

Nicholas Moreno **Executive Director Boston Conservation Commission** 1 City Hall Square Boston, MA 02201

#### Re: Intersection improvements at G and I Streets **Day Boulevard Boston**, MA

Dear Mr. Moreno and Boston Conservation Commission.

The Department of Conservation and Recreation (DCR) is submitting to the Boston Conservation Commission the attached Request for Determination of Applicability (RDA), in accordance with the provisions of the Wetlands Protection Act and its regulations (WPA) and the Boston Wetlands Protection Ordinance and its regulations (Ordinance).

The proposed project involves signal and crossing improvements to intersections on William J. Day Boulevard, within the 100-foot buffer zone to coastal beach and in land subject to coastal storm flowage. Impacts are minor and/or temporary in nature and limited to in-kind repairs, within the existing footprint and grade of the roadway and sidewalks. DCR respectfully requests the Boston Conservation Commission find this proposal adequately protective of the public interests identified in the WPA and issue a Negative Determination for the proposed Project as currently designed.

DCR also requests that the Commission accept for this project only that the Ordinance's abutter notification provisions would not apply to this RDA. The WPA does not require abutter notifications for this RDA. Based on a GIS assessment, the abutter notifications to all abutters within 300-feet of the project results in 379 abutters that DCR would need to notify by certified mail. This effort would involve 2-1/2 workdays of staff time plus \$1,700.00 in postage. With remote work still in place at DCR, the agency does not have the in-office staff resources to perform this work. We believe, and ask that the Commission accept, that compliance with this local requirement should not be necessary here as it would have "more than a negligible effect on [DCR's] ability to perform an essential government function" consistent with the Supreme Judicial Court's opinions on this issue.

Thank you for your attention to this matter.

Sincerely,

Elizabeth Gorda **Environmental Permitting Assistant** Department of Conservation and Recreation

COMMONWEALTH OF MASSACHUSETTS · EXECUTIVE OFFICE OF ENERGY & ENVIRONMENTAL AFFAIRS Department of Conservation and Recreation

251 Causeway Street, Suite 600 Boston, MA 02114-2199 617-626-1250 617-626-1351 Fax www.mass.gov/dcr



Governor

Charles D. Baker Kathleen A. Theoharides, Secretary Executive Office of Energy & Environmental Affairs

Karyn E. Polito Lt. Governor

Stephanie C. Cooper, Acting Commissioner Department of Conservation & Recreation





### **Request for Determination of Applicability**

Day Boulevard Intersection Improvements Day Boulevard, Boston, MA

November 2021



### Massachusetts Department of Environmental Protection Bureau of Resource Protection - Wetlands

Boston City/Town

### WPA Form 1- Request for Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

### A. General Information

Important: When filling out	1.	Applicant:		
forms on the		Jason Santos, Director of Transportation, DCR	jason.santos	@mass.gov
computer, use		Name	E-Mail Address	0 0
only the tab key to move your		251 Causeway St., Ste. 600		
cursor - do not		Mailing Address		
use the return		Boston	MA	02114
key.		City/Town	State	Zip Code
		617-719-5822		
tab		Phone Number	Fax Number (if	applicable)
	2.	Representative (if any):		
return		MA Dept. of Conservation & Recreation		
		Firm		
		Elizabeth Gorda	elizabeth.gor	da@mass.gov
		Contact Name	E-Mail Address	
		251 Causeway St., Ste. 600		
		Mailing Address		
		Boston	MA	02114
		City/Town	State	Zip Code
		503-544-5842		

02114 Zip Code

Fax Number (if applicable)

### **B.** Determinations

Phone Number

- 1. I request the Boston make the following determination(s). Check any that apply: **Conservation Commission** 
  - a. whether the **area** depicted on plan(s) and/or map(s) referenced below is an area subject to jurisdiction of the Wetlands Protection Act.
  - b. whether the **boundaries** of resource area(s) depicted on plan(s) and/or map(s) referenced below are accurately delineated.
  - c. whether the **work** depicted on plan(s) referenced below is subject to the Wetlands Protection Act.
  - 🛛 d. whether the area and/or work depicted on plan(s) referenced below is subject to the jurisdiction of any municipal wetlands ordinance or bylaw of:

Name of Municipality

e. whether the following **scope of alternatives** is adequate for work in the Riverfront Area as depicted on referenced plan(s).



# WPA Form 1- Request for Determination of Applicability Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

### **C. Project Description**

1. a. Project Location (use maps and plans to identify the location of the area subject to this request):

William J. Day Boulevard	Boston	
Street Address	City/Town	
Assessors Map/Plat Number	Parcel/Lot Number	
h Area Description (use additional nemer if		

b. Area Description (use additional paper, if necessary):

Please see attached narrative.

c. Plan and/or Map Reference(s):

Day Boulevard Intersection Improvements	
Title	Date
Title	Date
Title	Date
a. Work Description (use additional paper and/or provid	le plan(s) of work, if necessary):

Please see attached.

2.



Boston City/Town

### WPA Form 1- Request for Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

### C. Project Description (cont.)

b. Identify provisions of the Wetlands Protection Act or regulations which may exempt the applicant from having to file a Notice of Intent for all or part of the described work (use additional paper, if necessary).

- 3. a. If this application is a Request for Determination of Scope of Alternatives for work in the Riverfront Area, indicate the one classification below that best describes the project.
  - Single family house on a lot recorded on or before 8/1/96
  - Single family house on a lot recorded after 8/1/96
  - Expansion of an existing structure on a lot recorded after 8/1/96
  - Project, other than a single-family house or public project, where the applicant owned the lot before 8/7/96
  - New agriculture or aguaculture project
  - Public project where funds were appropriated prior to 8/7/96
  - Project on a lot shown on an approved, definitive subdivision plan where there is a recorded deed restriction limiting total alteration of the Riverfront Area for the entire subdivision
  - Residential subdivision; institutional, industrial, or commercial project
  - Municipal project
  - District, county, state, or federal government project
  - Project required to evaluate off-site alternatives in more than one municipality in an Environmental Impact Report under MEPA or in an alternatives analysis pursuant to an application for a 404 permit from the U.S. Army Corps of Engineers or 401 Water Quality Certification from the Department of Environmental Protection.

b. Provide evidence (e.g., record of date subdivision lot was recorded) supporting the classification above (use additional paper and/or attach appropriate documents, if necessary.)



