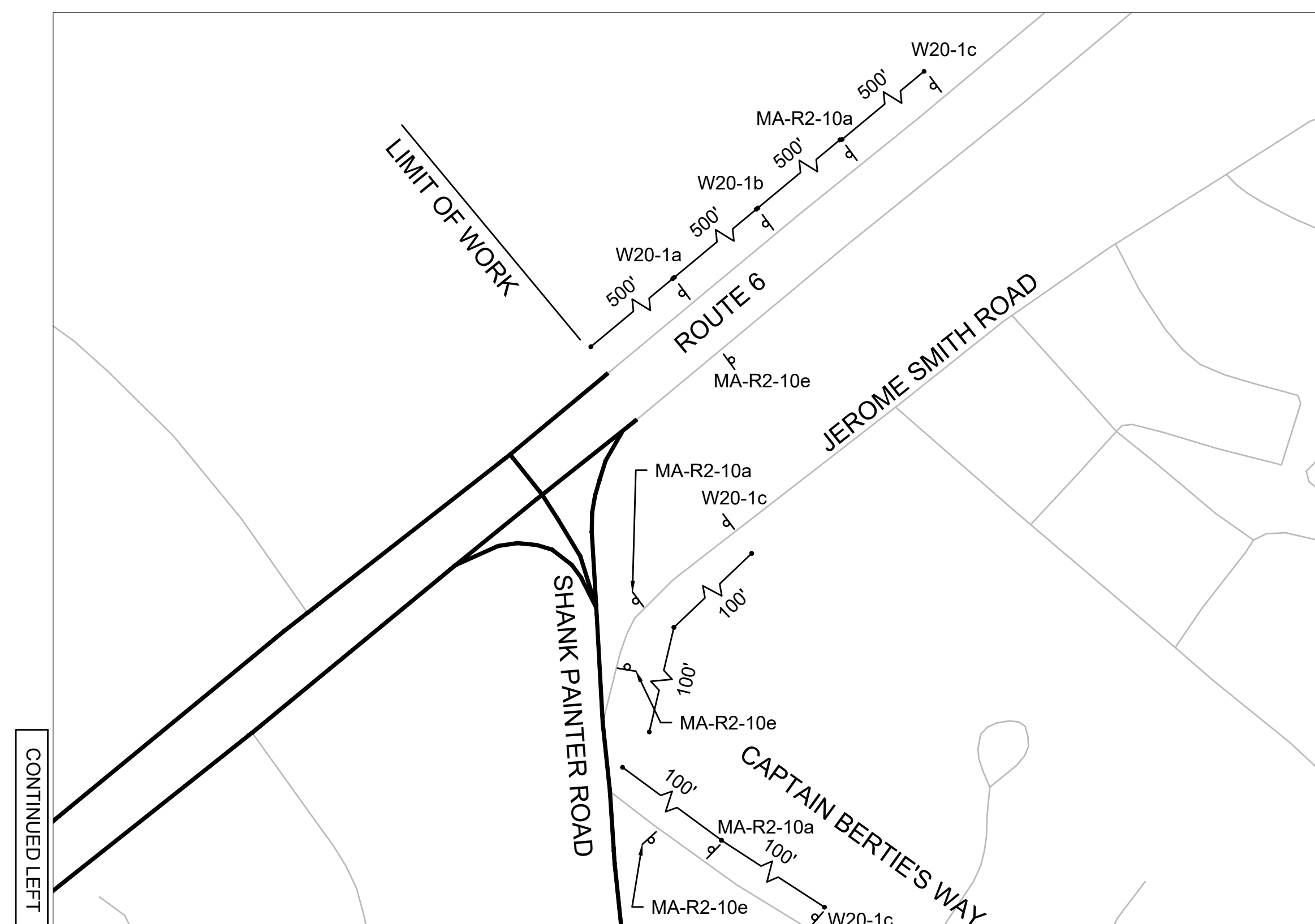
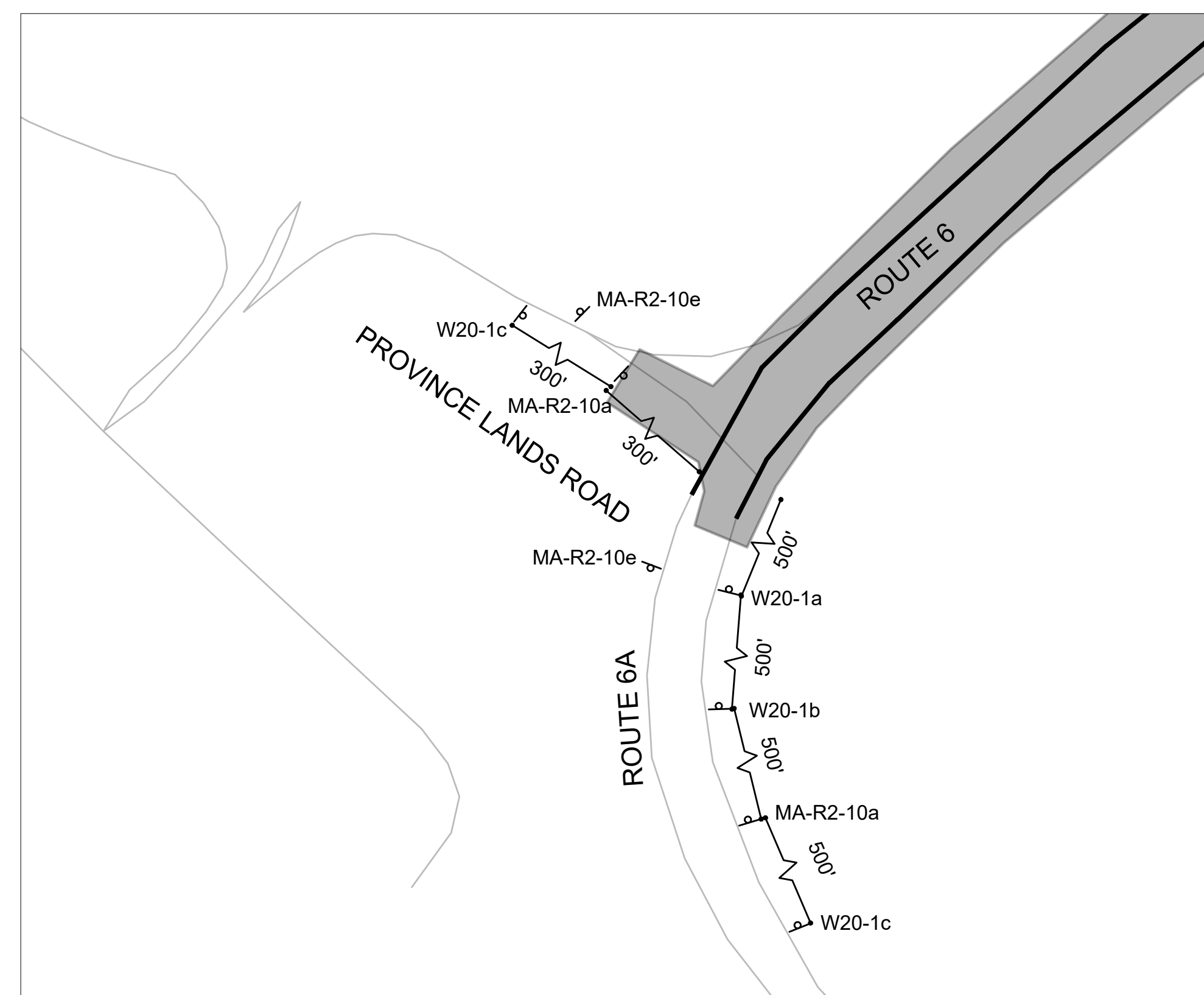


PROVINCETOWN  
SHANK PAINTER ROAD & ROUTE 6

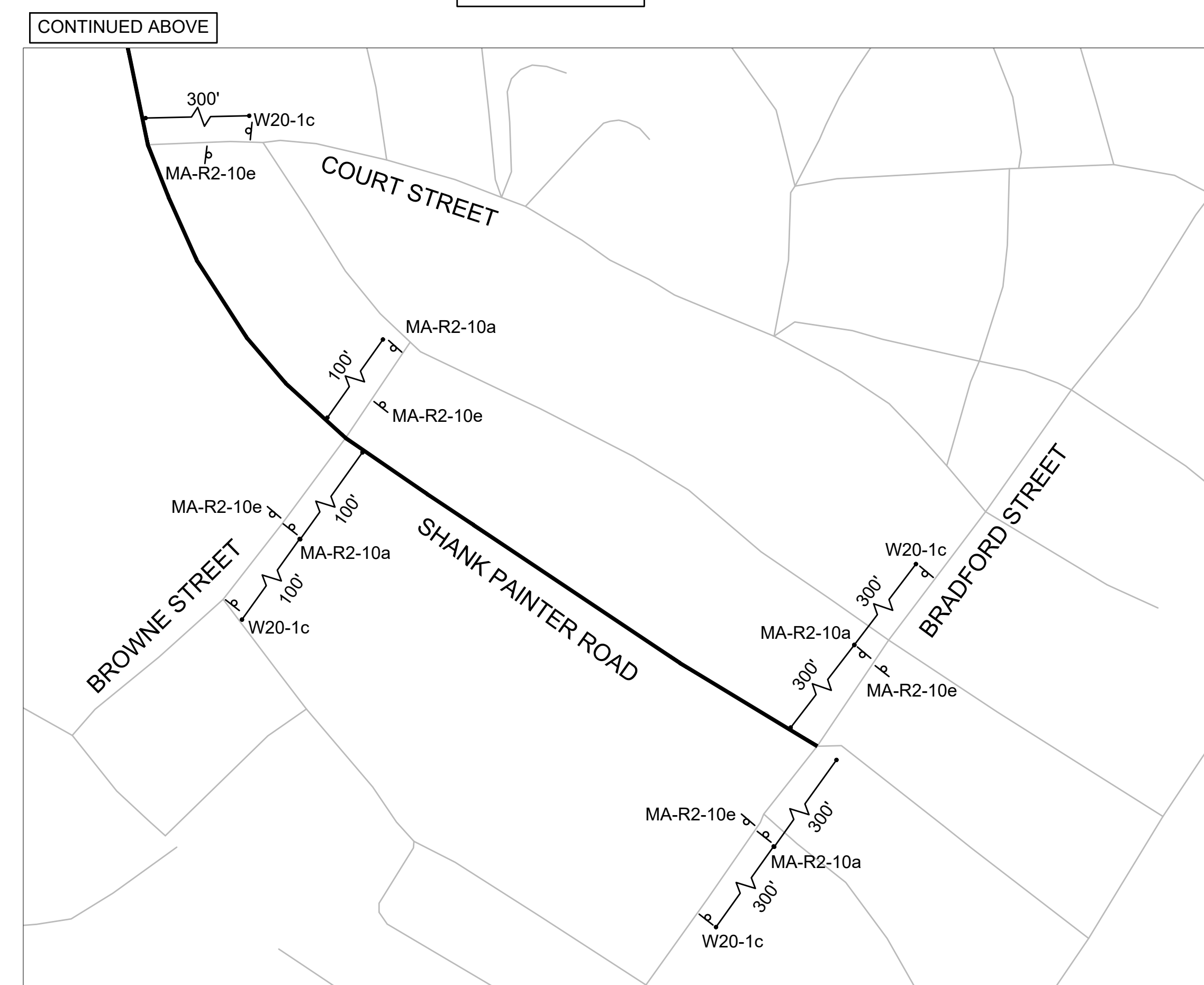
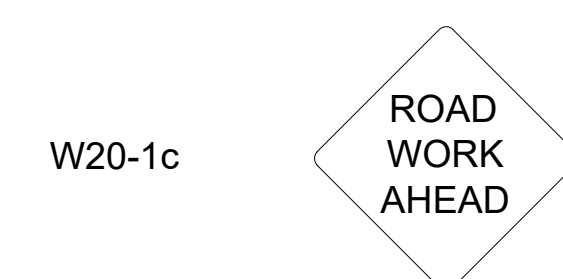
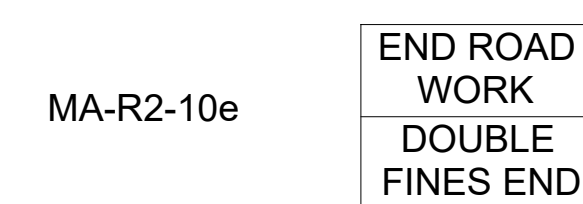
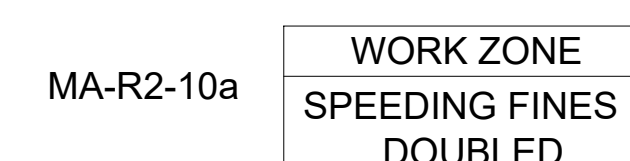
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	122	293
PROJECT FILE NO.		608744	

TEMPORARY TRAFFIC CONTROL PLANS - 01



NOTE:  
WORK DONE WITHIN HATCHED AREA, INCLUDING TRAFFIC CONTROL, IS TO BE DONE BY OTHERS WITHIN THE NATIONAL PARK PROPERTY UNDER A SEPARATE PROJECT.

