### Typical Sections

**GARDNER STREET**

- **Surface:** 3 1/2" HOT MIX ASPHALT SUPERPAVE SURFACE COURSE (SSC-12.5)-PLACED IN TWO LAYERS; 1 3/4" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5);
- **Intermediate:** 1 3/4" HOT MIX ASPHALT SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5)-PLACED IN ONE LAYER
- **Base:** 3 1/2" HOT MIX ASPHALT SUPERPAVE BASE COURSE (SSC-25.0)-PLACED IN ONE LAYER
- **Subbase:** 4" DENSE GRADED CRUSHED STONE OVER 8" GRAVEL BORROW, TYPE b
- **Proposed Full Depth Pavement Less Than 4 FT Wide**

**WHITING STREET**

- **Surface:** 3 1/2" HOT MIX ASPHALT SUPERPAVE SUPERPAVE SURFACE COURSE (SSC-12.5)-PLACED IN TWO LAYERS; 1 3/4" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5);
- **Intermediate:** 1 3/4" HOT MIX ASPHALT SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5)-PLACED IN ONE LAYER
- **Base:** 3 1/2" HOT MIX ASPHALT SUPERPAVE BASE COURSE (SSC-25.0)-PLACED IN ONE LAYER
- **Subbase:** 8" GRAVEL BORROW, TYPE b
- **Proposed Full Depth Pavement**

**DERBY STREET**

- **Surface:** 3 1/2" HOT MIX ASPHALT SUPERPAVE SURFACE COURSE (SSC-12.5)-PLACED IN TWO LAYERS; 1 3/4" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5)
- **Intermediate:** 1 3/4" HOT MIX ASPHALT SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5)-PLACED IN ONE LAYER
- **Base:** 3 1/2" HOT MIX ASPHALT SUPERPAVE BASE COURSE (SSC-25.0)-PLACED IN ONE LAYER
- **Subbase:** 8" GRAVEL BORROW, TYPE b
- **Proposed Full Depth Pavement**

**DERBY/WHITING STREET**

- **Surface:** 3 1/2" HOT MIX ASPHALT SUPERPAVE SUPERPAVE SURFACE COURSE (SSC-12.5)-PLACED IN TWO LAYERS; 1 3/4" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5)
- **Intermediate:** 1 3/4" HOT MIX ASPHALT SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5)-PLACED IN ONE LAYER
- **Base:** 3 1/2" HOT MIX ASPHALT SUPERPAVE BASE COURSE (SSC-25.0)-PLACED IN ONE LAYER
- **Subbase:** 8" GRAVEL BORROW, TYPE b
- **Proposed Full Depth Pavement**

**HOT MIX ASPHALT DRIVEWAY**

- **Surface:** 3 1/2" 4/5 MIX ASPHALT PAVEMENT PLACED IN TWO LAYERS; 1 1/2" INTERMEDIATE COURSE MATERIAL OVER 2" INTERMEDIATE COURSE MATERIAL
- **Intermediate:** 1 3/4" HOT MIX ASPHALT SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5)
- **Base:** 4" DENSE GRADED CRUSHED STONE OVER 8" GRAVEL BORROW, TYPE b
- **Subbase:** 8" GRAVEL BORROW, TYPE b
- **Proposed Full Depth Pavement**

**PROPOSED CEMENT CONCRETE WALK/WHEELCHAIR RAMP/ISLAND**

- **Surface:** 4" CEMENT CONCRETE AIR ENTRAINED 4000 PS; 3/4", 610
- **Foundation:** 8" GRAVEL BORROW, TYPE b
- **Proposed Full Depth Pavement**

**PROPOSED CEMENT CONCRETE DRIVEWAY**

- **Surface:** 6" CEMENT CONCRETE AIR ENTRAINED 4000 PS; 3/4", 610
- **Foundation:** 8" GRAVEL BORROW, TYPE b
GENERAL NOTES


2. LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE ShOWN IN AN APPROXIMATE WAY ONLY FROM VISUAL OBSERVATIONS AND AVAILABLE RECORD DRAWINGS. THE CONTRACTOR SHALL CONFIRM THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

3. WHERE AN EXISTING UTILITY IS FOUND IN CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.

4. THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE, AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.

5. THE CONTRACTOR SHALL ALTER THE MASONRY OF THE TOP SECTION OF ALL DRAINAGE STRUCTURES AS NECESSARY FOR CHANGES IN GRADE, AND RESET ALL WATER, SEWER, AND DRAINAGE FRAMES, GRATES, AND BOXES TO THE PROPOSED FINISHED SURFACE GRADE. REQUIRED NEW MASONRY SHALL BE CLAY BRICK CONFORMING TO M4.05.2.

6. THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE, AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.

7. EXISTING UTILITY POLES WILL BE RELOCATED BY OTHERS.

8. TREES AND SHRUBS WITHIN THE LIMITS OF GRADING SHALL BE REMOVED ONLY UPON APPROVAL OF THE ENGINEER.

9. AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT EXPENSE TO THE OWNER.

10. THE TERM "PROPOSED" (PROP) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS OR, WHERE APPLICABLE, RE-USING EXISTING MATERIALS IN SUITABLE CONDITION IDENTIFIED AS "REMOVE AND RESET" (R&R).

11. ALL LATERAL DRAIN PRISES SHALL BE INSTALLED WITH A PITCH OF 0.25% PER FOOT MINIMUM UNLESS OTHERWISE SHOWN ON THE DRAWS.

12. ALL EXISTING CONCRETE CURB AND CURB & GRAB AND LABELLED "R&R" SHALL BE RE-USED IN THE PROPOSED WORK, EXCEPT CURVED STONES OF A DIFFERENT RADIUS THAN PROPOSED CURB.

13. ALL EXISTING STATE, COUNTY, AND TOWNSHIP LOCATION LINES AND PRIVATE PROPERTY LINES HAVE BEEN ESTABLISHED FROM AVAILABLE INFORMATION AND THEIR EXACT LOCATIONS ARE NOT GUARANTEED.

14. CONSTRUCTION ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY, BY TEST PITS, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPRAISED OR DIRECTED BY THE ENGINEER. ONLY AFTER THE CONTRACTOR VERIFIES ELEVATIONS FOR THE CONSTRUCTABILITY OF THE DRAINAGE SYSTEM SHALL ANY STRUCTURES BE ORDERED. ANY FIELD ADJUSTMENTS TO LINE AND GRADE UP TO A DEPTH OF 5 FEET SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5 FEET WILL BE PAID UNDER CLASS "B" TRENCH EXCAVATION.

15. THE LAYOUT OF ALL PEDESTRIAN RAMPS SHALL CONFORM TO HANDICAP STANDARDS AND CURRENT MASSDOT STANDARDS, AND DIRECTIVES.

16. THE CONTRACTOR SHALL VERIFY, BY TEST PITH, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPRAISED OR DIRECTED BY THE ENGINEER. ONLY AFTER THE CONTRACTOR VERIFIES ELEVATIONS FOR THE CONSTRUCTABILITY OF THE DRAINAGE SYSTEM SHALL ANY STRUCTURES BE ORDERED. ANY FIELD ADJUSTMENTS TO LINE AND GRADE UP TO A DEPTH OF 5 FEET SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5 FEET WILL BE PAID UNDER CLASS "B" TRENCH EXCAVATION.

17. THE LAYOUT OF ALL PEDESTRIAN RAMPS SHALL CONFORM TO HANDICAP STANDARDS AND CURRENT MASSDOT STANDARDS, AND DIRECTIVES.

18. ALL SOIL EROSION & SEDIMENT CONTROL DEVICES SHALL BE INSTALLED PRIOR TO ANY CONSTRUCTION ACTIVITY.
HIGHWAY GUARD DETAILS
NONE

TRAFFIC SIGNAL CONDUIT
SEE BELOW

WATER SUPPLY ALTERATIONS
NONE

DRAINAGE DETAILS
SEE BELOW

WHITING STREET (ROUTE 53)

GARDNER STREET

NOTES:
1. FOR GENERAL NOTES SEE SHEET 5

FOR PROFILE: SEE SHEETS NO. 13 AND 14
NAVD 88

BASE ELEV 140.00

150

160

170

99+75

100+00

116+00

122+00

128+00

134+00

140+00

146+00

152.90

153.22

153.55

153.87

154.06

153.98

154.59

0.65%

MEET EXISTING ELEV = 152.6

HIGH POINT STA = 104+59.83
HIGH POINT ELEV = 154.07

PVI STA = 105+10.00
PVI ELEV = 154.59

A.D. = -2.39%

220' VC

SSD = 388.0'

PVC: 104+00
ELEV: 153.87

LIMIT OF WORK STA 102+10.00

FED. AID PROJ. NO.

SHEET NO.

TOTAL SHEETS

HINGHAM DERBY / WHITING STREET

STATE MA

PROJECT FILE NO.

