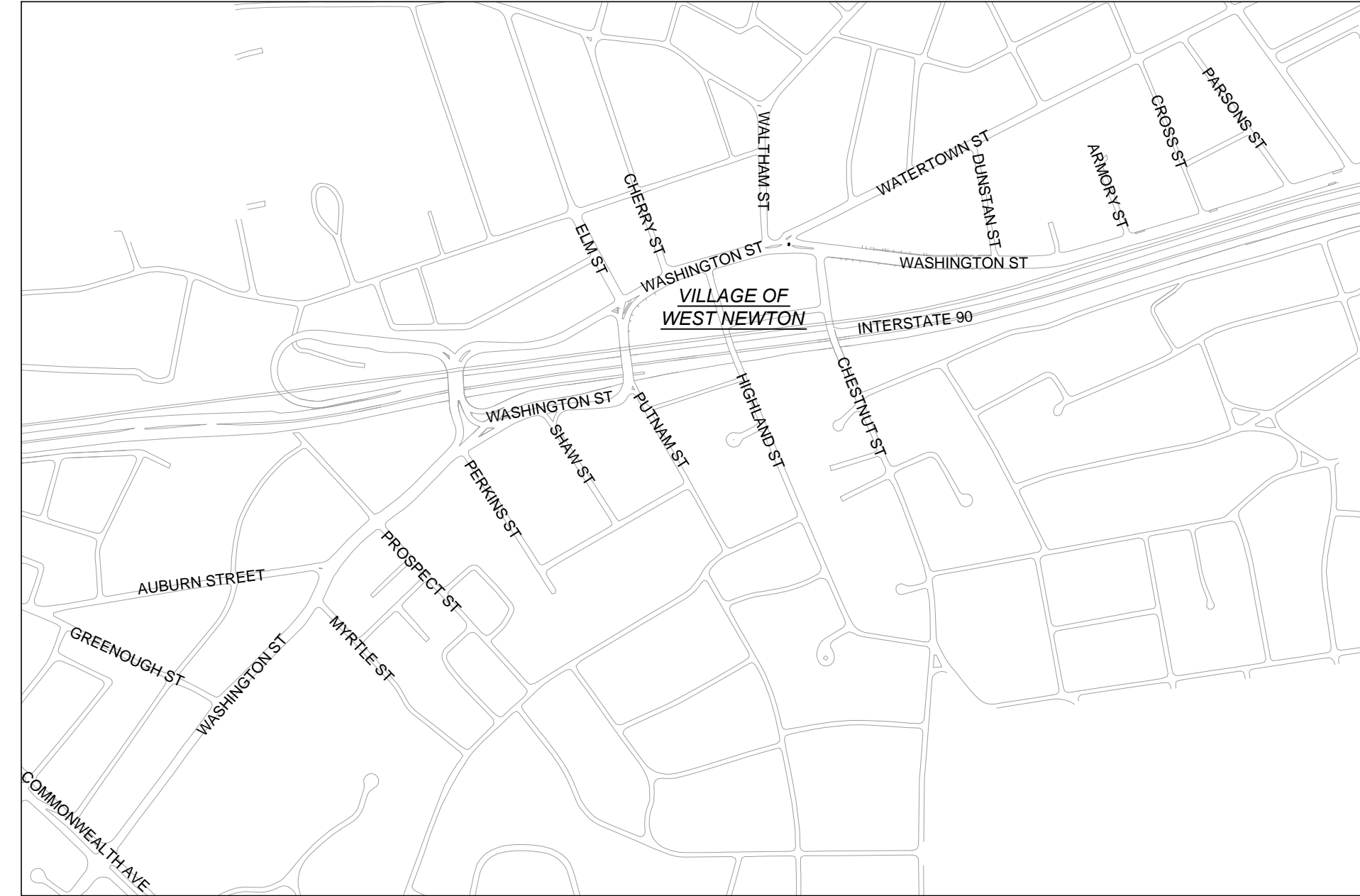


WASHINGTON STREET CORRIDOR IMPROVEMENT PROJECT

COMMONWEALTH AVENUE TO PARSONS STREET
VILLAGE OF WEST NEWTON



NEWTON, MASSACHUSETTS
MIDDLESEX COUNTY

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	GENERAL NOTES
3	KEY PLAN
4	TYPICAL CROSS SECTIONS
5-18	20-SCALE PLANS
19	DETAILS

DESIGN CRITERIA:

DESIGN YEAR:	2010
CLASSIFICATION:	URBAN ARTERIAL
ADT (2010):	13,000
DESIGN VEHICLE:	WB-50 (MAIN STREETS) S-BUS36 (SIDE STREETS)
DESIGN SPEED:	35 MPH

FINAL PLAN SET

No.	Revisions	Date	By	City of Newton, Massachusetts Improvements to Washington Street				Scale
				Design: _____ Drawn: _____ Checked: _____ Date: 04/13/10				1 of 19
								1

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400 SNELL ENGINEERING CENTER
360 HUNTINGTON AVENUE - BOSTON, MA 02115

LEGEND

PROPOSED EXISTING

	MAIL BOX
	DRAINAGE MANHOLE
	STEAM MANHOLE
	CONTROL CABINET, GROUND MOUNTED
	CONTROL CABINET, POLE MOUNTED
	FLASHING BEACON CONTROL & METER PEDESTAL
	LOAD CENTER ASSEMBLY
	PULL BOX
	ELECTRIC HANDHOLE
	ELECTRICAL HANDHOLE (NUMBER AS NOTED)
	ELECTRICAL MANHOLE
	TELEPHONE MANHOLE
	SEWER MANHOLE
	HYDRANT
	CATCH BASIN & CURB INLET
	CATCH BASIN
	STONE CHECK DAM
	SEDIMENT OUTLET TRAP
	FIRE ALARM BOX
	PARKING METER
	ELECTRICAL GROUND
	GAS GATE
	WATER GATE
	CONTROLLER PHASE ACTUATED
	TRAFFIC SIGNAL HEAD (SIZE AS NOTED)
	WIRE LOOP DETECTOR
	VIDEO MONITORING CAMERA
	MICROWAVE DETECTOR
	MAGNETOMETER (2 SHOWN)
	PEDESTRIAN PUSH BUTTON, SIGN (DIRECTIONAL ARROW AS SHOWN) AND SADDLE
	OPTICOM CONFIRMATION STROBE LIGHT
	VEHICULAR SIGNAL HEAD
	VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED
	FLASHING BEACON
	PEDESTRIAN SIGNAL HEAD (TYPE AS NOTED OR AS SPECIFIED)
	PEDESTRIAN SIGNAL HEAD, OPTICALLY PROGRAMMED
	SIGNAL POST AND BASE
	STREET LIGHT POLE
	UTILITY POLE (NO. OF POLE & TYPE OF UTILITY)
	GUY POLE
	STEEL OR ALUMINUM MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED)
	HIGH MAST POLE OR TOWER
	SIGN AND POST
	SIGNAL AND LIGHTING MAST ARM
	WHEELCHAIR RAMP
	UTILITY POLE AND LIGHTING MAST ARM
	FENCE
	DIRECTION OF TRAFFIC FLOW
	EMERGENCY PRE-EMPTION DETECTOR (OPTICOM)
	RIP RAP
	GATE VALVE
	SOIL BORING
	TEST PIT
	SHRUB
	TREE
	TREELINE
	LIMIT OF BORDERING VEGETATED WETLANDS
	FLARED END SECTION
	W/STONE EROSION PAD

	STOP LINE
	CROSSWALK
	SOLID WHITE LANE LINE
	BROKEN WHITE LANE LINE
	SOLID WHITE EDGE LINE
	YELLOW GORE LINE
	DOUBLE YELLOW CENTER LINE
	SOLID WHITE CHANNELIZATION LINE
	WHITE GORE LINE
	SOLID YELLOW EDGE LINE
	BROKEN YELLOW CENTER LINE
	SOLID YELLOW CENTER LINE
	DOTTED WHITE LANE LINE
	TRAFFIC SIGNAL INTERCONNECT CONDUIT
	TRAFFIC SIGNAL CONDUIT (TYPE AS NOTED)
	OVERHEAD CABLE
	DIRECT BURIAL CABLE
	CURBING
	CONTOURS
	WATER PIPE (SIZE & TYPE OF MATERIAL)
	GUARD RAIL
	PROPERTY LINE
	EASEMENT LINE
	MUNICIPAL BOUNDARY
	RAILROAD LINE
	DRAIN LINE
	WATER LINE
	SEWER LINE
	LIGHTING CONDUIT

ABBREVIATIONS

ADJ.	ADJUST
ABAN.	ABANDON
B	BASELINE
BC	BOTTOM OF CURB
BIT.	BITUMINOUS
BO	BY OTHERS
CAB.	CABINET
CC	CURB CORNER
CCVE	CLOSED CIRCUIT VIDEO EQUIPMENT
CEM.	CEMENT
CONC.	CONCRETE
CONSTR.	CONSTRUCTION
DIA.	DIAMETER
DICL	DUCTILE IRON CEMENT LINED
D.I.P.	DUCTILE IRON PIPE
DW	DON'T WALK-PORTLAND ORANGE
EL	ELEVATION
EXIST.	EXISTING
F & C	FRAME AND COVER
FDN.	FOUNDATION
FDW	FLASHING DON'T WALK-PORTLAND ORANGE
FES	FLARED END SECTION
FET	FLARED END TERMINAL
F & G	FRAME AND GRATE
FR	FLASHING CIRCULAR RED
FRL	FLASHING RED LEFT ARROW
FRR	FLASHING RED RIGHT ARROW
FRV	FLASHING RED VERTICAL ARROW
FT	FEET
FW	FLASHING WALK-LUNAR WHITE
FY	FLASHING CIRCULAR AMBER
FYV	FLASHING AMBER VERTICAL ARROW
G	STEADY CIRCULAR GREEN
GL	STEADY GREEN LEFT ARROW
GR	STEADY GREEN RIGHT ARROW
GRAN.	GRANITE
GSL	STEADY GREEN SLASH LEFT ARROW
GSR	STEADY GREEN SLASH RIGHT ARROW
GV	STEADY GREEN VERTICAL ARROW
IA	IMPACT ATTENUATOR
LE	LEADING END
LP	LIGHT POLE
MAX	MAXIMUM
MIN	MINIMUM
N.I.C.	NOT IN CONTRACT
NO.	NUMBER
OL	OVERLAP
OP	OPTICOM
PBS	PRINT BOTH SIDES
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PED	PEDESTRIAN
PRC	POINT OF REVERSE CURVATURE
PROP.	PROPOSED
PROV	PROVIDED
PT	POINT OF TANGENCY
PTZ	PAN, TILT, ZOOM
PVM'T	PAVEMENT
R	RIM ELEVATION (DRAINAGE SYSTEM)
R	STEADY RED CIRCULAR (TRAFFIC SIGNALS)
RCP	REINFORCED CONCRETE PIPE
RD.	ROAD
REM.	REMOVE
REMDL.	REMODEL
RET.	RETAIN
RL	STEADY RED LEFT ARROW
RR	STEADY RED RIGHT ARROW
R&R	REMOVE & RESET
R&D	REMOVE & DISPOSE
R&S	REMOVE & STACK
R&T	REMOVE & TRANSPORT
RV	STEADY RED VERTICAL ARROW
SCD	STONE CHECK DAM
STA.	STATION
ST.	STREET
SUB.	SUBMITTAL
SHLDR	SHOULDER
TC	TOP OF CURB
TE	TERMINAL END
TS	TRAFFIC SIGNAL
TYP	TYPICAL
UP	UTILITY POLE
VAR.	VARIES
W	WALK-LUNAR WHITE
WCR	WHEEL CHAIR RAMP
Y	STEADY CIRCULAR AMBER
Y2K	YEAR 2000
YL	STEADY AMBER LEFT ARROW
YR	STEADY AMBER RIGHT ARROW

GENERAL NOTES:

- THE CONTRACTOR SHALL SET BARRICADES, WARNING LIGHTS, AND OTHER PROTECTIVE DEVICES THAT ARE NECESSARY, IN THE JUDGMENT OF THE ENGINEER, FOR THE PROTECTION OF THE PUBLIC.
- THE CONTRACTOR SHALL VERIFY ALL EXISTING DIMENSIONS AND GRADES IN THE FIELD BEFORE COMMENCING WORK AND PROMPTLY NOTIFY THE ENGINEER OF ANY DISCREPANCIES. WHERE THE CLEAR INTENT OF THE NEW WORK IS TO MATCH EXISTING CONDITIONS, THE FIELD DATA SHALL GOVERN.
- EXISTING GRADES SHOWN ON THESE PLANS SHALL BE VERIFIED IN THE FIELD PRIOR TO START OF CONSTRUCTION. ELEVATIONS REFER TO N.A.V.D. 1988.
- EXISTING UTILITY LINES INDICATED OR NOTED ON THESE DRAWINGS ARE SHOWN AS OBTAINED FROM EXISTING INFORMATION AND ARE ONLY APPROXIMATE IN LOCATION. EXISTING UTILITIES OTHER THAN THOSE INDICATED ON THIS DRAWING MAY BE ON THE SITE. THE CONTRACTOR IS WARNED TO PROCEED WITH CAUTION WITH ALL WORK, ESPECIALLY EXCAVATION WORK. THE CONTRACTOR IS TO MAKE ALL POSSIBLE INVESTIGATIONS AS TO POSSIBLE UNMARKED UTILITY LINES. BEFORE DESIGNING, EXCAVATING, BLASTING, INSTALLING, BACKFILLING, GRADING, PAVEMENT RESTORATION, OR REPAIRING, ALL UTILITY COMPANIES, PUBLIC AND PRIVATE, MUST BE NOTIFIED, INCLUDING THOSE IN CONTROL OF UTILITIES NOT SHOWN ON THIS PLAN. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR DAMAGES INCURRED AS A RESULT OF UTILITIES OMITTED OR INACCURATELY SHOWN. CONTRACTOR SHALL NOTIFY DIG-SAFE, AT LEAST 72 BUSINESS HOURS BEFORE ANY CONSTRUCTION BEGINS, AT 1-888-344-7233.
- ALL ITEMS DESIGNATED "REMOVE" AND NOT RELOCATED AS PART OF THIS PROJECT, AND DETERMINED TO BE IN SALVAGEABLE CONDITION BY THE ENGINEER, SHALL BE DELIVERED TO STORAGE YARD OR AS DIRECTED BY THE ENGINEER.
- ALL EXISTING PAVEMENT SHALL BE SAW CUT TO A NEAT LINE WHERE IT MEETS PROPOSED CONDITIONS.
- ALL GRASSED AREAS DISTURBED BY CONSTRUCTION AND NOT COVERED BY PAVEMENT, STRUCTURES, BALLAST, ETC., SHALL RECEIVE 6" OF LOAM BORROW AND SEED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LEASING OR OTHERWISE OBTAINING LAND NECESSARY FOR CONSTRUCTION STAGING AND/OR FOR STORAGE OF CONSTRUCTION MATERIALS AND EQUIPMENT.
- ALL EXISTING UTILITY POLES WITHIN THE PROPOSED ROADWAY SHALL BE RELOCATED BEHIND THE CURBLINE. THE CONTRACTOR SHALL COORDINATE THIS WORK WITH THE RESPECTIVE UTILITY COMPANY.
- ALL WATER, SEWER AND DRAINAGE STRUCTURES WITHIN THE LIMITS OF CONSTRUCTION, SHALL BE ADJUSTED UNLESS OTHERWISE SPECIFIED OR DIRECTED BY THE ENGINEER.
- ADDITIONAL NOTES ARE INDICATED ON THE VARIOUS PLANS INCLUDED IN THE CONTRACT DRAWINGS.
- DRIVEWAYS WITH CROSS-SLOPES GREATER THAN 1.5% ADJACENT TO PROPOSED SIDEWALK SHALL BE RECONSTRUCTED ACCORDING TO LATEST MHD CONSTRUCTION STANDARDS.
- ALL EXISTING CONDITIONS BASED ON CITY OF NEWTON GIS DATABASE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE INFORMATION PRIOR TO CONSTRUCTION.

