

Oct 27, 2021-4:59pm Plotted By: RCase
Tighe & Bond, Inc. J:\W\W1157 Winchendon\083 - Maple Intersection\Drawings_Figures\AutoCAD\Sheet\W1157-083 (CoverLocusPlan).dwg



NOTE:
SHADED AREA DENOTES PROJECT LIMITS.



SCALE: 1" = 500'

SHEET INDEX

- 1 LOCUS PLAN
- 2-5 CONSTRUCTION
- 6 CURB-TIE PLAN
- 7-17 DETAILS
- 18 SIGN SUMMARY

DRAFT

**MAPLE STREET (ROUTE 202)
COMPLETE STREETS IMPROVEMENT
WINCHENDON, MA**

PROJECT LOCUS PLAN

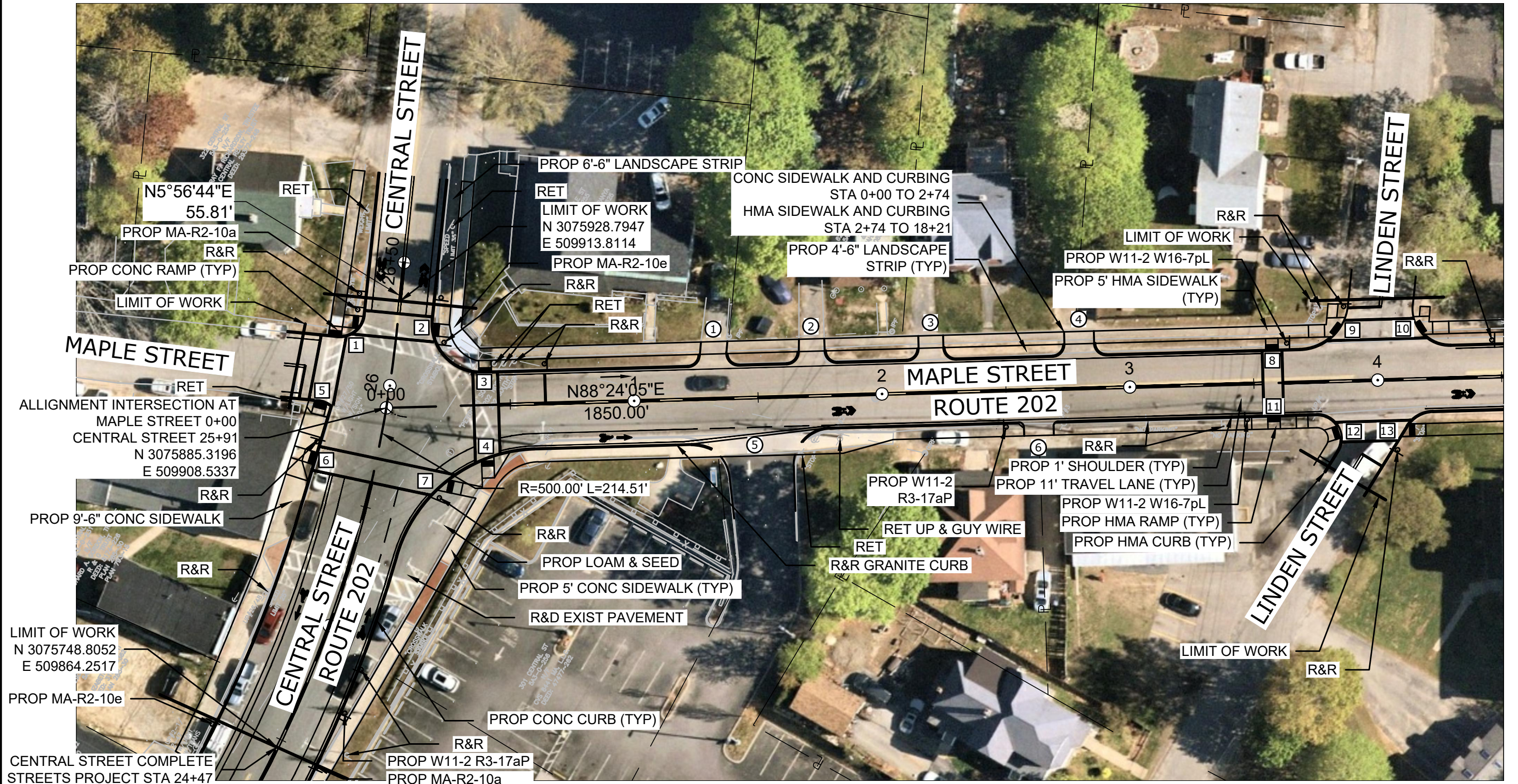
DATE: 10/27/2021

SCALE: 1" = 500'

FIGURE 1 OF 18

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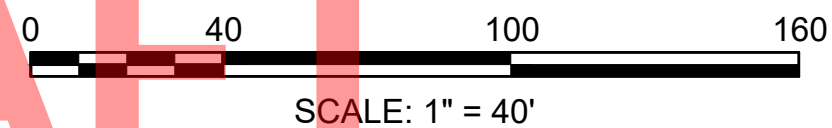
Oct 27, 2021 4:59pm Plotted By: RCase Tighe & Bond, Inc. J:\W1157 Winchendon\083 - Maple Intersection\Drawings\Figures\AutoCAD\Sheet\W1157-083 (Construction).dwg



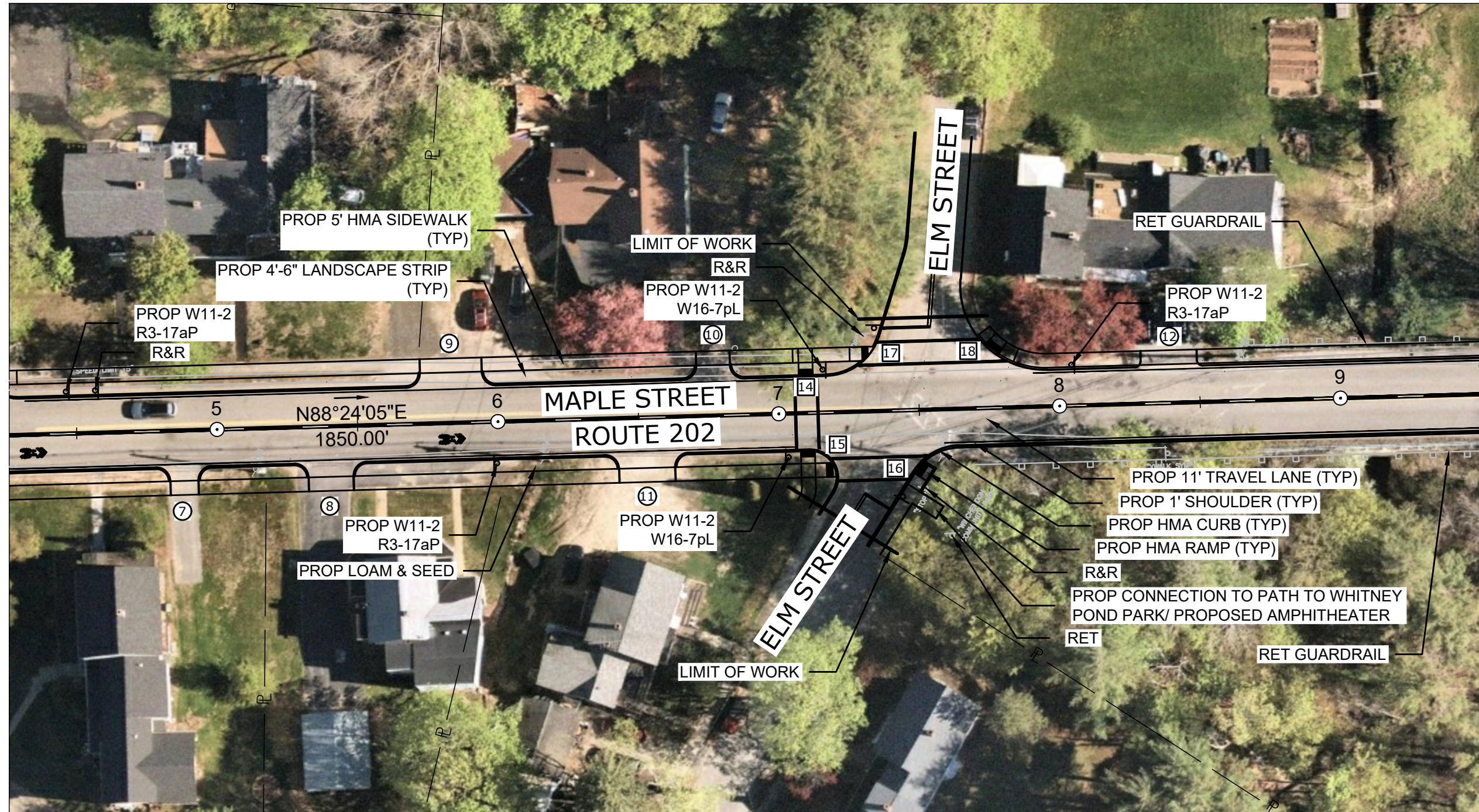
MAPLE STREET (US ROUTE 202) IMPROVEMENTS - 1 OF 4

- LEGEND**
- # PEDESTRIAN CURB RAMP (SEE FIGURES 7-14)
 - ⊙ DRIVEWAY (SEE FIGURES 15-17)

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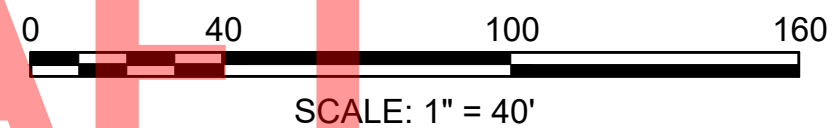


MAPLE STREET (ROUTE 202) COMPLETE STREETS IMPROVEMENT WINCHENDON, MA	
CONSTRUCTION PLANS	
DATE: 10/27/2021	Tighe&Bond
SCALE: 1"=40'	
FIGURE 2 OF 18	



MAPLE STREET (US ROUTE 202) IMPROVEMENTS - 2 OF 4

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LEGEND

- # PEDESTRIAN CURB RAMP (SEE FIGURES 7-14)
- ⊙ DRIVEWAY (SEE FIGURES 15-17)

MAPLE STREET (ROUTE 202)
COMPLETE STREETS IMPROVEMENT
WINCHENDON, MA

CONSTRUCTION PLANS

DATE: 10/27/2021
SCALE: 1"=40'
FIGURE 3 OF 18

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MAPLE STREET (US ROUTE 202) IMPROVEMENTS - 3 OF 4

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SCALE: 1" = 40'

