THE COMMONWEALTH OF MASSACHUSETTS

PLAN AND PROFILE OF

HUMMOCK POND ROAD BIKE PATH

IN THE TOWN OF

NANTUCKET

NANTUCKET COUNTY

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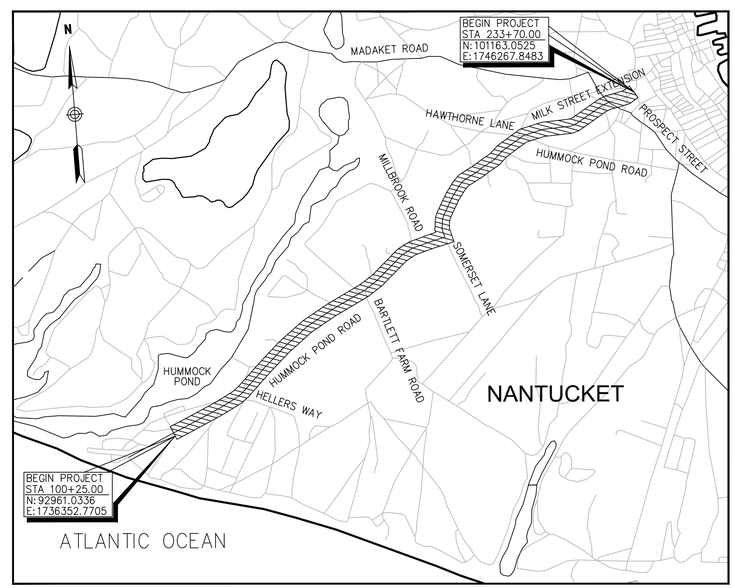
REFERENCE MANUALS

THE 1988 STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES AS SUPPLEMENTED AND AMENDED, THE 2012 MASSDOT CONSTRUCTION STANDARDS, THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS AMENDED, THE 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, AS AMENDED, AND THE LATEST EDITION OF AMERICAN STANDARD FOR NURSERY STOCK WILL GOVERN.



DESIGN DESIGNATION

	BIKEPATH	STREET
ROADWAY FUNCTIONAL CLASS =	SHARED USE BIKEWAY	URBAN MINOR ARTERIAL
POSTED SPEED =	N/A	30 mph
DESIGN SPEED =	20 mph	30 mph
ADT (2005) =	N/A	4,460 vpd

LENGTH OF PROJECT: 13,370.00 FEET (2.53 MI)

FINAL DESIGN

JULY 2012

PROJECT ENGINEER
STRUCTURAL REVIEW
TRAFFIC SIGNAL REVIEW
HIGHWAY DEPT. AUTHORIZATION
HIGHWAY TECH. REVIEW
CONSTRUCTION REVIEW

NO.	REVISIONS	DATE

ENGINEER DATE

VHB Vanasse Hangen Brustlin, Inc.
Transportation • Land Development • Environmental Services
101 Walnut St., P.O. Box 9151
Watertown, MA 02472
617 924 1770 FAX 617 924 2286

DESIGNED BY M. HAYES	APPROVED BY S. KREMER	SHEET 1 OF 67
DRAWN BY M. HAYES	DFTG CHECKED BY J. MAGNI	VHB CAD FILE NAME 11805–COV.DWG
CHECKED BY J. MAGNI	DATE 13 JULY 2012	JOB NO. 11805.00

NANTUCKET
HUMMOCK POND ROAD BIKE PATH
LEGEND & GENERAL NOTES
SHEET 02 OF 67

GENERAL SYMBOLS

EXISTING	PROPOSED	
CB (OR GI, LB)	CB	CATCH BASIN (OR GUTTER INLET, OR LEACHING BASIN)
CBCI (OR GICI)	CBCI (OR GICI)	CATCH BASIN (OR GUTTER INLET) WITH CURB INLET (GUTTERMOUTH)
		EDGESTONE–TYPE NOTED
		EDGE OF ROAD
EHH	EHH	ELECTRIC HANDHOLE (NUMBER AS NOTED)
EMH	EMH	ELECTRIC MANHOLE "
TMH	TMH	TELEPHONE MANHOLE "
WMH	WMH	WATER MANHOLE "
SMH	SMH	SEWER MANHOLE "
DMH	DMH	DRAINAGE MANHOLE "
GG	GG	GAS GATE
WG	WG	WATER GATE
CS	CS	CURB STOP
Hyd	HYD	HYDRANT
FA	FA	FIRE ALARM BOX
PM	PM	PARKING METER
LP	LP	STREET LIGHT POLE
UP	UP	UTILITY POLE
Guy	GUY	GUY POLE
12" RCP D	D 21'–12"RCP	DRAIN PIPE (UNDER 24")
	D 21'–24"RCP	DRAIN PIPE (DOUBLE LINE 24" AND OVER)
8" VCP S	S 82'–8"VCP	SEWER MAIN " "
E	E	ELECTRIC DUCT " "
4" HP G	G 8"GAS	GAS MAIN " "
8" C.I. W	W 12"DI	WATER MAIN " "
T	T	TELEPHONE DUCT " "
MB	MB	MAIL BOX
		HIGHWAY GUARD (TYPE NOTED)
		FENCE (SIZE AND TYPE NOTED)
MHB	MHB	HIGHWAY/PROPERTY BOUND (TYPE NOTED)
LABEL/DATE	LABEL/DATE	CITY, TOWN, OR COUNTY LAYOUT
		STATE HIGHWAY LAYOUT (S.H.L.O.)
		EASEMENT LINE
℄	℄	PROPERTY LINE
NAME		CITY, TOWN, OR COUNTY BOUNDARY
NAME		STATE BOUNDARY
N00°00'00"E		BASE OR SURVEY LINE
	+57.59 10 P.C. N00°00'00"E	CONSTRUCTION BASELINE
		TREE (SIZE AND TYPE NOTED)
		APPROXIMATE FULL DEPTH AREA
	B–1	BORINGS, PAVEMENT CORES
	TP–1	TEST PIT
		EROSION CONTROL BARRIER

GENERAL NOTES

1. TOPOGRAPHICAL INFORMATION FROM AN AERIAL SURVEY BY EASTERN TOPOGRAPHICS, WOLFEBORO, NEW HAMPSHIRE. AERIAL IMAGERY TAKEN DECEMBER 17, 2011.
2. 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 SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
3. WHERE AN EXISTING 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.
4. THE CONTRACTOR SHALL ALTER THE MASONRY OF THE TOP SECTION OF ALL EXISTING DRAINAGE STRUCTURES AS NECESSARY FOR CHANGES IN GRADE, AND RESET ALL WATER AND DRAINAGE FRAMES, GRATES AND BOXES TO THE PROPOSED FINISH SURFACE GRADE. REQUIRED NEW MASONRY SHALL BE CLAY BRICK CONFORMING TO M4.05.2.
5. THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.
6. EXISTING UTILITY POLES WILL BE RELOCATED BY OTHERS.
7. TREES AND SHRUBS WITHIN THE LIMITS OF GRADING SHALL BE REMOVED ONLY UPON APPROVAL OF THE ENGINEER.
8. AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT NO EXPENSE TO THE OWNER.
9. THE TERM "PROPOSED" (PROP) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS OR, WHERE APPLICABLE, RE–USING EXISTING MATERIALS IDENTIFIED AS "REMOVE AND RESET" (R&R).
10. JOINTS BETWEEN NEW HOT MIX ASPHALT ROADWAY PAVEMENT AND SAWCUT EXISTING PAVEMENT SHALL BE SEALED WITH BITUMEN AND BACKSANDED.
11. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE RETAINED UNLESS INDICATED OTHERWISE ON THE DRAWINGS.
12. ALL LATERAL DRAIN PIPES SHALL BE INSTALLED WITH A PITCH OF 0.01 FOOT PER FOOT (MINIMUM) UNLESS NOTED OTHERWISE ON THE DRAWINGS.
13. ALL EXISTING GRANITE CURB & EDGING SHALL BE RE–USED IN THE PROPOSED WORK, EXCEPT CURVED STONES OF A DIFFERENT RADIUS THAN PROPOSED CURB.
14. ALL EXISTING STATE, COUNTY, CITY, AND TOWN LOCATION LINES AND PRIVATE PROPERTY LINES HAVE BEEN ESTABLISHED FROM AVAILABLE INFORMATION AND THEIR EXACT LOCATION ARE NOT GUARANTEED.

ABBREVIATIONS

GENERAL

ABAN	ABANDON	NTS	NOT TO SCALE
ADJ	ADJUST	PGL	PROFILE GRADE LINE
APPROX	APPROXIMATE	PROP	PROPOSED
BIT	BITUMINOUS	PVM'T	PAVEMENT
BOS	BOTTOM OF SLOPE	REM	REMOVE
(BO)	BY OTHERS	REMOD	REMODEL
CEM	CEMENT	RET	RETAIN
CLF	CHAINLINK FENCE	R&D	REMOVE AND DISCARD
CONC	CONCRETE	R&R	REMOVE AND RESET
ELEV	ELEVATION	R&S	REMOVE AND STACK
EOP	EDGE OF PAVEMENT	RT	RIGHT
EXIST	EXISTING	STA	STATION
FND	FOUNDATION	TEMP	TEMPORARY
GRAN	GRANITE	TOS	TOP OF SLOPE
HMA	HOT MIX ASPHALT	TYP	TYPICAL
LOAM	LOAM BORROW		
LT	LEFT		
MAX	MAXIMUM		
MIN	MINIMUM		

UTILITIES

ACCMP	ASHPALT COATED CORRIGATED METAL PIPE
CAP	CORRUGATED ALUMINUM PIPE
CIP	CAST IRON PIPE
CIT	CHANGE IN TYPE
COND	CONDUIT
DIP	DUCTILE IRON PIPE
FES	FLARED END SECTION
F&C	FRAME AND COVER
F&G	FRAME AND GRATE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HW	HEADWALL
HYD	HYDRANT
INV	INVERT
PVC	POLYVINYLCHLORIDE PIPE
PWW	PAVED WATER WAY
RCP	REINFORCED CONCRETE PIPE
TSV&B	TAPPING SLEEVE VALVE AND BOX
UP	UTILITY POLE

ALIGNMENT/GRADING

CC	CENTER OF CURVE
HP	HIGH POINT
LP	LOW POINT
PC	POINT OF CURVE
PI	POINT OF INTERSECTION
PNT	POINT
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
PT	POINT OF TANGENT
25.45	SPOT ELEVATION

PROFILES

AD	ALGEBRAIC DIFFERENCE IN RATES OF GRADE
ELEV	ELEVATION
HSD	HORIZONTAL SIGHT DISTANCE
K	RATE OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVC	POINT OF VERTICAL CURVE
PVT	POINT OF VERTICAL TANGENT
PVRC	POINT OF VERTICAL REVERSE CURVE
PVCC	POINT OF VERTICAL COMPOUND CURVE
SSD	STOPPING SIGHT DISTANCE
VC	VERTICAL CURVE

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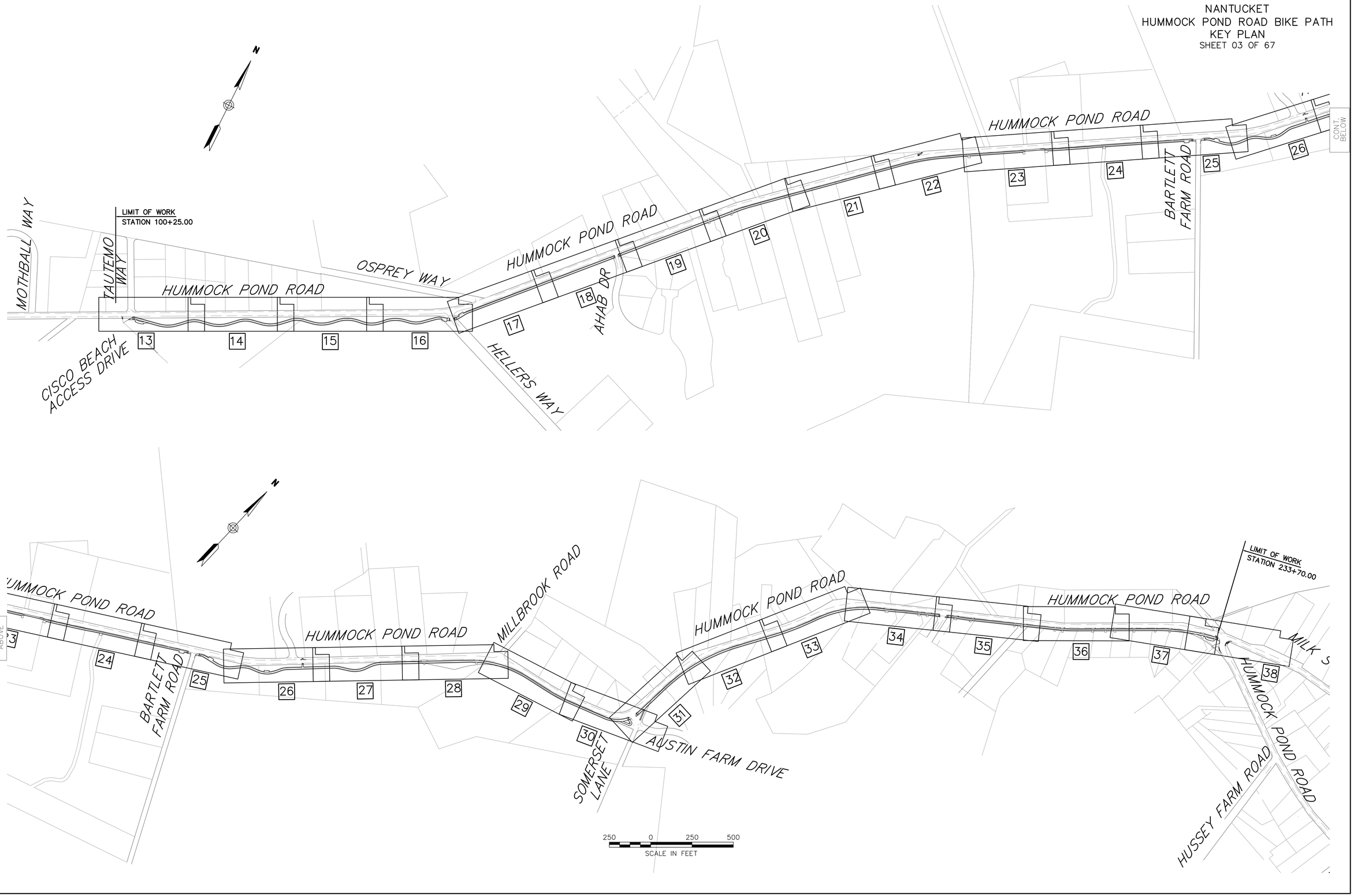
HUMMOCK POND ROAD BIKE PATH
KEY PLAN
SHEET 03 OF 67



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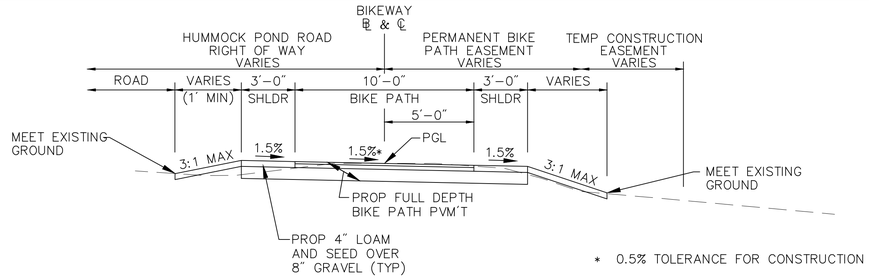
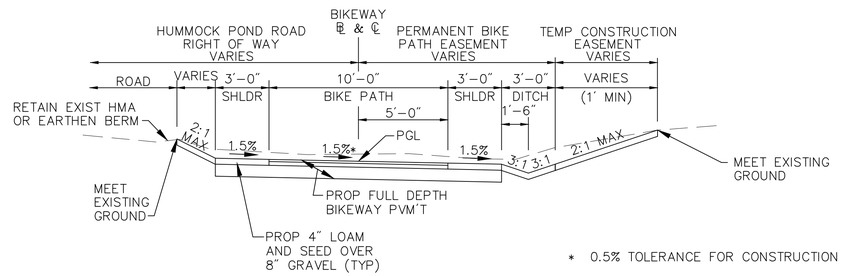
NANTUCKET
HUMMOCK POND ROAD BIKE PATH
TYPICAL SECTIONS & PAVEMENT NOTES
SHEET 04 OF 67



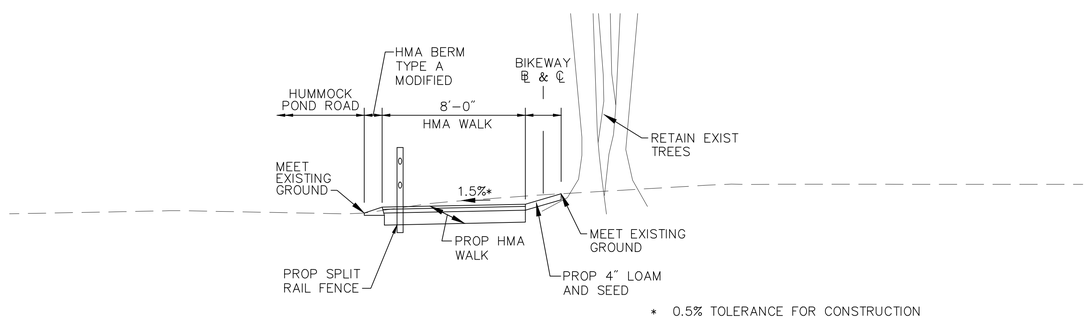
TYPICAL BIKE PATH FILL SECTION

STA 100+25± TO STA 233+70±
NTS



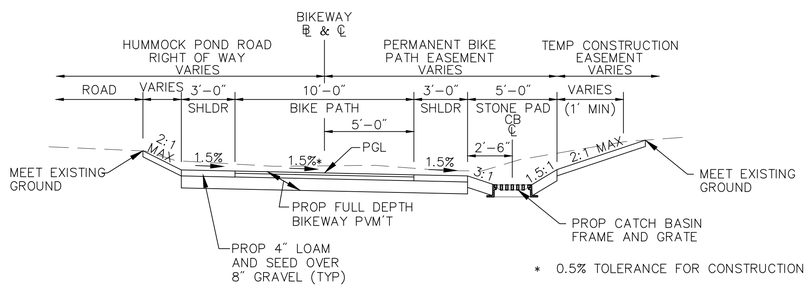
TYPICAL BIKE PATH CUT SECTION

STA 100+25± TO STA 233+70±
NTS



TYPICAL HMA WALK SECTION

STA 157+19± TO STA 158+30±
NTS



TYPICAL BIKE PATH CUT SECTION AT CATCH BASIN

SEE PLANS FOR LOCATIONS
NTS

PAVEMENT NOTES

PROPOSED HOT MIX ASPHALT BIKE PATH / DRIVEWAY / WALK

SURFACE: 4" HOT MIX ASPHALT
(1½" TOP COURSE OVER 2½"" BINDER COURSE)

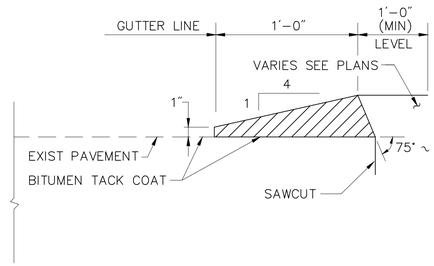
FOUNDATION: 8" GRAVEL BORROW, TYPE b

PROPOSED CEMENT CONCRETE WALK/ WHEELCHAIR RAMP

SURFACE: 4" CEMENT CONCRETE
AIR ENTRAINED 4000PSI, 3/4", 610

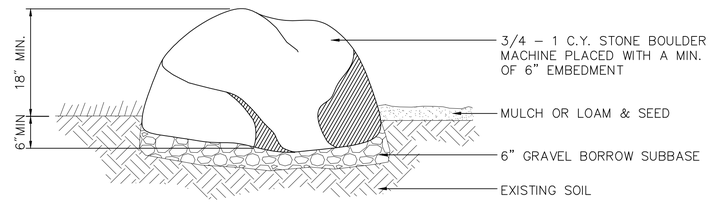
FOUNDATION: 8" GRAVEL BORROW, TYPE b

NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION DETAILS
SHEET 05 OF 67



HOT MIX ASPHALT BERM TYPE A – MODIFIED

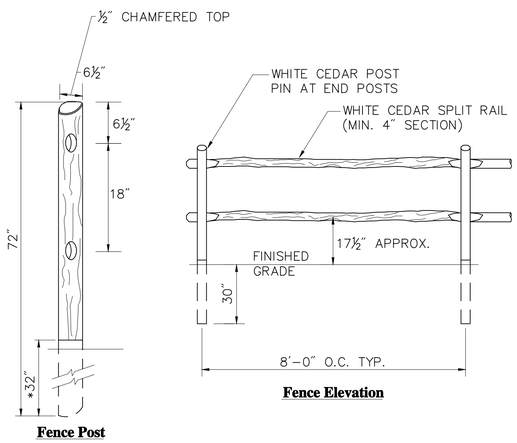
SCALE: NOT TO SCALE
DATE: –
DWG: CURB–01



NOTE:
TO BE SPACED 6' O.C. WHEN MORE THAN ONE

BOULDER BARRIER

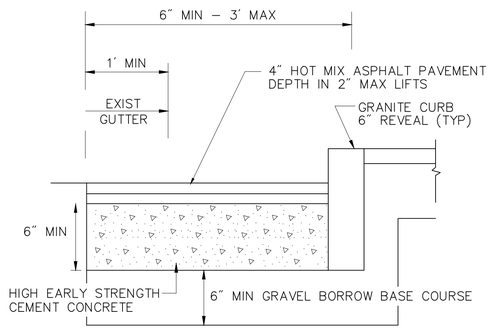
SCALE: NTS
S–STD.
H–STD.



*
TREAT THIS SECTION OF POST WITH A WOOD PRESERVATIVE AS SPECIFIED BY THE FENCE MANUFACTURER.

CEDAR SPLIT RAIL FENCE

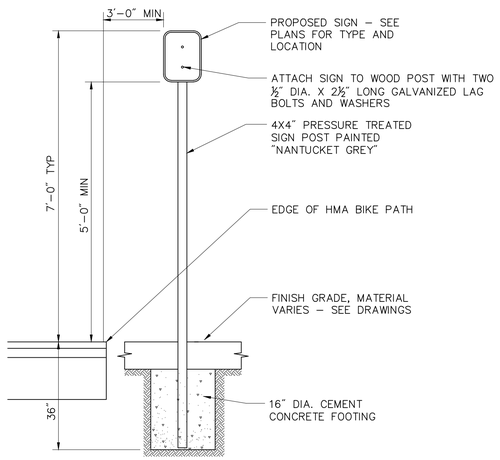
SCALE: NTS
S–STD.
H–STD.



NOTES:
1. CONCRETE SHALL BE INCLUDED IN PRICE BID FOR GRANITE CURB.
2. SAWCUT 1' FROM CURB LINE AND REMOVE EXISTING PAVEMENT AND GRAVEL. REPLACE WITH CEMENT CONCRETE.
3. ANY DESIGNATED CEMENT CONCRETE THAT IS ACCEPTABLE UNDER SECTION M4 OF THE STANDARD SPECIFICATIONS MAY BE USED. ALL TEST REQUIREMENTS ARE WAIVED. HOT MIX ASPHALT SHALL NOT BE USED AS A SUBSTITUTE.

GRANITE CURB IN EXISTING PAVEMENT

SCALE: NOT TO SCALE
DATE: APRIL 2003
DWG: CURB–04



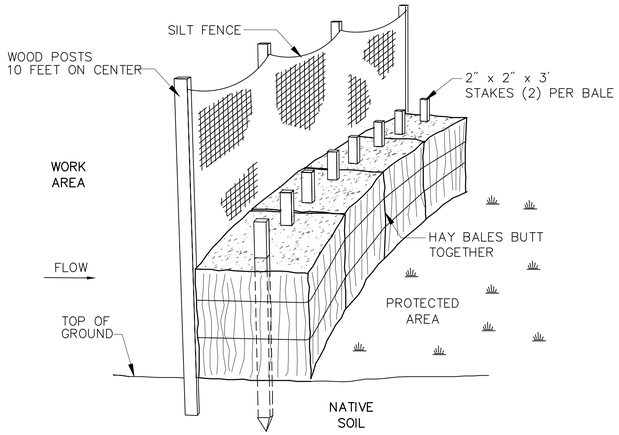
* THIS DIMENSION SHALL BE A MINIMUM OF 5' FOR ACCESSIBLE SIGNAGE.

** THIS DIMENSION SHALL BE A MINIMUM OF 5' AND A MAXIMUM OF 8' FOR ACCESSIBLE SIGNAGE IN THE COMMONWEALTH OF MASSACHUSETTS.

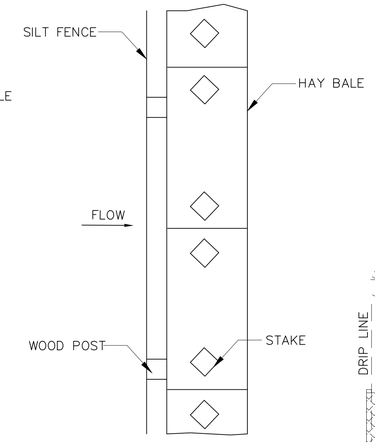
SIGN POST

SCALE: NTS
S–STD.
H–STD.

NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION DETAILS
SHEET 06 OF 67



CROSS SECTION



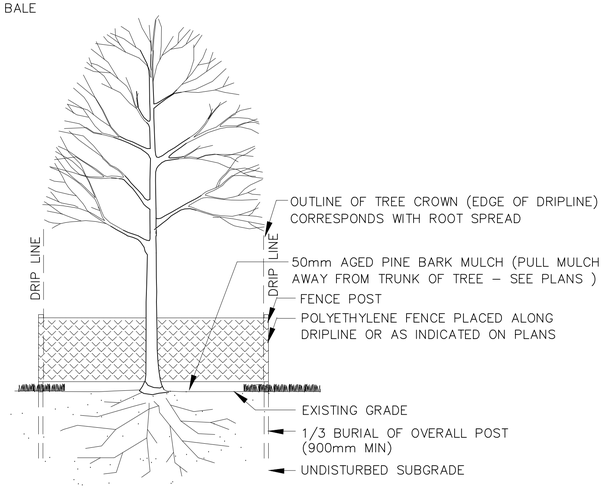
PLAN VIEW

CONSTRUCTION NOTES:

1. FILTER CLOTH SHALL BE FASTENED SECURELY TO POSTS WITH WIRE TIES OR STAPLES AND POSTS SHALL BE SPACED EVERY 10 FEET.
2. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6 INCHES AND FOLDED.
3. ENTRENCH SILT FENCE BUT NOT HAY BALES.
4. INSPECTIONS SHALL BE FREQUENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS

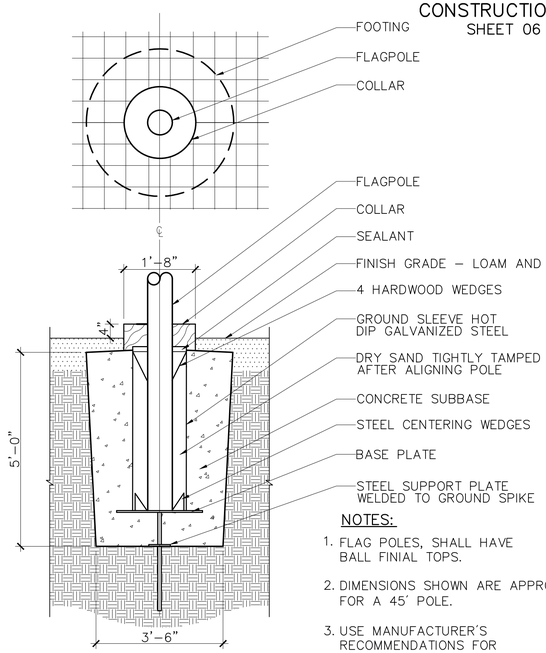
EROSION CONTROL BARRIER

SCALE: NOT TO SCALE
DATE: –
DWG: –



INDIVIDUAL TREE PROTECTION

SCALE: NOT TO SCALE
DATE: OCTOBER 2008
DWG: LADET–02

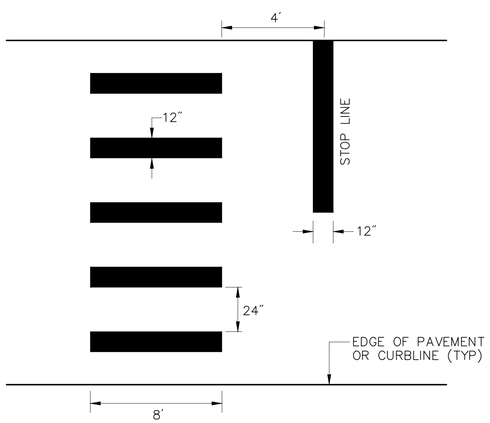


NOTES:

1. FLAG POLES, SHALL HAVE BALL FINIAL TOPS.
2. DIMENSIONS SHOWN ARE APPROXIMATE FOR A 45' POLE.
3. USE MANUFACTURER'S RECOMMENDATIONS FOR 100 MPH. WIND.
4. REFER TO MANUFACTURER'S INSTALLATION INSTRUCTIONS.

FLAGPOLE BASE

SCALE: NTS
S–STD.
H–STD.

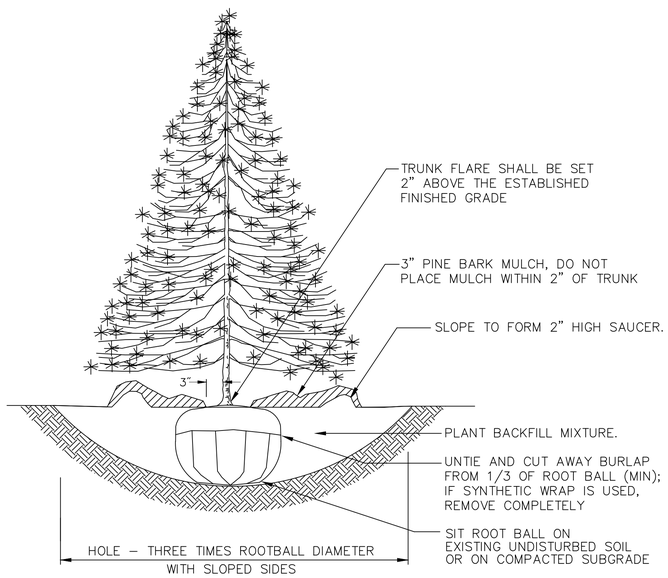


NOTES:

1. ALL 12" THERMOPLASTIC LINES SHALL BE APPLIED IN ONE APPLICATION, NO COMBINATION OF LINES (TWO – 6" LINES) WILL BE ACCEPTED.
2. LAYOUT OF CROSSWALKS SHALL BE APPROVED BY A NANTUCKET DPW REPRESENTATIVE PRIOR TO APPLICATION OF THERMOPLASTIC.

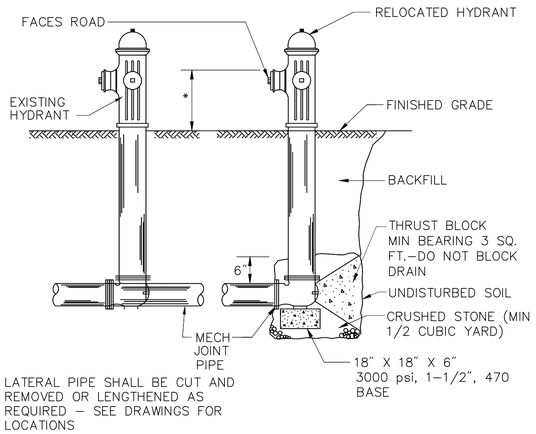
CROSSWALK INSTALLATION

SCALE: NOT TO SCALE
S–STD.
H–STD.



TREE PLANTING

SCALE: NOT TO SCALE
S–STD.
H–STD.

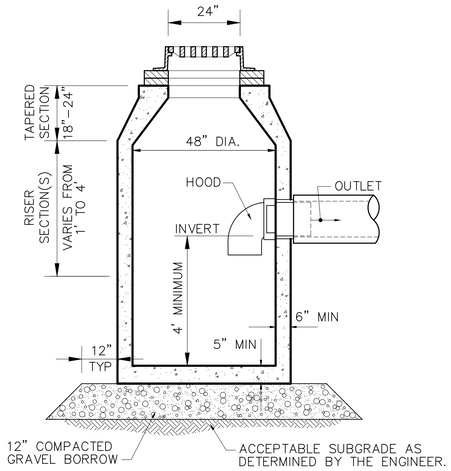


LATERAL PIPE SHALL BE CUT AND REMOVED OR LENGTHENED AS REQUIRED – SEE DRAWINGS FOR LOCATIONS

HYDRANT RELOCATION DETAIL

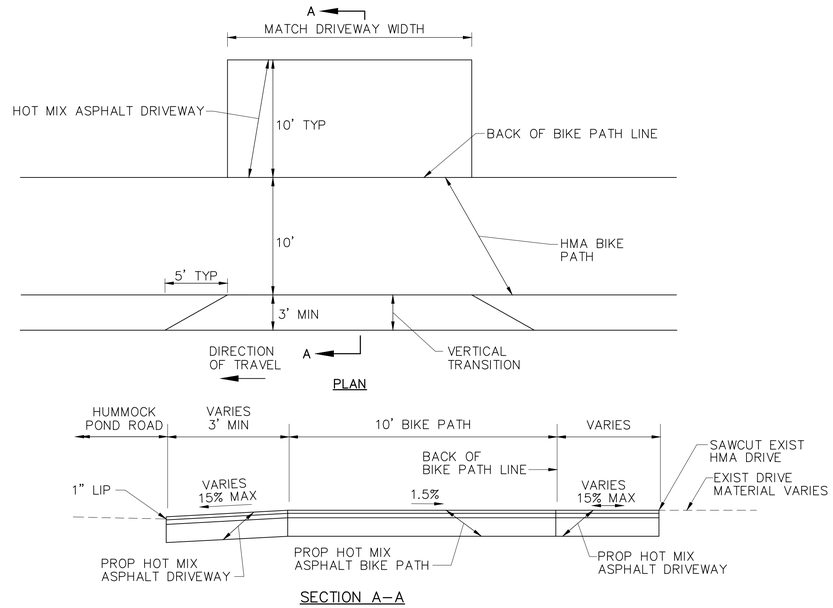
SCALE: NOT TO SCALE
DATE: APRIL 2003
DWG: WS–03

NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION DETAILS
SHEET 07 OF 67



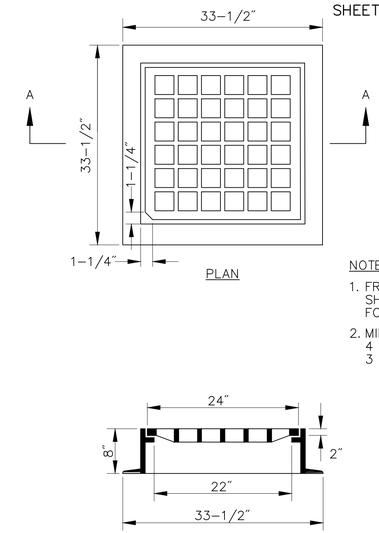
DEEP SUMP CATCH BASIN WITH HOOD

SCALE: NOT TO SCALE
DATE: 10–22–2008
DWG: LD–105



TYPICAL DRIVEWAY AT BIKE PATH

SCALE: NOT TO SCALE
DATE: APRIL 2003
DWG: DRIVE–09

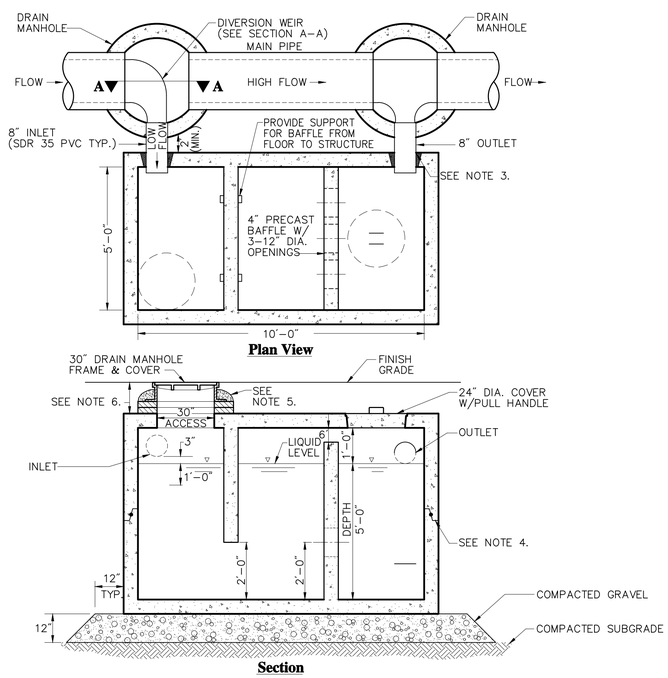


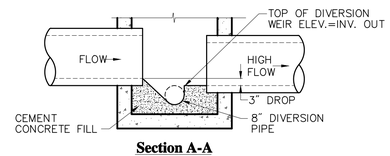
NOTES:

1. FRAME AND GRATE SHALL BE RATED FOR HS–20 LOADING.
2. MIN FRAME WEIGHT
   4 FLANGE 295 LBS.
   3 FLANGE 265 LBS.

MUNICIPAL STANDARD CATCH BASIN FRAME & GRATE

SCALE: NOT TO SCALE
DATE: 10–28–2008
DWG: –





Section A-A

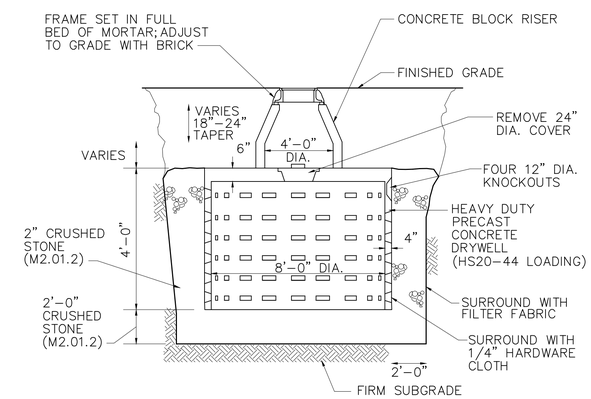
(DETAIL OF DIVERSION WEIR)

Notes:

1. PARTICLE SEPARATOR SHALL BE A PRECAST TANK WITH PRECAST BAFFLES AS SHOWN.
2. STRUCTURES SHALL BE DESIGNED FOR HS–20 LOADING.
3. PROVIDE OPENINGS FOR PIPES WITH 2" MAX. CLEARANCE TO OUTSIDE OF PIPE. MORTAR ALL PIPE CONNECTIONS.
4. JOINT SEALANT BETWEEN ALL SECTIONS SHALL BE PREFORMED BUTYL RUBBER
5. DRAIN MANHOLE FRAME AND COVER SHALL BE SET IN FULL MORTAR BED. ADJUST TO GRADE WITH CLAY BRICK AND MORTAR (2 BRICK COURSES TYPICALLY, 5 BRICK COURSES MAXIMUM)
6. BARREL BLOCK AND MORTAR SHALL BE USED TO BRING MANHOLE FRAME AND COVER TO FINISHED GRADE WHEN DEPTH TO TOP OF STRUCTURE EXCEEDS 24 INCHES.

OFF–LINE PARTICLE SEPARATOR (1,500 GAL.)

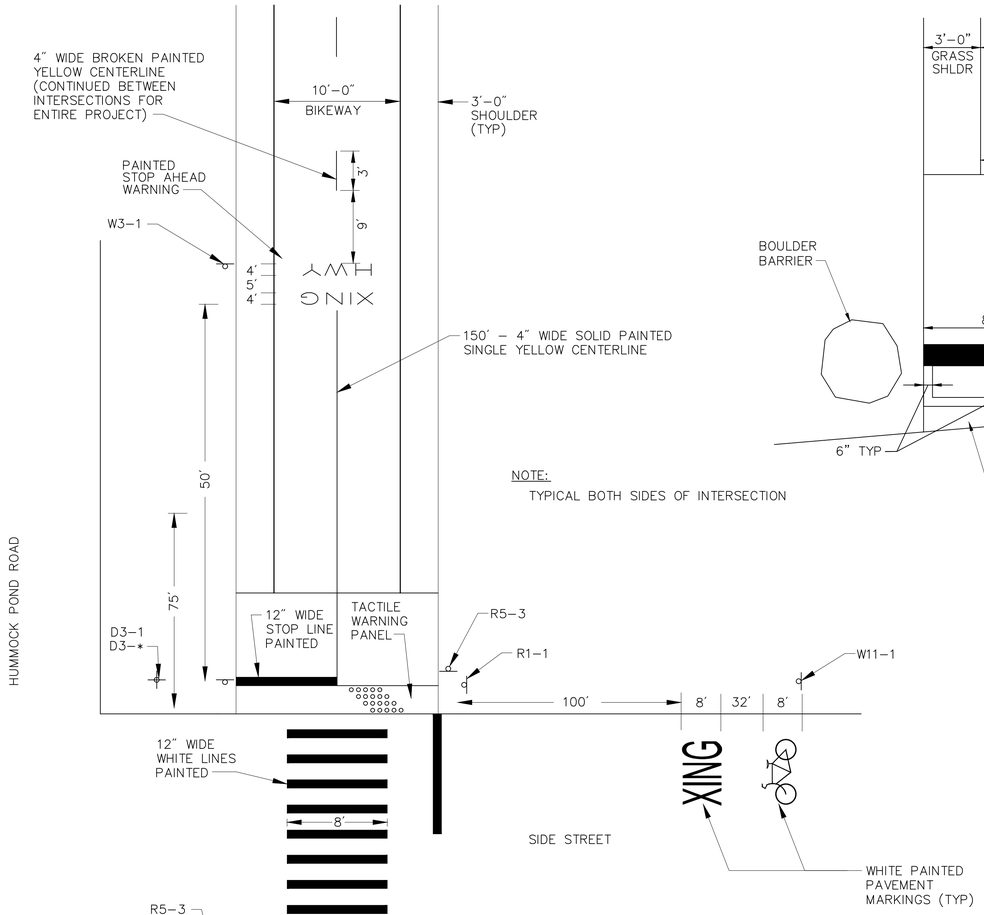
SCALE: NOT TO SCALE
S–STD.
H–STD.