No.	Revisions	Date	By

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City of Newton, Massachusetts Improvements to Washington Street General Notes/Legend			
Design:	Drawn:	Checked:	Date: 04/13/10

Scale	Sheet No. 2 of 19
2	



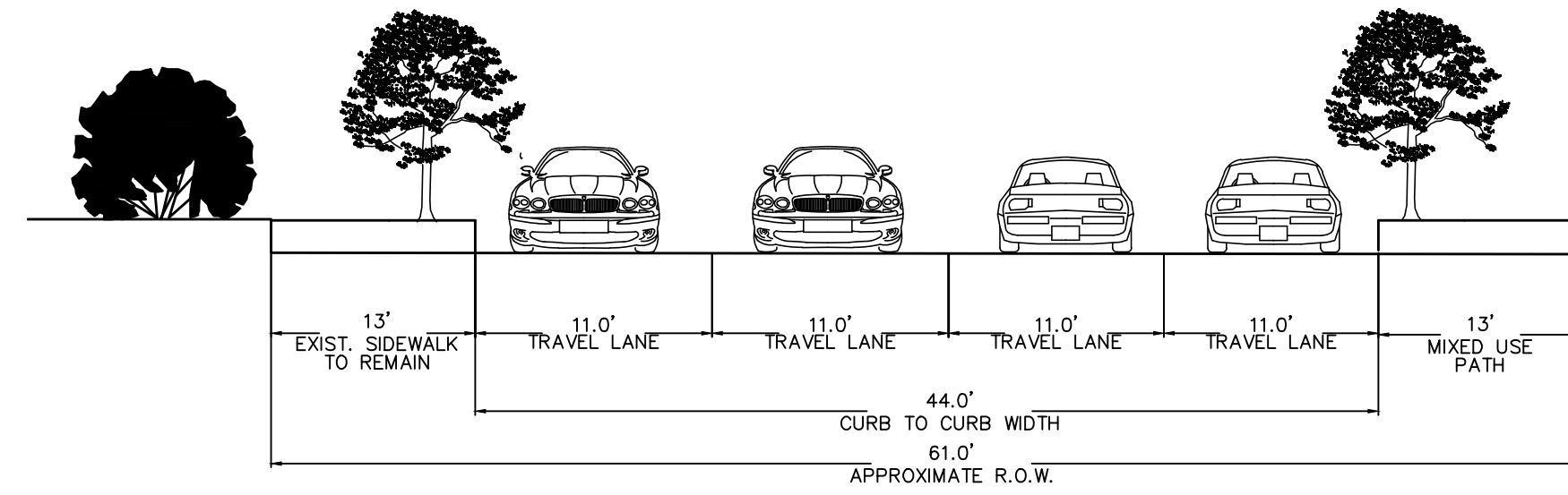
No.	Revisions	Date	By

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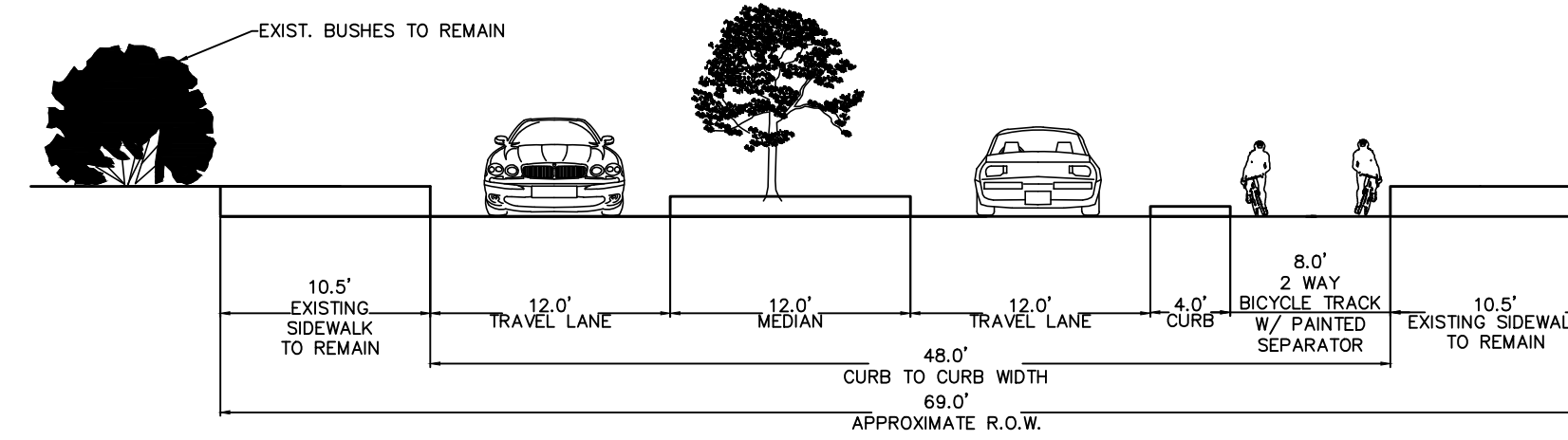
City of Newton, Massachusetts
 Improvements to Washington Street
 Key Plan

Design: Drawn: Checked: Date: 04/13/10

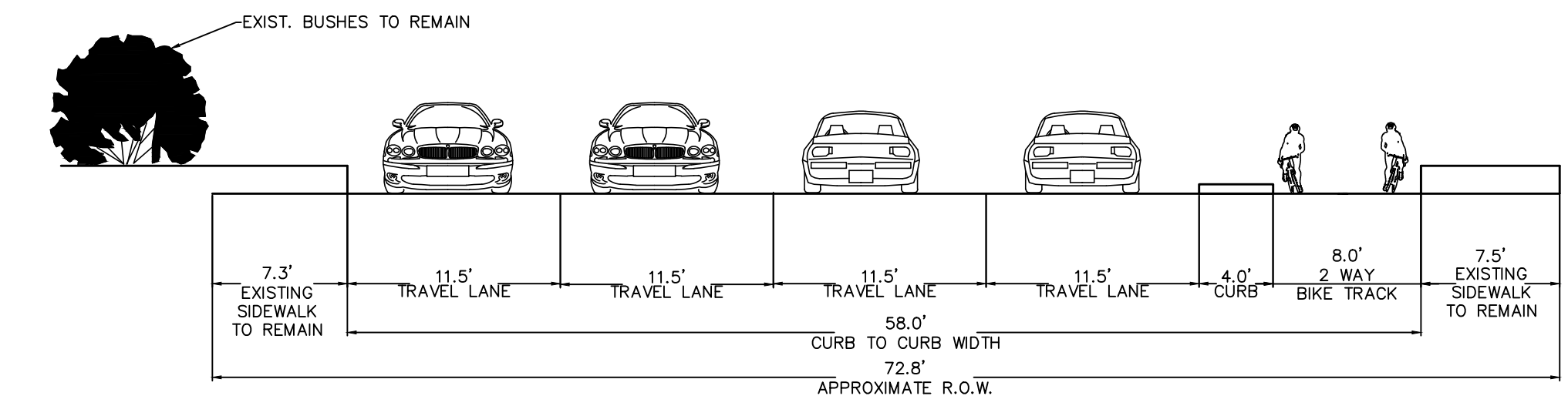
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Sheet No.	3 of 19
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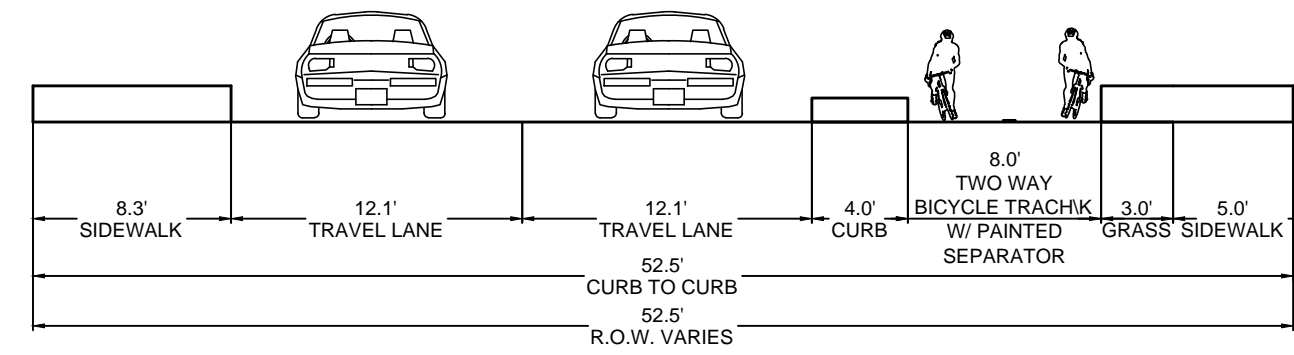
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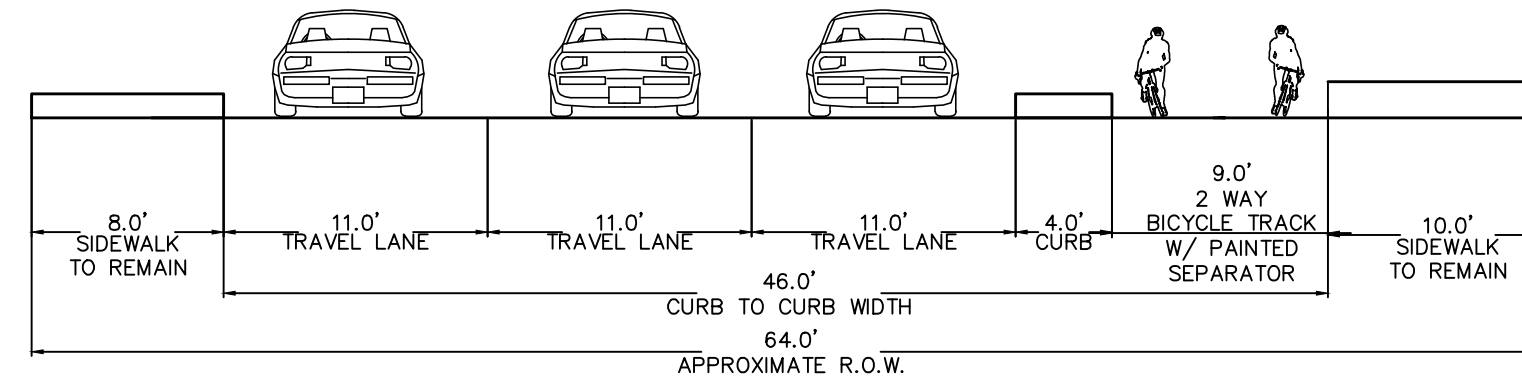
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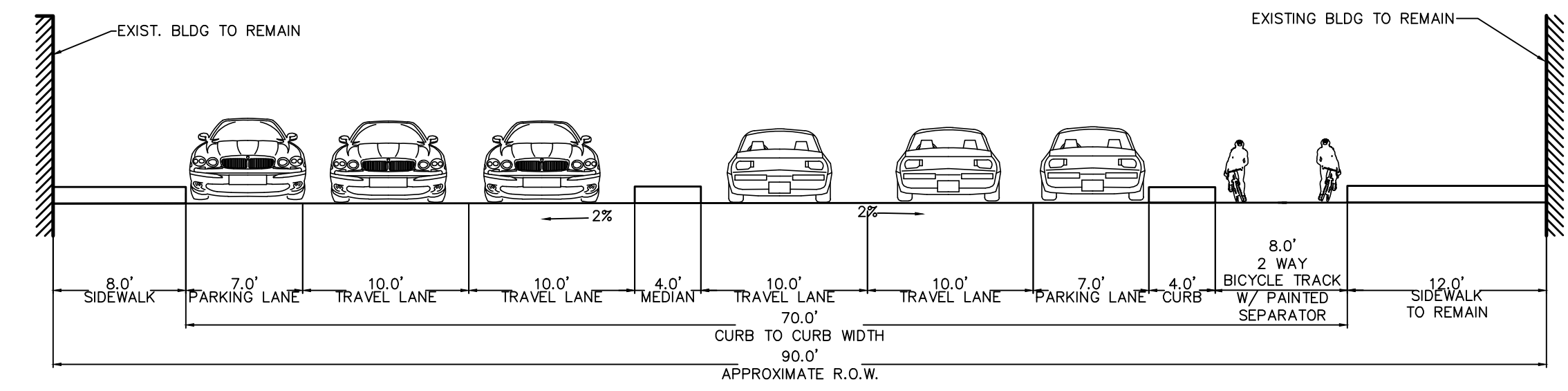
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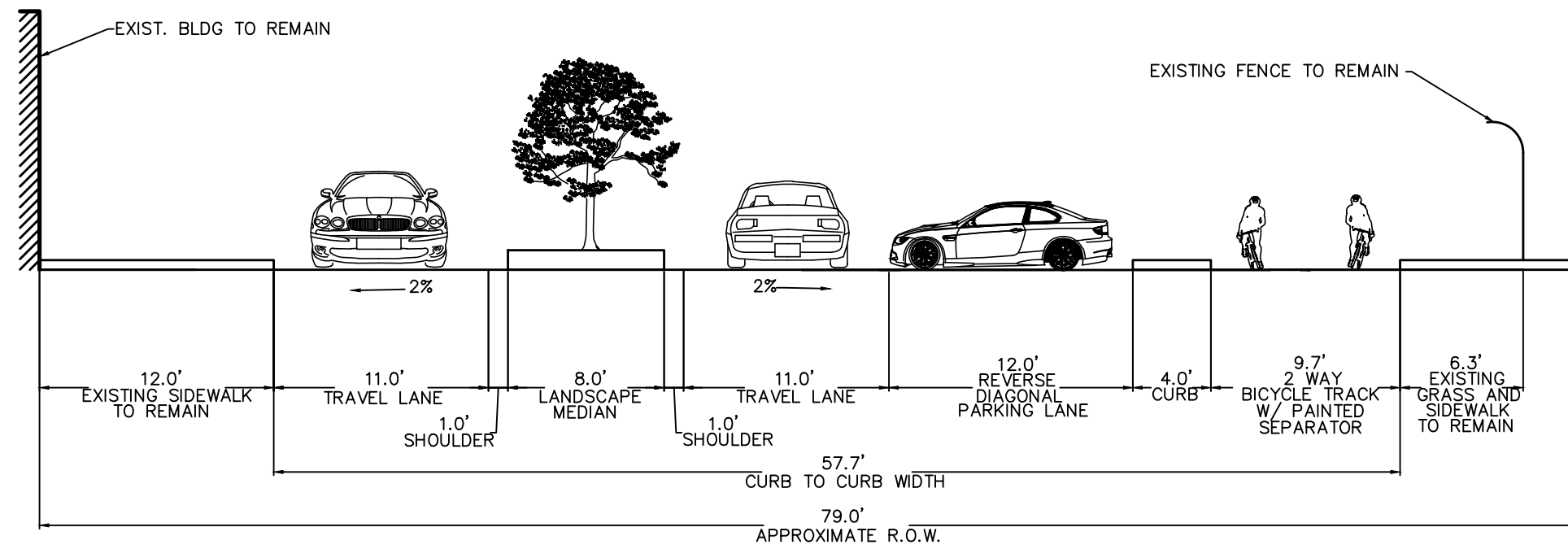
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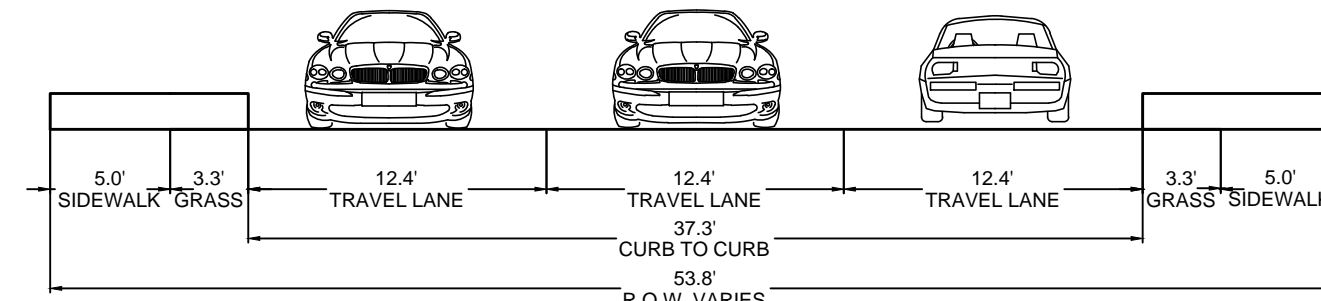
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Station 43+00 to Station 48+00
SCALE: 1"=8'