PROFILE DERBY AND WHITING STREET

HORIZONTAL SCALE IN FEET

VERTICAL SCALE 25%
EXISTING GRADE

PROPOSED GRADE

STA 202+13.70 GARDNER ST = STA 108+47.10 DERBY ST

K = 3.37

LIMIT OF PAVEMENT M Milling & Overlay

FULL DEPTH PAVEMENT

UNIT OF PAVEMENT
<table>
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<tr>
<th>Curve #</th>
<th>Radius</th>
<th>Length</th>
<th>Tangent</th>
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</thead>
<tbody>
<tr>
<td>C1</td>
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<td>16.40''</td>
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Scale in Feet: FOR PROFILE: SEE SHEET NO. 9

8/126/19
8126.19% HD1_GRADING & CURB TIE.DWG
26-Dec-2012
TRAFFIC SIGNS & PAVEMENT MARKINGS

1. All existing signs and sign posts within the project limits shall remain unless otherwise noted on the plans.
2. All proposed pavement markings within the limit of work shall be thermoplastic. All existing pavement markings that conflict with the proposed pavement markings shall be removed.
3. Proposed pavement markings (legends & arrows) shall be installed in accordance with the latest edition of MUTCD & MassDOT Standard Drawings.
4. Exact locations of proposed signs shall be determined by the engineer in the field.
5. All sign panels shall be 56" to the curb and facing the flow of traffic.
6. All signs to be R&R shall be mounted on new posts, unless otherwise noted.
7. Signs to be mounted near the curb line shall be set back from the edge of the curb so that no sign shall overhang the curb line.
8. All signs within a pedestrian sidewalk shall be mounted to provide a 3' minimum clearance between the bottom of the sign and finish grade.
9. See Sheet 23 for existing sign legends.
10. See Sheet 24 for proposed sign legends.
11. See Sheet 2 for legends, abbreviations, and general notes.

TRAFFIC SIGNS AND PAVEMENT MARKINGS NOTES

DERBY STREET

CONTINUED ON SHEET NO. 20

Hingham
Derby/Whiting Street

Scale in feet

Traffic

0
20
40
60
80
100
120
140
160
180
200

Legend

1.0' = 1'-0"

SMLD No. 4761 of 1958

SMLD No. 4752 of 1958

SMLD No. 4571 of 1958

Dwg SHEET 1

Drawing Sheet 1

Date: 26-Dec-2012

Scale: 1'-0" / 20'

1'-0"

0'-0"
EXISTING TRAFFIC SIGN LEGENDS

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**TRAFFIC SIGN SUMMARY**

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<th>SIZE OF SIGN</th>
<th>TEXT</th>
<th>TEXT DIMENSIONS (INCHES)</th>
<th>NUMBER OF SIGNS REQUIRED</th>
<th>COLOR</th>
<th>POST SIZE AND NUMBER REQUIRED</th>
<th>LOC: POST</th>
<th>LEAD IN</th>
<th>BORDER</th>
<th>SIZE IN SQUARE FEET</th>
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<td>D-1A</td>
<td>Varies</td>
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<td>1 MOUNT ON MAST ARM POST</td>
<td>E4</td>
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<td>Varies</td>
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<td></td>
<td>1 MOUNT ON MAST ARM</td>
<td>E4</td>
<td></td>
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<td>2 MOUNT ON MAST ARM POST</td>
<td>E4</td>
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<td>W-4 (L)</td>
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**NOTE:**
- ALL SIGNS AND SIZE DATA STATED IN THIS SHEET ARE SUBJECT TO CHANGE PERIODICALLY, AT THE DISCRETION OF THE CONTRACTING AGENCY.
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GENERAL NOTES FOR ENTIRE PROJECT DURATION

1. All plans, specifications, and the like, are subject to change. All work shall be performed in accordance with the written instructions given herein. All written instructions are subject to change and are subject to the discretion of the Engineer.

2. The Engineer reserves the right to change or modify the plan and specifications at any time during the construction period.

3. The contractor shall be responsible for the proper execution of the work and for the correction of any errors or omissions.

4. All work shall be performed in accordance with the current edition of the applicable codes and standards.

5. The contractor shall furnish all necessary labor, materials, and equipment for the performance of the work.

6. The contractor shall comply with all applicable laws and regulations.

7. The contractor shall be responsible for all costs arising out of the performance of the work.

8. Any changes or modifications to the plans and specifications shall be made only by written order from the Engineer.

9. Any disputes arising from the contract shall be resolved by arbitration.

10. All work shall be started and completed within the time frame specified in the contract.

11. All work shall be performed in a manner that is safe for the public and the contractor.

12. All work shall be performed in a manner that is consistent with the safe and efficient use of the public roads.

13. All work shall be performed in a manner that is consistent with the safe and efficient use of the public lands.

14. All work shall be performed in a manner that is consistent with the safe and efficient use of the public utilities.

15. All work shall be performed in a manner that is consistent with the safe and efficient use of the public structures.

16. All work shall be performed in a manner that is consistent with the safe and efficient use of the public facilities.

17. All work shall be performed in a manner that is consistent with the safe and efficient use of the public transportation systems.

