TOWN OF STOW TRAFFIC SAFETY ADVISORY COMMITTEE

Minutes of December 22, 2021 Traffic Safety Advisory Committee Meeting

Committee Members Present: Chief Michael Sallese; Fire Chief John Paul Benoit; Steven Nadeau; Jesse Steadman

Chief Sallese called the meeting to order at 1 pm.

Steve Nadeau not yet present.

Review of Meeting Minutes

Members reviewed the minutes of December 13, 2021.

John Paul Benoit moved to approve the minutes of November 16, 2021. Jesse Steadman seconded.

VOTED: 3-0 Unanimously in favor (Chief Sallese – Yea; Chief Benoît – Yea; Jesse Steadman - Yea)

Member Updates

Chief Sallese updated Committee members on a site visit he and the Superintendent of Streets made to the intersection of Harvard and Finn Roads. It was discussed that 200 feet of visual clearance is required to make a stop in a 25MPH zone, similar to the southbound approach to the intersection. However, the sight lines cannot be met in this location and Steve Nadeau believed that a stop sign and stop bar would be warranted.

Jesse Steadman noted that it appears the same firm may be performing the traffic study for the Athens Lane, Stow Acres and Masters Academy projects, which would provide continuity in the data that would help Committee members understand traffic patterns in a large part of Stow. Jesse Steadman noted that in the event that the Masters Academy wants to utilize the former entrance to the Bose campus on Old Bolton Road, he will be looking for information on the current and estimated usage of the Route 117/Hiley Brook Road intersection. Others agreed.

Steve Nadeau Arrived.

Steve Nadeau added to the Police Chief's updates regarding Harvard Road, noting that he has a template for making a stop sign recommendation to the Select Board, which requires a Public Hearing of the Select Board, as well as a two week notice requirement for the Hearing. Chief Sallese noted he will have the topic on the next agenda.

Budget Items

Jesse Steadman noted that he had a discussion with the Town Administrator regarding the Committee's agreement on pursuing engineering funds for the Hudson Road/Route 117 intersection. Jesse Steadman explained that the Town Administrator believed that the request would be an article that could be

submitted after the Select Board calls for articles in January. The Town Administrator noted that the delay in submitting the request may also provide time for the Town to determine whether any private investment in the effort will be possible.

Town Wide 25MPH Recommendation

Members discussed the updated draft letter prepared by the Town Planner. Chief Benoit provided feedback regarding the wording of the Traffic Rules and Orders language. It was agreed that the Committee would hold off on a final vote to submit until such time as the Assistant Planner was able to analyze the specific sections of applicable roadways that would qualify as "thickly settled."

Project Tracking Process

Chief Benoit recommended that all specific locations and issues noted in the tracking spreadsheet should reference the posted minutes for the topic rather than trying to paraphrase the outcome in the tracking sheet. Committee members agreed.

Crescent Street Speed Zones

The Committee discussed a map and email sent by the Town Planner, showing the current locations of speed limit signs along Crescent Street. It was noted that there is a five MPH difference in the westbound and eastbound lanes in the vicinity of Pilot Grove Farm due to a slightly lower speed zone (30 MPH) as drivers approach the Crescent Street/West Acton Road intersection.

Approval of Letters to Residents

The Committee discussed the draft response to a resident on 34 Meeting House Lane.

Chief Sallese moved to approve the letter as amended.

Steve Nadeau seconded.

VOTED: 4-0 Unanimously in favor (Chief Sallese – Yea; Chief Benoit – Yea; Jesse Steadman – Yea; Steve Nadeau)

The next meeting is scheduled for January 12, 2021 at 1pm.

Chief Sallese motioned to adjourn

Steve Nadeau seconded.

VOTED: 4-0 Unanimously in favor (Chief Sallese – Yea; Chief Benoit – Yea; Jesse Steadman – Yea; Steve Nadeau)

Respectfully Submitted.

Jesse Steadman

Draft 3

TOWN OF STOW TRAFFIC SAFETY ADVISORY COMMITTEE

Minutes of January 12, 2022 Traffic Safety Advisory Committee Meeting

Committee Members Present: Chief Michael Sallese; Fire Chief John Paul Benoit; Steven Nadeau; Jesse Steadman

Chief Sallese called the meeting to order at 1 pm.

Member Updates

None.

Town Wide 25MPH Recommendation

Jesse Steadman presented an updated letter of recommendation and discussed that the list of roads need to be finalized.

Chief Sallese moved to approve the letter as amended.

Jesse Steadman seconded.

VOTED: 4-0 Unanimously in favor (Chief Sallese – Yea; Chief Benoit – Yea; Jesse Steadman – Yea; Steve Nadeau)

Capital Articles

The Committee discussed Hudson Road/Route 117 as the most likely potential capital article to be put forward for the 2022 Annual Town Meeting. Jesse Steadman noted that he will be following up with MassWorks regarding an Expression of Interest to determine whether grant funding may be available for construction, but that the Committee may want to consider ARPA funds or Annual Town Meeting funds for design funding.

