CITY OF QUINCY, MASSACHUSETTS
FISCAL YEAR 2019 COMPLETE STREETS IMPROVEMENTS CONSTRUCTION DRAWINGS

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LOCATION PLAN


PREPARED BY:
GREEN INTERNATIONAL AFFILIATES, INC.
Civil and Structural Engineers
Westford, Massachusetts
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CITY OF QUINCY COMPLETE STREET
TIER 3

TPAL DEPARTMENT
FISCAL YEAR 2019 COMPLETE STREETS IMPROVEMENTS CONSTRUCTION DRAWINGS

LOCATION PLAN

500 0 500 1000

QUARRY ST AT FURNACE BROOK PARKWAY QUARRY ST AT COMMON STREET
QUARRY ST FROM HIGHPOINT DR TO AVENUE DR QUARRY ST - GRANITE ST TRANSITION
GRANITE ST AT WALTER J. HANNON PKWY CODDINGTON ST AT NEWCOMB ST CODDINGTON ST AT SOUTHERN ARTERY

TPAL DEPARTMENT
CITY OF QUINCY
FISCAL YEAR 2019 COMPLETE STREETS IMPROVEMENTS CONSTRUCTION DRAWINGS

LOCATION PLAN

500 0 500 1000
NOTES
1. SIMILAR SET-UP CAN BE USED FOR BOTH THREE-LEGGED AND FOUR-LEGGED INTERSECTIONS.
2. BREAK IN FLEXIBLE DELINEATOR POSTS ALONG GRANITE STREET WITHIN 150 FT. IN EITHER DIRECTION OF THE FAITH LUTHERAN CHURCH PARKING LOT DRIVEWAY.

TO BE USED AT THE FOLLOWING LOCATIONS:
- Quarry Street at Hall Place
- Quarry Street at Robertson Street

NOTES
1. TO BE IMPLEMENTED ALONG QUARRY STREET BETWEEN GRANITE STREET AND WILLARD STREET.
2. AT ALL META BUS STOP LOCATIONS, PROVIDE A 100 FT. BREAK (50 FT. IN EITHER DIRECTION) IN THE REMOVABLE FLEXIBLE DELINEATOR POSTS.
3. INSTALL R3-17 SIGNS ALONG THE ROADWAY USING 1,000' SPACING.
4. R3-17PLaque shall be mounted below the R3-17 sign at the beginning of the buffered bike lane.
5. R3-17PLaque shall be mounted below the R3-17 sign at the end of the buffered bike lane.

NOTES
1. TO BE IMPLEMENTED ALONG QUARRY STREET BETWEEN GRANITE STREET AND WILLARD STREET.
2. AT ALL MBTA BUS STOP LOCATIONS, PROVIDE A 100 FT. BREAK (50 FT. IN EITHER DIRECTION) IN THE REMOVABLE FLEXIBLE DELINEATOR POSTS.
3. INSTALL R3-17 SIGNS ALONG THE ROADWAY USING 1,000' SPACING.
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4. R3-17PLaque shall be mounted below the R3-17 sign at the beginning of the buffered bike lane.
5. R3-17PLaque shall be mounted below the R3-17 sign at the end of the buffered bike lane.
NOTES
1) TO BE IMPLEMENTED ALONG GRANITE STREET BETWEEN SCHOOL STREET AND FORT STREET.
2) AT ALL MBTA BUS STOP LOCATIONS, PROVIDE A 100 FT. BREAK (50 FT. IN EITHER DIRECTION) IN THE REMOVABLE FLEXIBLE DELINEATOR POSTS.

DESIGNATED BIKE LANES WITH BUFFERS

NOTES
1) TO BE IMPLEMENTED ALONG GRANITE STREET BETWEEN FORT STREET AND WALTER J. HANNON PARKWAY.
2) AT ALL MBTA BUS STOP LOCATIONS, PROVIDE A 100 FT. BREAK (50 FT. IN EITHER DIRECTION) IN THE REMOVABLE FLEXIBLE DELINEATOR POSTS.

MINIMUM 4' FROM EDGE OF PAVEMENT

SIDEWALK

SIDEWALK

SWEL

DWL

SYL

SWEL

DBYL

MINIMUM 4' FROM
EDGE OF PAVEMENT

MINIMUM 11' FROM
EDGE OF PAVEMENT

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

MINIMUM 4' FROM
EDGE OF PAVEMENT

SIDEWALK

SIDEWALK

SIDEWALK

SIDEWALK

SIDEWALK
1) TO BE USED AT CODDINGTON STREET AT YMCA DRIVEWAY.

