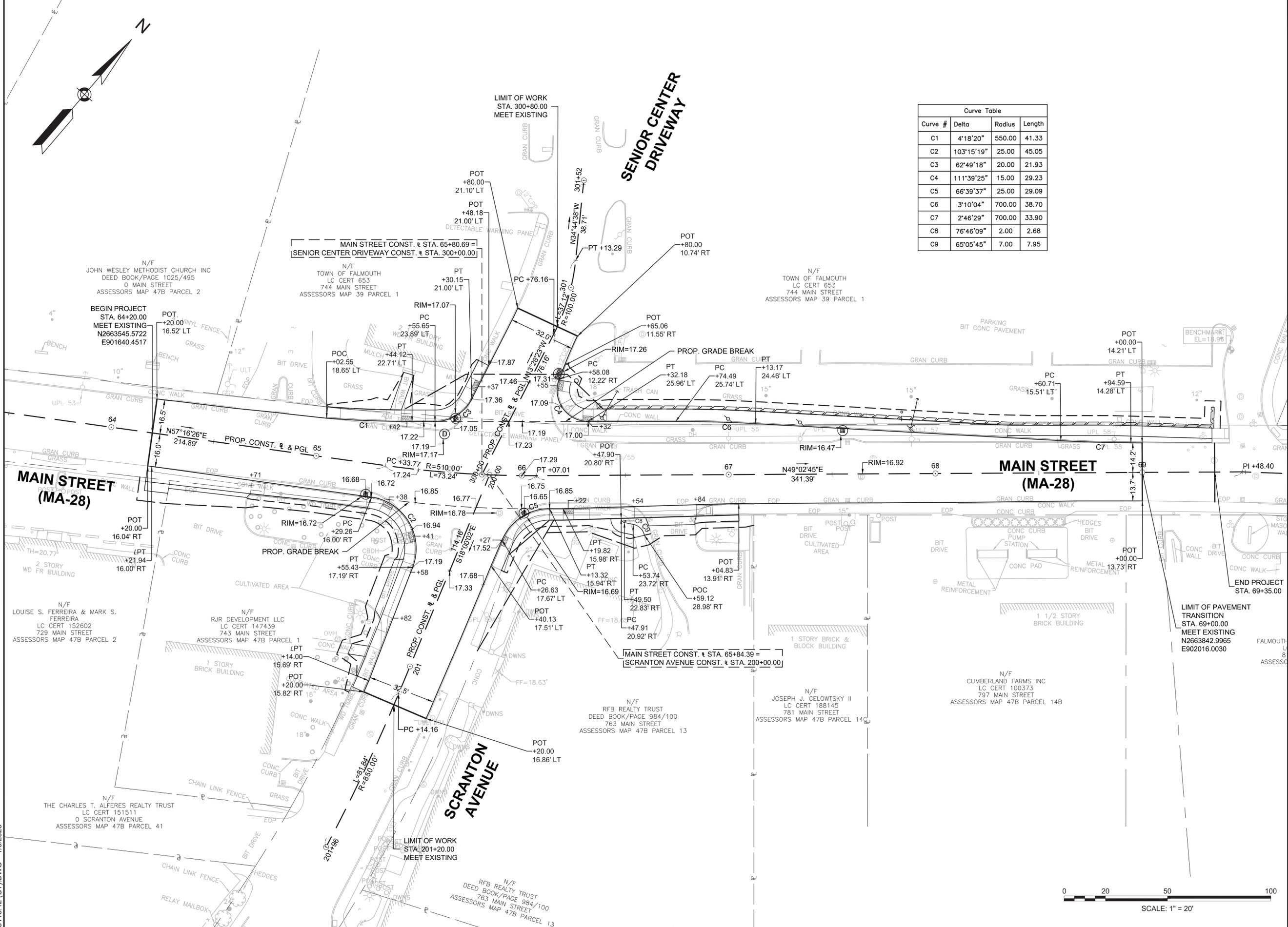


PREPARED FOR
TOWN OF FALMOUTH
59 TOWN HALL SQUARE
FALMOUTH, MA 02540

**INTERSECTION IMPROVEMENTS
MAIN STREET (MA-28) AT
SCRANTON AVENUE
FALMOUTH, MASSACHUSETTS**



Curve Table			
Curve #	Delta	Radius	Length
C1	4°18'20"	550.00	41.33
C2	103°15'19"	25.00	45.05
C3	62°49'18"	20.00	21.93
C4	111°39'25"	15.00	29.23
C5	66°39'37"	25.00	29.09
C6	3°10'04"	700.00	38.70
C7	2°46'29"	700.00	33.90
C8	76°46'09"	2.00	2.68
C9	65°05'45"	7.00	7.95

REVISIONS

NO.	REVISION	DATE

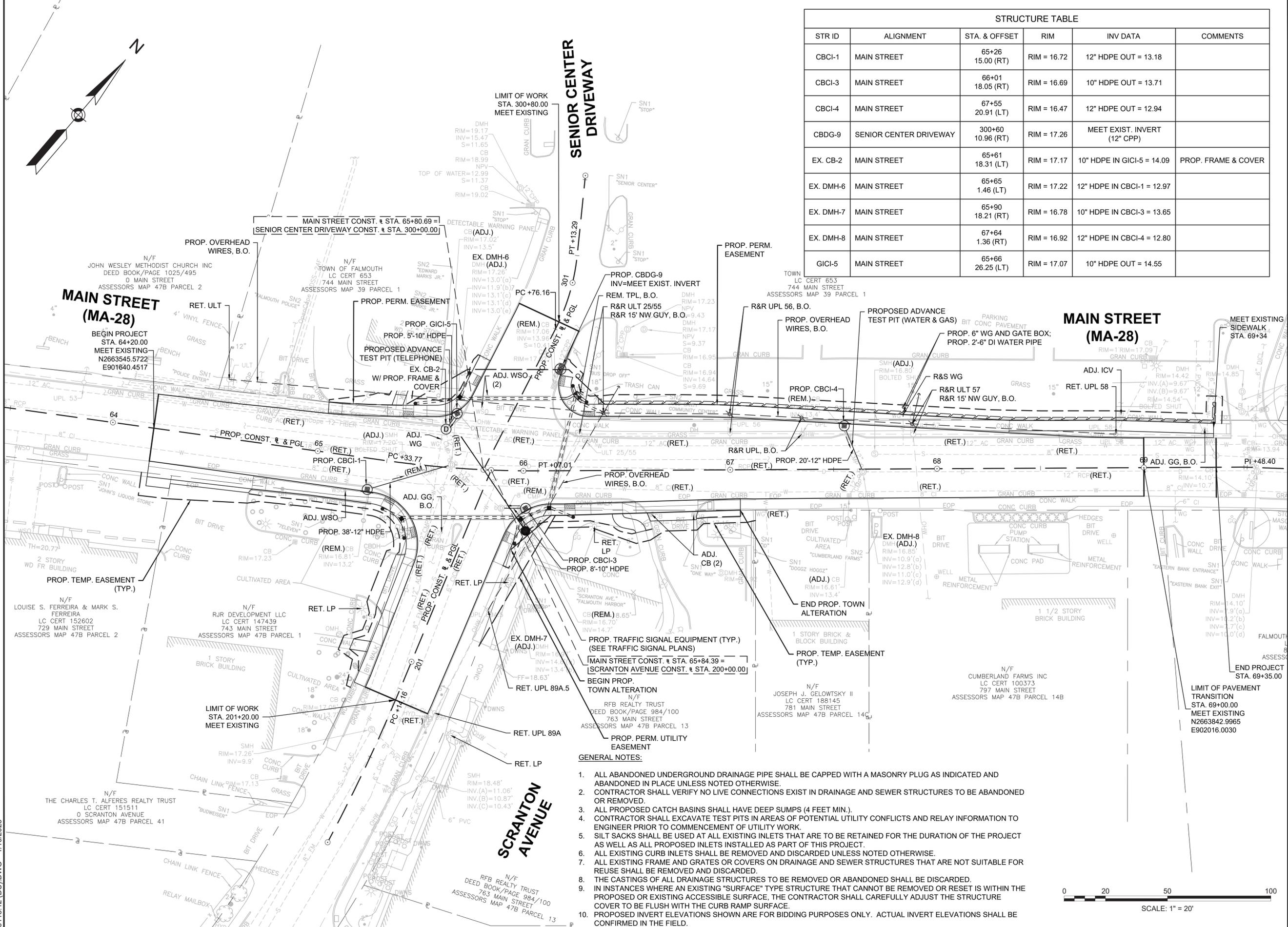
01/10/2025
DRAWN/DESIGN BY: GBP
CHECKED BY: GJH