Station 48+00 to END
SCALE: 1"=8'



Station 505+00 to 513+00
SCALE: 1"=8'

No.	Revisions	Date	By

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City of Newton, Massachusetts
Improvements to Washington Street
Proposed Cross Sections
Design: ELS | Drawn: ELS | Checked: DMD | Date: 04/13/10

Scale	As Noted
Sheet No.	4 of 19

PRODUCED BY AN AUTODESK EDUCATIONAL PRODUCT

PRODUCED BY AN AUTODESK EDUCATIONAL PRODUCT

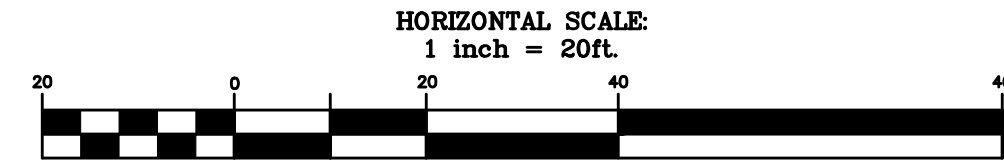


COMMONWEALTH AVENUE

COMMONWEALTH AVENUE

WASHINGTON STREET

PROJECT LIMIT
BEGIN STA. 0+00.00



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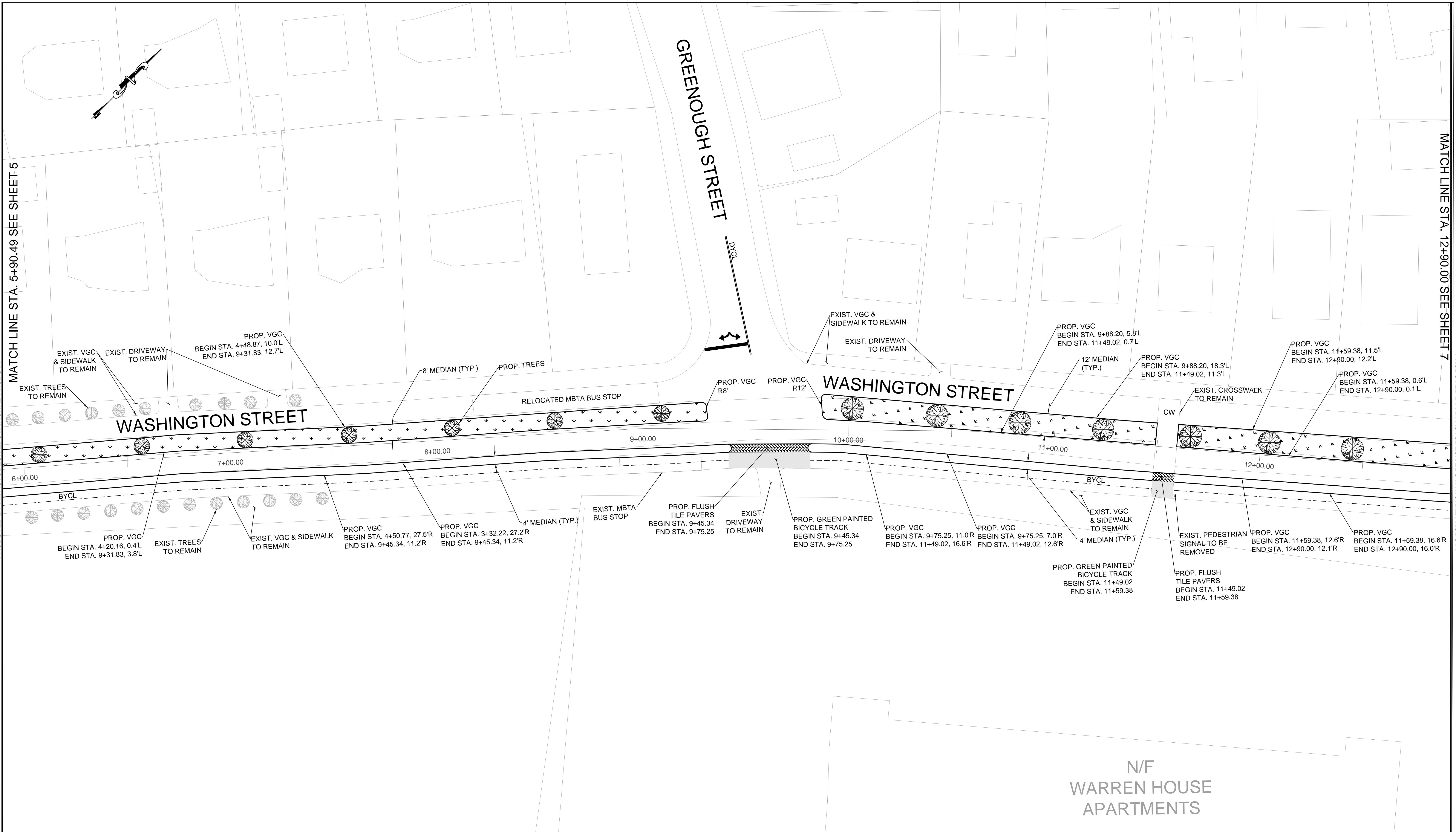
City of Newton, Massachusetts
Improvements to Washington Street

Design: AJA | Drawn: AJA | Checked: DMD | Date: 04/13/10

Scale 1"=20'
Sheet No. 5 of 19

5

MATCH LINE STA. 5+90.49 SEE SHEET 6

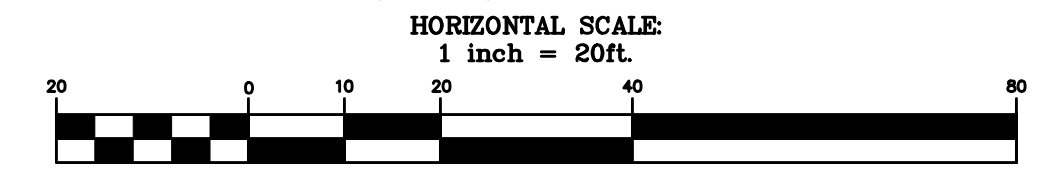


MATCH LINE STA. 5+90.49 SEE SHEET 5

MATCH LINE STA. 12+90.00 SEE SHEET 7

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PRODUCED BY AN AUTODESK EDUCATIONAL PRODUCT

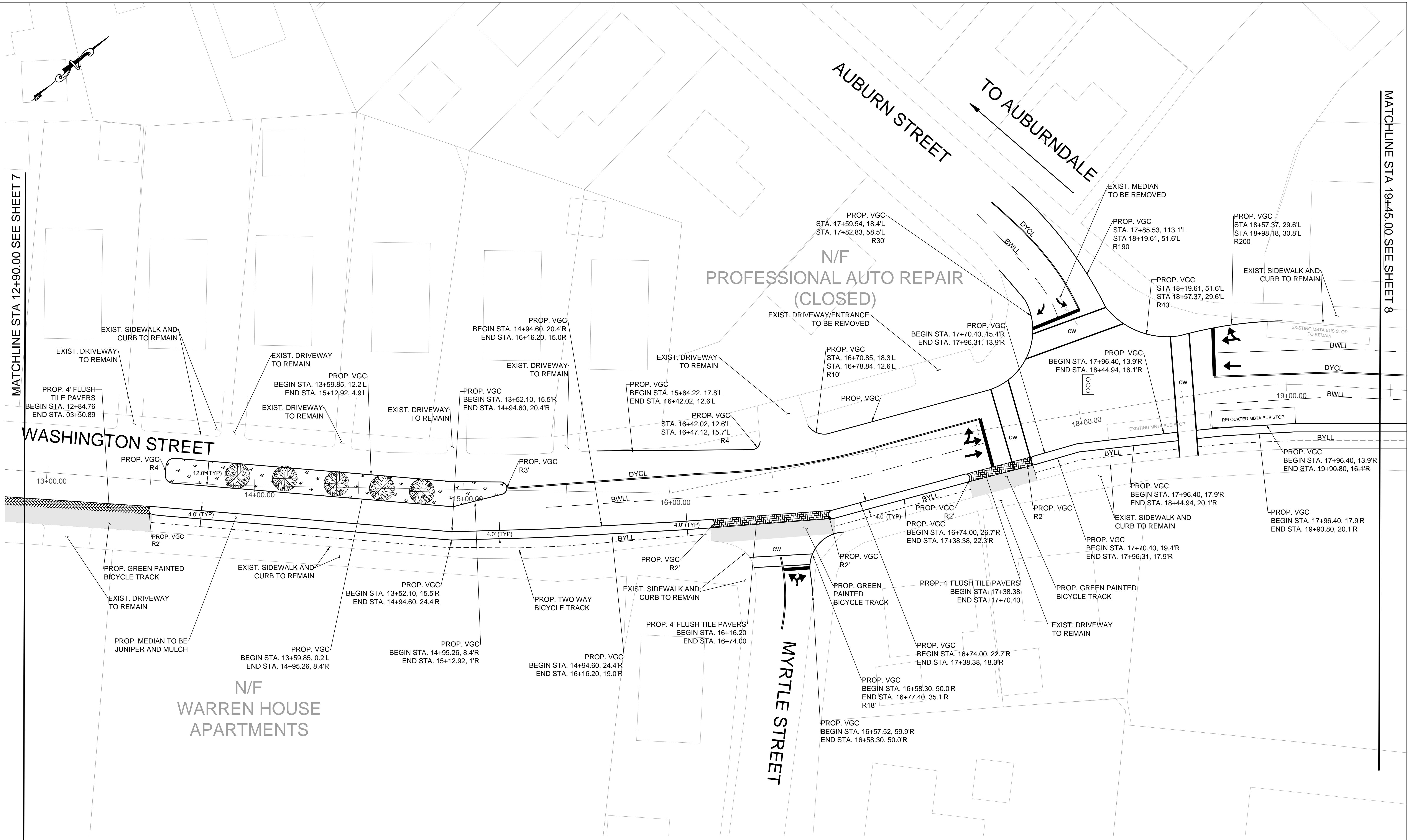


No.	Revisions	Date	By

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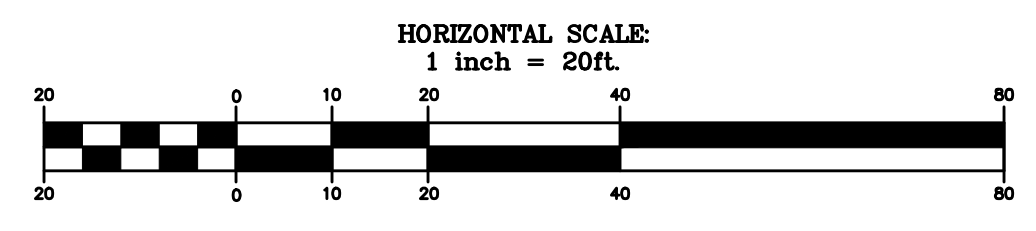
City of Newton, Massachusetts
 Improvements to Washington Street
 Design: AJA Drawn: AJA Checked: DMD Date: 04/13/10

Scale 1"=20'
 Sheet No. 6 of 19
6



MATCHLINE STA 12+90.00 SEE SHEET 7

MATCHLINE STA 19+45.00 SEE SHEET 8



No.	Revisions	Date	By

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360 HUNTINGTON AVENUE - BOSTON, MA 02115

