

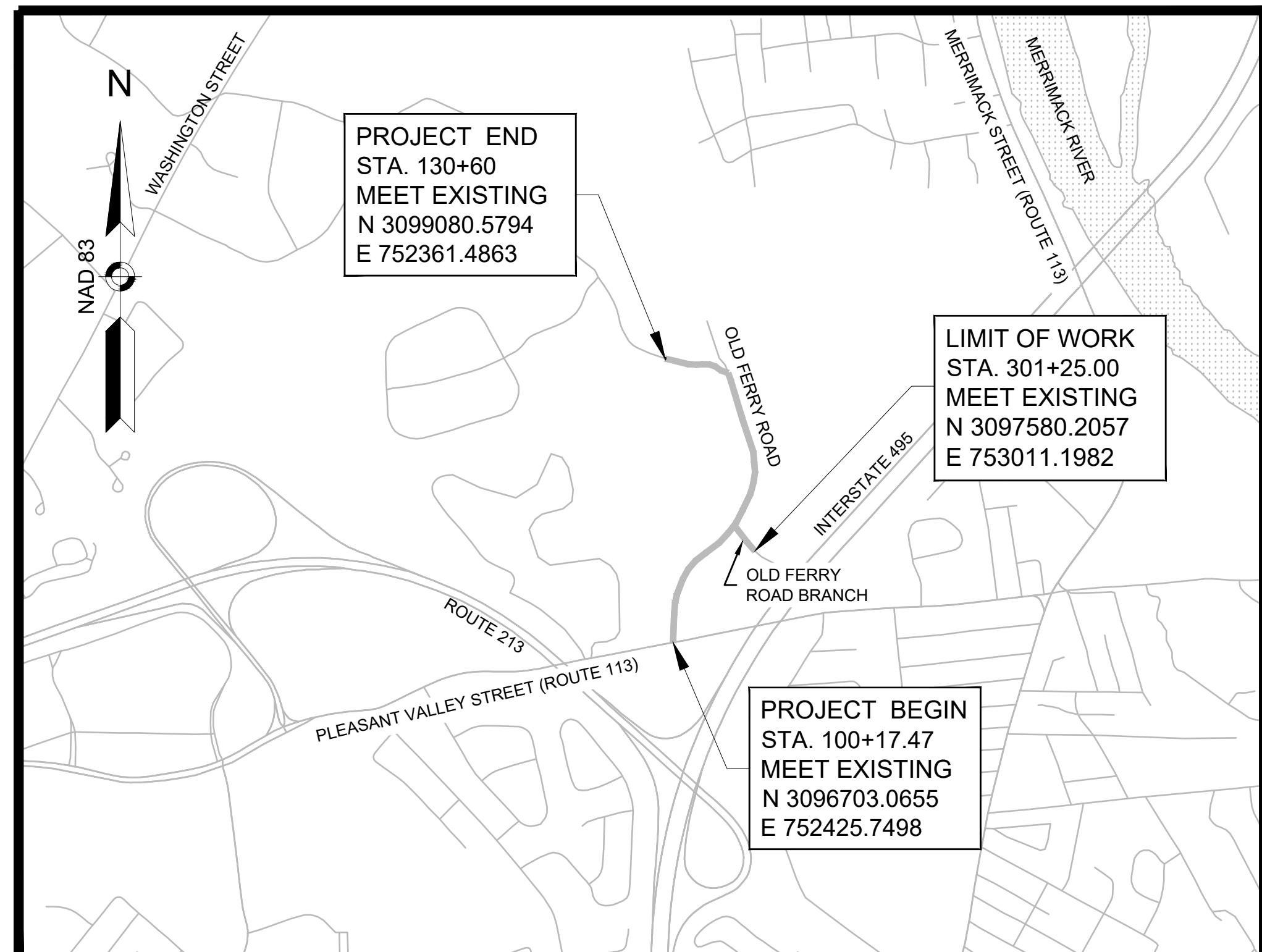
# CITY OF METHUEN, MASSACHUSETTS

## DEPARTMENT OF PUBLIC WORKS

### OLD FERRY ROAD ROADWAY RECONSTRUCTION

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LENGTH OF PROJECT = 3,042.53 FEET = 0.576 MILES

### PRELIMINARY DESIGN SUBMISSION



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**CITY COUNCIL CHAIR**  
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**DPW DIRECTOR**  
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 JOYCE CAMPAGNONE

PREPARED FOR:  
 DEPARTMENT OF PUBLIC WORKS  
 10 DITSON PLACE, SUITE 100  
 METHUEN, MA 01844

OLD FERRY ROAD  
 ROADWAY RECONSTRUCTION  
 METHUEN, MASSACHUSETTS

REVISIONS		

1/05/2026

TITLE SHEET &  
 INDEX

SCALE:  
 AS NOTED

DRAWN/DESIGN BY:  
 JHP

CHECKED BY:  
 JFO

SHEET NO.  
 1 OF 71

## GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		JERSEY BARRIER
		CATCH BASIN
		CATCH BASIN CURB INLET
		FLAG POLE
		GAS PUMP
		MAIL BOX
		POST SQUARE
		POST CIRCULAR
		WELL
		ELECTRIC HANDHOLE
		FENCE GATE POST
		GAS GATE
		BORING HOLE
		MONITORING WELL
		TEST PIT
		HYDRANT
		LIGHT POLE
		COUNTY BOUND
		GPS POINT
		CABLE MANHOLE
		DRAINAGE MANHOLE
		ELECTRIC MANHOLE
		GAS MANHOLE
		MISC MANHOLE
		SEWER MANHOLE
		TELEPHONE MANHOLE
		WATER MANHOLE
		MASSACHUSETTS HIGHWAY BOUND
		MONUMENT
		STONE BOUND
		TOWN OR CITY BOUND
		TRAVERSE OR TRIANGULATION STATION
		TROLLEY POLE OR GUY POLE
		TRANSMISSION POLE
		UTILITY POLE W / 1 LIGHT
		UTILITY POLE
		BUSH
		TREE
		STUMP
		SWAMP / MARSH
		WATER GATE
		PARKING METER
		OVERHEAD CABLE/WIRE
		CURBING
		CONTOURS (ON-THE-GROUND SURVEY DATA)
		CONTOURS (PHOTOGRAMMETRIC DATA)
		UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)
		BALANCED STONE WALL
		GUARD RAIL - STEEL POSTS
		GUARD RAIL - WOOD POSTS
		GUARD RAIL - DOUBLE FACE - STEEL POSTS
		GUARD RAIL - DOUBLE FACE - WOOD POSTS
		CHAIN LINK OR METAL FENCE
		WOOD FENCE
		HAY BALES/SILT FENCE
		TREE LINE OR LIMIT OF CLEARING AND GRUBBING
		SAWCUT LINE
		TOP OR BOTTOM OF SLOPE
		LIMIT OF EDGE OF PAVEMENT OR COLD PLANE AND OVERLAY
		BANK OF RIVER OR STREAM
		BORDER OF WETLAND
		100 FT WETLAND BUFFER
		200 FT RIVERFRONT BUFFER
		STATE HIGHWAY LAYOUT
		TOWN OR CITY LAYOUT
		COUNTY LAYOUT
		RAILROAD SIDELINE
		TOWN OR CITY BOUNDARY LINE
		PROPERTY LINE OR APPROXIMATE PROPERTY LINE
		EASEMENT

## PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
		LEGEND "ONLY" - WHITE
		STOP LINE (12" WHITE)
		CROSSWALK (12" OR 24")
		SOLID WHITE LINE (6" OR 12")
		SOLID YELLOW LINE (6" OR 12")
		* BROKEN WHITE LINE (6")
		* BROKEN YELLOW LINE (6")
		*** DOTTED WHITE LINE (6")
		*** DOTTED YELLOW LINE (6")
		** DOTTED WHITE LINE EXTENSION (6")
		** DOTTED YELLOW LINE EXTENSION (6")
		* DOUBLE WHITE LINE (6")
		* DOUBLE YELLOW LINE (6")

\* BROKEN WHITE/YELLOW LINES TO BE 10' LINE SEGMENTS WITH 30' GAPS (TYP.)  
(BYL ON SHARED USE PATH TO BE 3' IN LENGTH WITH 9' GAP)

\*\* DWLEX AND DYLEX LINES TO BE 2' IN LENGTH WITH 6' GAP (TYP.)

\*\*\* DWL AND DYL LINES TO BE 3' IN LENGTH WITH 9' GAP (TYP.)  
(IF WIDE LINE IS SPECIFIED, THE WIDTH SHALL BE 12")

## GENERAL NOTES

- TOPOGRAPHICAL INFORMATION WAS PROVIDED BY MCCLURE, MAY 2025. VERTICAL DATUM IS BASED ON NAVD 1988. HORIZONTAL DATUM IS BASED ON MA MAINLAND NAD 83.
- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO LOCATE EXACTLY AND TO PRESERVE ANY AND ALL UNDERGROUND UTILITIES. CALL "DIG-SAFE" 1-888-DIGSAFE (344-7233) AT LEAST 72 HOURS BEFORE COMMENCING CONSTRUCTION.
- WHERE AN EXISTING UNDERGROUND UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
- THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.
- AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- THE TERM "PROPOSED" (PROP.) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS, OR, WHERE APPLICABLE, RE-USING EXISTING MATERIALS IDENTIFIED AS "REMOVE & RESET" (R&R).
- ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE RETAINED UNLESS NOTED OTHERWISE.
- ALL PROPOSED PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
- ALL EXISTING STATE, COUNTY, CITY AND TOWN LOCATION LINES AND PRIVATE PROPERTY LINES HAVE BEEN ESTABLISHED FROM AVAILABLE INFORMATION AND THEIR EXACT LOCATIONS ARE NOT GUARANTEED.
- ALL TRANSVERSE AND LONGITUDINAL JOINTS BETWEEN NEW SURFACE PAVEMENT AND EXISTING SURFACE PAVEMENT TO REMAIN SHALL BE COATED WITH A HOT POURED RUBBERIZED ASPHALT SEALANT MEETING THE REQUIREMENTS OF ITEM 453.
- ALL DISTURBED AREAS NOT DESIGNATED TO BE PAVED SHALL HAVE LOAM BORROW PLACED AND SEDED. THE LOAM BORROW SHALL HAVE A MINIMUM DEPTH OF 4 INCHES AND SHALL BE PLACED FLUSH WITH THE TOP OF THE ADJACENT CURB, EDGING, BERM OR PAVEMENT SURFACE.
- THE LIMIT OF WORK AREA SHALL BE THE STREET RIGHT OF WAY UNLESS SHOWN OTHERWISE.
- ALL PROPERTY LINES BETWEEN ABUTTERS ARE APPROXIMATE ONLY.
- PRIOR TO THE START OF ANY NEW UTILITY WORK, ALL ELEVATIONS OF EXISTING UTILITIES IN THOSE AREAS ARE TO BE VERIFIED. THE ENGINEER IS TO BE NOTIFIED IMMEDIATELY SHOULD ANY DISCREPANCIES OCCUR.
- ALL CASTINGS SHALL BE SET FLUSH WITH FINISHED GRADE.
- ALL PUBLICLY OWNED GATE BOXES, SERVICE BOXES, MANHOLE FRAMES AND COVERS SHALL BE ADJUSTED TO GRADE BY THE CONTRACTOR.
- ALL NEW DRIVEWAY GRADES SHALL MATCH EXISTING GRADES AT THE LIMITS OF REMOVAL UNLESS SHOWN OTHERWISE ON THE PLANS AND CROSS-SECTIONS.
- THE CONTRACTOR SHALL TAKE EVERY PRECAUTION TO PROTECT ALL EXISTING TREES AND ROOTS THAT ARE NOT DESIGNATED FOR REMOVAL.
- CONTRACTOR TO CONTACT ENGINEER PRIOR TO INSTALLATION OF BOUNDS FOR FINAL LOCATIONS.
- DRAINAGE ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY BY TEST PIT, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN, ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR DIRECTED BY THE ENGINEER. ONLY AFTER THE CONTRACTOR VERIFIES ELEVATIONS FOR THE CONSTRUCTABILITY OF THE DRAINAGE SYSTEM SHALL ANY STRUCTURES BE ORDERED. ANY FIELD ADJUSTMENTS TO LINE AND GRADE UP TO A DEPTH OF 5 FEET SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5 FEET WILL BE PAID UNDER CLASS B TRENCH EXCAVATION.



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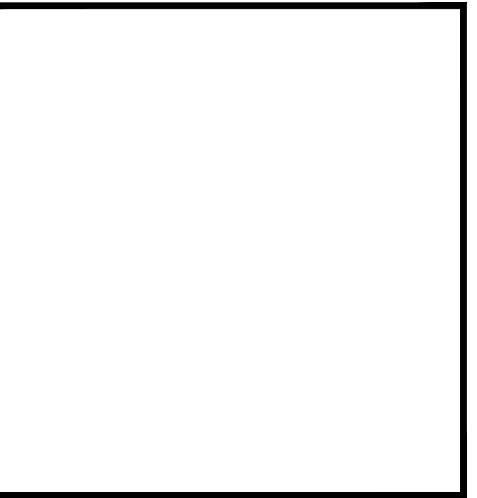
PREPARED FOR:  
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10 DITSON PLACE, SUITE 100  
METHUEN, MA 01844

OLD FERRY ROAD  
ROADWAY RECONSTRUCTION  
METHUEN, MASSACHUSETTS

## GENERAL ABBREVIATIONS

AADT	ANNUAL AVERAGE DAILY TRAFFIC	EXC	EXCAVATION	PVC	POINT OF VERTICAL CURVATURE
ABAN	ABANDON	F&C	FRAME AND COVER	PVCC	POINT OF VERTICAL COMPOUND CURVATURE
ADJ	ADJUST	F&G	FRAME AND GRATE	PVI	POINT OF VERTICAL INTERSECTION
APPROX.	APPROXIMATE	FDN.	FOUNDATION	PVRC	POINT OF VERTICAL REVERSE CURVATURE
A.C.	ASPHALT CONCRETE	FES	FLARED END SECTION	PVT	POINT OF VERTICAL TANGENCY
ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE	FLDSTN	FIELDSTONE	PVMT	PAVEMENT
BIT.	BITUMINOUS	GAR	GARAGE	PWW	PAVED WATER WAY
BC	BOTTOM OF CURB	GD	GROUND	R	RADIUS OF CURVATURE
BD.	BOUND	GG	GAS GATE	R&D	REMOVE AND DISPOSE
BL	BASELINE	GI	GUTTER INLET	RCP	REINFORCED CONCRETE PIPE
BLDG	BUILDING	GIP	GALVANIZED IRON PIPE	RD	ROAD
BLSF	BORDERING LANDS SUBJECT TO FLOODING	GRAN	GRANITE	RDWY	ROADWAY
BM	BENCHMARK	GRAV	GRAVEL	REM	REMOVE
BO	BY OTHERS	GRD	GUARD	RET	RETAIN
BOS	BOTTOM OF SLOPE	HDW	HEADWALL	RET WALL	RETAINING WALL
BR.	BRIDGE	HMA	HOT MIX ASPHALT	ROW	RIGHT OF WAY
BVW	BORDERING VEGETATED WETLANDS	HOR	HORIZONTAL	RR	RAILROAD
BW	BOTTOM OF WALL	HYD	HYDRANT	R&R	REMOVE AND RESET
CB	CATCH BASIN	INV	INVERT	R&S	REMOVE AND STACK
CBCI	CATCH BASIN WITH CURB INLET	JCT	JUNCTION	RT	RIGHT
CC	CEMENT CONCRETE	L	LENGTH OF CURVE	SB	STONE BOUND
CCM	CEMENT CONCRETE MASONRY	LB	LEACH BASIN	SHLD	SHOULDER
CEM	CEMENT	LP	LIGHT POLE	SMH	SEWER MANHOLE
CI	CURB INLET	LT	LEFT	ST	STREET
CIP	CAST IRON PIPE	MAX	MAXIMUM	STA	STATION
CIPP	CURED IN PLACE PIPE	MB	MAILBOX	SSD	STOPPING SIGHT DISTANCE
CLF	CHAIN LINK FENCE	MH	MANHOLE	SHLO	STATE HIGHWAY LAYOUT LINE
CL	CENTERLINE	MHB	MASSACHUSETTS HIGHWAY BOUND	SW	SIDEWALK
CMP	CORRUGATED METAL PIPE	MIN	MINIMUM	T	TANGENT DISTANCE OF CURVE/TRUCK %
CSP	CORRUGATED STEEL PIPE	M&O	MILL & OVERLAY	TAN	TANGENT
CO.	COUNTY	NIC	NOT IN CONTRACT	TEMP	TEMPORARY
CONC	CONCRETE	NO.	NUMBER	TC	TOP OF CURB
CONT	CONTINUOUS	N.T.S.	NOT TO SCALE	TOS	TOP OF SLOPE
CONST	CONSTRUCTION	PC	POINT OF CURVATURE	TW	TOP OF WALL
CR GR	CROWN GRADE	PCC	POINT OF COMPOUND CURVATURE	TYP	TYPICAL
DHV	DESIGN HOURLY VOLUME	PCR	PEDESTRIAN CURB RAMP	UP	UTILITY POLE
DI	DROP INLET	P.G.L.	PROFILE GRADE LINE	VAR	VARIABLE
DIA	DIAMETER	PI	POINT OF INTERSECTION	VERT	VERTICAL
DIP	DUCTILE IRON PIPE	POC	POINT ON CURVE	VC	VERTICAL CURVE
DW	STEADY DONT WALK - PORTLAND ORANGE	POT	POINT ON TANGENT	WG	WATER GATE
DWY	DRIVEWAY	PRC	POINT OF REVERSE CURVATURE	WIP	WROUGHT IRON PIPE
ELEV (or EL.)	ELEVATION	PROJ	PROJECT	WM	WATER METER/WATER MAIN
EMB	EMBANKMENT	PROP	PROPOSED	WSO	WATER SHUT OFF
EOP</					

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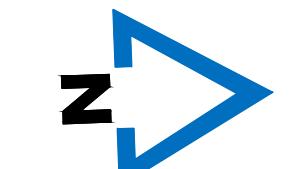
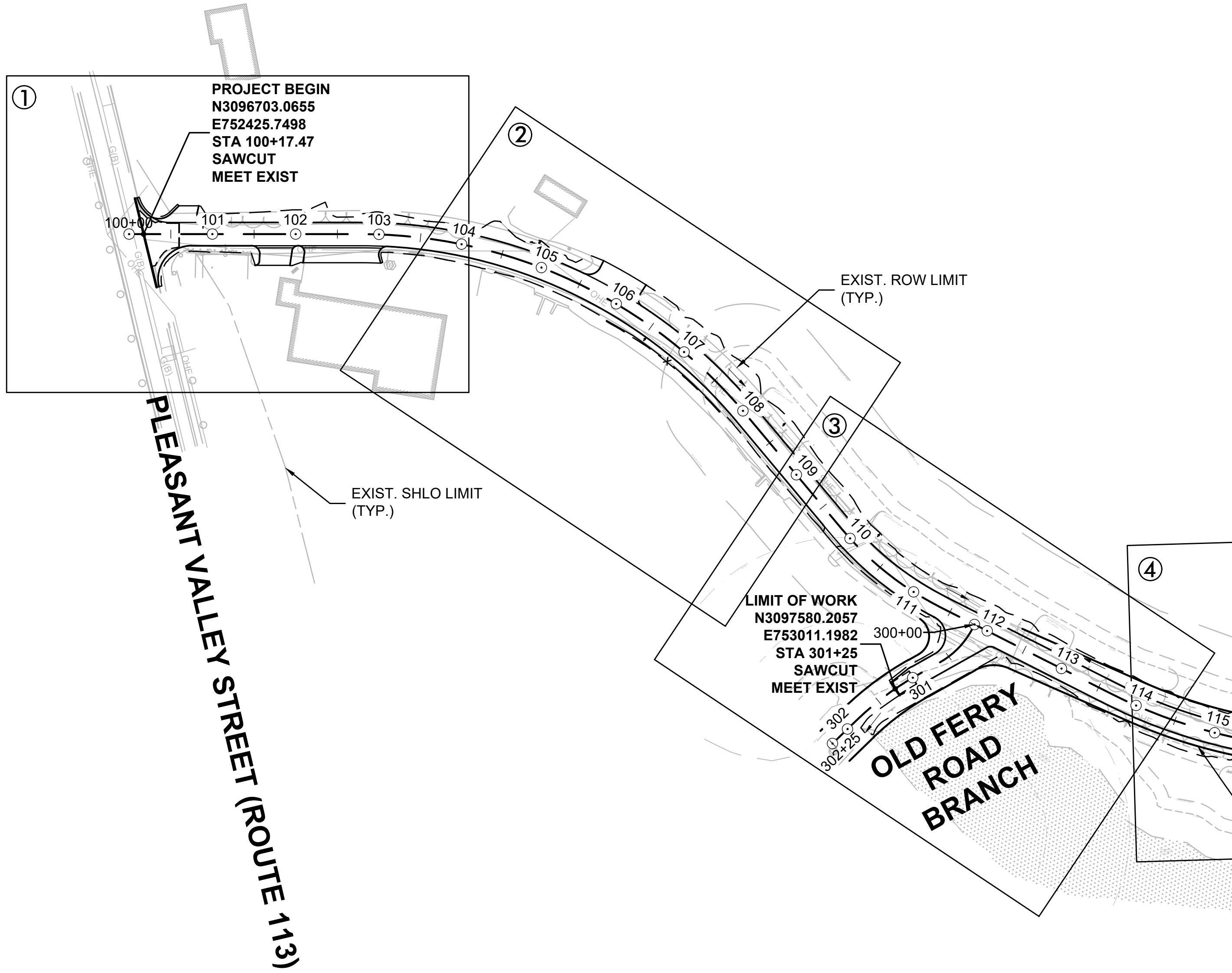
## OLD FERRY ROAD ROADWAY RECONSTRUCTION METHUEN, MASSACHUSETTS

REVISIONS		
NO.	REVISION	DATE
		1/05/2026



SCALE:  
1" = 100'  
DRAWN/DESIGN BY: DJM  
CHECKED BY: JFO  
SHEET NO. 3 OF 71

SHEET REFERENCE	1	2	3	4	5	6	7
DRAWING TITLE	SHEET NUMBER						
CONSTRUCTION BASELINE TIES	6	7	8	9	10	11	11
CONSTRUCTION PLANS	12	13	14	15	16	17	17
PROFILES - OLD FERRY ROAD	18	19	20	21	22	23	24
PROFILES - OLD FERRY ROAD BRANCH	-	-	25	-	-	-	-
TRAFFIC SIGN & PAVEMENT MARKING PLANS	26	27	28	29	30	31	31
DRAINAGE & UTILITY PLANS	35	36	37	38	39	40	40



100 50 0 100

## PAVEMENT NOTES

### FULL DEPTH HMA CONSTRUCTION

SURFACE COURSE: 2" SUPERPAVE SURFACE COURSE - 12.5 (SSC-12.5) OVER  
 INTERMEDIATE COURSE: 2 $\frac{1}{2}$ " SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC-12.5) OVER  
 SUB-BASE: 8" RECLAIMED SUB-BASE COURSE W/ ASPHALT EMULSION OVER EXISTING SUB-GRADE

### HMA DRIVEWAYS

SURFACE COURSE: 1 $\frac{1}{2}$ " SUPERPAVE SURFACE COURSE - 12.5 (SSC-12.5) OVER  
 INTERMEDIATE COURSE: 2 $\frac{1}{2}$ " SUPERPAVE SURFACE COURSE - 12.5 (SSC-12.5) OVER  
 SUB-BASE: 8" GRAVEL BORROW TYPE B

### GENERAL NOTES

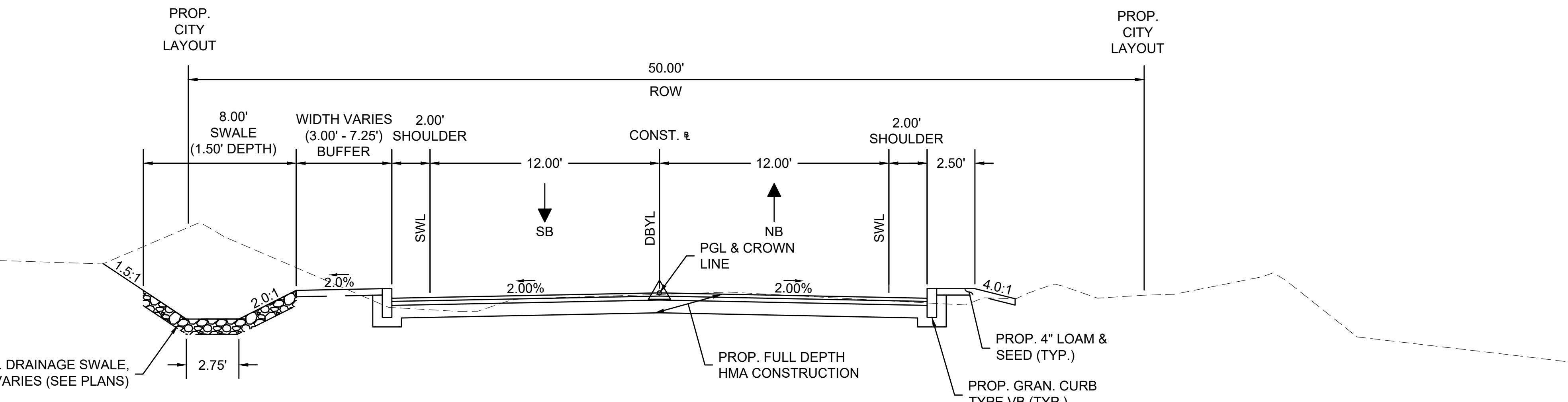
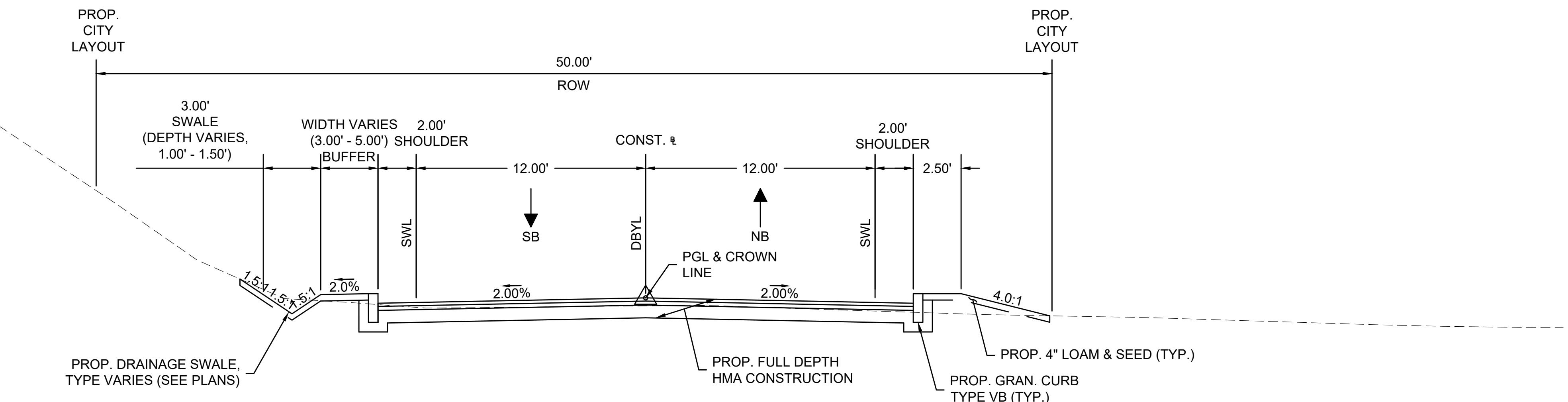
1. ALL HMA, PAVEMENT STANDARD MILLING, HMA FOR PATCHING, ASPHALT EMULSION FOR TACK COAT AND HMA JOINT SEALANT SHALL BE IN ACCORDANCE WITH SECTION 450.

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**OLD FERRY ROAD**  
 ROADWAY RECONSTRUCTION  
 METHUEN, MASSACHUSETTS



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TYPICAL SECTIONS		
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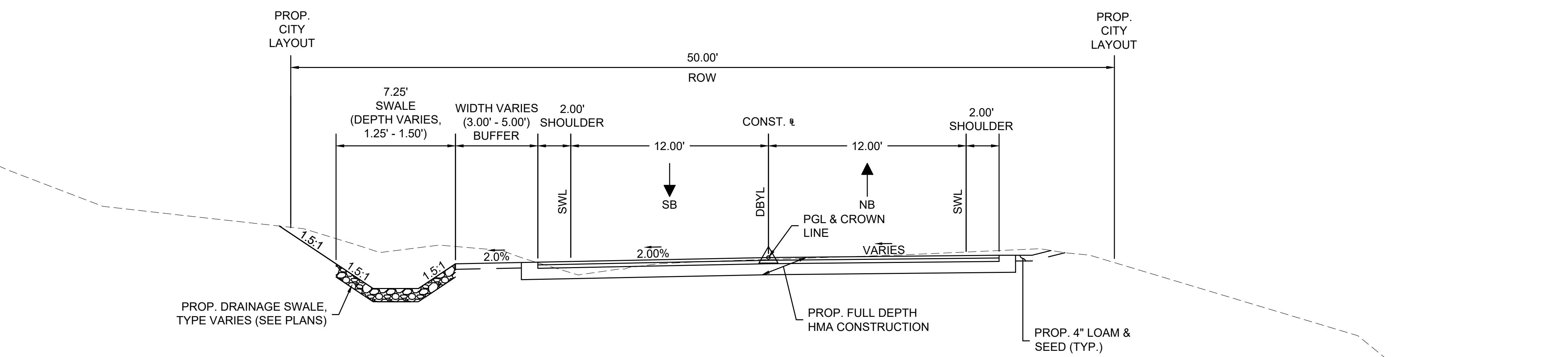
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**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

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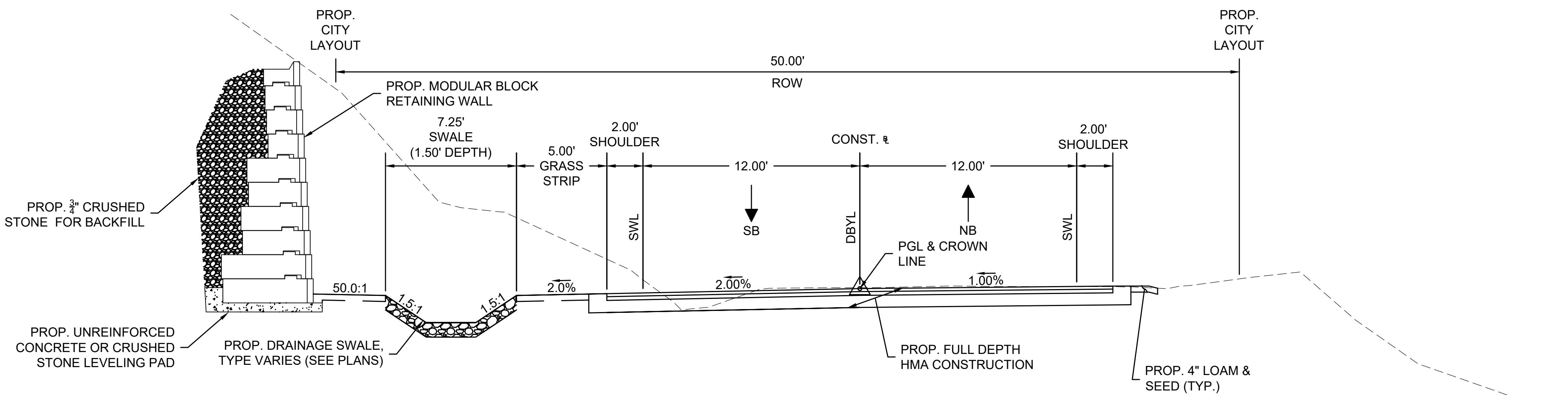
**TYPICAL SECTIONS**

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 SHEET NO. 5 OF 71



**TYPICAL SECTION - OLD FERRY ROAD**

STA. 118+00 - 120+25  
STA. 123+50 - 130+60



**TYPICAL SECTION - OLD FERRY ROAD**

STA. 120+25 - 122+63





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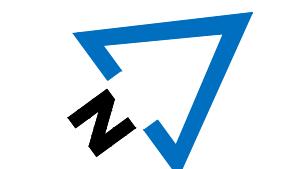
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**CONSTRUCTION**  
**BASELINE TIES**

**SCALE:**  
 1" = 20'  
 DRAWN/DESIGNED BY: DJM  
 CHECKED BY: JFO

**SHEET NO.**  
 8 OF 71

OLD FERRY ROAD BRANCH CONSTRUCTION BASELINE DATA									
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING	
L7	300+00.00	3097678.8147	752938.3175			S60°34'10"E 4.33'	300+04.33	3097676.6849	752942.0926
C8	300+04.33	3097676.6849	752942.0926	R=100.00' Δ=33°46'13" L=58.94' T=30.35'			300+63.27	3097634.6764	752982.2149
L8	300+63.27	3097634.6764	752982.2149			S26°47'57"E 31.42'	300+94.69	3097606.6307	752996.3814
C9	300+94.69	3097606.6307	752996.3814	R=350.00' Δ=14°39'01" L=89.49' T=44.99'			301+84.19	3097532.7474	753046.4502
L9	301+84.19	3097532.7474	753046.4502			S41°26'59"E 40.81'	302+25.00	3097502.1580	753073.4656



20 10 0 20

CONTINUED ON  
SHEET NO. 7



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CONSTRUCTION BASELINE TIES		
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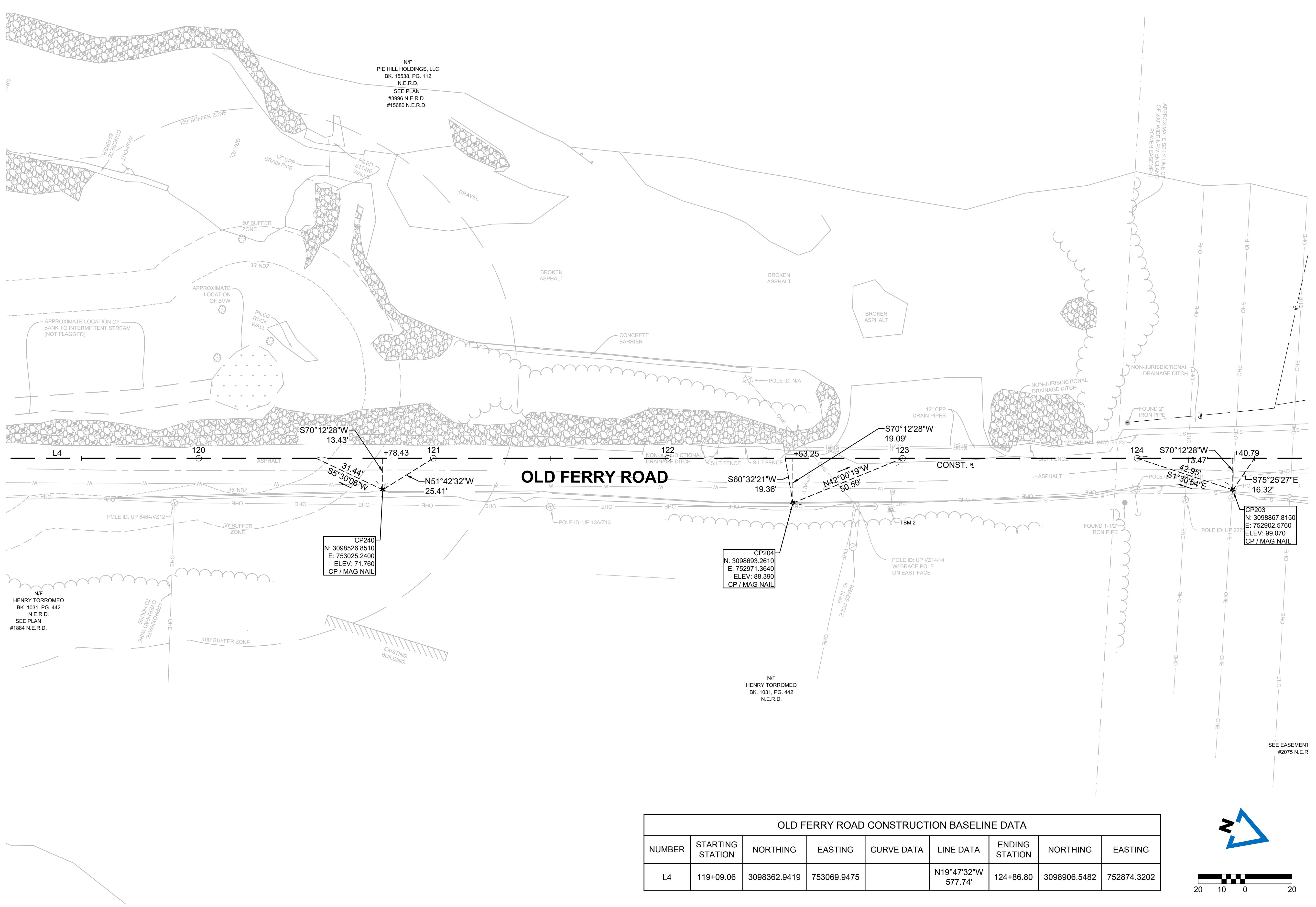
SHEET NO.

10 OF 71

CONTINUED ON  
SHEET NO. 9

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DATE: 1/5/2026

BY: IPATTEN





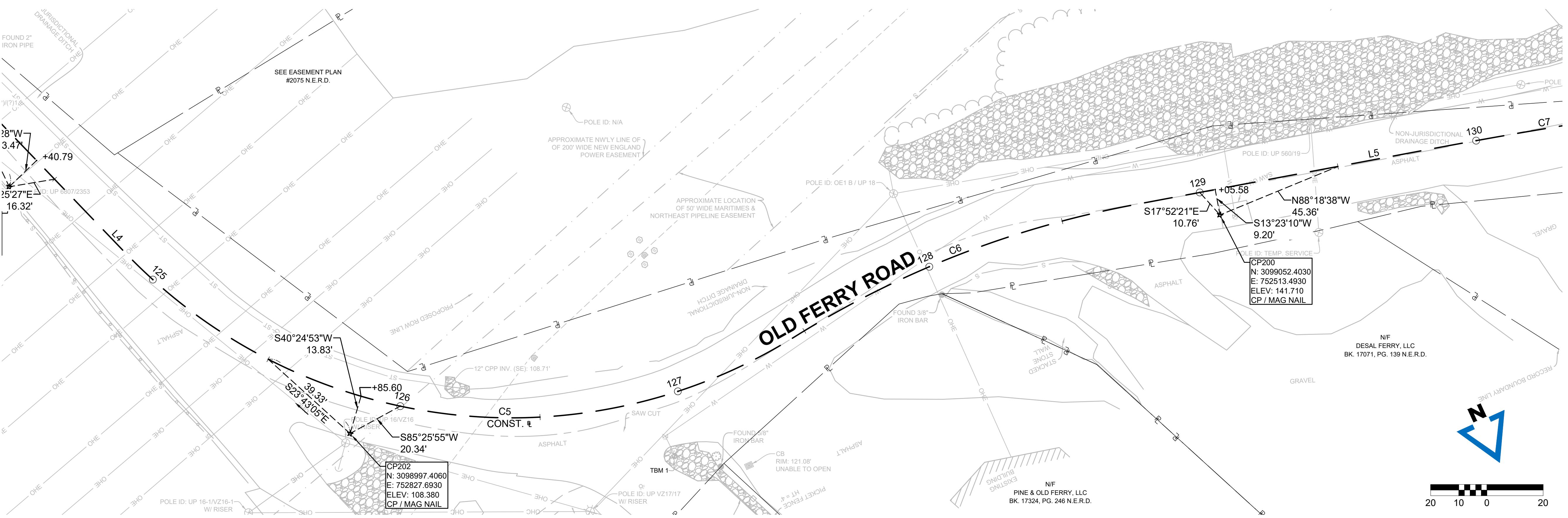
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CONTINUED ON  
SHEET NO. 10

CONTINUED  
BELOW



## OLD FERRY ROAD ROADWAY RECONSTRUCTION

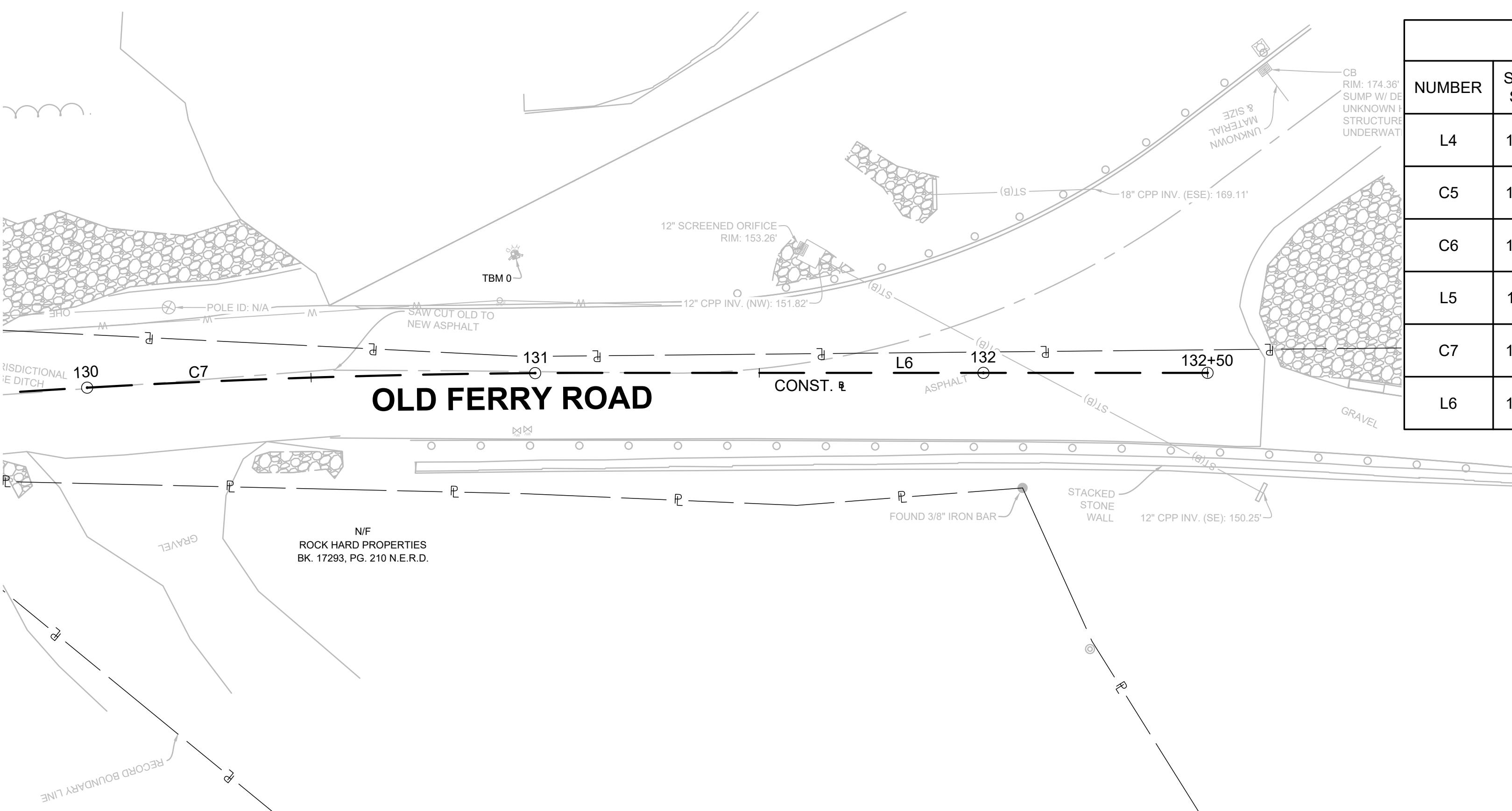
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DATE: 1/5/2026

BY: IPATTEN

CONTINUED  
ABOVE



OLD FERRY ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L4	119+09.06	3098362.9419	753069.9475			N19°47'32"W 577.74'	124+86.80	3098906.5482 752874.3202
C5	124+86.80	3098906.5482	752874.3202	R= 190.00' Δ= 78°06'52" L=259.04' T=154.17'			127+45.84	3099030.4059 752669.4073
C6	127+45.84	3099030.4059	752669.4073	R= 350.00' Δ= 21°17'35" L=130.07' T=65.79'			128+75.91	3099036.5873 752540.2312
L5	128+75.91	3099036.5873	752540.2312			N76°36'50"W 108.84'	129+84.75	3099061.7860 752434.3443
C7	129+84.75	3099061.7860	752434.3443	R= 2000.00' Δ= 3°43'41" L=130.13' T=65.09'			131+14.88	3099096.0089 752308.8168
L6	131+14.88	3099096.0089	752308.8168			N72°53'09"W 135.12'	132+50.00	3099135.7701 752179.6844

REVISIONS		
NO.	REVISION	DATE
		1/05/2026

## CONSTRUCTION BASELINE TIES

SCALE:  
1" = 20'

DRAWN/DESIGNED BY: DJM  
CHECKED BY: JFO

SHEET NO.

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 or conflicts which are alleged.

PREPARED FOR:  
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 10 DITSON PLACE, SUITE 100  
 METHUEN, MA 01844

**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

REVISIONS		
NO.	REVISION	DATE

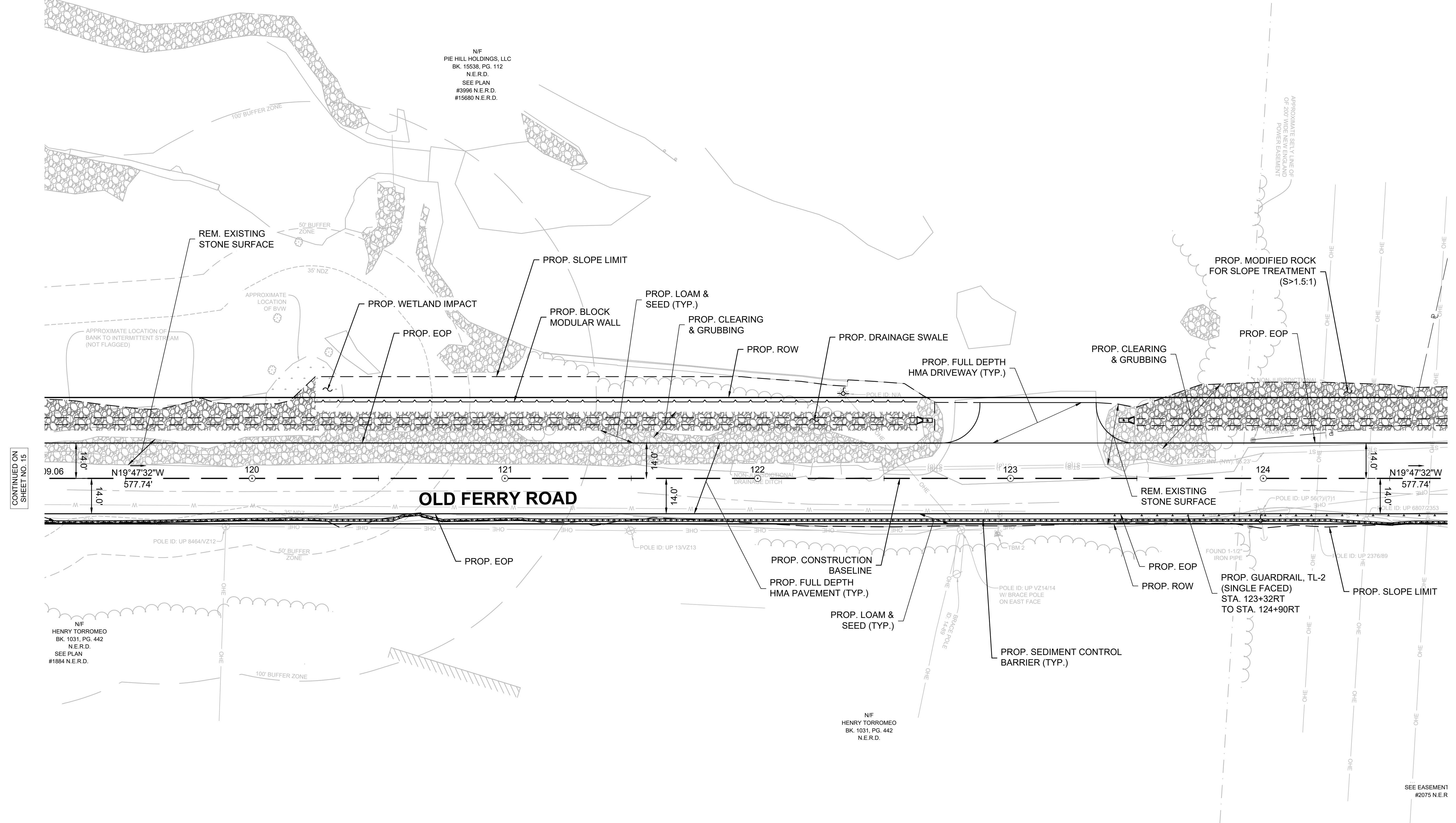
1/05/2026

**CONSTRUCTION PLANS**

SCALE:  
 1" = 20'  
 DRAWN/DESIGNED BY: KSR  
 CHECKED BY: JFO  
 SHEET NO.