NOTES:

1) INSTALL RT-1 SIGNS ALONG CODDINGTON STREET SOUTHBOUND DIRECTION AT THE FOLLOWING LOCATIONS:

- JUST SOUTH OF SOUTHERN ARTERY
- ACROSS FROM SOUTH SHORE YMCA DRIVEWAY

PARKING LANE MUST END MINIMUM 20' FROM EDGE OF INTERSECTING ROADWAY (TYP)

TO BE USED AT THE FOLLOWING LOCATION:

1) TO BE IMPLEMENTED ALONG CODDINGTON STREET BETWEEN BUS STOP LOCATED APPROXIMATELY 70' SOUTH OF YMCA DRIVEWAY AND APPROXIMATELY 200' SOUTH OF SOUTHERN ARTERY.

NOTES:

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NOTES:

1) TO BE USED AT CODDINGTON STREET AT YMCA DRIVEWAY.
GENERAL NOTES

1. The work under this project includes but is not limited to the reconstruction of an existing hot mix asphalt sidewalk to a cement concrete sidewalk, protection of existing utilities to remain, installation of traffic signs, placement of pavement markings, installation of removable flexible delineator posts and bases, construction and/or reconstruction of existing wheelchair ramps and traffic maintenance during construction.

2. The contractor shall notify the engineer of all conflicts between the existing utilities and proposed work. The engineer reserves the right to modify the design to realign conduit and handhole locations to suit actual field conditions encountered at no additional cost to the owner.

3. All existing street name, regulatory, guide, and warning signs, including posts, within the limits of work are to be retained unless otherwise noted.

4. The contractor shall retain and protect all curbs, fences, walls, trees, shrubs, posts, landscape features, and other miscellaneous items within abutting properties unless otherwise noted. When retaining those items is not practical in the opinion of the engineer, the contractor shall remove, stockpile, protect and reset the items. The contractor shall replace items damaged during removal, stockpiling, or resetting due to neglect, carelessness, or mishandling with equivalent new items at no cost to the owner. The contractor is responsible for protecting all existing trees not called out in the plans to be removed. The costs for protection shall be incidental to the contract.

5. The contractor shall not park or store construction equipment, materials or vehicles under the dripline of any tree.

6. The contractor shall provide all safety controls (signs, reflectorized drums, etc.) for construction operations in accordance with traffic management plans included in the 2009 Manual on Uniform Traffic Control Devices.

7. The existing conditions shown in the aerial photos in this plan set are from 2013 USGS color ortho imagery. Contractor shall note that in some locations field conditions have changed since these aerial photos were taken. Contractor shall verify existing field conditions prior to completing any of the proposed work.

8. The drawing was prepared solely for and is intended for the work associated with this project. The use or reuse of these drawings for other purposes or by parties not directly contracted to this project is prohibited without prior written permission from the City of Quincy.

9. The contractor is hereby made aware that existing utilities, including but not limited to existing water and drain pipes; drainage and sewer structures; gas lines; communication lines and utility poles, may need to be protected and/or shored up during the construction of the proposed improvements under this project. The cost of the work required for the protection, maintenance and support of these or other existing above ground or underground utilities in the vicinity of the proposed work shall not be paid for separately but shall be considered incidental to the work under this contract.

10. Prior to the start of any work on the site, the contractor shall verify the actual location of all utilities, shown or not shown on this plan. Contact Dig-Safe at 1-800-244-7233 (1-800-DIG-SAFE) at least 72 hours prior to the start of excavation.

PLAN NOTES

1. The existing conditions shown in the aerial photos in this plan set are from 2013 USGS color ortho imagery. Contractor shall note that in some locations field conditions have changed since these aerial photos were taken. Contractor shall verify existing field conditions prior to completing any of the proposed work.

2. The drawing was prepared solely for and is intended for the work associated with this project. The use or reuse of these drawings for other purposes or by parties not directly contracted to this project is prohibited without prior written permission from the City of Quincy.

UTILITY NOTES

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2. Prior to the start of any work on the site, the contractor shall verify the actual location of all utilities, shown or not shown on this plan. Contact Dig-Safe at 1-800-244-7233 (1-800-DIG-SAFE) at least 72 hours prior to the start of excavation.
**NOTES**

1. CONTRACTOR SHALL DISCONNECT AND REMOVE THE EXISTING VEHICLE LOOP DETECTORS IN PLACE FROM THE EXISTING TRAFFIC SIGNAL CONTROLLER OPERATIONS.