LEGEND

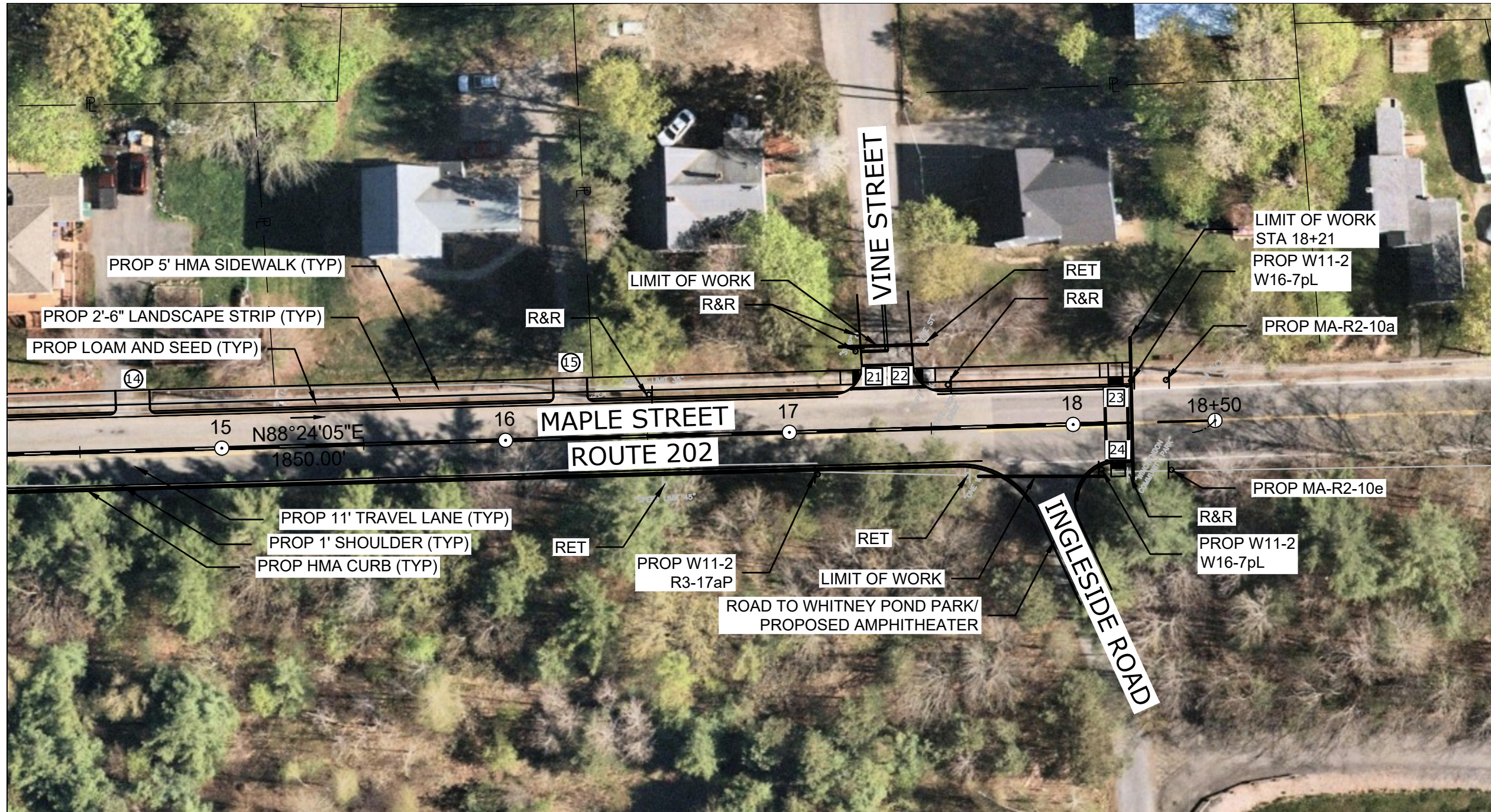
- # PEDESTRIAN CURB RAMP (SEE FIGURES 7-14)
- ⊕ DRIVEWAY (SEE FIGURES 15-17)

MAPLE STREET (ROUTE 202)
COMPLETE STREETS IMPROVEMENT
WINCHENDON, MA

CONSTRUCTION PLANS

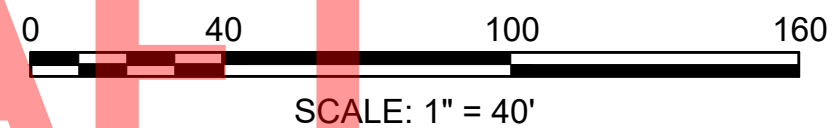
DATE: 10/27/2021
SCALE: 1"=40'
FIGURE 4 OF 18

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MAPLE STREET (US ROUTE 202) IMPROVEMENTS - 4 OF 4

DRAFT



LEGEND

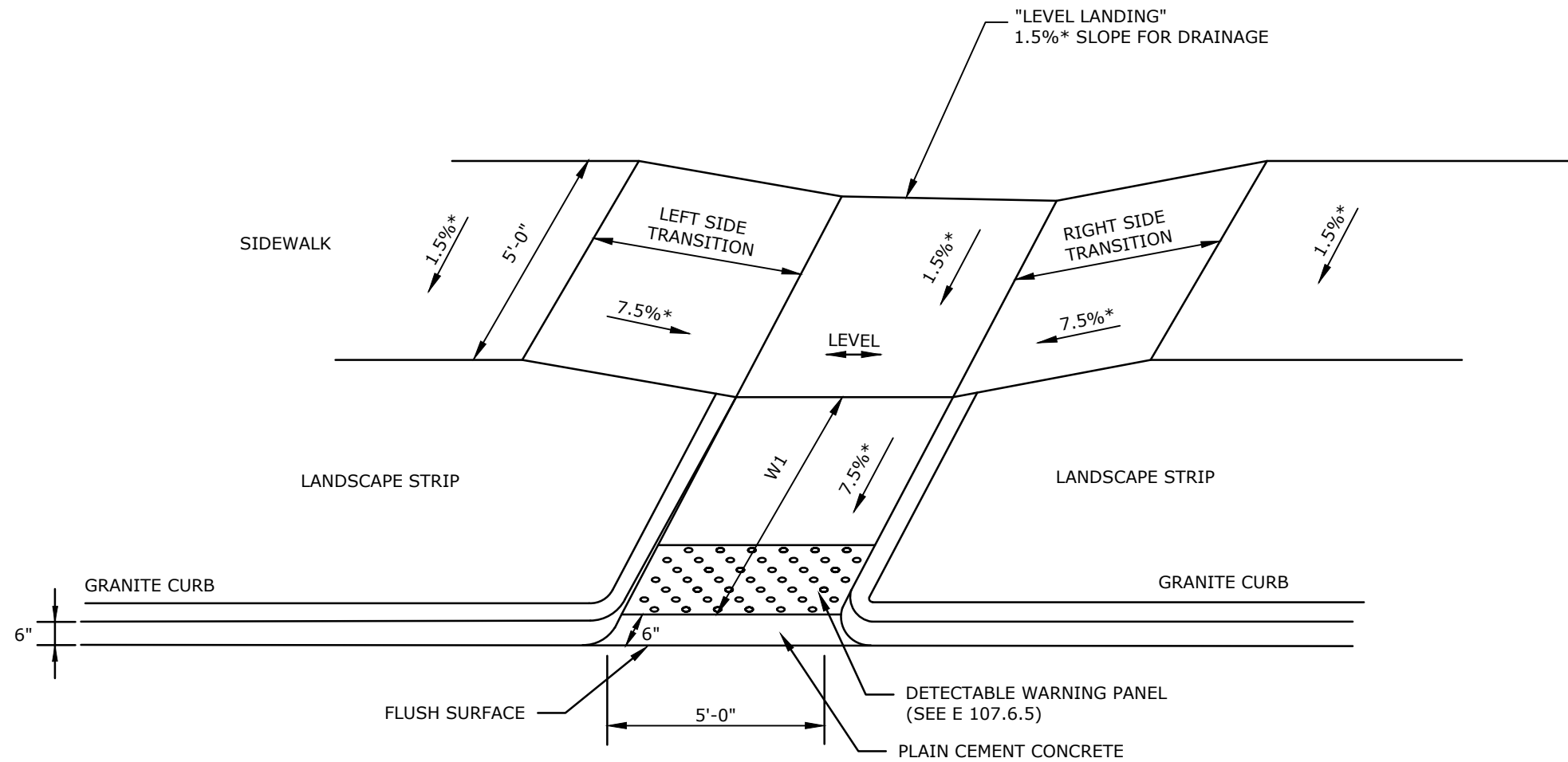
- # PEDESTRIAN CURB RAMP (SEE FIGURES 7-14)
- # DRIVEWAY (SEE FIGURES 15-17)

MAPLE STREET (ROUTE 202)
COMPLETE STREETS IMPROVEMENT
WINCHENDON, MA

CONSTRUCTION PLANS

DATE: 10/27/2021
SCALE: 1"=40'
FIGURE 5 OF 18





PEDESTRIAN CURB RAMP - TYPE 1

NOT TO SCALE

NOTES:

* TOLERANCE FOR CONSTRUCTION ±0.5%

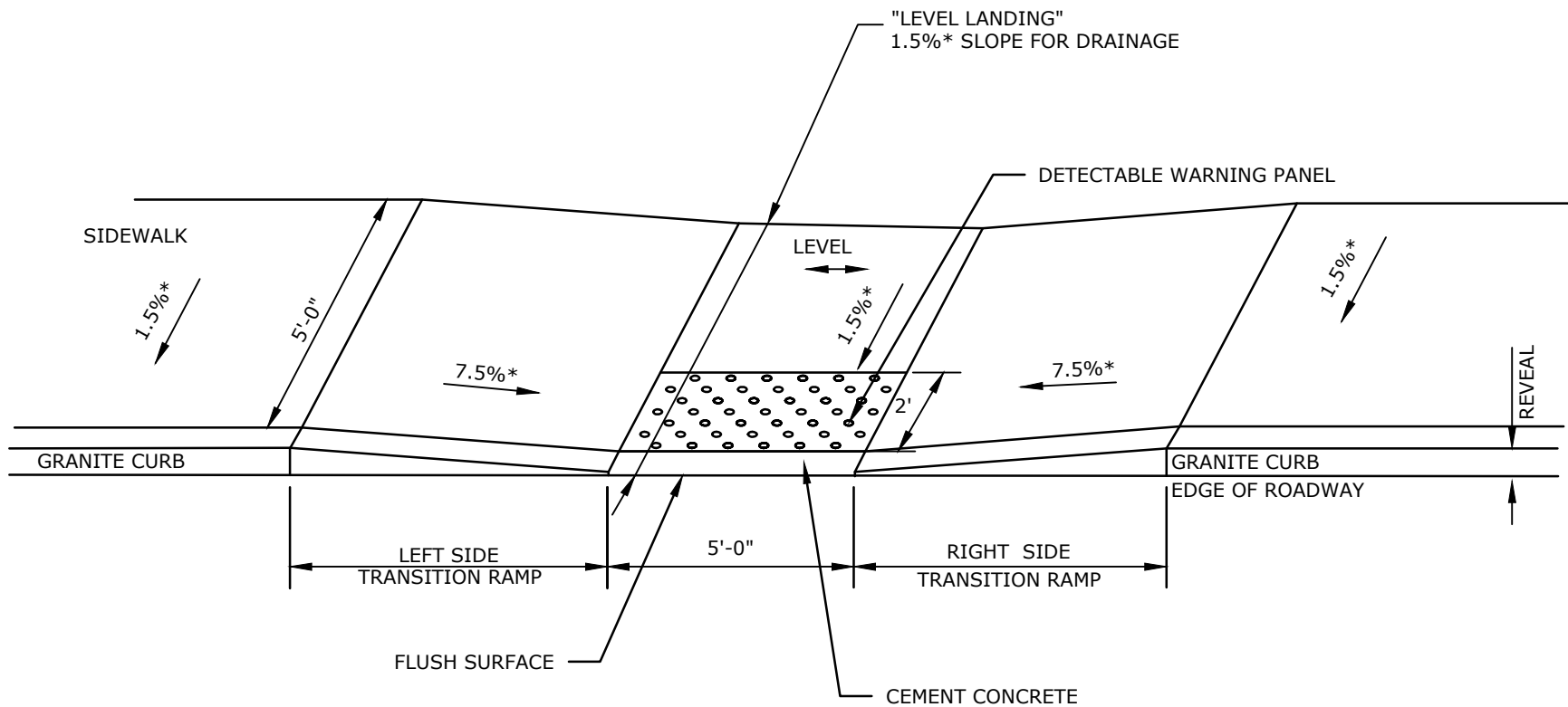
SIDEWALK AND PEDESTRIAN CURB RAMP NOTES:

1. WALKWAY CROSS SLOPES, FOR BRICK, CEMENT CONCRETE AND BITUMINOUS CONCRETE, AS INDICATED IN THE STANDARD SPECIFICATIONS, SHALL BE 1.5%. A CONSTRUCTION TOLERANCE OF 0.5% IS ACCEPTABLE ON WALKWAYS. (REFER TO STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, SECTION 700.) IN ACCORDANCE WITH 521 CMR THE RULES AND REGULATIONS OF THE ARCHITECTURAL ACCESS BOARD (AAB), THE WALKWAY CROSS SLOPE CANNOT EXCEED 2.0%.
2. LOW SIDE TRANSITION LENGTH SHALL BE A MINIMUM OF 6'-6".
3. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 3'-0" (EXCLUSIVE OF CURB WIDTH) SHALL BE MAINTAINED PAST ALL OBSTRUCTIONS (UTILITY POLES, SIGNS, SIGNAL FOUNDATIONS AND MASTS, MAILBOXES, ALONG DRIVE OPENINGS, ETC.).
4. THE PEDESTRIAN CURB RAMP SLOPES AND SIDE SLOPES (TRANSITIONS) WILL BE 7.5% WITH A CONSTRUCTION TOLERANCE OF 0.5%±. HOWEVER, THESE SLOPES MAY BE FLATTER WHEN WARRANTED BY SURROUNDING CONDITIONS.
5. IN NO CASE WHERE A STOP LINE IS WARRANTED, SHALL A RAMP BE PLACED ON THE TRAFFIC APPROACH SIDE OF THAT STOP LINE.
6. FIXED OBJECTS (I.E. UTILITY POLES, HYDRANTS, SIGN, SIGNAL FOUNDATIONS, ETC.) MUST NOT ENCROACH ON ANY PART OF THE PEDESTRIAN CURB RAMP INCLUDING TRANSITION SLOPES.
7. AT NO TIME IS ANY PART OF THE PEDESTRIAN CURB RAMP, EXCLUDING CURB TRANSITIONS, TO BE LOCATED OUTSIDE THE CROSSWALK. THE PEDESTRIAN CURB RAMP ENTRANCE IS TO BE CENTERED IN THE CROSSWALK WHENEVER POSSIBLE.
8. CATCH BASINS WHICH ARE TO BE LOCATED IN THE VICINITY OF A PEDESTRIAN CURB RAMP SHALL BE LOCATED UPGRADE OF THE RAMP ENTRANCE. THE ENTRANCE OF A PEDESTRIAN CURB RAMP SHALL BE FLUSH WITH THE ROADWAY.
9. TESTING SURFACE: WHEN TESTING WITH A STRAIGHTEDGE, PLACED PARALLEL TO THE LINE OF SLOPE, THERE SHALL BE NO DEVIATION FROM A TRUE SURFACE IN EXCESS OF 1/4".
10. DETECTABLE WARNING PANELS ARE REQUIRED ON ALL OF THE PROPOSED PEDESTRIAN CURB RAMPS AND ARE TO BE INSTALLED IN ACCORDANCE WITH THE CONSTRUCTION STANDARD E 107.6.5 (OCTOBER 2017).
11. BLENDED DRIVEWAY TRANSITION RAMPS SHALL NOT EXCEED 5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

TYPICAL PEDESTRIAN CURB RAMP - TYPE 1							
WCR #	STREET	RAMP REFERENCE POINT		PERPENDICULAR RAMP LENGTH (W1)	ROADWAY GUTTER SLOPE	TRANSITION RAMP LENGTH	
		STATION	OFFSET			LEFT SIDE	RIGHT SIDE
2	CENTRAL ST	0+19	31' LT	4'-8"	-2.35%	6'-5"	3'-10"
3	MAPLE ST	0+40	13' LT	5'-0"	1.80%	1'-8"	2'-3"
7	CENTRAL ST	0+21	32' RT	11'-0"	-2.85%	-	-
8	MAPLE ST	3+58	13' LT	5'-0"	-1.65%	2'-2"	1'-8"
14	MAPLE ST	7+10	13' LT	4'-8"	-1.30%	2'-6"	2'-0"
23	MAPLE ST	18+15	13' LT	4'-8"	-1.10%	2'-5"	1'-8"

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MAPLE STREET (ROUTE 202) COMPLETE STREETS IMPROVEMENT WINCHENDON, MA	
<h2 style="margin: 0;">DETAILS</h2>	
DATE: 10/27/2021 SCALE: NO SCALE FIGURE 7 OF 18	



PEDESTRIAN CURB RAMP - TYPE 2
NOT TO SCALE

NOTES:
* TOLERANCE FOR CONSTRUCTION ±0.5%

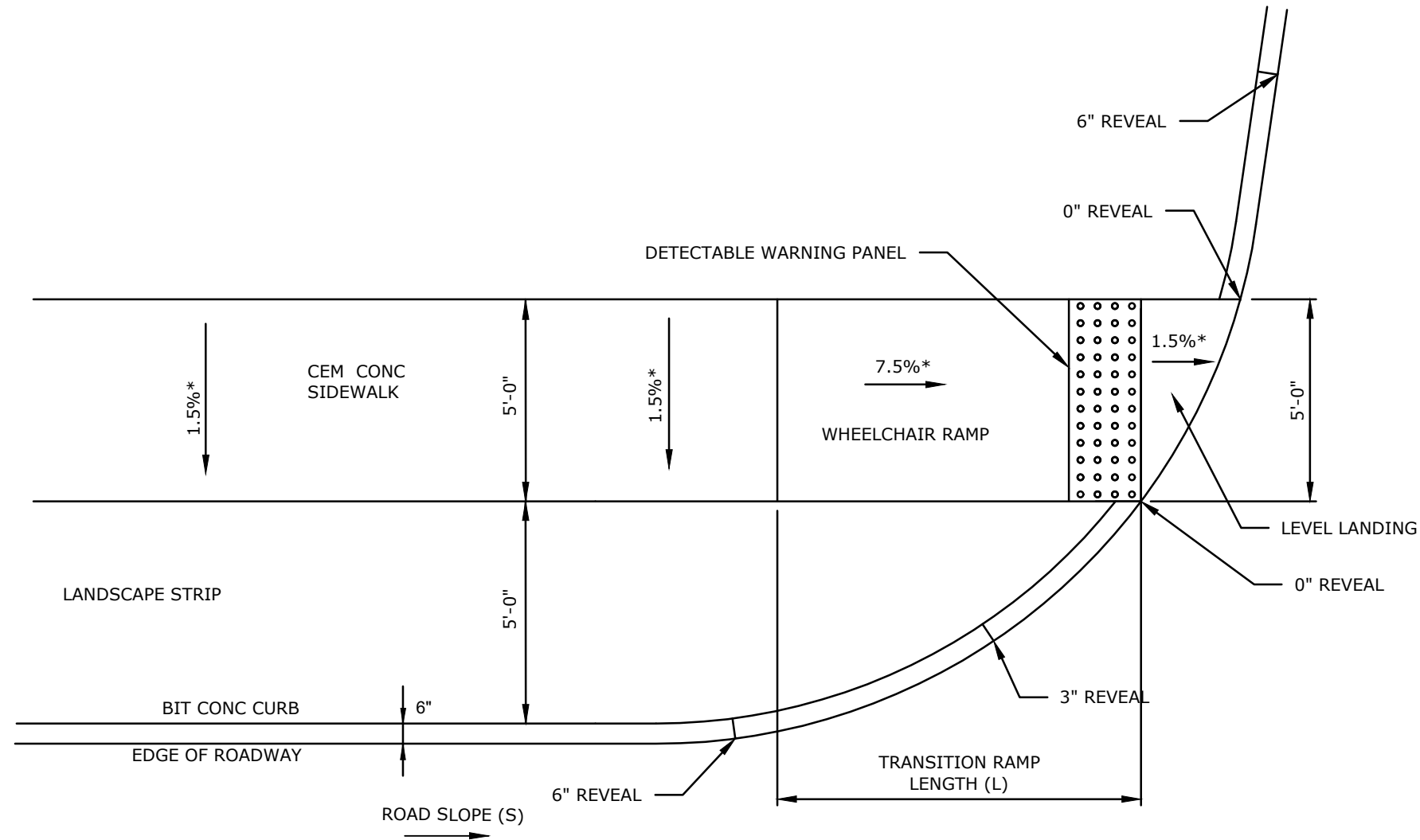
SIDEWALK AND PEDESTRIAN CURB RAMP NOTES:

1. WALKWAY CROSS SLOPES, FOR BRICK, CEMENT CONCRETE AND BITUMINOUS CONCRETE, AS INDICATED IN THE STANDARD SPECIFICATIONS, SHALL BE 1.5%. A CONSTRUCTION TOLERANCE OF 0.5% IS ACCEPTABLE ON WALKWAYS. (REFER TO STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, SECTION 700.) IN ACCORDANCE WITH 521 CMR THE RULES AND REGULATIONS OF THE ARCHITECTURAL ACCESS BOARD (AAB), THE WALKWAY CROSS SLOPE CANNOT EXCEED 2.0%.
2. LOW SIDE TRANSITION LENGTH SHALL BE A MINIMUM OF 6'-6".
3. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 3'-0" (EXCLUSIVE OF CURB WIDTH) SHALL BE MAINTAINED PAST ALL OBSTRUCTIONS (UTILITY POLES, SIGNS, SIGNAL FOUNDATIONS AND MASTS, MAILBOXES, ALONG DRIVE OPENINGS, ETC.).
4. THE PEDESTRIAN CURB RAMP SLOPES AND SIDE SLOPES (TRANSITIONS) WILL BE 7.5% WITH A CONSTRUCTION TOLERANCE OF 0.5%±. HOWEVER, THESE SLOPES MAY BE FLATTER WHEN WARRANTED BY SURROUNDING CONDITIONS.
5. IN NO CASE WHERE A STOP LINE IS WARRANTED, SHALL A RAMP BE PLACED ON THE TRAFFIC APPROACH SIDE OF THAT STOP LINE.
6. FIXED OBJECTS (I.E. UTILITY POLES, HYDRANTS, SIGN, SIGNAL FOUNDATIONS, ETC.) MUST NOT ENCROACH ON ANY PART OF THE PEDESTRIAN CURB RAMP INCLUDING TRANSITION SLOPES.
7. AT NO TIME IS ANY PART OF THE PEDESTRIAN CURB RAMP, EXCLUDING CURB TRANSITIONS, TO BE LOCATED OUTSIDE THE CROSSWALK. THE PEDESTRIAN CURB RAMP ENTRANCE IS TO BE CENTERED IN THE CROSSWALK WHENEVER POSSIBLE.
8. CATCH BASINS WHICH ARE TO BE LOCATED IN THE VICINITY OF A PEDESTRIAN CURB RAMP SHALL BE LOCATED UPGRADE OF THE RAMP ENTRANCE. THE ENTRANCE OF A PEDESTRIAN CURB RAMP SHALL BE FLUSH WITH THE ROADWAY.
9. TESTING SURFACE: WHEN TESTING WITH A STRAIGHTEDGE, PLACED PARALLEL TO THE LINE OF SLOPE, THERE SHALL BE NO DEVIATION FROM A TRUE SURFACE IN EXCESS OF 1/4".
10. DETECTABLE WARNING PANELS ARE REQUIRED ON ALL OF THE PROPOSED PEDESTRIAN CURB RAMP AND ARE TO BE INSTALLED IN ACCORDANCE WITH THE CONSTRUCTION STANDARD E 107.6.5 (OCTOBER 2017).
11. BLENDED DRIVEWAY TRANSITION RAMPS SHALL NOT EXCEED 5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

TYPICAL PEDESTRIAN CURB RAMP - TYPE 2							
WCR #	ALIGNMENT	RAMP REFERENCE POINT		CURB REVEAL (R)	ROADWAY GUTTER SLOPE	TRANSITION RAMP LENGTH	
		STATION	OFFSET			LEFT SIDE	RIGHT SIDE
9	LINDEN ST	3+84	21' LT	6"	-1.65%	9'-0"	6'-6"
10	LINDEN ST	4+17	20' LT	6"	2.60%	7'-8"	6'-6"
11	LINDEN ST	3+58	13' RT	3" (LEFT SIDE), 6" (RIGHT SIDE)	2.60%	3'-4"	11'-0"
12	LINDEN ST	3+85	20' RT	3" (RIGHT SIDE), 6" (LEFT SIDE)	6.70%	6'-6"	3'-4"
16	ELM ST	7+49	20' RT	3"	-7.65%	-	6'-6"
18	ELM ST	7+77	19' LT	6"	1.35%	6'-6"	9'-0"
19	HIGHLAND ST	12+62	19' LT	6"	2.05%	6'-6"	11'-0"
24	MAPLE ST	18+15	13' RT	6"	1.10%	6'-6"	9'-0"

