



Adams Green

MassDOT Project 6060235



MASSACHUSETTS DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

PS&E DESIGN PLAN AND PROFILE OF
ADAMS GREEN TRANSPORTATION IMPROVEMENTS
IN THE CITY OF
QUINCY
NORFOLK COUNTY

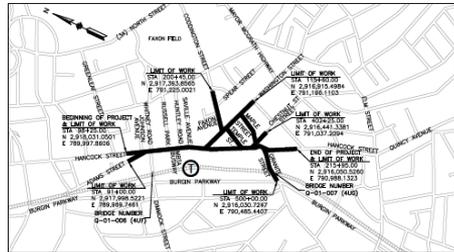
FEDERAL AID PROJECT NO. HP-002S(528)X

QUINCY ADAMS GREEN TRANSPORTATION IMPROVEMENTS			
DATE	REVISED DATE	BY	APP'D
03/28/14		MS	MS
PROJECT FILE NO. 6060235			
SHEET NO. 002			
TITLE SHEET & INDEX			

THE MASSACHUSETTS HIGHWAY DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGE LATHS 1998 AS AMENDED, THE SUPERINTENDING SPECIFICATIONS DATED JUNE 30, 2003, THE MARCH 2012 CONSTRUCTION STANDARD DETAILS, THE 1998 CONSTRUCTION AND TRAFFIC STANDARD DETAILS ARE RELATED TO TRAFFIC STANDARD DETAILS, THE JOB MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD) MASSACHUSETTS AMENDMENTS, THE 1992 STANDARD DRAWINGS FOR SIGNS AND SUPPLEMENTS, THE 1998 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NUMBERS STOCK WELL COVERS.

INDEX

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0 200 400 600 800
1" = 500'

NOTE

LENGTH OF PROJECT = 5,515.00 FEET = 1.04 MILES

DESIGN DESIGNATION

HANCOCK STREET		WASHINGTON STREET	
DESIGN SPEED	= 30 mi/hr	DESIGN SPEED	= 30 mi/hr
ADT (CURRENT)	= 24,532	ADT (CURRENT)	= 15,162
ADT (DESIGN YEAR)	= 22,206	ADT (DESIGN YEAR)	= 14,204
K	= 8.9%	K	= 8.9%
D	= 50.0%	D	= 50.0%
T PEAK HOUR	= 2.7%	T PEAK HOUR	= 3.3%
DMV	= 2,123	DMV	= 1,274
CONV	= 1,061	CONV	= 637
FUNC CLASS	= URBAN PRINCIPAL ARTERIAL	FUNC CLASS	= URBAN PRINCIPAL ARTERIAL

TEMPLE STREET		GRANITE STREET	
DESIGN SPEED	= 30 mi/hr	DESIGN SPEED	= 30 mi/hr
ADT (CURRENT)	= 13,106	ADT (CURRENT)	= 17,027
ADT (DESIGN YEAR)	= 12,106	ADT (DESIGN YEAR)	= 16,027
K	= 8.7%	K	= 8.9%
D	= 51.1%	D	= 50.0%
T PEAK HOUR	= 1.7%	T PEAK HOUR	= 1.7%
DMV	= 1,276	DMV	= 884
CONV	= 763	CONV	= 475
FUNC CLASS	= URBAN PRINCIPAL ARTERIAL	FUNC CLASS	= URBAN PRINCIPAL ARTERIAL

CONVENTIONAL SIGNS

COUNTY, CITY, OR TOWN BOUNDARY	---
COUNTY, CITY, OR TOWN SIDE LINE	---
FENCE LINE	-----
BASE LINE OR SURVEY LINE	N 171°04'18" W 75'
RIGHT OF WAY LINE	SECT
CULVERT	-----

PROPOSED SURFACES

ELEVATIONS	75
UTILITY POLE	75

Howard/Stein-Hudson Associates, Inc.
38 Chauncy St., 9th Floor
Boston, MA 02111
617-482-7080