Enforcement Update

Chief Sallese provided updated figures on enforcement, including tickets issued and stops on priority roads in Stow. Chief Sallese indicated that November – January included 173 hours of radar and 130 stops. Chief Sallese said that the difference in stops on some roads, show that some are not as used to a police presence as others.

Website Updates

Chief Benoit and Chief Sallese updated the Board on the current form of the Committee's online reporting and record keeping.

Athens Lane Traffic Study

Jesse Steadman updated the Committee on the recently completed Traffic Study for the upcoming Athens Lane project. Jesse Steadman said that the study provides some interesting information regarding the potential trips generated by the development, as well as information on the adequacy of

sight lines and updated traffic counts in the area, including at the intersection of Hudson Road and Route 117.

Route 117/Town Building Crosswalk

The Committee discussed the installation of a pedestrian signal at Town Building and Route 117. Steve Nadeau noted that granite from the Police Station parking lot may be able to be repurposed for the concrete wheelchair ramps.

Crescent Street Speed Limits

The Committee discussed the location of the speed limit signs on Crescent Street finding that the current locations do not match the approved locations in the Traffic Rules and Orders. The Highway Superintendent agreed to move the signs to the correct location in the spring.

Harvard Road Stop Sign

The Committee discussed the installation of a stop sign at the southbound approach to the intersection of Harvard Road, Finn Road and Garner Road in Stow. Steve Nadeau indicated that he will draft a letter of recommendation the Select Board in accordance with the applicable statute, given that the sight lines in that location justify the use of a stop sign.

Chief Sallese motioned to adjourn

Steve Nadeau seconded.

VOTED: 4-0 Unanimously in favor (Chief Sallese – Yea; Chief Benoit – Yea; Jesse Steadman – Yea; Steve Nadeau)

Respectfully Submitted,

Jesse Steadman

Draft

Planning Board 380 Great Road Stow, MA 01775 Tel: 978-897-5098 Fax: 978-897-2321 Town of Stow Traffic Safety Advisory Committee

Memo

To: Stow Select Board

CC: Denise Dembkoski – Town Administrator; Complete Streets Committee; Planning Board

From: Traffic Safety Advisory Committee

Police Chief, Michael Sallese Fire Chief, John Paul Benoit

Superintendent of Streets, Steve Nadeau

Town Planner, Jesse Steadman

Date: 12/17/2021

Re: Recommendation on Amending Traffic Rules and Orders

Summary

The purpose of this memo is to recommend the Stow Select Board authorize specific changes to the Traffic Rules and Orders for the improvement of public safety on Stow roads. Specifically, this memo recommends the following actions:

- 1. Amendment to the Traffic Rules and Orders to reduce speed limits on applicable public and private ways that currently do not have posted speed limits AND meet the definition of Thickly Settled, in accordance with Article 6, Section 6 of the Town's General Bylaw;
- 2. To support funding for signage to implement speed reduction measures;
- 3. To support funding for the study of a "Safety Zone" along Crescent Street, in the vicinity of Town Center.

Traffic Safety Advisory Committee Charge

The Traffic Safety Advisory Committee was established in 2021 by the Stow Select Board to act as an "advisory group that can receive all requests and suggestions for traffic safety improvement in the Town of Stow, and evaluate and recommend to the Town Administrator and Select Board various approaches that could be used to create safer and more livable neighborhoods through efforts to reduce speeding and unnecessary traffic on neighborhood roads."

Town Wide 25 MPH Regulation on Qualifying Roadways

Since its first meeting of August 17th, the Traffic Safety Advisory Committee (TSAC) has accepted well over fifty pieces of correspondence regarding traffic safety issues from a variety of neighborhoods and streets in Stow. Many of those letters regard the high speed of vehicles and the attending safety hazards that they impart. While there are a number of design and signage interventions the Committee is also considering, the TSAC believes that speed regulation can play an important role.

The TSAC has reviewed the process for amending speed limits through the MassDOT required process. Given that MassDOT requires traffic studies for amending speed limits, undertaking individual, street-by-

street studies on many of the relatively short, low trafficked roads in Stow, would not be as efficient or cost effective as implementing a blanket speed regulation on qualifying roadways. The Committee has further found that regulating speeds on many of Stow's non-speed regulated roadways would not only provide the Police Department with the legal mechanism to enforce speeds in those areas, but provide opportunities to further educate drivers regarding speed expectations in Stow.

Enabling Legislation

At the July 2017 Special Town Meeting, voters approved a measure allowing the Town to opt-in to MGL c90 s.17C, which enables municipalities to lower the speed limit for <u>Town owned roads</u> that meet the definition of <u>Thickly Settled</u> or <u>Business District</u>, provided there is no speed regulation in place for that road. MassDOT has provided guidance indicating that the best method for enabling this allowance is to place signage at entrances to Town stating a speed limit of 25 mph, unless otherwise posted (see Fig. 1 and Exhibit C).

THICKLY SETTLED

SPEED
LIMIT
25
TOWNWIDE
UNLESS
OTHERWISE
POSTED

Fig. 1

MGL c90 §17C defines Thickly Settled districts as:

"the territory contiguous to any way which is built up with structures devoted to business, or the territory contiguous to any way where dwelling houses are situated at such distances as will average less than two hundred feet between them for a distance of a quarter of a mile or over."

