SURFSIDE AREA TRANSPORTATION ENHANCEMENTS

IN THE TOWN OF
NANTUCKET
NANTUCKET COUNTY

THESE PLANS ARE SUPPLEMENTED BY THE MASSDOT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES (2024), THE OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, THE 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK.

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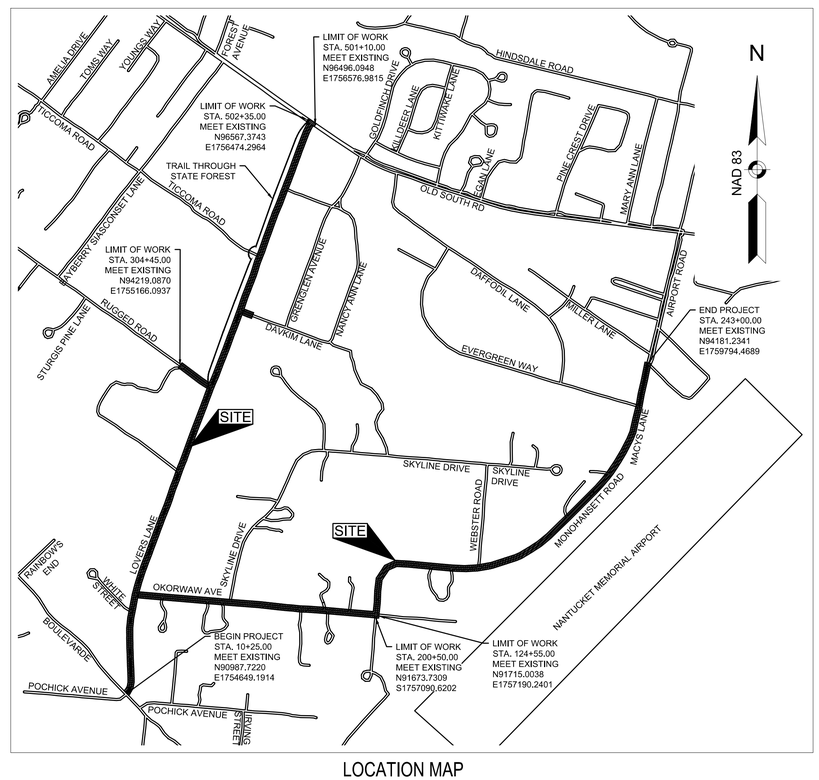


LOCATION MAP

500 0 500 1000 1500 2000

SCALE: 1" = 700'

LENGTH OF PROJECT = 13097.70 FEET = 2.48 MILES

DESIGN DESIGNATION

DESIGN SPEED	30 MPH
ADT (2024)	5000 VPD
ADT (2049)	6500 VPD

TOWN MANAGER
C. ELIZABETH GIBSON

SELECT BOARD
DAWN E. HILL HOLDGATE
BROOKE MOHR
THOMAS M. DIXON
MATTHEW FEE
MALCOLM W. MACNAB

DPW DIRECTOR
ANDREW PATNODE

GPI Greenman-Pedersen, Inc.
Engineering & Construction Services
181 Ballardvale Street, Suite 202, Wilmington, MA 01887
Tel: (978) 570-2999 Fax: (978) 658-3044
http://www.gpinet.com

COMMONWEALTH OF MASSACHUSETTS
ZACHARY E. WASSMOUTH
CIVIL
No. 56251
REGISTERED PROFESSIONAL ENGINEER
03.19.2025

PREPARED FOR
TOWN OF NANTUCKET
16 BROAD STREET
NANTUCKET, MA

SURFSIDE AREA TRANSPORTATION ENHANCEMENTS
LOVERS LANE, OKORWAW AVENUE & MONOHANSETT ROAD
NANTUCKET, MA

REVISIONS

NO.	REVISION	DATE

3/19/2025

DRAWN/DESIGN BY	CHECKED BY
NJA	ZEW

TITLE SHEET & INDEX

SCALE: AS NOTED

15119

15119.01_HD (CS&LE).DWG 3/14/2025

GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
JB	JB	JERSEY BARRIER
		LEACHING BASIN
CB		CATCH BASIN
		CATCH BASIN CURB INLET
FP	FP	FLAG POLE
GP	GP	GAS PUMP
MB	MB	MAIL BOX
		POST SQUARE
		POST CIRCULAR
WELL	WELL	WELL
EHH	EHH	ELECTRIC HANDHOLE
		FENCE GATE POST
GG	GG	GAS GATE
BHL #	BHL #	BORING HOLE
MW #	MW #	MONITORING WELL
TP #	TP #	TEST PIT
		HYDRANT
		LIGHT POLE
CO.BD.		TOWN BOUND
		GPS POINT
C	C	CABLE MANHOLE
D	D	DRAINAGE MANHOLE
E	E	ELECTRIC MANHOLE
G	G	GAS MANHOLE
M	M	MISC MANHOLE
S	S	SEWER MANHOLE
T	T	TELEPHONE MANHOLE
W	W	WATER MANHOLE
MHB	MHB	MASSACHUSETTS HIGHWAY BOUND
MON		MONUMENT
SB		STONE BOUND
TB		TOWN OR CITY BOUND
		TRAVERSE OR TRIANGULATION STATION
TPL or GUY	TPL or GUY	TROLLEY POLE OR GUY POLE
HTP		TRANSMISSION POLE
UFB	UFB	UTILITY POLE W/ FIREBOX
UPDL	UPDL	UTILITY POLE WITH DOUBLE LIGHT
ULT	ULT	UTILITY POLE W / 1 LIGHT
UPL	UPL	UTILITY POLE
		BUSH
SIZE & TYPE		TREE
		STUMP
		SWAMP / MARSH
WG	WG	WATER GATE
PM	PM	PARKING METER
		OVERHEAD CABLE/WIRE
		CURBING
100 99	100	CONTOURS
(LABELED)		UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)
(LABELED)		UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)
(LABELED)		UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)
(LABELED)		UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)
(LABELED)		UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)
(LABELED)		UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)
		BALANCE STONE WALL
		GUARD RAIL - STEEL POSTS
		GUARD RAIL - WOOD POSTS
x	x	CHAIN LINK OR METAL FENCE
		WOOD FENCE
		HAY BALES/SILT FENCE/ COMPOST FILTER TUBE
		TREE LINE OR LIMIT OF CLEARING AND GRUBBING
		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
		200 FT RIVERFRONT BUFFER
		STATE HIGHWAY LAYOUT
		TOWN OR CITY LAYOUT
		COUNTY LAYOUT
		RAILROAD SIDELINE
		TOWN OR CITY BOUNDARY LINE
℄		PROPERTY LINE OR APPROXIMATE PROPERTY LINE
		EASEMENT

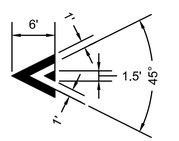
PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
ONLY	ONLY	LEGEND "ONLY" - WHITE
	SL	STOP LINE (12" WHITE)
	CW	CROSSWALK (12" OR 24")
	SWL	SOLID WHITE LINE (6" OR 12")
	SYL	SOLID YELLOW LINE (6" OR 12")
	BWL *	BROKEN WHITE LINE (6")
	BYL *	BROKEN YELLOW LINE (6")
	DWL ***	DOTTED WHITE LINE (6")
	DYL ***	DOTTED YELLOW LINE (6")
	DWLEx **	DOTTED WHITE LINE EXTENSION (6")
	DYLEx **	DOTTED YELLOW LINE EXTENSION (6")
	DBWL *	DOUBLE WHITE LINE (6")
	DBYL *	DOUBLE YELLOW LINE (6")

* BROKEN WHITE/YELLOW LINES TO BE 10' LINE SEGMENTS WITH 30' GAPS (TYP.) (BYL ON SHARED USE PATH TO BE 3' IN LENGTH WITH 9' GAP)

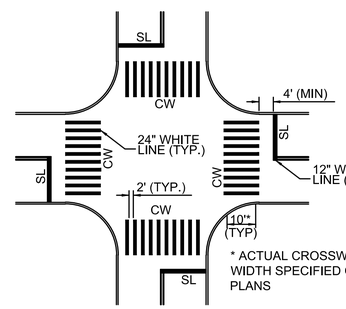
** DWLEx AND DYLEx LINES TO BE 2' IN LENGTH WITH 6' GAP (TYP.)

*** DWL AND DYL LINES TO BE 3' IN LENGTH WITH 9' GAP (TYP.) (IF WIDE LINE IS SPECIFIED, THE WIDTH SHALL BE 12")



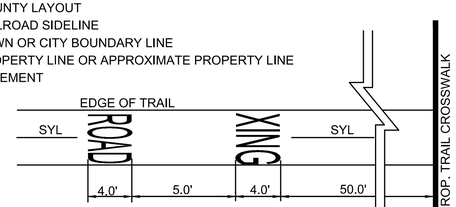
RAISED INTERSECTION & SPEED HUMP ARROW MARKINGS

NOT TO SCALE



TYPICAL CROSSWALK MARKINGS

NOT TO SCALE



ADVANCE TRAIL MARKINGS AT HIGHWAY XING

NOT TO SCALE

GENERAL ABBREVIATIONS

AADT	ANNUAL AVERAGE DAILY TRAFFIC	DHV	DESIGN HOURLY VOLUME	LB	LEACH BASIN	REM	REMOVE
ABAN	ABANDON	DI	DROP INLET	LP	LIGHT POLE	RET	RETAIN
ADJ	ADJUST	DIA	DIAMETER	LT	LEFT	RET WALL	RETAINING WALL
APPROX.	APPROXIMATE	DIP	DUCTILE IRON PIPE	MAX	MAXIMUM	ROW	RIGHT OF WAY
A.C.	ASPHALT CONCRETE	DW	STEADY DON'T WALK - PORTLAND ORANGE	MB	MAILBOX	RR	RAILROAD
ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE	DWY	DRIVEWAY	MH	MANHOLE	R&R	REMOVE AND RESET
BIT.	BITUMINOUS	ELEV (or EL.)	ELEVATION	MHB	MASSACHUSETTS HIGHWAY BOUND	R&S	REMOVE AND STACK
BC	BOTTOM OF CURB	EMB	EMBANKMENT	MIN	MINIMUM	RT	RIGHT
BD.	BOUND	EOG	EDGE OF GRAVEL	NIC	NOT IN CONTRACT	SB	STONE BOUND
BL	BASELINE	EOP	EDGE OF PAVEMENT	NO.	NUMBER	SHLD	SHOULDER
BLDG	BUILDING	EXIST (or EX)	EXISTING	PC	POINT OF CURVATURE	SMH	SEWER MANHOLE
BM	BENCHMARK	EXC	EXCAVATION	PCC	POINT OF COMPOUND CURVATURE	ST	STREET
BO	BY OTHERS	F&C	FRAME AND COVER	P.G.L.	PROFILE GRADE LINE	STA	STATION
BOS	BOTTOM OF SLOPE	F&G	FRAME AND GRATE	PI	POINT OF INTERSECTION	SSD	STOPPING SIGHT DISTANCE
BR.	BRIDGE	FDN.	FOUNDATION	POC	POINT ON CURVE	SHLO	STATE HIGHWAY LAYOUT LINE
CB	CATCH BASIN	FLDSTN	FIELDSTONE	POT	POINT ON TANGENT	SW	SIDEWALK
CBCI	CATCH BASIN WITH CURB INLET	GAR	GARAGE	PRC	POINT OF REVERSE CURVATURE	T	TANGENT DISTANCE OF CURVE/TRUCK %
CC	CEMENT CONCRETE	GD	GROUND	PROJ	PROJECT	TAN	TANGENT
CCM	CEMENT CONCRETE MASONRY	GG	GAS GATE	PROP	PROPOSED	TEMP	TEMPORARY
CEM	CEMENT	GI	GUTTER INLET	PSB	PLANTABLE SOIL BORROW	TC	TOP OF CURB
CI	CURB INLET	GIP	GALVANIZED IRON PIPE	PT	POINT OF TANGENCY	TOS	TOP OF SLOPE
CIP	CAST IRON PIPE	GRAN	GRANITE	PVC	POINT OF VERTICAL CURVATURE	TYP	TYPICAL
CLF	CHAIN LINK FENCE	GRAV	GRAVEL	PVI	POINT OF VERTICAL INTERSECTION	UP	UTILITY POLE
CL	CENTERLINE	GRD	GUARD	PVT	POINT OF VERTICAL TANGENCY	VAR	VARIES
CMP	CORRUGATED METAL PIPE	HDW	HEADWALL	PVMT	PAVEMENT	VERT	VERTICAL
CSP	CORRUGATED STEEL PIPE	HMA	HOT MIX ASPHALT	PWW	PAVED WATER WAY	VC	VERTICAL CURVE
CO.	COUNTY	HOR	HORIZONTAL	R	RADIUS OF CURVATURE	WCR	WHEEL CHAIR RAMP
CONC	CONCRETE	HYD	HYDRANT	R&D	REMOVE AND DISPOSE	WG	WATER GATE
CONT	CONTINUOUS	INV	INVERT	RCP	REINFORCED CONCRETE PIPE	WIP	WROUGHT IRON PIPE
CONST	CONSTRUCTION	JCT	JUNCTION	RD	ROAD	WM	WATER METER/WATER MAIN
CR GR	CROWN GRADE	L	LENGTH OF CURVE	RDWY	ROADWAY	X-SECT	CROSS SECTION

GENERAL NOTES

1. THE BASEPLAN WAS COMPILED FROM DATA COLLECTED VIA TRADITIONAL TOTAL STATION BY GPI IN FEBRUARY-APRIL 2018 AND SUPPLEMENTAL SURVEY IN OCTOBER-NOVEMBER 2022, APRIL 2023 AND JANUARY 2024.
2. THE HORIZONTAL DATUM SHOWN HEREON IS BASED UPON THE MASSACHUSETTS STATE PLANE COORDINATE SYSTEM - ISLAND ZONE REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD83) (2011), EPOCH 2010.00 AS ESTABLISHED BY GPI VIA GPS OBSERVATION.
3. THE VERTICAL DATUM SHOWN HEREON REFERENCES THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AS ESTABLISHED BY GPI VIA GPS OBSERVATION.
4. THE SURVEY CONTROL NETWORK WAS SET BY AN INSTRUMENT FIELD SURVEY PERFORMED BY GREENMAN-PEDERSEN, INC. (GPI) IN FEBRUARY, 2018.
5. THE LOCATIONS OF EXISTING UNDERGROUND 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 LOCATE EXACTLY AND TO PRESERVE ANY AND ALL UNDERGROUND.UTILITIES. CALL "DIG-SAFE" 1-888-DIGSAFE (344-7233) AT LEAST 72 HOURS BEFORE COMMENCING CONSTRUCTION.
6. WHERE AN EXISTING UNDERGROUND 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.
7. THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.
8. 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.
9. THE TERM "PROPOSED" (PROP.) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS, OR, WHERE APPLICABLE, RE-USING EXISTING MATERIALS IDENTIFIED AS "REMOVE & RESET" (R&R).
10. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE RETAINED UNLESS NOTED OTHERWISE.
11. ALL PROPOSED PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
12. THE RIGHT-OF-WAY AND PROPERTY BOUNDARY WAS ESTABLISHED VIA CADASTRAL SURVEY, FOUND MONUMENTATION AND RECORD INFORMATION INCLUDING DEEDS, PLANS AND ASSESSORS INFORMATION OBTAINED AT THE NORFOLK COUNTY REGISTRY OF DEEDS, AND THE TOWN ENGINEERING AND ASSESSING DEPARTMENTS.
13. ALL DISTURBED AREAS NOT DESIGNATED TO BE PAVED SHALL HAVE LOAM BORROW PLACED AND SEEDED. THE LOAM BORROW SHALL HAVE A MINIMUM DEPTH OF 4 INCHES AND SHALL BE PLACED FLUSH WITH THE TOP OF THE ADJACENT CURB, EDGING, BERM OR PAVEMENT SURFACE.
14. THE LIMIT OF WORK AREA SHALL BE THE STREET RIGHT OF WAY UNLESS SHOWN OTHERWISE.
15. PRIOR TO THE START OF ANY NEW UTILITY WORK, ALL ELEVATIONS OF EXISTING UTILITIES IN THOSE AREAS ARE TO BE VERIFIED. THE ENGINEER IS TO BE NOTIFIED IMMEDIATELY SHOULD ANY DISCREPANCIES OCCUR.
16. ALL CASTINGS SHALL BE SET FLUSH WITH FINISHED GRADE.
17. ALL PUBLICLY OWNED GATE BOXES, SERVICE BOXES, MANHOLE FRAMES AND COVERS SHALL BE ADJUSTED TO GRADE BY THE CONTRACTOR.
18. ALL NEW SIDEWALK AND DRIVEWAY GRADES SHALL MATCH EXISTING GRADES AT BACK OF SIDEWALK LINE UNLESS SHOWN OTHERWISE ON THE PLANS AND CROSS SECTIONS.
19. THE CONTRACTOR SHALL TAKE EVERY PRECAUTION TO PROTECT ALL EXISTING TREES AND ROOTS THAT ARE NOT DESIGNATED FOR REMOVAL.
20. DRAINAGE ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY BY TEST PIT, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR DIRECTED BY THE ENGINEER. ONLY AFTER THE CONTRACTOR VERIFIES ELEVATIONS FOR THE CONSTRUCTABILITY OF THE DRAINAGE SYSTEM SHALL ANY STRUCTURES BE ORDERED. ANY FIELD ADJUSTMENTS TO LINE AND GRADE UP TO A DEPTH OF 5 FEET SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5 FEET WILL BE PAID UNDER CLASS B TRENCH EXCAVATION.
21. THE PRESENCE OF PFAS CONTAMINATED SOILS HAS BEEN IDENTIFIED FROM APPROXIMATELY STA. 213+00 TO BEYOND THE PROJECT LIMIT (STA. 243+00). THE CONTRACTOR SHALL HANDLE, REMOVE AND DISPOSE OF ANY EXCAVATED MATERIAL WITHIN THE AREA IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR ITEMS 120.01 AND 181.10.
22. THE CONTRACTOR SHALL TAKE NOTICE THAT SOME OR ALL OF THE PROJECT IS WITHIN A ZONE II WELLHEAD AREA AS DEFINED BY THE DEP'S DRINKING WATER PROGRAM. THE CONTRACTOR NEEDS TO ABIDE BY THE LATEST RESTRICTIONS AND REGULATIONS REGARDING WORK WITHIN THIS DESIGNATED AREA. STORMWATER DISCHARGES WITHIN THE ZONE II OR INTERIM WELLHEAD PROTECTION AREA OF A PUBLIC WATER SUPPLY, AND STORMWATER DISCHARGES NEAR OR TO ANY OTHER CRITICAL AREA, REQUIRE THE USE OF THE SPECIFIC SOURCE CONTROL AND POLLUTION PREVENTION MEASURES.

GPI Greenman-Pedersen, Inc.
Engineering & Construction Services
181 Ballardvale Street, Suite 202, Wilmington, MA 01887
Tel: (978) 570-2999 Fax: (978) 658-3044
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16 BROAD STREET
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SURFSIDE AREA TRANSPORTATION ENHANCEMENTS
LOVERS LANE, OKORWAW AVENUE & MONOHANSETT ROAD
NANTUCKET, MA

REVISIONS

NO.	REVISION	DATE

3/19/2025

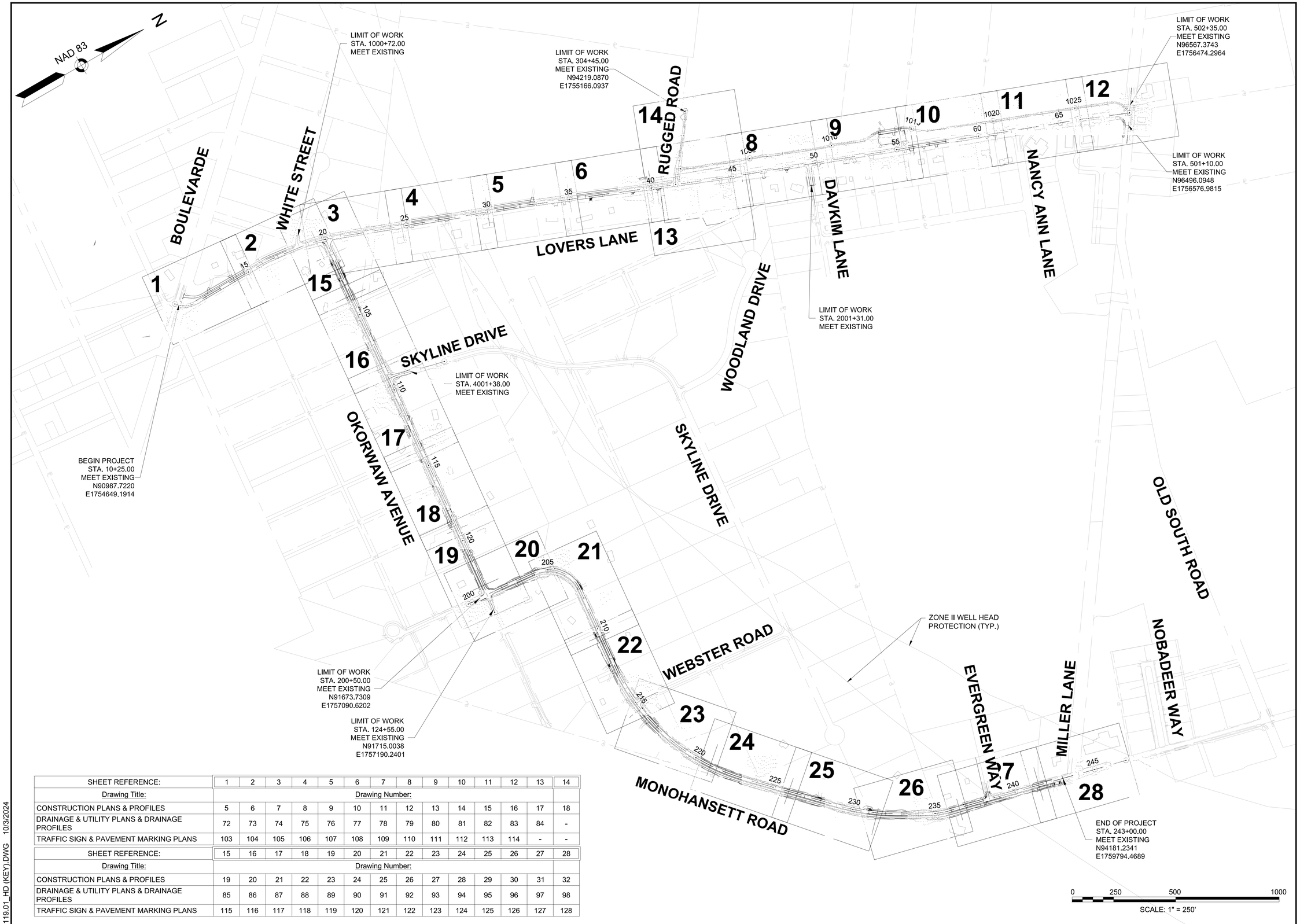
DRAWN/DESIGN BY	CHECKED BY
NJA	ZEW

NOTES LEGEND & ABBREVIATIONS

SCALE: N.T.S.

