

LEGEND

|                 |                        |              |                         |
|-----------------|------------------------|--------------|-------------------------|
| ⊙               | SANITARY SEWER MANHOLE | _____        | PROPERTY LINE           |
| ⊙               | STORM DRAIN MANHOLE    | _____        | ABUTTER LINE            |
| ⊕               | CATCH BASIN            | ---120---    | CONTOUR (INDEX)         |
| ⊙               | TELECOMM MANHOLE       | ---122---    | CONTOUR (INTERMEDIATE)  |
| ⊙               | ELECTRIC MANHOLE       | -----S-----  | SANITARY SEWER          |
| ⊕               | ELECTRIC TRANSFORMER   | -----D-----  | STORM DRAIN             |
| ⊙→              | UTILITY POLE W/GUY     | -----W-----  | WATER MAIN              |
| ⊙               | UTILITY POLE           | -----E-----  | UNDERGROUND ELECTRIC    |
| •G.G.           | GAS GATE               | -----T-----  | UNDERGROUND TELEPHONE   |
| ⊙               | GAS TEST BOX           | -----TV----- | UNDERGROUND TELEVISION  |
| •W.G.           | WATER GATE             | -----G-----  | GAS LINE                |
| ⊕               | HYDRANT                | -----OF----- | OVERHEAD ELECTRIC       |
| ⊙               | WATER MANHOLE          | ~~~~~        | EDGE OF VEGETATION      |
| —               | SIGN                   | ~~~~~        | EDGE OF HEDGE ROW       |
| ⊙               | CONIFEROUS TREE        | ~~~~~        | STONE WALL              |
| ⊙               | DECIDUOUS TREE         | ~~~~~        | RETAINING WALL          |
| ⊙               | TREE STUMP             | ~~~~~        | CURB OR BERM (AS NOTED) |
| ⊕ S.B. FD.      | STONE BOUND FOUND      | ~~~~~        | EDGE OF PAVEMENT        |
| ⊕ C.B. FD.      | CONCRETE BOUND FOUND   |              |                         |
| ⊕ R.R. SPK. FD. | RAILROAD SPIKE FOUND   |              |                         |
| ⊕ I.P. FD.      | IRON PIN FOUND         |              |                         |
| ⊕ R.B. FD.      | REINFORCING BAR FOUND  |              |                         |
| ⊕ D.H. FD.      | DRILL HOLE FOUND       |              |                         |
| ⊕ G.B. FD.      | GUN BARREL FOUND       |              |                         |
| ⊕ I.B. FD.      | IRON BAR FOUND         |              |                         |

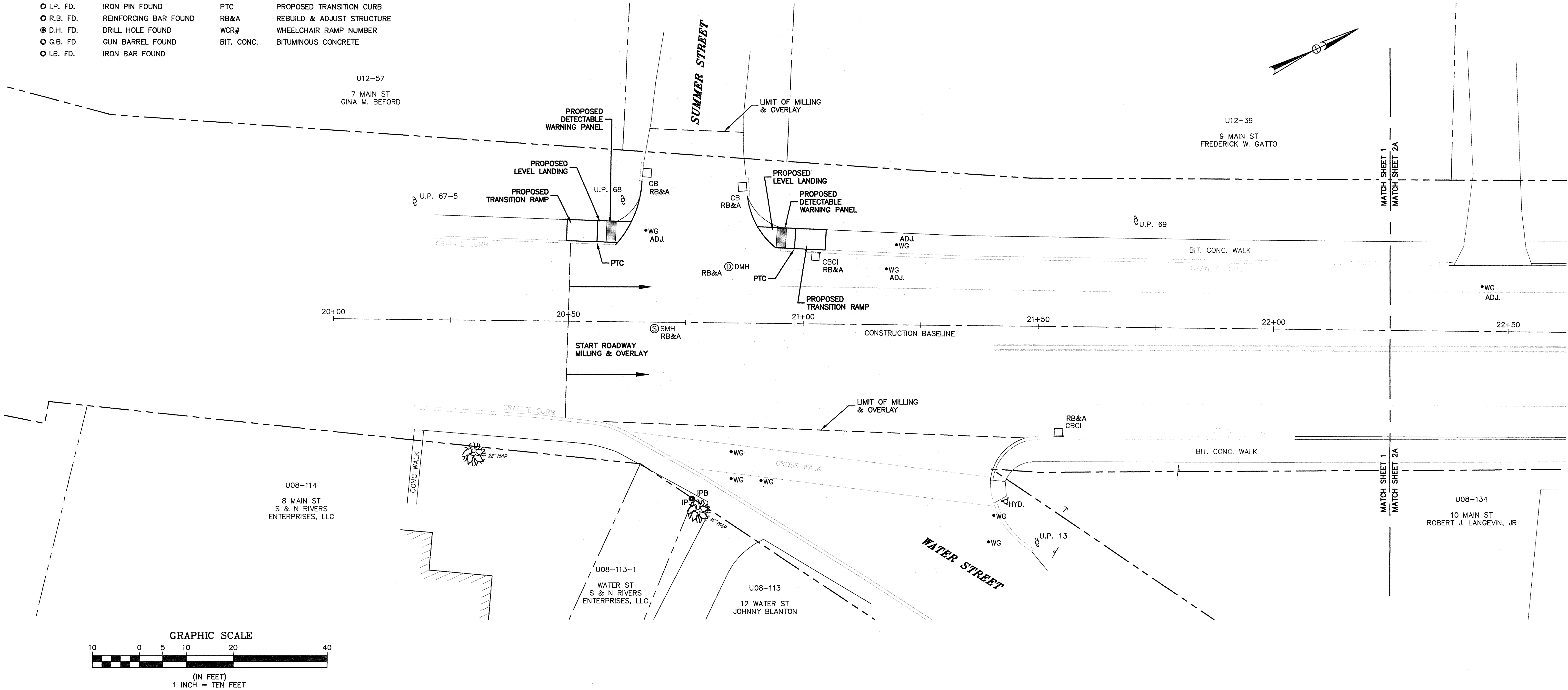
|               |                            |
|---------------|----------------------------|
| ABBREVIATIONS |                            |
| PTC           | PROPOSED TRANSITION CURB   |
| RB&A          | REBUILD & ADJUST STRUCTURE |
| WOR#          | WHEELCHAIR RAMP NUMBER     |
| BIT. CONC.    | BITUMINOUS CONCRETE        |

CONSTRUCTION NOTES:

1. TRANSITION LENGTHS SHALL BE 20 FOOT MAXIMUM.
2. FIELD VERIFY ALL CURB/RAMP WORK WITH TOWN.
3. ALL CURB AND TRANSITION CURB SHALL BE NEW GRANITE CURB.
4. CONTRACTOR SHALL REBUILD AND ADJUST ALL SEWER, DRAINAGE, AND WATER STRUCTURES WITHIN THE LIMIT OF MILLING AND OVERLAY.

