

TOWN OF SHARON ENGINEERING DEPARTMENT

NORTH MAIN STREET & SOUTH MAIN STREET SIGNAL IMPROVEMENTS

IN THE TOWN OF
SHARON
NORFOLK COUNTY



PREPARED FOR
TOWN OF
SHARON
ENGINEERING
DEPARTMENT
SHARON, MA



IT IS A VIOLATION OF LAW FOR ANY PERSON UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER OR REPRODUCE IN ANY MANNER BEARING THE STAMP OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE WORDS "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NORTH MAIN STREET &
SOUTH MAIN STREET
SIGNAL IMPROVEMENTS,
SHARON, MA

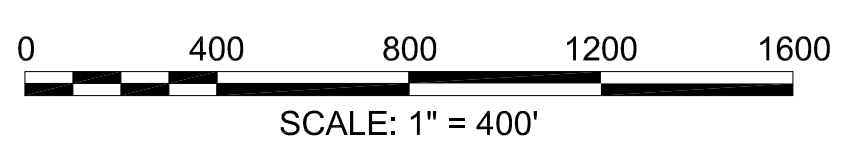
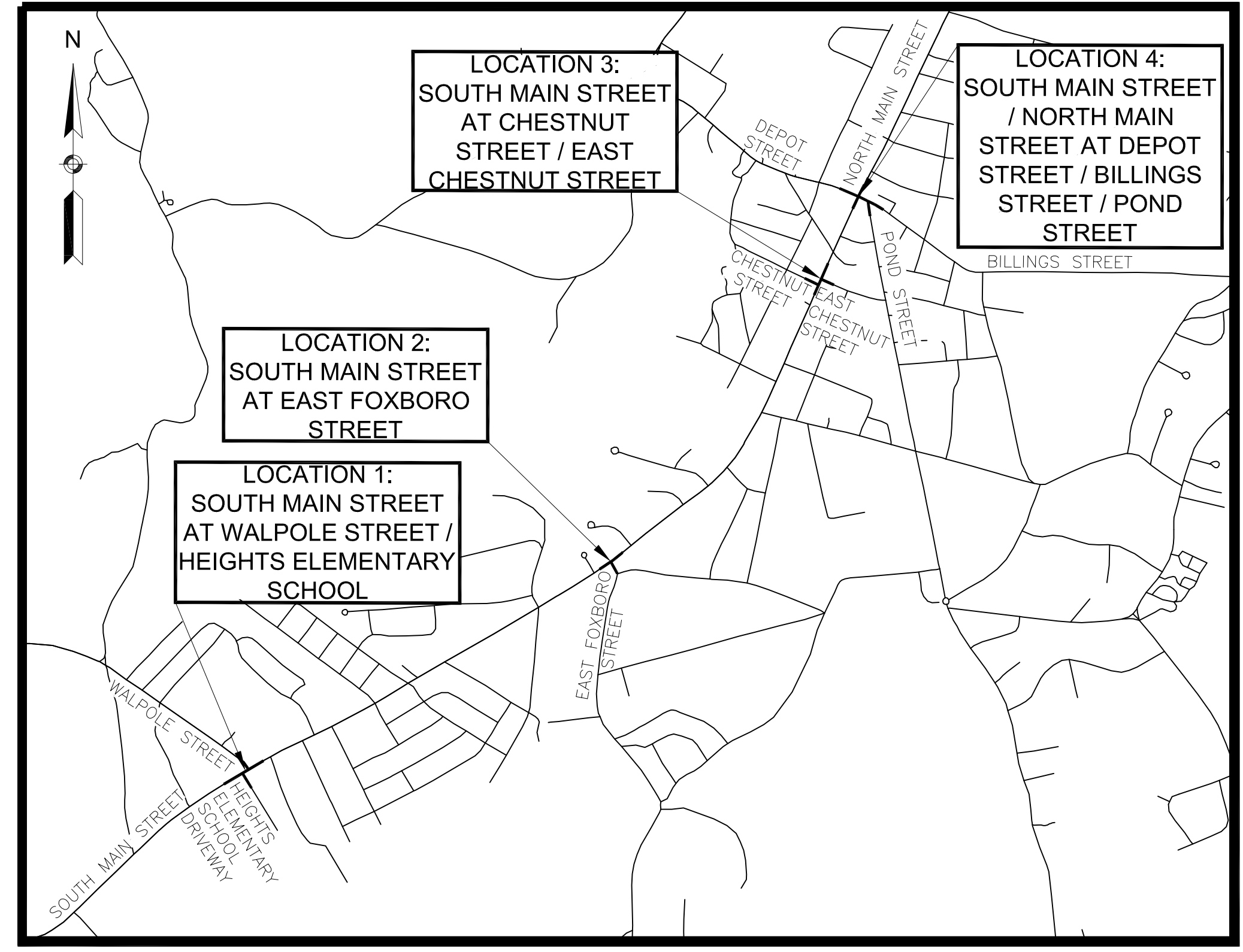
No.	Submittal / Revision	App'd. By	Date

Designed By: AR	Drawn By: AR	Checked By: JM
Issue Date: 01/04/2023	Contract No: -	Scale:

Drawing No.:
TITLE SHEET & INDEX
1 OF 14

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET & INDEX
2	LEGEND & ABBREVIATIONS
3-4	TRAFFIC SIGNAL PLANS - 01
5-6	TRAFFIC SIGNAL PLANS - 02
7-8	TRAFFIC SIGNAL PLANS - 03
9-10	TRAFFIC SIGNAL PLANS - 04
11	TRAFFIC SIGN SUMMARY
12-14	TEMPORARY TRAFFIC CONTROL PLANS



THESE PLANS ARE SUPPLEMENTED BY THE OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, THE 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK.



PREPARED FOR TOWN OF SHARON ENGINEERING DEPARTMENT SHARON, MA



JOHN G. MORGAN, JR. CIVIL No. 46886

NORTH MAIN STREET & SOUTH MAIN STREET SIGNAL IMPROVEMENTS, SHARON, MA

GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
JB	JB	JERSEY BARRIER
CB	CB	CATCH BASIN
	CB	CATCH BASIN CURB INLET
FP	FP	FLAG POLE
GP	GP	GAS PUMP
MB	MB	MAIL BOX
		POST SQUARE
		POST CIRCULAR
WELL	WELL	WELL
EHH	EHH	ELECTRIC HANDHOLE
		FENCE GATE POST
GG	GG	GAS GATE
BHL #	BHL #	BORING HOLE
MW #	MW #	MONITORING WELL
TP #	TP #	TEST PIT
		HYDRANT
*	*	LIGHT POLE
CO.BD.		COUNTY BOUND
		GPS POINT
		CABLE MANHOLE
		DRAINAGE MANHOLE
		ELECTRIC MANHOLE
		GAS MANHOLE
		MISC MANHOLE
		SEWER MANHOLE
		TELEPHONE MANHOLE
		WATER MANHOLE
MHB	MHB	MASSACHUSETTS HIGHWAY BOUND
MON		MONUMENT
SB		STONE BOUND
TB		TOWN OR CITY BOUND
Δ		TRAVERSE OR TRIANGULATION STATION
TPL or GUY	TPL or GUY	TROLLEY POLE OR GUY POLE
HTP		TRANSMISSION POLE
UFB	UFB	UTILITY POLE W/ FIREBOX
UPDL	UPDL	UTILITY POLE WITH DOUBLE LIGHT
ULT	ULT	UTILITY POLE W / 1 LIGHT
UPL	UPL	UTILITY POLE
		BUSH
*SIZE & TYPE		TREE
		STUMP
		SWAMP / MARSH
WG	WG	WATER GATE
PM	PM	PARKING METER
		OVERHEAD CABLE/WIRE
		CURBING
-100-99-		CONTOURS (ON-THE-GROUND SURVEY DATA)
-100-99-		CONTOURS (PHOTOGRAMMETRIC DATA)
		UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)
		BALANCED STONE WALL
		GUARD RAIL - STEEL POSTS
		GUARD RAIL - WOOD POSTS
		GUARD RAIL - DOUBLE FACE - STEEL POSTS
		GUARD RAIL - DOUBLE FACE - WOOD POSTS
		CHAIN LINK OR METAL FENCE
		WOOD FENCE
		HAY BALES/SILT FENCE
		TREE LINE
		SAWCUT LINE
		TOP OR BOTTOM OF SLOPE
		LIMIT OF EDGE OF PAVEMENT OR COLD PLANE AND OVERLAY
		BANK OF RIVER OR STREAM
		BORDER OF WETLAND
		100 FT WETLAND BUFFER
		200 FT RIVERFRONT BUFFER
		STATE HIGHWAY LAYOUT
		TOWN OR CITY LAYOUT
		COUNTY LAYOUT
		RAILROAD SIDELINE
		TOWN OR CITY BOUNDARY LINE
		PROPERTY LINE OR APPROXIMATE PROPERTY LINE
		EASEMENT

TRAFFIC SYMBOLS

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

PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
ONLY	ONLY	LEGEND "ONLY" - WHITE
	SL	STOP LINE
	CW	CROSSWALK
	SWL	SOLID WHITE LINE
	SYL	SOLID YELLOW LINE
	BWL	BROKEN WHITE LINE
	BYL	BROKEN YELLOW LINE
	DWL	DOTTED WHITE LINE
	DYL	DOTTED YELLOW LINE
	DWLEx	DOTTED WHITE LINE EXTENSION
	DYLEx	DOTTED YELLOW LINE EXTENSION
	DBWL	DOUBLE WHITE LINE
	DBYL	DOUBLE YELLOW LINE

PAVEMENT NOTES

PROPOSED PAVEMENT MILL & OVERLAY

1.75" SUPERPAVE SURFACE COURSE - 12.5 (SSC-12.5) OVER 1.75" PAVEMENT STANDARD MILLING

ASPHALT EMULSION FOR TACK COAT @ 0.07-0.09 GAL/SY OVER EXISTING PAVEMENT OR MILLED SURFACE

ABBREVIATIONS

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

ABBREVIATIONS (cont.)

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

TRAFFIC SIGNAL ABBREVIATIONS

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

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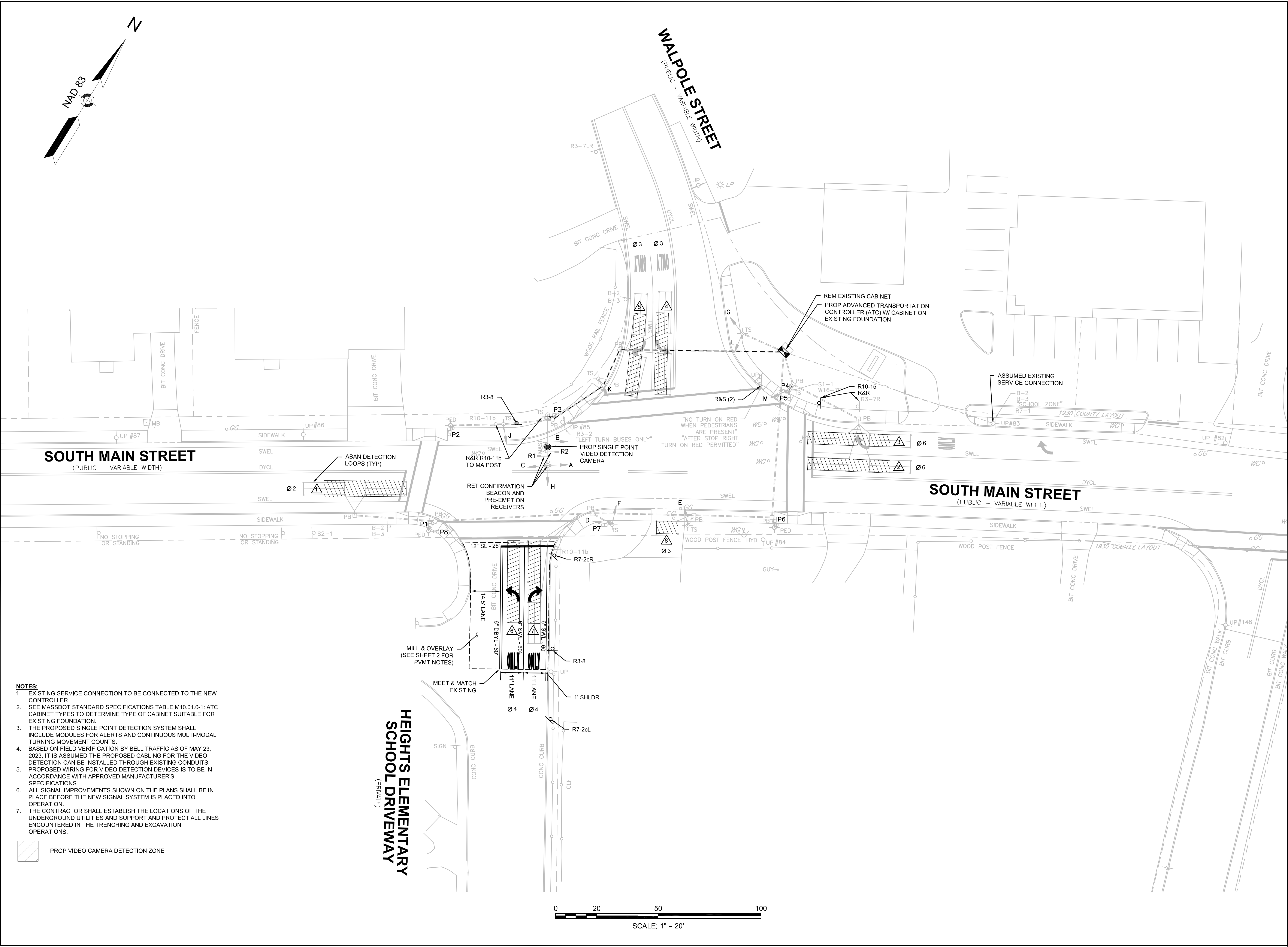
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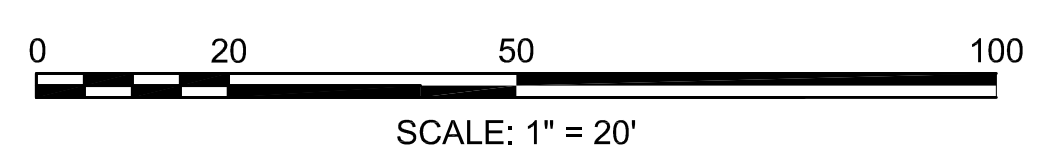
SOUTH MAIN STREET AT
 WALPOLE STREET

Designed By: AR
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 TRAFFIC SIGNAL PLAN - 01
 3 OF 14



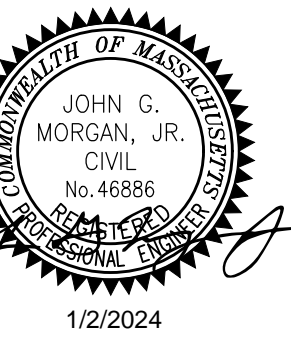
- NOTES:**
- EXISTING SERVICE CONNECTION TO BE CONNECTED TO THE NEW CONTROLLER.
 - SEE MASSDOT STANDARD SPECIFICATIONS TABLE M10.01.0-1: ATC CABINET TYPES TO DETERMINE TYPE OF CABINET SUITABLE FOR EXISTING FOUNDATION.
 - THE PROPOSED SINGLE POINT DETECTION SYSTEM SHALL INCLUDE MODULES FOR ALERTS AND CONTINUOUS MULTI-MODAL TURNING MOVEMENT COUNTS.
 - BASED ON FIELD VERIFICATION BY BELL TRAFFIC AS OF MAY 23, 2023. IT IS ASSUMED THE PROPOSED CABLING FOR THE VIDEO DETECTION CAN BE INSTALLED THROUGH EXISTING CONDUITS. PROPOSED WIRING FOR VIDEO DETECTION DEVICES IS TO BE IN ACCORDANCE WITH APPROVED MANUFACTURER'S SPECIFICATIONS.
 - ALL SIGNAL IMPROVEMENTS SHOWN ON THE PLANS SHALL BE IN PLACE BEFORE THE NEW SIGNAL SYSTEM IS PLACED INTO OPERATION.
 - THE CONTRACTOR SHALL ESTABLISH THE LOCATIONS OF THE UNDERGROUND UTILITIES AND SUPPORT AND PROTECT ALL LINES ENCOUNTERED IN THE TRENCHING AND EXCAVATION OPERATIONS.