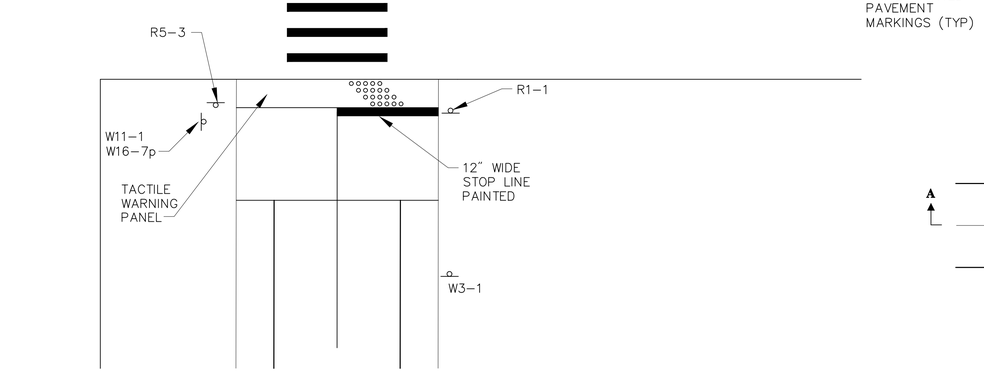
8' LEACHING BASIN

SCALE: NOT TO SCALE
DATE: 10–28–2008
DWG: H–STD, H92

NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION DETAILS
SHEET 08 OF 67

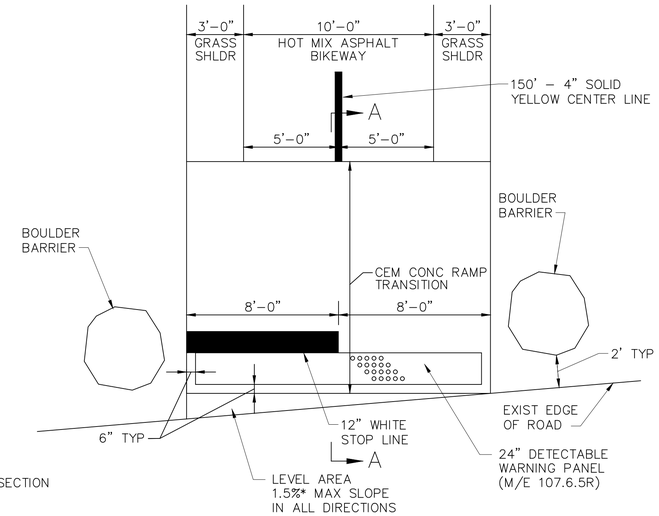


NOTE:
TYPICAL BOTH SIDES OF INTERSECTION



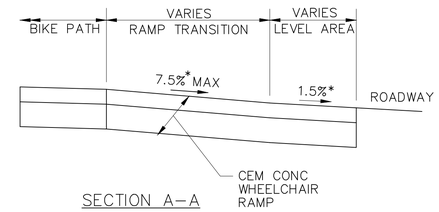
TYPICAL PAVEMENT MARKINGS AT INTERSECTIONS

SCALE: NOT TO SCALE
DATE:
DWG:



* TOLERANCE FOR CONSTRUCTION ±0.5%

WHEELCHAIR RAMP DATA					
NO.	LOCATION	RAMP WIDTH	PATH SLOPE	RAMP TRANSITION	℄ OPENING ELEVATION
1	100+92	16'-0"	0.2%	7'-8"	20.21
2	120+73	16'-0"	1.0%	14'-0"	12.60
3	120+98	16'-0"	0.7%	7'-8"	12.75



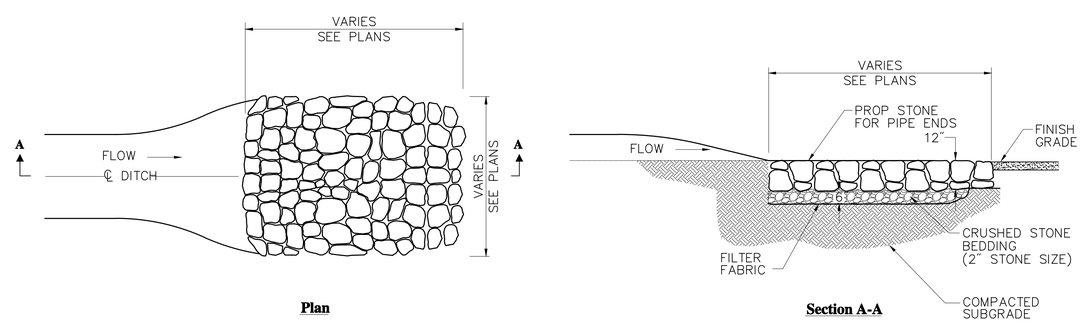
SECTION A-A

* TOLERANCE FOR CONSTRUCTION ±0.5%

WHEELCHAIR RAMP DATA					
NO.	LOCATION	RAMP WIDTH	PATH SLOPE	RAMP TRANSITION	℄ OPENING ELEVATION
4	131+39	16'-0"	2.6%	7'-8"	20.19
5	131+60	16'-0"	2.4%	7'-8"	20.30
8	167+41	16'-0"	0.7%	7'-8"	23.41
9	167+86	16'-0"	1.3%	9'-0"	23.80
12	195+31	16'-0"	1.2%	7'-8"	31.26
13	195+70	16'-0"	1.5%	9'-0"	32.21
14	215+85	16'-0"	0.2%	7'-8"	29.25
15	216+21	16'-0"	1.3%	7'-8"	29.33
16	232+85	16'-0"	1.8%	7'-8"	45.40

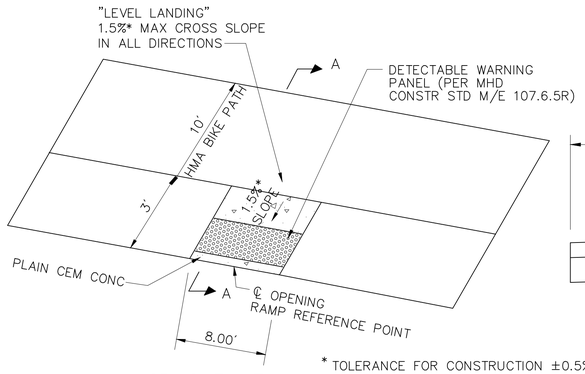
CEMENT CONCRETE WHEELCHAIR RAMP AT INTERSECTIONS

SCALE: NOT TO SCALE
S-STD.
H-STD.

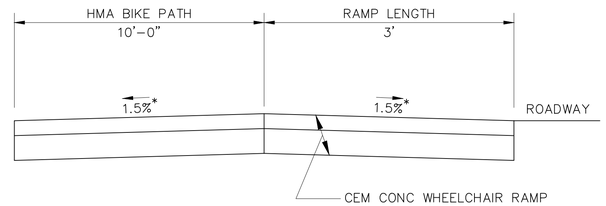


STONE PROTECTION AT DRAINAGE DITCH ENDS

SCALE: NOT TO SCALE
S-STD.
H-STD.



OBLIQUE VIEW



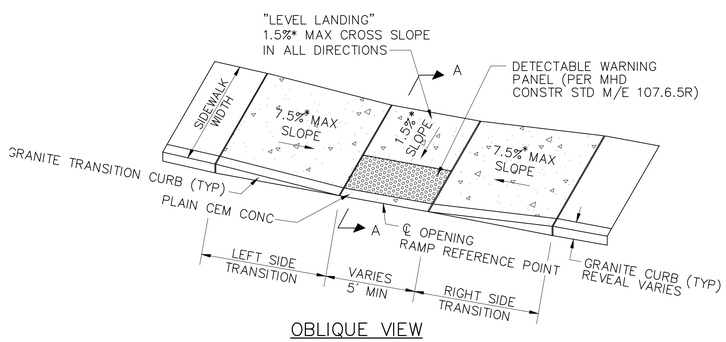
SECTION A–A

* TOLERANCE FOR CONSTRUCTION ±0.5%

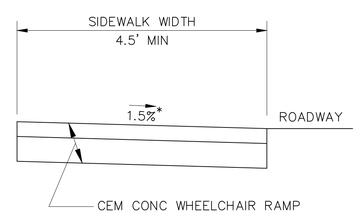
WHEELCHAIR RAMP DATA									
NO.	LOCATION	SIDEWALK WIDTH	LEFT SIDE			RIGHT SIDE			° OPENING ELEVATION
			ROADWAY GUTTER	REVEAL	TRANS	ROADWAY GUTTER	REVEAL	TRANS	
6	150+74 8.3' LT	N/A	0.57%	N/A	N/A	0.57%	N/A	N/A	14.95

WHEELCHAIR RAMP WIDTH LESS THAN 6.5 FT

SCALE: NOT TO SCALE
DATE: OCT 2008
DWG: WCR–03



OBLIQUE VIEW



SECTION A–A

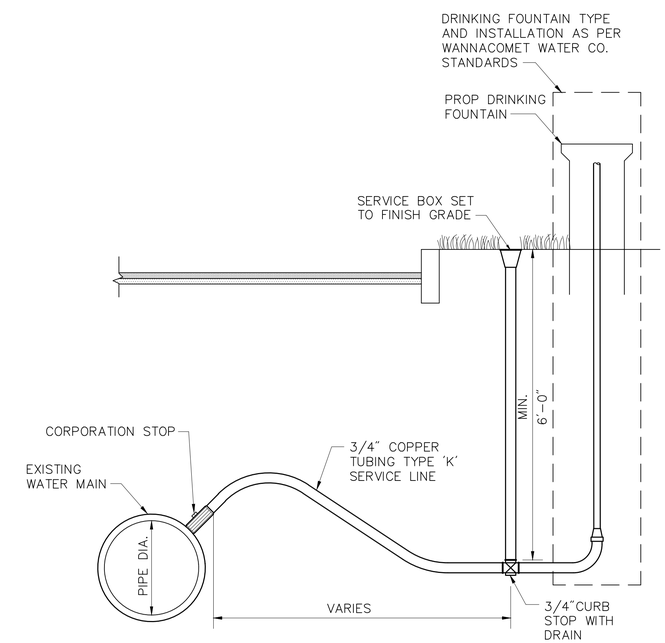
* TOLERANCE FOR CONSTRUCTION ±0.5%

WHEELCHAIR RAMP DATA										
NO.	LOCATION	RAMP WIDTH	SIDEWALK WIDTH	LEFT SIDE			RIGHT SIDE			° OPENING ELEVATION
				ROADWAY GUTTER	REVEAL	TRANS	ROADWAY GUTTER	REVEAL	TRANS	
7	150+74 29.5' LT	8.0	6.5	0.57%	6"	7'-8"	0.57%	6"	6'-6"	15.12
10	174+57 29.8' LT	8.0	6.5	1.20%	6"	9'-0"	1.20%	6"	6'-6"	26.48
11	174+58 51.5' LT	8.0	6.5	1.20%	6"	6'-6"	1.20%	6"	9'-0"	26.46
17	233+37 2.3' RT	5.0	5.5	2.67%	6"	11'-0"	2.67%	6"	6'-6"	46.46

NOTE: NEGATIVE (–) ROADWAY GUTTER SLOPE DENOTES A LOW SIDE TRANSITION.

WHEELCHAIR RAMP WIDTH LESS THAN 6.5 FT

SCALE: NOT TO SCALE
DATE: OCT 2008
DWG: WCR–03

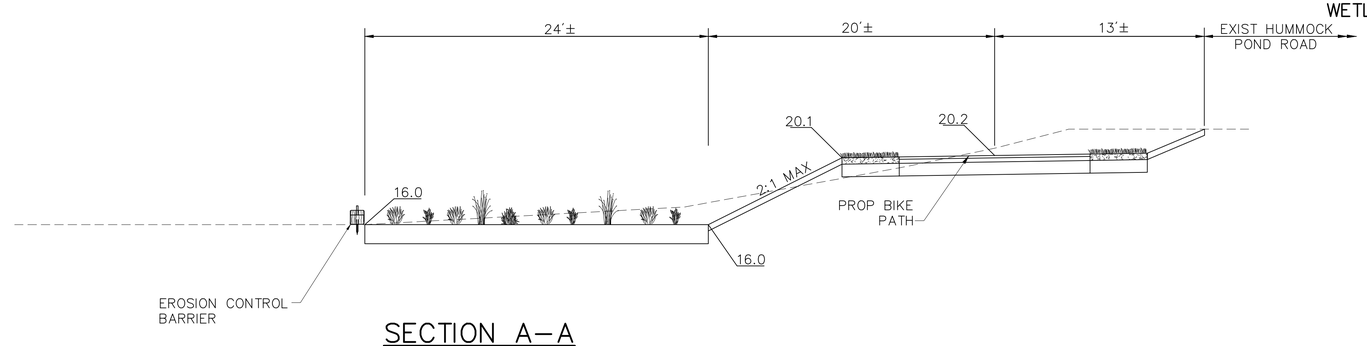


Notes:

1. INSTALLATIONS SHALL CONFORM WITH MUNICIPAL WATER WORKS SPECIFICATIONS AND STANDARDS.

SERVICE CONNECTION WITH SERVICE BOX

SCALE: NOT TO SCALE
DATE: OCT 2008
DWG: WCR–03

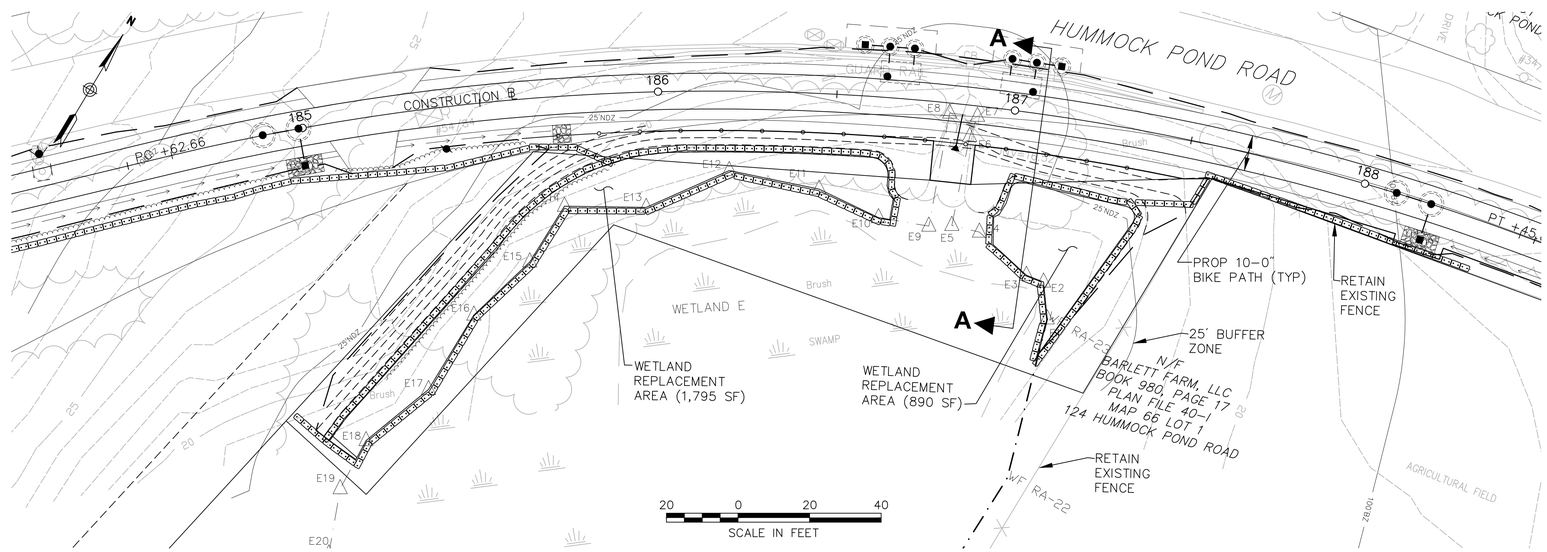


SECTION A–A

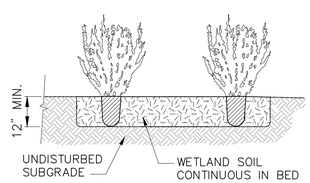
SCALE: 1" = 5'

REPLACEMENT WETLAND PLAN NOTES

1. CONSTRUCTION OF THE WETLAND REPLACEMENT AREA SHALL INCLUDE GRADING, SOIL PLACEMENT, AND PLANTING, AND SHALL BE PERFORMED UNDER THE SUPERVISION OF AN EXPERIENCED WETLAND SCIENTIST. ALL PLANTINGS SHALL BE PERFORMED IN SPRING (APRIL 15 TO JUNE 15) OR FALL (SEPTEMBER 1 TO OCTOBER 15).
2. AN EROSION CONTROL BARRIER OF STAKED HAYBALES AND SILT FENCING SHALL BE INSTALLED ALONG THE ENTIRE PERIMETER OF THE PROPOSED WETLAND REPLACEMENT AREA.
3. ALL AREAS TO BE PLANTED AS PART OF THE REPLACEMENT EFFORT SHALL BE CLEARED (AS NEEDED) AND SHALL BE EXCAVATED TO A DEPTH OF 12 INCHES BELOW THE FINAL DESIGN ELEVATIONS. MINOR MODIFICATIONS TO THIS GRADING PLAN MAY BE MADE IN THE FIELD BY THE WETLAND SCIENTIST IN RESPONSE TO HYDROLOGIC CONDITIONS. THE SUPERVISING WETLAND SCIENTIST WILL INSPECT THE SUB–GRADE OF THE REPLACEMENT AREAS TO ENSURE THAT THE PROPER HYDROLOGY HAS BEEN ESTABLISHED (OR IS ANTICIPATED BASED UPON EXPECTED SURFACE/GROUND WATER LEVELS).
4. WETLAND SOILS SHALL BE CREATED. CREATED SOILS SHALL CONSIST OF A 1:1 MIXTURE (OR EQUAL VOLUMES) OF ORGANIC AND MINERAL MATERIALS (IN THE LOAM, LOAMY SAND TO SILT LOAM RANGE), THAT CONTAINS FROM 4 TO 12 PERCENT ORGANIC CARBON CONTENT BY WEIGHT. CLEAN LEAF OR COMMERCIALLY AVAILABLE COMPOST IS THE PREFERRED AMENDMENT TO ACHIEVE THIS STANDARD, THOUGH OTHER MATERIALS MAY BE USED IF APPROVED BY THE WETLAND SCIENTIST. SOILS WITHIN THE REPLACEMENT AREA SHALL THEN BE GRADED TO THE SPECIFICATIONS OUTLINED ON THE PROJECT PLANS.
5. REPLACEMENT AREA PLANTINGS SHALL BE PLACED ONCE THE ABOVE LISTED TASKS HAVE BEEN COMPLETED. THE SPECIES, SIZE AND QUANTITY OF THE PLANTINGS SHALL FOLLOW THE PLANTING SCHEDULE. PRIOR TO DELIVERY TO THE SITE, THE SUPERVISING WETLAND SCIENTIST WILL VISIT THE NURSERY PROVIDING THE PLANTING STOCK TO ENSURE THAT THE SPECIMENS ARE HEALTHY, FREE FROM PESTS, AND SUITABLE FOR USE WITHIN THE REPLACEMENT AREAS. UNSUITABLE SPECIMENS WILL BE REJECTED AND REPLACED WITH SUITABLE SPECIMENS. ANY PLANTING SUBSTITUTIONS MUST BE APPROVED BY THE WETLAND SCIENTIST AND THE CONSERVATION COMMISSION. ONLY PLANT MATERIALS NATIVE AND INDIGENOUS TO THE REGION SHALL BE USED. ALL WOODY PLANT STOCK SHALL BE CONTAINER–GROWN. ALL WETLAND PLANTINGS SHALL BE PERFORMED BY HAND, USING HAND TOOLS.
6. ALL SHRUB PLANTINGS SHALL BE PLACED ADJACENT TO UPLAND AREAS, IN SAME–SPECIES CLUSTERS OF 5 PLANTS, SPACED ACCORDING TO THE WETLAND SHRUB PLANT MATERIAL SCHEDULE, TO SIMULATE NATURAL GROWTH PATTERNS. MODIFICATIONS TO THIS PLANTING PLAN TO RELOCATE UP TO 50% OF THE PLANTINGS MAY BE MADE BY THE WETLAND SCIENTIST IN RESPONSE TO FIELD CONDITIONS.
7. ONCE PLANTED, THE ENTIRE REPLACEMENT AREA SHALL BE SEEDED WITH NEW ENGLAND WETLAND PLANTS WETMIX SEED MIXTURE AT A RATE OF 1 LB./2500 SQ.FT. (18 LBS./AC.). SEEDING MAY BE CONDUCTED BY HAND, MECHANICAL SPREADER, OR HYDROSEEDER.
8. FALLEN LOGS, BRANCHES, AND OTHER NATURAL WOODY DEBRIS SHALL BE COLLECTED AND STOCKPILED FOR RELOCATION TO THE RESTORATION AREA TO PROVIDE BENEFICIAL HABITAT FEATURES FOR WILDLIFE. THIS MATERIAL SHALL BE DISTRIBUTED TO COVER AT LEAST 2 TO 4 PERCENT OF THE RESTORATION AREA. THESE MATERIALS SHALL NOT INCLUDE ANY KNOWN INVASIVE SPECIES.
9. THE EROSION CONTROL BARRIERS SHALL BE DISASSEMBLED AND PROPERLY DISPOSED OF AS SOON AS ALL AREAS UPGRADIENT OF THESE BARRIERS ARE STABILIZED WITH VEGETATION, UPON APPROVAL BY THE CONSERVATION COMMISSION. ANY SEDIMENT COLLECTED BY ANY BARRIER SHALL BE REMOVED AND DISPOSED OF IN A MANNER THAT PREVENTS EROSION AND TRANSPORT TO A WATERWAY OR WETLAND.
10. THE WETLAND REPLACEMENT AREA WILL BE INSPECTED DURING EACH OF THE FIRST TWO GROWING SEASONS FOLLOWING PLANTING TO MONITOR THE AREA FOR INVASIVE OR OPPORTUNISTIC PLANTS. IF ANY INVASIVE OR OPPORTUNISTIC SPECIES ARE FOUND, THEY SHALL BE UPROOTED AND REMOVED FROM THE AREA. INVASIVE PLANTS INCLUDE THOSE LISTED IN THE REPLICATION GUIDELINES OF THE NOTICE OF INTENT.
11. ANY REQUIRED MONITORING OF THE WETLAND REPLACEMENT AREA WILL BE CONDUCTED AS DESCRIBED IN THE NOTICE OF INTENT, AS MODIFIED BY THE ORDER OF CONDITIONS.



	WETLAND REPLACEMENT AREA
	SCALE: SEE PLAN
	DATE: MARCH 2012
	H–STD.



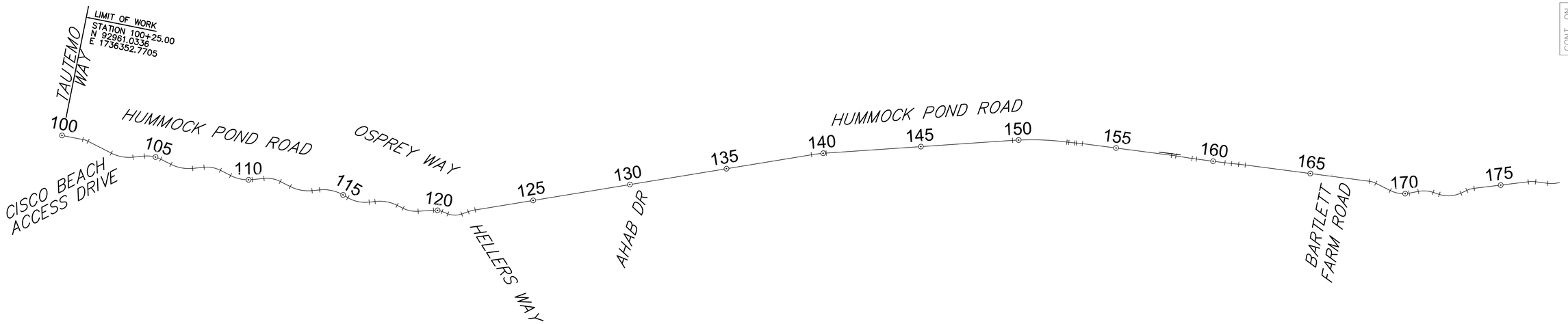
SHRUB PLANTING DETAIL

NTS

WETLAND PLANT MATERIAL SCHEDULE

KEY	COMMON NAME	BOTANICAL NAME	SIZE	QTY.	SPACING O.C.
AM	CHOKEBERRY	ARONIA MELANOCARPA	18–24 INCHES	25	4–5 FEET
IV	COMMON WINTERBERRY	ILEX VERTICILLATA	18–24 INCHES	25	4–5 FEET
VC	HIGHBUSH BLUEBERRY	VACCINIUM CORYMBOSUM	18–24 INCHES	25	4–5 FEET

NANTUCKET
HUMMOCK POND ROAD BIKE PATH
BASELINE TIE PLAN
SHEET 11 OF 67



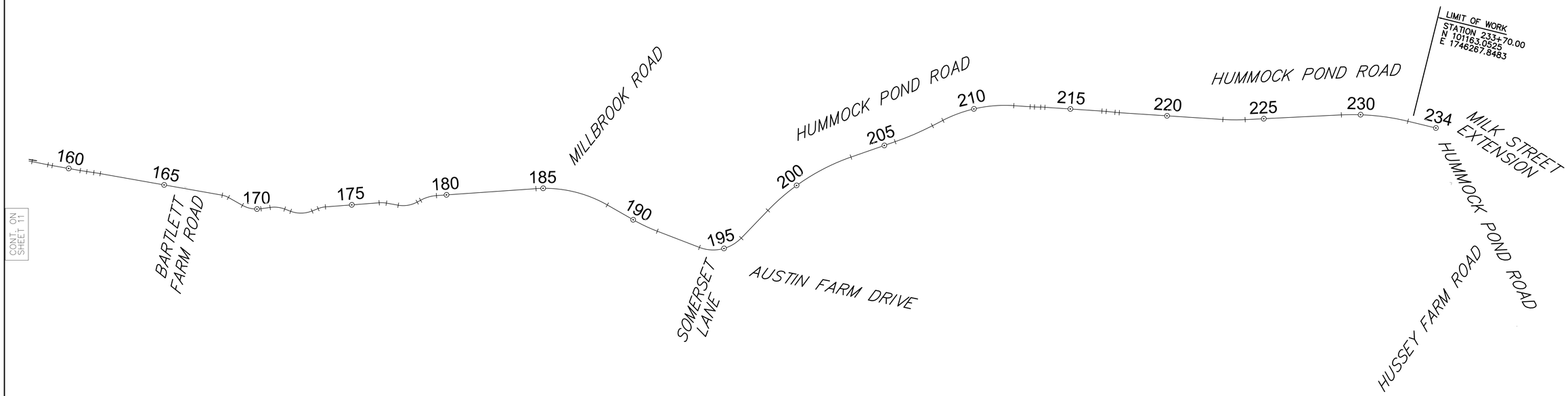
CONT. ON SHET 12

ALIGNMENT - CENTERLINE BIKE PATH CONSTRUCTION BASELINE DATA						
NUMBER	STARTING STATION	END STATION	CURVE DATA	LINE DATA	NORTHING	EASTING
L35	100+00.00	101+08.35		N63° 10' 31"E 108.35'	92949.752	1736330.461
C33	101+08.35	101+36.35	R=100.00' Δ=16°02'52" L=28.01' T=14.10'		92998.644	1736427.147
L36	101+36.35	102+69.37		N79° 13' 23"E 133.02'	93007.641	1736453.575
C29	102+69.37	103+83.69	R=200.00' Δ=32°44'55" L=114.31' T=58.77'		93032.514	1736584.246
L34	103+83.69	104+42.40		N46° 28' 28"E 58.71'	93083.973	1736684.584
C30	104+42.40	105+28.13	R=150.00' Δ=32°44'55" L=85.74' T=44.07'		93124.407	1736727.155
L33	105+28.13	105+86.85		N79° 13' 23"E 58.71'	93163.001	1736802.409
C28	105+86.85	107+01.16	R=200.00' Δ=32°44'55" L=114.31' T=58.77'		93173.980	1736860.085
L32	107+01.16	107+59.87		N46° 28' 28"E 58.71'	93225.439	1736960.424
C31	107+59.87	108+45.61	R=150.00' Δ=32°44'55" L=85.74' T=44.07'		93265.873	1737002.994
L31	108+45.61	109+04.32		N79° 13' 23"E 58.71'	93304.467	1737078.248
C27	109+04.32	110+18.64	R=200.00' Δ=32°44'55" L=114.31' T=58.77'		93315.446	1737135.925
L30	110+18.64	110+78.62		N46° 28' 28"E 59.99'	93366.905	1737236.263
C32	110+78.62	111+64.36	R=150.00' Δ=32°44'55" L=85.74' T=44.07'		93408.216	1737279.757
L1	111+64.36	112+21.80		N79° 13' 23"E 57.44'	93446.811	1737355.011
C10	112+21.80	113+36.11	R=200.00' Δ=32°44'55" L=114.31' T=58.77'		93457.551	1737411.436
L2	113+36.11	113+75.34		N46° 28' 28"E 39.23'	93509.010	1737511.775
C11	113+75.34	115+01.34	R=200.00' Δ=36°05'53" L=126.01' T=65.17'		93536.025	1737540.217
L20	115+01.34	115+27.75		N82° 34' 21"E 26.41'	93589.334	1737652.098
C12	115+27.75	116+41.11	R=175.00' Δ=37°06'45" L=113.35' T=58.75'		93592.748	1737678.286

ALIGNMENT - CENTERLINE BIKE PATH CONSTRUCTION BASELINE DATA						
NUMBER	STARTING STATION	END STATION	CURVE DATA	LINE DATA	NORTHING	EASTING
L3	116+41.11	116+71.09		N45° 27' 36"E 29.99'	93641.546	1737778.410
C13	116+71.09	117+87.01	R=200.00' Δ=33°12'25" L=115.91' T=59.64'		93662.579	1737799.783
L4	117+87.01	118+21.20		N78° 40' 01"E 34.19'	93716.127	1737900.762
C26	118+21.20	119+00.73	R=150.00' Δ=30°22'39" L=79.53' T=40.72'		93722.847	1737934.290
L21	119+00.73	119+79.29		N48° 17' 22"E 78.56'	93757.945	1738004.618
C25	119+79.29	120+23.66	R=100.00' Δ=25°25'27" L=44.37' T=22.56'		93810.217	1738063.265
L22	120+23.66	120+55.70		N73° 42' 49"E 32.04'	93831.552	1738101.758
C24	120+55.70	121+27.61	R=100.00' Δ=41°12'03" L=71.91' T=37.59'		93840.538	1738132.512
L23	121+27.61	121+63.41		N32° 30' 46"E 35.80'	93882.776	1738188.796
C35	121+63.41	121+99.57	R=200.00' Δ=10°21'37" L=36.16' T=18.13'		93912.962	1738208.036
L5	121+99.57	139+39.39		N42° 52' 23"E 1739.81'	93941.540	1738230.117
C34	139+39.39	140+15.30	R=800.00' Δ=5°26'12" L=75.91' T=37.98'		95216.586	1739413.842
L6	140+15.30	149+68.73		N48° 18' 35"E 953.43'	95269.687	1739468.051
C20	149+68.73	152+46.48	R=1400.00' Δ=11°22'01" L=277.75' T=139.33'		95903.818	1740180.027
L37	152+46.48	152+56.24		N59° 40' 36"E 9.76'	96066.832	1740404.341
C37	152+56.24	152+86.71	R=500.00' Δ=3°29'30" L=30.47' T=15.24'		96071.760	1740412.766
L38	152+86.71	152+95.75		N56° 11' 06"E 9.04'	96087.935	1740438.582
C38	152+95.75	153+26.22	R=500.00' Δ=3°29'30" L=30.47' T=15.24'		96092.968	1740446.095
L39	153+26.22	157+85.04		N59° 40' 36"E 458.82'	96109.143	1740471.911
C39	157+85.04	158+07.75	R=1000.00' Δ=1°18'04" L=22.71' T=11.36'		96340.793	1740867.963

ALIGNMENT - CENTERLINE BIKE PATH CONSTRUCTION BASELINE DATA						
NUMBER	STARTING STATION	END STATION	CURVE DATA	LINE DATA	NORTHING	EASTING
L40	158+07.75	158+91.04		N60° 58' 40"E 83.29'	96352.035	1740887.694
C40	158+91.04	159+13.75	R=1000.00' Δ=1°18'04" L=22.71' T=11.36'		96392.442	1740960.524
L41	159+13.75	160+60.24		N59° 40' 36"E 146.49'	96403.684	1740980.255
C41	160+60.24	160+94.30	R=1000.00' Δ=1°57'05" L=34.06' T=17.03'		96477.646	1741106.707
L42	160+94.30	161+30.93		N57° 43' 31"E 36.63'	96495.337	1741135.805
C42	161+30.93	161+64.98	R=1000.00' Δ=1°57'05" L=34.06' T=17.03'		96514.896	1741166.776
L43	161+64.98	168+04.25		N59° 40' 36"E 639.27'	96532.588	1741195.874
C43	168+04.25	168+38.11	R=100.00' Δ=19°23'57" L=33.86' T=17.09'		96855.340	1741747.683
L7	168+38.11	169+21.05		N79° 04' 33"E 82.94'	96867.209	1741779.220
C14	169+21.05	170+20.19	R=150.00' Δ=37°52'05" L=99.14' T=51.46'		96882.927	1741860.655
L8	170+20.19	170+67.74		N41° 12' 28"E 47.56'	96931.390	1741945.077
C15	170+67.74	171+44.57	R=150.00' Δ=29°20'40" L=76.82' T=39.27'		96967.170	1741976.409
L9	171+44.57	171+77.52		N70° 33' 08"E 32.95'	97009.794	1742039.315
C16	171+77.52	172+90.57	R=150.00' Δ=43°10'52" L=113.05' T=59.36'		97020.764	1742070.385
L24	172+90.57	173+24.23		N27° 22' 16"E 33.67'	97093.243	1742153.650
C17	173+24.23	173+63.34	R=125.00' Δ=17°55'20" L=39.10' T=19.71'		97123.143	1742169.129
L44	173+63.34	176+41.46		N45° 17' 36"E 278.13'	97154.514	1742192.201
C18	176+41.46	176+78.88	R=150.00' Δ=14°17'29" L=37.41' T=18.80'		97350.171	1742389.872
L10	176+78.88	177+40.85		N59° 35' 05"E 61.97'	97372.920	1742419.453
C19	177+40.85	178+41.87	R=150.00' Δ=38°35'15" L=101.02' T=52.51'		97404.294	1742472.896

NANTUCKET
HUMMOCK POND ROAD BIKE PATH
BASELINE TIE PLAN
SHEET 12 OF 67



ALIGNMENT - CENTERLINE BIKE PATH CONSTRUCTION BASELINE DATA						
NUMBER	STARTING STATION	END STATION	CURVE DATA	LINE DATA	NORTHING	EASTING
L11	178+41.87	178+61.91		N20° 59' 50"E 20.04'	97479.902	1742536.996
C1	178+61.91	179+47.90	R=200.00' Δ=24°37'55" L=85.98' T=43.67'		97498.615	1742544.178
L12	179+47.90	184+62.66		N45° 37' 45"E 514.76'	97569.915	1742591.038
C2	184+62.66	188+45.67	R=650.00' Δ=33°45'41" L=383.01' T=197.25'		97929.888	1742959.003
L13	188+45.67	190+00.43		N79° 23' 26"E 154.76'	98104.138	1743293.874
C3	190+00.43	191+37.38	R=900.00' Δ=8°43'06" L=136.95' T=68.61'		98132.632	1743445.993
L14	191+37.38	193+70.42		N70° 40' 19"E 233.04'	98167.971	1743578.167
C4	193+70.42	196+04.85	R=200.00' Δ=67°09'30" L=234.43' T=132.78'		98245.102	1743798.075
L15	196+04.85	198+03.20		N3° 30' 49"E 198.35'	98421.572	1743931.504
C5	198+03.20	203+17.24	R=1100.00' Δ=26°46'28" L=514.03' T=261.80'		98619.552	1743943.661
L16	203+17.24	205+58.61		N30° 26' 34"E 241.37'	99106.921	1744091.743
C6	205+58.61	207+67.94	R=1500.00' Δ=7°59'45" L=209.33' T=104.84'		99315.015	1744214.041
L17	207+67.94	208+29.08		N22° 26' 49"E 61.14'	99502.289	1744307.188
C7	208+29.08	212+07.04	R=700.00' Δ=30°56'11" L=377.96' T=193.71'		99558.798	1744330.533
L25	212+07.04	212+91.88		N53° 23' 01"E 84.84'	99853.369	1744559.977
C21	212+91.88	213+14.07	R=600.00' Δ=2°07'07" L=22.19' T=11.09'		99903.974	1744628.076
L26	213+14.07	213+45.98		N51° 15' 53"E 31.91'	99917.534	1744645.635
C22	213+45.98	213+68.16	R=600.00' Δ=2°07'07" L=22.19' T=11.09'		99937.500	1744670.526
L27	213+68.16	216+62.94		N53° 23' 01"E 294.78'	99951.060	1744688.085
C23	216+62.94	216+85.13	R=600.00' Δ=2°07'07" L=22.19' T=11.09'		100126.881	1744924.687

ALIGNMENT - CENTERLINE BIKE PATH CONSTRUCTION BASELINE DATA						
NUMBER	STARTING STATION	END STATION	CURVE DATA	LINE DATA	NORTHING	EASTING
L28	216+85.13	217+30.56		N55° 30' 08"E 45.43'	100139.783	1744942.736
C36	217+30.56	217+52.75	R=600.00' Δ=2°07'07" L=22.19' T=11.09'		100165.515	1744980.179
L29	217+52.75	222+88.48		N53° 23' 01"E 535.74'	100178.416	1744998.228
C8	222+88.48	224+03.45	R=1000.00' Δ=6°35'13" L=114.96' T=57.54'		100497.959	1745428.235
L18	224+03.45	229+00.75		N46° 47' 48"E 497.30'	100571.676	1745516.368
C9	229+00.75	232+46.80	R=1200.00' Δ=16°31'22" L=346.05' T=174.23'		100912.123	1745878.866
L19	232+46.80	233+95.76		N63° 19' 10"E 148.96'	101109.636	1746161.552

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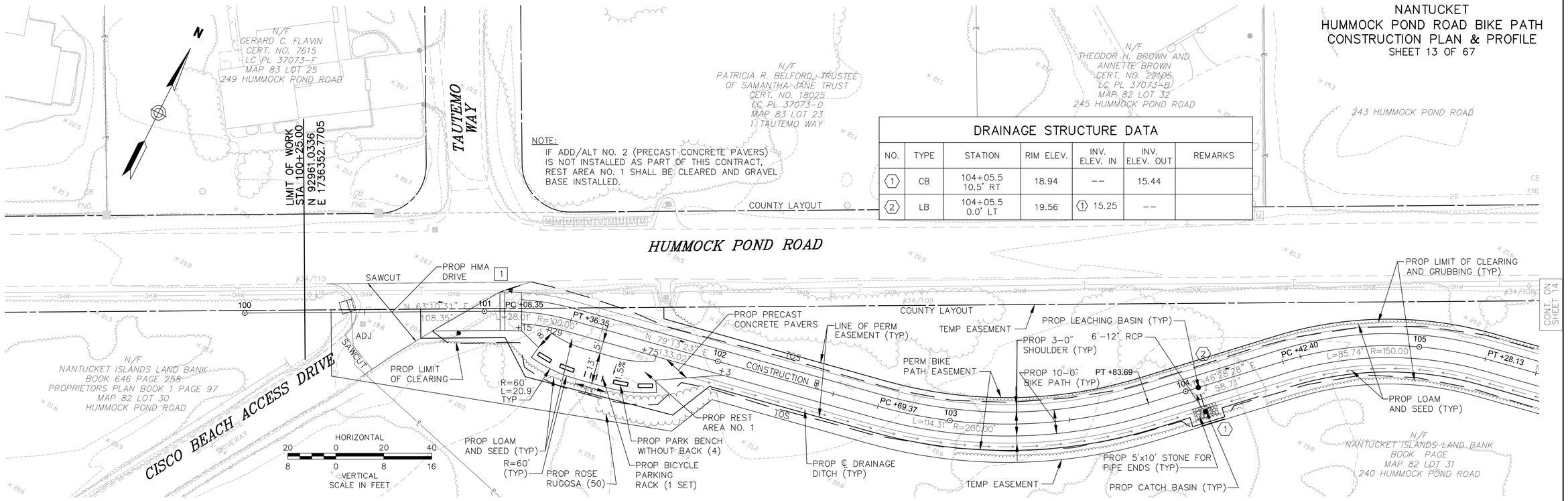
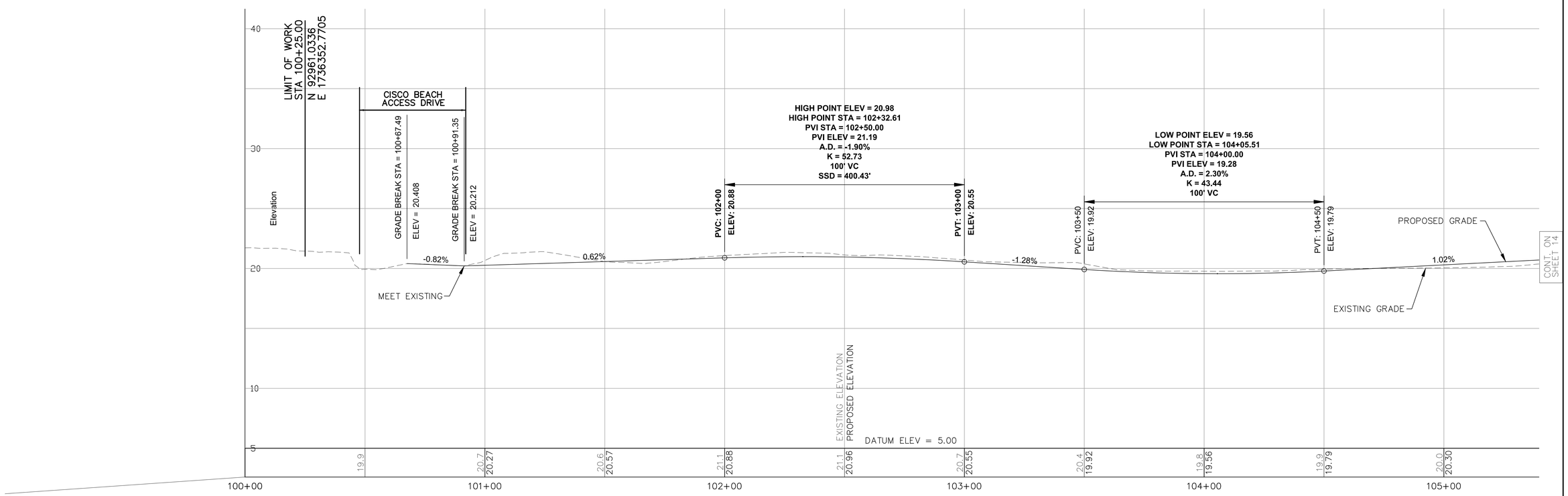
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
SHEET 13 OF 67



NOTE:
IF ADD/ALT NO. 2 (PRECAST CONCRETE PAVERS) IS NOT INSTALLED AS PART OF THIS CONTRACT, REST AREA NO. 1 SHALL BE CLEARED AND GRAVEL BASE INSTALLED.