CURB TIE & GRADING PLAN
SCALE: 1"=20'
MAX-2016118.12
9 OF 30

16118.12 (CT).DWG 1/9/2025

**INTERSECTION IMPROVEMENTS
MAIN STREET (MA-28) AT
SCRANTON AVENUE
FALMOUTH, MASSACHUSETTS**

STRUCTURE TABLE					
STR ID	ALIGNMENT	STA. & OFFSET	RIM	INV DATA	COMMENTS
CBCI-1	MAIN STREET	65+26 15.00 (RT)	RIM = 16.72	12" HDPE OUT = 13.18	
CBCI-3	MAIN STREET	66+01 18.05 (RT)	RIM = 16.69	10" HDPE OUT = 13.71	
CBCI-4	MAIN STREET	67+55 20.91 (LT)	RIM = 16.47	12" HDPE OUT = 12.94	
CBDG-9	SENIOR CENTER DRIVEWAY	300+60 10.96 (RT)	RIM = 17.26	MEET EXIST. INVERT (12" CPP)	
EX. CB-2	MAIN STREET	65+61 18.31 (LT)	RIM = 17.17	10" HDPE IN GICI-5 = 14.09	PROP. FRAME & COVER
EX. DMH-6	MAIN STREET	65+65 1.46 (LT)	RIM = 17.22	12" HDPE IN CBCI-1 = 12.97	
EX. DMH-7	MAIN STREET	65+90 18.21 (RT)	RIM = 16.78	10" HDPE IN CBCI-3 = 13.65	
EX. DMH-8	MAIN STREET	67+64 1.36 (RT)	RIM = 16.92	12" HDPE IN CBCI-4 = 12.80	
GICI-5	MAIN STREET	65+66 26.25 (LT)	RIM = 17.07	10" HDPE OUT = 14.55	



GENERAL NOTES:

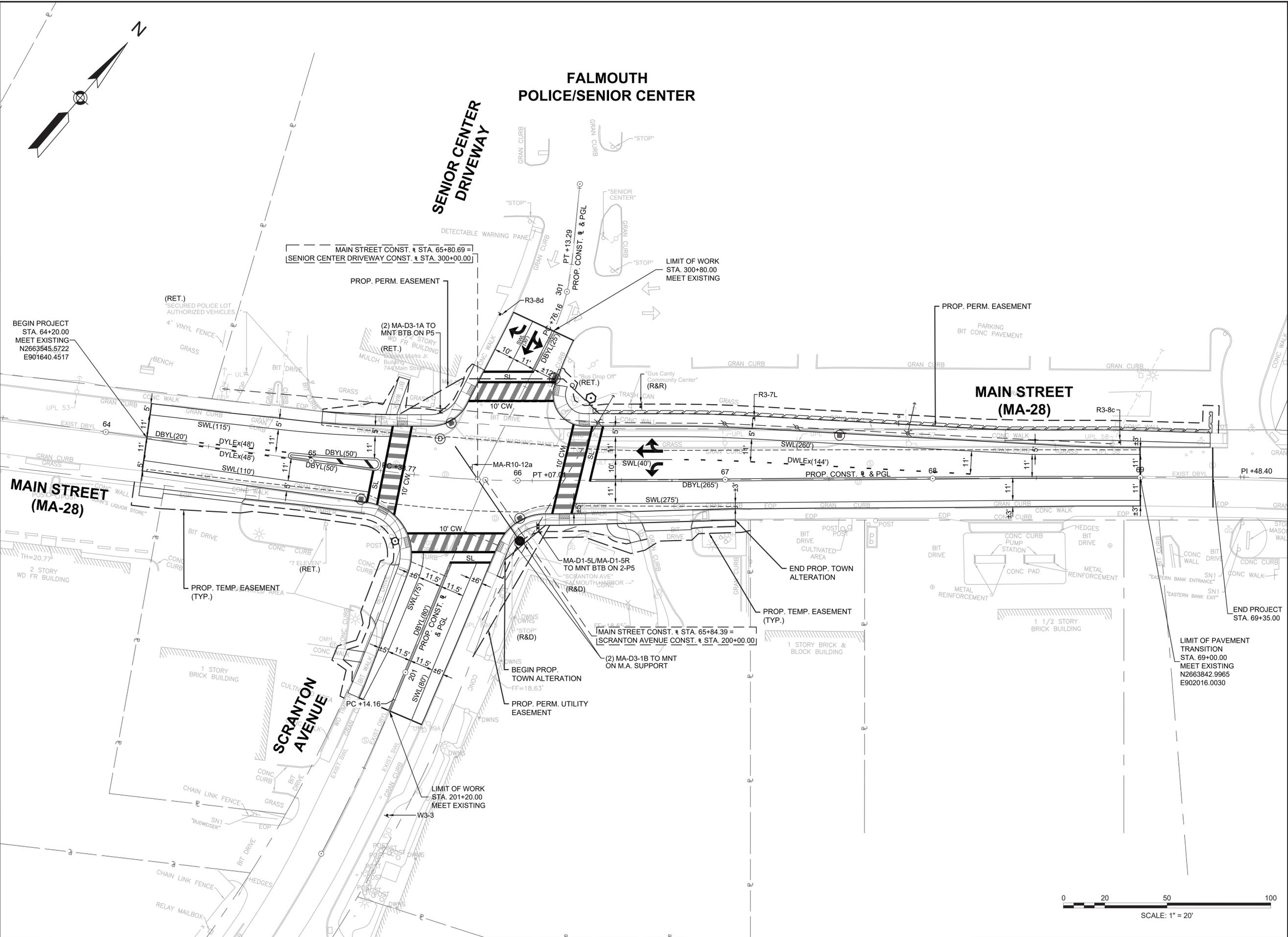
1. ALL ABANDONED UNDERGROUND DRAINAGE PIPE SHALL BE CAPPED WITH A MASONRY PLUG AS INDICATED AND ABANDONED IN PLACE UNLESS NOTED OTHERWISE.
2. CONTRACTOR SHALL VERIFY NO LIVE CONNECTIONS EXIST IN DRAINAGE AND SEWER STRUCTURES TO BE ABANDONED OR REMOVED.
3. ALL PROPOSED CATCH BASINS SHALL HAVE DEEP SUMPS (4 FEET MIN.).
4. CONTRACTOR SHALL EXCAVATE TEST PITS IN AREAS OF POTENTIAL UTILITY CONFLICTS AND RELAY INFORMATION TO ENGINEER PRIOR TO COMMENCEMENT OF UTILITY WORK.
5. SILT SACKS SHALL BE USED AT ALL EXISTING INLETS THAT ARE TO BE RETAINED FOR THE DURATION OF THE PROJECT AS WELL AS ALL PROPOSED INLETS INSTALLED AS PART OF THIS PROJECT.
6. ALL EXISTING CURB INLETS SHALL BE REMOVED AND DISCARDED UNLESS NOTED OTHERWISE.
7. ALL EXISTING FRAME AND GRATES OR COVERS ON DRAINAGE AND SEWER STRUCTURES THAT ARE NOT SUITABLE FOR REUSE SHALL BE REMOVED AND DISCARDED.
8. THE CASTINGS OF ALL DRAINAGE STRUCTURES TO BE REMOVED OR ABANDONED SHALL BE DISCARDED.
9. IN INSTANCES WHERE AN EXISTING "SURFACE" TYPE STRUCTURE THAT CANNOT BE REMOVED OR RESET IS WITHIN THE PROPOSED OR EXISTING ACCESSIBLE SURFACE, THE CONTRACTOR SHALL CAREFULLY ADJUST THE STRUCTURE COVER TO BE FLUSH WITH THE CURB RAMP SURFACE.
10. PROPOSED INVERT ELEVATIONS SHOWN ARE FOR BIDDING PURPOSES ONLY. ACTUAL INVERT ELEVATIONS SHALL BE CONFIRMED IN THE FIELD.