15119

15119.01_HD (CS&LE).DWG 3/14/2025



SHEET REFERENCE:	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Drawing Title:	Drawing Number:													
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SHEET REFERENCE:	15	16	17	18	19	20	21	22	23	24	25	26	27	28
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GPI
Engineering
Design
Planning
Construction Inspection
978.570.2999 GPINET.COM
Greenman-Pedersen, Inc.
181 Ballardvale Street, Suite 202
Wilmington, MA 01887

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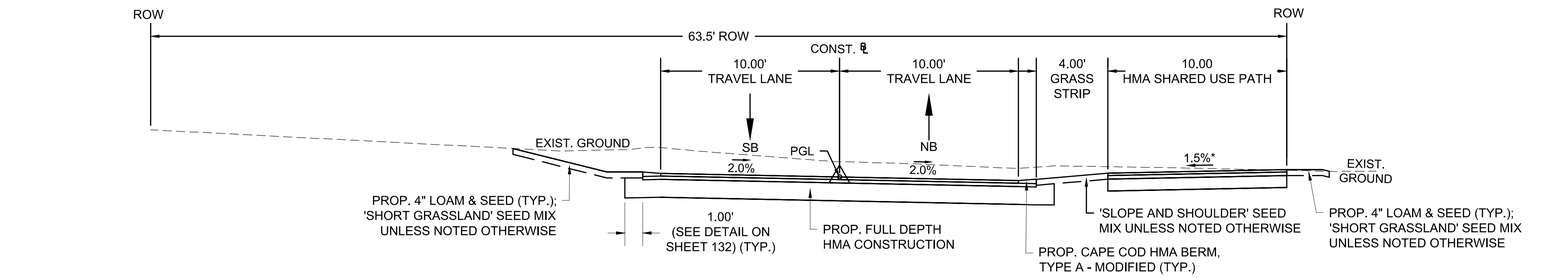
KEY PLAN

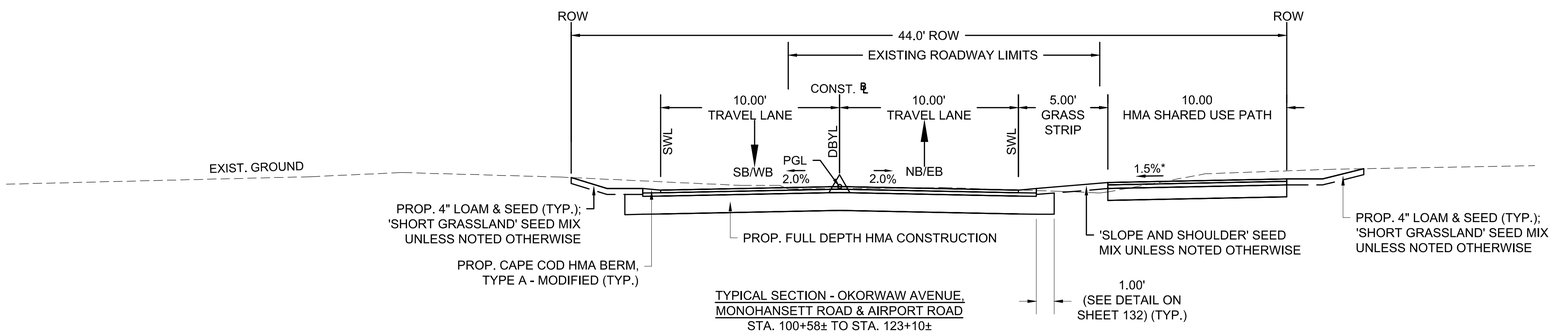
SCALE: 1"=250'

15119



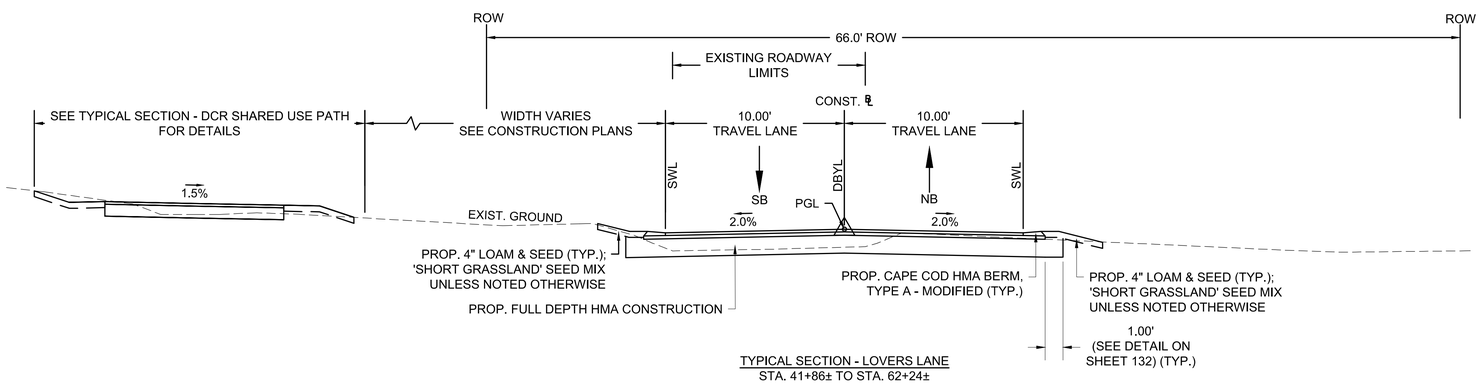
TYPICAL SECTION - RUGGED ROAD
STA. 300+30± TO STA. 301+00±

* 0.5% ± TOLERANCE FOR CONSTRUCTION

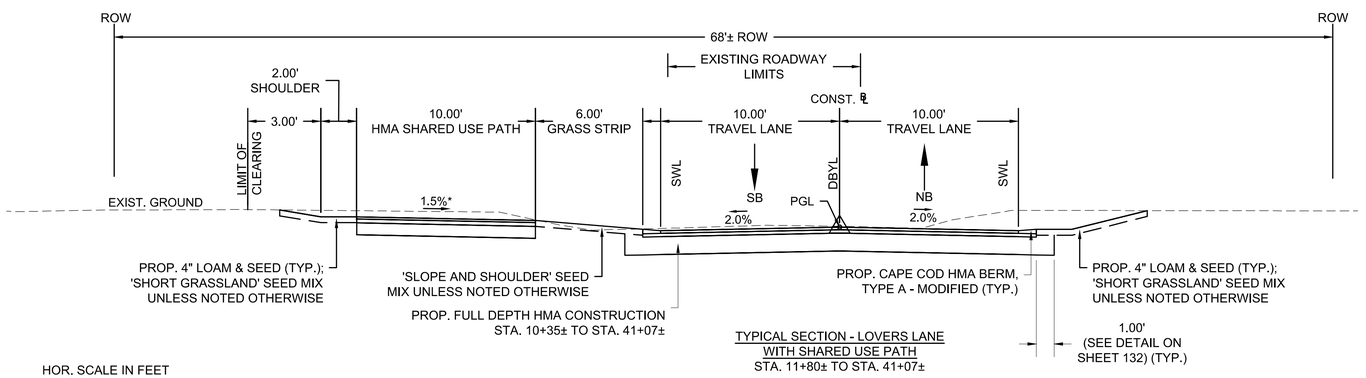


TYPICAL SECTION - OKORWAW AVENUE,
MONOHANSETT ROAD & AIRPORT ROAD
STA. 100+58± TO STA. 123+10±
STA. 201+54± TO STA. 242+25±

* 0.5% ± TOLERANCE FOR CONSTRUCTION

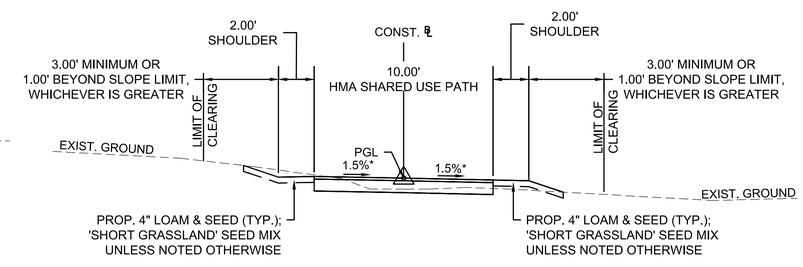


TYPICAL SECTION - LOVERS LANE
STA. 41+86± TO STA. 62+24±



TYPICAL SECTION - LOVERS LANE
WITH SHARED USE PATH
STA. 11+80± TO STA. 41+07±

* 0.5% ± TOLERANCE FOR CONSTRUCTION



TYPICAL SECTION - DCR SHARED USE PATH
STA. 1019+43± TO STA. 1047+53±

* 0.5% ± TOLERANCE FOR CONSTRUCTION

HOR. SCALE IN FEET
4 0 4 8
4 0 4 8
VER. SCALE IN FEET

PAVEMENT NOTES

FULL DEPTH HMA CONSTRUCTION

SURFACE COURSE: 2" SUPERPAVE SURFACE COURSE - 9.5 (SSC-9.5) OVER
3" SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC-19.0) OVER

SUBBASE: 12" GRAVEL BORROW (M1.03.0 TYPE C)

HMA DRIVEWAYS AND SHARED USE PATH

SURFACE COURSE: 4" SUPERPAVE SURFACE COURSE - 9.5 (SSC-9.5) IN TWO EQUAL LIFTS

SUBBASE: 12" GRAVEL BORROW (M1.03.0 TYPE C)

STANDARD MILLING & HMA OVERLAY

SURFACE COURSE: 2" SUPERPAVE SURFACE COURSE - 9.5 (SSC-9.5) OVER

SURFACE MILLING: 2" MIN. PAVEMENT MILLING (TO MEET LINES AND GRADES AND HMA QUALITY ASSURANCE)

GRAVEL ROADWAY, DRIVEWAYS & PARKING LOT

SURFACE COURSE: 12" GRAVEL BORROW (M1.03.0 TYPE C)

CEMENT CONCRETE PEDESTRIAN CURB RAMPS

SURFACE COURSE: 4" CEMENT CONCRETE (AIR ENTRAINED 4000PSI, 3/4", 610) OVER

SUBBASE: 12" GRAVEL BORROW (M1.03.0 TYPE C)

GENERAL NOTES:

1. ALL SIDEWALKS SHALL HAVE A CROSS SLOPE OF 1.5% (0.015FT/FT). TOLERANCE FOR CONSTRUCTION SHALL BE ±0.50%. IN NO CASE SHALL THE SIDEWALK CROSS SLOPE EXCEED 2.0% (0.02 FT/FT). SIDEWALKS SHALL HAVE A MINIMUM CLEAR PATH OF 36" FREE OF OBSTRUCTION (UTILITY POLES, HYDRANTS, ETC.).
2. THE SECTIONS OF PROPOSED ROADWAY NOT COVERED IN THE RANGE OF STATIONS ASSOCIATED WITH THE TYPICAL SECTIONS ARE EITHER AT INTERSECTIONS OR ARE IN AREAS OF TRANSITION AND THEREFORE HAVE NOT BEEN SHOWN.
3. ASPHALT EMULSION FOR TACK COAT SHALL BE (RS-1H) TO RESIST TRACKING BY HAUL VEHICLES. HMA FOR PATCHING AND ASPHALT EMULSION FOR TACK COAT SHALL BE IN ACCORDANCE WITH SECTION 450. QUALITY ASSURANCE FOR HMA.
5. ASPHALT EMULSION FOR TACK COAT (RS-1H) SHALL BE APPLIED AT THE RATE OF 0.06 TO 0.08 GALLONS PER SQUARE YARD OVER NEW HMA SURFACES NOT OPENED TO TRAFFIC AS WELL AS OVER EXISTING TIGHT SMOOTH PAVEMENT. ON MILLED SURFACES, THE EMULSION APPLICATION RATE SHALL EQUAL 0.07 TO 0.09 GALLONS PER SQUARE YARD. ON NEW HMA PATCHES, THE EMULSION APPLICATION RATE SHALL EQUAL 0.06 TO 0.09 GALLONS PER SQUARE YARD.
6. SEE SHEET 133 FOR DETAILS OF THE RAISED INTERSECTION, COBBLE DRIVEWAY AND GRAVEL DRIVEWAY W/ GEOGRID.

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PREPARED FOR
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16 BROAD STREET
NANTUCKET, MA

SURFSIDE AREA TRANSPORTATION ENHANCEMENTS
LOVERS LANE, OKORWAW AVENUE & MONOHANSETT ROAD
NANTUCKET, MA

REVISIONS

NO.	REVISION	DATE

3/19/2025

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NJA/DPE	ZEW

TYPICAL SECTIONS

SCALE: 1"=4'

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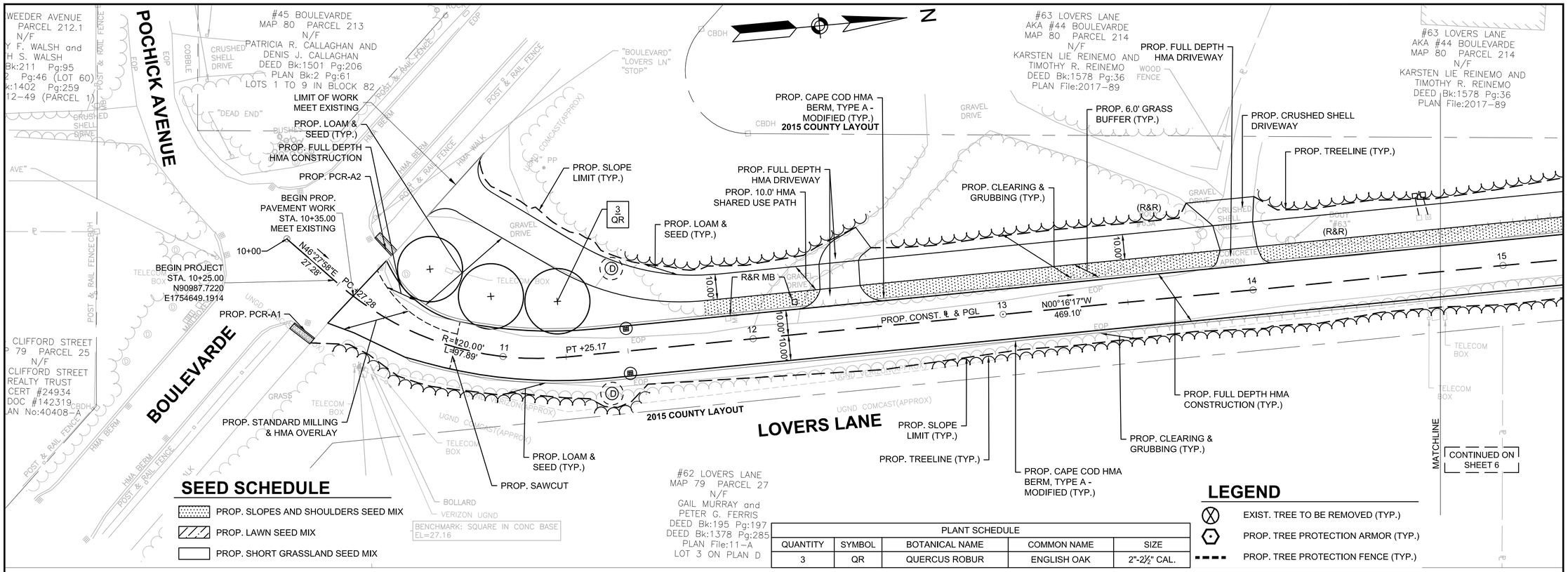
15119.01_HD (TYP).DWG 1/14/2025



SEED SCHEDULE

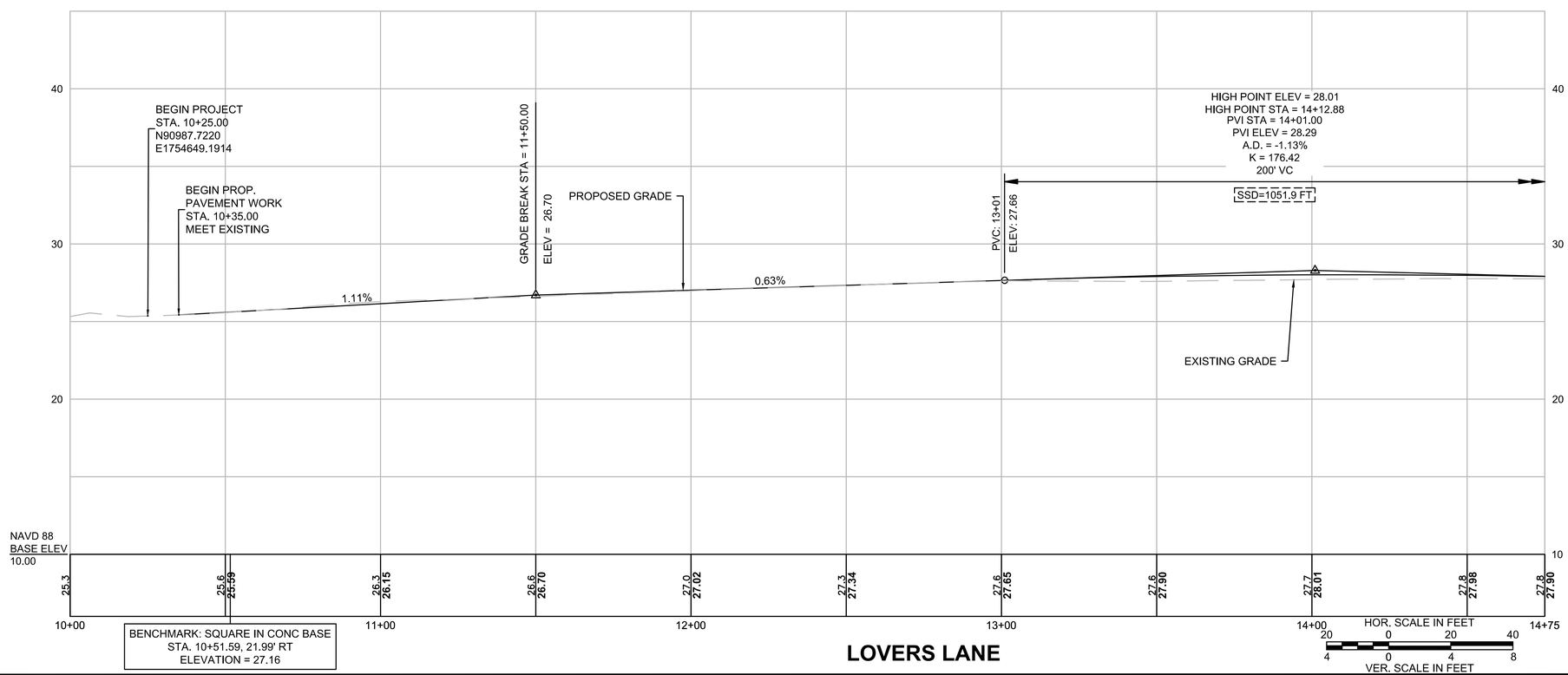
- PROP. SLOPES AND SHOULDERS SEED MIX
- PROP. LAWN SEED MIX
- PROP. SHORT GRASSLAND SEED MIX

LEGEND

- EXIST. TREE TO BE REMOVED (TYP.)
- PROP. TREE PROTECTION ARMOR (TYP.)
- PROP. TREE PROTECTION FENCE (TYP.)

PLANT SCHEDULE

QUANTITY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
3	QR	QUERCUS ROBUR	ENGLISH OAK	2"-2½" CAL.



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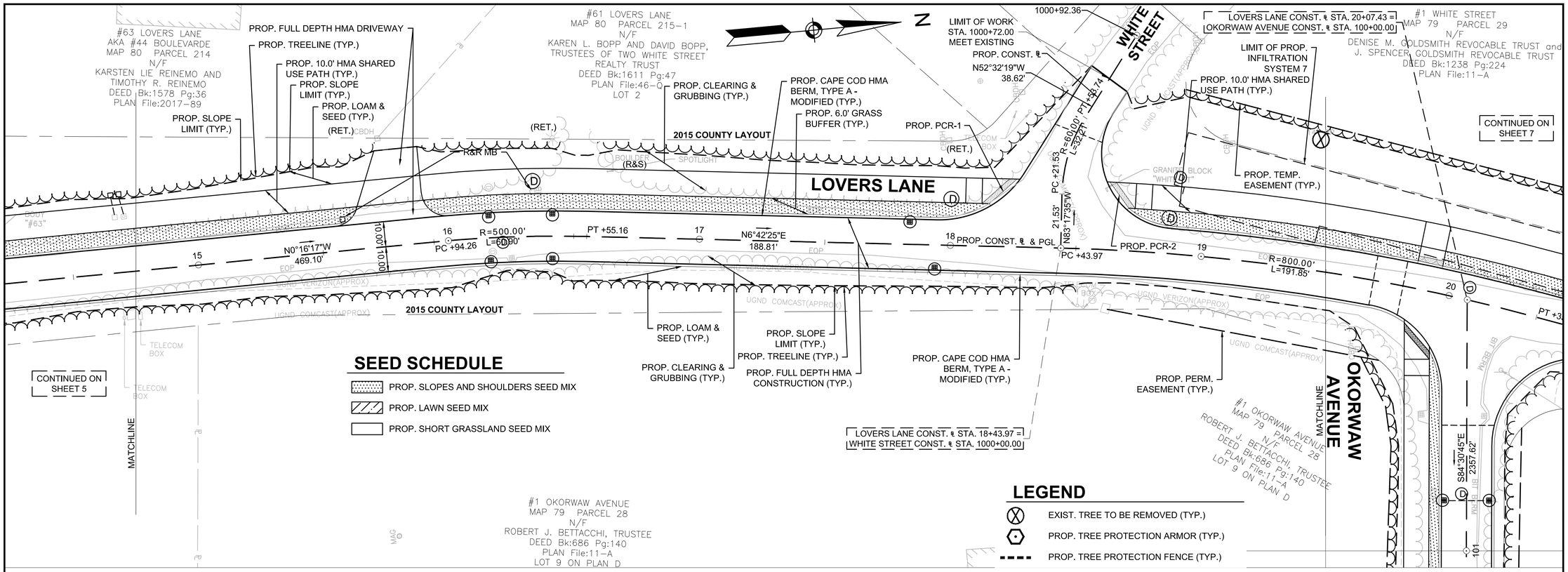

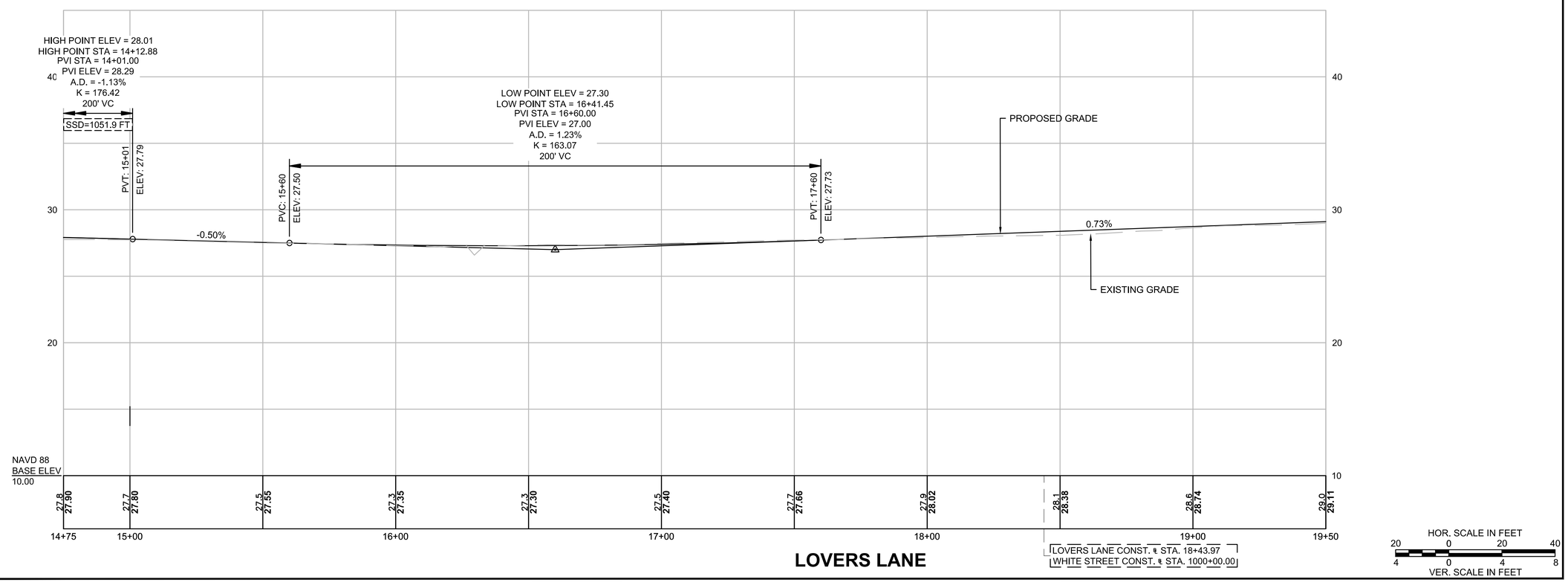

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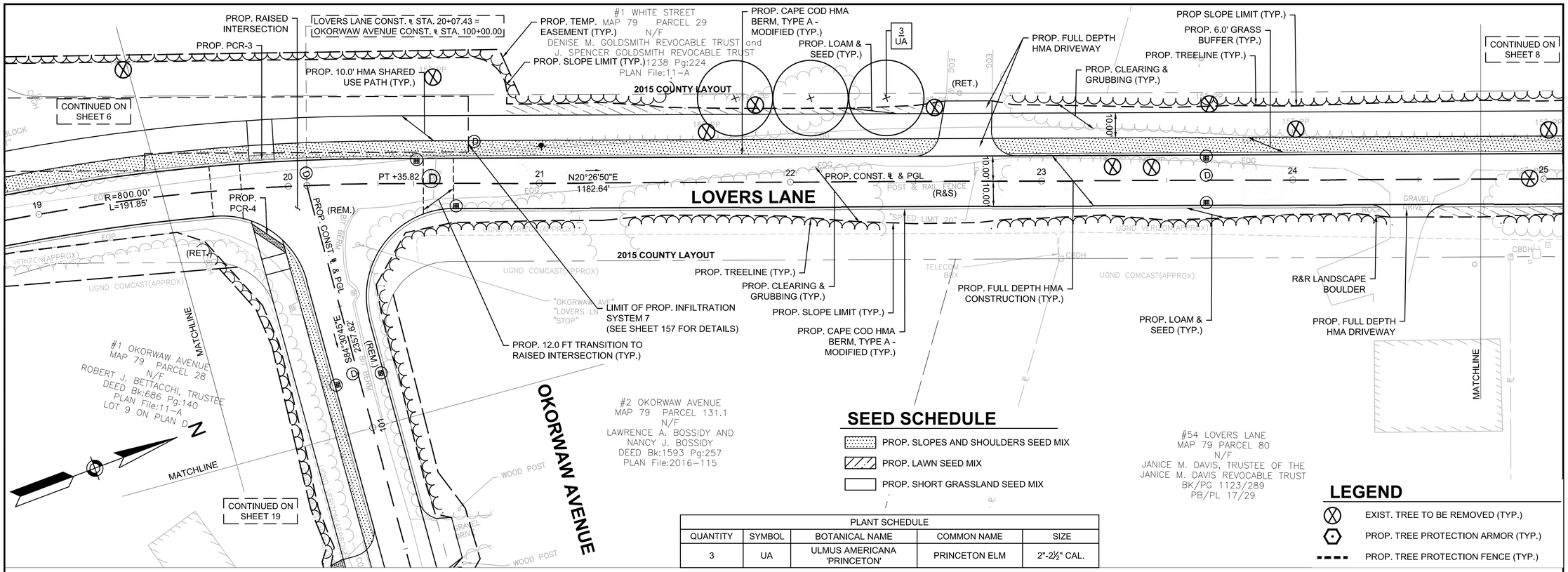

SEED SCHEDULE

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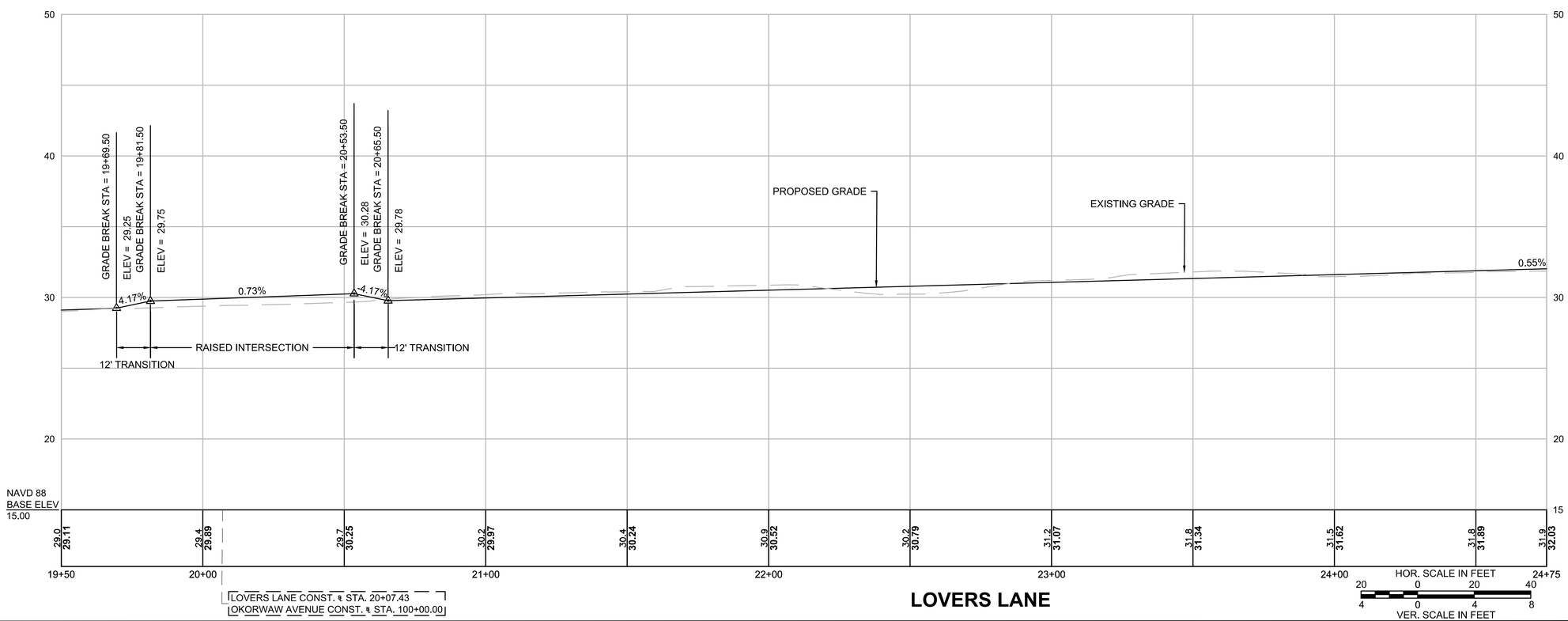
- PROP. SHORT GRASSLAND SEED MIX

PLANT SCHEDULE

QUANTITY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
3	UA	ULMUS AMERICANA 'PRINCETON'	PRINCETON ELM	2"-2½" CAL.