18. All work shall be performed in a manner that is consistent with the safe and efficient use of the public communication systems.

19. All work shall be performed in a manner that is consistent with the safe and efficient use of the public energy systems.

20. All work shall be performed in a manner that is consistent with the safe and efficient use of the public water systems.

21. All work shall be performed in a manner that is consistent with the safe and efficient use of the public sanitary systems.

22. All work shall be performed in a manner that is consistent with the safe and efficient use of the public waste systems.

23. All work shall be performed in a manner that is consistent with the safe and efficient use of the public environmental systems.

24. All work shall be performed in a manner that is consistent with the safe and efficient use of the public cultural systems.

25. All work shall be performed in a manner that is consistent with the safe and efficient use of the public recreational systems.

26. All work shall be performed in a manner that is consistent with the safe and efficient use of the public educational systems.

27. All work shall be performed in a manner that is consistent with the safe and efficient use of the public health systems.

28. All work shall be performed in a manner that is consistent with the safe and efficient use of the public safety systems.

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30. All work shall be performed in a manner that is consistent with the safe and efficient use of the public security systems.

31. All work shall be performed in a manner that is consistent with the safe and efficient use of the public law systems.

32. All work shall be performed in a manner that is consistent with the safe and efficient use of the public governmental systems.

33. All work shall be performed in a manner that is consistent with the safe and efficient use of the public private systems.

34. All work shall be performed in a manner that is consistent with the safe and efficient use of the public foreign systems.

35. All work shall be performed in a manner that is consistent with the safe and efficient use of the public international systems.

36. All work shall be performed in a manner that is consistent with the safe and efficient use of the public global systems.

37. All work shall be performed in a manner that is consistent with the safe and efficient use of the public universal systems.

38. All work shall be performed in a manner that is consistent with the safe and efficient use of the public global systems.
FED. AID PROJ. NO. SHEET
TOTAL SHEETS
HINGHAM DERBY/WHITING STREET
STATE MA
PROJECT FILE NO.

TEMPORARY TRAFFIC CONTROL PLAN

8126.19[25%]TR1_TMPS.DWG
26-Dec-2012
8126.19[25%]TR1_TMPS.DWG
26-Dec-2012

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TRAFFIC SIGNAL NOTES:

1. R&S ALL EXISTING SIGNAL EQUIPMENT INCLUDING HANDHOLES AT THIS INTERSECTION UNLESS OTHERWISE NOTED.

2. ABANDON ALL EXISTING SIGNAL CONDUITS IN PLACE UNLESS OTHERWISE NOTED.

3. CONSTRUCTION OF THE TRAFFIC CONTROL SIGNAL SYSTEM SHALL CONFORM TO THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (MASSDOT) "STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES", 1988 EDITION AS AMENDED, AND THE 2009 FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) LATEST EDITION, AS AMENDED.

4. PEDESTRIAN SIGNAL PROPOSED IN THIS INTERSECTION SHALL BE ACCESSIBLE PEDESTRIAN SIGNAL (APS) AS DEFINED IN THE MUTCD AND SHALL BE INSTALLED PER MASSDOT ADOPTED APS INSTALLATION POLICY.

5. ALL VEHICLE INDICATIONS MOUNTED ON MAST ARMS SHALL BE FIXED MOUNTED AND BE EQUIPPED WITH 5" LOUVERED BACKPLATES.

6. POLE MOUNTED SIGNALS SHALL BE MOUNTED TO PROVIDE A 2-FOOT MINIMUM CLEARANCE BETWEEN VERTICAL PROJECTION OF THE CURB LINE AND SIGNAL VISOR PROVIDE SPECIAL MOUNTING HARDWARE AS REQUIRED.

