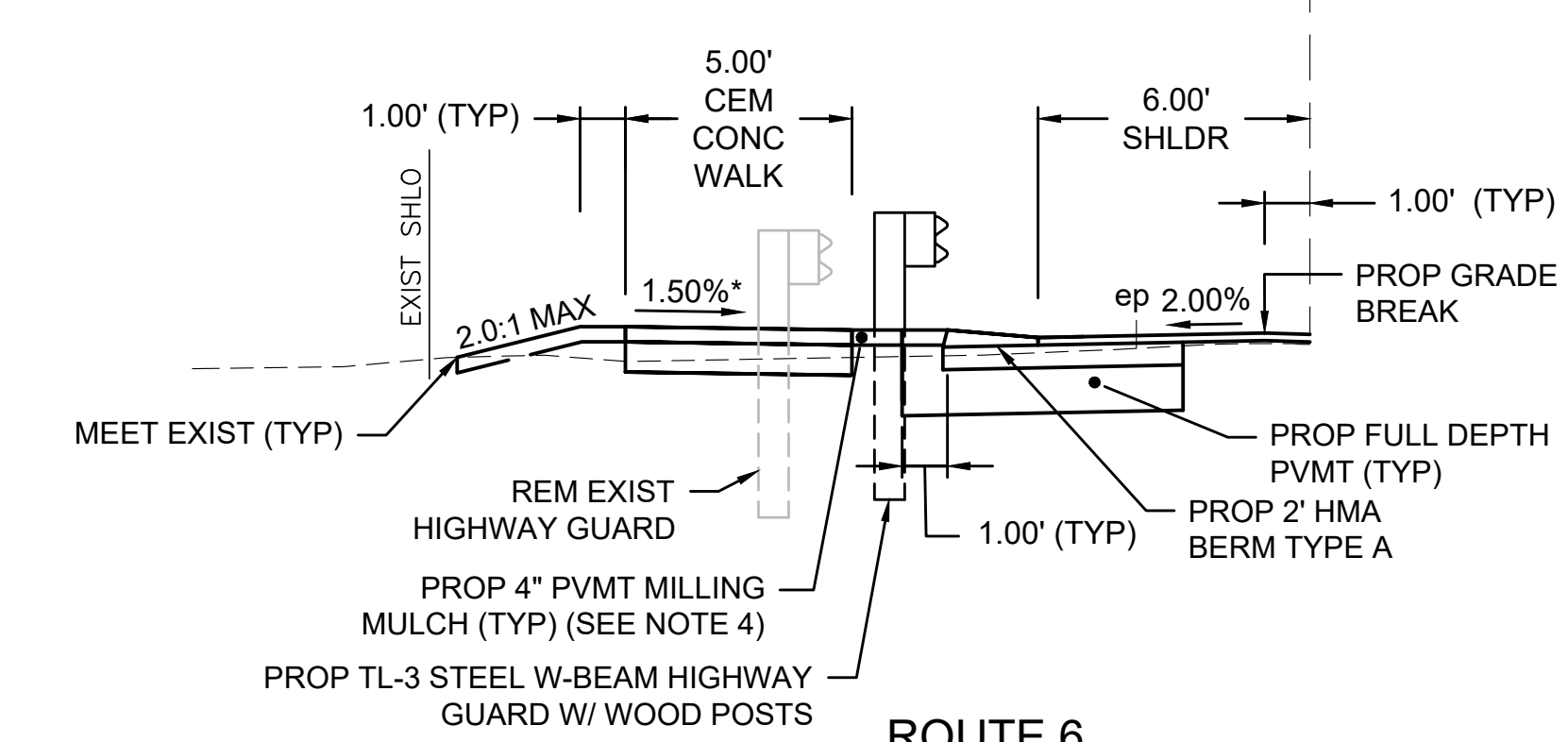
ROUTE 6
STA 19+16± TO STA 29+43±
NOT TO SCALE



ROUTE 6
STA 20+11± TO STA 21+19±
NOT TO SCALE



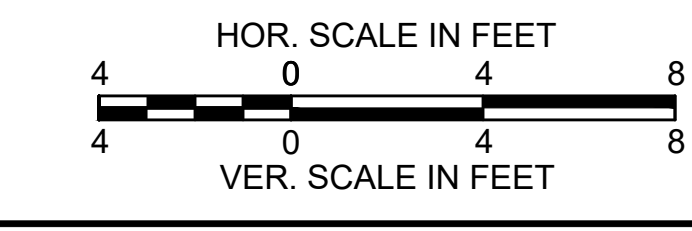
ROUTE 6
STA 22+99± TO STA 23+75±
NOT TO SCALE



ROUTE 6
STA 25+80± TO STA 27+30±
NOT TO SCALE

ROADWAY SUPERELEVATION CROSS SLOPES ROUTE 6		
CROSS SLOPE LT.	STA. TO STA.	CROSS SLOPE RT.
-2% (MATCH EXISTING)	12+05±	-2% (MATCH EXISTING)
TRANSITION	12+05± TO 12+49±	-2%
0%	12+48.86	-2%
TRANSITION	12+48.86 TO 12+92.86	-2%
2%	12+92.86	-2%
2%	12+92.86 TO 18+05.84	-2%
TRANSITION	18+05.84 TO 18+49.84	-2%
0%	18+49.84	-2%
TRANSITION	18+49.84 TO 18+93.84	-2%
-2%	18+93.84	-2%
-2%	18+93.84 TO 19+15.59	-2%
TRANSITION	19+15.59 TO 19+70.59	-2%
0%	19+70.59	-2%
TRANSITION	19+70.59 TO 20+50.59	TRANSITION
2.90%	20+50.59	-2.90%
2.90%	20+50.59 TO 27+64.14	-2.90%
2.90%	27+64.14	-2.90%
TRANSITION	27+64.14 TO 28+60.14	TRANSITION
0%	28+60.14	-2%
TRANSITION	28+60.14 TO 29+43.14	-2%
-2%	29+43.14	-2%
-2%	29+43.14 TO 30+65.51	-2%
TRANSITION	30+65.51 TO 31+31.51	-2%
0%	31+31.51	-2%
TRANSITION	31+31.51 TO 32+44.51	TRANSITION
3.40%	32+44.51	-3.40%
3.40% (MATCH EXISTING)	32+44.51 TO 39+26.5±	-3.40% (MATCH EXISTING)

- NOTES:
- FOR PAVEMENT NOTES SEE SHEET 5.
 - CONTRACTOR SHALL PROVIDE TEMPORARY SUPPORT OF EXCAVATION AS NEEDED TO AVOID IMPACTS TO THE ADJACENT RESIDENTIAL BUILDING, EXISTING UTILITIES, TRAFFIC CONTROL OPERATIONS DURING CONSTRUCTION, OR AS REQUIRED BY THE ENGINEER.
 - WRAP CRUSHED STONE WITH NON-WOVEN GEOTEXTILE FABRIC FOR SEPARATION (M9.50.0).
 - PAVEMENT MILLING MULCH SHALL BE SET 6" OFF THE BACK OF HIGHWAY GUARD POSTS.

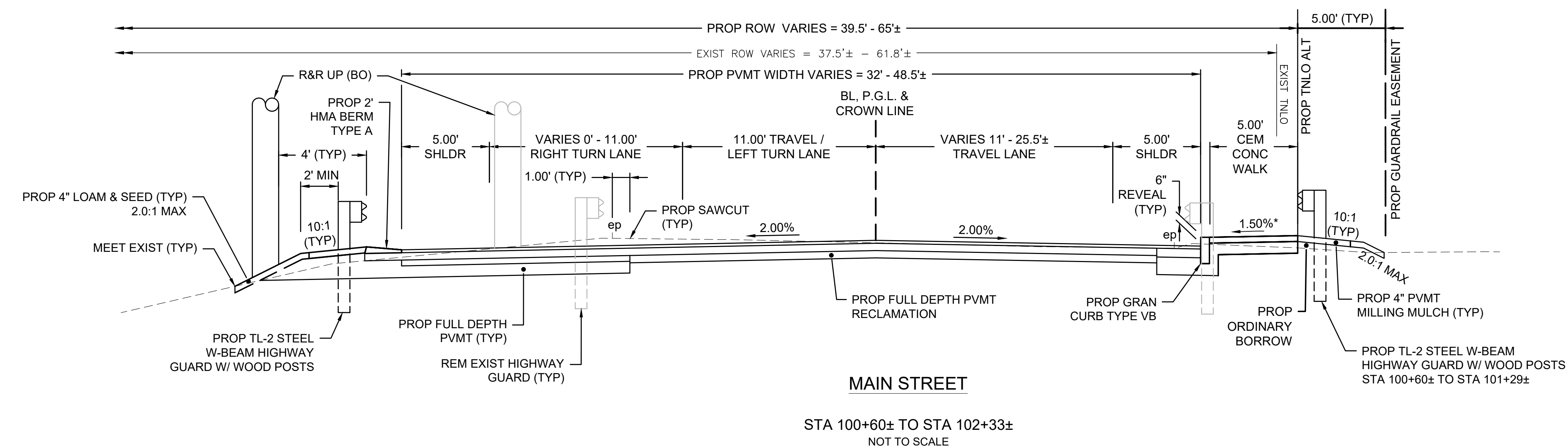
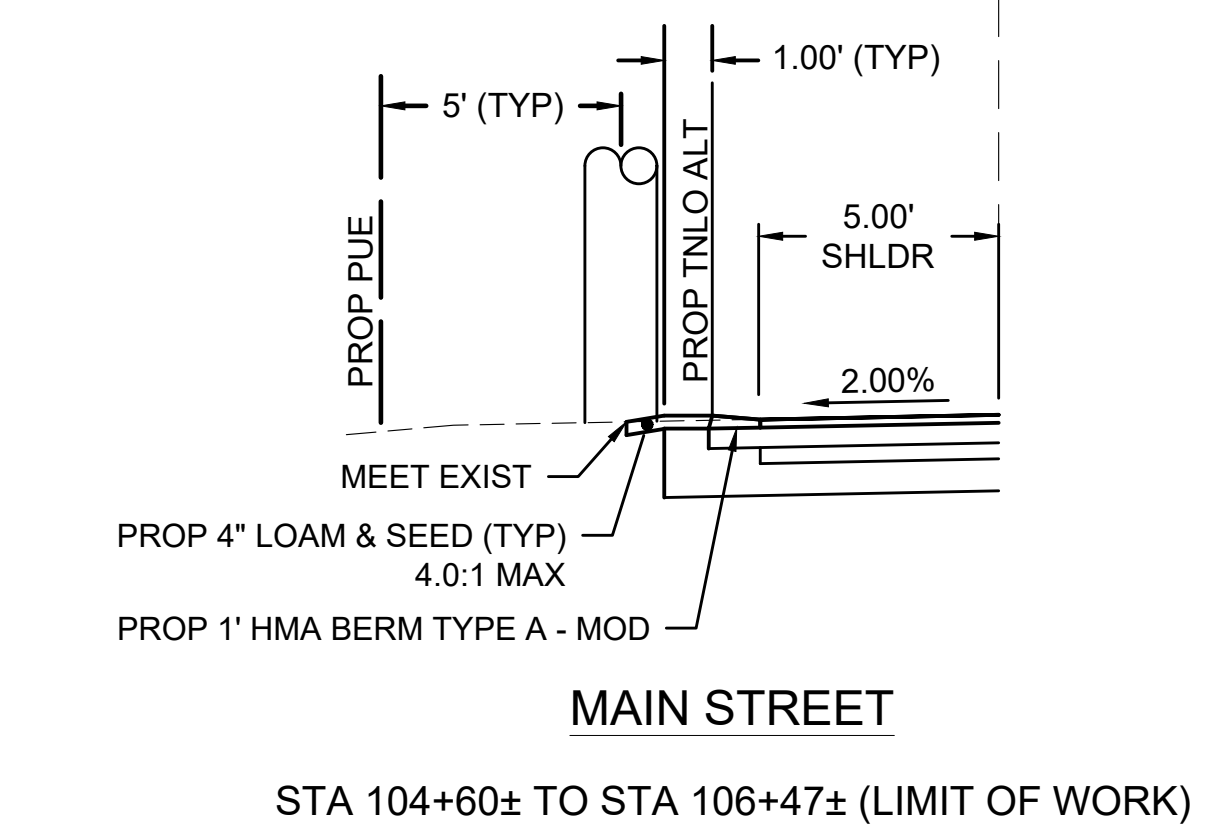
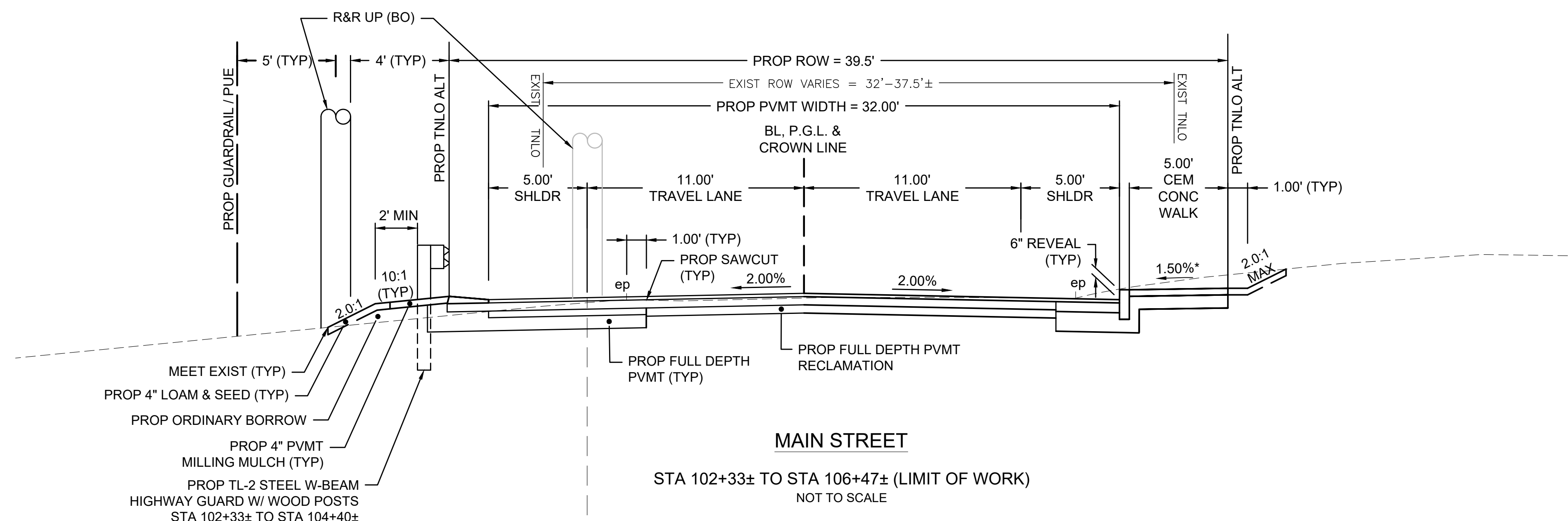


* TOLERANCE FOR CONSTRUCTION ±0.5%

WELLFLEET
ROUTE 6 / MAIN STREET

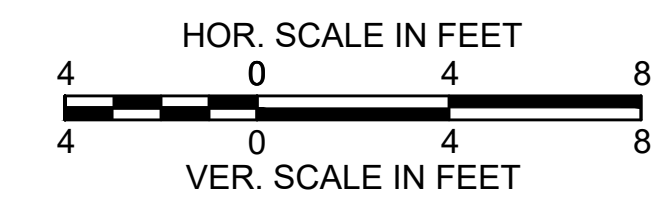
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
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TYPICAL SECTIONS
PART 3 OF 3



NOTES:
1. FOR PAVEMENT NOTES SEE SHEET 5.

* TOLERANCE FOR CONSTRUCTION ±0.5%



HIGHWAY GUARD DETAILS

STA 14+92 LT, TANGENT END, TL-3 (ITEM 627.83)

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

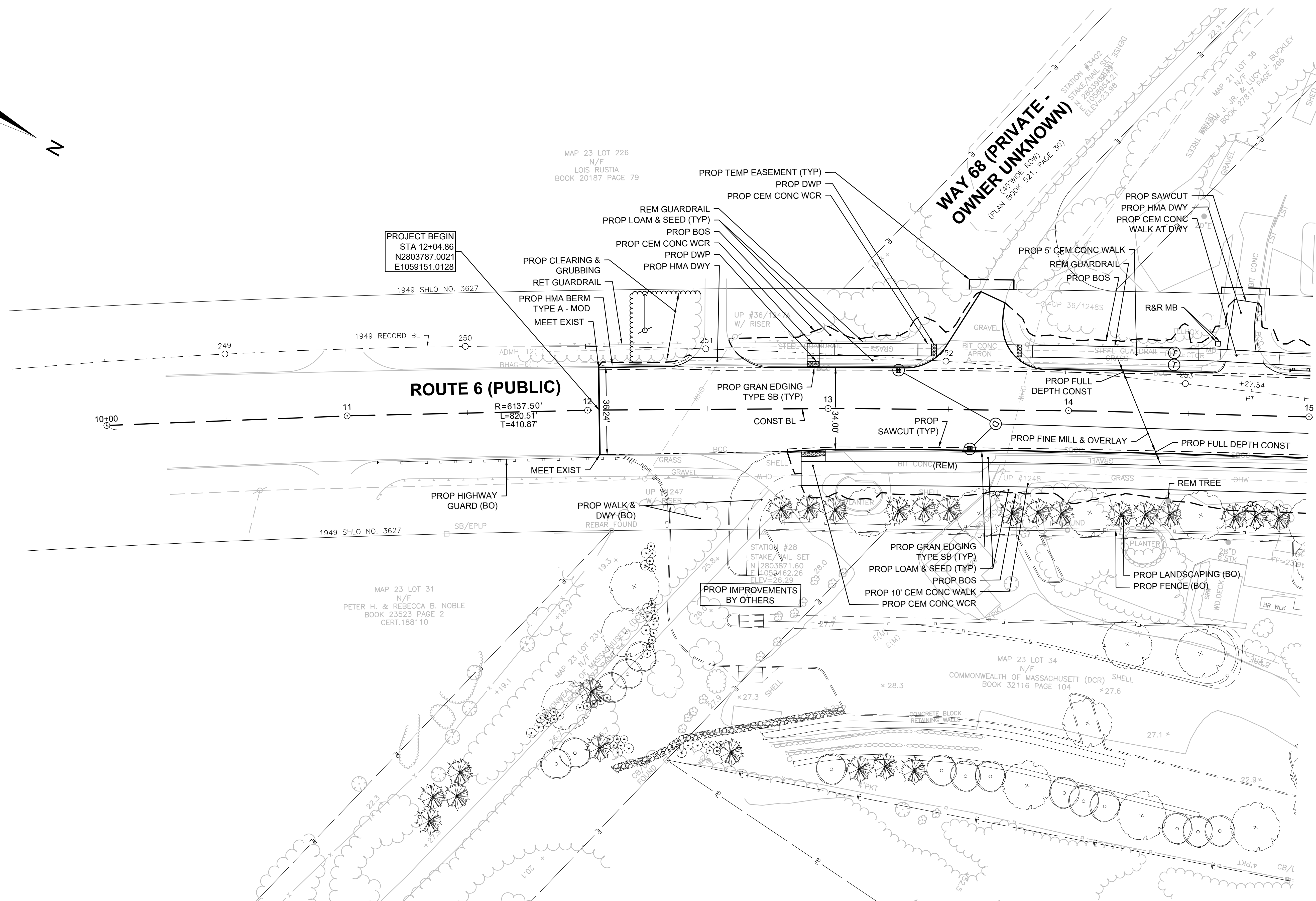
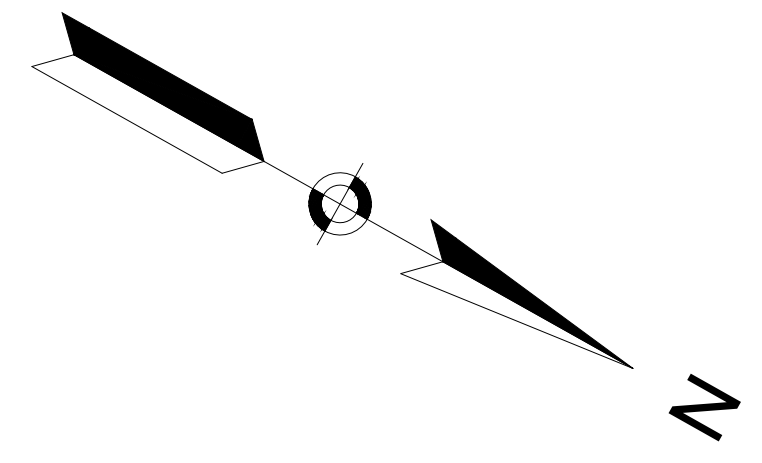
DRAINAGE DETAILS

SEE SHEET 23

WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	8	56
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CONSTRUCTION PLANS
PART 1 OF 7



PROJECT BEGIN
STA 12+04.86
N2803787.0021
E1059151.0128

ROUTE 6 (PUBLIC)

R=6137.50'
L=820.51'
T=410.87'

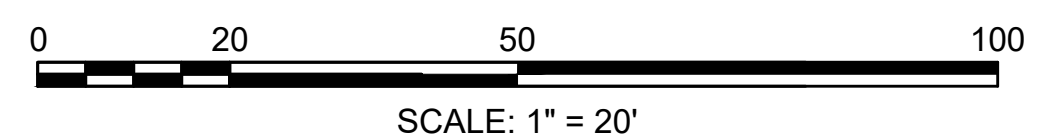
WAY 68 (PRIVATE -
OWNER UNKNOWN)

PROP IMPROVEMENTS
BY OTHERS

CONTINUED ON
SHEET NO. 9

NOTES:

- 1. FOR PROPOSED UNDERGROUND UTILITIES, SEE SHEETS 23 TO 29.



FOR PROFILE SEE SHEET NO. 15

HIGHWAY GUARD DETAILS

STA 14+92 LT, TANGENT END, TL-3 (ITEM 627.83)
STA 15+05 - 19+32 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)
STA 19+45 LT, TANGENT END, TL-3 (ITEM 627.83)

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

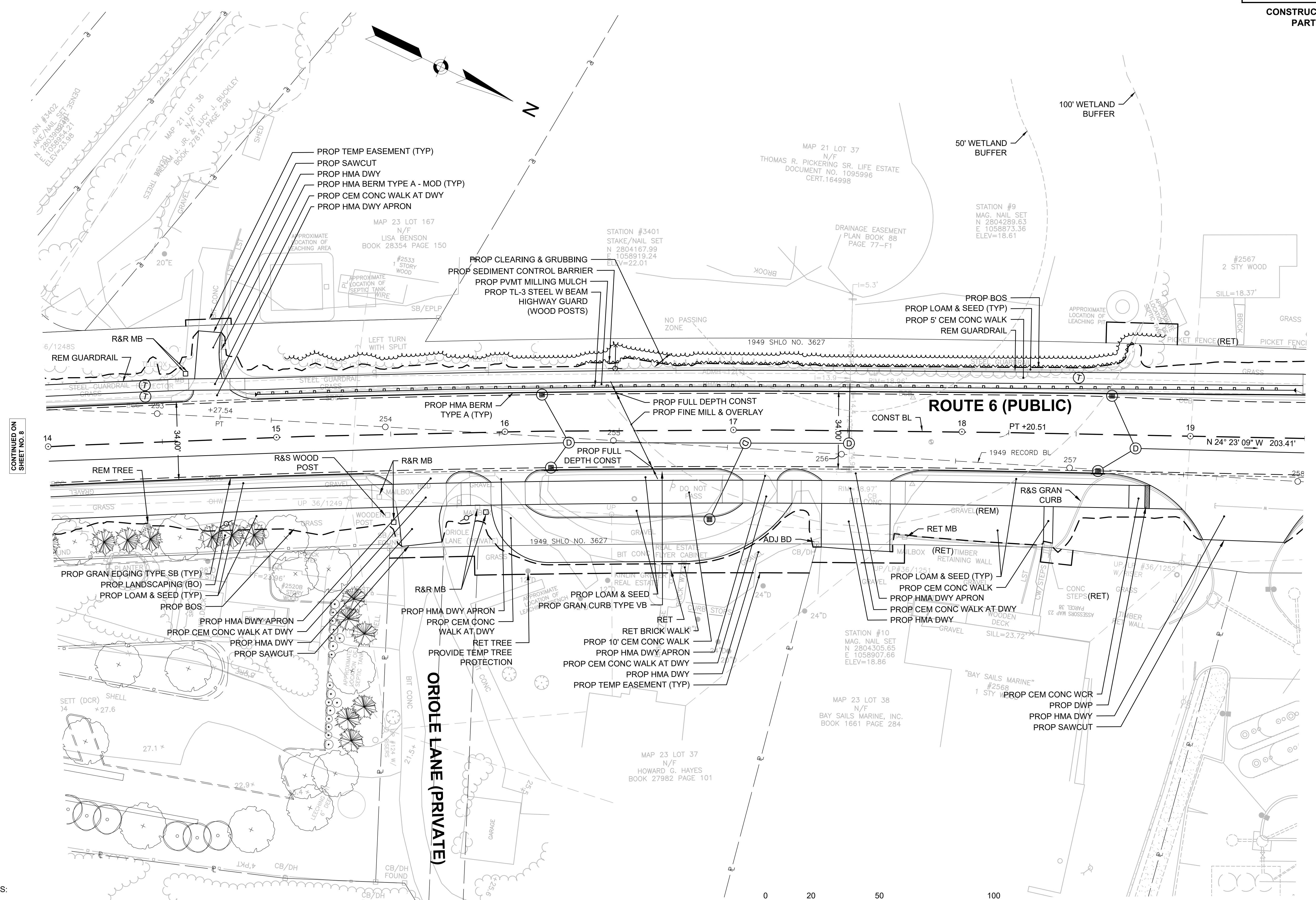
DRAINAGE DETAILS

SEE SHEET 24

WELLFLEET
ROUTE 6 / MAIN STREET

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MA	-	9	56
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CONSTRUCTION PLANS
PART 2 OF 7

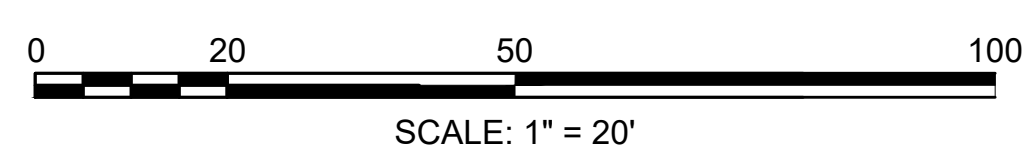


CONTINUED ON SHEET NO. 8

CONTINUED ON SHEET NO. 10

NOTES:

1. FOR PROPOSED UNDERGROUND UTILITIES, SEE SHEETS 23 TO 29.



FOR PROFILE SEE SHEET NO. 16

HIGHWAY GUARD DETAILS

STA 15+05 - 19+32 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)
 STA 19+45 LT, TANGENT END, TL-3 (ITEM 627.83)

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

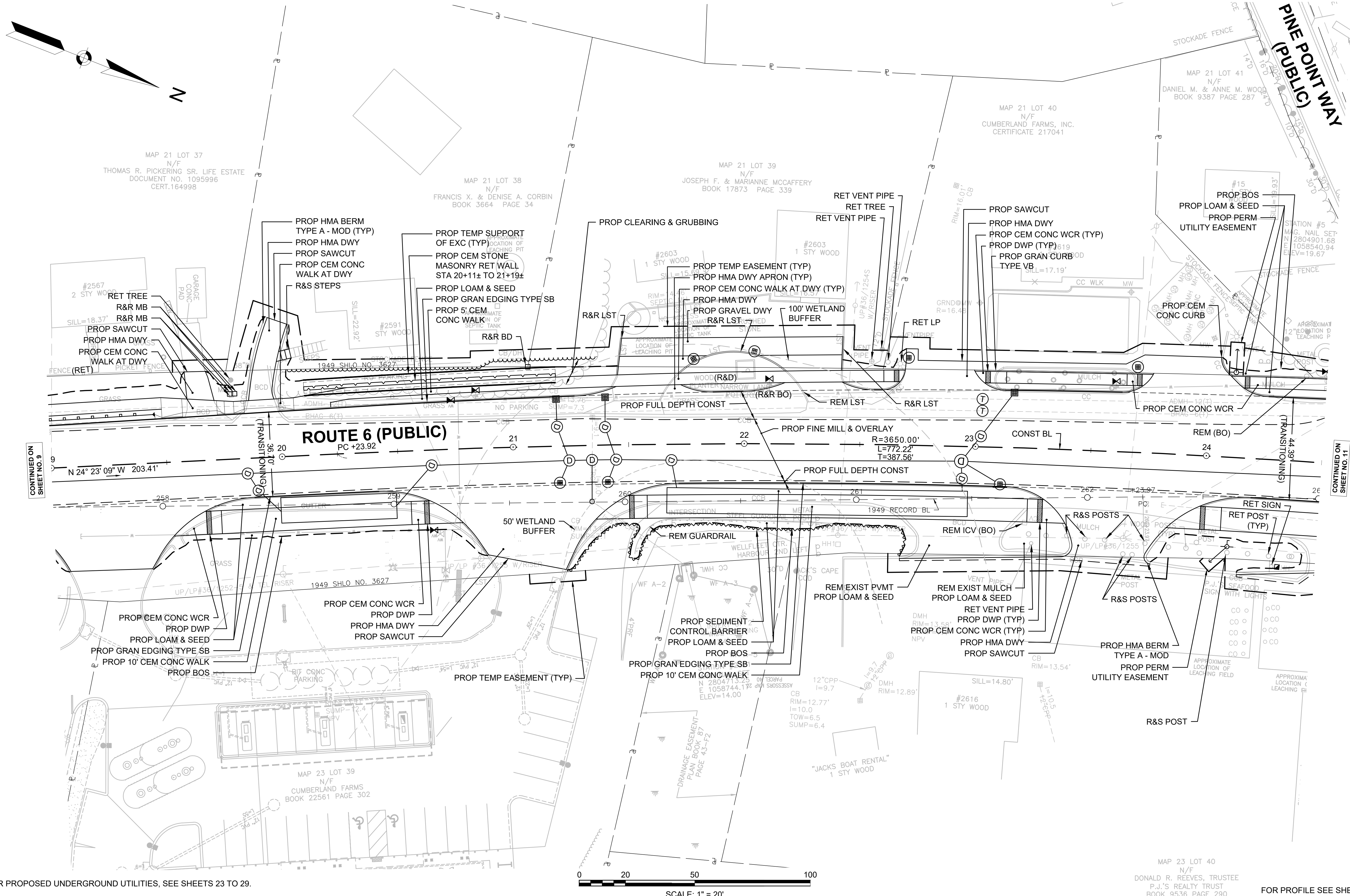
DRAINAGE DETAILS

SEE SHEET 25

WELLFLEET
 ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	10	56
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CONSTRUCTION PLANS
 PART 3 OF 7

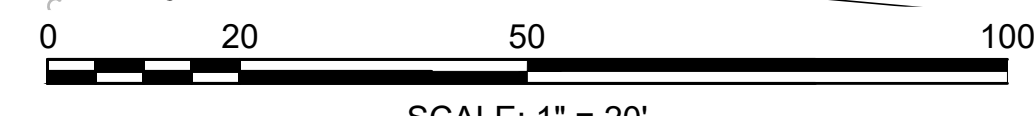


CONTINUED ON SHEET NO. 9

CONTINUED ON SHEET NO. 11

NOTES:

- FOR PROPOSED UNDERGROUND UTILITIES, SEE SHEETS 23 TO 29.



MAP 23 LOT 40
 N/F
 DONALD R. REEVES, TRUSTEE
 P.J.'S REALTY TRUST
 BOOK 9536 PAGE 290

FOR PROFILE SEE SHEET NO. 17

HIGHWAY GUARD DETAILS

STA 25+82 LT, TRAILING ANCHORAGE (ITEM 627.1)
STA 25+92 - 27+17 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)
STA 27+30 LT, TANGENT END, TL-3 (ITEM 627.83)

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

DRAINAGE DETAILS

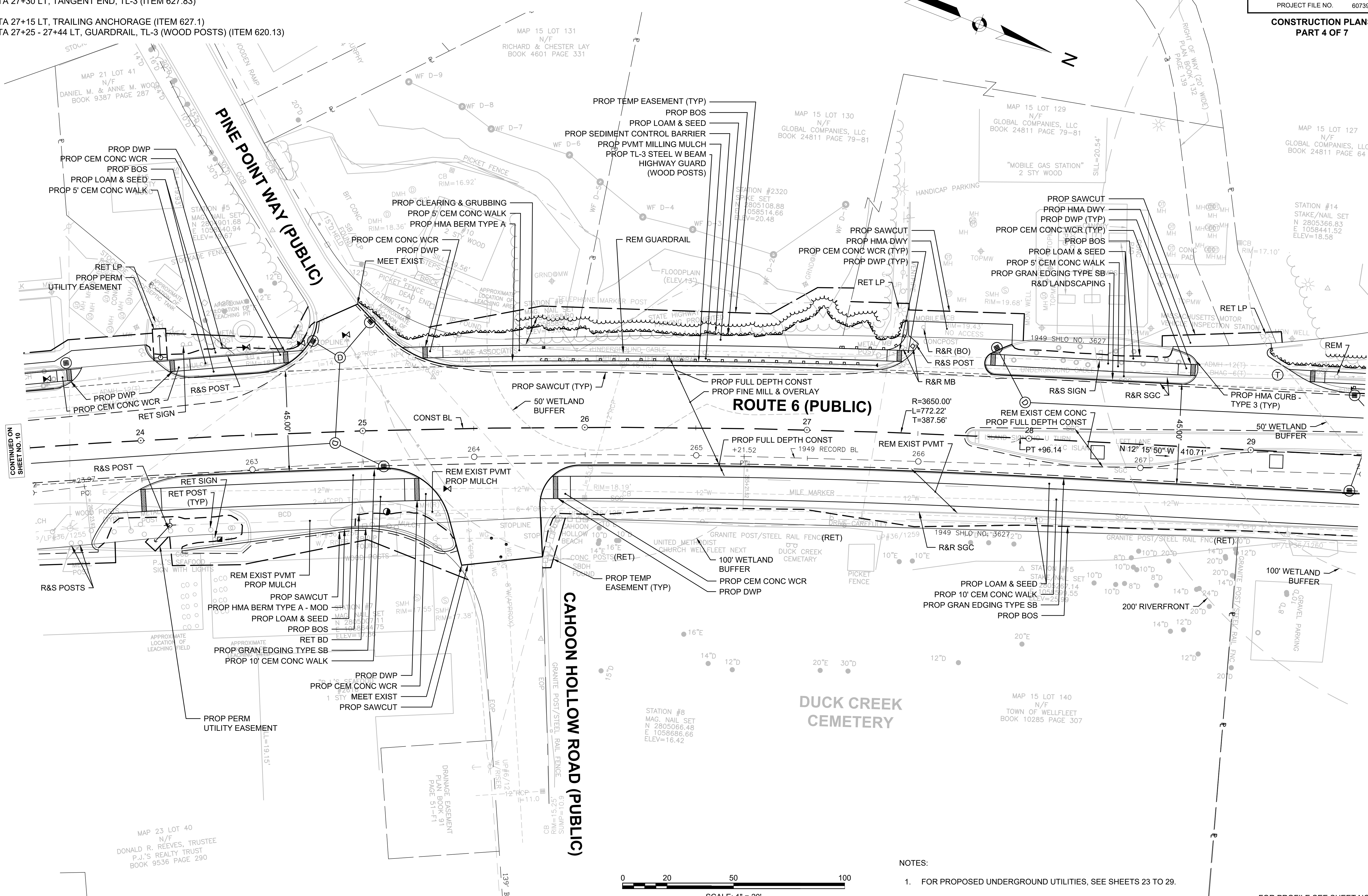
SEE SHEET 26

WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	11	56

PROJECT FILE NO. 607397

CONSTRUCTION PLANS
PART 4 OF 7



CONTINUED ON SHEET NO. 10

CONTINUED ON SHEET NO. 12



- NOTES:
- FOR PROPOSED UNDERGROUND UTILITIES, SEE SHEETS 23 TO 29.

FOR PROFILE SEE SHEET NO. 18

HIGHWAY GUARD DETAILS

STA 29+45 LT, TANGENT END, TL-3 (ITEM 627.83)
STA 29+58 - 30+62 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)
STA 30+75 LT, TANGENT END, TL-3 (ITEM 627.83)

STA 30+54 LT, TRAILING ANCHORAGE (ITEM 627.1)
STA 30+64 - 30+86 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)
STA 100+29 - 104+15 LT, GUARDRAIL, TL-2 (WOOD POSTS) (ITEM 620.12)

STA 32+24 - 37+39 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)
STA 100+66 - 101+19 RT, GUARDRAIL, TL-2 (WOOD POSTS) (ITEM 620.12)
STA 101+29 RT, TRAILING ANCHORAGE (ITEM 627.1)

TRAFFIC SIGNAL CONDUIT

SEE SHEET 44
PROP TL-2 STEEL W BEAM HIGHWAY GUARD (WOOD POSTS)
PROP FULL DEPTH CONST

WATER SUPPLY ALTERATIONS

SEE SHEET 27
PROP TEMP EASEMENT (TYP)
PROP PERM UTILITY EASEMENT (TYP)
PROP TNLO ALT

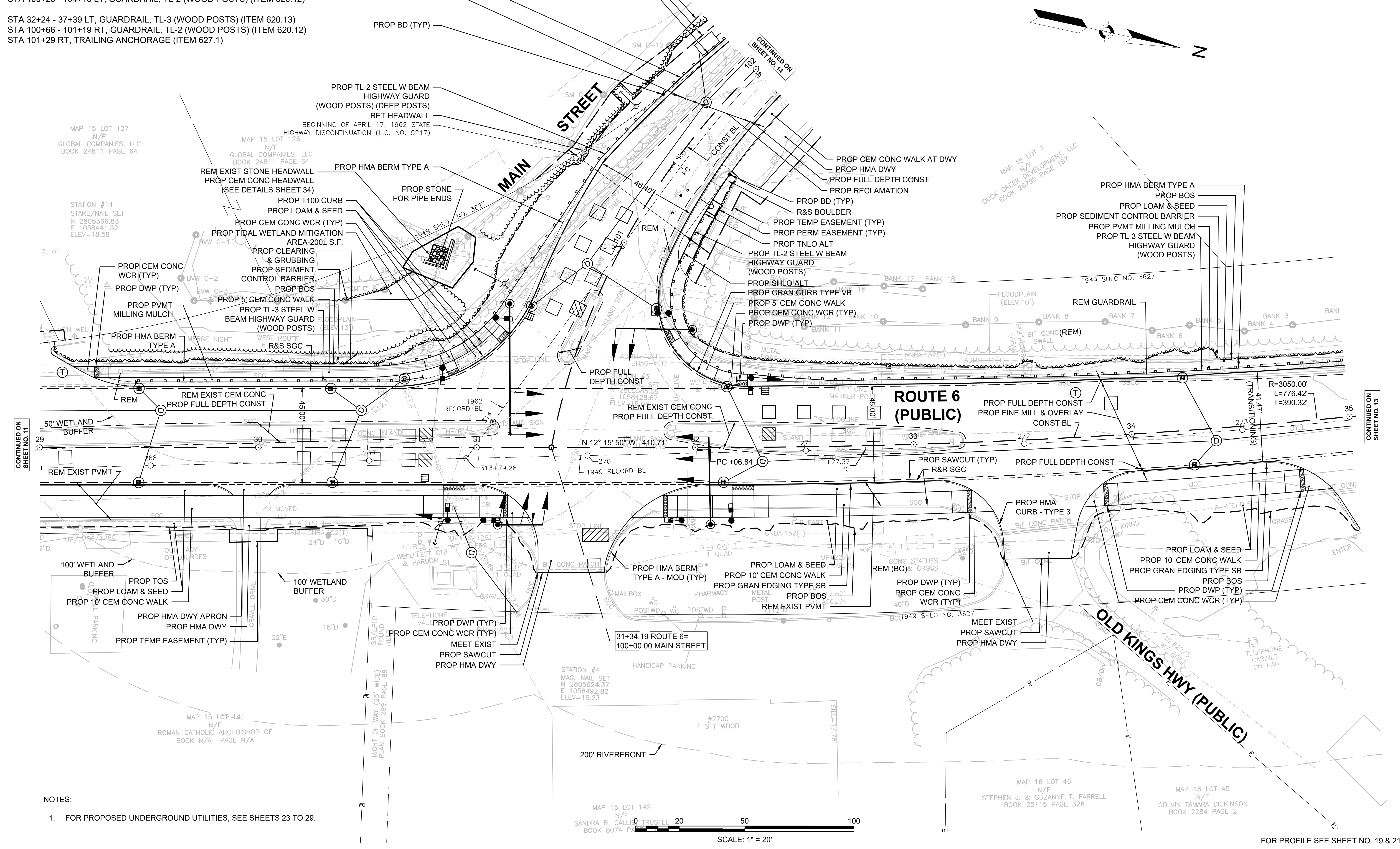
DRAINAGE DETAILS

SEE SHEET 27

WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	12	56
PROJECT FILE NO.		607397	

CONSTRUCTION PLANS
PART 5 OF 7



CONTINUED ON SHEET NO. 11

CONTINUED ON SHEET NO. 13

NOTES:

- 1. FOR PROPOSED UNDERGROUND UTILITIES, SEE SHEETS 23 TO 29.



FOR PROFILE SEE SHEET NO. 19 & 21

HIGHWAY GUARD DETAILS

STA 32+24 - 37+39 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)
 STA 37+52 LT, TANGENT END, TL-3 (ITEM 627.83)
 STA 37+57 LT, TRAILING ANCHORAGE (ITEM 627.1)
 STA 37+67 - 38+92 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)
 STA 39+26 LT, TRANSITION TO NCHRP 350 GUARDRAIL (ITEM 628.21)

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

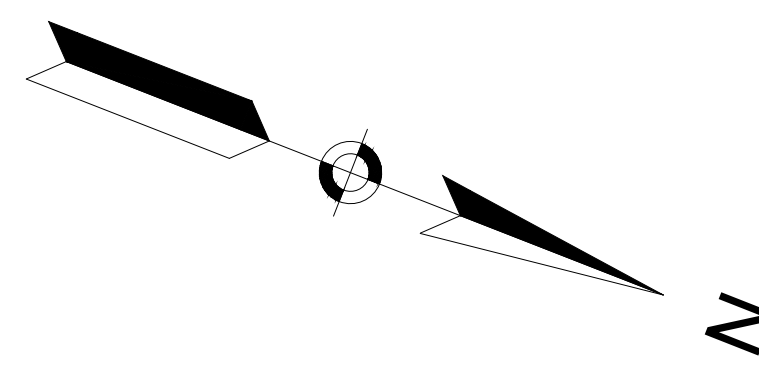
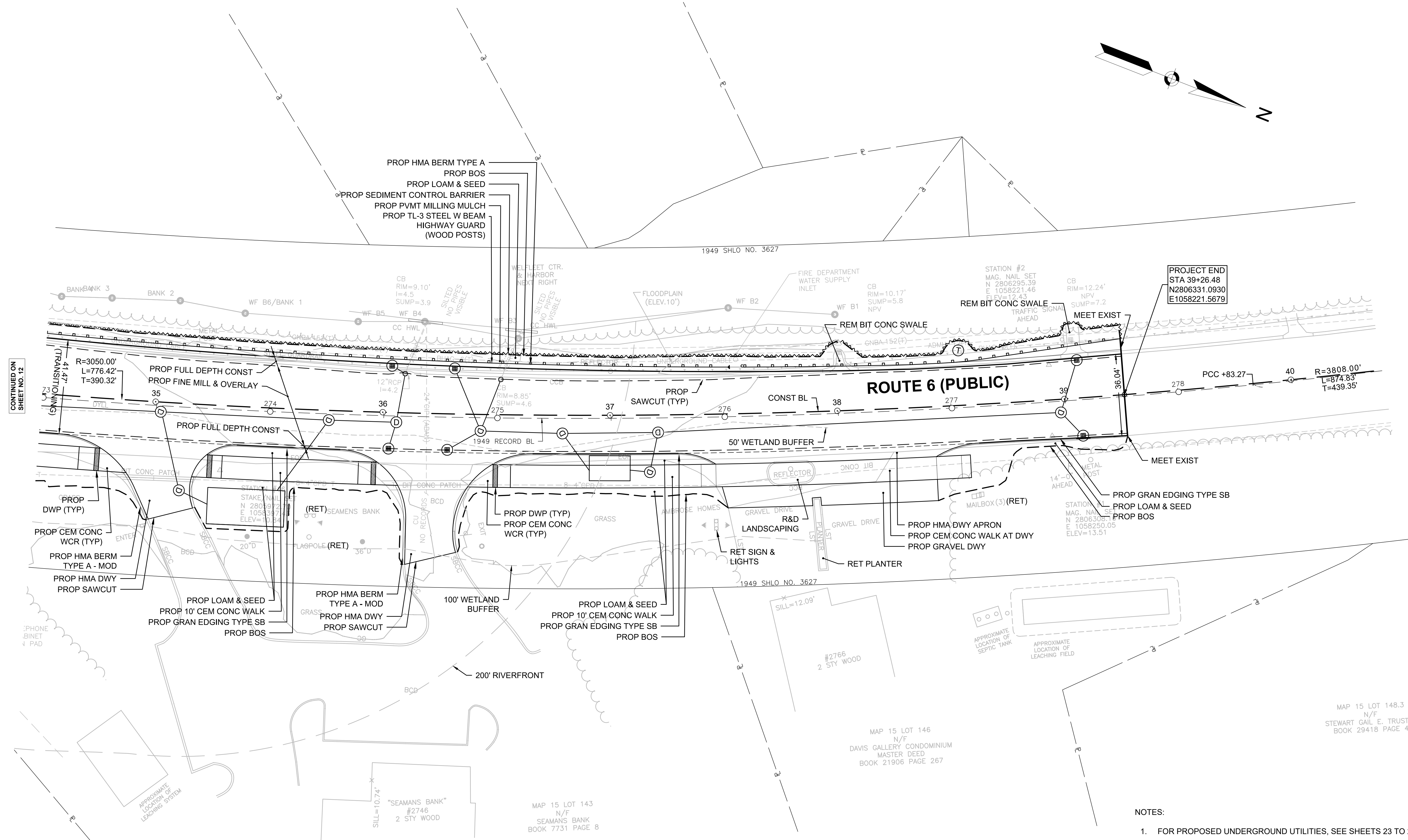
DRAINAGE DETAILS

SEE SHEET 28

WELLFLEET
 ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	13	56
PROJECT FILE NO.		607397	

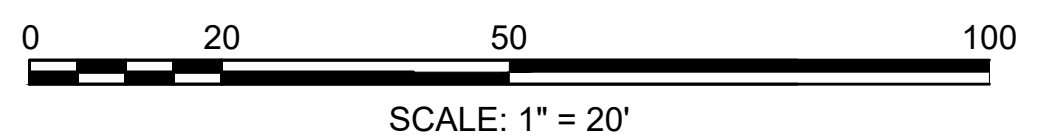
CONSTRUCTION PLANS
 PART 6 OF 7



CONTINUED ON
 SHEET NO. 12

PROJECT END
 STA 39+26.48
 N2806331.0930
 E1058221.5679

NOTES:
 1. FOR PROPOSED UNDERGROUND UTILITIES, SEE SHEETS 23 TO 29.