LEGEND

- EXIST. TREE TO BE REMOVED (TYP.)
- PROP. TREE PROTECTION ARMOR (TYP.)
- PROP. TREE PROTECTION FENCE (TYP.)



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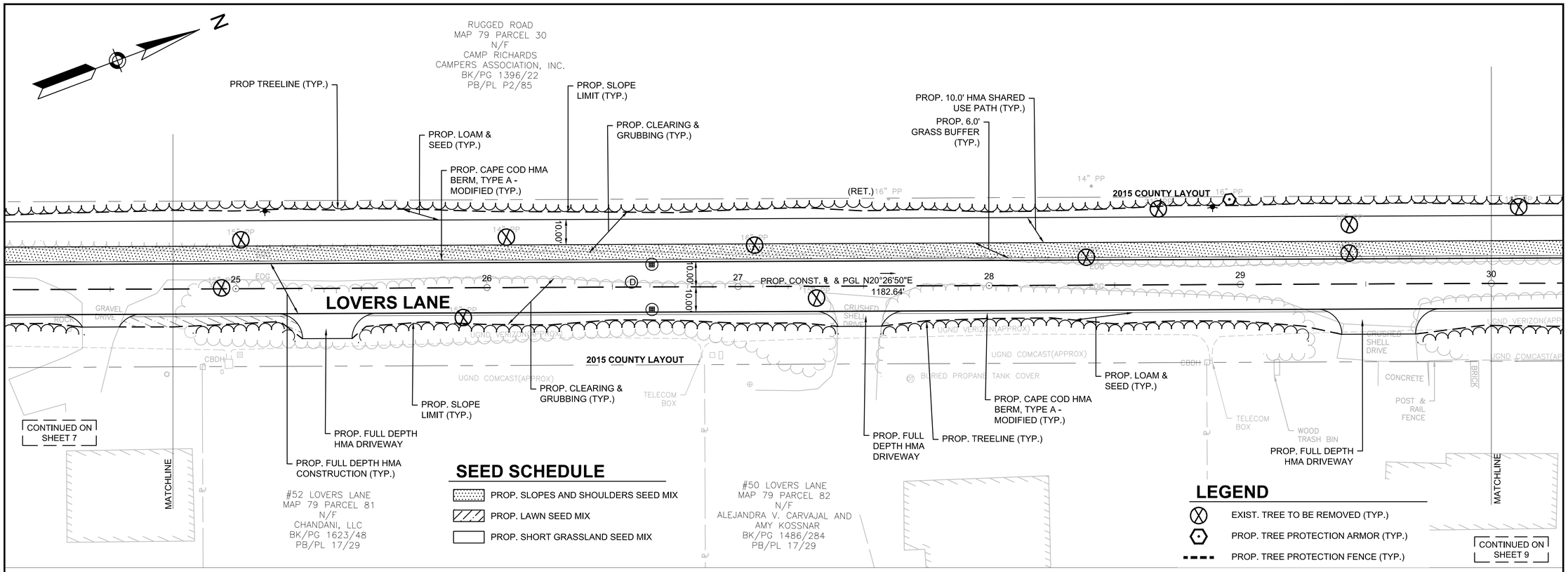

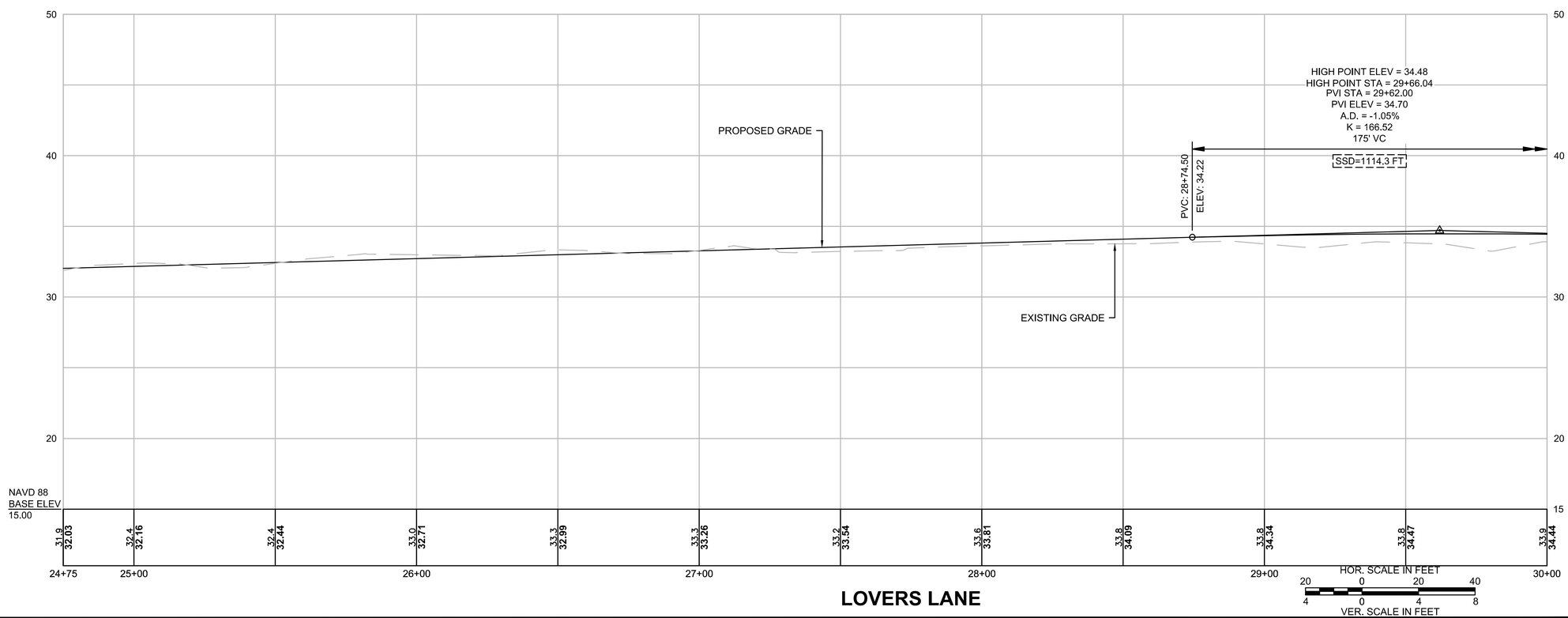

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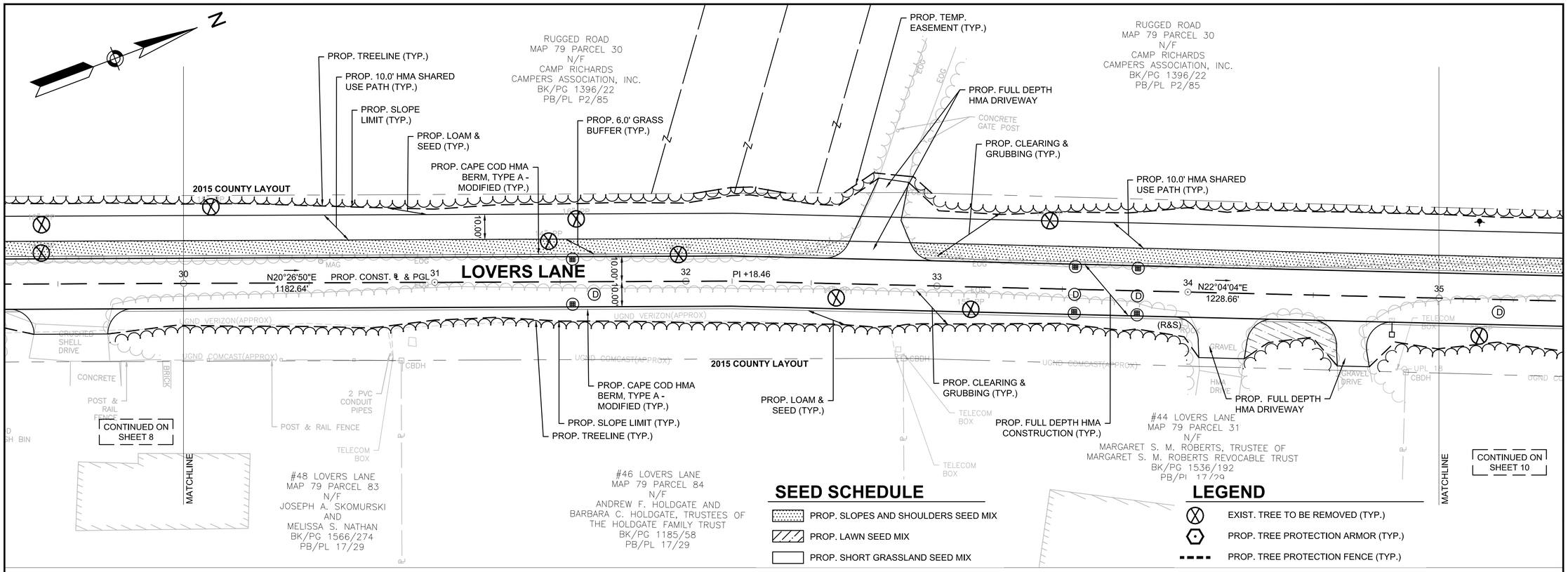

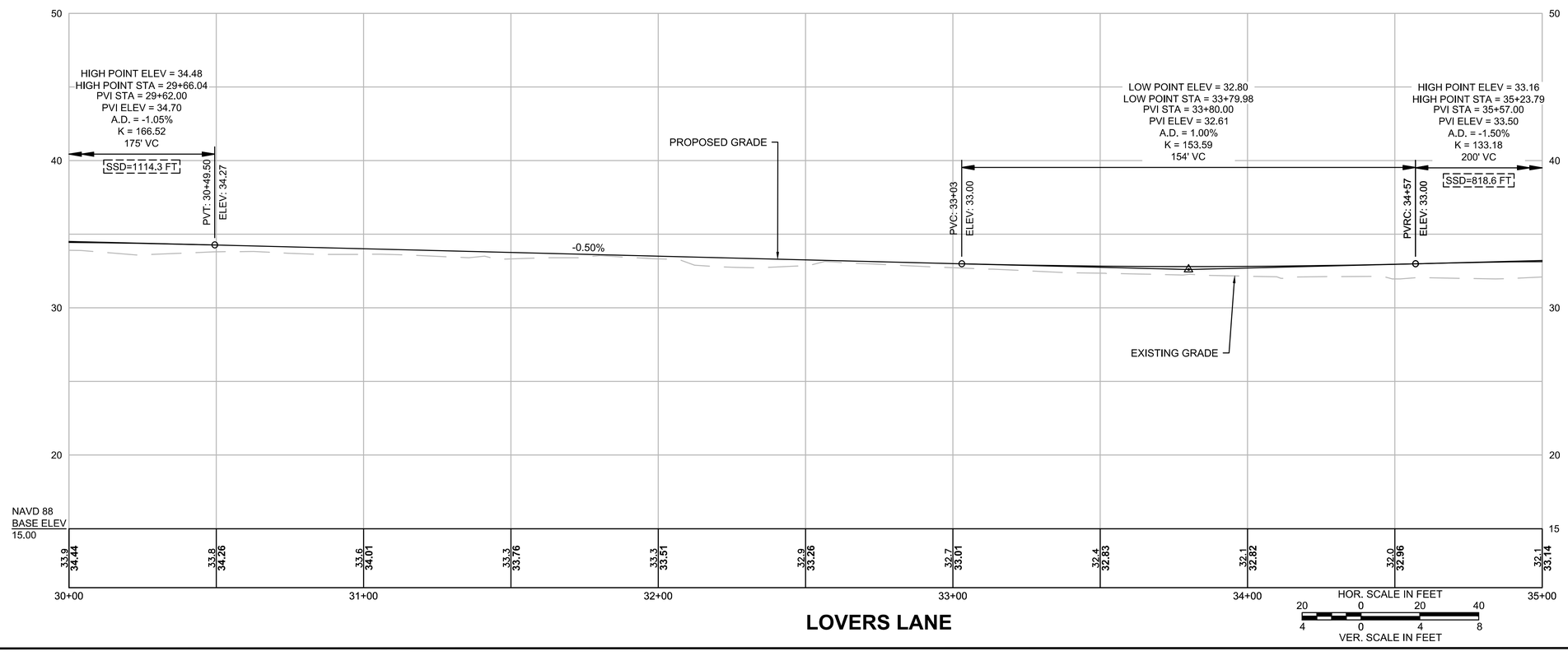

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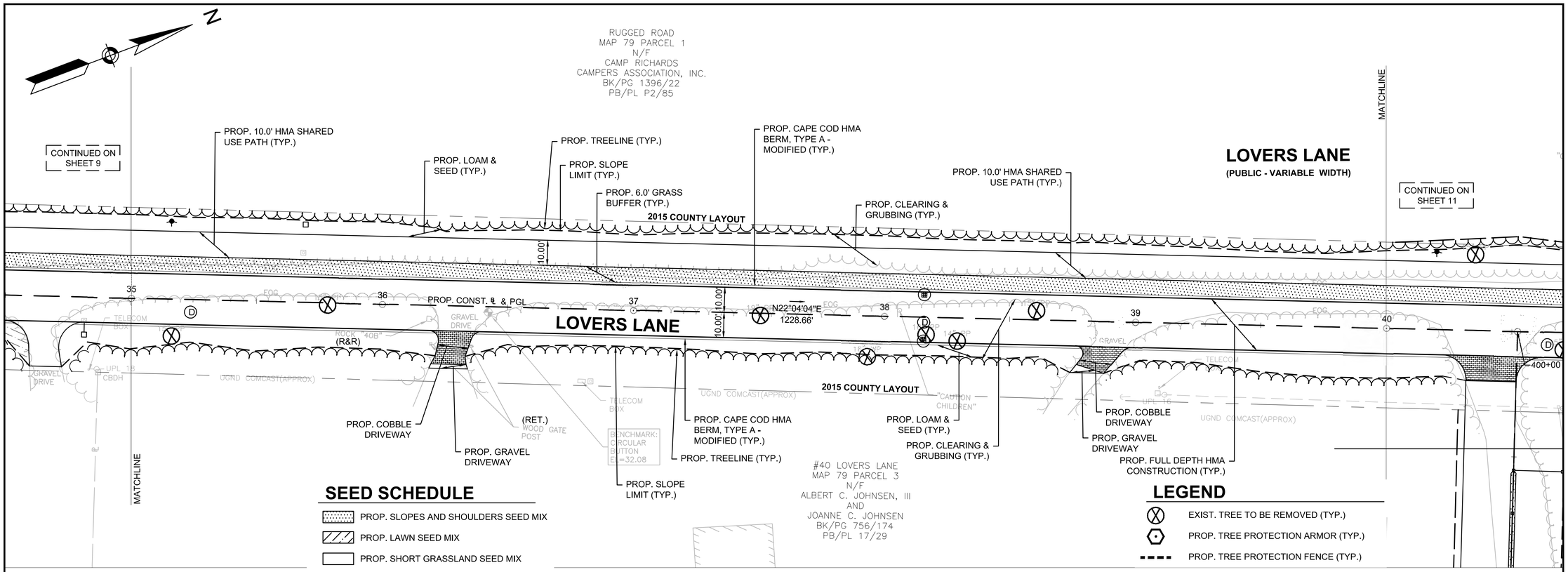

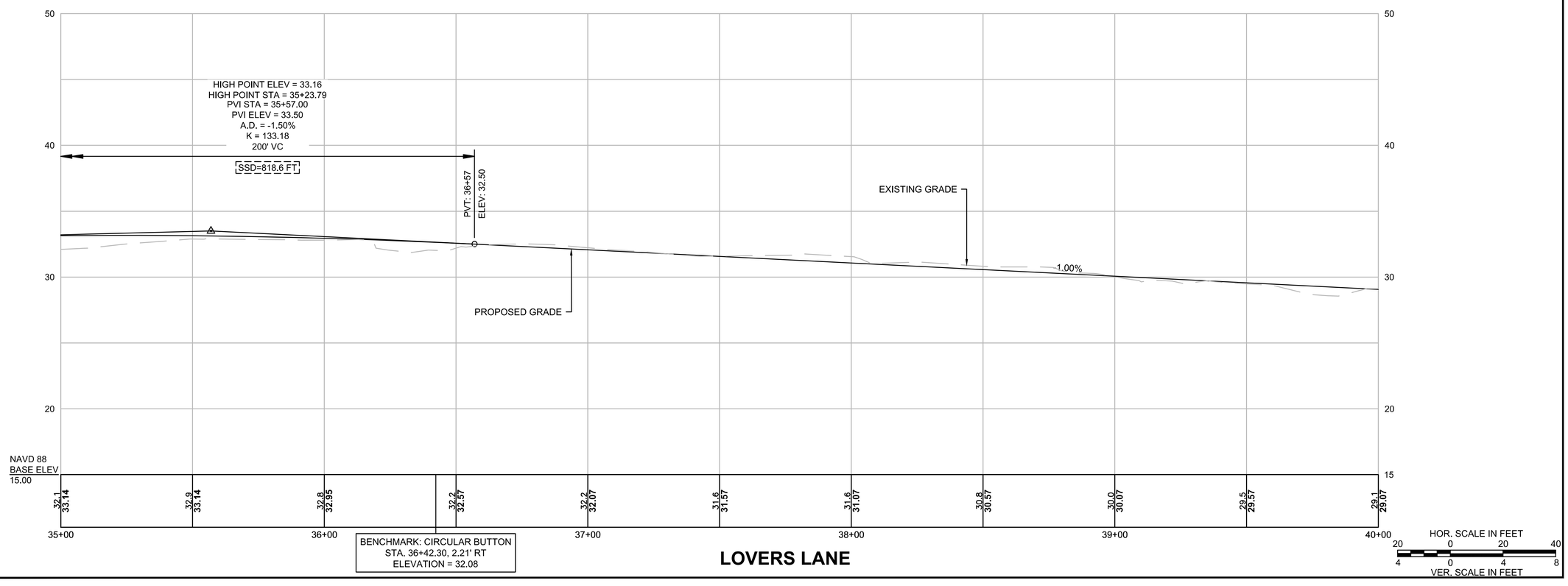

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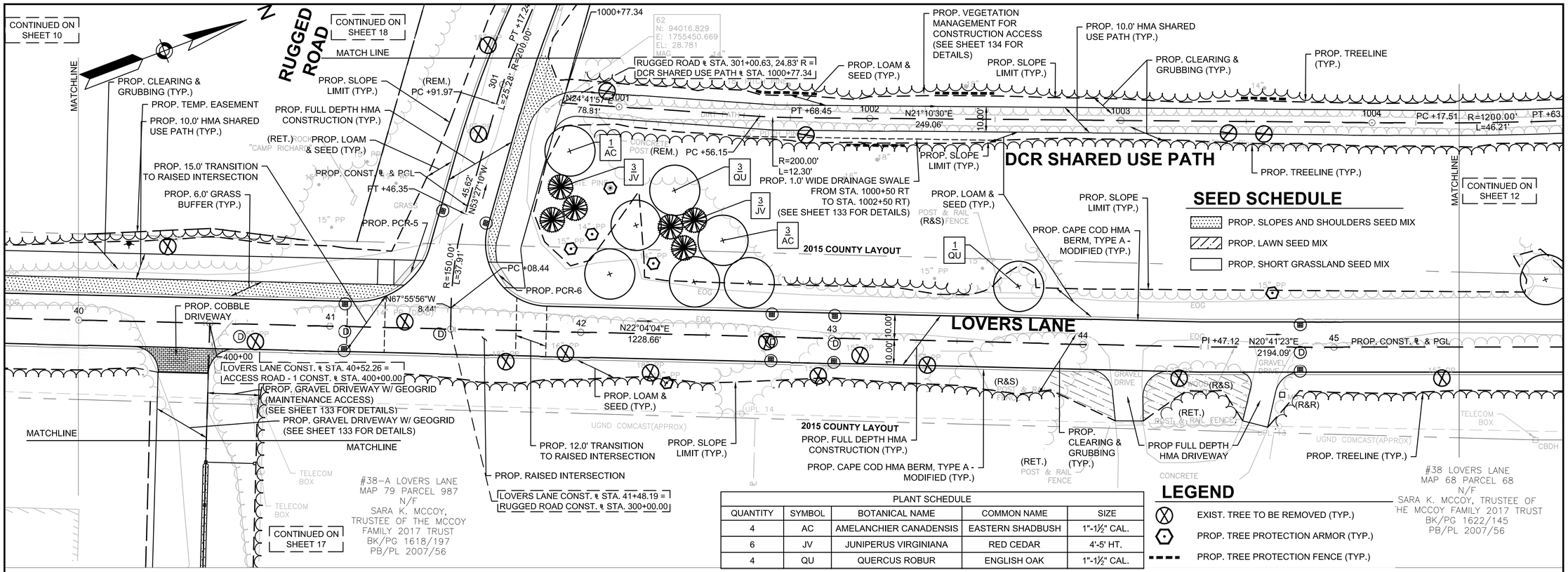
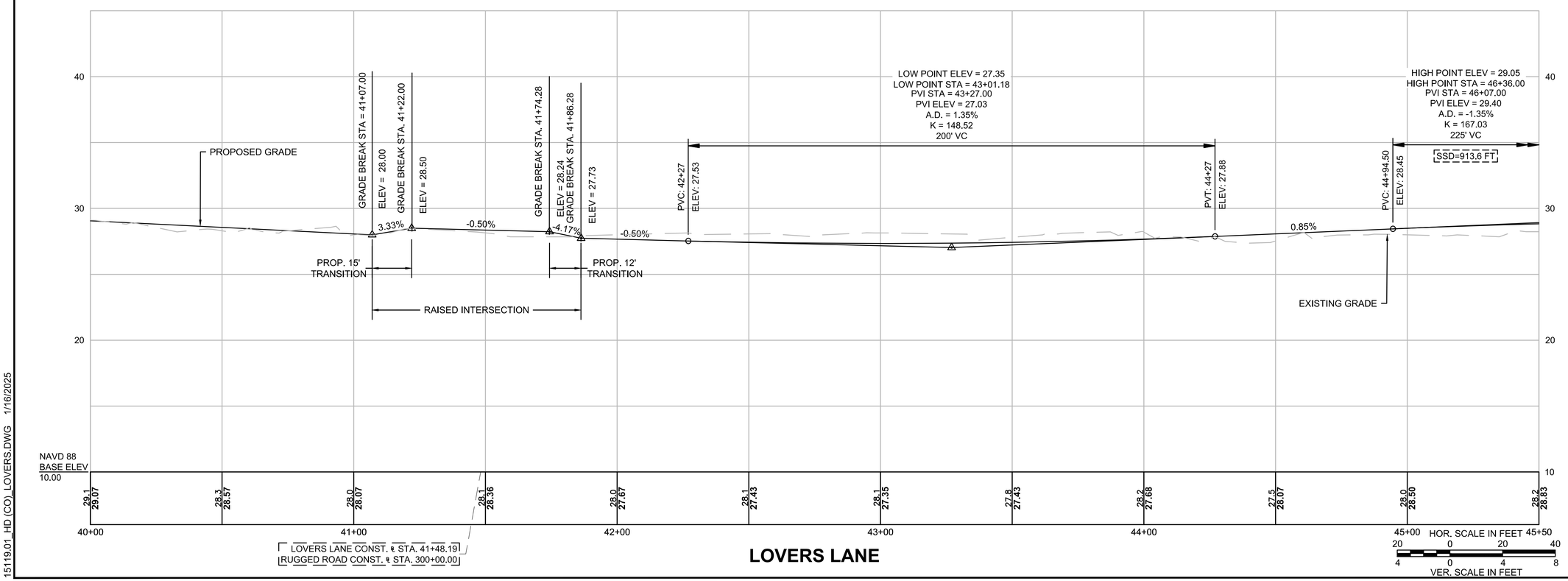


PLANT SCHEDULE

QUANTITY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
4	AC	AMELANCHIER CANADENSIS	EASTERN SHADBUSH	1"-1½" CAL.
6	JV	JUNIPERUS VIRGINIANA	RED CEDAR	4'-5' HT.
4	QU	QUERCUS ROBUR	ENGLISH OAK	1"-1½" CAL.



