

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 Benoit – 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

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

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## 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 17<sup>th</sup>, 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.

Fig. 1



**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 Town owned roads that meet the definition of *Thickly Settled* or *Business District*, 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).

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,” <u>Town-owned</u> 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” <i>Town-maintained private ways</i> in Stow to 25 MPH	Amend Article VI Section 7-2 to refer to “Town Maintained Private Ways,” meeting “Thickly Settled” definition.	Private way, maintained and plowed for public safety.	XX (See Exhibit A for list)
	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		

**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 21<sup>st</sup>, 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**

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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).

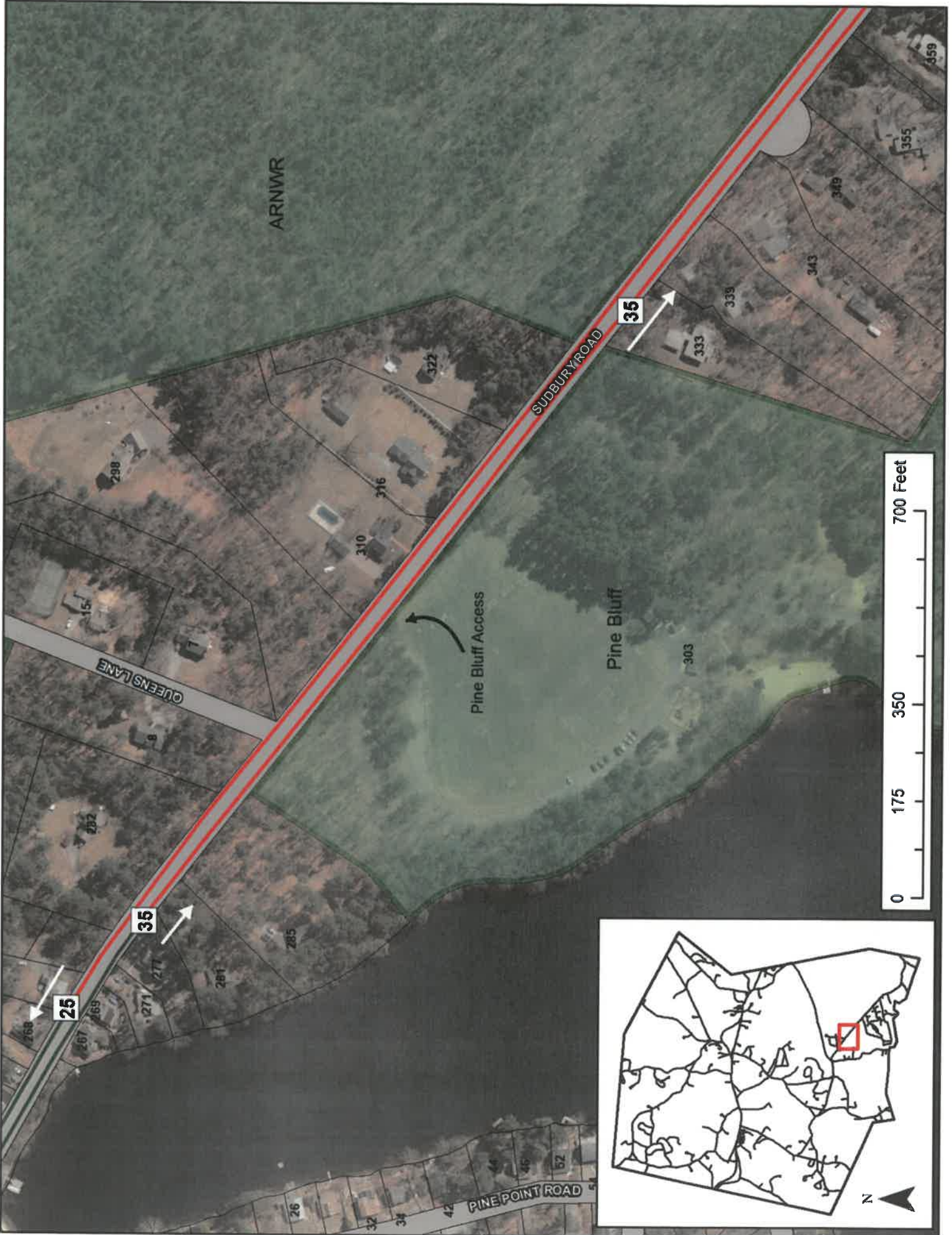
The TSAC is considering such a Safety Zone along Crescent Street, in the vicinity of Hartley Road, Library Hill Road and Town Center Park. Crescent Street includes three of the top 10

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.





