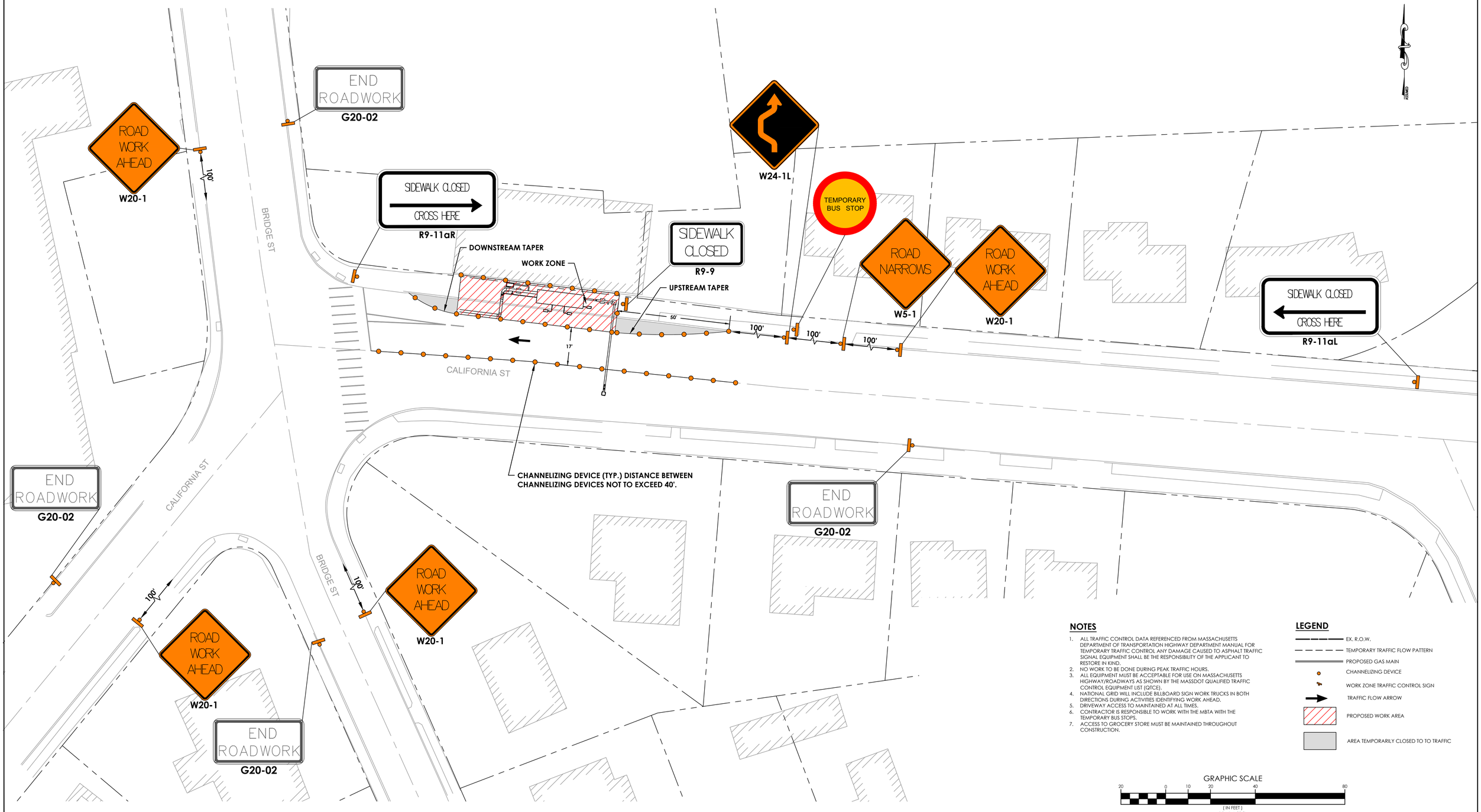

NOTES

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2. NO WORK TO BE DONE DURING PEAK TRAFFIC HOURS.
3. ALL EQUIPMENT MUST BE ACCEPTABLE FOR USE ON MASSACHUSETTS HIGHWAY/ROADWAYS AS SHOWN BY THE MASSDOT QUALIFIED TRAFFIC CONTROL EQUIPMENT LIST (QTCE).
4. NATIONAL GRID WILL INCLUDE BILLBOARD SIGN WORK TRUCKS IN BOTH DIRECTIONS DURING ACTIVITIES IDENTIFYING WORK AHEAD.
5. DRIVEWAY ACCESS TO MAINTAINED AT ALL TIMES.
6. CONTRACTOR IS RESPONSIBLE TO WORK WITH THE MBTA WITH THE TEMPORARY BUS STOPS.
7. ACCESS TO GROCERY STORE MUST BE MAINTAINED THROUGHOUT CONSTRUCTION.