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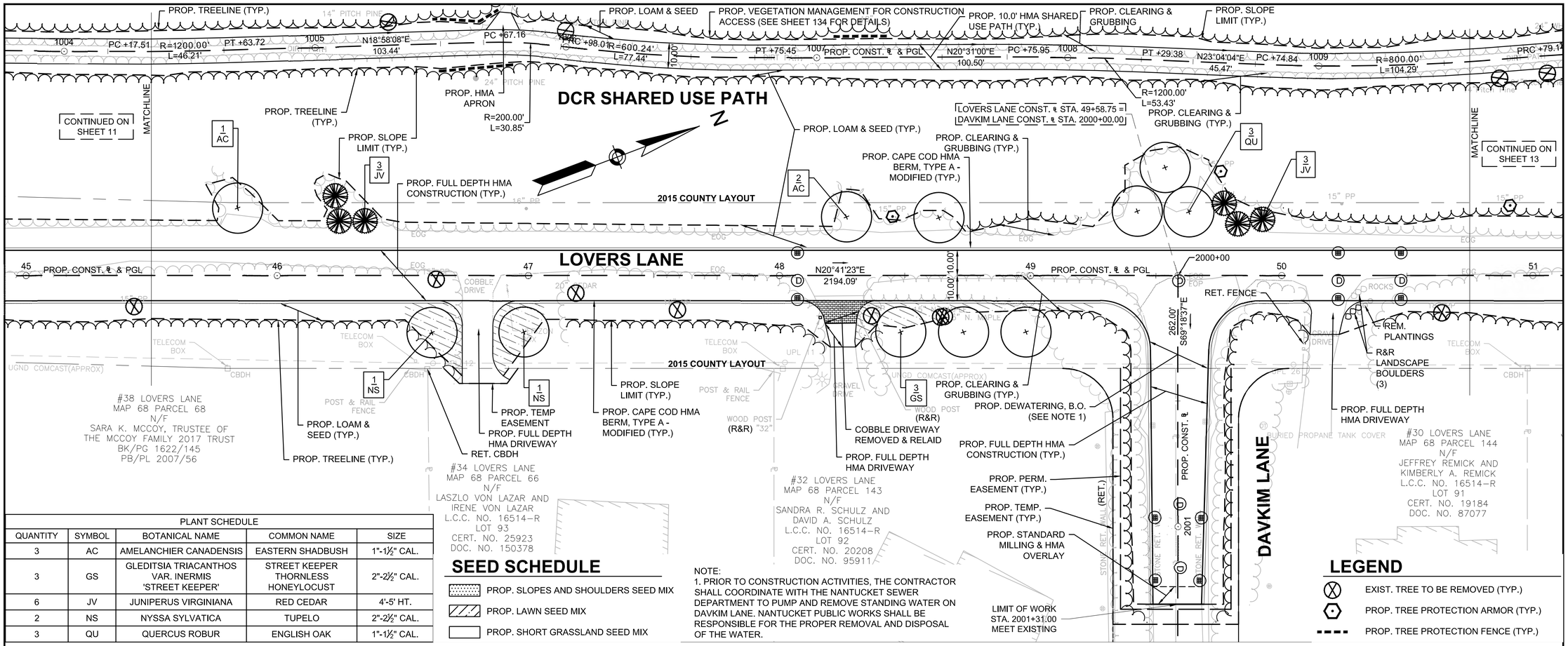


PLANT SCHEDULE				
QUANTITY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
3	AC	AMELANCHIER CANADENSIS	EASTERN SHADBUSH	1"-1½" CAL.
3	GS	GLEDITSIA TRIACANTHOS VAR. INERMIS 'STREET KEEPER'	STREET KEEPER THORNLESS HONEYLOCUST	2"-2½" CAL.
6	JV	JUNIPERUS VIRGINIANA	RED CEDAR	4'-5' HT.
2	NS	NYSSA SYLVATICA	TUPELO	2"-2½" CAL.
3	QU	QUERCUS ROBUR	ENGLISH OAK	1"-1½" CAL.

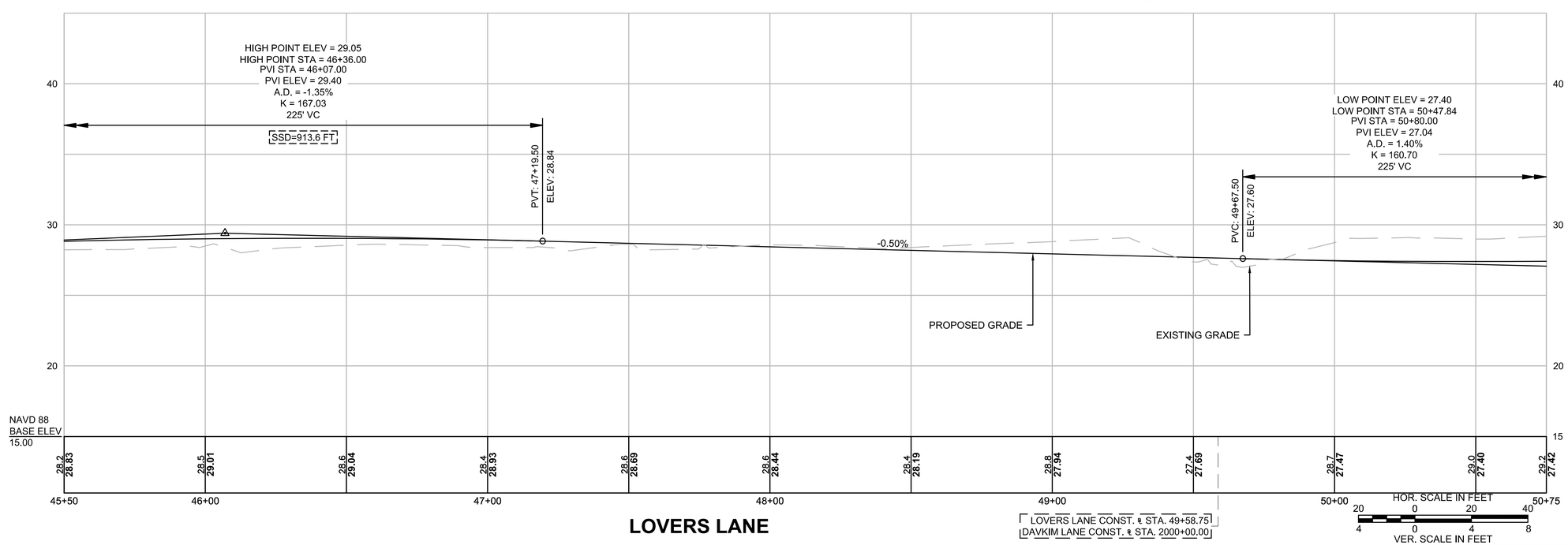
SEED SCHEDULE

- PROP. SLOPES AND SHOULDERS SEED MIX
- PROP. LAWN SEED MIX
- PROP. SHORT GRASSLAND SEED MIX

NOTE:
1. PRIOR TO CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL COORDINATE WITH THE NANTUCKET SEWER DEPARTMENT TO PUMP AND REMOVE STANDING WATER ON DAVKIM LANE. NANTUCKET PUBLIC WORKS SHALL BE RESPONSIBLE FOR THE PROPER REMOVAL AND DISPOSAL OF THE WATER.

LEGEND

- EXIST. TREE TO BE REMOVED (TYP.)
- PROP. TREE PROTECTION ARMOR (TYP.)
- PROP. TREE PROTECTION FENCE (TYP.)



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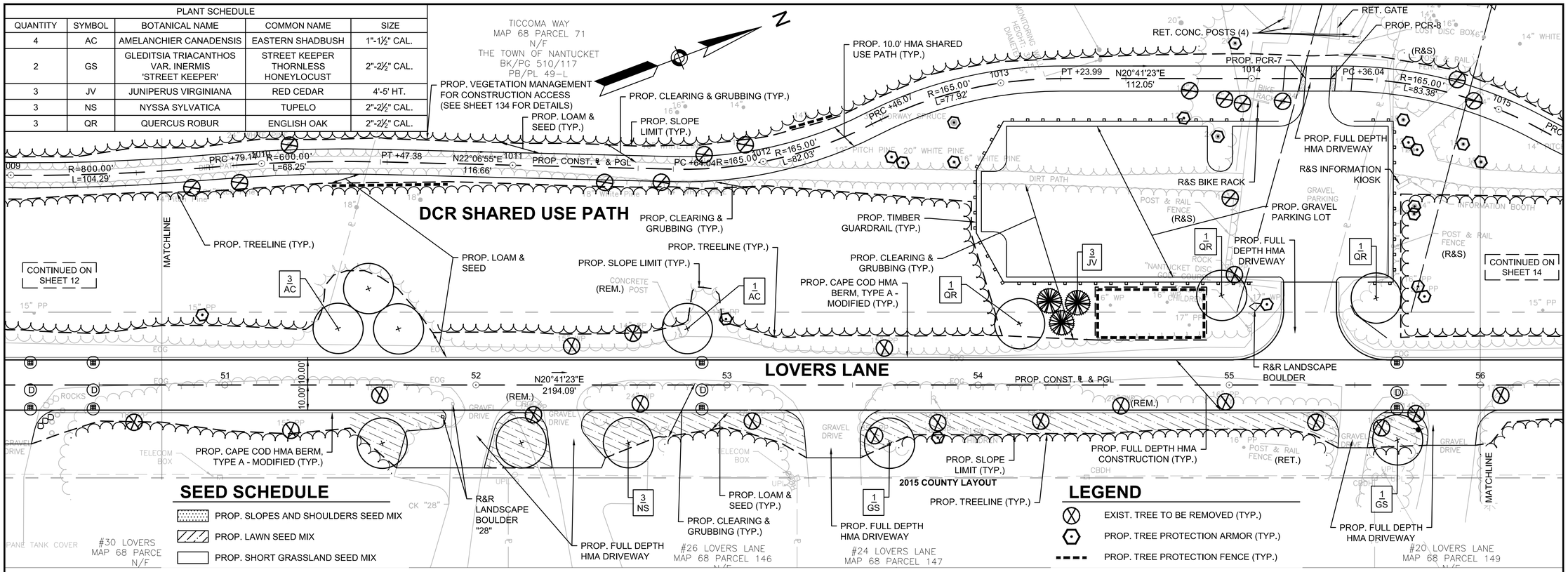

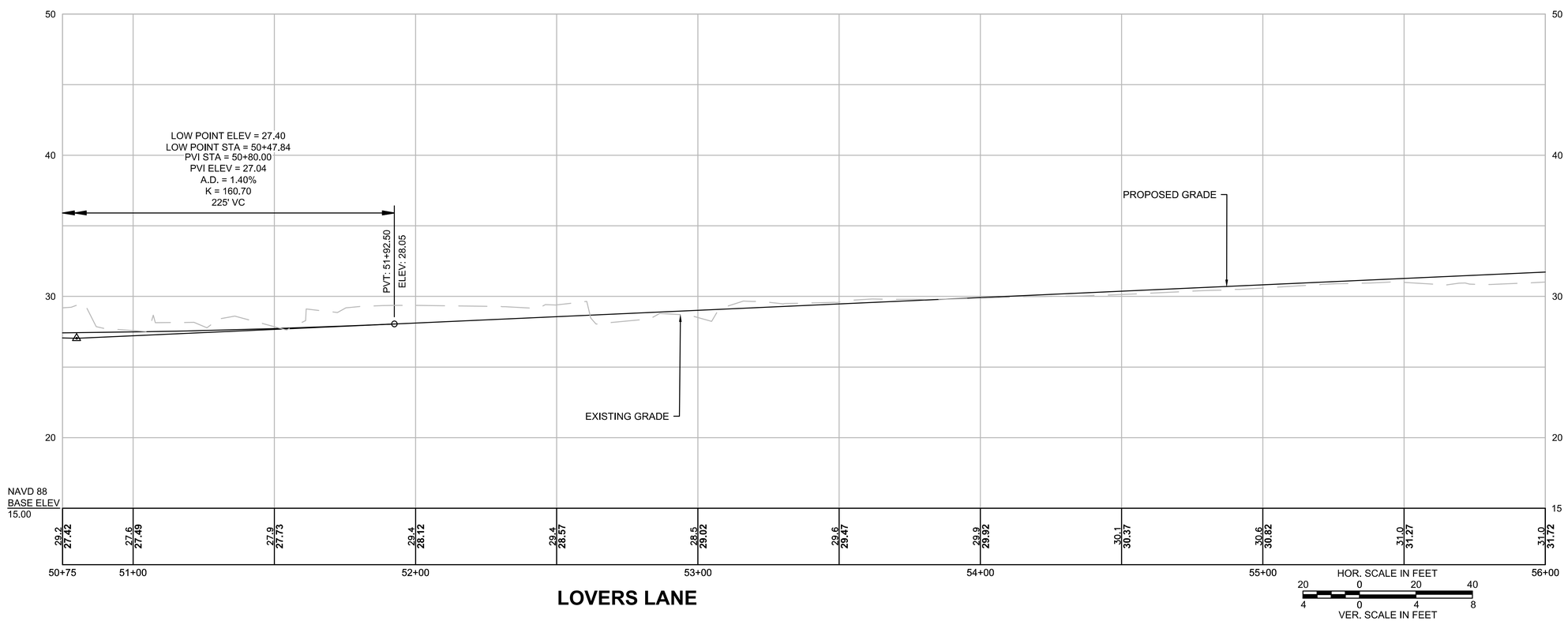

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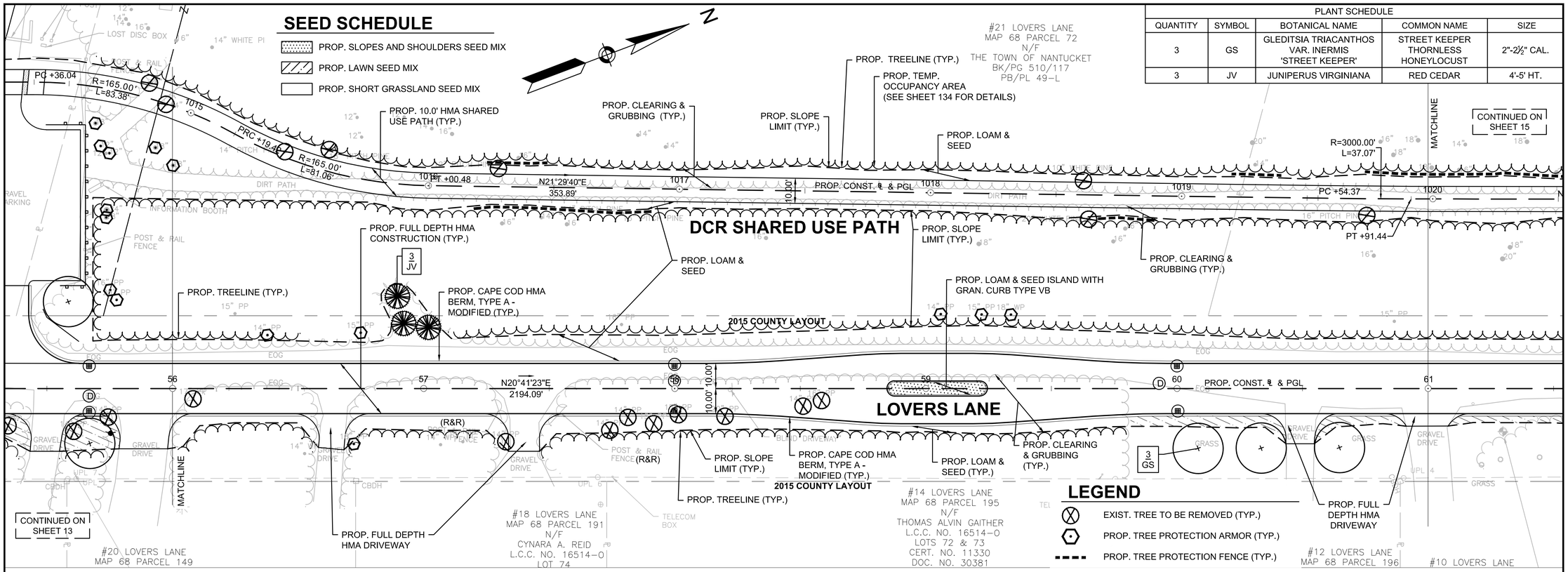

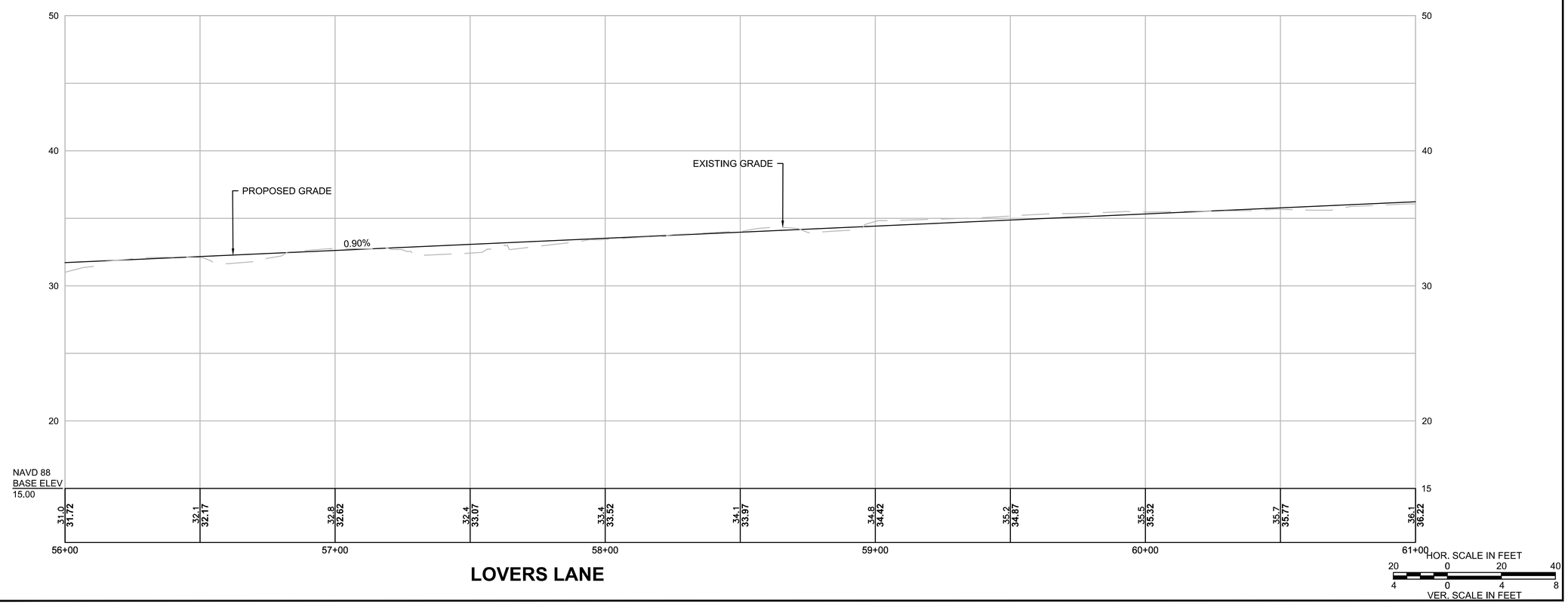

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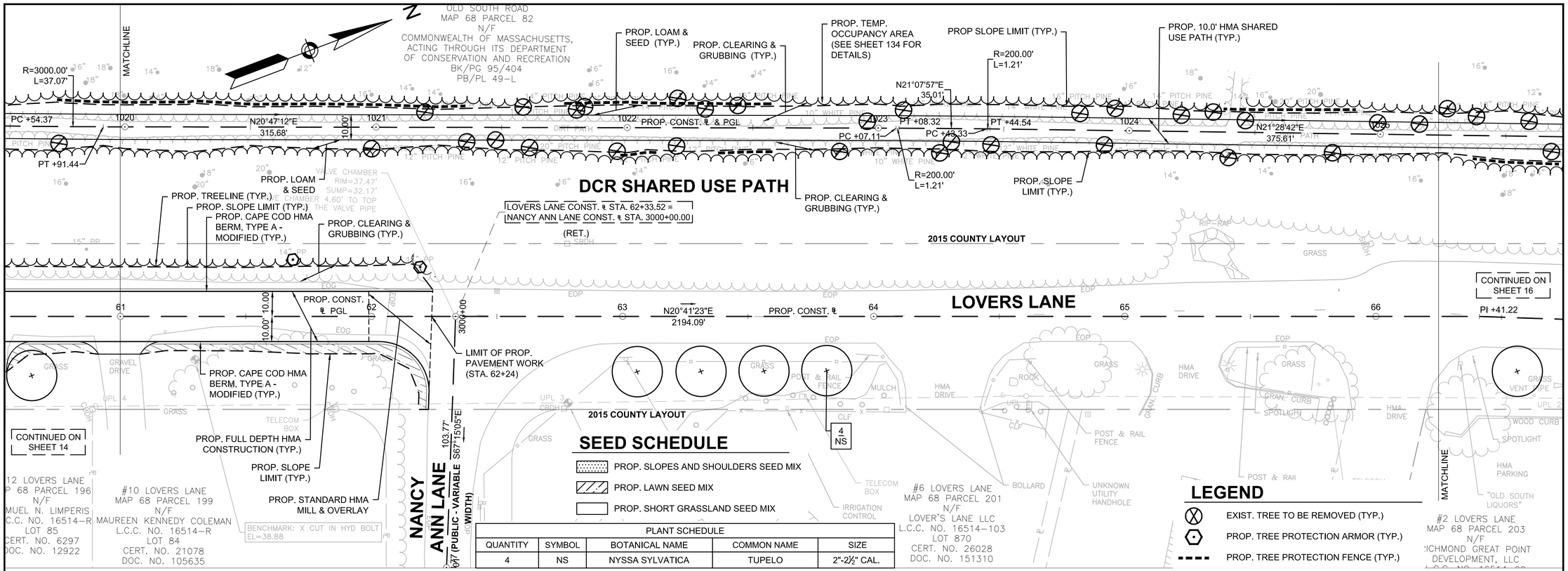

PLANT SCHEDULE				
QUANTITY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
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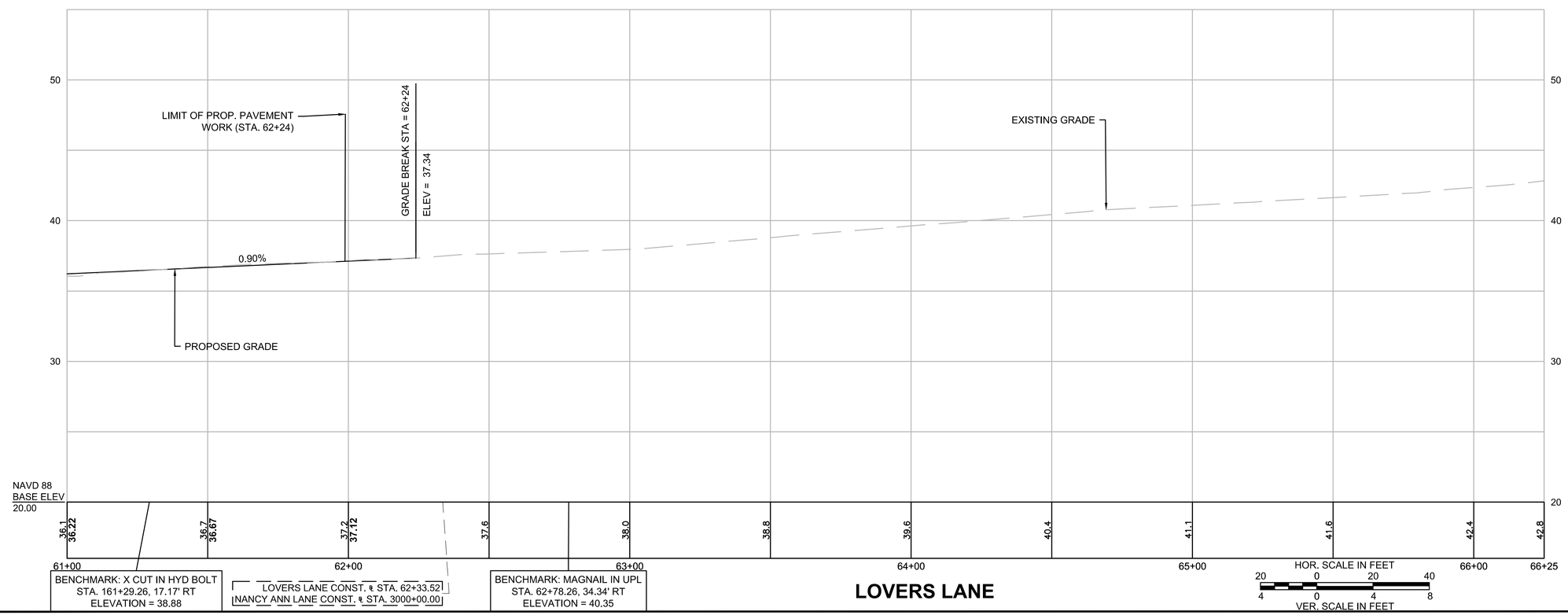

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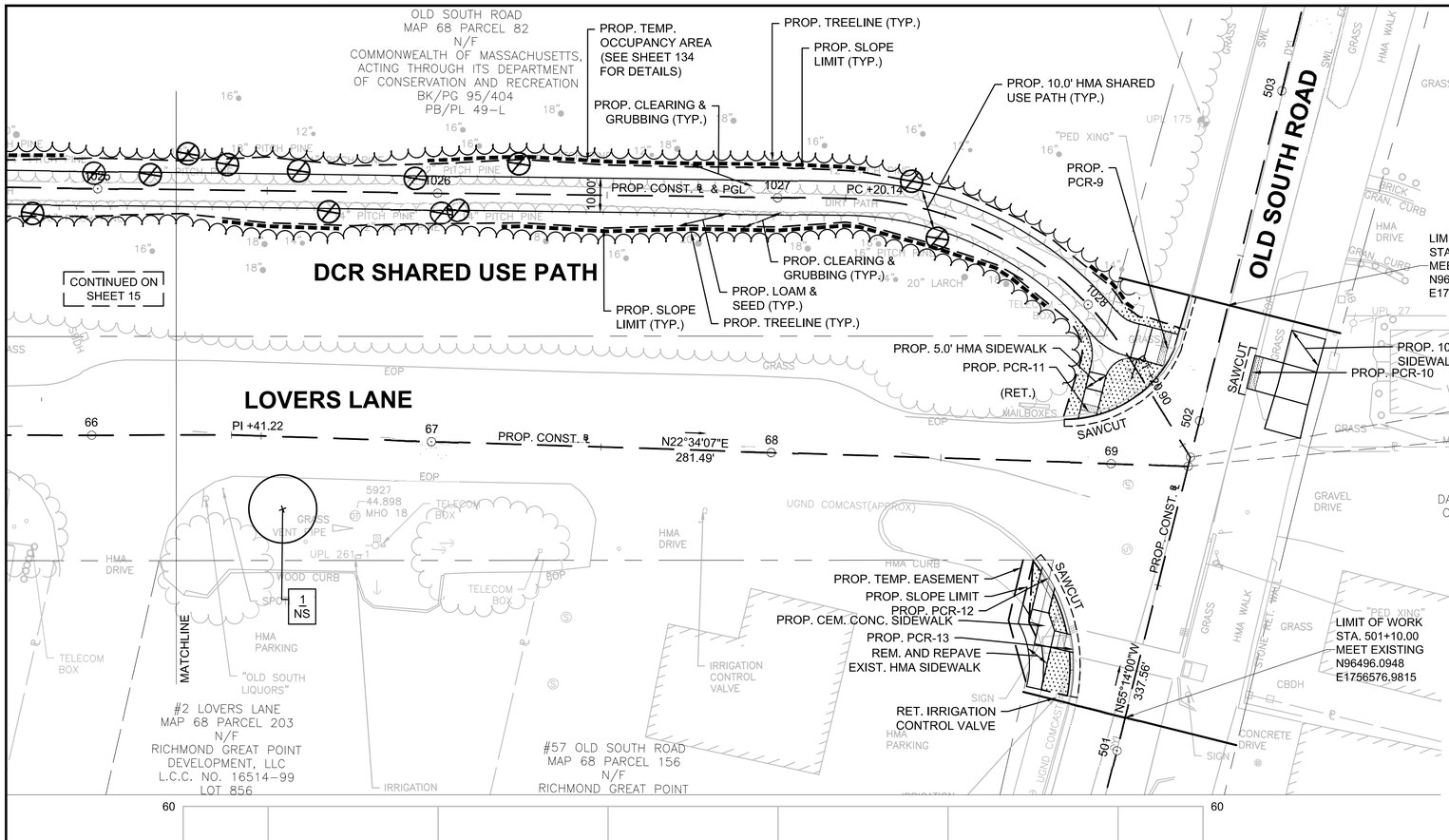