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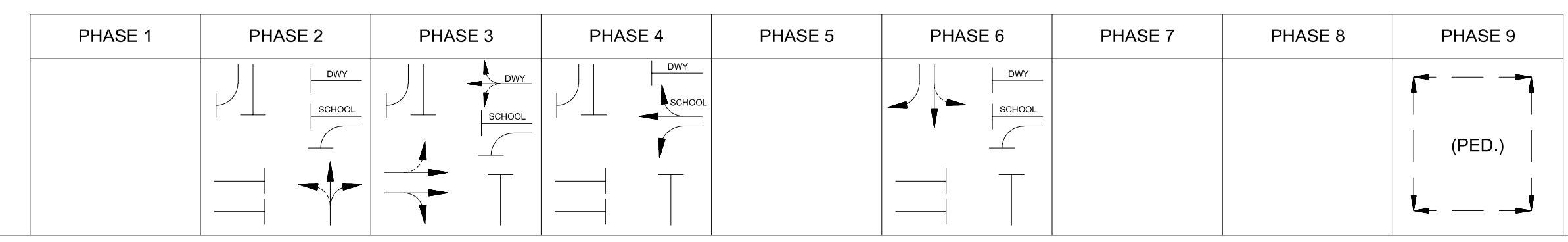
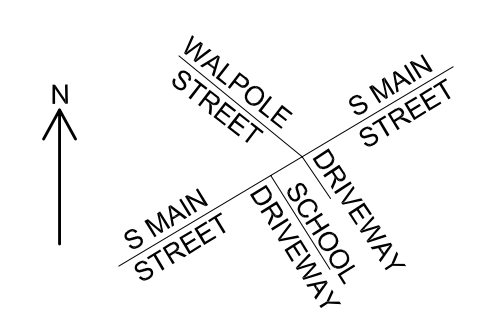
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 4 OF 14

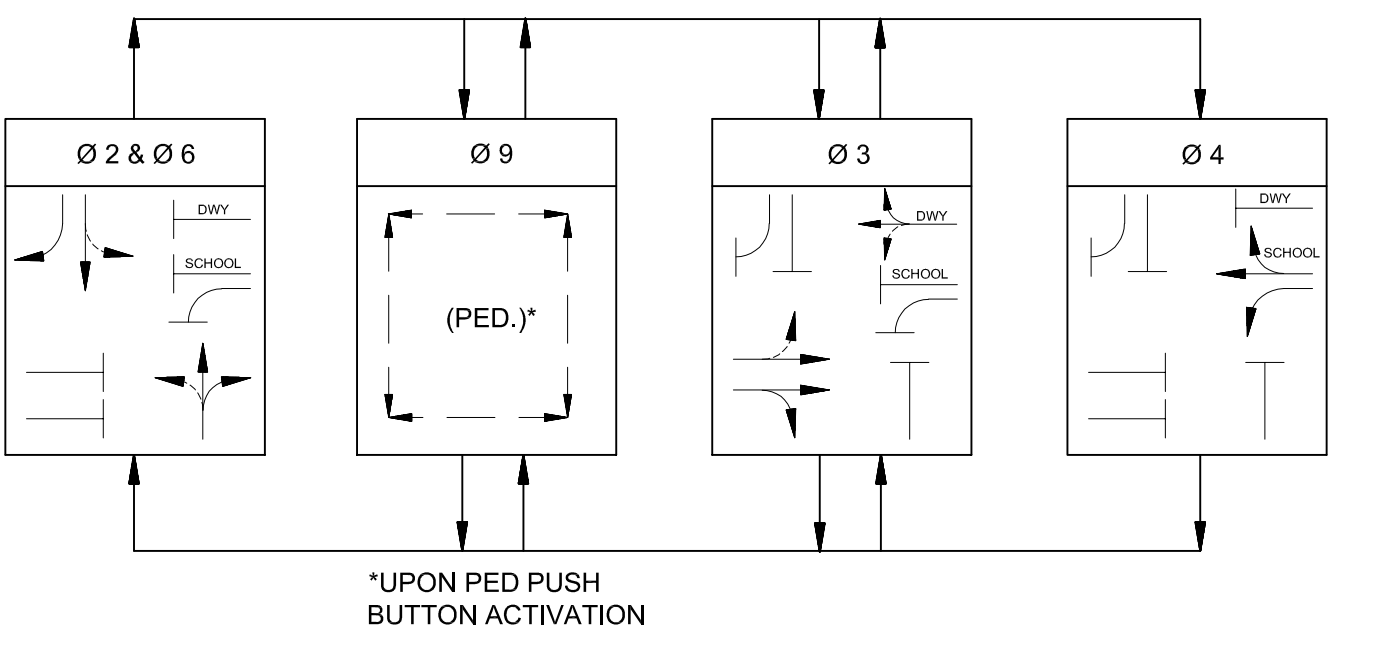


SEQUENCE AND TIMING FOR FULL ACTUATED CONTROL (ISOLATED)

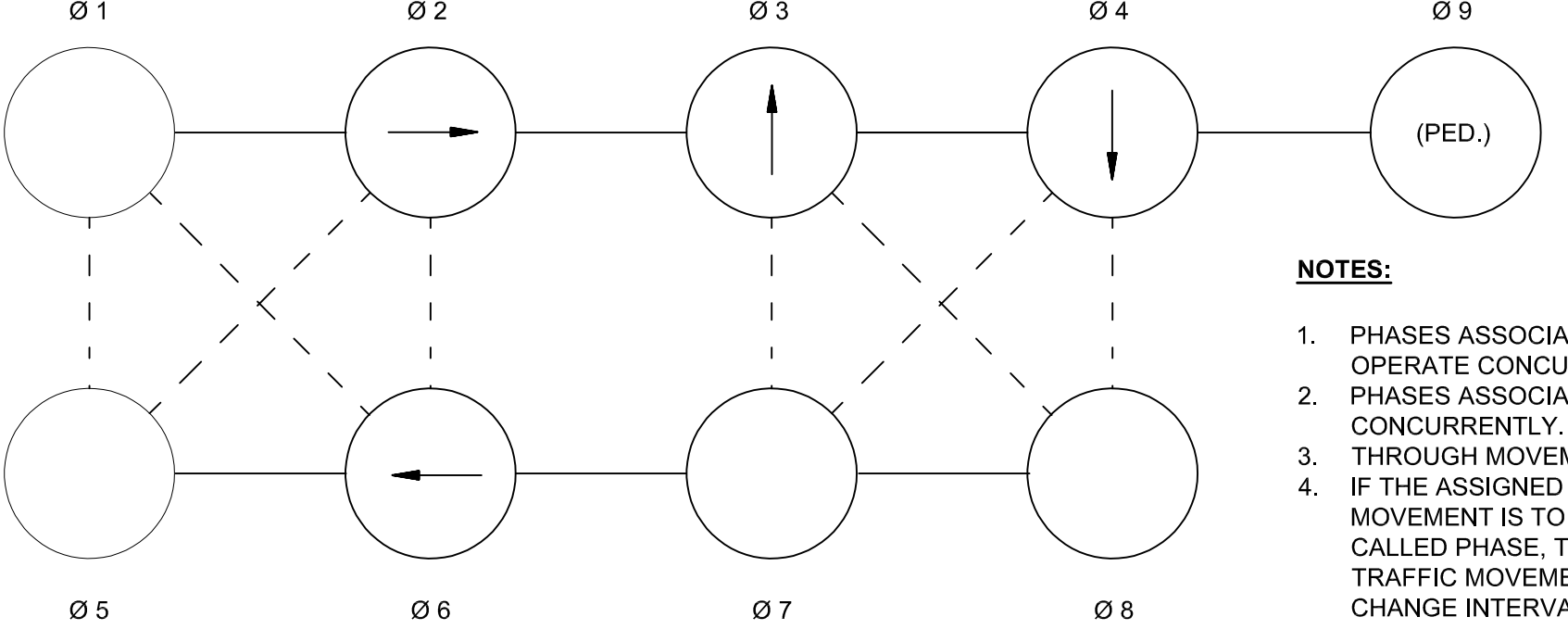
STREET	DIRECTION	HOUSINGS	TIMING IN SECONDS																											FLASH OPER.			
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27				
SOUTH MAIN STREET	NB	C,D,M				G	Y	R	R	R	R	R	R	R																R	R	R	FY
SOUTH MAIN STREET	SB	A,B				R	R	R	R	R	R	R	R	R																G	Y	R	FY
WALPOLE STREET	EB	E,F,G				R	R	R	G	Y	R	R	R	R															R	R	R	FR	
HEIGHTS ELEMENTARY SCHOOL	WB	H,J				R	R	R	R	R	R	G	Y	R															R	R	R	FR	
DRIVEWAY	WB	K,L				R	R	R	G	Y	R	R	R	R															R	R	R	FR	
PEDESTRIAN	ALL	P1-P8				DW	DW	DW	DW	DW	DW	DW	DW	DW															DW	DW	DW	OUT	
			TIMING IN SECONDS																														
MINIMUM GREEN (INITIAL)						10				8				8																10			
PASSAGE TIME (VEHICLE)						4				3				3																4			
MAXIMUM 1						52.5				17				10															52.5				
MAXIMUM 2						29.5				12				8															29.5				
YELLOW CLEARANCE							4.0				3.5				3.5															4.0			
RED CLEARANCE								2.5				2.5				2.5																	
PEDESTRIAN CLEARANCE																														7	13	4	
RECALL							MIN			OFF			NONE																MIN			OFF	
MEMORY							NON-LOCK			NON-LOCK			NON-LOCK																NON-LOCK			LOCK	

- NOTES:**
 1. MAXIMUM 1 = WEEKDAY EVENING PEAK HOUR (2 - 6 PM)
 2. MAXIMUM 2 = ALL OTHER TIMES

PREFERENTIAL PHASING SEQUENCE



NEMA DUAL RING PHASING NOTES:



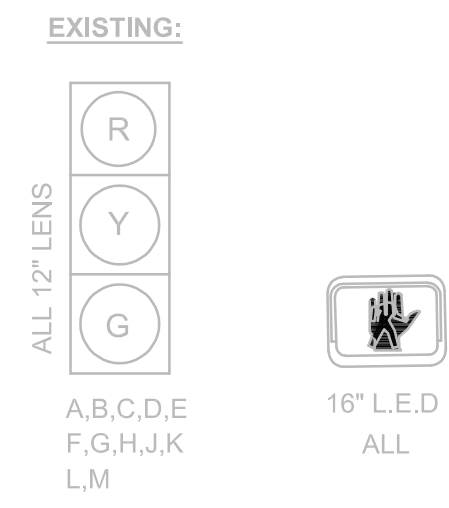
- NOTES:**
 1. PHASES ASSOCIATED BY A SOLID LINE SHALL NOT OPERATE CONCURRENTLY.
 2. PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.
 3. THROUGH MOVEMENTS MAY INCLUDE RIGHT TURNS.
 4. IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT SHALL NOT CHANGE DURING THE CHANGE INTERVAL(S) UNLESS OTHERWISE NOTED.

FIRE PREEMPTION SCHEDULE

APPROACH	PREEMPTION PHASE	NEXT PHASE CALLED
NORTHBOUND	R1	2
SOUTHBOUND	R2	6

- EMERGENCY VEHICLE PREEMPTION OPERATION:**
- EMERGENCY VEHICLE PREEMPTION SHALL BE ACTUATED BY AN OPTICAL SIGNAL FROM AN OPTICAL EMITTER MOUNTED ON AN EMERGENCY VEHICLE AND RECEIVED BY AN OPTICAL DETECTOR LOCATED AT INTERSECTION. A SEPARATE RECEIVING DETECTOR IS REQUIRED FOR EACH DETECTED APPROACH.
 - PREEMPTION SIGNALS FROM MULTIPLE APPROACHES SHALL BE SERVICED ON A FIRST DETECTED FIRST SERVED BASIS.
 - IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL TIME THE CLEARANCE INTERVALS OF THE ACTIVE PHASE (IF DIFFERENT THAT TO BE SERVICED) AND ADVANCE TO AND/OR HOLD IN EMERGENCY VEHICLE PREEMPTION PHASE UNTIL PREEMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME CLEARANCES AND SIMILARLY SERVICE OTHER EMERGENCY VEHICLE PREEMPTION SEQUENCES IN THE ORDER RECEIVED (IF RECEIVED) OTHERWISE, RESUME NORMAL PREFERENTIAL PHASE SEQUENCE.
 - PREEMPTION MINIMUM GREENS SHALL BE TEN SECONDS.
 - NORMAL CLEARANCES SHALL BE PROVIDED ON PHASES THAT ARE TERMINATED BY PREEMPTION DEMAND.
 - STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PREEMPTION GREEN IS ON.

SIGNAL IDENTIFICATION



PAY ITEM	QUANTITY	MAJOR ITEMS REQUIRED	
		ITEM	
816.01	1	ADVANCED TRANSPORTATION CONTROLLER (ATC) W/CABINET	
	1	SINGLE POINT VIDEO DETECTION CAMERA	
	1	EMERGENCY PRE-EMPTION PHASE SELECTOR	
	1	FIELD MONITORING UNIT (FMU) W/ 4GE LTE MODEM	
	215	SIGNAL CABLE	
		Plus all necessary duct, cable, labor, miscellaneous material and equipment to complete the installation.	

DETECTION ZONE DATA

DETECTOR NUMBER	DETECTION ZONE SIZE	Ø CALLED	Ø EXT.	MODE A=PULSE B=PRES.	DELAY TIME	EXT. TIME
△1	8'X40'	2	2	B	-	-
△2	6'X40'	6	6	B	-	-
△3	6'X40'	6	6	B	-	-
△4	6'X40'	3	3	B	-	-
△5	6'X40'	3	3	B	-	-
△6	6'X40'	4	4	B	-	-
△7	6'X40'	4	4	B	-	-
△8	6'X10'	3	3	B	-	-



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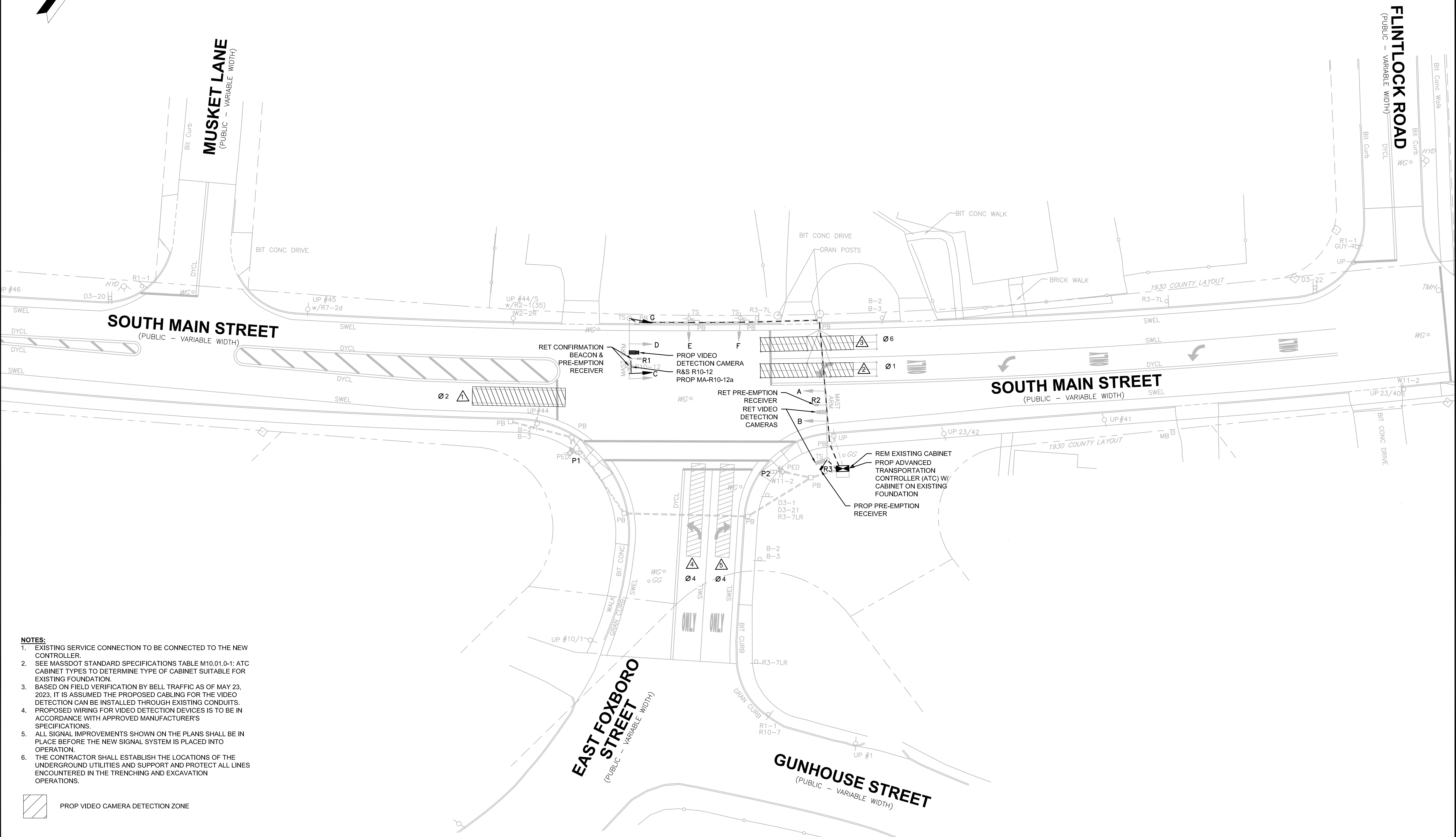
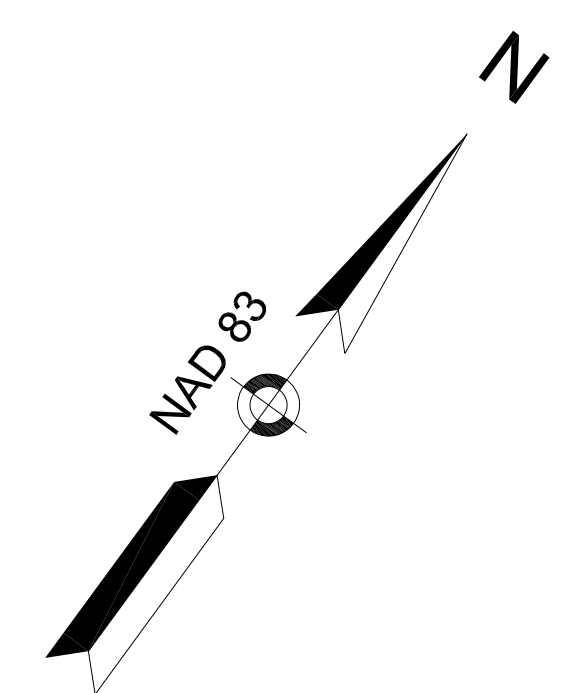
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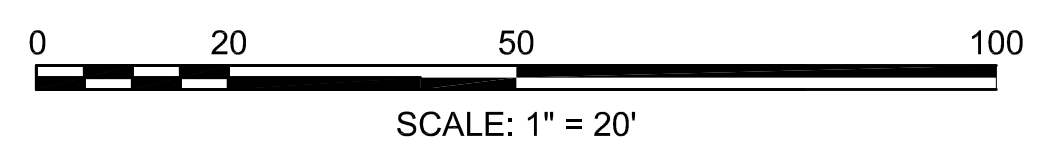
SOUTH MAIN STREET AT
 EAST FOXBORO STREET