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
1	CB	104+05.5 10.5' RT	18.94	--	15.44	
2	LB	104+05.5 0.0' LT	19.56	1 15.25	--	



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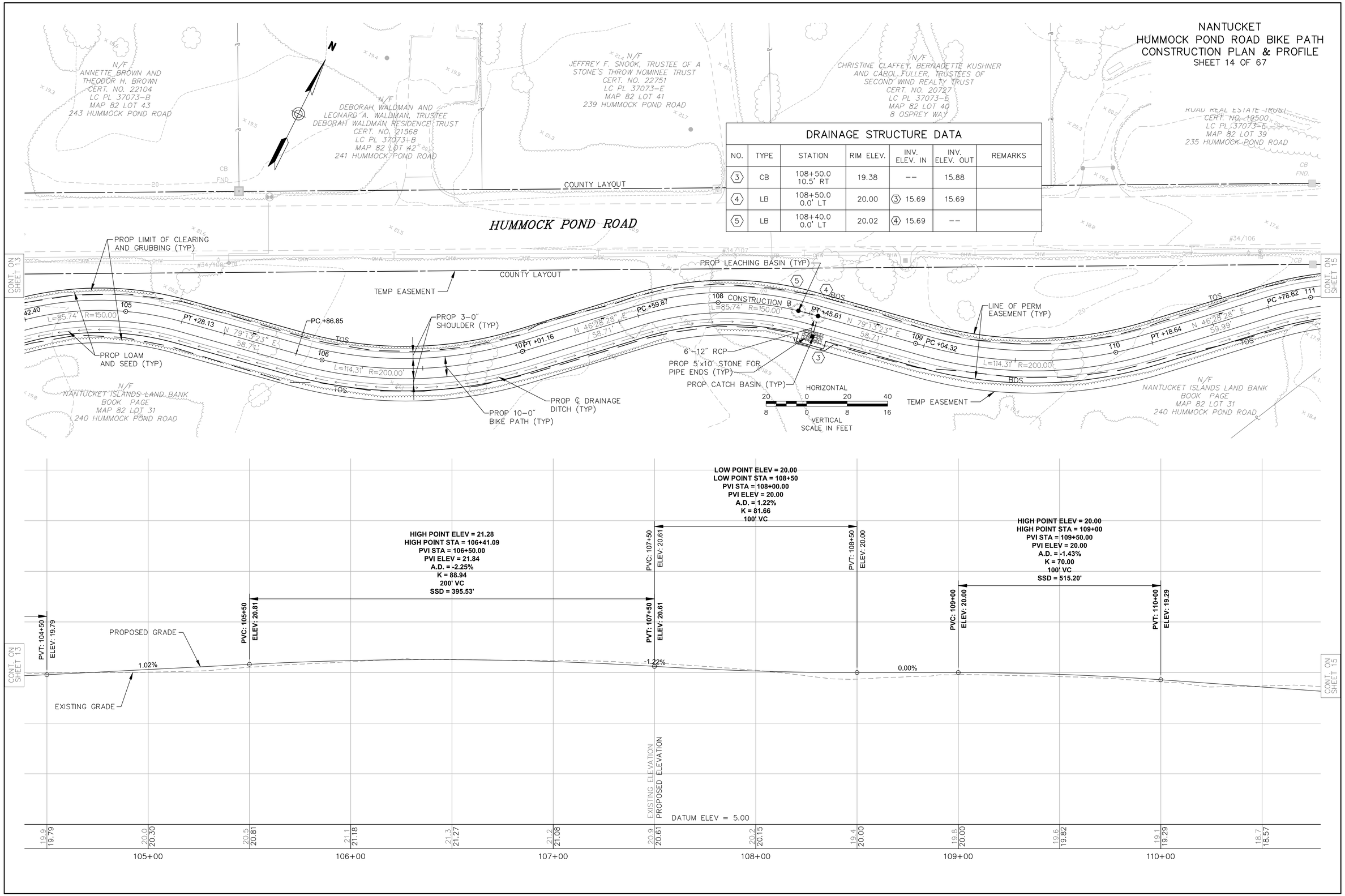
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
SHEET 14 OF 67



DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
3	CB	108+50.0 10.5' RT	19.38	--	15.88	
4	LB	108+50.0 0.0' LT	20.00	3 15.69	15.69	
5	LB	108+40.0 0.0' LT	20.02	4 15.69	--	

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HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
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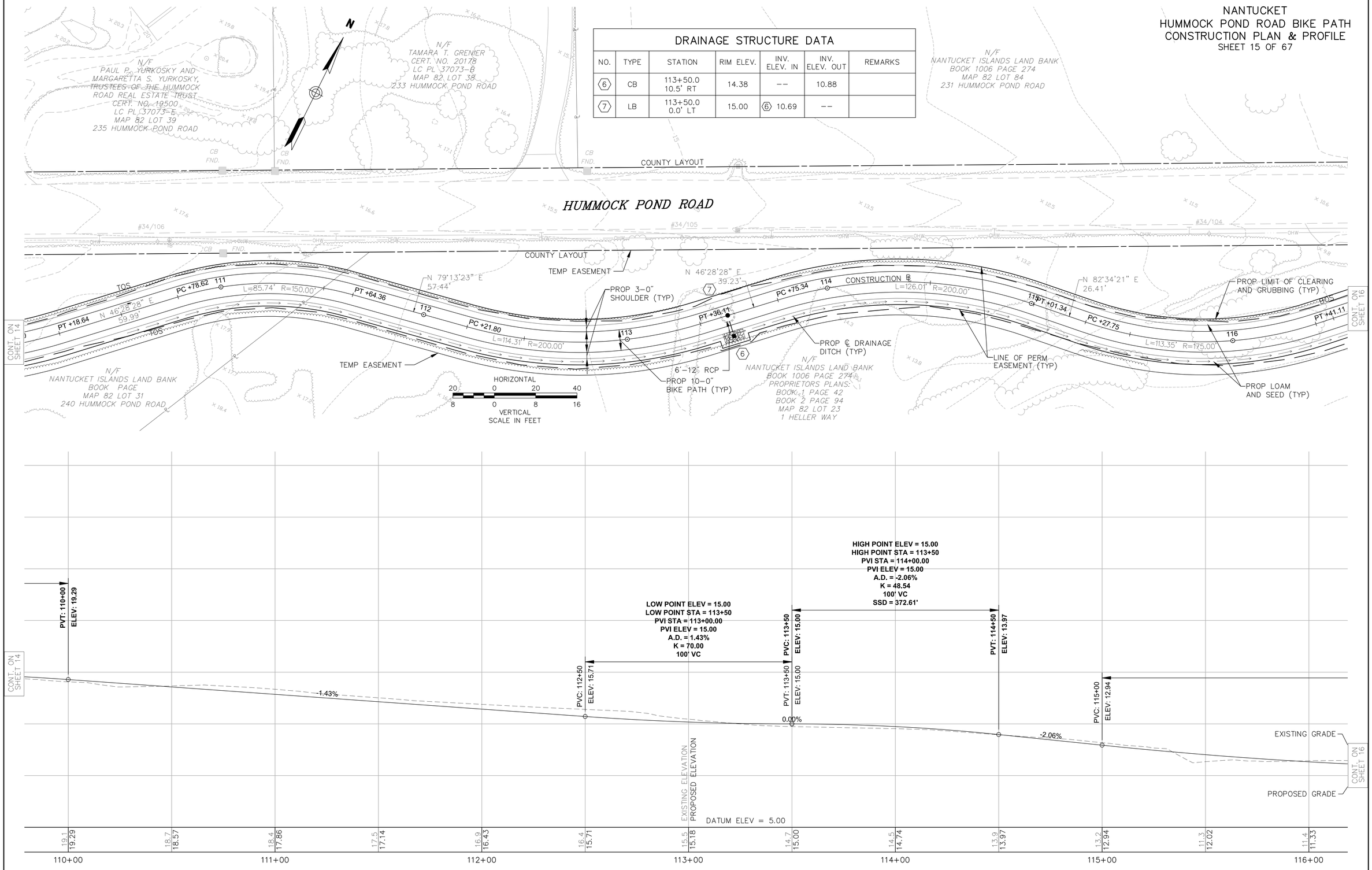
DRAINAGE STRUCTURE DATA						
NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
6	CB	113+50.0 10.5' RT	14.38	--	10.88	
7	LB	113+50.0 0.0' LT	15.00	6 10.69	--	



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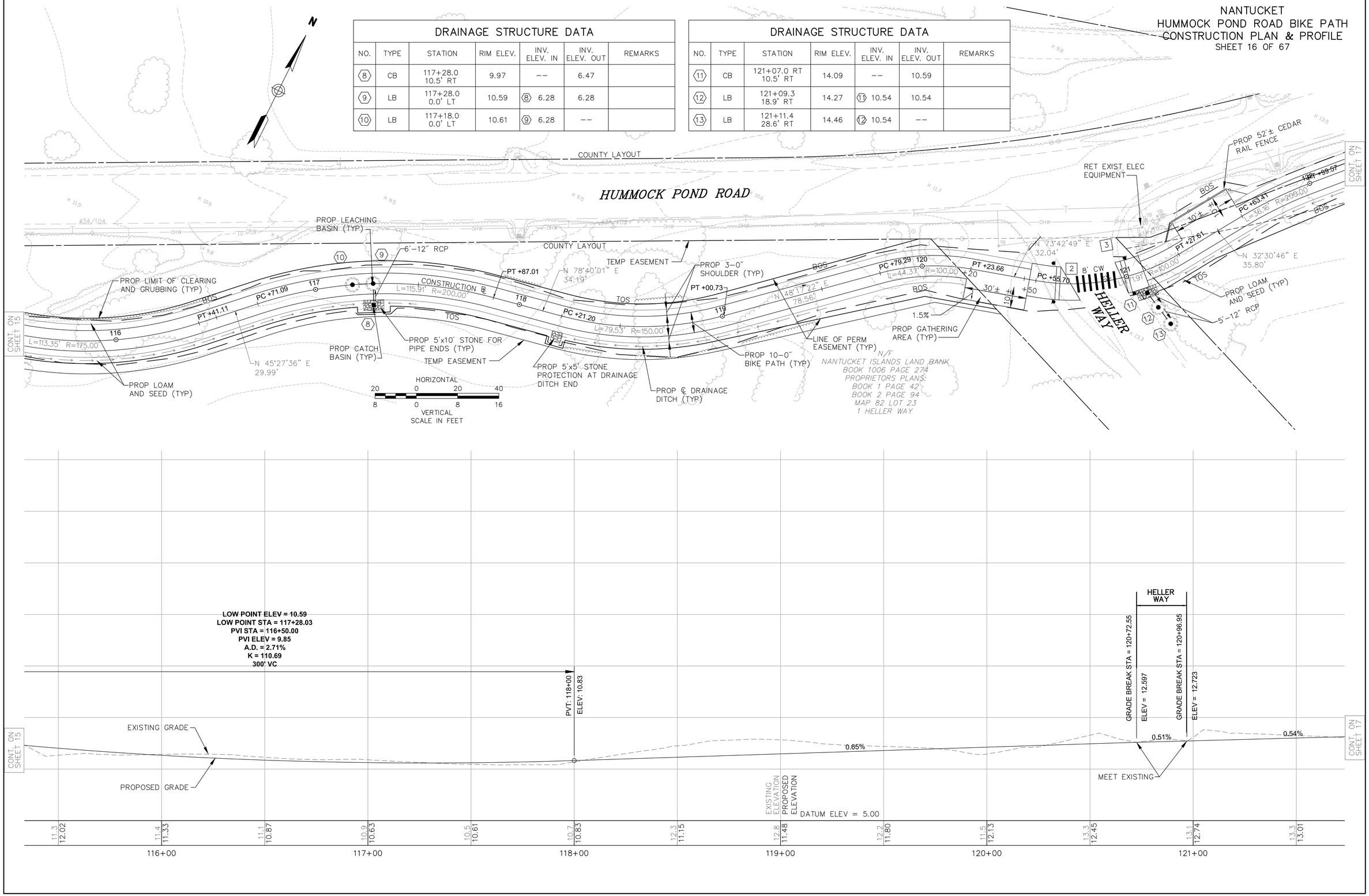
CONSTRUCTION PLAN & PROFILE
SHEET 16 OF 67

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
8	CB	117+28.0 10.5' RT	9.97	--	6.47	
9	LB	117+28.0 0.0' LT	10.59	8 6.28	6.28	
10	LB	117+18.0 0.0' LT	10.61	9 6.28	--	

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
11	CB	121+07.0 RT 10.5' RT	14.09	--	10.59	
12	LB	121+09.3 18.9' RT	14.27	11 10.54	10.54	
13	LB	121+11.4 28.6' RT	14.46	12 10.54	--	



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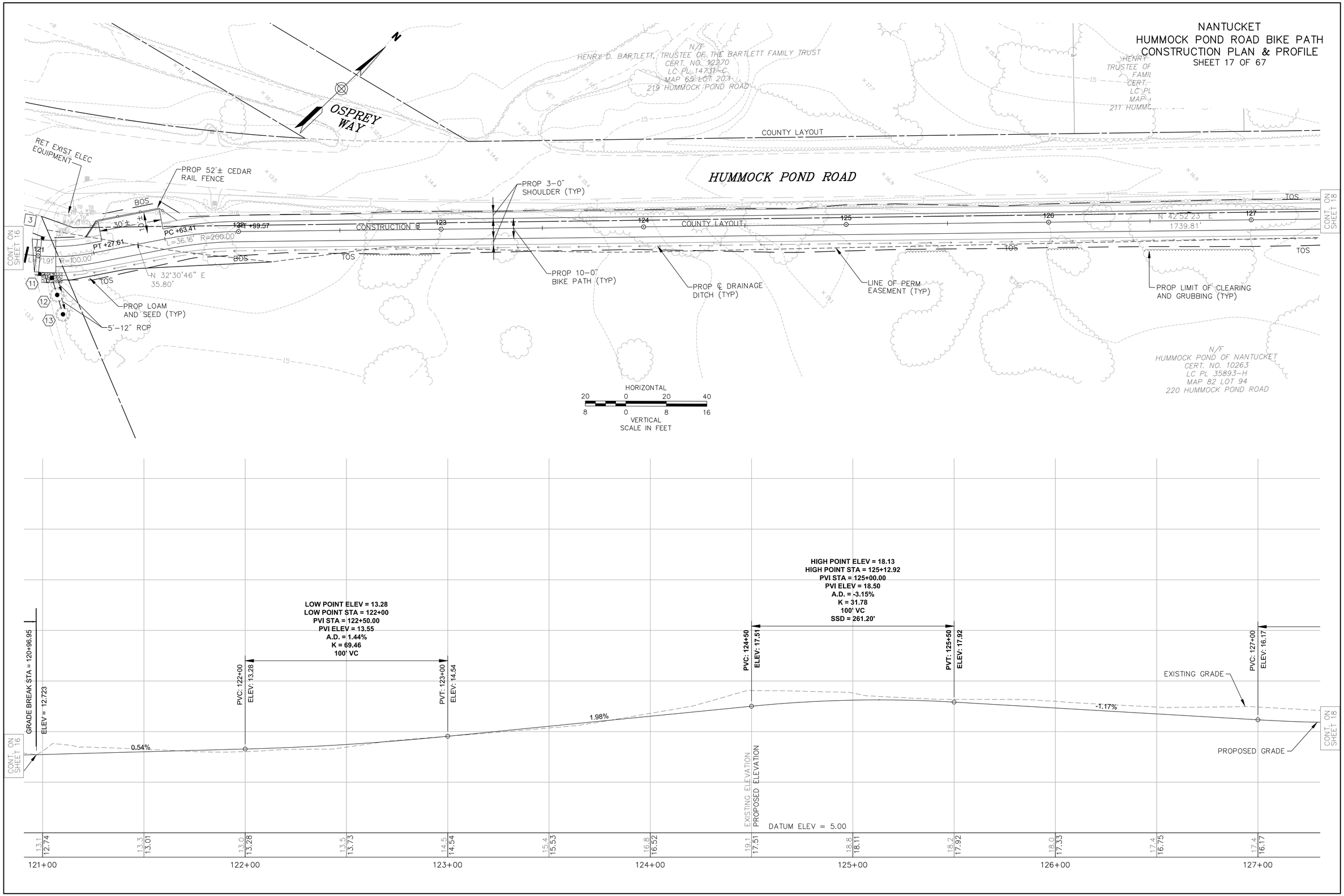
CONSTRUCTION PLAN & PROFILE
SHEET 17 OF 67



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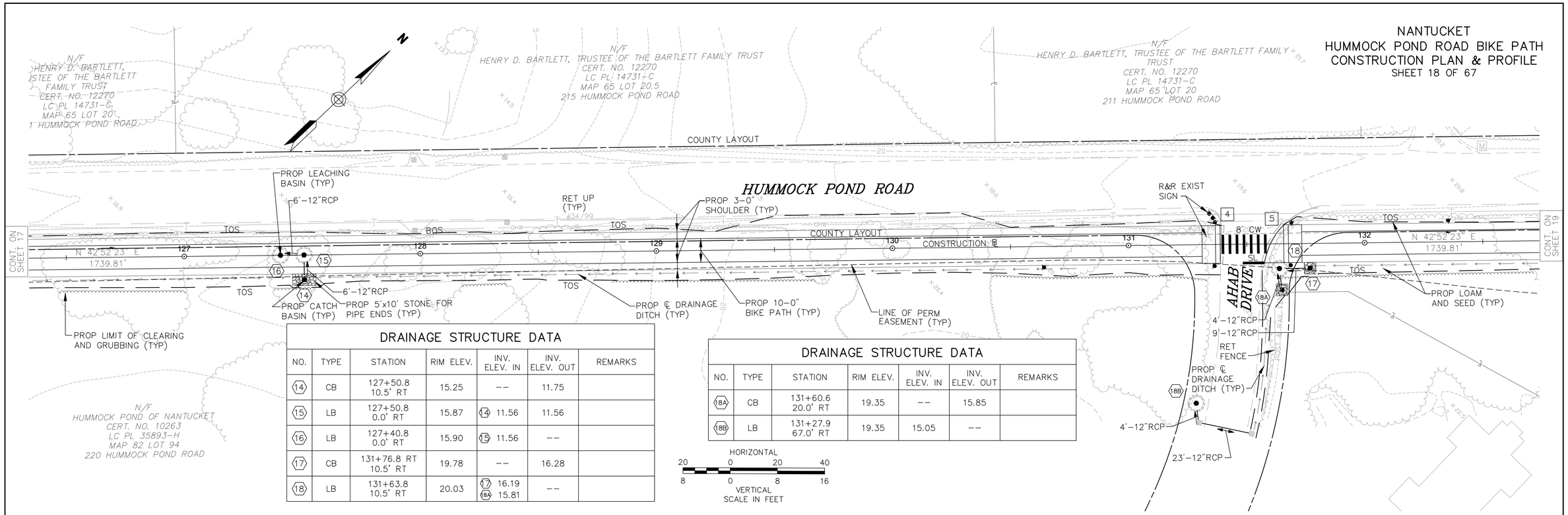
CONSTRUCTION PLAN & PROFILE
SHEET 18 OF 67

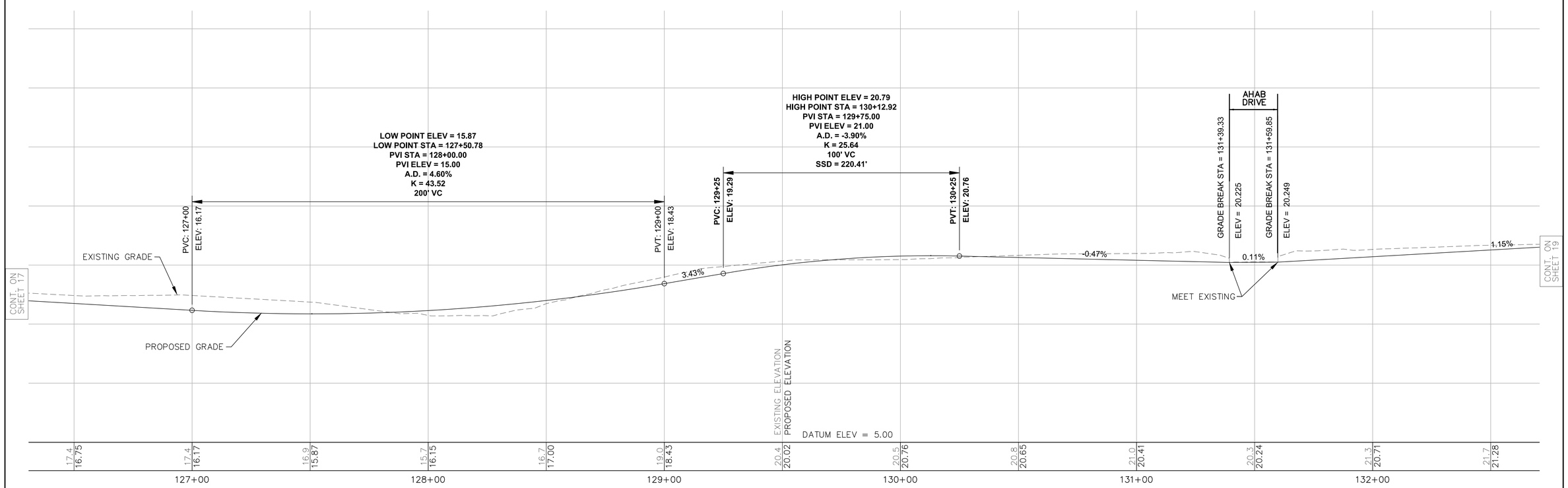


DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
14	CB	127+50.8 10.5' RT	15.25	--	11.75	
15	LB	127+50.8 0.0' RT	15.87	14 11.56	11.56	
16	LB	127+40.8 0.0' RT	15.90	15 11.56	--	
17	CB	131+76.8 RT 10.5' RT	19.78	--	16.28	
18	LB	131+63.8 10.5' RT	20.03	17 16.19 18A 15.81	--	

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
18A	CB	131+60.6 20.0' RT	19.35	--	15.85	
18B	LB	131+27.9 67.0' RT	19.35	15.05	--	



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HUMMOCK POND ROAD BIKE PATH
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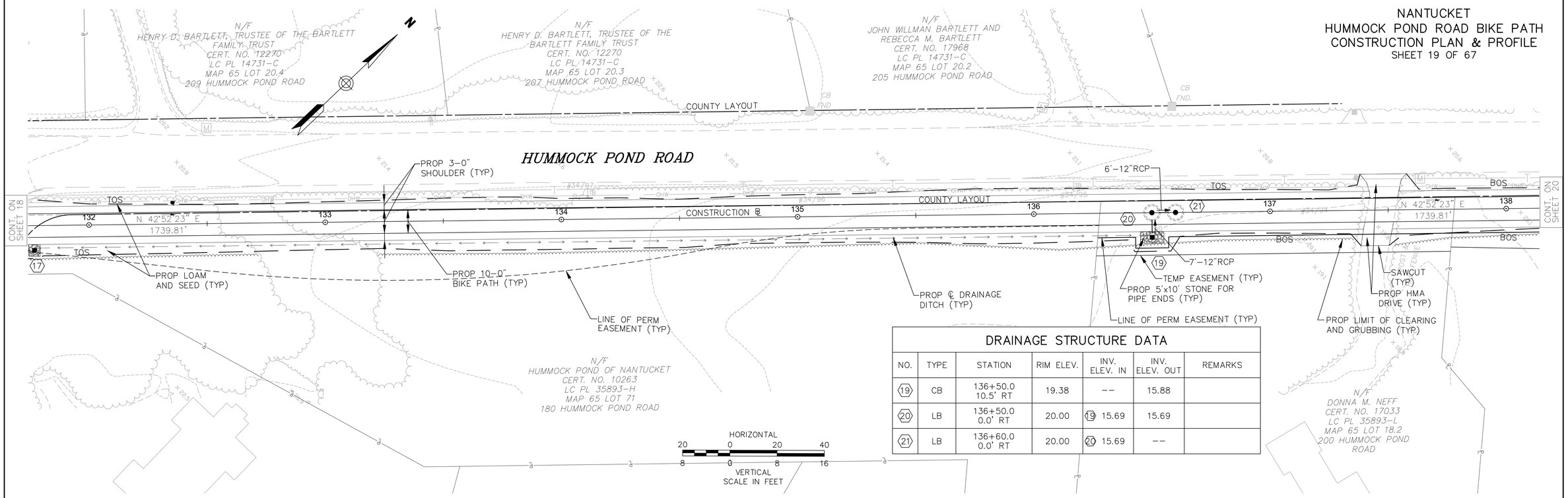
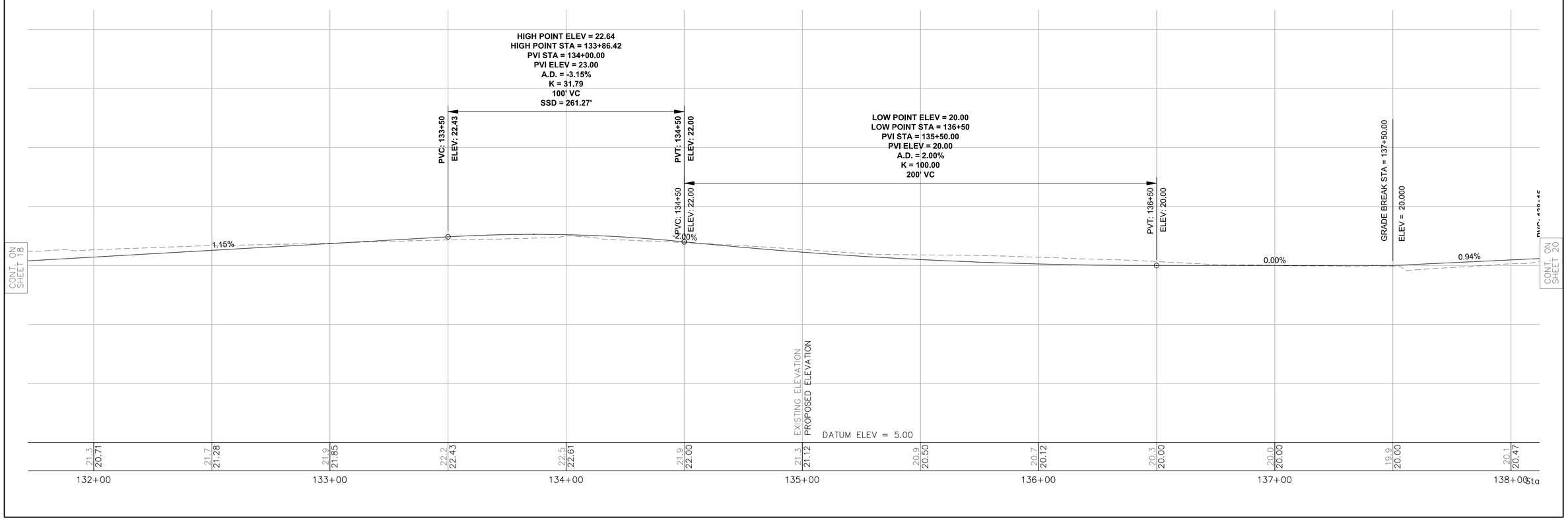


DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
19	CB	136+50.0 10.5' RT	19.38	--	15.88	
20	LB	136+50.0 0.0' RT	20.00	19 15.69	15.69	
21	LB	136+60.0 0.0' RT	20.00	20 15.69	--	



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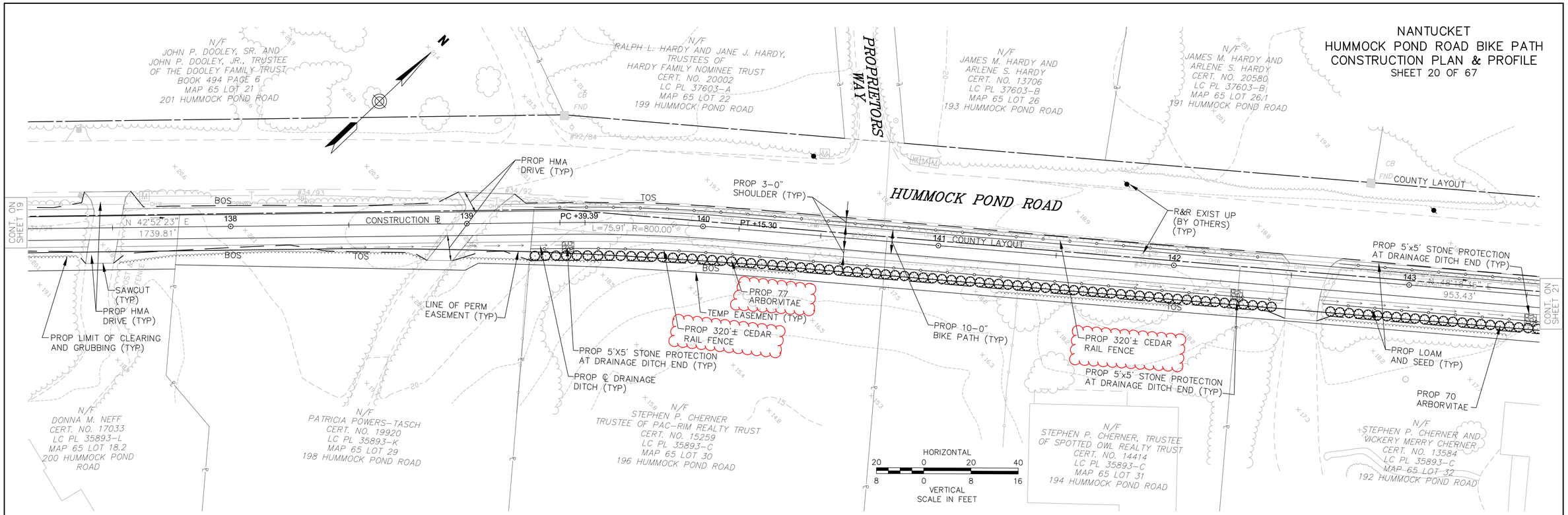
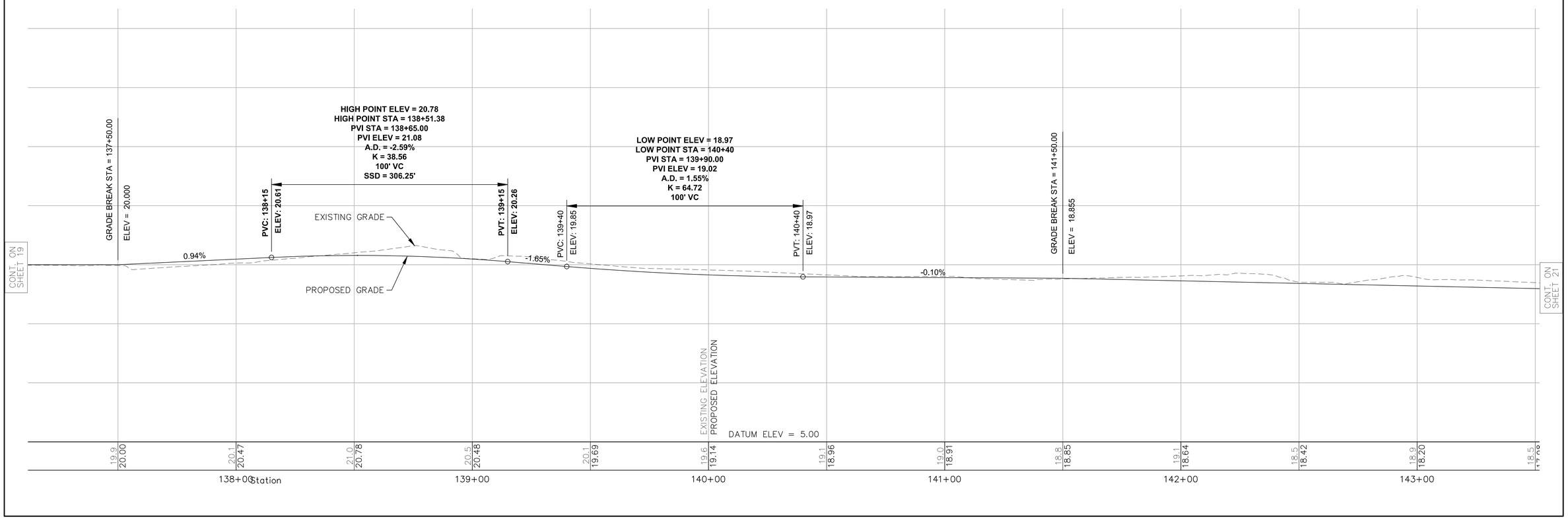
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
SHEET 20 OF 67





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HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
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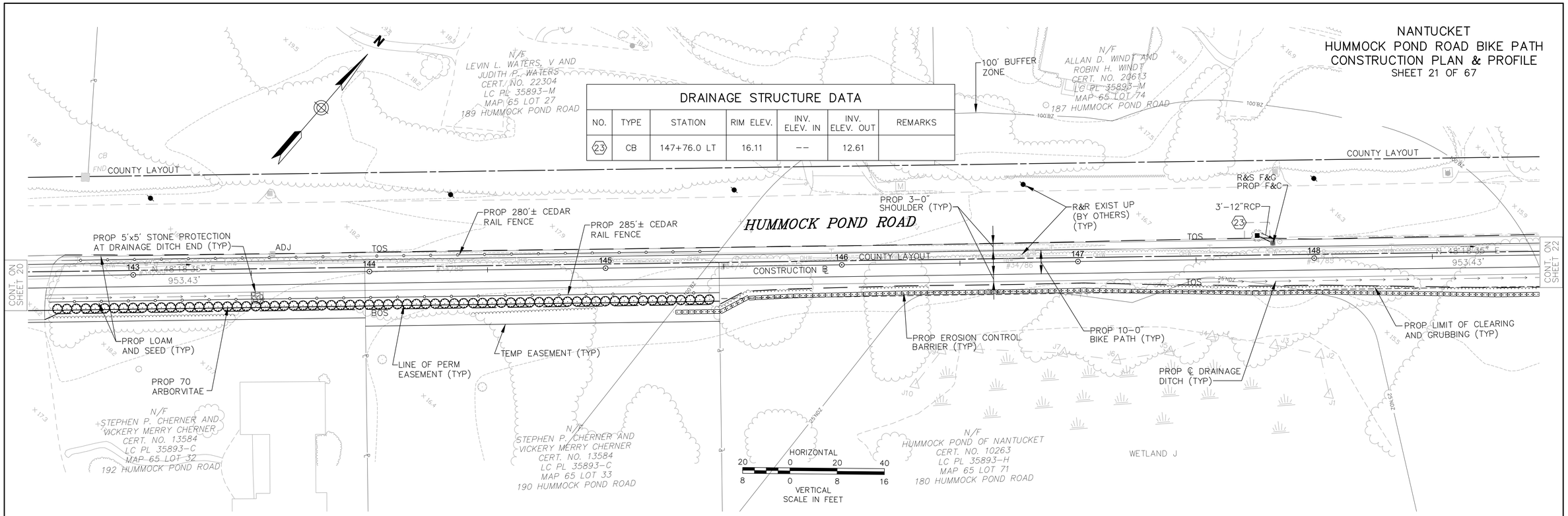
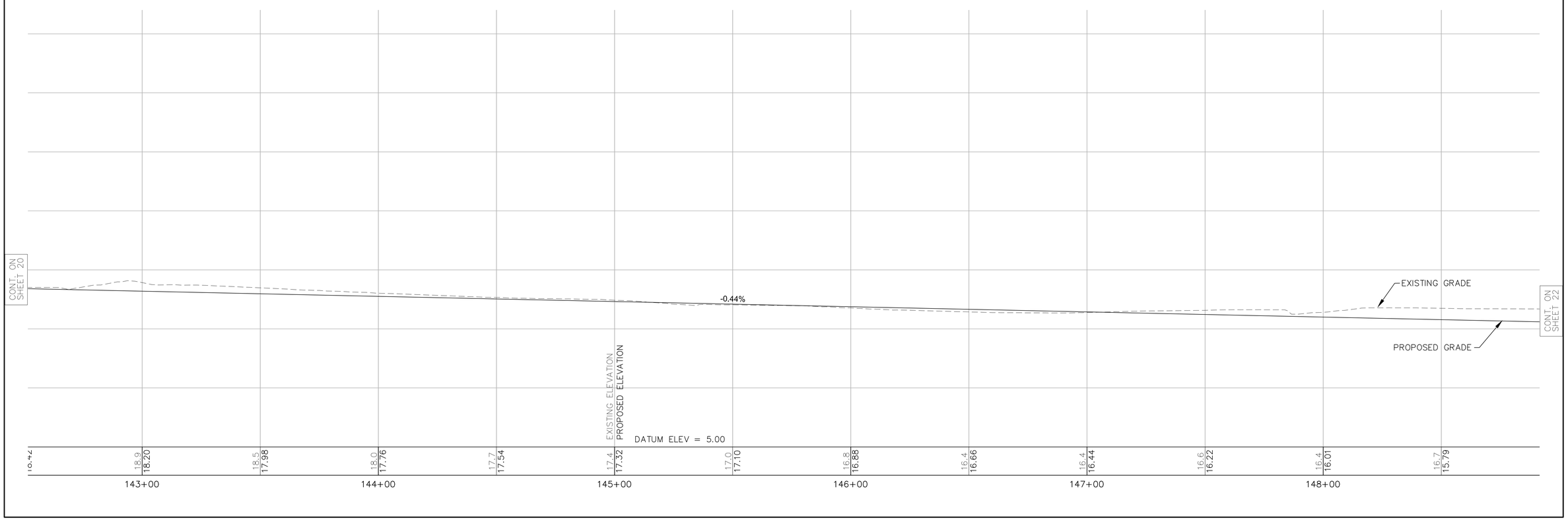
DRAINAGE STRUCTURE DATA						
NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
23	CB	147+76.0 LT	16.11	--	12.61	





