

# MASSACHUSETTS DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	1	133
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

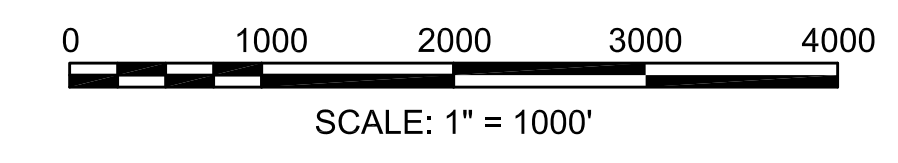
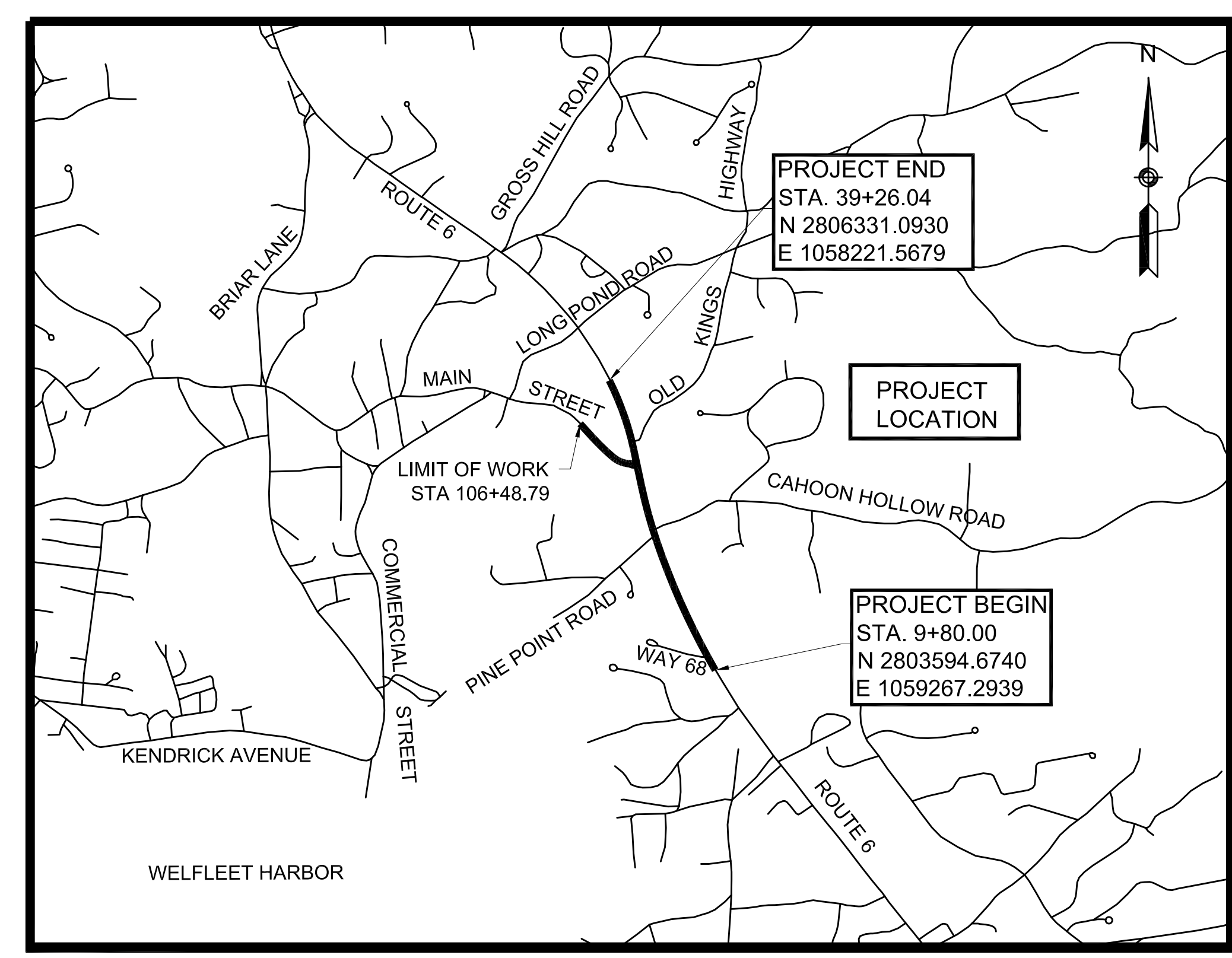
FEDERAL AID PROJECT NO.

## 100% 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.

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LENGTH OF PROJECT = 2,709.04 FEET = 0.513 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	7.5%	7.7%
D	54% SB	51% EB
T (PEAK HOUR)	2.0%	0.6%
T (AVERAGE DAY)	2.0%	0.9%
DHV	1,575	586
DDHV	850	299
FUNCTIONAL CLASSIFICATION	URBAN PRINCIPAL ARTERIAL	URBAN MINOR ARTERIAL

	APRIL 2022	100% DESIGN SUBMISSION	0
	DECEMBER 2021	75% DESIGN SUBMISSION	0
	JULY 2020	25% DESIGN SUBMISSION	0
	DATE	DESCRIPTION	REV #

**massDOT**  
Massachusetts Department of Transportation  
Highway Division

**Stantec**  
65 NETWORK DRIVE, 2ND FLOOR | BURLINGTON, MA 01803

**APPROVED**

\_\_\_\_\_  
CHIEF ENGINEER

\_\_\_\_\_  
DATE

**GENERAL SYMBOLS**

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

**GENERAL SYMBOLS CONT.**

EXISTING	PROPOSED	DESCRIPTION
		WETLAND RESTORATION AREA

**TRAFFIC SYMBOLS**

EXISTING	PROPOSED	DESCRIPTION
		CONTROLLER PHASE ACTUATED
		TRAFFIC SIGNAL HEAD (SIZE AS NOTED)
		WIRE LOOP DETECTOR (6' x 6' TYP UNLESS OTHERWISE SPECIFIED)
		VIDEO DETECTION CAMERA
		MICROWAVE DETECTOR
		PEDESTRIAN PUSH BUTTON, SIGN (DIRECTIONAL ARROW AS SHOWN) AND SADDLE
		EMERGENCY PREEMPTION CONFIRMATION STROBE LIGHT
		VEHICULAR SIGNAL HEAD
		VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED
		FLASHING BEACON
		PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED OR AS SPECIFIED)
		RAILROAD SIGNAL
		SIGNAL POST AND BASE (ALPHA-NUMERIC DESIGNATION NOTED)
		MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED)
		HIGH MAST POLE OR TOWER
		SIGN AND POST
		SIGN AND POST (2 POSTS)
		MAST ARM WITH LUMINAIRE
		OPTICAL PRE-EMPTION DETECTOR
		CONTROL CABINET, GROUND MOUNTED
		CONTROL CABINET, POLE MOUNTED
		FLASHING BEACON CONTROL AND METER PEDESTAL
		LOAD CENTER ASSEMBLY
		PULL BOX 12"x12" (OR AS NOTED)
		ELECTRIC HANDHOLE 12"x24" (OR AS NOTED)
		TRAFFIC SIGNAL CONDUIT
		CONCRETE ENCASED TRAFFIC SIGNAL CONDUIT

**PAVEMENT MARKINGS SYMBOLS**

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
		LEGEND "ONLY" - WHITE
		STOP LINE - 12" WIDTH - WHITE
		CROSSWALK - 12" WIDTH - WHITE
		SOLID WHITE LINE - 6" WIDTH
		SOLID YELLOW LINE - 6" WIDTH
		BROKEN WHITE LINE - 10' LINE, 30' GAP - 6" WIDTH
		BROKEN YELLOW LINE - 10' LINE, 30' GAP - 6" WIDTH
		DOTTED WHITE LINE - 3' LINE, 9' GAP - 6" WIDTH
		DOTTED YELLOW LINE - 3' LINE, 9' GAP - 6" WIDTH
		DOTTED WHITE LINE EXTENSION - 2' LINE, 6' GAP - 6" WIDTH
		DOTTED YELLOW LINE EXTENSION - 2' LINE, 6' GAP - 6" WIDTH
		DOUBLE WHITE LINE - 2-6" WIDTH LINES - 10" O.C.
		DOUBLE YELLOW LINE - 2-6" WIDTH LINES - 10" O.C.
		WHITE TRANSVERSE LINE - 15' SPACE, 3:1 SLOPE - 12" WIDTH
		YELLOW TRANSVERSE LINE - 15' SPACE, 3:1 SLOPE - 12" WIDTH

**ABBREVIATIONS**

GENERAL	DESCRIPTION
AADT	ANNUAL AVERAGE DAILY TRAFFIC
ABAN	ABANDON
ADJ	ADJUST
APPROX.	APPROXIMATE
A.C.	ASPHALT CONCRETE
ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE
BIT.	BITUMINOUS
BC	BOTTOM OF CURB
BD.	BOUND
BL	BASELINE
BLDG	BUILDING
BM	BENCHMARK
BO	BY OTHERS
BOS	BOTTOM OF SLOPE
BR.	BRIDGE
CB	CATCH BASIN
CBCI	CATCH BASIN WITH CURB INLET
CC	CEMENT CONCRETE
CCB	CAPE COD BERM
CCM	CEMENT CONCRETE MASONRY
CEM	CEMENT
CEV	CONTROLLED ENVIRONMENT VAULT
CI	CURB INLET
CIP	CAST IRON PIPE
CLF	CHAIN LINK FENCE
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CSP	CORRUGATED STEEL PIPE
CO.	COUNTY
CONC	CONCRETE
CONT	CONTINUOUS
CONST	CONSTRUCTION
CR GR	CROWN GRADE
DHV	DESIGN HOURLY VOLUME
DI	DROP INLET
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DS	DRAIN MANHOLE WITH SUMP
DW	STEADY DON'T WALK - PORTLAND ORANGE
DWY	DRIVEWAY
ELEV (or EL.)	ELEVATION
EMB	EMBANKMENT
EOP	EDGE OF PAVEMENT
EXIST (or EX)	EXISTING
EXC	EXCAVATION
F&C	FRAME AND COVER
F&G	FRAME AND GRATE
FDN.	FOUNDATION
FLDSTN	FIELDSTONE
GAR	GARAGE
GD	GROUND
GG	GAS GATE
GI	GUTTER INLET
GIP	GALVANIZED IRON PIPE
GRAN	GRANITE
GRAV	GRAVEL
GRD	GUARD
HDW	HEADWALL
HMA	HOT MIX ASPHALT
HOR	HORIZONTAL
HYD	HYDRANT
ICV	IRRIGATION CONTROL VALVE
INV	INVERT
JCT	JUNCTION
L	LENGTH OF CURVE
LB	LEACH BASIN
LG	LEACHING GALLEY
LP	LIGHT POLE
LST	LOW SEATED TIMBER
LT	LEFT
MAX	MAXIMUM
MB	MAILBOX
MH	MANHOLE
MHB	MASSACHUSETTS HIGHWAY BOUND
MIN	MINIMUM
NIC	NOT IN CONTRACT
NO.	NUMBER
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCR	PEDESTRIAN CURB RAMP
P.G.L.	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
POC	POINT ON CURVE
POT	POINT ON TANGENT
PRC	POINT OF REVERSE CURVATURE
PRF	POST AND RAIL FENCE
PROJ	PROJECT

WELLFLEET			
ROUTE 6 / MAIN STREET			
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MA	-	2	133
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**LEGEND & ABBREVIATIONS**

**ABBREVIATIONS (cont.)**

GENERAL	
PROP	PROPOSED
PSB	PLANTABLE SOIL BORROW
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
PVMT	PAVEMENT
PWW	PAVED WATER WAY
R	RADIUS OF CURVATURE
R&D	REMOVE AND DISPOSE
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
RDWY	ROADWAY
REM	REMOVE
RET	RETAIN
RET WALL	RETAINING WALL
ROW	RIGHT OF WAY
RR	RAILROAD
R&R	REMOVE AND RESET
R&S	REMOVE AND STACK
RT	RIGHT
SB	STONE BOUND
SHLD	SHOULDER
SMH	SEWER MANHOLE
ST	STREET
STA	STATION
SSD	STOPPING SIGHT DISTANCE
SHLO	STATE HIGHWAY LAYOUT LINE
SW	SIDEWALK
T	TANGENT DISTANCE OF CURVE/TRUCK %
TAN	TANGENT
TEMP	TEMPORARY
TC	TOP OF CURB
TOS	TOP OF SLOPE
TYP	TYPICAL
UP	UTILITY POLE
VAR	VARIES
VERT	VERTICAL
VC	VERTICAL CURVE
WG	WATER GATE
WIP	WROUGHT IRON PIPE
WM	WATER METER/WATER MAIN
X-SECT	CROSS SECTION

**TRAFFIC SIGNAL ABBREVIATIONS**

CAB	CABINET
CCVE	CLOSED CIRCUIT VIDEO EQUIPMENT
DW	STEADY UPRAISED HAND
FDW	FLASHING UPRAISED HAND
FR	FLASHING CIRCULAR RED
FRL	FLASHING RED LEFT ARROW
FRR	FLASHING RED RIGHT ARROW
FY	FLASHING CIRCULAR YELLOW
FYL	FLASHING YELLOW LEFT ARROW
FYR	FLASHING YELLOW RIGHT ARROW
G	STEADY CIRCULAR GREEN
GL	STEADY GREEN LEFT ARROW
GR	STEADY GREEN RIGHT ARROW
GSL	STEADY GREEN SLASH LEFT ARROW
GSR	STEADY GREEN SLASH RIGHT ARROW
GV	STEADY GREEN VERTICAL ARROW
OL	OVERLAP
PED	PEDESTRIAN
PTZ	PAN, TILT, ZOOM
R	STEADY CIRCULAR RED
RL	STEADY RED LEFT ARROW
RR	STEADY RED RIGHT ARROW
TR SIG	TRAFFIC SIGNAL
TSC	TRAFFIC SIGNAL CONDUIT
W	STEADY WALKING PERSON
Y	STEADY CIRCULAR YELLOW
YL	STEADY YELLOW LEFT ARROW

WELLFLEET  
ROUTE 6 / MAIN STREET

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MA	-	3	133

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.
14. R&D ITEMS SHALL BE PAID FOR UNDER ITEM 120.1 UNCLASSIFIED EXCAVATION UNLESS ANOTHER ITEM IS PROVIDED FOR REMOVAL. THIS INCLUDES BUT IS NOT LIMITED TO TREE, WOOD PLANTER, AND LOW SEATED TIMBER REMOVAL.
15. R&D TREE SHALL BE PAID FOR UNDER THE APPROPRIATE TREE REMOVAL ITEMS OR CLEARING AND GRUBBING.
16. THE CONTRACTOR IS HEREBY ALERTED TO THE PRESENCE OF A "SENSITIVE RESOURCE AREA" - DUCK CREEK CEMETERY - LOCATED ADJACENT TO THE STATE HIGHWAY LAYOUT IMMEDIATELY NORTHEAST OF THE ROUTE 6 AND CAHOON HOLLOW ROAD INTERSECTION (STA 25+50 RT TO STA 29+00 RT). PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PLACE TEMPORARY TREE AND PLANT PROTECTION FENCE ALONG THE LIMITS OF THE ROUTE 6 AND CAHOON HOLLOW ROAD PROJECT WORK ADJACENT TO THE CEMETERY PROPERTY. NO EXCAVATION, GRADING OR FILLING ACTIVITIES, OR STORAGE OF EQUIPMENT, VEHICLES OR MATERIALS SHALL TAKE PLACE BEYOND THE TEMPORARY PROTECTIVE FENCING WITHIN THE SENSITIVE RESOURCE AREA.
17. THE PROPERTIES LOCATED AT 2619 AND 2665 ROUTE 6 HAVE BEEN IDENTIFIED AS HAVING FOUR RELEASES OF OIL AND/OR HAZARDOUS MATERIALS (OHM). IF OHM IMPACTED SOIL OR GROUNDWATER IS ENCOUNTERED DURING CONSTRUCTION OPERATIONS, CONTAMINANTS SHALL BE HANDLED IN ACCORDANCE WITH THE ENVIRONMENTAL HEALTH AND SAFETY PLAN (EHASP) AND PAID FOR UNDER THE RESPECTIVE 180 ITEM. WHERE FEASIBLE AND AS REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL REUSE EXISTING SOILS IN ACCORDANCE WITH MASSDEP'S SIMILAR SOILS PROVISION GUIDANCE.
18. MAILBOXES TO BE REMOVED AND RESET SHALL REUSE EXISTING POSTS THAT ARE IN GOOD CONDITION, AS DIRECTED BY THE ENGINEER. REMOVING AND RESETTING OF EXISTING POSTS SHALL BE INCIDENTAL TO THE MAILBOX REMOVED AND RESET ITEM.

**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 PEDESTRIAN CURB RAMP SHALL BE CAREFULLY ADJUSTED SUCH THAT THE TOPMOST COVER IS SET FLUSH WITH THE PROPOSED SURFACE.
6. DRAINAGE MANHOLES ON ROUTE 6 SHALL INCLUDE BOLT-DOWN COVERS IN ACCORDANCE WITH MASSDOT ENGINEERING DIRECTIVE E-16-003.
7. THE REMOVAL OF EXISTING TELEPHONE, AS SHOWN ON THE PLANS, SHALL BE PAID FOR UNDER ITEM 120.1 UNCLASSIFIED EXCAVATION.
8. ADDITIONAL CLEARING REQUIRED FOR UTILITY POLE INSTALLATIONS NOT SHOWN ON THE PLANS SHALL BE PAID FOR UNDER CLEARING AND GRUBBING.
9. UNDERGROUND TELEPHONE WILL BE CONSTRUCTED PARTIALLY BY VERIZON AND PARTIALLY BY CONTRACTOR. CONTRACTOR TO COORDINATE WITH VERIZON PRIOR TO THE START OF DUCT WORK
10. DRAINAGE ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY BY TEST PIT THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR REQUIRED BY THE ENGINEER. ONLY AFTER THE CONTRACTOR VERIFIES THE ELEVATIONS FOR THE CONSTRUCTABILITY OF THE DRAINAGE SYSTEM SHALL ANY STRUCTURES BE ORDERED. ANY FIELD ADJUSTMENTS TO LINE AND GRADE UP TO A DEPTH OF 5' SHALL BE INCLUDED IN THE COST OF THE PIPE. EXCAVATION GREATER THAN 5' WILL BE PAID FOR UNDER CLASS B TRENCH EXCAVATION.

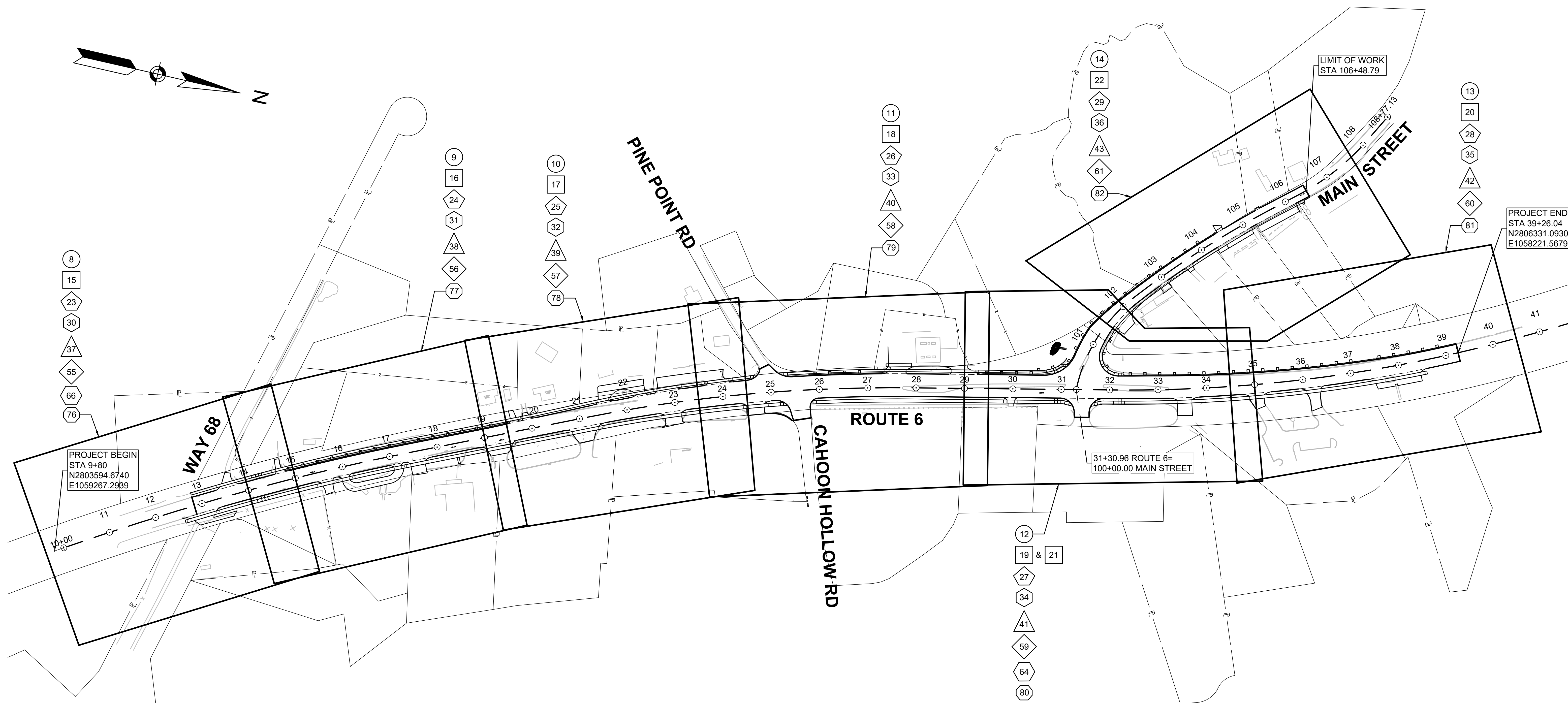
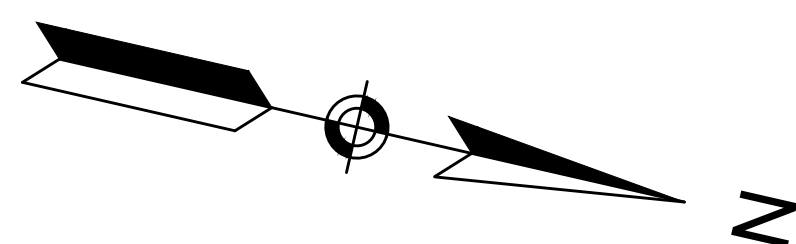


**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	4	133

PROJECT FILE NO. 607397

**KEY PLAN**



PROJECT BEGIN  
STA 9+80  
N2803594.6740  
E1059267.2939

LIMIT OF WORK  
STA 106+48.79

PROJECT END  
STA 39+26.04  
N2806331.0930  
E1058221.5679

31+30.96 ROUTE 6 =  
100+00.00 MAIN STREET

- PLAN TYPE**
- SHEET NO → # CONSTRUCTION PLAN
  - # PROFILE
  - # CURB TIE PLAN
  - # GRADING PLAN
  - # DRAINAGE AND UTILITY PLAN
  - # SIGN AND PAVEMENT MARKING PLAN
  - # TRAFFIC SIGNAL PLAN
  - # LANDSCAPE PLAN



**WELLFLEET  
ROUTE 6 / MAIN STREET**

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MA	-	5	133
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**TYPICAL SECTIONS  
PART 1 OF 3**

**PAVEMENT NOTES**

**ROUTE 6**

MILL: 2.0" FINE MILL (SEE NOTE D)  
 OVERLAY: 2.0" SUPERPAVE SURFACE COURSE - 12.5 POLYMER (SSC-12.5-P) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER VARIABLE DEPTH SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC-19.0) (MIN THICKNESS 1.75", MAX LIFT 3.50") 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 (SIC-19.0) 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 2.5" SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC-19.0) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER  
 BASE: 6.0" CEMENT CONCRETE BASE COURSE (3,000 PSI MIN) OVER  
 SUBBASE: 8.0" 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 (SIC-19.0) (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 (SIC-19.0) (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 2.5" SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC-19.0) OVER ASPHALT EMULSION FOR TACK COAT (RS-1H) OVER  
 BASE: 6.0" CEMENT CONCRETE BASE COURSE (3,000 PSI MIN) OVER  
 SUBBASE: 8.0" GRAVEL BORROW, TYPE b

**CEMENT CONCRETE WALKS AND PEDESTRIAN CURB RAMPS**

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

**CEMENT CONCRETE WALKS AT DRIVEWAY**

SURFACE: 6.0" CEMENT CONCRETE OVER (4000 PSI 3/4", 610 LBS)  
 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" OR 10.0" GRAVEL BORROW, TYPE b (SEE NOTE 4)

**GRAVEL DRIVEWAYS**

SURFACE: 8.0" GRAVEL BORROW, TYPE b

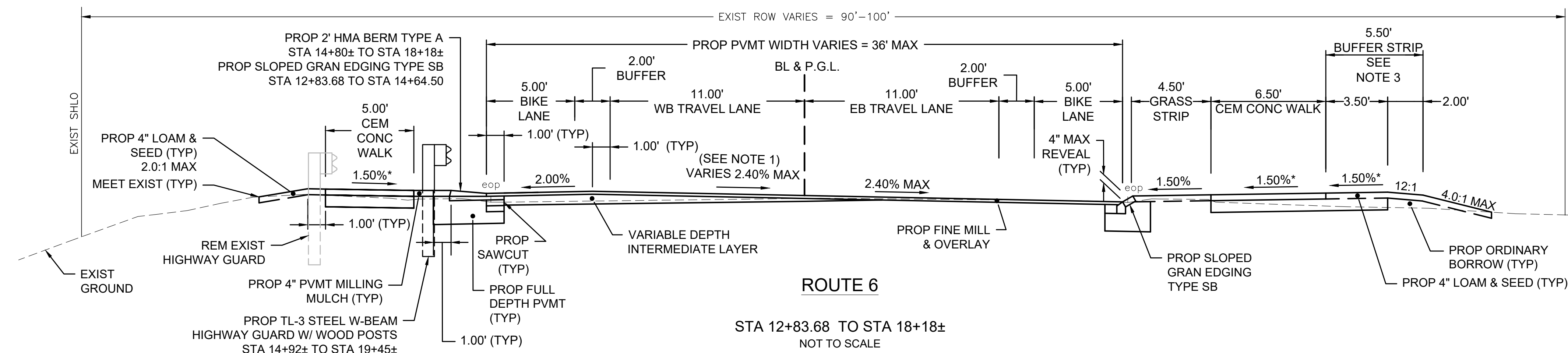
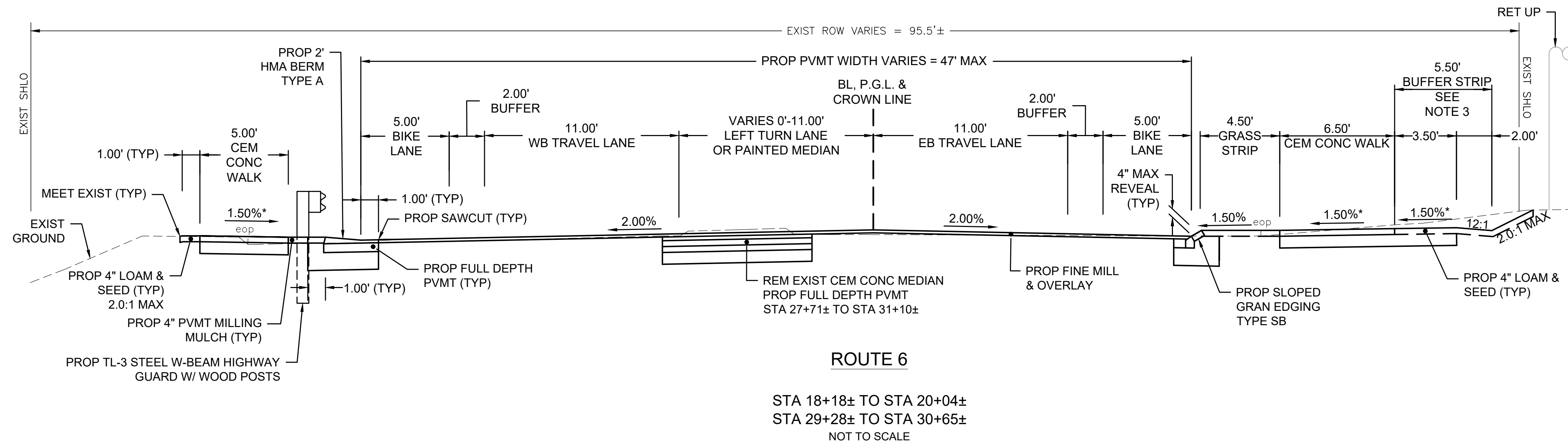
**CRUSHED SHELL DRIVEWAYS**

SURFACE: 2.0" CRUSHED SHELL  
 BASE: 8.0" GRAVEL BORROW, TYPE b

**STONE DRIVEWAYS**

SURFACE: 2.0" CRUSHED STONE  
 BASE: 8.0" GRAVEL BORROW, TYPE b

\* TOLERANCE FOR CONSTRUCTION ±0.5%



**NOTES:**

- FOR SUPERELEVATION TRANSITIONS SEE PROFILE SHEETS 15 - 20.
- REFER TO MASSDOT STANDARD DETAILS FOR PAVEMENT MILLING MULCH. EXCEPT TWO AREAS ON ROUTE 6 (STA 25+82 TO STA 27+30 LT AND STA 29+44 TO STA 30+74 LT), PAVEMENT MILLING MULCH AT THESE AREAS SHALL BE SET 6" OFF THE BACK OF HIGHWAY GUARD POSTS.
- THE 8" GRAVEL SUBBASE SHALL BE CONSTRUCTED AN ADDITIONAL 3.5' FROM THE BACK OF SIDEWALK. THE 5.50' BUFFER SHALL BE KEPT CLEAR OF OBSTRUCTIONS.
- REFER TO SHEET 6 FOR TYPICAL CEMENT CONCRETE WALK AT DRIVEWAY DETAIL FOR DRIVEWAYS ON THE EAST SIDE OF ROUTE 6. THE GRAVEL BASE AT DRIVEWAYS ON THE EAST SIDE OF ROUTE 6 SHALL BE CONSTRUCTED TO A 10" DEPTH FOR A 3.5' WIDTH FROM THE BACK OF SIDEWALK.

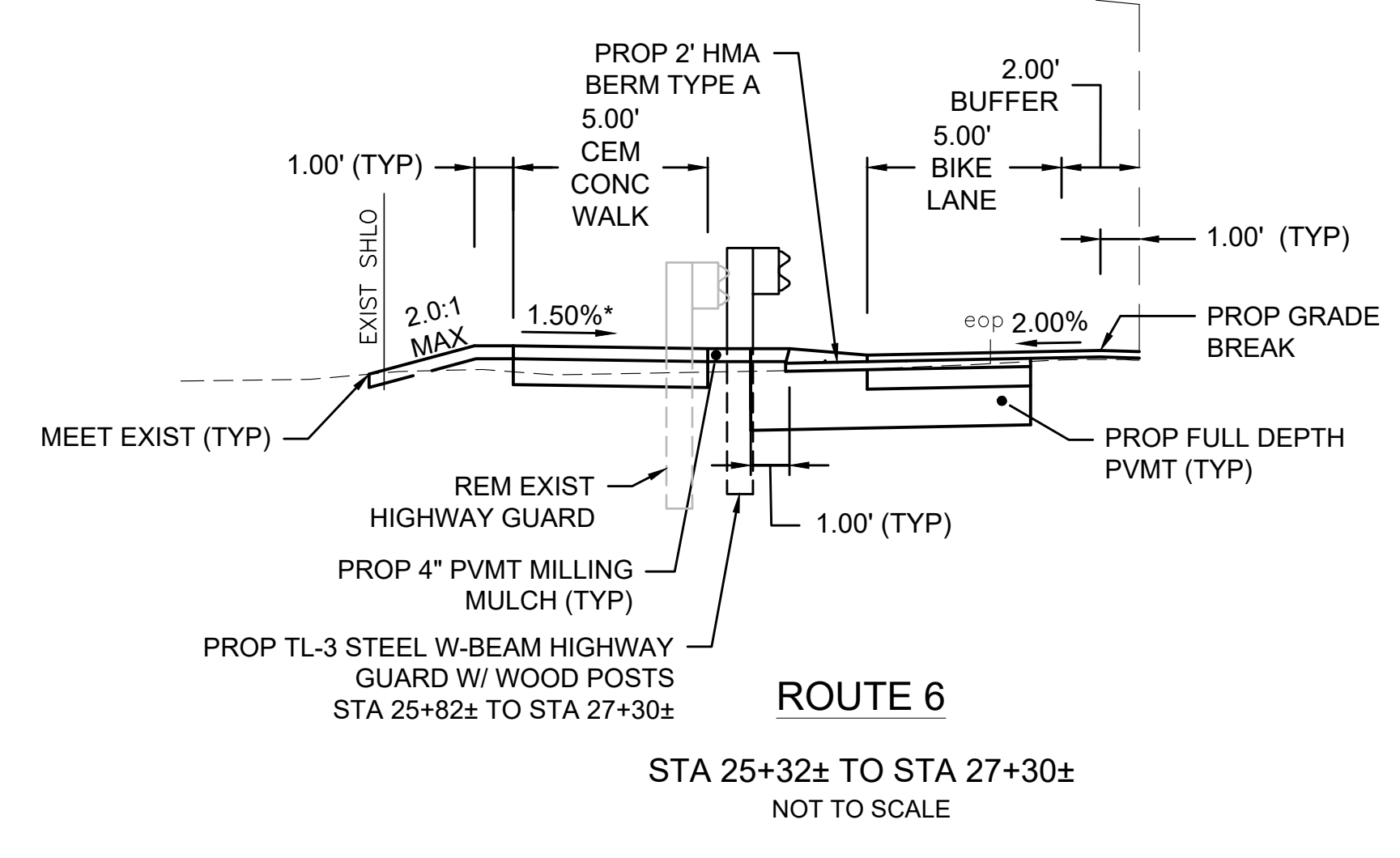
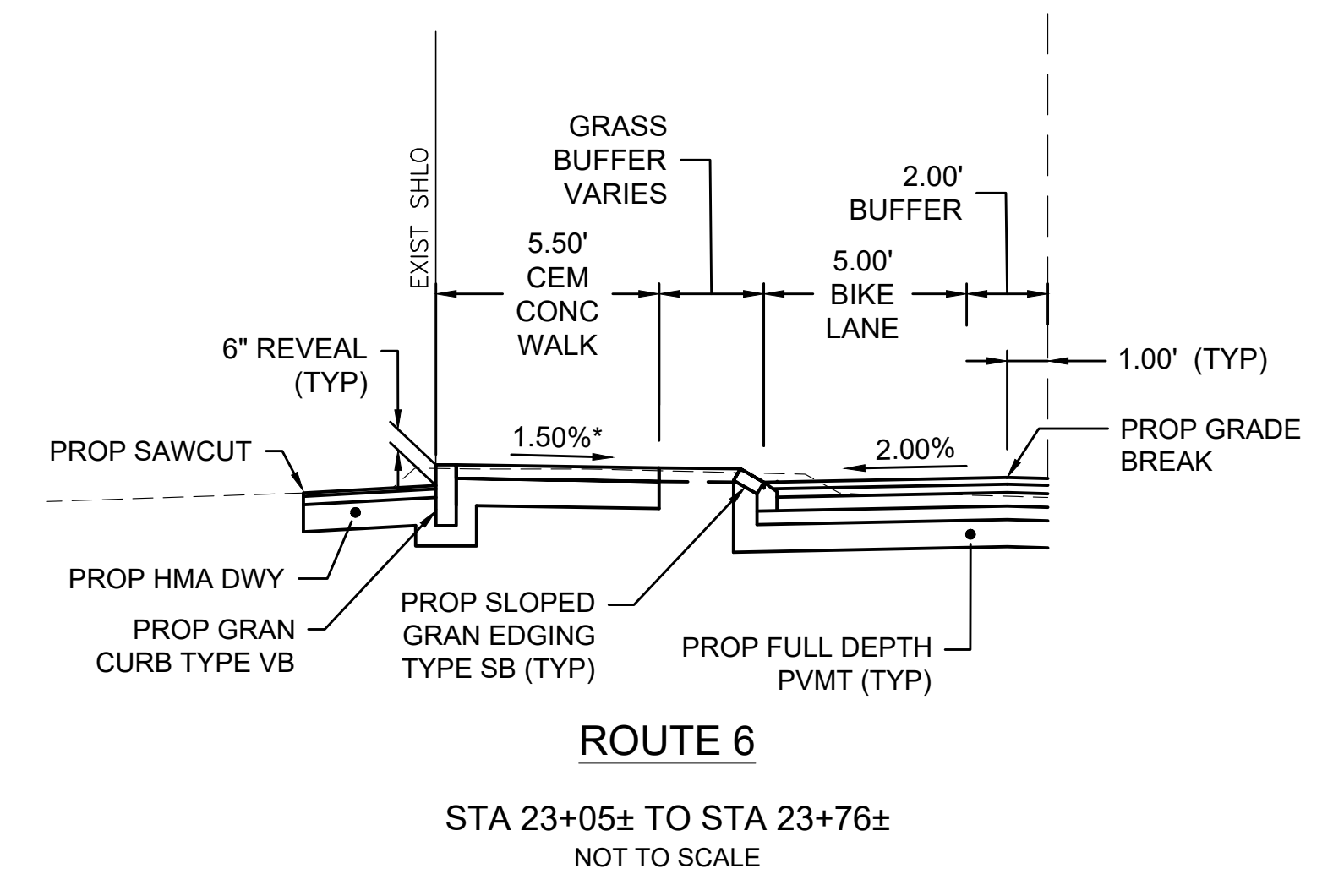
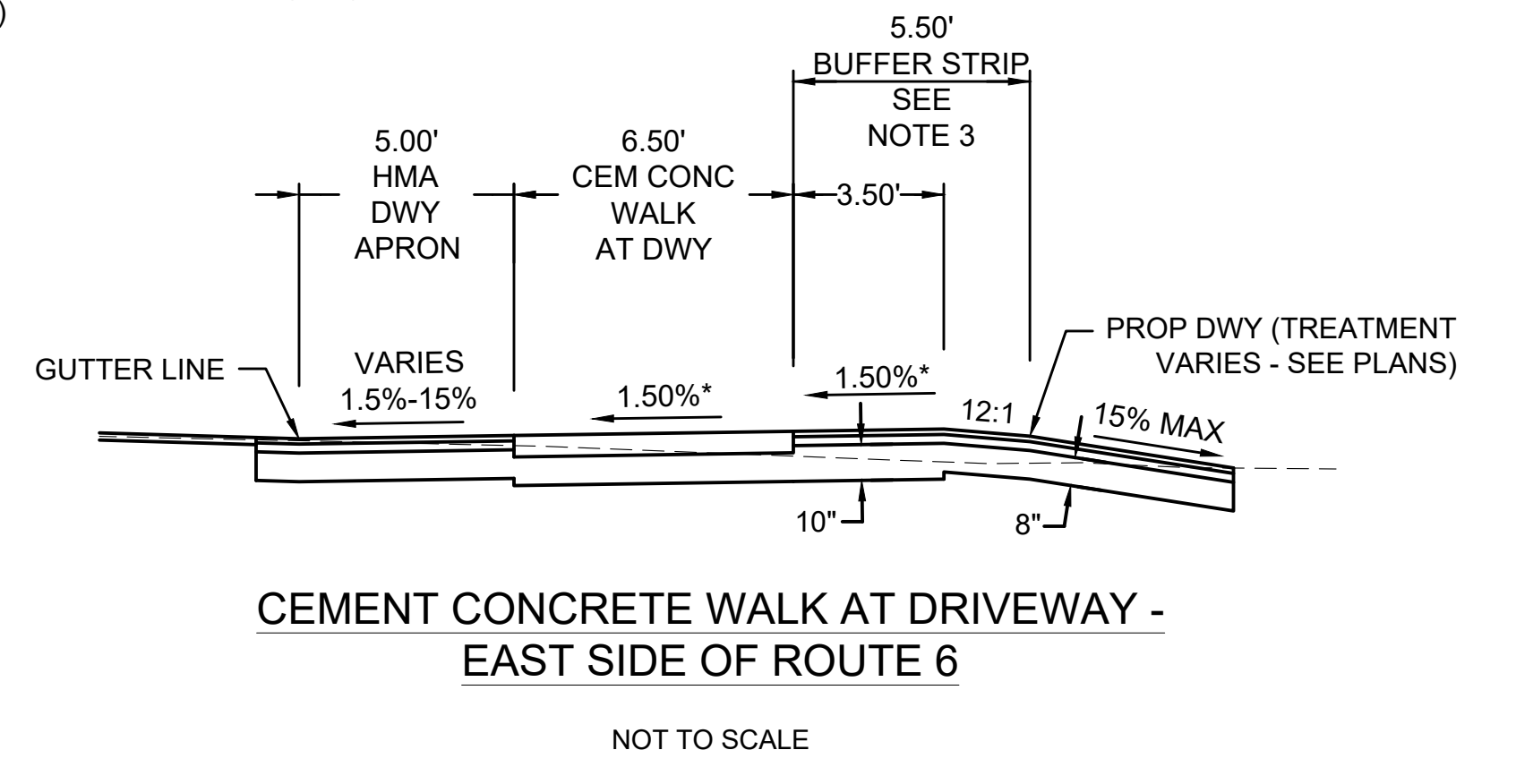
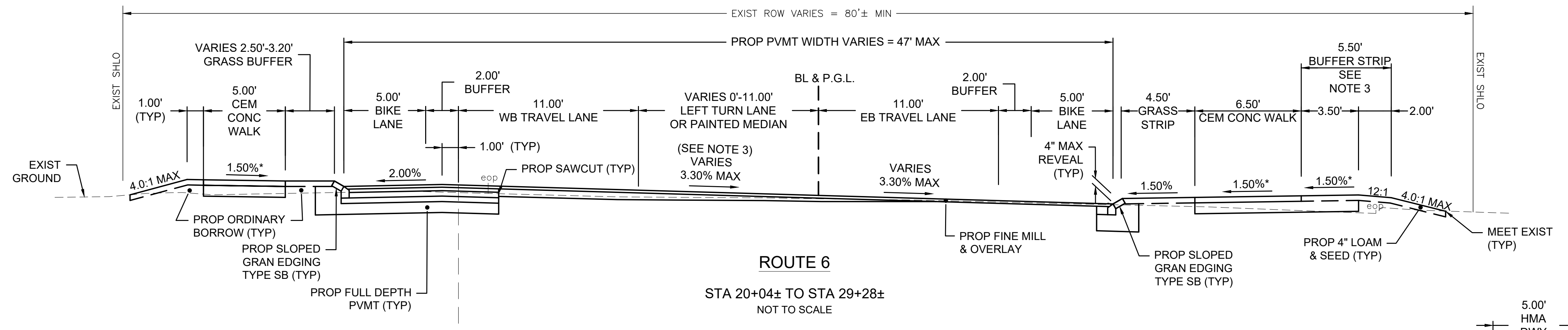
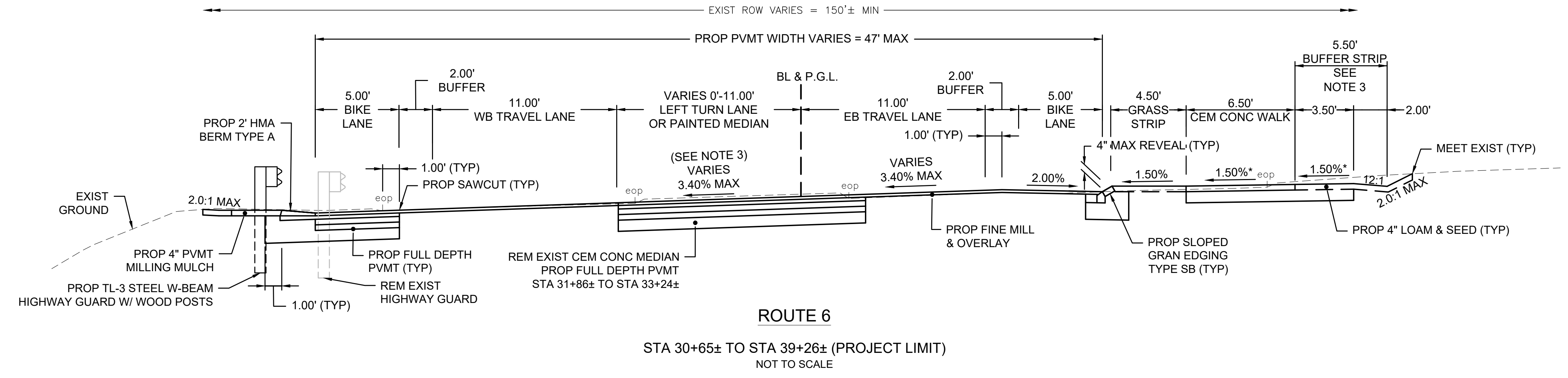
**PAVEMENT NOTES:**

- 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.
- CONTRACTOR SHALL PROVIDE CALCIUM CHLORIDE OR WATER FOR DUST CONTROL.
- FOR MILL AND OVERLAY AREAS AND WHEN REQUIRED, INTERMEDIATE SURFACE COURSE SHALL BE USED AS LEVELING COURSE.
- SOME AREAS OF THE EXISTING ROADWAY WILL NEED A MILL DEPTH BETWEEN 2.5-4". THE CONTRACTOR SHALL USE TWO PASSES OF PAVEMENT FINE MILLING IN THESE AREAS TO ACHIEVE DESIRED GRADES.
- FOR HMA SHIM COURSE DETAIL SEE CONSTRUCTION DETAILS SHEET 86.

**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	6	133
PROJECT FILE NO.		607397	

**TYPICAL SECTIONS  
PART 2 OF 3**



**NOTES:**

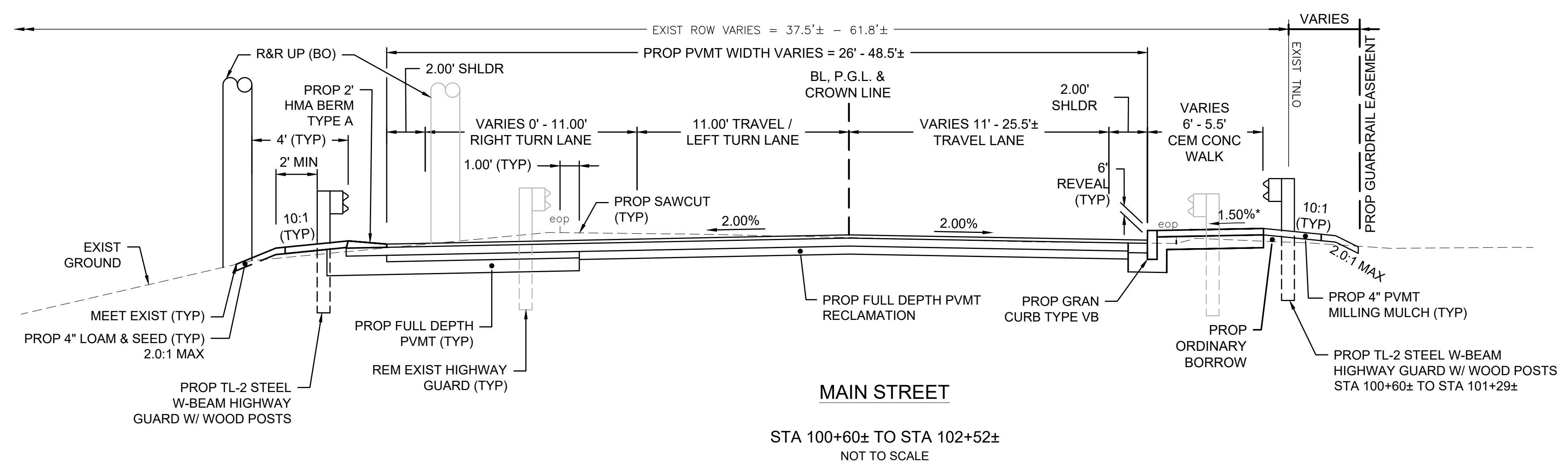
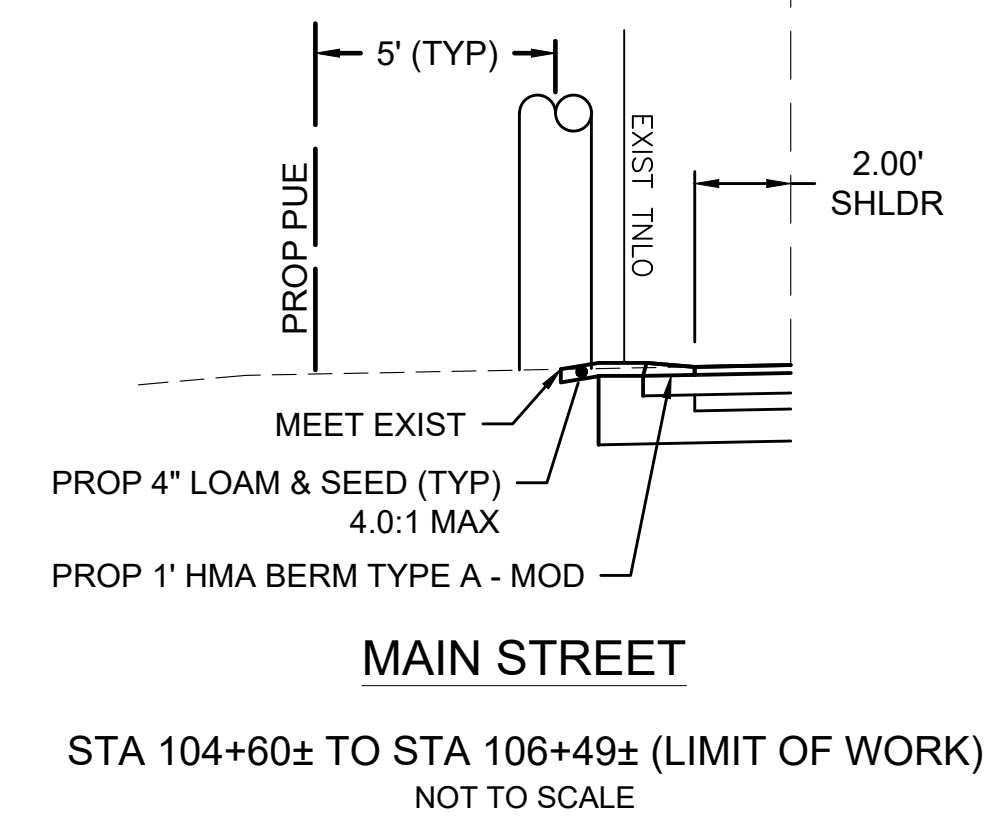
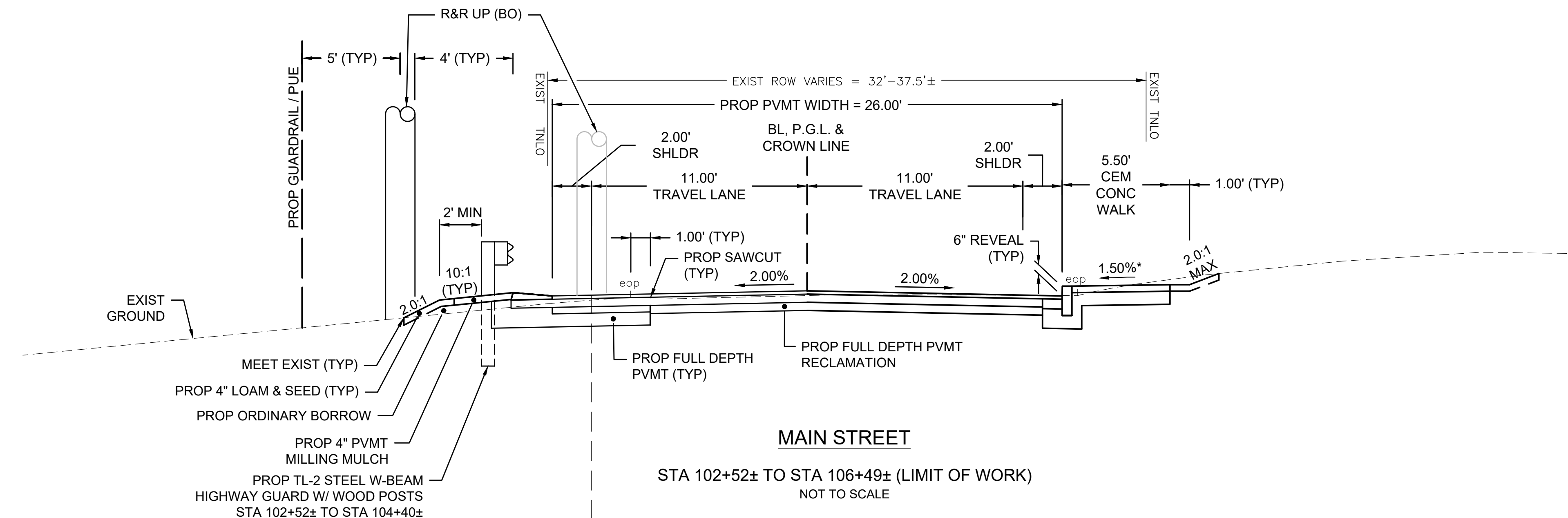
- FOR PAVEMENT NOTES SEE SHEET 5.
- FOR SUPERELEVATION TRANSITIONS SEE PROFILE SHEETS 15 - 20.
- THE 8" GRAVEL SUBBASE SHALL BE CONSTRUCTED AN ADDITIONAL 3.5' FROM THE BACK OF SIDEWALK. THE 5.50' BUFFER SHALL BE KEPT CLEAR OF OBSTRUCTIONS.
- AS SHOWN ON THE CEMENT CONCRETE WALK AT DRIVEWAY DETAIL ABOVE, THE GRAVEL BASE AT DRIVEWAYS ON THE EAST SIDE OF ROUTE 6 SHALL BE CONSTRUCTED TO A 10" DEPTH FOR A 3.5' WIDTH BEYOND THE SIDEWALK.

\* TOLERANCE FOR CONSTRUCTION ±0.5%

WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	7	133
PROJECT FILE NO.		607397	

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)  
STA 15+05 - 19+39 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)  
STA 19+52 LT, TANGENT END, TL-3 (ITEM 627.83)

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

DRAINAGE DETAILS

SEE SHEET 38

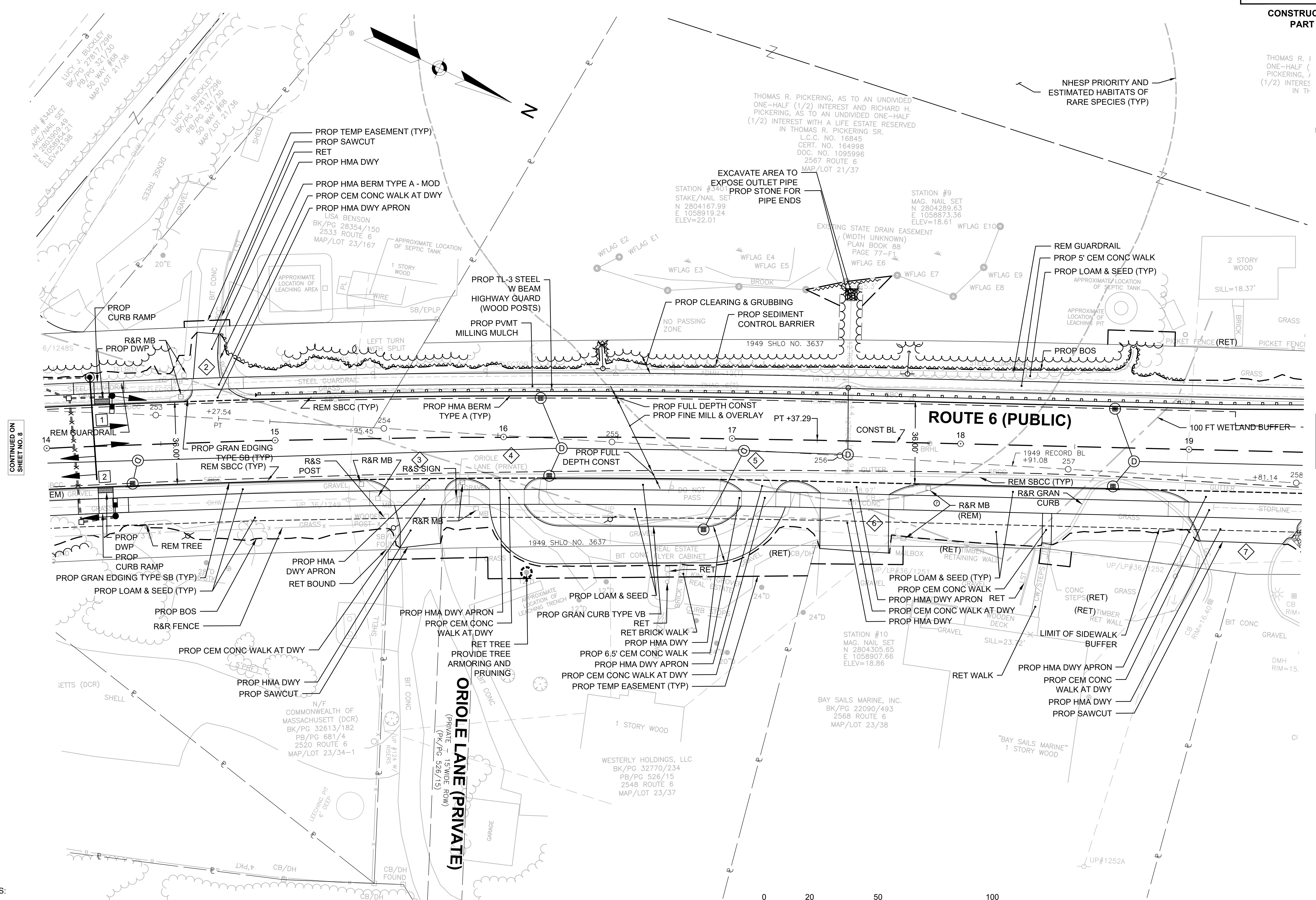
WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	9	133
PROJECT FILE NO. 607397			

CONSTRUCTION PLAN  
PART 2 OF 7

THOMAS R. PICKERING, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST AND RICHARD H. PICKERING, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST WITH A LIFE ESTATE RESERVED IN THOMAS R. PICKERING SR.  
L.C.C. NO. 16845  
CERT. NO. 164998  
DOC. NO. 1095996  
2567 ROUTE 6  
MAP/LOT 21/37

2567  
MAP/L

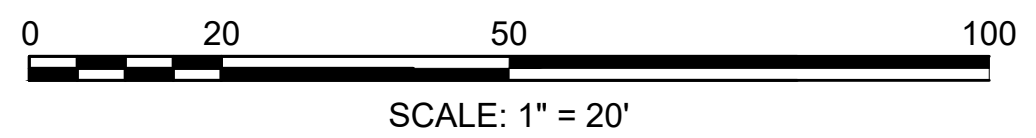


CONTINUED ON  
SHEET NO. 8

CONTINUED ON  
SHEET NO. 10

NOTES:

1. FOR PROPOSED UNDERGROUND UTILITIES, SEE SHEETS 37 TO 43.



FOR PROFILE SEE SHEET NO. 16



HIGHWAY GUARD DETAILS

STA 15+05 - 19+39 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)  
STA 19+52 LT, TANGENT END, TL-3 (ITEM 627.83)

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

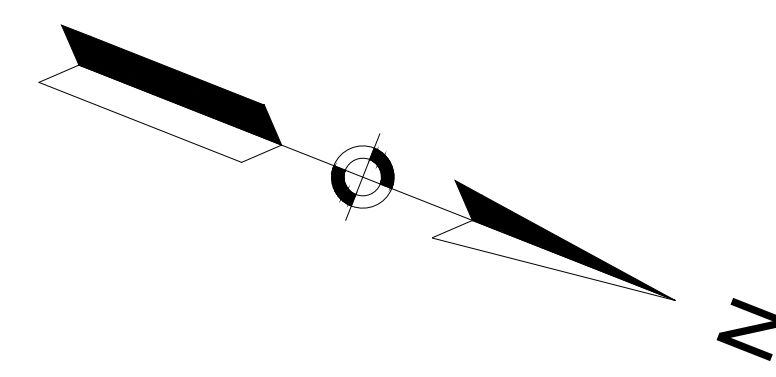
DRAINAGE DETAILS

SEE SHEET 39

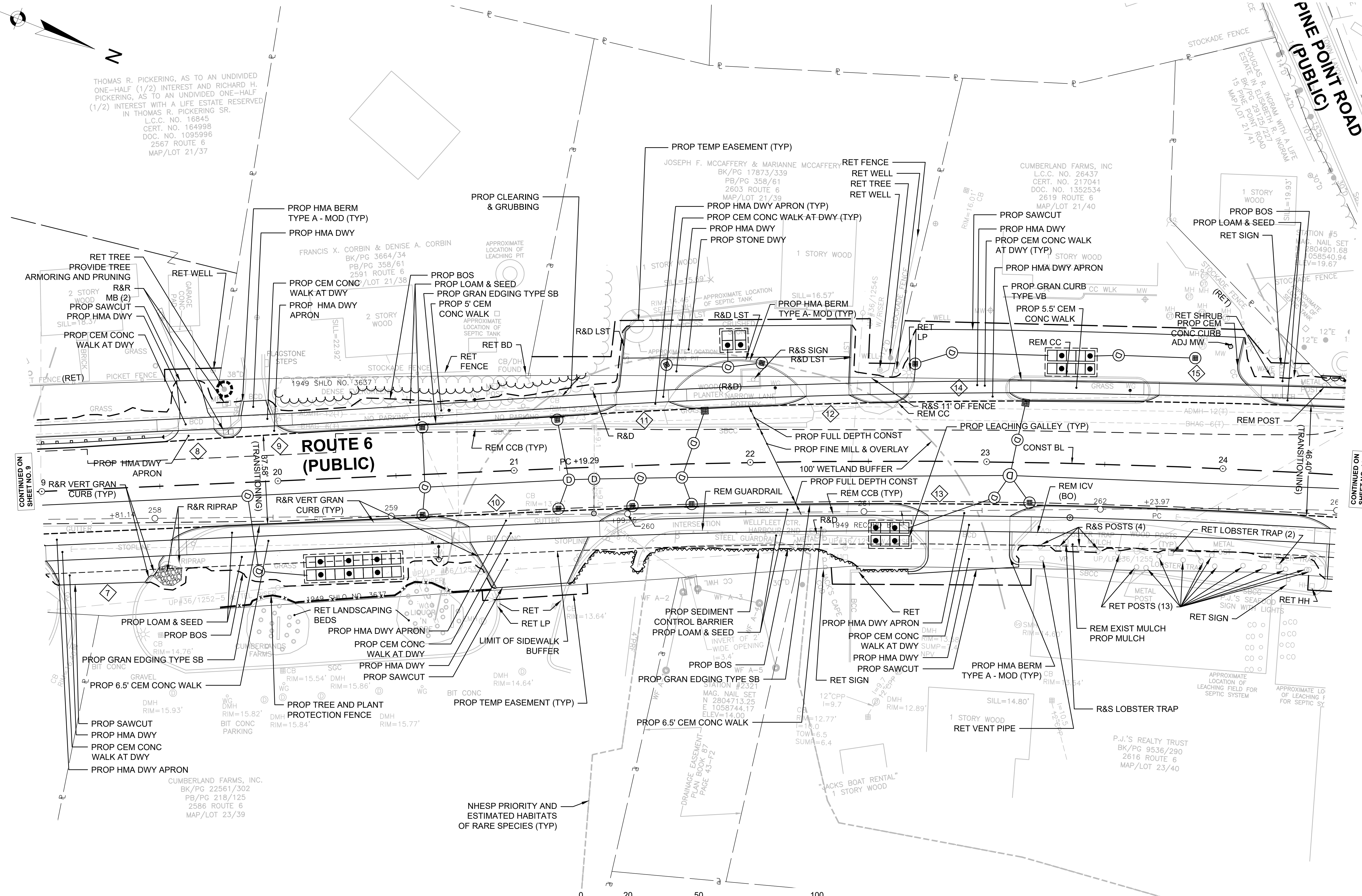
WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	10	133
PROJECT FILE NO. 607397			

CONSTRUCTION PLAN  
PART 3 OF 7



THOMAS R. PICKERING, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST AND RICHARD H. PICKERING, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST WITH A LIFE ESTATE RESERVED IN THOMAS R. PICKERING SR.  
L.C.C. NO. 16845  
CERT. NO. 164998  
DOC. NO. 1095996  
2567 ROUTE 6  
MAP/LOT 21/37

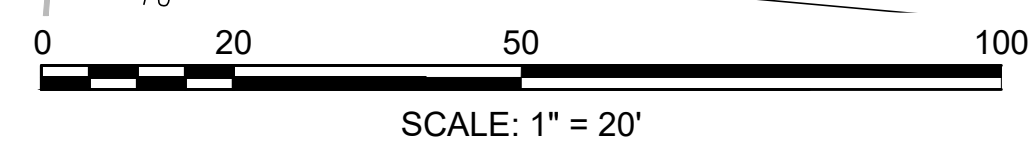


CONTINUED ON SHEET NO. 9

CONTINUED ON SHEET NO. 11

NOTES:

- 1. FOR PROPOSED UNDERGROUND UTILITIES, SEE SHEETS 37 TO 43.



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 40

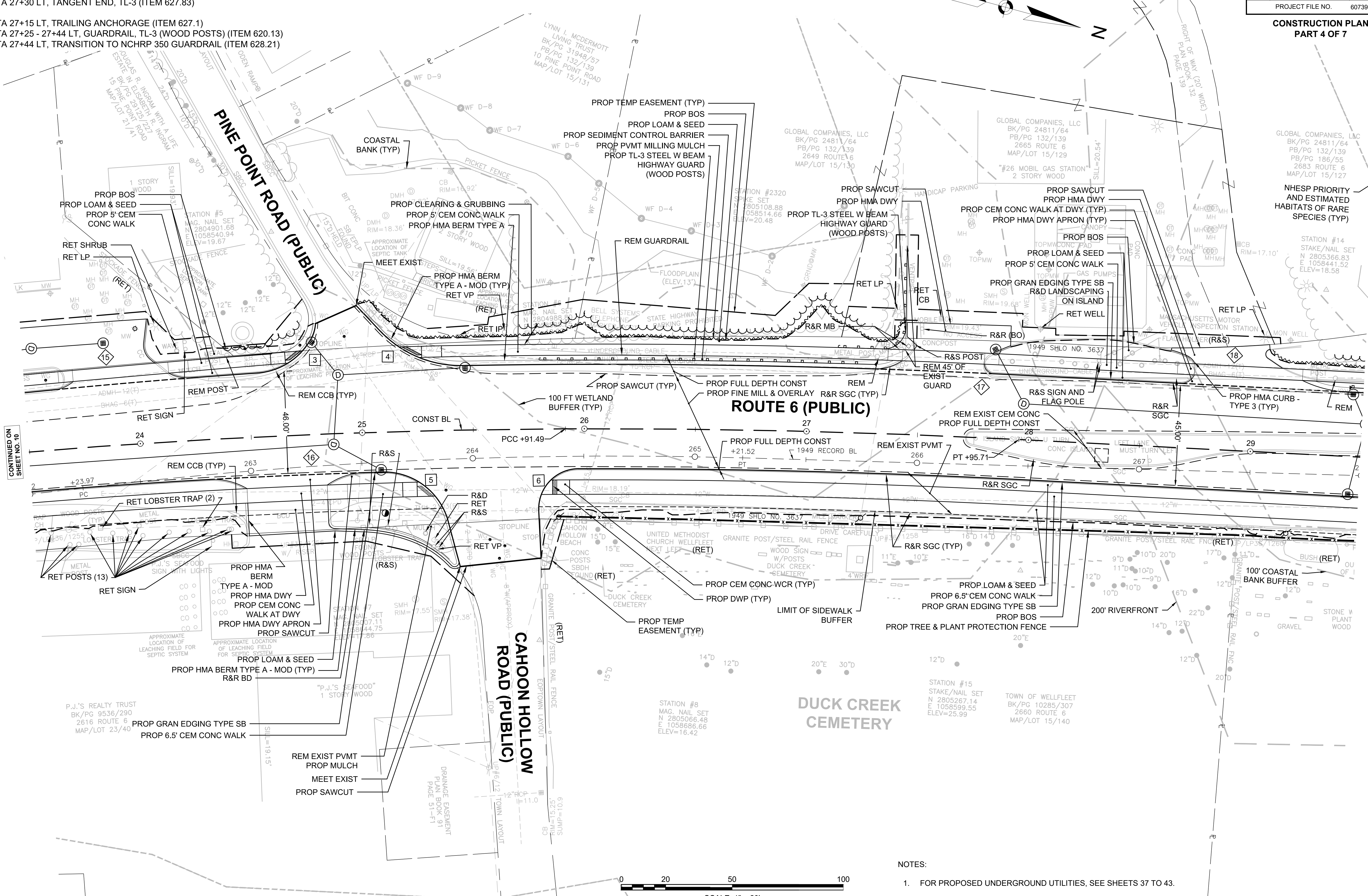
STA 27+15 LT, TRAILING ANCHORAGE (ITEM 627.1)  
STA 27+25 - 27+44 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)  
STA 27+44 LT, TRANSITION TO NCHRP 350 GUARDRAIL (ITEM 628.21)

WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	11	133

PROJECT FILE NO. 607397

CONSTRUCTION PLAN  
PART 4 OF 7



- NOTES:
- FOR PROPOSED UNDERGROUND UTILITIES, SEE SHEETS 37 TO 43.

FOR PROFILE SEE SHEET NO. 18

CONTINUED ON  
SHEET NO. 10

CONTINUED ON  
SHEET NO. 12



HIGHWAY GUARD DETAILS

STA 29+44 LT, TANGENT END, TL-3 (ITEM 627.83)  
 STA 29+57 - 30+61 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)  
 STA 30+74 LT, TANGENT END, TL-3 (ITEM 627.83)

STA 30+54 LT, TRAILING ANCHORAGE (ITEM 627.1)  
 STA 30+64 - 31+09 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)  
 STA 31+19 LT, TRAILING ANCHORAGE (ITEM 627.1)

STA 100+45 LT, TRAILING ANCHORAGE (ITEM 627.1)  
 STA 100+55 LT, TO STA 104+17 LT, GUARDRAIL, TL-2 (WOOD POSTS) (ITEM 620.12)

STA 32+30 LT, TRAILING ANCHORAGE (ITEM 627.1)  
 STA 32+40 - 33+88 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)  
 STA 33+88 - 34+78 LT DEEP POST GUARDRAIL (ITEM 620.131)  
 STA 34+78 - 33+88 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)

STA 32+28 LT, TRAILING ANCHORAGE (ITEM 627.1)  
 STA 32+18 LT - 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 64

WATER SUPPLY ALTERATIONS

SEE SHEET 84

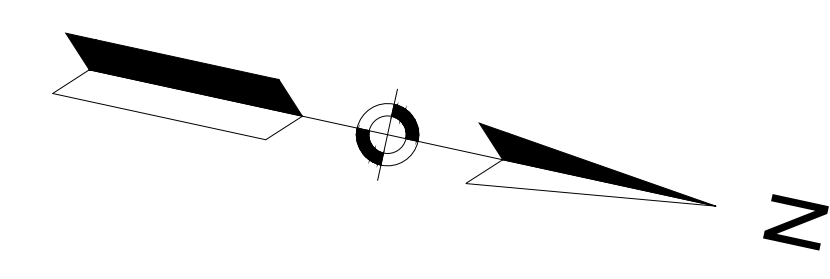
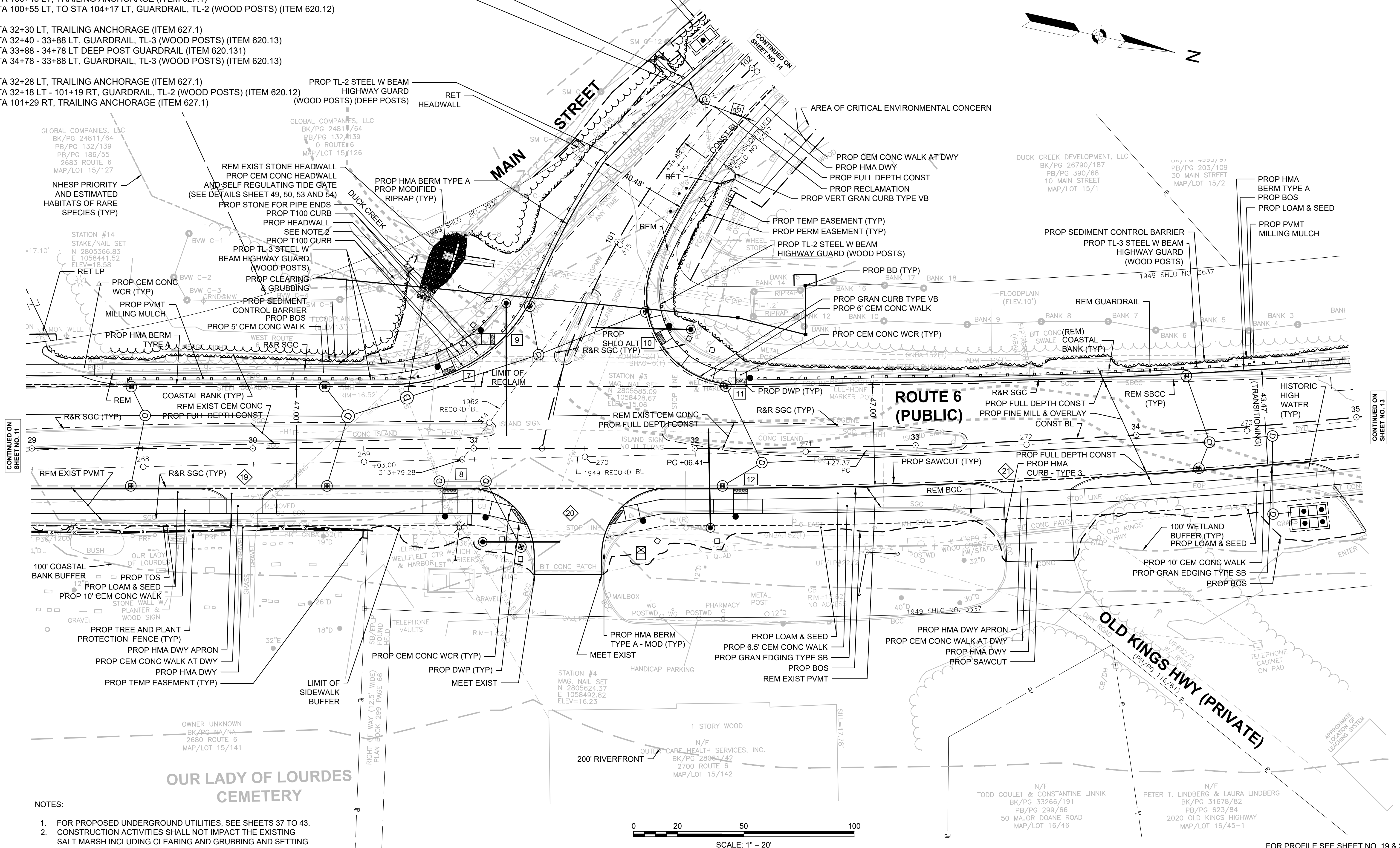
DRAINAGE DETAILS

SEE SHEET 41

WELLFLEET  
 ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	12	133
PROJECT FILE NO. 607397			

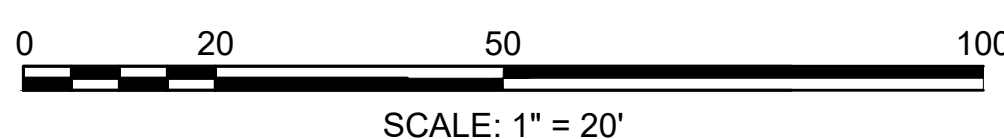
CONSTRUCTION PLAN  
 PART 5 OF 7



CONTINUED ON  
 SHEET NO. 11

CONTINUED ON  
 SHEET NO. 13

- NOTES:
- FOR PROPOSED UNDERGROUND UTILITIES, SEE SHEETS 37 TO 43.
  - CONSTRUCTION ACTIVITIES SHALL NOT IMPACT THE EXISTING SALT MARSH INCLUDING CLEARING AND GRUBBING AND SETTING EROSION CONTROLS.



FOR PROFILE SEE SHEET NO. 19 & 21



HIGHWAY GUARD DETAILS

STA 32+40 - 33+88 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)  
STA 33+88 - 34+78 LT DEEP POST GUARDRAIL (ITEM 620.131)  
STA 34+78 - 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 - 39+26 LT, GUARDRAIL, TL-3 (WOOD POSTS) (ITEM 620.13)

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

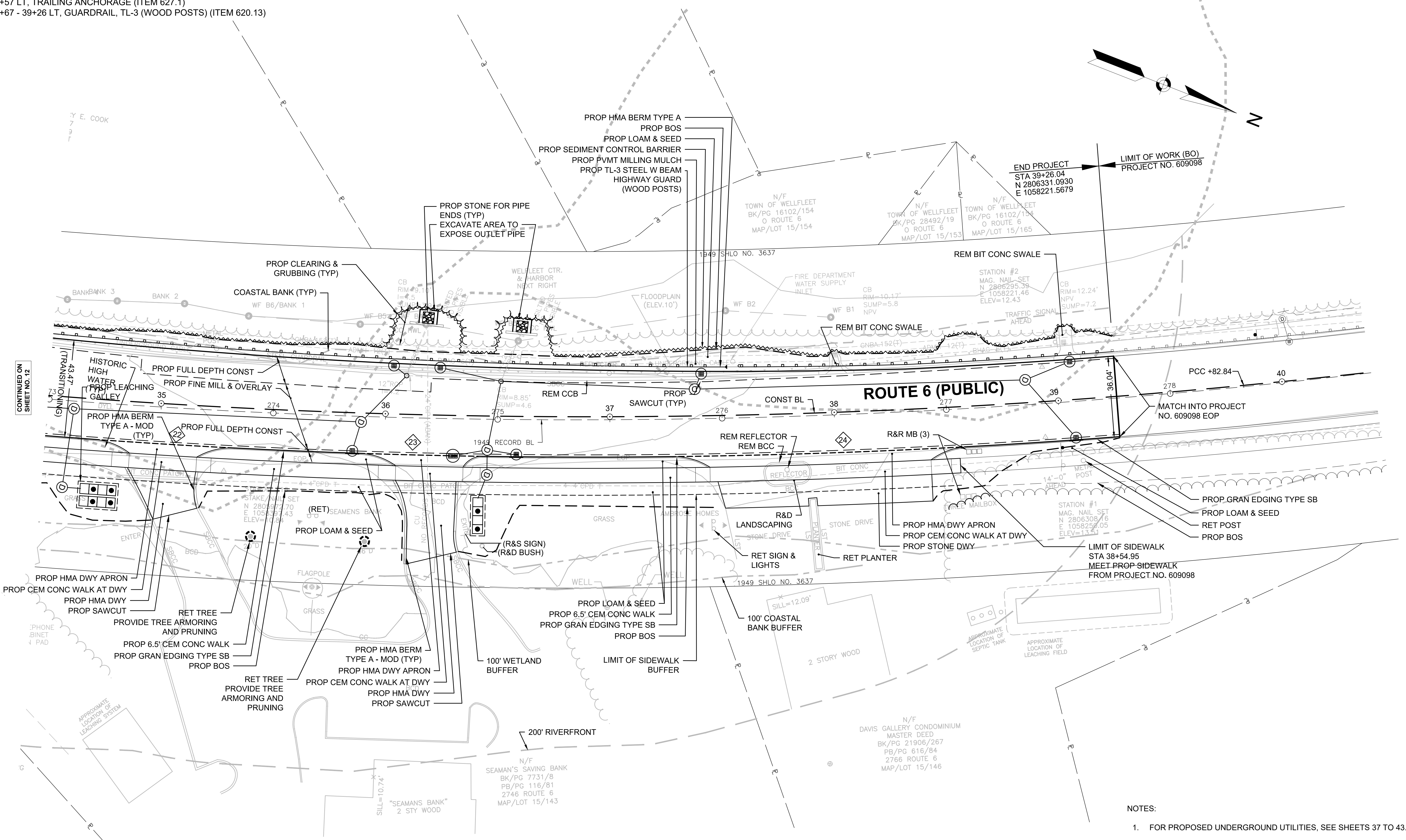
DRAINAGE DETAILS

SEE SHEET 42

WELLFLEET  
ROUTE 6 / MAIN STREET

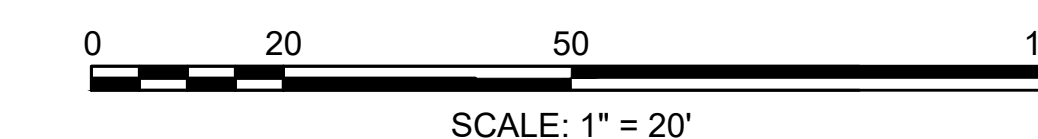
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	13	133

CONSTRUCTION PLAN  
PART 6 OF 7



CONTINUED ON SHEET NO. 12

NOTES:  
1. FOR PROPOSED UNDERGROUND UTILITIES, SEE SHEETS 37 TO 43.



FOR PROFILE SEE SHEET NO. 20



**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	14	133

**CONSTRUCTION PLAN  
PART 7 OF 7**

**HIGHWAY GUARD DETAILS**

STA 100+55 - 104+17 LT, GUARDRAIL, TL-2 (WOOD POSTS) (ITEM 620.12)  
STA 104+42 LT, TANGENT END, TL-2 (ITEM 627.82)

**TRAFFIC SIGNAL CONDUIT**

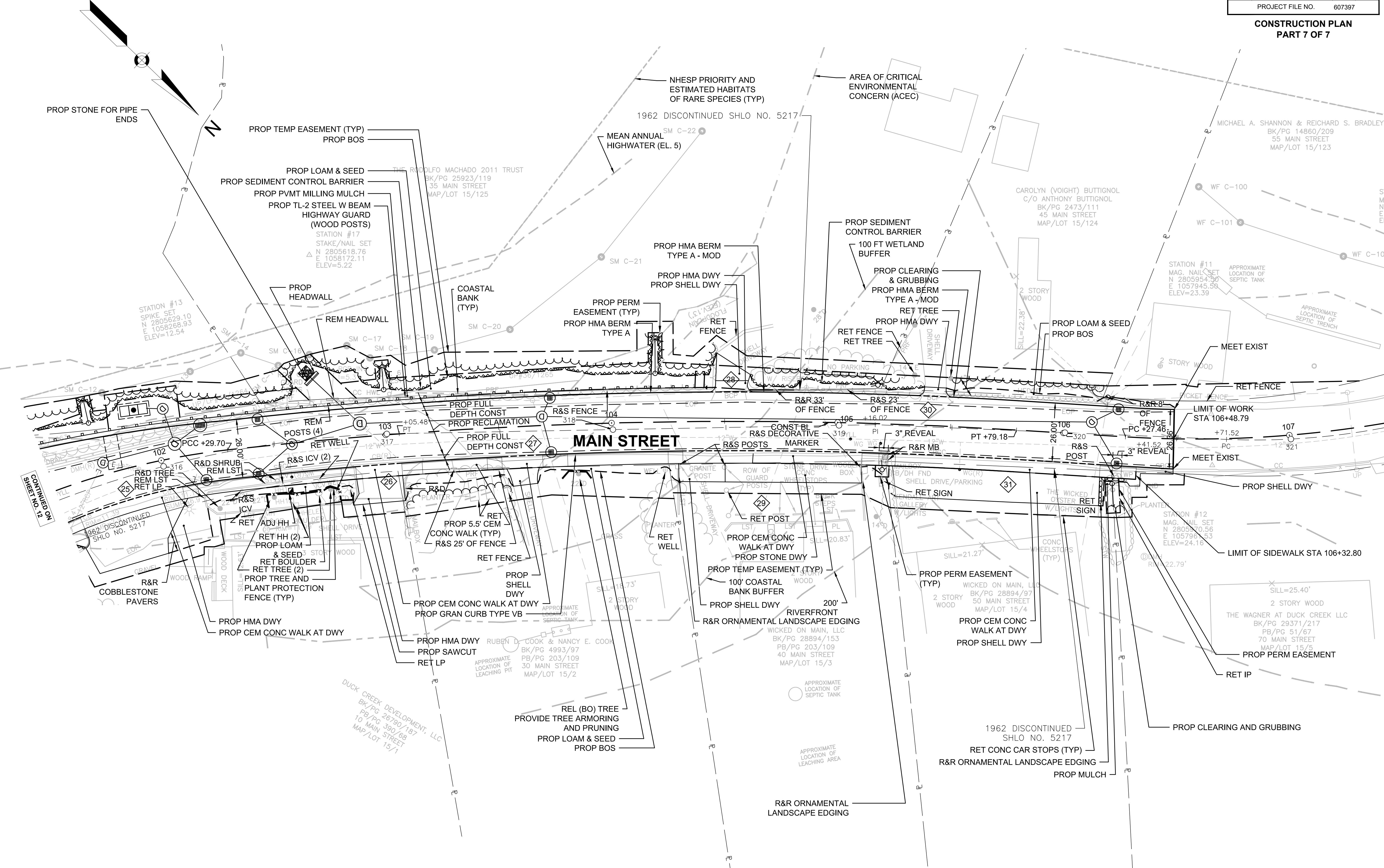
NONE

**WATER SUPPLY ALTERATIONS**

SEE SHEET 43

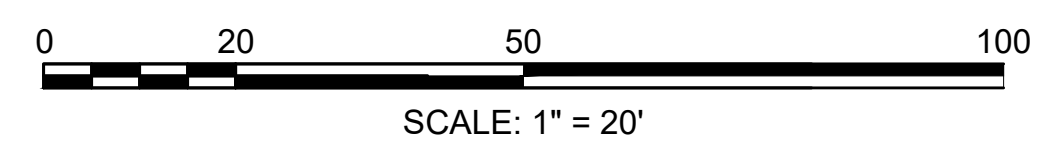
**DRAINAGE DETAILS**

SEE SHEET 43



**NOTES:**

- FOR PROPOSED UNDERGROUND UTILITIES, SEE SHEETS 37 TO 43.



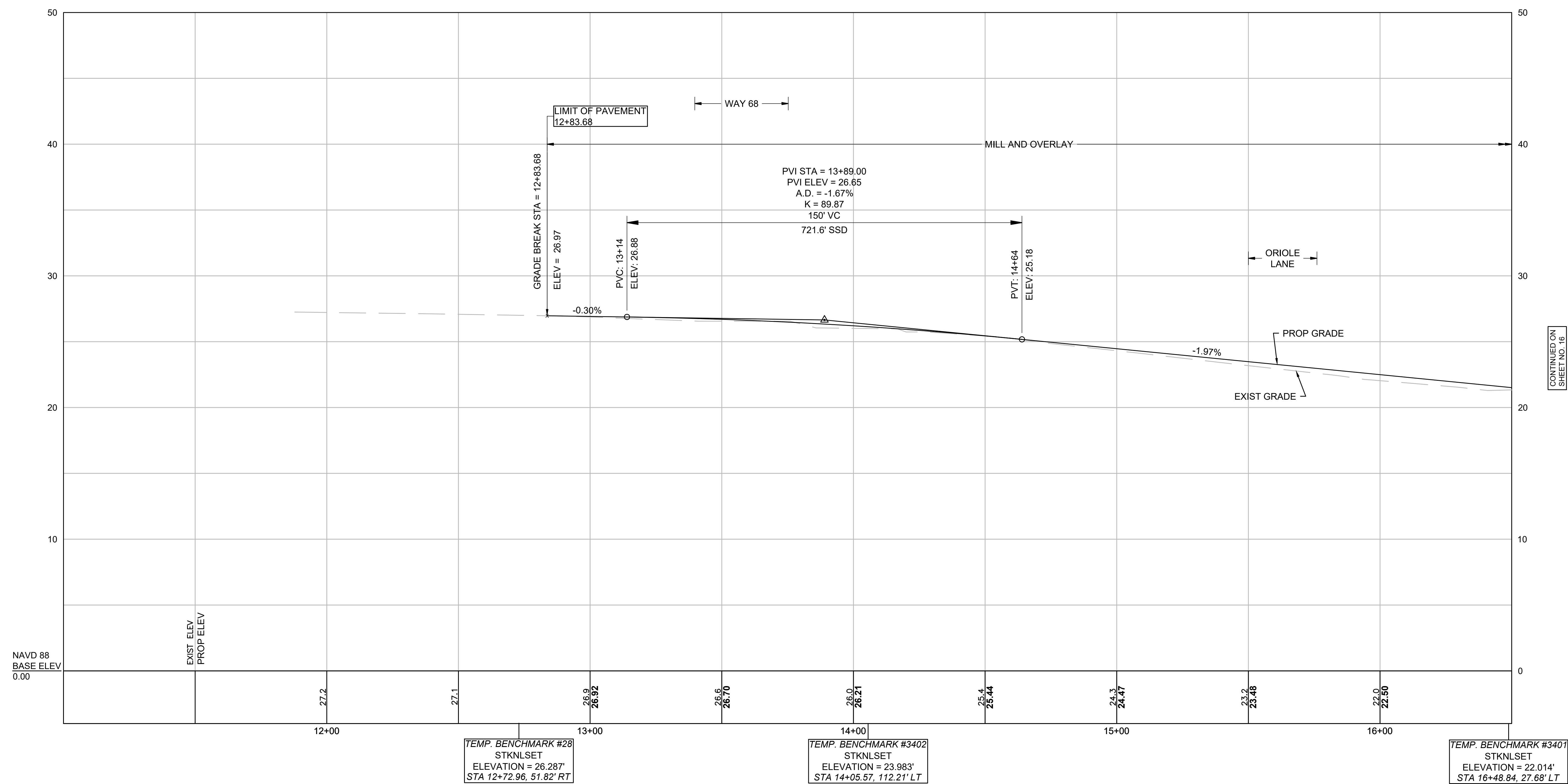
FOR PROFILE SEE SHEET NO. 22

WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	15	133
PROJECT FILE NO.		607397	

PROFILE - ROUTE 6  
PART 1 OF 6

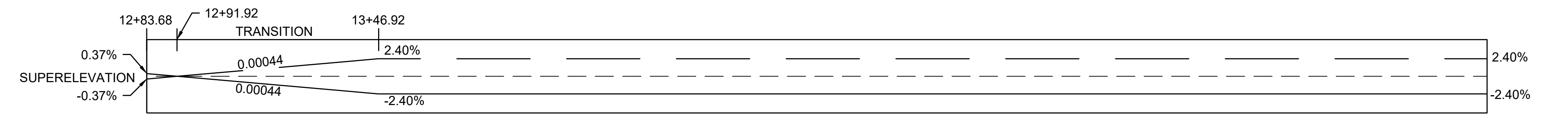
ROUTE 6



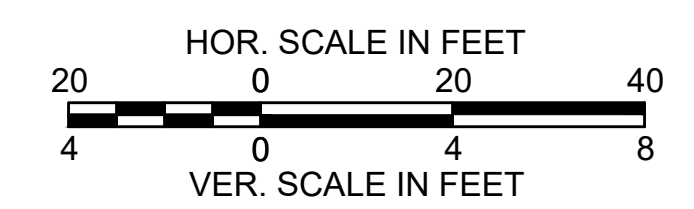
NAVD 88  
BASE ELEV  
0.00

CONTINUED ON  
SHEET NO. 16

TEMP. BENCHMARK #28 STKNLSET ELEVATION = 26.287' STA 12+72.96, 51.82' RT	TEMP. BENCHMARK #3402 STKNLSET ELEVATION = 23.983' STA 14+05.57, 112.21' LT	TEMP. BENCHMARK #3407 STKNLSET ELEVATION = 22.014' STA 16+48.84, 27.68' LT
---	--	---



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



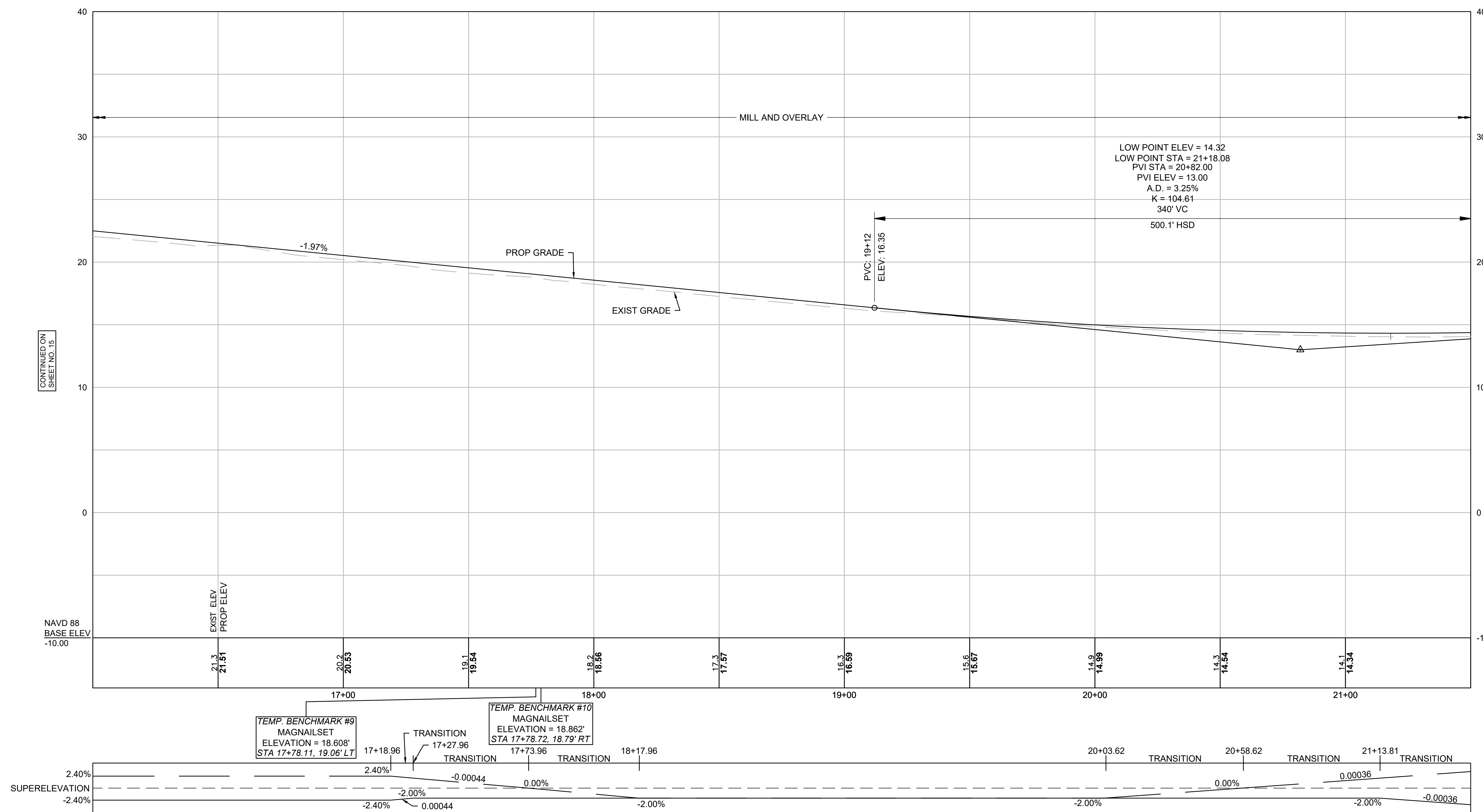
FOR CONSTRUCTION PLANS:  
SEE SHEET NO. 8

WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	16	133
PROJECT FILE NO.		607397	

PROFILE - ROUTE 6  
PART 2 OF 6

ROUTE 6

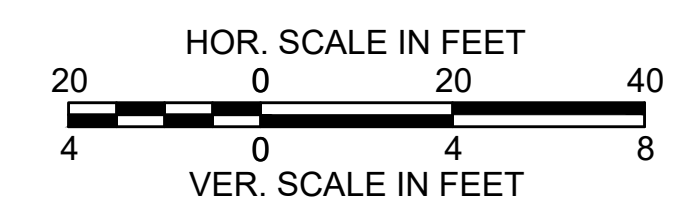


CONTINUED ON  
SHEET NO. 15

CONTINUED ON  
SHEET NO. 17

NAVD 88  
BASE ELEV  
-10.00

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



FOR CONSTRUCTION PLANS:  
SEE SHEET NO. 9

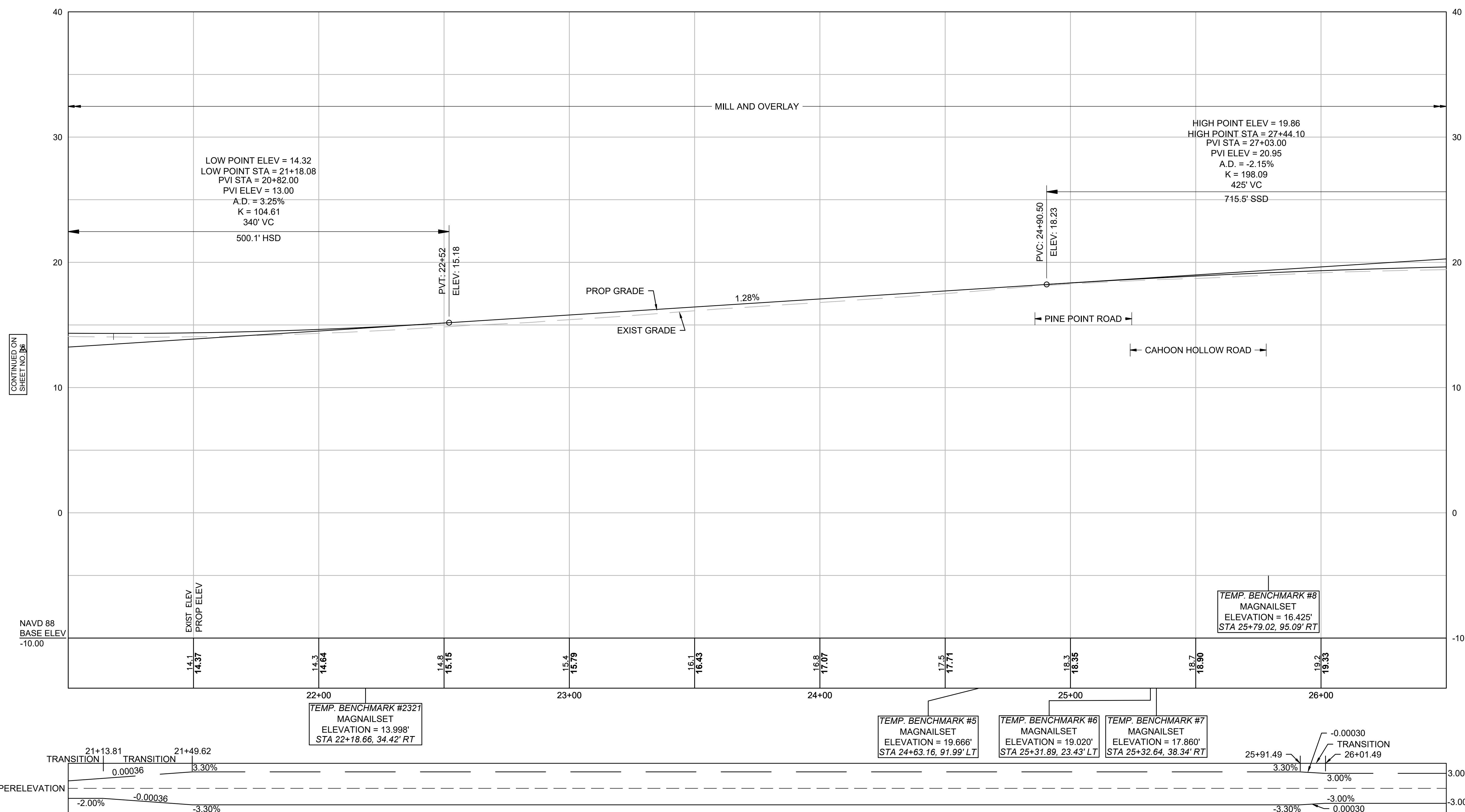


WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	17	133
PROJECT FILE NO.		607397	

PROFILE - ROUTE 6  
PART 3 OF 6

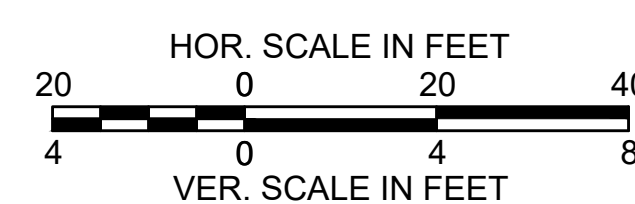
ROUTE 6



CONTINUED ON  
SHEET NO. 16

CONTINUED ON  
SHEET NO. 18

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



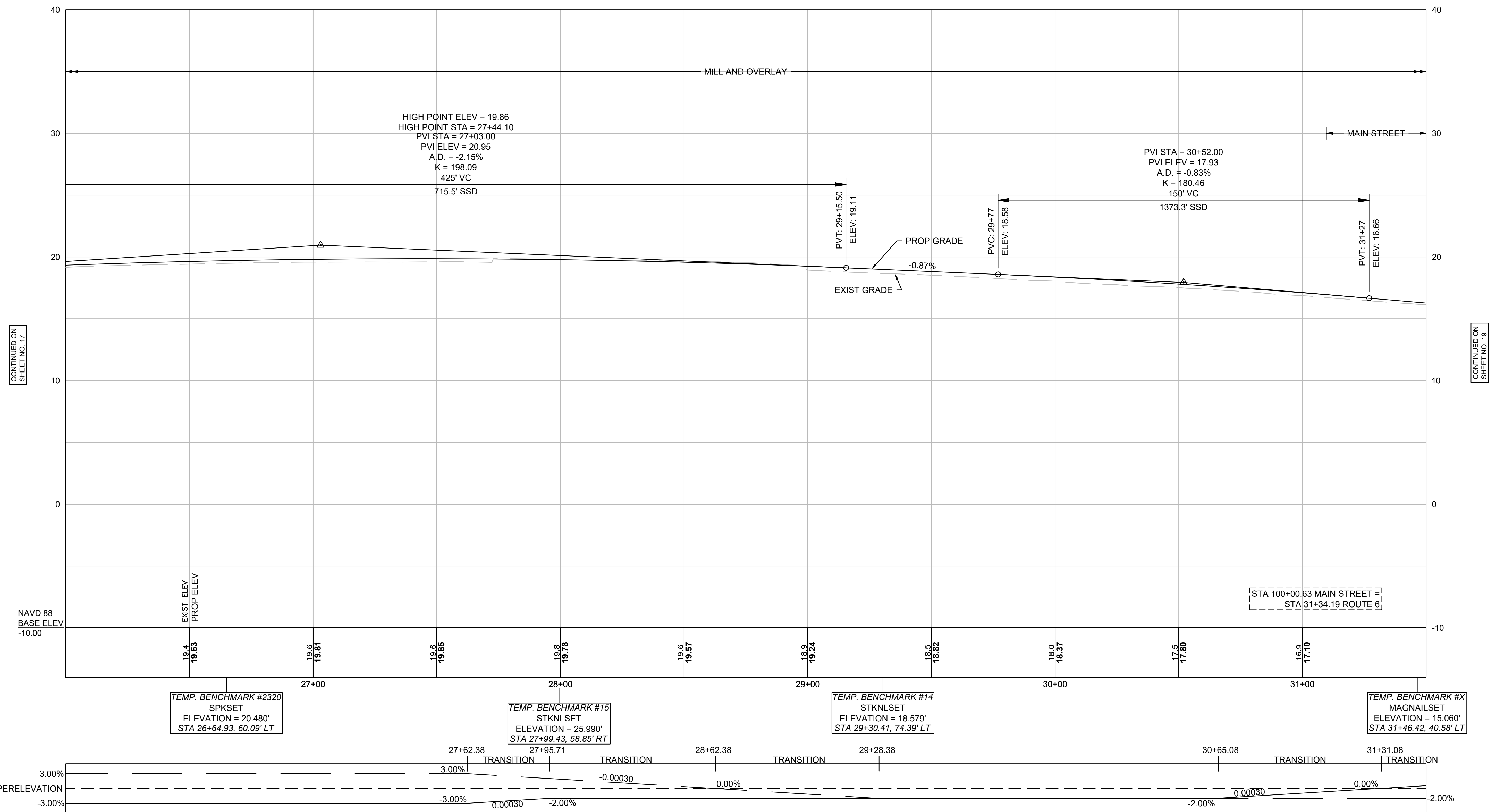
FOR CONSTRUCTION PLANS:  
SEE SHEET NO. 10

**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	18	133
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

TEMP. BENCHMARK #2320  
SPKSET  
ELEVATION = 20.480'  
STA 26+64.93, 60.09' LT

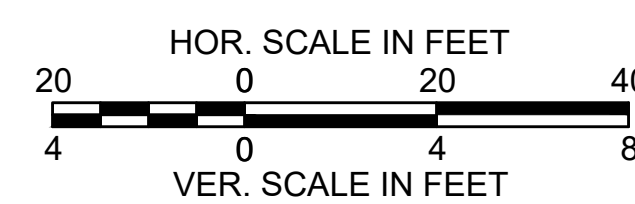
TEMP. BENCHMARK #15  
STKNLSET  
ELEVATION = 25.990'  
STA 27+99.43, 58.85' RT

TEMP. BENCHMARK #14  
STKNLSET  
ELEVATION = 18.579'  
STA 29+30.41, 74.39' LT

TEMP. BENCHMARK #X  
MAGNAILSET  
ELEVATION = 15.060'  
STA 31+46.42, 40.58' LT

**SUPERELEVATION LEGEND**  

 LEFT SIDE CROSS SLOPE  
 RIGHT SIDE CROSS SLOPE



FOR CONSTRUCTION PLANS:  
SEE SHEET NO. 11

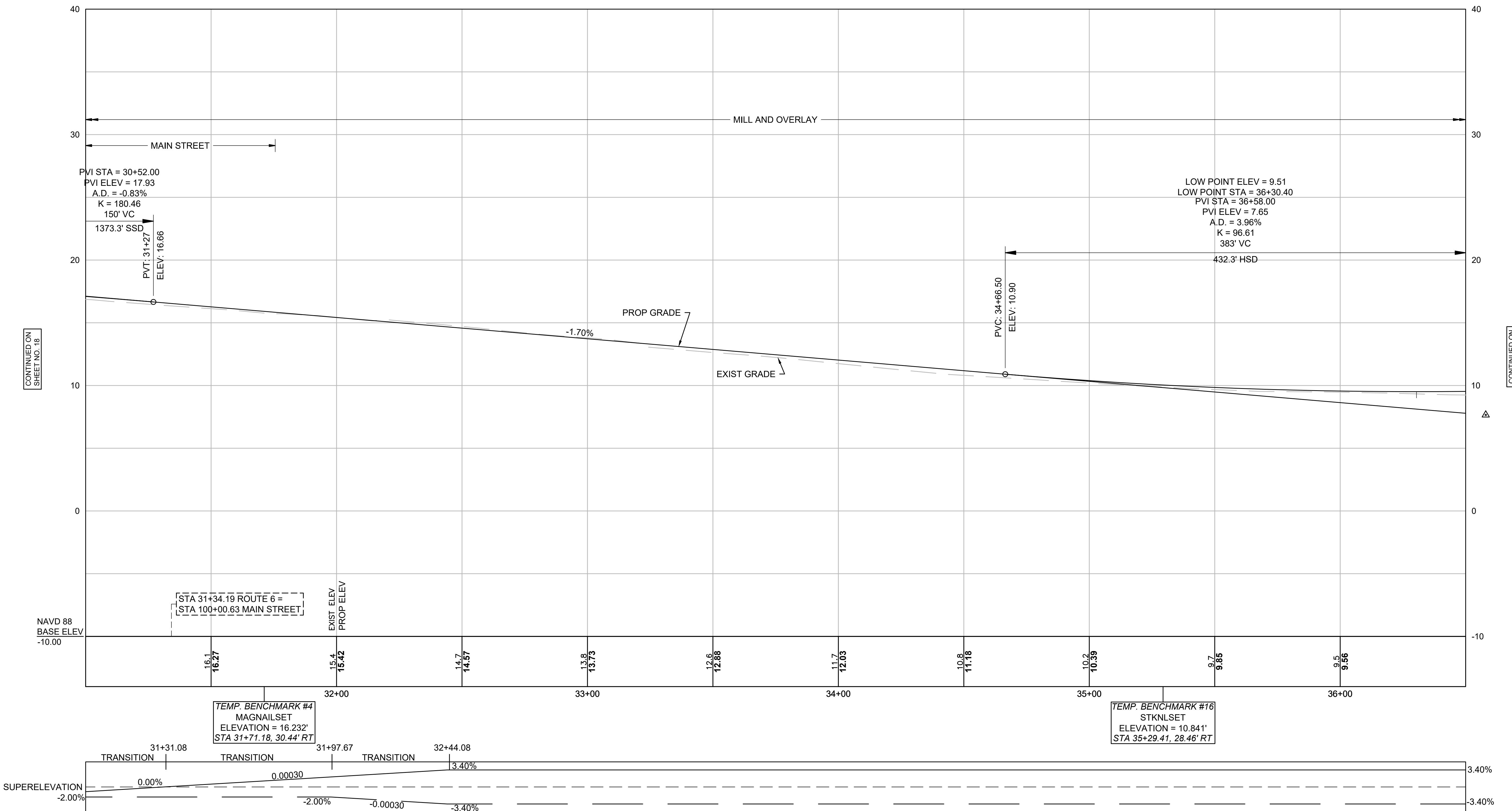


WELLFLEET  
ROUTE 6 / MAIN STREET

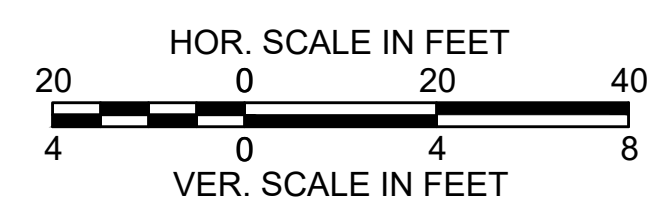
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	19	133
PROJECT FILE NO.		607397	

PROFILE - ROUTE 6  
PART 5 OF 6

ROUTE 6



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



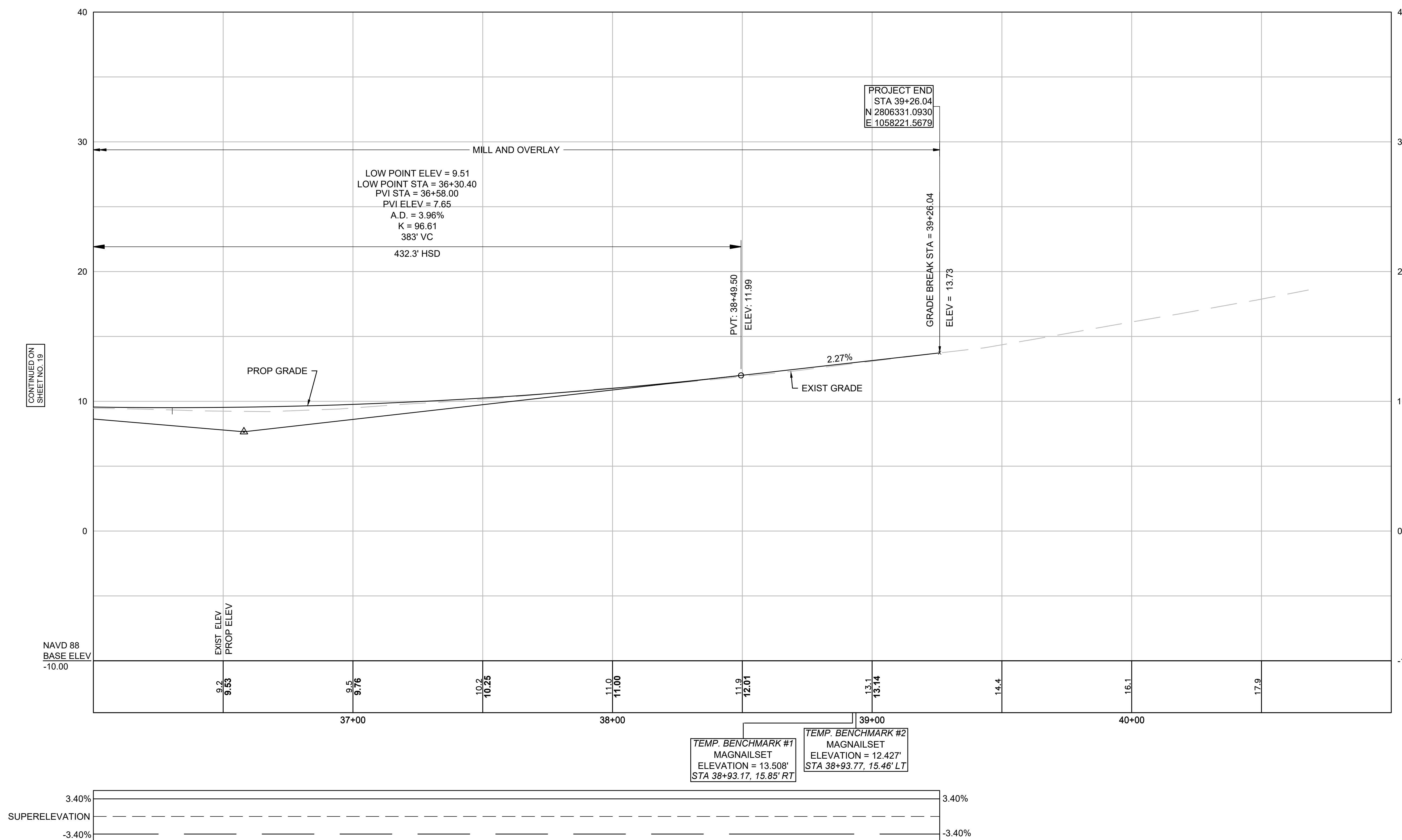
FOR CONSTRUCTION PLANS:  
SEE SHEET NO. 12

WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	20	133
PROJECT FILE NO. 607397			