Designed By: AR
 Drawn By: AR
 Checked By: JM
 Issue Date: 01/04/2023
 Contract No: -
 Scale: -

Drawing No.:
 TRAFFIC SIGNAL PLAN - 02
 5 OF 14



- NOTES:**
- EXISTING SERVICE CONNECTION TO BE CONNECTED TO THE NEW CONTROLLER.
 - SEE MASSDOT STANDARD SPECIFICATIONS TABLE M10.01.0-1: ATC CABINET TYPES TO DETERMINE TYPE OF CABINET SUITABLE FOR EXISTING FOUNDATION.
 - BASED ON FIELD VERIFICATION BY BELL TRAFFIC AS OF MAY 23, 2023, IT IS ASSUMED THE PROPOSED CABLING FOR THE VIDEO DETECTION CAN BE INSTALLED THROUGH EXISTING CONDUITS.
 - PROPOSED WIRING FOR VIDEO DETECTION DEVICES IS TO BE IN ACCORDANCE WITH APPROVED MANUFACTURER'S SPECIFICATIONS.
 - ALL SIGNAL IMPROVEMENTS SHOWN ON THE PLANS SHALL BE IN PLACE BEFORE THE NEW SIGNAL SYSTEM IS PLACED INTO OPERATION.
 - THE CONTRACTOR SHALL ESTABLISH THE LOCATIONS OF THE UNDERGROUND UTILITIES AND SUPPORT AND PROTECT ALL LINES ENCOUNTERED IN THE TRENCHING AND EXCAVATION OPERATIONS.



File: V:\PROJECTS\ANYA\651078818_00\09_DESIGN\DRAWINGS\NVA_078818_TR(SIGNAL_PLAN).DWG
 Saved: 12/18/2023 10:07:27 AM Plotted: 1/2/2024 2:25:11 PM Current User: Robb, Ashleigh User: Robb, Ashleigh



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 SHARON, MA



1/2/2024
 IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER ANY ITEM IN ANY WAY. IF AN ITEM BEARING THE SEAL OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERNATE ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE REASON, DATES OF FOLLOW-UP BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

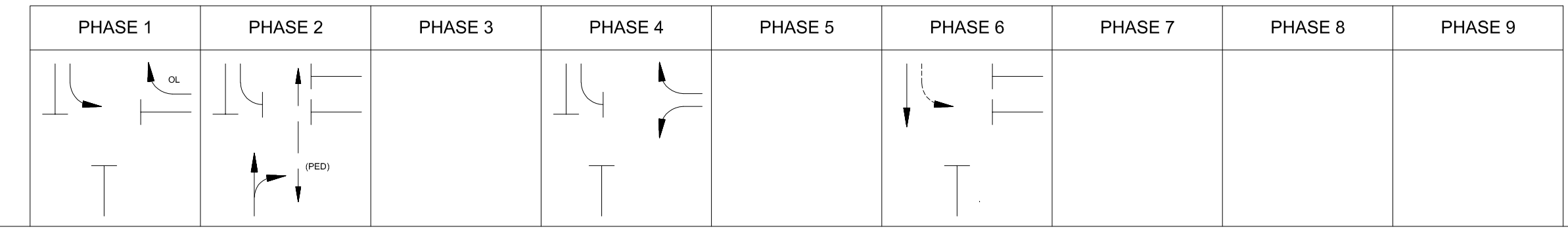
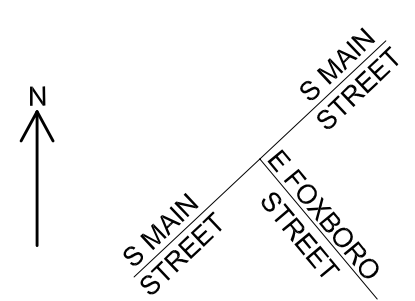
NORTH MAIN STREET &
 SOUTH MAIN STREET
 SIGNAL IMPROVEMENTS,
 SHARON, MA

No.	Submittal / Revision	App'd.	By	Date

SOUTH MAIN STREET AT
 EAST FOXBORO STREET

Designed By: AR
 Drawn By: AR
 Checked By: JM
 Issue Date: 01/04/2023
 Contract No: -
 Scale: -

Drawing No.:
 TRAFFIC SIGNAL DATA - 02
 6 OF 14



SEQUENCE AND TIMING FOR FULL ACTUATED CONTROL (ISOLATED)

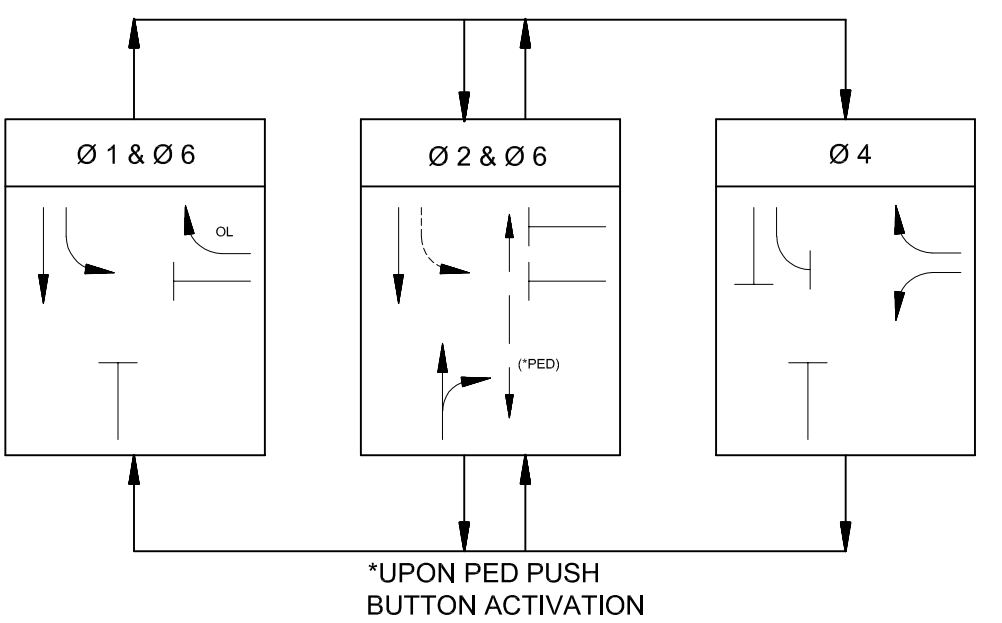
STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	FLASH OPER.
SOUTH MAIN STREET	NB	A,B	R	R	R	G	Y	R					R	R	R				R	R	R									FY
SOUTH MAIN STREET	SB	C	GLA	YLA	RLA	RLA	RLA	RLA					RLA	RLA	RLA				FYLA	YLA	RLA									FY
SOUTH MAIN STREET	SB	D,G	R	R	R	R	R	R					R	R	R				G	Y	R									FY
EAST FOXBORO STREET	WB	E	R	R	R	R	R	R					G	Y	R				R	R	R									FR
EAST FOXBORO STREET	WB	F	R/GRAR/YRA			R	R	R					G/GRAY/YRA	R				R	R	R									FR	
PEDESTRIAN	NB/SB	P1,P2	DW	DW	DW	W	FDW	DW					DW	DW	DW				W	FDW	DW									OUT

TIMING IN SECONDS

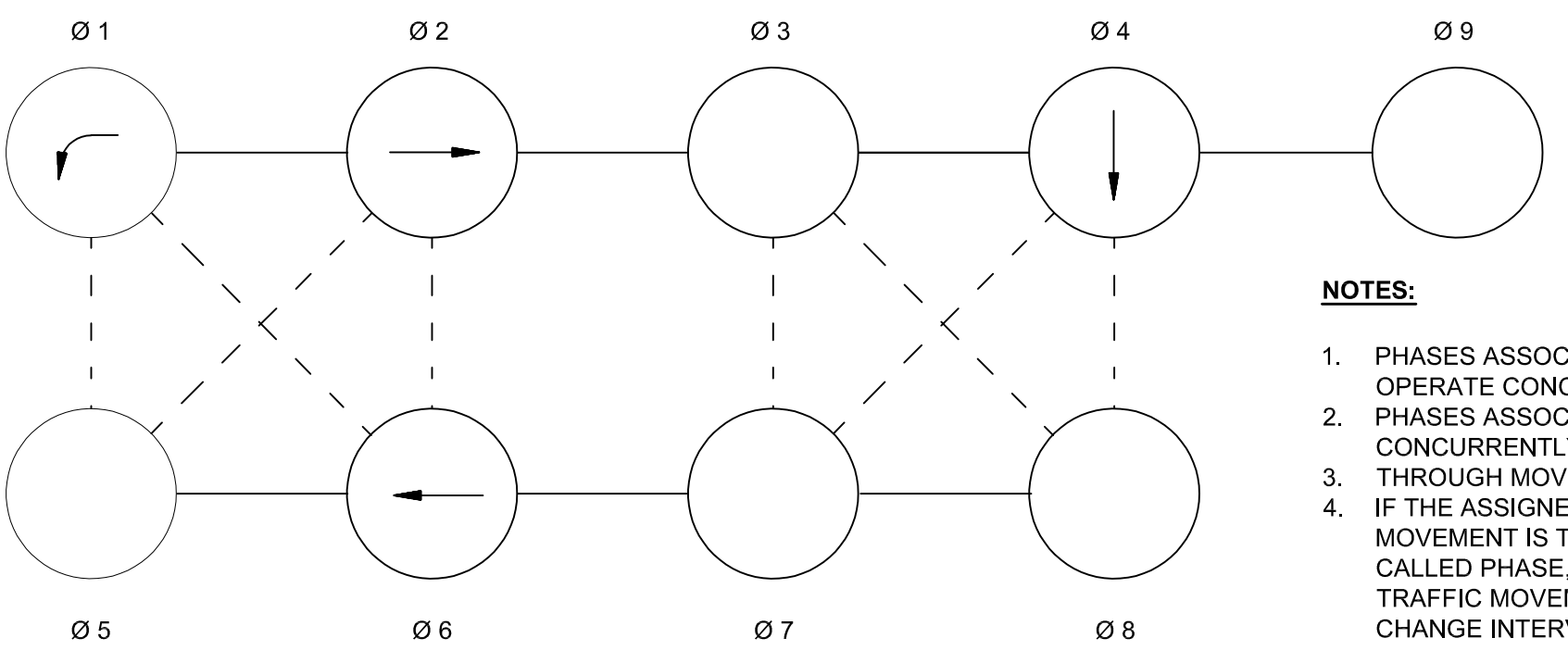
MINIMUM GREEN (INITIAL)	5		10									8																		EMERGENCY ONLY
PASSAGE TIME (VEHICLE)	2		4									2																		
MAXIMUM 1	5		36									15																		
MAXIMUM 2	-		-									-																		
YELLOW CLEARANCE		3.0		4.0									3.0							4.0										
RED CLEARANCE			*1.0					1.0						2.0							1.0									
PEDESTRIAN CLEARANCE					7		21	1																						
RECALL			NONE		MIN								NONE								MIN									
MEMORY			NON-LOCK		NON-LOCK								NON-LOCK									NON-LOCK								

- NOTES:**
 1. MAXIMUM 1 = NORMAL OPERATION
 2. MAXIMUM 2 = NOT USED
 3. *FYLA IF FOLLOWED BY PHASES 2 & 6.

PREFERENTIAL PHASING SEQUENCE



NEMA DUAL RING PHASING NOTES:



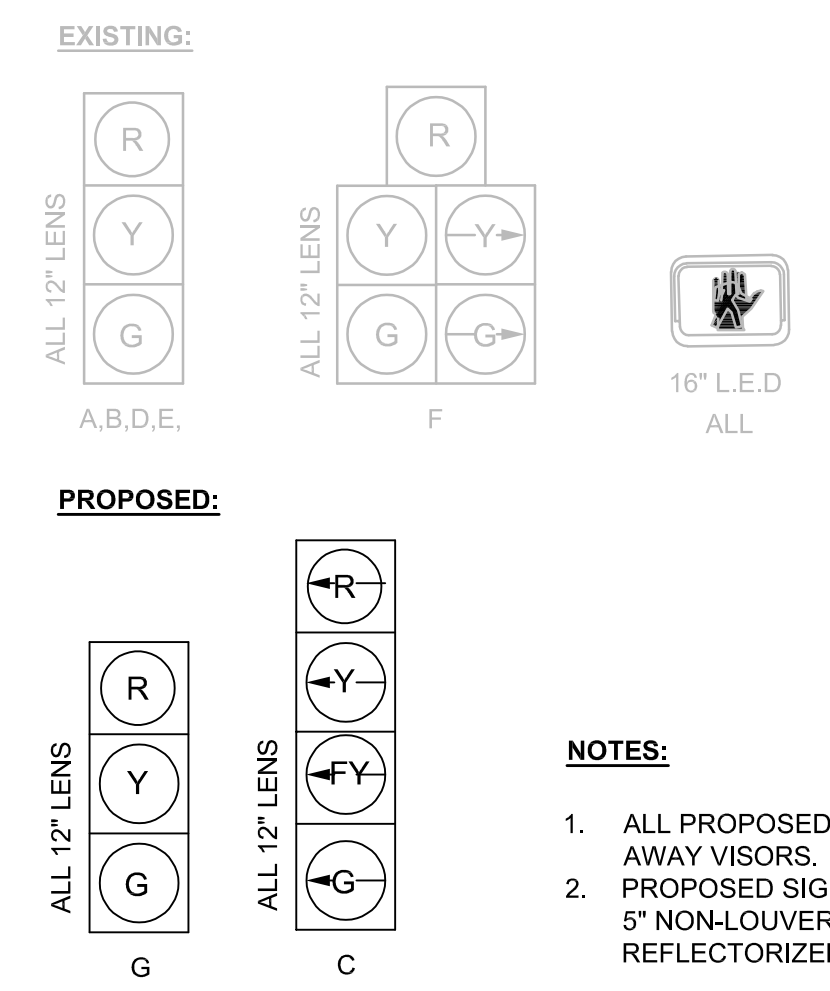
- NOTES:**
 1. PHASES ASSOCIATED BY A SOLID LINE SHALL NOT OPERATE CONCURRENTLY.
 2. PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.
 3. THROUGH MOVEMENTS MAY INCLUDE RIGHT TURNS.
 4. IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT SHALL NOT CHANGE DURING THE CHANGE INTERVAL(S) UNLESS OTHERWISE NOTED.

FIRE PREEMPTION SCHEDULE

APPROACH	PREEMPTION PHASE	NEXT PHASE CALLED	
NORTHBOUND	R2	2	2+6
SOUTHBOUND	R1	6	2+6
WESTBOUND	R3	4	1+6

- EMERGENCY VEHICLE PREEMPTION OPERATION:**
- EMERGENCY VEHICLE PREEMPTION SHALL BE ACTUATED BY AN OPTICAL SIGNAL FROM AN OPTICAL EMITTER MOUNTED ON AN EMERGENCY VEHICLE AND RECEIVED BY AN OPTICAL DETECTOR LOCATED AT INTERSECTION. A SEPARATE RECEIVING DETECTOR IS REQUIRED FOR EACH DETECTED APPROACH.
 - PREEMPTION SIGNALS FROM MULTIPLE APPROACHES SHALL BE SERVICED ON A FIRST DETECTED FIRST SERVED BASIS.
 - IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL SHALL TIME THE CLEARANCE INTERVALS OF THE ACTIVE PHASE (IF DIFFERENT THAT TO BE SERVICED) AND ADVANCE TO AND/OR HOLD IN EMERGENCY VEHICLE PREEMPTION PHASE UNTIL PREEMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME CLEARANCES AND SIMILARLY SERVICE OTHER EMERGENCY VEHICLE PREEMPTION SEQUENCES IN THE ORDER RECEIVED (IF RECEIVED) OTHERWISE, RESUME NORMAL PREFERENTIAL PHASE SEQUENCE.
 - PREEMPTION MINIMUM GREENS SHALL BE TEN SECONDS.
 - NORMAL CLEARANCES SHALL BE PROVIDED ON PHASES THAT ARE TERMINATED BY PREEMPTION DEMAND.
 - STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PREEMPTION GREEN IS ON.

