

FEDERAL FURNACE ROAD WATER MAIN REPLACEMENT

PLYMOUTH DEPARTMENT OF PUBLIC WORKS

WILLIAM COYLE, PE - DIRECTOR

PLYMOUTH WATER DIVISION

PETER GORDON - WATER DIVISION SUPERINTENDENT
KENDRA MARTIN, PE - WATER & WASTEWATER ENGINEER

PLYMOUTH SELECT BOARD

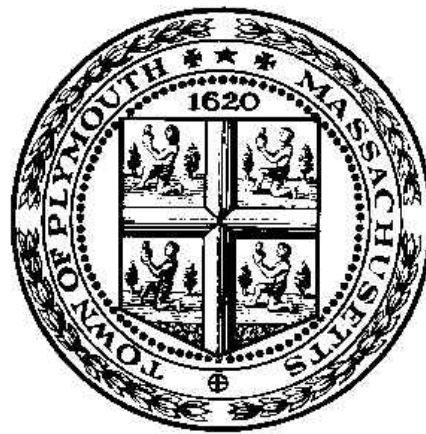
RICHARD J. QUINTAL, JR. - CHAIRMAN
KEVIN CANTY- VICE CHAIRMAN
DAVID M. GOLDEN JR. - SELECTMAN
CHARLIE BLETZER - SELECTMAN
JOHN MAHONEY JR. - SELECTMAN

INDEX

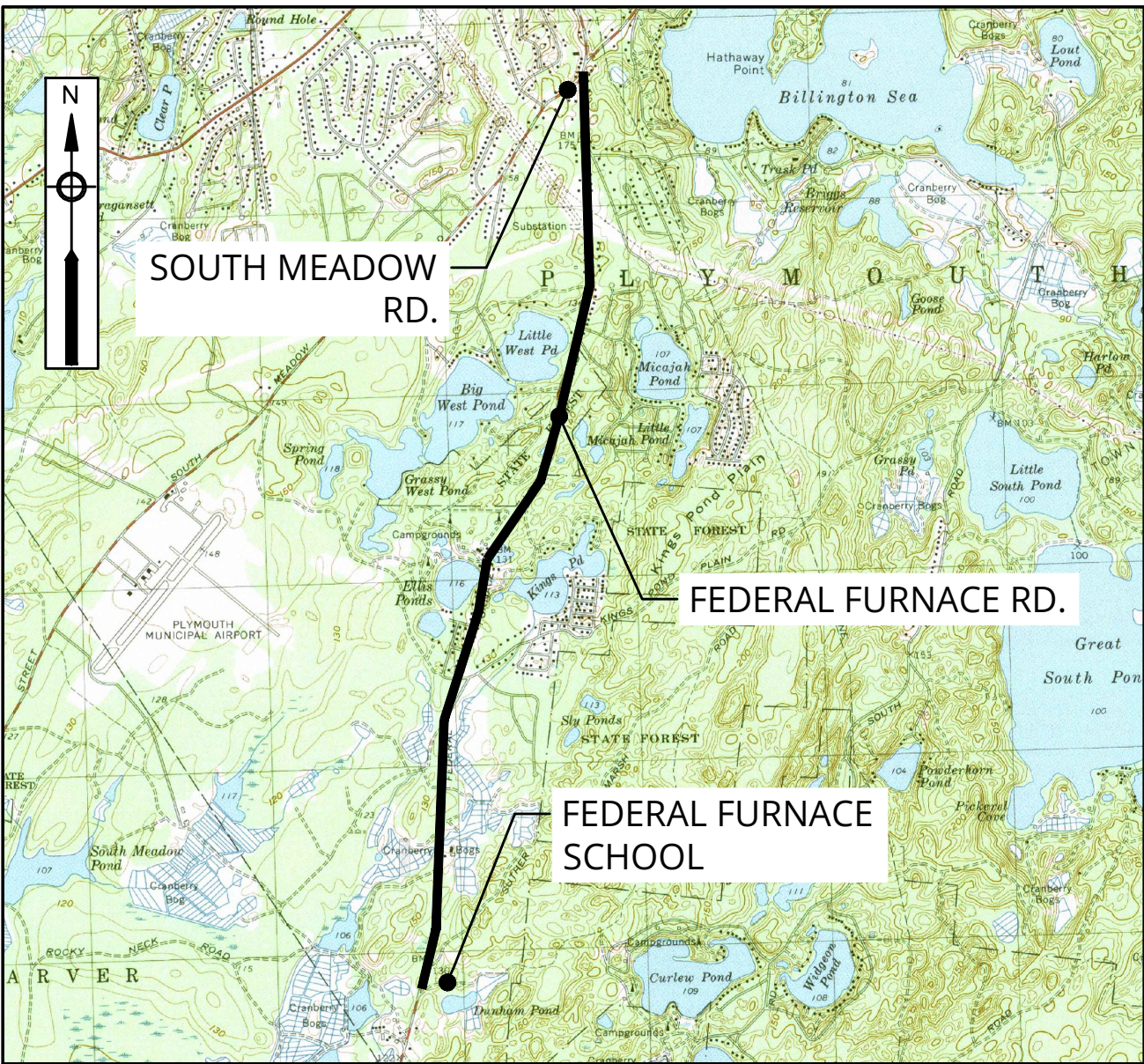
- G-1 GENERAL NOTES AND LEGEND
- C-1 LOCUS / KEY PLAN
- C-2 FEDERAL FURNACE ROAD I - STA. 0+00 TO STA. 21+56
- C-3 FEDERAL FURNACE ROAD II - STA. 21+56 TO STA. 44+50
- C-4 FEDERAL FURNACE ROAD III - STA. 44+50 TO STA. 66+90
- C-5 FEDERAL FURNACE ROAD IV - STA. 66+90 TO STA. 88+80
- C-6 FEDERAL FURNACE ROAD V - STA. 88+80 TO STA. 110+40
- C-7 FEDERAL FURNACE ROAD VI - STA. 110+40 TO STA. 131+45
- C-8 FEDERAL FURNACE ROAD VII - STA. 131+45 TO STA. 151+60
- C-9 FEDERAL FURNACE ROAD VIII - STA. 151+60 TO STA. 158+47
- CD-1 CONSTRUCTION DETAILS I
- CD-2 CONSTRUCTION DETAILS II
- TMP-1 GENERAL TRAFFIC MANAGEMENT NOTES
- TMP-2 TRAFFIC MANAGEMENT PLAN

TOWN OF PLYMOUTH, MA
CONTRACT # 22431

NOVEMBER 2024

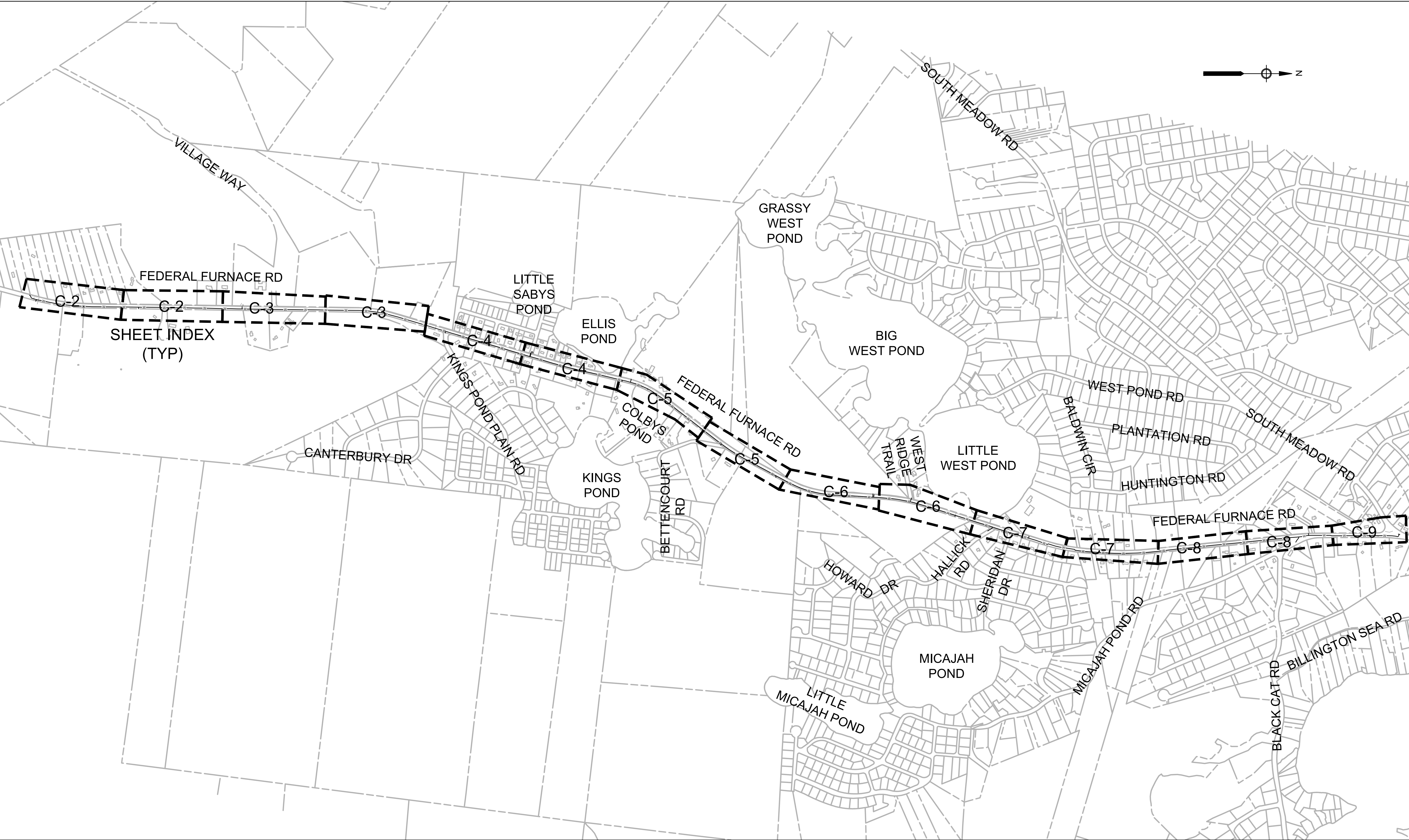


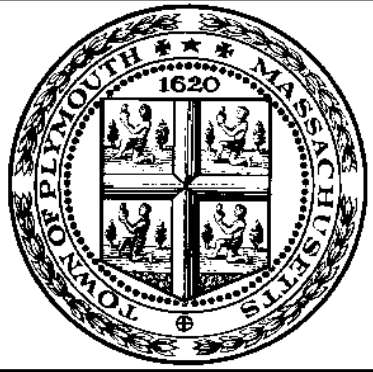
ENVIRONMENTAL
PARTNERS
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VICINITY MAP
1"= 3000'