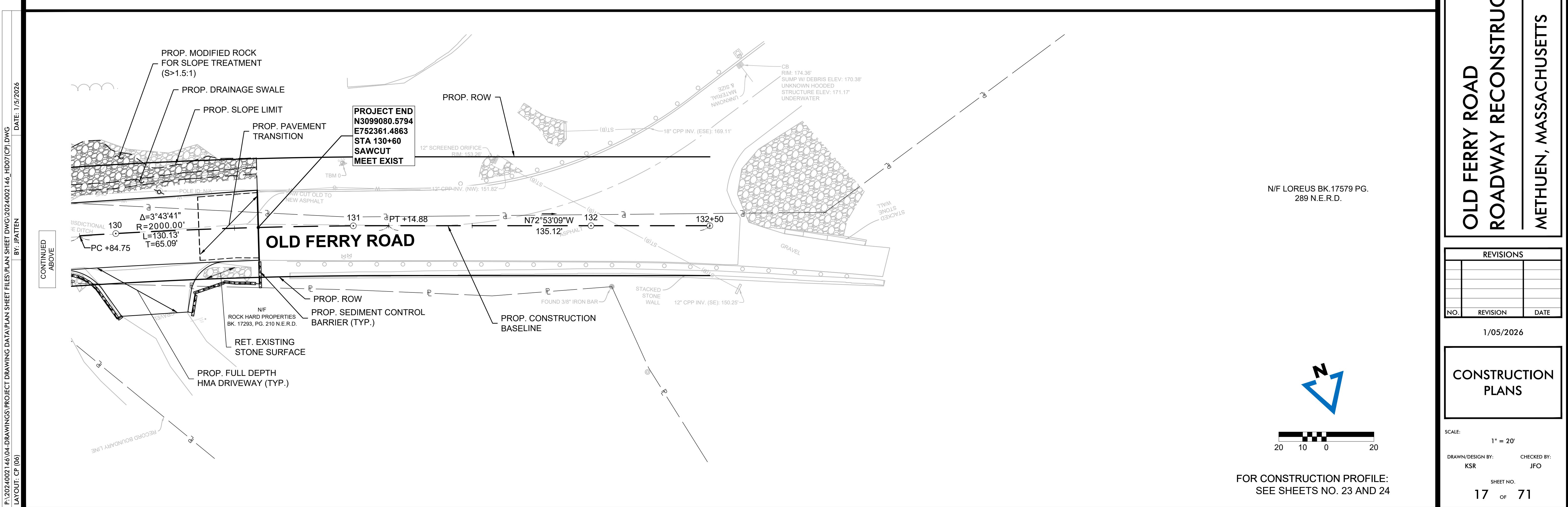
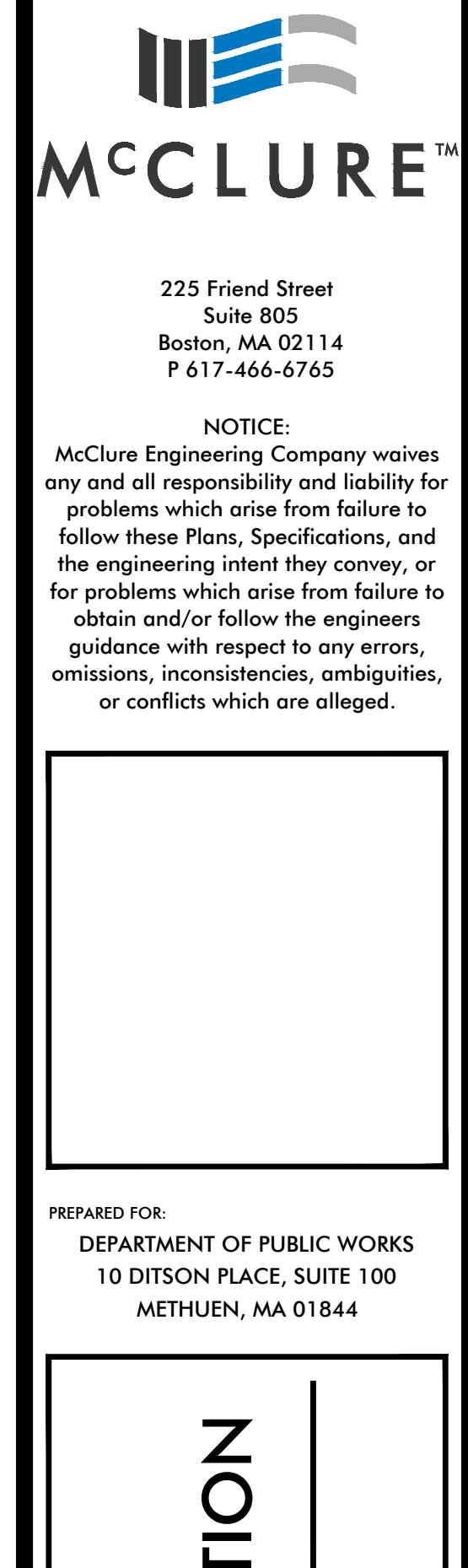
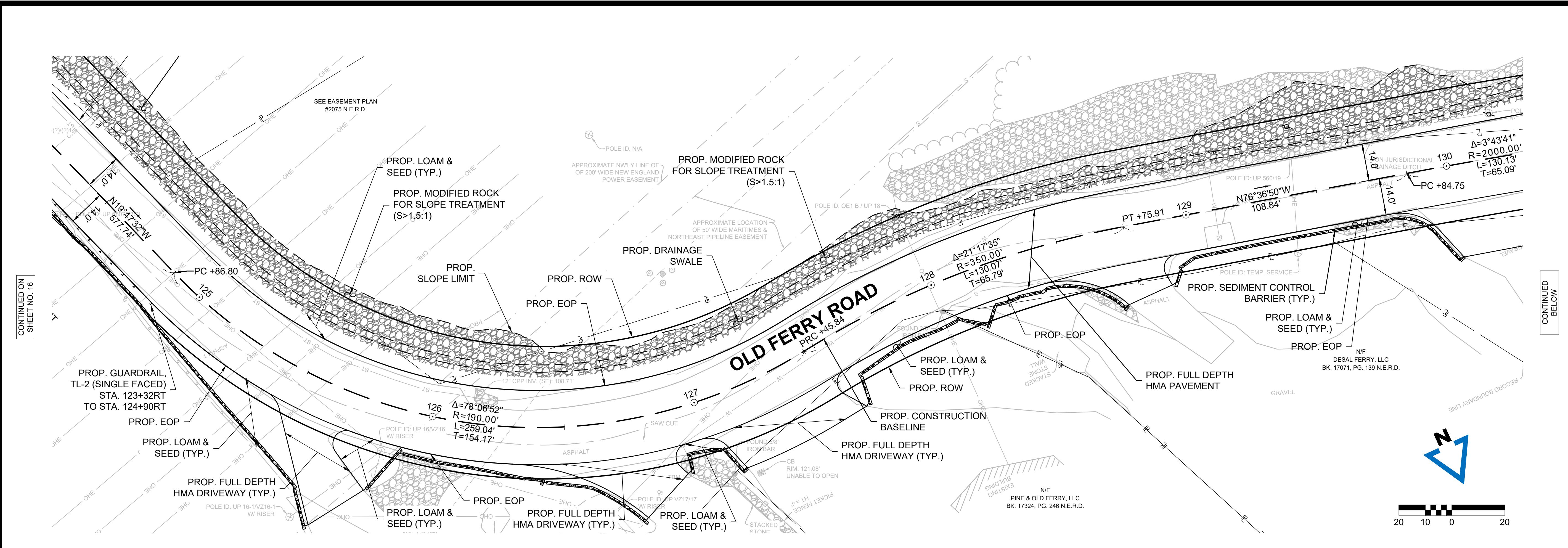
16

71



20 10 0 20

FOR CONSTRUCTION PROFILE:  
 SEE SHEET NO. 22



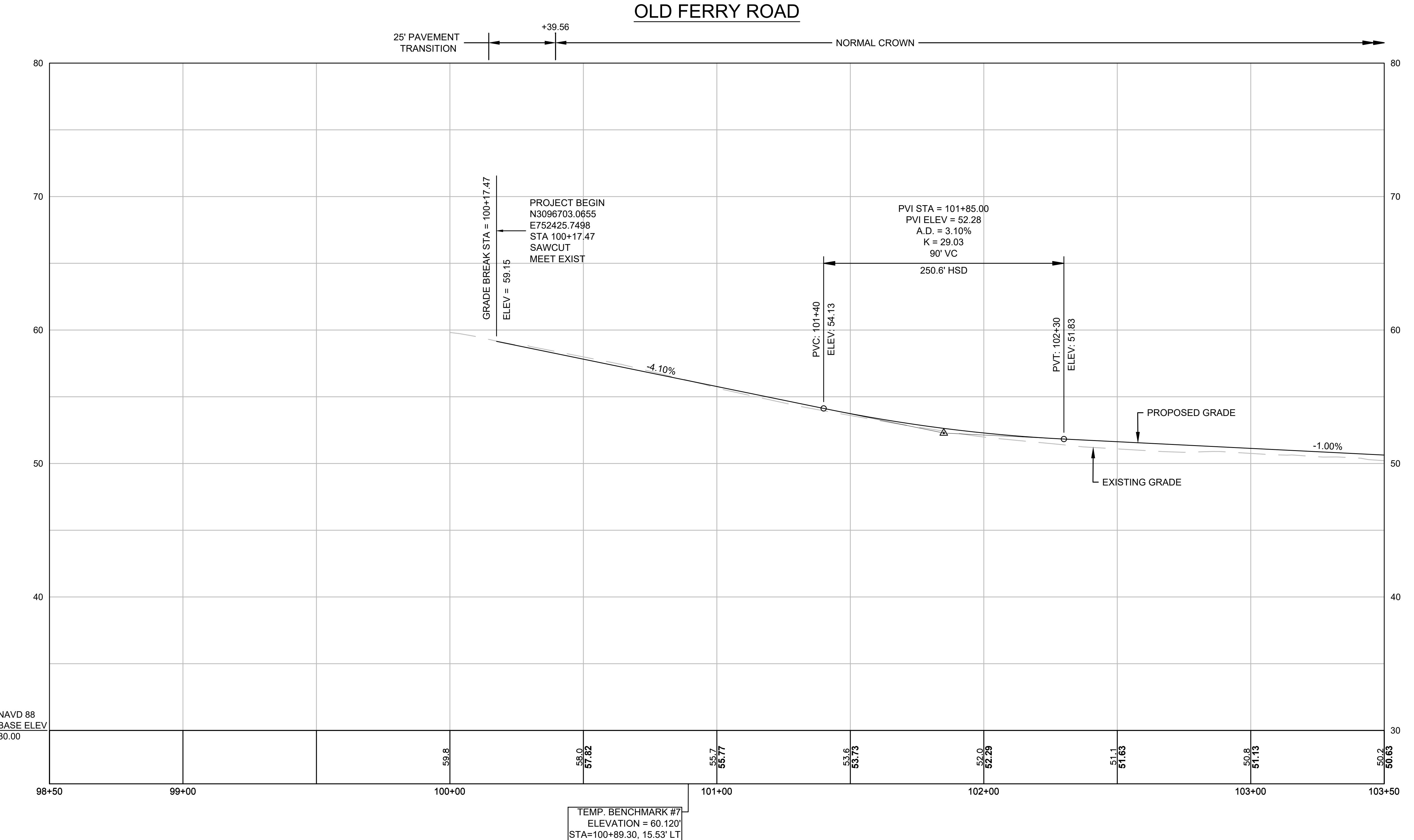
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**METHUEN, MASSACHUSETTS**

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**PROFILES - OLD FERRY ROAD**



FOR CONSTRUCTION PLAN:  
SEE SHEET NO. 12

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**METHUEN, MASSACHUSETTS**

REVISIONS		
NO.	REVISION	DATE
		1/05/2026

**PROFILES - OLD**  
**FERRY ROAD**

SCALE:  
 AS NOTED  
 DRAWN/DESIGN BY: KSR  
 CHECKED BY: JFO  
 SHEET NO.  
 19 OF 71

CONTINUED ON  
SHEET NO. 18

DATE: 1/5/2026

BY: JPATTEEN

FILE: PROJ.DWG

DATE:

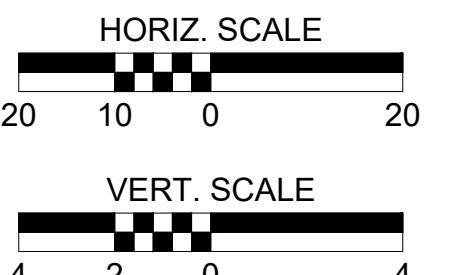
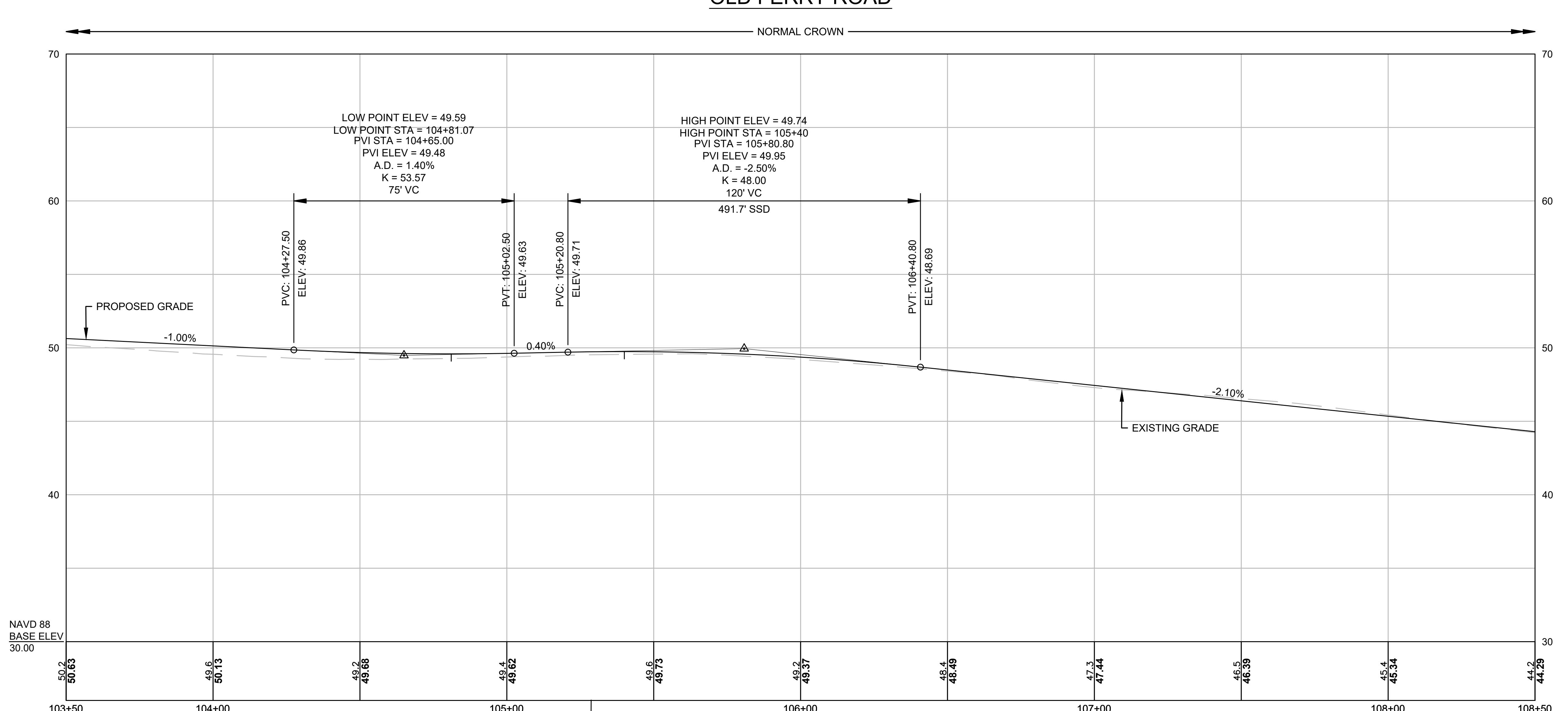
1/5/2026

FILE: PROJ.DWG

DATE:

1/5/2026

FILE: PROJ.DWG



FOR CONSTRUCTION PLAN:  
SEE SHEET NO. 13

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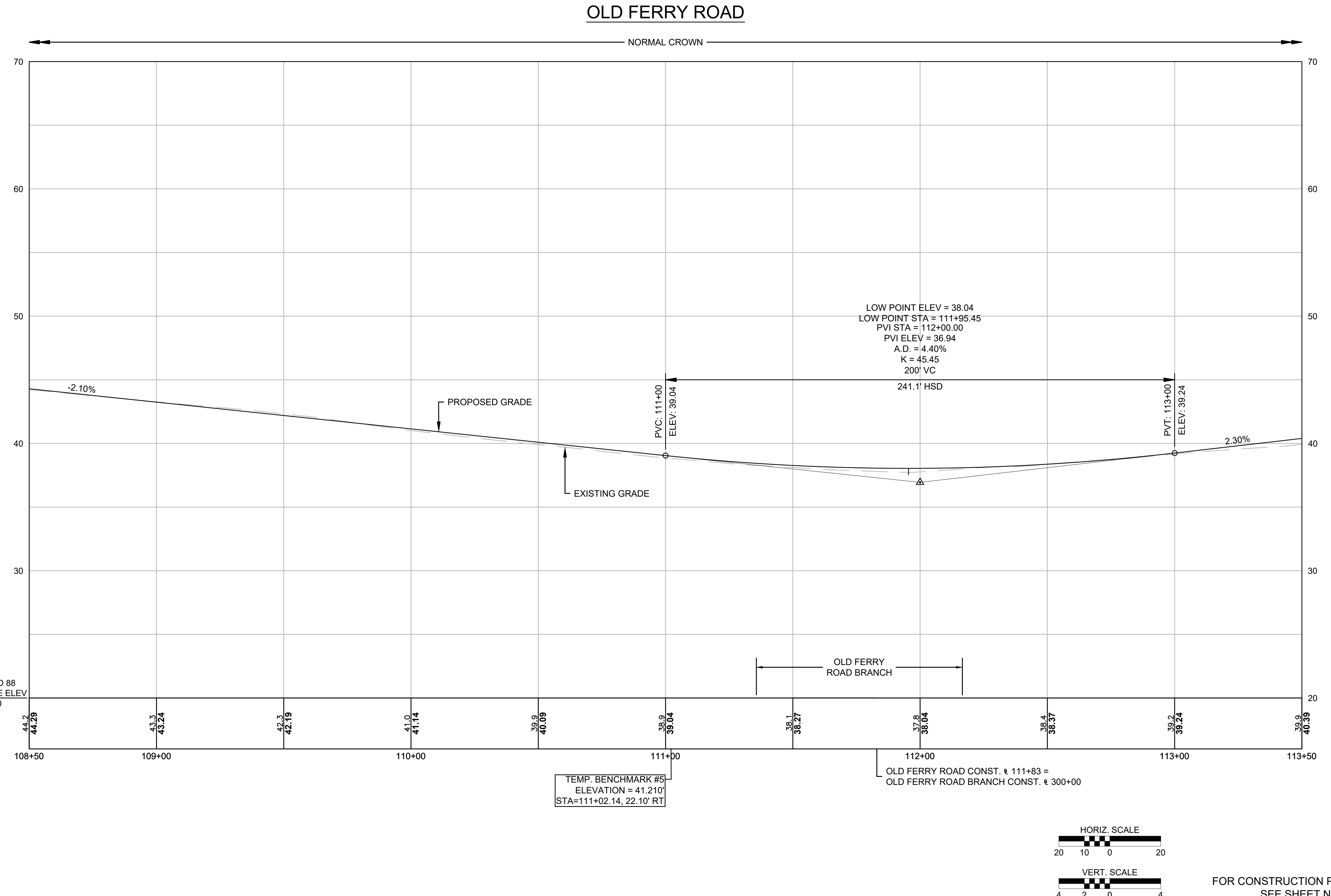
CONTINUED ON  
 SHEET NO. 21

**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

REVISIONS		
NO.	REVISION	DATE
		1/05/2026

PROFILES - OLD  
 FERRY ROAD

SCALE:  
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 SHEET NO.  
 20 OF 71



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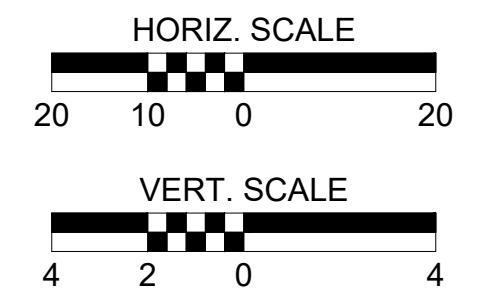
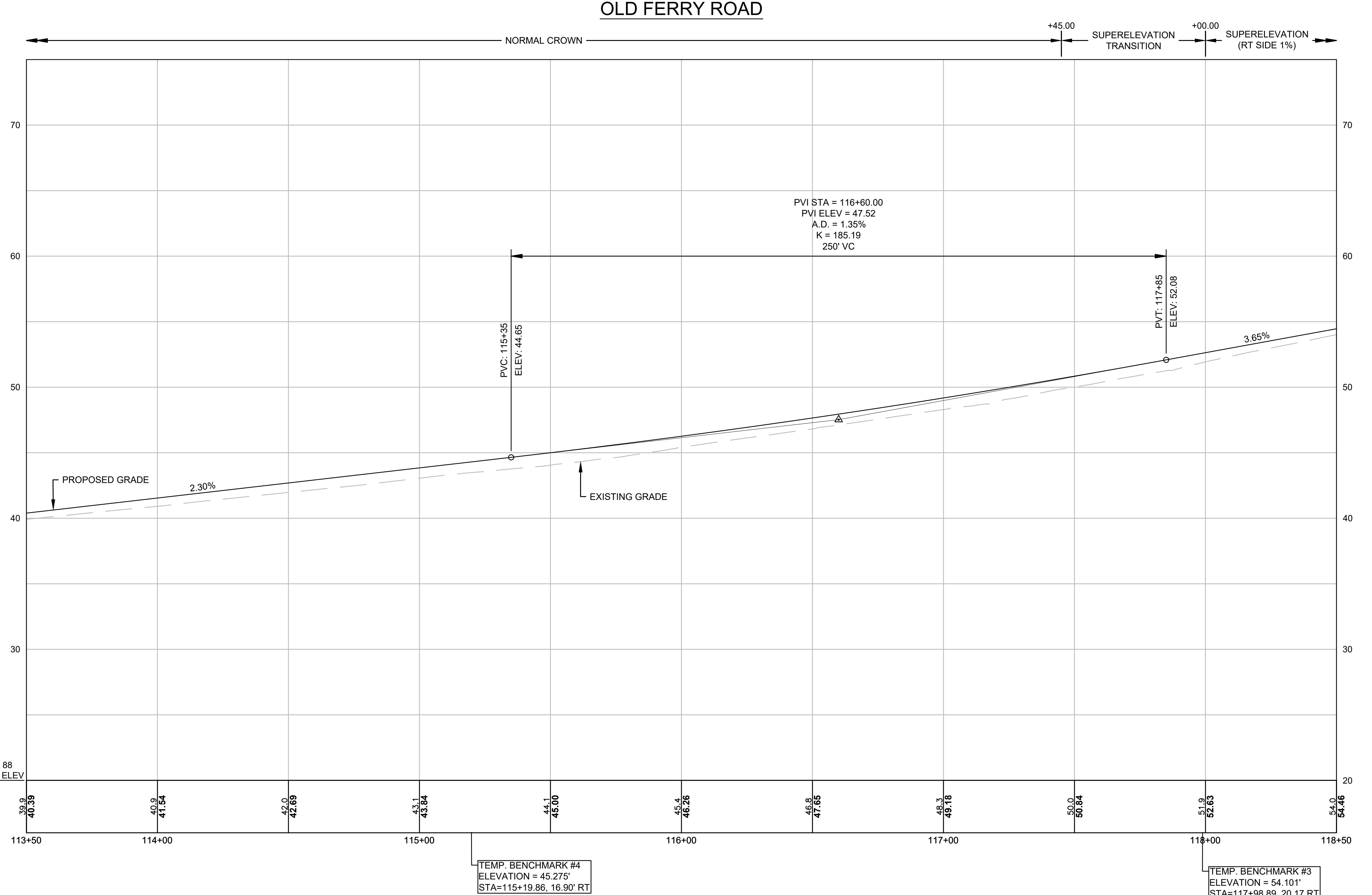
PREPARED FOR:  
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**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

REVISIONS		
NO.	REVISION	DATE
		1/05/2026

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 21 OF 71



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**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
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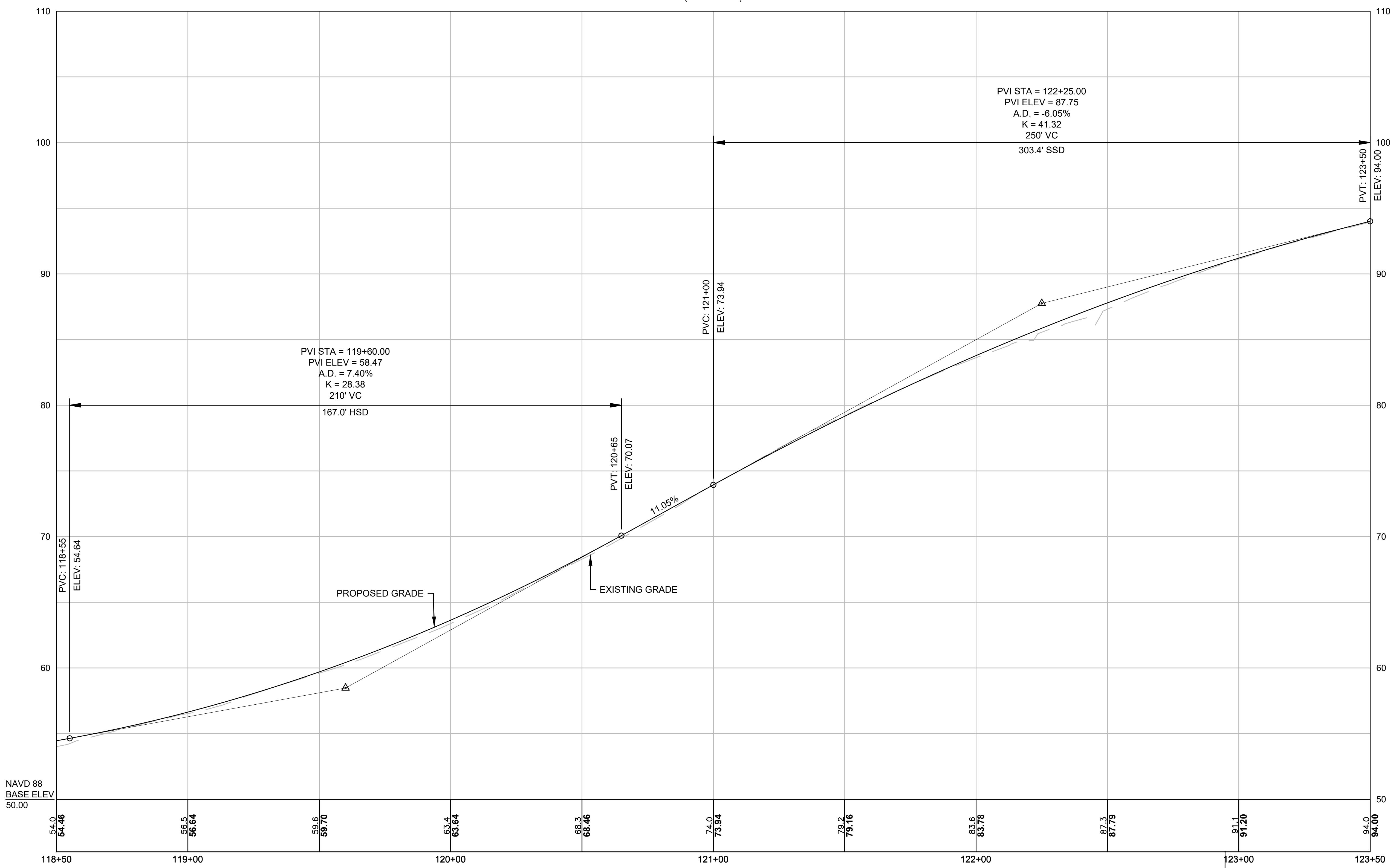
REVISIONS		
NO.	REVISION	DATE
		1/05/2026

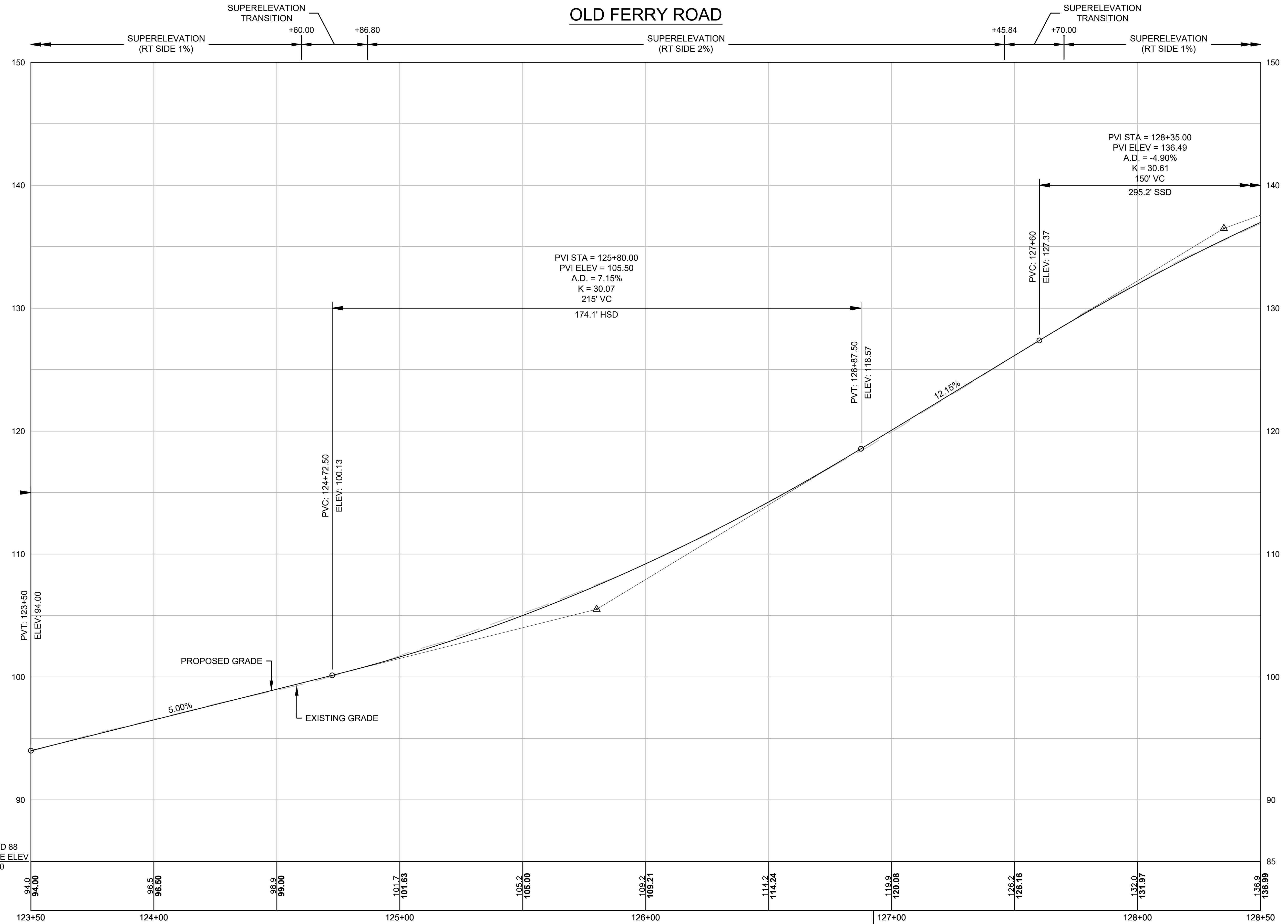
**PROFILES - OLD**  
**FERRY ROAD**

SCALE:  
 AS NOTED  
 DRAWN/DESIGN BY: KSR  
 CHECKED BY: JFO  
 SHEET NO.  
 22 OF 71

**OLD FERRY ROAD**

SUPERELEVATION  
(RT SIDE 1%)





TEMP. BENCHMARK #1  
ELEVATION = 120.868'  
STA=126+92.53, 21.79' RT

HORIZ. SCALE  
20 10 0 20

VERT. SCALE  
4 2 0 4

FOR CONSTRUCTION PLAN:  
SEE SHEET NO. 17

SCALE:  
AS NOTED

DRAWN/DESIGN BY: KSR

CHECKED BY: JFO

SHEET NO.

23 OF 71



225 Friend Street  
Suite 805  
Boston, MA 02114  
P 617-466-6765

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**OLD FERRY ROAD  
ROADWAY RECONSTRUCTION  
METHUEN, MASSACHUSETTS**

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**PROFILES - OLD  
FERRY ROAD**

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**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

REVISIONS		
NO.	REVISION	DATE
		1/05/2026

1/05/2026

**PROFILES - OLD**  
**FERRY ROAD**

SCALE:  
 AS NOTED  
 DRAWN/DESIGNED BY: KSR  
 CHECKED BY: JFO  
 SHEET NO.  
 24 OF 71

CONTINUED ON  
SHEET NO. 23

DATE: 1/5/2026

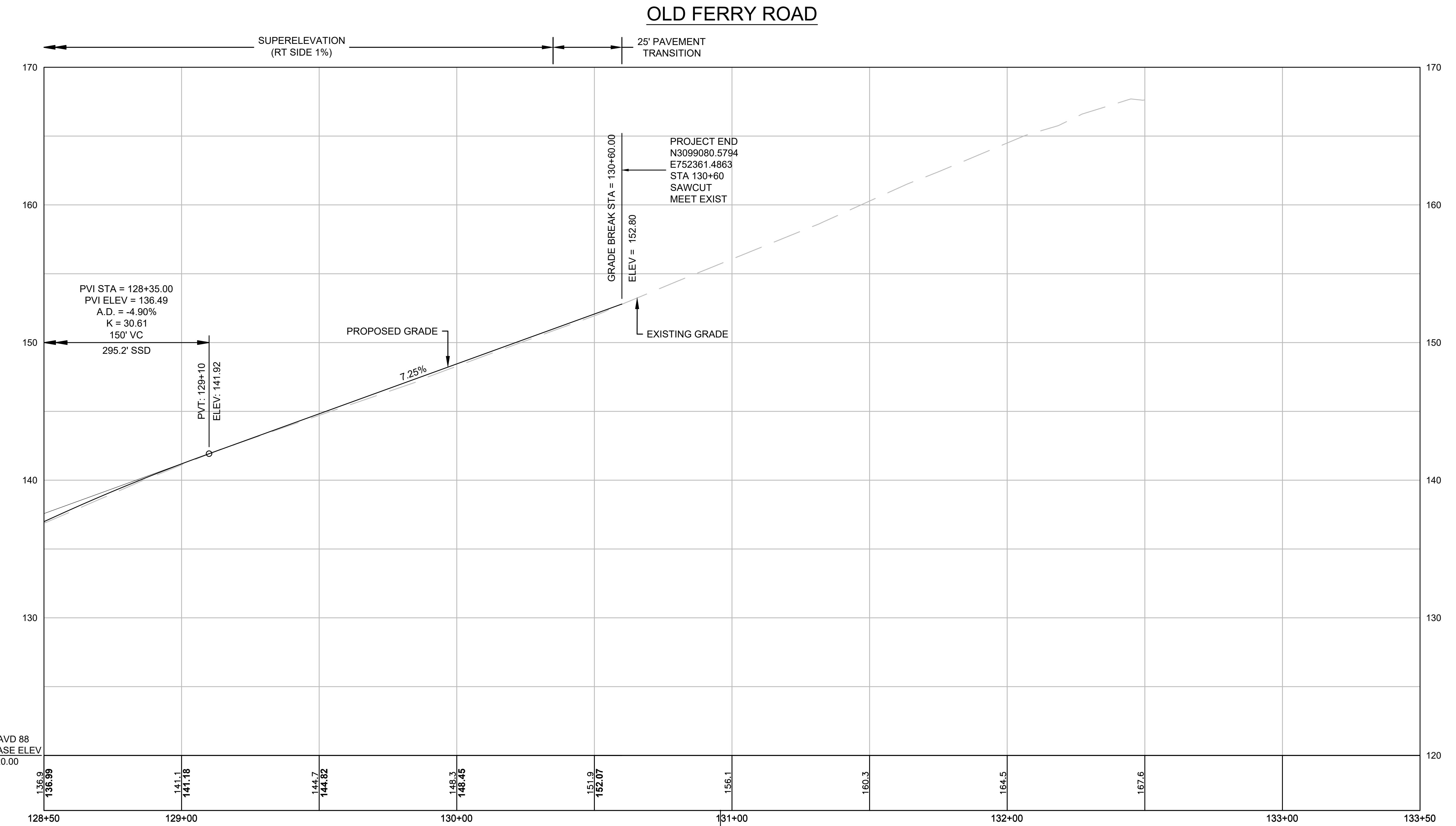
BY: JPATEN

FILED

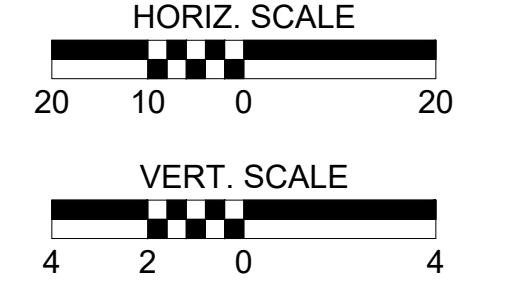
1/5/2026

1/5/2026

CONTINUED ON  
SHEET NO. 23



TEMP. BENCHMARK #0  
 ELEVATION = 158.551  
 (STA=130+95.83, 26.36 LT)



FOR CONSTRUCTION PLAN:  
SEE SHEET NO. 17

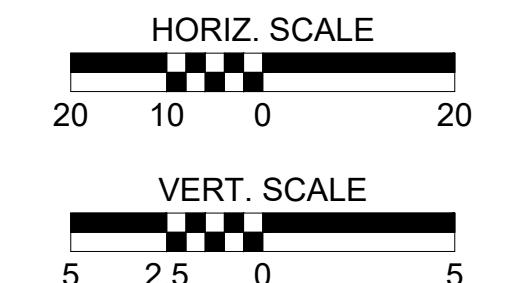
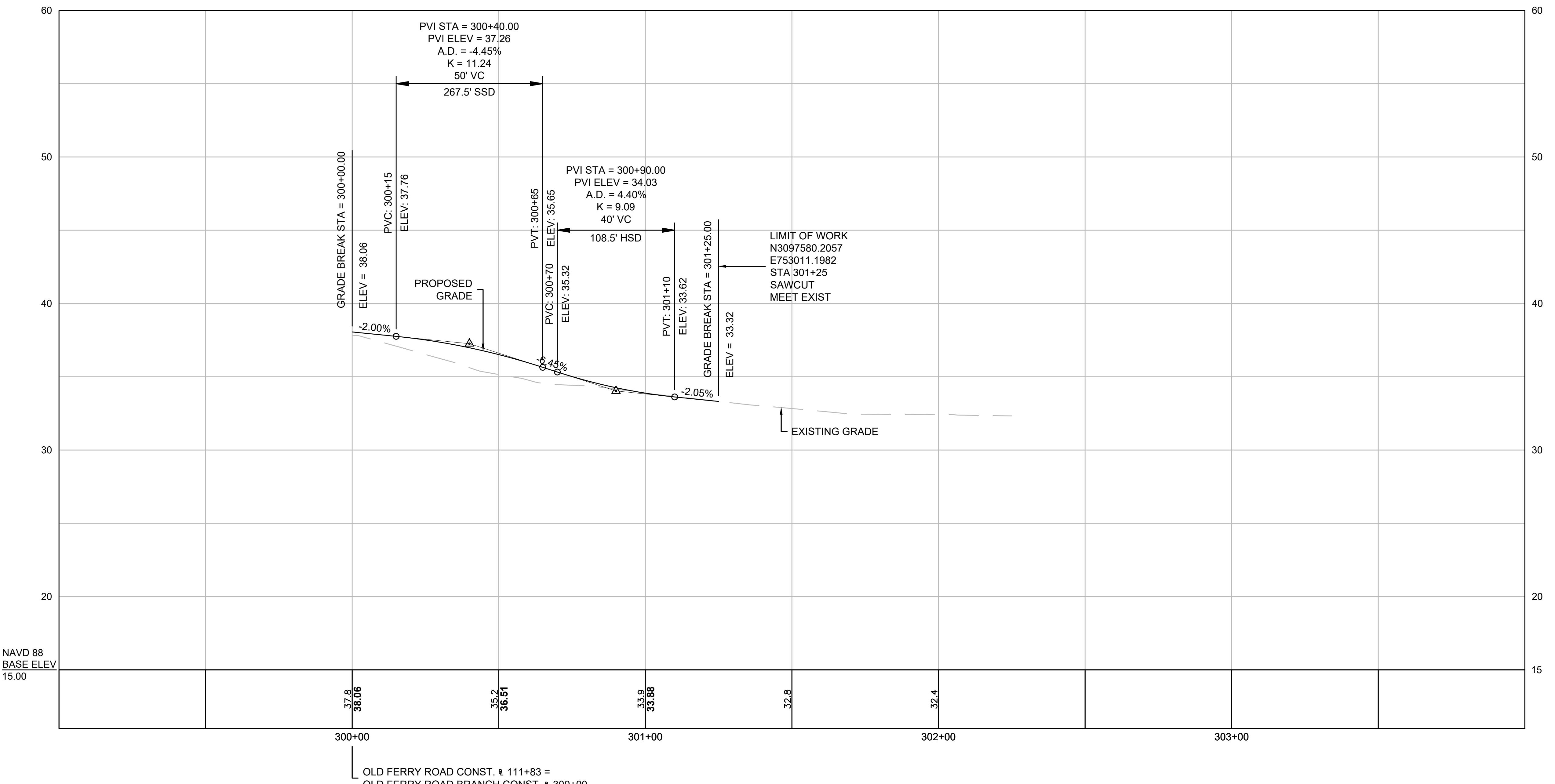
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**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
 METHUEN, MASSACHUSETTS

REVISIONS		
NO.	REVISION	DATE
		1/05/2026

**PROFILES - OLD**  
**FERRY ROAD**  
**BRANCH**



FOR CONSTRUCTION PLAN:  
 SEE SHEET NO. 14

SCALE:  
 AS NOTED  
 DRAWN/DESIGNED BY: KSR  
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 SHEET NO.  
 25 OF 71

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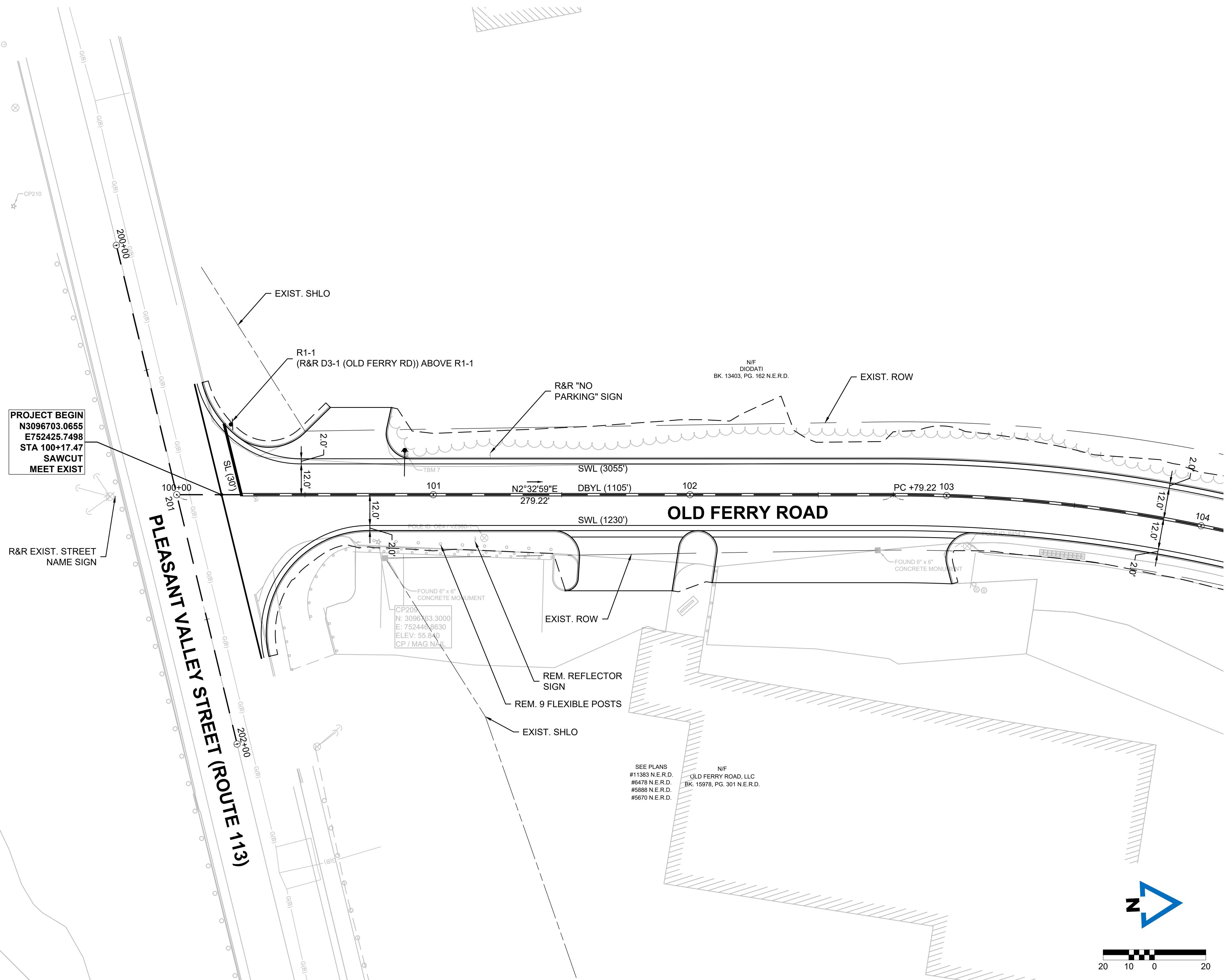
**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
 METHUEN, MASSACHUSETTS

REVISIONS		
NO.	REVISION	DATE
		1/05/2026

**TRAFFIC SIGN &  
 PAVEMENT  
 MARKING PLANS**

SCALE:  
 1" = 20'  
 DRAWN/DESIGNED BY: KSR  
 CHECKED BY: JFO

SHEET NO.  
 26 OF 71



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**OLD FERRY ROAD  
ROADWAY RECONSTRUCTION  
METHUEN, MASSACHUSETTS**

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NO.	REVISION	DATE
		1/05/2026

**TRAFFIC SIGN &  
PAVEMENT  
MARKING PLANS**

SCALE:  
1" = 20'  
DRAWN/DESIGN BY: KSR  
CHECKED BY: JFO

SHEET NO.  
27 OF 71

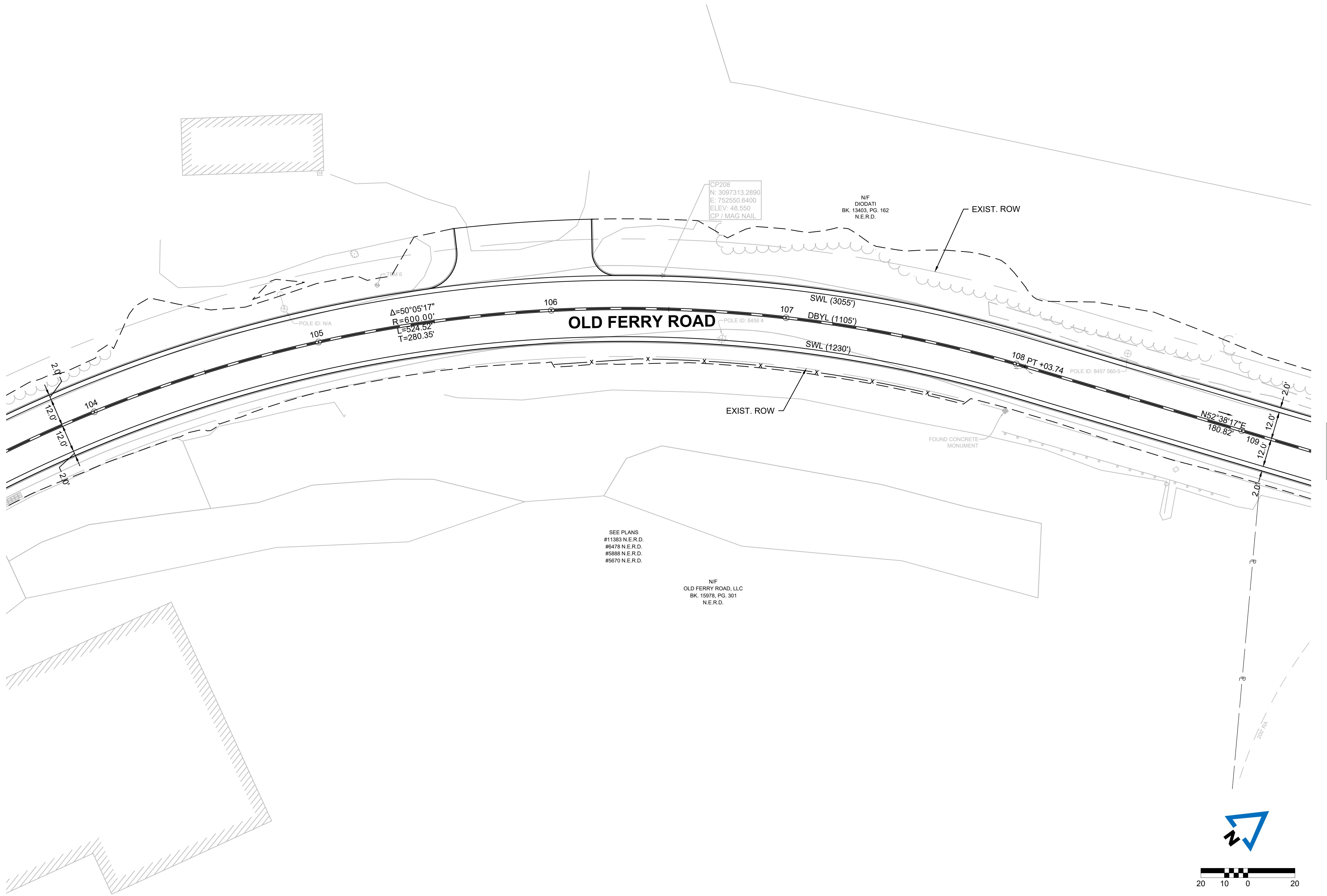
CONTINUED ON  
SHEET NO. 26

DATE: 1/5/2026

BY: IPATTEN

LAYOUT: TSPM (02)

PROJECT DRAWING DATA PLAN SHEET DWG/2024/002/146\_HD10(TSPM).DWG





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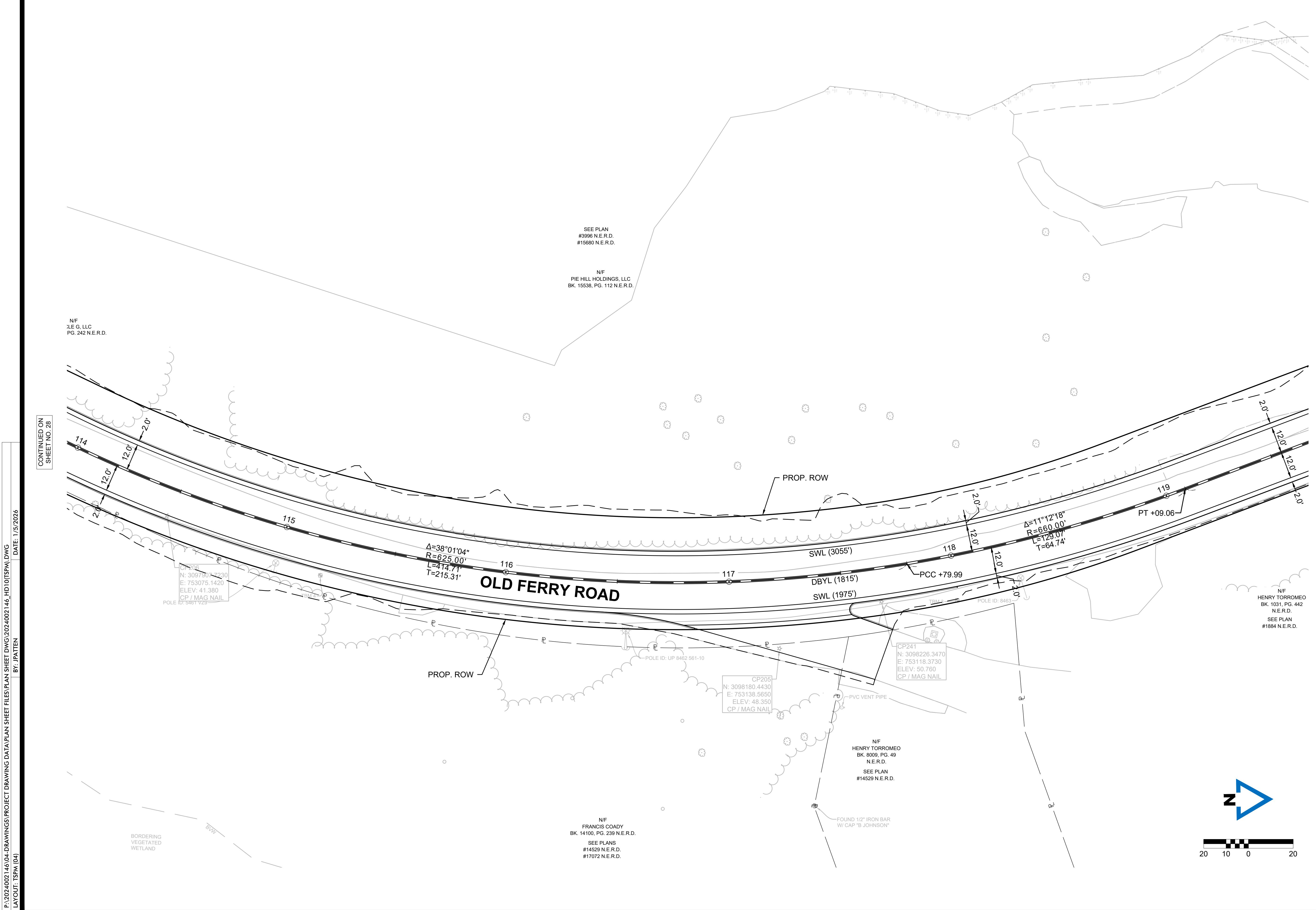
## OLD FERRY ROAD ROADWAY RECONSTRUCTION METHUEN, MASSACHUSETTS