HALVORSON DESIGN
PARTNERSHIP

6202	PS&E HIGHWAY DESIGN PLANS	2
6203	PS&E HIGHWAY DESIGN PLANS	1
DATE	DESCRIPTION	REV#

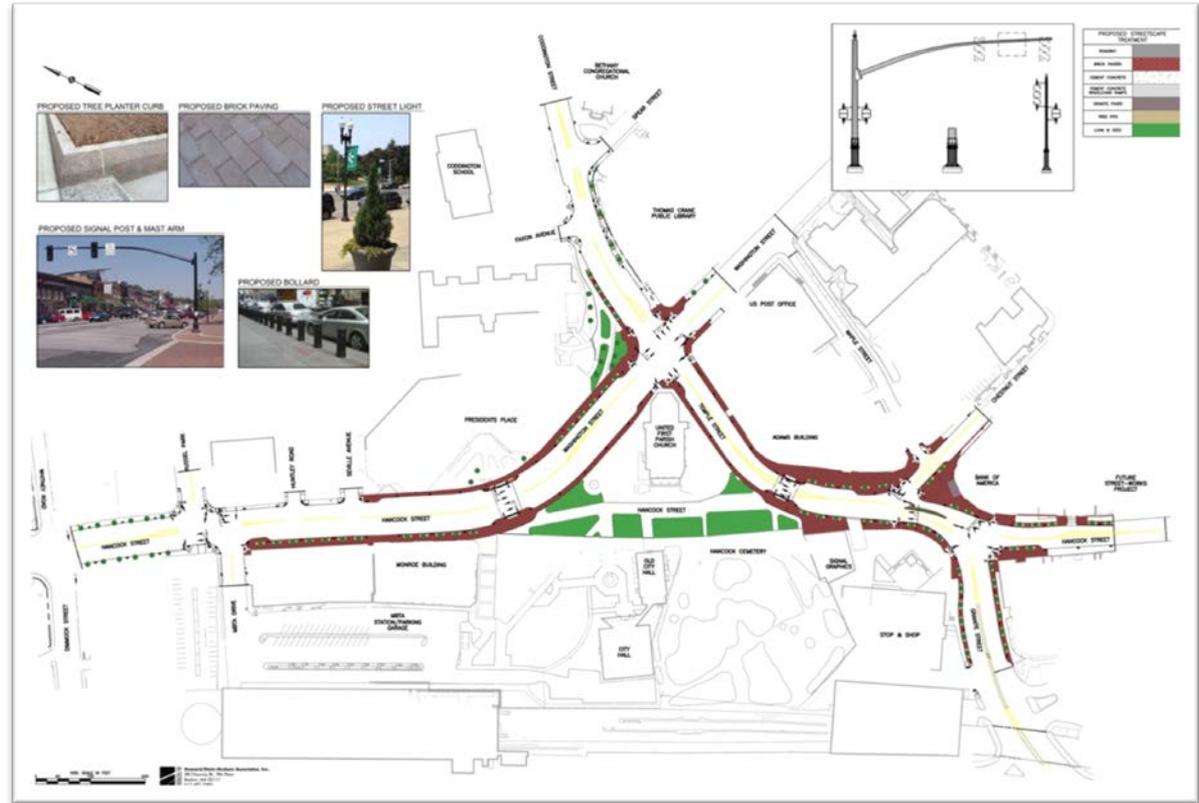


RECOMMENDED FOR APPROVAL	
_____ CHIEF ENGINEER	_____ DATE
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION APPROVED:	_____ APPROVED
_____ HIGHWAY ADMINISTRATOR	_____ DATE

Howard/Stein-Hudson Associates, Inc.

Overview

- Circulation
- Parking
- Utility corridors
- Construction approach
- Temporary traffic control