City of Newton, Massachusetts
Improvements to Washington Street

Design: ELS | Drawn: ELS | Checked: DMD | Date: 04/13/10

Scale: 1"=20'
Sheet No. 7 OF 19

7

MATCHLINE STA 19+45.00 SEE SHEET 7

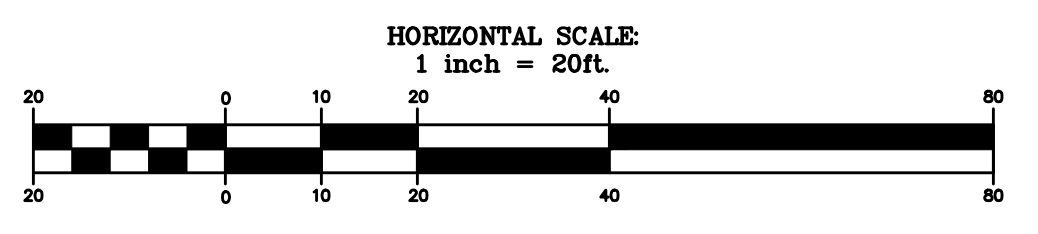
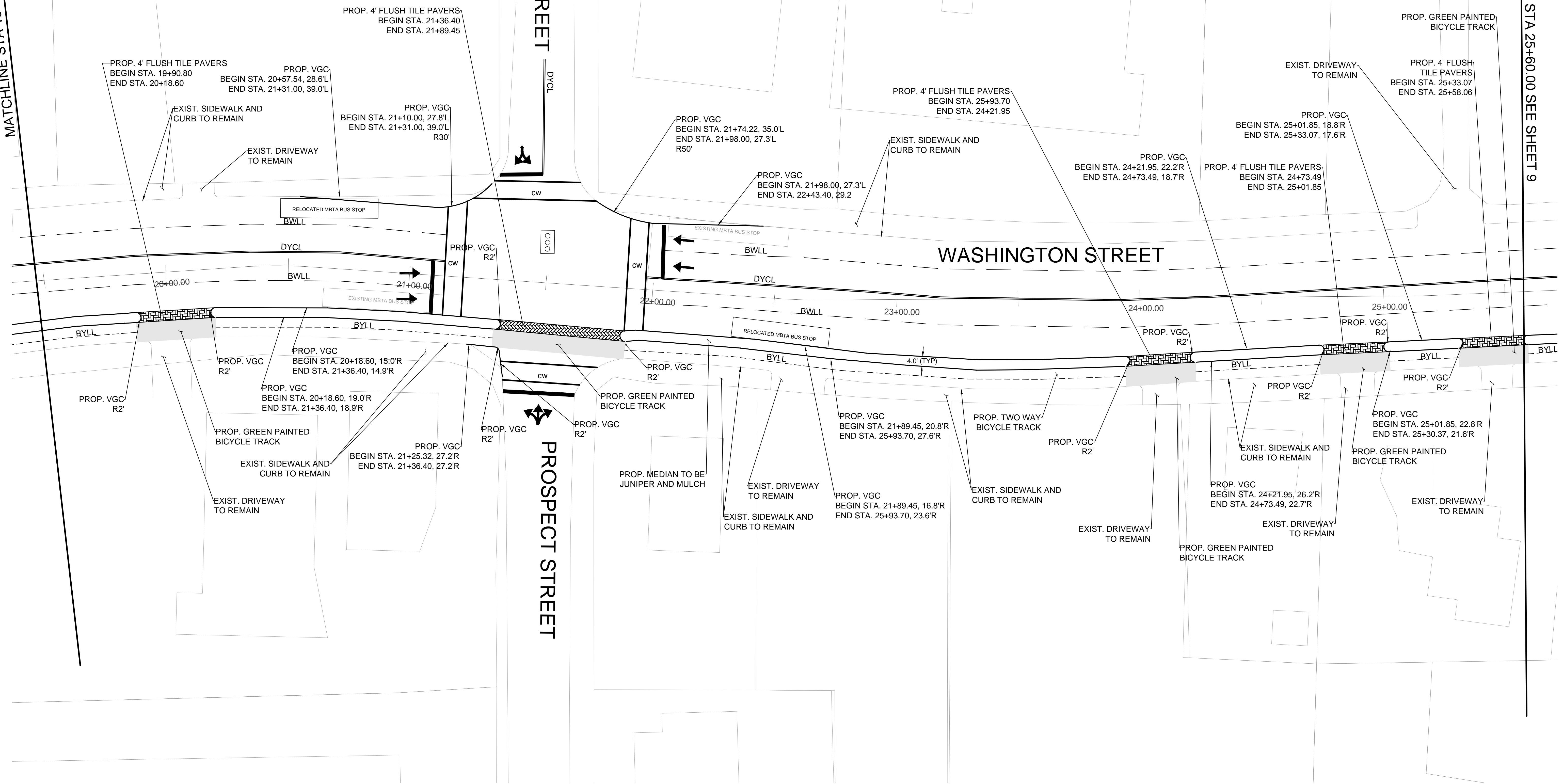
MATCHLINE STA 25+60.00 SEE SHEET 9

N/F
ST BERNARD'S CHURCH

PROSPECT STREET

WASHINGTON STREET

PROSPECT STREET



No.	Revisions	Date	By

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360 HUNTINGTON AVENUE - BOSTON, MA 02115

City of Newton, Massachusetts
Improvements to Washington Street

Design: ELS Drawn: ELS Checked: DMD Date: 04/13/10

Scale 1"=20'
Sheet No. 8 OF 19

8

MATCHLINE STA 502+25.00 SEE SHEET 11

MASSACHUSETTS TURNPIKE
(INTERSTATE 90)

I-90 ON RAMP

WASHINGTON STREET

PERKINS STREET

N/F
WEST NEWTON
CHILDREN'S CENTER

SHAW STREET

N/F
BLACKINGTON CONROY
FUNERAL HOME

PROP. VGC
BEGIN STA. 00+08.00, 6.9'L
END STA. 00+71.25, 34.8'R

PROP. VGC
BEGIN STA. 500+08.00, 6.9'L
END STA. 500+63.93, 5.7'R

PROP. VGC
BEGIN STA. 500+63.93, 5.7'R
END STA. 500+38.80, 2.5'R
R130'

PROP. VGC
BEGIN STA. 25+58.06, 17.4'R
END STA. 25+83.67, 17.1'R

EXIST. SIDEWALK AND
CURB TO REMAIN

PROP. 4' FLUSH TILE PAVERS
BEGIN STA. 25+83.67
END STA. 25+98.49

EXIST. DRIVEWAY
TO REMAIN

PROP. VGC
BEGIN STA. 25+98.49, 16.9'R
END STA. 26+54.63, 18.1'R

PROP. VGC
R2'

PROP. VGC
R2'

PROP. VGC
R2'

PROP. 4' FLUSH TILE PAVERS
BEGIN STA. 26+54.63
END STA. 27+46.88

PROP. VGC
R2'

EXIST. SIDEWALK AND
CURB TO REMAIN

PROP. VGC
BEGIN STA. 25+98.49, 20.9'R
END STA. 26+54.63, 22.1'R

PROP. GREEN PAINTED
BICYCLE TRACK

PROP. VGC
BEGIN STA. 25+58.06, 21.4'R
END STA. 25+83.67, 21.1'R

PROP. VGC
R2'

EXIST. DRIVEWAY
TO REMAIN

PROP. VGC
BEGIN STA. 27+46.88, 19.8'R
END STA. 28+31.03, 18.6'R

PROP. VGC
R2'

PROP. VGC
BEGIN STA. 27+46.88, 23.8'R
END STA. 28+31.03, 22.6'R

PROP. GREEN PAINTED
BICYCLE TRACK

PROP. VGC
BEGIN STA. 28+31.03, 22.6'R

PROP. VGC
BEGIN STA. 27+46.88, 23.8'R
END STA. 28+31.03, 22.6'R

PROP. VGC
BEGIN STA. 28+31.03, 22.6'R

PROP. VGC
BEGIN STA. 27+46.88, 23.8'R
END STA. 28+31.03, 22.6'R

PROP. VGC
BEGIN STA. 28+31.03, 22.6'R

PROP. VGC
BEGIN STA. 27+46.88, 23.8'R
END STA. 28+31.03, 22.6'R

PROP. VGC
BEGIN STA. 28+31.03, 22.6'R

PROP. VGC
BEGIN STA. 27+46.88, 23.8'R
END STA. 28+31.03, 22.6'R

PROP. VGC
BEGIN STA. 28+31.03, 22.6'R

PROP. VGC
BEGIN STA. 27+46.88, 23.8'R
END STA. 28+31.03, 22.6'R

PROP. VGC
BEGIN STA. 28+31.03, 22.6'R

PROP. MEDIAN TO BE LOAM AND SEED

PROP. VGC
STA. 501+93.98, 67.9'R
STA. 502+71.03, 21.2'R
R100'

EXISTING ROADWAY AND VGC
TO BE REMOVED AND RESET

EXIST. CURB TO REMAIN

BWLL

PROP. VGC
BEGIN STA. 28+42.36, 42.6'L
END STA. 28+92.98, 55.0'L

PROP. VGC
BEGIN STA. 27+92.62, 8.0'L
END STA. 29+69.53, 39.4'L

PROP. VGC
BEGIN STA. 27+92.62, 2.0'L
END STA. 30+48.44, 20.7'L

PROP. 4' FLUSH TILE PAVERS
BEGIN STA. 29+09.54
END STA. 29+57.54

PROP. 4' FLUSH TILE PAVERS
BEGIN STA. 30+55.19
END STA. 30+82.91

PROP. VGC
BEGIN STA. 30+82.91, 1.5'R
END STA. 31+46.48, 4.7'R

PROP. 4' FLUSH TILE PAVERS
BEGIN STA. 31+46.48
END STA. 35+71.39

PROP. GREEN
PAINTED
BICYCLE
TRACK

PROP. VGC
R2'

PROP. VGC
R2'

PROP. VGC
R2'

PROP. VGC
R2'

PROP. VGC
R2'

PROP. VGC
BEGIN STA. 29+57.54, 16.5'R
END STA. 30+55.19, 5.2'R

PROP. TWO WAY
BICYCLE TRACK

PROP. VGC
R2'

PROP. VGC
BEGIN STA. 29+57.54, 12.5'R
END STA. 30+55.19, 1.2'R

PROP. GREEN PAINTED
BICYCLE TRACK

PROP. VGC
BEGIN STA. 31+60.60, 19.5'R
END STA. 31+75.50, 43.9'R
R24'

PROP. VGC
BEGIN STA. 31+28.00, 17.2'R
END STA. 31+60.60, 19.5'R

PROP. VGC
BEGIN STA. 30+82.91, 5.5'R
END STA. 31+46.48, 9.7'R

PROP. VGC
BEGIN STA. 31+75.50, 43.9'R
END STA. 31+89.70, 110.9'R
R180'

PROP. VGC
BEGIN STA. 32+06.11, 21.3'R
END STA. 32+20.49, 102.5'R
R240'

PROP. VGC
BEGIN STA. 31+75.50, 43.9'R
END STA. 31+89.70, 110.9'R
R180'

PROP. VGC
BEGIN STA. 32+06.11, 21.3'R
END STA. 32+20.49, 102.5'R
R240'

PROP. VGC
BEGIN STA. 31+75.50, 43.9'R
END STA. 31+89.70, 110.9'R
R180'

PROP. VGC
BEGIN STA. 32+06.11, 21.3'R
END STA. 32+20.49, 102.5'R
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PROP. VGC
BEGIN STA. 31+75.50, 43.9'R
END STA. 31+89.70, 110.9'R
R180'

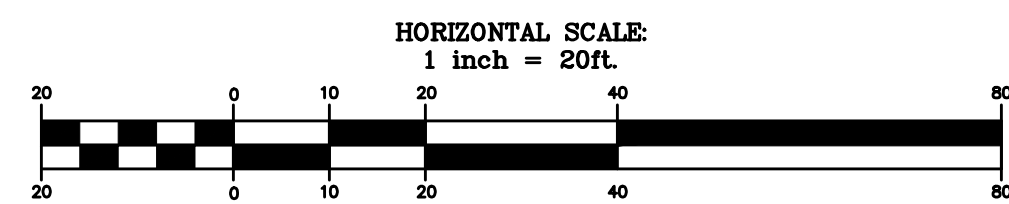
PROP. VGC
BEGIN STA. 32+06.11, 21.3'R
END STA. 32+20.49, 102.5'R
R240'

PROP. VGC
BEGIN STA. 31+75.50, 43.9'R
END STA. 31+89.70, 110.9'R
R180'

PROP. VGC
BEGIN STA. 32+06.11, 21.3'R
END STA. 32+20.49, 102.5'R
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PROP. VGC
BEGIN STA. 31+75.50, 43.9'R
END STA. 31+89.70, 110.9'R
R180'

PROP. VGC
BEGIN STA. 32+06.11, 21.3'R
END STA. 32+20.49, 102.5'R
R240'



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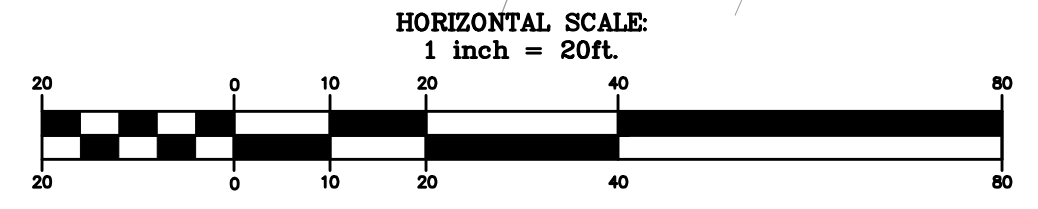
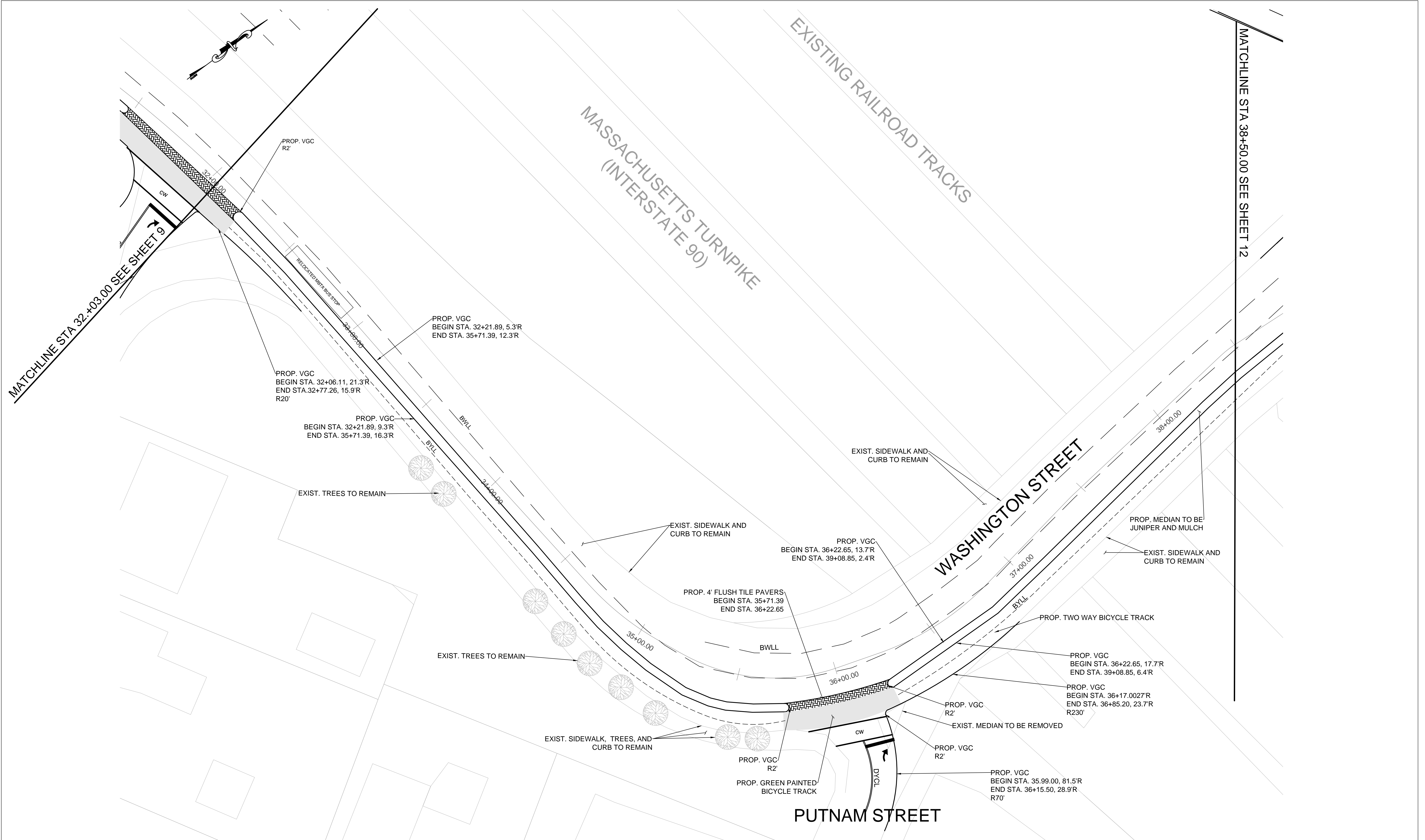
NORTHEASTERN UNIVERSITY
400 SNELL ENGINEERING CENTER
360 HUNTINGTON AVENUE - BOSTON, MA 02115

