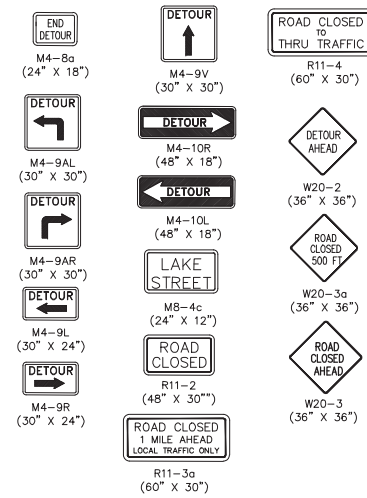


DETOUR SIGNS:



DETOUR SIGNING FOR ROAD CLOSURE				
LEGEND	TYPE	SIZE	NO. SIGNS*	AREA (SF)
END DETOUR	M4-8a	24" x 18"	3	4.5
DETOUR (LEFT AHEAD)	M4-9AL	30" x 30"	2	12.5
DETOUR (RIGHT AHEAD)	M4-9AR	30" x 30"	2	12.5
DETOUR (LEFT)	M4-9L	30" x 24"	3	15
DETOUR (RIGHT)	M4-9R	30" x 24"	3	15
DETOUR (STRAIGHT)	M4-9V	30" x 30"	9	45
LAKE STREET	M8-4C	24" x 12"	29	58
DETOUR (LEFT)	R4-10L	48" x 18"	3	18
DETOUR (RIGHT)	R4-10R	48" x 18"	1	6
ROAD CLOSED	R11-2	48" x 18"	2	12
ROAD CLOSED 1 MILE AHEAD LOCAL TRAFFIC ONLY	R11-3a	60" x 30"	4	50
ROAD CLOSED TO THRU TRAFFIC	R11-4	60" x 30"	5	62.5
DETOUR AHEAD	W20-2	36" x 36"	2	18
ROAD CLOSED 500 FT	W20-3a	36" x 36"	2	18
ROAD CLOSED AHEAD	W20-3	36" x 36"	1	9