REVISIONS

NO.	REVISION	DATE

01/10/2025
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**INTERSECTION IMPROVEMENTS
 MAIN STREET (MA-28) AT
 SCRANTON AVENUE
 FALMOUTH, MASSACHUSETTS**



REVISIONS

NO.	REVISION	DATE

1/31/2024
 DRAWN/DESIGN BY: TQN
 CHECKED BY: GJH

TRAFFIC SIGN & PAVEMENT MARKING PLAN

SCALE: 1"=20'
 MAX-2016118.12
 11 OF 30

PREPARED FOR
TOWN OF FALMOUTH
59 TOWN HALL SQUARE
FALMOUTH, MA 02540

**INTERSECTION IMPROVEMENTS
MAIN STREET (MA-28) AT
SCRANTON AVENUE
FALMOUTH, MASSACHUSETTS**

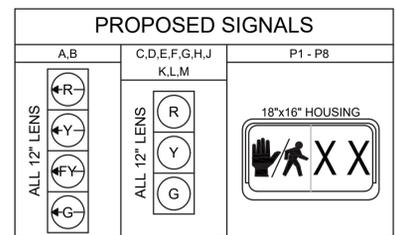
NO. REVISION DATE

NO.	REVISION	DATE

01/10/2025
DRAWN/DESIGN BY: TQN
CHECKED BY: GJH

TRAFFIC SIGNAL PLAN
SCALE: 1"=20'
MAX-2016118.12
13 OF 30

**FALMOUTH
POLICE/SENIOR CENTER**



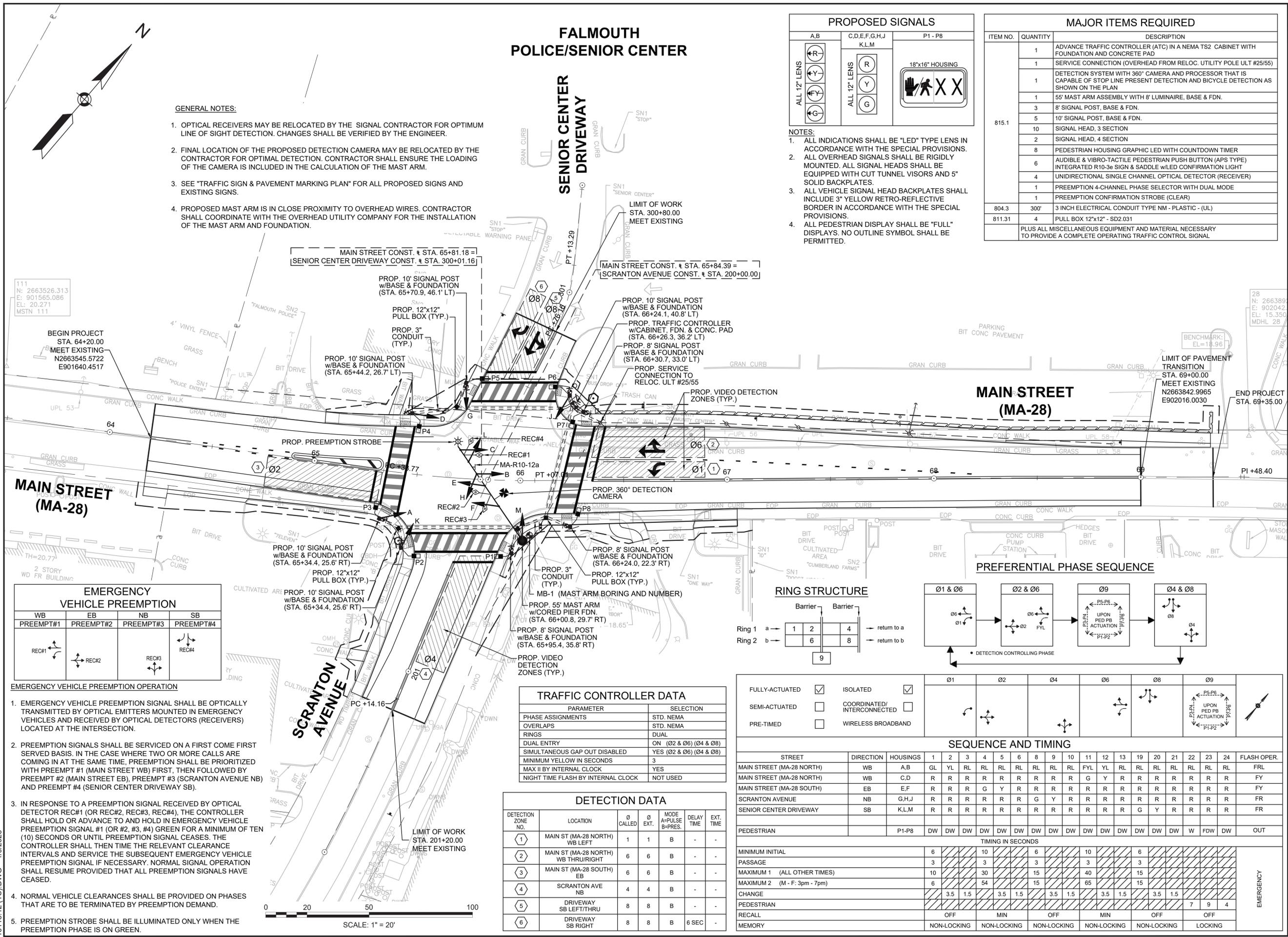
- NOTES:**
- ALL INDICATIONS SHALL BE "LED" TYPE LENS IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
 - ALL OVERHEAD SIGNALS SHALL BE RIGIDLY MOUNTED. ALL SIGNAL HEADS SHALL BE EQUIPPED WITH CUT TUNNEL VISORS AND 5" SOLID BACKPLATES.
 - ALL VEHICLE SIGNAL HEAD BACKPLATES SHALL INCLUDE 3" YELLOW RETRO-REFLECTIVE BORDER IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
 - ALL PEDESTRIAN DISPLAY SHALL BE "FULL" DISPLAYS. NO OUTLINE SYMBOL SHALL BE PERMITTED.