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MAPLE STREET (ROUTE 202) COMPLETE STREETS IMPROVEMENT WINCHENDON, MA	
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FIGURE 8 OF 18	



PEDESTRIAN CURB RAMP - TYPE 3
NOT TO SCALE

NOTES:
* TOLERANCE FOR CONSTRUCTION $\pm 0.5\%$

SIDEWALK AND PEDESTRIAN CURB RAMP NOTES:

1. WALKWAY CROSS SLOPES, FOR BRICK, CEMENT CONCRETE AND BITUMINOUS CONCRETE, AS INDICATED IN THE STANDARD SPECIFICATIONS, SHALL BE 1.5%. A CONSTRUCTION TOLERANCE OF 0.5% IS ACCEPTABLE ON WALKWAYS. (REFER TO STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, SECTION 700.) IN ACCORDANCE WITH 521 CMR THE RULES AND REGULATIONS OF THE ARCHITECTURAL ACCESS BOARD (AAB), THE WALKWAY CROSS SLOPE CANNOT EXCEED 2.0%.
2. LOW SIDE TRANSITION LENGTH SHALL BE A MINIMUM OF 6'-6".
3. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 3'-0" (EXCLUSIVE OF CURB WIDTH) SHALL BE MAINTAINED PAST ALL OBSTRUCTIONS (UTILITY POLES, SIGNS, SIGNAL FOUNDATIONS AND MASTS, MAILBOXES, ALONG DRIVE OPENINGS, ETC.).
4. THE PEDESTRIAN CURB RAMP SLOPES AND SIDE SLOPES (TRANSITIONS) WILL BE 7.5% WITH A CONSTRUCTION TOLERANCE OF 0.5%±. HOWEVER, THESE SLOPES MAY BE FLATTER WHEN WARRANTED BY SURROUNDING CONDITIONS.
5. IN NO CASE WHERE A STOP LINE IS WARRANTED, SHALL A RAMP BE PLACED ON THE TRAFFIC APPROACH SIDE OF THAT STOP LINE.
6. FIXED OBJECTS (I.E. UTILITY POLES, HYDRANTS, SIGN, SIGNAL FOUNDATIONS, ETC.) MUST NOT ENCR OACH ON ANY PART OF THE PEDESTRIAN CURB RAMP INCLUDING TRANSITION SLOPES.
7. AT NO TIME IS ANY PART OF THE PEDESTRIAN CURB RAMP, EXCLUDING CURB TRANSITIONS, TO BE LOCATED OUTSIDE THE CROSSWALK. THE PEDESTRIAN CURB RAMP ENTRANCE IS TO BE CENTERED IN THE CROSSWALK WHENEVER POSSIBLE.
8. CATCH BASINS WHICH ARE TO BE LOCATED IN THE VICINITY OF A PEDESTRIAN CURB RAMP SHALL BE LOCATED UPGRADE OF THE RAMP ENTRANCE. THE ENTRANCE OF A PEDESTRIAN CURB RAMP SHALL BE FLUSH WITH THE ROADWAY.
9. TESTING SURFACE: WHEN TESTING WITH A STRAIGHTEDGE, PLACED PARALLEL TO THE LINE OF SLOPE, THERE SHALL BE NO DEVIATION FROM A TRUE SURFACE IN EXCESS OF 1/4".
10. DETECTABLE WARNING PANELS ARE REQUIRED ON ALL OF THE PROPOSED PEDESTRIAN CURB RAMP AND ARE TO BE INSTALLED IN ACCORDANCE WITH THE CONSTRUCTION STANDARD E 107.6.5 (OCTOBER 2017).
11. BLENDED DRIVEWAY TRANSITION RAMPS SHALL NOT EXCEED 5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

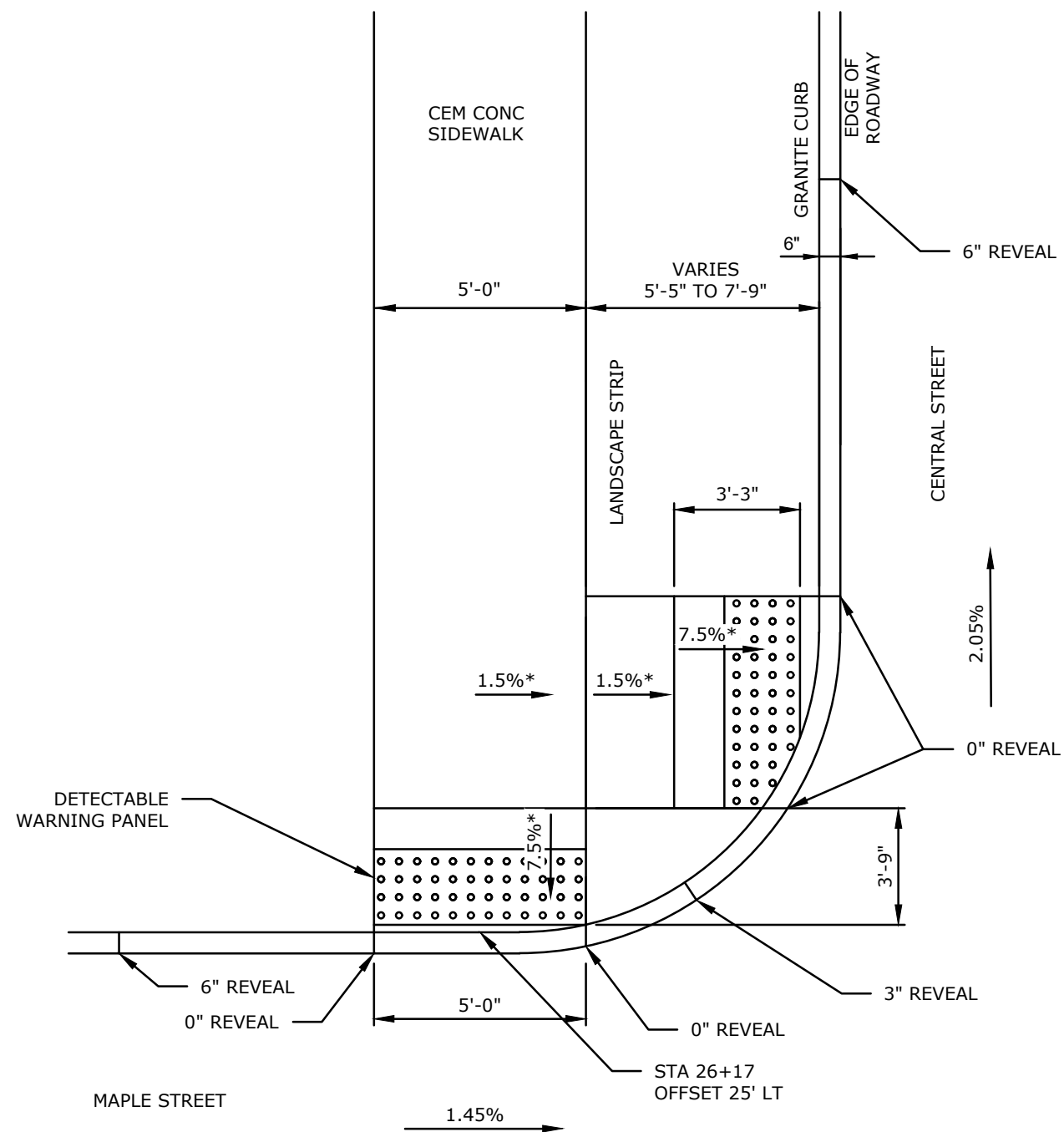
TYPICAL PEDESTRIAN CURB RAMP - TYPE 3					
WCR #	STREET	RAMP REFERENCE POINT		ROADWAY GUTTER SLOPE (S)	TRANSITION RAMP LENGTH (L)
		STATION	OFFSET		
13	LINDEN ST	4+10	21' RT	2.25%	6'-6"
17	ELM ST	7+32	20' LT	-1.30%	9'-0"
20	HIGHLAND ST	12+97	17' LT	-4.80%	15'-0"
21	VINE ST	17+25	18' LT	2.40%	6'-6"
22	VINE ST	17+45	18' LT	-1.10%	9'-0"

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MAPLE STREET (ROUTE 202) COMPLETE STREETS IMPROVEMENT WINCHENDON, MA	
DETAILS	
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FIGURE 9 OF 18	

SIDEWALK AND PEDESTRIAN CURB RAMP NOTES:

1. WALKWAY CROSS SLOPES, FOR BRICK, CEMENT CONCRETE AND BITUMINOUS CONCRETE, AS INDICATED IN THE STANDARD SPECIFICATIONS, SHALL BE 1.5%. A CONSTRUCTION TOLERANCE OF 0.5% IS ACCEPTABLE ON WALKWAYS. (REFER TO STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, SECTION 700.) IN ACCORDANCE WITH 521 CMR THE RULES AND REGULATIONS OF THE ARCHITECTURAL ACCESS BOARD (AAB), THE WALKWAY CROSS SLOPE CANNOT EXCEED 2.0%.
2. LOW SIDE TRANSITION LENGTH SHALL BE A MINIMUM OF 6'-6".
3. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 3'-0" (EXCLUSIVE OF CURB WIDTH) SHALL BE MAINTAINED PAST ALL OBSTRUCTIONS (UTILITY POLES, SIGNS, SIGNAL FOUNDATIONS AND MASTS, MAILBOXES, ALONG DRIVE OPENINGS, ETC.).
4. THE PEDESTRIAN CURB RAMP SLOPES AND SIDE SLOPES (TRANSITIONS) WILL BE 7.5% WITH A CONSTRUCTION TOLERANCE OF 0.5%±. HOWEVER, THESE SLOPES MAY BE FLATTER WHEN WARRANTED BY SURROUNDING CONDITIONS.
5. IN NO CASE WHERE A STOP LINE IS WARRANTED, SHALL A RAMP BE PLACED ON THE TRAFFIC APPROACH SIDE OF THAT STOP LINE.
6. FIXED OBJECTS (I.E. UTILITY POLES, HYDRANTS, SIGN, SIGNAL FOUNDATIONS, ETC.) MUST NOT ENCROACH ON ANY PART OF THE PEDESTRIAN CURB RAMP INCLUDING TRANSITION SLOPES.
7. AT NO TIME IS ANY PART OF THE PEDESTRIAN CURB RAMP, EXCLUDING CURB TRANSITIONS, TO BE LOCATED OUTSIDE THE CROSSWALK. THE PEDESTRIAN CURB RAMP ENTRANCE IS TO BE CENTERED IN THE CROSSWALK WHENEVER POSSIBLE.
8. CATCH BASINS WHICH ARE TO BE LOCATED IN THE VICINITY OF A PEDESTRIAN CURB RAMP SHALL BE LOCATED UPGRADE OF THE RAMP ENTRANCE. THE ENTRANCE OF A PEDESTRIAN CURB RAMP SHALL BE FLUSH WITH THE ROADWAY.
9. TESTING SURFACE: WHEN TESTING WITH A STRAIGHTEDGE, PLACED PARALLEL TO THE LINE OF SLOPE, THERE SHALL BE NO DEVIATION FROM A TRUE SURFACE IN EXCESS OF 1/4".
10. DETECTABLE WARNING PANELS ARE REQUIRED ON ALL OF THE PROPOSED PEDESTRIAN CURB RAMP AND ARE TO BE INSTALLED IN ACCORDANCE WITH THE CONSTRUCTION STANDARD E 107.6.5 (OCTOBER 2017).
11. BLENDED DRIVEWAY TRANSITION RAMPS SHALL NOT EXCEED 5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.



