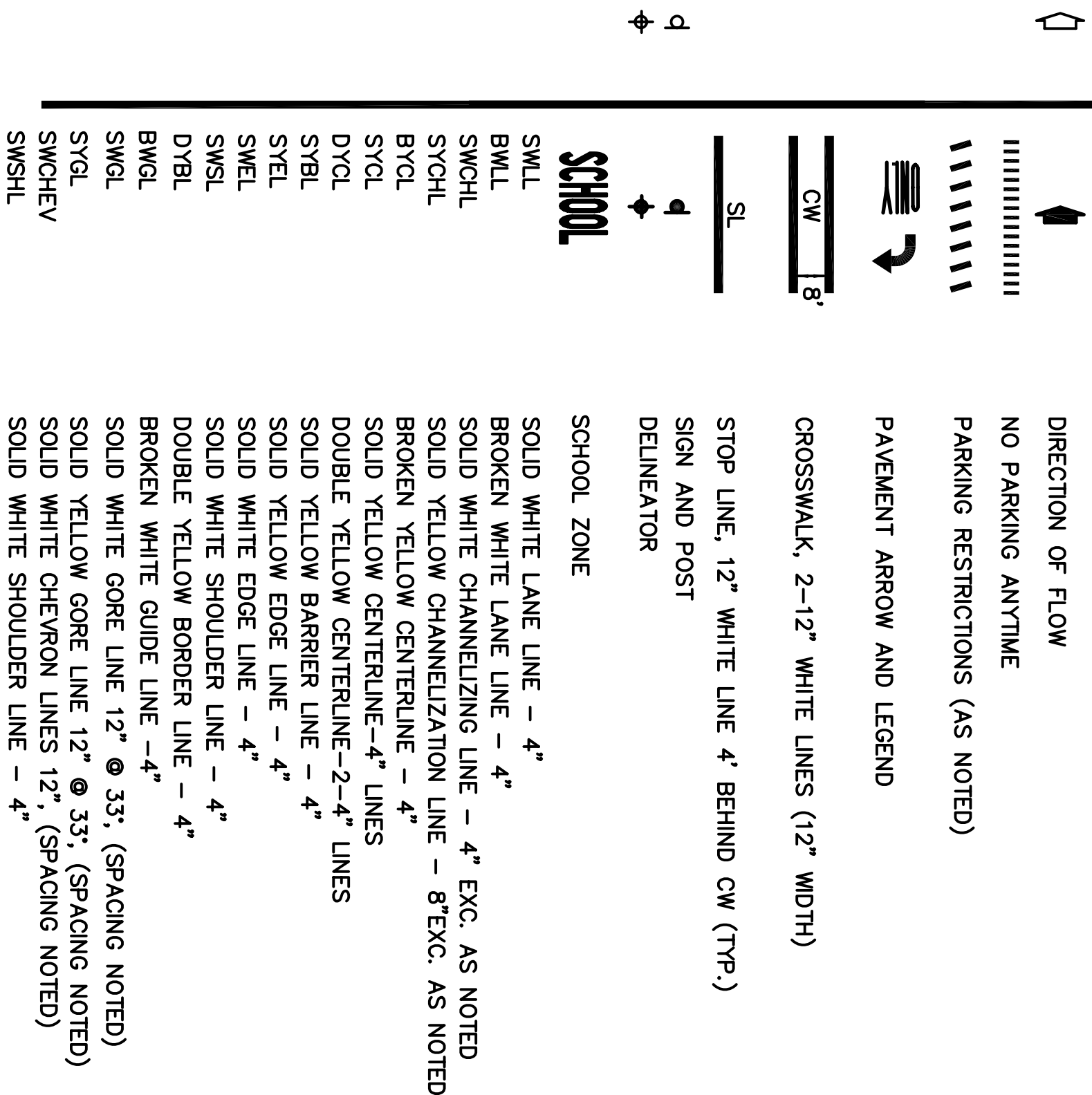


PAVEMENT MARKINGS AND SIGNING SYMBOLS

EXISTING PROPOSED

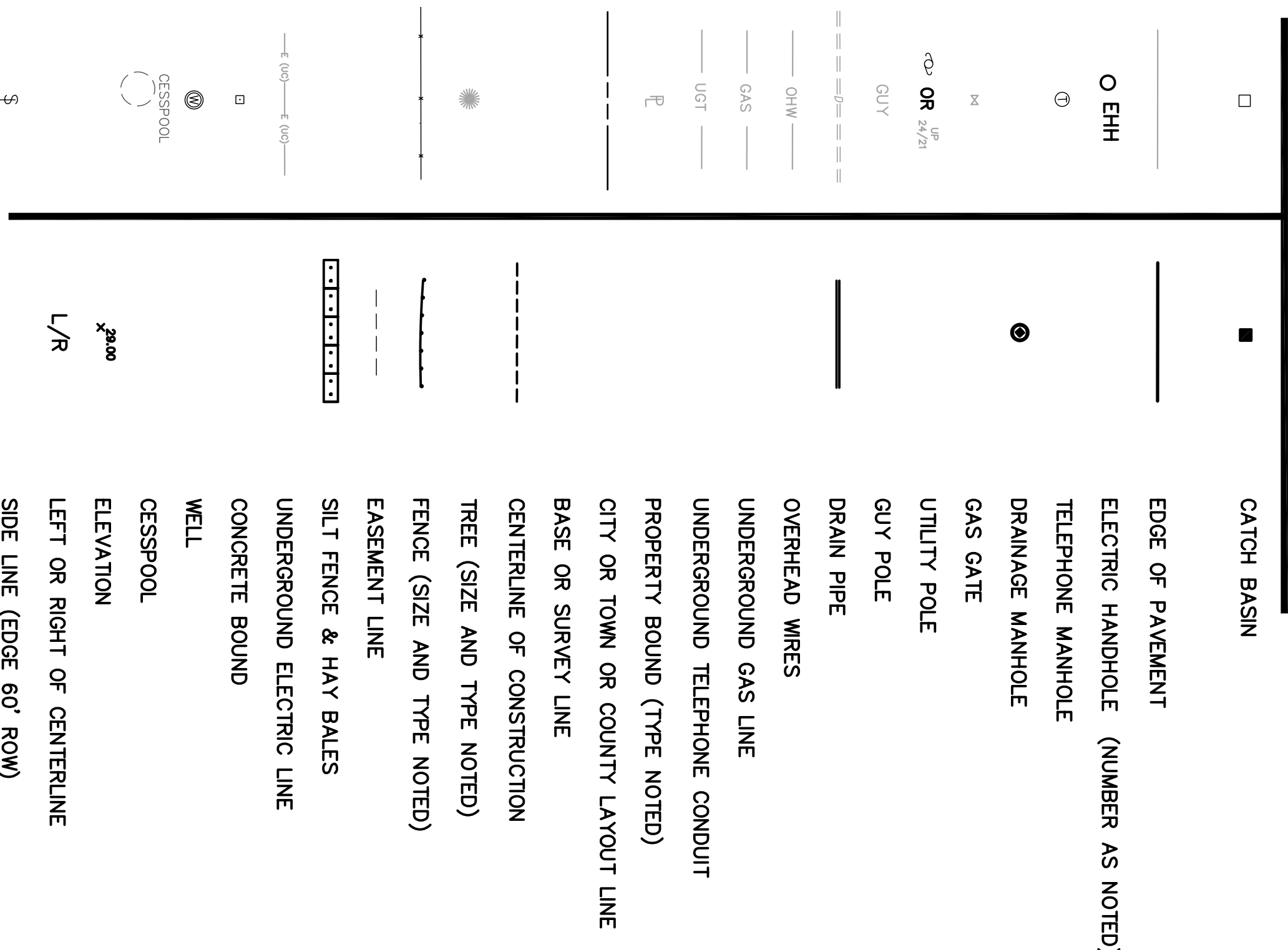


GENERAL NOTES

1. THE LOCATIONS OF EXISTING UNDERGROUND AND ABOVE GROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND AND ABOVE GROUND UTILITIES.
2. 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.
3. AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
4. THE CONTRACTOR SHALL RESTORE THE EXISTING SURFACE PAVEMENTS AND TURF DISTURBED BY THE PROPOSED WORK AND SHALL PATCH ALL HOLES RESULTING FROM THE REMOVAL OF FOUNDATIONS WITH MATERIALS SIMILAR TO THE EXISTING.
5. THE TERM "PROPOSED" (PROP.) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS OR, WHERE APPLICABLE, REUSING EXISTING MATERIALS IDENTIFIED AS REMOVE AND RESET (R&R).
6. JOINTS BETWEEN NEW BITUMINOUS CONCRETE ROADWAY PAVEMENT AND SAW CUT EXISTING PAVEMENT SHALL BE SEALED WITH BITUMEN AND BACKSANDDED.
7. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE RETAINED UNLESS NOTED OTHERWISE ON THE DRAWINGS.
8. ALL PROPOSED PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