TEMPORARY SIGNS



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 CHANNELIZING DEVICES SHALL BE SET @ 25' O.C. MAX. UNLESS OTHERWISE NOTED OR ADJUSTED BY THE 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.
- ALL DISTANCE MAY BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY THE TOWN. HOWEVER MINIMUM DISTANCES, WHERE INDICATED SHALL BE MAINTAINED.
- 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 PROVINCETOWN POLICE, FIRE, AND DEPARTMENT OF PUBLIC WORKS AT LEAST 48 HOURS IN ADVANCE OF LANE CLOSURES.
- A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ALONG WALNUT STREET DURING CONSTRUCTION.
- DETOURS FOR ONE LANE CLOSURES FOR TRAVELWAY SURFACE RESTORATION WORK ONLY (I.E. PAVEMENT MILL AND OVERLAY). EXCEPTIONS MAY BE MADE FOR MAJOR INTERSECTION WORK, BUT MUST BE APPROVED IN WRITING BY THE RESIDENT ENGINEER AND COORDINATED WITH THE APPROPRIATE LOCAL AUTHORITIES.
- GRADE SEPARATIONS IN EXCESS OF 2 INCHES DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF DRUMS.
- 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.
- REMOVE EXISTING PAVEMENT MARKINGS AND PROVIDE TEMPORARY PAVEMENT MARKINGS AS APPLICABLE TO EACH PHASE OF THE CONSTRUCTION AS DIRECTED BY THE TOWN. 10' MINIMUM TRAVEL LANE WIDTHS SHALL BE PROVIDED DURING CONSTRUCTION.
- NONESSENTIAL TEMPORARY CONSTRUCTION TRAFFIC CONTROL DEVICES SHALL BE COVERED OR REMOVED DURING NON-WORKING HOURS.
- THE GENERAL SEQUENCE OF WORK IS DEPENDENT UPON THE REMOVAL AND RELOCATION OF THE EXISTING UTILITY POLES AND WIRES THAT ARE FOUND TO BE IN CONFLICT WITH THE PROPOSED WORK, BY THE UTILITY COMPANIES. THE CONTRACTOR SHALL SCHEDULE THE WORK IN EACH AREA TO COORDINATE WITH THE POLE RELOCATION WORK.
- ADVISORY SPEED PLATES (W13-1) SHALL BE USED IF APPROPRIATE AND AS DIRECTED BY THE ENGINEER.
- ANY LANE CLOSURE WORK MUST BE PERFORMED BETWEEN THE HOURS OF 9:00 AM - 3:30 PM ONLY, EXCEPTION FOR A SHORT PERIOD OF TIME AS APPROVED BY THE TOWN. WORKING BEYOND THESE HOURS OR OVER THE WEEKEND MUST BE APPROVED BY THE TOWN.
- CEMENT CONCRETE BARRIERS TO BE USED AS NEEDED AND DIRECTED BY THE TOWN.
- ALL TEMPORARY TRAFFIC CONTROL WORK FOR SIDEWALK CLOSURE AND PEDESTRIAN DETOUR SHALL CONFORM TO THE LATEST EDITION OF THE MASSDOT STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TEMPORARY TRAFFIC CONTROL PLANS FIGURE PED-1 TO FIGURE PED-7.

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	123	293
PROJECT FILE NO.		608744	

**LEGEND**

- CHANNELIZING DEVICE
- PROPOSED TRAFFIC FLOW
- WORK ZONE
- TYPE III BARRICADE
- POLICE DETAIL
- FLAGGER
- CONSTRUCTION SIGN
- N.T.S. NOT TO SCALE

**TEMPORARY SIGNS**

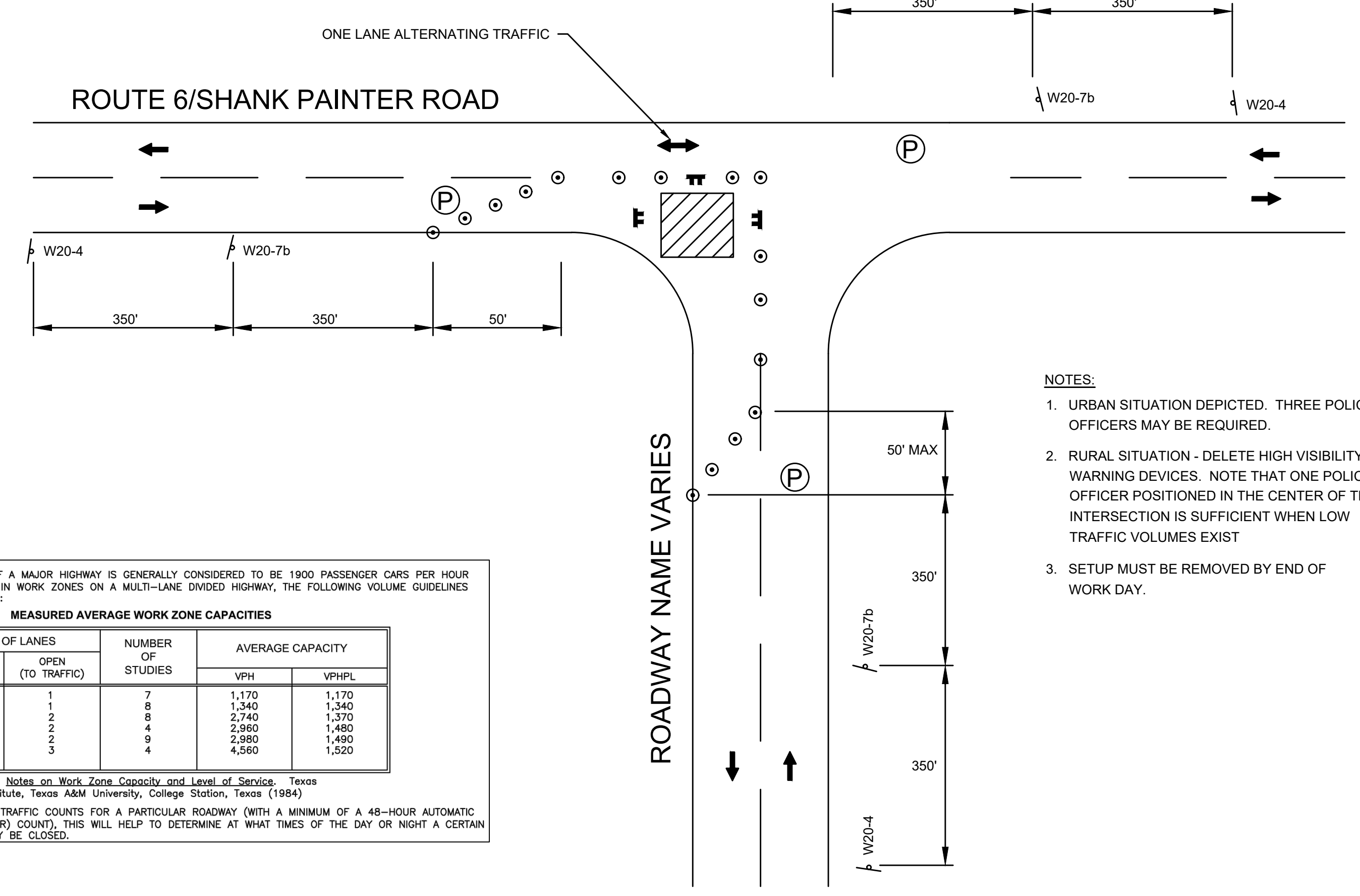
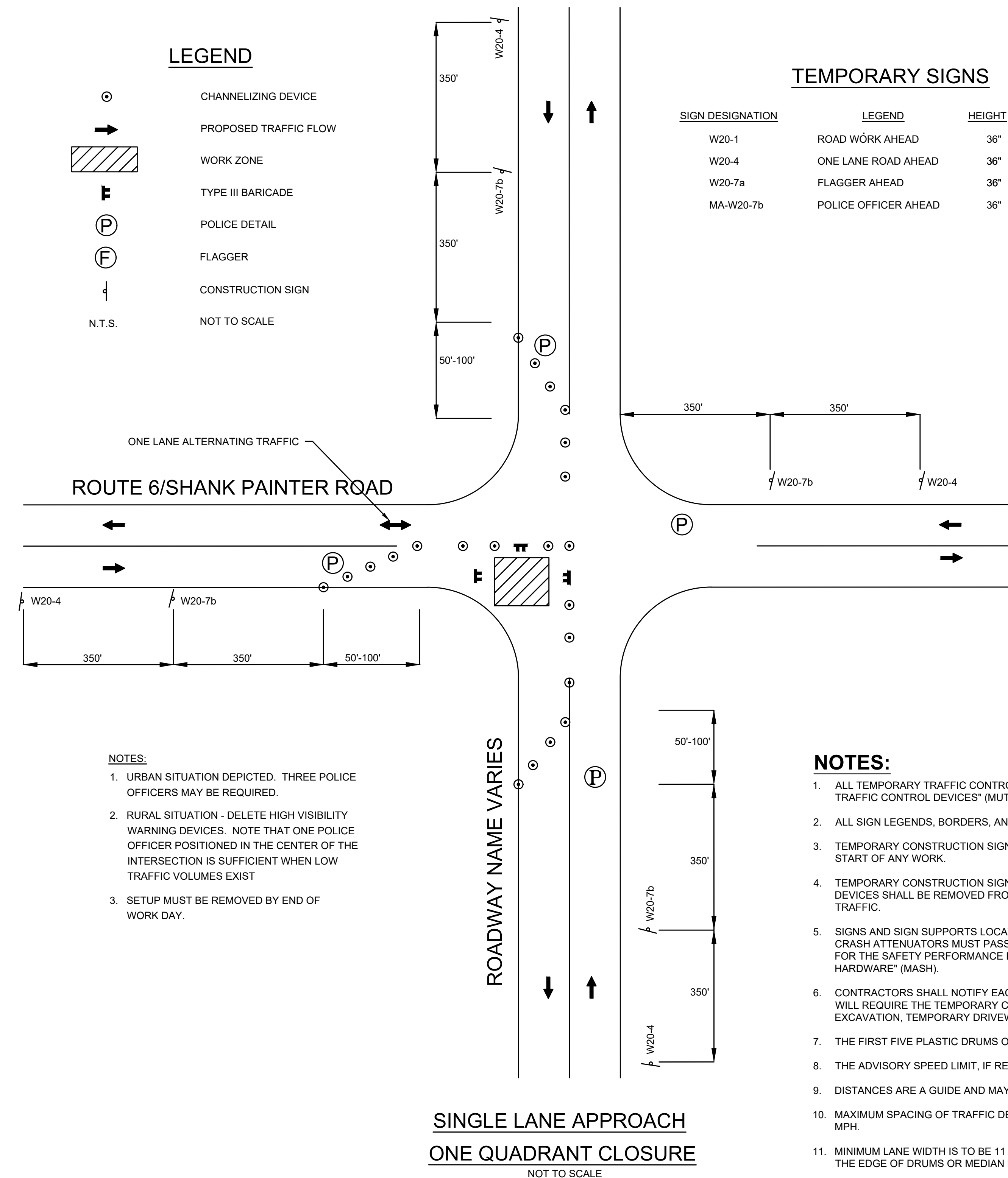
SIGN DESIGNATION	LEGEND	HEIGHT	WIDTH
W20-1	ROAD WORK AHEAD	36"	36"
W20-4	ONE LANE ROAD AHEAD	36"	36"
W20-7a	FLAGGER AHEAD	36"	36"
MA-W20-7b	POLICE OFFICER AHEAD	36"	36"

THE IDEAL CAPACITY OF A MAJOR HIGHWAY IS GENERALLY CONSIDERED TO BE 1900 PASSENGER CARS PER HOUR PER LANE (PCPHPL). IN WORK ZONES ON A MULTI-LANE DIVIDED HIGHWAY, THE FOLLOWING VOLUME GUIDELINES HAVE BEEN SUGGESTED:

MEASURED AVERAGE WORK ZONE CAPACITIES				
NUMBER OF LANES NORMAL (EXISTING)	NUMBER OF OPEN (TO TRAFFIC)	NUMBER OF STUDIES	AVERAGE CAPACITY	
			VPH	VPHPL
3	1	7	1,170	1,170
2	1	8	1,340	1,340
5	2	8	2,740	1,370
4	2	4	2,980	1,490
3	2	9	2,980	1,490
4	3	4	4,560	1,520

Source: Dudek, C., *Notes on Work Zone Capacity and Level of Service*, Texas Transportation Institute, Texas A&M University, College Station, Texas (1994)

BY OBTAINING HOURLY TRAFFIC COUNTS FOR A PARTICULAR ROADWAY (WITH A MINIMUM OF A 48-HOUR AUTOMATIC TRAFFIC RECORDER (ATR) COUNT), THIS WILL HELP TO DETERMINE AT WHAT TIMES OF THE DAY OR NIGHT A CERTAIN NUMBER OF LANES MAY BE CLOSED.



- NOTES:**
- URBAN SITUATION DEPICTED. THREE POLICE OFFICERS MAY BE REQUIRED.
  - RURAL SITUATION - DELETE HIGH VISIBILITY WARNING DEVICES. NOTE THAT ONE POLICE OFFICER POSITIONED IN THE CENTER OF THE INTERSECTION IS SUFFICIENT WHEN LOW TRAFFIC VOLUMES EXIST
  - SETUP MUST BE REMOVED BY END OF WORK DAY.

- NOTES:**
- URBAN SITUATION DEPICTED. THREE POLICE OFFICERS MAY BE REQUIRED.
  - RURAL SITUATION - DELETE HIGH VISIBILITY WARNING DEVICES. NOTE THAT ONE POLICE OFFICER POSITIONED IN THE CENTER OF THE INTERSECTION IS SUFFICIENT WHEN LOW TRAFFIC VOLUMES EXIST
  - SETUP MUST BE REMOVED BY END OF WORK DAY.