PROFILE - ROUTE 6  
PART 6 OF 6

ROUTE 6



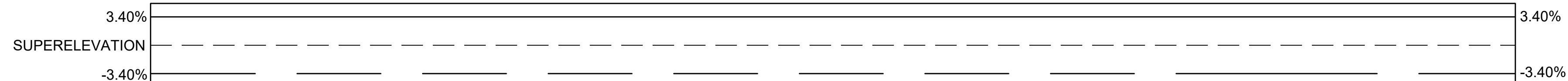
CONTINUED ON  
SHEET NO. 19

NAVD 88  
BASE ELEV  
-10.00

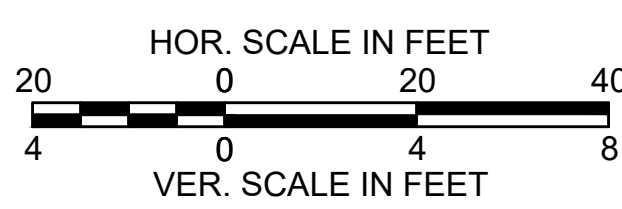
EXIST. ELEV  
PROP. ELEV

TEMP. BENCHMARK #1  
MAGNAILSET  
ELEVATION = 13.508'  
STA 38+93.17, 15.85' RT

TEMP. BENCHMARK #2  
MAGNAILSET  
ELEVATION = 12.427'  
STA 38+93.77, 15.46' LT



SUPERELEVATION LEGEND  
LEFT SIDE CROSS SLOPE  
RIGHT SIDE CROSS SLOPE



FOR CONSTRUCTION PLANS:  
SEE SHEET NO. 13

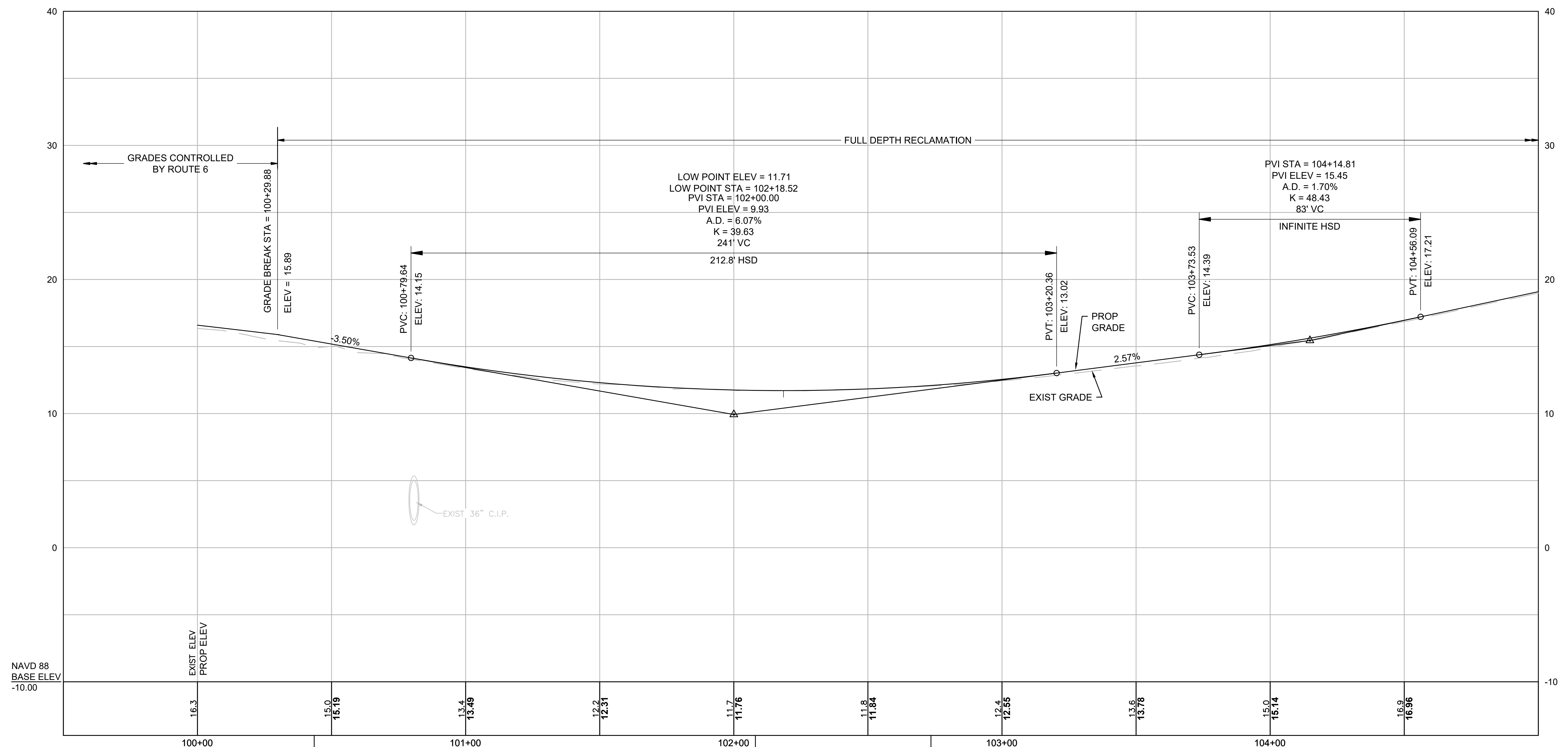


WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	21	133
PROJECT FILE NO.		607397	

PROFILE - MAIN STREET  
PART 1 OF 2

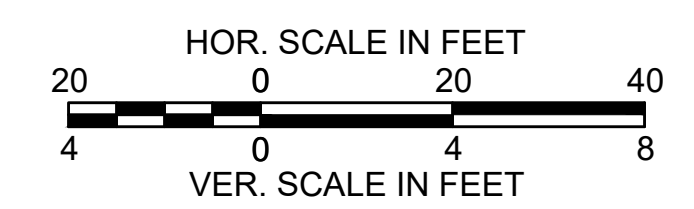
MAIN STREET



TEMP. BENCHMARK #3  
MAGNAILSET  
ELEVATION = 15.06'  
STA 100+43.53, 4.42' RT

TEMP. BENCHMARK #13  
SPKSET  
ELEVATION = 12.535'  
STA 102+08.06, 12.76' LT

TEMP. BENCHMARK #17  
STKNLSET  
ELEVATION = 5.215'  
STA 102+73.52, 82.11' LT



FOR CONSTRUCTION PLANS:  
SEE SHEET NO. 12 & 14

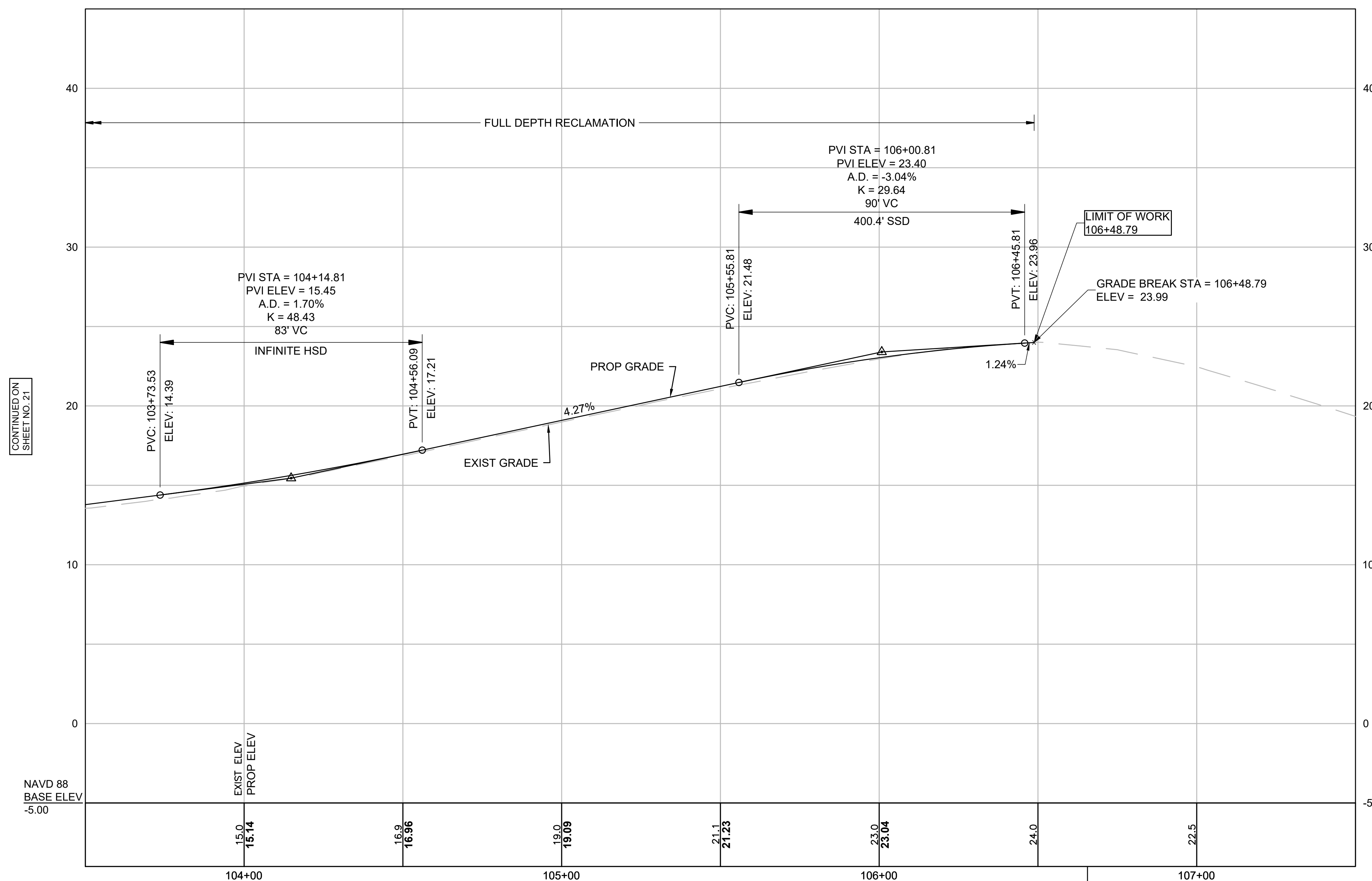
CONTINUED ON  
SHEET NO. 22

WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	22	133
PROJECT FILE NO.		607397	

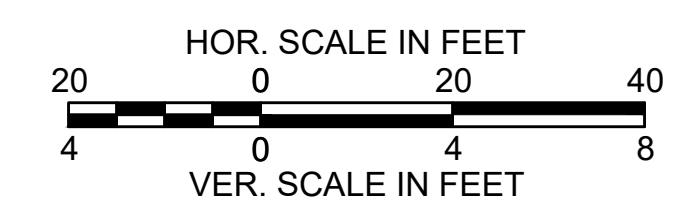
PROFILE - MAIN STREET  
PART 2 OF 2

MAIN STREET



TEMP. BENCHMARK #11  
MAGNAILSET  
ELEVATION = 23.391'  
STA 106+65.60, 11.01' LT

TEMP. BENCHMARK #12  
MAGNAILSET  
ELEVATION = 24.164'  
STA 106+65.68, 11.68' RT



FOR CONSTRUCTION PLANS:  
SEE SHEET NO. 14



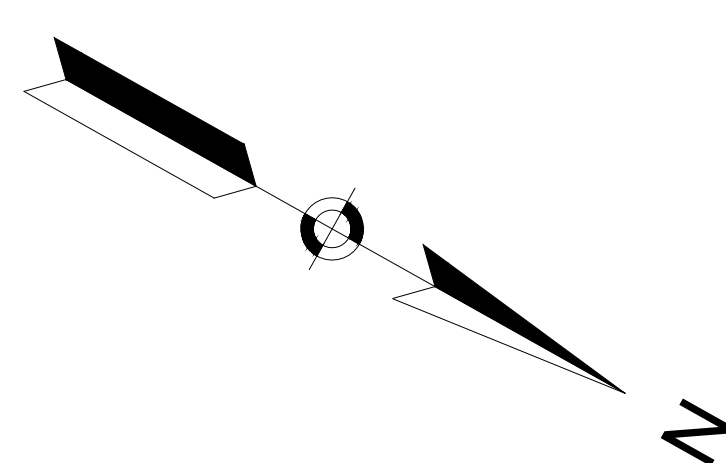
WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	23	133
PROJECT FILE NO.		607397	

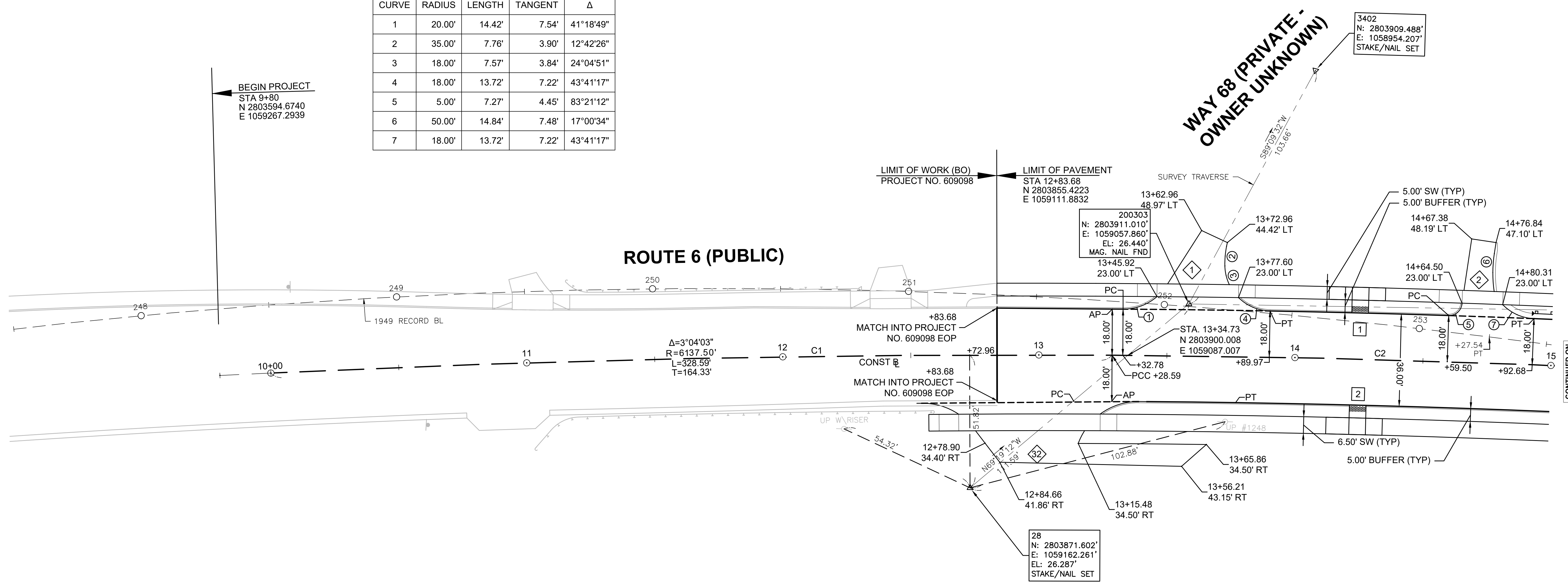
CURB TIE PLAN  
PART 1 OF 7

ROUTE 6 CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C1	10+00.00	2803611.577	1059256.792	R=6137.50' Δ=3°04'03" L=328.59' T=164.33'		13+28.59	2803894.633	1059089.980
C2	13+28.59	2803894.633	1059089.980	R=4800.00' Δ=4°52'43" L=408.70' T=204.47'		17+37.29	2804260.161	1058907.426

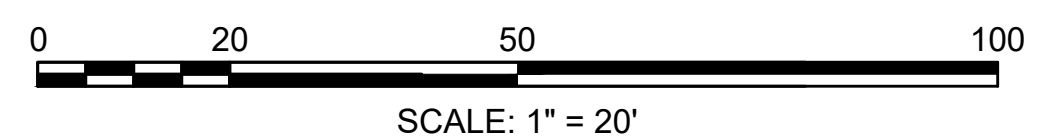
CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	Δ
1	20.00'	14.42'	7.54'	41°18'49"
2	35.00'	7.76'	3.90'	12°42'26"
3	18.00'	7.57'	3.84'	24°04'51"
4	18.00'	13.72'	7.22'	43°41'17"
5	5.00'	7.27'	4.45'	83°21'12"
6	50.00'	14.84'	7.48'	17°00'34"
7	18.00'	13.72'	7.22'	43°41'17"



BEGIN PROJECT  
STA 9+80  
N 2803594.6740  
E 1059267.2939



CONTINUED ON  
SHEET NO. 24



WELLFLEET  
ROUTE 6 / MAIN STREET

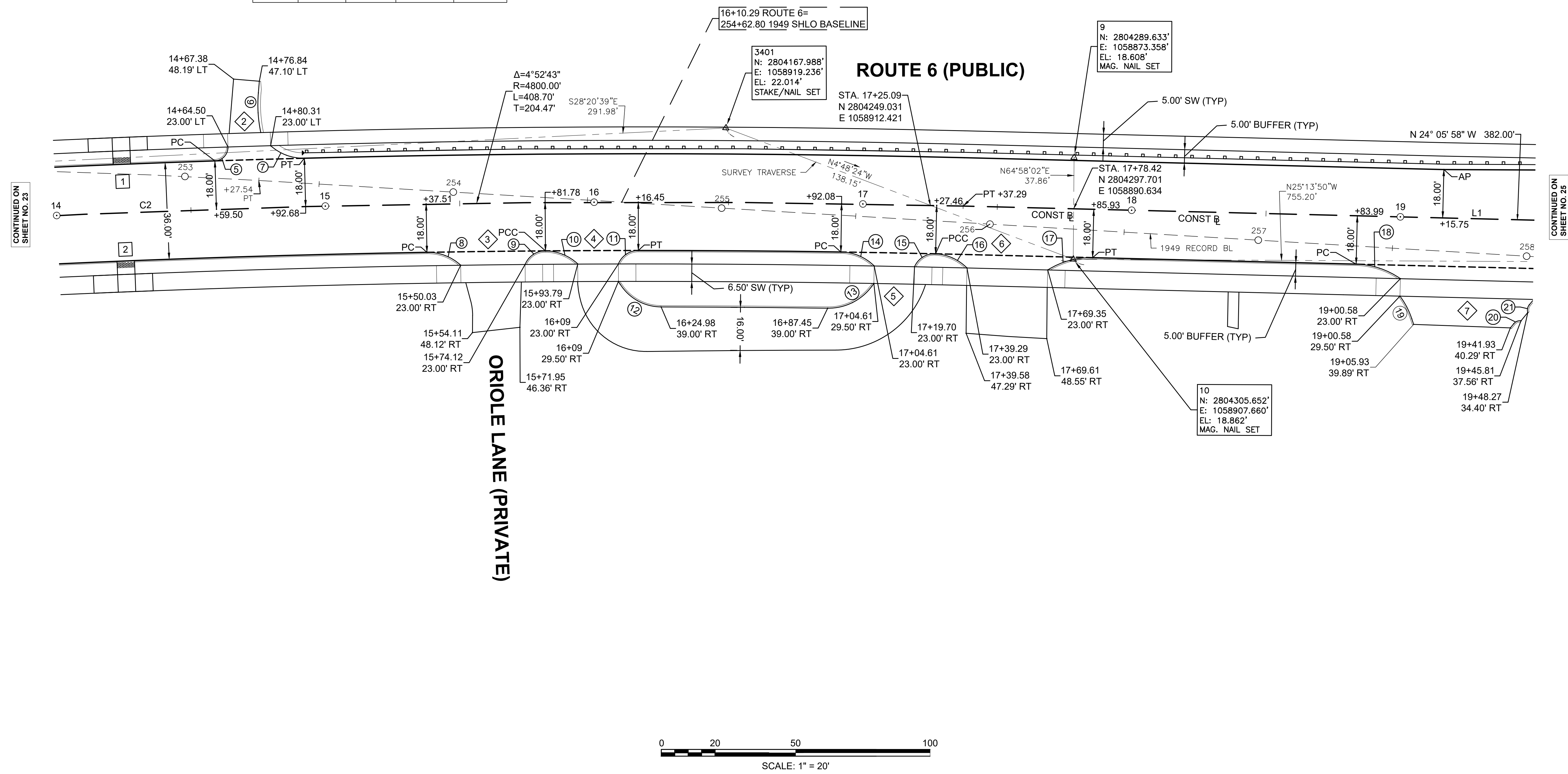
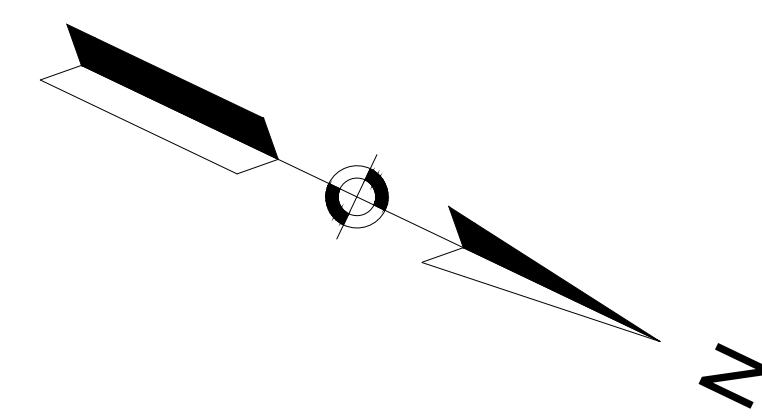
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	24	133
PROJECT FILE NO.		607397	

CURB TIE PLAN  
PART 2 OF 7

ROUTE 6 CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C2	13+28.59	2803894.633	1059089.980	R=4800.00' Δ=4°52'43" L=408.70' T=204.47'		17+37.29	2804260.161	1058907.426
L1	17+37.29	2804260.161	1058907.426		N24°05'58"W 382.00'	21+19.29	2804608.864	1058751.447

CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	Δ
5	5.00'	7.27'	4.45'	83°21'12"
6	50.00'	14.84'	7.48'	17°00'34"
7	18.00'	13.72'	7.22'	43°41'17"
8	18.00'	13.77'	7.24'	43°50'12"
9	8.00'	9.70'	5.55'	69°29'03"
10	18.00'	13.32'	6.98'	42°23'05"
11	8.00'	9.50'	5.40'	68°01'13"
12	18.00'	18.24'	9.99'	58°02'43"
13	20.00'	19.11'	10.36'	54°44'49"

CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	Δ
14	18.00'	13.77'	7.24'	43°50'12"
15	8.00'	9.80'	5.62'	70°13'22"
16	18.00'	13.09'	6.85'	41°39'41"
17	30.00'	17.57'	9.05'	33°33'26"
18	30.00'	17.57'	9.05'	33°33'26"
19	30.00'	9.57'	4.83'	18°16'42"
20	3.00'	3.00'	1.64'	57°17'45"
21	3.00'	3.00'	1.64'	57°17'45"



CONTINUED ON  
SHEET NO. 23

CONTINUED ON  
SHEET NO. 25



WELLFLEET  
ROUTE 6 / MAIN STREET

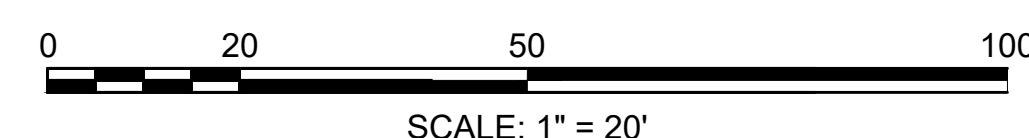
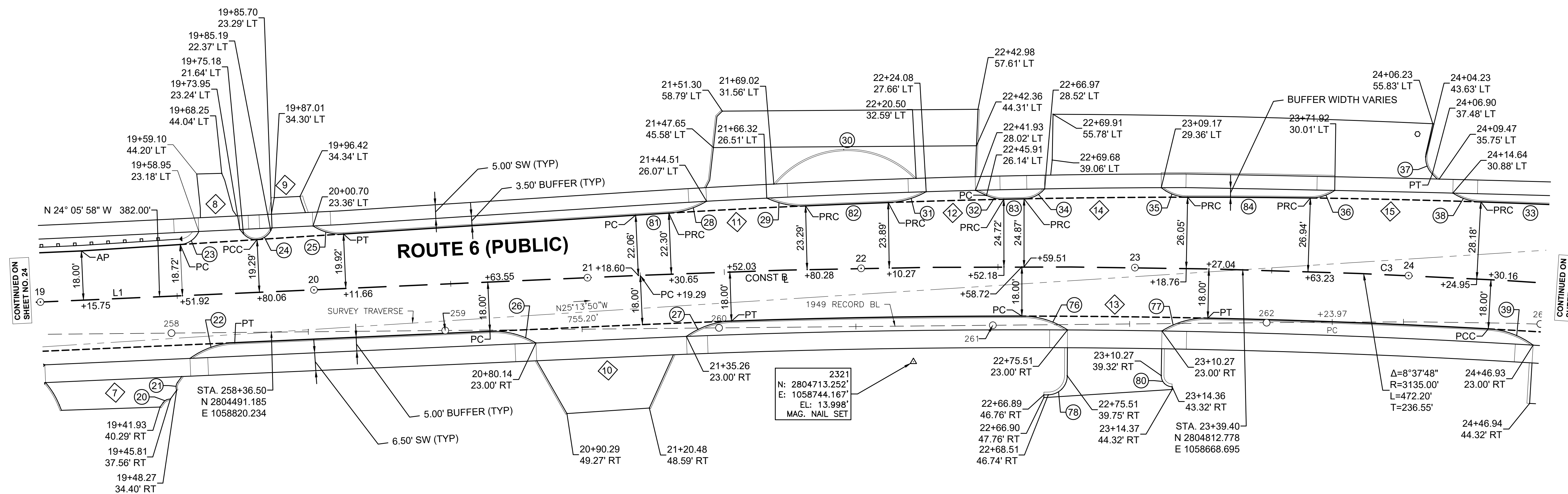
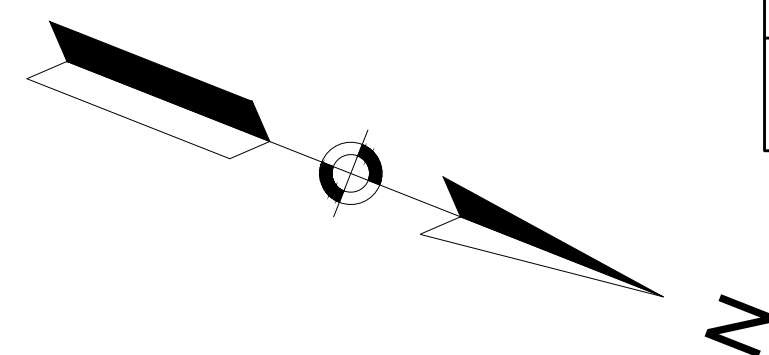
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	25	133
PROJECT FILE NO.		607397	

CURB TIE PLAN  
PART 3 OF 7

ROUTE 6 CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L1	17+37.29	2804260.161	1058907.426		N24°05'58"W 382.00'	21+19.29	2804608.864	1058751.447
C3	21+19.29	2804608.864	1058751.447	R=3135.00' L=472.20' Δ=8°37'48" T=236.55'		25+91.49	2805052.768	1058591.766

CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	Δ
19	30.00'	9.57'	4.83'	18°16'42"
20	3.00'	3.00'	1.64'	57°17'45"
21	3.00'	3.00'	1.64'	57°17'45"
22	30.00'	17.57'	9.05'	33°33'26"
23	8.00'	8.74'	4.86'	62°35'06"
24	6.00'	11.89'	9.16'	113°33'43"
25	18.00'	11.68'	6.05'	37°10'20"
26	30.00'	17.57'	9.05'	33°33'26"
27	30.00'	17.65'	9.09'	33°42'39"
28	30.00'	14.57'	7.43'	27°49'35"
29	30.00'	14.57'	7.43'	27°49'35"
30	35.00'	58.63'	38.86'	95°58'42"
31	30.00'	14.57'	7.43'	27°49'35"

CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	Δ
32	15.00'	6.52'	3.31'	24°53'58"
33	3163.00'	29.40'	14.70'	0°31'57"
34	10.00'	8.62'	4.60'	49°23'23"
35	15.00'	10.43'	5.44'	39°51'27"
36	15.00'	9.44'	4.88'	36°03'57"
37	8.50'	6.91'	3.66'	46°35'08"
38	20.00'	10.88'	5.58'	31°10'45"
39	30.00'	17.65'	9.09'	33°42'39"
81	3163.00'	12.14'	6.07'	0°13'11"
82	3163.00'	30.22'	15.11'	0°32'51"
83	3163.00'	7.40'	3.70'	0°08'02"
84	3163.00'	44.86'	22.43'	0°48'46"



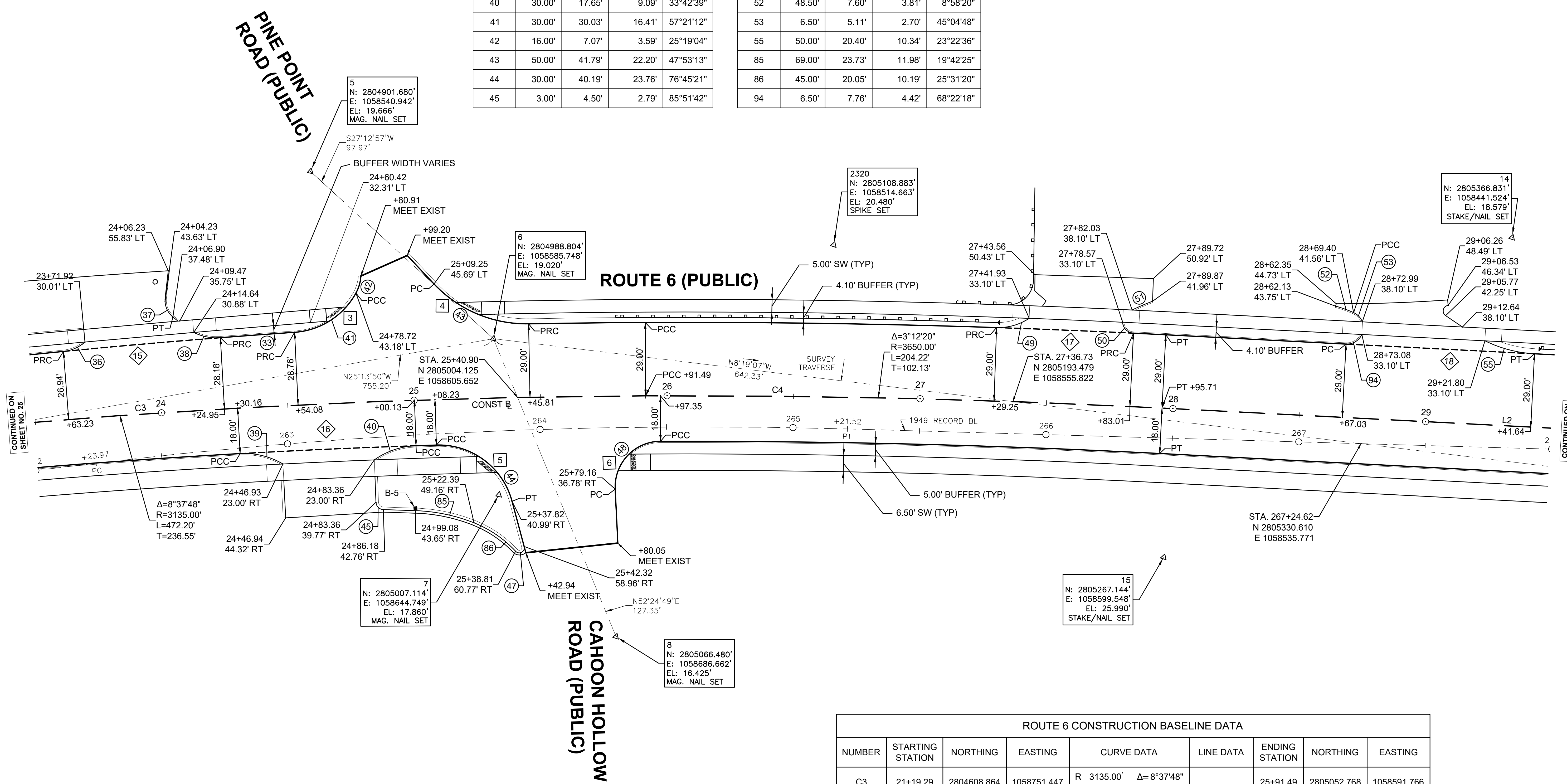
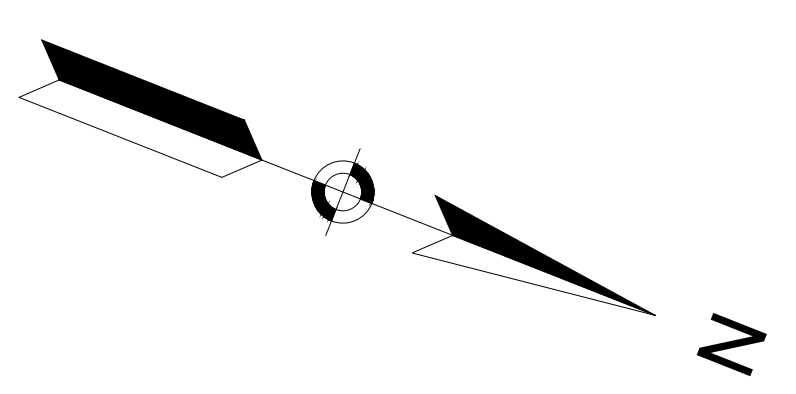
WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	26	133
PROJECT FILE NO.		607397	

CURB TIE PLAN  
PART 4 OF 7

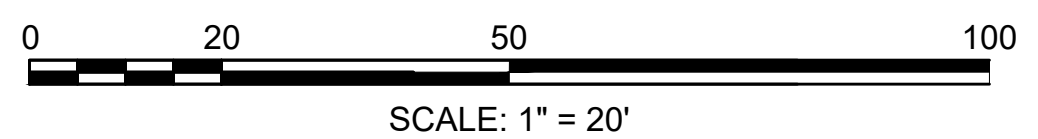
CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	Δ
33	3163.00'	29.40'	14.70'	0°31'57"
36	15.00'	9.44'	4.88'	36°03'57"
37	8.50'	6.91'	3.66'	46°35'08"
38	20.00'	10.88'	5.58'	31°10'45"
39	30.00'	17.65'	9.09'	33°42'39"
40	30.00'	17.65'	9.09'	33°42'39"
41	30.00'	30.03'	16.41'	57°21'12"
42	16.00'	7.07'	3.59'	25°19'04"
43	50.00'	41.79'	22.20'	47°53'13"
44	30.00'	40.19'	23.76'	76°45'21"
45	3.00'	4.50'	2.79'	85°51'42"

CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	Δ
47	2.00'	5.31'	8.07'	152°09'24"
48	18.00'	29.11'	18.85'	92°38'47"
49	22.00'	13.62'	7.04'	35°28'01"
50	4.50'	6.67'	4.12'	84°55'09"
51	88.00'	8.82'	4.41'	5°44'37"
52	48.50'	7.60'	3.81'	8°58'20"
53	6.50'	5.11'	2.70'	45°04'48"
55	50.00'	20.40'	10.34'	23°22'36"
85	69.00'	23.73'	11.98'	19°42'25"
86	45.00'	20.05'	10.19'	25°31'20"
94	6.50'	7.76'	4.42'	68°22'18"



BOUNDS TABLE					
NAME	TYPE	STATION	OFFSET	NORTHING	EASTING
B-5	RESET	24+99.06	42.7 RT	2804976.6636	1058658.531

ROUTE 6 CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C3	21+19.29	2804608.864	1058751.447	R=3135.00' Δ=8°37'48" L=472.20' T=236.55'		25+91.49	2805052.768	1058591.766
C4	25+91.49	2805052.768	1058591.766	R=3650.00' Δ=3°12'20" L=204.22' T=102.13'		27+95.71	2805251.006	1058542.829
L2	27+95.71	2805251.006	1058542.829		N12°15'50"W 410.71'	32+06.41	2805652.340	1058455.589



CONTINUED ON  
SHEET NO. 25

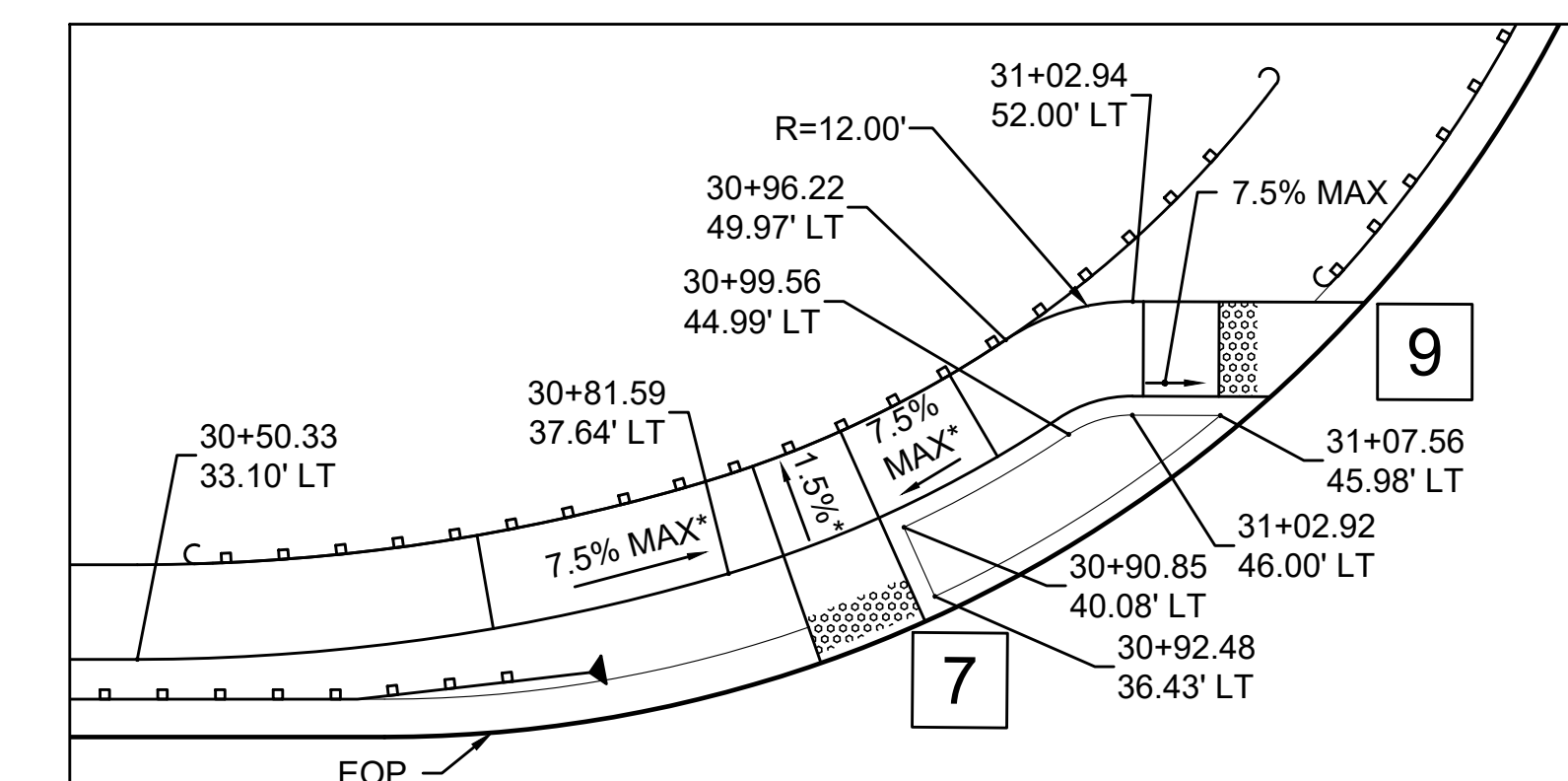
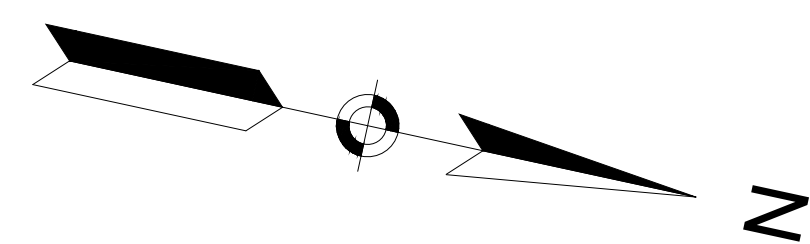
CONTINUED ON  
SHEET NO. 27



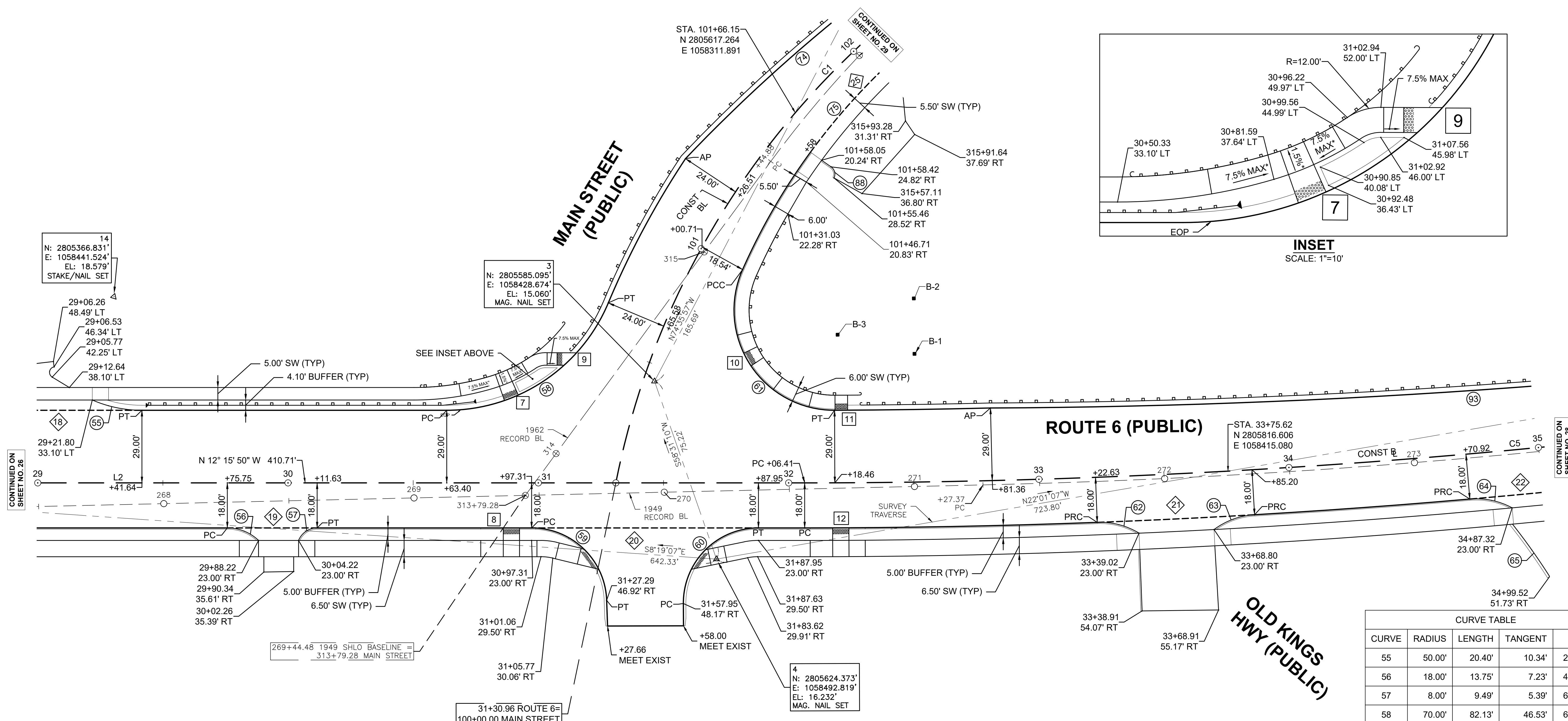
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	27	133
PROJECT FILE NO. 607397			

**CURB TIE PLAN  
PART 5 OF 7**



**INSET  
SCALE: 1"=10'**

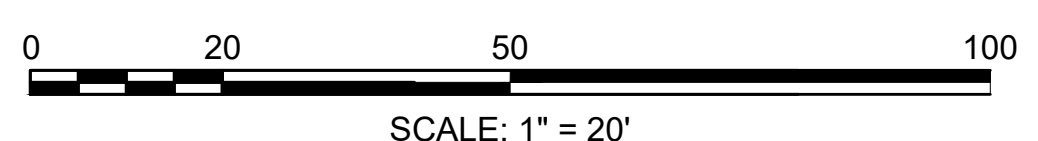


NAME	TYPE	STATION	OFFSET	NORTHING	EASTING
B-1	PROP	32+51.03	51.2 LT	2805684.2566	1058395.895
B-2	PROP	32+51.08	73.4 LT	2805679.2892	1058374.322
B-3	PROP	32+19.83	59.2 LT	2805652.6206	1058394.953

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L2	27+95.71	2805251.006	1058542.829		N12°15'50"W 410.71'	32+06.41	2805652.340	1058455.589
C5	32+06.41	2805652.340	1058455.589	R=3050.00 Δ=14°35'08" L=776.42' T=390.32'		39+82.84	2806381.999	1058196.391

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C1	100+00.00	2805578.609	1058471.617	R=324.00' Δ=40°37'14" L=229.70' T=119.92'		102+29.70	2805652.668	1058259.235

CURVE	RADIUS	LENGTH	TANGENT	Δ
55	50.00'	20.40'	10.34'	23°22'36"
56	18.00'	13.75'	7.23'	43°45'41"
57	8.00'	9.49'	5.39'	67°58'32"
58	70.00'	82.13'	46.53'	67°13'33"
59	30.00'	46.04'	28.93'	87°55'46"
60	30.00'	47.30'	30.17'	90°19'52"
61	40.00'	79.67'	61.73'	114°06'49"
62	30.00'	17.49'	9.00'	33°24'13"
63	30.00'	17.49'	9.00'	33°24'13"
64	30.00'	17.49'	9.00'	33°24'13"
65	250.00'	25.67'	12.85'	5°53'02"
74	654.00'	109.29'	54.77'	9°34'29"
75	253.00'	123.25'	62.87'	27°54'39"
88	3.50'	5.01'	3.04'	82°00'40"
93	3026.00'	547.03'	274.26'	10°21'28"



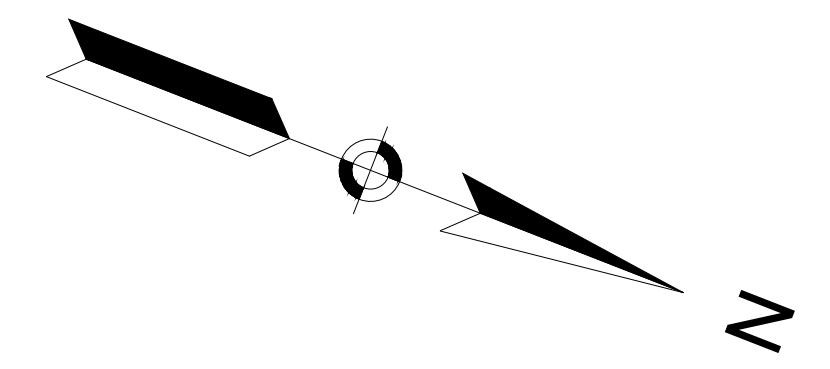
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SHEET NO. 26

CONTINUED ON  
SHEET NO. 28

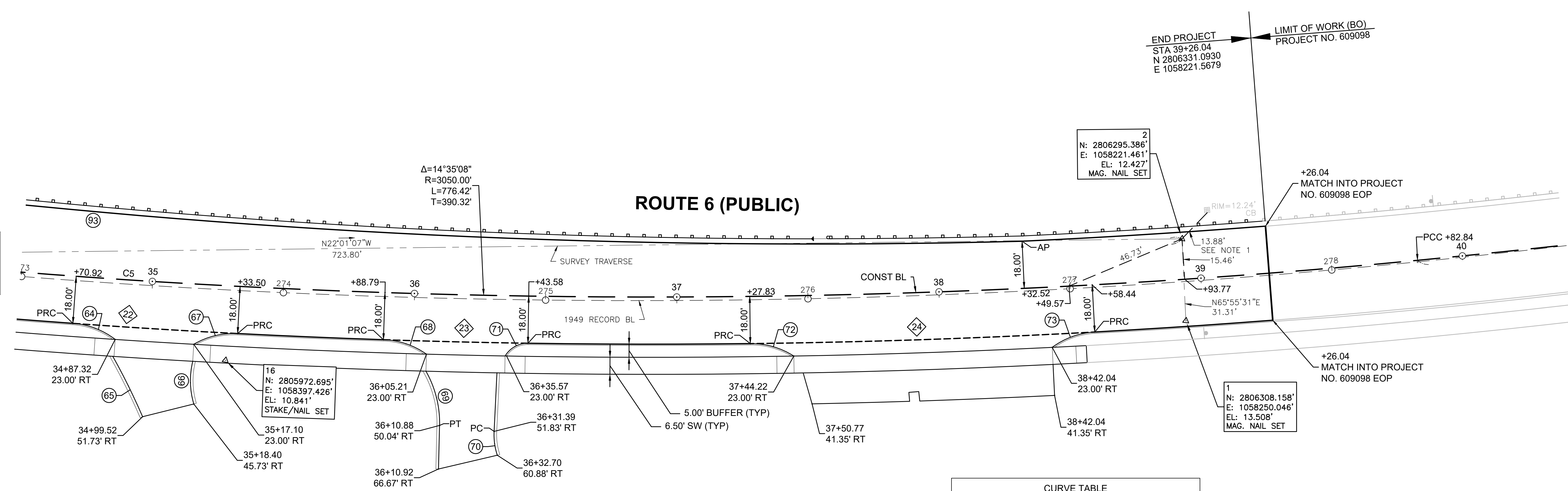
WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	28	133
PROJECT FILE NO.		607397	

CURB TIE PLAN  
PART 6 OF 7

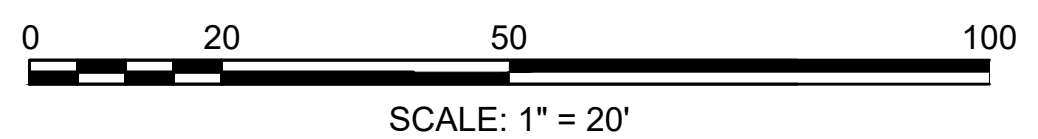


CONTINUED ON  
SHEET NO. 27

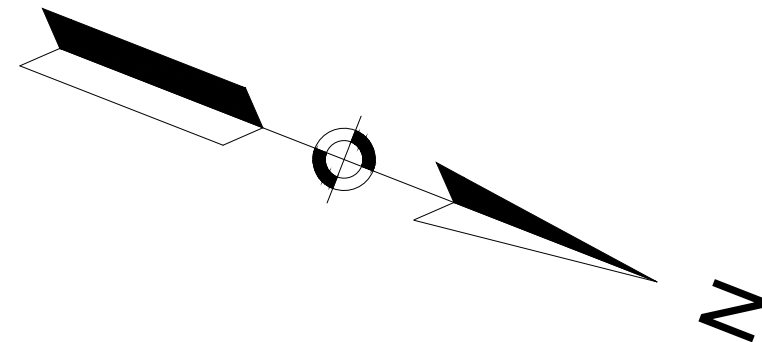


NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C5	32+06.41	2805652.340	1058455.589	R=3050.00' Δ=14°35'08" L=776.42' T=390.32'		39+82.84	2806381.999	1058196.391

CURVE	RADIUS	LENGTH	TANGENT	Δ
64	30.00'	17.49'	9.00'	33°24'13"
65	250.00'	25.67'	12.85'	5°53'02"
66	31.00'	16.48'	8.44'	30°27'20"
67	30.00'	17.49'	9.00'	33°24'13"
68	30.00'	17.49'	9.00'	33°24'13"
69	40.00'	21.59'	11.07'	30°55'51"
70	26.00'	9.20'	4.65'	20°16'05"
71	10.00'	10.46'	5.76'	59°55'10"
72	30.00'	17.49'	9.00'	33°24'13"
73	30.00'	17.49'	9.00'	33°24'13"
93	3026.00'	547.03'	274.26'	10°21'28"



- NOTES:
1. TRAVERSE TIE IS TO THE MIDPOINT OF THE CB GRATE (OR MANHOLE COVER) ON THE NEAREST SIDE.



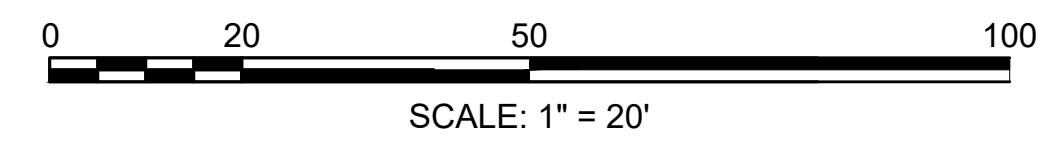
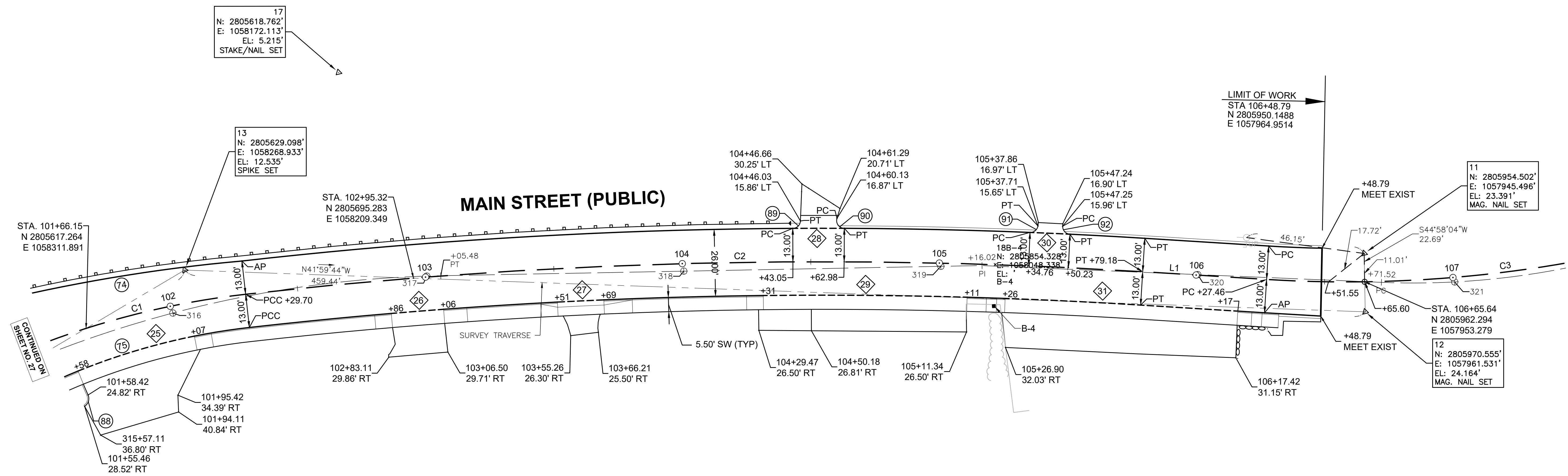
MAIN STREET CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C1	100+00.00	2805578.609	1058471.617	R = 324.00' Δ= 40°37'14" L=229.70' T=119.92'		102+29.70	2805652.668	1058259.235
C2	102+29.70	2805652.668	1058259.235	R = 2000.00' Δ= 10°00'42" L=349.47' T=175.18'		105+79.18	2805897.478	1058010.461
L1	105+79.18	2805897.478	1058010.461		N40°27'15"W 48.28'	106+27.46	2805934.219	1057979.132
C3	106+27.46	2805934.219	1057979.132	R = 500.00' Δ= 21°23'39" L=186.70' T=94.45'		108+14.16	2806050.650	1057834.573

CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	Δ
74	654.00'	109.29'	54.77'	9°34'29"
75	253.00'	123.25'	62.87'	27°54'39"
89	3.00'	4.57'	2.86'	87°20'18"
90	3.00'	5.59'	4.04'	106°50'22"
91	3.00'	4.36'	2.67'	83°20'42"
92	3.00'	4.67'	2.96'	89°14'13"

WELLFLEET ROUTE 6 / MAIN STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	29	133
PROJECT FILE NO.		607397	

**CURB TIE PLAN  
PART 7 OF 7**

BOUNDS TABLE					
NAME	TYPE	STATION	OFFSET	NORTHING	EASTING
B-4	PROP	105+21.76	16.1 RT	2805865.1424	1058060.307

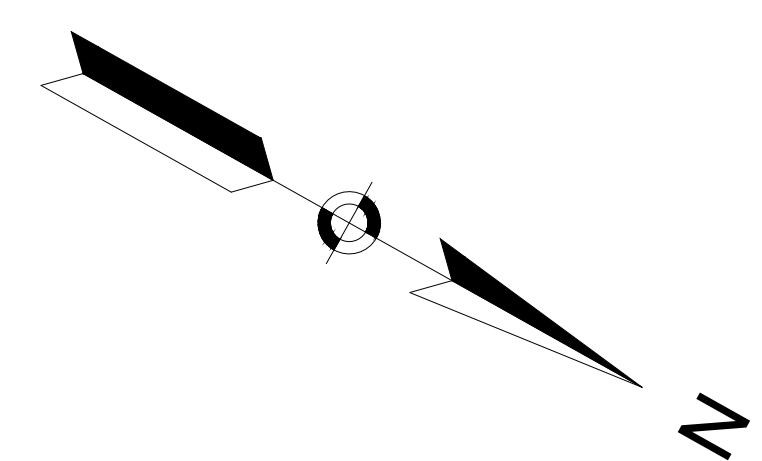




WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	30	133
PROJECT FILE NO.		607397	

GRADING PLAN  
PART 1 OF 7

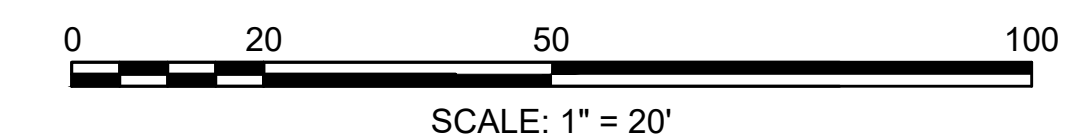
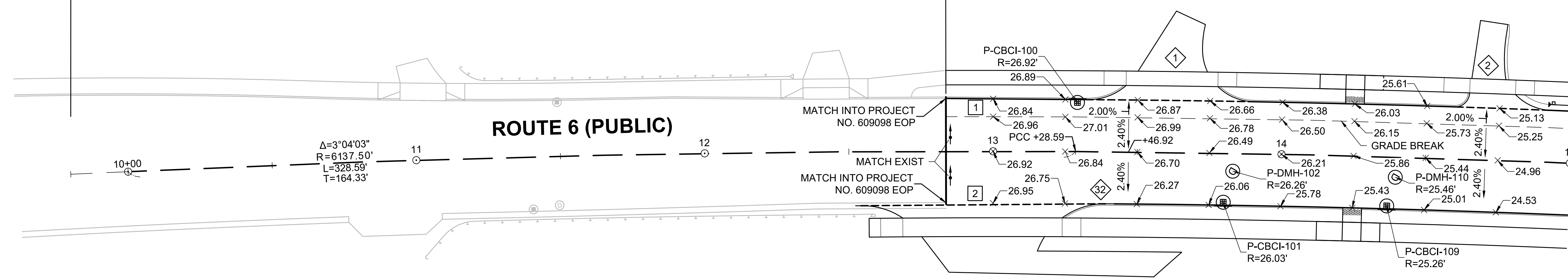


BEGIN PROJECT  
STA 9+80  
N 2803594.6740  
E 1059267.2939

LIMIT OF WORK (BO)  
PROJECT NO. 609098

LIMIT OF PAVEMENT  
STA 12+83.68  
N 2803855.4223  
E 1059111.8832

WAY 68 (PRIVATE -  
OWNER UNKNOWN)

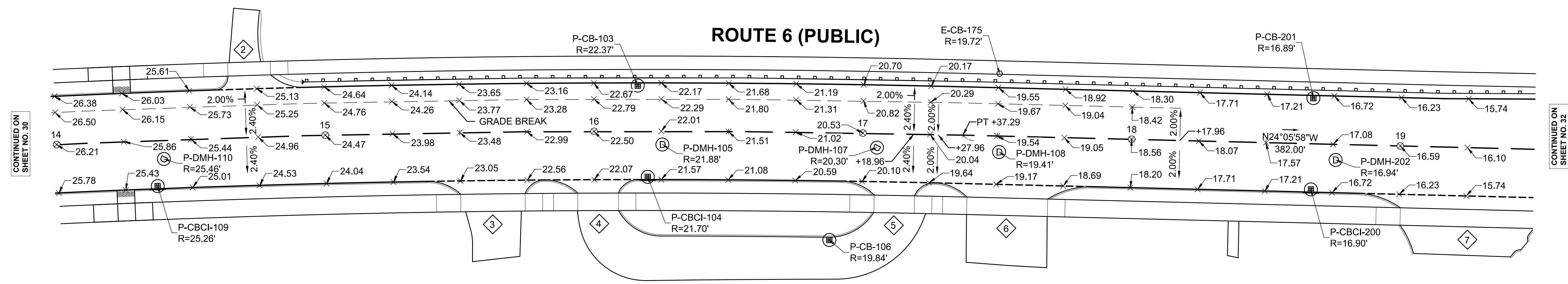
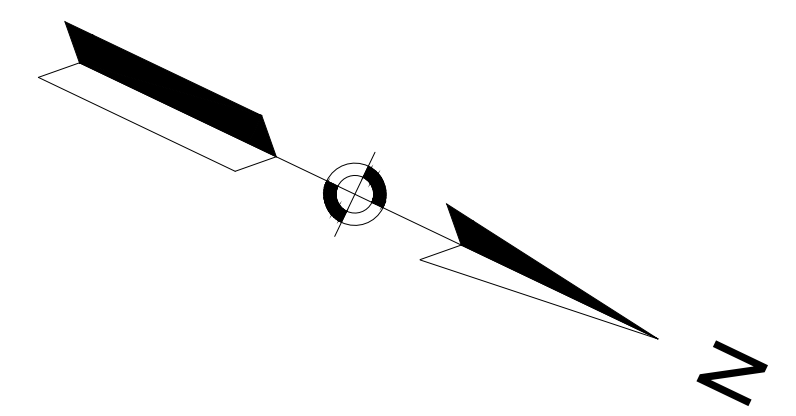


CONTINUED ON  
SHEET NO. 31

WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	31	133
PROJECT FILE NO.		607397	

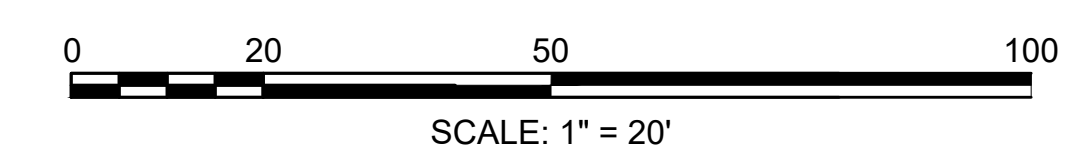
GRADING PLAN  
PART 2 OF 7



CONTINUED ON  
SHEET NO. 30

CONTINUED ON  
SHEET NO. 32

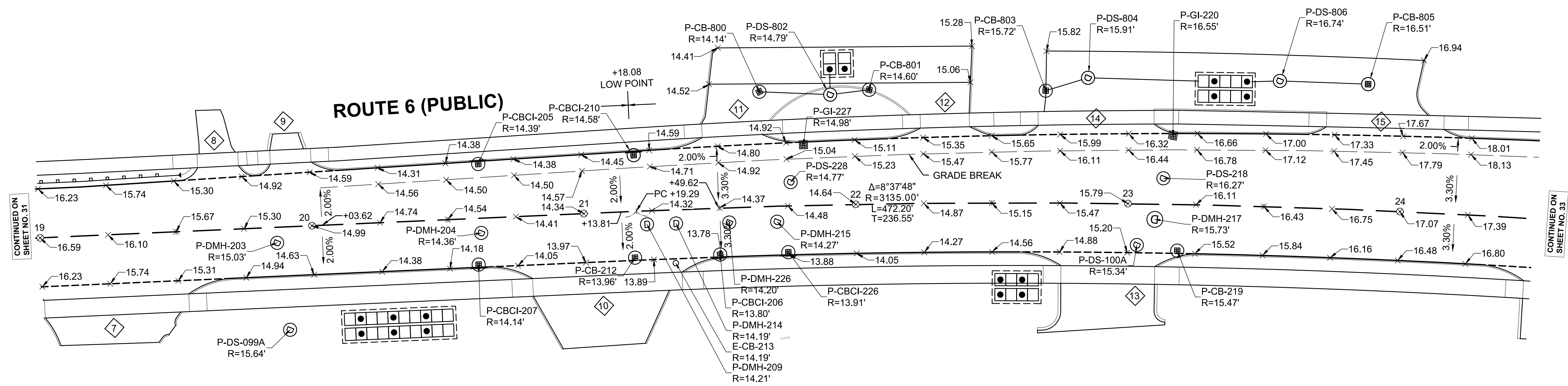
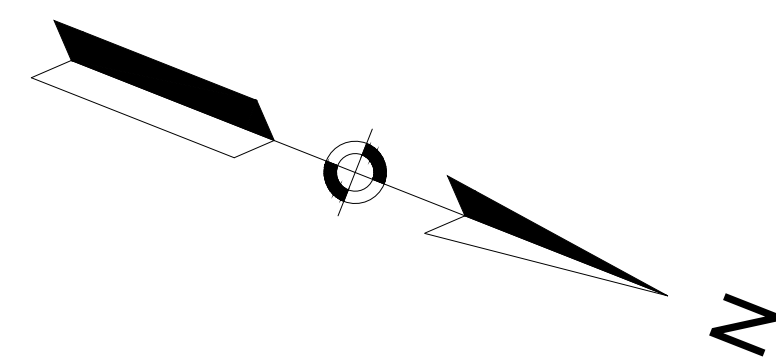
ORIOLE LANE (PRIVATE)



WELLFLEET  
ROUTE 6 / MAIN STREET

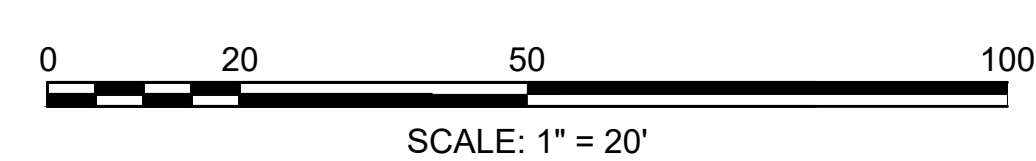
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	32	133
PROJECT FILE NO.		607397	

GRADING PLAN  
PART 3 OF 7



CONTINUED ON SHEET NO. 31

CONTINUED ON SHEET NO. 33



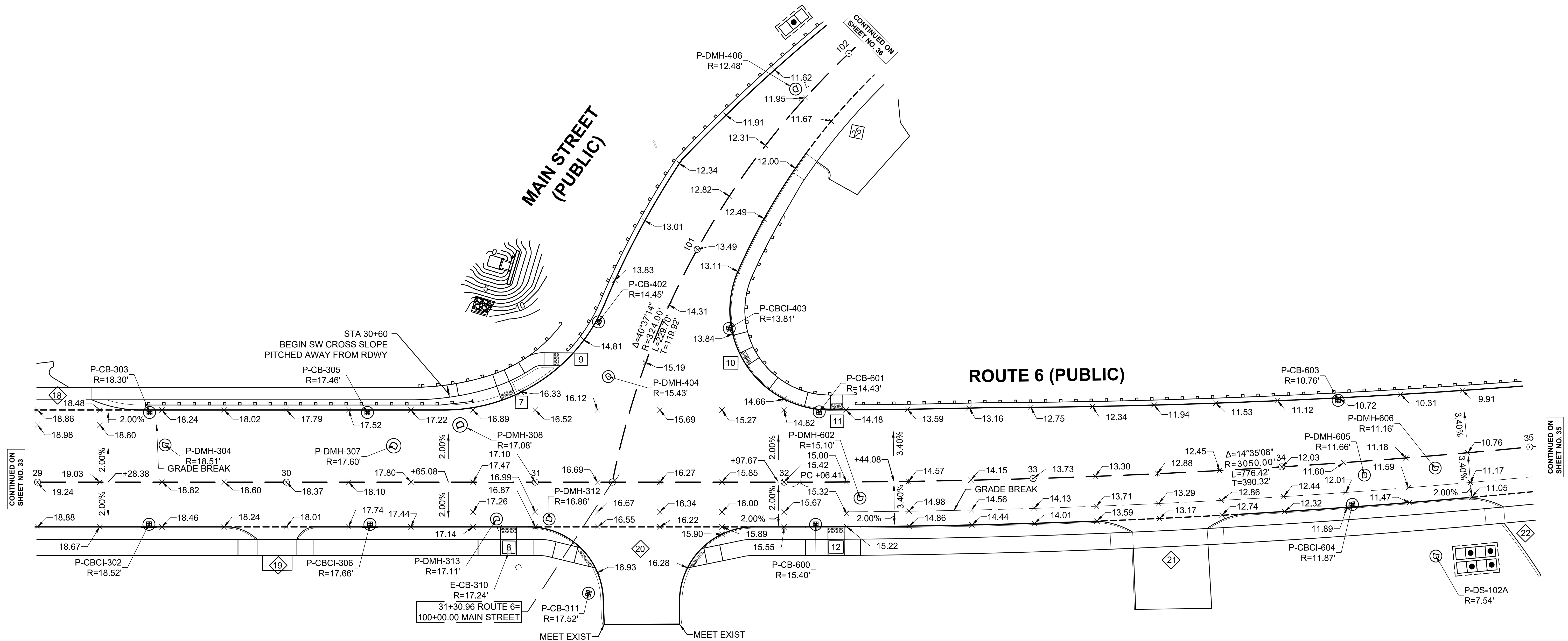
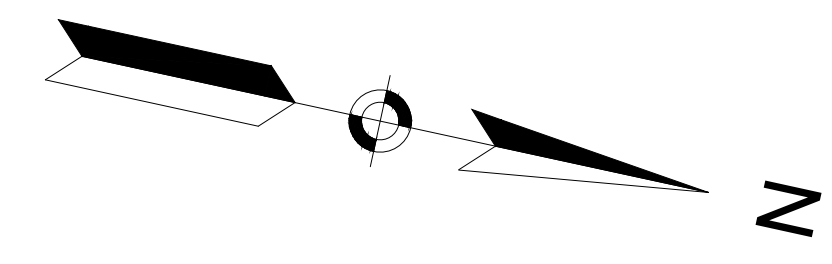




WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	34	133
PROJECT FILE NO.		607397	

GRADING PLAN  
PART 5 OF 7



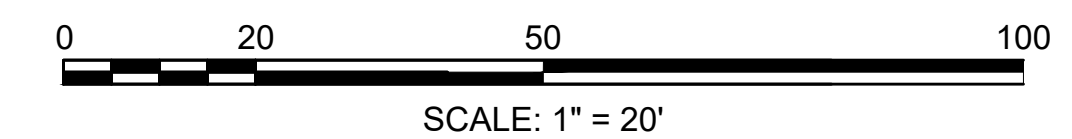
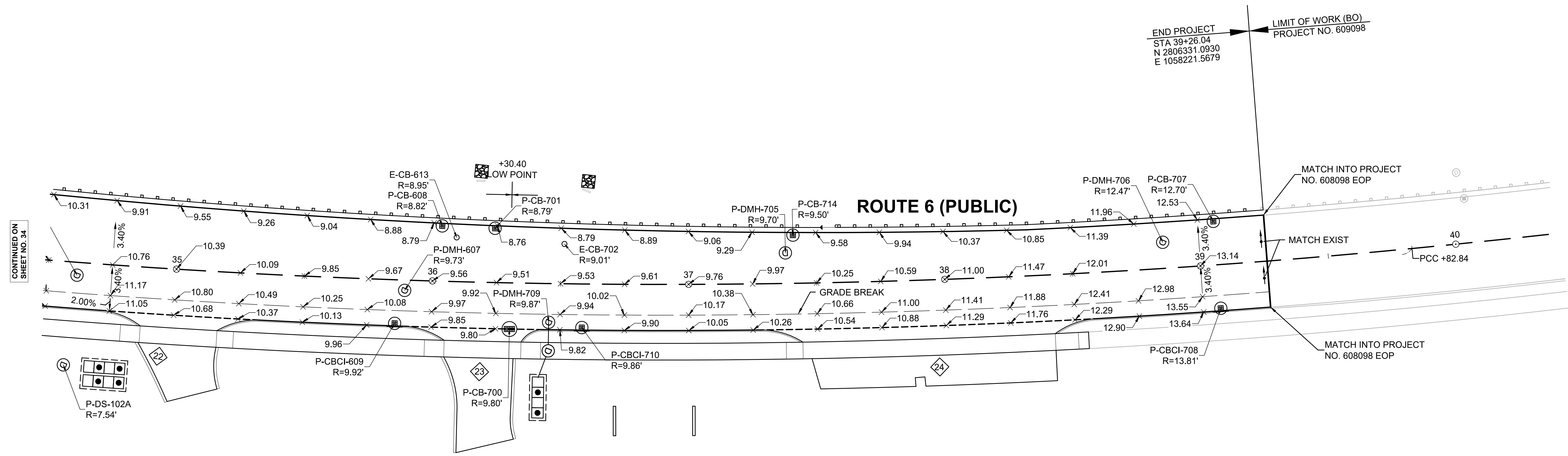
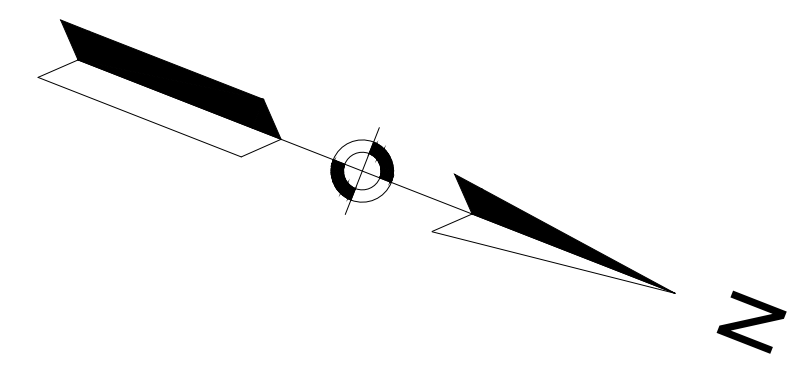
OLD KINGS HWY (PUBLIC)



WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	35	133
PROJECT FILE NO.		607397	

GRADING PLAN  
PART 6 OF 7



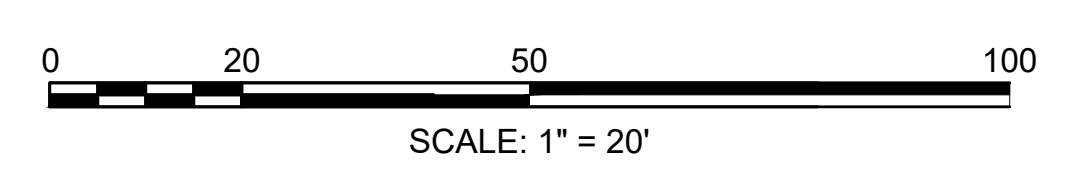
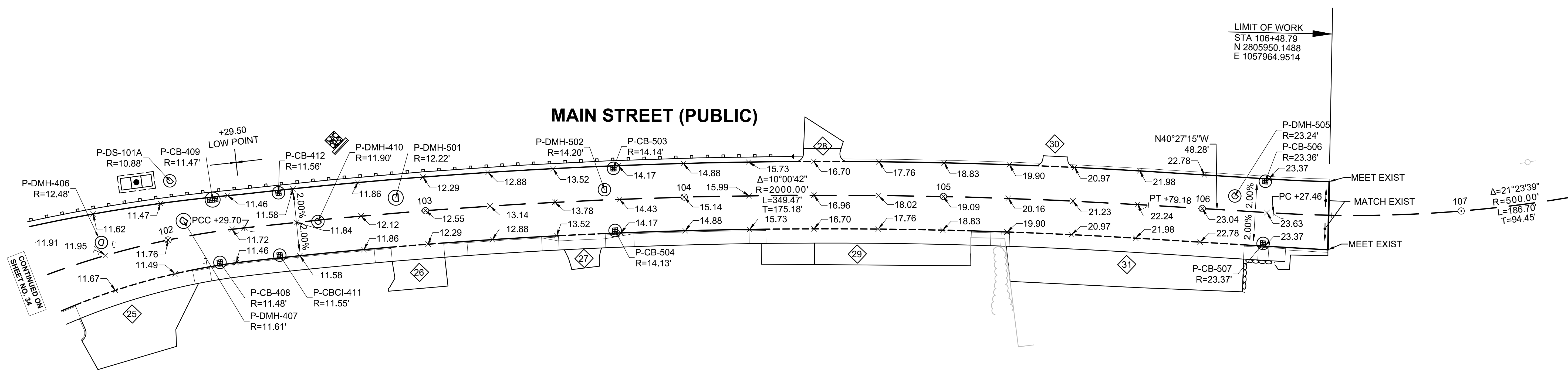
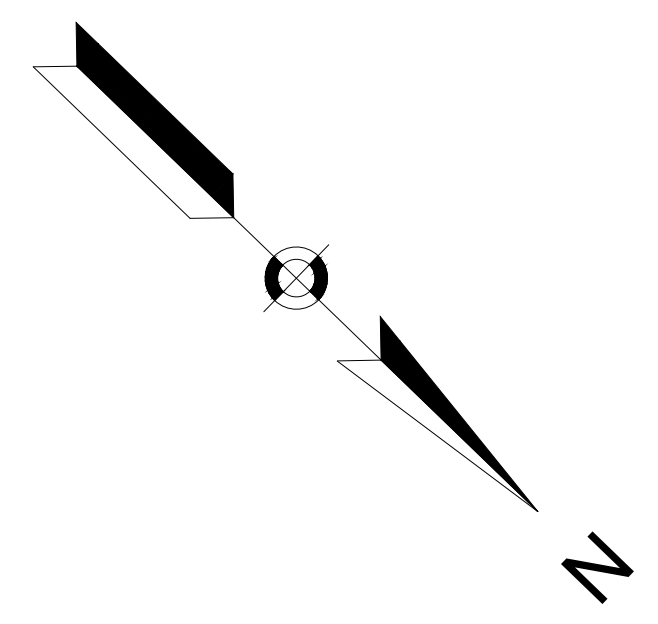


WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	36	133

GRADING PLAN  
PART 7 OF 7

PROJECT FILE NO. 607397

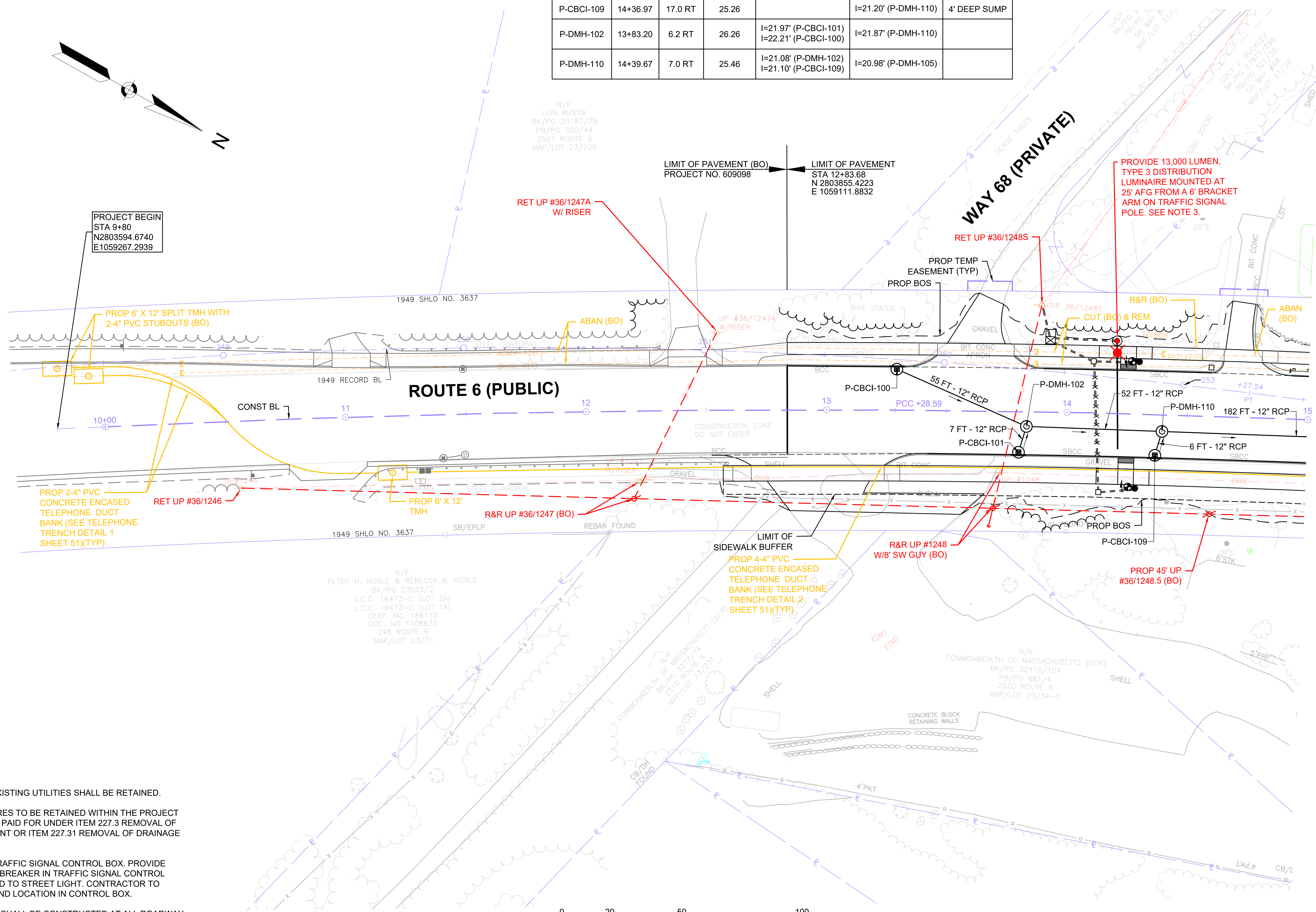
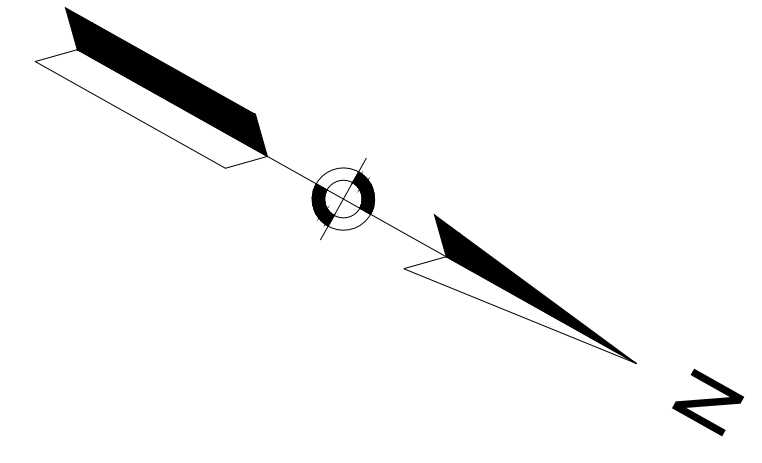


**WELLFLEET  
ROUTE 6 / MAIN STREET**

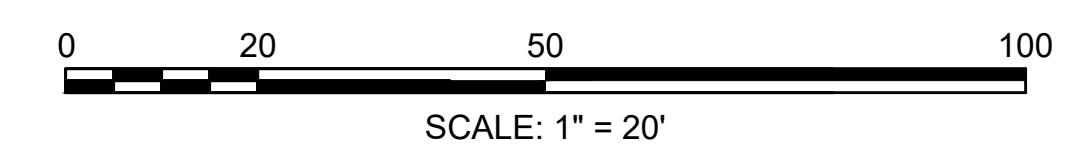
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	37	133
PROJECT FILE NO.		607397	

**DRAINAGE & UTILITY PLAN  
PART 1 OF 7**

DRAINAGE STRUCTURE TABLE						
NAME/TYPE	STATION	OFFSET	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-CBCI-100	13+29.14	17.0 LT	26.92		I=22.79' (P-DMH-102)	4' DEEP SUMP
P-CBCI-101	13+80.06	17.0 RT	26.03		I=22.03' (P-DMH-102)	4' DEEP SUMP
P-CBCI-109	14+36.97	17.0 RT	25.26		I=21.20' (P-DMH-110)	4' DEEP SUMP
P-DMH-102	13+83.20	6.2 RT	26.26	I=21.97' (P-CBCI-101) I=22.21' (P-CBCI-100)	I=21.87' (P-DMH-110)	
P-DMH-110	14+39.67	7.0 RT	25.46	I=21.08' (P-DMH-102) I=21.10' (P-CBCI-109)	I=20.98' (P-DMH-105)	



- NOTES:**
- UNLESS OTHERWISE NOTED, EXISTING UTILITIES SHALL BE RETAINED.
  - EXISTING PIPES AND STRUCTURES TO BE RETAINED WITHIN THE PROJECT LIMITS SHALL BE CLEANED AND PAID FOR UNDER ITEM 227.3 REMOVAL OF DRAINAGE STRUCTURE SEDIMENT OR ITEM 227.31 REMOVAL OF DRAINAGE PIPE SEDIMENT.
  - POWER STREET LIGHT FROM TRAFFIC SIGNAL CONTROL BOX. PROVIDE 15-AMP MOLDED CASE CIRCUIT BREAKER IN TRAFFIC SIGNAL CONTROL BOX AND EXTEND 2#10, #10-GND TO STREET LIGHT. CONTRACTOR TO COORDINATE BREAKER TYPE AND LOCATION IN CONTROL BOX.
  - SECURED FRAME AND COVERS SHALL BE CONSTRUCTED AT ALL ROADWAY DRAIN MANHOLES ALONG ROUTE 6 PER SPECIAL PROVISION 221.1.



CONTINUED ON  
SHEET NO. 38



**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	38	133

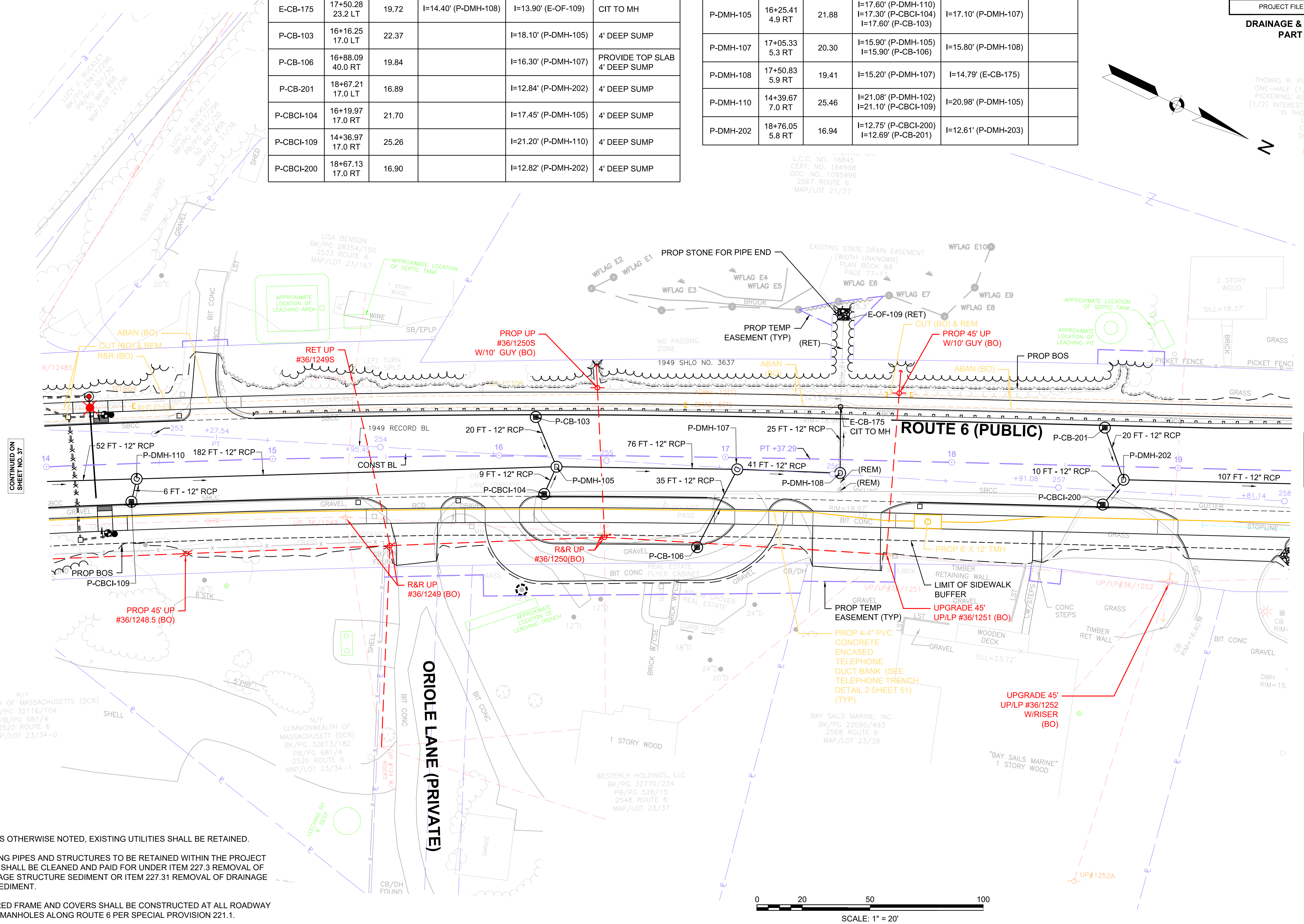
**DRAINAGE & UTILITY PLAN  
PART 2 OF 7**

THOMAS R. PICKERING, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST AND RICHARD H. PICKERING, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST WITH A LIFE ESTATE RESERVED IN THOMAS R. PICKERING SR.  
L.C.C. NO. 16845  
CERT. NO. 164998  
DOC. NO. 1095996  
2567 ROUTE 6  
MAP/LOT 21/37

DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
E-CB-175	17+50.28 23.2 LT	19.72	I=14.40' (P-DMH-108)	I=13.90' (E-OF-109)	CIT TO MH
P-CB-103	16+16.25 17.0 LT	22.37		I=18.10' (P-DMH-105)	4' DEEP SUMP
P-CB-106	16+88.09 40.0 RT	19.84		I=16.30' (P-DMH-107)	PROVIDE TOP SLAB 4' DEEP SUMP
P-CB-201	18+67.21 17.0 LT	16.89		I=12.84' (P-DMH-202)	4' DEEP SUMP
P-CBCI-104	16+19.97 17.0 RT	21.70		I=17.45' (P-DMH-105)	4' DEEP SUMP
P-CBCI-109	14+36.97 17.0 RT	25.26		I=21.20' (P-DMH-110)	4' DEEP SUMP
P-CBCI-200	18+67.13 17.0 RT	16.90		I=12.82' (P-DMH-202)	4' DEEP SUMP

DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-DMH-105	16+25.41 4.9 RT	21.88	I=17.60' (P-DMH-110) I=17.30' (P-CBCI-104) I=17.60' (P-CB-103)	I=17.10' (P-DMH-107)	
P-DMH-107	17+05.33 5.3 RT	20.30	I=15.90' (P-DMH-105) I=15.90' (P-CB-106)	I=15.80' (P-DMH-108)	
P-DMH-108	17+50.83 5.9 RT	19.41	I=15.20' (P-DMH-107)	I=14.79' (E-CB-175)	
P-DMH-110	14+39.67 7.0 RT	25.46	I=21.08' (P-DMH-102) I=21.10' (P-CBCI-109)	I=20.98' (P-DMH-105)	
P-DMH-202	18+76.05 5.8 RT	16.94	I=12.75' (P-CBCI-200) I=12.69' (P-CB-201)	I=12.61' (P-DMH-203)	

L.C.C. NO. 16845  
CERT. NO. 164998  
DOC. NO. 1095996  
2567 ROUTE 6  
MAP/LOT 21/37



CONTINUED ON  
SHEET NO. 37

CONTINUED ON  
SHEET NO. 39

- NOTES:**
- UNLESS OTHERWISE NOTED, EXISTING UTILITIES SHALL BE RETAINED.
  - EXISTING PIPES AND STRUCTURES TO BE RETAINED WITHIN THE PROJECT LIMITS SHALL BE CLEANED AND PAID FOR UNDER ITEM 227.3 REMOVAL OF DRAINAGE STRUCTURE SEDIMENT OR ITEM 227.31 REMOVAL OF DRAINAGE PIPE SEDIMENT.
  - SECURED FRAME AND COVERS SHALL BE CONSTRUCTED AT ALL ROADWAY DRAIN MANHOLES ALONG ROUTE 6 PER SPECIAL PROVISION 221.1.



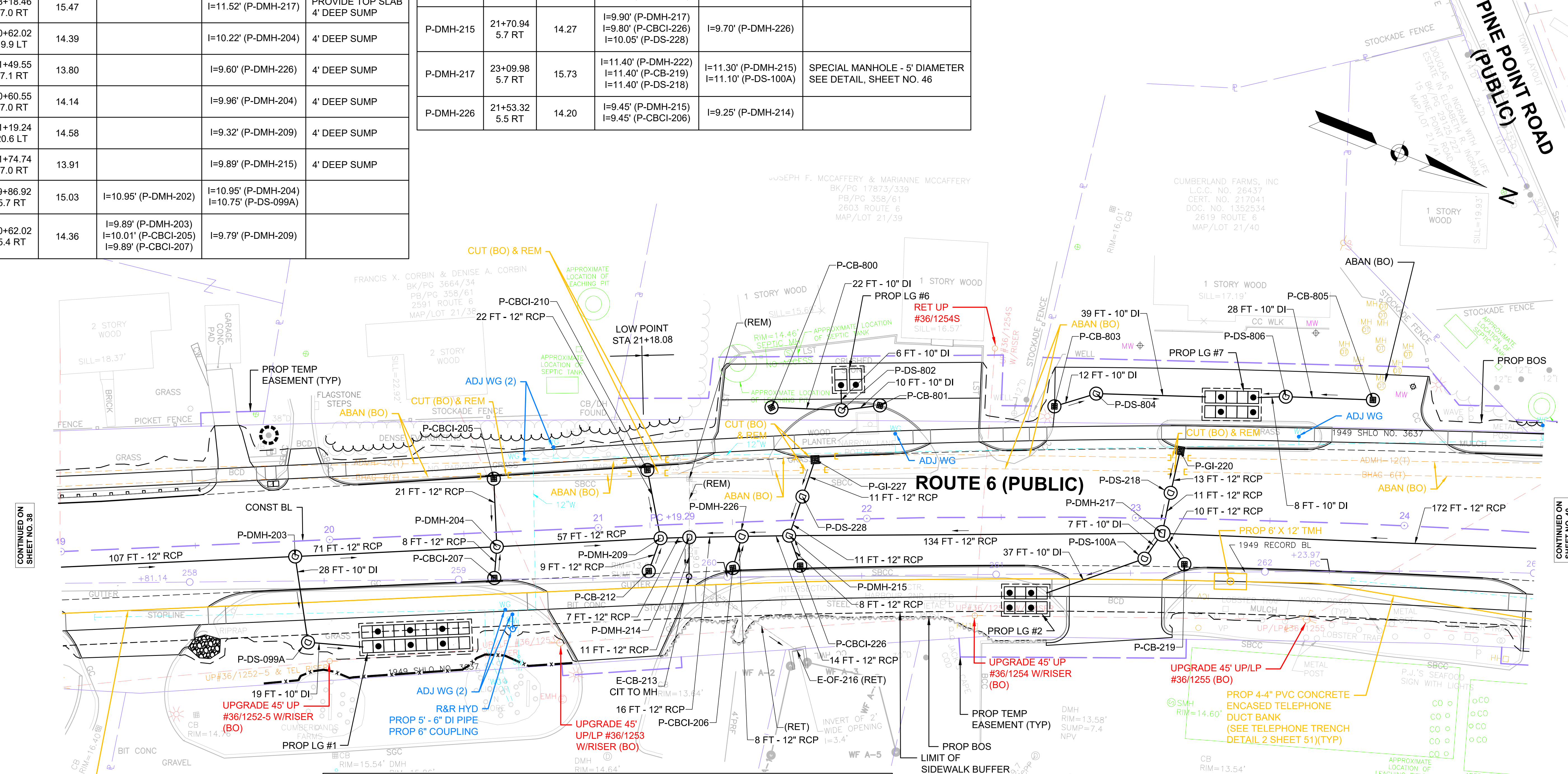
DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
E-CB-213	21+33.04 19.7 RT	14.19	I=8.70' (P-DMH-214)	I=8.60' (E-OF-216)	CIT TO MH
P-CB-212	21+18.08 17.0 RT	13.96	I=9.67' (P-DMH-209)		4' DEEP SUMP
P-CB-219	23+18.46 17.0 RT	15.47	I=11.52' (P-DMH-217)		PROVIDE TOP SLAB 4' DEEP SUMP
P-CBCI-205	20+62.02 19.9 LT	14.39	I=10.22' (P-DMH-204)		4' DEEP SUMP
P-CBCI-206	21+49.55 17.1 RT	13.80	I=9.60' (P-DMH-226)		4' DEEP SUMP
P-CBCI-207	20+60.55 17.0 RT	14.14	I=9.96' (P-DMH-204)		4' DEEP SUMP
P-CBCI-210	21+19.24 20.6 LT	14.58	I=9.32' (P-DMH-209)		4' DEEP SUMP
P-CBCI-226	21+74.74 17.0 RT	13.91	I=9.89' (P-DMH-215)		4' DEEP SUMP
P-DMH-203	19+86.92 5.7 RT	15.03	I=10.95' (P-DMH-202)	I=10.95' (P-DMH-204) I=10.75' (P-DS-099A)	
P-DMH-204	20+62.02 5.4 RT	14.36	I=9.89' (P-DMH-203) I=10.01' (P-CBCI-205) I=9.89' (P-CBCI-207)	I=9.79' (P-DMH-209)	

DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-DMH-209	21+23.03 5.0 RT	14.21	I=9.22' (P-DMH-204) I=9.22' (P-CBCI-210) I=9.22' (P-CB-212)	I=9.12' (P-DMH-214)	PROVIDE TOP SLAB
P-DMH-214	21+33.71 5.1 RT	14.19	I=9.01' (P-DMH-209) I=9.10' (P-DMH-226)	I=8.91' (E-CB-213)	
P-DMH-215	21+70.94 5.7 RT	14.27	I=9.90' (P-DMH-217) I=9.80' (P-CBCI-226) I=10.05' (P-DS-228)	I=9.70' (P-DMH-226)	
P-DMH-217	23+09.98 5.7 RT	15.73	I=11.40' (P-DMH-222) I=11.40' (P-CB-219) I=11.40' (P-DS-218)	I=11.30' (P-DMH-215) I=11.10' (P-DS-100A)	SPECIAL MANHOLE - 5' DIAMETER SEE DETAIL, SHEET NO. 46
P-DMH-226	21+53.32 5.5 RT	14.20	I=9.45' (P-DMH-215) I=9.45' (P-CBCI-206)	I=9.25' (P-DMH-214)	

DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-GI-220	23+16.11 25.3 LT	16.55		I=12.45' (P-DS-218)	GUTTER INLET - SPECIAL SEE DETAIL, SHEET NO. 46
P-GI-227	21+81.29 22.3 LT	14.98		I=10.31' (P-DS-228)	GUTTER INLET - SPECIAL SEE DETAIL, SHEET NO. 46

WELLFLEET ROUTE 6 / MAIN STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	39	133
PROJECT FILE NO. 607397			

**DRAINAGE & UTILITY PLAN  
PART 3 OF 7**



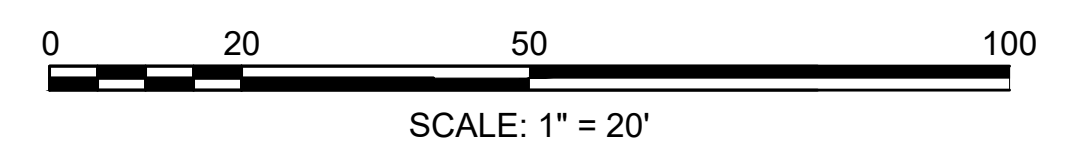
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SHEET NO. 38

CONTINUED ON  
SHEET NO. 40

DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-DS-099A	19+90.28 37.8 RT	15.64	I=10.42' (P-DMH-203)	I=10.35' (PROP LG-1)	PRECAST CONCRETE STORM DRAIN MANHOLE WITH SUMP SEE DETAIL, SHEET NO. 46
P-DS-100A	23+03.50 15.2 RT	15.34	I=10.90' (P-DMH-217)	I=10.70' (PROP LG-2)	PRECAST CONCRETE STORM DRAIN MANHOLE WITH SUMP SEE DETAIL, SHEET NO. 46
P-DS-218	23+12.88 9.5 LT	16.27	I=12.00' (P-GI-220)	I=11.90' (P-DMH-217)	PRECAST CONCRETE STORM DRAIN MANHOLE WITH SUMP SEE DETAIL, SHEET NO. 46 PROVIDE TOP SLAB
P-DS-228	21+76.29 8.7 LT	14.77	I=10.24' (P-GI-227)	I=10.14' (P-DMH-215)	PRECAST CONCRETE STORM DRAIN MANHOLE WITH SUMP SEE DETAIL, SHEET NO. 46
P-DS-802	21+91.45 40.5 LT	14.79	I=10.07' (P-CB-800) I=10.07' (P-CB-801)	I=9.97' (PROP LG-6)	PRECAST CONCRETE STORM DRAIN MANHOLE WITH SUMP SEE DETAIL, SHEET NO. 46

DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-CB-800	21+65.79 42.2 LT	14.14	I=10.20' (P-DS-802)		4' DEEP SUMP AND CATCH BASIN HOOD
P-CB-801	22+05.60 42.0 LT	14.60	I=10.13' (P-DS-802)		4' DEEP SUMP AND CATCH BASIN HOOD
P-CB-803	22+69.65 41.2 LT	15.72	I=11.85' (P-DS-804)		4' DEEP SUMP AND CATCH BASIN HOOD
P-CB-805	23+86.43 46.2 LT	16.51	I=12.00' (P-DS-806)		4' DEEP SUMP AND CATCH BASIN HOOD
P-DS-804	22+84.96 46.0 LT	15.91	I=11.78' (P-CB-803) I=11.68' (PROP LG-7)		PRECAST CONCRETE STORM DRAIN MANHOLE WITH SUMP SEE DETAIL, SHEET NO. 46
P-DS-806	23+54.47 46.3 LT	16.74	I=11.57' (P-CB-805) I=11.47' (PROP LG-7)		PRECAST CONCRETE STORM DRAIN MANHOLE WITH SUMP SEE DETAIL, SHEET NO. 46

- NOTES:**
- UNLESS OTHERWISE NOTED, EXISTING UTILITIES SHALL BE RETAINED.
  - EXISTING PIPES AND STRUCTURES TO BE RETAINED WITHIN THE PROJECT LIMITS SHALL BE CLEANED AND PAID FOR UNDER ITEM 227.3 REMOVAL OF DRAINAGE STRUCTURE SEDIMENT OR ITEM 227.31 REMOVAL OF DRAINAGE PIPE SEDIMENT.
  - SECURED FRAME AND COVERS SHALL BE CONSTRUCTED AT ALL ROADWAY DRAIN MANHOLES ALONG ROUTE 6 PER SPECIAL PROVISION 221.1.





DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-CB-221	24+78.80 41.4 LT	18.67		I=14.55' (P-DMH-223)	4' DEEP SUMP
P-CB-224	25+46.80 28.0 LT	19.53		I=14.65' (P-DMH-223)	4' DEEP SUMP
P-CB-300	27+83.30 39.9 LT	20.13		I=16.05' (P-DMH-301)	4' DEEP SUMP
P-CB-303	29+44.99 28.0 LT	18.30		I=14.25' (P-DMH-304)	4' DEEP SUMP
P-CBCI-225	25+08.01 17.0 RT	17.89		I=13.95' (P-DMH-222)	PROVIDE TOP SLAB 4' DEEP SUMP

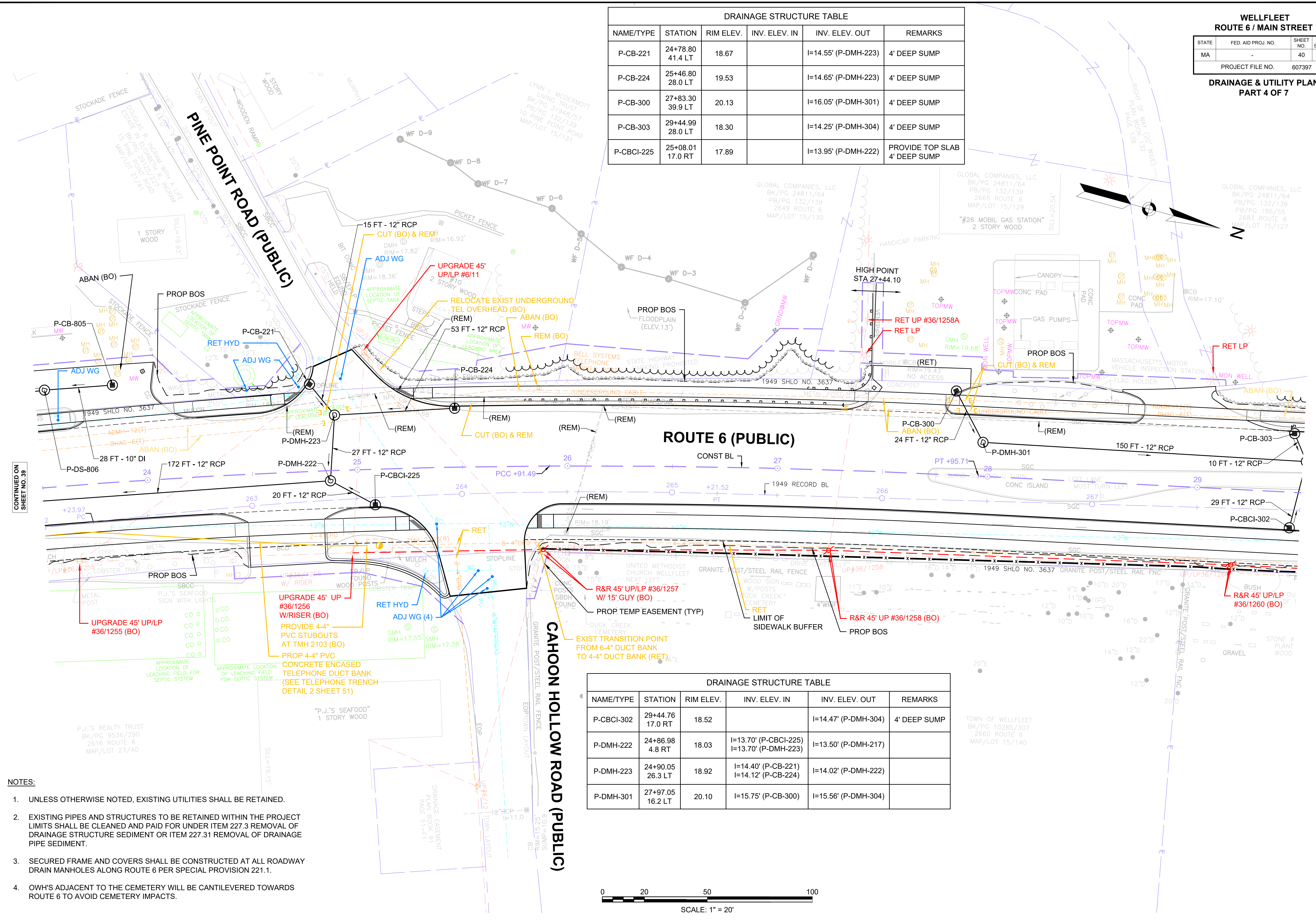
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	40	133

PROJECT FILE NO. 607397

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

DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-CBCI-302	29+44.76 17.0 RT	18.52		I=14.47' (P-DMH-304)	4' DEEP SUMP
P-DMH-222	24+86.98 4.8 RT	18.03	I=13.70' (P-CBCI-225) I=13.70' (P-DMH-223)	I=13.50' (P-DMH-217)	
P-DMH-223	24+90.05 26.3 LT	18.92	I=14.40' (P-CB-221) I=14.12' (P-CB-224)	I=14.02' (P-DMH-222)	
P-DMH-301	27+97.05 16.2 LT	20.10	I=15.75' (P-CB-300)	I=15.56' (P-DMH-304)	



- NOTES:**
- UNLESS OTHERWISE NOTED, EXISTING UTILITIES SHALL BE RETAINED.
  - EXISTING PIPES AND STRUCTURES TO BE RETAINED WITHIN THE PROJECT LIMITS SHALL BE CLEANED AND PAID FOR UNDER ITEM 227.3 REMOVAL OF DRAINAGE STRUCTURE SEDIMENT OR ITEM 227.31 REMOVAL OF DRAINAGE PIPE SEDIMENT.
  - SECURED FRAME AND COVERS SHALL BE CONSTRUCTED AT ALL ROADWAY DRAIN MANHOLES ALONG ROUTE 6 PER SPECIAL PROVISION 221.1.
  - OWH'S ADJACENT TO THE CEMETERY WILL BE CANTILEVERED TOWARDS ROUTE 6 TO AVOID CEMETERY IMPACTS.



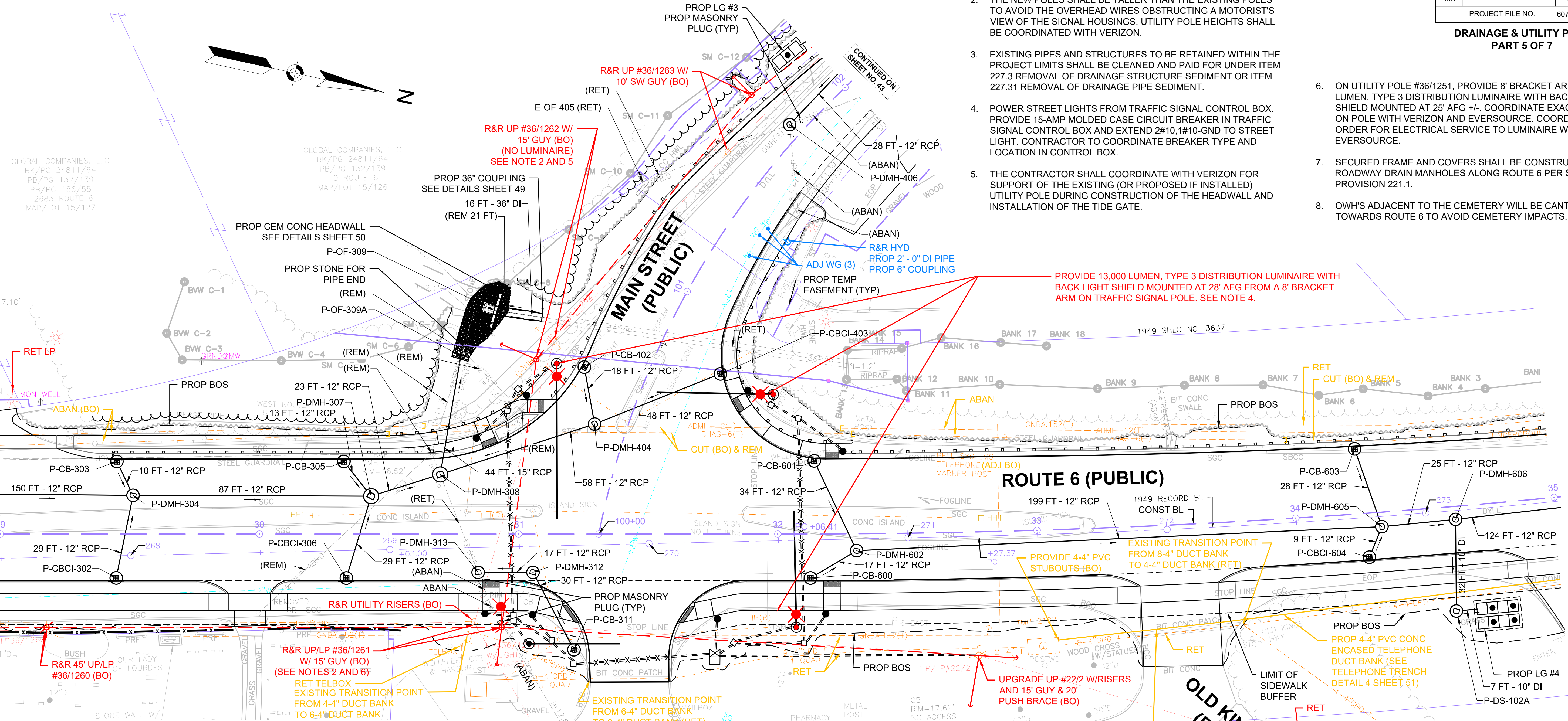
CONTINUED ON  
SHEET NO. 39

CONTINUED ON  
SHEET NO. 41



GLOBAL COMPANIES, LLC  
BK/PG 24811/64  
PB/PG 132/139  
PB/PG 186/55  
2683 ROUTE 6  
MAP/LOT 15/127

GLOBAL COMPANIES, LLC  
BK/PG 24811/64  
PB/PG 132/139  
0 ROUTE 6  
MAP/LOT 15/126



**NOTES:**

- 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.
- EXISTING PIPES AND STRUCTURES TO BE RETAINED WITHIN THE PROJECT LIMITS SHALL BE CLEANED AND PAID FOR UNDER ITEM 227.3 REMOVAL OF DRAINAGE STRUCTURE SEDIMENT OR ITEM 227.31 REMOVAL OF DRAINAGE PIPE SEDIMENT.
- POWER STREET LIGHTS FROM TRAFFIC SIGNAL CONTROL BOX. PROVIDE 15-AMP MOLDED CASE CIRCUIT BREAKER IN TRAFFIC SIGNAL CONTROL BOX AND EXTEND 2#10,1#10-GND TO STREET LIGHT. CONTRACTOR TO COORDINATE BREAKER TYPE AND LOCATION IN CONTROL BOX.
- THE CONTRACTOR SHALL COORDINATE WITH VERIZON FOR SUPPORT OF THE EXISTING (OR PROPOSED IF INSTALLED) UTILITY POLE DURING CONSTRUCTION OF THE HEADWALL AND INSTALLATION OF THE TIDE GATE.
- ON UTILITY POLE #36/1251, PROVIDE 8' BRACKET ARM AND 13,000 LUMEN, TYPE 3 DISTRIBUTION LUMINAIRE WITH BACK LIGHT SHIELD MOUNTED AT 25' AFG +/- COORDINATE EXACT LOCATION ON POLE WITH VERIZON AND EVERSOURCE. COORDINATE WORK ORDER FOR ELECTRICAL SERVICE TO LUMINAIRE WITH EVERSOURCE.
- SECURED FRAME AND COVERS SHALL BE CONSTRUCTED AT ALL ROADWAY DRAIN MANHOLES ALONG ROUTE 6 PER SPECIAL PROVISION 221.1.
- OWH'S ADJACENT TO THE CEMETERY WILL BE CANTILEVERED TOWARDS ROUTE 6 TO AVOID CEMETERY IMPACTS.