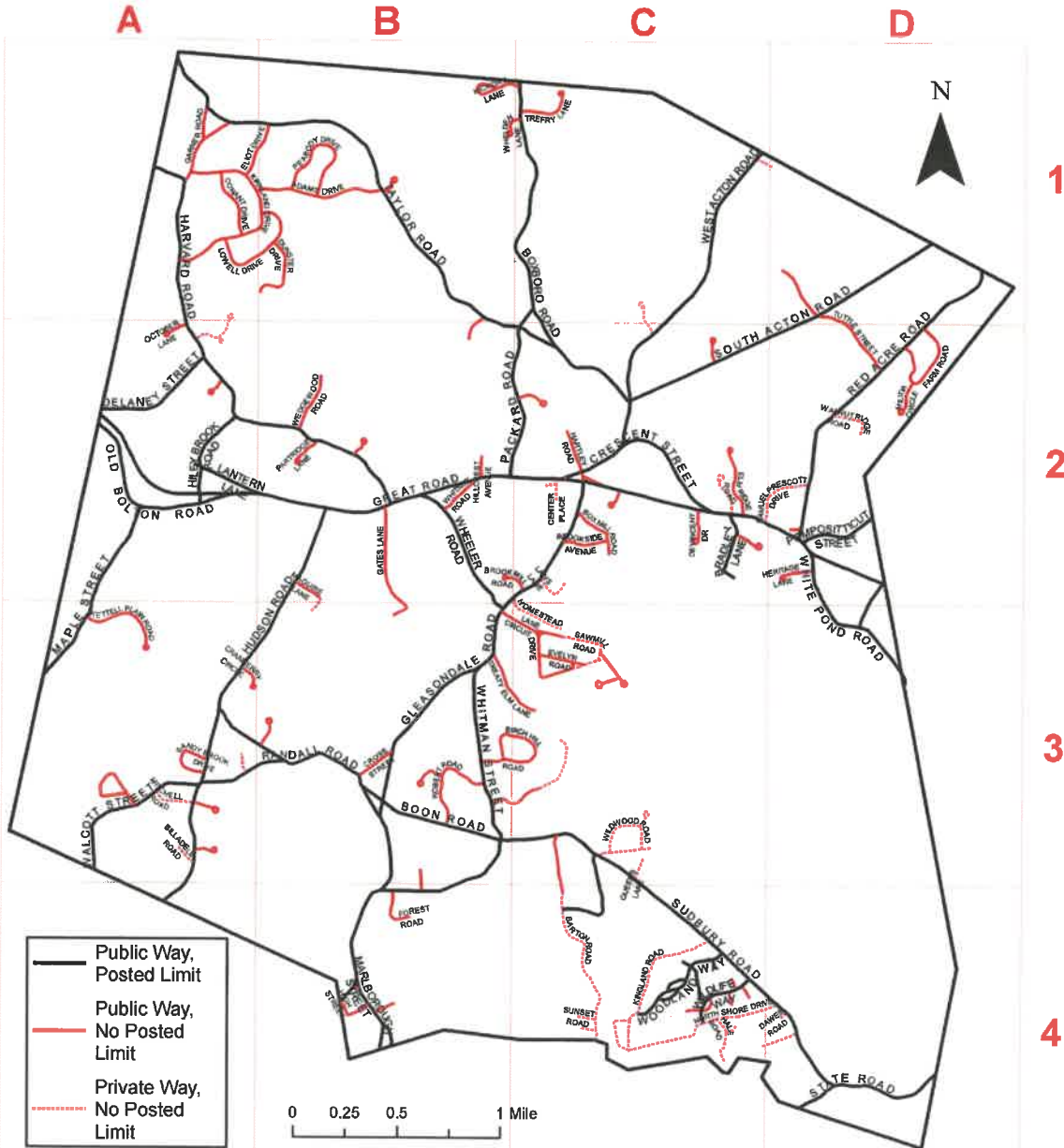
**Public Ways**

Street	Grid	Street	Grid
Adams Dr	A1, B1	Hickory Ln	B1
Apple Blossom Ln	B5, C3	High St	B4
Asa Whitcomb Wy	B1, B2	Hillcrest Ave	B2
Barton Rd	C3, C4	Indian Ridge Rd	A3
Birch Hill Rd	B5, C2	Kerrington Wy	B2
Beck Hill Rd	C2	Ketchell Plain Rd	A3
Black Mill Rd	B5, C2	Oldland Dr	A1, B1
Brookside Ave	C2	Lane's End	C2
Cardinal Ct	C4	Library Hill Rd	C2
Carriage Ln	C2	Lumell Dr	A1, B1
Catherine Cr	B3	Maguire Ln	B2
Cider Mill Rd	A2	Marlborough St	B4
Circuit Dr	B3, C3	Mayes Dr	B1
Common Rd	C2	Middlemost Wy	C3
Conant Dr	A1	Miller Cr	D2
Cranberry Cr	A3	Ministers Wy	C2
Cranberry Cr	A3	No Name Rd	A1
Crescent St	C2	Nyia Rd	B3
Crabtree Ct	C4	October Ln	A2
Cross St	B3	Partridge Ln	B2
Davenport Dr	C2	Peabody Dr	B1
Dunster Dr	B1	Pine Ridge Rd	C3
Edward Rd	A3	Railroad Ave	B4
Ellet Dr	A1, B1	Robert Rd	B3
Elm Ridge Rd	C2	Robin Wood Ln	B3, B4
Freshyn Rd	C3	Salemwater Ln	C4
Freeway Dr	B3	Sandy Brook Dr	A3
Gage Rd	D2	Sandy Hill Rd	C3
Forest Rd	B4	Thompson Rd	C3