LEGEND

- EX. R.O.W.
- TEMPORARY TRAFFIC FLOW PATTERN
- PROPOSED GAS MAIN
- CHANNELIZING DEVICE
- WORK ZONE TRAFFIC CONTROL SIGN
- TRAFFIC FLOW ARROW
- PROPOSED WORK AREA
- AREA TEMPORARILY CLOSED TO TO TRAFFIC

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

THE DDS COMPANIES
45 HENDRIX ROAD
WEST HENRIETTA, NY 14586
PHONE (585) 359-7540
FAX (585) 359-7541

BOSTON GAS COMPANY
d/b/a
nationalgrid
40 SYLVAN ROAD
WALTHAM, MA 02451

90%

PE STAMP:

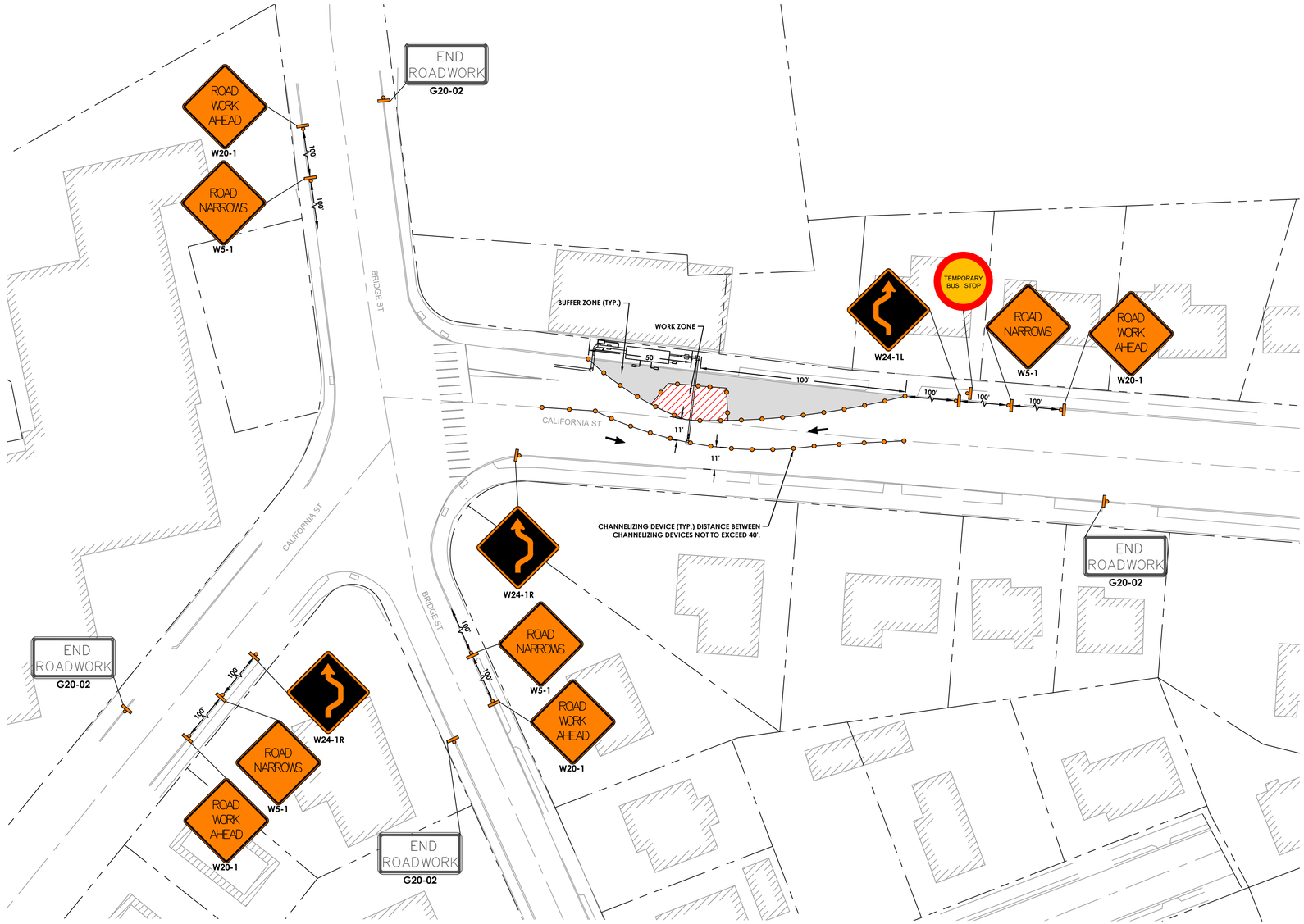
NO.	DESCRIPTION	DATE	DR.BY	CK.BY	APP.BY
A	DRAFT	11/04/2022	MEG	GRS	JPC

CALIFORNIA ST @ BRIDGE ST
TRAFFIC MANAGMENT PLAN
CALIFORNIA ST
NEWTON, MA

CALIFORNIA ST @ BRIDGE ST GRS TMP