**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	41	133

PROJECT FILE NO. 607397

**DRAINAGE & UTILITY PLAN  
PART 5 OF 7**

CONTINUED ON SHEET NO. 40

CONTINUED ON SHEET NO. 42

**DRAINAGE STRUCTURE TABLE**

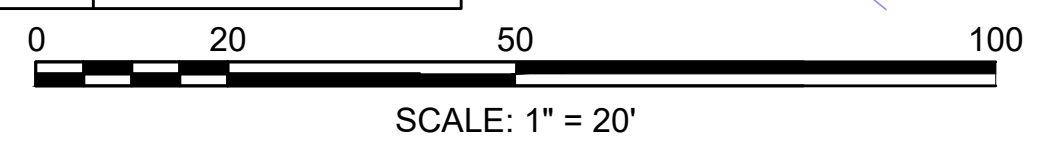
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
E-CB-310	30+89.47 28.0 RT	17.24		I=12.80' (P-DMH-313)	ABAN
P-CB-303	29+44.99 28.0 LT	18.30		I=14.25' (P-DMH-304)	4' DEEP SUMP
P-CB-305	30+32.54 28.0 LT	17.46		I=13.46' (P-DMH-307)	4' DEEP SUMP
P-CB-311	31+21.35 44.7 RT	17.52		I=13.27' (P-DMH-312)	4' DEEP SUMP
P-CB-402	100+58.22 23.6 LT	14.45		I=10.87' (P-DMH-404)	PROVIDE TOP SLAB 4' DEEP SUMP
P-CB-600	32+12.59 17.0 RT	15.40		I=11.00' (P-DMH-602)	4' DEEP SUMP
P-CB-601	32+14.13 28.2 LT	14.43		I=10.10' (P-DMH-602)	4' DEEP SUMP
P-CB-603	34+24.52 25.1 LT	10.76		I=7.60' (P-DMH-605)	PROVIDE TOP SLAB 4' DEEP SUMP
P-CBCI-302	29+44.76 17.0 RT	18.52		I=14.47' (P-DMH-304)	4' DEEP SUMP
P-CBCI-306	30+33.55 17.0 RT	17.66		I=13.60' (P-DMH-307)	4' DEEP SUMP

**DRAINAGE STRUCTURE TABLE**

NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-CBCI-403	100+76.48 25.8 RT	13.81		I=10.70' (P-DMH-404)	PROVIDE TOP SLAB 4' DEEP SUMP
P-CBCI-604	34+27.24 17.0 RT	11.87		I=7.71' (P-DMH-605)	4' DEEP SUMP
P-DMH-304	29+51.25 14.9 LT	18.51	I=13.70' (P-DMH-301) I=14.10' (P-CB-303) I=14.10' (P-CBCI-302)	I=13.60' (P-DMH-307)	
P-DMH-307	30+43.11 14.6 LT	17.60	I=13.20' (P-CBCI-306) I=13.30' (P-CB-305) I=12.50' (P-DMH-304)	I=12.40' (P-DMH-308)	SPECIAL MANHOLE - 5' DIAMETER SEE DETAIL, SHEET NO. 46
P-DMH-308	30+69.76 23.0 LT	17.08	I=11.60' (P-DMH-313) I=12.10' (P-DMH-307) I=10.00' (P-DMH-404)	I=9.80' (P-OF-309A)	SPECIAL MANHOLE - 5' DIAMETER SEE DETAIL, SHEET NO. 46
P-DMH-312	31+05.55 14.8 RT	16.86	I=12.97' (P-CB-311)	I=12.87' (P-DMH-313)	PROVIDE TOP SLAB
P-DMH-404	100+39.90 12.4 LT	15.43	I=10.68' (P-CB-402) I=10.46' (P-CBCI-403)	I=10.36' (P-DMH-308)	

**DRAINAGE STRUCTURE TABLE**

NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-DMH-313	30+84.40 14.8 RT	17.11	I=12.70' (P-DMH-312) I=12.60' (E-CB-310)	I=12.50' (P-DMH-308)	
P-DMH-406	101+74.97 5.3 LT	12.48	I=8.15' (P-DMH-407)	I=8.05' (E-OF-405)	
P-DMH-602	32+30.40 6.5 RT	15.10	I=10.20' (P-CB-600) I=9.70' (P-CB-601)	I=9.50' (P-DMH-605)	
P-DMH-605	34+32.89 5.6 RT	11.66	I=7.35' (P-DMH-602) I=7.35' (P-CB-603) I=7.41' (P-CBCI-604)	I=7.25' (P-DMH-606)	
P-DMH-606	34+61.43 5.0 RT	11.16	I=6.70' (P-DMH-605)	I=6.60' (P-DMH-607) I=6.50' (P-DS-102A)	PROVIDE TOP SLAB
P-OF-309A	30+77.71 68.8 LT	9.72	I=7.78' (P-DMH-308)		





**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	42	133
PROJECT FILE NO. 607397			

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

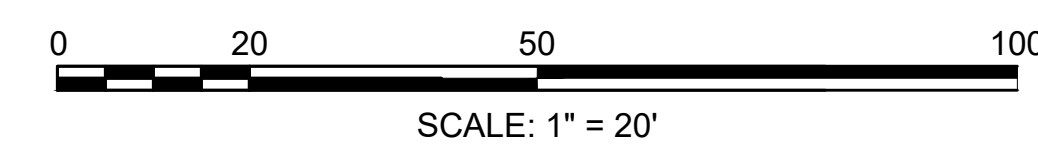
DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
E-CB-613	36+09.00 17.2 LT	8.95	I=4.60' (P-DMH-607) I=4.60' (P-CB-608)	I=4.50' (E-OF-611)	CIT TO MH
E-CB-702	36+51.33 15.5 LT	9.01	I=5.30' (P-CB-701) I=5.30' (P-DMH-709) I=5.30' (P-DMH-705)	I=5.20' (E-OF-703)	CIT TO MH

DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-CB-608	36+03.22 21.6 LT	8.82		I=4.63' (E-CB-613)	4' DEEP SUMP
P-CB-700	36+30.40 18.0 RT	9.80		I=6.05' (P-DMH-709)	DOUBLE GRATE - 5' DIAMETER REFER TO DETAIL SHEET NO. 48 PROVIDE TOP SLAB 4' DEEP SUMP
P-CB-701	36+24 21.2 LT	8.79		I=5.47' (E-CB-702)	PROVIDE TOP SLAB 4' DEEP SUMP
P-CB-707	39+06.20 17.0 LT	12.70		I=8.75' (P-DMH-706)	PROVIDE TOP SLAB 4' DEEP SUMP
P-CB-714	37+41.02 18.8 LT	9.50		I=7.20' (P-DMH-705)	4' DEEP SUMP
P-CBCI-609	35+85.80 17.0 RT	9.92		I=5.75' (P-DMH-607)	4' DEEP SUMP
P-CBCI-708	39+06.71 17.0 RT	13.81		I=9.35' (P-DMH-706)	4' DEEP SUMP
P-CBCI-710	36+58.49 17.0 RT	9.86		I=6.00' (P-DMH-709)	PROVIDE TOP SLAB 4' DEEP SUMP

DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-DMH-606	34+61.43 5.0 RT	11.16	I=6.70' (P-DMH-605)	I=6.60' (P-DMH-607) I=6.50' (P-DS-102A)	PROVIDE TOP SLAB
P-DMH-607	35+89.28 4.0 RT	9.73	I=5.55' (P-DMH-606) I=5.55' (P-CBCI-609)	I=5.45' (E-CB-613)	
P-DMH-705	37+37.97 11.9 LT	9.70	I=6.82' (P-DMH-706) I=6.90' (P-CB-714)	I=6.72' (E-CB-702)	
P-DMH-706	38+85.85 10.2 LT	12.47	I=8.80' (P-CBCI-708) I=8.50' (P-CB-707)	I=8.40' (P-DMH-705)	

DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-DMH-709	36+45.59 15.1 RT	9.87	I=5.85' (P-CBCI-710) I=5.85' (P-CB-700)	I=5.55' (P-DS-709A) I=5.75' (E-CB-702)	PROVIDE TOP SLAB
P-DS-102A	34+58.78 40.3 RT	7.54	I=6.14' (P-DMH-606)	I=6.00' (PROP LG-4)	PRECAST CONCRETE STORM DRAIN MANHOLE WITH SUMP SEE DETAIL, SHEET NO. 46
P-DS-709A	36+45.59 26.3 RT	10.26	I=5.48' (P-DMH-709)	I=5.38' (PROP LG-5)	PRECAST CONCRETE STORM DRAIN MANHOLE WITH SUMP SEE DETAIL, SHEET NO. 46

- NOTES:**
- UNLESS OTHERWISE NOTED, EXISTING UTILITIES SHALL BE RETAINED.
  - EXISTING PIPES AND STRUCTURES TO BE RETAINED WITHIN THE PROJECT LIMITS SHALL BE CLEANED AND PAID FOR UNDER ITEM 227.3 REMOVAL OF DRAINAGE STRUCTURE SEDIMENT OR ITEM 227.31 REMOVAL OF DRAINAGE PIPE SEDIMENT.
  - SECURED FRAME AND COVERS SHALL BE CONSTRUCTED AT ALL ROADWAY DRAIN MANHOLES ALONG ROUTE 6 PER SPECIAL PROVISION 221.1.

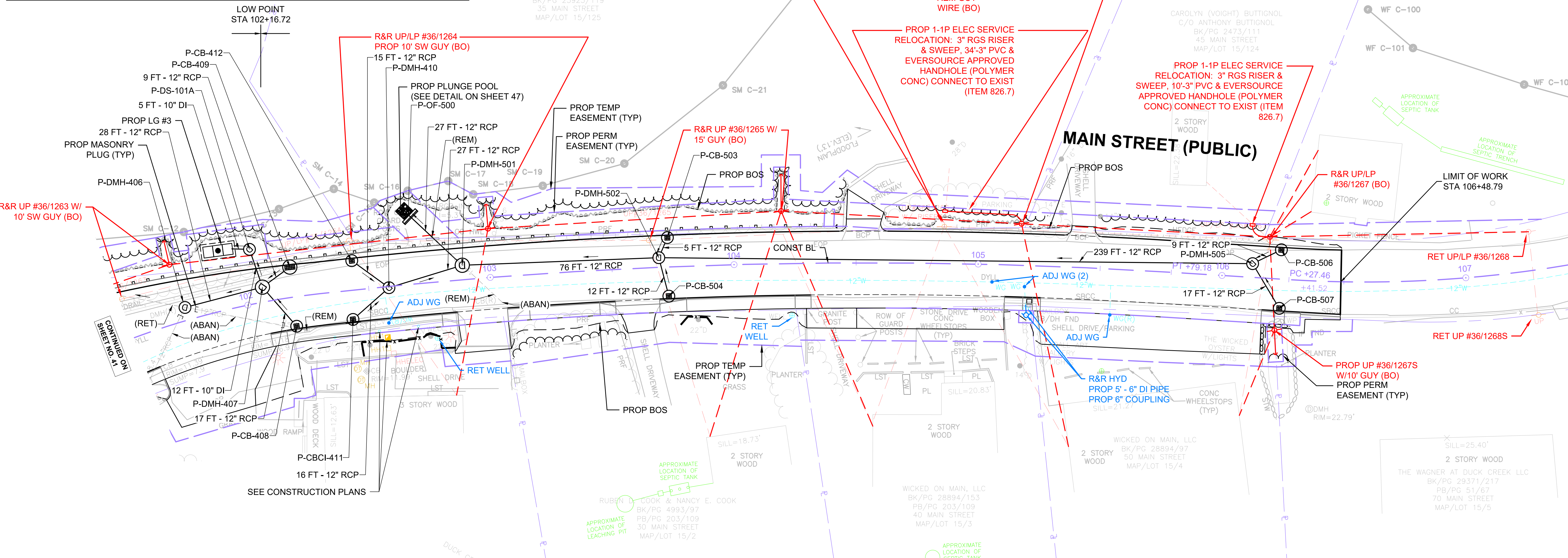




DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-CB-408	102+18.52 12.0 RT	11.48		I=8.43' (P-DMH-407)	PROVIDE TOP SLAB 4' DEEP SUMP
P-CB-409	102+19.25 12.4 LT	11.47		I=8.40' (P-DMH-407)	DOUBLE GRATE - 5' DIAMETER PROVIDE TOP SLAB 4' DEEP SUMP
P-CB-412	102+44.29 12.0 LT	11.56		I=8.39' (P-DMH-410)	PROVIDE TOP SLAB 4' DEEP SUMP
P-CB-503	103+73.15 12.0 LT	14.14		I=9.90' (P-DMH-502)	4' DEEP SUMP
P-CB-504	103+72.79 12.0 RT	14.13		I=9.90' (P-DMH-502)	4' DEEP SUMP
P-CB-506	106+23.63 12.0 LT	23.36		I=19.10' (P-DMH-505)	4' DEEP SUMP
P-CB-507	106+24.24 12.0 RT	23.37		I=19.20' (P-DMH-505)	4' DEEP SUMP

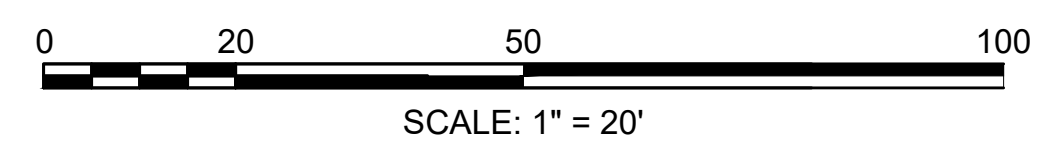
DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-CBCI-411	102+42.24 12.0 RT	11.55		I=8.38' (P-DMH-410)	PROVIDE TOP SLAB 4' DEEP SUMP
P-DMH-406	101+74.97 5.3 LT	12.48	I=8.15' (P-DMH-407)	I=8.05' (E-OF-405)	
P-DMH-407	102+07.21 6.1 LT	11.61	I=8.36' (P-CB-409) I=8.36' (P-CB-408)	I=8.26' (P-DMH-406) I=6.90' (P-DS-101A)	SPECIAL MANHOLE - 5' DIAMETER PROVIDE TOP SLAB SEE DETAIL, SHEET NO. 46
P-DMH-410	102+58.28 0.5 RT	11.90	I=8.32' (P-CB-412) I=8.32' (P-CBCI-411)	I=8.32' (P-DMH-501)	PROVIDE TOP SLAB
P-DMH-501	102+88.98 5.9 LT	12.22	I=8.20' (P-DMH-502) I=8.20' (P-DMH-410)	I=8.10' (P-OF-500)	SPECIAL MANHOLE - 5' DIAMETER SEE DETAIL, SHEET NO. 46

WELLFLEET ROUTE 6 / MAIN STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	43	133
PROJECT FILE NO. 607397			
DRAINAGE AND UTILITY PLANS PART 7 OF 7			



DRAINAGE STRUCTURE TABLE					
NAME/TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
P-DMH-502	103+69.33 3.9 LT	14.20	I=9.70' (P-DMH-505) I=9.70' (P-CB-504) I=9.80' (P-CB-503)	I=9.50' (P-DMH-501)	
P-DMH-505	106+12.22 5.6 LT	23.24	I=18.95' (P-CB-507) I=18.95' (P-CB-506)	I=18.75' (P-DMH-502)	
P-DS-101A	102+04.94 22.3 LT	10.88	I=6.70' (P-DMH-407)	I=6.60 (PROP LG-3)	PRECAST CONCRETE STORM DRAIN MANHOLE WITH SUMP SEE DETAIL, SHEET NO. 46
P-OF-500	102+68.95 28.3 LT	9.42	I=7.75' (P-DMH-501)		

- NOTES:**
- UNLESS OTHERWISE NOTED, EXISTING UTILITIES SHALL BE RETAINED.
  - EXISTING PIPES AND STRUCTURES TO BE RETAINED WITHIN THE PROJECT LIMITS SHALL BE CLEANED AND PAID FOR UNDER ITEM 227.3 REMOVAL OF DRAINAGE STRUCTURE SEDIMENT OR ITEM 227.31 REMOVAL OF DRAINAGE PIPE SEDIMENT.





**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	44	133
PROJECT FILE NO.		607397	

**DRAINAGE PIPE TABLES  
PART 1 OF 2**

PIPE TABLE					
PIPE	PIPE LOCATION	SIZE & TYPE	LENGTH	SLOPE	REMARKS
E-007	E-CB-175 TO E-OF-109 STA 17+50 TO 17+51	12 INCH CONCRETE PIPE	38 FT	0.226	(RET)
E-021	E-CB-213 TO E-OF-216 STA 21+33 TO 21+73	12 INCH CONCRETE PIPE	47 FT	0.111	(RET)
E-038	E-DMH-400 TO E-HW STA 30+78 TO 30+83	12 INCH CONCRETE PIPE	13 FT	0.052	(REM)
E-043A	P-DMH-313 TO P-DMH-308 STA 30+84 TO 30+70	12 INCH CONCRETE PIPE	36 FT	0.025	(RET)
E-043B	E-CB-310 TO P-DMH-313 STA 30+89 TO 30+84	12 INCH CONCRETE PIPE	12 FT	0.017	(ABAN)
E-044	P-DMH-406 TO E-OF-405 STA 101+75 TO 101+26	12 INCH CONCRETE PIPE	59 FT	0.002	(RET)
E-066	E-CB-613 TO E-OF-611 STA 36+09 TO 36+18	12 INCH CONCRETE PIPE	22 FT	0.091	(RET)
E-073	E-CB-702 TO E-OF-703 STA 36+51 TO 36+60	12 INCH CONCRETE PIPE	21 FT	0.062	(RET)
P-001	P-CBCI-100 TO P-DMH-102 STA 13+29 TO 13+83	12 INCH CONCRETE PIPE	55 FT	0.011	
P-002	P-CBCI-101 TO P-DMH-102 STA 13+80 TO 13+83	12 INCH CONCRETE PIPE	7 FT	0.009	
P-003	P-DMH-110 TO P-DMH-105 STA 14+40 TO 16+25	12 INCH CONCRETE PIPE	182 FT	0.019	
P-004	P-CB-103 TO P-DMH-105 STA 16+16 TO 16+25	12 INCH CONCRETE PIPE	20 FT	0.025	
P-005	P-CBCI-104 TO P-DMH-105 STA 16+20 TO 16+25	12 INCH CONCRETE PIPE	9 FT	0.017	
P-006	P-DMH-105 TO P-DMH-107 STA 16+25 TO 17+05	12 INCH CONCRETE PIPE	76 FT	0.016	
P-007	P-CB-106 TO P-DMH-107 STA 16+88 TO 17+05	12 INCH CONCRETE PIPE	35 FT	0.011	CLASS V
P-008	P-CBCI-200 TO P-DMH-202 STA 18+67 TO 18+76	12 INCH CONCRETE PIPE	10 FT	0.007	
P-009	P-CB-201 TO P-DMH-202 STA 18+67 TO 18+76	12 INCH CONCRETE PIPE	20 FT	0.008	
P-010	P-DMH-202 TO P-DMH-203 STA 18+76 TO 19+87	12 INCH CONCRETE PIPE	107 FT	0.016	
P-011	P-DMH-203 TO P-DS-099A STA 19+87 TO 19+90	10 INCH DUCTILE IRON PIPE	28 FT	0.012	
P-011A	P-DS-099A TO PROP LG-1 STA 19+90 TO 20+11	10 INCH DUCTILE IRON PIPE	19 FT	0.022	
P-012	P-DMH-203 TO P-DMH-204 STA 19+87 TO 20+62	12 INCH CONCRETE PIPE	71 FT	0.015	
P-013	P-CBCI-205 TO P-DMH-204 STA 20+62 TO 20+62	12 INCH CONCRETE PIPE	21 FT	0.010	
P-014	P-DMH-204 TO P-DMH-209 STA 20+62 TO 21+23	12 INCH CONCRETE PIPE	57 FT	0.010	
P-015	P-CBCI-207 TO P-DMH-204 STA 20+61 TO 20+62	12 INCH CONCRETE PIPE	8 FT	0.009	
P-016	P-CBCI-206 TO P-DMH-226 STA 21+50 TO 21+53	12 INCH CONCRETE PIPE	8 FT	0.019	
P-017	P-CBCI-226 TO P-DMH-215 STA 21+75 TO 21+71	12 INCH CONCRETE PIPE	8 FT	0.011	
P-018	P-DMH-209 TO P-DMH-214 STA 21+23 TO 21+34	12 INCH CONCRETE PIPE	7 FT	0.016	
P-020	P-CB-212 TO P-DMH-209 STA 21+18 TO 21+23	12 INCH CONCRETE PIPE	9 FT	0.050	
P-022	P-DMH-214 TO E-CB-213 STA 21+34 TO 21+33	12 INCH CONCRETE PIPE	11 FT	0.019	
P-023	P-DMH-215 TO P-DMH-226 STA 21+71 TO 21+53	12 INCH CONCRETE PIPE	14 FT	0.018	

PIPE TABLE					
PIPE	PIPE LOCATION	SIZE & TYPE	LENGTH	SLOPE	REMARKS
P-025	P-DMH-217 TO P-DS-100A STA 23+10 TO 23+04	10 INCH DUCTILE IRON PIPE	7 FT	0.029	
P-025A	P-DS-100A TO PROP LG-2 STA 23+04 TO 22+67	10 INCH DUCTILE IRON PIPE	37 FT	0.014	
P-026	P-DMH-217 TO P-DMH-215 STA 23+10 TO 21+71	12 INCH CONCRETE PIPE	134 FT	0.010	
P-027	P-CB-219 TO P-DMH-217 STA 23+18 TO 23+10	12 INCH CONCRETE PIPE	10 FT	0.012	CLASS V
P-028	P-GI-220 TO P-DS-218 STA 23+16 TO 23+13	12 INCH CONCRETE PIPE	14 FT	0.032	
P-029	P-CB-221 TO P-DMH-223 STA 24+79 TO 24+90	12 INCH CONCRETE PIPE	15 FT	0.010	
P-030	P-DMH-222 TO P-DMH-217 STA 24+87 TO 23+10	12 INCH CONCRETE PIPE	172 FT	0.012	
P-031	P-DMH-223 TO P-DMH-222 STA 24+90 TO 24+87	12 INCH CONCRETE PIPE	27 FT	0.012	
P-032	P-CBCI-225 TO P-DMH-222 STA 25+08 TO 24+87	12 INCH CONCRETE PIPE	20 FT	0.012	CLASS V
P-033	P-CB-224 TO P-DMH-223 STA 25+47 TO 24+90	12 INCH CONCRETE PIPE	53 FT	0.010	
P-034	P-CB-305 TO P-DMH-307 STA 30+33 TO 30+43	12 INCH CONCRETE PIPE	13 FT	0.012	
P-035	P-CBCI-306 TO P-DMH-307 STA 30+34 TO 30+43	12 INCH CONCRETE PIPE	29 FT	0.014	
P-036	P-DMH-307 TO P-DMH-308 STA 30+43 TO 30+70	12 INCH CONCRETE PIPE	23 FT	0.013	
P-037	P-DMH-308 TO P-OF-309A STA 30+70 TO 30+78	15 INCH CONCRETE PIPE	44 FT	0.046	CLASS V
P-039	P-CB-311 TO P-DMH-312 STA 31+21 TO 31+06	12 INCH CONCRETE PIPE	30 FT	0.010	CLASS V
P-040	P-CB-402 TO P-DMH-404 STA 31+25 TO 31+29	12 INCH CONCRETE PIPE	18 FT	0.011	CLASS V
P-041	P-DMH-404 TO P-DMH-308 STA 31+29 TO 30+70	12 INCH CONCRETE PIPE	58 FT	0.006	CLASS V
P-042	P-CBCI-403 TO P-DMH-404 STA 31+78 TO 31+29	12 INCH CONCRETE PIPE	48 FT	0.005	CLASS V
P-043	P-DMH-312 TO P-DMH-313 STA 31+06 TO 30+84	12 INCH CONCRETE PIPE	17 FT	0.010	
P-045	P-DMH-407 TO P-DS-101A STA 102+07 TO 102+05	10 INCH DUCTILE IRON PIPE	12 FT	0.017	
P-045A	P-DS-101A TO PROP LG-3 STA 102+05 TO 101+98	10 INCH DUCTILE IRON PIPE	5 FT	0.020	
P-046	P-DMH-407 TO P-DMH-406 STA 102+07 TO 101+75	12 INCH CONCRETE PIPE	28 FT	0.004	CLASS V
P-047	P-CB-600 TO P-DMH-602 STA 32+13 TO 32+30	12 INCH CONCRETE PIPE	17 FT	0.047	
P-048	P-CB-409 TO P-DMH-407 STA 102+19 TO 102+07	12 INCH CONCRETE PIPE	9 FT	0.004	CLASS V
P-049	P-CB-601 TO P-DMH-602 STA 32+14 TO 32+30	12 INCH CONCRETE PIPE	34 FT	0.012	
P-050	P-DMH-602 TO P-DMH-605 STA 32+30 TO 34+33	12 INCH CONCRETE PIPE	199 FT	0.011	
P-051	P-CB-408 TO P-DMH-407 STA 102+19 TO 102+07	12 INCH CONCRETE PIPE	17 FT	0.004	CLASS V
P-052	P-CB-412 TO P-DMH-410 STA 102+44 TO 102+58	12 INCH CONCRETE PIPE	15 FT	0.005	CLASS V
P-053	P-DMH-410 TO P-DMH-501 STA 102+58 TO 102+89	12 INCH CONCRETE PIPE	27 FT	0.004	CLASS V
P-054	P-CBCI-411 TO P-DMH-410 STA 102+42 TO 102+58	12 INCH CONCRETE PIPE	16 FT	0.004	CLASS V



**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	45	133
PROJECT FILE NO.		607397	

**DRAINAGE PIPE TABLES  
PART 2 OF 2**

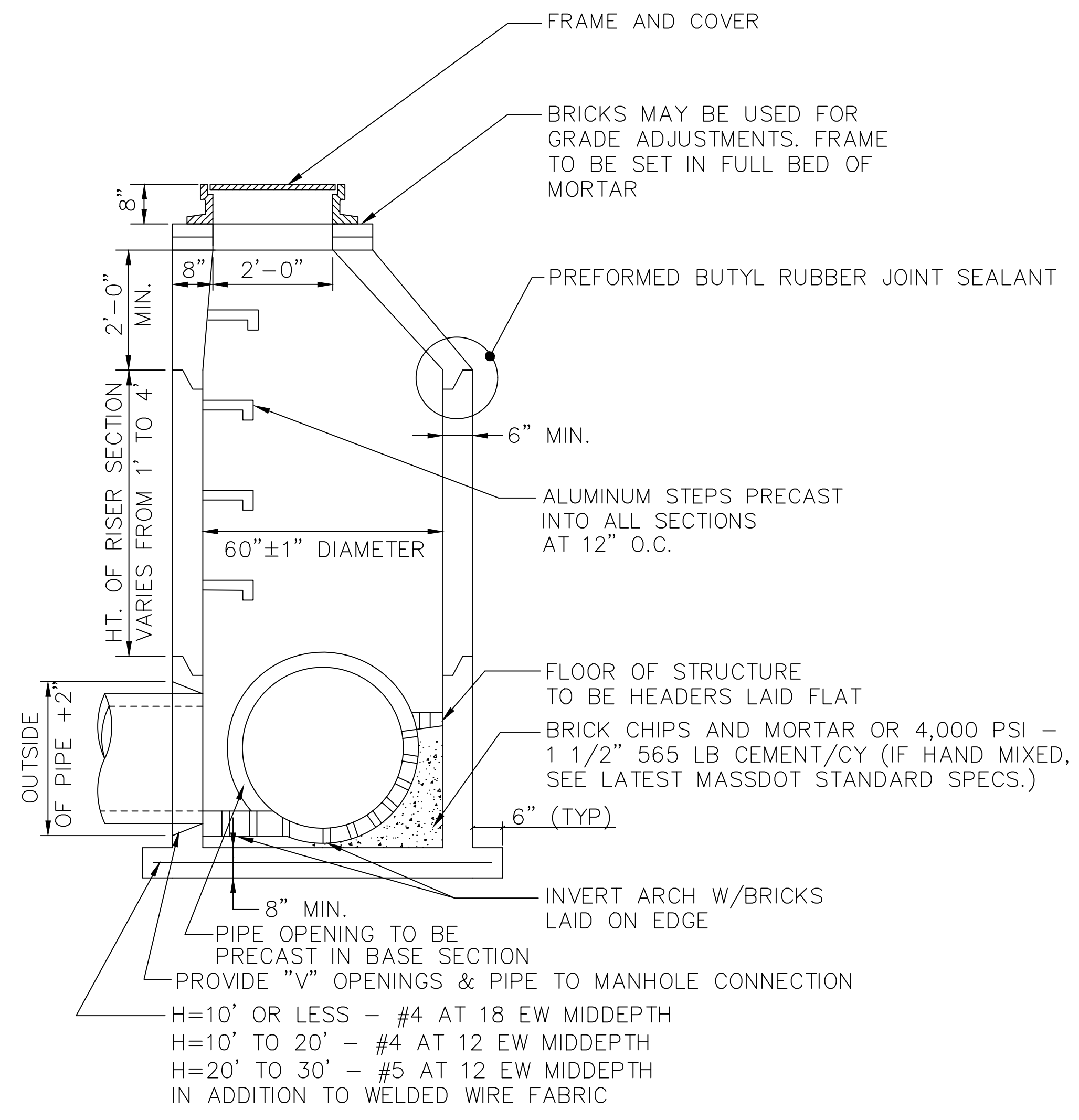
PIPE TABLE					
PIPE	PIPE LOCATION	SIZE & TYPE	LENGTH	SLOPE	REMARKS
P-055	P-DMH-501 TO P-OF-500 STA 102+89 TO 102+69	12 INCH CONCRETE PIPE	28 FT	0.012	
P-056	P-DMH-502 TO P-DMH-501 STA 103+69 TO 102+89	12 INCH CONCRETE PIPE	76 FT	0.017	
P-057	P-CB-503 TO P-DMH-502 STA 103+73 TO 103+69	12 INCH CONCRETE PIPE	5 FT	0.020	
P-058	P-CB-603 TO P-DMH-605 STA 34+25 TO 34+33	12 INCH CONCRETE PIPE	28 FT	0.009	CLASS V
P-059	P-CBCI-604 TO P-DMH-605 STA 34+27 TO 34+33	12 INCH CONCRETE PIPE	9 FT	0.033	
P-060	P-DMH-605 TO P-DMH-606 STA 34+33 TO 34+61	12 INCH CONCRETE PIPE	25 FT	0.022	CLASS V
P-061	P-CB-504 TO P-DMH-502 STA 103+73 TO 103+69	12 INCH CONCRETE PIPE	12 FT	0.017	
P-062	P-DMH-606 TO P-DMH-607 STA 34+61 TO 35+89	12 INCH CONCRETE PIPE	124 FT	0.008	CLASS V
P-063	P-DMH-606 TO P-DS-102A STA 34+61 TO 34+59	10 INCH DUCTILE IRON PIPE	32 FT	0.011	
P-063A	P-DS-102A TO PROP LG-4 STA 34+59 TO 34+67	10 INCH DUCTILE IRON PIPE	7 FT	0.020	
P-067	P-CBCI-609 TO P-DMH-607 STA 35+86 TO 35+89	12 INCH CONCRETE PIPE	9 FT	0.023	
P-069	P-DMH-505 TO P-DMH-502 STA 106+12 TO 103+69	12 INCH CONCRETE PIPE	239 FT	0.038	
P-070	P-CB-506 TO P-DMH-505 STA 106+24 TO 106+12	12 INCH CONCRETE PIPE	9 FT	0.017	
P-071	P-CB-700 TO P-DMH-709 STA 36+30 TO 36+46	12 INCH CONCRETE PIPE	11 FT	0.018	CLASS V
P-072	P-CB-701 TO E-CB-702 STA 36+24 TO 36+51	12 INCH CONCRETE PIPE	24 FT	0.007	CLASS V
P-074	P-CB-507 TO P-DMH-505 STA 106+24 TO 106+12	12 INCH CONCRETE PIPE	17 FT	0.015	
P-075	P-DMH-709 TO E-CB-702 STA 36+46 TO 36+51	12 INCH CONCRETE PIPE	27 FT	0.017	
P-077	P-DMH-705 TO E-CB-702 STA 37+38 TO 36+51	12 INCH CONCRETE PIPE	82 FT	0.017	
P-079	P-DMH-706 TO P-DMH-705 STA 38+86 TO 37+38	12 INCH CONCRETE PIPE	143 FT	0.011	
P-080	P-CB-707 TO P-DMH-706 STA 39+06 TO 38+86	12 INCH CONCRETE PIPE	17 FT	0.015	CLASS V
P-081	P-CBCI-708 TO P-DMH-706 STA 39+07 TO 38+86	12 INCH CONCRETE PIPE	30 FT	0.018	
P-082	P-CB-608 TO E-CB-613 STA 36+03 TO 36+09	12 INCH CONCRETE PIPE	3 FT	0.010	
P-086	P-DMH-304 TO P-DMH-307 STA 29+51 TO 30+43	12 INCH CONCRETE PIPE	87 FT	0.013	
P-087	P-CB-303 TO P-DMH-304 STA 29+45 TO 29+51	12 INCH CONCRETE PIPE	10 FT	0.015	
P-088	P-CBCI-302 TO P-DMH-304 STA 29+45 TO 29+51	12 INCH CONCRETE PIPE	29 FT	0.013	
P-090	P-CB-300 TO P-DMH-301 STA 27+83 TO 27+97	12 INCH CONCRETE PIPE	24 FT	0.013	
P-091	P-DS-218 TO P-DMH-217 STA 23+13 TO 23+10	12 INCH CONCRETE PIPE	11 FT	0.045	
P-092	P-DMH-226 TO P-DMH-214 STA 21+53 TO 21+34	12 INCH CONCRETE PIPE	16 FT	0.009	
P-094	P-CBCI-210 TO P-DMH-209 STA 21+19 TO 21+23	12 INCH CONCRETE PIPE	22 FT	0.005	CLASS V
P-095A	P-CBCI-710 TO P-DMH-709 STA 36+58 TO 36+46	12 INCH CONCRETE PIPE	9 FT	0.017	CLASS V

PIPE TABLE					
PIPE	PIPE LOCATION	SIZE & TYPE	LENGTH	SLOPE	REMARKS
P-096	P-DMH-107 TO P-DMH-108 STA 17+05 TO 17+51	12 INCH CONCRETE PIPE	41 FT	0.015	
P-097	P-DMH-607 TO E-CB-613 STA 35+89 TO 36+09	12 INCH CONCRETE PIPE	25 FT	0.034	
P-098	P-DMH-709 TO P-DS-709A STA 36+46 TO 36+46	10 INCH DUCTILE IRON PIPE	7 FT	0.010	
P-098A	P-GI-227 TO P-DS-228 STA 21+81 TO 21+76	12 INCH CONCRETE PIPE	12 FT	0.006	CLASS V
P-098B	P-DS-228 TO P-DMH-215 STA 21+76 TO 21+71	12 INCH CONCRETE PIPE	11 FT	0.008	
P-099	P-DMH-108 TO E-CB-175 STA 17+51 TO 17+50	12 INCH CONCRETE PIPE	25 FT	0.016	
P-100	P-DMH-301 TO P-DMH-304 STA 27+97 TO 29+51	12 INCH CONCRETE PIPE	150 FT	0.012	
P-101	P-DS-709A TO PROP LG-5 STA 36+46 TO 36+42	10 INCH DUCTILE IRON PIPE	9 FT	0.014	
P-105	P-CB-800 TO P-DS-802 STA 21+66 TO 21+91	10 INCH DUCTILE IRON PIPE	22 FT	0.006	
P-106	P-CB-801 TO P-DS-802 STA 22+06 TO 21+91	10 INCH DUCTILE IRON PIPE	10 FT	0.006	
P-108	P-CB-803 TO P-DS-804 STA 22+70 TO 22+85	10 INCH DUCTILE IRON PIPE	12 FT	0.006	
P-111	P-CB-714 TO P-DMH-705 STA 37+41 TO 37+38	12 INCH CONCRETE PIPE	4 FT	0.075	
P-112	P-DMH-102 TO P-DMH-110 STA 13+83 TO 14+40	12 INCH CONCRETE PIPE	52 FT	0.015	
P-113	P-CBCI-109 TO P-DMH-110 STA 14+37 TO 14+40	12 INCH CONCRETE PIPE	6 FT	0.017	
P-114	EXIST CI PIPE TO P-OF-309 STA 31+07 TO 30+91	36 INCH DUCTILE IRON PIPE	16 FT	0.002	
P-117A	P-DS-806 TO PROP LG-7 STA 23+54 TO 23+44	10 INCH DUCTILE IRON PIPE	8 FT	0.006	
P-118A	P-DS-802 TO PROP LG-6 STA 21+91 TO 21+91	10 INCH DUCTILE IRON PIPE	6 FT	0.005	
P-119A	P-DS-804 TO PROP LG-7 STA 22+85 TO 23+25	10 INCH DUCTILE IRON PIPE	39 FT	0.007	
P-120A	P-CB-805 TO P-DS-806 STA 23+86 TO 23+54	10 INCH DUCTILE IRON PIPE	28 FT	0.015	

**WELLFLEET**  
**ROUTE 6 / MAIN STREET**

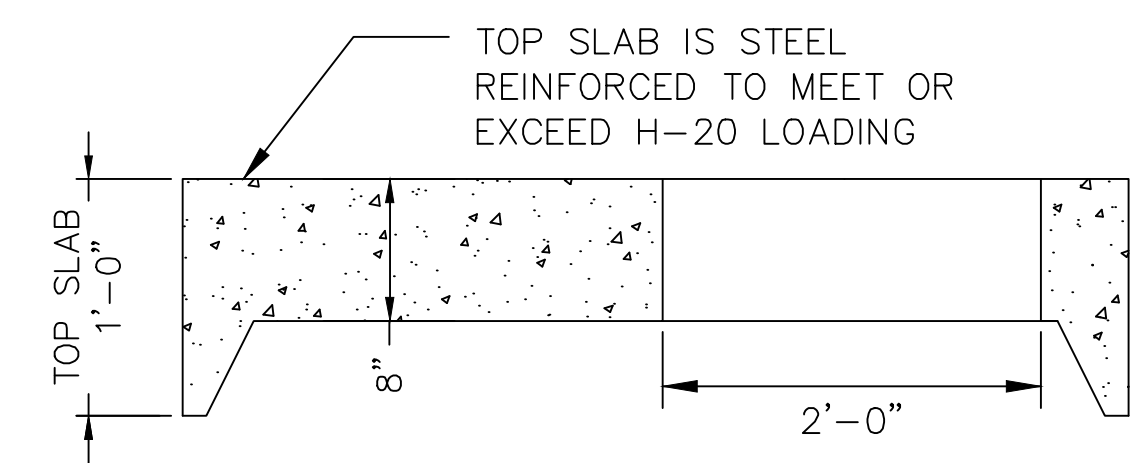
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	46	133
PROJECT FILE NO.		607397	

**DRAINAGE DETAILS**  
**PART 1 OF 5**

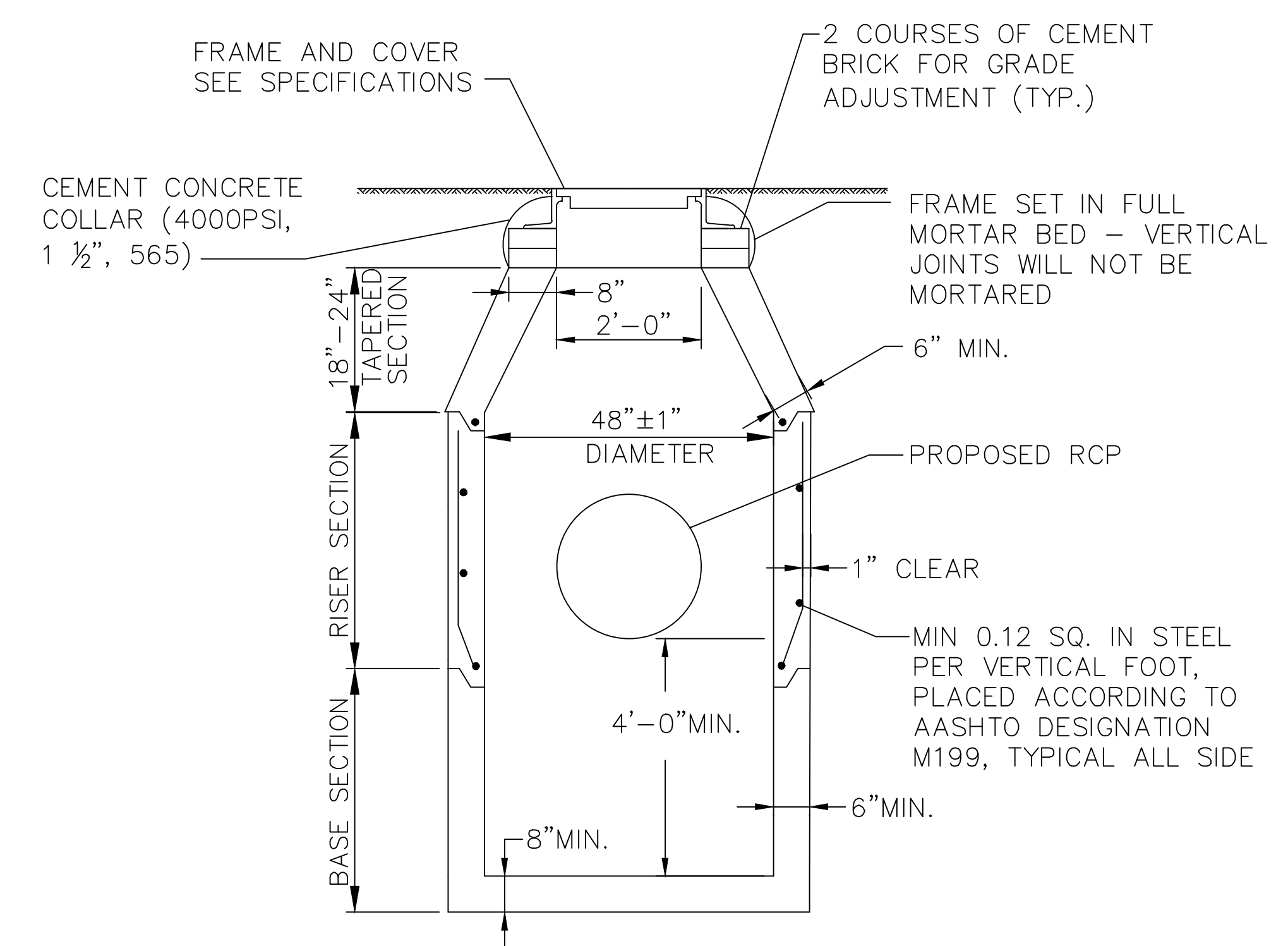


NOTES:  
1. 0.12 SQ. IN./LIN. FT. REINFORCEMENT IN ALL SECTIONS.

**SPECIAL MANHOLE - 5' DIAMETER**  
NOT TO SCALE

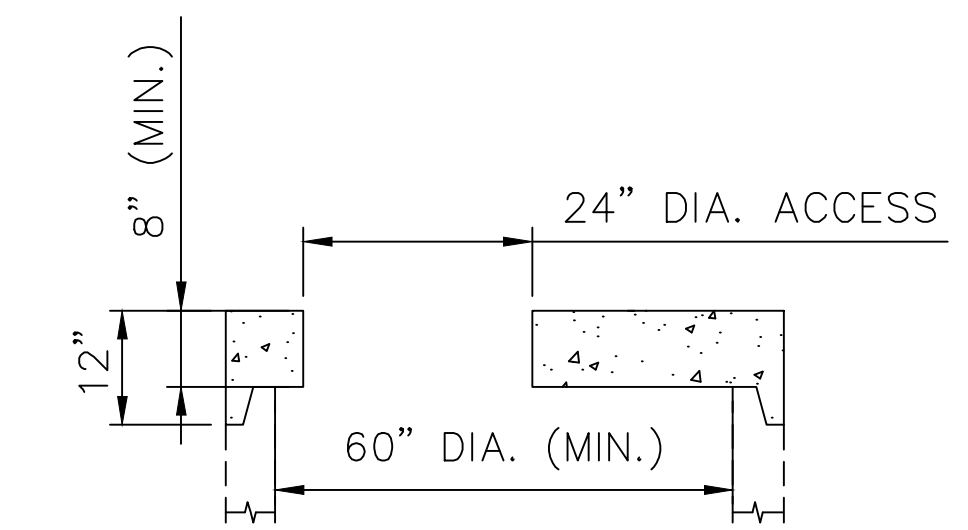


**OFFSET TOP SLAB CATCH BASIN OPENING**  
NOT TO SCALE

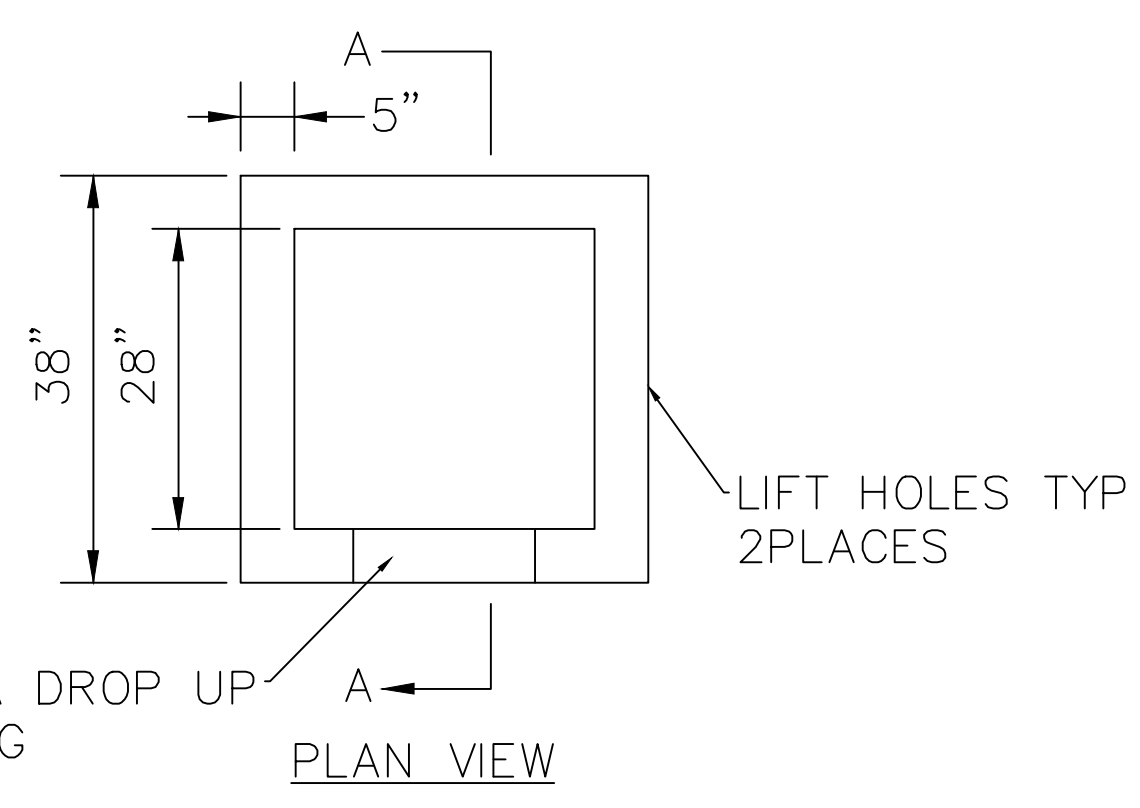


NOTE:  
ALL SECTIONS SHALL BE DESIGNED FOR HS-20 LOADING

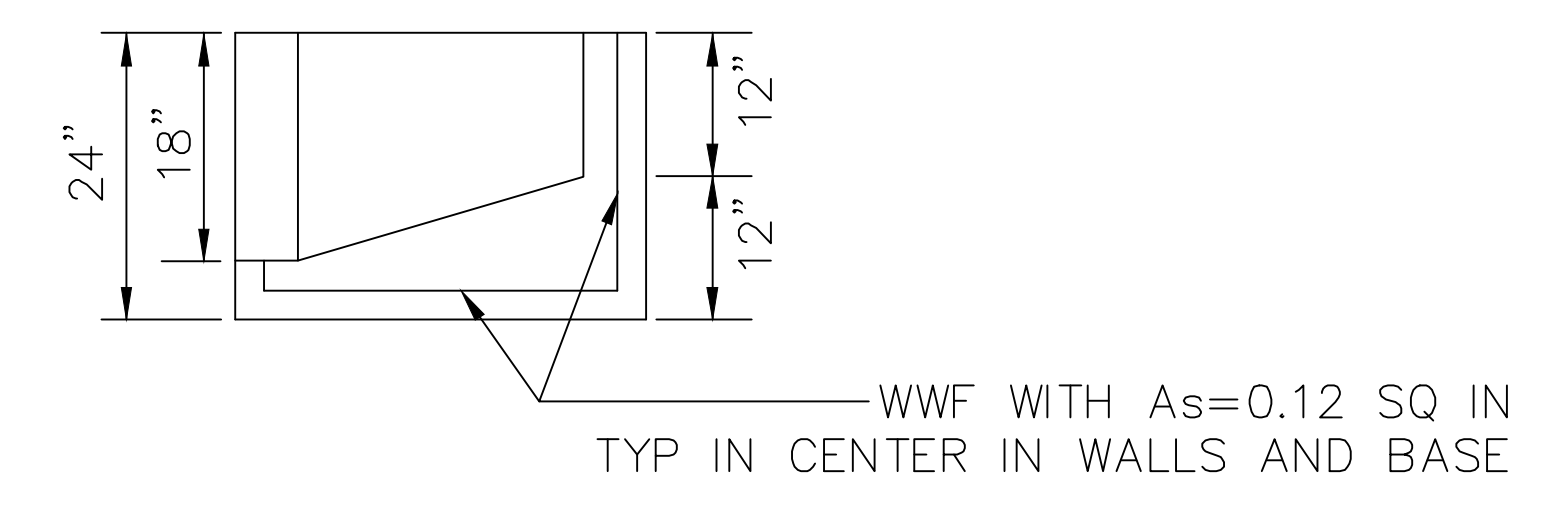
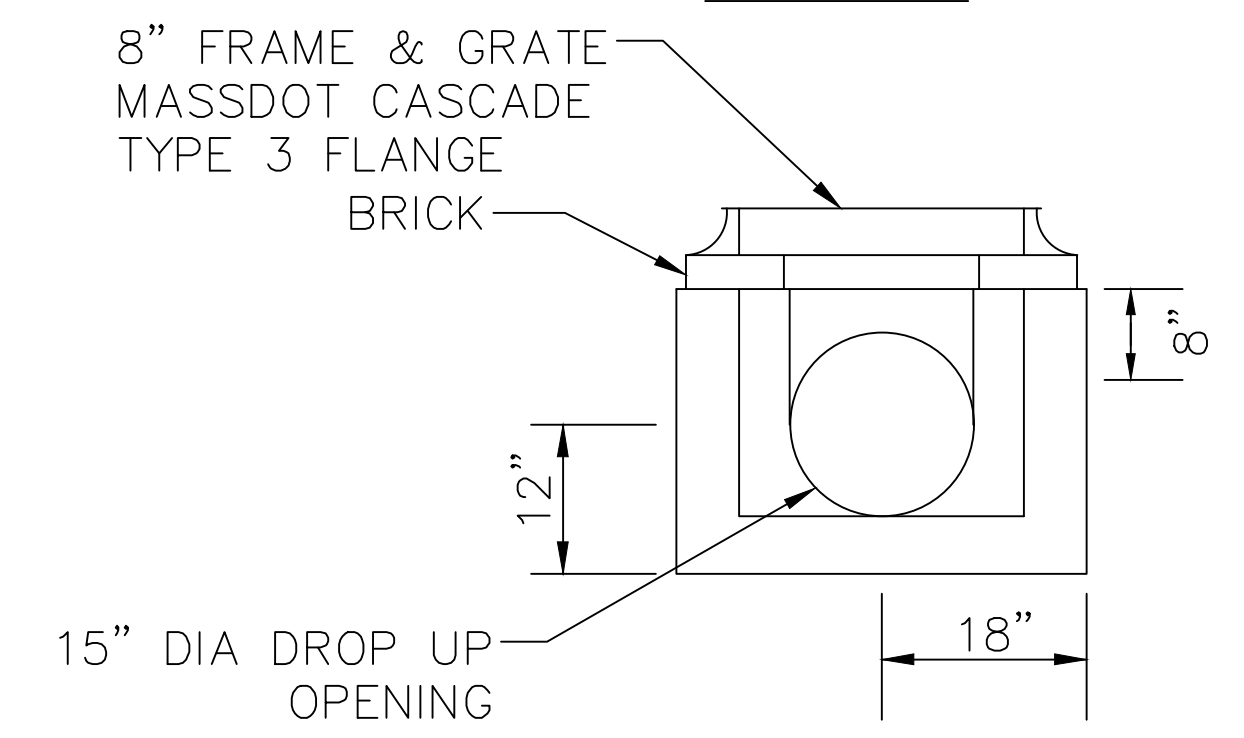
**SPECIAL MANHOLE - DEEP SUMP**  
NOT TO SCALE



**OPTIONAL OFFSET TOP SLAB MANHOLE OPENING**  
NOT TO SCALE

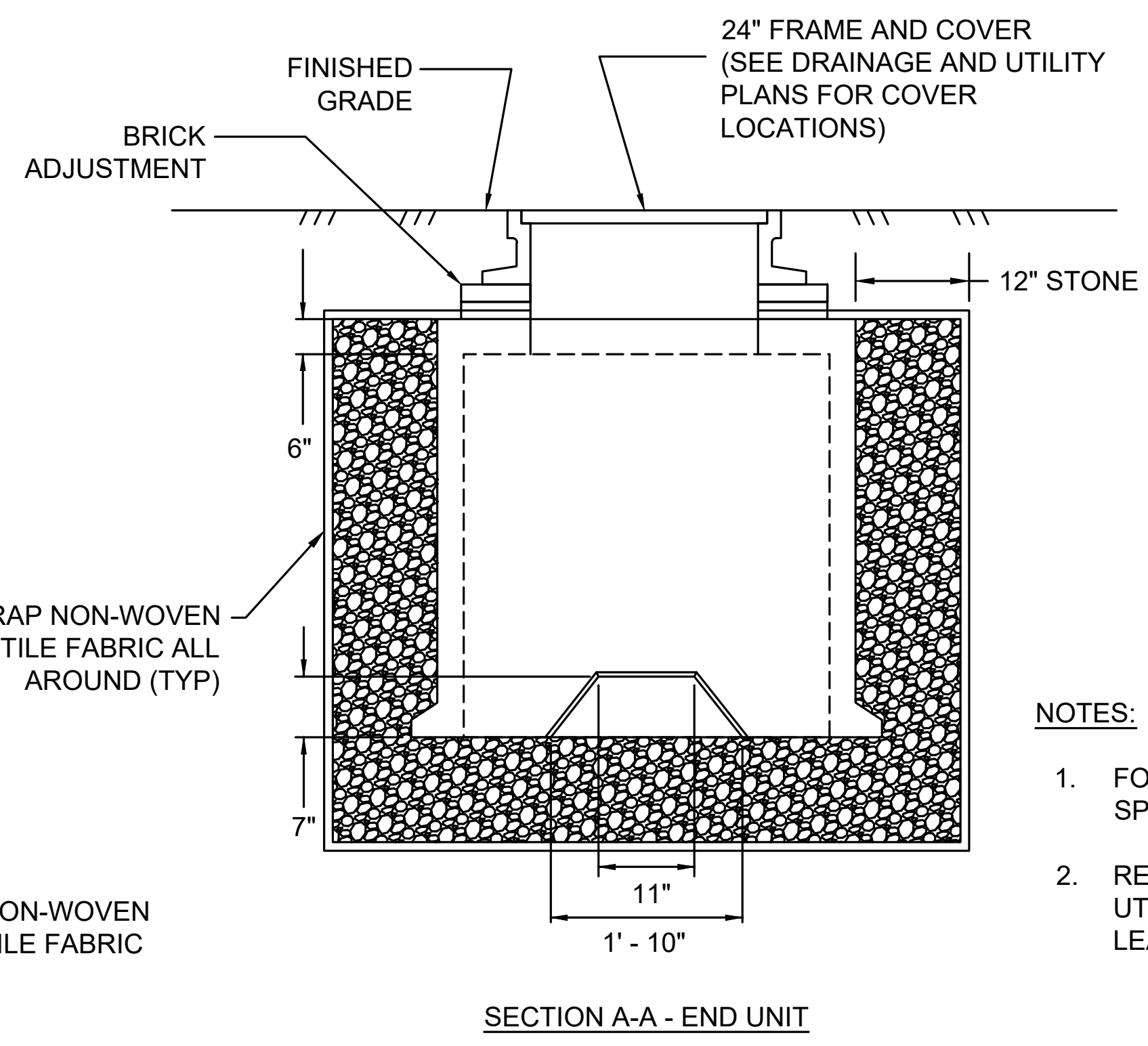
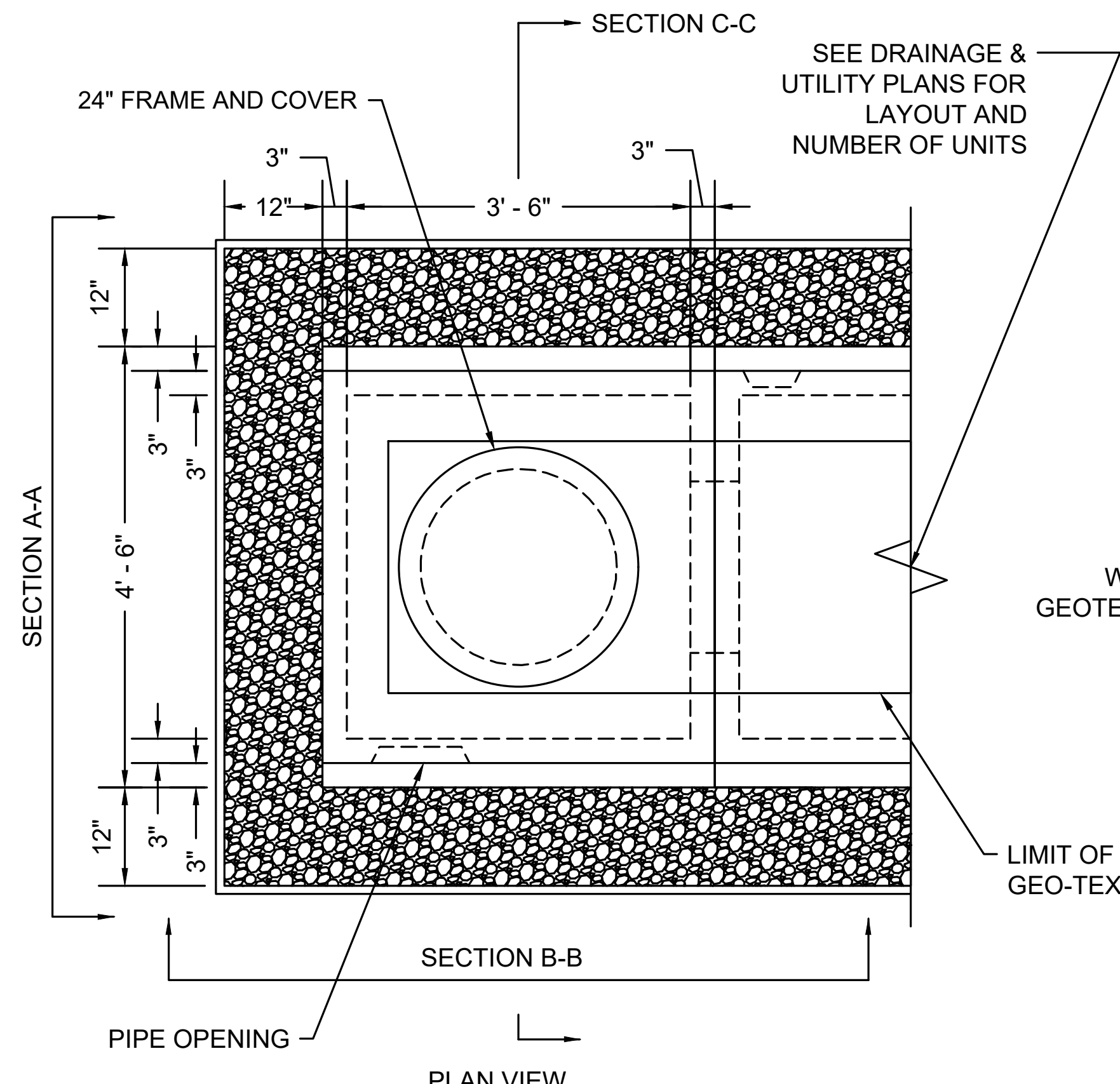


NOTES:  
1. DESIGNED FOR AASHTO HS-20 LOADING.  
2. CONCRETE STRENGTH  $f_c = 4000$  PSI.  
3. REINFORCING STEEL ASTM A185 (WWF)  $f_y = 6000$  PSI.  
4. CURB INLETS ARE REQUIRED WHEN GUTTER INLETS ARE INSTALLED AGAINST CURBING.

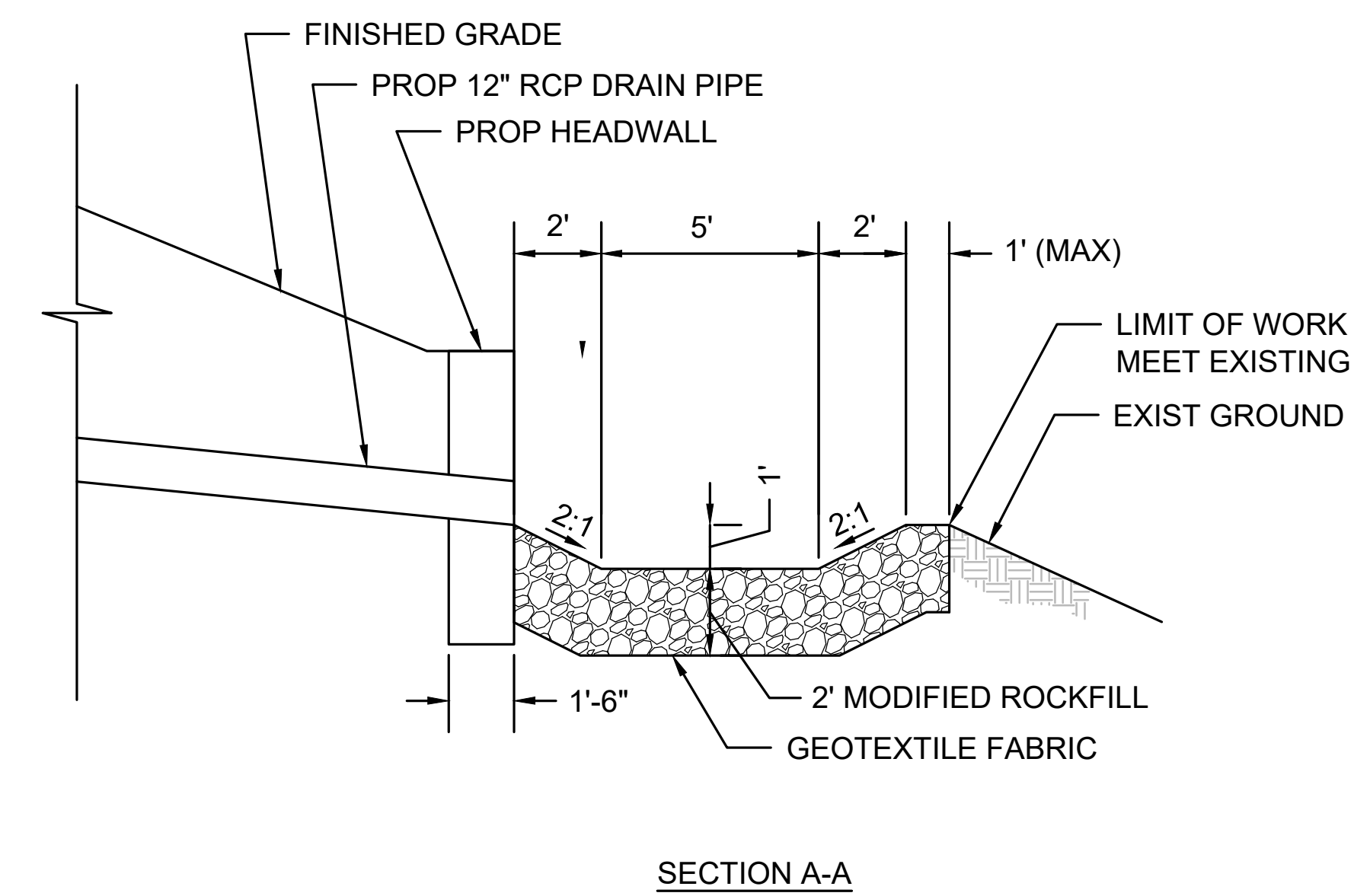
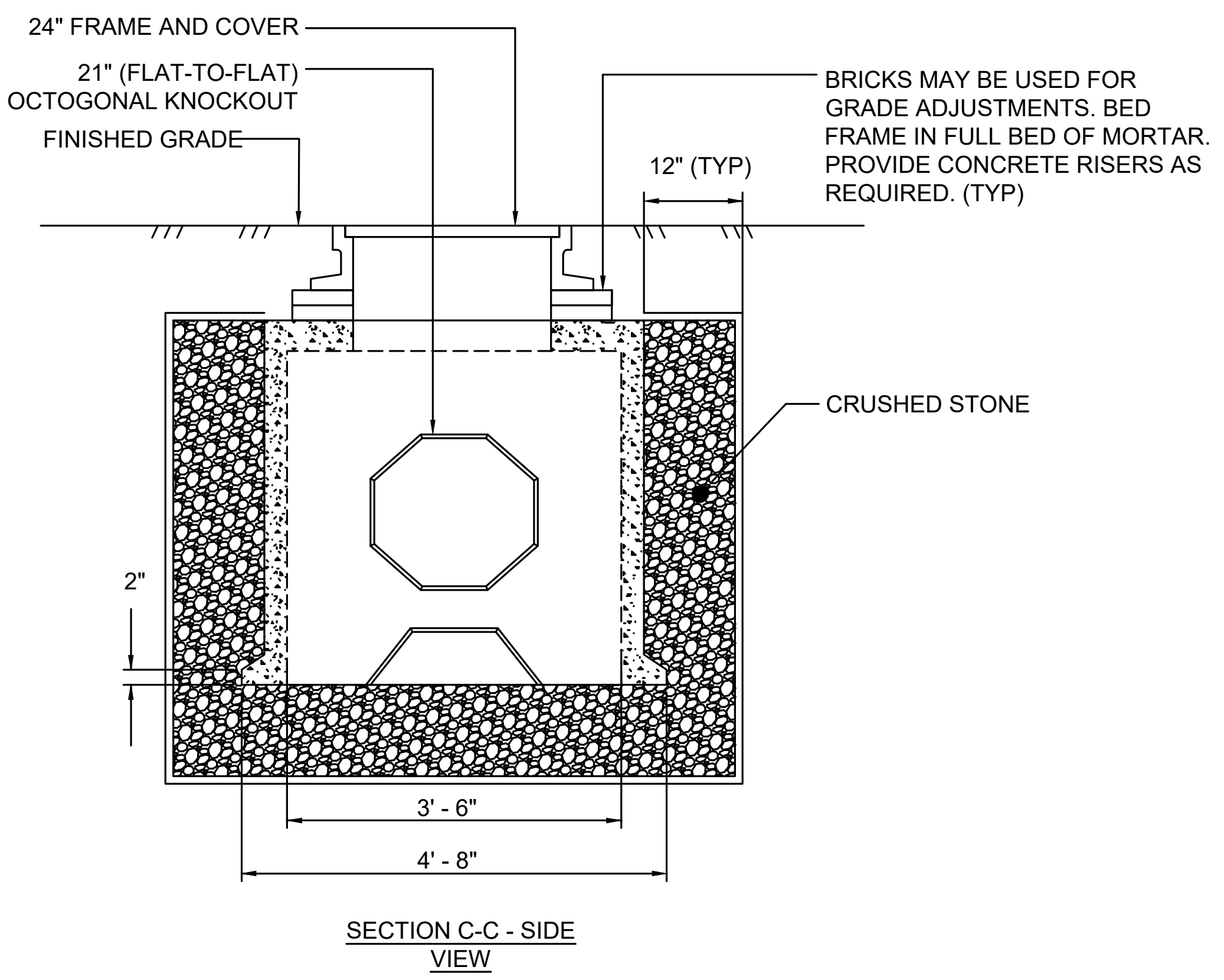
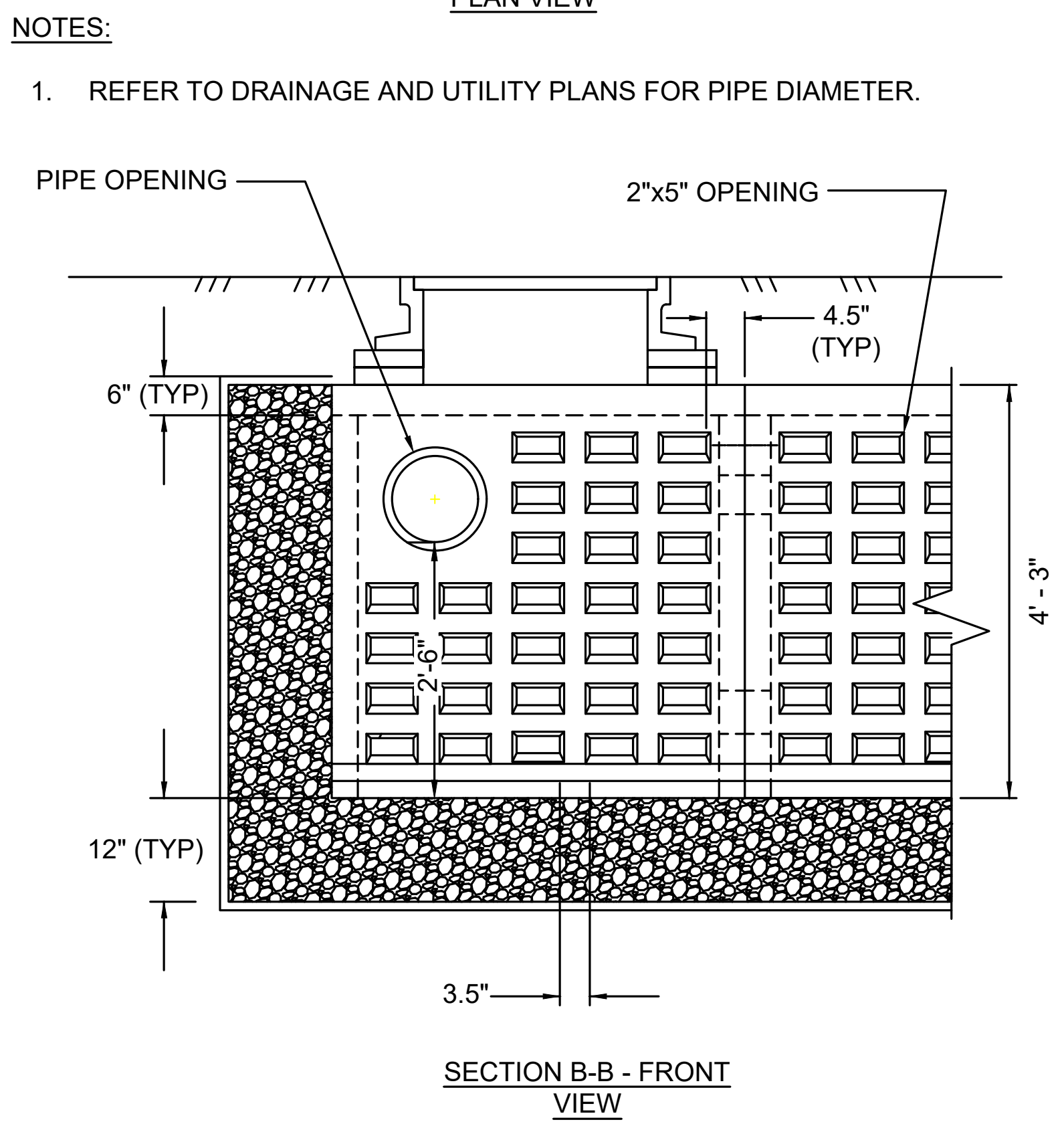
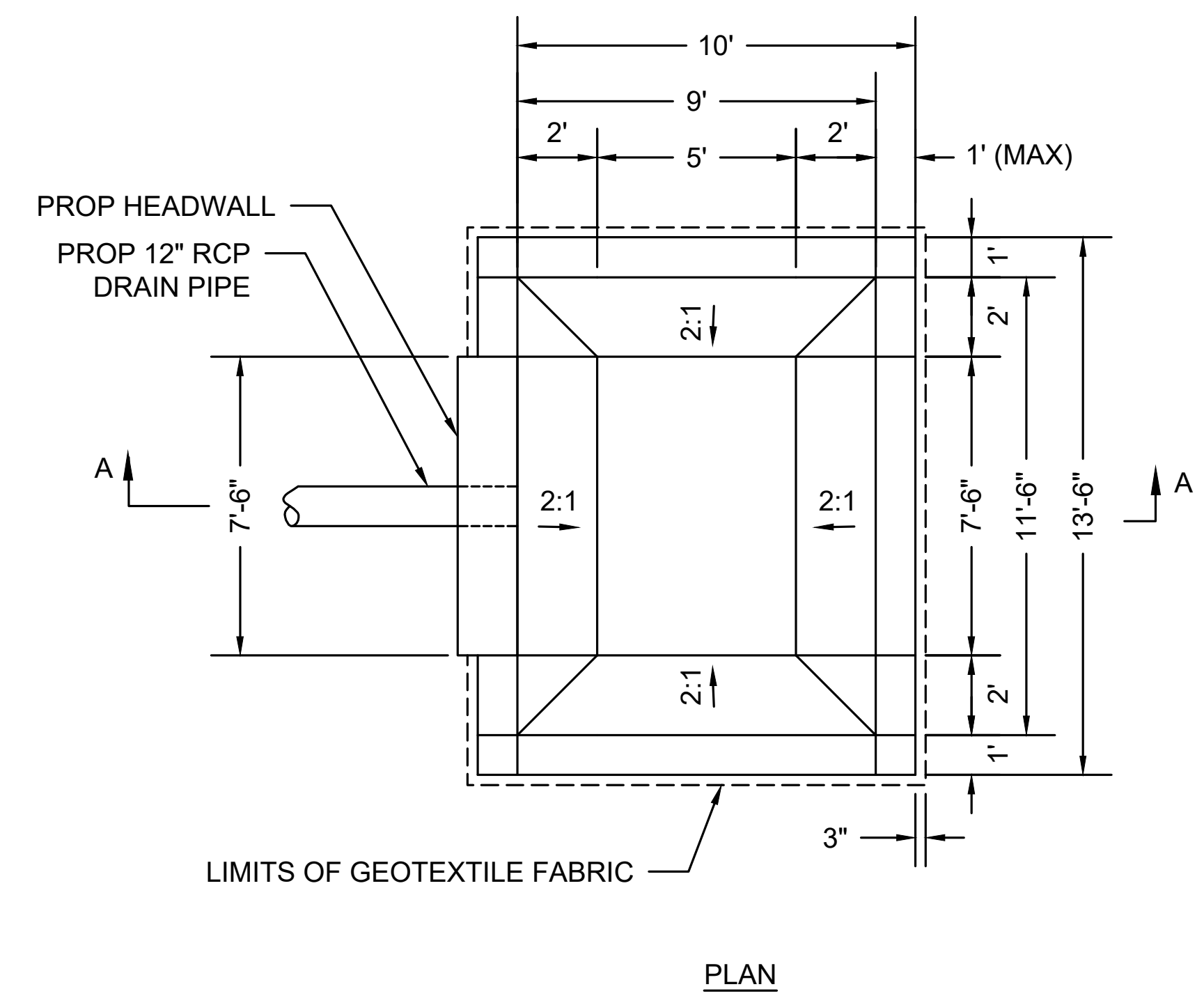


**GUTTER INLET - SPECIAL**  
NOT TO SCALE





- NOTES:**
- FOR REFERENCE SEE SPECIFICATION 205.1
  - REFER TO DRAINAGE AND UTILITY PLANS FOR LAYOUT OF LEACHING GALLEY SYSTEM



**NOTE:**  
THE PROP HEADWALL SHALL BE INSTALLED IN ACCORDANCE WITH MASSDOT STANDARD E 206.4.0.

PROP PLUNGE POOL  
MAIN STREET STA 102+67.27, 26.54 LT TO STA 102+71.00, 29.83 LT

**PLUNGE POOL DETAIL  
NOT TO SCALE**

LEACHING GALLEY SYSTEM TABLE								
LG #	RIM ELEVATION (VARIES)	START STATION	OFFSET	END STATION	OFFSET	LENGTH (FT)	WIDTH (FT)	INVERT IN
1	14.65'	20+10.40	32.68 RT	20+50.40	32.83 RT	40	10	9.94'
2	15.00'	22+51.08	25.93 RT	22+67.21	26.00 RT	16	10	10.20'
3	10.33'	101+87.73	27.24 LT	101+98.77	26.13 LT	12	4.5	6.50'
4	10.38'	34+66.67	37.99 RT	34+82.47	37.95 RT	16	10	5.86'
5	10.14'	36+39.59	36.49 RT	36+44.04	36.49 RT	16	4.5	5.25'
6	14.68'	21+89.26	47.80 LT	21+99.11	47.83 LT	10	8	9.94'
7	16.60'	23+24.91	37.67 LT	23+44.67	37.92 LT	20	10	11.42'

**LEACHING GALLEY  
NOT TO SCALE**

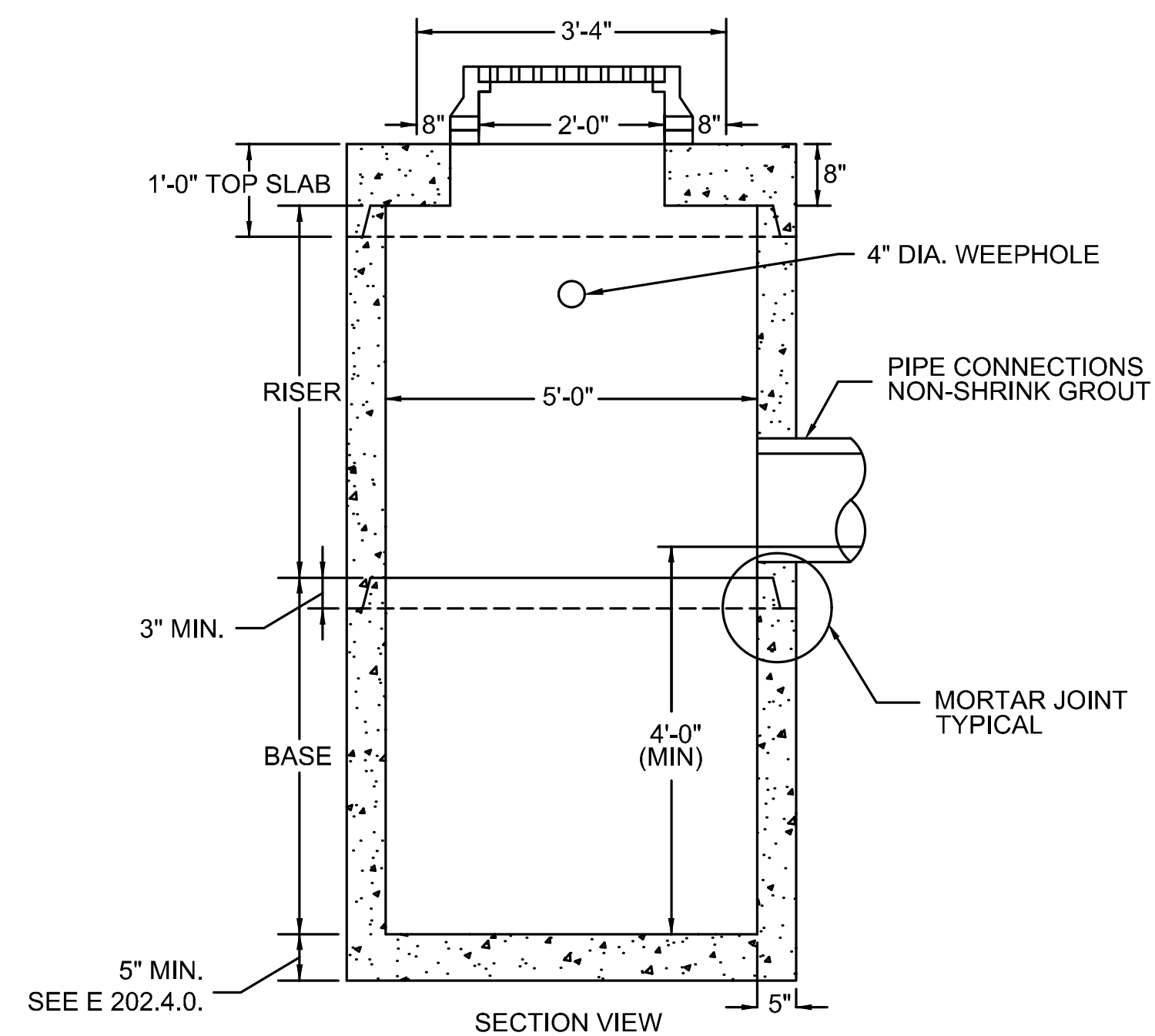
\* DIMENSION AND STATIONS REFER TO EDGE OF LEACHING GALLEY STRUCTURE.



WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	48	133
PROJECT FILE NO.		607397	

DRAINAGE DETAILS  
PART 3 OF 5

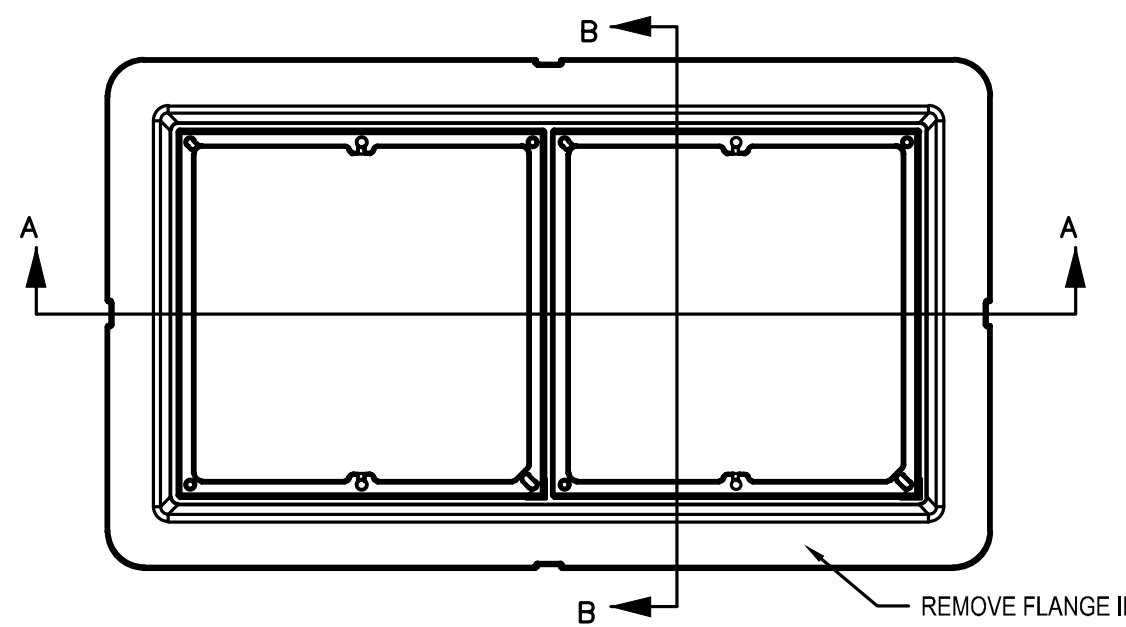
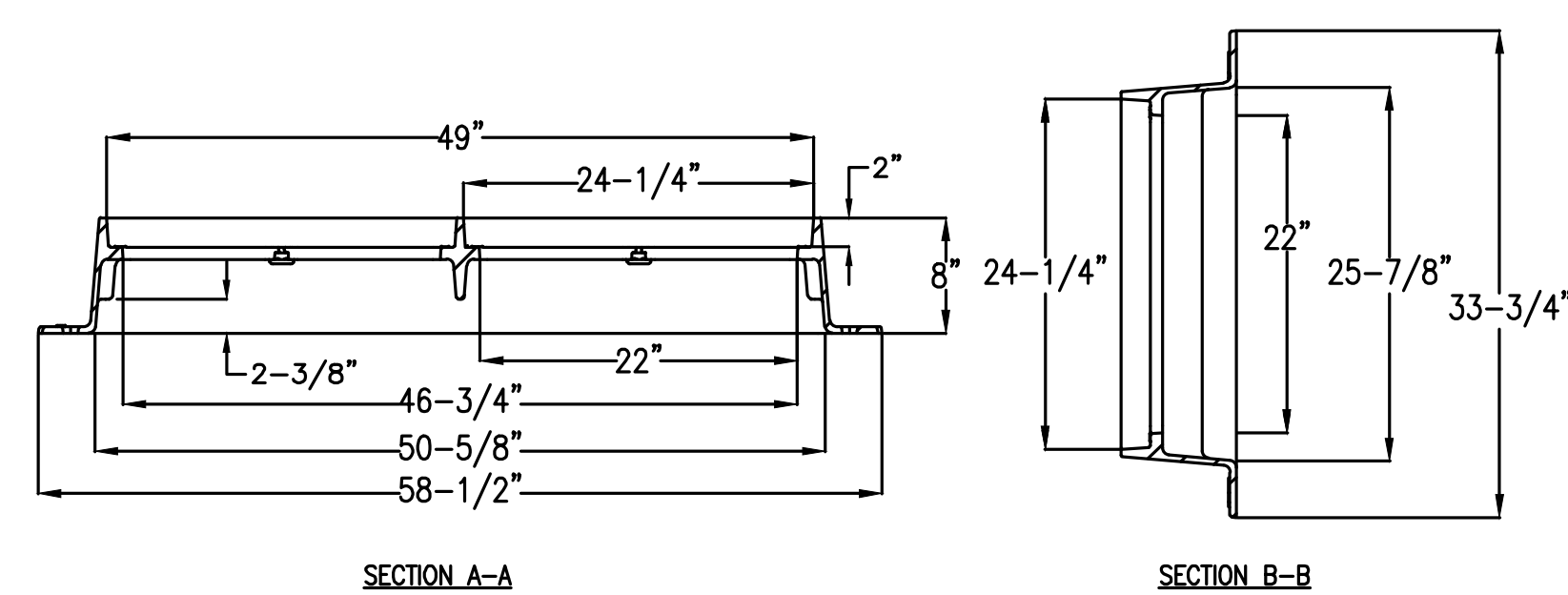


NOTE :

1. CONCRETE: 4,000PSI MINIMUM AFTER 28 DAYS.
2. REINFORCED STEEL CONFORMS TO LATEST ASTM A185 SPEC. 0.12 SQ. IN/LINEAL FT. AND 0.12 SQ. IN. (BOTH WAYS) BASE BOTTOM.
3. H-20 DESIGN LOADING PER AASHTO HS-20-44; ASTM C478 SPEC FOR "PRECAST REINFORCED CONCRETE MANHOLE SECTIONS."
4. BASED ON ACTUAL FIELD CONDITIONS; THE CONTRACTOR SHALL DETERMINE WHICH TYPE OF TOP SECTION SHOULD BE USED.

**SPECIAL CATCH BASIN - 5 FT DIAMETER**

NOT TO SCALE



NOTE:

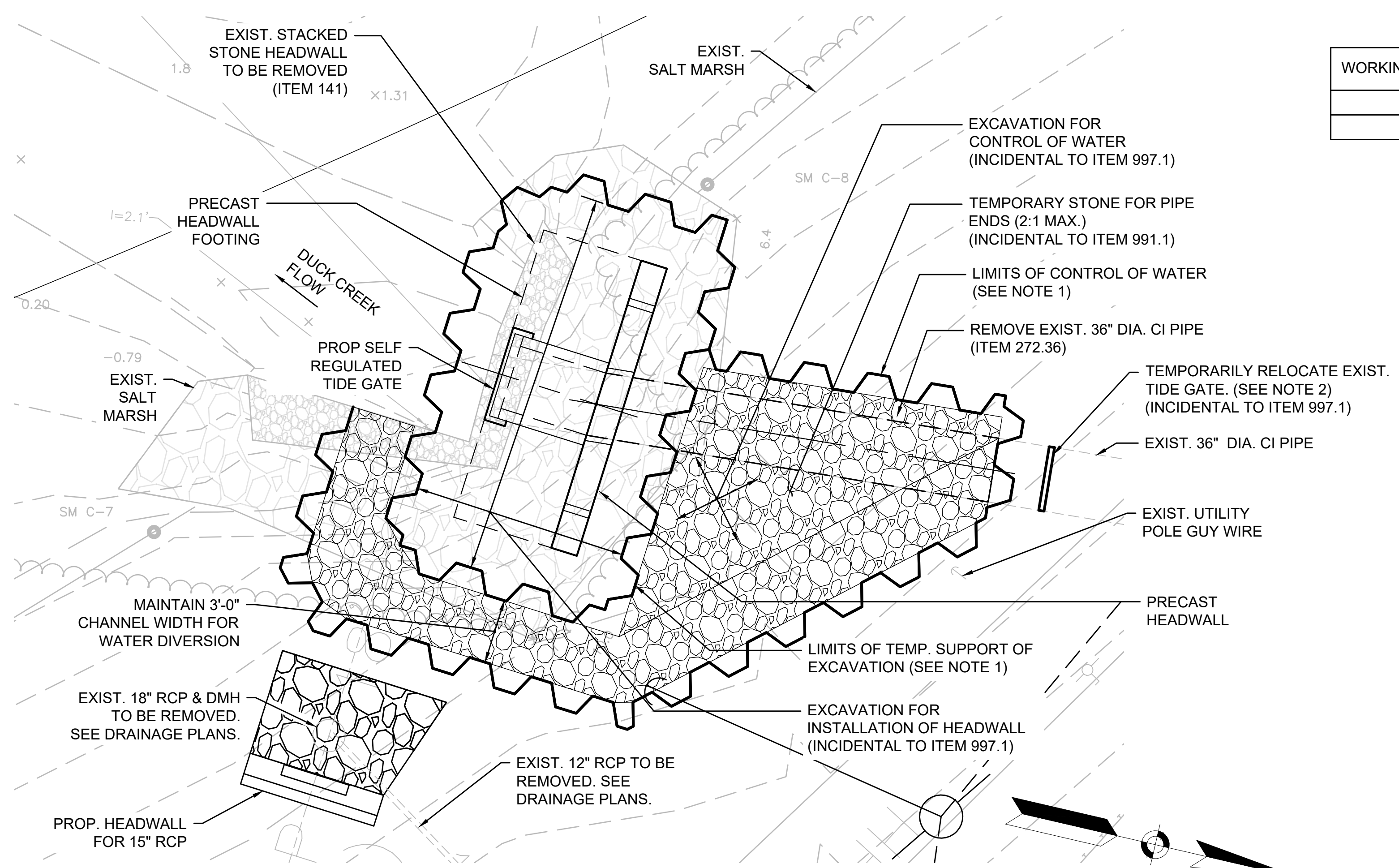
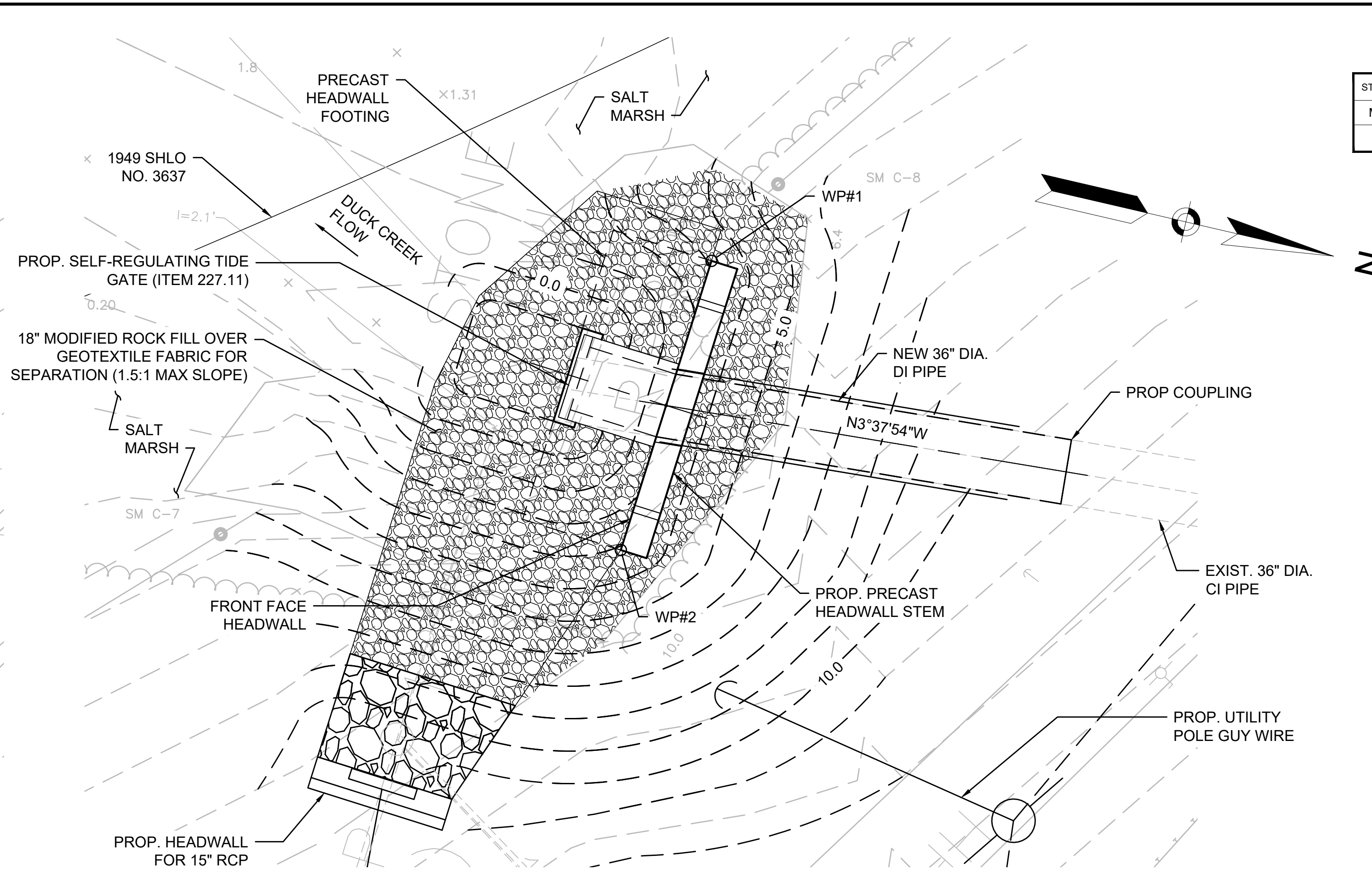
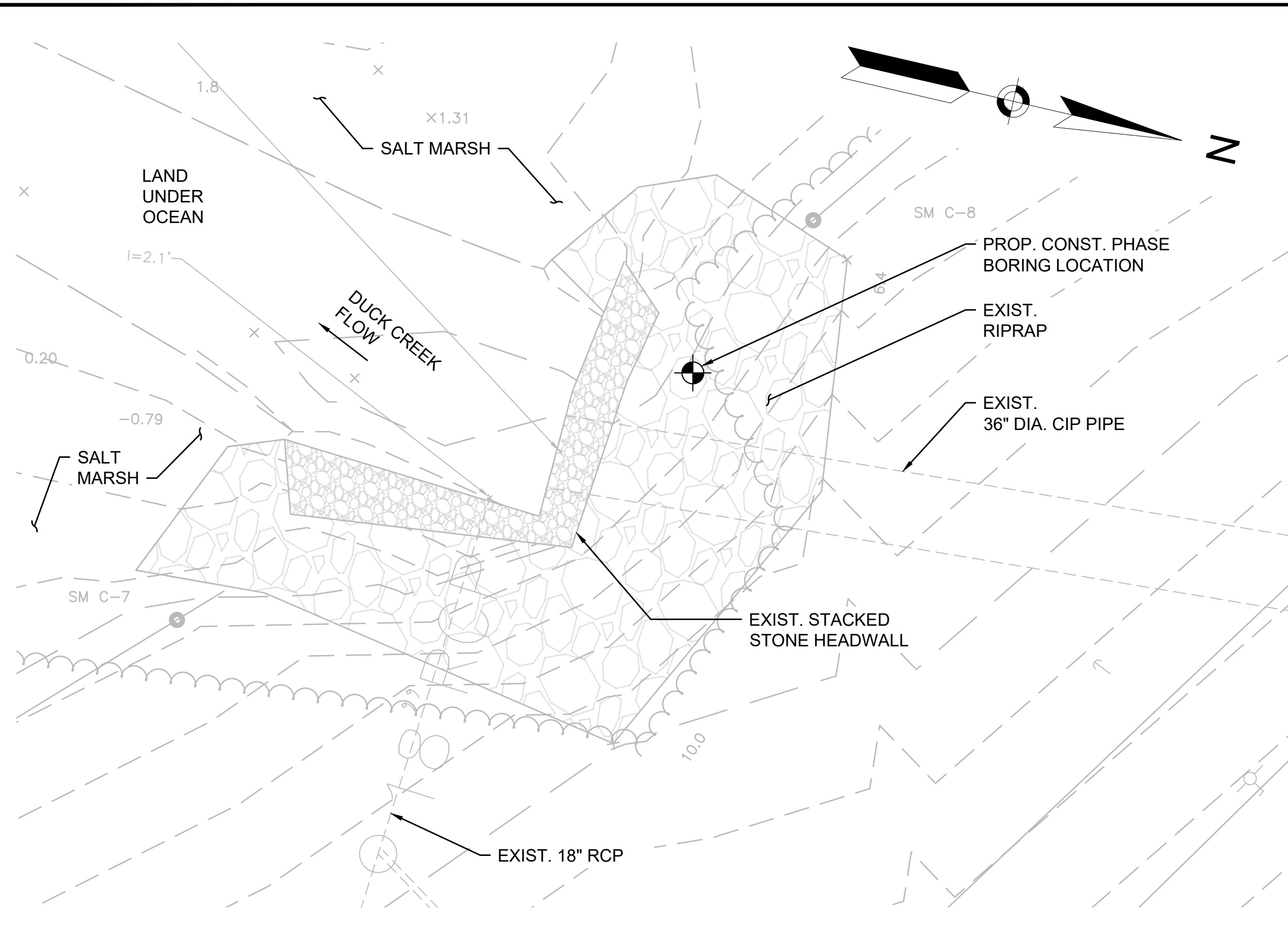
1. DOUBLE FRAME AND GRATE SHALL BE DESIGNED FOR HS-20 LOADING

**DOUBLE GRATE**

NOT TO SCALE

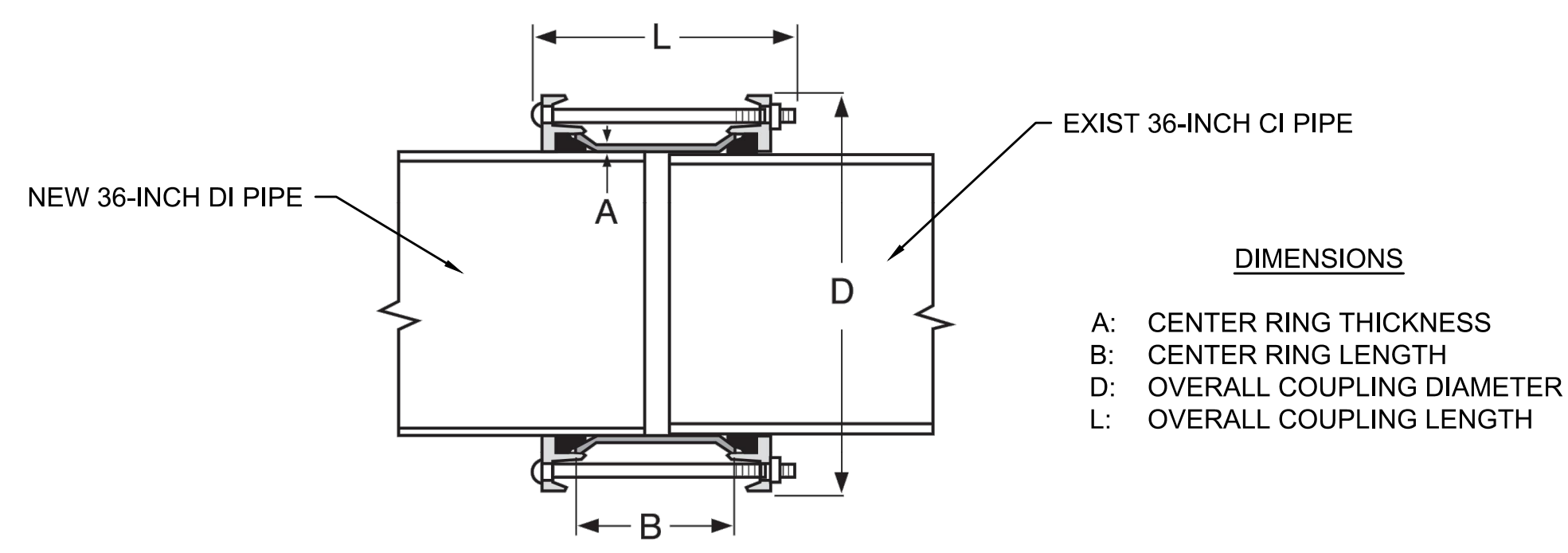


STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	49	133
PROJECT FILE NO. 607397			



WORKING POINT (WP)	STATION (MAIN ST.)	OFFSET, LEFT (FT)	NORTHING	EASTING
#1	100+70.46	64.89	2805521.30	1058388.78
#2	100+58.84	63.43	2805520.23	1058402.74

- NOTES:
1. THE LIMITS OF TEMPORARY EXCAVATION AND CONTROL OF WATER ARE SHOWN FOR BIDDING PURPOSES ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SEQUENCE USED AND THE DESIGN OF ALL TEMPORARY WORKS AS REQUIRED BY THE CONTRACTOR'S MEANS AND METHODS. CONTROL OF WATER & TEMPORARY SUPPORT EXCAVATION SHALL BE PAID FOR UNDER ITEM 991.1.
  2. THE EXISTING TIDE GATE SHALL BE REMOVED AND TEMPORARILY RELOCATED TO THE LIMIT OF EXISTING PIPE TO REMAIN FOR THE DURATION OF THE CONTROL OF WATER WORK. PRIOR TO INSTALLING THE NEW SECTION OF PIPE, THE EXISTING TIDE GATE SHALL BE REMOVED AND DISCARDED.

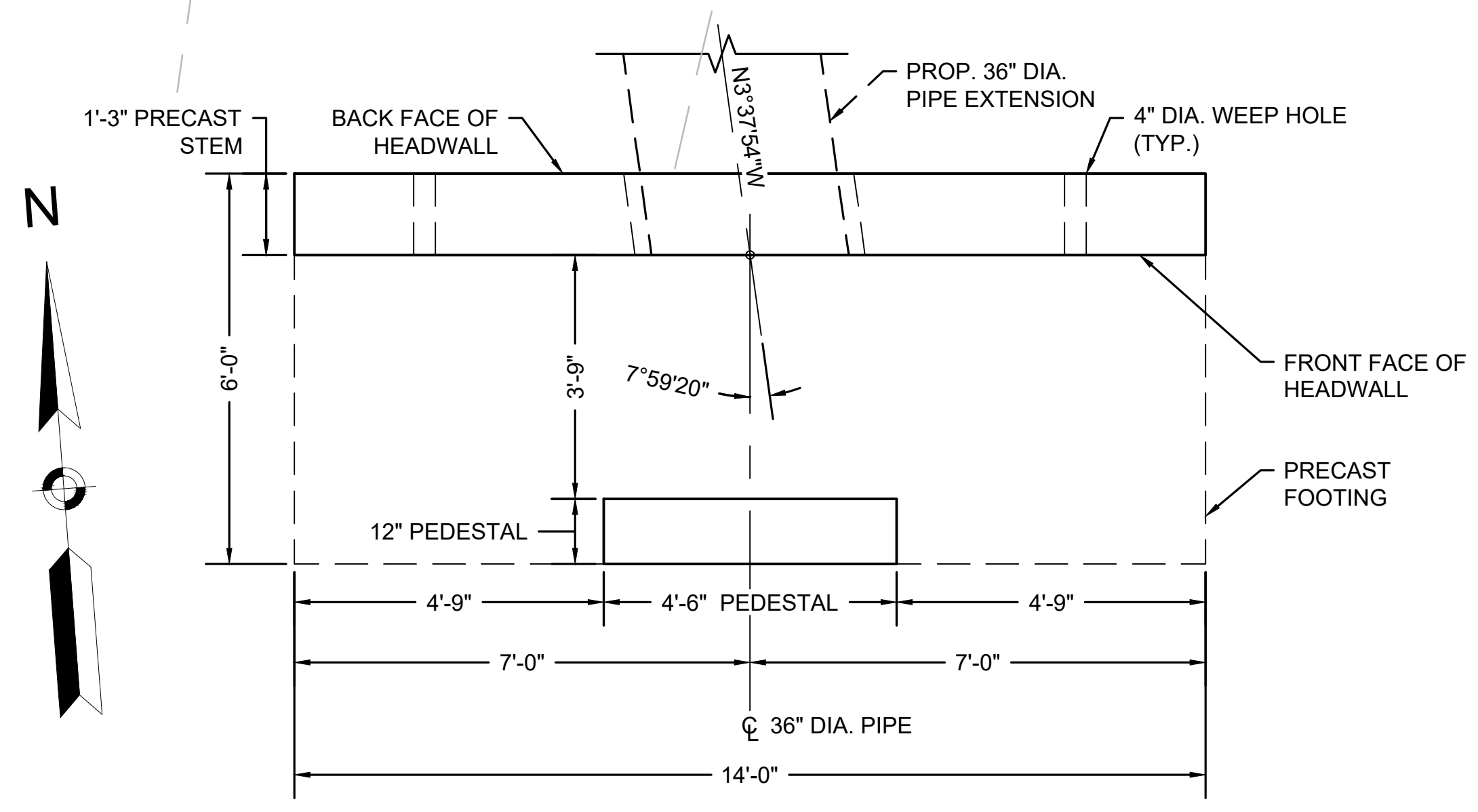


COUPLING FOR JOINING EXIST DI PIPE TO NEW CI PIPE					
NOM. PIPE SIZE (INCHES)	OUTSIDE DIAMETER O.D.	CENTER RING (A) x (B)	BOLT NO: SIZE	OVERALL LENGTH (L)	OVERALL DIMENSION (D)
36"	CONTRACTOR SHALL VERIFY THE DIMENSIONS OF THE EXISTING PIPE OUTSIDE DIAMETER PRIOR TO ORDERING THE COUPLING	1/4" x 10"	18: 5/8" x 15"	15 1/2"	42.70"



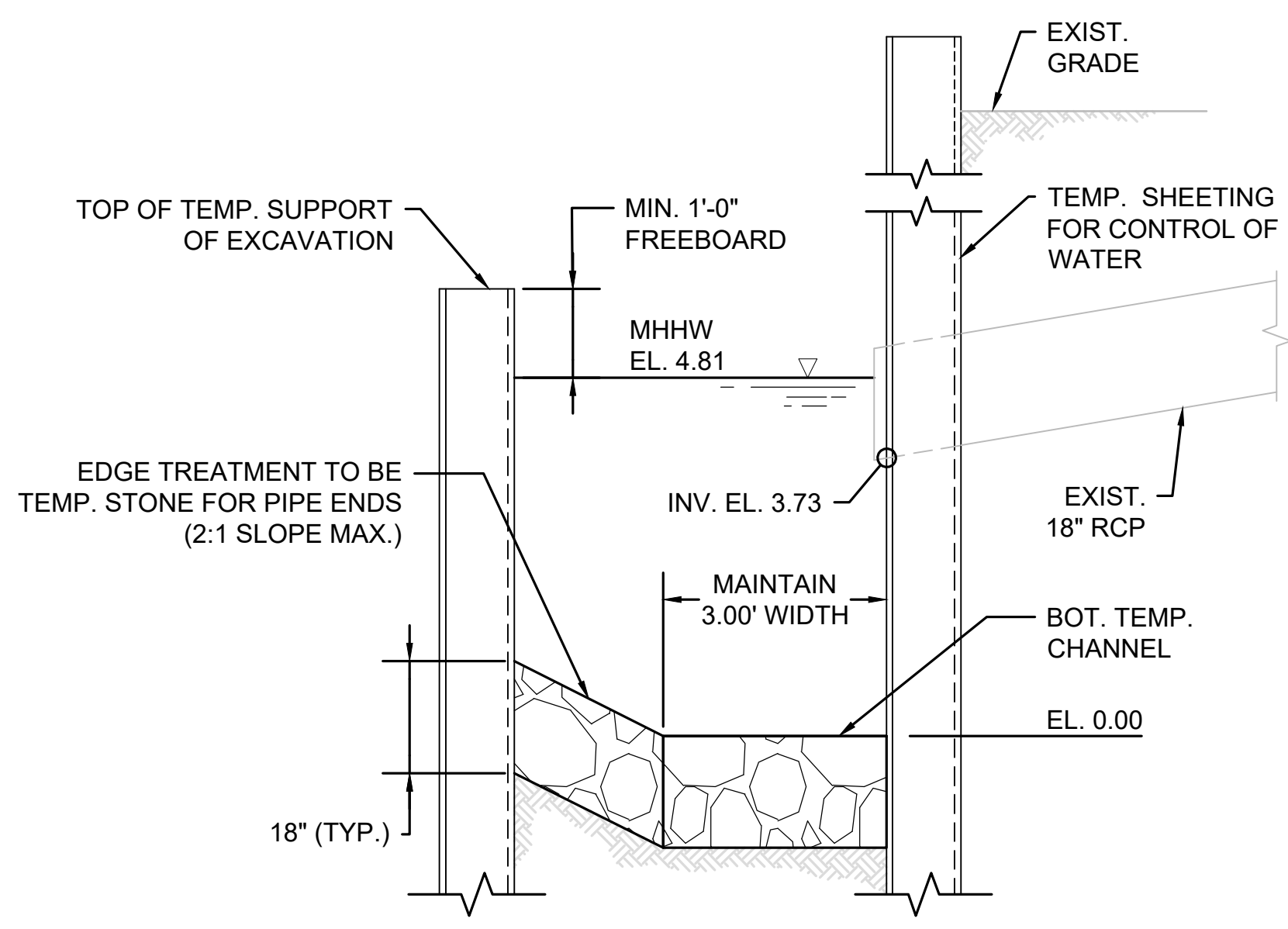
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	50	133
PROJECT FILE NO.		607397	

**DRAINAGE DETAILS**  
PART 5 OF 5



**HEADWALL STRUCTURE NO. 1 PLAN**

SCALE: 1/2" = 1'-0"

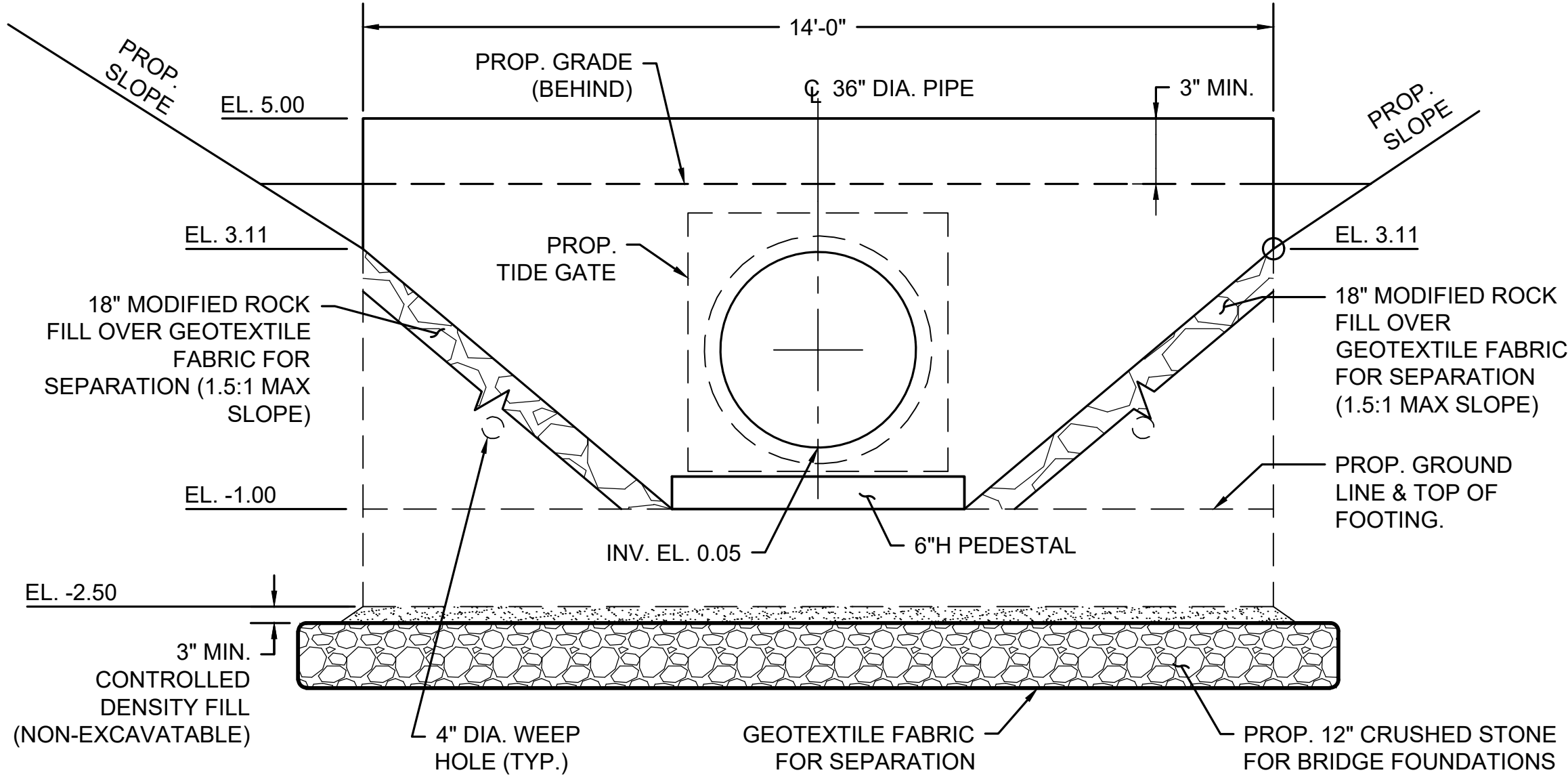


**SECTION AT WATER DIVERSION CHANNEL**

SCALE: 1/2" = 1'-0"

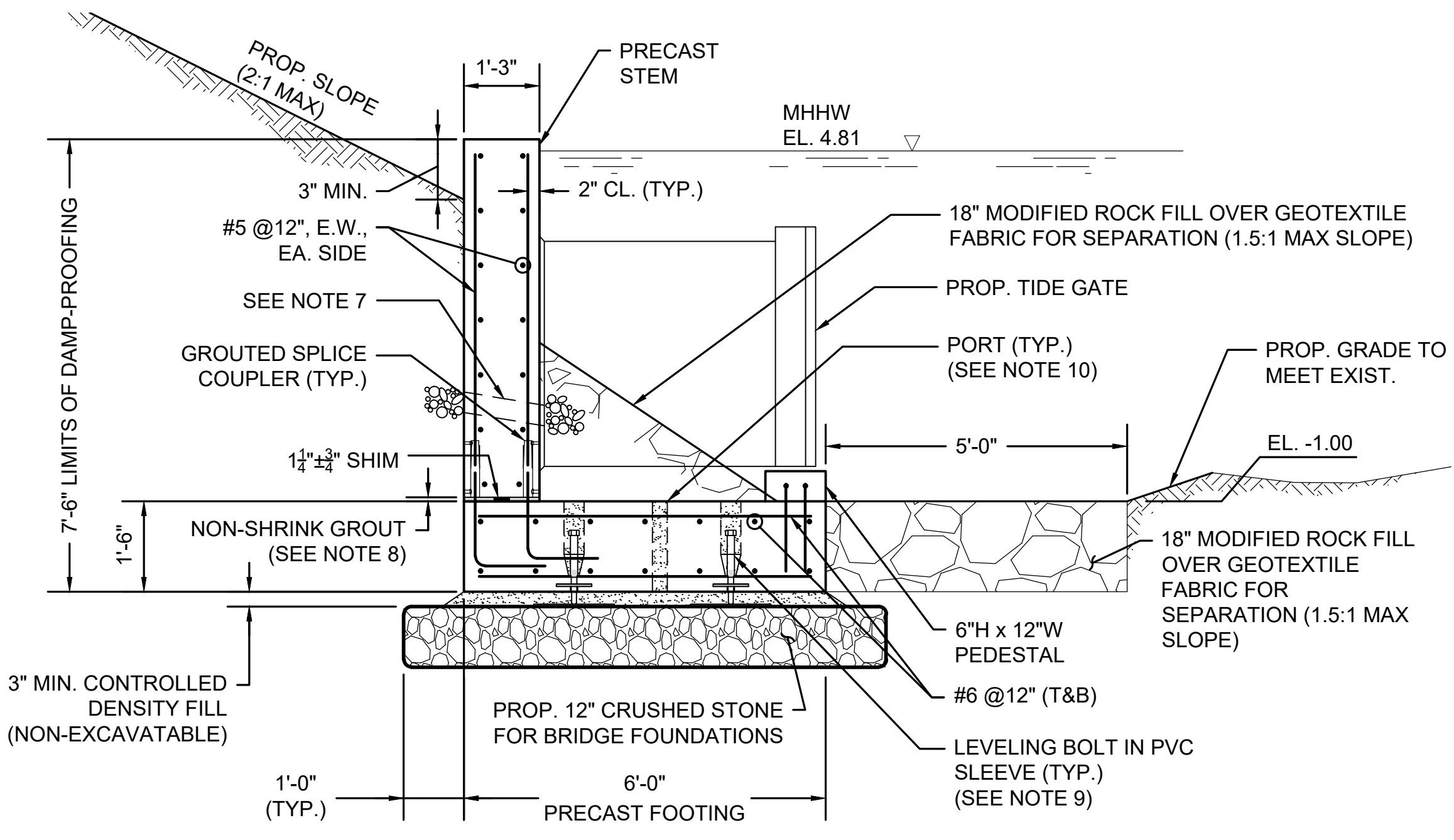
**NOTES:**

1. 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.
2. ALL WORK AND MATERIALS ASSOCIATED WITH THE FABRICATION AND INSTALLATION OF THE PRECAST HEADWALL SHALL BE PAID UNDER ITEM 997.1 HEADWALL STRUCTURE NO. 1.
3. THE PRECAST HEADWALL SHALL CONFORM TO M4.02.14. ALL CONCRETE SHALL BE 4000 PSI, 3/4 IN, 585 HP CEMENT CONCRETE.
4. ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60, EPOXY COATED PER ASTM A775.
5. REINFORCING BARS SHALL HAVE 3" CLEAR COVER.
6. ALL EXPOSED CONCRETE EDGES SHALL HAVE A 3/4 INCH CHAMFER.
7. 4" DIAMETER WEEP HOLES 10'-0" O.C. PROVIDE 1 CUBIC YARD OF CRUSHED STONE AT EACH END OF WEEP HOLE.
8. PRE-BED PRECAST ELEMENT WITH NON-SHRINK GROUT WITH THICKNESS MORE THAN SHIM STACK.
9. LEVELING BOLTS SHOWN. CONTRACTOR MAY USE OTHER MEANS OF SETTING GRADE.
10. SPACE PORTS FOR CONTROLLED DENSITY FILL (NON-EXCAVATABLE) AT APPROXIMATELY 4'-0" ON CENTER.