ENVIRONMENTAL PARTNERS


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11/06/2024

MARK	DATE	DESCRIPTION

Scale	1" = 500'
Date	NOVEMBER 2024
Job No.	PLY003-0631071-22008575
Designed by	SBS
Drawn by	SBS
Checked by	RJA
Approved by	LEU



THIS LINE IS ONE INCH LONG WHEN PLOTTED AT FULL SCALE ON A 22" X 34" DRAWING

FEDERAL FURNACE ROAD WATER MAIN REPLACEMENT

TOWN OF PLYMOUTH, MA

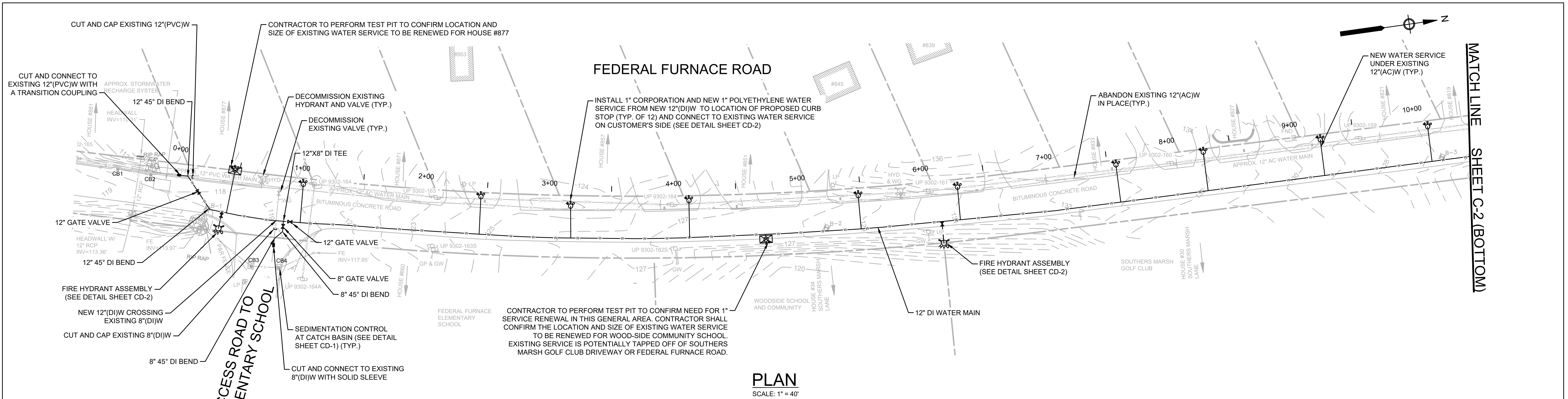
LOCUS/KEY PLAN

FOR CONSTRUCTION

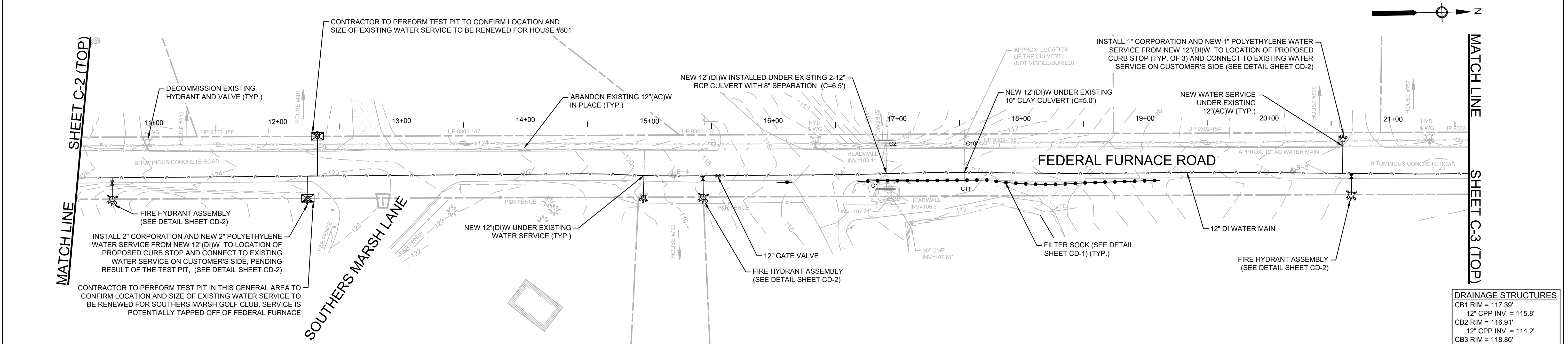
Sheet No.

C-1

Drawing file: I:\Plymouth\166\Water System\185-2\109 - Federal Furnace Rd\WM02 - Design\CAD\Federal Furnace Road - Plymouth (Civil).dwg Plot Date: Oct 31 2024 4:12pm



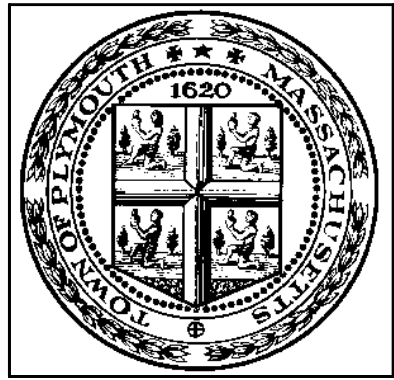

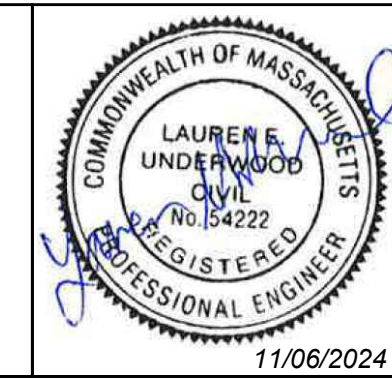
PLAN
SCALE: 1" = 40'

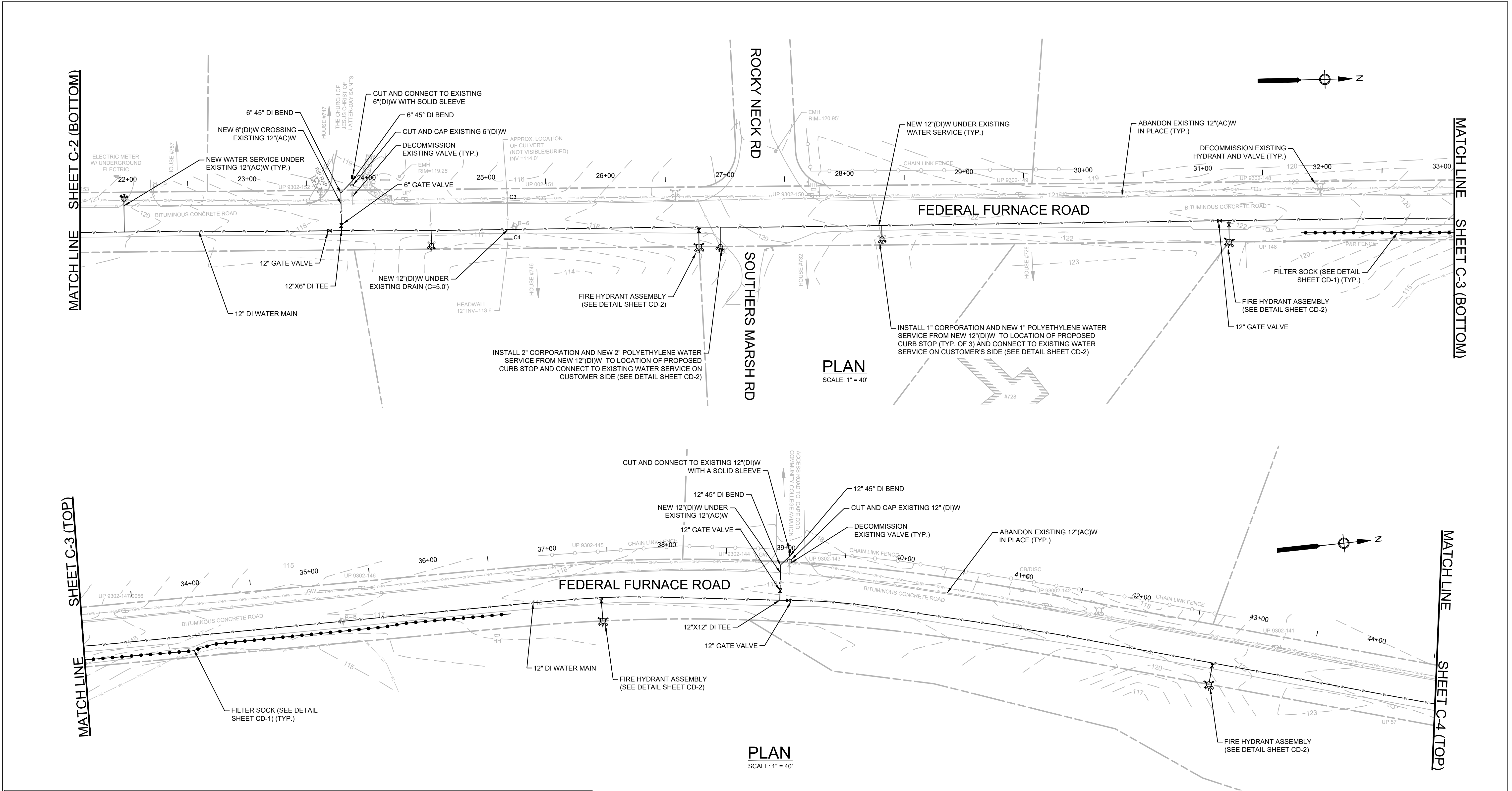


PLAN
SCALE: 1" = 40'