ADAMS GREEN TRANSPORTATION IMPROVEMENTS



PROPOSED BICYCLE RACK



PROPOSED TRASH RECEPTACLE



PROPOSED TREE PLANTER CURB



PROPOSED BENCHES



PROPOSED BRICK PAVING



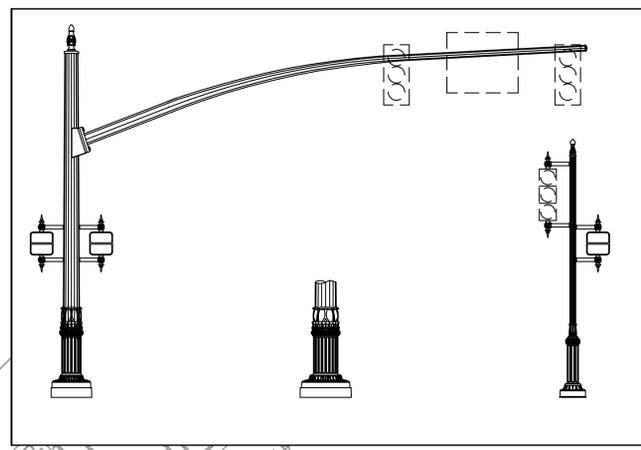
PROPOSED BOLLARD



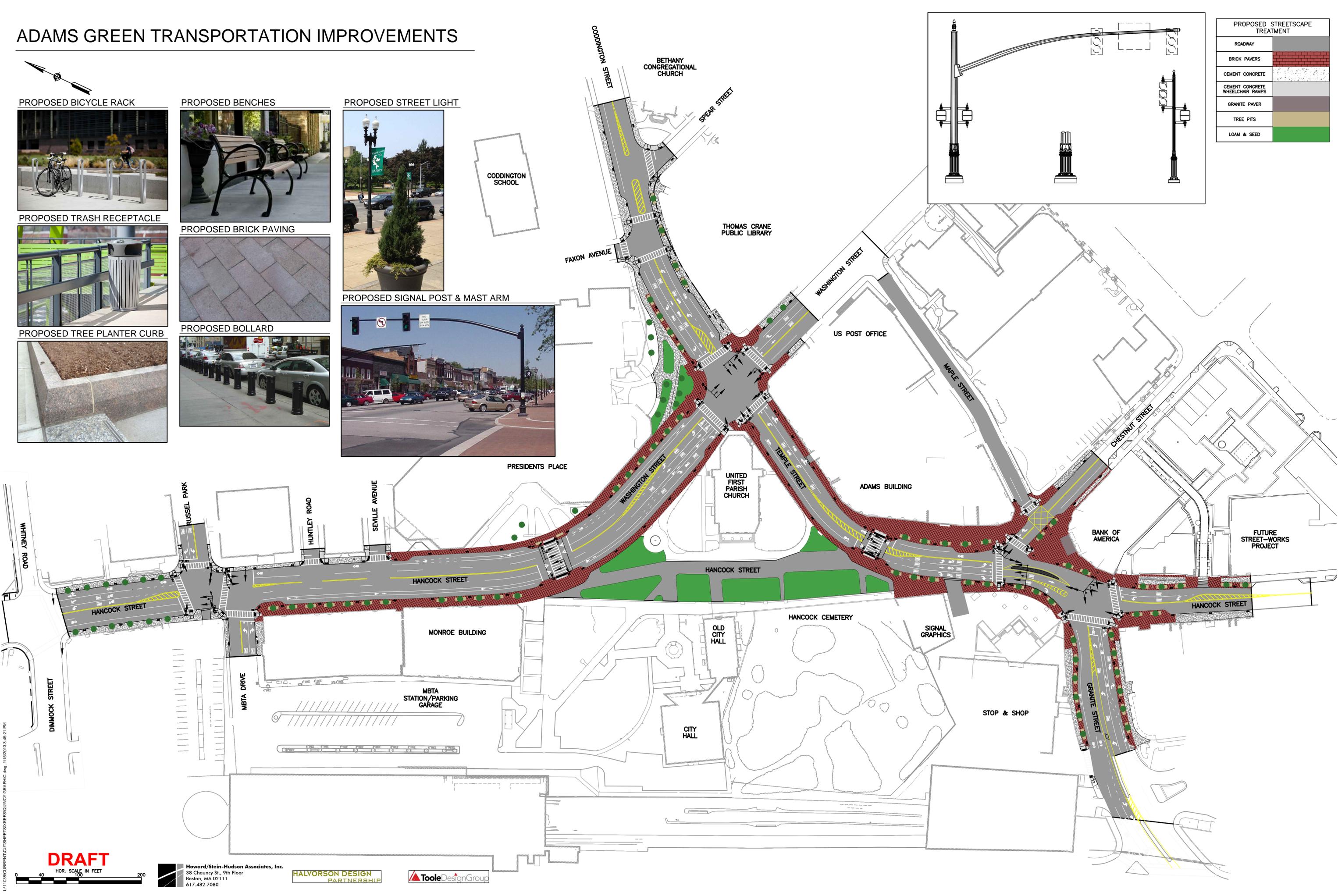
PROPOSED STREET LIGHT



PROPOSED SIGNAL POST & MAST ARM



PROPOSED STREETSCAPE TREATMENT	
ROADWAY	
BRICK PAVERS	
CEMENT CONCRETE	
CEMENT CONCRETE WHEELCHAIR RAMPS	
GRANITE PAVER	
TREE PITS	
LOAM & SEED	