SIGNAL IDENTIFICATION



- NOTES:**
 1. ALL PROPOSED SIGNALS SHALL HAVE CUT AWAY VISORS.
 2. PROPOSED SIGNALS SHALL HAVE 12" LED WITH 5" NON-LOUVERED BACK PLATES AND 3" REFLECTORIZED BORDER.



PREPARED FOR
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 SHARON, MA



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 1/2/2024

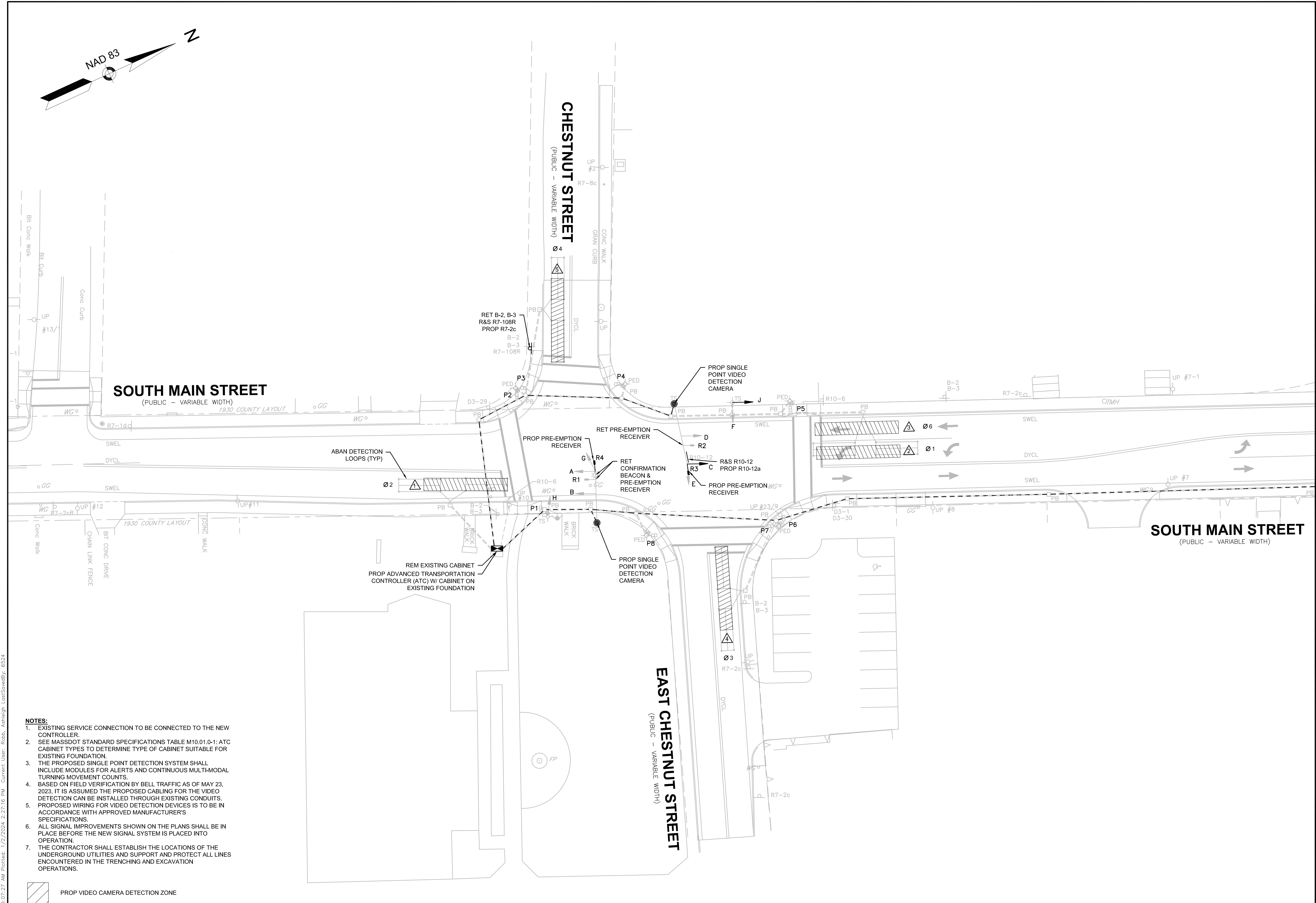
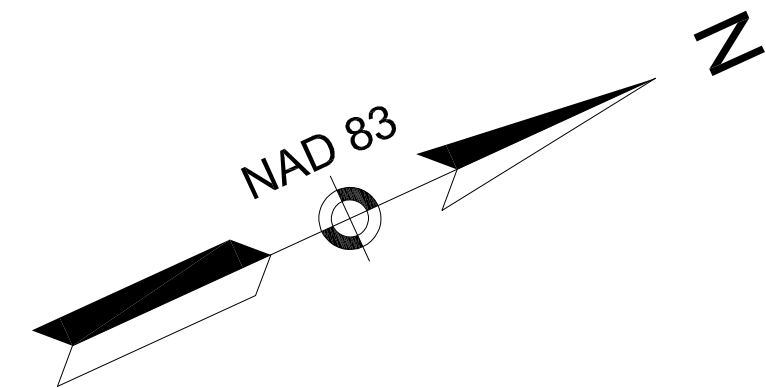
NORTH MAIN STREET &
 SOUTH MAIN STREET
 SIGNAL IMPROVEMENTS,
 SHARON, MA

No.	Submittal / Revision	App'd	By	Date

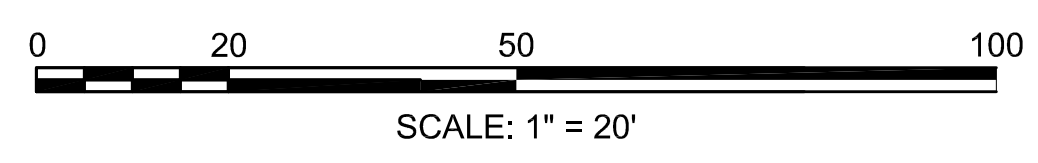
SOUTH MAIN STREET AT
 CHESTNUT STREET / EAST
 CHESTNUT STREET

Designed By: AR
 Drawn By: AR
 Checked By: JM
 Issue Date: 01/04/2023
 Contract No: -
 Scale: -

Drawing No.:
 TRAFFIC SIGNAL PLAN - 03
 7 OF 14



- NOTES:**
- EXISTING SERVICE CONNECTION TO BE CONNECTED TO THE NEW CONTROLLER.
 - SEE MASSDOT STANDARD SPECIFICATIONS TABLE M10.01.0-1: ATC CABINET TYPES TO DETERMINE TYPE OF CABINET SUITABLE FOR EXISTING FOUNDATION.
 - THE PROPOSED SINGLE POINT DETECTION SYSTEM SHALL INCLUDE MODULES FOR ALERTS AND CONTINUOUS MULTI-MODAL TURNING MOVEMENT COUNTS.
 - BASED ON FIELD VERIFICATION BY BELL TRAFFIC AS OF MAY 23, 2023, IT IS ASSUMED THE PROPOSED CABLING FOR THE VIDEO DETECTION CAN BE INSTALLED THROUGH EXISTING CONDUITS. PROPOSED WIRING FOR VIDEO DETECTION DEVICES IS TO BE IN ACCORDANCE WITH APPROVED MANUFACTURER'S SPECIFICATIONS.
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File: V:\PROJECTS\ANYA\6524\09_DESIGN\DRAWINGS\WV\078818_TR(SIGNAL_PLAN).DWG
 Saved: 12/18/2023 10:07:27 AM Plotted: 1/2/2024 2:23:16 PM Current User: Robb, Ashleigh Last Saved By: 6524



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 SHARON, MA



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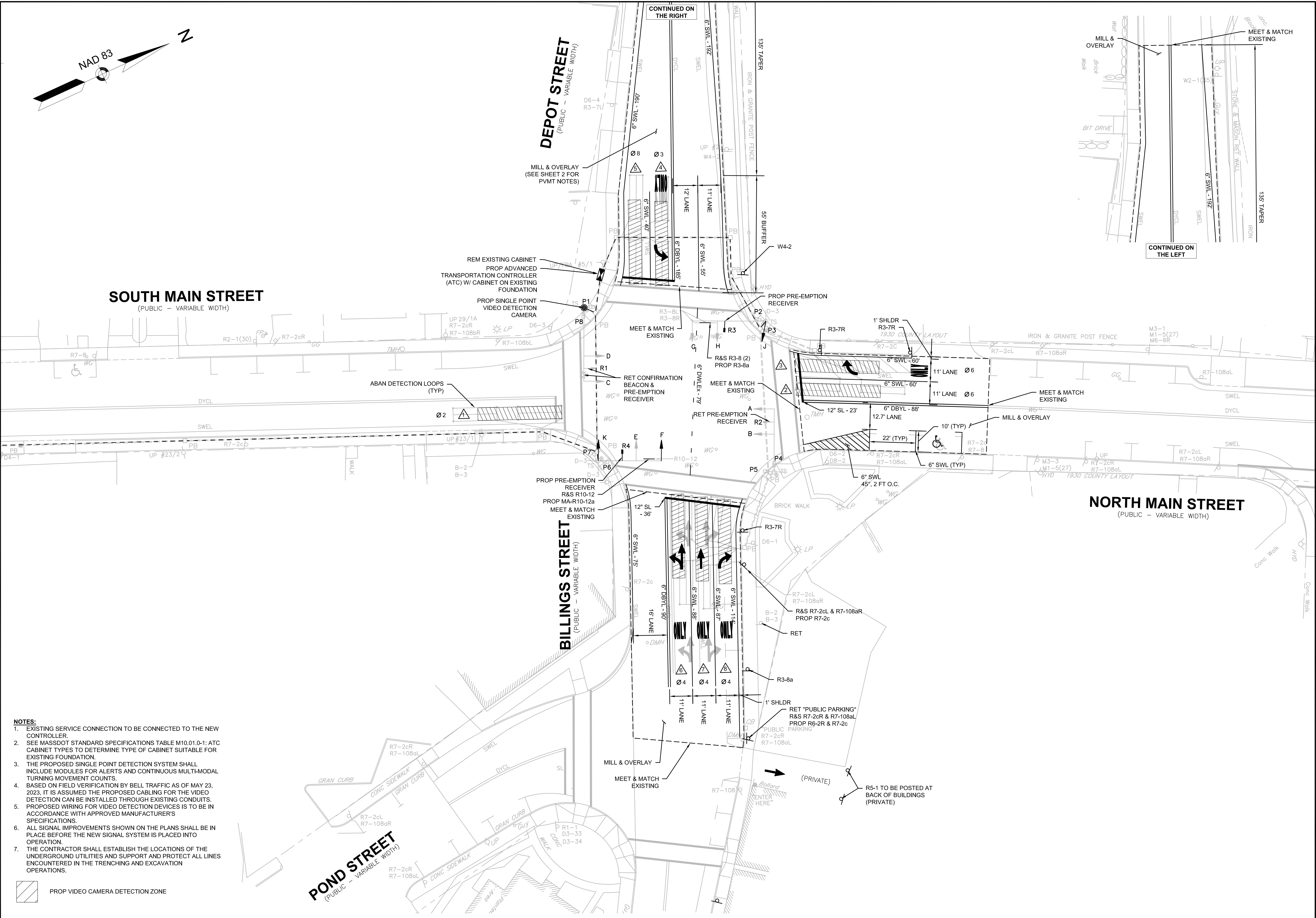
NORTH MAIN STREET &
 SOUTH MAIN STREET
 SIGNAL IMPROVEMENTS,
 SHARON, MA

No.	Submittal / Revision	App'd	By	Date

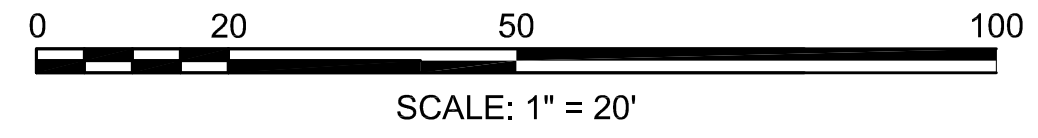
SOUTH MAIN STREET /
 NORTH MAIN STREET AT
 DEPOT STREET / BILLINGS
 STREET

Designed By: AR
 Drawn By: AR
 Checked By: JM
 Issue Date: 01/04/2023
 Contract No: -
 Scale: -

Drawing No.:
 TRAFFIC SIGNAL PLAN - 04
 9 OF 14



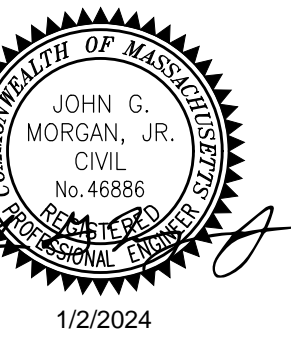
- NOTES:**
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 - SEE MASSDOT STANDARD SPECIFICATIONS TABLE M10.01.0-1: ATC CABINET TYPES TO DETERMINE TYPE OF CABINET SUITABLE FOR EXISTING FOUNDATION.
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File: V:\PROJECTS\ANY\65107818.00\09_DESIGN\DRAWINGS\WV\72818_18_TR(SIGNAL PLAN).DWG
 Saved: 12/18/2023 10:07:27 AM Plotter: 1/2/2024 2:59:33 PM Current User: Robb, Ashleigh LastSavedBy: 6524



PREPARED FOR
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 SHARON, MA



1/2/2024
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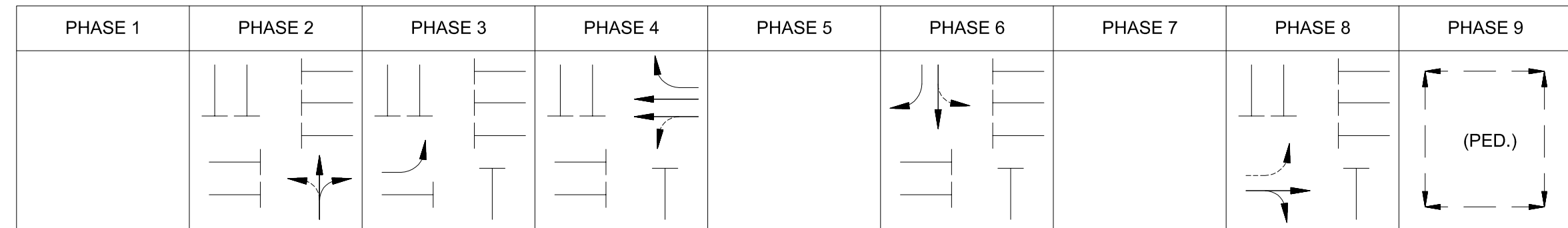
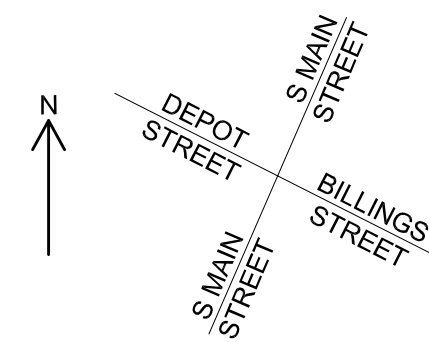
NORTH MAIN STREET &
 SOUTH MAIN STREET
 SIGNAL IMPROVEMENTS,
 SHARON, MA

No.	Submitted / Revision	App'd	By	Date

SOUTH MAIN STREET /
 NORTH MAIN STREET AT
 DEPOT STREET / BILLINGS
 STREET

Designed By: AR
 Drawn By: AR
 Checked By: JM
 Issue Date: 01/04/2023
 Contract No: -
 Scale: -