MAJOR ITEMS REQUIRED

ITEM NO.	QUANTITY	DESCRIPTION
1	1	ADVANCE TRAFFIC CONTROLLER (ATC) IN A NEMA TS2 CABINET WITH FOUNDATION AND CONCRETE PAD
1	1	SERVICE CONNECTION (OVERHEAD FROM RELOC. UTILITY POLE ULT #25/55)
1	1	DETECTION SYSTEM WITH 360° CAMERA AND PROCESSOR THAT IS CAPABLE OF STOP LINE PRESENT DETECTION AND BICYCLE DETECTION AS SHOWN ON THE PLAN
1	1	55' MAST ARM ASSEMBLY WITH 8' LUMINAIRE, BASE & FDN.
3	3	8' SIGNAL POST, BASE & FDN.
5	10	10' SIGNAL POST, BASE & FDN.
10	2	SIGNAL HEAD, 3 SECTION
2	2	SIGNAL HEAD, 4 SECTION
8	1	PEDESTRIAN HOUSING GRAPHIC LED WITH COUNTDOWN TIMER
6	1	AUDIBLE & VIBRO-TACTILE PEDESTRIAN PUSH BUTTON (APS TYPE) INTEGRATED R10-3e SIGN & SADDLE W/LED CONFIRMATION LIGHT
4	1	UNIDIRECTIONAL SINGLE CHANNEL OPTICAL DETECTOR (RECEIVER)
1	1	PREEMPTION 4-CHANNEL PHASE SELECTOR WITH DUAL MODE
1	1	PREEMPTION CONFIRMATION STROBE (CLEAR)
804.3	300'	3 INCH ELECTRICAL CONDUIT TYPE NM - PLASTIC - (UL)
811.31	4	PULL BOX 12"x12" - SD2.031

PLUS ALL MISCELLANEOUS EQUIPMENT AND MATERIAL NECESSARY TO PROVIDE A COMPLETE OPERATING TRAFFIC CONTROL SIGNAL

- GENERAL NOTES:**
- OPTICAL RECEIVERS MAY BE RELOCATED BY THE SIGNAL CONTRACTOR FOR OPTIMUM LINE OF SIGHT DETECTION. CHANGES SHALL BE VERIFIED BY THE ENGINEER.
 - FINAL LOCATION OF THE PROPOSED DETECTION CAMERA MAY BE RELOCATED BY THE CONTRACTOR FOR OPTIMAL DETECTION. CONTRACTOR SHALL ENSURE THE LOADING OF THE CAMERA IS INCLUDED IN THE CALCULATION OF THE MAST ARM.
 - SEE "TRAFFIC SIGN & PAVEMENT MARKING PLAN" FOR ALL PROPOSED SIGNS AND EXISTING SIGNS.
 - PROPOSED MAST ARM IS IN CLOSE PROXIMITY TO OVERHEAD WIRES. CONTRACTOR SHALL COORDINATE WITH THE OVERHEAD UTILITY COMPANY FOR THE INSTALLATION OF THE MAST ARM AND FOUNDATION.



111
N: 2663526.313
E: 901565.086
EL: 20.271
MSTN 111

BEGIN PROJECT
STA. 64+20.00
MEET EXISTING
N2663545.5722
E901640.4517

26
N: 266389
E: 902042
EL: 15.350
MDHL 26

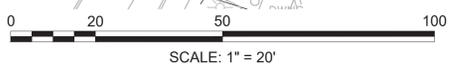
BENCHMARK:
EL=18.96

END PROJECT
STA. 69+35.00

EMERGENCY VEHICLE PREEMPTION

WB	EB	NB	SB
PREEMPT#1	PREEMPT#2	PREEMPT#3	PREEMPT#4
REC#1	REC#2	REC#3	REC#4

- EMERGENCY VEHICLE PREEMPTION OPERATION**
- EMERGENCY VEHICLE PREEMPTION SIGNAL SHALL BE OPTICALLY TRANSMITTED BY OPTICAL EMITTERS MOUNTED IN EMERGENCY VEHICLES AND RECEIVED BY OPTICAL DETECTORS (RECEIVERS) LOCATED AT THE INTERSECTION.
 - PREEMPTION SIGNALS SHALL BE SERVICED ON A FIRST COME FIRST SERVED BASIS. IN THE CASE WHERE TWO OR MORE CALLS ARE COMING IN AT THE SAME TIME, PREEMPTION SHALL BE PRIORITIZED WITH PREEMPT #1 (MAIN STREET WB) FIRST, THEN FOLLOWED BY PREEMPT #2 (MAIN STREET EB), PREEMPT #3 (SCRANTON AVENUE NB) AND PREEMPT #4 (SENIOR CENTER DRIVEWAY SB).
 - IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED BY OPTICAL DETECTOR REC#1 (OR REC#2, REC#3, REC#4), THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD IN EMERGENCY VEHICLE PREEMPTION SIGNAL #1 (OR #2, #3, #4) GREEN FOR A MINIMUM OF TEN (10) SECONDS OR UNTIL PREEMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME THE RELEVANT CLEARANCE INTERVALS AND SERVICE THE SUBSEQUENT EMERGENCY VEHICLE PREEMPTION SIGNAL IF NECESSARY. NORMAL SIGNAL OPERATION SHALL RESUME PROVIDED THAT ALL PREEMPTION SIGNALS HAVE CEASED.
 - NORMAL VEHICLE CLEARANCES SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PREEMPTION DEMAND.
 - PREEMPTION STROBE SHALL BE ILLUMINATED ONLY WHEN THE PREEMPTION PHASE IS ON GREEN.