- NOTES:
- ALL EXISTING SERVICE LINES OFF THE EXISTING WATER MAIN SHALL BE ABANDONED IN PLACE AND EXISTING SERVICE BOXES SHALL BE REMOVED AND DISPOSED.
 - ALL CURB STOPS AND BOXES SHALL BE REPLACED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
 - ALL FITTINGS AND VALVES SHALL BE RESTRAINED WITH MEGALUG JOINT RESTRAINTS (OR APPROVED EQUAL) AND THRUST BLOCKS.
 - EXISTING VALVES, HYDRANTS, AND BLOW OFFS ON ABANDONED WATER MAINS SHALL BE DECOMMISSIONED AND THE GATE BOX SHALL BE REMOVED.
 - CONTRACTOR SHALL FIELD VERIFY ALL UTILITY CROSSINGS TO AVOID CONFLICTS. DRAIN LINES SHOWN ON THESE PLANS ARE APPROXIMATE.

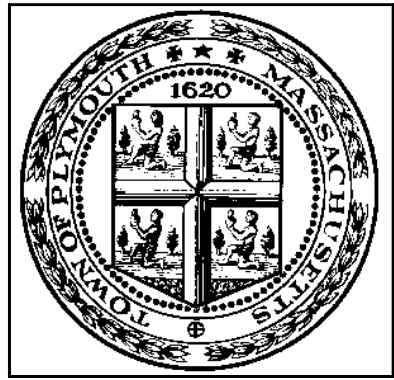
DRAINAGE STRUCTURES	
CB1 RIM = 117.39'	12" CPP INV. = 115.8'
CB2 RIM = 116.91'	12" CPP INV. = 114.2'
CB3 RIM = 118.86'	24" RCP INV.(S) = 114.2'
CB4 RIM = 118.68'	12" RCP INV.(N) = 114.2'
C1 HEADWALL INV. = 107.27'	12" RCP INV.(S) = 115.3'
C2 HEADWALL INV. = 107.16'	12" RCP INV.(N) = 114.9'
C10 HEADWALL INV. = 110.10'	
C11 HEADWALL INV. = 110.08'	

			<table><tr><td>MARK</td><td>DATE</td><td>DESCRIPTION</td></tr><tr><td> </td><td> </td><td> </td></tr></table>	MARK	DATE	DESCRIPTION				<table><tr><td>Scale</td><td>AS NOTED</td></tr><tr><td>Date</td><td>NOVEMBER 2024</td></tr><tr><td>Job No.</td><td>PLY003-0631071-22008575</td></tr><tr><td>Designed by</td><td>SBS/CED</td></tr><tr><td>Drawn by</td><td>SBS</td></tr><tr><td>Checked by</td><td>RJA</td></tr><tr><td>Approved by</td><td>LEU</td></tr></table>	Scale	AS NOTED	Date	NOVEMBER 2024	Job No.	PLY003-0631071-22008575	Designed by	SBS/CED	Drawn by	SBS	Checked by	RJA	Approved by	LEU	<p>THIS LINE IS ONE INCH LONG WHEN PLOTTED AT FULL SCALE ON A 22" X 34" DRAWING</p>	<p>FEDERAL FURNACE ROAD WATER MAIN REPLACEMENT TOWN OF PLYMOUTH, MA</p>	<p>FOR CONSTRUCTION</p> <p>Sheet No.</p> <p>C-2</p>
				MARK	DATE	DESCRIPTION																					
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<p>FEDERAL FURNACE ROAD I - STA. 0+00 TO STA. 21+56</p>																											




- NOTES:
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DRAINAGE STRUCTURES
C3 HEADWALL 12" INV. = 114.0'
C4 HEADWALL 12" INV. = 113.6'



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MARK	DATE	DESCRIPTION

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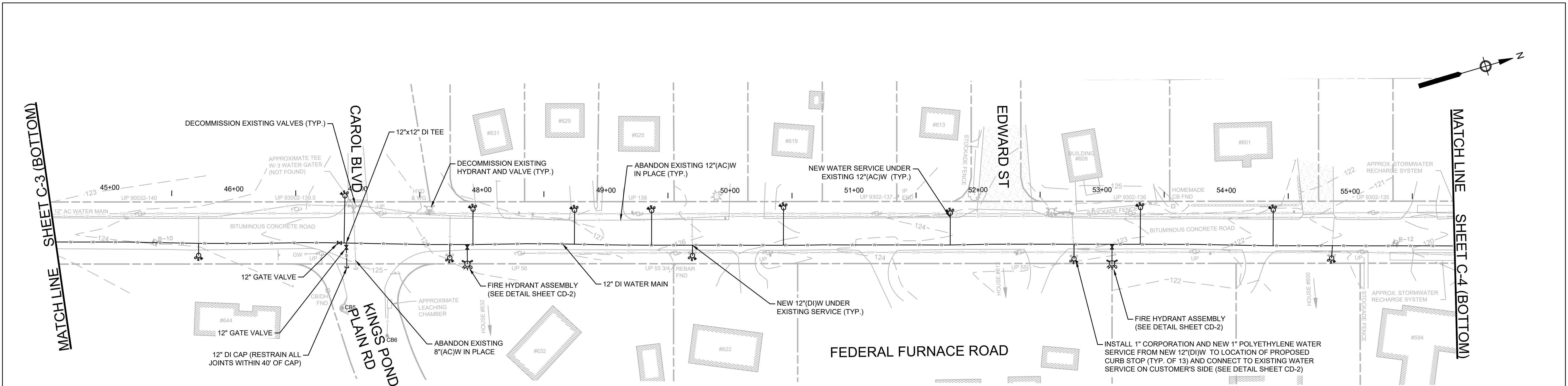
FEDERAL FURNACE ROAD WATER MAIN REPLACEMENT
TOWN OF PLYMOUTH, MA

FEDERAL FURNACE ROAD II - STA. 21+56 TO STA. 44+50

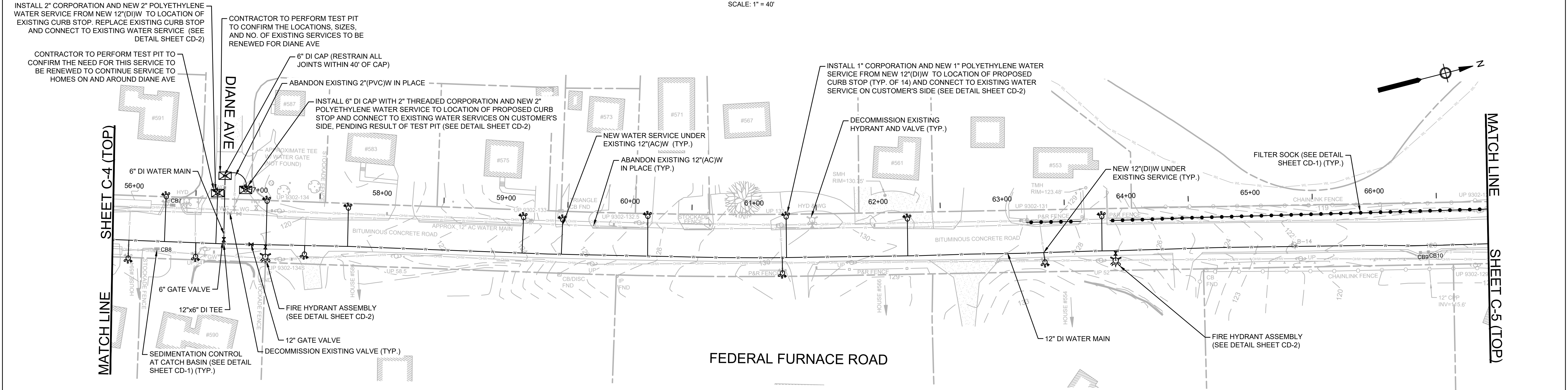
FOR CONSTRUCTION

Sheet No.