City of Newton, Massachusetts
Improvements to Washington Street

Design: ELS Drawn: ELS Checked: DMD Date: 04/13/10

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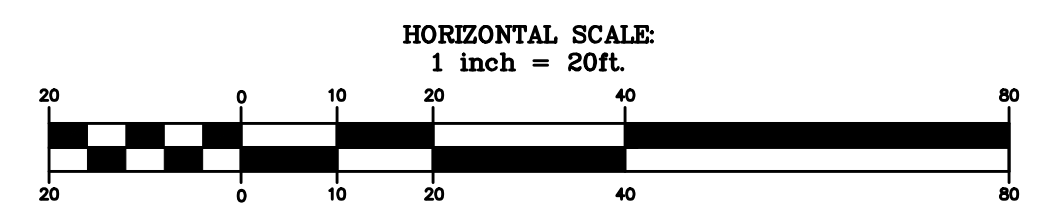
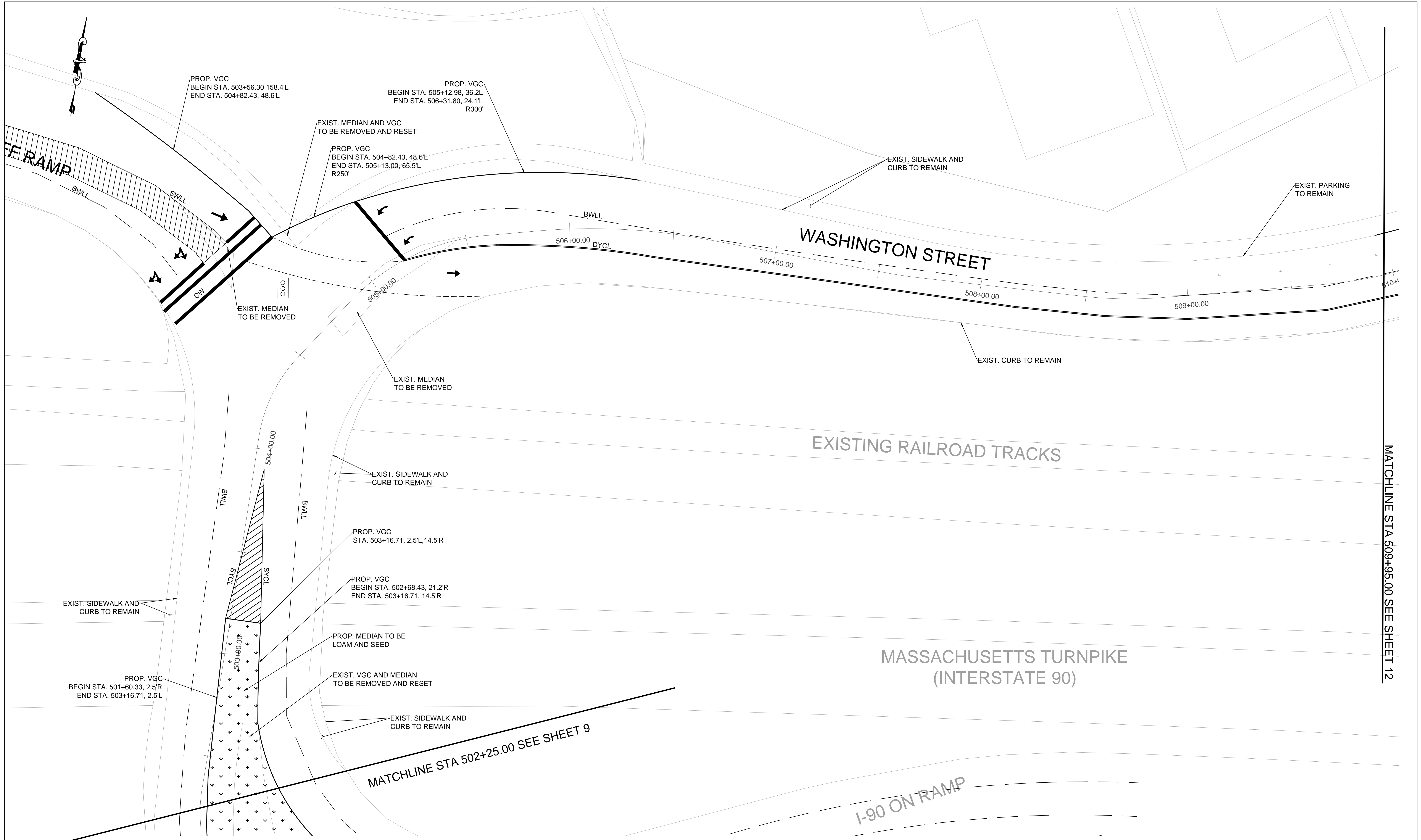
City of Newton, Massachusetts
Improvements to Washington Street

Design: ELS | Drawn: ELS | Checked: DMD | Date: 04/13/10

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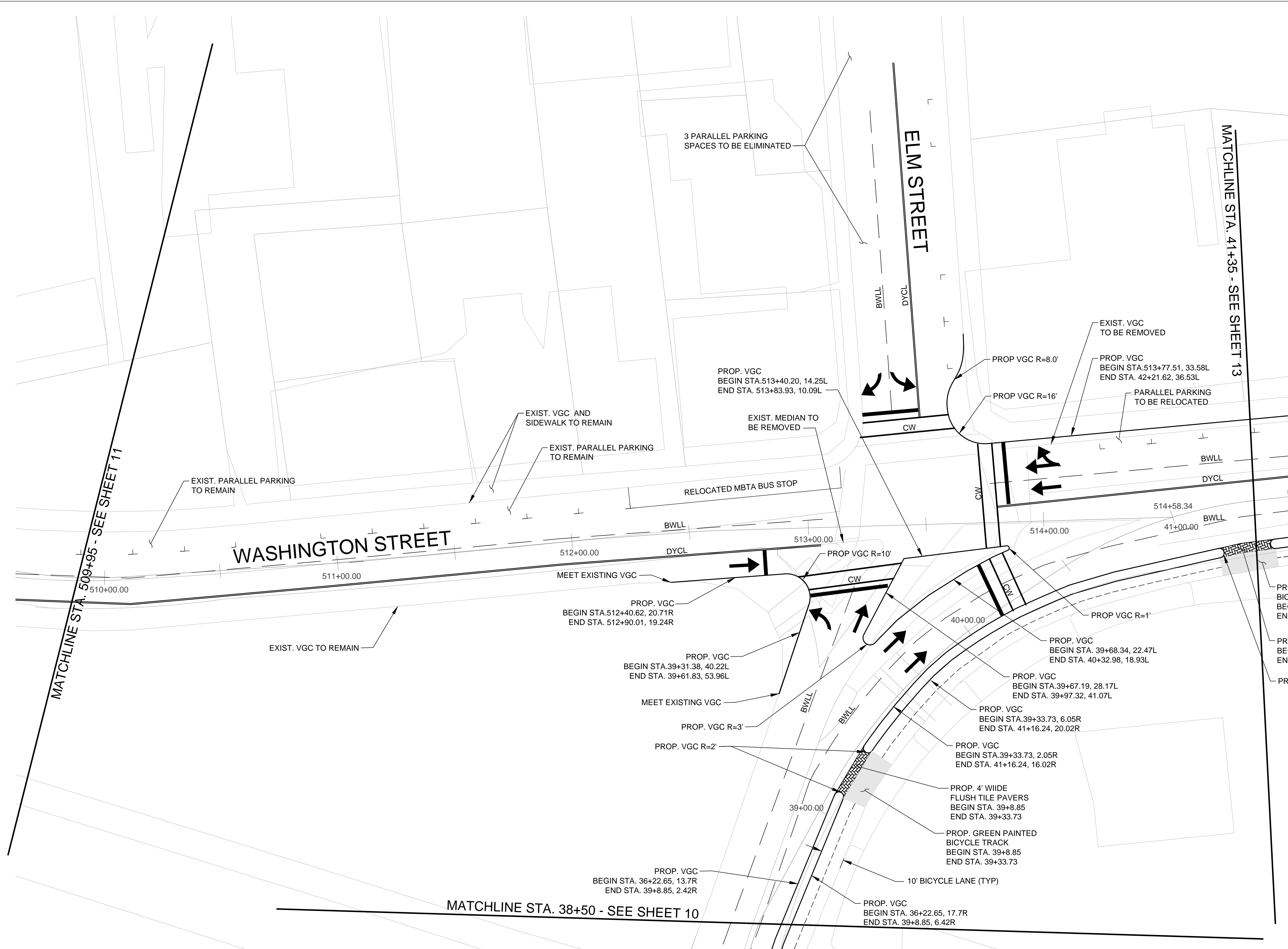
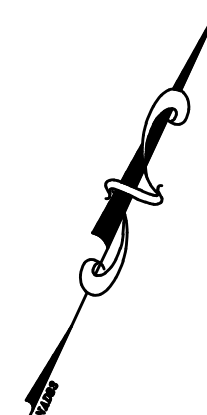
City of Newton, Massachusetts
Improvements to Washington Street

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Scale	1"=20'
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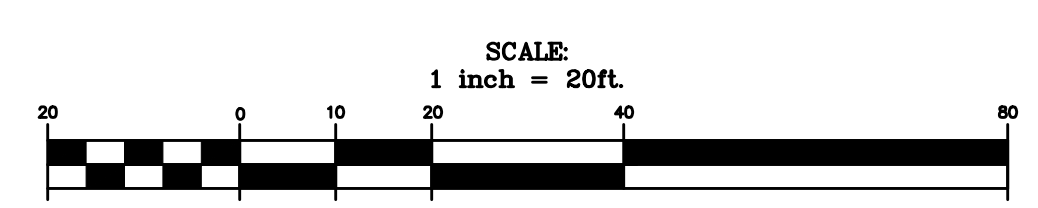
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MATCHLINE STA. 509+95 - SEE SHEET 11

MATCHLINE STA. 41+35 - SEE SHEET 13

MATCHLINE STA. 38+50 - SEE SHEET 10



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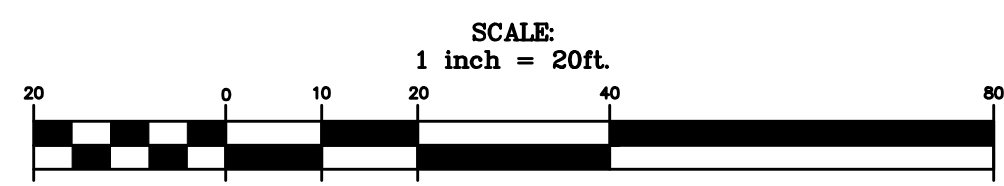
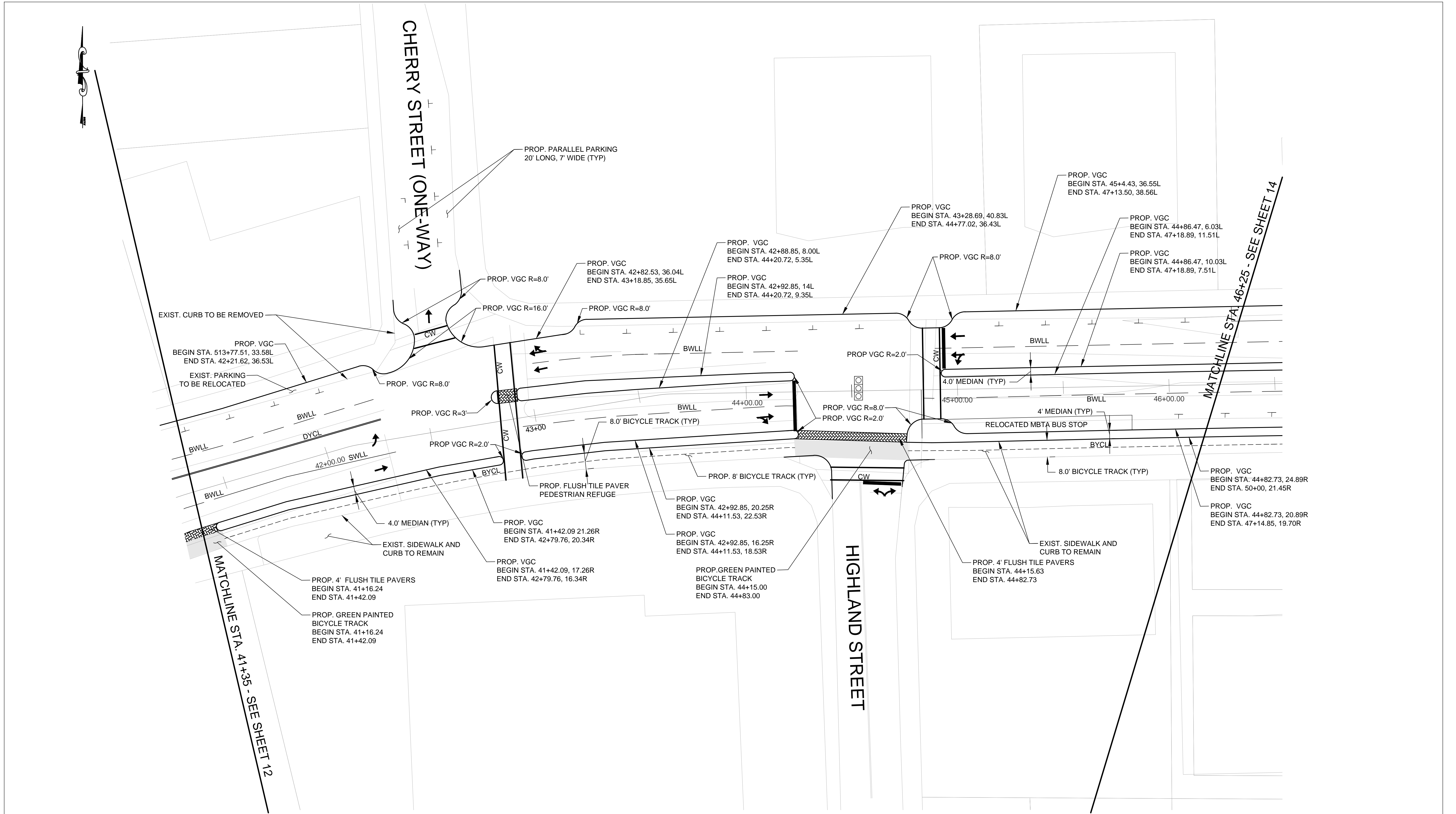
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Design: CRB | Drawn: CRB | Checked: DMD | Date: 04/13/10