2. CONTRACTOR SHALL VERIFY THE LOCATIONS OF THE EXISTING CONDUIT AND PULL BOXES TO CONNECT THE PROPOSED VEHICLE AND BICYCLE LOOP DETECTORS TO THE EXISTING TRAFFIC SIGNAL CONTROLLERS.

3. CONTRACTOR SHALL VERIFY THE CONFIGURATION OF THE EXISTING VEHICLE LOOP DETECTORS PRIOR TO INSTALLING ANY PROPOSED LOOP DETECTORS. IF THE EXISTING VEHICLE LOOP DETECTOR CONFIGURATION DIFFERS FROM WHAT IS SHOWN IN THIS DETAIL, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO INSTALLING ANY OF THE PROPOSED LOOP DETECTORS. THE ENGINEER RESERVES THE RIGHT TO REVISE THE PROPOSED LOOP DETECTOR CONFIGURATION SHOWN IN THIS DETAIL IF THE EXISTING CONFIGURATION DIFFERS.

4. CONTRACTOR SHALL MAINTAIN ALL EXISTING SEQUENCES AND TIMINGS FOR THE TRAFFIC SIGNAL CONTROL OPERATIONS.

5. CONTRACTOR SHALL ONLY INSTALL THE PROPOSED VEHICLE AND BICYCLE LOOP DETECTORS ON THE QUARRY STREET EASTBOUND APPROACH (WEST LEG) AT ITS INTERSECTION WITH FURNACE BROOK PARKWAY. THE EXISTING VEHICLE LOOP DETECTORS ON THE QUARRY STREET WESTBOUND APPROACH (EAST LEG) SHALL BE MAINTAINED.

**TO BE USED AT THE FOLLOWING LOCATIONS:**
- Quarry Street (Eastbound Approach - Left-Turn Only Lane) at Furnace Brook Parkway

**BICYCLE DETECTOR NOTES:**

1. BICYCLE LOOPS SHALL BE CONNECTED TO SEPARATE LOOP DETECTOR AMPLIFIERS CAPABLE OF HIGHER LEVELS OF SENSITIVITY.

2. BICYCLE LOOPS SHALL BE INSTALLED IN THE BASE COURSE OF EXISTING PAVEMENT. THE EXISTING PAVEMENT SHALL BE COLD PLANED TO THE BASE COURSE AND SAWCUT FOR LOOP INSTALLATION.

3. BICYCLES WILL BE DETECTED WITHIN 4" OF THE INTERIOR LONGITUDINAL LOOP WIRES.

4. RECTANGULAR LOOP DETECTORS SHALL BE CONSIDERED FOR BICYCLES STOPPING ON EITHER THE LEFT OR RIGHT SIDE OF A TWO-LANE ROADWAY. THE MAXIMUM OFFSET FROM CURB TO LOOP AND EDGE OF LANE TO LOOP EQUAL IF NOT SHOWN ON TRAFFIC SIGNAL PLANS.

5. PAYMENT CORES OR TEST PITS MAY BE REQUIRED TO DETERMINE THE DEPTH OF EXISTING PAVEMENT AND CONFIRM THAT THE DETECTION OPTION CHOSEN AND CORRESPONDING WINDING PATTERN CAN BE ACCOMMODATED.

6. THESE DETAILS APPLY TO BICYCLE LOOPS INSTALLED IN ROADWAYS. PUSH BUTTON ACTUATION SHALL BE CONSIDERED FOR RECREATIONAL BIKE PATHS.

7. THE MINIMUM DIMENSION FOR L SHALL BE 6' MIN. FINAL DIMENSIONS SHALL BE DETERMINED BY THE DESIGN ENGINEER.
NOTES:

1. REMOVE ALL EXISTING PAVEMENT MARKINGS ALONG QUARRY STREET BETWEEN JOYCE ROAD AND FURNACE BROOK PARKWAY.

2. REMOVE ALL EXISTING PAVEMENT MARKINGS ALONG QUARRY STREET BETWEEN FURNACE BROOK PARKWAY AND GROGAN AVENUE.

3. MAINTAIN ALL EXISTING PAVEMENT MARKINGS ALONG THE FURNACE BROOK PARKWAY APPROACHES TO THE SIGNALIZED INTERSECTION WITH QUARRY STREET.