C-3



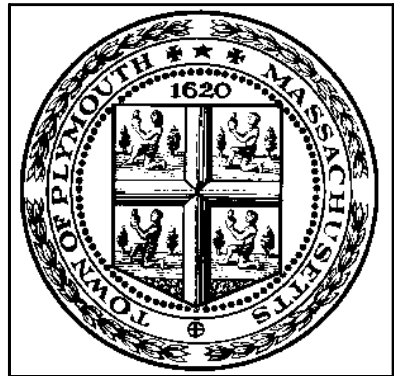
PLAN
SCALE: 1" = 40'




PLAN
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DRAINAGE STRUCTURES	DRAINAGE STRUCTURES	DRAINAGE STRUCTURES
CB9 RIM = 119.58' INV. = 115.7'	CB7 RIM = 119.19' (DOUBLE) 12" PVC INV. = 116.6'	CB5 RIM = 123.74' LEACHING STRUCTURE
CB10 RIM = 119.58' 12" CPP INV.(E) = 115.3' 18" RCP INV.(N) = 115.3'	CB8 RIM = 119.20' (DOUBLE) 12" PVC INV. = 116.7'	CB6 RIM = 124.01' 12" CMP INV. = 120.9'



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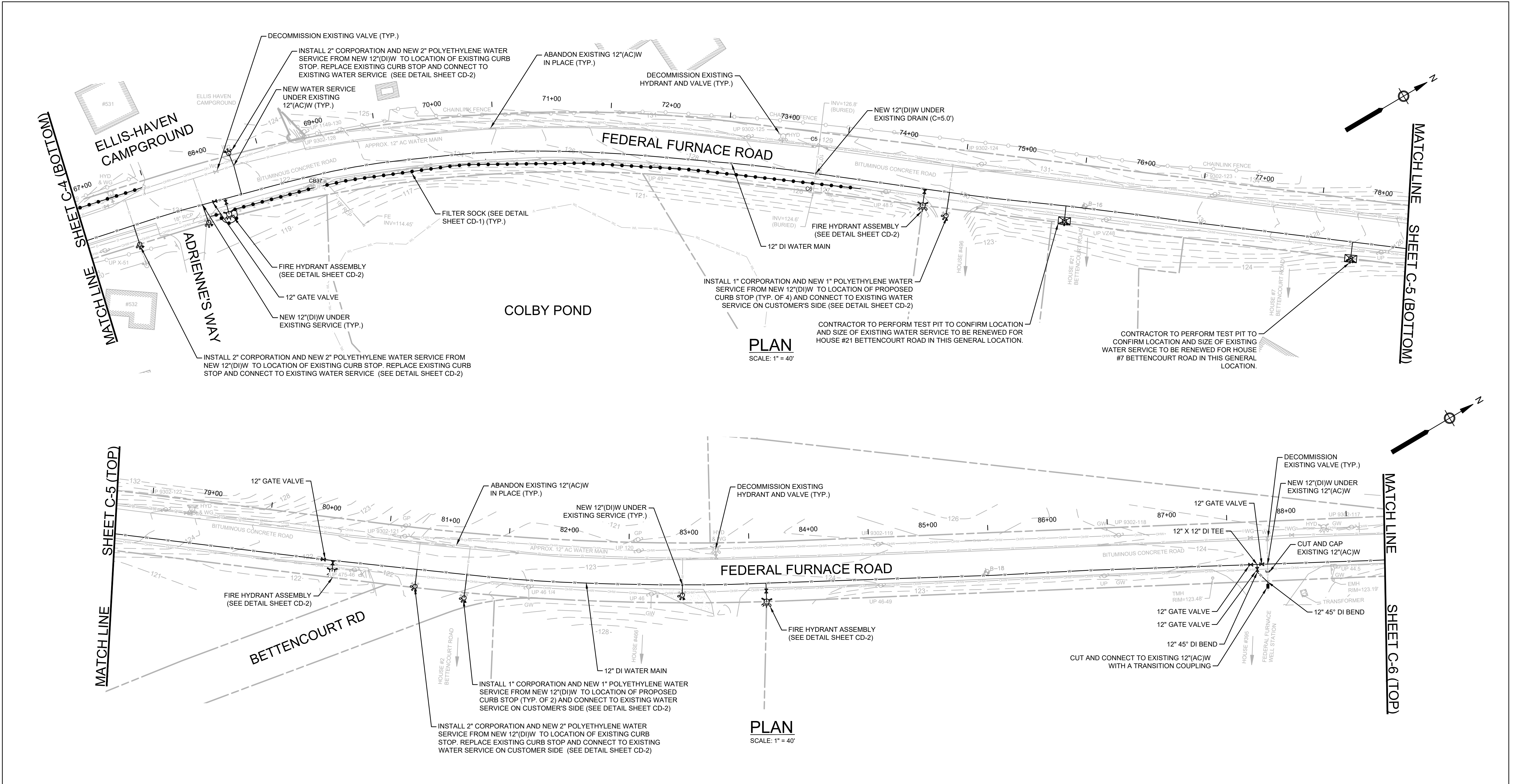
FEDERAL FURNACE ROAD WATER MAIN REPLACEMENT
TOWN OF PLYMOUTH, MA

FEDERAL FURNACE ROAD III - STA. 44+50 TO STA. 66+90

FOR CONSTRUCTION

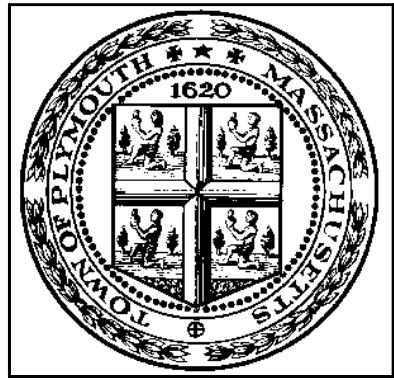
Sheet No.

C-4




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DRAINAGE STRUCTURES
C5 HEADWALL 10" CMP INV. = 126.8'
C6 HEADWALL 10" CMP INV. = 124.6'
CB37 RIM = 119.58' 18" RCP INV. (W) = 115.14' 18" RCP INV. (E) = 114.94'



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FEDERAL FURNACE ROAD WATER MAIN REPLACEMENT
TOWN OF PLYMOUTH, MA

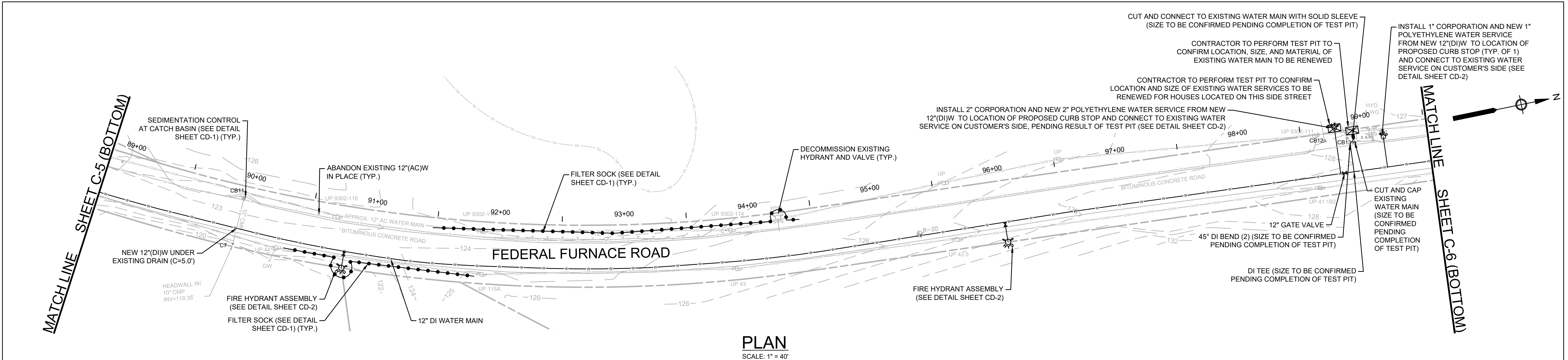
FEDERAL FURNACE ROAD IV - STA. 66+90 TO STA. 88+80

FOR CONSTRUCTION

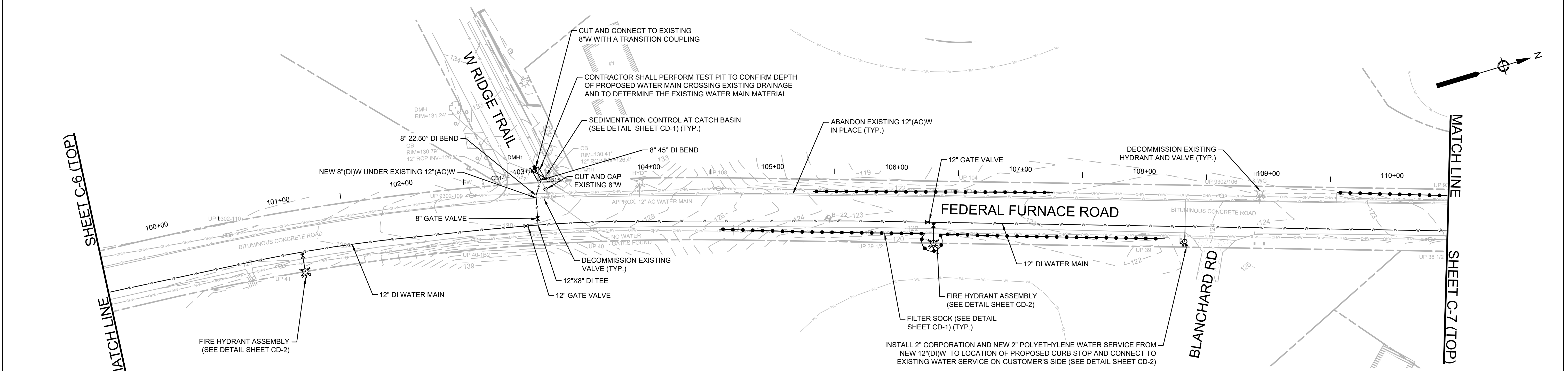
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C-5

Drawing file: I:\Plymouth_196\Water_System\196-2109 - Federal Furnace Road - Plymouth (Civil)\wg Plot Date Oct 31 2024 4:54pm