FOR PROFILE SEE SHEET NO. 20

HIGHWAY GUARD DETAILS

STA 100+29 - 104+15 LT, GUARDRAIL, TL-2 (WOOD POSTS) (ITEM 620.12)
 STA 104+40 LT, TANGENT END, TL-2 (ITEM 627.82)

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

SEE SHEET 29

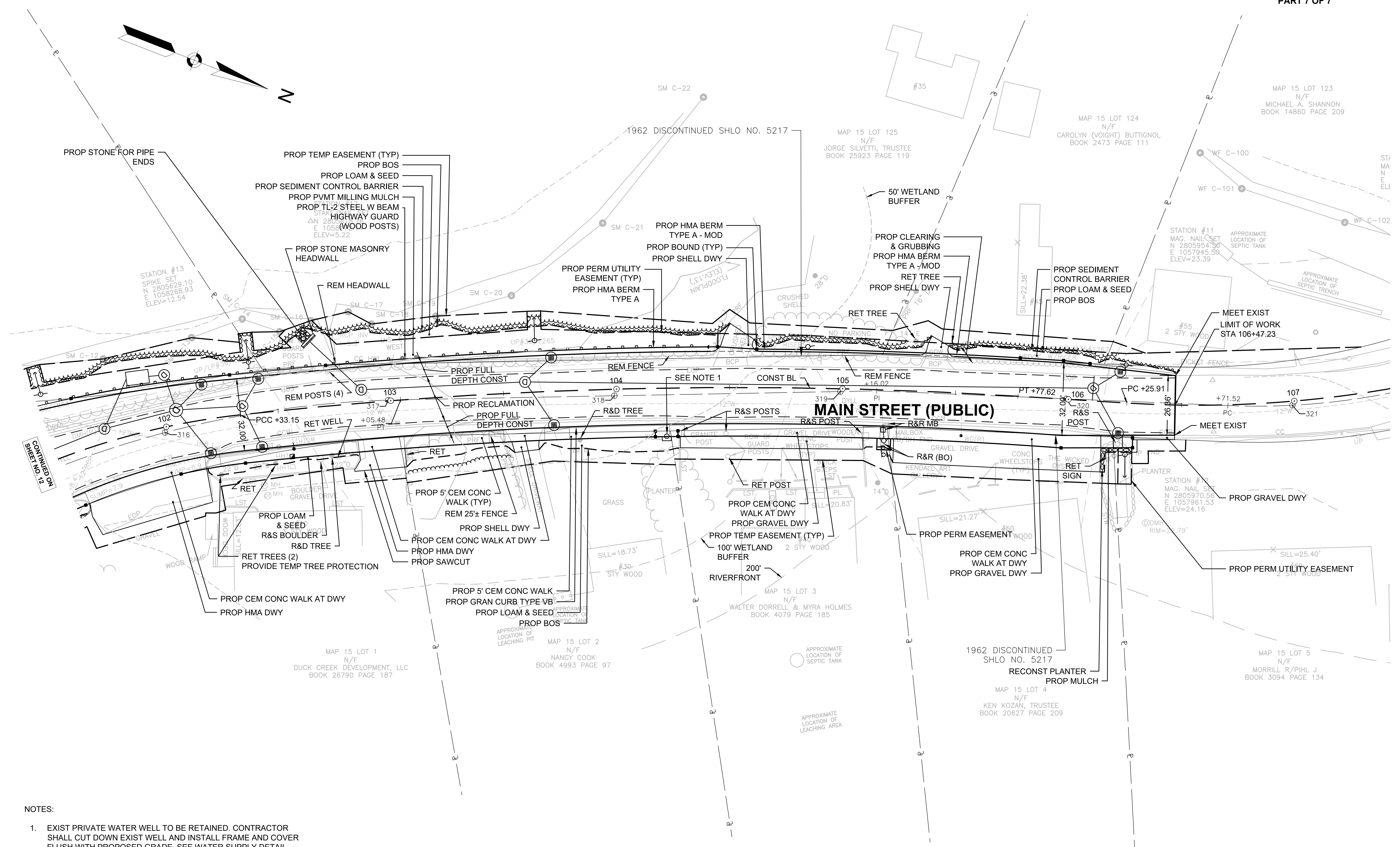
DRAINAGE DETAILS

SEE SHEET 29

WELLFLEET
 ROUTE 6 / MAIN STREET

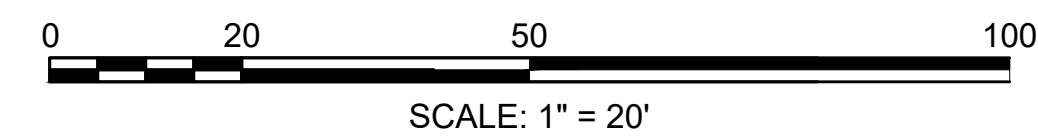
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	14	56
PROJECT FILE NO. 607397			

CONSTRUCTION PLANS
 PART 7 OF 7



NOTES:

- EXIST PRIVATE WATER WELL TO BE RETAINED. CONTRACTOR SHALL CUT DOWN EXIST WELL AND INSTALL FRAME AND COVER FLUSH WITH PROPOSED GRADE. SEE WATER SUPPLY DETAIL SHEET 35.
- FOR PROPOSED UNDERGROUND UTILITIES, SEE SHEETS 23 TO 29.



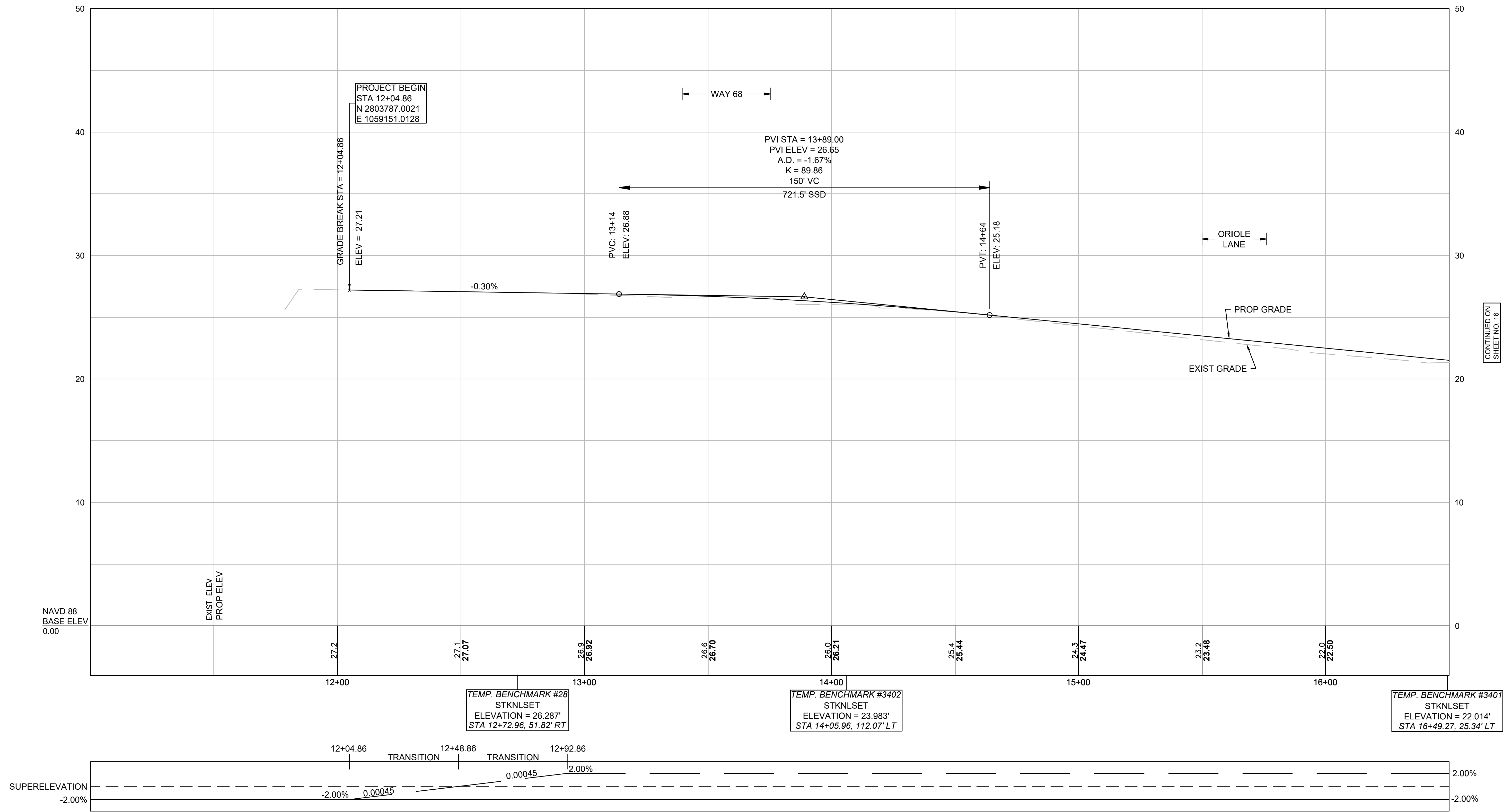
FOR PROFILE SEE SHEET NO. 22

WELLFLEET
ROUTE 6 / MAIN STREET

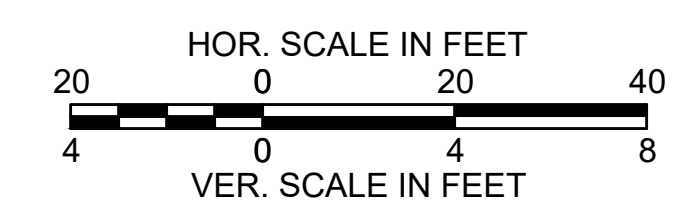
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	15	56
PROJECT FILE NO.		607397	

PROFILE - ROUTE 6
PART 1 OF 6

ROUTE 6



SUPERELEVATION LEGEND
 — LEFT SIDE CROSS SLOPE
 — RIGHT SIDE CROSS SLOPE



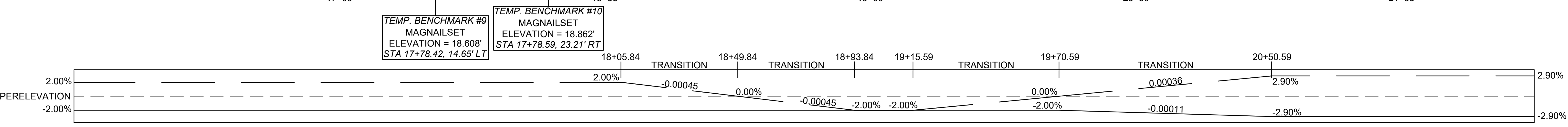
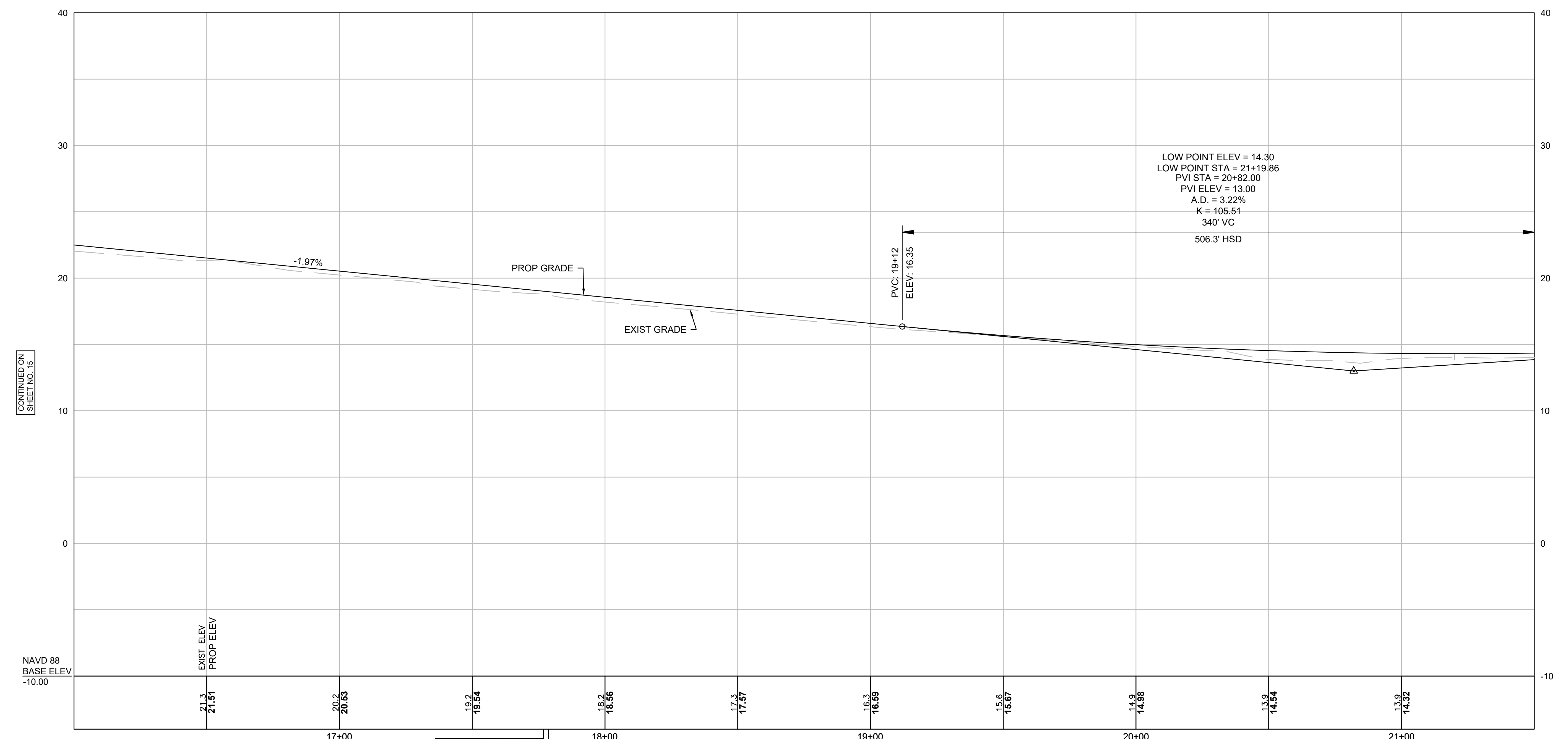
FOR CONSTRUCTION PLANS:
SEE SHEET NO. 8

**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	16	56
PROJECT FILE NO.		607397	

**PROFILE - ROUTE 6
PART 2 OF 6**

ROUTE 6



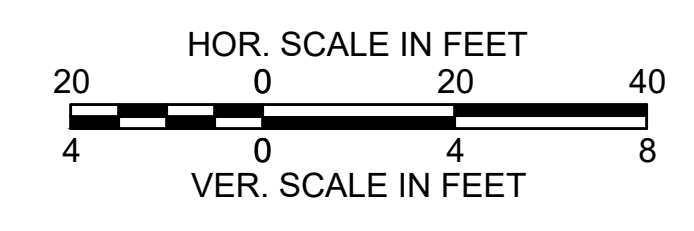
TEMP. BENCHMARK #9
MAGNAILSET
ELEVATION = 18.608'
STA 17+78.42, 14.65' LT

TEMP. BENCHMARK #10
MAGNAILSET
ELEVATION = 18.862'
STA 17+78.59, 23.21' RT

CONTINUED ON
SHEET NO. 15

CONTINUED ON
SHEET NO. 17

SUPERELEVATION LEGEND
 ——— LEFT SIDE CROSS SLOPE
 ——— RIGHT SIDE CROSS SLOPE



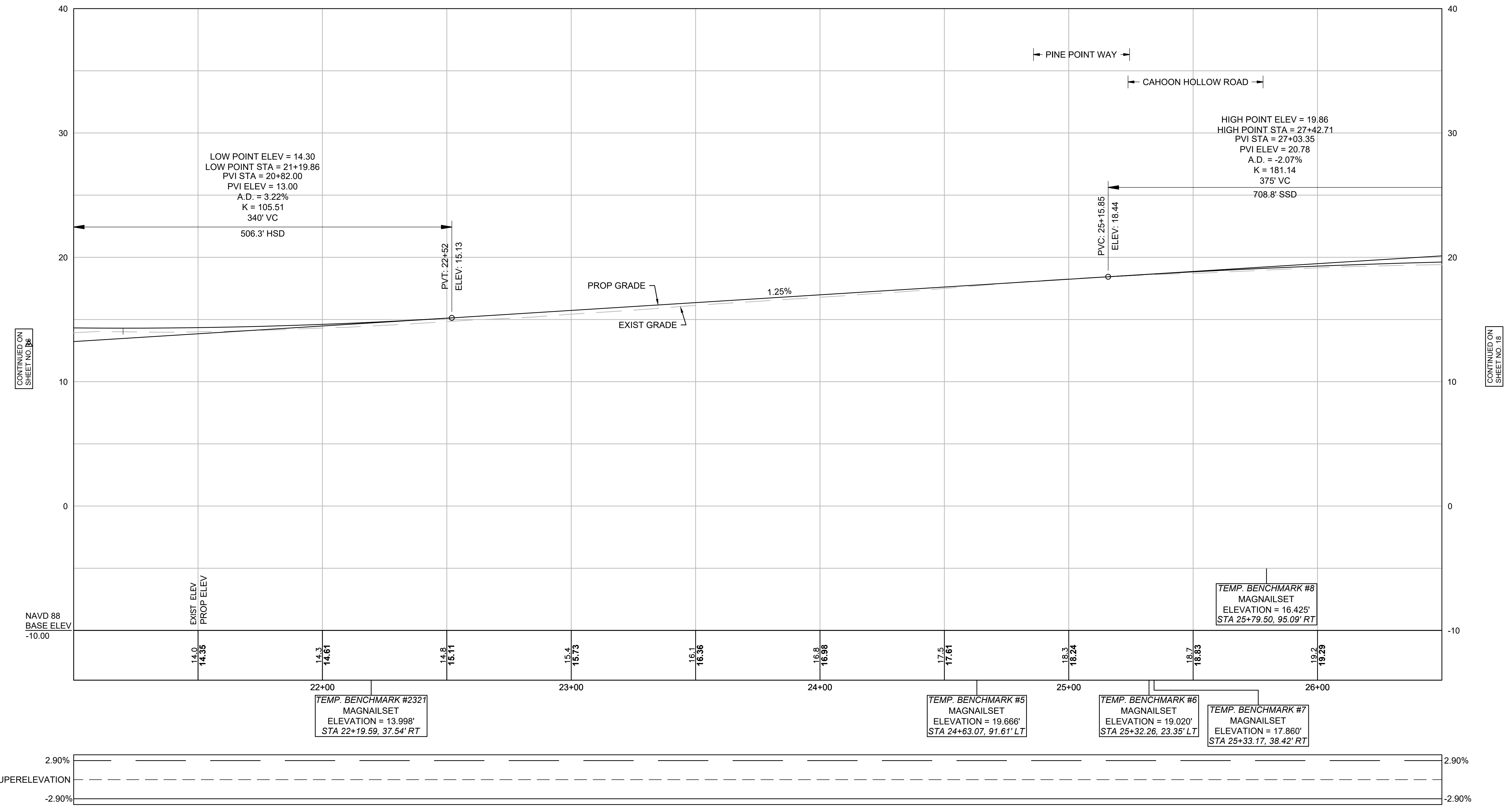
FOR CONSTRUCTION PLANS:
SEE SHEET NO. 9

WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	17	56
PROJECT FILE NO.		607397	

PROFILE - ROUTE 6
PART 3 OF 6

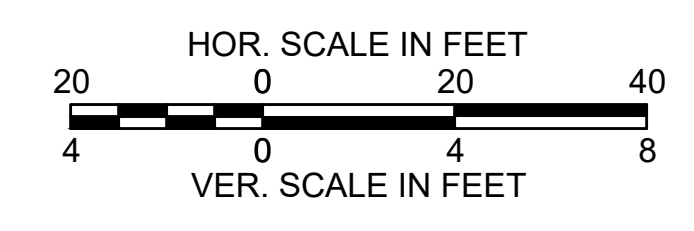
ROUTE 6



CONTINUED ON
SHEET NO. 16

CONTINUED ON
SHEET NO. 18

SUPERELEVATION LEGEND
LEFT SIDE CROSS SLOPE
RIGHT SIDE CROSS SLOPE



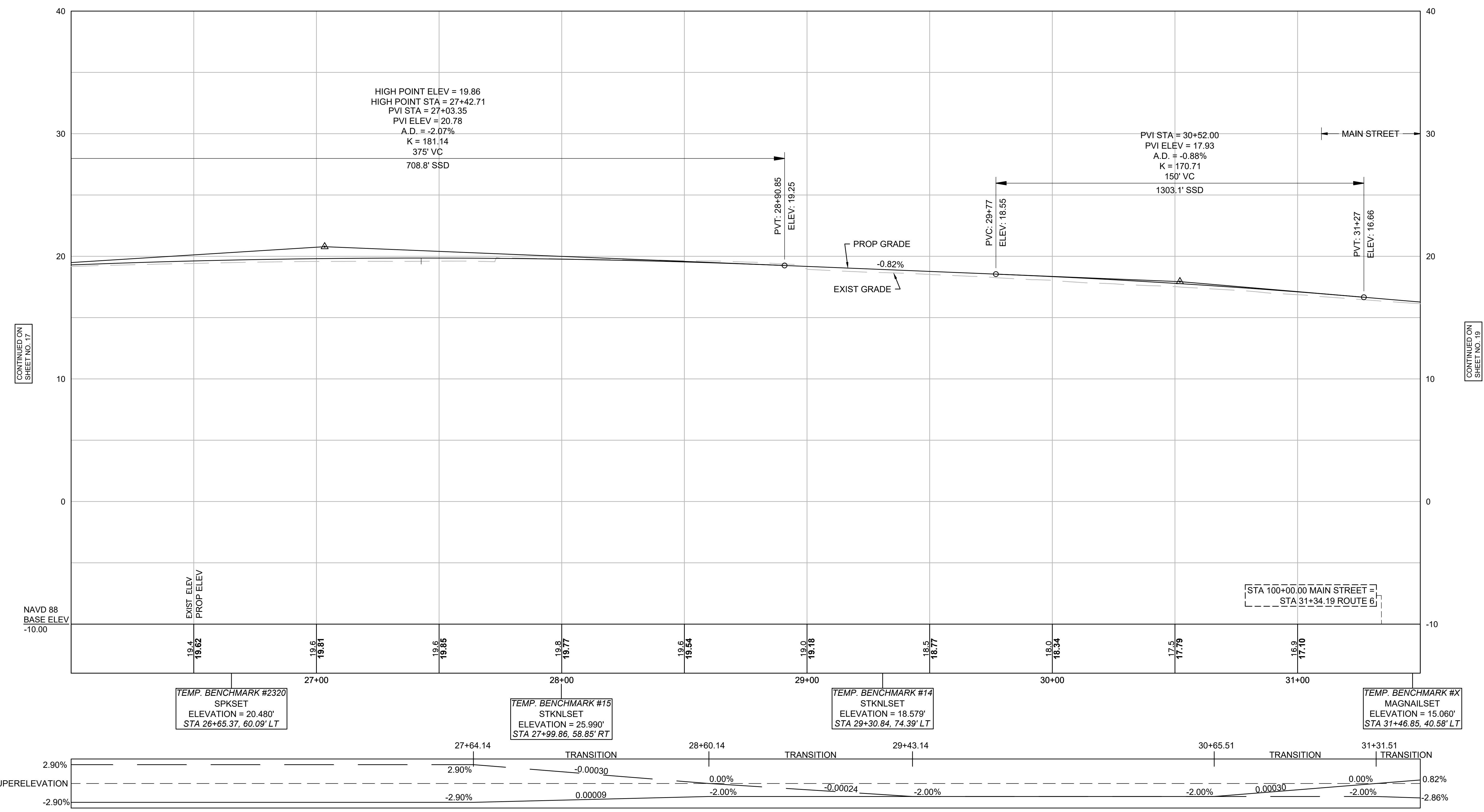
FOR CONSTRUCTION PLANS:
SEE SHEET NO. 10

**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	18	56

PROJECT FILE NO. 607397
**PROFILE - ROUTE 6
PART 4 OF 6**

ROUTE 6



CONTINUED ON
SHEET NO. 17

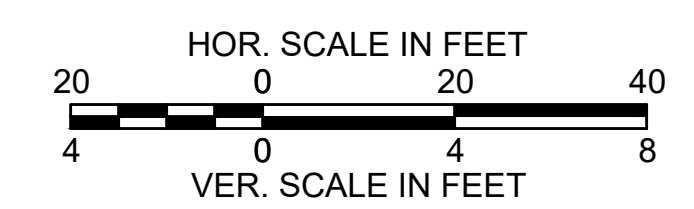
CONTINUED ON
SHEET NO. 19

NAVD 88
BASE ELEV
-10.00

STA 100+00.00 MAIN STREET
STA 31+34.19 ROUTE 6

SUPERELEVATION LEGEND

 LEFT SIDE CROSS SLOPE
 RIGHT SIDE CROSS SLOPE



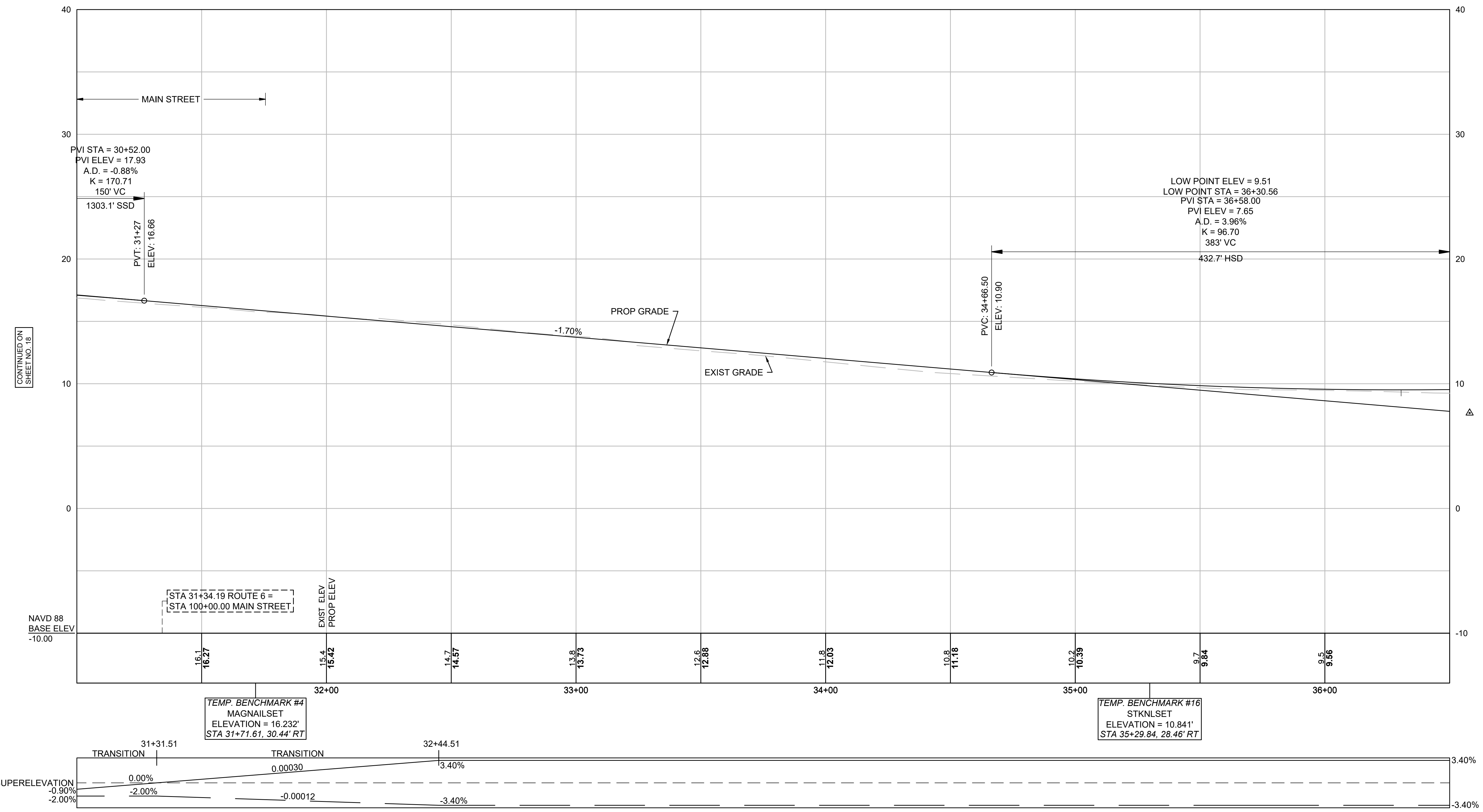
FOR CONSTRUCTION PLANS:
SEE SHEET NO. 11

WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	19	56

PROJECT FILE NO. 607397
PROFILE - ROUTE 6
PART 5 OF 6

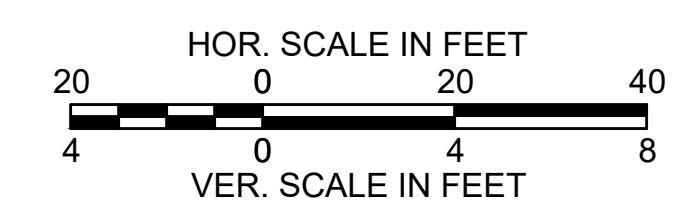
ROUTE 6



CONTINUED ON
SHEET NO. 18

CONTINUED ON
SHEET NO. 20

SUPERELEVATION LEGEND
— LEFT SIDE CROSS SLOPE
— RIGHT SIDE CROSS SLOPE



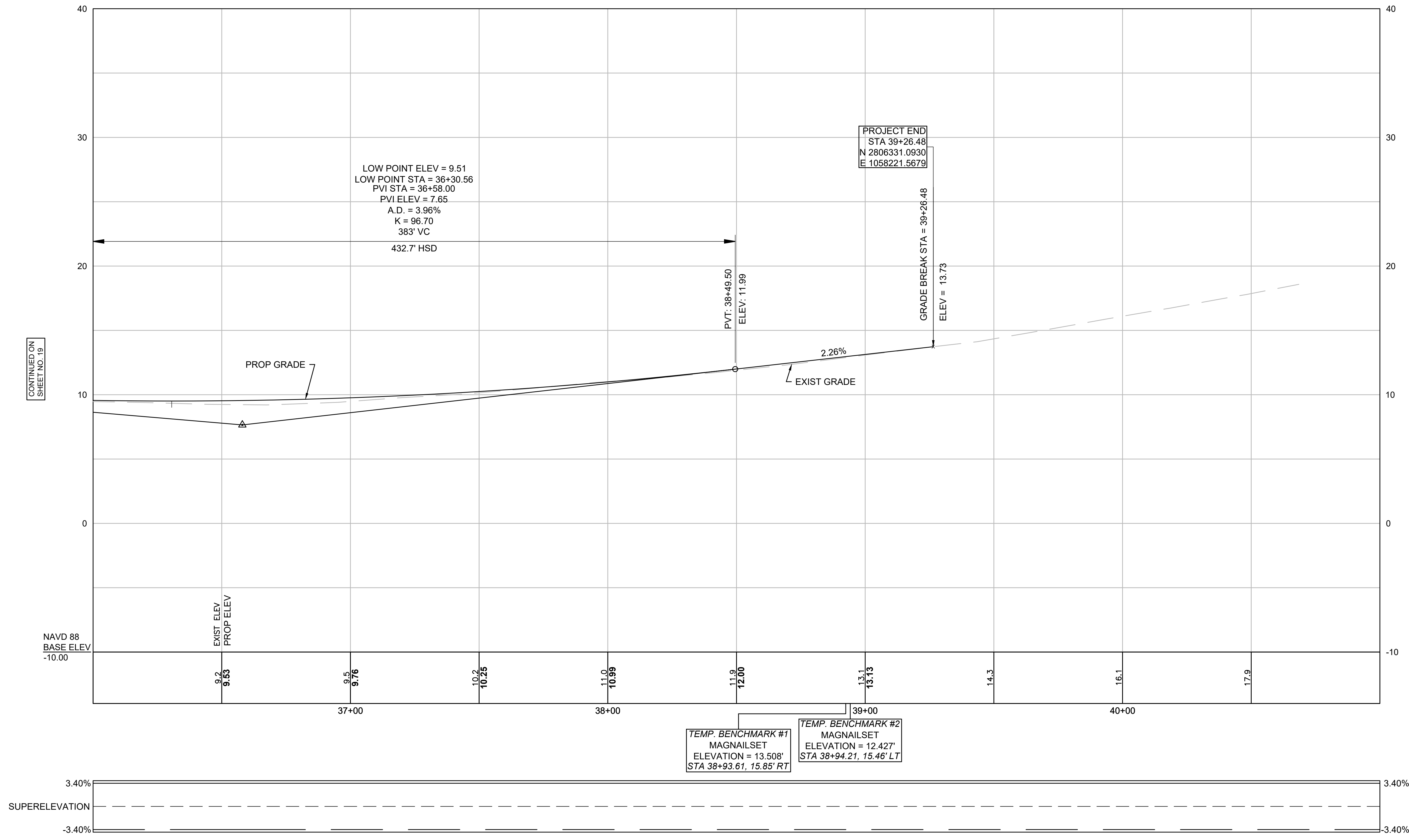
FOR CONSTRUCTION PLANS:
SEE SHEET NO. 12

WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	20	56
PROJECT FILE NO. 607397			

PROFILE - ROUTE 6
PART 6 OF 6

ROUTE 6



CONTINUED ON
SHEET NO. 19

NAVD 88
BASE ELEV
-10.00

EXIST. ELEV
PROP ELEV

37+00

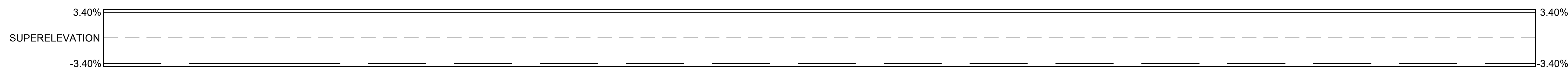
38+00

39+00

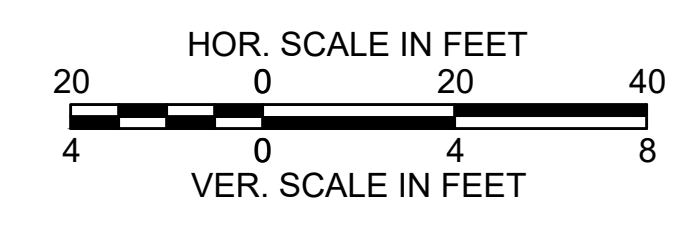
40+00

TEMP. BENCHMARK #1
MAGNAILSET
ELEVATION = 13.508'
STA 38+93.61, 15.85' RT

TEMP. BENCHMARK #2
MAGNAILSET
ELEVATION = 12.427'
STA 38+94.21, 15.46' LT



SUPERELEVATION LEGEND
LEFT SIDE CROSS SLOPE
RIGHT SIDE CROSS SLOPE



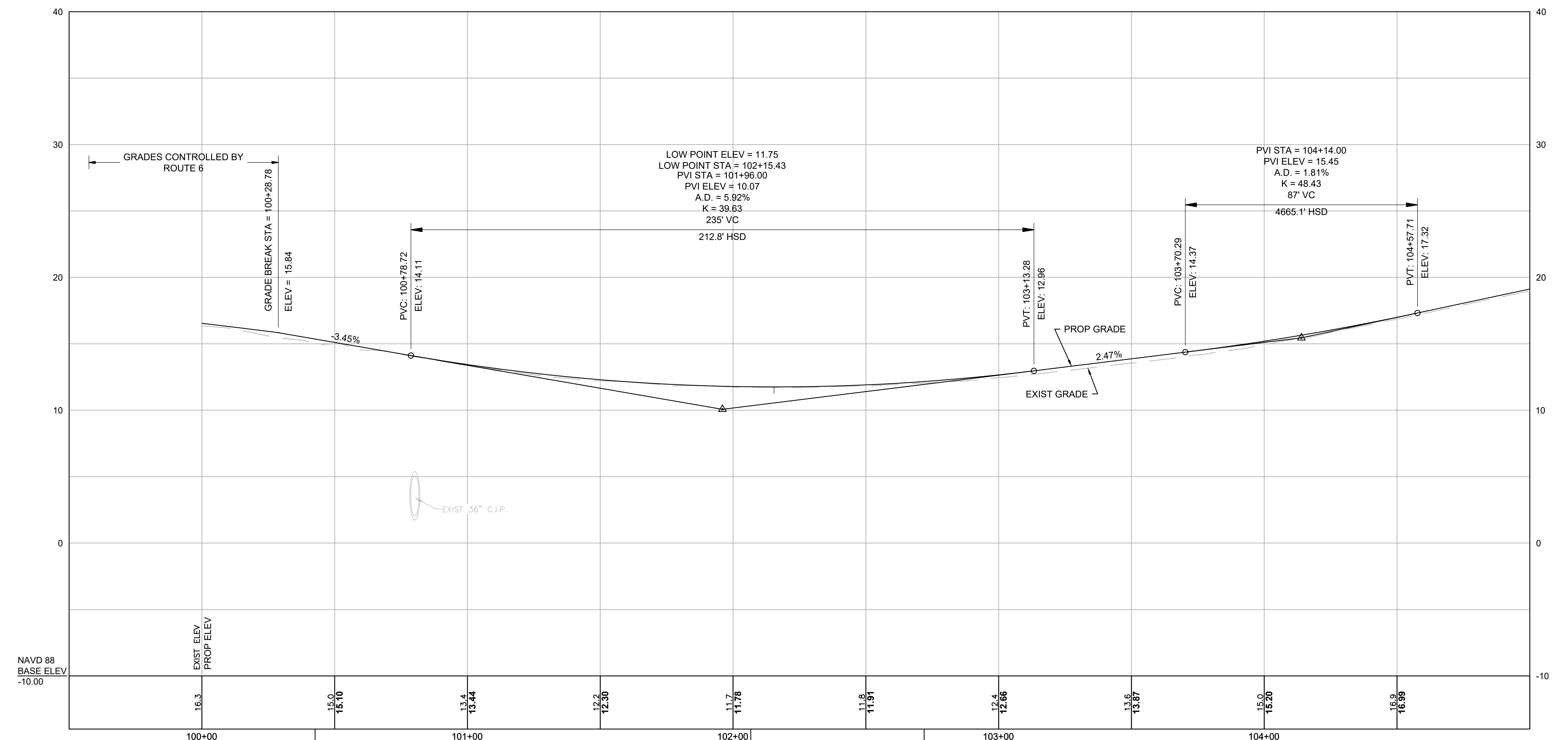
FOR CONSTRUCTION PLANS:
SEE SHEET NO. 13

WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	21	56

PROJECT FILE NO. 607397
PROFILE - MAIN STREET
PART 1 OF 2

MAIN STREET



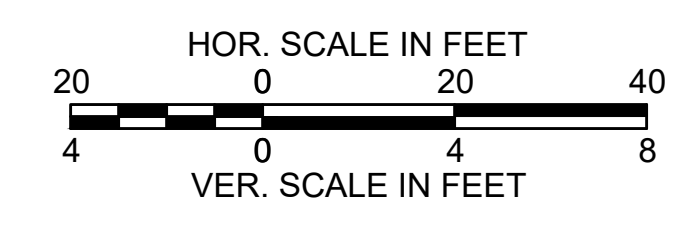
NAVD 88
BASE ELEV
-10.00

EXIST ELEV
PROP ELEV

TEMP. BENCHMARK #3
MAGNAILSET
ELEVATION = 15.060'
STA 100+42.63, 2.12' RT

TEMP. BENCHMARK #13
SPKSET
ELEVATION = 12.535'
STA 102+06.67, 13.07' LT

TEMP. BENCHMARK #17
STKNLSET
ELEVATION = 5.215'
STA 102+71.96, 82.11' LT



FOR CONSTRUCTION PLANS:
SEE SHEET NO. 12 & 14

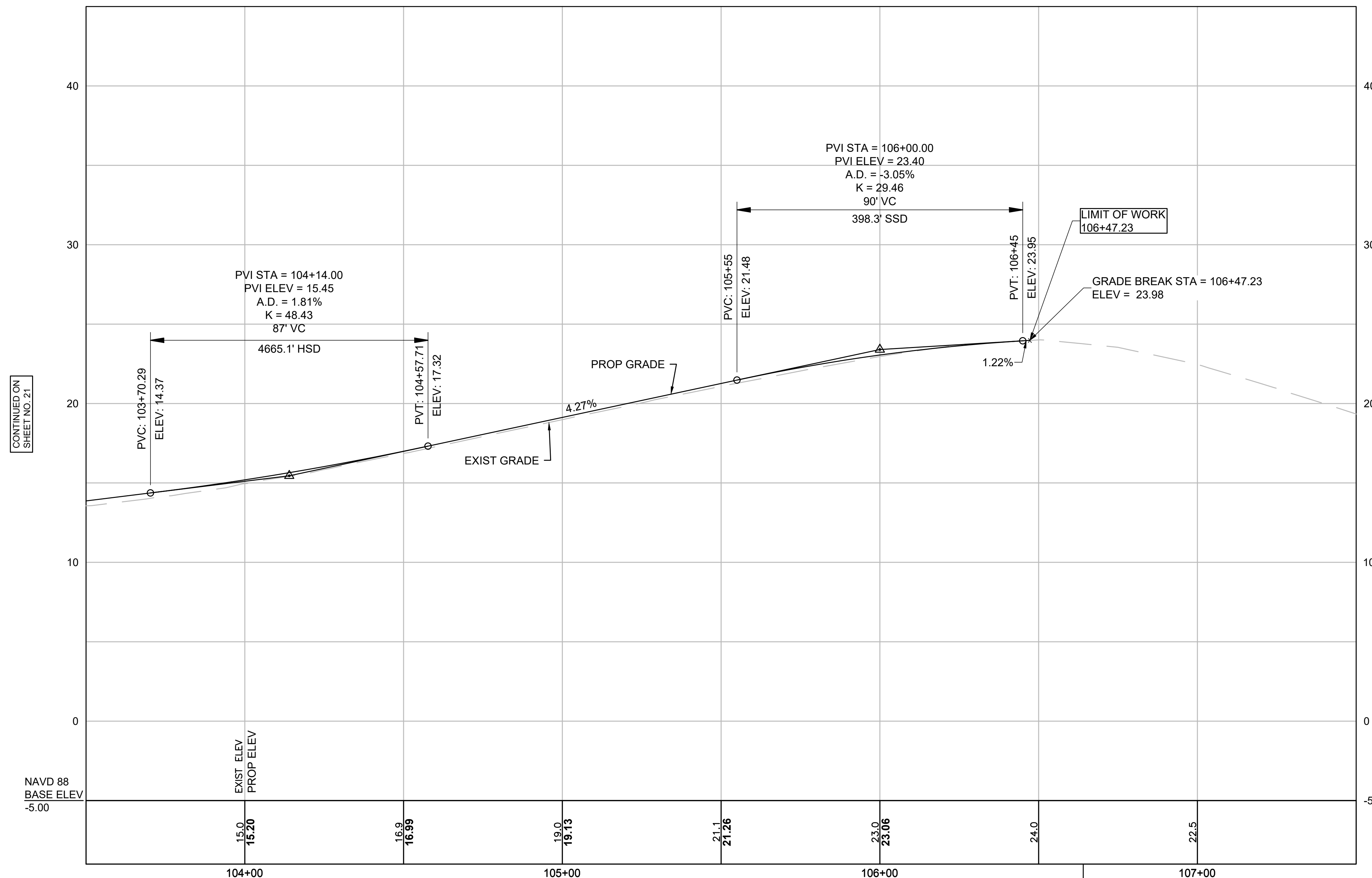
CONTINUED ON
SHEET NO. 22

WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	22	56

PROJECT FILE NO. 607397
PROFILE - MAIN STREET
PART 2 OF 2

MAIN STREET



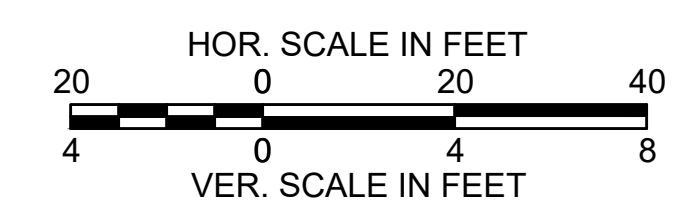
CONTINUED ON
SHEET NO. 21

NAVD 88
BASE ELEV
-5.00

STATION	EXIST. ELEV	PROP. ELEV
104+00	15.0	15.20
104+50	16.9	16.99
105+00	19.0	19.13
105+50	21.1	21.26
106+00	23.0	23.06
106+50	24.0	24.0
107+00	22.5	22.5