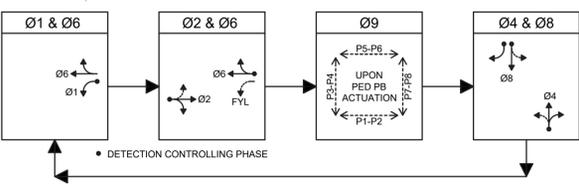
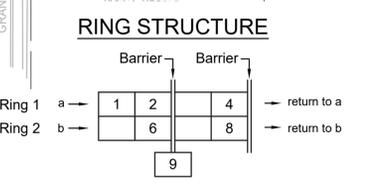


TRAFFIC CONTROLLER DATA

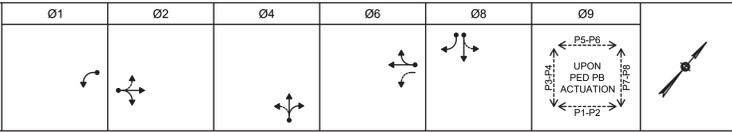
PARAMETER	SELECTION
PHASE ASSIGNMENTS	STD. NEMA
OVERLAPS	STD. NEMA
RINGS	DUAL
DUAL ENTRY	ON (Ø2 & Ø6) (Ø4 & Ø8)
SIMULTANEOUS GAP OUT DISABLED	YES (Ø2 & Ø6) (Ø4 & Ø8)
MINIMUM YELLOW IN SECONDS	3
MAX II BY INTERNAL CLOCK	YES
NIGHT TIME FLASH BY INTERNAL CLOCK	NOT USED

DETECTION DATA

DETECTION ZONE NO.	LOCATION	Ø CALLED	Ø EXT.	MODE A=PULSE B=RES.	DELAY TIME	EXT. TIME
1	MAIN ST (MA-28 NORTH) WB LEFT	1	1	B	-	-
2	MAIN ST (MA-28 NORTH) WB THRU/RIGHT	6	6	B	-	-
3	MAIN ST (MA-28 SOUTH) EB	6	6	B	-	-
4	SCRANTON AVE NB	4	4	B	-	-
5	DRIVEWAY SB LEFT/THRU	8	8	B	-	-
6	DRIVEWAY SB RIGHT	8	8	B	6 SEC	-



- FULLY-ACTUATED ISOLATED
SEMI-ACTUATED COORDINATED/INTERCONNECTED
PRE-TIMED WIRELESS BROADBAND

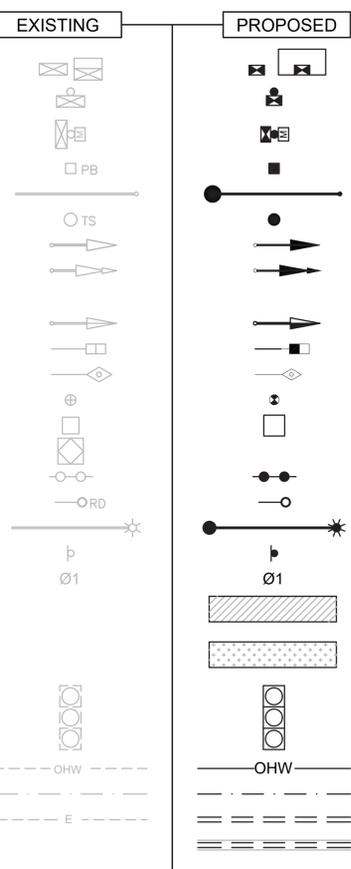


SEQUENCE AND TIMING

STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	8	9	10	11	12	13	19	20	21	22	23	24	FLASH OPER.	
MAIN STREET (MA-28 NORTH)	WB	A,B	GL	YL	RL	FYL	YL	RL	FRL													
MAIN STREET (MA-28 NORTH)	WB	C,D	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	FY
MAIN STREET (MA-28 SOUTH)	EB	E,F	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FY
SCRANTON AVENUE	NB	G,H,J	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	FR
SENIOR CENTER DRIVEWAY	SB	K,L,M	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	FR

PEDESTRIAN	P1-P8	DW	W	FDW	DW	OUT															
MINIMUM INITIAL	6	10	6	10	6	10	6	10	6	10	6	10	6	10	6	10	6	10	6	10	6
PASSAGE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
MAXIMUM 1 (ALL OTHER TIMES)	10	30	15	40	15	40	15	40	15	40	15	40	15	40	15	40	15	40	15	40	15
MAXIMUM 2 (M - F: 3pm - 7pm)	6	54	15	65	15	65	15	65	15	65	15	65	15	65	15	65	15	65	15	65	15
CHANGE	3.5	1.5	3.5	1.5	3.5	1.5	3.5	1.5	3.5	1.5	3.5	1.5	3.5	1.5	3.5	1.5	3.5	1.5	3.5	1.5	3.5
PEDESTRIAN	OFF	MIN	OFF																		
RECALL	OFF	MIN	OFF																		
MEMORY	NON-LOCKING	LOCKING																			

**INTERSECTION IMPROVEMENTS
 MAIN STREET (MA-28) AT
 SCRANTON AVENUE
 FALMOUTH, MASSACHUSETTS**



TRAFFIC SIGNAL LEGEND

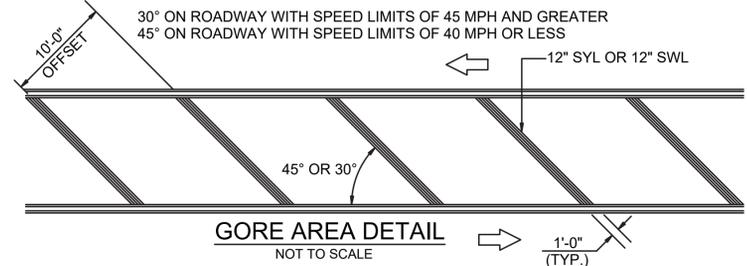
CONTROL CABINET GROUND MOUNTED (WITH & WITHOUT CONC. PAD)
 CONTROL CABINET POLE MOUNTED
 FLASHING BEACON CONTROL & METER PEDESTAL
 PULL BOX (12" x 12" OR AS NOTED)
 MAST ARM, SHAFT & BASE (ARM LENGTH AS NOTED)
 SIGNAL POST & BASE (ALPHA-NUMERIC DESIGNATION NOTED)
 VEHICULAR SIGNAL HEAD (ALPHA-NUMERIC DESIGNATION NOTED)
 VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED (ALPHA-NUMERIC DESIGNATION NOTED)
 FLASHING BEACON (ALPHA-NUMERIC DESIGNATION NOTED)
 PEDESTRIAN SIGNAL HEAD (ALPHA-NUMERIC DESIGNATION NOTED)
 EMERGENCY PREEMPTION OPTICAL DETECTOR
 PEDESTRIAN PUSH BUTTON, SIGN & SADDLE
 WIRE LOOP DETECTOR (6' x 6' OR AS NOTED)
 HIGH MAST POLE OR TOWER
 MAGNETOMETER
 RADAR DETECTOR
 SIGNAL & LIGHTING MAST ARM
 TRAFFIC SIGN & POST
 CONTROLLER PHASE ACTUATED
 ZONE OF DETECTION FOR SPECIAL DETECTORS
 ZONE OF VISIBILITY FOR PROGRAMMED SIGNAL
 TRAFFIC SIGNAL HEAD (12" LENSES OR AS NOTED)
 OVERHEAD WIRE(S)
 DIRECT BURIAL CABLE
 TRAFFIC SIGNAL CONDUIT
 CONDUIT CROSSING ROADWAY WITH CONTROLLED DENSITY FILL