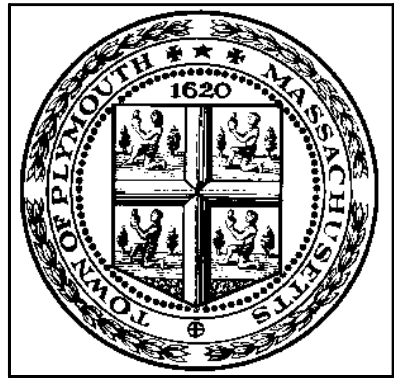

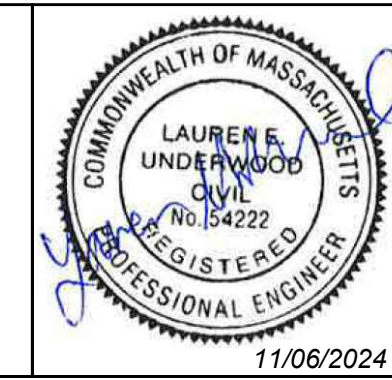

PLAN
SCALE: 1" = 40'



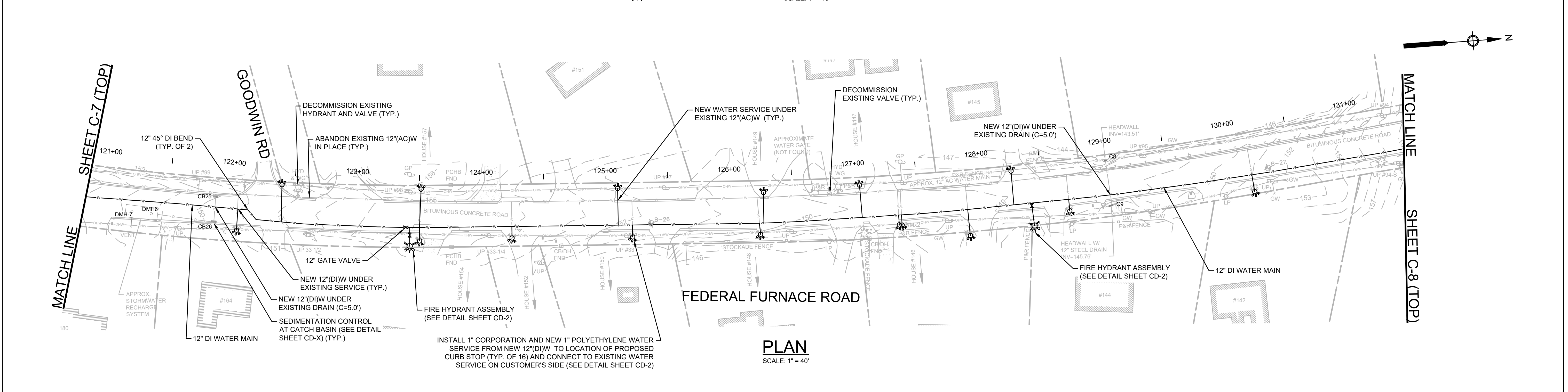
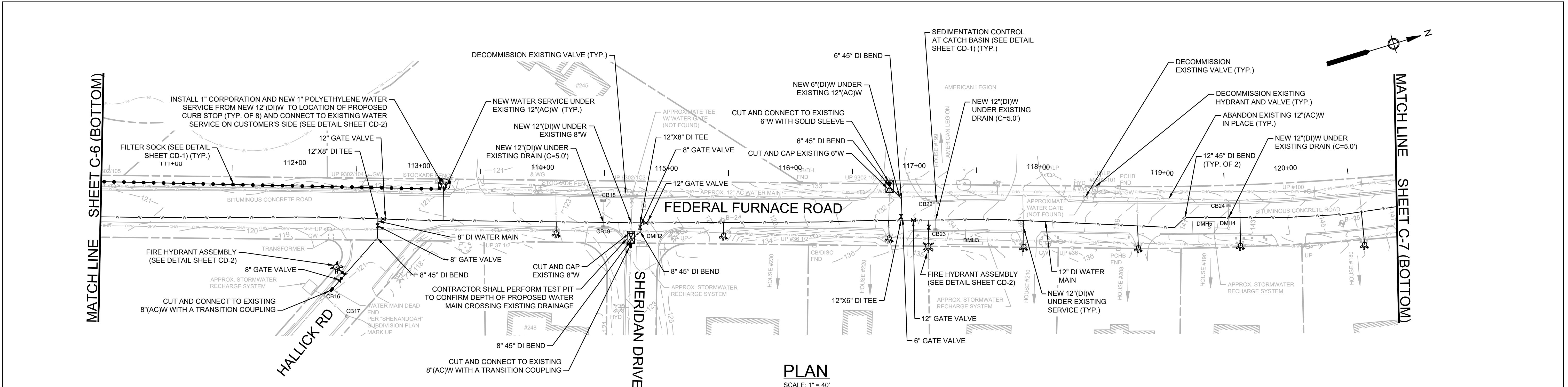
PLAN
SCALE: 1" = 40'

- NOTES:
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 5. CONTRACTOR SHALL FIELD VERIFY ALL UTILITY CROSSINGS TO AVOID CONFLICTS. DRAIN LINES SHOWN ON THESE PLANS ARE APPROXIMATE.

DRAINAGE STRUCTURES	DRAINAGE STRUCTURES
CB14 RIM = 130.79'	CB11 RIM = 121.69'
12" RCP INV. = 126.5'	INV. = 121.69'
CB15 RIM = 130.41'	CB12 RIM = 128.02'
12" RCP INV. = 126.4'	TOP OF HOOD = 126.0'
DMH1 RIM = 131.24'	CB13 RIM = 127.99'
C7 HEADWALL	TOP OF HOOD = 126.1'
10" CMP INV. = 119.3'	

	 — An Apex Company —	 11/06/2024	MARK	DATE	DESCRIPTION	Scale	AS NOTED		THIS LINE IS ONE INCH LONG WHEN PLOTTED AT FULL SCALE ON A 22" X 34" DRAWING	FEDERAL FURNACE ROAD WATER MAIN REPLACEMENT TOWN OF PLYMOUTH, MA	FOR CONSTRUCTION		
						Date	NOVEMBER 2024				Job No.	PLY003-0631071-22008575	Designed by

Drawing file: I:\Plymouth\196\Federal Furnace Road - Plymouth (Civil)\Jwg Plot Date Oct 31 2024 4:55pm



<div>NOTES:</div> <div><div>1.</div><div>ALL EXISTING SERVICE LINES OFF THE EXISTING WATER MAIN SHALL BE ABANDONED IN PLACE AND EXISTING SERVICE BOXES SHALL BE REMOVED AND DISPOSED.</div></div> <div><div>2.</div><div>ALL CURB STOPS AND BOXES SHALL BE REPLACED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.</div></div> <div><div>3.</div><div>ALL FITTINGS AND VALVES SHALL BE RESTRAINED WITH MEGALUG JOINT RESTRAINTS (OR APPROVED EQUAL) AND THRUST BLOCKS.</div></div> <div><div>4.</div><div>EXISTING VALVES, HYDRANTS, AND BLOW OFFS ON ABANDONED WATER MAINS SHALL BE DECOMMISSIONED AND THE GATE BOX SHALL BE REMOVED.</div></div> <div><div>5.</div><div>CONTRACTOR SHALL FIELD VERIFY ALL UTILITY CROSSINGS TO AVOID CONFLICTS. DRAIN LINES SHOWN ON THESE PLANS ARE APPROXIMATE.</div></div>			<div>DRAINAGE STRUCTURES</div> <div><div>CB25 RIM = 120.92'</div><div>12" VCP INV. (NE) = 118.0'</div><div>12" VCP INV. (SW) = 117.9'</div><div>CB17 RIM = 121.04'</div><div>12" VCP INV. = 118.1'</div><div>CB18 RIM = 123.80' (DOUBLE)</div><div>10" CPP INV. = 121.4'</div><div>CB19 RIM = 123.49' (DOUBLE)</div><div>10" CPP INV. (W) = 121.2'</div><div>12" CPP INV. (N) = 121.2'</div><div>DMH6 RIM = 148.69'</div><div>DMH7 RIM = 148.23'</div><div>C8 HEADWALL</div><div>INV. = 143.51'</div><div>C9 HEADWALL</div><div>12" STEEL INV. = 145.76'</div></div> <div><div>CB22 RIM = 133.00' (DOUBLE)</div><div>12" CPP INV. = 130.4'</div><div>CB23 RIM = 133.32' (DOUBLE)</div><div>12" CPP INV. (W) = 129.6'</div><div>12" CPP INV. (N) = 129.5'</div><div>DMH3 RIM = 134.93'</div><div>CB24 RIM = 141.84' (DOUBLE)</div><div>12" CPP INV. = 139.0'</div><div>10" RCP INV. = 121.0'</div><div>CB21 RIM = 121.06'</div><div>12" RCP INV. = 116.6'</div></div>		<div>DRAINAGE STRUCTURES</div> <div><div>CB16 RIM = 120.92'</div><div>12" VCP INV. (NE) = 118.0'</div><div>12" VCP INV. (SW) = 117.9'</div><div>CB17 RIM = 121.04'</div><div>12" VCP INV. = 118.1'</div><div>CB18 RIM = 123.80' (DOUBLE)</div><div>10" CPP INV. = 121.4'</div><div>CB19 RIM = 123.49' (DOUBLE)</div><div>10" CPP INV. (W) = 121.2'</div><div>12" CPP INV. (N) = 121.2'</div><div>DMH6 RIM = 148.69'</div><div>DMH7 RIM = 148.23'</div><div>C8 HEADWALL</div><div>INV. = 143.51'</div><div>C9 HEADWALL</div><div>12" STEEL INV. = 145.76'</div></div> <div><div>CB22 RIM = 133.00' (DOUBLE)</div><div>12" CPP INV. = 130.4'</div><div>CB23 RIM = 133.32' (DOUBLE)</div><div>12" CPP INV. (W) = 129.6'</div><div>12" CPP INV. (N) = 129.5'</div><div>DMH3 RIM = 134.93'</div><div>CB24 RIM = 141.84' (DOUBLE)</div><div>12" CPP INV. = 139.0'</div><div>10" RCP INV. = 121.0'</div><div>CB21 RIM = 121.06'</div><div>12" RCP INV. = 116.6'</div></div>	
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ENVIRONMENTAL