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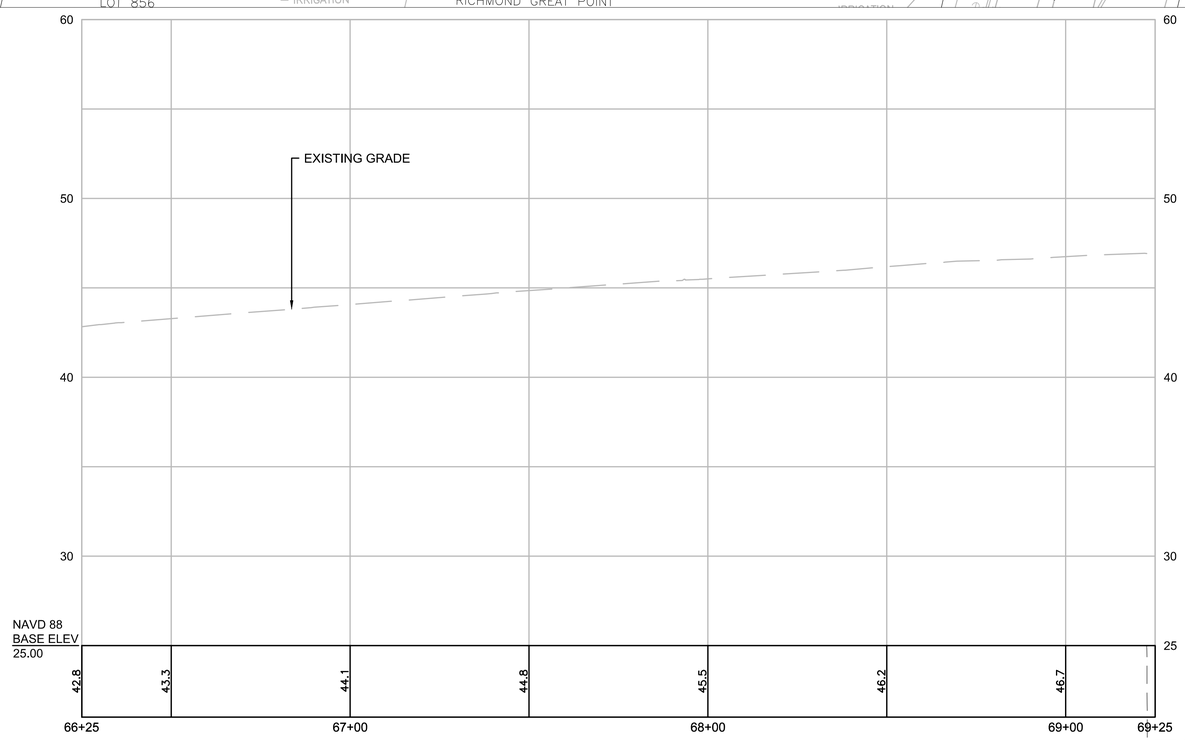

LOVERS LANE CONST. ℄ STA. 69+22.70 =
OLD SOUTH ROAD CONST. ℄ STA. 501+86.24

HOR. SCALE IN FEET 20 0 20 40
VER. SCALE IN FEET 4 0 4 8

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PREPARED FOR
TOWN OF NANTUCKET
16 BROAD STREET
NANTUCKET, MA

SURFSIDE AREA TRANSPORTATION ENHANCEMENTS
LOVERS LANE, OKORWAW AVENUE & MONOHANSETT ROAD
NANTUCKET, MA

REVISIONS

NO.	REVISION	DATE

3/19/2025

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NJA	ZEW

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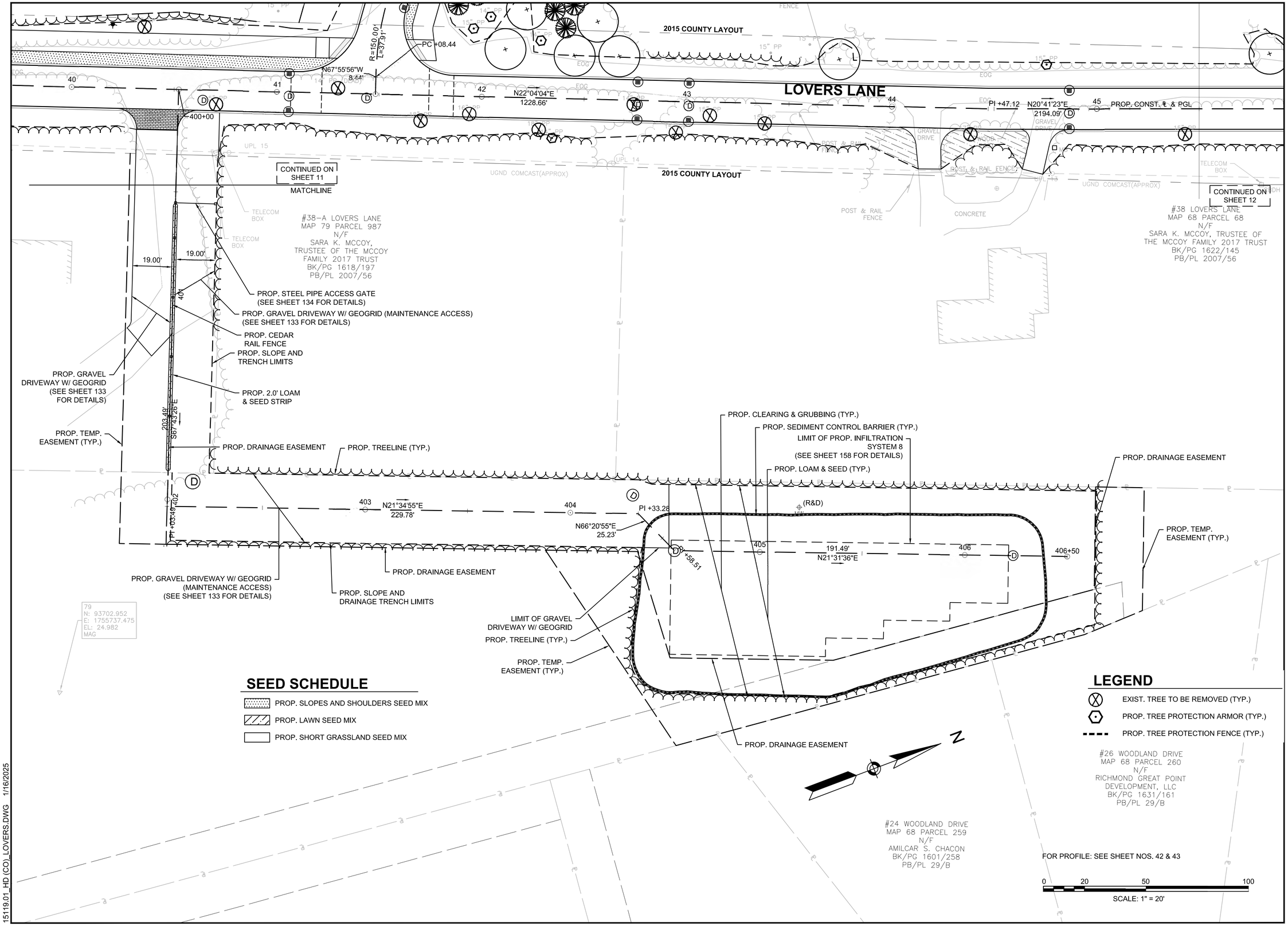
15119

15119.01_HD (CO)_LOVERS.DWG 1/16/2025



SEED SCHEDULE

- PROP. SLOPES AND SHOULDERS SEED MIX
- PROP. LAWN SEED MIX
- PROP. SHORT GRASSLAND SEED MIX

LEGEND

- EXIST. TREE TO BE REMOVED (TYP.)
- PROP. TREE PROTECTION ARMOR (TYP.)
- PROP. TREE PROTECTION FENCE (TYP.)

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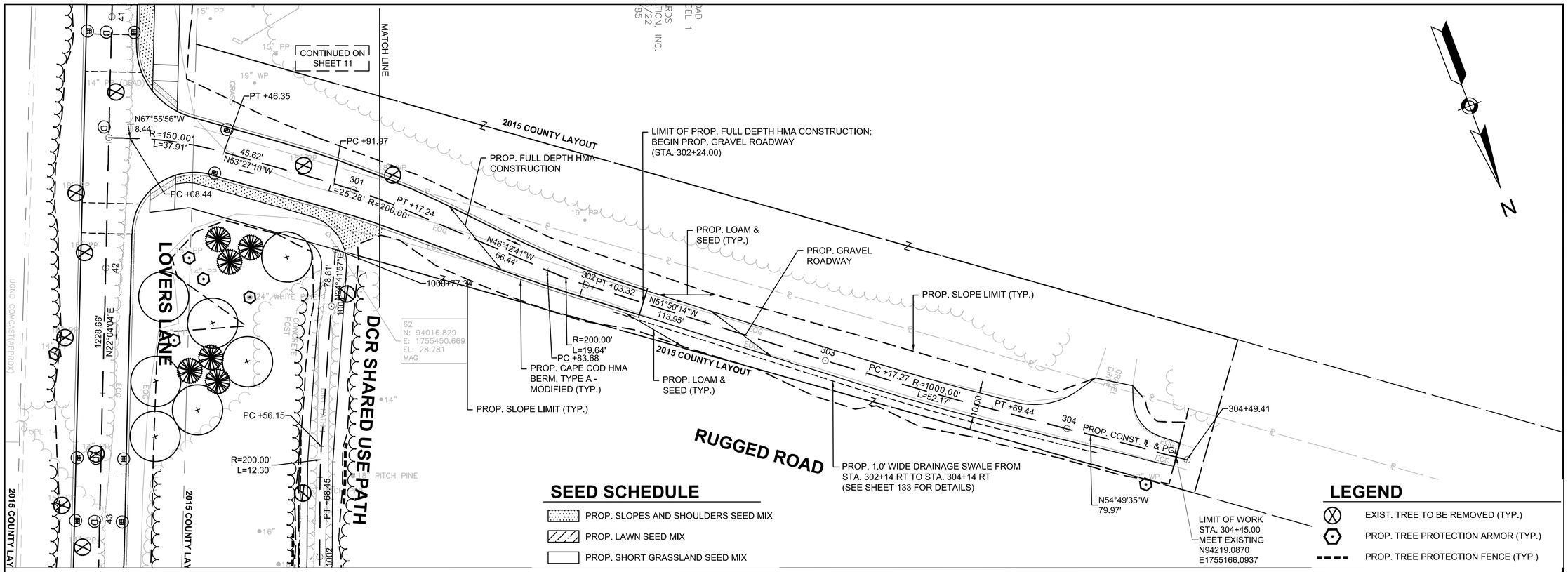

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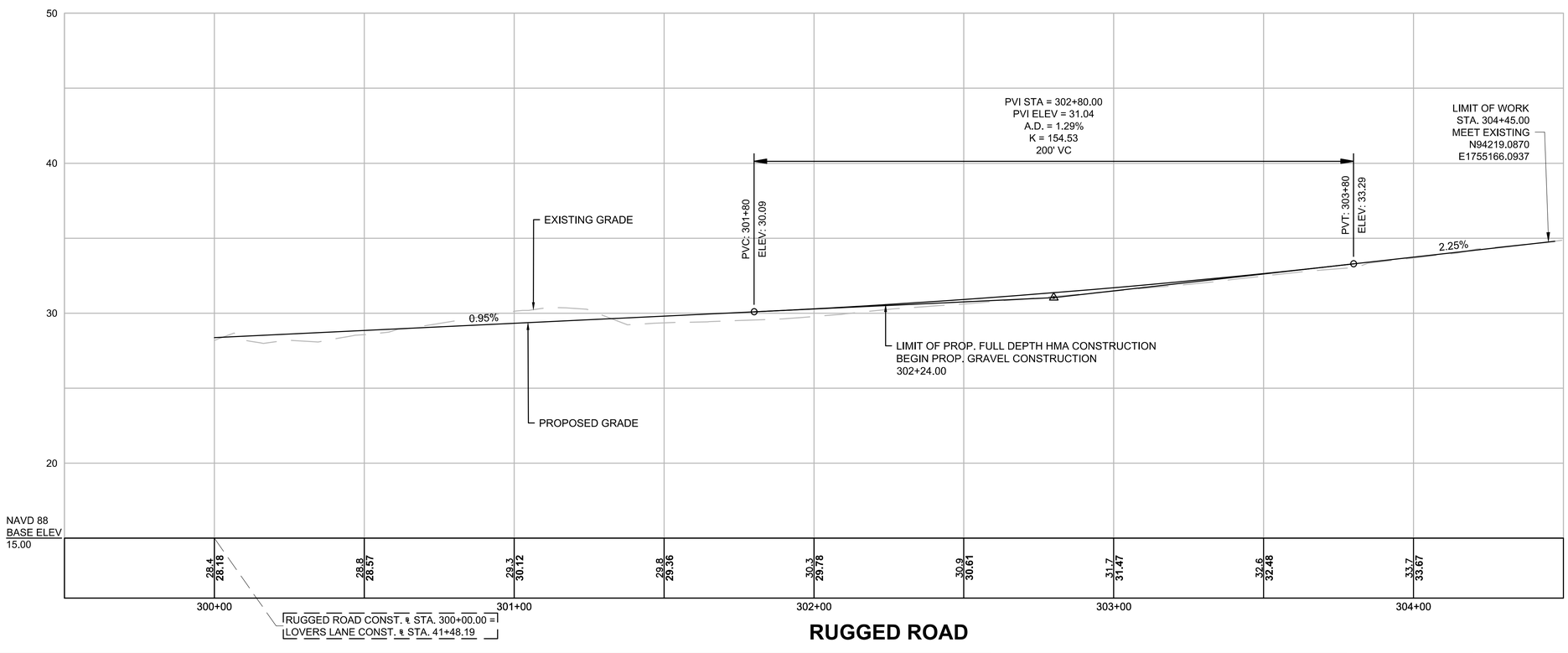

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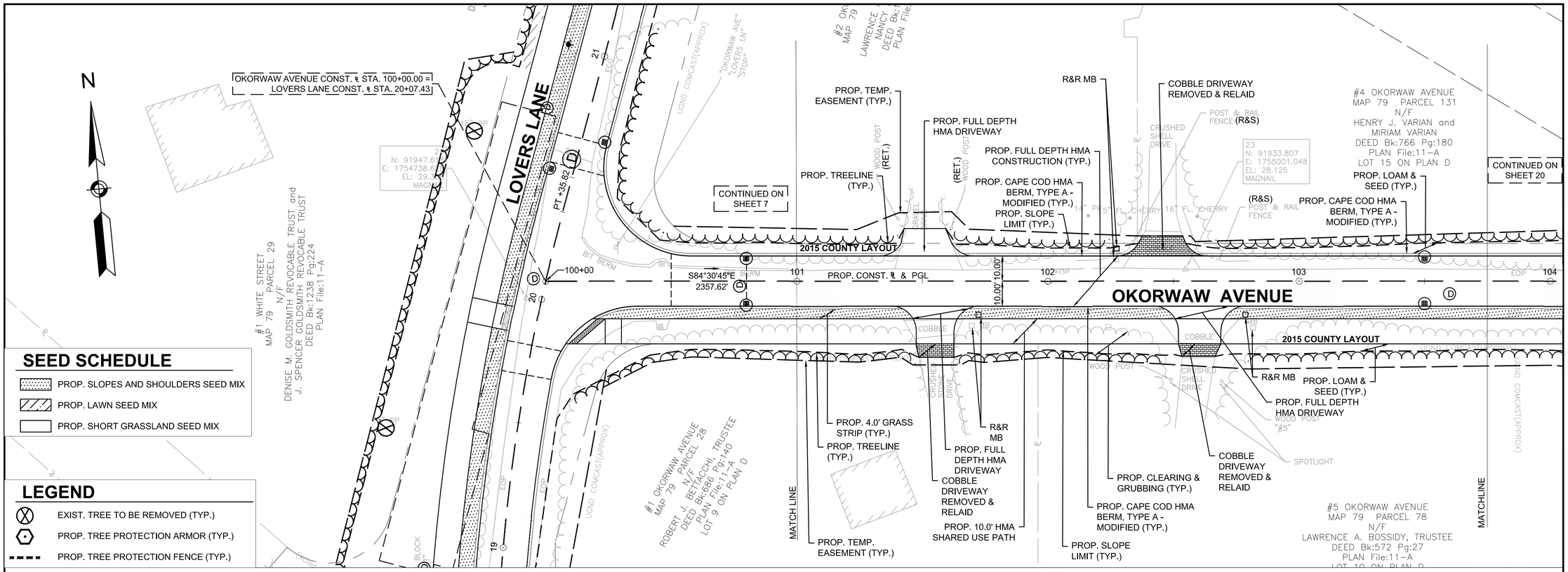

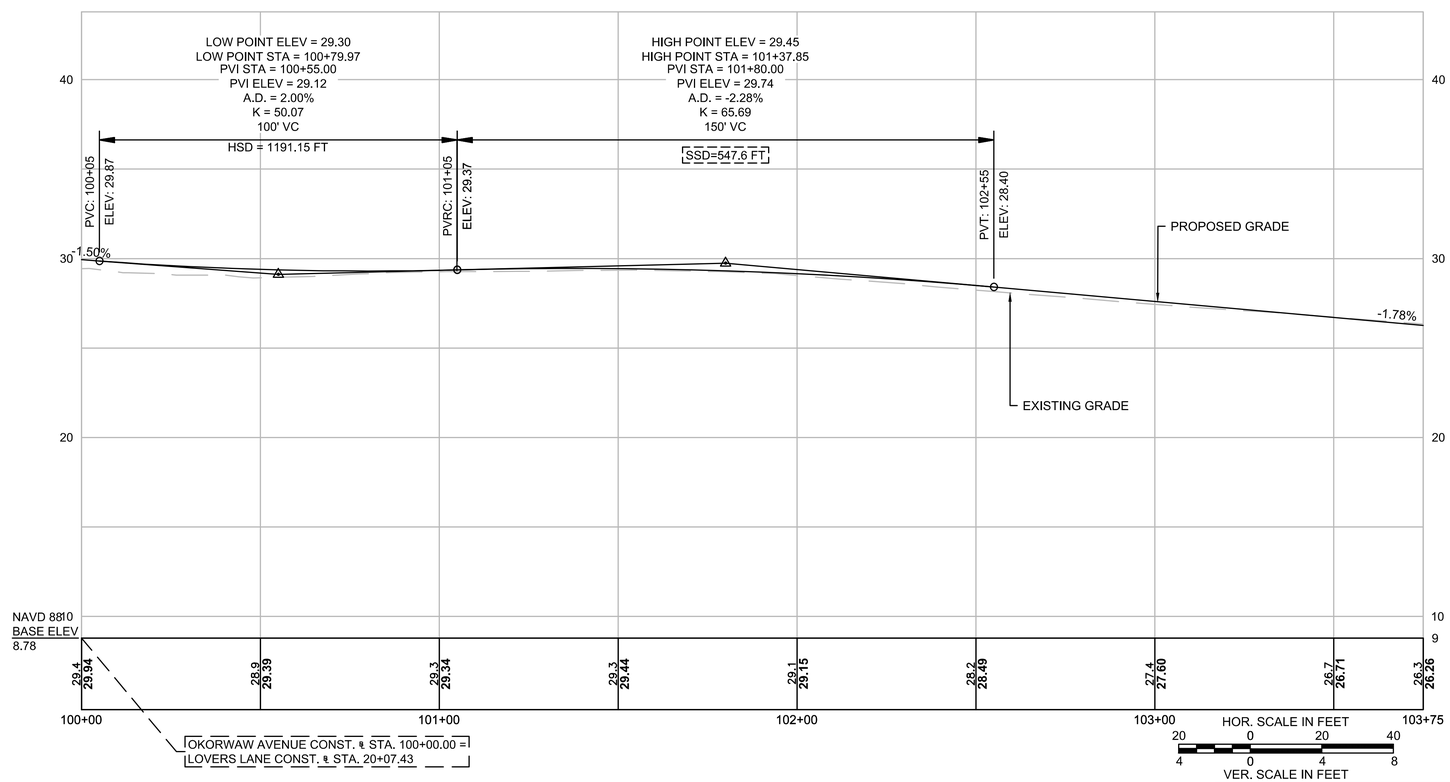

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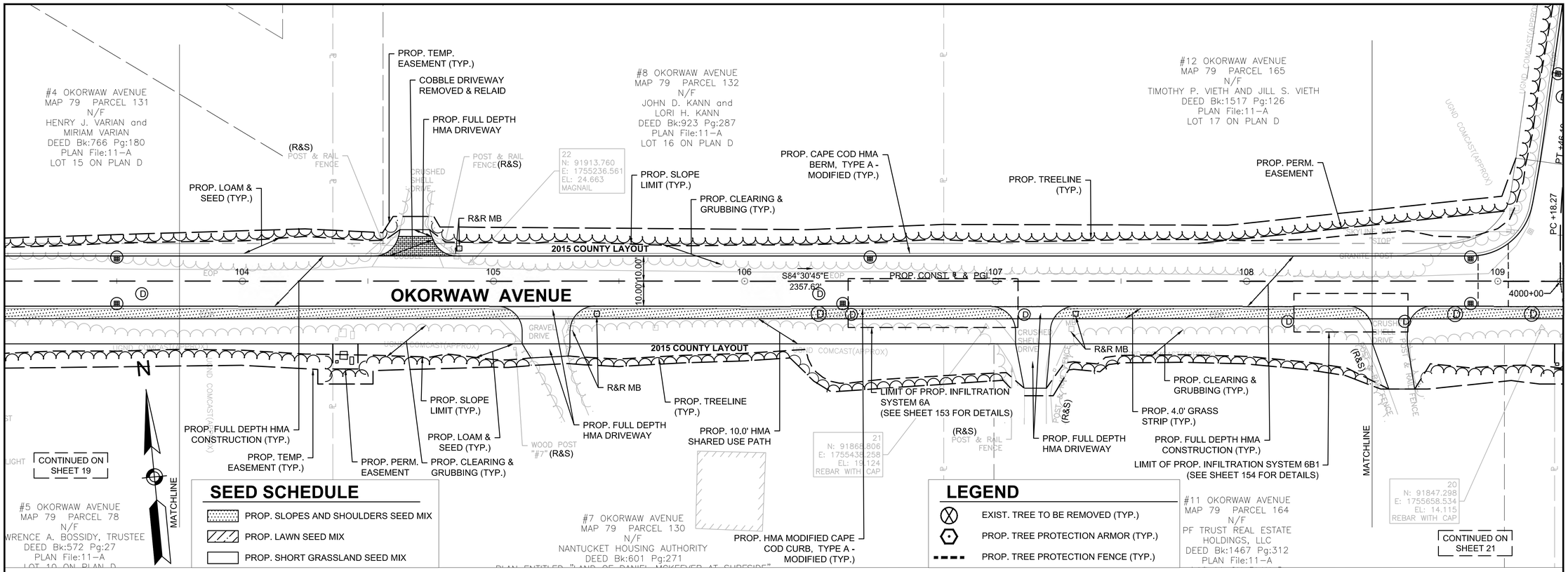

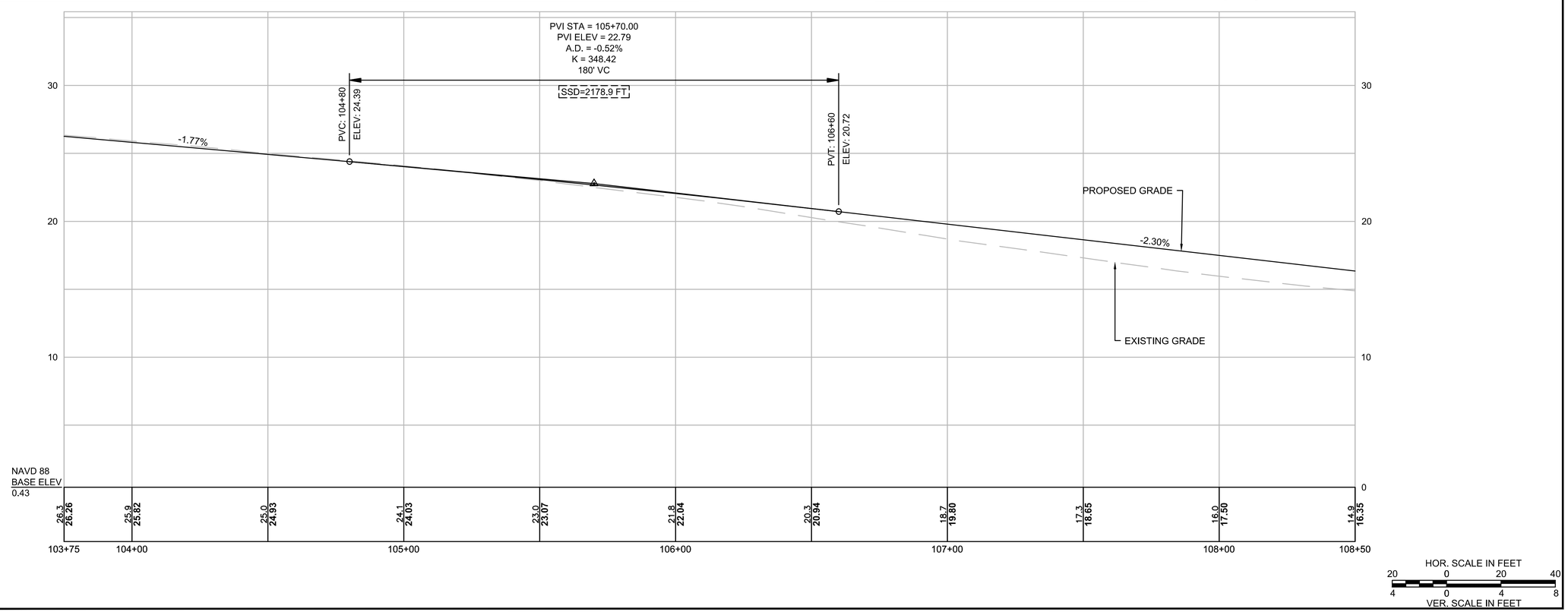

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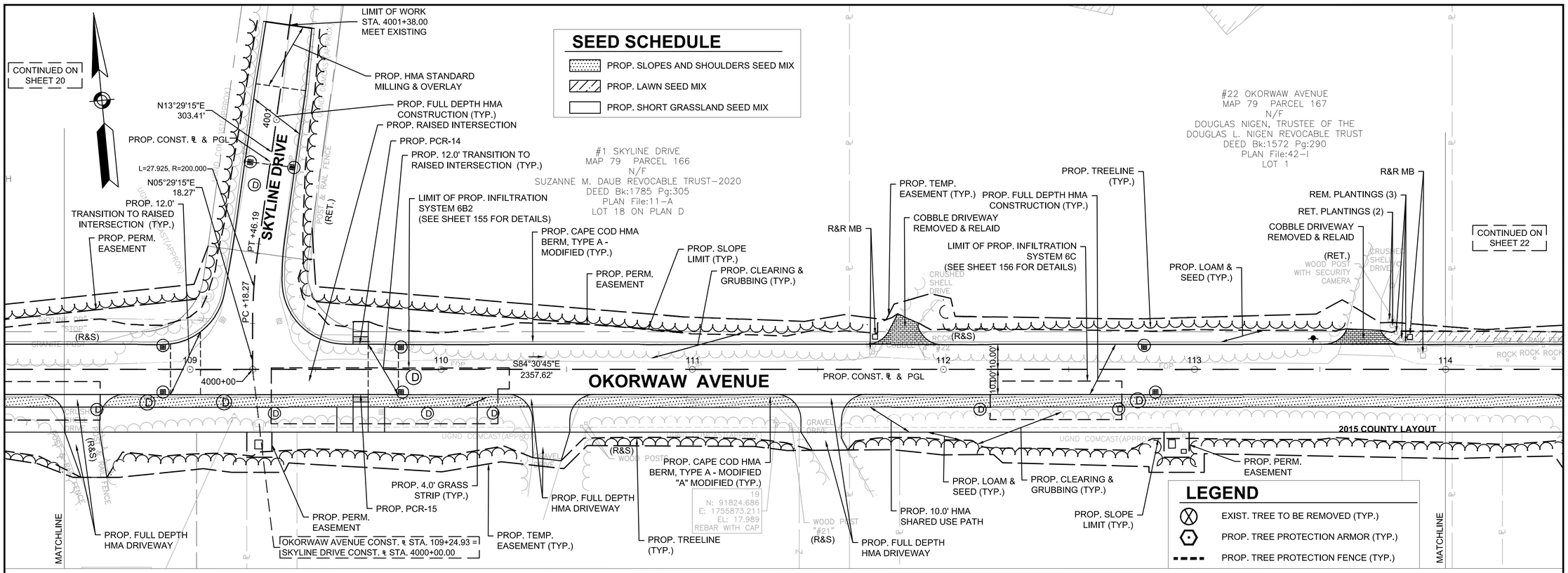