TEMP. BENCHMARK #11
MAGNAILSET
ELEVATION = 23.391'
STA 106+64.04, 11.01' LT

TEMP. BENCHMARK #12
MAGNAILSET
ELEVATION = 24.164'
STA 106+64.12, 11.68' RT

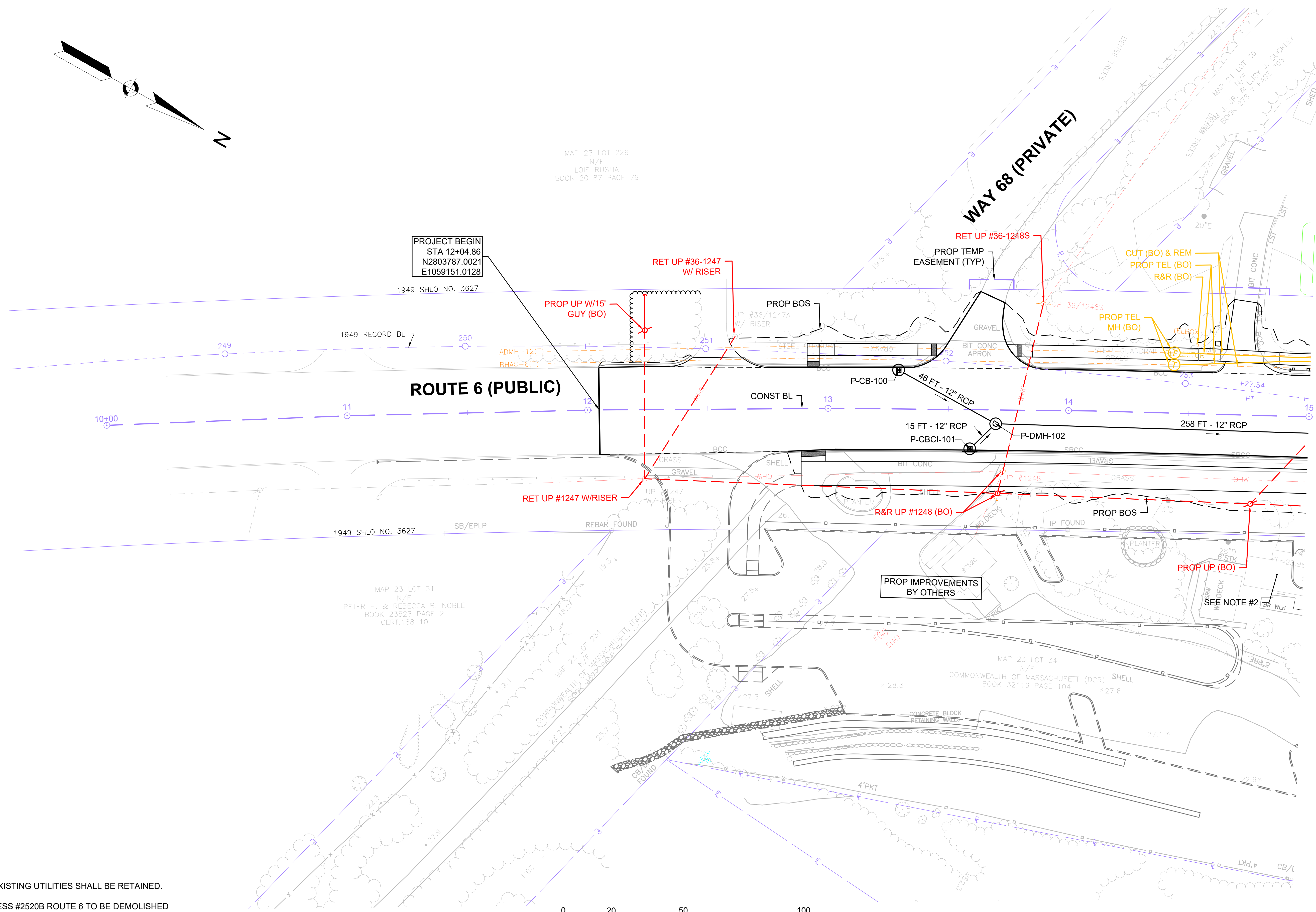
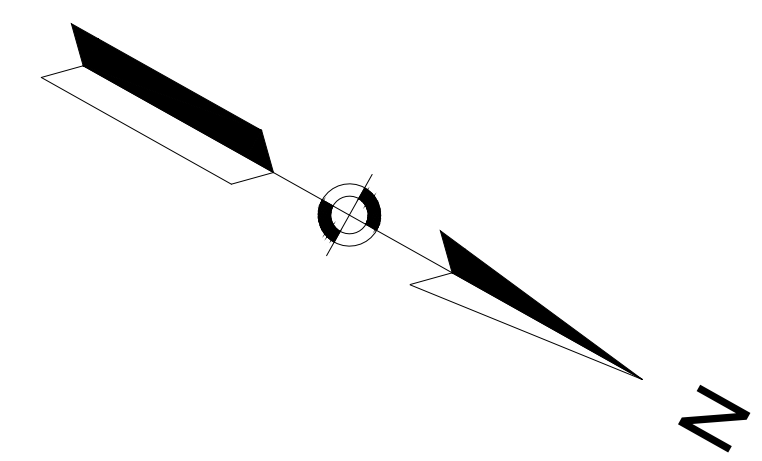


FOR CONSTRUCTION PLANS:
SEE SHEET NO. 14

WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	23	56
PROJECT FILE NO.		607397	

DRAINAGE & UTILITY PLANS
PART 1 OF 7



PROJECT BEGIN
STA 12+04.86
N2803787.0021
E1059151.0128

ROUTE 6 (PUBLIC)

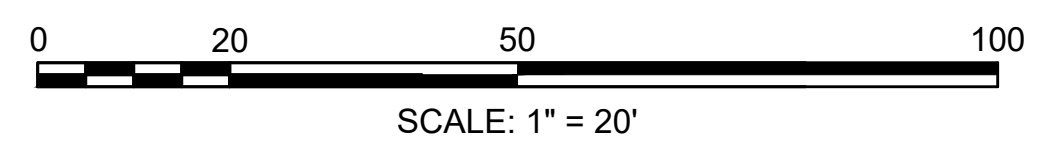
WAY 68 (PRIVATE)

PROP IMPROVEMENTS
BY OTHERS

SEE NOTE #2

CONTINUED ON
SHEET NO. 24

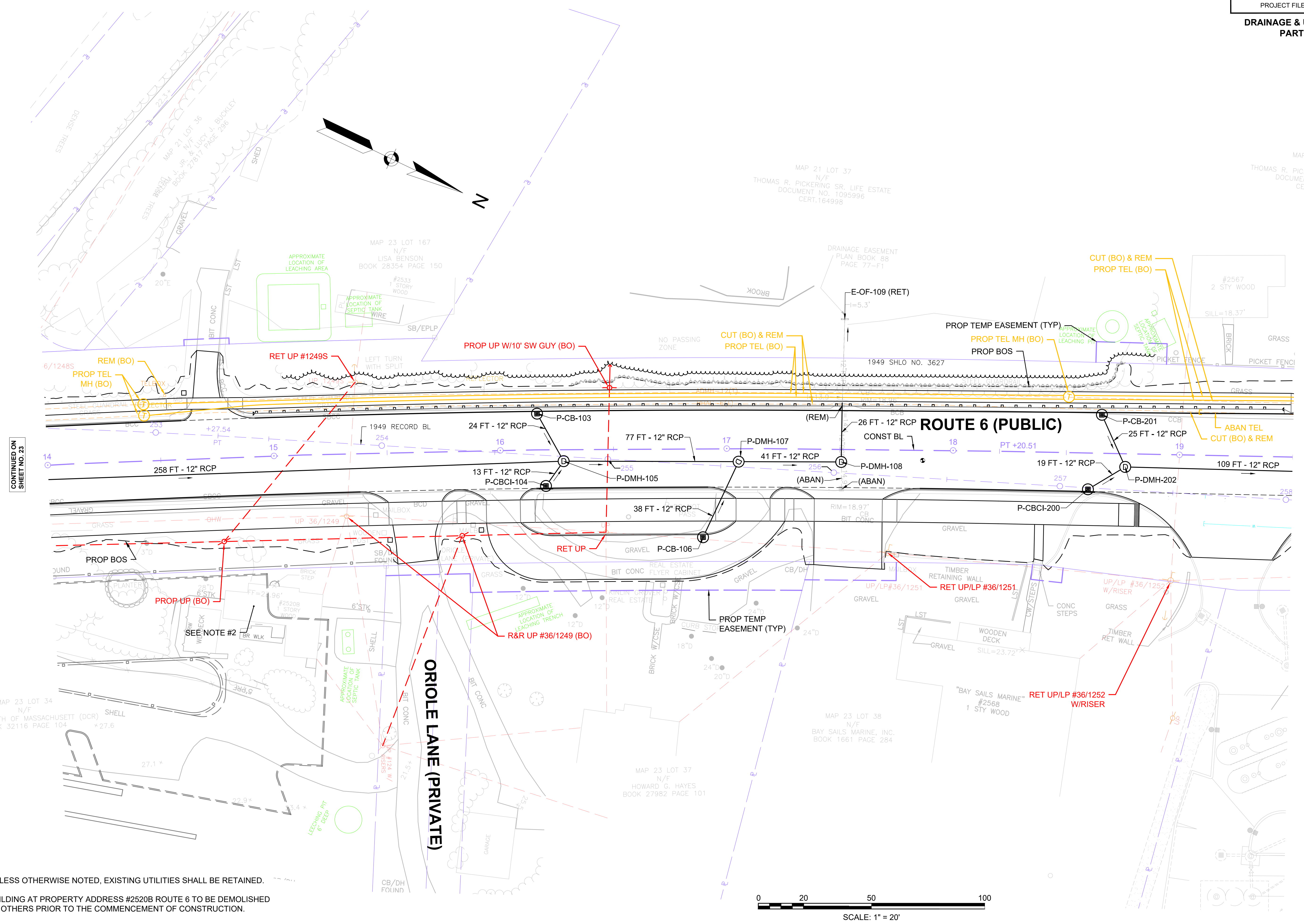
- NOTE:
- UNLESS OTHERWISE NOTED, EXISTING UTILITIES SHALL BE RETAINED.
 - BUILDING AT PROPERTY ADDRESS #2520B ROUTE 6 TO BE DEMOLISHED BY OTHERS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.



WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	24	56

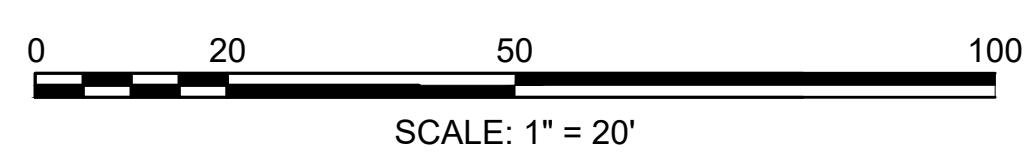
PROJECT FILE NO. 607397
DRAINAGE & UTILITY PLANS
PART 2 OF 7



CONTINUED ON
SHEET NO. 23

CONTINUED ON
SHEET NO. 25

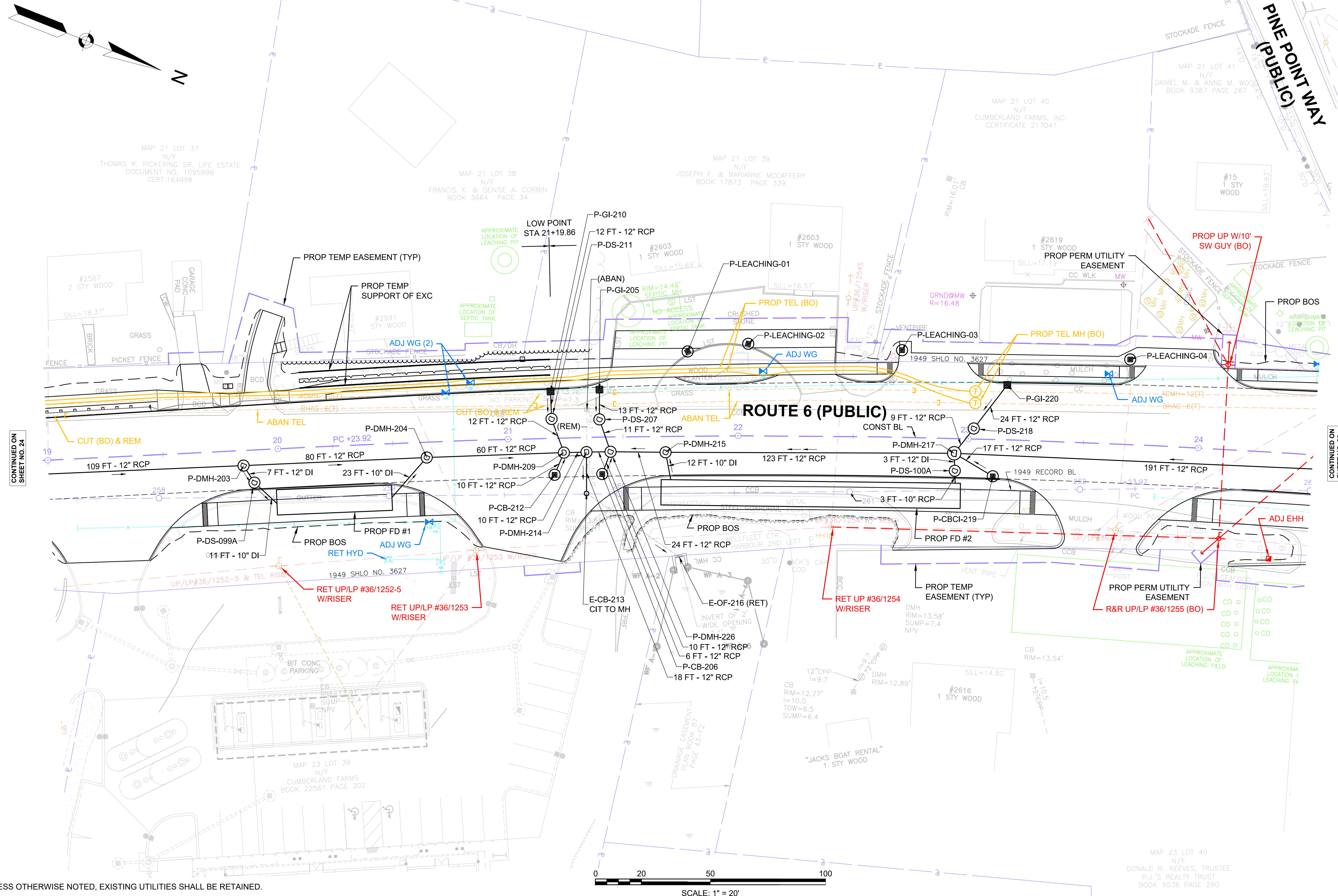
- NOTE:**
- UNLESS OTHERWISE NOTED, EXISTING UTILITIES SHALL BE RETAINED.
 - BUILDING AT PROPERTY ADDRESS #2520B ROUTE 6 TO BE DEMOLISHED BY OTHERS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.



WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	25	56
PROJECT FILE NO. 607397			

DRAINAGE & UTILITY PLANS
PART 3 OF 7



CONTINUED ON
SHEET NO. 24

CONTINUED ON
SHEET NO. 26

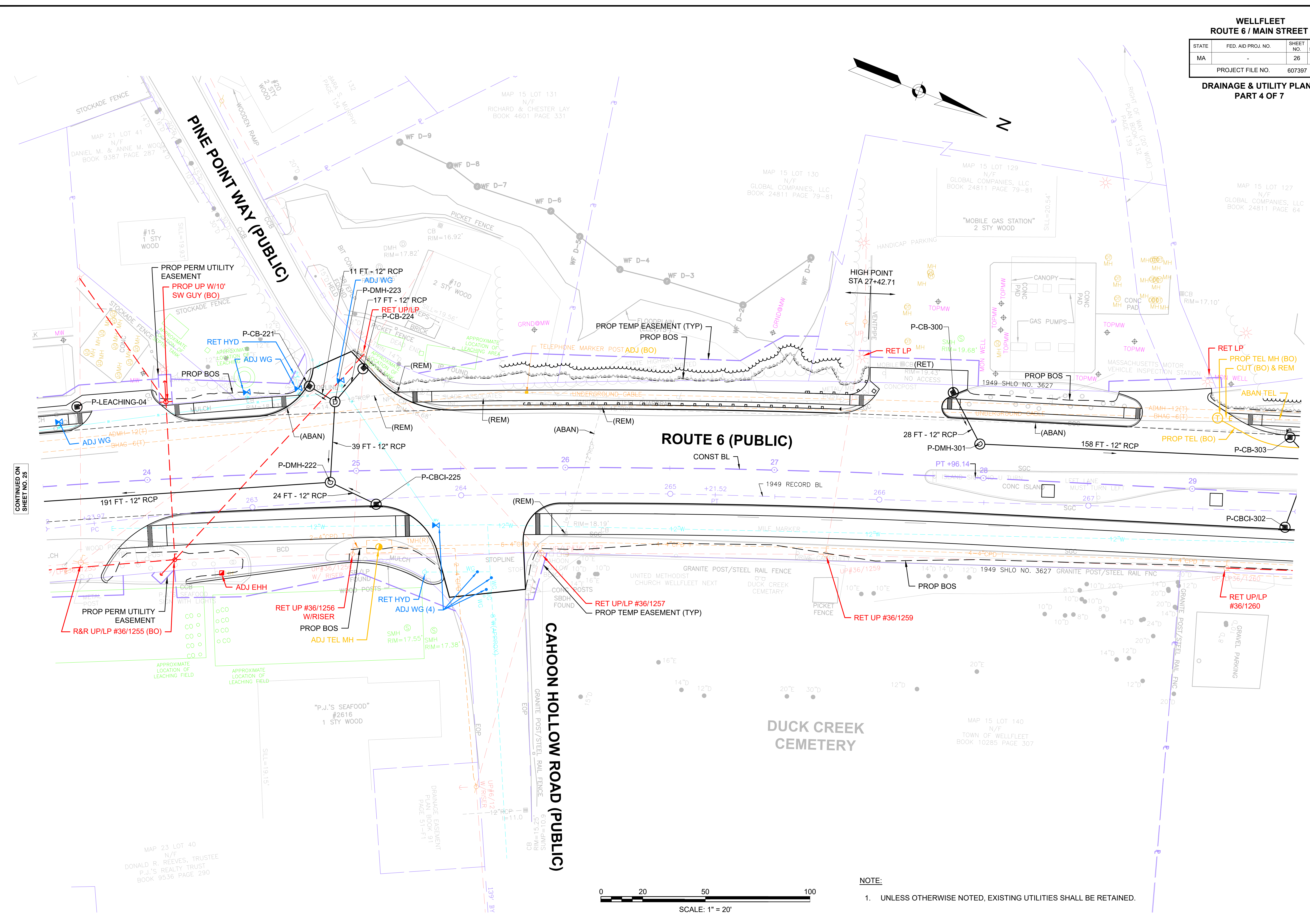
NOTE:
1. UNLESS OTHERWISE NOTED, EXISTING UTILITIES SHALL BE RETAINED.

**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	26	56

**DRAINAGE & UTILITY PLANS
PART 4 OF 7**

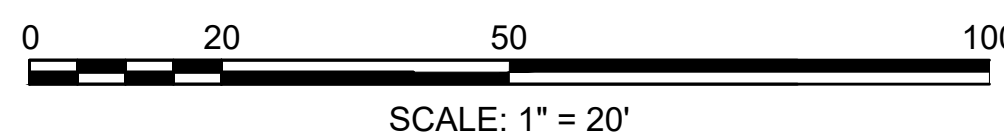
PROJECT FILE NO. 607397

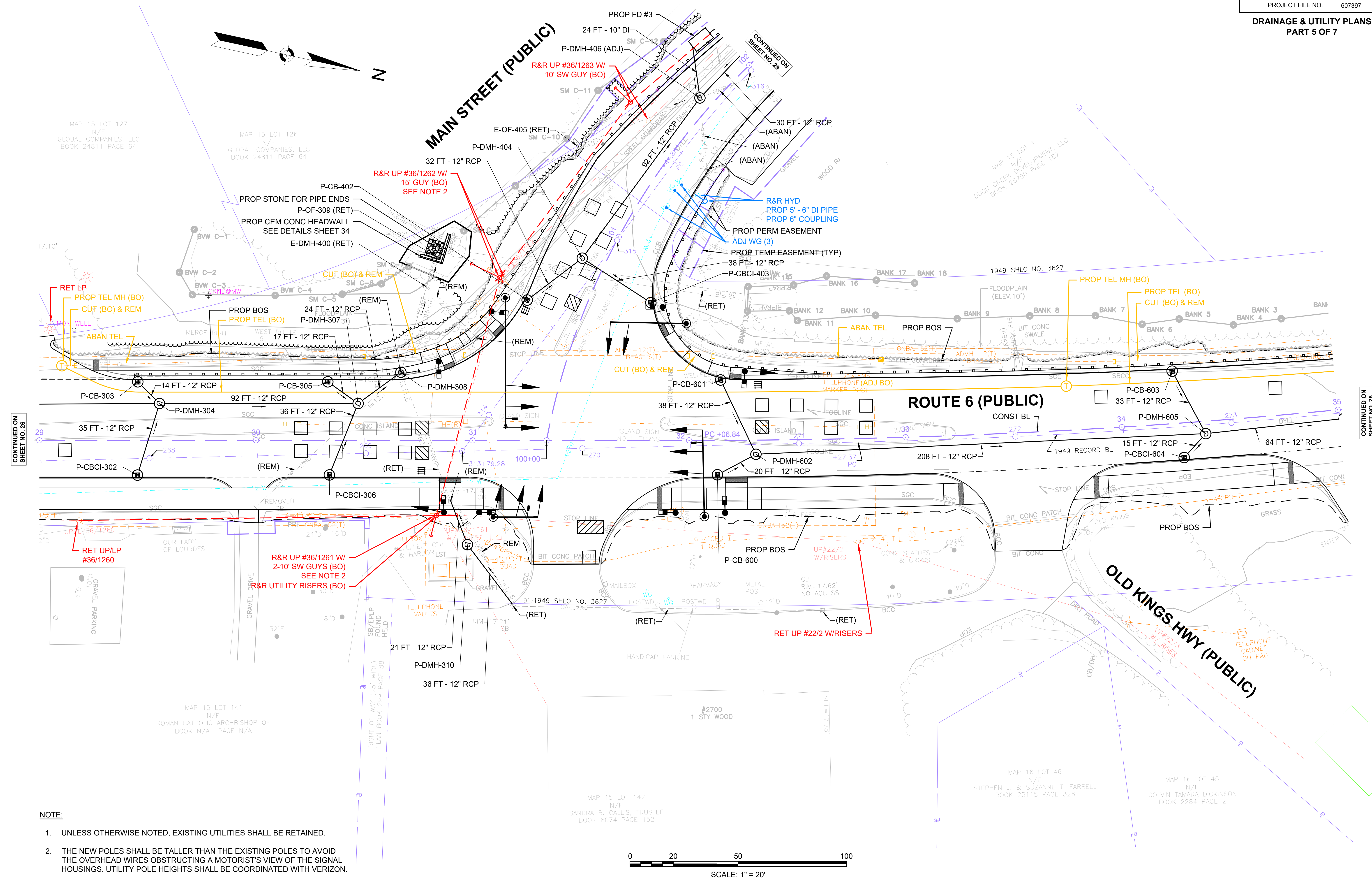


CONTINUED ON
SHEET NO. 25

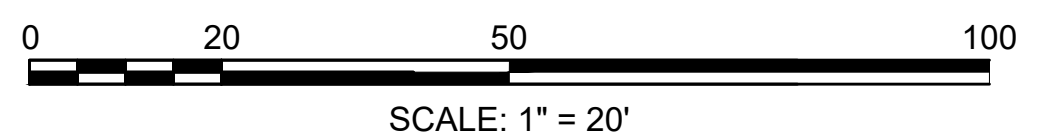
CONTINUED ON
SHEET NO. 27

NOTE:
1. UNLESS OTHERWISE NOTED, EXISTING UTILITIES SHALL BE RETAINED.





- NOTE:**
- UNLESS OTHERWISE NOTED, EXISTING UTILITIES SHALL BE RETAINED.
 - THE NEW POLES SHALL BE TALLER THAN THE EXISTING POLES TO AVOID THE OVERHEAD WIRES OBSTRUCTING A MOTORIST'S VIEW OF THE SIGNAL HOUSINGS. UTILITY POLE HEIGHTS SHALL BE COORDINATED WITH VERIZON.



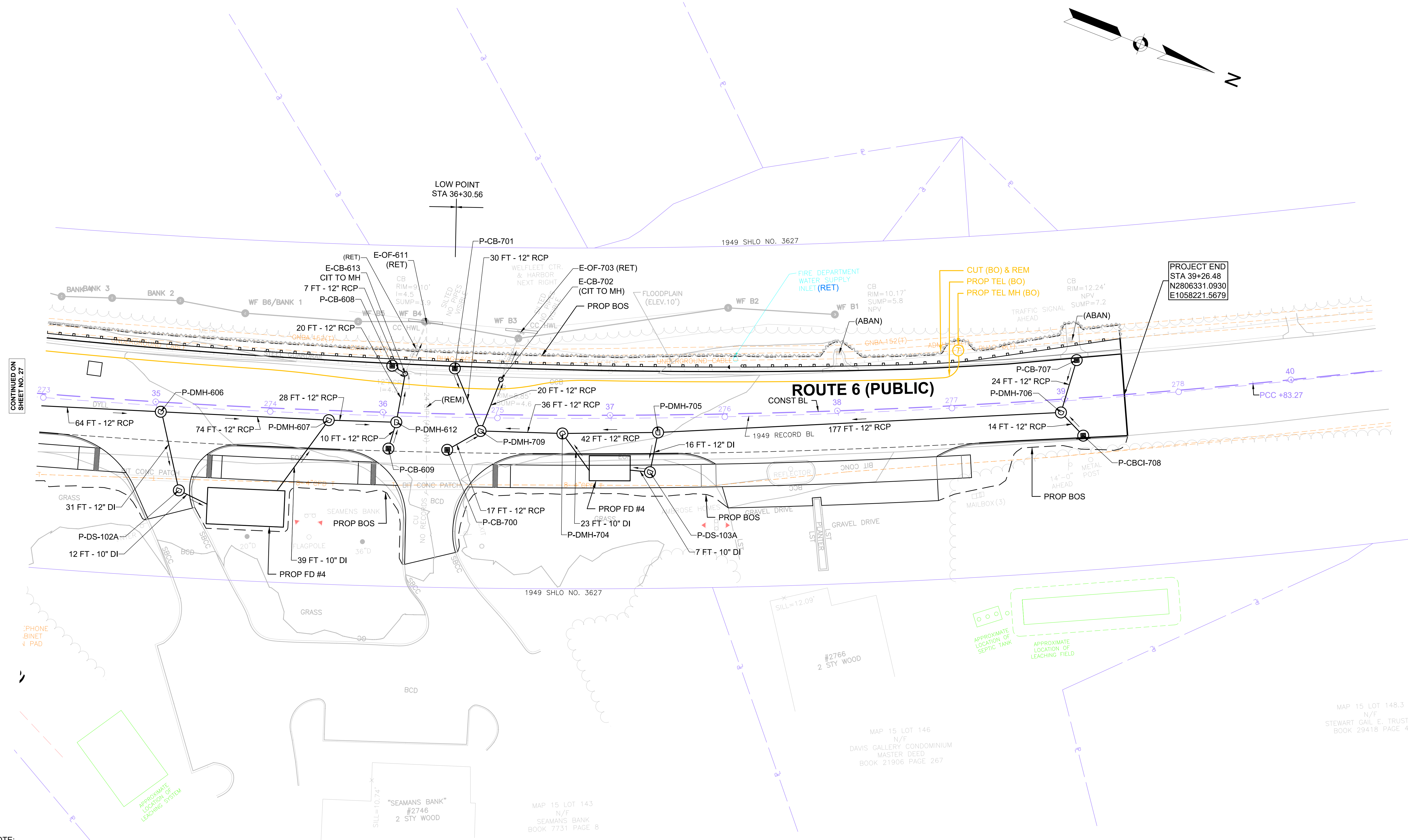
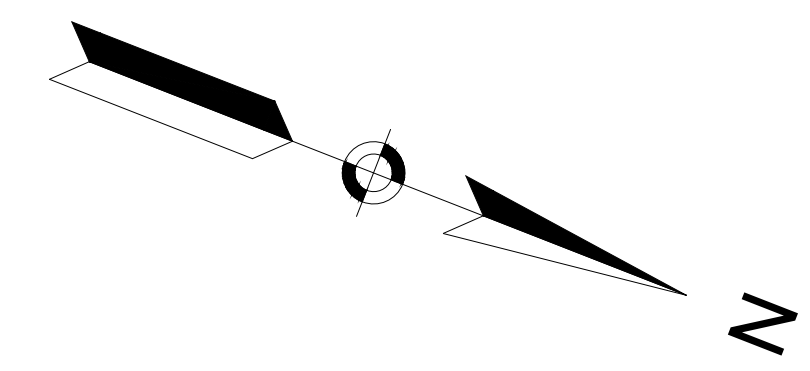
CONTINUED ON SHEET NO. 26

CONTINUED ON SHEET NO. 28

**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	28	56
PROJECT FILE NO. 607397			

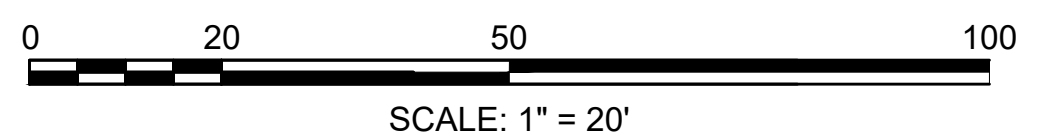
**DRAINAGE & UTILITY PLANS
PART 6 OF 7**



CONTINUED ON
SHEET NO. 27

PROJECT END
STA 39+26.48
N2806331.0930
E1058221.5679

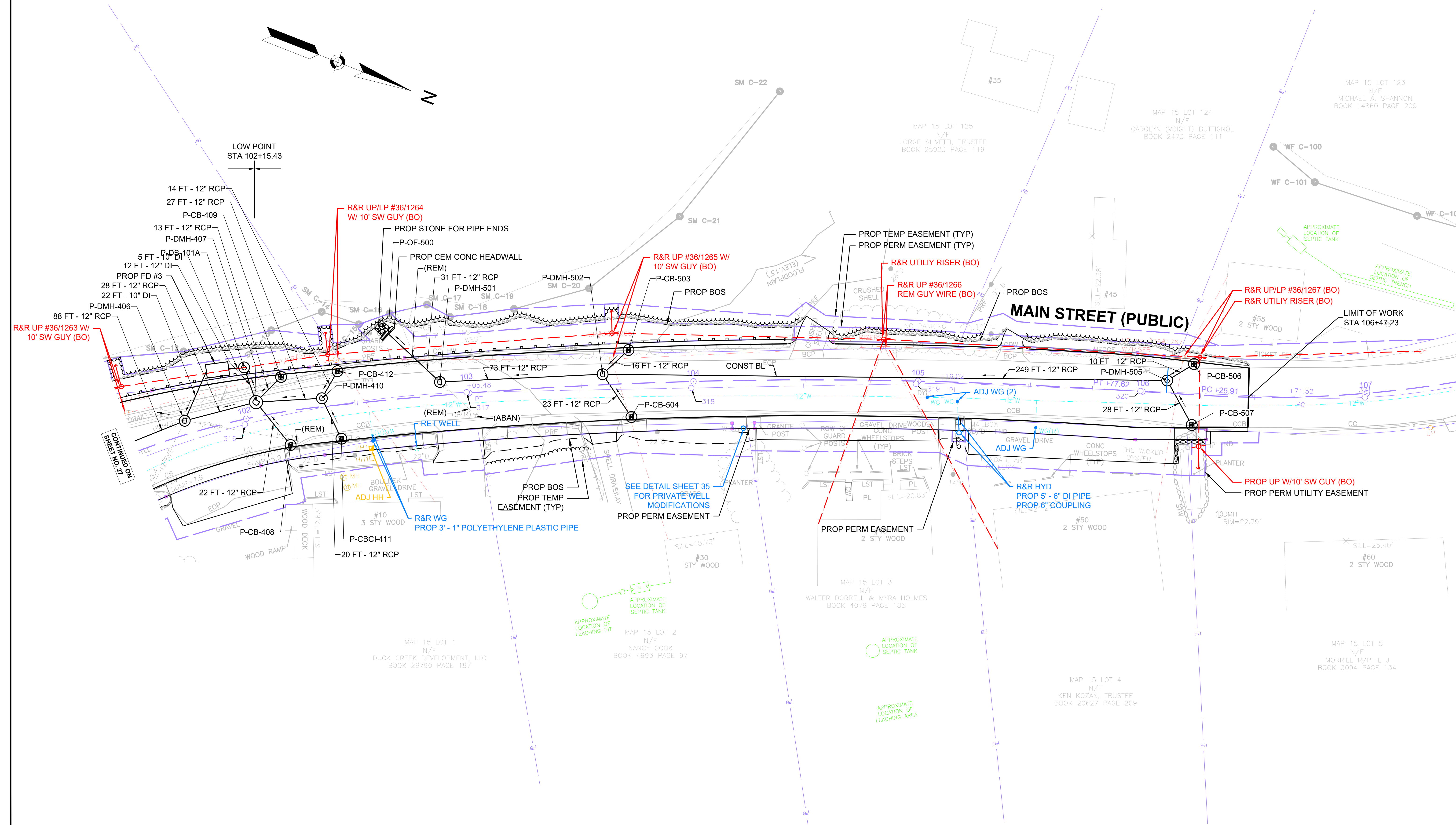
NOTE:
1. UNLESS OTHERWISE NOTED, EXISTING UTILITIES SHALL BE RETAINED.



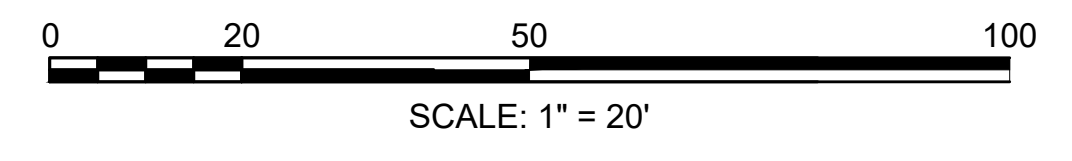
MAP 15 LOT 148.3
N/F
STEWART GAIL E. TRUSTEE
BOOK 29418 PAGE 4

MAP 15 LOT 143
N/F
SEAMANS BANK
BOOK 7731 PAGE 8

MAP 15 LOT 146
N/F
DAVIS GALLERY CONDOMINIUM
MASTER DEED
BOOK 21906 PAGE 267



NOTE:
1. UNLESS OTHERWISE NOTED, EXISTING UTILITIES SHALL BE RETAINED.



**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	30	56
PROJECT FILE NO.		607397	

**DRAINAGE SCHEDULE
PART 1 OF 2**

DRAINAGE STRUCTURE TABLE				
NAME/TYPE	STATION	OFFSET	RIM ELEV.	REMARKS
P-CB-100	13+29.22	16.0 LT	26.98	
P-CBCI-101	13+59.07	16.5 RT	26.30	
P-DMH-102	13+69.76	5.9 RT	26.42	
P-CB-103	16+16.44	16.0 LT	22.33	
P-CBCI-104	16+19.95	16.0 RT	21.78	
P-DMH-105	16+27.91	5.1 RT	21.85	
P-CB-106	16+89.46	39.2 RT	1.17	
P-DMH-107	17+05.26	5.8 RT	20.31	
P-DMH-108	17+50.62	5.7 RT	19.42	
E-OF-109	17+51.68	57.4 LT	16.34	RET EXIST HW
P-CBCI-200	18+59.85	16.0 RT	17.06	
P-CB-201	18+65.38	17.0 LT	17.10	
P-DMH-202	18+76.13	5.8 RT	16.94	
P-DMH-203	19+84.77	6.5 RT	15.03	
P-DS-099A	19+89.12	14.1 RT	14.80	DEEP SUMP CB F&C
P-DMH-204	20+64.49	6.7 RT	14.25	
P-GI-210	21+19.01	20.3 LT	14.70	GUTTER INLET -SPECIAL
P-DS-211	21+19.18	8.3 LT	14.55	DEEP SUMP CB F&C
P-CB-212	21+19.92	16.0 RT	13.84	
P-DMH-209	21+24.20	6.4 RT	14.12	
E-CB-213	21+33.71	24.4 RT	14.26	CIT TO MH
P-DMH-214	21+34.03	6.4 RT	14.13	
P-DS-207	21+39.91	7.7 LT	14.55	DEEP SUMP CB F&C
P-GI-205	21+40.15	20.6 LT	14.73	GUTTER INLET -SPECIAL
P-CB-206	21+40.73	16.0 RT	13.86	
P-DMH-226	21+44.49	6.4 RT	14.15	
P-DMH-215	21+68.43	7.0 RT	14.21	
E-OF-216	21+73.95	52.4 RT	9.68	RET EXIST HW
P-LEACHING-01	21+78.37	36.7 LT	0.00	MASSDOT STANDARD DETAIL 205.2.0
P-LEACHING-02	22+04.41	40.0 LT	0.00	MASSDOT STANDARD DETAIL 205.2.0
P-LEACHING-03	22+70.53	37.8 LT	0.00	MASSDOT STANDARD DETAIL 205.2.0
P-DMH-217	22+94.05	6.5 RT	15.47	
P-DS-100A	22+94.48	14.1 RT	15.26	DEEP SUMP CB F&C
P-DS-218	23+02.26	4.5 LT	15.89	DEEP SUMP CB F&C
P-CBCI-219	23+11.10	16.0 RT	15.41	
P-GI-220	23+16.21	23.8 LT	16.43	GUTTER INLET -SPECIAL
P-LEACHING-04	23+68.72	36.9 LT	16.95	MASSDOT STANDARD DETAIL 205.2.0
P-CB-221	24+79.02	41.2 LT	16.27	
P-DMH-222	24+87.43	5.1 RT	17.93	
P-DMH-223	24+90.90	33.3 LT	18.77	

DRAINAGE STRUCTURE TABLE				
NAME/TYPE	STATION	OFFSET	RIM ELEV.	REMARKS
P-CB-224	25+04.60	48.7 LT	16.65	
P-CBCI-225	25+09.07	16.3 RT	17.88	
P-CB-300	27+83.67	40.0 LT	20.21	
P-DMH-301	27+97.49	16.2 LT	20.08	
P-CBCI-302	29+45.28	16.1 RT	18.48	
P-CB-303	29+45.45	27.0 LT	18.26	
P-DMH-304	29+55.45	17.0 LT	18.38	
P-CB-305	30+33.17	27.0 LT	17.45	
P-CBCI-306	30+33.87	16.0 RT	17.67	
P-DMH-307	30+47.18	17.0 LT	17.49	SPECIAL MANHOLE - 5' DIAMETER
P-DMH-308	30+66.94	31.4 LT	17.40	
P-OF-309	30+83.01	84.9 LT	10.15	NEW HW SEE DETAIL
P-DMH-310	30+97.66	48.2 RT	16.09	
P-CB-600	32+13.04	15.9 RT	15.42	
P-CB-601	32+14.63	27.8 LT	14.33	
P-DS-101A	32+15.48	192.2 LT	11.35	DEEP SUMP CB F&C
P-DMH-602	32+30.83	6.5 RT	15.09	
P-CB-603	34+24.97	24.2 LT	10.78	
P-CBCI-604	34+27.65	16.0 RT	11.89	
P-DMH-605	34+38.38	5.7 RT	11.57	
P-DMH-606	35+02.51	4.3 RT	10.50	
P-DS-102A	35+12.46	38.3 RT	10.56	DEEP SUMP CB F&C
P-DMH-607	35+76.40	4.3 RT	9.81	
P-CB-609	36+02.95	15.9 RT	9.84	
P-CB-608	36+03.58	20.6 LT	8.85	
P-DMH-612	36+06.08	4.2 RT	9.68	
E-CB-613	36+09.44	17.2 LT	8.95	CIT TO MH
E-OF-611	36+18.43	39.5 LT	6.17	RET EXIST HW
P-CB-700	36+28.67	15.8 RT	9.80	
P-CB-701	36+31.33	20.1 LT	8.83	
P-DMH-709	36+43.14	7.3 RT	9.76	SPECIAL MANHOLE - 5' DIAMETER
E-CB-702	36+51.76	15.5 LT	9.17	CIT TO MH
E-OF-703	36+60.31	36.3 LT	6.19	RET EXIST HW
P-DMH-704	36+79.06	8.0 RT	10.73	
P-DS-103A	37+17.32	25.1 RT	10.59	DEEP SUMP CB F&C
P-DMH-705	37+21.05	7.7 RT	10.19	
P-DMH-706	38+98.12	5.8 RT	13.29	
P-CB-707	39+06.61	16.7 LT	12.71	
P-CBCI-708	39+07.13	16.7 RT	13.61	
E-DMH-400	100+48.67	72.0 LT	12.49	

DRAINAGE STRUCTURE TABLE				
NAME/TYPE	STATION	OFFSET	RIM ELEV.	REMARKS
P-CB-402	100+57.59	26.4 LT	14.36	
P-CBCI-403	100+78.60	26.8 RT	13.77	
P-DMH-404	100+83.90	10.6 LT	13.66	
E-OF-405	101+25	37.9 LT	7.91	RET EXIST HW
P-DMH-406	101+73.55	6.0 LT	11.84	SPECIAL MANHOLE - 5' DIAMETER
P-DMH-407	102+05.75	6.4 LT	11.63	SPECIAL MANHOLE - 5' DIAMETER
P-CB-408	102+17.68	15.1 RT	11.41	
P-CB-409	102+18.25	15.5 LT	11.45	
P-DMH-410	102+34.56	3.7 LT	11.73	
P-CBCI-411	102+41.28	15.1 RT	11.54	
P-CB-412	102+42.74	15.0 LT	11.55	
P-OF-500	102+66.62	29.3 LT	9.41	
P-DMH-501	102+87.42	5.9 LT	12.29	
P-DMH-502	103+59.74	4.6 LT	14.02	
P-CB-503	103+71.66	14.9 LT	14.11	
P-CB-504	103+71.74	14.9 RT	14.11	
P-DMH-505	106+10.66	5.6 LT	23.22	
P-CB-506	106+22.15	13.6 LT	23.31	
P-CB-507	106+22.80	13.5 RT	1.17	

NOTE:
1. ALL STRUCTURES CALLED OUT AS "P-DS-XXX" WILL BE PAID FOR UNDER THE CATCH BASIN ITEM.