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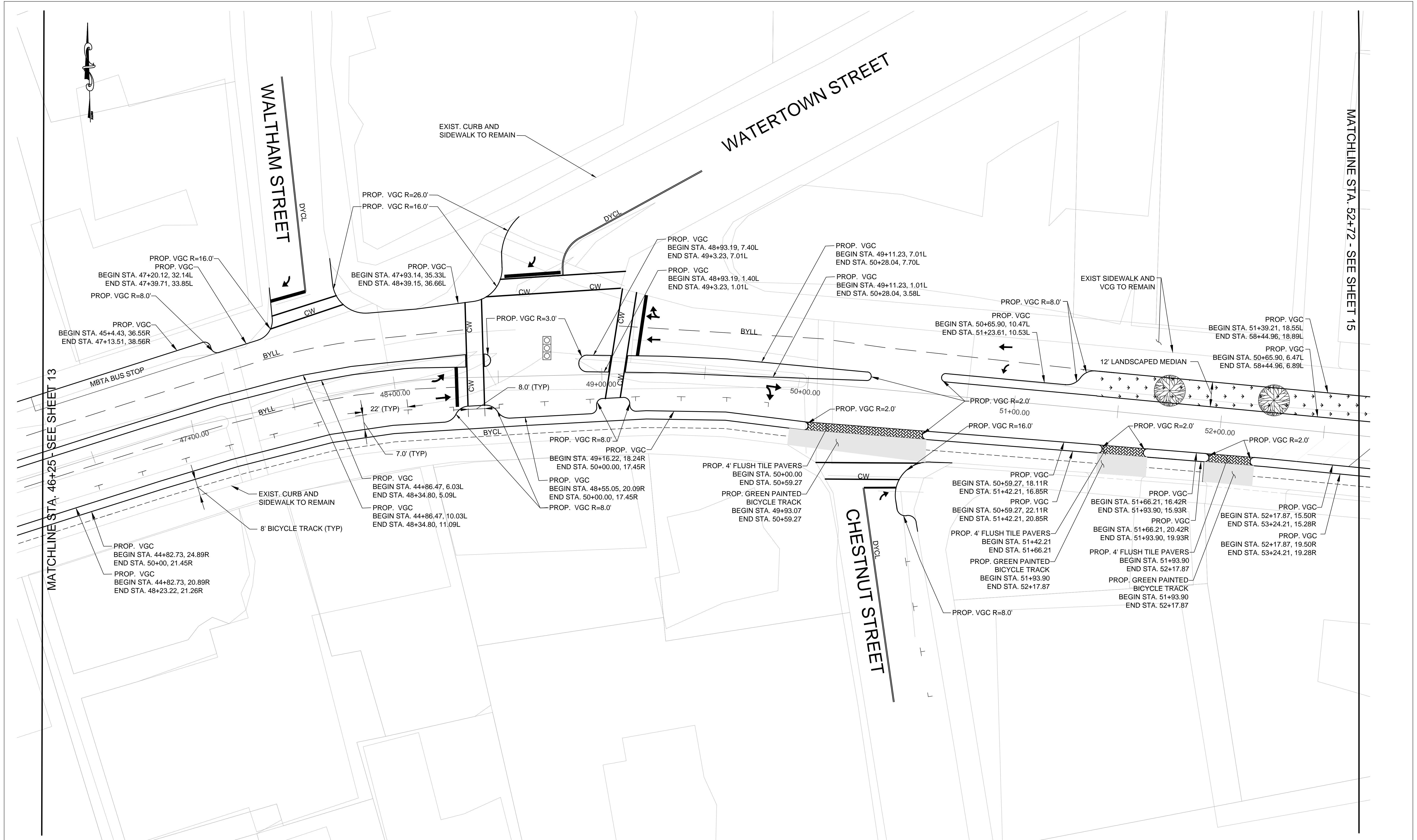
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City of Newton, Massachusetts
Improvements to Washington Street

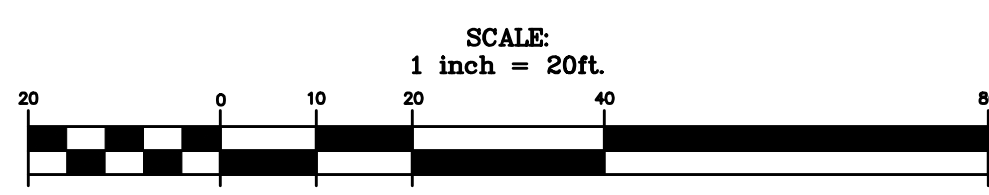
Design: CRB | Drawn: CRB | Checked: DMD | Date: 04/13/10

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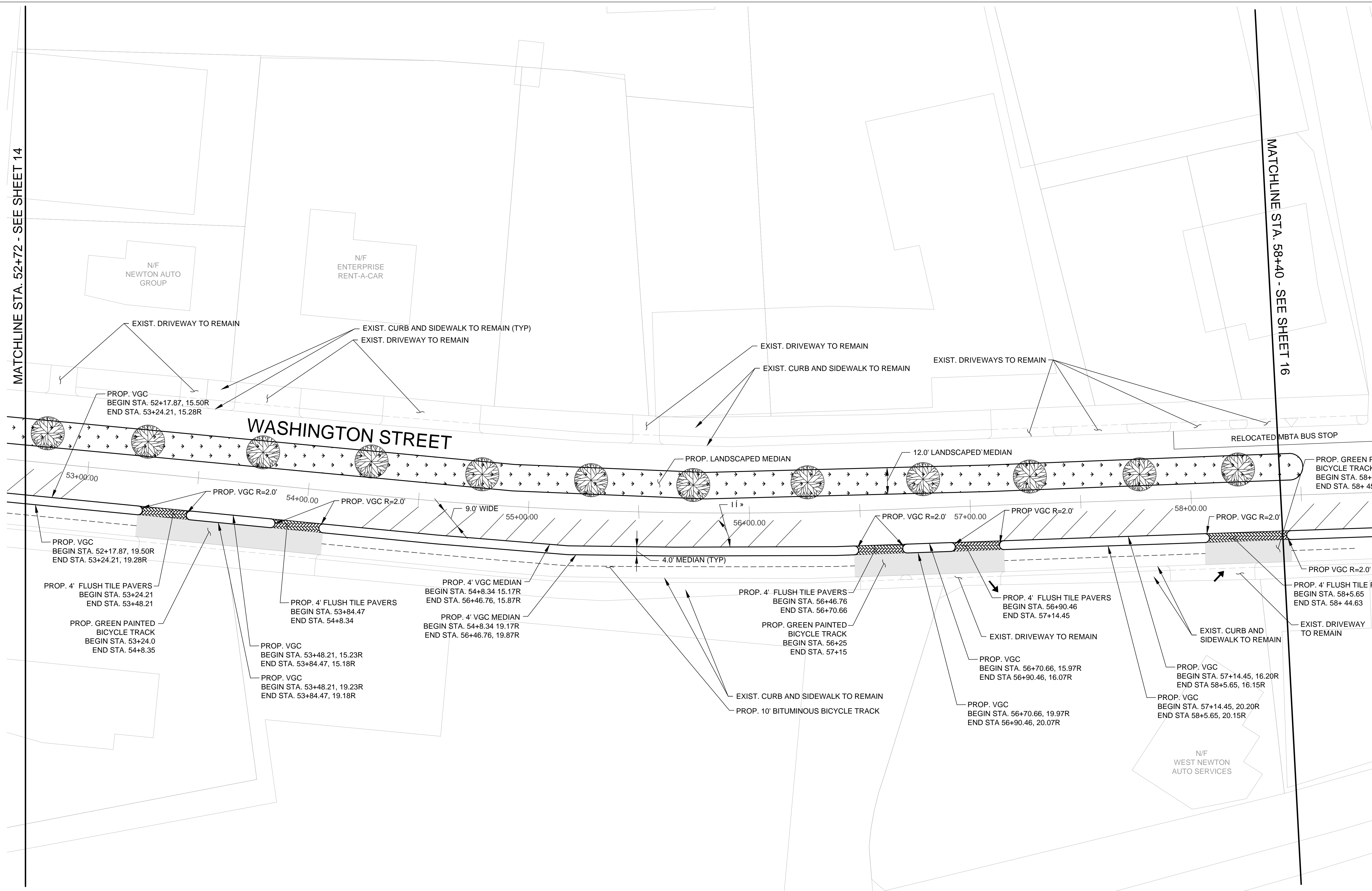
City of Newton, Massachusetts
Improvements to Washington Street

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MATCHLINE STA. 52+72 - SEE SHEET 14

MATCHLINE STA. 58+40 - SEE SHEET 16



PROP. VGC
BEGIN STA. 52+17.87, 15.50R
END STA. 53+24.21, 15.28R

PROP. VGC
BEGIN STA. 52+17.87, 19.50R
END STA. 53+24.21, 19.28R

PROP. 4' FLUSH TILE PAVERS
BEGIN STA. 53+24.21
END STA. 53+48.21

PROP. GREEN PAINTED
BICYCLE TRACK
BEGIN STA. 53+24.0
END STA. 54+8.35

PROP. VGC R=2.0'

PROP. VGC
BEGIN STA. 53+48.21, 15.23R
END STA. 53+84.47, 15.18R

PROP. VGC
BEGIN STA. 53+48.21, 19.23R
END STA. 53+84.47, 19.18R

PROP. 4' FLUSH TILE PAVERS
BEGIN STA. 53+84.47
END STA. 54+8.34

PROP. 4' VGC MEDIAN
BEGIN STA. 54+8.34 15.17R
END STA. 56+46.76, 15.87R

PROP. 4' VGC MEDIAN
BEGIN STA. 54+8.34 19.17R
END STA. 56+46.76, 19.87R

PROP. LANDSCAPED MEDIAN

4.0' MEDIAN (TYP)

PROP. 4' FLUSH TILE PAVERS
BEGIN STA. 56+46.76
END STA. 56+70.66

PROP. GREEN PAINTED
BICYCLE TRACK
BEGIN STA. 56+25
END STA. 57+15

EXIST. CURB AND SIDEWALK TO REMAIN
PROP. 10' BITUMINOUS BICYCLE TRACK

12.0' LANDSCAPED MEDIAN

PROP. VGC R=2.0'

PROP. VGC R=2.0'

PROP. VGC
BEGIN STA. 56+70.66, 15.97R
END STA. 56+90.46, 16.07R

PROP. VGC
BEGIN STA. 56+70.66, 19.97R
END STA. 56+90.46, 20.07R

EXIST. DRIVEWAY TO REMAIN

PROP. VGC
BEGIN STA. 57+14.45, 16.20R
END STA. 58+5.65, 16.15R

PROP. VGC
BEGIN STA. 57+14.45, 20.20R
END STA. 58+5.65, 20.15R

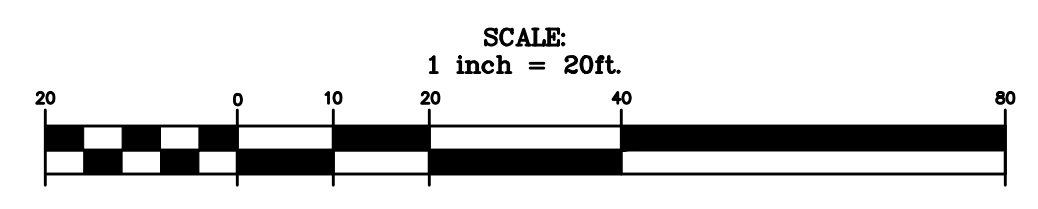
EXIST. CURB AND SIDEWALK TO REMAIN

PROP. GREEN PAINTED
BICYCLE TRACK
BEGIN STA. 58+5.00
END STA. 58+45.00

PROP. 4' FLUSH TILE PAVERS
BEGIN STA. 58+5.65
END STA. 58+44.63

EXIST. DRIVEWAY TO REMAIN

RELOCATED MBTA BUS STOP

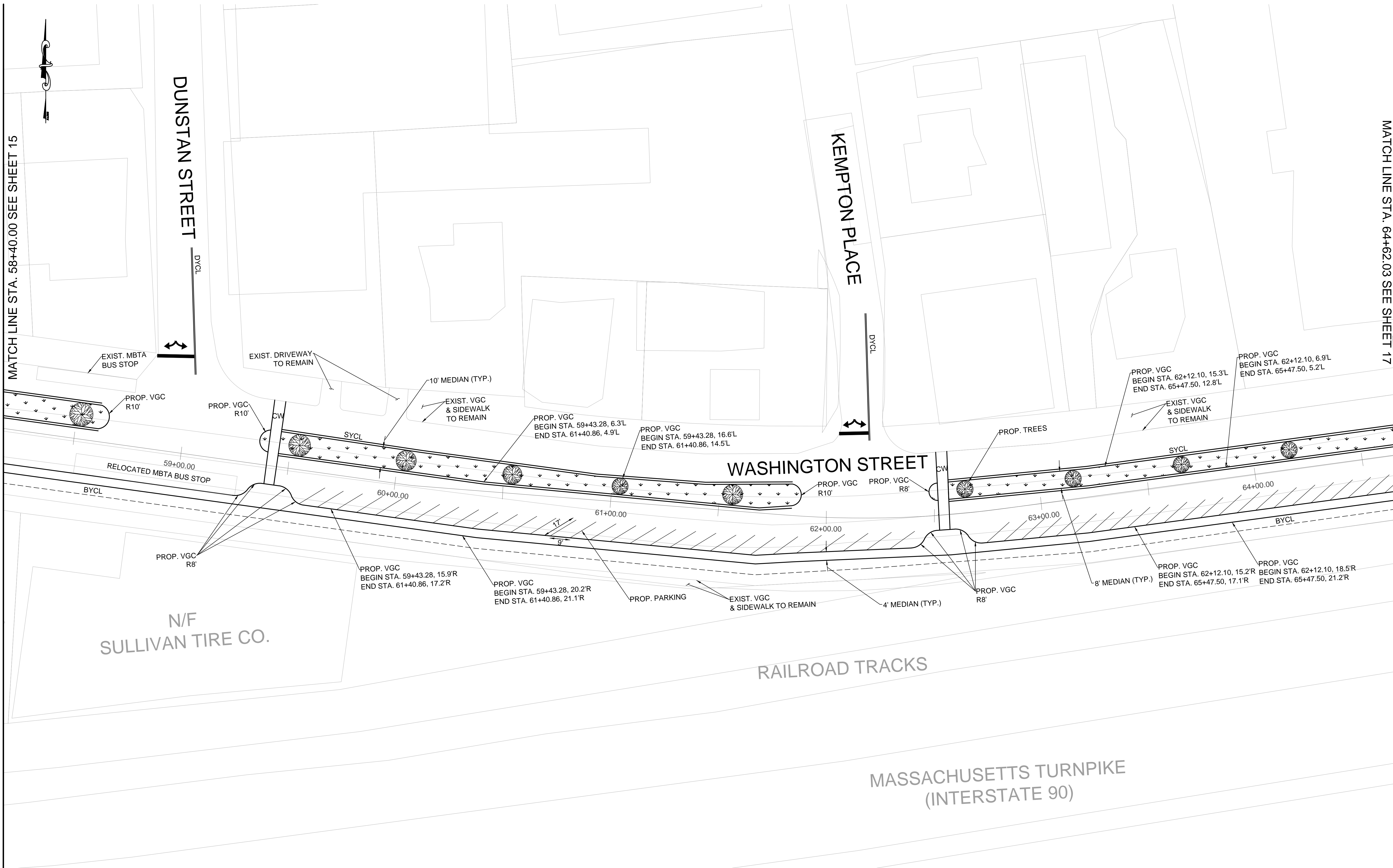


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MATCH LINE STA. 58+40.00 SEE SHEET 15

MATCH LINE STA. 64+62.03 SEE SHEET 17

DUNSTAN STREET

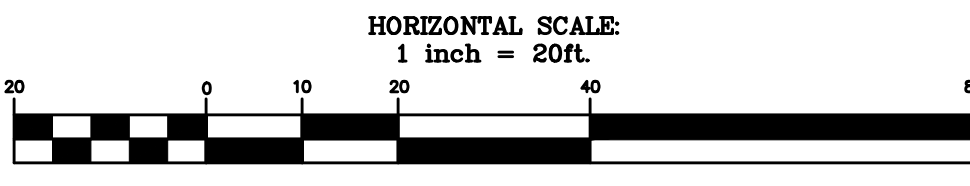
KEMPTON PLACE

WASHINGTON STREET

N/F SULLIVAN TIRE CO.