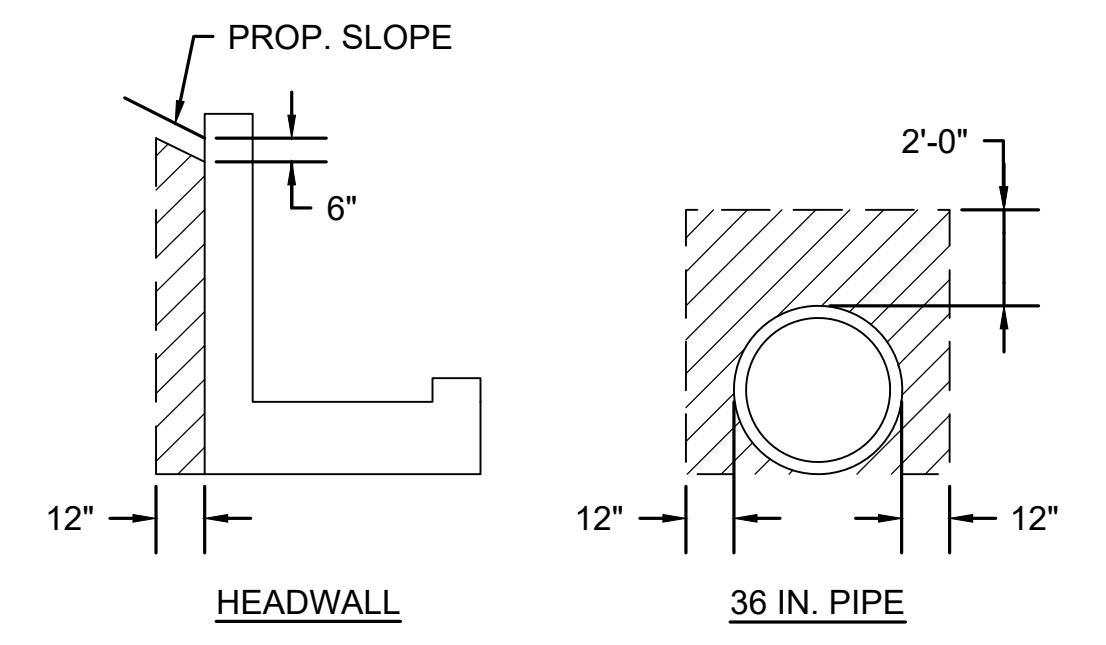
**HEADWALL STRUCTURE NO. 1 ELEVATION**

SCALE: 1/2" = 1'-0"



**TYPICAL HEADWALL SECTION**

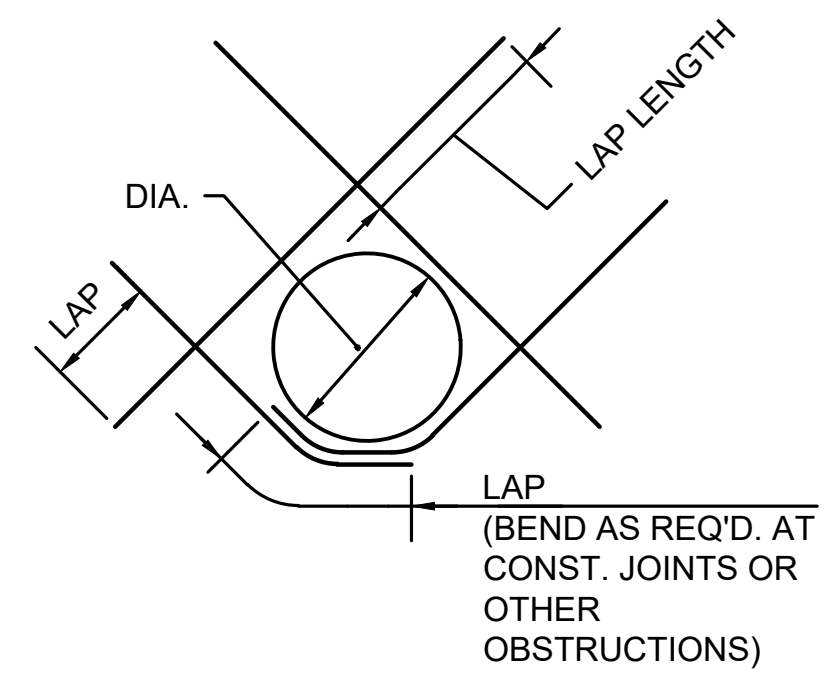
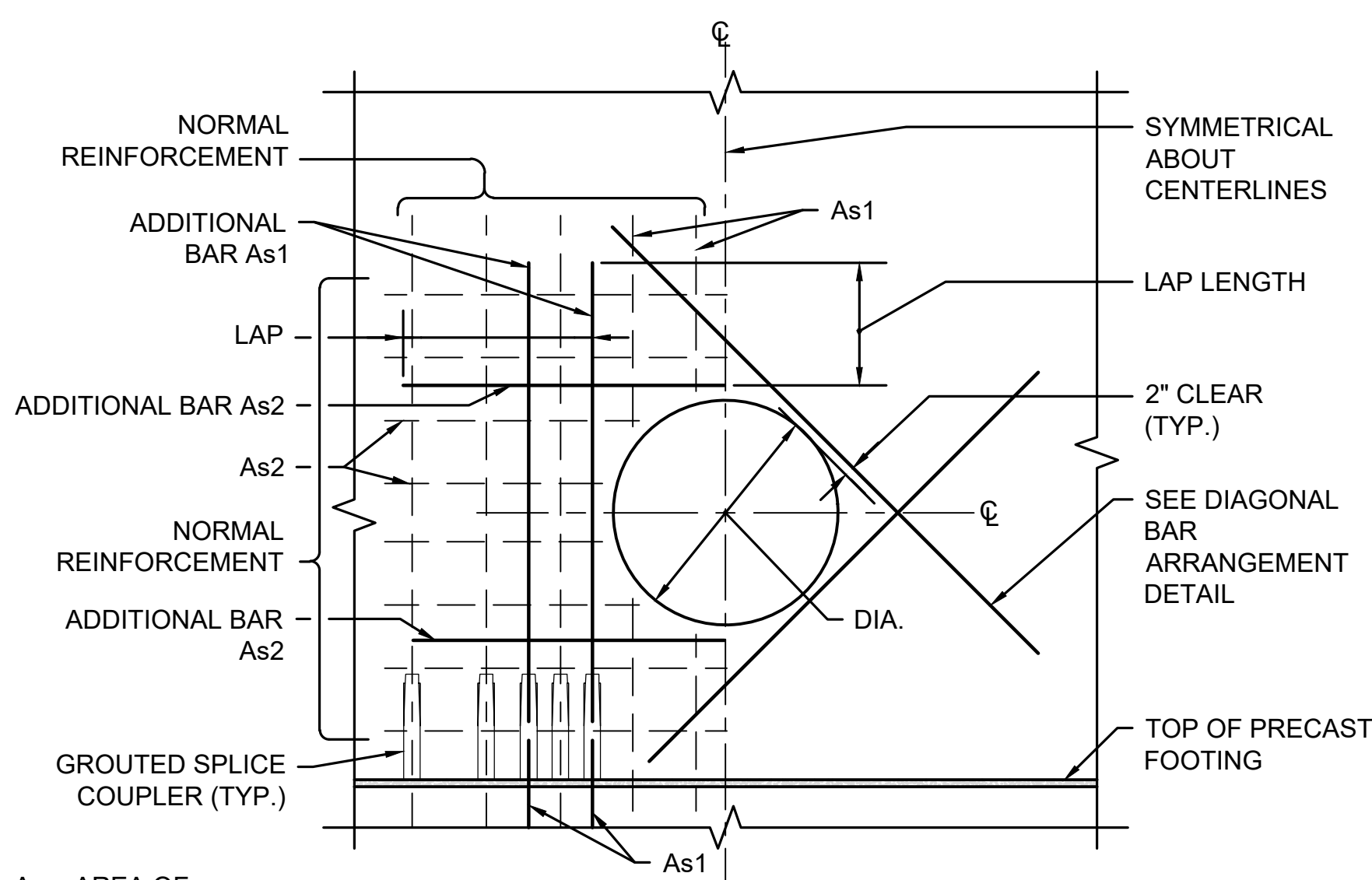
SCALE: 1/2" = 1'-0"



**LIMITS OF GRAVEL BORROW FOR BACKFILLING STRUCTURES & PIPES**

NOT TO SCALE

NOTE:  
HATCHED AREA INDICATES LIMITS OF GRAVEL BORROW FOR BACKFILLING STRUCTURES & PIPES.



**DIAGONAL BAR ARRANGEMENT DETAIL**

**ADDITIONAL REINFORCEMENT AT CIRCULAR PIPE OPENINGS**

NOT TO SCALE

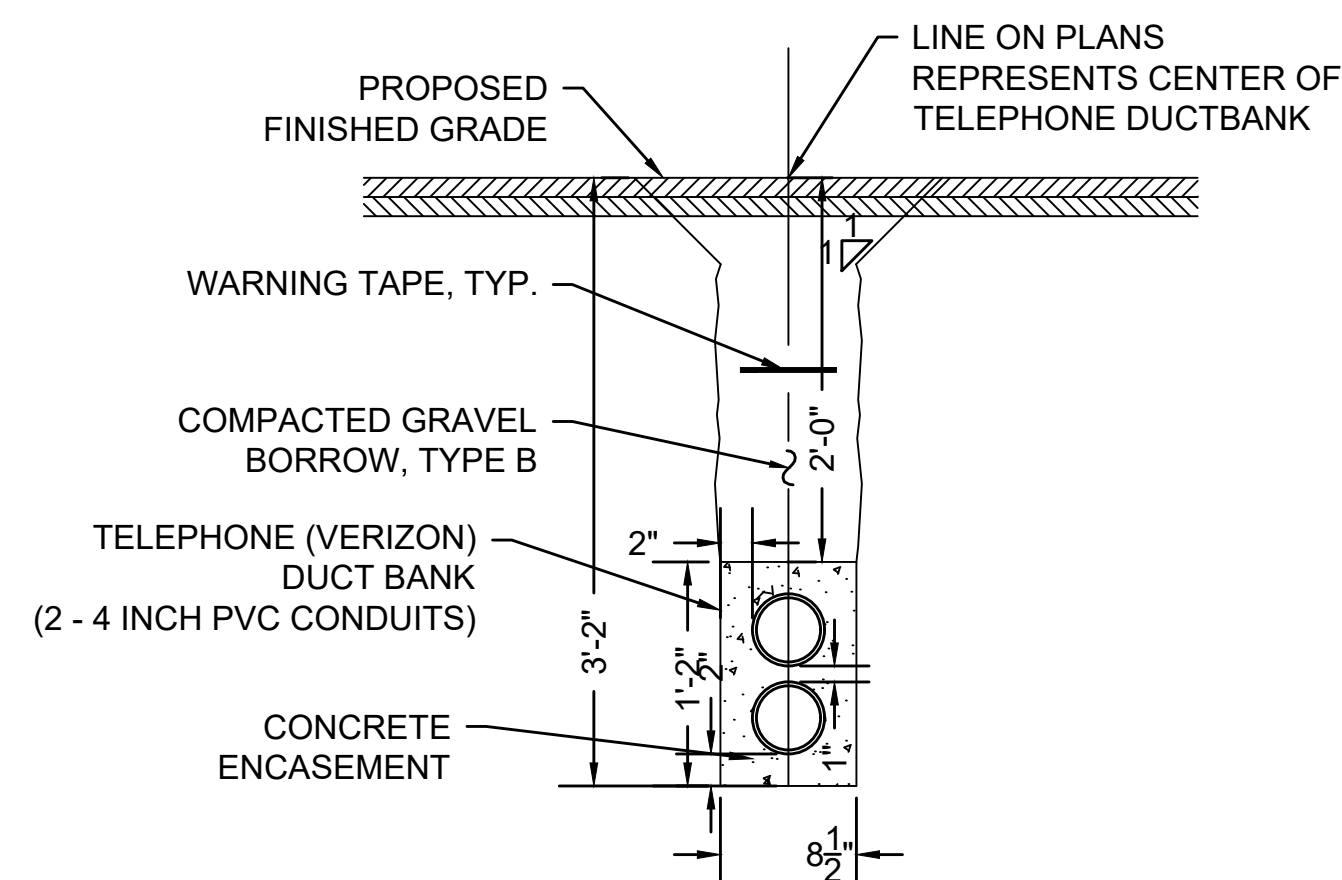
**NOTES:**

1. CUT NORMAL REINFORCEMENT 2" CLEAR OF OPENING.
2. CUT NORMAL REINFORCEMENT AT OPENINGS:  
A. As1 AND As2 = 1/2 AREA OF TOTAL CUT BARS TO BE ADDED ON EACH SIDE OF OPENING.
3. DIAGONAL AND ADDITIONAL BARS As1 AND As2 TO BE PLACED AT EACH FACE OF WALL.
4. UNLESS OTHERWISE NOTED, SIZE OF DIAGONAL BARS SHALL BE THE SIZE OF THE LARGEST NORMAL REINFORCEMENT BAR CUT.
5. INCREASE SIZE OF ADDITIONAL BARS AS NEEDED TO FIT WITHIN A DISTANCE 2X WALL THICKNESS FROM OPENING, PROVIDE 2" MIN. CLEAR BETWEEN BARS.
6. WHERE A SLAB OR INTERSECTING WALL CONNECTS WITHIN ONE WALL THICKNESS OF OPENING, ADDITIONAL BARS ON THAT SIDE OF THE OPENING MAY BE OMITTED.
7. WHEN THE LAP LENGTH OF THE ADDITIONAL BARS CANNOT BE ACHIEVED DUE TO AN ADJACENT WALL OR SLAB, ADDITIONAL CORNER BARS OR SLAB DOWELS, RESPECTIVELY, MATCHING THE CUT BARS, ARE TO BE INCLUDED IN THE ADJACENT WALL OR SLAB TO LAP WITH THE ADDITIONAL BARS.

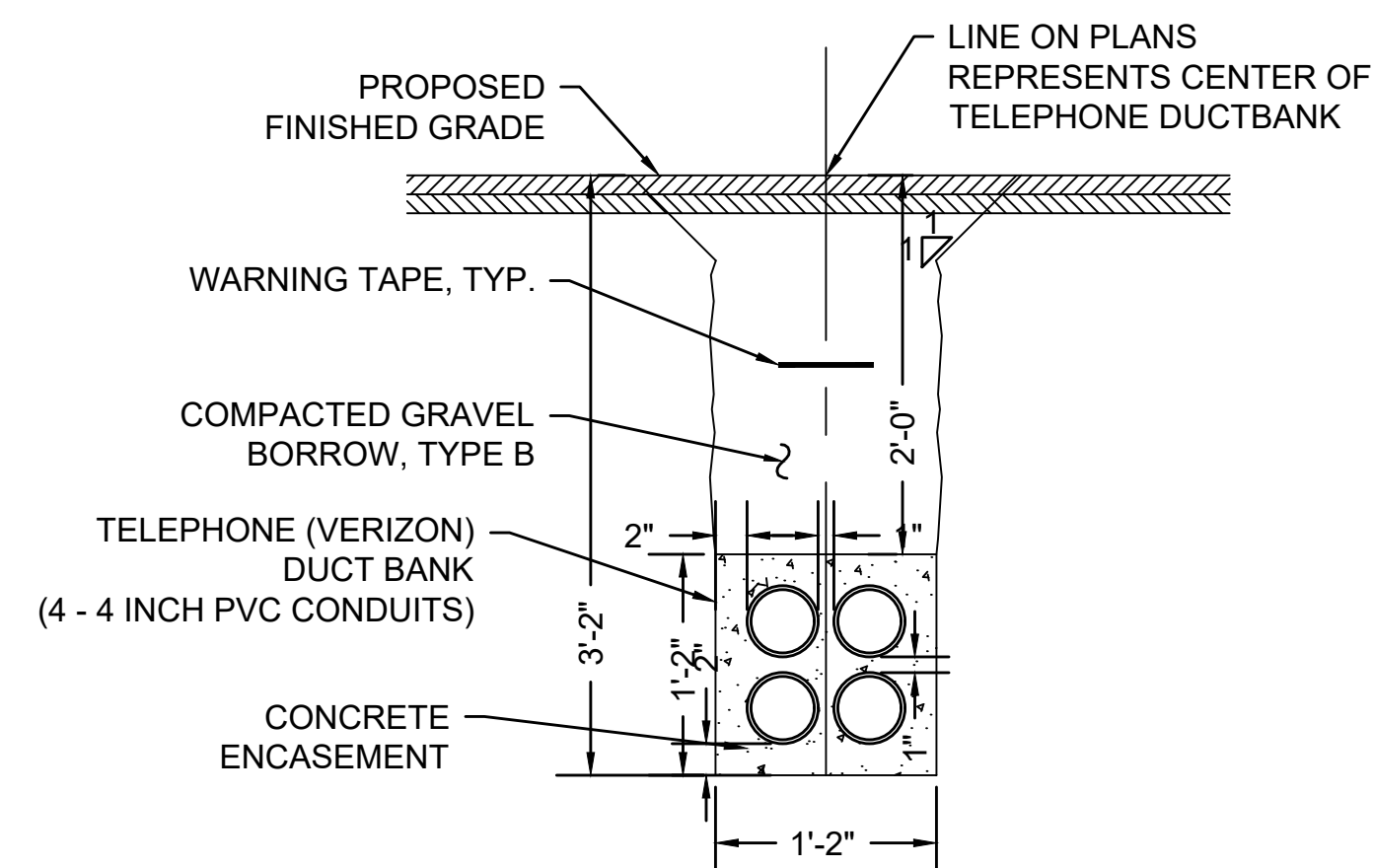
WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	51	133
PROJECT FILE NO.		607397	

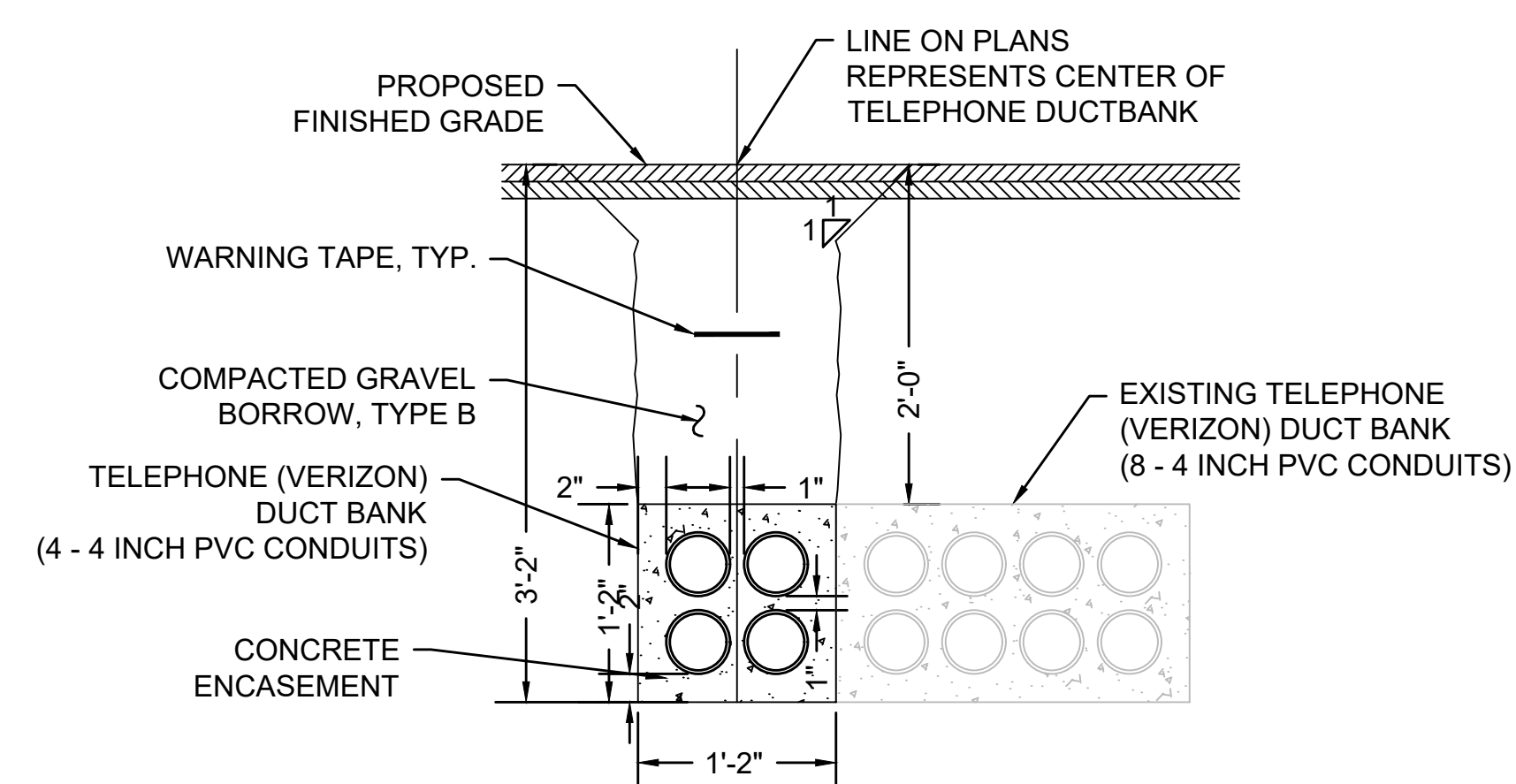
TELEPHONE DETAILS  
PART 1 OF 2



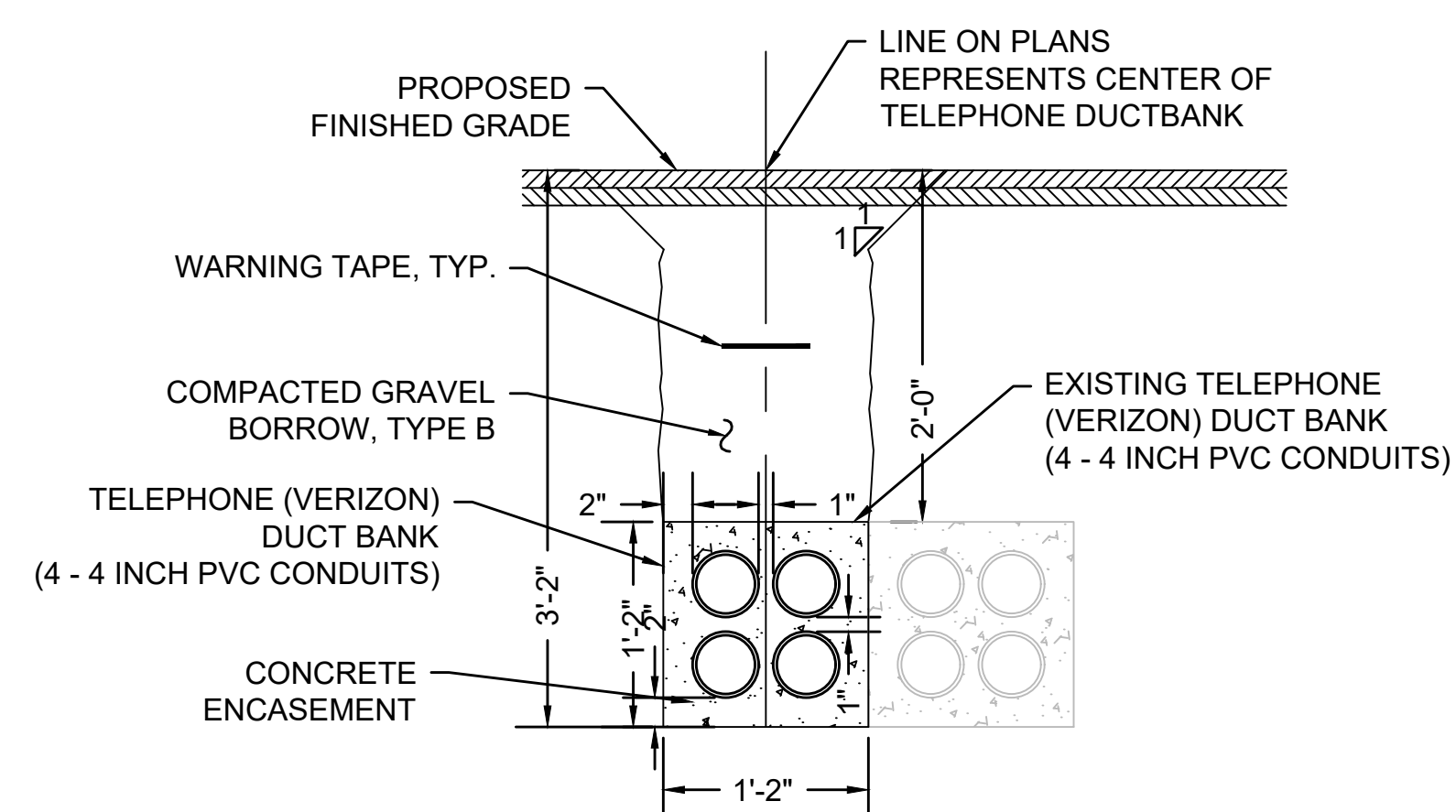
TELEPHONE  
TRENCH DETAIL 1



TELEPHONE  
TRENCH DETAIL 2



TELEPHONE  
TRENCH DETAIL 3



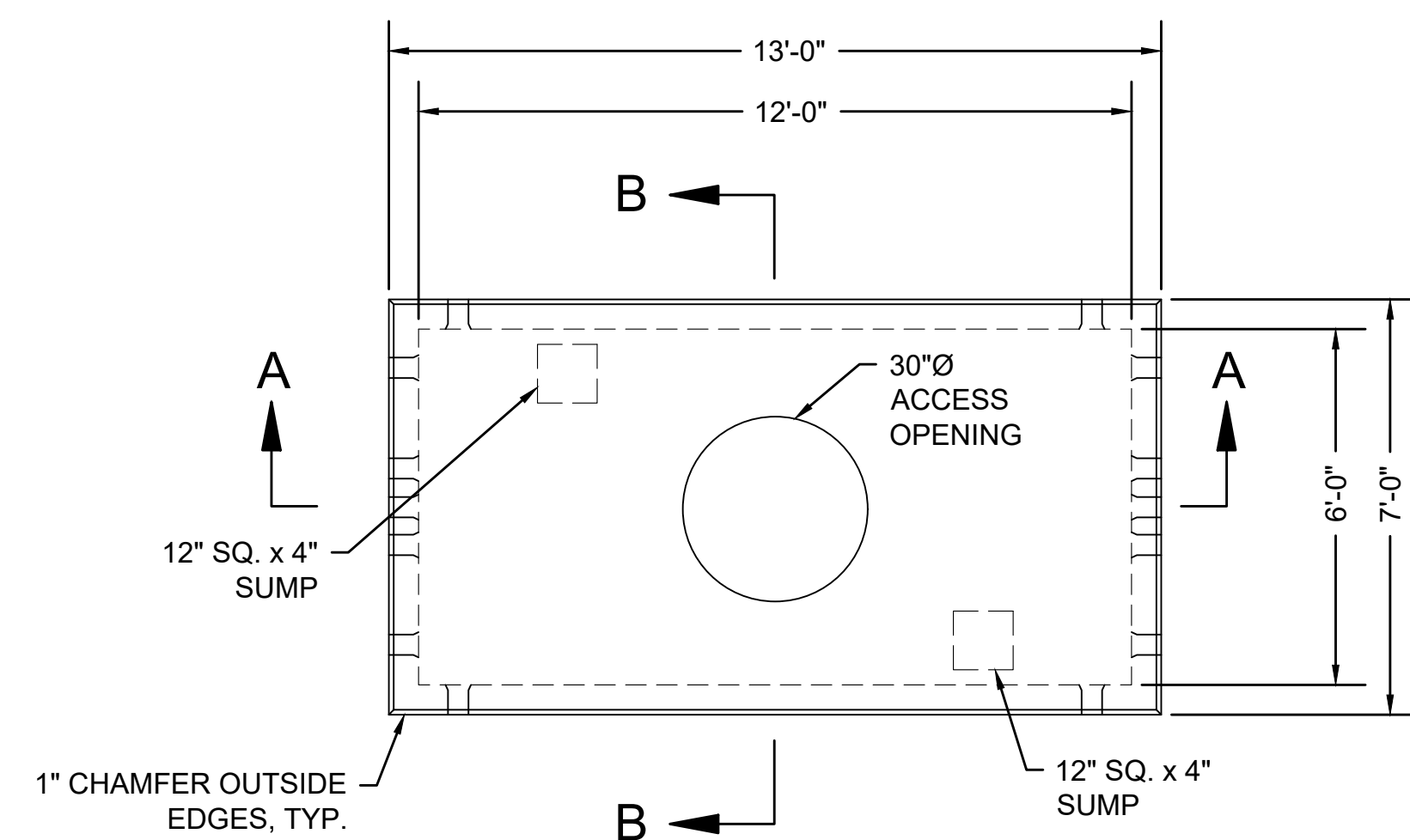
TELEPHONE  
TRENCH DETAIL 4

UTILITY TRENCH NOTES:

1. ALL CONSTRUCTION OF DUCT BANKS INCLUDING TRENCH, EXCAVATION, AND BACKFILL SHALL CONFORM TO UTILITY DETAILS AND SPECIFICATIONS.
2. FOR ALL DUCTS USE SCHEDULE 40 CONDUITS ENCASED IN 2,500 PSI, 3/8 INCH, 520 CEMENT CONCRETE CONCRETE. USE PLASTIC SPACERS TO MAINTAIN CONDUIT SPACING. SPACERS SHALL MEET UTILITY SPECIFICATIONS FOR DESIGN AND SPACING.
3. ALL TRENCH EXCAVATION ACTIVITIES SHALL COMPLY WITH ALL APPROPRIATE OSHA STANDARDS.
4. EACH DUCT BANK SHALL HAVE ASSOCIATED WARNING TAPE INSTALLED. TELEPHONE DUCT BANKS WILL HAVE 6 INCH, COLOR ORANGE, DETECTABLE METALLIC WARNING TAPE PLACED 12 INCHES ABOVE EACH CONCRETE ENCASEMENT.
5. A UTILITY COMPANY REPRESENTATIVE FROM VERIZON SHALL BE PRESENT FOR ALL TELEPHONE CONDUIT INSTALLED.
6. A MINIMUM OF 12 INCHES OF SEPARATION IS REQUIRED FOR CROSSINGS WITH GAS, WATER, SEWER AND DRAINAGE.
7. CONDUITS SHALL BE BLOWN CLEAN USING COMPRESSED AIR. RUN MANDREL THRU EACH CONDUIT TO CONFIRM VIABLE PATHWAY.
8. WOVEN POLYESTER MULE TAPE WITH MINIMUM STRENGTH OF 2500 LB TENSILE STRENGTH TO BE INSTALLED WITHIN EACH CONDUIT.



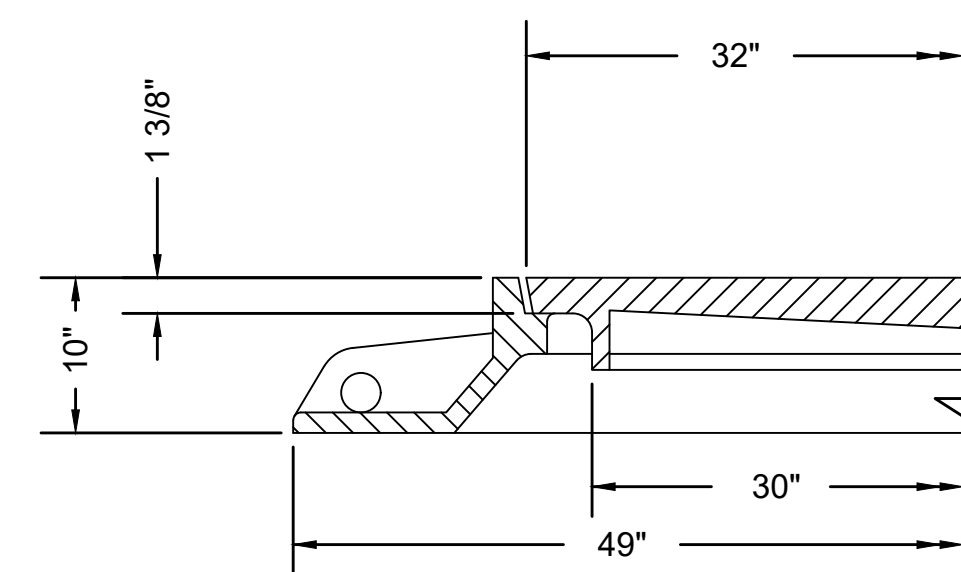
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	52	133
PROJECT FILE NO. 607397			



**PLAN**

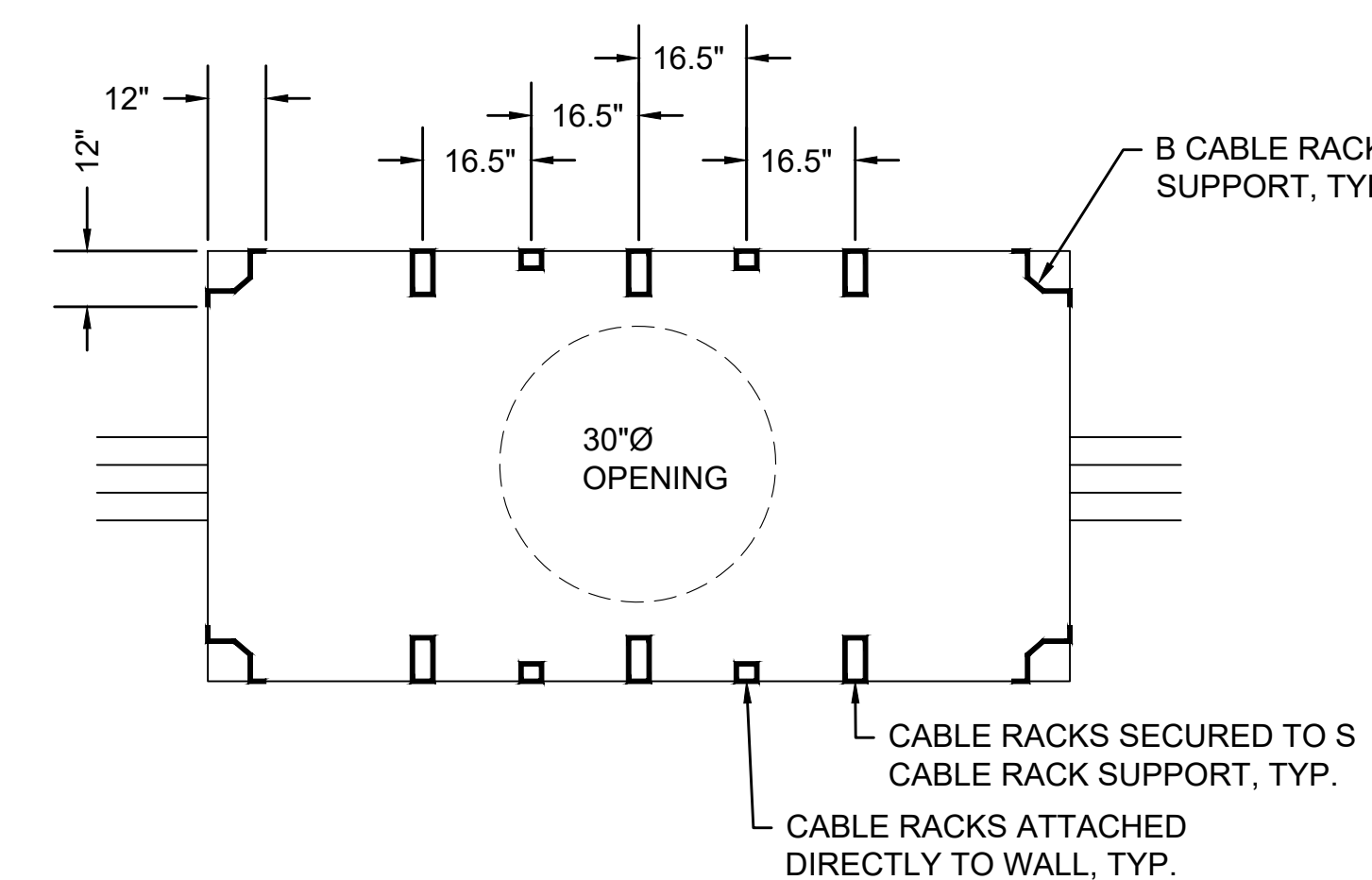
NOTES:

1. CONCRETE: 5,000 PSI MINIMUM AFTER 28 DAYS.
2. DESIGN LOADING: ASSHTO HS20-44, 0 TO 5 FEET COVER.
3. STEEL REINFORCEMENT CONFORMS TO ASTM A615, GRADE 60.
4. MINIMUM STEEL COVER 1".

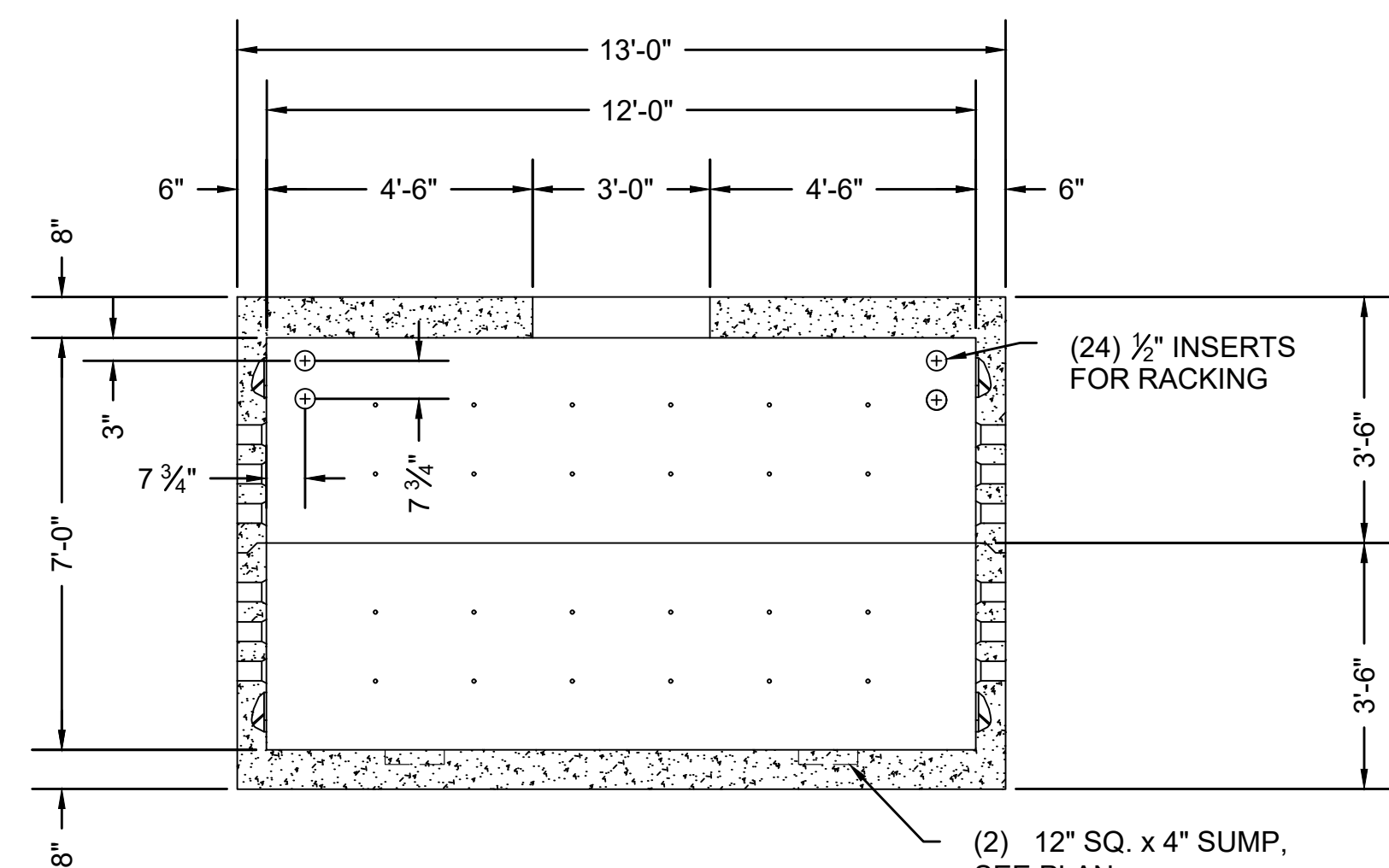


NOTE: ANCHOR BOLT CIRCLE DIMENSION IS 43 1/2 INCHES.

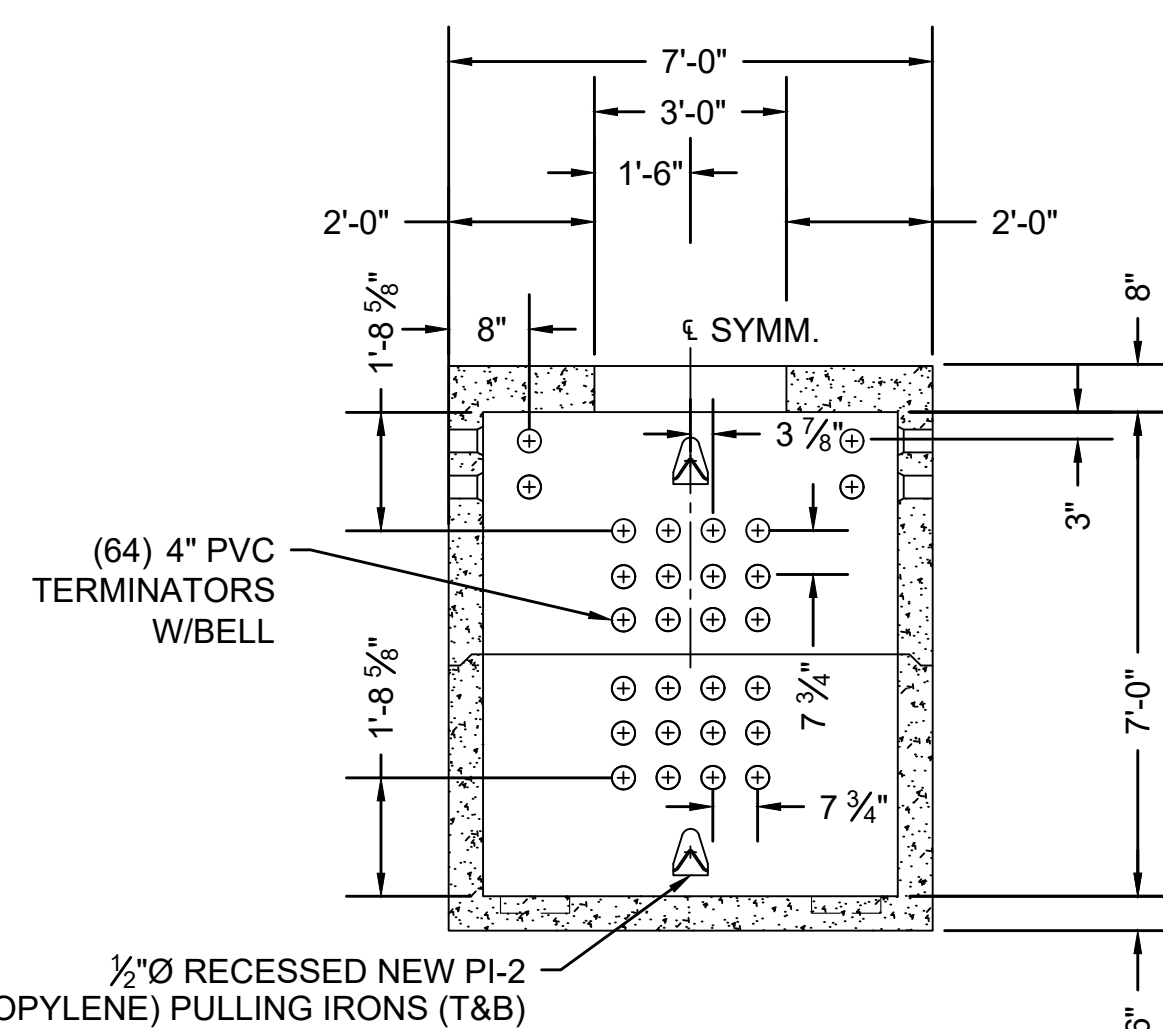
**TELEPHONE MANHOLE COVER**



CABLE RACKS SECURED TO S CABLE RACK SUPPORT, TYP.  
CABLE RACKS ATTACHED DIRECTLY TO WALL, TYP.

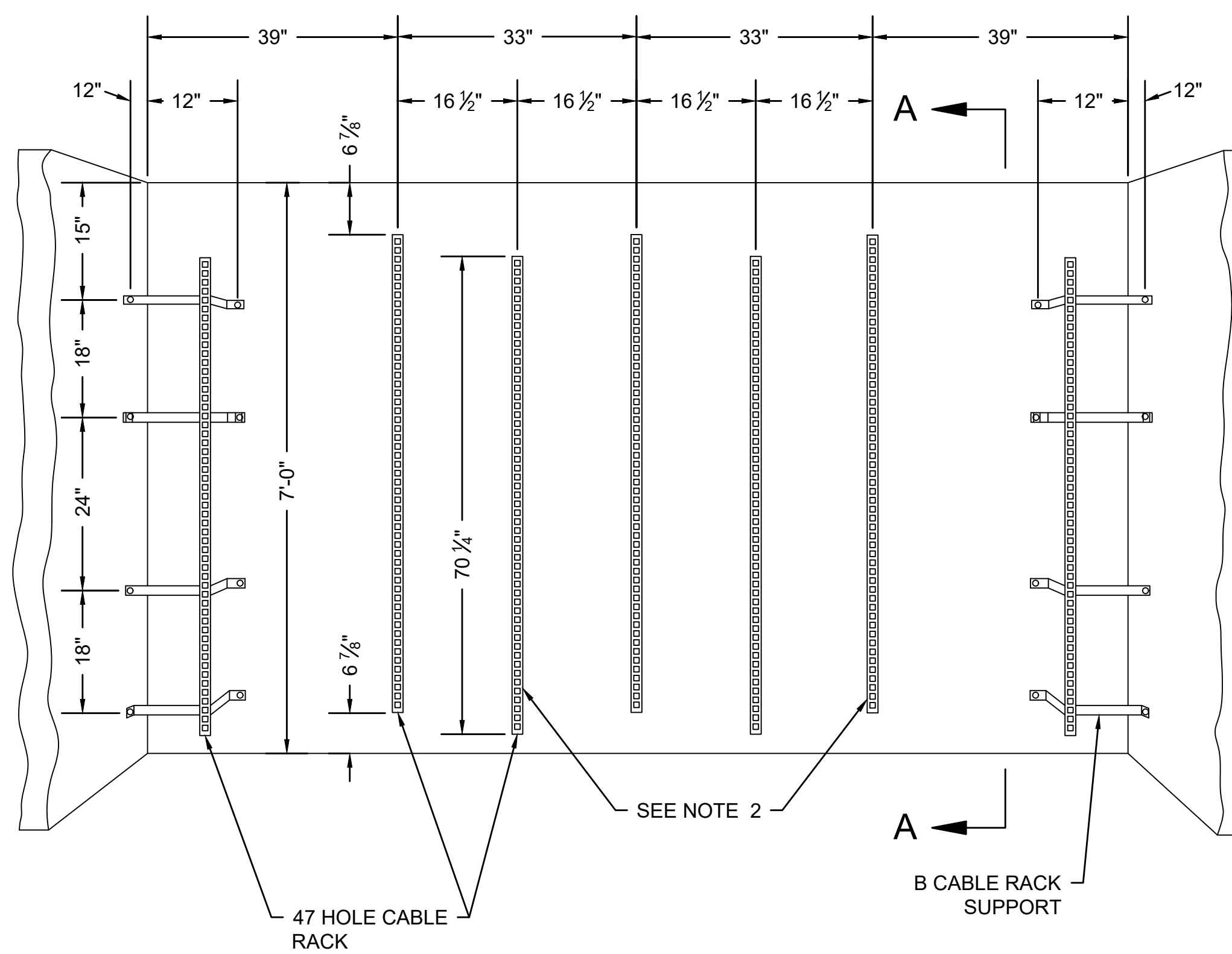


**SECTION A-A**  
OPPOSITE WALL SIMILAR



**SECTION B-B**  
OPPOSITE WALL SIMILAR

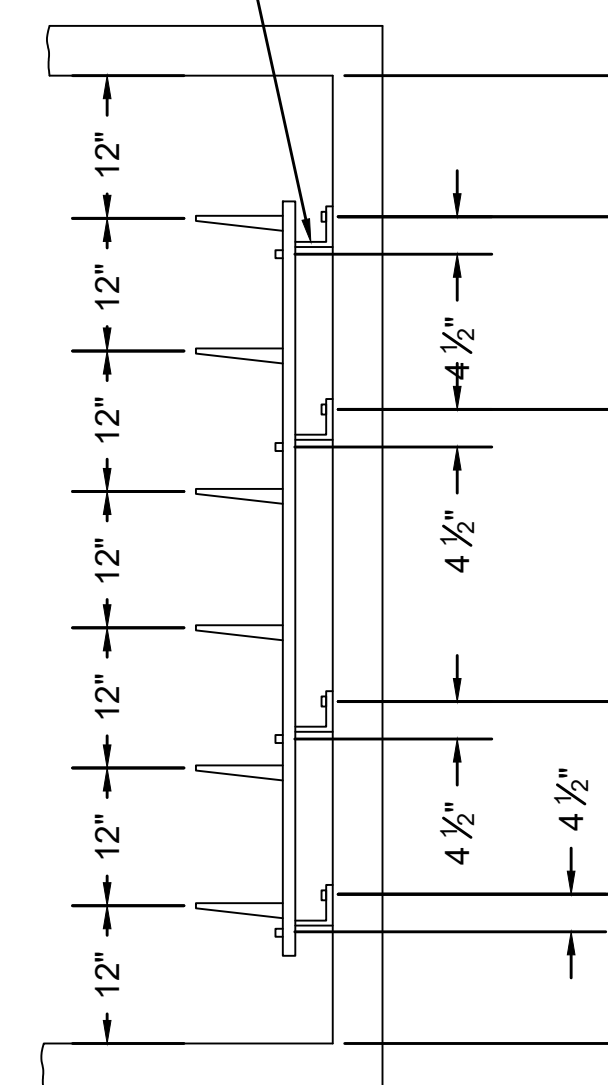
**MANHOLE 6' X 12' X 7'**



47 HOLE CABLE RACK

B CABLE RACK SUPPORT

S CABLE RACK SUPPORTS



**SECTION A-A**

NOTES:

1. MANHOLE DIMENSIONS AS GIVEN ON PLANS ARE INSIDE DIMENSIONS.
2. THESE CABLE RACKS ARE PLACED AGAINST WALL TO SUPPORT SPLICE CASES OR LEAD SLEEVES.

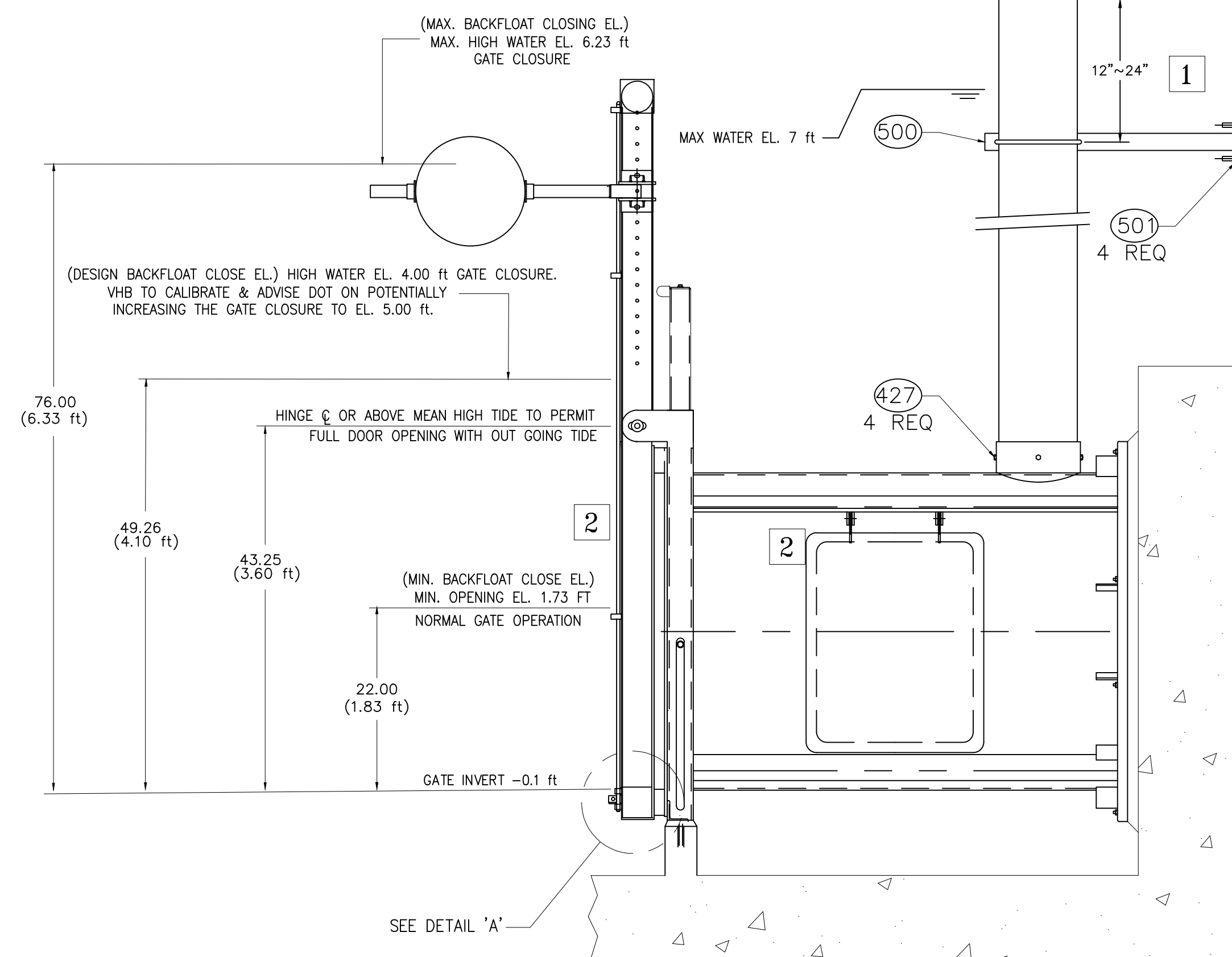
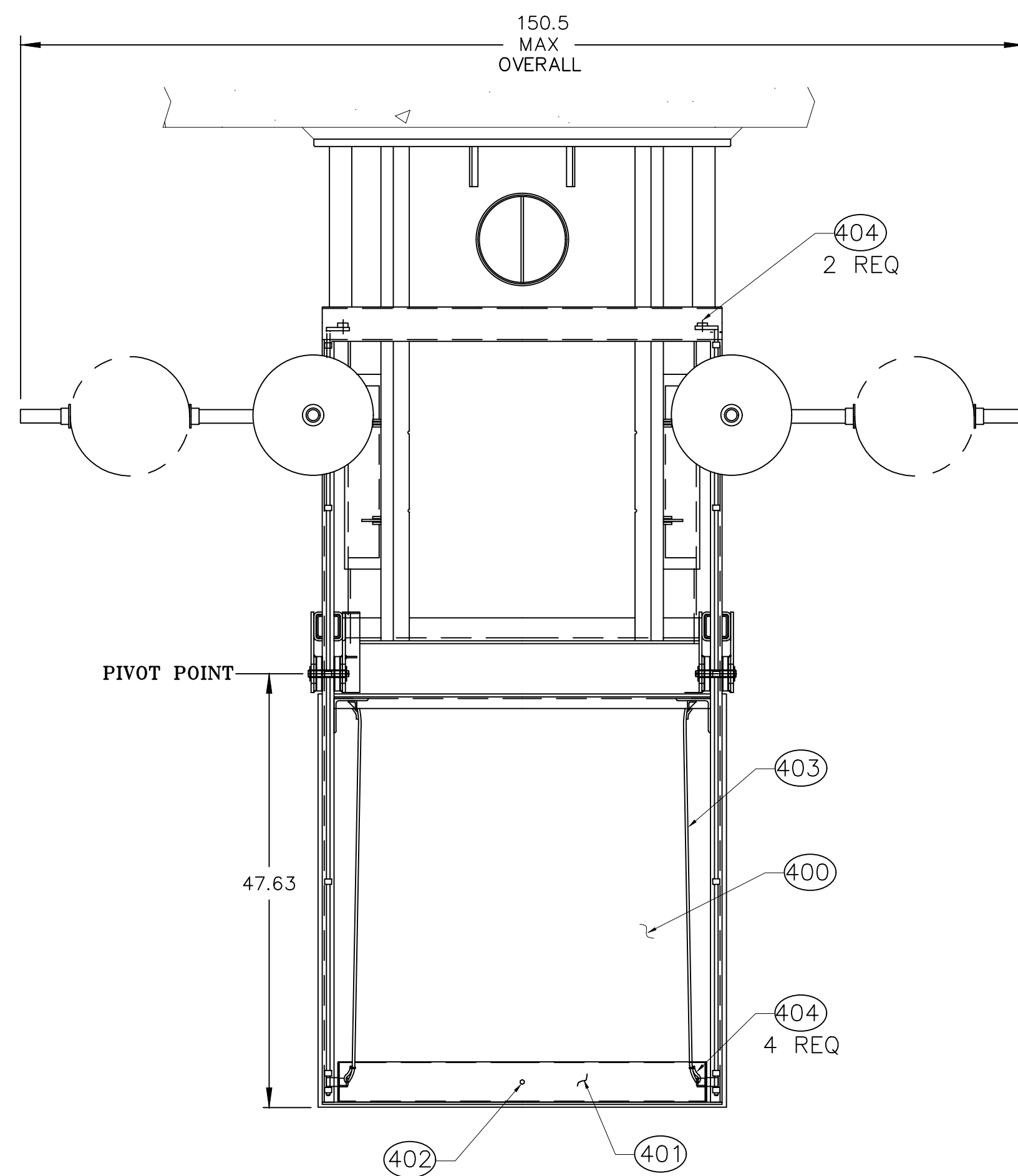
**6'X12'X7' MANHOLE DETAIL**

WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MASS.	-	53	133

PROJECT FILE NO. 607397  
SELF REGULATING TIDE GATE  
PART 1 OF 2

607397\_H01(SET).DWG Plocted on 21-Oct-2021 11:00 AM

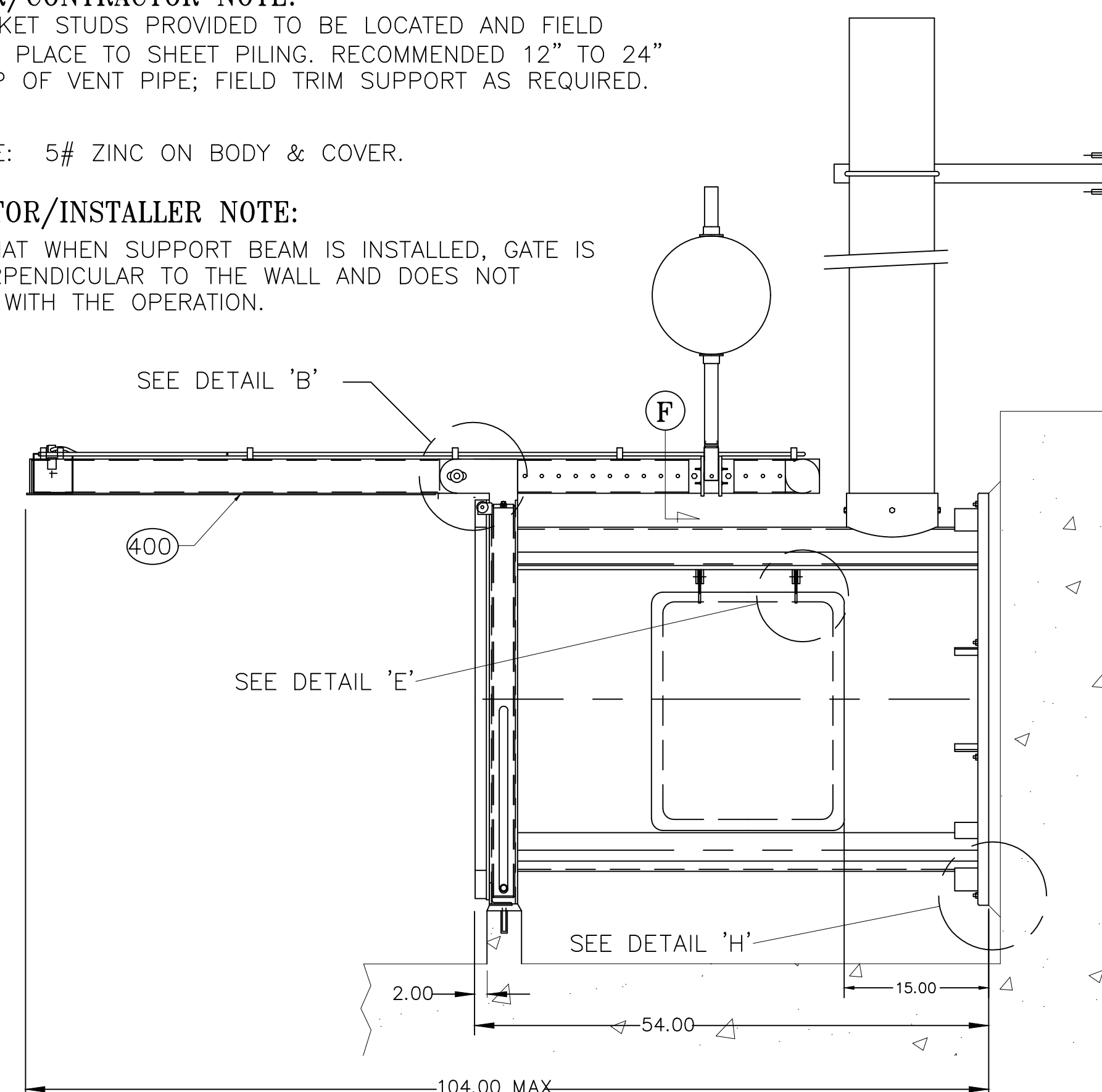
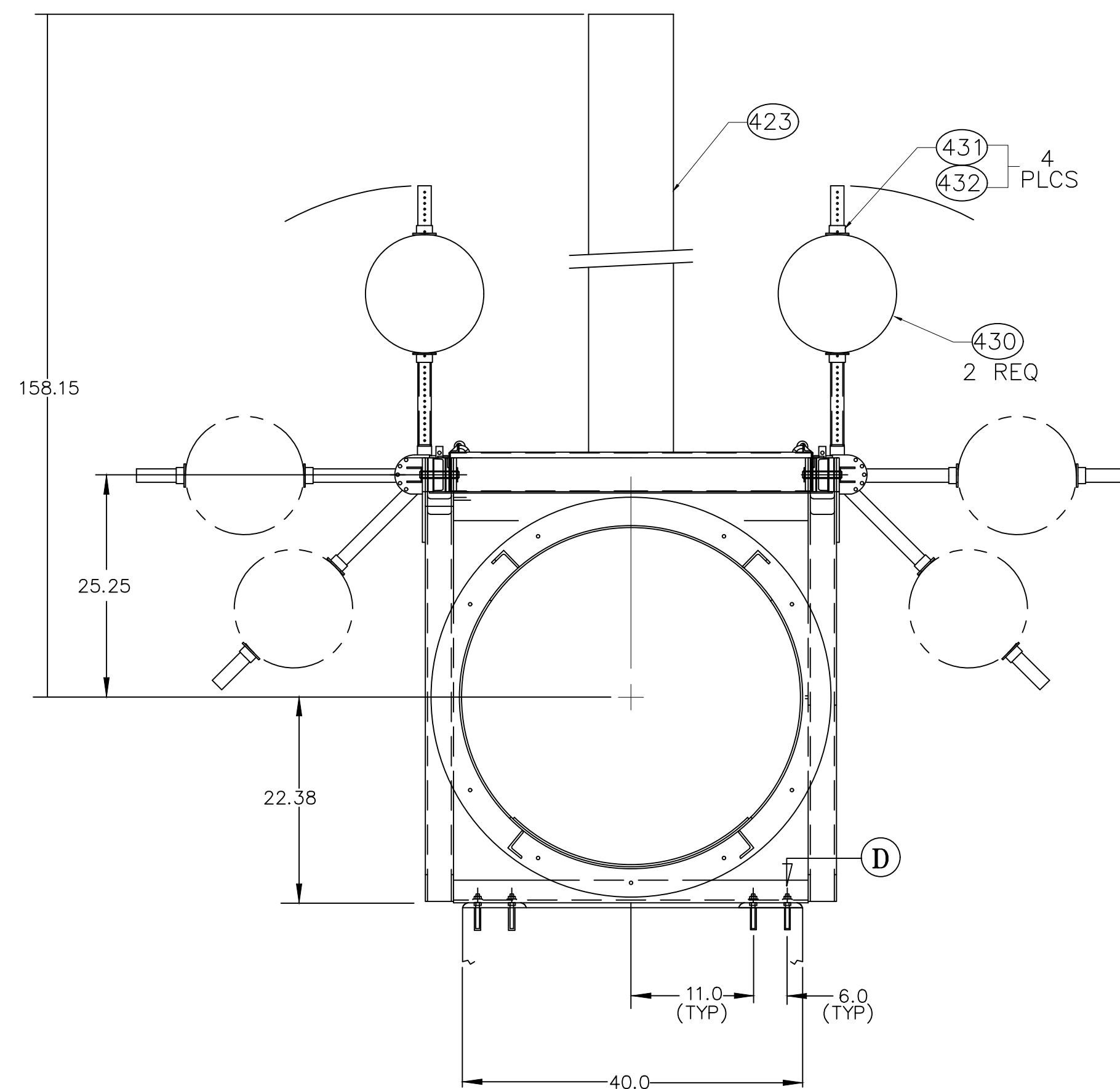


GATE SHOWN IN CLOSED POSITION

**1 ENGINEER/CONTRACTOR NOTE:**  
PIPE BRACKET STUDS PROVIDED TO BE LOCATED AND FIELD WELDED IN PLACE TO SHEET PILING. RECOMMENDED 12" TO 24" BELOW TOP OF VENT PIPE; FIELD TRIM SUPPORT AS REQUIRED.

**2 SHOP NOTE:** 5# ZINC ON BODY & COVER.

**3 CONTRACTOR/INSTALLER NOTE:**  
ENSURE THAT WHEN SUPPORT BEAM IS INSTALLED, GATE IS LEVEL, PERPENDICULAR TO THE WALL AND DOES NOT INTERFERE WITH THE OPERATION.



GATE SHOWN IN OPEN POSITION

NOTE: FIELD COAT ALUMINUM IN CONTACT WITH CONCRETE WITH BITUMASTIC 50, MIN. 15 MILS DRY

400	HEAD WELDMENT	170540-10; ALUMINUM PLATE & CHANNEL
401	HEAD FLOAT	170540-11; ALUMINUM PIPE
402	PIPE PLUG	3/4 NPT; HEX HEAD; PLASTIC
403	CABLE	1/8 DIA (REF) GHI-100003
404	ATTACHING HARDWARE	#8-32 NC x 1 LG RD HD SCREW W/NUT, WASHER, & L-WASHER
405	FLOAT RELEASE ROD	GHI-100004-3; 5/8 DIA ALUM BAR
406	SPRING PIN	3/16 DIA x 1-1/2 LG; S-STL
407	BUSHING	GAR-MAX Ø3/4 x Ø1 x 2.75
410	FRAME WELDMENT	170540-12; ALUM. PLATE AND TUBE
411	WASHER	1/2 DIA; S-STL
412	SIDE FLOAT	170540-13; ALUM. PLATE AND TUBE
414	WASHER	Ø3/4 McMASTER #95649A256; UHMW
415	COLLAR	170540-14; S-STL BAR
416	FLOAT PIN	170540-14; 1 DIA S-STL BAR
417	BUSHING	1 DIA SCH 40 PIPE x 4.25 LG; PVC PLASTIC
418	COLLAR	170540-14; S-STL BAR
419	WASHER	Ø1 McMASTER #95649A263; UHMW
420	COTTER PIN	1/8 DIA x 2-1/2 LG; S-STL
421	FRONT GASKET	170540-15; NEOPRENE RUBBER
422	COTTER PIN	3/32 DIA x 1 LG; S-STL
423	VACUUM BREAK VENT	170540-16; ALUM; ADS PIPE
424	PIVOT PIN	170540-14; S-STL (3/4 DIA REF)
425	CENTERING WASHER	170540-14; NEOPRENE RUBBER
426	SPACER	.78 ID x 4.0 OD x .125 THK; UHMW
427	ATTACHING HARDWARE	1/2 NC x 1.5 HEX HD BOLT W/ W/LW, AND NUT
428	BACK FLOAT BRACKET	170540-17; ALUM PLT AND BAR
429	FLOAT ARM	170540-18; ALUM BAR AND PIPE
430	FLOAT BALL	GHI-100017-3; POLYETHYLENE & PVC
431	FLOAT STOP	170540-18; ALUM PIPE & PLT
432	BOLT	5/16 NC x 3.5 LG S-STL HEX HD BOLT W/ 2W, LW & NUT
433	ATTACHING HARDWARE	1/2 NC x 5.0 LG S-STL HEX HD BOLT W/ 2W, LW & NUT
434	ATTACHING HARDWARE	1/2 NC x 3-1/2 LG S-STL HEX HD BOLT W/ 2W, LW & NUT
435	WASHER	Ø1/2 McMASTER #95649A244; UHMW
440	SIDE DOOR	170540-19; ALUM PLATE & BAR
441	WASHER	Ø1/2 McMASTER #95649A244; UHMW
442	BUSHING	.54 ID x .84 OD x .38 LG; PVC PLASTIC
443	WASHER	1/2 DIA; S-STL
444		
445		
446		
447		
448	BOLT - SHOULDER	1/2 DIA x 1-1/2 LG - 3/8NC THRD; S-STL W/ W, LW & NUT
*452	ANCHOR ROD	1/2 DIA x 7 LG S-STL ANCHOR ROD
453	WASHER	1/2 DIA; S-STL
454	WASHER	Ø1/2 McMASTER #95649A244; UHMW
455	WASHER	3/4 DIA; S-STL
456	WASHER	Ø3/4 McMASTER #95649A256; UHMW
457	ISOLATION SLEEVE	.62 ID x .84 OD x .44 LG; PVC (1/2 DIA SCH 40 PIPE)
458	ISOLATION SLEEVE	1.38 ID x 1.66 OD x .44 LG; PVC (1-1/4 DIA SCH 40 PIPE)
459	HEX NUT	1/2 NC; S-STL
460	HEX NUT	3/8 DIA; S-STL
461	WASHER - LARGE	3/8 DIA (1-1/4 OD); S-STL
462	HEX NUT, SELF LOCK	3/8 NC ; NY-LOC
463	HEX HD BOLT	3/8 NC x 2 LG S-STL
464	WASHER	Ø3/8 McMASTER #95649A241; UHMW
465	ISOLATION SLEEVE	.49 ID x .675 OD x .31 LG; PVC (3/8 DIA SCH 40 PIPE)
500	VENT PIPE SUPPORT	170540-20; S-STL ANGLE PLATE
501	PIPE SUPPORT ANCHOR	1/2 DIA x 3 LG S-STL ANCHOR ROD

\* ANCHOR BOLTS ARE DESIGNED FOR USE WITH HILTI HIT-RE 500-V3 ADHESIVE INJECTION SYSTEM OR EQUAL IN DRY CONCRETE (ADHESIVE BY CONTRACTOR)

Max Seating Head = 7.1 Ft.  
Design Closure Level = 4.1 Ft. [El. 4.0'] Measured From Gate Invert



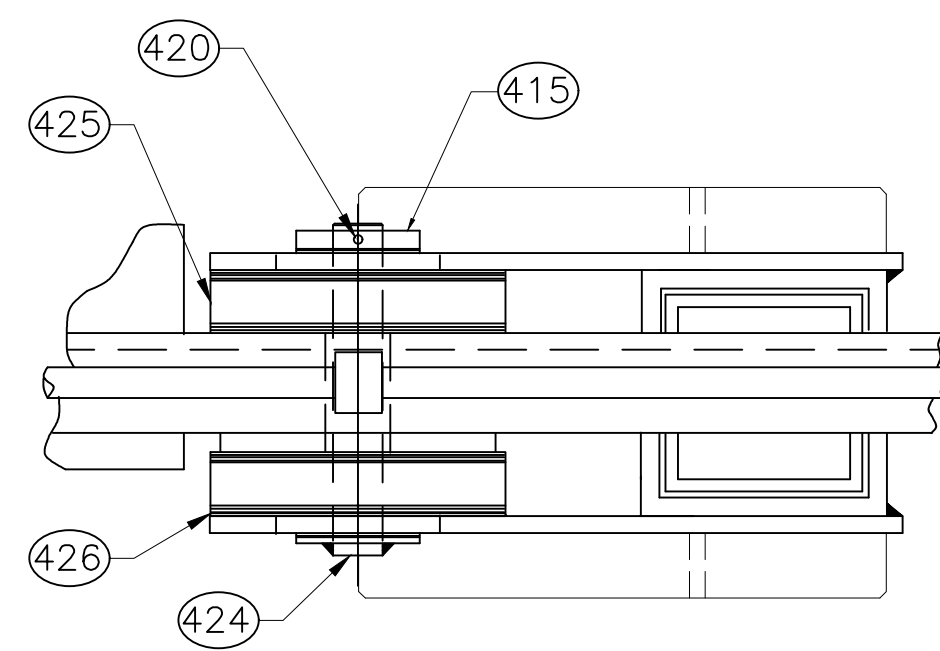
WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MASS.	-	54	133

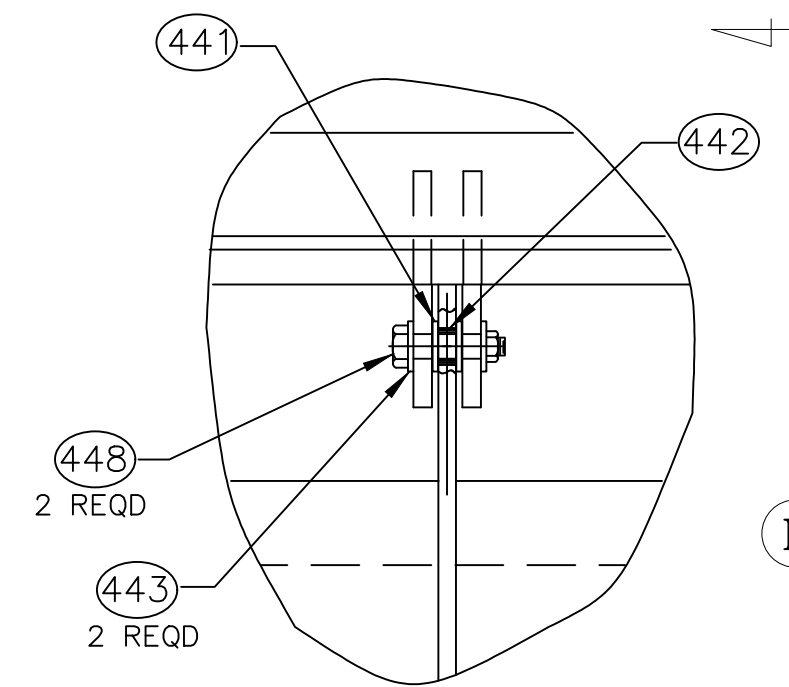
PROJECT FILE NO. 607397

SELF REGULATING TIDE GATE  
PART 2 OF 2

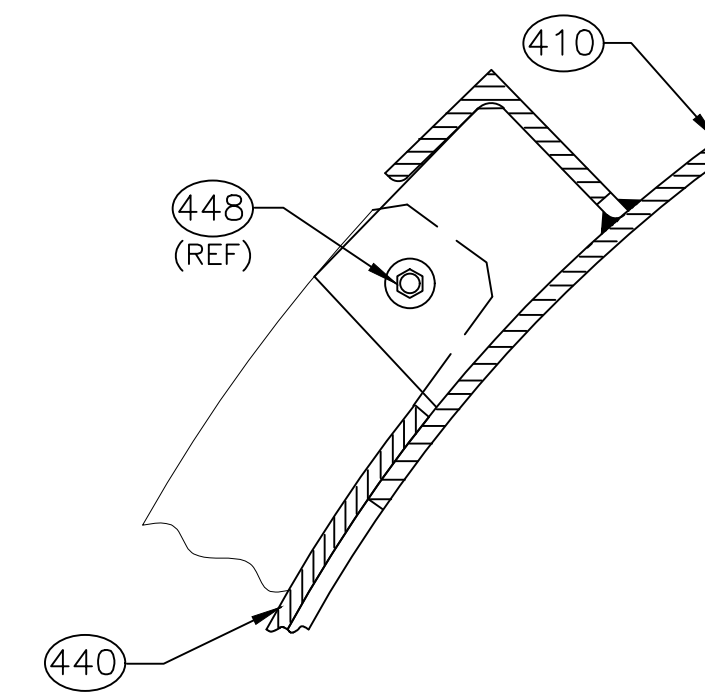
MATERIAL SPECIFICATIONS:  
HARDWARE & FASTENERS = TYPE 316 SS  
ASTM-F593/F594  
S-STL ROUND BAR = TYPE 316 ASTM A-276  
S-STL ANCHOR ROD = TYPE 316 SS ASTM-A276  
ALUMINUM SHAPES = 6061-T6  
ALUMINUM FORMED & PLATE = 6061-T6  
ALUMINUM EXTRUSION = 6061-T6  
UHMWPE = ASTM-D4020  
NEOPRENE RUBBER = ASTM-D2000



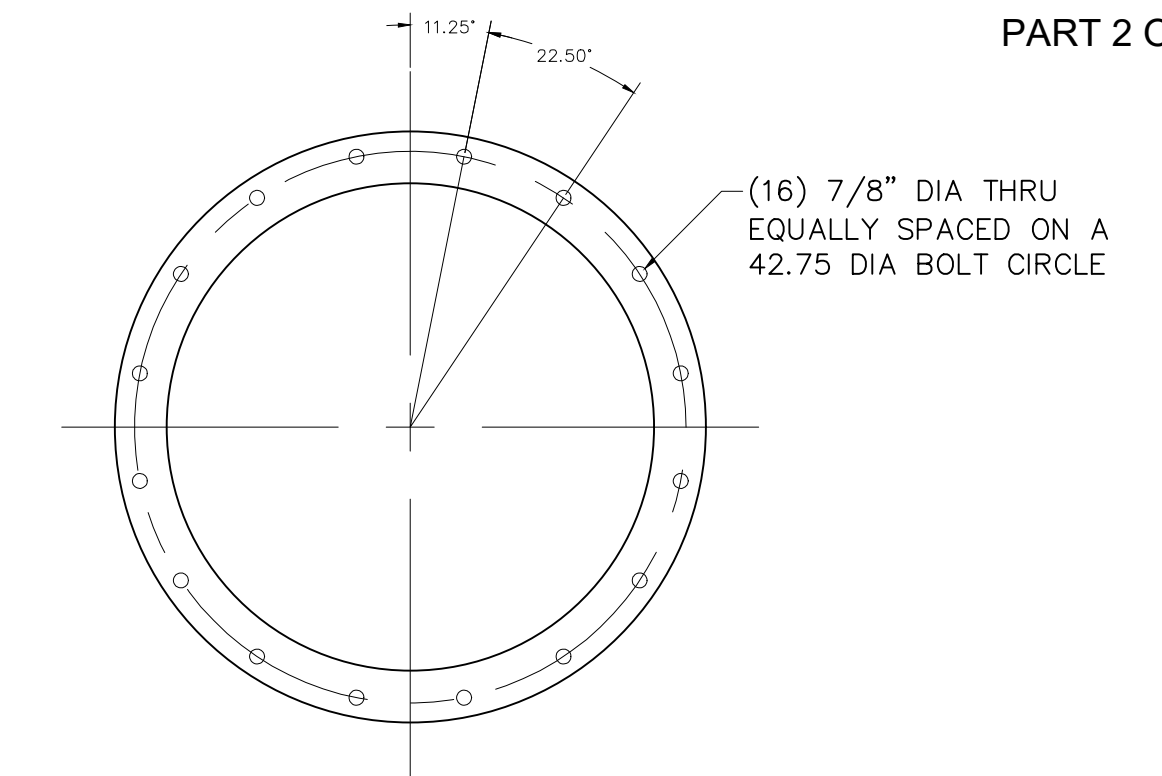
VIEW C-C



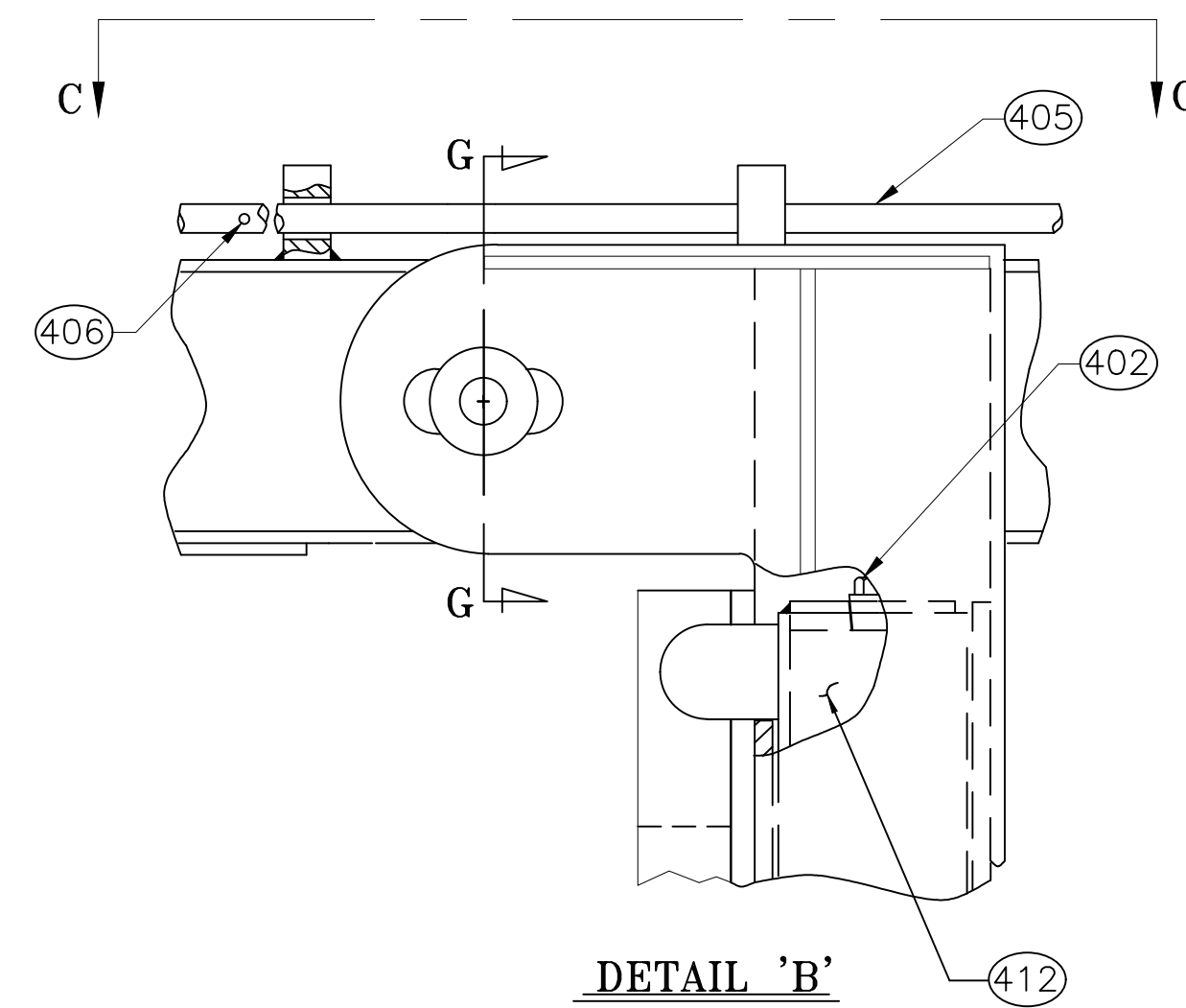
DETAIL 'E'



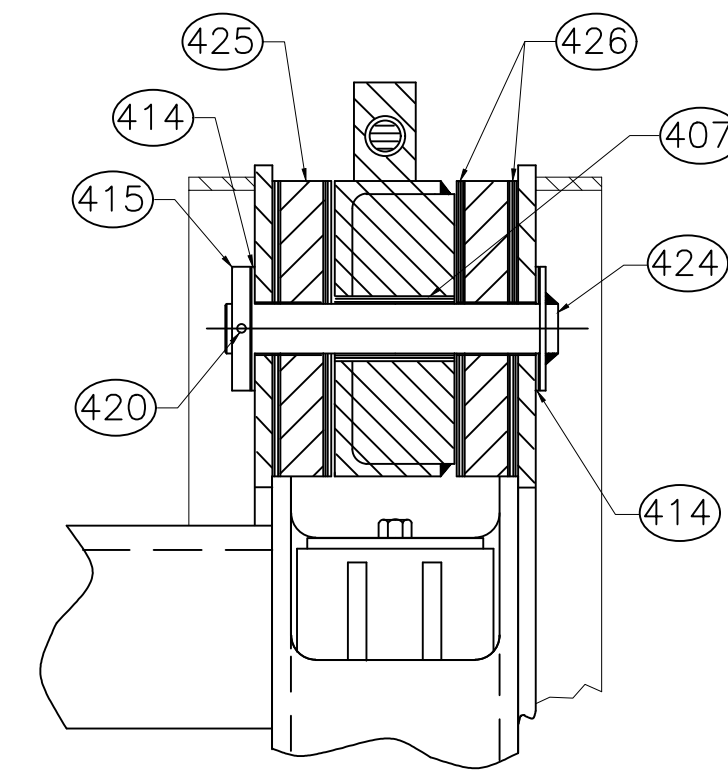
SECTION VIEW K



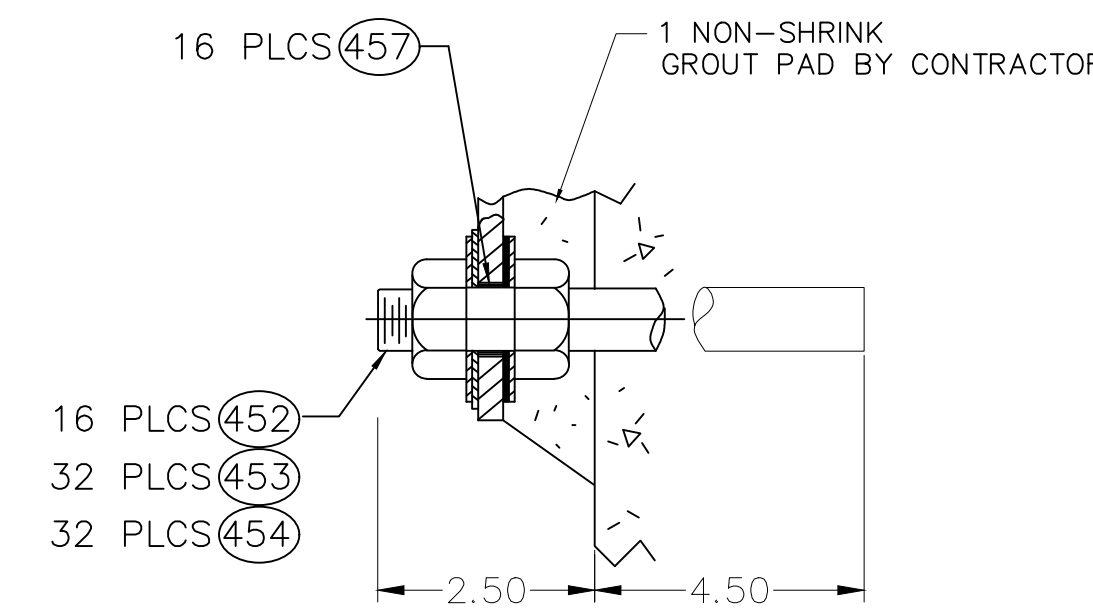
REAR FLANGE  
(BOLT LAYOUT)



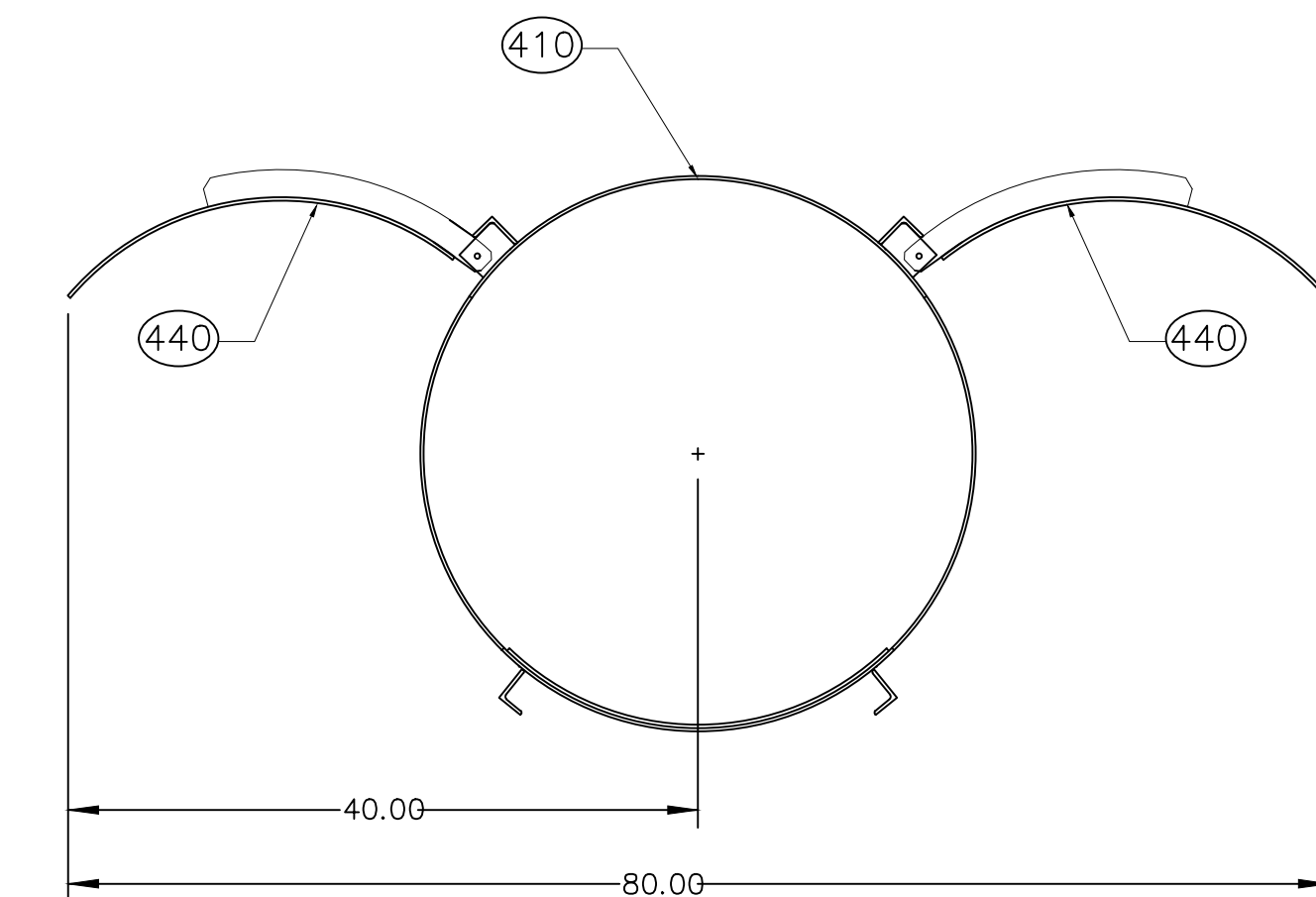
DETAIL 'B'



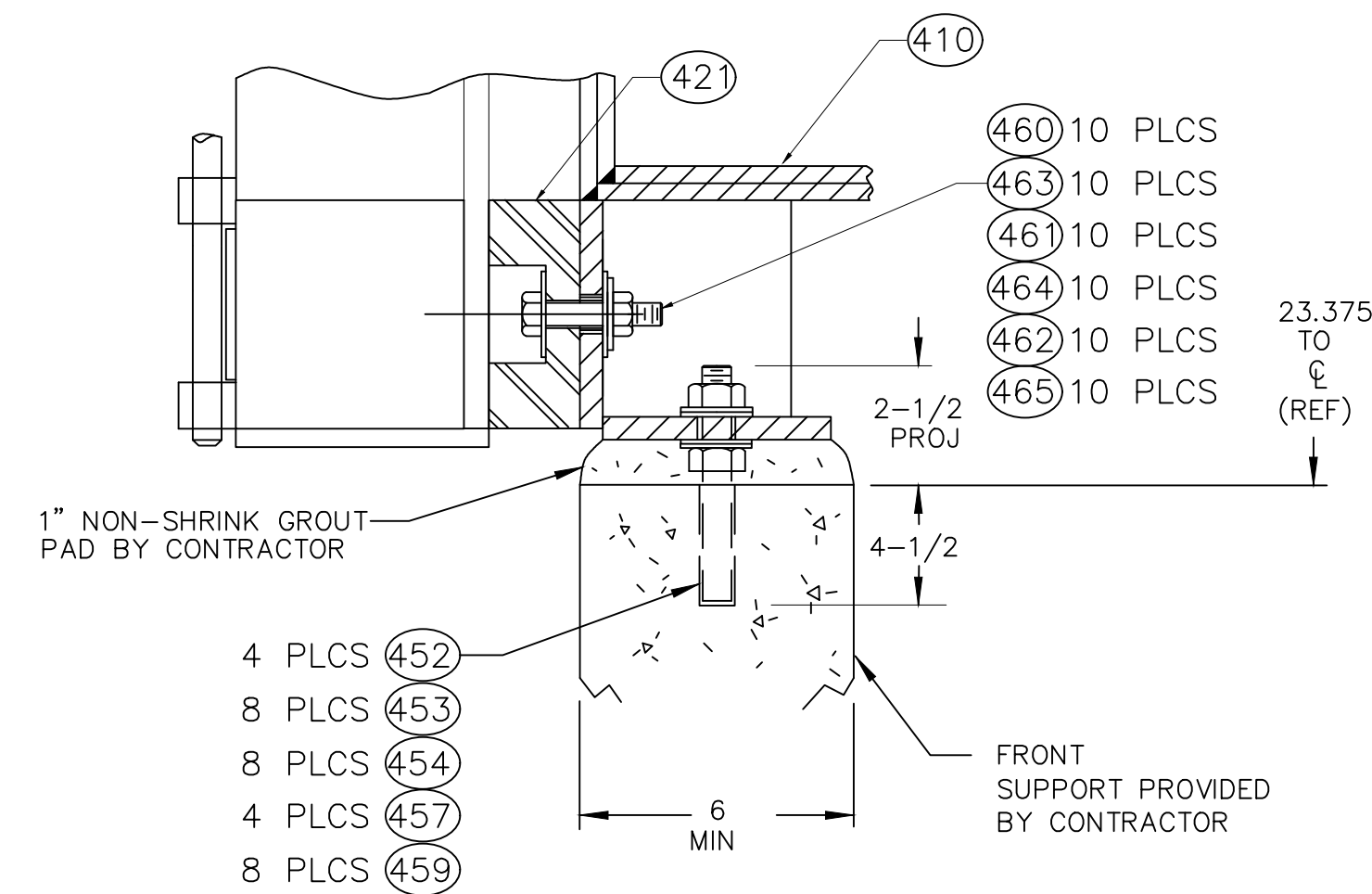
SECTION G-G



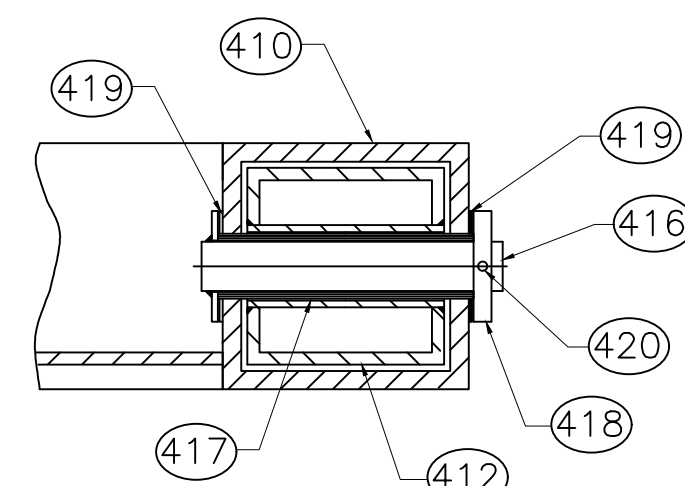
DETAIL 'H'



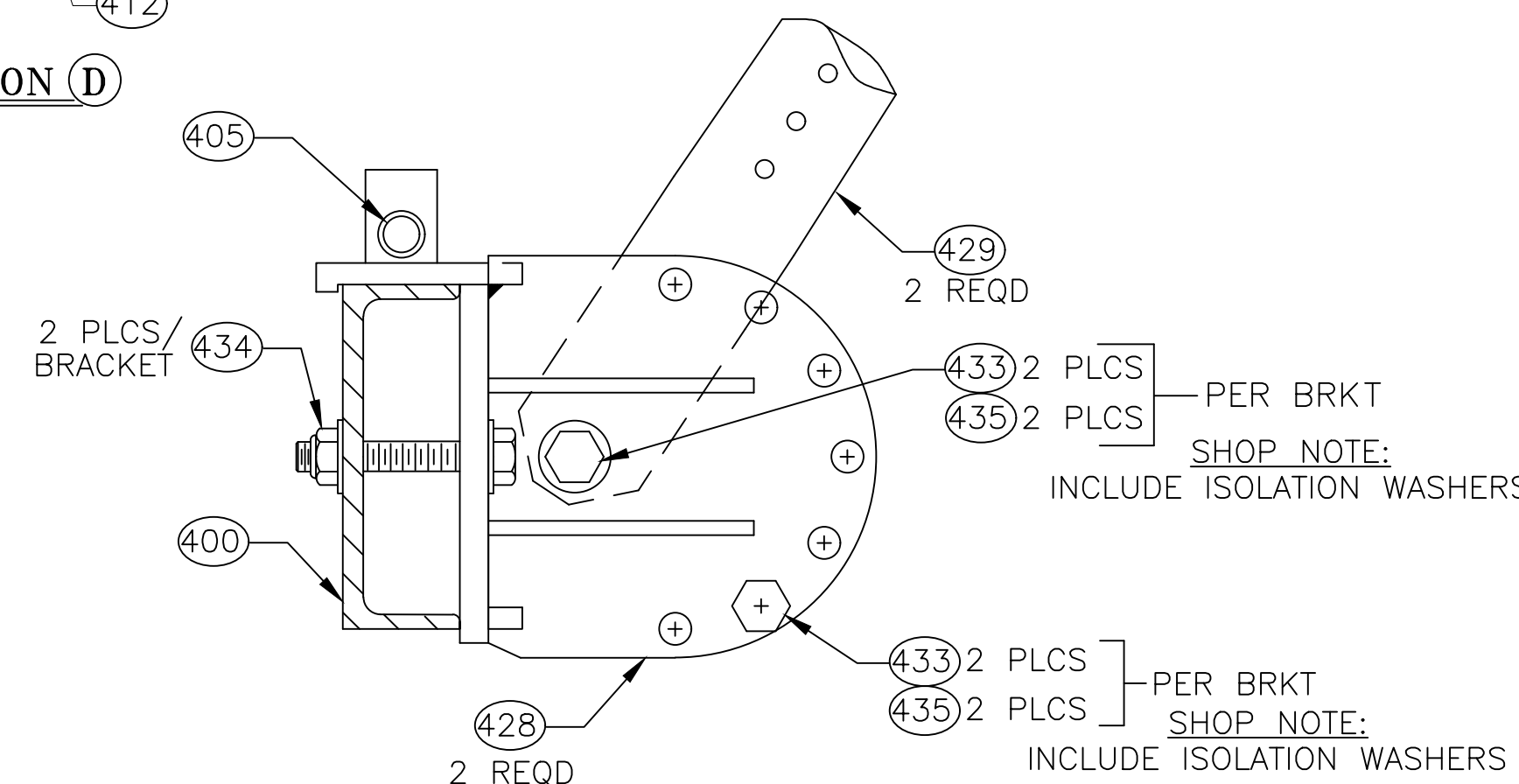
REQUIRED CLEARANCE DIMENSIONS  
(COVER 440 FULL OPEN)



DETAIL 'A'



SECTION D



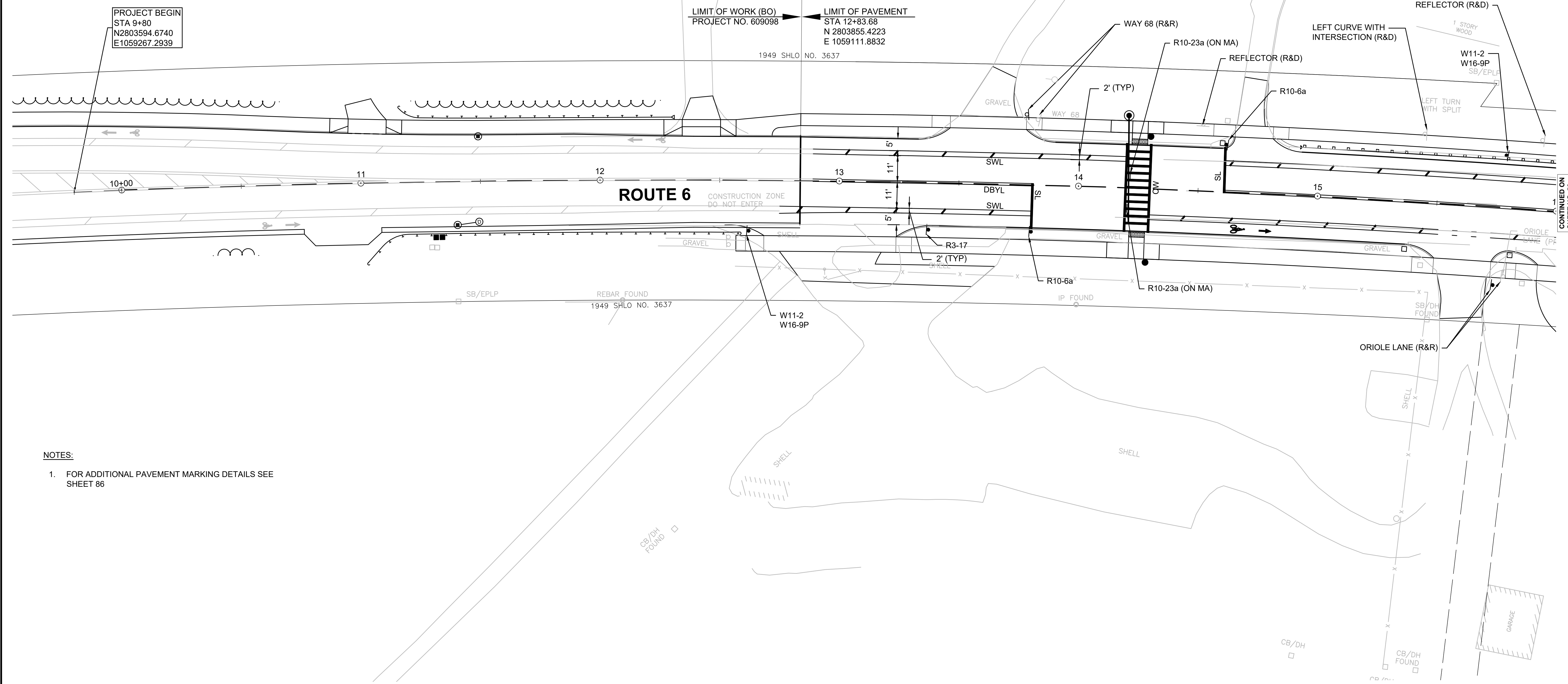
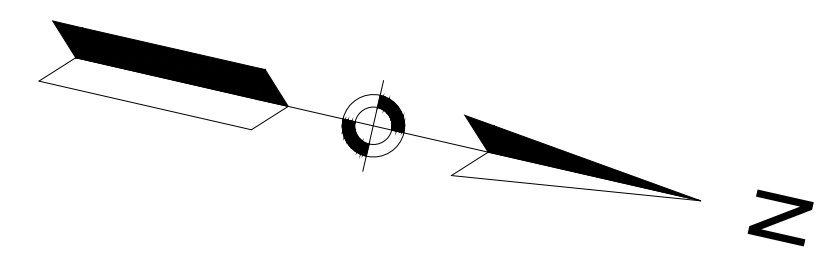
SECTION F

Max Seating Head = 7.1 Ft.  
Design Closure Level = 4.1 Ft. [El. 4.0'] Measured From Gate Invert

**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	55	133
PROJECT FILE NO.		607397	

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



PROJECT BEGIN  
STA 9+80  
N 2803594.6740  
E 1059267.2939

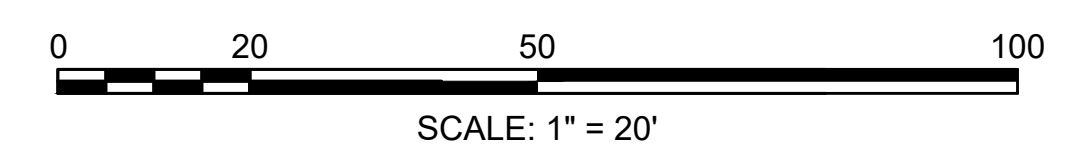
LIMIT OF WORK (BO)  
PROJECT NO. 609098

LIMIT OF PAVEMENT  
STA 12+83.68  
N 2803855.4223  
E 1059111.8832

**ROUTE 6**

CONSTRUCTION ZONE  
DO NOT ENTER

- NOTES:**
- FOR ADDITIONAL PAVEMENT MARKING DETAILS SEE SHEET 86



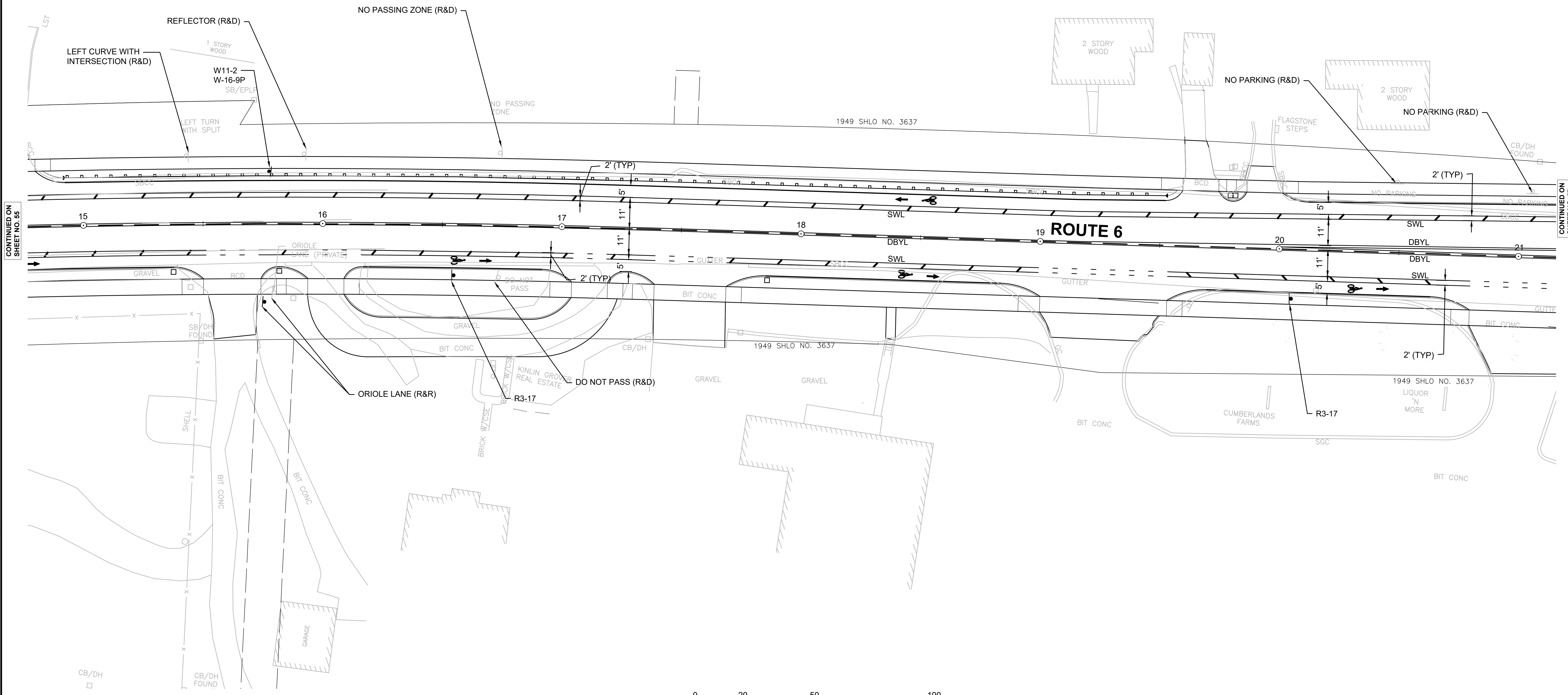
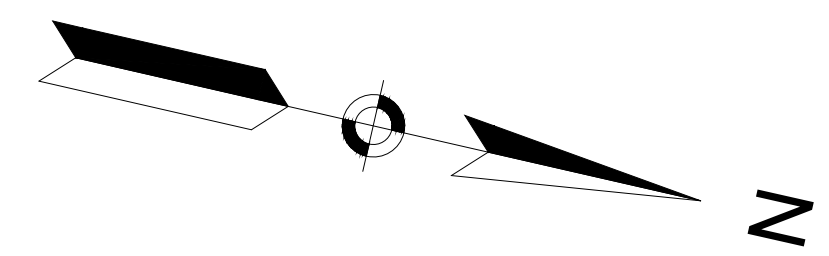
CONTINUED ON  
SHEET NO. 56



**WELLFLEET  
ROUTE 6 / MAIN STREET**

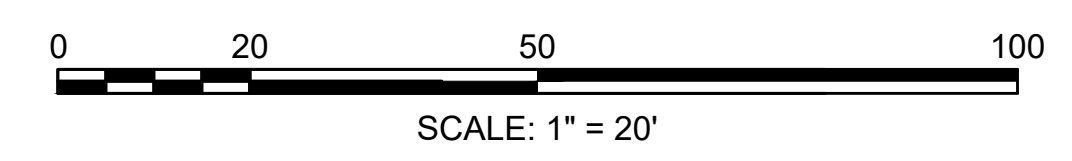
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	56	133
PROJECT FILE NO.		607397	

**SIGN & PAVEMENT MARKING PLAN  
PART 2 OF 7**



CONTINUED ON  
SHEET NO. 55

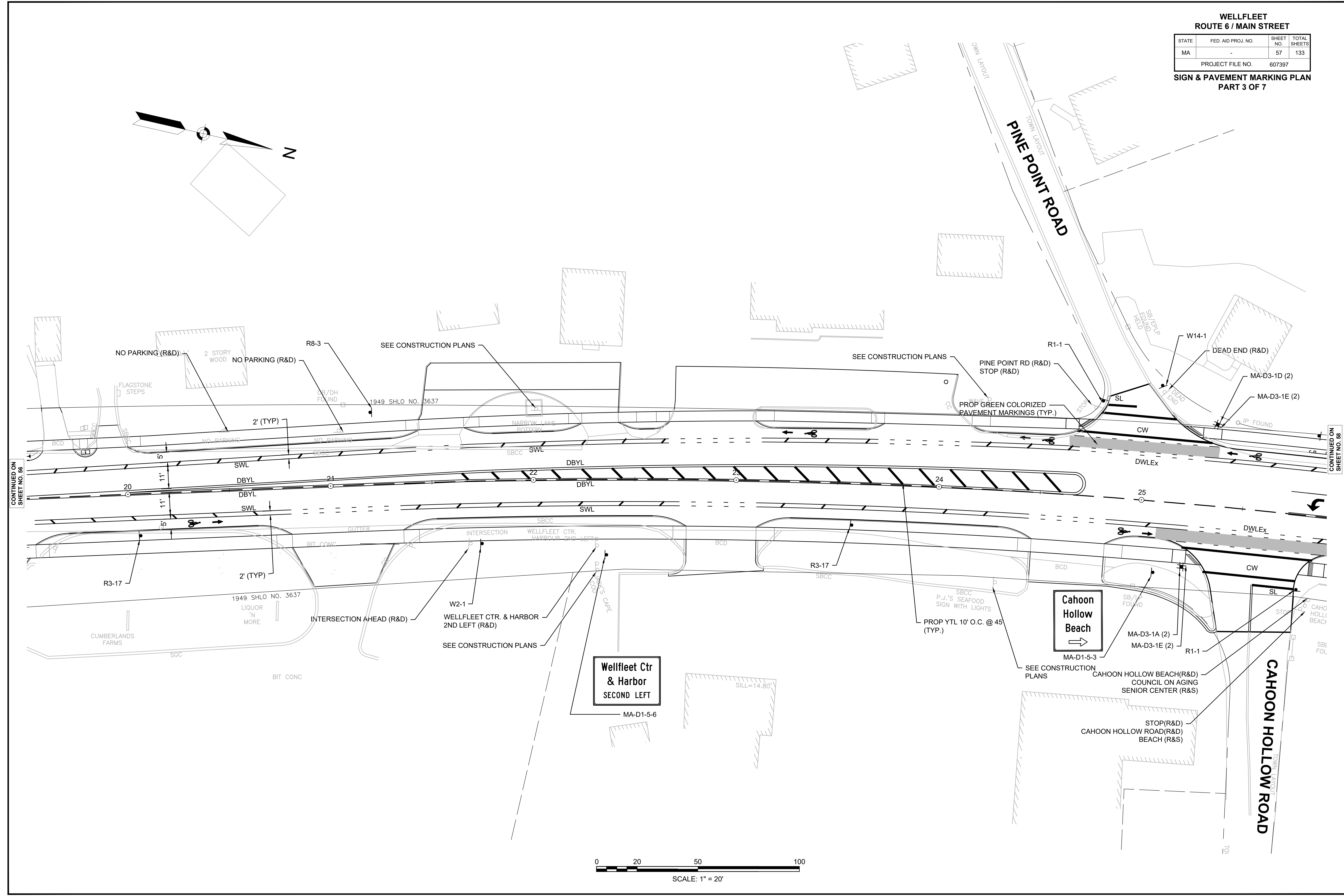
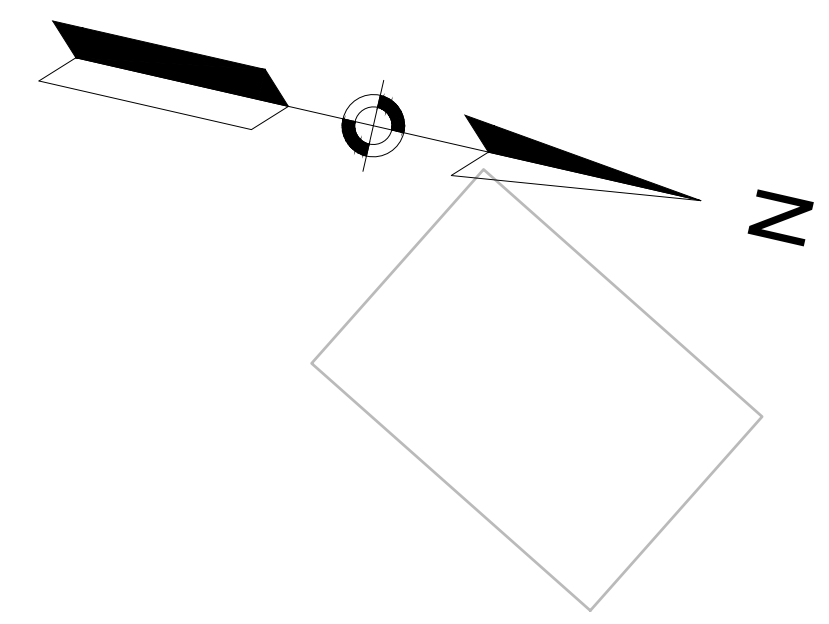
CONTINUED ON  
SHEET NO. 57



**WELLFLEET  
ROUTE 6 / MAIN STREET**

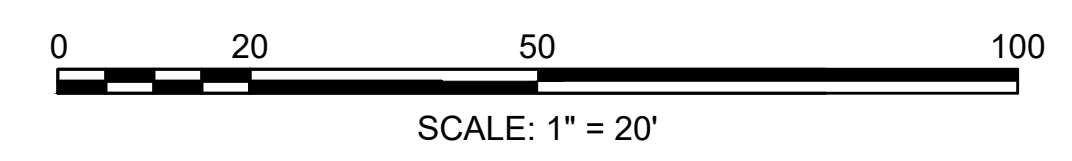
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	57	133
PROJECT FILE NO.		607397	

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



CONTINUED ON  
SHEET NO. 56

CONTINUED ON  
SHEET NO. 58



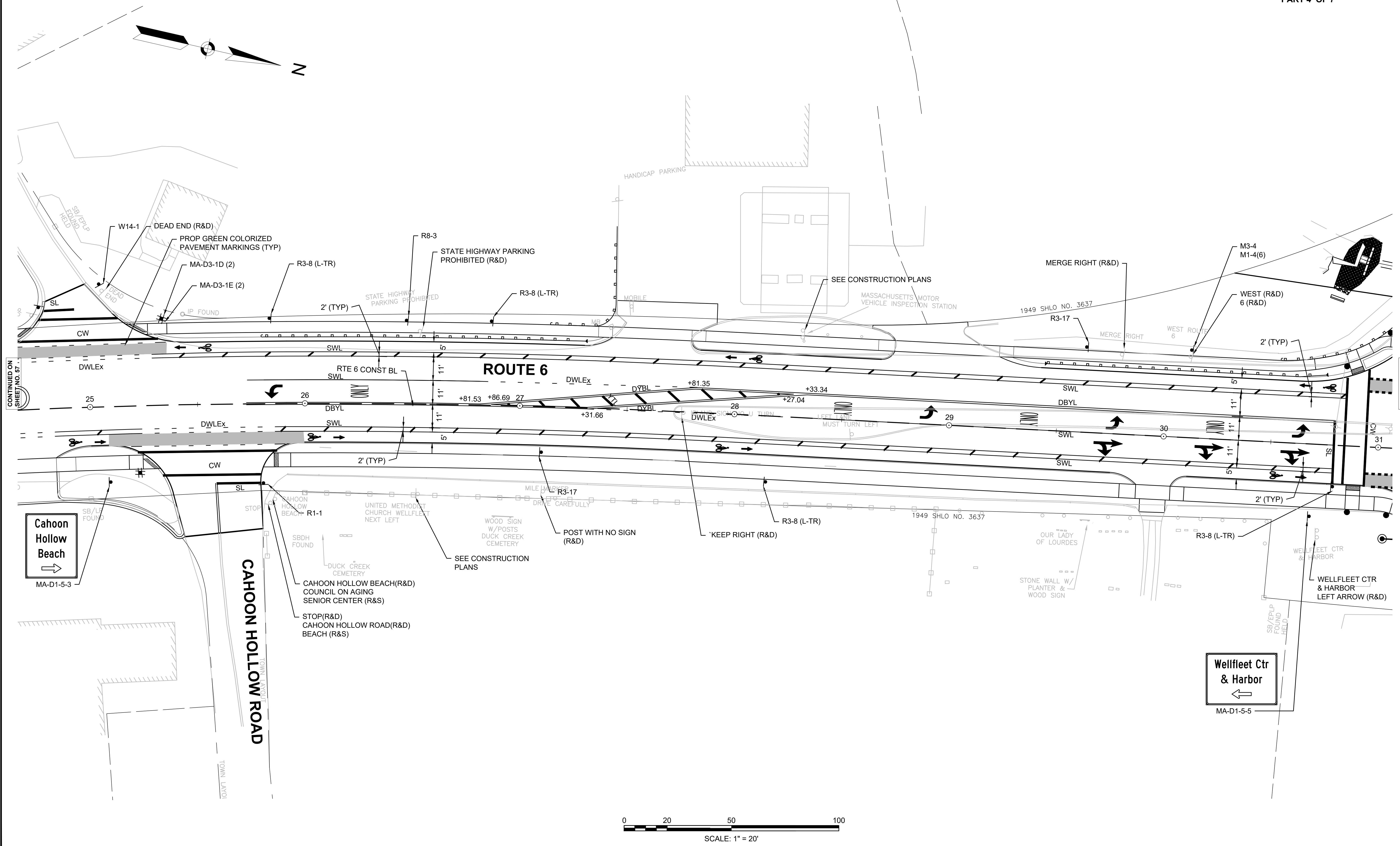


**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	58	133

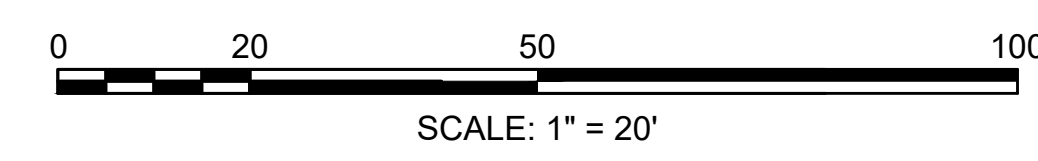
**SIGN & PAVEMENT MARKING PLAN  
PART 4 OF 7**

607397\_TPS(SIGN&MARKING PLANS).DWG  
 Plotted on 12-Apr-2022 3:22 PM



CONTINUED ON SHEET NO. 57

CONTINUED ON SHEET NO. 59



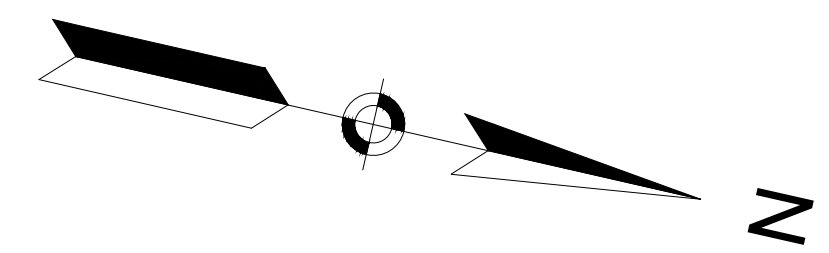




**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	60	133
PROJECT FILE NO.		607397	

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



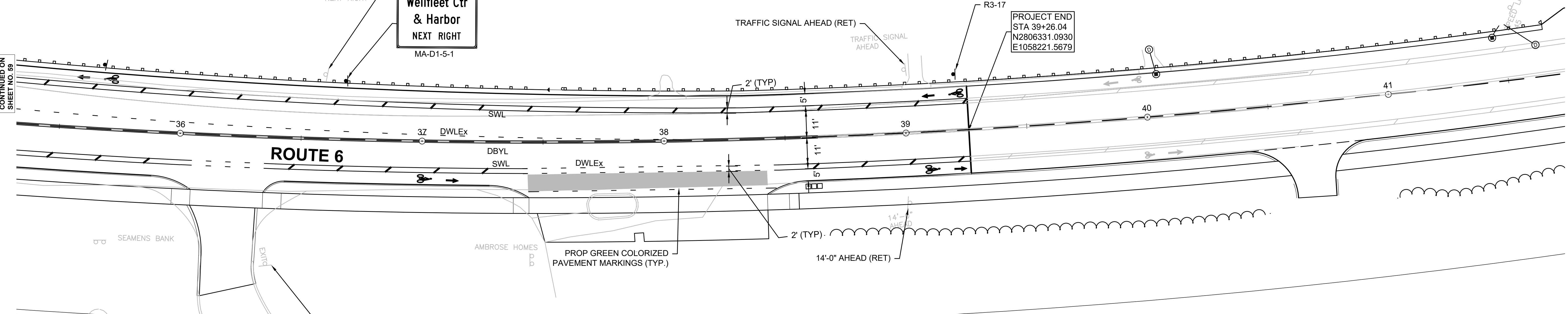
1949 SHLO NO. 3637

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

TRAFFIC SIGNAL AHEAD (RET)

PROJECT END  
STA 39+26.04  
N2806331.0930  
E1058221.5679

CONTINUED ON  
SHEET NO. 59



**ROUTE 6**

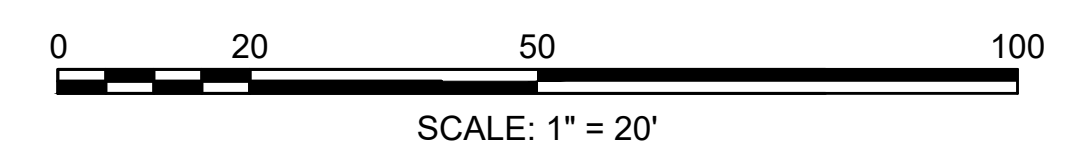
SEAMENS BANK

AMBROSE HOMES  
P  
B

PROP GREEN COLORIZED  
PAVEMENT MARKINGS (TYP.)