REVISIONS		
NO.	REVISION	DATE
		1/05/2026

### TRAFFIC SIGN & PAVEMENT MARKING PLANS

SCALE:  
1" = 20'  
DRAWN/DESIGNED BY: KSR  
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SHEET NO.  
29 OF 71



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**METHUEN, MASSACHUSETTS**

REVISIONS		
NO.	REVISION	DATE
		1/05/2026

**TRAFFIC SIGN &  
 PAVEMENT  
 MARKING PLANS**

SCALE:  
 1" = 20'  
 DRAWN/DESIGNED BY: KSR  
 CHECKED BY: JFO

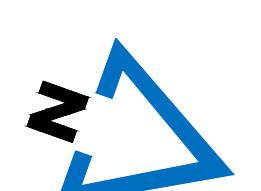
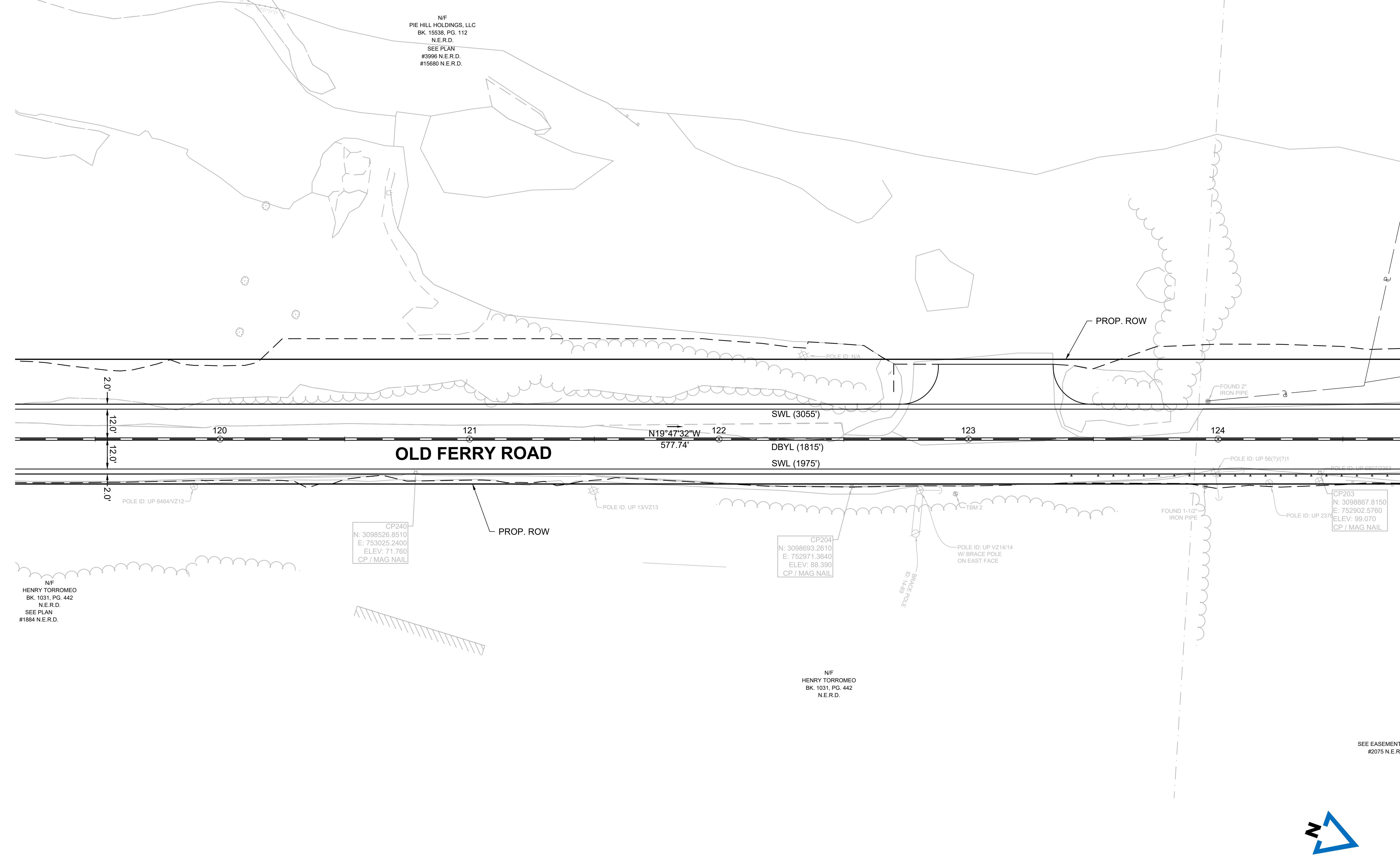
SHEET NO.  
 30 OF 71

CONTINUED ON  
SHEET NO. 29

BY: JPATTEEN  
DATE: 1/5/2026

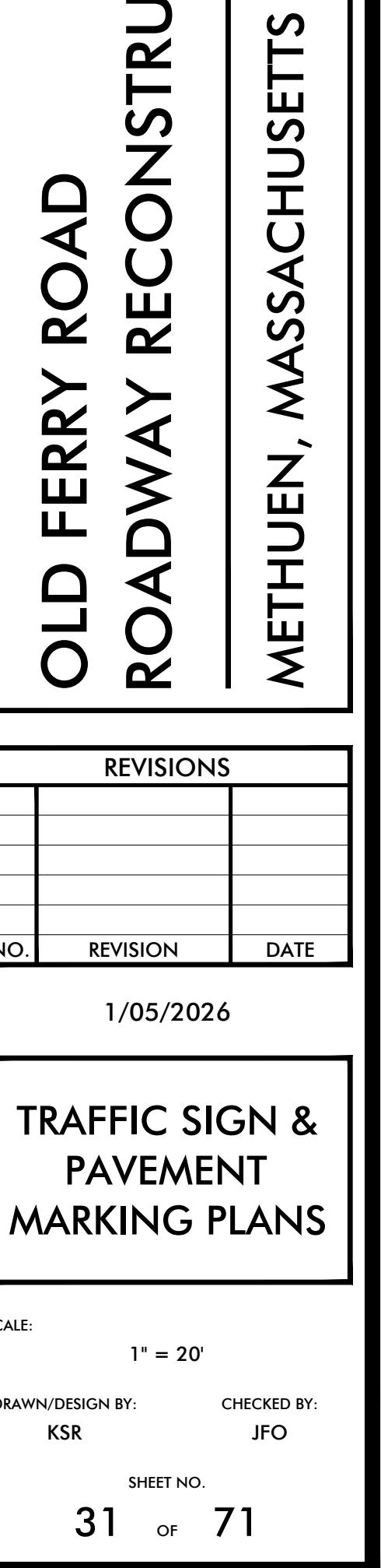
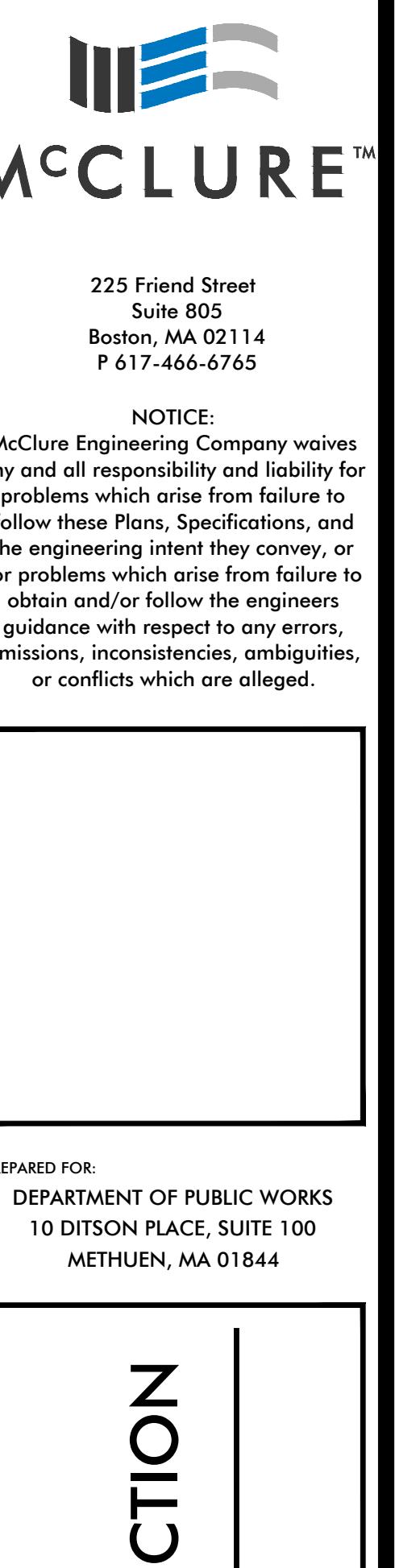
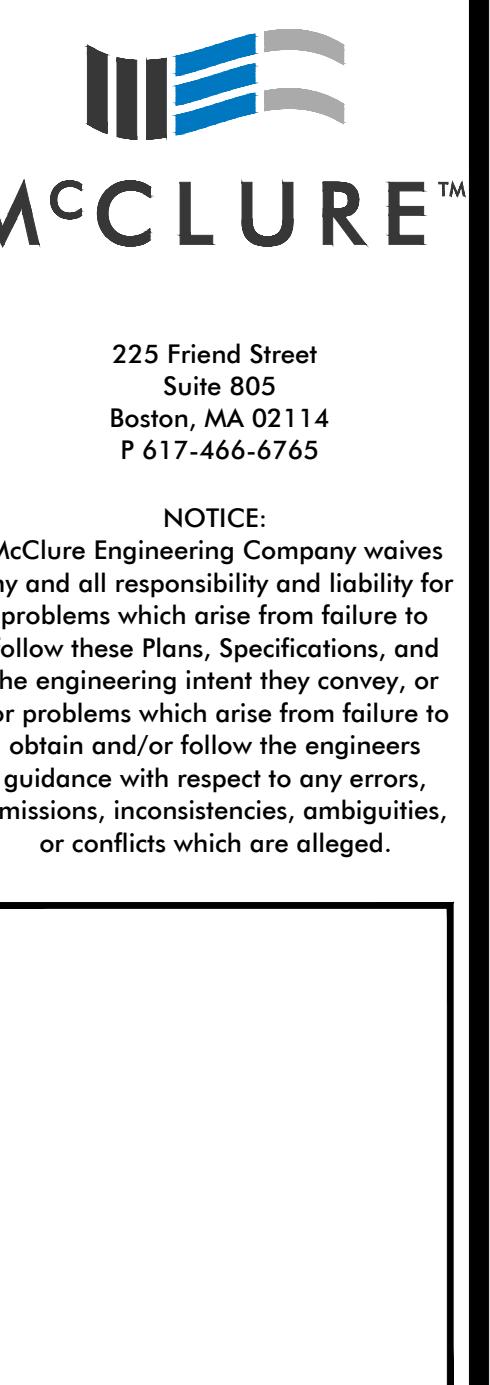
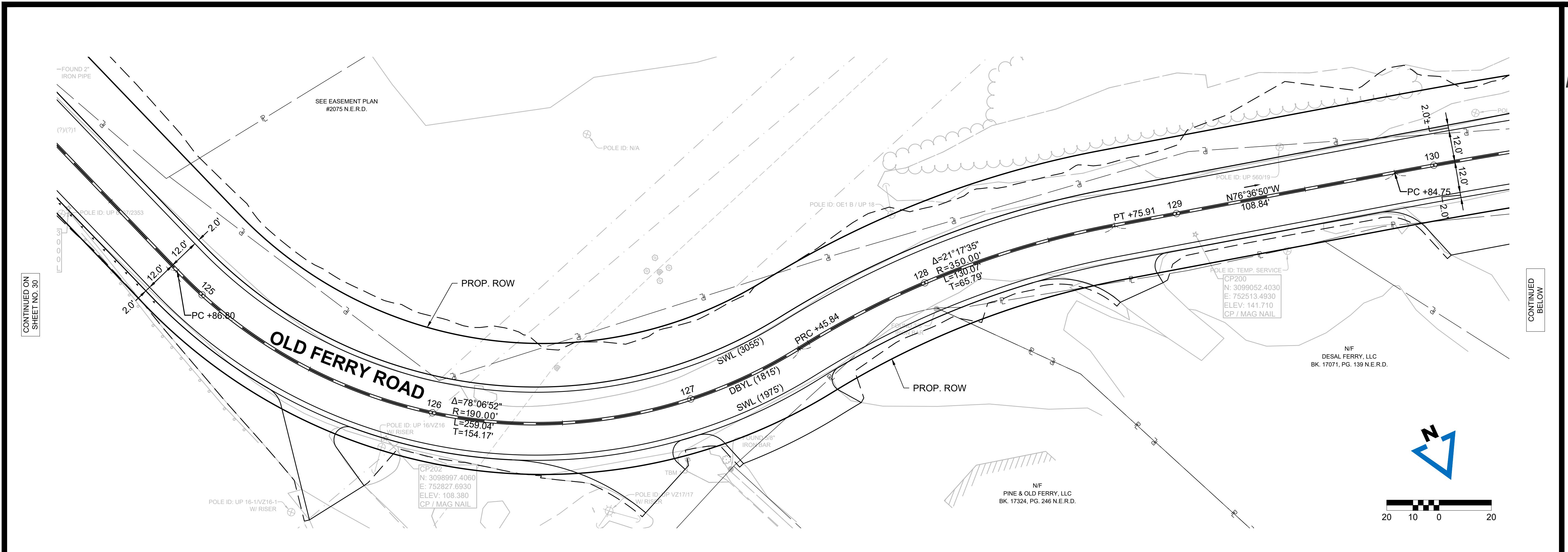
LAYOUT: TSPM (05)

PROJECT DRAWINGS/PROJECT DRAWING DATA/PLAN SHEET DWG/2024002146\_HD10(TSPM)DWG



20 10 0 20

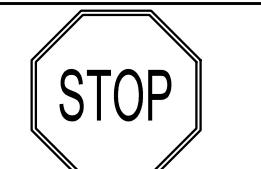
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P:\2024002146\04-DRAWINGS\PROJECT DRAWING DATA\PLAN SHEET FILES\PLAN SHEET DWG\2024002146\_HD10(TSPW).DWG  
LAYOUT, TSPW (06) BY: IBATTEN DATE: 1/5/2024

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## TRAFFIC SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)		NUMBER OF SIGNS REQUIRED	COLOR		POST SIZE AND NUMBER REQUIRED	UNIT AREA IN SQUARE FEET	AREA IN SQUARE FEET
	WIDTH (INCHES)	HEIGHT (INCHES)		LETTER HEIGHT	VERTICAL SPACING		BACKGROUND	LEGEND			
R1-1	30	30		MUTCD	2	RED	WHITE	WHITE	P5 (2)	6.25	12.50

### NOTES

1. ALL WARNING, REGULATORY AND ROUTE MARKERS SHALL BE FABRICATED WITH HIGH INTENSITY ENCAPSULATED LENS REFLECTIVE SHEETING (SEE SECTION M9.30.0) TYPE III OR IV.
2. ALL SIGNS NOTED AS "(R&R)" SHALL BE MOUNTED ON NEW P5 POSTS OR AS OTHERWISE INDICATED.
3. ALL P5 POSTS SHALL BE TELESCOPIC SQUARE TYPE POSTS.
4. QUANTITIES OF SIGNS AND POSTS SHOWN ON THIS SHEET MAY DIFFER FROM THE TRAFFIC SIGN & PAVEMENT MARKING PLANS. WHERE DIFFERENCES OCCUR, THE TRAFFIC SIGN & PAVEMENT MARKING PLANS SHALL PREVAIL.

12.50 SF PAID UNDER ITEM 832.  
 2 EA PAID UNDER ITEM 847.1

PREPARED FOR:  
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 METHUEN, MA 01844

OLD FERRY ROAD  
 ROADWAY RECONSTRUCTION  
 METHUEN, MASSACHUSETTS

REVISIONS		
NO.	REVISION	DATE

1/05/2026

TRAFFIC SIGN SUMMARY

SCALE:  
 NOT TO SCALE

DRAWN/DESIGN BY: JHP  
 CHECKED BY: JFO

SHEET NO.

32 OF 71

## TEMPORARY TRAFFIC CONTROL NOTES

### GENERAL

- ALL TEMPORARY TRAFFIC CONTROL WORK SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND ALL REVISIONS, UNLESS SUPERSEDED 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 THE 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, OR SIMILAR OPERATIONS.
- THE FIRST TEN (10) PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH SEQUENTIAL FLASHING LIGHTS.
- DISTANCES SHOWN ON THE TEMPORARY TRAFFIC CONTROL PLANS ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
- MAXIMUM SPACING OF TRAFFIC DEVICES IN A TAPER (DRUMS OR CONES) SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT IN MPH.
- MINIMUM LANE WIDTH SHALL BE 11 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH SHALL BE MEASURED FROM THE EDGE OF CHANNELIZING DEVICE OR BARRIER.
- ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORTS.
- TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER NECESSARY WORK ZONE TRAFFIC CONTROL NOT COVERED IN THIS PLAN SET SHALL REFER TO THE MASSDOT "STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TRAFFIC MANAGEMENT PLANS".

### WORK ZONE OPERATIONS

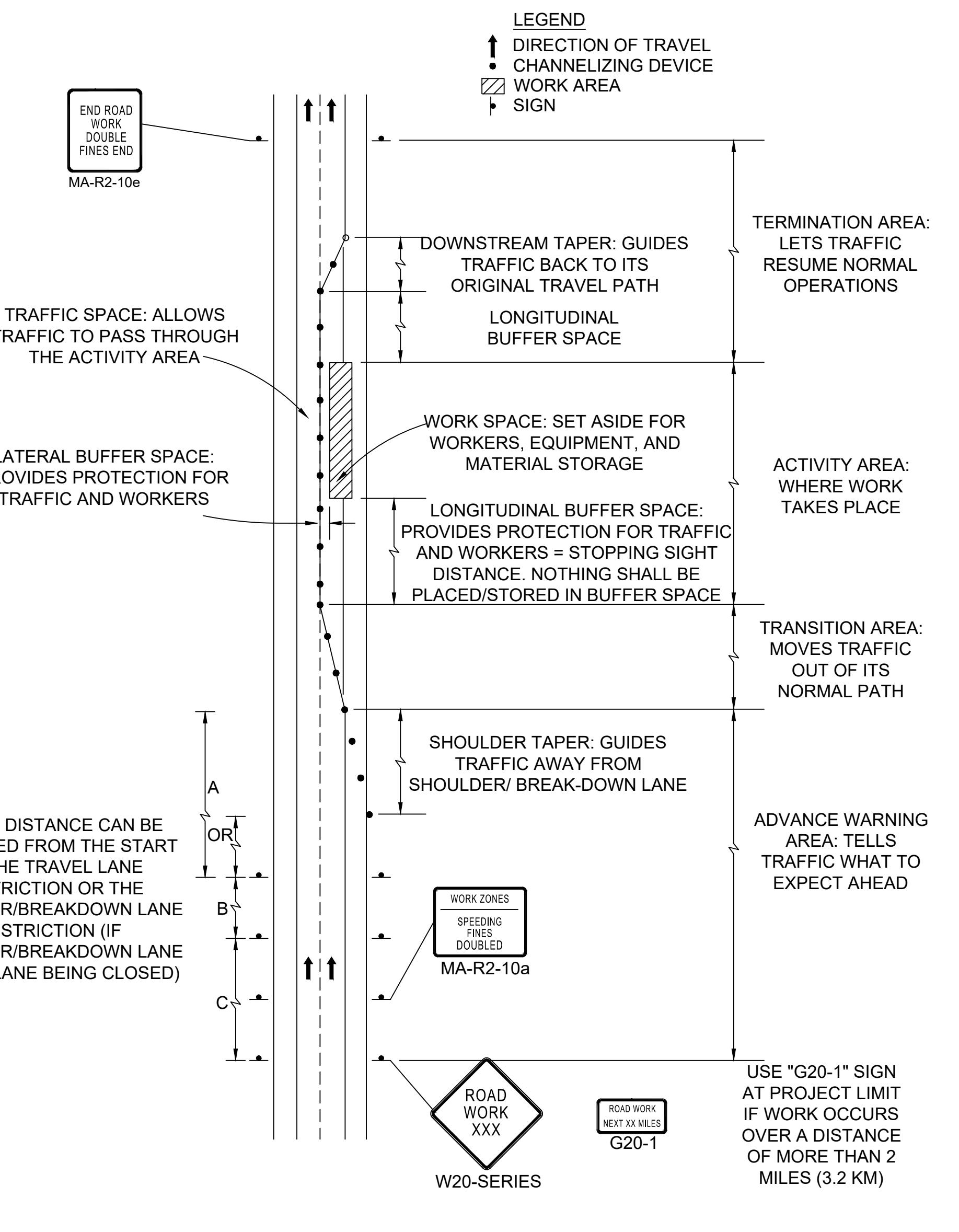
- LANE RESTRICTIONS SHALL BE LIMITED TO ACTIVE WORK HOURS, TYPICALLY BETWEEN 9:00 A.M. AND 4:00 P.M., MONDAY THROUGH FRIDAY, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- A MINIMUM OF ONE (1) 11-FOOT TRAVEL LANE SHALL BE MAINTAINED FOR TRAFFIC IN EACH DIRECTION OR ALTERNATING ONE-WAY TRAFFIC UNDER FLAGGER OR POLICE CONTROL AT ALL TIMES.
- FLASHING ARROW PANELS SHALL BE OPERATED IN THE "ARROW" MODE FOR LANE CLOSURES AND IN THE "CAUTION" MODE FOR SHOULDER WORK.
- ADVISORY SPEED PLAQUES (W13-1P) SHALL BE INSTALLED WHERE DIRECTED BY THE ENGINEER.
- POLICE DETAILS OR CERTIFIED FLAGGERS SHALL BE PROVIDED WHEN WORK ENCROACHES UPON AN ACTIVE TRAVEL LANE.
- EMERGENCY VEHICLE ACCESS SHALL BE MAINTAINED AT ALL TIMES.
- THE CONTRACTOR SHALL COORDINATE TRAFFIC CONTROL STAGING WITH THE CITY OF METHUEN DEPARTMENT OF PUBLIC WORKS, THE METHUEN POLICE DEPARTMENT, AND ALL Affected UTILITY COMPANIES.

### GRADE DIFFERENCES AND PAVEMENT TRANSITIONS

- WHERE LONGITUDINAL ELEVATION DIFFERENCES EXCEED TWO (2) INCHES, A TEMPORARY HOT MIX ASPHALT (HMA) WEDGE WITH A 12:1 OR FLATTER SLOPE SHALL BE PROVIDED FOR A SMOOTH TRANSITION.
- TRANSVERSE DROP-OFFS GREATER THAN FOUR (4) INCHES SHALL BE BACKFILLED TO A 4:1 SLOPE AND DELINEATED WITH REFLECTORIZED DRUMS.
- TEMPORARY EDGE SLOPES ALONG TRAVEL LANES SHALL NOT BE STEEPER THAN 4:1 DURING NON-WORKING HOURS.

### CONSTRUCTION SIGNING

- ALL CONSTRUCTION SIGNS SHALL HAVE A BLACK LEGEND ON A FLUORESCENT ORANGE RETROREFLECTIVE BACKGROUND.
- CONSTRUCTION SIGNS SHALL BE COVERED OR REMOVED WHEN WORK IS NOT ACTIVE.
- FLAGS (16" X 16" MINIMUM) MAY BE ATTACHED TO ADVANCE WARNING SIGNS IF APPROVED BY THE ENGINEER.



**COMPONENT PARTS OF A TEMPORARY TRAFFIC CONTROL (TTC) ZONE**  
(FIGURE GEN-4)

NOT TO SCALE

### TEMPORARY TRAFFIC CONTROL LEGEND

- WORK AREA
- SIGN
- DIRECTION OF TRAFFIC
- REFLECTORIZED DRUM OR CONE REFLECTORIZED
- POLICE OFFICER
- ARROW BOARD

### SUGGESTED WORK ZONE WARNING SIGN SPACING

ROAD TYPE	DISTANCE BETWEEN SIGNS **		
	A	B	C
LOCAL OR LOW VOLUME ROADWAYS*	350	350	350
MOST OTHER ROADWAYS*	500	500	500
FREeways AND EXPRESSWAYS*	1,000	1,500	2,640

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

\*\* DISTANCES ARE SHOWN IN FEET. 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.

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

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

Source: Table 6C-1 MUTCD LATEST EDITION

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.

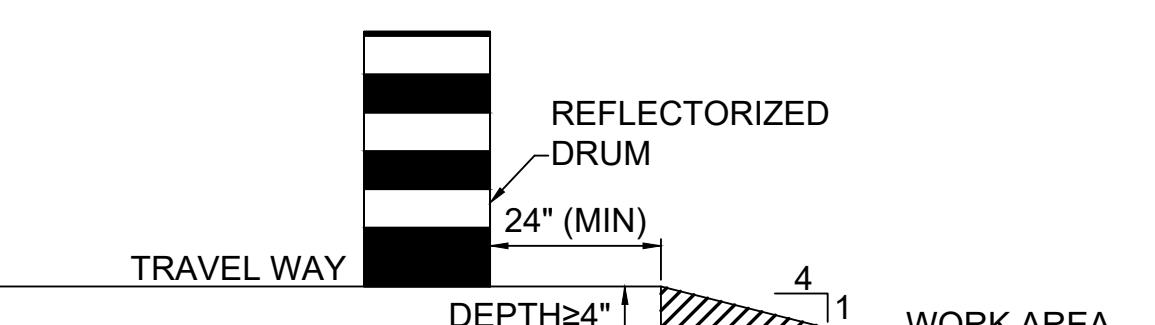
LOW-VOLUME ROAD- A FACILITY LYING OUTSIDE OF BUILT-UP AREAS OF CITIES, TOWNS, AND COMMUNITIES, AND IT SHALL HAVE A TRAFFIC VOLUME OF LESS THAN 400 AADT. IT SHALL NOT BE A FREEWAY, EXPRESSWAY, INTERCHANGE RAMP, FREEWAY SERVICE ROAD OR A ROAD ON A DESIGNATED STATE HIGHWAY SYSTEM.

Source: MUTCD LATEST EDITION

### TAPER LENGTH CRITERIA FOR TEMPORARY TRAFFIC CONTROL ZONES

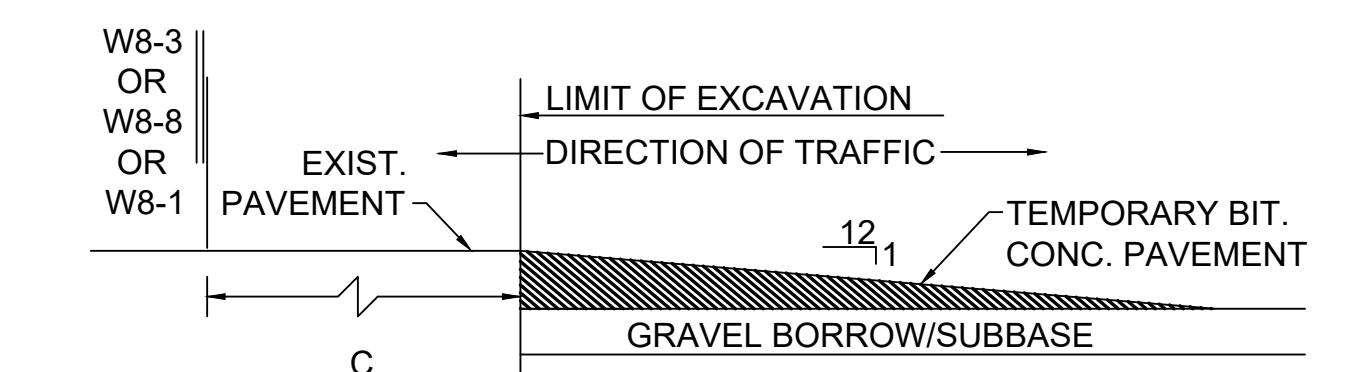
TYPE OF TAPER	TAPER LENGTH (L)*
MERGING TAPER	AT LEAST L
SHIFTING TAPER	AT LEAST 0.5L
SHOULDER TAPER	AT LEAST 0.33L
ONE-LANE, TWO-WAY TRAFFIC TAPER	50 FT MIN. 100 FT MAX.
DOWNSTREAM TAPER	50 FT MIN. 100 FT MAX. PER LANE

Source: Table 6C-3 MUTCD LATEST EDITION



### LATERAL DROP-OFF DETAIL

NOT TO SCALE



### LONGITUDINAL DROP-OFF DETAIL

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OLD FERRY ROAD  
ROADWAY RECONSTRUCTION  
METHUEN, MASSACHUSETTS

REVISIONS		
NO.	REVISION	DATE

1/05/2026

### TEMPORARY TRAFFIC CONTROL PLANS

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CHECKED BY: JFO  
SHEET NO. 33 OF 71

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## OLD FERRY ROAD ROADWAY RECONSTRUCTION METHUEN, MASSACHUSETTS

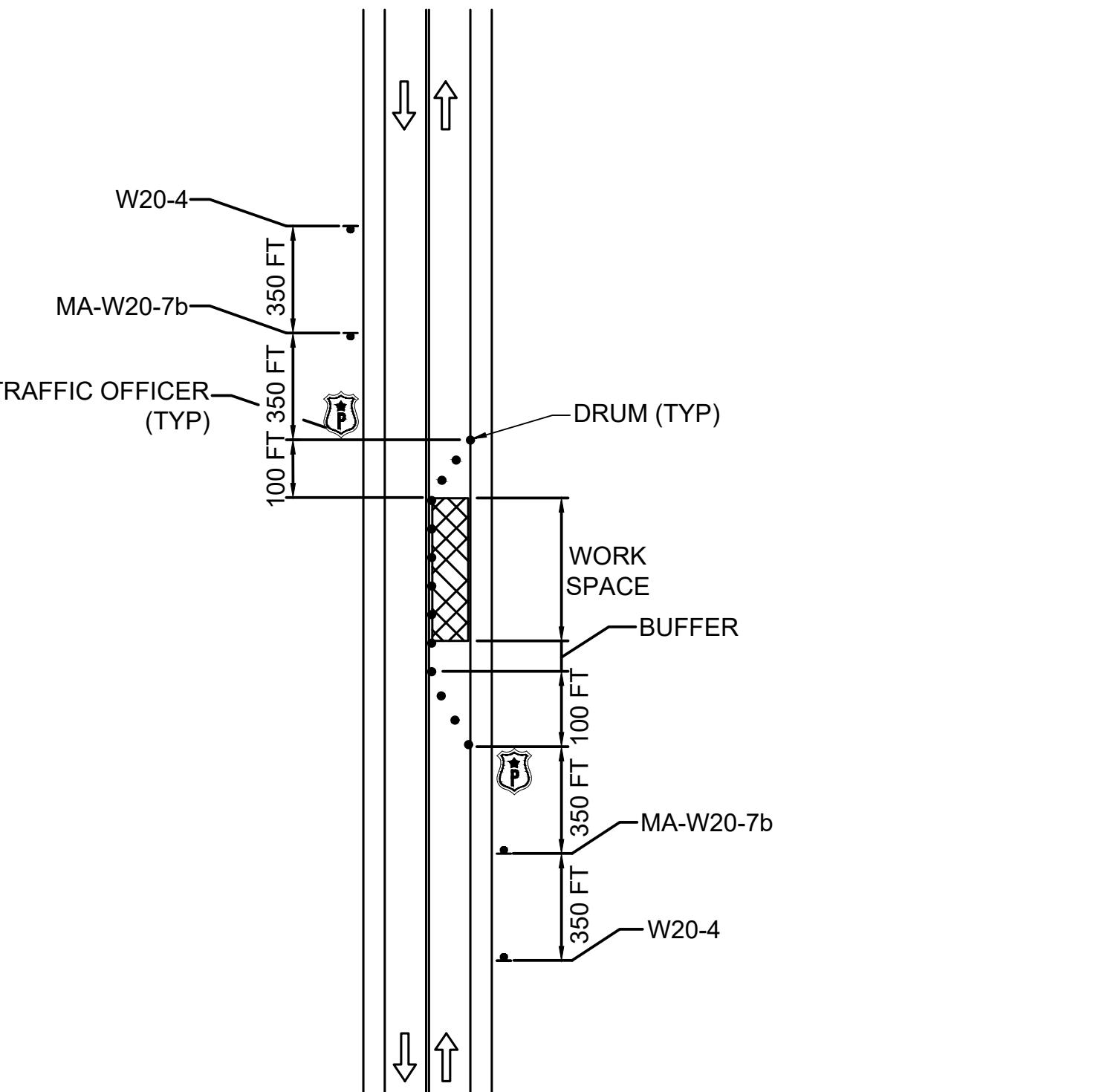
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### TEMPORARY TRAFFIC CONTROL PLANS

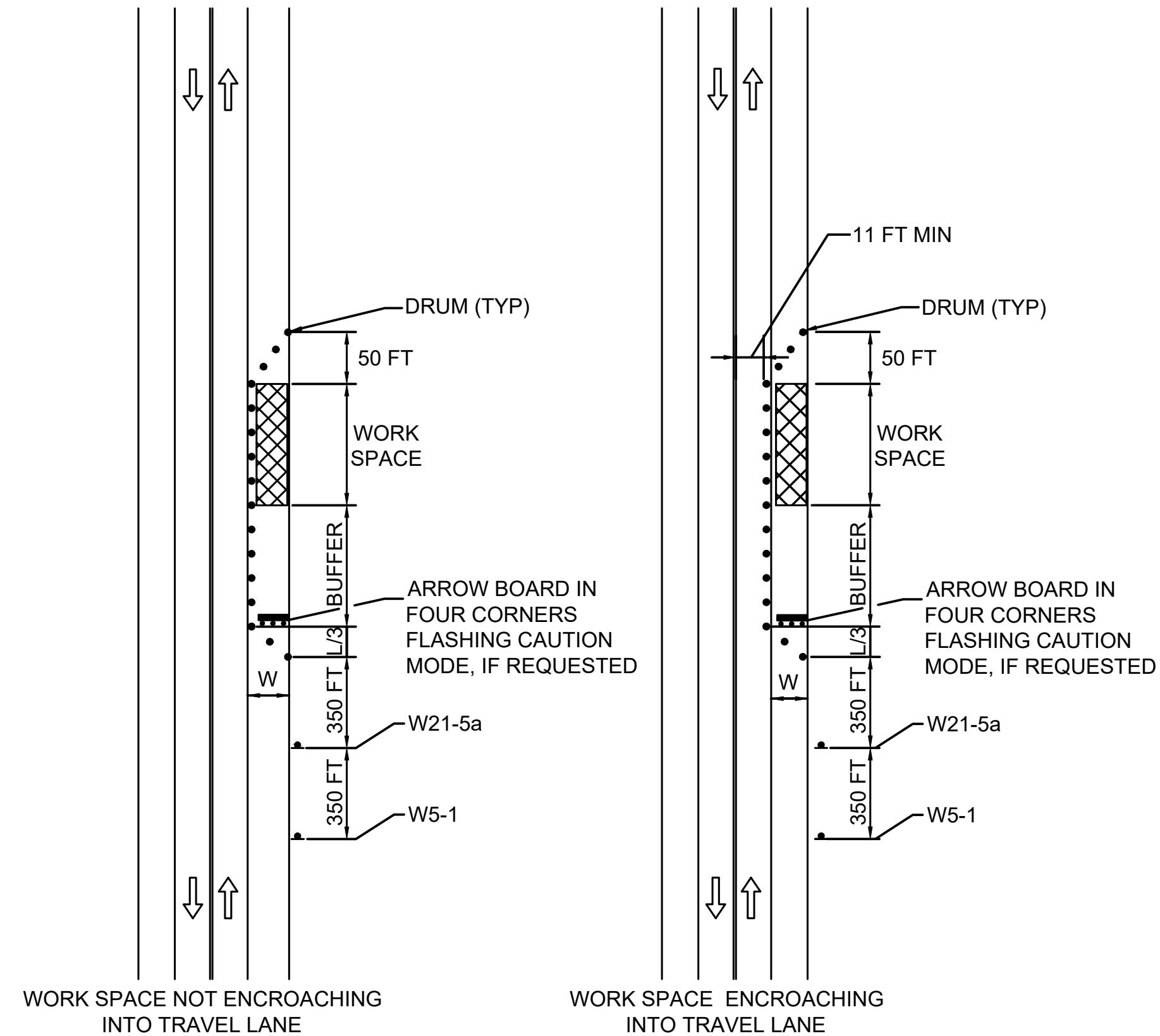
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 DRAWN/DESIGN BY: JHP  
 CHECKED BY: JFO

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 34 OF 71



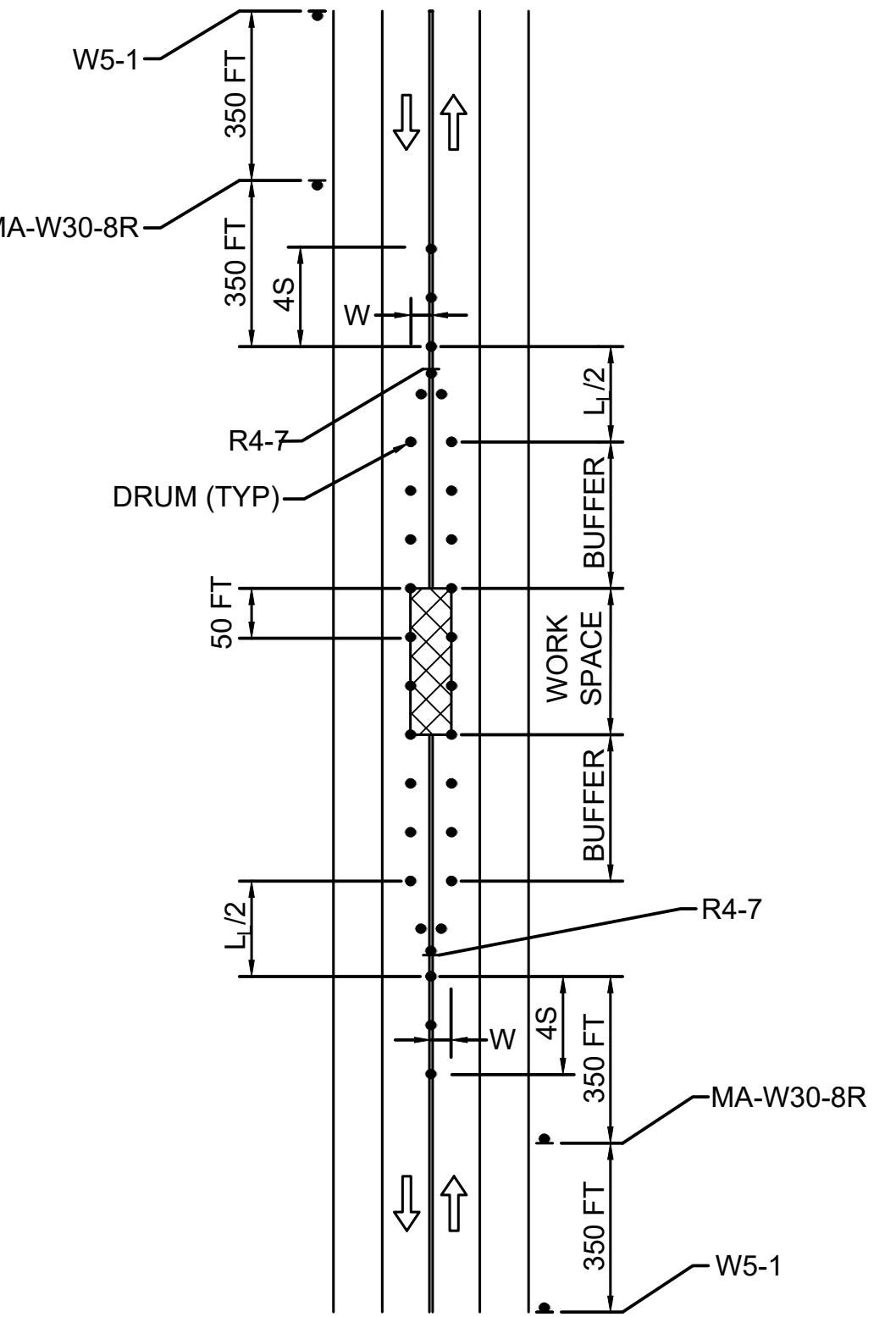
**ALTERNATING ONE-WAY  
(TRAFFIC OFFICER)  
(FIGURE TL-3)**

NOT TO SCALE



**TWO LANE ROAD  
SHOULDER CLOSURE  
(FIGURE TL-9)**

NOT TO SCALE



**TWO LANE ROAD  
CENTER OF ROAD CLOSURE  
(FIGURE TL-8)**

NOT TO SCALE

TYPICAL TAPER LENGTHS (L) IN FEET		
SPEED LIMIT (S) IN MPH	WIDTH OF OFFSET (W) IN FEET	
	10	11
25	104	115
30	150	165
35	204	225
40	267	293
		320

NOTE: FOR SHOULDER WIDTHS NOT LISTED IN TABLE, USE  $L = \frac{WS^2/60}{3}$

MINIMUM LENGTH OF LONGITUDINAL BUFFER IS EQUAL TO THE STOPPING SIGHT DISTANCE AT THE POSTED SPEED LIMIT AND CAN BE DETERMINED FROM THE FOLLOWING TABLE:

STOPPING SITE DISTANCE	
SPEED (MPH)	DISTANCE (FT)
25	155
30	200
35	250
40	305

NOTES:

1. MAXIMUM DRUM SPACING IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH.
2. MINIMUM LANE WIDTH IS TO BE 11 FEET MEASURED FROM THE EDGE OF DRUMS.

### CONSTRUCTION SIGN SUMMARY

IDENTIFI-CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)		NUMBER OF SIGNS REQUIRED	COLOR			UNIT AREA IN SQUARE FEET	AREA IN SQUARE FEET
	WIDTH (INCHES)	HEIGHT (INCHES)		LETTER HEIGHT	VERTICAL SPACING		BACKGROUND	LEGEND	BORDER		
MA-W20-7b	36	36		MASSDOT STANDARD	2	FLUOR. ORANGE H/I	BLACK H/I	BLACK H/I	9.00	18.00	
MA-W30-8R											
R4-7	24	30		MUTCD	2	WHITE H/I	BLACK H/I	BLACK H/I	5.00	10.00	
W5-1											
W20-4	36	36		MUTCD	3	FLUOR. ORANGE H/I	BLACK H/I	BLACK H/I	9.00	27.00	
W21-5a											
					2	FLUOR. ORANGE H/I	BLACK H/I	BLACK H/I	9.00	18.00	
					1				9.00	9.00	

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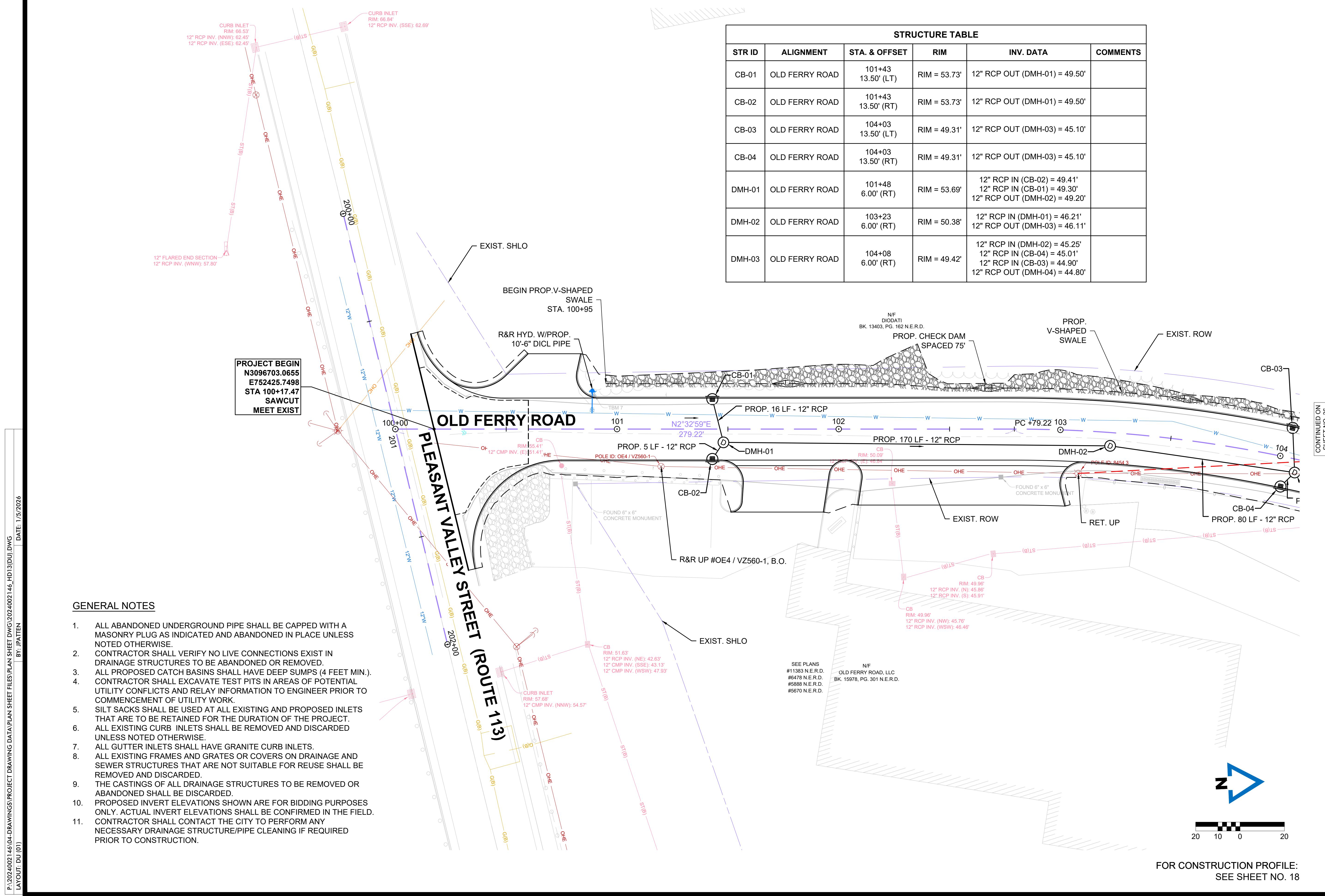
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## OLD FERRY ROAD ROADWAY RECONSTRUCTION METHUEN, MASSACHUSETTS

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DRAINAGE & UTILITY PLANS		
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SHEET NO. 35 OF 71



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### DRAINAGE & UTILITY PLANS

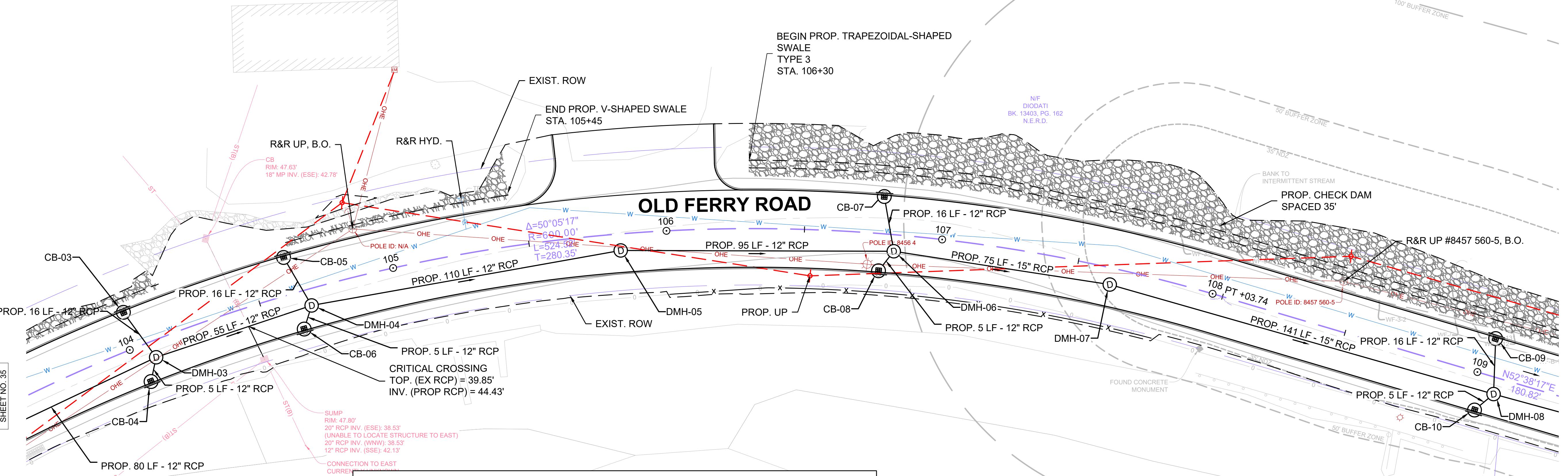
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SHEET NO.  
36 OF 71

CONTINUED ON  
SHEET NO. 35

BY: J. PATTEN  
LAYOUT: DU (02)

DATE: 1/5/2026

P: 2024002146-DRAWINGS-PROJECT DRAWING DATA PLAN SHEET FILE PLAN SHEET DWG:2024002146\_HD13(DU).DWG



STRUCTURE TABLE					
STR ID	ALIGNMENT	STA. & OFFSET	RIM	INV. DATA	COMMENTS
CB-03	OLD FERRY ROAD	104+03 13.50' (LT)	RIM = 49.31'	12" RCP OUT (DMH-03) = 45.10'	
CB-04	OLD FERRY ROAD	104+03 13.50' (RT)	RIM = 49.31'	12" RCP OUT (DMH-03) = 45.10'	
CB-05	OLD FERRY ROAD	104+63 13.50' (LT)	RIM = 49.08'	12" RCP OUT (DMH-04) = 44.91'	
CB-06	OLD FERRY ROAD	104+63 13.50' (RT)	RIM = 49.08'	12" RCP OUT (DMH-04) = 44.91'	
CB-07	OLD FERRY ROAD	106+78 13.50' (LT)	RIM = 47.79'	12" RCP OUT (DMH-06) = 43.60'	
CB-08	OLD FERRY ROAD	106+78 13.50' (RT)	RIM = 47.79'	12" RCP OUT (DMH-06) = 43.60'	
CB-09	OLD FERRY ROAD	109+03 13.50' (LT)	RIM = 42.96'	12" RCP OUT (DMH-08) = 38.70'	
CB-10	OLD FERRY ROAD	109+03 13.50' (RT)	RIM = 42.96'	12" RCP OUT (DMH-08) = 38.70'	
DMH-03	OLD FERRY ROAD	104+08 6.00' (RT)	RIM = 49.42'	12" RCP IN (DMH-02) = 45.25' 12" RCP IN (CB-04) = 45.01' 12" RCP IN (CB-03) = 44.90' 12" RCP OUT (DMH-04) = 44.80'	SPECIAL MANHOLE - 5' DIAM.
DMH-04	OLD FERRY ROAD	104+68 6.00' (RT)	RIM = 49.23'	12" RCP IN (CB-05) = 44.71' 12" RCP IN (DMH-03) = 44.21' 12" RCP IN (CB-06) = 44.82' 12" RCP OUT (DMH-05) = 44.11'	SPECIAL MANHOLE - 5' DIAM.

STRUCTURE TABLE					
STR ID	ALIGNMENT	STA. & OFFSET	RIM	INV. DATA	COMMENTS
DMH-05	OLD FERRY ROAD	105+83 6.00' (RT)	RIM = 49.49'	12" RCP IN (DMH-04) = 42.97' 12" RCP OUT (DMH-06) = 42.87'	
DMH-06	OLD FERRY ROAD	106+83 6.00' (RT)	RIM = 47.84'	12" RCP IN (DMH-05) = 41.88' 12" RCP IN (CB-08) = 43.51' 12" RCP IN (CB-07) = 43.40' 15" RCP OUT (DMH-07) = 41.68'	
DMH-07	OLD FERRY ROAD	107+63 6.00' (RT)	RIM = 46.12'	15" RCP IN (DMH-06) = 40.49' 15" RCP OUT (DMH-08) = 40.39'	
DMH-08	OLD FERRY ROAD	109+08 6.00' (RT)	RIM = 43.00'	15" RCP IN (DMH-07) = 38.22' 12" RCP IN (CB-10) = 38.61' 12" RCP IN (CB-09) = 38.50' 15" RCP OUT (DMH-09) = 38.12'	SPECIAL MANHOLE - 5' DIAM.