#### Massachusetts Department of Environmental Protection Bureau of Resource Protection - Wetlands

Boston City/Town

### WPA Form 1- Request for Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

### **D. Signatures and Submittal Requirements**

I hereby certify under the penalties of perjury that the foregoing Request for Determination of Applicability and accompanying plans, documents, and supporting data are true and complete to the best of my knowledge.

I further certify that the property owner, if different from the applicant, and the appropriate DEP Regional Office were sent a complete copy of this Request (including all appropriate documentation) simultaneously with the submittal of this Request to the Conservation Commission.

Failure by the applicant to send copies in a timely manner may result in dismissal of the Request for Determination of Applicability.

Name and address of the property owner:

Priscilla Geigis - Deputy Commissioner for Conservation and Re	source Stewardship
Name	
251 Causeway St. Ste. 600	
Mailing Address	
Boston	
City/Town	
MA	02114
State	Zip Code

Signatures:

I also understand that notification of this Request will be placed in a local newspaper at my expense in accordance with Section 10.05(3)(b)(1) of the Wetlands Protection Act regulations.

ason Santos

Signature of Applicant

10/8/2021 Date

Clizabeth Gorda Signature of Representative (if any)

10/06/2021 Date

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#### **Project Narrative**

The Massachusetts Department of Conservation & Recreation (DCR) is proposing signal and crossing improvements to two intersections to enhance public safety and usability in South Boston. Intersection improvements will be made where G Street intersects Columbia Road and William J. Day Boulevard, and where I Street intersects Columbia Road and William J. Day Boulevard. The purpose of this project is to support public safety and facilitate vehicular transportation. Portions of the project site are located within land subject to coastal storm flowage and the 100-ft buffer zone of coastal beach. However, there will be no increase to impervious surface area nor new impacts to the resource areas as a result of the proposed reclaim and repave project.

#### Site Description

The project site consists of portions of Day Boulevard, an existing asphalt roadway, as well as adjacent sidewalks and existing curb. Day Boulevard and its relevant intersections have existed as paved roads since at least 1955, predating the Wetlands Protection Act. All wetland resource areas are located to the south of both intersections.

#### **Project Description**

Intersection improvements include the installation of traffic signals, traffic signals equipment, removal/replace traffic signals appurtenances like signal controller, signal controller cabinets, signal heads, wiring, vehicles detection system (loops/video cameras), signal posts, signal mast-arms, pedestrian signals including Audible Pedestrian Signal (APS) pushbuttons/countdown timers, conduits, pull boxes, or any other signal items. The proposed improvements will also include construction of bump-outs (curb extension), reconstruction of sidewalks and wheelchair ramps within the intersection, pavement markings and regulatory signage, milling and paving of deteriorated pavement and drainage and other utility structures adjustment/relocation within the intersection.

Work shall consist of furnishing and installing, repairing, replacing, removing or salvaging some traffic signals equipment, signage, electrical equipment on structures, installation of new traffic signal cabinet foundation, new foundations for ground mounted traffic signal post, bike ramps, wheelchair ramps, trench to install traffic signal conduits, repour concrete sidewalks, and pavement markings.

Equipr	nent:
•	Backhoe/Excavator
•	Skid Steer
•	Sweeper
•	Paving machine
•	Hydrostatic rollers
•	Thermoplastic kettle truck
•	"mini mac"

#### Best Management Practices and Impact Minimization

Straw wattles with natural fiber netting<sup>1</sup> will be placed along roadway edges prior to the start of the project. Catch basin protection devices will be installed for any catch basins within 100 feet of the project site.

<sup>&</sup>lt;sup>1</sup> Or other sedimentation control measures as conditioned by the Boston Conservation Commission and discussed during a Boston Conservation Commission / DCR joint field evaluation.

These sedimentation controls will be removed upon completion of the project. The thermoplastic kettle truck and mini-mac will be driven to and from the construction site. No vehicles or materials will be stored within the resource area(s) or buffer zone(s), and vehicles will be fueled off-site.

#### **Proposed Work**

Replacing existing pedestrian signals with new 16- inch pedestrian signal housing and modulus with countdown and all mounting brackets.	Four (4)	Four (4)	Two (2; new installations)
Replacing the existing pedestrian push buttons with Audible Pedestrian Signal (APS) push/call buttons.	Four (4)	Three (3)	Two (2; new installations)
Replacing 10-foot traffic signal poles and cast aluminum bases.	Three (3)	Three (3)	One (1)
Replacing – section signal heads and sleep fitter mountings.	Five (5)	n/a	n/a
Installation of reflective backplates for 4-section signal heads.	n/a	Two (2)	
Installation of reflective backplates for 3-section signal heads.	Seven (7)	Seven (7)	Four (4)
Reconstruction of wheelchair ramps.	Three (3; including a new one at the south west corner)	One (1)	n/a
Replacing precast traffic signal post foundations.	n/a	Three (3)	n/a
Replacing 8 feet pedestrian signal post and cast aluminum base.	n/a	One (1)	n/a
Replacing 3-section signal heads with new slip fitter/brackets.	n/a	Two (2)	Four (4; Two (2) mast-arm overhead mount; One (1) mast-arm pole mount; One (1) ground pole mounted with slip fitter)

#### **Proposed Work (continued)**

t and	a Road	_	
Street and	olumbia	(#)	
9	Col		

G Street and Day Boulevard (#)

