MAIN STREET
MEDWAY, MA

HARTFORD AVENUE & WEST STREET
BELLINGHAM, MA

BELLINGHAM & MEDWAY ROADWAY IMPROVEMENTS
(CONTRACT 2021-BMRI)

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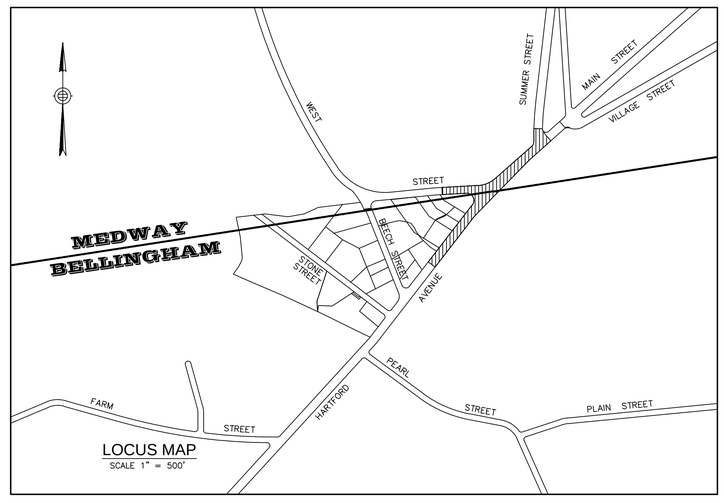

LOCUS MAP
SCALE 1" = 500'

TOWN OF BELLINGHAM
DEPARTMENT OF PUBLIC WORKS
MR. DONALD DIMARTINO, DIRECTOR

TOWN OF MEDWAY
DEPARTMENT OF PUBLIC WORKS
MR. DAVID D'AMICO, DIRECTOR

FEBRUARY 2021

COMMONWEALTH OF MASSACHUSETTS
THOMAS C. HOUSTON
CIVIL
No. 32469
REGISTERED PROFESSIONAL ENGINEER

FEBRUARY 18, 2021

Thomas C. Houston, PE

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COVER SHEET

MAIN STREET MEDWAY, MA HARTFORD AVE. & WEST STREET BELLINGHAM, MA	PSC PROJECT NOS. MEDW 19001 BLDW 14002 SCALE 1 INCH = 20 FEET
BELLINGHAM & MEDWAY ROADWAY IMPROVEMENTS (CONTRACT 2021-BMRI)	DATE FEBRUARY 2021

PLANNERS.
SITE ENGINEERS.
CIVIL ENGINEERS.
TRAFFIC ENGINEERS.

Professional Services Corporation, PC

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PLANNING LAND DEVELOPMENT TRANSPORTATION

DATE	REVISIONS

SURVEY NOTES

1. EXISTING TOPOGRAPHY AND DETAIL INFORMATION SHOWN ON THE PLANS FROM STA 0+00 HARTFORD AVENUE TO STA 5+50 MAIN STREET AND ON WEST STREET WITHIN THE PROJECT LIMITS WAS OBTAINED FROM ON THE GROUND SURVEYS CONDUCTED AT VARIOUS TIMES FROM AUGUST 2013 TO FEBRUARY 2015. DUE TO MINOR STREET CONSTRUCTION IMPROVEMENTS MADE TO WEST STREET IN 2017, THE TOPOGRAPHY AND DETAIL WAS UPDATED BY AN ON THE GROUND SURVEY CONDUCTED FROM MARCH 2019 TO SEPTEMBER 2019. ALL THE SURVEYS WERE CONDUCTED BY BORDERLAND ENGINEERING, INC.
2. EXISTING TOPOGRAPHY AND DETAIL INFORMATION SHOWN ON THE PLANS FROM STA 5+50 TO STA 11+50 MAIN STREET, INCLUDING THE SUMMER STREET INTERSECTION WAS OBTAINED FROM AN ON THE GROUND SURVEY CONDUCTED BY BORDERLAND ENGINEERING, INC. DURING MARCH 2019 TO SEPTEMBER 2019.
3. AFTER THE DATE OF THE SURVEY BY BORDERLAND ENGINEERING, THE TOWN OF BELLINGHAM RESURFACED HARTFORD AVENUE WITH $1\frac{3}{4}$ INCHES OF HOT MIX ASPHALT PAVEMENT FROM STA 1+00± TO STA 4+60±. ELEVATIONS SHOWN ON THE PLANS HAVE NOT BEEN UPDATED TO REFLECT THE PAVEMENT OVERLAY.
4. THE EXISTING UTILITIES SHOWN ON THE PLANS ARE BASED ON VISIBLE STRUCTURES, PAINT MARKINGS BY UTILITY OWNERS AND UTILITY COMPANY RECORDS. THEREFORE THE LOCATIONS ARE APPROXIMATE ONLY AND NOT NECESSARILY COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM UNDERGROUND UTILITIES PRIOR TO ANY WORK. THIS MAY INCLUDE EXCAVATION TEST PITS AND THE USE OF UNDERGROUND PIPE DETECTION EQUIPMENT.

GENERAL NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT DIG SAFE (811) PRIOR TO ANY EXCAVATION AT ANY LOCATION.
2. WHERE AN EXISTING UNDERGROUND UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION ELEVATION AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR. SUCH INFORMATION WILL BE IMMEDIATELY FURNISHED TO THE BELLINGHAM DPW AND/OR THE MEDWAY DPW.
3. THE BELLINGHAM DPW AND/OR MEDWAY DPW MAY ORDER TEST PITS TO DETERMINE UTILITY LOCATION ABOVE AND BEYOND THOSE SHOWN ON THE DRAWINGS.
4. THE CONTRACTOR SHALL COORDINATE HIS OPERATIONS AND MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, TELEPHONE, ELECTRIC AND OTHER PRIVATE UTILITIES BY THE RESPECTIVE UTILITY COMPANIES.
5. AREAS OUTSIDE THE LIMITS OF THE PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITIONS AT THE CONTRACTOR'S EXPENSE.
6. FIELD CUT OPENINGS TO PRECAST CONCRETE STRUCTURES WILL NOT BE APPROVED WITHOUT PRIOR APPROVAL FROM THE BELLINGHAM DPW AND/OR MEDWAY DPW.
7. THE RIM AND GRATE AND FRAME AND COVER GRADES SHOWN ON THE PLAN ARE FOR THE CONTRACTOR'S CONVENIENCE. THE FINAL RIM AND GRATE GRADES SHALL MEET THE FINISH PAVEMENT GRADES IN ALL CASES.
8. THE CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION LAYOUT AT HIS EXPENSE.
9. DISTANCES SHOWN FOR PROPOSED DRAIN LINES ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE, UNLESS OTHERWISE NOTED ON THE PLANS. INVERTS SHOWN ARE CALCULATED AT THE CENTER OF THE STRUCTURE.
10. NO HOT MIX ASPHALT SHALL BE PLACED AFTER NOVEMBER 15TH IN ANY YEAR.
11. WHERE STEEL PLATES ARE UTILIZED EACH EDGE OF THE PLATES SHALL EITHER BE BEVELED OR PROTECTED BY A RAMP OF 3 FEET (3') HORIZONTALLY BY 1 INCH (1") VERTICAL. ANY TEMPORARY PATCHING MATERIAL MAY BE USED TO CONSTRUCT THE RAMPS. THE COST OF NECESSARY PATCHING MATERIALS AND THEIR MAINTENANCE AND REMOVAL WILL BE CONSIDERED INCIDENTAL TO THE PROJECT WORK WITH NO SEPARATE PAYMENT.
12. TEMPORARY TRENCH PATCHING SHALL BE INSTALLED AS DIRECTED BY THE BELLINGHAM DPW AND/OR MEDWAY DPW. TEMPORARY TRENCH PATCH SHALL CONSIST OF 2 1/2" OF HOT MIX "BABY BINDER" ON 12-INCHES OF GRAVEL SUBBASE ACCEPTABLE TO THE BELLINGHAM DPW AND/OR MEDWAY DPW.

GENERAL NOTES (CONTINUED)

13. THERE IS AN ABANDONED IN PLACE 4 INCH GAS MAIN IN OR ADJACENT TO THE WESTERLY GUTTER OF HARTFORD AVENUE FROM THE BEGINNING OF THE PROJECT STA. 0+00 TO WEST STREET. THE ABANDONED GAS MAIN WAS ENCOUNTERED IN EXCAVATING TEST PIT NO. 1.
14. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN COVERAGE UNDER AN EPA CONSTRUCTION GENERAL PERMIT (ITEM 756). THE CONTRACTOR SHALL PROVIDE PROOF OF SUCH COVERAGE TO THE TOWN OF BELLINGHAM DPW AND THE TOWN OF MEDWAY DPW.
15. THERE ARE THREE (3) TREES ON MAIN STREET OUTSIDE BUT CLOSE TO THE LIMIT OF WORK. THE CONTRACTOR SHALL STRICTLY ADHERE TO THE LIMIT OF WORK AT THE LOCATIONS OF THE TREES, IN ORDER TO MINIMIZE ROOT DAMAGE (REFERENCE SHEET 4).

ACCESSIBILITY NOTES - SEE SHEETS 4 & 8

1. ALL SIDEWALKS AND ASSOCIATED CURB CUTS ARE CONSIDERED ACCESSIBLE ROUTES AND SHALL FULLY COMPLY WITH MASSACHUSETTS ARCHITECTURAL ACCESS BOARD (AAB) RULES AND REGULATIONS, 521 CMR.
2. AAB REGULATIONS DO NOT ALLOW ANY TOLERANCE ON SLOPE REQUIREMENTS. THE MAXIMUM SLOPES CANNOT BE EXCEEDED. IT IS RECOMMENDED THAT THE CONTRACTOR USE A DIGITAL LEVEL TO VERIFY SLOPE.
3. SIDEWALKS SHALL BE 5 FEET WIDE NOT INCLUDING ANY CURB OR BERM UNLESS OTHERWISE NOTED.
4. SIDEWALKS SHALL PROVIDE A MINIMUM 36 INCHES CLEAR, UNOBSTRUCTED PATH OF TRAVEL PAST ALL OBSTRUCTIONS (I.E. UTILITY POLES, SIGNS, FIRE HYDRANTS, ETC.).
5. UPON COMPLETION OF THE SITE WORK, THE CONTRACTOR SHALL CERTIFY IN WRITING TO THE TOWN THAT ALL ACCESSIBLE ROUTES INCLUDING ALL SIDEWALKS AND CURB CUTS HAVE BEEN CONSTRUCTED IN STRICT COMPLIANCE WITH THE MASSACHUSETTS ARCHITECTURAL ACCESS BOARD REGULATIONS 521 CMR.

ABBREVIATION	MEANING
ADJ	ADJUST CASTING OR VALVE BOX TO FINISHED GRADE
℄	BASELINE
CB	CATCHBASIN
DMH	DRAIN MANHOLE
ETR	EXISTING TO REMAIN
HMA	HOT MIX ASPHALT
I	INVERT ELEVATION
LOL	LAYOUT LINE
LOW	LIMIT OF WORK
⅊	PROPERTY LINE
R	RIM ELEVATION
R&D	REMOVE & DISPOSE IN COMPLIANCE WITH LAW AND CODES
R&R	REMOVE & RESET
R&S	REMOVE & STACK, DELIVER TO OWNER'S FACILITY
SMH	SANITARY SEWER MANHOLE
SW	HOT MIX ASPHALT SIDEWALK
TR	SIDEWALK SLOPE AND CURB TRANSITION
6"/7"-VGC	VERTICAL GRANITE CURB TYPE VA4 WITH 6"/7" REVEAL
WCR	WHEEL CHAIR RAMP

LEGEND

EXISTING	PROPOSED	
195		CONTOUR ELEVATION
		SPOT GRADE
		CATCH BASIN (CB)
		DRAIN MANHOLE (DMH)
		HYDRANT (HYD)
WG	WG	WATER GATE (WG)
WS	WS	WATER SERVICE (WS)
		UTILITY POLE (UP)
		FLARED END SECTION (FES)
		TRANSFORMER
B		STEEL BOLLARD
GV		GAS VALVE
D		DRAIN LINE
W		WATER LINE
G		GAS LINE
		OVERHEAD WIRES
		HAYBALES AND SILT FENCE
		EDGE OF PAVEMENT (NO CURB)
		VERTICAL GRANITE CURB
		SLOPED GRANITE EDGING
		BITUMINOUS CURB (6" HT)
		CAPE COD BERM
		CONCRETE CURB

COMMONWEALTH OF MASSACHUSETTS
THOMAS C HOUSTON
CIVIL
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FEBRUARY 18, 2021

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NOTES, ABBREVIATIONS & LEGEND

MAIN STREET
MEDWAY, MA

HARTFORD AVE. & WEST STREET
BELLINGHAM, MA

BELLINGHAM & MEDWAY
ROADWAY IMPROVEMENTS
(CONTRACT 2021-BMRI)

PSC PROJECT NOS.
MEDW 19001
BLDW 14002

SCALE
1 INCH = 20 FEET

DATE
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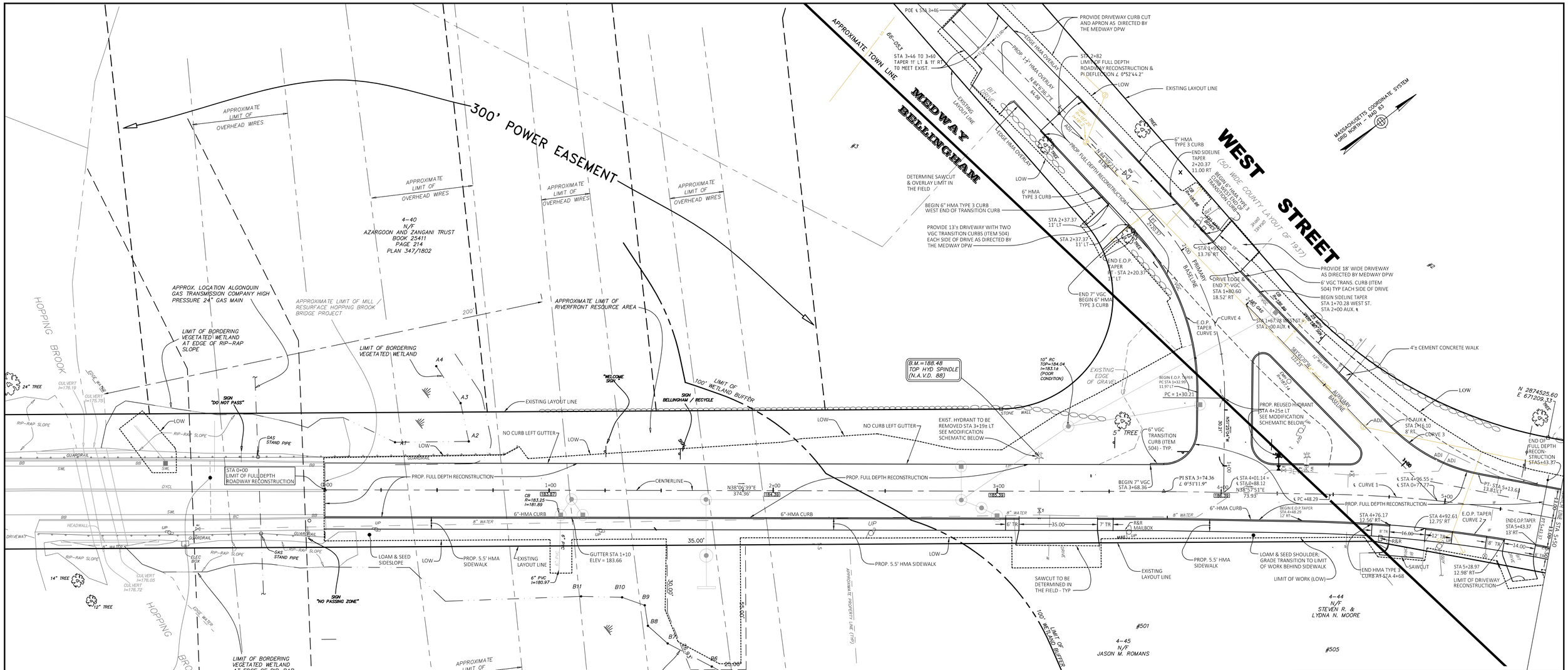
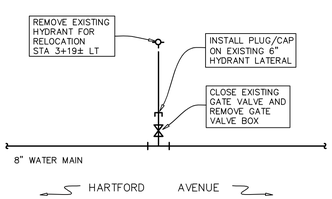
FEET 0 10 20 40 80



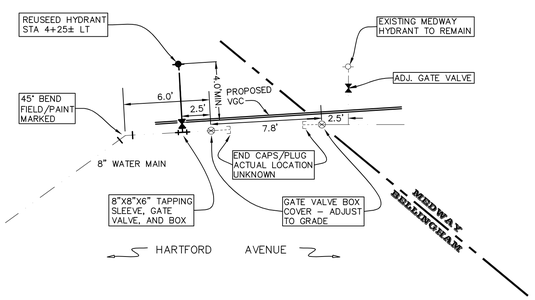
NOTE:
THE BASE BID SPECIFIES A 5-FT. WIDE HMA SIDEWALK WITH A HMA TYPE 3 CURB WITH 6-INCH REVEAL STARTING AT STA 0+00 AND ENDING AT STA 4+68±. THE SIDEWALK GRADES SHOWN REFLECTS THIS CONDITION. THE ALTERNATIVE BID SPECIFIES A 5-FT. WIDE HMA SIDEWALK WITH A VERTICAL GRANITE CURB (VA4) WITH A 7-IN REVEAL. THIS WILL INCREASE THE ELEVATION OF ALL BACK OF SIDEWALK GRADES SHOWN ON THIS SHEET BY 0.08 FT.

CURVE 1	R=560.00	L= 95.08	Δ=10°d 20' 36"
CURVE 2	R=616.55	L=104.68	Δ= 9° 43' 39.8"
CURVE 3	R= 75.00	L= 45.90	Δ=35° 03' 49.7"
CURVE 4	R=118.50	L= 90.16	Δ=43° 35' 35.0"
CURVE 5	R=103.87	L= 79.03	Δ=43° 35' 35.0"
CURVE 6	R=200.00	L=141.89	Δ=40° 38 59.4"

NOTE: SEE SHEET 2 FOR ABBREVIATIONS AND LEGEND.
SEE SHEETS 17 AND 18 FOR ROADWAY CROSS SECTIONS.



WATER SYSTEM MODIFICATION – HYDRANT REMOVAL – STA 3+19± LT
NOT TO SCALE



WATER SYSTEM MODIFICATION – HYDRANT AT TOWN LINE – STA 4+25± LT
NOT TO SCALE

NOTE: FINAL LOCATION OF WATER PIPING TO BE FIELD FITTED TO THE APPROVAL OF THE BELLINGHAM DPW.