PEDESTRIAN CURB RAMP 1
NOT TO SCALE

NOTES:
* TOLERANCE FOR CONSTRUCTION ±0.5%

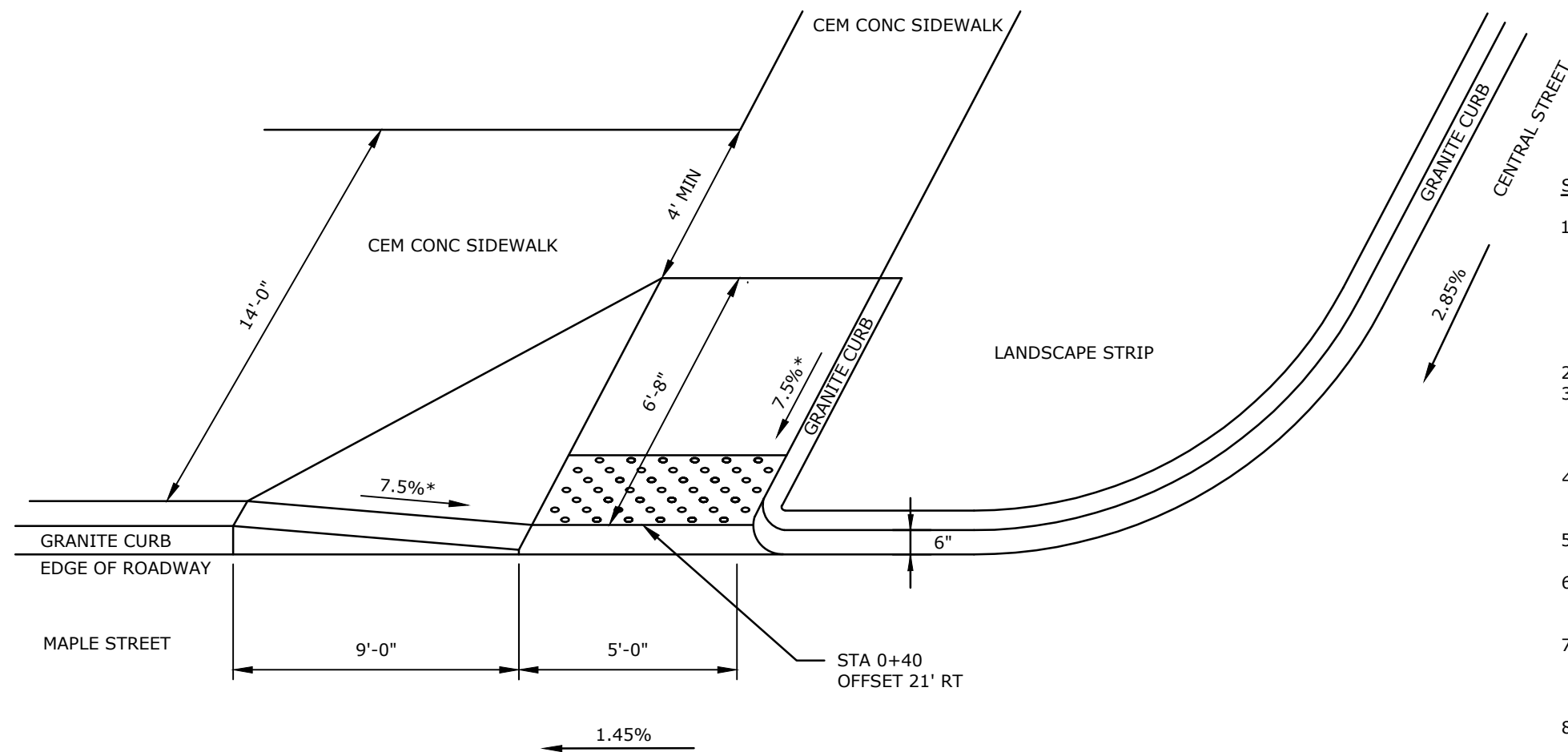
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MAPLE STREET (ROUTE 202)
COMPLETE STREETS IMPROVEMENT
WINCHENDON, MA

DETAILS

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SCALE: NO SCALE
FIGURE 10 OF 18

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PEDESTRIAN CURB RAMP 4
NOT TO SCALE

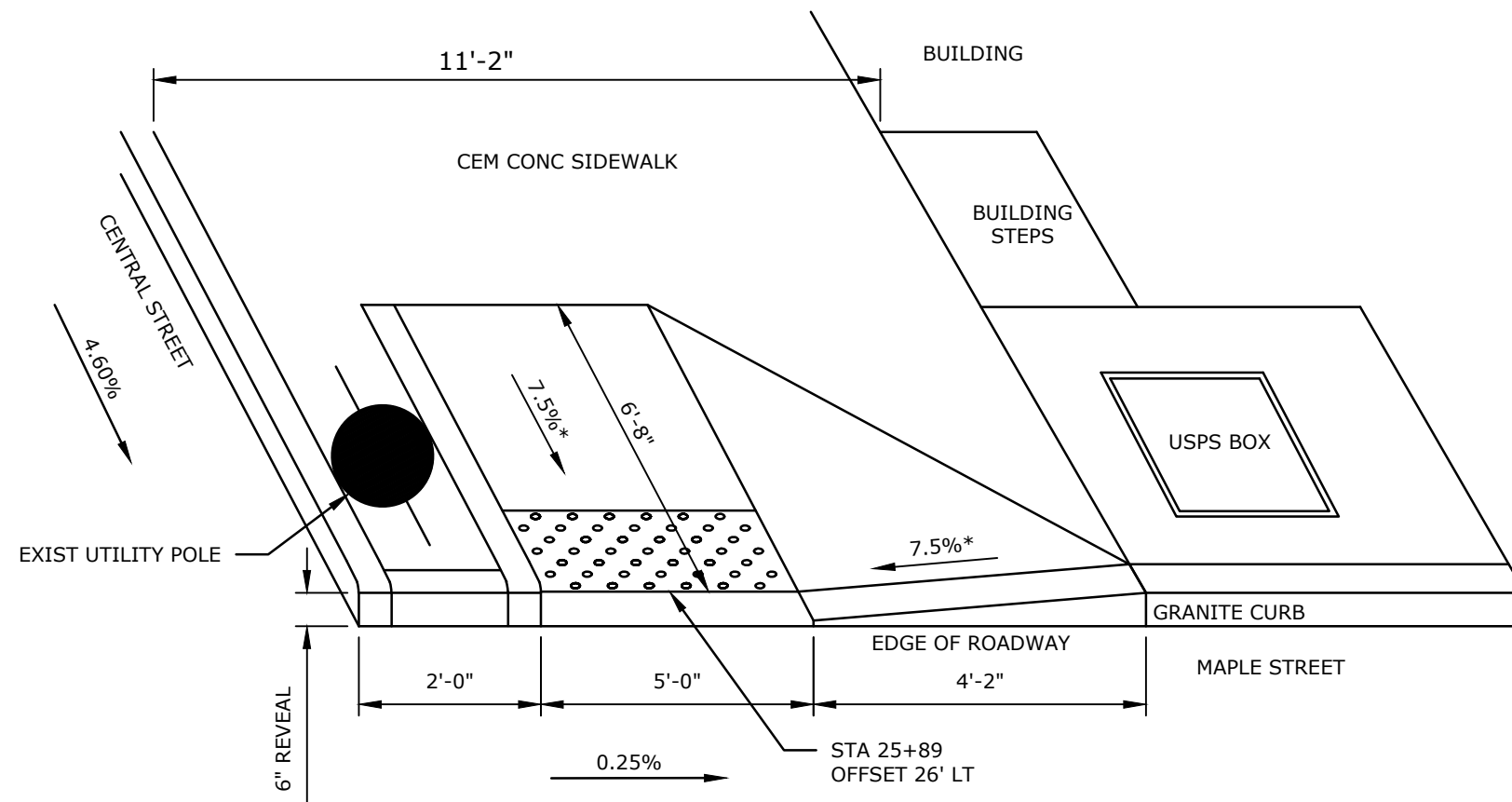
NOTES:
* TOLERANCE FOR CONSTRUCTION ±0.5%

SIDEWALK AND PEDESTRIAN CURB RAMP NOTES:

1. WALKWAY CROSS SLOPES, FOR BRICK, CEMENT CONCRETE AND BITUMINOUS CONCRETE, AS INDICATED IN THE STANDARD SPECIFICATIONS, SHALL BE 1.5%. A CONSTRUCTION TOLERANCE OF 0.5% IS ACCEPTABLE ON WALKWAYS. (REFER TO STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, SECTION 700.) IN ACCORDANCE WITH 521 CMR THE RULES AND REGULATIONS OF THE ARCHITECTURAL ACCESS BOARD (AAB), THE WALKWAY CROSS SLOPE CANNOT EXCEED 2.0%.
2. LOW SIDE TRANSITION LENGTH SHALL BE A MINIMUM OF 6'-6".
3. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 3'-0" (EXCLUSIVE OF CURB WIDTH) SHALL BE MAINTAINED PAST ALL OBSTRUCTIONS (UTILITY POLES, SIGNS, SIGNAL FOUNDATIONS AND MASTS, MAILBOXES, ALONG DRIVE OPENINGS, ETC.).
4. THE PEDESTRIAN CURB RAMP SLOPES AND SIDE SLOPES (TRANSITIONS) WILL BE 7.5% WITH A CONSTRUCTION TOLERANCE OF 0.5%±. HOWEVER, THESE SLOPES MAY BE FLATTER WHEN WARRANTED BY SURROUNDING CONDITIONS.
5. IN NO CASE WHERE A STOP LINE IS WARRANTED, SHALL A RAMP BE PLACED ON THE TRAFFIC APPROACH SIDE OF THAT STOP LINE.
6. FIXED OBJECTS (I.E. UTILITY POLES, HYDRANTS, SIGN, SIGNAL FOUNDATIONS, ETC.) MUST NOT ENCROACH ON ANY PART OF THE PEDESTRIAN CURB RAMP INCLUDING TRANSITION SLOPES.
7. AT NO TIME IS ANY PART OF THE PEDESTRIAN CURB RAMP, EXCLUDING CURB TRANSITIONS, TO BE LOCATED OUTSIDE THE CROSSWALK. THE PEDESTRIAN CURB RAMP ENTRANCE IS TO BE CENTERED IN THE CROSSWALK WHENEVER POSSIBLE.
8. CATCH BASINS WHICH ARE TO BE LOCATED IN THE VICINITY OF A PEDESTRIAN CURB RAMP SHALL BE LOCATED UPGRADE OF THE RAMP ENTRANCE. THE ENTRANCE OF A PEDESTRIAN CURB RAMP SHALL BE FLUSH WITH THE ROADWAY.
9. TESTING SURFACE: WHEN TESTING WITH A STRAIGHTEDGE, PLACED PARALLEL TO THE LINE OF SLOPE, THERE SHALL BE NO DEVIATION FROM A TRUE SURFACE IN EXCESS OF 1/4".
10. DETECTABLE WARNING PANELS ARE REQUIRED ON ALL OF THE PROPOSED PEDESTRIAN CURB RAMP AND ARE TO BE INSTALLED IN ACCORDANCE WITH THE CONSTRUCTION STANDARD E 107.6.5 (OCTOBER 2017).
11. BLENDED DRIVEWAY TRANSITION RAMPS SHALL NOT EXCEED 5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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MAPLE STREET (ROUTE 202) COMPLETE STREETS IMPROVEMENT WINCHENDON, MA	
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FIGURE 11 OF 18	



PEDESTRIAN CURB RAMP 5

NOT TO SCALE

NOTES:
* TOLERANCE FOR CONSTRUCTION ±0.5%

SIDEWALK AND PEDESTRIAN CURB RAMP NOTES:

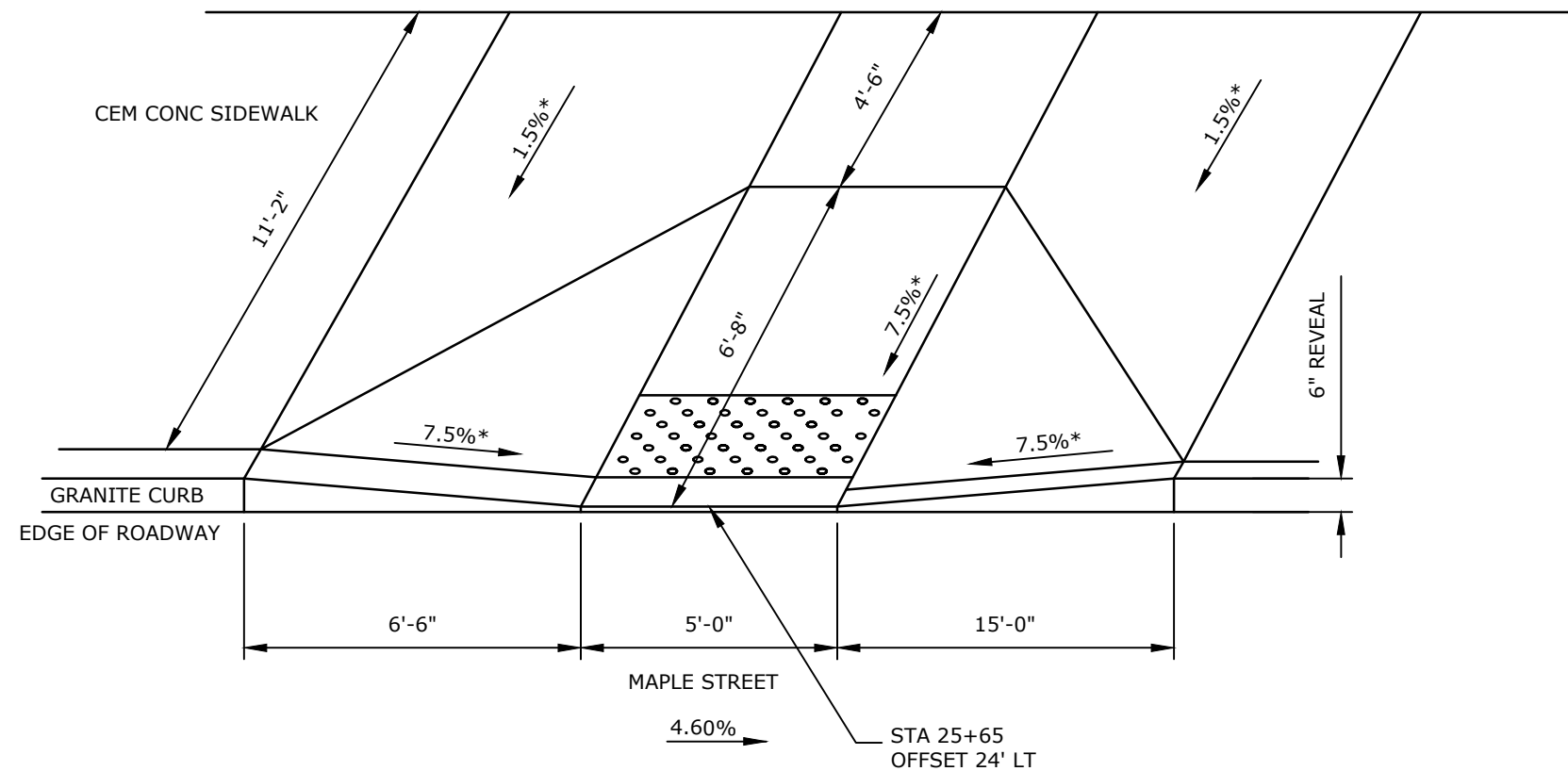
1. WALKWAY CROSS SLOPES, FOR BRICK, CEMENT CONCRETE AND BITUMINOUS CONCRETE, AS INDICATED IN THE STANDARD SPECIFICATIONS, SHALL BE 1.5%. A CONSTRUCTION TOLERANCE OF 0.5% IS ACCEPTABLE ON WALKWAYS. (REFER TO STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, SECTION 700.) IN ACCORDANCE WITH 521 CMR THE RULES AND REGULATIONS OF THE ARCHITECTURAL ACCESS BOARD (AAB), THE WALKWAY CROSS SLOPE CANNOT EXCEED 2.0%.
2. LOW SIDE TRANSITION LENGTH SHALL BE A MINIMUM OF 6'-6".
3. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 3'-0" (EXCLUSIVE OF CURB WIDTH) SHALL BE MAINTAINED PAST ALL OBSTRUCTIONS (UTILITY POLES, SIGNS, SIGNAL FOUNDATIONS AND MASTS, MAILBOXES, ALONG DRIVE OPENINGS, ETC.).
4. THE PEDESTRIAN CURB RAMP SLOPES AND SIDE SLOPES (TRANSITIONS) WILL BE 7.5% WITH A CONSTRUCTION TOLERANCE OF 0.5%±. HOWEVER, THESE SLOPES MAY BE FLATTER WHEN WARRANTED BY SURROUNDING CONDITIONS.
5. IN NO CASE WHERE A STOP LINE IS WARRANTED, SHALL A RAMP BE PLACED ON THE TRAFFIC APPROACH SIDE OF THAT STOP LINE.
6. FIXED OBJECTS (I.E. UTILITY POLES, HYDRANTS, SIGN, SIGNAL FOUNDATIONS, ETC.) MUST NOT ENCROACH ON ANY PART OF THE PEDESTRIAN CURB RAMP INCLUDING TRANSITION SLOPES.
7. AT NO TIME IS ANY PART OF THE PEDESTRIAN CURB RAMP, EXCLUDING CURB TRANSITIONS, TO BE LOCATED OUTSIDE THE CROSSWALK. THE PEDESTRIAN CURB RAMP ENTRANCE IS TO BE CENTERED IN THE CROSSWALK WHENEVER POSSIBLE.
8. CATCH BASINS WHICH ARE TO BE LOCATED IN THE VICINITY OF A PEDESTRIAN CURB RAMP SHALL BE LOCATED UPGRADGE OF THE RAMP ENTRANCE. THE ENTRANCE OF A PEDESTRIAN CURB RAMP SHALL BE FLUSH WITH THE ROADWAY.
9. TESTING SURFACE: WHEN TESTING WITH A STRAIGHTEDGE, PLACED PARALLEL TO THE LINE OF SLOPE, THERE SHALL BE NO DEVIATION FROM A TRUE SURFACE IN EXCESS OF 1/4".
10. DETECTABLE WARNING PANELS ARE REQUIRED ON ALL OF THE PROPOSED PEDESTRIAN CURB RAMPS AND ARE TO BE INSTALLED IN ACCORDANCE WITH THE CONSTRUCTION STANDARD E 107.6.5 (OCTOBER 2017).
11. BLENDED DRIVEWAY TRANSITION RAMPS SHALL NOT EXCEED 5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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MAPLE STREET (ROUTE 202) COMPLETE STREETS IMPROVEMENT WINCHENDON, MA	
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FIGURE 12 OF 18	

SIDEWALK AND PEDESTRIAN CURB RAMP NOTES:

1. WALKWAY CROSS SLOPES, FOR BRICK, CEMENT CONCRETE AND BITUMINOUS CONCRETE, AS INDICATED IN THE STANDARD SPECIFICATIONS, SHALL BE 1.5%. A CONSTRUCTION TOLERANCE OF 0.5% IS ACCEPTABLE ON WALKWAYS. (REFER TO STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, SECTION 700.) IN ACCORDANCE WITH 521 CMR THE RULES AND REGULATIONS OF THE ARCHITECTURAL ACCESS BOARD (AAB), THE WALKWAY CROSS SLOPE CANNOT EXCEED 2.0%.
2. LOW SIDE TRANSITION LENGTH SHALL BE A MINIMUM OF 6'-6".
3. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 3'-0" (EXCLUSIVE OF CURB WIDTH) SHALL BE MAINTAINED PAST ALL OBSTRUCTIONS (UTILITY POLES, SIGNS, SIGNAL FOUNDATIONS AND MASTS, MAILBOXES, ALONG DRIVE OPENINGS, ETC.).
4. THE PEDESTRIAN CURB RAMP SLOPES AND SIDE SLOPES (TRANSITIONS) WILL BE 7.5% WITH A CONSTRUCTION TOLERANCE OF 0.5%±. HOWEVER, THESE SLOPES MAY BE FLATTER WHEN WARRANTED BY SURROUNDING CONDITIONS.
5. IN NO CASE WHERE A STOP LINE IS WARRANTED, SHALL A RAMP BE PLACED ON THE TRAFFIC APPROACH SIDE OF THAT STOP LINE.
6. FIXED OBJECTS (I.E. UTILITY POLES, HYDRANTS, SIGN, SIGNAL FOUNDATIONS, ETC.) MUST NOT ENCROACH ON ANY PART OF THE PEDESTRIAN CURB RAMP INCLUDING TRANSITION SLOPES.
7. AT NO TIME IS ANY PART OF THE PEDESTRIAN CURB RAMP, EXCLUDING CURB TRANSITIONS, TO BE LOCATED OUTSIDE THE CROSSWALK. THE PEDESTRIAN CURB RAMP ENTRANCE IS TO BE CENTERED IN THE CROSSWALK WHENEVER POSSIBLE.
8. CATCH BASINS WHICH ARE TO BE LOCATED IN THE VICINITY OF A PEDESTRIAN CURB RAMP SHALL BE LOCATED UPGRADE OF THE RAMP ENTRANCE. THE ENTRANCE OF A PEDESTRIAN CURB RAMP SHALL BE FLUSH WITH THE ROADWAY.
9. TESTING SURFACE: WHEN TESTING WITH A STRAIGHTEDGE, PLACED PARALLEL TO THE LINE OF SLOPE, THERE SHALL BE NO DEVIATION FROM A TRUE SURFACE IN EXCESS OF 1/4".
10. DETECTABLE WARNING PANELS ARE REQUIRED ON ALL OF THE PROPOSED PEDESTRIAN CURB RAMPS AND ARE TO BE INSTALLED IN ACCORDANCE WITH THE CONSTRUCTION STANDARD E 107.6.5 (OCTOBER 2017).
11. BLENDED DRIVEWAY TRANSITION RAMPS SHALL NOT EXCEED 5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