I Street,	Columbia	Road and

30ulevard (#)

Replacing 4-section signal heads with new slip fitter/brackets.	n/a	Two (2)	n/a
Clean out all handholes.	n/a	All	n/a
Re-splice wiring at all bases.	n/a	All	n/a
Raise concrete foundation interior of cabinet to a minimum of 18 inches above the ground, extending conduits and filling with concrete and reseal bottom of cabinet.	n/a	One (1)	n/a
Trench and replace conduit, in-kind	As Needed	As Needed	As Needed
Installation of new concrete foundation for controller cabinet.	n/a	n/a	One (1)
Replacing the controller cabinet to "P" type.	n/a	n/a	One (1)
Installation of a new ground mounted traffic signal (10-foot signal post along 3-section signal head).	n/a	n/a	One (1)
Replacing existing type "SO" wire in mast-arm with new wiring.	n/a	n/a	One (1)
Check pedestrian signal timing (update as necessary to meet the current specifications).	n/a	n/a	All

#### Work Description

The proposed project will occur in three phases. During phase one, the contractor, along with a DCR Resident Engineer, will prepare the site by clearing and grubbing at the intersections, setting up work limits, mobilizing construction equipment, furnishing materials, and contacting dig-safe. Massachusetts State Police detail will be required to control traffic and pedestrian movements within the work zone.

During phase two, the proposed work will include excavation to remove and install new traffic signal foundations, new conduits, and to reconstruct three existing wheelchair ramps and install one new ramp (figures 6 & 7). At the location of all proposed wheelchair ramps, two feet from the face of the curb will be sawcut to provide room for removal and installation of a granite curb for the ramps.

At the G Street intersection, the foundation of the existing traffic signal cabinet will be raised to 18 inches above ground to meet current standards (figure 6).

At the I Street intersection, the existing traffic signal cabinet will be removed, and a new traffic signal cabinet will be installed on a new concrete foundation outside of all resource areas (figure 7). An area of the sidewalk will be excavated to install approximately 45 linear-feet of electrical conduit. The impacted sidewalk will be re-poured, and a bike ramp will be installed. Excavation at I Street will be done by hand to minimize the impact of the adjacent tree. A mill and overlay to include wedge course (a thin layer of pavement) may be required to correct cross slope and drainage where the reconstructed wheelchair ramps meet the existing pavement, and to remove existing pavement markings.

5

During phase three, the contractor will clean up the work site, re-do any line striping, paint crosswalks at existing crossings, and restore the site to match existing conditions.

#### **Resource Areas**

As previously noted, project activities will occur within land subject to coastal storm flowage (LSCSF) and the 100-foot buffer zone to coastal beach. Resource areas and their buffer zones are depicted in Figures 3 & 4.

#### Land Subject to Coastal Storm Flowage

#### Existing Condition

At the I Street intersection, 422 square-feet of the proposed work is located within LSCSF. All these areas are categorized by FEMA as "AE" flood zones. Stormwater management in these areas consist of catch basins located within the roadway which is confined by curb on all sides. None of the proposed work at the G Street intersection is located within LSCSF.

#### Anticipated Project Impacts

Only the existing asphalt roadway, curb, and sidewalks will be impacted in the course of the project. No material staging nor vehicle storage will occur within LSCSF. There are no proposed changes to stormwater management and the proposed project will maintain the existing impervious surfaces, all impervious areas will neither be decreased nor increased. Proper erosion and sediment controls will be implemented during the project.

#### **100-foot Buffer Zone to Coastal Beach**

#### Existing Condition

Both the intersections at G street and I street are located within the 100-foot buffer zone to coastal beach. At the G Street intersection, 410 square-feet of the proposed work is located withing the 100-foot buffer zone. At the I street intersection, 422 square-feet of the proposed work is located within the 100-foot buffer zone.

#### Anticipated Project Impacts

Some of the proposed activities are consistent with the minor activities described in 310 CMR 10.02(2)(b)2.p: "Pavement repair, resurfacing, and reclamation of existing roadways within the right-of-way configuration provided that the roadway and shoulders are not widened, no staging or stockpiling of materials, all disturbed road shoulders are stabilized within 72 hours of completion of the resurfacing or reclamation, and no work on the drainage system is performed, other than adjustments and/or repairs to respective structures within the roadway..."

All proposed activities will occur in-kind within the existing footprint and grade of the roadway and there will be no new impacts to the resource areas as a result of the proposed project. During the proposed work, any extracted earth will be properly disposed of off-site, and proper sedimentation controls will be installed. All equipment and materials will be staged in a designated area outside of the resource area(s) and buffer zone(s). Any staged equipment and materials will be encircled by erosion controls and covered with tarps, as necessary.

#### **Climate Change Impacts & Resilience**

The Department of Conservation and Recreation (DCR) is assessing park facilities, and the natural resources & cultural resources under DCR management, related to climate change vulnerability and resilience. The Department is working proactively to enhance climate change resilience via conservation land protection, ecological restoration initiatives such as invasive species management, and updates for design standards that will support best construction and management practices.

However, the work activities associated with this project will be focused on improvements to the existing intersections and repaying areas of deteriorating pavement, to support public safety and facilitate vehicular transportation. There will be a no-net change in impervious surface, and no impact on resiliency related to sea level rise nor increasing storm frequency.