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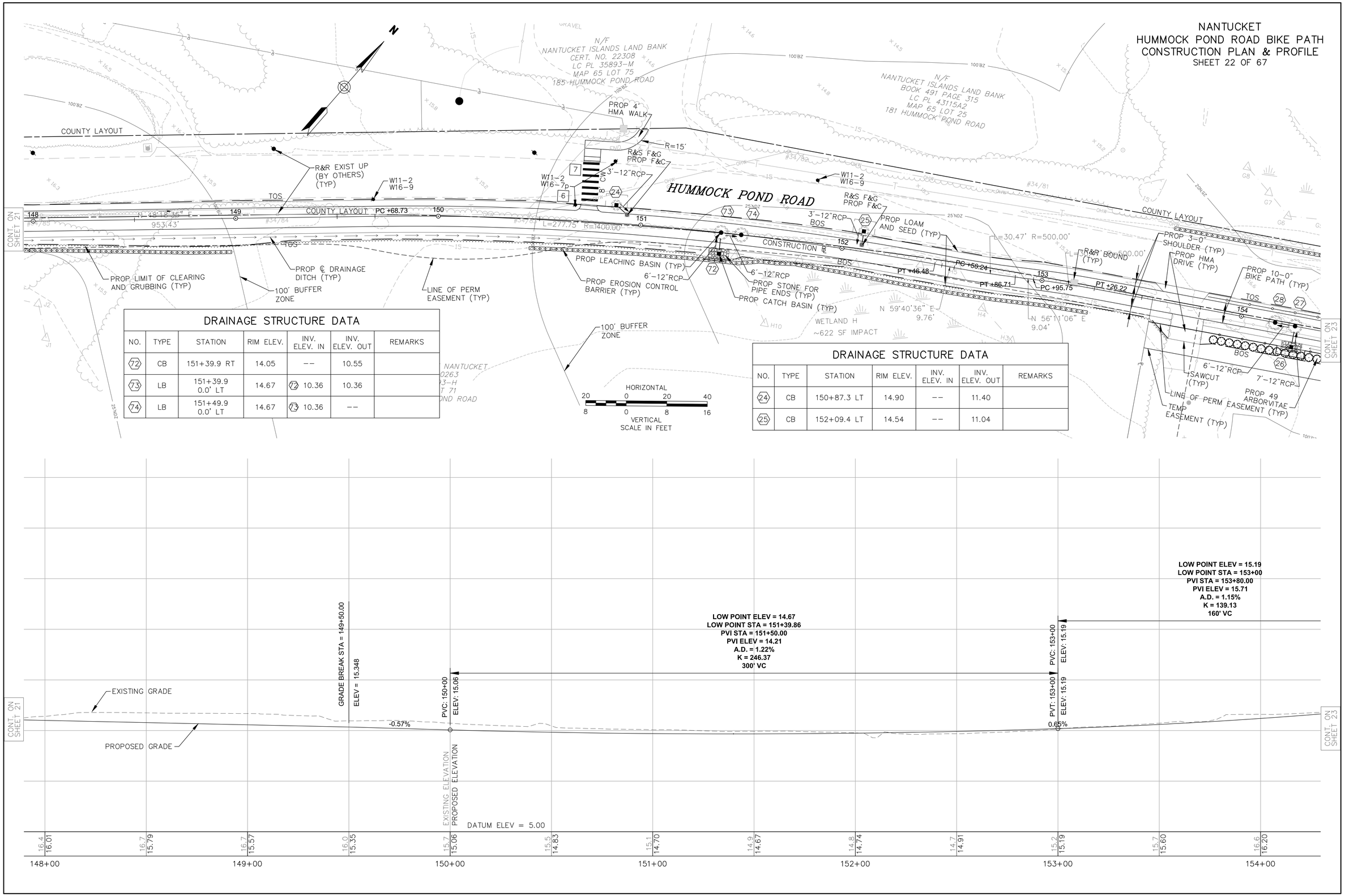
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
SHEET 22 OF 67



DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
72	CB	151+39.9 RT	14.05	--	10.55	
73	LB	151+39.9 0.0' LT	14.67	72 10.36	10.36	
74	LB	151+49.9 0.0' LT	14.67	73 10.36	--	

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
24	CB	150+87.3 LT	14.90	--	11.40	
25	CB	152+09.4 LT	14.54	--	11.04	

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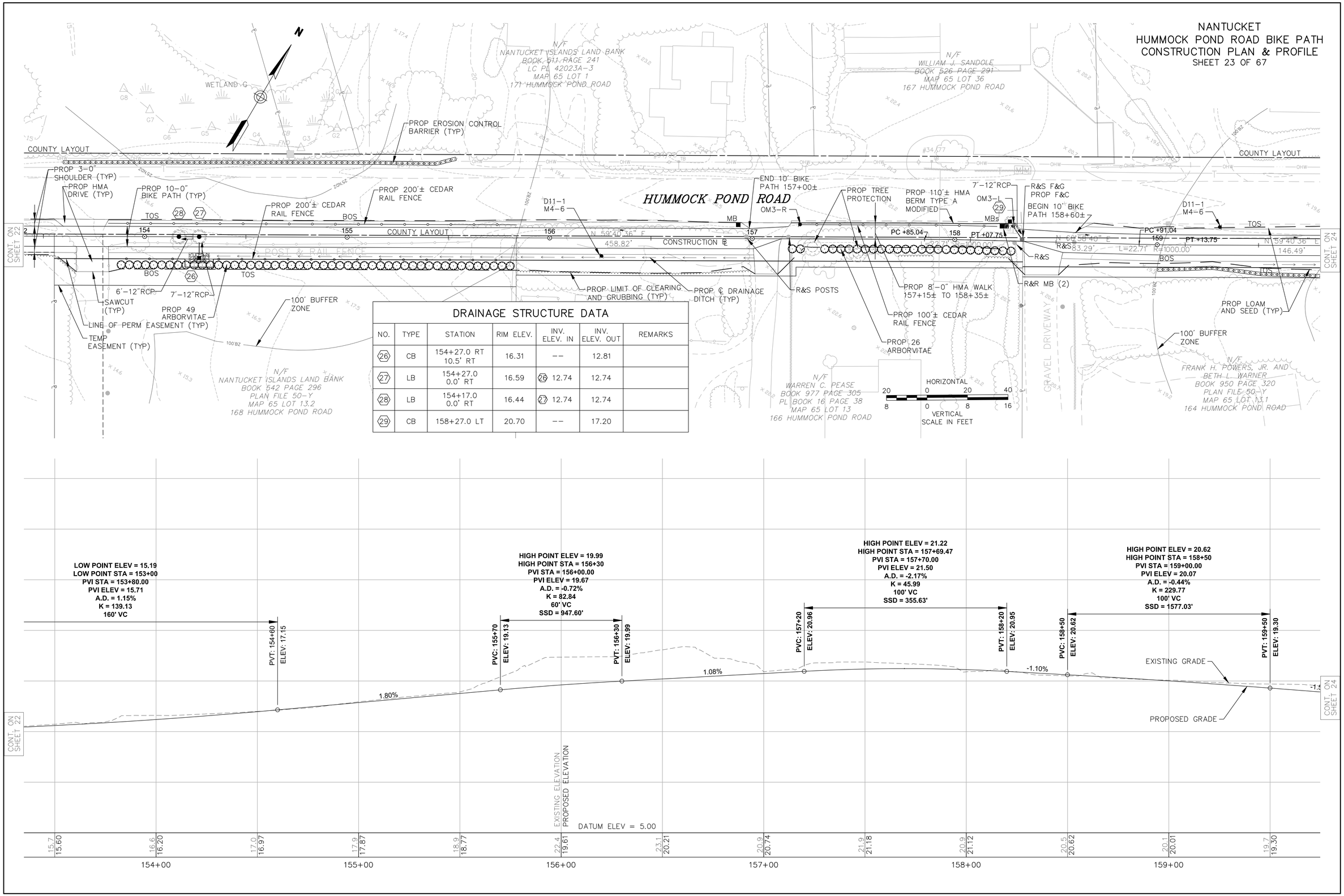
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
SHEET 23 OF 67



DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
26	CB	154+27.0 RT 10.5' RT	16.31	--	12.81	
27	LB	154+27.0 0.0' RT	16.59	26 12.74	12.74	
28	LB	154+17.0 0.0' RT	16.44	27 12.74	12.74	
29	CB	158+27.0 LT	20.70	--	17.20	

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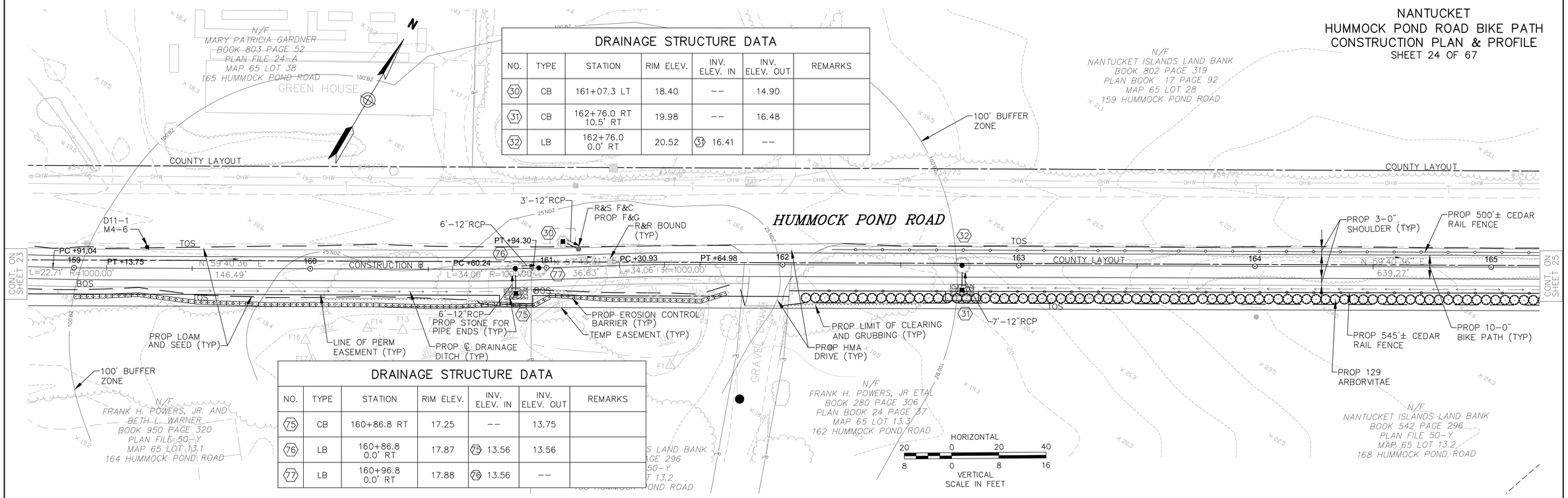
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE

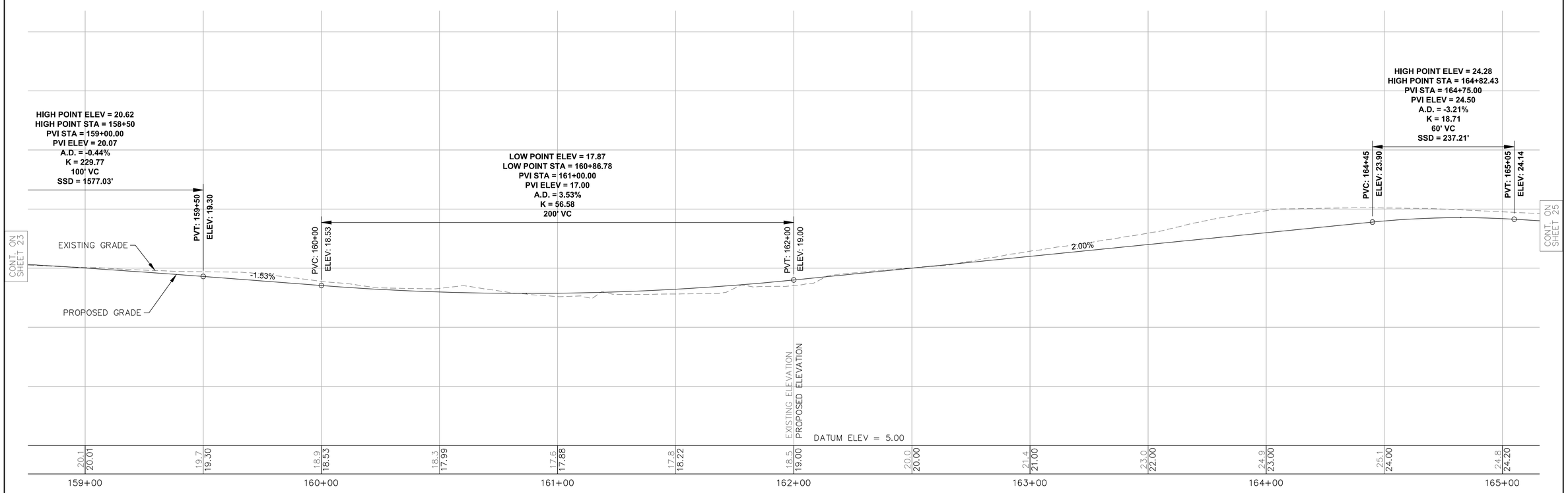


DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
30	CB	161+07.3 LT	18.40	--	14.90	
31	CB	162+76.0 RT 10.5' RT	19.98	--	16.48	
32	LB	162+76.0 0.0' RT	20.52	31 16.41	--	

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
75	CB	160+86.8 RT	17.25	--	13.75	
76	LB	160+86.8 0.0' RT	17.87	75 13.56	13.56	
77	LB	160+96.8 0.0' RT	17.88	76 13.56	--	



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HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
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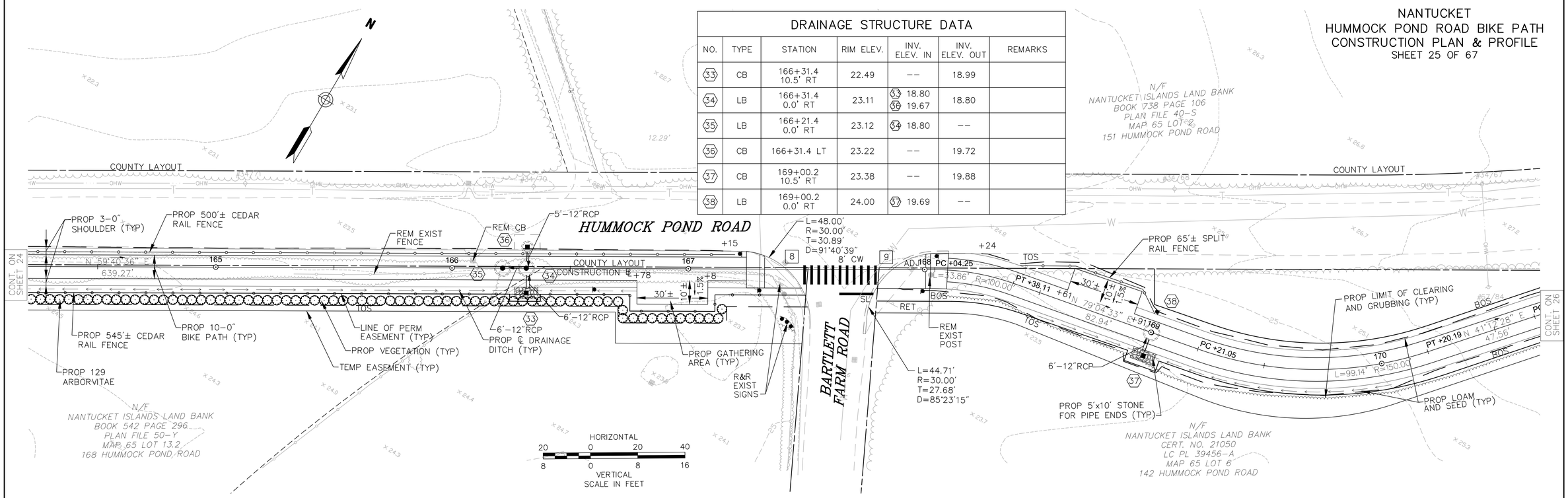
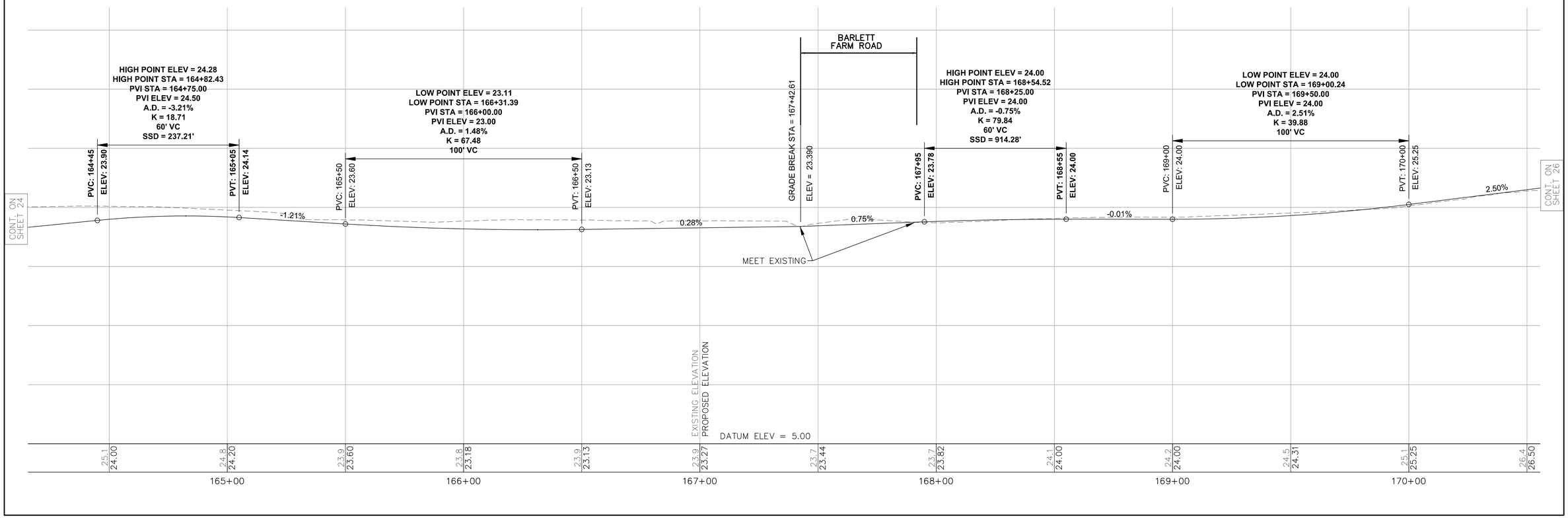
DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
33	CB	166+31.4 10.5' RT	22.49	--	18.99	
34	LB	166+31.4 0.0' RT	23.11	33 18.80 36 19.67	18.80	
35	LB	166+21.4 0.0' RT	23.12	34 18.80	--	
36	CB	166+31.4 LT	23.22	--	19.72	
37	CB	169+00.2 10.5' RT	23.38	--	19.88	
38	LB	169+00.2 0.0' RT	24.00	37 19.69	--	





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HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
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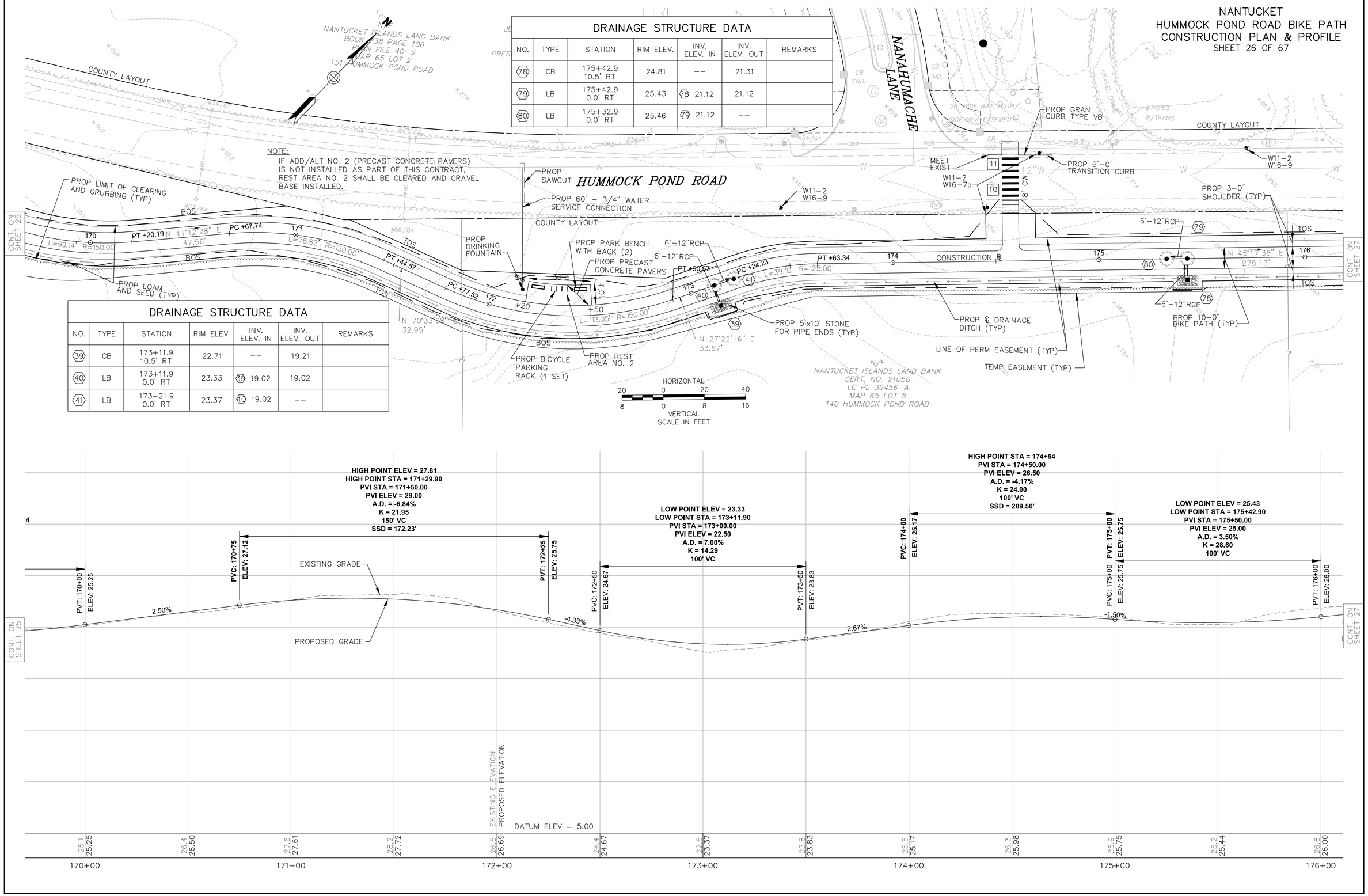
DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
78	CB	175+42.9 10.5' RT	24.81	--	21.31	
79	LB	175+42.9 0.0' RT	25.43	78 21.12	21.12	
80	LB	175+32.9 0.0' RT	25.46	79 21.12	--	

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
39	CB	173+11.9 10.5' RT	22.71	--	19.21	
40	LB	173+11.9 0.0' RT	23.33	39 19.02	19.02	
41	LB	173+21.9 0.0' RT	23.37	40 19.02	--	



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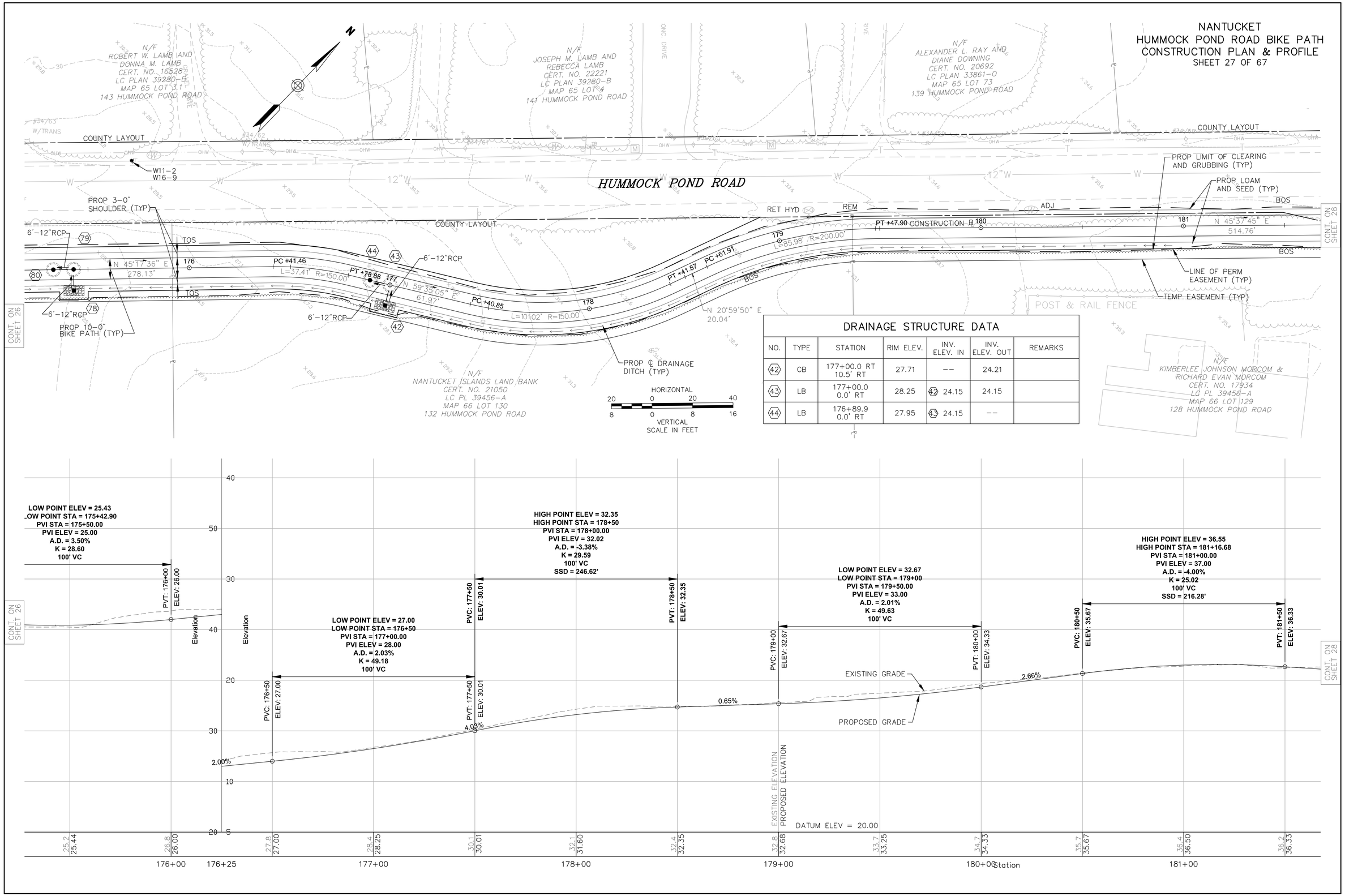
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
SHEET 27 OF 67



DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
42	CB	177+00.0 RT 10.5' RT	27.71	--	24.21	
43	LB	177+00.0 0.0' RT	28.25	42 24.15	24.15	
44	LB	176+89.9 0.0' RT	27.95	43 24.15	--	

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HUMMOCK POND ROAD BIKE PATH
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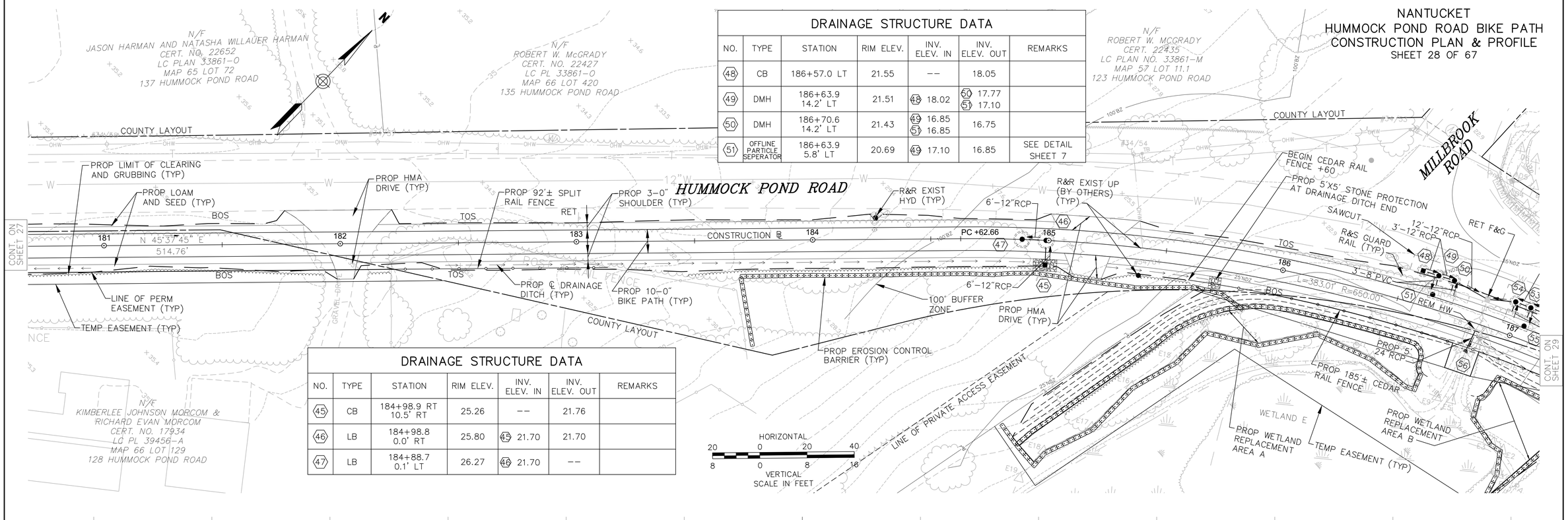
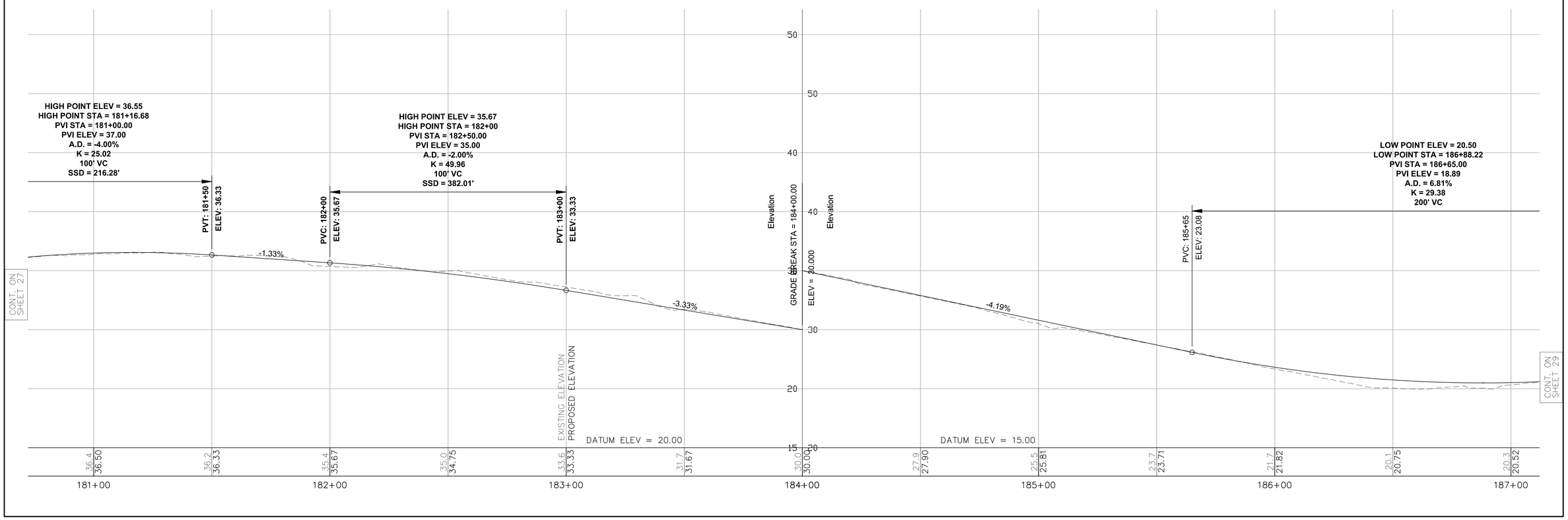
DRAINAGE STRUCTURE DATA						
NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
48	CB	186+57.0 LT	21.55	--	18.05	
49	DMH	186+63.9 14.2' LT	21.51	48 18.02	50 17.77 51 17.10	
50	DMH	186+70.6 14.2' LT	21.43	49 16.85 51 16.85	16.75	
51	OFFLINE PARTICLE SEPERATOR	186+63.9 5.8' LT	20.69	49 17.10	16.85	SEE DETAIL SHEET 7

DRAINAGE STRUCTURE DATA						
NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
45	CB	184+98.9 RT 10.5' RT	25.26	--	21.76	
46	LB	184+98.8 0.0' RT	25.80	45 21.70	21.70	
47	LB	184+88.7 0.1' LT	26.27	46 21.70	--	





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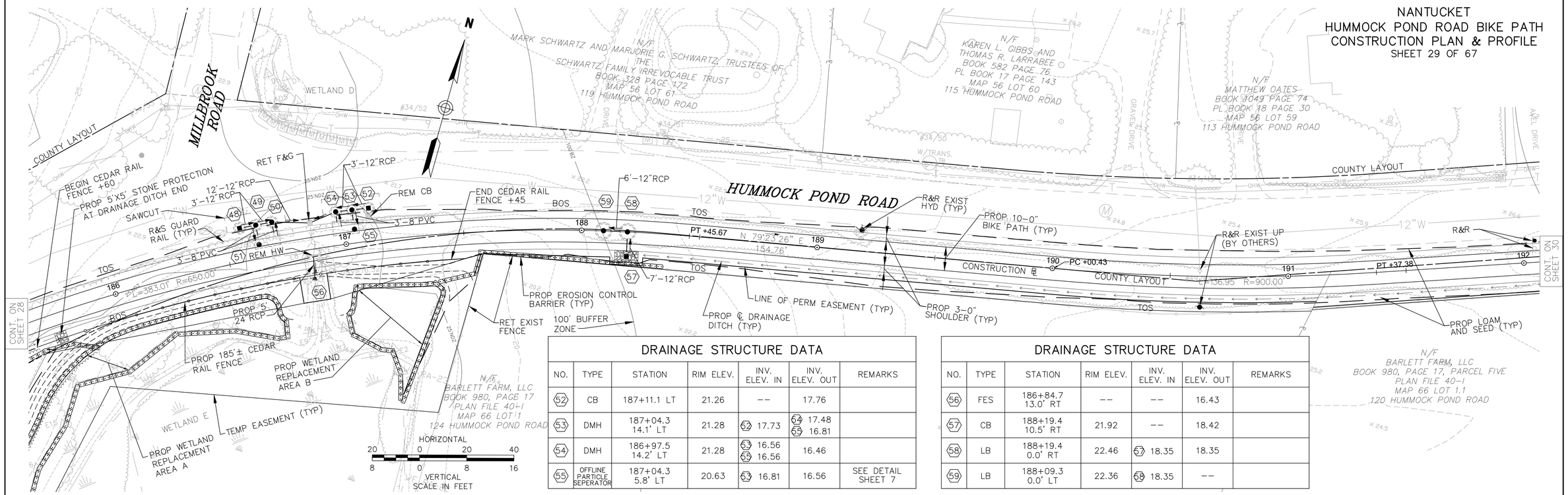
SHEET 29 OF 67

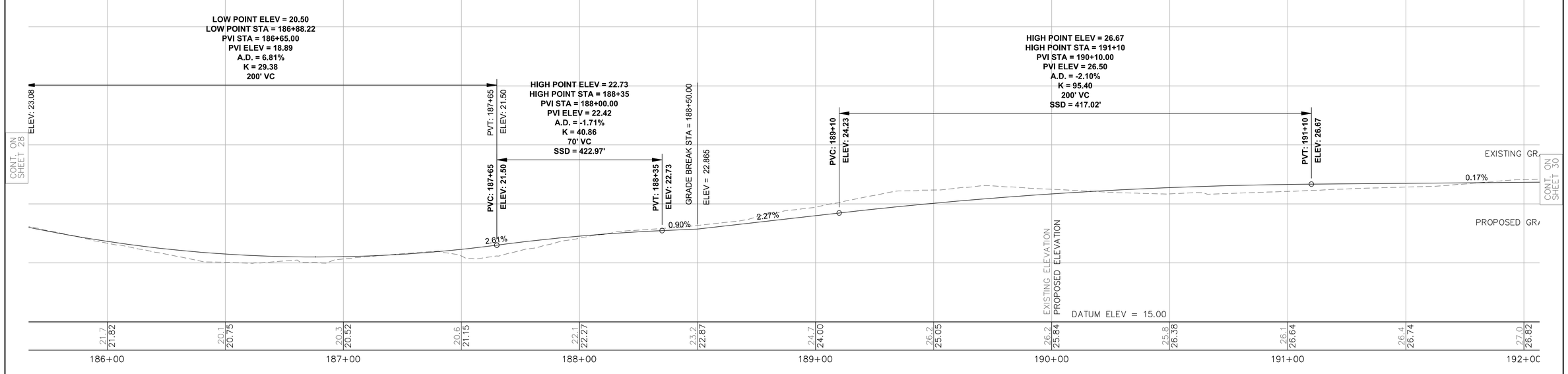


DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
52	CB	187+11.1 LT	21.26	--	17.76	
53	DMH	187+04.3 14.1' LT	21.28	52 17.73	54 17.48 55 16.81	
54	DMH	186+97.5 14.2' LT	21.28	53 16.56 55 16.56	16.46	
55	OFFLINE PARTICLE SEPERATOR	187+04.3 5.8' LT	20.63	53 16.81	16.56	SEE DETAIL SHEET 7

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
56	FES	186+84.7 13.0' RT	--	--	16.43	
57	CB	188+19.4 10.5' RT	21.92	--	18.42	
58	LB	188+19.4 0.0' RT	22.46	57 18.35	18.35	
59	LB	188+09.3 0.0' LT	22.36	58 18.35	--	



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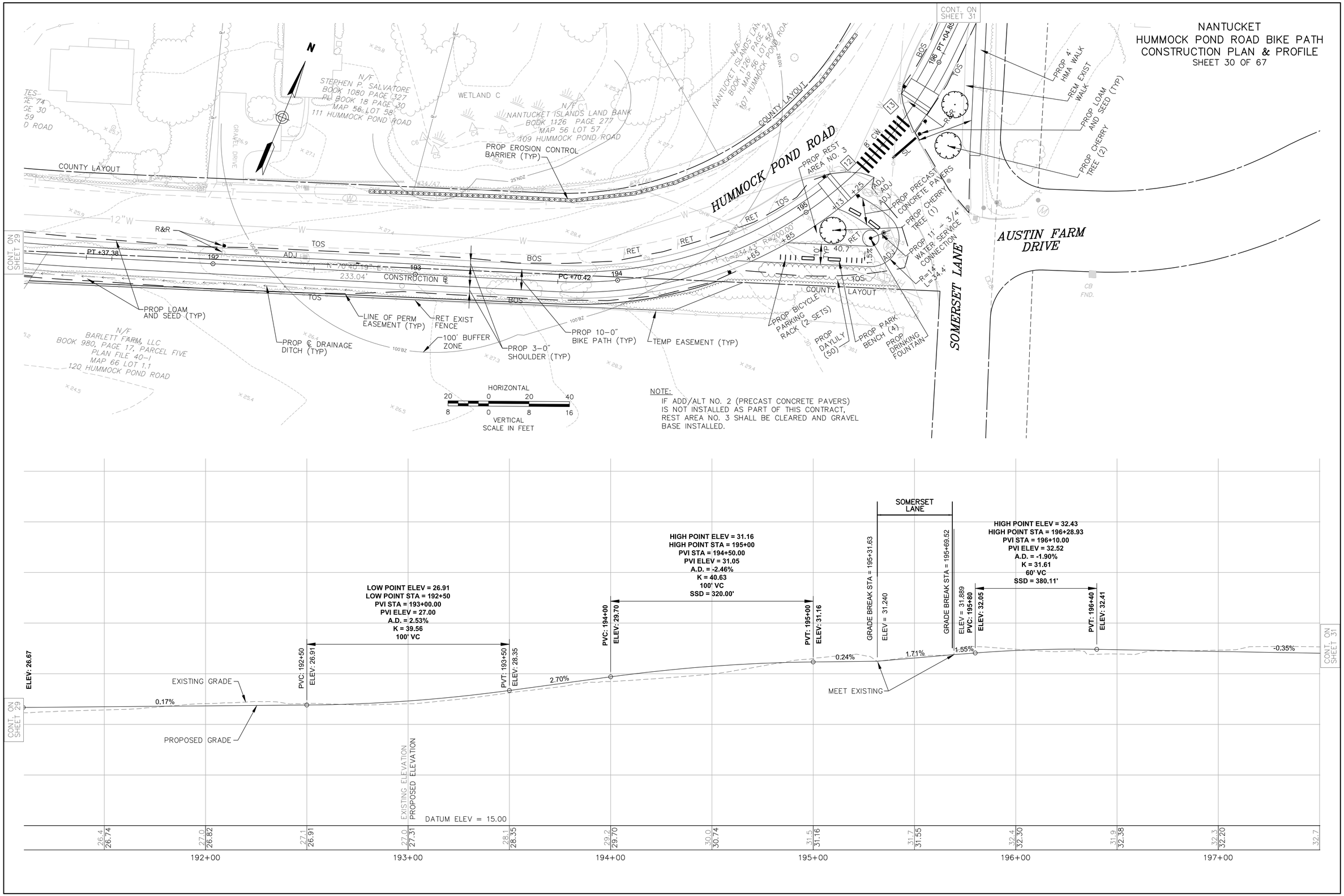
NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
SHEET 30 OF 67