Effect of the Regulation on Stow Roads

Given that the language of c.90 s.17C specifies that roads receiving a *Thickly Settled* speed reduction must be *Town owned*, the Traffic Safety Advisory Committee is also recommending that the Select Board act through its Traffic Rules and Orders to implement a similar speed limit on *Town Maintained Private Ways* that meet the same *Thickly Settled* definition.

The Planning Department has separated the two distinct categories of roads subject to the recommended changes to the Traffic Rules and Orders. The below table breaks down the specific recommended action of the Select Board, as well as the type and number of roads affected through implementation:

Table 1: Recommended Actions

Recommended Action	Proposed Traffic Rules and Order Change	Type of Road affected	# of Affected Roadways
Reduce speed limit on all "thickly settled," Town-owned roadways in Stow to 25MPH.	Amend Article VI Section 7-2 to refer to (25) MPH on all "Town-owned public ways" defined as thickly settled in accordance with an appendix of applicable street listings and c.90 s.17C.	Town-owned public ways within a thickly settled district.	XX (see Exhibit A)

Reduce speed limit on all "thickly settled" Town-maintained private ways in Stow to 25 MPH	Amend Article VI Section 7-2 to refer to "Town Maintained Private Ways," meeting "Thickly Settled" definition. Add definition of "Town Maintained Private Way" to Article I – Definitions. Amend Article VI to create a new Section 12 listing all un-regulated Town-owned ways, and all Town Maintained Private Ways in Stow	Private way, maintained and plowed for public safety.	XX (See Exhibit A for list)
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Required Signage

In addition to amending the Traffic Rules and Orders, the Town would need to post signage at the prominent entrances to Stow, as recommended in attached Exhibit B. The installation of the signage would not only notify drivers of the new regulation, but also set expectations among drivers that the Town is serious about vehicle speeds throughout Stow. Although no bid has yet been placed or official estimate received, the TSAC estimates that the cost of the necessary signage, including the required steel posts, could be between \$4-5 thousand dollars.

What About Business Districts?

Although the statute specifically refers to the ability to lower speed limits in established "Business Districts," the Business Districts in the Town of Stow, primarily Lower Village and portions of Hudson Road at Route 117, are unaffected by this proposed Traffic Order due to already having an established speed regulation in place (see Exhibit B for statutory language). Therefore, all existing speed regulations in place within those districts would remain.

Traffic Safety Advisory Committee Recommendation

On December 21st, 2021, the Traffic Safety Advisory Committee voted unanimously to recommend that the Stow Select Board amend the Traffic Rules and Orders to create a new Section 12 of Article VI, titled "Thickly Settled Districts," which states that all roadways listed in Section 12 shall be subject to a speed limit of 25mph, unless otherwise posted, in accordance with MGL chapter 90 s.17C or to use any other language as recommended by the Select Board or Town Counsel to achieve the same.

Creation of Safety Zone on Crescent Street

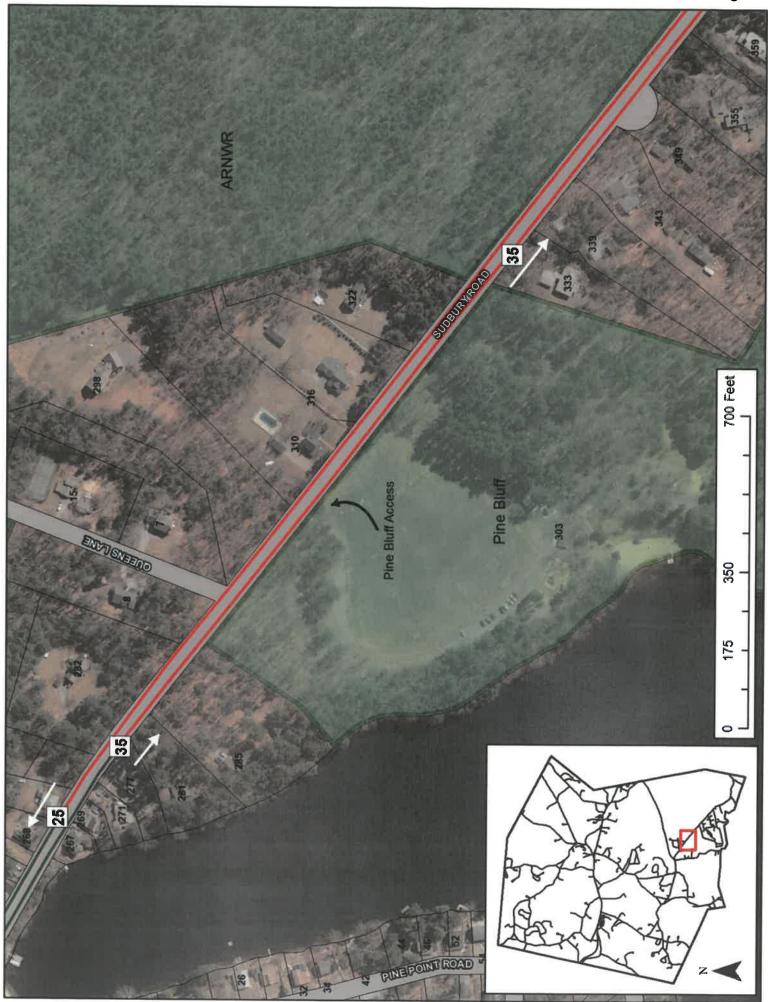
At the July, 2017 Special Town Meeting, the Town of Stow accepted rights associated with Section 194 of Chapter 218 of the Acts of 2016 to establish regulatory 20 mph "Safety Zones" in qualifying areas of Town. Safety Zones are intended to be used in areas where vulnerable road users are more likely to be present, such as in the vicinity of parks, certain municipal uses, areas in around school and daycare centers, etc. The establishment of Safety Zones must be predicated upon a study in conformance with the Manual on Uniform Traffic Control Devices (MUTCD).