PARTNERS

An Apex Company

11/06/2024

MARK	DATE	DESCRIPTION

Scale	AS NOTED
Date	NOVEMBER 2024
Job No.	PLY003-0631071-22008575
Designed by	SBS/CED
Drawn by	SBS
Checked by	RJA
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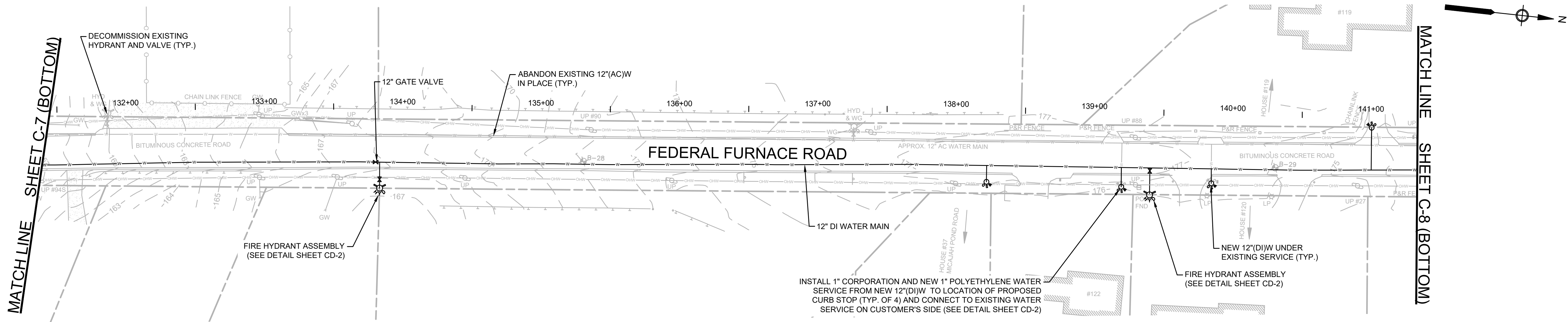
FEDERAL FURNACE ROAD VI - STA. 110+40 TO STA. 131+45

FOR CONSTRUCTION

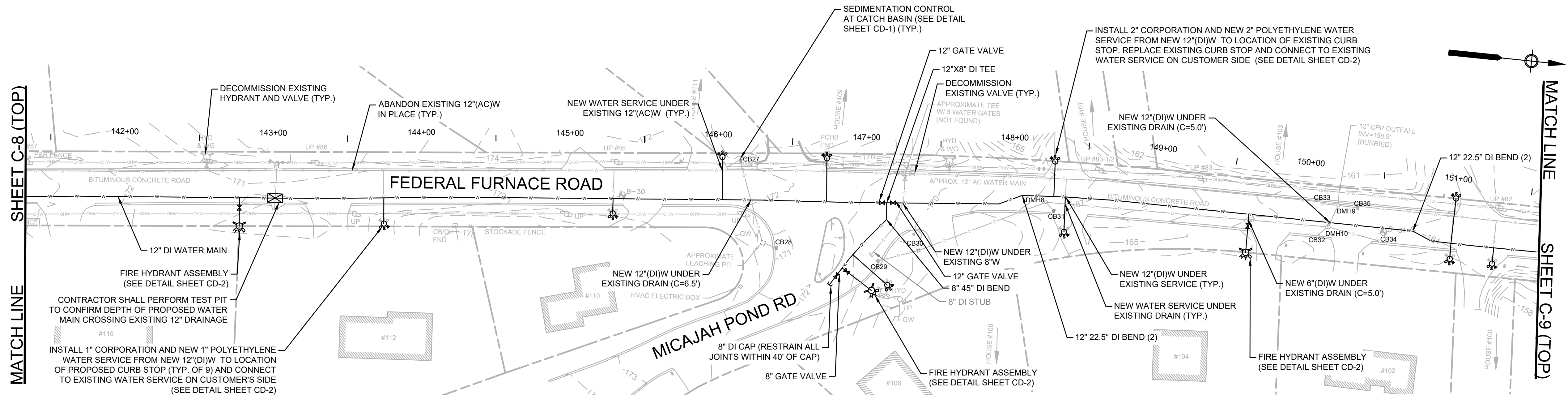
Sheet No.

C-7

Drawing file: I:\Plymouth_196\Federal Furnace Road - Plymouth (Civil)\wg Plot Date: Oct 31, 2024 4:55pm



PLAN
SCALE: 1" = 40'



PLAN
SCALE: 1" = 40'

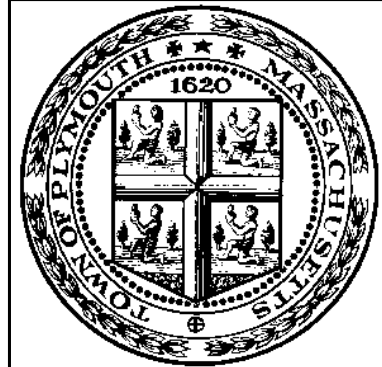
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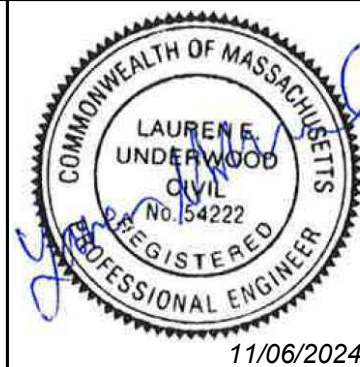
DRAINAGE STRUCTURES	
DMH10 RIM = 164.04'	12" RCP INV. (N) = 161.04'
12" RCP INV. (E) = 161.02'	12" RCP INV. (W) = 161.04'
DMH9 RIM = 163.40'	12" RCP INV. (N) = 160.97'
12" RCP INV. (S) = 160.97'	12" RCP INV. (E) = 160.95'
12" RCP INV. (W) = 160.97'	

DRAINAGE STRUCTURES	
CB27 RIM = 171.74'	12" RCP INV. = 166.3'
CB28 RIM = 170.43'	12" RCP INV. = 165.6'
CB29 RIM = 170.42'	12" RCP INV. = 164.8'
CB30 RIM = 169.85'	12" RCP INV. = 162.0±
LEACHING STRUCTURE	CB31 RIM = 167.26'
12" RCP INV. = 163.5'	DMH8 RIM = 167.62'
12" RCP INV. (N) = 162.84'	12" RCP INV. (S) = 162.99'
12" RCP INV. (E) = 164.13'	

DRAINAGE STRUCTURES	
CB32 RIM = 163.36'	12" CCP INV. = 160.1'
CB33 RIM = 163.41'	12" CCP INV. = 159.4'
CB34 RIM = 163.41'	12" CPP INV. = 159.9'
CB35 RIM = 163.35'	12" CPP INV. = 159.5'



**ENVIRONMENTAL
PARTNERS**
— An Apex Company —



MARK	DATE	DESCRIPTION

Scale	AS NOTED
Date	NOVEMBER 2024
Job No.	PLY003-0631071-22008575
Designed by	SBS/CED
Drawn by	SBS
Checked by	RJA
Approved by	LEU