- NOTES:**
- ALL TEMPORARY TRAFFIC CONTROL WORK SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND ALL REVISIONS, UNLESS SUPERCEDED BY THESE PLANS.
  - ALL SIGN LEGENDS, BORDERS, AND MOUNTING SHALL BE IN ACCORDANCE WITH THE MUTCD.
  - TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK.
  - TEMPORARY CONSTRUCTION SIGNING, BARRICADES, AND ALL OTHER NECESSARY WORK ZONE TRAFFIC CONTROL DEVICES SHALL BE REMOVED FROM THE HIGHWAY OR COVERED WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
  - SIGNS AND SIGN SUPPORTS LOCATED ON OR NEAR THE TRAVELED WAY, CHANNELIZING DEVICES, BARRIERS, AND CRASH ATTENUATORS MUST PASS THE CRITERIA SET FORTH IN NCHRP REPORT 350, "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES" AND/OR "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH).
  - CONTRACTORS 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 CONDUIT INSTALLATION, EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT, AND SIMILAR OPERATIONS.
  - THE FIRST FIVE PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH TYPE A LIGHTS.
  - THE ADVISORY SPEED LIMIT, IF REQUIRED, SHALL BE DETERMINED BY THE ENGINEER.
  - DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
  - MAXIMUM SPACING OF TRAFFIC DEVICES IN A TAPER (DRUMS OR CONES) IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH.
  - MINIMUM LANE WIDTH IS TO BE 11 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF DRUMS OR MEDIAN BARRIER.
  - ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORTS.

**TYPICAL MOVABLE WORK AREA  
"OPERATIONAL" (DAY-TO-DAY) PLAN**  
NOT TO SCALE

**Table 6B-1. Recommended Advance Warning Sign Minimum Spacing**

Road Type	Distance between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

\* Speed category to be determined by the highway agency or owner of site roadways open to public travel.  
\*\* The column headings A, B, and C are the dimensions shown in Figures 6B-1 through 6B-4. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

SOURCE: TABLE 6B-1 2023 MUTCD

**Table 6B-2. Stopping Sight Distance as a Function of Speed**

Speed*	Distance
20 mph	115 feet
25 mph	155 feet
30 mph	200 feet
35 mph	250 feet
40 mph	305 feet
45 mph	360 feet
50 mph	425 feet
55 mph	495 feet
60 mph	570 feet
65 mph	645 feet
70 mph	730 feet
75 mph	820 feet

\* Posted speed, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed

SOURCE: TABLE 6B-2 2023 MUTCD

**Table 6B-3. Taper Length Criteria for Temporary Traffic Control Zones**

Type of Taper	Taper Length
Merging Taper	at least L
Shifting Taper	at least 0.5 L
Shoulder Taper	at least 0.33 L
One-Lane, Two-Way Traffic Taper	50 feet minimum, 100 feet maximum
Downstream Taper	50 feet minimum, 100 feet maximum

Note: Use Table 6B-4 to calculate L

SOURCE: TABLE 6B-3 2023 MUTCD

**Table 6B-4. Formulas for Determining Taper Length**

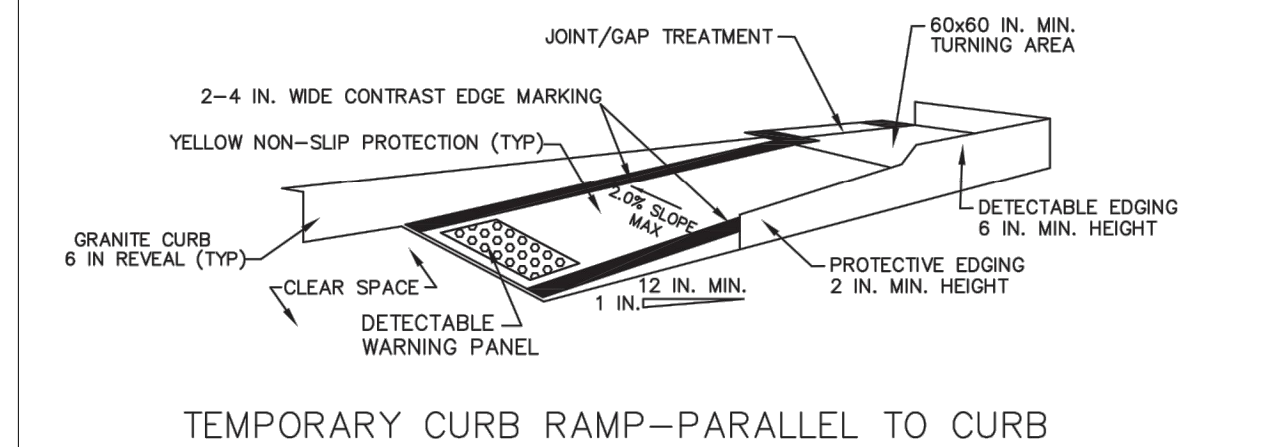
Speed (S)	Taper Length (L) in feet
40 mph or less	$L = WS^2 / 50$
45 mph or more	$L = WS$

Where: L = taper length in feet  
W = width of offset in feet  
S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

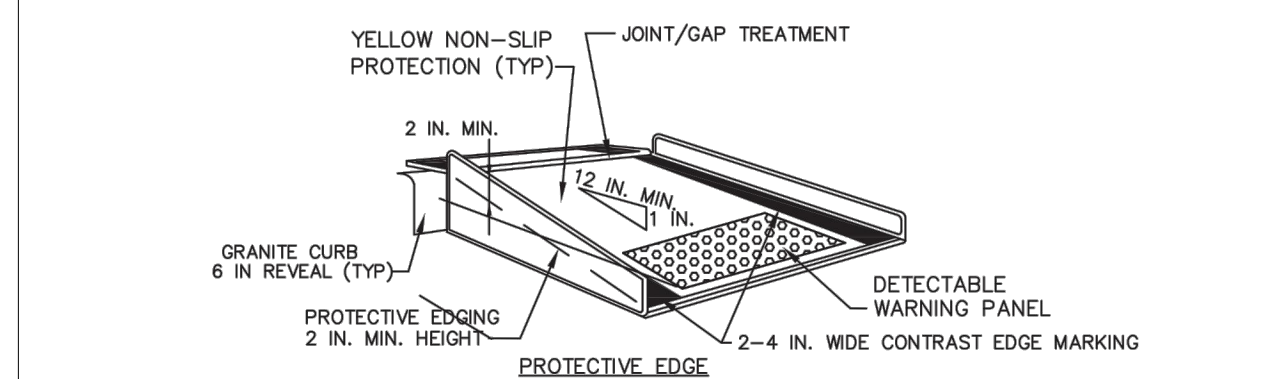
SOURCE: TABLE 6B-4 2023 MUTCD

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	124	293
PROJECT FILE NO.		608744	

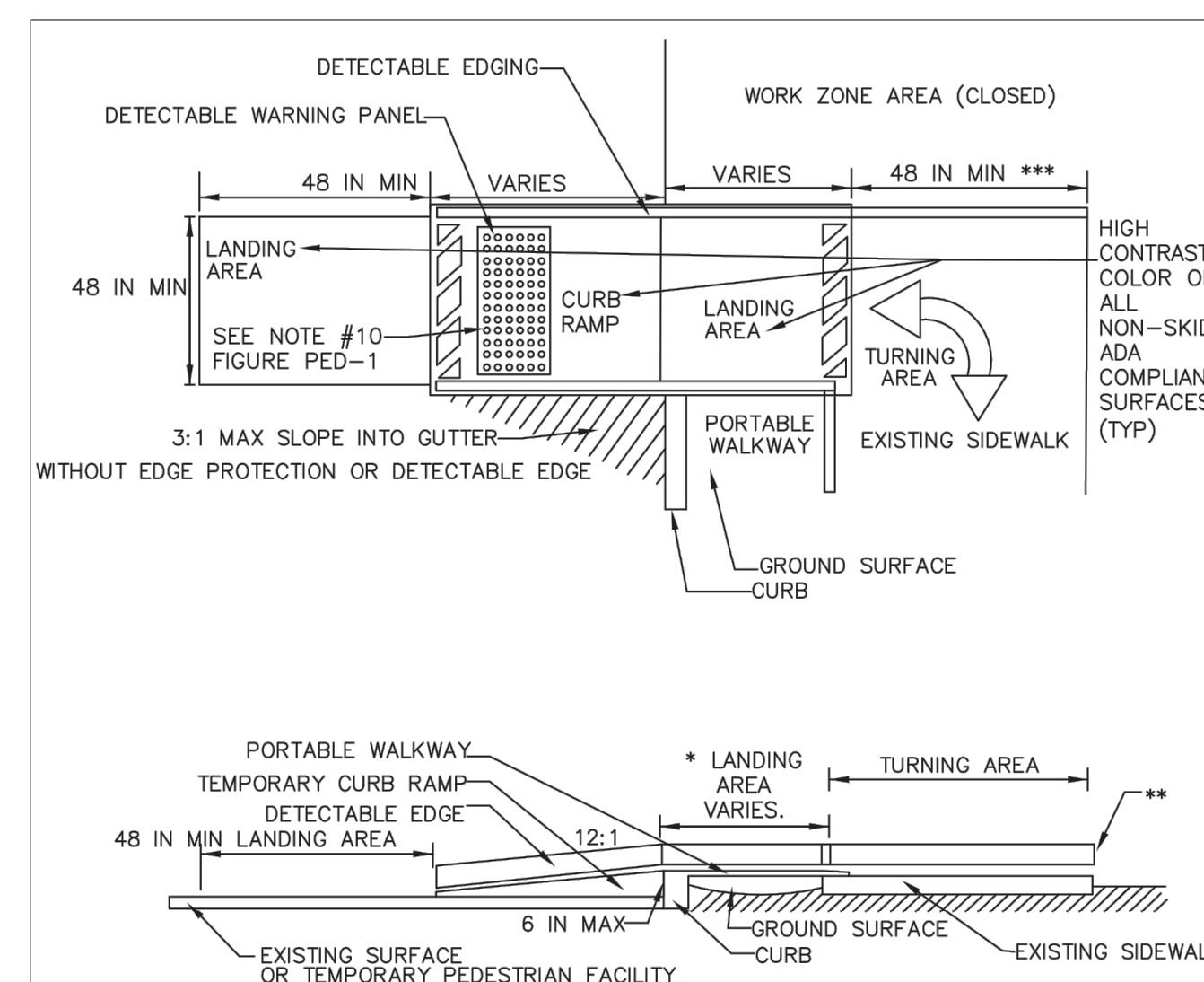
- NOTES:
- CURB RAMPS SHALL BE 60 IN. MINIMUM WIDTH WITH A FIRM, STABLE AND NON-SLIP SURFACE.
  - PROTECTIVE EDGING WITH A 2 IN. MINIMUM HEIGHT SHALL BE INSTALLED WHEN THE CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6 IN. OR GREATER OR HAS A SIDE APRON SLOP STEEPER THAN 1:3 (33%). PROTECTIVE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