**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	31	56
PROJECT FILE NO.		607397	

**DRAINAGE SCHEDULE
PART 2 OF 2**

PIPE TABLE				
PIPE	PIPE LOCATION	SIZE	LENGTH	REMARKS
E-007	TO E-OF-109 STA 17+51 TO 17+52	12"	37 FT	CONCRETE PIPE
P-013	TO P-DMH-204 STA 20+49 TO 20+64	10"	21 FT	DUCTILE IRON PIPE
P-024	TO P-DMH-215 STA 21+71 TO 21+68	10"	10 FT	DUCTILE IRON PIPE
P-084	TO P-DMH-310 STA 31+18 TO 30+98	12"	36 FT	CONCRETE PIPE
P-043	TO P-DMH-406 STA 101+88 TO 101+74	10"	22 FT	DUCTILE IRON PIPE
P-064	TO P-DMH-607 STA 35+55 TO 35+76	10"	37 FT	DUCTILE IRON PIPE
P-076	TO P-DMH-704 STA 36+91 TO 36+79	10"	21 FT	DUCTILE IRON PIPE
P-063	TO P-DS-102A STA 35+04 TO 35+12	12"	31 FT	CONCRETE PIPE
E-021	E-CB-213 TO E-OF-216 STA 21+34 TO 21+74	12"	47 FT	CONCRETE PIPE
E-066	E-CB-613 TO E-OF-611 STA 36+09 TO 36+18	12"	22 FT	CONCRETE PIPE
E-073	E-CB-702 TO E-OF-703 STA 36+52 TO 36+60	12"	21 FT	CONCRETE PIPE
E-038	E-DMH-400 TO P-OF-309 STA 30+79 TO 30+83	12"	13 FT	CONCRETE PIPE
P-001	P-CB-100 TO P-DMH-102 STA 13+29 TO 13+70	12"	42 FT	CONCRETE PIPE
P-004	P-CB-103 TO P-DMH-105 STA 16+16 TO 16+28	12"	20 FT	CONCRETE PIPE
P-007	P-CB-106 TO P-DMH-107 STA 16+89 TO 17+05	12"	38 FT	CONCRETE PIPE
P-009	P-CB-201 TO P-DMH-202 STA 18+65 TO 18+76	12"	21 FT	CONCRETE PIPE
P-016	P-CB-206 TO P-DMH-226 STA 21+41 TO 21+44	12"	6 FT	CONCRETE PIPE
P-020	P-CB-212 TO P-DMH-209 STA 21+20 TO 21+24	12"	6 FT	CONCRETE PIPE
P-029	P-CB-221 TO P-DMH-223 STA 24+79 TO 24+91	12"	11 FT	CONCRETE PIPE
P-033	P-CB-224 TO P-DMH-223 STA 25+05 TO 24+91	12"	17 FT	CONCRETE PIPE
P-090	P-CB-300 TO P-DMH-301 STA 27+84 TO 27+97	12"	24 FT	CONCRETE PIPE
P-087	P-CB-303 TO P-DMH-304 STA 29+45 TO 29+55	12"	10 FT	CONCRETE PIPE
P-034	P-CB-305 TO P-DMH-307 STA 30+33 TO 30+47	12"	13 FT	CONCRETE PIPE
P-040	P-CB-402 TO P-DMH-404 STA 31+25 TO 31+51	12"	28 FT	CONCRETE PIPE
P-051	P-CB-408 TO P-DMH-407 STA 102+18 TO 102+06	12"	20 FT	CONCRETE PIPE
P-048	P-CB-409 TO P-DMH-407 STA 102+18 TO 102+06	12"	11 FT	CONCRETE PIPE
P-052	P-CB-412 TO P-DMH-410 STA 102+43 TO 102+35	12"	10 FT	CONCRETE PIPE
P-057	P-CB-503 TO P-DMH-502 STA 103+72 TO 103+60	12"	12 FT	CONCRETE PIPE
P-061	P-CB-504 TO P-DMH-502 STA 103+72 TO 103+60	12"	19 FT	CONCRETE PIPE
P-070	P-CB-506 TO P-DMH-505 STA 106+22 TO 106+11	12"	10 FT	CONCRETE PIPE

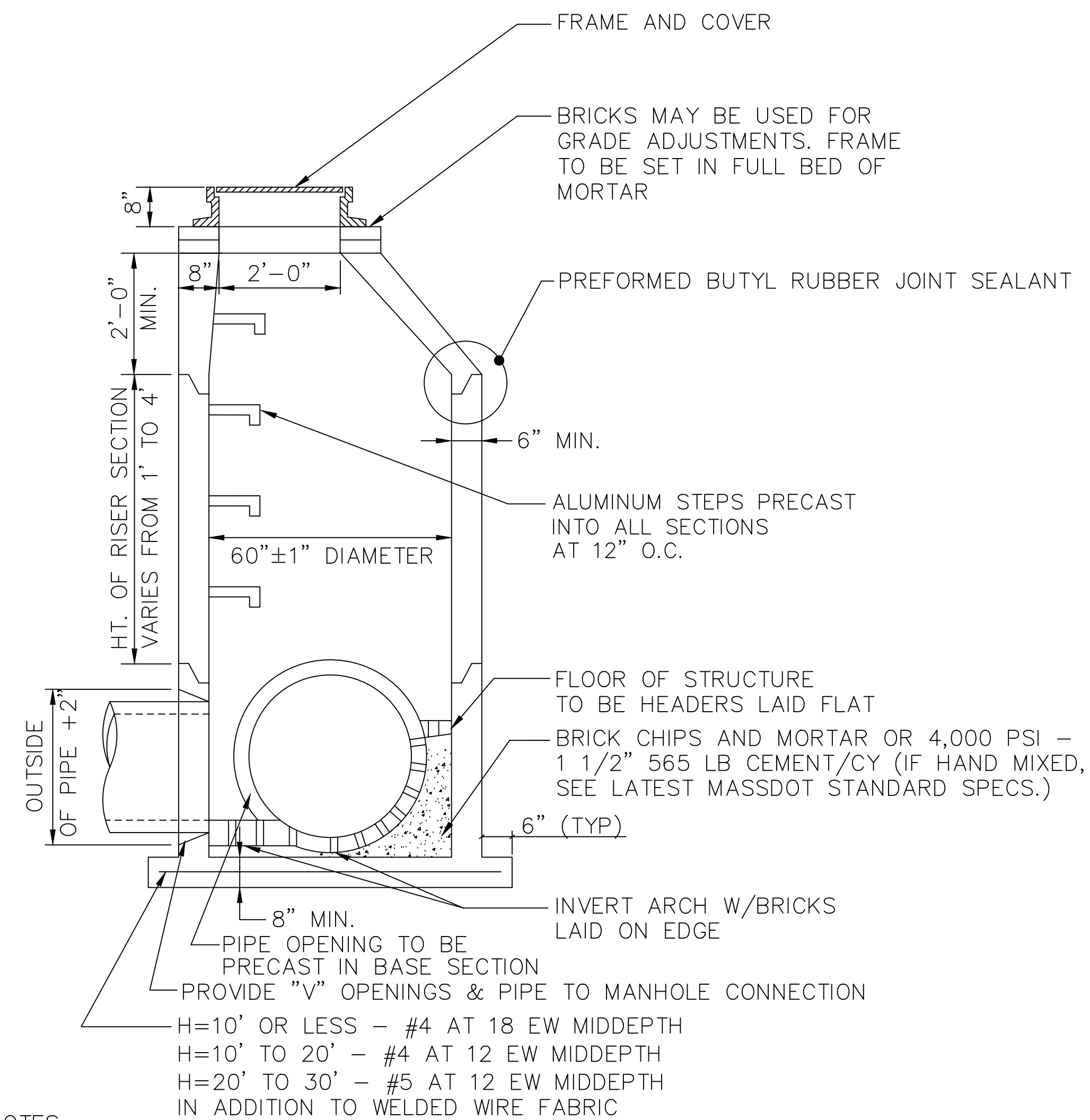
PIPE TABLE				
PIPE	PIPE LOCATION	SIZE	LENGTH	REMARKS
P-074	P-CB-507 TO P-DMH-505 STA 106+23 TO 106+11	12"	28 FT	CONCRETE PIPE
P-047	P-CB-600 TO P-DMH-602 STA 32+13 TO 32+31	12"	16 FT	CONCRETE PIPE
P-049	P-CB-601 TO P-DMH-602 STA 32+15 TO 32+31	12"	34 FT	CONCRETE PIPE
P-058	P-CB-603 TO P-DMH-605 STA 34+25 TO 34+38	12"	29 FT	CONCRETE PIPE
P-082	P-CB-608 TO E-CB-613 STA 36+04 TO 36+09	12"	3 FT	CONCRETE PIPE
P-067	P-CB-609 TO P-DMH-612 STA 36+03 TO 36+06	12"	8 FT	CONCRETE PIPE
P-071	P-CB-700 TO P-DMH-709 STA 36+29 TO 36+43	12"	13 FT	CONCRETE PIPE
P-072	P-CB-701 TO P-DMH-709 STA 36+31 TO 36+43	12"	26 FT	CONCRETE PIPE
P-080	P-CB-707 TO P-DMH-706 STA 39+07 TO 38+98	12"	20 FT	CONCRETE PIPE
P-002	P-CBCI-101 TO P-DMH-102 STA 13+59 TO 13+70	12"	11 FT	CONCRETE PIPE
P-005	P-CBCI-104 TO P-DMH-105 STA 16+20 TO 16+28	12"	9 FT	CONCRETE PIPE
P-008	P-CBCI-200 TO P-DMH-202 STA 18+60 TO 18+76	12"	15 FT	CONCRETE PIPE
P-027	P-CBCI-219 TO P-DMH-217 STA 23+11 TO 22+94	12"	15 FT	CONCRETE PIPE
P-032	P-CBCI-225 TO P-DMH-222 STA 25+09 TO 24+87	12"	20 FT	CONCRETE PIPE
P-088	P-CBCI-302 TO P-DMH-304 STA 29+45 TO 29+55	12"	31 FT	CONCRETE PIPE
P-035	P-CBCI-306 TO P-DMH-307 STA 30+34 TO 30+47	12"	32 FT	CONCRETE PIPE
P-042	P-CBCI-403 TO P-DMH-404 STA 31+82 TO 31+51	12"	34 FT	CONCRETE PIPE
P-054	P-CBCI-411 TO P-DMH-410 STA 102+41 TO 102+35	12"	16 FT	CONCRETE PIPE
P-059	P-CBCI-604 TO P-DMH-605 STA 34+28 TO 34+38	12"	11 FT	CONCRETE PIPE
P-081	P-CBCI-708 TO P-DMH-706 STA 39+07 TO 38+98	12"	10 FT	CONCRETE PIPE
P-003	P-DMH-102 TO P-DMH-105 STA 13+70 TO 16+28	12"	254 FT	CONCRETE PIPE
P-006	P-DMH-105 TO P-DMH-107 STA 16+28 TO 17+05	12"	73 FT	CONCRETE PIPE
P-096	P-DMH-107 TO P-DMH-108 STA 17+05 TO 17+51	12"	41 FT	CONCRETE PIPE
P-095	P-DMH-108 TO STA 17+51 TO 17+51	12"	24 FT	CONCRETE PIPE
P-010	P-DMH-202 TO P-DMH-203 STA 18+76 TO 19+85	12"	105 FT	CONCRETE PIPE
P-012	P-DMH-203 TO P-DMH-204 STA 19+85 TO 20+64	12"	76 FT	CONCRETE PIPE
P-011	P-DMH-203 TO P-DS-099A STA 19+85 TO 19+89	12"	5 FT	CONCRETE PIPE
P-014	P-DMH-204 TO P-DMH-209 STA 20+64 TO 21+24	12"	56 FT	CONCRETE PIPE
P-018	P-DMH-209 TO P-DMH-214 STA 21+24 TO 21+34	12"	6 FT	CONCRETE PIPE
P-022	P-DMH-214 TO E-CB-213 STA 21+34 TO 21+34	12"	14 FT	CONCRETE PIPE

PIPE TABLE				
PIPE	PIPE LOCATION	SIZE	LENGTH	REMARKS
P-023	P-DMH-215 TO P-DMH-226 STA 21+68 TO 21+44	12"	20 FT	CONCRETE PIPE
P-026	P-DMH-217 TO P-DMH-215 STA 22+94 TO 21+68	12"	121 FT	CONCRETE PIPE
P-025	P-DMH-217 TO P-DS-100A STA 22+94 TO 22+94	12"	3 FT	CONCRETE PIPE
P-030	P-DMH-222 TO P-DMH-217 STA 24+87 TO 22+94	12"	189 FT	CONCRETE PIPE
P-031	P-DMH-223 TO P-DMH-222 STA 24+91 TO 24+87	12"	35 FT	CONCRETE PIPE
P-092	P-DMH-226 TO P-DMH-214 STA 21+44 TO 21+34	12"	6 FT	CONCRETE PIPE
P-089	P-DMH-301 TO P-DMH-304 STA 27+97 TO 29+55	12"	154 FT	CONCRETE PIPE
P-086	P-DMH-304 TO P-DMH-307 STA 29+55 TO 30+47	12"	88 FT	CONCRETE PIPE
P-036	P-DMH-307 TO P-DMH-308 STA 30+47 TO 30+67	12"	20 FT	CONCRETE PIPE
E-037	P-DMH-308 TO E-DMH-400 STA 30+67 TO 30+79	12"	38 FT	CONCRETE PIPE
P-085	P-DMH-310 TO STA 30+98 TO 30+90	12"	21 FT	CONCRETE PIPE
P-041	P-DMH-404 TO P-DMH-406 STA 31+51 TO 32+05	12"	88 FT	CONCRETE PIPE
E-044	P-DMH-406 TO E-OF-405 STA 101+74 TO 101+25	12"	59 FT	CONCRETE PIPE
P-046	P-DMH-407 TO P-DMH-406 STA 102+06 TO 101+74	12"	28 FT	CONCRETE PIPE
P-045	P-DMH-407 TO P-DS-101A STA 102+06 TO 102+04	12"	12 FT	CONCRETE PIPE
P-053	P-DMH-410 TO P-DMH-407 STA 102+35 TO 102+06	12"	25 FT	CONCRETE PIPE
P-055	P-DMH-501 TO P-OF-500 STA 102+87 TO 102+67	12"	30 FT	CONCRETE PIPE
P-056	P-DMH-502 TO P-DMH-501 STA 103+60 TO 102+87	12"	69 FT	CONCRETE PIPE
P-069	P-DMH-505 TO P-DMH-502 STA 106+11 TO 103+60	12"	248 FT	CONCRETE PIPE
P-050	P-DMH-602 TO P-DMH-605 STA 32+31 TO 34+38	12"	204 FT	CONCRETE PIPE
P-060	P-DMH-605 TO P-DMH-606 STA 34+38 TO 35+03	12"	60 FT	CONCRETE PIPE
P-062	P-DMH-606 TO P-DMH-607 STA 35+03 TO 35+76	12"	70 FT	CONCRETE PIPE
P-065	P-DMH-607 TO P-DMH-612 STA 35+76 TO 36+06	12"	26 FT	CONCRETE PIPE
P-097	P-DMH-612 TO E-CB-613 STA 36+06 TO 36+09	12"	18 FT	CONCRETE PIPE
P-075	P-DMH-704 TO P-DMH-709 STA 36+79 TO 36+43	12"	32 FT	CONCRETE PIPE
P-078	P-DMH-705 TO P-DMH-704 STA 37+21 TO 36+79	12"	38 FT	CONCRETE PIPE
P-077	P-DMH-705 TO P-DS-103A STA 37+21 TO 37+17	12"	14 FT	CONCRETE PIPE
P-079	P-DMH-706 TO P-DMH-705 STA 38+98 TO 37+21	12"	174 FT	CONCRETE PIPE
P-098	P-DMH-709 TO E-CB-702 STA 36+43 TO 36+52	12"	20 FT	CONCRETE PIPE
P-011 (1)	P-DS-099A TO STA 19+89 TO 19+98	10"	11 FT	DUCTILE IRON PIPE

**WELLFLEET
ROUTE 6 / MAIN STREET**

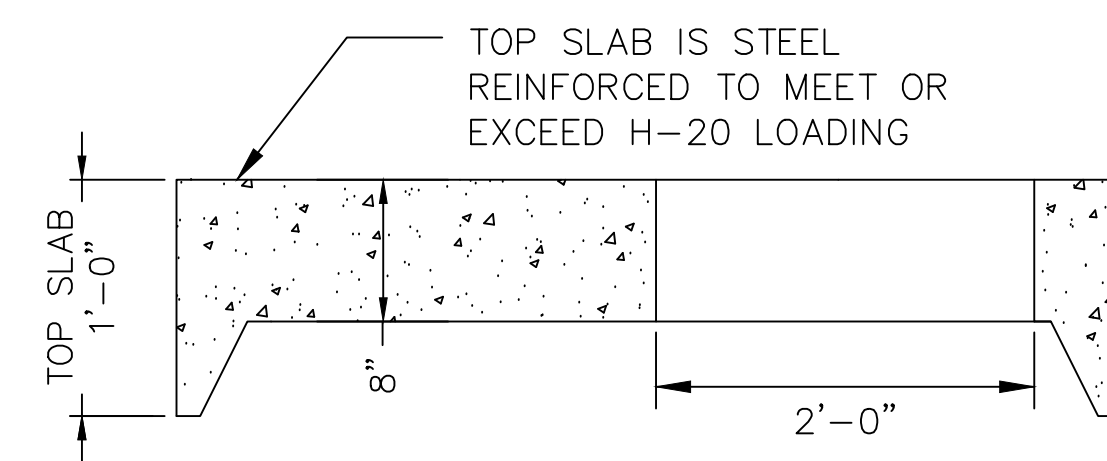
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	32	56
PROJECT FILE NO.		607397	

**DRAINAGE DETAILS
PART 1 OF 3**

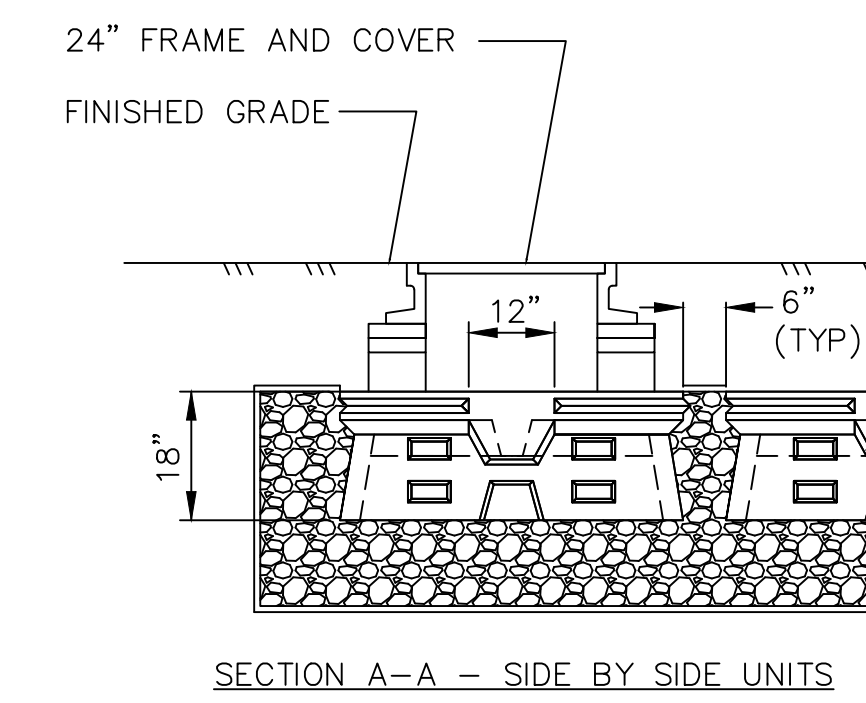
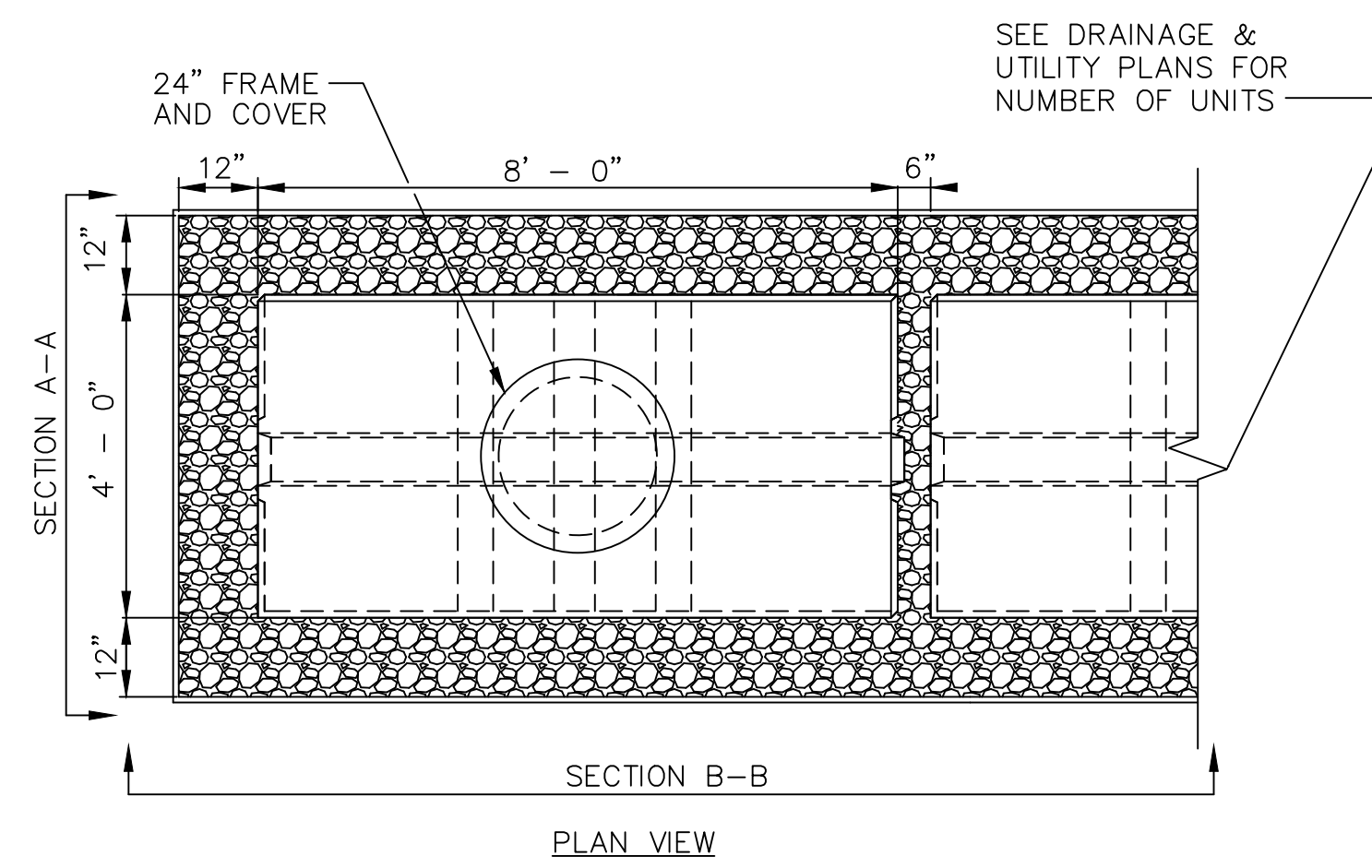


NOTES:
1. 0.12 SQ. IN./LIN. FT. REINFORCEMENT IN ALL SECTIONS.

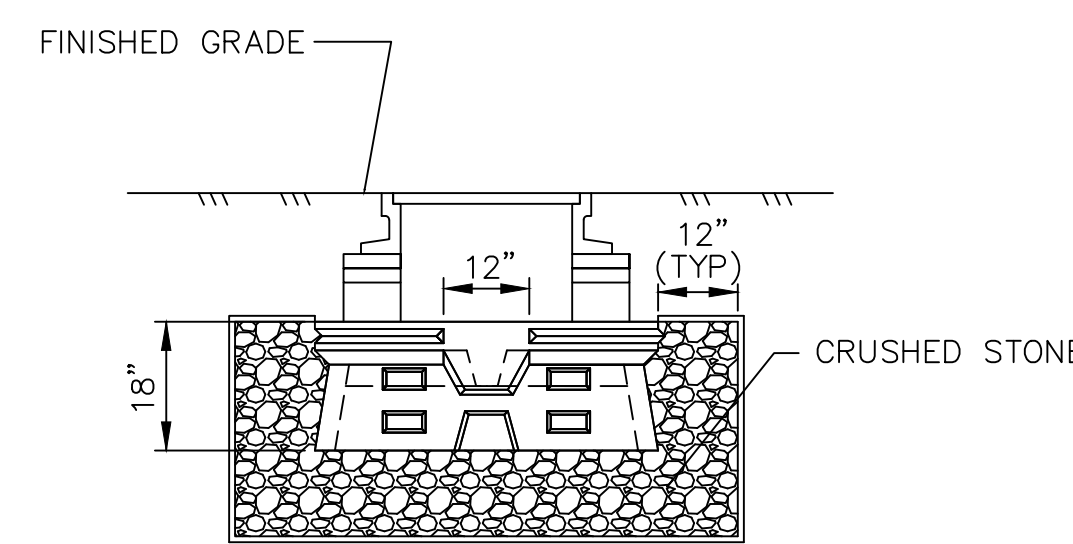
SPECIAL MANHOLE – 5' DIAMETER
NOT TO SCALE



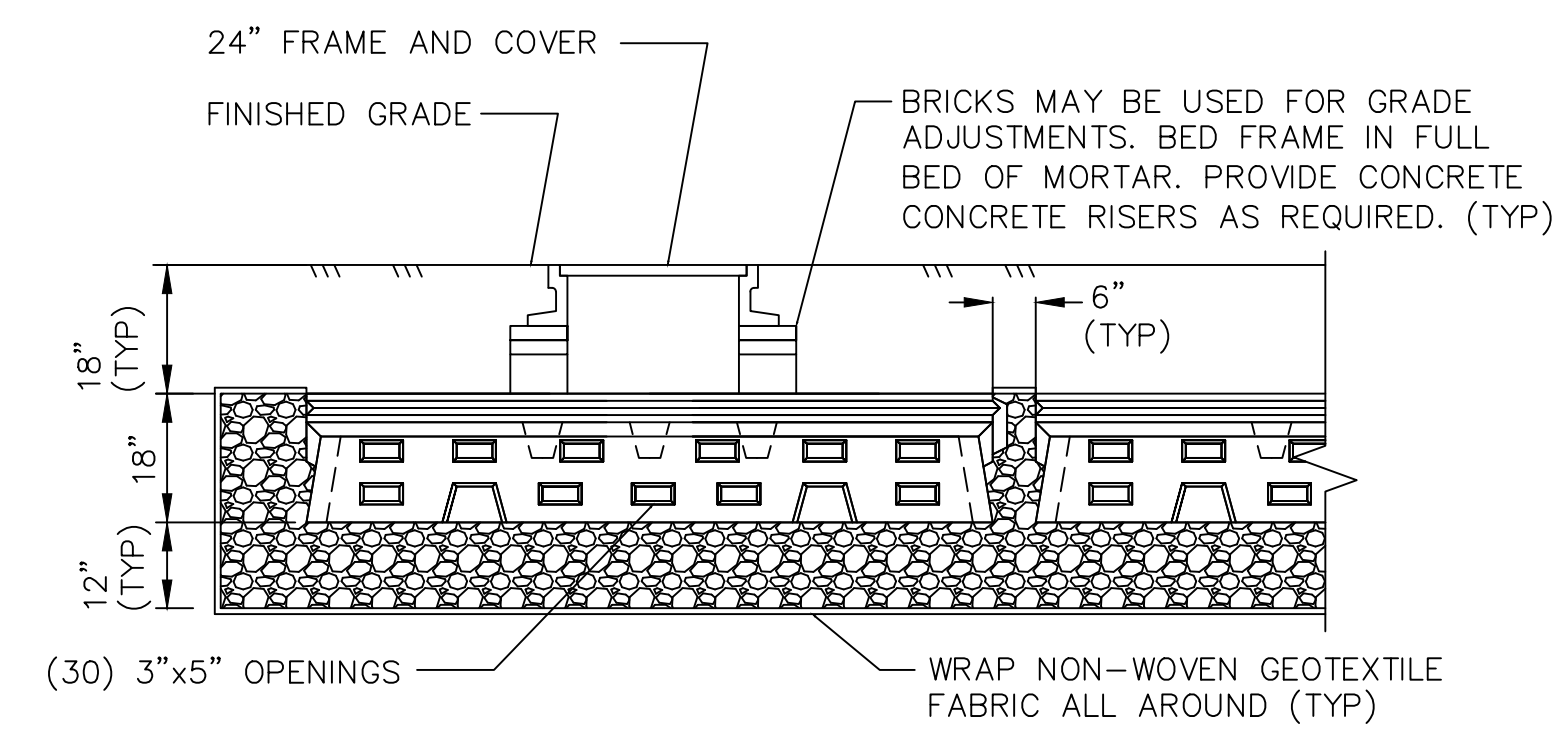
OFFSET TOP SLAB CATCH BASIN OPENING
NOT TO SCALE



SECTION A-A – SIDE BY SIDE UNITS



SECTION A-A – END UNIT



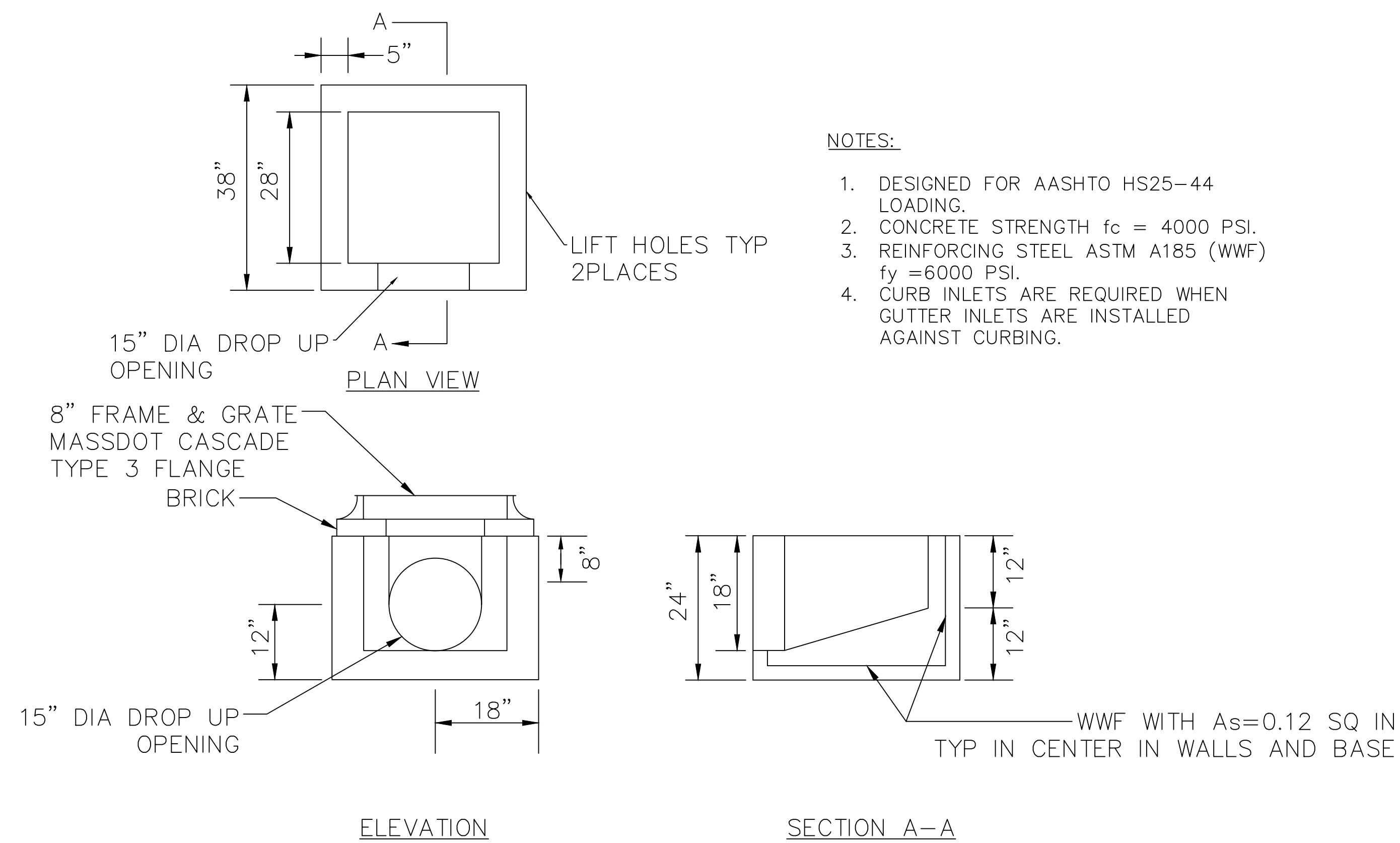
SECTION B-B

FLOW DIFFUSER
NOT TO SCALE

**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	33	56
PROJECT FILE NO.		607397	

**DRAINAGE DETAILS
PART 2 OF 3**

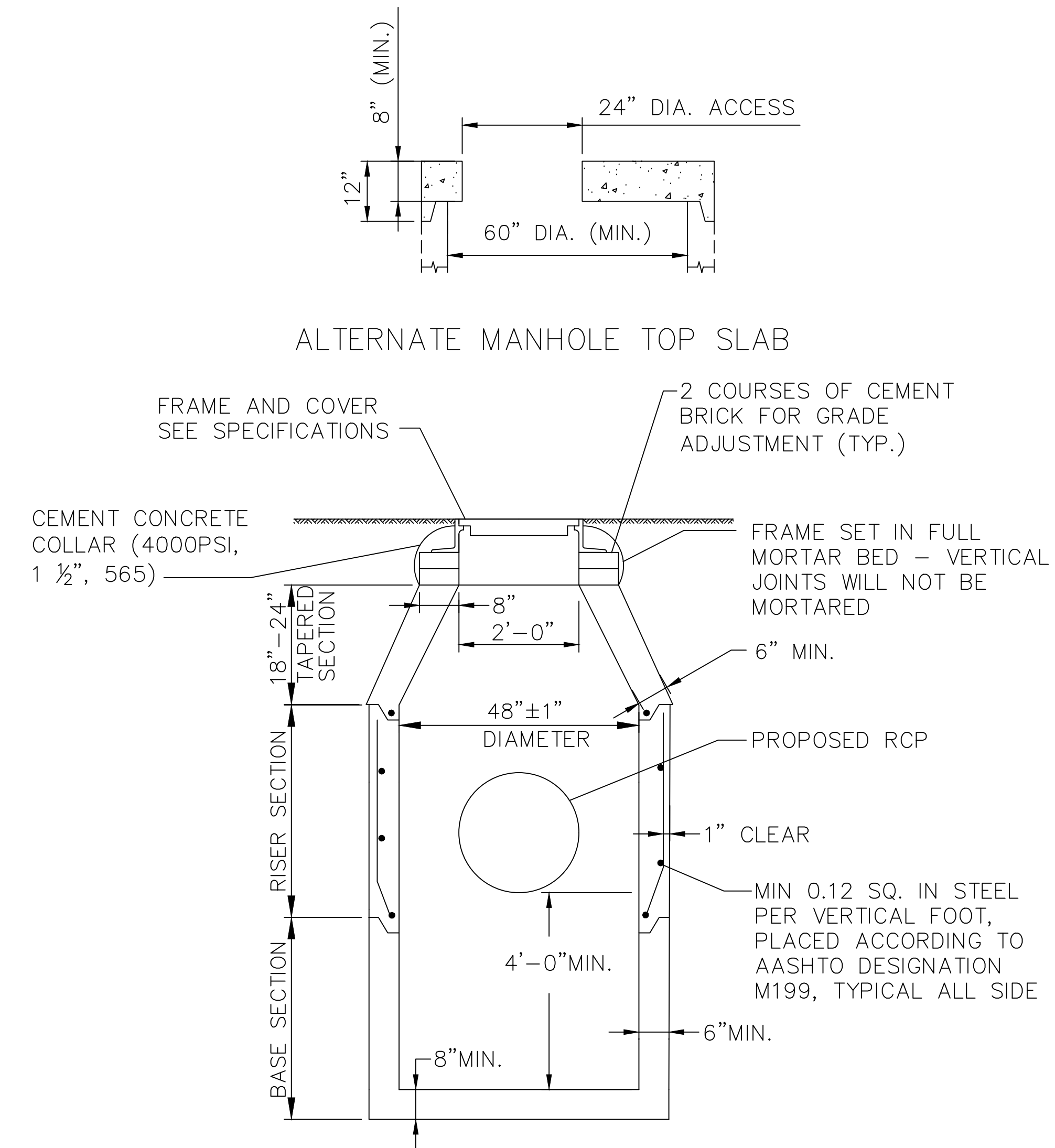


NOTES:

1. DESIGNED FOR AASHTO HS25-44 LOADING.
2. CONCRETE STRENGTH $f_c = 4000$ PSI.
3. REINFORCING STEEL ASTM A185 (WWF) $f_y = 6000$ PSI.
4. CURB INLETS ARE REQUIRED WHEN GUTTER INLETS ARE INSTALLED AGAINST CURBING.

GUTTER INLET - SPECIAL

NOT TO SCALE



NOTE:
ALL SECTIONS SHALL BE
DESIGNED FOR HS-20 LOADING

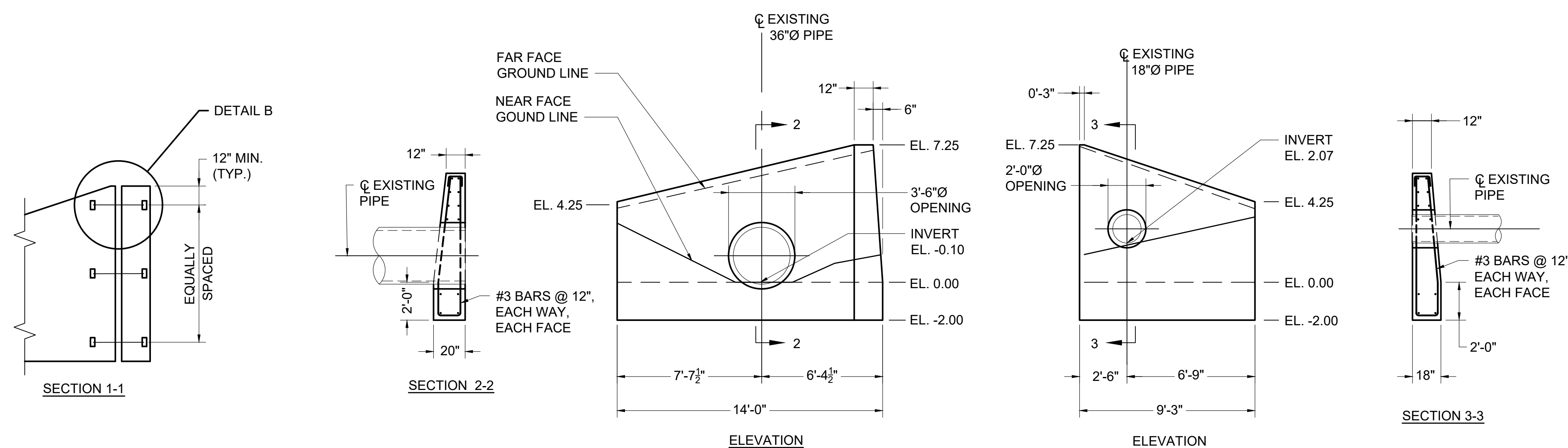
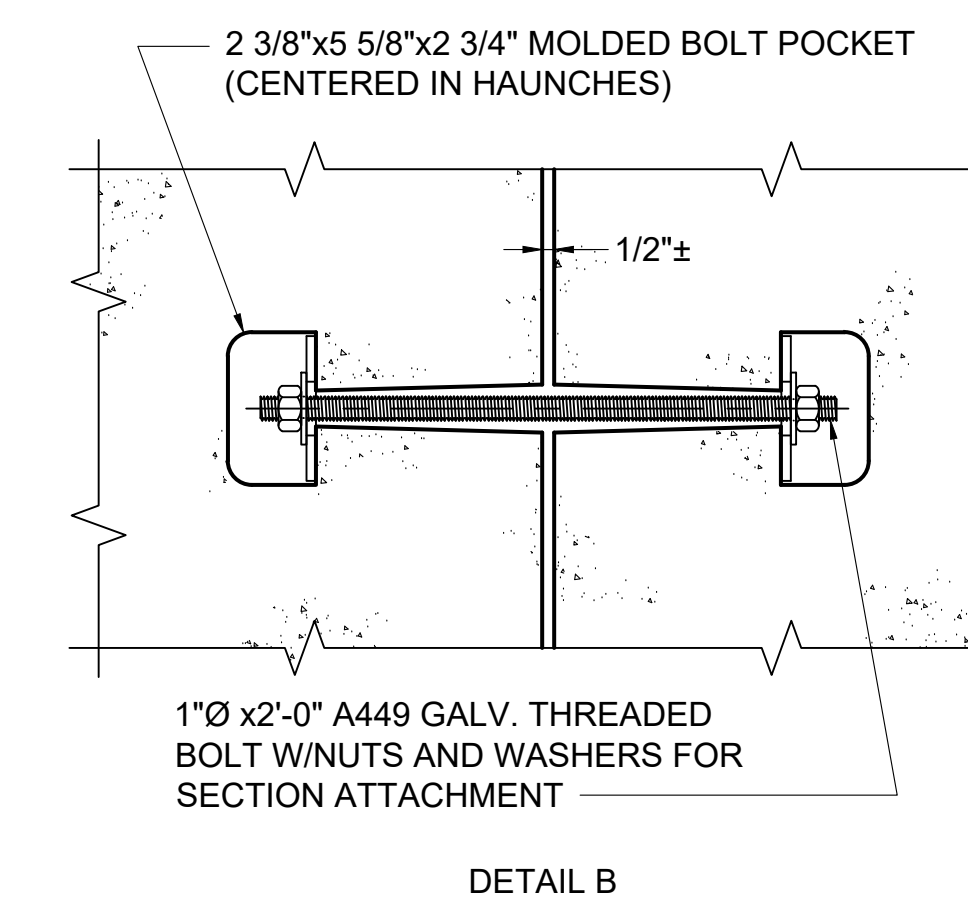
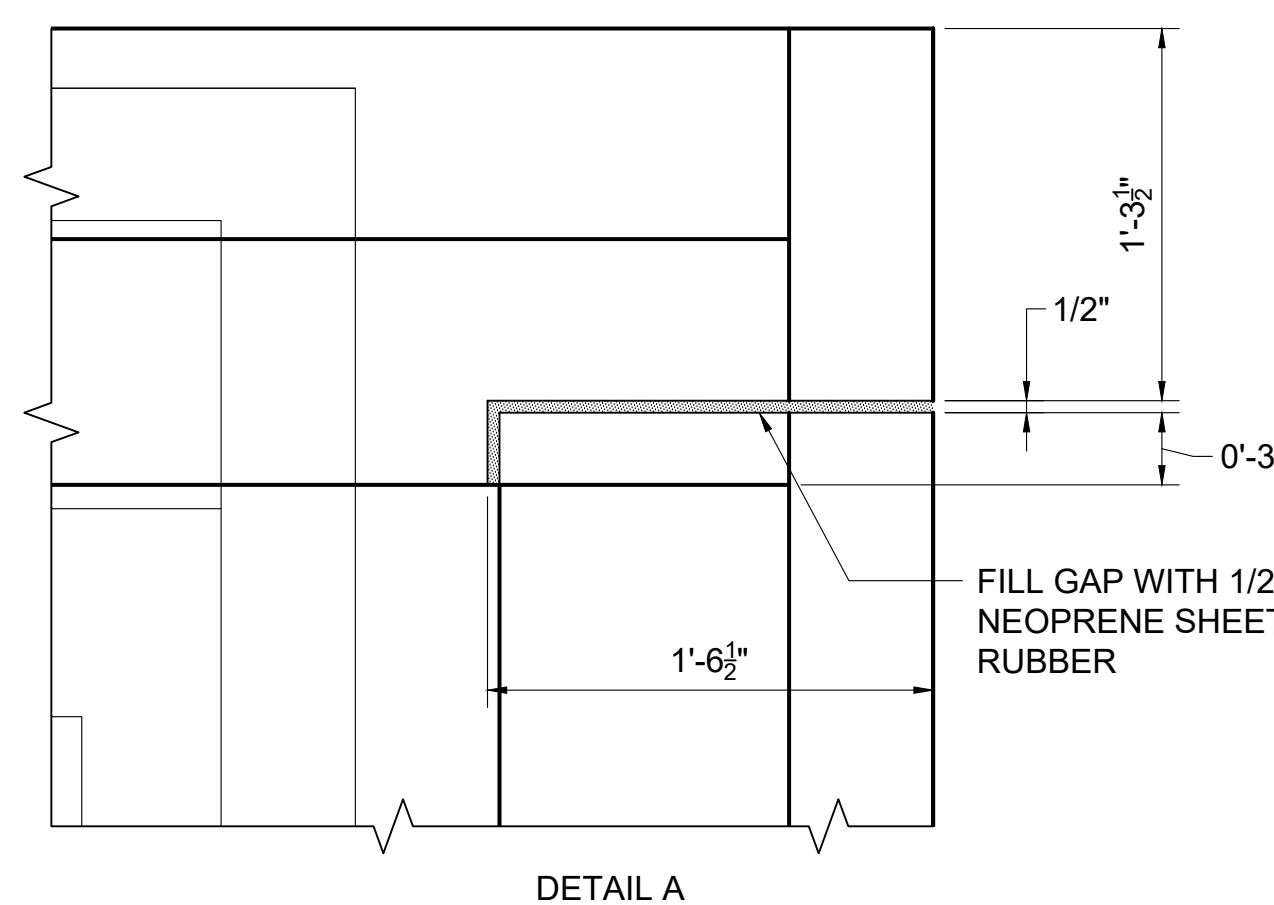
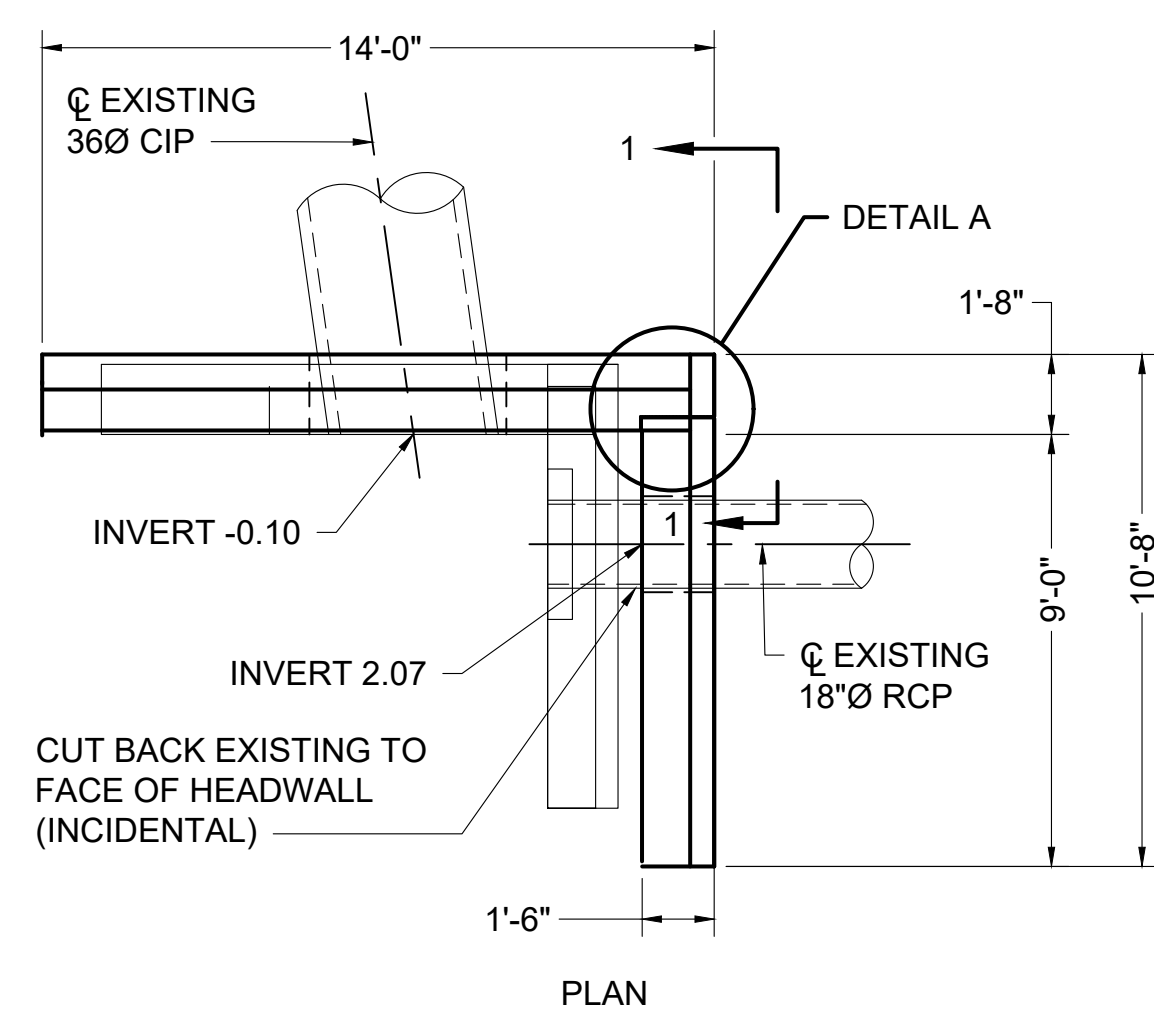
PRECAST CONCRETE STORM DRAIN MANHOLE WITH SUMP