THIS LINE IS ONE INCH
LONG WHEN PLOTTED AT
FULL SCALE ON A 22" X
34" DRAWING

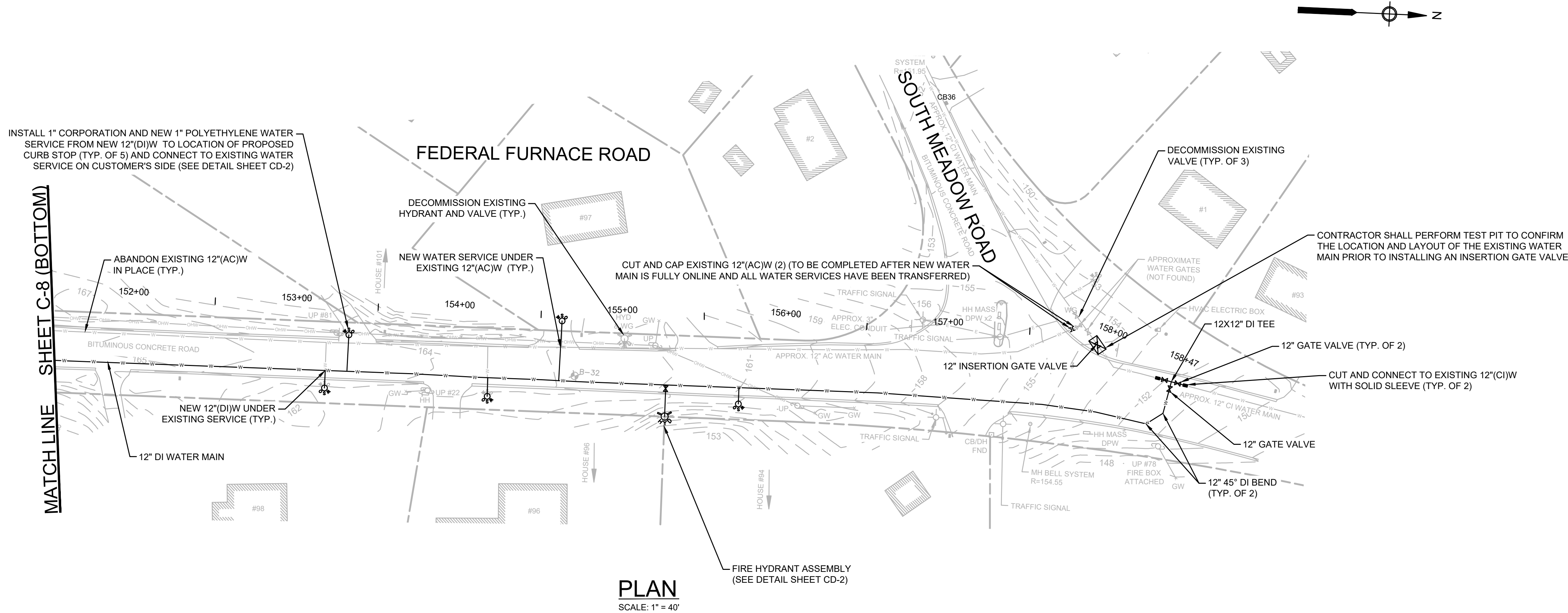
**FEDERAL FURNACE ROAD WATER MAIN REPLACEMENT
TOWN OF PLYMOUTH, MA**

FEDERAL FURNACE ROAD VII - STA. 131+45 TO STA. 151+60

FOR CONSTRUCTION

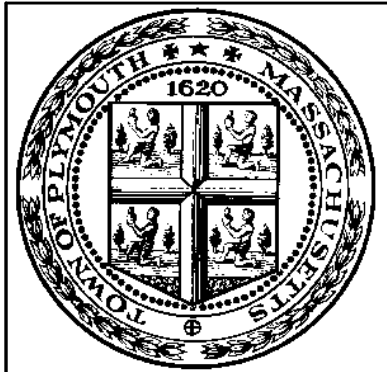
Sheet No.

C-8



- NOTES:
1. CONTRACTOR SHALL CONFIRM THE INSIDE DIAMETER (I.D.) AND OUTSIDE DIAMETER (O.D.) OF THE EXISTING PIPES FOR THE INSERTION GATE VALVE INSTALLATION.
 2. ALL EXISTING SERVICE LINES OFF THE EXISTING WATER MAIN SHALL BE ABANDONED IN PLACE AND EXISTING SERVICE BOXES SHALL BE REMOVED AND DISPOSED.
 3. ALL CURB STOPS AND BOXES SHALL BE REPLACED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
 4. ALL FITTINGS AND VALVES SHALL BE RESTRAINED WITH MEGALUG JOINT RESTRAINTS (OR APPROVED EQUAL) AND THRUST BLOCKS.
 5. EXISTING VALVES, HYDRANTS, AND BLOW OFFS ON ABANDONED WATER MAINS SHALL BE DECOMMISSIONED AND THE GATE BOX SHALL BE REMOVED.
 6. CONTRACTOR SHALL FIELD VERIFY ALL UTILITY CROSSINGS TO AVOID CONFLICTS. DRAIN LINES SHOWN ON THESE PLANS ARE APPROXIMATE.

DRAINAGE STRUCTURES
CB36 RIM = 152.08'
LEACHING STRUCTURE



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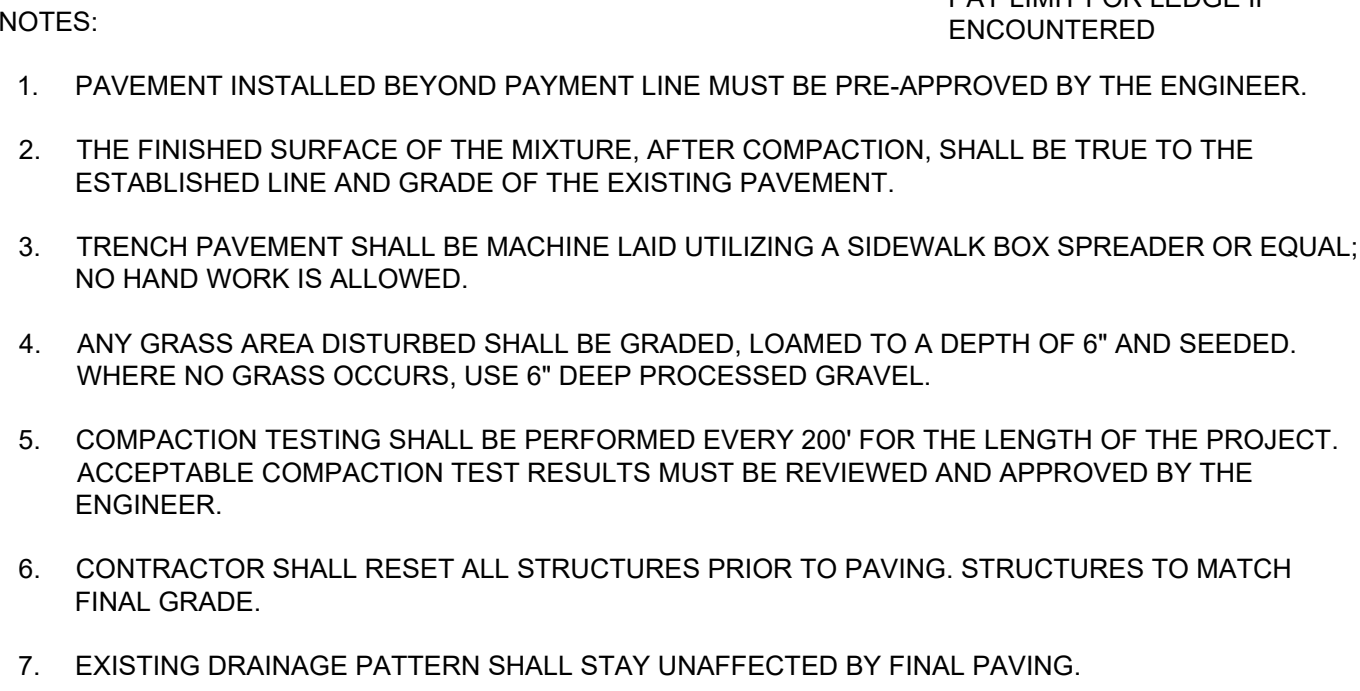
THIS LINE IS ONE INCH
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FEDERAL FURNACE ROAD WATER MAIN REPLACEMENT
TOWN OF PLYMOUTH, MA

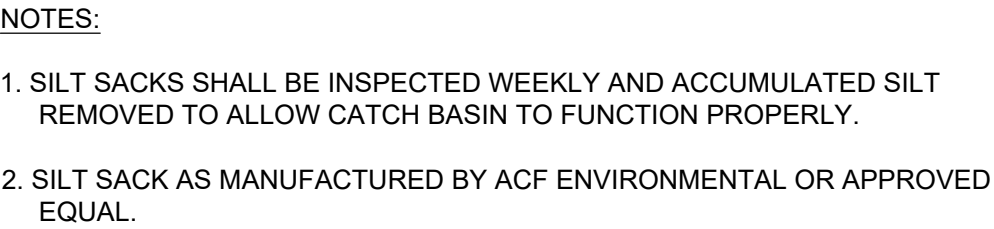
FEDERAL FURNACE ROAD VIII - STA. 151+60 TO STA. 158+47

FOR CONSTRUCTION
Sheet No.

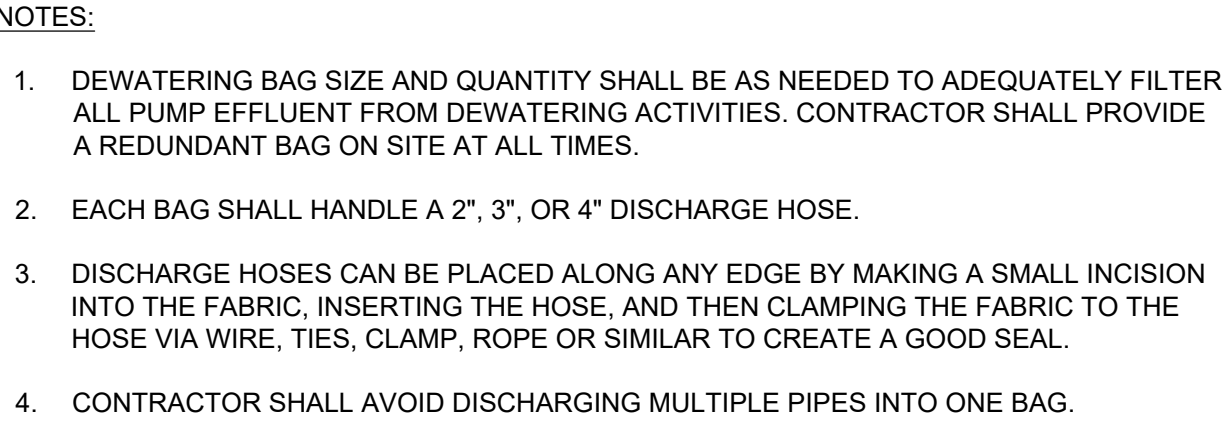
C-9



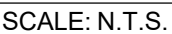
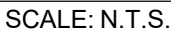
SCALE: N.T.S.



SCALE: N.T.S.



SCALE: N.T.S.