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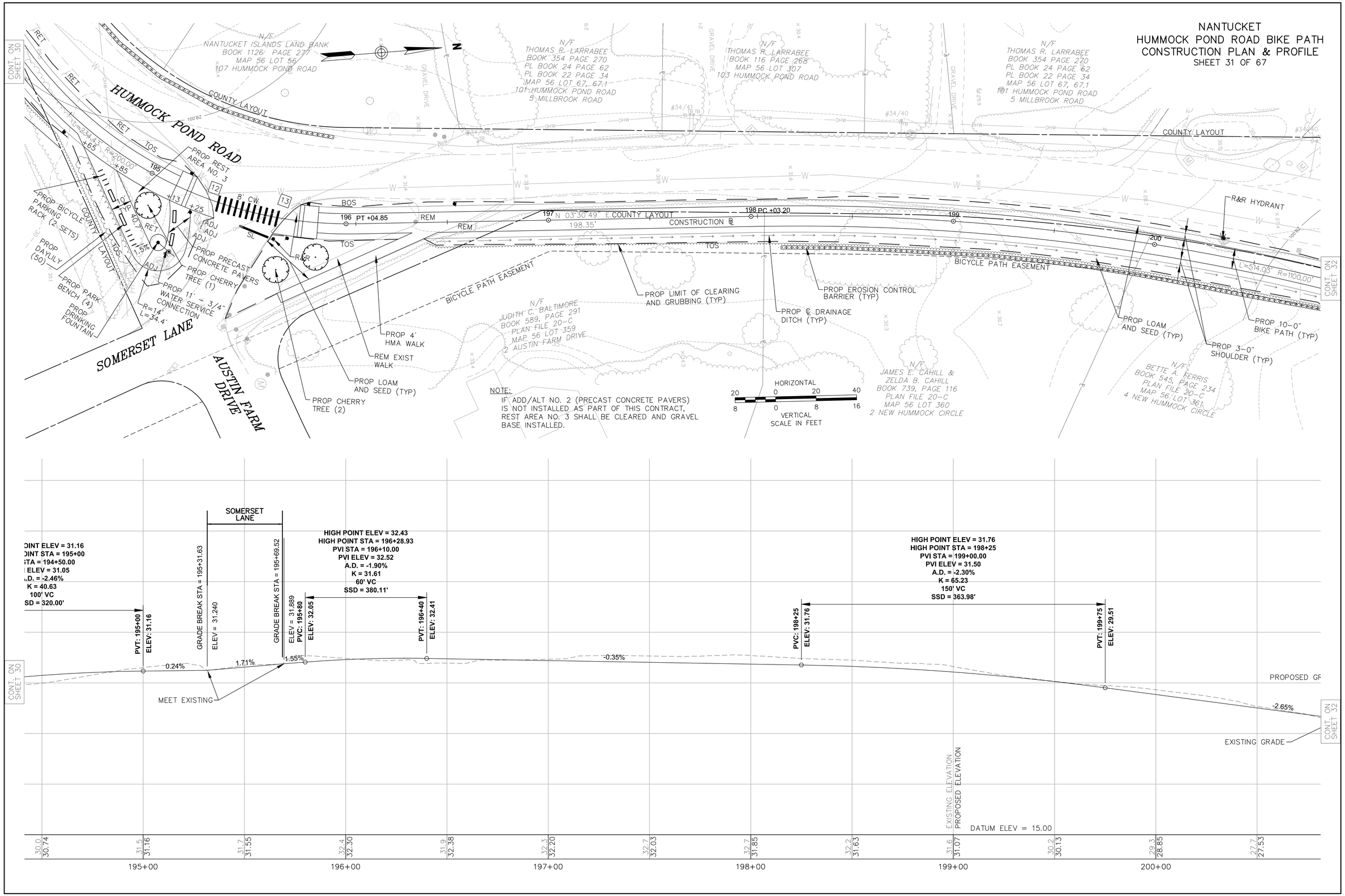
NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
SHEET 31 OF 67



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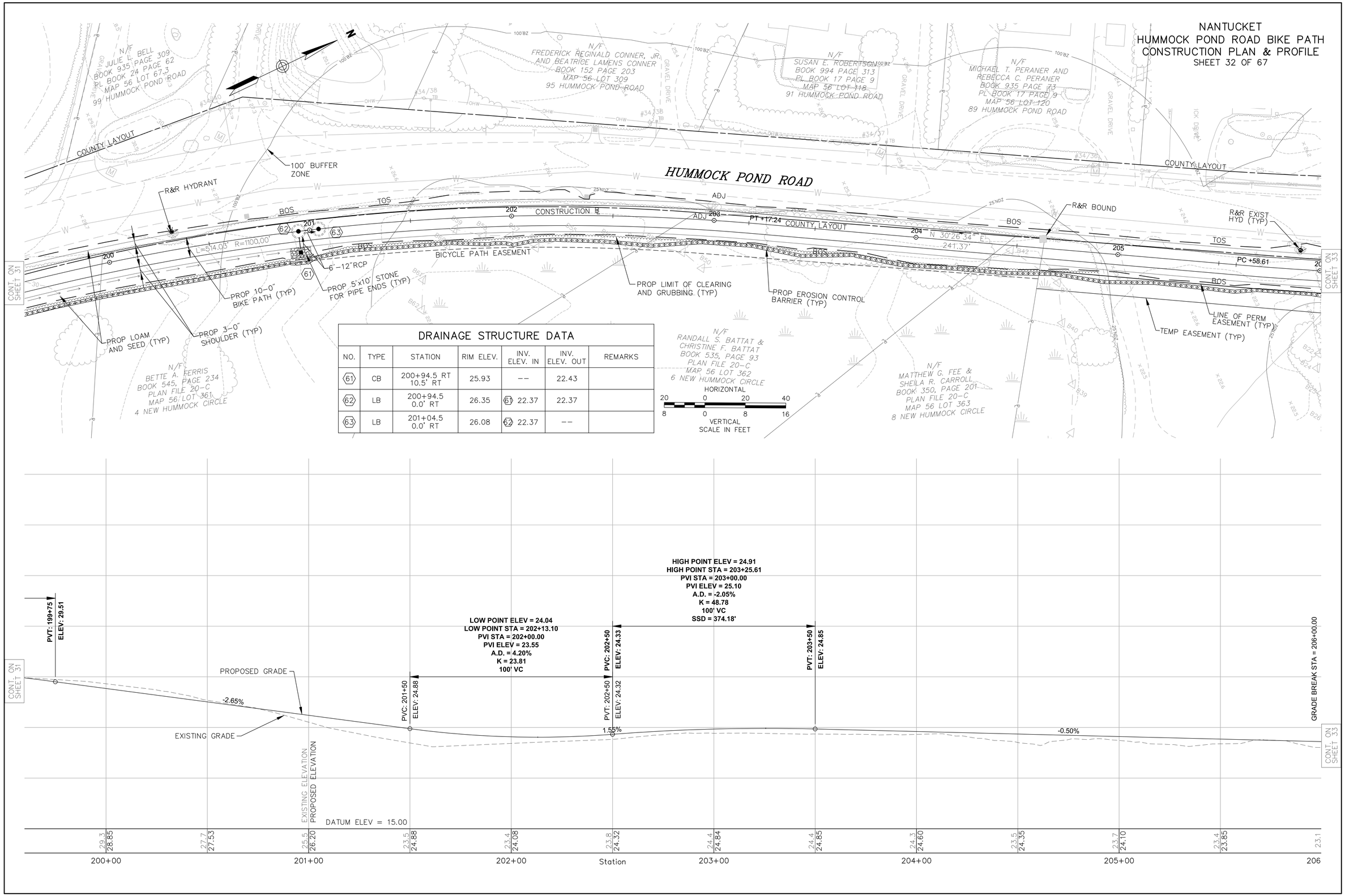
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
SHEET 32 OF 67



DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
61	CB	200+94.5 RT 10.5' RT	25.93	--	22.43	
62	LB	200+94.5 0.0' RT	26.35	61 22.37	22.37	
63	LB	201+04.5 0.0' RT	26.08	62 22.37	--	

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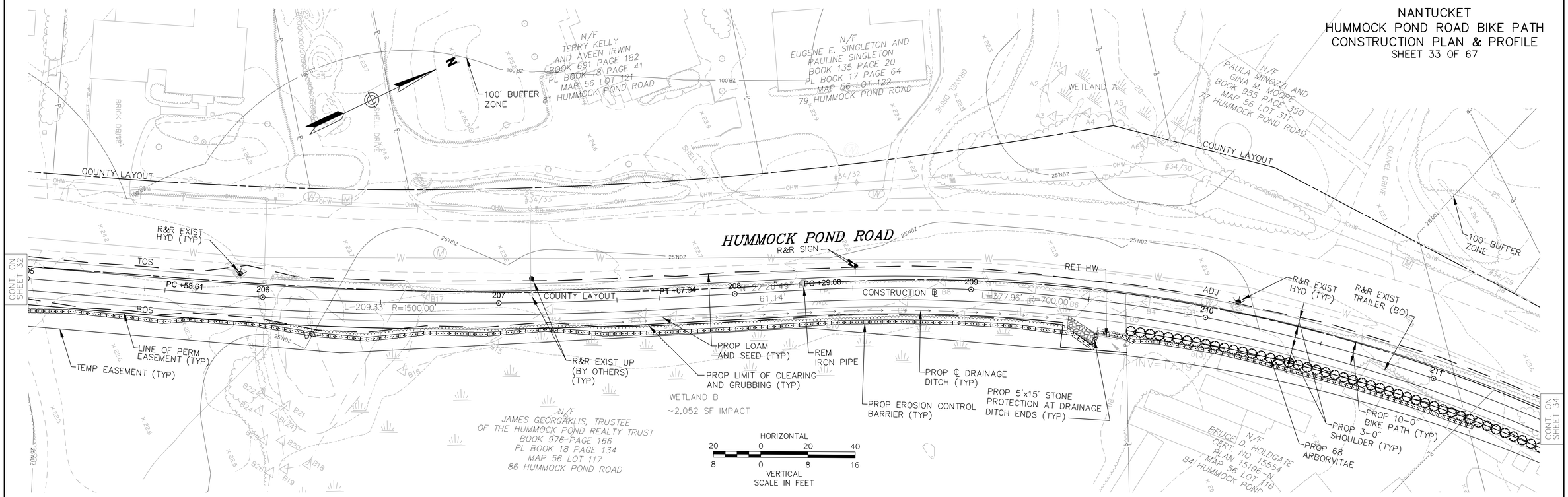
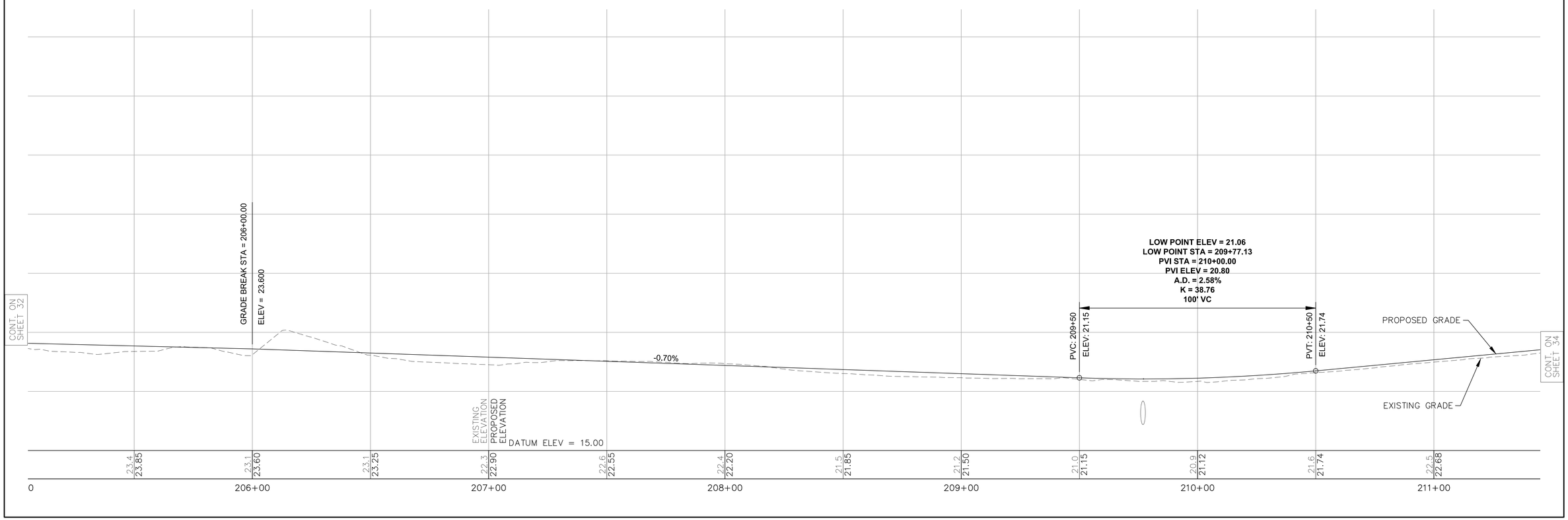
NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
SHEET 33 OF 67





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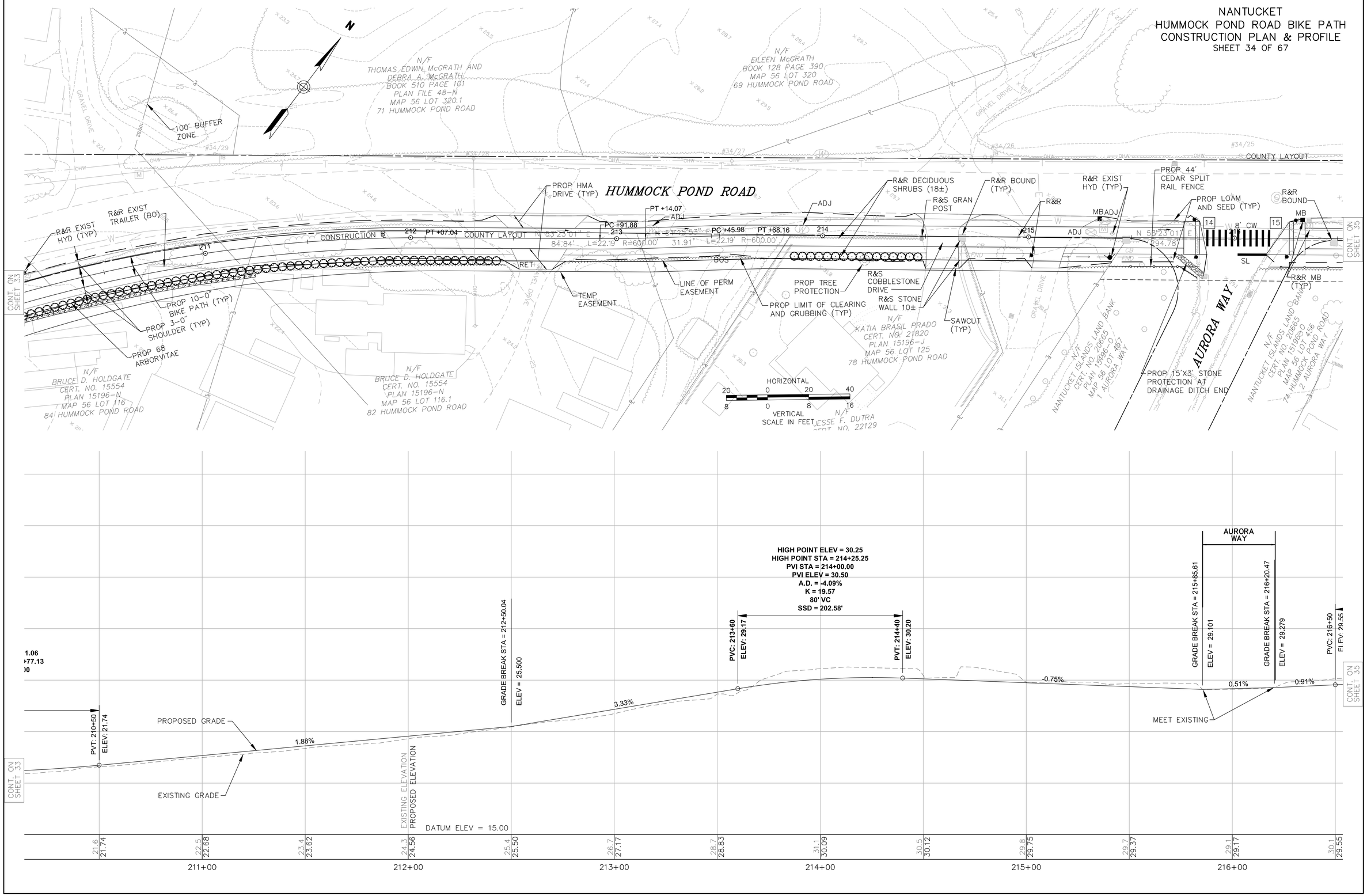
NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
SHEET 34 OF 67



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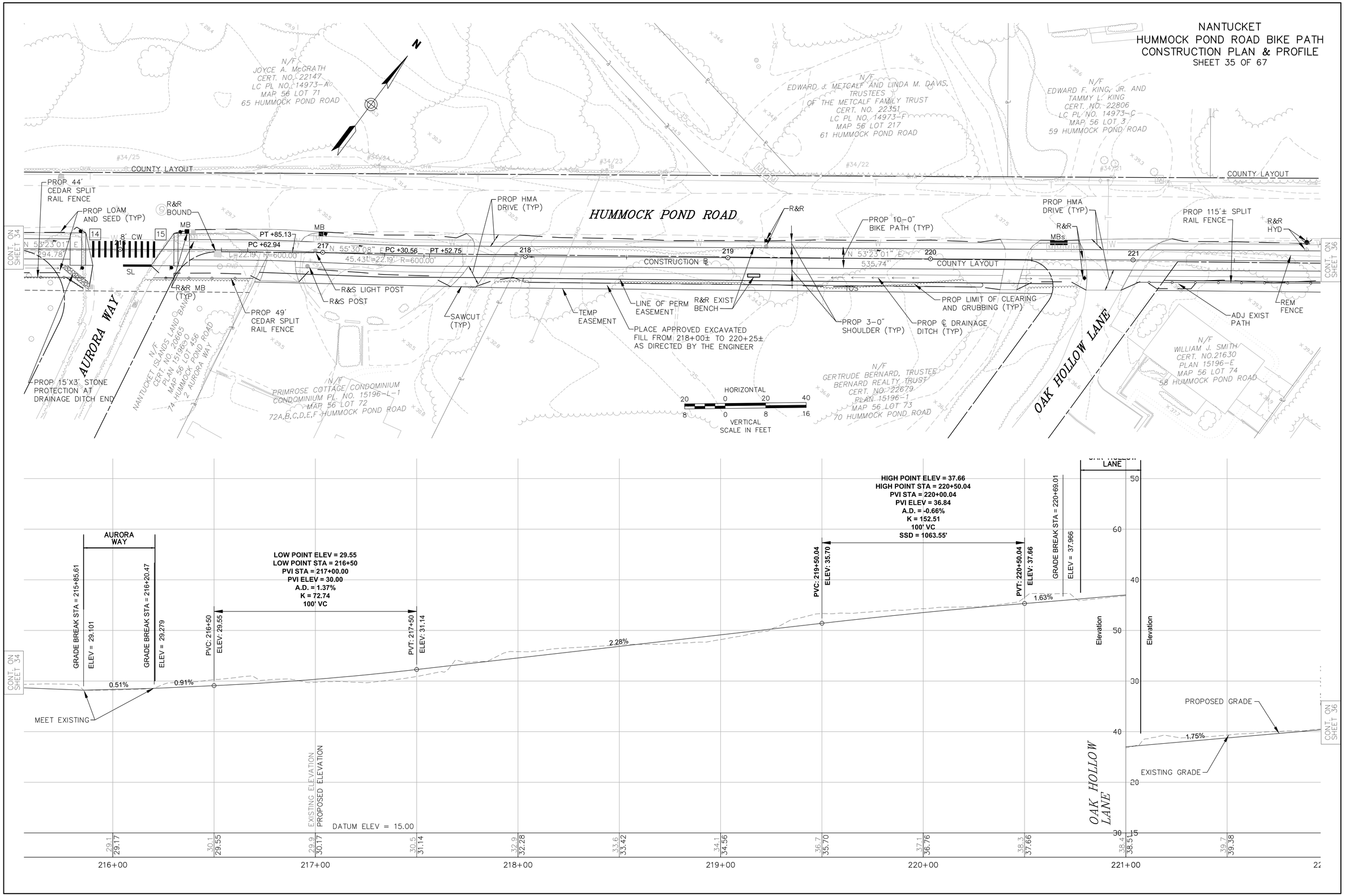
NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
SHEET 35 OF 67



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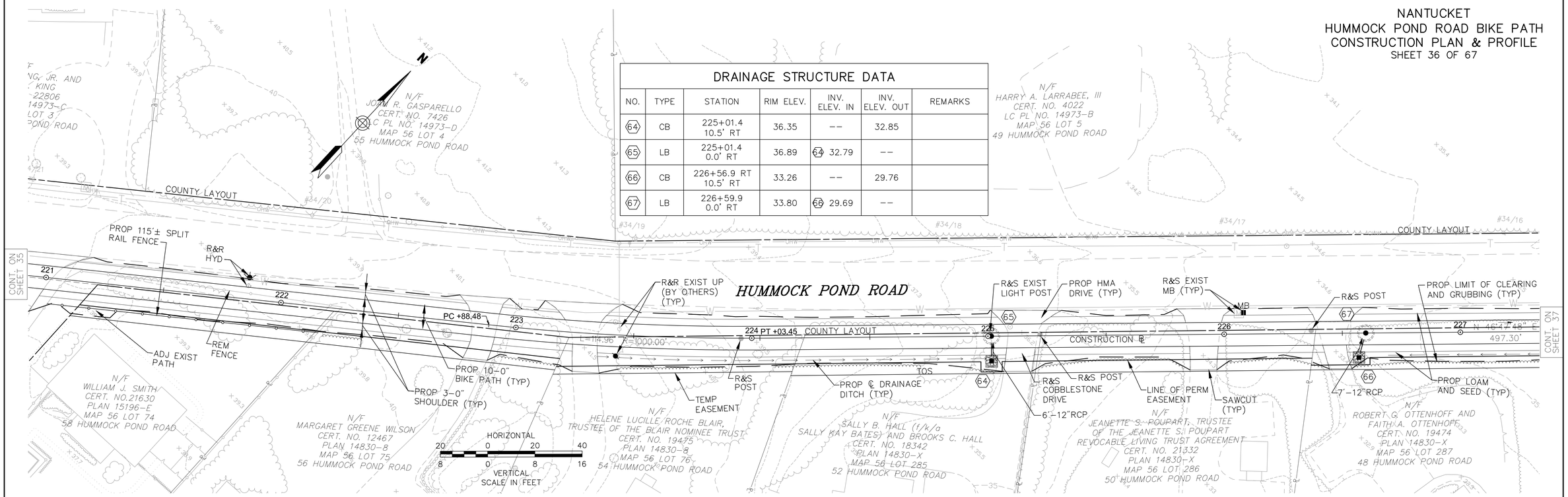
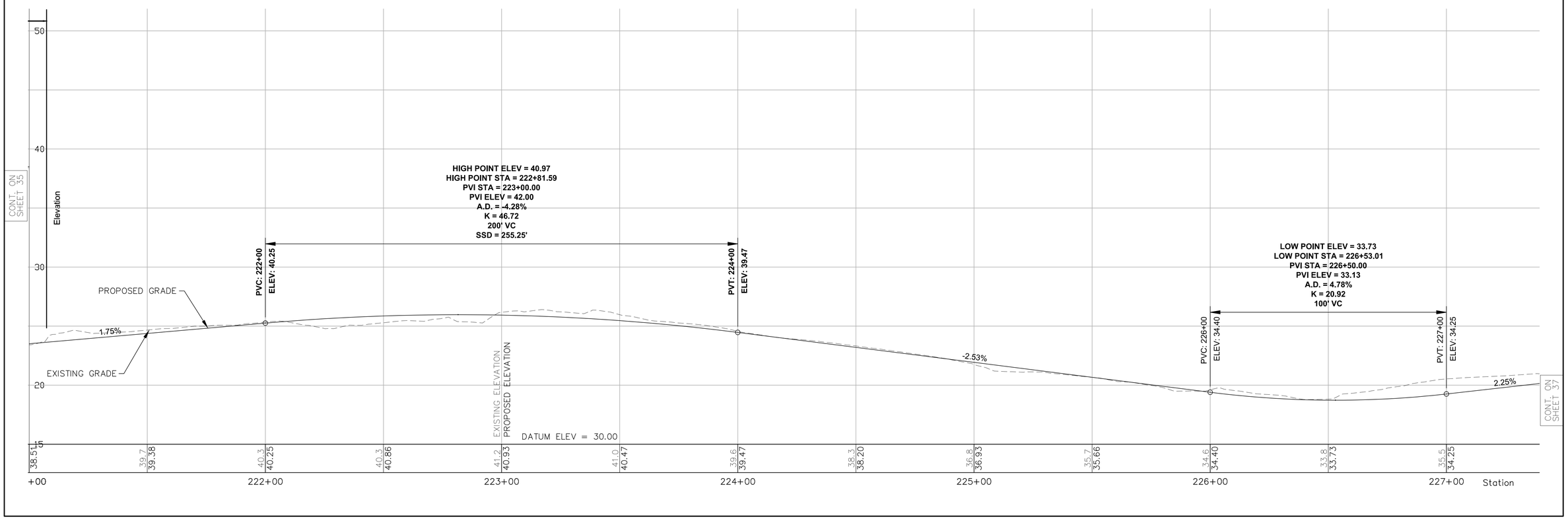
NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
SHEET 36 OF 67

DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
64	CB	225+01.4 10.5' RT	36.35	--	32.85	
65	LB	225+01.4 0.0' RT	36.89	64 32.79	--	
66	CB	226+56.9 RT 10.5' RT	33.26	--	29.76	
67	LB	226+59.9 0.0' RT	33.80	66 29.69	--	





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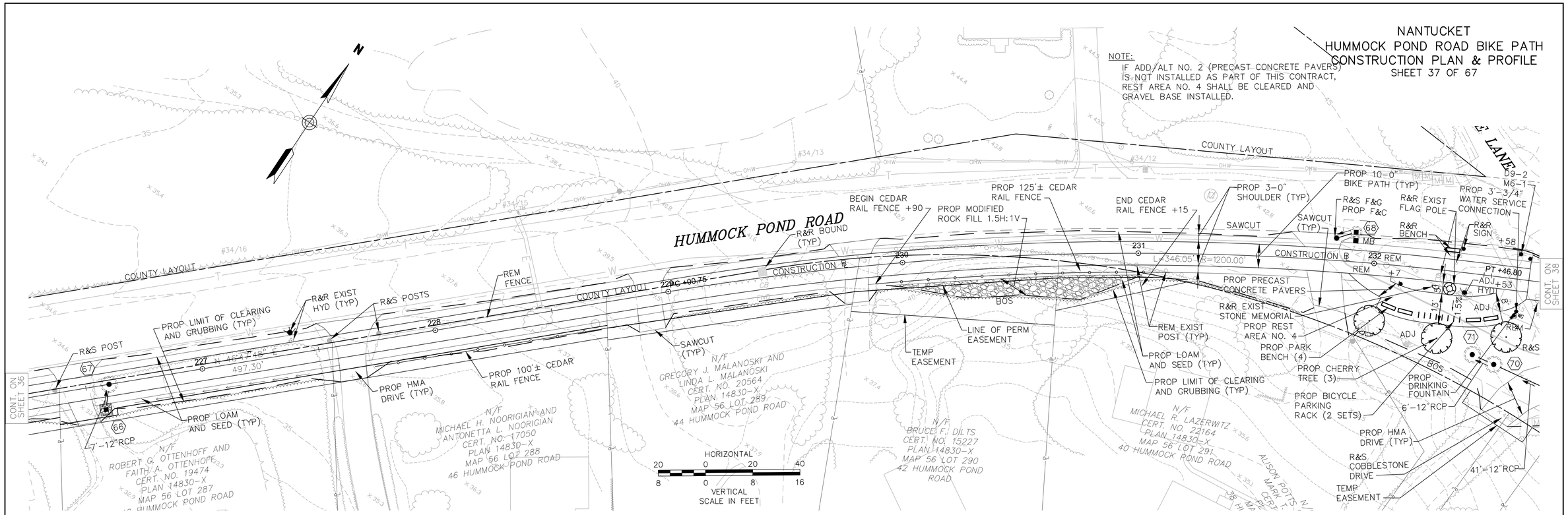
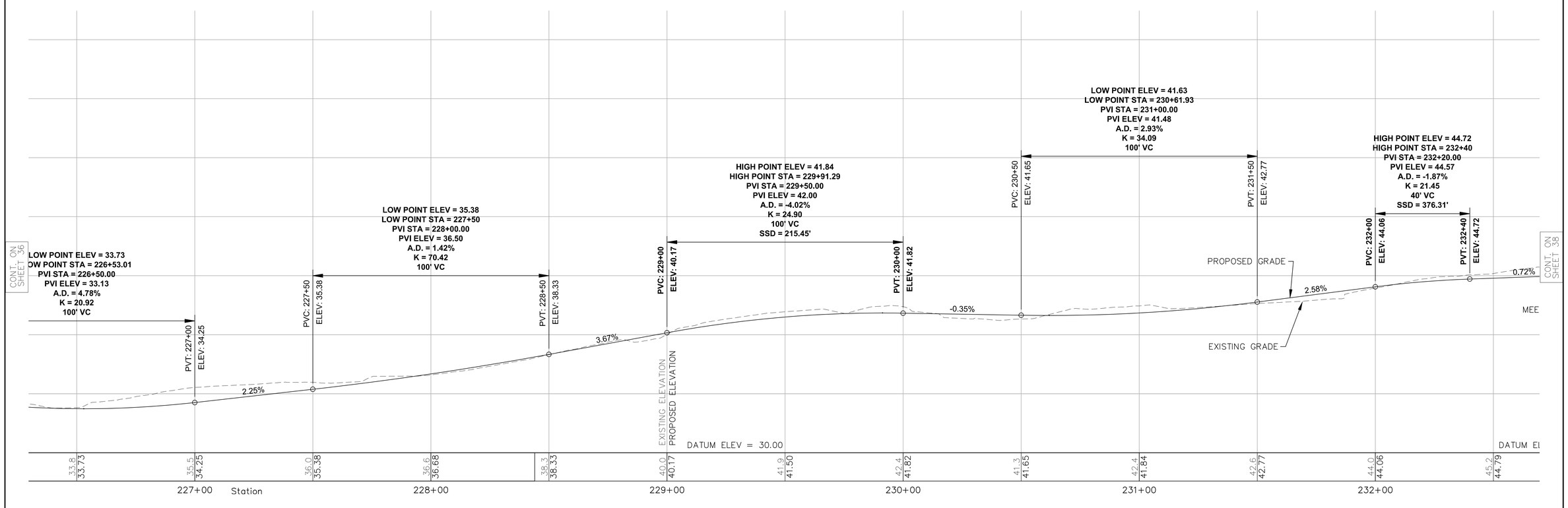
NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
SHEET 37 OF 67

NOTE:
IF ADD/ALT NO. 2 (PRECAST CONCRETE PAVERS) IS NOT INSTALLED AS PART OF THIS CONTRACT, REST AREA NO. 4 SHALL BE CLEARED AND GRAVEL BASE INSTALLED.





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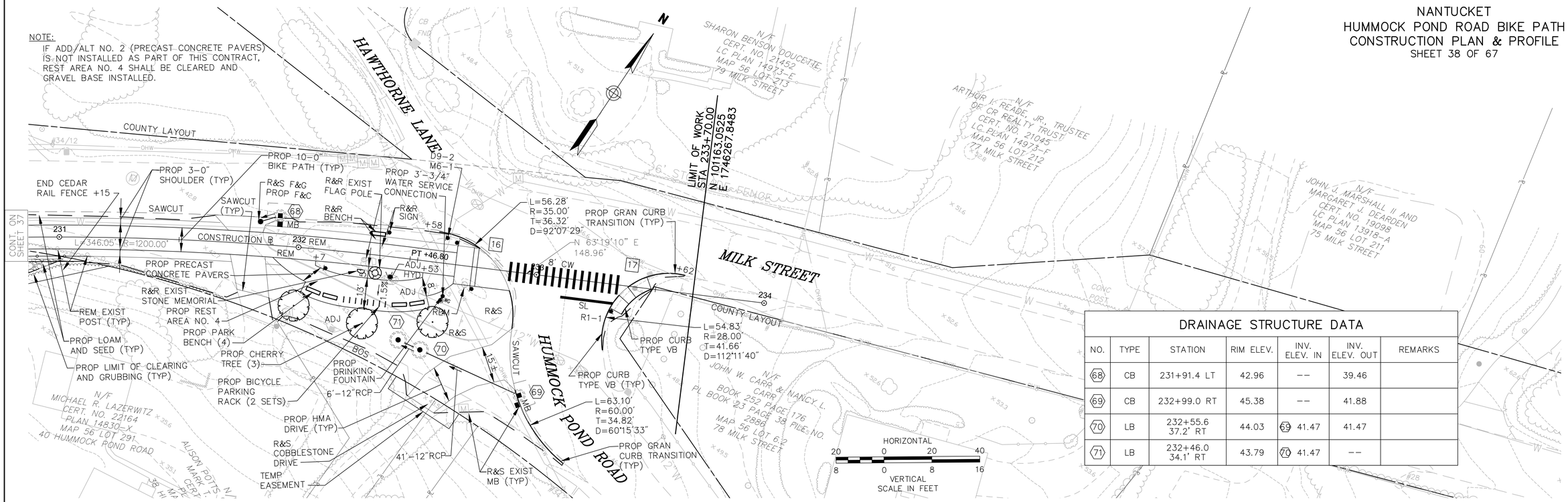
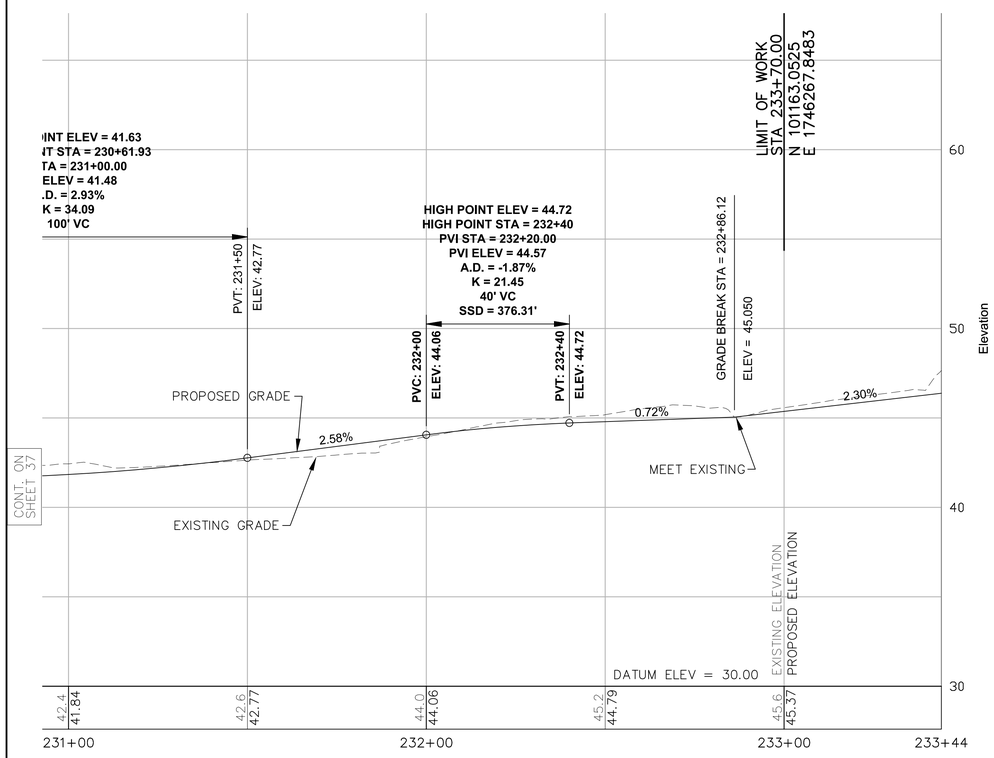
NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CONSTRUCTION PLAN & PROFILE
SHEET 38 OF 67

NOTE:
IF ADD/ALT NO. 2 (PRECAST CONCRETE PAVERS) IS NOT INSTALLED AS PART OF THIS CONTRACT, REST AREA NO. 4 SHALL BE CLEARED AND GRAVEL BASE INSTALLED.



DRAINAGE STRUCTURE DATA

NO.	TYPE	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
68	CB	231+91.4 LT	42.96	--	39.46	
69	CB	232+99.0 RT	45.38	--	41.88	
70	LB	232+55.6 37.2' RT	44.03	69 41.47	41.47	
71	LB	232+46.0 34.1' RT	43.79	70 41.47	--	



SIGN SUMMARY

IDENTIFI-CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS			NUMBER OF SIGNS REQUIRED	COLOR			4X4 POST NUMBER REQUIRED	UNIT AREA (S.F.)	TOTAL AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND	BORDER			
R1-1	18"	18"	STOP	SEE MUTCD			12	SEE MUTCD			12	2.25	27.0
R1-1	30"	30"	STOP				7				7	6.25	43.75
R5-3	24"	24"	NO MOTOR VEHICLES				12				12	4.00	48.0
W3-1	18"	18"	STOP AHEAD				12				12	2.25	27.0
W11-1	30"	30"					14				14	6.25	87.5
W11-2	30"	30"					8				8	6.25	50.0
W16-7p	24"	12"					11				0	2.00	22.0
W16-9	24"	12"	AHEAD				4				0	2.00	8.00
D9-2	24"	24"	H				1				1	4.00	4.00
D11-1	24"	18"	BIKE ROUTE				2				2	3.00	6.00
M4-6	12"	6"	END				2				0	0.50	1.00
OM3-L	6"	18"					1				1	0.75	0.75
OM3-R	6"	18"					1				1	0.75	0.75
M6-1	21"	15"					1				1	2.19	2.19

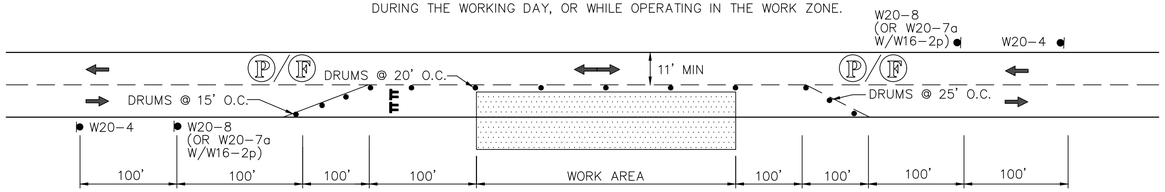
SIGN SUMMARY

IDENTIFI-CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS			NUMBER OF SIGNS REQUIRED	COLOR			4X4 POST NUMBER REQUIRED	UNIT AREA (S.F.)	TOTAL AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK-GROUND	LEGEND	BORDER			
D3-1	VARIES	8"	HUMMOCK POND RD	4" C	1.5 1.5	N/A	7	GREEN	WHITE	WHITE	7	VARIES	VARIES
D3-2	VARIES	8"	HELLER WAY	4" C	1.5 1.5	N/A	1	GREEN	WHITE	WHITE	0	VARIES	VARIES
D3-3	VARIES	8"	AHAB DR	4" C	1.5 1.5	N/A	1	GREEN	WHITE	WHITE	0	VARIES	VARIES
D3-4	VARIES	8"	BARTLETT FARM RD	4" C	1.5 1.5	N/A	1	GREEN	WHITE	WHITE	0	VARIES	VARIES
D3-5	VARIES	8"	SOMERSET LN	4" C	1.5 1.5	N/A	1	GREEN	WHITE	WHITE	0	VARIES	VARIES
D3-6	VARIES	8"	AURORA WAY	4" C	1.5 1.5	N/A	1	GREEN	WHITE	WHITE	0	VARIES	VARIES
D3-7	VARIES	8"	OAK HOLLOW LN	4" C	1.5 1.5	N/A	1	GREEN	WHITE	WHITE	0	VARIES	VARIES
D3-8	VARIES	8"	MILK ST	4" C	1.5 1.5	N/A	1	GREEN	WHITE	WHITE	0	VARIES	VARIES

NOTES: 1. HIGH INTENSITY REFLECTIVE SHEETING SHALL BE USED FOR ALL SIGNS. SEE "STANDARD HIGHWAY SIGNS AS SPECIFIED IN THE 2009 M.U.T.C.D." FOR TEXT DIMENSIONS AND 1996 MASSACHUSETTS HIGHWAY DEPARTMENT CONSTRUCTION AND TRAFFIC STANDARD DETAILS.