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ROADWAY RECONSTRUCTION PLAN 1/2

MAIN STREET
MEDWAY, MA

HARTFORD AVE. & WEST STREET
BELLINGHAM, MA

PSC PROJECT NOS.
MEDW 19001
BLDW 14002

SCALE
1 INCH = 20 FEET

BELLINGHAM & MEDWAY
ROADWAY IMPROVEMENTS
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PLANNING LAND DEVELOPMENT TRANSPORTATION

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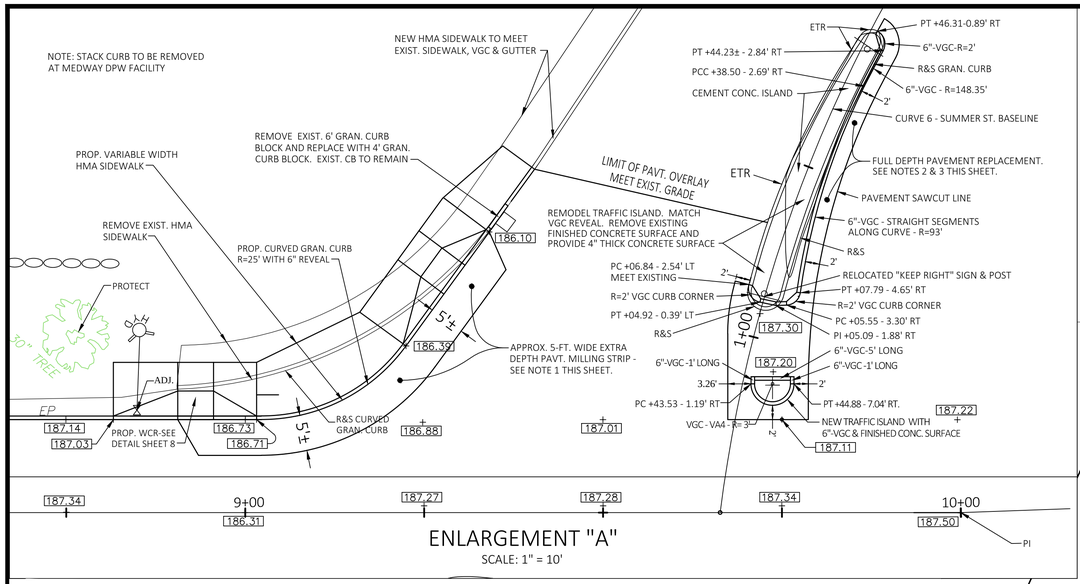
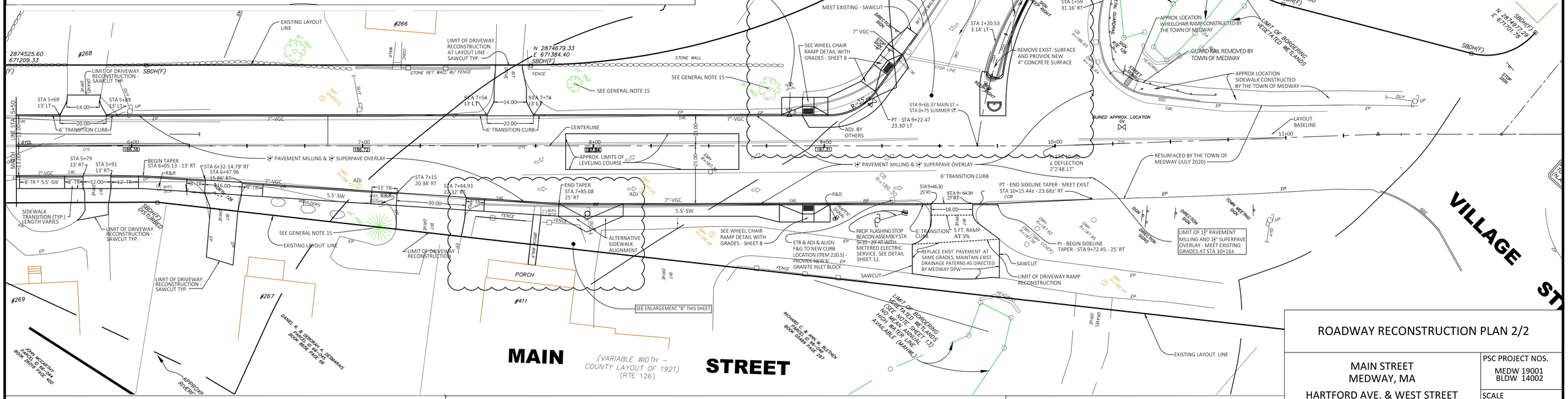
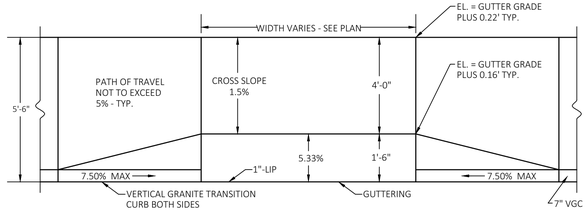


ENLARGEMENT "A"
SCALE: 1" = 10'



CONSTRUCTION NOTES:

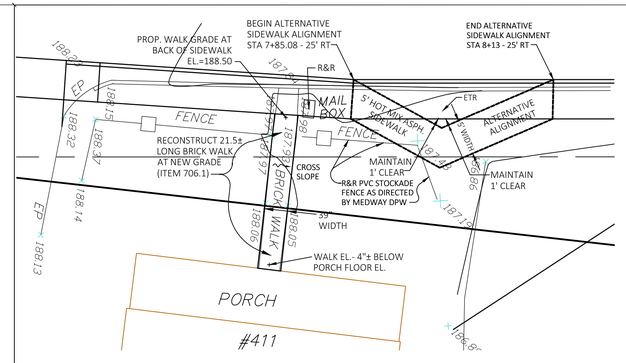
1. FOR THE REALIGNMENT OF THE ENTERING RADIUS FROM SUMMER STREET ONTO MAIN STREET, EXTRA DEPTH PAVEMENT MILLING WILL BE REQUIRED. PAYMENT SHALL BE MADE UNDER ITEM 415.1 PAVEMENT STANDARD MILLING. IN ENLARGEMENT "A," AN AREA WHERE EXTRA DEPTH MILLING IS LIKELY TO BE REQUIRED HAS BEEN DEPICTED. THE ACTUAL AREA WILL BE DETERMINED IN THE FIELD BASED ON DIRECTION FROM THE MEDWAY DPW.
2. THE PAVEMENT RESTORATION FOR THE MODIFICATION TO THE EXISTING SUMMER STREET TRAFFIC ISLAND SHALL BE BASED ON A 2-FOOT WIDE STRIP ESTABLISHED BY A SAWCUT. THE PAVEMENT DEPTH SHALL MATCH THE EXISTING PAVEMENT DEPTH THAT IS ANTICIPATED TO BE 6 INCHES THICK. THE NEW PAVEMENT SHALL BE INSTALLED IN THREE COURSES AT THE DIRECTION OF THE MEDWAY DPW.
3. THE AREA IN THE VICINITY OF THE NEW SUMMER STREET TRAFFIC ISLAND SHALL BE FULL DEPTH PAVEMENT REPLACEMENT THAT WILL MATCH THE DEPTH OF THE EXISTING PAVEMENT PER NOTE 2 ABOVE. THIS MEASURE IS BEING TAKEN IN ORDER TO CORRECT EXISTING FLAT GRADES AND TO ENSURE PROPER DRAINAGE. THE AREA DEPICTED ON THE PLAN IS APPROXIMATE AND SHALL BE SUBJECT TO CHANGE AT THE DIRECTION OF THE MEDWAY DPW WHO WILL ESTABLISH FINAL GRADES IN THE AREA. PAYMENT FOR THIS WORK SHALL BE MADE UNDER UNCLASSIFIED EXCAVATION AND THE APPLICABLE SUPERPAVE ITEMS.
4. A PROPOSED LEVELING COURSE IS SHOWN ON THIS DRAWING FROM CENTERLINE STA 7+88± TO CENTERLINE STA 8+63± . THE ACTUAL LIMITS OF THE LEVELING COURSE WILL BE DETERMINED IN THE FIELD BY THE MEDWAY DPW. THIS WORK IS TO BE ACCOMPLISHED UNDER ITEM 450.52.



SIDEWALK THROUGH DRIVEWAYS NOTES:

1. THE SIDEWALK TRANSITIONS SHOWN HAVE BEEN DESIGNED IN SUBSTANTIAL ACCORDANCE WITH MASSDOT DRAWING E 107.7.0. AND ARE SUBJECT TO CHANGE TO MATCH ACTUAL FIELD CONDITIONS ON THE GROUND.
2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MEET ALL APPLICABLE ARCHITECTURAL ACCESS BOARD (AAB) REQUIREMENTS BY MAKING CHANGES DURING CONSTRUCTION.

SIDEWALK THROUGH DRIVEWAYS
NO SCALE



ENLARGEMENT "B"
SCALE: 1"=10'

ENLARGEMENT "B" NOTES:

WALK RECONSTRUCTION AT 411 VILLAGE ST.

1. REMOVE AND STOCKPILE EXISTING BRICKS AND RETAIN EXISTING SAND FOUNDATION.
2. PROVIDE ADDITIONAL SAND FOUNDATION MATERIALS TO ESTABLISH PROPER SUBGRADE.
3. RESET EXISTING BRICKS. WHERE BRICKS ARE DAMAGED, PROVIDE MATCHING BRICKS.
4. REGRADE 3:1 SIDESLOPE AND PROVIDE 6" THICK LOAM AND SEED.
5. REMOVE AND RESET EXISTING PVC FENCING AS DIRECTED BY THE MEDWAY DPW TO ACCOMPLISH THE WORK.

ALTERNATIVE SIDEWALK ALIGHMENT

6. THE UTILITY POLE AT STA 7+99± CRT. IS TO REMAIN. VERIFY 3' MINIMUM CLEARANCE BETWEEN THE POLE AND THE SIDEWALK EDGE AT THE BACK OF CURB. IF 3' MINIMUM CLEARANCE CANNOT BE MAINTAINED, CONSTRUCT THE SIDEWALK USING THE ALTERNATIVE ALIGNMENT. SEE ENLARGEMENT "B."

COMMONWEALTH OF MASSACHUSETTS
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ROADWAY RECONSTRUCTION PLAN 2/2

MAIN STREET MEDWAY, MA HARTFORD AVE. & WEST STREET BELLINGHAM, MA	PSC PROJECT NOS. MEDW 19001 BLDW 14002 SCALE 1 INCH = 20 FEET
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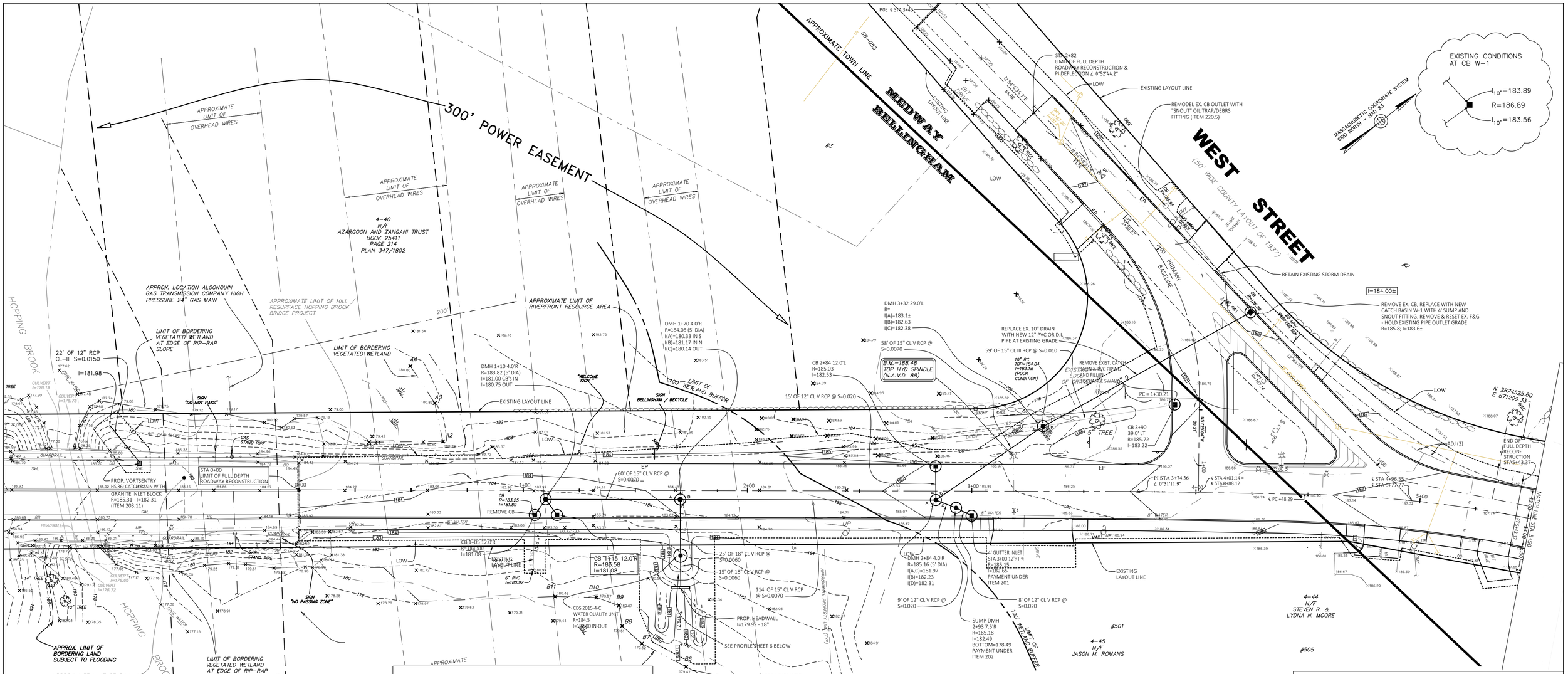

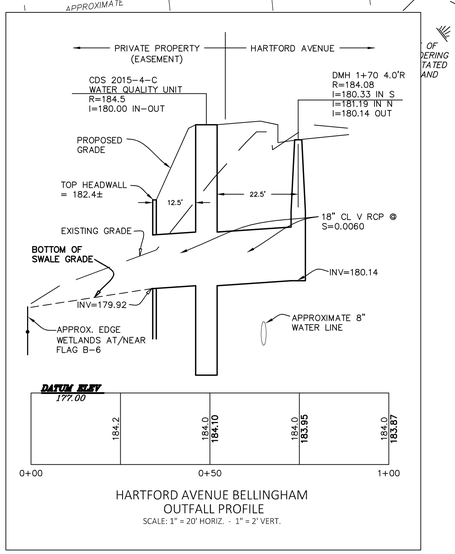

HARTFORD AVENUE BELLINGHAM
OUTFALL PROFILE
SCALE: 1" = 20' HORIZ. - 1" = 2' VERT.

HARTFORD AVENUE

(60' WIDE COUNTY LAYOUT OF 1920)

DRAINAGE NOTES

1. PROPOSED CATCH BASIN W-1 IS IN THE SAME LOCATION AS AN EXISTING CATCH BASIN. THE EXISTING CATCH BASIN IS TO BE REMOVED AND THE FRAME AND GRATE ARE TO BE REMOVED AND RESET.
2. PROPOSED CATCH BASIN STA 3+90 39' LT. IS TO BE REMOVED. THE FRAME AND GRATE ARE TO BE RESET (ITEM 223) ON THE NEW CATCH BASIN THAT WILL BE IN THE SAME GENERAL LOCATION. THE PRECAST CONCRETE STRUCTURAL PART WILL BE REMOVED (ITEM 146).
3. THE CATCH BASIN REMOVAL WORK WILL BE DONE ITEM 146 AND THE INSTALLATION OF THE NEW CATCH BASINS WILL BE DONE UNDER ITEM 201.
4. ALL NEW STORMWATER SYSTEM COMPONENTS INCLUDING CATCH BASINS, PIPING, MANHOLES, SEPARATOR STRUCTURES, AND SWALES SHALL BE CLEANED OF DEBRIS AND SEDIMENT AT THE COMPLETION OF THIS PROJECT. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE OVERALL PROJECT.

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JANUARY 2021

DRAINAGE PLAN

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BELLINGHAM, MA

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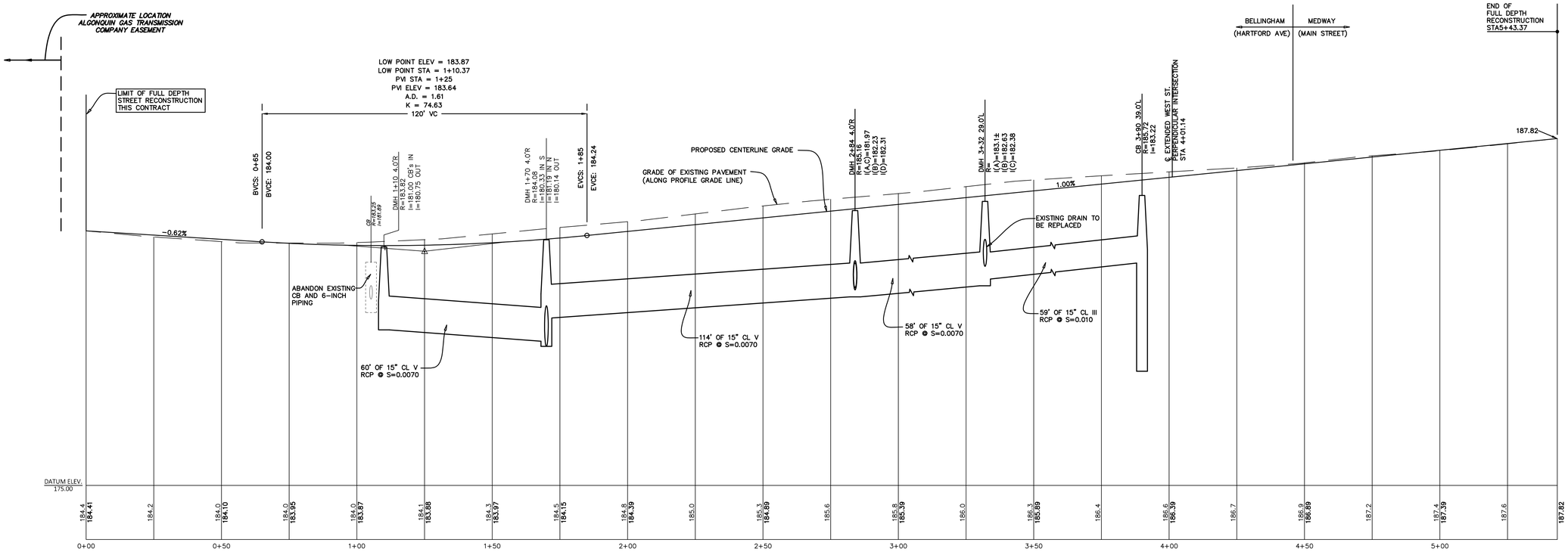


HARTFORD AVE. / MAIN STREET PROFILE

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

NOTE:
AFTER THE DATE OF THE PROJECT'S EXISTING CONDITIONS SURVEY, THE TOWN OF BELLINGHAM RESURFACED HARTFORD AVENUE WITH 1¾ INCHES OF HOT MIX ASPHALT PAVEMENT FROM STA 1+00± TO STA 4+60±. ELEVATIONS SHOWN ON THE PLANS HAVE NOT BEEN UPDATED TO SHOW THE PAVEMENT OVERLAY.