#### Conclusion

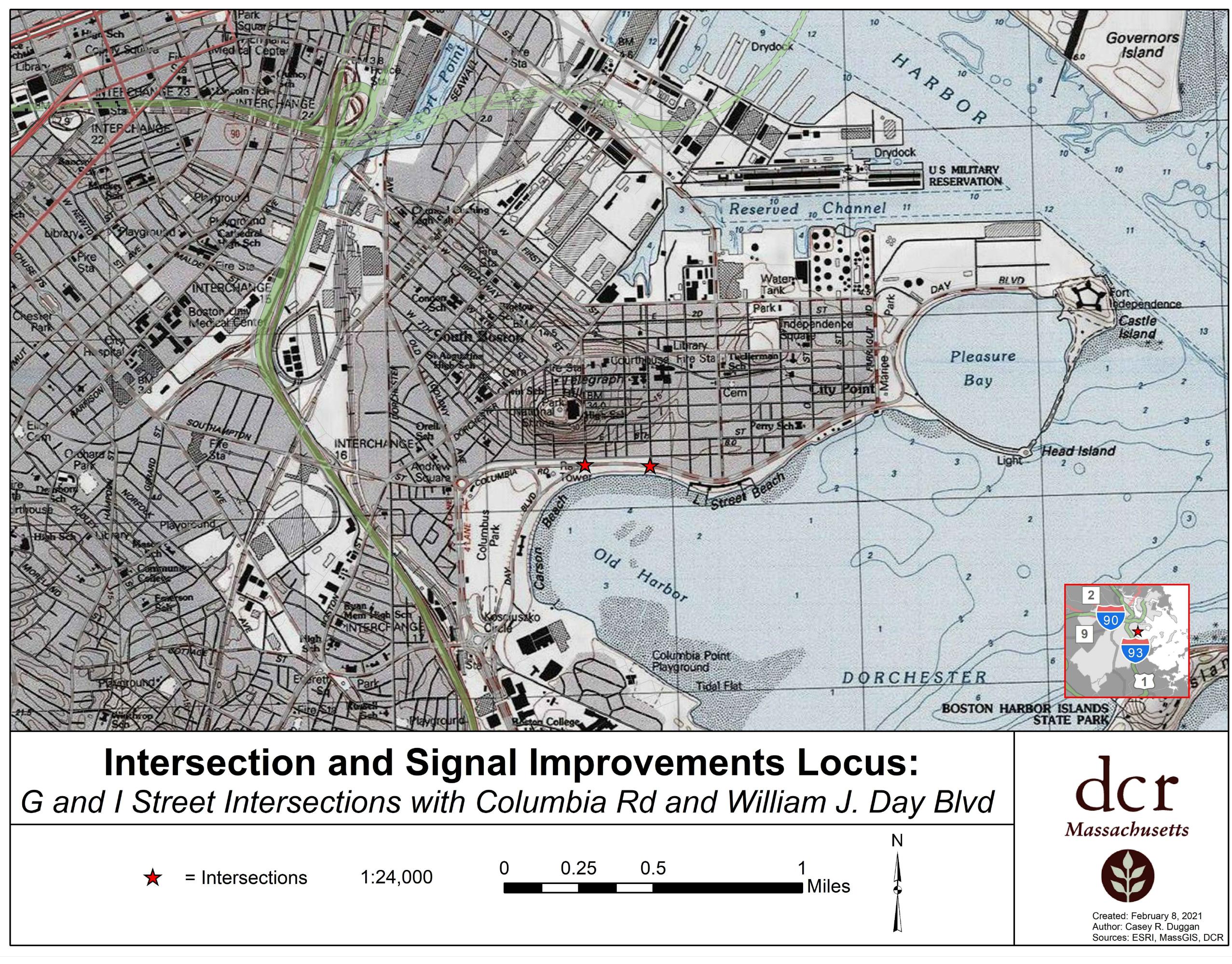
Although portions of the Project will occur within LSCSF and the 100-foot buffer zone of salt marsh, coastal bank, and/or tidal flat, the proposed Project:

- Will avoid disturbance and alteration of existing resources by resurfacing the existing paved surfaces of Day Boulevard a paved road that predates the Wetlands Protection Act; and
- Will utilize appropriate BMPs to protect wetland resource areas from sedimentation and soil disturbance during project activities.

Therefore, DCR respectfully requests the Boston Conservation Commission find this proposal adequately protective of the public interests identified in the WPA and issue a Negative Determination for the proposed Project as currently designed.

### Appendix A. Maps and Figures

Locus Flood Insurance Rate Map WPA Resource Areas – G Street Intersection WPA Resource Areas – I Street Intersection







#### Figure 2: Flood Insurance Map

NOTES TO USERS

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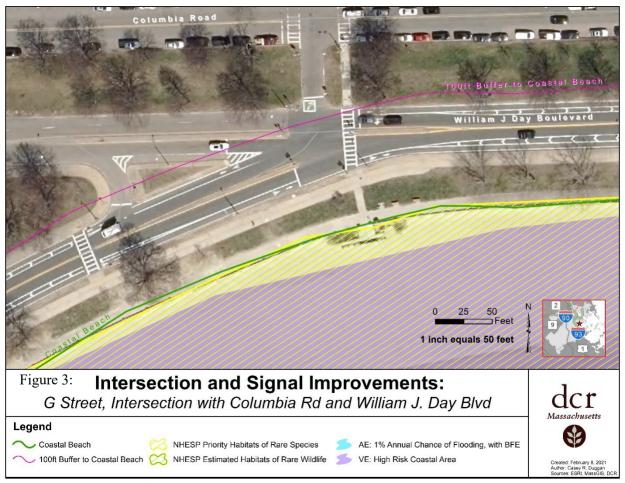
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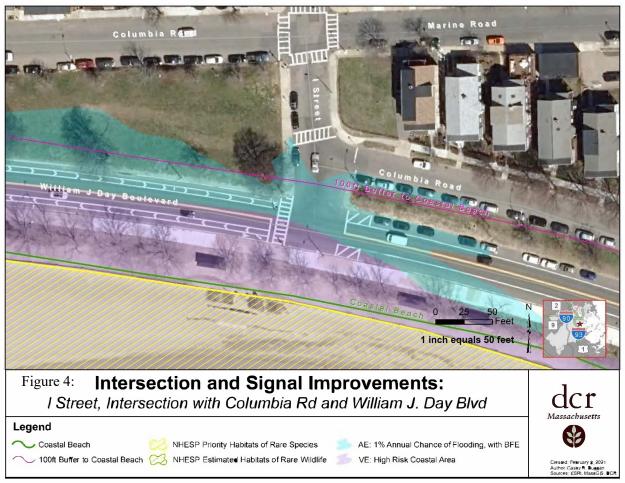
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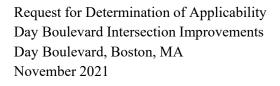




Appendix B. Representative Photos



**Photos 1 & 2:** Views of existing conditions at the intersection where I Street intersects Columbia Road and William J. Day Boulevard. *Facing southwest and southeast*.