SEE CONSTRUCTION PLANS

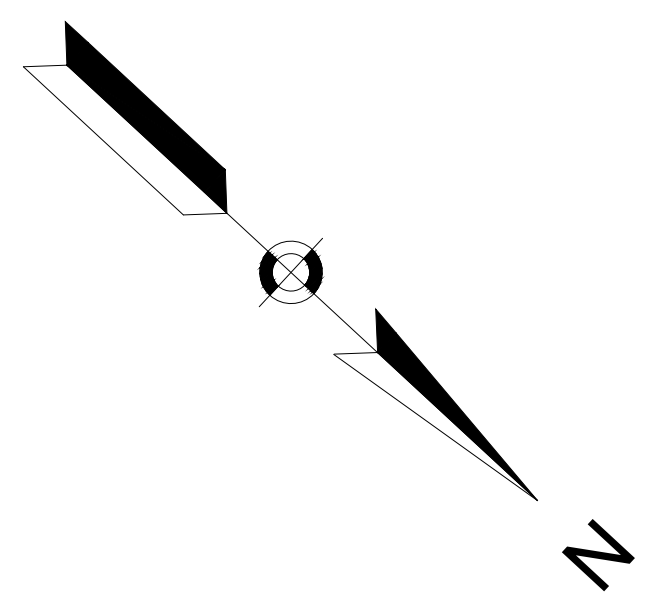
1949 SHLO NO. 3637



**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	61	133
PROJECT FILE NO.		607397	

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



**6 EAST**  
Truro  
Provincetown  
NEXT LEFT

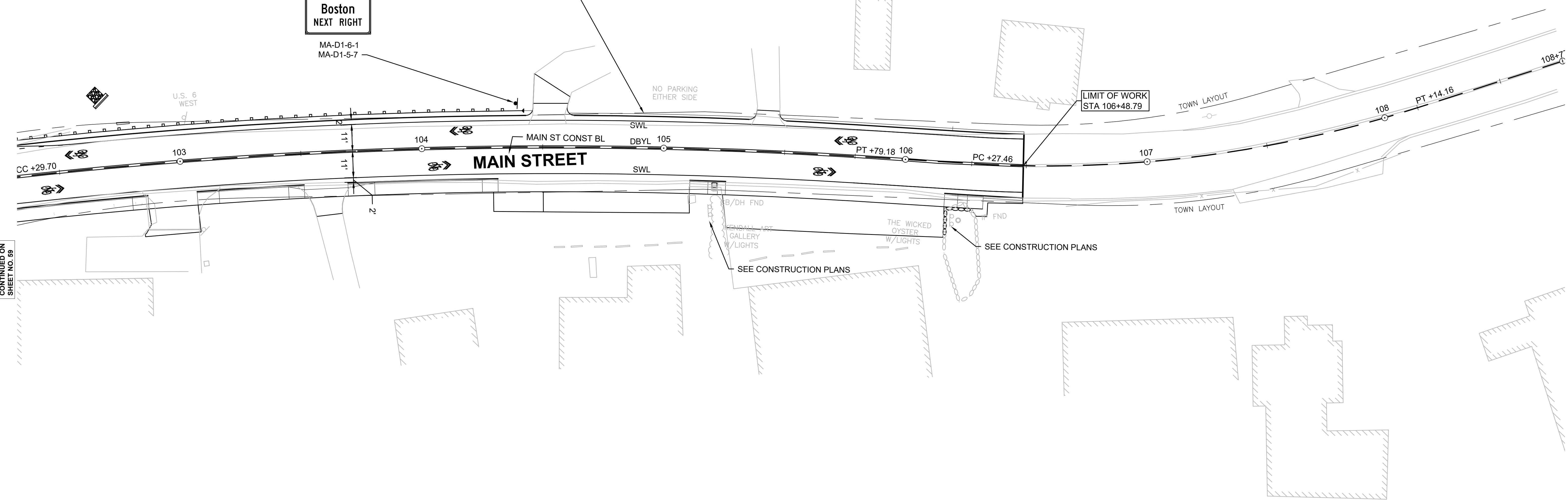
**6 WEST**  
Boston  
NEXT RIGHT

MA-D1-6-1  
MA-D1-5-7

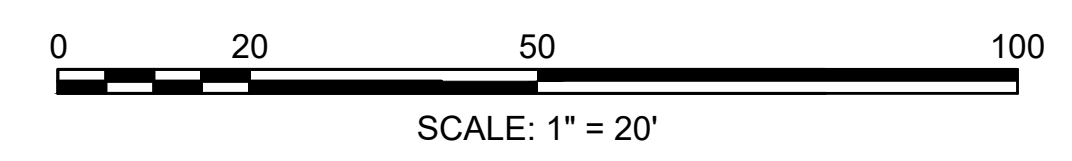
BIDIRECTIONAL ARROW (R&D)

NO PARKING  
EITHER SIDE

LIMIT OF WORK  
STA 106+48.79



CONTINUED ON  
SHEET NO. 59





NOTE: ALL STREET NAME SIGNS ARE TO BE PAINTED ONE SIDE (POS). P5 POST MOUNTED SIGNS SHALL BE MOUNTED BACK TO BACK AND BOLTED THROUGH THE POST

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			
R1-1	30"	30"		SEE MUTCD	SEE MUTCD	SEE MUTCD	3	RED	WHITE	WHITE	1 P5 3	6.25	18.75
R3-8(L-TR)	36"	30"					2	WHITE	BLACK	BLACK	1 P5 2	7.5	15.00
R3-8(L-TR)	36"	30"					6	WHITE	BLACK	BLACK	1 P5 6	7.5	45.00
R3-17	24"	18"					9	BLACK WHITE	WHITE BLACK	BLACK BLACK	1 P5 8	3.00	24.00
R8-3	24"	24"					2	WHITE	RED /BLACK	BLACK	1 P5 2	4.00	8.00
R10-6a	24"	30"					2	WHITE	BLACK	BLACK	1 P5 2	5.00	10.00
R10-11b	36"	36"					1	WHITE	BLACK	BLACK	(MOUNTED ON MAST ARM)	9.00	9.00
R10-23a	30"	36"		SEE MASSDOT STANDARD	SEE MASSDOT STANDARD	SEE MASSDOT STANDARD	2	YELLOW /WHITE	BLACK	BLACK	(MOUNTED ON MAST ARM)	7.50	15.00
W2-1	30"	30"		SEE MUTCD	SEE MUTCD	SEE MUTCD	1	YELLOW	BLACK	BLACK	1 P5 1	6.25	6.25
W11-2	36"	36"					2	YELLOW	BLACK	BLACK	1 P5 2	9.00	18.00
W14-1	30"	30"					1	YELLOW	BLACK	BLACK	1 P5 1	6.25	6.25
W16-9P	24"	12"					2	YELLOW	BLACK	BLACK	(MOUNTED WITH W11-2)	2.00	4.00
M1-4(6)	24"	24"					2	WHITE	BLACK	BLACK	1 P5 2	4.00	8.00
M3-2	24"	12"					1	WHITE	BLACK	BLACK	(MOUNTED WITH M1-4)	2.00	2.00
M3-4	24"	12"					1	WHITE	BLACK	BLACK	(MOUNTED WITH M1-4)	2.00	2.00

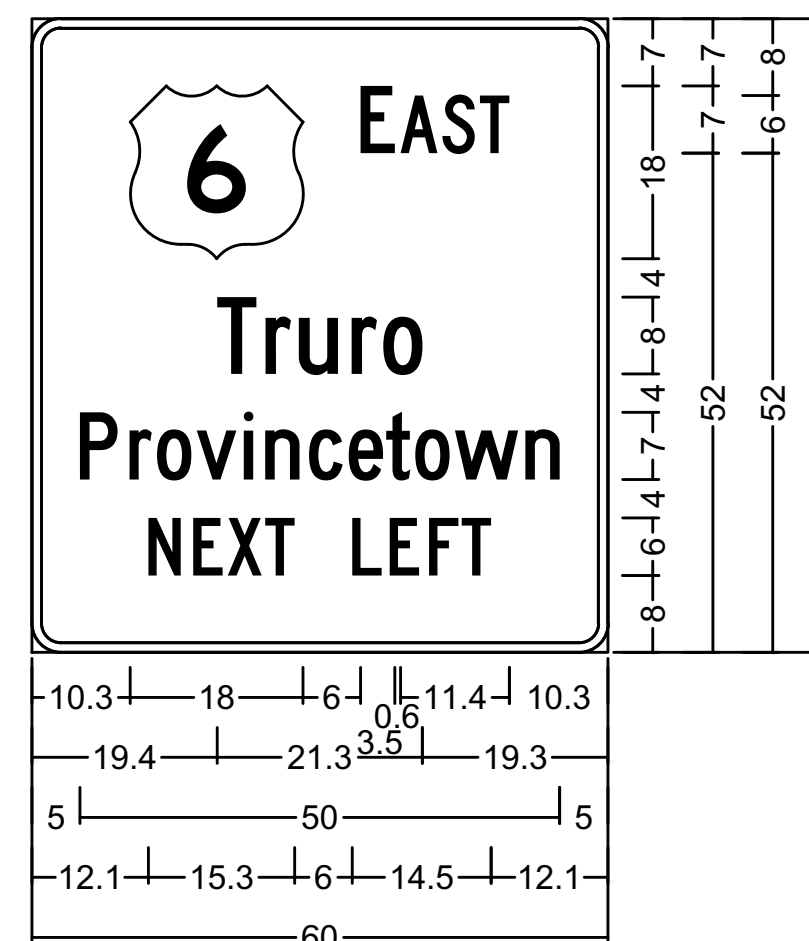
IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (SF)	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW		BACK-GROUND	LEGEND	BORDER			
MA-D3-1A	72"	12"		6" D / 4" D	3"		2	GREEN	WHITE	WHITE	1 P5 1	6.00	12.00
MA-D3-1B	45"	18"		8" D / 5.33" D	5" 5"		2	GREEN	WHITE	WHITE	(MOUNTED ON MAST ARM)	5.63	11.26
MA-D3-1C	57"	12"		6" D / 4" D	2.75" 3.25"		2	GREEN	WHITE	WHITE	1 P5 1	4.75	9.50
MA-D3-1D	54"	12"		6" D / 4" D	3" 3"		2	GREEN	WHITE	WHITE	1 P5 1	4.50	9.00
MA-D3-1E	54"	12"		6" D / 4" D	3" 3"		6	GREEN	WHITE	WHITE	(MOUNTED WITH D3-1A/D OR R1-1)	4.50	27.00

**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	63	133
PROJECT FILE NO.		607397	

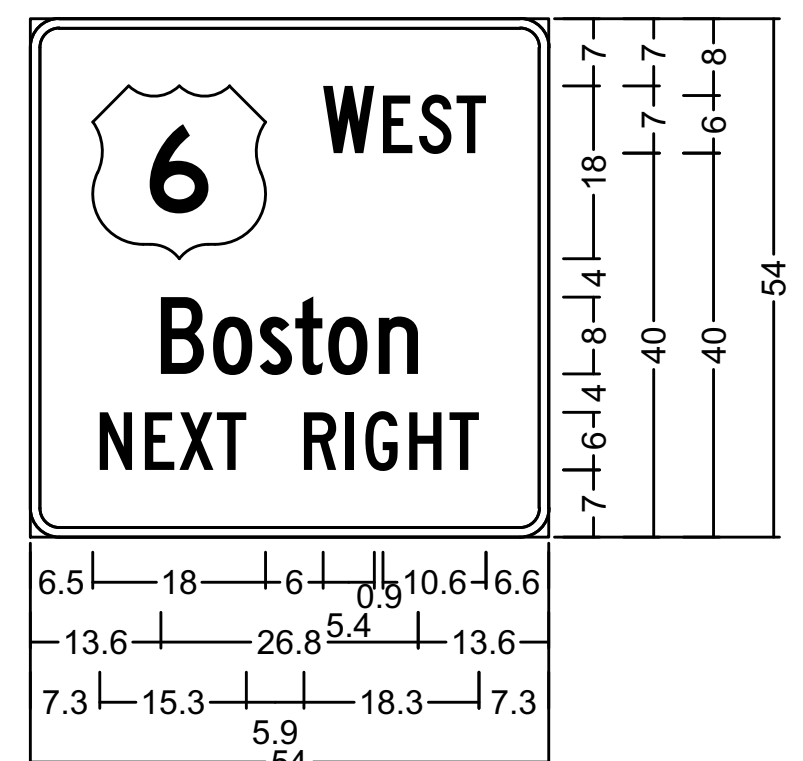
**GUIDE SIGN SUMMARY**

MA-D1-6-1		
5.00'	5.50'	27.50 SF
BACKGROUND	LEGEND	BORDER
GREEN REFL.	SILVER WHITE	SILVER WHITE



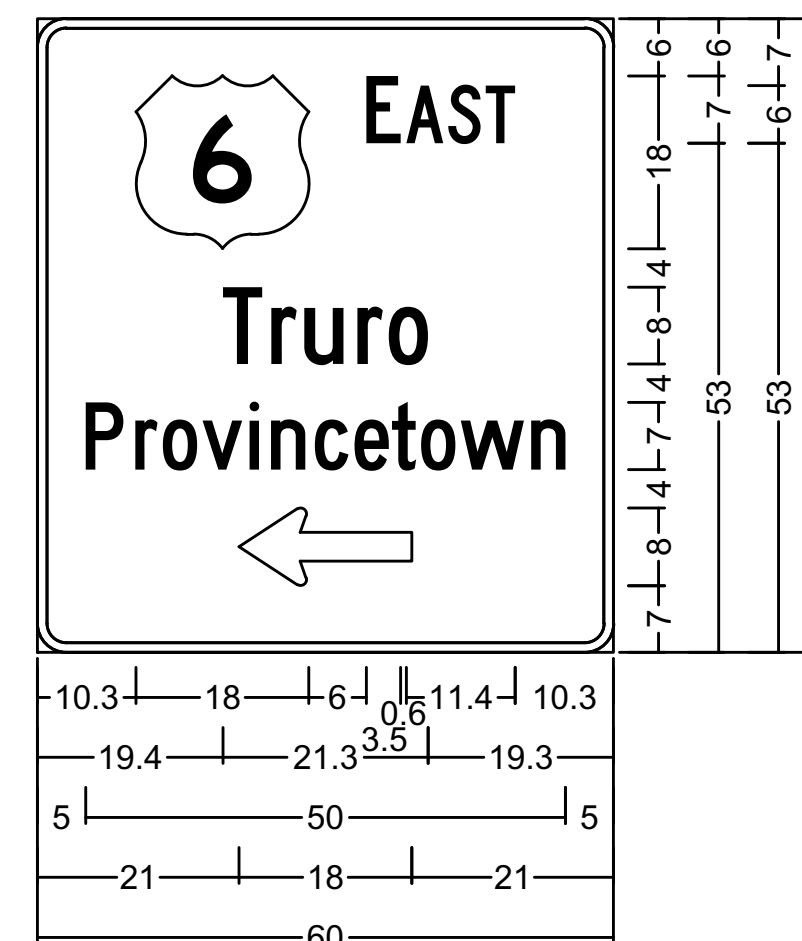
3.0" Radius, 1.0" Border, White on, Green;  
"EAST", C 2K; "Truro", C 2K;  
"Provincetown", C 2K;  
"NEXT LEFT", C 2K;

MA-D1-5-7		
4.50'	4.50'	20.25 SF
BACKGROUND	LEGEND	BORDER
GREEN REFL.	SILVER WHITE	SILVER WHITE



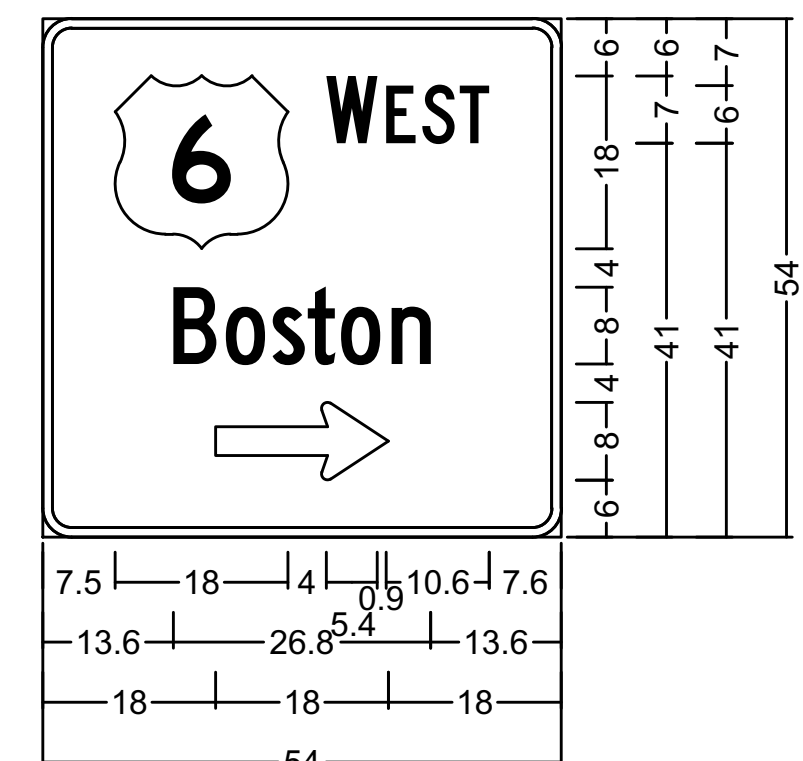
3.0" Radius, 1.0" Border, White on, Green;  
"WEST", C 2K;  
"Boston", C 2K;  
"NEXT RIGHT", C 2K;

MA-D1-6-2		
5.00'	5.50'	27.50 SF
BACKGROUND	LEGEND	BORDER
GREEN REFL.	SILVER WHITE	SILVER WHITE



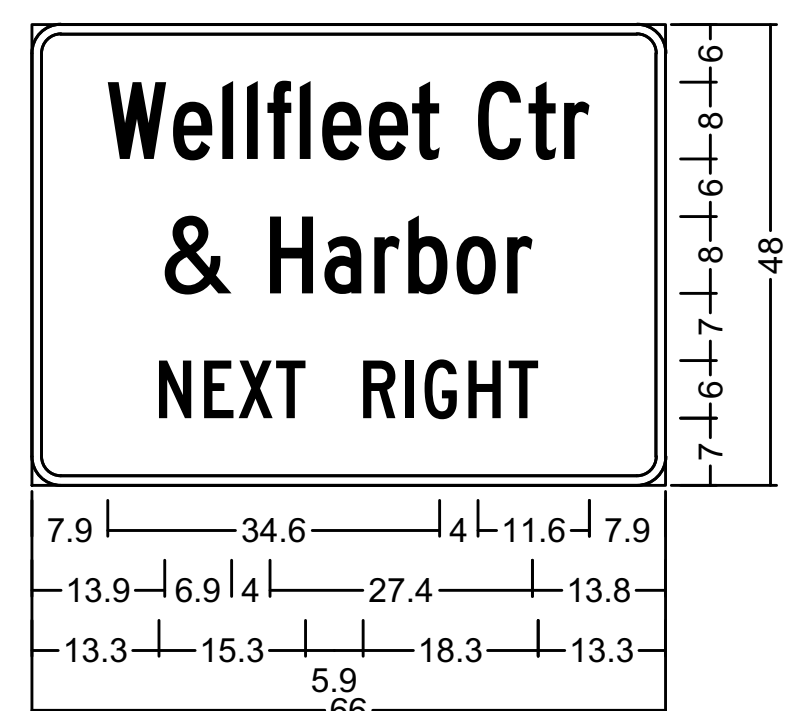
3.0" Radius, 1.0" Border, White on, Green;  
"EAST", C 2K; "Truro", C 2K;  
"Provincetown", C 2K;  
Standard Arrow Custom 18.0" X 8.1" 180°;

MA-D1-5-8		
4.50'	4.50'	20.25 SF
BACKGROUND	LEGEND	BORDER
GREEN REFL.	SILVER WHITE	SILVER WHITE



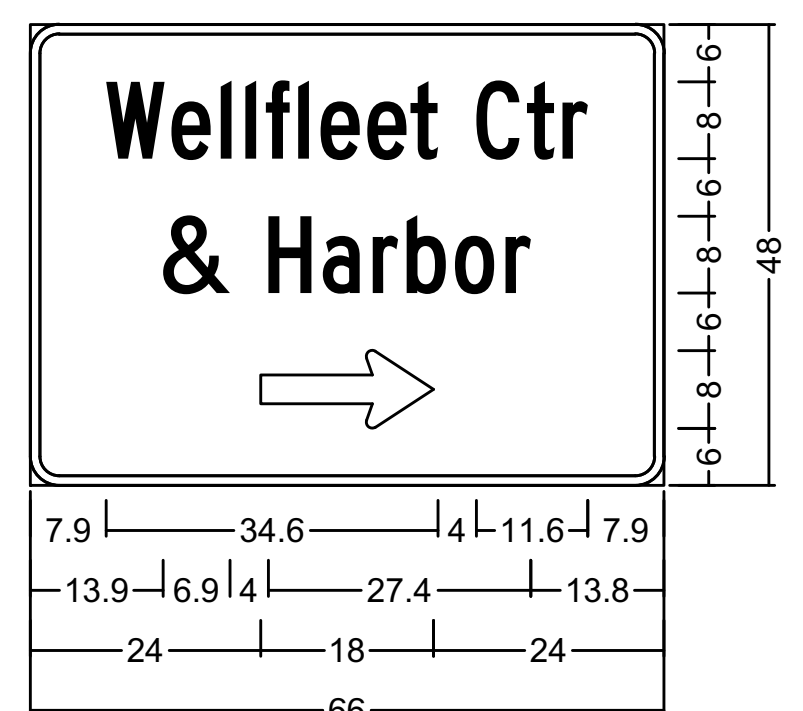
3.0" Radius, 1.0" Border, White on, Green;  
"WEST", C 2K;  
"Boston", C 2K;  
Standard Arrow Custom 18.0" X 8.1" 0°;

MA-D1-5-1		
5.50'	4.00'	22.00 SF
BACKGROUND	LEGEND	BORDER
GREEN REFL.	SILVER WHITE	SILVER WHITE



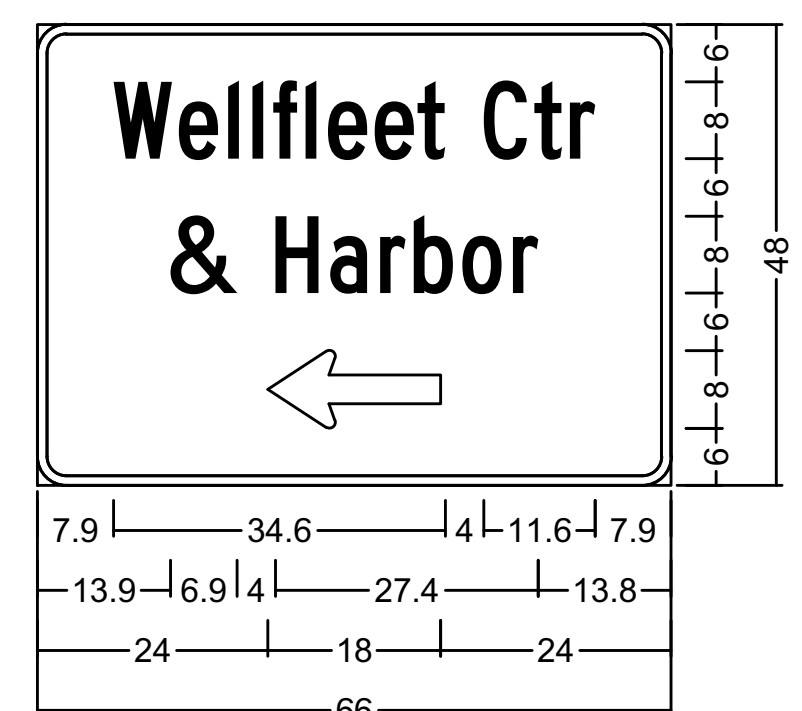
3.0" Radius, 1.0" Border, White on, Green;  
"Wellfleet Ctr", C 2K;  
"& Harbor", C 2K;  
"NEXT RIGHT", C 2K;

MA-D1-5-2 (PBS)		
5.50'	4.00'	29.33 SF
BACKGROUND	LEGEND	BORDER
GREEN REFL.	SILVER WHITE	SILVER WHITE



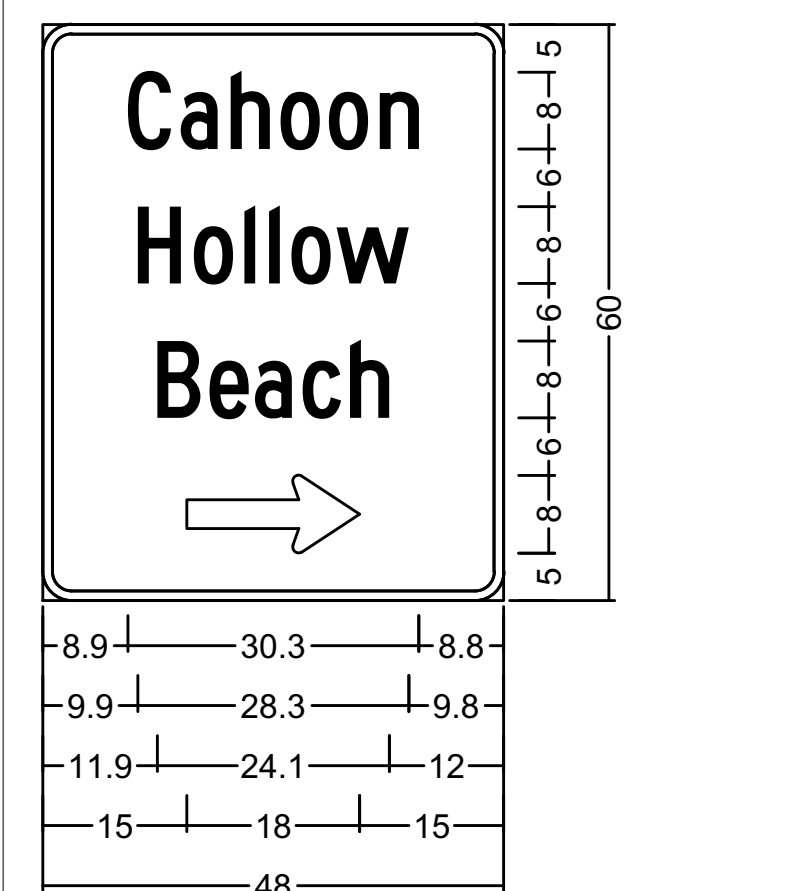
3.0" Radius, 1.0" Border, White on, Green;  
"Wellfleet Ctr", C 2K;  
"& Harbor", C 2K;  
Standard Arrow Custom 18.0" X 8.1" 0°;

AREA INCREASED 1/3 FOR PRINTING BOTH SIDES



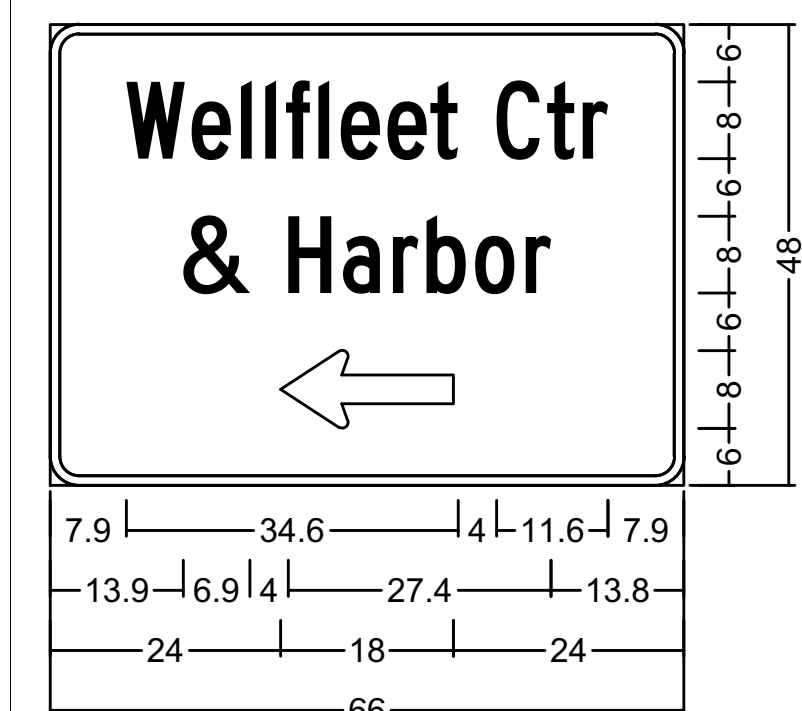
3.0" Radius, 1.0" Border, White on, Green;  
"Wellfleet Ctr", C 2K;  
"& Harbor", C 2K;  
Standard Arrow Custom 18.0" X 8.1" 180°;

MA-D1-5-3		
4.00'	5.00'	20.00 SF
BACKGROUND	LEGEND	BORDER
GREEN REFL.	SILVER WHITE	SILVER WHITE



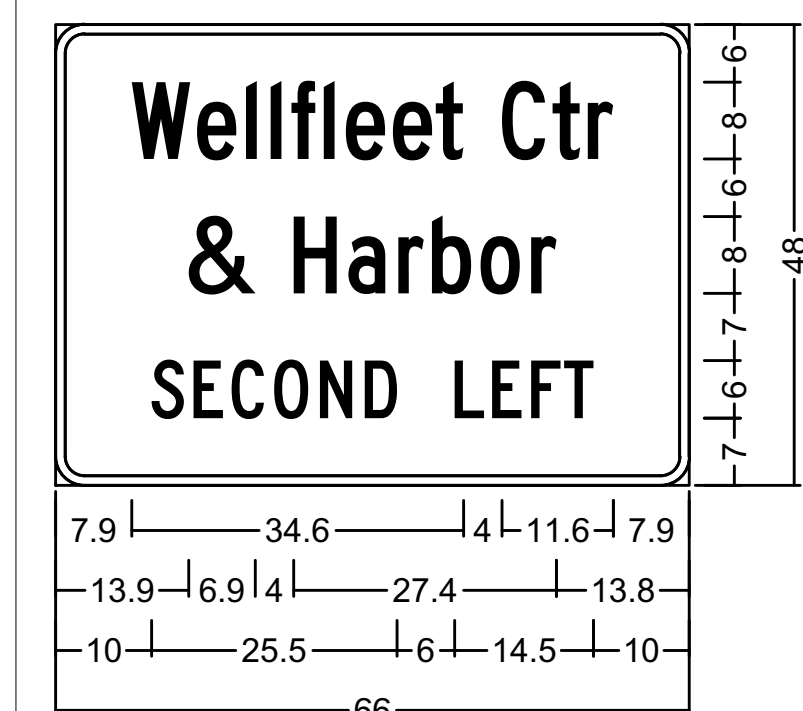
3.0" Radius, 1.0" Border, White on, Green;  
"Cahoon", C 2K;  
"Hollow", C 2K;  
"Beach", C 2K;  
Standard Arrow Custom 18.0" X 8.1" 0°;

MA-D1-5-5		
5.50'	4.00'	22.00 SF
BACKGROUND	LEGEND	BORDER
GREEN REFL.	SILVER WHITE	SILVER WHITE



3.0" Radius, 1.0" Border, White on, Green;  
"Wellfleet Ctr", C 2K;  
"& Harbor", C 2K;  
Standard Arrow Custom 18.0" X 8.1" 180°;

MA-D1-5-6		
5.50'	4.00'	22.00 SF
BACKGROUND	LEGEND	BORDER
GREEN REFL.	SILVER WHITE	SILVER WHITE



3.0" Radius, 1.0" Border, White on, Green;  
"Wellfleet Ctr", C 2K;  
"& Harbor", C 2K;  
"SECOND LEFT", C 2K;

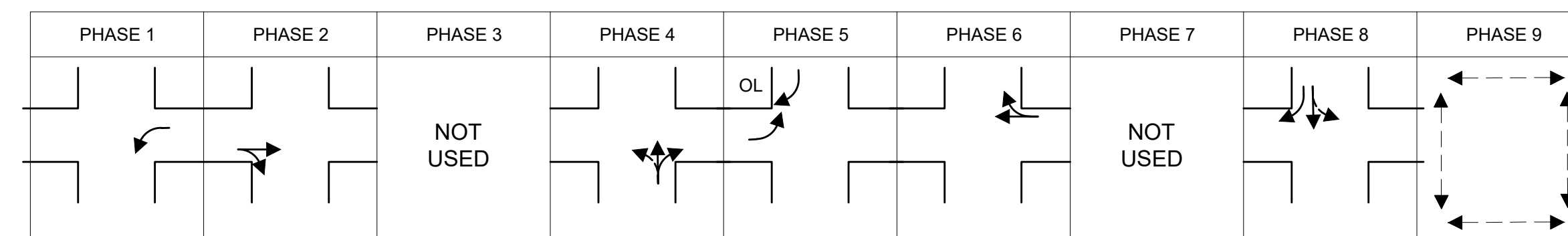
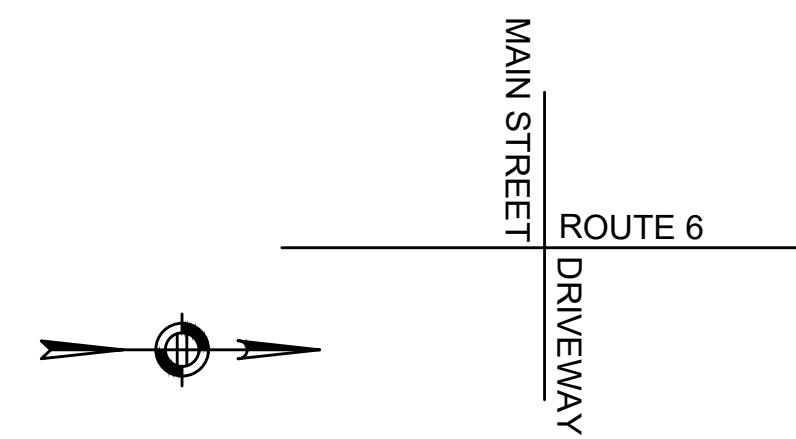




WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	65	133
PROJECT FILE NO.		607397	

TRAFFIC SIGNAL SEQUENCE AND TIMING PLAN  
LOCATION 1



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	SB	A,B,C	R	R	R	R	R	R					R	R	R	R	R	R	G	Y	R				R	R	R	R	R	R		FY
ROUTE 6	SB	D	<G	<Y	<R	<R	<R	<R					<R	<R	<R	<R	<R	<R	<R	<R	<R			<R	<R	<R	<R	<R	<R	<R	<FR	
MAIN STREET	EB	E,Q	R	R	R	R	R	R					R	R	R	R/G>	R/Y>	R	R	R	R				G	Y	R	R	R	R		FR
MAIN STREET	EB	F,G	R	R	R	R	R	R					R	R	R	R	R	R	R	R	R				G	Y	R	R	R	R		FR
ROUTE 6	NB	L	<R	<R	<R	<R	<R	<R					<R	<R	<R	<G	<Y	<R	<R	<R	<R				<R	<R	<R	<R	<R	<R	<FR	
ROUTE 6	NB	H,J,K	R	R	R	R	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	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				DW	DW	DW	W	FDW	DW	OUT	

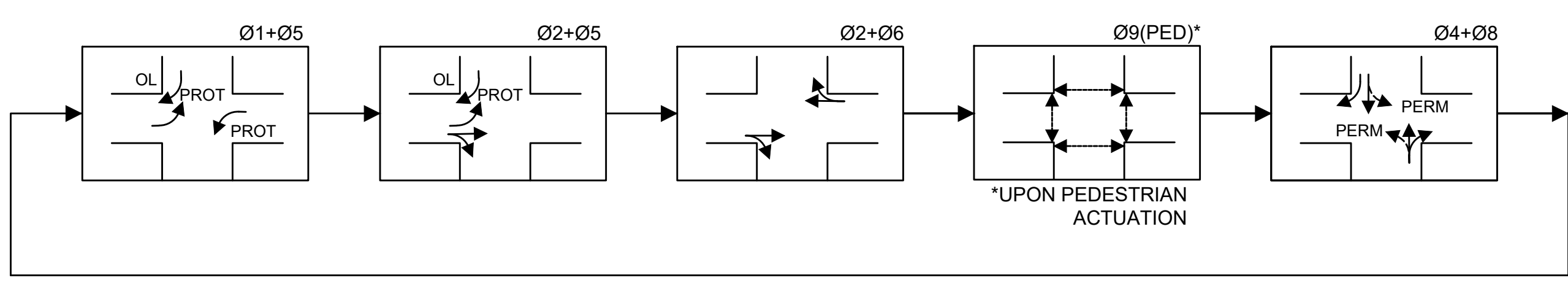
  

		TIMING IN SECONDS																															
MINIMUM GREEN (INITIAL)		8											7				8																
PASSAGE TIME (VEHICLE)		3			3								3				3																
MAXIMUM 1		6			38								8				20																
MAXIMUM 2		6			59								8				19																
MAXIMUM 3		6			55								11				24																
YELLOW CLEARANCE				3.5				5					3.5				3.5				5						3.5						
RED CLEARANCE					2										2							2											
WALK (W)																													7				
PEDESTRIAN CLEARANCE																														17		4	
RECALL				OFF			SOFT						OFF			OFF			SOFT					OFF			OFF			OFF			
MEMORY				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

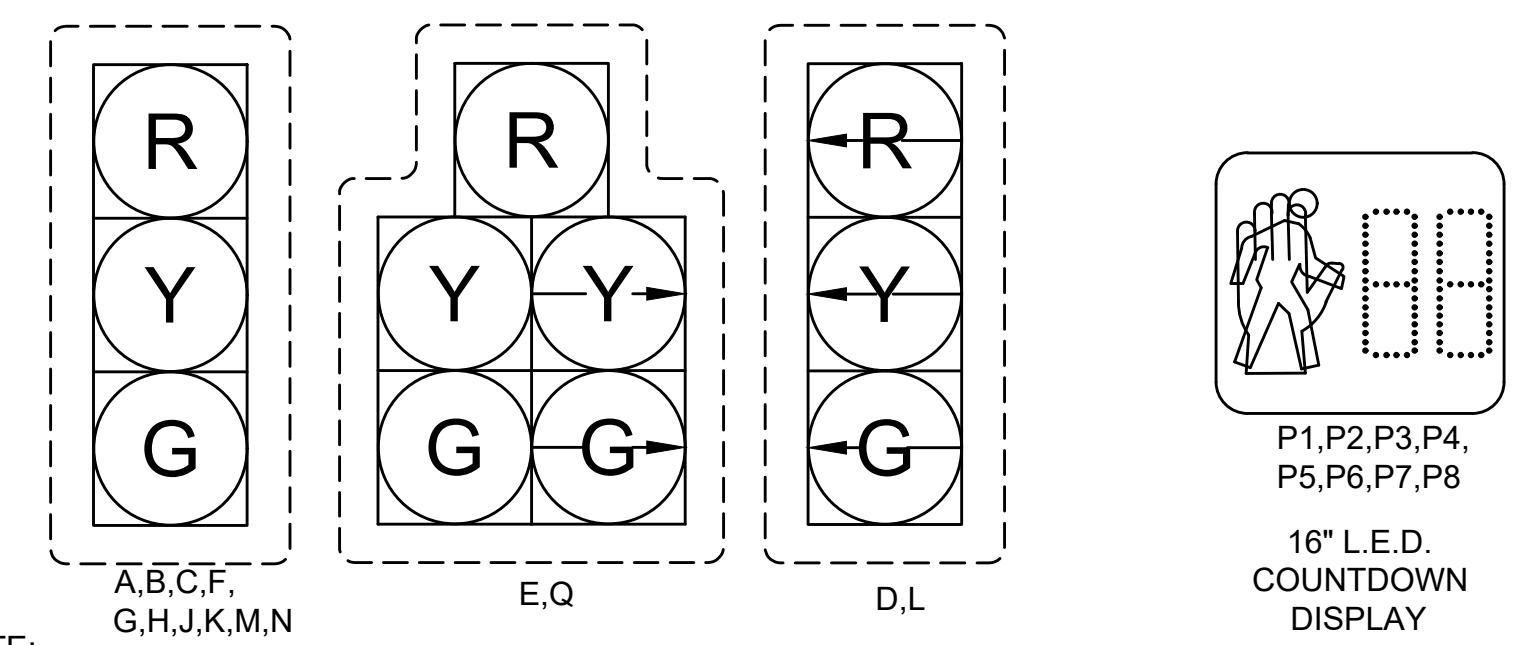


EMERGENCY VEHICLE PRE-EMPTION			
STREET	DIR.	DETECTOR	PHASE
ROUTE 6	SB	D1	Ø1 & Ø6
ROUTE 6	NB	D2	Ø2 & Ø5
MAIN STREET	EB	D3	Ø8

- EMERGENCY VEHICLE PREEMPTION OPERATION:
- EMERGENCY VEHICLE PREEMPTION SHALL BE ACTUATED BY AN OPTICAL SIGNAL FROM AN OPTICAL EMITTED MOUNTED ON AN EMERGENCY VEHICLE AND RECEIVED BY AN OPTICAL DETECTOR LOCATED AT INTERSECTION. A SEPARATE RECEIVING DETECTOR IS REQUIRED FOR EACH DETECTED APPROACH.
  - PREEMPTION SIGNALS FROM MULTIPLE APPROACHES SHALL BE SERVICED ON A FIRST DETECTED FIRST SERVED BASIS.
  - IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL TIME THE CLEARANCE INTERVALS

- OF THE ACTIVE PHASE (IF DIFFERENT THAN TO BE SERVICED) AND ADVANCE TO AND/OR HOLD EMERGENCY VEHICLE PREEMPTION PHASE UNTIL PREEMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME CLEARANCES AND SIMILARLY SERVICE OTHER EMERGENCY VEHICLE PREEMPTION SEQUENCES IN THE ORDER RECEIVED (IF RECEIVED) OTHERWISE, RESUME NORMAL PREFERENTIAL PHASE SEQUENCE.
- THE MINIMUM GREEN TIME AND FULL CHANGE AND CLEARANCE INTERVAL SHALL BE PROVIDED ON ANY PHASE THAT IS TERMINATED BY PREEMPTION DEMAND.
- ACTUAL TIMING FOR PREEMPTION SHALL BE DETERMINED IN THE FIELD IN COORDINATION WITH THE FIRE DEPARTMENT AND SHALL BE APPROVED BY MASSDOT PRIOR TO OPERATION.
- THE CONFIRMATION STROBE SHALL ONLY BE ILLUMINATED WHILE THE PREEMPTED PHASE IS DISPLAYING A GREEN INDICATION.

SIGNAL FACES



- NOTE:
- ALL VEHICLE INDICATIONS SHALL BE 12" LED AND BE EQUIPPED WITH TUNNEL VISORS.
  - ALL VEHICLE INDICATIONS SHALL BE EQUIPPED WITH 5" NON-LOUVERED BACKPLATES WITH 3" REFLECTORIZED YELLOW BORDER.

FOUNDATION LOCATIONS					
FOUNDATION LOC.	TYPE	R*	STATION	OFFSET**	
1	SP	A	30+83	36L	8-FT SIGNAL POST
2	SP	B	100+41	41L	8-FT SIGNAL POST
3	MA	B	100+55	34L	60-FT MAST ARM STEEL
4	SP	A	31+09	33R	8-FT SIGNAL POST
5	MA	A	31+04	42R	35-FT MAST ARM STEEL
6	SP	A	30+87	31R	10-FT SIGNAL POST
7	SP	A	100+75	38R	10-FT SIGNAL POST
8	MA	A	100+78	47R	8-FT SIGNAL POST
9	SP	B	32+25	32L	25-FT SIGNAL POST
10	SP	A	32+15	32R	8-FT SIGNAL POST
11	MA	A	31+84	44R	50' MAST ARM STEEL
12	SP	A	31+75	35R	8-FT SIGNAL POST
13	CAB	A	31+75	31R	DOOR FACES EAST

\* A = ROUTE 6  
B = MAIN STREET  
\*\* OFFSETS MEASURED FROM BASELINE TO CENTER OF FOUNDATION

MAJOR ITEM LIST	
QTY.	DESCRIPTION
1	8 PHASE NEMA TS2 TYPE 1 ATC COMPLIANT CONTROLLER , W/TYPE 6 CABINET, INCLUDING CEM CONC FOUNDATION AND FOUNDATION PAD
1	60 FT MAST ARM (STEEL), W/STREET LIGHTING LUMINAIRE, BASE AND CEM CONCRETE FOUNDATION
2	45 FT MAST ARM (STEEL), W/STREET LIGHTING LUMINAIRE, BASE AND CEM CONCRETE FOUNDATION
1	35 FT MAST ARM (STEEL), BASE AND CEM CONCRETE FOUNDATION
6	8 FT TRAFFIC SIGNAL POST, BASE & CEM CONC FOUNDATION
2	10 FT TRAFFIC SIGNAL POST, BASE & CEM CONC FOUNDATION
12	1-WAY, 3 SECTION SIGNAL HEAD, 12" L.E.D. LENS (W/ VISORS)
2	1-WAY, 5 SECTION SIGNAL HEAD, 12" L.E.D. LENS (W/ VISORS)
14	5" NON-LOUVERED BACKPLATES WITH 3" RETROREFLECTIVE (YELLOW) BORDER
1	VIDEO DETECTION SYSTEM
8	PEDESTRIAN SIGNAL HEAD (L.E.D.), WITH COUNTDOWN DISPLAY
8	ACCESSIBLE PEDESTRIAN SIGNAL PUSH BUTTON ASSEMBLY (INCL. SIGN & SADDLE)
1	PRE-EMPTION PHASE SELECTOR
1	EMERGENCY PRE-EMPTION CONFIRMATION STROBE
3	EMERGENCY PRE-EMPTION RECEIVERS
1	TRANSIT SIGNAL PRIORITY SYSTEM
1	ELECTRIC SERVICE CONNECTION ( FROM UP)
1	24"x13"x36" ELECTRIC HANDHOLE - SD2.022 (PAID UNDER 811.22)
8	12"x12" PULL BOX -SD2.031 (PAID UNDER ITEM 811.31)
530 FT	3 INCH ELECTRICAL CONDUIT TYPE NM-PLASTIC (UL) (PAID UNDER ITEM 804.3)

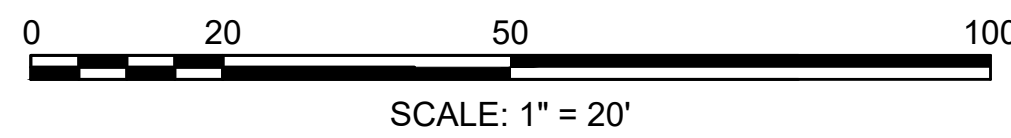
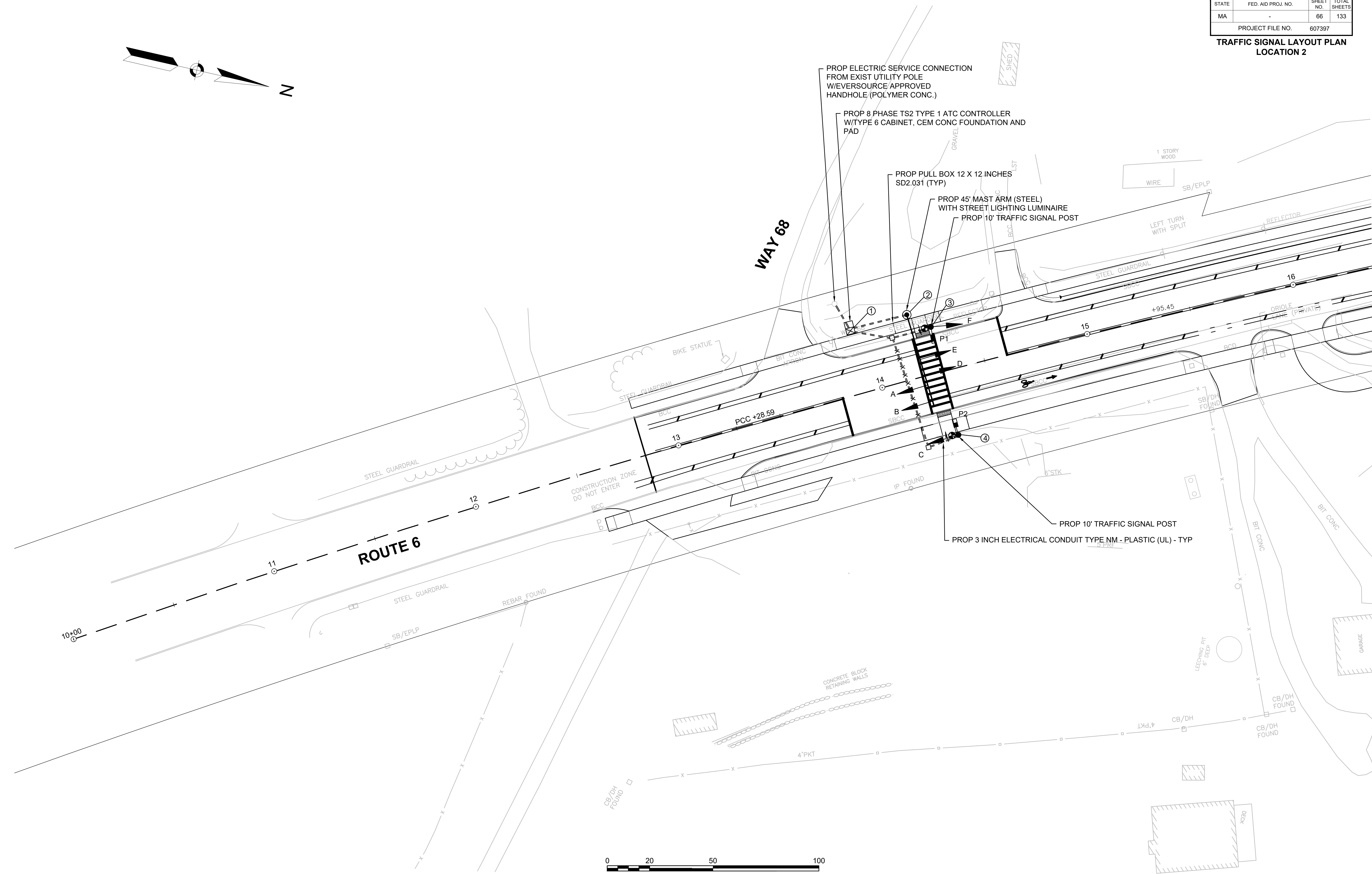
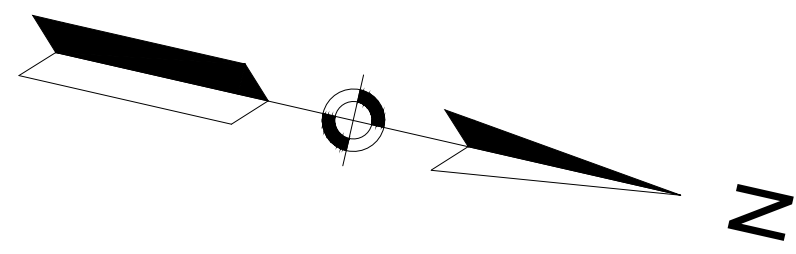
PLUS ALL NECESSARY DUCT, CABLE, LABOR, MISCELLANEOUS MATERIALS AND EQUIPMENT TO COMPLETE THE INSTALLATION.

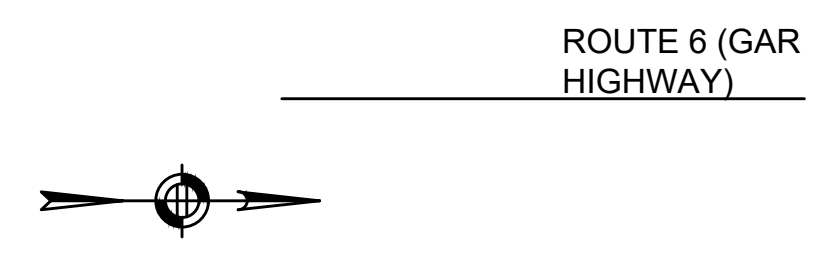
DETECTOR OPERATION								
DETECTION ZONE	ZONE SIZE (FT)	PROCESSOR NO.	CHANNEL NO.	Ø CALLED	Ø EXT.	MODE: A=PULSE B=PRES. C=CALLING	DELAY (SEC)	EXT. (SEC)
1	6x6	1	1	2	2	B	-	-
2	6X54	1	2	5	5	B	-	-
3	6X54	2	1	2	2	B	-	-
4	6X54	2	2	8	8	B	-	-
5	6X54	3	1	8	8	B	5	-
6	6x6	3	2	6	6	B	-	-
7	6X54	4	1	1	1	B	-	-
8	6X54	4	2	6	6	B	-	-
9	6X20	5	1	4	4	B	5	-
10	6X4	5	2	4	4	B	-	-
11	6X4	6	1	8	8	B	-	-
12	6X4	6	2	2	2	B	-	-
13	6X4	7	1	6	6	B	-	-

**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	66	133
PROJECT FILE NO. 607397			

**TRAFFIC SIGNAL LAYOUT PLAN  
LOCATION 2**





PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	PHASE 9
NOT USED	→ ←	NOT USED	↑ ↓	NOT USED	NOT USED	NOT USED	NOT USED	NOT USED

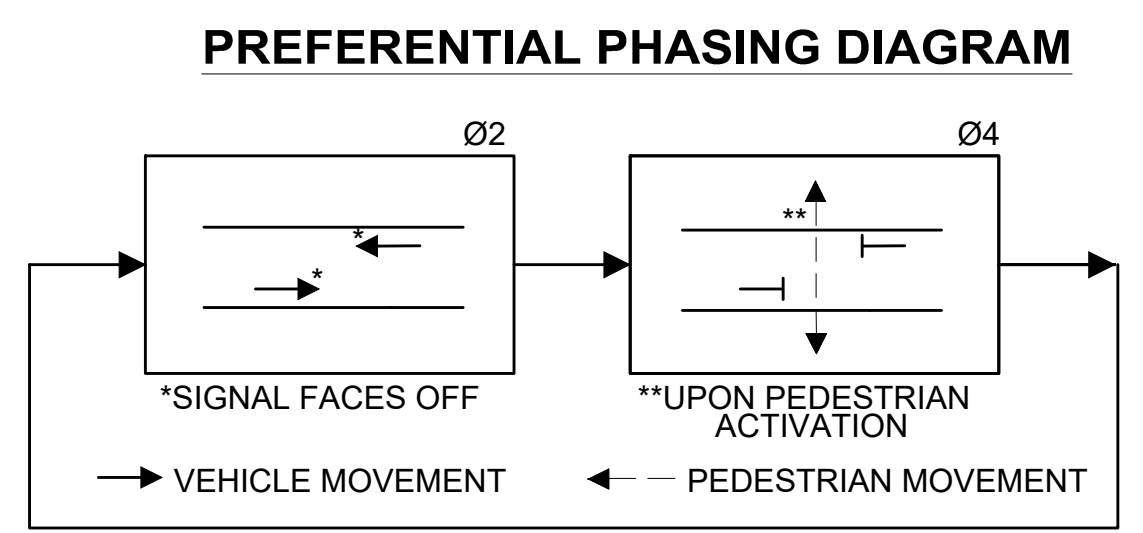
SEQUENCE AND TIMING FOR FULL ACTUATED CONTROL (ISOLATED)

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	28	
ROUTE 6 (GAR HIGHWAY)	NB	A,B,C				OUT	FY	Y	R					R	AR	AR															
ROUTE 6 (GAR HIGHWAY)	SB	D,E,F				OUT	FY	Y	R					R	AR	AR															
PEDESTRIAN	ALL	P1 - P2				DW	DW	DW	DW					W	FDW	DW															

	TIMING IN SECONDS																											
MINIMUM GREEN (INITIAL)	40																											
PASSAGE TIME (VEHICLE)																												
MAXIMUM 1																												
MAXIMUM 2																												
MAXIMUM 3																												
YELLOW CLEARANCE																												
RED CLEARANCE																												
WALK (W)																												
PEDESTRIAN CLEARANCE																												
RECALL	SOFT														OFF													
MEMORY	NONE														LOCK (PED)													

AR = ALTERNATING RED

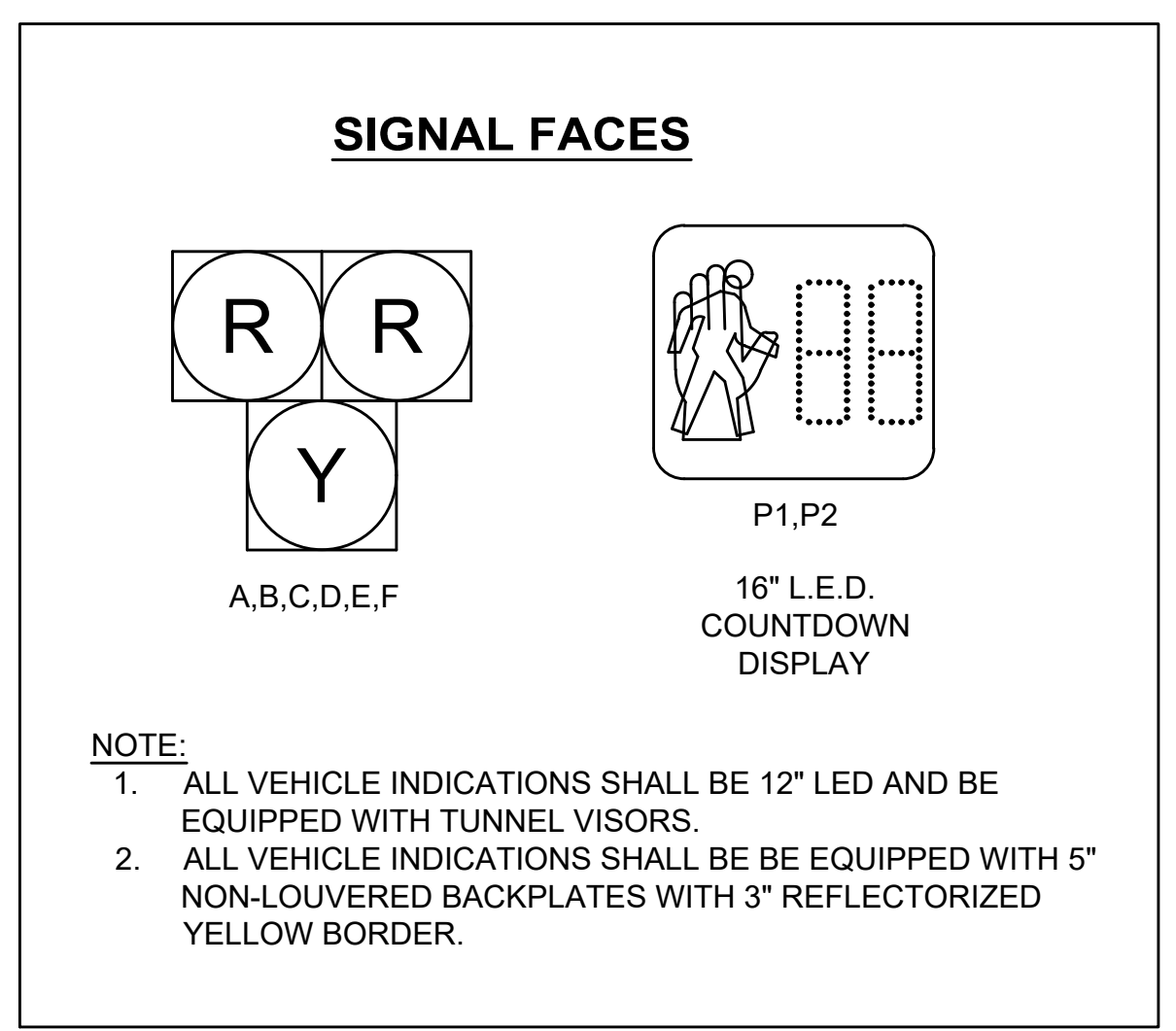


**SEQUENCE & TIMING NOTES**

1. PEDESTRIAN PHASE UPON PUSH BUTTON ACTIVATION ONLY.
2. VEHICULAR SIGNAL HEADS SHALL BE ON DARK MODE IF THERE IS NO PEDESTRIAN ACTIVATION.
3. THE HYBRID BEACON SHALL OPERATE THROUGH NORMAL SEQUENCE WHEN ACTIVATED BY PUSH BUTTON. DURATION OF HYBRID BEACON OPERATION UPON RECEIPT OF A VALID CALL SHALL BE AS SHOWN ON THE SEQUENCE AND TIMING CHART.
4. SUCCESSIVE PEDESTRIAN ACTIVATION WILL HAVE A MINIMUM DELAY OF 40 SECONDS OF GREEN TIME ON ROUTE 6.
5. PEDESTRIAN COUNTDOWN DISPLAY SHALL ONLY BE DISPLAYED DURING THE ALTERNATING FLASHING RED INTERVAL.

FOUNDATION LOCATIONS					
FOUNDATION LOC.	TYPE	STATION	OFFSET**		
1	CAB	RT 6	13+92	29L	DOOR FACES WEST
2	MA	RT 6	14+20	30L	45-FT MAST ARM STEEL
3	SP	RT 6	14+31	21L	10-FT SIGNAL POST
4	SP	RT 6	14+31	33R	25-FT SIGNAL POST

\*\* OFFSETS MEASURED FROM BASELINE TO CENTER OF FOUNDATION



MAJOR ITEM LIST	
QTY.	DESCRIPTION
1	8 PHASE NEMA TS2 TYPE 1 ATC COMPLIANT CONTROLLER , W/TYPE 6 CABINET, INCLUDING CEM CONC FOUNDATION AND FOUNDATION PAD
1	45 FT MAST ARM (STEEL), W/STREET LIGHTING LUMINAIRE, R10-23a SIGN, BASE AND CEM CONCRETE FOUNDATION
2	10 FT TRAFFIC SIGNAL POST, BASE & CEM CONC FOUNDATION
6	1-WAY, 3 SECTION SIGNAL STACKED HEAD, 12" L.E.D. LENS (W/ VISORS)
6	5" NON-LOUVERED BACKPLATES WITH 3" RETROREFLECTIVE (YELLOW) BORDER
2	PEDESTRIAN SIGNAL HEAD (L.E.D.), WITH COUNTDOWN DISPLAY
2	ACCESSIBLE PEDESTRIAN SIGNAL PUSH BUTTON ASSEMBLY (INCL. SIGN & SADDLE)
1	ELECTRIC SERVICE CONNECTION (FROM UP)
2	12"x12" PULL BOX -SD2.031 (PAID UNDER ITEM 811.31)
160 FT	3 INCH ELECTRICAL CONDUIT TYPE NM-PLASTIC (UL) (PAID UNDER ITEM 804.3)

PLUS ALL NECESSARY DUCT, CABLE, LABOR, MISCELLANEOUS MATERIALS AND EQUIPMENT TO COMPLETE THE INSTALLATION.



**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 48 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 SEQUENTIAL FLASHING 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 CONTROL 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	50 FT MINIMUM, 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	$L = WS$

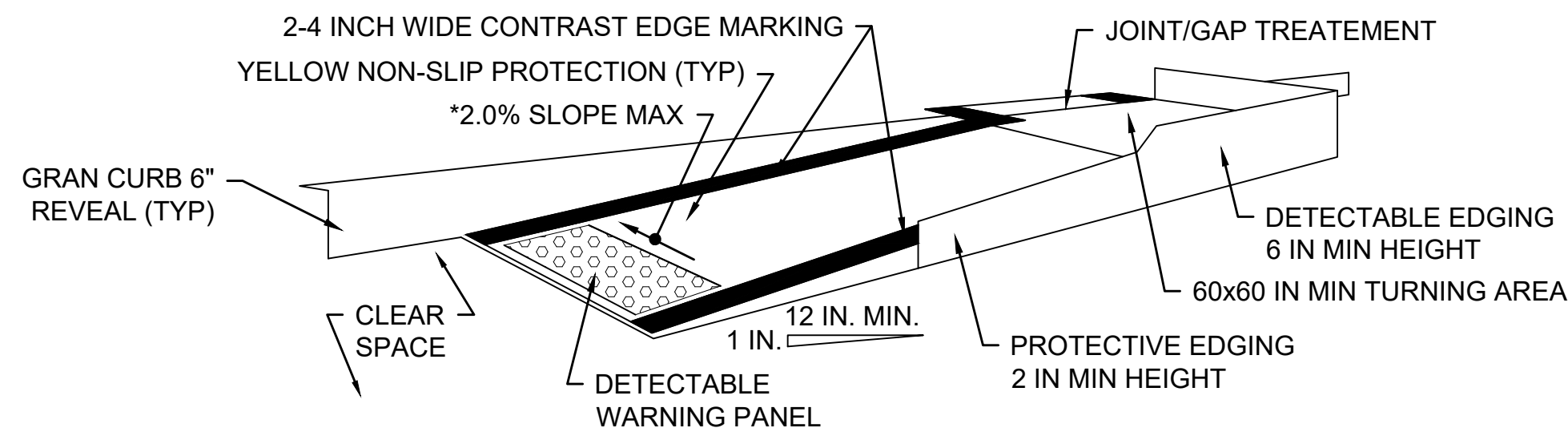
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	68	133
PROJECT FILE NO.		607397	

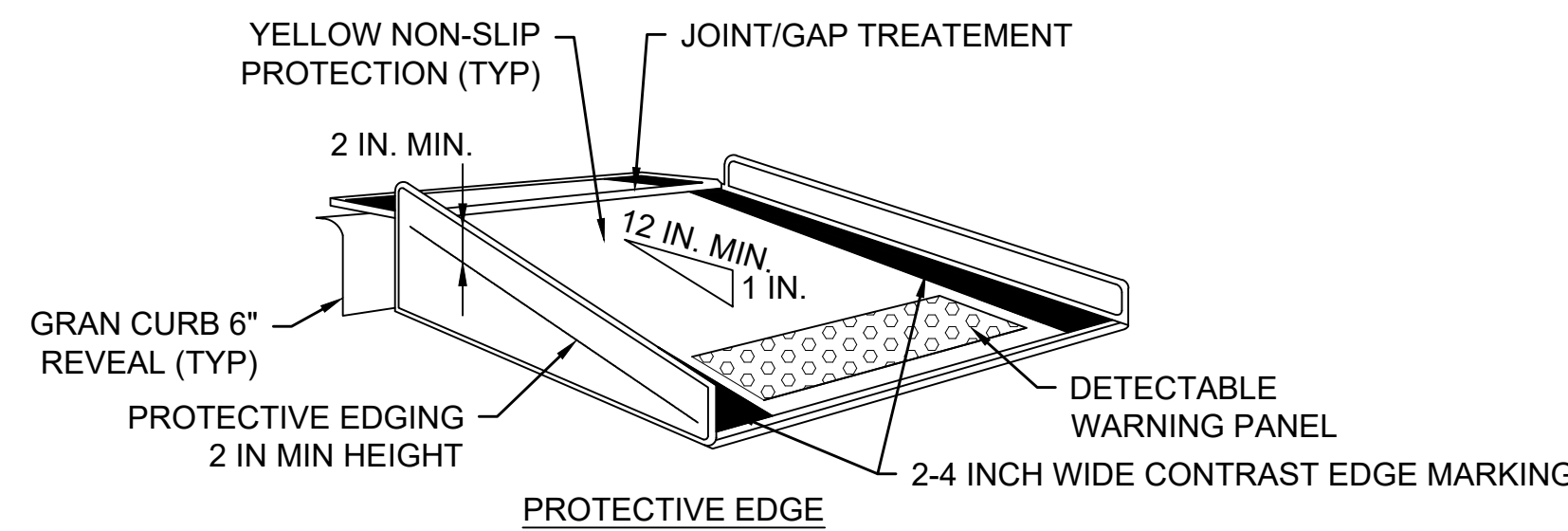
**TEMPORARY TRAFFIC CONTROL PLANS  
TRAFFIC CONTROL LEGEND AND  
GENERAL NOTES**

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.

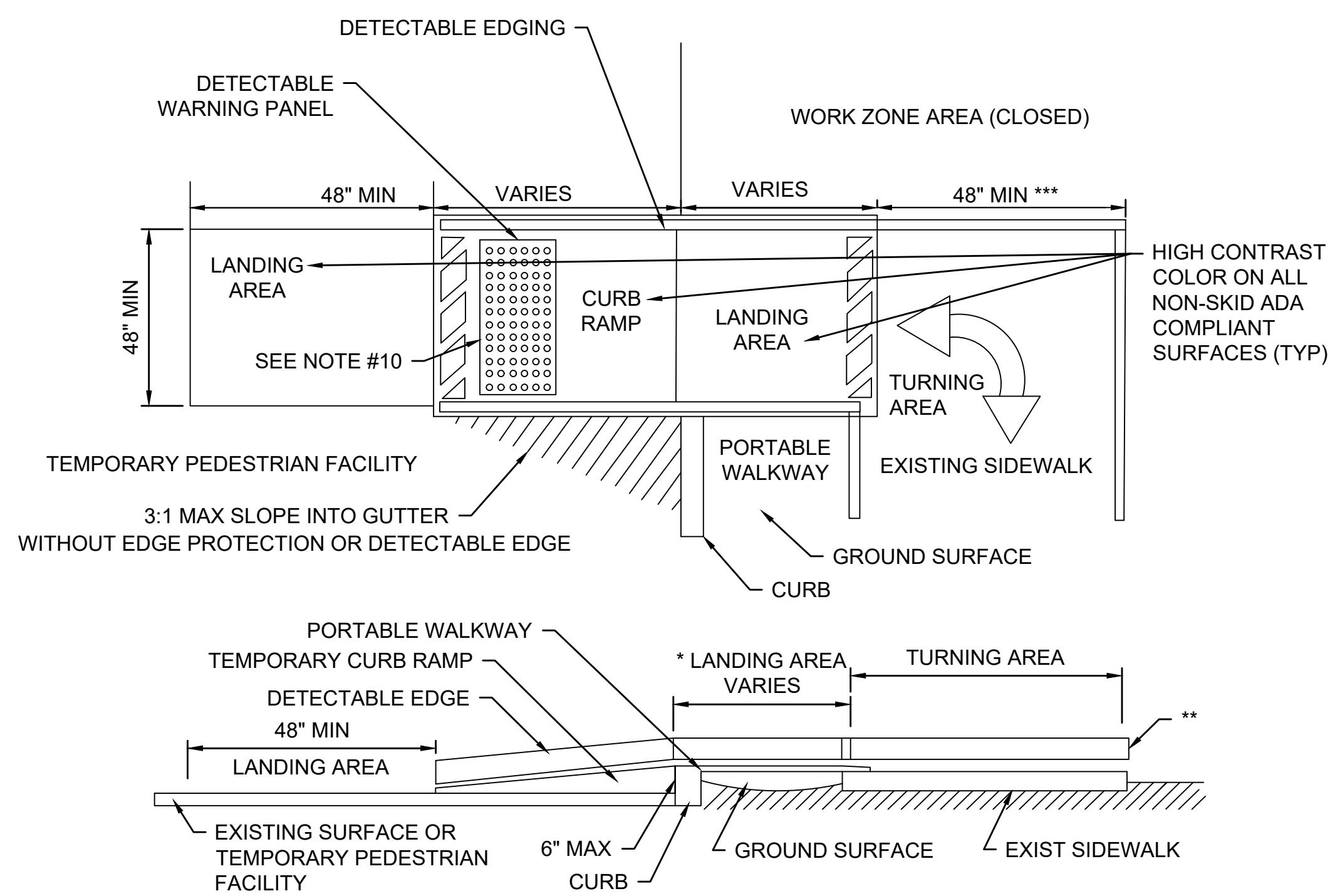


TEMPORARY CURB RAMP - PARALLEL TO CURB



TEMPORARY CURB RAMP - PERPENDICULAR TO CURB

NOT TO SCALE



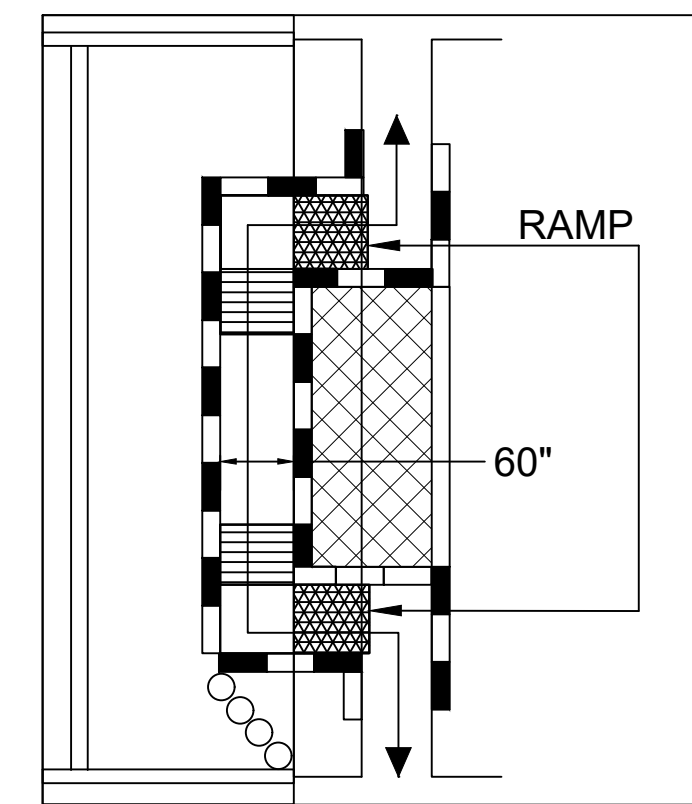
TEMPORARY CURB RAMP

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

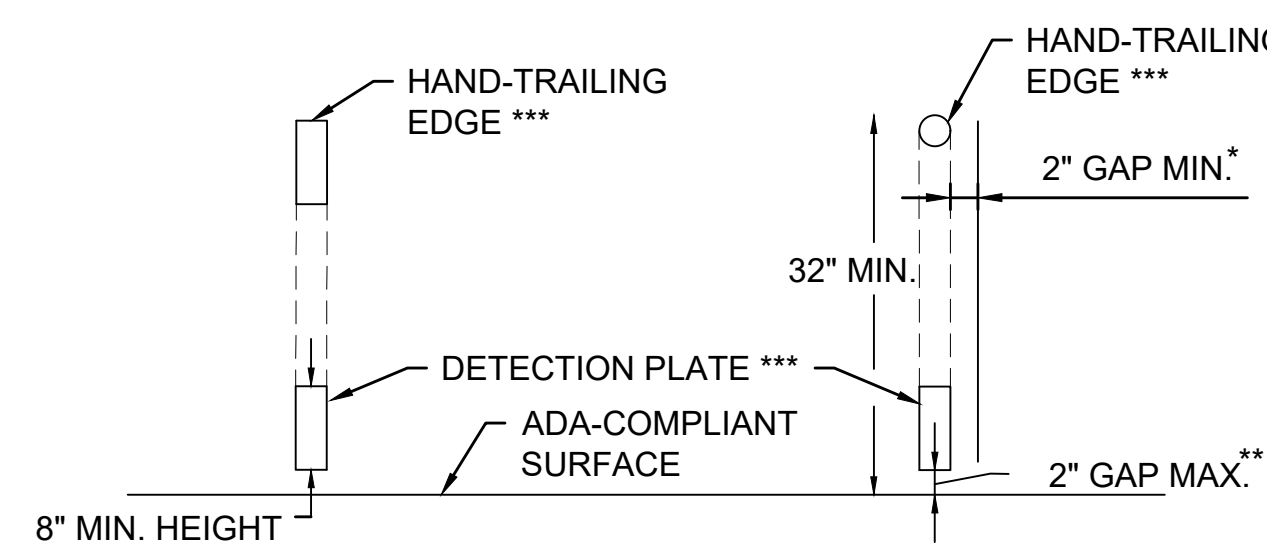


\* PEDESTRIAN CHANNELIZING DEVICE

- 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.

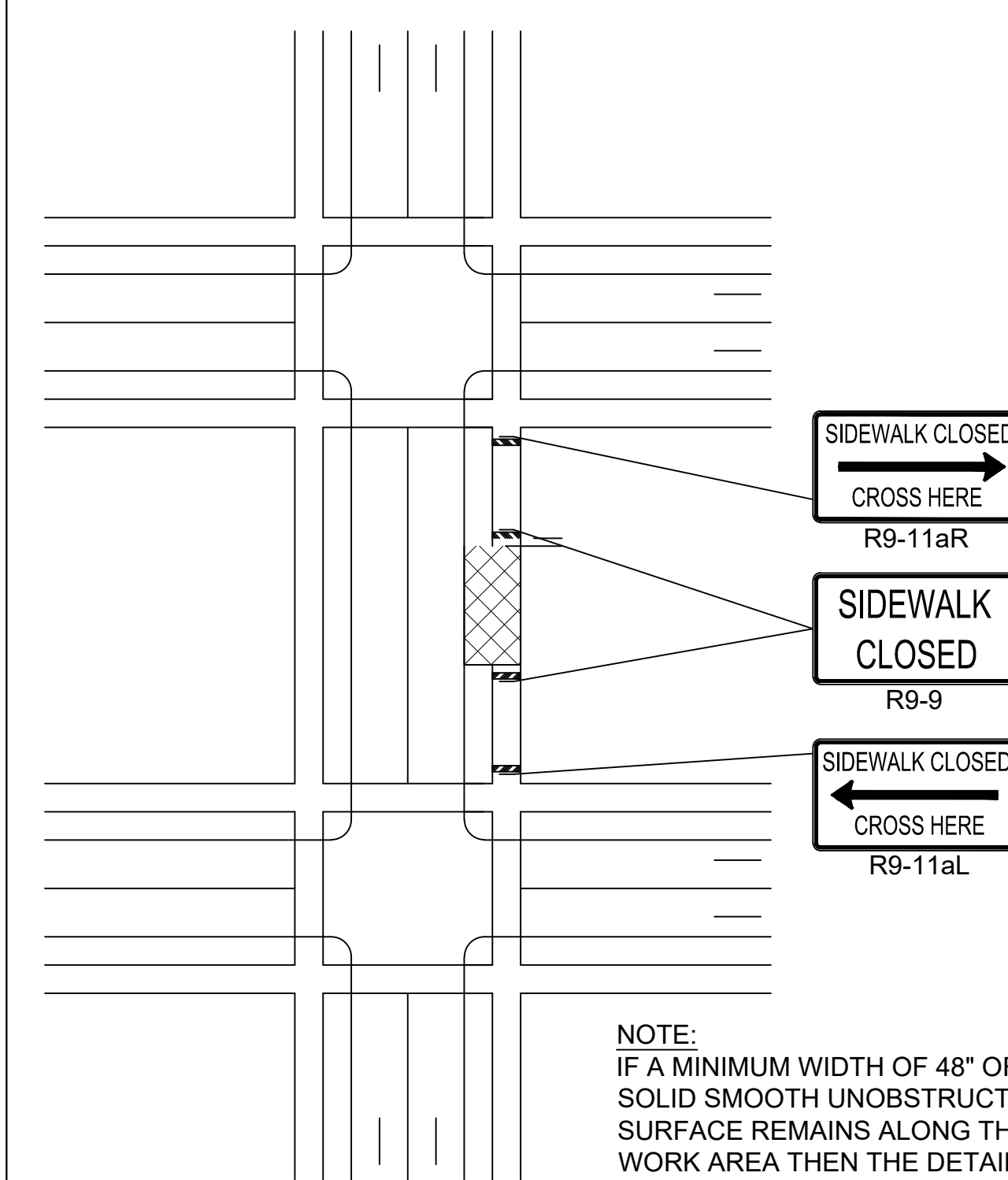
\*\*\*THE HAND-TRAILING EDGE AND DETECTION PLATE SHALL BE CONTINUOUS THROUGHOUT THE LENGTH OF THE PATH SUCH THAT A PEDESTRIAN USER WITH A LONG CANE CAN FOLLOW IT.

PEDESTRIAN CHANNELIZING DEVICE

NOT TO SCALE

WELLFLEET ROUTE 6 / MAIN STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	69	133
PROJECT FILE NO.		607397	

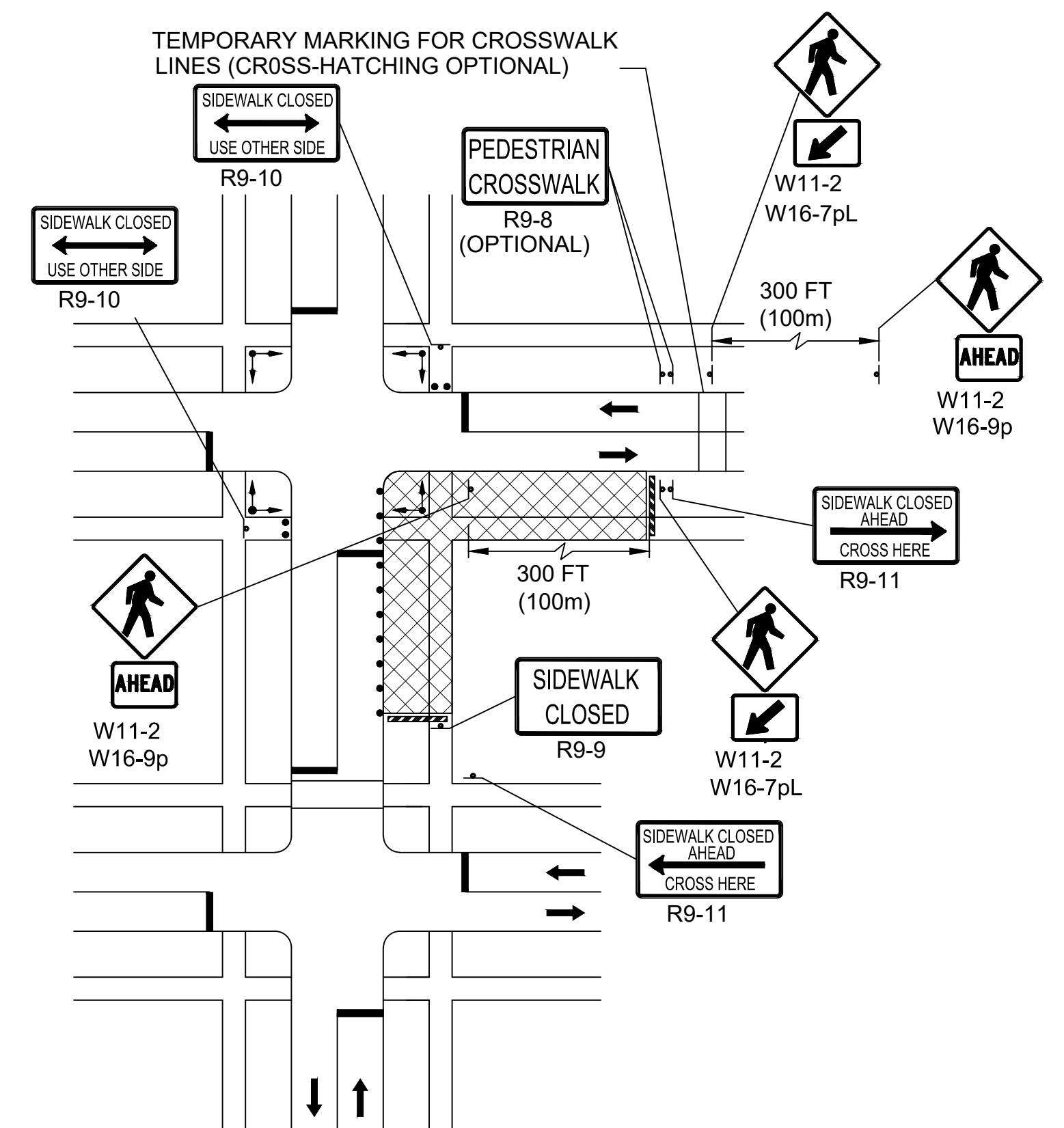
TEMPORARY TRAFFIC CONTROL PLANS  
PEDESTRIAN DETAILS



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.

SIDEWALK CLOSURE

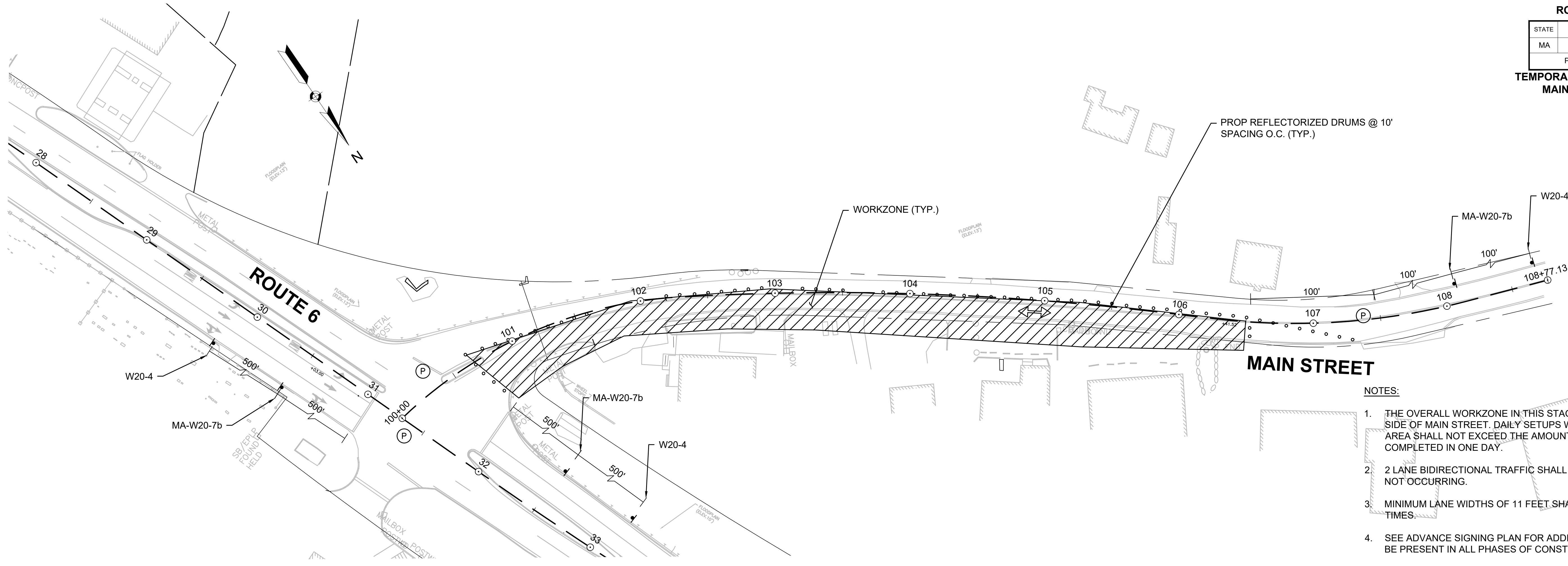
NOT TO SCALE



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

PEDESTRIAN DETOUR PLAN

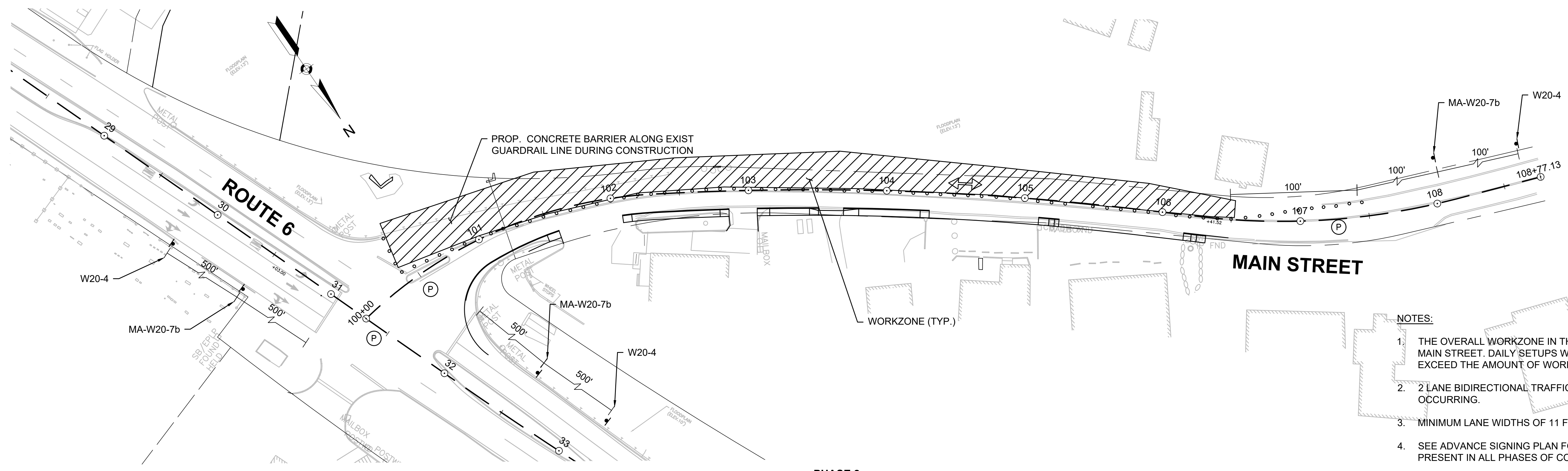
NOT TO SCALE



**PHASE 1**

**NOTES:**

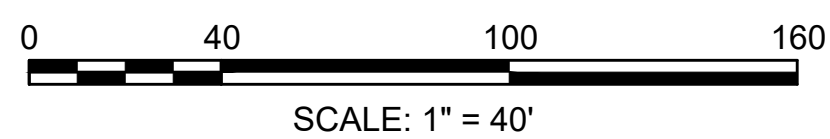
1. THE OVERALL WORKZONE IN THIS STAGE SHALL BE ON THE NORTH SIDE OF MAIN STREET. DAILY SETUPS WITHIN THE OVERALL WORK AREA SHALL NOT EXCEED THE AMOUNT OF WORK THAT CAN BE COMPLETED IN ONE DAY.
2. 2 LANE BIDIRECTIONAL TRAFFIC SHALL BE PROVIDED WHEN WORK IS NOT OCCURRING.
3. MINIMUM LANE WIDTHS OF 11 FEET SHALL BE MAINTAINED AT ALL TIMES.
4. SEE ADVANCE SIGNING PLAN FOR ADDITIONAL SIGNAGE THAT SHALL BE PRESENT IN ALL PHASES OF CONSTRUCTION.
5. DIMENSIONS ARE NOT TO SCALE.
6. THE CONTRACTOR SHALL MAINTAIN AAB COMPLIANT PEDESTRIAN ACCESS TO ALL ABUTTING PROPERTIES.



**PHASE 2**

**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 THE AMOUNT OF WORK THAT CAN BE COMPLETED IN ONE DAY.
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.
4. SEE ADVANCE SIGNING PLAN FOR ADDITIONAL SIGNAGE THAT SHALL BE PRESENT IN ALL PHASES OF CONSTRUCTION.
5. CONTRACTOR TO INSTALL TEMPORARY CONCRETE BARRIER PRIOR TO INSTALLATION OF PERMANENT GUARDRAIL.
6. DIMENSIONS NOT TO SCALE.
7. THE CONTRACTOR SHALL MAINTAIN AAB COMPLIANT PEDESTRIAN ACCESS TO ALL ABUTTING PROPERTIES.

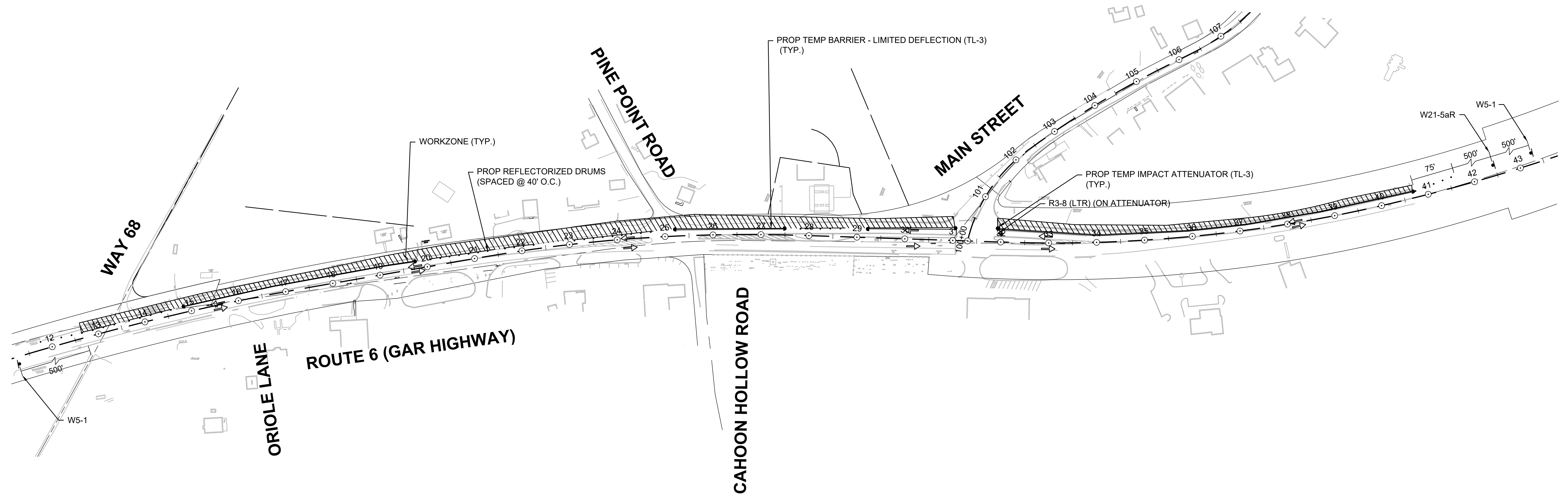
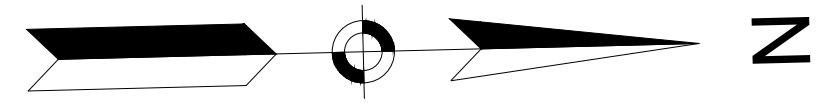




**WELLFLEET  
ROUTE 6 / MAIN STREET**

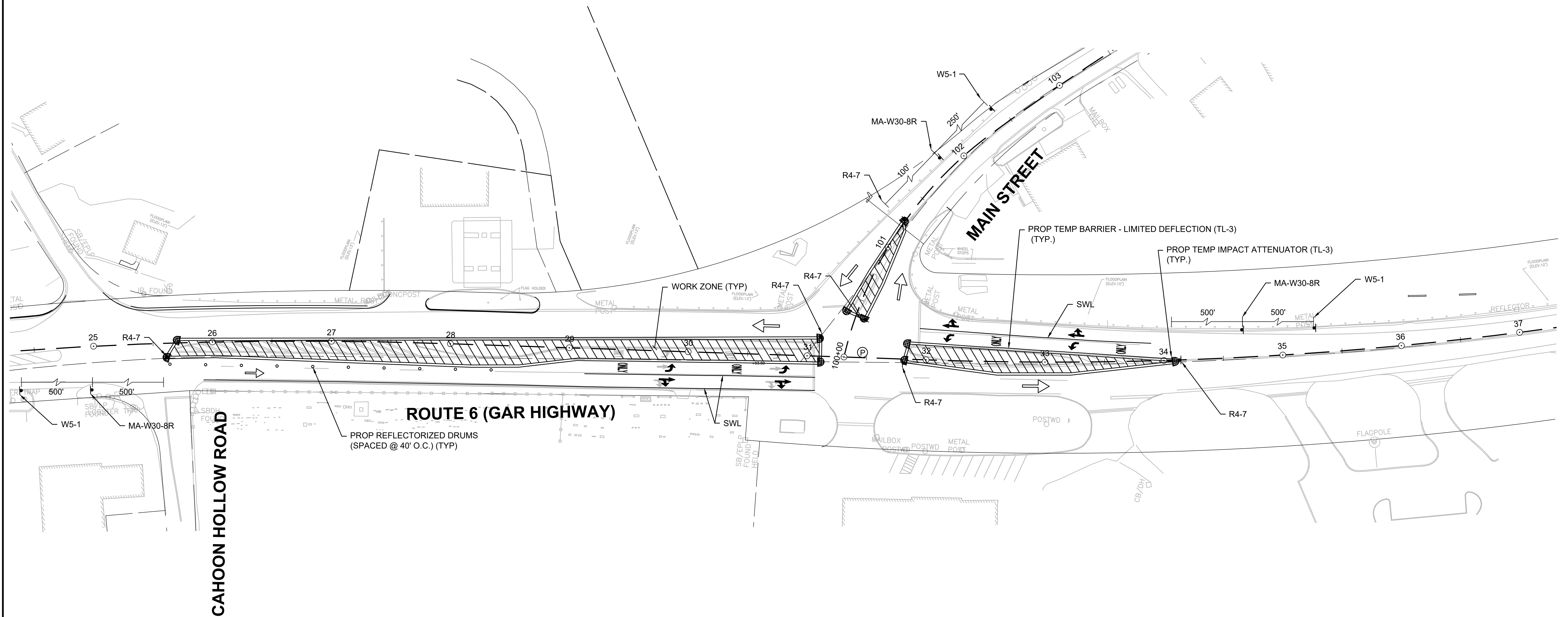
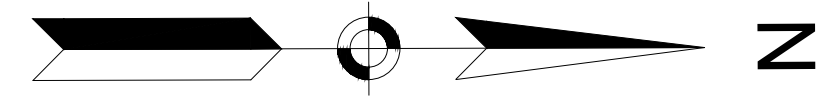
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	71	133
PROJECT FILE NO.		607397	

**TEMPORARY TRAFFIC CONTROL PLANS  
ROUTE 6 PHASE 1 OF 3**

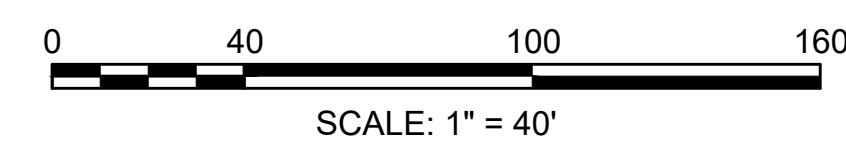


- NOTES:**
1. THE OVERALL WORKZONE IN THIS STAGE SHALL BE ON THE WEST SIDE OF ROUTE 6.
  2. MINIMUM LANE WIDTHS OF 12 FEET SHALL BE MAINTAINED DURING ALL PHASES.
  3. SEE ADVANCE SIGNING PLAN FOR ADDITIONAL SIGNAGE THAT SHALL BE PRESENT IN ALL PHASES OF CONSTRUCTION.
  4. DIMENSIONS ARE NOT TO SCALE.
  5. THE CONTRACTOR SHALL ESTABLISH AAB COMPLIANT WALKWAYS WITHIN THE WORKZONES AND MAINTAIN AND/OR RELOCATE THESE WALKWAYS AS NECESSARY TO COMPLETE THE WORK.
  6. NORTH OF MAIN STREET, ONLY PROVISION FOR PEDESTRIAN ACCESS ON THE EAST SIDE OF ROUTE 6 IS REQUIRED.

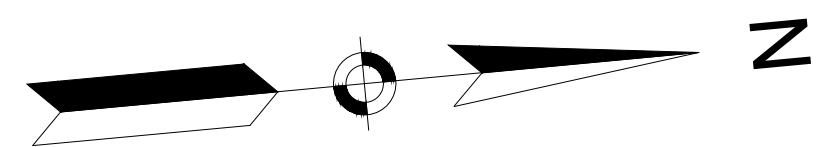




1. THE WORKZONES ARE ESTABLISHED TO REMOVE EXISTING MEDIAN ISLANDS.
2. MINIMUM LANE WIDTHS OF 11 FEET SHALL BE MAINTAINED AT ALL TIMES.
3. SEE ADVANCE SIGNING PLAN FOR ADDITIONAL SIGNAGE THAT SHALL BE PRESENT IN ALL PHASES OF CONSTRUCTION.
4. DIMENSIONS ARE NOT TO SCALE.



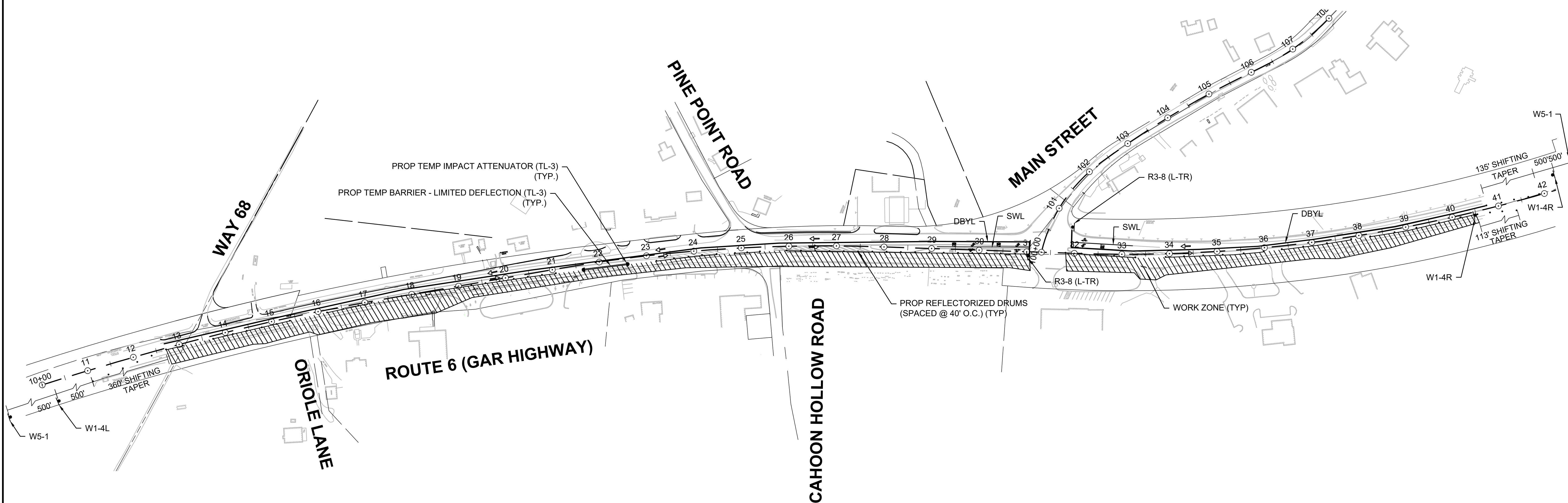




**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	73	133
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.
3. SEE ADVANCE SIGNING PLAN FOR ADDITIONAL SIGNAGE THAT SHALL BE PRESENT IN ALL PHASES OF CONSTRUCTION.
4. DIMENSIONS ARE NOT TO SCALE.
5. THE CONTRACTOR SHALL ESTABLISH AAB COMPLIANT WALKWAYS WITHIN THE WORKZONES AND MAINTAIN AND/OR RELOCATE THESE WALKWAYS AS NECESSARY TO COMPLETE THE WORK.
6. THE CONTRACTOR MAY INSTALL A SEPARATE, SIMILAR TEMPORARY TRAFFIC CONTROL SETUP FOR THE INSTALLATION OF PROPOSED TELEPHONE DUCT BANK ALONG THE EAST SIDE OF ROUTE 6. THIS TELEPHONE WORK MAY BE STAGED SEPARATELY FROM THE ROAD WORK.