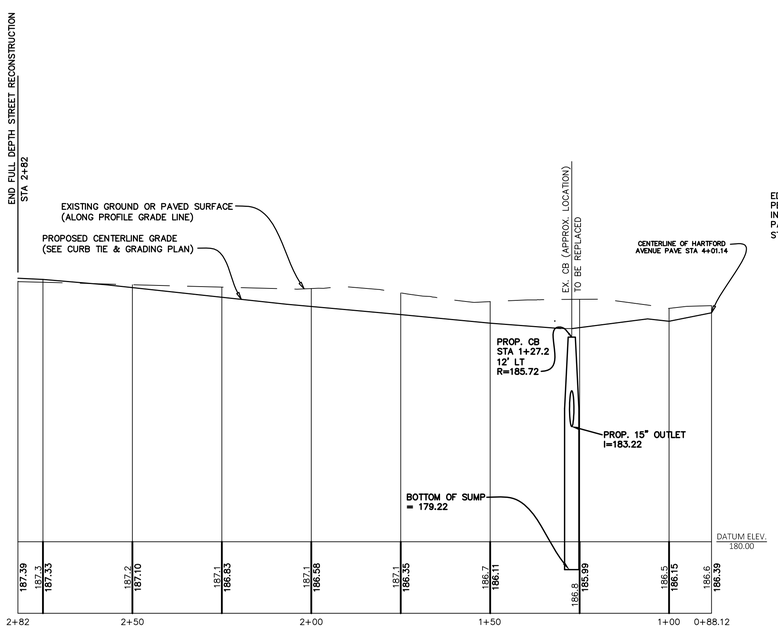
ITEM 299
DRAIN RELAY DMH 3+32, 29.0'L HARTFORD AVENUE TO NEW CATCH BASIN W-1 WEST STREET (PLAN VIEW SHEET 4)

EXISTING CONDITIONS: THERE IS A 10" CONCRETE DRAIN THAT RUNS FROM AN EXISTING CATCH BASIN ON WEST STREET NEAR HOUSE NO 2 TO A DISCHARGE AT THE PROPOSED LOCATION OF DMH 3+32, 29.0'L HARTFORD AVENUE. THIS PIPE HAS BEEN REPAIRED WITHIN WEST STREET BY INSERTING A SMALL (6" OR 8") PVC/PLASTIC PIPE INSIDE THE 10" CONCRETE PIPE. THE 10" PIPE CROSSES A 12" WATER MAIN, A 12" GAS MAIN, AN 18" SEWER MAIN AND AN UNDERGROUND ELECTRIC CONDUIT OF UNKNOWN SIZE AND MATERIALS.

PROPOSED WORK: THE 10" CONCRETE PIPE IS TO BE REPLACED WITH A NEW DRAIN PIPE OF EITHER 10" OR 12" SIZE BASED ON CLEARANCES WITH EXISTING DUCTILE IRON OR PVC MATERIALS, DEPENDENT ON CROSSING CLEARANCES AND COVER CONDITIONS. BECAUSE OF THE NUMBER OF UTILITY CROSSINGS, IT IS BELIEVED THAT THE NEW DRAIN WILL HAVE TO BE INSTALLED IN THE SAME TRENCH AS THE EXISTING DRAIN AT SUBSTANTIALLY THE SAME GRADE.

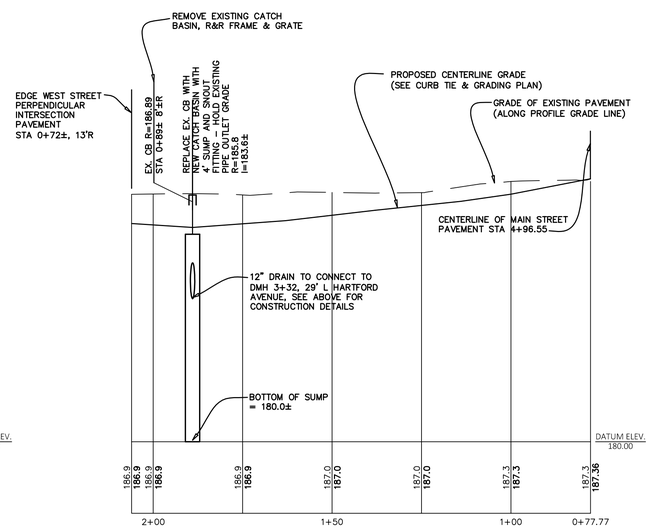
SCOPE OF WORK: TEST PITS SHALL BE EXCAVATED AT THE 12" GAS MAIN AND THE UNDERGROUND ELECTRIC CONDUIT TO DETERMINE THE TOP AND BOTTOM GRADES OF UTILITIES. A TEST PIT MAY BE REQUIRED TO VERIFY 5' COVER FOR THE 12-INCH WATER MAIN THAT WAS INSTALLED IN 2013. THE TEST PITS WILL BE OBSERVED BY BELLINGHAM DPW AND/OR MEDWAY DPW PERSONNEL. BASED ON THE TEST PIT INFORMATION THE BELLINGHAM DPW SHALL INSTRUCT THE CONTRACTOR OF WHICH SIZE PIPE AND PIPE MATERIAL WILL BE UTILIZED. THE BELLINGHAM DPW SHALL ALSO INDICATE THE SLOPE WHICH THE NEW DRAIN PIPE IS TO BE INSTALLED.

TEST PIT SCHEDULING: THE ABOVE DESCRIBED TEST PITS SHALL BE SCHEDULED IN ADVANCE OF ANY ROAD RECONSTRUCTION, MILLING, OR RESURFACING WORK TO CONFIRM DRAIN PIPING SYSTEM GRADES. DETOURING OF WEST STREET TRAFFIC BOTH EASTBOUND AND WESTBOUND WILL BE ACCOMPLISHED WITH TRAFFIC POLICE AND BY UTILIZING THE EXISTING WEST STREET PRIMARY BASELINE ROADWAY SEGMENT. DETOUR SIGNAGE , CONES, DRUMS, ETC. WILL BE DETERMINED ON-SITE BY THE TRAFFIC POLICE.



WEST STREET MAIN ROADWAY PROFILE

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.



WEST STREET RAMP AUXILIARY BASELINE PROFILE

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

NOTE: FOR PLAN VIEWS OF ALL PROFILES, SEE SHEET 3.

PROFILES

MAIN STREET MEDWAY, MA HARTFORD AVE. & WEST STREET BELLINGHAM, MA	PSC PROJECT NOS. MEDW 19001 BLDW 14002 SCALE 1 INCH = 20 FEET
BELLINGHAM & MEDWAY ROADWAY IMPROVEMENTS (CONTRACT 2021-BMRI)	DATE FEBRUARY 2021

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PLANNING LAND DEVELOPMENT TRANSPORTATION

COMMONWEALTH OF MASSACHUSETTS
THOMAS C. HOUSTON
CIVIL
No. 32469
REGISTERED PROFESSIONAL ENGINEER

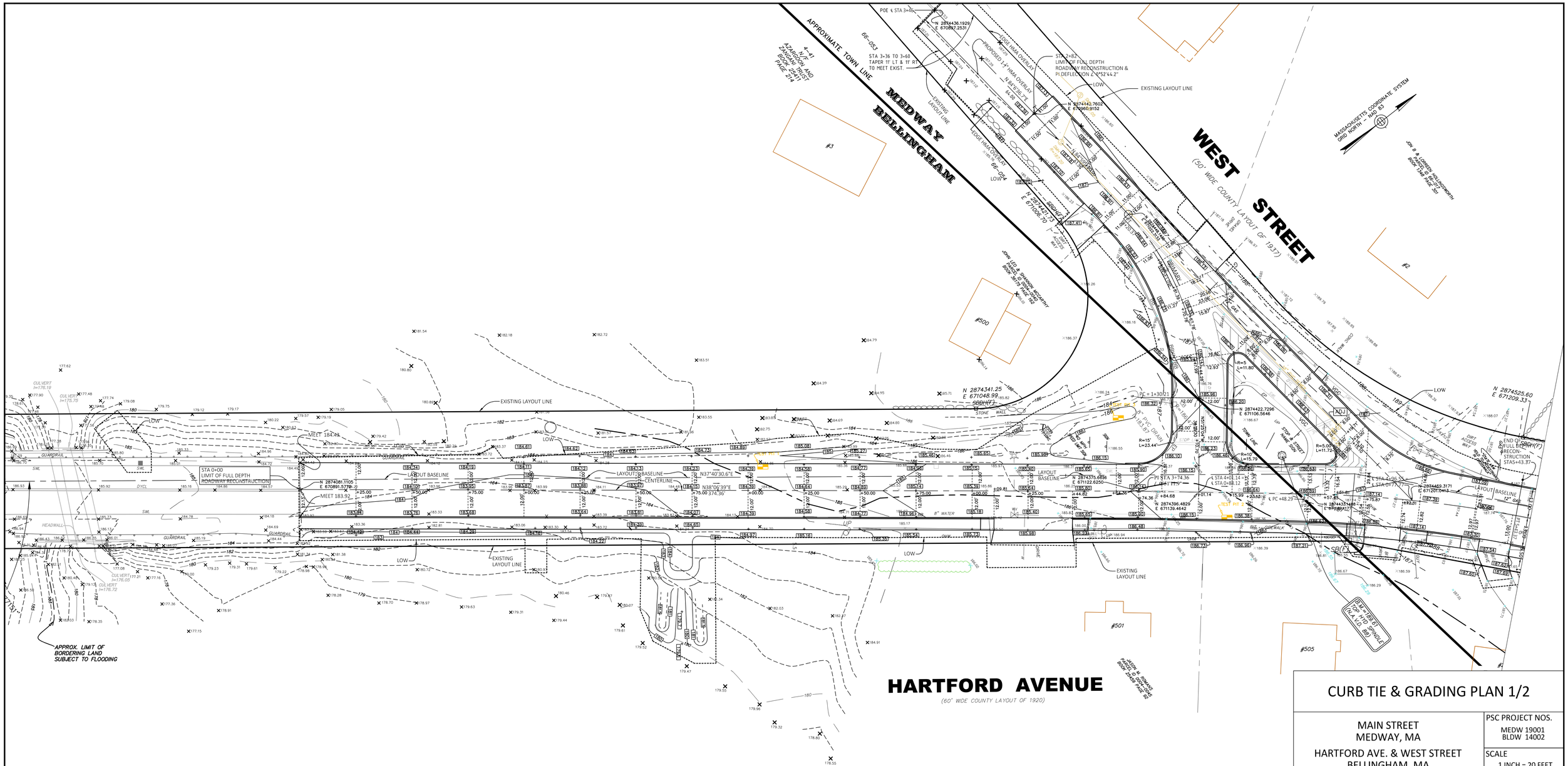
FEBRUARY 18, 2021

Thomas C. Houston, PE

Digitally signed by Thomas C. Houston, PE
DN: cn=Thomas C. Houston, PE, o, ou=PSC, email=thouston@pscpc.com, c=US

DATE	REVISIONS

FEET 0 10 20 40 60
METERS 0 5 10 20



TEST PITS WERE EXCAVATED ON SEPTEMBER 16, 2014 BY THE BELLINGHAM DPW BY BACKHOE FOR THE PURPOSES OF DETERMINING THE DEPTH OF THE EXISTING ASPHALT PAVEMENT AND THE SOIL TYPES IMMEDIATELY BELOW THE PAVEMENT (TEST PITS NUMBERS 1 AND 2). TEST PIT 3 WAS EXCAVATED TO DETERMINE SOIL TYPES AND GROUND WATER DEPTH FOR POSSIBLE STORMWATER FACILITIES. THE DESCRIPTIONS LISTED ARE BASED ON VISUAL OBSERVATIONS MADE BY PSC PERSONNEL.

TEST PIT 1 - STA 2+07± 11' LT: ①
0"-6" EXISTING ASPHALT PAVEMENT
6"-10" OIL PENETRATED GRAVEL
10"-18" "IMPORTED" ROAD GRAVEL - SAMPLE TAKEN (S1)
18"-24" SILTY SAND - APPEARS IMPORTED
24"-31" SUB-SOIL - BOTTOM OF TEST PIT 31"

TEST PIT 2 - STA 4+14± 11' RT: ①
0"-6" EXISTING ASPHALT PAVEMENT
6"-18" "IMPORTED" ROAD GRAVEL - SAMPLE TAKEN (S2)
18"-30" SILTY SAND - BOTTOM OF TEST PIT 30"

TEST PIT 3 - STA 3+65± 32' LT:
0"-12" FILL
12"-24" SUBSOIL
24"-78" WELL GRADED GRAVEL, SOME SAND
STAINS/MOTTLES OBSERVED AT 63"

① EXISTING PAVEMENT DEPTH NOTED ABOVE WAS MEASURED PRIOR TO A 1½" OVERLAY INSTALLED AFTER THE DATE OF THE TEST PIT EXCAVATION.

COMMONWEALTH OF MASSACHUSETTS
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CURB TIE & GRADING PLAN 1/2

MAIN STREET
MEDWAY, MA

HARTFORD AVE. & WEST STREET
BELLINGHAM, MA

BELLINGHAM & MEDWAY
ROADWAY IMPROVEMENTS
(CONTRACT 2021-BMRI)

PSC PROJECT NOS.
MEDW 19001
BLDW 14002

SCALE
1 INCH = 20 FEET

DATE
FEBRUARY 2021

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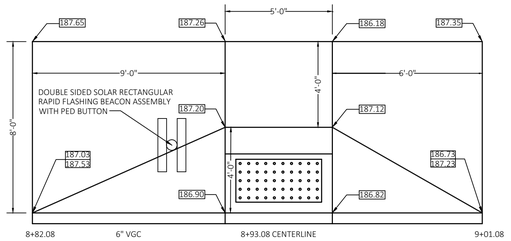
PLANNING LAND DEVELOPMENT TRANSPORTATION

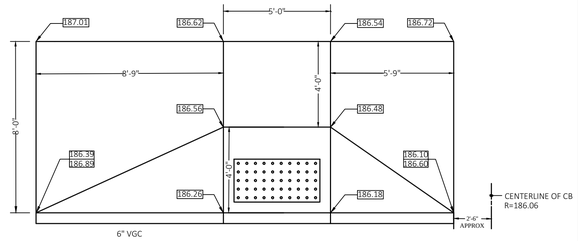
DATE	REVISIONS

FEET 0 10 20 40 60
METERS 0 5 10 20



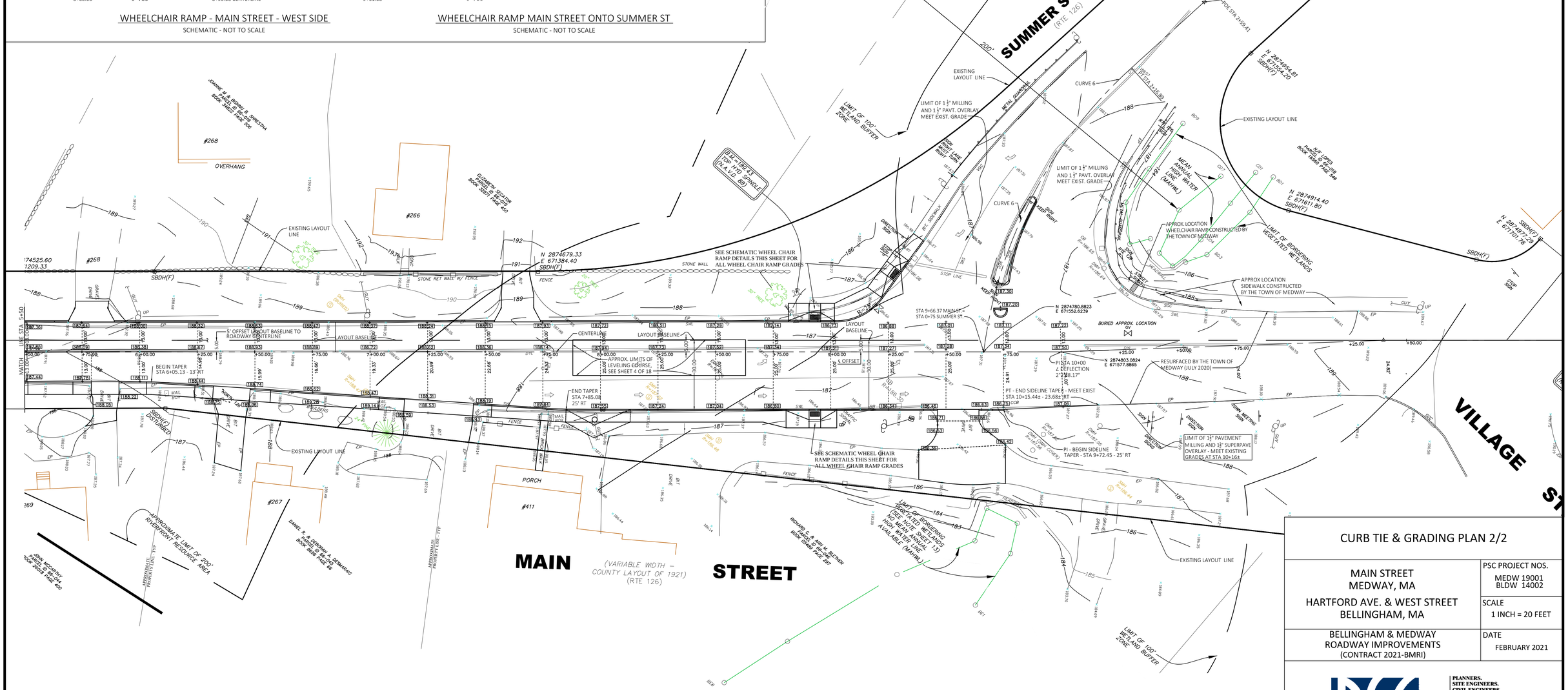
WHEELCHAIR RAMP - MAIN STREET - WEST SIDE

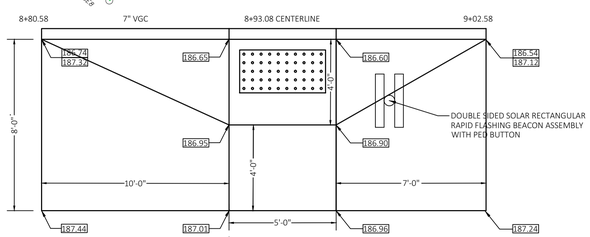
SCHEMATIC - NOT TO SCALE



WHEELCHAIR RAMP MAIN STREET ONTO SUMMER ST

SCHEMATIC - NOT TO SCALE





WHEELCHAIR RAMP - MAIN STREET - EAST SIDE

SCHEMATIC - NOT TO SCALE

COMMONWEALTH OF MASSACHUSETTS
THOMAS C HOUSTON
CIVIL
No. 32469
REGISTERED PROFESSIONAL ENGINEER

FEBRUARY 18, 2021

Thomas C. Houston, PE

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CURB TIE & GRADING PLAN 2/2

MAIN STREET MEDWAY, MA HARTFORD AVE. & WEST STREET BELLINGHAM, MA	PSC PROJECT NOS. MEDW 19001 BLDW 14002 SCALE 1 INCH = 20 FEET
BELLINGHAM & MEDWAY ROADWAY IMPROVEMENTS (CONTRACT 2021-BMRI)	DATE FEBRUARY 2021

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PLANNING LAND DEVELOPMENT TRANSPORTATION

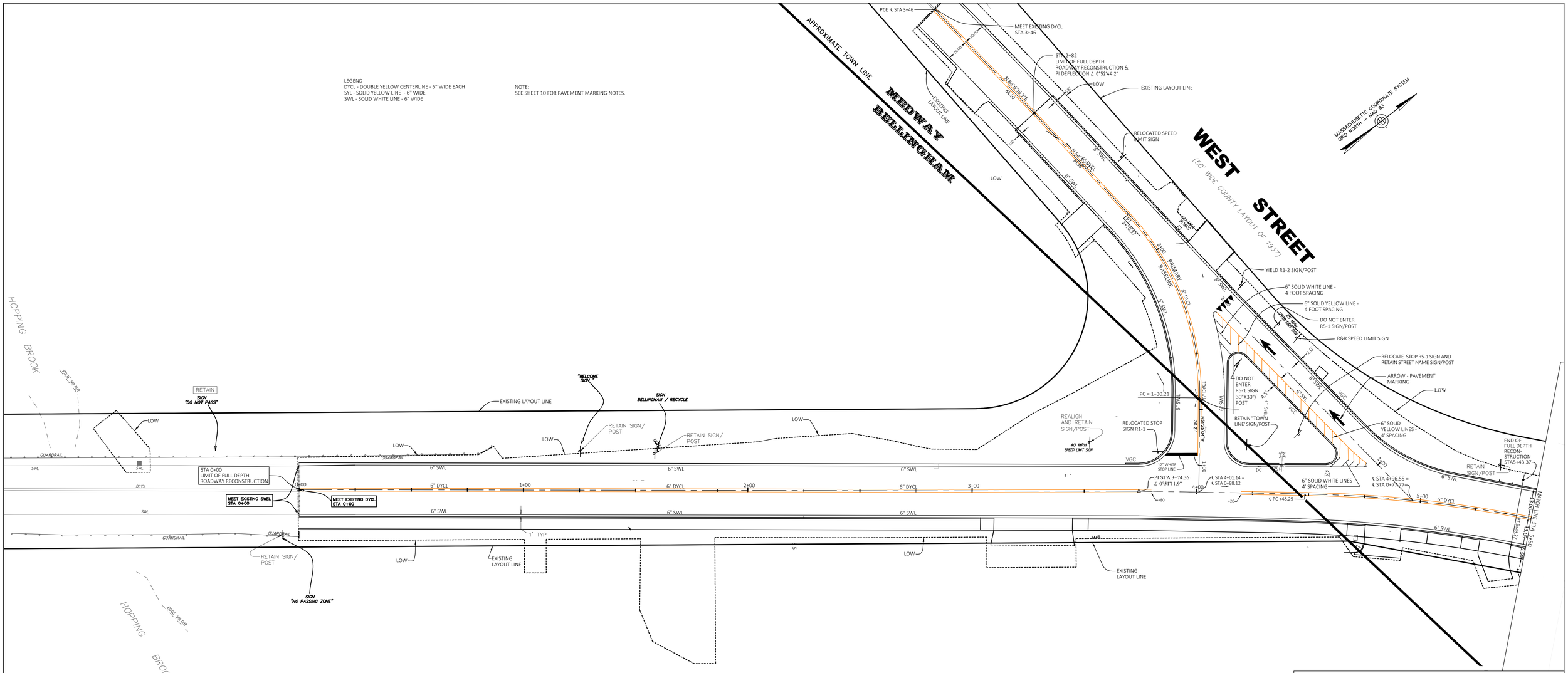
DATE	REVISIONS

FEET 0 10 20 40 60
METERS 0 5 10 20

SHEET 8 OF 18

LEGEND
DYCL - DOUBLE YELLOW CENTERLINE - 6" WIDE EACH
SYL - SOLID YELLOW LINE - 6" WIDE
SWL - SOLID WHITE LINE - 6" WIDE

NOTE:
SEE SHEET 10 FOR PAVEMENT MARKING NOTES.