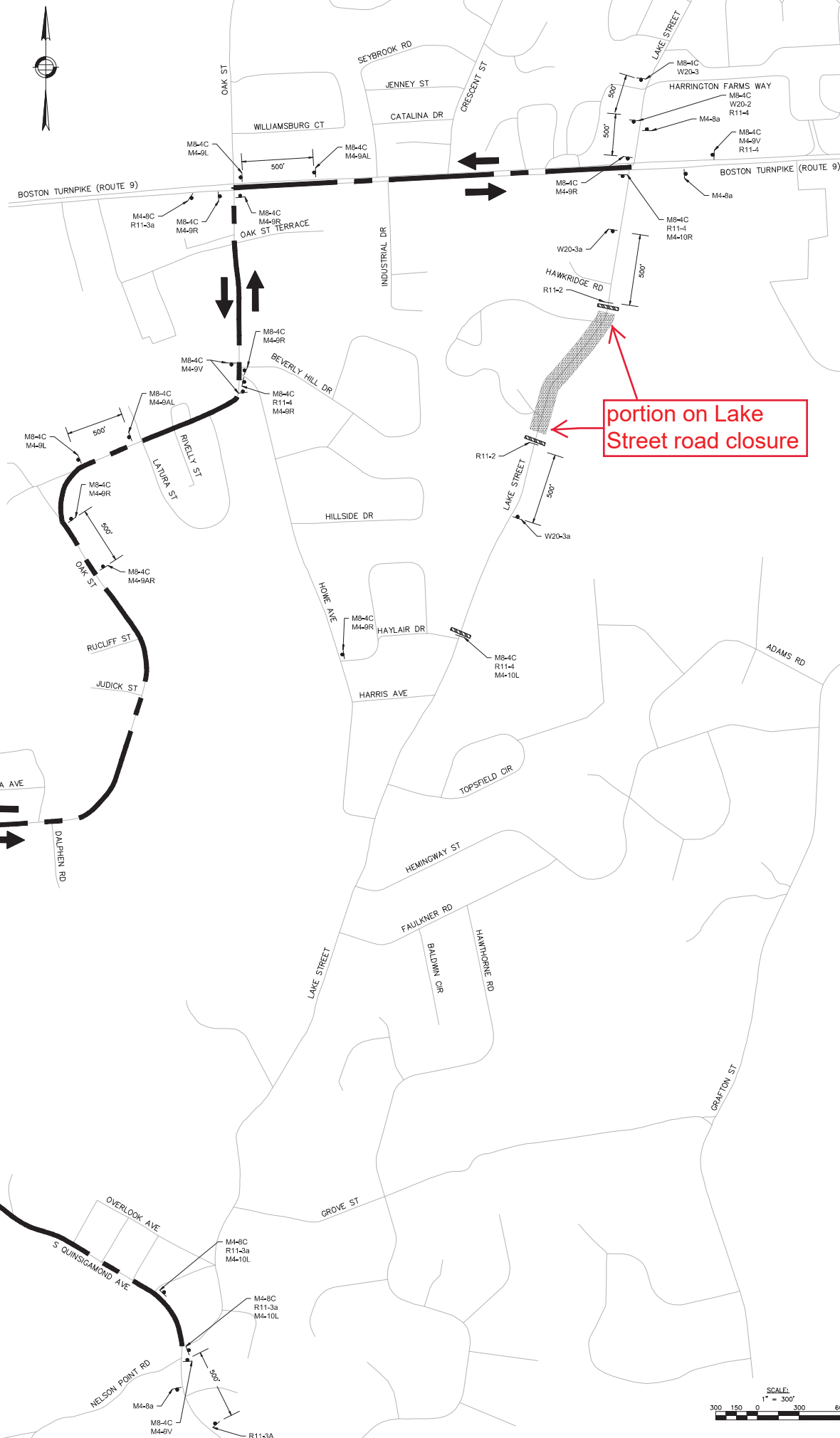
* NO. OF SIGNS ARE ESTIMATED FOR BIDDING PURPOSES ONLY

NOTES

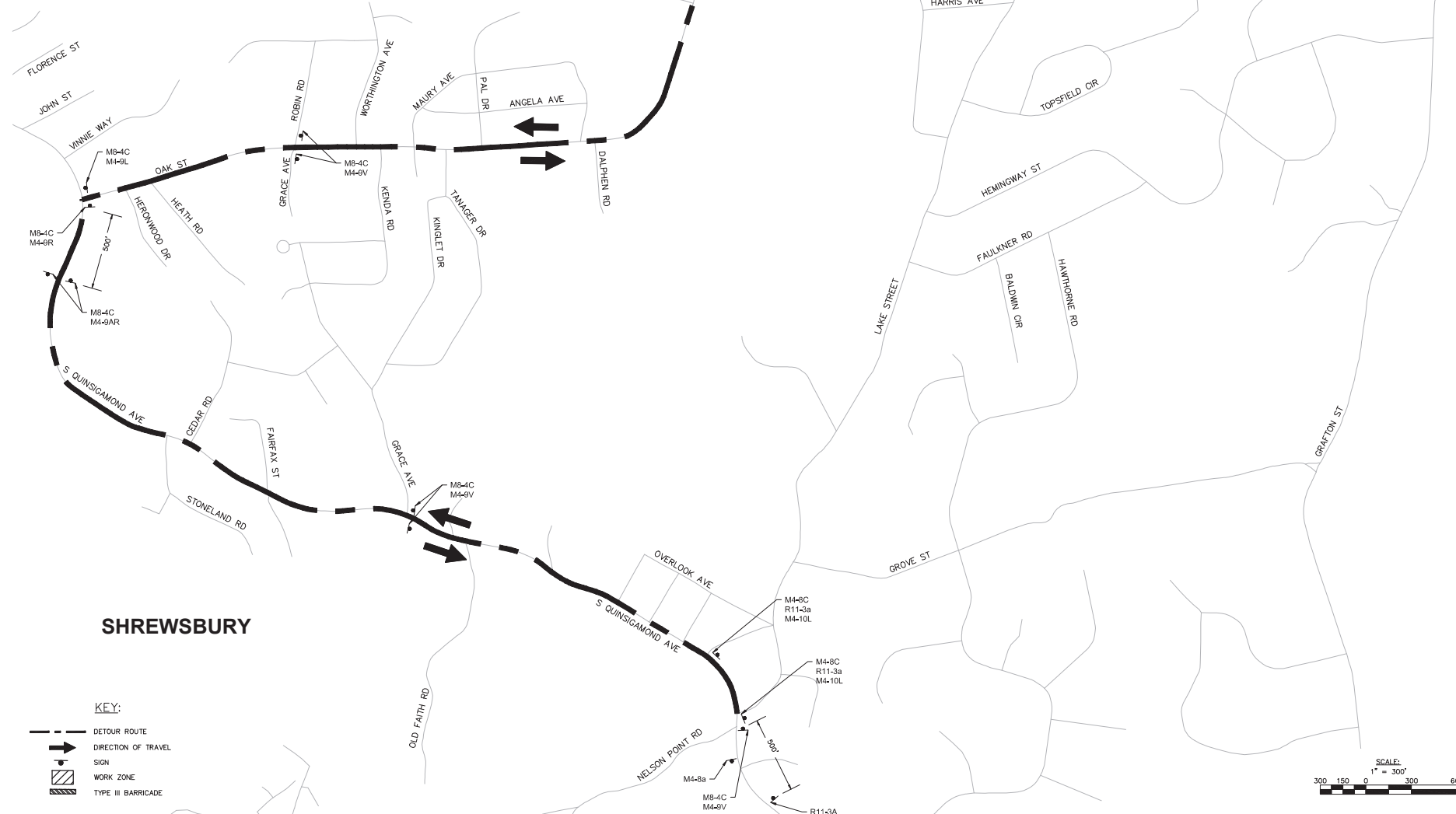
1. DISTANCE BETWEEN ADVANCED DETOUR SIGNS SHALL BE 500 FEET, DISTANCE FOR SIGN PLACEMENT AFTER AN INTERSECTION SHALL BE 200 FT. ALL DISTANCES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