20  
10  
0  
20

FOR CONSTRUCTION PROFILE:  
SEE SHEET NO. 19

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### DRAINAGE & UTILITY PLANS

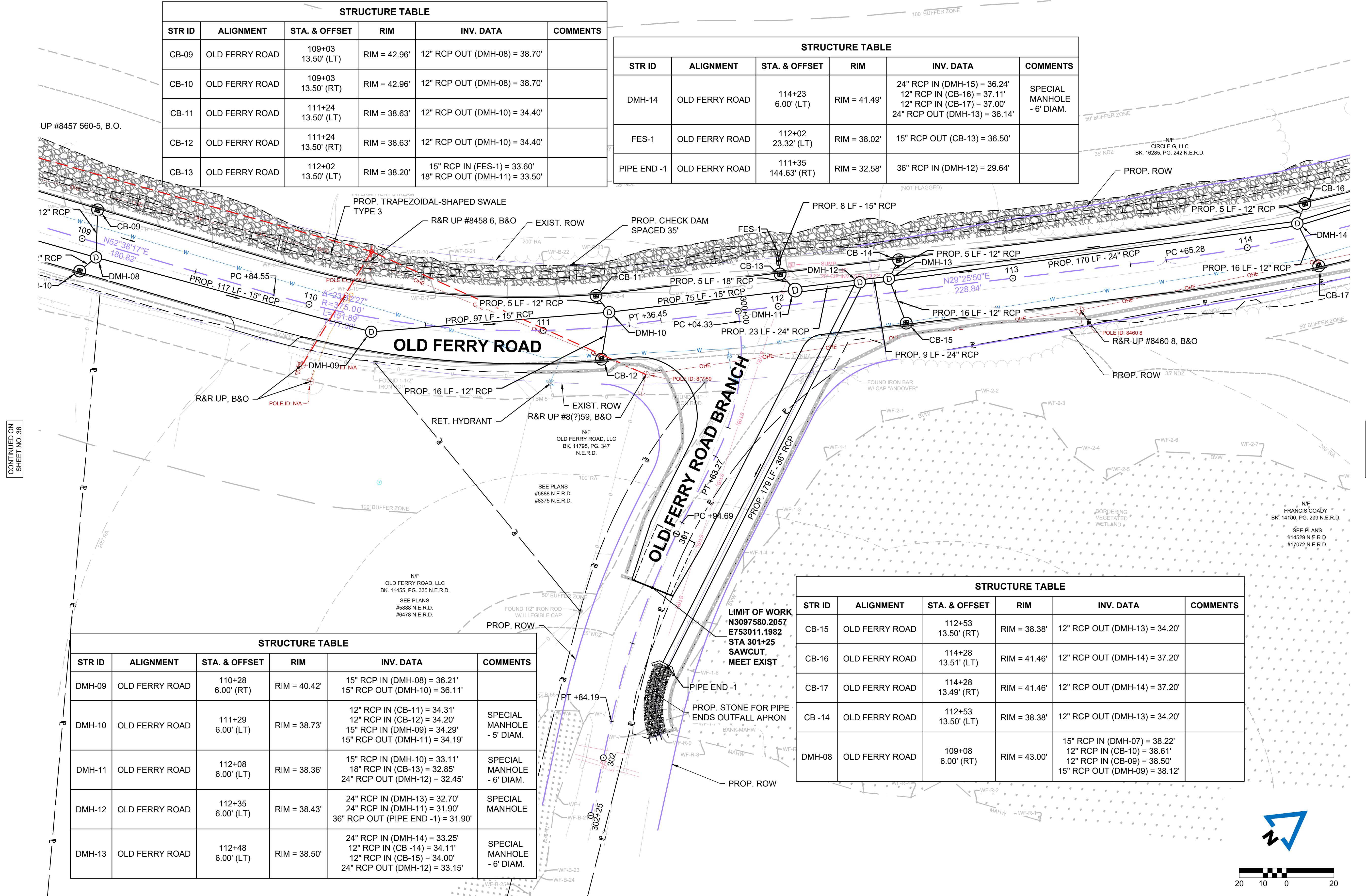
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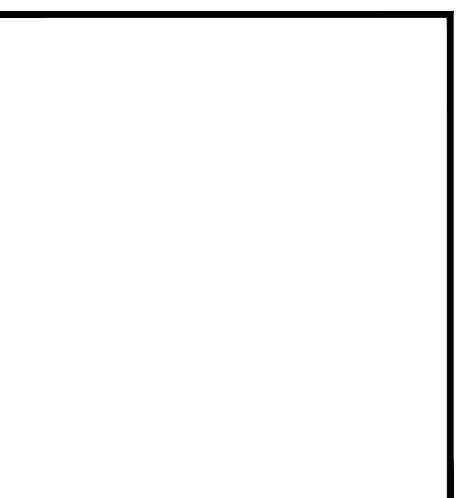
SHEET NO. 37 OF 71

STRUCTURE TABLE					
STR ID	ALIGNMENT	STA. & OFFSET	RIM	INV. DATA	COMMENTS
CB-09	OLD FERRY ROAD	109+03 13.50' (LT)	RIM = 42.96'	12" RCP OUT (DMH-08) = 38.70'	
CB-10	OLD FERRY ROAD	109+03 13.50' (RT)	RIM = 42.96'	12" RCP OUT (DMH-08) = 38.70'	
CB-11	OLD FERRY ROAD	111+24 13.50' (LT)	RIM = 38.63'	12" RCP OUT (DMH-10) = 34.40'	
CB-12	OLD FERRY ROAD	111+24 13.50' (RT)	RIM = 38.63'	12" RCP OUT (DMH-10) = 34.40'	
CB-13	OLD FERRY ROAD	112+02 13.50' (LT)	RIM = 38.20'	15" RCP IN (FES-1) = 33.60' 18" RCP OUT (DMH-11) = 33.50'	

STRUCTURE TABLE					
STR ID	ALIGNMENT	STA. & OFFSET	RIM	INV. DATA	COMMENTS
DMH-14	OLD FERRY ROAD	114+23 6.00' (LT)	RIM = 41.49'	24" RCP IN (DMH-15) = 36.24' 12" RCP IN (CB-16) = 37.11' 12" RCP IN (CB-17) = 37.00' 24" RCP OUT (DMH-13) = 36.14'	SPECIAL MANHOLE - 6' DIAM.
FES-1	OLD FERRY ROAD	112+02 23.32' (LT)	RIM = 38.02'	15" RCP OUT (CB-13) = 36.50'	
PIPE END -1	OLD FERRY ROAD	111+35 144.63' (RT)	RIM = 32.58'	36" RCP IN (DMH-12) = 29.64'	



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**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
 METHUEN, MASSACHUSETTS

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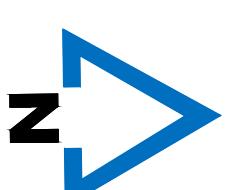
**DRAINAGE & UTILITY PLANS**

SCALE:  
 1" = 20'

DRAWN/DESIGNED BY: CJD  
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 38 OF 71

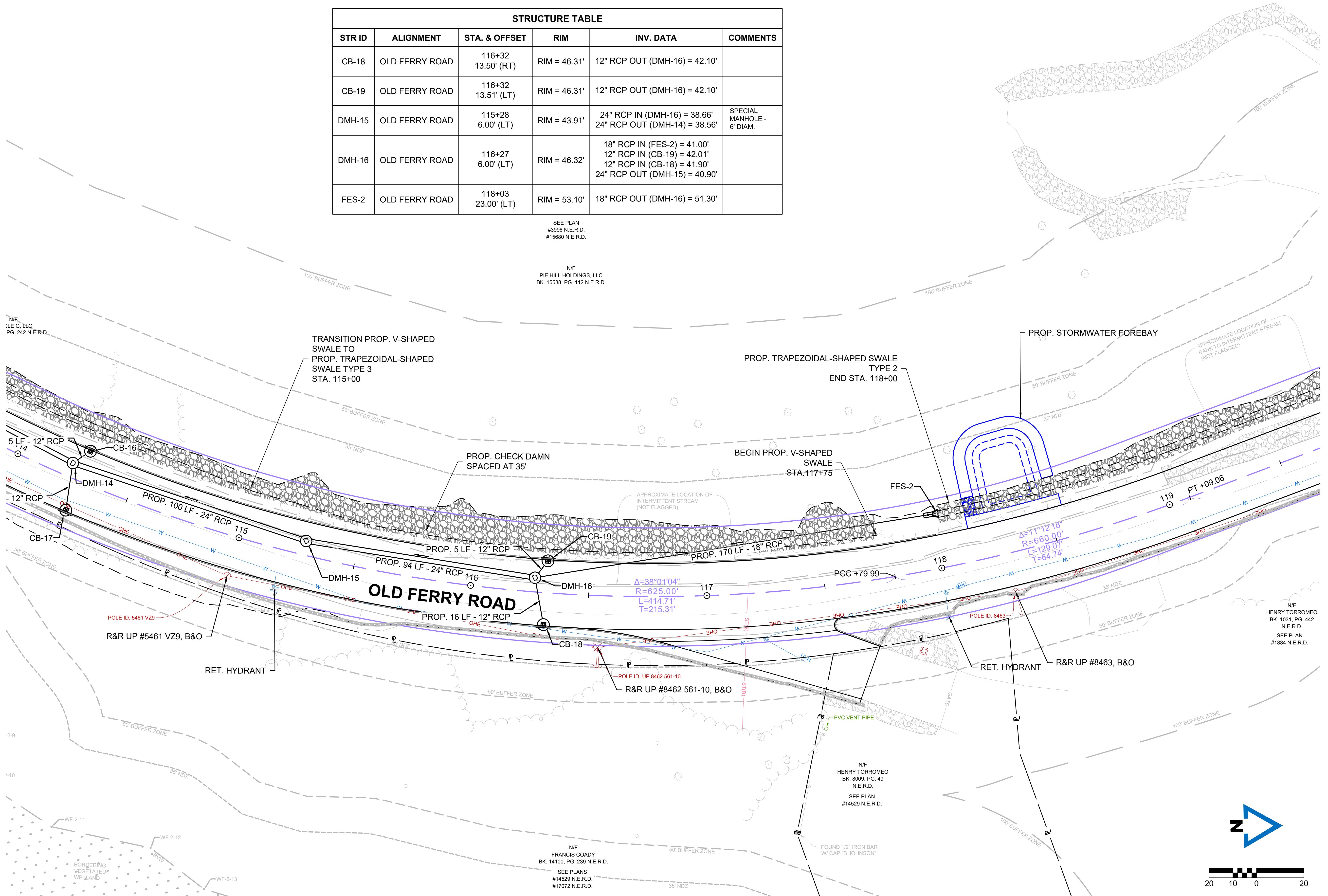
FOR CONSTRUCTION PROFILE:  
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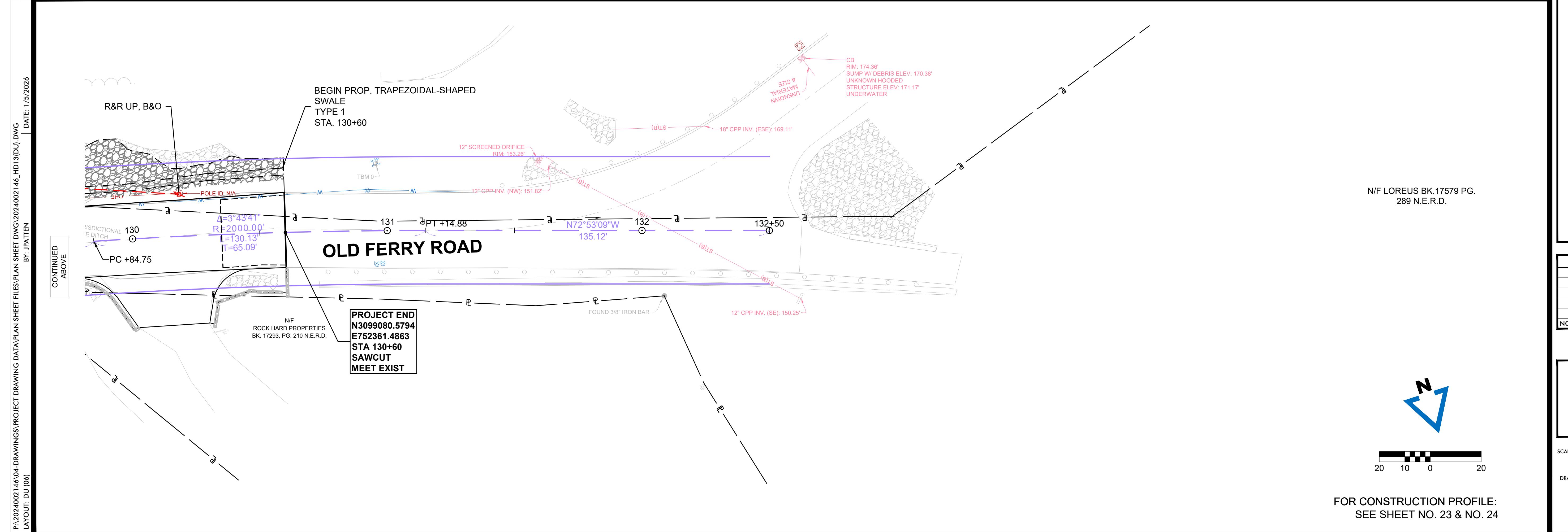
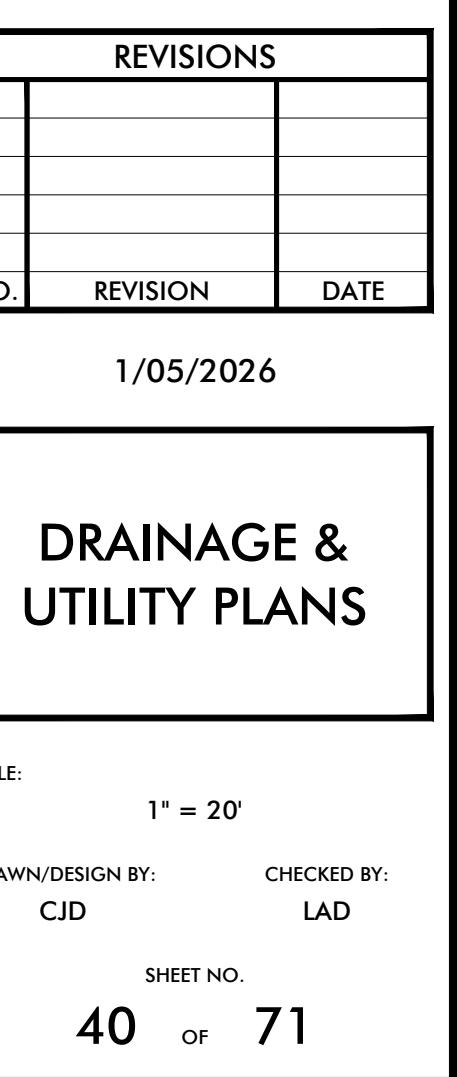
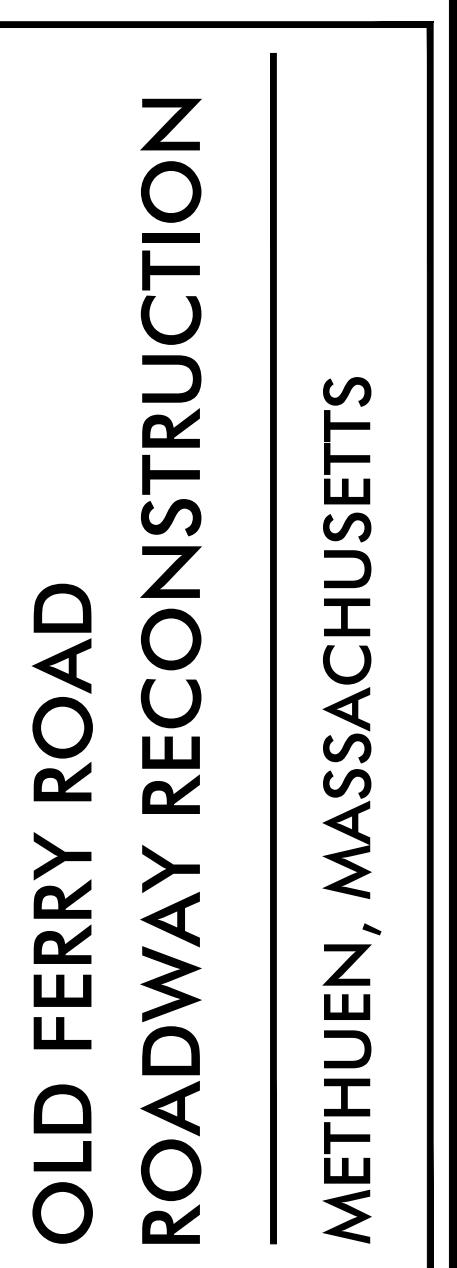
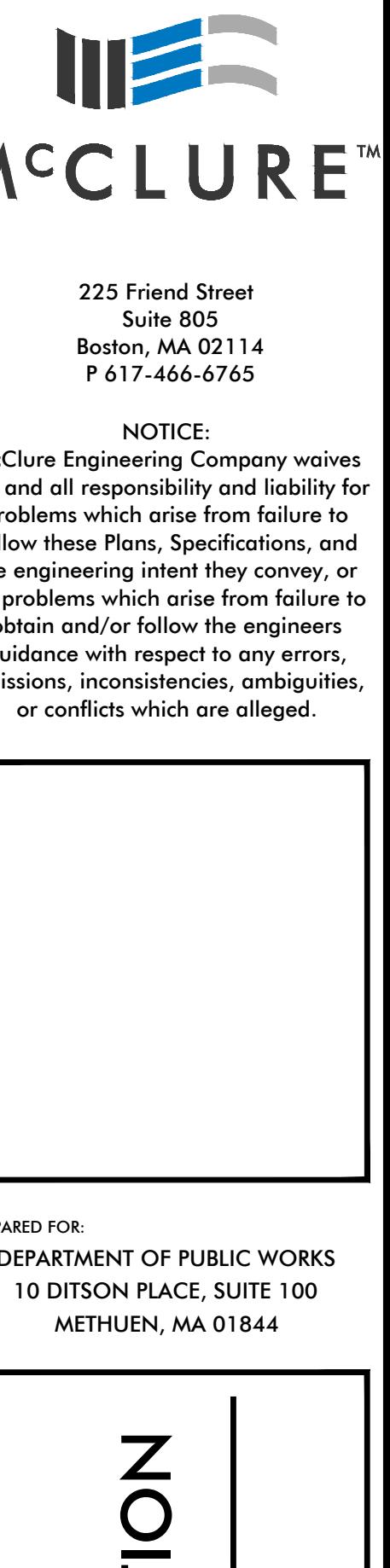
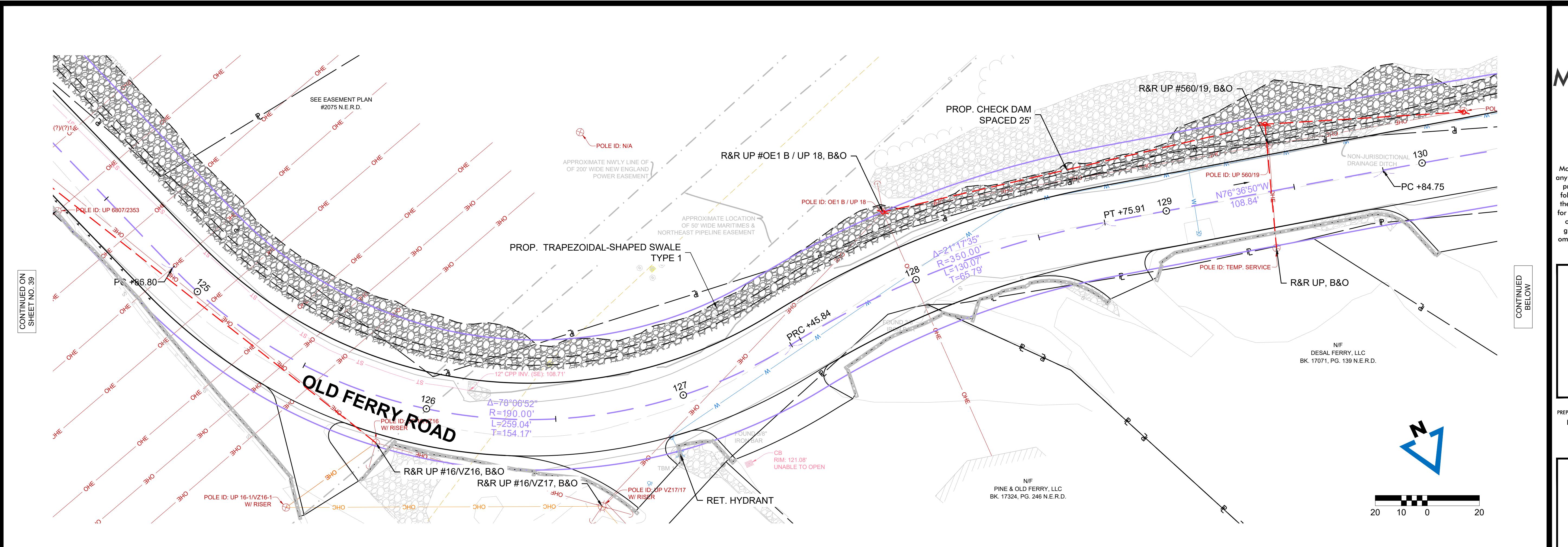
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SHEET NO. 37

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 LAYOUT: DJ (04) DATE: 1/5/2026









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## OLD FERRY ROAD ROADWAY RECONSTRUCTION METHUEN, MASSACHUSETTS

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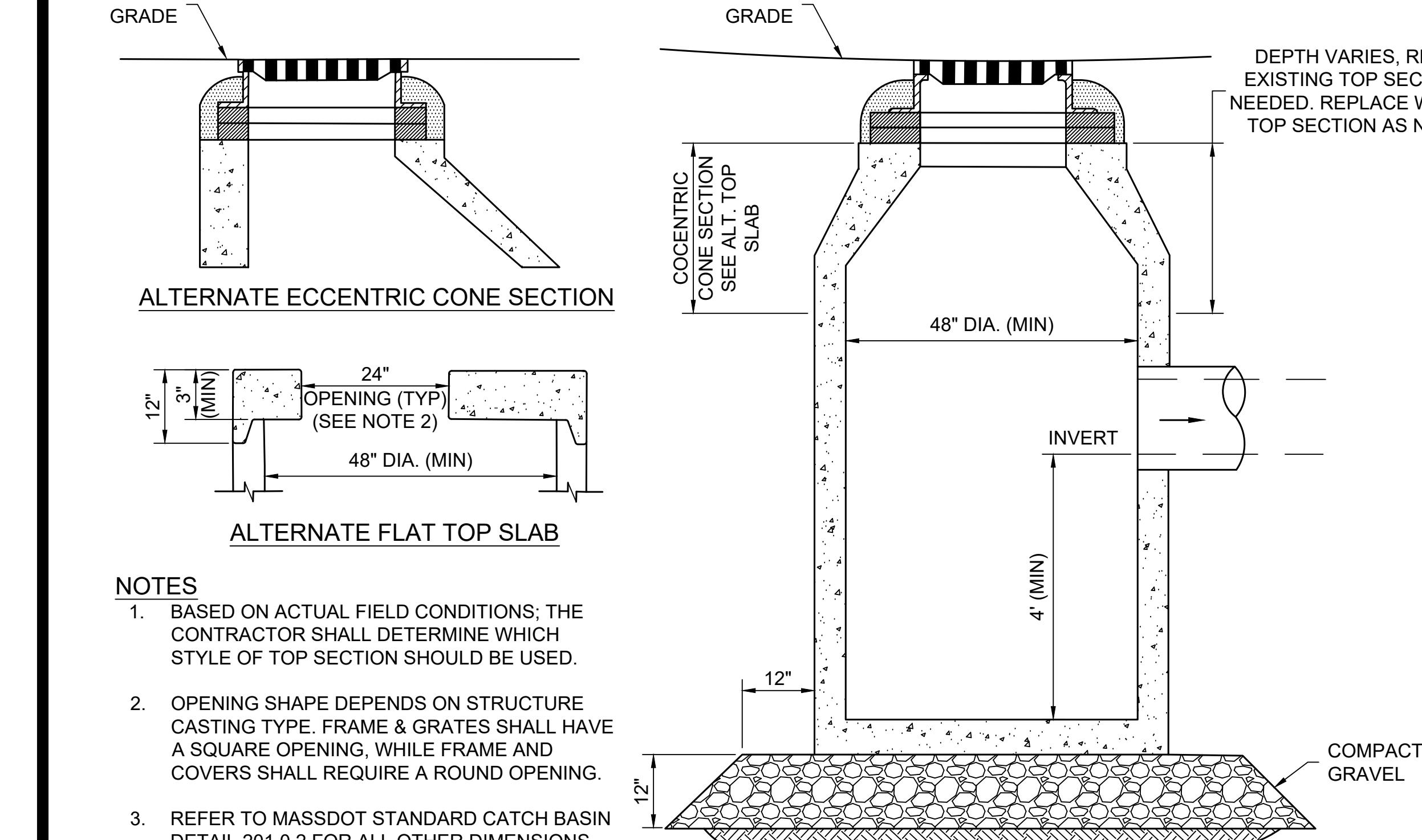
### DRAINAGE DETAILS

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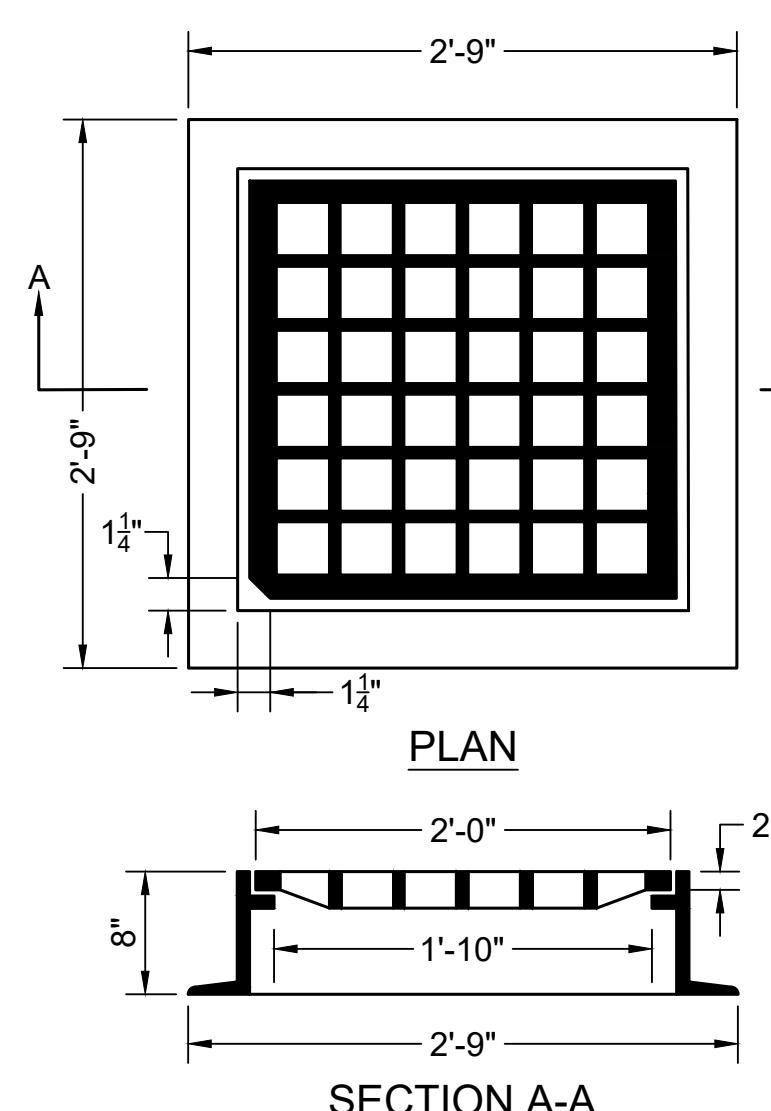
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CHECKED BY: LAD

SHEET NO.

41 OF 71



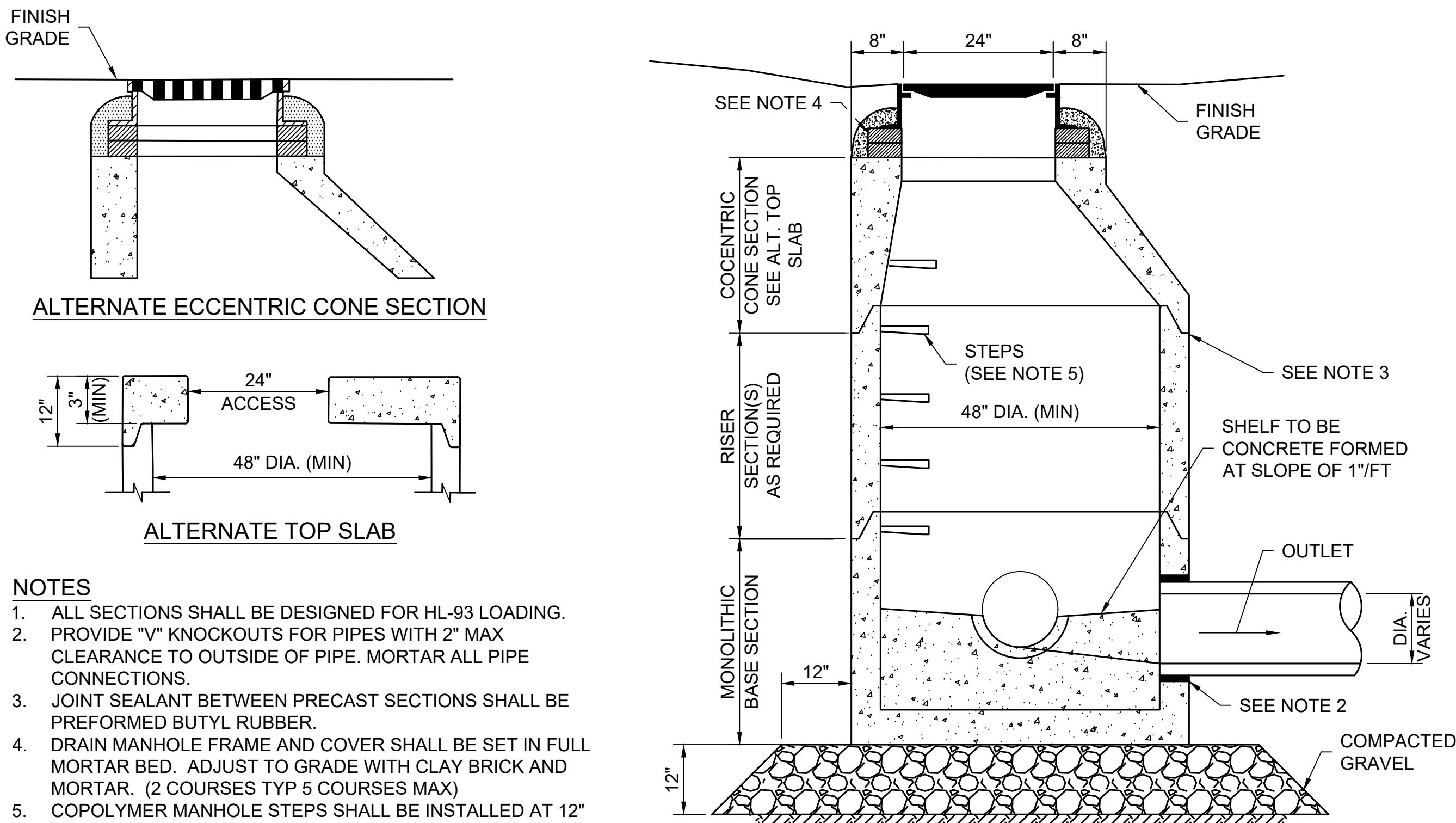
**DEEP SUMP CATCH BASIN**  
NOT TO SCALE



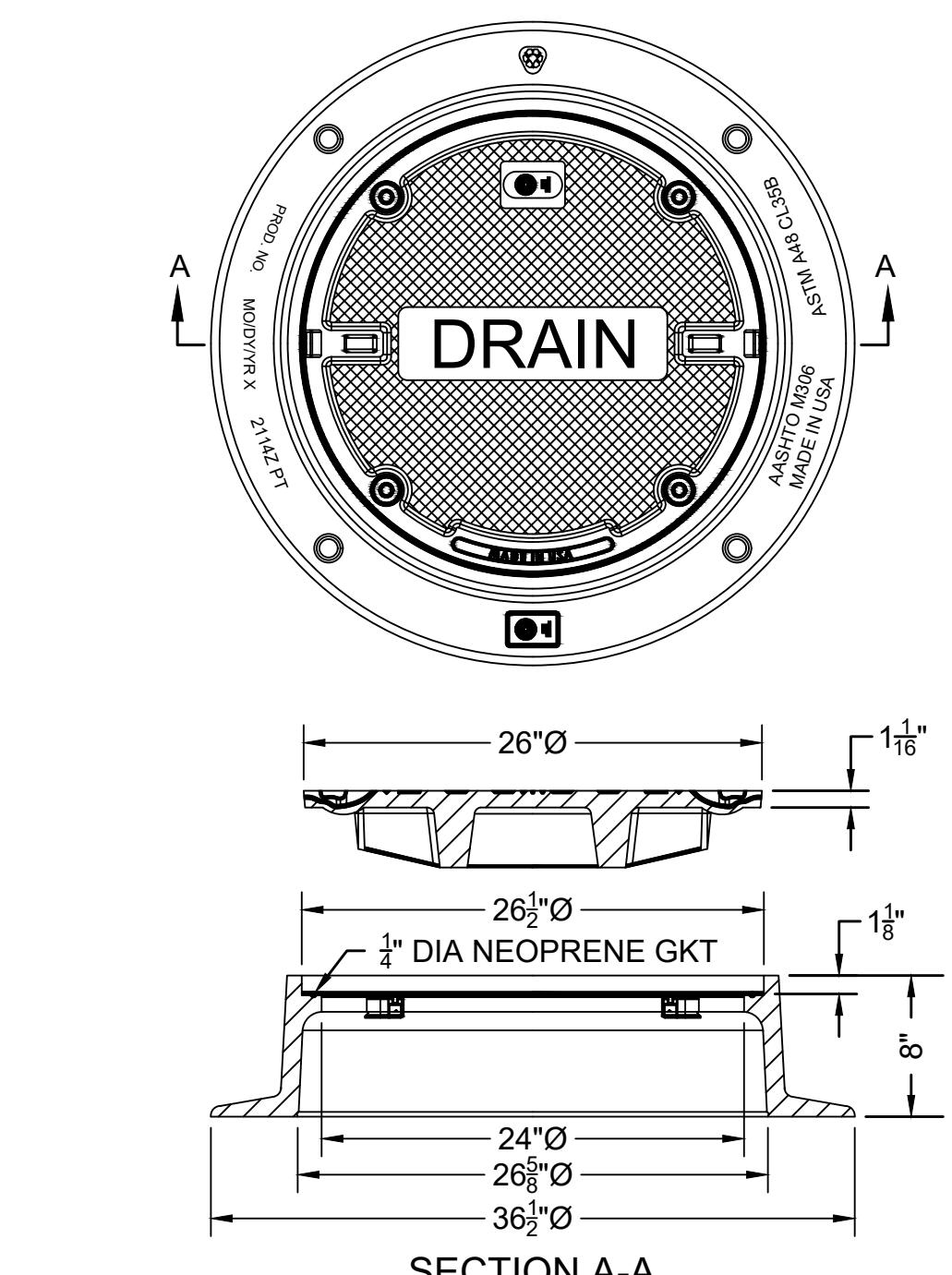
**NOTES**

1. FRAME AND COVER SHALL BE RATED FOR HS-20 LOADING.
2. CASTING SHALL CONFORM TO AASHTO M 306
3. MINIMUM FRAME WEIGHT:  
4 FLANGE - 270 LB  
3 FLANGE - 240 LB
4. REFER TO MASSDOT STANDARD CATCH BASIN FRAME DETAIL 222.0.0 FOR ALL OTHER DIMENSIONS, MATERIALS, AND CALLOUTS.

**CATCH BASIN FRAME & GRATE (MUNICIPAL STANDARD)**  
NOT TO SCALE



**DRAIN MANHOLE**  
NOT TO SCALE

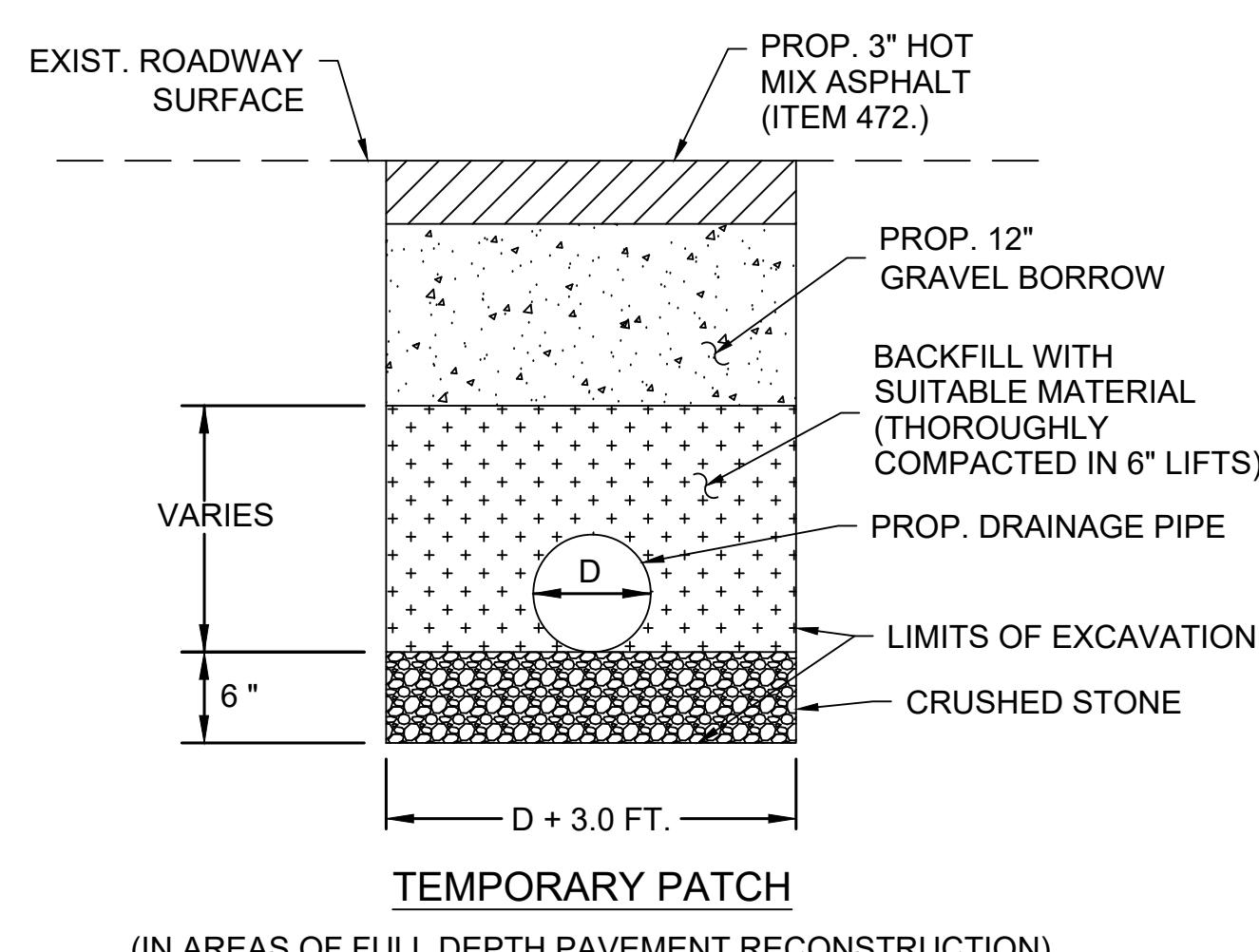


**NOTES**

1. FRAME AND COVER SHALL BE RATED FOR HL-93 LOADING
2. FRAME AND COVER MATERIAL - CAST IRON
3. ALL MH FRAMES AND COVERS SHALL BE ADA AND AAB COMPLIANT
4. MINIMUM MASS - 265 LBS
5. MANHOLE COVERS SHALL HAVE A DIAMOND PATTERN, PICK HOLES, AND THE WORD "DRAIN" OR "SEWER" CAST IN 3-INCH LETTERS
6. REFER TO MASSDOT STANDARD MANHOLE FRAME AND COVER DETAIL 221.0.1 FOR ALL OTHER DIMENSIONS, MATERIALS, AND CALLOUTS

**MANHOLE FRAME & COVER**  
NOT TO SCALE

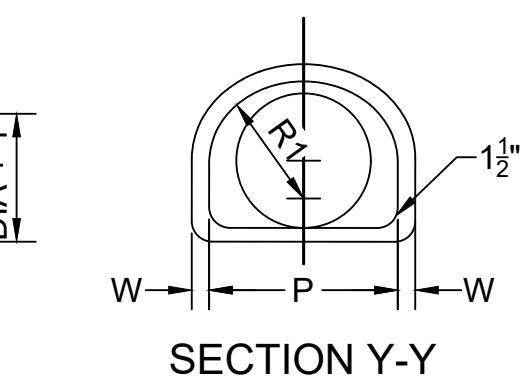
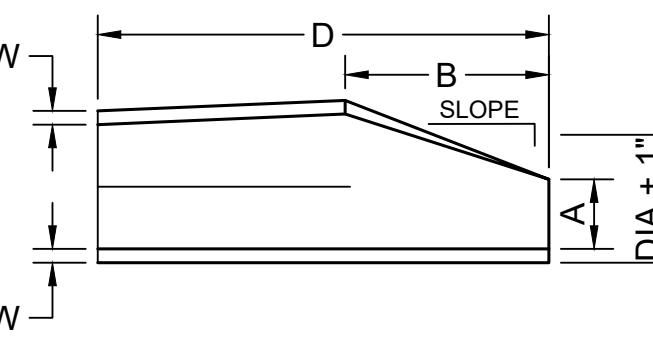
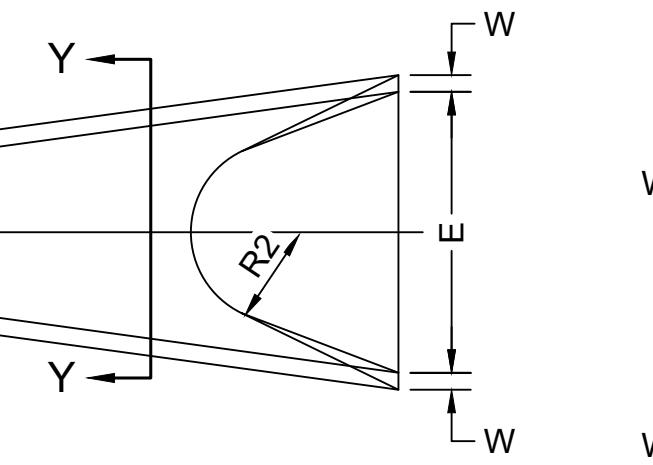
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**NOTE**  
IF UNSUITABLE MATERIAL IS ENCOUNTERED AS DETERMINED BY THE ENGINEER, ADDITIONAL BEDDING SHALL BE PAID FOR UNDER ITEM 156.

### DRAINAGE TRENCH DETAIL

NOT TO SCALE



PLAN

SECTION

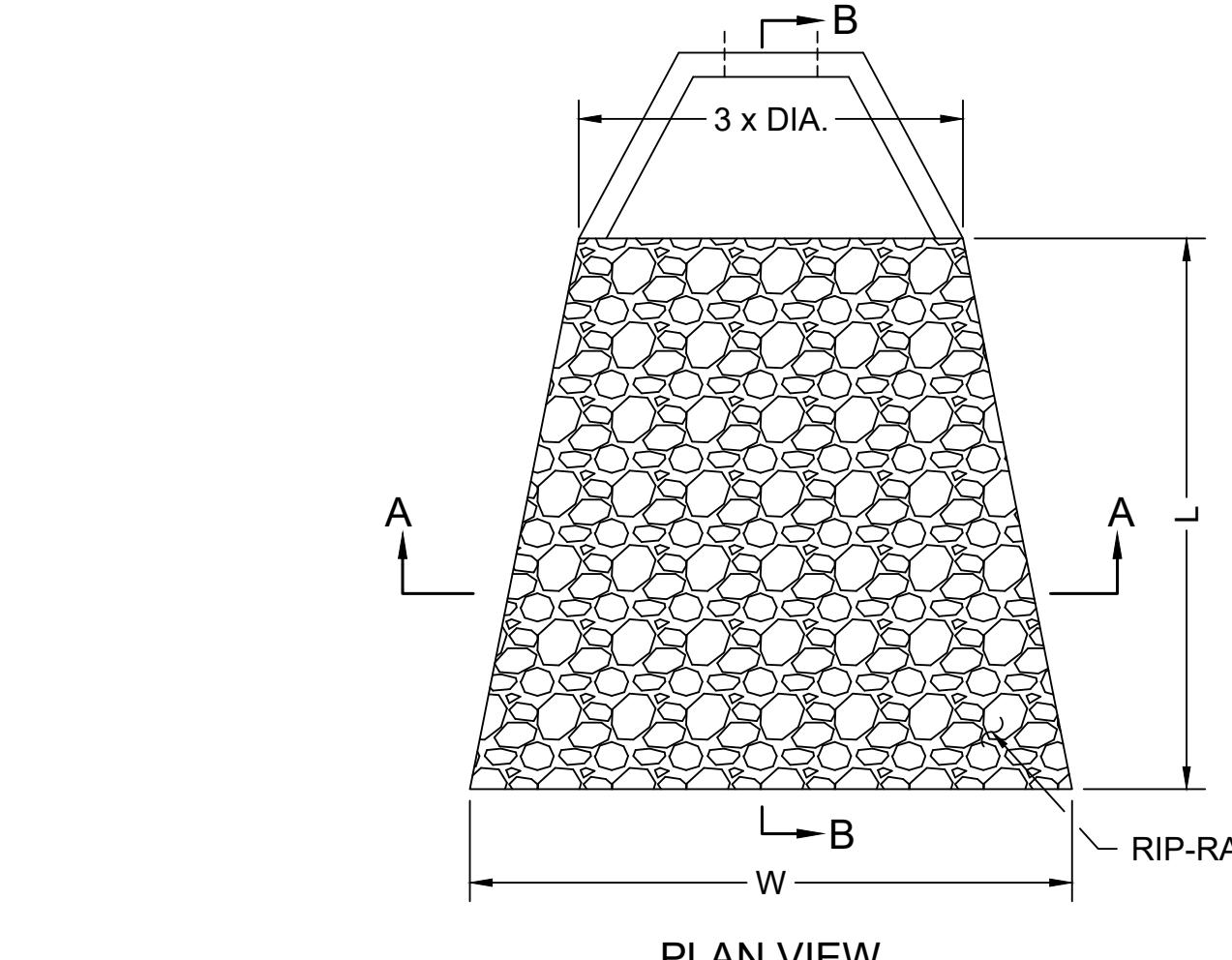
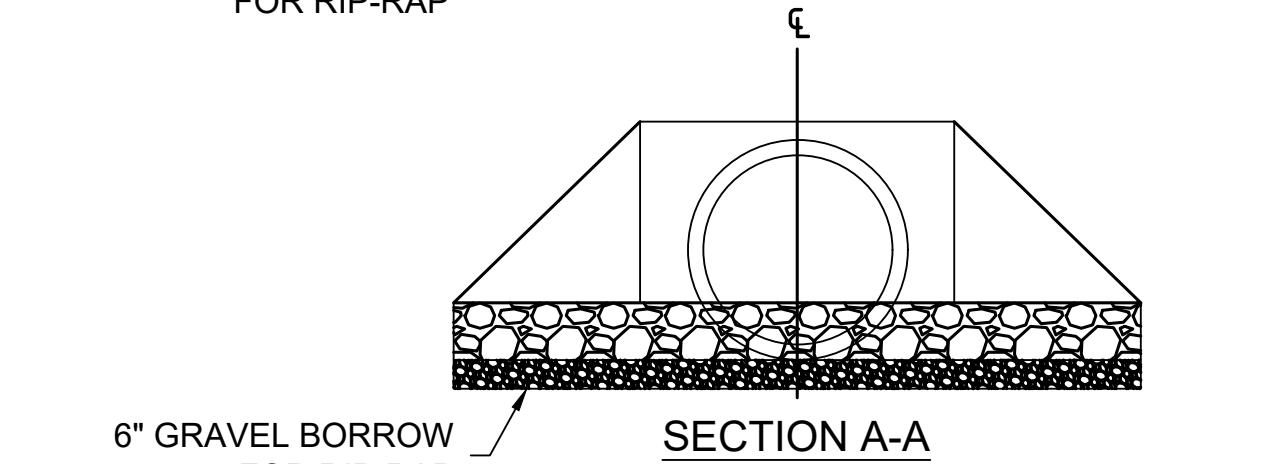
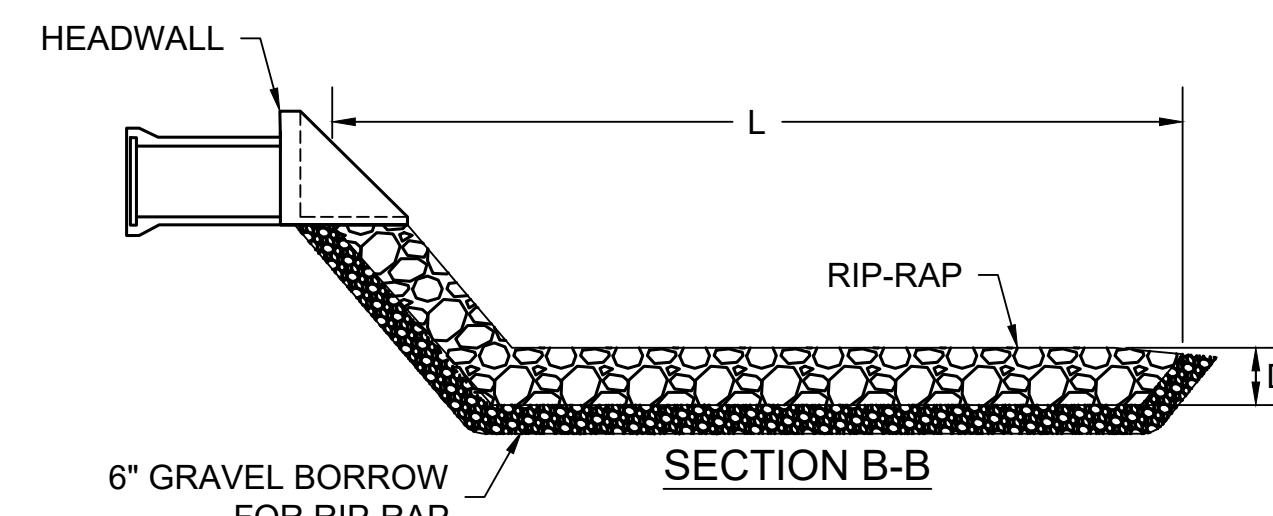
SECTION Y-Y

### FLARED END DIMENSIONS

MOVE	W	A	B	D	E	P	DIA + 1"	R1	R2	SLOPE
12"	2"	4"	2'-0"	6'-0"	2'-0"	19 <sup>5</sup> / <sub>8</sub> "	13"	10 <sup>1</sup> / <sub>2</sub> "	9"	1V:3H
15"	2 <sup>1</sup> / <sub>2</sub> "	6"	2'-3"	6'-0"	2'-6"	24 <sup>5</sup> / <sub>16</sub> "	16"	12 <sup>2</sup> / <sub>3</sub> "	11"	1V:3H
18"	2 <sup>1</sup> / <sub>2</sub> "	9"	2'-3"	6'-0"	3'-0"	29"	19"	15 <sup>1</sup> / <sub>8</sub> "	12"	1V:3H
21"	2 <sup>1</sup> / <sub>2</sub> "	9"	2'-11"	6'-0"	3'-6"	31 <sup>5</sup> / <sub>8</sub> "	22"	16 <sup>1</sup> / <sub>8</sub> "	13"	1V:3H
24"	3"	9 <sup>1</sup> / <sub>2</sub> "	3'-7 <sup>1</sup> / <sub>2</sub> "	6'-0"	4'-0"	33 <sup>3</sup> / <sub>16</sub> "	25"	16 <sup>13</sup> / <sub>16</sub> "	14"	1V:3H
27"	3 <sup>1</sup> / <sub>2</sub> "	10 <sup>1</sup> / <sub>2</sub> "	4'-0"	6'-0"	4'-6"	36"	28"	18 <sup>9</sup> / <sub>16</sub> "	14 <sup>1</sup> / <sub>2</sub> "	1V:3H
30"	3 <sup>1</sup> / <sub>2</sub> "	12"	4'-6"	6'-0"	5'-0"	37"	31"	18 <sup>1</sup> / <sub>2</sub> "	15"	1V:3H
36"	4"	15"	5'-3"	8'-0"	6'-0"	47 <sup>13</sup> / <sub>16</sub> "	37"	24 <sup>5</sup> / <sub>16</sub> "	20"	1V:3H
42"	4 <sup>1</sup> / <sub>2</sub> "	21"	5'-3"	8'-0"	6'-6"	53 <sup>1</sup> / <sub>2</sub> "	43"	27 <sup>1</sup> / <sub>2</sub> "	22"	1V:3H
48"	5"	24"	6'-0"	8'-0"	7'-0"	56 <sup>1</sup> / <sub>2</sub> "	49"	28 <sup>1</sup> / <sub>2</sub> "	22"	1V:3H

### REINFORCED CONCRETE PIPE FLARED END

NOT TO SCALE



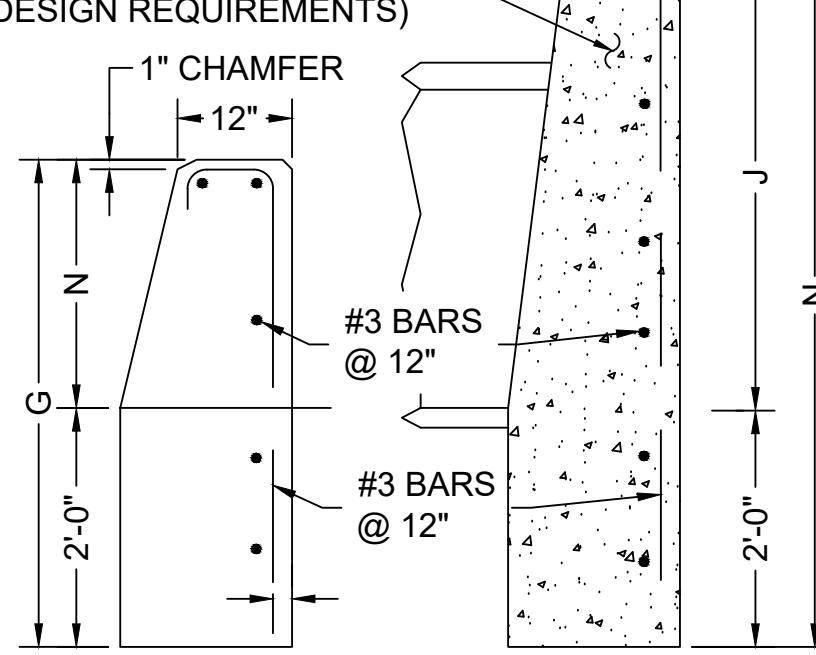
### NOTES

1. FOR DESCRIPTION, MATERIALS AND CONSTRUCTION METHOD, SEE STANDARD SPECIFICATIONS.
2. ALL CONCRETE DIMENSIONS SHOWN ARE MINIMUM.
3. PAYMENTS WILL BE BASED ON THE QUANTITIES SHOWN IN THE ACCOMPANYING TABLE.