Scale	N.T.S
Date	NOVEMBER 2024
Job No.	PLY003-0631071-22008575
Designed by	SBS/CED
Drawn by	SBS
Checked by	RJA
Approved by	LEU

THIS LINE IS ONE INCH LONG WHEN PLOTTED AT FULL SCALE ON A 22" X 34" DRAWING

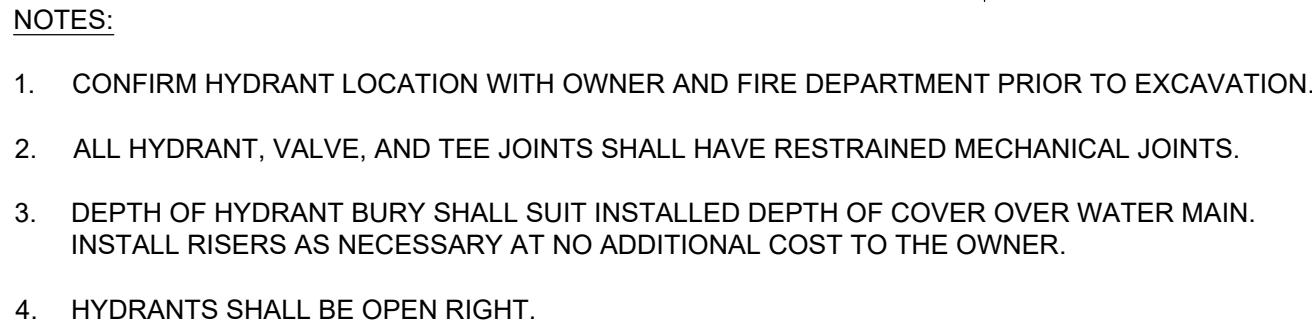
FEDERAL FURNACE ROAD WATER MAIN REPLACEMENT
TOWN OF PLYMOUTH, MA

CONSTRUCTION DETAILS I

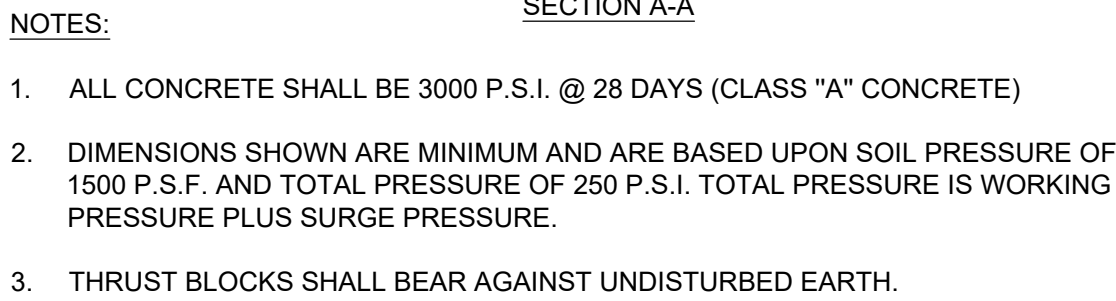
FOR CONSTRUCTION

Sheet No.

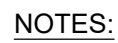
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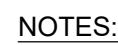


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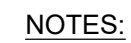
1. ALL SERVICE TUBING SHALL BE POLYETHYLENE.
2. ALL JOINTS SHALL BE COMPRESSION TYPE.
3. SERVICE LINE SHALL BE BACKFILLED WITH SAND BY HAND TO 12" ABOVE TUBING AND SHALL HAVE A SAND BEDDING OF 6".
4. CORPORATION STOPS LARGER THAN ONE INCH SHALL HAVE A SADDLE.
5. WATER SERVICES SHALL BE INSULATED IN AREAS WHERE CONNECTION TO EXISTING WATER SERVICE IS LESS THAN 4 FEET.
6. ALL WATER SERVICE PLUMBING MATERIALS SHALL BE "LEAD FREE" IN ACCORDANCE WITH SECTION 1417 OF THE SAFE DRINKING WATER ACT AND SECTION 9 OF NSF STANDARD 61.

SCALE: N.T.S.

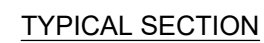


1. ALL GATE VALVE AND VALVE BOXES SHALL BE MANUFACTURED IN NORTH AMERICA.

SCALE: N.T.S.



1. ALL CONCRETE SHALL BE 3000 PSI @ 28 DAYS (CLASS 'A' CONCRETE).
2. DIMENSIONS SHOWN ARE MINIMUM AND ARE BASED UPON SOIL PRESSURE OF 1500 PSF AND TOTAL PRESSURE OF 250 PSI. TOTAL PRESSURE IS WORKING PRESSURE PLUS SURGE PRESSURE.
3. THRUST BLOCKS SHALL BEAR AGAINST UNDISTURBED EARTH.

SCALE: N.T.S.

SCALE: N.T.S.

GENERAL TRAFFIC MANAGEMENT NOTES:

1. ONE LANE OF TRAVEL WILL BE MAINTAINED IN CONSTRUCTION LOCATIONS WHERE ADEQUATE WIDTH CAN BE PROVIDED FOR VEHICULAR ACCESS. (SEE TYPICAL LANE CLOSURE DETAIL.)
2. AT THE END OF EACH CONSTRUCTION DAY NO TRAFFIC CONTROL DEVICES SHALL REMAIN IN THE ROADWAY; ROADWAYS WILL BE PATCHED OR PLATED AND OPEN TO TRAVEL AT THE END OF EACH WORK DAY,
3. THE CONTRACTOR MUST MAINTAIN ACCESS AND EGRESS AT ALL TIMES TO ALL PROPERTIES AND ROADWAYS ABUTTING THE WORK ZONE UNLESS OTHERWISE APPROVED BY THE OWNER AND/OR ENGINEER.
4. ALL DISTANCES MAY BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY THE OWNER AND OR ENGINEER. MINIMUM DISTANCES HOWEVER SHOULD BE MAINTAINED WHERE INDICATED.
5. MINIMUM LANE WIDTHS CONSIST OF THE CLEARANCE BETWEEN CHANNELIZING DEVICES SUCH AS DRUMS AND SHALL BE PROVIDED AT ALL TIMES.
6. EXISTING PEDESTRIAN WALKWAYS WILL REMAIN OPEN AND CLEAR OF DEBRIS. IN LOCATIONS WHERE EXISTING PEDESTRIAN WALKWAYS HAVE BEEN IMPACTED BY CONSTRUCTION, THE ENTIRE WIDTH OF THE PEDESTRIAN WALKWAY IS TO BE RECONSTRUCTED IN KIND WITH A MINIMUM WIDTH OF 5 FEET EXCLUDING CURBING.
7. MAXIMUM SPACING OF CHANNELIZING DEVICES IS EQUAL (IN FEET) TO THE SPEED LIMIT (MPH).
8. CHANNELIZATION WILL BE ACCOMPLISHED THROUGH THE USE OF REFLECTORIZED PLASTIC DRUMS. PLASTIC DRUMS WITH ANY FORM OF LIGHTING DEVICE MOUNTED ON THEM MUST PASS THE CRITERIA AS SET FORTH IN NCHRP 350 "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES."
9. FLASHING WARNING LIGHTS AND/OR FLAGS MAY BE USED ON ADVANCE WARNING SIGNS AS DIRECTED BY THE OWNER AND/OR ENGINEER. FLAGS SHALL BE A MINIMUM OF 16" X 16".
10. ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORT.
11. ALL TEMPORARY TRAFFIC CONTROL DEVICES AND ADVANCE WARNING SIGNS SHALL BE REMOVED IMMEDIATELY WHEN NO LONGER NEEDED.
12. PAVEMENT MARKINGS CONFLICTING WITH TRAFFIC PATTERNS SHALL BE REMOVED FROM THE TRAVEL PATH WITHIN THE LIMITS OF PROPOSED TEMPORARY PAVEMENT MARKINGS AS REQUIRED. UPON COMPLETION OF THE STAGE OF CONSTRUCTION, TEMPORARY MARKINGS SHALL BE REMOVED AND PERMANENT PAVEMENT MARKINGS SHALL BE INSTALLED IN THEIR ORIGINAL LOCATION.
13. WRITTEN PERMISSION MUST BE OBTAINED FROM THE PLYMOUTH POLICE DEPARTMENT BEFORE THE CLOSING OF ANY ROADS WITHIN THE LIMITS OF THE PROJECT AREA.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING, SETTING UP, AND REMOVING ALL SIGNAGE, CONES, BARRICADES, BARRELS, AND OTHER TRAFFIC CONTROL DEVICES ON A DAILY BASIS.
15. THE CONTRACTOR SHALL SUBMIT A TRAFFIC MANAGEMENT PLAN TO THE PLYMOUTH POLICE DEPARTMENT FOR APPROVAL PRIOR TO CONSTRUCTION.

SIGN SUMMARY

IDENTIFI- CATION NUMBER	SIZE OF SIGN (IN)		TEXT	TEXT DIMENSIONS (IN)			BACK- GROUND	COLOR	BORDER	UNIT AREA/EACH (S.F.)
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		LEGEND		
G20-2	36	18		1	1	1	ORANGE	BLACK	BLACK	4.50
R2-10a	48	36		2	2	2	WHITE	BLACK	BLACK	12.00
W5-1	36	36		1	1	1	ORANGE	BLACK	BLACK	9.00
W13-1	24	24		1	1	1	ORANGE	BLACK	BLACK	4.00
W20-1	36	36		1	1	1	ORANGE	BLACK	BLACK	9.00
W20-3	36	36		1	1	1	ORANGE	BLACK	BLACK	9.00
W20-4	36	36		1	1	1	ORANGE	BLACK	BLACK	9.00
W20-7b	36	36		1	1	1	ORANGE	BLACK	BLACK	9.00
M4-9L	30	24		1	1	1	ORANGE	BLACK	BLACK	9.00
M4-9R	30	24		1	1	1	ORANGE	BLACK	BLACK	9.00

- 1SEE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND "STANDARD HIGHWAY SIGNS" BY FEDERAL HIGHWAY ADMINISTRATION (LATEST EDITIONS) FOR SPECIFICATIONS ON TEXT DIMENSION AND COLOR. (SEE ALSO THE "MASSACHUSETTS AMENDMENTS TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", AND "GUIDE SIGN POLICY FOR SECONDARY STATE HIGHWAYS" (LATEST EDITIONS) BY THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION).
- 2SEE "STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TEMPORARY TRAFFIC CONTROL PLANS" AND "STANDARD HIGHWAY SIGNS" BY THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (LATEST EDITIONS) FOR SPECIFICATIONS ON TEXT DIMENSION AND COLOR.