RAILROAD TRACKS

MASSACHUSETTS TURNPIKE (INTERSTATE 90)

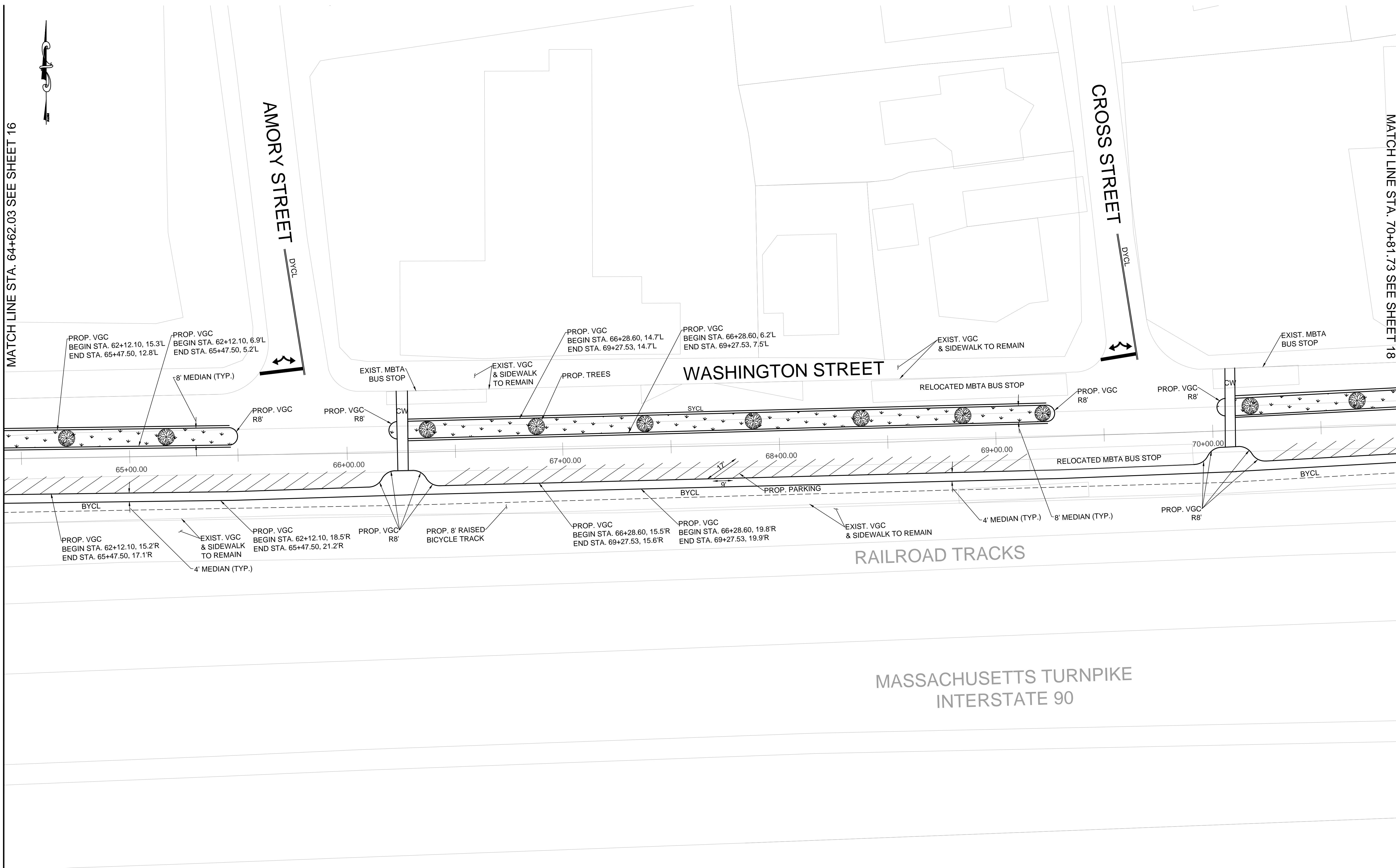


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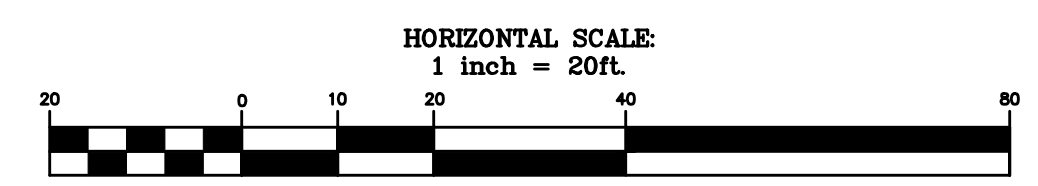
City of Newton, Massachusetts
 Improvements to Washington Street
 Design: AJA | Drawn: AJA | Checked: DMD | Date: 04/13/10

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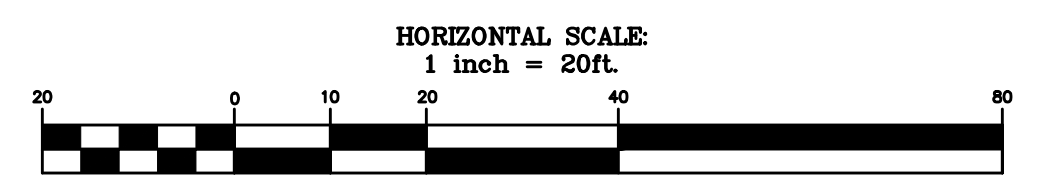
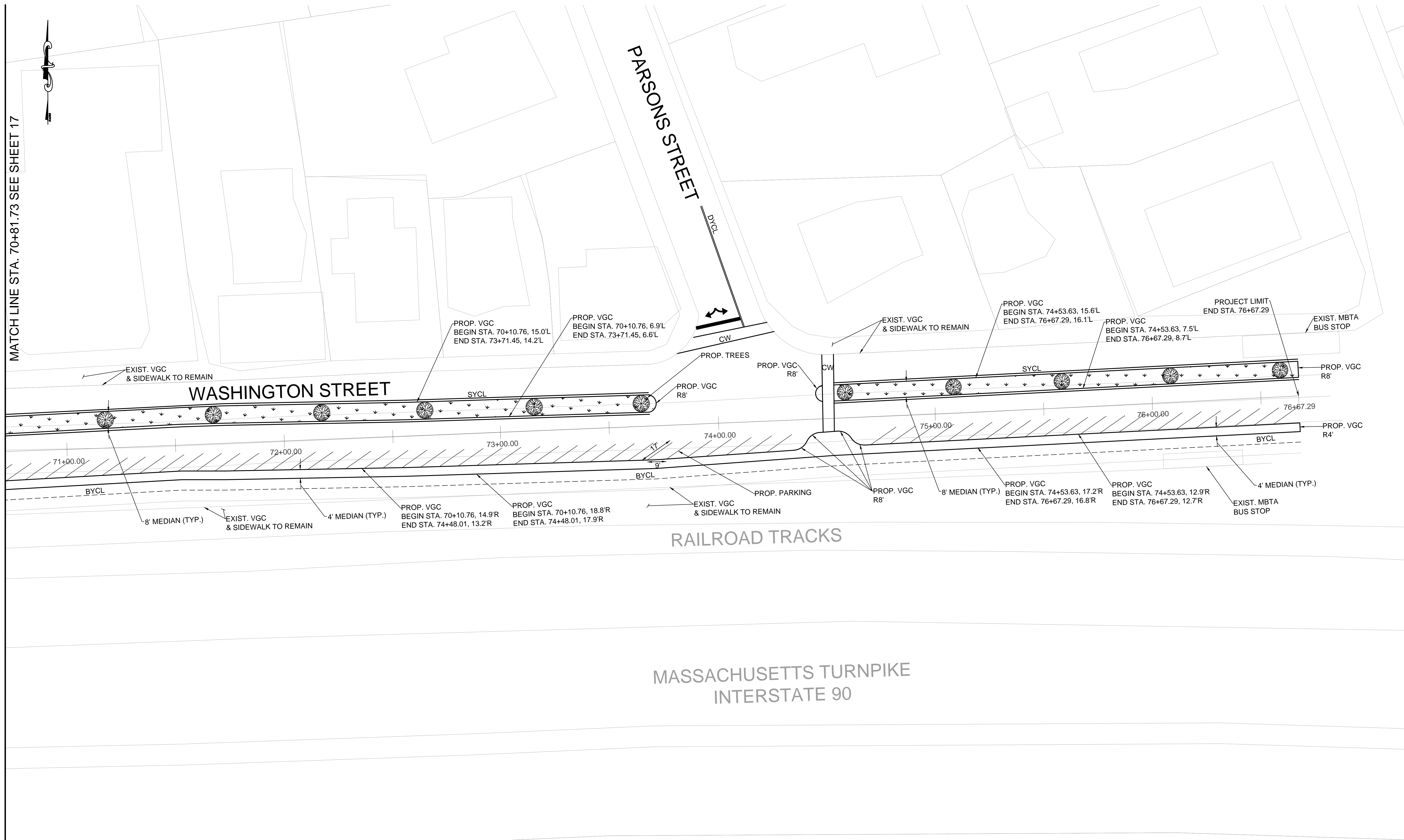
City of Newton, Massachusetts
Improvements to Washington Street

Design: AJA | Drawn: AJA | Checked: DMD | Date: 04/13/10

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MATCH LINE STA. 70+81.73 SEE SHEET 17



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City of Newton, Massachusetts
Improvements to Washington Street

Design: AJA | Drawn: AJA | Checked: DMD | Date: 04/13/10

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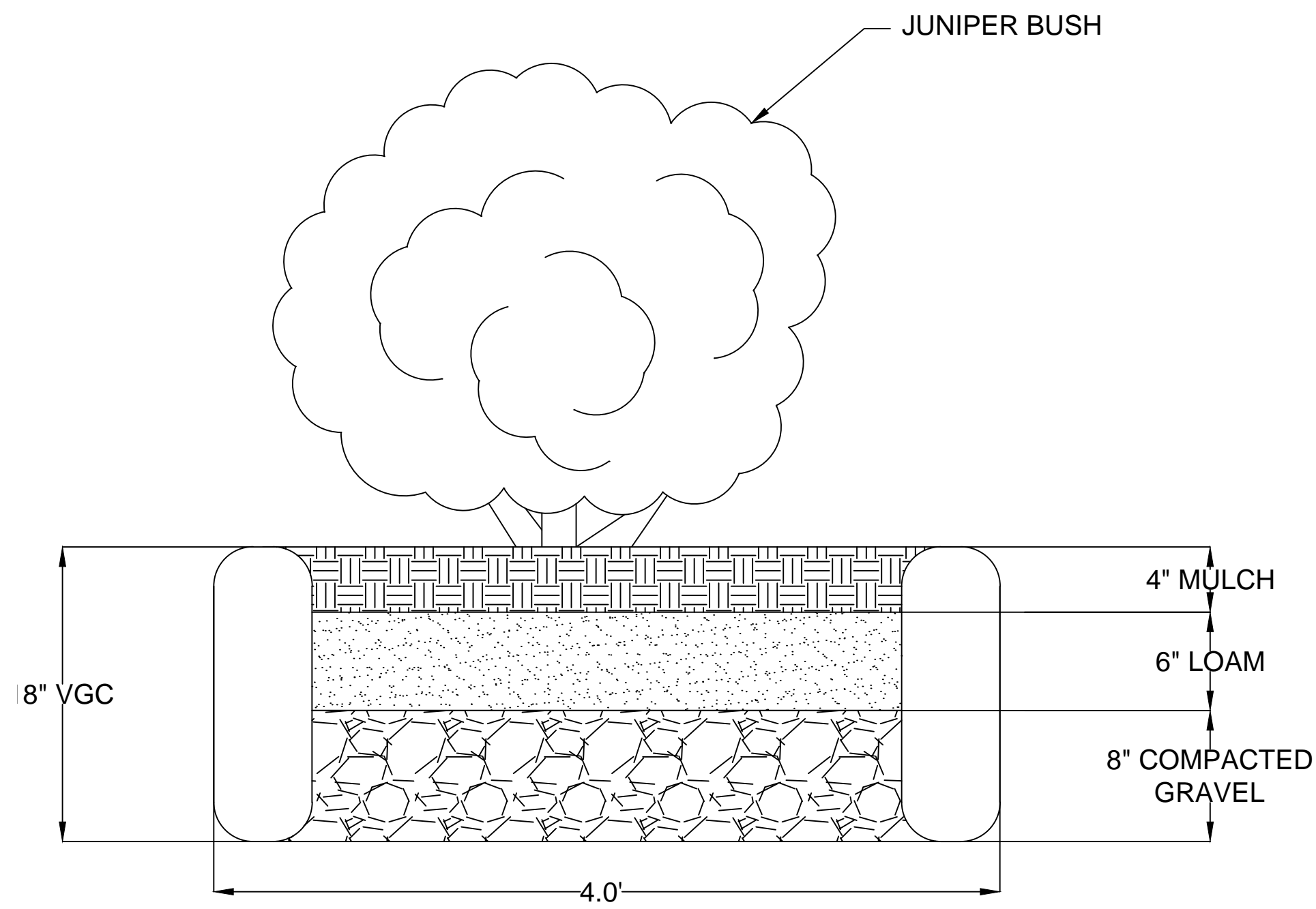
18