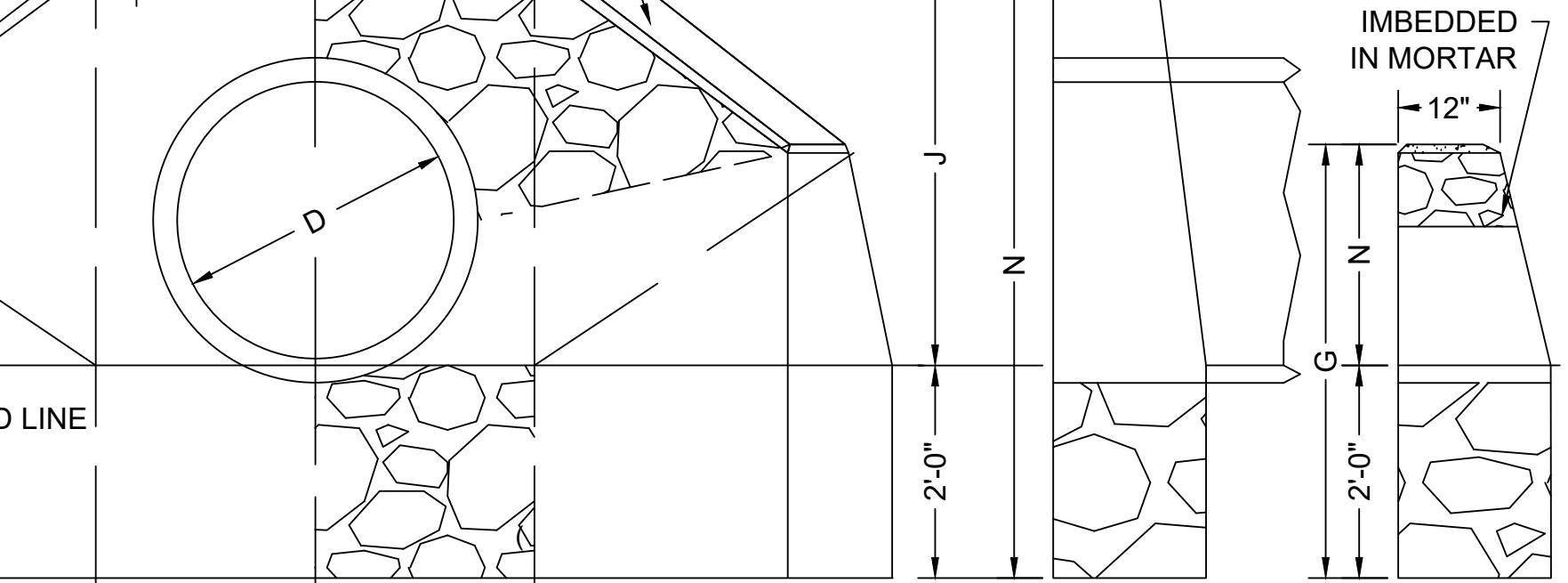
1V:1.5H AND 1V:2H SLOPES		1V:1.5H SLOPE		1V:2H SLOPE		TRENCH EXCAV. FOR 1:2 SLOPE FOR 1'-0" DEPTH CU. FT.								
D	E	G	H	J	L	N	P	F	CONC. MASONRY (CY)	STEEL (LBS)	F	CONC. MASONRY (CY)	STEEL (LBS)	
30"	4'-0"	4'-0"	5'-6"	3'-6"	1'-6"	2'-0"	5'-3"	3'-0"	2.60	45	4'-3"	3.16	54	55.16
36"	4'-6"	4'-3"	6'-0"	4'-0"	1'-8"	2'-3"	5'-11"	3'-6"	3.35	54	5'-0"	4.15	64	64.36
42"	5'-0"	4'-6"	6'-6"	4'-6"	1'-10"	2'-6"	6'-6"	4'-0"	4.20	59	5'-9"	5.25	70	73.70
48"	5'-6"	4'-9"	7'-0"	5'-0"	2'-0"	2'-9"	7'-2"	4'-6"	5.19	65	6'-6"	6.50	83	83.96
54"	6'-0"	5'-0"	7'-6"	5'-6"	2'-2"	3'-0"	7'-10"	5'-0"	6.26	73	7'-3"	7.88	93	94.46
60"	6'-6"	5'-3"	8'-0"	6'-0"	2'-4"	3'-3"	8'-5"	5'-6"	7.43	85	8'-0"	9.37	106	105.30
72"	7'-6"	5'-9"	9'-0"	7'-0"	2'-8"	3'-9"	9'-9"	6'-6"	10.25	98	9'-6"	12.99	128	128.92
84"	8'-6"	6'-3"	10'-0"	8'-0"	3'-0"	4'-3"	11'-0"	7'-6"	13.49	120	11'-0"	17.32	154	153.86

### CONCRETE ENDS

1" CHAMFER  
4000 PSI CEMENT CONCRETE  
(SEE MASSDOT SPECIFICATIONS  
FOR DESIGN REQUIREMENTS)



1" PORTLAND CEMENT  
MORTAR CAP  
FIELDSTONES IMBEDDED  
IN MORTAR



ELEV. D-D

### CONCRETE AND FIELD STONE MASONRY PIPE ENDS FOR PIPE CULVERTS

NOT TO SCALE

SECTION C-C

FRONT ELEVATION

ELEV. D-D

### SPLASH DIMENSIONS TABLE

OUTFALL	PIPE SIZE	L	W	D	MIN D50
PIPE END-1	36"	18"	12'	1.5'	1'

### RIP-RAP APRON

NOT TO SCALE

## OLD FERRY ROAD ROADWAY RECONSTRUCTION

METHUEN, MASSACHUSETTS

REVISIONS		
NO.	REVISION	DATE

1/05/2026

### DRAINAGE DETAILS

SCALE: NOT TO SCALE

DRAWN/DESIGNED BY: JHP

CHECKED BY: LAD

SHEET NO.

42 OF 71

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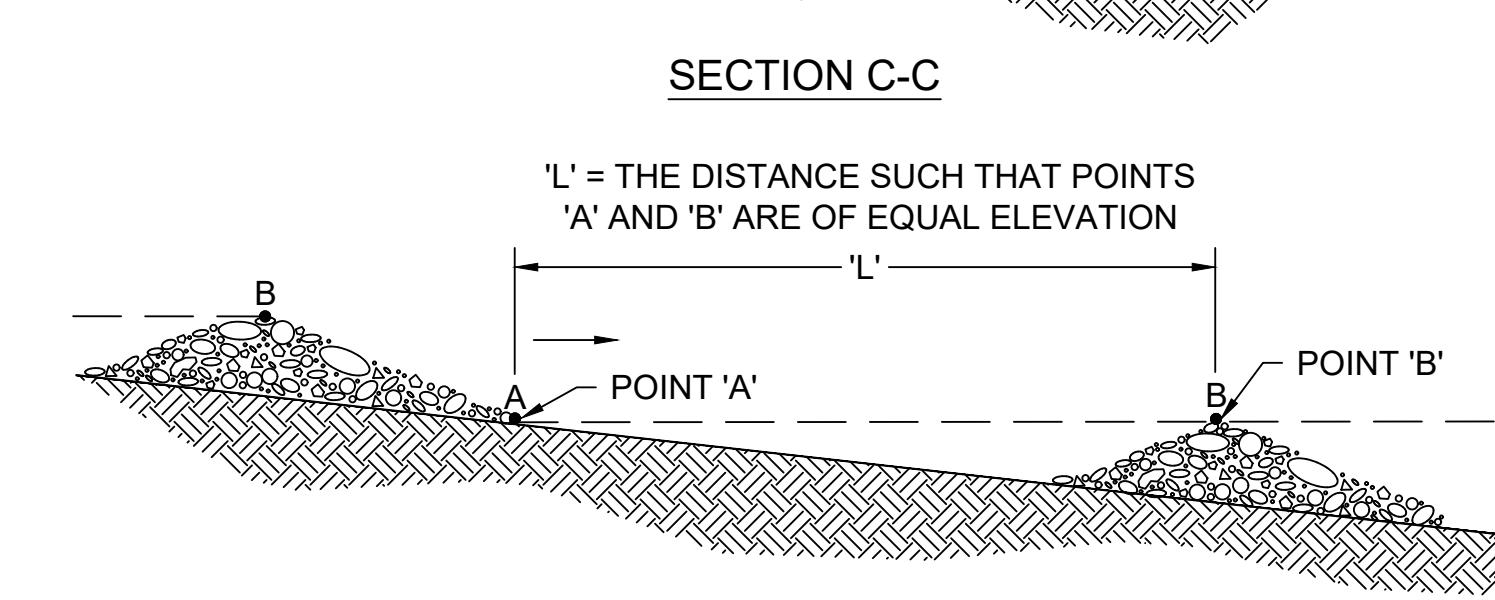
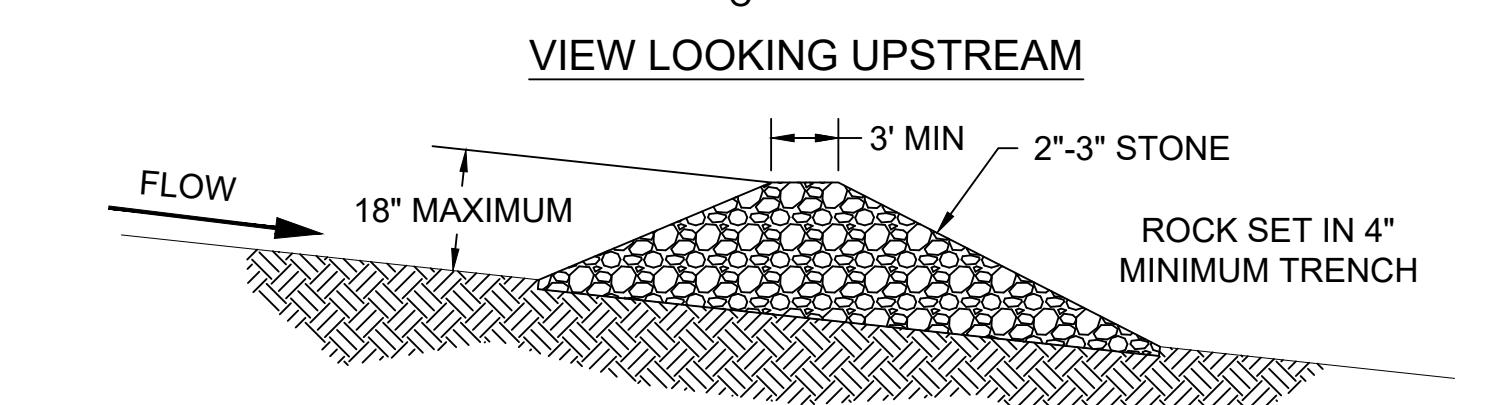
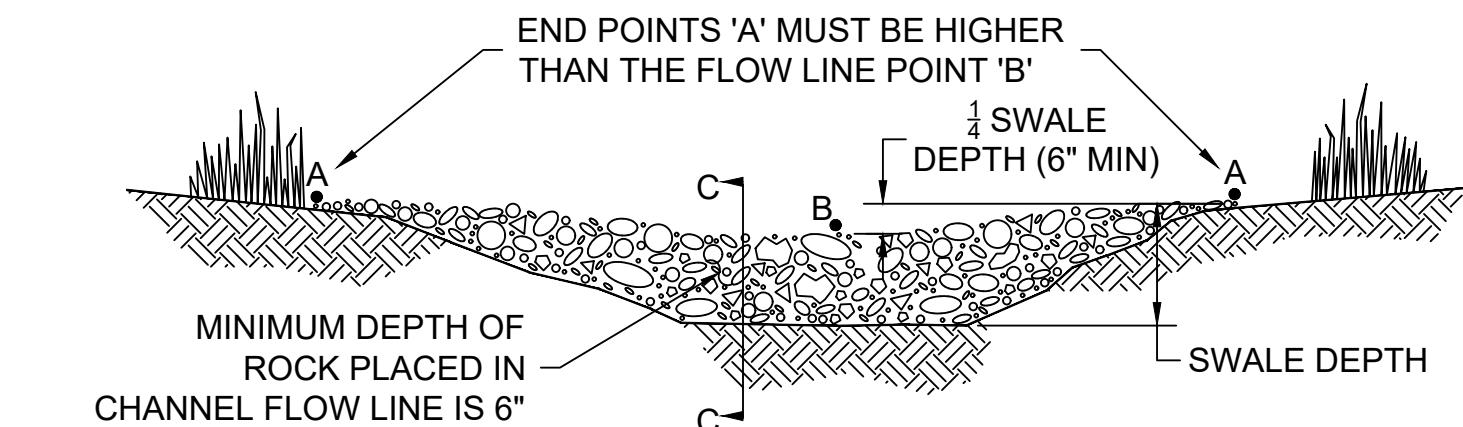
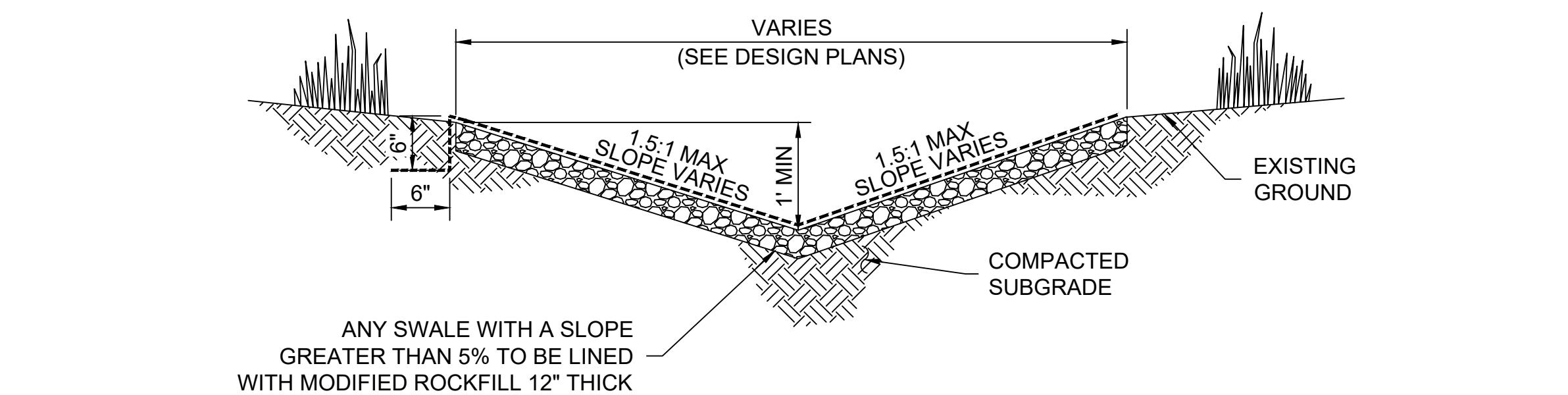
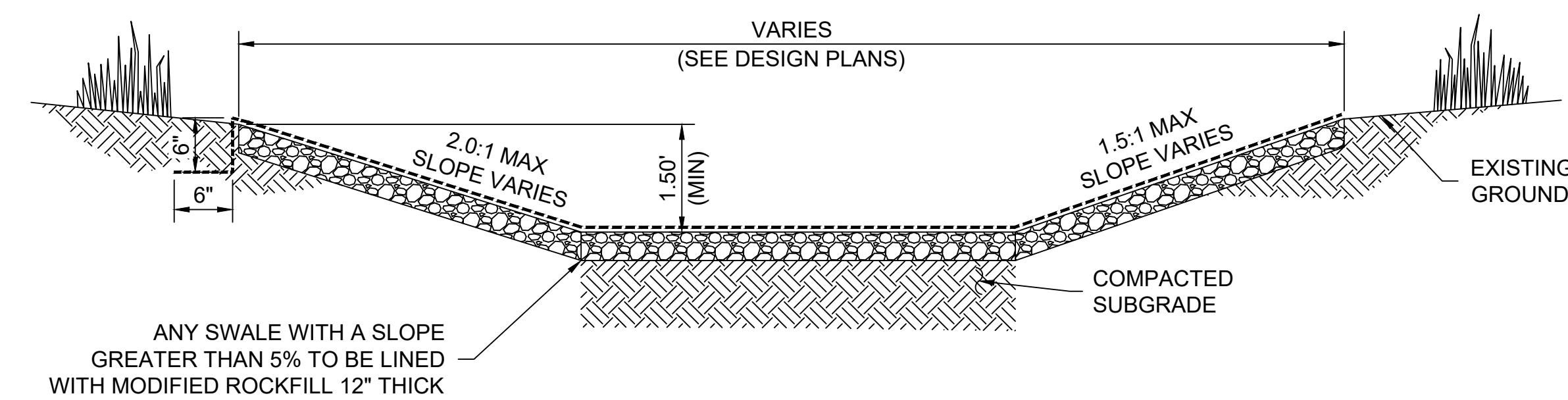
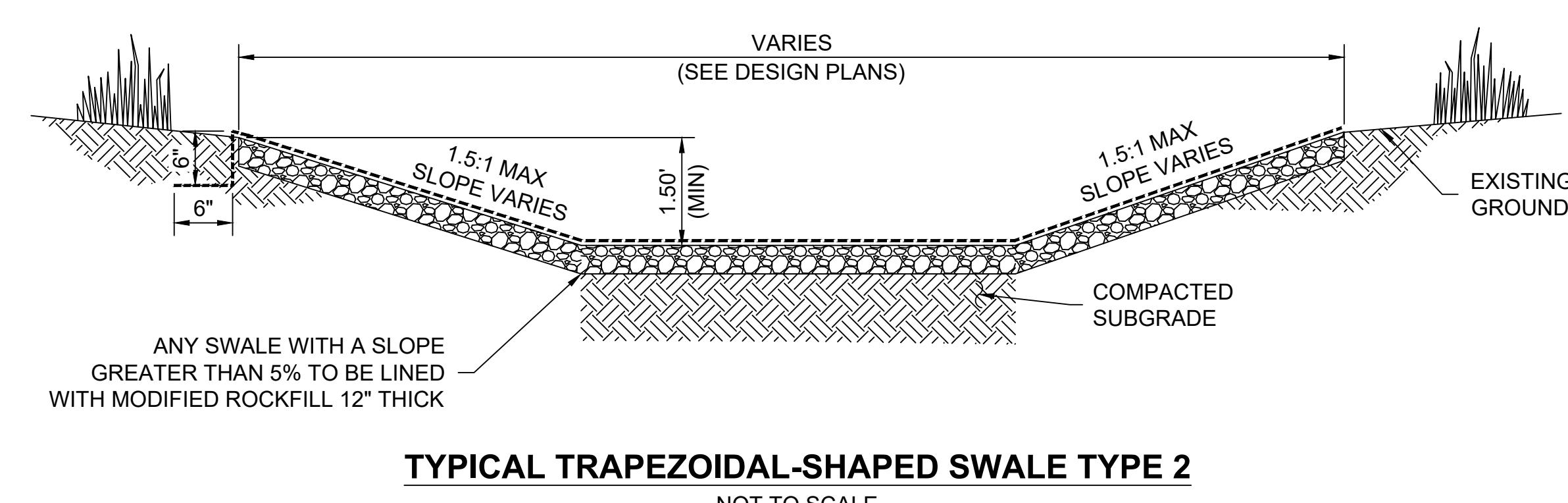
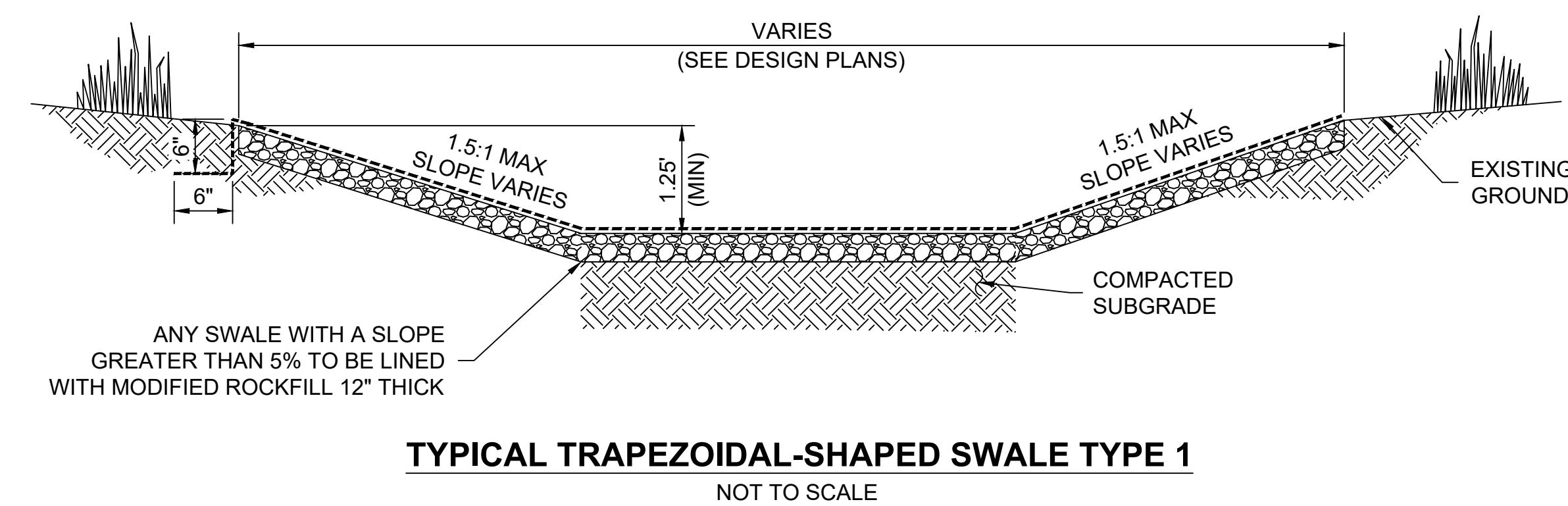
PREPARED FOR:  
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## OLD FERRY ROAD ROADWAY RECONSTRUCTION METHUEN, MASSACHUSETTS

REVISIONS		
NO.	REVISION	DATE
1		1/05/2026

### DRAINAGE DETAILS

SCALE: NOT TO SCALE  
DRAWN/DESIGNED BY: CJD  
CHECKED BY: LAD  
SHEET NO. 43 OF 71



### NOTES

1. STONE CHECK DAMS SHOULD BE INSTALLED BEFORE RUNOFF IS DIRECTED TO THE SWALE OR DRAINAGE DITCH.
2. STONE CHECK DAMS SHOULD NOT BE USED IN A FLOWING STREAM.
3. STONE CHECK DAMS SHOULD BE CONSTRUCTED OF WELL-GRADED ANGULAR 2 TO 3 INCH STONE. THE INSTALLATION OF 3/4-INCH STONE ON THE UPGRADIENT FACE IS RECOMMENDED FOR BETTER FILTERING.
4. WHEN INSTALLING STONE CHECK DAMS THE CONTRACTOR SHALL KEY THE STONE INTO THE CHANNEL BANKS AND EXTEND THE STONE BEYOND THE ABUTMENTS A MINIMUM OF 18-INCHES TO PREVENT FLOW AROUND THE DAM.

### STONE CHECK DAM

NOT TO SCALE

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## OLD FERRY ROAD ROADWAY RECONSTRUCTION METHUEN, MASSACHUSETTS

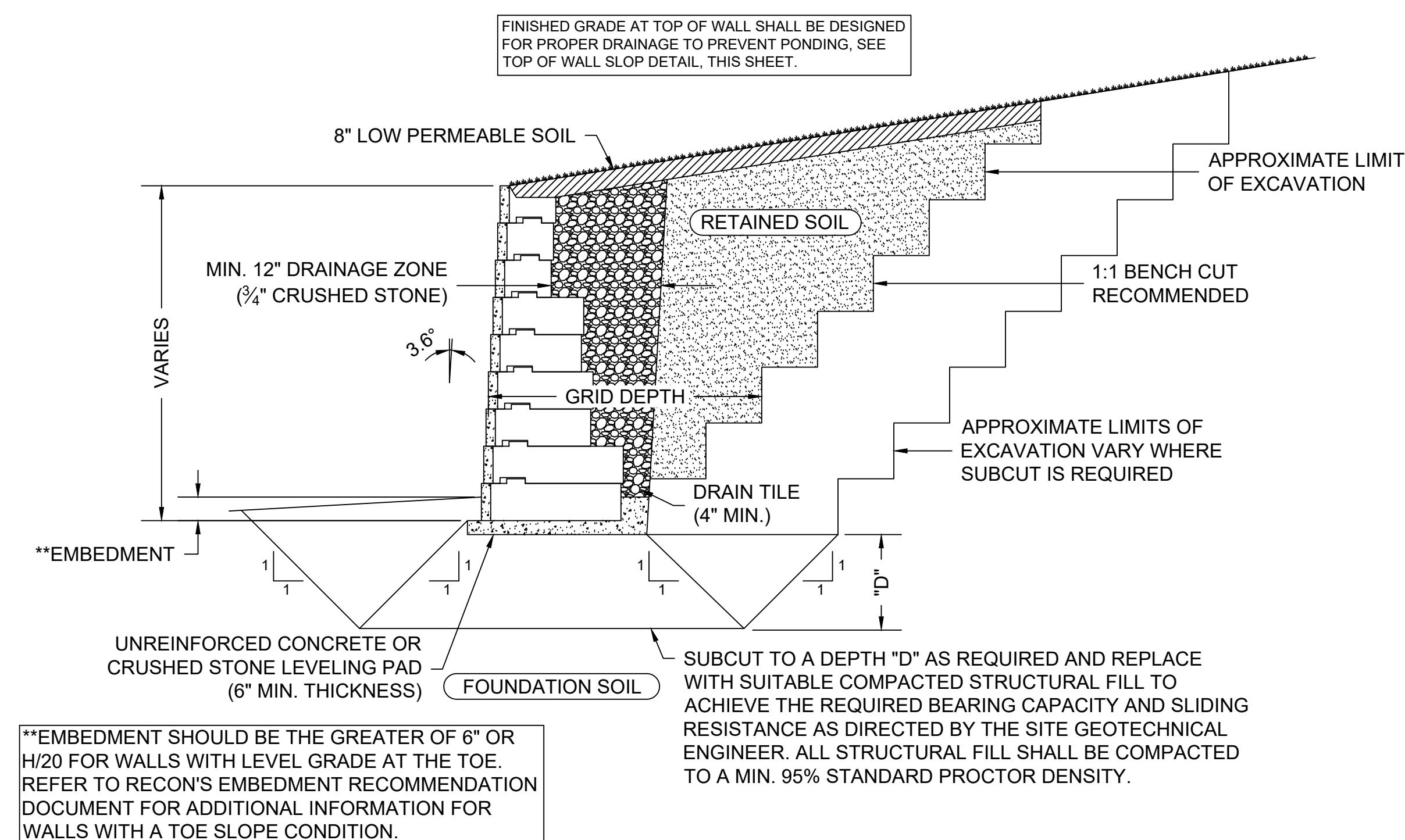
REVISIONS		
NO.	REVISION	DATE
		1/05/2026

### RETAINING WALL DETAILS

SCALE: NOT TO SCALE

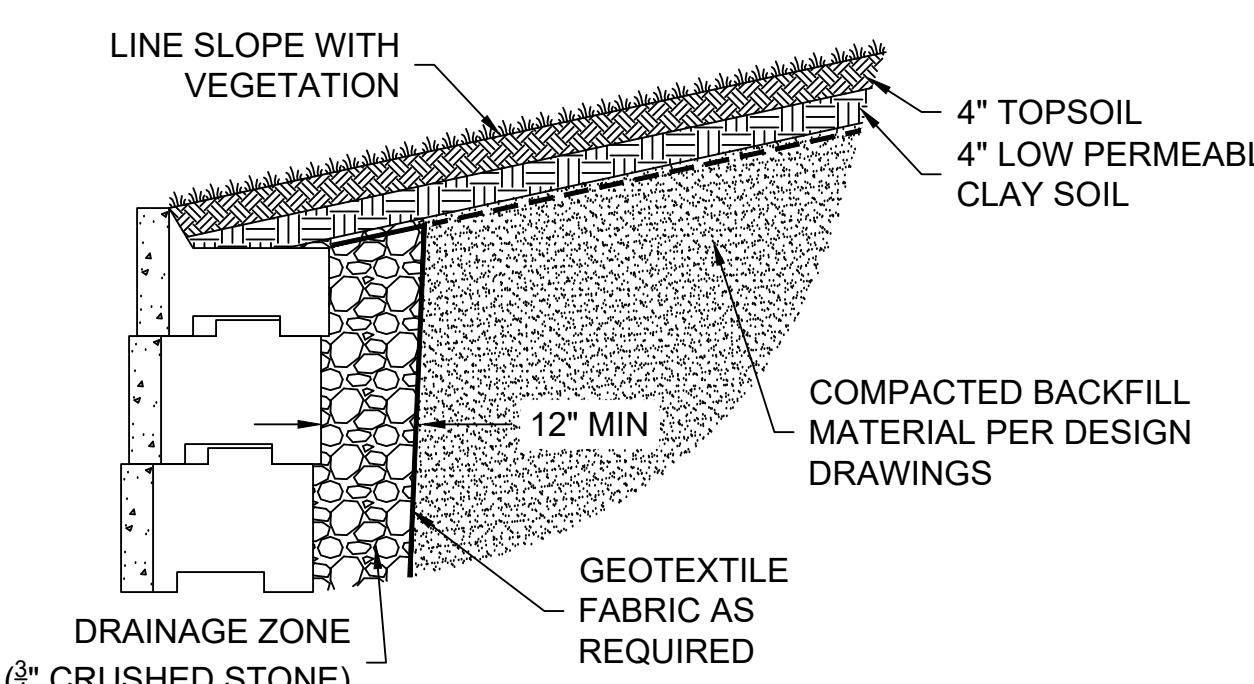
DRAWN/DESIGNED BY: JHP CHECKED BY: JFO

SHEET NO. 44 OF 71



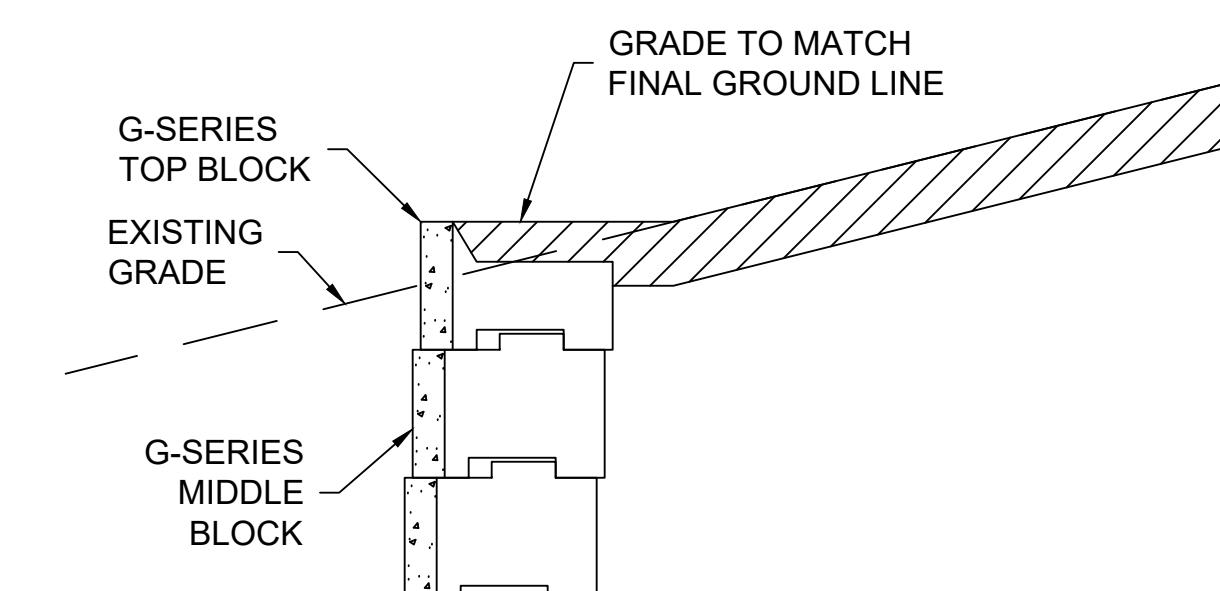
### PROPOSED MODULAR RETAINING WALL

NOT TO SCALE



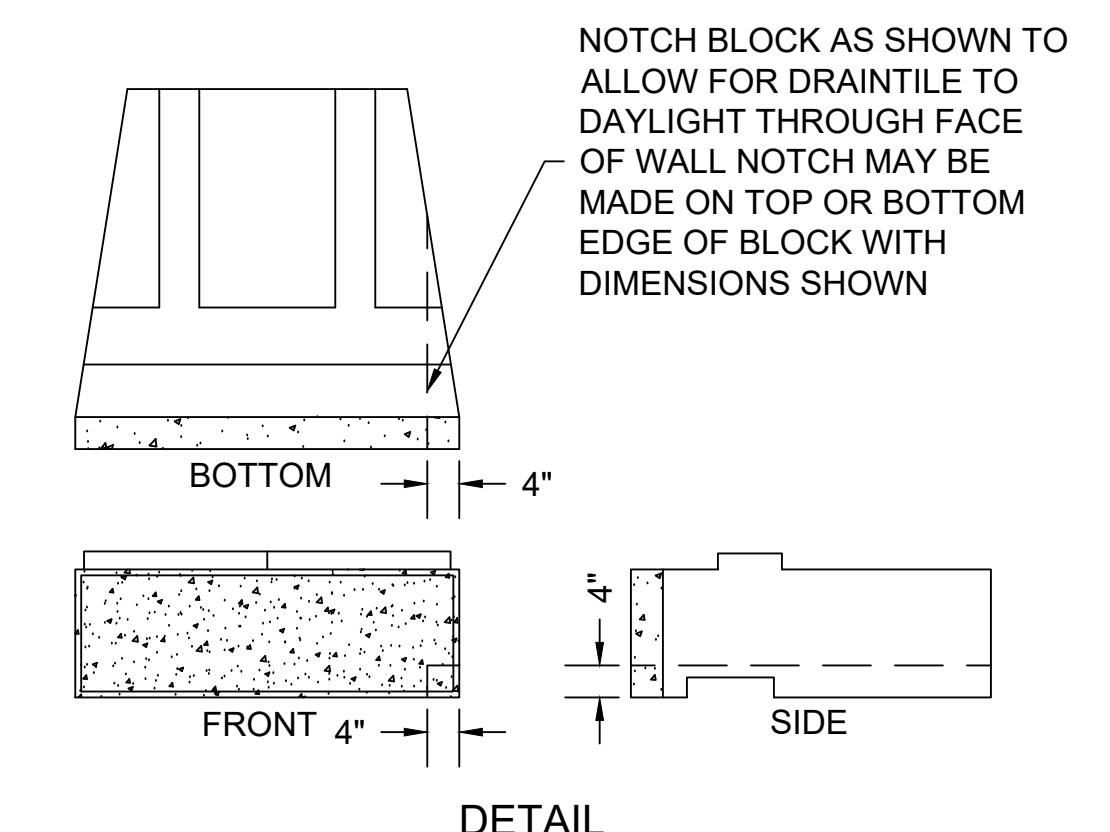
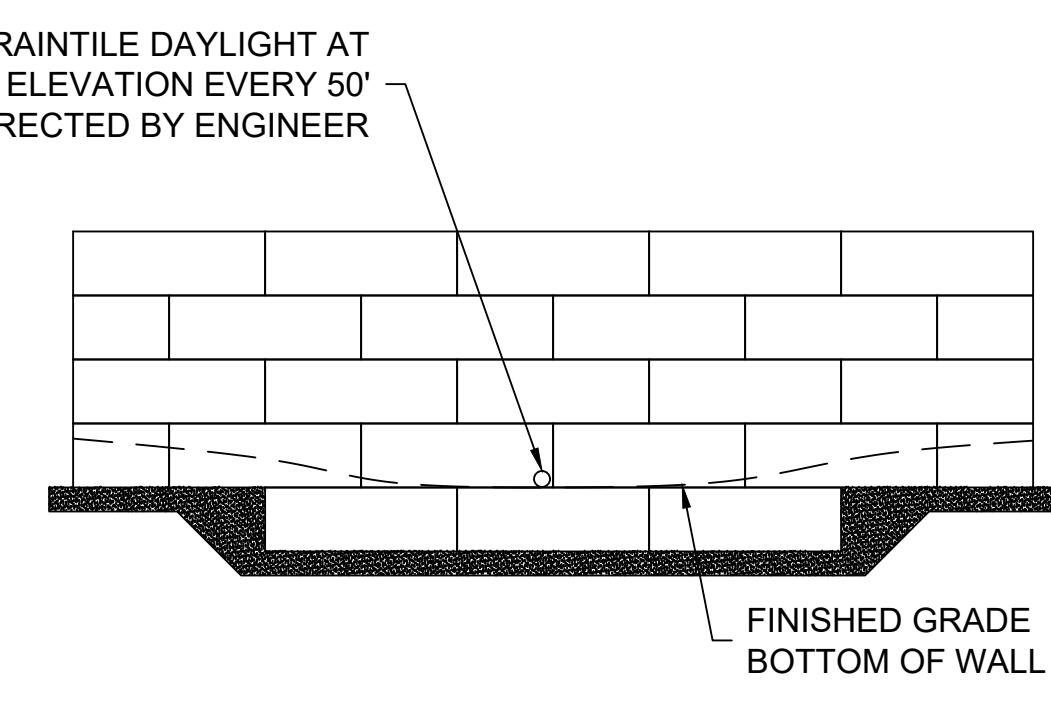
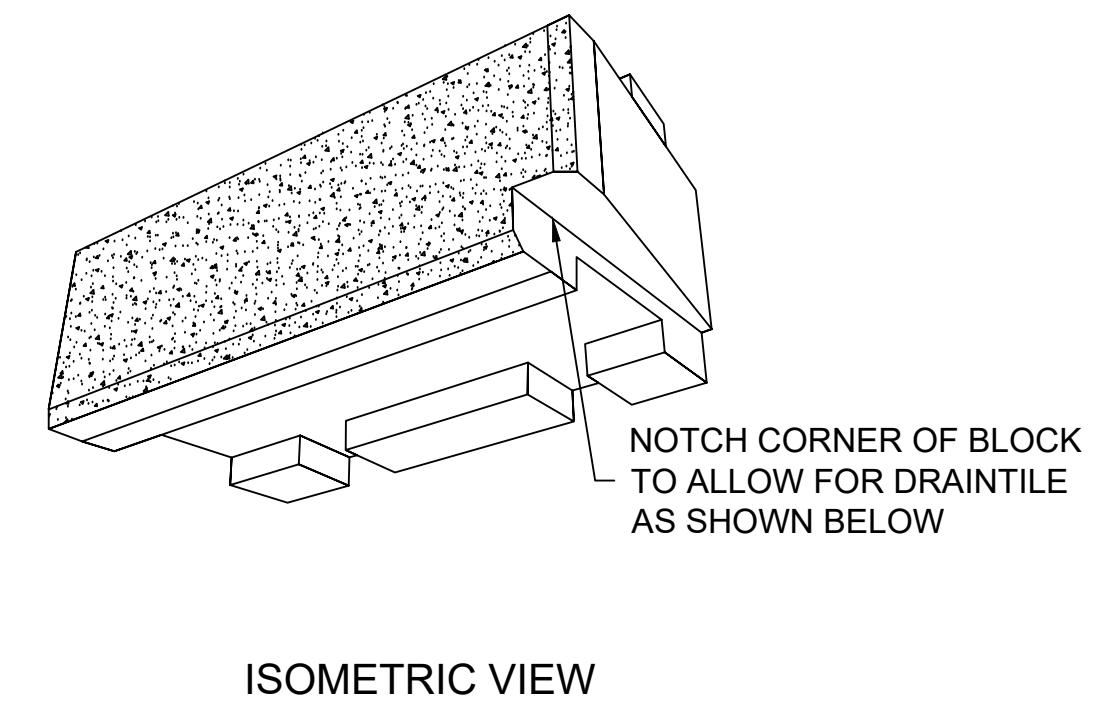
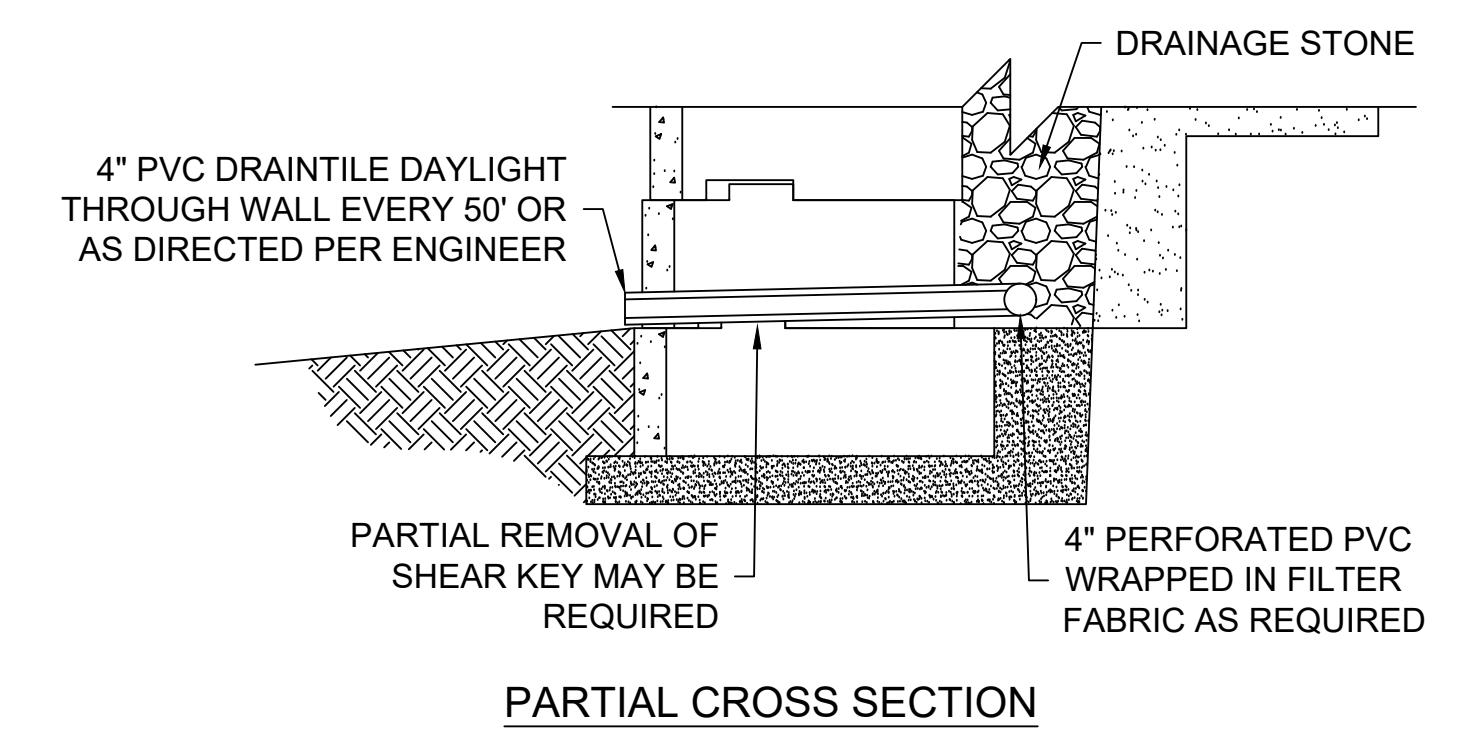
### TOP OF WALL SLOPE

NOT TO SCALE



### TOP BLOCK

NOT TO SCALE



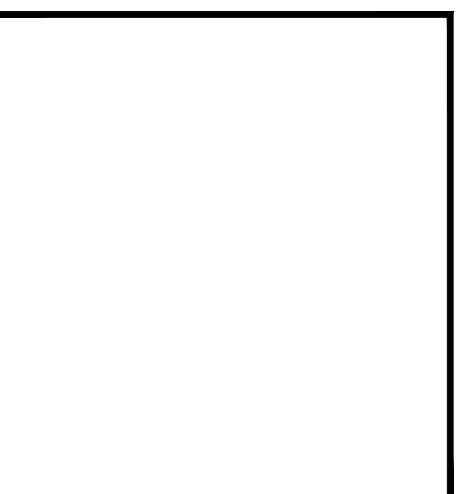
### WALL DRAINAGE DETAILS

NOT TO SCALE

### RETAINING WALL NOTES

1. THIS RETAINING WALL DETAIL IS PROVIDED FOR PRELIMINARY REFERENCE ONLY. THE FINAL WALL DESIGN, INCLUDING ALL CONSTRUCTION DETAILS, CALCULATIONS, AND STABILITY EVALUATIONS, MUST BE PREPARED AND STAMPED BY A LICENSED PROFESSIONAL ENGINEER BASED ON ACTUAL SITE CONDITIONS. THE CONTRACTOR AND DESIGN ENGINEER OF RECORD ARE RESPONSIBLE FOR VERIFYING FIELD CONDITIONS AND DETERMINING THE SUITABILITY OF THIS DETAIL. MANUFACTURER REQUIREMENTS, STAMPED SHOP DRAWINGS, AND APPROVED CALCULATIONS TAKE PRECEDENCE OVER THIS PRELIMINARY DETAIL.
2. WALL HEIGHT VARIES AND IS THE TOTAL HEIGHT FROM TOP OF LEVELING PAD TO TOP OF WALL.
3. MINIMUM WALL EMBEDMENT IS TYPICALLY 6-INCHES OR 5% OF THE TOTAL WALL HEIGHT, WHICHEVER IS GREATER (WALLS WITH A LEVEL TOE SLOPE). REFER TO RECON'S EMBEDMENT RECOMMENDATION DOCUMENT FOR ADDITIONAL INFORMATION FOR WALLS WITH A TOE SLOPE CONDITION.
4. LEVELING PAD MATERIAL ASSUMED TO HAVE AN INTERNAL FRICTIONAL ANGLE EQUAL TO 40-DEGREES.
5. SUBSURFACE MATERIAL (FOUNDATION SOILS) SHALL BE CAPABLE OF SUPPORTING THE WALL SYSTEM.
6. FINISHED GRADE AT TOP AND BOTTOM OF WALL SHALL PROVIDE POSITIVE DRAINAGE.
7. DRAINAGE ZONE MATERIAL SHALL BE FREE-DRAINING GRANULAR MATERIAL SUCH AS 3/4-INCH CRUSHED STONE.
8. ALL RETAINED BACKFILL MATERIALS SHALL BE COMPAKTED TO A MINIMUM 95% STANDARD PROCTOR DENSITY.