NOT TO SCALE

WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	34	56
PROJECT FILE NO.		607397	

DRAINAGE DETAILS
PART 3 OF 3



PRECAST CONCRETE HEADWALL DETAILS

NOT TO SCALE

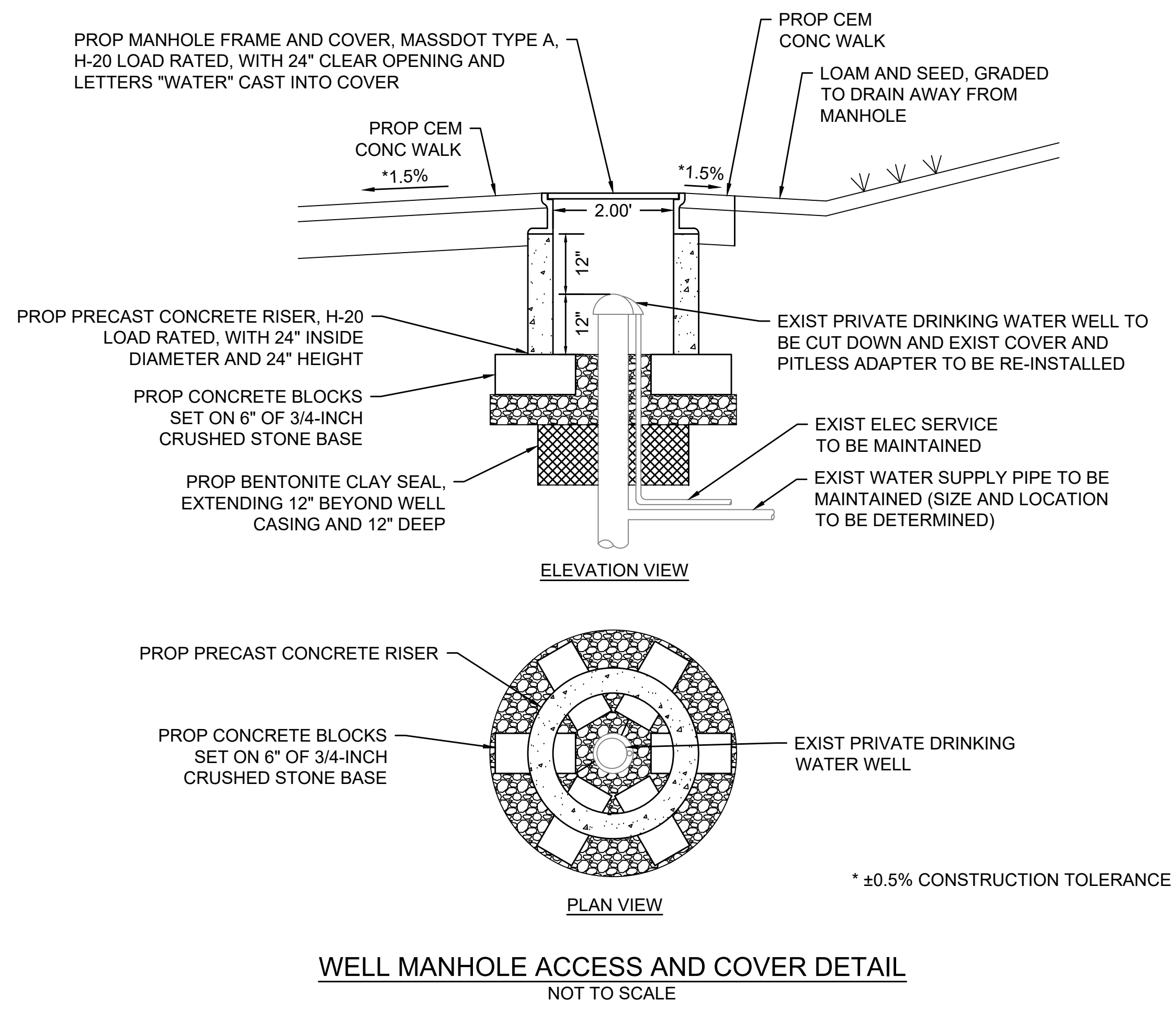
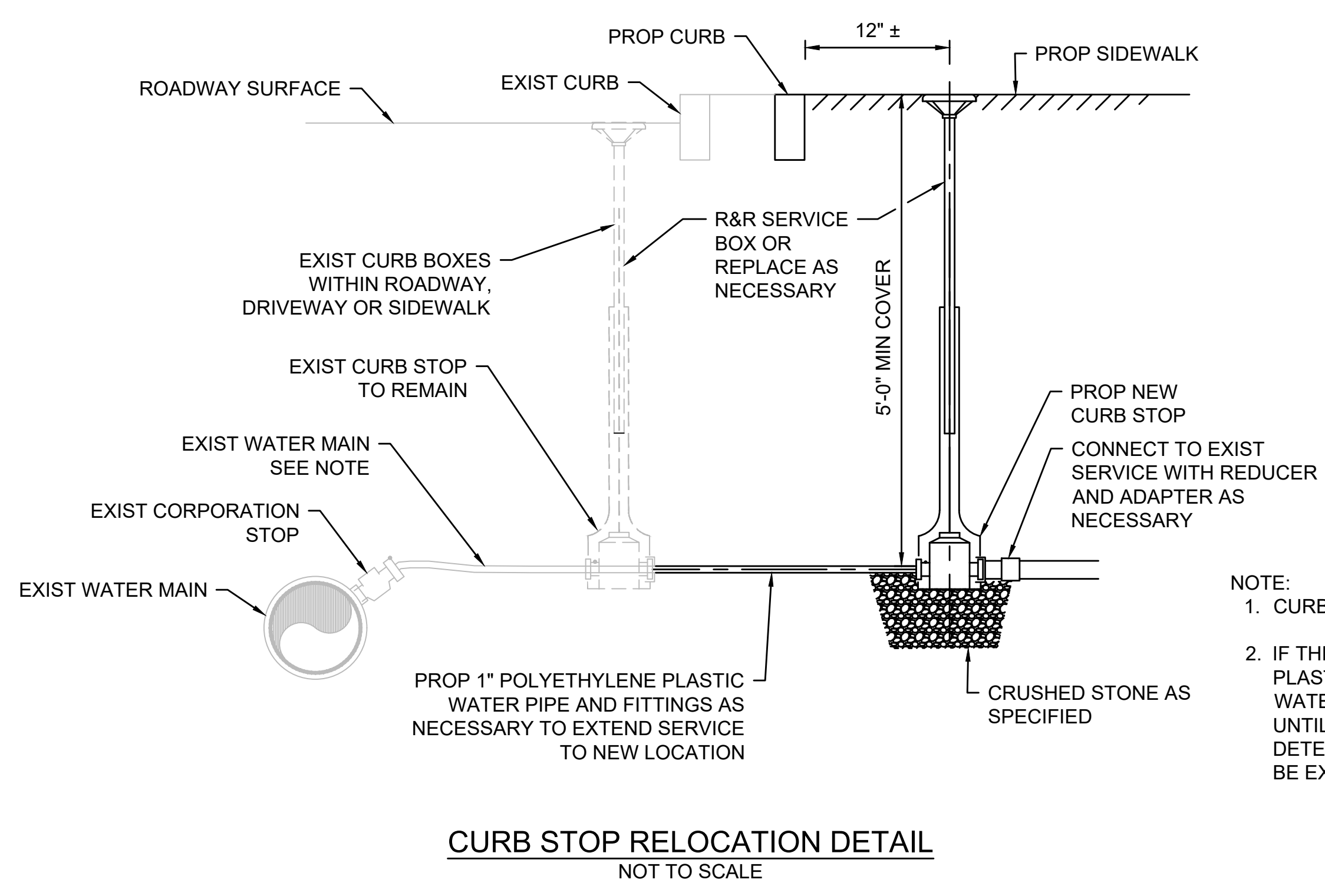
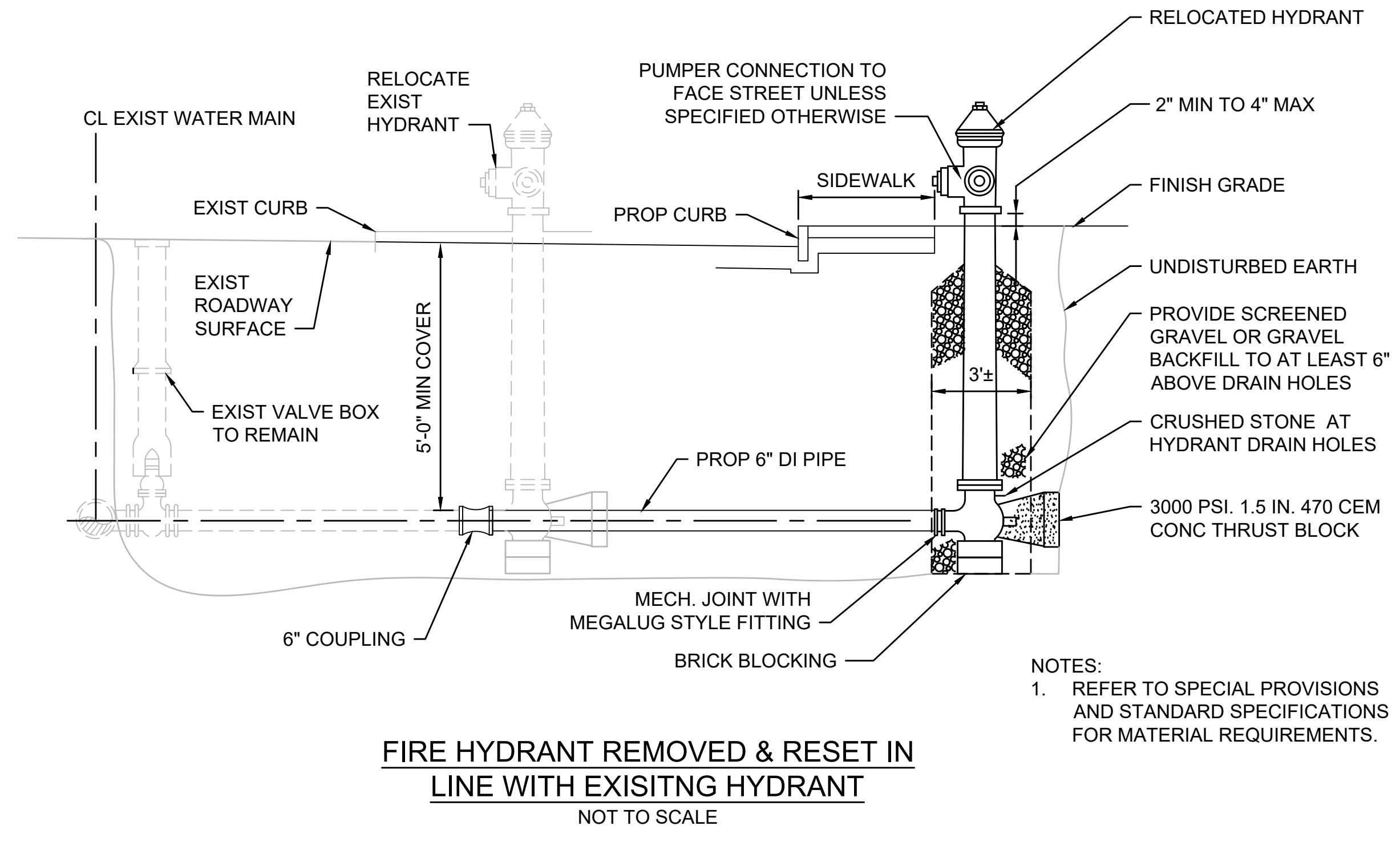
NOTES:

1. THE PRECAST HEADWALLS SHALL CONFORM TO M4.02.14. A PROTECTIVE COATING SHALL BE APPLIED.
2. REINFORCING BARS SHALL HAVE 3" CLEAR COVER.
3. ALL EXPOSED CONCRETE EDGES SHALL HAVE A 1 INCH CHAMFER.
4. INVERTS AND PRECAST OPENINGS SHALL BE VERIFIED IN THE FIELD PRIOR TO ORDERING MATERIALS. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER FOR RESOLUTION. THE DESIGN INTENT IS TO MAINTAIN THE EXISTING INVERT ELEVATIONS.
5. USE BOLT POCKET FORMERS, ANCHOR RODS, AND ASSOCIATED HARDWARE TO DRAW SEGMENTS TOGETHER. THE CONTRACTOR MAY SUBMIT ALTERNATE CONNECTION DETAILS TO THE ENGINEER FOR APPROVAL.
6. BOLT POCKET VOIDS AND GAPS BETWEEN EXISTING PIPES AND THE PRECAST HEADWALL SHALL BE FILLED WITH MORTAR (M4.02.15) PRIOR TO BACKFILLING.
7. ALL WORK AND MATERIALS ASSOCIATED WITH THE FABRICATION AND INSTALLATION OF THE PRECAST HEADWALL SHALL BE PAID UNDER ITEM 995.011 CULVERT STRUCTURE, CULVERT NO. 1.
8. CONTRACTOR SHALL REMOVE AND RESET THE EXISTING TIDE GATE WITHIN THE 36" CIP IF IT IS IMPACTED DURING CONSTRUCTION OPERATIONS.

**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	35	56
PROJECT FILE NO.		607397	

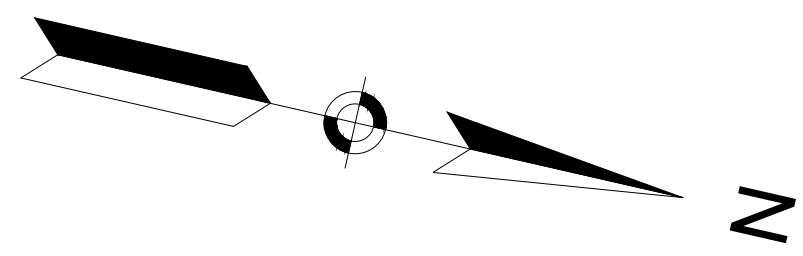
**WATER SUPPLY DETAILS
PART 1 OF 1**



**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	36	56
PROJECT FILE NO.		607397	

**SIGN & PAVEMENT MARKING PLAN
PART 1 OF 7**



WAY 68
(PRIVATE-45' WIDE ROW)
(PLAN BOOK S27, PAGE 30)

RAPID RECTANGULAR FLASHING BEACON (RRFB) OR HIGH INTENSITY ACTIVATED CROSSWALK (HAWK) TO BE INSTALLED (BY OTHERS) AT THIS LOCATION.

PROJECT BEGIN
STA 12+04.86
N2803787.0021
E1059151.0128

1949 SHLO NO. 3627

UP #36/1247A W/ RISER

WAY 68 (R&R)

LEFT CURVE WITH INTERSECTION (R&D)

REFLECTOR (R&D)

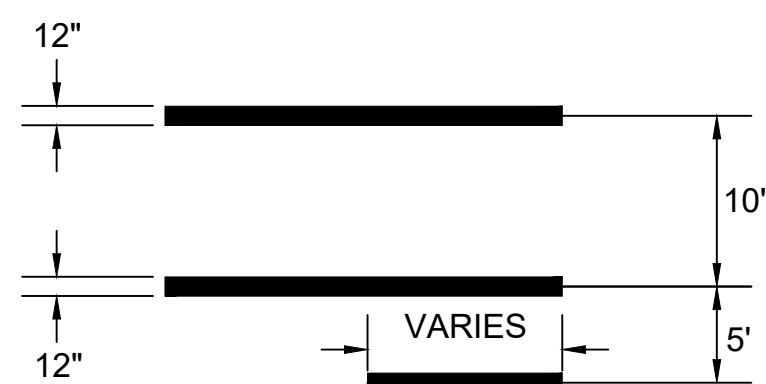
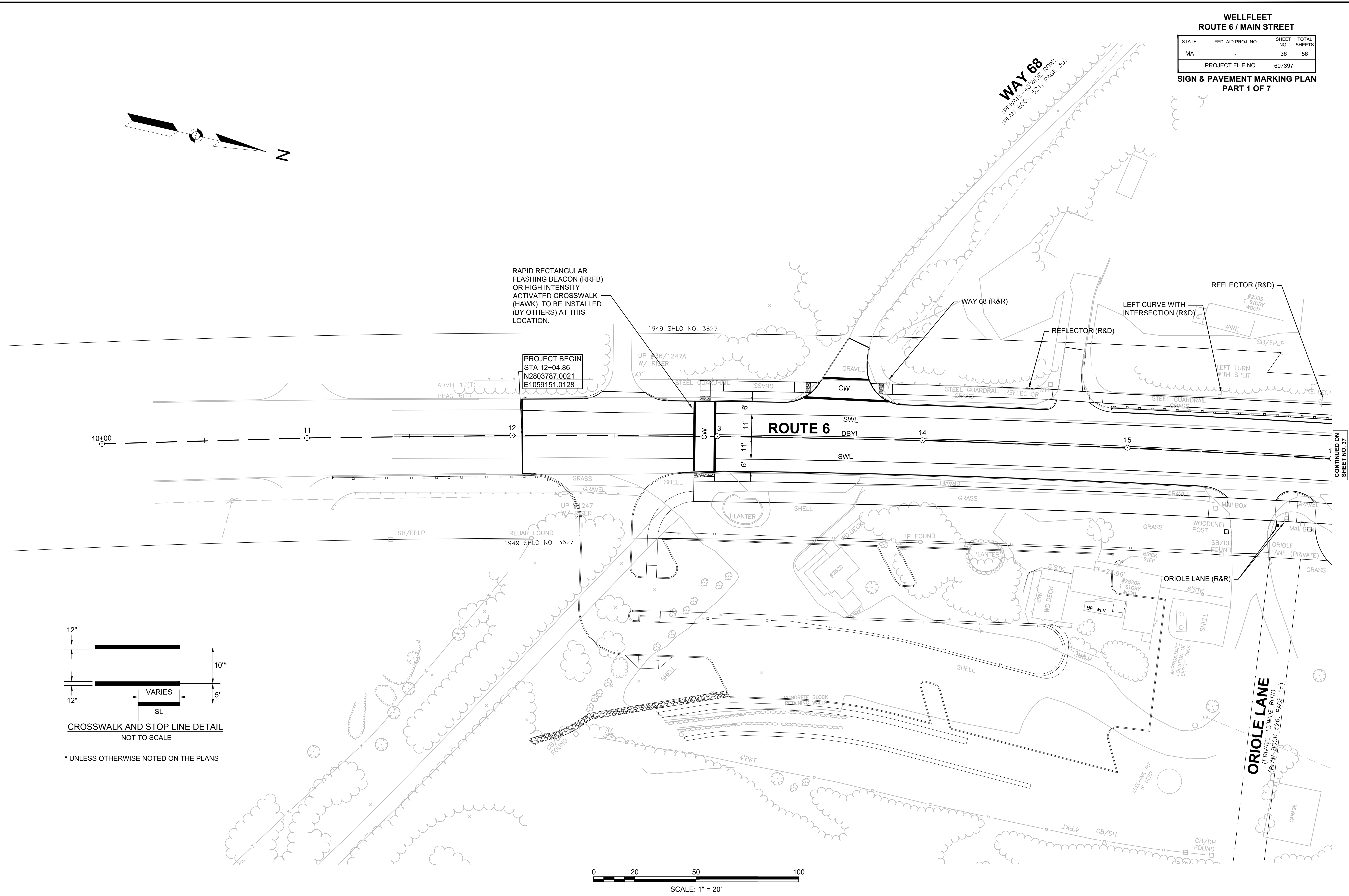
#2533 1 STORY WOOD

WIRE

SB/EPLP

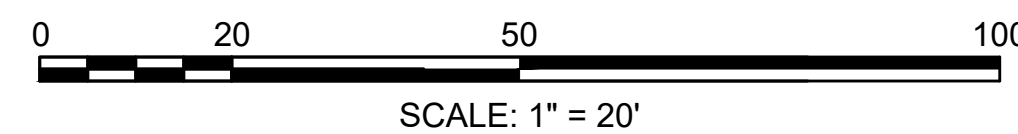
LEFT TURN WITH SPLIT

CONTINUED ON SHEET NO. 37



CROSSWALK AND STOP LINE DETAIL
NOT TO SCALE

* UNLESS OTHERWISE NOTED ON THE PLANS

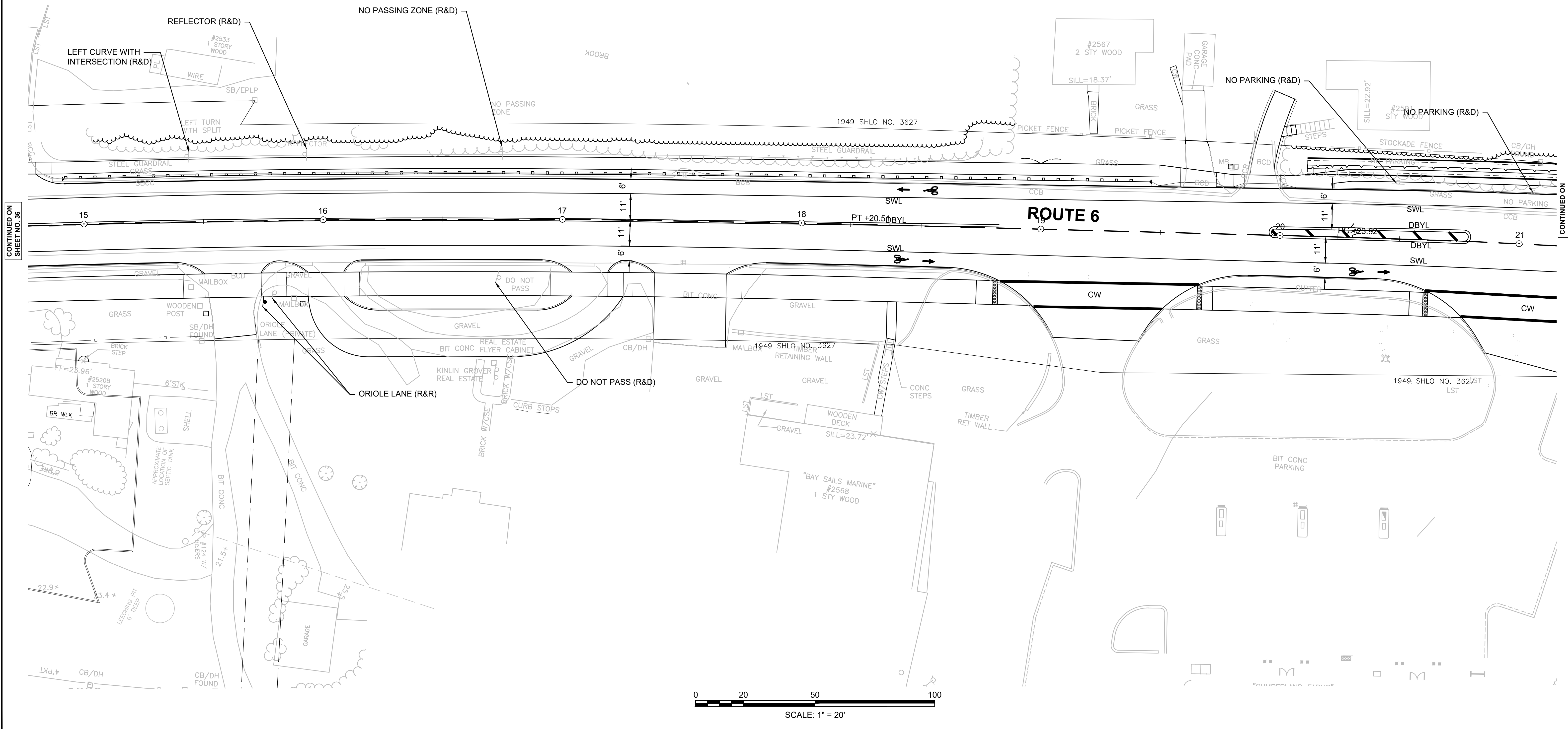
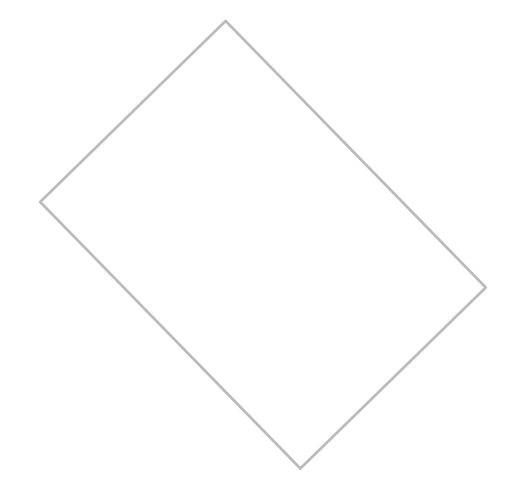
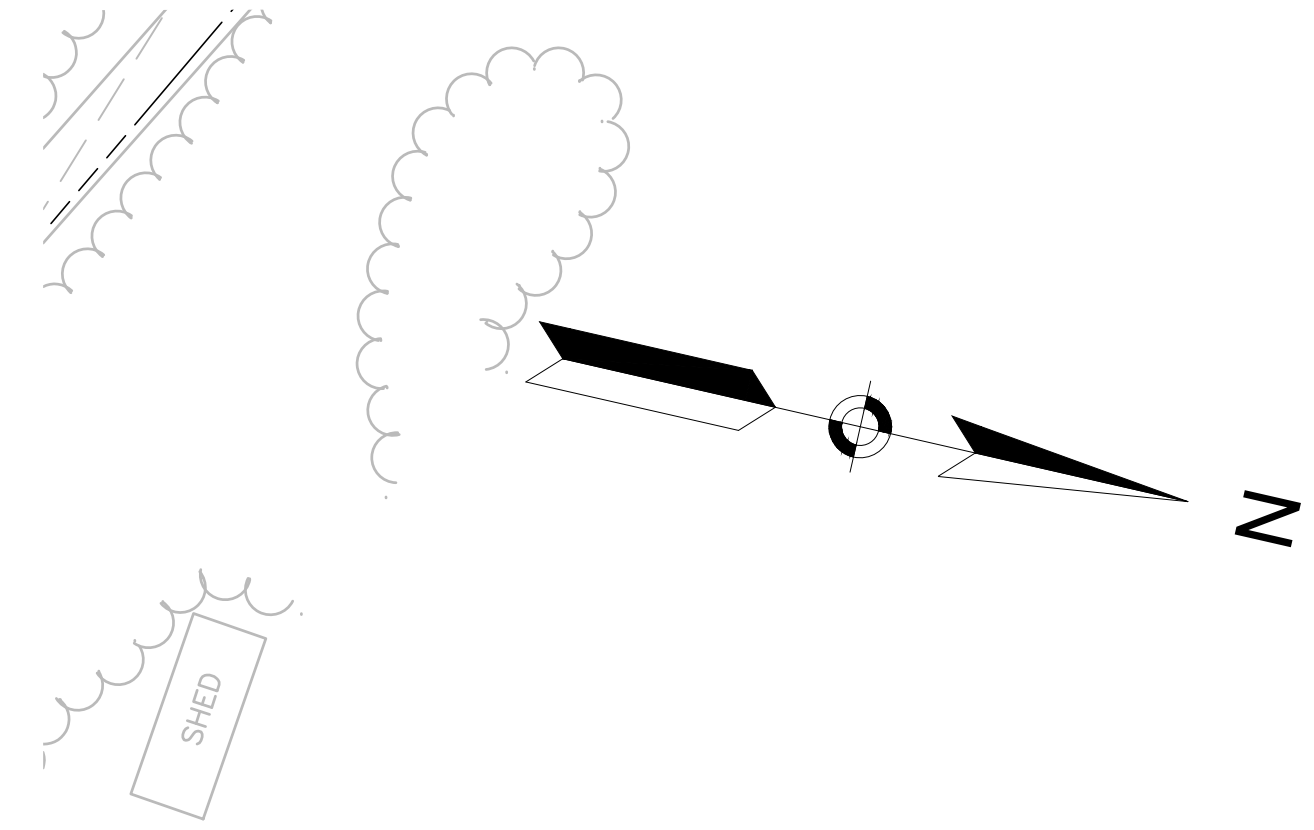


607397_TR(SIGN&MARKING PLANS).DWG Plotted on 22-Jul-2020 10:02 PM

**WELLFLEET
ROUTE 6 / MAIN STREET**

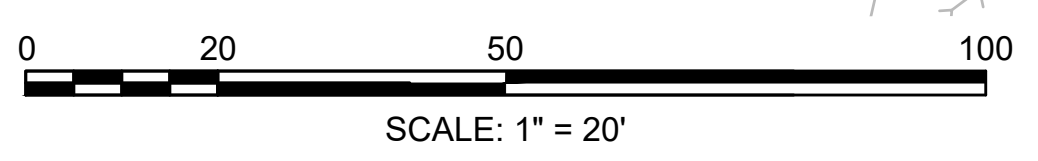
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	37	56

PROJECT FILE NO. 607397
**SIGN & PAVEMENT MARKING PLAN
PART 2 OF 7**



CONTINUED ON SHEET NO. 36

CONTINUED ON SHEET NO. 38

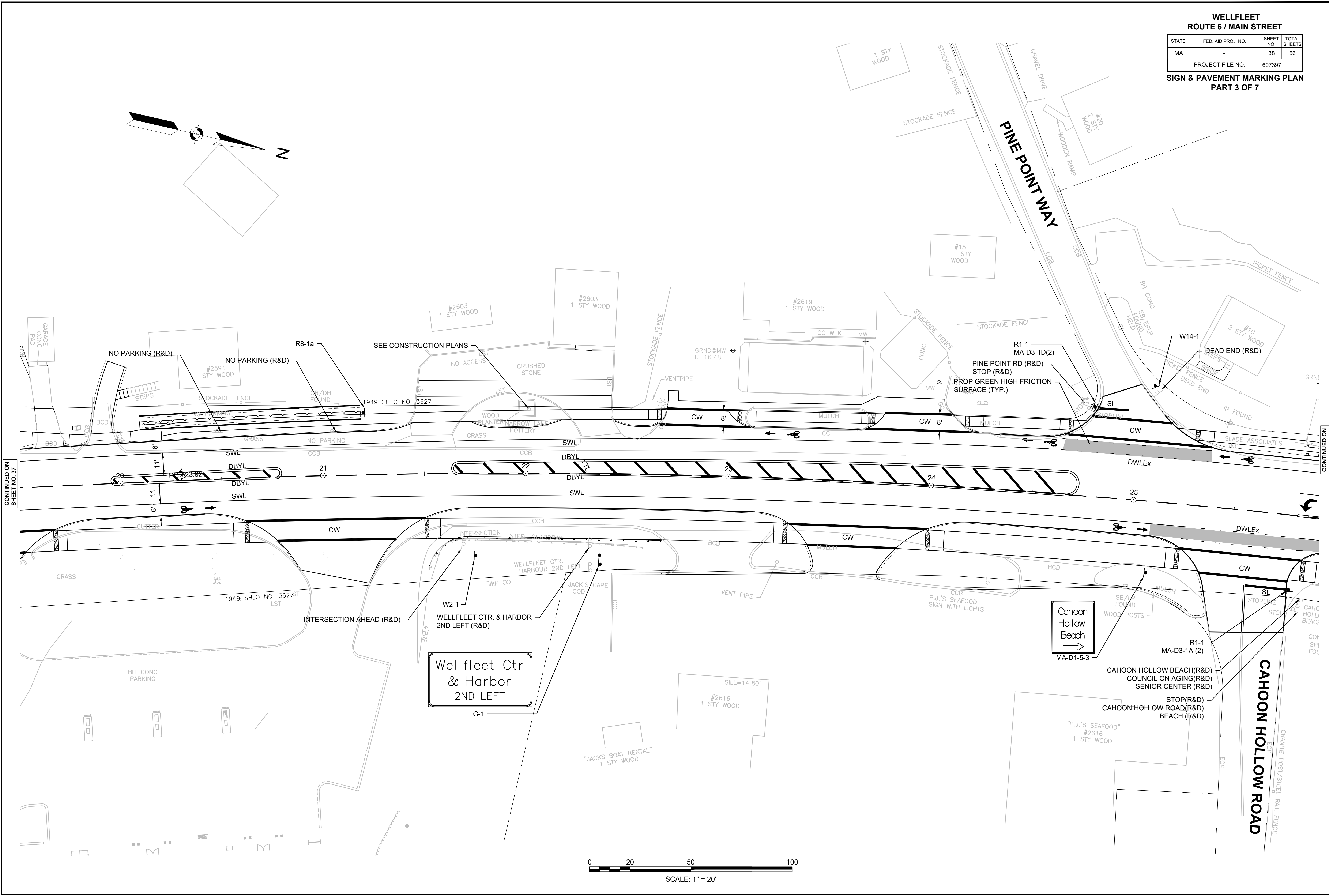
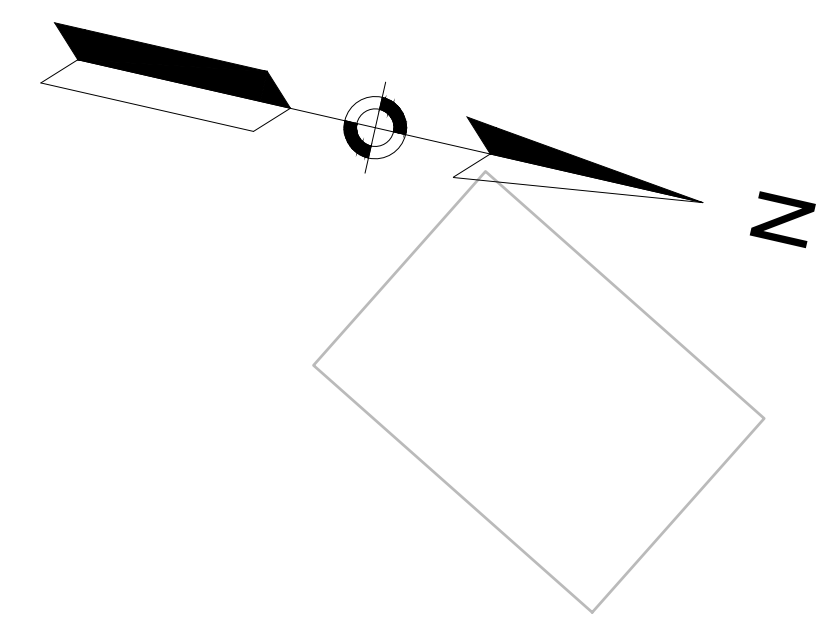


**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	38	56

PROJECT FILE NO. 607397

**SIGN & PAVEMENT MARKING PLAN
PART 3 OF 7**



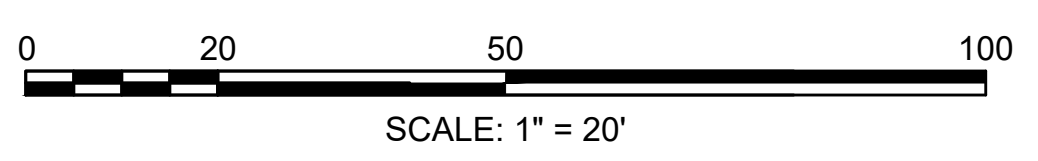
CONTINUED ON
SHEET NO. 37

CONTINUED ON
SHEET NO. 39

**Wellfleet Ctr
& Harbor
2ND LEFT**

**Cahoon
Hollow
Beach**

CAHOON HOLLOW ROAD

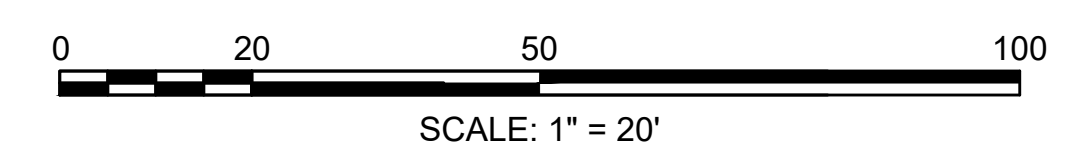
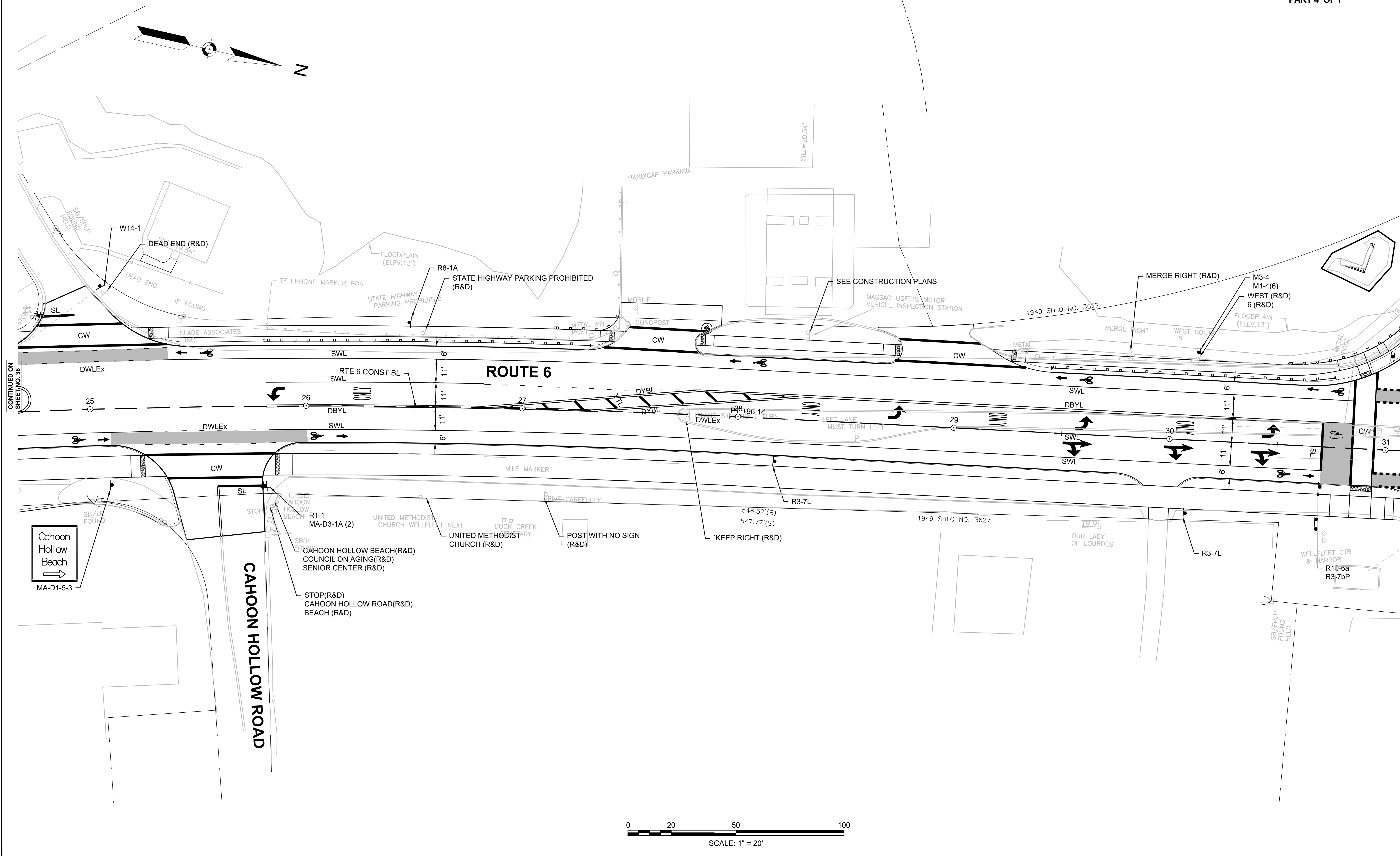


**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	39	56

PROJECT FILE NO. 607397

**SIGN & PAVEMENT MARKING PLAN
PART 4 OF 7**



CONTINUED ON
SHEET NO. 38

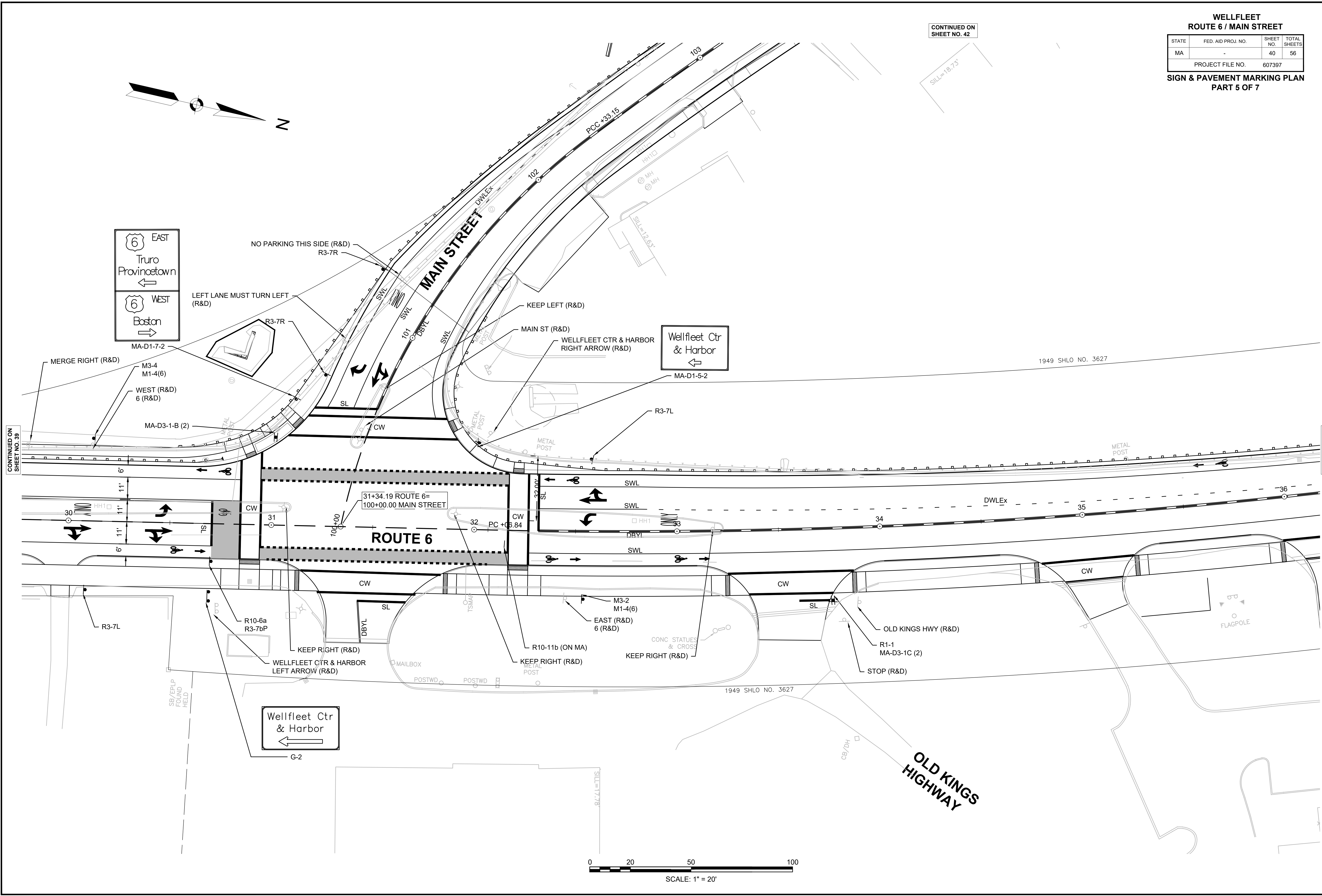
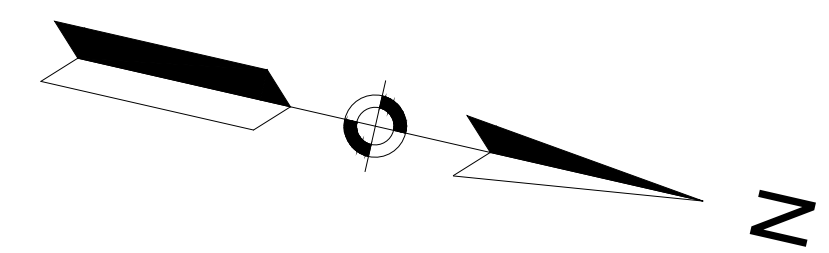
CONTINUED ON
SHEET NO. 40