DWG SIZE	DESIGNER	ENGINEER	DATE:	ASSET I.D.	W.O. NO.:
22"X34"	MEG	DDS	11-4-22	183	90000229479

DRAWING NO.	SHEET NO.
72220375	C1



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- AREA TEMPORARILY CLOSED TO TO TRAFFIC

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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WEST HENRIETTA, NY 14586
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CALIFORNIA ST @ BRIDGE ST
TRAFFIC MANAGMENT PLAN
CALIFORNIA ST
NEWTON, MA

CALIFORNIA ST @ BRIDGE ST GRS TMP

DWG SIZE	DESIGNER	ENGINEER	DATE:	ASSET I.D.	W.O. NO.:
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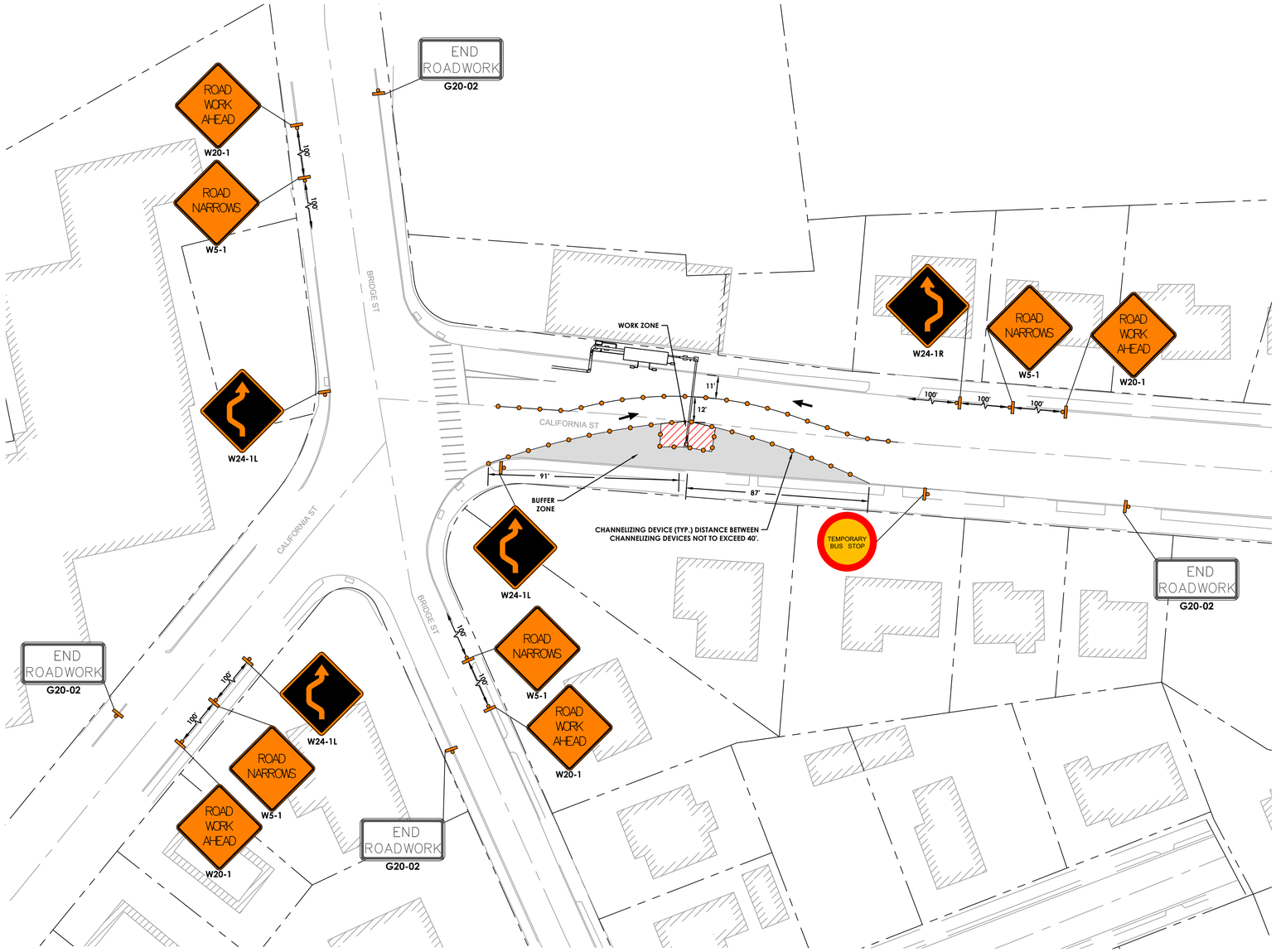
DRAWING NO.	SHEET NO.
72220375	C2