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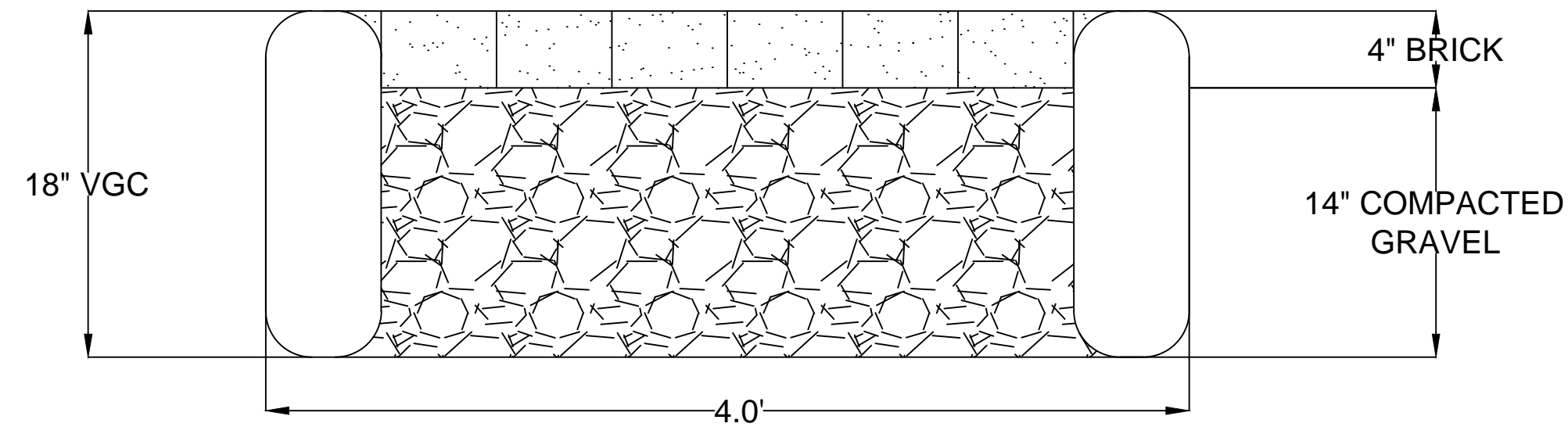
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STANDARD DETAILS

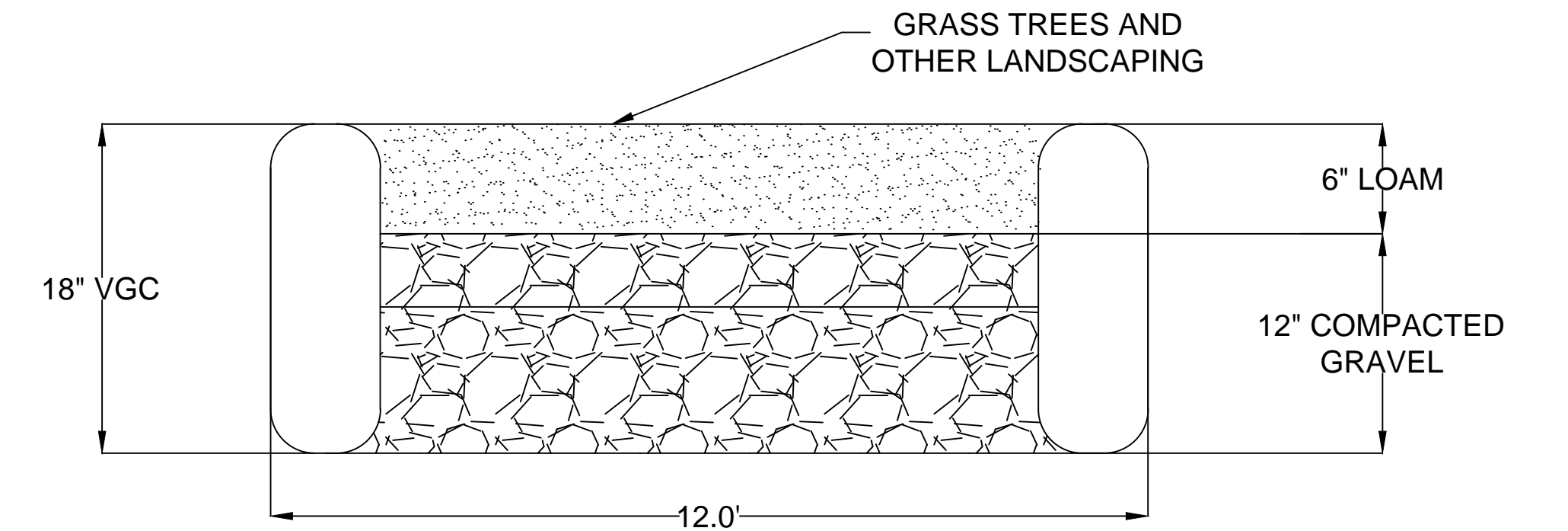
N.T.S.



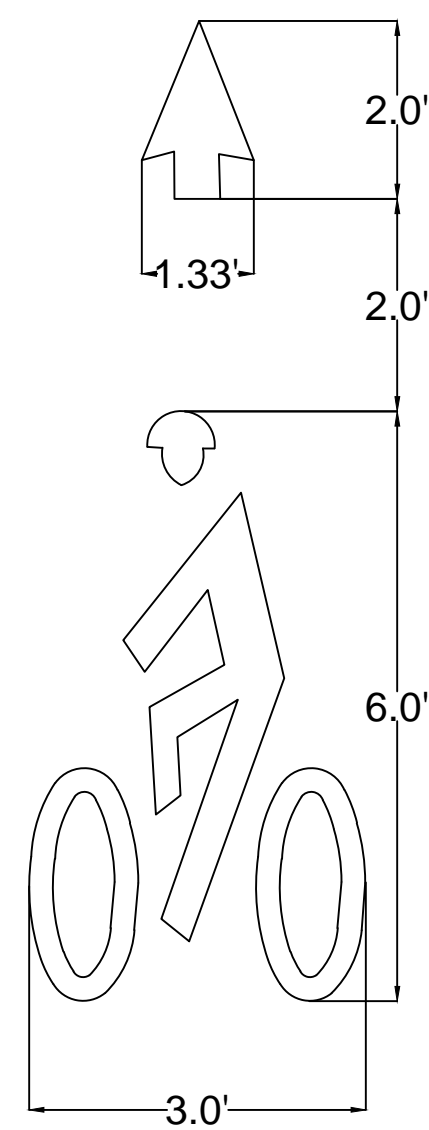
BICYCLE MEDIAN
N.T.S.



LANE MEDIAN
N.T.S.

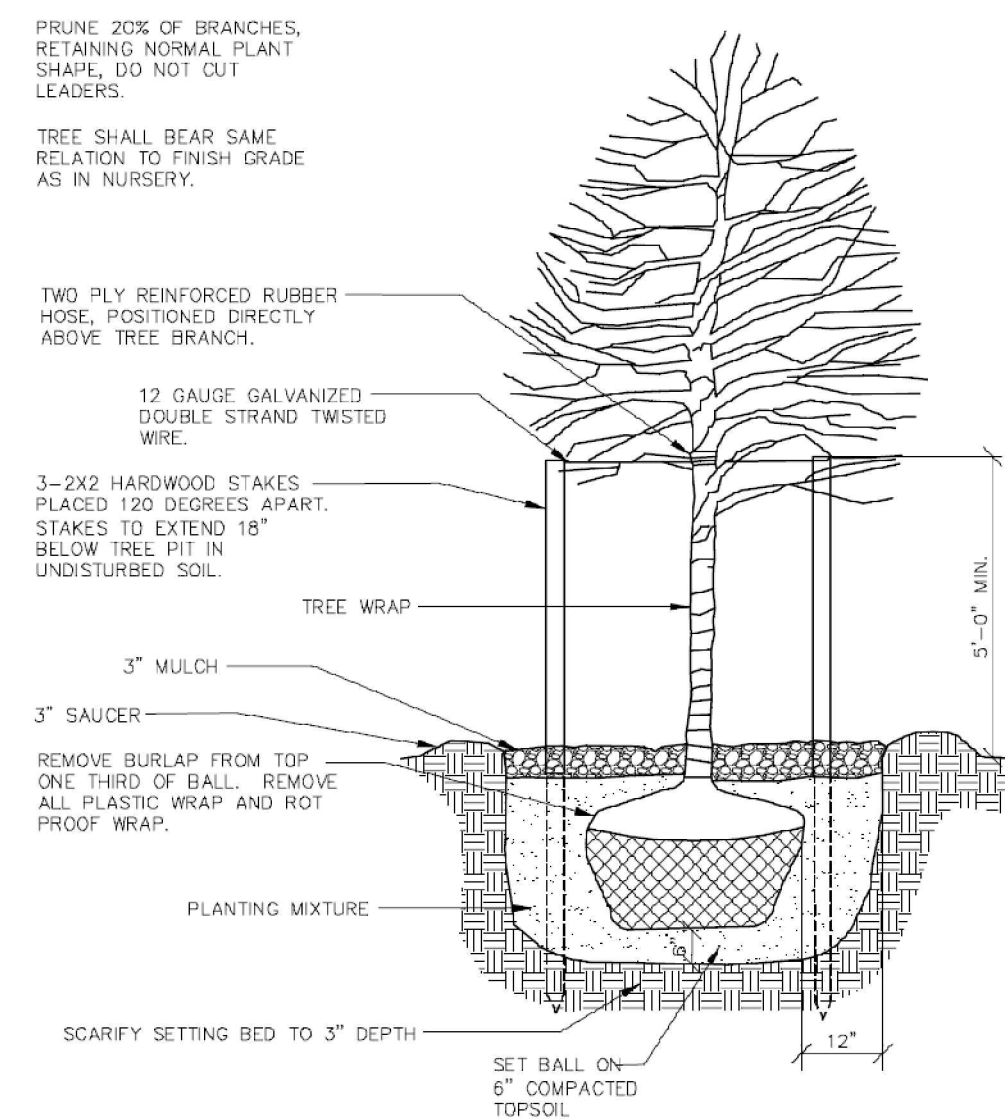


LANDSCAPED MEDIAN
N.T.S.



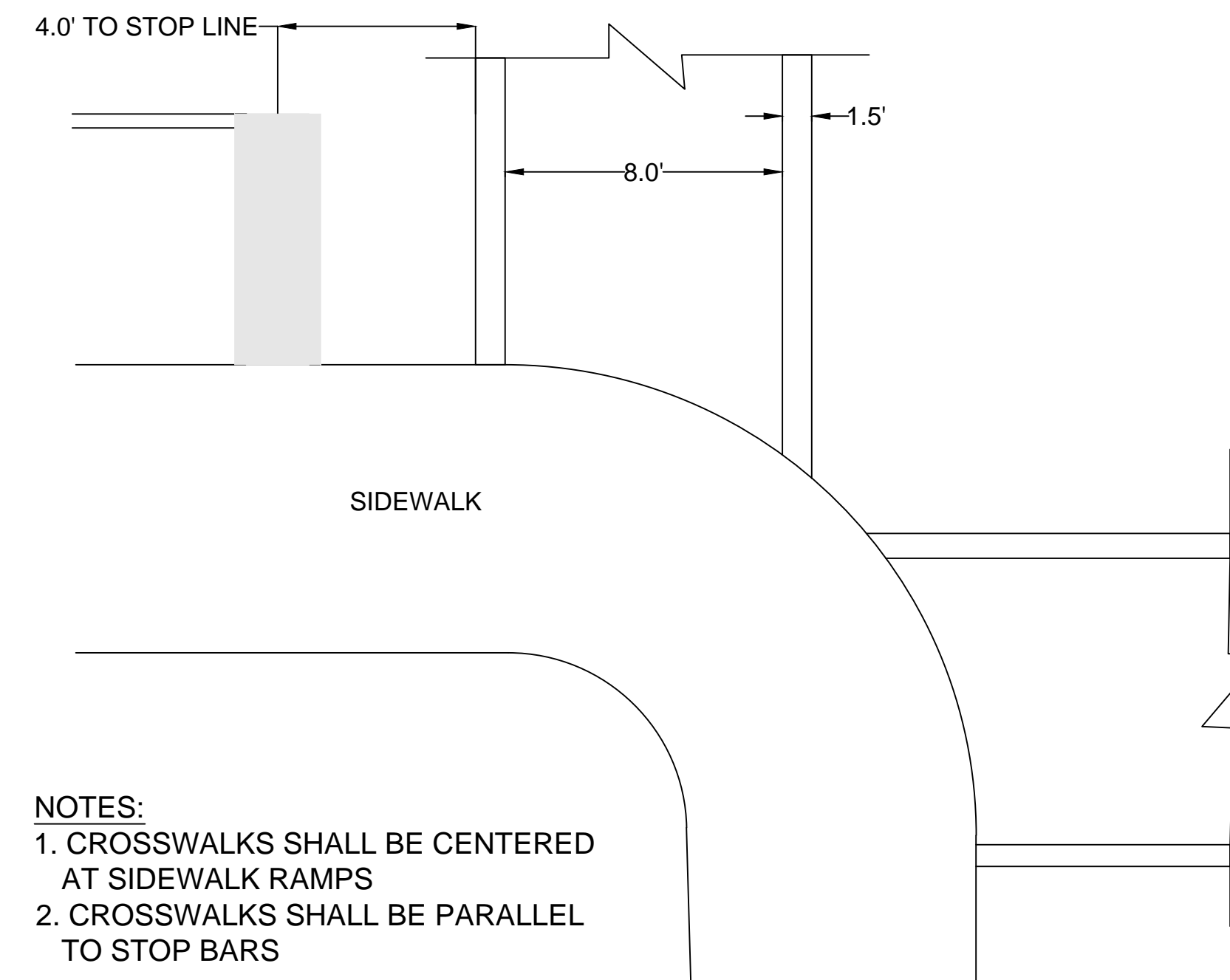
- NOTES:**
1. BICYCLE MARKINGS SHALL BE SOLID WHITE LOW PROFILE PREFORMED THERMOPLASTIC
 2. BICYCLE MARKINGS SHALL BE PLACED IN BOTH DIRECTIONS AT EVERY BREAK IN THE BICYCLE TRACK

BICYCLE TRACK MARKING
N.T.S.



- NOTES:**
1. TREES SHALL BE DECIDUOUS
 2. DETAIL COURTESY OF THE CITY OF DETROIT ENGINEERING DEPARTMENT

TREE INSTALLATION
N.T.S.



- NOTES:**
1. CROSSWALKS SHALL BE CENTERED AT SIDEWALK RAMPS
 2. CROSSWALKS SHALL BE PARALLEL TO STOP BARS

CROSSWALKS
N.T.S.

REFER TO MASS HIGHWAY FOR ALL OTHER DETAILS AND SPECIFICATIONS

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City of Newton, Massachusetts				Scale
Improvements to Washington Street				Sheet No. 19 of 19
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