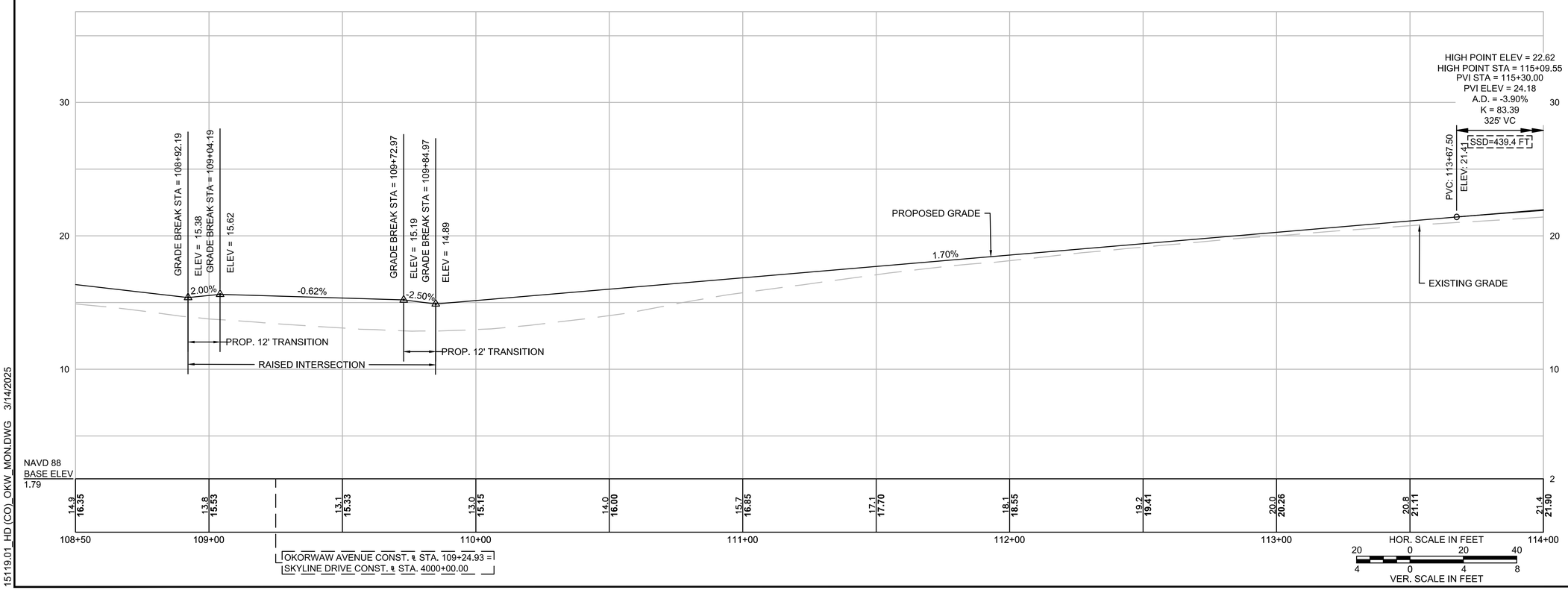

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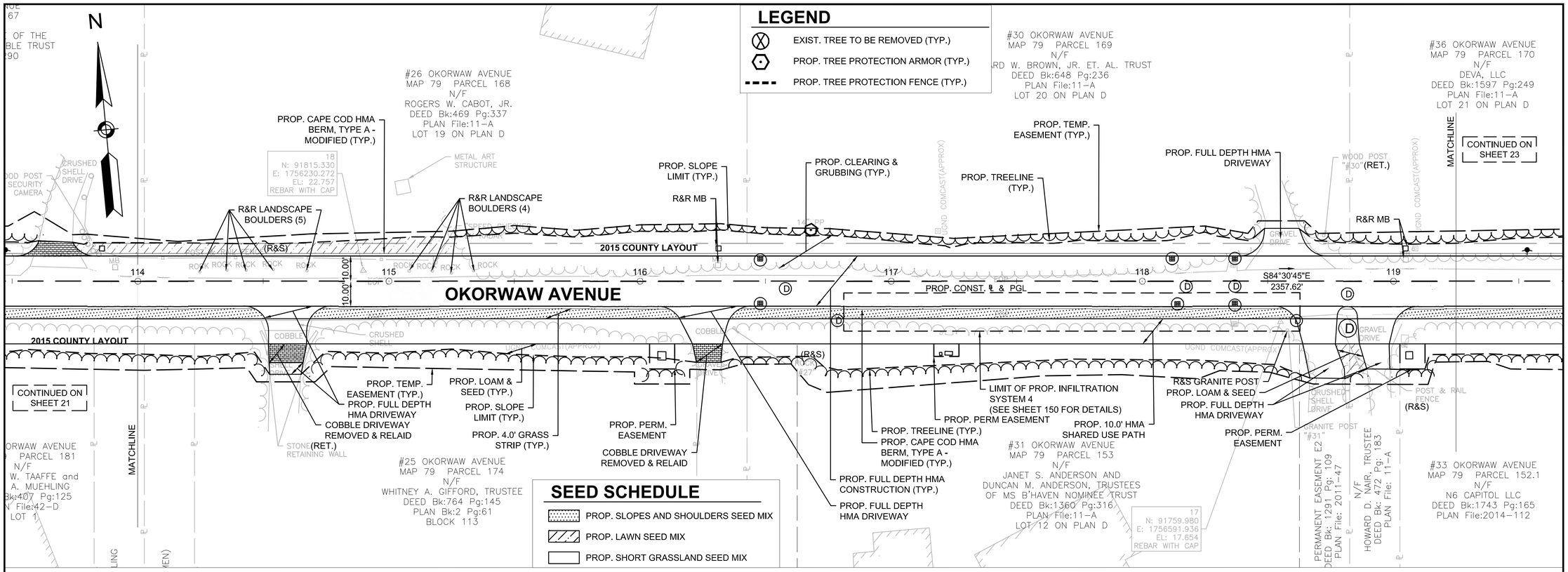

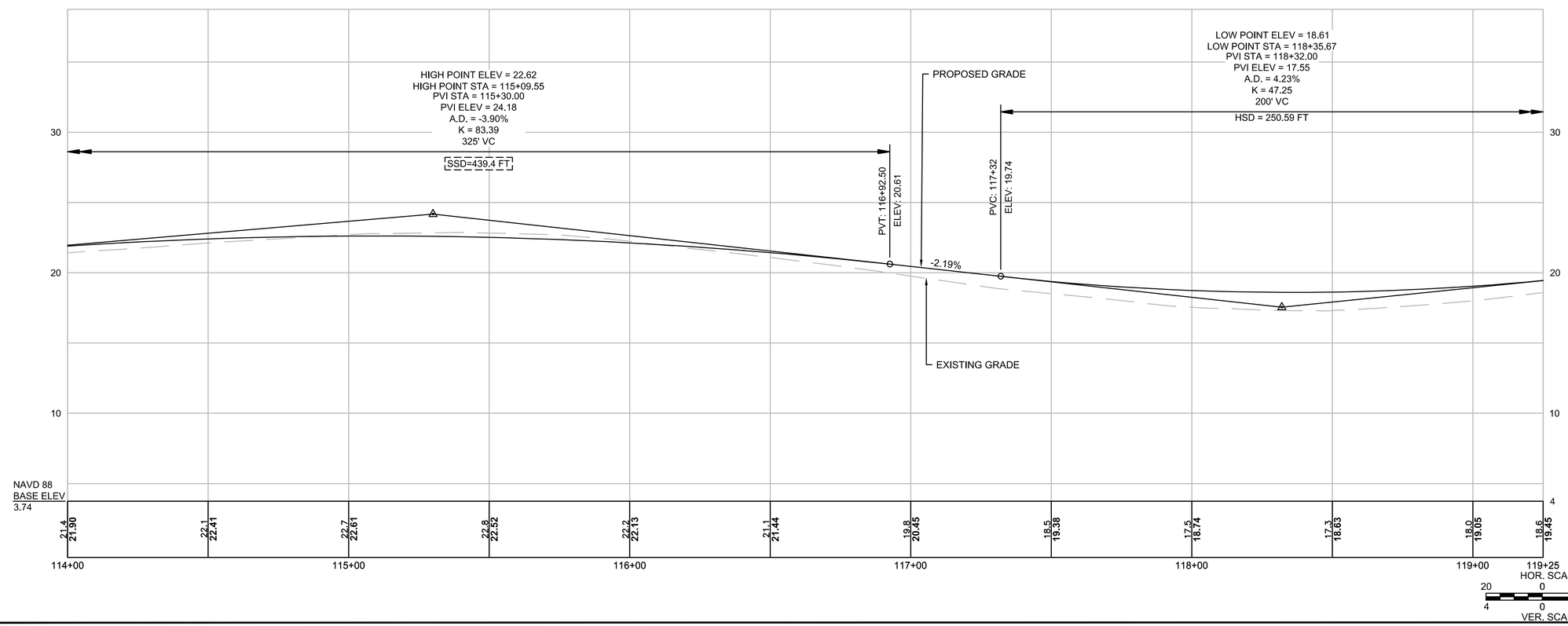

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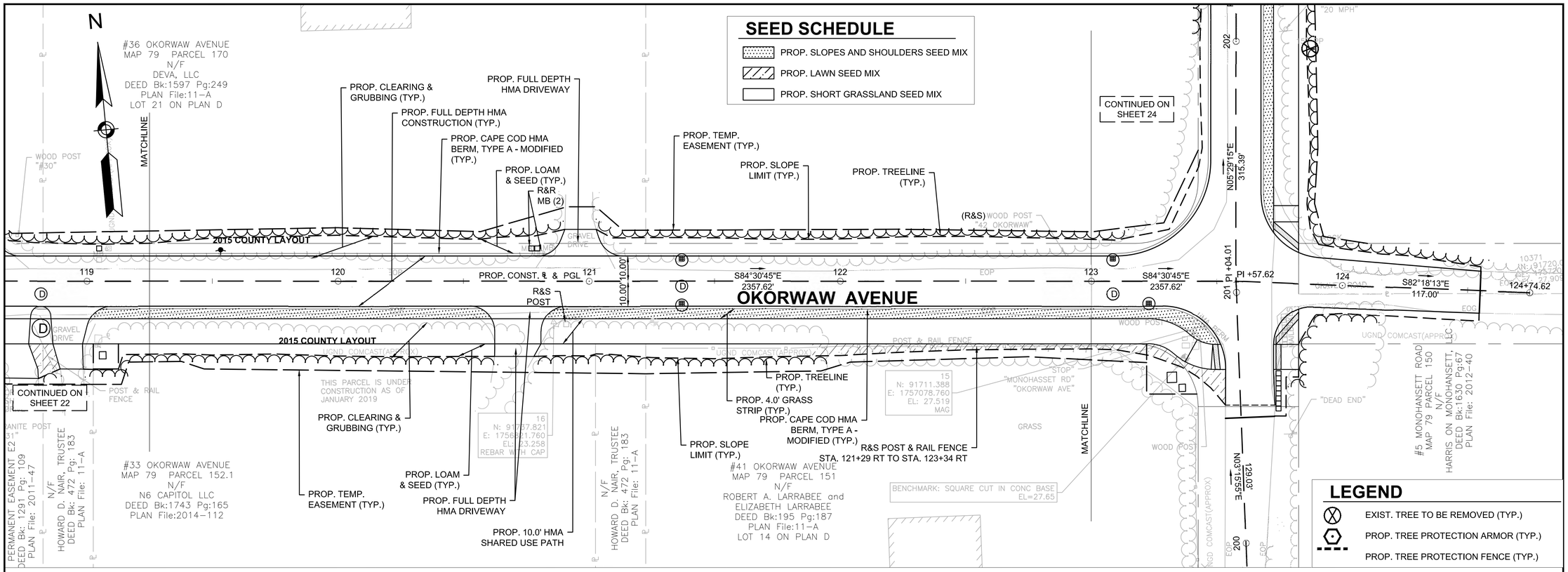

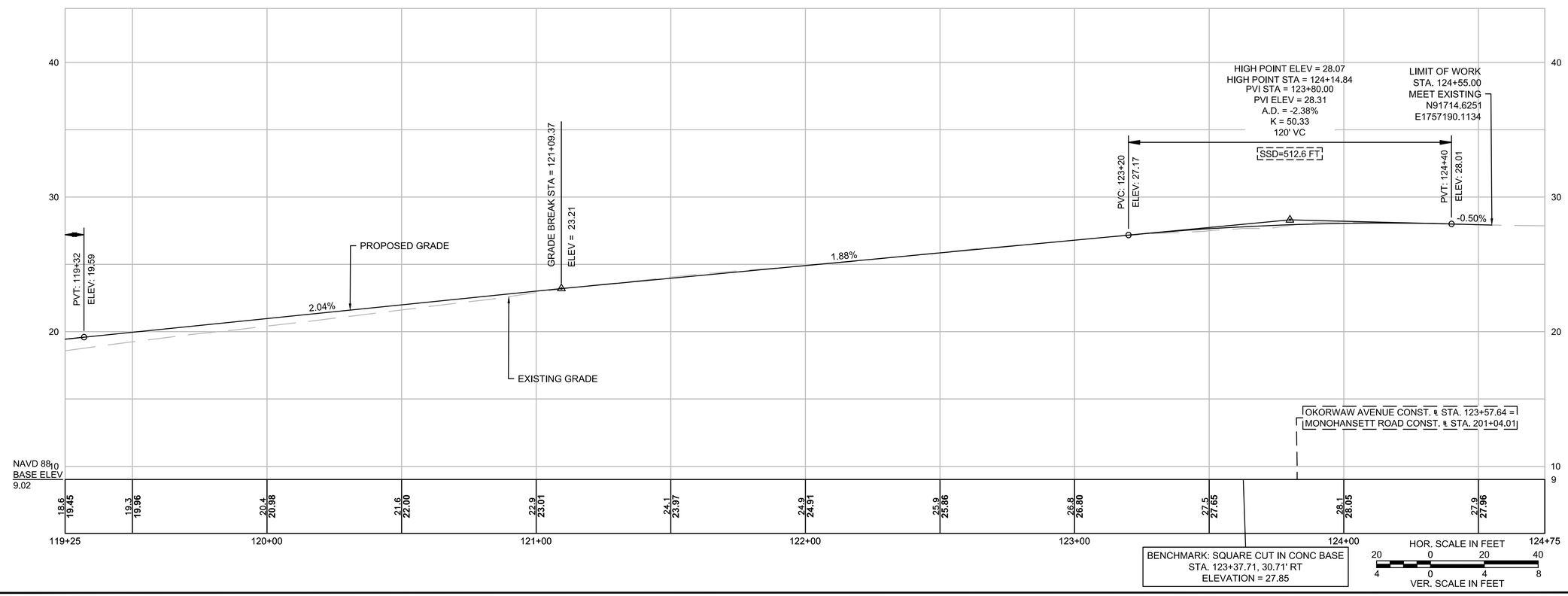

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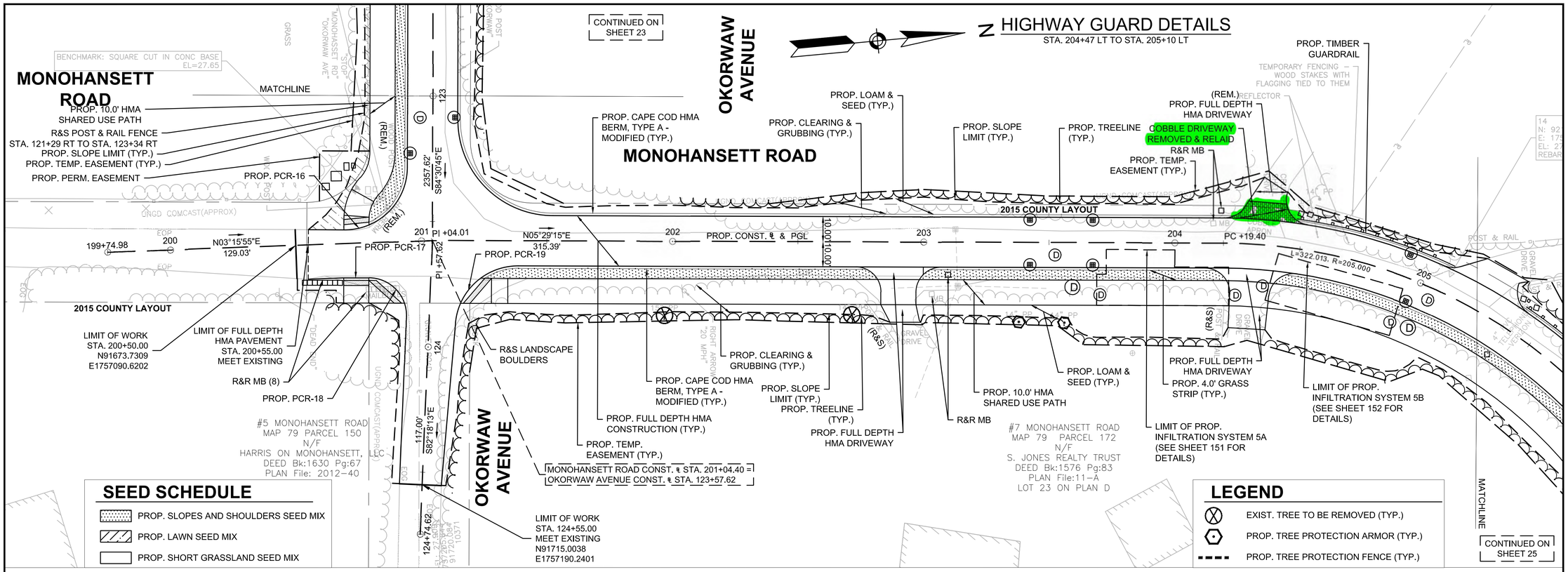
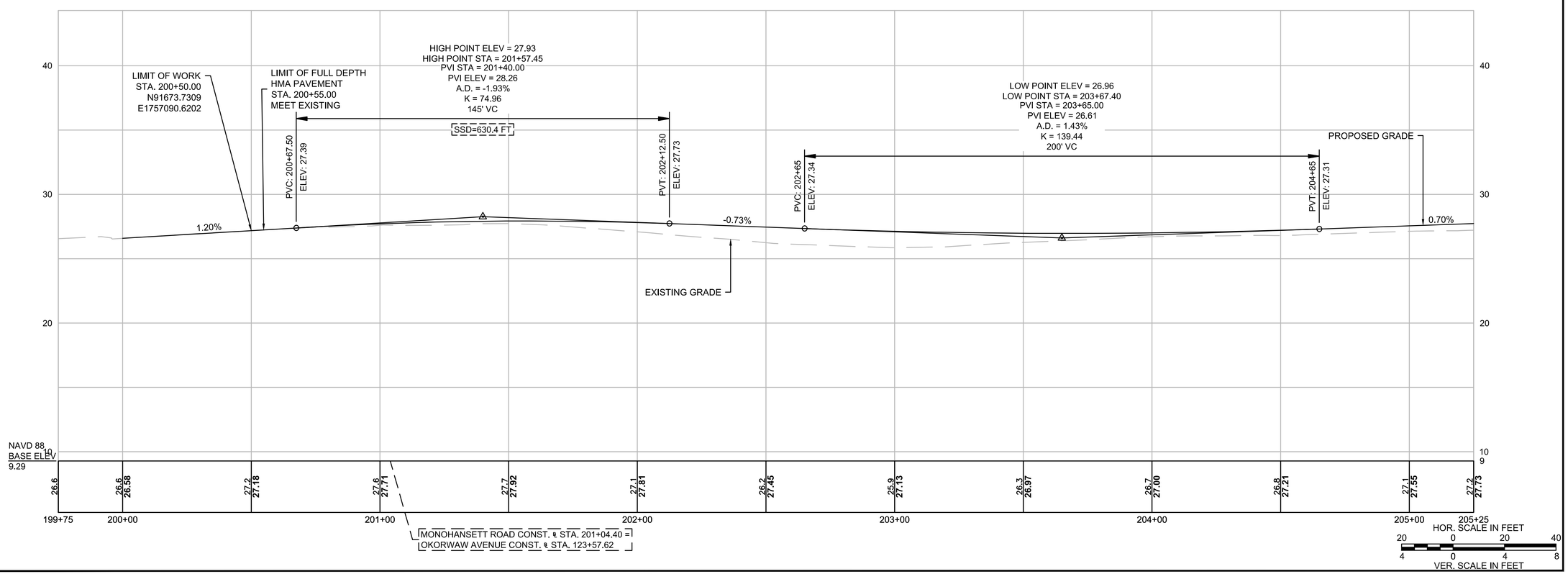
HIGHWAY GUARD DETAILS

STA. 204+47 LT TO STA. 205+10 LT





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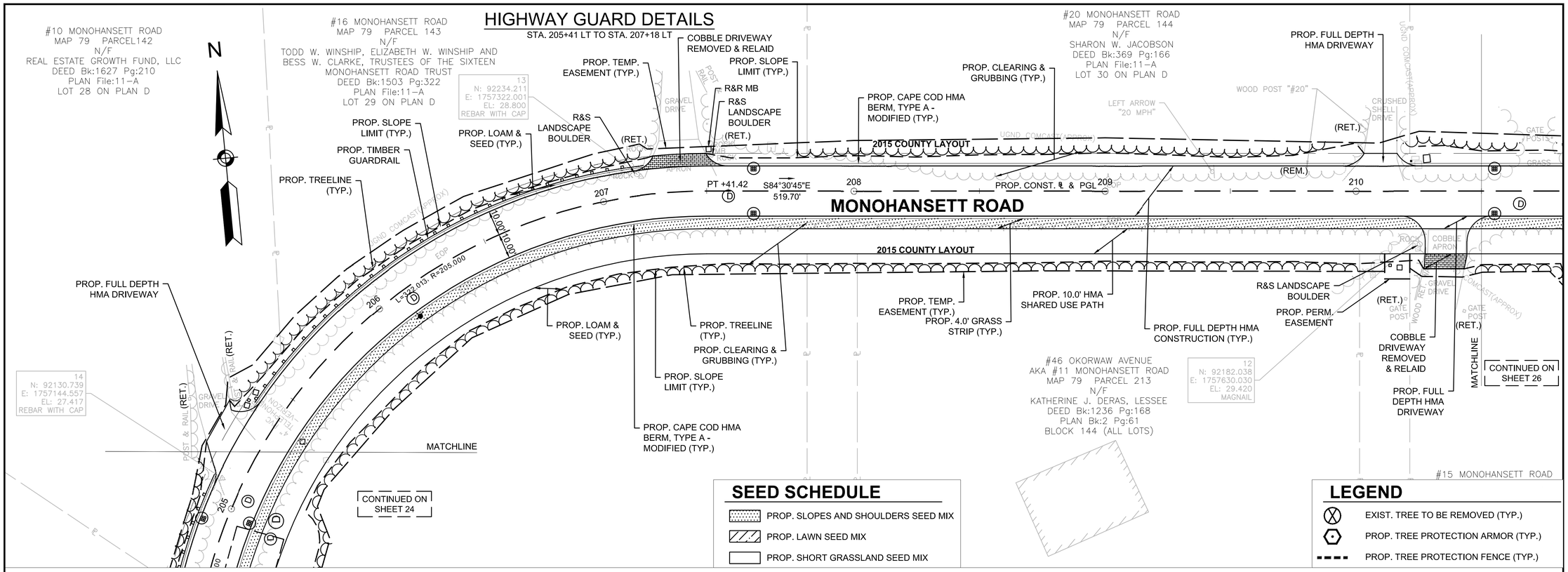
HIGHWAY GUARD DETAILS