NOTES:

1. REFER TO SHEETS 9 AND 10.
2. SIGNS INDICATED TO BE RETAINED SHALL BE CONSIDERED INCIDENTAL TO THE WORK.
3. SIGNS TO BE REMOVED AND RESET SHALL BE PAID FOR UNDER ITEM 824.73 MISCELLANEOUS NON–ILLUMINATED SIGNS REMOVED AND RESET.
4. SIGNS TO BE REMOVED AND DISPOSED SHALL BE PAID FOR UNDER ITEM 824.74 MISCELLANEOUS NON–ILLUMINATED SIGNS REMOVED AND DISPOSED.

COMMONWEALTH OF MASSACHUSETTS
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PAVEMENT MARKING - SIGNAGE PLAN
TRAFFIC CONTROL PLAN 1/2

MAIN STREET MEDWAY, MA HARTFORD AVE. & WEST STREET BELLINGHAM, MA	PSC PROJECT NOS. MEDW 19001 BLDW 14002 SCALE 1 INCH = 20 FEET
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PLANNING LAND DEVELOPMENT TRANSPORTATION

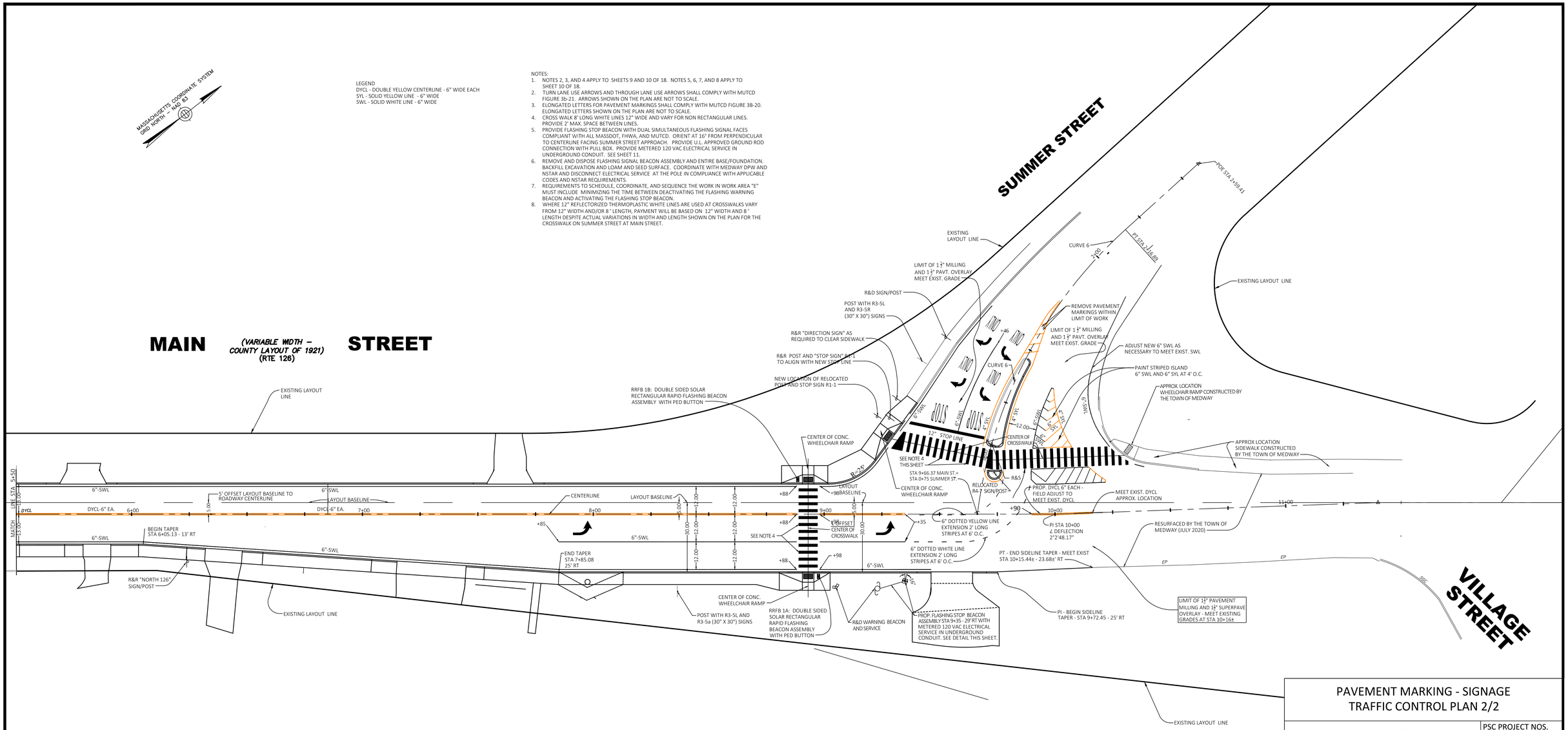
DATE	REVISIONS

FEET 0 10 20 40 60
METERS 0 5 10 20

MASSACHUSETTS COORDINATE SYSTEM
GRID NORTH - NAD 83

LEGEND
DYCL - DOUBLE YELLOW CENTERLINE - 6" WIDE EACH
SYL - SOLID YELLOW LINE - 6" WIDE
SWL - SOLID WHITE LINE - 6" WIDE

NOTES:
1. NOTES 2, 3, AND 4 APPLY TO SHEETS 9 AND 10 OF 18. NOTES 5, 6, 7, AND 8 APPLY TO SHEET 10 OF 18.
2. TURN LANE USE ARROWS AND THROUGH LANE USE ARROWS SHALL COMPLY WITH MUTCD FIGURE 3b-21. ARROWS SHOWN ON THE PLAN ARE NOT TO SCALE.
3. ELONGATED LETTERS FOR PAVEMENT MARKINGS SHALL COMPLY WITH MUTCD FIGURE 3B-20. ELONGATED LETTERS SHOWN ON THE PLAN ARE NOT TO SCALE.
4. CROSS WALK 8' LONG WHITE LINES 12" WIDE AND VARY FOR NON RECTANGULAR LINES. PROVIDE 2' MAX. SPACE BETWEEN LINES.
5. PROVIDE FLASHING STOP BEACON WITH DUAL SIMULTANEOUS FLASHING SIGNAL FACES COMPLIANT WITH ALL MASSDOT, FHWA, AND MUTCD. ORIENT AT 16" FROM PERPENDICULAR TO CENTERLINE FACING SUMMER STREET APPROACH. PROVIDE U.L. APPROVED GROUND ROD CONNECTION WITH PULL BOX. PROVIDE METERED 120 VAC ELECTRICAL SERVICE IN UNDERGROUND CONDUIT. SEE SHEET 11.
6. REMOVE AND DISPOSE FLASHING SIGNAL BEACON ASSEMBLY AND ENTIRE BASE/FOUNDATION. BACKFILL EXCAVATION AND LOAM AND SEED SURFACE. COORDINATE WITH MEDWAY DPW AND NSTAR AND DISCONNECT ELECTRICAL SERVICE AT THE POLE IN COMPLIANCE WITH APPLICABLE CODES AND NSTAR REQUIREMENTS.
7. REQUIREMENTS TO SCHEDULE, COORDINATE, AND SEQUENCE THE WORK IN WORK AREA "E" MUST INCLUDE MINIMIZING THE TIME BETWEEN DEACTIVATING THE FLASHING WARNING BEACON AND ACTIVATING THE FLASHING STOP BEACON.
8. WHERE 12" REFLECTORIZED THERMOPLASTIC WHITE LINES ARE USED AT CROSSWALKS VARY FROM 12" WIDTH AND/OR 8 ' LENGTH, PAYMENT WILL BE BASED ON 12" WIDTH AND 8 ' LENGTH DESPITE ACTUAL VARIATIONS IN WIDTH AND LENGTH SHOWN ON THE PLAN FOR THE CROSSWALK ON SUMMER STREET AT MAIN STREET.



PAVEMENT MARKING - SIGNAGE TRAFFIC CONTROL PLAN 2/2

MAIN STREET MEDWAY, MA HARTFORD AVE. & WEST STREET BELLINGHAM, MA	PSC PROJECT NOS. MEDW 19001 BLDW 14002 SCALE 1 INCH = 20 FEET
BELLINGHAM & MEDWAY ROADWAY IMPROVEMENTS (CONTRACT 2021-BMRI)	DATE FEBRUARY 2021

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PLANNING LAND DEVELOPMENT TRANSPORTATION

DATE	REVISIONS

COMMONWEALTH OF MASSACHUSETTS
THOMAS C HOUSTON
CIVIL
No. 32468
REGISTERED PROFESSIONAL ENGINEER

FEBRUARY 18, 2021

Thomas C. Houston, PE

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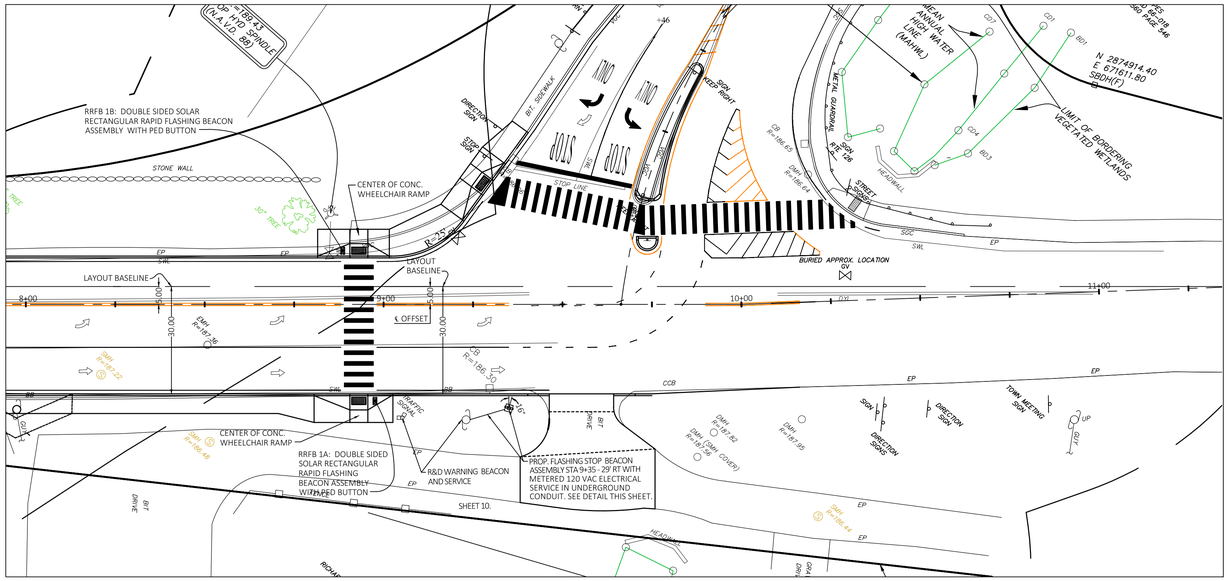


PLAN VIEW
SCALE: 1"=20'

RRFB SIGNAGE

RRFB 1A: DOUBLE SIDED RAPID FLASHING BEACON ASSEMBLY

ONCOMING SIGNAGE
- W11-2 36" X 36"
- W16-7L 24" X 12"

BACK VIEW SIGNAGE
- W11-2 36" X 36"
- W16-7R 24" X 12"

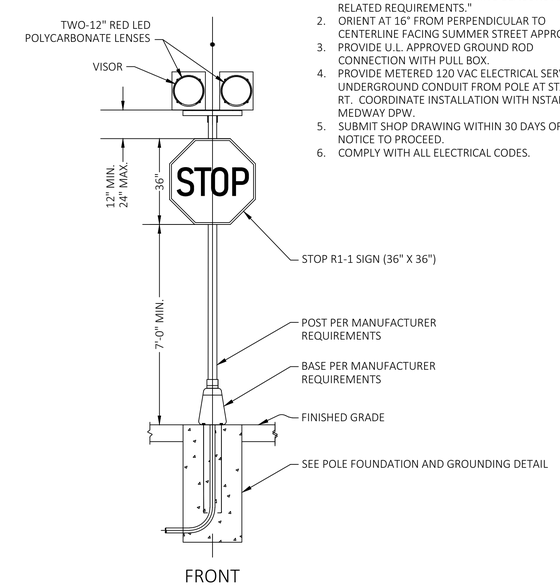
RRFB 1B: DOUBLE SIDED RAPID FLASHING BEACON ASSEMBLY

ONCOMING SIGNAGE
- W11-2 36" X 36"
- W16-7L 24" X 12"

BACK VIEW SIGNAGE

NOTES:

1. PROVIDE FLASHING STOP BEACON WITH DUAL CONTINUOUS SIMULTANEOUSLY FLASHING SIGNAL FACES COMPLIANT WITH ALL MASSDOT, FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) REQUIREMENTS INCLUDING REQUIREMENTS OF MUTCD "CHAPTER 4L. FLASHING BEACONS AND ALL RELATED REQUIREMENTS."
2. ORIENT AT 16" FROM PERPENDICULAR TO CENTERLINE FACING SUMMER STREET APPROACH.
3. PROVIDE U.L. APPROVED GROUND ROD CONNECTION WITH PULL BOX.
4. PROVIDE METERED 120 VAC ELECTRICAL SERVICE IN UNDERGROUND CONDUIT FROM POLE AT STA 9+23 RT. COORDINATE INSTALLATION WITH NSTAR AND MEDWAY DPW.
5. SUBMIT SHOP DRAWING WITHIN 30 DAYS OF NOTICE TO PROCEED.
6. COMPLY WITH ALL ELECTRICAL CODES.



FRONT

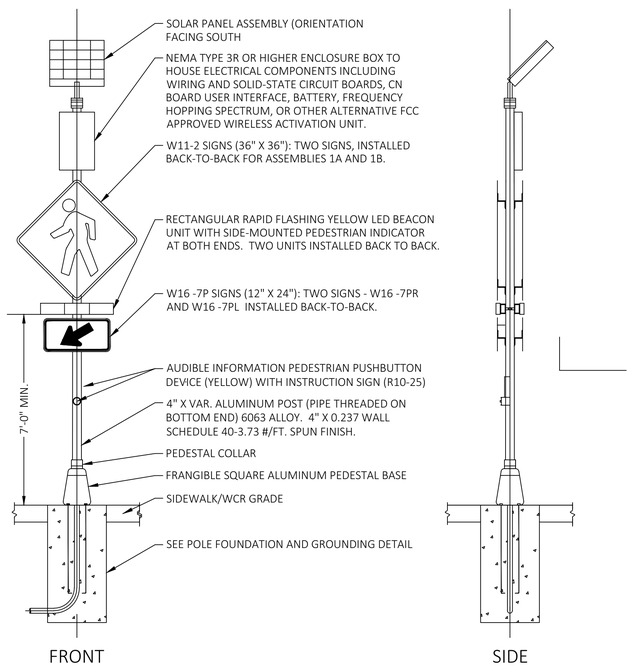
FLASHING STOP BEACON ASSEMBLY DETAIL
NOT TO SCALE

SIGN NOTES:

1. ALL SIGNS SHALL BE MUTCD COMPLIANT.
2. R10-25 SIGNS SHALL HAVE A BLACK BORDER AND LEGEND ON A WHITE BACKGROUND.
3. W11-2, W16-7PR, AND W16-7PL SIGNS SHALL HAVE A BLACK BORDER AND LEGEND ON A FLUORESCENT YELLOW-GREEN BACKGROUND.
4. ALL SIGN SHEETING SHALL MEET THE REQUIREMENTS OF SUBSECTION 828.41 AND/OR 828.42.
5. R10-25 SIGNS MAY BE INTEGRATED INTO THE NPS PUSH BUTTON SYSTEM AS A SINGLE UNIT OR MOUNTED SEPARATELY ON TYPE A ALUMINUM.

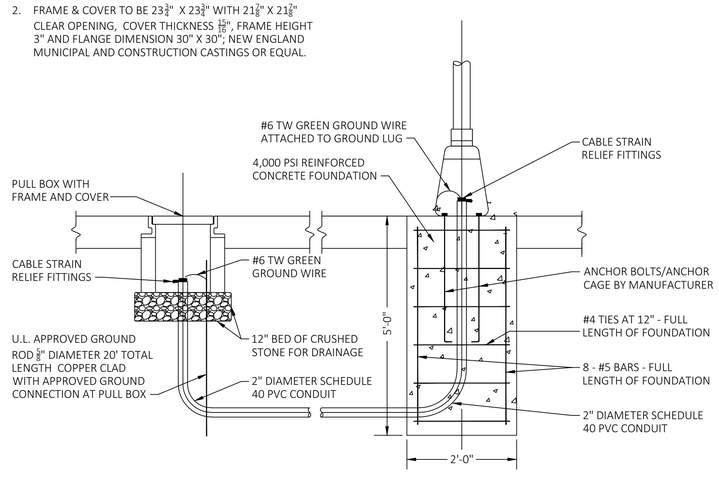
PULL BOX NOTES:

1. PULL BOX TO BE 2'-0" X 2'-0" OPEN SPACE `WITH 2'-4" INSIDE DEPTH WITH 12" X 12" SUMP FOR GROUND RODS PLACEMENT; OLDCASTLE PRECAST HH 2424-6 OR EQUAL.
2. FRAME & COVER TO BE $23\frac{3}{4}$" X $23\frac{3}{4}$" WITH $21\frac{7}{8}$" X $21\frac{7}{8}$" CLEAR OPENING, COVER THICKNESS $\frac{15}{16}$", FRAME HEIGHT 3" AND FLANGE DIMENSION 30" X 30"; NEW ENGLAND MUNICIPAL AND CONSTRUCTION CASTINGS OR EQUAL.