Drawing No.:
 TRAFFIC SIGNAL DATA - 04
 10 OF 14



SEQUENCE AND TIMING FOR COORDINATED CONTROL

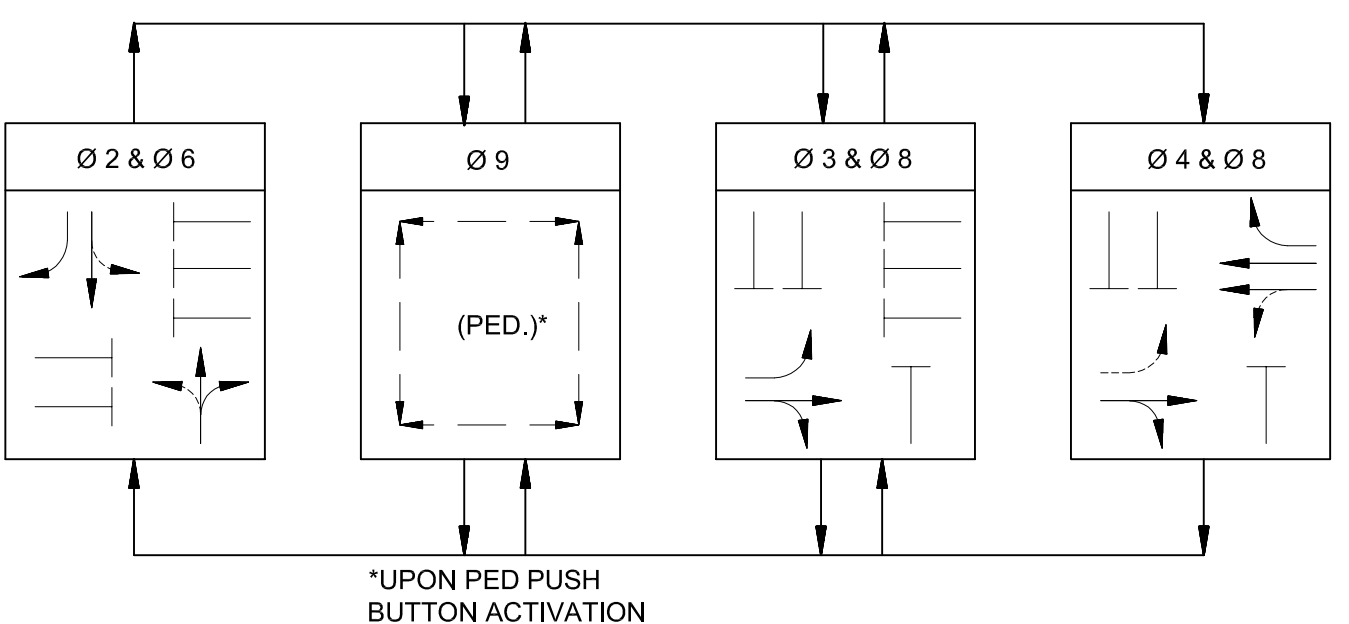
STREET	DIRECTION	HOUSINGS	PHASES																											FLASH OPER.		
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27			
SOUTH MAIN STREET	NB	A,B				G	Y	R	R	R	R	R	R	R				R	R	R				R	R	R	R	R	R	R	R	FY
SOUTH MAIN STREET	SB	C,D				R	R	R	R	R	R	R	R	R				G	Y	R				R	R	R	R	R	R	R	FY	
DEPOT STREET	EB	F				RLA	RLA	RLA	GLA	YLA	RLA	RLA	RLA	RLA				RLA	RLA	RLA				FYLA	YLA	RLA	RLA	RLA	RLA	FR		
DEPOT STREET	EB	E,K				R	R	R	R	R	R	R	R	R				R	R	R				G	Y	RLA	RLA	RLA	RLA	FR		
BILLINGS STREET	WB	G,H,J				R	R	R	R	R	R	R	G	Y	R			R	R	R				R	R	R	R	R	R	FR		
PEDESTRIAN	ALL	P1-P8				DW	DW	DW	DW	DW	DW	DW	DW	DW				DW	DW	DW				DW	DW	DW	W	FDW	DW	OUT		

		TIMING IN SECONDS																											EMERGENCY ONLY			
MINIMUM GREEN (INITIAL)																																
PASSAGE TIME (VEHICLE)					3			3				3						3						3								
MAXIMUM 1					43.5			8.5			17.5						43.5						31.5									
MAXIMUM 2					35.5			8.5			15.5						35.5						29.5									
YELLOW CLEARANCE						3.5			3.5			3.5						3.5						3.5								
RED CLEARANCE							2.0			2.0			2.0						2.0						2.0							
PEDESTRIAN CLEARANCE																											7	13	4			

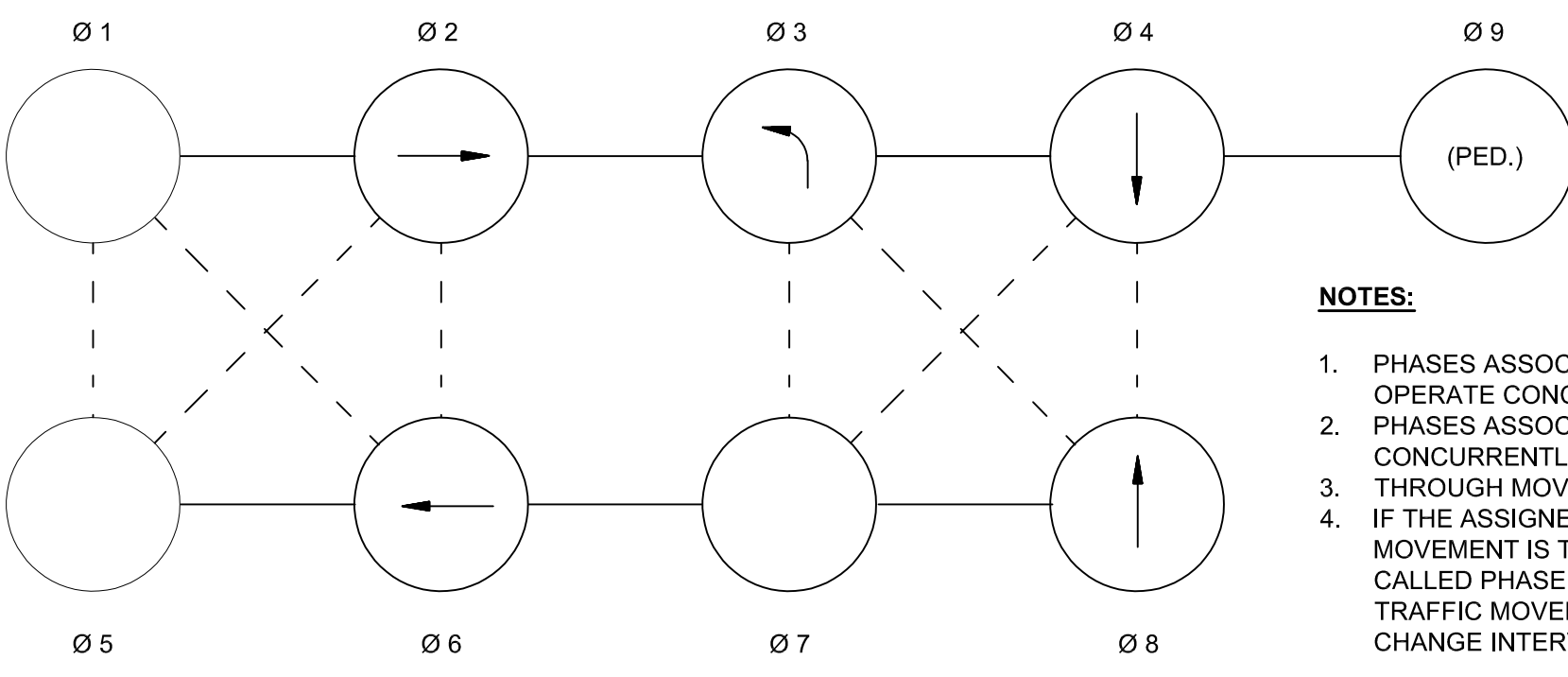
RECALL		MIN	NONE	NONE	MIN	NONE	OFF
MEMORY		NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	LOCK
COORDINATION DATA							
TIMING PLAN	CYCLE LENGTH	OFFSET	SECONDS	SECONDS	SECONDS	SECONDS	SECONDS
1. AM/PM	110 SECONDS	0	49	14	23	49	37
2. AM/PM (NO PED CALL)	110 SECONDS	0	61	14	35	61	49

- NOTES:
 1. INTERSECTION OF SOUTH MAIN STREET / NORTH MAIN STREET AND DEPOT STREET / BILLINGS STREET TO BE MASTER INTERSECTION.
 2. MAXIMUM 1 = COORDINATED WEEKDAY MORNING AND EVENING PEAK HOUR (6 - 10 AM, 3 - 7 PM)
 3. MAXIMUM 2 = FREE UNCOORDINATED ALL OTHER TIMES

PREFERENTIAL PHASING SEQUENCE



NEMA DUAL RING PHASING NOTES:



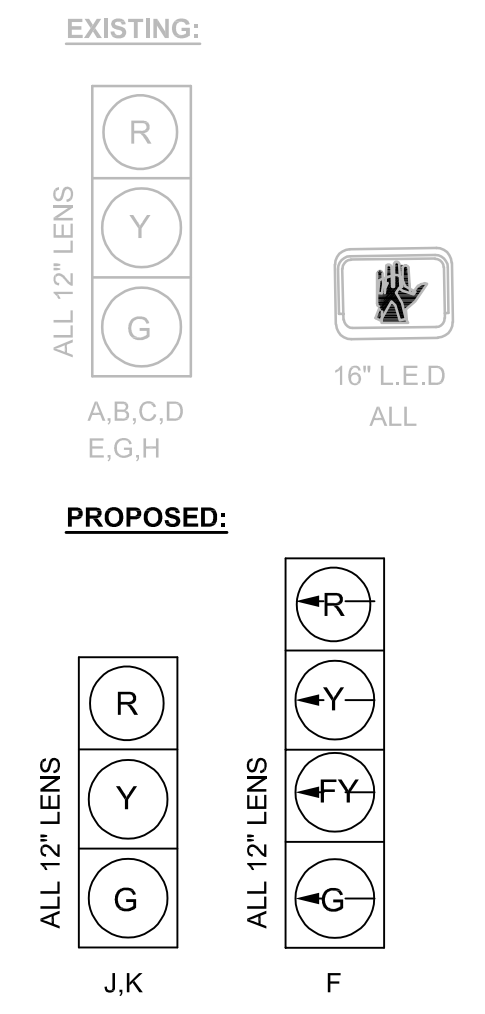
- NOTES:
 1. PHASES ASSOCIATED BY A SOLID LINE SHALL NOT OPERATE CONCURRENTLY.
 2. PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.
 3. THROUGH MOVEMENTS MAY INCLUDE RIGHT TURNS.
 4. IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT SHALL NOT CHANGE DURING THE CHANGE INTERVAL(S) UNLESS OTHERWISE NOTED.

FIRE PREEMPTION SCHEDULE

APPROACH	PREEMPTION PHASE	NEXT PHASE CALLED
NORTHBOUND	R2	2+6
SOUTHBOUND	R1	2+6
WESTBOUND	R3	4+8
EASTBOUND	R4	4+8

- EMERGENCY VEHICLE PREEMPTION OPERATION:
 1. EMERGENCY VEHICLE PREEMPTION SHALL BE ACTUATED BY AN OPTICAL SIGNAL FROM AN OPTICAL EMITTER MOUNTED ON AN EMERGENCY VEHICLE AND RECEIVED BY AN OPTICAL DETECTOR LOCATED AT INTERSECTION. A SEPARATE RECEIVING DETECTOR IS REQUIRED FOR EACH DETECTED APPROACH.
 2. PREEMPTION SIGNALS FROM MULTIPLE APPROACHES SHALL BE SERVICED ON A FIRST DETECTED FIRST SERVED BASIS.
 3. IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL TIME THE CLEARANCE INTERVALS OF THE ACTIVE PHASE (IF DIFFERENT THAT TO BE SERVICED) AND ADVANCE TO AND/OR HOLD IN EMERGENCY VEHICLE PREEMPTION PHASE UNTIL PREEMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME CLEARANCES AND SIMILARLY SERVICE OTHER EMERGENCY VEHICLE PREEMPTION SEQUENCES IN THE ORDER RECEIVED (IF RECEIVED) OTHERWISE, RESUME NORMAL PREFERENTIAL PHASE SEQUENCE.
 4. PREEMPTION MINIMUM GREENS SHALL BE TEN SECONDS.
 5. NORMAL CLEARANCES SHALL BE PROVIDED ON PHASES THAT ARE TERMINATED BY PREEMPTION DEMAND.
 6. EMERGENCY VEHICLE PREEMPTION SHALL OVERRIDE COORDINATION.
 7. STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PREEMPTION GREEN IS ON.

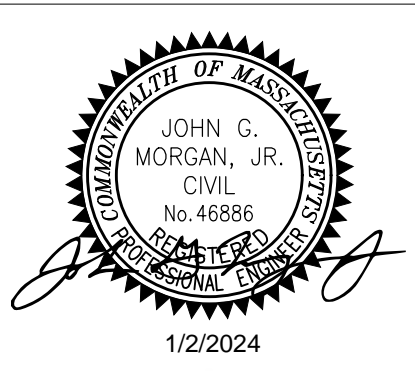
SIGNAL IDENTIFICATION



- NOTES:
 1. ALL SIGNALS SHALL HAVE CUT AWAY VISORS.
 2. ALL EXISTING SIGNAL HEADS WITH BACK PLATES SHALL BE RETROFITTED WITH 3" REFLECTORIZED BORDER.



PREPARED FOR
 TOWN OF
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 SHARON, MA



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NORTH MAIN STREET &
 SOUTH MAIN STREET
 SIGNAL IMPROVEMENTS,
 SHARON, MA

No.	Submittal / Revision	App'd. By	Date

Designed By: AR	Drawn By: AR	Checked By: JM
Issue Date: 01/04/2023	Contract No: -	Scale: -

Drawing No.:
TRAFFIC SIGN SUMMARY
 11 OF 14

TRAFFIC SIGN SUMMARY

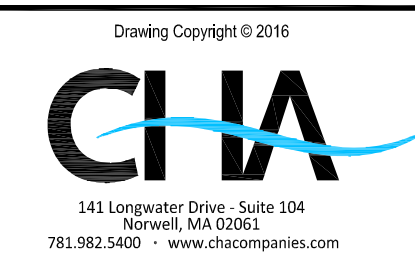
IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (S.F.)	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND	BORDER			
R3-7R	30"	30"					3	WHITE	BLACK	BLACK	P-5 (3-REQ'D)	6.25	18.75
R3-8	30"	30"					2	WHITE	BLACK	BLACK	P-5 (2-REQ'D)	6.25	12.50
R3-8a	42"	30"					2	WHITE	BLACK	BLACK	P-5 (1-REQ'D) MOUNT 1 ON MA	8.75	17.50
R5-1	30"	30"					2	WHITE	RED	BLACK	P-5 (2-REQ'D)	6.25	12.50
R6-2R	24"	30"					1	WHITE	BLACK	BLACK	MOUNT ON EXISTING SIGN POST	5.00	5.00
R7-2c	12"	18"					3	WHITE	RED	RED	MOUNT ON EXISTING SIGN POST	1.50	4.50
R7-2cL	12"	18"					1	WHITE	RED	RED	P-5 (1-REQ'D)	1.50	1.50
R7-2cR	12"	18"					1	WHITE	RED	RED	P-5 (1-REQ'D)	1.50	1.50
MA-R10-12a	30"	36"					3	WHITE	BLACK	BLACK	MOUNT 3 ON M.A.	7.50	22.50
R10-15	30"	30"					1	TOP-FLUORESCENT YELLOW/GREEN BOTTOM: WHITE	BLACK	BLACK	MOUNT ON EXISTING SIGN POST	6.25	6.25
W4-2	36"	36"					1	YELLOW	BLACK	BLACK	P-5 (1-REQ'D)	9.00	9.00

TEMPORARY TRAFFIC SIGN SUMMARY

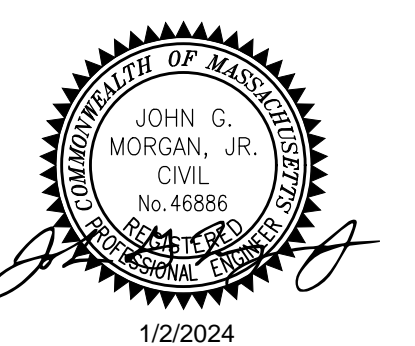
IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			NUMBER OF POSTS REQUIRED	UNIT AREA (S.F.)	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND	BORDER			
W1-4L	36"	36"		SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS			1	FLUORESCENT ORANGE	BLACK	BLACK	1	9.00	9.00
W1-4R	36"	36"		SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS			1	FLUORESCENT ORANGE	BLACK	BLACK	1	9.00	9.00
W5-1	36"	36"		SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS			4	FLUORESCENT ORANGE	BLACK	BLACK	4	9.00	36.00
W8-1	36"	36"		SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS			2	FLUORESCENT ORANGE	BLACK	BLACK	2	9.00	18.00
W11-2	30"	30"		SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS			4	FLUORESCENT YELLOW-GREEN	BLACK	BLACK	4	6.25	25.00
W16-7pL	24"	12"		SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS			4	FLUORESCENT YELLOW-GREEN	BLACK	BLACK	MOUNT W/ W11-2	2.00	8.00
W20-1	36"	36"		SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS			4	FLUORESCENT ORANGE	BLACK	BLACK	4	9.00	36.00
W20-4	36"	36"		SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS			4	FLUORESCENT ORANGE	BLACK	BLACK	4	9.00	36.00
MA-W20-7b	36"	36"		SEE MASSDOT STANDARD SIGN BOOK			4	FLUORESCENT ORANGE	BLACK	BLACK	4	9.00	36.00
MA-R2-10a	48"	36"		SEE MASSDOT STANDARD SIGN BOOK			4	FLUORESCENT ORANGE/WHITE	BLACK	BLACK	8	12.00	48.00
MA-R2-10e	36"	48"		SEE MASSDOT STANDARD SIGN BOOK			4	FLUORESCENT ORANGE/WHITE	BLACK	BLACK	8	12.00	48.00
R4-7	24"	30"		SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS			4	WHITE	BLACK	BLACK	1	5.00	20.00
R4-11	30"	30"		SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS			1	WHITE	BLACK	BLACK	1	6.25	6.25
R9-11aL	24"	12"		SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS			1	WHITE	BLACK	BLACK	1	2.00	2.00
R9-11aR	24"	12"		SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS			1	WHITE	BLACK	BLACK	1	2.00	2.00