INDEX OF SHEETS

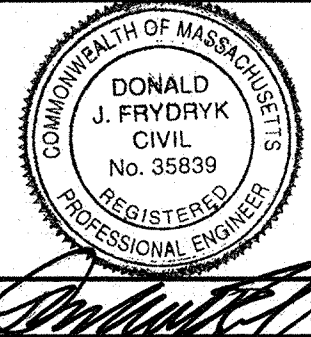
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|--------|-------|-------------------------|
| SHEETS | 1 - 6 | SITE PLANS              |
| SHEET  | 7     | DETAILS                 |
| SHEET  | 8     | TRAFFIC MANAGEMENT PLAN |



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**SHERMAN & FRYDRYK, LLC**  
*Land Surveying and Engineering*  
3 Converse Street, Suite 203  
Palmer, MA 01069

DESIGN: GAB  
DRAFTING: GAB  
CHECKED: KTT  
APPROVED: DJF

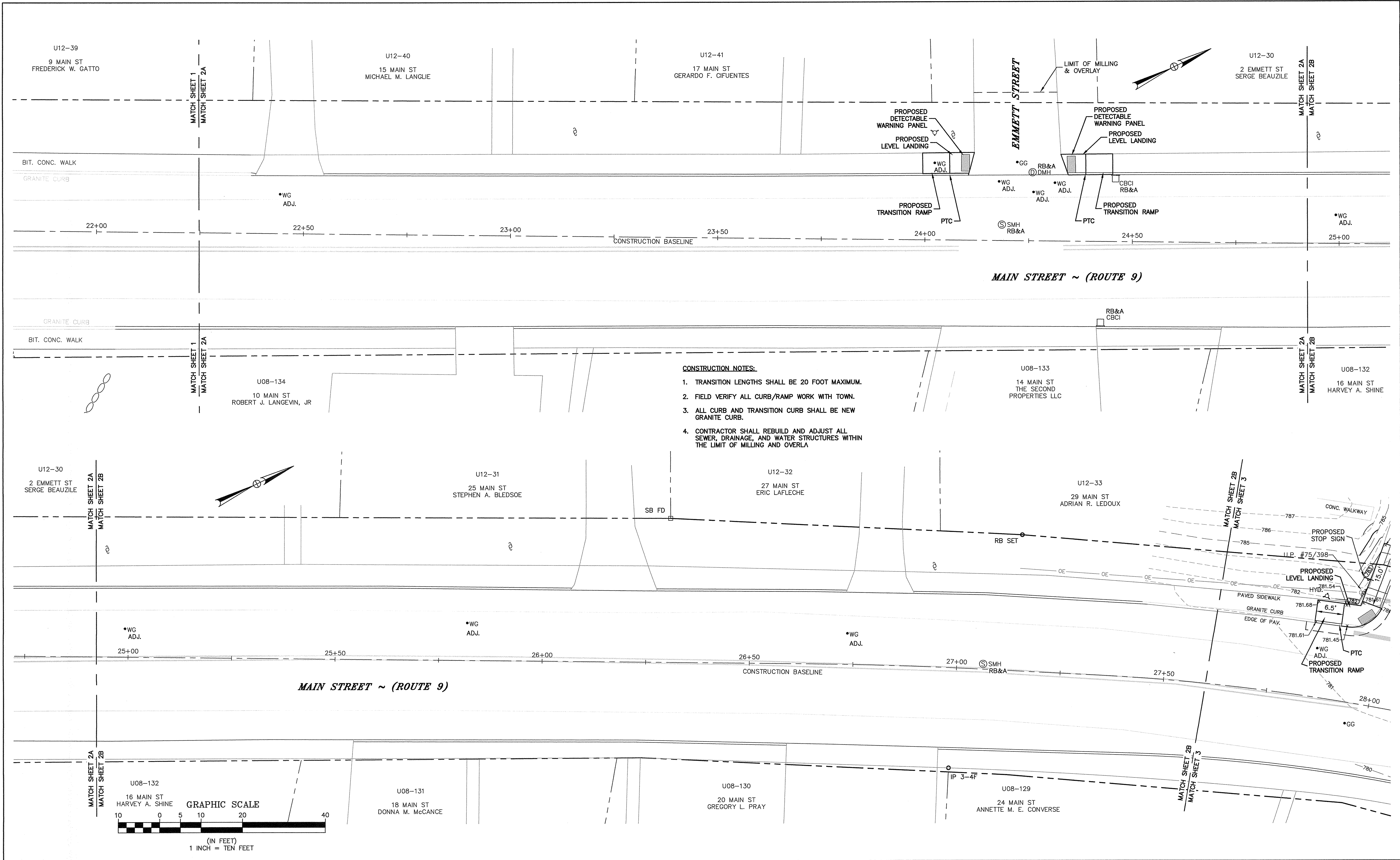


SCALE:  
HORZ: 1"=10'  
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DATE: 4/3/2108

**SITE PLAN**

**TOWN OF SPENCER**  
**ROADWAY IMPROVEMENTS**  
MAIN STREET  
SPENCER, MA

**PROJECT NUMBER**  
16065A  
**SHEET NUMBER**  
1 OF 8



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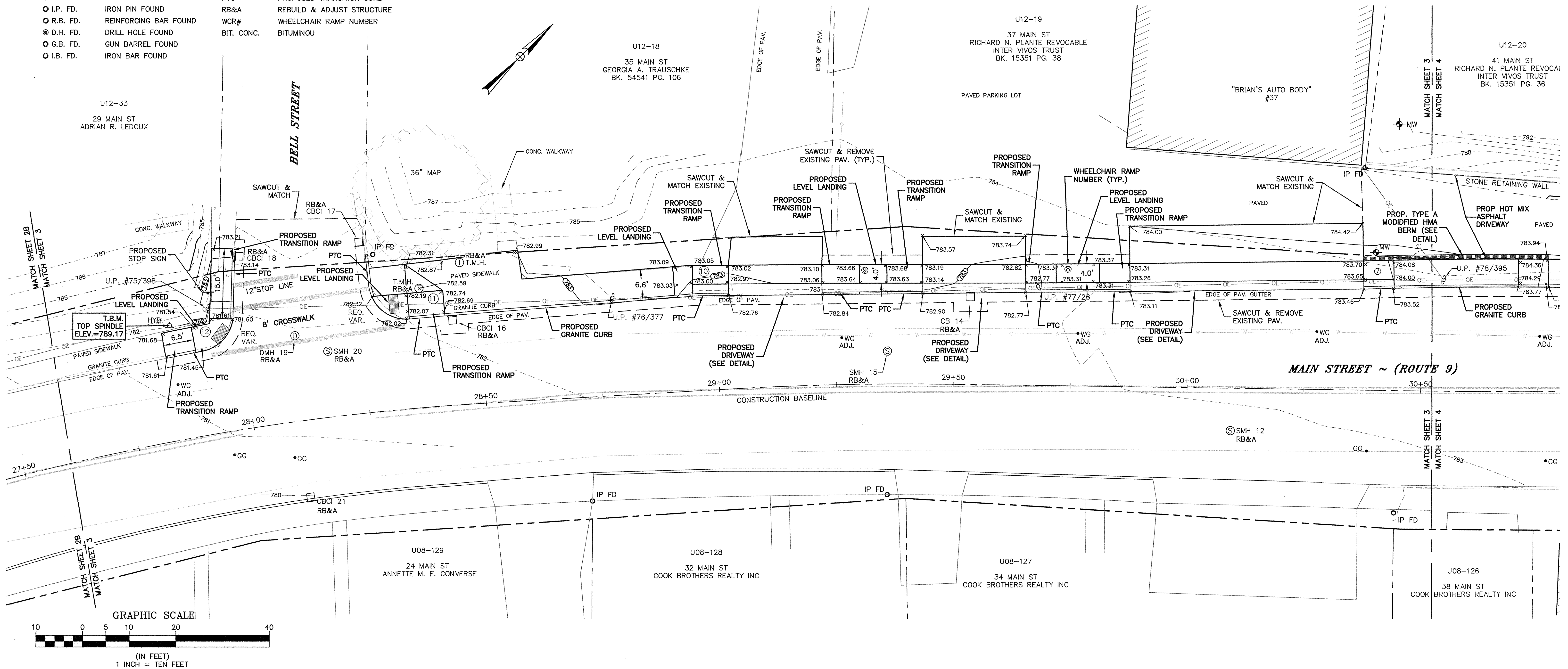
**SITE PLAN**