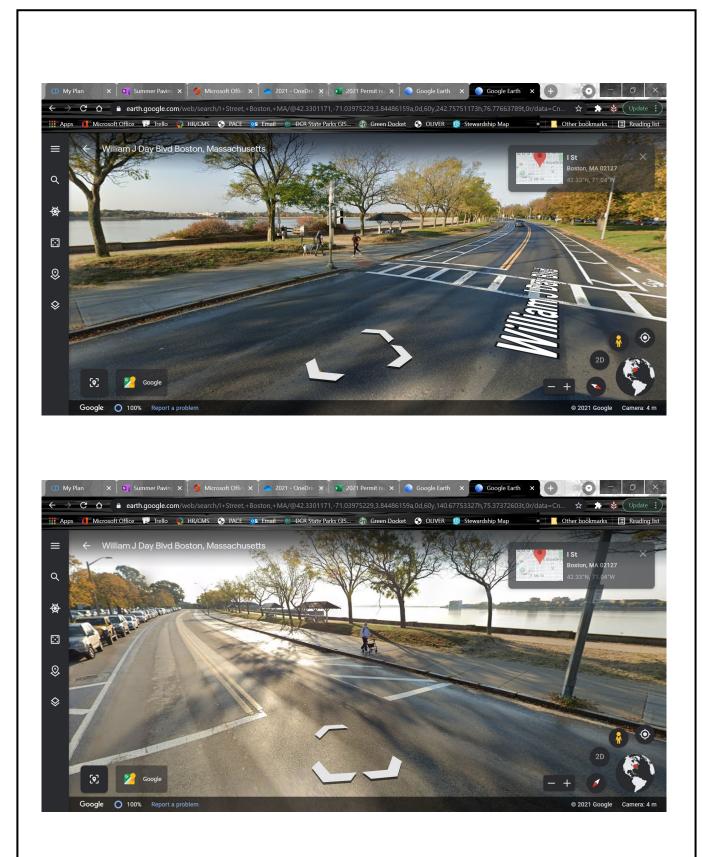




**Photos 3 & 4:** Views of existing conditions at the intersection where I Street intersects Columbia Road and William J. Day Boulevard. *Facing north and south*.

Request for Determination of Applicability Day Boulevard Intersection Improvements Day Boulevard, Boston, MA November 2021

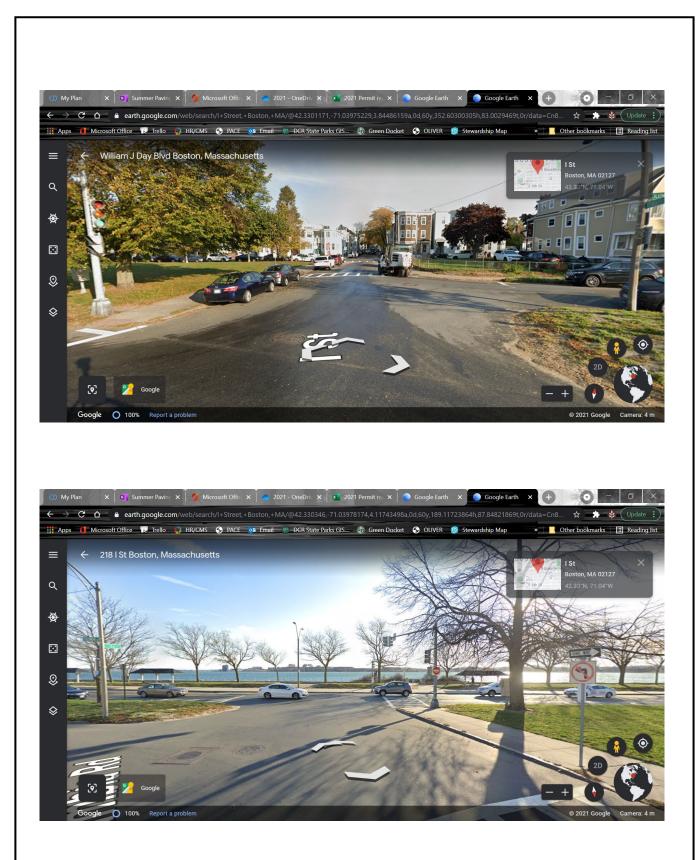




**Photos 5 & 6:** Views of existing conditions at the intersection where G Street intersects Columbia Road and William J. Day Boulevard. *Facing southwest and southeast*.

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**Photos 7 & 8:** Views of existing conditions at the intersection where G Street intersects Columbia Road and William J. Day Boulevard. *Facing north and south*.