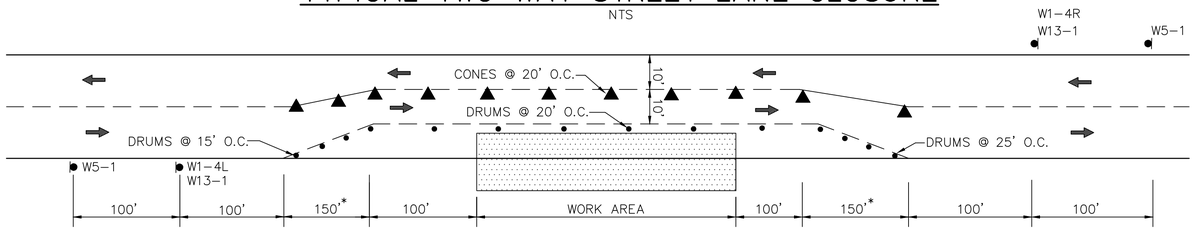
OPERATIONAL SIGNING

LANE CLOSURES SHOWN ARE FOR TEMPORARY CONSTRUCTION.
ALL DRUMS AND SIGNS ARE SHOWN AS THEY SHOULD APPEAR
DURING THE WORKING DAY, OR WHILE OPERATING IN THE WORK ZONE.



TYPICAL TWO WAY STREET LANE CLOSURE

NTS



TYPICAL TWO WAY STREET LANE SHIFT

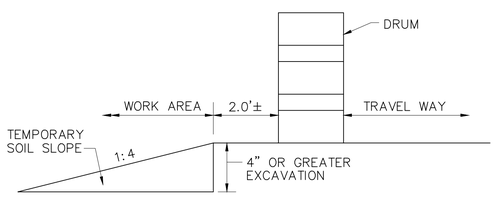
NTS

FOR POSTED SPEEDS OF 40 MPH OR LESS*

$L=\frac{WS^2}{60}$

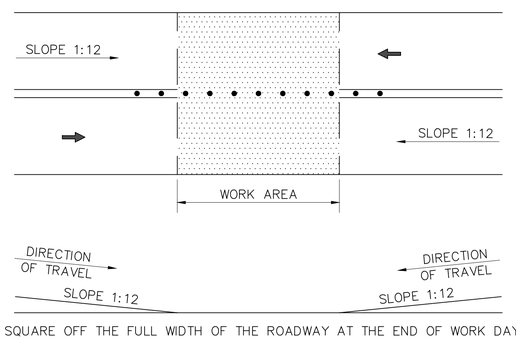
L=TAPER LENGTH
W=WIDTH OF ROADWAY TO BE SHIFTED OR REDIRECTED
S=POSTED SPEED LIMIT

*(FOR 35 MPH AND 10' SHIFT, L=150')



ROADWAY SLOPE PROTECTION

NOT TO SCALE



SQUARE OFF THE FULL WIDTH OF THE ROADWAY AT THE END OF WORK DAY

TEMPORARY PAVEMENT TRANSITION DETAIL

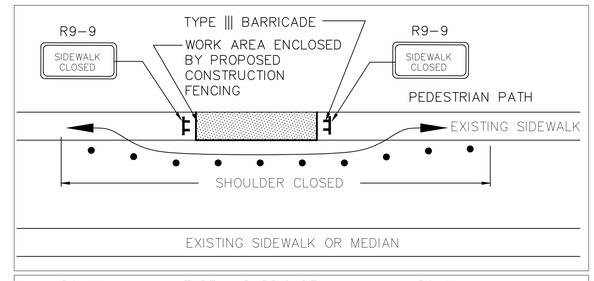
NOT TO SCALE

PEDESTRIAN BYPASS

TO BE USED IN CONJUNCTION WITH THE PROPOSED LANE
CLOSURE DETAILS AND DURING CONSTRUCTION STAGING
AND AS DIRECTED BY THE ENGINEER.

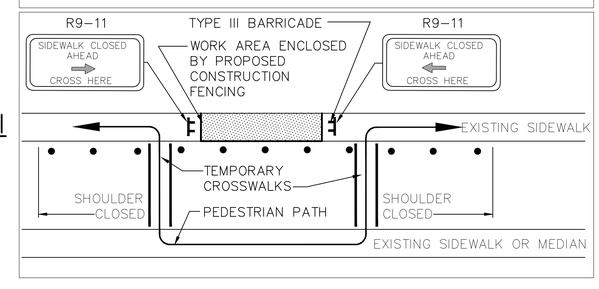
TYPE I

NTS



TYPE II

NTS



1. ADDITIONAL ADVANCE WARNING MAY BE NECESSARY.
2. CONTROLS FOR PEDESTRIAN TRAFFIC ONLY, ARE SHOWN. VEHICULAR TRAFFIC SHALL BE MAINTAINED AS SHOWN ELSEWHERE.
3. STREET LIGHTING SHOULD BE CONSIDERED WHEN LOCATING CONTROL DEVICES.
4. ◄——► DIRECTION OF PEDESTRIAN TRAVEL.
5. IF THE WORK ZONE DOES NOT PERMIT PEDESTRIANS TO TRAVEL ADJACENT TO IT AS SHOWN IN PEDESTRIAN BYPASS TYPE I, TEMPORARY CROSSWALKS WITH APPROPRIATE SIGNS SHALL BE INSTALLED TO CROSS PEDESTRIANS TO THE OPPOSITE SIDE OF THE STREET AS SHOWN IN PEDESTRIAN BYPASS TYPE II, AND AS DIRECTED BY THE ENGINEER.

TEMPORARY SIGNS

SIGN DESIGNATION	LEGEND	HEIGHT	WIDTH
W20-4	ONE LANE ROAD AHEAD	36"	36"
W20-7a	FLAGGER AHEAD	36"	36"
W20-8	POLICE OFFICER AHEAD	36"	36"
W5-1	ROAD NARROWS	36"	36"
W13-1	ADVISORY SPEED PLATE	18"	18"
W16-2p	XX FEET (PLAQUE)	18"	24"
W1-4R		30"	30"
W1-4L		30"	30"
R9-9	SIDEWALK CLOSED	12"	24"
R9-11	SIDEWALK CLOSED AHEAD CROSS HERE	12"	24"

GENERAL NOTES

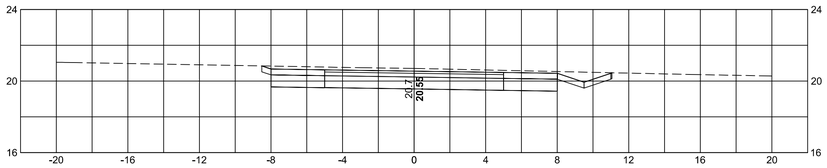
1. ALL CONSTRUCTION SIGNING, DRUMS, BARRICADES AND OTHER DEVICES SHALL CONFORM WITH THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) AS AMENDED.
2. ALL DRUMS SHALL BE SET AT 20' ON CENTER MAX, UNLESS OTHERWISE NOTED OR ADJUSTED BY THE ENGINEER.
3. ALL DRUMS SHALL BE APPROXIMATELY PLACED AND MOVED AS NECESSARY TO MAINTAIN ADEQUATE ABUTTER ACCESS AT ALL TIMES. WORK MAY REQUIRE ADDITIONAL SIGNS, DRUMS AND OTHER TRAFFIC CONTROL DEVICES, GRADING AND TEMPORARY PAVEMENT FOR PASSAGE OF PEDESTRIAN, VEHICULAR AND EMERGENCY TRAFFIC THROUGH THE WORK AREAS, BOTH DURING AND AFTER WORKING HOURS, TO MAINTAIN SUCH ACCESS.
4. THE CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT AND SIMILAR OPERATIONS.
5. A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON TWO WAY STREETS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT THAT DURING WORKING HOURS, TRAFFIC MAY BE REDUCED TO ONE LANE UNDER POLICE CONTROL, OR CLOSED USING APPROVED DETOUR, FOR SHORT TIME PERIODS WHEN REQUIRED FOR THE WORK, AS SHOWN.
6. GRADE SEPARATIONS IN EXCESS OF 2" DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF DRUMS.
7. EXCAVATION EDGES IN EXCESS OF 4" DEEP SHALL BE PROTECTED DURING NON-WORKING HOURS BY BACKFILLING WITH A WEDGE OF GRAVEL OR SOIL TO COMPACTED 1:4 SLOPE.
8. 11' MINIMUM LANE WIDTHS SHALL BE MAINTAINED.
9. NON-ESSENTIAL TRAFFIC CONTROL DEVICES SHALL BE COVERED OR REMOVED DURING NON-WORKING HOURS.
10. ADVISORY SPEED PLATES (W13-1) SHALL BE USED IF APPROPRIATE AND AS DIRECTED BY THE ENGINEER.

LEGEND

- ● DRUM
- ▲ TRAFFIC CONE
- (P) POLICE OFFICER
- (F) FLAGGER
- ● CONSTRUCTION SIGN
- TYPE III BARRICADES
- WORK AREA PUBLIC ACCESS RESTRICTED
- ← PROPOSED TRAFFIC FLOW
- SPECIAL LIGHTING UNIT (SLU)
- NTS NOT TO SCALE

NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 41 OF 67

103+00



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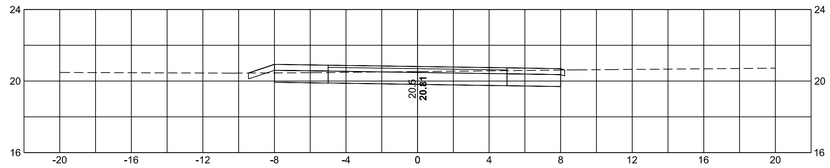

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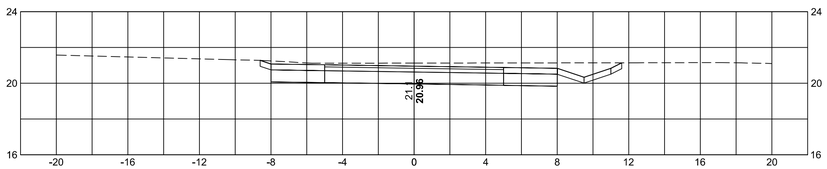

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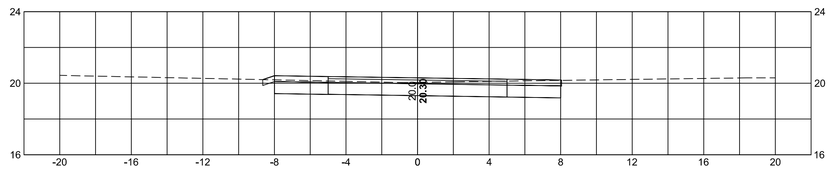

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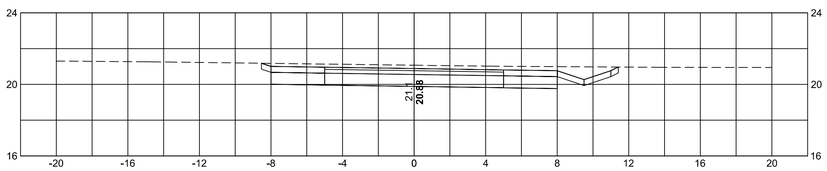

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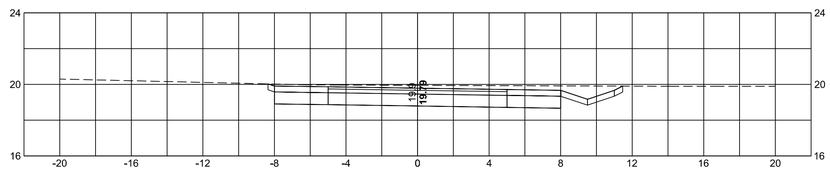

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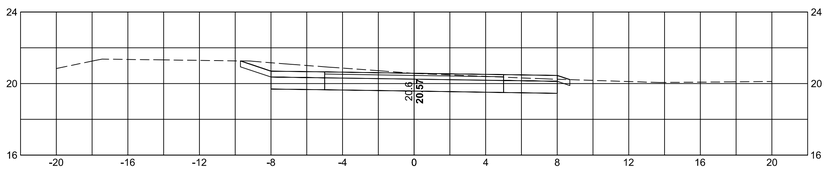

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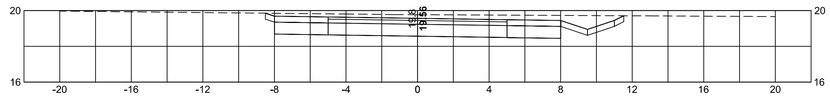

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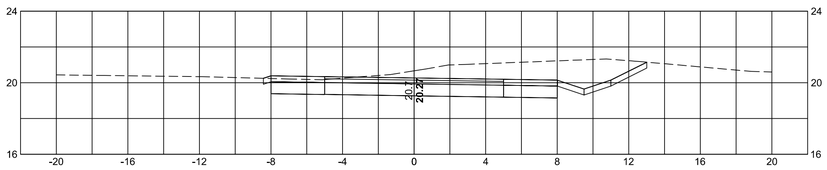

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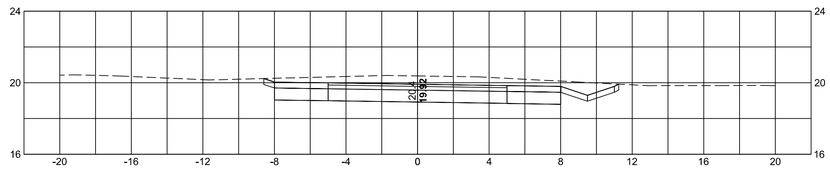
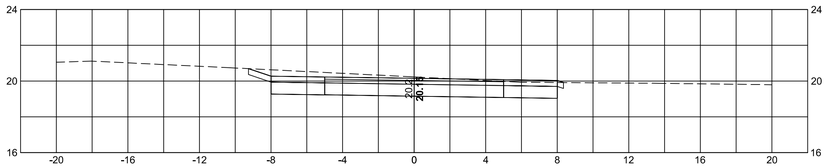


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS

108+00



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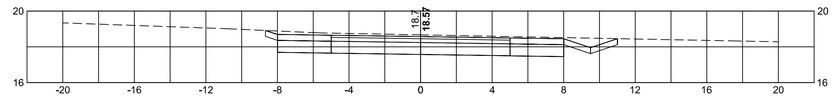

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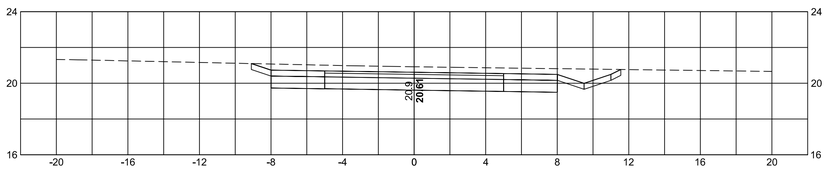

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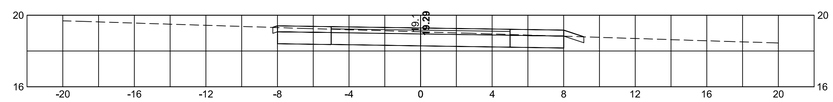

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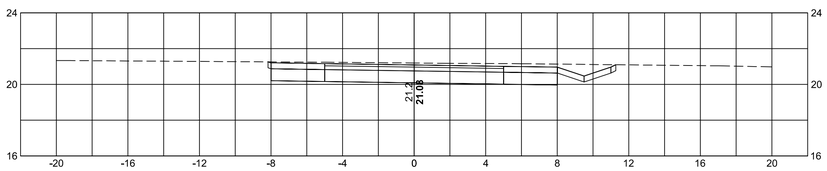

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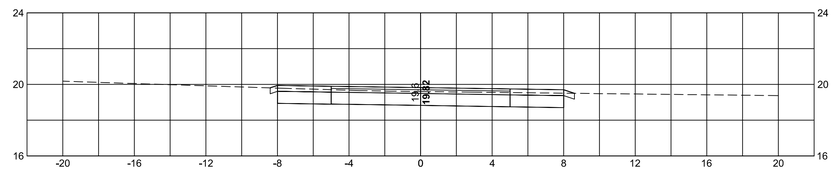

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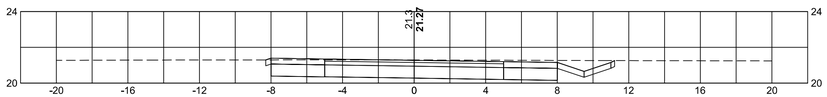

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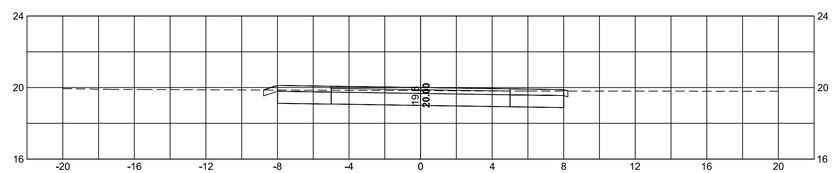

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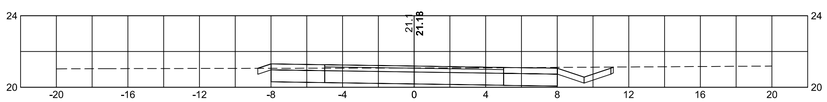

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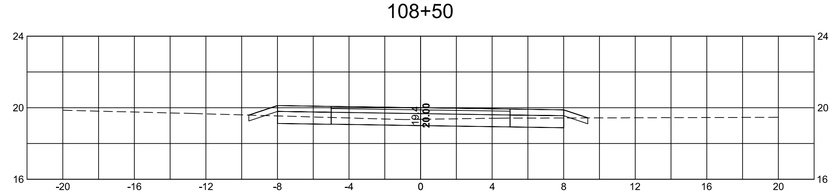
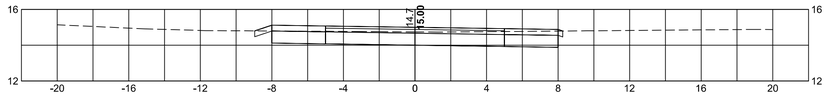


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 43 OF 67

113+50



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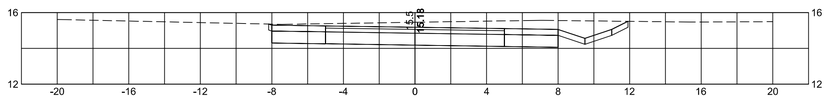

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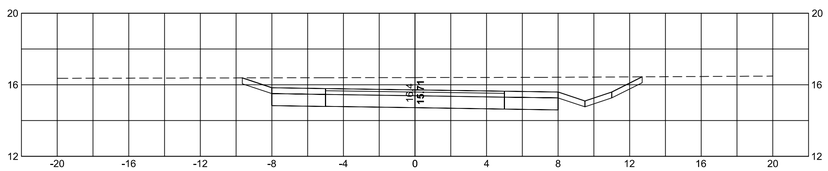

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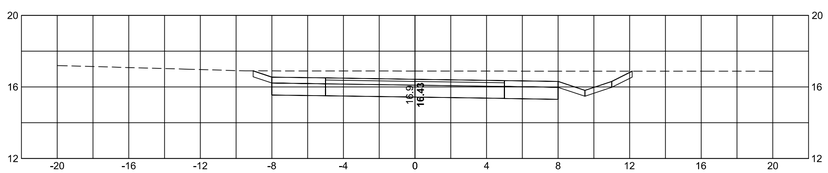

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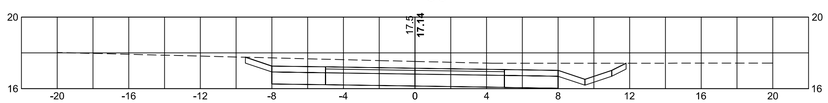

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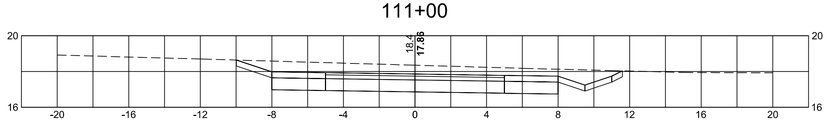

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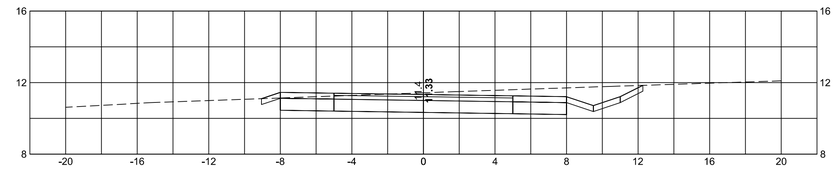

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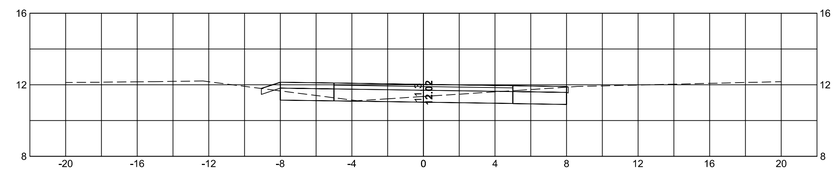

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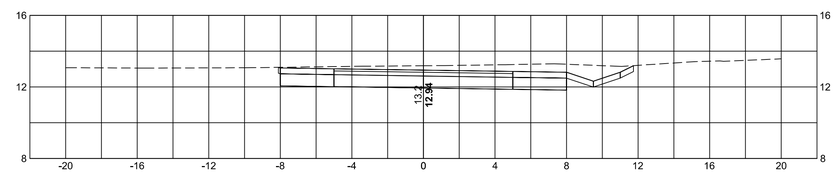

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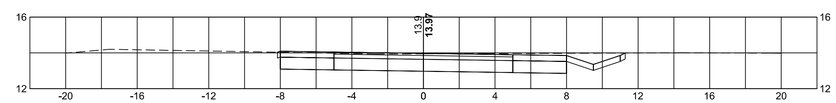

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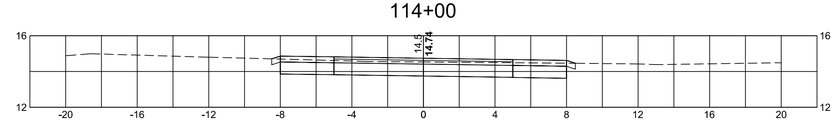
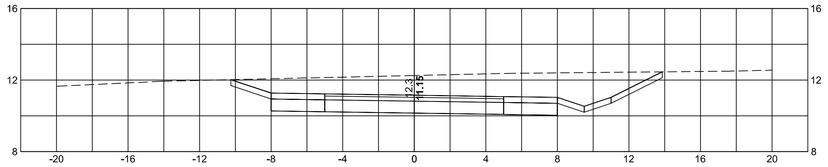


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS

118+50



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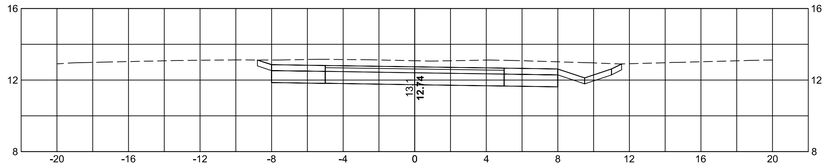

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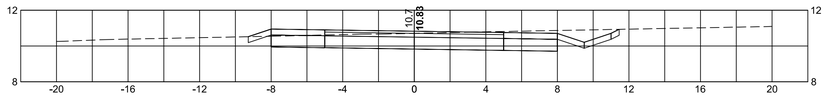

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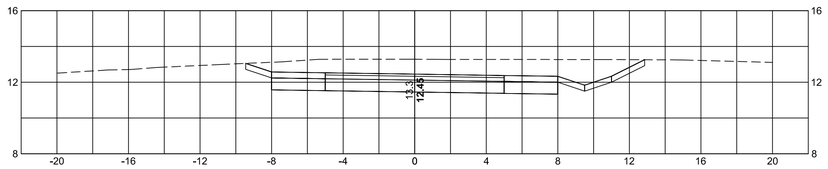

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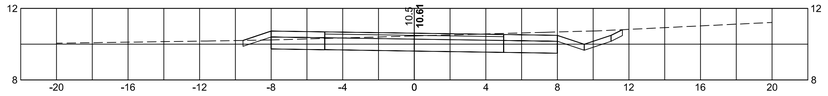

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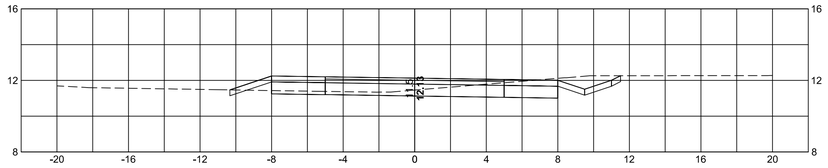

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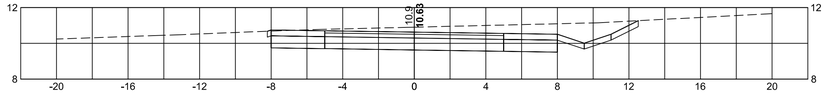

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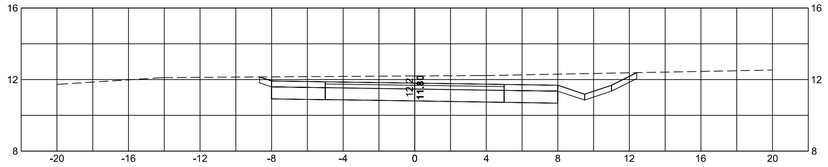

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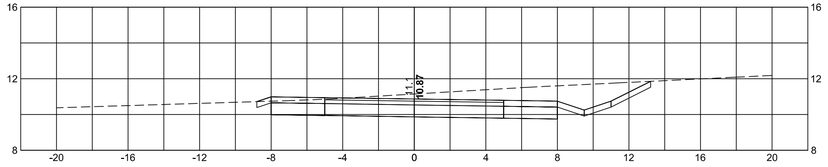

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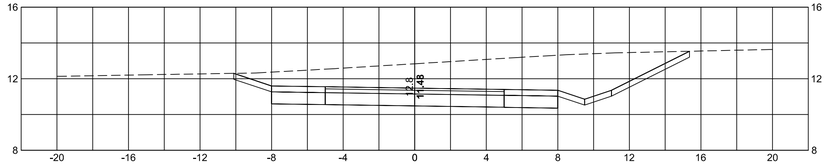
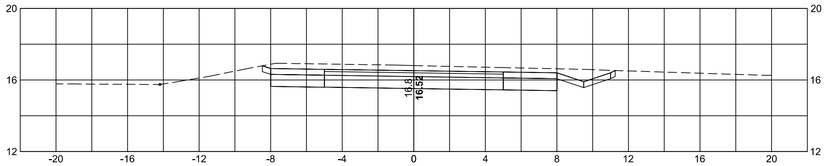


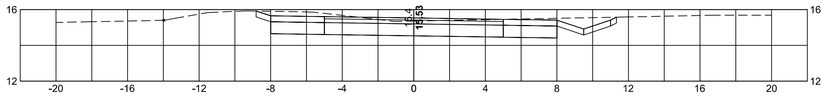
4 0 4 8
SCALE IN FEET

NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 45 OF 67

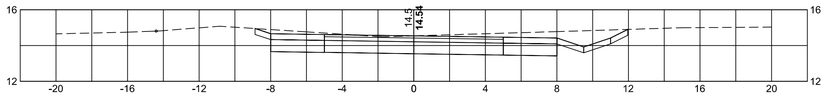
124+00



123+50



123+00



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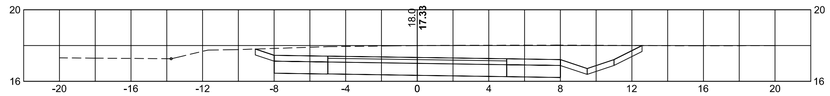

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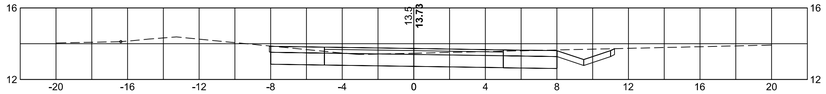

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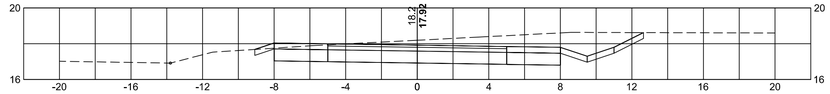

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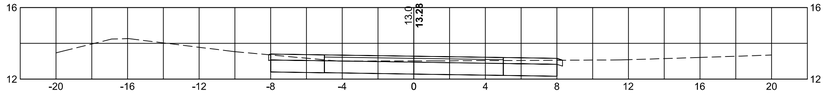
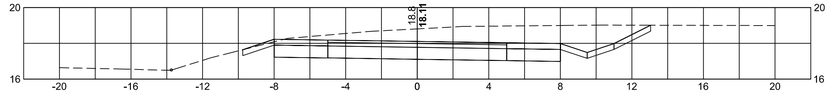


125+00



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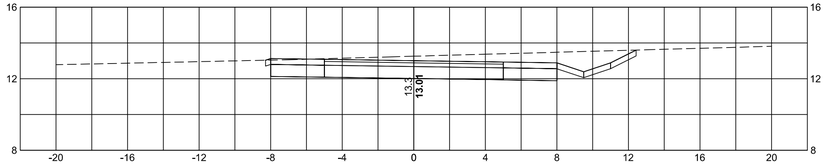

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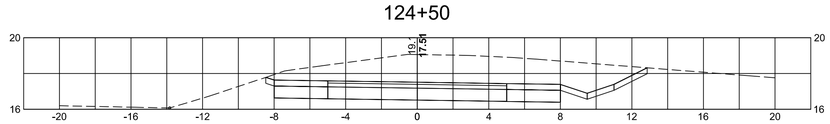
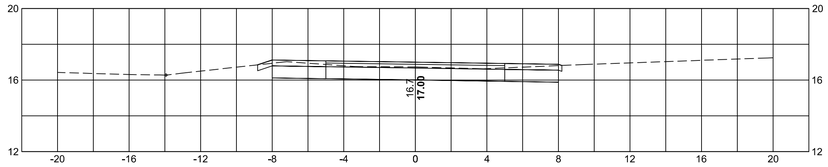


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 46 OF 67

128+50



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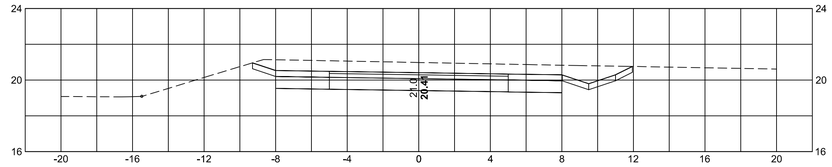

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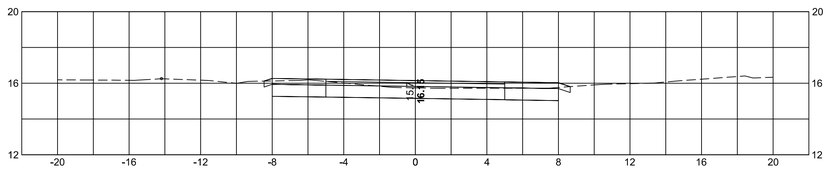

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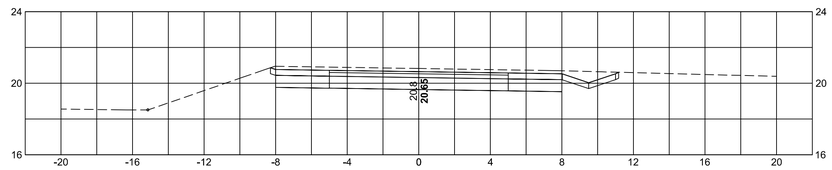

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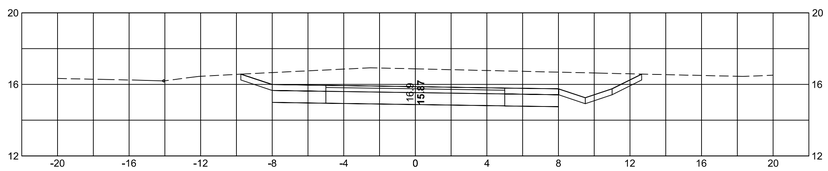

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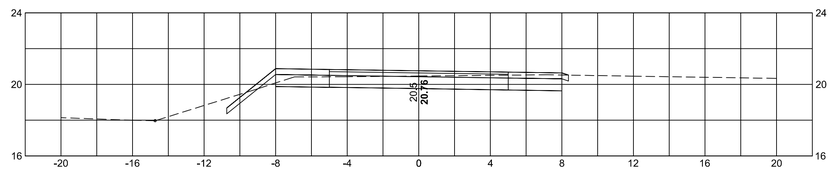

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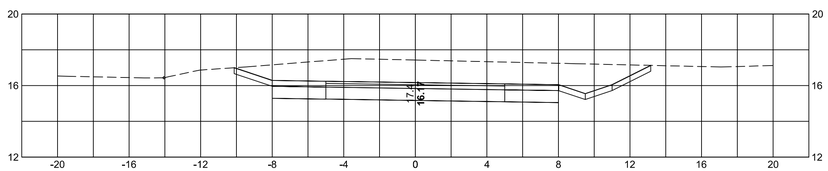

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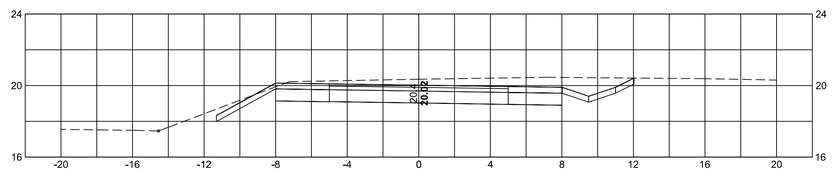

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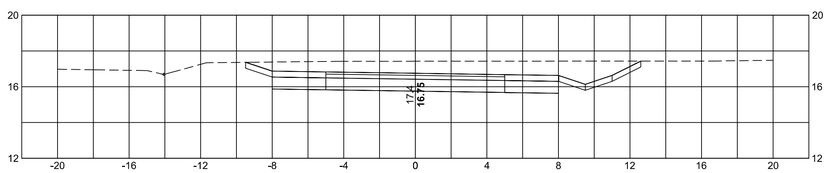

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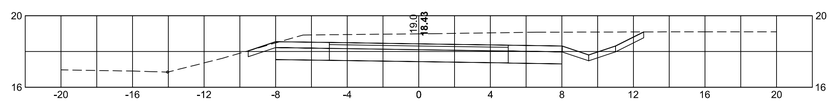
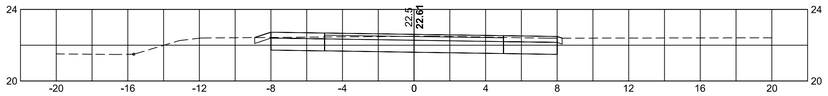


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 47 OF 67

134+00



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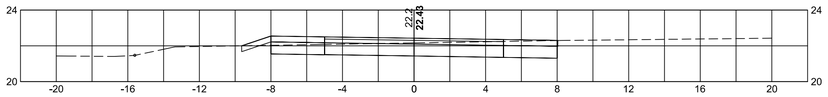

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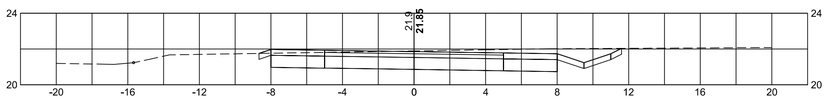

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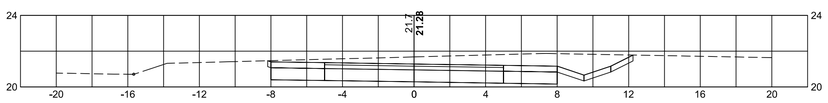

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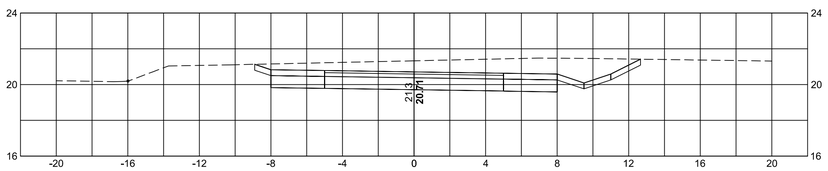
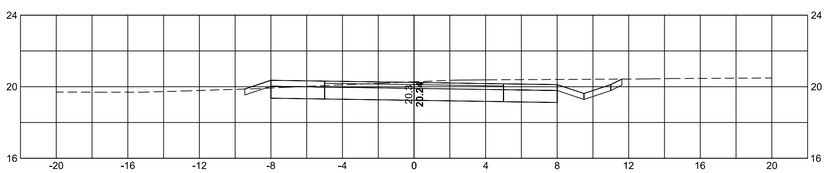


131+50



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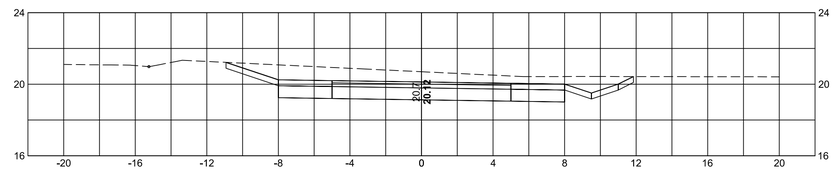

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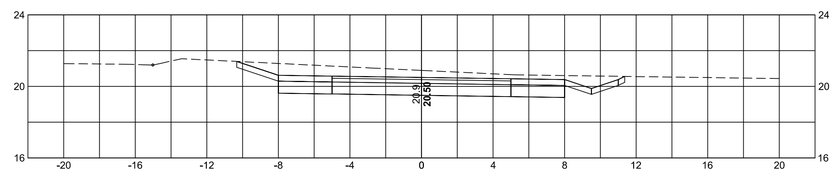

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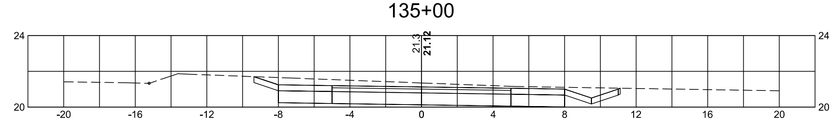
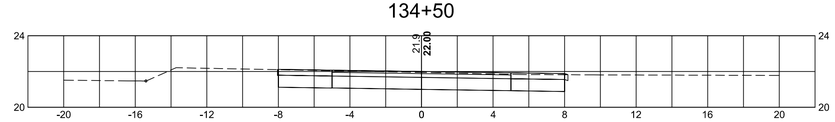
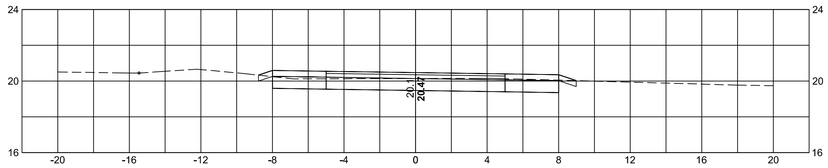


134+50

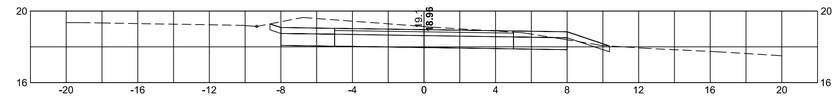


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS

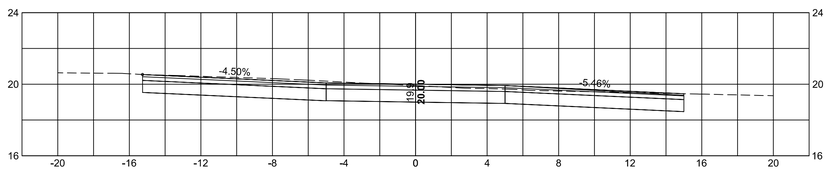
138+00



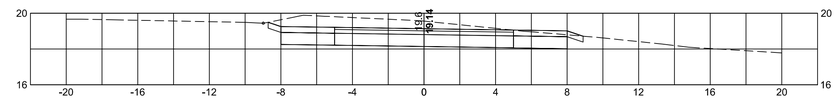
140+50



137+50



140+00



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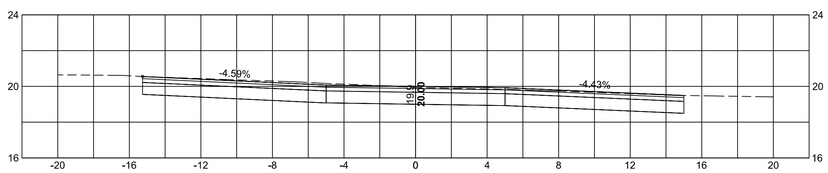
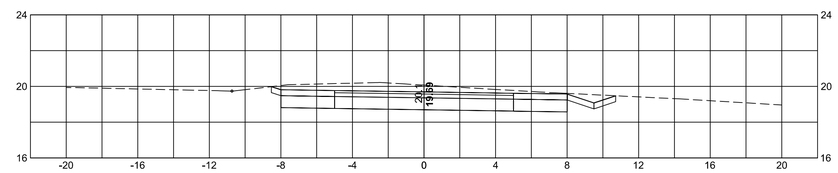


139+50



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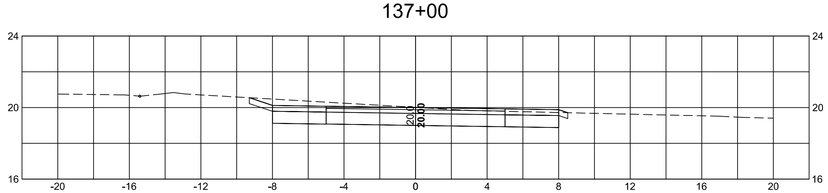