TEMPORARY CURB RAMP—PARALLEL TO CURB

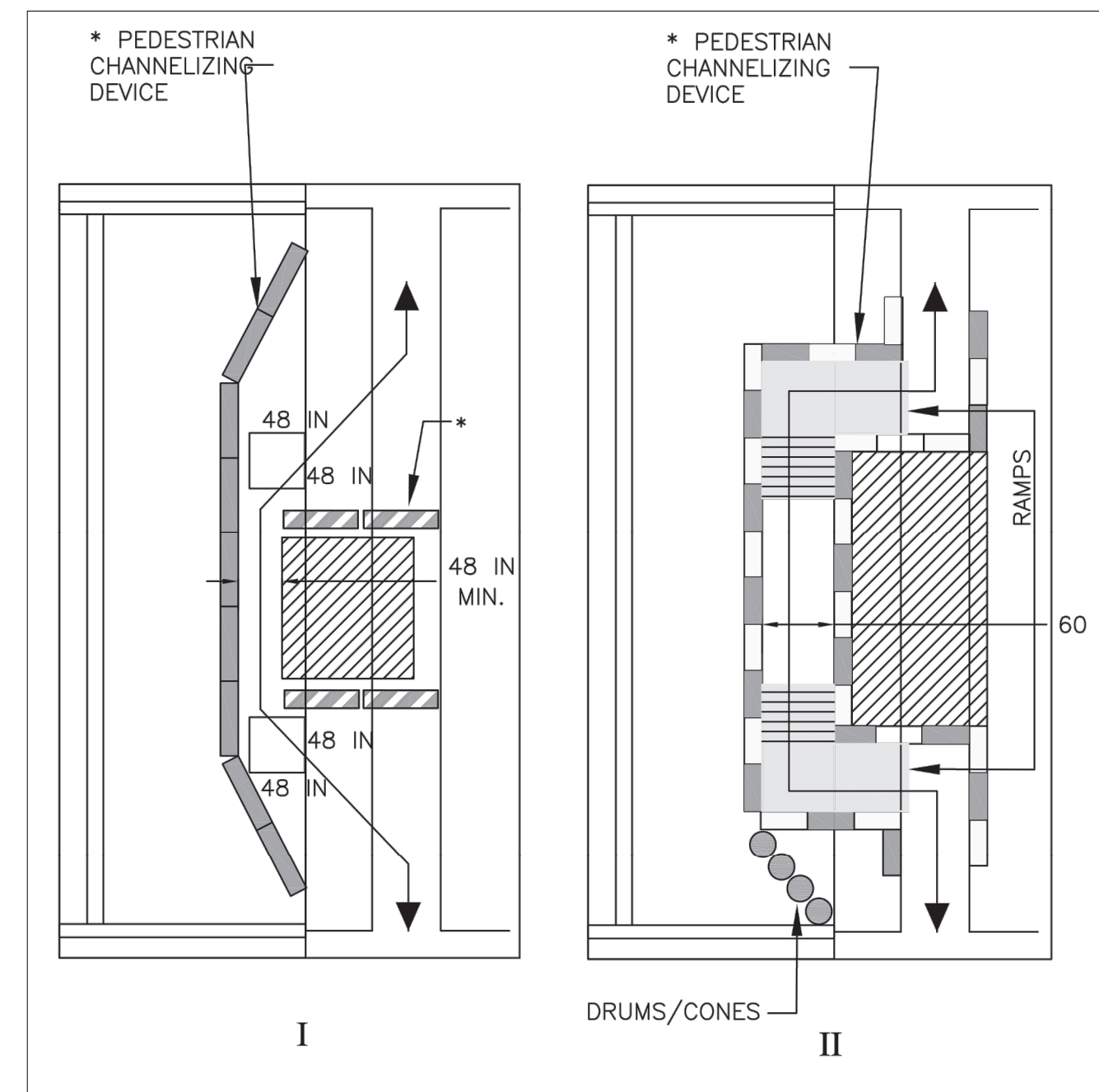


TEMPORARY CURB RAMP—PERPENDICULAR TO CURB



TEMPORARY CURB RAMP

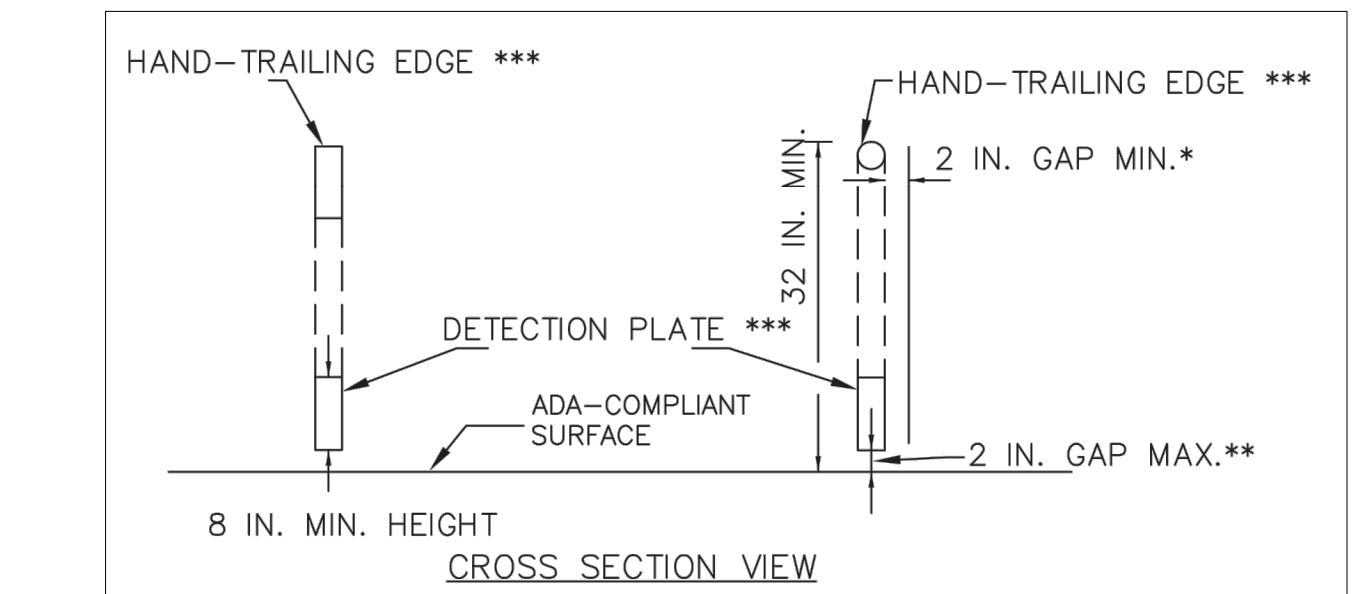
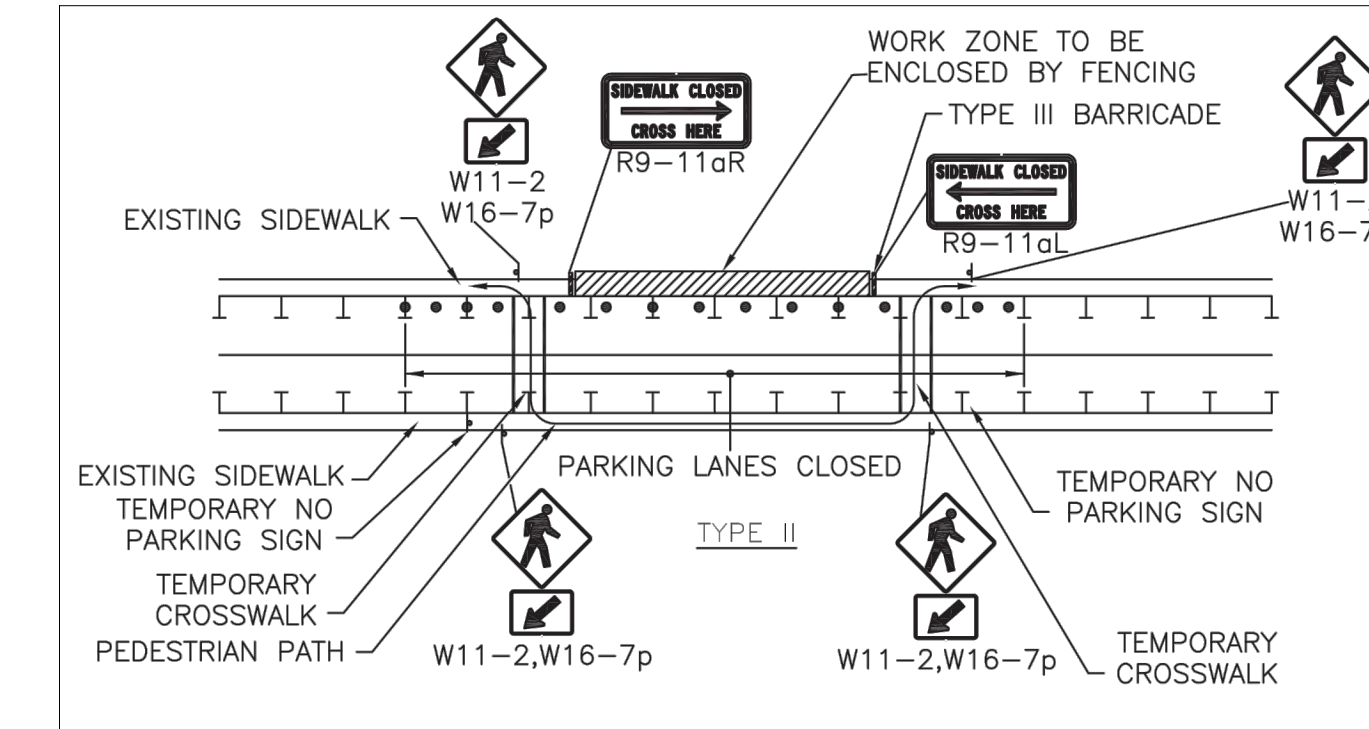
- \* —LANDING AREA USED TO OVERLAP NON-ADA COMPLIANT SURFACES.
- \*\* —DETECTABLE EDGE REMOVED IF A CONTINUOUS SIDEWALK.
- \*\*\* —60 IN. IF AN OBSTRUCTION IS AT BACK OF SIDEWALK



- Detail I is considered an example of a short term closure and pedestrian assistance (personnel) 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.
- 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.
- 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.
- When used, temporary ramps shall comply with Americans with Disabilities Act (see Figures Ped-1 & Ped-2).
- The alternate pathway should have a smooth continuous hard surface for the entire length of the temporary pedestrian facility.
- 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.
- 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.
- 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.
- 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.
- Existing audible devices no longer applicable due to construction shall be disabled.

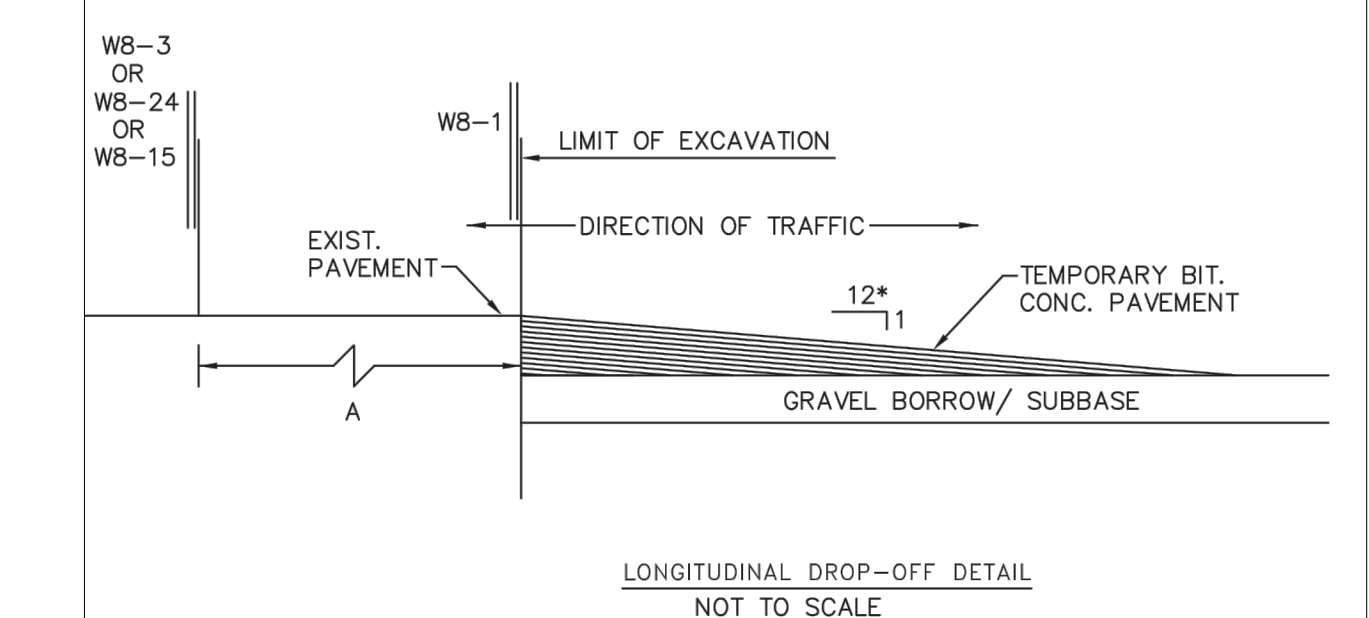
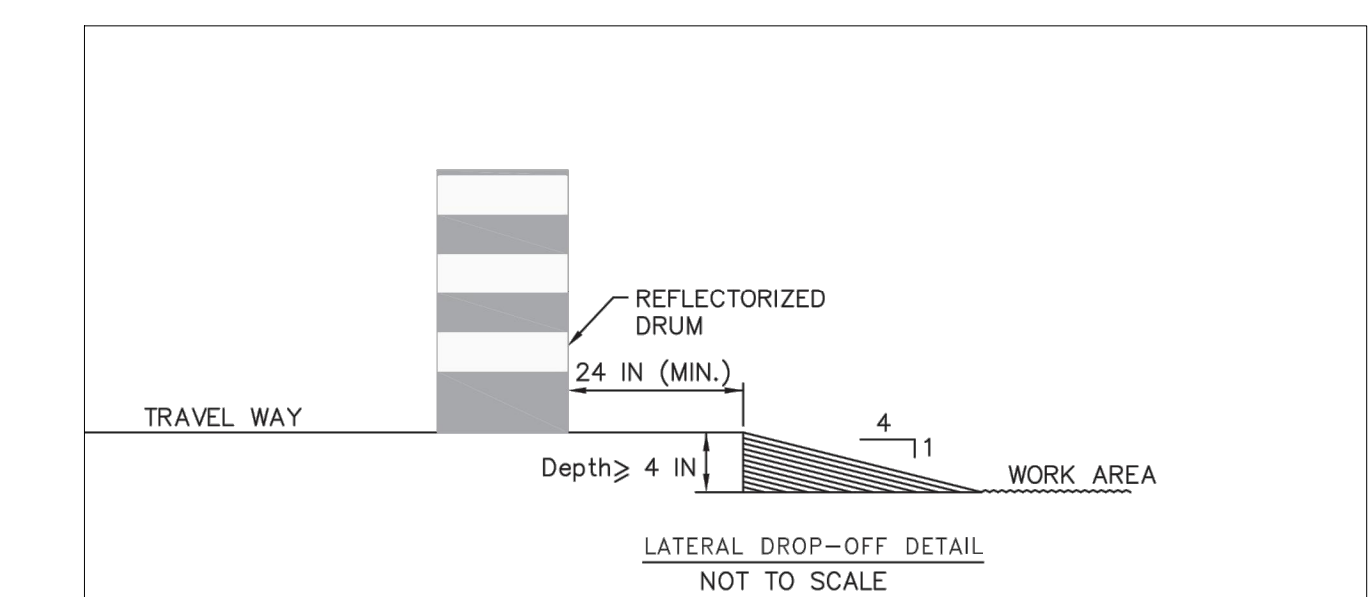
**AUDIBLE DEVICES**

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.



PEDESTRIAN CHANNELIZING DEVICE

- NOTES:
- \* THERE SHALL BE A 2 INCH GAP BETWEEN THE HAND-TRAILING EDGE AND ITS SUPPORT.
  - \*\* A MAXIMUM 2 INCH 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.