DRAFT
 HOR. SCALE IN FEET
 0 40 100 200

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HALVORSON DESIGN
 PARTNERSHIP

Toole Design Group

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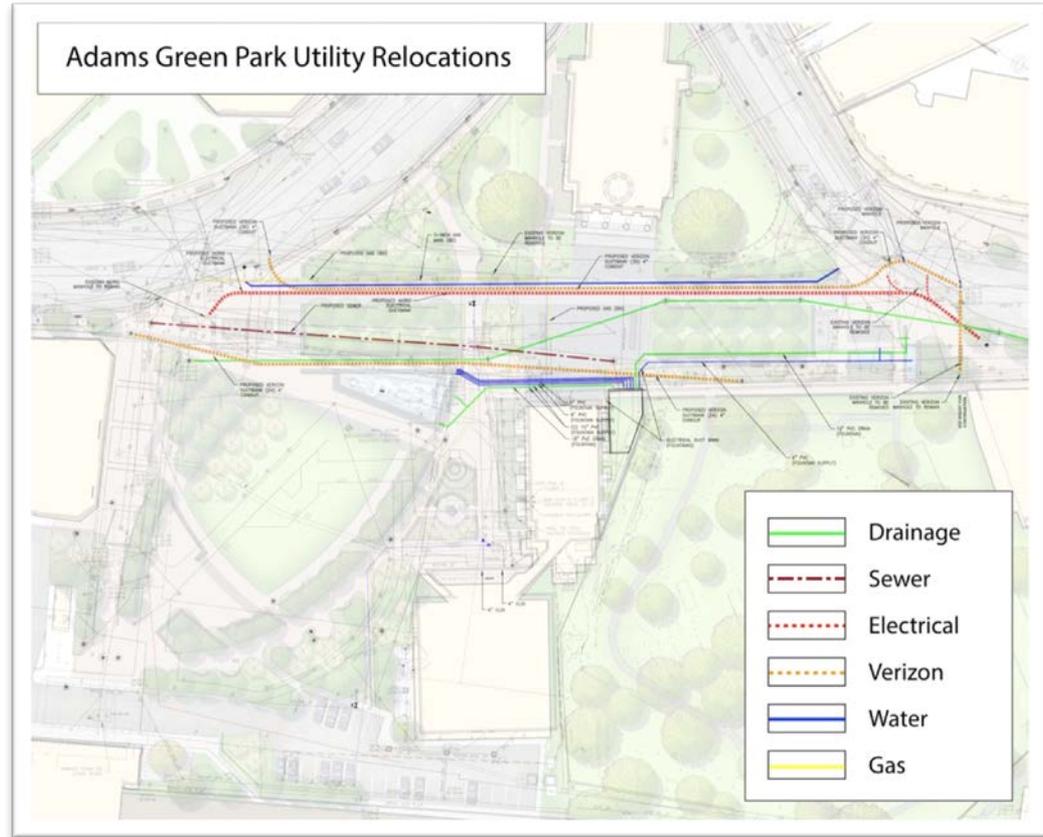
Parking

- 20 Fewer spaces
- Supply exceeds demand
- Pedestrian connections improved



Utility Corridors

- Simplifies and consolidates
- Minimizes maintenance impacts





Construction Objective

To efficiently reconstruct Quincy Center while minimizing impacts to;

- Pedestrians and bicycles
- General vehicular traffic
- MBTA operations
- Local businesses
- Truck deliveries
- Medical office buildings/government functions
- residences
- schools