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GRAPHIC SCALE

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(IN FEET)
1 inch = 30 ft.

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A	DRAFT	11/04/2022	MEG	GRS	JPC

CALIFORNIA ST @ BRIDGE ST
TRAFFIC MANAGMENT PLAN
CALIFORNIA ST
NEWTON, MA

CALIFORNIA ST @ BRIDGE ST GRS TMP

DWG SIZE	DESIGNER	ENGINEER	DATE:	ASSET I.D.	W.O. NO.:
22"X34"	MEG	DDS	11-4-22	183	90000229479

DRAWING NO.	SHEET NO.
72220375	C3

NOTES:

1. 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.
2. ALL SIGN LEGENDS, BORDERS, AND MOUNTING SHALL BE IN ACCORDANCE WITH THE MUTCD.
3. TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK.
4. 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.
5. 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).
6. 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.
7. THE FIRST FIVE PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH TYPE A LIGHTS.
8. THE ADVISORY SPEED LIMIT, IF REQUIRED, SHALL BE DETERMINED BY THE ENGINEER.
9. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
10. MAXIMUM SPACING OF TRAFFIC DEVICES IN A TAPER (DRUMS OR CONES) IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH.
11. MINIMUM LANE WIDTH IS TO BE 11 FEET (3.3m) UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF DRUMS OR MEDIAN BARRIER.
12. ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORTS.

LEGEND:

- REFLECTORIZED PLASTIC DRUM OR 36" CONE
- P/F POLICE/FLAGGER DETAIL
- TYPE III BARRICADE
- CHANGEABLE MESSAGE SIGN
- ARROW BOARD
- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENUATOR
- MEDIAN BARRIER
- MEDIAN BARRIER WITH WARNING LIGHTS
- WORK VEHICLE
- TRUCK MOUNTED ATTENUATOR
- TRAFFIC OR PEDESTRIAN SIGNAL
- SIGN

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		NUMBER OF STUDIES	AVERAGE CAPACITY	
NORMAL (EXISTING)	OPEN (TO TRAFFIC)		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	2,960	1,480
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 (1984)

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.

massDOT Massachusetts Department of Transportation Highway Division | Notes for Traffic Management | FIGURE GEN-1 GENERAL GUIDELINES

SUGGESTED WORK ZONE WARNING SIGN SPACING

ROAD TYPE	DISTANCE BETWEEN SIGNS **		
	A	B	C
LOCAL OR LOW VOLUME ROADWAYS*	350 (100)	350 (100)	350 (100)
MOST OTHER ROADWAYS*	500 (150)	500 (150)	500 (150)
FREEWAYS AND EXPRESSWAYS*	1,000 (300)	1,500 (450)	2,640 (800)

* ROAD TYPE TO BE DETERMINED BY MASSDOT OFFICE OF TRANSPORTATION PLANNING.

** DISTANCES ARE SHOWN IN FEET (METERS). THE COLUMN HEADINGS A, B, AND C ARE THE DIMENSIONS SHOWN IN THE DETAIL/ TYPICAL SETUP FIGURES. 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 "THIRD" SIGN IS THE FIRST ONE TYPICALLY ENCOUNTERED BY A DRIVER APPROACHING A TEMPORARY TRAFFIC CONTROL (TTC) ZONE.)