Request for Determination of Applicability Day Boulevard Intersection Improvements Day Boulevard, Boston, MA November 2021



### Appendix C. Site Plans

Construction Plan Legend Construction Plan - G Street Intersection Construction Plan - I Street Intersection

EXISTING	PROPOSED	DESCRIPTION
JB	JB	JERSEY BARRIER
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• PM	∘ PM	PARKING METER
		- OVERHEAD CABLE/WIRE
		= CURBING
		- UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)
		<ul> <li>UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)</li> <li>UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)</li> </ul>
		- UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)
		- UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)
		- UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)
- x x	xx	- CHAIN LINK OR METAL FENCE
		- WOOD FENCE
		- SAWCUT LINE
		- TOP OR BOTTOM OF SLOPE
		- LIMIT OF EDGE OF PAVEMENT OR COLD PLANE AND OVERLAY
		BANK OF RIVER OR STREAM

Massachusetts 

REV. DATE:

DESCRIPTION

SHEET #:

EXISTING	PROPOSED	
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## PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	
4	<b>1</b>	PAVEMENT ARROW - WH
ONLY	ONLY	LEGEND "ONLY" - WHITE
	SL	STOP LINE
	Cw	CROSSWALK
	SWL	SOLID WHITE LINE
	SYL	SOLID YELLOW LINE
	BWL	BROKEN WHITE LINE
	BYL	BROKEN YELLOW LINE
	<u>DWL</u>	DOTTED WHITE LINE
	<u>DYL</u>	DOTTED YELLOW LINE
	DWLEx	DOTTED WHITE LINE EX
	DYLEx	DOTTED YELLOW LINE E
	DBWL	DOUBLE WHITE LINE
	DBYL	DOUBLE YELLOW LINE

DESIGNER:

MDP

\_\_\_\_

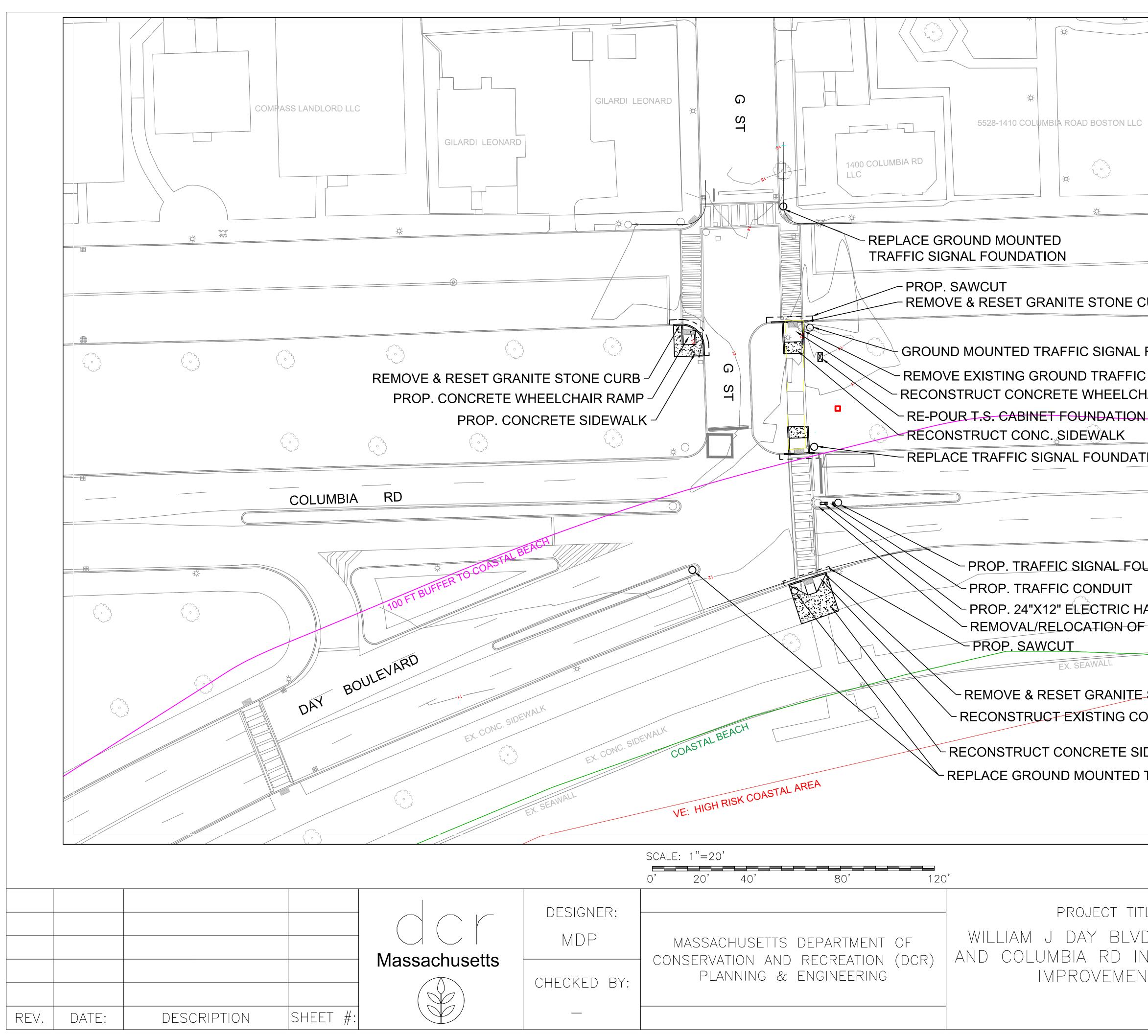
CHECKED BY:

MASSACHUSETTS DEPARTMENT OF CONSERVATION AND RECREATION (DCR) PLANNING & ENGINEERING

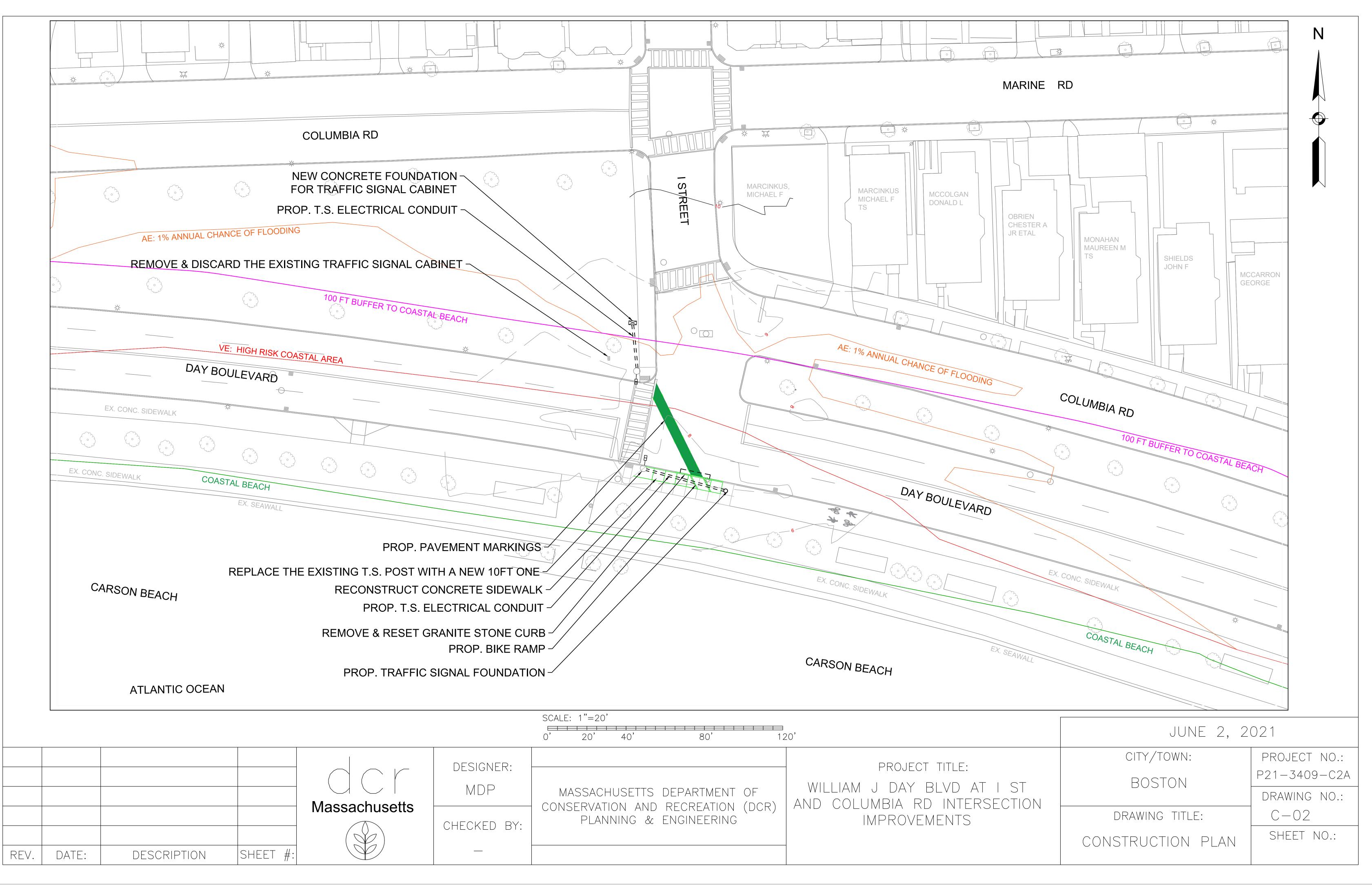
PROJECT TITLE:

WILLIAM J DAY BLVD AND COLUMBIA RD INTE IMPROVEMENTS

DESCRIPTION		
(6' x 6' TYP UNLESS OTHER	WISE SPECIFIED)	
ERA		
	RROW AS SHOWN) AND SADDLE	
.D		
D, OPTICALLY PROGRAMM	ED	
AD, (TYPE AS NOTED OR A	S SPECIFIED)	
(ALPHA-NUMERIC DESIGN	ATION NOTED)	
BASE (ARM LENGTH AS NO	TED)	
S)		
AIRE		
DUND MOUNTED		
S NOTED)		
2"x24" (OR AS NOTED)		
ЛТ		
DESCRIPTION		
HITE		
TENSION		
XTENSION		
	JUNE 2, 2	2021
	CITY/TOWN:	PROJECT NO.:
•		P21-3409-C2A
AT G ST ERSECTION	BOSTON	DRAWING NO.:
SECTION -	DRAWING TITLE:	L-01
-		SHEET NO.:
	LEGEND	
1		



GILARDI LEONARD & G G GILARDI LEONARD & G G G G G G G G G G G G G G G G G G G	KILEY WILLIAM P VIRGINIA JOHN A PAULAUSKI 1995	A30 JMBIA LLC S LLC
PROP. SAWCUT REMOVE & RESET GRANITE STONE CURB		<u></u>
GROUND MOUNTED TRAFFIC SIGNAL FOUNDATION GROUND MOUNTED TRAFFIC SIGNAL FOUNDATION CHAIR RAMP CHAIR CHAIR CHAIR CHAIR CHAIR CHAIR CHAIR CHAIR CHAIR CHAIR CHAIR CHAIR CHAIR CHAIR CHAIR CHAIR CHAIR CHA	ON 100 FT BUFFER TO COASTAL B	EACH
E SIDEWALK - RE-POUR T.S. CABINET FOUNDATION		
* REPLACE TRAFFIC SIGNAL FOUNDATION		
DAY BC	ULEVARD	
	卒 EX. CONC. SIDEWALK	
PROP. TRAFFIC SIGNAL FOUNDATION		
PROP. TRAFFIC CONDUIT		©
PROP. 24"X12" ELECTRIC HANDHOLE REMOVAL/RELOCATION OF EXISTING TRAFFIC S		
PROP. SAWCUT	EX. SEAWALL	
* EX. SEAWALL		A
-REMOVE & RESET GRANITE STONE CURB	VE: HIGH RISK COASTAL ARE	
- RECONSTRUCT EXISTING CONCRETE WHEELCHA		
	CARSON BEACH	
EX.		
REPLACE GROUND MOUNTED TRAFFIC SIGNAL FOU	JNDATION	
VE: HIGH RISK COASTAL AREA		
	ATLANTIC OCEAN	
SCALE: 1"=20'		]
0' 20' 40' 80' 120'	JUNE 2, 20	D21
	CITY/TOWN:	PROJECT NO.:
SIGNER: PROJECT TITLE:	BOSTON	P21-3409-C2A
MDP MASSACHUSETTS DEPARTMENT OF WILLIAM J DAY BLVD AT G ST CONSERVATION AND RECREATION (DCR) AND COLUMBIA RD INTERSECTION		DRAWING NO.:
$D(ANNING \mathrel{?} ENCINEEDING IMDDOV(ENENTC)$	DRAWING TITLE:	C-01
CKED BY:	CONSTRUCTION PLAN	SHEET NO.:



	SCALE: 1"=20' 0' 20' 40' 80' 12	20'
SIGNER: MDP	MASSACHUSETTS DEPARTMENT OF	project titi William J Day Blvi And Columbia RD in
CKED BY:	CONSERVATION AND RECREATION (DCR) Planning & Engineering	IMPROVEMEN

Figure 5: Construction Plan Legend

EXISTING	PROPOSED	DESCRIPTION
L JB	JB	JERSEY BARRIER
Ш⊕шСв	(ш) СВ	CATCH BASIN
		CATCH BASIN CURB INLET
O MB	O MB	MAIL BOX
		POST SQUARE
0	0	POST CIRCULAR
⊕ WELL	⊕ WELL	WELL
◦ EHH	• EHH	ELECTRIC HANDHOLE
0	0	FENCE GATE POST
O GG	O GG	GAS GATE
Q.	Ŷ	HYDRANT
*	*	LIGHT POLE
0 0		GPS POINT
©	©	CABLE MANHOLE
( <u>ē</u> )	0	DRAINAGE MANHOLE
Ø	E	ELECTRIC MANHOLE
(6)	G	GAS MANHOLE
(9)	۲	MISC MANHOLE
Ð	\$	SEWER MANHOLE
Ð	1	TELEPHONE MANHOLE
۲	W	WATER MANHOLE
D MON		MONUMENT TROLLEY POLE OR GUY POLE
-> TPL or GUY	- TPL or GUY	TRANSMISSION POLE
	-& UFB	UTILITY POLE W/ FIREBOX
	-∻ UPDL	UTILITY POLE WITH DOUBLE LIGHT
	-& ULT	UTILITY POLE W/1 LIGHT
-&- ULT ->- UPL	-~ UPL	UTILITY POLE
- OFL	~ UFL	BUSH
•SIZE & TYPE		TREE
0		STUMP
्राह		SWAMP / MARSH
a ₩G	• WG	WATER GATE
e PM-	• PM	PARKING METER
		- OVERHEAD CABLE/WIRE
	-	= CURBING
		- UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)
		- UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)
	*	- UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)
		- UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)
		- UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)
		- UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)
	x x	- CHAIN LINK OR METAL FENCE
		- WOOD FENCE
N		- SAWCUT LINE
		- TOP OR BOTTOM OF SLOPE
		- LIMIT OF EDGE OF PAVEMENT OR COLD PLANE AND OVERLAY
		BANK OF RIVER OR STREAM
		BORDER OF WETLAND
		100 FT WETLAND BUFFER

		2 8
RAFFIC SYMBOLS		8
EXISTING	PROPOSED	DESCRIP
[1]		WIRE LOOP DETECTOR (6' x 6' TYP UNLESS O
22	7	VIDEO DETECTION CAMERA
Ð	9	PEDESTRIAN PUSH BUTTON, SIGN (DIRECTION
a		VEHICULAR SIGNAL HEAD
aq	<del></del>	VEHICULAR SIGNAL HEAD, OPTICALLY PROGR
st	-	FLASHING BEACON
[]])		PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED
-\$ GR C	٠	SIGNAL POST AND BASE (ALPHA-NUMERIC DE
\$\$J	20'	MAST ARM, SHAFT AND BASE (ARM LENGTH A
0	-0-	SIGN AND POST
00	σσ	SIGN AND POST (2 POSTS)
	<b>★</b> <sup>20</sup> ●	MAST ARM WITH LUMINAIRE
22		CONTROL CABINET, GROUND MOUNTED
Ż		CONTROL CABINET, POLE MOUNTED
C		PULL BOX 12"x12" (OR AS NOTED)
		ELECTRIC HANDHOLE 12"x24" (OR AS NOTED)
		- TRAFFIC SIGNAL CONDUIT

EMENT MARKIN	GS SYMBOLS	
EXISTING	PROPOSED	DESCRIF
4	<b>*</b> 1	PAVEMENT ARROW - WHITE
	ONLY	LEGEND "ONLY" - WHITE
	SL	STOP LINE
	cw	CROSSWALK
	SWL	SOLID WHITE LINE
	SYL	SOLID YELLOW LINE
	BWL	BROKEN WHITE LINE
	BYL	BROKEN YELLOW LINE
-	DWL	DOTTED WHITE LINE
	DYL	DOTTED YELLOW LINE
	DWLEx	DOTTED WHITE LINE EXTENSION
	DYLEx	DOTTED YELLOW LINE EXTENSION
	DBWL	DOUBLE WHITE LINE
	DBYL	DOUBLE YELLOW LINE

				Massachusetts	DESIGNER: MDP CHECKED BY:	MASSACHUSETTS DEPARTMENT OF CONSERVATION AND RECREATION (DCR) PLANNING & ENGINEERING	PROJECT TITLE: WILLIAM J DAY BLVD AT G ST AND COLUMBIA RD INTERSECTION IMPROVEMENTS
REV.	DATE:	DESCRIPTION	SHEET #:				