**TOWN OF SPENCER**  
**ROADWAY IMPROVEMENTS**  
**MAIN STREET**  
**SPENCER, MA**

**PROJECT NUMBER**  
16065A  
**SHEET NUMBER**  
2 OF 8

LEGEND

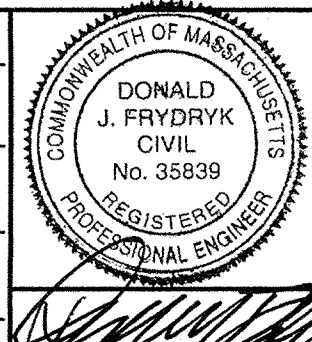
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| ⊙ | SANITARY SEWER MANHOLE             | —   | PROPERTY LINE                   |
| ⊙ | STORM DRAIN MANHOLE                | —   | ABUTTER LINE                    |
| ⊕ | CATCH BASIN                        | —   | CONTOUR (INDEX)                 |
| ⊕ | TELECOMM MANHOLE                   | --- | CONTOUR (INTERMEDIATE)          |
| ⊙ | ELECTRIC MANHOLE                   | --- | SANITARY SEWER                  |
| ⊕ | ELECTRIC TRANSFORMER               | --- | STORM DRAIN                     |
| ⊕ | UTILITY POLE W/GUY                 | --- | WATER MAIN                      |
| ⊕ | UTILITY POLE                       | --- | UNDERGROUND ELECTRIC            |
| ⊕ | G.G. GAS GATE                      | --- | UNDERGROUND TELEPHONE           |
| ⊕ | GAS TEST BOX                       | --- | UNDERGROUND TELEVISION          |
| ⊕ | W.G. WATER GATE                    | --- | GAS LINE                        |
| ⊕ | HYDRANT                            | --- | OVERHEAD ELECTRIC               |
| ⊕ | WATER MANHOLE                      | --- | EDGE OF VEGETATION              |
| ⊕ | SIGN                               | --- | EDGE OF HEDGE ROW               |
| ⊕ | CONIFEROUS TREE                    | --- | STONE WALL                      |
| ⊕ | DECIDUOUS TREE                     | --- | RETAINING WALL                  |
| ⊕ | TREE STUMP                         | --- | CURB OR BERM (AS NOTED)         |
| ⊕ | S.B. FD. STONE BOUND FOUND         | --- | EDGE OF PAVEMENT                |
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| ⊕ | R.R. SPK. FD. RAILROAD SPIKE FOUND | --- | PTC PROPOSED TRANSITION CURB    |
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| ⊕ | R.B. FD. REINFORCING BAR FOUND     | --- | WCR# WHEELCHAIR RAMP NUMBER     |
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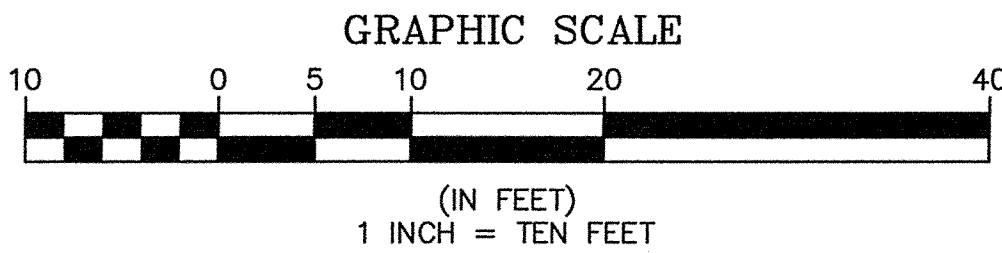
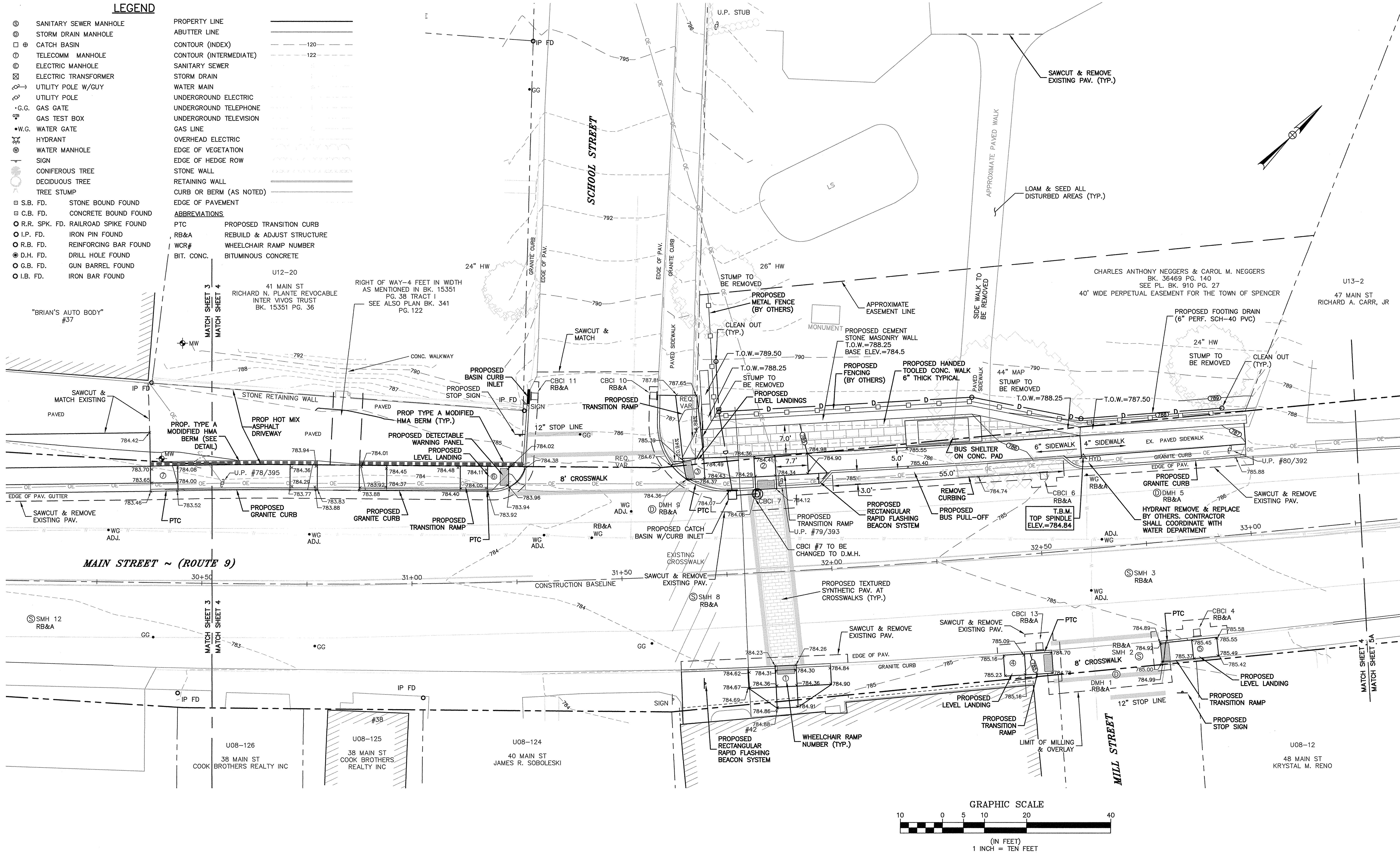
**SITE PLAN**