Fox Ct	C4	Treaty Elm Ln	B5, C3
Frances Cr	A3	Trelin Ln	C3
Gardner St	D2	Tuttle Ln	D1, D2
Garner Rd	A1	Wedgewood Rd	B2
Gettes Ln	B3, B3	Wetherbee Ln	C2
Hartley Rd	C2	Whelden Ln	B1, C1
Heritage Ln	D2	Whitney Rd	B2
Hickory Ln	B1, C1	Woodspecer Ct	C4

**Town Maintained Private Ways**

Street	Grid	Street	Grid
Apple Blossom Ln	C3	Lakeswood Rd	C3
Barton Rd	C4	Laws Ln	C2
Blissell Rd	A3	Middlemost wy	C3
Brandywade Cr	C1, C2	Mitchell Rd	A3
Canterbury Rd	C1, D1	North Shore Dr	C4, D4
Center Place	C2	O'Connell Wy	C4
Devis Rd	C4	Queens Ln	C3
Dewees Rd	D4	Samuel Prescott Dr	D2, C2
Deer Field Ln	C2	Sawmill Rd	C3
Elizabeth Dr	B2, B3	Seventh Star Ln	A3
Hale Rd	C4	Sunset Rd	C4
Hallocks Point Rd	C4, D4	Sylvan Dr	A1, A2
Homestead Ln	C3, C3	Thicket Cr	C3
Kingland Rd	C4	Walnut Ridge Rd	D2
Lakeswood Rd	C3	Wildwood Rd	C3

\*\*\*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:

South-eastbound drivers on GARNER ROAD must stop at the  
intersection of HARVARD ROAD.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SELECT BOARD