GENERAL NOTES

- ALL CONSTRUCTION SIGNING, DRUMS, BARRICADES AND OTHER DEVICES SHALL CONFORM WITH PART 6 OF THE LATEST EDITION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.)
- ALL DRUMS SHALL BE SET @ 25' O.C. MAX. UNLESS OTHERWISE NOTED OR ADJUSTED BY THE RESIDENT ENGINEER.
- 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 FOR PASSAGE OF PEDESTRIAN, VEHICULAR AND EMERGENCY TRAFFIC THROUGH THE WORK AREAS, BOTH DURING AND AFTER WORK HOURS, TO MAINTAIN SUCH ACCESS.
- 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.
- THE CONTRACTOR SHALL NOTIFY THE TOWN OF SHARON POLICE, FIRE, AND HIGHWAY DEPARTMENT AT LEAST 48 HOURS IN ADVANCE OF LANE CLOSURES.
- GRADE SEPARATIONS IN EXCESS OF 2 INCHES DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF DRUMS AND TEMPORARY RAMPING AS REQUIRED BY THE RESIDENT ENGINEER.
- EXCAVATION EDGES 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.
- 11' MINIMUM LANE WIDTHS SHALL BE MAINTAINED DURING CONSTRUCTION.
- NONESSENTIAL TEMPORARY CONSTRUCTION TRAFFIC CONTROL DEVICES SHALL BE COVERED OR REMOVED DURING NON-WORKING HOURS.
- SUPPORTS FOR ALL TRAFFIC MANAGEMENT SIGNS SHALL BE ANY TEMPORARY OR PERMANENT SIGN SUPPORT APPROVED BY THE ENGINEER.
- LOCATIONS OF SIGNS SHOWN ARE APPROXIMATE ONLY, DISTANCES MAY BE ADJUSTED IN THE FIELD FOR IMPROVED VISIBILITY.
- TRAFFIC SIGNALS SHALL REMAIN IN OPERATION WHILE UNDER CONSTRUCTION. ANY TEMPORARY REVISIONS TO THE SIGNALS SHALL BE APPROVED THROUGH THE ENGINEER.
- ALL SIGNAL IMPROVEMENTS SHOWN ON THE PLANS SHALL BE IN PLACE BEFORE THE NEW SIGNAL IS PLACED INTO OPERATION.
- ALL TEMPORARY PEDESTRIAN PATHWAYS SHALL COMPLY FULLY WITH ALL REQUIREMENTS OF MUTCD AND ALL APPLICABLE MASS. ARCHITECTURAL ACCESS BOARD (MAAB) AND AMERICANS W/ DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) REQUIREMENTS.
- CONTRACTOR SHALL MAINTAIN ADA-COMPLIANT PEDESTRIAN ACCESS AT ALL TIMES, SPECIFICALLY INCLUDING PEDESTRIAN GUIDANCE SYSTEMS AT WORK ZONES. ACCESS SHALL BE MAINTAINED ALONG ALL SIDEWALKS AND CROSSWALKS. TO ALL ABUTTERS, AND TO ALL MBTA BUS STOPS. ANY PEDESTRIAN DETOURS SHALL INCLUDE A FULLY ADA-COMPLIANT PEDESTRIAN DETOUR ROUTE WITH PROPER BARRICADES, RAILINGS, RAMPS, AND SIGNAGE.
- THE FIRST TEN (10) DRUMS IN A MERGE OR SHIFT SHALL BE EQUIPPED WITH SEQUENTIAL FLASHING LIGHTS IF USED DURING NIGHT TIME OPERATIONS.



PREPARED FOR
TOWN OF SHARON
ENGINEERING DEPARTMENT
SHARON, MA



1/2/2024
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER ANY ITEM IN ANY WAY. IF AN ITEM BEARING THE SEAL OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERNING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE REASON FOR SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

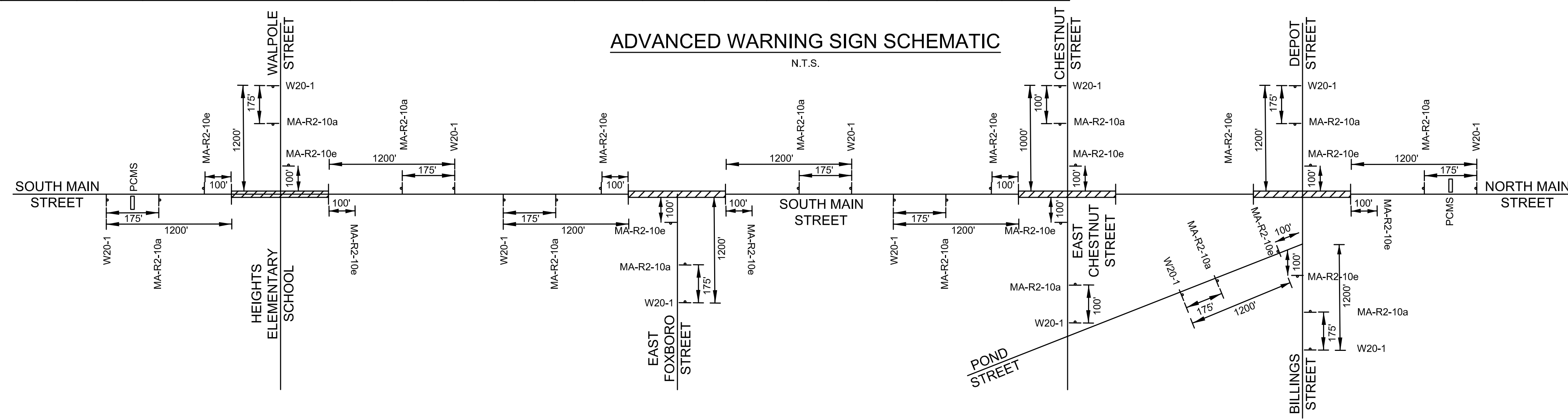
NORTH MAIN STREET & SOUTH MAIN STREET
SIGNAL IMPROVEMENTS,
SHARON, MA

No.	Submitted / Revision	App'd	By	Date

Designed By: AR
Drawn By: AR
Checked By: JM
Issue Date: 01/04/2023
Contract No: -
Scale: -

Drawing No.:
TEMPORARY TRAFFIC CONTROL PLAN - 01
12 OF 14

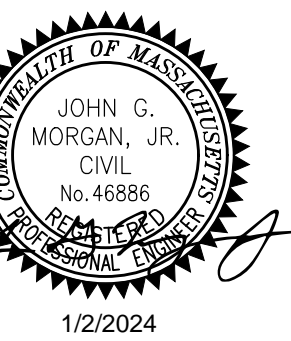
ADVANCED WARNING SIGN SCHEMATIC



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PREPARED FOR
 TOWN OF
 SHARON
 ENGINEERING
 DEPARTMENT
 SHARON, MA



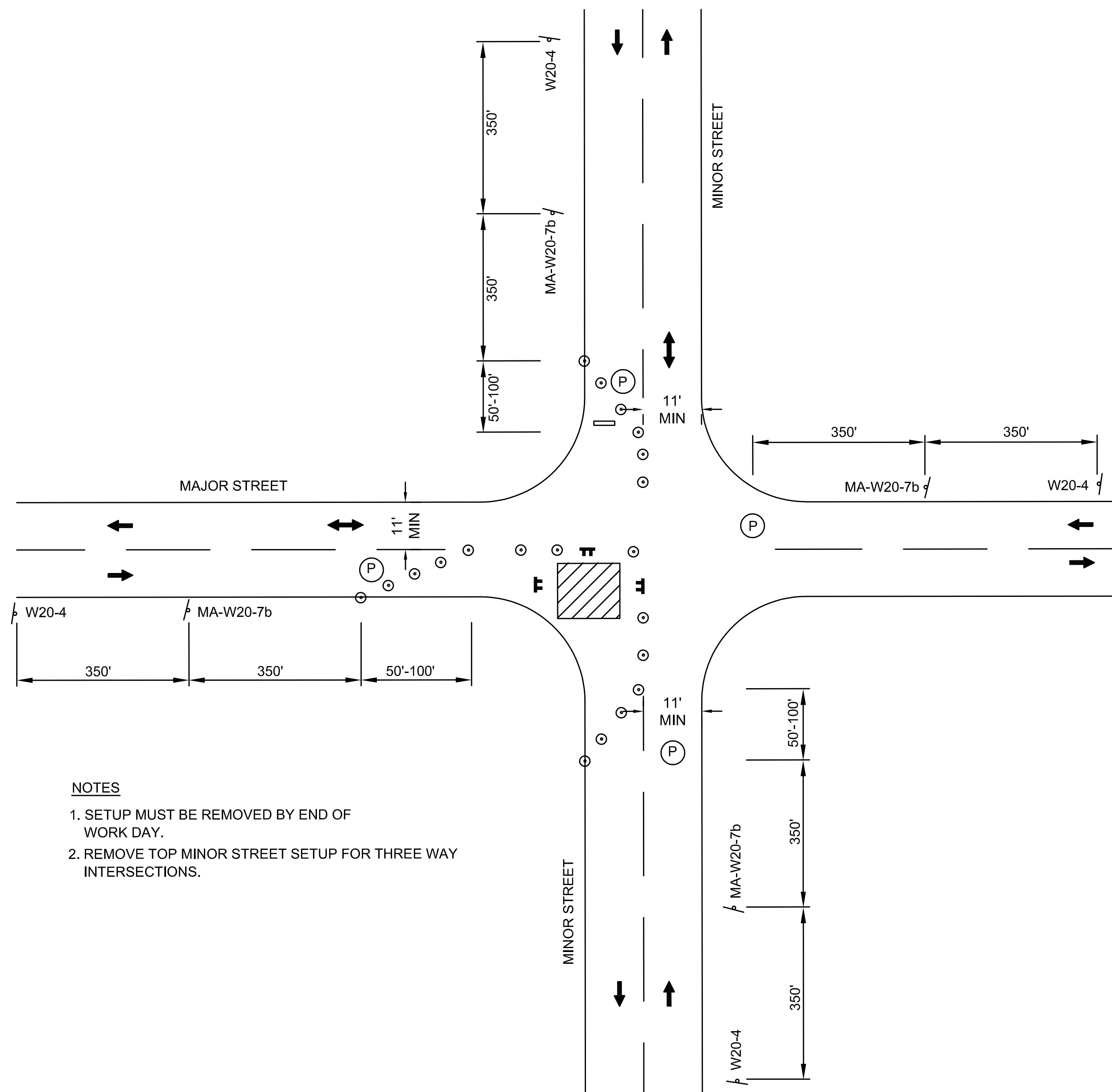
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER ANY ITEM IN ANY WAY. IF AN ITEM BEARING THE SEAL OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE REASON, ADDRESS OF FOLLOWUP BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NORTH MAIN STREET &
 SOUTH MAIN STREET
 SIGNAL IMPROVEMENTS,
 SHARON, MA

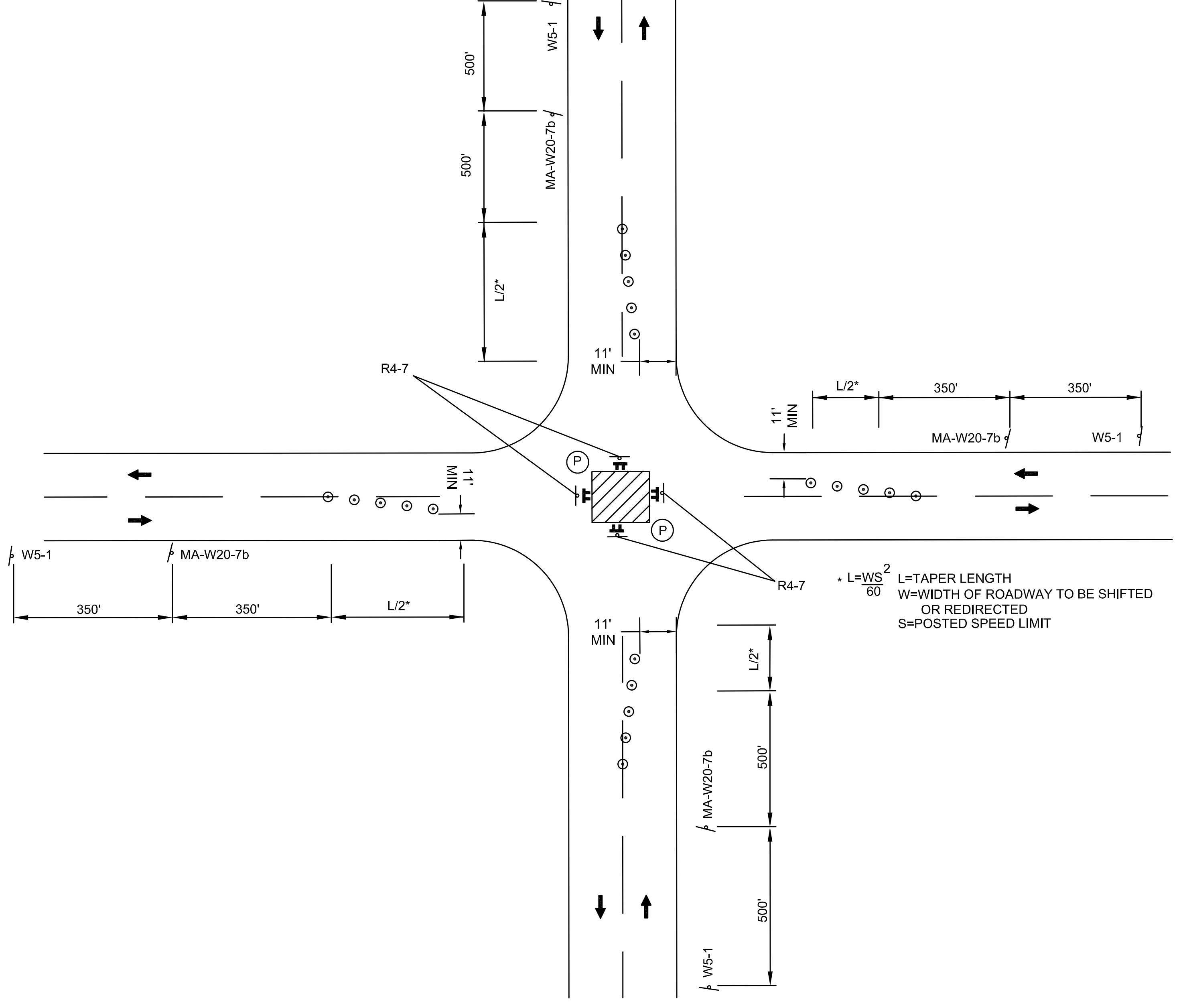
No.	Submittal / Revision	App'd.	By	Date

Designed By: AR	Drawn By: AR	Checked By: JM
Issue Date: 01/04/2023	Contract No.:	Scale:

Drawing No.:
 TEMPORARY TRAFFIC
 CONTROL PLAN - 02
 13 OF 14



TYPICAL MOVABLE WORK AREA "OPERATIONAL"
FOUR-WAY AND THREE-WAY INTERSECTION
ONE QUADRANT CLOSURE
 N.T.S.



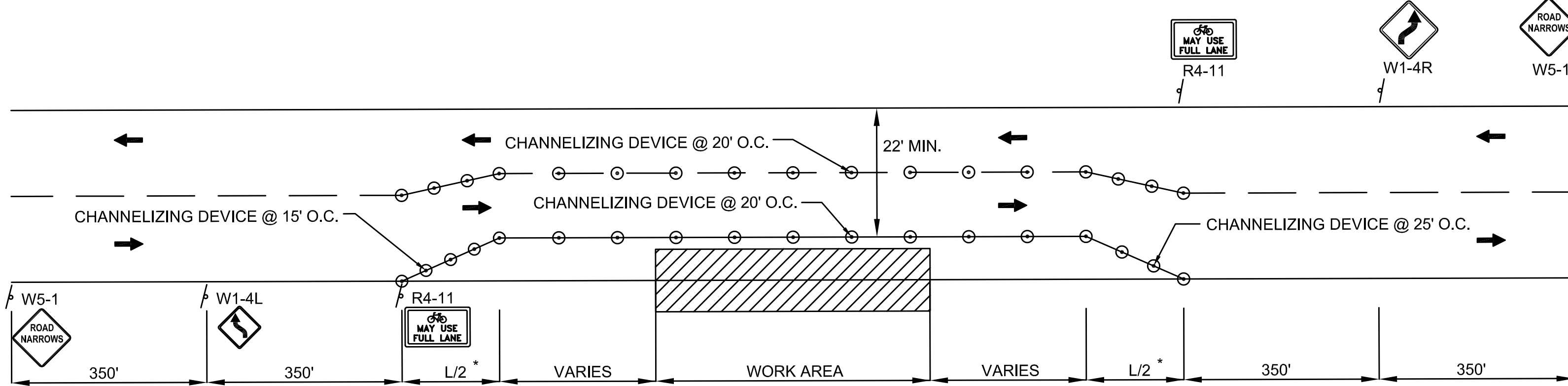
TYPICAL MOVABLE WORK AREA "OPERATIONAL"
FOUR-WAY AND THREE-WAY INTERSECTION
SINGLE LANE APPROACH CENTER CLOSURE
 N.T.S.

$L = \frac{WS^2}{60}$ L=TAPER LENGTH
 W=WIDTH OF ROADWAY TO BE SHIFTED OR REDIRECTED
 S=POSTED SPEED LIMIT

NOTES

1. SETUP MUST BE REMOVED BY END OF WORK DAY.
2. REMOVE TOP MINOR STREET SETUP FOR THREE WAY INTERSECTIONS.

- LEGEND**
- ▲ REFLECTORIZED CONE
 - REFLECTORIZED DRUM
 - ➔ PROPOSED TRAFFIC FLOW
 - ▨ WORK ZONE
 - F TYPE III BARRICADE
 - P POLICE DETAIL
 - ↓ CONSTRUCTION SIGN
 - ↔ ARROW BOARD
 - N.T.S. NOT TO SCALE



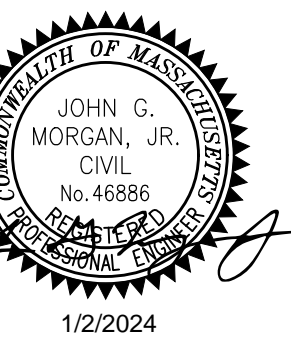
TYPICAL TWO WAY STREET LANE SHIFT
 N.T.S.