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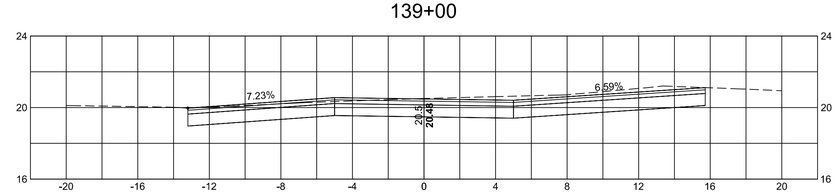
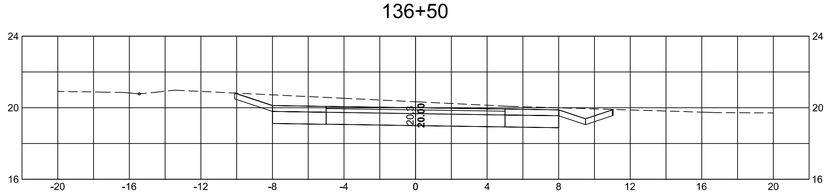
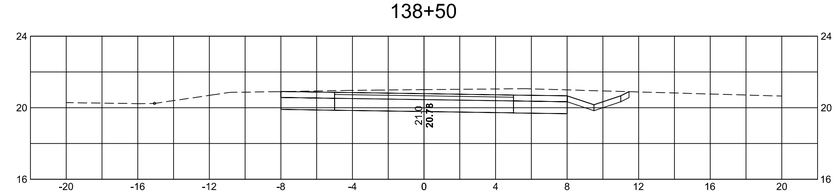


136+50

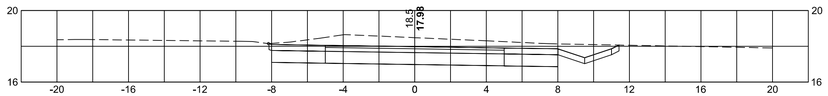


138+50



NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 49 OF 67

143+50



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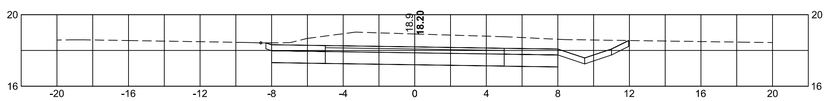

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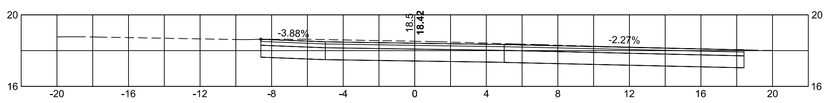

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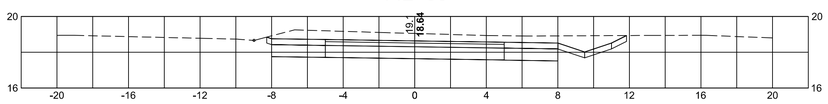

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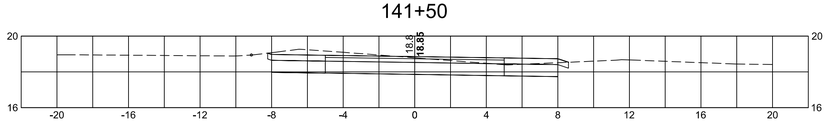
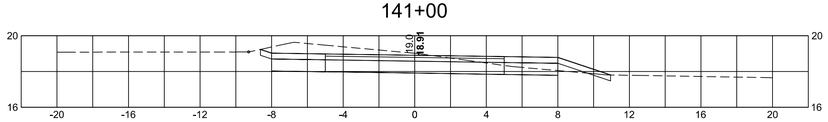
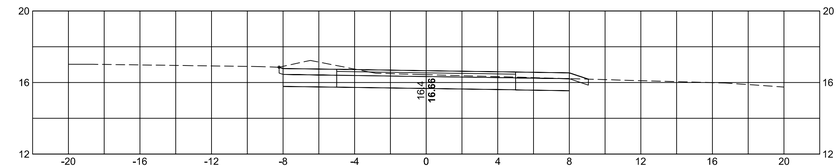


141+00



146+50



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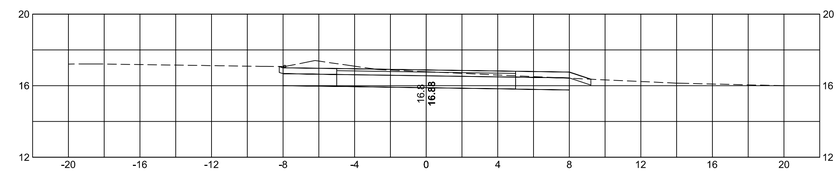
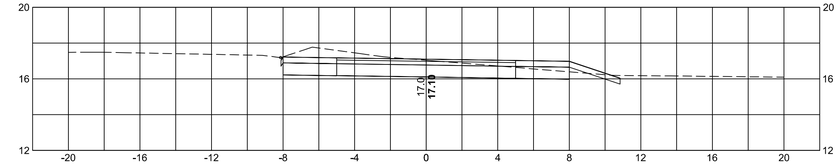


145+50



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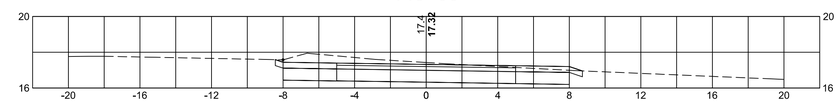

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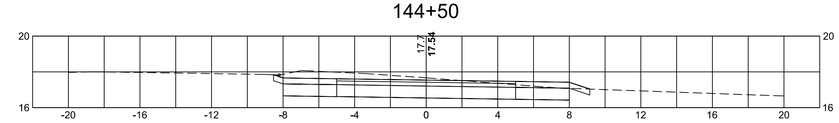

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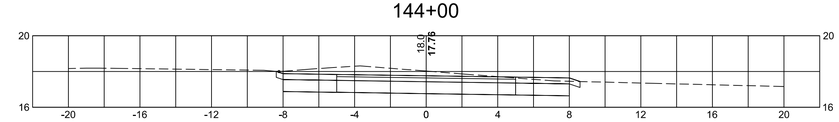
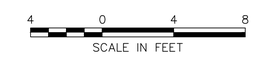
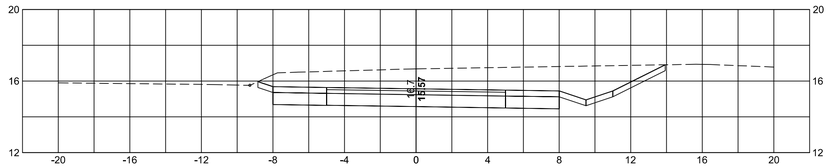




NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS

149+00



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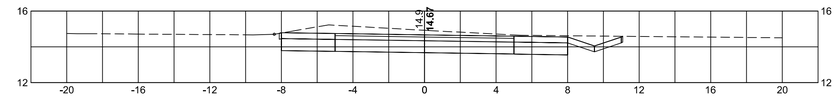

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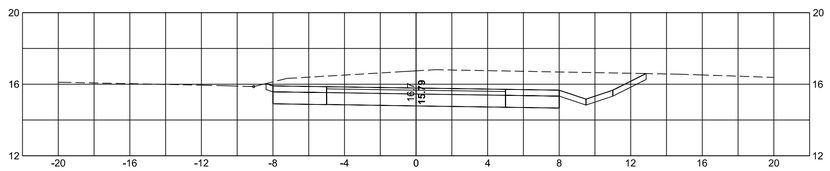
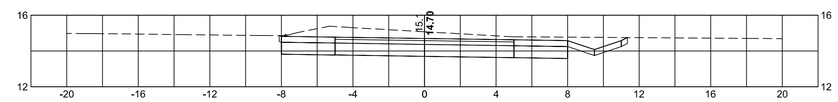


151+00



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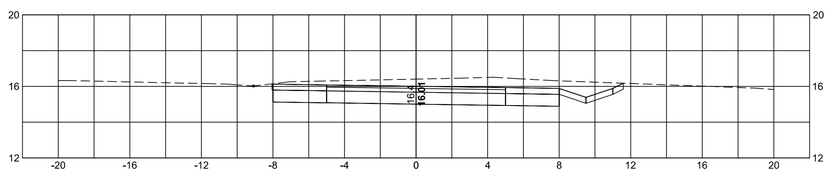

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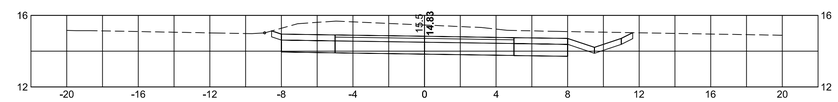
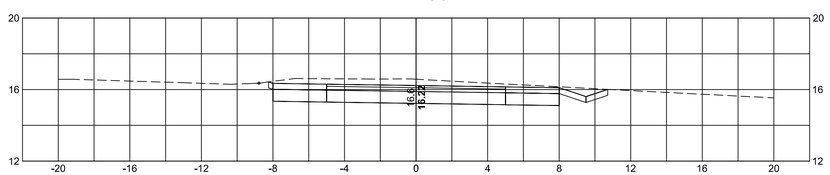


147+50



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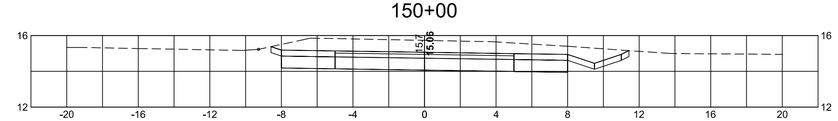
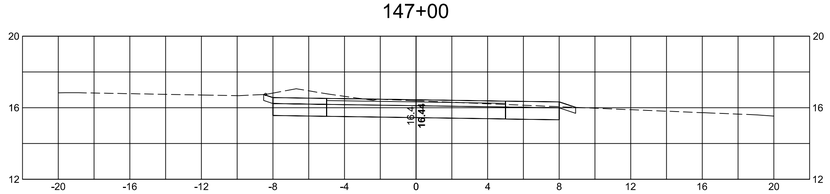
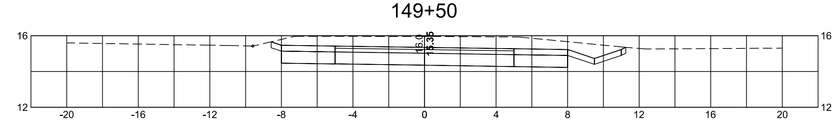


147+00

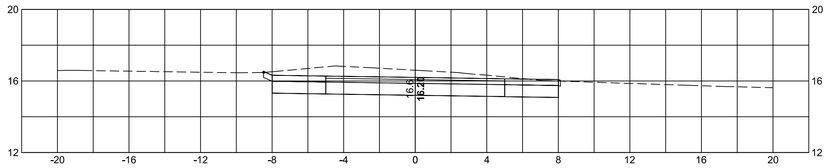


149+50

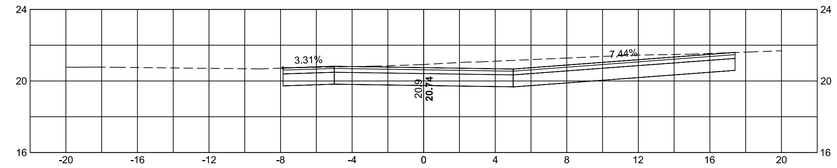


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 51 OF 67

154+00



157+00



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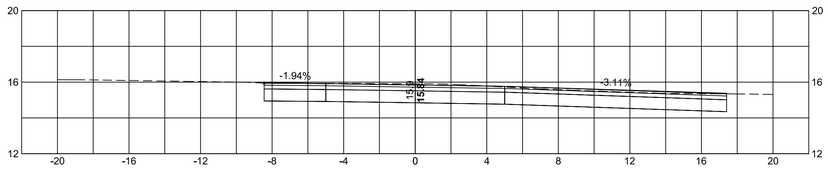

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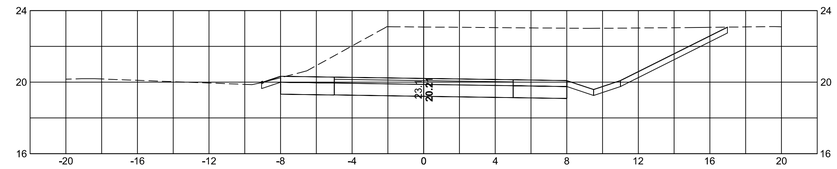

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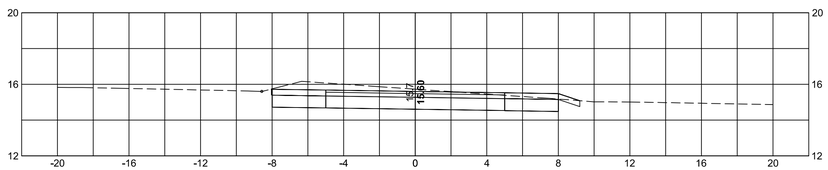
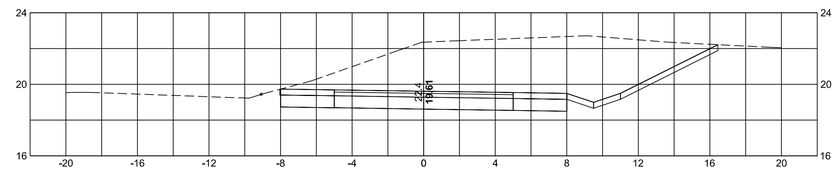
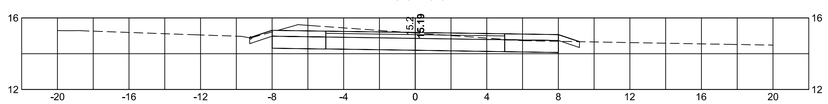


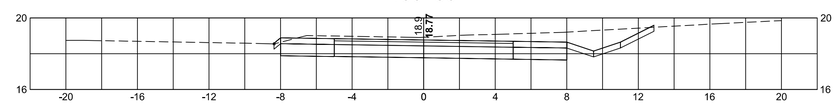
156+00



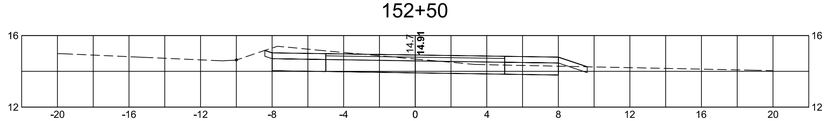
153+00



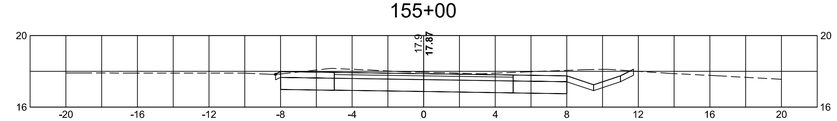
155+50



152+50



155+00



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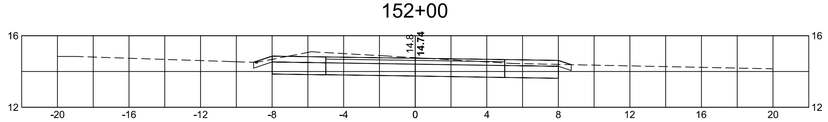
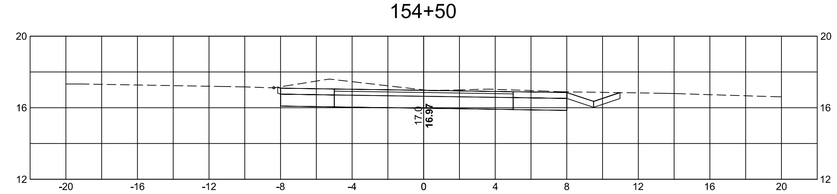
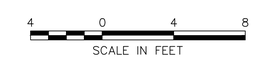


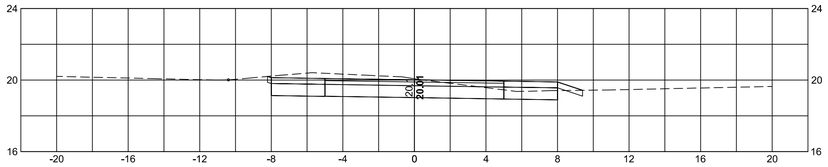
154+50



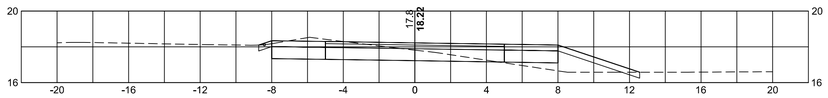


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS

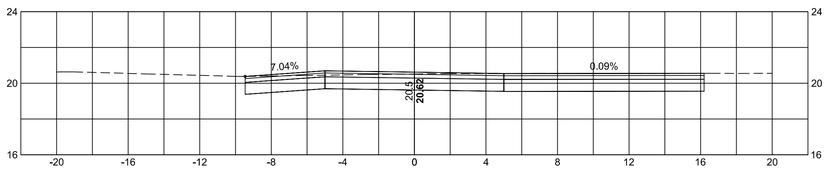
159+00



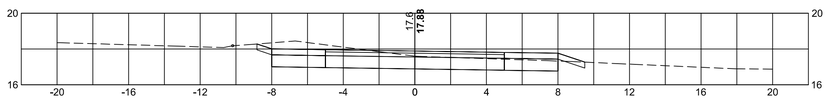
161+50



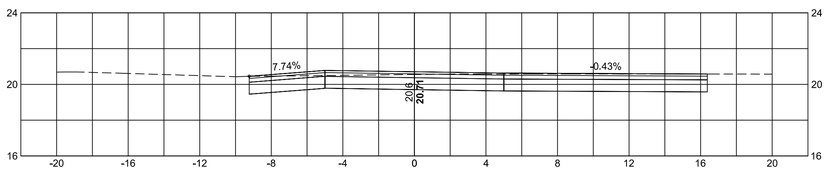
158+50



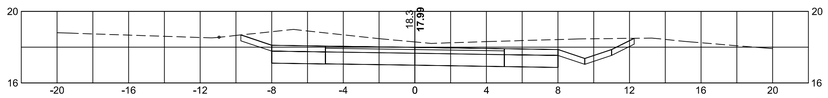
161+00



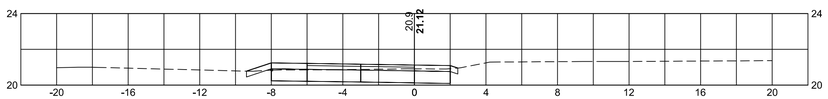
158+42



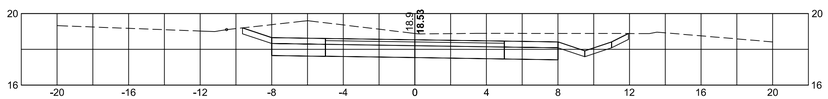
160+50



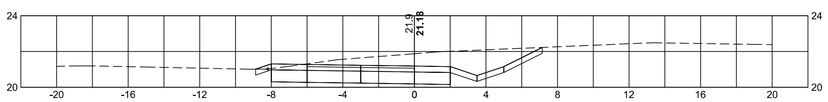
158+00



160+00



157+50



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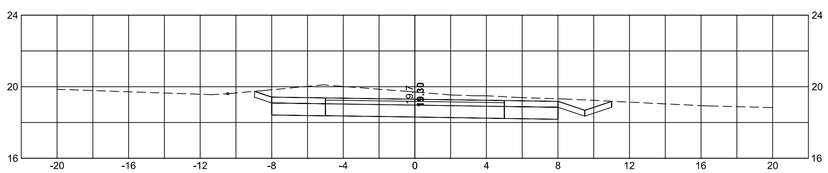
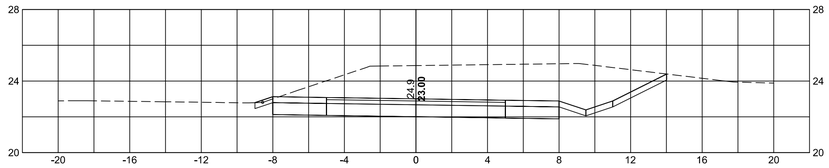
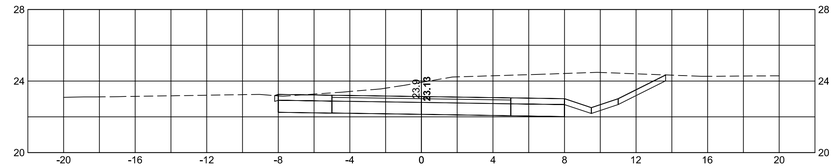


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 53 OF 67

164+00



166+50



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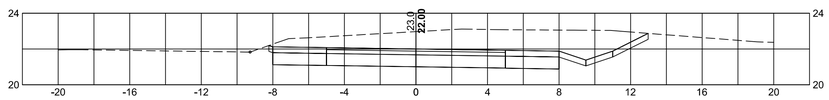

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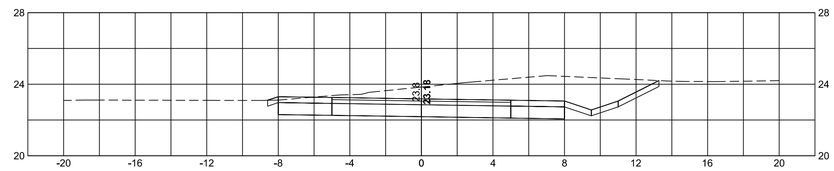

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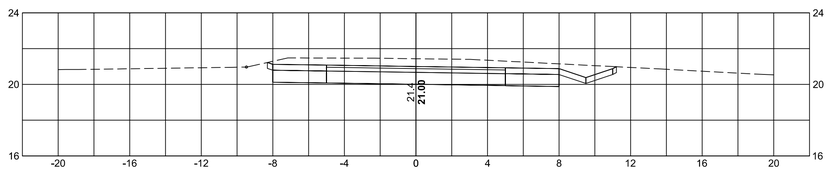

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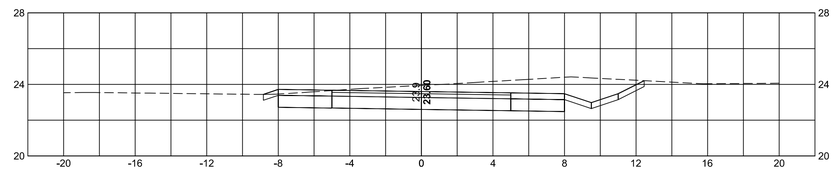

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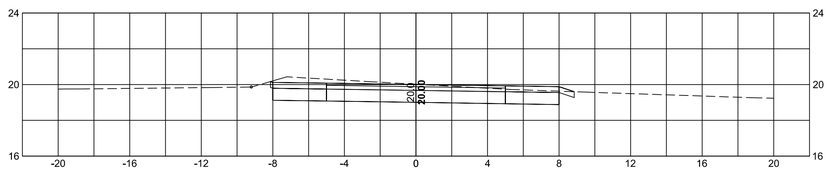

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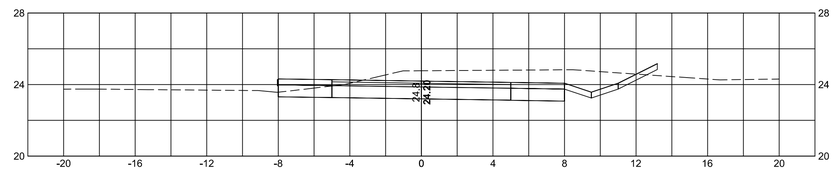

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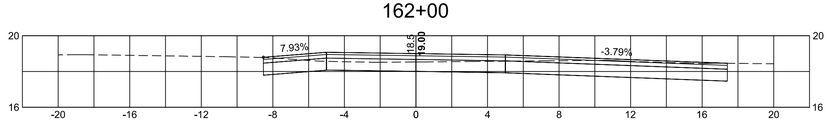

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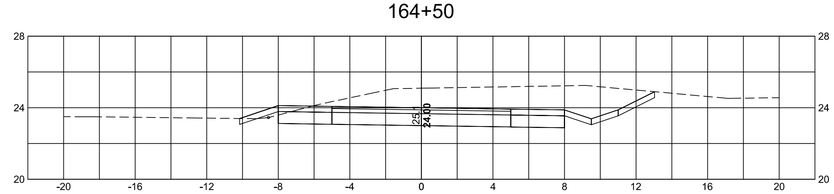
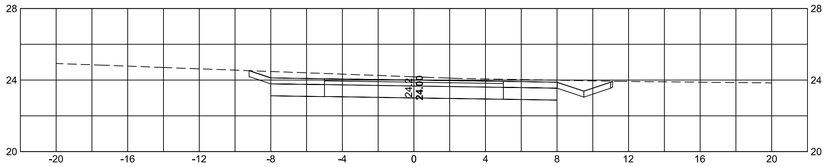


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS

169+00



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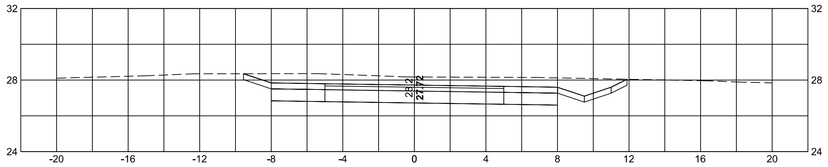

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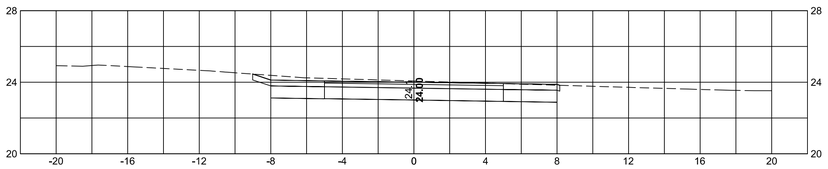

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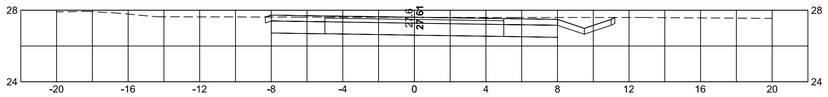

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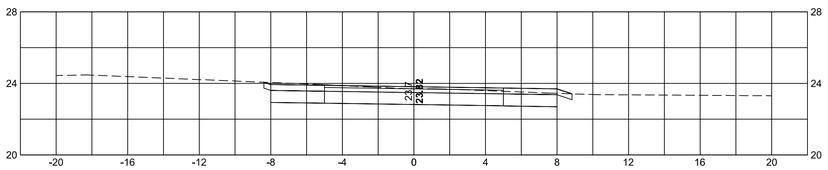

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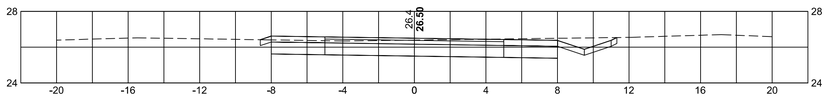

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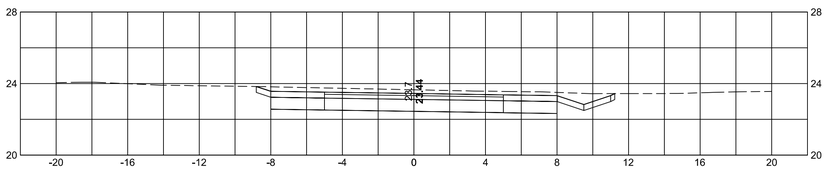

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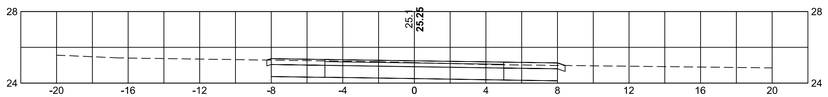

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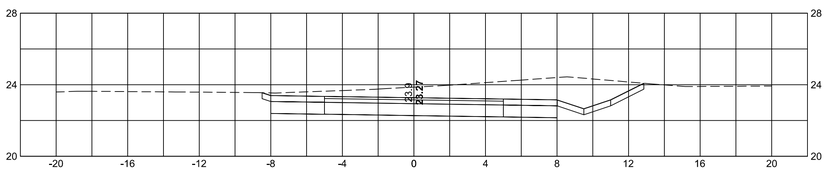

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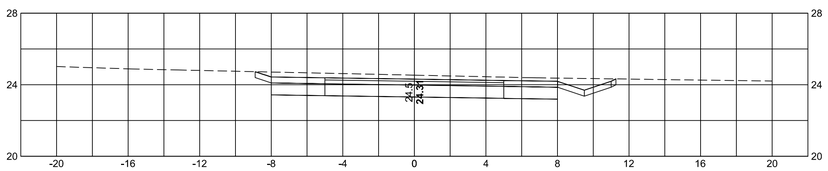
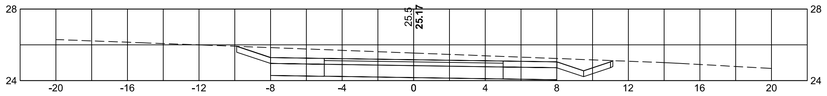


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 55 OF 67

174+00



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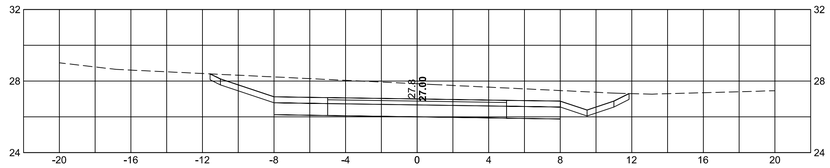

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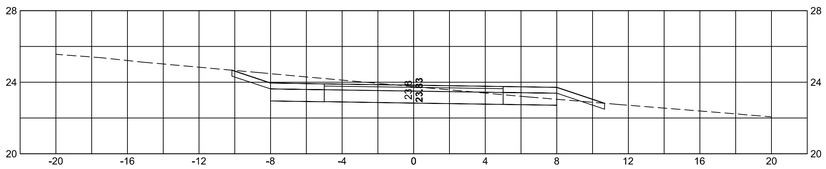

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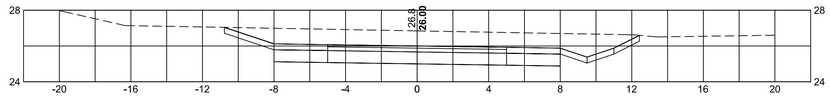

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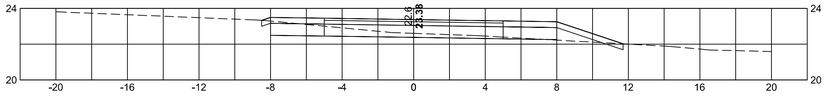

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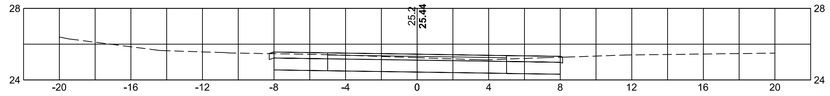

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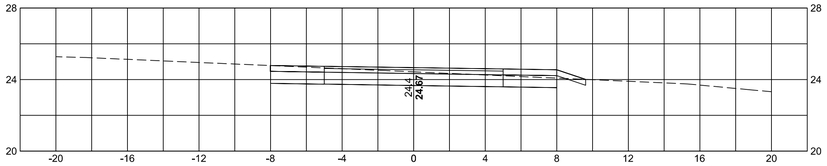

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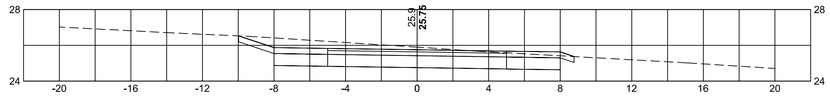

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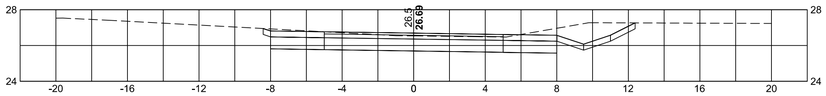

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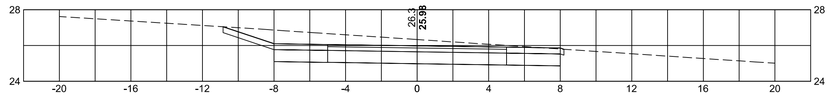
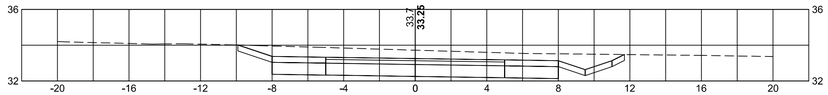


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 56 OF 67

179+50



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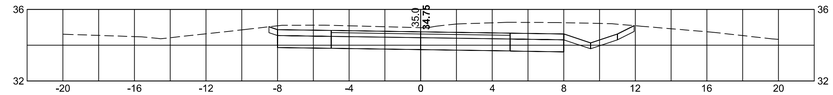

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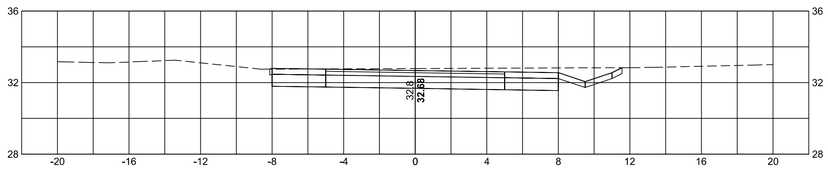

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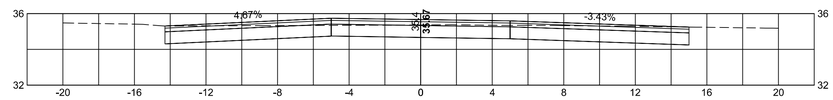

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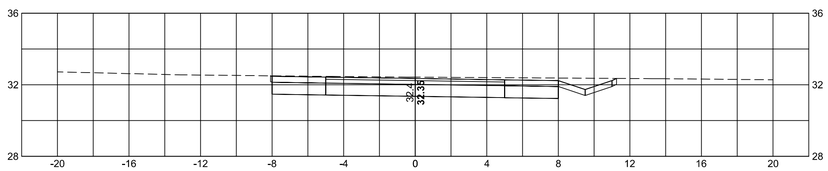

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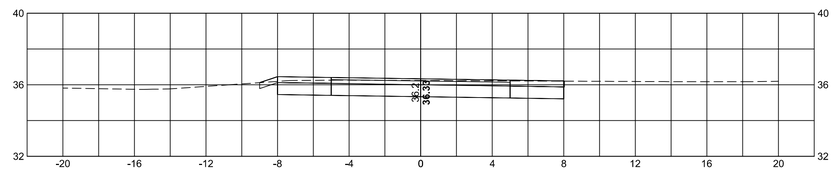

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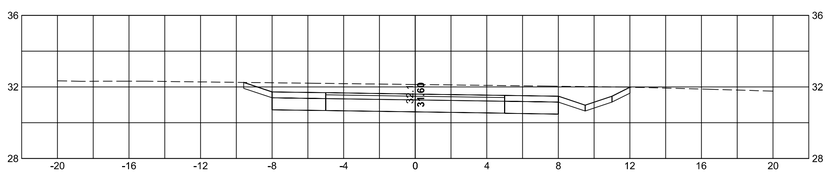

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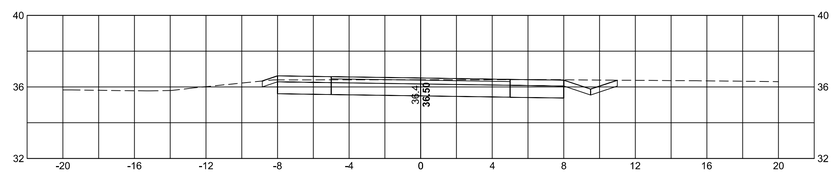

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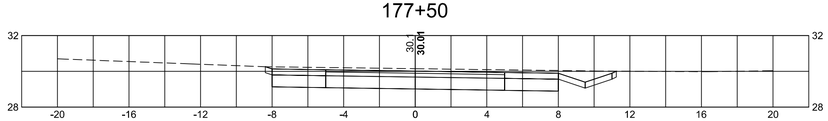

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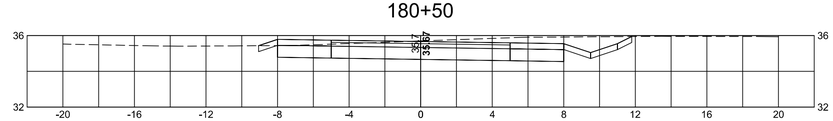

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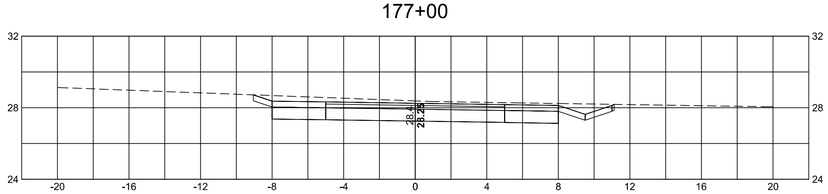

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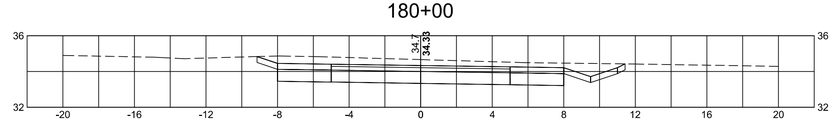

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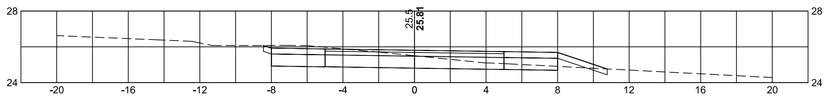
NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 57 OF 67

185+00



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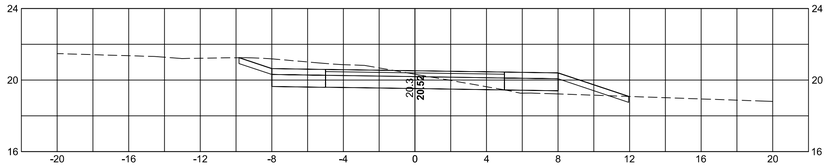

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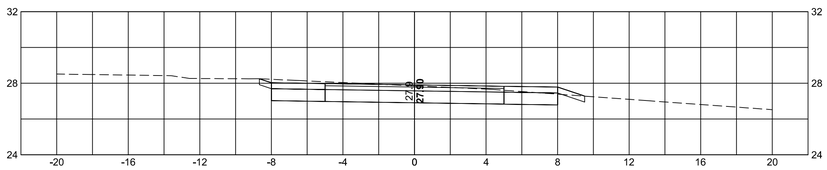

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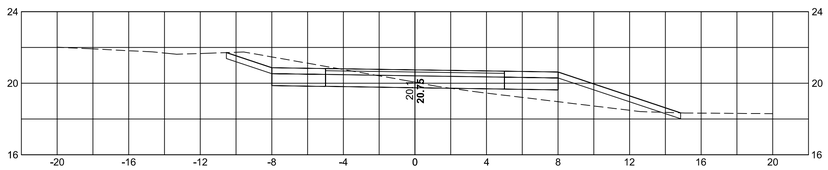

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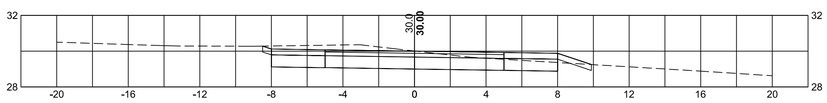

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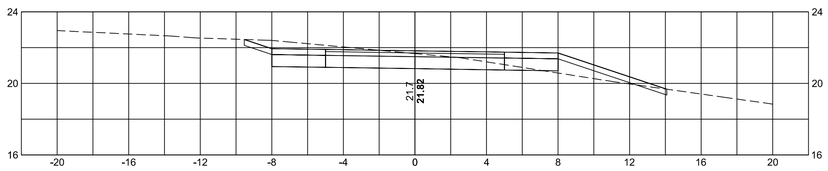

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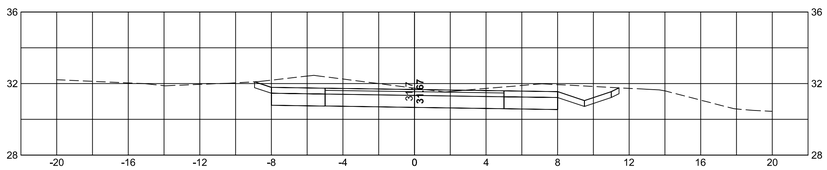

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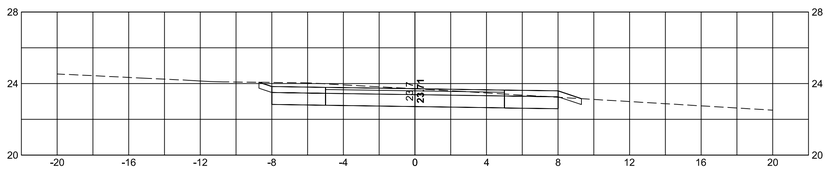

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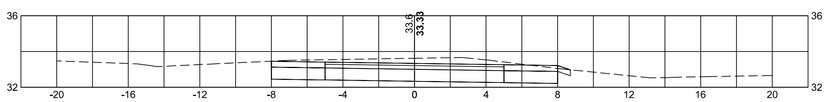