**TOWN OF SPENCER**  
**ROADWAY IMPROVEMENTS**  
**MAIN STREET**  
**SPENCER, MA**

**PROJECT NUMBER**  
16065A  
**SHEET NUMBER**  
3 OF 8

LEGEND

- ⊙ SANITARY SEWER MANHOLE
- ⊙ STORM DRAIN MANHOLE
- ⊕ CATCH BASIN
- ⊙ TELECOMM MANHOLE
- ⊙ ELECTRIC MANHOLE
- ⊕ ELECTRIC TRANSFORMER
- ⊕ UTILITY POLE W/GUY
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- CONTOUR (INDEX)
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- SANITARY SEWER
- STORM DRAIN
- WATER MAIN
- UNDERGROUND ELECTRIC
- UNDERGROUND TELEPHONE
- UNDERGROUND TELEVISION
- GAS LINE
- OVERHEAD ELECTRIC
- EDGE OF VEGETATION
- EDGE OF HEDGE ROW
- STONE WALL
- RETAINING WALL
- CURB OR BERM (AS NOTED)
- EDGE OF PAVEMENT
- ABBREVIATIONS
- PTC PROPOSED TRANSITION CURB
- RB&A REBUILD & ADJUST STRUCTURE
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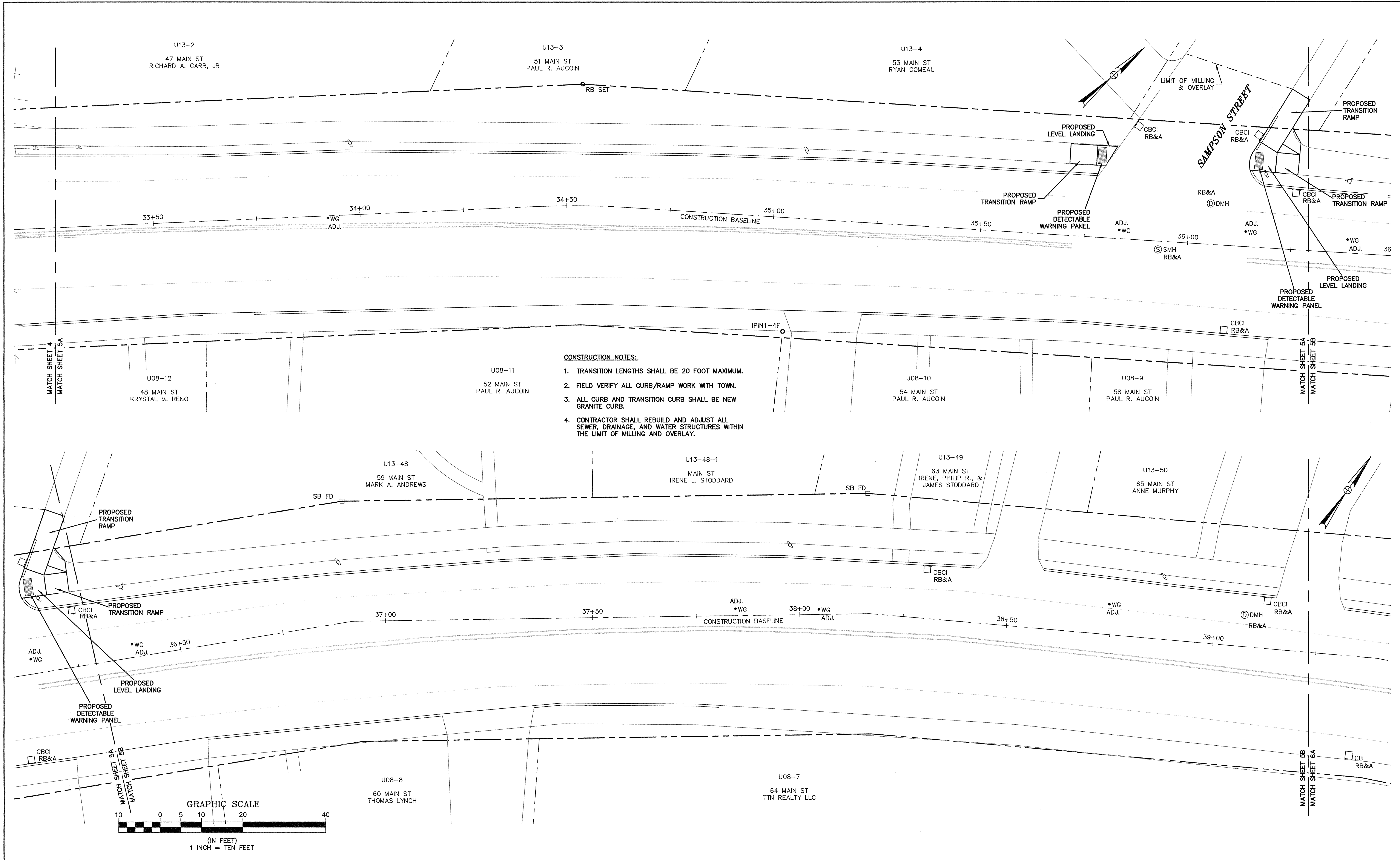
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APPROVED: DJF