**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	40	56
PROJECT FILE NO.		607397	

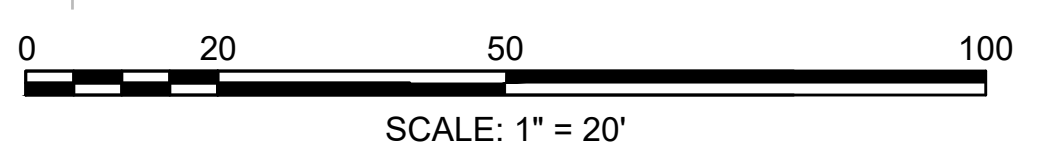
**SIGN & PAVEMENT MARKING PLAN
PART 5 OF 7**

CONTINUED ON
SHEET NO. 42



CONTINUED ON
SHEET NO. 39

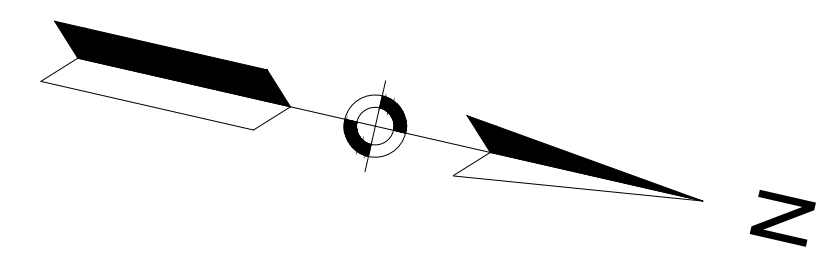
CONTINUED ON
SHEET NO. 41



**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	41	56
PROJECT FILE NO.		607397	

**SIGN & PAVEMENT MARKING PLAN
PART 6 OF 7**



1949 SHLO NO. 3627

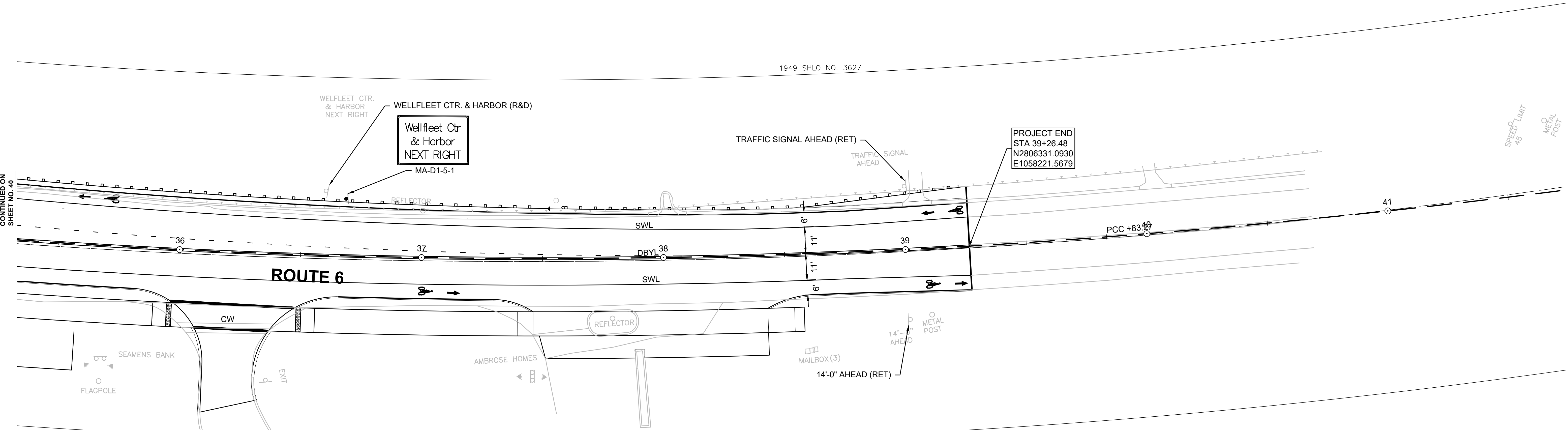
WELLFLEET CTR. & HARBOR NEXT RIGHT
WELLFLEET CTR. & HARBOR (R&D)
Wellfleet Ctr & Harbor NEXT RIGHT
MA-D1-5-1

TRAFFIC SIGNAL AHEAD (RET)
TRAFFIC SIGNAL AHEAD

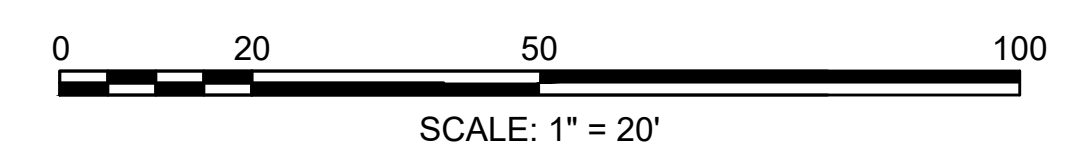
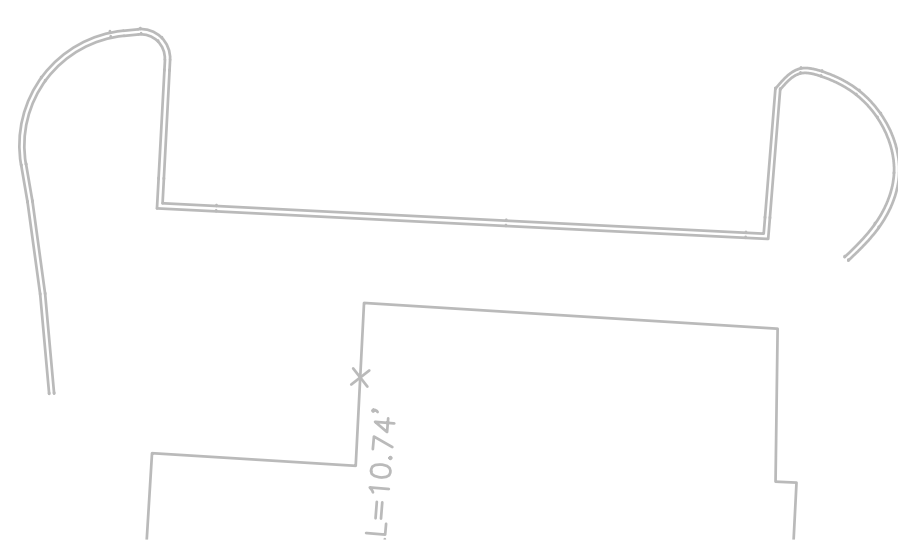
PROJECT END
STA 39+26.48
N2806331.0930
E1058221.5679

SPEED LIMIT 45
METAL POST

CONTINUED ON SHEET NO. 40



1949 SHLO NO. 3627
SILL=12.09'

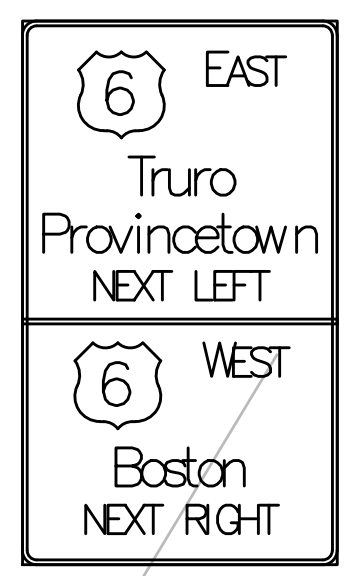
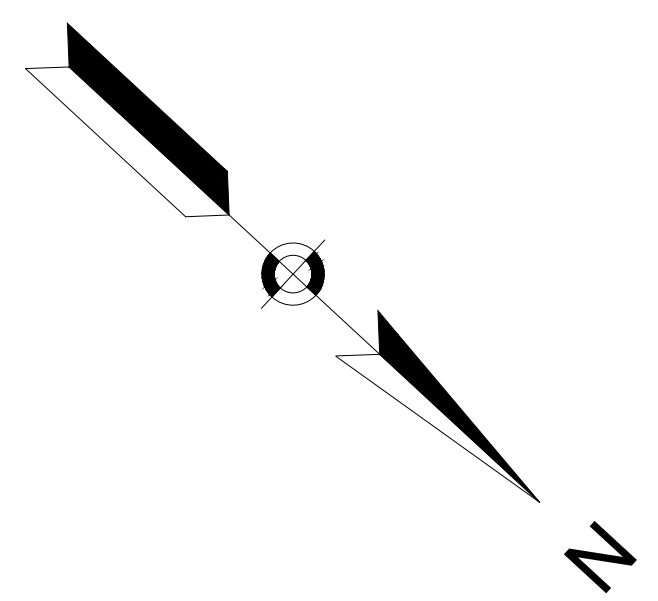


**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	42	56

PROJECT FILE NO. 607397

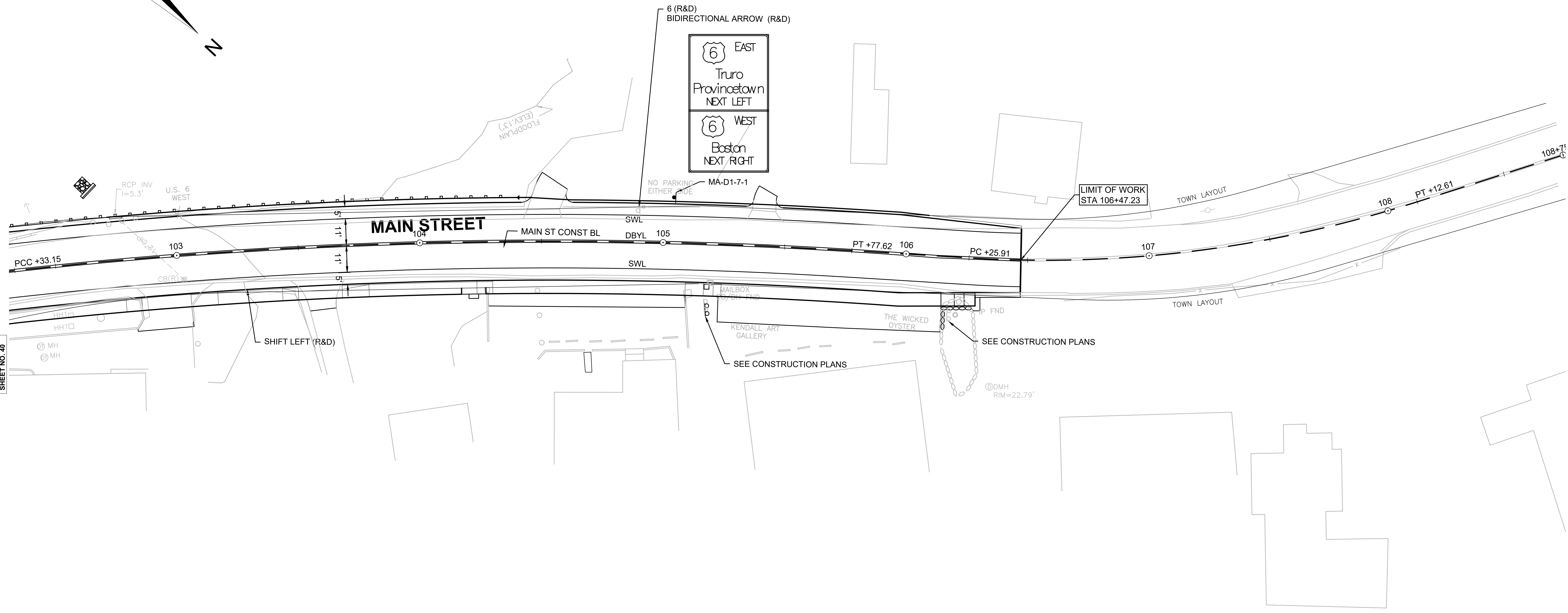
**SIGN & PAVEMENT MARKING PLAN
PART 7 OF 7**



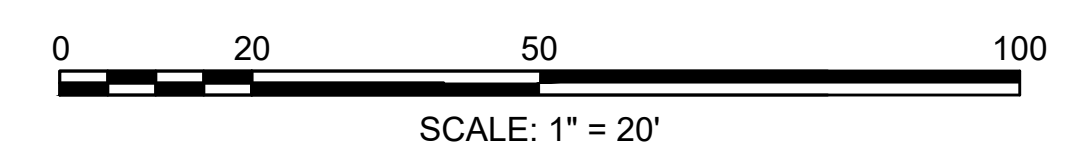
6 (R&D)
BIDIRECTIONAL ARROW (R&D)

NO PARKING
EITHER SIDE
MA-D1-7-1

LIMIT OF WORK
STA 106+47.23



CONTINUED ON
SHEET NO. 40



**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	43	56
PROJECT FILE NO.		607397	

TRAFFIC SIGN SUMMARY SHEET

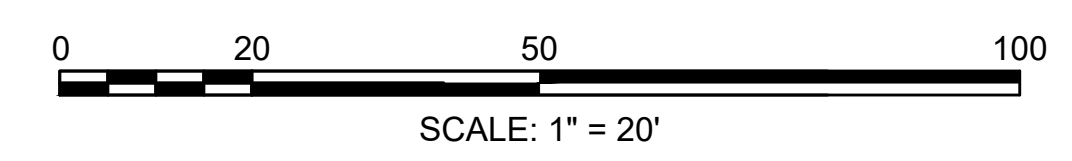
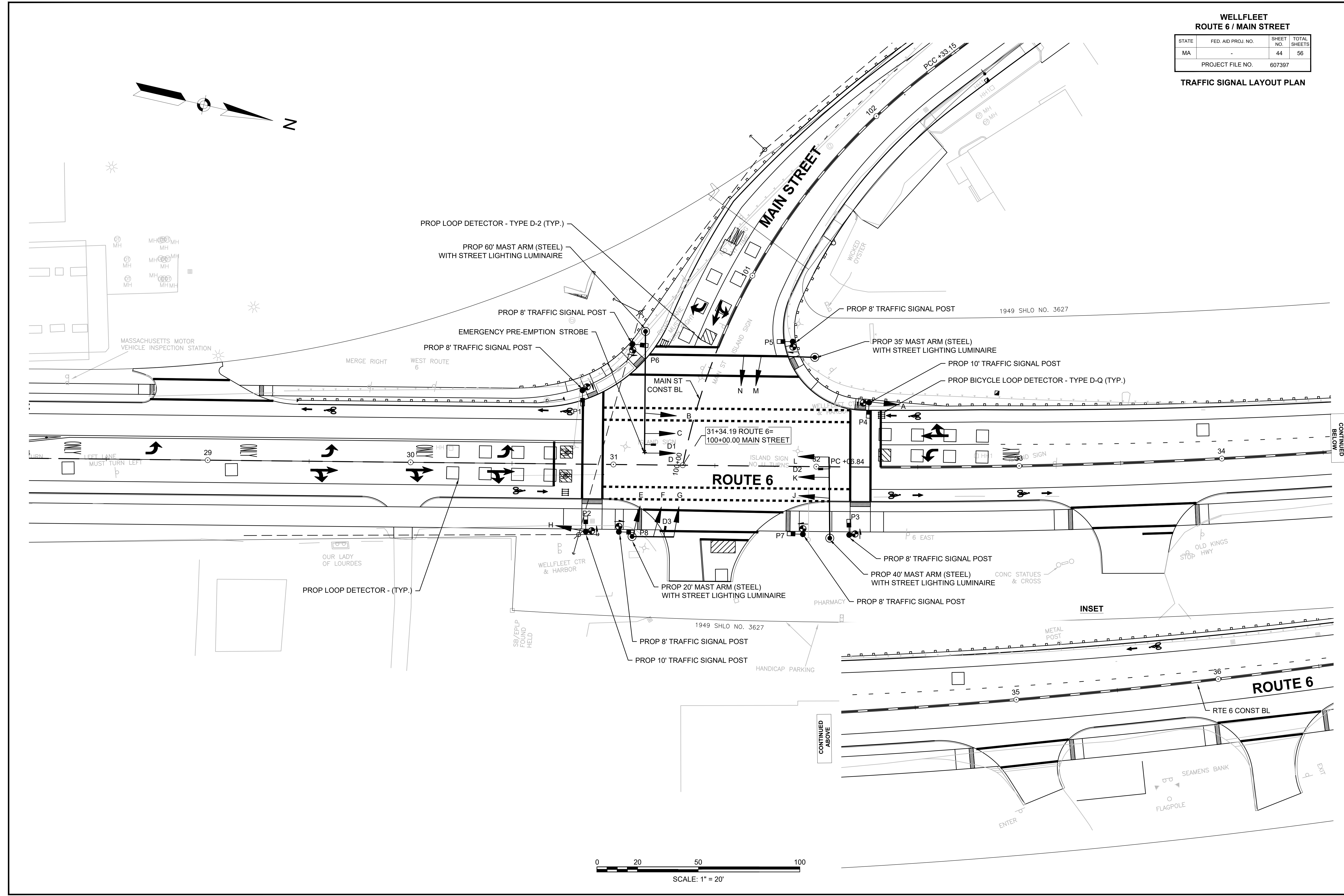
IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (SF)	AREA IN SQUARE FEET	IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (SF)	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW		BACK-GROUND	LEGEND	BORDER					LETTER HEIGHT	VERTICAL SPACING		ARROW	BACK-GROUND	LEGEND		BORDER					
R1-1	30"	30"		SEE MUTCD	SEE MUTCD	SEE MUTCD	3	RED	WHITE	WHITE	1 P5 3	6.25	18.75	MA-D1-5-1	66"	50"	Wellfleet Ctr & Harbor NEXT RIGHT	SEE MASSDOT STANDARDS	SEE MASSDOT STANDARDS	SEE MASSDOT STANDARDS	1	GREEN	WHITE	WHITE		22.92	22.92
R3-7bP	24"	12"					1	WHITE	BLACK	BLACK	(MOUNTED WITH R10-6A)	2.00	2.00	MA-D1-5-2	66"	48"	Wellfleet Ctr & Harbor ←				1	GREEN	WHITE	WHITE		22.00	22.00
R3-7L	30"	30"					3	WHITE	BLACK	BLACK	1 P5 3	6.25	18.75	MA-D1-5-3	52"	62"	Cahoon Hollow Beach →				1	GREEN	WHITE	WHITE		22.37	22.37
R3-7R	30"	30"					2	WHITE	BLACK	BLACK	1 P5 2	6.25	12.50	MA-D1-7-1	66"	108"	6 EAST Truro Provincetown NEXT LEFT				1	GREEN	WHITE	WHITE		49.50	49.50
R8-1a	24"	30"					2	WHITE	RED	RED	1 P5 2	5.00	10.00				6 WEST Boston NEXT RIGHT										
R10-6a	24"	30"					1	WHITE	BLACK	BLACK	1 P5 1	5.00	5.00	MA-D1-7-2	66"	108"	6 EAST Truro Provincetown ←				1	GREEN	WHITE	WHITE		49.50	49.50
R10-11b	36"	36"					1	WHITE	BLACK	BLACK	(MOUNTED ON MAST ARM)	9.00	9.00				6 WEST Boston →										
W2-1	30"	30"					1	YELLOW	BLACK	BLACK	1 P5 1	6.25	6.25	MA-D3-1-A	75"	12"	Cahoon Hollow Rd				2	GREEN	WHITE	WHITE	(MOUNTED WITH R1-1)	6.25	12.50
W14-1	30"	30"					1	YELLOW	BLACK	BLACK	1 P5 1	6.25	6.25	MA-D3-1-B	34"	12"	Main st				2	GREEN	WHITE	WHITE	1 P5 1	2.83	5.67
M1-4(6)	24"	24"					2	WHITE	BLACK	BLACK	1 P5 2	4.00	8.00	MA-D3-1-C	59"	12"	Old Kings Hwy				2	GREEN	WHITE	WHITE	(MOUNTED WITH R1-1)	4.92	9.83
M3-2	24"	12"					1	WHITE	BLACK	BLACK	(MOUNTED WITH M1-4)	2.00	2.00	MA-D3-1-D	58"	12"	Pine Point Rd				2	GREEN	WHITE	WHITE	(MOUNTED WITH R1-1)	4.83	9.67
M3-4	24"	12"					1	WHITE	BLACK	BLACK	(MOUNTED WITH M1-4)	2.00	2.00	G-1	150"	78"	Wellfleet Ctr & Harbor 2ND LEFT				1	GREEN	WHITE	WHITE		81.25	81.25
														G-2	150"	84"	Wellfleet Ctr & Harbor ←				1	GREEN	WHITE	WHITE		87.50	87.50

WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	44	56
PROJECT FILE NO.		607397	

TRAFFIC SIGNAL LAYOUT PLAN

607397_TR(SIGNAL PLAN).DWG Plotted on 22-Jul-2020 10:03 PM



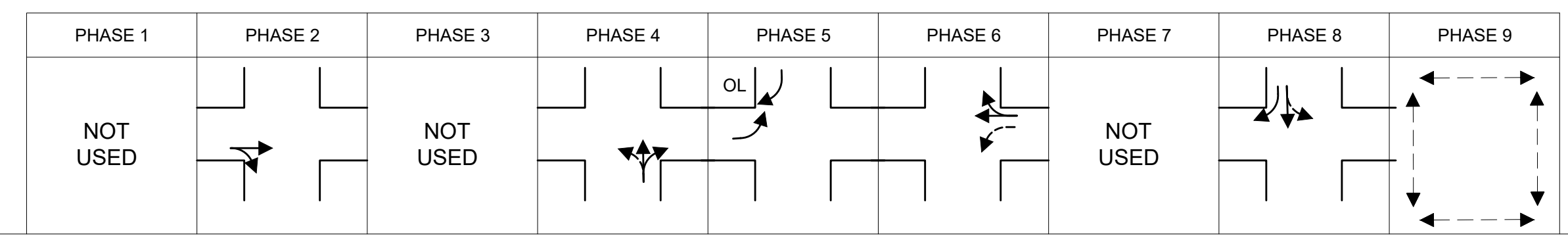
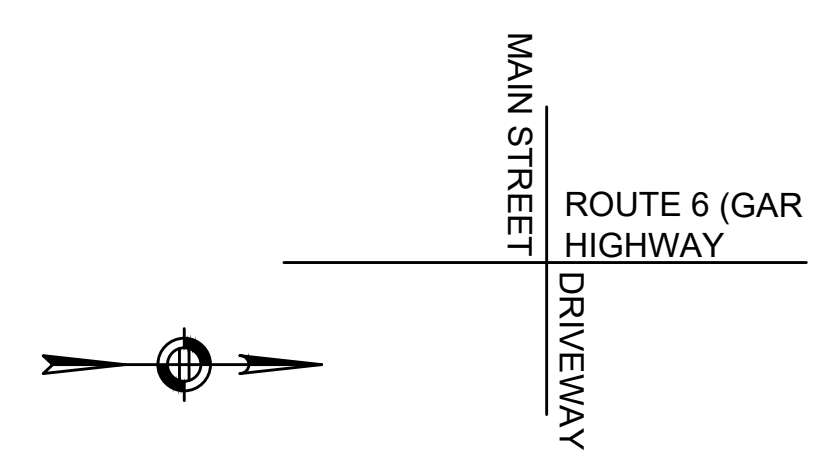
CONTINUED BELOW

CONTINUED ABOVE

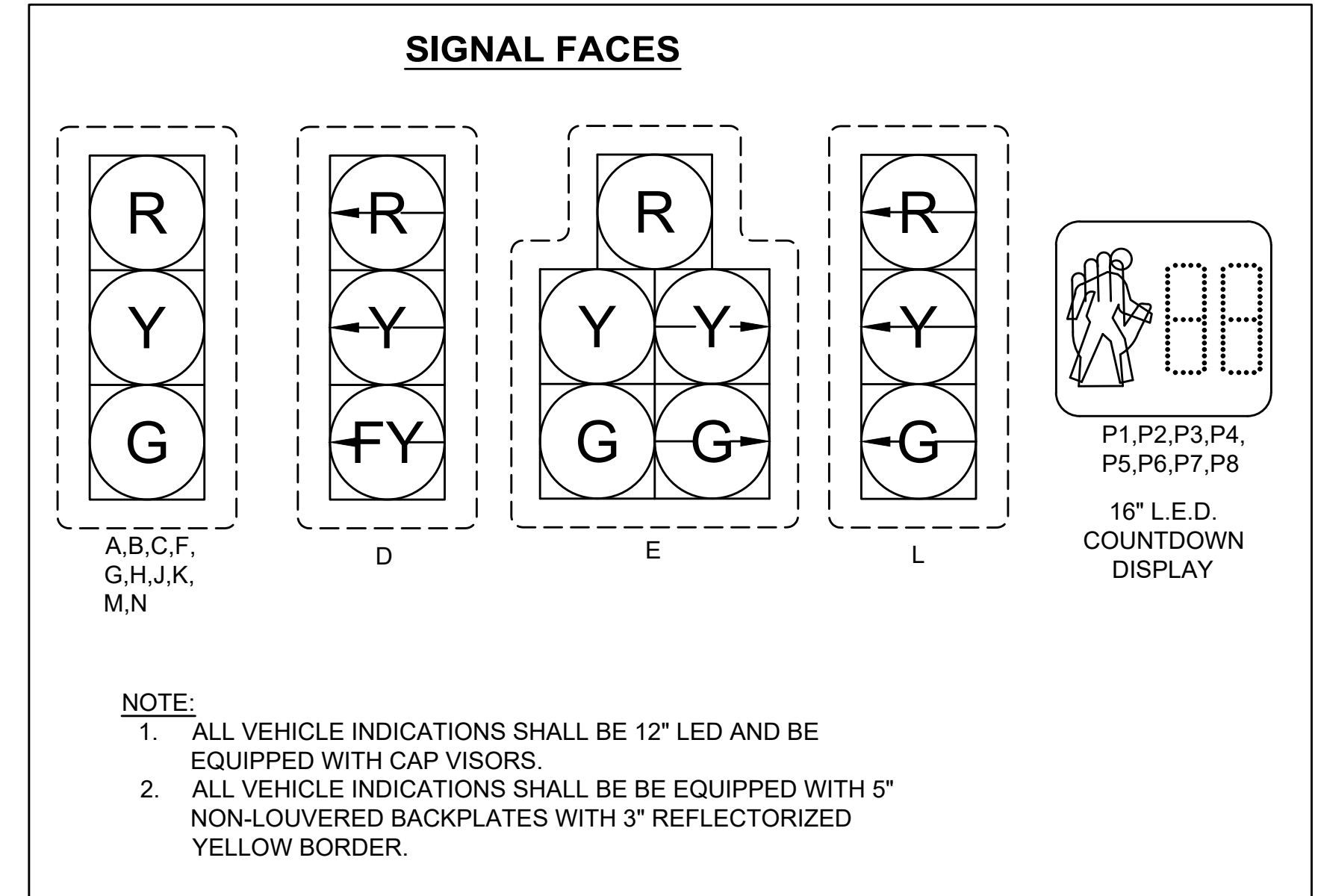
**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	45	56
PROJECT FILE NO.		607397	

**TRAFFIC SIGNAL
SEQUENCE AND TIMING PLAN**



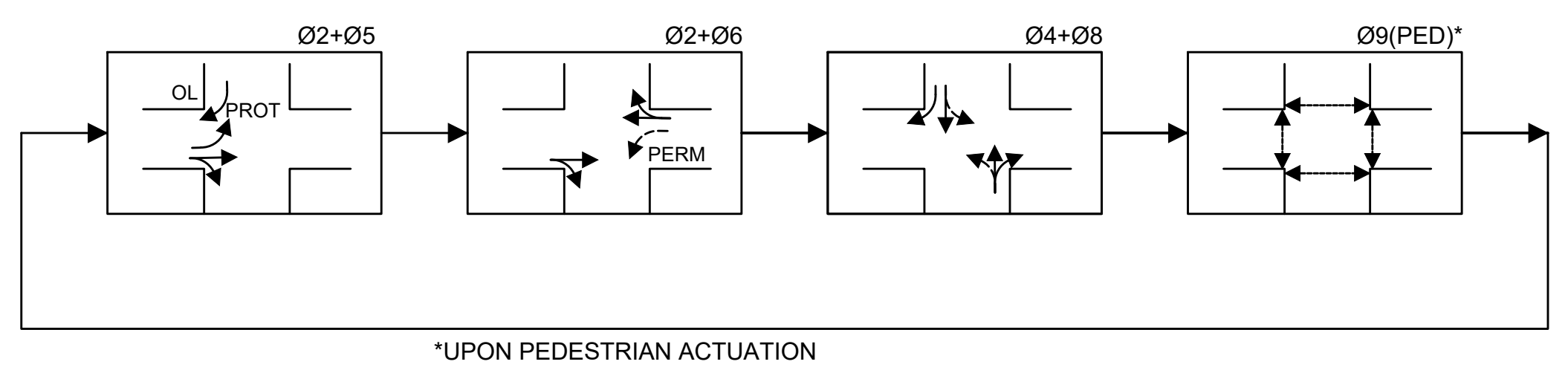
SEQUENCE AND TIMING FOR FULL ACTUATED CONTROL (ISOLATED)																															
STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	FLASH OPER.	
ROUTE 6 (GAR HIGHWAY)	SB	A,B,C				R	R	R				R	R	R	R	R	R	G	Y	R				R	R	R	R	R	R	FY	
ROUTE 6 (GAR HIGHWAY)	SB	D				<R	<R	<R				<R	<R	<R	<R	<R	<R	<FY	<Y	<R				<R	<R	<R	<R	<R	<R	<FY	
MAIN STREET	EB	E				R	R	R				R	R	R	G>	Y>	R	R	R	R				G	Y	R	R	R	R	FR	
MAIN STREET	EB	E,F,G				R	R	R				R	R	R	R	R	R	R	R	R				G	Y	R	R	R	R	FR	
ROUTE 6 (GAR HIGHWAY)	NB	L				<R	<R	<R				<R	<R	<R	<G	<Y	<R	<R	<R	<R				<R	<R	<R	<R	<R	<R	<FY	
ROUTE 6 (GAR HIGHWAY)	NB	H,J,K				G	Y	R				R	R	R	R	R	R	R	R	R				R	R	R	R	R	R	FY	
DRIVEWAY	WB	M,N				R	R	R				G	Y	R	R	R	R	R	R	R				R	R	R	R	R	R	FR	
PEDESTRIAN	ALL	P1-P8				DW	DW	DW				DW	DW	DW	DW	DW	DW	DW	DW	DW				DW	DW	DW	W	FDW	DW	OUT	
TIMING IN SECONDS																															
MINIMUM GREEN (INITIAL)						15						7			4			15						7							
PASSAGE TIME (VEHICLE)																															
MAXIMUM 1						56						13			25			31						13							
MAXIMUM 2						71						8			26			46						8							
MAXIMUM 3						73						16			29			44						16							
YELLOW CLEARANCE							5						3.5			3.5			5						3.5						
RED CLEARANCE								2						2												2					
WALK (W)																												7			
PEDESTRIAN CLEARANCE																													16	3	
RECALL						OFF	SOFT					OFF	OFF	SOFT				OFF	OFF				OFF	OFF				OFF			
MEMORY						NON-LOCK	NON-LOCK					NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK			NON-LOCK	NON-LOCK				NON-LOCK	NON-LOCK				LOCK (PED)			



TECHNICAL NOTES

- ANY PHASE NOT CALLED WILL BE SKIPPED. SIGNAL INDICATION WILL NOT CHANGE IF THE ASSIGNED RIGHT OF WAY DOES NOT CHANGE DURING THE NEXT PHASE CALLED.
- THE RIGHT-OF-WAY MAY BE ASSIGNED TO ANY PHASE OR ANY COMBINATION OF NON-CONFLICTING PHASES. IF CALLS EXIST ON ALL PHASES, THE RIGHT-OF-WAY SHALL BE ASSIGNED IN ACCORDANCE WITH THE PREFERENTIAL PHASING SEQUENCE.
- FLASHING OPERATION PER M.U.T.C.D. SECTION 4D.28 THROUGH SECTION 4D.31
- MAX I = NORMAL OPERATION
MAX II = MON-FRI, 3PM - 7PM
MAX III = SAT, 11AM - 2PM

PREFERENTIAL PHASING DIAGRAM



TTCP GENERAL NOTES

1. ALL TEMPORARY TRAFFIC CONTROL WORK SHALL CONFORM TO THE 2009 "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD), WITH LATEST REVISIONS AND MASSACHUSETTS AMENDMENTS.
2. ALL SIGN LEGENDS, BORDERS AND MOUNTINGS SHALL BE IN ACCORDANCE WITH THE 2009 MUTCD, WITH LATEST REVISIONS AND MASSACHUSETTS AMENDMENTS.
3. TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
4. TEMPORARY CONSTRUCTION SIGNING, BARRICADES AND ALL OTHER NECESSARY WORK ZONE TRAFFIC CONTROL DEVICES SHALL BE REMOVED FROM THE HIGHWAY OR COVERED WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC. ALL SIGNS INSTALLED BY THE CONTRACTOR SHALL BE MAINTAINED FOR THE DURATION OF CONSTRUCTION AND REMOVED UPON COMPLETION.
5. SIGNS AND SIGN SUPPORTS LOCATED ON OR NEAR THE TRAVELED WAY, CHANNELIZING DEVICES, BARRIERS, AND CRASH ATTENUATORS MUST PASS THE CRITERIA SET FORTH IN THE "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH).
6. THE CONTRACTOR SHALL NOTIFY AND COORDINATE ACCESS WITH EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS CONDUIT INSTALLATION, EXISTING PAVEMENT EXCAVATION, TEMPORARY PAVEMENT PLACEMENT AND SIMILAR OPERATIONS.
7. THE FIRST TEN PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH TYPE A LIGHTS.
8. MAXIMUM SPACING OF TRAFFIC DEVICES IN A TAPER IS EQUAL IN FEET TO THE POSTED SPEED LIMIT IN MPH. AT LOCATIONS NEAR ROAD CLOSURES, REDUCE THE SPACING TO HALF OF MAXIMUM.
9. THE MINIMUM TRAVEL LANE WIDTH IS TO BE 11 FEET, UNLESS OTHERWISE NOTED.
10. SIGN LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE ONLY. DISTANCES SHOWN ON THE PLANS ARE TO BE USED AS A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
11. ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORTS, UNLESS OTHERWISE NOTED ON THE PLAN. SIGNS INSTALLED ON PORTABLE STANDS REQUIRE A 12-INCH MINIMUM MOUNTING HEIGHT FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN. SIGNS INSTALLED ON PORTABLE STANDS AMONG CHANNELIZING DEVICES REQUIRE A 36-INCH MINIMUM MOUNTING HEIGHT FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN. SIGNS MOUNTED ON POSTS REQUIRE A 7-FOOT MINIMUM MOUNTING HEIGHT FROM THE ROADWAY OR SIDEWALK SURFACE TO THE BOTTOM OF THE SIGN.
12. ALL PUBLIC OR PRIVATE PROPERTY DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO ITS ORIGINAL CONDITION OR BETTER.
13. PRIOR TO THE COMMENCEMENT OF THE CONTRACTOR'S OPERATIONS THE CONTRACTOR SHALL CONTACT DIGSAFE (1-888-344-7233 or 1-888-DIG-SAFE) TO MARK OUT UTILITIES WITHIN THE PROJECT AREA.
14. THESE TRAFFIC MANAGEMENT PLANS ARE PROVIDED AS A GUIDE FOR TYPICAL WORK ZONE TRAFFIC CONTROL APPLICATIONS. THEY ARE NOT INTENDED TO COVER ALL POSSIBLE CONSTRUCTION OPERATIONS WHICH THE CONTRACTOR MAY EMPLOY. TRAFFIC CONTROL FOR CONSTRUCTION OPERATIONS, IF APPLICABLE, SHALL BE IN ACCORDANCE WITH THE 2009 MUTCD, WITH LATEST REVISIONS AND MASSACHUSETTS AMENDMENTS.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL PROPOSED PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) IN THE FIELD SUCH THAT VEHICULAR AND PEDESTRIAN TRAFFIC IS NOT IMPEDED.
16. POLICE DETAILS SHOWN ON THE PLANS INDICATE A NEED FOR POLICE INCIDENTAL TO A SPECIFIC TRAFFIC CONFIGURATION AND DO NOT REPRESENT ACTUAL LOCATIONS OR NUMBERS REQUIRED. THE ENGINEER SHALL DETERMINE THE SPECIFIC LOCATIONS OF POLICE DETAILS AND THE NUMBER OF DETAILS REQUIRED.
17. THE CONTRACTOR SHALL MAINTAIN ADA-COMPLIANT PEDESTRIAN ACCESS ALONG ALL SIDEWALKS AND CROSSWALKS, AND TO ALL ABUTTERS. ANY PEDESTRIAN DETOURS SHALL INCLUDE A FULLY ADA-COMPLIANT PEDESTRIAN DETOUR ROUTE WITH PROPER BARRICADES, RAILINGS, RAMPS, AND SIGNAGE.

LEGEND:

- REFLECTORIZED PLASTIC DRUM OR 36" CONE
- Ⓟ POLICE DETAIL
- ▨ TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN
- ➡ ARROW BOARD
- DBYL DOUBLE YELLOW LINE (2 - 6" LINES)
- SYL SINGLE YELLOW LINE - 6"
- SWL SINGLE WHITE LINE - 6"
- BWL BROKEN WHITE LINE (6" WHITE LINE 10' LONG, 30' SPACE)
- CW CROSSWALK (2 - 12" WHITE LINES 10' O.C.)
- SL STOP LINE (12" WHITE LINE 4' BEHIND CW)
- ▨ WORK ZONE
- ➡ DIRECTION OF CONSTRUCTION TRAFFIC
- ➡ DIRECTION OF EXISTING TRAFFIC
- ⊘ IMPACT ATTENUATOR
- ▬ MEDIAN BARRIER
- 🚚 WORK VEHICLE
- ▭ TRUCK MOUNTED ATTENUATOR
- ➡ TRAFFIC OR PEDESTRIAN SIGNAL
- ⊘ CONSTRUCTION SIGN

TAPER LENGTH CRITERIA FOR TEMPORARY TRAFFIC CONTROL ZONES

TYPE OF TAPER	TAPER LENGTH (L)
MERGING TAPER	AT LEAST L
SHIFTING TAPER	AT LEAST 0.5L
SHOULDER TAPER	AT LEAST 0.33L
ONE-LANE, TWO-WAY TRAFFIC TAPER	100 FT MAXIMUM
DOWNSTREAM TAPER	100 FT PER LANE

FORMULAS FOR DETERMINING TAPER LENGTHS

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

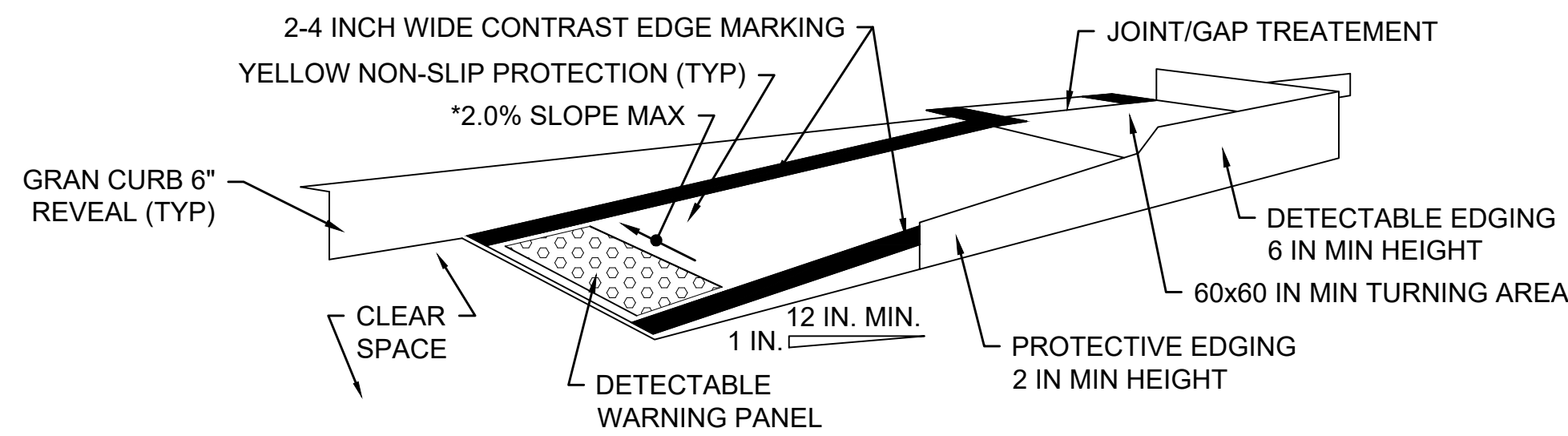
**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	46	56
PROJECT FILE NO.		607397	

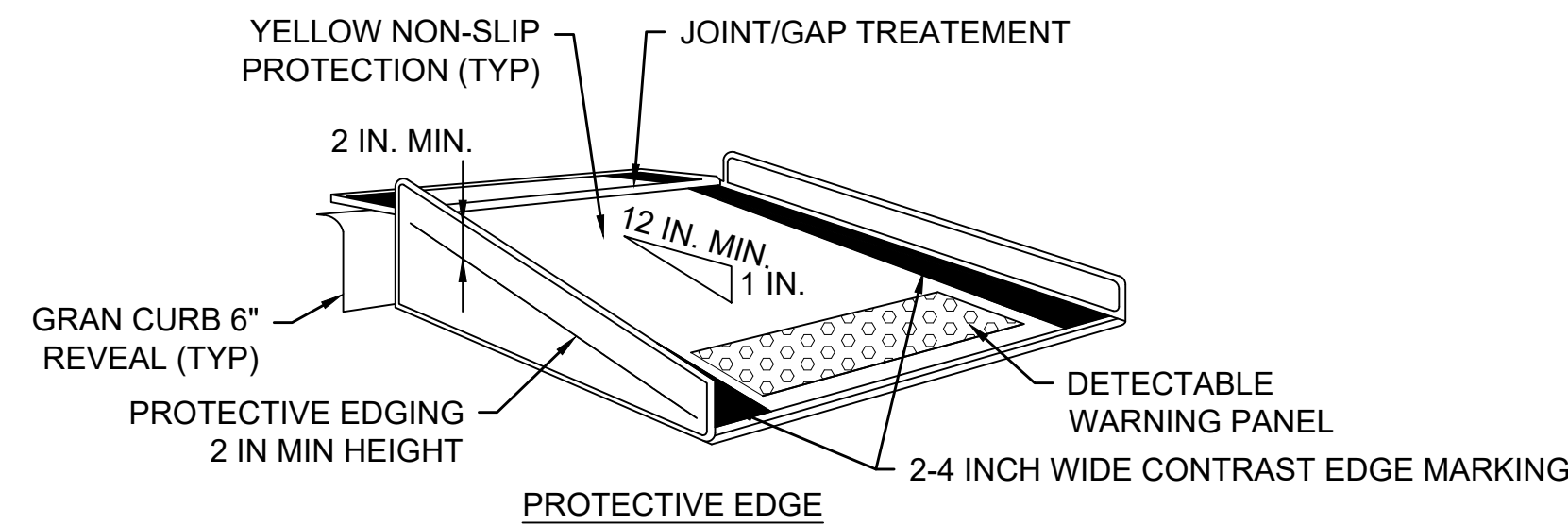
**TEMPORARY TRAFFIC CONTROL PLANS
TRAFFIC CONTROL LEGEND AND
GENERAL NOTES**

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 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.