$L = \frac{WS^2}{60}$ L=TAPER LENGTH
 W=WIDTH OF ROADWAY TO BE SHIFTED OR REDIRECTED
 S=POSTED SPEED LIMIT

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ENGINEERING
DEPARTMENT
SHARON, MA



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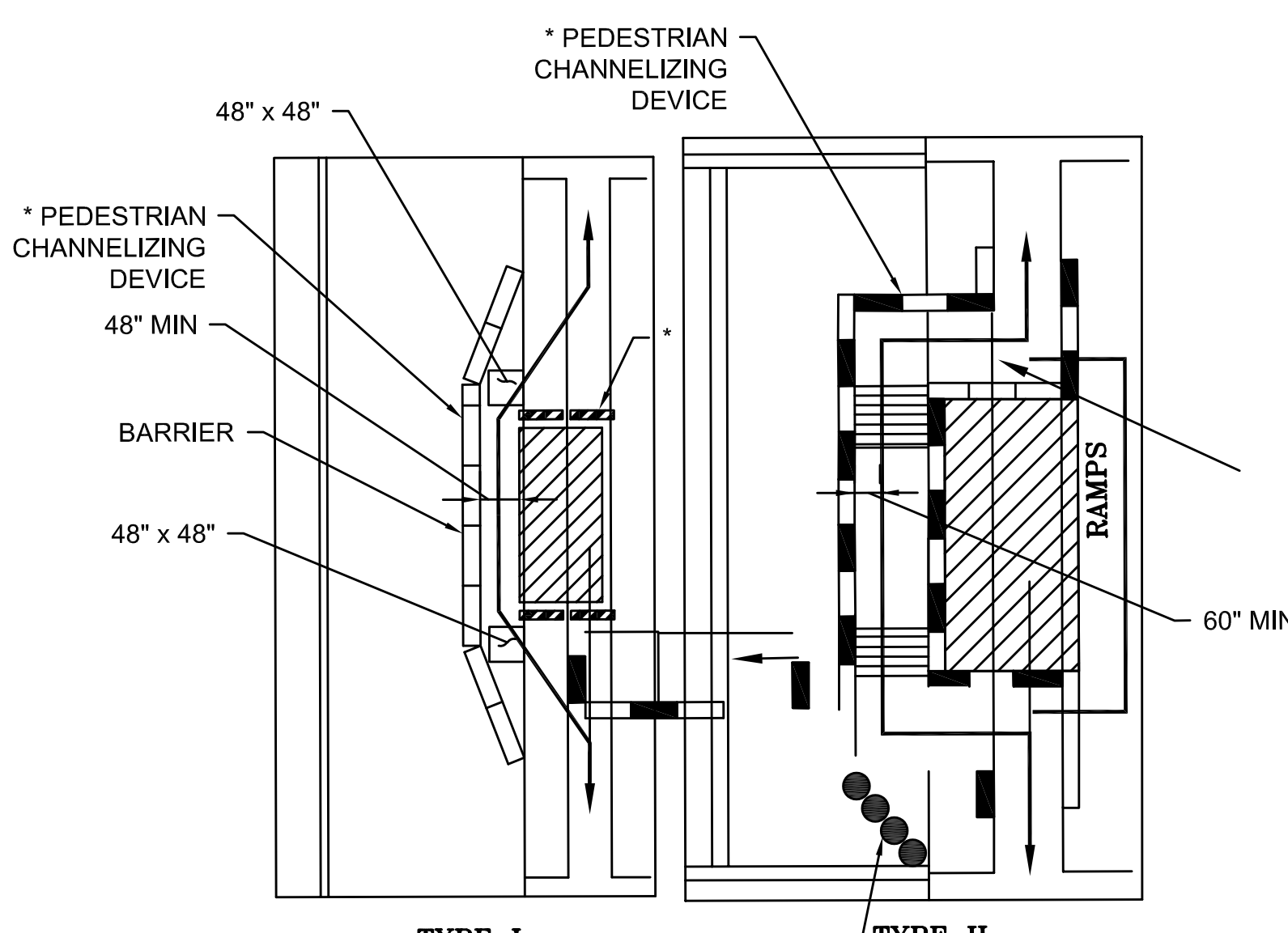
NORTH MAIN STREET &
SOUTH MAIN STREET
SIGNAL IMPROVEMENTS,
SHARON, MA

No.	Submittal / Revision	App'd	By	Date

Designed By: AR	Drawn By: AR	Checked By: JM
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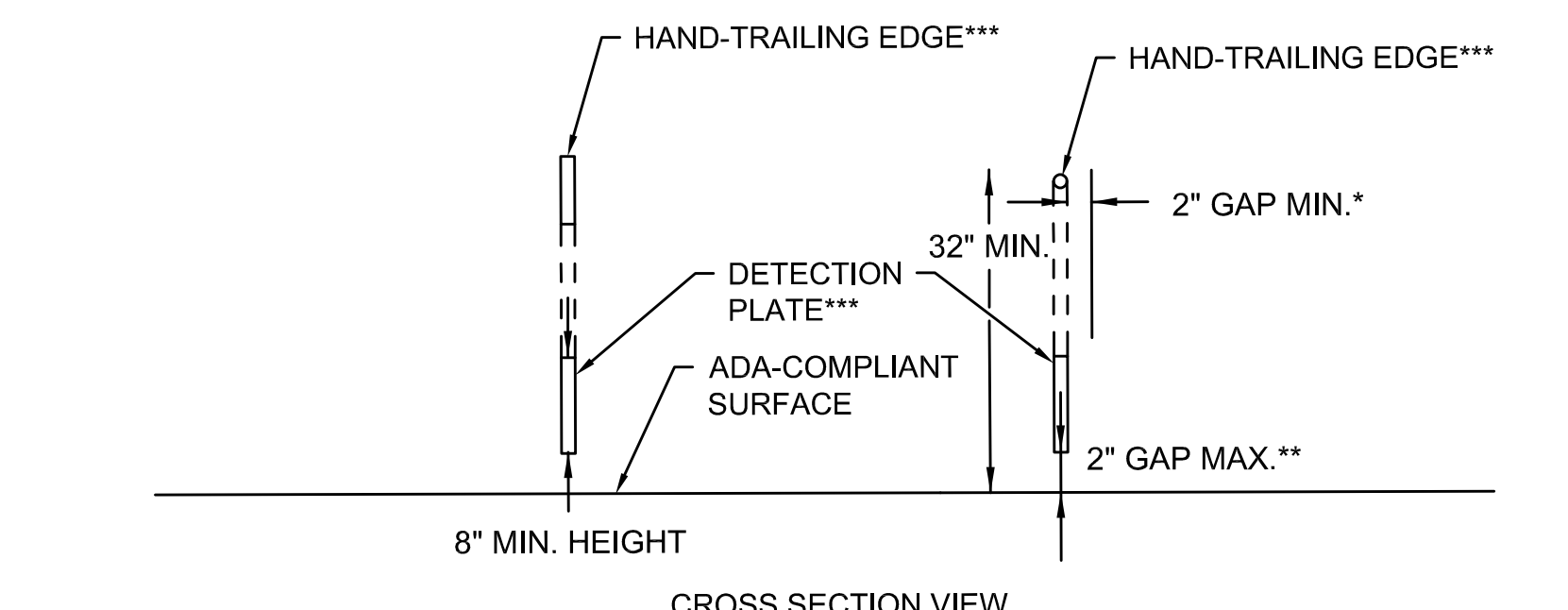
Drawing No.:
TEMPORARY TRAFFIC
CONTROL PLAN - 03
14 OF 14

NOTE:
ADA COMPLIANT ACCESS SHALL BE MAINTAINED AT ALL TIMES,
INCLUDING PEDESTRIAN GUIDANCE SYSTEMS AT WORK ZONES.
ALL PEDESTRIAN DETOURS OR BYPASSES SHALL INCLUDE ADA
COMPLIANT ROUTE WITH PROPER BARRICADES RAILING, RAMPS,
SIGNAGE, ETC.



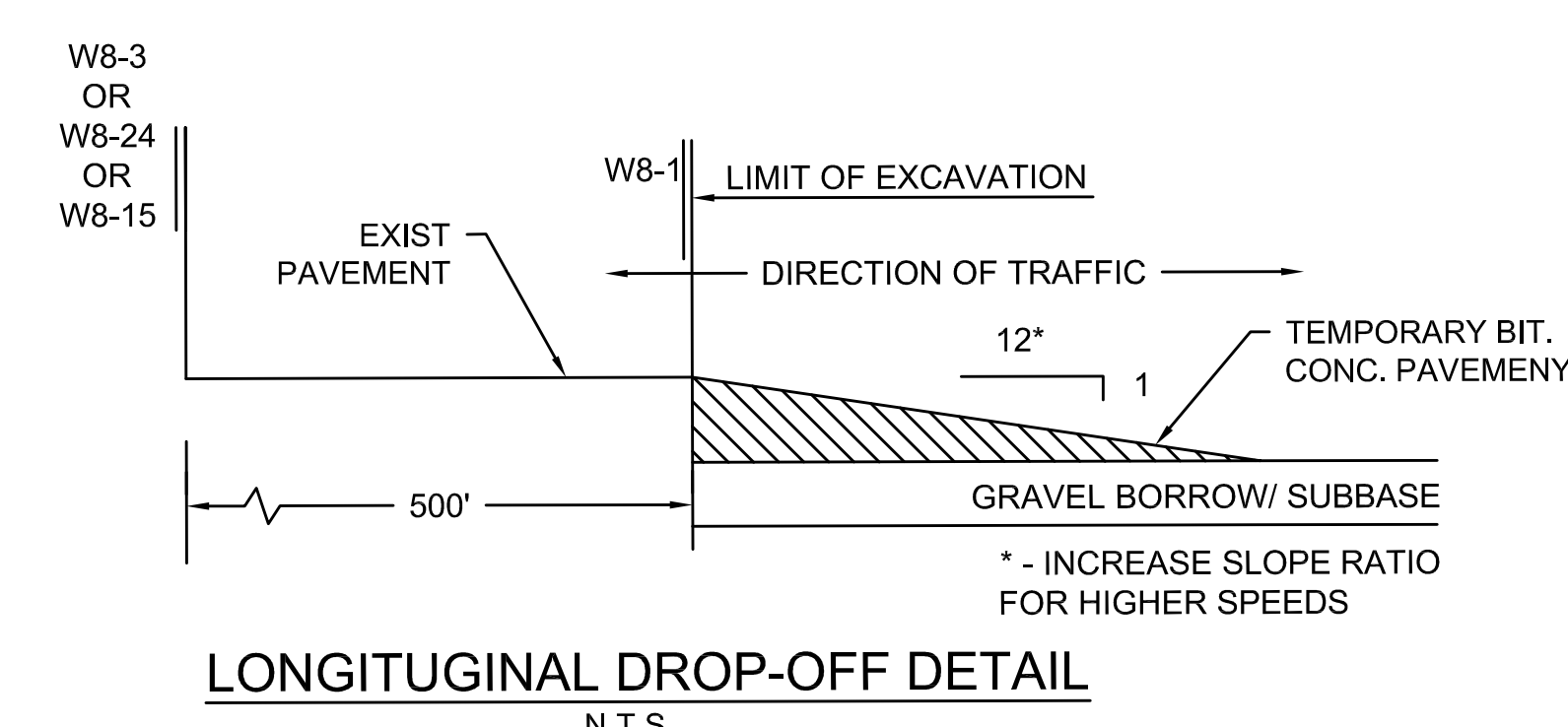
NOTE:
1. DETAIL I IS CONSIDERED AN EXAMPLE OF A SHORT TERM CLOSURE AND PEDESTRIAN ASSISTANCE (PERSONEL) TO NAVIGATE AROUND THE CLOSURE/WORK AREA COULD BE CONSIDERED AS AN OPTION IN PLACE OF PROVIDING ADA/AAB DEVICES. DETAIL II IS CONSIDERED AN EXAMPLE OF A LONG TERM CLOSURE THAT WOULD REQUIRE ADDITIONAL ADA/AAB COMPLIANT DEVICES. IF A SIDEWALK CLOSURE OR RESTRICTION LASTS FOR MORE THAN ONE (1) WORK SHIFT THEN ADA/AAB COMPLIANCE SHALL BE FOLLOWED.
2. WHEN EXISTING PEDESTRIAN FACILITIES ARE DISRUPTED, CLOSED, OR RELOCATED IN A TTC ZONE, TEMPORARY FACILITIES SHALL BE PROVIDED AND THEY SHALL BE DETECTABLE AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING PEDESTRIAN FACILITY.
3. A PEDESTRIAN CHANNELIZING DEVICE THAT IS DETECTABLE BY A PERSON WITH A VISUAL DISABILITY TRAVELING WITH THE AID OF A LONG CANE SHALL BE PLACED ACROSS THE FULL WIDTH OF THE CLOSED SIDEWALK.
4. WHEN USED, TEMPORARY RAMPS SHALL COMPLY WITH AMERICANS WITH DISABILITIES ACT (SEE FIGURES PED-1 & PED-2).
5. THE ALTERNATE PATHWAY SHOULD HAVE A SMOOTH CONTINUOUS HARD SURFACE FOR THE ENTIRE LENGTH OF THE TEMPORARY PEDESTRIAN FACILITY.
6. THE TEMPORARY SIDEWALK SHOULD BE A MINIMUM OF 4 FEET WIDE. IF THE SIDEWALK EXCEEDS 200 FEET THEN A 5 FOOT BY 5 FOOT PASSING ZONE SHALL BE PROVIDED.
7. THE PROTECTIVE REQUIREMENTS OF A TTC WORK ZONE MAY HAVE AN IMPACT IN DETERMINING THE NEED FOR TEMPORARY TRAFFIC BARRIERS AND THEIR USE IN PROVIDING PEDESTRIAN DELINEATION SHOULD BE BASED ON ENGINEERING JUDGMENT.
8. CONTROLS ONLY FOR PEDESTRIAN TRAFFIC ARE SHOWN; VEHICULAR TRAFFIC SHOULD BE HANDLED AS SHOWN ELSEWHERE. THESE DETAILS ARE USED IN CONJUNCTION WITH THE PROPOSED LANE CLOSURE DETAILS AND DURING CONSTRUCTION STAGING, AS DETERMINED BY THE ENGINEER.
9. AUDIBLE INFORMATION DEVICES SHOULD BE CONSIDERED WHERE MIDBLOCK CLOSINGS AND CHANGED CROSSWALK AREAS CAUSE INADEQUATE COMMUNICATION TO BE PROVIDED TO PEDESTRIANS WHO HAVE VISUAL DISABILITIES.
10. EXISTING AUDIBLE DEVICES NO LONGER APPLICABLE DUE TO CONSTRUCTION SHALL BE DISABLED.

AUDIBLE DEVICES
FOR LONG TERM SIDEWALK CLOSURES (AT A MINIMUM OVERNIGHT) A FORM OF SPEECH MESSAGING FOR PEDESTRIANS WITH VISUAL DISABILITIES SHALL BE PROVIDED. AUDIBLE INFORMATION DEVICES SUCH AS DETECTABLE BARRIERS OR BARRICADES AND OTHER PASSIVE PEDESTRIAN ACTIVATION (MOTION ACTIVATED) DEVICES SHOULD BE CONSIDERED FOR THESE CASES. THESE AUDIBLE DEVICES CAN BE MOUNTABLE OR STAND ALONE.