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DATE: 4/3/2018

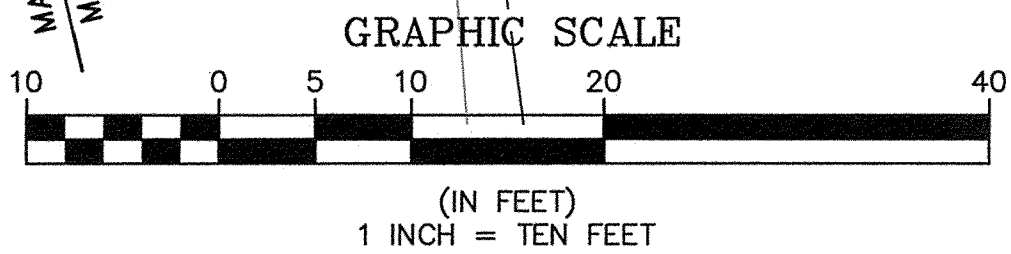
**SITE PLAN**

TOWN OF SPENCER  
ROADWAY IMPROVEMENTS  
MAIN STREET  
SPENCER, MA

PROJECT NUMBER  
16065A  
SHEET NUMBER  
4 OF 8

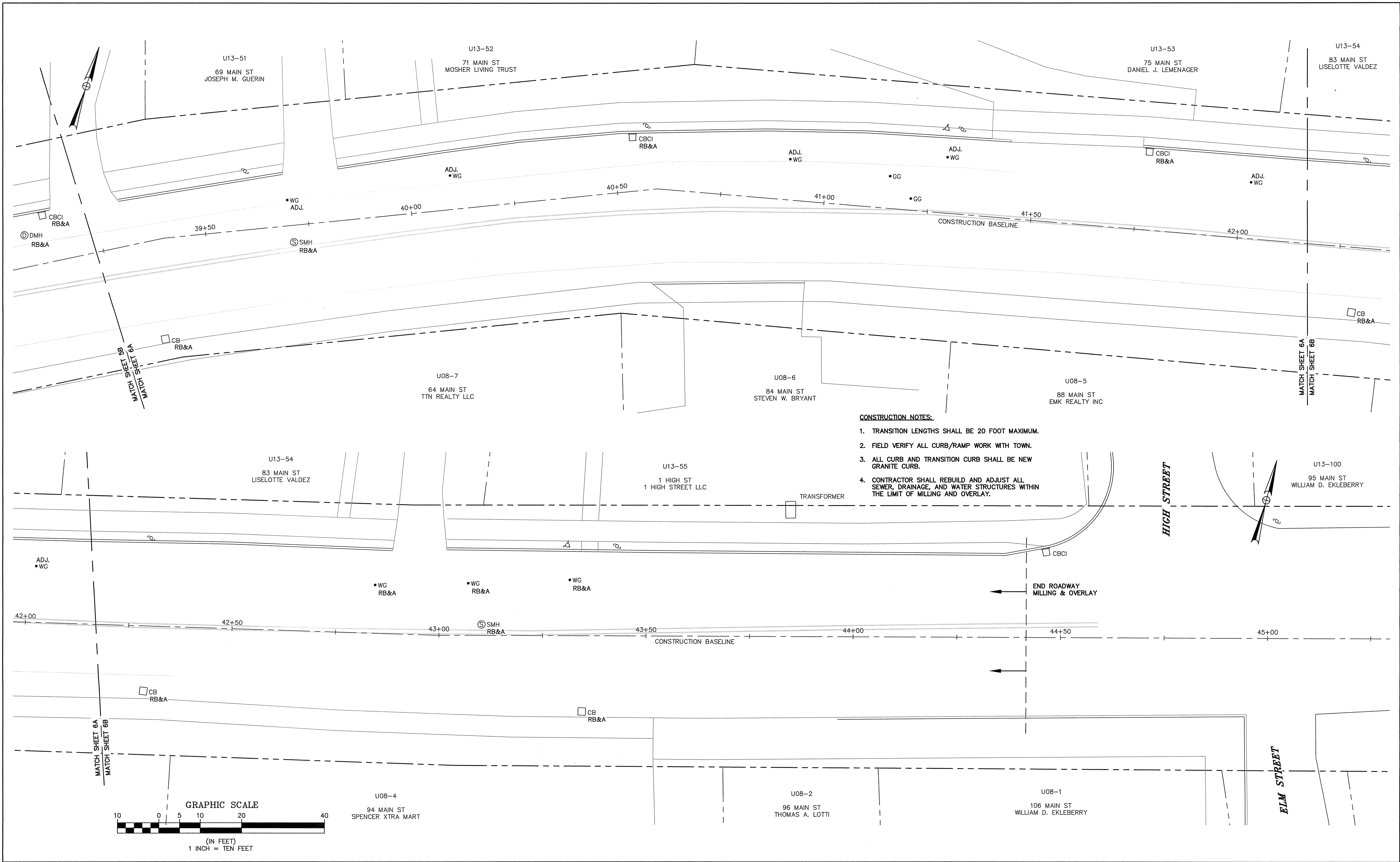


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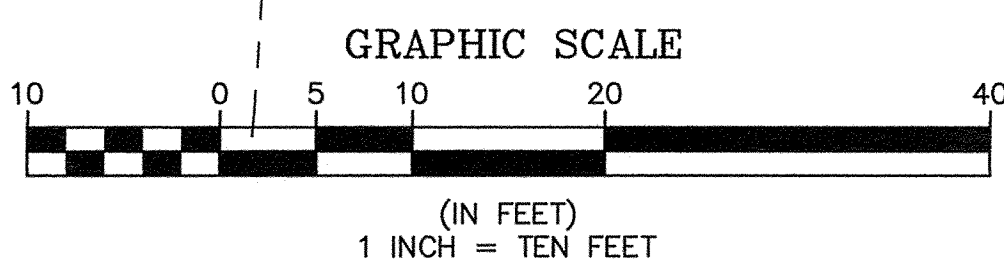


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|                                                                                                                                |               |  |                        |                  |                                                                                     |                          |
|--------------------------------------------------------------------------------------------------------------------------------|---------------|--|------------------------|------------------|-------------------------------------------------------------------------------------|--------------------------|
| <b>SHERMAN &amp; FRYDRYK, LLC</b><br><i>Land Surveying and Engineering</i><br>3 Converse Street, Suite 203<br>Palmer, MA 01069 | DESIGN: GAB   |  | SCALE:<br>HORZ: 1"=10' | <b>SITE PLAN</b> | <b>TOWN OF SPENCER</b><br><b>ROADWAY IMPROVEMENTS</b><br>MAIN STREET<br>SPENCER, MA | PROJECT NUMBER<br>16065A |
|                                                                                                                                | DRAFTING: GAB |  | VERT:                  |                  |                                                                                     | SHEET NUMBER<br>5 OF 8   |
|                                                                                                                                | CHECKED: KTT  |  | DATE: 4/3/2018         |                  |                                                                                     |                          |
|                                                                                                                                | APPROVED: DJF |  |                        |                  |                                                                                     |                          |



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DATE: 4/3/2018

**SITE PLAN**

**TOWN OF SPENCER**  
**ROADWAY IMPROVEMENTS**  
MAIN STREET  
SPENCER, MA

**PROJECT NUMBER**  
16065A  
**SHEET NUMBER**  
6 OF 8

This diagram illustrates a cross-section of a street improvement project. The vertical axis on the left is labeled with elevations 770, 780, 790, and 800. The horizontal axis represents the street width. Key features include:

- EXISTING GRADE:** The current ground surface, shown as a dashed line.
- PROPOSED GRANITE CURB:** A new curb structure on the left side of the main street.
- MAIN STREET - EXISTING ROADWAY:** The current paved area, indicated by a double-headed arrow.
- PROPOSED CEM. CONC. SIDEWALK:** A new concrete sidewalk area on the left side.
- PROPOSED HMA 1 1/2" TOP OVER 2 1/2" BINDER COURSE:** A new asphalt pavement structure, shown as a solid line.
- CAP COD MODIFIED BERM (SEE DETAIL):** A small raised area between the main street and the sidewalk.

Diagram illustrating the proposed sidewalk and driveway structure. The structure consists of a 6" concrete (4,000 PSI) layer on top of an 8.0% max. slope, which is supported by a 12" gravel base. The proposed sidewalk is shown adjacent to the existing roadway surface. The proposed driveway is shown adjacent to the proposed sidewalk. The width of the proposed sidewalk is indicated as 5'.

The diagram illustrates a cross-section of a road with a proposed transition curb. The road is divided into three main sections: a left ramp, a central proposed sidewalk, and a right ramp. The left ramp is labeled "RAMP 7.5%" and has a width of 10.00'. The central proposed sidewalk is labeled "PROPOSED SIDEWALK" and has a width of 10.00'. The right ramp is labeled "RAMP 7.5%" and has a width of 10.00'. The total width of the proposed transition curb is 30.00'. The diagram also shows the "EDGE OF ROADWAY" and the "PROPOSED TRANSITION CURBS". A dimension line indicates the "DRIVEWAY (SEE TABLE)" width, which is 10.00'.

| DRIVEWAY |       |
|----------|-------|
| STATION  | OF    |
| 10.00    | 10.00 |

| DRIVEWAY ENTRANCE WIDTH |        |        |
|-------------------------|--------|--------|
| STATION                 | OFFSET | WIDTH  |
| 29+12                   | 20.70  | 20'-0" |
| 29+54                   | 19.88  | 22'-0" |
| 30+12                   | 23.98  | 50'-0" |

Diagram illustrating the installation of a cleanout. The diagram shows a vertical pipe section with a "CAP FOR CLEANOUT (SCREW-IN)" at the top. The pipe is labeled "SET FLUSH WITH FINISHED GRADE". Below the ground line, the pipe slopes downward, labeled "DOWN STREAM". The ground surface is indicated by a hatched line labeled "FINISH GRADE".

[illegible]

EXISTING ROADWAY

HOT MIX ASPHALT

TOP COURSE

BINDER COURSE

GRAVEL SUBBASE

CEMENT CONCRETE (SEE NOTE 2)

6"

GRANITE CURB (MATCH CURB REVEAL)

A cross-sectional diagram of a road shoulder and binder course. The diagram shows a gravel base at the bottom, followed by a binder course, and a top course above it. A shoulder is shown on the left, sloping down to the binder course. The shoulder has a width of 3" at the top and a height of 4 1/2". The binder course is 12" wide at the top. A callout points to the binder course with the text: "BITUMINOUS EMULSION TACK COAT AT THE RATE OF 1 GAL. PER 20 S.Y. SHALL BE APPLIED TO THE BINDER COURSE PRIOR TO THE INSTALLATION OF BERM." The top course is shown as a hatched area. The binder course is shown as a hatched area. The gravel base is shown as a stippled area. The diagram is labeled "SECTION" at the bottom left.

3"

12"

4 1/2"

BITUMINOUS EMULSION TACK COAT AT THE RATE OF 1 GAL. PER 20 S.Y. SHALL BE APPLIED TO THE BINDER COURSE PRIOR TO THE INSTALLATION OF BERM.

TOP COURSE  
(SEE TYPICAL SECTION)

BINDER COURSE  
(SEE TYPICAL SECTION)

GRAVEL BASE  
(SEE TYPICAL SECTION)

**SECTION**

STAGGER TOOLED JOINT LINES AS  
SHOWN USING 2' x 3' MODUL

ALL HAND TOOLED  
CONCRETE SHALL BE  
6" THICK MINIMUM.

GROOVES SHALL BE HAND TOOLED.  
GROOVES SHALL BE 1 IN. DEEP,  
1/2 IN. RADIUS. OVERALL BLADE  
WIDTH SHALL BE 4 IN. WIDE.