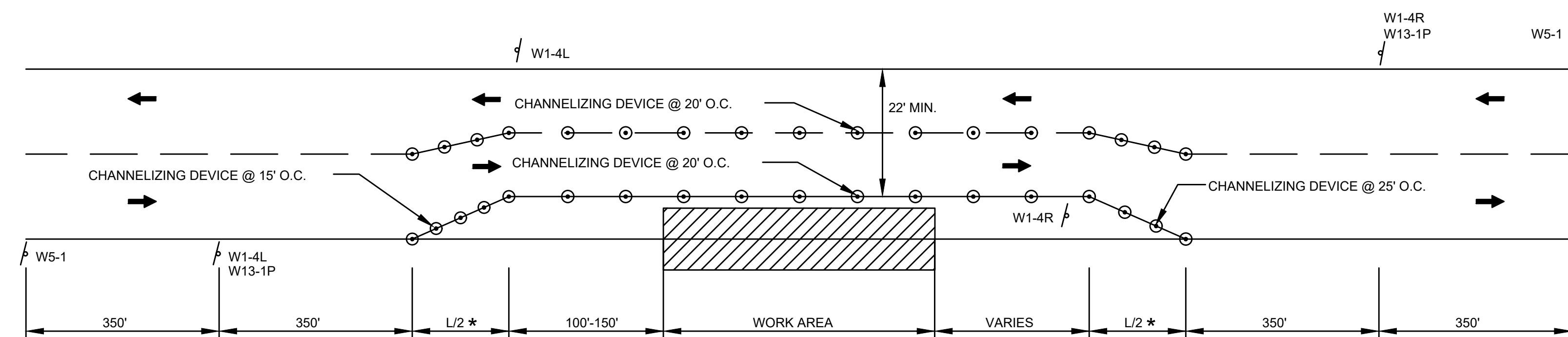


- \* — INCREASE SLOPE RATIO FOR HIGHER SPEEDS

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	125	293
PROJECT FILE NO.		608744	

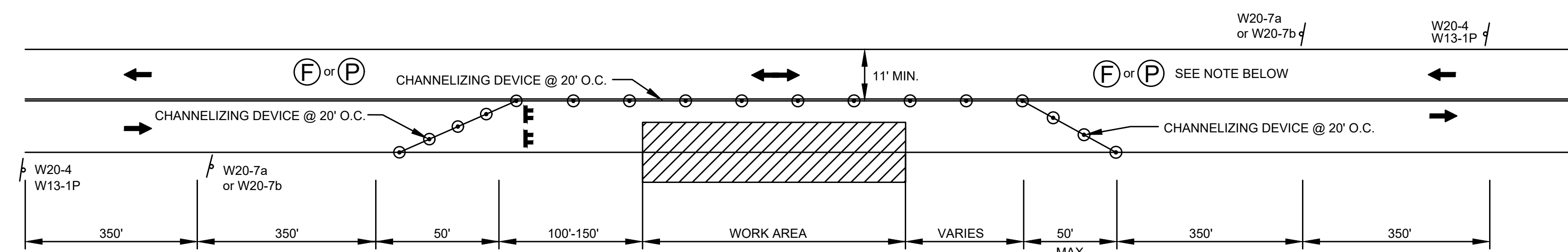
TEMPORARY TRAFFIC CONTROL SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN (INCHES)		TEXT	TEXT DIMENSIONS (INCHES)		NUMBER OF SIGNS REQUIRED	COLOR			UNIT AREA IN SQUARE FEET	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING		BACKGROUND	LEGEND	BORDER		
R3-7R	30	30	MUTCD STANDARD			1	WHITE	BLACK	BLACK	6.25	6.25
R4-7	24	30				2	WHITE	BLACK	BLACK	5.00	10.00
R9-11aL	24	18	SPERK/CLOSURE CROSS HERE			1	WHITE	BLACK	BLACK	1.50	1.50
R9-11aR	24	18	SPERK/CLOSURE CROSS HERE			1	WHITE	BLACK	BLACK	1.50	1.50
W1-4L	36	36				2	ORANGE	BLACK	BLACK	9.00	18.00
W1-4R	36	36				2	ORANGE	BLACK	BLACK	9.00	18.00
W1-6L	48	24				1	ORANGE	BLACK	BLACK	8.00	8.00
W4-2L	36	36				2	ORANGE	BLACK	BLACK	9.00	18.00
W4-2R	36	36				1	ORANGE	BLACK	BLACK	9.00	9.00
W4-7L	36	36				1	ORANGE	BLACK	BLACK	9.00	9.00
W5-1	36	36				2	ORANGE	BLACK	BLACK	9.00	18.00
W8-1	36	36				2	ORANGE	BLACK	BLACK	9.00	18.00
W8-3	36	36				2	ORANGE	BLACK	BLACK	9.00	18.00
W11-2	30	30				4	FLOUR-ESCENT YELLOW GREEN	BLACK	BLACK	6.25	25.00
W13-1p	18	18	25 MPH			3	ORANGE	BLACK	BLACK	2.25	6.75
W16-7P	21	15				4	FLOUR-ESCENT YELLOW GREEN	BLACK	BLACK	2.19	8.75
W20-1a	36	36				1	ORANGE	BLACK	BLACK	9.00	9.00
W20-1b	36	36				1	ORANGE	BLACK	BLACK	9.00	9.00
W20-1c	36	36				7	ORANGE	BLACK	BLACK	9.00	63.00
W20-4	36	36				4	ORANGE	BLACK	BLACK	9.00	36.00
W20-5L	36	36				2	ORANGE	BLACK	BLACK	9.00	18.00
W20-5R	36	36				1	ORANGE	BLACK	BLACK	9.00	9.00
MA-R2-10a	48	36			MASSDOT STANDARD	7	ORANGE WHITE	BLACK	BLACK	12.00	84.00
MA-R2-10b	36	48				8	ORANGE WHITE	BLACK	BLACK	12.00	96.00
MA-W20-7b	36	36				4	ORANGE	BLACK	BLACK	9.00	36.00
MA-W30-8R	36	36				1	ORANGE	BLACK	BLACK	9.00	9.00



TYPICAL TWO WAY STREET LANE SHIFT  
NOT TO SCALE

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



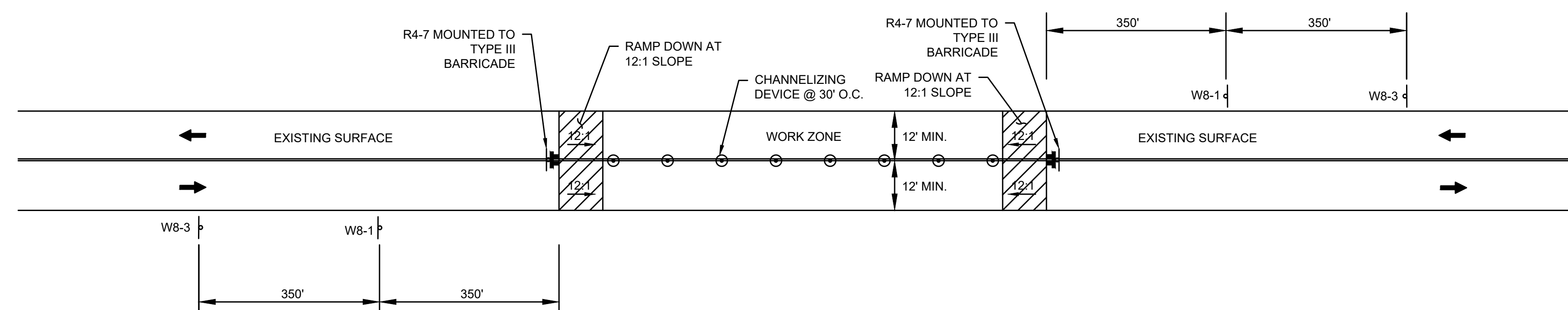
TYPICAL TWO WAY STREET LANE CLOSURE  
NOT TO SCALE

NOTES:

1. WORK THAT WILL DISRUPT EXISTING TRAFFIC PATTERNS WITHIN THE EXISTING ROADWAYS (LANE REDUCTION, ETC.) SHALL ONLY BE DONE DURING OFF PEAK HOURS. NUMBERS AND LOCATION OF POLICE DETAILS FOR WORK ZONE AND/OR DETOUR MANAGEMENT SHALL BE DETERMINED BY THE RESIDENT ENGINEER ON A CASE BY CASE BASIS, AS WORK PROGRESSES.
2. TEMPORARY LANE CLOSURES SHOWN ARE FOR ROADWAY CONSTRUCTION. ALL DRUMS AND SIGNS ARE SHOWN AS THEY SHOULD APPEAR DURING THE WORKING DAY, OR WHILE OPERATING IN THE WORK ZONE. FOR WORK ON OPPOSITE SIDES OF ROADWAY, REVERSE ALL SIGNING, DRUMS, AND TAPER LENGTHS.

LEGEND

- HIGH LEVEL WARNING DEVICE - FLAG TREE
- REFLECTORIZED CONE
- REFLECTORIZED DRUM
- PROPOSED TRAFFIC FLOW
- WORK ZONE
- TYPE III BARRICADE
- POLICE DETAIL
- CONSTRUCTION SIGN
- N.T.S.



FULL DEPTH CONSTRUCTION - CONSTRUCTION NOT IN PROGRESS  
NOT TO SCALE

NOTES:

1. ALL DRUMS AND SIGNS ARE SHOWN AS THEY SHOULD APPEAR DURING THE WORKING DAY, OR WHILE OPERATING IN THE WORK ZONE.

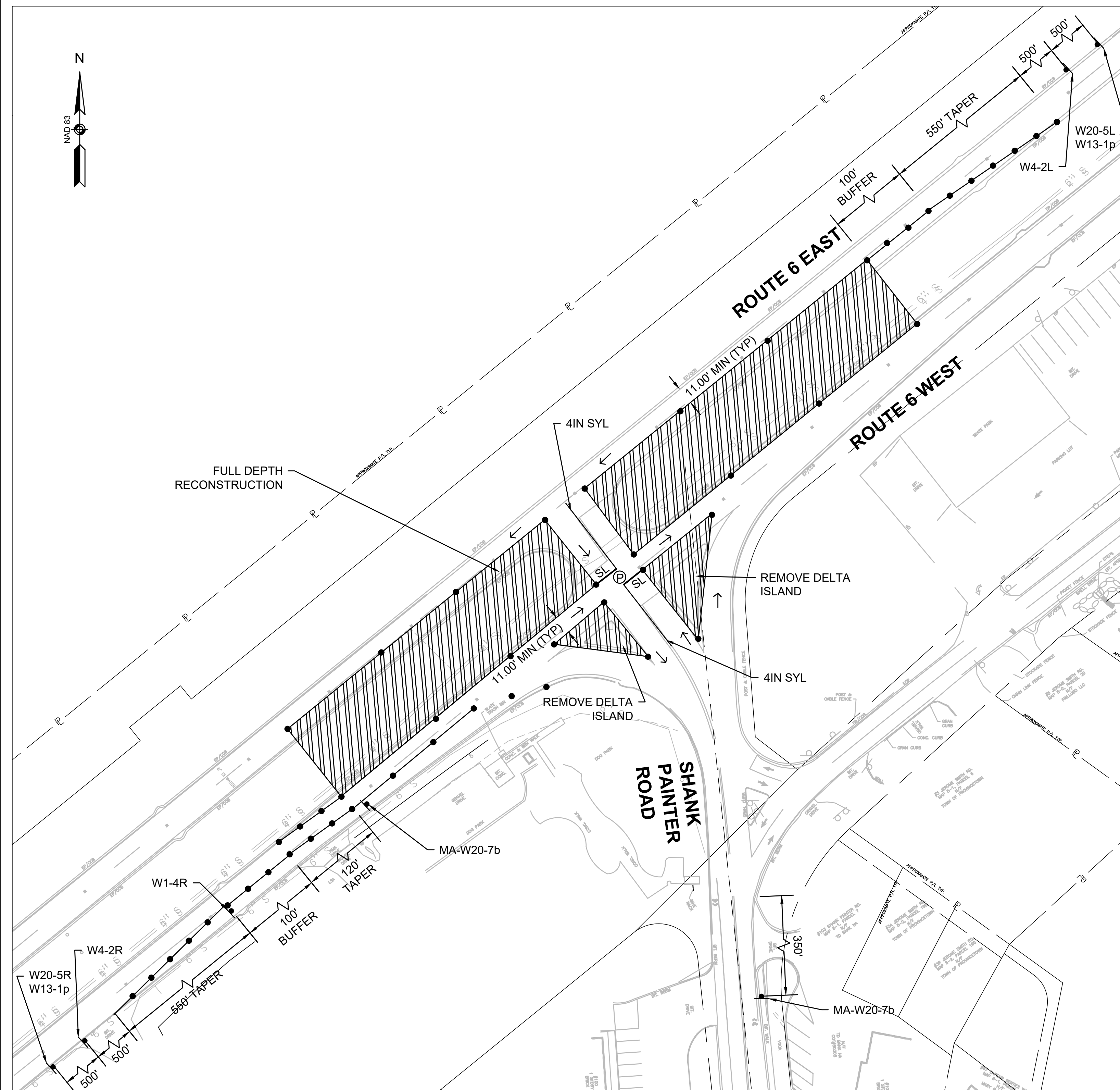
NOTE:

REFER TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", "MASSACHUSETTS AMENDMENTS TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", AND "MASSDOT STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TEMPORARY TRAFFIC CONTROL DEVICES" (LATEST EDITIONS).