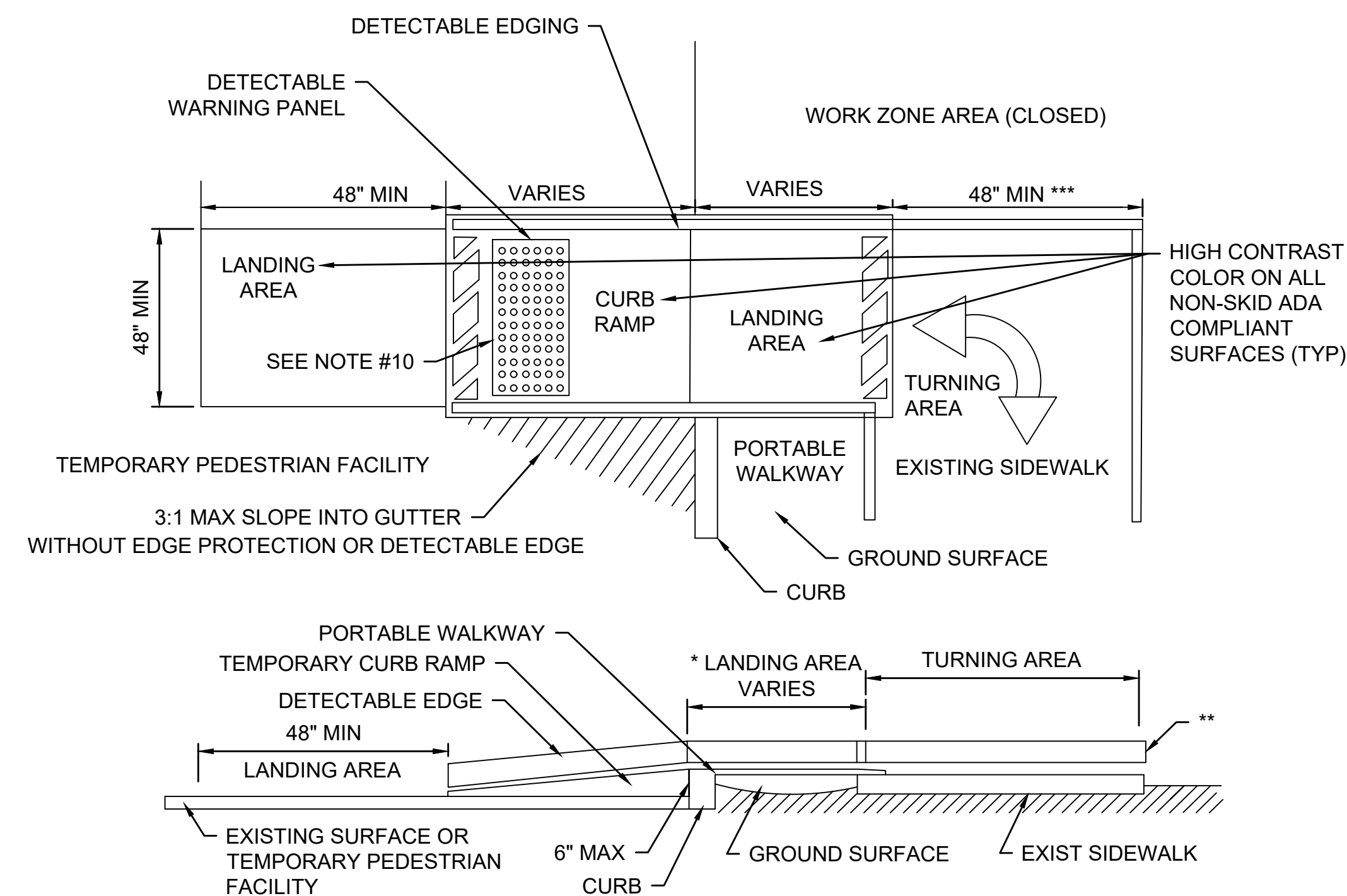


TEMPORARY CURB RAMP - PARALLEL TO CURB



TEMPORARY CURB RAMP - PERPENDICULAR TO CURB

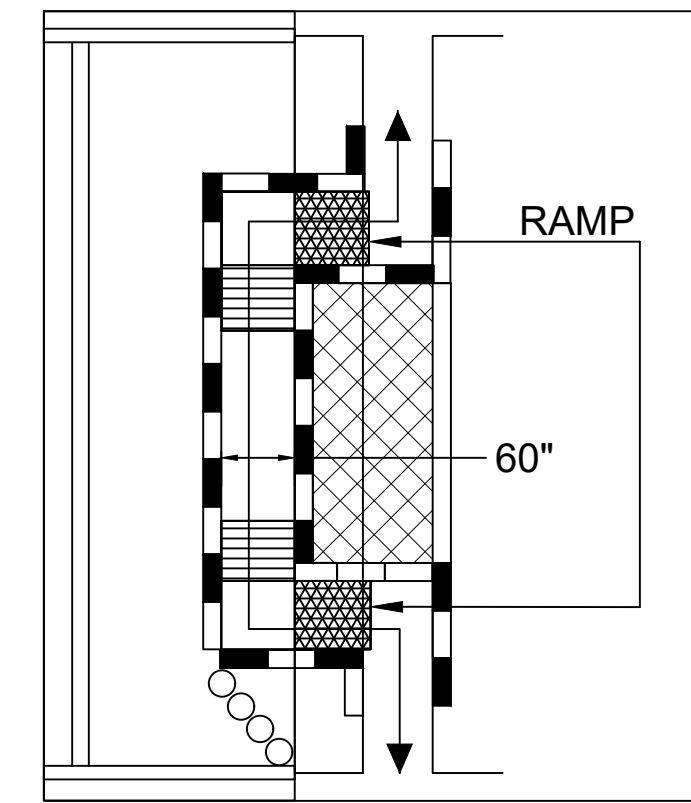
NOT TO SCALE



TEMPORARY CURB RAMP

NOT TO SCALE

- * LANDING AREA USED TO OVERLAP NON-ADA COMPLIANT SURFACES
- ** DETECTABLE EDGE REMOVED IF A CONTINUOUS SIDEWALK
- *** 60" IF AN OBSTRUCTION IS AT BACK OF SIDEWALK

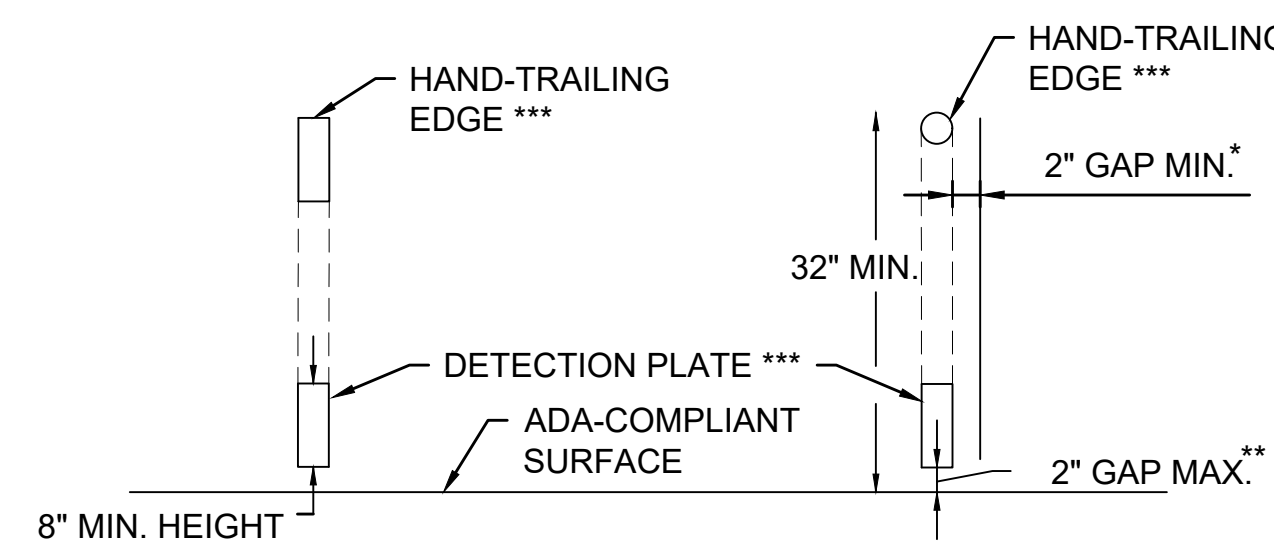


* PEDESTRIAN CHANNELIZING DEVICE

- 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 Temporary Curb Ramp Detail, this sheet).
- 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.

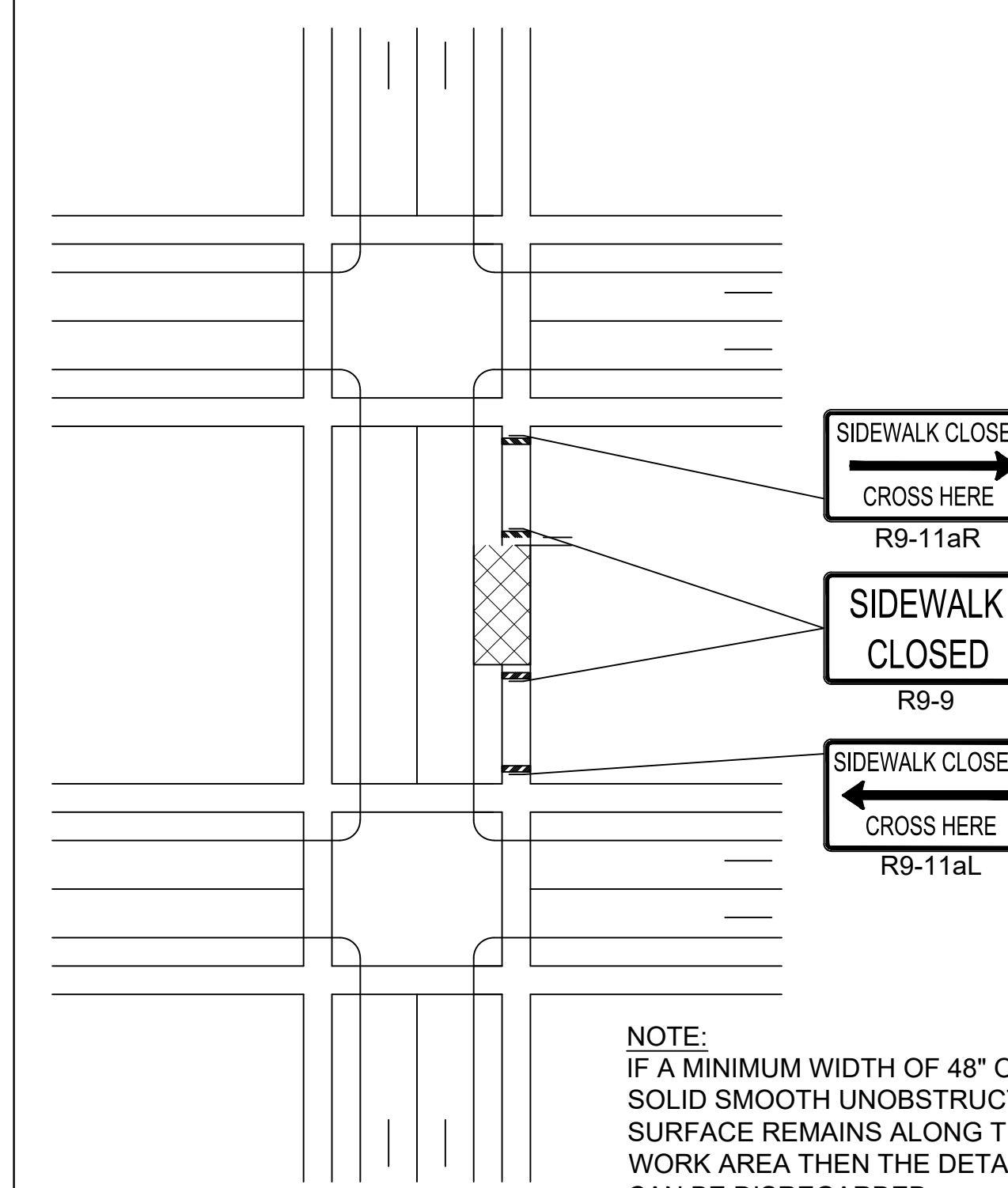


CROSS SECTION VIEW

- NOTES: * THERE SHALL BE A 2 INCH GAP BETWEEN THE HAND-TRAILING EDGE AND ITS SUPPORT.
- ** A MAXIMUM 2 INCH GAP BETWEEN THE BOTTOM OF THE BOTTOM RAIL AND THE SURFACE MAY BE USED TO PROVIDE DRAINAGE.
- ***THE HAND-TRAILING EDGE AND DETECTION PLATE SHALL BE CONTINUOUS THROUGHOUT THE LENGTH OF THE PATH SUCH THAT A PEDESTRIAN USER WITH A LONG CANE CAN FOLLOW IT.

PEDESTRIAN CHANNELIZING DEVICE

NOT TO SCALE



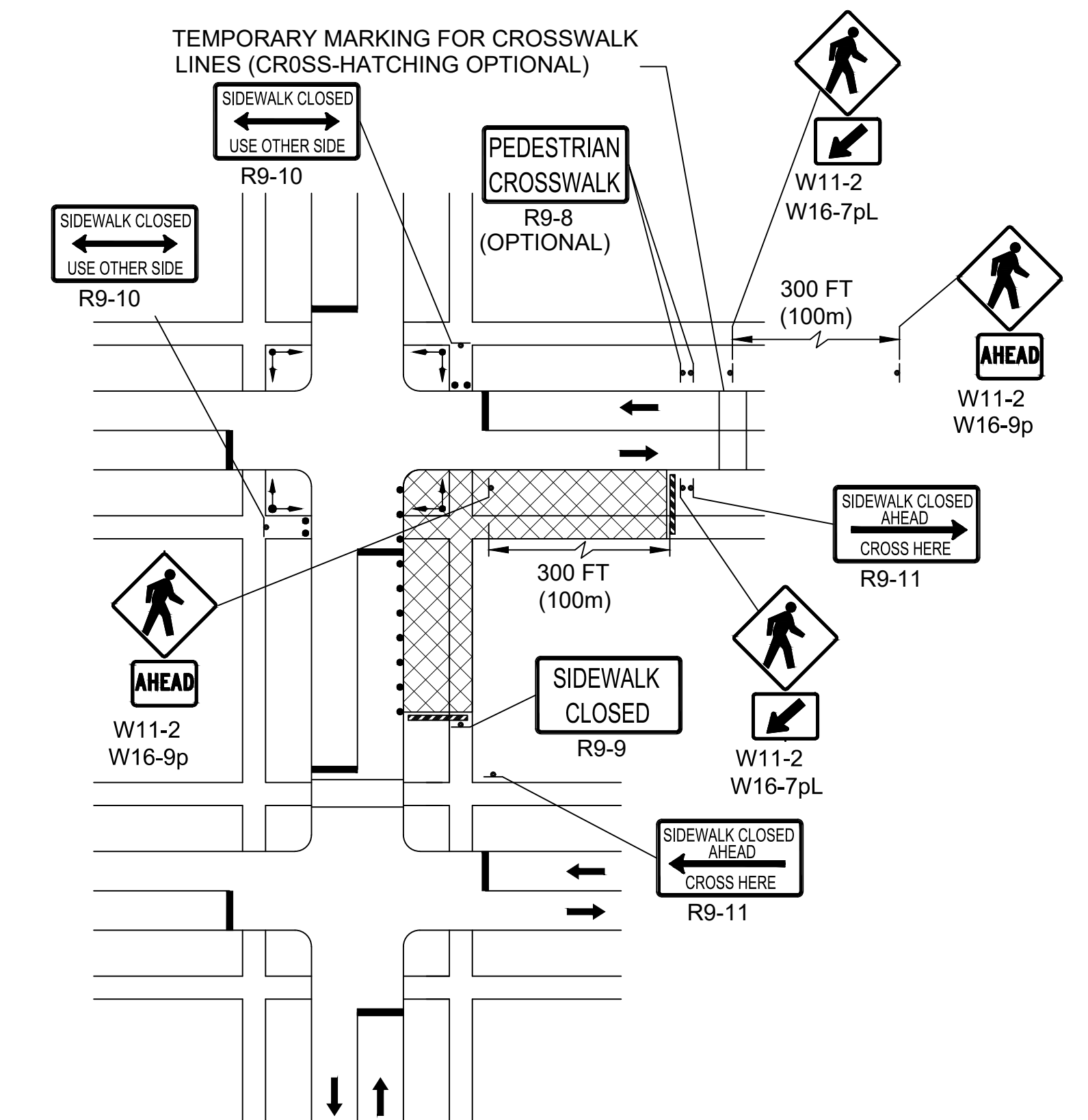
SIDEWALK CLOSURE

NOT TO SCALE

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

WELLFLEET ROUTE 6 / MAIN STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	47	56
PROJECT FILE NO. 607397			

TEMPORARY TRAFFIC CONTROL PLANS
TYPICAL PEDESTRIAN DETAILS



PEDESTRIAN DETOUR PLAN

NOT TO SCALE

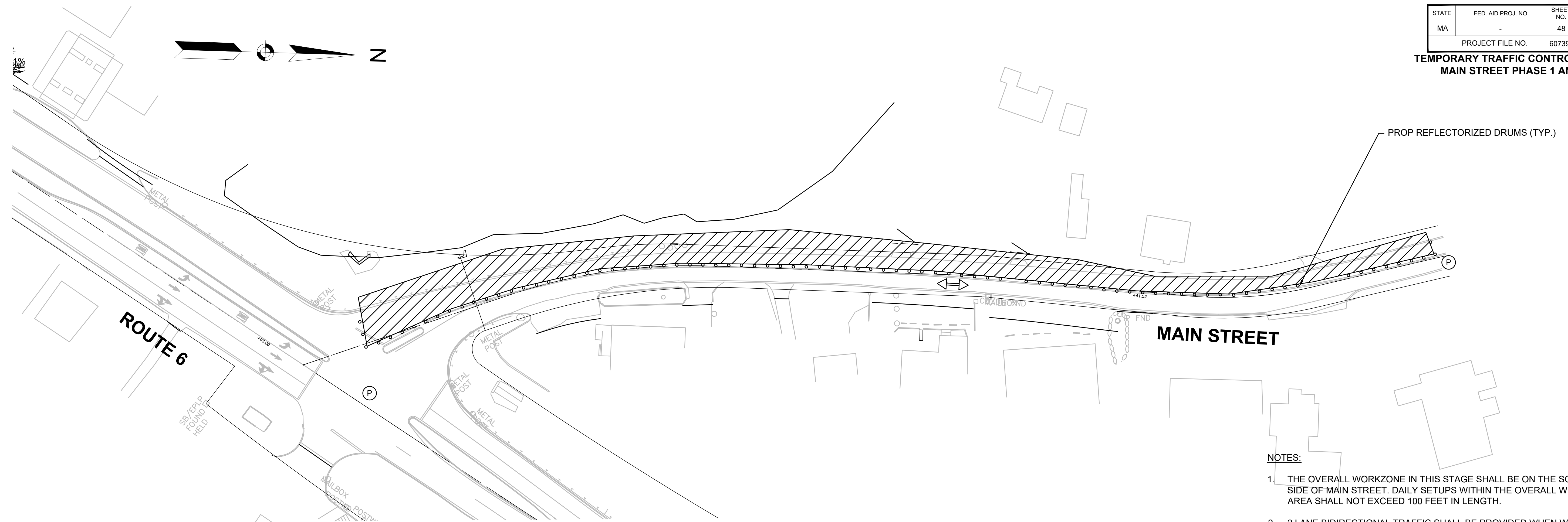
NOTE:
FOR LONG-TERM STATIONARY WORK, THE DOUBLE YELLOW CENTERLINE AND/OR LANE LINES SHOULD BE REMOVED BETWEEN THE CROSSWALK LINES.

**WELLFLEET
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	48	57
PROJECT FILE NO.		607397	

**TEMPORARY TRAFFIC CONTROL PLANS
MAIN STREET PHASE 1 AND 2**

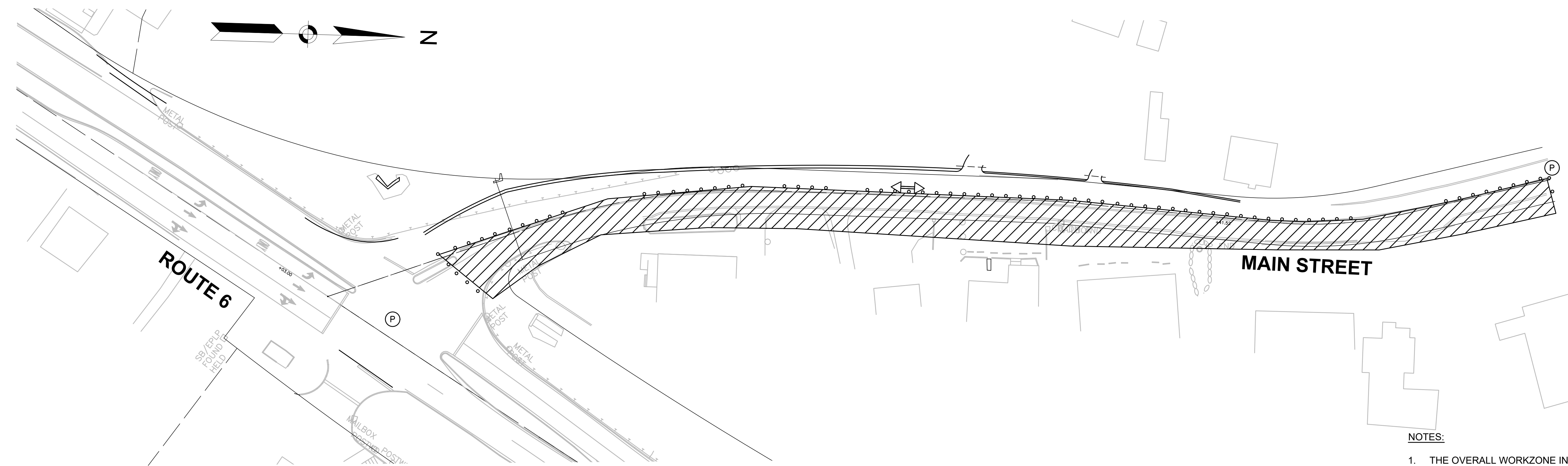
Plotted on 10-Mar-2015 3:39 PM
607397_HD(BORDER).DWG



PHASE 1

NOTES:

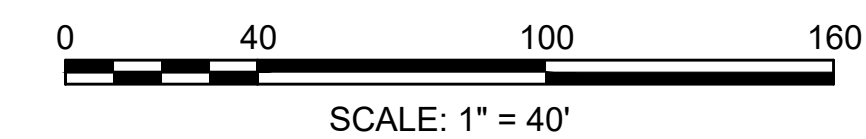
1. THE OVERALL WORKZONE IN THIS STAGE SHALL BE ON THE SOUTH SIDE OF MAIN STREET. DAILY SETUPS WITHIN THE OVERALL WORK AREA SHALL NOT EXCEED 100 FEET IN LENGTH.
2. 2 LANE BIDIRECTIONAL TRAFFIC SHALL BE PROVIDED WHEN WORK IS NOT OCCURRING.
3. MINIMUM LANE WIDTHS OF 11 FEET SHALL BE MAINTAINED AT ALL TIMES.

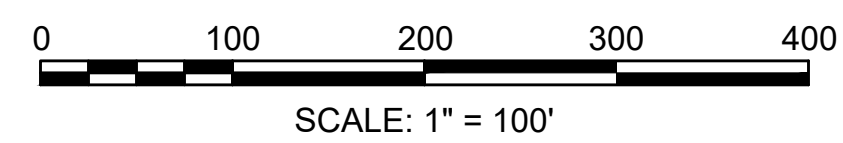
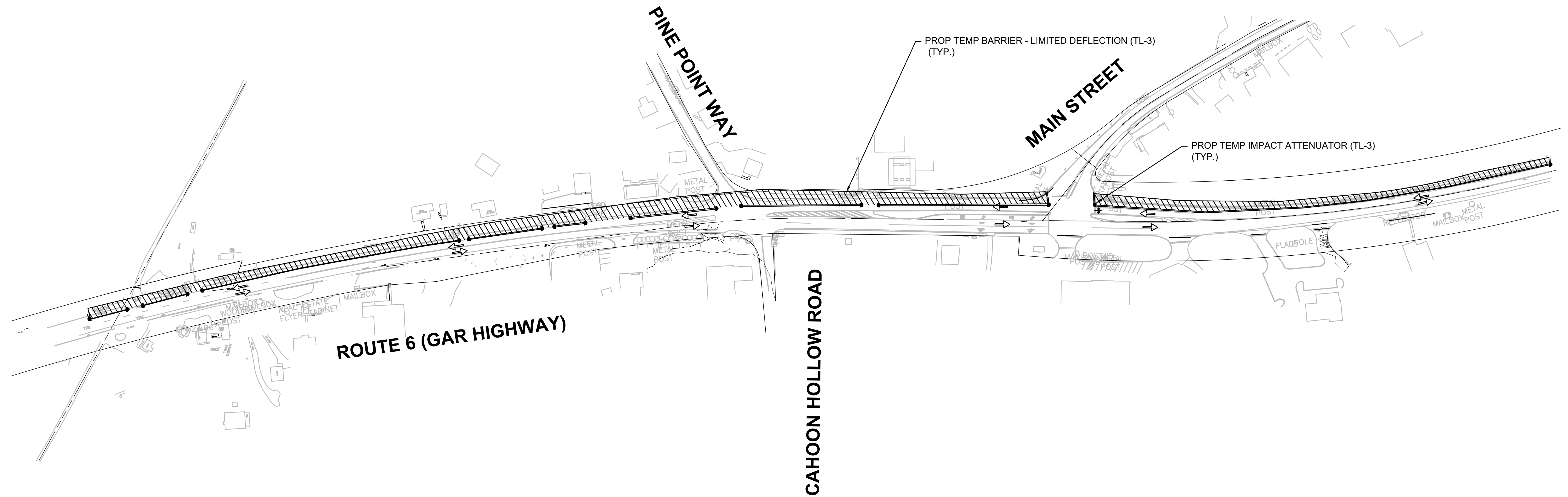
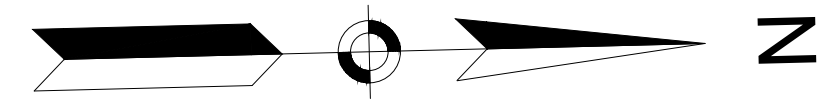


PHASE 2

NOTES:

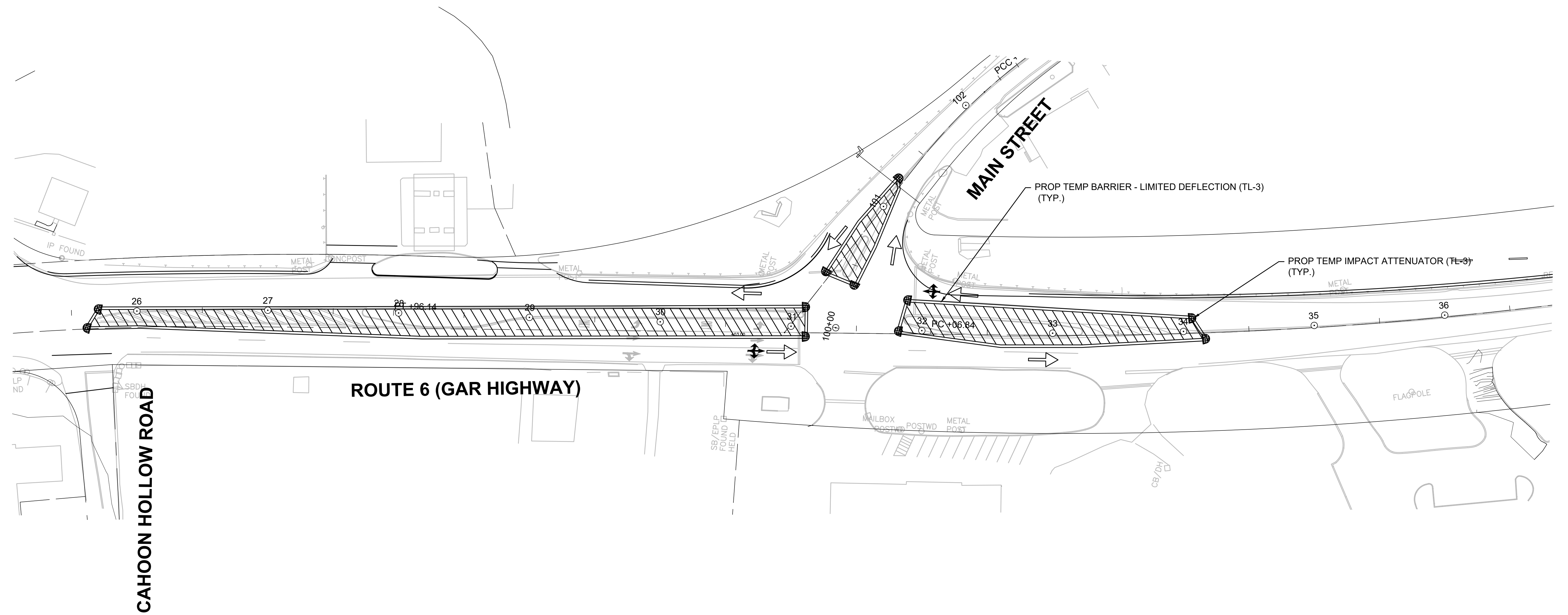
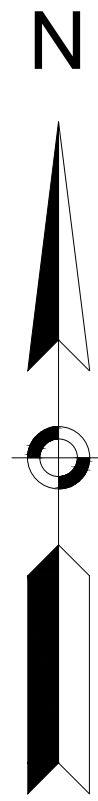
1. THE OVERALL WORKZONE IN THIS STAGE SHALL BE ON THE NORTH SIDE OF MAIN STREET. DAILY SETUPS WITHIN THE OVERALL WORK AREA SHALL NOT EXCEED 100 FEET IN LENGTH.
2. 2 LANE BIDIRECTIONAL TRAFFIC SHALL BE PROVIDED WHEN WORK IS NOT OCCURRING.
3. MINIMUM LANE WIDTHS OF 11 FEET SHALL BE MAINTAINED AT ALL TIMES.





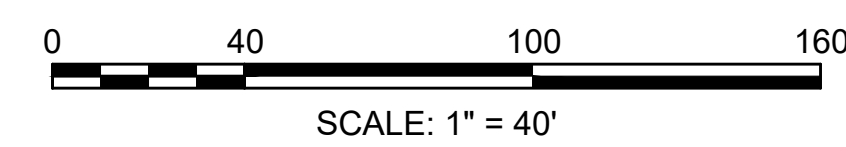
NOTES:

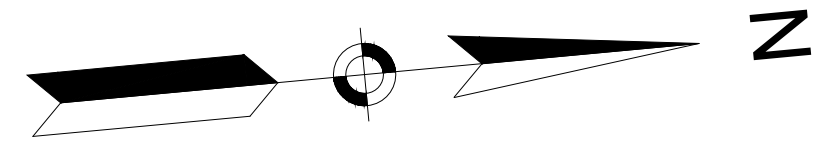
1. THE OVERALL WORKZONE IN THIS STAGE SHALL BE ON THE WEST SIDE OF ROUTE 6.
2. MINIMUM LANE WIDTHS OF 12 FEET SHALL BE MAINTAINED DURING ALL PHASES.



NOTES:

1. THE WORKZONES ARE ESTABLISHED TO REMOVE EXISTING MEDIAN ISLANDS.
2. MINIMUM LANE WIDTHS OF 11 FEET SHALL BE MAINTAINED AT ALL TIMES



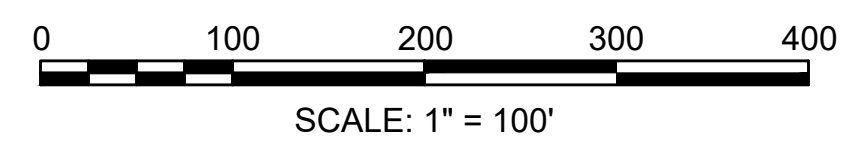
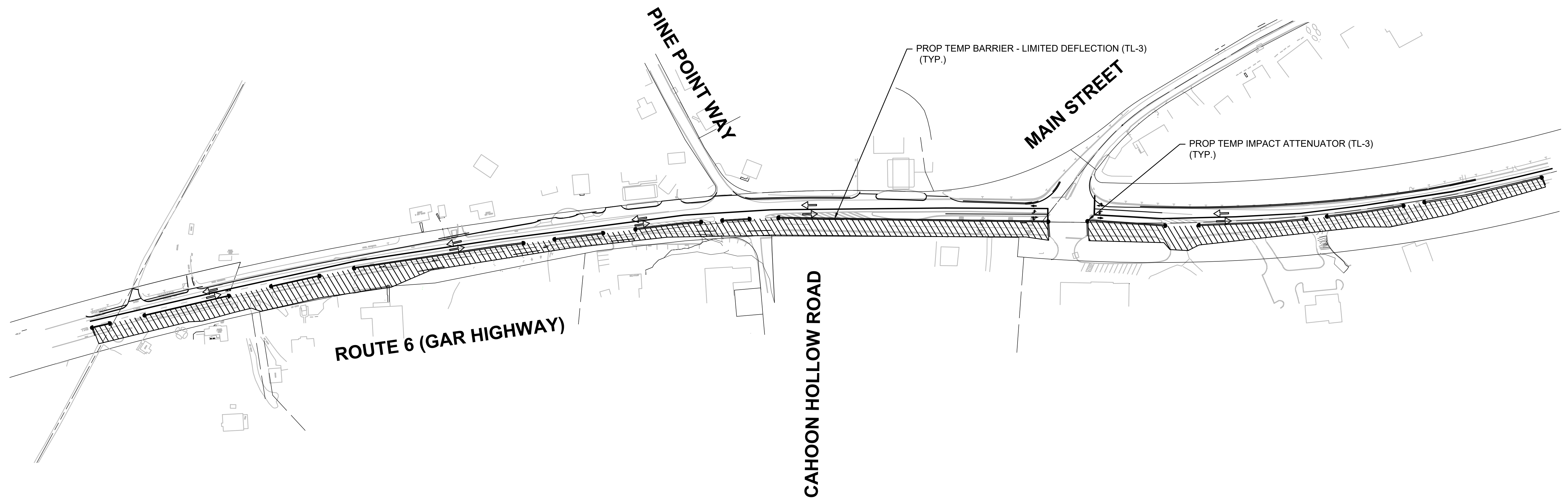


WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	51	57

PROJECT FILE NO. 607397

TEMPORARY TRAFFIC CONTROL PLANS
ROUTE 6 PHASE 3 OF 3



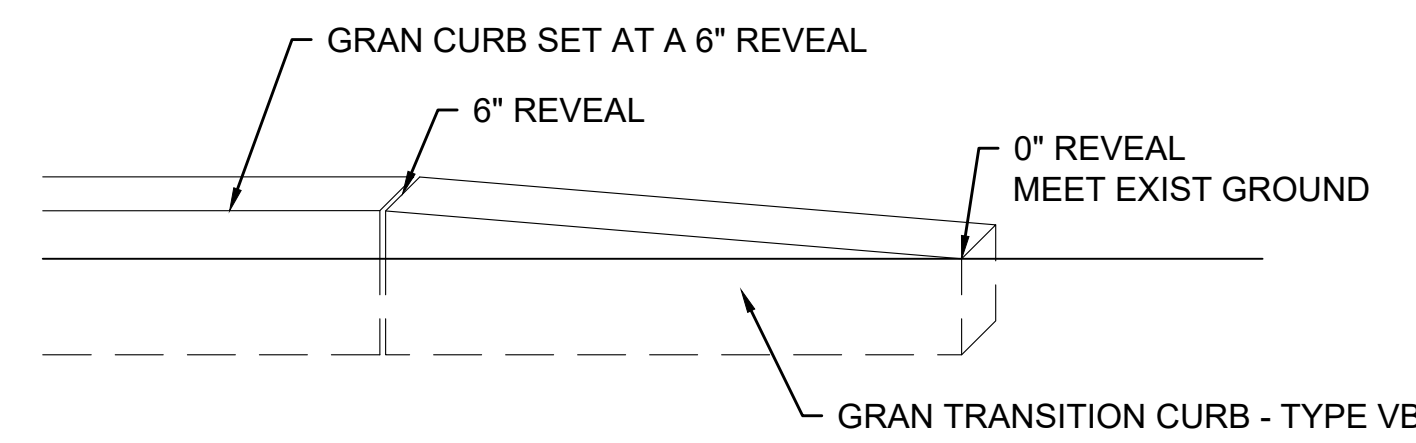
NOTES:

1. THE OVERALL WORKZONE IN THE STAGE SHALL BE ON THE EAST SIDE OF ROUTE 6.
2. MINIMUM LANE WIDTHS OF 12 FEET SHALL BE MAINTAINED AT ALL TIMES.

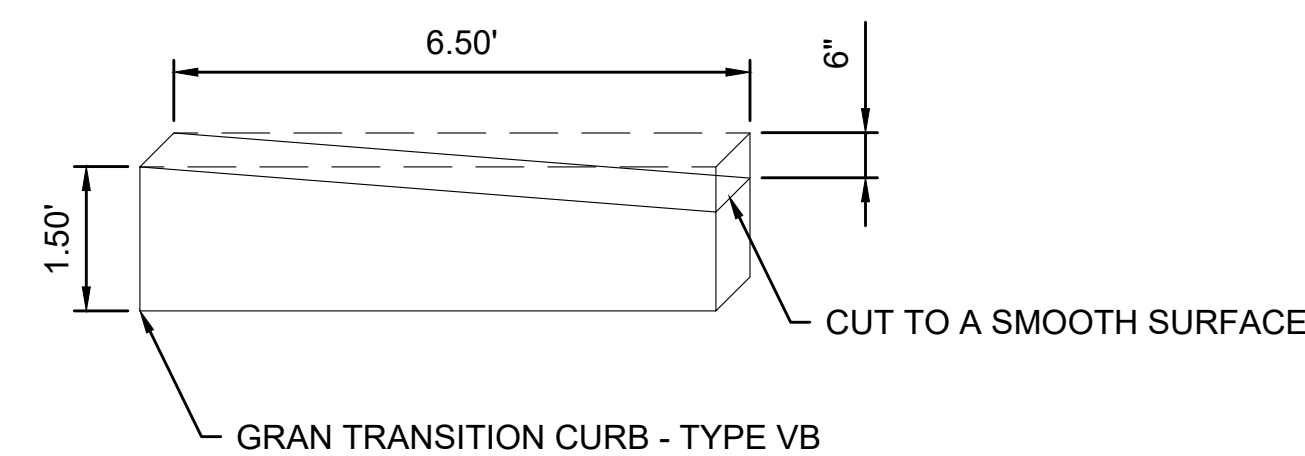
WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	52	56
PROJECT FILE NO.		607397	

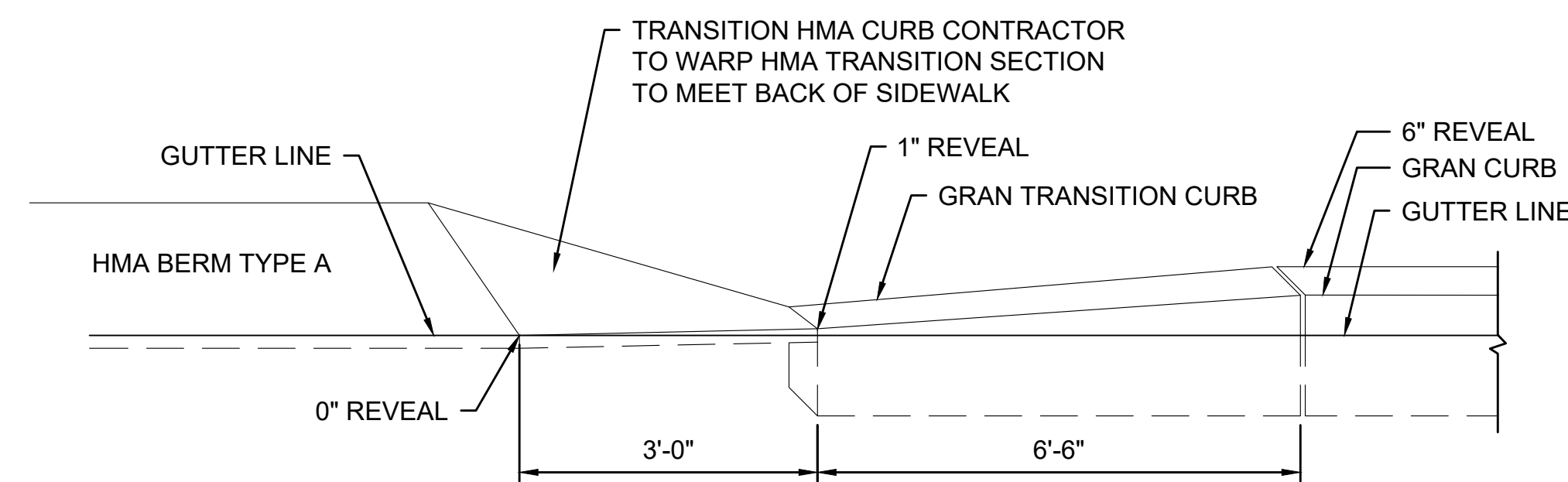
CONSTRUCTION DETAILS
PART 1 OF 2



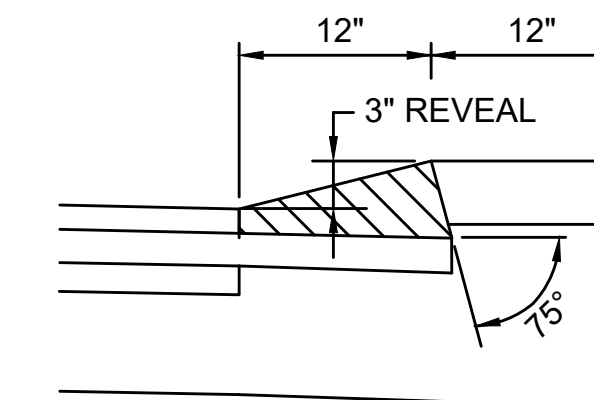
NOTE:
1. SETTING OF TRANSITION CURB SHALL FOLLOW THE STANDARD SPECIFICATIONS AND DETAILS.