STA. 205+41 LT TO STA. 207+18 LT



SEED SCHEDULE

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- EXIST. TREE TO BE REMOVED (TYP.)
- PROP. TREE PROTECTION ARMOR (TYP.)
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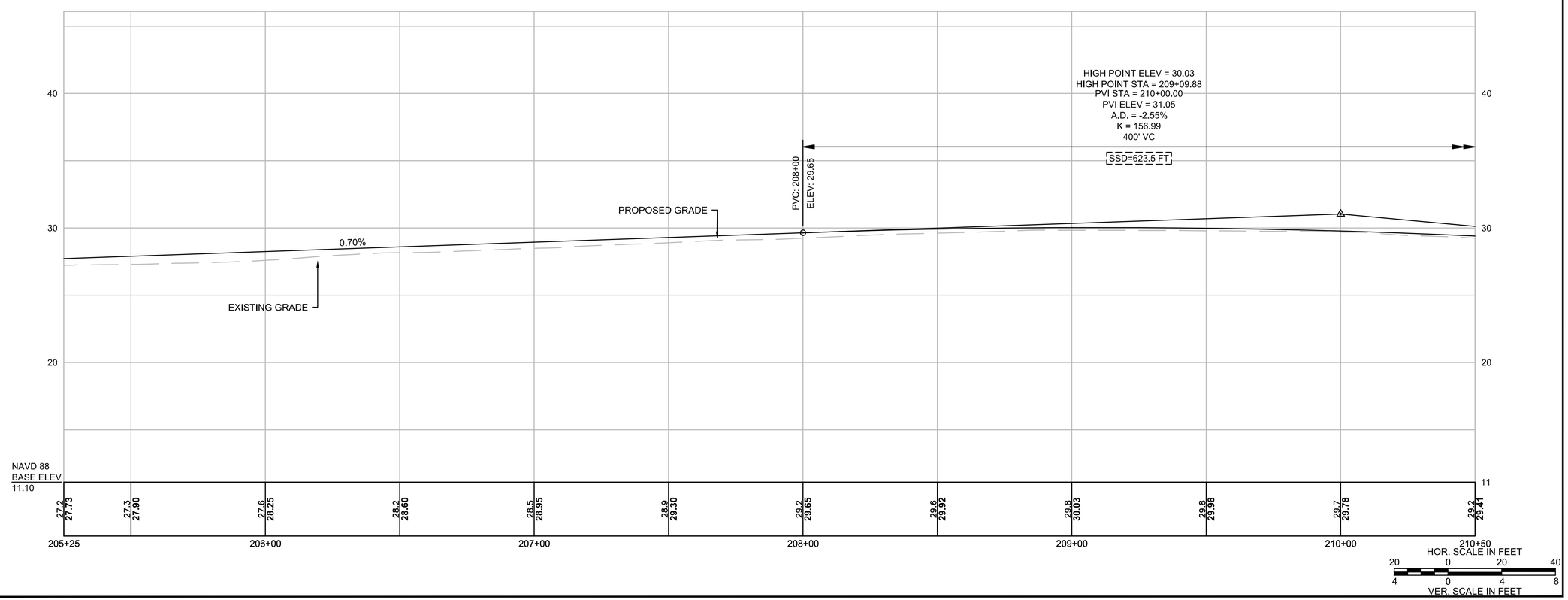

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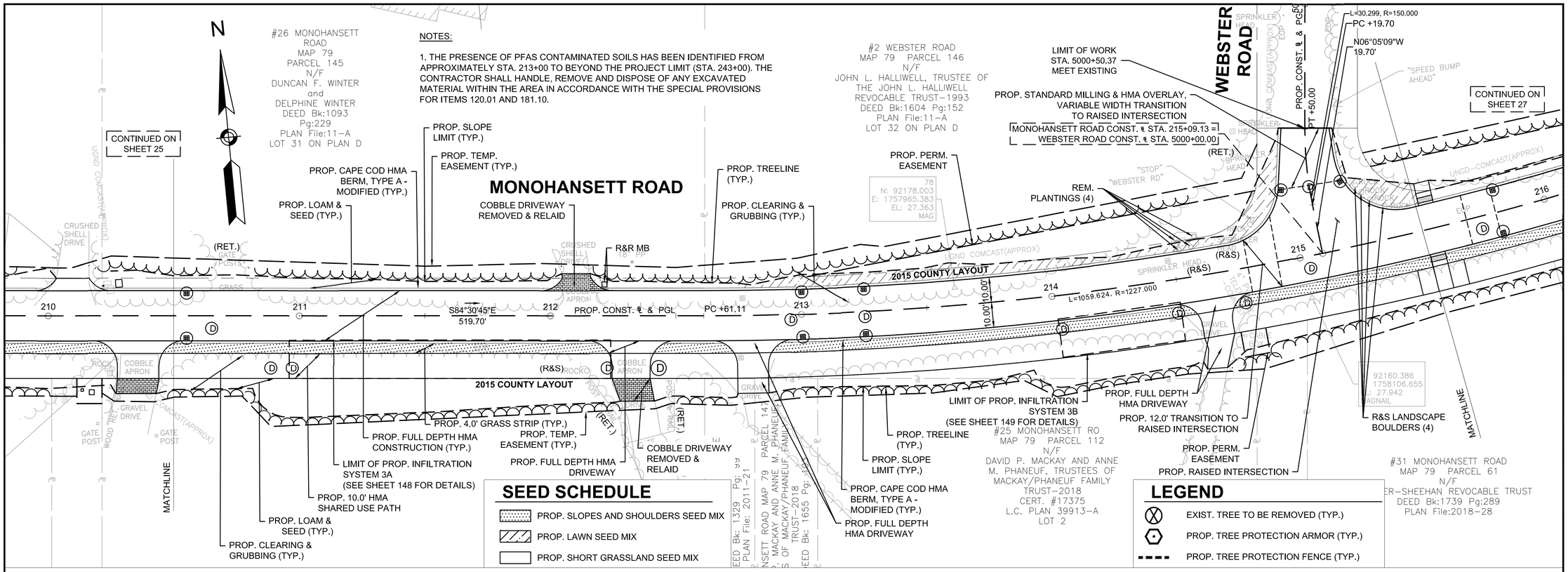

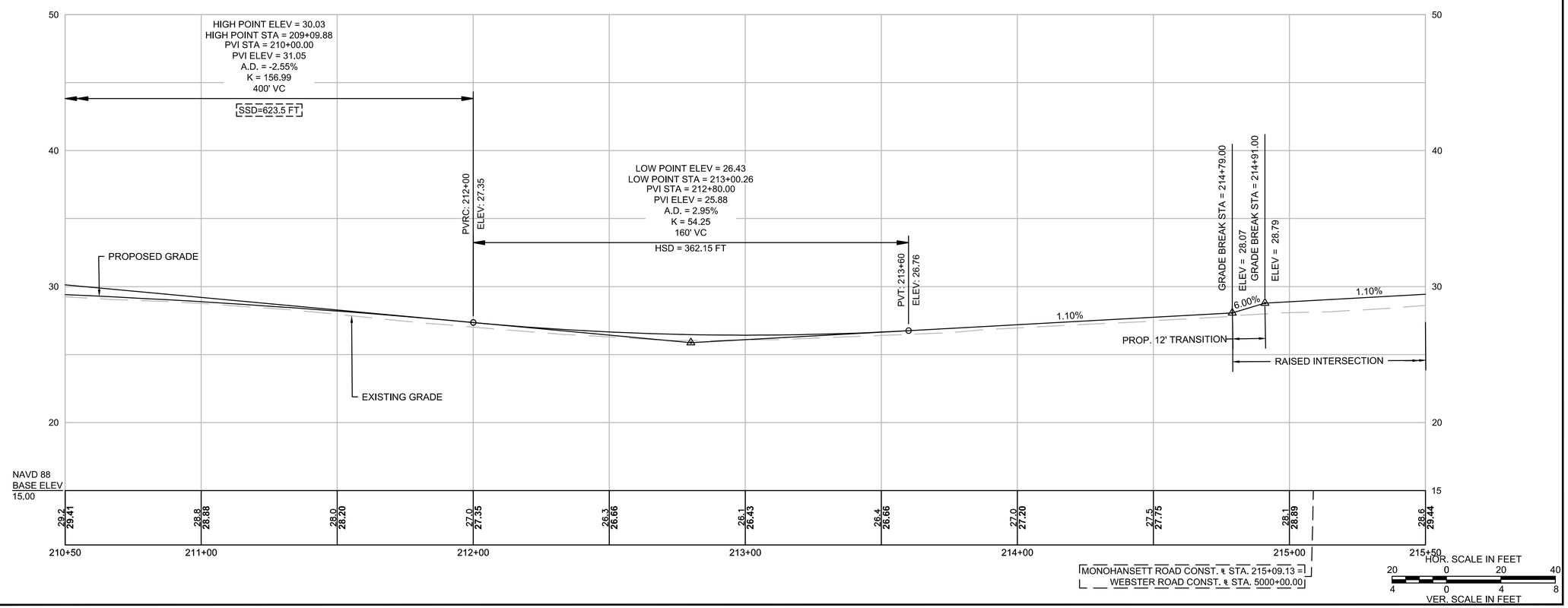

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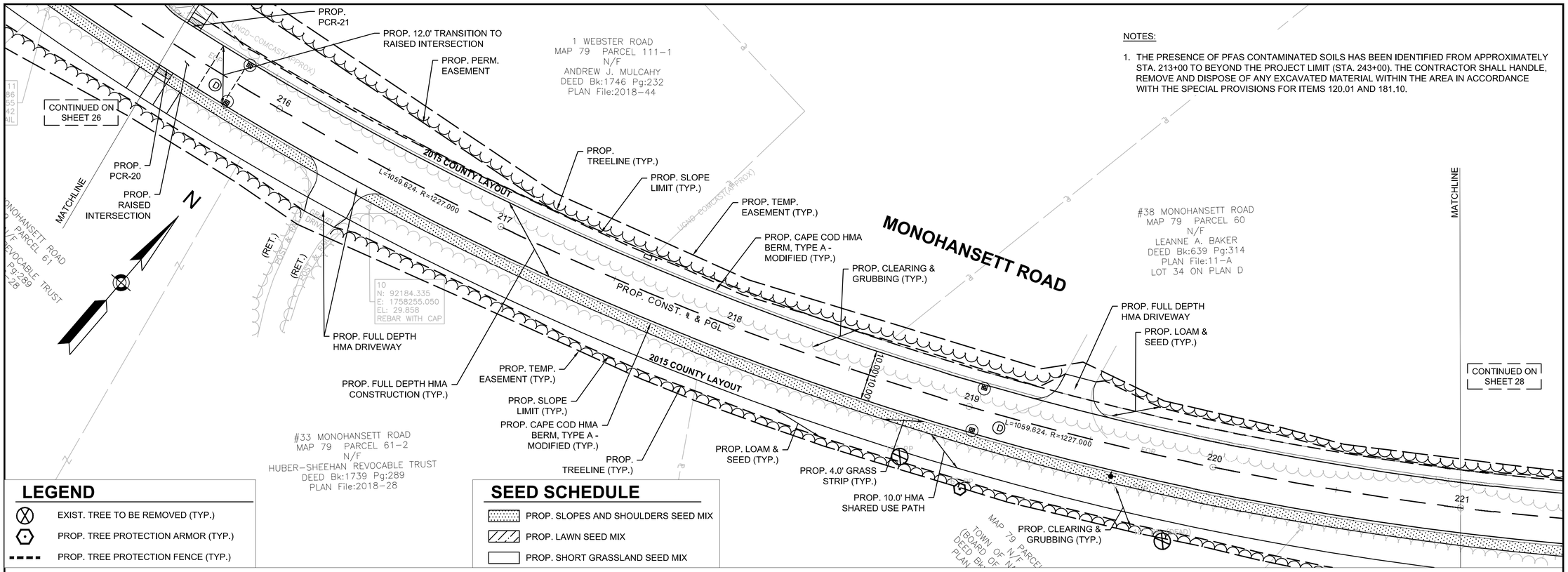

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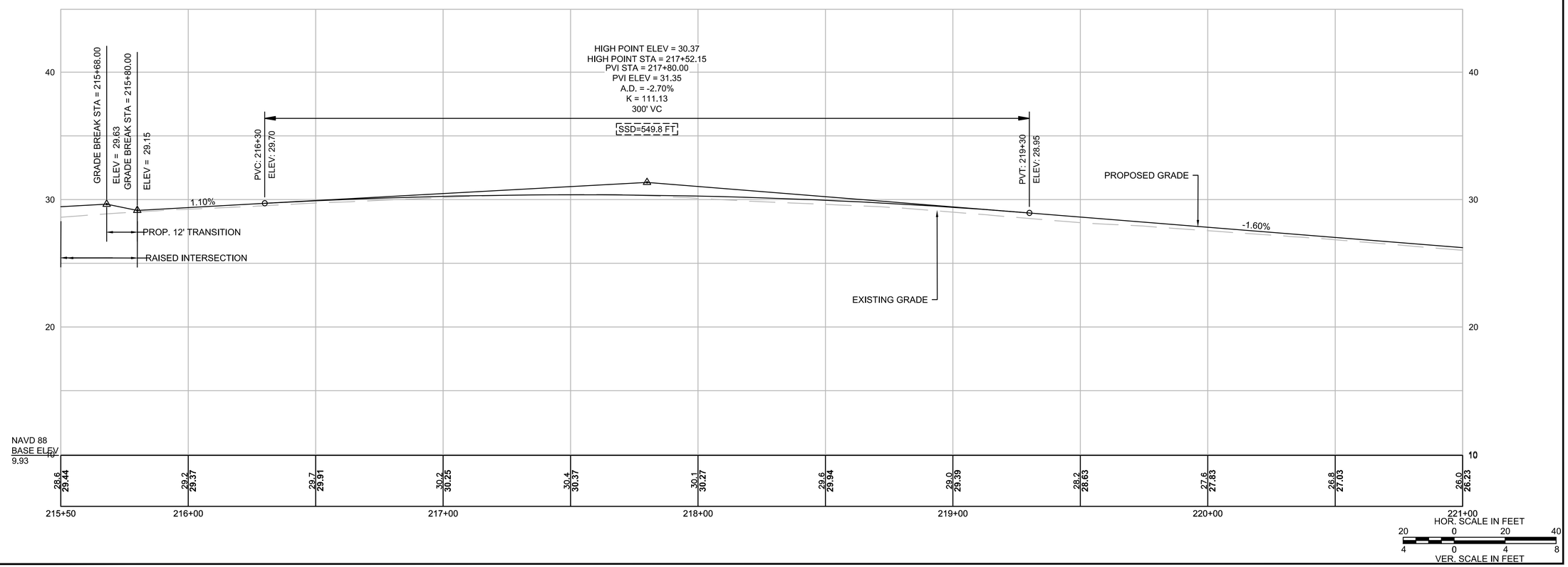

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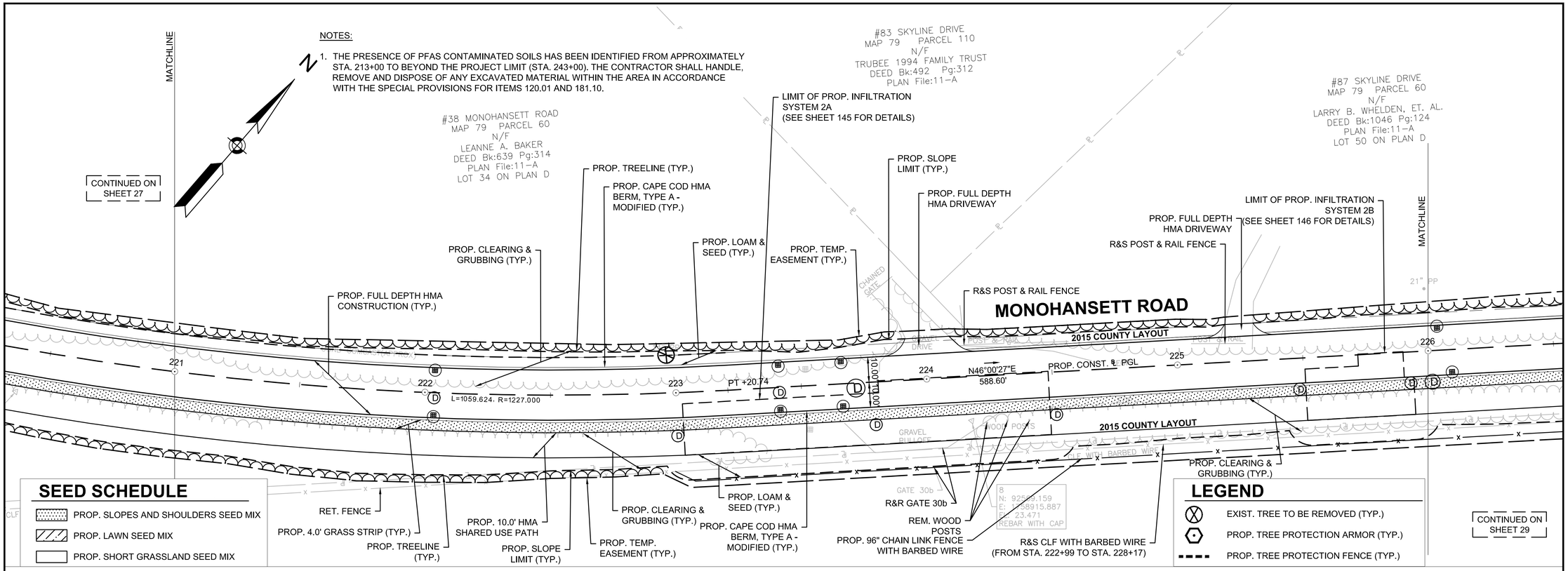

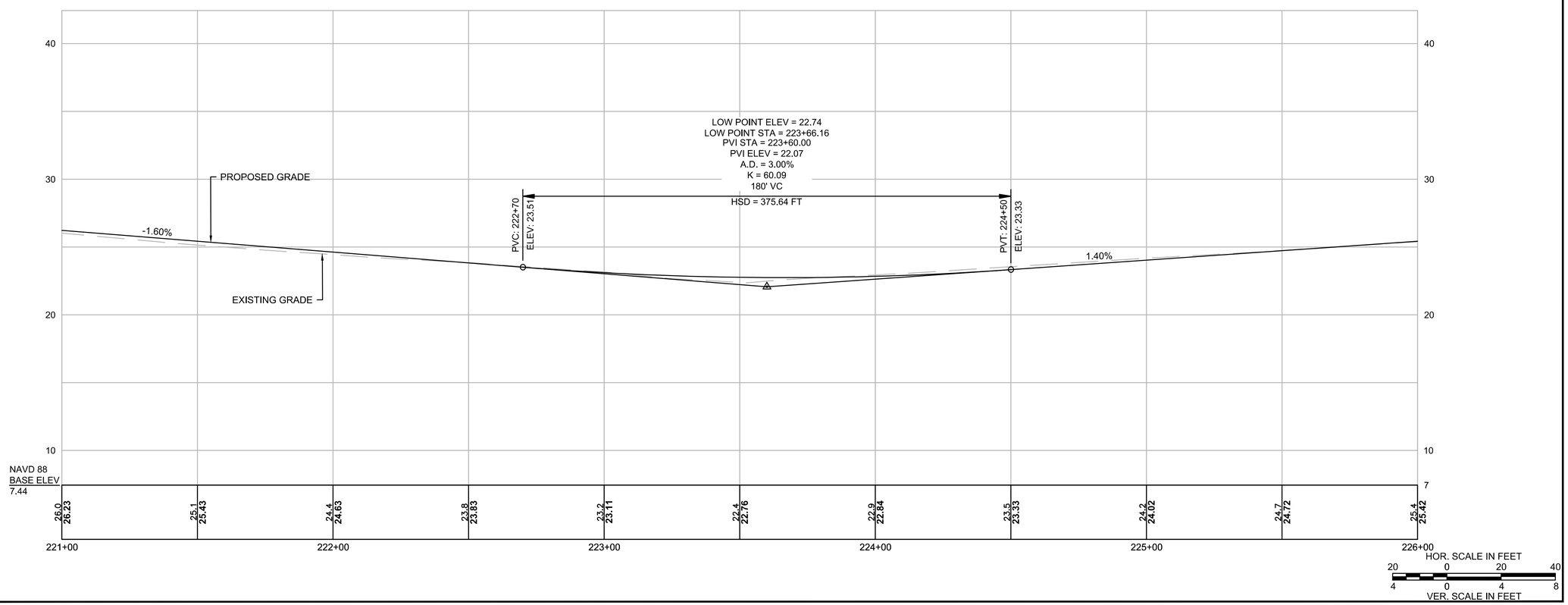

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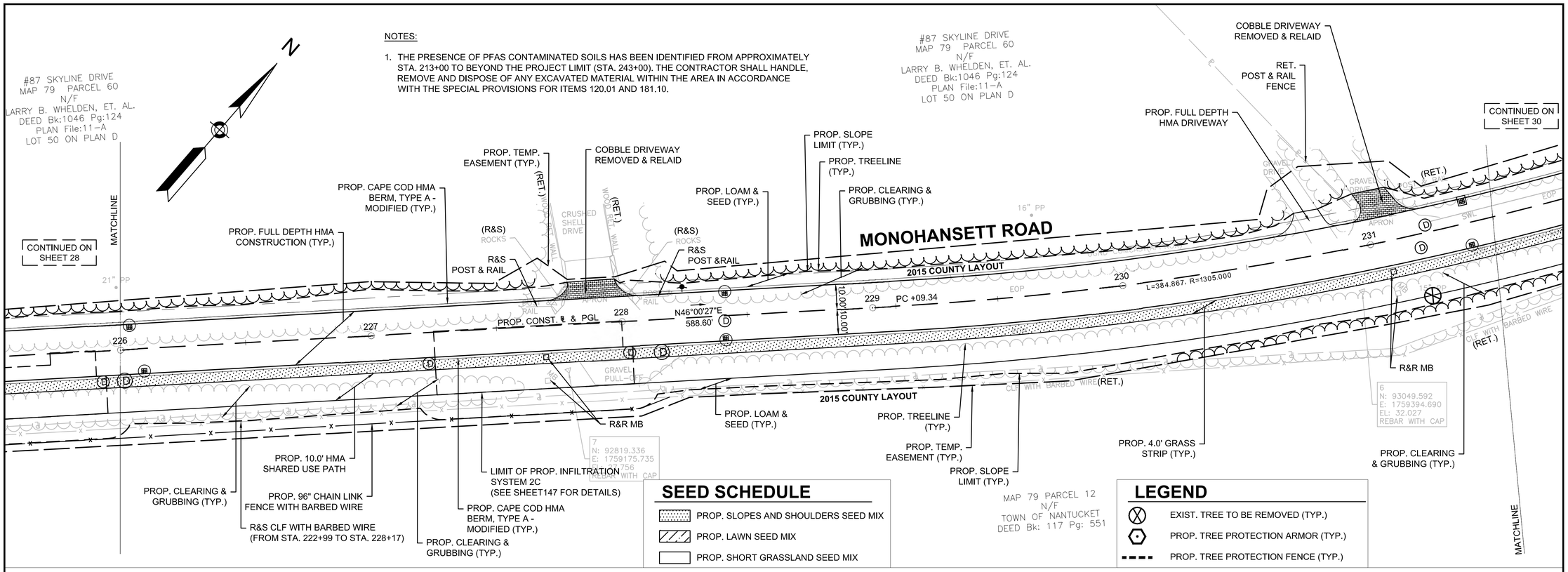

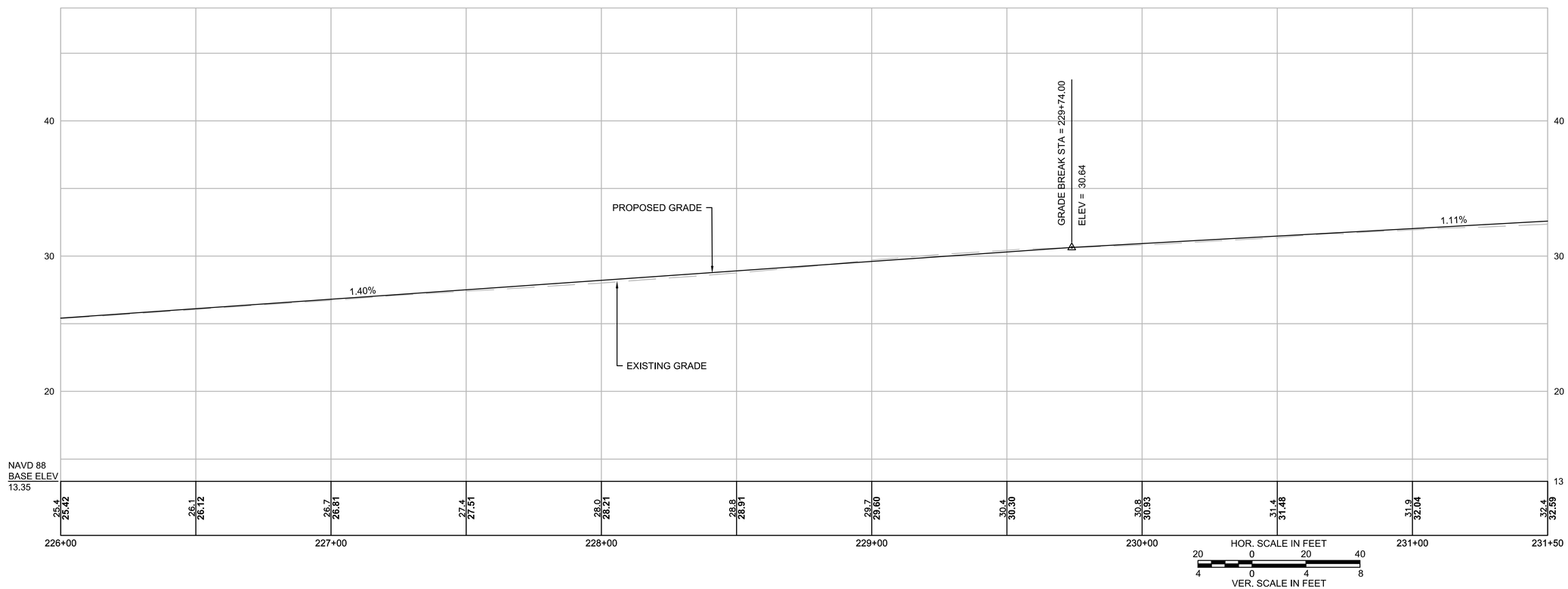

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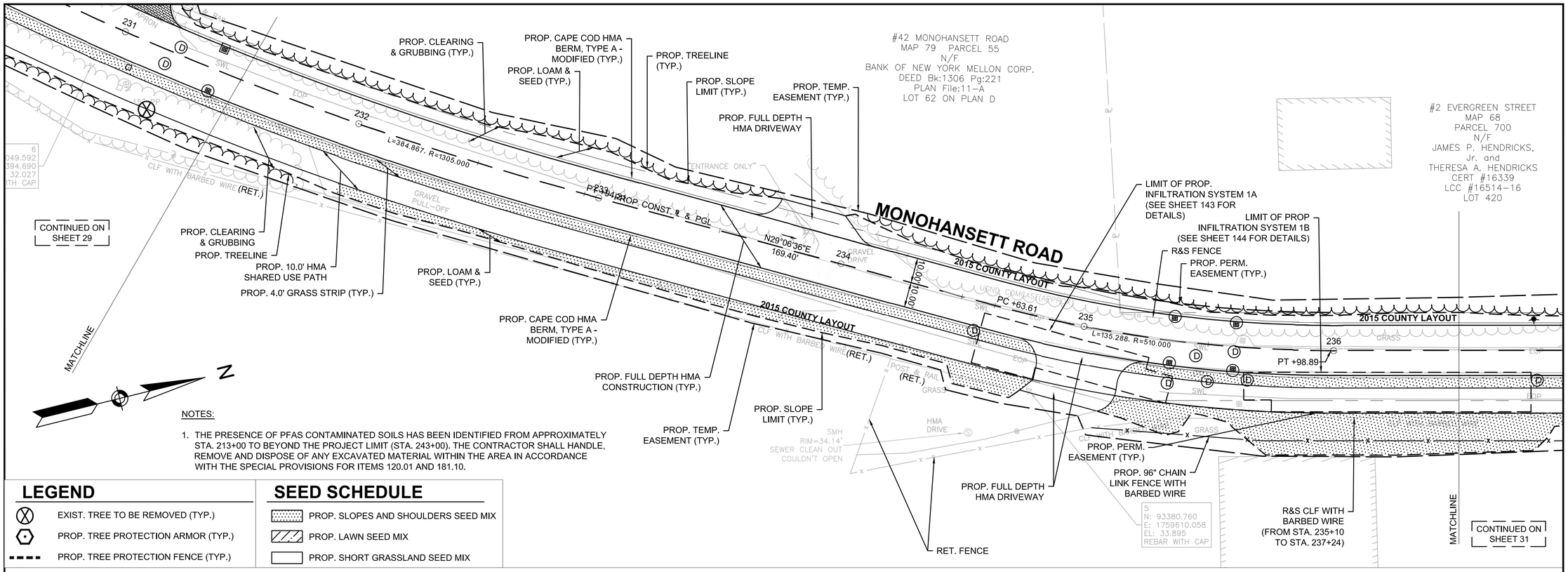