FRONT SIDE

RRFB - RECTANGULAR RAPID FLASH BEACON DETAIL
NOT TO SCALE



POLE FOUNDATION AND GROUNDING DETAIL
NOT TO SCALE

COMMONWEALTH OF MASSACHUSETTS
THOMAS C HOUSTON
CIVIL
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FEBRUARY 18, 2021

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RRFB - RECTANGULAR RAPID FLASH BEACON

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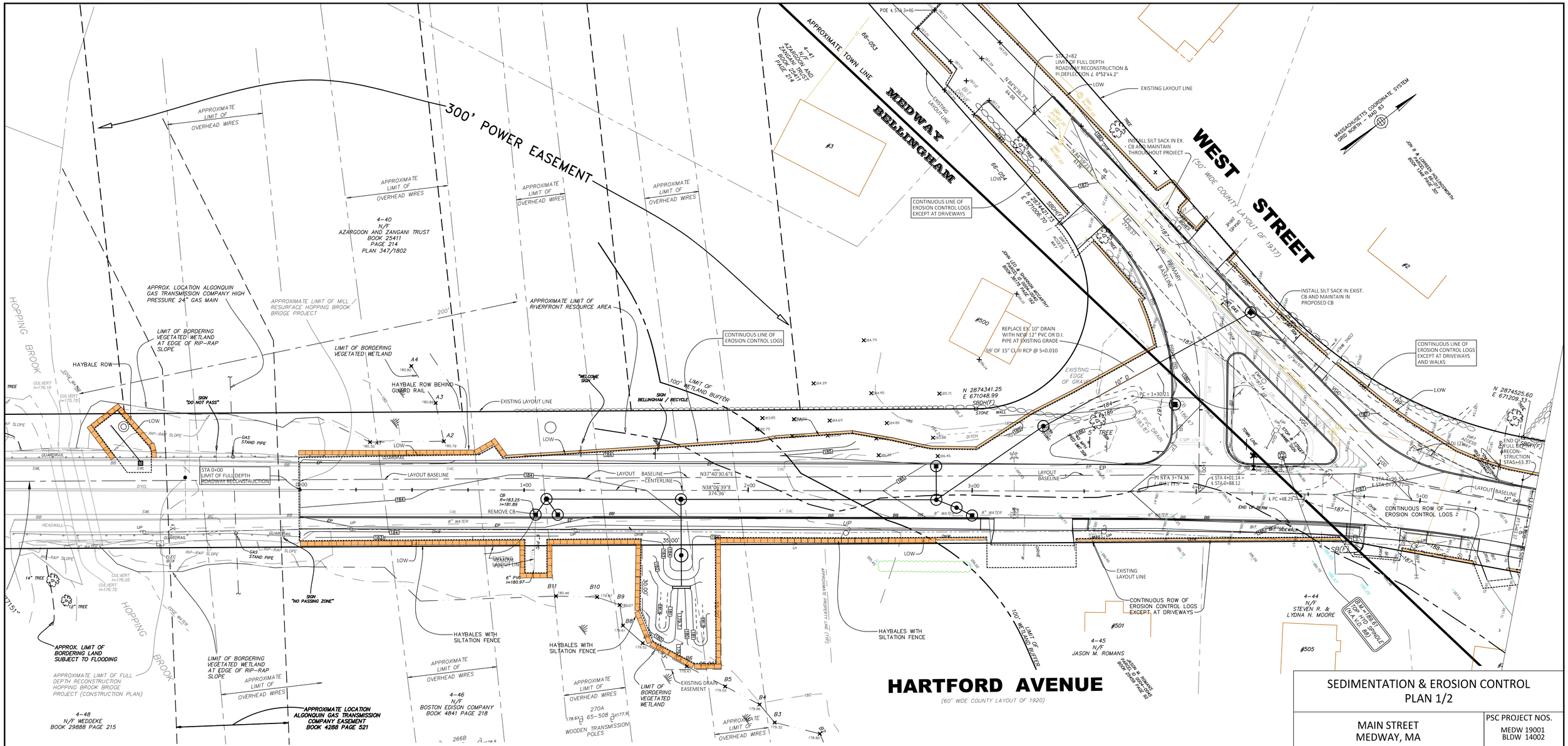

PLAN PURPOSE:

THE SEDIMENTATION AND EROSION CONTROL PLANS HAVE BEEN PREPARED TO ACCURATELY DEFINE THE LIMIT OF WORK IN THE IMPACT AREAS AND THE OUTER PERIMETER OF THE HAYBALE SILTATION BARRIER. TEMPORARY MEASURES THAT WILL BE REQUIRED DURING CONSTRUCTION ARE SHOWN ON THE PLAN. TEMPORARY MEASURES WILL BE ADDED AS NEEDED. CONSTRUCTION PROGRESS AND METEOROLOGICAL CONDITIONS WILL BE THE PRIMARY FACTORS IN DETERMINING THE MEASURES NEEDED AND THEIR SCOPE OF DEPLOYMENT.

A. PRE CONSTRUCTION MEETING:

1. THE BELLINGHAM DPW SHALL HOLD AND ATTEND A PRE CONSTRUCTION MEETING. IN ATTENDANCE WILL BE THE DPW PERSONNEL, THE CONTRACTOR'S ENGINEER AND SUPERINTENDENT, EVERSOURCE PERSONNEL, AND THE CONSERVATION COMMISSION AGENTS FROM BELLINGHAM AND MEDWAY. THE PURPOSE OF THE MEETING WILL BE TO REVIEW THE PROJECT ORDER OF CONDITIONS AND OUTLINE THE PERFORMANCE STANDARDS IN GENERAL THAT WILL BE REQUIRED TO TO FULFILL THE REQUIREMENTS IN THE ORDER OF CONDITIONS AND DISCUSS CONSTRUCTION ACTIVITIES ADJACENT TO EVERSOURCE FACILITIES.

B. DEWATERING MEASURES:

1. NO DIRECT UNTREATED DISCHARGE TO WETLANDS.
2. WHERE NECESSARY, DEWATERING DISCHARGE SHALL BE TREATED AS FOLLOWS:
   a. CRUSHED STONE FILTERING
   b. SEDIMENTATION POND
   c. INFILTRATION TRENCH
   d. CRUSHED STONE FILTER WITH DIRT BAG PRE-FILTERING
   e. CONTAINMENT STRUCTURES
3. SEE DETAILED OUTLINE SPECIFICATION THIS SHEET.

C. EMERGENCY RESPONSE STOCKPILES:

1. FIFTY (50) HAYBALES (ITEM 767.8)
2. TEN (10) CUBIC YARDS OF CRUSHED STONE (ITEM 158)
3. TWO (2) ROLLS OF SILTATION CLOTH (INCIDENTAL)
4. TWO (2) BUNDLES OF "BEAN POLE" STAKES (INCIDENTAL)

D. DRAINAGE PIPING SYSTEM PROTECTION MEASURES:

1. SILT SACKS WITH LIFTING LOOPS SUITABLE TO RECEIVE 1" DIAMETER REBARS IN CATCH BASINS.
2. STRAW HAYBALE BARRIERS AT CATCH BASINS.
3. STONE FILTERS AT CATCH BASINS.
4. STONE MATS/APRONS; "DRIP MATS"
5. STREET SWEEPING BI-WEEKLY.
6. MONTHLY CATCH BASIN INSPECTIONS; CLEAN AS NECESSARY.

E. INSPECTIONS, REPORTS AND COMPLIANCE CONTROLS:

1. AFTER THE HAYBALE/SILTATION BARRIERS ARE INSTALLED AN INSPECTION SHALL BE MADE BY THE CONSERVATION COMMISSION AGENT. NO WORK WILL BEGIN UNTIL THE COMMISSION OR AGENT HAS APPROVED THE INSTALLATIONS.
2. THE CONTRACTOR'S SUPERINTENDENT SHALL BE RESPONSIBLE FOR DAILY INSPECTIONS OF THE HAYBALE/SILTATION BARRIER TO ENSURE PROPER PERFORMANCE OF THE BARRIER.
3. THE CONTRACTOR'S ENGINEER SHALL INSPECT THE SITE ONCE A WEEK AND FILE A REPORT OF THAT INSPECTION WITH THE BELLINGHAM CONSERVATION COMMISSION. THE REPORT WILL INCLUDE AN OVERVIEW OF CONSTRUCTION PROGRESS BUT SHALL FOCUS ON THE STATUS OF THE EROSION AND SEDIMENTATION CONTROLS AND TEMPORARY STORMWATER MANAGEMENT CONTROLS. THE REPORT SHALL BE COPIED TO THE MEDWAY CONSERVATION COMMISSION.

TRENCH DEWATERING

NO DEWATERING DISCHARGE SHALL BE ALLOWED TO BE DISCHARGED DIRECTLY TO WETLANDS. WHERE TRENCH DEWATERING WILL BE UNDERTAKEN TO FACILITATE THE CONSTRUCTION OF THE PROPOSED DRAINAGE SYSTEM AND THE PROPOSED WATER MAIN MODIFICATIONS, THE DEWATERING DISCHARGE SHALL BE PUMPED EITHER TO A TEMPORARY SETTLING TANK OR BASIN, FOREBAY BASIN, CRUSHED STONE FILTERS OR OTHER APPROVED CONTAINMENT STRUCTURE. THE DISCHARGE SHALL BE TREATED TO OBTAIN APPROXIMATELY 70% SEDIMENT TRAPPING EFFICIENCY. THE OUTLET FROM THE SEDIMENT TRAPPING DEVICE SHALL BE TREATED TO PREVENT LOCAL EROSION.

CONTROL OF DEWATERING OPERATIONS

1. INSPECT ALL EQUIPMENT AND FACILITIES EVERY TWO HOURS DURING DEWATERING OPERATIONS.
2. REPAIR ANY DAMAGE IMMEDIATELY.
3. CLEAN CONTAINMENT STRUCTURES DAILY.
4. REMOVE SEDIMENTS WHEN ACCUMULATED DEPOSITS REACH A DEPTH OF 6 INCHES.

THE CONTRACTOR IS ADVISED THAT THE EFFECTIVENESS OF THE SEDIMENT REMOVAL AND THE DEWATERING ITSELF VARIES BASED ON FIELD CONDITIONS AND WORK PROGRESS. THE BELLINGHAM DPW HAS THE RIGHT TO ORDER THE CONTRACTOR TO STOP ALL EXCAVATION OPERATIONS, IF IN THE DPW JUDGMENT THE DEWATERING AND SEDIMENT REMOVAL OPERATIONS ARE FAILING TO PRODUCE ADEQUATE RESULTS OR ARE POSING A THREAT TO THE ENVIRONMENT.

APPROVAL OF DEWATERING PLAN

THE CONTRACTOR SHALL DEVELOP A DEWATERING PLAN FOR THE PROJECT. THE PLAN WILL BE DEVELOPED BY A REGISTERED PROFESSIONAL ENGINEER AND SHALL MEET ALL REQUIREMENTS OF A NPDES DEWATERING GENERAL PERMIT (DGP) AND FOLLOW THE GUIDELINES OF THE MASS DOT "GUIDELINES FOR SOIL EROSION & SEDIMENT CONTROL". WITHIN TEN (10) DAYS OF CONTRACT AWARD, THE CONTRACTOR SHALL SUBMIT TO THE BELLINGHAM DPW A WRITTEN DEWATERING PLAN TO CONTROL GROUNDWATER, SURFACE WATER AND SURFACE RUNOFF DURING EXCAVATIONS. THE POINTS OF TREATED EFFLUENT DISCHARGE SHALL BE INDICATED. THE DEWATERING PLAN SHALL SPECIFY THE LOCATION AND METHOD OF DEWATERING, WATER CONTAINMENT PROCEDURES, TREATMENT METHODOLOGY, AND ALL OTHER PERTINENT INFORMATION. THE PLAN SHALL BE STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN MASSACHUSETTS.

THE DEWATERING PLAN MUST BE APPROVED BY THE BELLINGHAM CONSERVATION COMMISSION PRIOR TO THE START OF CONSTRUCTION. THIS MAY REQUIRE ATTENDANCE AT A CONSERVATION COMMISSION MEETING BY THE DESIGNING ENGINEER.

WETLAND BUFFER ZONE IMPACT AREAS (SHEET 12)

	0'-25' (S.F.)	25'-50' (S.F.)	50'-100' (S.F.)	0'-100' (S.F.)
HARTFORD AVENUE	4,200	4,400	5,700	14,300
WEST STREET	0	0	0	0
MAIN STREET	0	0	0	0
TOTALS	4,200	4,400	5,700	14,300

WETLAND RESOURCE AREA IMPACTS (SHEET 12)

	HARTFORD AVE SQ-FT	WEST ST SQ-FT	MAIN ST SQ-FT	TOTAL SQ-FT
LAND SUBJECT TO FLOODING	15,650	350	0	16,000
RIVERFRONT AREA 0' TO 100'[2]	1,150	0	0	1,150
RIVERFRONT AREA 100' TO 200'[2]	14,700	0	0	14,700
RIVERFRONT AREA TOTAL[2]	15,850	0	0	15,850

FOOTNOTES:

1. BUFFER ZONE TO BORDERING VEGETATED WETLANDS TO HOPPING BROOK.
2. ALL ALTERATION IN THE RIVERFRONT AREA TAKES PLACE WITHIN LANDS PREVIOUSLY DEVELOPED

NOTES:

1. ANY NORMALLY SCHEDULED MAINTENANCE LEVEL ACTIVITY SUCH AS REFUELING AND LUBRICATION SHALL BE PERFORMED AT LEAST 100 FEET FROM STORM DRAINS AND FROM WETLANDS IN BOTH BELLINGHAM AND MEDWAY.
2. STOCKPILES LEFT OVERNIGHT OR FOR LONGER STORAGE SHALL BE SURROUNDED BY HAYBALES; INCIDENTAL TO THE WORK.

WORK (SHEET 12)

THE WORK SHOWN ON THIS SHEET WITHIN BELLINGHAM WAS THE SUBJECT OF A NOTICE OF INTENT FILING UNDER THE MASSACHUSETTS WETLANDS PROTECTION ACT AND THE BELLINGHAM WETLANDS PROTECTION BYLAW. AN ORDER OF CONDITIONS FILE NO. 105-759 (WPA) AND BWP-110 WAS ISSUED ON JUNE 26, 2015. AN EXTENSION PERMIT FOR FILE NUMBERS 105-759 AND BWP-110 WAS ISSUED ON MAY 9, 2018 AND IS VALID THROUGH JUNE 26, 2021.

THE WORK SHOWN ON THIS SHEET WITHIN MEDWAY WAS THE SUBJECT OF A NOTICE OF INTENT FILING UNDER THE MASSACHUSETTS WETLANDS PROTECTION ACT AND THE MEDWAY GENERAL WETLANDS PROTECTION BYLAW. AN ORDER OF CONDITION FILE NO 216-085 (WPA) WITH FINDINGS AND CONDITIONS UNDER THE MEDWAY GENERAL WETLANDS PROTECTION BYLAW WAS ISSUED ON JUNE 18, 2015.

COMMONWEALTH OF MASSACHUSETTS
THOMAS C. HOUSTON
CIVIL
No. 32469
REGISTERED PROFESSIONAL ENGINEER

FEBRUARY 18, 2021

Thomas C. Houston, PE

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SEDIMENTATION & EROSION CONTROL PLAN 1/2

MAIN STREET
MEDWAY, MA

HARTFORD AVE. & WEST STREET
BELLINGHAM, MA

BELLINGHAM & MEDWAY
ROADWAY IMPROVEMENTS
(CONTRACT 2021-BMRI)

PSC PROJECT NOS.
MEDW 19001
BLDW 14002

SCALE
1 INCH = 20 FEET

DATE
FEBRUARY 2021

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SITE ENGINEERS.
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TRAFFIC ENGINEERS.

Professional Services Corporation, PC
Ten Lincoln Road, Suite 201
Foxboro, Massachusetts 02035
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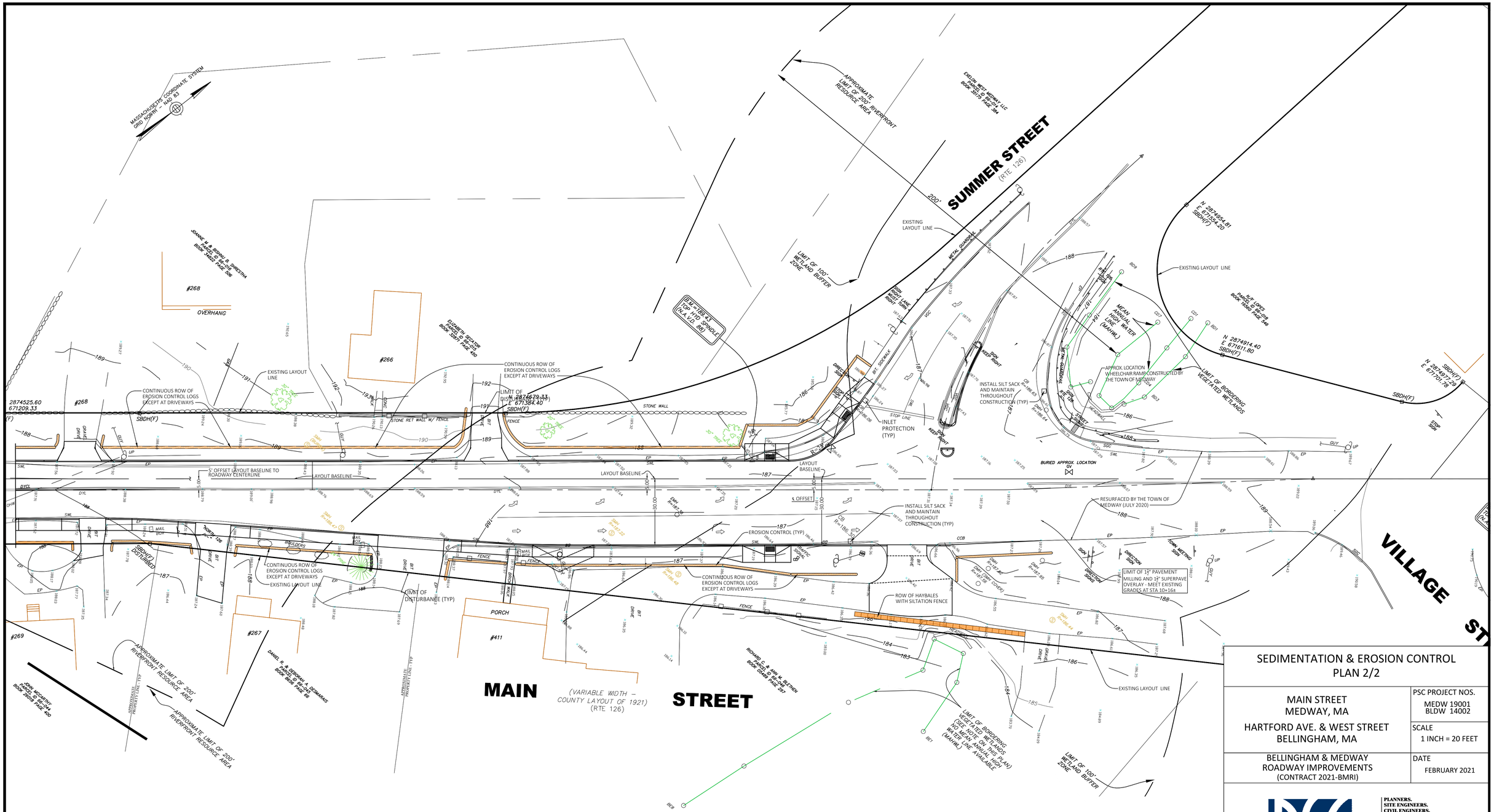
PLANNING LAND DEVELOPMENT TRANSPORTATION

DATE	REVISIONS

FEET 0 10 20 40 60
METERS 0 5 10 20



NOTE:
THE WETLAND DELINEATIONS SHOWN ON THIS PLAN HAVE BEEN TAKEN FROM A PLAN ENTITLED "TOWN OF MEDWAY, MASSACHUSETTS, DEPARTMENT OF PUBLIC SERVICES, MAIN STREET AND WEST STREET WATER MAIN AND STORMWATER IMPROVEMENTS" SHEET C-6 DATED FEBRUARY 10, 2012 BY WESTON & SAMPSON .