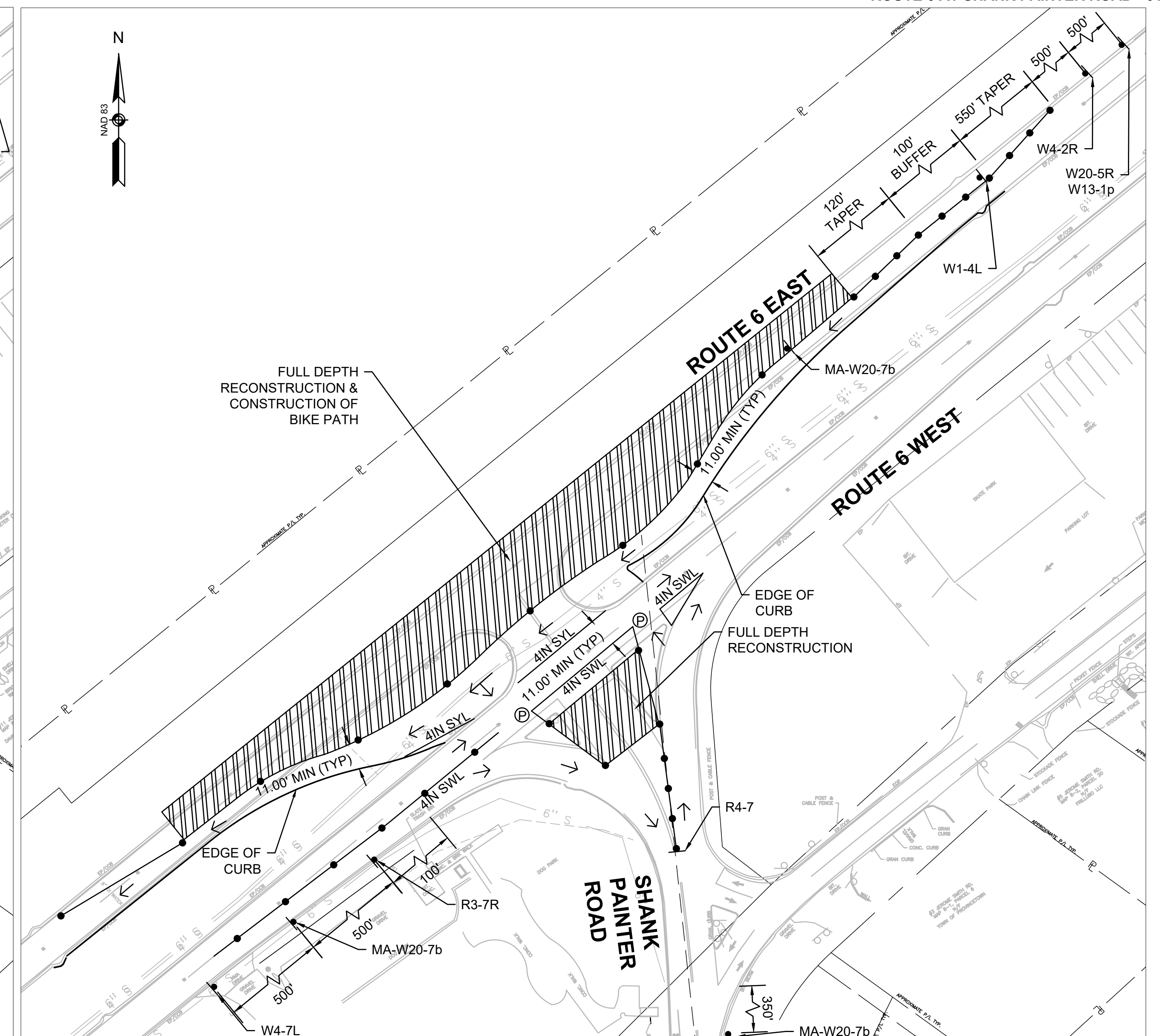
PROVINCETOWN  
SHANK PAINTER ROAD & ROUTE 6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	126	293
PROJECT FILE NO. 608744			

STAGING & TRAFFIC HANDLING PLAN  
ROUTE 6 AT SHANK PAINTER ROAD - 01



STAGE 1



STAGE 2

GENERAL NOTES

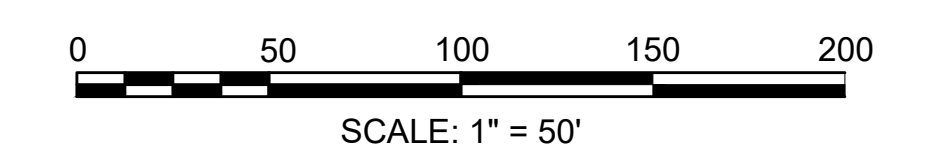
1. THE SUGGESTED STAGING SHOWN ON THE CONSTRUCTION STAGING PLANS HAS BEEN DEVELOPED CONCEPTUALLY. THE CONTRACTOR MAY PROPOSE MODIFICATIONS TO THE STAGING AT ANY TIME DURING THE CONSTRUCTION OPERATIONS. ANY MODIFICATIONS WILL REQUIRE REVIEW AND APPROVAL BY THE ENGINEER.
2. THE CONTRACTOR IS REQUIRED TO PROVIDE AND MAINTAIN ACCESS TO ABUTTERS AT ALL TIMES DURING THE CONSTRUCTION OPERATIONS. IF ACCESS WILL BE RESTRICTED AT ANY TIME DURING CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE NOTICE TO THE ABUTTERS A MINIMUM OF 24 HOURS IN ADVANCE OF THIS WORK. THESE NOTICES WILL REQUIRE REVIEW AND APPROVAL FROM THE ENGINEER. TEMPORARY ACCESS TO ABUTTERS IS NOT SHOWN ON THE STAGING PLANS.
3. THE PROPOSED R1-2, R6-1, W2-6, AND W16-17P CONSTRUCTION SIGNS SHALL BE IN PLACE WHEN THE INTERSECTION BEGINS OPERATING AS A ROUNDABOUT.
4. THE CHANNELIZING DEVICES SHALL BE SET @ 25' O.C. MAX. UNLESS OTHERWISE NOTED OR ADJUSTED BY THE ENGINEER.
5. ALL TEMPORARY TRAVEL LANES SHALL HAVE A MINIMUM OF 11 FEET. SHARED THRU TRAVEL LANE SHALL HAVE POLICE DETAIL TO CONTROL DIRECTION OF TRAVEL TO ALTERNATE.
6. SEE SHEET 62 FOR GENERAL NOTES FOR TEMPORARY TRAFFIC CONTROL REQUIREMENTS.

TEMPORARY SIGNS

SIGN DESIGNATION	LEGEND	HEIGHT	WIDTH	SIGN DESIGNATION	LEGEND	HEIGHT	WIDTH
R3-7R	RIGHT LANE MUST TURN RIGHT	30"	30"	W4-2R		36"	36"
R4-7		24"	30"	W4-7L	THRU TRAFFIC MERGE LEFT	36"	36"
W1-4L		30"	30"	W20-5L	LEFT LANE CLOSED AHEAD	36"	36"
W1-4R		30"	30"	W20-5R	RIGHT LANE CLOSED AHEAD	36"	36"
				MA-W20-7b	POLICE OFFICER AHEAD	36"	36"
				W13-1p	XX MPH	24"	24"

LEGEND

- WORK ZONE
- TRAVEL FLOW ARROW
- REFLECTORIZED DRUM OR CONE
- POLICE DETAIL OR FLAGGER
- TRAFFIC SIGN


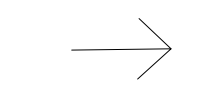


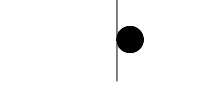


**PROVINCETOWN  
SHANK PAINTER ROAD & ROUTE 6**

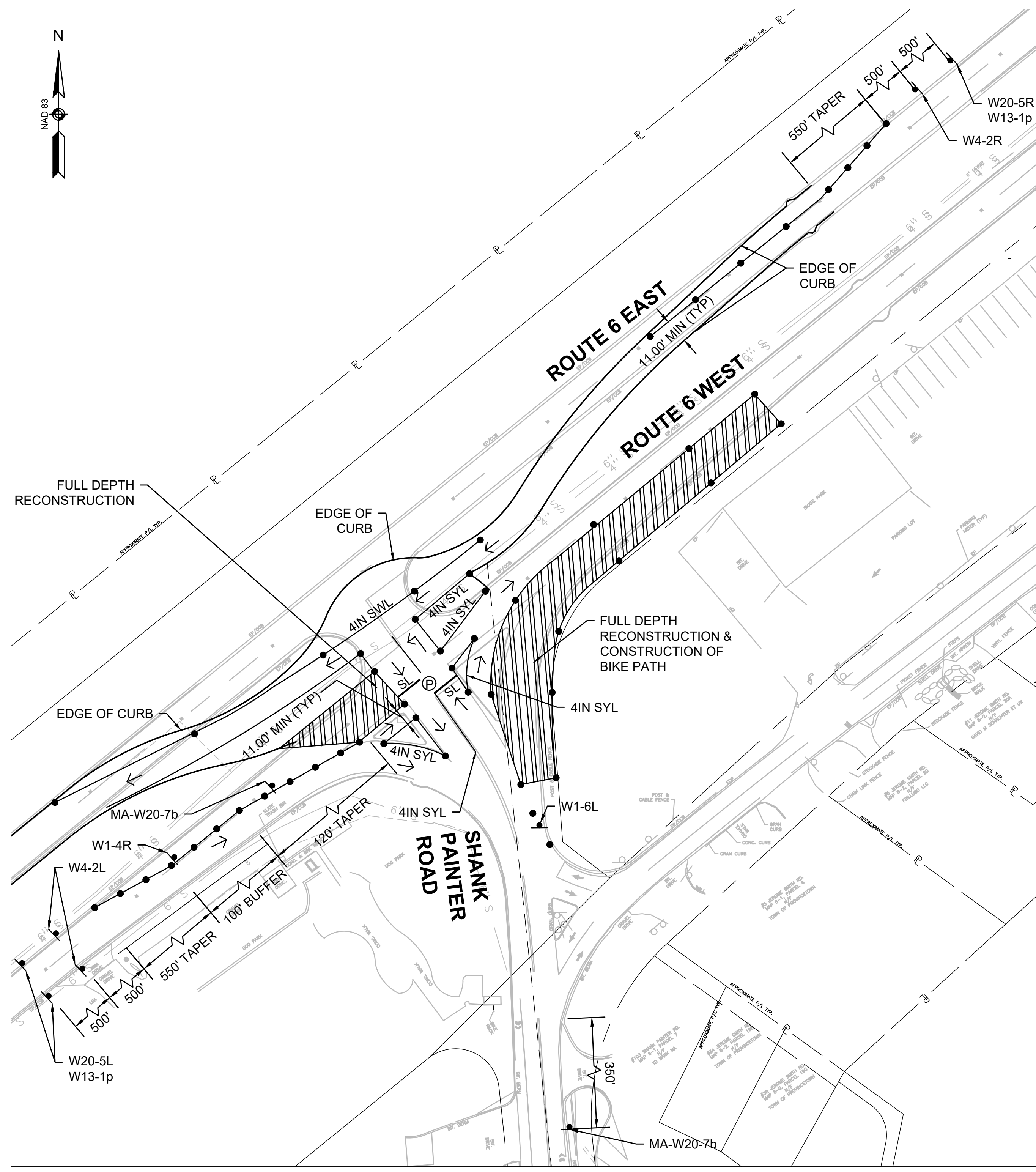
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	127	293
PROJECT FILE NO.		608744	

**STAGING & TRAFFIC HANDLING PLAN  
ROUTE 6 AT SHANK PAINTER ROAD - 02**

**LEGEND**




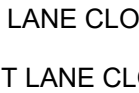
-  WORK ZONE
-  TRAVEL FLOW ARROW
-  REFLECTORIZED DRUM OR CONE
-  POLICE DETAIL OR FLAGGER
-  TRAFFIC SIGN