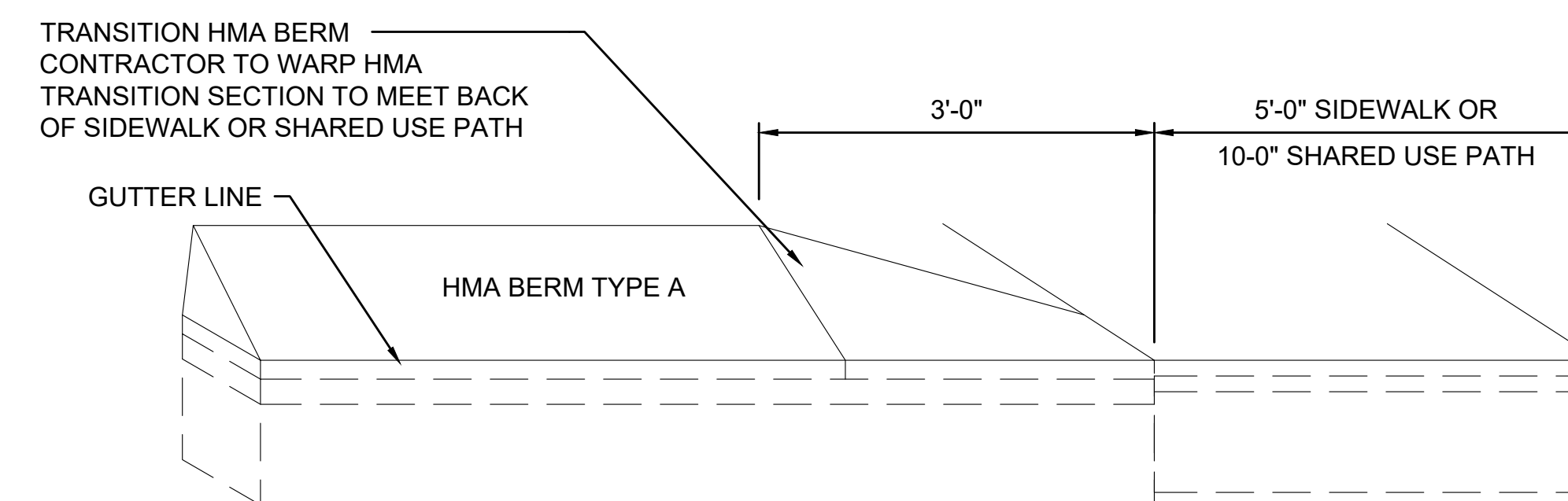
GRANITE TRANSITION CURB FOR TERMINAL SECTIONS
NOT TO SCALE



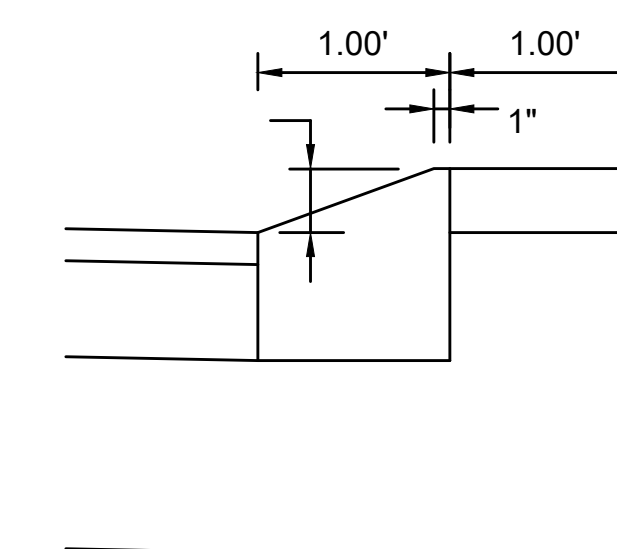
HMA BERM TO VERTICAL GRANITE CURB TRANSITION
NOT TO SCALE



HMA BERM TYPE A - MODIFIED
NOT TO SCALE

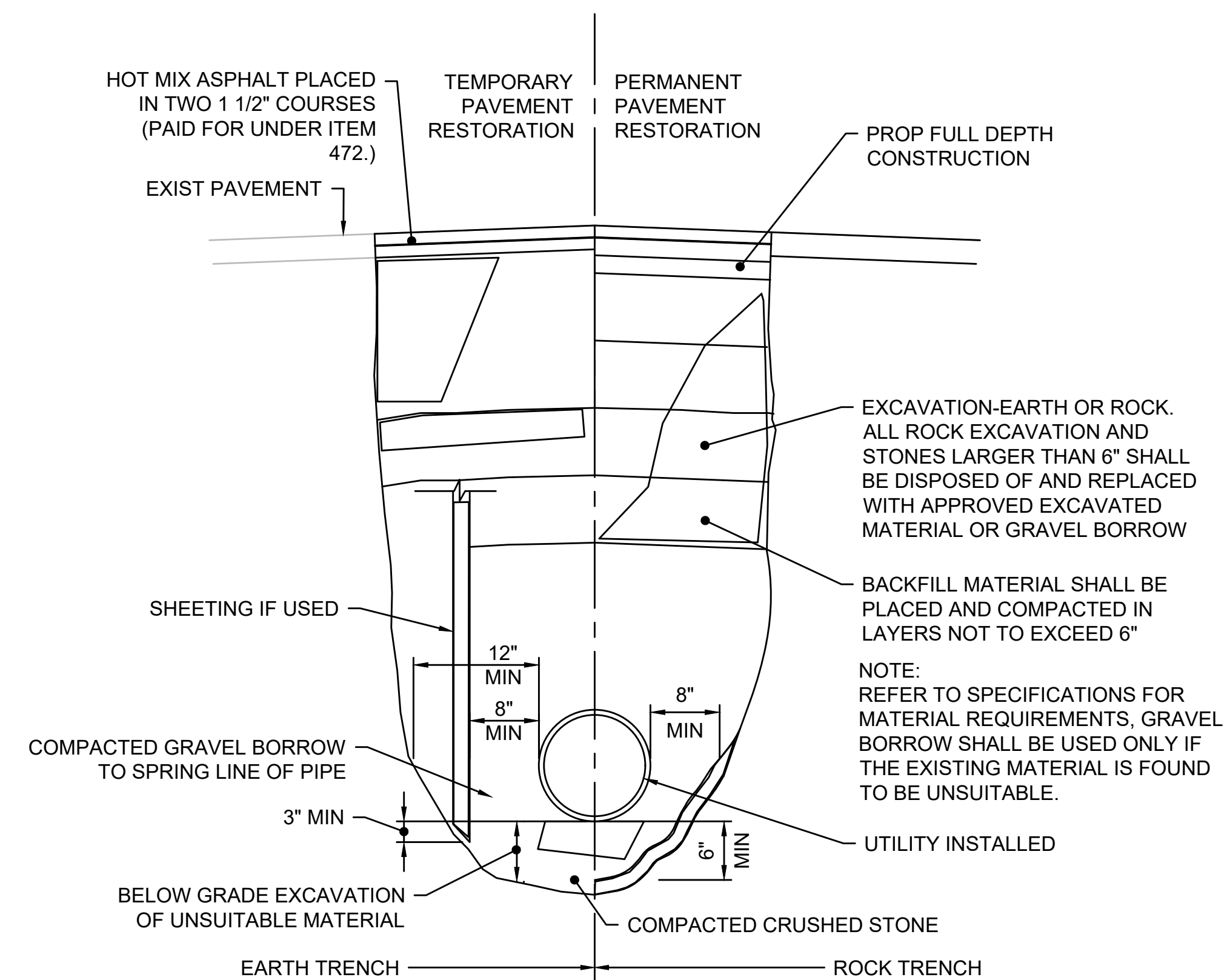


HMA BERM TRANSITION TO BACK OF SIDEWALK
NOT TO SCALE

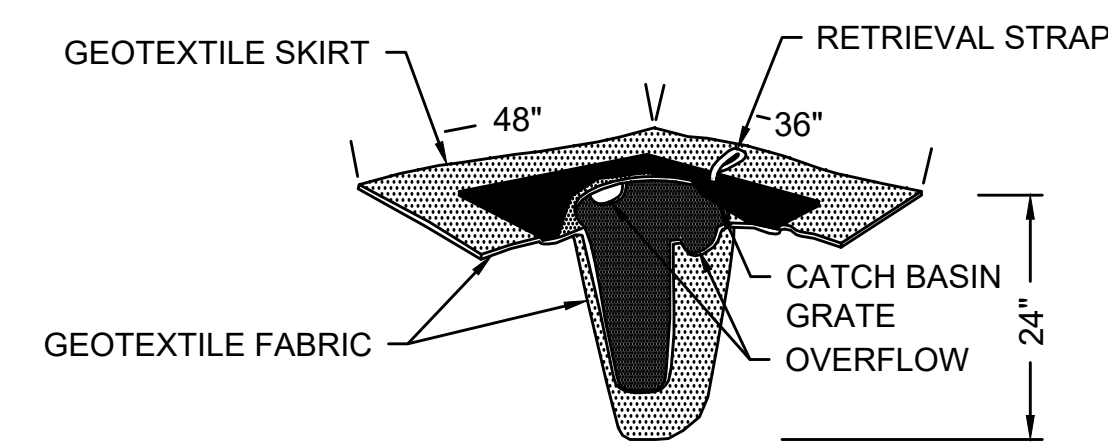


NOTE:
BOTTOM OF CURB SHALL BE SET TO SAME ELEVATION AS ADJACENT CEMENT CONCRETE BASE COURSE WITHIN ROADWAY.

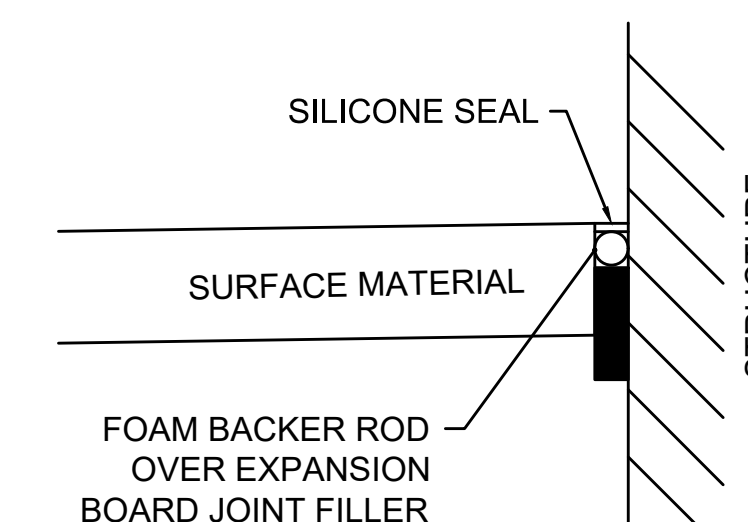
TYPE T100 - TRAVERSABLE CURB
NOT TO SCALE



TYPICAL UTILITY TRENCH SECTION
NOT TO SCALE



SILT SACK FOR SEDIMENT CONTROL
NOT TO SCALE



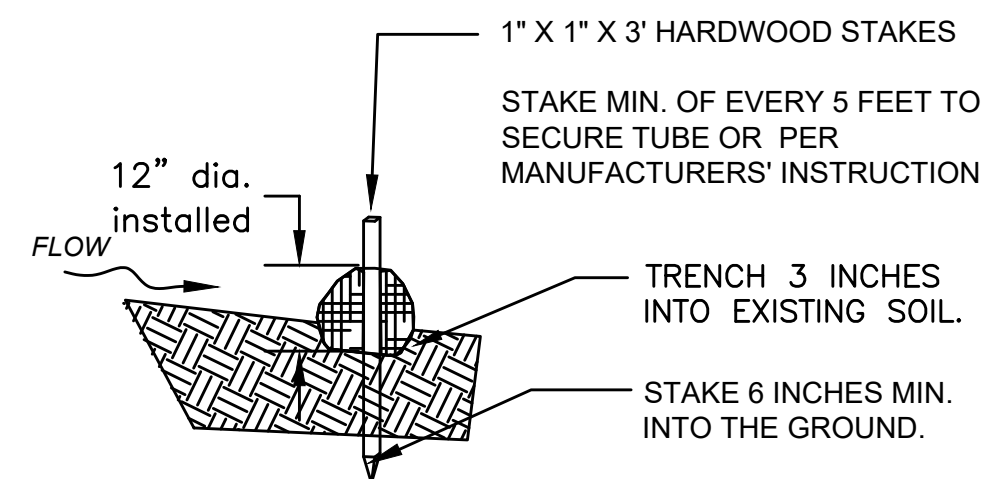
EXPANSION JOINT
NOT TO SCALE

NOTES:

1. THIS DETAIL SHALL BE USED ANYWHERE A PROPOSED CEM CONC OR HMA SURFACE ABUTS THE EDGE OF A STRUCTURE.
2. WORK OF INSTALLING EXPANSION JOINT AND SILICONE CAULKING IS INCIDENTAL TO THE PROPOSED CONCRETE AND HMA WORK FOR ALL LOCATIONS.
3. SILICONE SEALER SHALL MEET ASTM D5893 STANDARD.

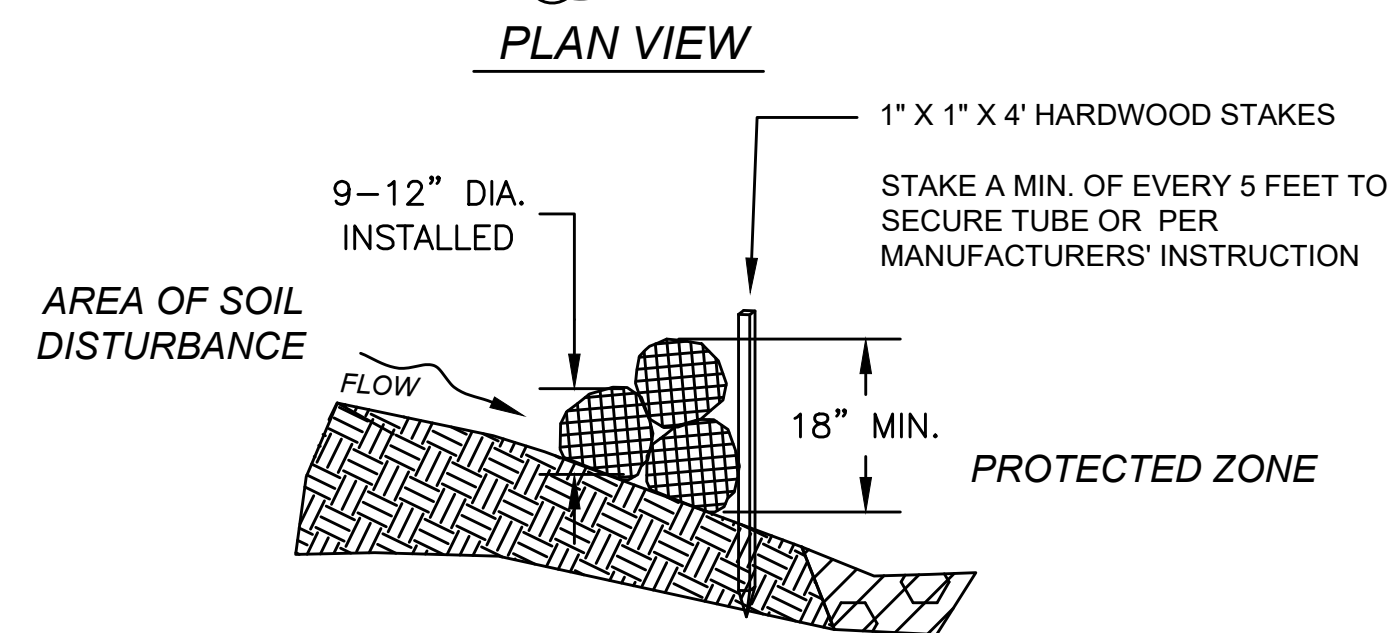
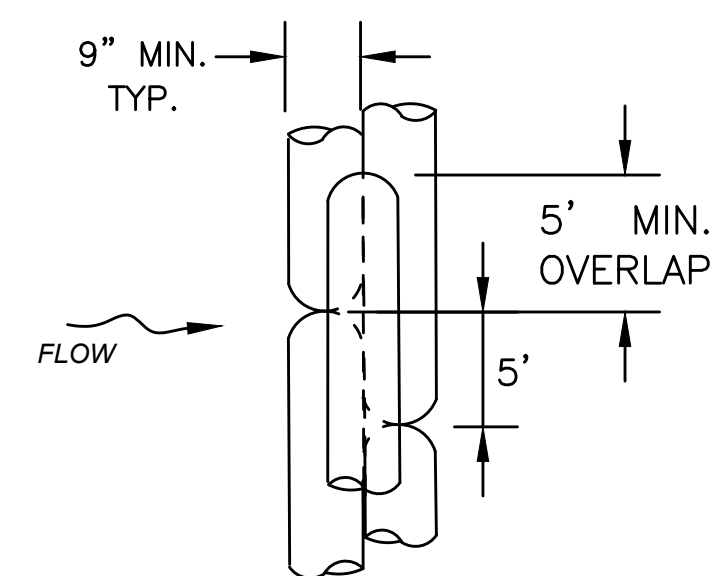
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	53	56
PROJECT FILE NO. 607397			

FOR USE ONLY ON SLOPES UP TO 5% AND WITH APPROVAL OF THE ENGINEER. NOT TO BE USED FOR WETLAND MITIGATION.

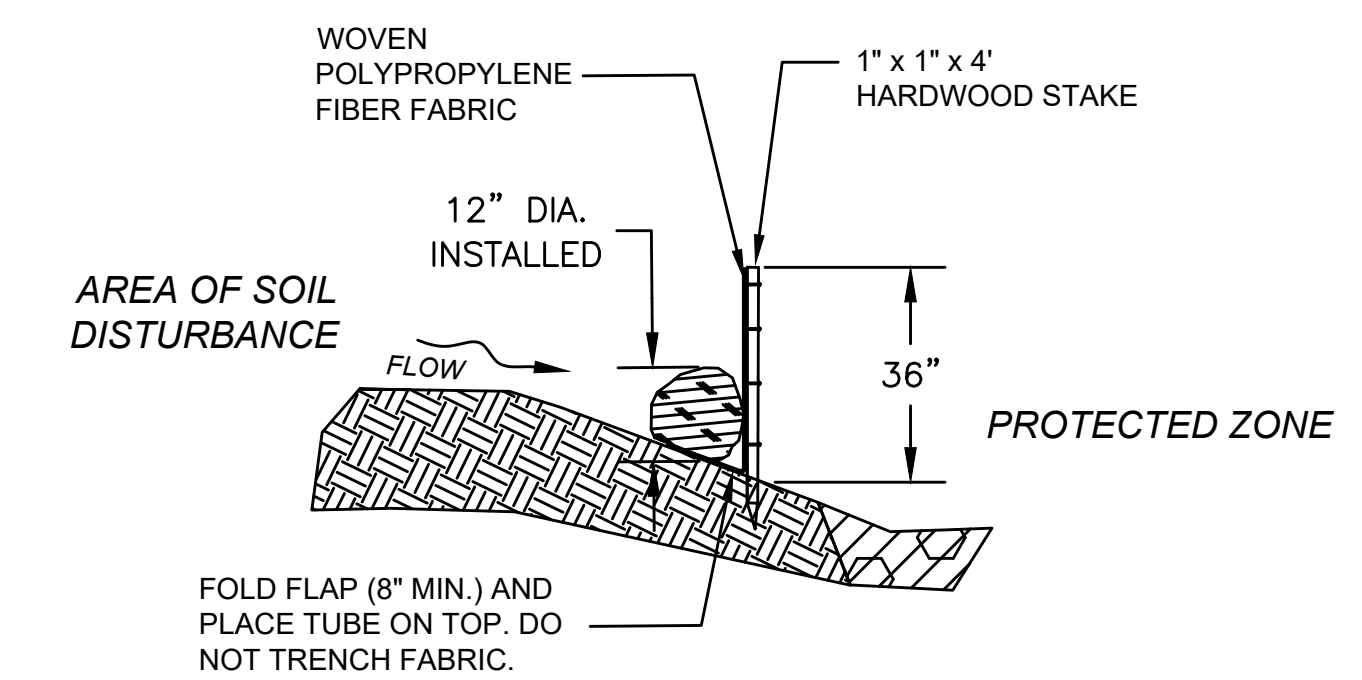


SECTION
12 INCH STRAW WATTLE
NOT TO SCALE

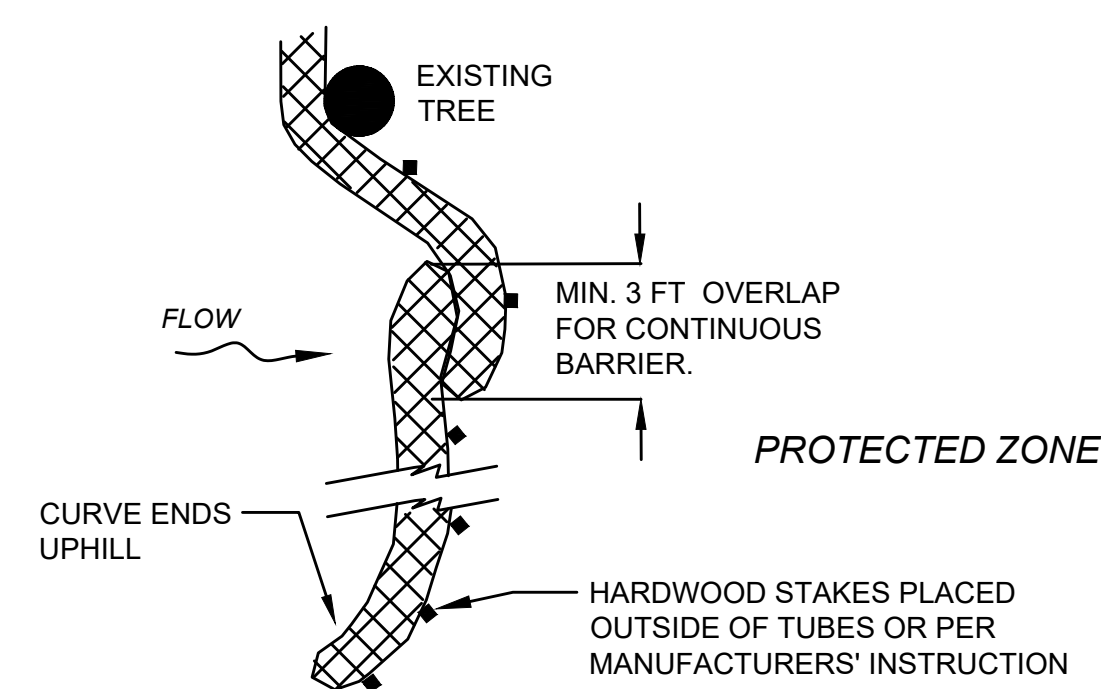
WHERE SPECIFIED ON CONSTRUCTION PLANS OR AS REQUIRED



SECTION
COMPOST FILTER TUBES STACKED



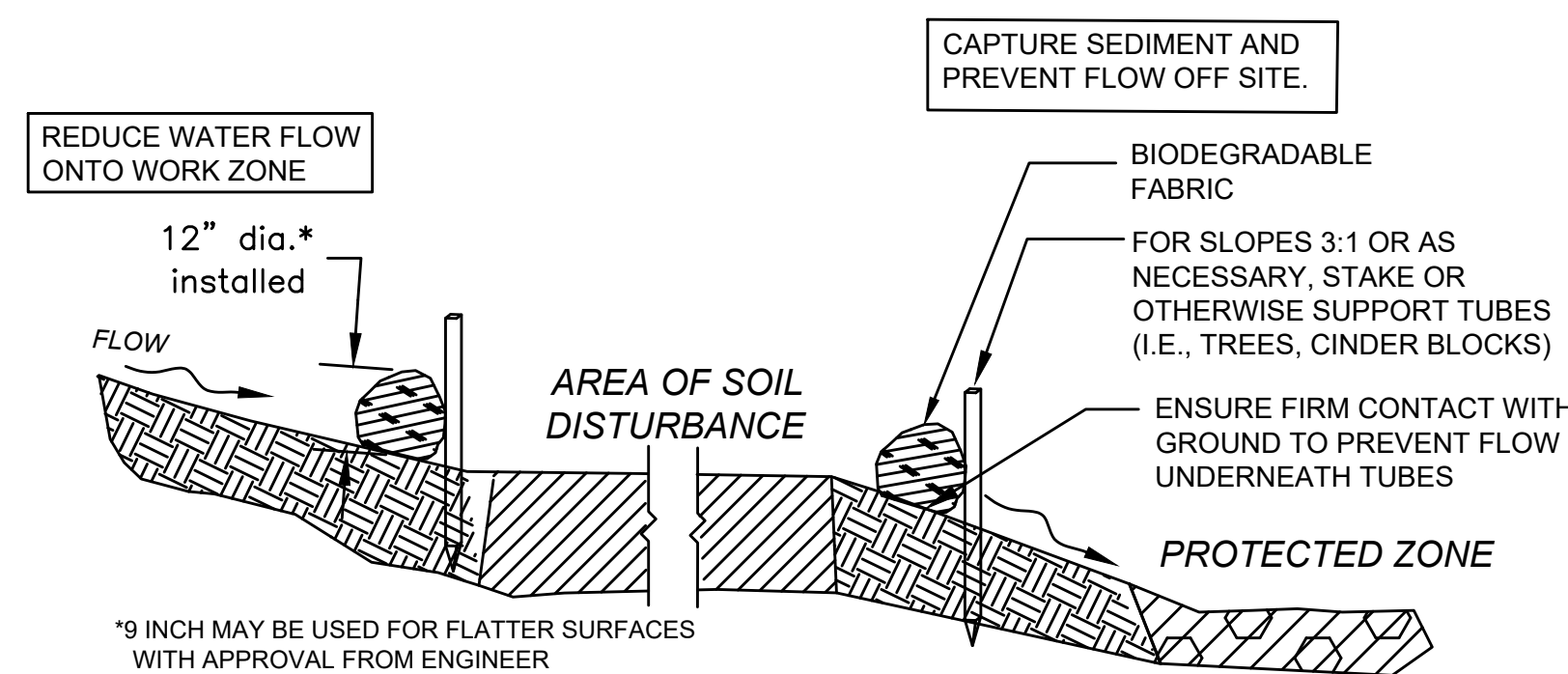
SECTION
COMPOST FILTER TUBE & SILT FENCE
NOT TO SCALE



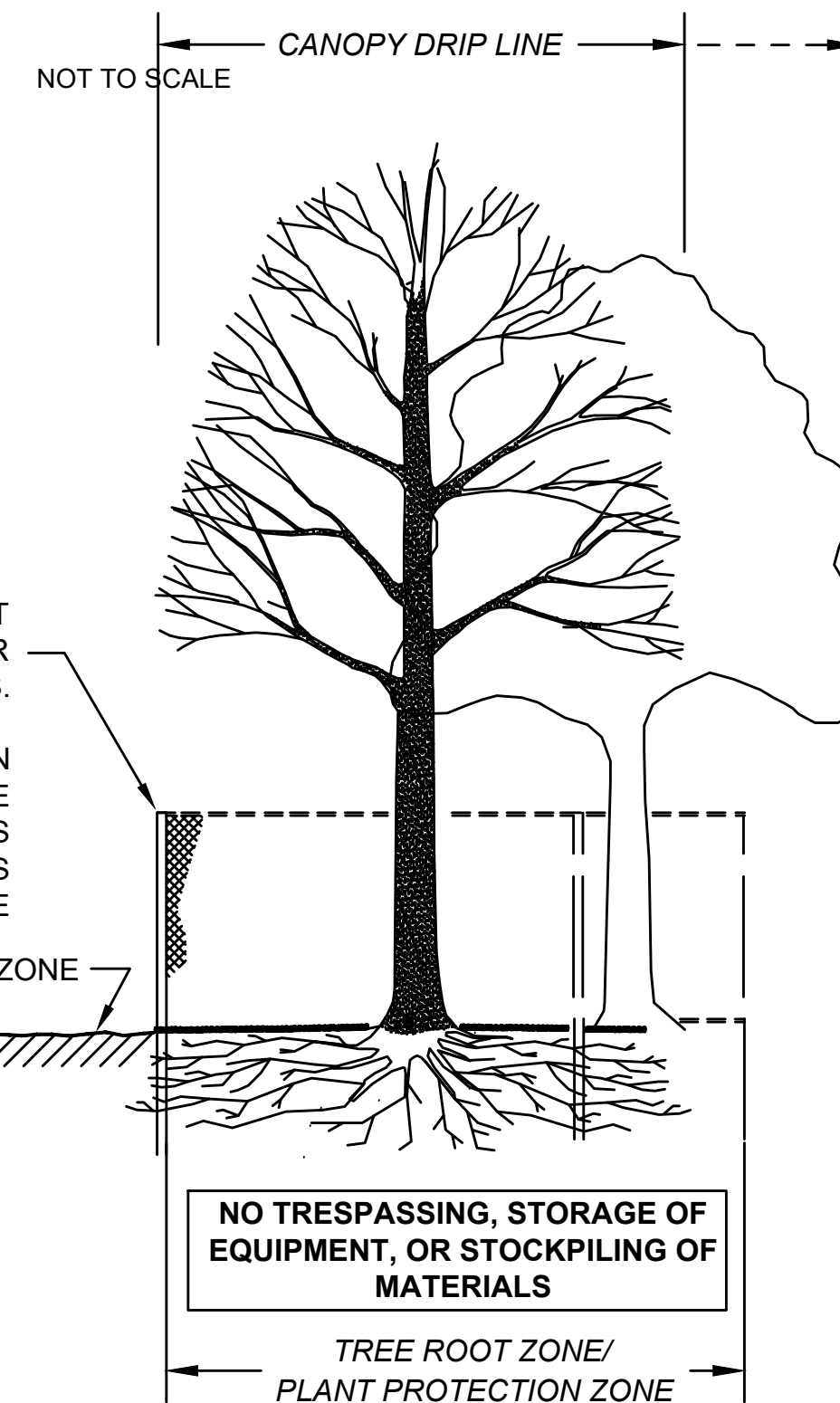
PLACE TUBE AS CLOSE TO LIMIT OF SOIL DISTURBANCE AS POSSIBLE, ALONG CONTOURS, AND PERPENDICULAR TO FLOW.

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

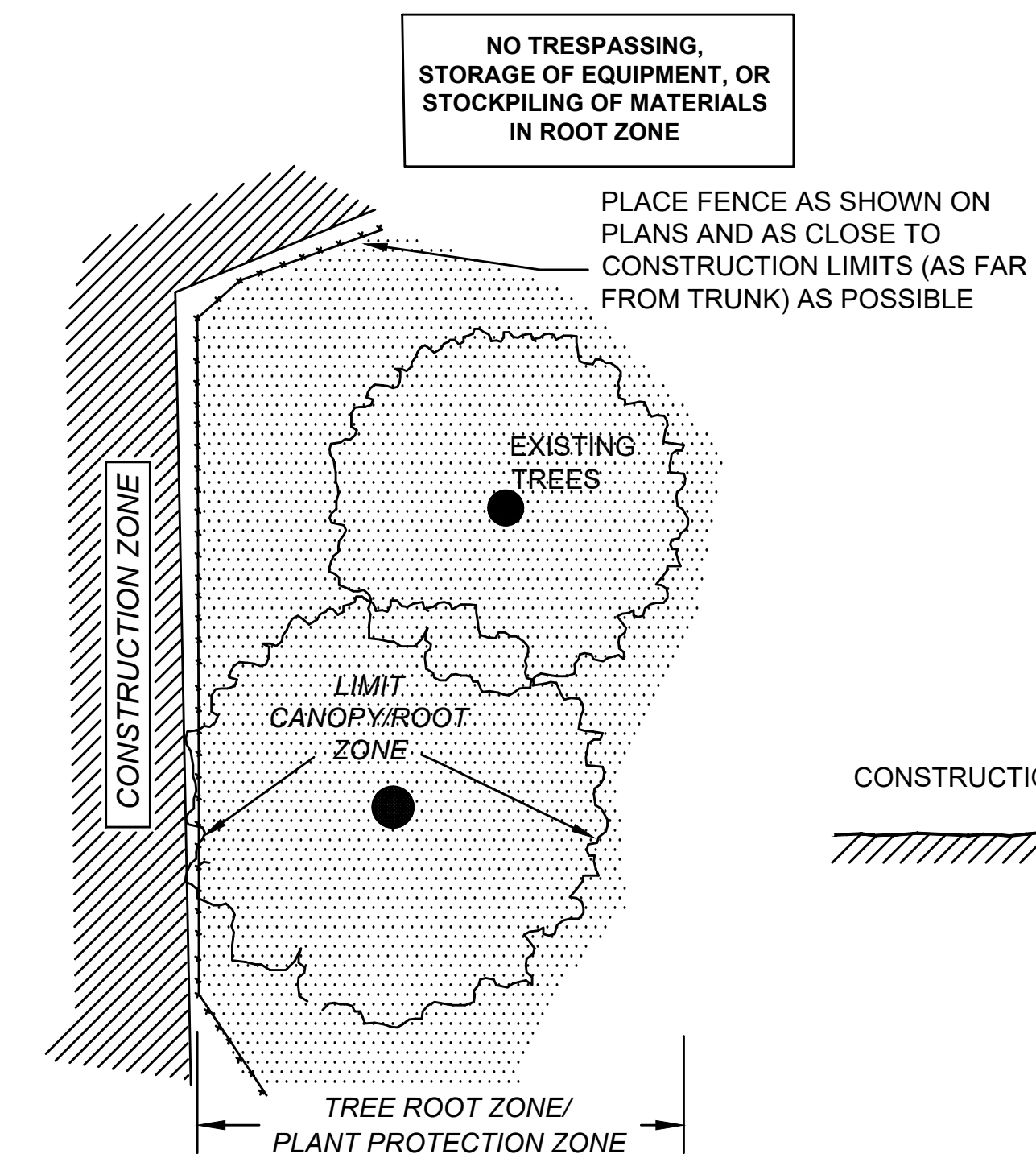
PLAN VIEW



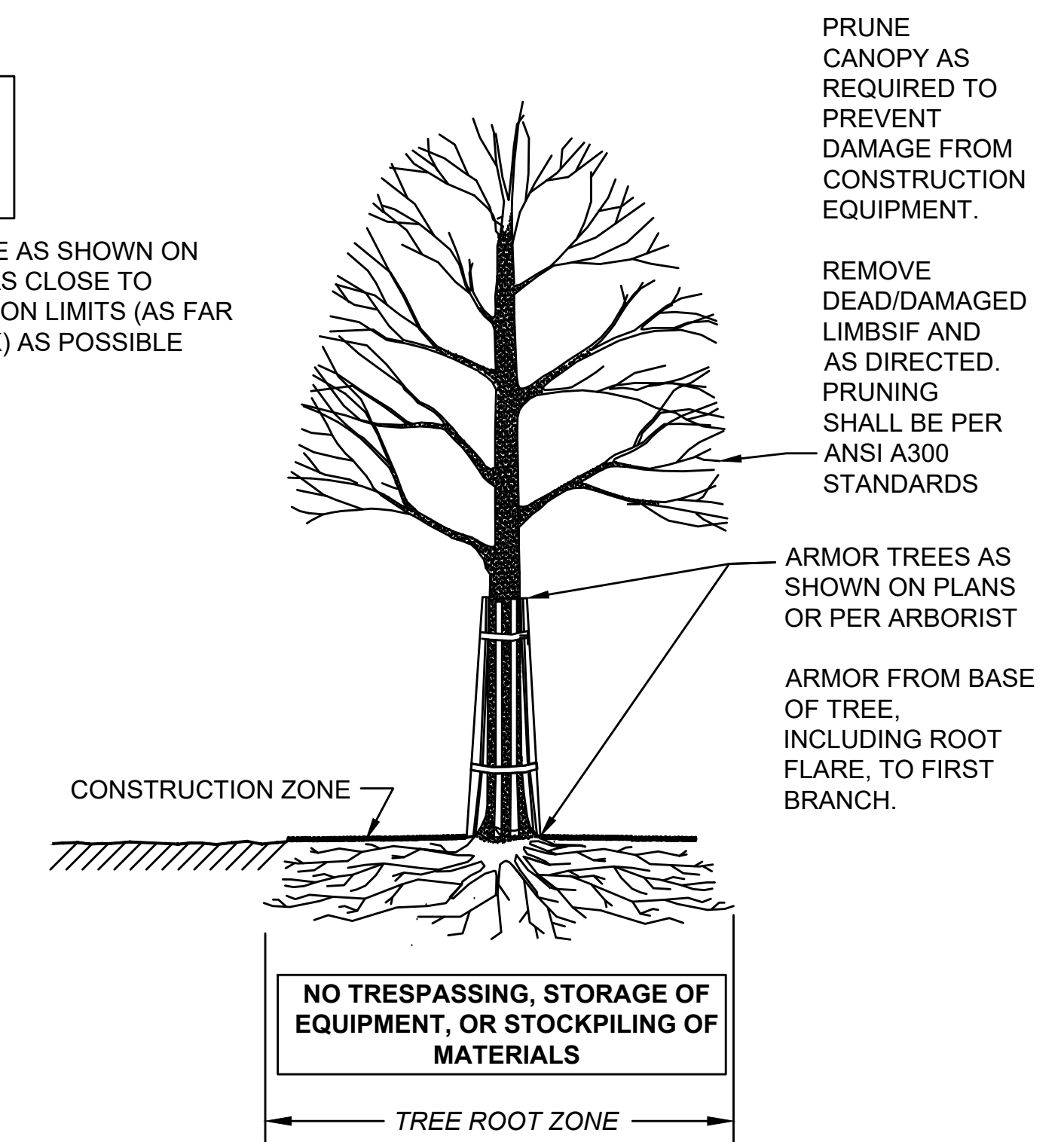
SECTION
SEDIMENT BARRIER - COMPOST FILTER TUBE
NOT TO SCALE



SECTION - FENCE PROTECTION OF ROOT ZONE



PLAN VIEW - FENCE PROTECTION OF ROOT ZONE



SECTION - TRUNK ARMORING & PRUNING

TREE PROTECTION ROOT ZONE

NOT TO SCALE

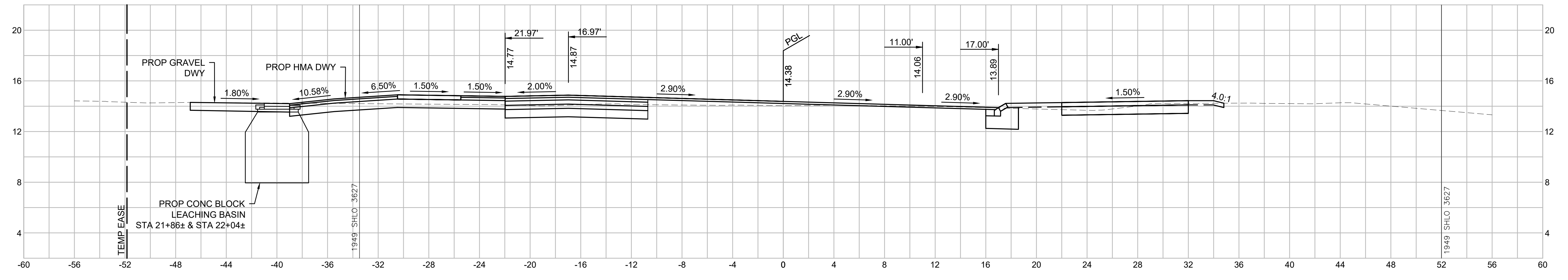
TREE PROTECTION TRUNK

**WELLFLEET
ROUTE 6 / MAIN STREET**

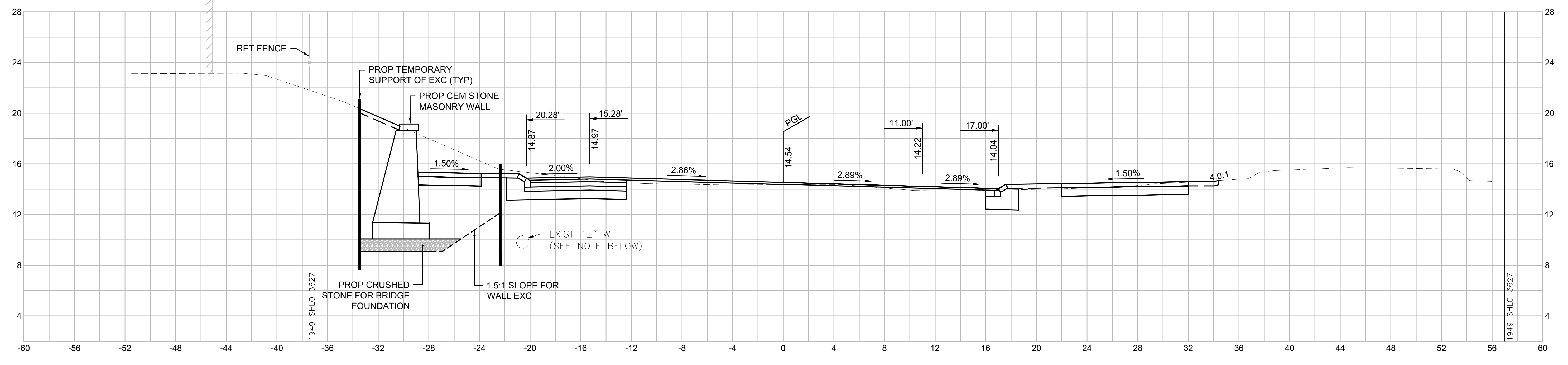
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	54	56

PROJECT FILE NO. 607397
**CRITICAL CROSS SECTIONS
PART 1 OF 3**

**ROUTE 6
21+60**

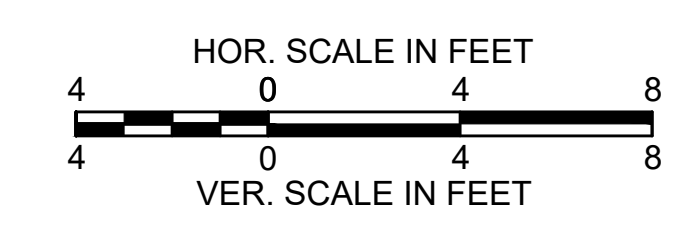


**ROUTE 6
20+50**



NOTE:

EXIST 12' WATER MAIN IS ADJACENT TO PROPOSED CEM STONE RETAINING WALL FROM STA 20+72± TO STA 21+19± AND IS SHOWN FOR REFERENCE ONLY.

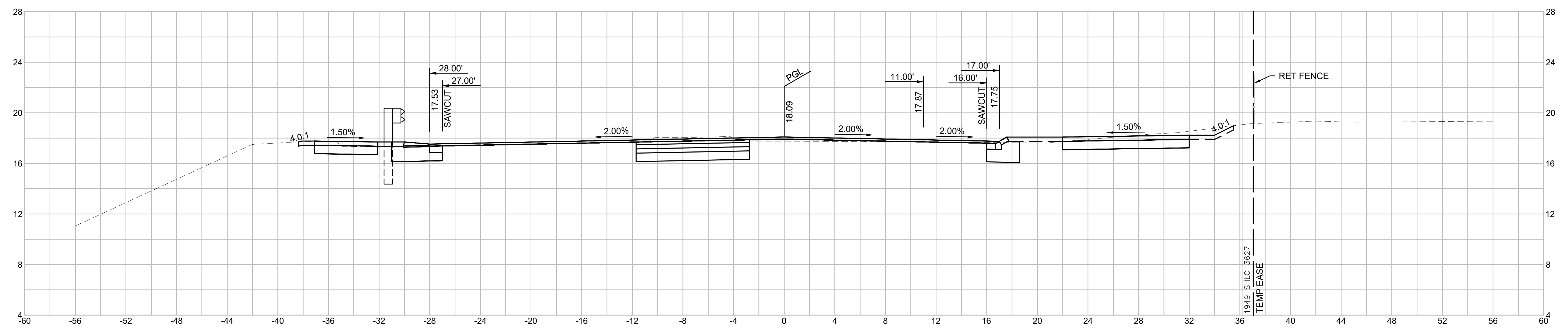


WELLFLEET
ROUTE 6 / MAIN STREET

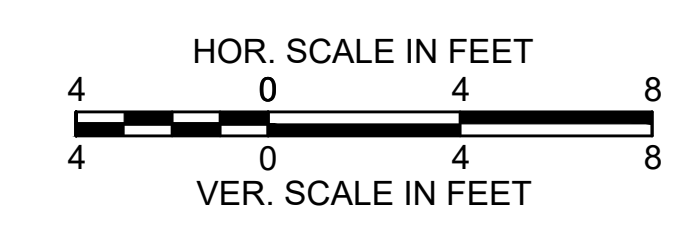
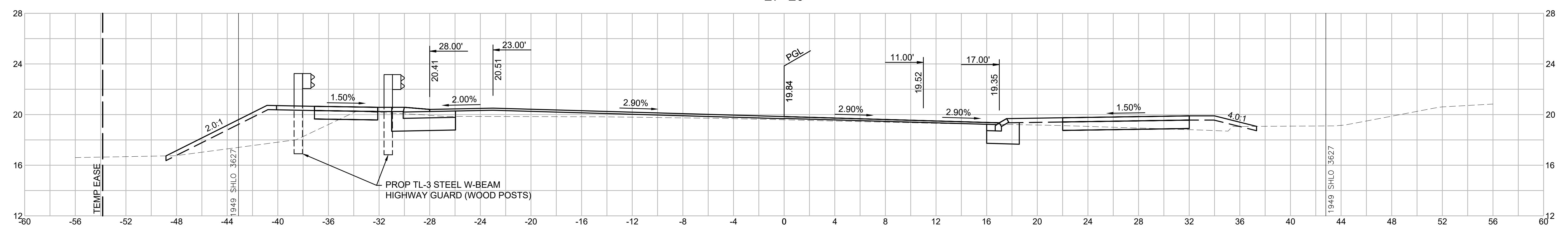
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	55	56

PROJECT FILE NO. 607397
CRITICAL CROSS SECTIONS
PART 2 OF 3

ROUTE 6
30+47



ROUTE 6
27+20

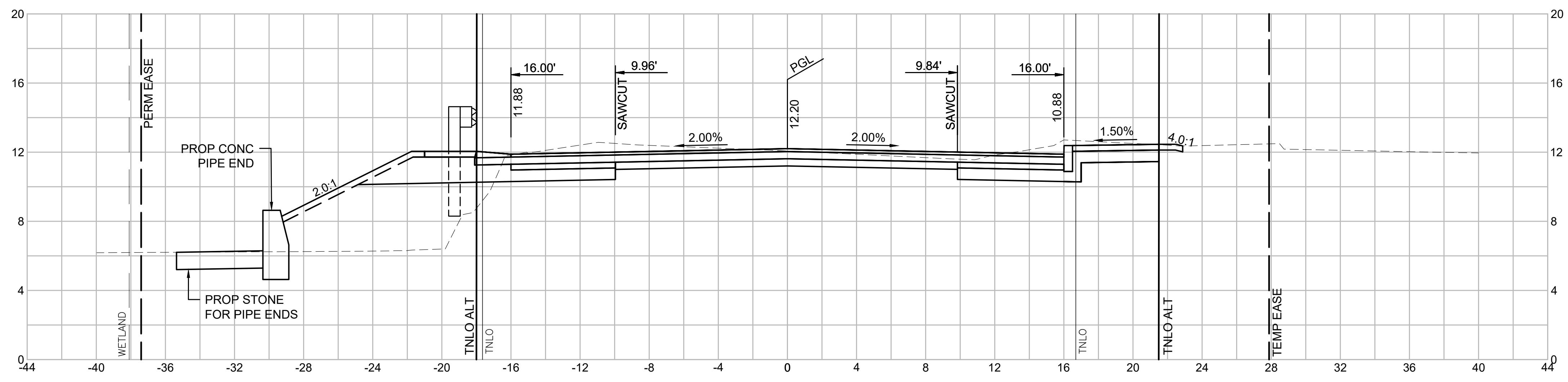


WELLFLEET
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	56	56

CRITICAL CROSS SECTIONS
PART 3 OF 3

MAIN STREET
102+75



MAIN STREET
101+25