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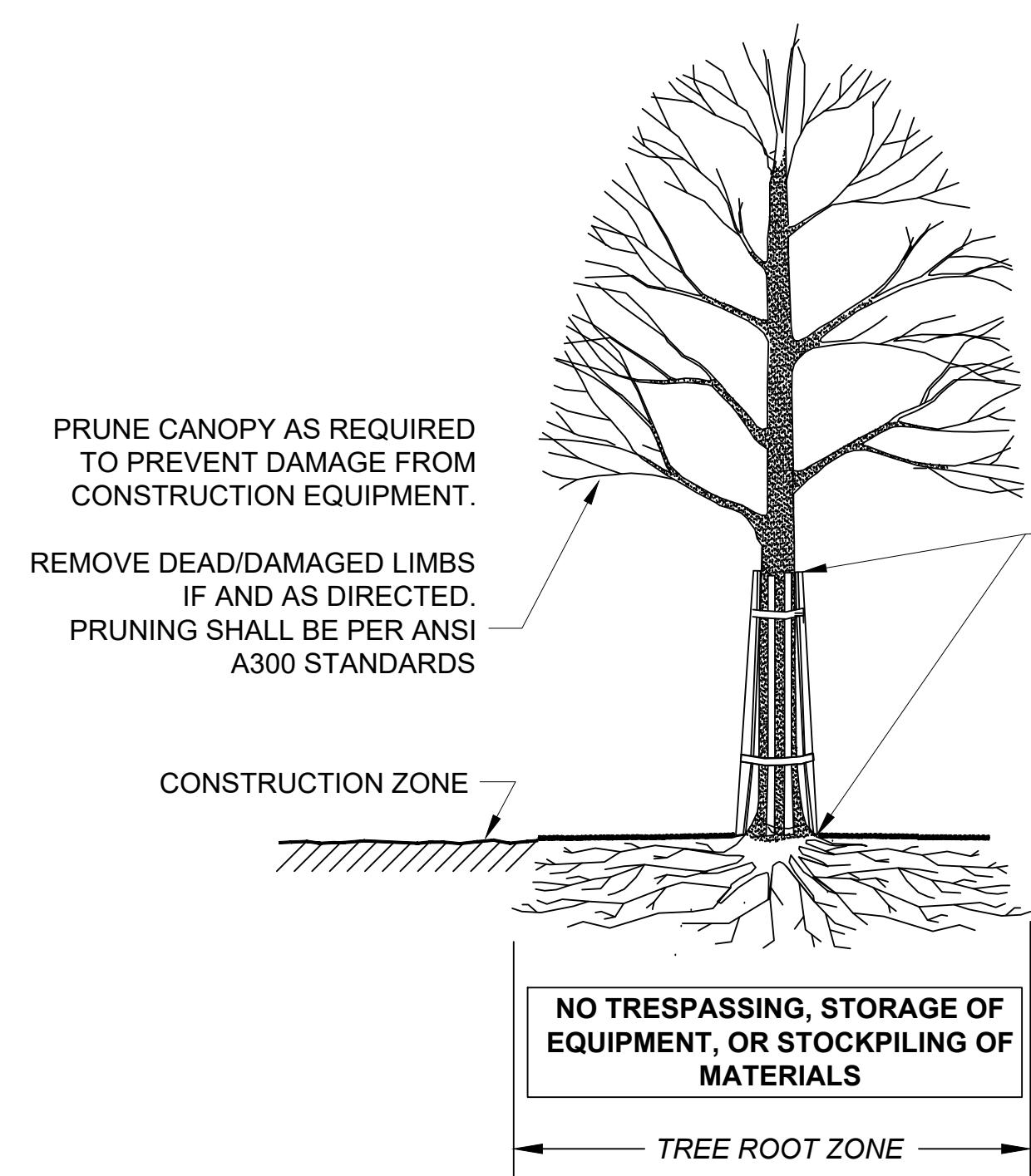
## OLD FERRY ROAD ROADWAY RECONSTRUCTION METHUEN, MASSACHUSETTS

REVISIONS		
NO.	REVISION	DATE

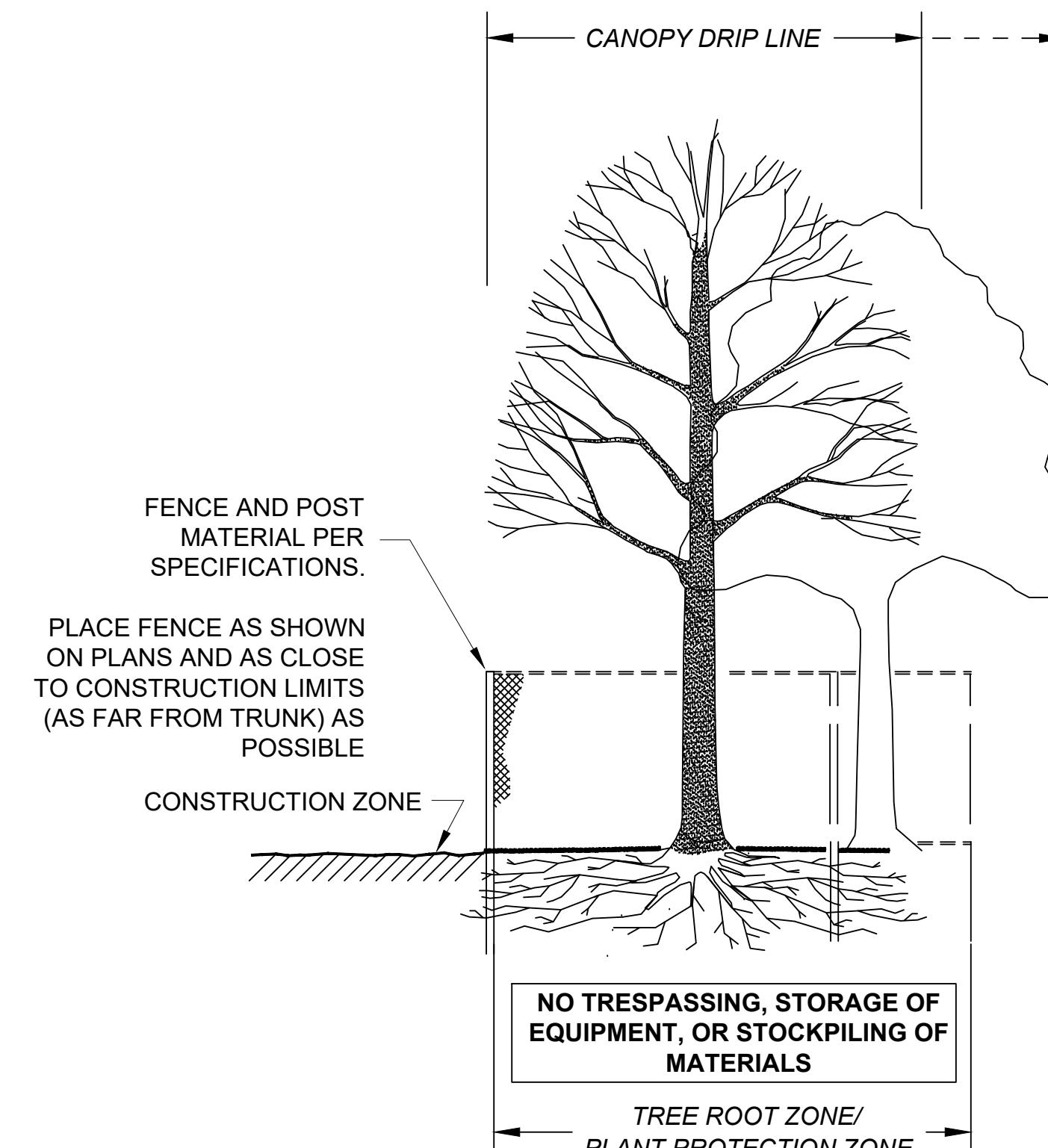
1/05/2026

CONSTRUCTION DETAILS		
SCALE:	NOT TO SCALE	DRAWN/DESIGN BY: JHP

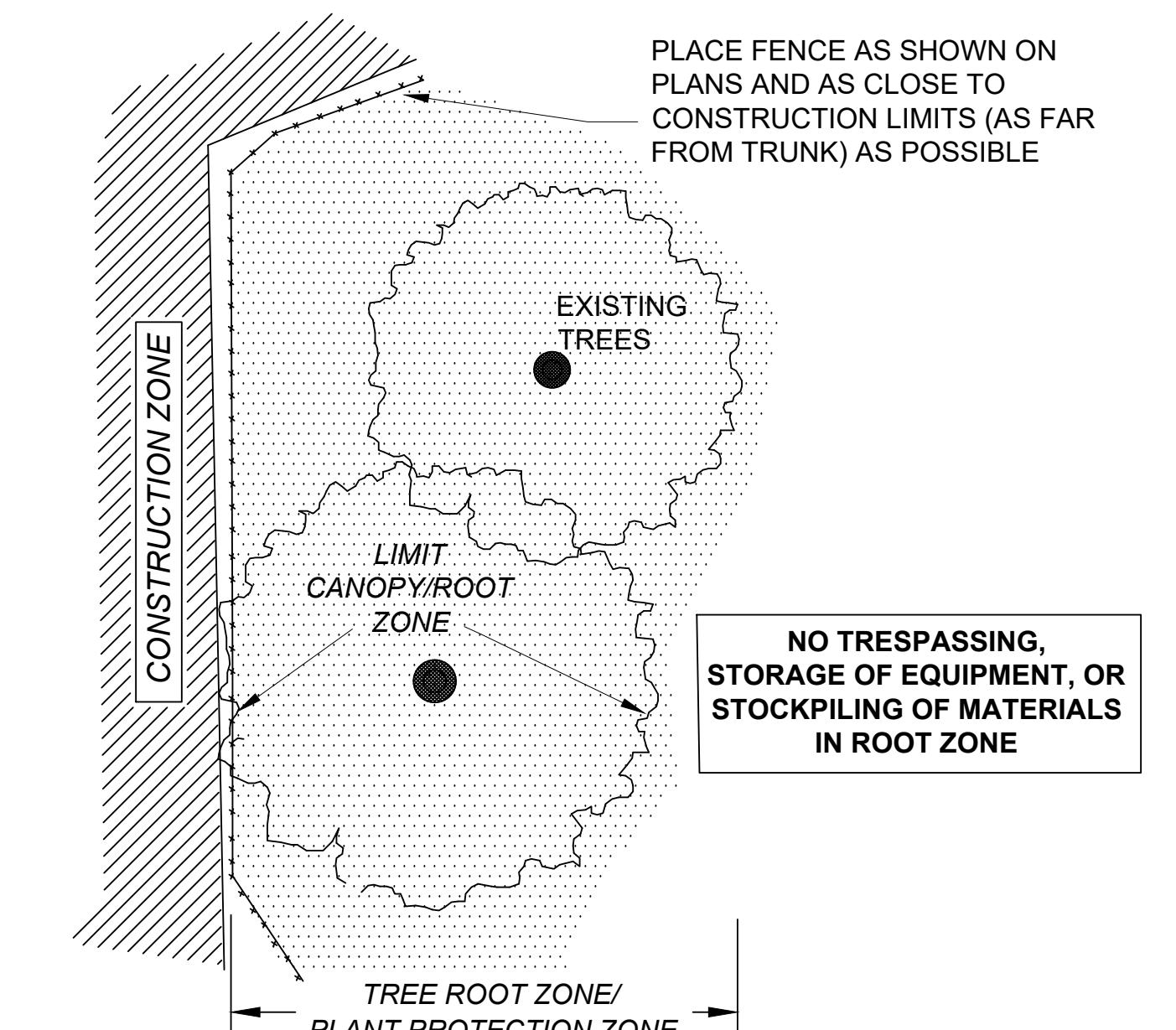
CHECKED BY: JFO  
SHEET NO. 45 OF 71



SECTION - TRUNK ARMORING & PRUNING



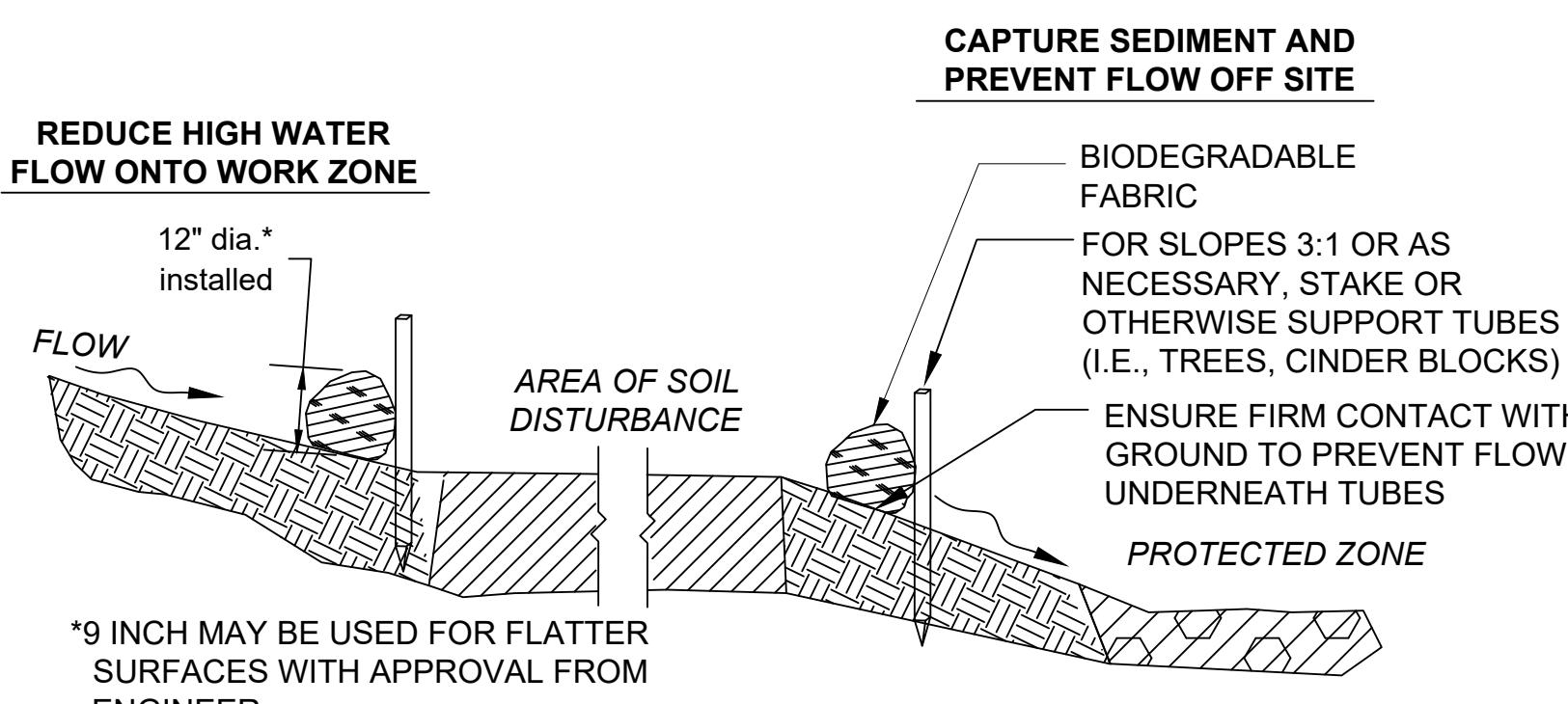
SECTION - FENCE PROTECTION OF ROOT ZONE



PLAN VIEW - FENCE PROTECTION OF ROOT ZONE

### TREE PROTECTION - TRUNK

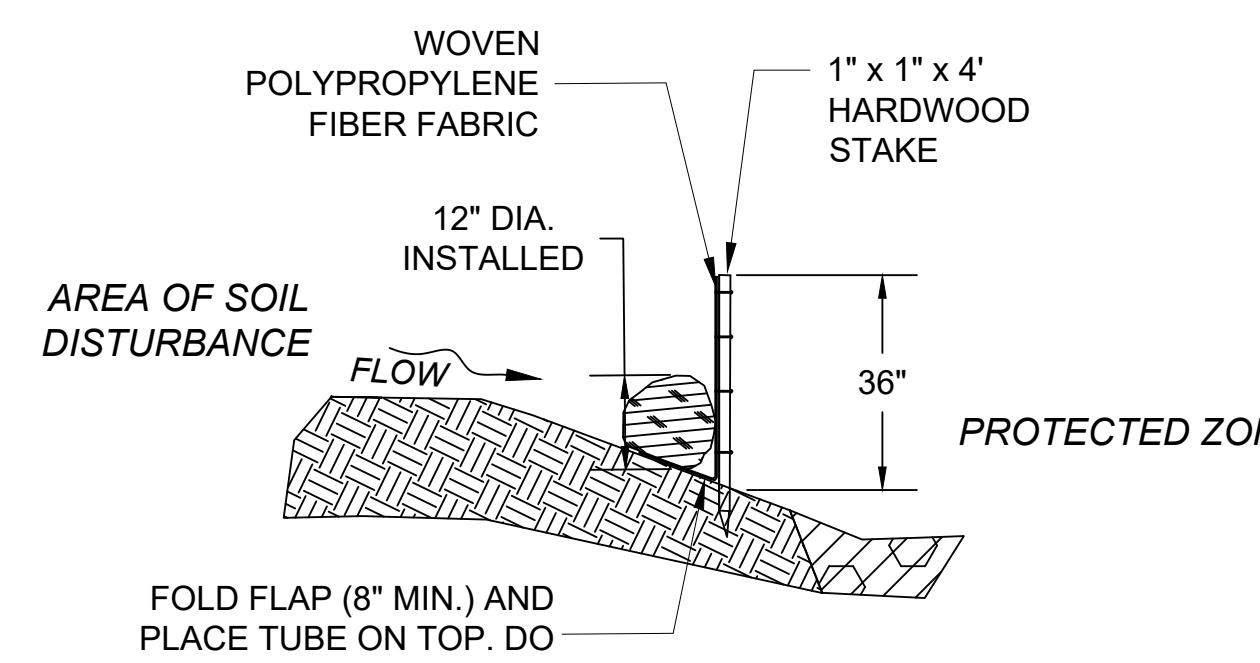
NOT TO SCALE



SECTION

### SEDIMENT BARRIER - COMPOST FILTER TUBES

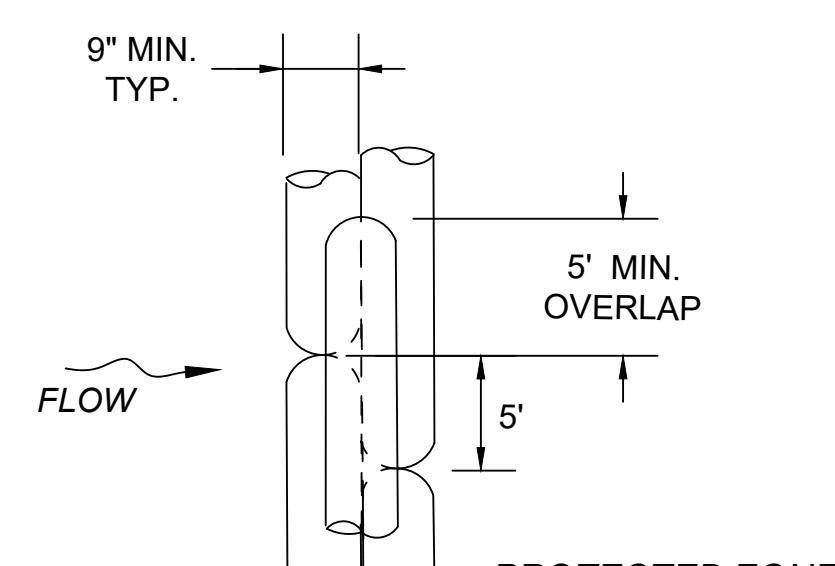
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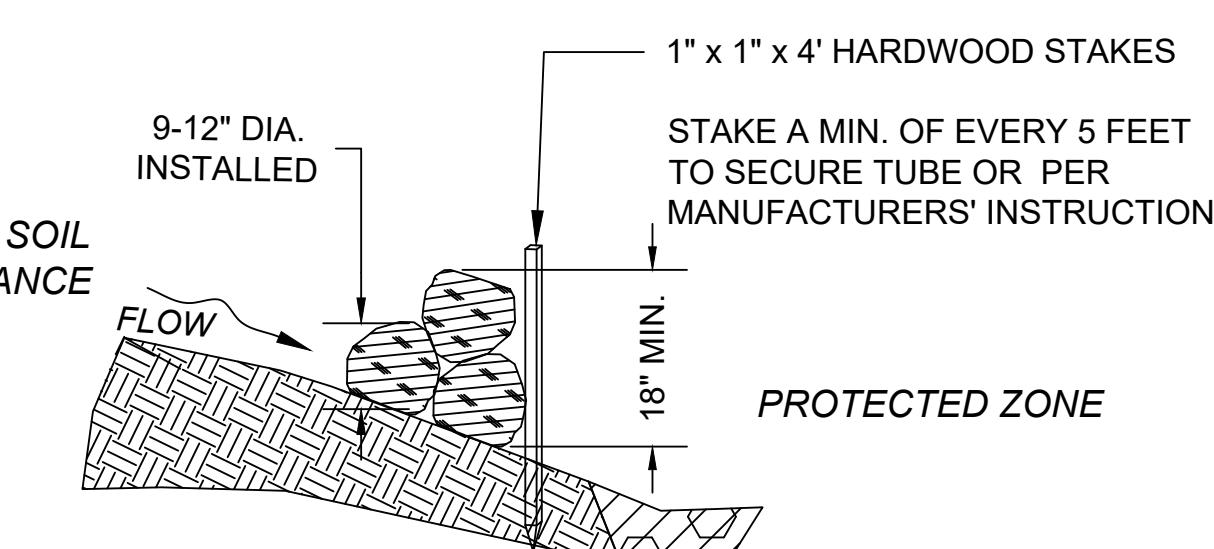
SECTION

### COMPOST FILTER TUBE & SILT FENCE

NOT TO SCALE



PLAN VIEW



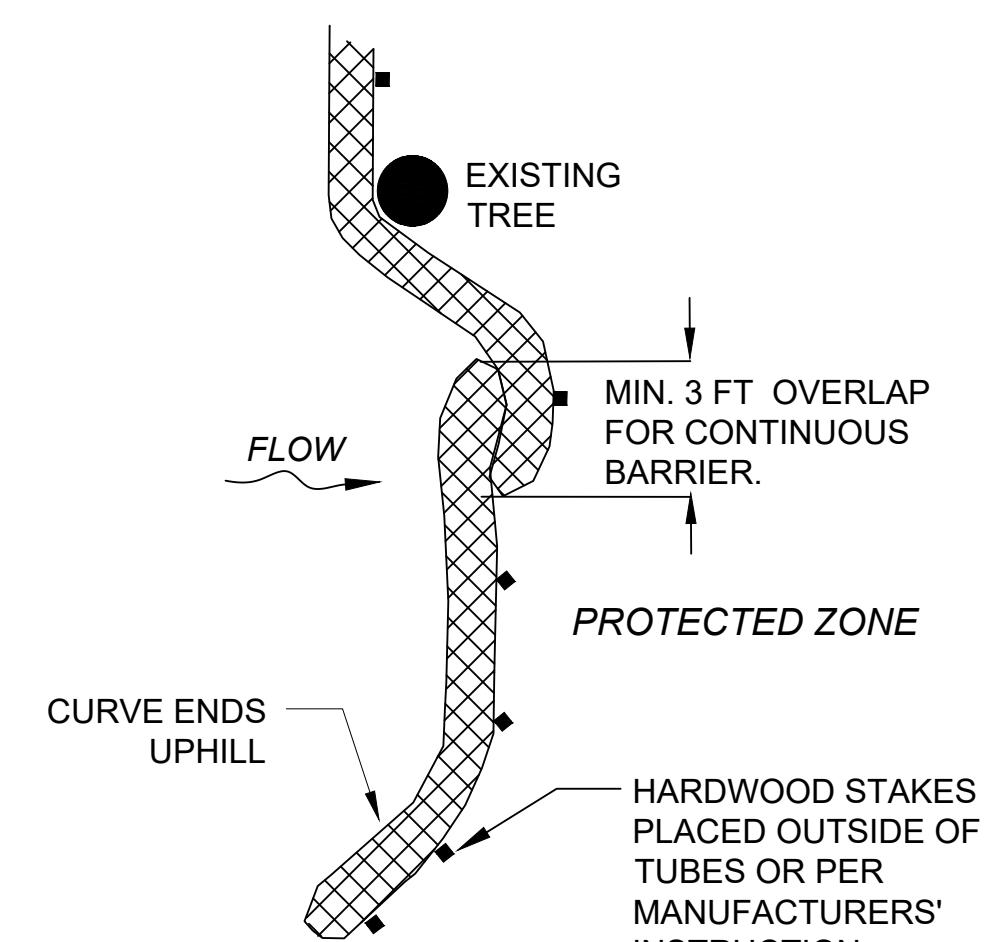
SECTION

### COMPOST FILTER TUBE BERM (SLOPES 2:1 OR STEEPER)

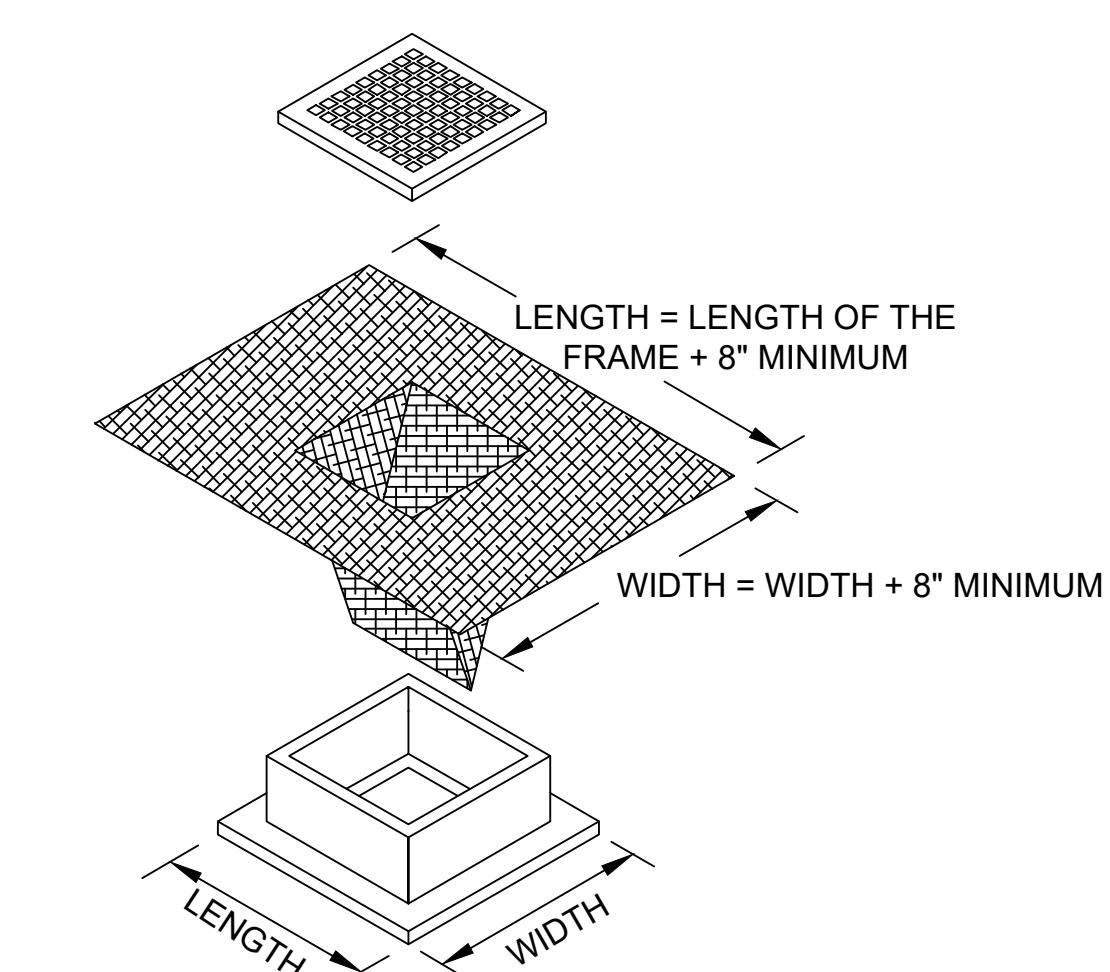
NOT TO SCALE

### TREE PROTECTION - ROOT ZONE

NOT TO SCALE



PLAN VIEW



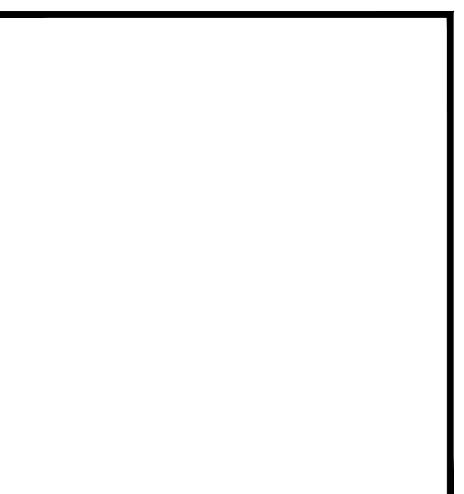
### NOTES

1. LENGTH AND WIDTH OF POLYPROPYLENE FABRIC MUST EXCEED EXISTING CATCH BASIN FRAME DIMENSIONS BY A MINIMUM OF 8".
2. REMOVE CATCH BASIN GRATE AND INSTALL POLYPROPYLENE FABRIC OVER CATCH BASIN FRAME. REPLACE CATCH BASIN GRATE TO SECURE POLYPROPYLENE FABRIC IN PLACE.
3. FOR USE ON ALL EXISTING CATCH BASINS WITHIN THE PROJECT LIMITS AND PROPOSED CATCH BASINS THAT ARE IN OPERATION DURING CONSTRUCTION.

### INLET SEDIMENT CONTROL DEVICE

NOT TO SCALE

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or conflicts which are alleged.



PREPARED FOR:  
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## OLD FERRY ROAD ROADWAY RECONSTRUCTION METHUEN, MASSACHUSETTS

REVISIONS		
NO.	REVISION	DATE

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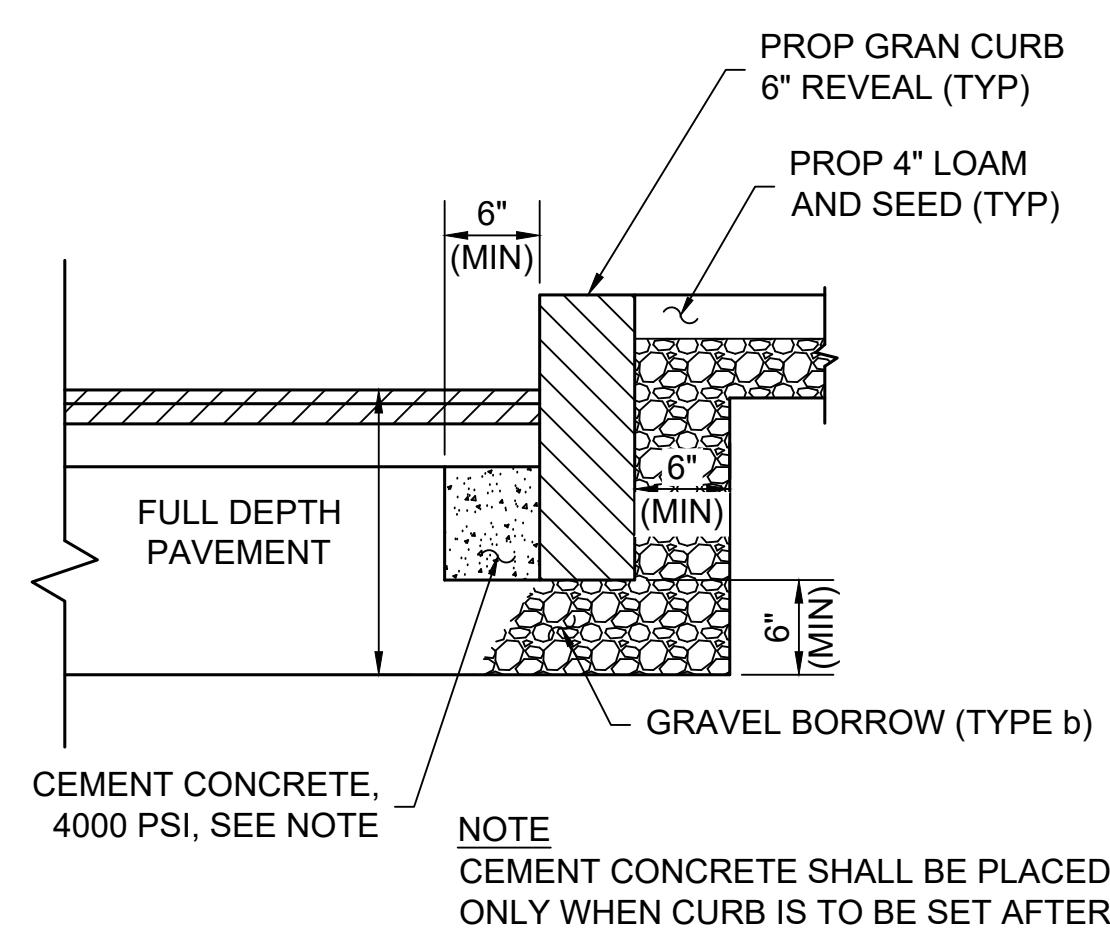
### CONSTRUCTION DETAILS

SCALE:  
NOT TO SCALE

DRAWN/DESIGNED BY: JHP  
CHECKED BY: JFO

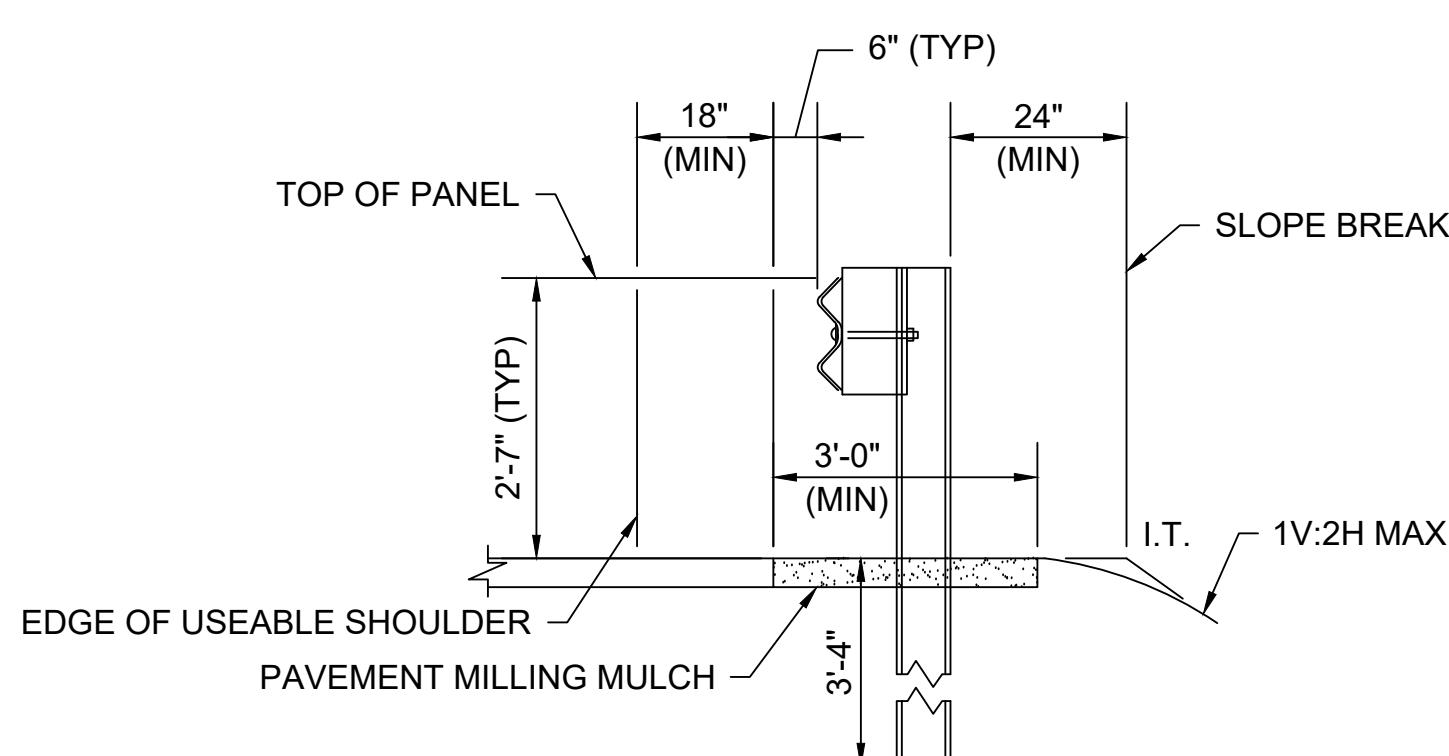
SHEET NO.

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**GRANITE CURB, TYPE VB, IN FULL DEPTH PAVEMENT**

NOT TO SCALE

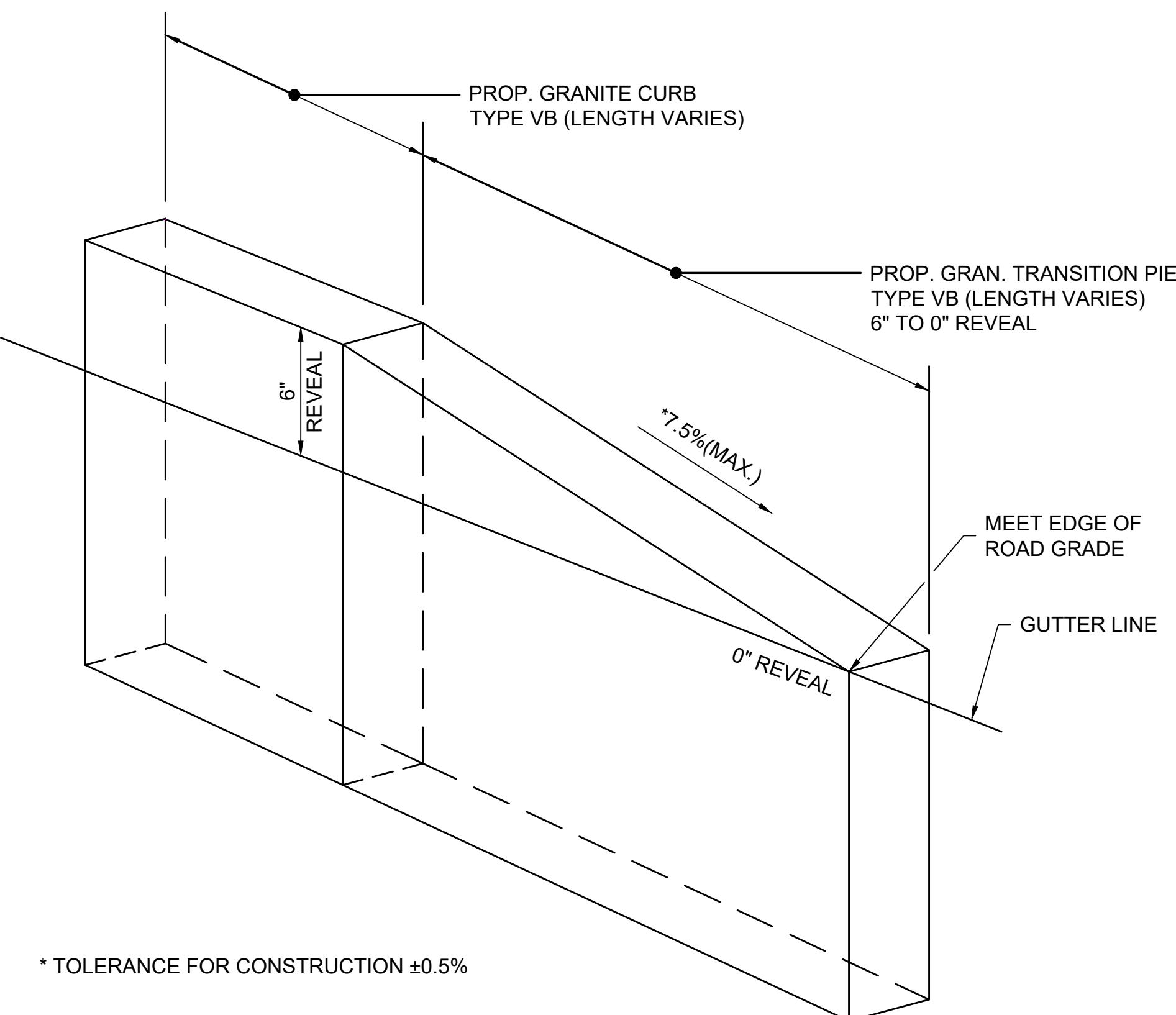


**GUARDRAIL DETAIL**

NOT TO SCALE

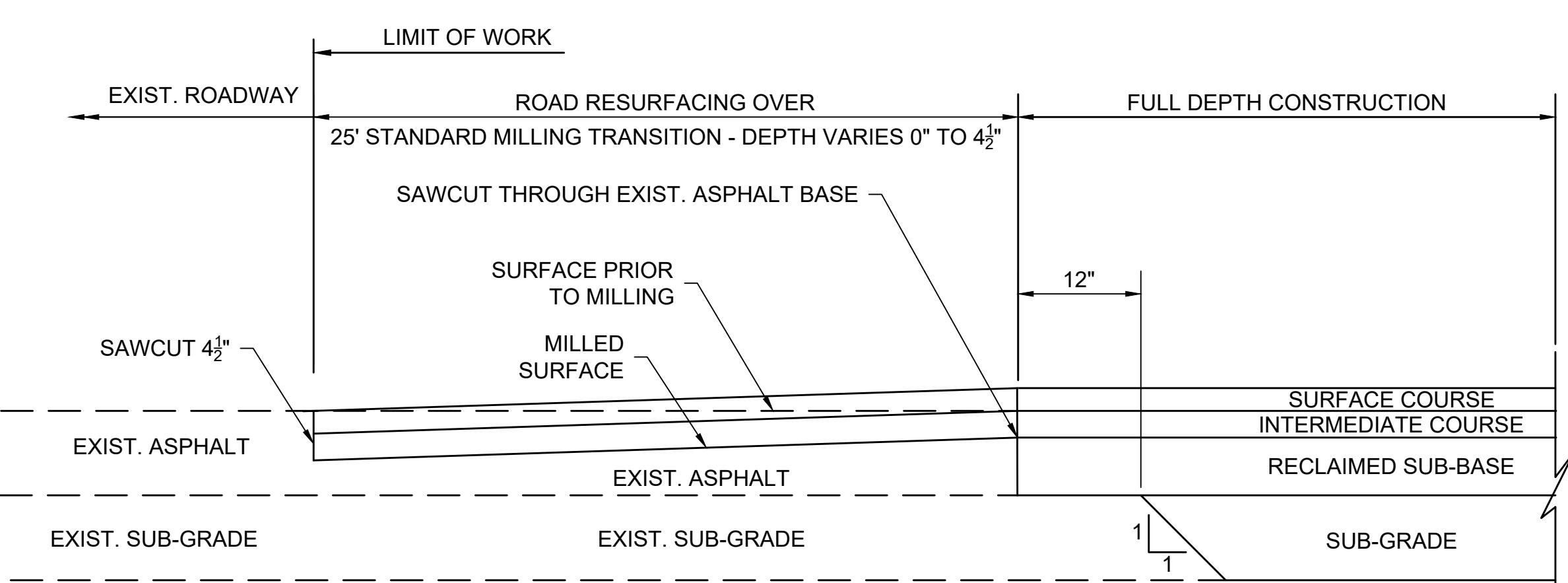
#### GUARDRAIL NOTES

1. ALL GUARDRAIL MATERIALS SHALL CONFORM TO M8.07.0 UNLESS OTHERWISE INDICATED.
2. APPROVAL BY THE ENGINEER IS REQUIRED WHERE A DIFFERING GUARDRAIL CONFIGURATION IS REQUIRED FOR CONSTRUCTABILITY BEYOND THE OPTIONS SHOWN IN THESE STANDARDS OR THE PLANS.
3. THE BEGIN OR END STATION LABELS SHOWN IN THESE STANDARDS CORRESPOND TO THE STATION AND OFFSET CALLOUTS SPECIFIED IN THE PLANS.
4. USE 12'-6" NOMINAL LENGTH PANELS UNLESS OTHERWISE INDICATED IN THE PLANS.
5. ALL LAP SPLICES SHALL BE MIDSPAN UNLESS OTHERWISE SHOWN.
6. LAP SPLICES SHALL BE CONSTRUCTED WITH THE SPLICE RIDGE ORIENTED DOWNSTREAM OF THE FINAL DIRECTION OF TRAFFIC IN THE NEAREST TRAVEL LANE. REORIENTING LAP SPLICES FOR TEMPORARY TRAFFIC CONTROL IS NOT REQUIRED.
7. STANDARD POSTS SHALL BE STEEL OR TIMBER, UNLESS OTHERWISE INDICATED IN THE PLANS, FABRICATED TO THE DIMENSIONS SHOWN ON 601.0.3. POSTS OF A SINGLE MATERIAL TYPE SHALL BE USED THROUGHOUT AN ENTIRE RUN OF GUARDRAIL; EXCEPTIONS ARE ALLOWED ONLY WHEN SPECIFIC MATERIAL TYPES ARE REQUIRED FOR TRANSITIONS, END TREATMENTS, AND/OR ANCHORAGES.
8. DEEP POST SHALL ONLY BE USED WHERE INDICATED IN THESE STANDARDS OR THE PLANS.
9. OFFSET BLOCKS, WHERE REQUIRED, SHALL BE TIMBER AND FABRICATED TO THE NOMINAL DIMENSIONS SHOWN ON 601.0.3. PLASTIC OR COMPOSITE OFFSET BLOCKS OF THE SAME NOMINAL DIMENSIONS THAT ARE LISTED ON THE QUALIFIED CONSTRUCTION MATERIALS LIST MAY BE SUBSTITUTED. OFFSET BLOCKS OF A SINGLE MATERIAL TYPE SHALL BE USED THROUGHOUT AN ENTIRE RUN OF GUARDRAIL; EXCEPTIONS ARE ALLOWED ONLY WHEN SPECIFIC MATERIAL TYPES ARE REQUIRED FOR TRANSITIONS, END TREATMENTS, AND/OR ANCHORAGES.
10. PAVEMENT MILLING MULCH, WHERE CALLED FOR IN THE STANDARDS, SHALL CONFORM TO SUBSECTION 769.
11. GUARDRAIL DELINEATORS, CONFORMING TO SECTION 601, SHALL BE INSTALLED AT 25' INTERVALS WITHIN 100' OF AN END TREATMENT OR TRAILING ANCHORAGE, AT 25' INTERVALS ON CURVES WITH A RADIUS OF 150' OR LESS, AT 50' INTERVALS ON CURVES WITH A RADIUS GREATER THAN 150' TO 300', AT 75' INTERVALS ON CURVES GREATER THAN 300' TO 700', AND AT 100' INTERVALS IN ALL OTHER AREAS UNLESS OTHERWISE SHOWN IN THE PLANS. DELINEATORS SHALL BE INSTALLED ON THE SPLICE. DELINEATORS SHALL NOT BE INSTALLED AT THE POST EXCEPT AT TRANSITIONS.
12. MINIMUM OFFSET DISTANCE FROM FACE OF W-BEAM PANEL TO A FIXED (NON-BREAKAWAY) OBJECT SHALL BE 48" FOR TL-2 AND 60" FOR TL-3.



**GRANITE CURB TRANSITION (6" TO 0" REVEAL)**

NOT TO SCALE



**PAVEMENT TRANSITION DETAIL**

NOT TO SCALE

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CUT: 26.44 SF  
FILL: 0.00 SF

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 DEPARTMENT OF PUBLIC WORKS  
 10 DITSON PLACE, SUITE 100  
 METHUEN, MA 01844

**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

REVISIONS		
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		1/05/2026

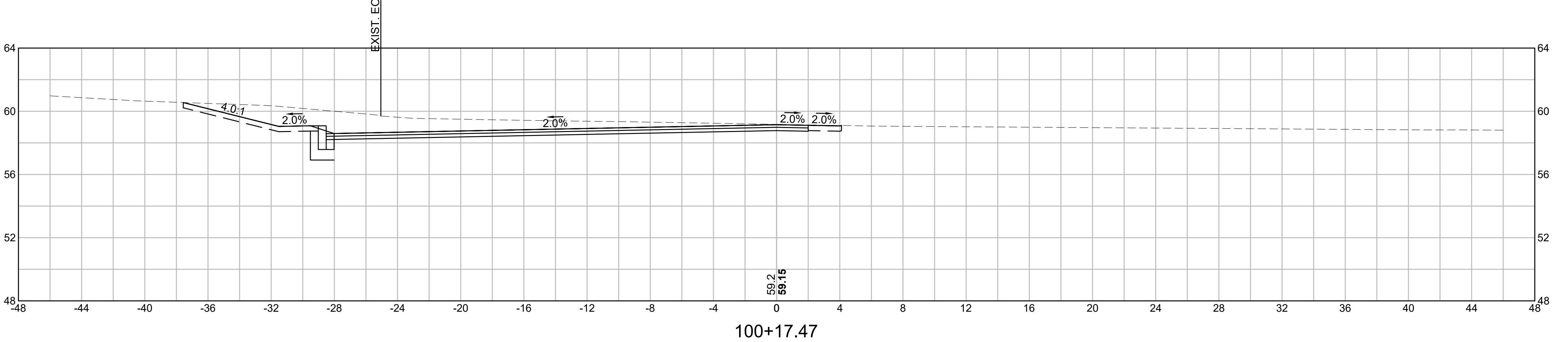
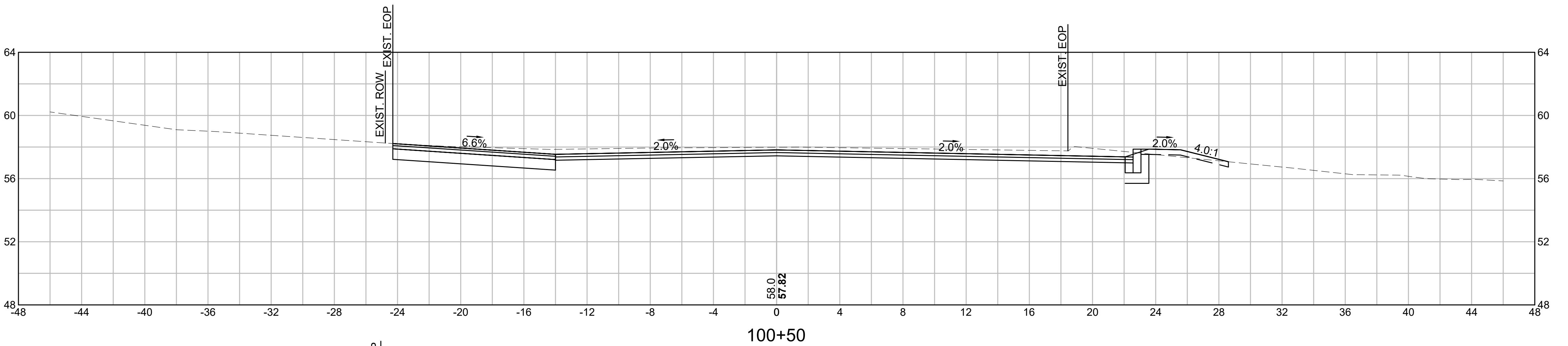
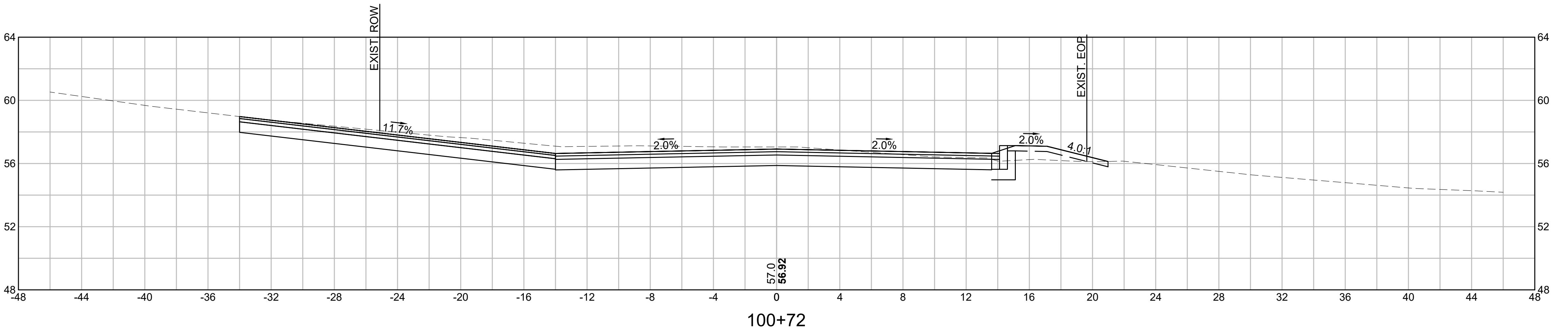
CUT: 17.24 SF  
FILL: 0.00 SF

**CROSS SECTIONS**

CUT: 217.81 SF  
FILL: 0.00 SF

**SCALE:**  
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**DRAWN/DESIGN BY:** KSR  
**CHECKED BY:** JFO

SHEET NO.  
47 OF 71



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 or conflicts which are alleged.