GENERAL ABBREVIATIONS

MAX MAXIMUM
 MIN MINIMUM
 BO BY OTHERS
 PROP PROPOSED
 R & D REMOVE AND DISPOSE
 R & R REMOVE AND RESET
 R & S REMOVE AND STACK
 REM REMOVE
 RET RETAIN

TRAFFIC SIGNAL ABBREVIATIONS

R STEADY CIRCULAR RED
 Y STEADY CIRCULAR AMBER
 G STEADY CIRCULAR GREEN
 RL STEADY RED LEFT ARROW
 YL STEADY AMBER LEFT ARROW
 GL STEADY GREEN LEFT ARROW
 GV STEADY GREEN VERTICAL ARROW
 RR STEADY RED RIGHT ARROW
 YR STEADY AMBER RIGHT ARROW
 GR STEADY GREEN RIGHT ARROW
 FR FLASHING CIRCULAR RED
 FY FLASHING CIRCULAR AMBER
 FRL FLASHING RED LEFT ARROW
 FRR FLASHING RED RIGHT ARROW
 W WALK - LUNAR WHITE
 DW DON'T WALK - PORTLAND ORANGE
 FDW FLASHING DON'T WALK - PORTLAND ORANGE
 L DETECTOR - LOCK
 NL DETECTOR - NON-LOCK
 VEHICLE MOVEMENT
 PEDESTRIAN MOVEMENT
 PERMISSIVE VEHICULAR MOVEMENT } ONLY SHOWN ON PHASING DIAGRAMS
 DETECTOR CONTROLLING PHASE
 DON'T WALK / WALK / COUNTDOWN TIMER

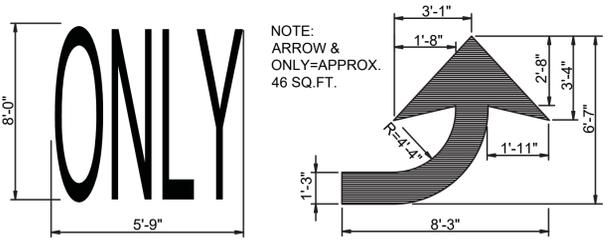


GENERAL NOTES

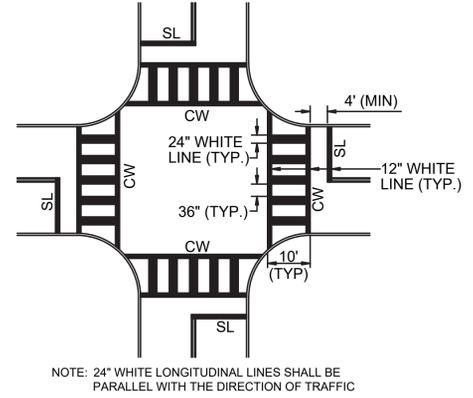
- ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE RETAINED UNLESS NOTED OTHERWISE.
- ALL PROPOSED PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS NOTED OTHERWISE.

TRAFFIC SIGNAL NOTES

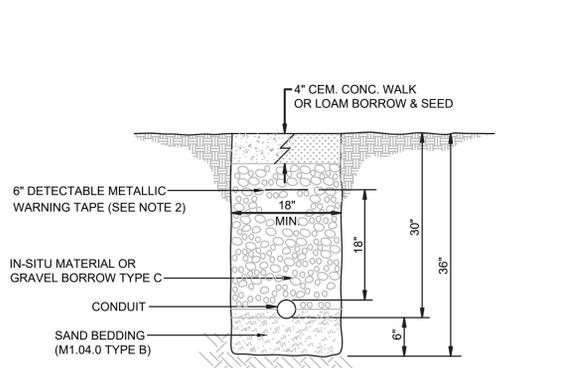
- SEE CONSTRUCTION AND TRAFFIC PLANS FOR ADDITIONAL DETAILS.
- PROPOSED CONTROLLERS SHALL BE NEMA TS2, KEYBOARD ENTRY, MENU-DRIVEN TYPE WITH INTERNAL COORDINATION CAPABILITIES, UNLESS OTHERWISE NOTED IN THE MAJOR ITEMS.
- POLE-MOUNTED SIGNALS SHALL BE MOUNTED TO PROVIDE A 2-FOOT MINIMUM HORIZONTAL CLEARANCE BETWEEN VERTICAL PROJECTION OF THE CURBLINE AND THE SIGNAL VISOR. WHEN FEASIBLE, INSTALL AT BACK OF SIDEWALK UNLESS OTHERWISE NOTED. PROVIDE SPECIAL MOUNTING HARDWARE AS REQUIRED.
- CONSTRUCTION OF THE TRAFFIC CONTROL SIGNAL SYSTEMS SHOWN ON THE TRAFFIC SIGNAL PLAN SHALL CONFORM TO THE MASSACHUSETTS HIGHWAY DEPARTMENT'S "STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES", 2024 ED. AS AMENDED, AND THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", 2009 EDITION AS AMENDED.
- ALL TRAFFIC CONTROL SIGNAL EQUIPMENT SHALL BE LISTED ON THE CURRENT MASSDOTS "APPROVED LIST" AND IS SUBJECT TO THE APPROVAL OF THE DESIGN ENGINEER AND/OR TOWN.
- ALL OVERHEAD CONDUCTORS FOR SIGNAL HOUSINGS SHALL BE STRANDED WIRE.
- ALL PROPOSED WIRE LOOP DETECTORS SHALL BE CENTERED WITHIN RESPECTIVE LANES UNLESS OTHERWISE NOTED.
- ALL PROPOSED LENSES SHALL HAVE TUNNEL VISORS.
- ALL MAST ARM MOUNTED SIGNALS SHALL BE RIGIDLY MOUNTED.
- FLASHING OPERATION PER 2009 M.U.T.C.D., SECTION 4D.28 - 4D.31.
- IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT SHALL NOT CHANGE DURING THE CHANGE INTERVAL(S).
- ALL NEW TRAFFIC CONTROLLER CABINETS SHALL BE EQUIPPED WITH A LEVER-TYPE METER BY-PASS. SPECIFICATIONS FOR THE BY-PASS MUST BE APPROVED BY THE APPROPRIATE UTILITY COMPANY.
- WHERE CALLED FOR ON THE PLANS, THE PROPOSED LOCATIONS OF THE OPTICAL DETECTOR UNITS AND CONFIRMATION BEACON ARE PERCEIVED BEST BUT NOT FINAL. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE OPTIMUM PLACEMENT IN COOPERATION WITH THE LOCAL MUNICIPALITY'S FIRE DEPARTMENT. THE OPTICAL DETECTOR UNITS SHALL HAVE AN UNOBSTRUCTED LINE-OF-SIGHT VIEW ALONG THE ROUTE OF APPROACHING PRIORITY VEHICLE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING AND VERIFYING THAT THERE IS SUFFICIENT CLEARANCE BETWEEN ALL PROPOSED TRAFFIC SIGNAL POLES AND EXISTING AND RELOCATED OVERHEAD UTILITY LINES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR COORDINATING WITH THE AFFECTED UTILITY COMPANIES RELATIVE TO THE SCOPE OF ANY REQUIRED RELOCATIONS. THIS SHALL BE PERFORMED WITHIN TEN DAYS AFTER AWARD OF THE CONTRACT.
- THE CONTRACTOR SHALL REMOVE AND DELIVER ALL EXISTING TRAFFIC SIGNAL EQUIPMENT WITHIN THE PROJECT LIMITS TO THE APPROPRIATE OWNER'S MAINTENANCE DEPOT EXCEPT FOR LOCATIONS NOTED ON THE PLANS.