The TSAC is considering such a Safety Zone along Crescent Street, in the vicinity of Hartley Road, Library Hill Road and Town Center Park. Crescent Street includes three of the top 10

Complete Streets Prioritization Plan projects and is a heavily used pedestrian corridor, particularly school aged children. The TSAC is requesting the Select Board's support for an Article at the May Annual Town Meeting to study the implementation of a Safety Zone at Crescent Street. In the intervening time, the TSAC will begin to solicit estimates for the required study, although it is expected to be below \$10,000.00.

Speed Zone Extension on Sudbury Road

The Traffic Safety Advisory Committee has voted to authorize the Superintendent of Streets to move the north-bound Speed Limit sign of 25 MPH approximately 300 feet south of the Pine Bluff Recreation Area entrance (in the vicinity of 322 Sudbury Road). The purpose of this change is to provide notice of the north bound speed zone prior to reaching Pine Bluff, rather than after passing through what can be a busy entrance to a public facility. Several comments regarding Sudbury Road have been provided by residents to the Traffic Safety Advisory Committee and the Committee believes this can be an effective mitigation measure to reduce speeds in the area. No change to the Traffic Rules and Orders is proposed. Please see the attached map for reference.



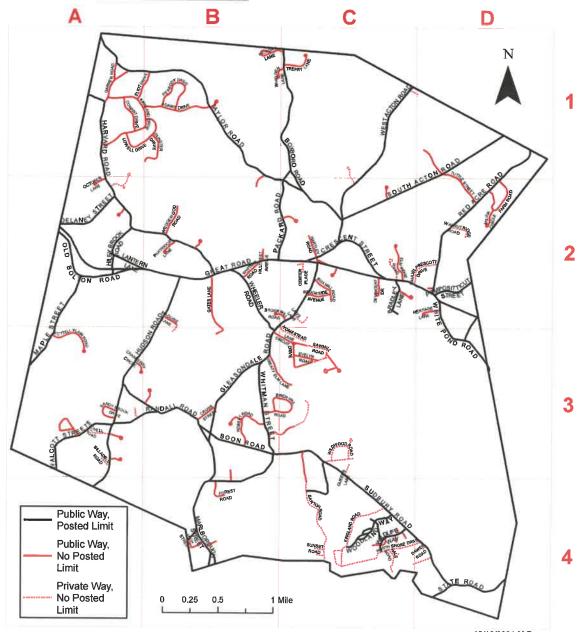
Public Ways

Street	Grid	Street	Grid
Adems Dr	A1,81	Hickory LD	81
Apple Blossom La	83, C3	High St	84
Asa Whitcomb Wy	B1_B2	Hillcrest Ave	82
Barton Rd	C3, C4	Indian Ridge Ad	A3
Birch Hill Rd	85, C2	Kerrington Wy	B2
Sick MIS Rd	CZ	Kettell Plain Rd	AZ
Brook MGE Rd	812, CZ	Kirkland Dr	A1, 81
Brookside Ave	Q	Lane's End	C2
Cardinal Ct	C4	Literary Hill Rd	Q
Carriage Lit	C2:	Cowell Dr	AL III
Catherine Cir	83	Magaine Ln	82
Cider Mill Rd	A2	Merlborough St	84
Circuit Dr	83, C3	Meura Dr	B1
Common Rd	C2	Middlemost Wy	C3
Conant Dr	A1	Militia Cir	0.02
Cranberry Cir	A3	Ministers Wy	C2
Cramberry Cir	EA	No Name Rd	Al
Crascant St	œ	Nyra Rd	83
Cristet Ct	C4	October Ln	A2
Cross St	83	Partridge Ln	82
Devincent Dr	CZ	Penbody Dr	81
Dunster Dr	91	Pine Nidge Rd	CE
Edgehill Rd	AB	Railroad Ave	B4
Eliot Dr	A1, B1	Robert Rd	83
Elm Ridge Rd	CZ	Robin Wood In	89,84
Everyn Rd	C8	Salamander Ln	C4
Ferrivay Dr	03	Sandy Brook Dr	A3
Form Rd	0.2	Sewmill Rd	C3
Forest Rd	84	Tenberedge fid	CB
Fox Ct	C4	Treaty Eins Lo	83, C3
Frances Cir	A3	Trafry in	CI
Gerdner St	D2	Tuttle Ln	D1, D2
Gerner Rd	A1	Wedgewood Rd	82
Getes Ln	82, B3	Wetherbee In	C2
Hartley Rd	CZ	Whelden i.n	B1, C1
Herttage In.	02	Whitney Rd	82