COMMONWEALTH OF MASSACHUSETTS
THOMAS C HOUSTON
CIVIL
No. 32469
REGISTERED PROFESSIONAL ENGINEER

FEBRUARY 18, 2021

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SEDIMENTATION & EROSION CONTROL PLAN 2/2

MAIN STREET
MEDWAY, MA

HARTFORD AVE. & WEST STREET
BELLINGHAM, MA

PSC PROJECT NOS.
MEDW 19001
BLDW 14002

SCALE
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BELLINGHAM & MEDWAY
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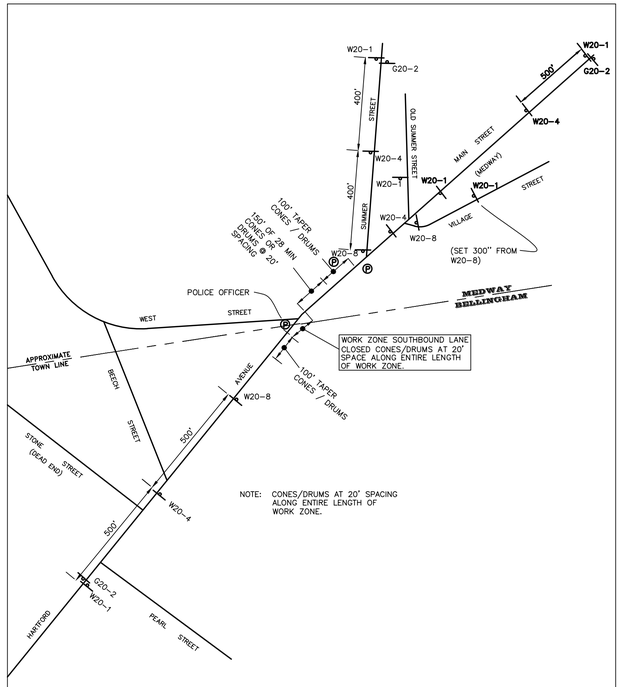
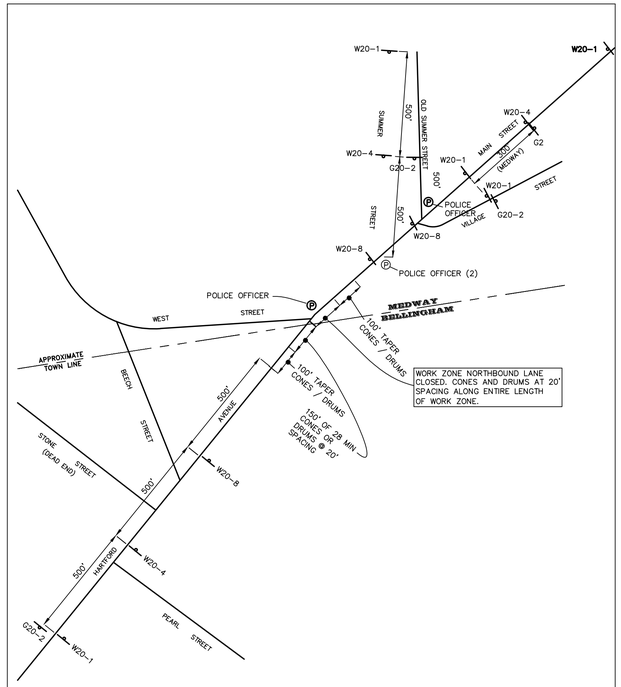
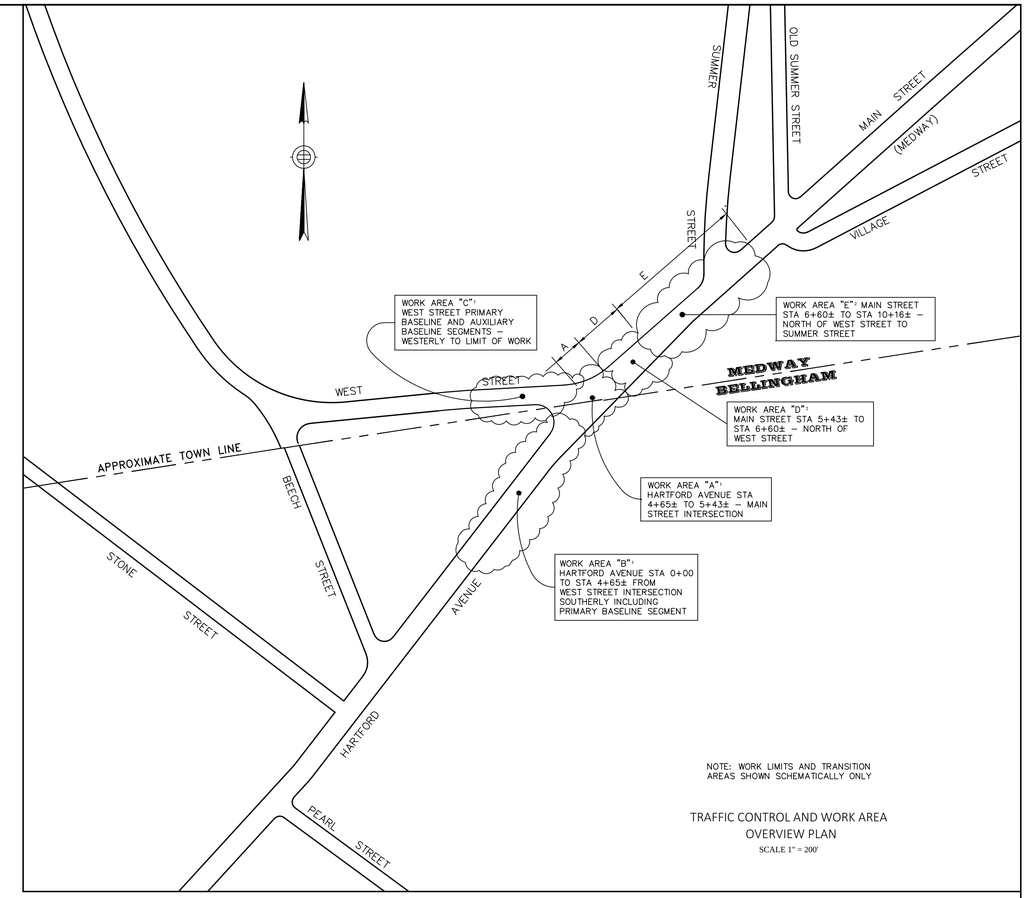


TRAFFIC CONTROL PLAN FOR WORK AREA "A" HARTFORD AVENUE/MAIN STREET
NORTH BOUND TRAFFIC – SOUTH BOUND LANE CLOSED
NOT TO SCALE

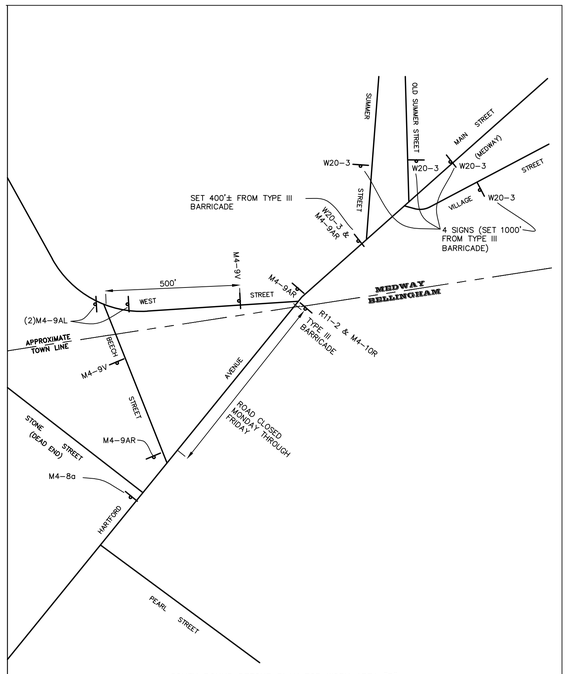


TRAFFIC CONTROL PLAN FOR WORK AREA "A" HARTFORD AVENUE/MAIN STREET SOUTHBOUND
WORK ZONE – NORTHBOUND LANE CLOSED
NOT TO SCALE

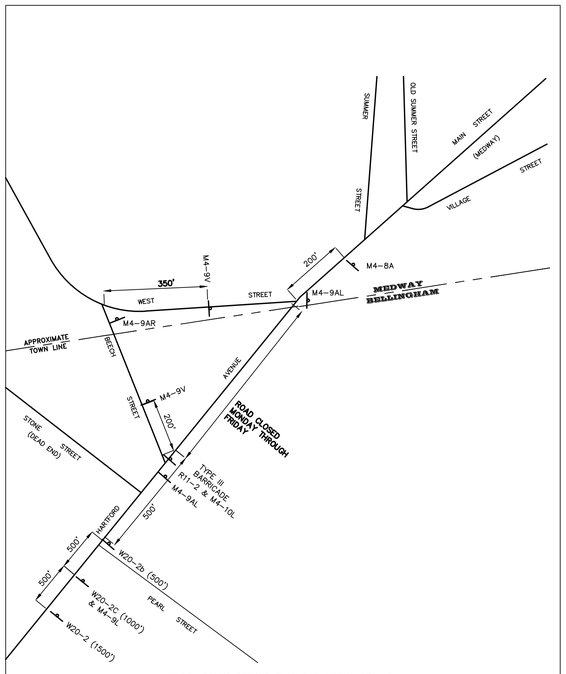


NOTE: WORK LIMITS AND TRANSITION AREAS SHOWN SCHEMATICALLY ONLY

TRAFFIC CONTROL AND WORK AREA
OVERVIEW PLAN
SCALE 1" = 200'



SOUTH BOUND DETOUR PLAN FOR WORK AREA "B"
HARTFORD AVENUE CLOSURE
NOT TO SCALE



NORTH BOUND DETOUR PLAN FOR WORK AREA "B"
HARTFORD AVENUE CLOSURE
NOT TO SCALE

WORK AREA SUMMARY

WORK AREA "A" HARTFORD AVENUE MAIN STREET INTERSECTION:
NO DETOUR IS AVAILABLE FOR THIS WORK AREA. ONE WAY TRAFFIC SHALL BE MAINTAINED WITH USE OF TRAFFIC POLICE DURING NORMAL WORKING HOURS. AT NIGHT AND ON WEEKENDS TWO WAY TRAFFIC SHALL BE MAINTAINED.

WORK AREA "B" HARTFORD AVENUE FROM WEST STREET INTERSECTION SOUTHERLY:
A DETOUR UTILIZING BEECH STREET AND WEST STREET CAN BE ESTABLISHED. HARTFORD AVENUE MUST BE ACCESSIBLE FOR RESIDENTS AND EMERGENCY PERSONNEL AT ALL TIMES - "24/7". HARTFORD AVENUE MUST BE OPEN FOR TWO WAY TRAFFIC ON WEEKENDS; BEGINNING AT 4:00 PM ON FRIDAYS, REESTABLISH WORK AREA MONDAY AT 7:00 AM.

WORK AREA "C" WEST STREET WESTERLY OF HARTFORD AVENUE AND MAIN STREET:
A DETOUR UTILIZING HARTFORD AVENUE AND BEECH STREET IN BELLINGHAM CAN BE ESTABLISHED. WEST STREET MUST BE ACCESSIBLE FOR RESIDENTS AND EMERGENCY PERSONNEL AT ALL TIMES - "24/7". WEST STREET MUST BE OPEN FOR TWO WAY TRAFFIC ON WEEKENDS; BEGINNING AT 4:00 PM ON FRIDAYS, REESTABLISH WORK AREA MONDAY AT 7:00 AM.

WORK AREA "D" MAIN STREET NORTH OF WEST STREET:
NO DETOUR IS AVAILABLE FOR THIS WORK AREA. TWO WAY TRAFFIC WILL BE MAINTAINED BY THE USE OF TRAFFIC POLICE DURING NORMAL WORKING HOURS. AT NIGHT AND ON WEEKENDS, TWO-WAY TRAFFIC SHALL BE MAINTAINED.

WORK AREA "E" NORTH OF WEST STREET TO SUMMER STREET:
DUE TO SUFFICIENT WIDTH OF THE EXISTING PAVEMENT, AN ALTERNATING TWO-LANE BYPASS/DIVERSION 22 FEET IN WIDTH WITH TRAFFIC POLICE SUPPORT SHALL BE IMPLEMENTED. THE PURPOSE OF THIS BYPASS/DIVERSION WILL BE TO PERFORM THE "OFF PAVEMENT" CONSTRUCTION TASKS ON BOTH THE EASE AND WEST SIDES OF THE PROPOSED PAVEMENT SURFACES. THE TASKS SHALL INCLUDE BUT NOT BE LIMITED TO VERTICAL CURBING INSTALLATION, CONSTRUCTION OF SIDEWALKS ADD WHEELCHAIR RAMPS, DRIVEWAY AND PRIVATE SIDEWALK MODIFICATIONS. AND CONSTRUCTION OF SIDE SLOPES AND RELATED GRADING. THE BYPASS/DIVERSION SHALL BE ALLOWED TO STAY IN PLACE DURING WEEKDAYS. THE BYPASS/DIVERSION SHILL BE REMOVED BY 3:30 PM ON FRIDAYS AND REESTABLISHED FOR USE ON MONDAY MORNING BEGINNING AT 7:00 AM.

WORK AREA "E" TRAFFIC CONTROL PLAN AND SCHEDULE (ITEM 850)

THE ABOVE DESCRIBED WORK AREA "E" SUMMARY IS A GUIDELINE DUE TO THE COMPLEXITY OF THE WORK IN THIS WORK AREA. THE CONTRACTOR SHALL PROVIDE THE TOWN OF MEDWAY DPW AND THE TOWN OF BELLINGHAM DPW WITH A WORK PLAN OF HOW THE WORK ON MAIN STREET WILL BE CONDUCTED. THE WORK PLAN SHALL INCLUDE DETAILS CONCERNING TRANSITION GRADING, PROVISIONS FOR EMERGENCY VEHICLES, AND PROVISIONS FOR ACCESS TO RESIDENTIAL PROPERTIES. THE TRAFFIC CONTROL PLAN SHALL INCLUDE A SCHEDULE SPECIFYING THE TIMEFRAMES THE CONTRACTOR PROPOSES TO BEGIN AND TO COMPLETE THE VARIOUS WORK STAGES. THE TRAFFIC CONTROL PLAN AND SCHEDULE WILL BE PROVIDED TO THE MEDWAY DPW AND THE BELLINGHAM DPW WITHIN 20 DAYS OF THE AWARD OF THE CONTRACT. THE MEDWAY DPW AND THE BELLINGHAM DPW RESERVE THE RIGHT TO MODIFY THE PLAN AND SCHEDULE FOR WHICH THERE WILL BE NO ADDITIONAL COMPENSATION.

PROJECT WIDE PAVEMENT INSTALLATION PLANNING

IT IS THE GOAL OF THE MEDWAY DPW AND THE BELLINGHAM DPW TO INSTALL THE STREET PAVEMENT TOP COURSE IN ONE CONTINUOUS OPERATION. THE TRAFFIC CONTROLS TO UNDERTAKE THIS WORK SHALL BE DETERMINED AT A FIELD MEETING ATTENDED BY THE CONTRACTOR WITH THE MEDWAY DPW AND THE BELLINGHAM DPW AND THE TRAFFIC SAFETY OFFICERS FROM THE TWO (2) TOWNS. THE CONTROLS NECESSARY WILL BE DICTATED BY THE SPECIFIC WORK LOCATION AND WILL BE SUBJECT TO DAILY OR SHORTER TIMEFRAME ADJUSTMENTS.

COMMONWEALTH OF MASSACHUSETTS
THOMAS C. HOUSTON
CIVIL
No. 32469
REGISTERED PROFESSIONAL ENGINEER

FEBRUARY 18, 2021

Thomas C. Houston, PE

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MAINTENANCE OF TRAFFIC PLAN 1/2

MAIN STREET
MEDWAY, MA

HARTFORD AVE. & WEST STREET
BELLINGHAM, MA

PSC PROJECT NOS.
MEDW 19001
BLDW 14002

SCALE
1 INCH = 20 FEET

BELLINGHAM & MEDWAY
ROADWAY IMPROVEMENTS
(CONTRACT 2021-BMRI)

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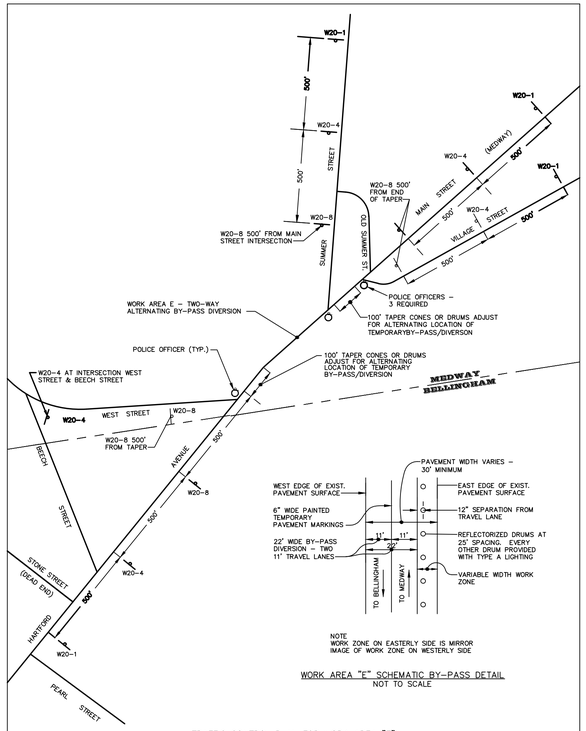
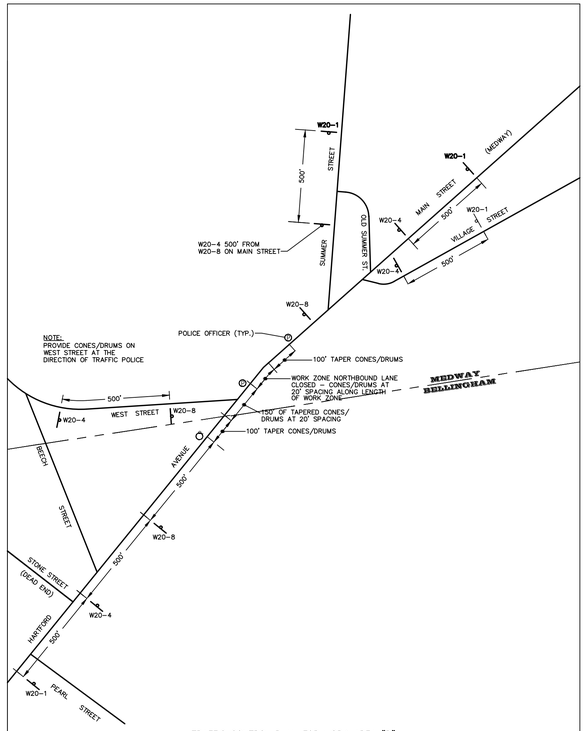
FEET 0 10 20 40 60
METERS 0 5 10 20