Date of Passage \_\_\_\_\_

Attest of Town Clerk \_\_\_\_\_

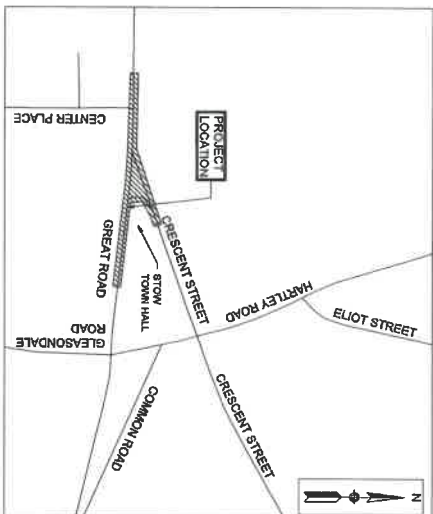


# TOWN OF STOW, MASSACHUSETTS PROPOSED PEDESTRIAN IMPROVEMENTS AT GREAT ROAD AND CRESCENT STREET

DECEMBER 13, 2021

**INDEX**

SHEET NO.	DESCRIPTION
1	TITLE & INDEX
2	LEGEND
3	TRAFFIC PLAN
4	RAUP AND PAVEMENT MARKING PLAN
5	TRAFFIC DETAILS
6	RAUP DETAIL
7-8	TRAFFIC MANAGEMENT PLANS



THESE PLANS ARE SUPPLEMENTED BY THE OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWING MASSDOT AND SUPPORTS, THE 1988 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NUMBERED STOCK.



**BOARD OF SELECTMEN**  
 ELLEN S. STURGIS, CHAIR  
 MEGAN BIRCHALL-MICHAEL, CLERK  
 ZACK BURNS  
 COURTNI FRECHA  
 JAMES H. SALVIE

**PLANNING DEPARTMENT**  
 JESSE STEADMAN, TOWN PLANNER  
 MALCOLM RAGAN, ASSISTANT PLANNER/GIS ADMINISTRATOR  
 JULIE WANDZIO, DEPARTMENT ASSISTANT

**LOCATION PLAN**  
SCALE IN FEET

NO.	DATE	REVISIONS

PROJECT: PROPOSED PEDESTRIAN IMPROVEMENTS  
 GREAT ROAD AND CRESCENT STREET

DESIGN SUBMITTER:  
**CONCEPT DESIGN**

DRAWING TITLE:  
**TITLE**

PREPARED FOR:  
 TOWN OF STOW  
 PLANNING DEPARTMENT

PREPARED BY:  
 GREEN INTERNATIONAL AFFILIATES, INC.  
 288 LITTLETON ROAD, SUITE 2100, WESTON, MA 02456  
 781.623.0001 | www.greenintl.com

SCALE: AS NOTED

DATE: 12/13/21

DRAWN BY: HG

CHECKED BY: CT

PROJECT NO. 21002

SHEET NO. 1 OF 8



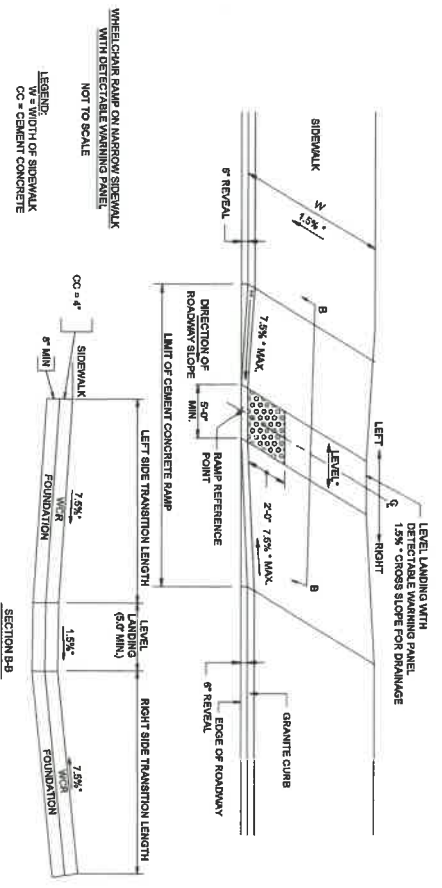












WHEELCHAIR RAMPS LESS THAN 12'-0" SIDEWALK  
NOT TO SCALE

- NOTES:**
- CONSTRUCTION TOLERANCE ± 0.5%
  - SEE CONSTRUCTION STANDARDS E 107.20 - DETECTABLE WARNING PANEL & 107.45 CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR CONSTRUCTING RAMPS COMPLIANT WITH ADAAG RULES, REGULATIONS AND STANDARDS. CONTRACTOR SHALL VERIFY RAMPS ARE ALWAYS COMPLIANT BEFORE POURING CEMENT CONCRETE.