9. THE CONTRACTOR SHALL NOTIFY "DIG SAFE" 72 HOURS PRIOR TO THE INITIATION OF WORK AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY STATE/LOCAL PERMITS AND/OR APPROVALS. CONTACT DIG SAFE AT 1-888-344-7233.
10. VERTICAL DATUM BASED ON NGVD 1929
11. TOPOGRAPHIC DATA REPRESENTS CONDITIONS IN JULY 2008.
12. OWNERS OF ADJUTING PROPERTIES ARE SHOWN ACCORDING TO CURRENT TOWN ASSESSORS RECORDS.
13. ORIGINAL DESIGN AND SURVEY COMPLETED BY SCHORFIELD BROTHERS OF CAPE COD. LOCATION OF UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON FIELD LOCATION OF VISIBLE STRUCTURES SUCH AS CATCH BASINS, MANHOLES, WATER GATES, ETC. AND CONSULTING INFORMATION FROM PLANS SUPPLIED BY VARIOUS UTILITY COMPANIES AND GOVERNMENT AGENCIES. THE LOCATION SHOWN SHALL BE CONSIDERED APPROXIMATE BEFORE CONSTRUCTION. THE LOCATION OF UNDERGROUND UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR IN ACCORDANCE WITH CH. 82, SEC. 40 AS AMENDED. ALL UTILITY COMPANIES AND APPLICABLE GOVERNMENT AGENCIES MUST BE CONTACTED. VERTICAL DATUM BASED ON NGVD 1929.