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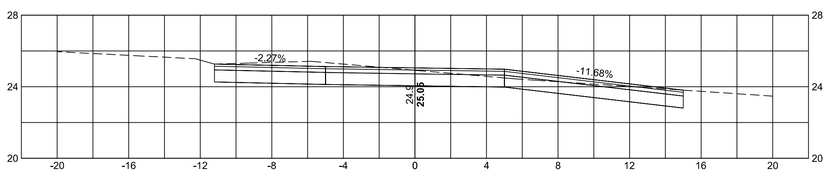
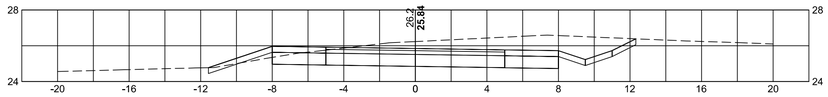


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 58 OF 67

190+00



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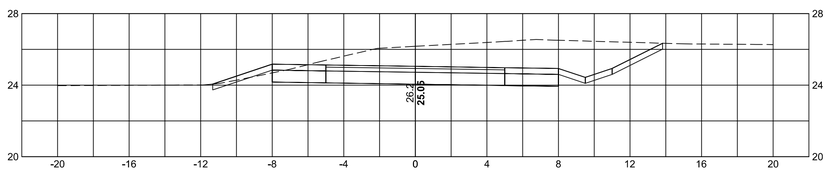

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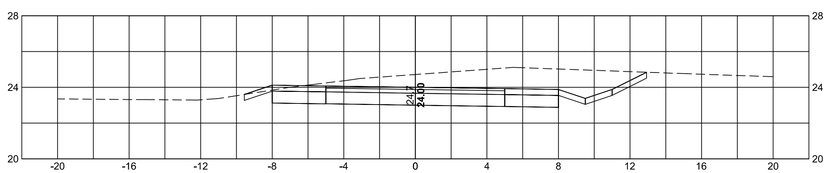

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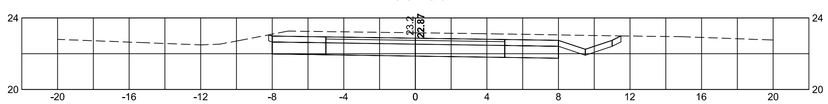

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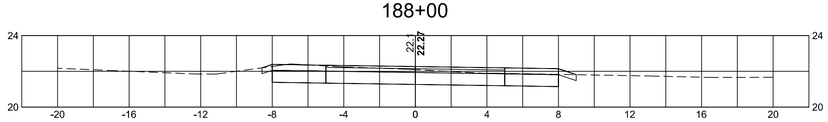

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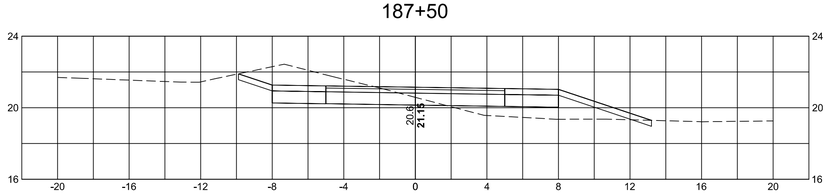

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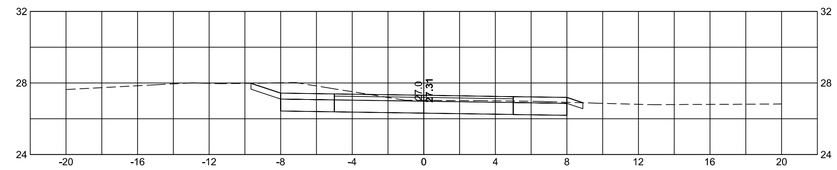

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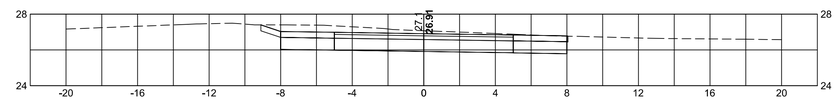

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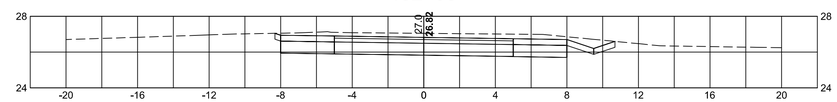

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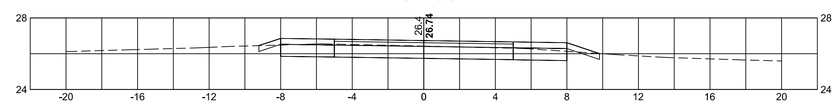

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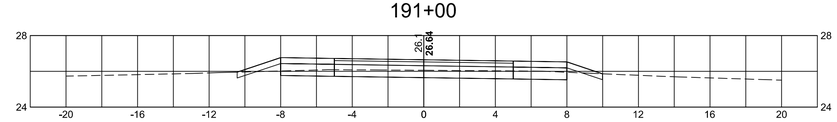

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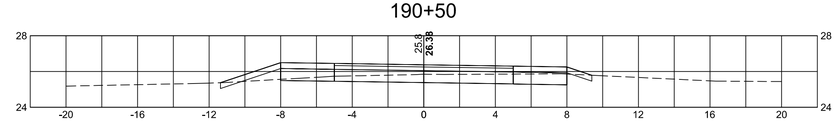

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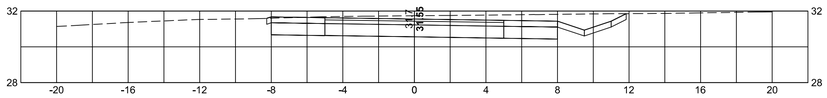
SCALE IN FEET

NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 59 OF 67

195+50



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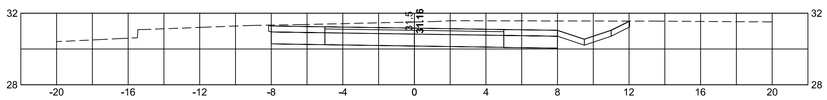

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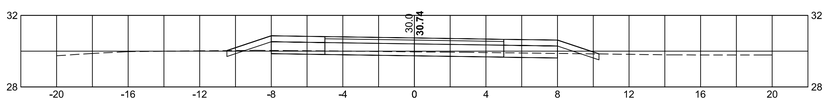

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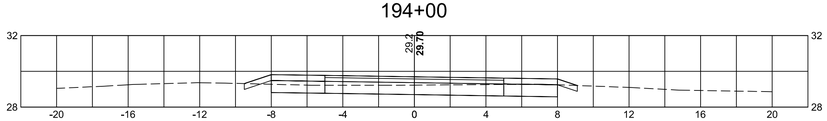

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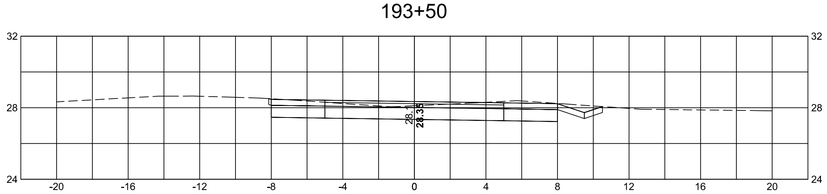

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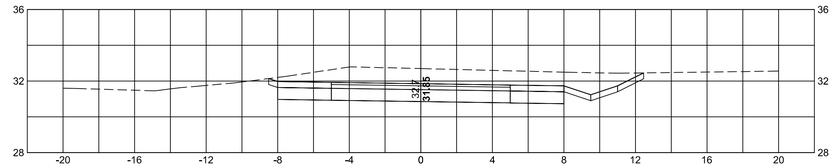

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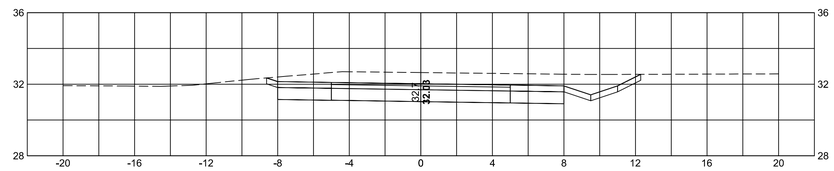

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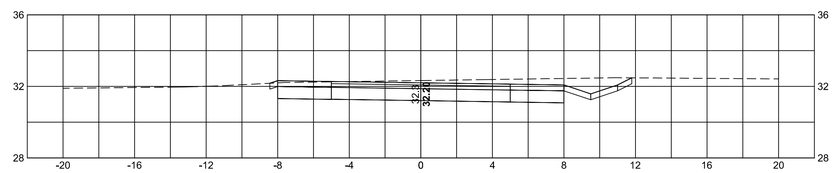

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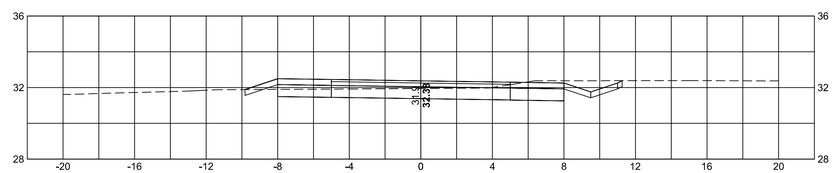

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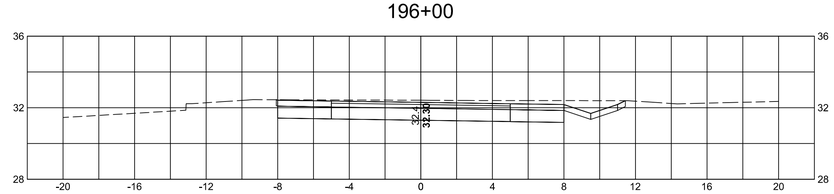

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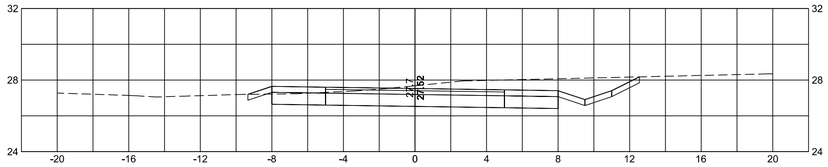
NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 60 OF 67

200+50



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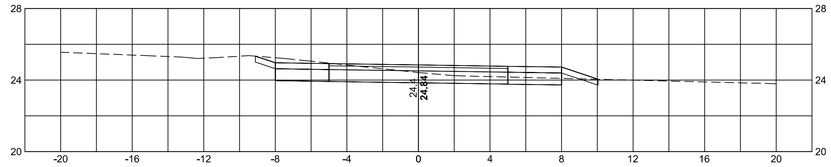

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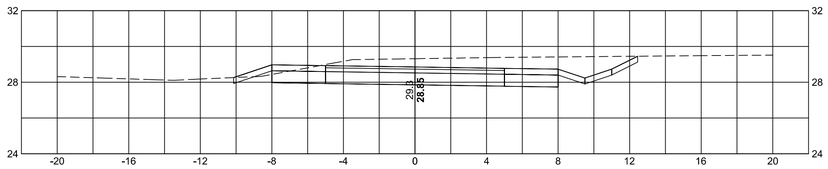

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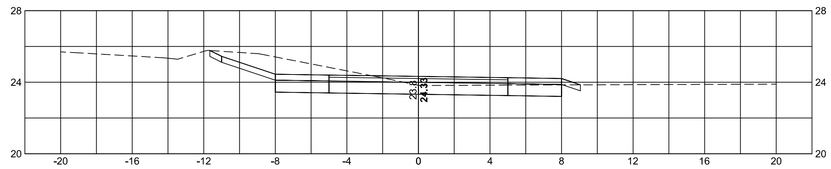

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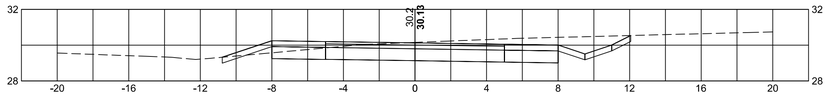

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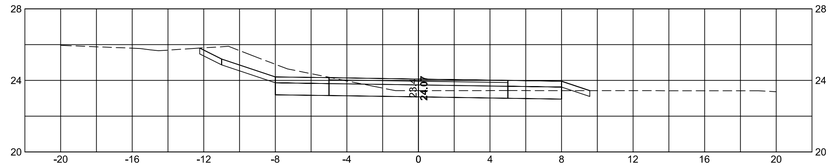

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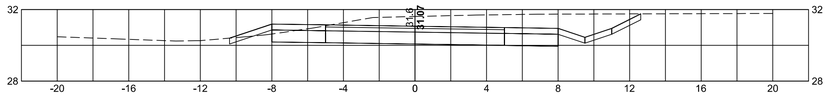

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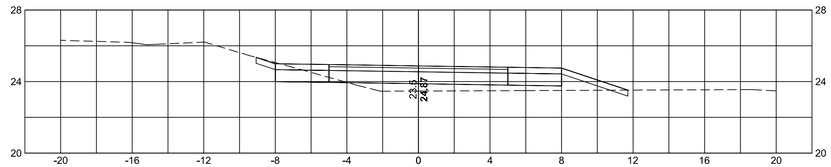

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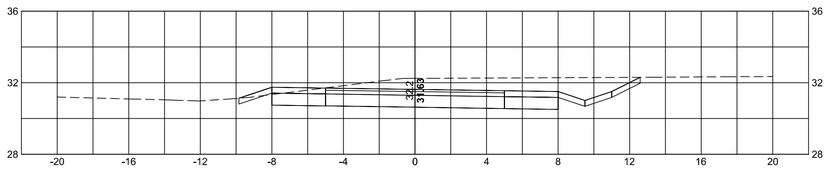

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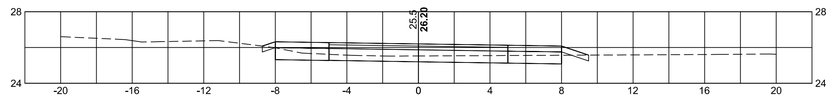
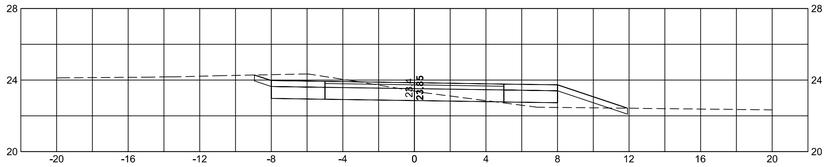


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS

205+50



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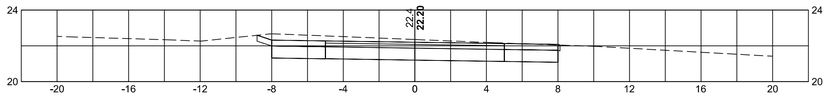

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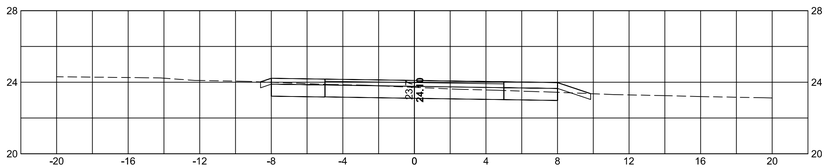

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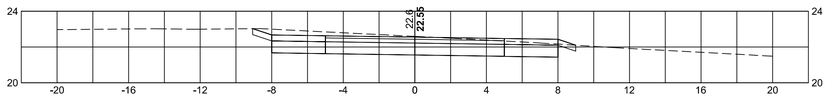

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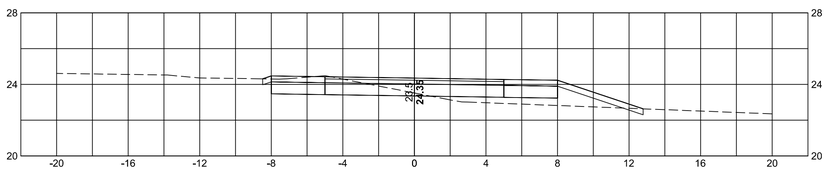

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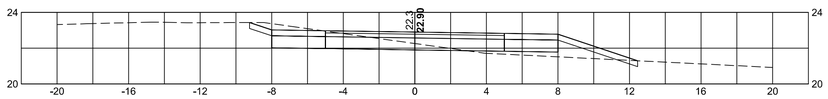

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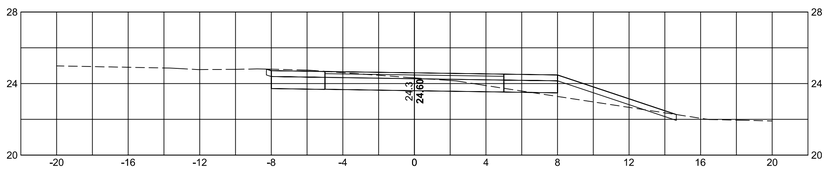

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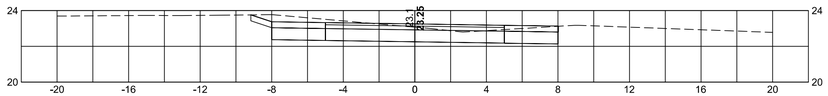

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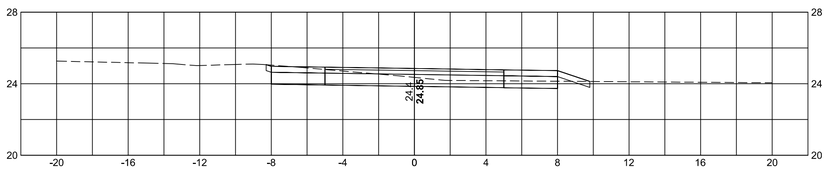

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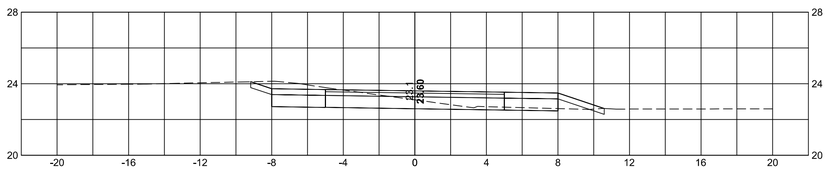
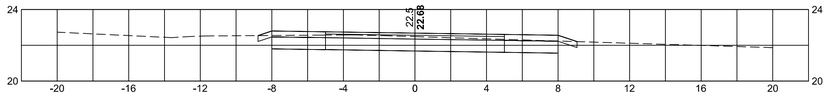


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS

211+00



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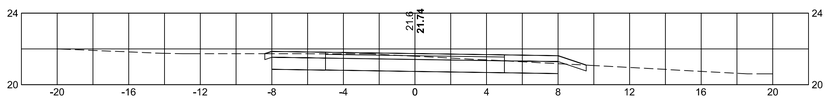

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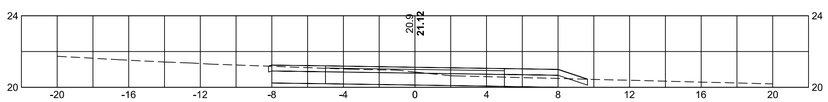

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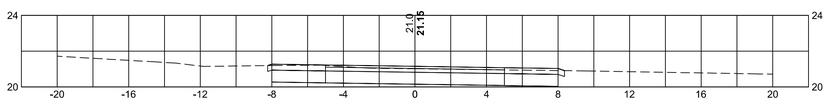

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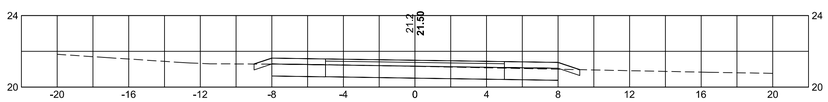

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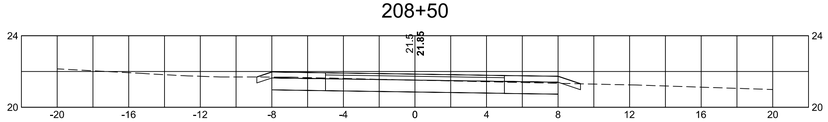

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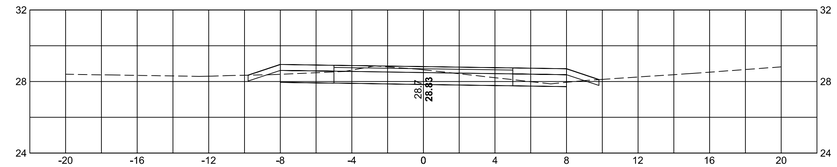

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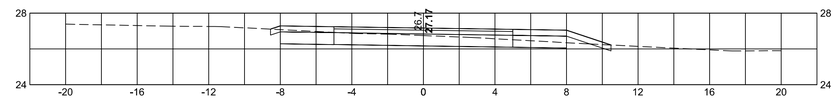

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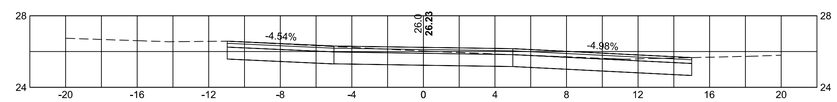

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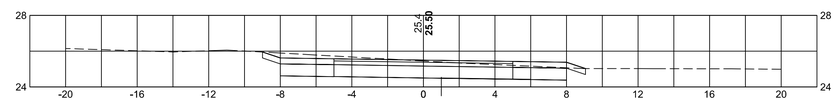

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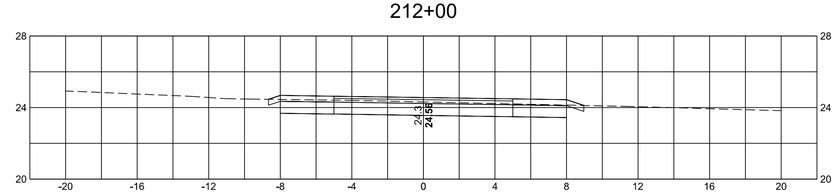

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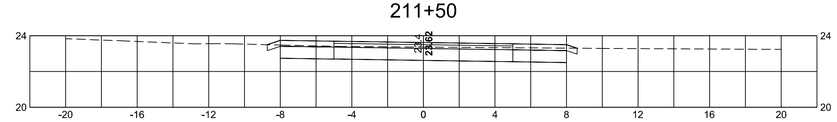
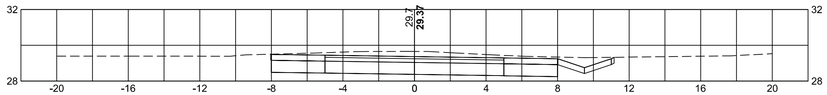


NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 63 OF 67

215+50



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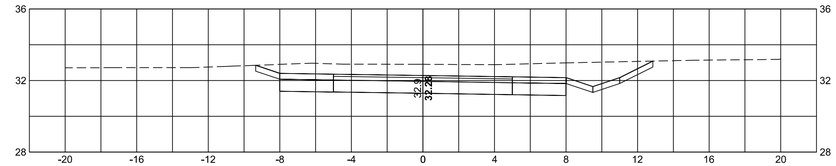
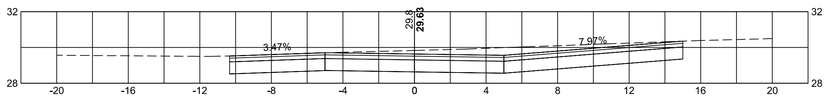


215+15



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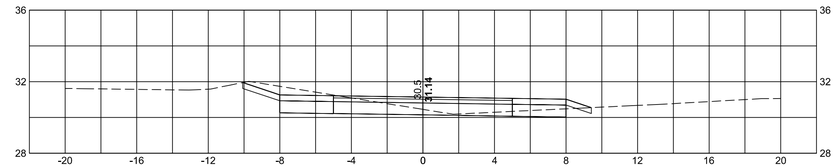

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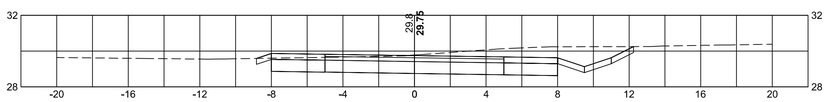

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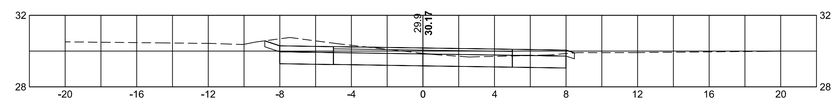

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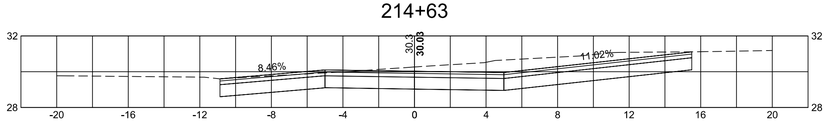

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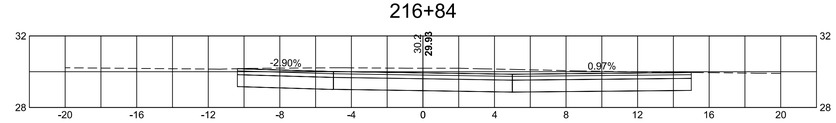

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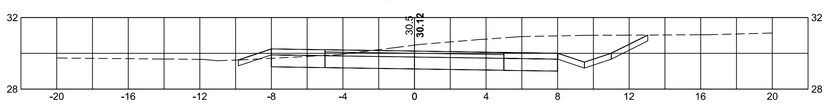
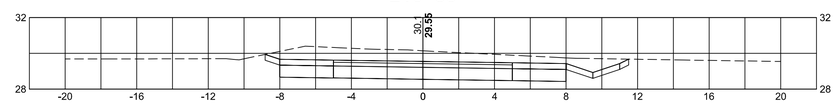


216+50



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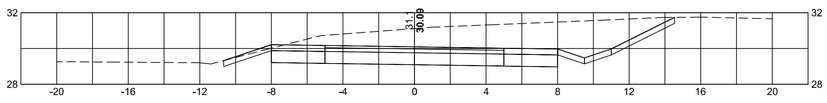

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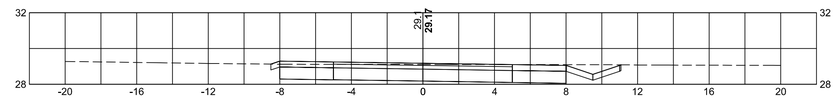

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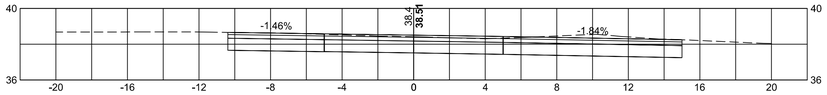
SCALE IN FEET

NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 64 OF 67

221+00



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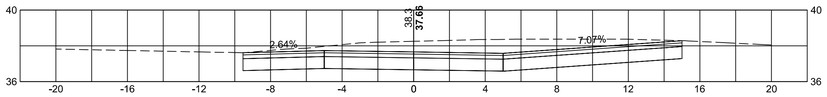

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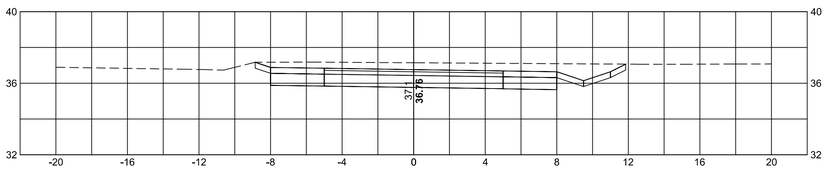

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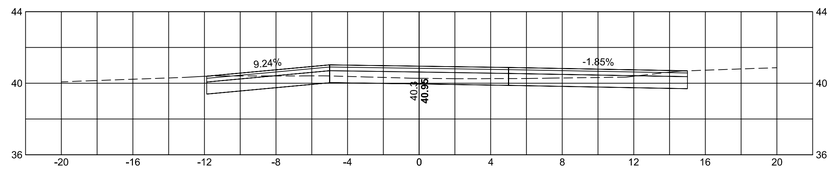

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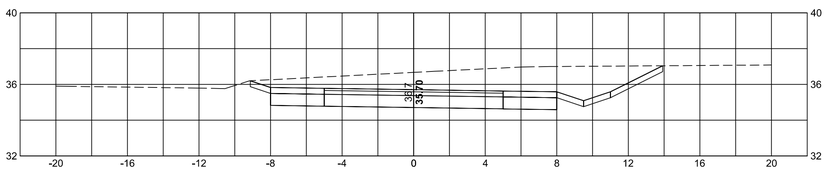

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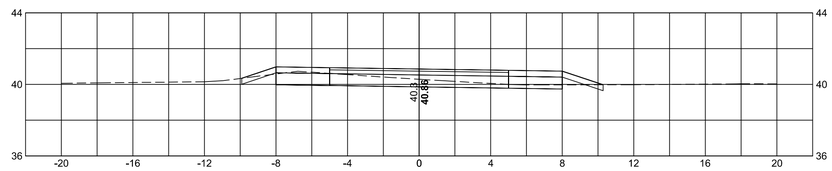

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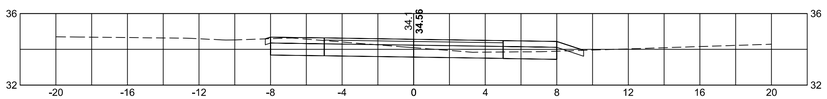

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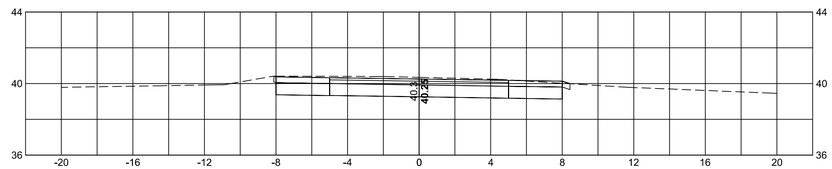

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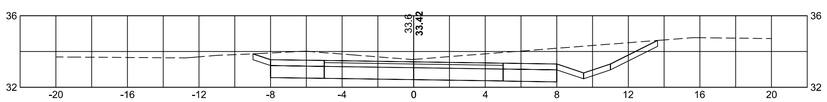

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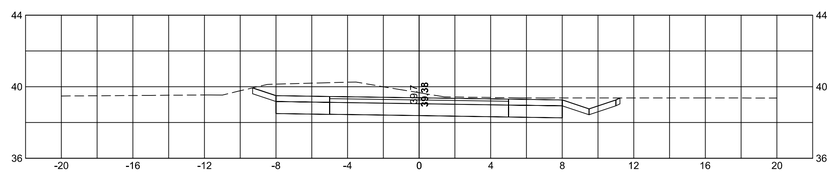

NANTUCKET
HUMMOCK POND ROAD BIKE PATH
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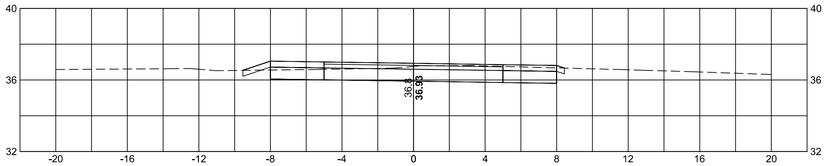
225+00



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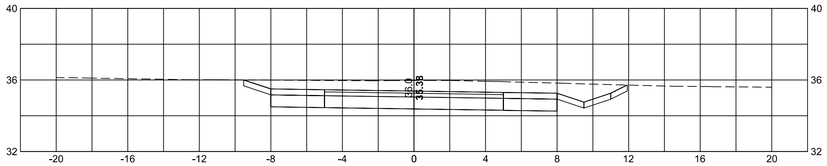

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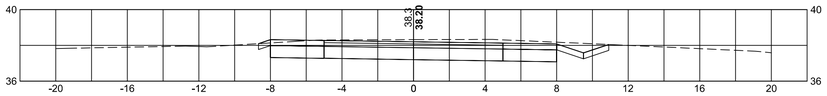

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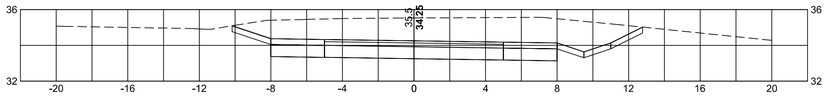

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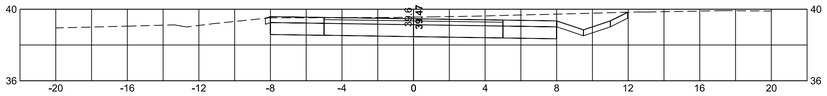

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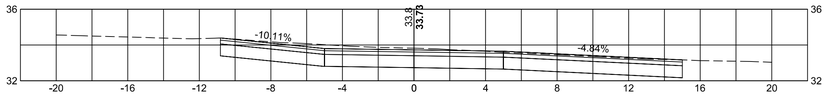
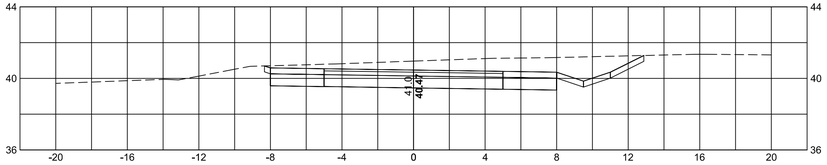


223+50



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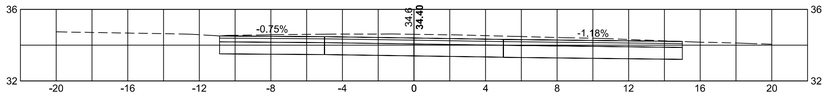

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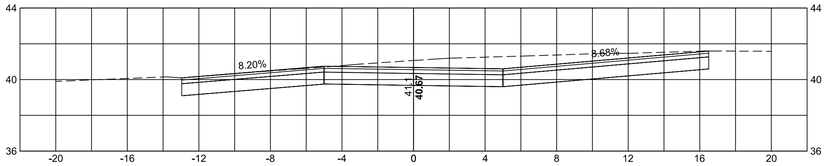

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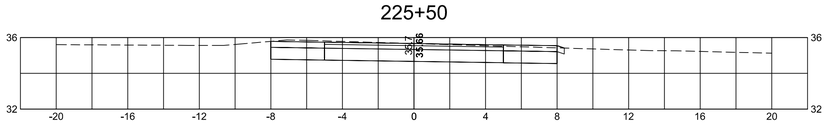

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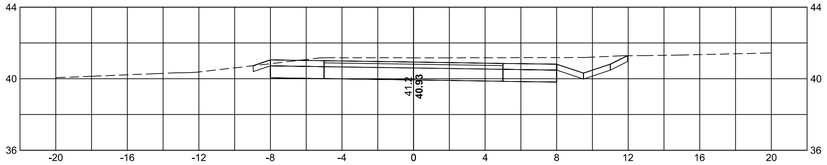

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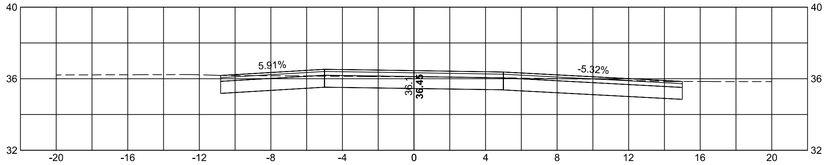

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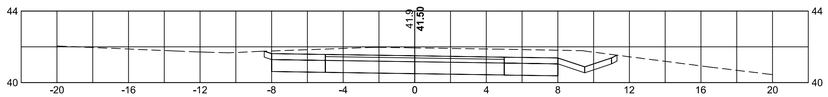
NANTUCKET
HUMMOCK POND ROAD BIKE PATH
CROSS SECTIONS
SHEET 66 OF 67

229+50



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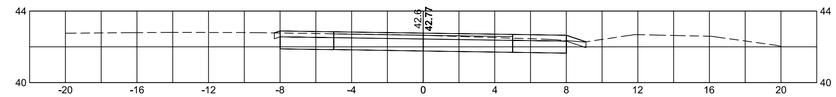

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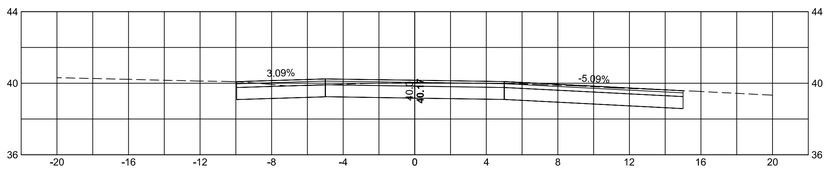

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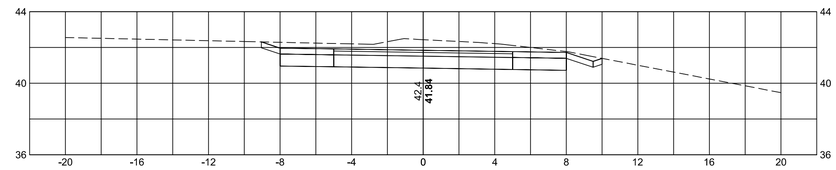

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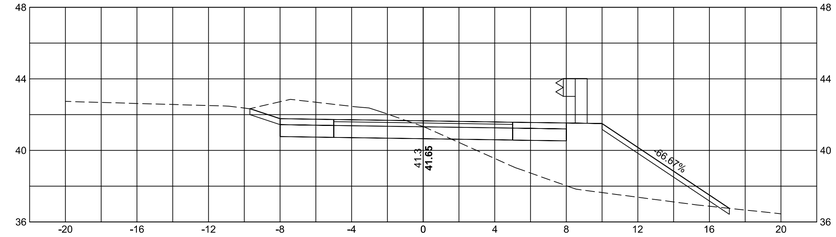

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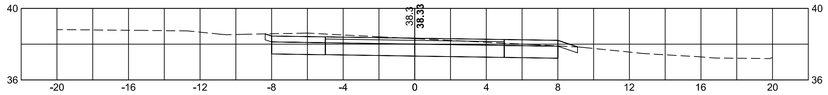

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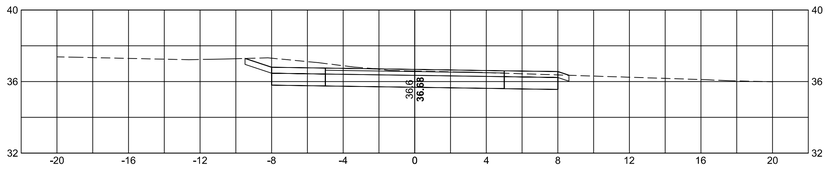

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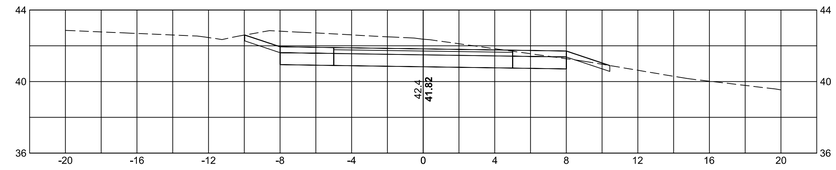

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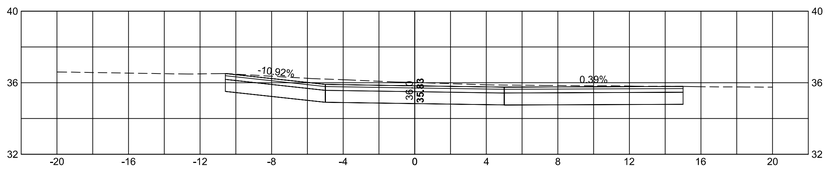

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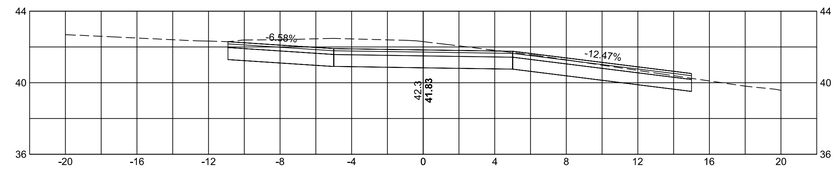

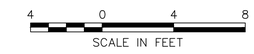

NANTUCKET
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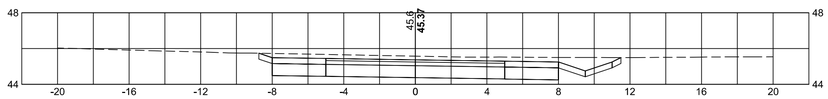
CROSS SECTIONS
SHEET 67 OF 67

233+00



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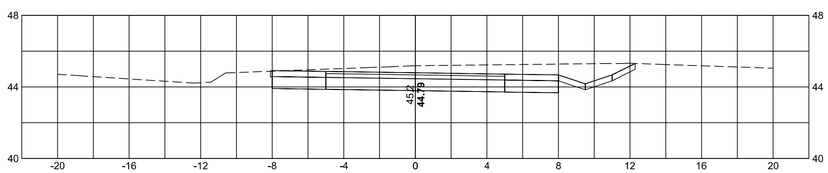

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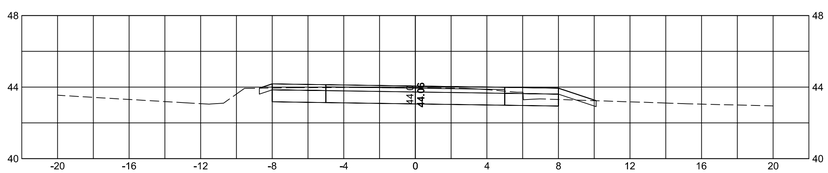
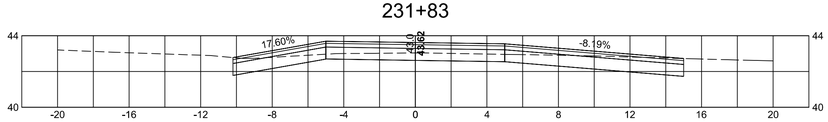
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