Approach

- Maintain Access To Adjacent Land Uses



Approach

- Maintain access to adjacent land uses



Approach

- Minimize sidewalk closures
- Use smaller, moving work zones



Approach

- Minimize sidewalk closures
- Use smaller, moving work zones



Approach

Utilize Off-peak
Lane Closures



Approach

- Maintain functionality
- Keep land uses operational



Approach

- Maintain functionality
- Keep land uses operational



Approach

- Utilize management experience
- Duplicate successful practices



Approach

- Maintain roadway connections
- Urban construction can benefit from staged work



Approach

- Maintain roadway connections
- Urban construction can benefit from staged work



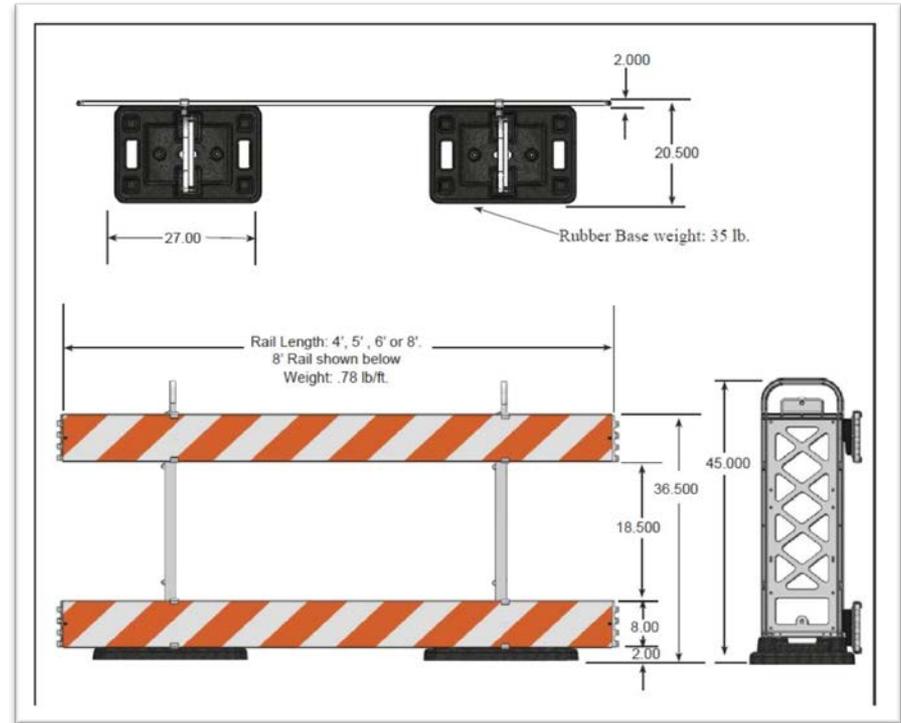
Approach

- Be adaptive to the community's needs
- Be sensitive to all users



Approach