4. MAINTAIN ALL EXISTING CROSSESWALK MARKINGS AT THE QUARRY STREET / COMMON STREET SIGNALIZED INTERSECTION.

5. STRIPE CHEVRONS WHERE THE BUFFER WIDTHS FOR THE SEPARATED BIKE LANES ARE GREATER THAN 3'.

6. BREAK IN FLEXIBLE DELINEATOR POSTS AT ALL RESIDENCE AND COMMERCIAL DRIVEWAY OPENINGS.

7. RETAIN ALL EXISTING SIGNS UNLESS OTHERWISE NOTED.

8. ALL SOLID WHITE LINES SHALL USE EPOXY MATERIAL.

9. ALL PAVEMENT ARROWS AND LEGENDS SHALL USE EPOXY MATERIAL.

10. ALL DOUBLE YELLOW CENTERLINES SHALL USE PAINT MATERIAL.

11. CROSS-SECTION ALONG QUARRY STREET BETWEEN FURNACE BROOK PARKWAY AND COMMON STREET SHALL CONSIST OF (1) 11-FOOT WIDE VEHICLE TRAVEL LANE AND A 9-FOOT WIDE SHOULDER IN BOTH TRAVEL DIRECTIONS.

OCCUPATIONAL REVIEWS, INC.

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CONCEPT PLAN - QUARRY ST
AT FURNACE BROOK PARKWAY

PROPOSED BIKE BOX - QUARRY STREET AT FURNACE BROOK PARKWAY
NOT TO SCALE

PROPOSED BIKE BOX - QUARRY STREET AT COMMON STREET

1. REMOVE ALL EXISTING PAVEMENT MARKINGS ALONG QUARRY STREET BETWEEN JOYCE ROAD AND FURNACE BROOK PARKWAY.
2. REMOVE ALL EXISTING PAVEMENT MARKINGS ALONG QUARRY STREET BETWEEN FURNACE BROOK PARKWAY AND GROGAN AVENUE.
3. MAINTAIN ALL EXISTING PAVEMENT MARKINGS ALONG THE FURNACE BROOK PARKWAY APPROACHES TO THE SIGNALIZED INTERSECTION WITH QUARRY STREET.
4. MAINTAIN ALL EXISTING CROSSWALK MARKINGS AT THE QUARRY STREET / COMMON STREET SIGNALIZED INTERSECTION.
5. STRIPE CHEVRONS WHERE THE BUFFER WIDTHS FOR THE SEPARATED BIKING LANES ARE GREATER THAN 3'.
6. BREAK IN FLEXIBLE DELINEATOR POSTS AT ALL RESIDENCE AND COMMERCIAL DRIVEWAY OPENINGS.
7. RETAIN ALL EXISTING SIGNS UNLESS OTHERWISE NOTED.
8. ALL SOLID WHITE LINES SHALL USE EPOXY MATERIAL.
9. ALL PAINTED ARROWS AND LEGENDS SHALL USE EPOXY MATERIAL.
10. ALL DOUBLE YELLOW CENTERLINES SHALL USE PAINT MATERIAL.
11. CROSS-SECTION ALONG QUARRY STREET BETWEEN GROGAN AVENUE AND COMMON STREET SHALL CONSIST OF (1) 11-FOOT-WIDE VEHICLE TRAVEL LANE AND A 9-FOOT-WIDE SHOULDER IN BOTH TRAVEL DIRECTIONS.

KEY:
- SL: STOP LINE, 12" WHITE LINE
- EDP: EDGE OF PAVEMENT
- SWEL: 6" SOLID WHITE LANE EDGE
- SWEx: 6" DOTTED WHITE LINE EXTENSION
- SWL: 6" SOLID WHITE EDGE LINE
- DYL: 6" DOUBLE YELLOW CENTER LINE
- FLEX: FLEXIBLE DELINEATOR POST AND BASE
- DBYL: 6" DOUBLE YELLOW LANE LINE
- SWLL: 6" SOLID WHITE LANE LINE
- DWLEx: 6" DOTTED WHITE LINE EXTENSION
- EDL: EDGE OF LANE
- EOP: EDGE OF PAVEMENT
- ELEPHANT FOOT MARKING
- 2' x 2' ELEPHANT FOOT PAVEMENT MARKING
NOTES:
1. MAINTAIN ALL EXISTING PAVEMENT MARKINGS ALONG AVALON DRIVE.
2. RETAIN ALL EXISTING SIGNS UNLESS OTHERWISE NOTED.
3. AERIAL PHOTO SHOWN IN THIS SHEET IS FROM 2013 USGS COLOR ORTHO IMAGERY. CONTRACTOR SHALL NOTE THAT THE CROSS-SECTION AND PAVEMENT MARKINGS ALONG QUARRY STREET AND AVALON DRIVE HAVE CHANGED SINCE THIS AERIAL PHOTO WAS TAKEN.