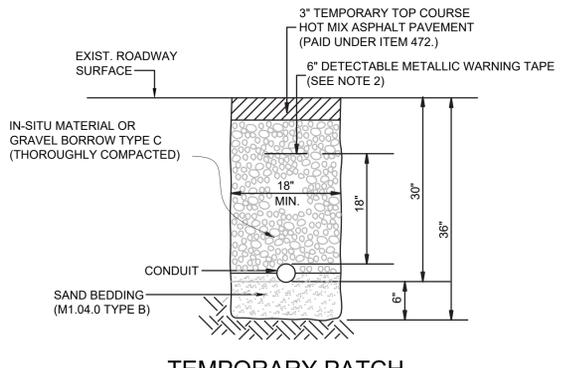
ARROW & ONLY DETAIL
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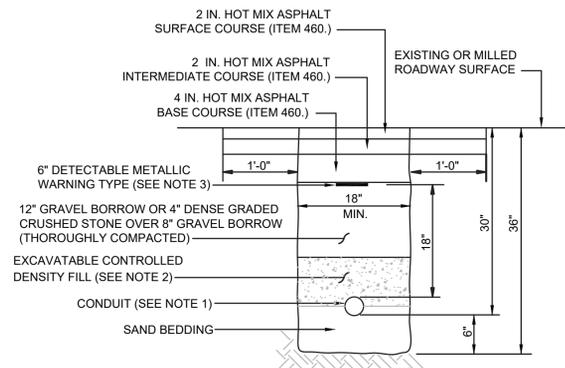
TYPICAL CROSSING MARKINGS
 NOT TO SCALE



TRAFFIC SIGNAL CONDUIT TRENCH DETAIL (IN SIDEWALK OR LANDSCAPE AREA)
 NOT TO SCALE



TRAFFIC SIGNAL CONDUIT TRENCH DETAIL (IN ROADWAY WITHIN FULL DEPTH AREA)
 NOT TO SCALE

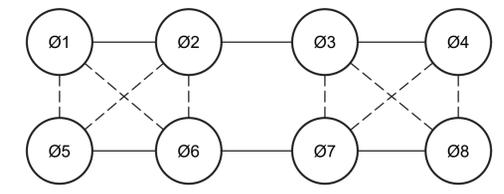


TRAFFIC SIGNAL CONDUIT TRENCH DETAIL (IN ROADWAY TO BE MILLED)
 NOT TO SCALE

- NOTES:
- SCHEDULE 80 ELECTRICAL CONDUIT TYPE NM-PLASTIC (UL), WITH PULL ROPE, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
 - CONTROLLED DENSITY FILL SHALL MEET THE REQUIREMENTS OF SUBSECTION M4.08.0.
 - WARNING TAPE COLOR SHALL BE PER APWA STANDARDS.
 - HMA SURFACE, INTERMEDIATE AND BASE COURSE SHALL BE PAID FOR UNDER ITEM 460.
 - EXCAVATABLE CONTROLLED DENSITY FILL ONLY REQUIRED IN CONDUIT TRENCHES LOCATED WITHIN AREAS OF EXIST. ROADWAY PAVEMENT THAT DO NOT REQUIRE FULL DEPTH PAVEMENT CONSTRUCTION.

NEMA DUAL RING PHASING NOTES

- PHASES ASSOCIATED BY A SOLID LINE SHALL NOT OPERATE CONCURRENTLY.
- PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.



LOOP DETECTOR NOTES

- SEE LOOP DETECTOR DETAIL SHEET FOR SLICE PATTERN AND OTHER INFORMATION.
- DELAY AND EXTENSION TIMES ARE IN SECONDS.
- DELAY TIME SHALL BE EFFECTIVE ONLY DURING THE RED PORTION OF THE PHASE THAT IS CALLED BY A DETECTOR.

REVISIONS

NO.	REVISION	DATE

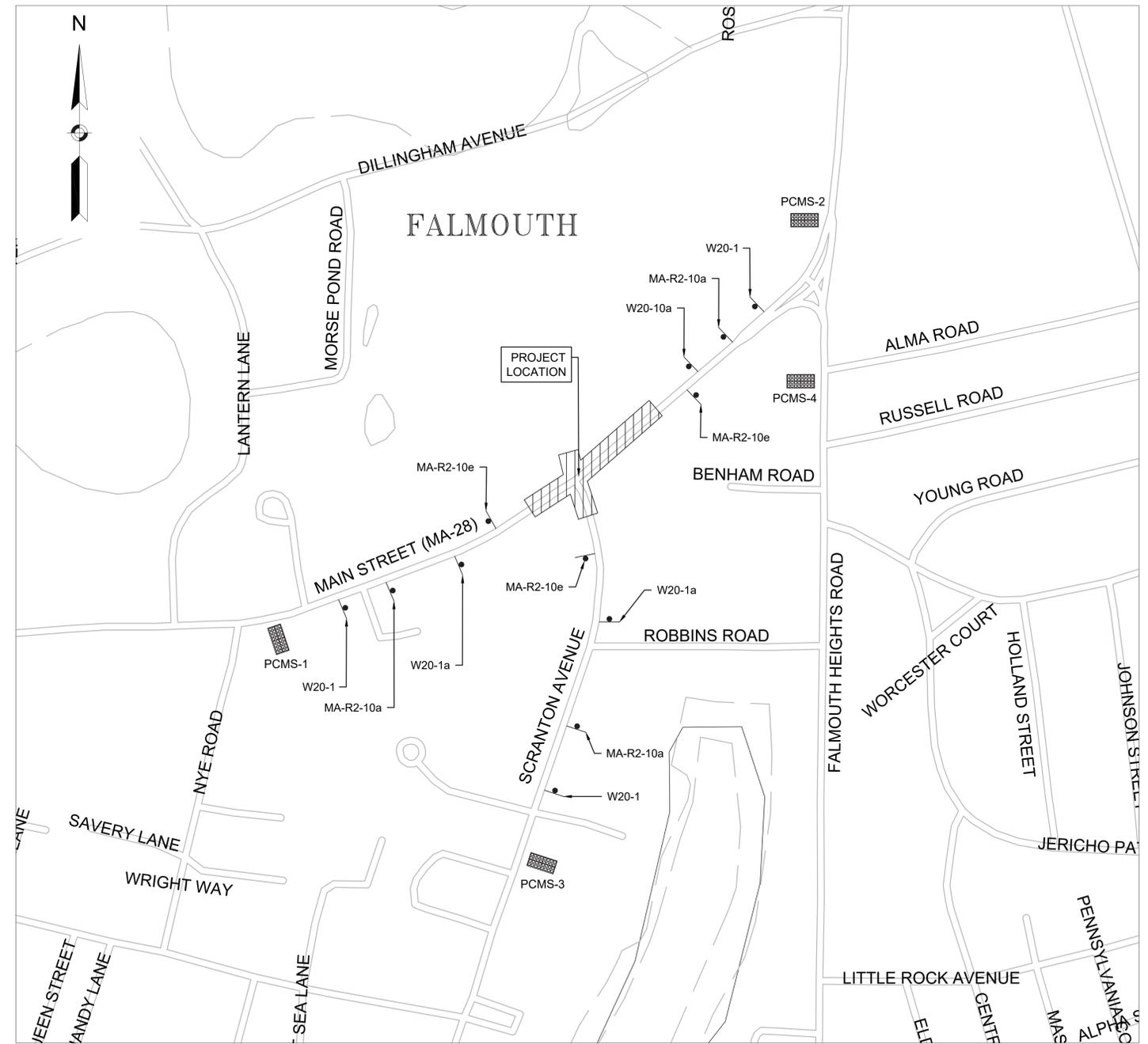
01/10/2025
 DRAWN/DESIGN BY: TQN
 CHECKED BY: GJH