**NOTES:**

- PAVEMENT MARKINGS:**
- THE WORK FOR INSTALLING PAVEMENT MARKINGS AND PERFORMING PAVEMENT MARKING REMOVAL SHALL CONFORM TO THE RELEVANT PROVISIONS OF SECTION B50 AND 850 OF THE MASSDOT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES.
  - ALL PAVEMENT MARKING SHALL BE THERMOPLASTIC AND CONFORM TO THE MASSDOT MATERIAL SPECIFICATION W 01.05 AND W 01.14.
  - CROSSWALKS WILL BE SHOWN ON CONG-CUT WHEEL CHAIR RAMP SECTIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REFERENCE AND RECORD ALL EXISTING PAVEMENT MARKINGS AND TRANSITION SECTIONS. REMOVAL, IF REQUIRED BY THE ENGINEER, THE RECORDING SHALL BE DONE PRIOR TO ANY OTHER WORK ON THE PROJECT AND COPIES SHALL BE GIVEN TO THE ENGINEER.
  - ALL PERMANENT CROSSWALK PAVEMENT MARKINGS MUST BE APPLIED WITHIN ONE (1) WEEK OF COMPLETION OF THE WHEELCHAIR RAMP. ALL CROSSWALKS SHALL BE APPLIED TO THE SIDEWALK SURFACE WITH "CUBIC" STRIPING BETWEEN THE "TRAIL" MARKINGS. THE ENGINEER MAY DIRECT THE CONTRACTOR TO APPLY ADDITIONAL PAVEMENT MARKINGS.
  - PAVEMENT MARKING REMOVAL SHALL BE PERFORMED BY GRADING THE PAVEMENT MARKING FROM THE PAVEMENT ON OTHER METHOD OF PHYSICAL REMOVAL APPROVED BY THE ENGINEER. PAINTING OVER EXISTING MARKINGS WILL NOT BE ALLOWED.

**RAMPS:**

- THE WORK FOR REMOVING AND DISCARDING THE EXISTING CURB ALONG THE LIMITS OF THE PROPOSED WHEELCHAIR RAMP AND INSTALLING GRANITE TRANSITION CURB FOR THE WHEELCHAIR RAMP TRANSITIONS SHALL CONFORM TO THE RELEVANT PROVISIONS OF SECTION 500 OF THE MASSDOT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES.
- WHERE THERE IS AN EXISTING GRASS SURFACE ADJACENT TO THE BACK OF THE PROPOSED CEMENT CONCRETE SIDEWALK SURFACE, BACK OF THE PROPOSED CEMENT CONCRETE WHEELCHAIR RAMP, AND/OR WHERE DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL PLACE LOM AND SEED AT THE BACK OF THE CEMENT CONCRETE SIDEWALK SURFACE.
- ALL WHEELCHAIR RAMP JOINTS AND TRANSITION SECTIONS WHICH DEFINE GRADE CHANGES SHALL BE FORMED, STAVED AND CHECKED PRIOR TO PLACING CEMENT CONCRETE. ALL GRADE CHANGES ARE TO BE MADE AT JOINTS WHICH ARE TO BE TRANSVERSE TO THE PEDESTRIAN PATH OF TRAVEL, EXCLUDING THE JOINTS FORMING THE WHEELCHAIR RAMP FRAME SECTIONS.
- THE PEDESTRIAN RAMP, INCLUDING THE DETECTABLE WARNING PANEL 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 PANEL.

NO.	DATE	REVISIONS

PROJECT: PROPOSED PEDESTRIAN IMPROVEMENTS  
GREAT ROAD AND CRESCENT STREET

DESIGN SUBMISSION

DRAWING TITLE: CONCEPT DESIGN  
TRAFFIC DETAILS

PREPARED FOR: TOWN OF STOW  
PROJECT ROAD  
PLANNING DEPARTMENT  
270 N. HANCOCK STREET

PREPARED BY: GREEN INTERNATIONAL AFFILIATES, INC.  
228 LITTLETON ROAD, SUITE 3 WESTFORD, MA 01581  
(781) 227-0000 | www.greenintl.com

SCALE: AS NOTED  
DATE: 12/19/2021  
PROJECT NO. 21062

DRAWN BY: 143  
CHECKED BY: 143  
CR

SHEET NO. 6 OF 8