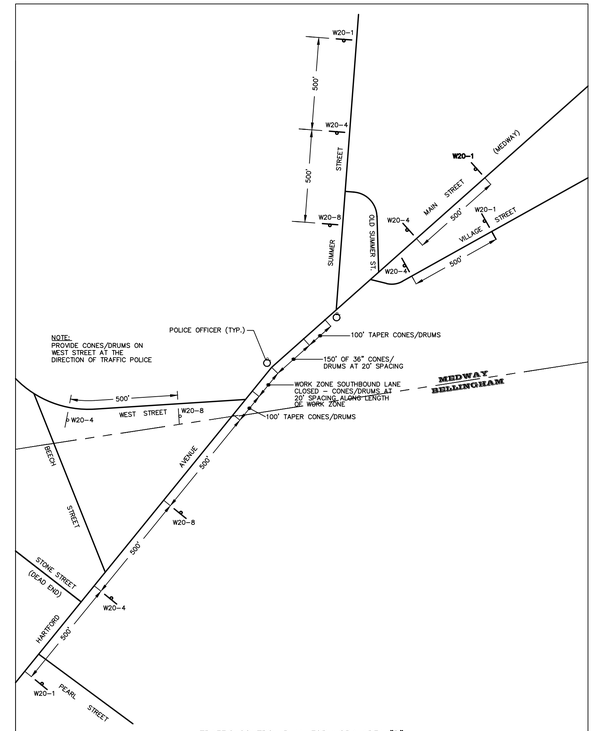


WORK AREA "E" SCHEMATIC BY-PASS DETAIL
NOT TO SCALE

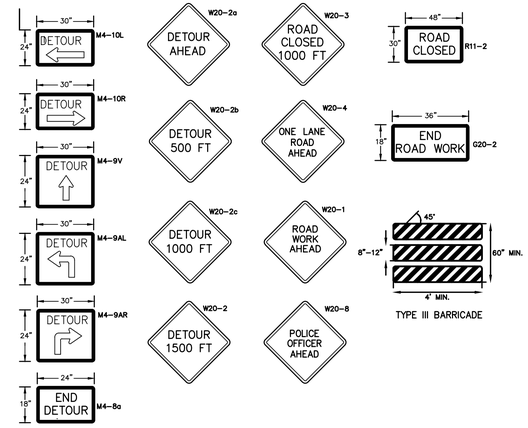
TRAFFIC CONTROL PLAN FOR WORK AREA "E"
MAIN STREET
NOT TO SCALE



TRAFFIC CONTROL PLAN FOR WORK AREA "D"
MAIN STREET NORTHBOUND WORK ZONE
NOT TO SCALE

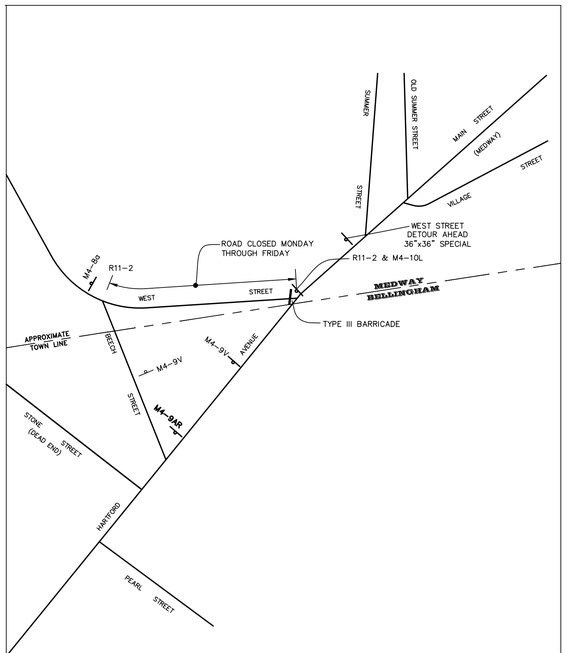


TRAFFIC CONTROL PLAN FOR WORK AREA "D"
MAIN STREET SOUTHBOUND WORK ZONE
NOT TO SCALE

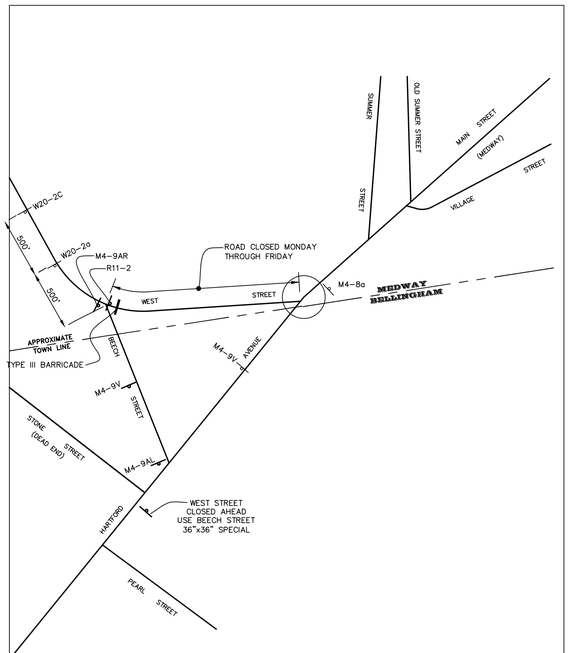


SIGN LEGEND
NOT TO SCALE

NOTE: ALL W-SERIES SIGNS SHALL BE 48" X 48"



DETOUR PLAN FOR WESTBOUND WEST STREET TRAFFIC
WORK AREA "C" – WEST STREET CLOSURE
NOT TO SCALE



DETOUR PLAN FOR EASTBOUND WEST STREET TRAFFIC
WORK AREA "C" – WEST STREET CLOSURE
NOT TO SCALE

GENERAL NOTES:

1. ALL CONSTRUCTION SIGNING, DRUMS, BARRICADES AND OTHER DEVICES SHALL CONFORM WITH CHAPTER 6F OF THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) AS MAY BE AMENDED.
2. ALL DRUMS SHALL BE SET @ 25' O.C. MAX. UNLESS OTHERWISE NOTED OR ADJUSTED BY THE RESIDENT ENGINEER.
3. ALL DRUMS SHALL BE APPROPRIATELY PLACED AND MOVED AS NECESSARY TO MAINTAIN ADEQUATE ABUTTER ACCESS AT ALL TIMES. WORK MAY REQUIRE ADDITIONAL SIGNS, DRUMS AND OTHER TRAFFIC CONTROL DEVICES, GRADING AND TEMPORARY PAVEMENT AND STEEL PLATES FOR PASSAGE OF PEDESTRIAN, VEHICULAR AND EMERGENCY TRAFFIC THROUGH WORK AREAS, BOTH DURING AND AFTER WORK HOURS, TO MAINTAIN SUCH ACCESS.
4. THE CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT AND SIMILAR OPERATIONS.
5. THE CONTRACTOR SHALL NOTIFY THE TOWN OF BELLINGHAM AND/OR THE TOWN OF MEDWAY POLICE AND FIRE AT LEAST 48 HOURS IN ADVANCE OF LANE CLOSURES.
6. WEST STREET AND HARTFORD AVENUE "SOUTH" CAN BE CLOSED AND DETOURED INDIVIDUALLY AS SHOWN ON THE DETOUR PLANS. THE CLOSURE AND DETOUR SHALL REMAIN IN PLACE FOR WEEK DAYS ONLY. WEEKDAYS AT NIGHT THE STREETS MUST REMAIN PASSABLE FOR RESIDENTS AND EMERGENCY RESPONSE VEHICLES.
7. HARTFORD AVENUE "NORTH"/MAIN STREET WORK AREA SHALL BE PROVIDED WITH ONE LANE OF TRAFFIC CONTROLLED BY POLICE OFFICERS DURING NORMAL WORKING HOURS ON WEEKDAYS. IT SHALL BE OPEN FOR TWO WAY TRAFFIC ON WEEKDAYS OUTSIDE NORMAL WORKING HOURS AND ON WEEKENDS.
8. LATERAL DROP-OFFS IN EXCESS OF 2 INCHES DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF DRUMS.
9. LATERAL DROP-OFFS IN EXCESS OF 4 INCHES DEEP SHALL BE PROTECTED DURING NON-WORKING HOURS BY BACKFILLING WITH A WEDGE OF GRAVEL OR SOIL COMPACTED TO A 4:1 SLOPE.
10. 11' MINIMUM LANE WIDTHS SHALL BE MAINTAINED DURING CONSTRUCTION.
11. NONESSENTIAL TEMPORARY CONSTRUCTION TRAFFIC CONTROL DEVICES SHALL BE COVERED OR REMOVED DURING NON-WORKING HOURS.
12. ADVISORY SPEED PLATES (W13-1) SHALL BE USED IF APPROPRIATE AND AS DIRECTED BY THE BELLINGHAM DPW AND/OR MEDWAY DPW.
13. SUPPORTS FOR ALL TRAFFIC MANAGEMENT SIGNS SHALL BE 4" X 4" PRESSURE TREATED WOOD POSTS.

PAYMENT NOTES:

1. PAYMENT FOR SAFETY SIGNAGE, BARRICADES, CONES, DRUMS, ETC. FOR WORK AREAS A, B, C, AND C WILL BE UNDER THEIR RESPECTIVE ITEM NUMBERS: ITEM ITEM 852, ITEM 853.1, ITEM 854.016, AND ITEM 859. TRAFFIC CONES WILL BE CONSIDERED INCIDENTAL TO THE WORK.
2. ADVANCE WARNING SIGNAGE FOR WORK AREA "E" SHOWN ON THIS DRAWING SHALL BE INCLUDED IN THE LUMP SUM BID UNDER ITEM 850, INCLUDING ANY ADDITIONAL SIGNAGE OR SAFETY DEVICES ADDED DURING THE DEVELOPMENT OF THE TRAFFIC CONTROL AND WORK PLAN. TRAFFIC CONES WILL BE CONSIDERED INCIDENTAL TO THE WORK AND SHALL BE INCLUDED IN THE LUMP SUM BID.

COMMONWEALTH OF MASSACHUSETTS
THOMAS C. HOUSTON
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FEBRUARY 18, 2021

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MAINTENANCE OF TRAFFIC PLAN 2/2

MAIN STREET
MEDWAY, MA

HARTFORD AVE. & WEST STREET
BELLINGHAM, MA

PSC PROJECT NOS.
MEDW 19001
BLDW 14002

SCALE
1 INCH = 20 FEET

BELLINGHAM & MEDWAY
ROADWAY IMPROVEMENTS
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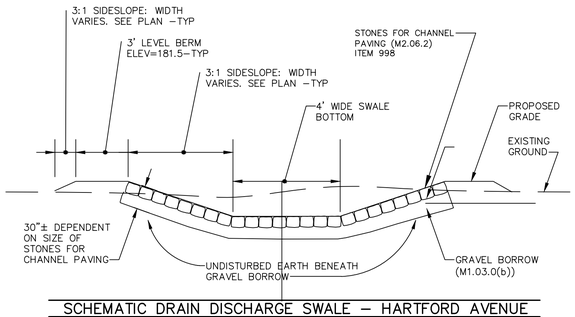


SCHEMATIC DRAIN DISCHARGE SWALE – HARTFORD AVENUE

NOT TO SCALE

NOTES :

1. EMBANKMENTS/BERMS TO BE CONSTRUCTED OF MATERIALS OBTAINED IN UNCLASSIFIED EXCAVATION WORK AS DIRECTED BY THE BELLINGHAM DPW.
2. ALL DISTURBED NON–ROCK FACE AREAS TO BE FINISHED WITH 6 INCHES LOAM AND SEED OF TYPE APPROVED BY BELLINGHAM DPW.

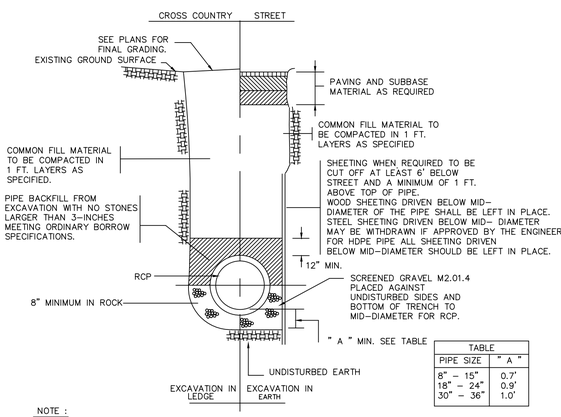


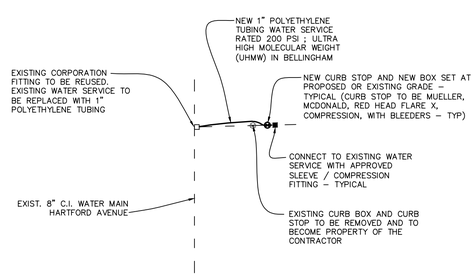
TABLE	
PIPE SIZE	" A "
8" – 15"	0.7'
18" – 24"	0.9'
30" – 36"	1.0'

NOTE :

ALL TRENCHES ARE TO BE COMPACTED TO 95% DRY DENSITY.

TYPICAL TRENCH DETAIL FOR DRAIN

NOT TO SCALE

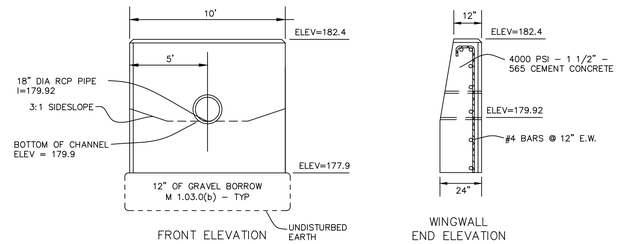


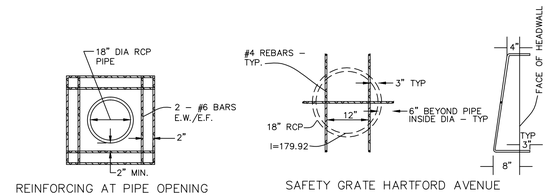
CONSTRUCTION NOTES:

1. WATER SERVICE TO EXISTING DWELLING AT 501 HARTFORD AVENUE SHALL BE OUT OF SERVICE FOR THE LEAST TIME PRACTICAL. IN NO CASE SHALL A SERVICE LINE BE LEFT OUT OF SERVICE AT THE END OF ANY INDIVIDUAL WORK DAY.
2. NEW 1" POLYETHYLENE TUBING TO BE BACKFILLED IN SAND BORROW: 6" MIN BELOW AND 12" MIN. ABOVE.
3. WITHIN THE PROPOSED EDGES OF PAVEMENT ON HARTFORD AVENUE, THE TRENCH SHALL BE BACKFILLED WITH A TYPE 2E CONTROLLED DENSITY FILL. LIMITS OF PAYMENT; TRENCH WIDTH 4 FEET, VERTICAL LIMITS TOP OF SAND BORROW TO 19 INCHES BELOW FINISHED GRADE AS SHOWN ON THE DRAWINGS.
4. PRIOR TO BACKFILL, THE NEW SERVICE LINE AND ALL FITTINGS ARE TO BE PRESSURIZED, ANY LEAKAGE SHALL BE REPAIRED PRIOR TO BACKFILLING.

SCHEMATIC LAYOUT WATER SERVICE RENEWAL

NOT TO SCALE



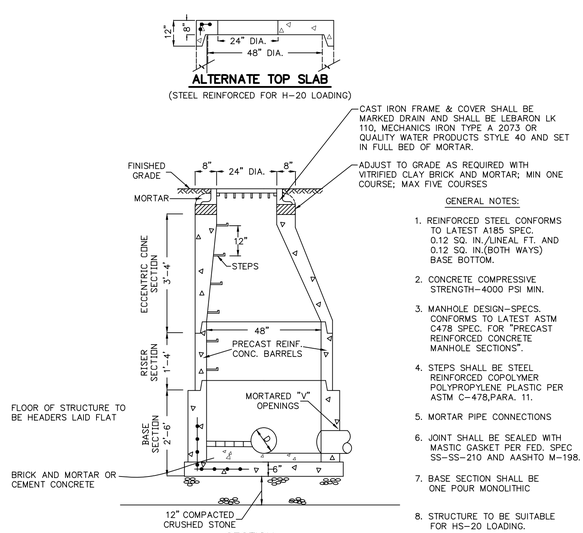


HARTFORD AVENUE CONCRETE HEADWALL DETAILS

NOT TO SCALE

STRUCTURAL NOTES:

1. CONCRETE WORK SHALL CONFORM TO THE LATEST AMERICAN CONCRETE INSTITUTE BUILDING CODE STANDARDS, RECOMMENDED PRACTICES AND SPECIFICATIONS AS LATEST REVISED.
2. REINFORCING BARS SHALL BE HIGH BOND DEFORMED BARS MEETING ASTM A–615, GRADE 60.
3. CLEARANCE OF REINFORCING STEEL SHALL BE 2" WHERE SURFACE IS IN CONTACT WITH EARTH, 2" FOR WALLS AND WHERE NOT IN CONTACT WITH EARTH, 1–1/2".
4. WHERE OPENINGS OCCUR IN WALLS, PROVIDE 2–#6 EACH FACE SIDE OF OPENINGS AND EXTEND 2'–6" BEYOND OPENING HORIZONTALLY, AS DIRECTED VERTICALLY.
5. PROVIDE SPACERS, TIES AND OTHER ACCESSORIES NECESSARY TO HOLD STEEL SECURELY IN PLACE.



GENERAL NOTES:

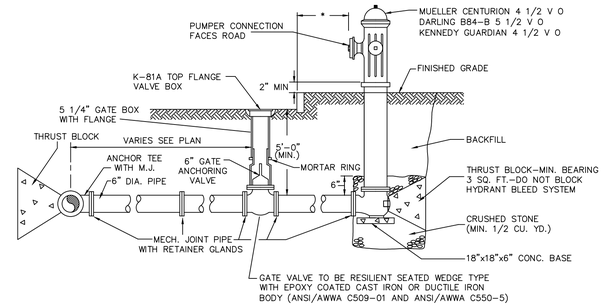
1. REINFORCED STEEL CONFORMS TO LATEST A185 SPEC. 0.12 SQ. IN./LINEAL FT. AND 0.12 SQ. IN.(BOTH WAYS) BASE BOTTOM.
2. CONCRETE COMPRESSIVE STRENGTH–4000 PSI MIN.
3. MANHOLE DESIGN–SPECS. CONFORMS TO LATEST ASTM C478 SPEC. FOR "PRECAST REINFORCED CONCRETE MANHOLE SECTIONS".
4. STEPS SHALL BE STEEL REINFORCED COPOLYMER POLYPROPYLENE PLASTIC PER ASTM C–478,PARA. 11.
5. MORTAR PIPE CONNECTIONS
6. JOINT SHALL BE SEALED WITH MASTIC GASKET PER FED. SPEC SS–SS–210 AND AASHTO M–198.
7. BASE SECTION SHALL BE ONE POUR MONOLITHIC
8. STRUCTURE TO BE SUITABLE FOR HS–20 LOADING.