THE "THIRD" SIGN ABOVE IS TYPICALLY REFERRED TO AS AN "ADVANCE WARNING" SIGN ON THE TTCP SETUPS. THESE ADVANCE WARNING SIGNS ARE LOCATED PRIOR TO THE PROJECT LIMITS ON ALL APPROACHES (i.e. THE W20-1 SERIES (ROAD WORK XX FT) SIGNS), AND USUALLY REMAIN FOR THE DURATION OF THE PROJECT. ADDITIONAL SIGNS (i.e. "RIGHT LANE CLOSED 1 MILE" AND "LEFT LANE CLOSED 1 MILE") HAVE BEEN SHOWN IN SOME FIGURES AS EXAMPLES OF REINFORCEMENT SIGN PLACEMENT BUT ARE USED IN RARE OCCASIONS.

THE FIRST AND SECOND WARNING SIGNS ABOVE ARE REFERRED TO AS THE OPERATIONAL (DAY-TO-DAY) WORK ZONE SIGNS AND MAY BE MOVED DEPENDING ON WHERE THE SPECIFIC ROADWAY WORK FOR THAT DAY IS LOCATED.

R2-10a SIGNS SHALL BE PLACED BETWEEN THE SECOND AND THIRD SIGNS AS DESCRIBED ABOVE.

R2-10a, R2-10e, AND W20-1 SERIES SIGNS ARE TO BE INCLUDED ON ALL DETAILS/TYPICAL SETUPS.

Based on: Table 6C-1 MUTCD LATEST EDITION

STOPPING SIGHT DISTANCE AS A FUNCTION OF SPEED

SPEED* (km/h)	DISTANCE (m)
30	35
40	50
50	65
60	85
70	105
80	130
90	160
100	185
110	220
120	250

SPEED* (mph)	DISTANCE (ft)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

*POSTED SPEED, OFF-PEAK 85TH-PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED

THESE VALUES MAY BE USED TO DETERMINE THE LENGTH OF LONGITUDINAL BUFFER SPACES.

THE DISTANCES IN THE ABOVE CHART REPRESENT THE MINIMAL VALUES FOR BUFFER SPACING.

Source: Table 6C-2 MUTCD LATEST EDITION

massDOT Massachusetts Department of Transportation Highway Division | Notes for Traffic Management | FIGURE GEN-2 NOTES ON WORK ZONE DISTANCES

CONVENTIONAL ROADWAY– A STREET OR HIGHWAY OTHER THAN A LOW-VOLUME ROAD, EXPRESSWAY, OR FREEWAY.

EXPRESSWAY– A DIVIDED HIGHWAY WITH PARTIAL CONTROL OF ACCESS.

FREEWAY– A DIVIDED HIGHWAY WITH FULL CONTROL OF ACCESS.

LOW-VOLUME ROAD– A FACILITY LYING OUTSIDE OF BUILT-UP AREAS OF CITIES, TOWNS, AND COMMUNITIES, AND IT SHALL HAVE A TRAFFIC VOLUME OF LESS THAN 400 AADT. IT SHALL NOT BE A FREEWAY, EXPRESSWAY, INTERCHANGE RAMP, FREEWAY SERVICE ROAD OR A ROAD ON A DESIGNATED STATE HIGHWAY SYSTEM.

Source: MUTCD LATEST EDITION

TAPER LENGTH CRITERIA FOR TEMPORARY TRAFFIC CONTROL ZONES

TYPE OF TAPER	TAPER LENGTH (L)*
MERGING TAPER	AT LEAST L
SHIFTING TAPER	AT LEAST 0.5L
SHOULDER TAPER	AT LEAST 0.33L
ONE-LANE, TWO-WAY TRAFFIC TAPER	50 FT MIN.(15 m) 100 FT(30 m) MAX.
DOWNSTREAM TAPER	50 FT MIN.(15 m) 100 FT MAX.(30 m) PER LANE

Source: Table 6C-3 MUTCD LATEST EDITION

FORMULAS FOR DETERMINING TAPER LENGTHS

SPEED LIMIT (S)	TAPER LENGTH (L) FEET
40 MPH OR LESS	$L = \frac{WS^2}{60}$
45 MPH OR MORE	$L = WS$

SPEED LIMIT (S)	TAPER LENGTH (L) Meters
60 KM/H OR LESS	$L = \frac{WS^2}{155}$
70 KM/H OR LESS	$L = \frac{WS}{1.6}$