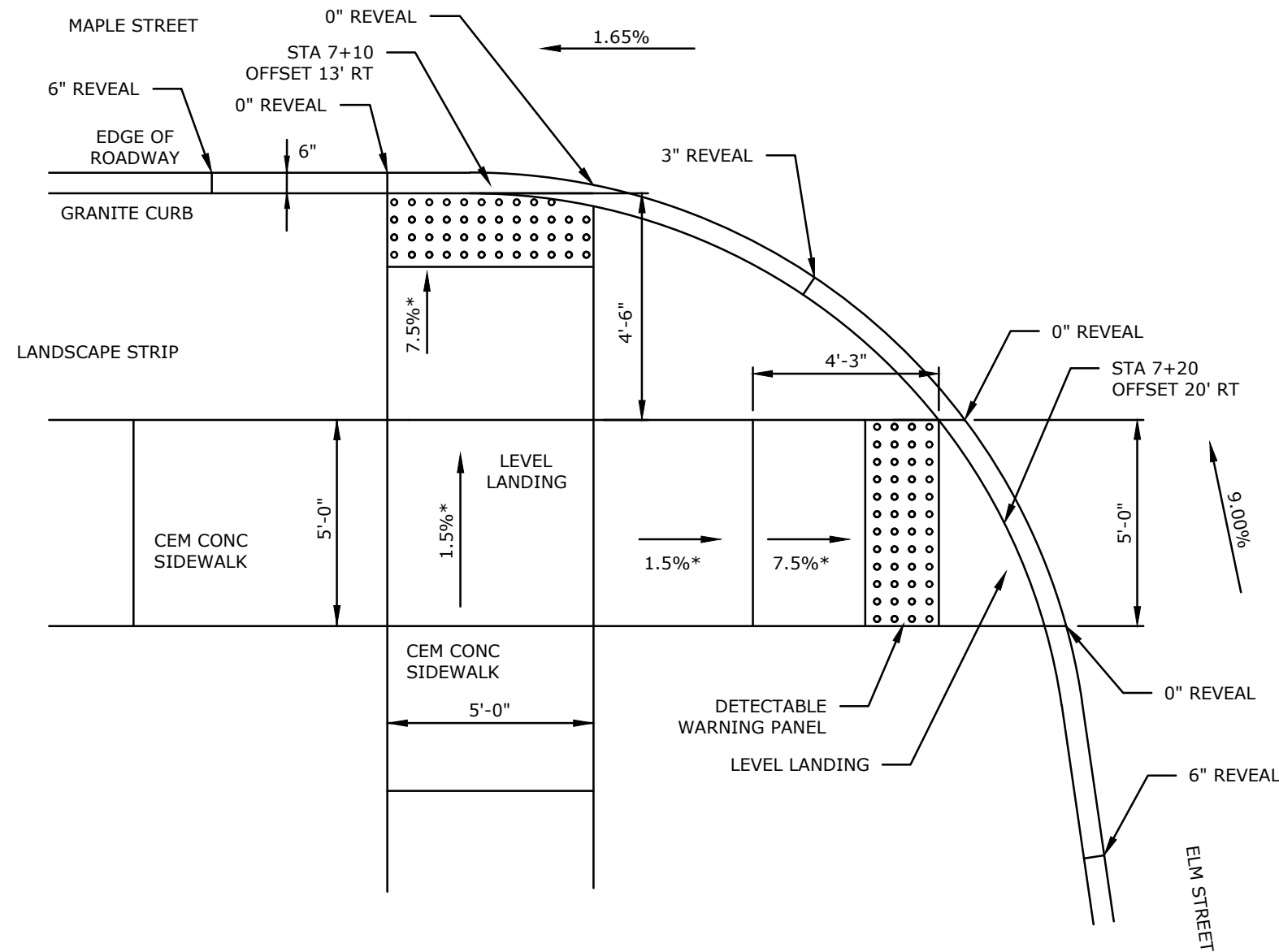


PEDESTRIAN CURB RAMP 6
NOT TO SCALE

NOTES:
* TOLERANCE FOR CONSTRUCTION ±0.5%

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MAPLE STREET (ROUTE 202) COMPLETE STREETS IMPROVEMENT WINCHENDON, MA	
DETAILS	
DATE: 10/27/2021	Tighe&Bond
SCALE: NO SCALE	
FIGURE 13 OF 18	



PEDESTRIAN CURB RAMP 15
NOT TO SCALE

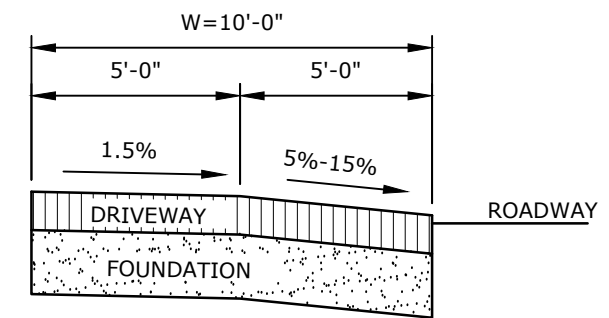
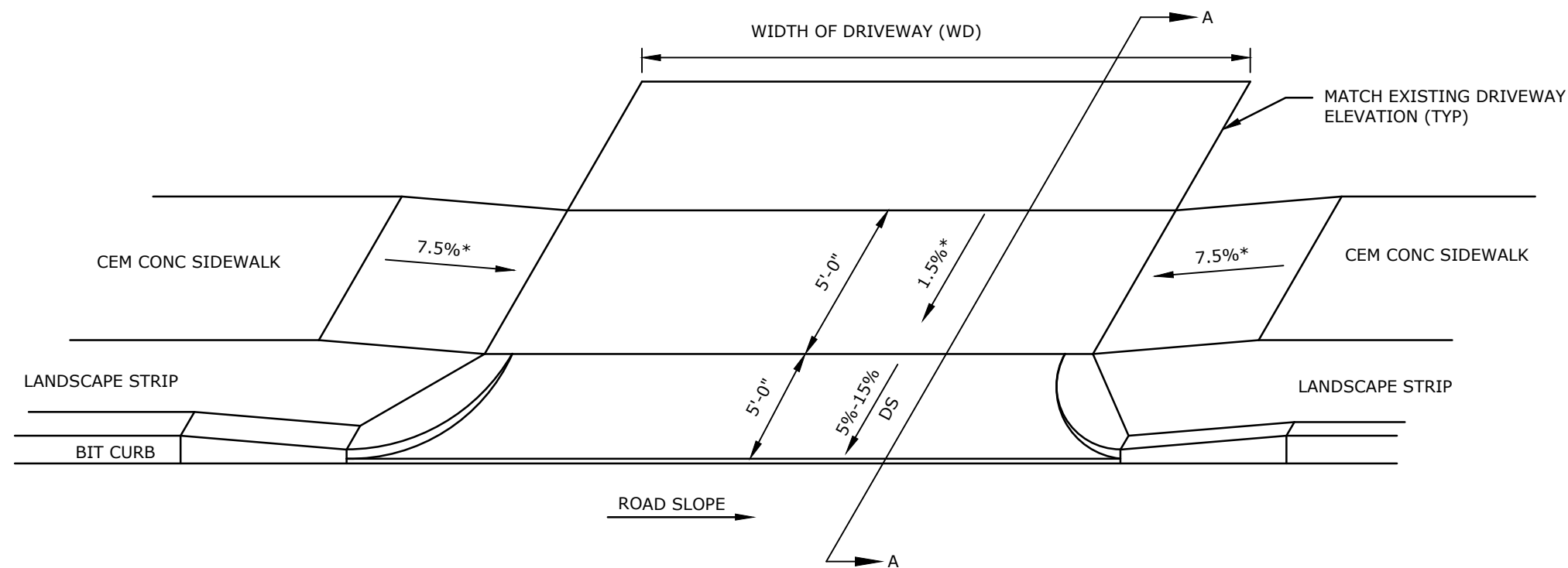
NOTES:
* TOLERANCE FOR CONSTRUCTION ±0.5%

SIDEWALK AND PEDESTRIAN CURB RAMP NOTES:

1. WALKWAY CROSS SLOPES, FOR BRICK, CEMENT CONCRETE AND BITUMINOUS CONCRETE, AS INDICATED IN THE STANDARD SPECIFICATIONS, SHALL BE 1.5%. A CONSTRUCTION TOLERANCE OF 0.5% IS ACCEPTABLE ON WALKWAYS. (REFER TO STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, SECTION 700.) IN ACCORDANCE WITH 521 CMR THE RULES AND REGULATIONS OF THE ARCHITECTURAL ACCESS BOARD (AAB), THE WALKWAY CROSS SLOPE CANNOT EXCEED 2.0%.
2. LOW SIDE TRANSITION LENGTH SHALL BE A MINIMUM OF 6'-6".
3. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 3'-0" (EXCLUSIVE OF CURB WIDTH) SHALL BE MAINTAINED PAST ALL OBSTRUCTIONS (UTILITY POLES, SIGNS, SIGNAL FOUNDATIONS AND MASTS, MAILBOXES, ALONG DRIVE OPENINGS, ETC.).
4. THE PEDESTRIAN CURB RAMP SLOPES AND SIDE SLOPES (TRANSITIONS) WILL BE 7.5% WITH A CONSTRUCTION TOLERANCE OF 0.5%±. HOWEVER, THESE SLOPES MAY BE FLATTER WHEN WARRANTED BY SURROUNDING CONDITIONS.
5. IN NO CASE WHERE A STOP LINE IS WARRANTED, SHALL A RAMP BE PLACED ON THE TRAFFIC APPROACH SIDE OF THAT STOP LINE.
6. FIXED OBJECTS (I.E. UTILITY POLES, HYDRANTS, SIGN, SIGNAL FOUNDATIONS, ETC.) MUST NOT ENCRANCH ON ANY PART OF THE PEDESTRIAN CURB RAMP INCLUDING TRANSITION SLOPES.
7. AT NO TIME IS ANY PART OF THE PEDESTRIAN CURB RAMP, EXCLUDING CURB TRANSITIONS, TO BE LOCATED OUTSIDE THE CROSSWALK. THE PEDESTRIAN CURB RAMP ENTRANCE IS TO BE CENTERED IN THE CROSSWALK WHENEVER POSSIBLE.
8. CATCH BASINS WHICH ARE TO BE LOCATED IN THE VICINITY OF A PEDESTRIAN CURB RAMP SHALL BE LOCATED UPGRADE OF THE RAMP ENTRANCE. THE ENTRANCE OF A PEDESTRIAN CURB RAMP SHALL BE FLUSH WITH THE ROADWAY.
9. TESTING SURFACE: WHEN TESTING WITH A STRAIGHTEDGE, PLACED PARALLEL TO THE LINE OF SLOPE, THERE SHALL BE NO DEVIATION FROM A TRUE SURFACE IN EXCESS OF 1/4".
10. DETECTABLE WARNING PANELS ARE REQUIRED ON ALL OF THE PROPOSED PEDESTRIAN CURB RAMPS AND ARE TO BE INSTALLED IN ACCORDANCE WITH THE CONSTRUCTION STANDARD E 107.6.5 (OCTOBER 2017).
11. BLENDED DRIVEWAY TRANSITION RAMPS SHALL NOT EXCEED 5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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MAPLE STREET (ROUTE 202) COMPLETE STREETS IMPROVEMENT WINCHENDON, MA	
DETAILS	
DATE: 10/27/2021	
SCALE: NO SCALE	
FIGURE 14 OF 18	



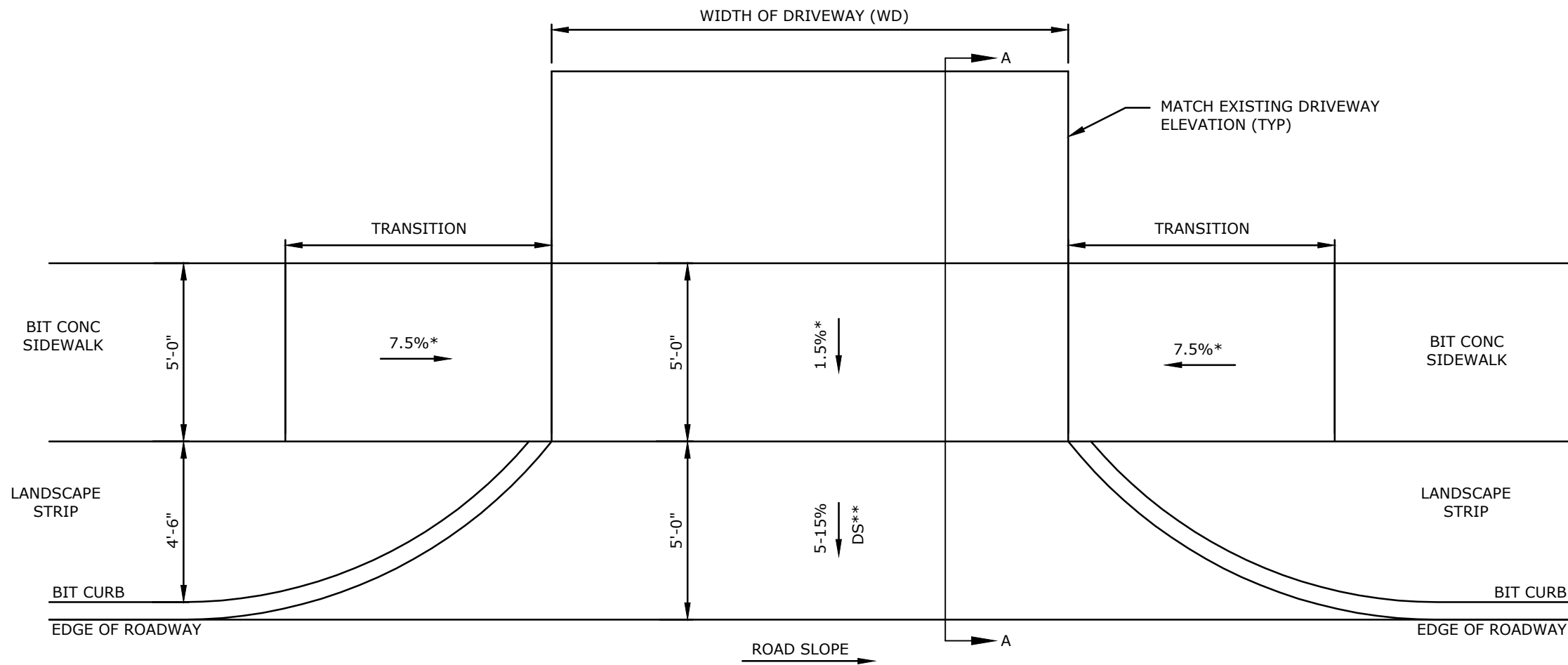
DRIVEWAY TRANSITION RAMP - TYPE 1
NOT TO SCALE

NOTES:
* TOLERANCE FOR CONSTRUCTION $\pm 0.5\%$

DRIVEWAY TRANSITION RAMP - TYPE 1					
DWY #	STREET	DRIVEWAY REFERENCE POINT		WIDTH OF DRIVEWAY (WD)	DRIVEWAY RAMP SLOPE (DS)**
		STATION	OFFSET		
1	MAPLE ST	1+32	13' LT	11'-0"	10%
2	MAPLE ST	1+72	13' LT	10'-0"	10%
3	MAPLE ST	2+20	13' LT	11'-0"	10%