48" DIAMETER PRECAST DRAIN MANHOLE (DMH)

NOT TO SCALE

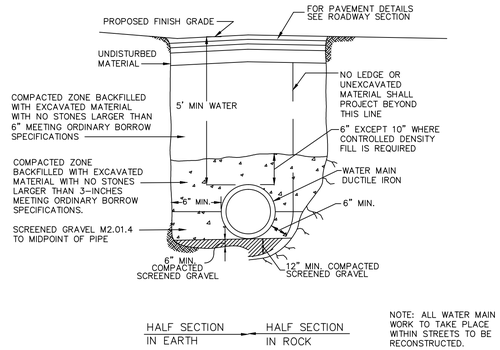
CONSTRUCTION NOTE:

1. DRAIN MANHOLES AND CATCH BASINS MAY REQUIRE TOP SLABS IN LIEU OF CONE SECTIONS AS WELL AS 4 INCH CASTINGS IN LIEU OF 8 INCH CASTINGS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PROVIDE THE PROPER PRECAST SECTIONS AND CASTINGS TO MAKE UP THE MANHOLES TO MEET THE GRADES SHOWN ON THE PLAN.



HYDRANT CONNECTION

NOT TO SCALE
(SEE ITEM 399)

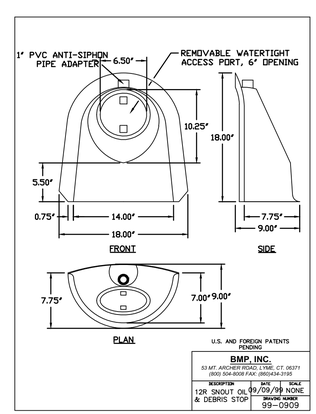


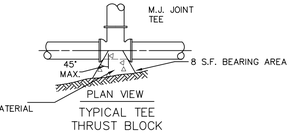
NOTE: ALL WATER MAIN WORK TO TAKE PLACE WITHIN STREETS TO BE RECONSTRUCTED.

NOTE: ALL TRENCHES ARE TO BE COMPACTED TO 95% DRY DENSITY.

WATER MAIN TRENCH DETAILS

NOT TO SCALE

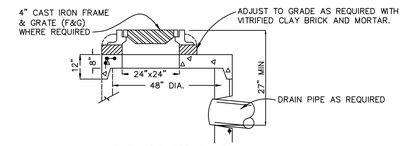


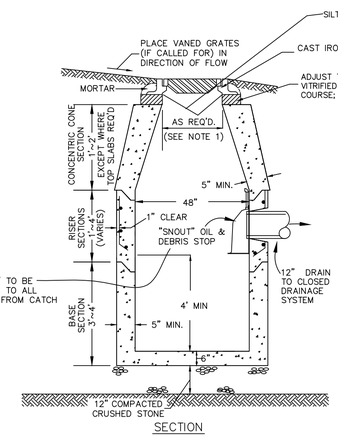


NOTE: CONCRETE FOR THRUST BLOCKS SHALL BE LEANER THAN THE RATIO OF 2–1/2: 5–1/2 AND SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 2000 PSI (SO THAT FLANGES AND BOLTS ARE ACCESSIBLE.) BEARING AREAS OF THRUST BLOCKS (BEARING AREA IN SQUARE FEET)

WATER MAIN THRUST BLOCK DETAIL

NOT TO SCALE





GENERAL NOTES:

1. PROVIDE 24"x24" OPENING AND LE BARON LF248–2 FRAME AND GRATE FOR SINGLE GRATE CATCH BASIN (CB) PROVIDE 24"x36" OPENING AND 2 LE BARON 3–FLANGE LK 120A FRAME AND GRATES FOR DOUBLE GRATE CATCH BASIN (CB–DBL).
2. CATCH BASIN SNOUT WILL BE INSTALLED.
3. SET FRAME IN FULL BED OF MORTAR. BRICKS MAY BE USED FOR GRADE ADJUSTMENTS.
4. JOINT SHALL BE SEALED WITH MASTIC GASKET PER FED. SPEC SS–SS–210 AND AASHTO M–198.
5. PIPE CONNECTIONS BY FLEXIBLE RUBBER BOOT WITH 2" CLEARANCE TO OUTSIDE OF PIPE.
6. REINFORCED STEEL CONFORMS TO LATEST ASTM SPEC. 0.12 SQ. IN./ LINEAR FT. AND 0.12 SQ. IN. (BOTH WAYS) BASE BOTTOM.
7. CONCRETE COMPRESSIVE STRENGTH – 4000 PSI MIN.
8. MANHOLE DESIGN SPECS CONFORM TO LATEST ASTM C–478 SPEC FOR "PRECAST REINFORCED CONCRETE MANHOLE SECTIONS." SUITABLE FOR FOR HS–20 LOADING.
9. HOOD SHALL BE NO 5357T1 MODEL BY EAST JORDAN IRON WORKS OR EQUAL.

CATCH BASIN (CB)

NOT TO SCALE

COMMONWEALTH OF MASSACHUSETTS
THOMAS C. HOUSTON
CIVIL
No. 32469
REGISTERED PROFESSIONAL ENGINEER

FEBRUARY 18, 2021

Thomas C. Houston, PE

Digitally signed by Thomas C. Houston, PE
DN: cn=Thomas C. Houston, PE, o, ou=PSC, email=thouston@pscpc.com, c=US

DETAILS 1/3

MAIN STREET
MEDWAY, MA

HARTFORD AVE. & WEST STREET
BELLINGHAM, MA

BELLINGHAM & MEDWAY
ROADWAY IMPROVEMENTS
(CONTRACT 2021-BMRI)

PSC PROJECT NOS.
MEDW 19001
BLDW 14002

SCALE
1 INCH = 20 FEET

DATE
FEBRUARY 2021

PLANNERS.
SITE ENGINEERS.
CIVIL ENGINEERS.
TRAFFIC ENGINEERS.

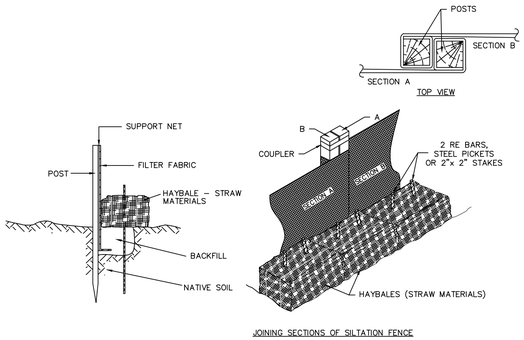
Professional Services Corporation, PC

Ten Lincoln Road, Suite 201
Foxboro, Massachusetts 02035
Tel 508.543.4243 Fax 508.543.7711

PLANNING LAND DEVELOPMENT TRANSPORTATION

DATE	REVISIONS

FEET 0 10 20 40 60
METERS 0 5 10 20

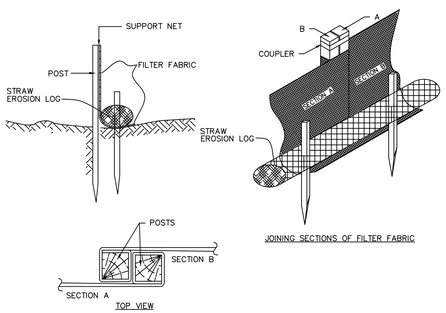


HAYBALES & SILTATION FENCE

NOT TO SCALE

NOTE:

HAYBALES SHALL BE SET EITHER WITH OR WITHOUT SILTATION FENCE; SEE SHEET 8



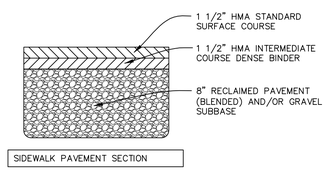
EROSION LOGS & SILT FENCE

NOT TO SCALE

NOTES:

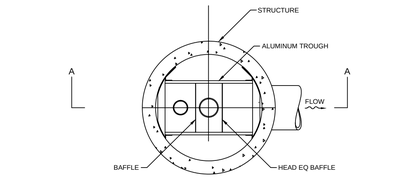
1. EROSION LOGS ARE SPECIFIED ON THE DRAWINGS TO BE SET WITHOUT FILTER FABRIC. FILTER FABRIC SHOWN ON DETAIL IN THE EVENT SITE CONDITIONS WARRANT USE OF THE FILTER FABRIC.

2. EROSION LOGS FILLED WITH COMPOST MATERIALS MAY BE SUBSTITUTED FOR STRAW AT THE DIRECTION OF THE BELLINGHAM CONSERVATION COMMISSION OR THE MEDWAY DPW.

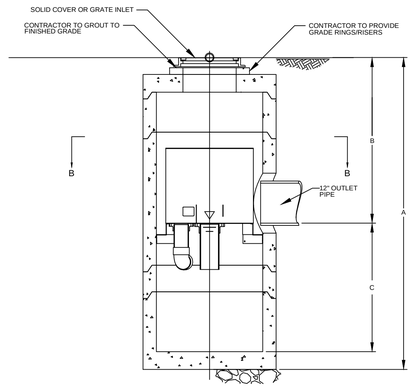


PAVEMENT SECTIONS

NOT TO SCALE



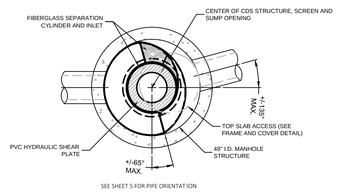
PLAN VIEW B-B



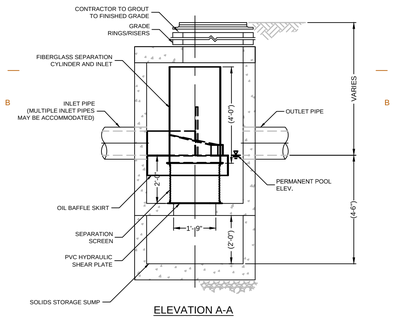
SECTION A-A

VortSentry

THIS PRODUCT MAY BE PROTECTED BY ONE OR MORE OF THE FOLLOWING US PATENTS: 7,425,267; 7,425,268; 7,425,269; 7,425,270; 7,425,271; 7,425,272; 7,425,273; 7,425,274; 7,425,275; 7,425,276; 7,425,277; 7,425,278; 7,425,279; 7,425,280; 7,425,281; 7,425,282; 7,425,283; 7,425,284; 7,425,285; 7,425,286; 7,425,287; 7,425,288; 7,425,289; 7,425,290; 7,425,291; 7,425,292; 7,425,293; 7,425,294; 7,425,295; 7,425,296; 7,425,297; 7,425,298; 7,425,299; 7,425,300; 7,425,301; 7,425,302; 7,425,303; 7,425,304; 7,425,305; 7,425,306;



PLAN VIEW B-B
N.T.S.



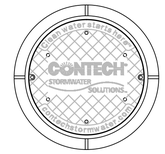
ELEVATION A-A
N.T.S.

CDS2015-4-C DESIGN NOTES

CDS2015-4-C RATED TREATMENT CAPACITY IS 1.4 CFS, OR PER LOCAL REGULATIONS.

THE STANDARD CDS2015-4-C CONFIGURATION IS SHOWN. ALTERNATE CONFIGURATIONS ARE AVAILABLE AND ARE LISTED BELOW. SOME CONFIGURATIONS MAY BE COMBINED TO SUIT SITE REQUIREMENTS.

CONFIGURATION DESCRIPTION
GRATED INLET ONLY (NO INLET PIPE)
GRATED INLET WITH INLET PIPE OR PIPES
CURB INLET ONLY (NO INLET PIPE)
CURB INLET WITH INLET PIPE OR PIPES



FRAME AND COVER
(DIAMETER VARIES)
N.T.S.

SITE SPECIFIC DATA REQUIREMENTS

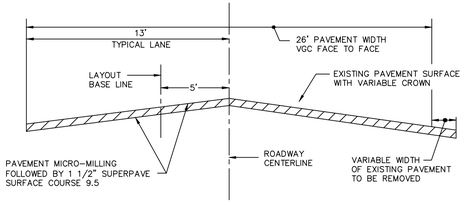
STRUCTURE ID			
WATER QUALITY FLOW RATE (CFS)			0.72
PEAK FLOW RATE (CFS)			7.70
RETURN PERIOD OF PEAK FLOW (YRS)			25
SCREEN APERTURE (2400 OR 4700)			
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE 1	180.00	RCP	18-INCH
INLET PIPE 2			
OUTLET PIPE	180.00	RCP	18-INCH
RIM ELEVATION	184.5±		
ANTI-FLOTATION BALLAST		WIDTH	HEIGHT
NOTES/SPECIAL REQUIREMENTS:			
* PER ENGINEER OF RECORD			

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. DIMENSIONS MARKED WITH ( ) ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
3. FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH CONSTRUCTION PRODUCTS REPRESENTATIVE. www.contech-cpi.com
4. CDS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
5. STRUCTURE SHALL MEET AASHTO HS20 AND CASTINGS SHALL MEET AASHTO M306 LOAD RATING, ASSUMING GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION.
6. PVC HYDRAULIC SHEAR PLATE IS PLACED ON SHELF AT BOTTOM OF SCREEN CYLINDER. REMOVE AND REPLACE AS NECESSARY DURING MAINTENANCE CLEANING.

INSTALLATION NOTES
1. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
2. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CDS MANHOLE STRUCTURE (LIFTING CLUTCHES PROVIDED).
3. CONTRACTOR TO ADD JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS, AND ASSEMBLE STRUCTURE.
4. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT PIPES. MATCH PIPE INVERTS WITH ELEVATIONS SHOWN.
5. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

CONTECH
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

CDS2015-4-C
CDS INLINE
STANDARD DETAIL



NOTES:

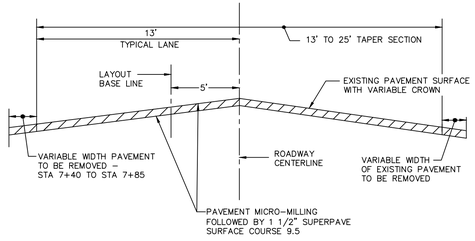
1.ALIGNMENT OF LEFT GUTTER / EDGE OF PAVEMENT IS IN APPROXIMATE SAME LOCATION IN EXISTING AND PROPOSED LOCATION.

2.ALIGNMENT OF RIGHT GUTTER EDGE OF PAVEMENT DIFFERS IN THE EXISTING AND PROPOSED LOCATION. EXISTING PAVEMENT REMOVAL WILL BE REQUIRED.

3. SEE APPLICABLE VERTICAL GRANITE CURB INSTALLATION DETAILS FOR ADDITIONAL INFORMATION

MILL AND RESURFACE SCHEMATIC DETAIL
STA. 5+43± TO STA. 6+05±

NOT TO SCALE

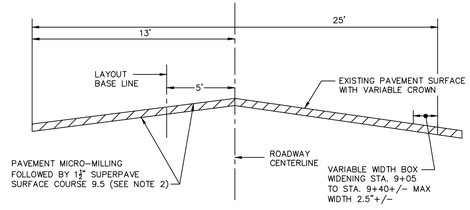


NOTES:

1.SEE APPLICABLE VERTICAL CURB INSTALLATION DETAILS FOR ADDITIONAL INFORMATION

MILL AND RESURFACE SCHEMATIC DETAIL
STA. 6+05± TO STA. 7+85±

NOT TO SCALE



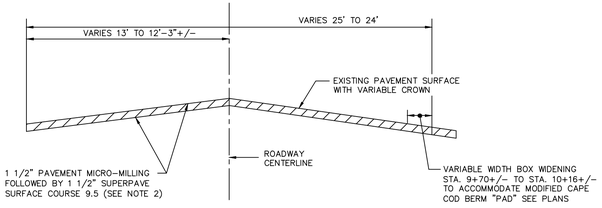
NOTES:

1.THE LEFT EDGE OF PAVEMENT IS COINCIDENTAL WITH THE SUMMER STREET INTERSECTION FROM STA. 9+00=/– TO STA. 9+72=/–

2.AFTER MILLING AND PRIOR TO RESURFACING A VARIABLE WIDTH LEVELING COURSE OF 3/4"TO 1 1/4" WILL BE INSTALLED FROM STA. 7+90+/– TO STA. 8+65+/–.

MILL AND RESURFACE SCHEMATIC DETAIL
STA. 7+85± TO STA. 9+72±

NOT TO SCALE



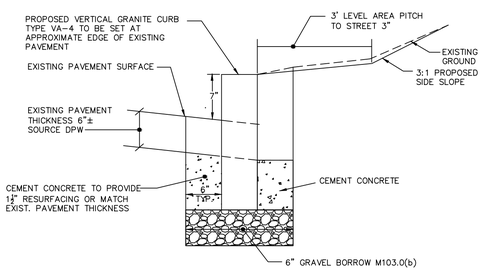
NOTES:

1. THE LEFT EDGE OF THE PAVEMENT IS COINCIDENTAL WITH SUMMER STREET INTERSECTION FROM STA. 9+72± TO STA. 10+16±.

2. STA 10+16± IS THE LIMIT OF MILL AND RESURFACE PORTION OF THE PROJECT.

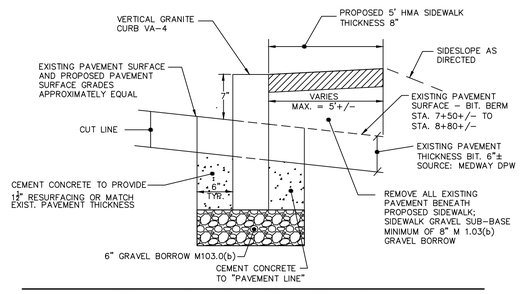
MILL AND RESURFACE SCHEMATIC DETAIL
STA. 9+72± TO STA. 10+16±

NOT TO SCALE



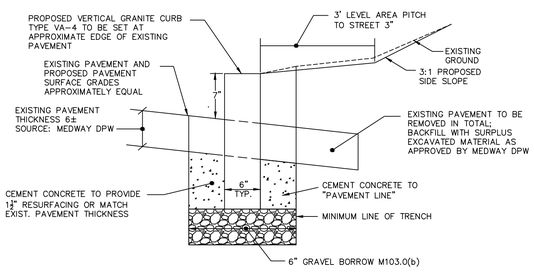
VERTICAL GRANITE CURB INSTALLATION
MAIN STREET MEDWAY
MILL AND RESURFACE CONSTRUCTION
STA. 5+43±–L TO 7+40±–L

NOT TO SCALE



VERTICAL GRANITE CURB INSTALLATION
MAIN STREET MEDWAY
MILL AND RESURFACE CONSTRUCTION
STA.5+43±–R TO 8+80±–R

NOT TO SCALE



VERTICAL GRANITE CURB INSTALLATION
MAIN STREET MEDWAY
MILL AND RESURFACE CONSTRUCTION
STA. 7+40±–L TO 8+82±–L

NOT TO SCALE

COMMONWEALTH OF MASSACHUSETTS
THOMAS C. HOUSTON
CIVIL
No. 32469
REGISTERED PROFESSIONAL ENGINEER

FEBRUARY 18, 2021

Thomas C. Houston, PE

Digitally signed by Thomas C. Houston, PE
DN: cn=Thomas C. Houston, PE, o, ou=PSC, email=thouston@pscpc.com, c=US

DETAILS AND CROSS SECTIONS 3/3

MAIN STREET
MEDWAY, MA

HARTFORD AVE. & WEST STREET
BELLINGHAM, MA

BELLINGHAM & MEDWAY
ROADWAY IMPROVEMENTS
(CONTRACT 2021-BMRI)

PSC PROJECT NOS.
MEDW 19001
BLDW 14002

SCALE
1 INCH = 20 FEET

DATE
FEBRUARY 2021

PLANNERS.
SITE ENGINEERS.
CIVIL ENGINEERS.
TRAFFIC ENGINEERS.

Professional Services Corporation, PC
Ten Lincoln Road, Suite 201
Foxboro, Massachusetts 02035
Tel 508.543.4243 Fax 508.543.7711

PLANNING LAND DEVELOPMENT TRANSPORTATION

DATE	REVISIONS

FEET 0 10 20 40 60
METERS 0 5 10 20