CUT: 31.52 SF  
FILL: 0.00 SF

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**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

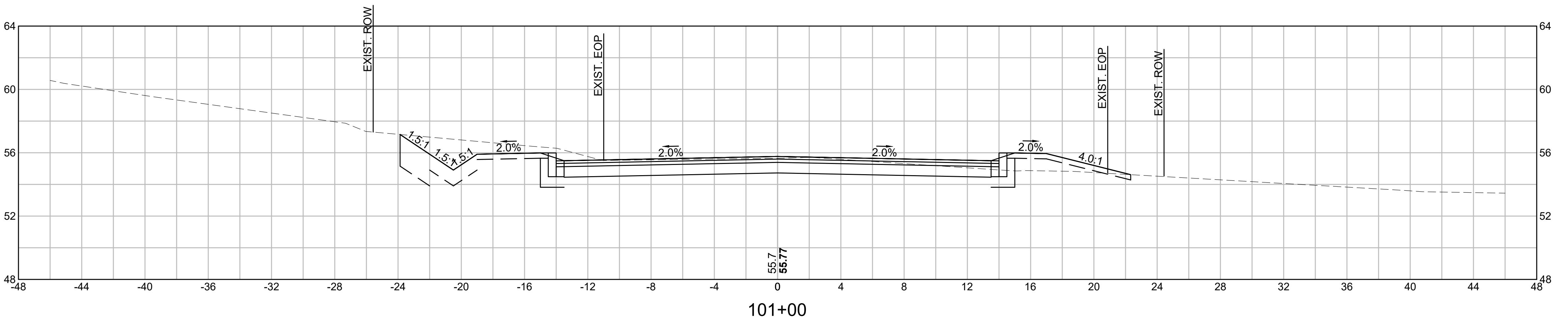
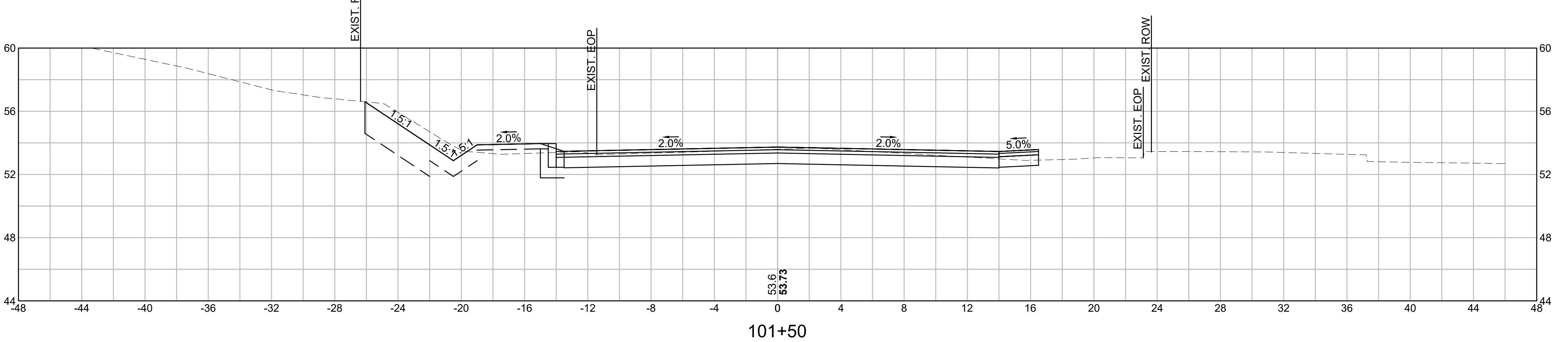
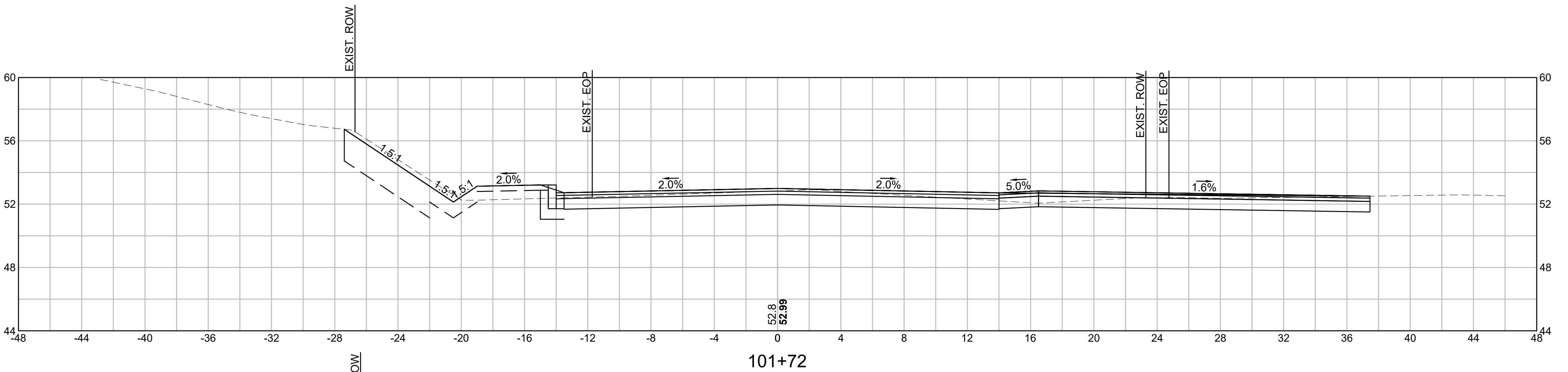
REVISIONS		
NO.	REVISION	DATE
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**CROSS SECTIONS**

SCALE:  
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48 OF 71



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 or conflicts which are alleged.



CUT: 38.86 SF  
FILL: 0.00 SF

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 METHUEN, MA 01844

**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

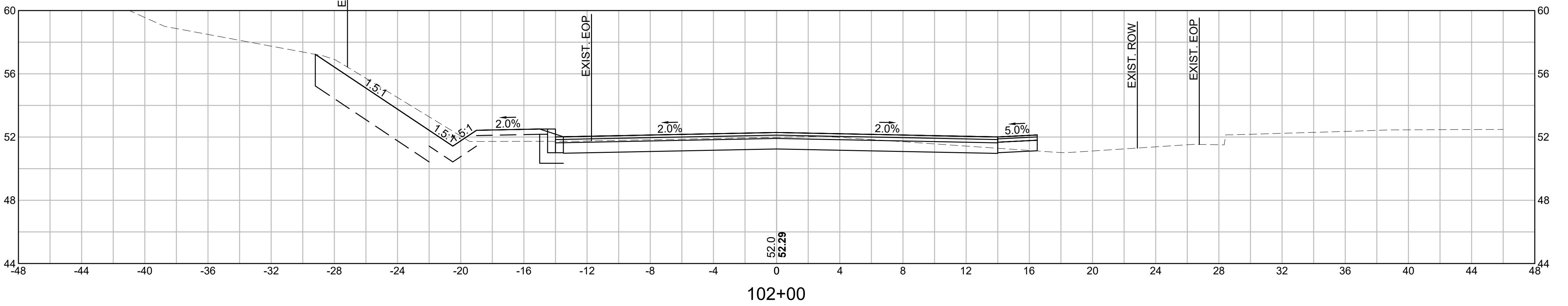
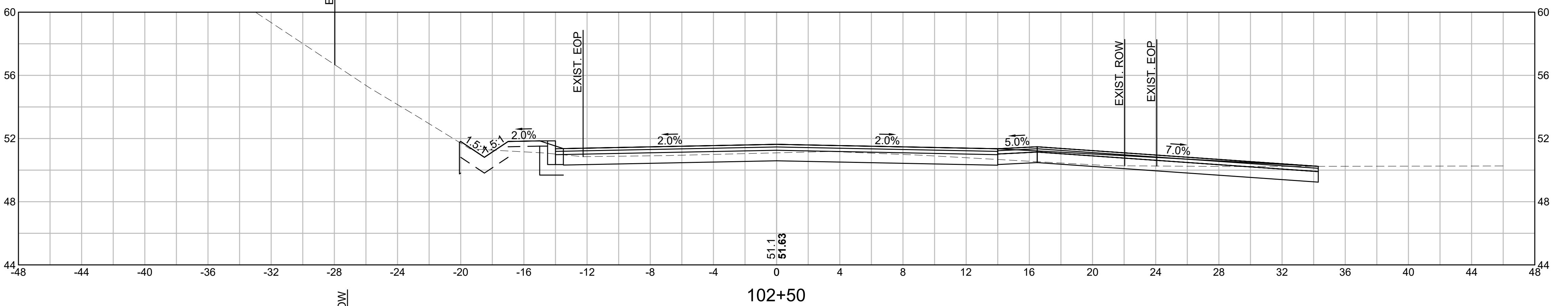
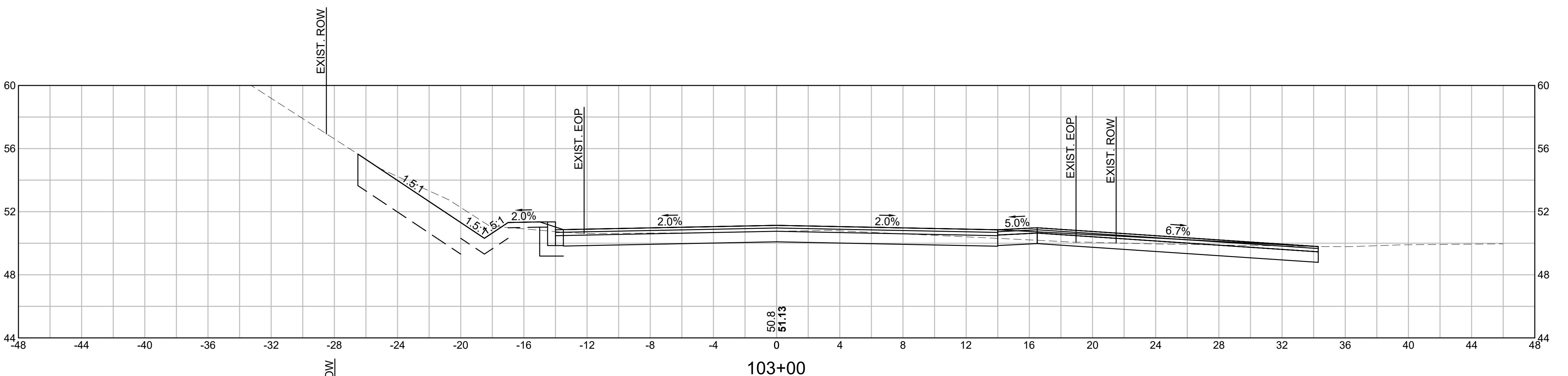
REVISIONS		
NO.	REVISION	DATE
		1/05/2026

CUT: 13.22 SF  
FILL: 0.00 SF

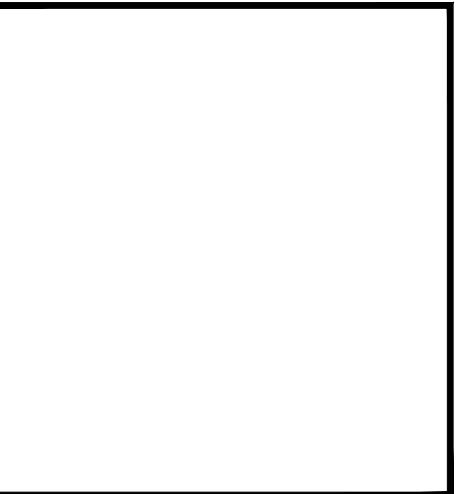
CROSS SECTIONS		
SCALE:	AS NOTED	

CUT: 28.22 SF  
FILL: 0.00 SF

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 SHEET NO. 49 OF 71



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CUT: 18.29 SF  
FILL: 0.00 SF

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**OLD FERRY ROAD**  
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**METHUEN, MASSACHUSETTS**

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NO.	REVISION	DATE
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CUT: 8.71 SF  
FILL: 0.00 SF

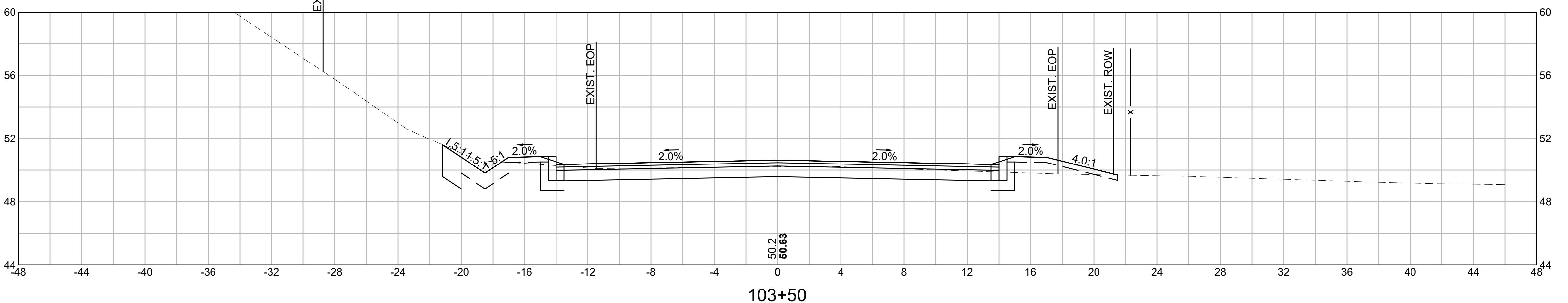
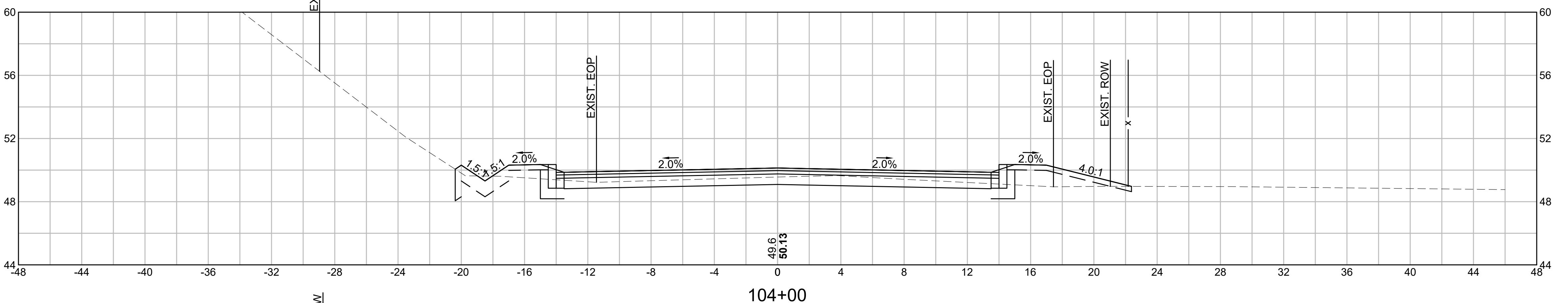
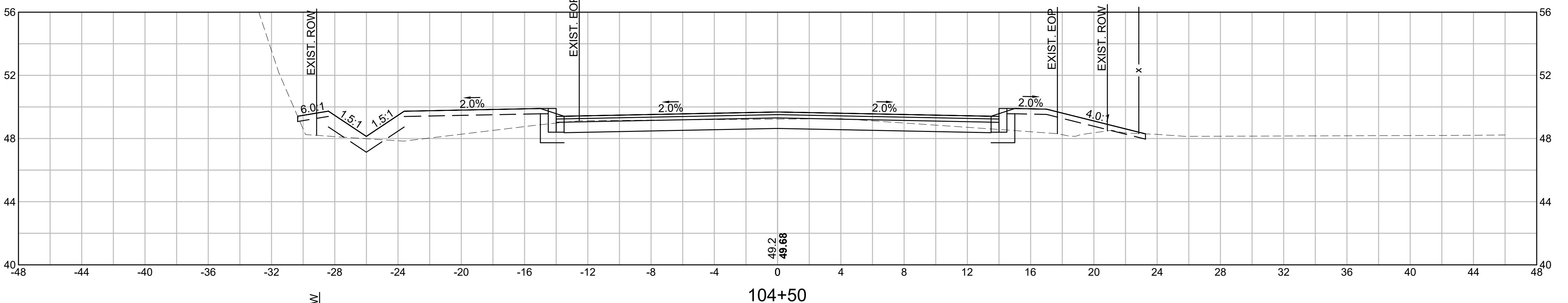
CUT: 11.64 SF  
FILL: 0.00 SF

SCALE:  
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CUT: 22.82 SF  
FILL: 0.00 SF

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**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

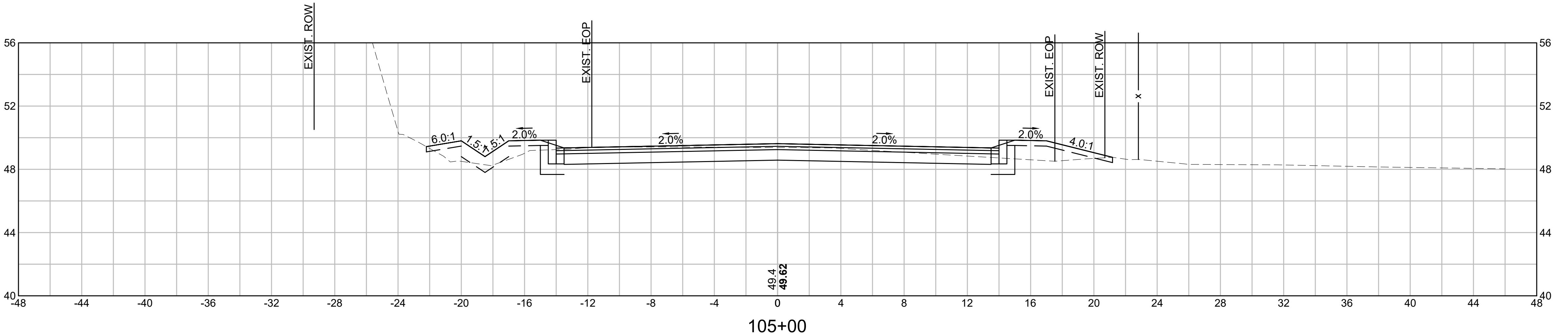
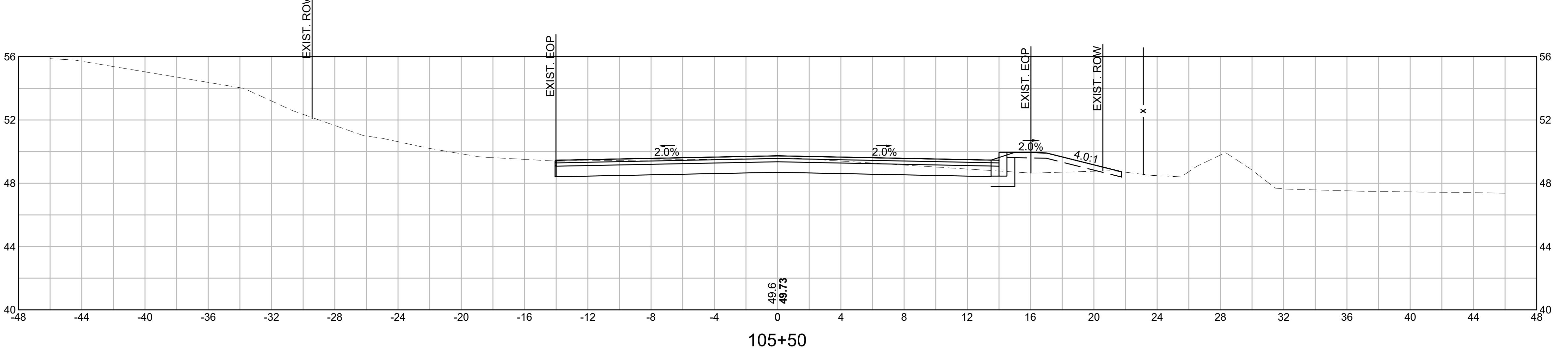
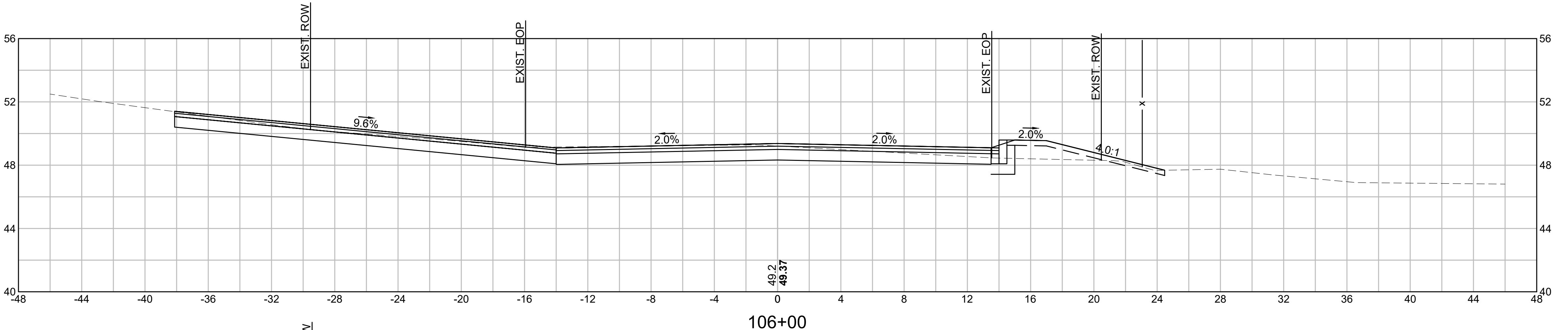
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**CROSS SECTIONS**

SCALE:  
AS NOTED

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SHEET NO.  
51 OF 71



CUT: 7.98 SF  
FILL: 0.00 SF

5 Friend Street  
Suite 805  
Boston, MA 02114  
617-466-6765

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# OLD FERRY ROAD ROADWAY RECONSTRUCTION

# METHUEN, MASSACHUSETTS

UT: 60.05 SF

10 BRIDGEWATER, SUITE 100  
METHUEN, MA 01844

UT: 50.72 SF

UT: 44.95 SF

1/05/2026

# CROSS SECTIONS

CALE: **13 NOVEMBER**

BY: CHECKED

KSR JFO

SHEET NO. 71

32 of 74

EXIST. ROW

EXIST. EOP

EXIST. EOP

EXIST. ROW

1.5:1

2.0%

0.0%

2.0%

2.0%

4.0:1

46.5

46.39

107+50

This figure is a topographic map of a river reach, likely a reach of the Missouri River. The map shows a grid of latitude and longitude lines. The x-axis (longitude) ranges from -48 to 48, and the y-axis (latitude) ranges from 40 to 56. The river is represented by a dashed line. Several flow diversion structures are shown as stepped lines, with labels indicating their characteristics:

- EXIST. ROW**: A stepped line starting at approximately (-35, 55) and ending at (-28, 45).
- EXIST. EOP**: A stepped line starting at approximately (-18, 48) and ending at (-15, 45).
- EXIST. EOP**: A stepped line starting at approximately (15, 48) and ending at (18, 45).
- EXIST. ROW**: A stepped line starting at approximately (18, 55) and ending at (22, 45).

Labels on the map include:

- 1.5:1**: Slope of the existing river reach.
- 2.0%**: Slope of the diversion structures.
- 2.0:1**: Slope of the diversion structures.
- 2.0%**: Slope of the diversion structures.
- 2.0%**: Slope of the diversion structures.
- 4.0:1**: Slope of the diversion structures.
- 0.0%**: Slope of the diversion structures.

Coordinates for the river reach are marked as 47.3 and 47.44.

EXIST. ROW

EXIST. EOP

EXIST. EOP

EXIST. ROW

1.5:1

2.0:1

0.0%

2.0%

2.0%

2.0%

4.0:1

106+50

48.4 48.49



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CUT: 45.68 SF  
FILL: 0.00 SF

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**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

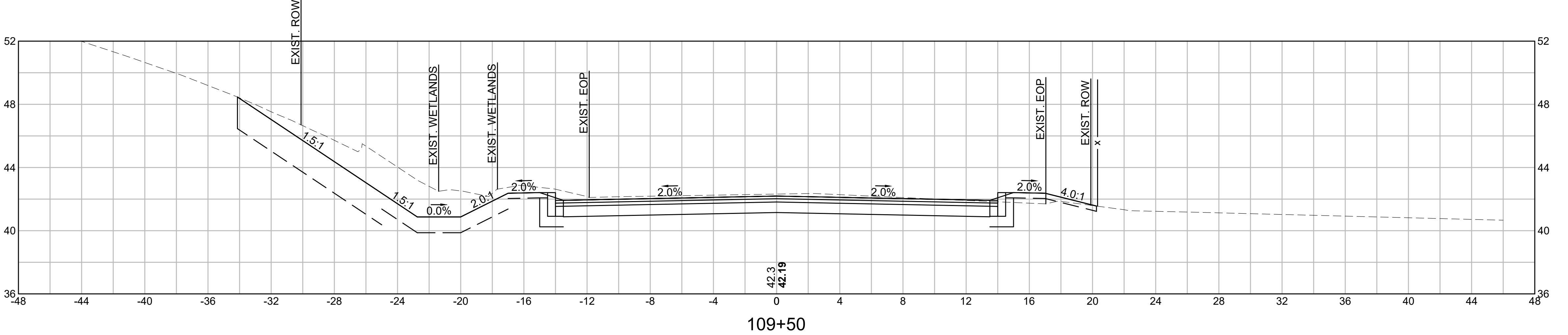
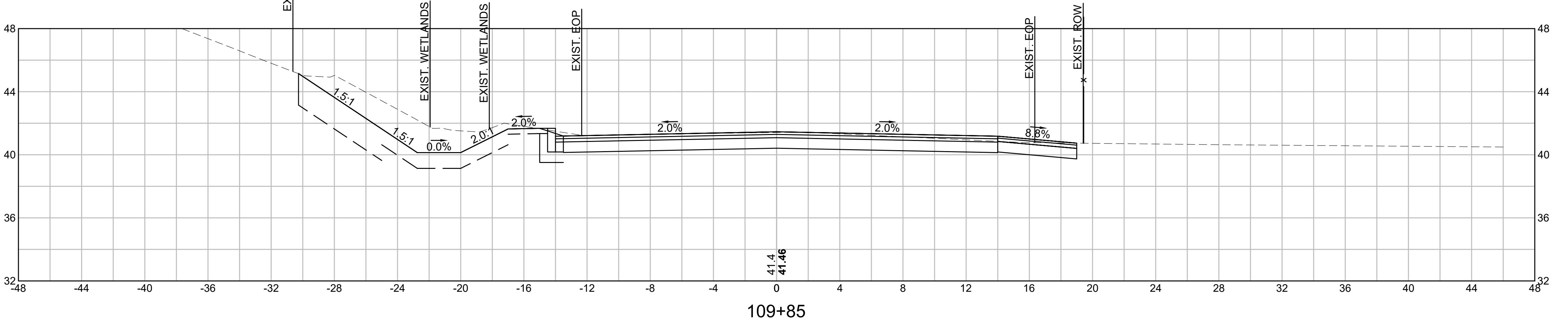
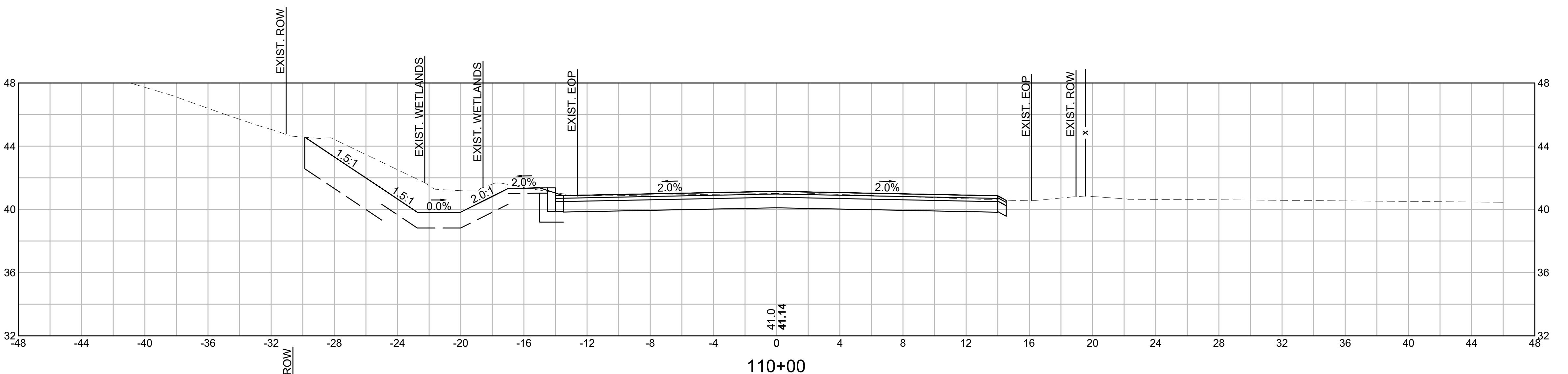
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NO.	REVISION	DATE
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CUT: 47.50 SF  
FILL: 0.00 SF

CROSS SECTIONS		
SCALE:	AS NOTED	

CUT: 56.85 SF  
FILL: 0.00 SF

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 SHEET NO. 54 OF 71



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CUT: 36.62 SF  
FILL: 0.00 SF

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 METHUEN, MA 01844

**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

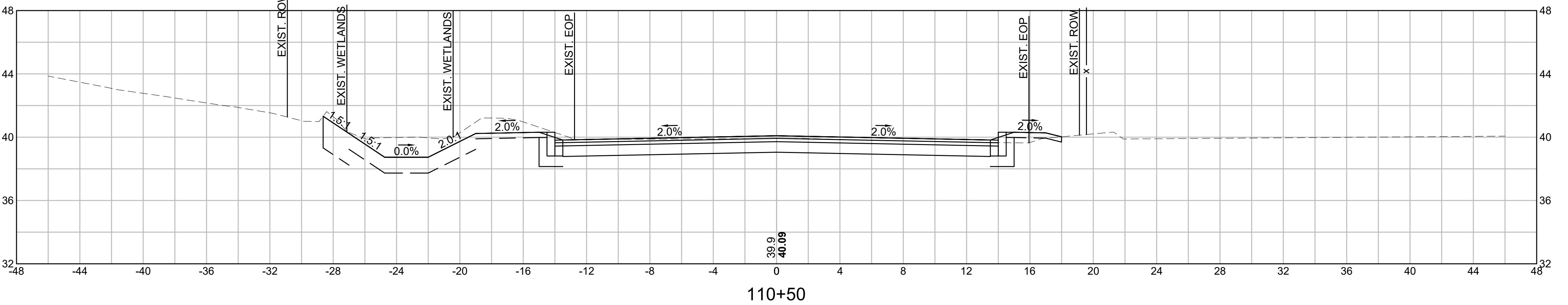
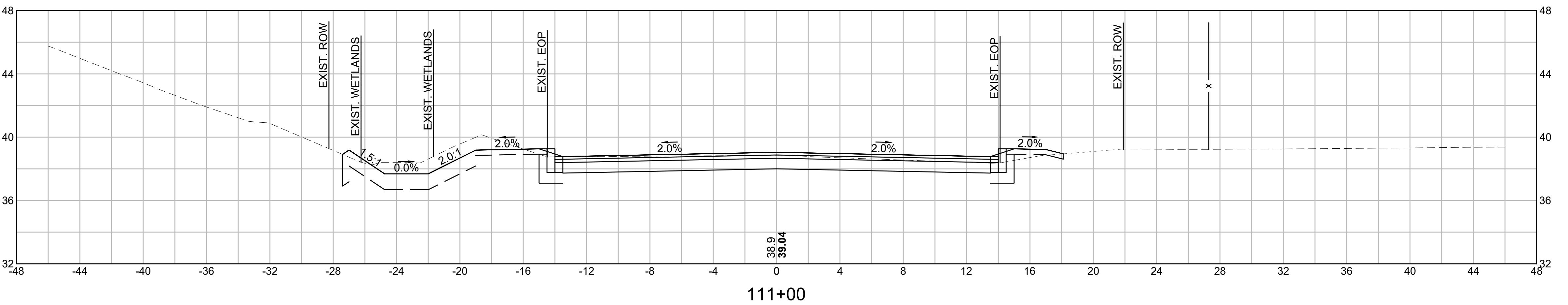
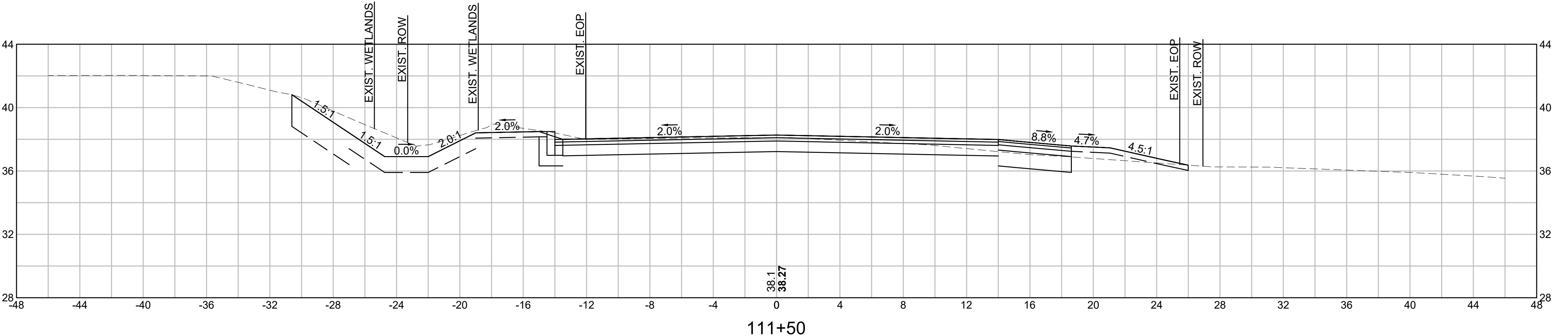
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**CROSS SECTIONS**

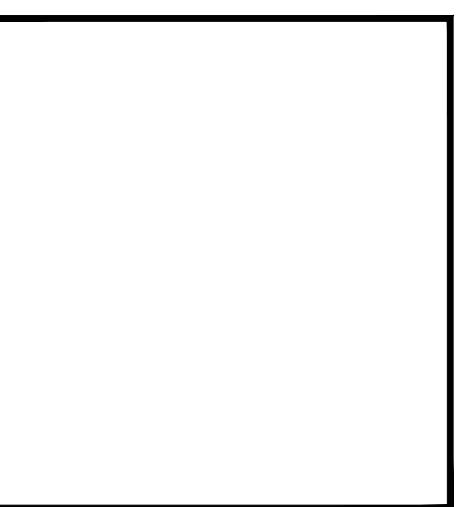
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55 OF 71



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CUT: 51.11 SF  
FILL: 0.00 SF

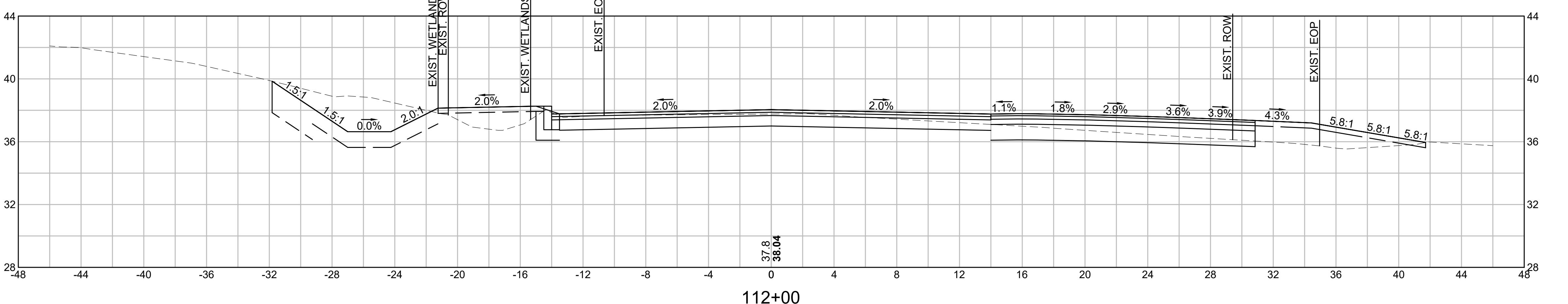
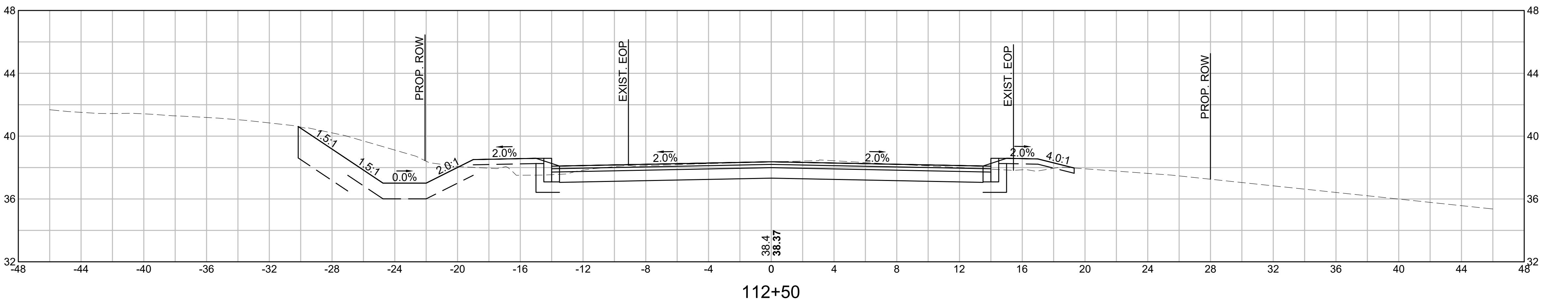
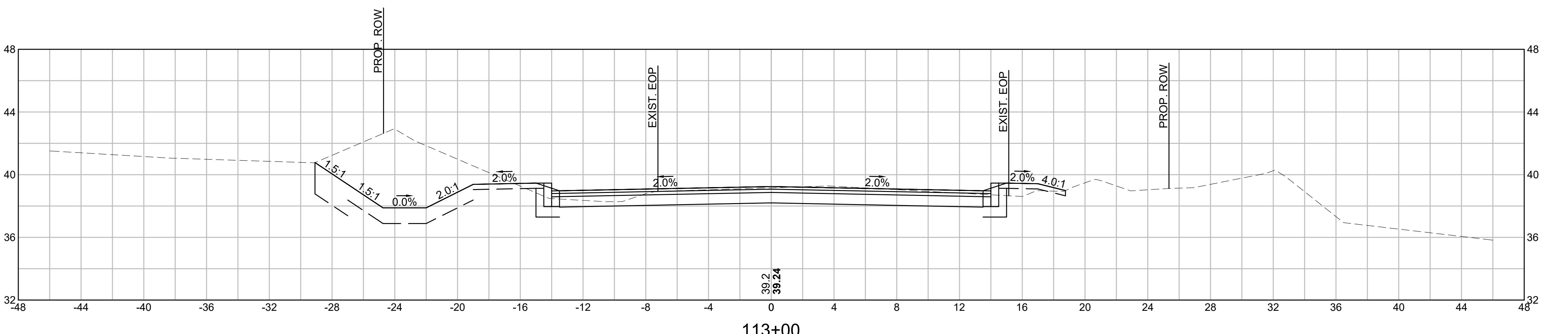
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**METHUEN, MASSACHUSETTS**

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CUT: 35.31 SF  
FILL: 0.00 SF

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 or conflicts which are alleged.



CUT: 28.28 SF  
FILL: 0.00 SF

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**OLD FERRY ROAD**  
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**METHUEN, MASSACHUSETTS**

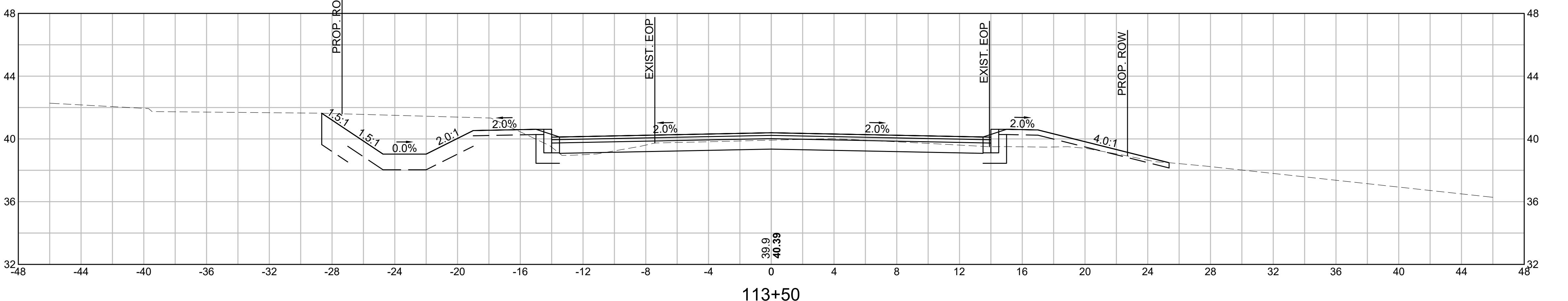
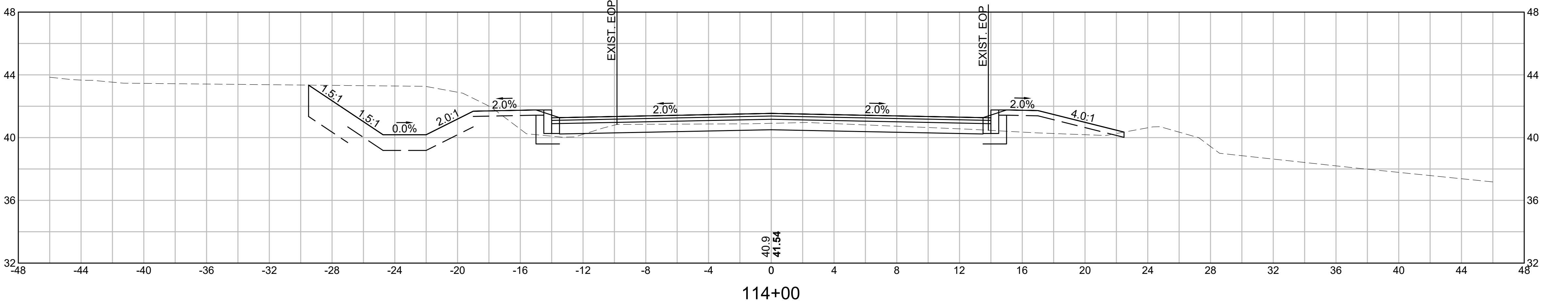
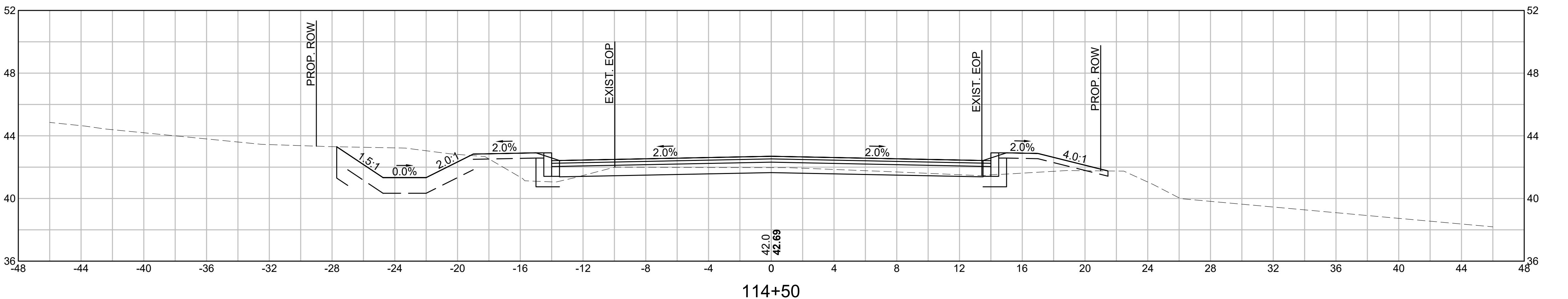
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CUT: 45.41 SF  
FILL: 0.00 SF

CROSS SECTIONS		
SCALE:	AS NOTED	

CUT: 37.67 SF  
FILL: 0.00 SF

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 or conflicts which are alleged.



CUT: 90.78 SF  
FILL: 0.00 SF

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**METHUEN, MASSACHUSETTS**

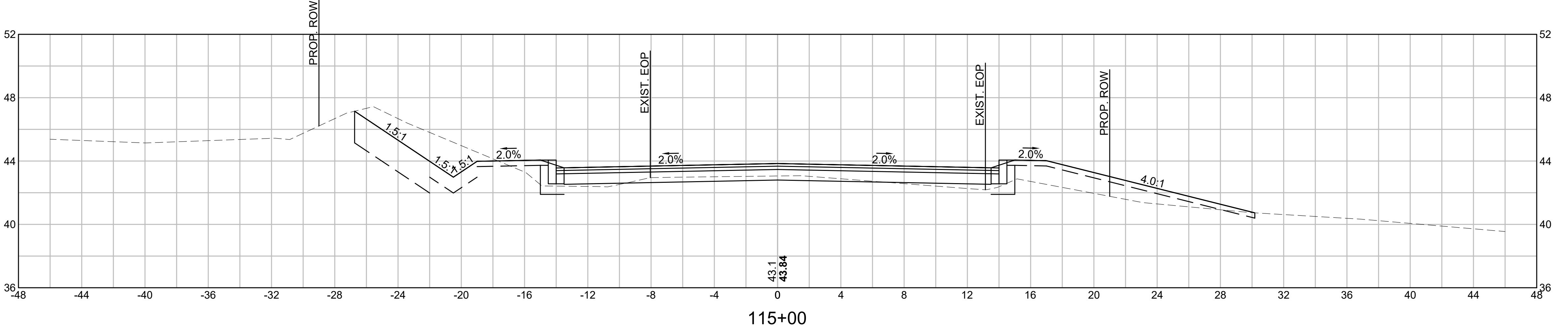
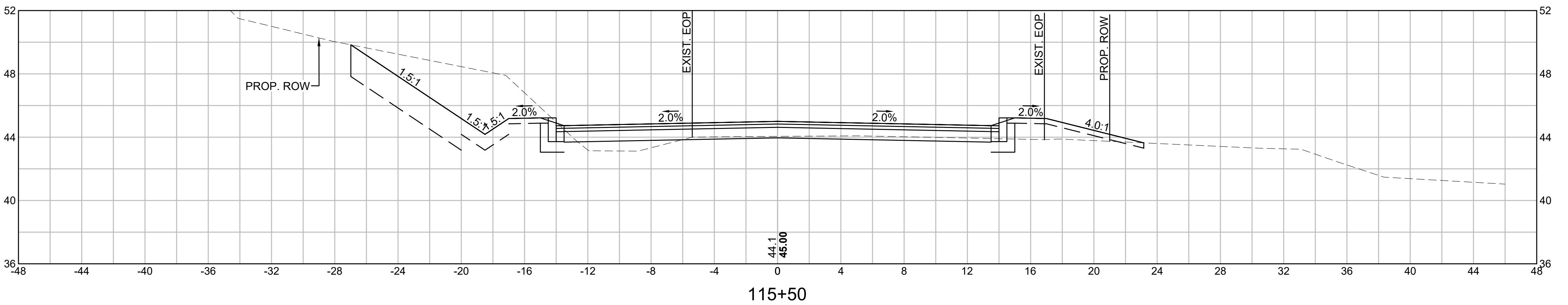
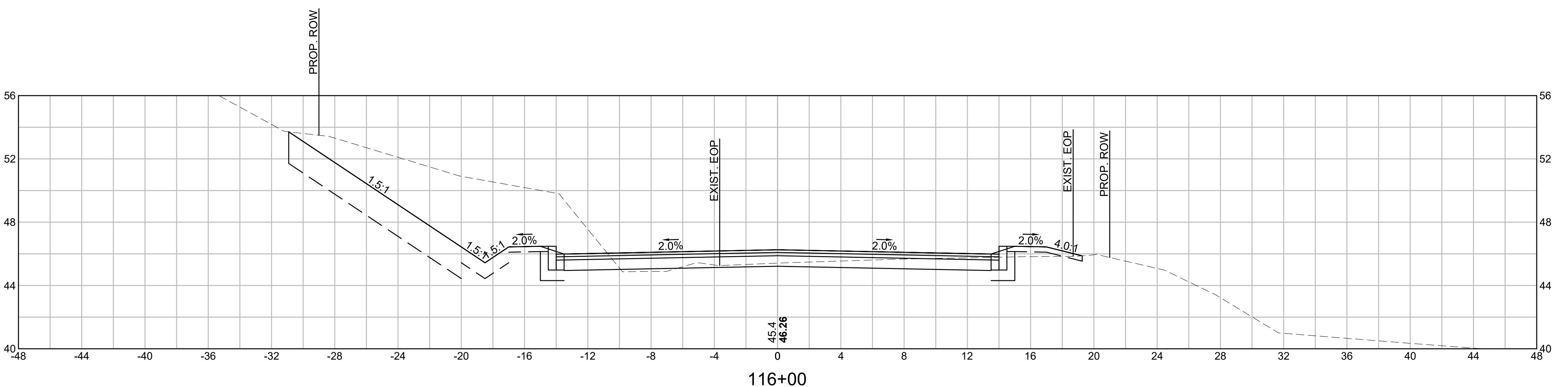
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**CROSS SECTIONS**

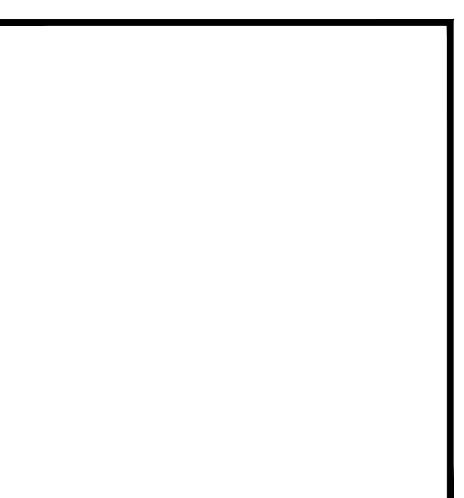
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CUT: 88.01 SF  
FILL: 0.00 SF