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MAPLE STREET (ROUTE 202) COMPLETE STREETS IMPROVEMENT WINCHENDON, MA	
DETAILS	
DATE: 10/27/2021 SCALE: NO SCALE FIGURE 15 OF 18	

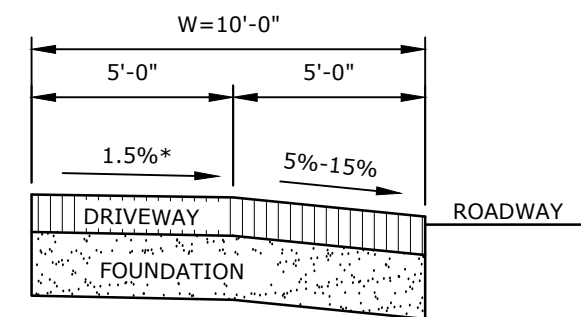


DRIVEWAY TRANSITION RAMP - TYPE 2
NOT TO SCALE

NOTES:
* TOLERANCE FOR CONSTRUCTION ±0.5%
** ROAD SLOPE TO BE DETERMINED IN THE FIELD

HIGH SIDE TRANSITION	
ROADWAY PROFILE GRADE, %	TRANSITION LENGTH
0	6'-6"
>0-1	7'-8"
>1-2	9'-0"
>2-3	11'-0"
>3-4	14'-0"
>4	15'-0" MAX

NOTE:
** BASED ON A DESIGN SLOPE OF 7.5% AND CURB A REVEAL OF 6".



SECTION A-A

DRIVEWAY TRANSITION RAMP - TYPE 2					
DWY #	STREET	DRIVEWAY REFERENCE POINT		WIDTH OF DRIVEWAY (WD)	DRIVEWAY RAMP SLOPE (DS)**
		STATION	OFFSET		
4	MAPLE ST	2+80	13' LT	15'-0"	10%
7	MAPLE ST	4+88	13' RT	10'-0"	10%
8	MAPLE ST	5+40	13' RT	19'-0"	10%
9	MAPLE ST	5+84	13' LT	50'-0"	10%
10	MAPLE ST	6+77	13' LT	12'-0"	10%
11	MAPLE ST	6+53	13' RT	24'-0"	10%
12	MAPLE ST	8+39	13' LT	19'-0"	10%
13	MAPLE ST	13+90	13' LT	15'-0"	10%
14	MAPLE ST	14+69	13' LT	17'-0"	10%
15	MAPLE ST	16+23	13' LT	17'-0"	10%

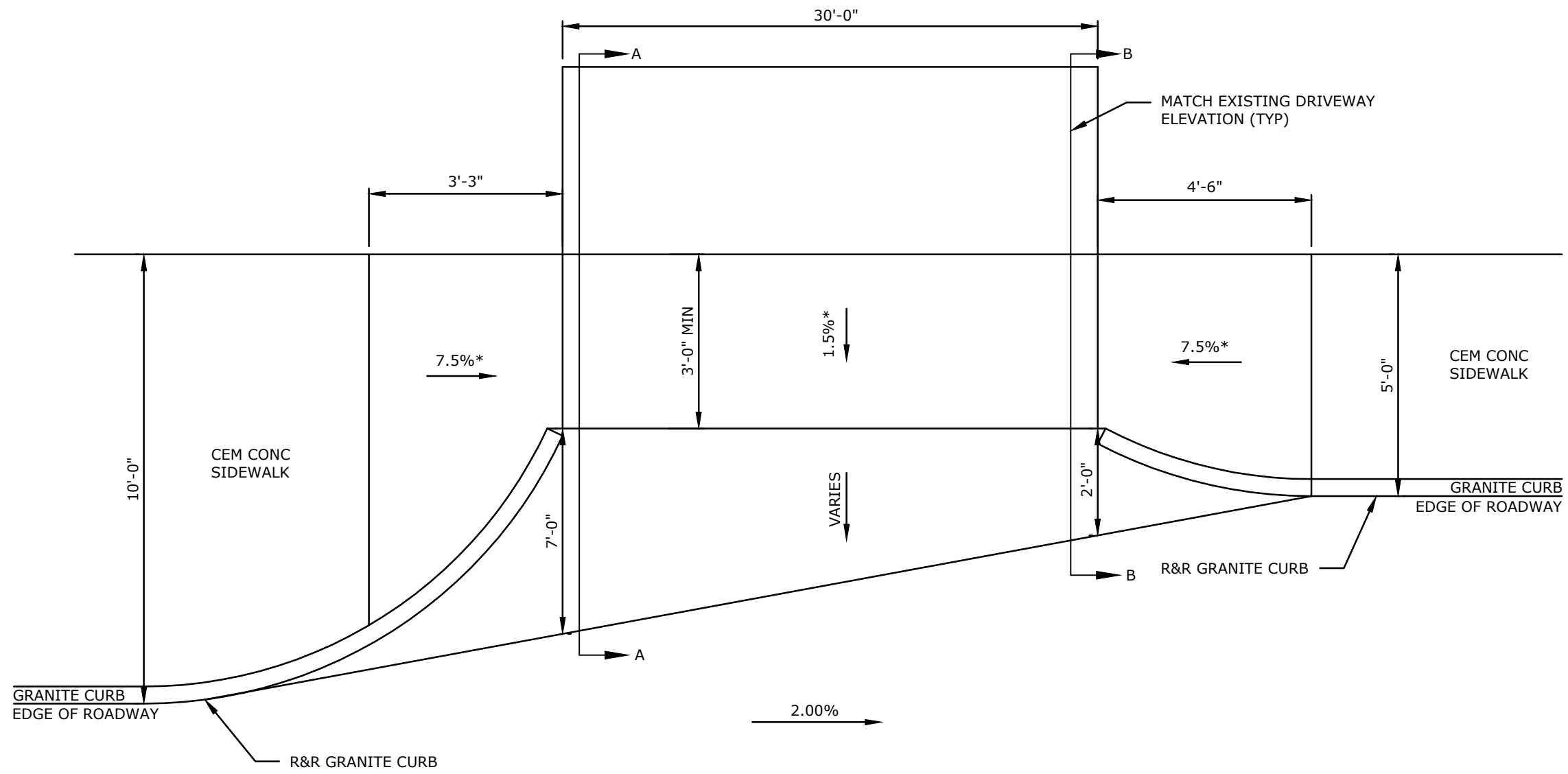
MAPLE STREET (ROUTE 202)
COMPLETE STREETS IMPROVEMENT
WINCHENDON, MA

DETAILS

DATE: 10/27/2021
SCALE: NO SCALE
FIGURE 16 OF 18

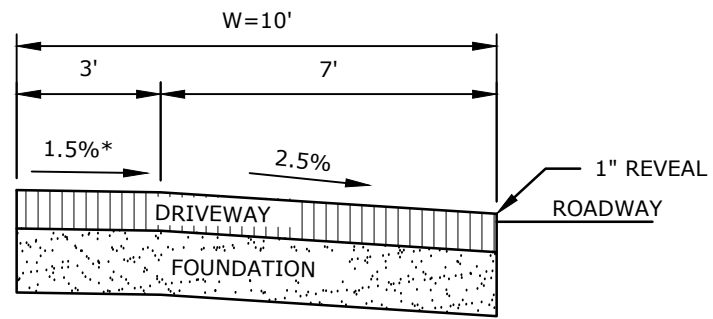
Tighe&Bond

Oct 26, 2021-11:41am Plotted By: RCase
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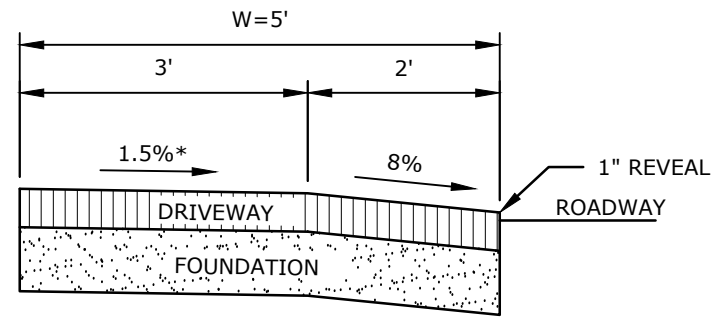


DRIVEWAY TRANSITION RAMP 5
 NOT TO SCALE

NOTES:
 * TOLERANCE FOR CONSTRUCTION ±0.5%



SECTION A-A



SECTION B-B

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MAPLE STREET (ROUTE 202)
 COMPLETE STREETS IMPROVEMENT
 WINCHENDON, MA






DETAILS

DATE: 10/27/2021
 SCALE: NO SCALE
 FIGURE 17 OF 18

Tighe & Bond

Oct 27, 2021 5:00pm Plotted By: RCase Tighe & Bond, Inc. J:\W\1157 Winchendon\083 - Maple Intersection\Drawings_Figures\AutoCAD\Sheet\W1157-083 (Sign Summary).dwg

TRAFFIC SIGN SUMMARY

I.D. NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (IN)			NUMBER OF SIGNS REQ'D	COLOR			POST SIZE AND NO. REQ'D.	AREA IN SQUARE FEET
	WIDTH (IN)	HEIGHT (IN)		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE MKR		BACK-GROUND	LEGEND	BORDER		
W11-2	30	30		SEE MUTCD STANDARDS			12	YELLOW	BLACK	BLACK	P5 12	75
W16-7pL	24	12					6	YELLOW	BLACK	BLACK	MOUNT W/W11-2	12
R3-17aP	24	8					6	WHITE	BLACK	BLACK	MOUNT W/W11-2	8
MA-R2-10a	48	36					3	ORANGE, WHITE	BLACK	BLACK	P5 3	36
MA-R2-10e	36	48					3	ORANGE, WHITE	BLACK	BLACK	P5 3	36
NOTE: 2012 SUPPLEMENT TO THE 2004 EDITION OF THE STANDARD HIGHWAY SIGNS CONSTRUCTION AND THE 2009 MUTCD AND THE MASSDOT STANDARD SIGNS BOOK LATEST REVISIONS.												
TOTAL ON THIS SHEET											P5 18	167

ALL SIGNS, WARNING, REGULATORY, AND ROUTE MARKERS SHALL BE FABRICATED WITH HIGH INTENSITY REFLECTIVE SHEETING, SECTION M 9.30.0 AND TYPE III (ENCAPSULATED LENS) OR TYPE IV (NON-METALIZED PRISMATIC LENS) SECTION M 9.30.0.

DRAFT

MAPLE STREET (ROUTE 202)
COMPLETE STREETS IMPROVEMENT
WINCHENDON, MA

SIGN SUMMARY

DATE: 10/27/2021
SCALE: NO SCALE
FIGURE 18 OF 18

Tighe & Bond