JOINT FILLER ALONG PROPOSED BUS SHELTER PAD AND STONEWALL

STONEWALL

BROOM TEXTURE

BUS SHELTER PAD

SIDEWALK

| RAMP # | RAMP REFERENCE POINT |        | WIDTH OF SIDEWALK | WIDTH OF RAMP ENTRANCE | CLEAR PATH OF TRAVEL | ROADWAY GUTTER SLOPE | TRANSITION LENGTH |        |
|--------|----------------------|--------|-------------------|------------------------|----------------------|----------------------|-------------------|--------|
|        | STATION              | OFFSET |                   |                        |                      |                      | HIGH              | LOW    |
| 1      | 31+88                | 23.20  | 11'-1"            | 4'-0"                  | 4'-0"                | 0.69%                | 8'-2"             | 6'-6"  |
| 2      | 31+85                | 21.64  | 12'-0"            | 5'-0"                  | 5'-0"                | 1.21%                | 7'-8"             | 12'-0" |
| 3      | 31+65                | 28.04  | 5'-0"             | 4'-0"                  | 5'-0"                | 6.76%                | 15'-0"            | 12'-0" |
| 4      | 32+45                | 25.94  | 7'-4"             | 5'-0"                  | 5'-0"                | 3.80%                | 6'-6"             | N/A    |
| 5      | 32+80                | 26.32  | 5'-0"             | 5'-0"                  | 5'-0"                | 1.29%                | N/A               | 7'-6"  |
| 6      | 31+25                | 26.54  | 5'-0"             | 4'-0"                  | 5'-0"                | 7.44%                | N/A               | 6'-6"  |
| 7      | 30+41                | 26.12  | 5'-0"             | 4'-0"                  | 4'-0"                | 1.50%                | N/A               | 6'-6"  |
| 8      | 29+76                | 21.10  | 4'-0"             | 4'-0"                  | 4'-0"                | 1.50%                | 7'-6"             | 7'-6"  |
| 9      | 29+33                | 19.61  | 4'-0"             | 4'-0"                  | 4'-0"                | 1.50%                | 7'-8"             | 8'-0"  |
| 10     | 29+00                | 21.27  | 6'-6"             | 4'-0"                  | 4'-0"                | 1.50%                | 7'-8"             | N/A    |
| 11     | 28+38                | 19.68  | 11'-5"            | 5'-0"                  | 5'-0"                | 3.11%                | 6'-6"             | N/A    |
| 12     | 27+93                | 16.25  | 5'-0"             | 5'-0"                  | 5'-0"                | 4.92%                | 15'-0"            | 6'-6"  |

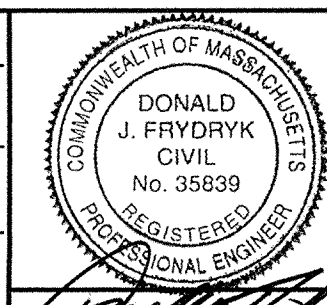
6 1/2" MIN.  
SEE NOTES BELOW

1 1/2" TOP COURSE (OVERLAY)  
2" BINDER COURSE  
3" BIT. CONC. BASE COURSE

MIN. 12" GRAVEL BORROW

[illegible]

DESIGN: GAB  
DRAFTING: GAB  
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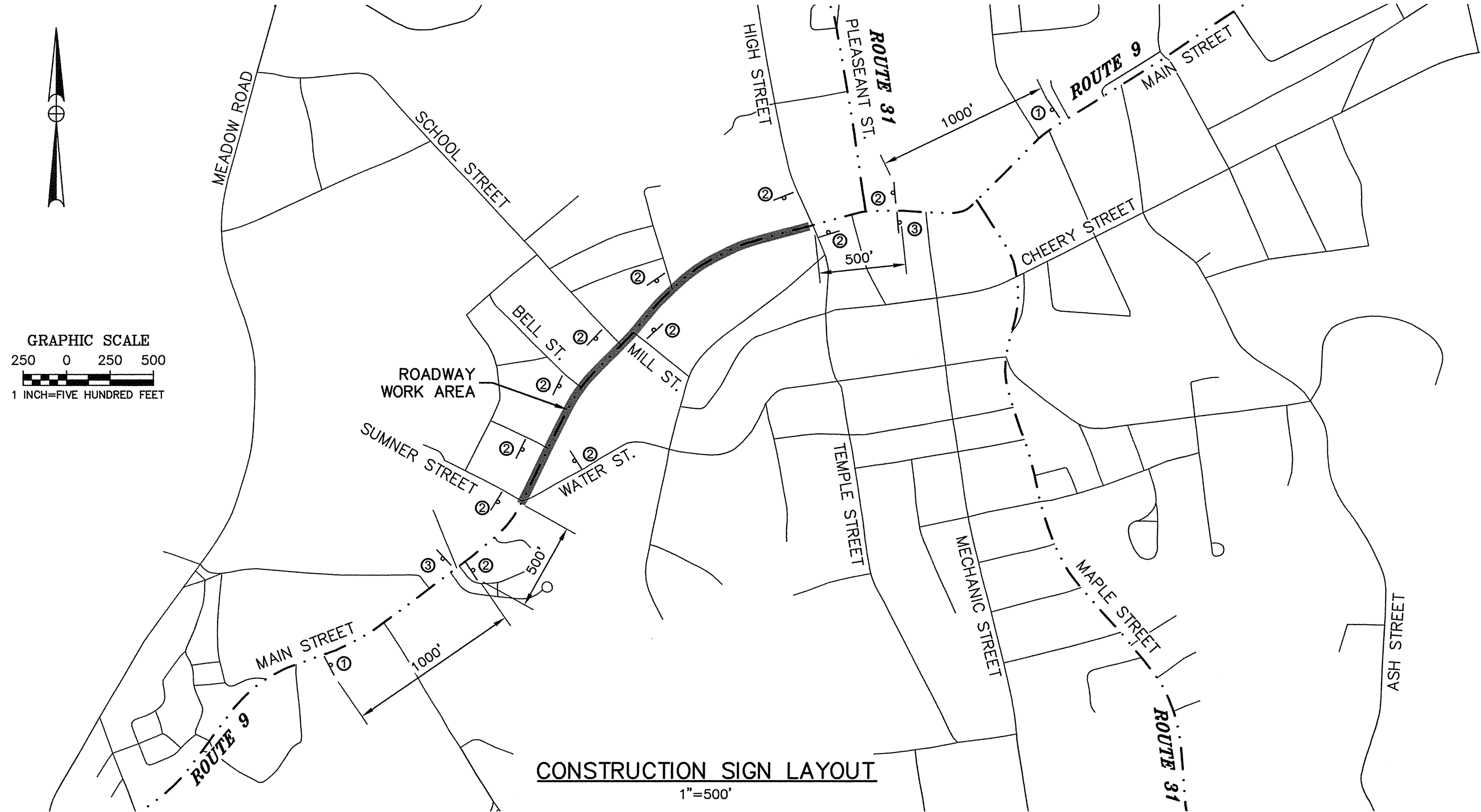


*TOWN OF SPENCER  
ROADWAY IMPROVEMENTS  
MAIN STREET  
SPENCER, MA*

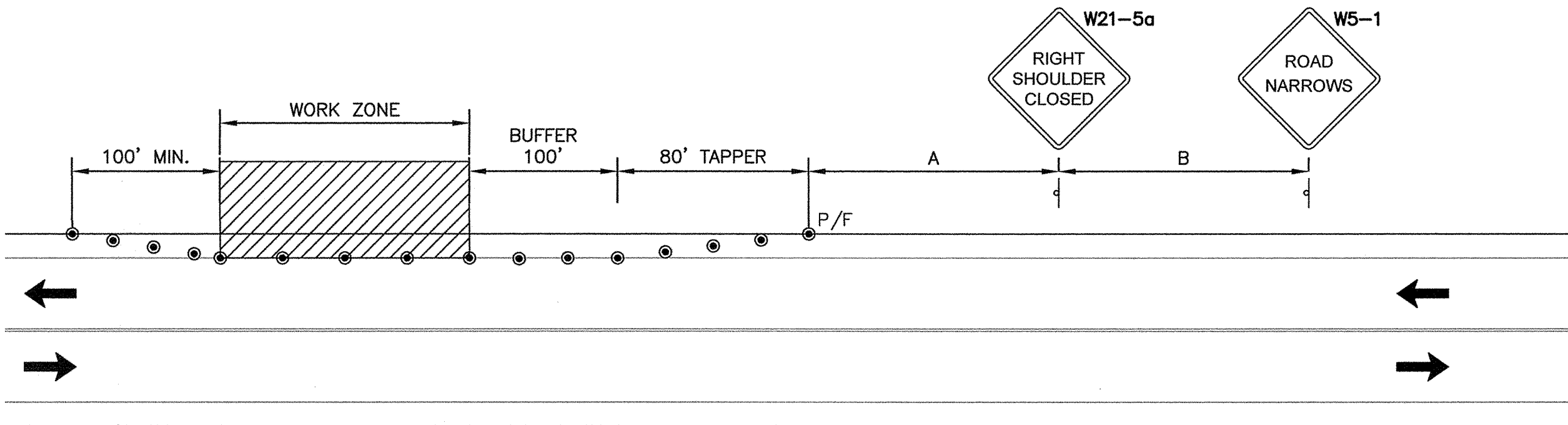
PROJECT NUMBER  
16065A

SHEET NUMBER  
7 OF 8

16065A-SP.DWG



- GENERAL TRAFFIC CONTROL NOTES:**
1. SHOULDER AND LANE CLOSURE WORK TO BE APPROVED BY THE TOWN OF SPENCER AND ENGINEER.
  2. TEMPORARY WORK SIGNS TO BE REMOVED AT THE END OF EACH WORK DAY.