GENERAL SYMBOLS

EXISTING PROPOSED



ABBREVIATIONS

ABAN.	ABANDON	MAH.	MANHOLE
A.C. <td>ASPHALTIC CONCRETE</td> <td>M.H.B.</td> <td>MASSACHUSETTS</td>	ASPHALTIC CONCRETE	M.H.B.	MASSACHUSETTS
A.C.C.M. <td>ASPHALT COATED</td> <td>N.I.C.</td> <td>NOT IN CONTRACT</td>	ASPHALT COATED	N.I.C.	NOT IN CONTRACT
ADU. <td>CORRUGATED METAL PIPE</td> <td>P.A.V.T.</td> <td>PAVEMENT</td>	CORRUGATED METAL PIPE	P.A.V.T.	PAVEMENT
ADJ. <td>ADJUST</td> <td>P.C.C.</td> <td>POINT OF CURVATURE</td>	ADJUST	P.C.C.	POINT OF CURVATURE
APP. <td>APPROACH</td> <td>P.C.C.</td> <td>POINT OF COMPOUND CURVATURE</td>	APPROACH	P.C.C.	POINT OF COMPOUND CURVATURE
APP.R. <td>BOUND</td> <td>P.I.</td> <td>POINT OF INTERSECTION</td>	BOUND	P.I.	POINT OF INTERSECTION
BIT. CONC. <td>BITUMINOUS CONCRETE</td> <td>P.L.</td> <td>PROPERTY LINE</td>	BITUMINOUS CONCRETE	P.L.	PROPERTY LINE
B.L.D.G. <td>BASELINE</td> <td>P.O.C.</td> <td>POINT ON CURVE</td>	BASELINE	P.O.C.	POINT ON CURVE
B.M.A. <td>BUILDING</td> <td>P.O.T.</td> <td>POINT ON TANGENT</td>	BUILDING	P.O.T.	POINT ON TANGENT
B.M. <td>BITUMINOUS MACADAM</td> <td>P.R.C.</td> <td>POINT OF REVERSE CURVATURE</td>	BITUMINOUS MACADAM	P.R.C.	POINT OF REVERSE CURVATURE
B.O. <td>BENCH MARK</td> <td>PROJ.</td> <td>PROJECT</td>	BENCH MARK	PROJ.	PROJECT
BR. <td>BY OTHERS</td> <td>P.E.</td> <td>POLYETHYLENE PIPE</td>	BY OTHERS	P.E.	POLYETHYLENE PIPE
BR. <td>BRIDGE</td> <td>P.E.F.E.</td> <td>POLYETHYLENE FLARED END PIPE</td>	BRIDGE	P.E.F.E.	POLYETHYLENE FLARED END PIPE
CB <td>CATCH BASIN</td> <td>PROP.</td> <td>PROPOSED</td>	CATCH BASIN	PROP.	PROPOSED
CBG <td>CATCH BASIN WITH CURB INLET</td> <td>P.T.</td> <td>POINT OF TANGENCY</td>	CATCH BASIN WITH CURB INLET	P.T.	POINT OF TANGENCY
C.C. <td>CEMENT CONCRETE</td> <td>P.V.I.</td> <td>POINT OF VERTICAL INTERSECTION</td>	CEMENT CONCRETE	P.V.I.	POINT OF VERTICAL INTERSECTION
C.C.M. <td>CEMENT CONCRETE MASONRY</td> <td>P.V.T.</td> <td>POINT OF VERTICAL TANGENCY</td>	CEMENT CONCRETE MASONRY	P.V.T.	POINT OF VERTICAL TANGENCY
CEM. <td>CEMENT</td> <td>P.W.W.</td> <td>PAVED WATERWAY</td>	CEMENT	P.W.W.	PAVED WATERWAY
CL. <td>CURB INLET</td> <td>R</td> <td>RADIUS OF CURVATURE</td>	CURB INLET	R	RADIUS OF CURVATURE
C.L.T. <td>CHANGE IN TYPE</td> <td>R.C.P.</td> <td>REINFORCED CONCRETE PIPE</td>	CHANGE IN TYPE	R.C.P.	REINFORCED CONCRETE PIPE