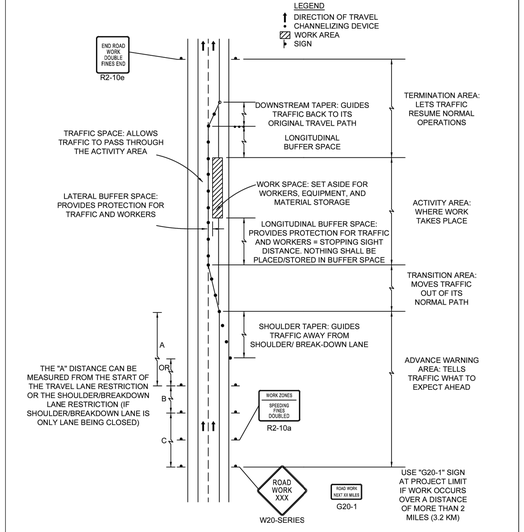
WHERE: L = TAPER LENGTH IN FEET (METERS)

W = WIDTH OF OFFSET IN FEET (METERS)

S = POSTED SPEED LIMIT, OR OFF-PEAK 85TH-PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICAPATED OPERATING SPEED IN MPH (KM/H)

Source: Table 6C-4 MUTCD LATEST EDITION

massDOT Massachusetts Department of Transportation Highway Division | Notes for Traffic Management | FIGURE GEN-3 NOTES ON WORK ZONE DISTANCES

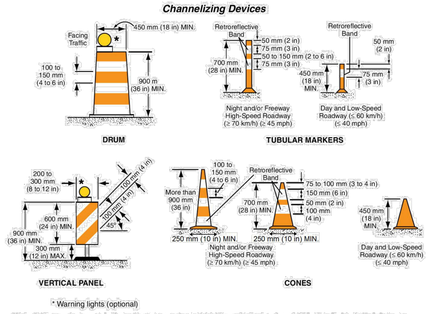


massDOT Massachusetts Department of Transportation Highway Division | Standard Details and Drawings for the Development of Temporary Traffic Control Plans | FIGURE GEN-4 COMPONENT PARTS OF A TEMPORARY TRAFFIC CONTROL (TTC) ZONE NOT TO SCALE

Channelizing Devices

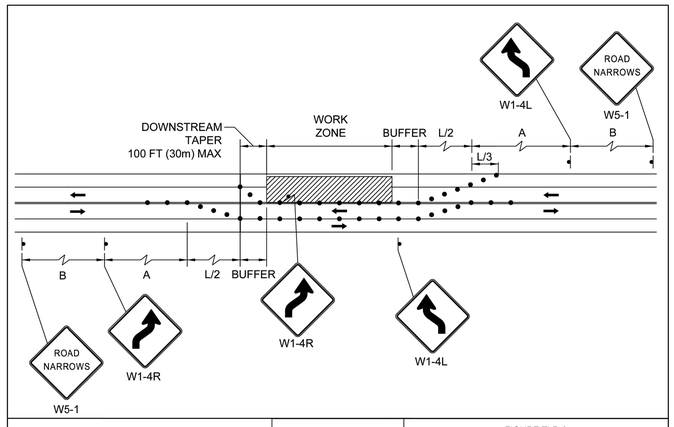
Channelizing devices are used to warn and alert drivers of conditions in work zones, to protect workers, and to guide and direct drivers and pedestrians safety. Channelizing devices include cones, tubular markers, vertical panels, drums, barricades, and barriers.
Cones are used most commonly for Short Duration/Short Term maintenance & Utility work. Cones used at night shall be retro reflectorized. Drums are most commonly used where they will remain in place for a prolonged work period Ex: Long Term Stationary Operations (> 3 Days). Ballast shall not be placed on top of channelizing devices.

Cone Spacing in the Work Area (straight a way) shall be a maximum of 40 feet (1 Skip Line)



* Warning lights (optional)

Note: If drums, cones, or tubular markers are used to channelize pedestrians, they shall be located such that there are no gaps between the bases of the devices, in order to create a continuous bottom, and the height of each individual drum, cone, or tubular marker shall be no less than 900 mm (36 in) to be detectable to users of long canes.



massDOT Massachusetts Department of Transportation Highway Division | Standard Details and Drawings for the Development of Temporary Traffic Control Plans | FIGURE TLR-2 TWO LANE ROAD SHOULDER AND TRAVEL LANE CLOSED NOT TO SCALE

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