TRAFFIC LEGEND, ABBREVIATIONS, NOTES & DETAILS

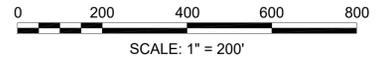
SCALE: N.T.S.

MAX-2016118.12

**INTERSECTION IMPROVEMENTS
MAIN STREET (MA-28) AT
SCRANTON AVENUE
FALMOUTH, MASSACHUSETTS**



ADVANCE WARNING SIGN PLAN
1" = 200'

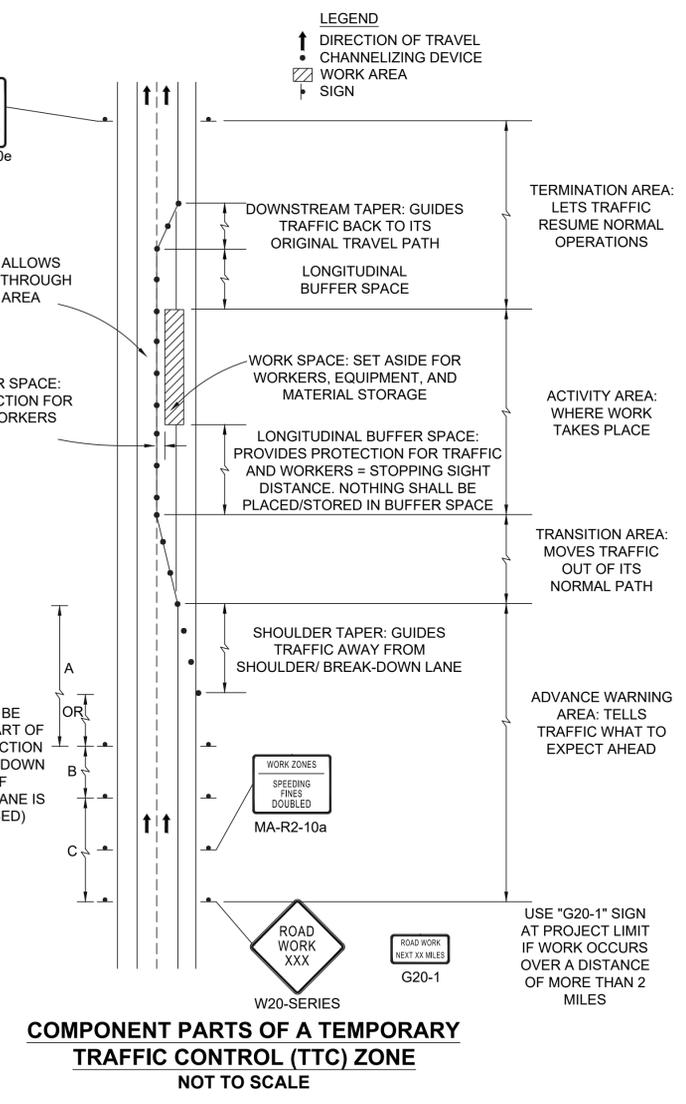


PORTABLE CHANGEABLE MESSAGE SIGNS

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL CONFORM TO THE 2009 MUTCD AS AMENDED AND SHOULD BE PLACED ON THE SHOULDER OF THE ROADWAY OR IF PRACTICAL SET WELL AWAY FROM THE TRAVEL LANE. MESSAGE SIGNS SHOULD BE PROTECTED WITH RETROREFLECTIVE TEMPORARY TRAFFIC CONTROL DEVICES WHEN PLACED WITHIN THE AVAILABLE CLEAR ZONE OR ELSE SHIELDED WITH A BARRIER OR CRASH CUSHION. THE LOCATION AND USE OF THE PCMS SHALL BE DETERMINED DURING THE PRE-CONSTRUCTION MEETING. ALTERNATIVE MESSAGES MAY BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE SUGGESTED MESSAGE TWO WEEKS IN ADVANCE AND DURING CONSTRUCTION SHOULD READ AS FOLLOWS:

	TWO WEEKS PRIOR	DURING CONSTRUCTION																																				
(MESSAGE 1)	<table border="1"> <tr><td>M</td><td>A</td><td>I</td><td>N</td><td>S</td><td>T</td></tr> <tr><td>R</td><td>O</td><td>A</td><td>D</td><td></td><td></td></tr> <tr><td>W</td><td>O</td><td>R</td><td>K</td><td></td><td></td></tr> </table>	M	A	I	N	S	T	R	O	A	D			W	O	R	K			<table border="1"> <tr><td>M</td><td>A</td><td>I</td><td>N</td><td>S</td><td>T</td></tr> <tr><td>R</td><td>O</td><td>A</td><td>D</td><td></td><td></td></tr> <tr><td>W</td><td>O</td><td>R</td><td>K</td><td></td><td></td></tr> </table>	M	A	I	N	S	T	R	O	A	D			W	O	R	K		
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(MESSAGE 2)	<table border="1"> <tr><td>B</td><td>E</td><td>G</td><td>I</td><td>N</td><td>S</td></tr> <tr><td>X</td><td>X</td><td>X</td><td>X</td><td>X</td><td>X</td></tr> </table>	B	E	G	I	N	S	X	X	X	X	X	X	<table border="1"> <tr><td>S</td><td>E</td><td>E</td><td>K</td><td></td><td></td></tr> <tr><td>A</td><td>L</td><td>T</td><td></td><td></td><td></td></tr> <tr><td>R</td><td>O</td><td>U</td><td>T</td><td>E</td><td></td></tr> </table>	S	E	E	K			A	L	T				R	O	U	T	E							
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COMPONENT PARTS OF A TEMPORARY TRAFFIC CONTROL (TTC) ZONE
NOT TO SCALE

NO.	REVISION	DATE

01/10/2025
DRAWN/DESIGN BY: GBP
CHECKED BY: GJH

TEMPORARY TRAFFIC CONTROL PLANS
SCALE: AS NOTED
MAX-2016118.12
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