Town Maintained Private Ways

Street	Grid	Street	Grid
Apple Blossom Ln	CS	Lakewood Rd	CI
Berton Rd	C4	Laws Ln	C2
Official Rd	A3	Middlemost Wy	C3
Erandymeade Cir	CL,C2	Mitchell Rd	AB
Contentiony Rd	C1, D1	North Shore Dr	CE DE
Center Place	a	O'Connell wy	C4
Davis Rd	C4	Chiesens LR	C3
Dawes Ad	D4	Samuel Prescott Dr	D2. C2
Deer Field Ln	Q	Saverall Ad	C3
Eleatieth Dr	82, 83	Seven Star Ln	A3
Hale Rd	C4	Sunset Rd	CE
Haliocks Point Rd	C4, D4	Sylvan Dr	A1, A2
Homesteed Ln	(2, 63	Thicket Cir	C3
itingland Rd	C4	Walnut Bidge Rd	02
Leireumod Rd	C	Wildwood Rd	~

***Private ways not maintained by the Town are not represented on the map





TOWN OF STOW, MA SELECT BOARD

NOTICE OF TRAFFIC REGULATION

By virtue of the authority	vested in the Select Board	of the Town	of Stow.
it is hereby			

VOTED:

In accordance with the provisions of Chapter 89, Section 9 of the General Laws, the following street is designated as a stop street at the intersection and in the direction indicated:

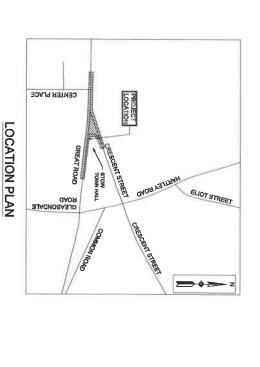
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Attest of Town Clerk_								

PROPOSED PEDESTRIAN IMPROVEMENTS TOWN OF STOW, MASSACHUSETTS

GREAT ROAD AND CRESCENT STREET

DECEMBER 13, 2021

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TRAFFC NAMAGEMENT PLANS





BOARD OF SELECTMEN

PLANNING DEPARTMENT
JESSE STEADMAN, TOWN PLANNER
MALCOLM RAGAN, ASSISTANT PLANNERY GIS ADMINISTRATOR
JULIE WINDZIO, DEPARTMENT ASSISTANT ELLEN S. STURGIS, CHAIR MEGAN BIRCH-MC-MICHAEL, CLERK ZACK BURNS CORTNI FRECHA JAMES H. SALVIE

NEVHIORE.							
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TOWN OF STOW PLANNING DEPARTMENT MOREST ROW, MUSECH RECORD STOW, MUSECH RETER

DESIGN PLAN

GREEN INTERNATIONAL AFFILIATES, INC.
THANSOMERON STRUCTURAL INTERNEDUNCES IONAGES
228 LITTLETON ROBE SUTTE WESTFORD, MA 01809
978.022.0400 | WWW.giveniel.Com

DESIGNED BY: HO DRAWN BY: HO CHECKED BY: CT

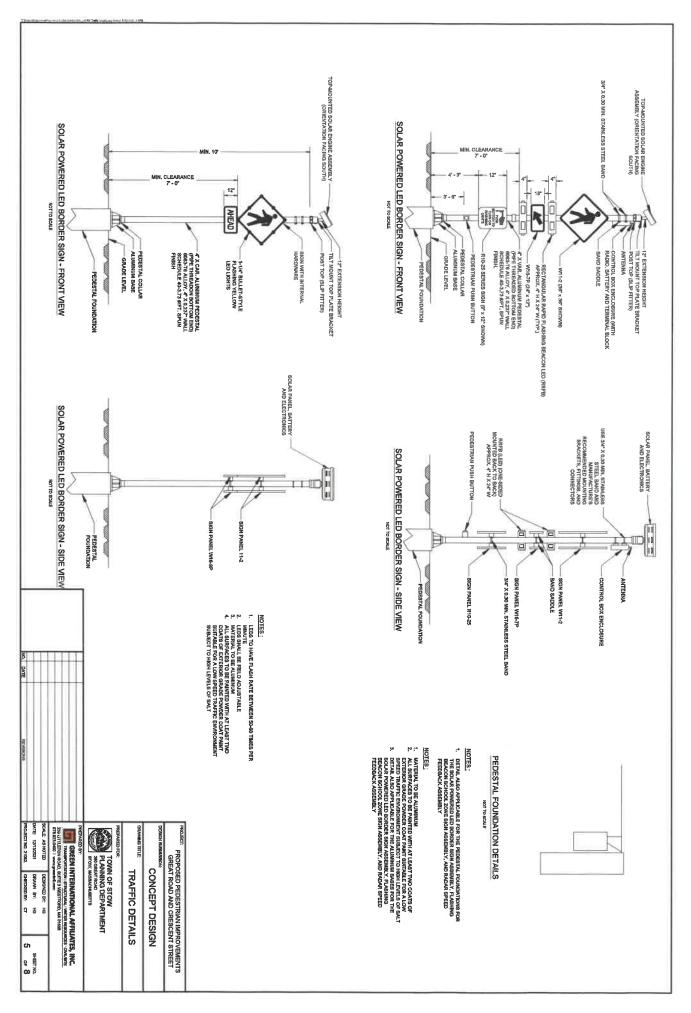
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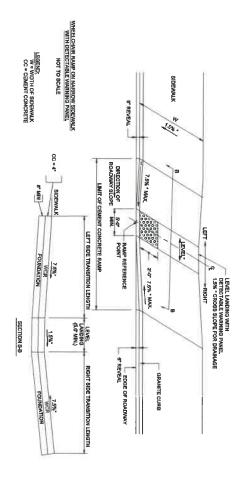