INSERT A

PROPOSED BIKE LANE - QUARRY STREET AT AVALON DRIVE
See typical detail on sheet 4 for details of enhanced bicycle crossing treatment.

1. Maintain all existing crosswalk markings at Granite Street / Quarry Street / Packards Lane un-signalized intersection.
2. Break in flexible delineator posts at all residence and commercial driveway opening.
3. Retain all existing signs unless otherwise noted.

Granite Street between Quarry Street and School Street.
BIKE-LANE TRANSITION IN GRANITE STREET AT SCHOOL STREET INTERSECTION

NOTES:

1. MAINTAIN ALL EXISTING CROSSWALK MARKINGS AT GRANITE STREET / QUARRY STREET / PACKARDS LANE UN-SIGNALIZED INTERSECTION.

2. PROVIDE BREAK IN THE PROPOSED REMOVABLE FLEXIBLE DELINERATOR POSTS FOR 150' IN EITHER DIRECTION OF THE FAITH LUTHERAN CHURCH PARKING LOT DRIVEWAY.

3. RETAIN ALL EXISTING SIGNS UNLESS OTHERWISE SHOWN.
NOTES:

1. MAINTAIN ALL EXISTING PAVEMENT MARKINGS TO THE NORTH OF GRANITE STREET / WALTER J. HANNON PARKWAY SIGNALIZED INTERSECTION.

2. MAINTAIN ALL EXISTING PAVEMENT MARKINGS ALONG THE WALTER J. HANNON PARKWAY APPROACH TO THE SIGNALIZED INTERSECTION WITH GRANITE STREET.

3. MAINTAIN ALL EXISTING CROSSWALK MARKINGS AT GRANITE STREET / WALTER J. HANNON PARKWAY SIGNALIZED INTERSECTION.

4. RETAIN ALL EXISTING SIGNS UNLESS OTHERWISE NOTED.
**CONCEPT PLAN - GRANITE ST**

**SHARED LANE MARKINGS ALONG GRANITE STREET AT WHITWELL STREET AND THOMAS E BURGIN PARKWAY**

**NOTES:**

1. **MAY USE FULL LANE**

2. **SHARED LANE MARKINGS ALONG GRANITE STREET AT WHITWELL STREET AND THOMAS E BURGIN PARKWAY**

3. **MAY USE FULL LANE**

**LEGEND:**

- **LEFT-TURN ONLY LANE SHARROW**
- **THOROUGH LANE SHARROW**

**SCALE:** 1" = 20'
TRANSITIONS FROM BIKE LANE TO SHARED LANE MARKINGS - CODDINGTON STREET

1. MAINTAIN ALL EXISTING PAVEMENT MARKINGS ALONG THE NEWCOMB STREET APPROACH TO THE SIGNALIZED INTERSECTION WITH CODDINGTON STREET.
2. MAINTAIN ALL EXISTING CROWDWORK MARKINGS AT THE CODDINGTON STREET / NEWCOMB STREET SIGNALIZED INTERSECTION.
3. MAINTAIN EXISTING DOUBLE YELLOW CENTERLINE ALONG CODDINGTON STREET BETWEEN SPEAR STREET AND THE QUINCY HIGH SCHOOL MIDBLOCK CROSSWALK (LIMITS OF PROPOSED DBYL).
4. RETAIN ALL EXISTING SIGNS UNLESS OTHERWISE NOTED.

NOTE:
- RESTRIPE ALL EXISTING PAVEMENT MARKINGS ALONG CODDINGTON ST BETWEEN NEWCOMB ST AND THE LIMITS OF RestrIPING SHOWN ON SHEET 14 TO PROVIDE THE PROPOSED CROSS SECTIONS SHOWN ON THIS SHEET AND AS SHOWN IN TYPICAL DETAIL SHEET 3.