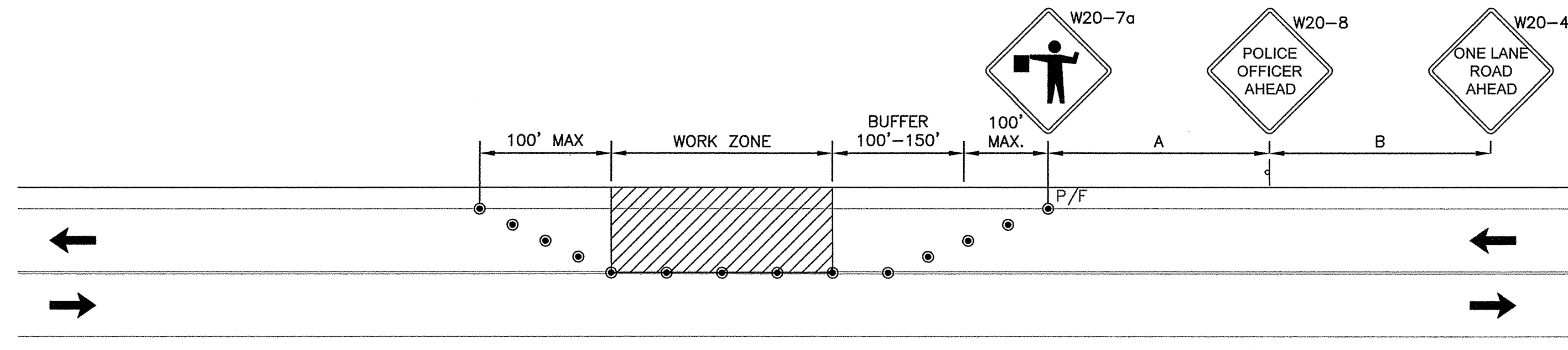


\*TRAFFIC OFFICER TO BE USED WHEN REQUIRED AND APPROVED BY OWNER.

| ROAD TYPE              | DISTANCE BETWEEN SIGNS |      |      |
|------------------------|------------------------|------|------|
|                        | A                      | B    | C    |
| "MOST OTHER ROADWAYS"* | 500'                   | 500' | 500' |

\*SPEED CATEGORY TO BE DETERMINED BY HIGHWAY AGENCY

**TWO LANE ROAD – SHOULDER CLOSED**  
N.T.S.

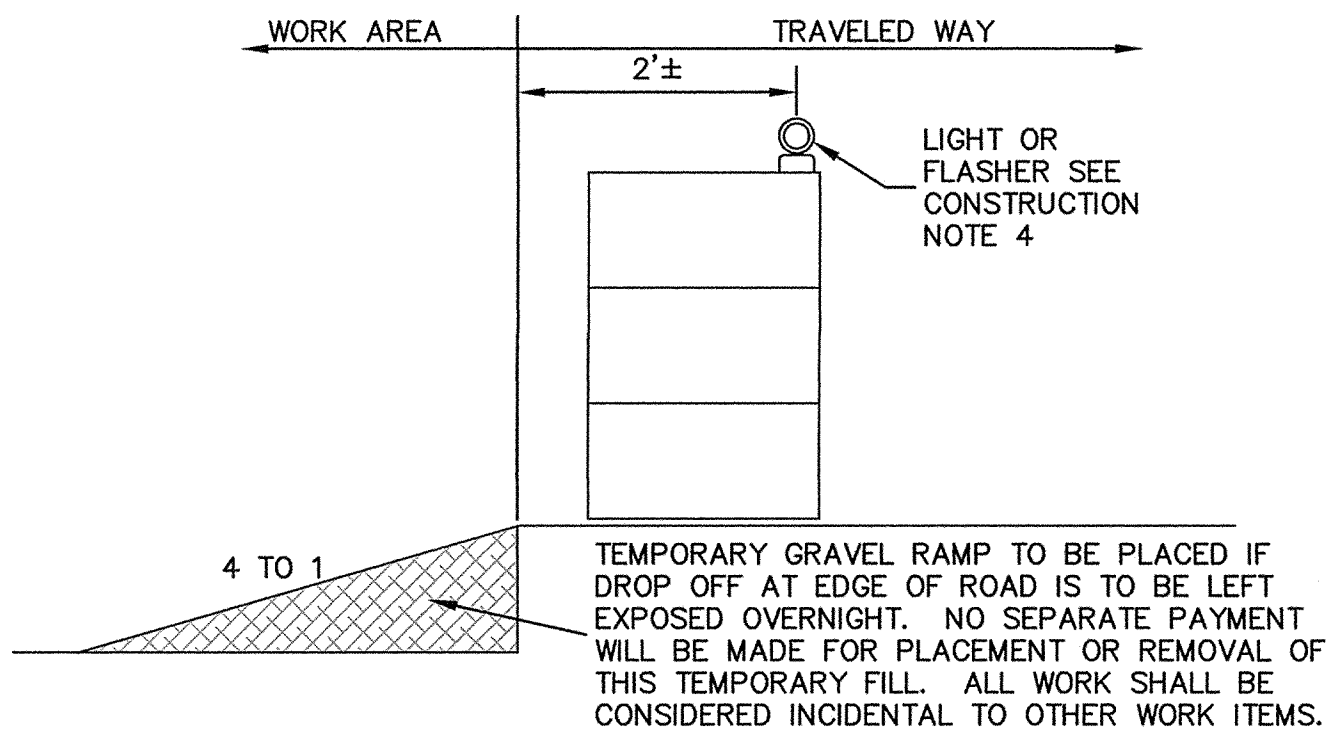
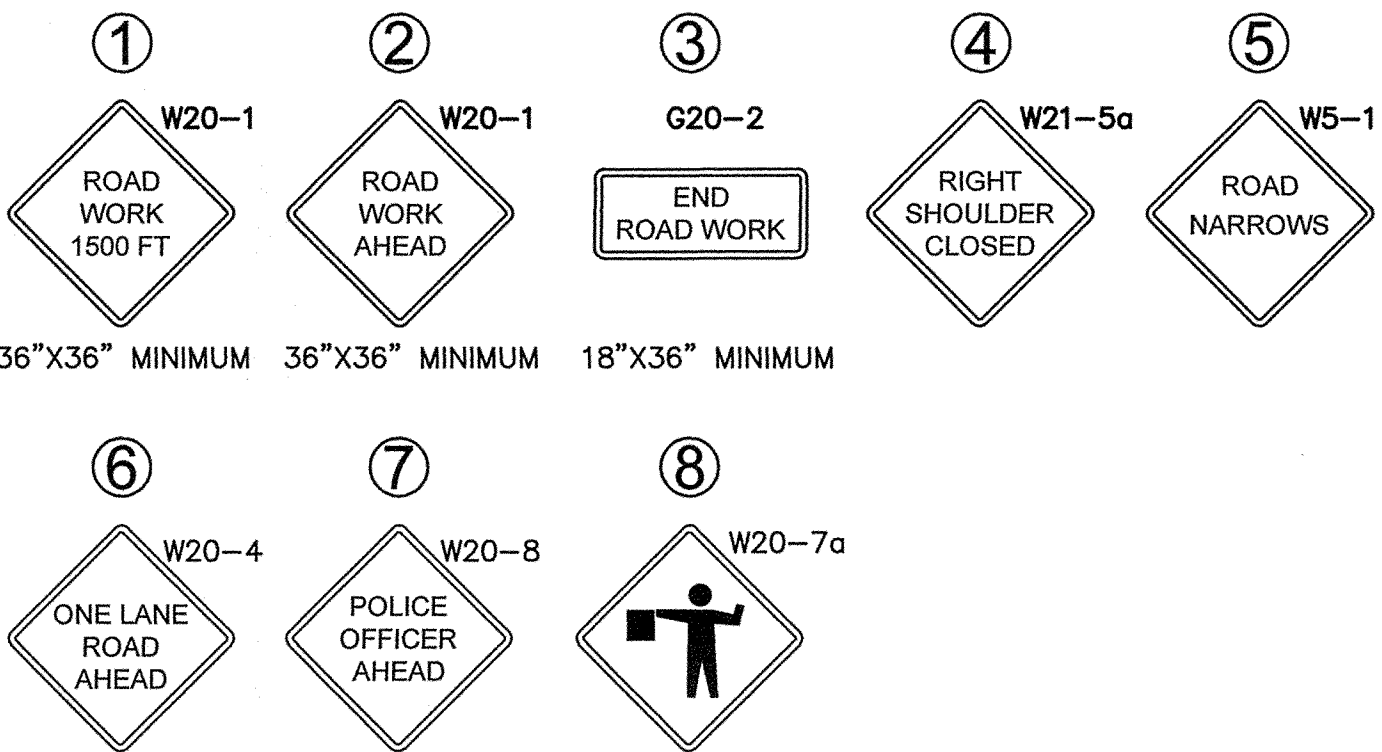