TOWN OF STOW
PLANNING DEPARTMENT
SEGRET ROAD
STOW, MASSACHABETTS

CONCEPT DESIGN DESIGN PLAN

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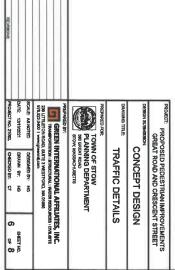
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PAVEMENT MARKINGS:

- THE WORK FOR INSTALLING PAVEMENT MARKINGS AND PERFORMING PAVEMENT MARKING REMOVAL SHALL CONFORM TO THE RELEVANT PROVISIONS OF SECTION 850 AND 850 OF THE MASSDOT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES.
- ALL PAVEMENT MARKING SHALL BE THERMOPLASTIC AND CONFORM TO THE MASSDOT MATERIAL SPECIFICATION M7.01.03 AND M7.01.04.
- COCSMALLS WILL BE SHOWN ON CIBE OUT WHEEL CHAIR EACH SECTIONS IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RETERING AND RECORD ALL DESTING COCSOMALK PAYENRY MAKRINGS, THEIL COCKTONS AND DIMENSIONS FOR REFORDOUT COLOR AFTER REMOVAL, IF REQUIRED BY THE BROINERS, THE RECORDING SHALL BE OFFER PROJECT OF ANY OTHER WORK ON THE PROJECT AND COPIES SHALL BE OFFER TO THE REGISTERS.
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- PAVEMENT MARKING RENGVAL SHALL BE PERFORMED BY GRINDING THE PAVEMENT MARKING FROM THE PAVEMENT OR OTHER METHOD OF PHYSICAL REMOVAL APPROVED BY THE ENGINEER. PAINTING OVER EXISTING MARKINGS WILL NOT BE ALLOWED.

- THE WORK FOR REMOVENGAMD DISCARDING THE EXISTING CIRB ALONG THE IMPITS OF THE PROPOSED WHEELCHAIR RAMP AND INSTILLING GRAMIT TRANSITION CLIBB FOR THE WHEELCHAIR RAMP TRANSITIONS SMALL CONFORM TO THE RELEVANT PROVISIONS OF SECTION 500 OF THE MASSIOT STANDARD SPECHCATIONS FOR HIGHWAYS AND BRIDGES.
- WHERE THERE IS AN EUSTING GAASS SURFACE ADJACENT TO THE BACK OF THE PROPOSED CEMENT CONCRETE SUBEWALK SURFACE, BACK OF THE PROPOSED CEMENT CONCRETE WHEECHAIR DAMP, AND/ON WHERE DIRECTED BY THE ENGINEER, THE CONTINUOUS SHALL PLACE COMM AND SEED AT THE BACK OF THE CEMENT CONCRETE SIDEMALK SURFACE.
- ALL WHEEL CHARD RAMP ICHITY AND TRANSTION SECTIONS WHICH DEFINE GRADE CHANGES SHALL BE FORMED, STAKED AND CHECKED PRICE TO ALCING CEMENT CONCRETE, ALL GRADE CHANGES ARE TO BE MADE AT JOINTS WHICH ARE TO BE TRANSVERSE TO THE PERISTRUM PATH OF TRAVEL, DICLUDING THE JOINTS KOMMING THE WHEEL CHANGE ARE SECTIONS.
- THE PEDESTRIAN RAMP, INCLUDING THE DETECTABLE WARNING PAINEL SHALL BE PROTECTED FROM ALL TRAFFIC, VEHICULAR OR PEDESTRIAN, DURING THE CURING PROCESS. PRIOR TO COMPLETION ALL DEBRIS MUST BE CLEANED FROM THE DETECTABLE WARNING PAINEL.



7

TEMPORARY TRAFFIC CONTROL NOTES

- MINIMUM LANE WIDTH OF 11 FEET SHALL BE MANITAINED UNLESS OTHERWISE NOTED, MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF THE DRUMS OR COMES (IF USED).
- THE CONTRACTOR MAY ELECT TO PROVIDE ALTERNATE METHODS TO MAINTAIN TRAFFIC. ALTERNATE METHODS PROPOSED BY THE CONTRACTOR SHALL BE SUBMITTED TO TOWN OF STOW FOR REVIEW AND APPROVAL.