- Be adaptive to the community's needs
- Be sensitive to all users



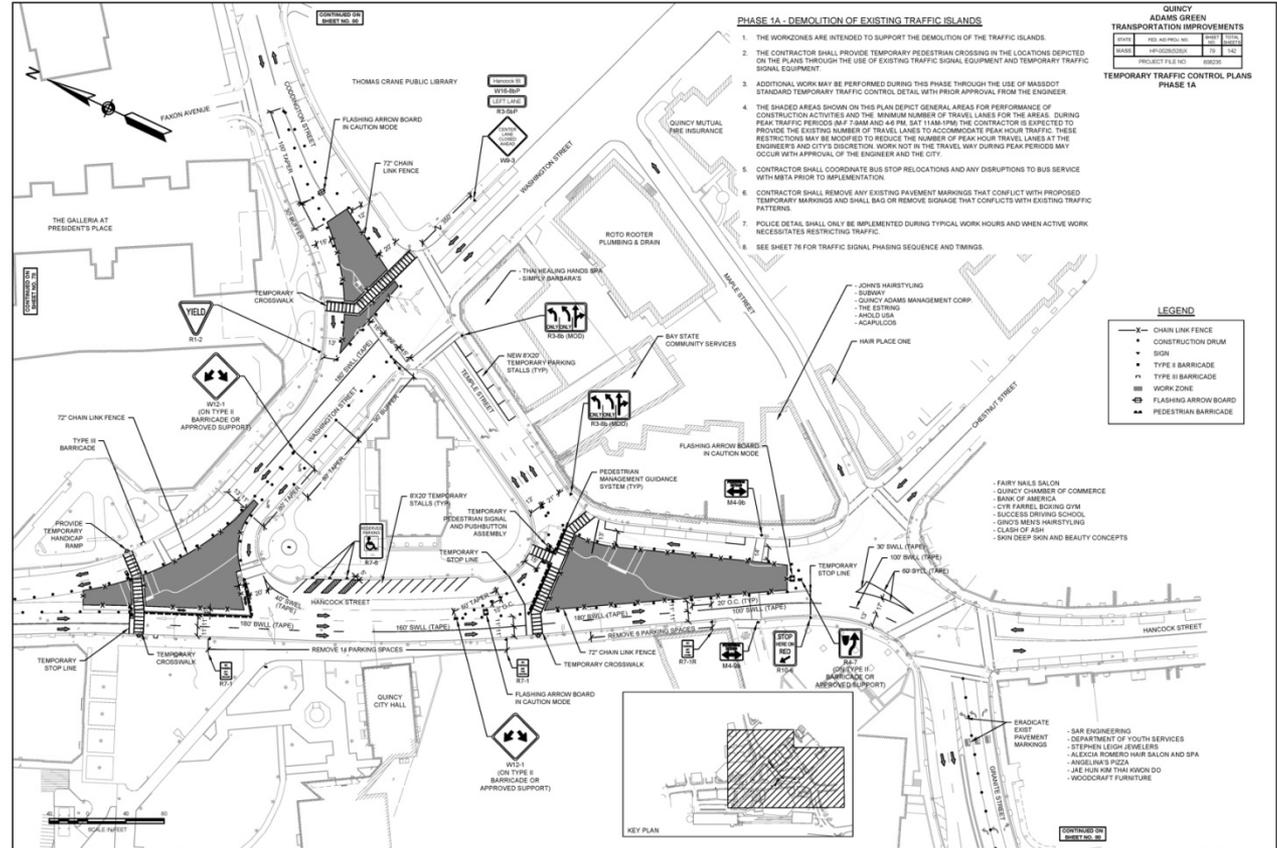
Approach

- Be adaptive to the community's needs
- Be sensitive to all users



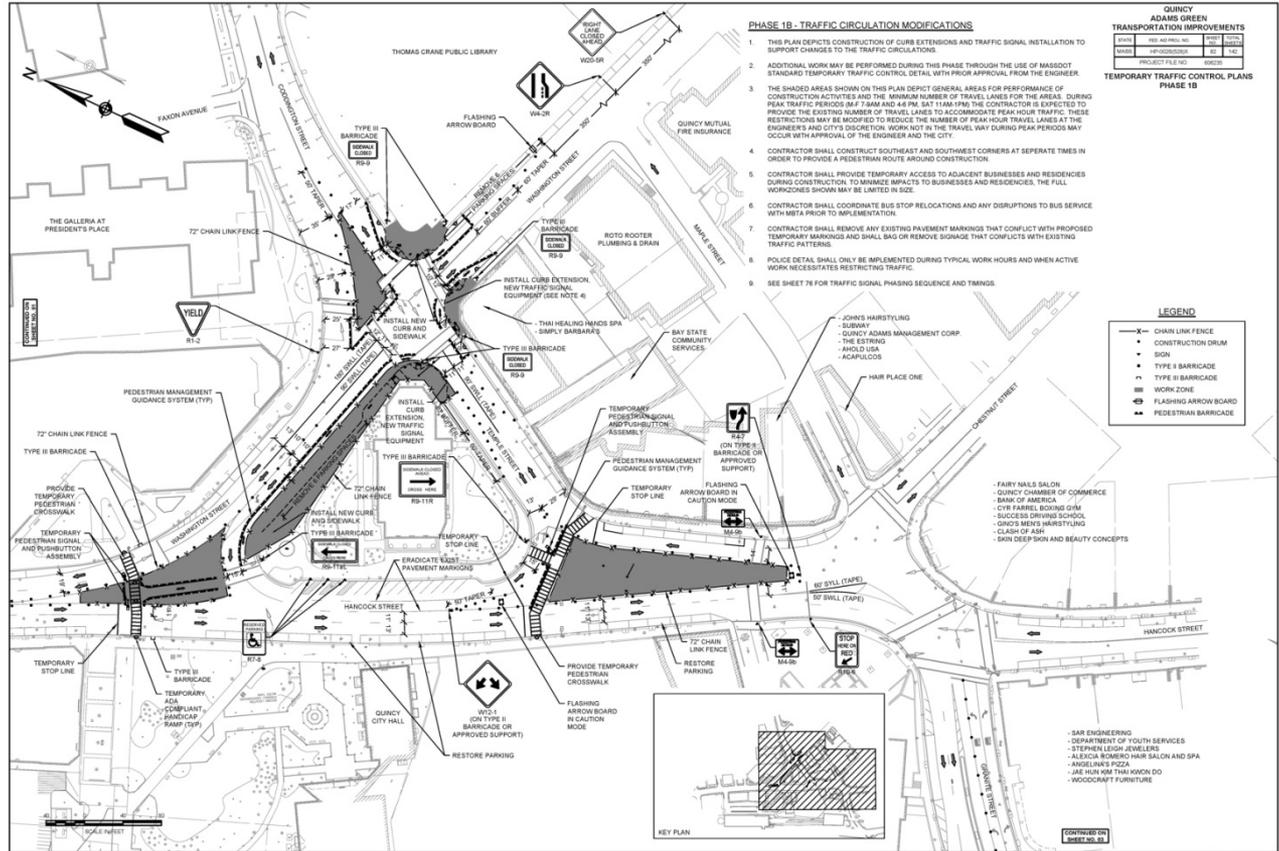


Phase 1— Spring 2014



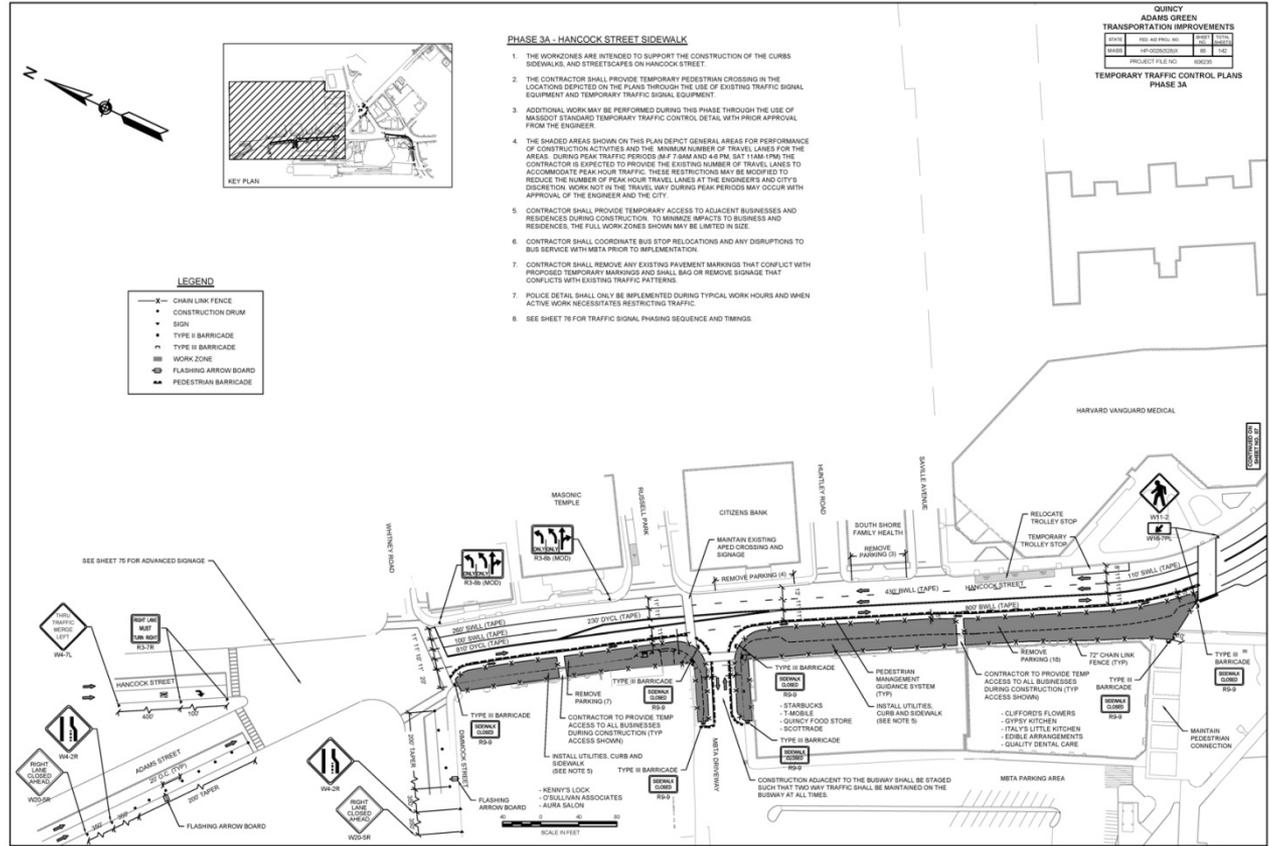


Phase 1b- Summer 2014





Phase 3a- Fall 2014





Phase 4b— Summer 2015

Fall 2015

- Finishes
- Paving
- Signage
- Close-out