C.I.P. <td>CAST IRON PIPE</td> <td>R.D.</td> <td>ROAD</td>	CAST IRON PIPE	R.D.	ROAD
CL. <td>CLASS (CONCRETE, EXCAVATION ETC.)</td> <td>R.D.W.</td> <td>ROADWAY</td>	CLASS (CONCRETE, EXCAVATION ETC.)	R.D.W.	ROADWAY
CC. <td>CENTER LINE</td> <td>REM.</td> <td>REMOVE</td>	CENTER LINE	REM.	REMOVE
CC. <td>CENTERLINE OF CONSTRUCTION</td> <td>REMODEL</td> <td>REMODEL</td>	CENTERLINE OF CONSTRUCTION	REMODEL	REMODEL
CCP <td>CORRUGATED METAL PIPE</td> <td>RET.</td> <td>RETAIN</td>	CORRUGATED METAL PIPE	RET.	RETAIN
CSP <td>CORRUGATED STEEL PIPE</td> <td>RET. WALL</td> <td>RETAINING WALL</td>	CORRUGATED STEEL PIPE	RET. WALL	RETAINING WALL
CO. <td>COUNTY</td> <td>R.O.W.</td> <td>RIGHT-OF-WAY</td>	COUNTY	R.O.W.	RIGHT-OF-WAY
CO. BD. <td>COUNTY BOUND</td> <td>R.R.</td> <td>RAILROAD</td>	COUNTY BOUND	R.R.	RAILROAD
CONC. <td>CONCRETE</td> <td>R&R</td> <td>REMOVE AND RESET</td>	CONCRETE	R&R	REMOVE AND RESET
CONSTR. <td>CONSTRUCTION</td> <td>R&S</td> <td>REMOVE AND STACK</td>	CONSTRUCTION	R&S	REMOVE AND STACK
CULV. <td>CULVERT</td> <td>R.T.</td> <td>RIGHT</td>	CULVERT	R.T.	RIGHT
CY <td>CUBIC YARDS</td> <td>R/W</td> <td>RIGHT-OF-WAY</td>	CUBIC YARDS	R/W	RIGHT-OF-WAY
DI <td>DROP INLET</td> <td>S.B.</td> <td>STONE BOUND</td>	DROP INLET	S.B.	STONE BOUND
DI.P. <td>DUCTILE IRON PIPE</td> <td>S.B.D.</td> <td>SOUTH BOUND</td>	DUCTILE IRON PIPE	S.B.D.	SOUTH BOUND
DR. <td>DRIVE</td> <td>S.D.</td> <td>SUBDRAIN</td>	DRIVE	S.D.	SUBDRAIN
E <td>EXTERNAL</td> <td>SECTS.</td> <td>SECTION</td>	EXTERNAL	SECTS.	SECTION
ELEV. (OR EL.) <td>ELEVATION</td> <td>SH.</td> <td>SHEET</td>	ELEVATION	SH.	SHEET
EMB. <td>EMBANKMENT</td> <td>SH.D.</td> <td>SHOULDER</td>	EMBANKMENT	SH.D.	SHOULDER
ENT. <td>ENTRANCE</td> <td>SK.</td> <td>SEWER MANHOLE</td>	ENTRANCE	SK.	SEWER MANHOLE
ENT. <td>ENTRANCE</td> <td>SMH</td> <td>SQUARE YARDS</td>	ENTRANCE	SMH	SQUARE YARDS
EXC. <td>EXCAVATION</td> <td>ST.</td> <td>STREET</td>	EXCAVATION	ST.	STREET
EXIST.(OR EX.) <td>EXISTING</td> <td>STA.</td> <td>STATION</td>	EXISTING	STA.	STATION
F.N. <td>FOUNDATION</td> <td>STA.</td> <td>STOPPING SIGHT DISTANCE</td>	FOUNDATION	STA.	STOPPING SIGHT DISTANCE
F&G <td>FRAME AND GRADE</td> <td>S.S.D.</td> <td>SURFACING OR SURFACE</td>	FRAME AND GRADE	S.S.D.	SURFACING OR SURFACE
F.L. (OR F) <td>FLOW LINE</td> <td>SURF.</td> <td>SIDEWALK</td>	FLOW LINE	SURF.	SIDEWALK