MA-R2-10e

SPEED (S)

TAPER LENGTH (L) IN FEET

L=W52/80

SW-T

TAPER LENGTH IN FEET
WINDTH OF OFFISET IN FEET
WINDTH OF OFFISET IN HEIT
POSTED SPEED UNIT OR OFFI-PEAK 55TH
PERCENTILE SPEED PRIOR TO WORK STARTING,
OR THE ANTICIPATED OPERATING SPEED IN MPH.

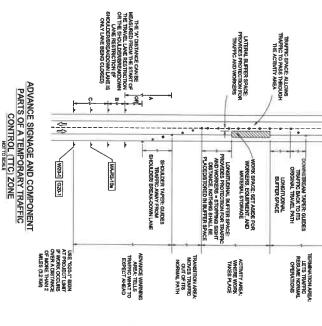
- THE CONTRACTOR SHALL COORDINATE APPROVAL OF ANY CHANGES TO THE TEMPORARY TRAFFIC CONTROL FLAN WITH TOWN OF STOW PRIOR TO CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL ALSO NOTIFY TOWN OF STOW TWO (2) WEEKS IN ADVANCE OF PLACING TEMPORARY TRAFFIC CONTROL SIGNIS.
- THESE PLAIS ARE NOT INTENDED TO LAINT THE CONTRACTORS A PROJUCE TO SCHEDULE THE WORK BIT TO OUTLANE ONE WAY OF PROMERISAING. THE CONTRACTOR IS REPORTED TO YOU BE WOWNEDGE AND EXPERIENCE TO PERCONAL THE WORK IN THE MOST EFFCIENT AND SAFE MANNER IN COMPLANCE WITH THE DRAWINGS AND SPECIFICATIONS.
- PLACE ALL SAFETY DEVICES AND CONSTRUCTION 8KINING BEFORE ACTUAL CONSTRUCTION WORK BEGINS.
- DISTANCES ARE A GUIDE AND MAY BE ADJUSTED BASED ON FIELD CONDITIONS WITH THE APPROVAL OF THE ENGINEER
- WHEN EXISTING SIGNS ARE NO LONGER APPLICABLE THEY SHALL BE TEMPORARILY COVERED DURING CONSTRUCTION OR REMOVED AND RESET UPON COMPLETION OF CONSTRUCTION. THE COST SHALL BE INCIDENTAL TO THE CONTRACT.
- ALL SIGNS SHALL BE REFLECTORIZED, WITH REFLECTIVE SHEETING CONFORMING TO M9.30,0, ALL BIGN COLORS SHALL BE PER THE CONSTRUCTION SIGN SUMMARY TABLE AND CURRENT MUTCD.
- SIGHS AND SIGH SUPPORTS LOCATED ON OR RETAIN THE TRAVELED WAY CHAMMENTO DEFICES, BARBERS AND DEADH ATTENUATORS MIST FASS THE CORTENS SET FORTH IN CHIPPE REPORT SAY, RECOMMENDED PROCEDURES FOR THE SAFET PERFORMANCE EVALUATION OF HISHMAY FEATURES" ANDOR "MANUAL FOR ASSESSING SAFETY MADDMARE (MASH).
- CONTRACTOR SHALL RECORD EXISTING PAVEMENT MARKINGS AND RESTORE ALL MARKINGS TO EXISTING CONDITIONS AT THE CONCLUSION OF CONSTRUCTION AT EACH LOCATION.
- CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES IMMEDIATELY WHEN NO LONGER NEEDED.
- UNLESS OTHERWISE NOTED, ALL PAVEMENT MARKINGS, SIGNS AND OTHER TRAFFIC EQUIPMENT REMOVED OR DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED IN CONFORMANCE WITH THE CONTRACT DOCUMENTS.
- CONTRACTOR SHALL INSTALL, RENEW, AND MAINTAIN ALL TRAFFIC CONTROL DEVICES AS SHOWN ON THE DRAWINGS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
- ACCESS/EGRESS TO ALL ABUTTERS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
- CONTRACTOR SHILL MANTAW EMERGENCY PASSAGE AT ALL TIMES TO BUILDINGS WITHIN AND ADJACENT TO THE PROJECT LIMITS AS WELL AS A JANGER, RASH FAFFECTED BY CONSTRUCTION CONDITIONS. CONTRACTOR SHALL MANTAIN 24 HOUR EMERGENCY VEHICLE ACCESS TO CONSTRUCTION ACEAS,
- CONTRACTOR SHALL COORDINATE WITH ABUTTERS FOR THE PROPOSED WORK AND SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF THE WORK THAT WILL REQUIRE TEMPORARY CLOSURE OF ACCESS TO THEIR PROPERTY.
- THE CONTRACTOR SHALL COORDINATE THE WORK WITH ALL ABUTTING PROJECTS.
- ALL TEMPORARY TRAFFIC CONTROL WORK SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (NUTICD) AND ALL REVISIONS, UNLESS SUPERCEDED BY THESE PLANS.
- CONSTRUCTION WORK WITHIN SCHOOL ZONE WILL OCCUR OUTSIDE OF SCHOOL SEASON, MURES OTHERWISE MOTED CONTRACTOR.
 SHALL COORDINATE WITH TOWN OF SERESEONER AND ENABLES IF FIRE CONSTRUCTION OCCUR IN SCHOOL SEASON, PEDESTRIAN
 DETOUR AND DETAILS OF ADA COMPLIANT RAMPS SHALL SE PROVIDED BY ENGINEER, AS NEEDED.
- ALL DETOURS AND LANE CLOSURES SHALL BE COORDINATED WITH TOWN OF STOW AT LEAST TWO WEEKS IN ADVANCE
- THE FIRST FIRST (5) PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH TYPE A LIGHTS.
- ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORTS.
- MINIMUM SPACING OF TRAFFIC DEVICES IN A TAPER (DRUMS OR CONES) IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH.