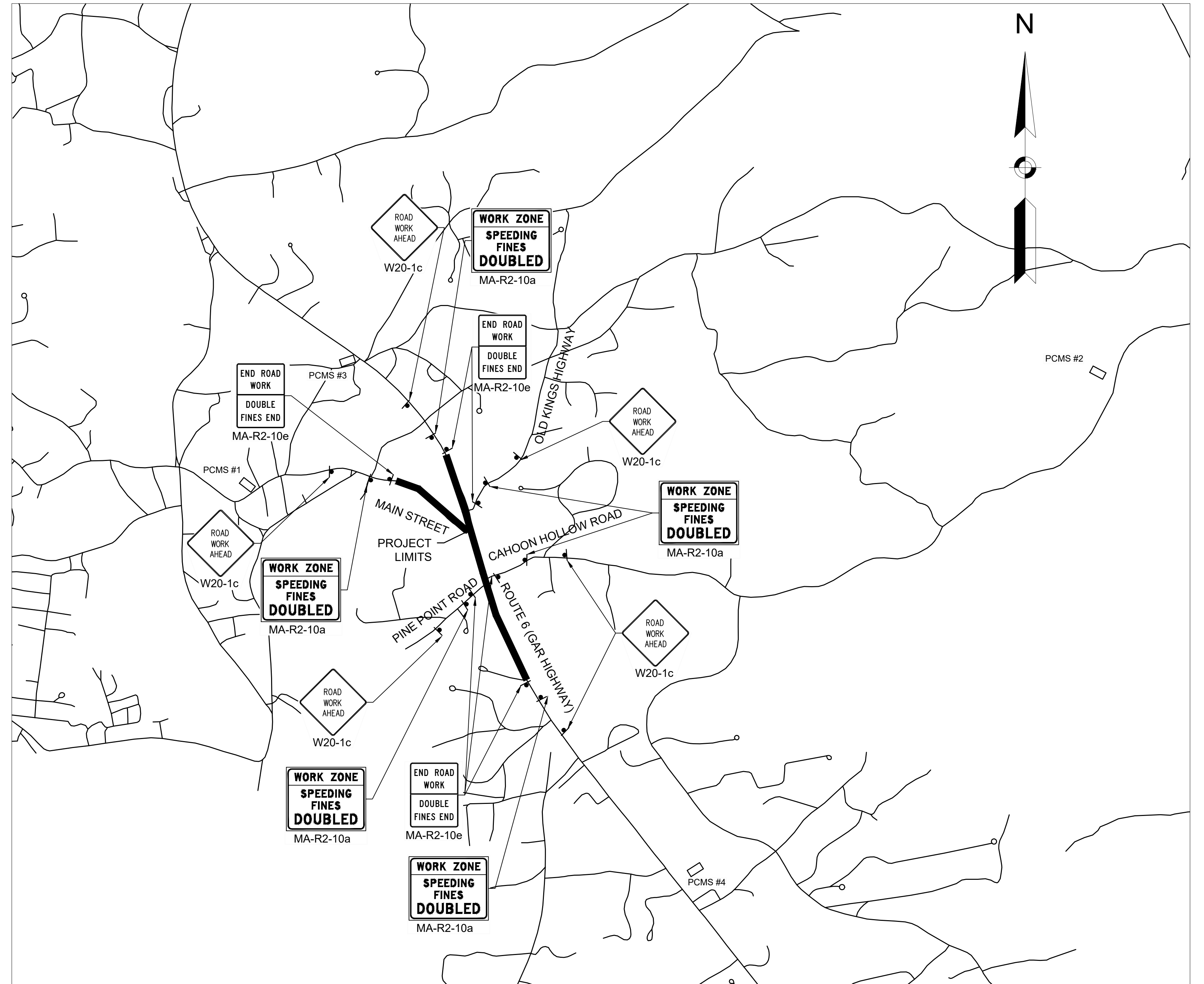


**SUGGESTED PCMS MESSAGES**

	PRIOR TO ROUTE 6 CONSTRUCTION	DURING ROUTE 6 CONSTRUCTION	PRIOR TO MAIN STREET CONSTRUCTION	DURING MAIN STREET CONSTRUCTION
PCMS #1-4	ROUTE 6 ROAD WORK	ROUTE 6 ROAD WORK	MAIN ST ROAD WORK	MAIN ST ROAD WORK

NOTE:  
PCMS MESSAGES SUBJECT TO APPROVAL BY THE ENGINEER

NOTE:  
A TEMPORARY IMPACT ATTENUATOR, REDIRECTIVE (TL-3) SHALL BE INSTALLED AT BOTH ENDS OF EACH RUN OF TEMPORARY BARRIER - LIMITED DEFLECTION (TL-3) ON ROUTE 6 AND AS REQUIRED BY THE ENGINEER.



**ADVANCE SIGNING PLAN**  
NOT TO SCALE







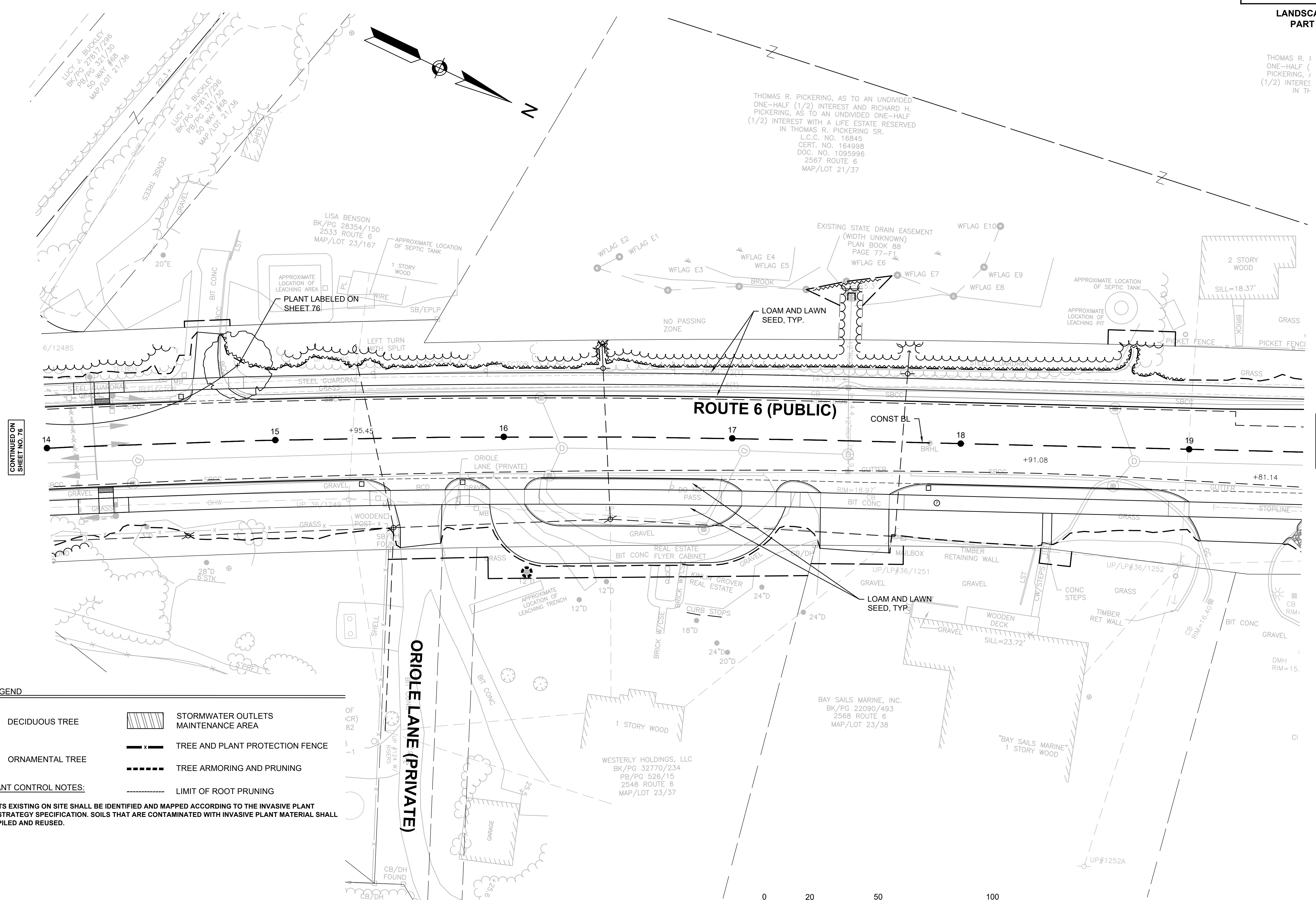
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	77	133
PROJECT FILE NO.		607397	

**LANDSCAPE PLAN  
PART 2 OF 7**

THOMAS R. PICKERING, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST AND RICHARD H. PICKERING, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST RESERVED IN TR



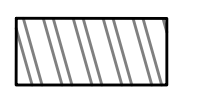
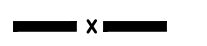

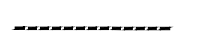
THOMAS R. PICKERING, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST AND RICHARD H. PICKERING, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST WITH A LIFE ESTATE RESERVED IN THOMAS R. PICKERING SR.  
L.C.C. NO. 16845  
CERT. NO. 164998  
DOC. NO. 1095996  
2567 ROUTE 6  
MAP/LOT 21/37



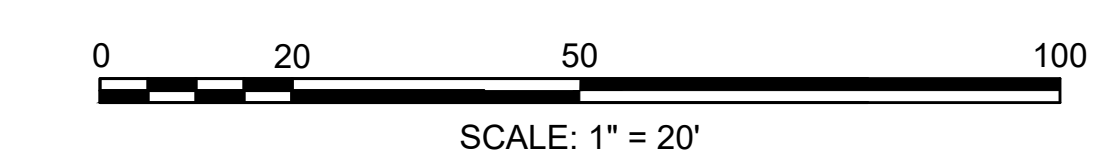
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CONTINUED ON SHEET NO. 78

**PLANTING LEGEND**

-  DECIDUOUS TREE
-  ORNAMENTAL TREE
-  STORMWATER OUTLETS MAINTENANCE AREA
-  TREE AND PLANT PROTECTION FENCE
-  TREE ARMORING AND PRUNING
-  LIMIT OF ROOT PRUNING

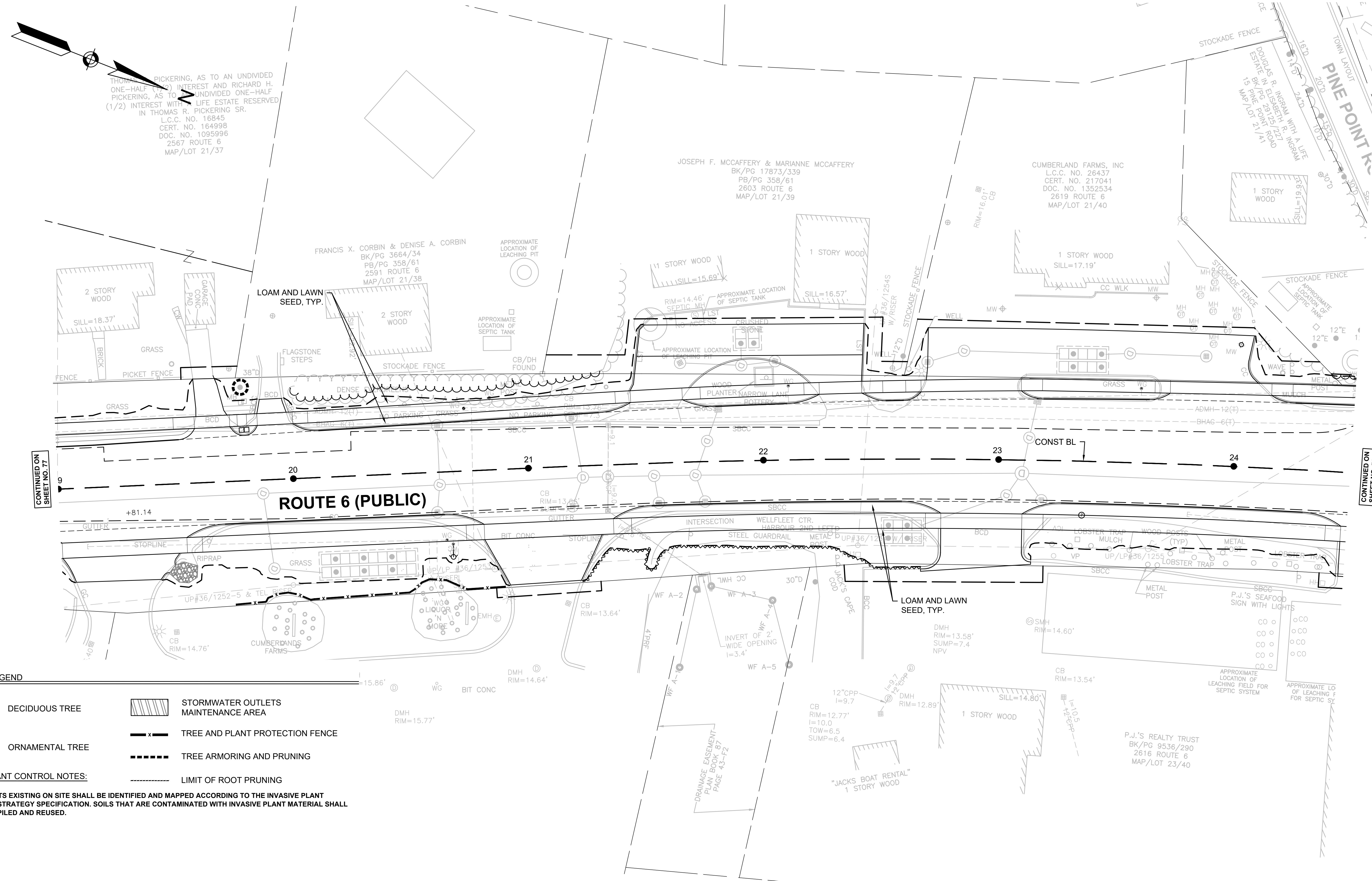
**INVASIVE PLANT CONTROL NOTES:**  
INVASIVE PLANTS EXISTING ON SITE SHALL BE IDENTIFIED AND MAPPED ACCORDING TO THE INVASIVE PLANT MANAGEMENT STRATEGY SPECIFICATION. SOILS THAT ARE CONTAMINATED WITH INVASIVE PLANT MATERIAL SHALL NOT BE STOCKPILED AND REUSED.



**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	78	133
PROJECT FILE NO.		607397	

**LANDSCAPE PLAN  
PART 3 OF 7**



THOMAS R. PICKERING, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST AND RICHARD H. PICKERING, AS TO AN UNDIVIDED ONE-HALF (1/2) INTEREST WITH LIFE ESTATE RESERVED IN THOMAS R. PICKERING SR.  
L.C.C. NO. 16845  
CERT. NO. 164998  
DOC. NO. 1095996  
2567 ROUTE 6  
MAP/LOT 21/37

FRANCIS X. CORBIN & DENISE A. CORBIN  
BK/PG 3664/34  
PB/PG 358/61  
2591 ROUTE 6  
MAP/LOT 21/38

JOSEPH F. MCCAFFERY & MARIANNE MCCAFFERY  
BK/PG 17873/339  
PB/PG 358/61  
2603 ROUTE 6  
MAP/LOT 21/39

CUMBERLAND FARMS, INC  
L.C.C. NO. 26437  
CERT. NO. 217041  
DOC. NO. 1352534  
2619 ROUTE 6  
MAP/LOT 21/40

1 STORY WOOD  
SILL=19.93'

2 STORY WOOD  
SILL=18.37'

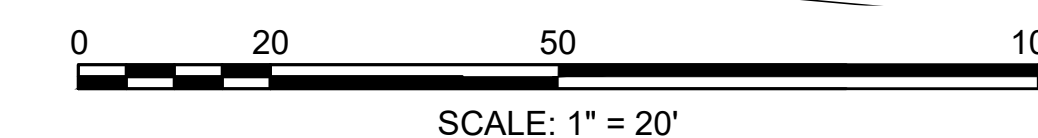
2 STORY WOOD  
SILL=18.37'

11 STORY WOOD  
SILL=15.69'

1 STORY WOOD  
SILL=16.57'

1 STORY WOOD  
SILL=17.19'

- PLANTING LEGEND**
- DECIDUOUS TREE
  - ORNAMENTAL TREE
  - STORMWATER OUTLETS MAINTENANCE AREA
  - TREE AND PLANT PROTECTION FENCE
  - TREE ARMORING AND PRUNING
  - LIMIT OF ROOT PRUNING
- INVASIVE PLANT CONTROL NOTES:**  
INVASIVE PLANTS EXISTING ON SITE SHALL BE IDENTIFIED AND MAPPED ACCORDING TO THE INVASIVE PLANT MANAGEMENT STRATEGY SPECIFICATION. SOILS THAT ARE CONTAMINATED WITH INVASIVE PLANT MATERIAL SHALL NOT BE STOCKPILED AND REUSED.



CONTINUED ON SHEET NO. 77

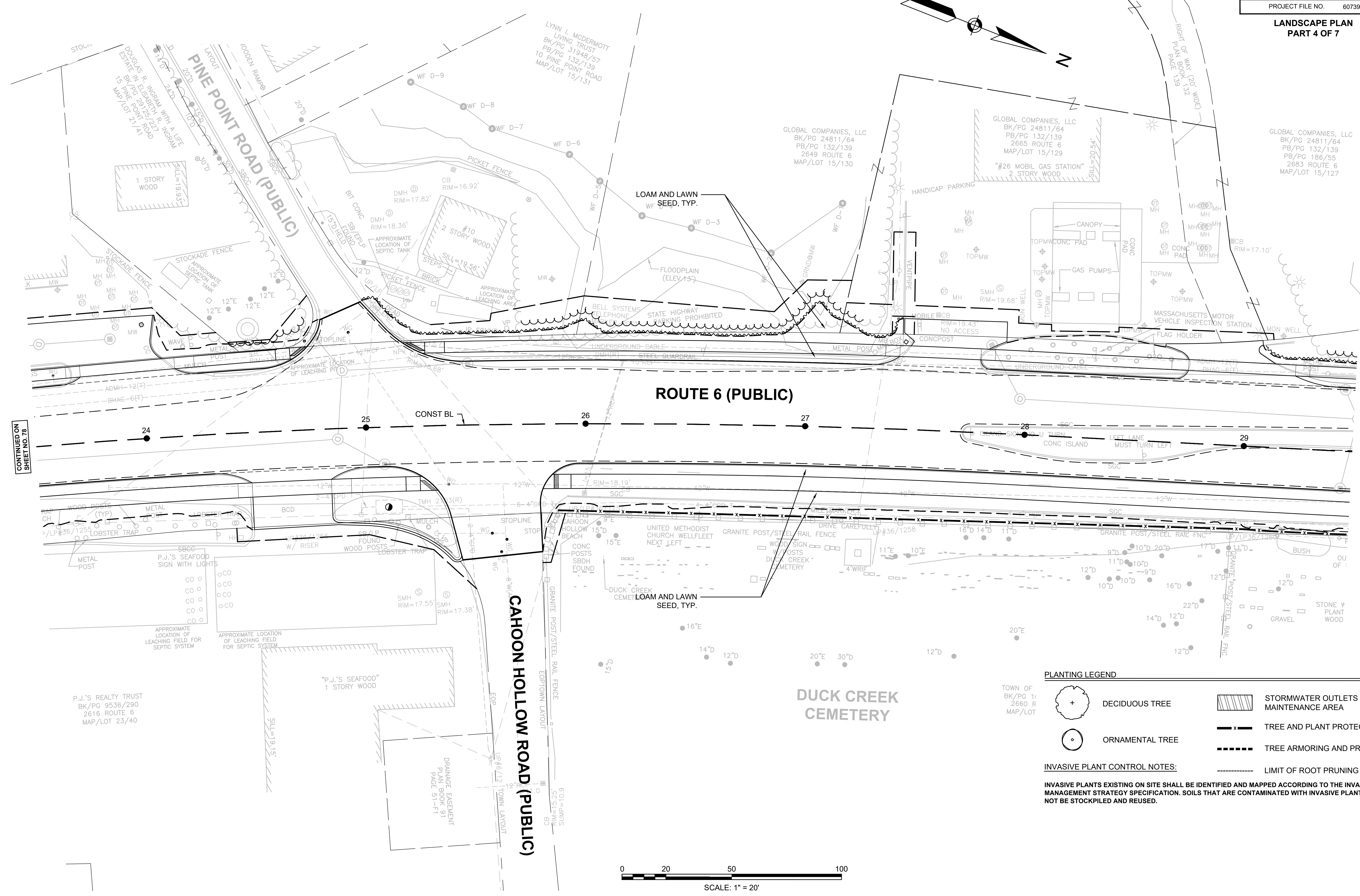
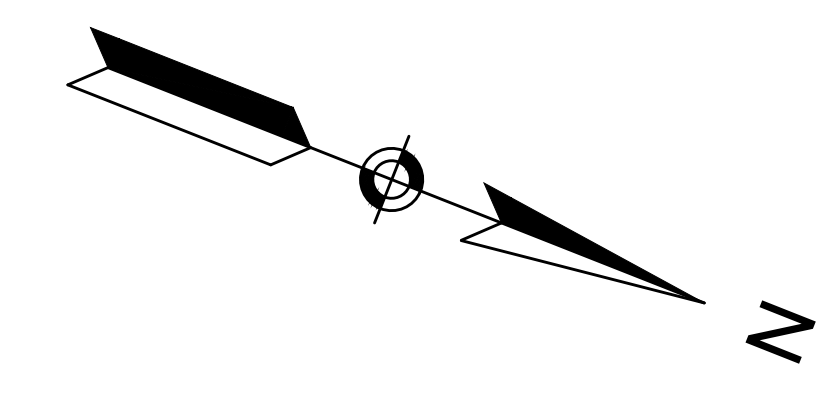
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**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	79	133
PROJECT FILE NO. 607397			

**LANDSCAPE PLAN  
PART 4 OF 7**



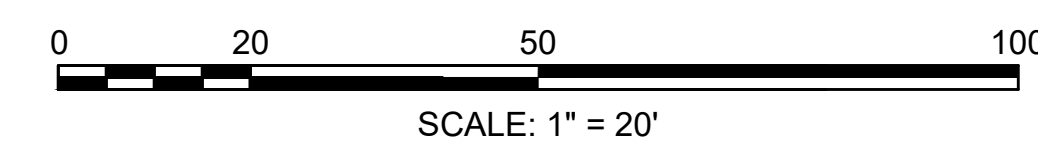
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CONTINUED ON SHEET NO. 80

**PLANTING LEGEND**

	DECIDUOUS TREE		STORMWATER OUTLETS MAINTENANCE AREA
	ORNAMENTAL TREE		TREE AND PLANT PROTECTION FENCE
			TREE ARMORING AND PRUNING
			LIMIT OF ROOT PRUNING

**INVASIVE PLANT CONTROL NOTES:**  
INVASIVE PLANTS EXISTING ON SITE SHALL BE IDENTIFIED AND MAPPED ACCORDING TO THE INVASIVE PLANT MANAGEMENT STRATEGY SPECIFICATION. SOILS THAT ARE CONTAMINATED WITH INVASIVE PLANT MATERIAL SHALL NOT BE STOCKPILED AND REUSED.





### PLANT SCHEDULE

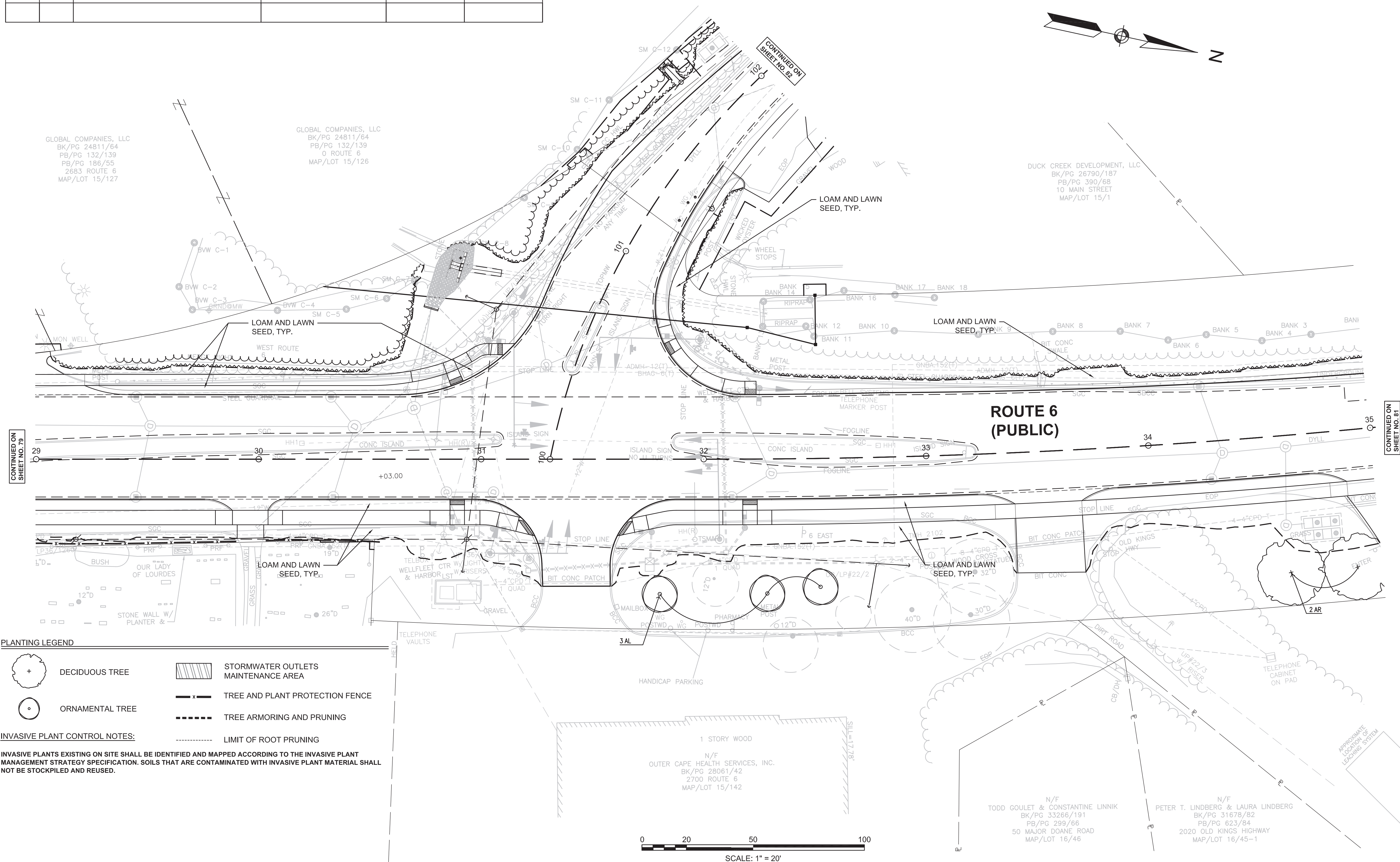
QTY.	ID	BOTANICAL NAME	COMMON NAME	SIZE	COMMENT
<b>DECIDUOUS TREES</b>					
3	AL	AMELANCHIER LAEVIS	SHAD TREE - ALLEGHENY	CLUMP 8-10 FEET	B&B
2	AR	ACER RUBRUM	MAPLE - RED - 'ARMSTRONG'	2.5-3 INCH CAL.	B&B

**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA		80	133

PROJECT FILE NO. 607397

**LANDSCAPE PLAN  
PART 5 OF 7**



**PLANTING LEGEND**

- DECIDUOUS TREE
- ORNAMENTAL TREE
- STORMWATER OUTLETS MAINTENANCE AREA
- TREE AND PLANT PROTECTION FENCE
- TREE ARMORING AND PRUNING
- LIMIT OF ROOT PRUNING

**INVASIVE PLANT CONTROL NOTES:**  
 INVASIVE PLANTS EXISTING ON SITE SHALL BE IDENTIFIED AND MAPPED ACCORDING TO THE INVASIVE PLANT MANAGEMENT STRATEGY SPECIFICATION. SOILS THAT ARE CONTAMINATED WITH INVASIVE PLANT MATERIAL SHALL NOT BE STOCKPILED AND REUSED.

0 20 50 100  
 SCALE: 1" = 20'

CONTINUED ON SHEET NO. 79

CONTINUED ON SHEET NO. 81

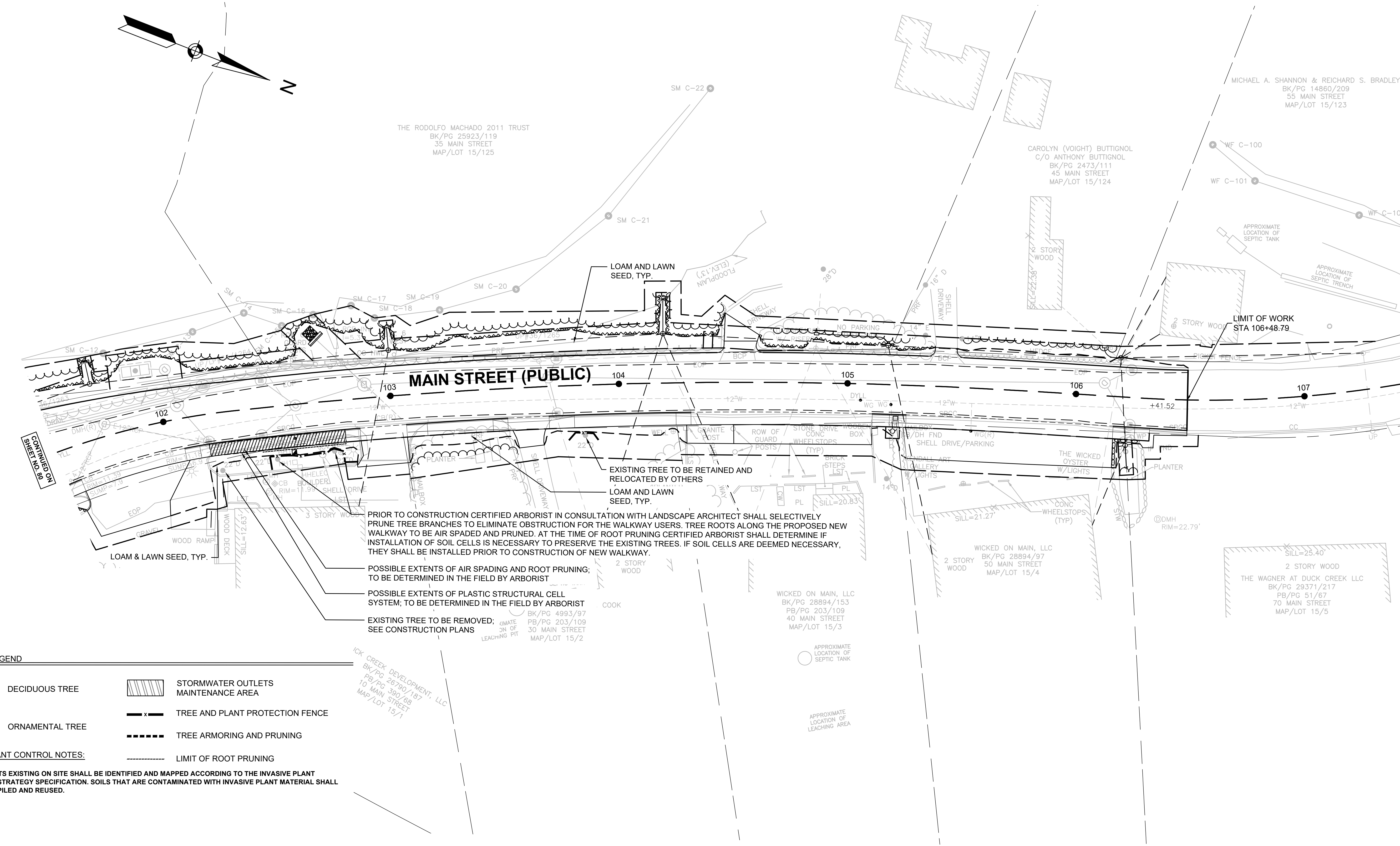




**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	82	133
PROJECT FILE NO.		607397	

**LANDSCAPE PLAN  
PART 7 OF 7**



THE RODOLFO MACHADO 2011 TRUST  
BK/PG 25923/119  
35 MAIN STREET  
MAP/LOT 15/125

CAROLYN (VOIGHT) BUTTIGNOL  
C/O ANTHONY BUTTIGNOL  
BK/PG 2473/111  
45 MAIN STREET  
MAP/LOT 15/124

MICHAEL A. SHANNON & REICHARD S. BRADLEY  
BK/PG 14860/209  
55 MAIN STREET  
MAP/LOT 15/123

PRIOR TO CONSTRUCTION CERTIFIED ARBORIST IN CONSULTATION WITH LANDSCAPE ARCHITECT SHALL SELECTIVELY PRUNE TREE BRANCHES TO ELIMINATE OBSTRUCTION FOR THE WALKWAY USERS. TREE ROOTS ALONG THE PROPOSED NEW WALKWAY TO BE AIR SPADED AND PRUNED. AT THE TIME OF ROOT PRUNING CERTIFIED ARBORIST SHALL DETERMINE IF INSTALLATION OF SOIL CELLS IS NECESSARY TO PRESERVE THE EXISTING TREES. IF SOIL CELLS ARE DEEMED NECESSARY, THEY SHALL BE INSTALLED PRIOR TO CONSTRUCTION OF NEW WALKWAY.

POSSIBLE EXTENTS OF AIR SPADED AND ROOT PRUNING; TO BE DETERMINED IN THE FIELD BY ARBORIST

POSSIBLE EXTENTS OF PLASTIC STRUCTURAL CELL SYSTEM; TO BE DETERMINED IN THE FIELD BY ARBORIST

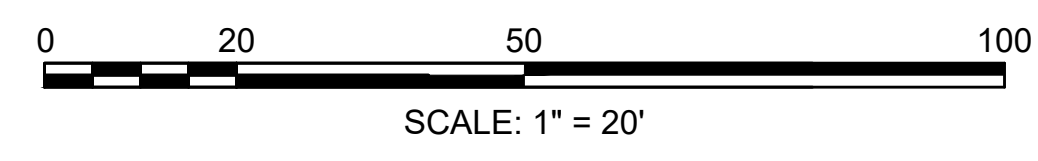
EXISTING TREE TO BE REMOVED; SEE CONSTRUCTION PLANS

**PLANTING LEGEND**

- DECIDUOUS TREE
- ORNAMENTAL TREE
- STORMWATER OUTLETS MAINTENANCE AREA
- TREE AND PLANT PROTECTION FENCE
- TREE ARMORING AND PRUNING
- LIMIT OF ROOT PRUNING

**INVASIVE PLANT CONTROL NOTES:**

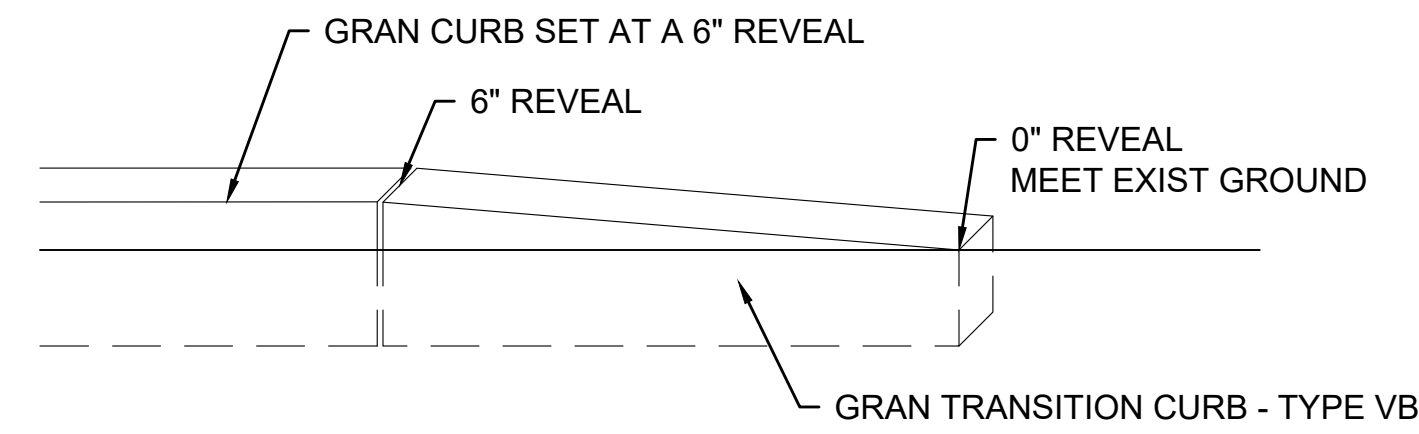
INVASIVE PLANTS EXISTING ON SITE SHALL BE IDENTIFIED AND MAPPED ACCORDING TO THE INVASIVE PLANT MANAGEMENT STRATEGY SPECIFICATION. SOILS THAT ARE CONTAMINATED WITH INVASIVE PLANT MATERIAL SHALL NOT BE STOCKPILED AND REUSED.





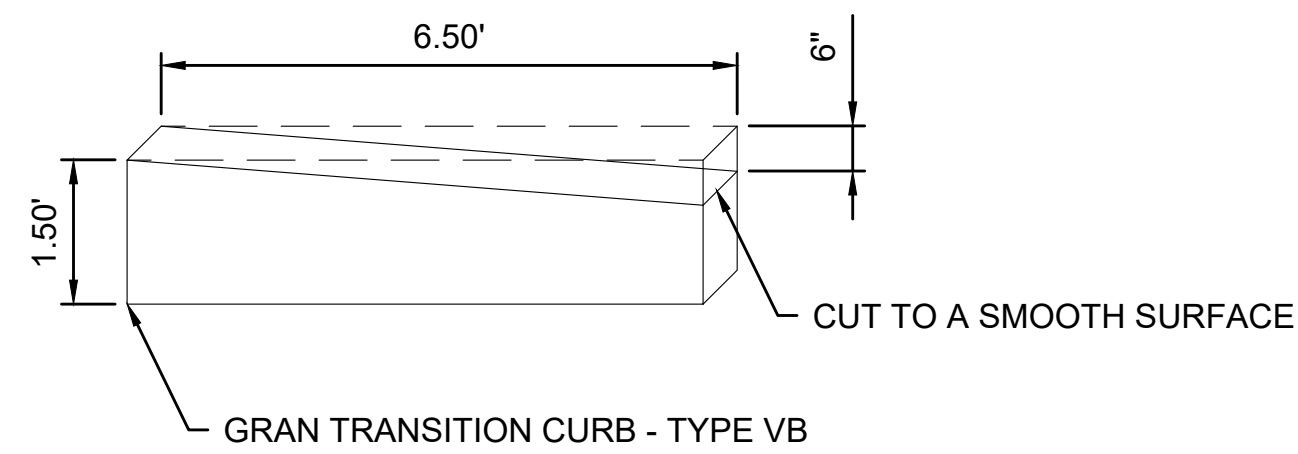


STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	84	133
PROJECT FILE NO. 607397			

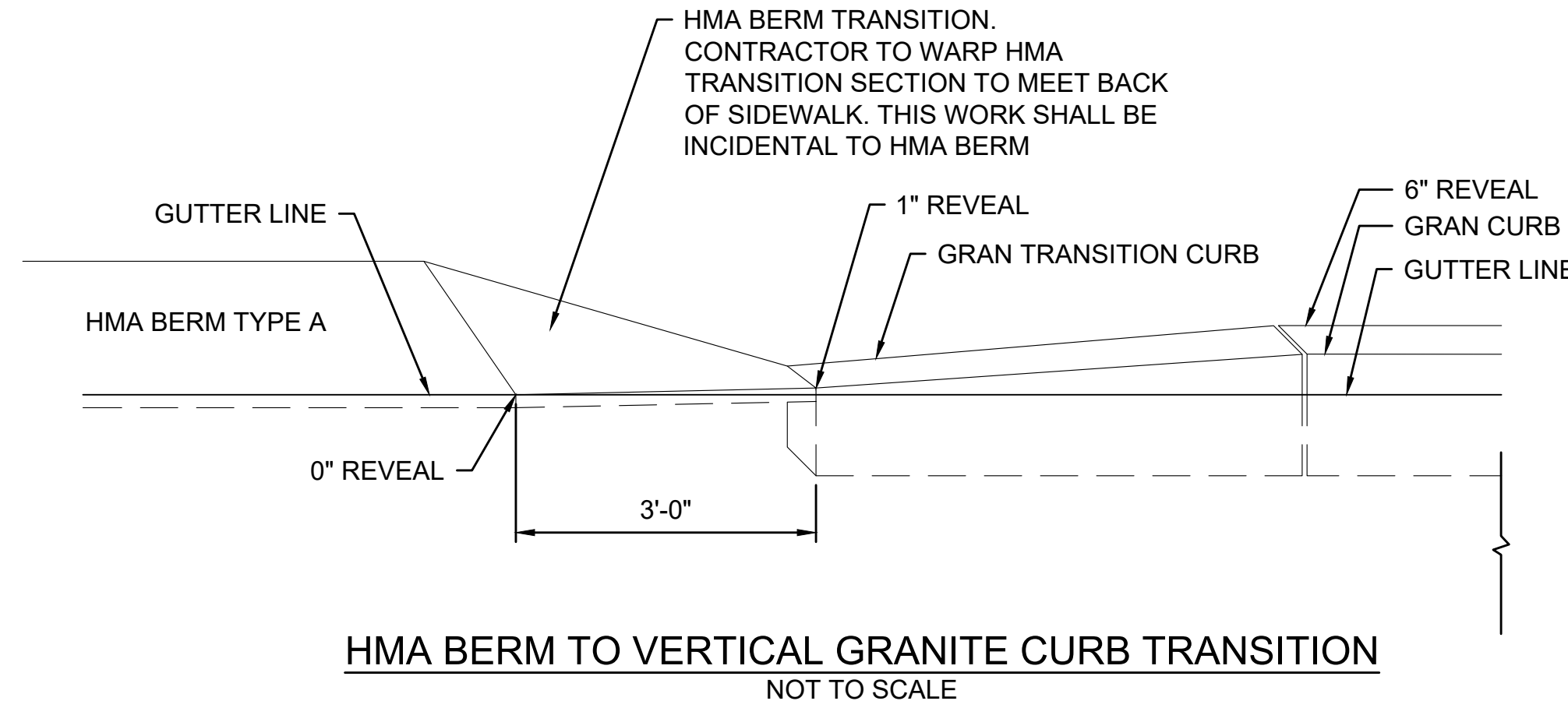


**NOTE:**

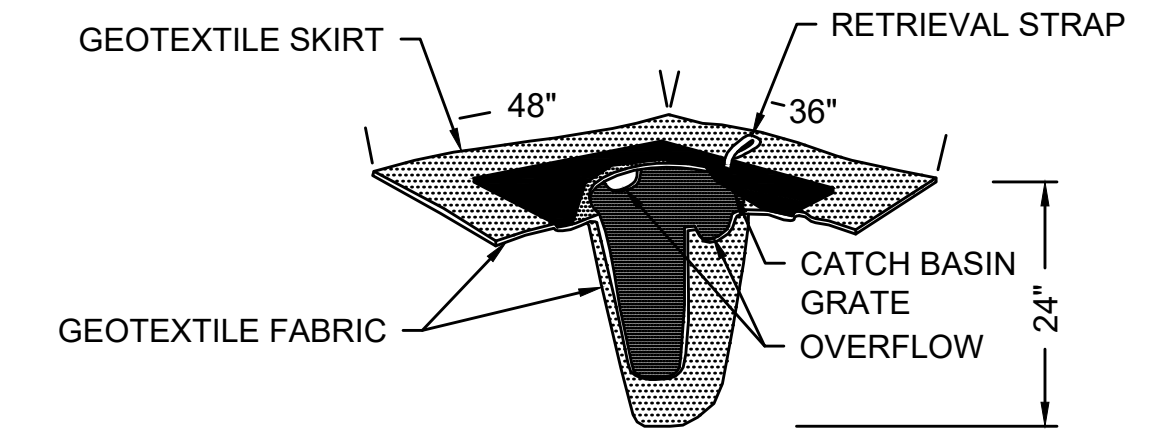
- SETTING OF TRANSITION CURB SHALL FOLLOW THE STANDARD SPECIFICATIONS AND DETAILS.
- GRANITE TRANSITION CURB FOR TERMINAL SECTIONS SHALL BE INCIDENTAL TO ITEM 506.



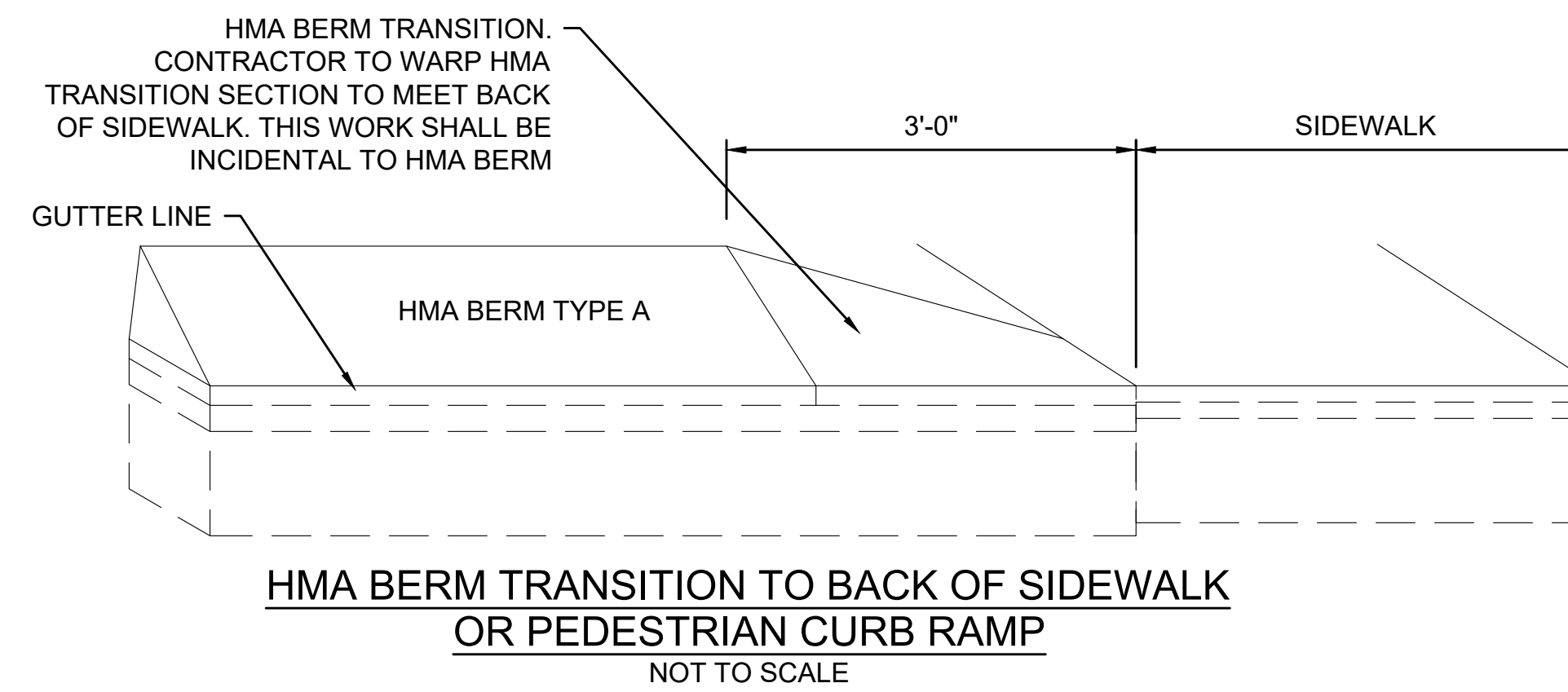
**GRANITE TRANSITION CURB FOR TERMINAL SECTIONS**  
NOT TO SCALE



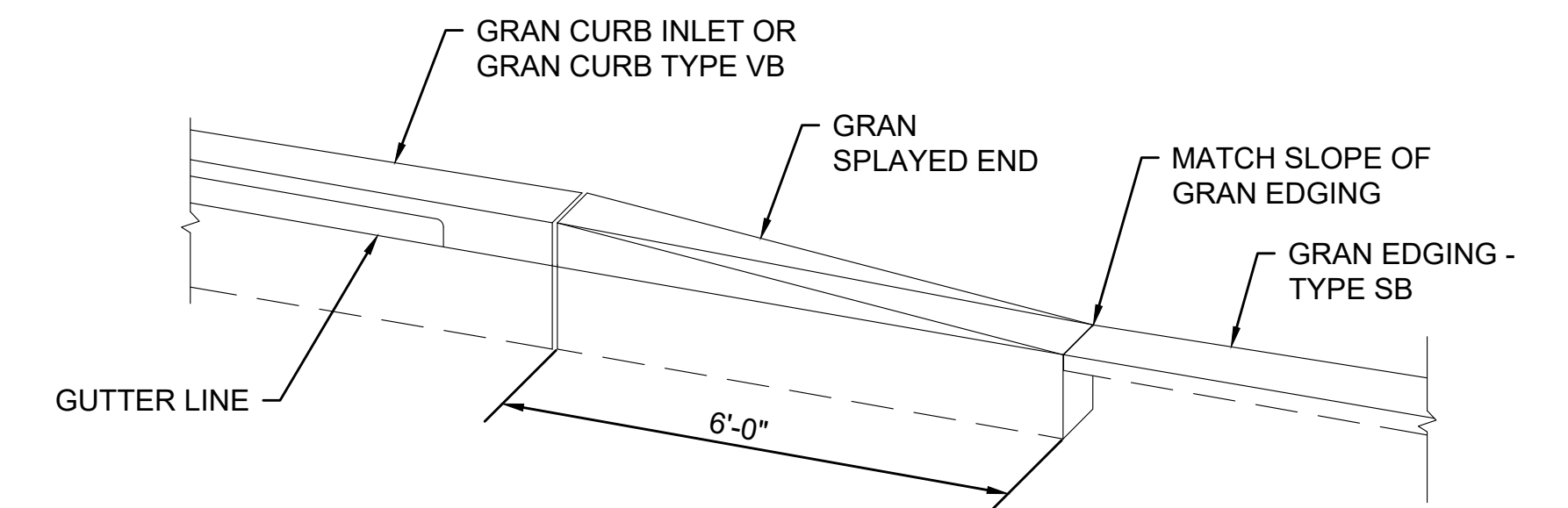
**HMA BERM TO VERTICAL GRANITE CURB TRANSITION**  
NOT TO SCALE



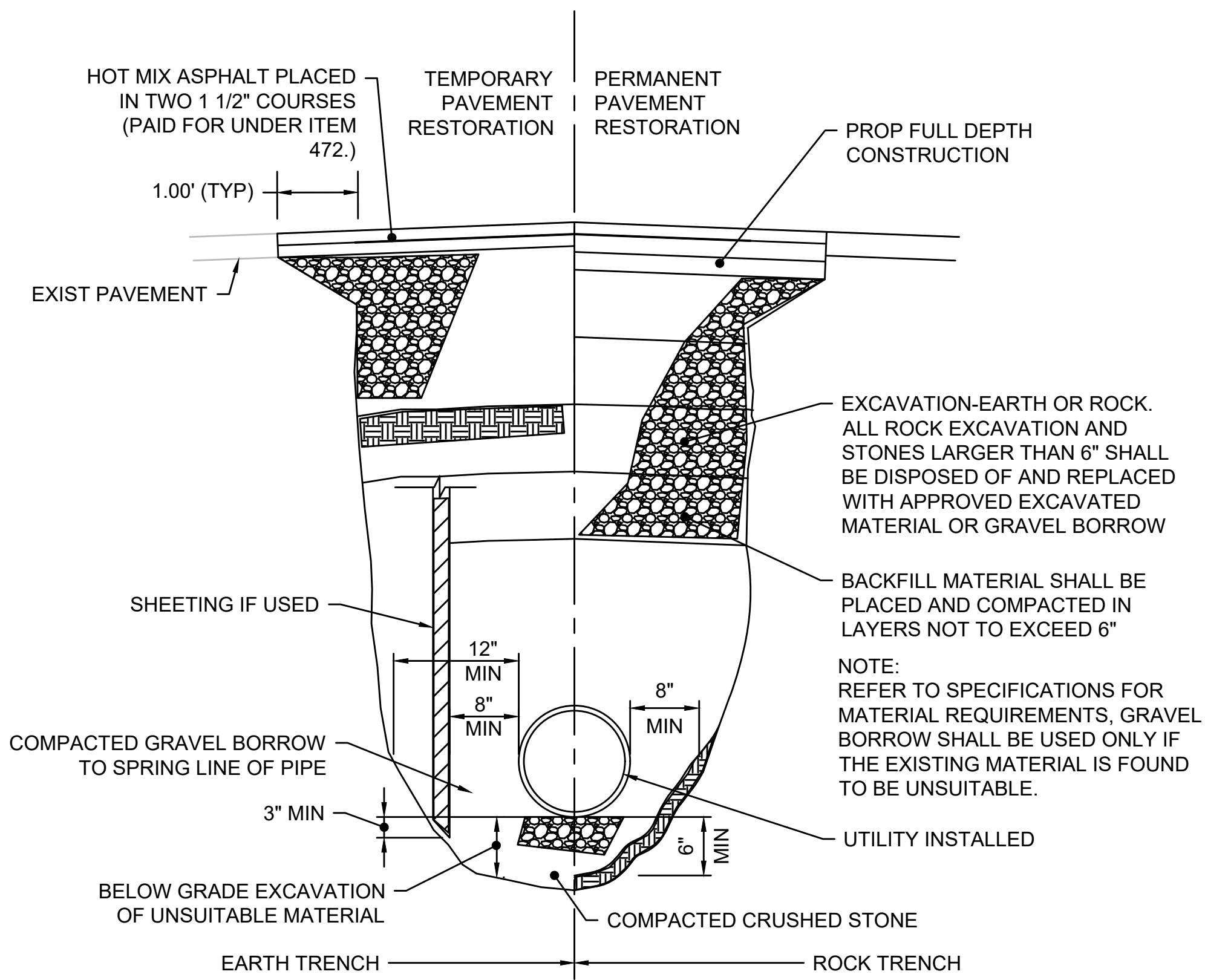
**SILT SACK FOR SEDIMENT CONTROL**  
NOT TO SCALE



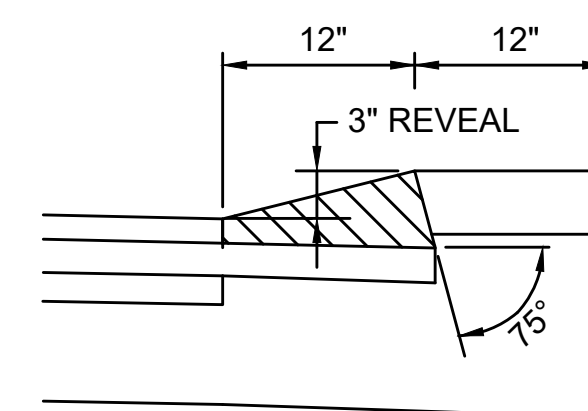
**HMA BERM TRANSITION TO BACK OF SIDEWALK OR PEDESTRIAN CURB RAMP**  
NOT TO SCALE



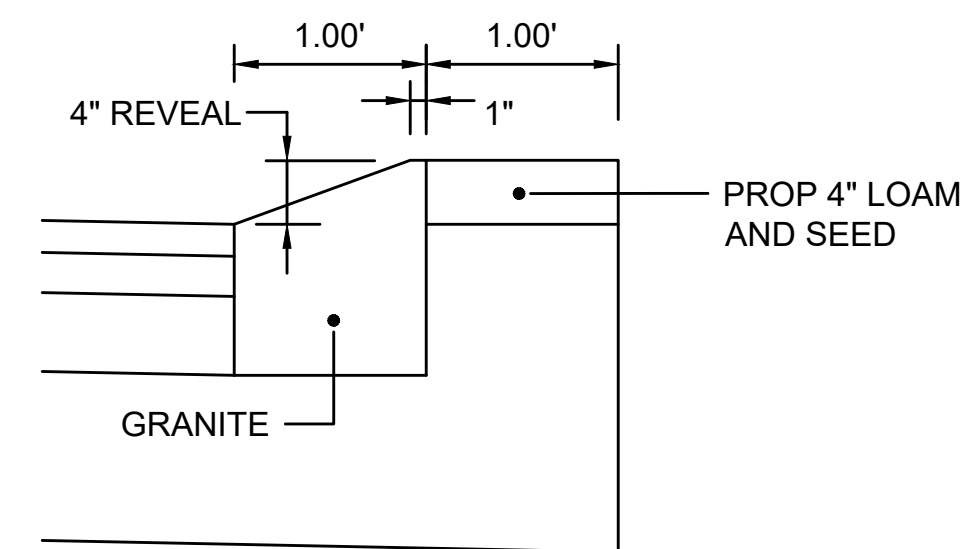
**SPLAYED END**  
NOT TO SCALE



**TYPICAL UTILITY TRENCH SECTION**  
NOT TO SCALE



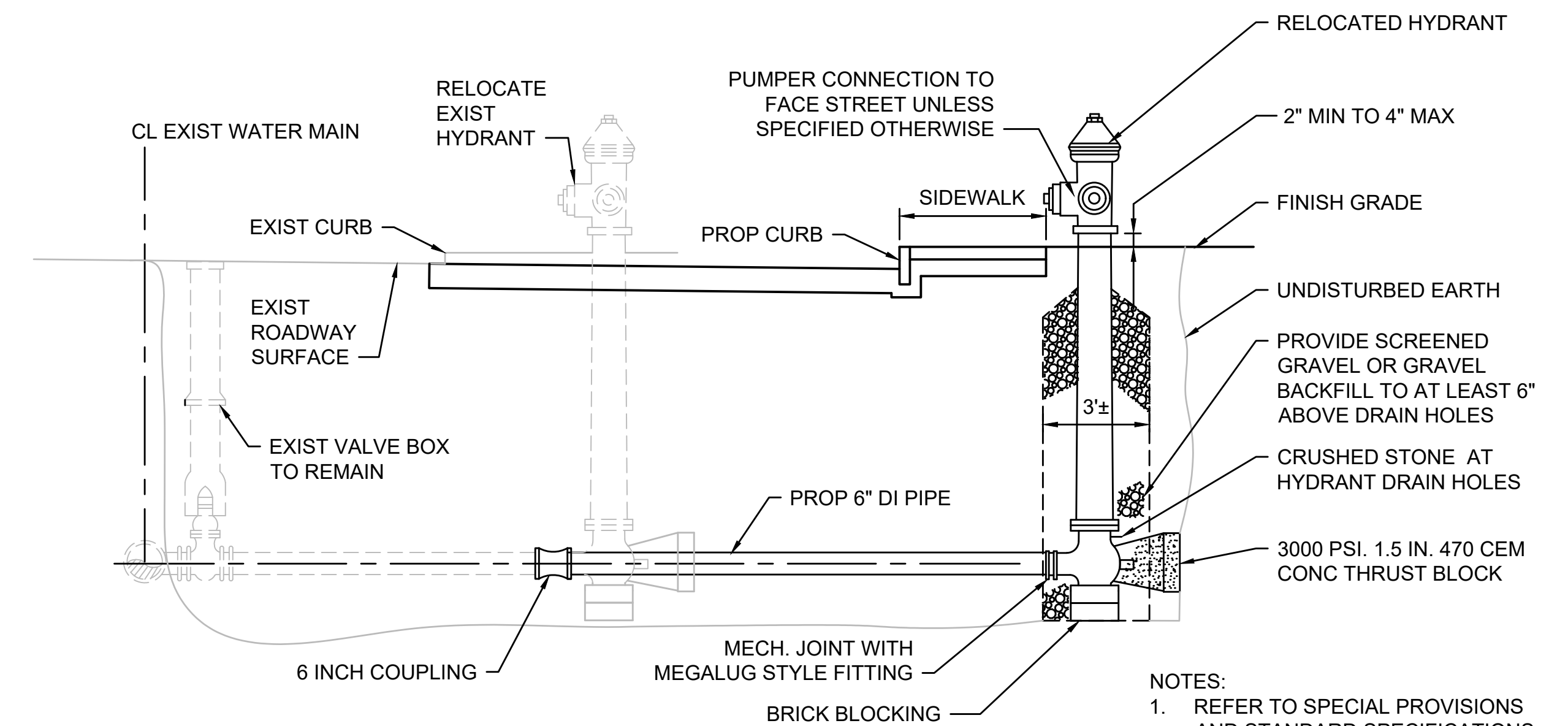
**HMA BERM TYPE A - MODIFIED**  
NOT TO SCALE



**GRANITE CURB TYPE T100**  
NOT TO SCALE

**NOTE:**

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



**FIRE HYDRANT REMOVED & RESET IN LINE WITH EXISTING HYDRANT**  
NOT TO SCALE

**NOTES:**

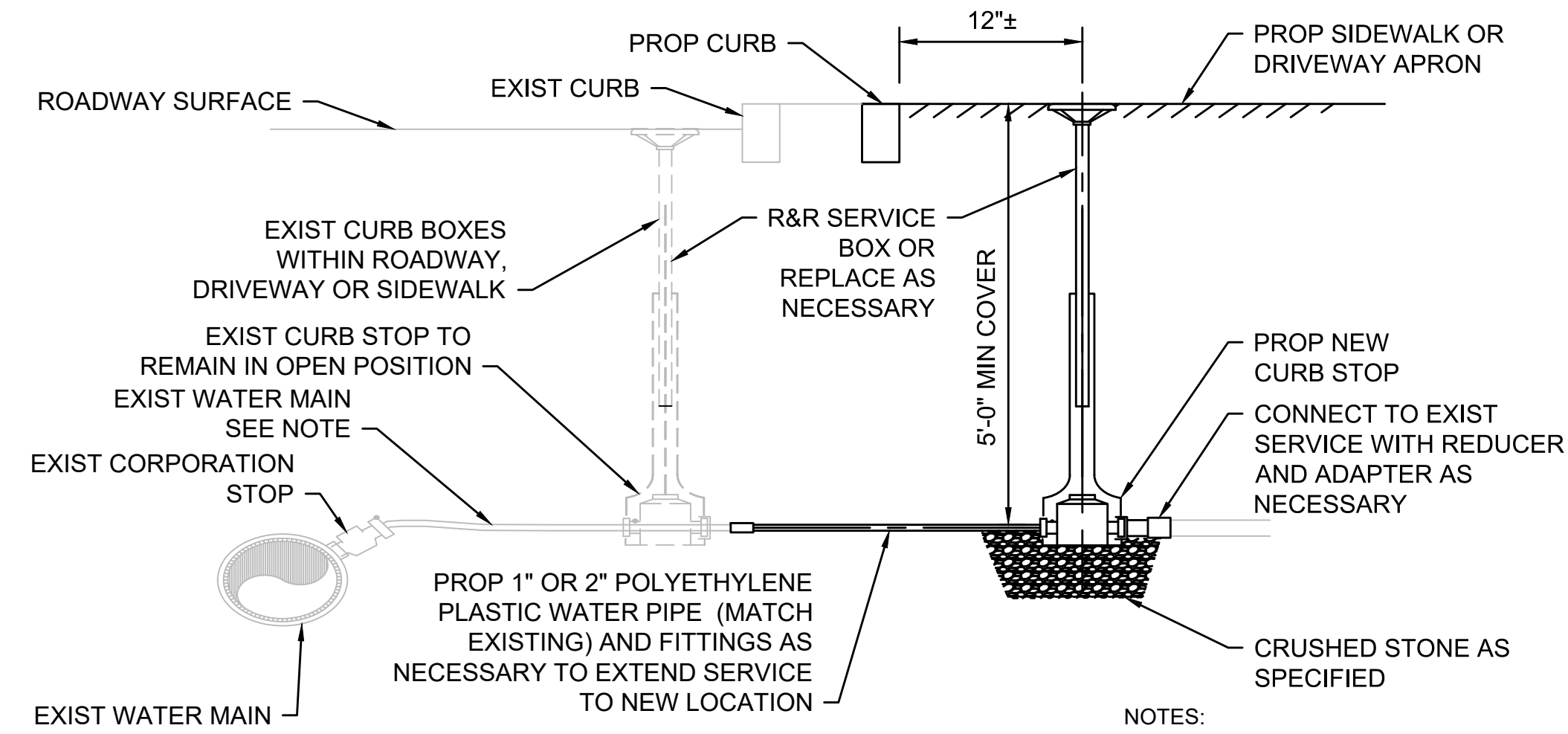
- REFER TO SPECIAL PROVISIONS AND STANDARD SPECIFICATIONS FOR MATERIAL REQUIREMENTS



**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	85	133
PROJECT FILE NO.		607397	

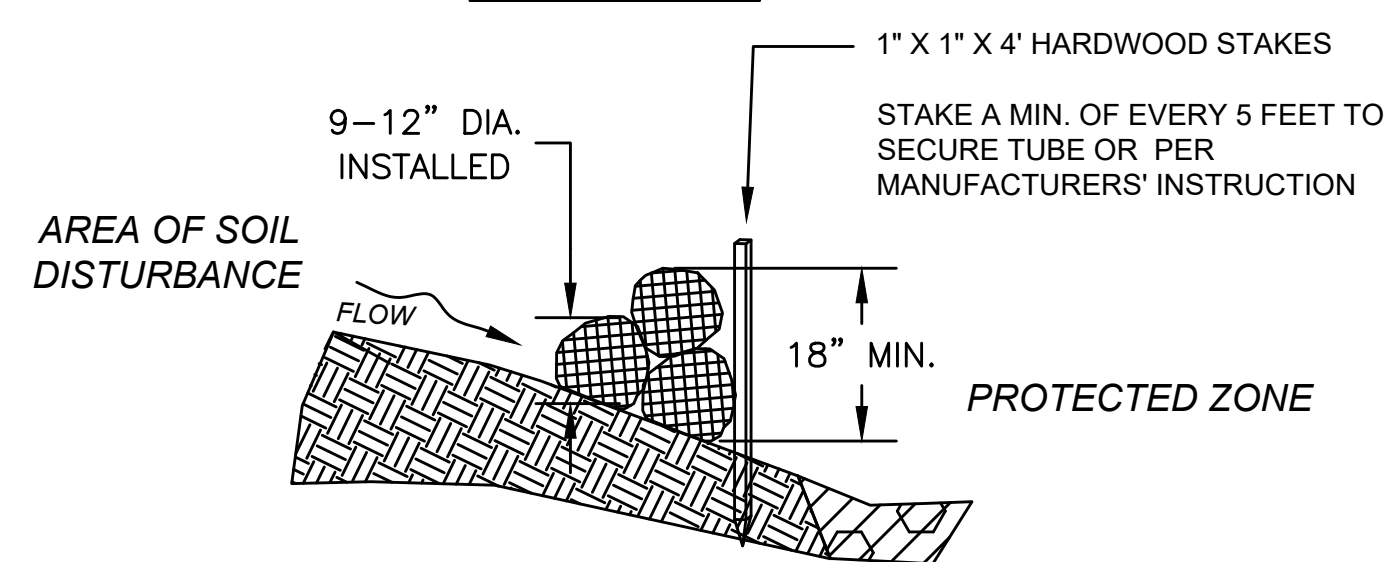
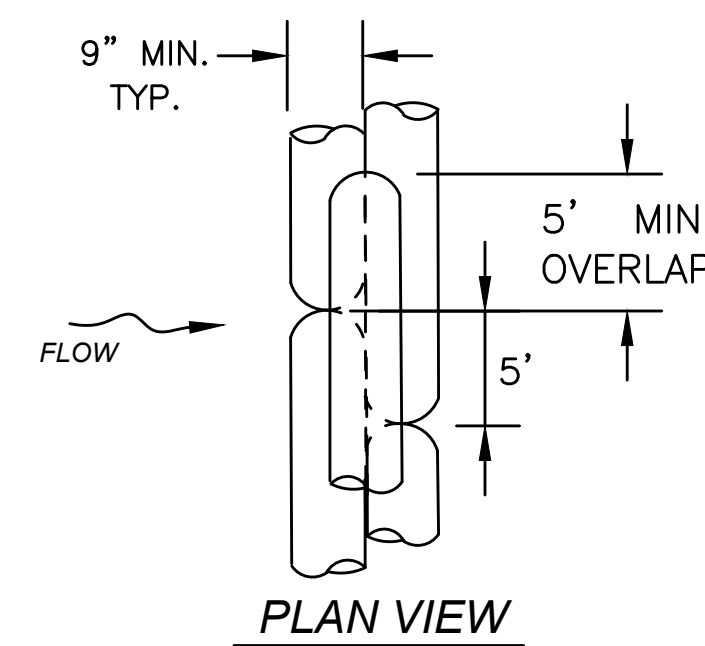
**CONSTRUCTION DETAILS  
PART 2 OF 6**



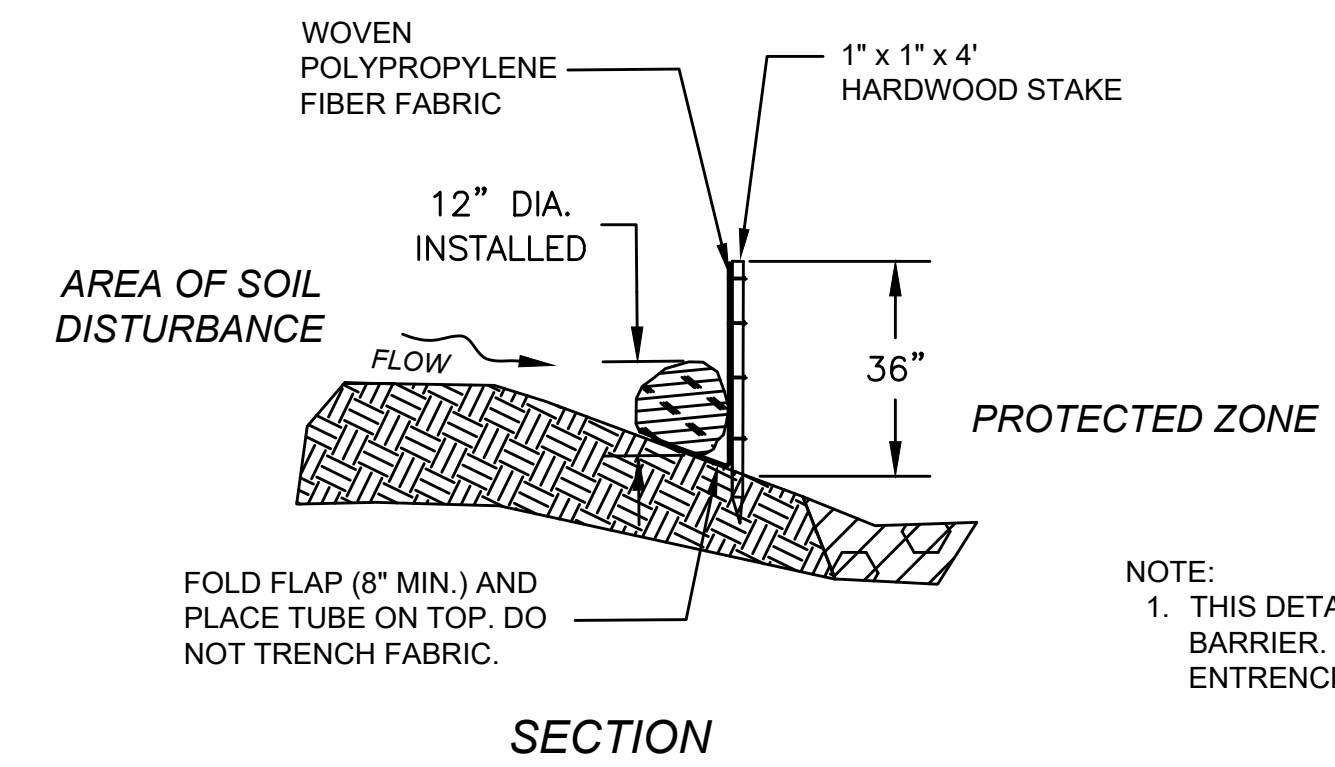
**CURB STOP RELOCATION DETAIL**  
NOT TO SCALE

- NOTES:  
1. CURB TYPE VARIES. SEE PLANS.  
2. IF THE EXISTING WATER SERVICE LINE IS NOT PLASTIC, CONTRACTOR SHALL INFORM THE TOWN OF WELLFLEET. NO CONNECTION SHALL BE MADE UNTIL THE TOWN OF WELLFLEET DETERMINES IF THE EXISTING LINE IS SUITABLE TO BE EXTENDED OR MUST BE REPLACED TO THE MAIN.

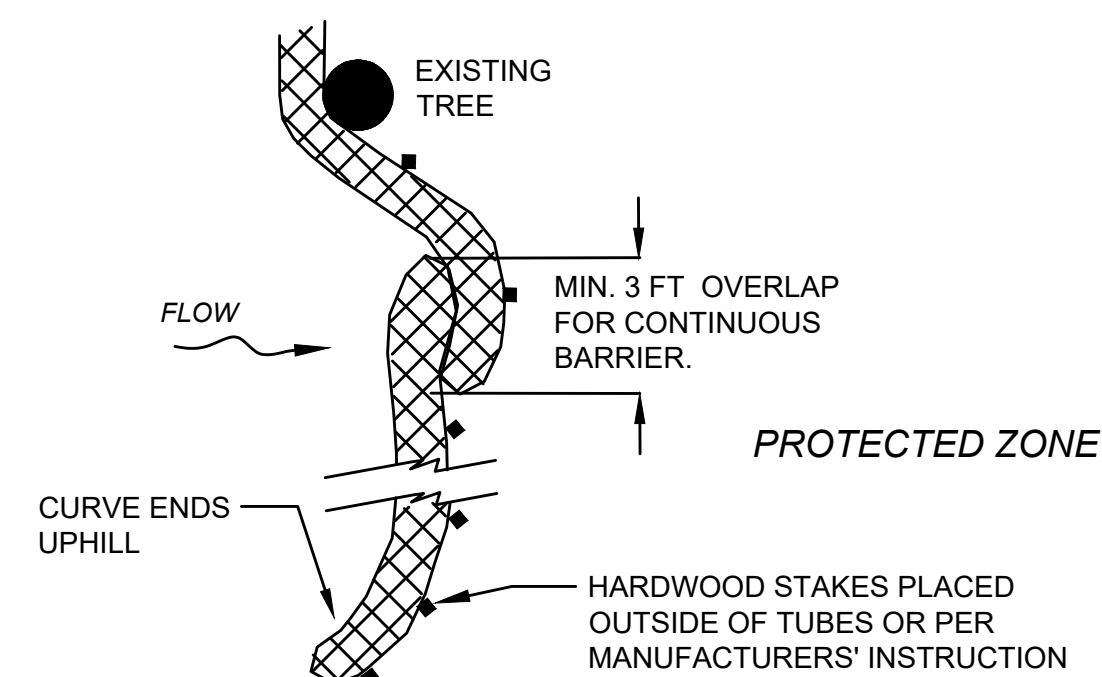
WHERE SPECIFIED ON CONSTRUCTION PLANS OR AS REQUIRED



**COMPOST FILTER TUBES STACKED**  
NOT TO SCALE

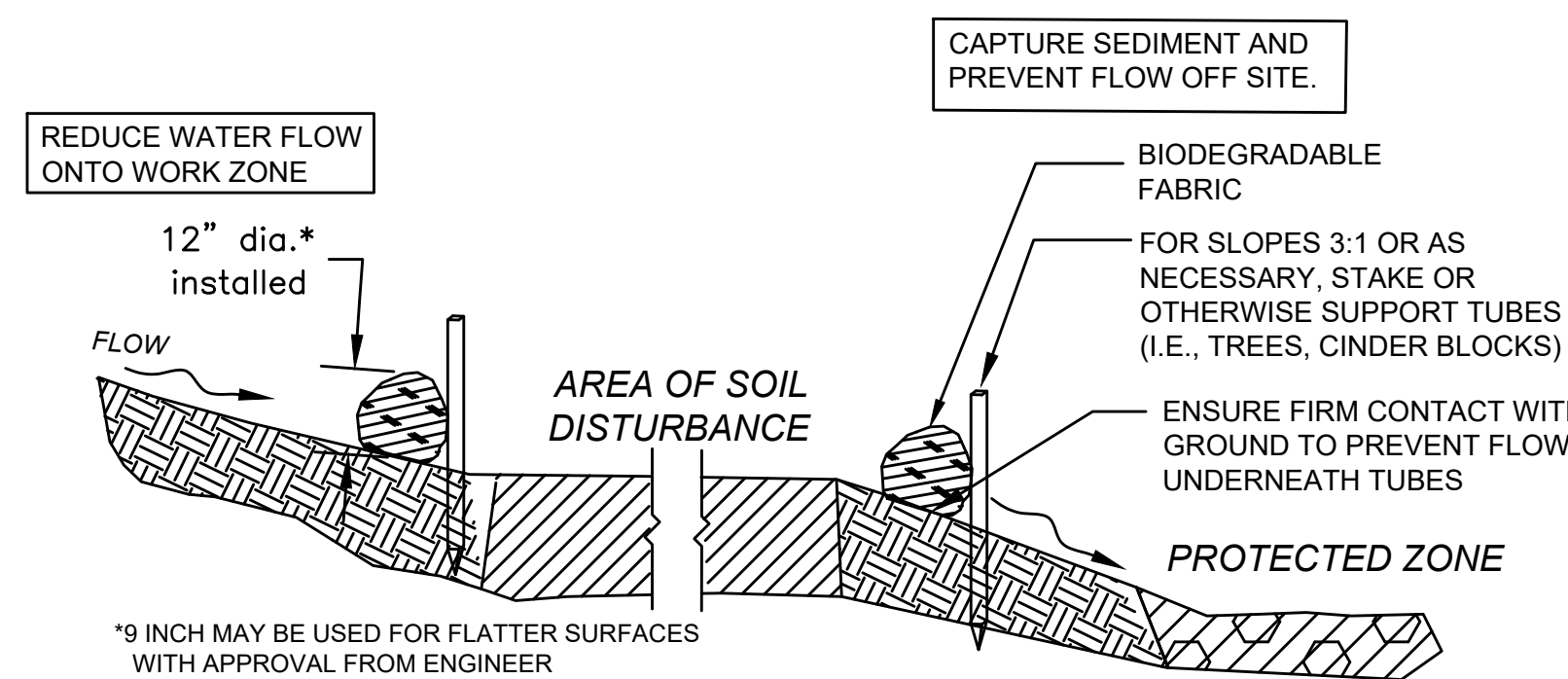


**COMPOST FILTER TUBE & SILT FENCE**  
NOT TO SCALE

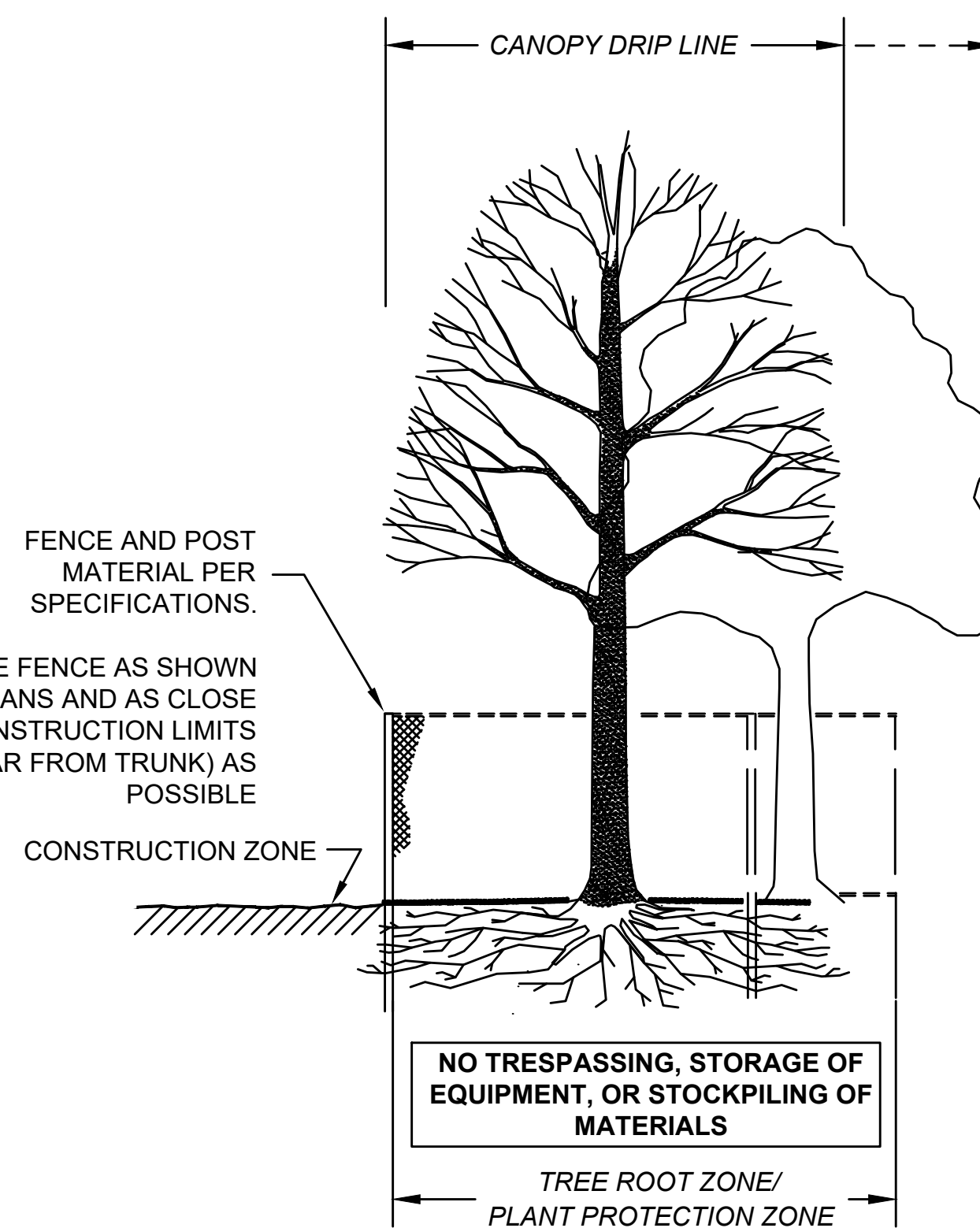


PLACE TUBE AS CLOSE TO LIMIT OF SOIL DISTURBANCE AS POSSIBLE, ALONG CONTOURS, AND PERPENDICULAR TO FLOW.  
ADJUST LOCATION AS REQUIRED FOR OPTIMUM EFFECTIVENESS. DO NOT INSTALL IN WATERWAYS.

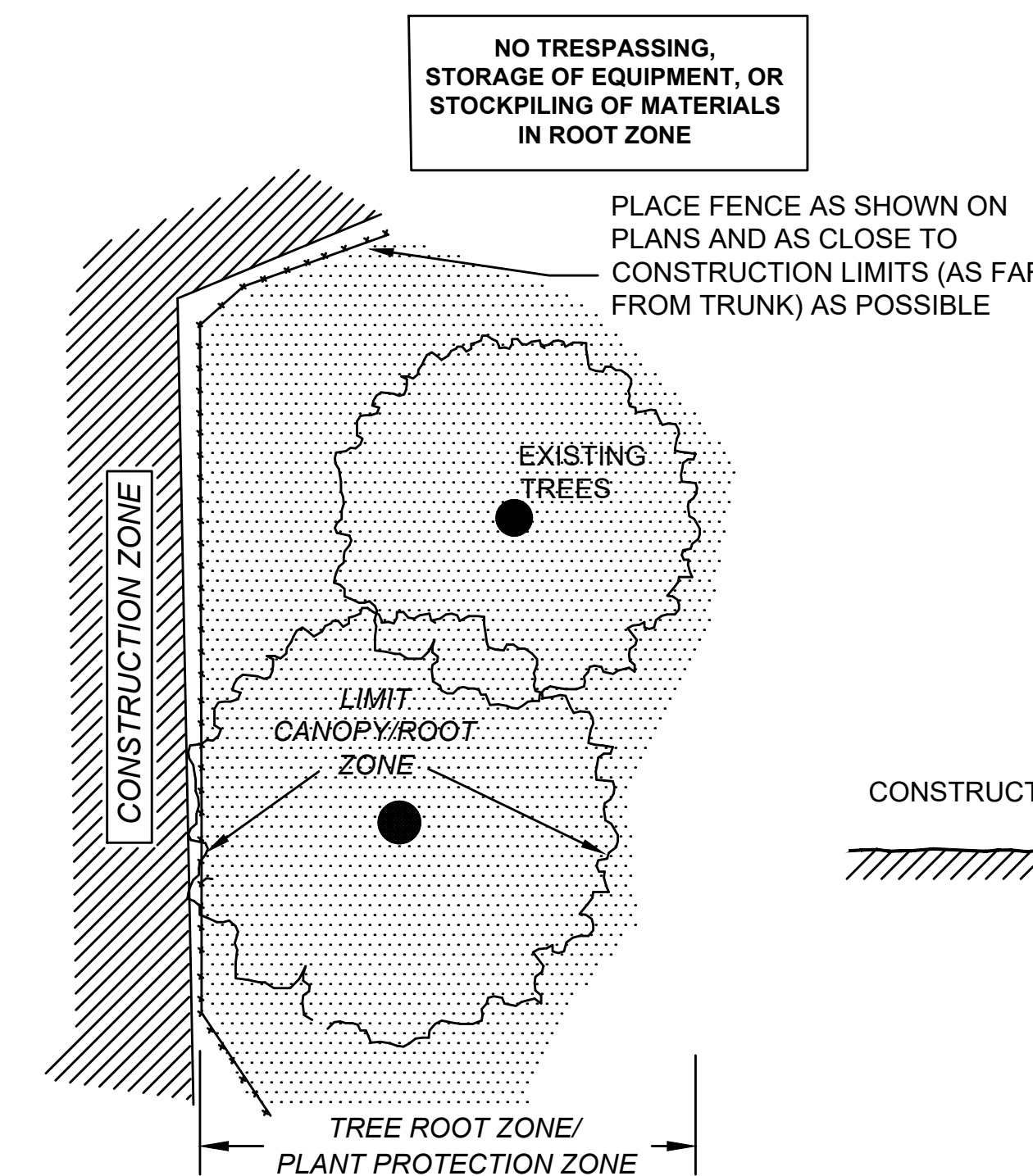
**PLAN VIEW**



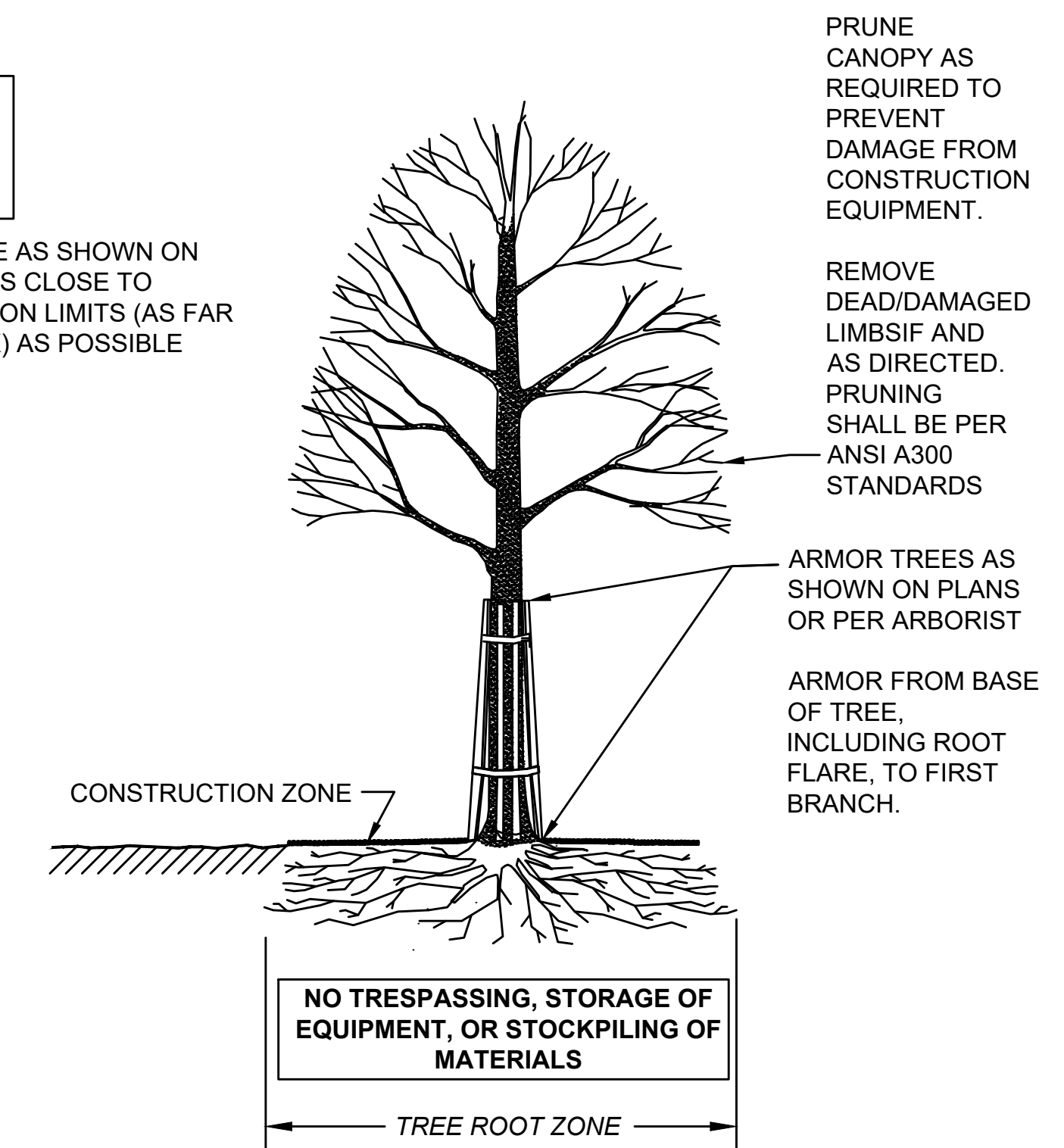
**SEDIMENT BARRIER - COMPOST FILTER TUBE**  
NOT TO SCALE



**SECTION - FENCE PROTECTION OF ROOT ZONE**



**PLAN VIEW - FENCE PROTECTION OF ROOT ZONE**



**SECTION - TRUNK ARMORING & PRUNING**

**TREE PROTECTION ROOT ZONE**

NOT TO SCALE

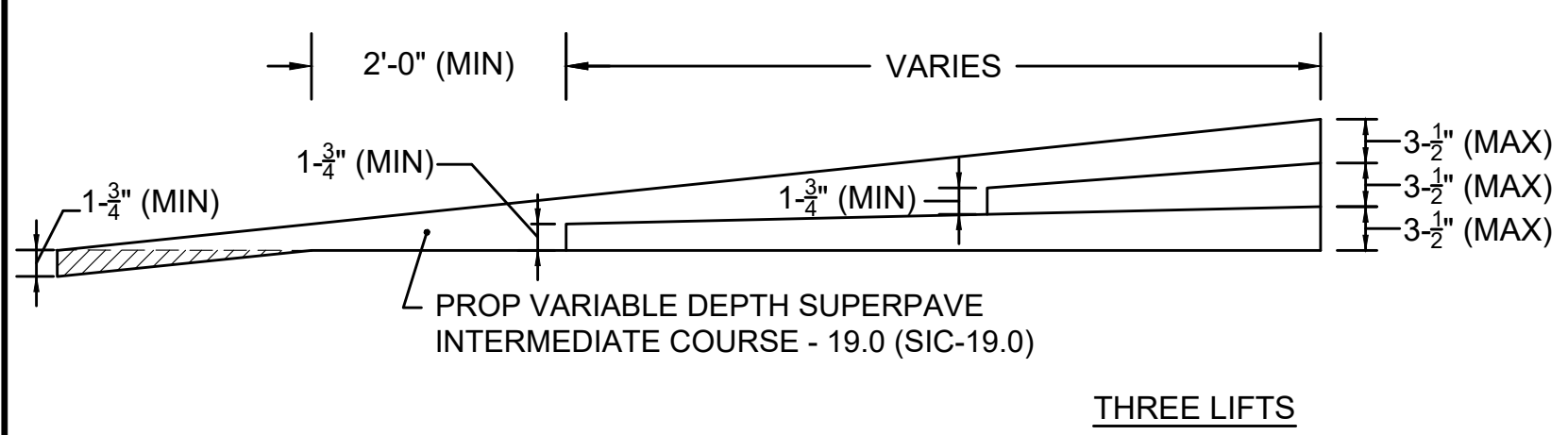
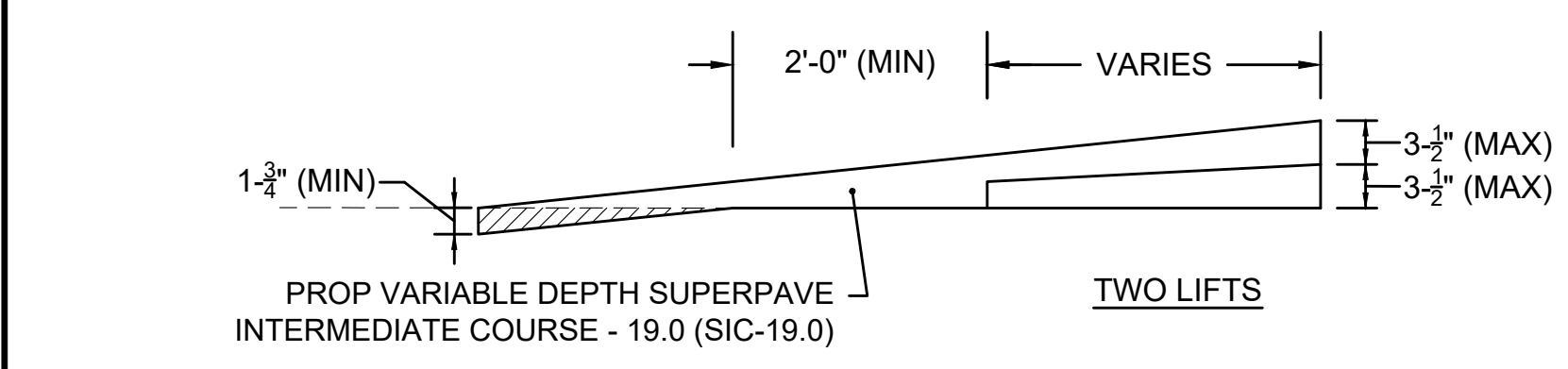
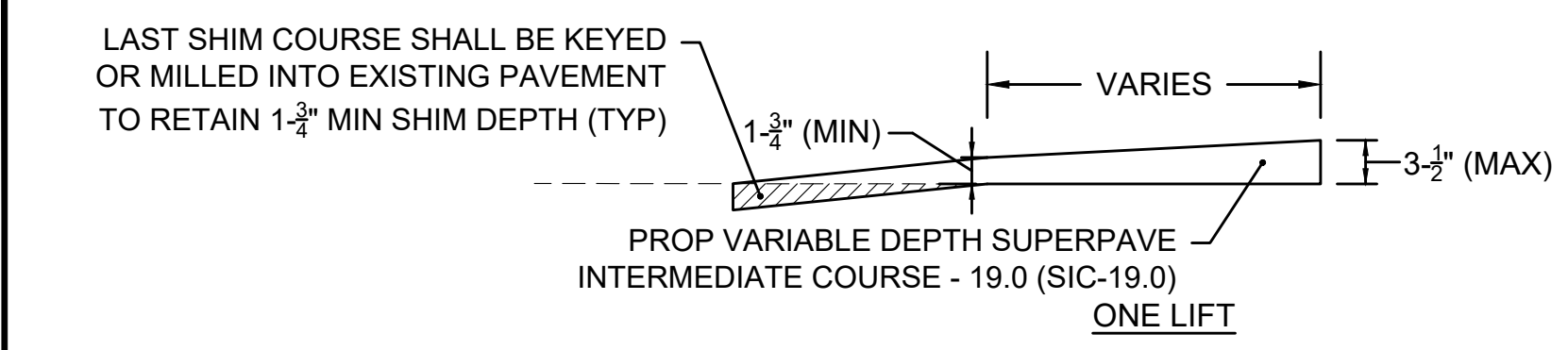
**TREE PROTECTION TRUNK**



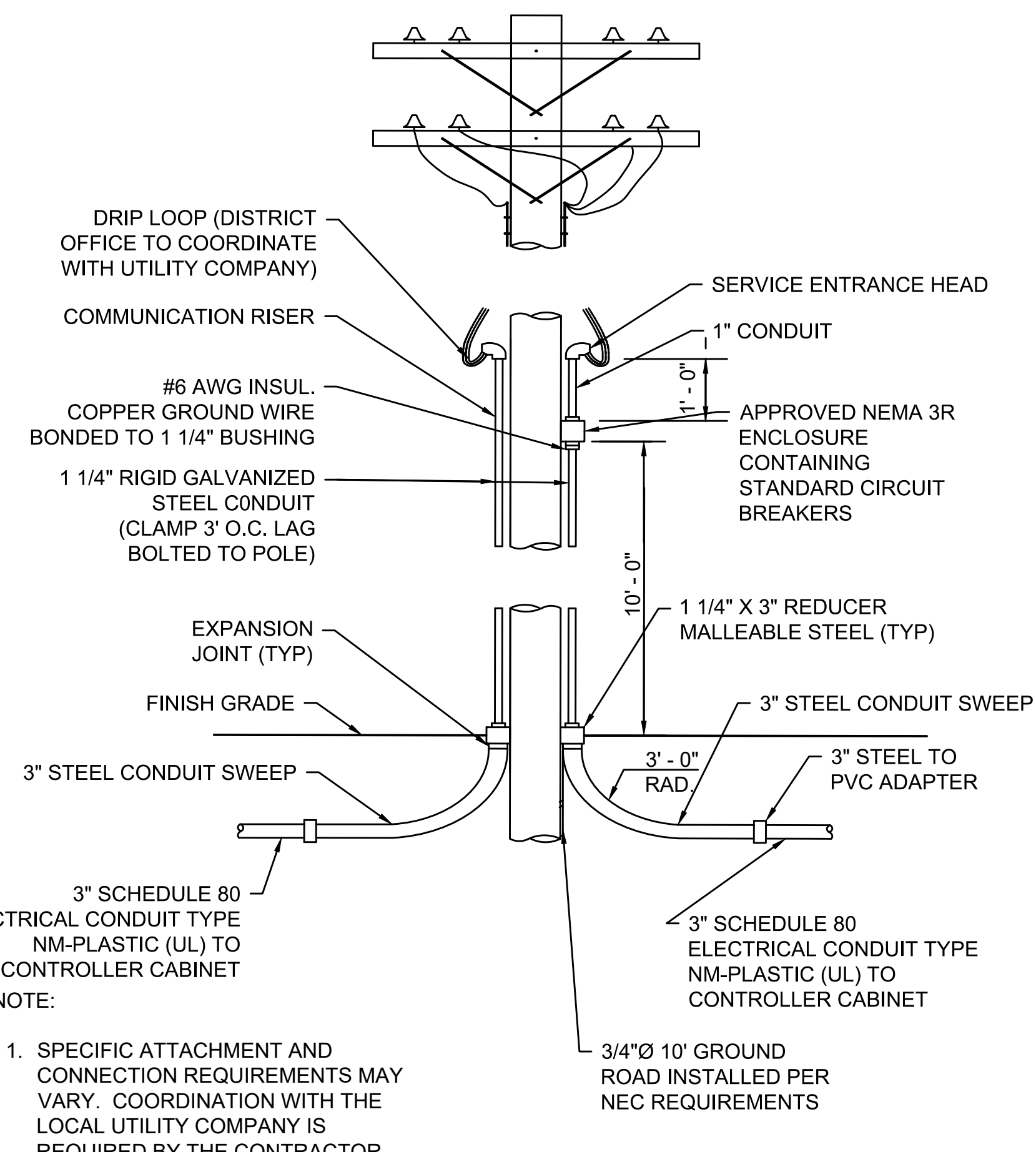
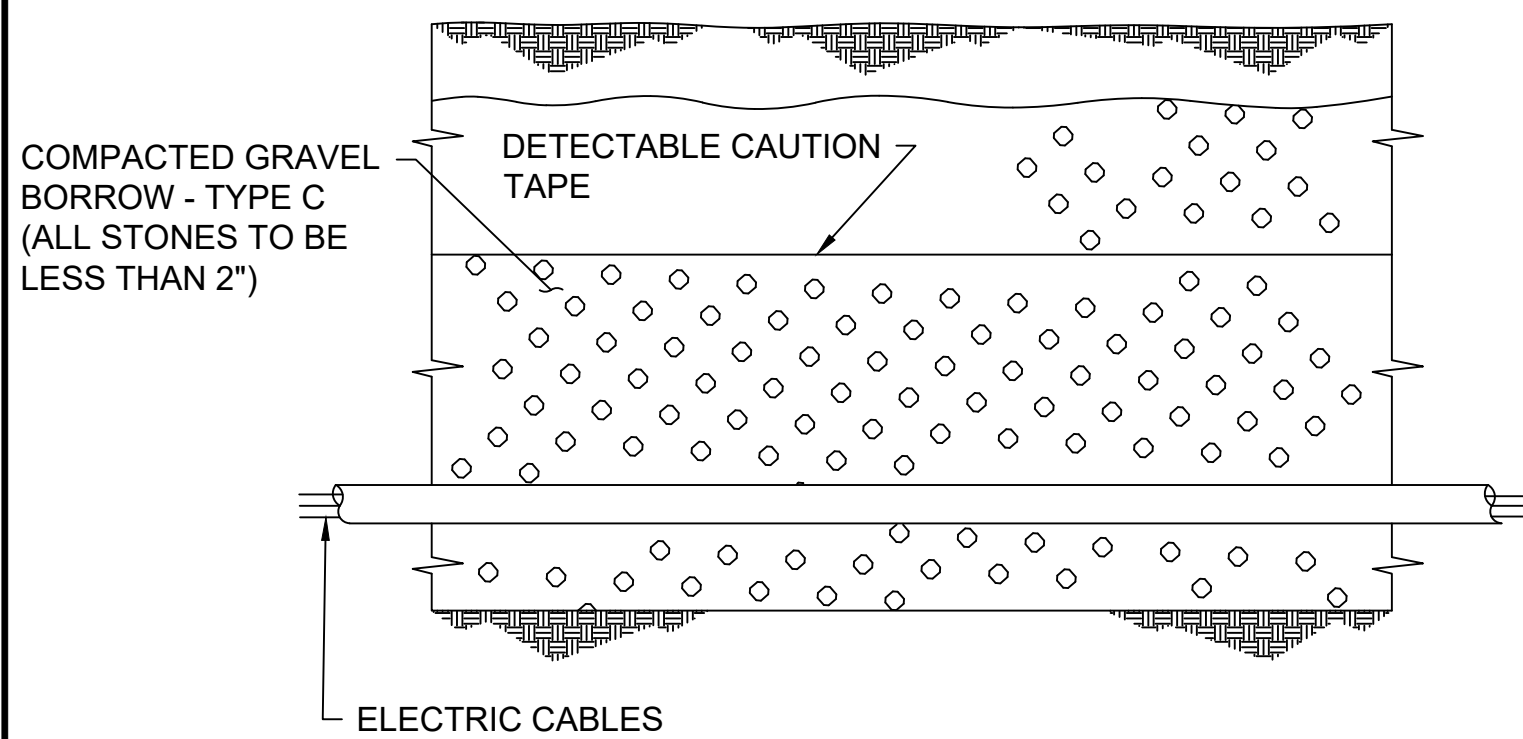
**WELLFLEET**  
**ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	86	133
PROJECT FILE NO.		607397	

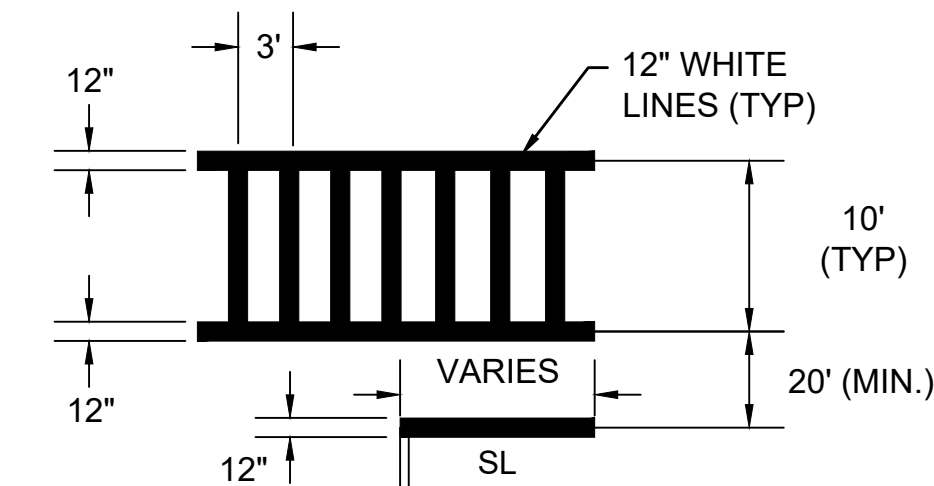
**CONSTRUCTION DETAILS**  
**PART 3 OF 6**



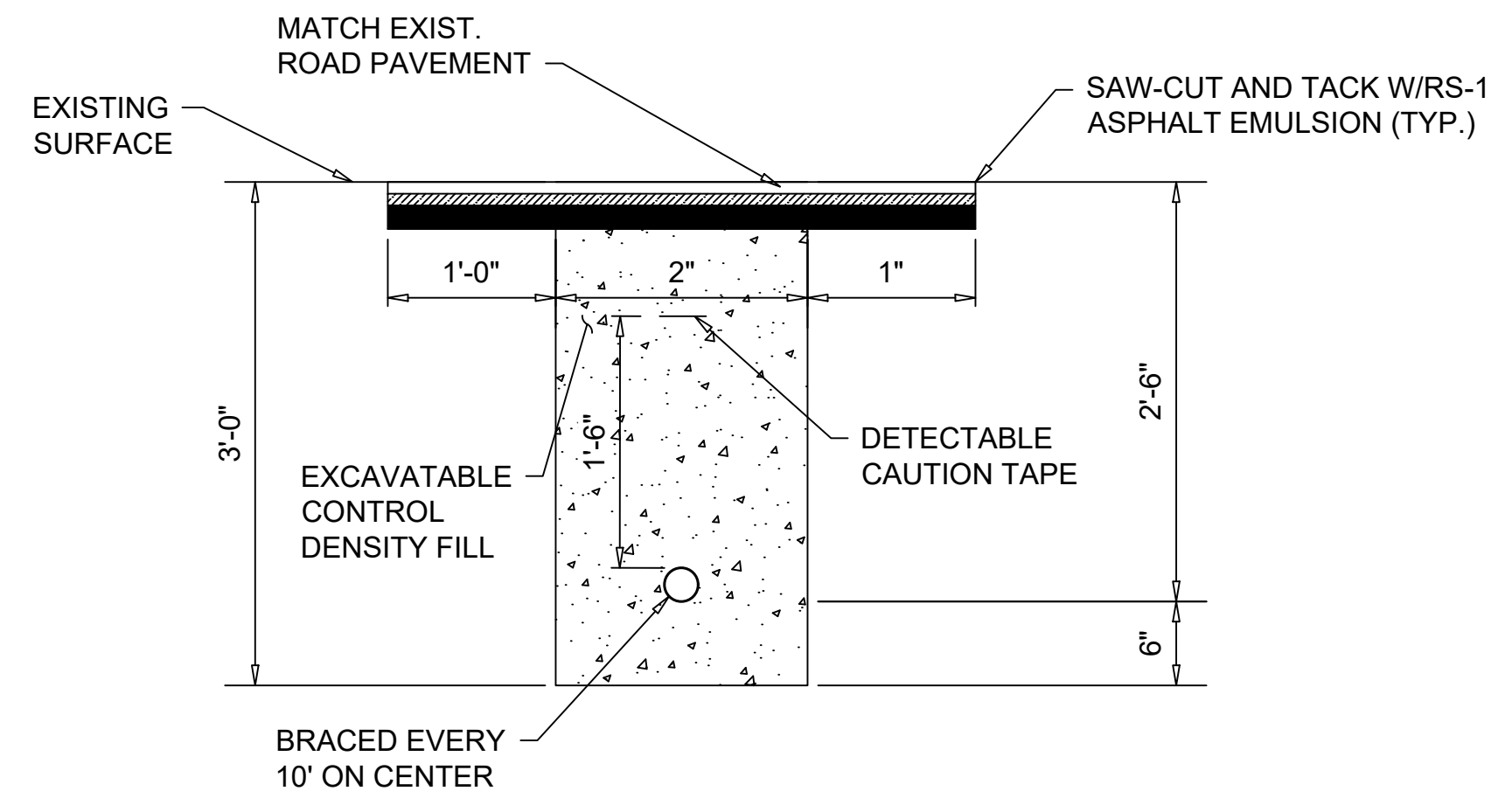
**HMA SHIM COURSE(S)**  
NOT TO SCALE



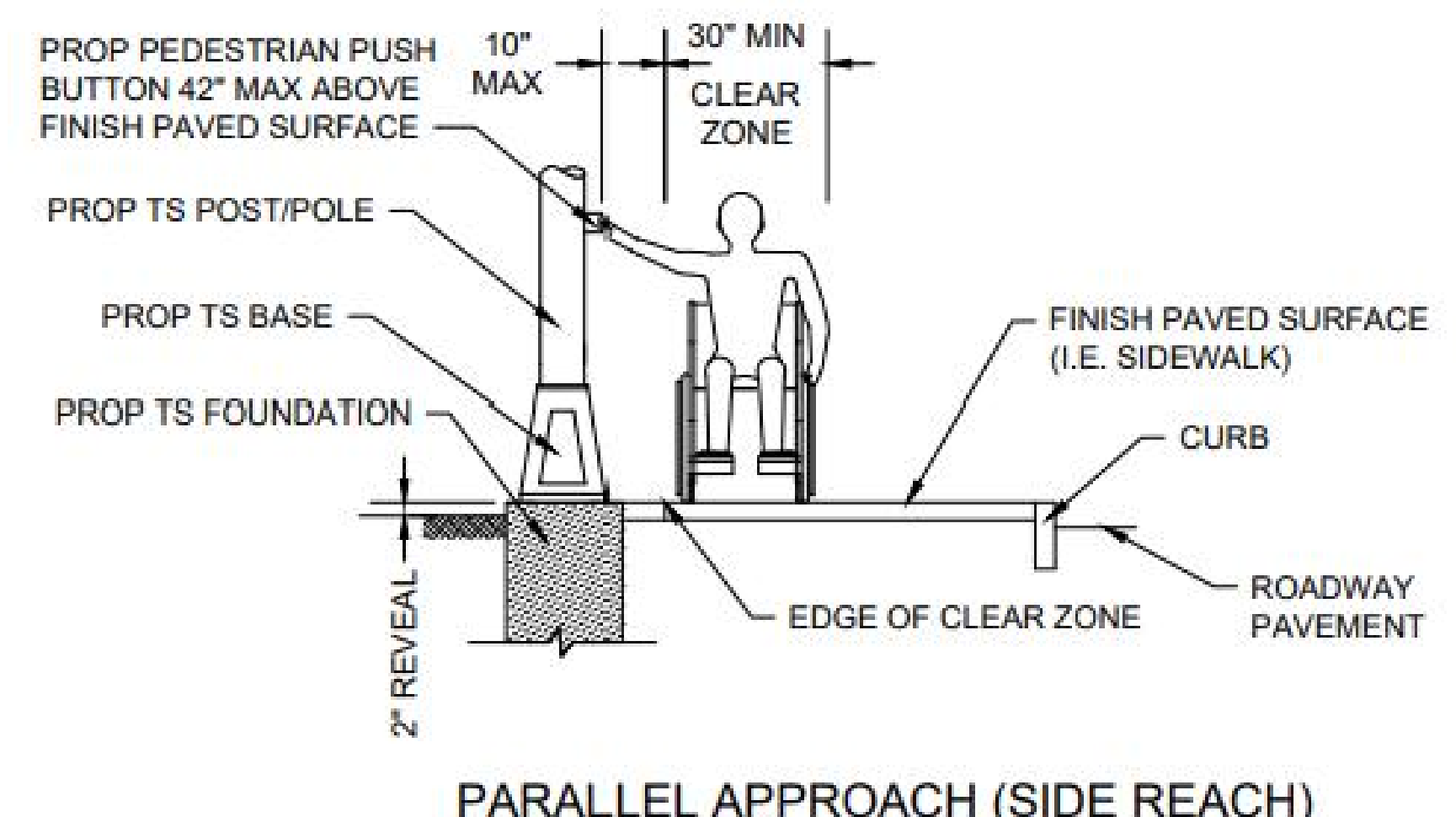
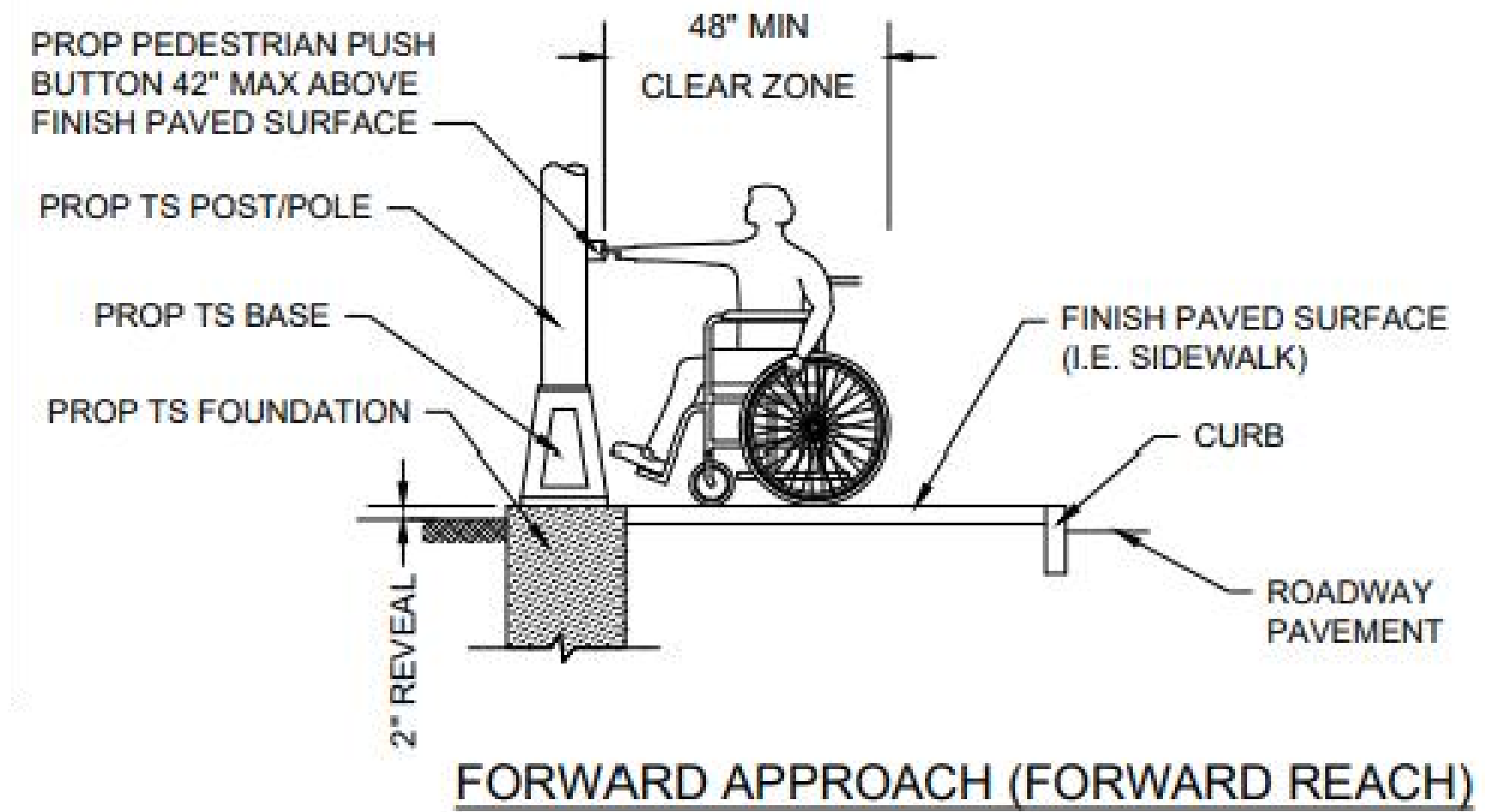
**TRAFFIC SIGNAL SERVICE CONNECTION - OVERHEAD**  
NOT TO SCALE