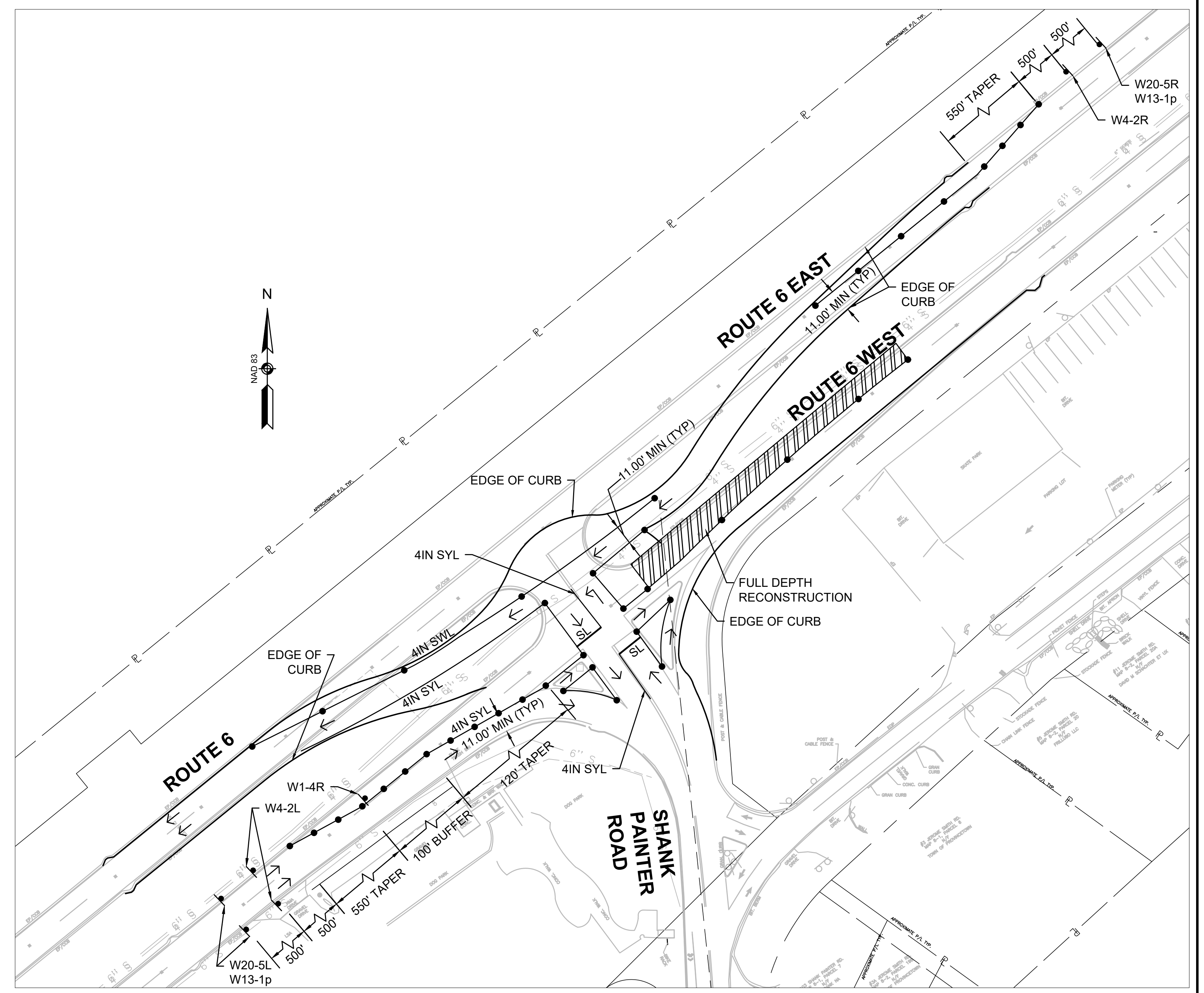
SEE SHEET 126 FOR STAGING & TRAFFIC HANDLING NOTES



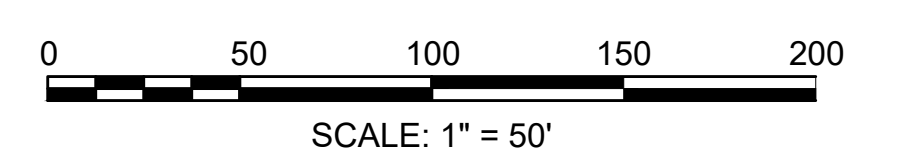
**STAGE 3**

**TEMPORARY SIGNS**

SIGN DESIGNATION	LEGEND	HEIGHT	WIDTH
W1-4R		30"	30"
W1-6L		48"	24"
W4-2L		36"	36"
W4-2R		36"	36"
W20-5L	LEFT LANE CLOSED AHEAD	36"	36"
W20-5R	RIGHT LANE CLOSED AHEAD	36"	36"
MA-W20-7b	POLICE OFFICER AHEAD	36"	36"
W13-1p	XX MPH	24"	24"



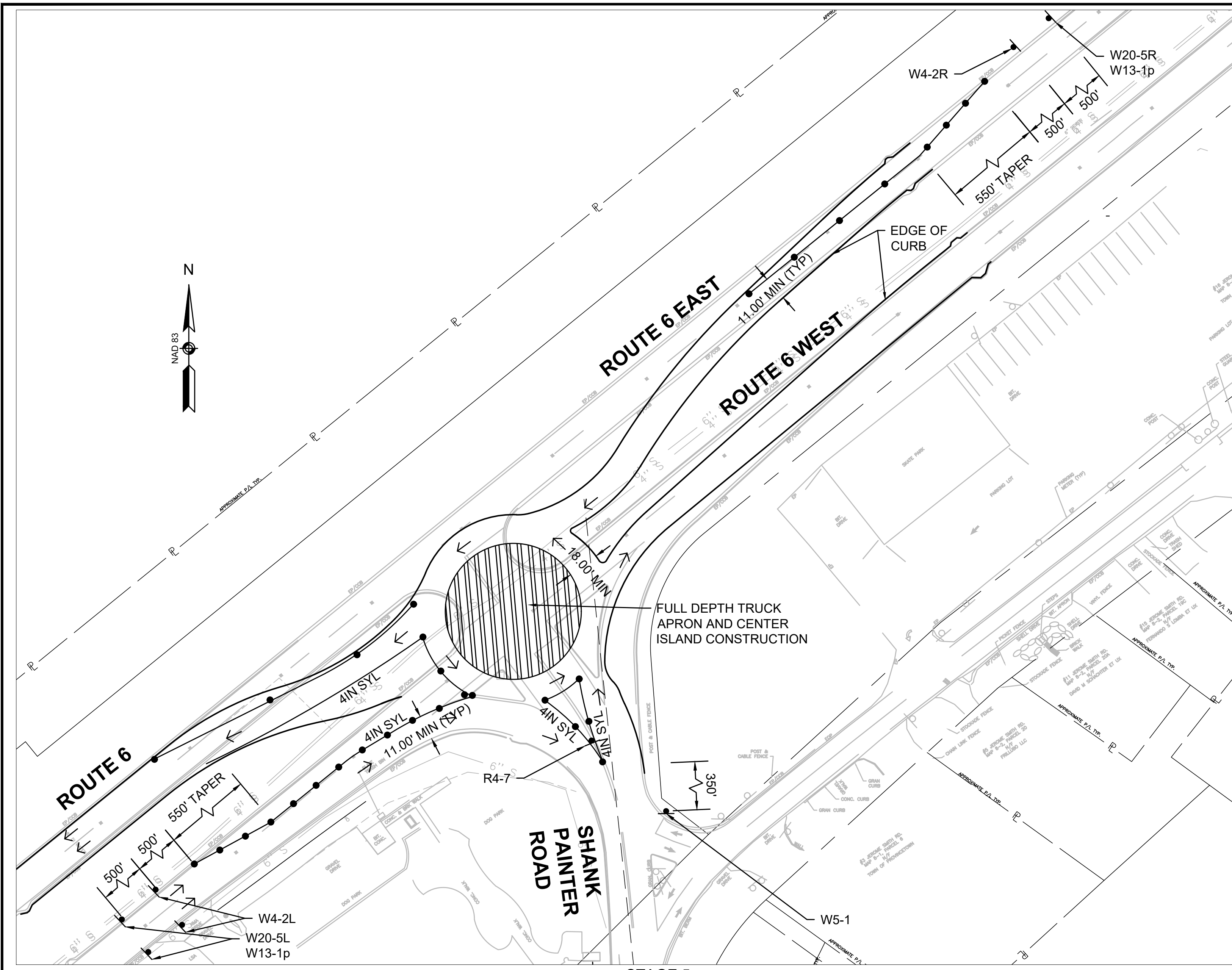
**STAGE 4**



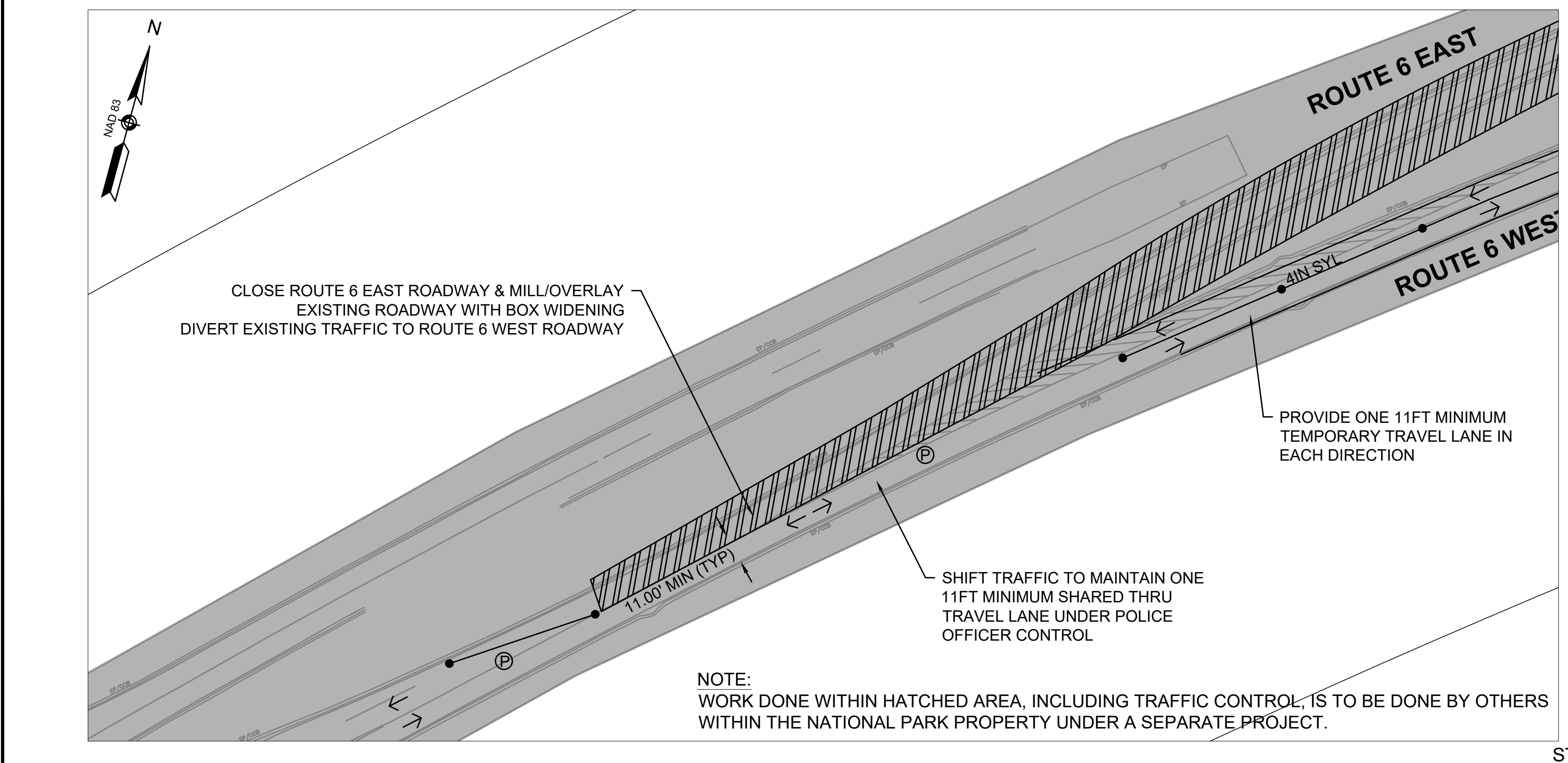
**PROVINCETOWN  
SHANK PAINTER ROAD & ROUTE 6**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	128	293
PROJECT FILE NO. 608744			