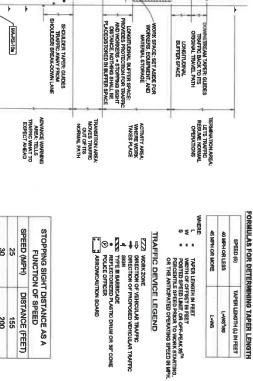
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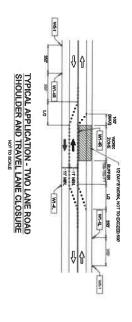
W21-5a

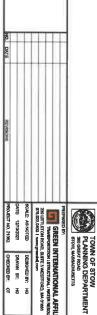
TYPICAL APPLICATION - TWO LANE ROAD SHOULDER CLOSURE





50	35	30	25	SPEED (MPH)	STOPPING SIGH
425	250	200	155	DISTANCE (FEET)	STOPPING SIGHT DISTANCE AS A FUNCTION OF SPEED

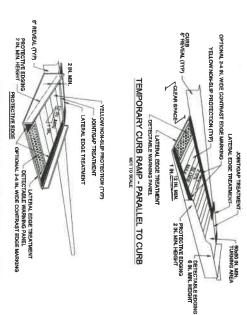






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DRAVAN BY: HG 7 of 8



TEMPORARY CURB RAMP - PERPENDICULAR TO CURB

NOTES:

- 1. CURR RAMPR SHALL BE 60 M. MINBAUM WADTH WITH A FRIM, STABLE AND ROMALIPS BUSINESS.

 PROTECTIVE EDDAIN WITH A 2 M. MINBAUM MEIDHT SHALL BE MATALED WHICH THE CURB RAMP OR A LANDING PLATFORM HAS A NETERAL DROP OF WHICH THE CURB RAMP OR LANDING PLATFORM HAS A NETERAL DROP OF SHALL BE LORNED SHALL DE CONSIDERED WHICH THE CURB CHANGE OF A MANUAL PLATFORM HAVE A WETTEN LORDED WHICH THE CURB WAND PART OF SETRICTION. ATERALL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 0.5

- CHANDES BETWEEN SURFACE HEIGHTS SHOULD NOT EXCED O.S. IN.

 AT 12 BETWEEN G.S. IK, AND G.S. IK, HEIGHT, AND BERGELD

 TYCKLE LEGES SHOULD BE WERTOLD, HE TO G.S. IK, HEIGH, AND BERGELD

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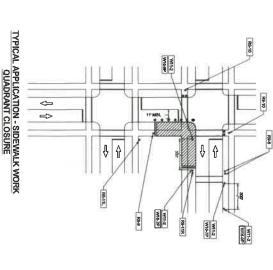
 ARE TEIGHT AND HAND HE FADISHED TO THE GASE OF THE

 AND IN ILLEMANT OF ANOTECTED PROBBETHAN BYPASS THAT DOSE

 NOT COURT LEGY WITH Y REPIGIOUAN TOAPPIS, THEM A PAG SHALL NOT BE

 NOT COURT LEGY WITH Y REPIGIOUAN TOAPPIS, THEM A PAG SHALL NOT BE

NOT TO SCALE





TYPICAL APPLICATION - SIDEWALK WORK
MIDBLOCK WITH TEMPORARY PEDESTRIAN PATH

NOT TO SCALE

ADA COMPULANT ACCESS TO BE MAINTAINED AT ALL TIMES.
INCLUNIQ PEDSTRUM SUDMACE SYSTEMS AY WORK ZONES.
ANY PEDESTRUM DETOURS OR BYPASSES SHALL INCLUDE AN
ADA COMPULANT ROUTE WITH PROPER BARRICADES, RALING,
RAIRS, AND SCINACE, ETC.

NOTE:

W1-2

TYPE

PEDESTRIAN PATH TEMPORARY CROSSWALK MIN .11

R9-11_BR

W15-2

TOWN OF STOW
PLANNING DEPARTMENT
SO GREAT ROAD
STOW, MASACHUSETTS PROPOSED PEDESTRIAN IMPROVEMENTS
GREAT ROAD AND CRESCENT STREET CONCEPT DESIGN TTCP PLAN

GREEN INTERNATIONAL AFFRIATES, INC.
THANSONINCH STRICTURAL WITEN REDUKCES (CALASTIE
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