GENERAL NOTES FOR ENTIRE PROJECT DURATION

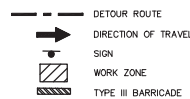
1. ABUTTER ACCESS SHALL NOT BE CLOSED EXCEPT FOR SHORT PERIODS AND ONLY WITH THE APPROVAL OF THE ENGINEER.
2. CONSTRUCTION SIGNS NOT APPLICABLE TO VARIOUS STAGES OF CONSTRUCTION SHALL BE REMOVED OR COVERED.
3. USE W20-8 SIGNS ONLY WHEN POLICE OFFICER IS DIRECTING TRAFFIC. THEY SHALL BE TAKEN DOWN OR COVERED AT THE CLOSE OF EACH OPERATION.
4. MAINTAIN PEDESTRIAN ACCESS THROUGH THE WORK AREA AT ALL TIMES. THE POLICE DETAIL SHALL PROVIDE CONTROL TO CROSS PEDESTRIANS ON ROADWAY TO SIDEWALK, PROVIDE TEMPORARY CROSSWALKS AND RAMPS AS NEEDED AND AS DIRECTED BY THE ENGINEER.
5. ALL CONSTRUCTION SIGNING AND OTHER TRAFFIC MAINTENANCE DEVICES SHALL CONFORM WITH THE 2009 MUTCD AS AMENDED, NCHRP 350, AND MASSDOT STANDARDS.
6. ADVANCE WARNING SIGNS NO LONGER APPLICABLE, WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS, SHALL EITHER BE COVERED OR REMOVED, NO SIGN SHALL BE VISIBLE TO TRAFFIC THAT MAY CONFLICT WITH ACTUAL ROADWAY CONDITIONS.
7. ALL DISTANCES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
8. THE CONTRACTOR SHALL USE TEMPORARY PATCHING OR BEVELED STEEL PLATES TO COVER PIPE TRENCHES AND OTHER EXCAVATED HOLES NOT COMPLETED BY THE END OF EACH WORK DAY.
9. ALL DRUMS WITH FLASHERS, SIGNS AND SIGN SUPPORTS MUST PASS THE CRITERIA SET FORTH IN NCHRP 350 RECOMMENDED PROCEDURES FOR THE SAFETY EVALUATION OF HIGHWAY FEATURES.
10. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO AVOID PLACING TEMPORARY TRAFFIC CONTROL DEVICES ON PRIVATE PROPERTY. IF SUCH PLACEMENT ON PRIVATE PROPERTY IS UNAVOIDABLE, IT SHALL BE DONE WITH THE APPROVAL OF THE ENGINEER.
11. ORANGE CONSTRUCTION FLAGS MAY BE USED ON ADVANCE WARNING SIGNS AS DIRECTED BY THE ENGINEER, FLAGS SHALL BE A MINIMUM OF 16" X 16".
12. MAXIMUM SPACINGS OF CHANNELIZING DEVICES SHOULD NOT EXCEED A DISTANCE IN FEET EQUAL TO 1.0 TIMES THE SPEED LIMIT IN MPH WHEN USED FOR TAPER CHANNELIZATION, AND DISTANCE IN FEET EQUAL TO 2.0 TIMES THE SPEED LIMIT IN MPH WHEN USED FOR TANGENT CHANNELIZATION.
13. EXISTING DIRECTIONAL, REGULATORY, AND WARNING SIGNS SHALL BE MAINTAINED ON TEMPORARY SUPPORTS IN COMPLIANCE WITH SECTION 850 OF THE SPECIFICATIONS TO MAINTAIN TRAFFIC OPERATIONS UNTIL SUCH TIME THAT THEY ARE DEEMED UNNECESSARY BY THE ENGINEER.



portion on Lake Street road closure



KEY:



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DRAWING TITLE

TEMPORARY TRAFFIC CONTROL PLANS

Locus Map

Key Plan

REVISIONS

No.	Description	Date

FILE: 12161-147EP
JOB NO: #1717
SCALE: AS NOTED
DWG. BY: JP
CHKD. BY: MS
DATE: 06/17/2019

C11.9

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