LEGEND:
- SL: STOP LINE, 12" WHITE LINE
- DWLEx: 6" DOTTED WHITE LINE EXTENSION
- DBYL: 6" DOUBLE YELLOW CENTERLINE
- SWEL: 6" SOLID WHITE EDGE LINE
- FLEXIBLE DELINEATOR POST AND BASE
- SEPARATED BIKE LANE SIGN MARKING
- 2' x 2' ELEPHANT FOOT PAVEMENT MARKING
- SHARROW MARKING

- MAY USE FULL LANE
- NO PARKING ANY TIME
- TRANSITIONS FROM BIKE LANE TO SHARED LANE MARKINGS - CODDINGTON STREET

SCALE IN FEET

20 0 10 20 40
RECONSTRUCT EXISTING 8 FT. WIDE CEMENT CONCRETE SIDEWALK BETWEEN THE NORTH AND SOUTH DRIVEWAYS FOR THE QUINCY HIGH SCHOOL PARKING LOT (APPROX. 425 FT.)

PROPOSED CEMENT CONCRETE WHEELCHAIR RAMP. SEE TYPICAL DETAIL ON SHEET 4

MATCH EXISTING DBYL

RECONSTRUCT EXISTING 6 FT. WIDE CEMENT CONCRETE SIDEWALK BETWEEN THE NORTH AND SOUTH DRIVEWAYS FOR THE QUINCY HIGH SCHOOL PARKING LOT (APPROX. 425 FT.)

PROPOSED CEMENT CONCRETE WHEELCHAIR RAMP. SEE TYPICAL DETAIL ON SHEET 4

MATCH EXISTING DBYL

APPROXIMATE LOCATION OF EXISTING CATCH BASIN TO HAVE INLET PROTECTION DURING RECONSTRUCTION WORK

PROJECT: QUINCY COMPLETE STREET TIER 3
DESIGN SUBMISSION: CONCEPT PLAN-CODDINGTON ST AT SOUTHERN ARTERY

NOTES:
1. MAINTAIN ALL EXISTING PAVEMENT MARKINGS AT THE CODDINGTON STREET / SOUTHERN ARTERY SIGNALIZED INTERSECTION.
2. THE SHARROWS MUST BE MARKED A MINIMUM OF 11' FROM THE EDGE OF THE ROADWAY.
3. RETAIN ALL EXISTING SIGNS UNLESS OTHERWISE NOTED.

PROPOSED CROSSWALK MARKINGS
FLEXIBLE DELINER POST AND BASE
SEPARATED BIKE LANE SIGN MARKING

TRANITIONS FROM BIKE LANE TO SHARED LANE MARKINGS - CODDINGTON STREET

SWEL
6" SOLID WHITE EDGE LINE
EOP
EDGE OF PAVEMENT
DBYL
6" DOUBLE YELLOW CENTER LINE
CW
PROPOSED CROSSWALK MARKINGS
TZ
TRANSITION ZONE
R3-17
FLEXIBLE DELINER POST AND BASE
R3-17aP
SEPARATED BIKE LANE SIGN MARKING
R3-17bP

NOTE
TRANSMIT EXISTING MIDBLOCK CROSSWALK
ELEVATOR SPACINGS BETWEEN LONGITUDINAL CROSSWALK LINES WITH A FOOT SPACING BETWEEN LATERAL LINES

SEE TYPICAL DETAIL ON SHEET 4 FOR ENHANCED BIKE LANE CROSSING ACROSS VEHICLE TRAVEL LANE.

BIKE LANE
ENDS
R3-17P

BIKE LANE
AHEAD
R3-17
R3-17aP

SD 20' 0" 0' 20' 40'
SCALE IN FEET

GREEN INTERNATIONAL AFFILIATES, INC.
Civil and Structural Engineers
Westford, Massachusetts
GREENIntl.com

CITY OF QUINCY
TPAL DEPARTMENT
55 SEA STREET QUINCY, MA 02169
TPAL DEPARTMENT
QUINCY, MA

DATE: 03/08/2019
PREPARED BY: CITY OF QUINCY
TPAL DEPARTMENT

PREPARED FOR: 55 SEA STREET QUINCY, MA 02169
TPAL DEPARTMENT
QUINCY, MA

DRAWING TITLE: CONCEPT PLAN-CODDINGTON ST AT SOUTHERN ARTERY
NAME: JG/WW
PREPARED BY: CITY OF QUINCY
TPAL DEPARTMENT

DRAWN BY: AS
CHECKED BY: AS

AS NOTED
DATE
SHEET NO
SCALE: 100% DESIGN
DESIGNED BY: AS
DRAWN BY: AS
CHECKED BY: AS