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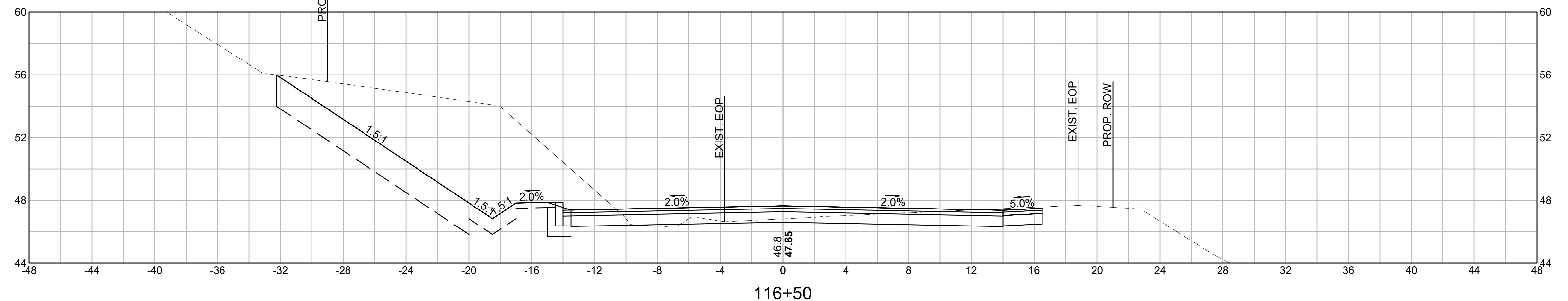
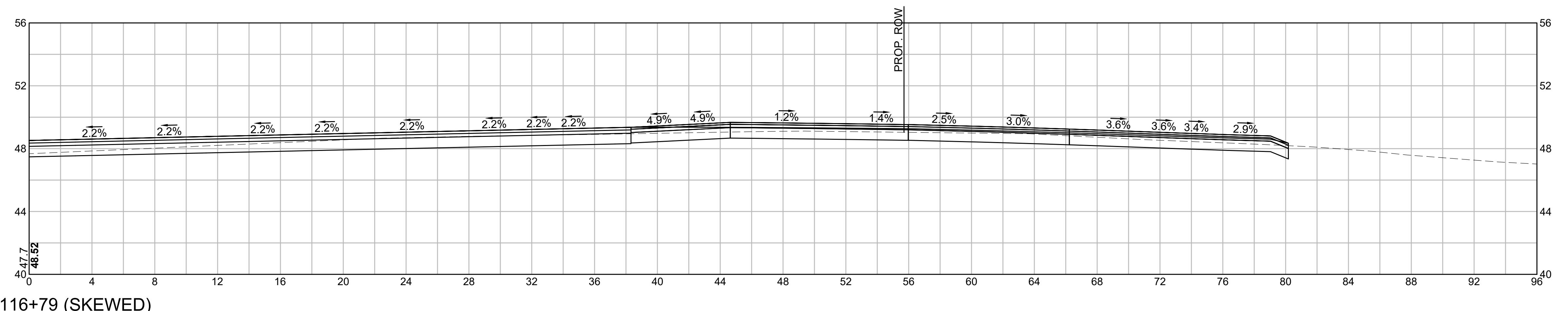
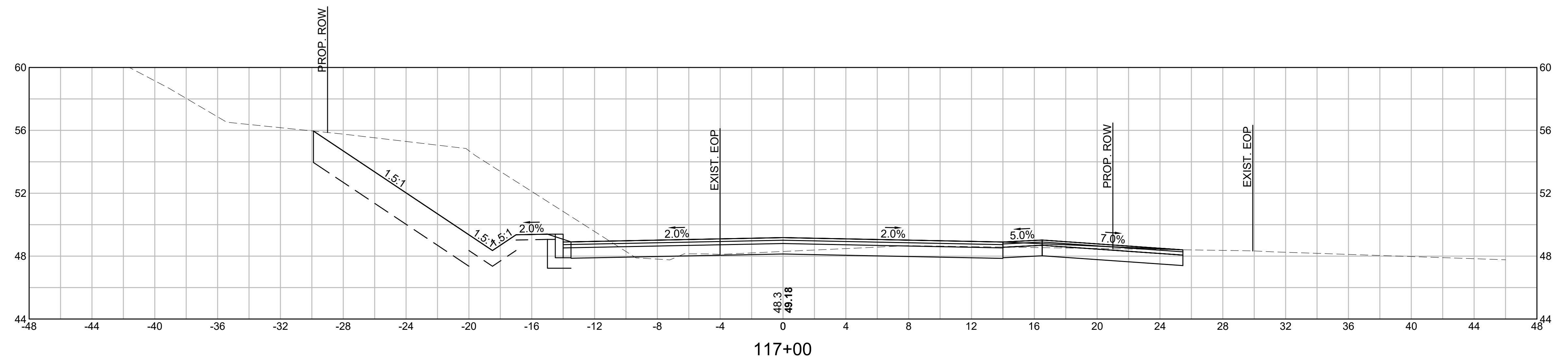
REVISIONS		
NO.	REVISION	DATE
		1/05/2026

CUT: 105.35 SF  
FILL: 0.00 SF

CROSS SECTIONS		
SCALE:	AS NOTED	

CUT: 112.25 SF  
FILL: 0.00 SF

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CUT: 37.67 SF  
FILL: 0.00 SF

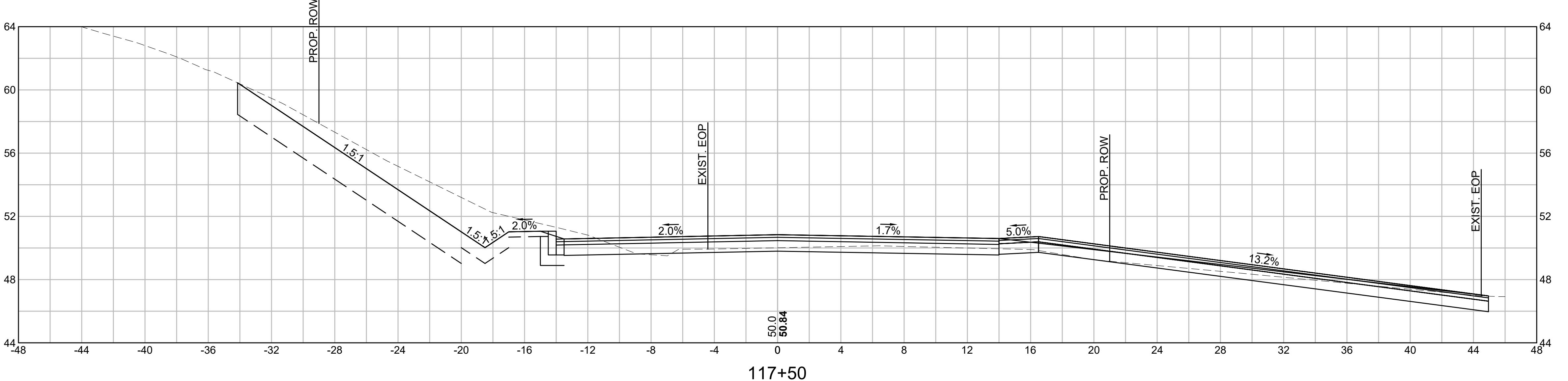
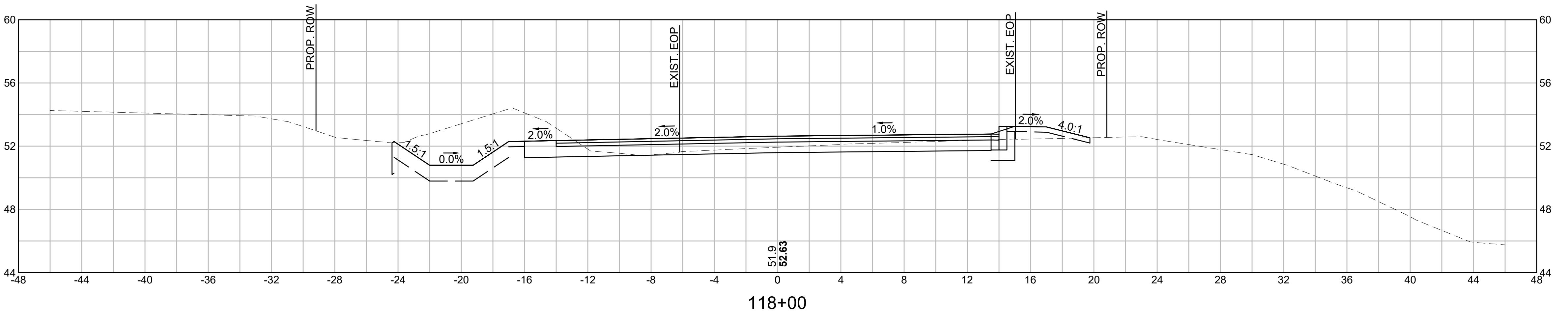
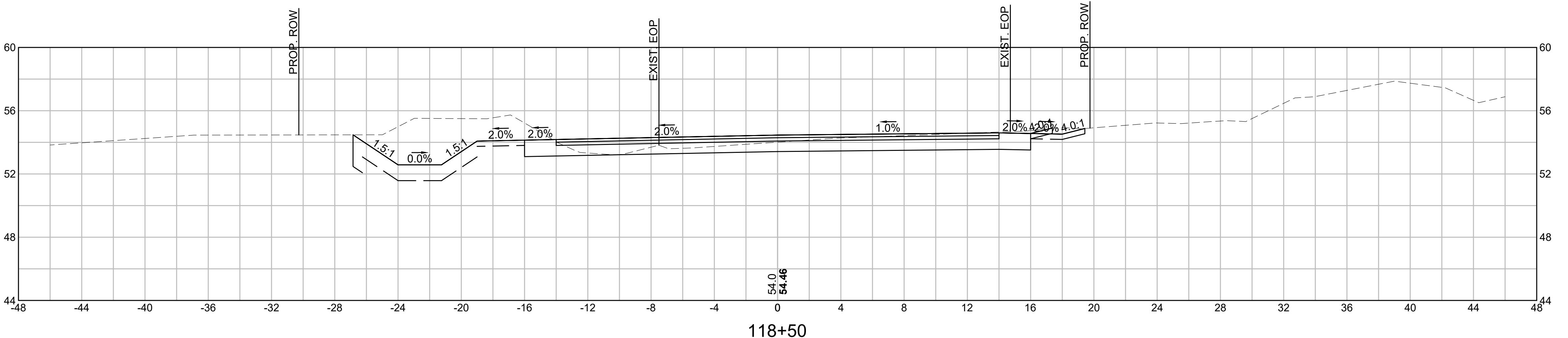
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**CROSS SECTIONS**

**SCALE:**  
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 60 OF 71



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 any and all responsibility and liability for  
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 guidance with respect to any errors,  
 omissions, inconsistencies, ambiguities,  
 or conflicts which are alleged.



CUT: 58.76 SF  
FILL: 0.00 SF

**PREPARED FOR:**  
 DEPARTMENT OF PUBLIC WORKS  
 10 DITSON PLACE, SUITE 100  
 METHUEN, MA 01844

**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

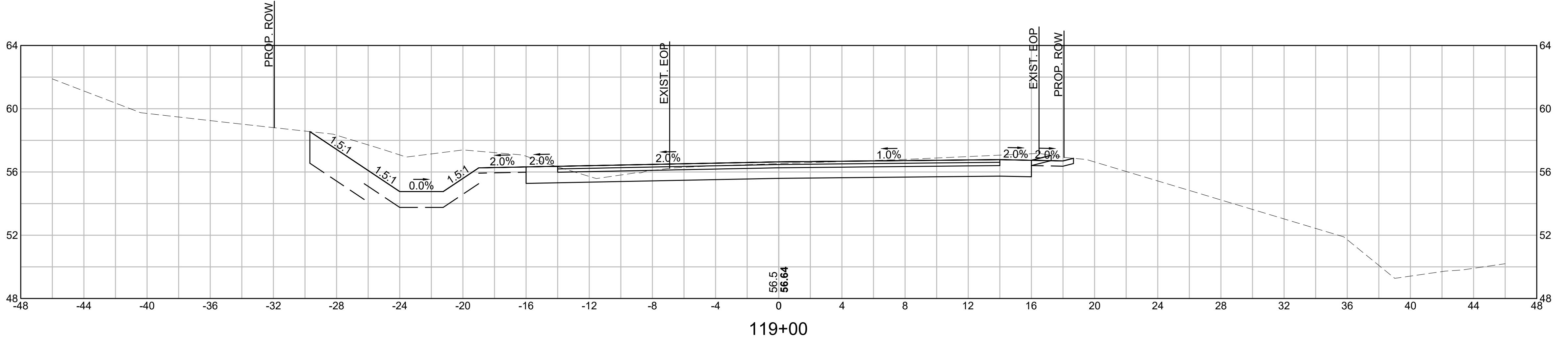
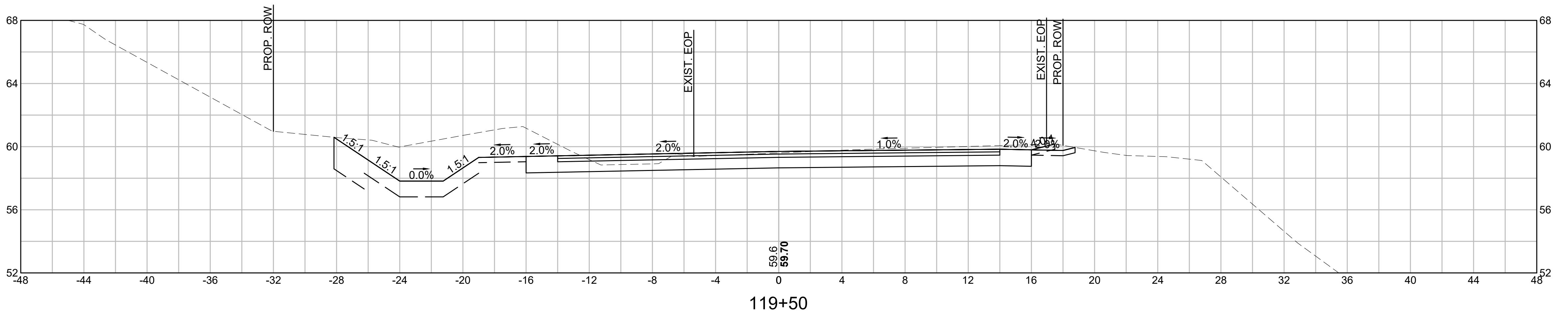
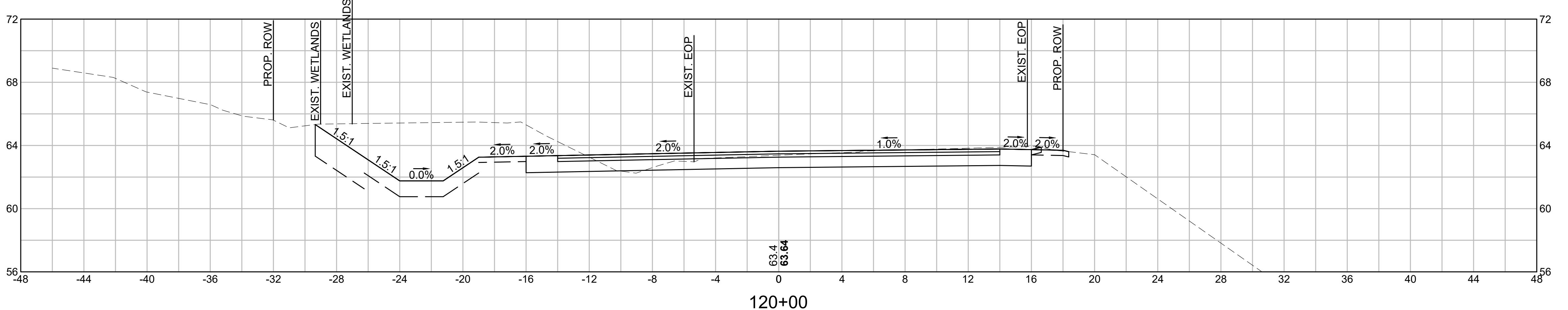
REVISIONS		
NO.	REVISION	DATE
		1/05/2026

**CROSS SECTIONS**

SCALE:  
AS NOTED

DRAWN/DESIGN BY: KSR  
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SHEET NO. 61 OF 71



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 omissions, inconsistencies, ambiguities,  
 or conflicts which are alleged.

CUT: 129.41 SF  
FILL: 0.00 SF

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 10 DITSON PLACE, SUITE 100  
 METHUEN, MA 01844

**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

REVISIONS		
NO.	REVISION	DATE
		1/05/2026

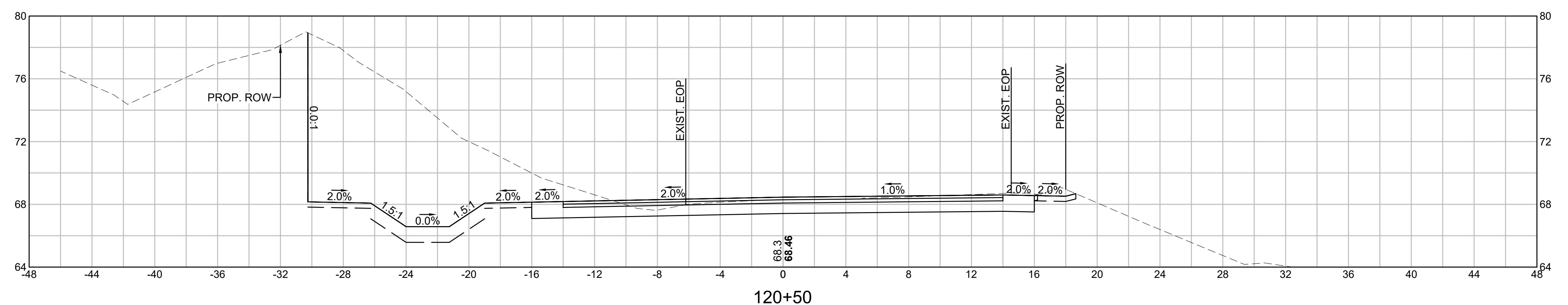
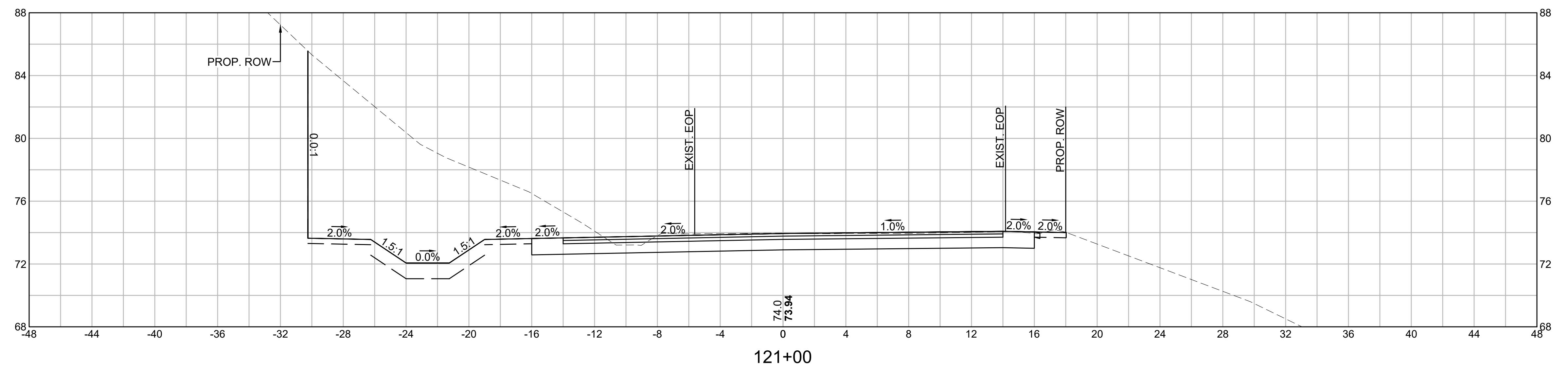
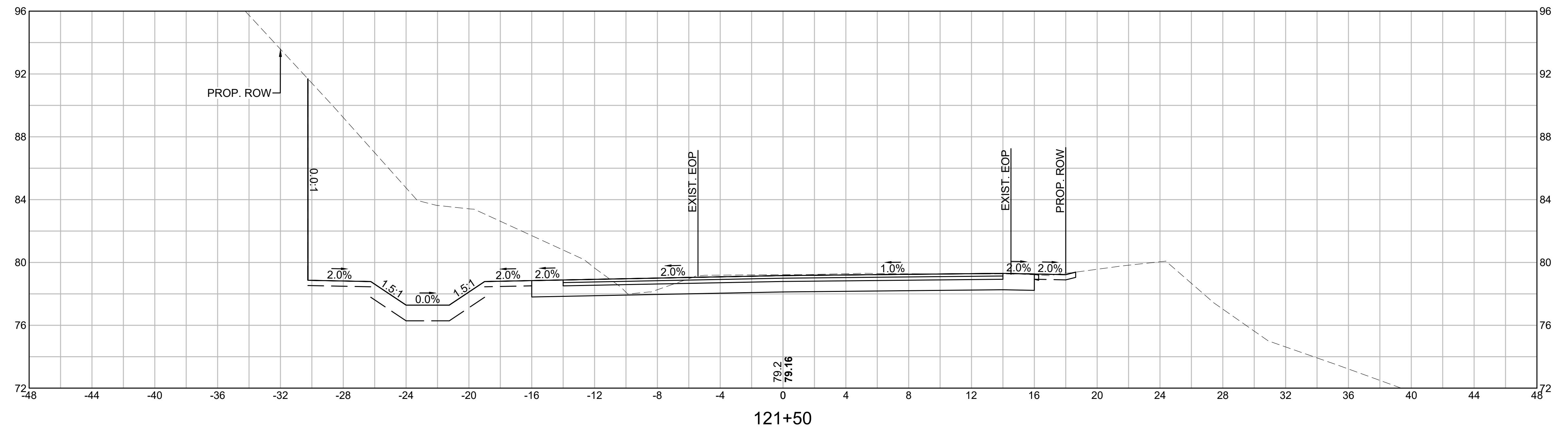
CUT: 131.93 SF  
FILL: 0.00 SF

CROSS SECTIONS		
SCALE:		
AS NOTED		

DRAWN/DESIGN BY: KSR  
 CHECKED BY: JFO

SHEET NO.

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5 Friend Street  
Suite 805  
Boston, MA 02114  
617-466-6765

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missions, inconsistencies, ambiguities,  
or conflicts which are alleged.

UT: 48.30 SF

EPARED FOR:  
DEPARTMENT OF PUBLIC WORKS  
10 DITSON PLACE, SUITE 100  
METHUEN, MA 01844

# OLD FERRY ROAD ROADWAY RECONSTRUCTION

REVISIONS		
NO.	REVISION	DATE

1/05/2026

# CROSS SECTIONS

## CALE:

AS NOTED

SHEET NO. **71**

123+00

PROP. ROW

EXIST. EOP

EXIST. ROW

12.6%

2.0%

1.0%

2.0%

4.0

4.0:1

4.0:1

91.1

91.20

122+50

PROP. ROW

EXIST. EOP

EXIST. EOP PROP. ROW

0.0:1

2.0%

1.5:1

0.0%

1.5:1

2.0%

2.0%

2.0%

1.0%

2.0%

2.0%

83.6

83.78

122+00

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CUT: 87.25 SF  
FILL: 0.00 SF

**PREPARED FOR:**  
 DEPARTMENT OF PUBLIC WORKS  
 10 DITSON PLACE, SUITE 100  
 METHUEN, MA 01844

**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

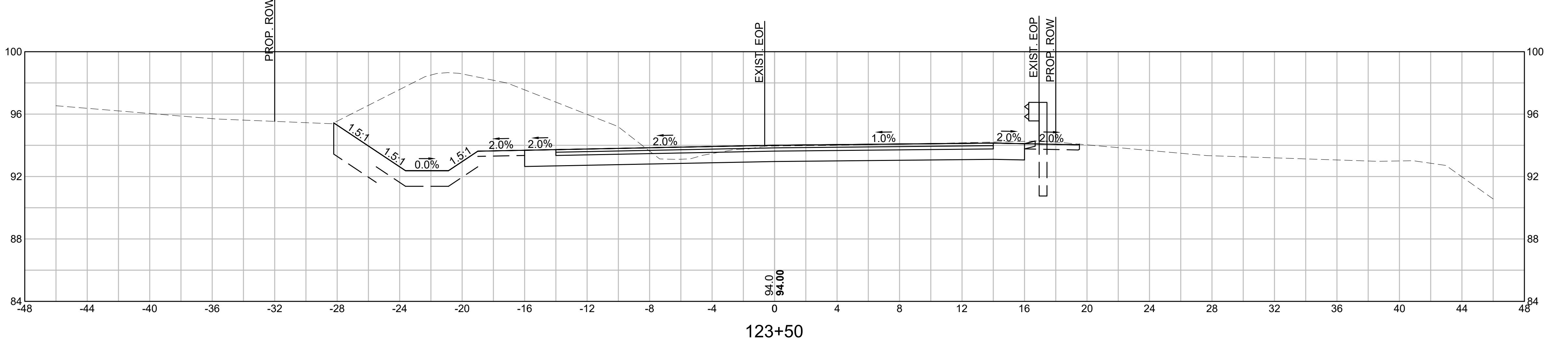
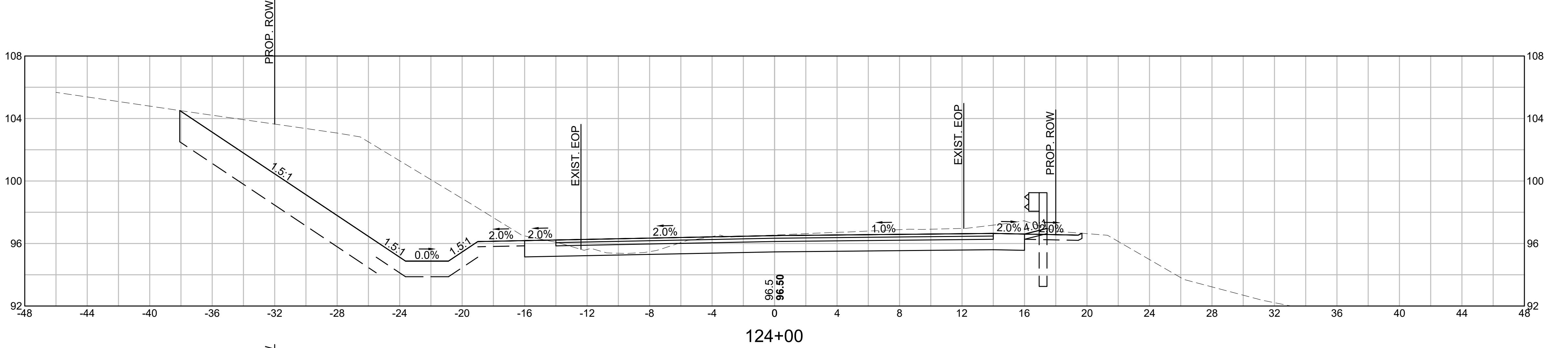
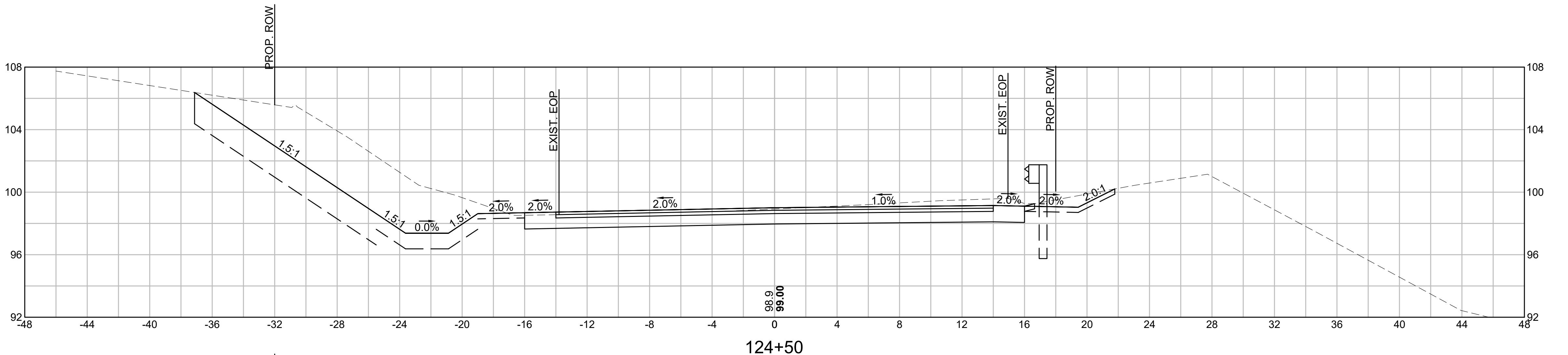
REVISIONS		
NO.	REVISION	DATE
		1/05/2026

**CROSS SECTIONS**

SCALE:  
AS NOTED

DRAWN/DESIGN BY: KSR  
CHECKED BY: JFO

SHEET NO. 64 OF 71



5 Friend Street  
Suite 805  
Boston, MA 02114  
617-466-6765

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blems which arise from failure to  
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EPARED FOR:  
DEPARTMENT OF PUBLIC WORKS  
10 DITSON PLACE, SUITE 100  
METHUEN, MA 01844

# OLD FERRY ROAD ROADWAY RECONSTRUCTION

# METHUEN, MASSACHUSETTS

CUT: 95.91 SF

CUT: 99.34 SF

CUT: 76.04 SF

REVISIONS		
NO.	REVISION	DATE

1/05/2026

# CROSS SECTIONS

CALE:

AS NOTED

DRAWN/DESIGN BY: **KSP** CHECKED BY: **IEO**

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PRO

EXIST. EOP

EXIST. EOP

PRO. ROW

1.5% 1.7

2.0% 0.0% 1.5% 1.7

2.0% 2.0% 2.0% 2.0%

101.7

101.63

125+00

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CUT: 40.57 SF  
FILL: 0.00 SF

**PREPARED FOR:**  
 DEPARTMENT OF PUBLIC WORKS  
 10 DITSON PLACE, SUITE 100  
 METHUEN, MA 01844

**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

REVISIONS		
NO.	REVISION	DATE
		1/05/2026

CUT: 45.27 SF  
FILL: 0.00 SF

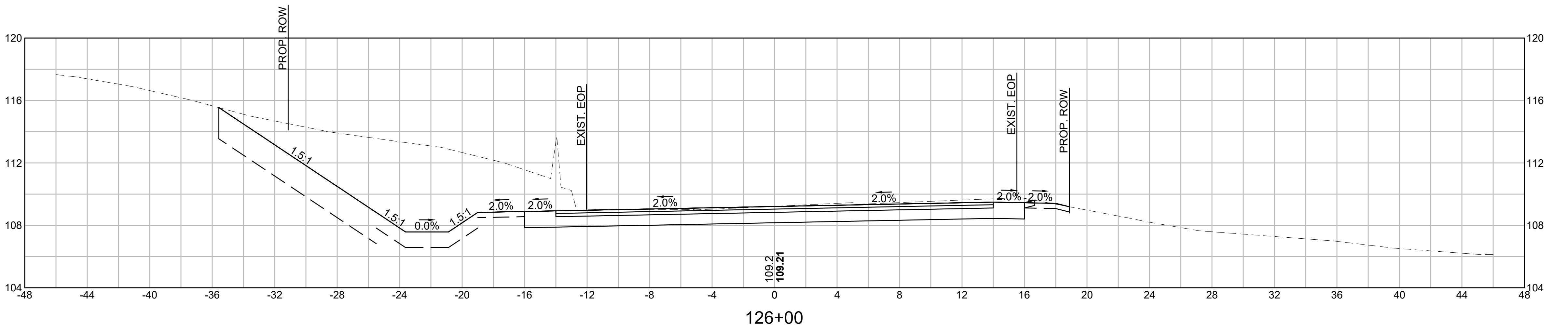
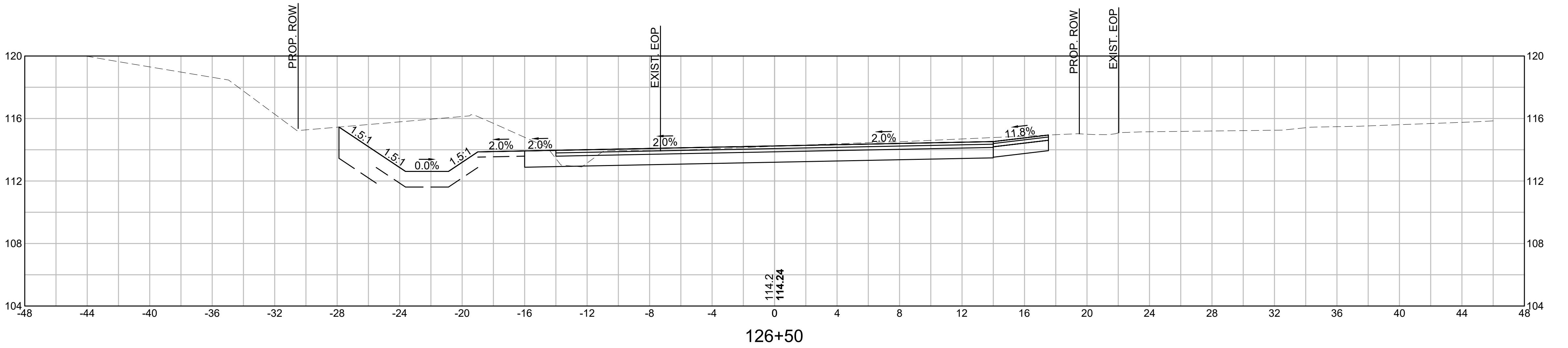
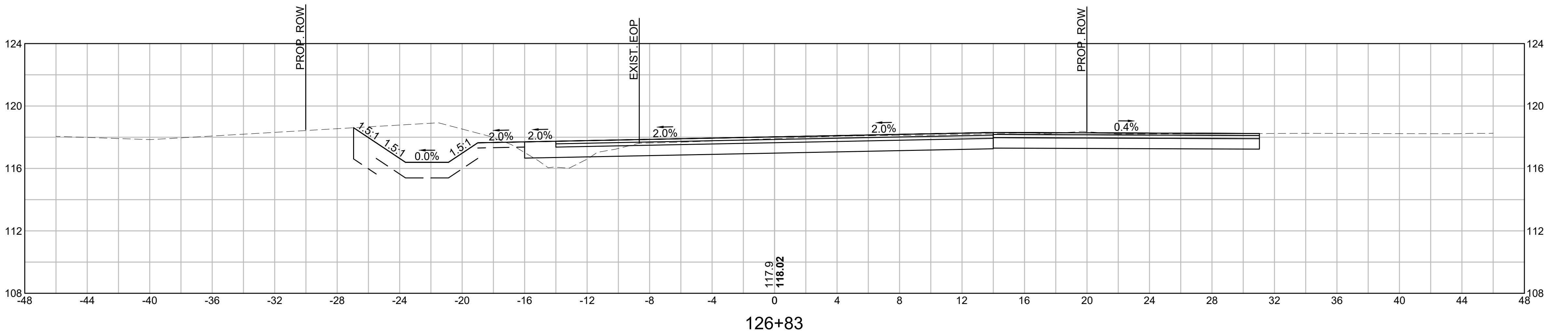
1/05/2026

**CROSS SECTIONS**

CUT: 106.46 SF  
FILL: 0.00 SF

**SCALE:**  
 AS NOTED  
 DRAWN/DESIGNED BY: KSR  
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SHEET NO.  
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25 Friend Street  
Suite 805  
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---

EPARED FOR:  
**DEPARTMENT OF PUBLIC WORKS  
10 DITSON PLACE, SUITE 100  
METHUEN, MA 01844**

# OLD FERRY ROAD ROADWAY RECONSTRUCTION

# METHUEN, MASSACHUSETTS

UT: 26.42 SF

UT: 37.17 SF

UT: 29.02 SF

1/05/2026

# CROSS SECTIONS

SCALE:

DRAWN/DESIGN BY: \_\_\_\_\_ CHECKED BY: \_\_\_\_\_

KSR JFO

**SHEET NO.**

EXIST. EOP

PROP. ROW

127+50

126.2

126.16

1.5:1

0.0%

1.5:1

2.0%

2.0%

2.0%

1.8%

24.3%

PROP. ROW

EXIST. EOP

PROP. ROW

128

124

120

116

112

-48 -44 -40 -36 -32 -28 -24 -20 -16 -12 -8 -4 4 8 12 16 20 24 28 32 36 40 44 48

127+00

119.9

120.08

128

124

120

116

112

12

16

20

24

28

32

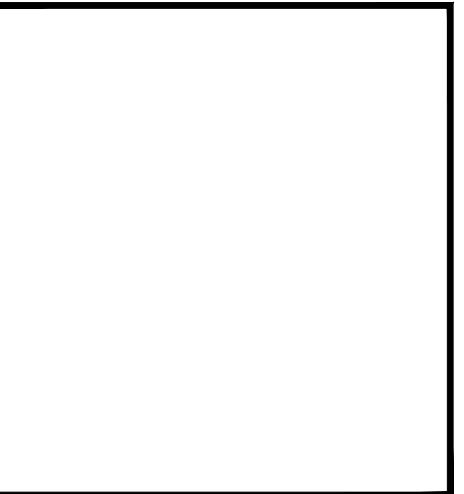
36

40

44

48

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CUT: 23.34 SF  
FILL: 0.00 SF

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 DEPARTMENT OF PUBLIC WORKS  
 10 DITSON PLACE, SUITE 100  
 METHUEN, MA 01844

**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

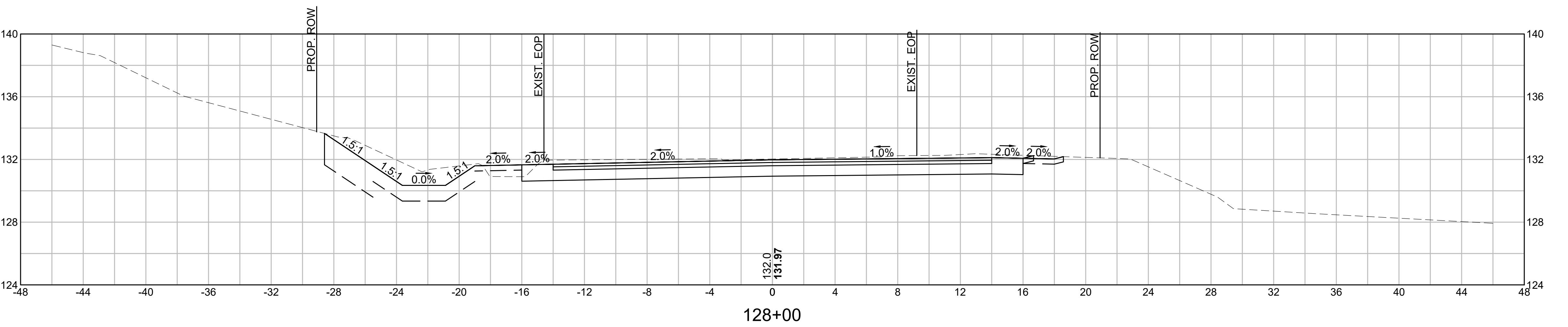
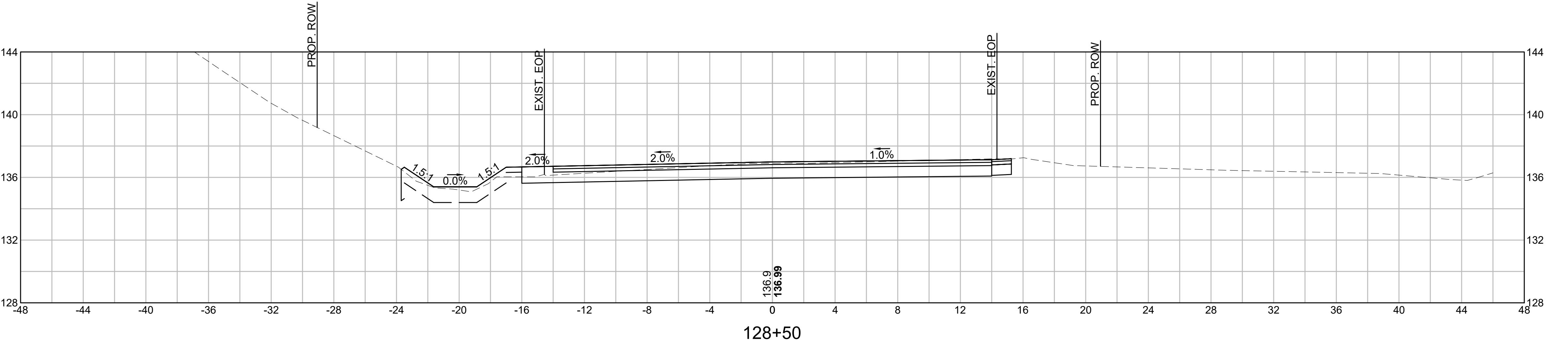
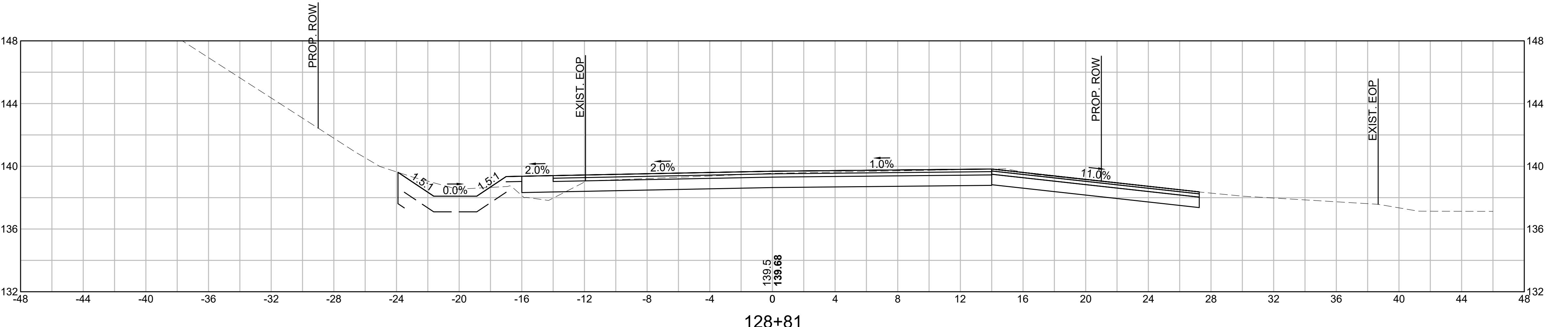
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		1/05/2026

**CROSS SECTIONS**

SCALE:  
AS NOTED

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SHEET NO. 68 OF 71



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CUT: 63.79 SF  
 FILL: 0.00 SF

PREPARED FOR:  
 DEPARTMENT OF PUBLIC WORKS  
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**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

REVISIONS		
NO.	REVISION	DATE
		1/05/2026

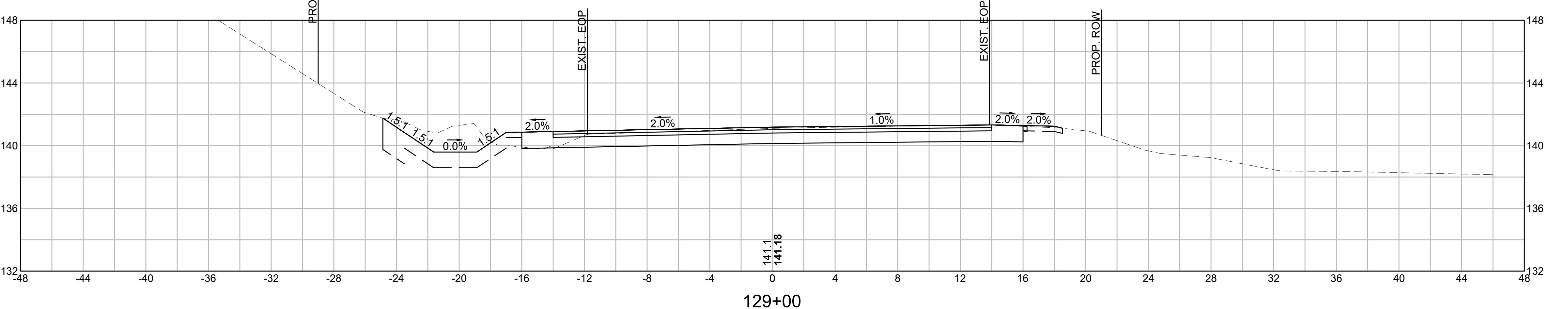
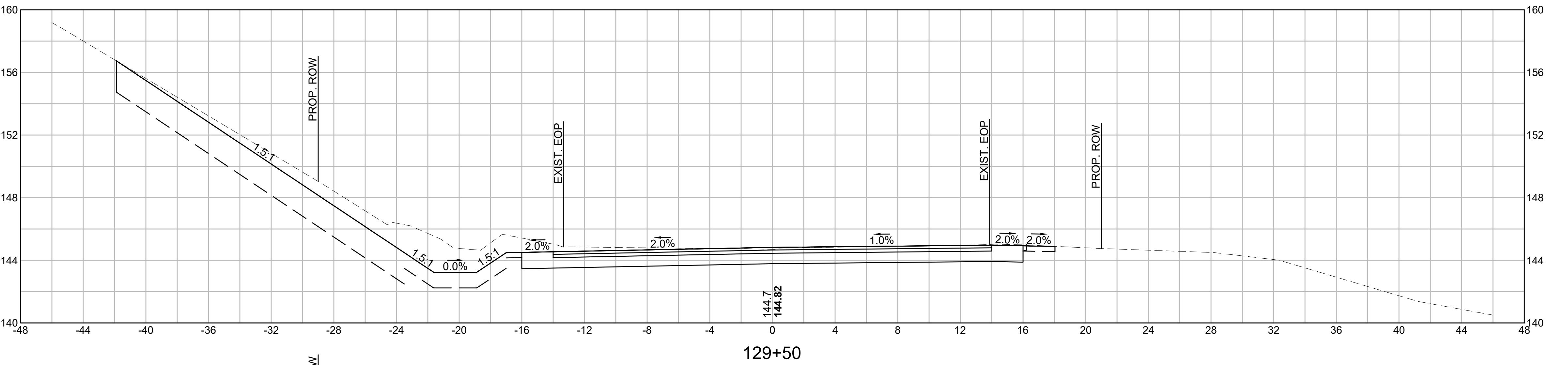
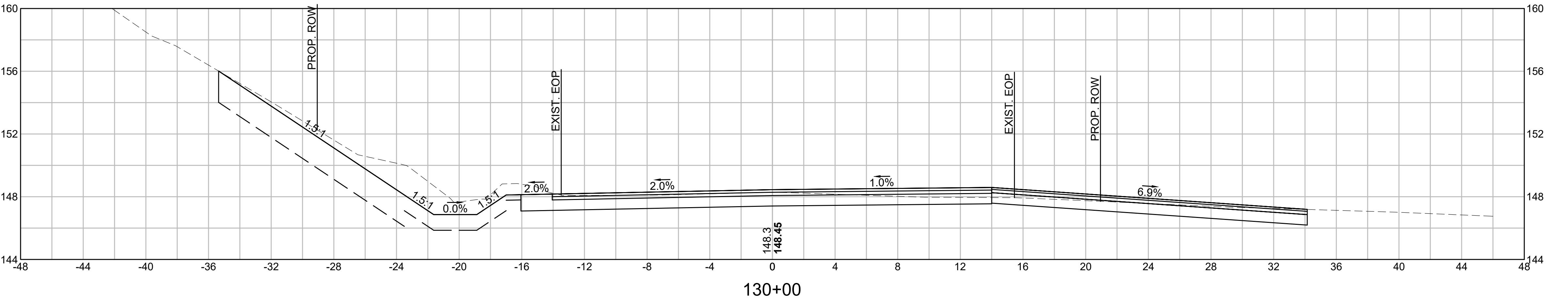
**CROSS SECTIONS**

SCALE:  
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CUT: 38.30 SF  
FILL: 0.00 SF

**PREPARED FOR:**  
 DEPARTMENT OF PUBLIC WORKS  
 10 DITSON PLACE, SUITE 100  
 METHUEN, MA 01844

**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
**METHUEN, MASSACHUSETTS**

REVISIONS		
NO.	REVISION	DATE
		1/05/2026

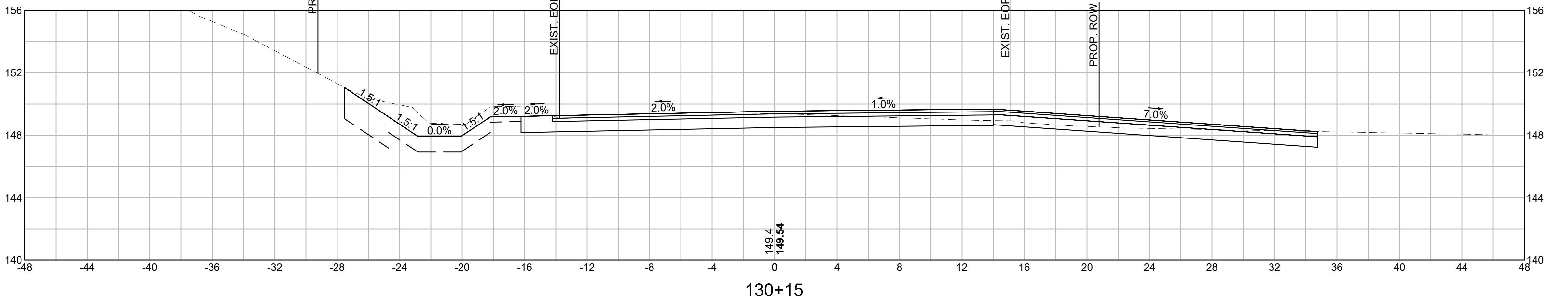
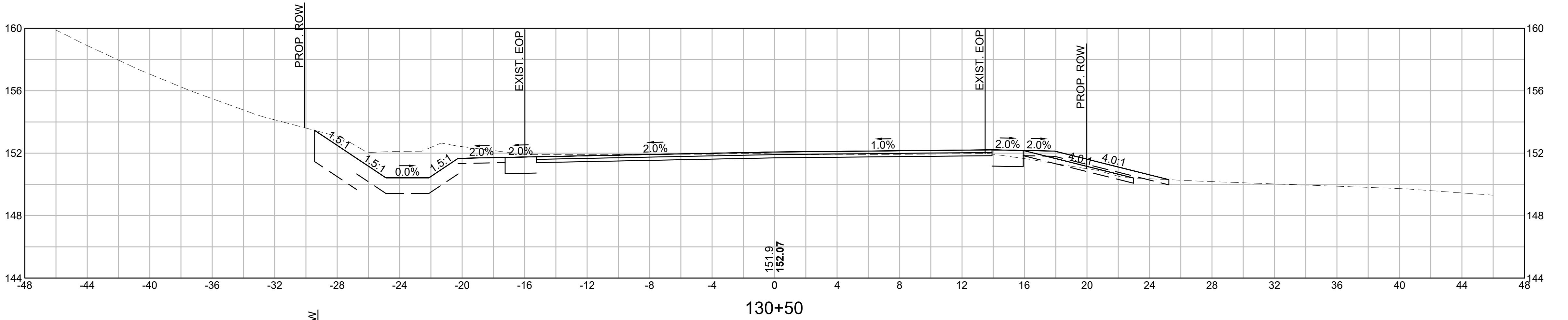
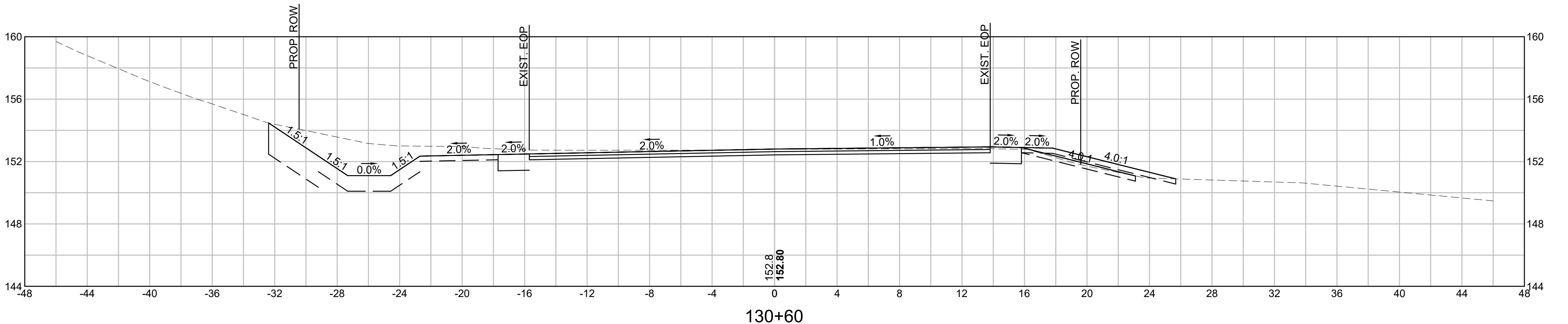
CUT: 31.03 SF  
FILL: 0.00 SF

CROSS SECTIONS		
SCALE:	AS NOTED	

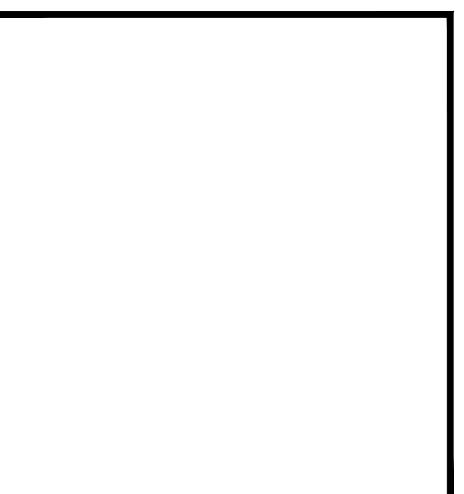
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PREPARED FOR:  
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**OLD FERRY ROAD**  
**ROADWAY RECONSTRUCTION**  
 METHUEN, MASSACHUSETTS

REVISIONS		
NO.	REVISION	DATE
		1/05/2026

**CROSS SECTIONS**

SCALE:  
 AS NOTED

DRAWN/DESIGN BY: KSR

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71 OF 71