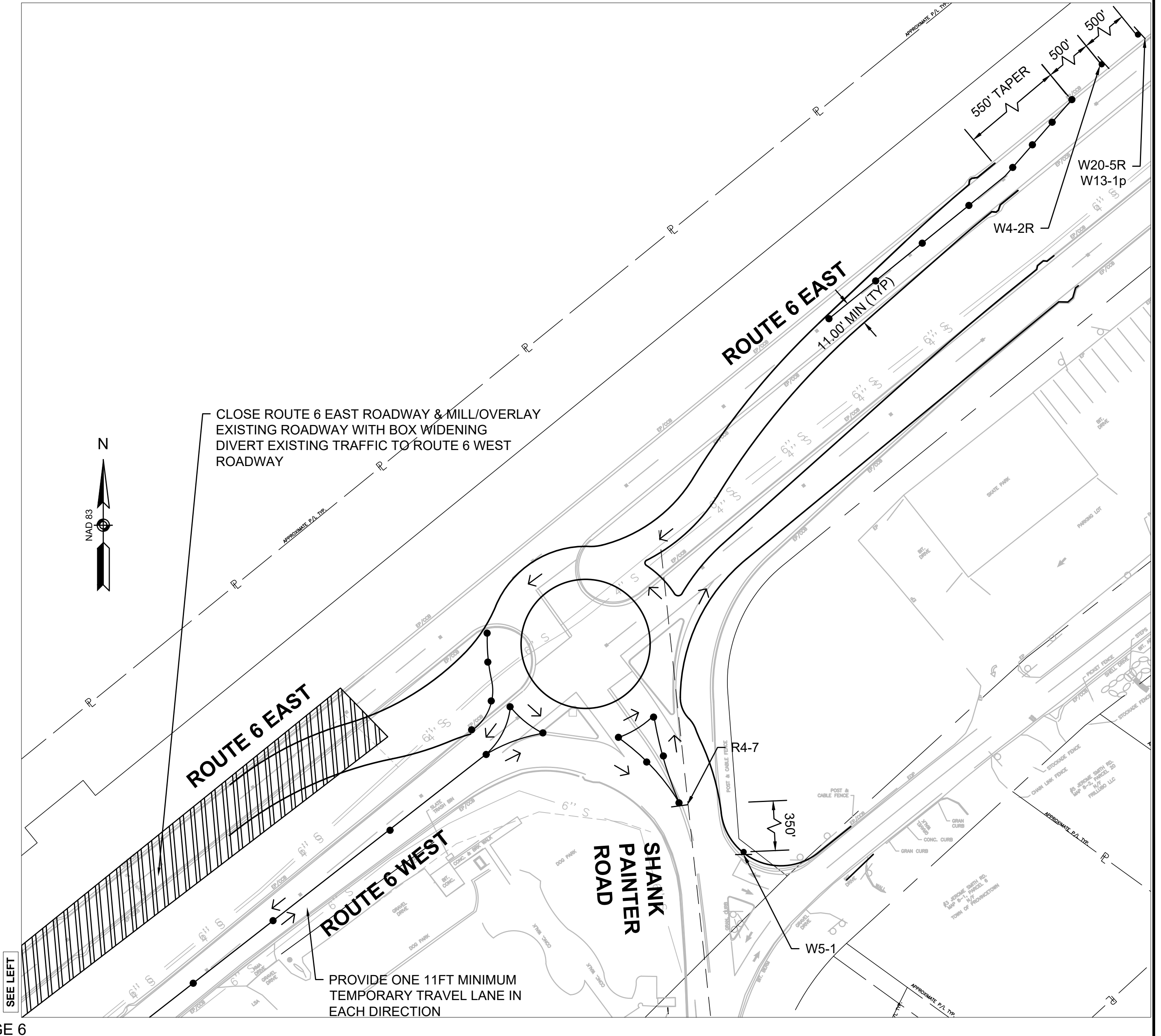
**STAGING & TRAFFIC HANDLING PLAN  
ROUTE 6 AT SHANK PAINTER ROAD - 03**



STAGE 5

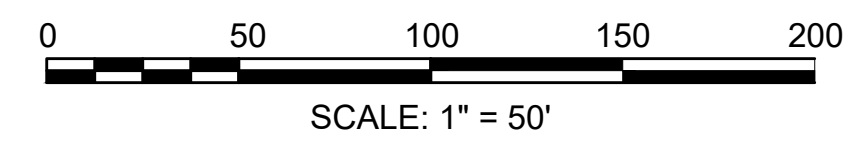


STAGE 6



**TEMPORARY SIGNS**

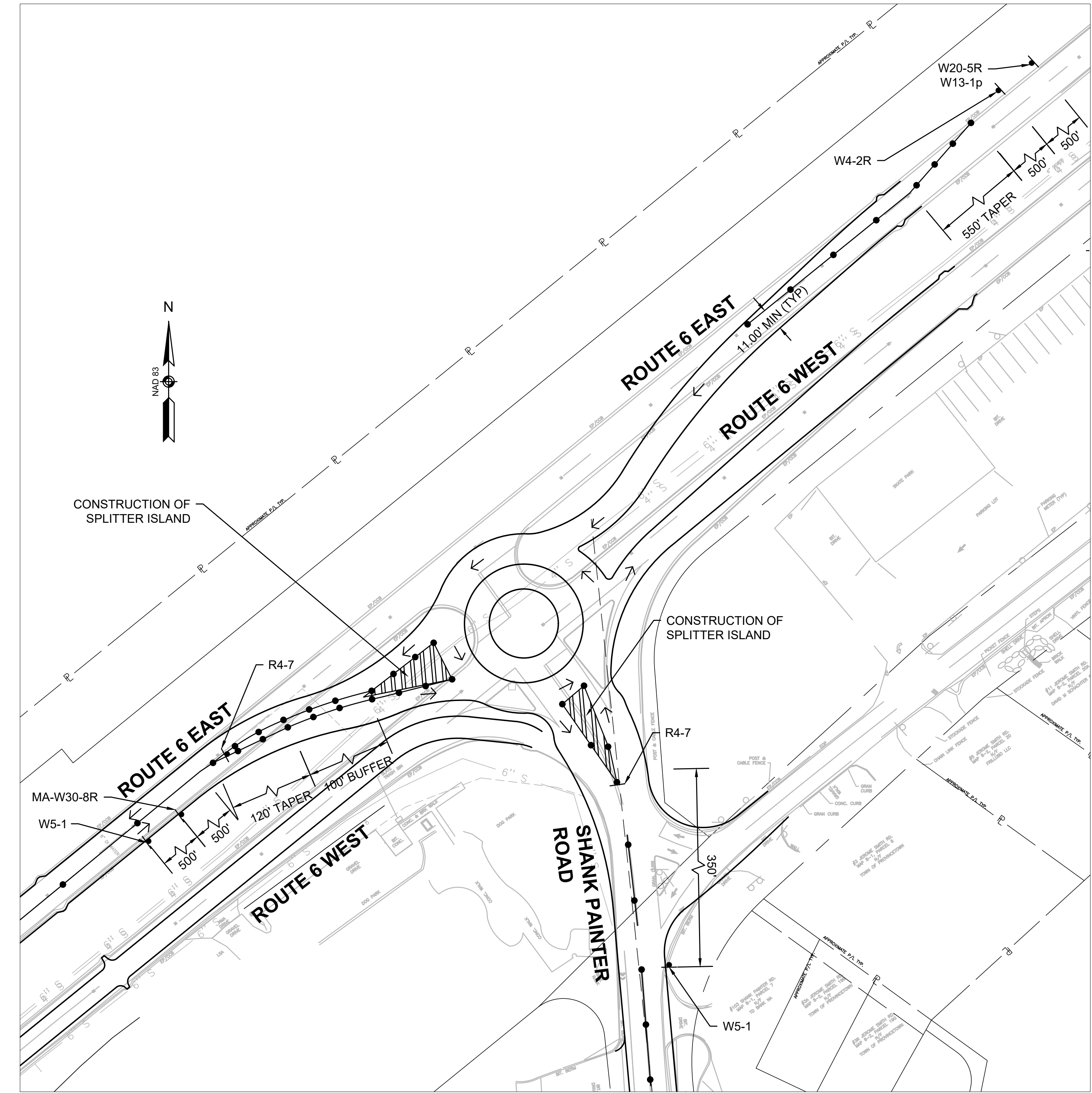
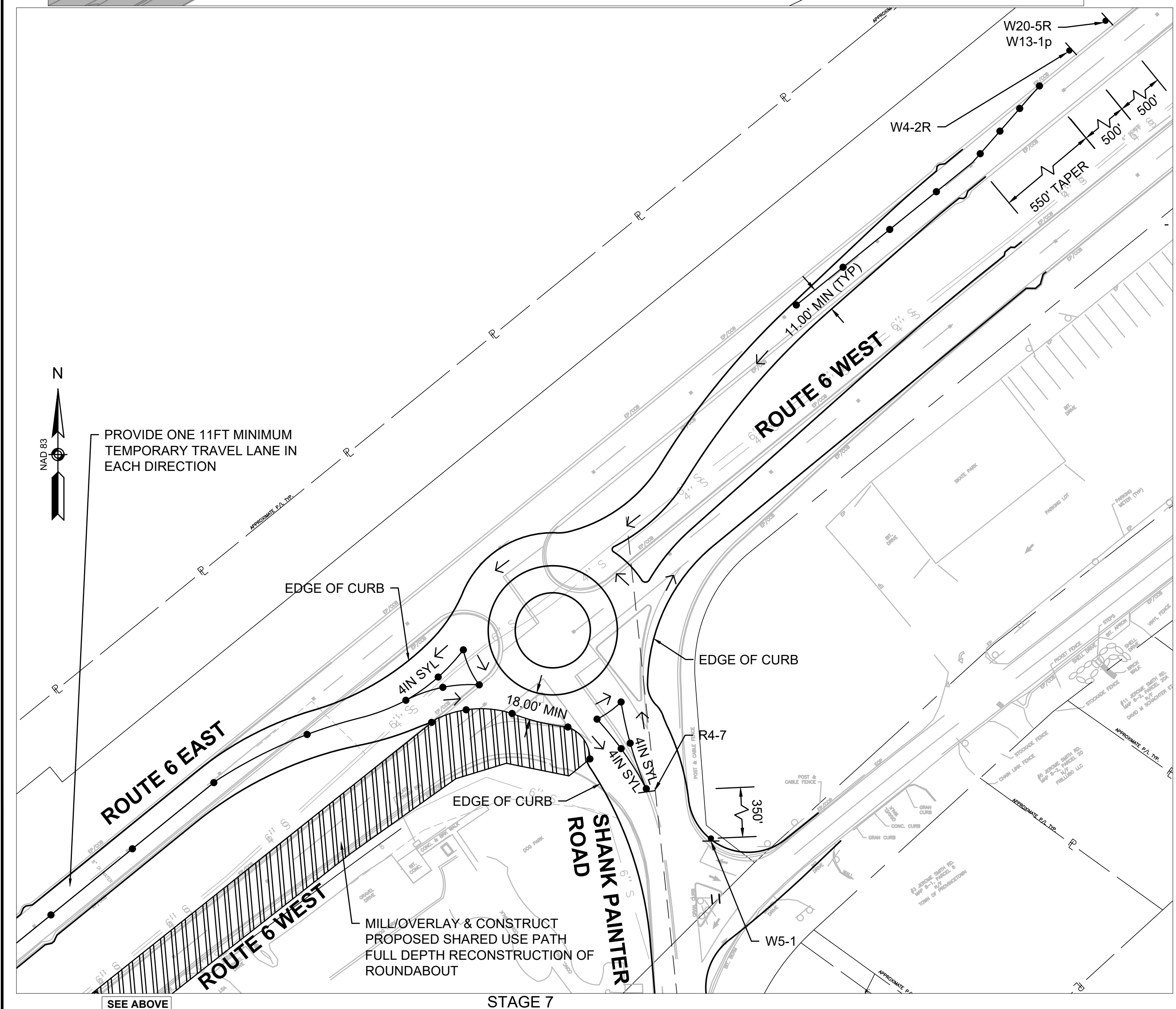
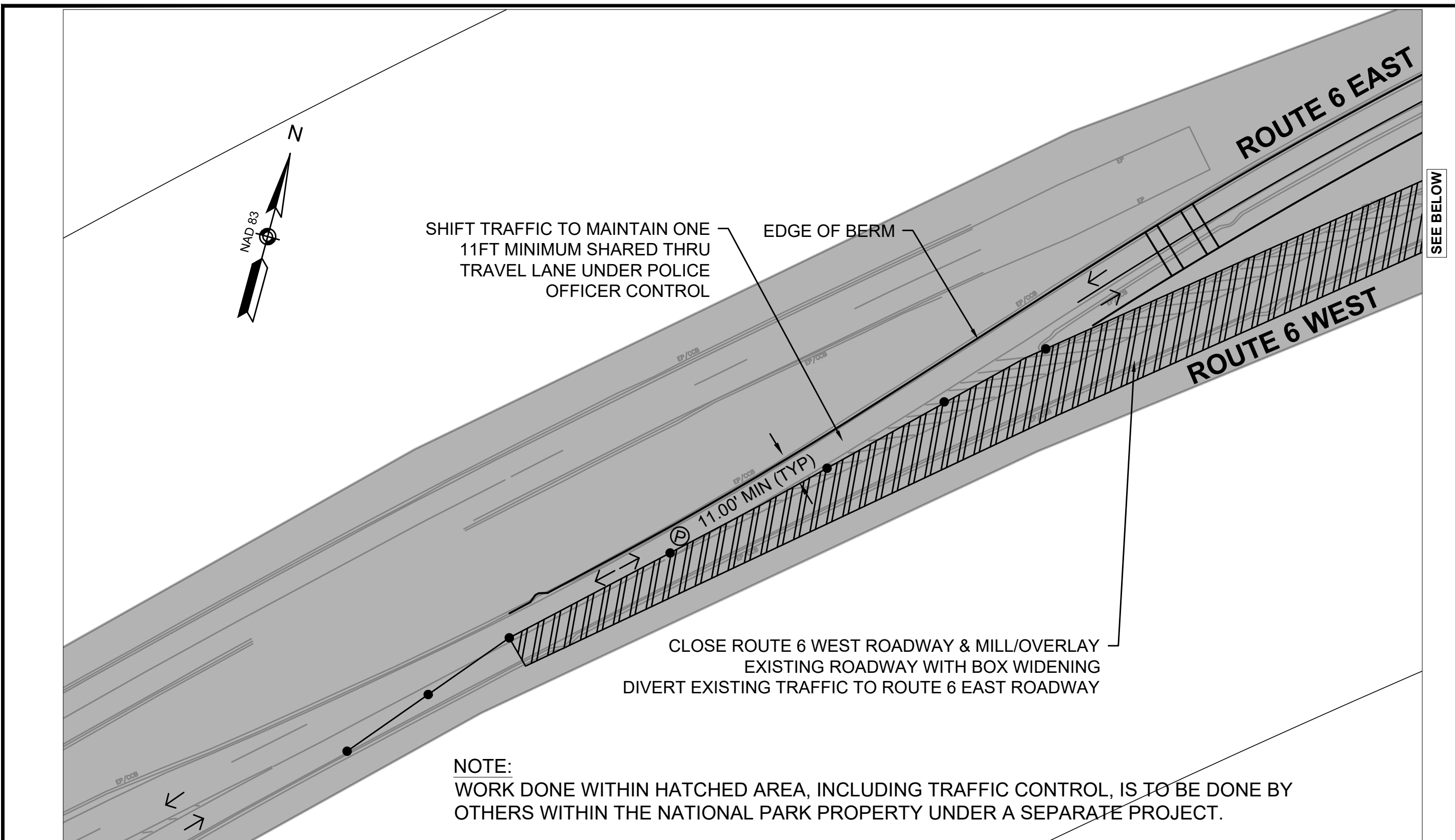
SIGN DESIGNATION	LEGEND	HEIGHT	WIDTH
R4-7		24"	30"
W1-4R		30"	30"
W4-2L		36"	36"
W4-2R		36"	36"
W5-1	ROADWAY NARROWS	36"	36"
W20-5L	LEFT LANE CLOSED AHEAD	36"	36"
W20-5R	RIGHT LANE CLOSED AHEAD	36"	36"
W13-1p	XX MPH	24"	24"



**LEGEND**

- WORK ZONE
- TRAVEL FLOW ARROW
- REFLECTORIZED DRUM OR CONE
- POLICE DETAIL OR FLAGGER
- TRAFFIC SIGN

SEE SHEET 126 FOR STAGING & TRAFFIC HANDLING NOTES



- LEGEND**
- WORK ZONE
  - TRAVEL FLOW ARROW
  - REFLECTORIZED DRUM OR CONE
  - POLICE DETAIL OR FLAGGER
  - TRAFFIC SIGN
- SEE SHEET 126 FOR STAGING & TRAFFIC HANDLING NOTES

**STAGE 8**

**TEMPORARY SIGNS**

SIGN DESIGNATION	LEGEND	HEIGHT	WIDTH
R4-7		24"	30"
W4-2R		36"	36"
W5-1	ROADWAY NARROWS	36"	36"
W20-5R	RIGHT LANE CLOSED AHEAD	36"	36"
W13-1p	XX MPH	24"	24"
MA-W30-8R	SQUEEZE RIGHT	36"	36"