\*TRAFFIC OFFICER TO BE USED WHEN REQUIRED AND APPROVED BY OWNER.

| DISTANCE BETWEEN SIGNS |        |      |
|------------------------|--------|------|
| A                      | B      | C    |
| 500'                   | 1,000' | 500' |

**TWO LANE ROAD – WITH ONE LANE CLOSED**  
ALTERNATING ONE WAY TRAFFIC  
N.T.S.

**SIGN LEGEND**



**REFLECTORIZED DRUMS**  
NOT TO SCALE

**TRAFFIC MANAGEMENT NOTES**

- GENERAL**
1. ALL TRAFFIC MANAGEMENT AND WORK ZONE TRAFFIC CONTROL MEASURES SHALL CONFORM TO PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) 2009 EDITION, THE STANDARD SPECIFICATIONS, AND THE FOLLOWING NOTES.
  2. THE TRAFFIC MANAGEMENT PLANS CONTAINED HEREIN ARE GIVEN AS A GUIDE FOR TYPICAL WORK ZONE TRAFFIC CONTROL APPLICATIONS FOR THE TYPE OF WORK ANTICIPATED FOR THIS PROJECT. THEY ARE NOT INTENDED TO COVER ALL POSSIBLE CONSTRUCTION OPERATIONS WHICH THE CONTRACTOR MAY CHOOSE TO EMPLOYEE. WORK ZONE TRAFFIC CONTROL FOR OTHER CONSTRUCTION OPERATIONS OR OTHER TRAFFIC SITUATIONS IF APPLICABLE SHALL BE IN ACCORDANCE WITH THE M.U.T.C.D.
  3. SHOULDER CLOSURE MAY NOT REMAIN OVERNIGHT OR DURING NON-WORKING HOURS. AFTER EACH WORKING DAY, TRAFFIC CONTROL DEVICES THAT ARE NOT REQUIRED SHALL BE MOVED OFF THE ROADWAY OR FULL DEPTH OF CONSTRUCTION AREA AND PLACED SO AS NOT TO IMPEDE PEDESTRIAN AREAS, ABUTTER ACCESS OR CAUSE CONFUSION TO MOTORISTS.
  4. PLACE ALL CONSTRUCTION SIGNING AND TRAFFIC CONTROL DEVICES FOR EACH PHASE PRIOR TO COMMENCEMENT OF CONSTRUCTION. TRIPOD MOUNTING IS ACCEPTABLE FOR TEMPORARY SIGNS.
  5. ONE (1) THRU TRAVEL LANE HAVING A MINIMUM WIDTH OF 11'-0" SHALL BE PROVIDED DURING ALL PHASES OF CONSTRUCTION UNLESS OTHERWISE APPROVED IN WRITING BY THE OWNER. ACCESS TO ABUTTING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES.
  6. DISTANCES SHOWN ON THE TRAFFIC MANAGEMENT PLANS ARE A GUIDE ONLY.

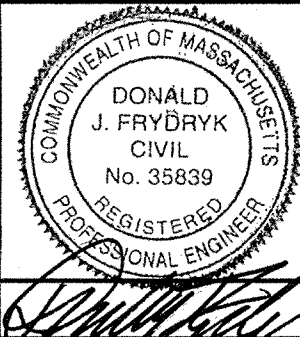
- CONSTRUCTION SIGNING**
1. THE FIRST CONSTRUCTION SIGN IN A SERIES ON EACH APPROACH TO THE PROJECT SHALL BE FLUORESCENT ORANGE, HIGH PERFORMANCE (OR HIGH INTENSITY) SHEETING.
  2. ALL CONSTRUCTION SIGNS SHALL BE BLACK LEGEND ON A REFLECTORIZED ORANGE BACKGROUND UNLESS OTHERWISE NOTED.
  3. STANDARD ORANGE OR FLUORESCENT RED-ORANGE FLAGS (16"x16" MIN.) SHALL BE ATTACHED TWO (2) EACH ON ALL ADVANCE WARNING SIGNS. FLAGS SHALL NOT INTERFERE WITH A CLEAR VIEW OF THE SIGN FACE.
  4. REFLECTORIZED DRUMS SHALL REMAIN IN PLACE DURING CONSTRUCTION ACTIVITIES AND/OR WHEN ROADSIDE HAZARDS EXIST. DRUMS DESIGNATED TO REMAIN IN PLACE DURING DARKNESS SHALL BE EQUIPPED WITH A (TYPE A) FLASHER FOR ISOLATED HAZARDS OR WITH A (TYPE C) STEADY BURN LIGHT FOR DELINEATION OF THE TRAVELED WAY.
- CHANNELIZATION**
1. THE MAXIMUM SPACING BETWEEN CHANNELIZATION DEVICES (DRUMS OR CONES) SHALL BE APPROXIMATELY 40' O.C.
  2. METAL DRUMS ARE PROHIBITED AS CHANNELIZATION DEVICES.
  3. PLASTIC DRUMS WITH SOME FORM OF LIGHTING DEVICE MOUNTED ON THEM MUST PASS THE CRITERIA SET FORTH IN NCHRP 350 "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES." IF THEY DO NOT MEET THIS CRITERIA, THEY MUST BE REMOVED FROM THE PROJECT.

| NO. | DATE | BY | REVISIONS |
|-----|------|----|-----------|
|     |      |    |           |
|     |      |    |           |
|     |      |    |           |
|     |      |    |           |
|     |      |    |           |

**SHERMAN & FRYDRYK, LLC**  
*Land Surveying and Engineering*  
3 Converse Street, Suite 203  
Palmer, MA 01069



|               |
|---------------|
| DESIGN: KTT   |
| DRAFTING: KTT |
| CHECKED: KTT  |
| APPROVED: DJF |



|                |
|----------------|
| SCALE:         |
| HORIZ: 1"=500' |
| VERT:          |
| DATE: 4/3/2018 |

**TRAFFIC MANAGEMENT PLAN**

**TOWN OF SPENCER**  
**ROADWAY IMPROVEMENTS**  
MAIN STREET  
SPENCER, MA

|                          |
|--------------------------|
| PROJECT NUMBER<br>16065A |
| SHEET NUMBER<br>8 OF 8   |