F.LDSTN. <td>FIELDSTONE</td> <td>S.W.</td> <td>TANGENT DISTANCE OF CURVE/</td>	FIELDSTONE	S.W.	TANGENT DISTANCE OF CURVE/
GAR. <td>GARAGE</td> <td>TAN.</td> <td>TANGENT</td>	GARAGE	TAN.	TANGENT
GD. <td>GROUND</td> <td>TEMP.</td> <td>TEMPORARY</td>	GROUND	TEMP.	TEMPORARY
GG <td>GAS GATE</td> <td>T.P.</td> <td>TURNING POINT</td>	GAS GATE	T.P.	TURNING POINT
GI <td>GUTTER INLET</td> <td>T.R.</td> <td>TOP OF RAIL</td>	GUTTER INLET	T.R.	TOP OF RAIL
GL.P. <td>GALVANIZED IRON PIPE</td> <td>T.S.C.</td> <td>TRAFFIC SIGNAL</td>	GALVANIZED IRON PIPE	T.S.C.	TRAFFIC SIGNAL
GRAV. <td>GRAVEL</td> <td>TR. SIG.</td> <td>TRAFFIC SIGNAL</td>	GRAVEL	TR. SIG.	TRAFFIC SIGNAL
GRAN. <td>GRANITE</td> <td>V</td> <td>VARIABLE</td>	GRANITE	V	VARIABLE
GRD. <td>GRAND</td> <td>V.C.</td> <td>VERTICAL CURVE</td>	GRAND	V.C.	VERTICAL CURVE
GRD. <td>GRAND</td> <td>V.C.P.</td> <td>VERTICAL CLAY PIPE</td>	GRAND	V.C.P.	VERTICAL CLAY PIPE
HDPPE PIPE <td>HIGH DENSITY POLYETHYLENE PIPE</td> <td>VERT.</td> <td>VERTICAL</td>	HIGH DENSITY POLYETHYLENE PIPE	VERT.	VERTICAL
HDW. <td>HEADWALL</td> <td>W.G.</td> <td>WOOD</td>	HEADWALL	W.G.	WOOD
HO. <td>HOUSE</td> <td>W.I.P.</td> <td>WATER GATE</td>	HOUSE	W.I.P.	WATER GATE
HOR. <td>HORIZONTAL</td> <td>W.M.</td> <td>WATER METER/ WATER MAIN</td>	HORIZONTAL	W.M.	WATER METER/ WATER MAIN
HYD. <td>HYDRANT</td> <td>X-SEC.</td> <td>CROSS SECTION</td>	HYDRANT	X-SEC.	CROSS SECTION
HYD. <td>HYDRANT</td> <td></td> <td></td>	HYDRANT		
I.T. <td>INTERSECTION OF SLOPE</td> <td></td> <td></td>	INTERSECTION OF SLOPE		
JCT. <td>OR PROFILE GRADE LINES</td> <td></td> <td></td>	OR PROFILE GRADE LINES		
L <td>JUNCTION</td> <td></td> <td></td>	JUNCTION		
L.B. <td>LENGTH OF CURVE</td> <td></td> <td></td>	LENGTH OF CURVE		
L.P. <td>LEACHING BASIN</td> <td></td> <td></td>	LEACHING BASIN		
L.P. <td>LIGHT POLE</td> <td></td> <td></td>	LIGHT POLE		
L.T. <td>LEFT</td> <td></td> <td></td>	LEFT		
M.B. <td>MAIL BOX</td> <td></td> <td></td>	MAIL BOX		

LEGEND AND GENERAL NOTES

EASTHAM, MASSACHUSETTS
BOARD OF SELECTMEN AND DEPARTMENT OF PUBLIC WORKS
BRACKETT ROAD RECONSTRUCTION

No.	Date	Dr.By	Ck.By	App.By	Description
		A	P	P	R
					O
					V
					E
					D

FILE NO.	CADD NO.	SCALE:	CONTRACT:	JOB NO.	DR.BY	DSN.BY	CHK.BY	APP.BY
1	1	NTS		2060056	AKR	SBCC	SRA	1

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