7. ALL SIGNAL CONDUITS CROSSING ROADWAY SHALL BE ENCASED IN CONCRETE.

8. MAINTAIN TRAFFIC CONTROL SIGNAL OPERATIONS DURING CONSTRUCTION.

9. SEE SHEETS 19-22 FOR SIGN AND PAVEMENT MARKING PLANS.

10. SEE SHEET 24 FOR TRAFFIC SIGN SUMMARY.

11. SEE SHEET 2 FOR LEGENDS, ABBREVIATIONS, AND GENERAL NOTES.
### INDEX

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**MASSACHUSETTS DEPARTMENT OF TRANSPORTATION**

**HIGHWAY DIVISION**

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**INDEX**

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**TRAFFIC SIGNAL DETAILS**

**STANDARD DRAWING**

**TYPE II MAST ARMS**

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**NOTES**

1. For these standard drawings the Design Wind Speed for all Mast Arm Structures shall be **130 MPH**.

2. For these standard drawings the Design Wind Speed for mast arm foundations located in the following counties: Plymouth, Bristol, Barnstable, Dukes, and Nantucket counties in District 5 and Berkshire county in District 1 shall be **130 MPH**. The design wind speed for mast arm foundations for the remainder of the state shall be **119 MPH**.

3. For these standard drawings the mast arm structure design life shall be 25 years.

4. For these standard drawings the Fatigue Category no. 2 was used and truck induced gusts were excluded in the design.

5. These standard drawings do not apply for mast arm structures at intersections with an ADT greater than 40,000 vehicles and a truck percentage of greater than 10%. The responsibility for the design of mast structures and foundations will rest with the design engineer. The structure design life will be 50 years and the fatigue category shall be no. 1. The design wind speed criteria shall be as shown in Notes No. 1 & 2. The design will be submitted to MassDOT for review and comment.

6. For strain pole, dual mast arm designs, or mast arms longer than 45 feet, notes 1, 2, 3 and 4 will apply. If ADT (>40,000 vehicles) and truck percentage (10%) criterion is met, note 5 design criteria (50 year design life, fatigue category no. 1, wind design speed notes 1 and 2) will apply. The responsibility for the design of these structures and foundations will rest with the design engineer. The design will be submitted to MassDOT for review and comment.
20', 25', 40' & 45' SPANS

30' SPAN

35' SPAN

LOAD DEFINITIONS – LIGHT LOADS

15' SPAN

20' & 25' SPANS

30', 35', 40' & 45' SPANS

LOAD DEFINITIONS – MEDIUM LOADS

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NOTE: ALL SIGNALS HAVE 5.5" BACKPLATES

Hingham
Derby/Whiting Street

Traffic Signal Details
Standard Drawing
Type II Mast Arms
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**PIER FOUNDATIONS FOR 110 MPH WIND SPEED zone**

**LIGHT LOADING CONDITIONS**

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**HEAVY LOADING CONDITIONS**

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**PIER FOUNDATIONS FOR 130 MPH WIND SPEED zone**

**LIGHT LOADING CONDITIONS**

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**PIER FOUNDATION PLAN**

1. Foundations shall be 100% DG, 18" deep concrete base.
2. Reinforcement shall be 22" x 22" concrete cage.
3. Anchor bolts shall be set by template.
4. Provide for electrical conduit.
5. Excavation shall be to the outer limits of the proposed foundation without disturbing the soil around and below the proposed foundation. Bottom alternate methods of excavation may be submitted for approval if they meet the requirements listed in notes 1, 2, and 3.
6. If the soil is coarse grained, all work around the foundation shall be performed at the surrounding elevations and the excavation of coarse material shall be done by the use of steel cutter shovels or shovels that are approved by Mass. DOT. If loads are used they may be required to have that steel cutter shovel or shovel that is approved by the Mass. DOT.
7. If the soil is fine grained, the excavation shall be done by hand labor. The use of steel cutter shovels or shovels that are approved by Mass. DOT is prohibited. If loads are used they may be required to have that steel cutter shovel or shovel that is approved by the Mass. DOT.
8. Beneath the feet of the foundation, all material that is coarse grained shall be concrete. Any additional cost for the concrete work shall be paid for by the Contractor.
9. Special care should be given to the area underneath the footing to assure that the predrilled hole does not collapse. If such collapse occurs, the predrilled hole may be discarded. The Mass. DOT shall determine the use of steel cutters or steel cutters that are approved by Mass. DOT.
10. The foundations shall be made by the design engineer.
**SECTION A-A CEM CONC DRIVEWAY**

* = TOLERANCE FOR CONSTRUCTION (± 0.5%)

** = HIGH SIDE TRANSITION LENGTH SEE DRAWING E107.9.0 OF THE MASSDOT CONSTRUCTION STANDARDS

- HOT MIX ASPHALT DRIVEWAY
- CEMENT CONCRETE DRIVEWAY
- 8" GRAVEL BORROW
- 6" GRAVEL BORROW, TYPE b
- ONE PIECE

###not to scale###

**SECTION B-B DRIVEWAY**

* = TOLERANCE FOR CONSTRUCTION (± 0.5%)

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**NOT TO SCALE**