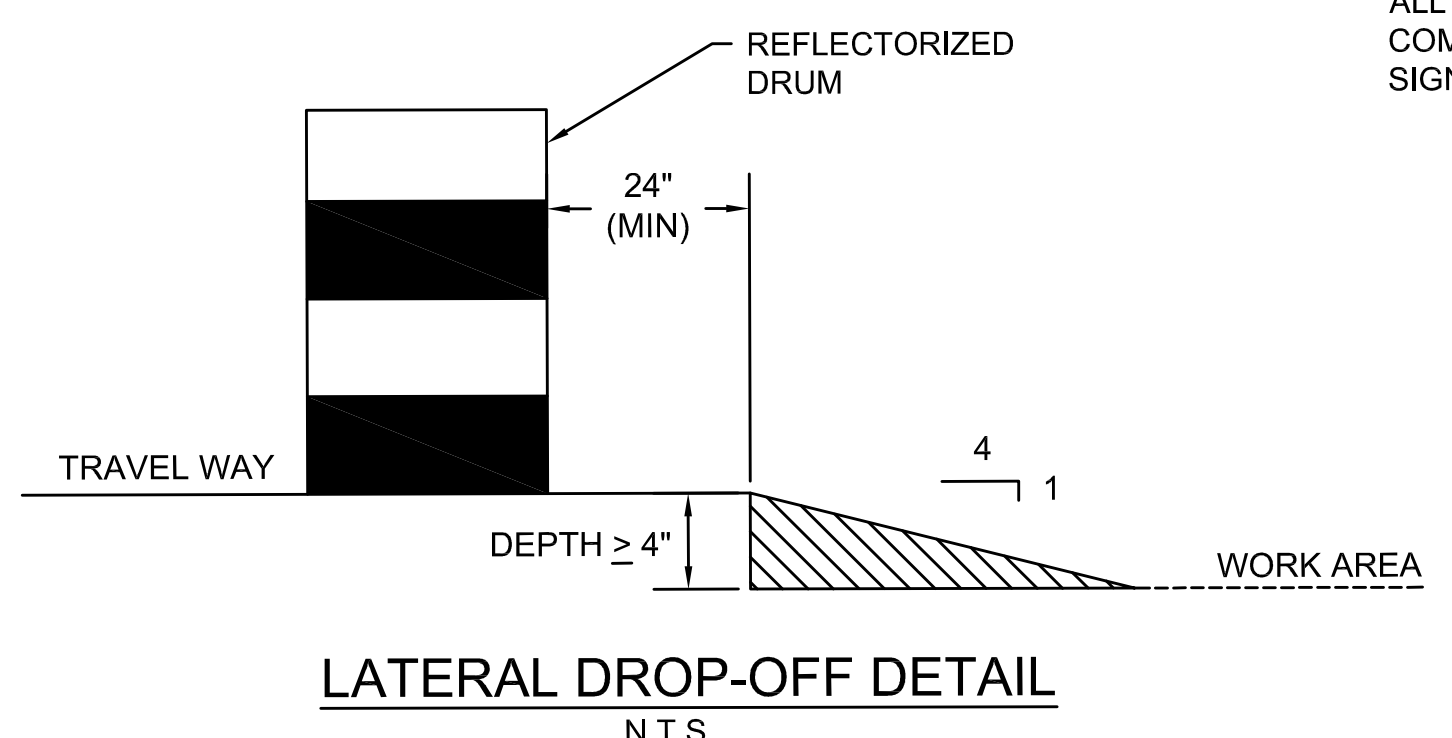


* THERE SHALL BE A 2" GAP BETWEEN THE HAND-TRAILING EDGE AND ITS SUPPORT.
** A MAXIMUM 2" GAP BETWEEN THE BOTTOM OF THE BOTTOM RAIL AND THE SURFACE MAY BE USED TO PROVIDE DRAINAGE.
*** THE HAND-TRAILING EDGE AND DETECTION PLATE SHALL BE CONTINUOUS THROUGHOUT THE LENGTH OF THE PATH SUCH THAT A PEDESTRIAN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

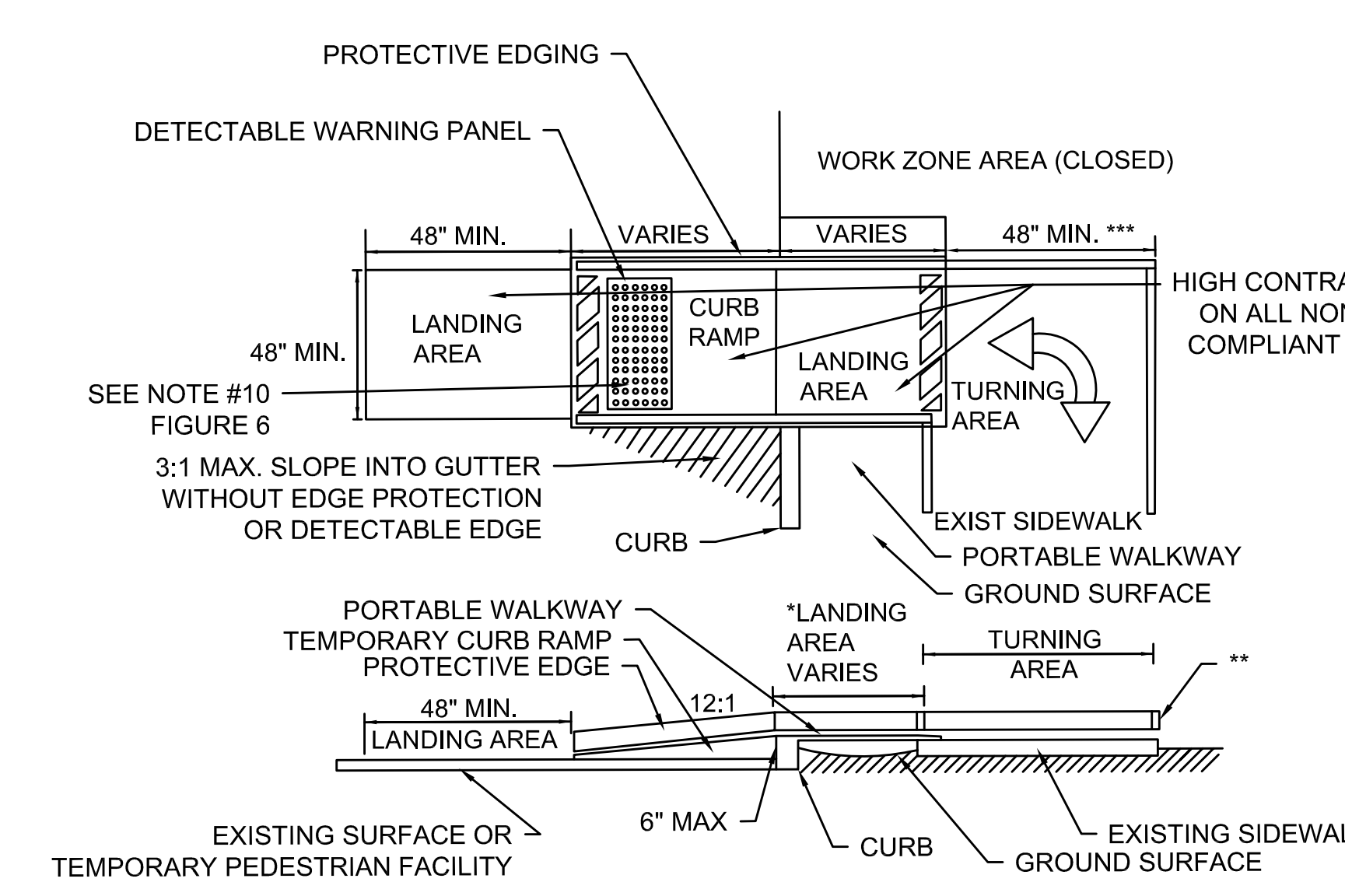
PEDESTRIAN CHANNELIZING DEVICE
N.T.S.



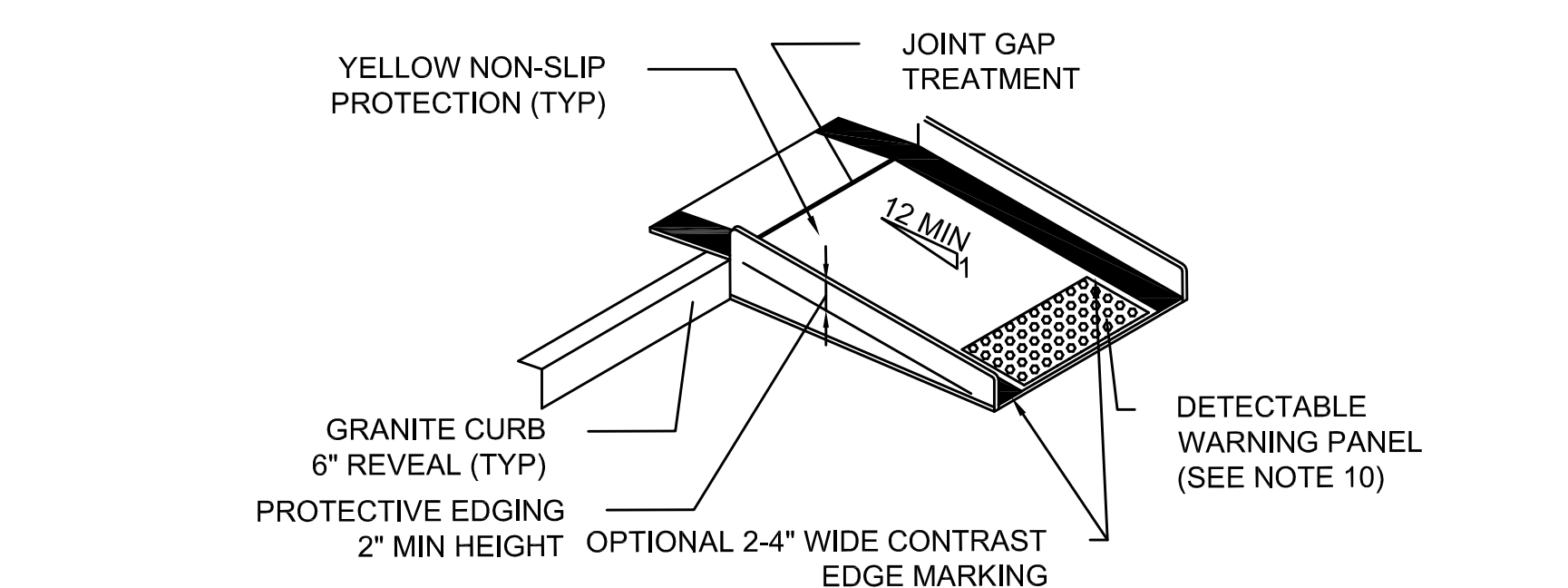
LONGITUDINAL DROP-OFF DETAIL
N.T.S.



LATERAL DROP-OFF DETAIL
N.T.S.

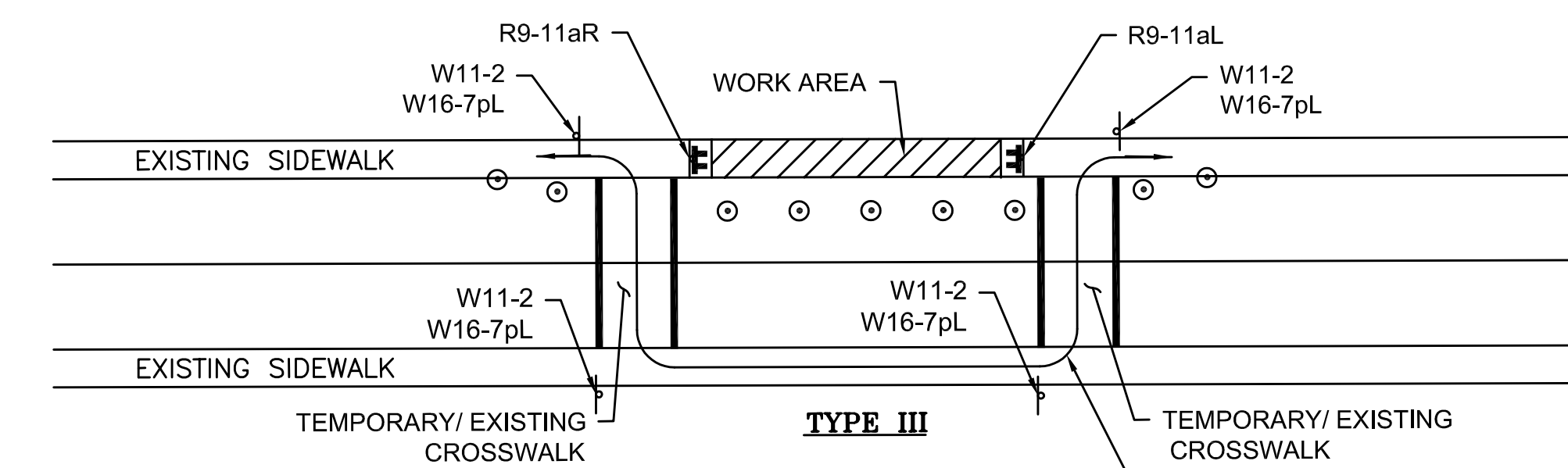


TEMPORARY CURB RAMP
N.T.S.



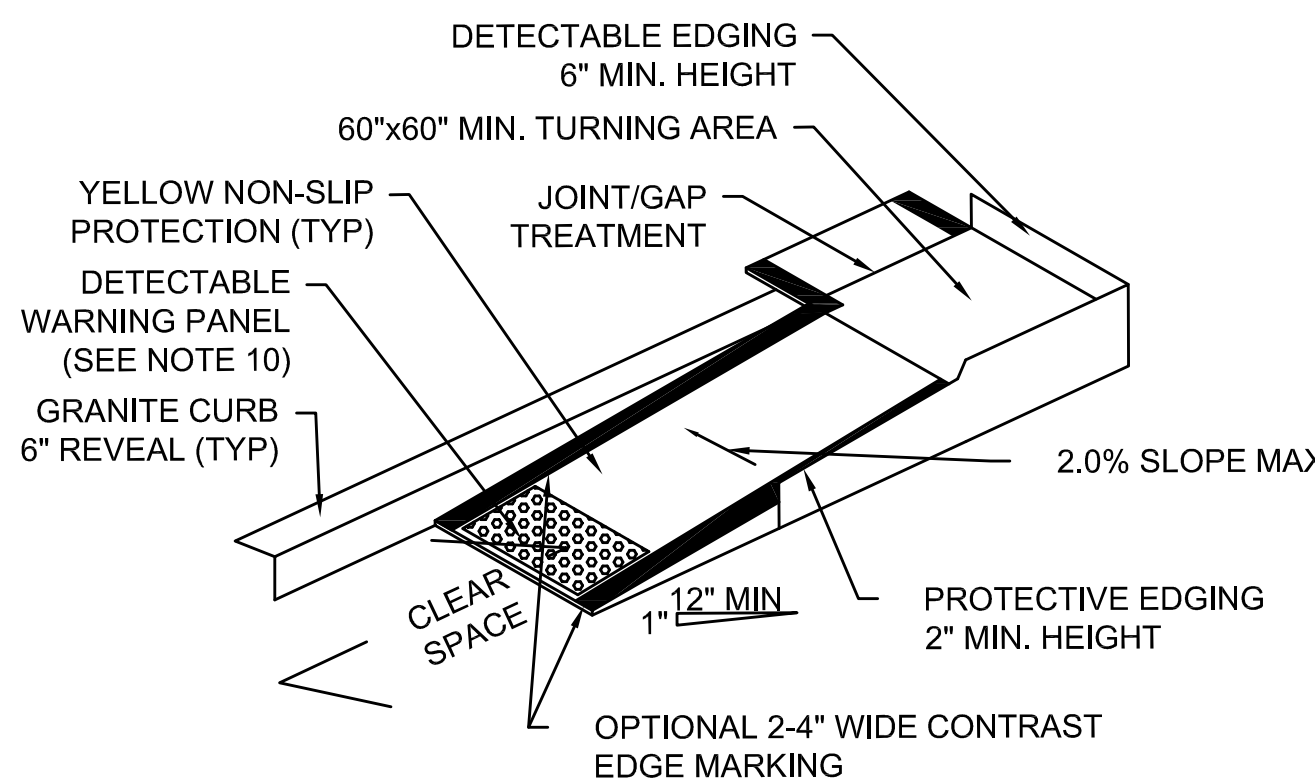
TEMPORARY CURB RAMP-PERPENDICULAR TO CURB
N.T.S.

NOTES:
1. CURB RAMPS SHALL BE 60" MIN. WIDTH WITH A FIRM, STABLE AND NON-SLIP SURFACE.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN THE CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN THE CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. PROTECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. THE CURB RAMP WALKWAY AND LANDING AREA SURFACE SHALL BE OF A SOLID CONTINUOUS CONTRASTING COLOR ABUTTING UP TO THE EXISTING SIDEWALK.
5. CURB RAMP AND LANDINGS SHOULD HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
6. CLEAR SPACE 48"x48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
7. WATER FLOW IN THE GUTTER SYSTEM SHALL HAVE MINIMAL RESTRICTION.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 0.5" WIDE.
9. CHANGES BETWEEN SURFACE HEIGHTS SHOULD NOT EXCEED 0.5". LATERAL EDGES SHALL BE VERTICAL UP TO 0.25" HIGH, AND BEVELED AT 1:2 BETWEEN 0.25" AND 0.5" HEIGHT.
10. IF A TEMPORARY PEDESTRIAN RAMP LEADS TO A CROSSWALK, THEN A DETECTABLE WARNING PANEL MUST BE ADHERED TO THE BASE OF THE RAMP. IF IT LEADS TO A PROTECTED PEDESTRIAN BYPASS THAT DOES NOT CONFLICT WITH VEHICULAR TRAFFIC, THEN A PAD SHALL NOT BE INSTALLED ON THE RAMP.



NOTES
1. CONTROLS ONLY FOR PEDESTRIAN TRAFFIC ARE SHOWN. VEHICULAR TRAFFIC SHOULD BE HANDLED AS SHOWN ELSEWHERE.
2. TEMPORARY CROSSWALKS WITH APPROPRIATE SIGNS SHOULD BE INSTALLED TO CROSS PEDESTRIANS TO THE OPPOSITE SIDE OF THE STREET AS SHOWN IN PEDESTRIAN BYPASS TYPE II, AND AS DIRECTED BY THE ENGINEER. TEMPORARY CURB RAMPS WILL BE REQUIRED AT ALL TEMPORARY CROSSWALK LOCATIONS.
3. THE TEMPORARY SIDEWALK SHALL BE A MINIMUM OF 4 FEET WIDE. IF THE WALKWAY EXCEEDS 200 FEET THEN A 5 FOOT BY 5 FOOT PASSING ZONE SHALL BE PROVIDED.

TYPICAL SIDEWALK CLOSURE
N.T.S.



TEMPORARY CURB RAMP-PARALLEL TO CURB
N.T.S.