**PEDESTRIAN HYBRID BEACON CROSSWALK AND STOP LINE DETAIL**  
NOT TO SCALE

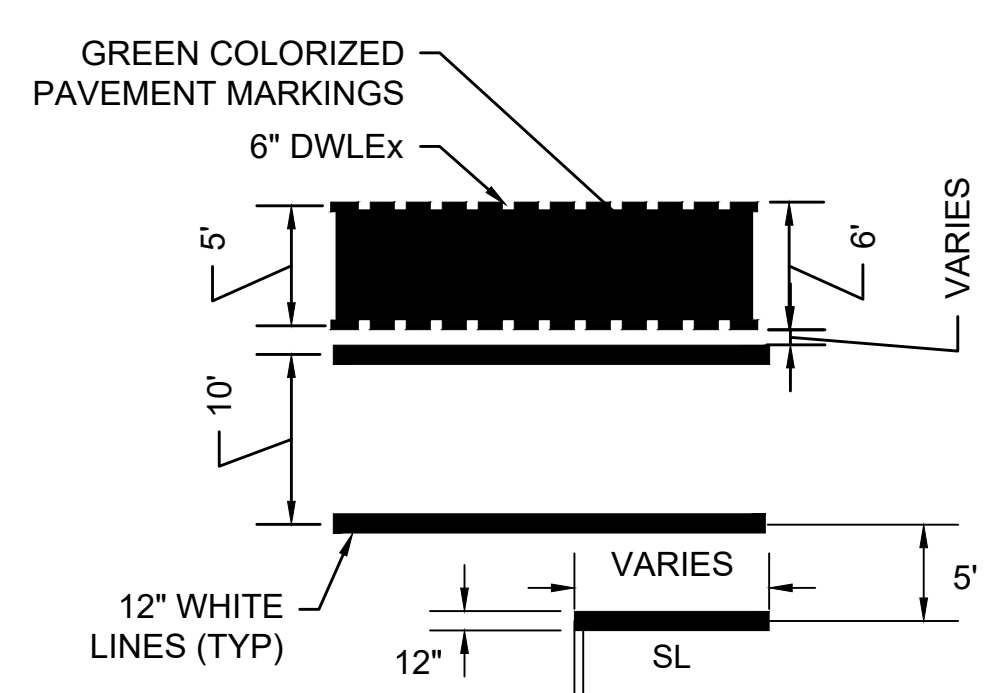


**TRAFFIC SIGNAL CONDUIT CROSSING ROADWAY**  
NOT TO SCALE

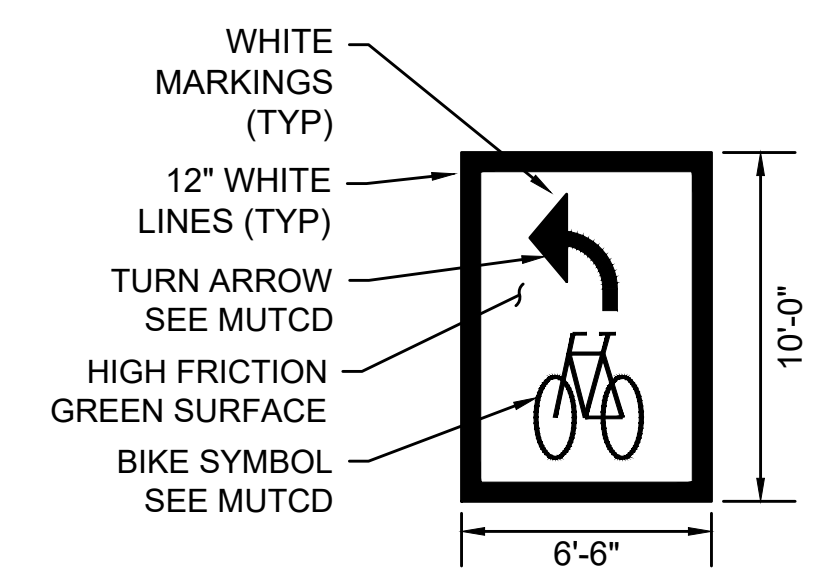


**PARALLEL APPROACH (SIDE REACH)**

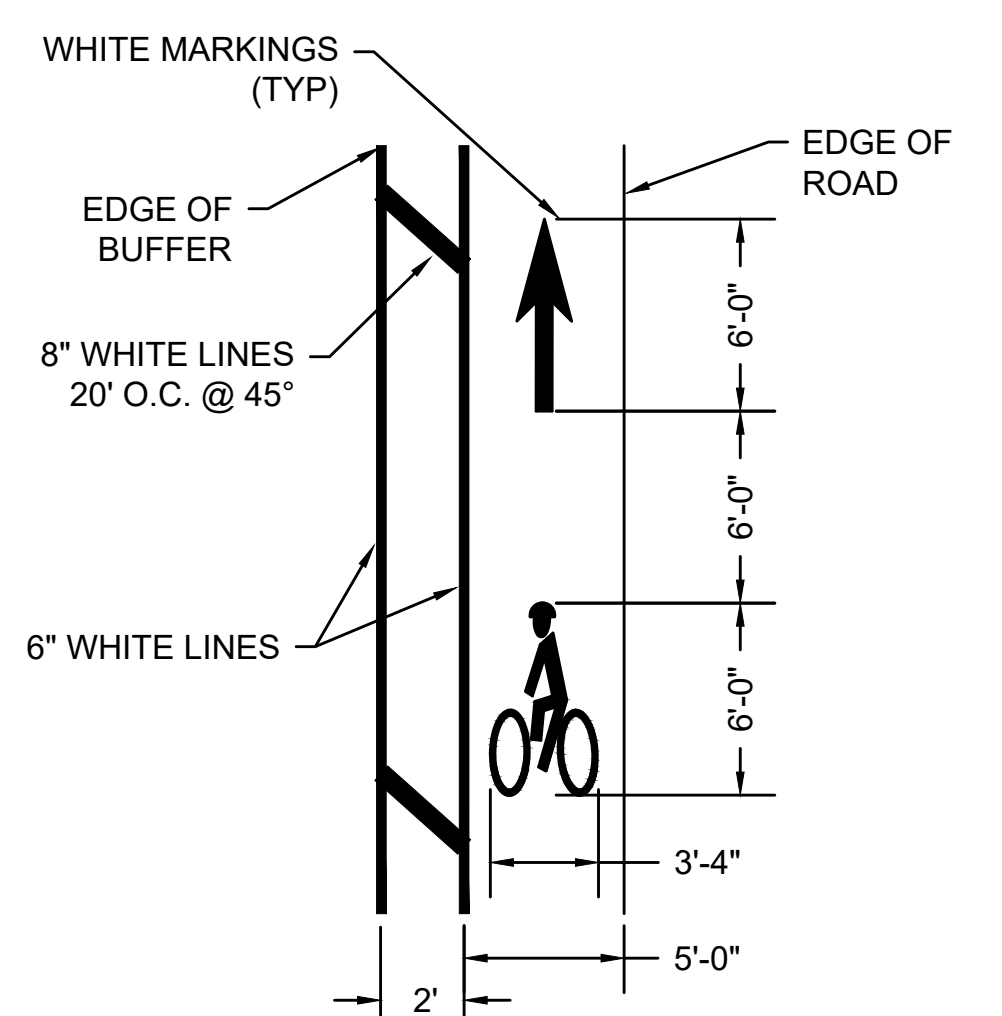
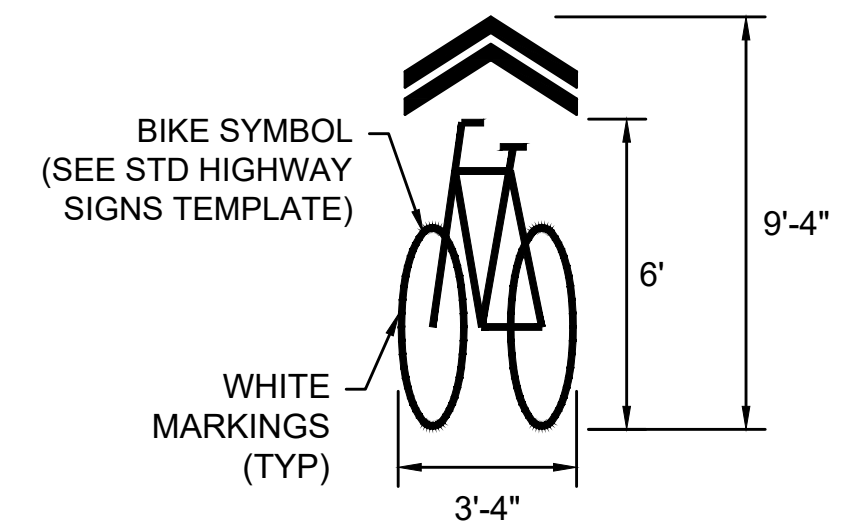
**PEDESTRIAN PUSHBUTTON CLEAR ZONE**  
NOT TO SCALE



**CROSSWALK AND BIKE LANE CROSSING DETAIL**  
NOT TO SCALE



**TWO-STAGE TURN BIKE BOX**  
NOT TO SCALE  
SEE PLANS FOR DIMENSIONS OF MAIN STREET BIKE BOX

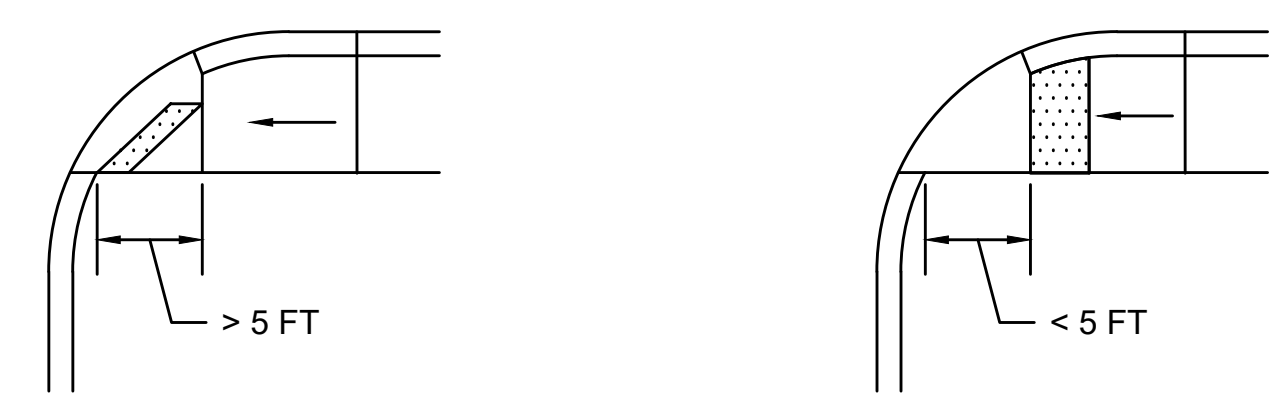


**BIKE LANE MARKINGS**  
NOT TO SCALE

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	87	133
PROJECT FILE NO.		607397	

PCR #	ASSET ID	TYPE	RAMP REFERENCE POINT			WIDTH OF RAMP (W)	RAMP LENGTH (W1)	WIDTH OF SIDEWALK	ROADWAY GUTTER SLOPE (+/-)	TRANSITION LENGTH	
			BASELINE	STATION	OFFSET					LEFT SIDE	RIGHT SIDE
1	PED-85108	A	ROUTE 6	14+25.00 LT	18.00'	6.50'	5.00'	5.00'	-1.67%	9.00'	6.50'
2	PED-85109	A	ROUTE 6	14+25.00 RT	18.38'	6.50'	5.00'	6.50'	1.67%	6.50'	9.00'
3	PED-85110	B	ROUTE 6	24+60.42 LT	32.31'	5.00'	6.50'	5.00'	1.28%	6.50'	-
4	PED-85111	B	ROUTE 6	25+36.49 LT	33.10'	5.00'	9.00'	5.00'	1.12%	-	9.00'
5	PED-85112	B	ROUTE 6	25+17.51 RT	23.00'	6.50'	6.50'	6.50'	-1.14%	-	6.50'
6	PED-85113	B	ROUTE 6	25+93.27 RT	23.00'	6.50'	7.67'	6.50'	-0.76%	7.67'	-
7	PED-85114	A	ROUTE 6	30+89.25 LT	33.95'	5.93'	6.00'	5.00'	-3.27%	15.00'	6.50'
8	PED-85115	A	ROUTE 6	30+89.25 RT	18.00'	6.50'	5.00'	6.50'	1.49%	6.50'	9.00'
9	PED-85116	B	MAIN STREET	100+36.54 LT	38.36'	5.00'	6.00'	5.00'	-4.62%	-	-
10	PED-85117	C	MAIN STREET	100+66.22 RT	35.94'	5.88'	6.00'	6.00'	2.85%	6.50'	11.00'
11	PED-85118	D	ROUTE 6	32+21.20 LT	29.00'	6.00'	6.00'	6.00'	-1.70%	9.00'	-
12	PED-85119	A	ROUTE 6	32+20.74 RT	18.00'	6.50'	5.00'	6.50'	1.70%	6.50'	9.00'

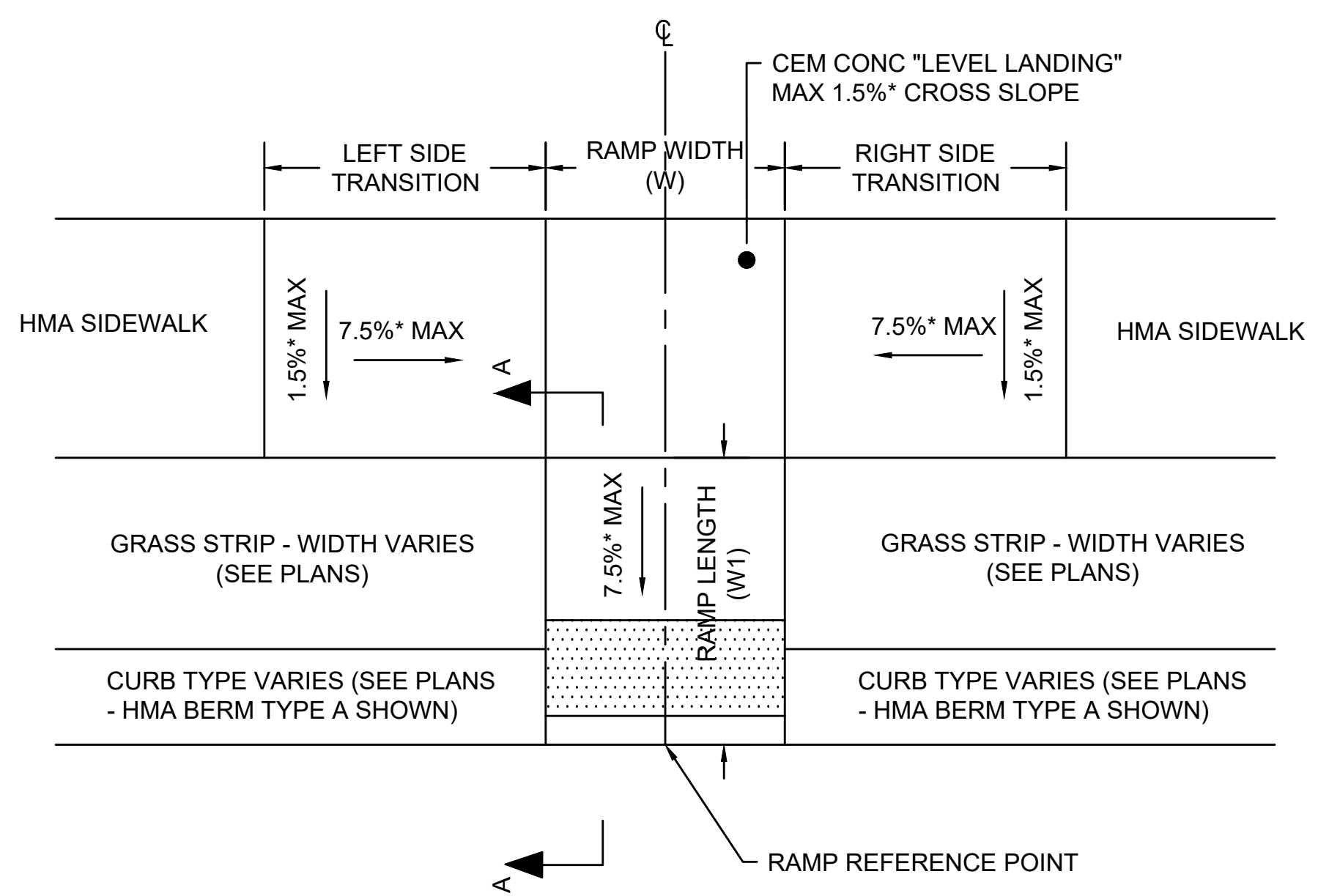
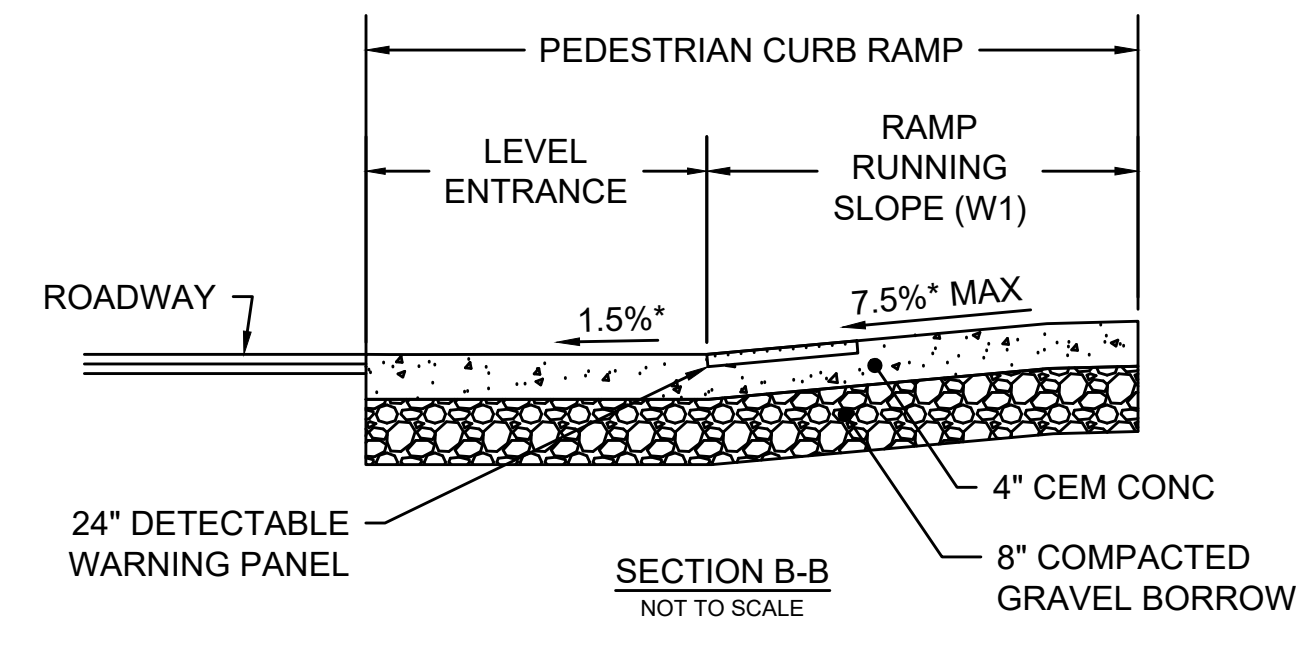
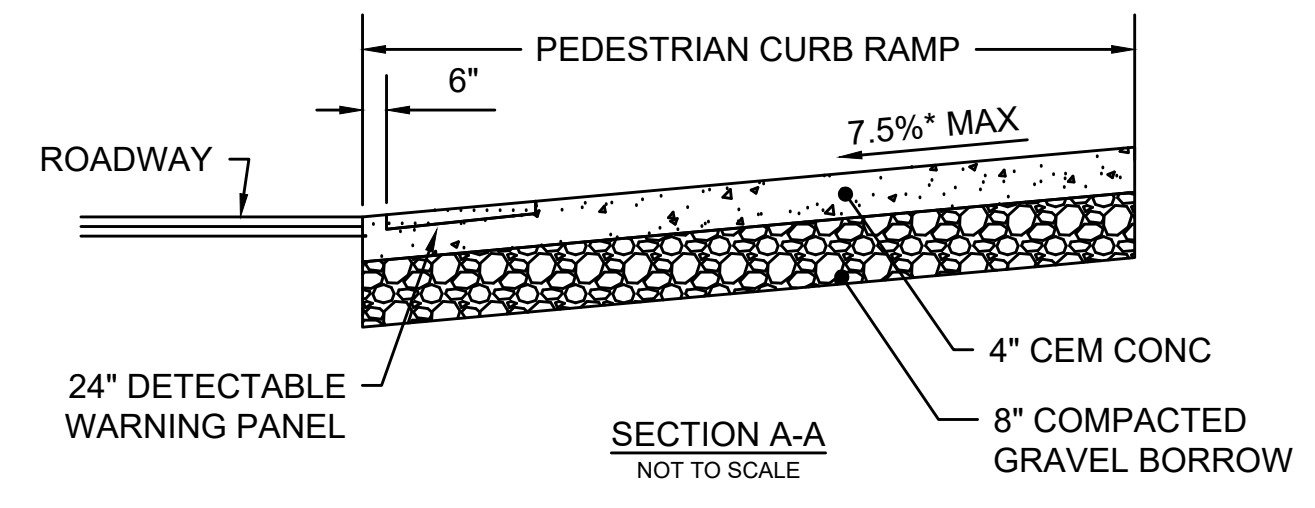
NOTE: SEE SHEET 27 FOR DETAIL OF PEDESTRIAN CURB RAMP 7 AND 9.



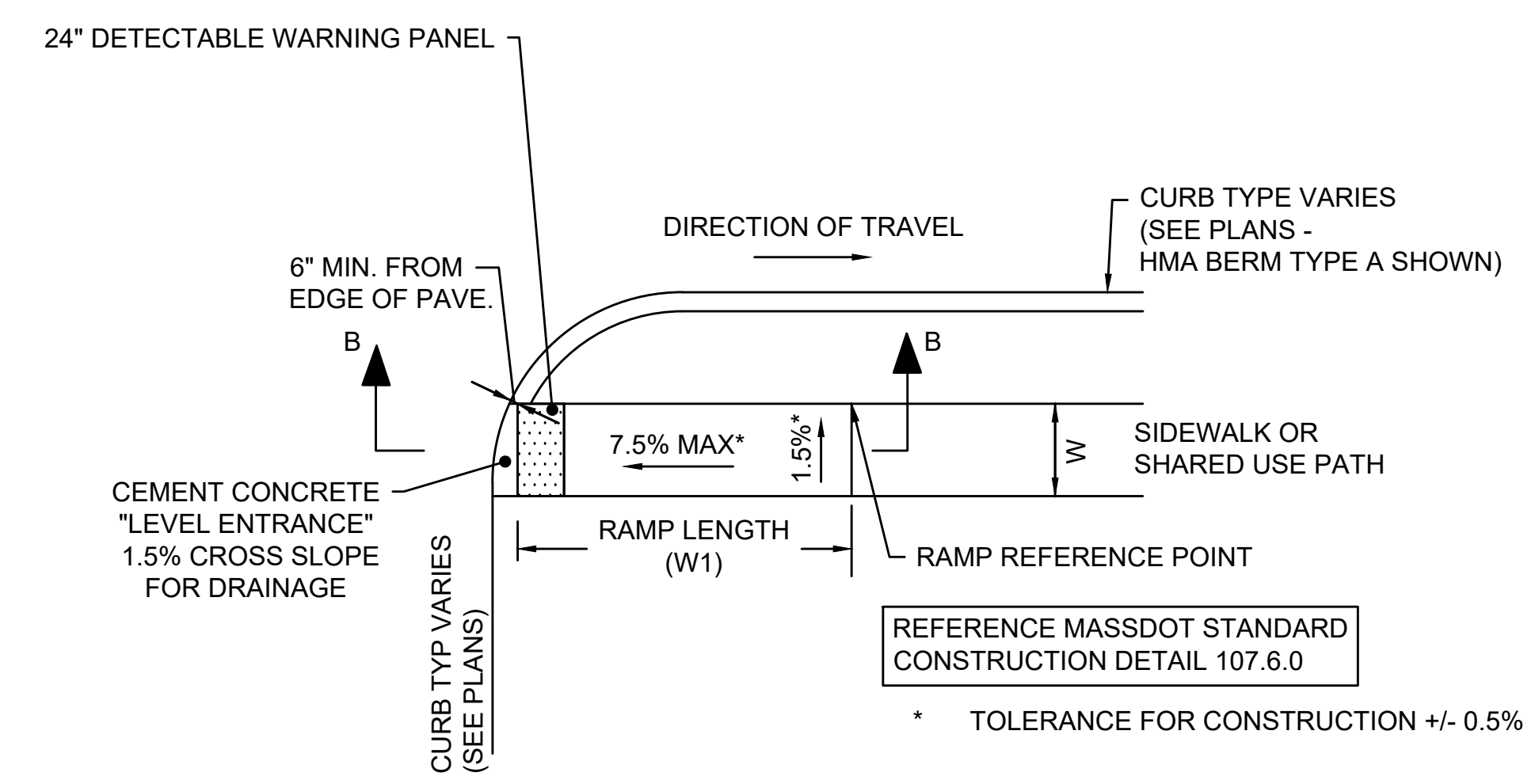
PLACE DETECTABLE WARNING PANEL ON BOTTOM LANDING IF LANDING IS MORE THAN 5 FEET DEEP AT ANY POINT.

PLACE DETECTABLE WARNING PANEL AT GRADE BREAK IF LEVEL LANDING IS LESS THAN 5 FEET DEEP.

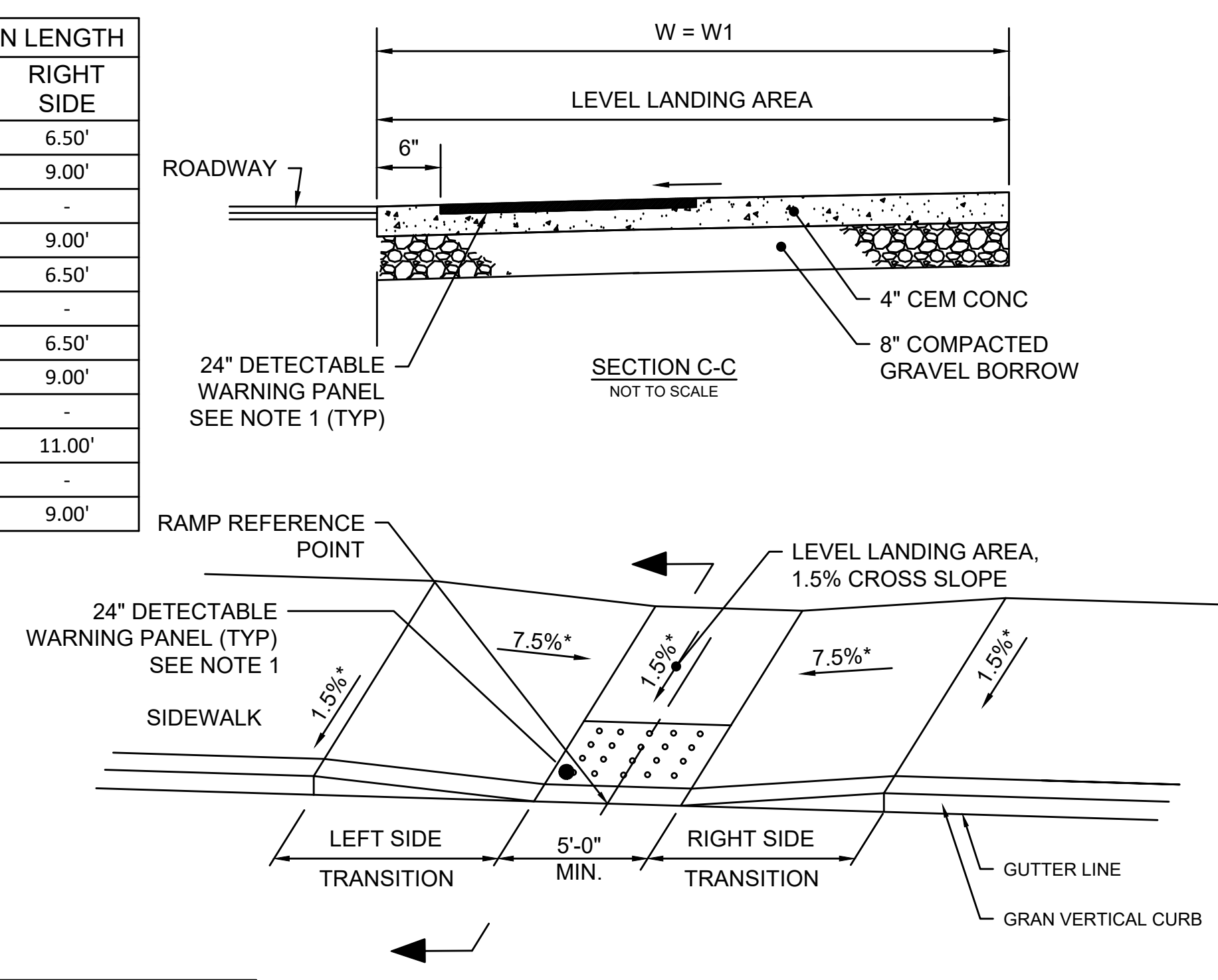
DETECTABLE WARNING PANELS  
NOT TO SCALE



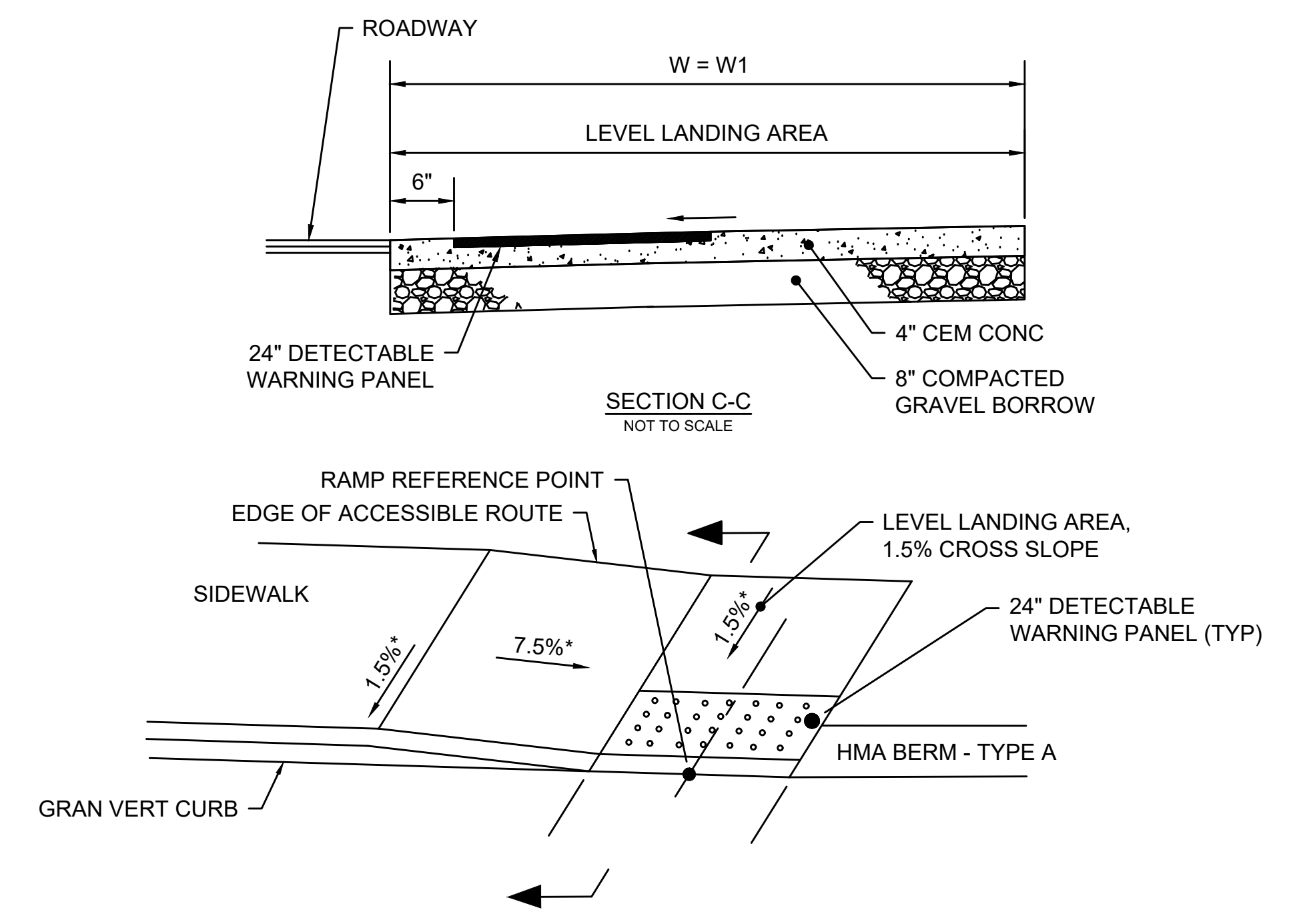
PEDESTRIAN CURB RAMP TYPE A  
NOT TO SCALE



PEDESTRIAN CURB RAMP TYPE B  
NOT TO SCALE



PEDESTRIAN CURB RAMP TYPE C  
NOT TO SCALE



PEDESTRIAN CURB RAMP TYPE D  
NOT TO SCALE

NOTES:

1. DETECTABLE WARNING PANELS ARE REQUIRED ON ALL PROPOSED PEDESTRIAN CURB RAMPS AND SHALL BE INSTALLED IN ACCORDANCE WITH MASSDOT STD. DWG. E 107.6.5 DATED OCTOBER 2017 (OR MOST CURRENT).
2. UTILITY POLES, LIGHT POLE FOUNDATIONS, MAIL BOXES, 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 36" IN WIDTH.
3. ADA/MA AAB REQUIREMENTS SHALL BE FOLLOWED.
4. HMA BERM TYPE A SHALL TRANSITION TO BE FLUSH WITH PEDESTRIAN CURB RAMPS, SEE DETAIL SHEET 84.

\* TOLERANCE FOR CONSTRUCTION +/- 0.5%

REFERENCE MASSDOT STANDARD  
CONSTRUCTION DETAIL 107.2.1

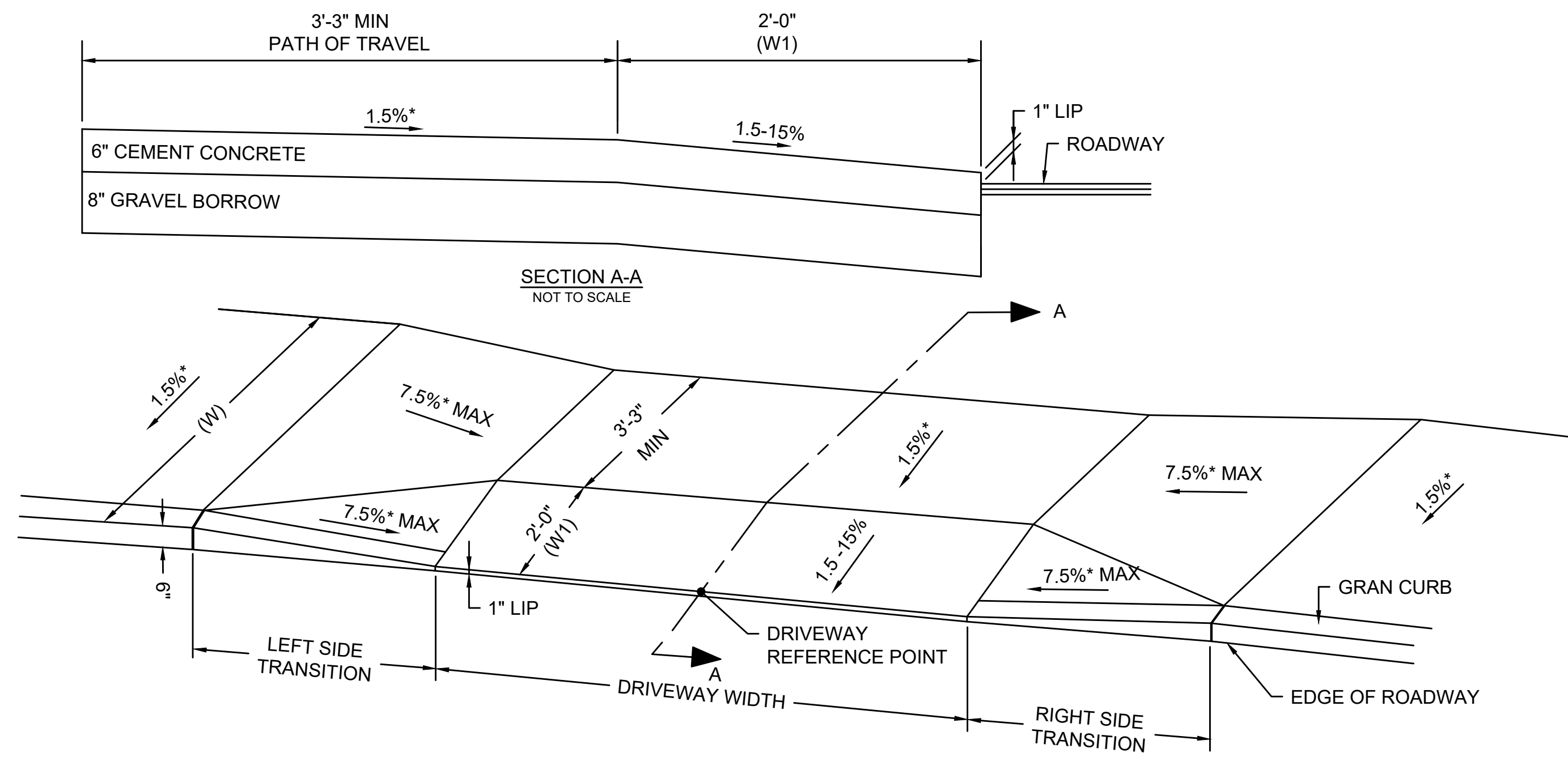
REFERENCE MASSDOT STANDARD  
CONSTRUCTION DETAIL 107.6.0

\* TOLERANCE FOR CONSTRUCTION +/- 0.5%

**WELLFLEET  
ROUTE 6 / MAIN STREET**

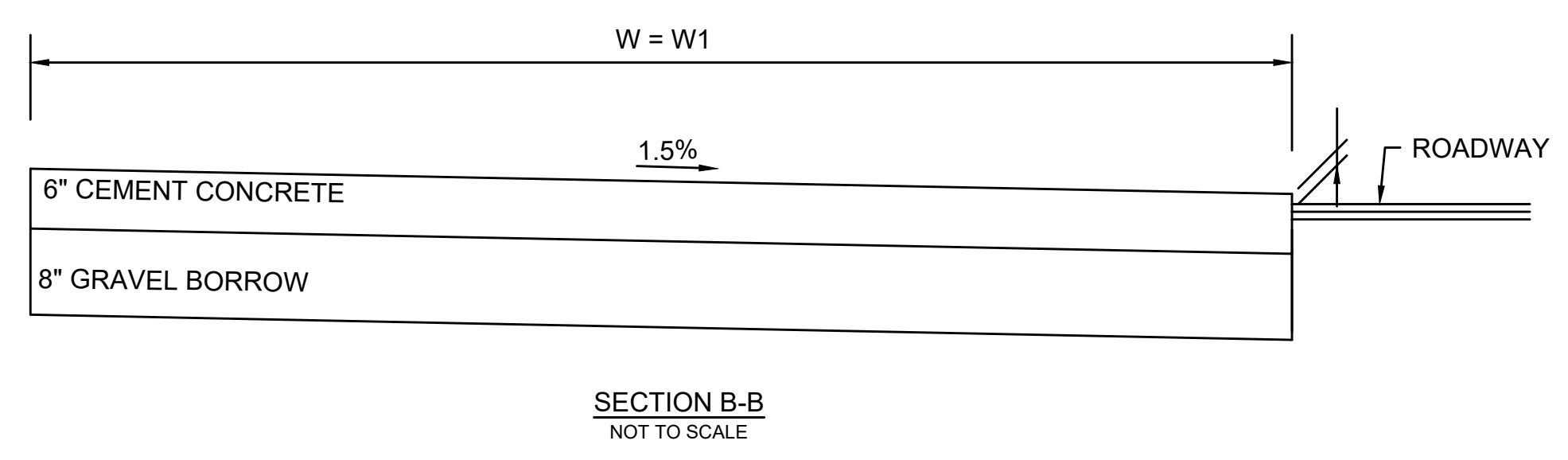
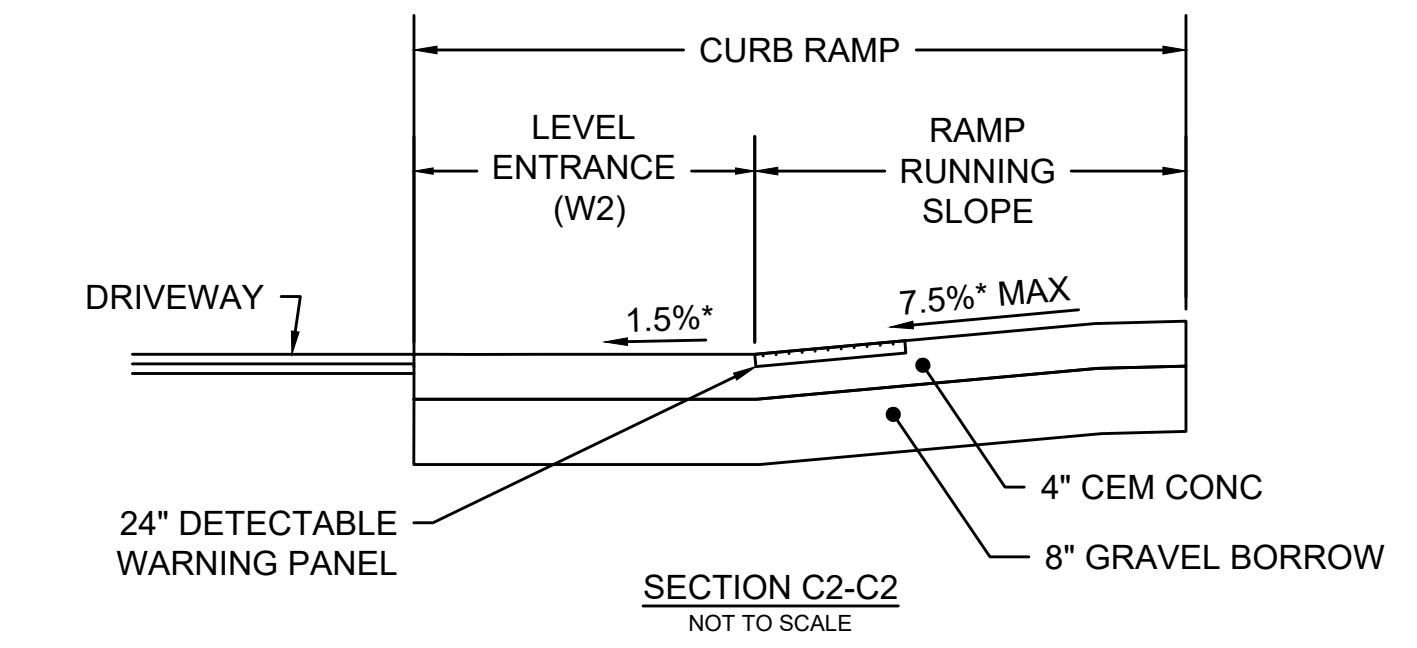
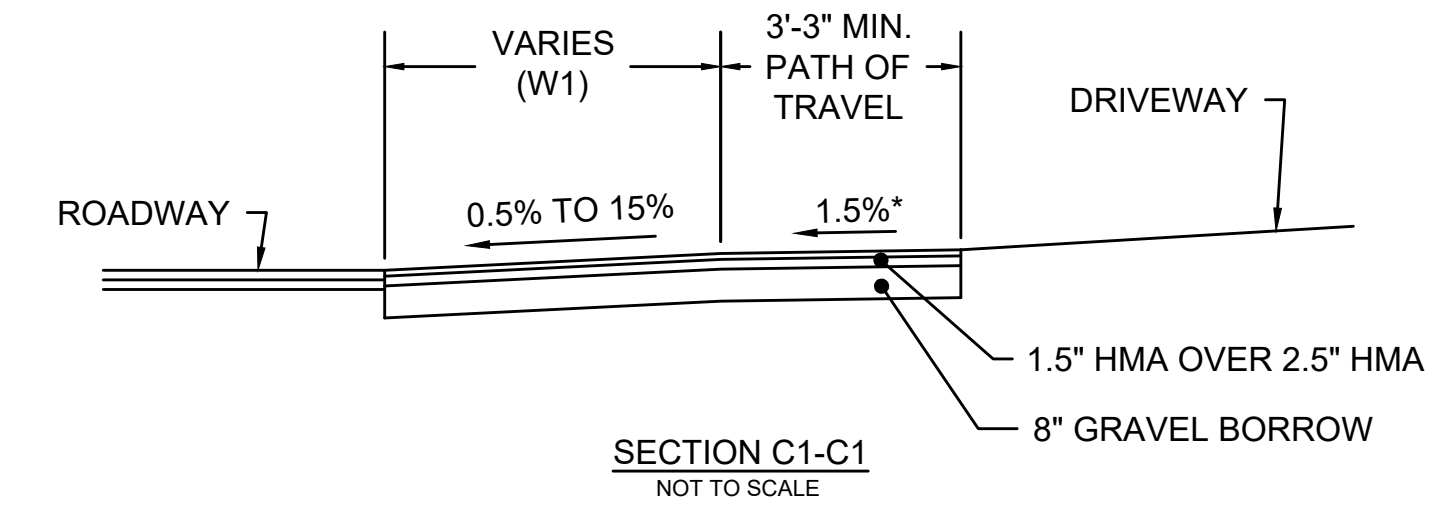
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	88	133
PROJECT FILE NO.		607397	

**CONSTRUCTION DETAILS  
PART 5 OF 6**

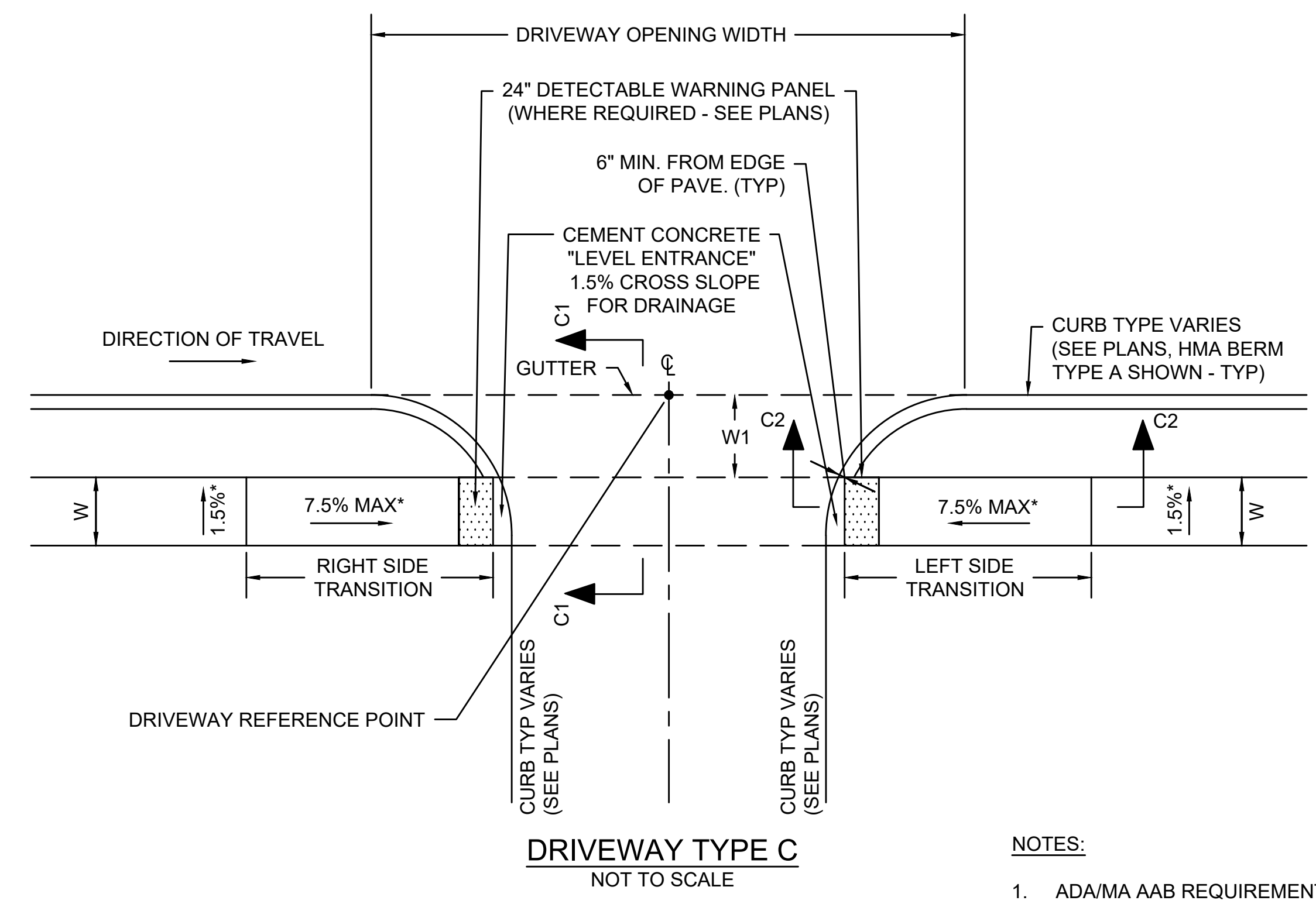
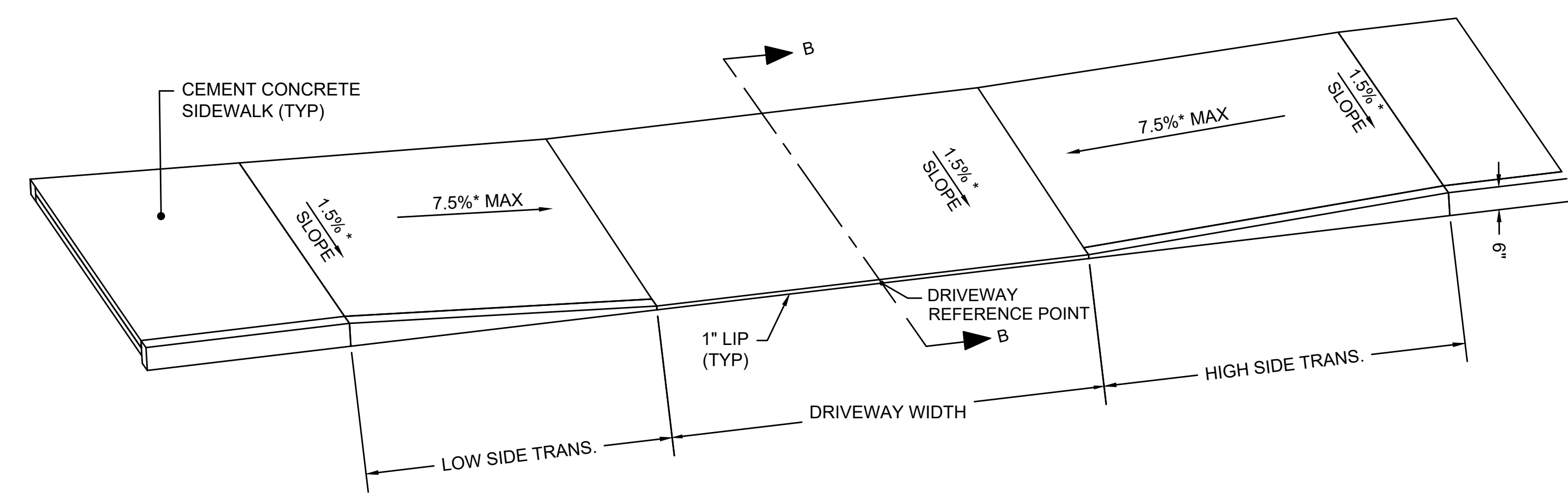


**CEMENT CONCRETE SIDEWALK AT DRIVEWAY- TYPE A**  
NOT TO SCALE

NOTE:  
REFERENCE MASSDOT STANDARD CONSTRUCTION DETAIL 107.7.0



**CEMENT CONCRETE SIDEWALK AT DRIVEWAY - TYPE B**  
NOT TO SCALE

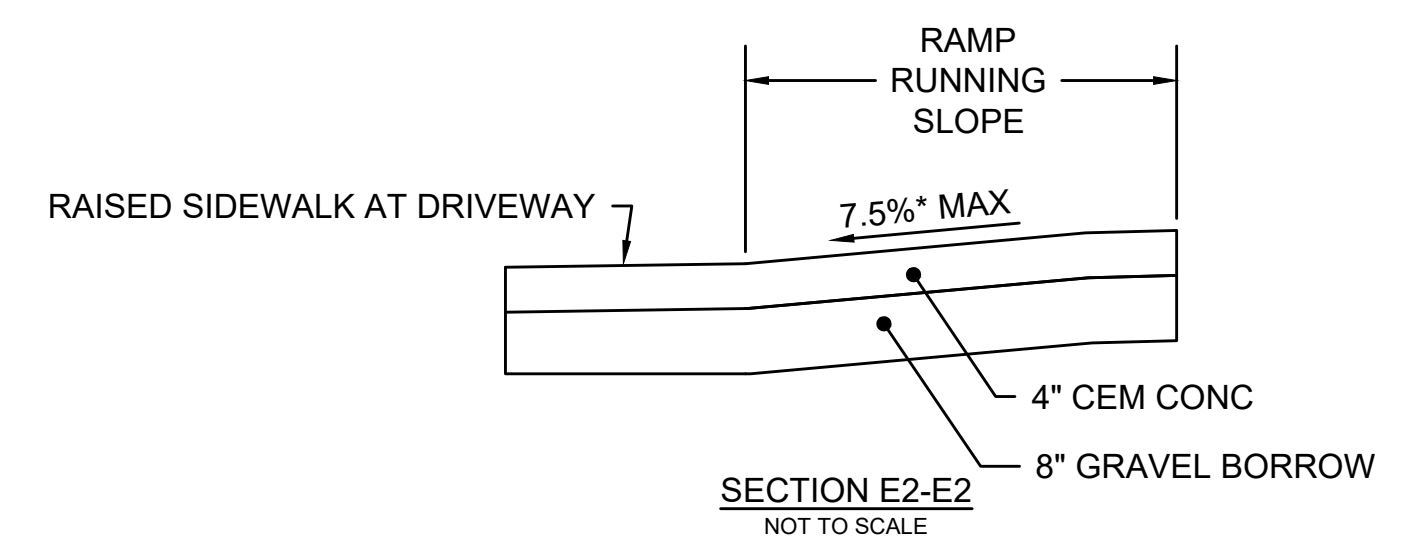
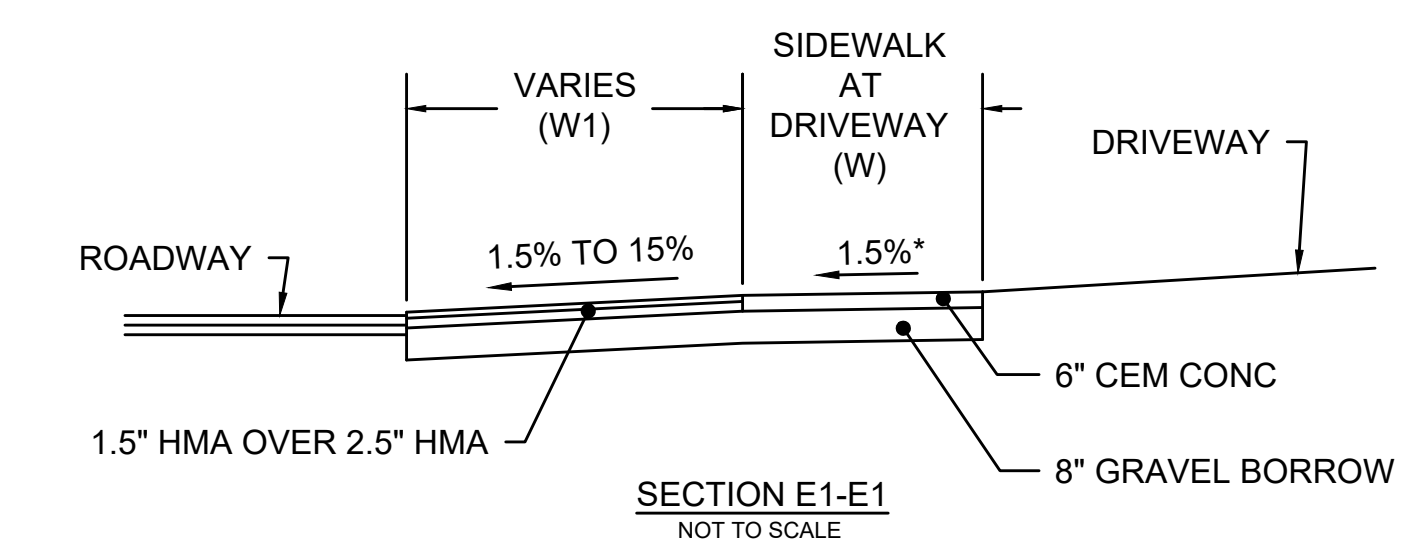
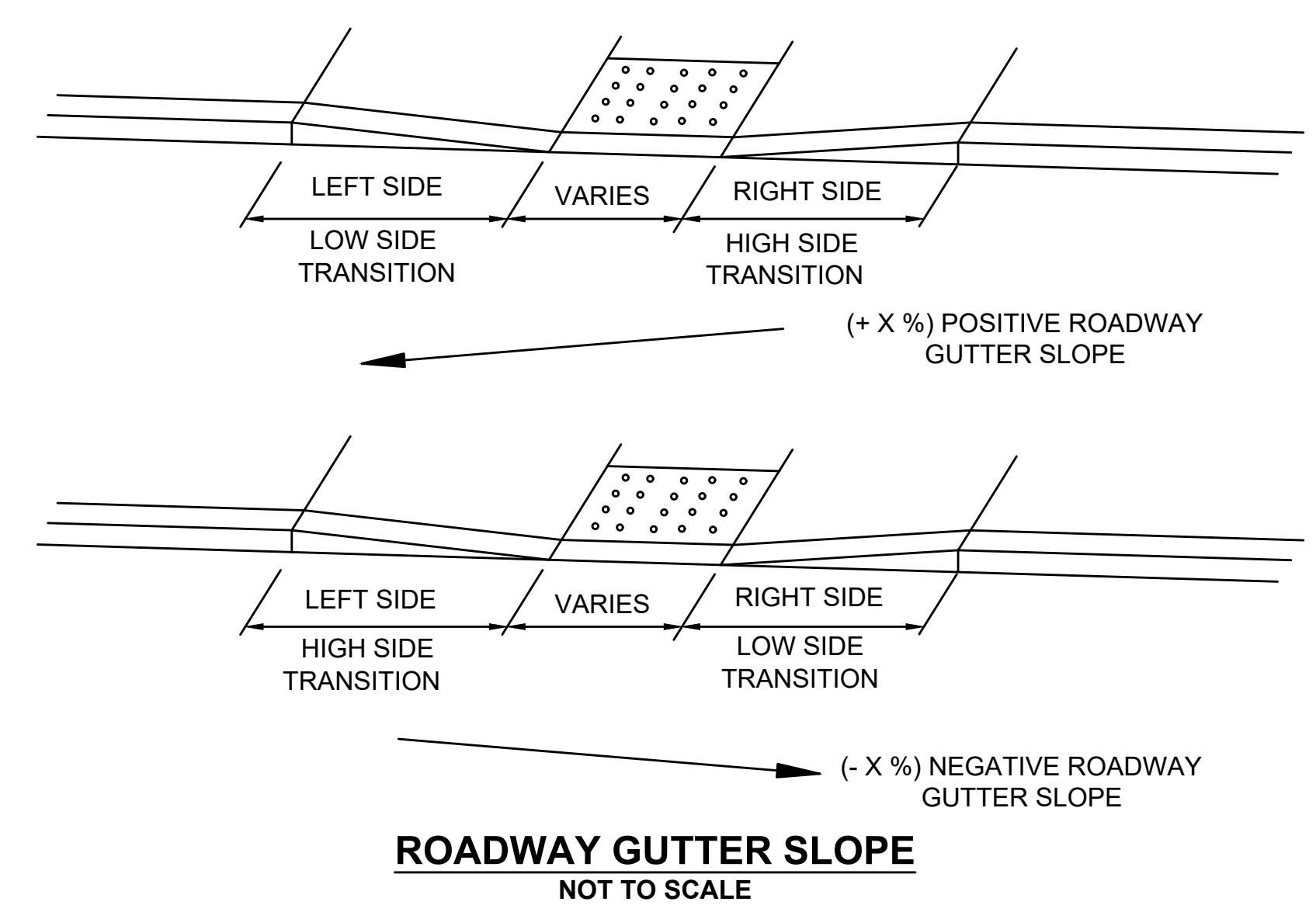


**DRIVEWAY TYPE C**  
NOT TO SCALE

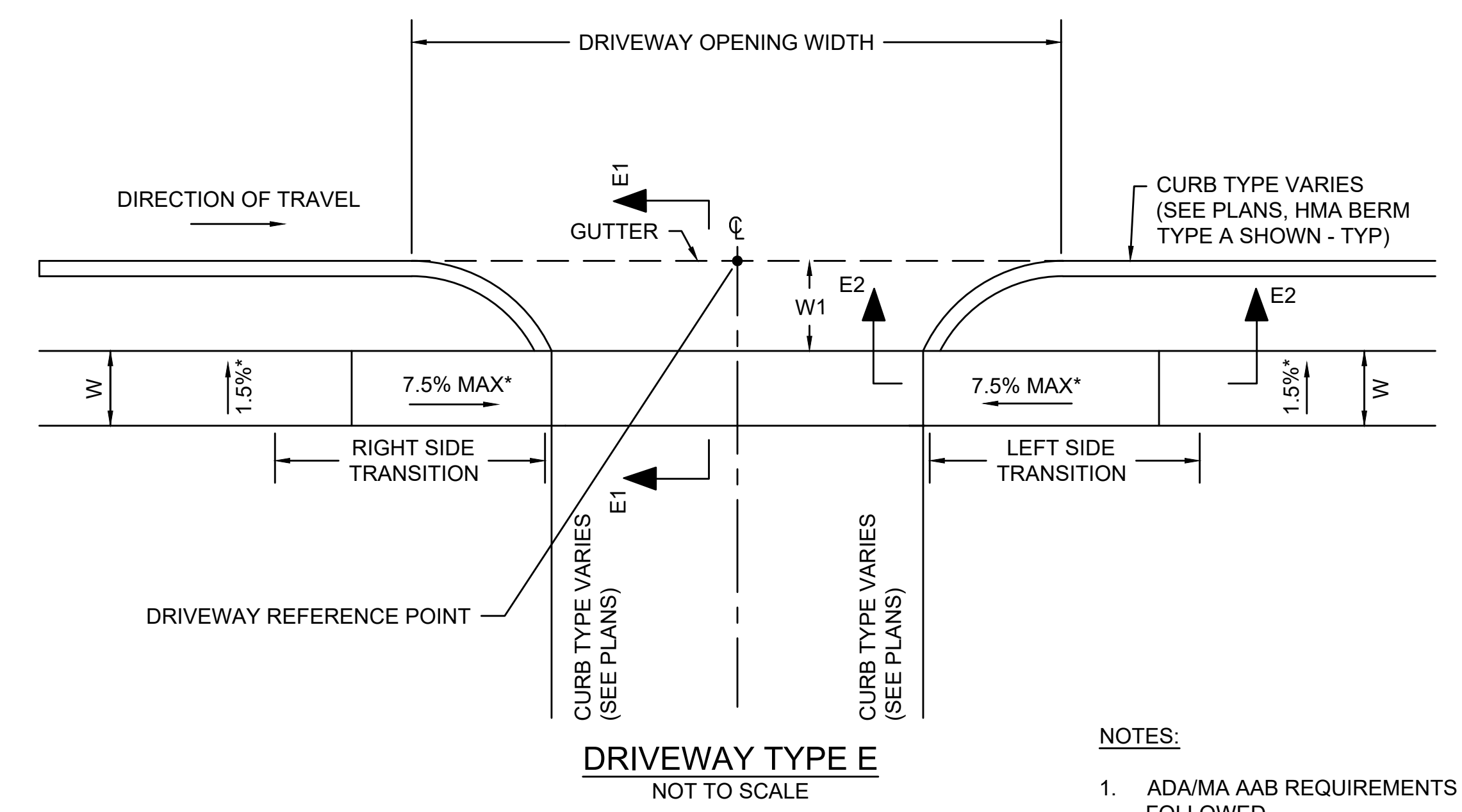
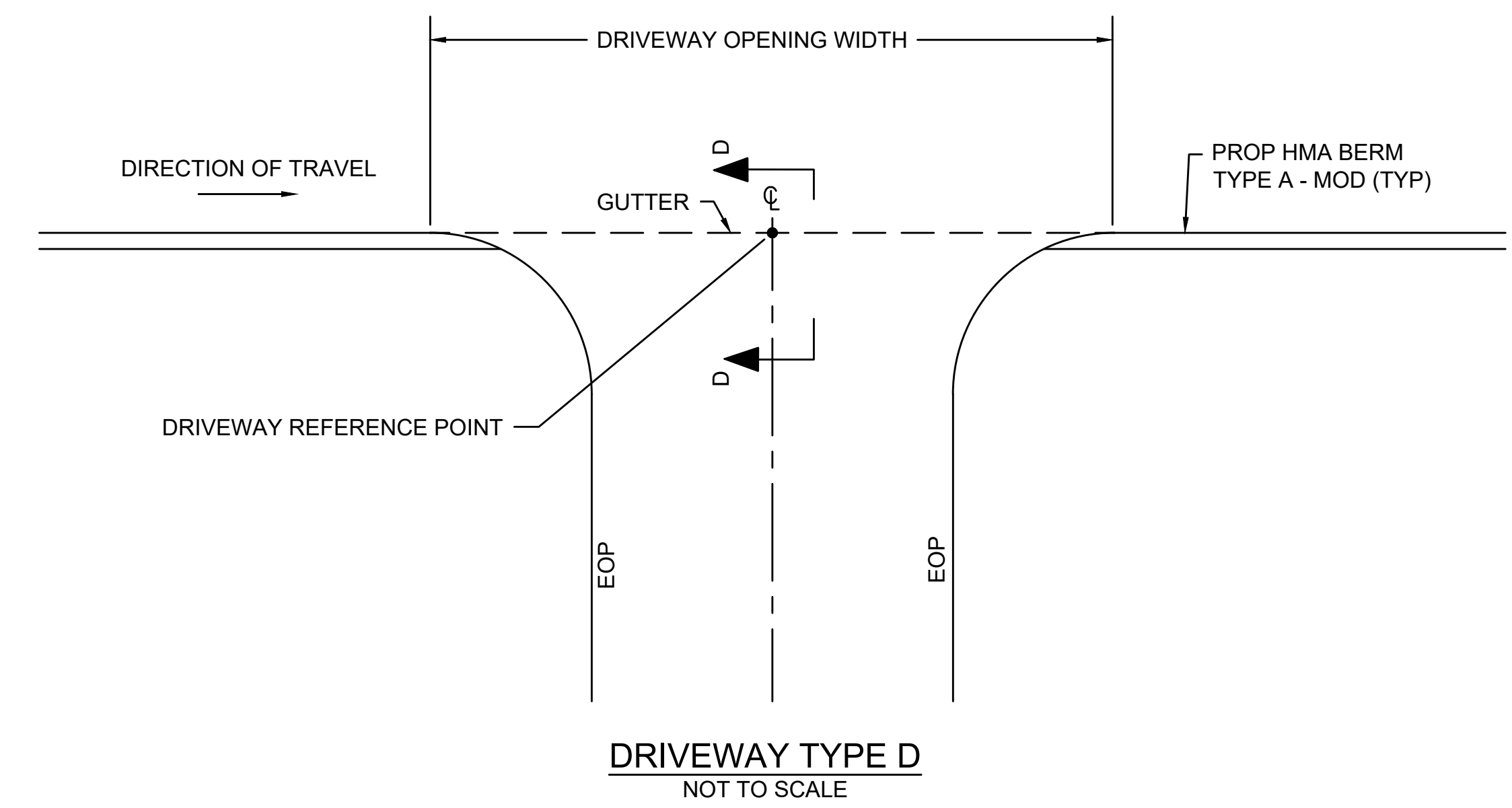
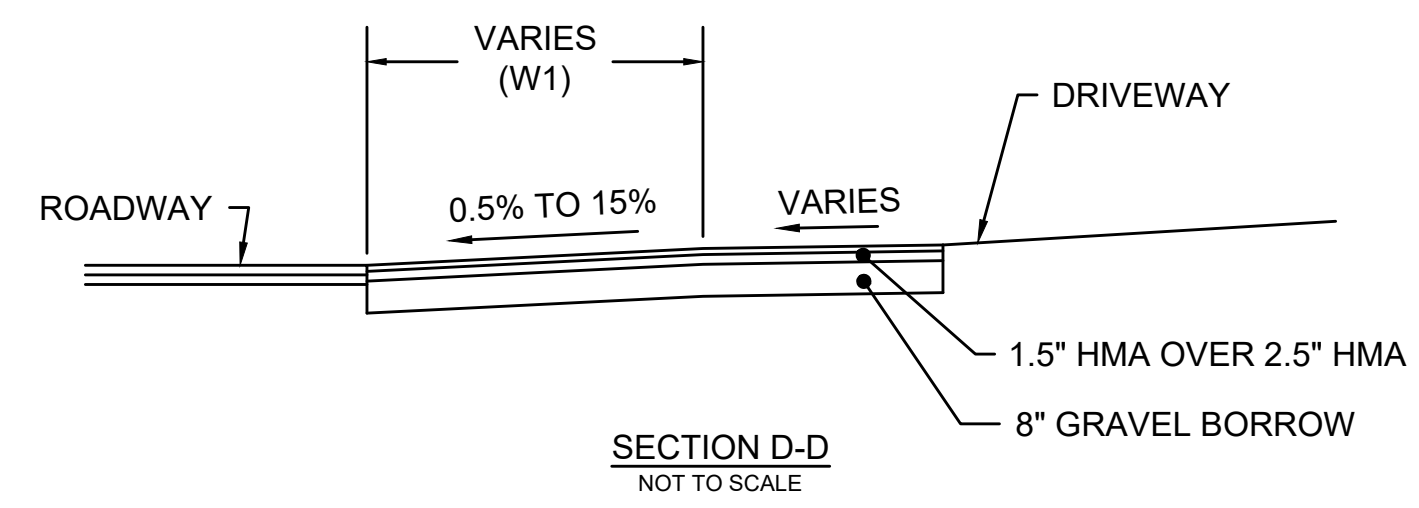
- NOTES:**
1. ADA/MA AAB REQUIREMENTS SHALL BE FOLLOWED.
  2. \*TOLERANCE FOR CONSTRUCTION 0.5%±.
  3. DRIVEWAY TREATMENT VARIES BETWEEN HMA, STONE, AND CRUSHED SHELLS. SEE CONSTRUCTION PLANS AND TYPICAL SECTIONS FOR TYPES AND REQUIREMENTS.



DRIVEWAY #	TYPE	DRIVEWAY REFERENCE POINT				DRIVEWAY OPENING WIDTH	WIDTH OF SIDEWALK (W)	W1	PATH OF TRAVEL	ROADWAY GUTTER SLOPE (+/-)	TRANSITION LENGTH	
		BASELINE	STATION	OFFSET	LT						LEFT SIDE	RIGHT SIDE
1	E	ROUTE 6	13+61.38	18.00'	LT	57.41'	5.00'	5.00'	5.00'	-0.83%	7.67'	6.50'
2	E	ROUTE 6	14+76.09	18.00'	LT	33.31'	5.00'	5.00'	5.00'	-1.97%	9.00'	6.50'
3	E	ROUTE 6	15+59.64	18.00'	RT	44.11'	6.50'	5.00'	6.50'	1.97%	6.50'	9.00'
4	E	ROUTE 6	15+99.12	18.00'	RT	34.54'	6.50'	5.00'	6.50'	1.97%	6.50'	9.00'
5	E	ROUTE 6	17+09.77	18.00'	RT	35.24'	6.50'	5.00'	6.50'	1.97%	6.50'	9.00'
6	E	ROUTE 6	17+56.70	18.00'	RT	58.43'	6.50'	5.00'	6.50'	1.97%	6.50'	9.00'
7	E	ROUTE 6	19+27.11	18.00'	RT	86.24'	6.50'	5.00'	6.50'	1.83%	6.50'	9.00'
8	E	ROUTE 6	19+65.99	19.00'	LT	28.15'	5.00'	VARIES**	5.00'	-1.45%	9.00'	3.25'
9	E	ROUTE 6	19+95.86	19.60'	LT	31.60'	5.00'	VARIES**	5.00'	-1.17%	4.50'	6.50'
10	E	ROUTE 6	21+07.91	18.00'	RT	88.29'	6.50'	5.00'	6.50'	0.10%	7.67'	7.67'
11	E	ROUTE 6	21+55.47	22.79'	LT	50.00'	5.00'	3.50'	5.00'	0.36%	6.50'	7.67'
12	E	ROUTE 6	22+31.23	24.30'	LT	42.24'	5.00'	3.50'	5.00'	1.08%	6.50'	9.00'
13	E	ROUTE 6	22+92.88	18.00'	RT	67.93'	6.50'	5.00'	6.50'	-1.28%	9.00'	6.50'
14	E	ROUTE 6	22+89.14	25.46'	LT	59.73'	5.00'	3.50'	5.00'	1.28%	6.50'	9.00'
15	E	ROUTE 6	23+94.10	27.56'	LT	62.27'	5.00'	VARIES**	5.00'	1.28%	6.50'	9.00'
16	E	ROUTE 6	24+65.14	18.00'	RT	69.57'	6.50'	5.00'	6.50'	-1.28%	9.00'	6.50'
17	E	ROUTE 6	27+56.15	29.00'	LT	54.15'	5.00'	4.10'	5.00'	-0.06%	6.50'	6.50'
18	E	ROUTE 6	29+04.33	29.00'	LT	74.60'	5.00'	4.10'	5.00'	-0.81%	7.67'	6.50'
19	E	ROUTE 6	29+93.69	18.00'	RT	35.88'	6.50'	5.00'	6.50'	0.96%	6.50'	7.67'
20	C	ROUTE 6	31+42.63	18.00'	RT	90.64'	6.50'	10.00'	6.50'	1.70%	6.50'	9.00'
21	E	ROUTE 6	33+53.92	18.00'	RT	62.95'	6.50'	5.00'	6.50'	1.70%	6.50'	9.00'
22	E	ROUTE 6	35+02.21	18.00'	RT	62.94'	6.50'	5.00'	6.50'	1.33%	6.50'	7.67'
23	E	ROUTE 6	36+16.18	18.00'	RT	55.11'	6.50'	5.00'	6.50'	0.15%	7.67'	7.67'
24	E	ROUTE 6	37+93.14	18.00'	RT	131.38'	6.50'	5.00'	6.50'	-1.69%	9.00'	6.50'
25	B	MAIN STREET	101+82.46	13.76'	RT	47.29'	5.50'	5.50'	5.00'	0.86%	6.50'	9.00'
26	B	MAIN STREET	102+95.82	13.00'	RT	20.40'	5.50'	5.50'	5.00'	-1.98%	9.00'	6.50'
27	A	MAIN STREET	103+59.81	13.00'	RT	18.08'	5.50'	2.00'	3.50'	-2.46%	11.00'	6.50'
28	D	MAIN STREET	104+53.02	13.00'	LT	20.06'	N/A	N/A	N/A	4.15%	-	-
29	B	MAIN STREET	104+71.27	13.00'	RT	79.29'	5.50'	5.50'	5.00'	-4.27%	7.50' (3" REVEAL)	6.50'
30	D	MAIN STREET	105+42.49	13.00'	LT	15.57'	N/A	N/A	N/A	4.27%	-	-
31	B	MAIN STREET	105+71.62	13.00'	RT	90.65'	5.50'	5.50'	5.00'	-3.74%	5.50' (3" REVEAL)	3.25' (3" REVEAL)
32	E	ROUTE 6	12+96.58	18.00'	RT	64.82'	6.50'	5.00'	6.50'	0.65%	6.50'	7.67'



\*\* W1 WIDTH VARIES THROUGHOUT THE DRIVEWAY OPENING. SEE CURB TIE PLANS SHEETS 23 - 29 FOR MORE INFORMATION.

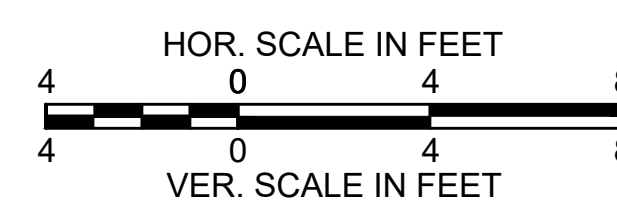
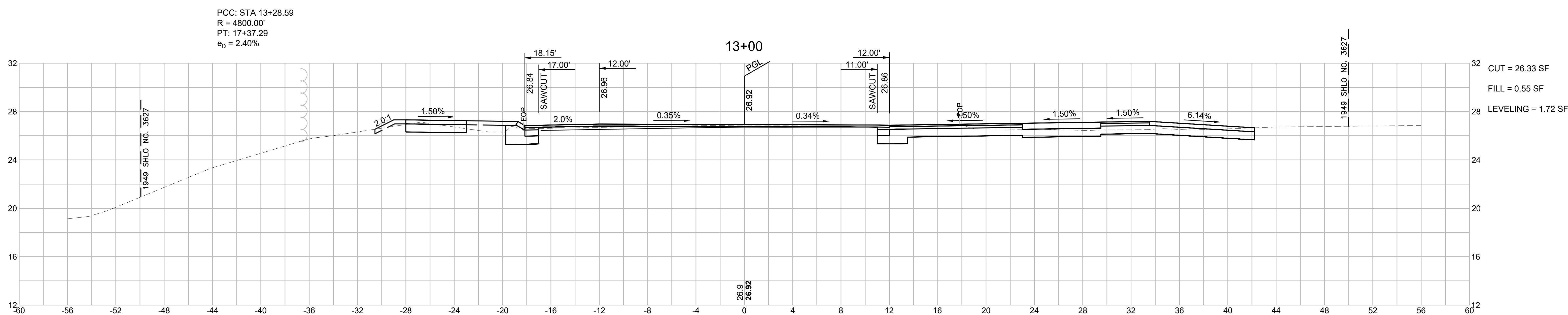


- NOTES:**
1. ADA/MA AAB REQUIREMENTS SHALL BE FOLLOWED.
  2. \*TOLERANCE FOR CONSTRUCTION 0.5%±.
  3. DRIVEWAY TREATMENT VARIES BETWEEN HMA, STONE, AND CRUSHED SHELLS. SEE CONSTRUCTION PLANS AND TYPICAL SECTIONS FOR TYPES AND REQUIREMENTS.

**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	90	133
PROJECT FILE NO.		607397	

**CROSS SECTIONS  
ROUTE 6  
PART 1 OF 37**



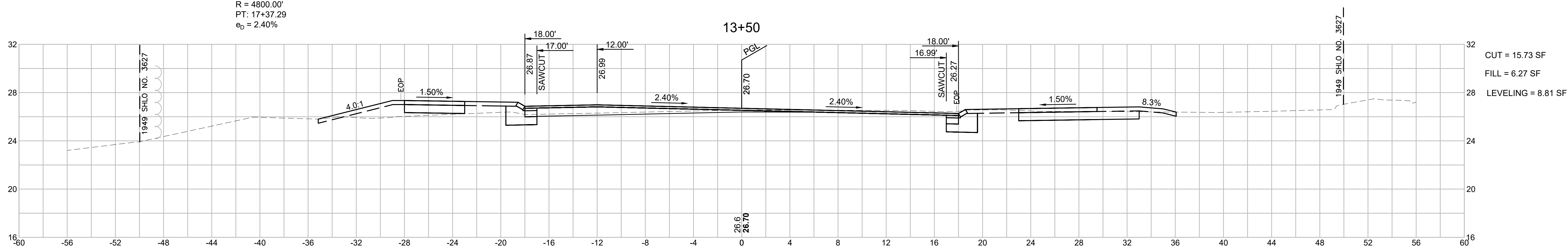
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	91	133
PROJECT FILE NO.		607397	

**CROSS SECTIONS  
ROUTE 6  
PART 2 OF 37**

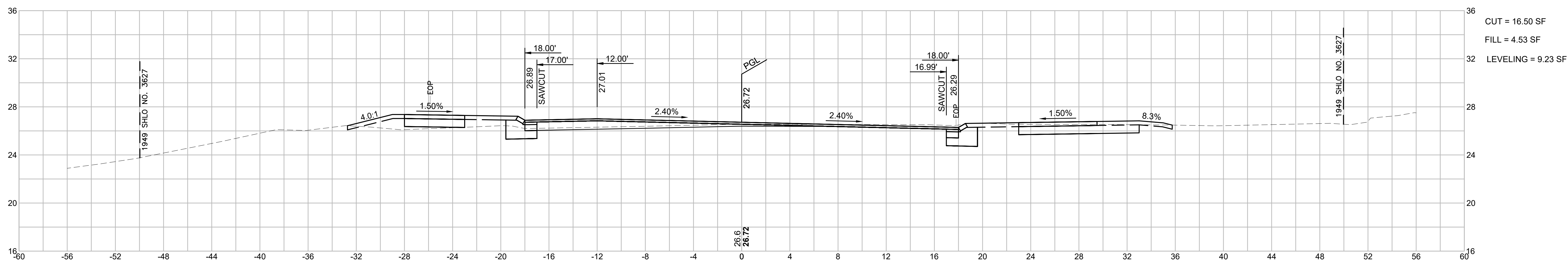
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R = 4800.00'  
PT: 17+37.29  
e<sub>0</sub> = 2.40%

13+50

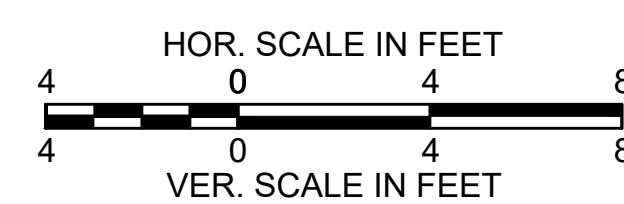


CUT = 15.73 SF  
FILL = 6.27 SF  
LEVELING = 8.81 SF

13+46.92



CUT = 16.50 SF  
FILL = 4.53 SF  
LEVELING = 9.23 SF





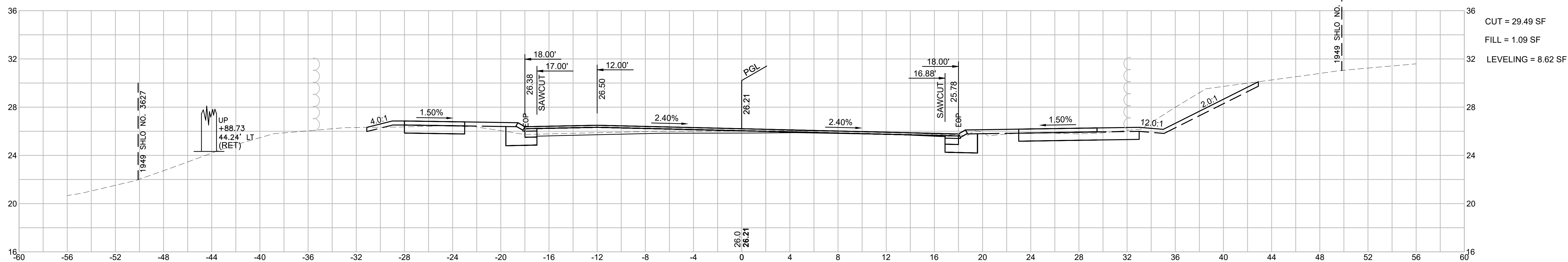
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	92	133
PROJECT FILE NO.		607397	

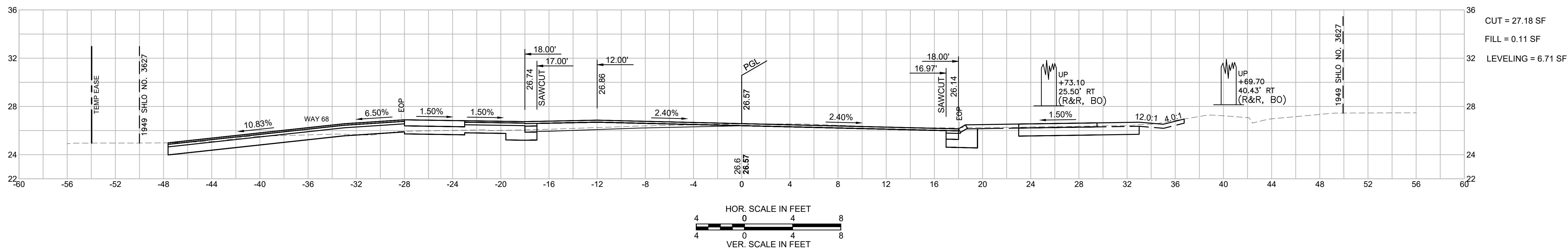
**CROSS SECTIONS  
ROUTE 6  
PART 3 OF 37**

PCC: STA 13+28.59  
R = 4800.00'  
PT: 17+37.29  
e<sub>0</sub> = 2.40%

14+00



13+66



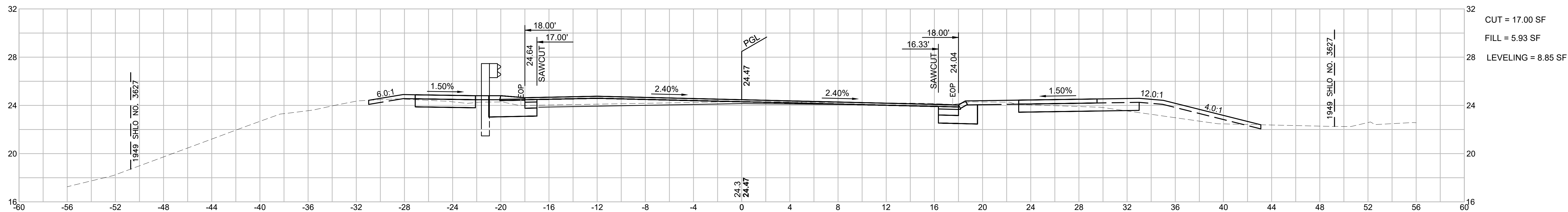
WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	93	133
PROJECT FILE NO. 607397			

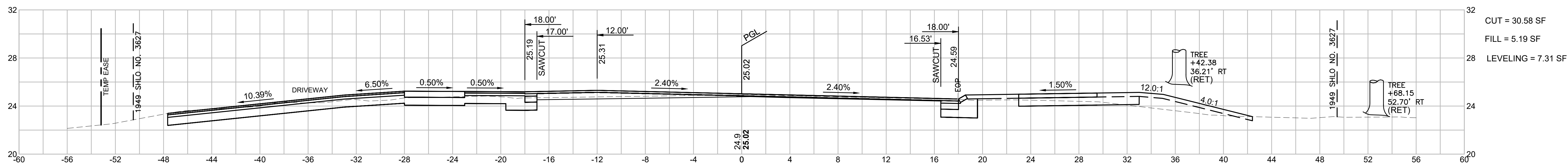
CROSS SECTIONS  
ROUTE 6  
PART 4 OF 37

PCC: STA 13+28.59  
R = 4800.00'  
PT: 17+37.29  
e<sub>0</sub> = 2.40%

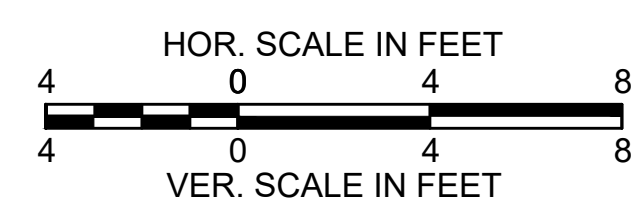
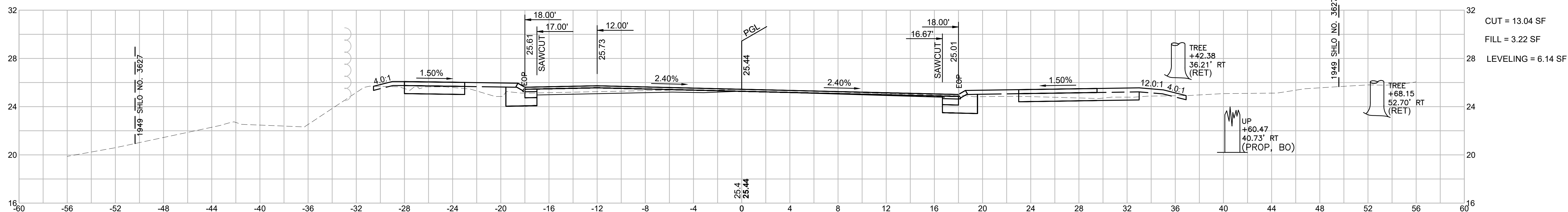
15+00



14+72



14+50



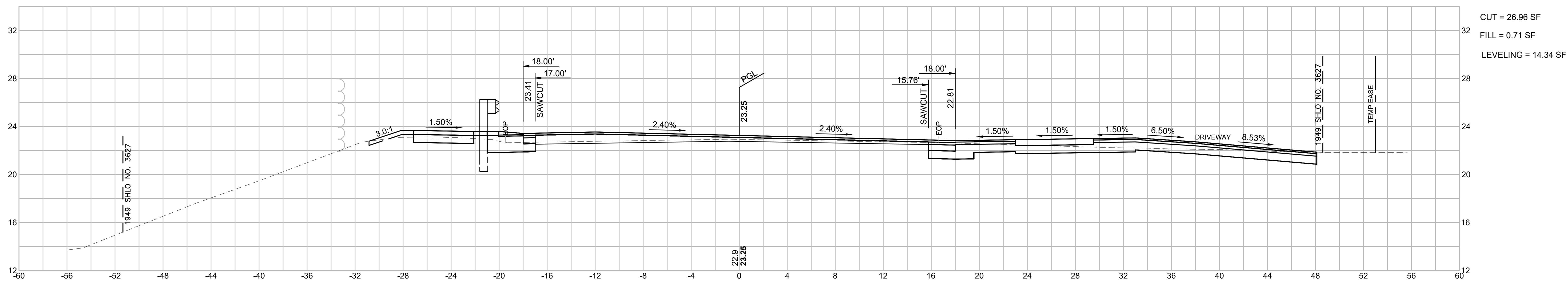
WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	94	133
PROJECT FILE NO.		607397	

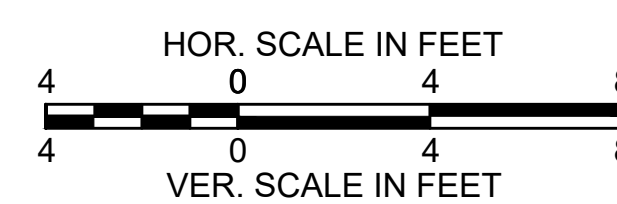
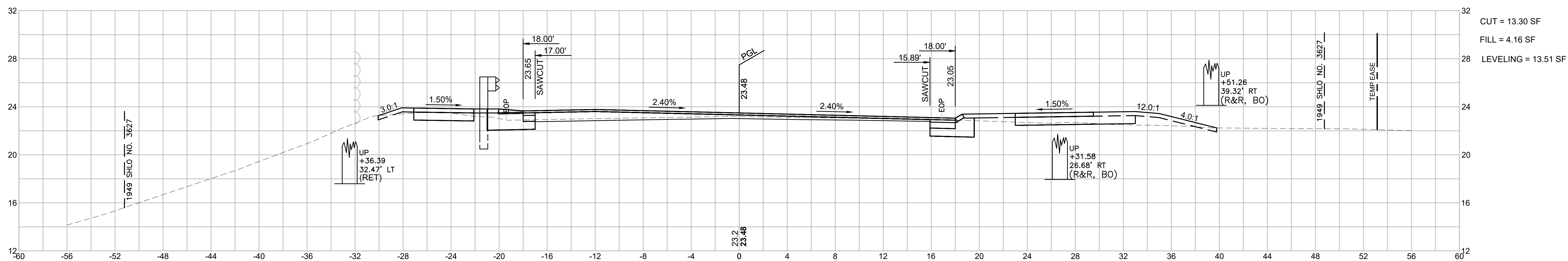
CROSS SECTIONS  
ROUTE 6  
PART 5 OF 37

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R = 4800.00'  
PT: 17+37.29  
e<sub>p</sub> = 2.40%

15+62



15+50







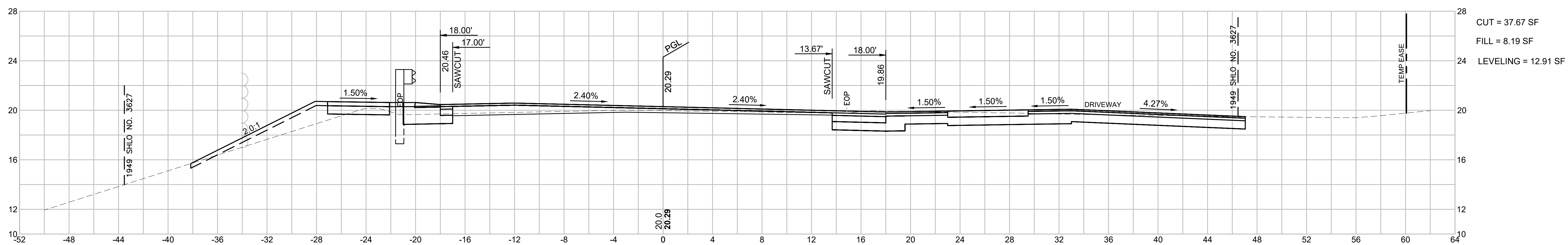
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	96	133
PROJECT FILE NO. 607397			

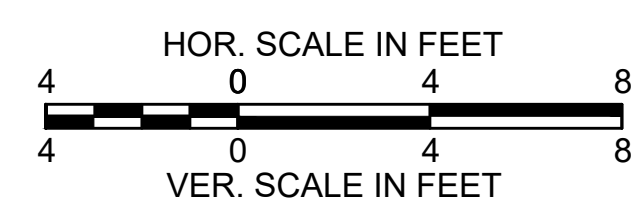
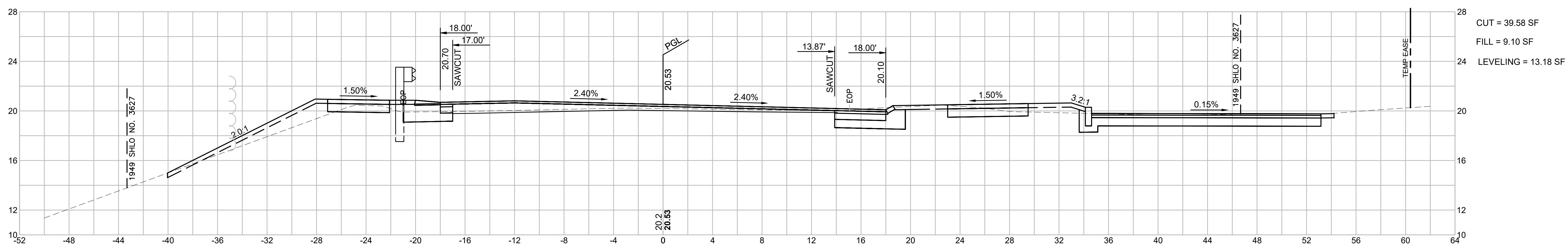
**CROSS SECTIONS  
ROUTE 6  
PART 7 OF 37**

PCC: STA 13+28.59  
R = 4800.00'  
PT: 17+37.29  
e<sub>0</sub> = 2.40%

17+12



17+00



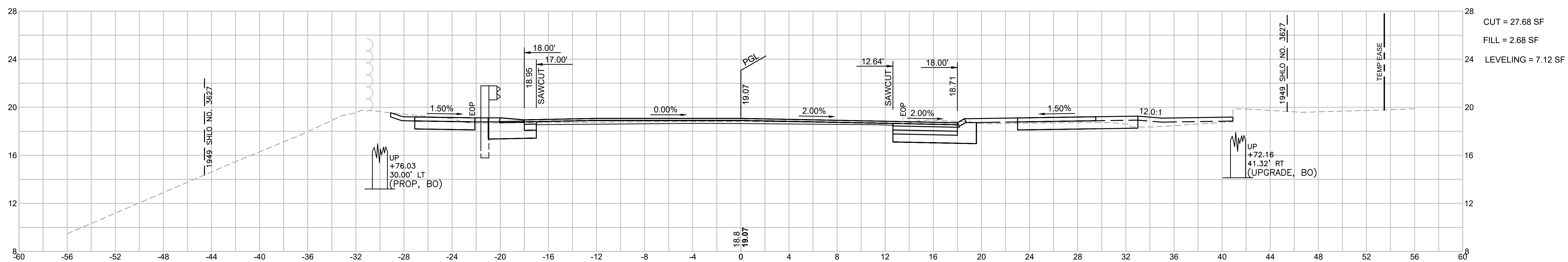
WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	97	133
PROJECT FILE NO.		607397	

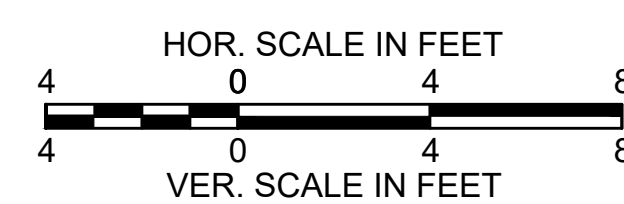
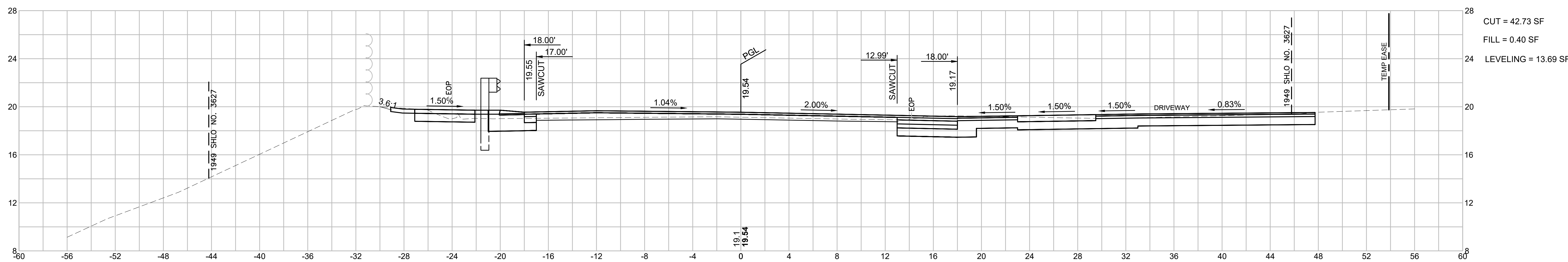
CROSS SECTIONS  
ROUTE 6  
PART 8 OF 37

PCC: STA 13+28.59  
R = 4800.00'  
PT: 17+37.29  
e<sub>p</sub> = 2.40%

17+73.96



17+50

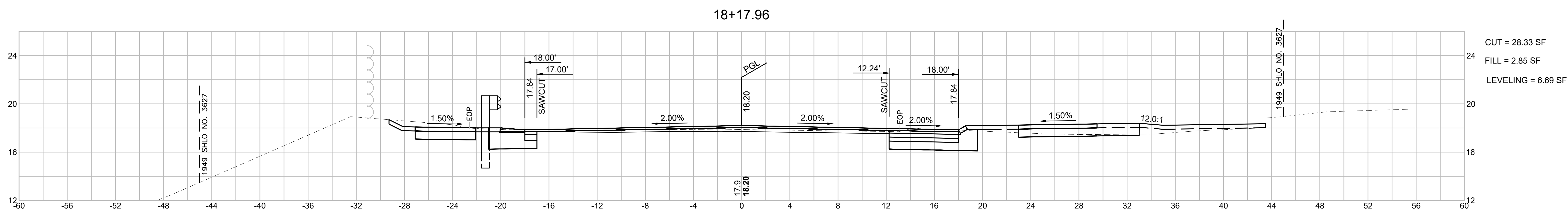
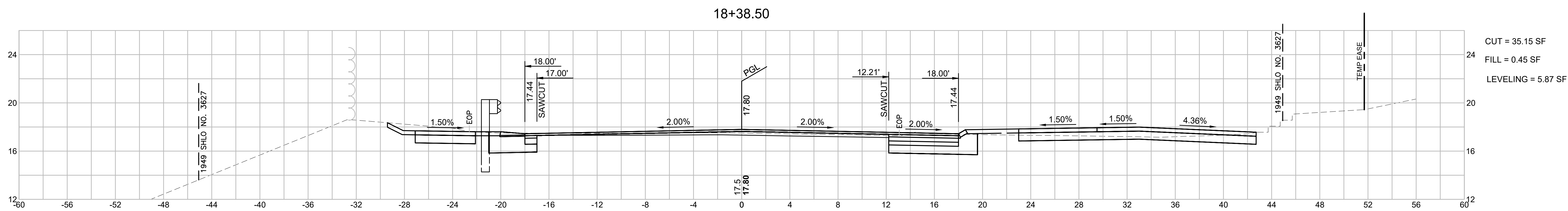




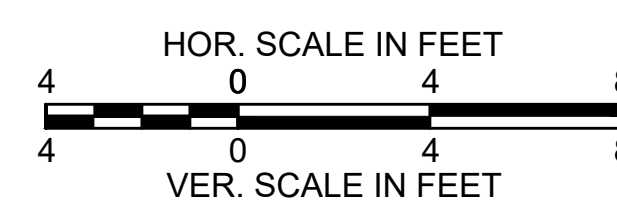
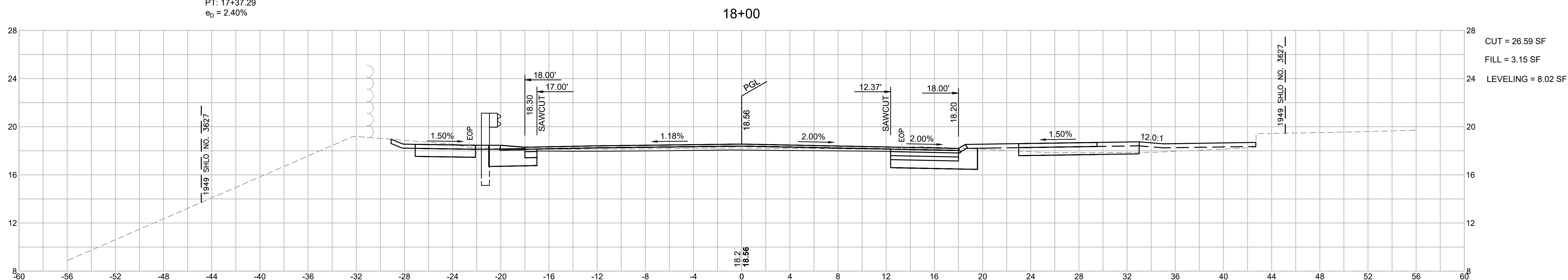
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	98	133
PROJECT FILE NO. 607397			

**CROSS SECTIONS  
ROUTE 6  
PART 9 OF 37**



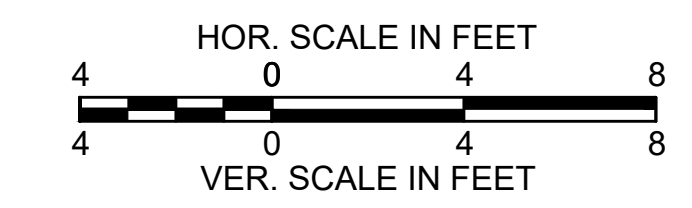
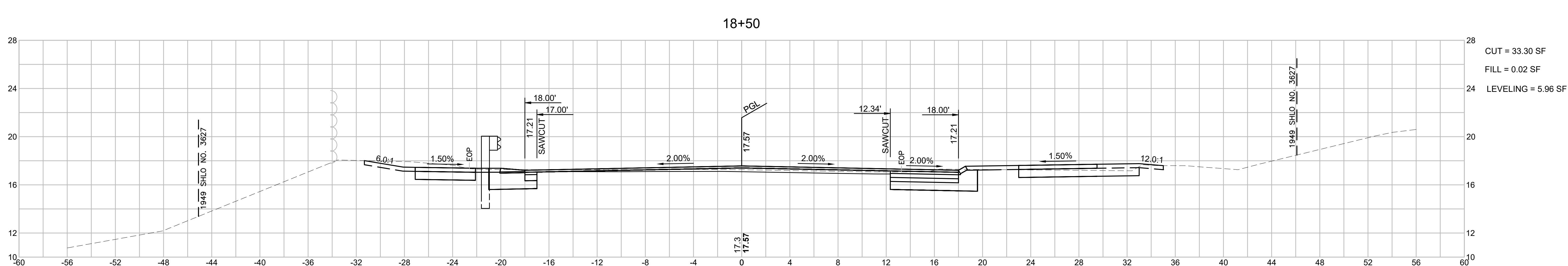
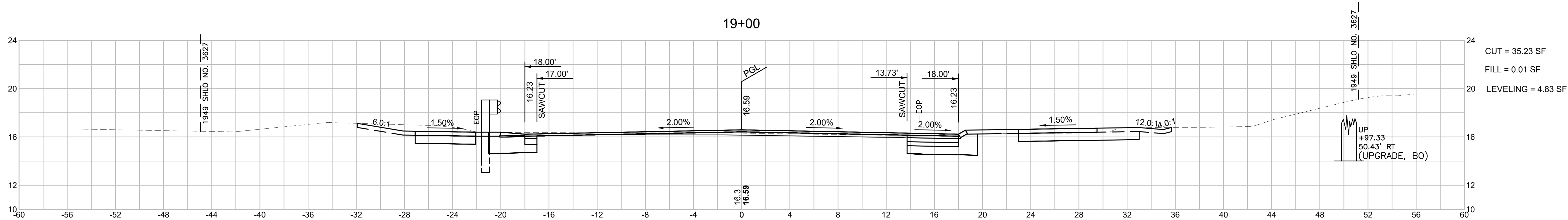
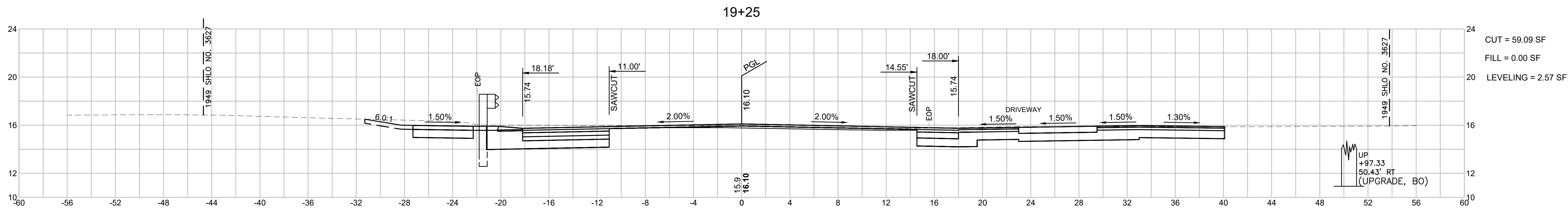
PCC: STA 13+28.59  
R = 4800.00'  
PT: 17+37.29  
e<sub>0</sub> = 2.40%



**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	99	133
PROJECT FILE NO. 607397			

**CROSS SECTIONS  
ROUTE 6  
PART 10 OF 37**

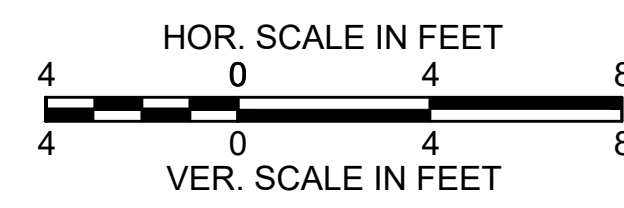
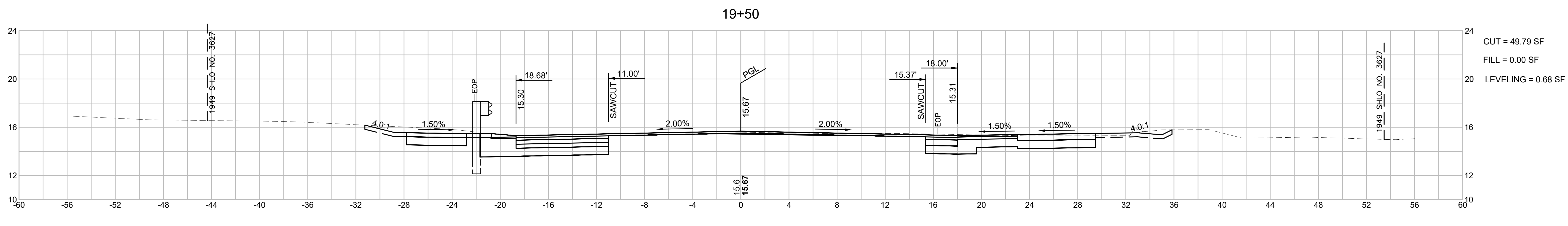
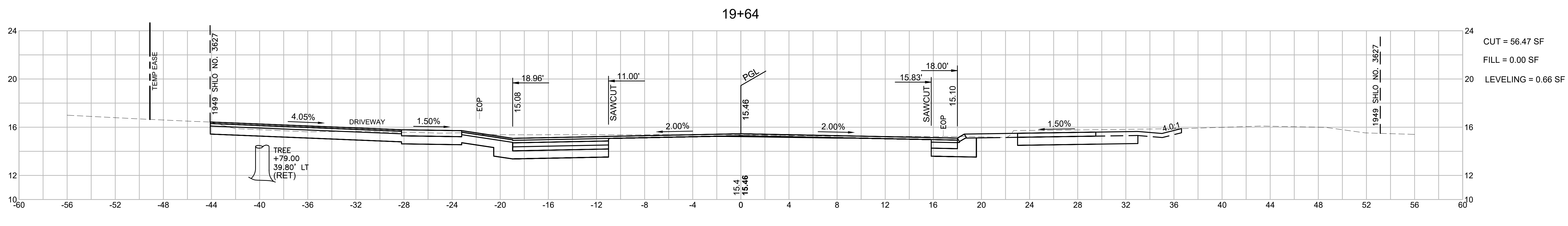
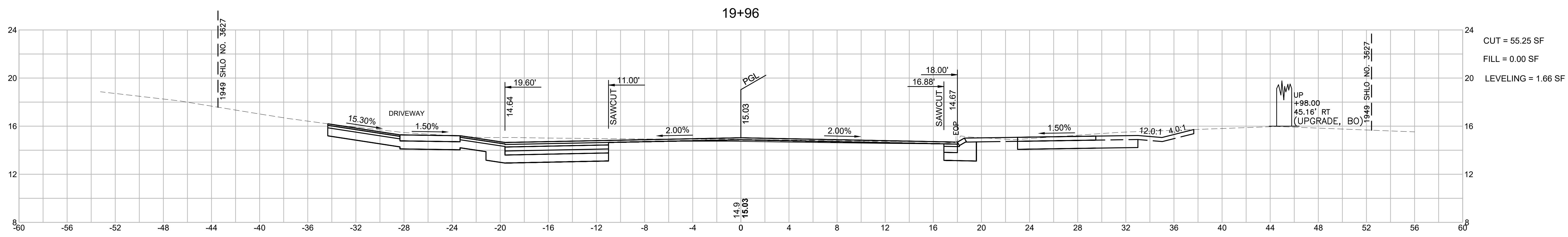


**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	100	133
PROJECT FILE NO.		607397	

**CROSS SECTIONS  
ROUTE 6  
PART 11 OF 37**

607397\_HDCROSS SECTIONS - SOUTH.DWG Plotted on 13-Apr-2022 5:25 PM



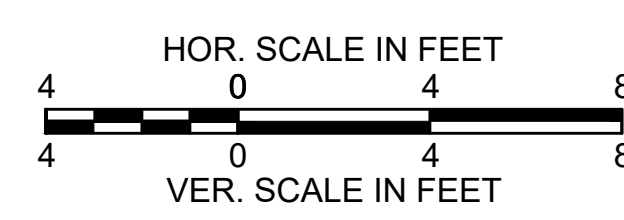
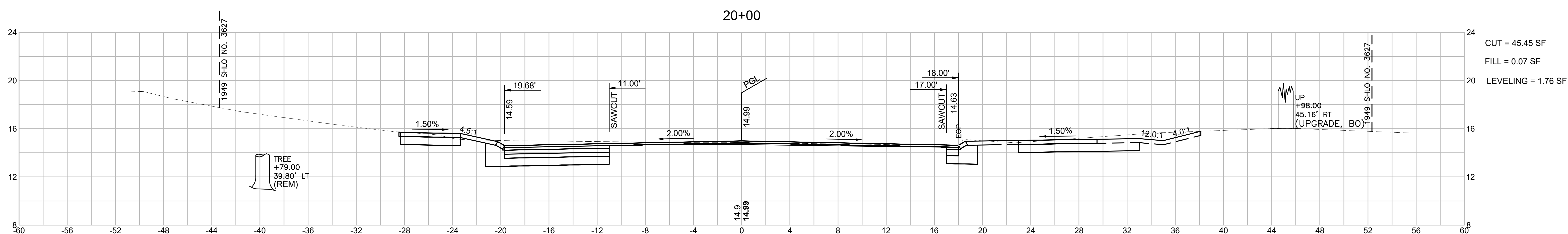
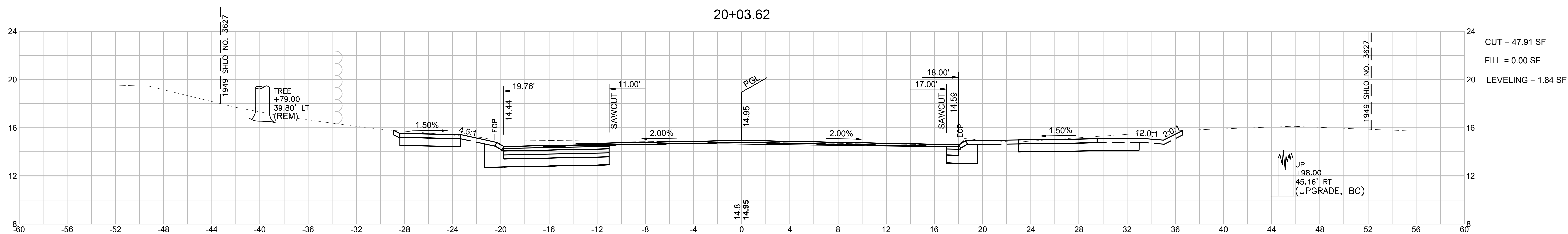


WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	101	133
PROJECT FILE NO.		607397	

CROSS SECTIONS  
ROUTE 6  
PART 12 OF 37

607397\_HDCROSS SECTIONS - SOUTH.DWG Plotted on 13-Apr-2022 5:26 PM



**WELLFLEET  
ROUTE 6 / MAIN STREET**

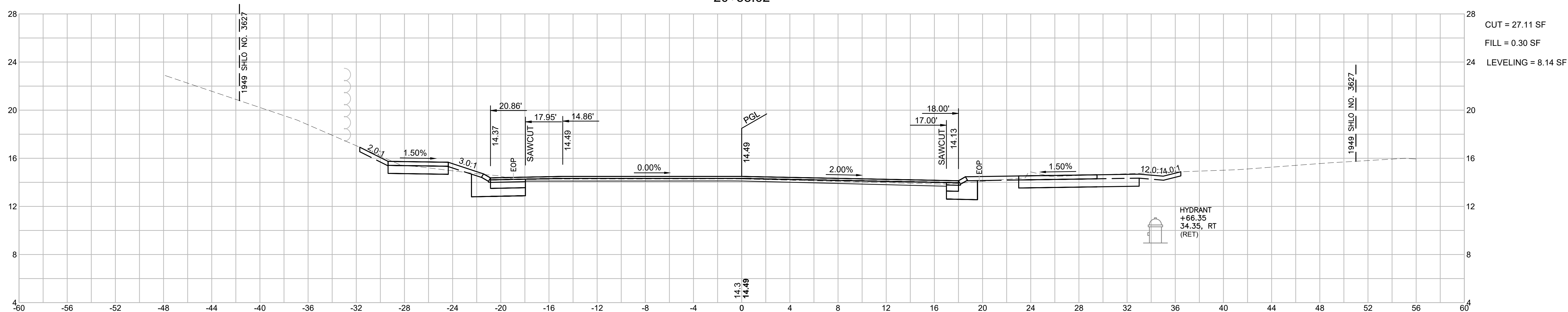
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	102	133
PROJECT FILE NO.		607397	

**CROSS SECTIONS  
ROUTE 6  
PART 13 OF 37**

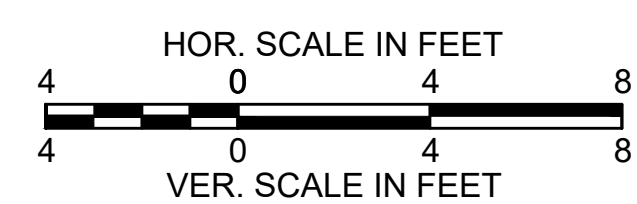
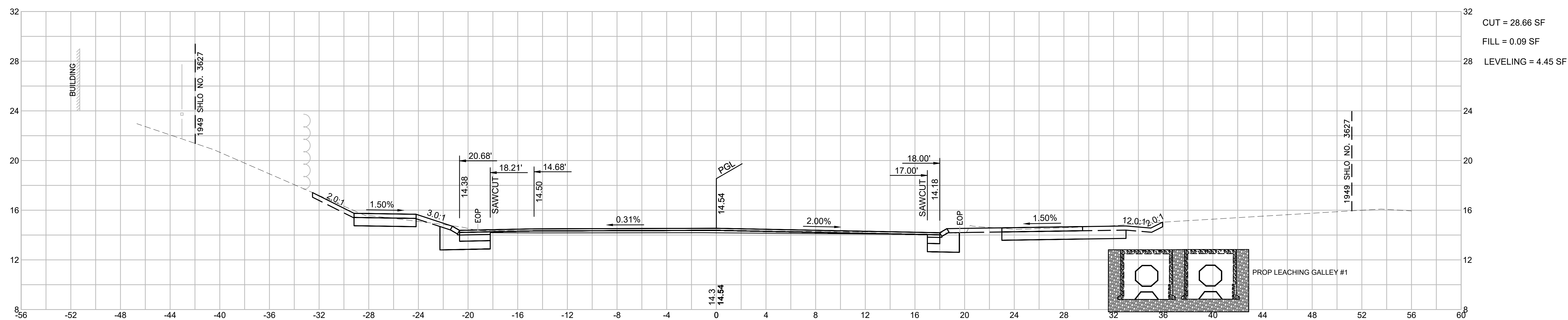
607397\_HDCROSS SECTIONS - SOUTH.DWG Plotted on 13-Apr-2022 5:28 PM

PC: STA 21+19.29  
R = 3135.00'  
PCC: 25+91.49  
e<sub>b</sub> = 3.30%

20+58.62



20+50



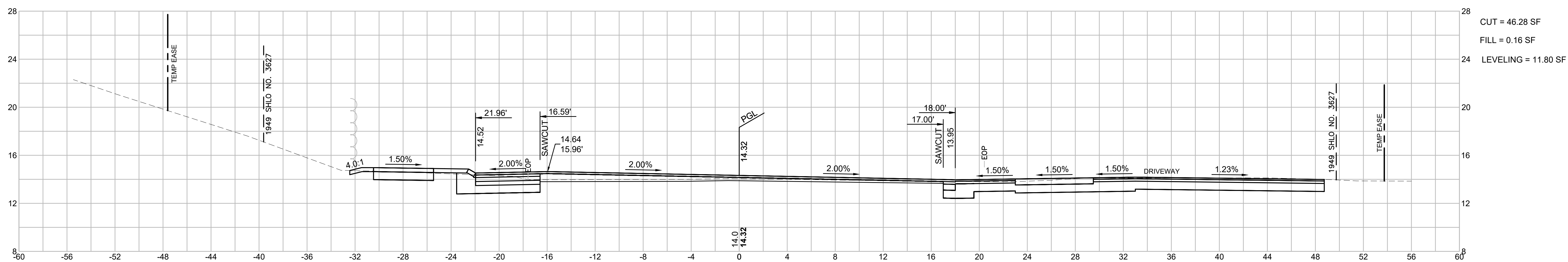
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	103	133
PROJECT FILE NO.		607397	

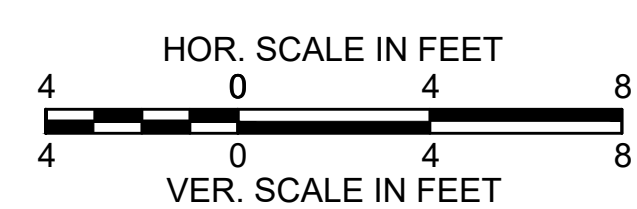
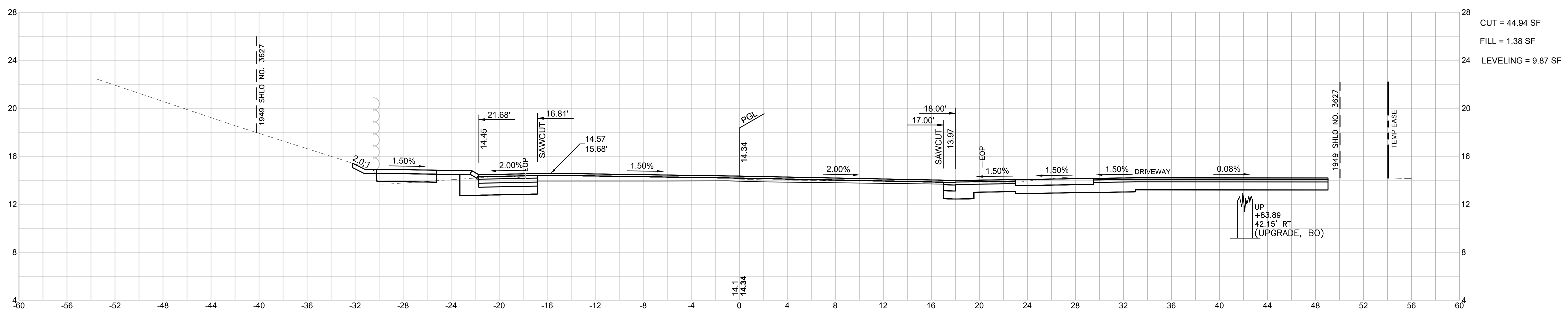
**CROSS SECTIONS  
ROUTE 6  
PART 14 OF 37**

PC: STA 21+19.29  
R = 3135.00'  
PCC: 25+91.49  
e<sub>p</sub> = 3.30%

21+13.81



21+00



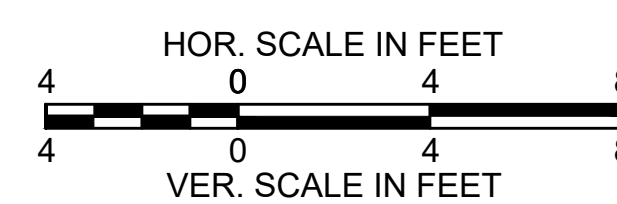
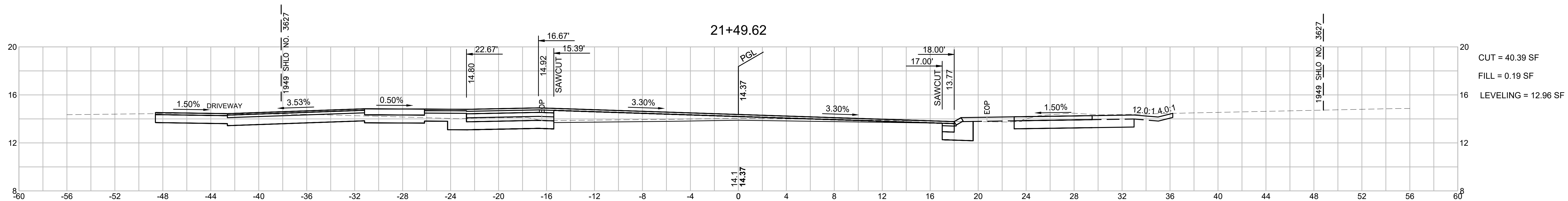
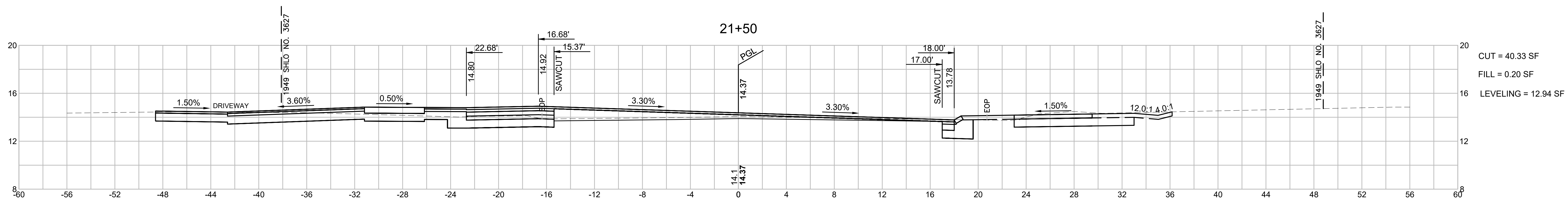


**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	104	133
PROJECT FILE NO.		607397	

**CROSS SECTIONS  
ROUTE 6  
PART 15 OF 37**

PC: STA 21+19.29  
R = 3135.00'  
PCC: 25+91.49  
e<sub>0</sub> = 3.30%

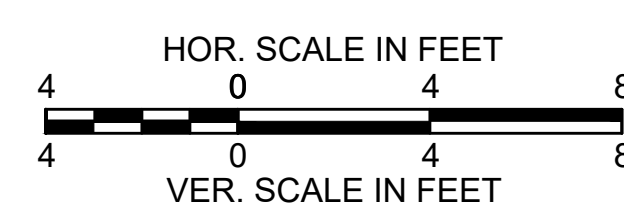
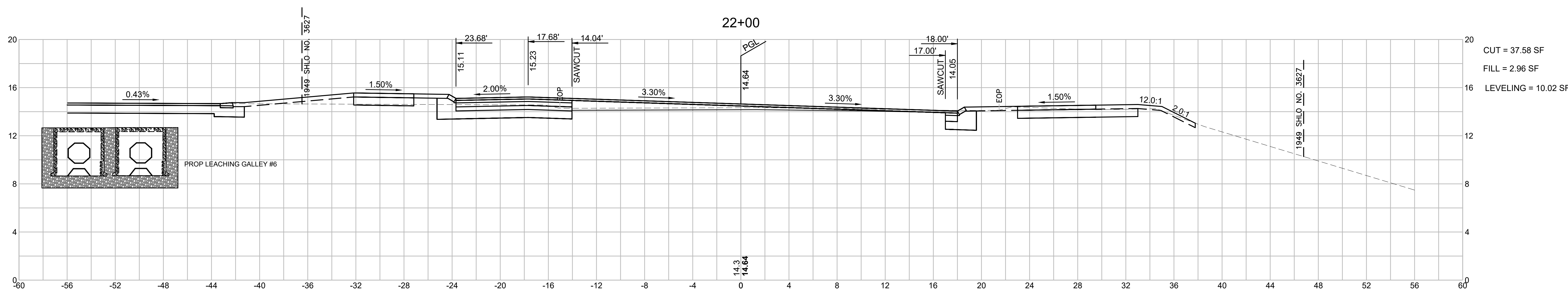
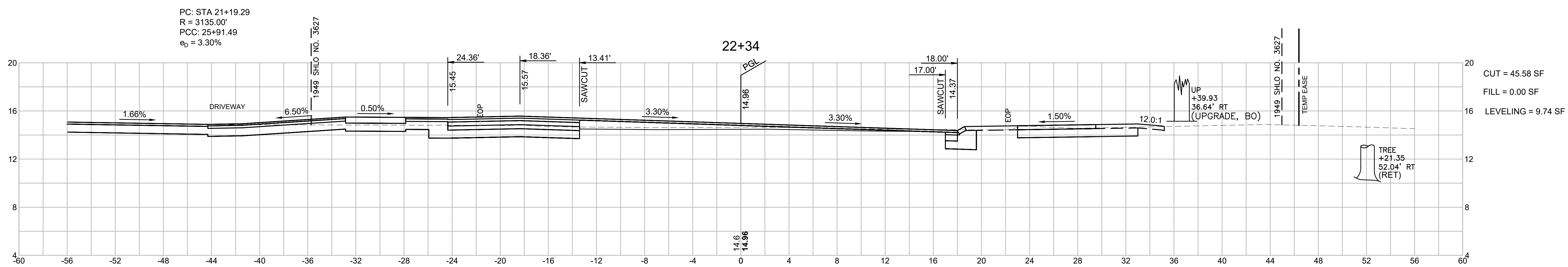


**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	105	133
PROJECT FILE NO.		607397	

CROSS SECTIONS  
ROUTE 6  
PART 16 OF 37

607397\_HDCROSS SECTIONS - SOUTH.DWG Picked on 15-Apr-2022 5:31 PM



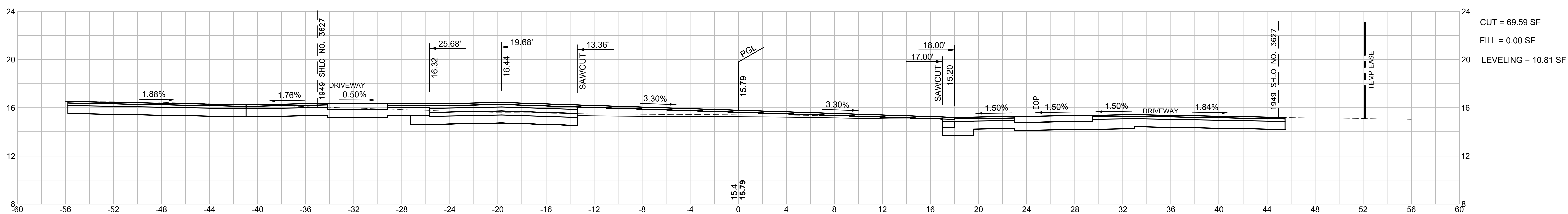
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	106	133
PROJECT FILE NO.		607397	

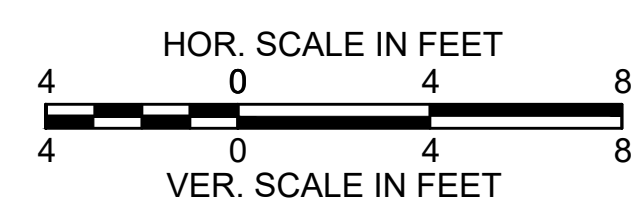
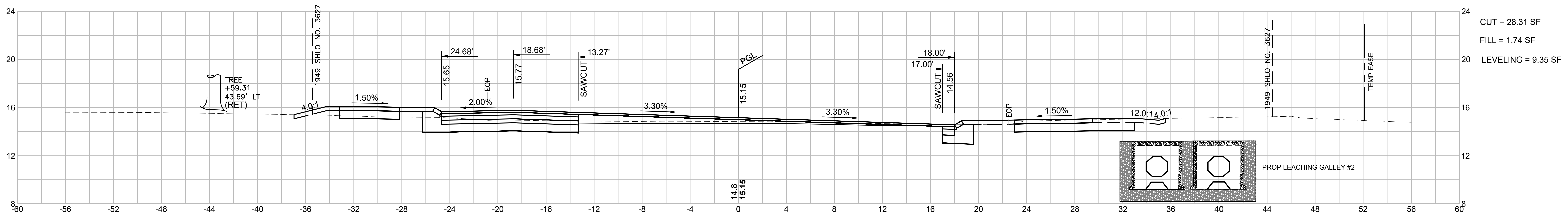
**CROSS SECTIONS  
ROUTE 6  
PART 17 OF 37**

PC: STA 21+19.29  
R = 3135.00'  
PCC: 25+91.49  
e<sub>0</sub> = 3.30%

23+00



22+50

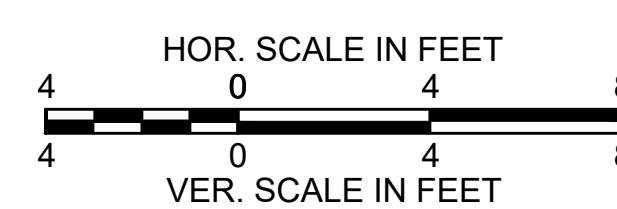
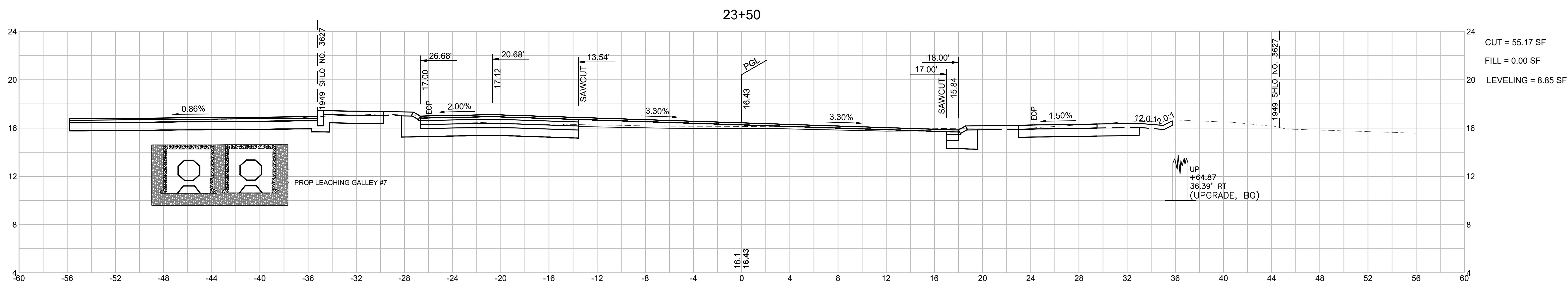
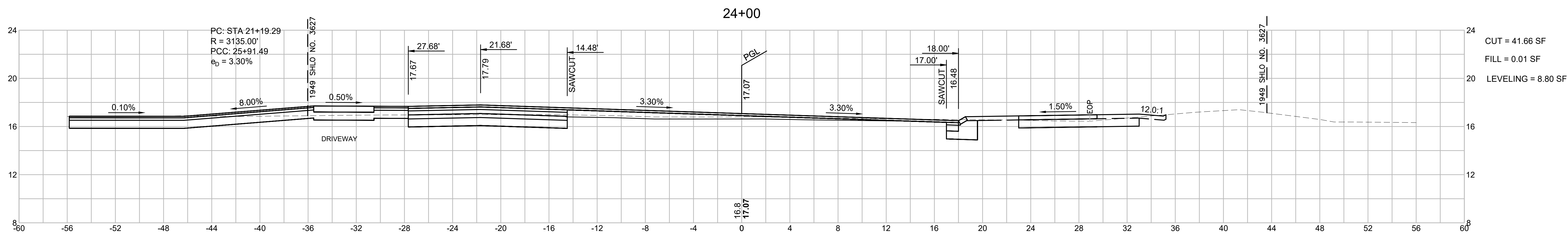
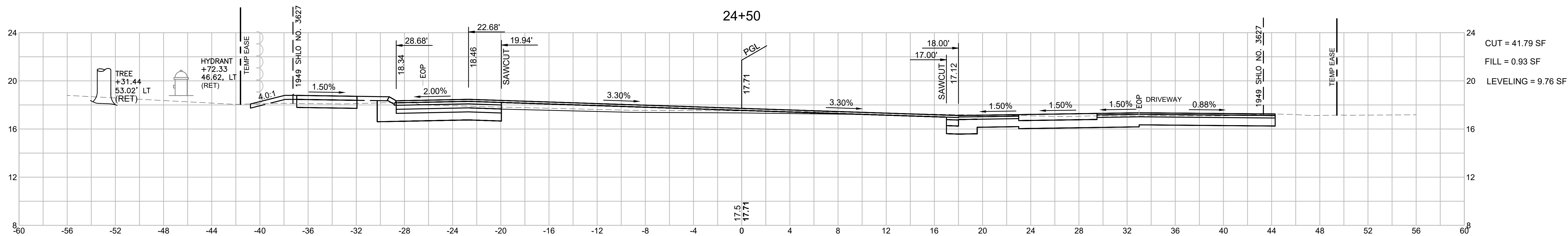




WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	107	133
PROJECT FILE NO.		607397	

CROSS SECTIONS  
ROUTE 6  
PART 18 OF 37

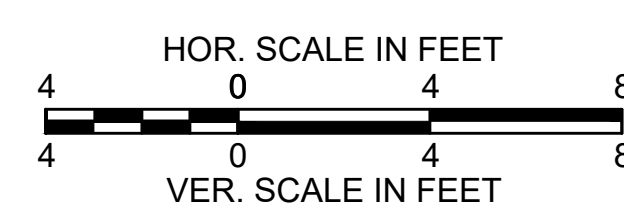
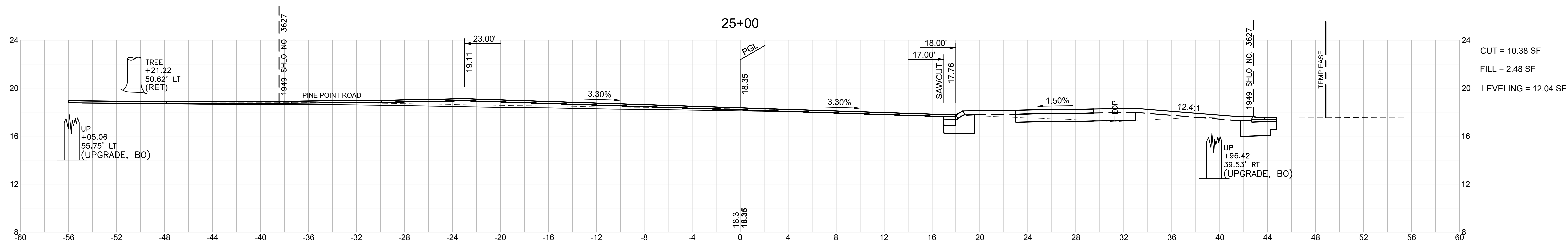
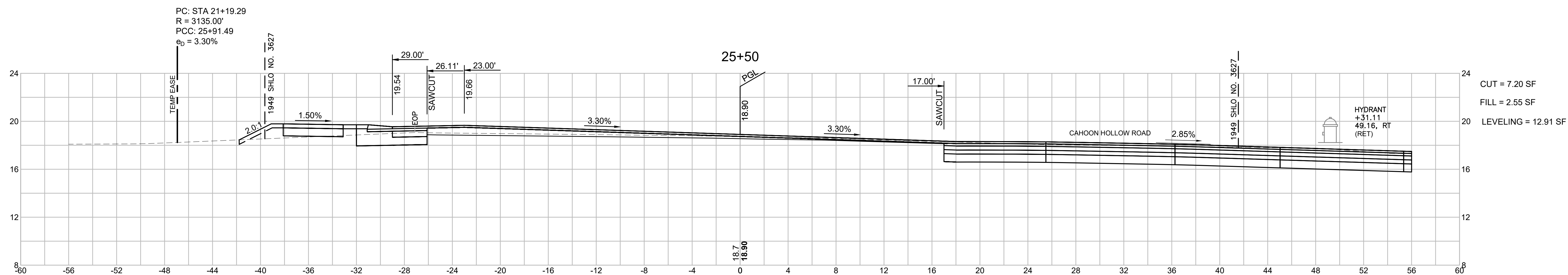


**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	108	133
PROJECT FILE NO. 607397			

**CROSS SECTIONS  
ROUTE 6  
PART 19 OF 37**

607397\_HDCROSS SECTIONS - SOUTH.DWG Plotted on 15-Apr-2022 5:34 PM



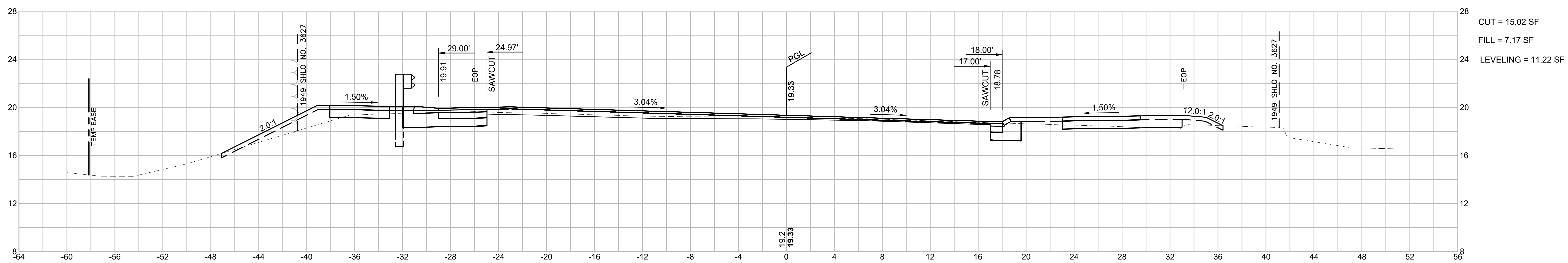
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	109	133
PROJECT FILE NO. 607397			

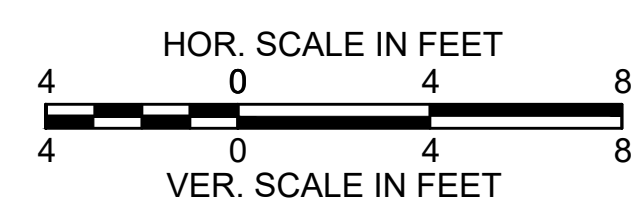
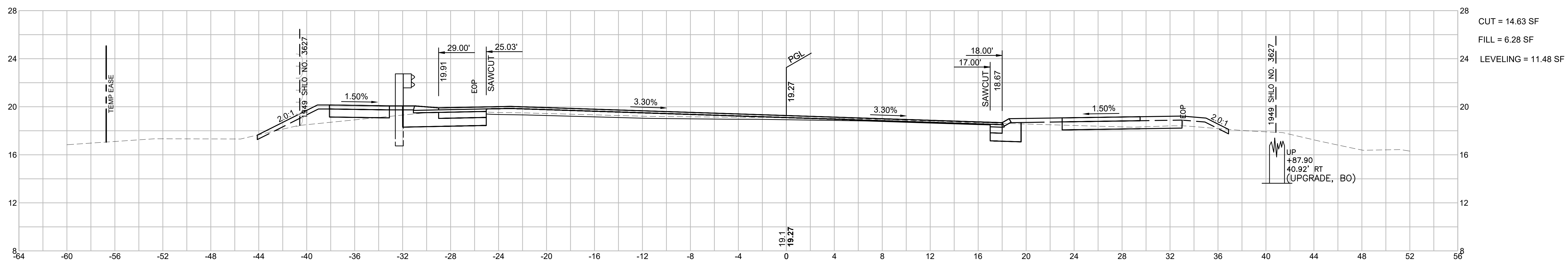
**CROSS SECTIONS  
ROUTE 6  
PART 20 OF 37**

PC: STA 21+19.29      PCC: STA 25+91.49  
R = 3135.00'      R = 3808.00'  
PCC: 25+91.49      PCC: 27+95.71  
e<sub>0</sub> = 3.30%      e<sub>0</sub> = 3.00%

**26+00**



**25+91.49**





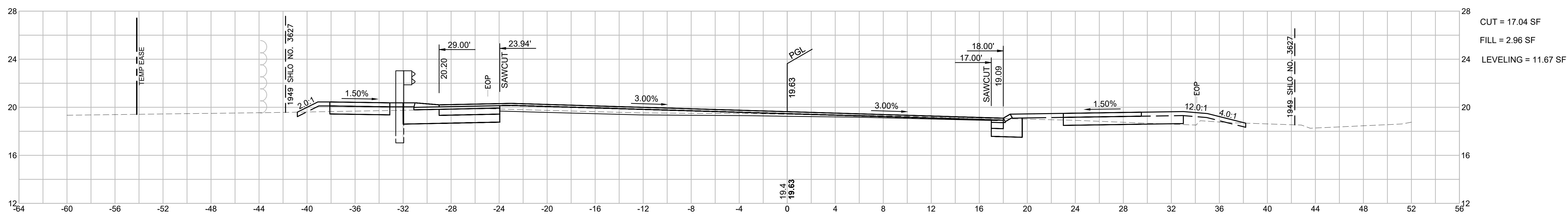
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	110	133
PROJECT FILE NO.		607397	

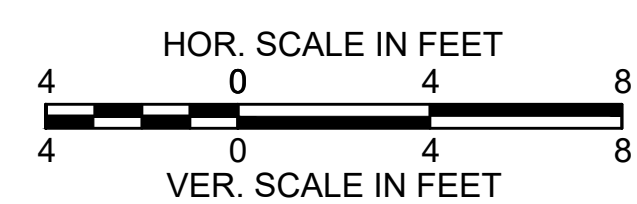
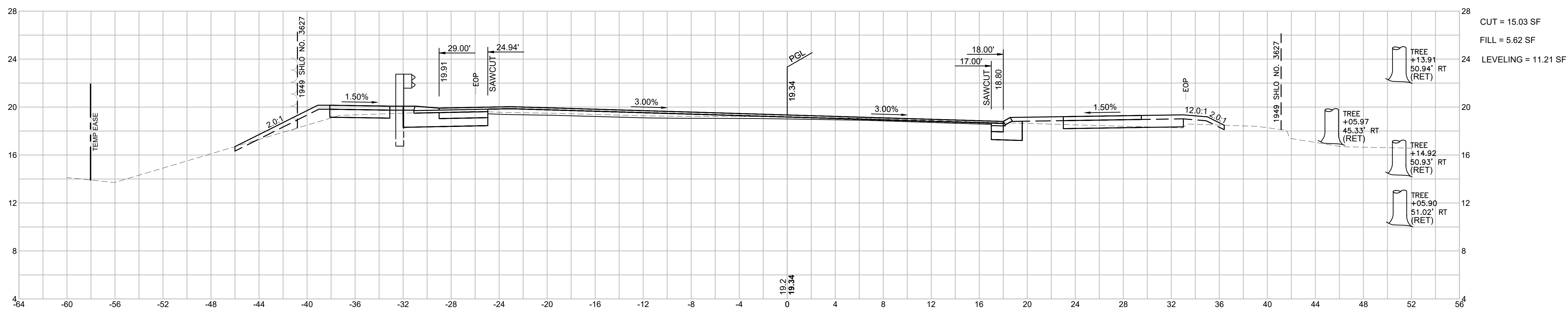
**CROSS SECTIONS  
ROUTE 6  
PART 21 OF 37**

PCC: STA 25+91.49  
R = 3808.00'  
PCC: 27+95.71  
 $e_0 = 3.00\%$

26+50



26+01.49



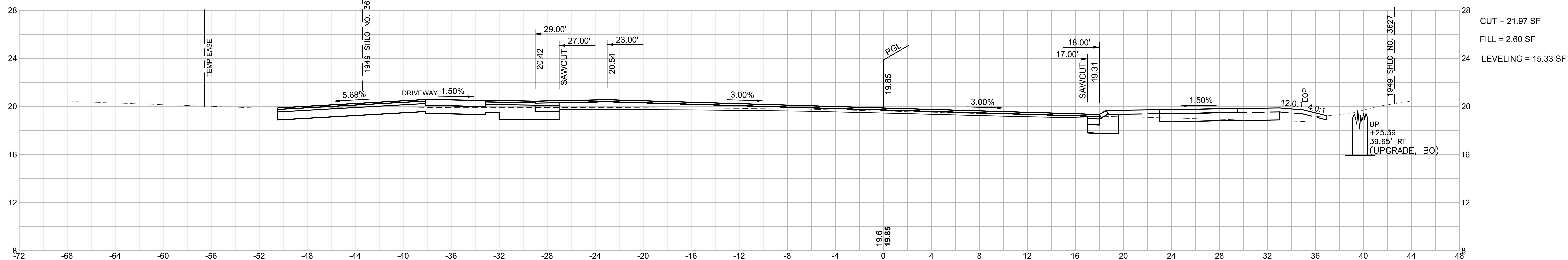
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	111	133
PROJECT FILE NO.		607397	

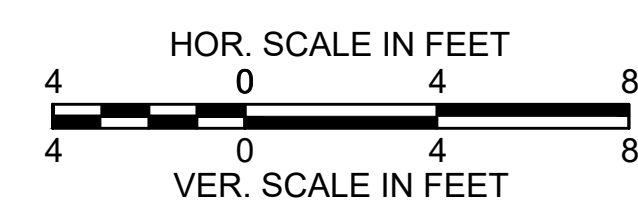
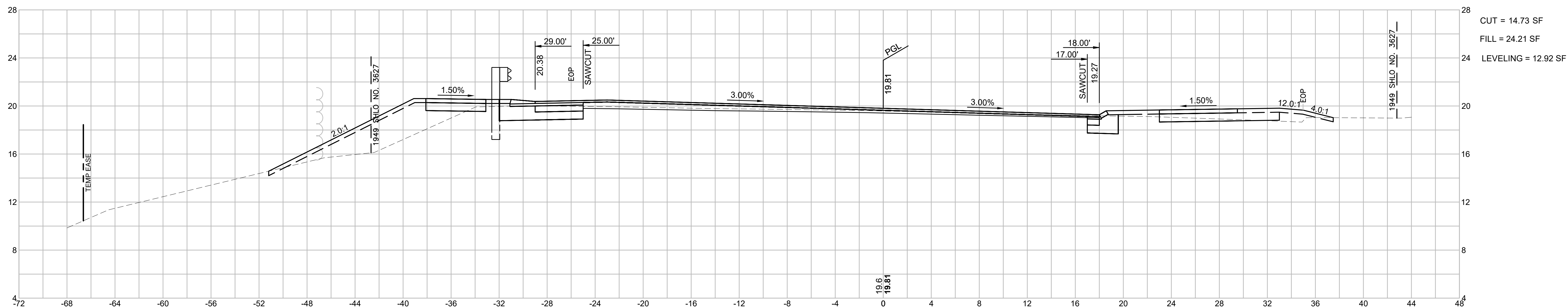
**CROSS SECTIONS  
ROUTE 6  
PART 22 OF 37**

PCC: STA 25+91.49  
R = 3808.00'  
PCC: 27+95.71  
e<sub>0</sub> = 3.00%

27+50



27+00



**WELLFLEET  
ROUTE 6 / MAIN STREET**

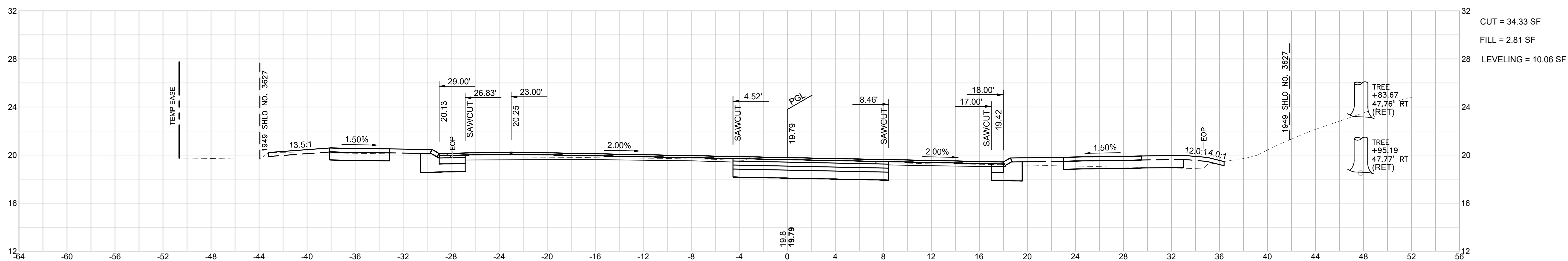
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	112	133

PROJECT FILE NO. 607397

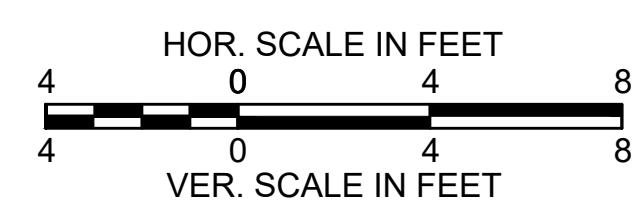
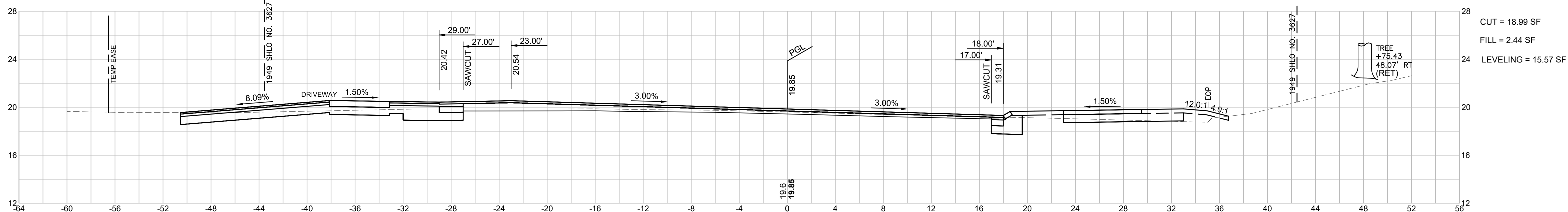
**CROSS SECTIONS  
ROUTE 6  
PART 23 OF 37**

PCC: STA 25+91.49  
R = 3808.00'  
PCC: 27+95.71  
e<sub>0</sub> = 3.00%

27+95.71



27+62.38





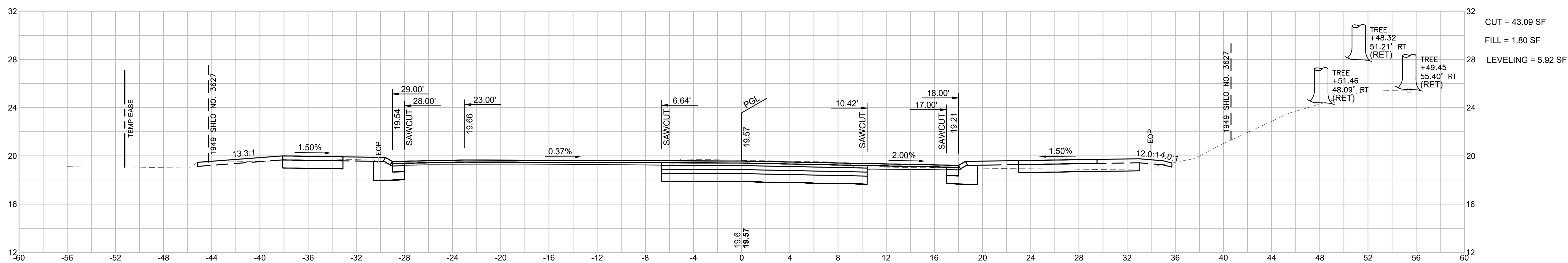
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	113	133
PROJECT FILE NO.		607397	

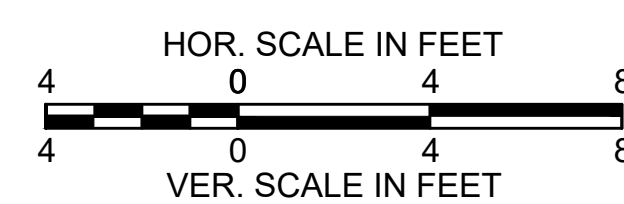
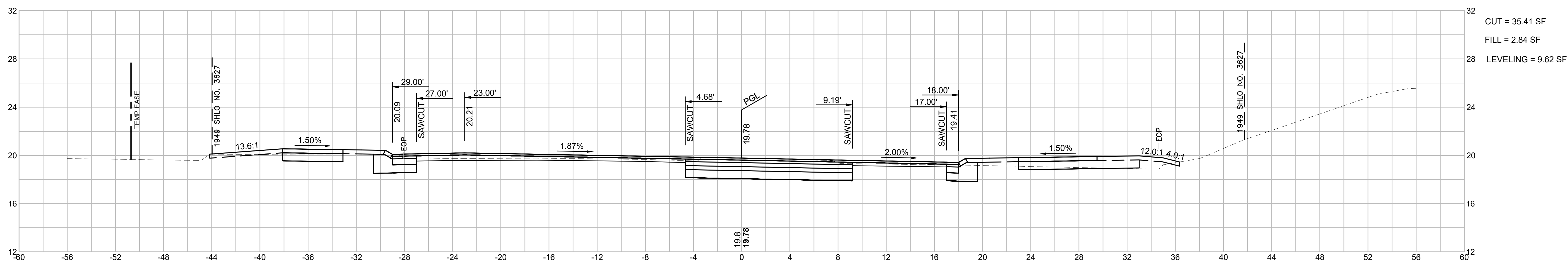
**CROSS SECTIONS  
ROUTE 6  
PART 24 OF 37**

PCC: STA 25+91.49  
R = 3808.00'  
PCC: 27+95.71  
e<sub>0</sub> = 3.00%

28+50



28+00



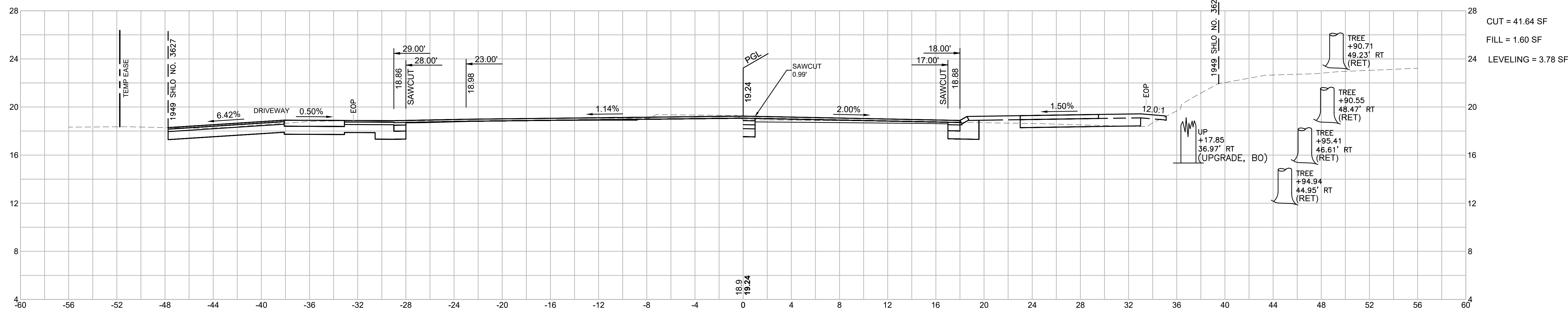
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	114	133
PROJECT FILE NO.		607397	

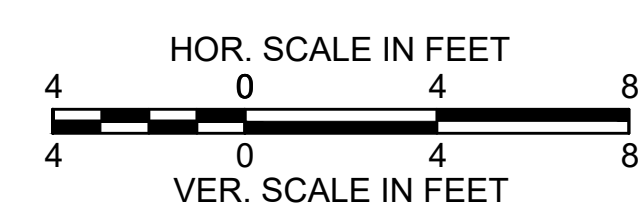
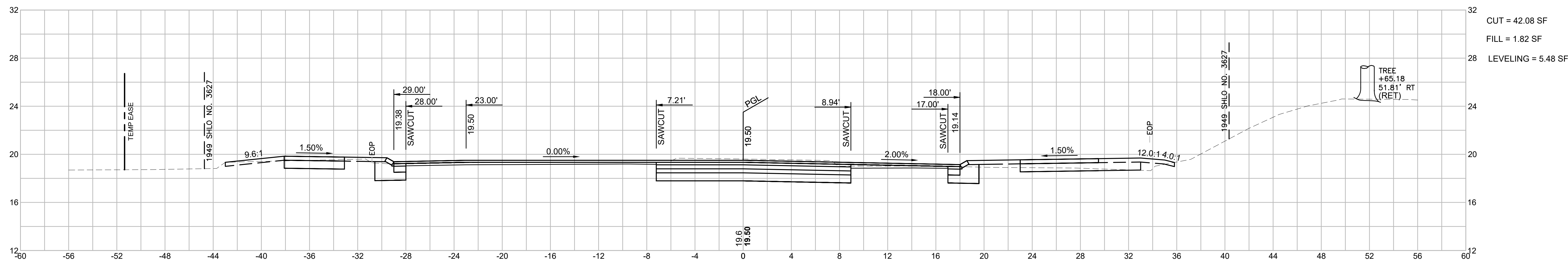
**CROSS SECTIONS  
ROUTE 6  
PART 25 OF 37**

PCC: STA 25+91.49  
R = 3808.00'  
PCC: 27+95.71  
e<sub>0</sub> = 3.00%

29+00



28+62.38

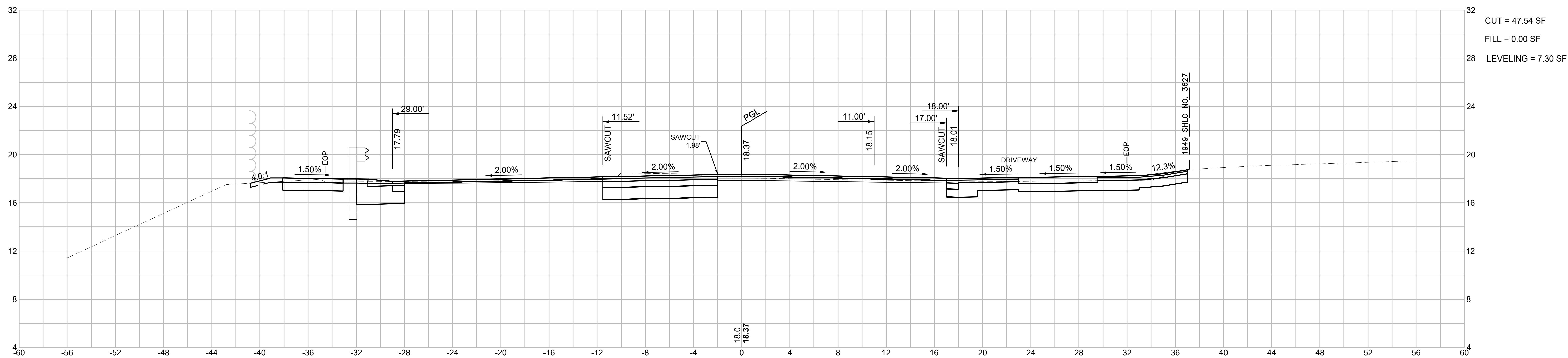


**WELLFLEET  
ROUTE 6 / MAIN STREET**

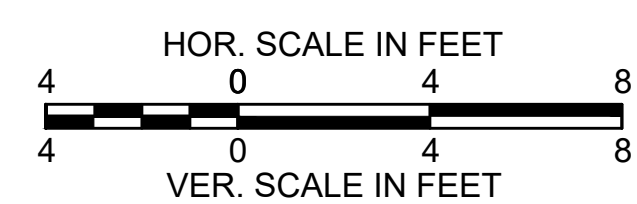
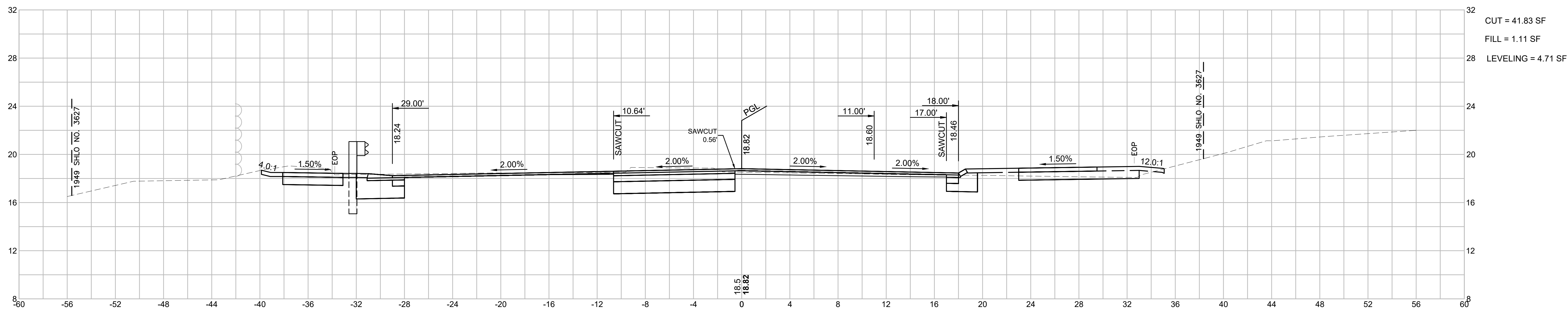
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	115	133
PROJECT FILE NO.		607397	

**CROSS SECTIONS  
ROUTE 6  
PART 26 OF 37**

30+00



29+50



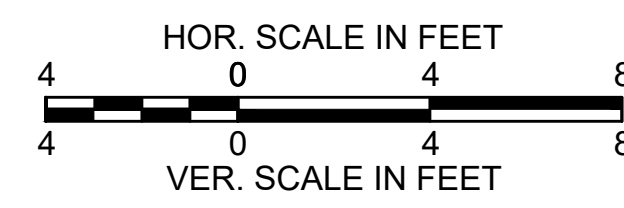
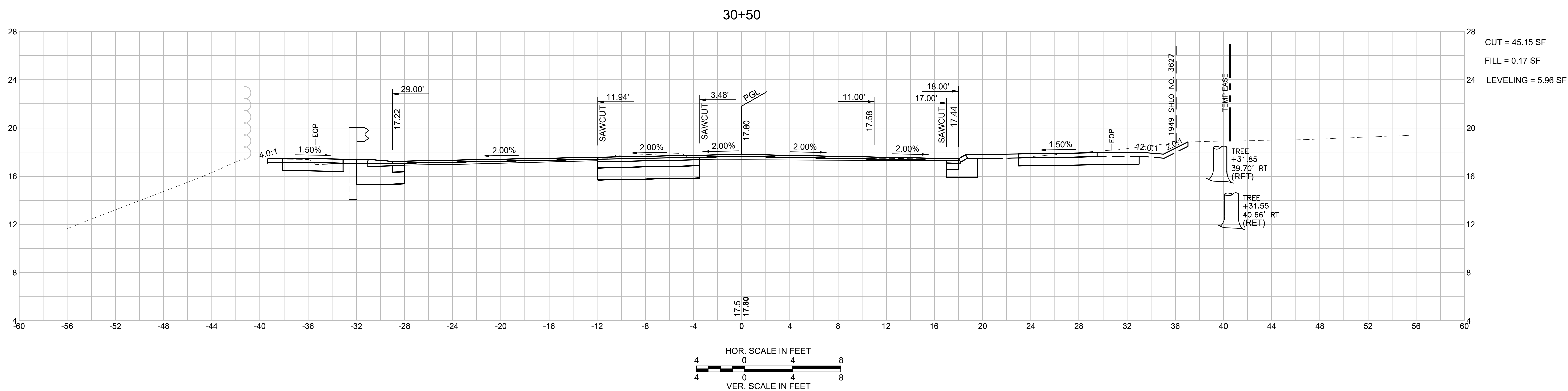
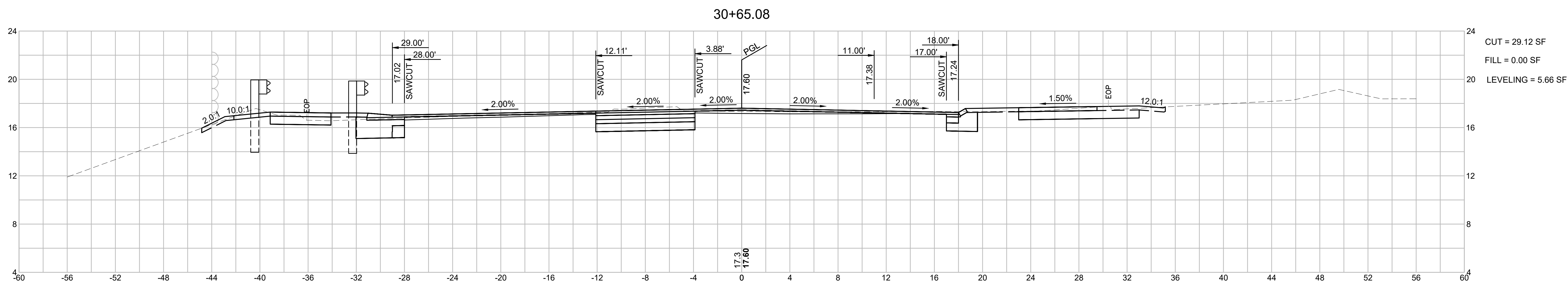


**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	116	133
PROJECT FILE NO. 607397			

**CROSS SECTIONS  
ROUTE 6  
PART 27 OF 37**

607397\_HD\CROSS SECTIONS - NORTH.DWG Plotted on 15-Apr-2022 4:28 PM



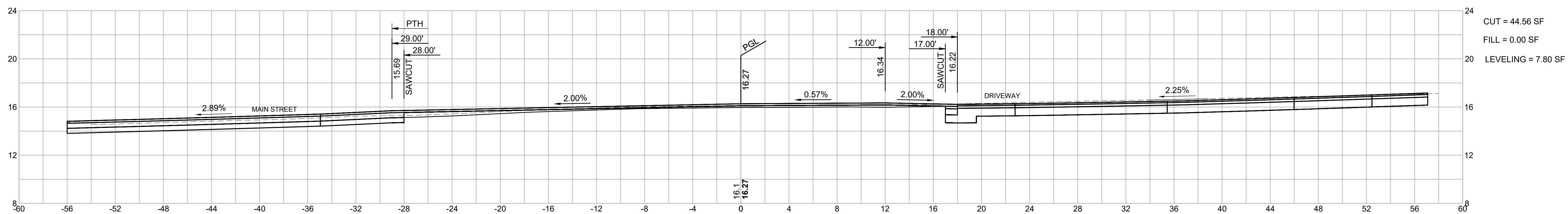
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	117	133
PROJECT FILE NO.		607397	

CROSS SECTIONS  
ROUTE 6  
PART 28 OF 37

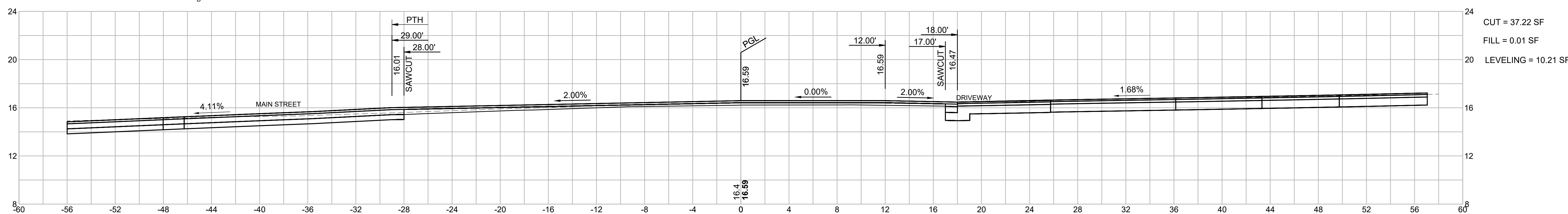
607397\_HDCROSS SECTIONS - NORTH.DWG Plotted on 15-Apr-2022 4:28 PM

31+50

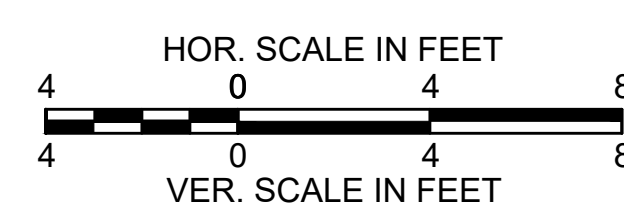
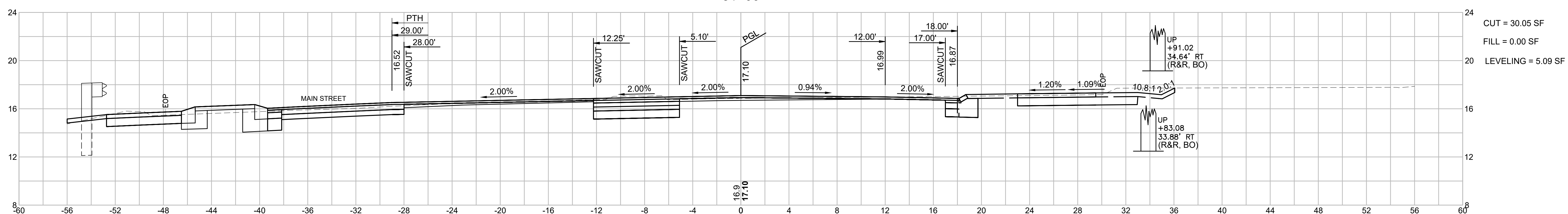


PC: STA 32+06.41  
R = 3050.00'  
PCC: 39+82.84  
e<sub>0</sub> = 3.40%

31+31.08



31+00



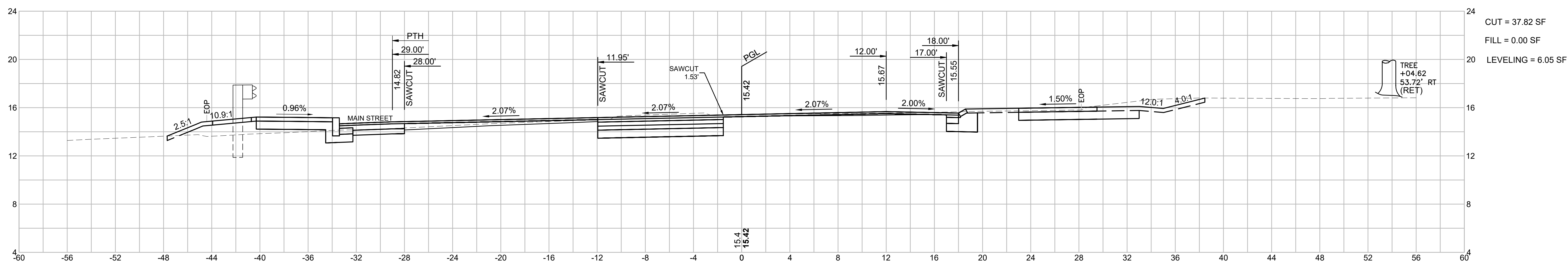
WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	118	133
PROJECT FILE NO.		607397	

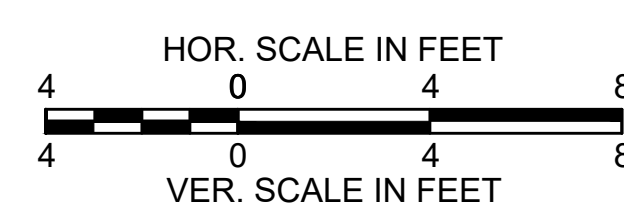
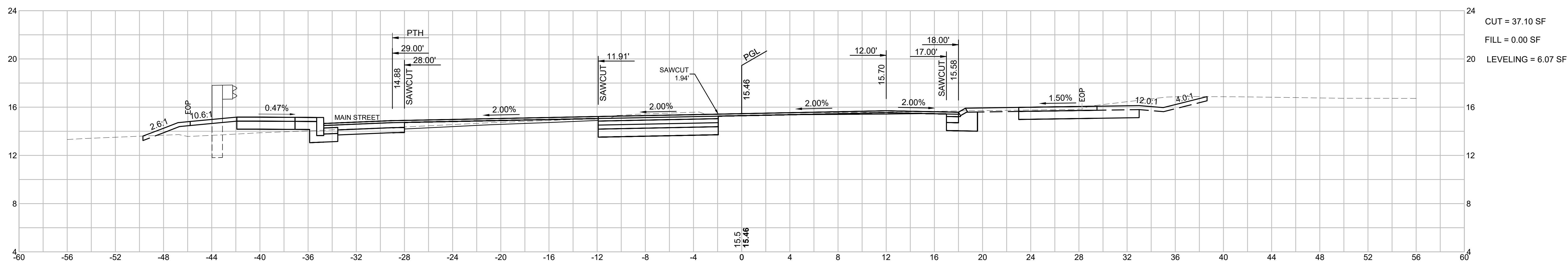
CROSS SECTIONS  
ROUTE 6  
PART 29 OF 37

PC: STA 32+06.41  
R = 3050.00'  
PCC: 39+82.84  
e<sub>0</sub> = 3.40%

32+00



31+97.67





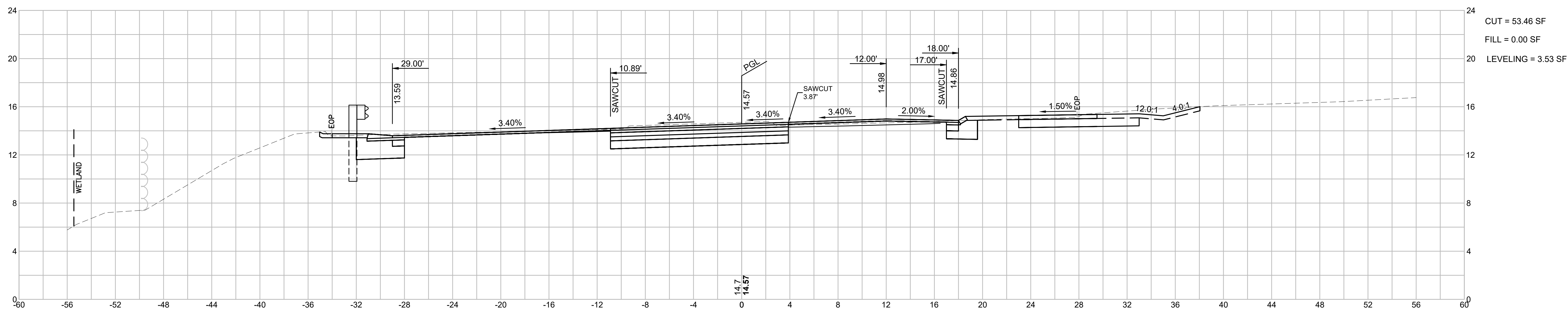
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	119	133
PROJECT FILE NO.		607397	

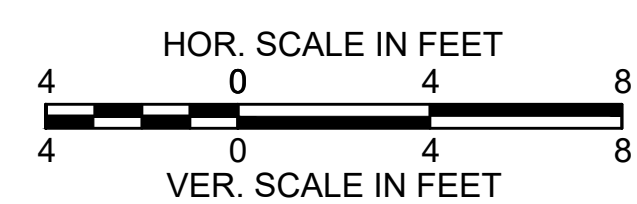
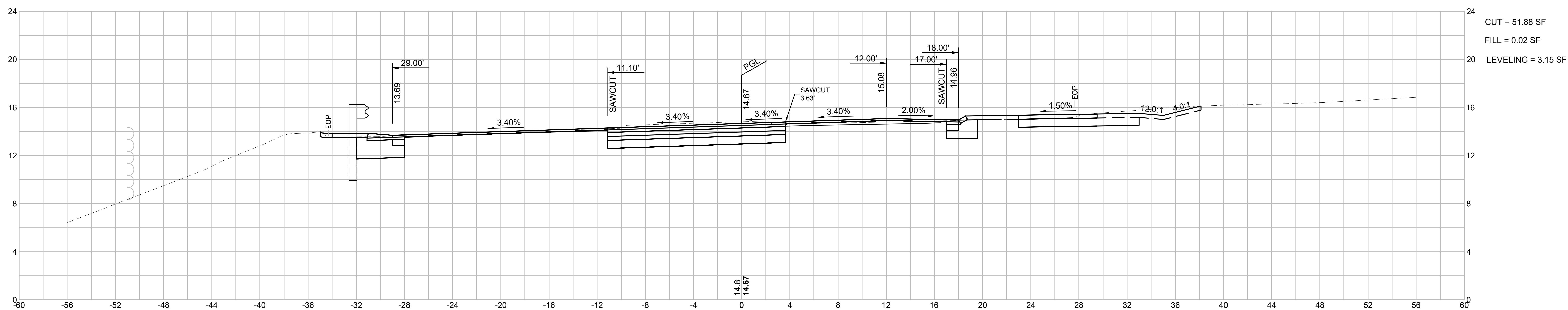
**CROSS SECTIONS  
ROUTE 6  
PART 30 OF 37**

PC: STA 32+06.41  
R = 3050.00'  
PCC: 39+82.84  
e<sub>p</sub> = 3.40%

32+50



32+44.08



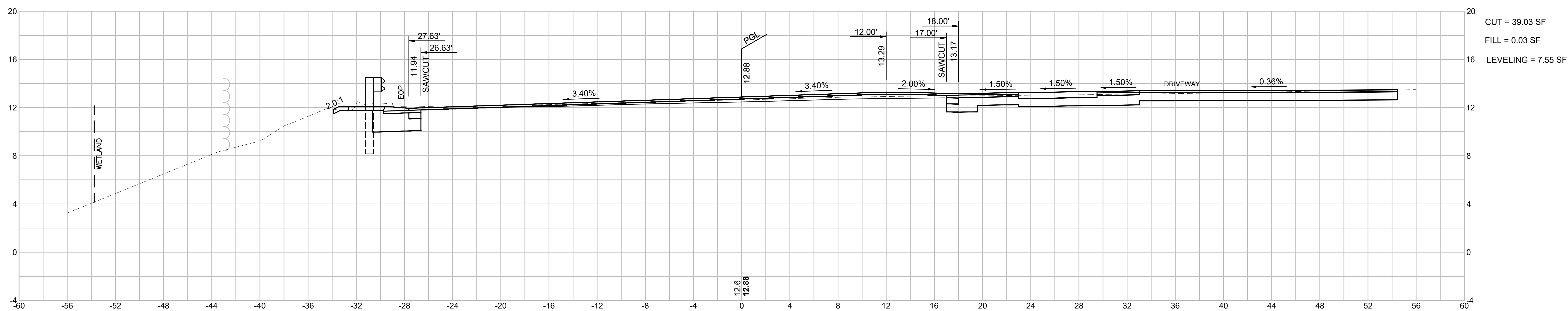
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	120	133
PROJECT FILE NO.		607397	

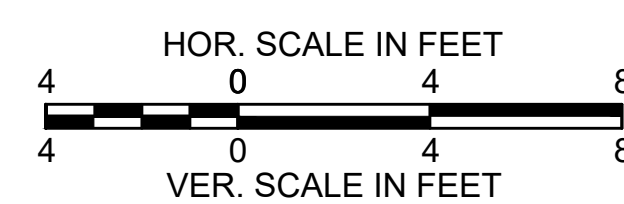
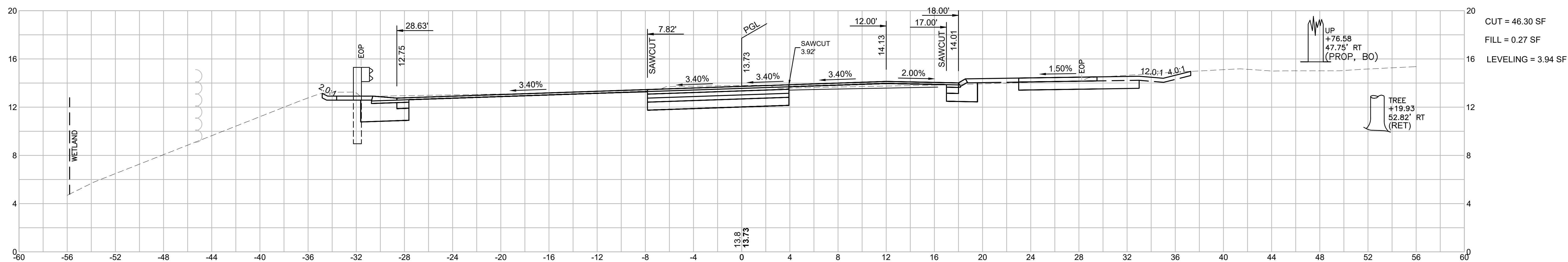
**CROSS SECTIONS  
ROUTE 6  
PART 31 OF 37**

PC: STA 32+06.41  
R = 3050.00'  
PCC: 39+82.84  
e<sub>0</sub> = 3.40%

33+50



33+00



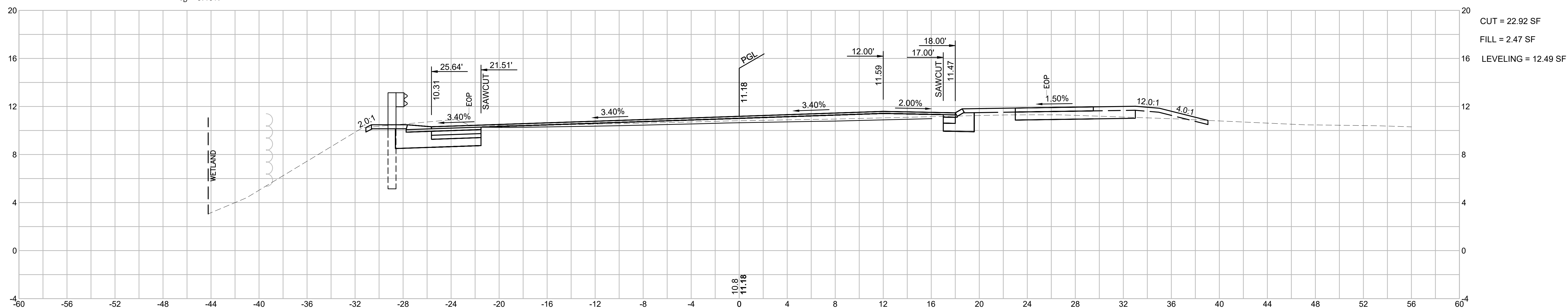
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	121	133
PROJECT FILE NO.		607397	

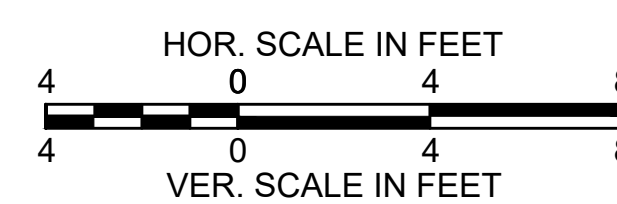
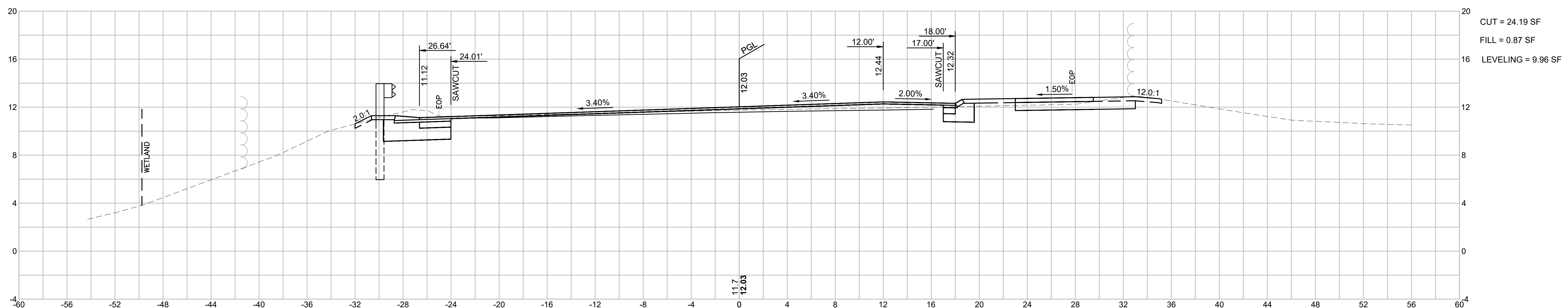
**CROSS SECTIONS  
ROUTE 6  
PART 32 OF 37**

PC: STA 32+06.41  
R = 3050.00'  
PCC: 39+82.84  
e<sub>p</sub> = 3.40%

34+50



34+00





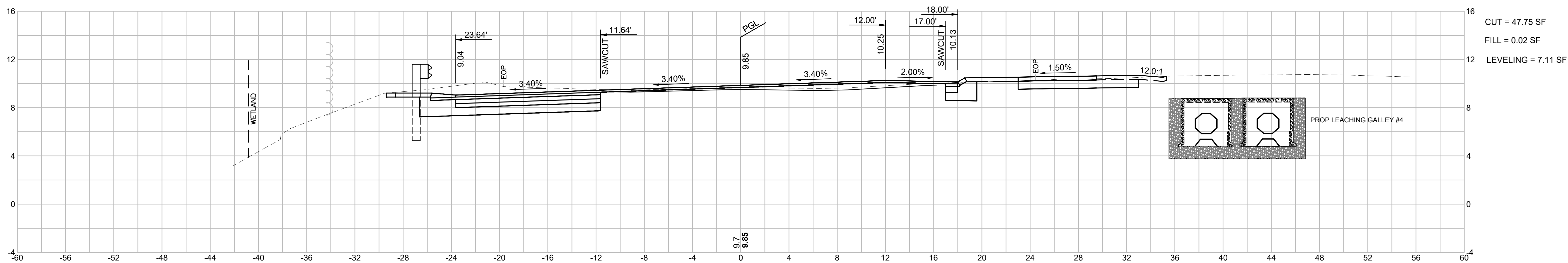
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	122	133
PROJECT FILE NO. 607397			

**CROSS SECTIONS  
ROUTE 6  
PART 33 OF 37**

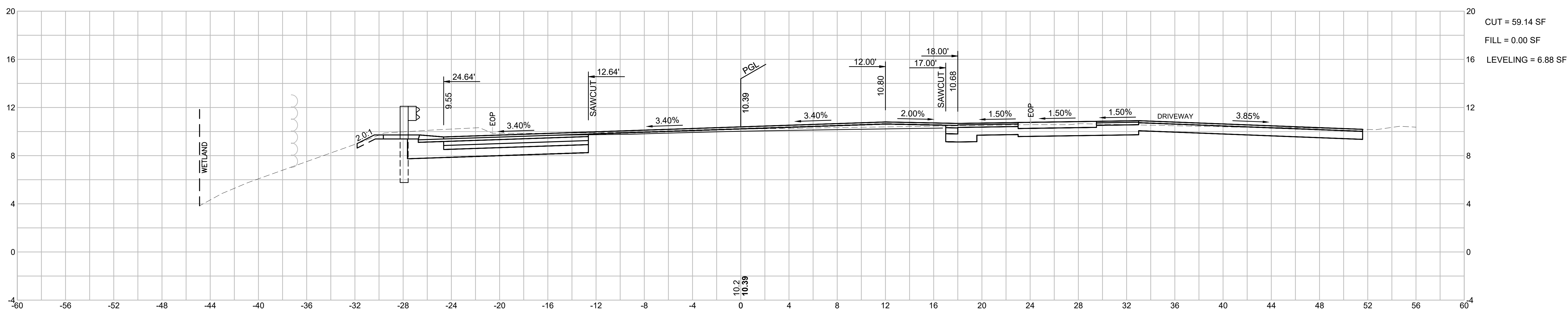
PC: STA 32+06.41  
R = 3050.00'  
PCC: 39+82.84  
e<sub>p</sub> = 3.40%

35+50

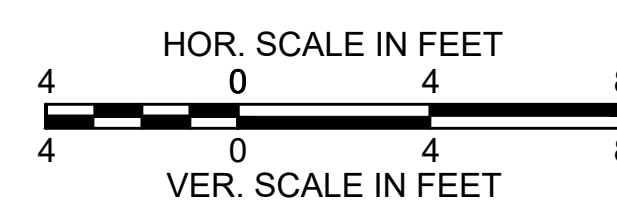


CUT = 47.75 SF  
FILL = 0.02 SF  
LEVELING = 7.11 SF

35+00



CUT = 59.14 SF  
FILL = 0.00 SF  
LEVELING = 6.88 SF



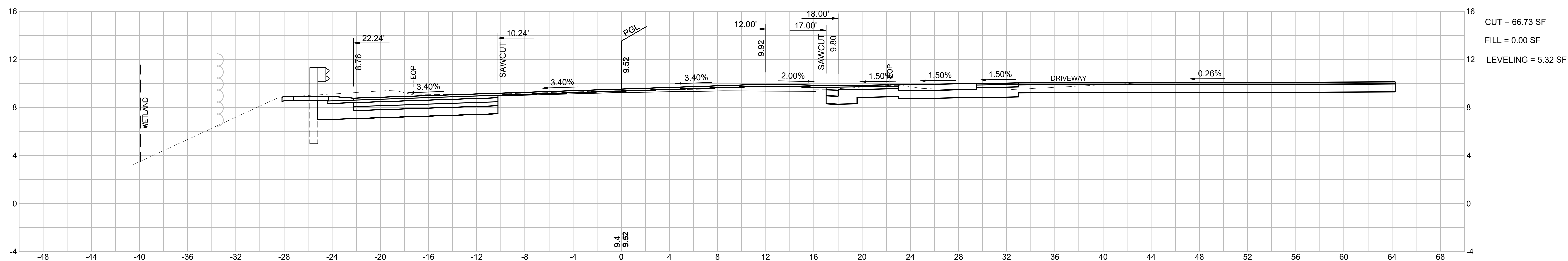
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	123	133
PROJECT FILE NO.		607397	

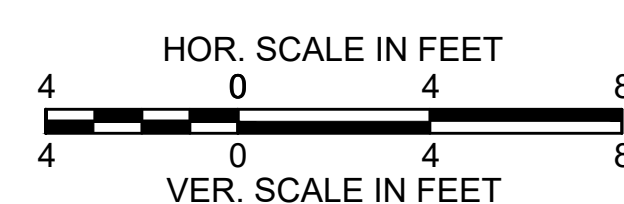
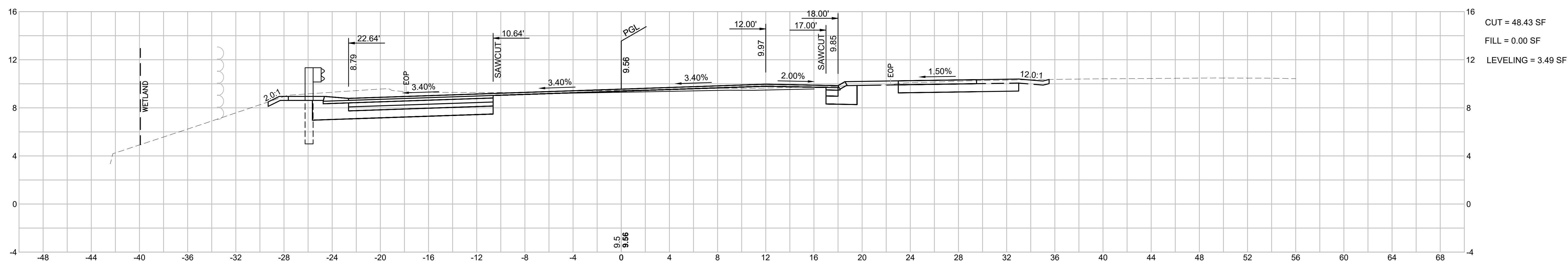
**CROSS SECTIONS  
ROUTE 6  
PART 34 OF 37**

PC: STA 32+06.41  
R = 3050.00'  
PCC: 39+82.84  
e<sub>b</sub> = 3.40%

**36+20**



**36+00**



**WELLFLEET  
ROUTE 6 / MAIN STREET**

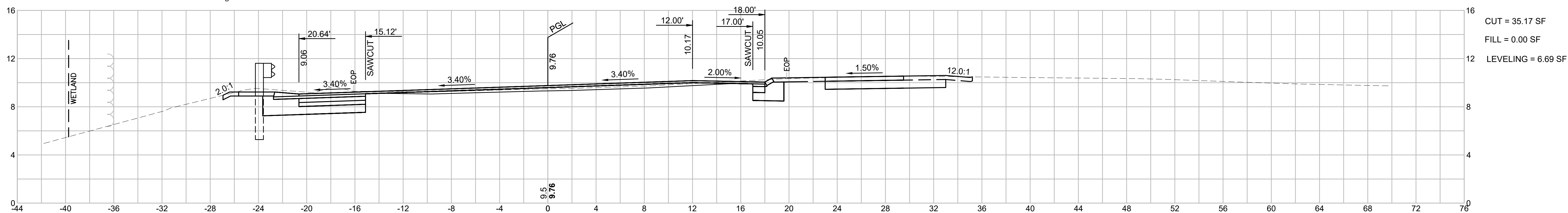
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	124	133
PROJECT FILE NO.		607397	

**CROSS SECTIONS  
ROUTE 6  
PART 35 OF 37**

607397\_HD\CROSS SECTIONS - NORTH.DWG Picked on 15-Apr-2022 4:29 PM

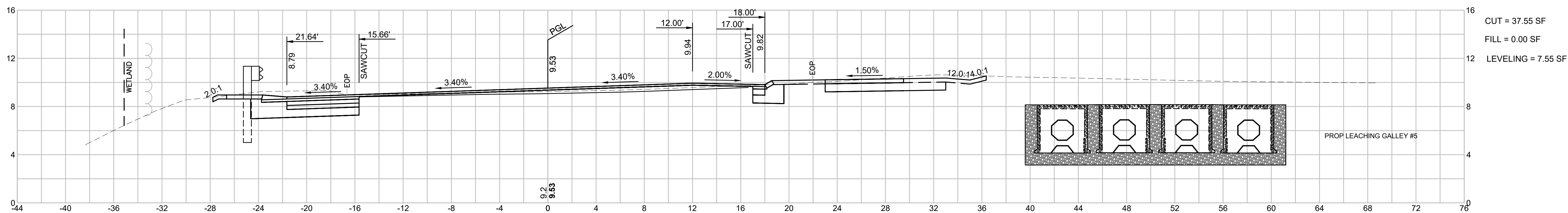
PC: STA 32+06.41  
R = 3050.00'  
PCC: 39+82.84  
e<sub>p</sub> = 3.40%

**37+00**

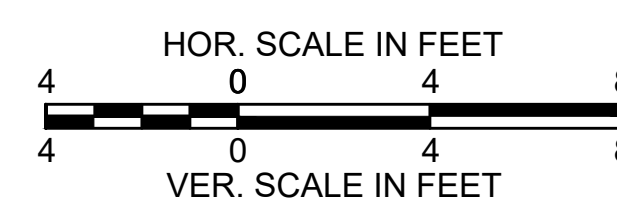


CUT = 35.17 SF  
FILL = 0.00 SF  
LEVELING = 6.69 SF

**36+50**



CUT = 37.55 SF  
FILL = 0.00 SF  
LEVELING = 7.55 SF





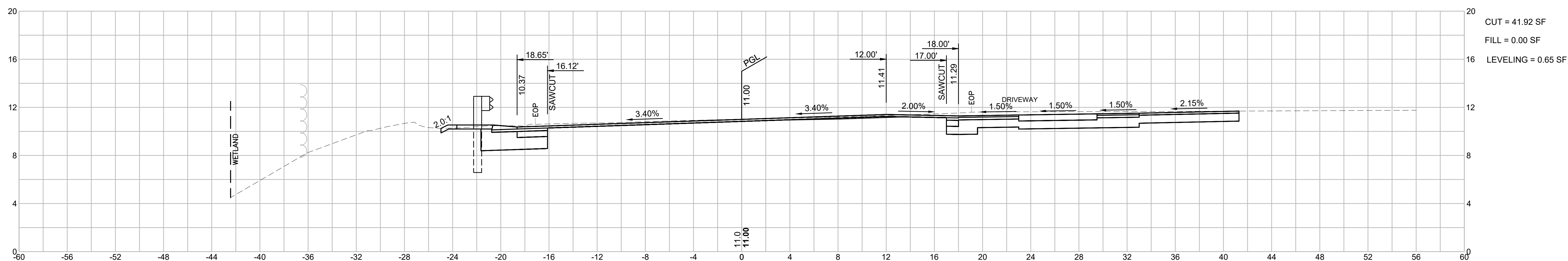
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	125	133
PROJECT FILE NO.		607397	

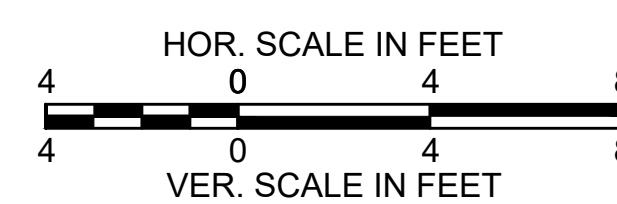
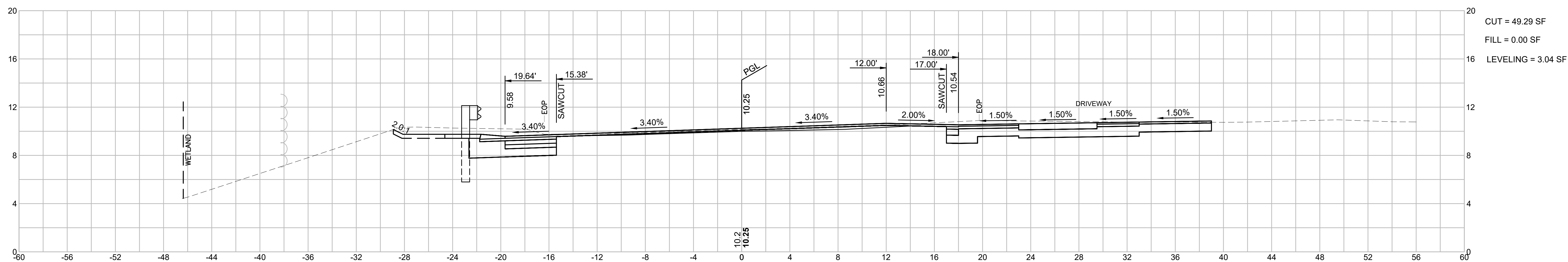
**CROSS SECTIONS  
ROUTE 6  
PART 36 OF 37**

PC: STA 32+06.41  
R = 3050.00'  
PCC: 39+82.84  
e<sub>p</sub> = 3.40%

38+00



37+50





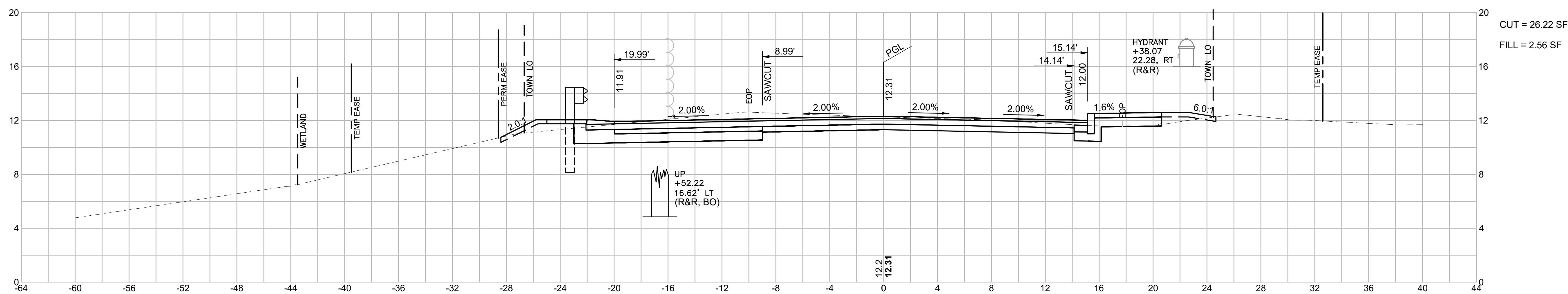
**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	127	133
PROJECT FILE NO.		607397	

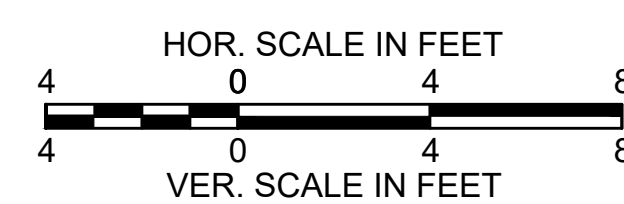
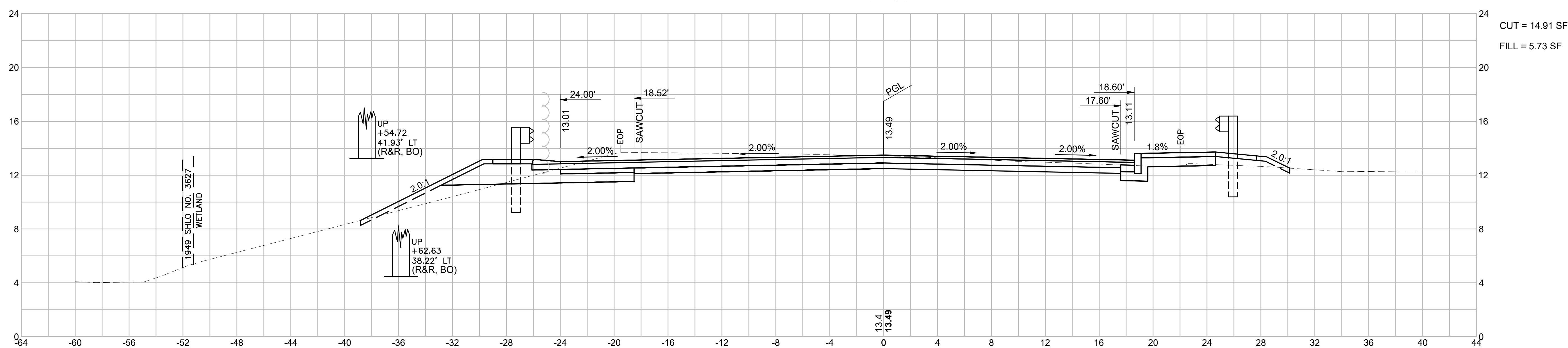
**CROSS SECTIONS  
MAIN STREET  
PART 1 OF 7**

607397\_HD\CROSS SECTIONS - NORTH.DWG Plotted on 15-Apr-2022 4:29 PM

101+50



101+00



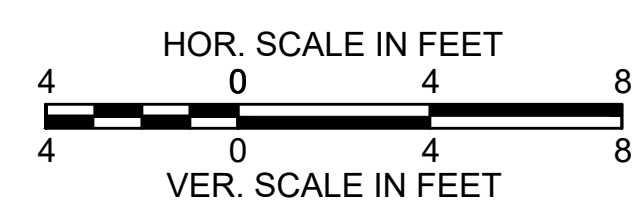
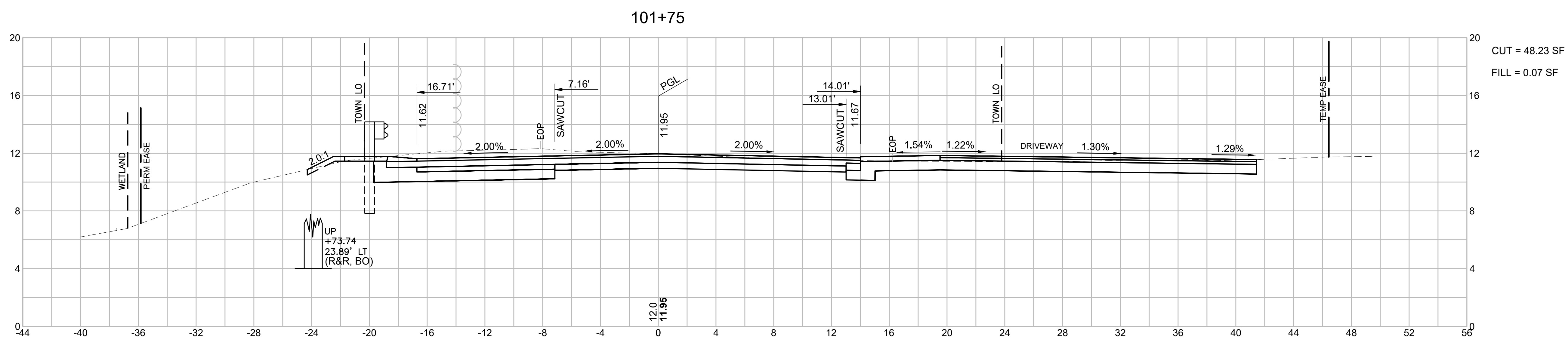
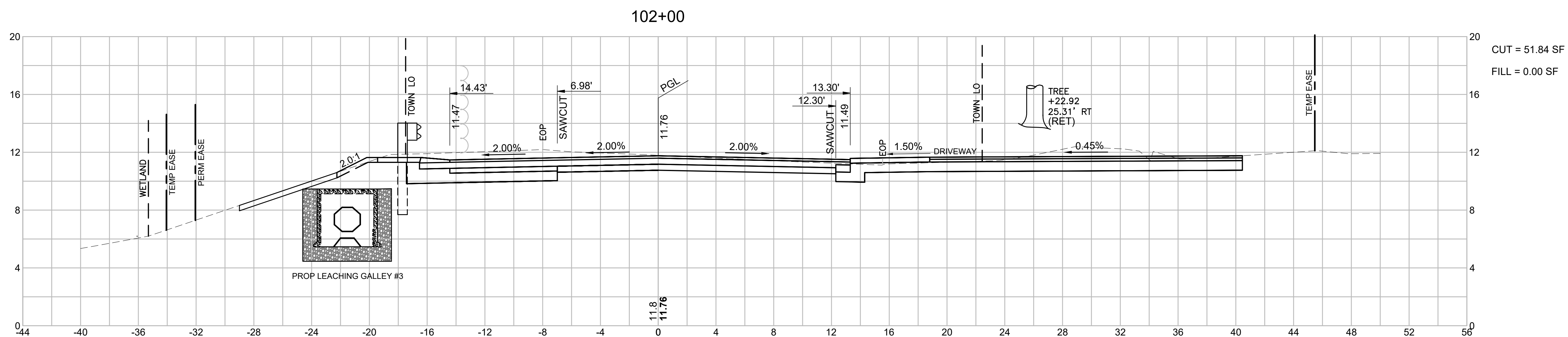


WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	128	133
PROJECT FILE NO.		607397	

CROSS SECTIONS  
MAIN STREET  
PART 2 OF 7

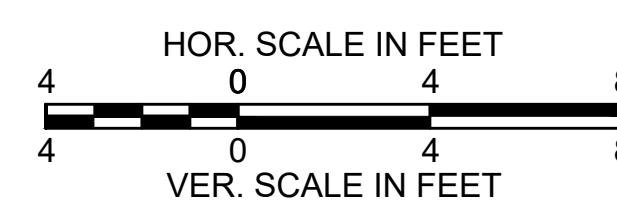
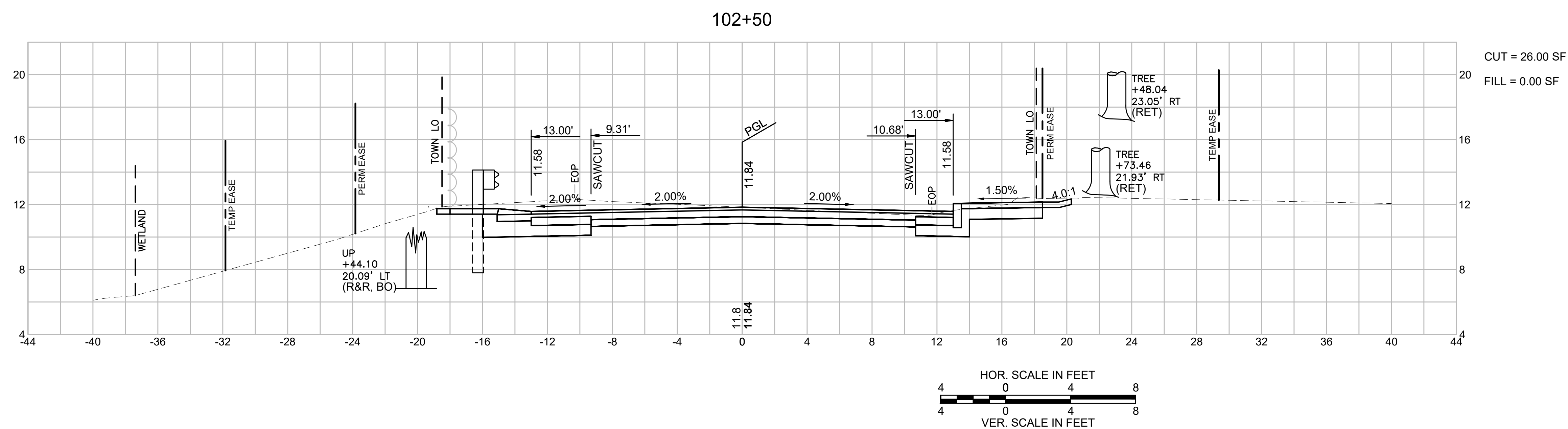
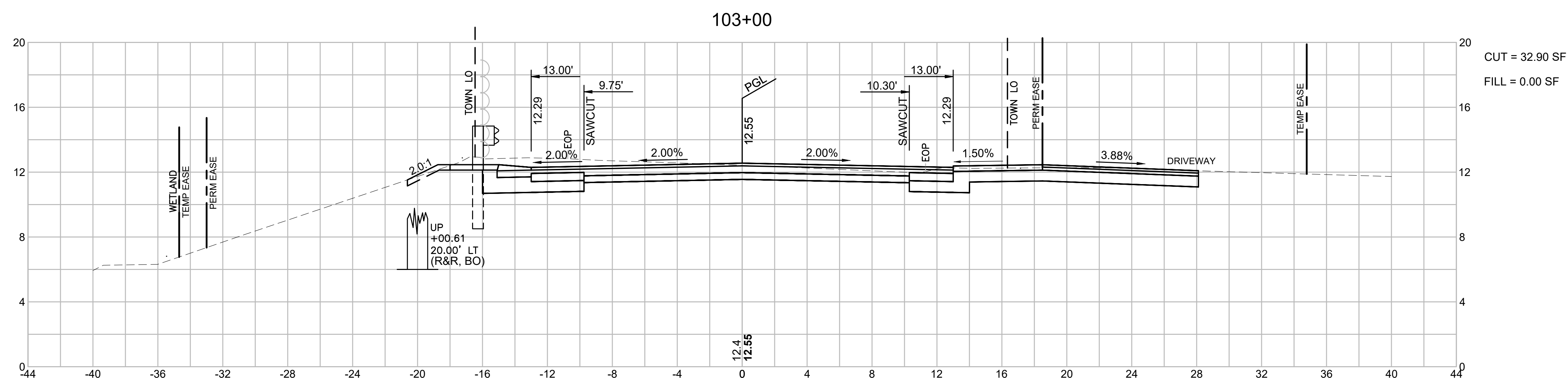
607397\_HD\CROSS SECTIONS - NORTH.DWG Plotted on 15-Apr-2022 4:29 PM



WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	129	133
PROJECT FILE NO.		607397	

CROSS SECTIONS  
MAIN STREET  
PART 3 OF 7

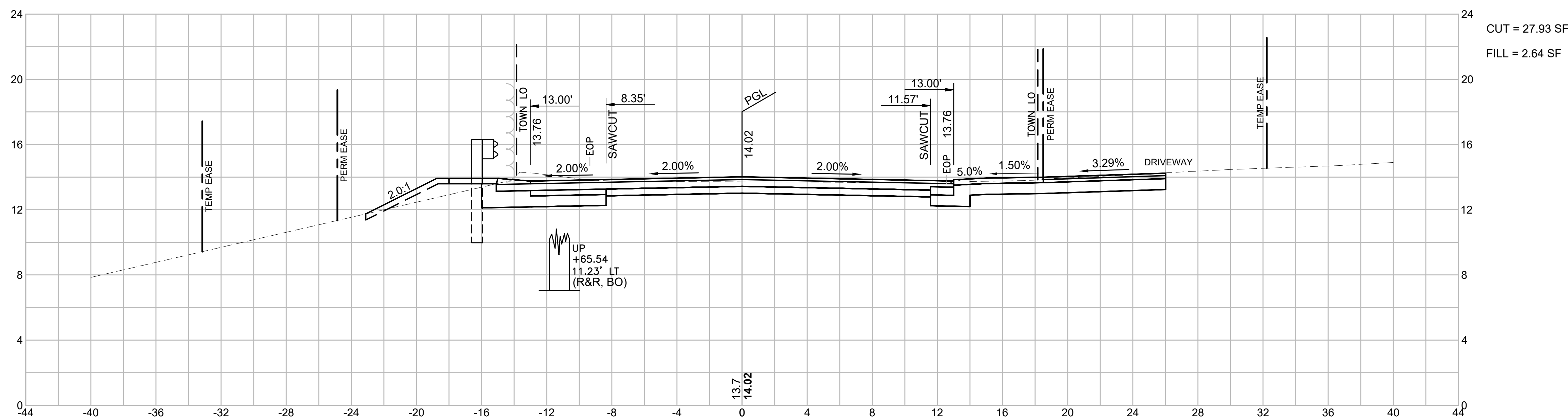


WELLFLEET  
ROUTE 6 / MAIN STREET

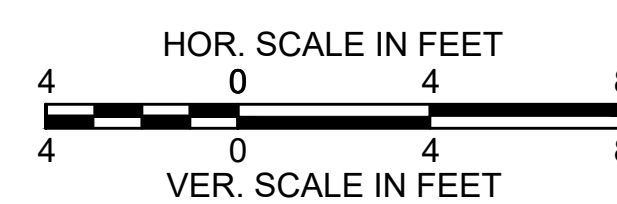
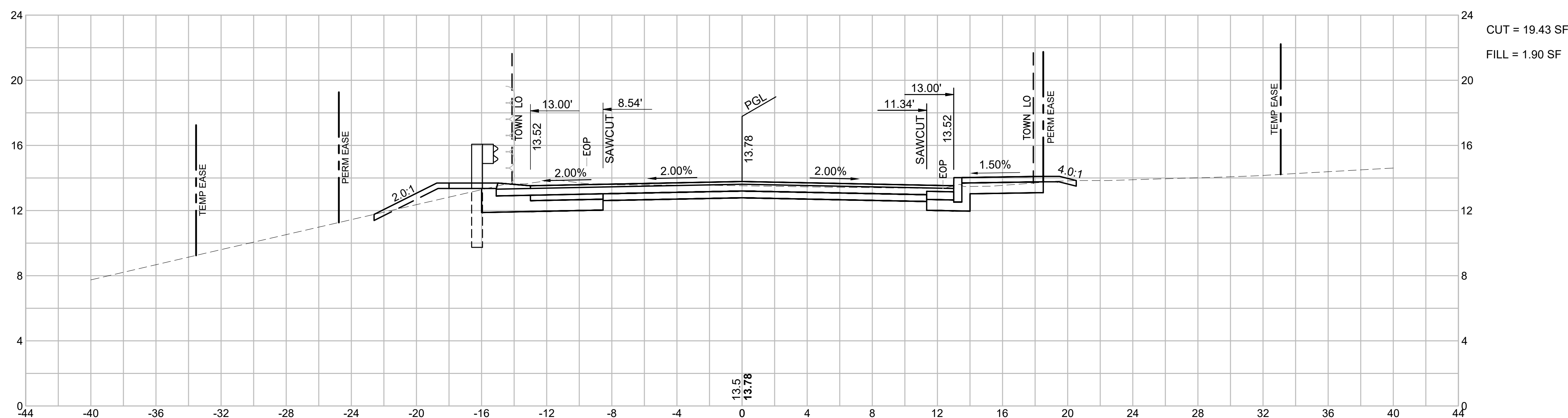
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	130	133
PROJECT FILE NO.		607397	

CROSS SECTIONS  
MAIN STREET  
PART 4 OF 7

103+59



103+50

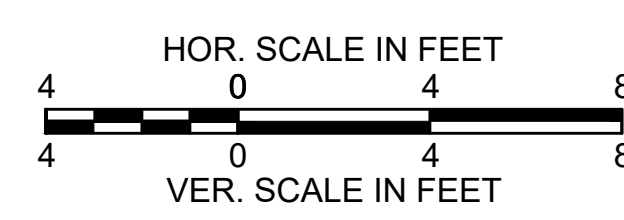
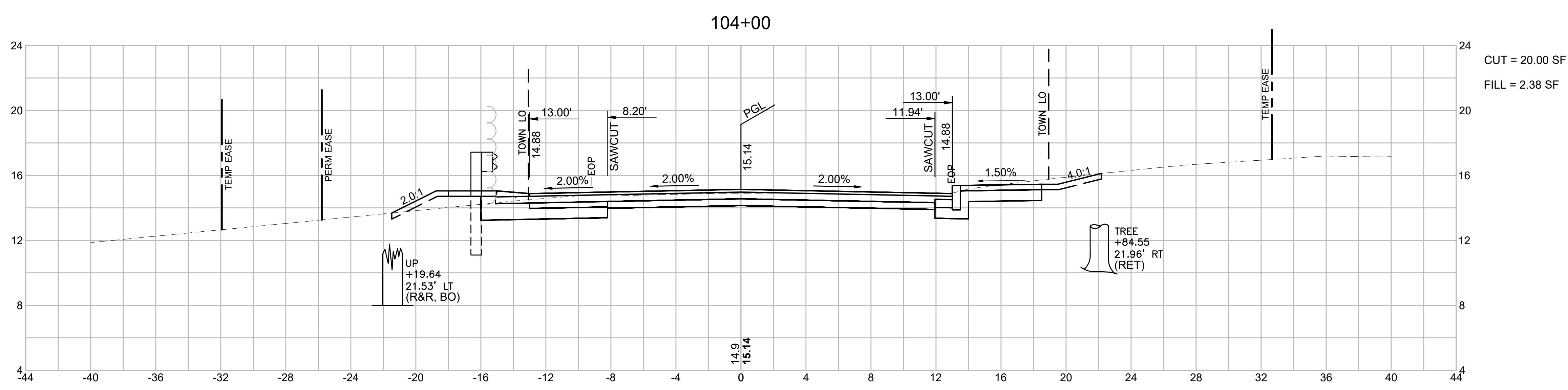
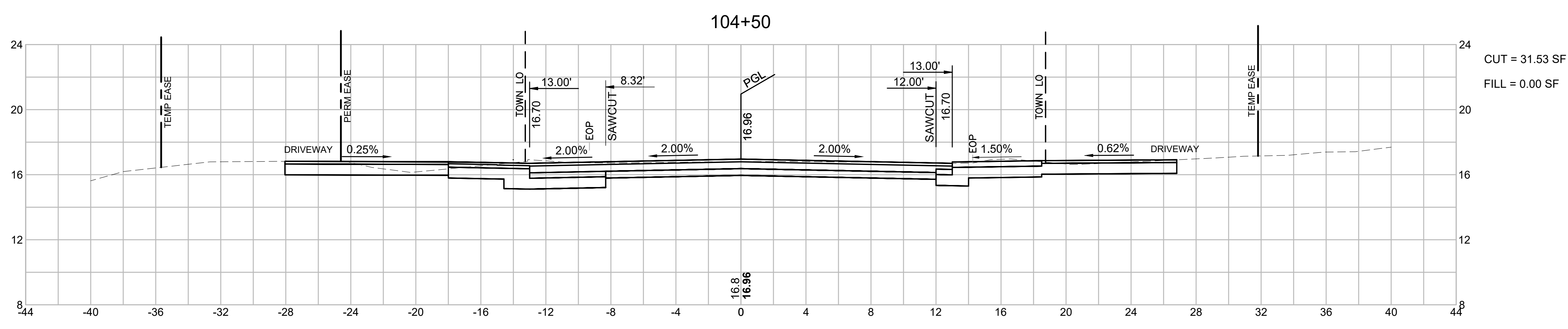
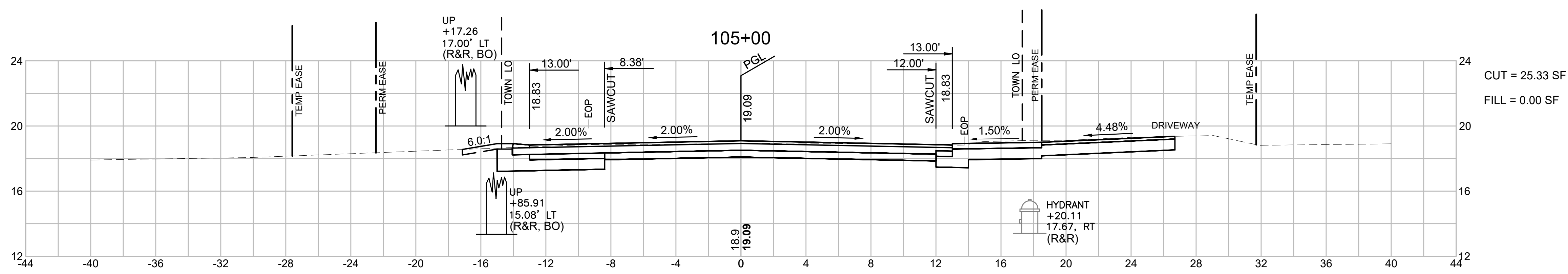




WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	131	133
PROJECT FILE NO.		607397	

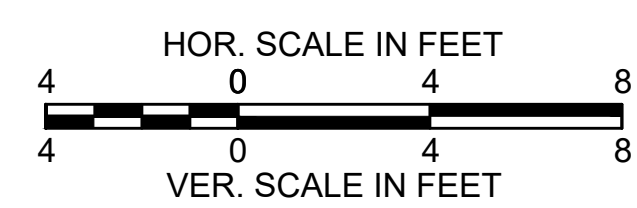
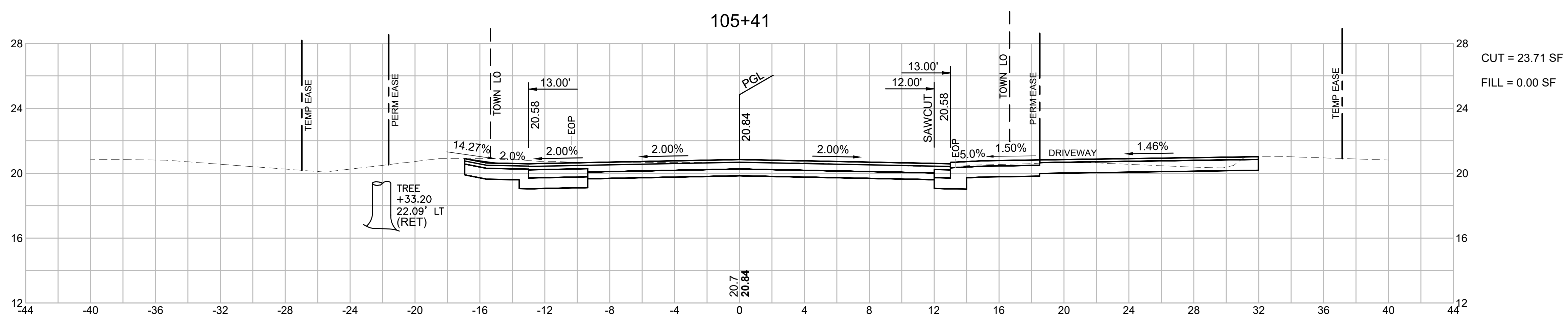
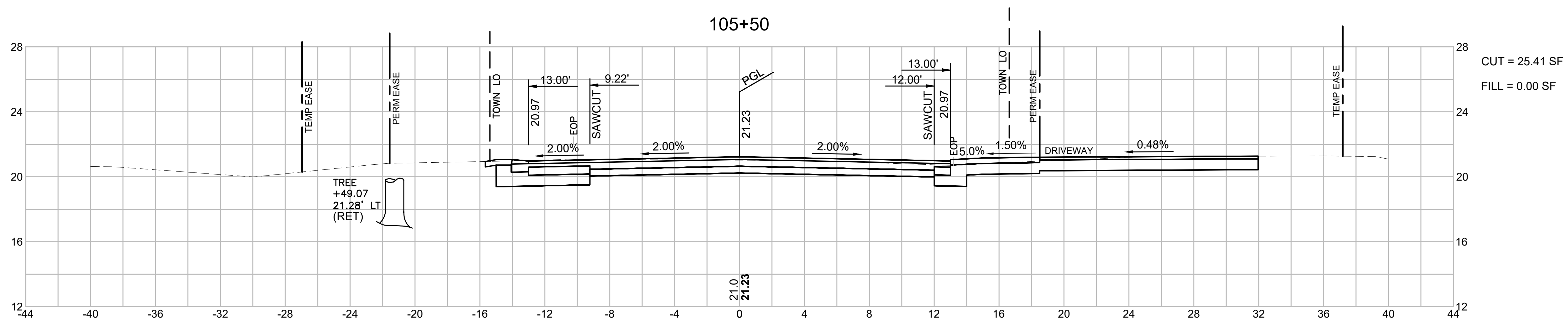
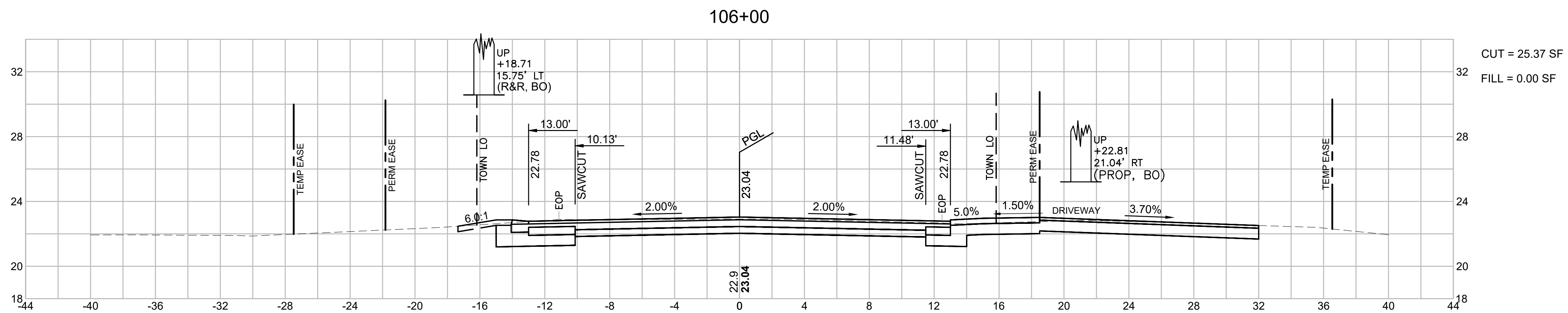
CROSS SECTIONS  
MAIN STREET  
PART 5 OF 7



**WELLFLEET  
ROUTE 6 / MAIN STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	132	133
PROJECT FILE NO.		607397	

**CROSS SECTIONS  
MAIN STREET  
PART 6 OF 7**



WELLFLEET  
ROUTE 6 / MAIN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	133	133
PROJECT FILE NO.		607397	

CROSS SECTIONS  
MAIN STREET  
PART 7 OF 7