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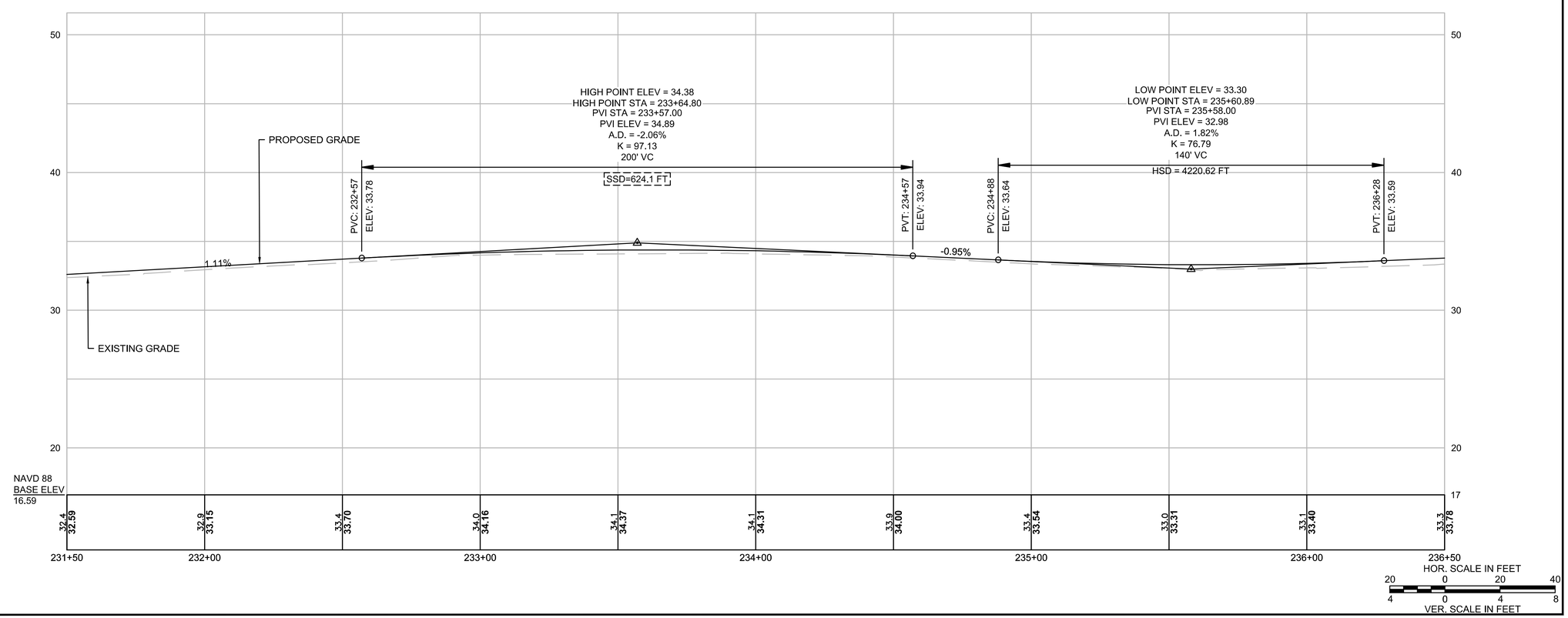
- PROP. LAWN SEED MIX
- PROP. SHORT GRASSLAND SEED MIX



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PREPARED FOR
TOWN OF NANTUCKET
16 BROAD STREET
NANTUCKET, MA

SURFSIDE AREA TRANSPORTATION ENHANCEMENTS
LOVERS LANE, OKORWAW AVENUE & MONOHANSETT ROAD
NANTUCKET, MA

REVISIONS

NO.	REVISION	DATE

3/19/2025

DRAWN/DESIGN BY	CHECKED BY
NJA	ZEW

CONSTRUCTION PLANS & PROFILES

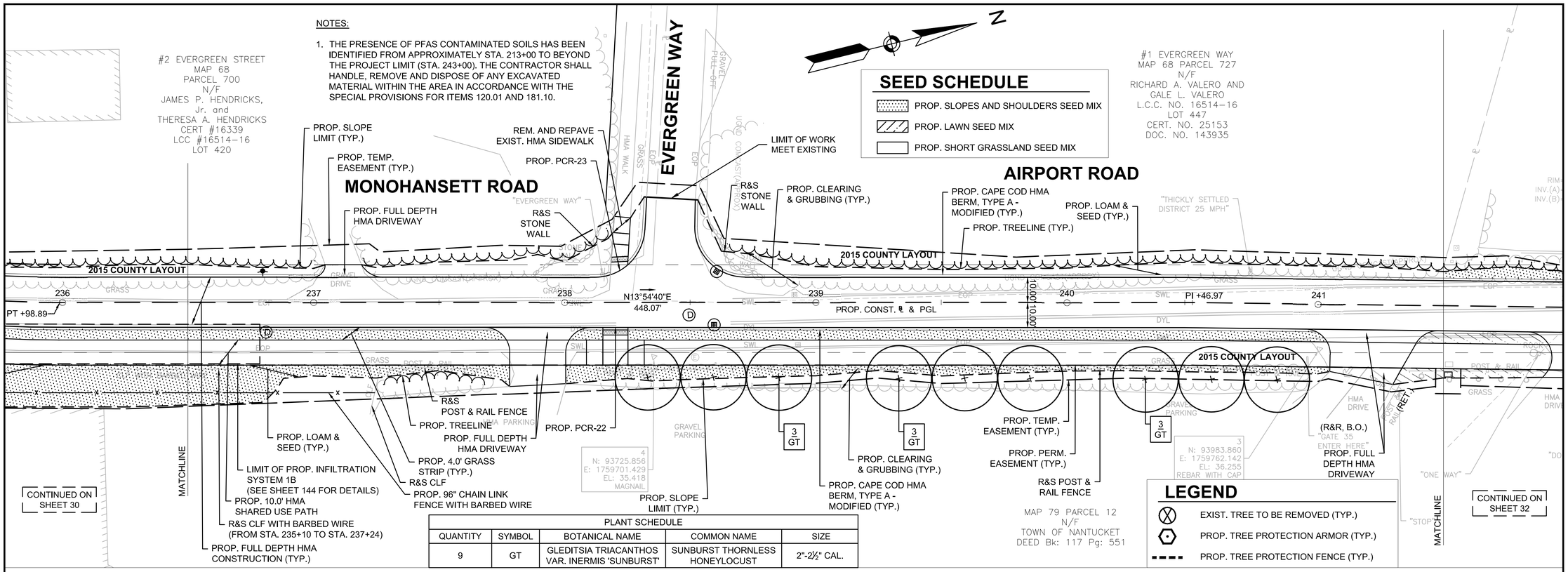
SCALE: AS NOTED

15119

15119.01_HD (CO)_OKW_MON.DWG 3/14/2025

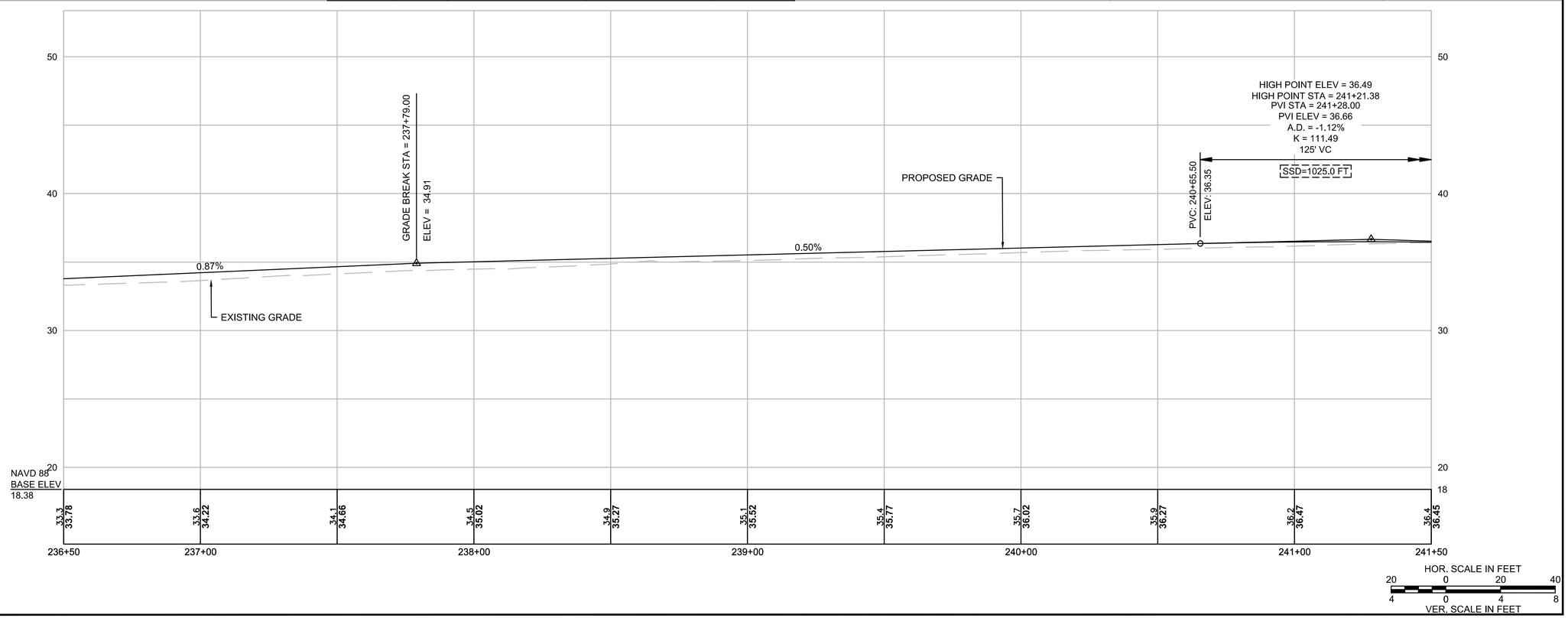
NOTES:

1. THE PRESENCE OF PFAS CONTAMINATED SOILS HAS BEEN IDENTIFIED FROM APPROXIMATELY STA. 213+00 TO BEYOND THE PROJECT LIMIT (STA. 243+00). THE CONTRACTOR SHALL HANDLE, REMOVE AND DISPOSE OF ANY EXCAVATED MATERIAL WITHIN THE AREA IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR ITEMS 120.01 AND 181.10.



PLANT SCHEDULE

QUANTITY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
9	GT	GLEDITSIA TRIACANTHOS VAR. INERMIS 'SUNBURST'	SUNBURST THORNLESS HONEYLOCUST	2"-2½" CAL.



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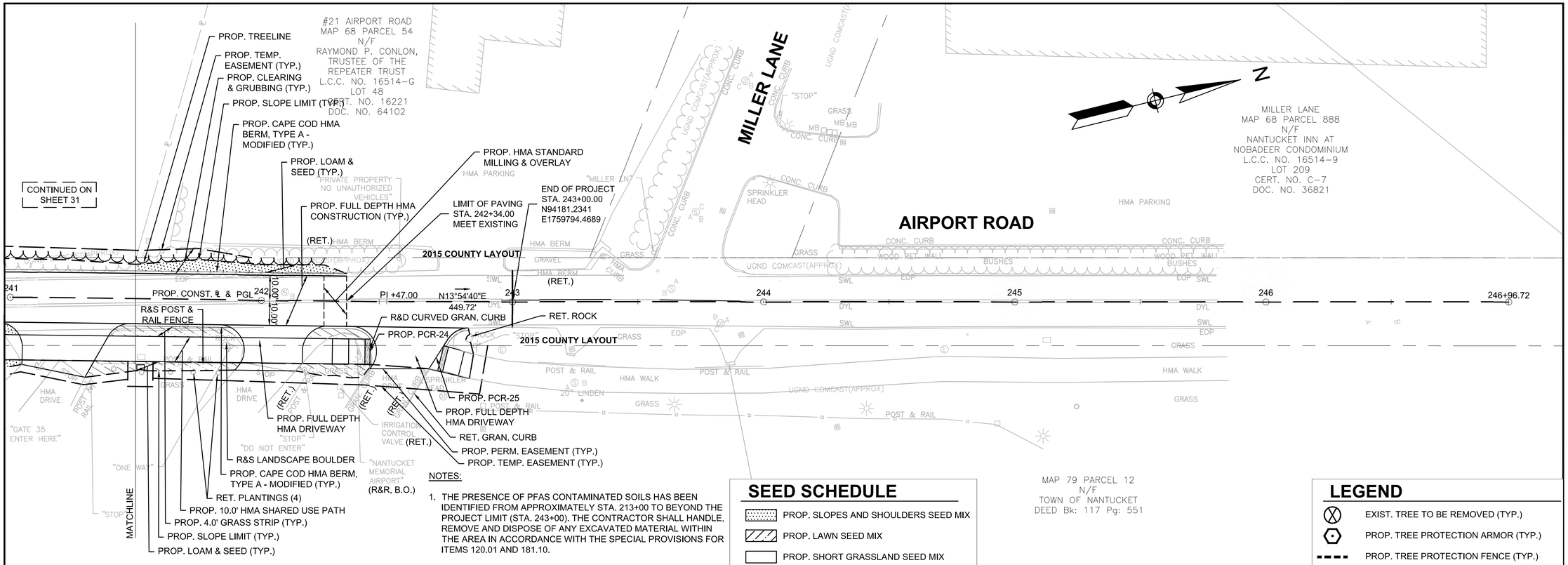


NOTES:

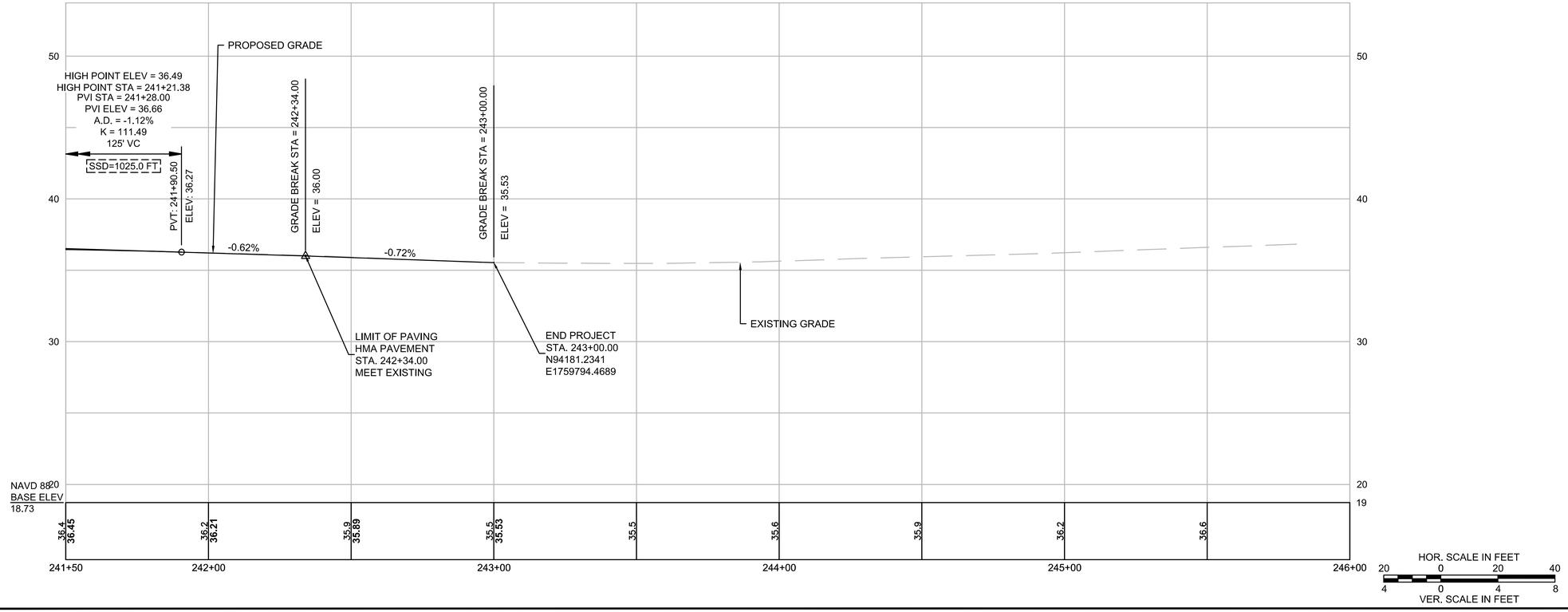
1. THE PRESENCE OF PFAS CONTAMINATED SOILS HAS BEEN IDENTIFIED FROM APPROXIMATELY STA. 213+00 TO BEYOND THE PROJECT LIMIT (STA. 243+00). THE CONTRACTOR SHALL HANDLE, REMOVE AND DISPOSE OF ANY EXCAVATED MATERIAL WITHIN THE AREA IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR ITEMS 120.01 AND 181.10.

SEED SCHEDULE

- PROP. SLOPES AND SHOULDERS SEED MIX
- PROP. LAWN SEED MIX
- PROP. SHORT GRASSLAND SEED MIX

LEGEND

- EXIST. TREE TO BE REMOVED (TYP.)
- PROP. TREE PROTECTION ARMOR (TYP.)
- PROP. TREE PROTECTION FENCE (TYP.)



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CONSTRUCTION PLANS & PROFILES

SCALE: AS NOTED

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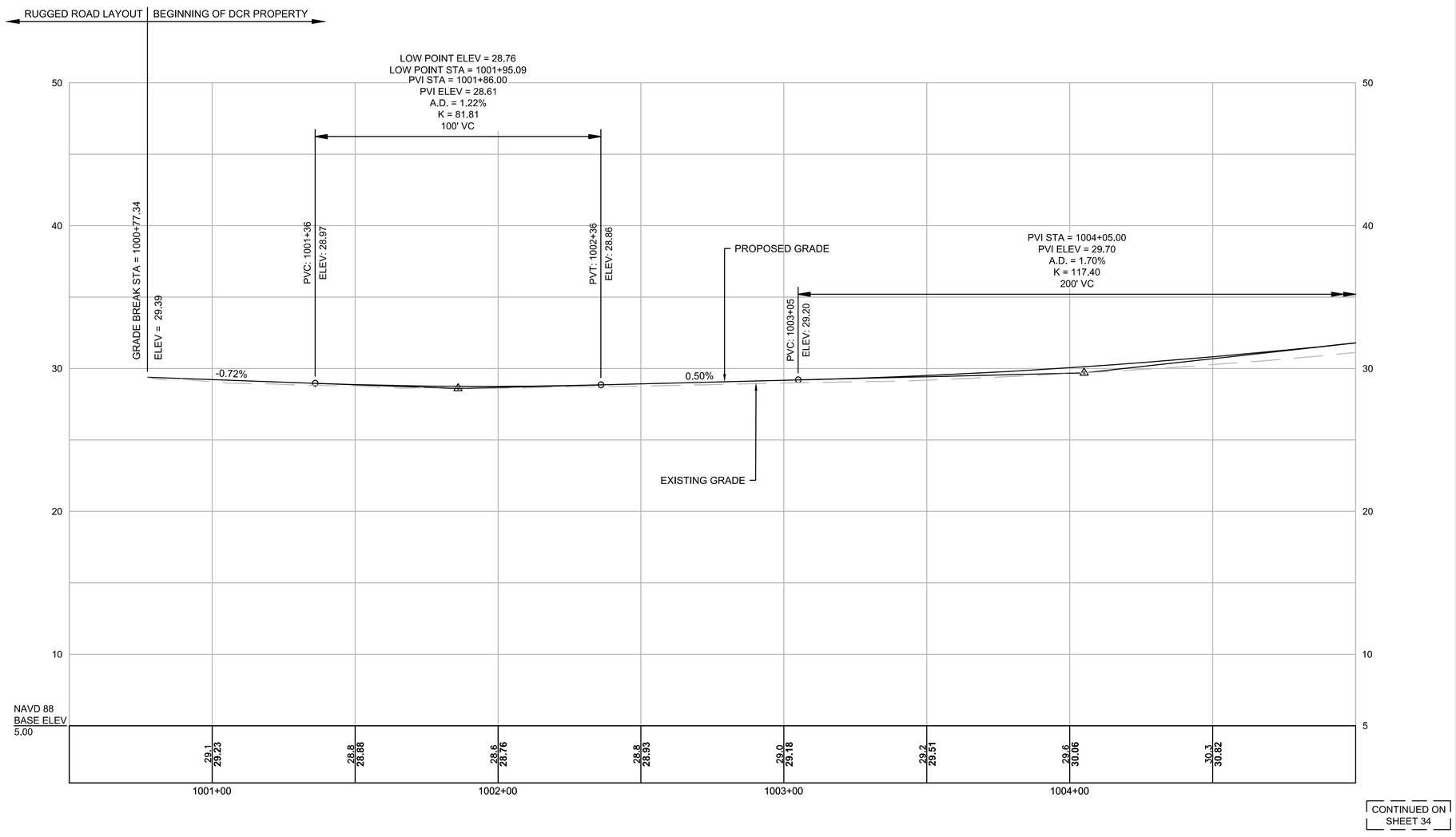
DCR SHARED USE PATH



CONTINUED ON SHEET 34

FOR CONSTRUCTION PLAN: SEE SHEET 11

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET

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CONSTRUCTION PROFILES - DCR SHARED USE PATH

SCALE: AS NOTED

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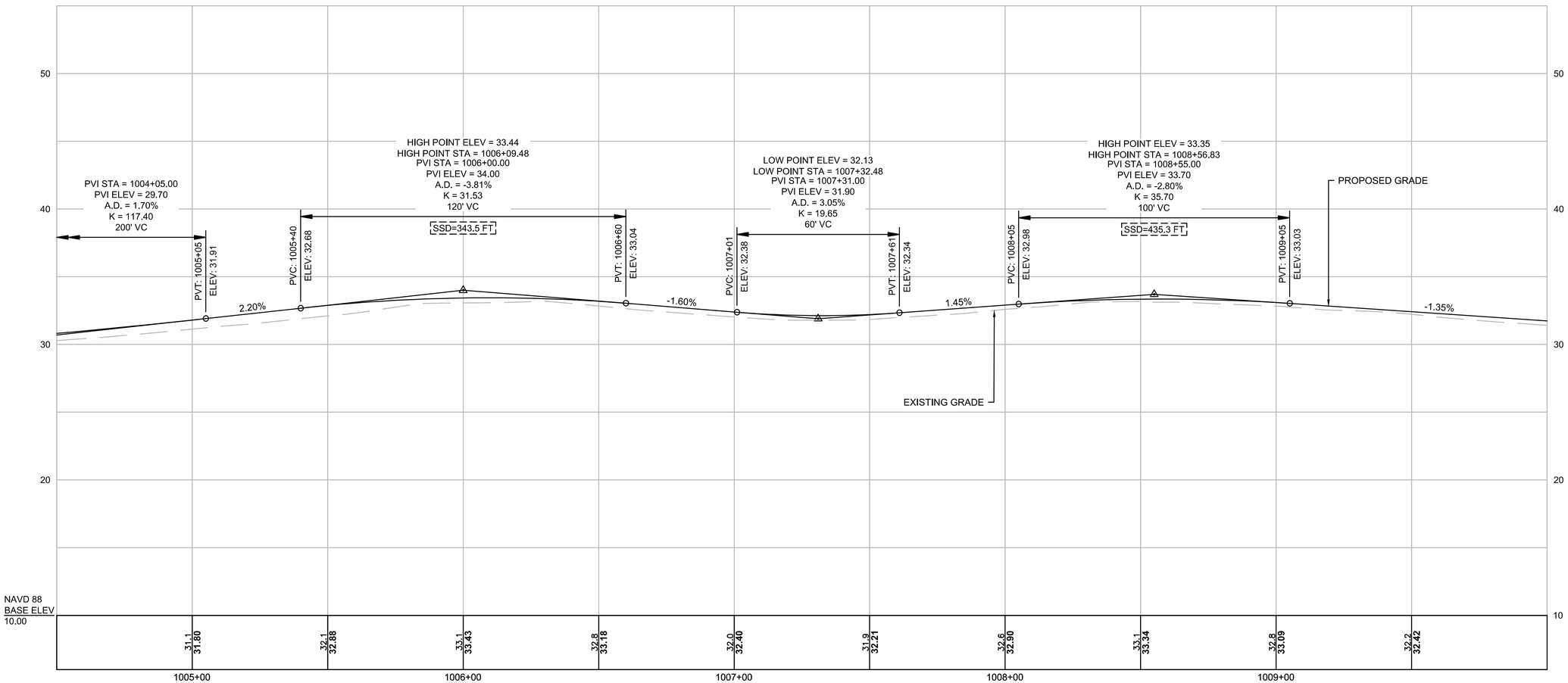
DCR SHARED USE PATH



CONTINUED ON SHEET 33

CONTINUED ON SHEET 35

FOR CONSTRUCTION PLAN: SEE SHEET 12

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET

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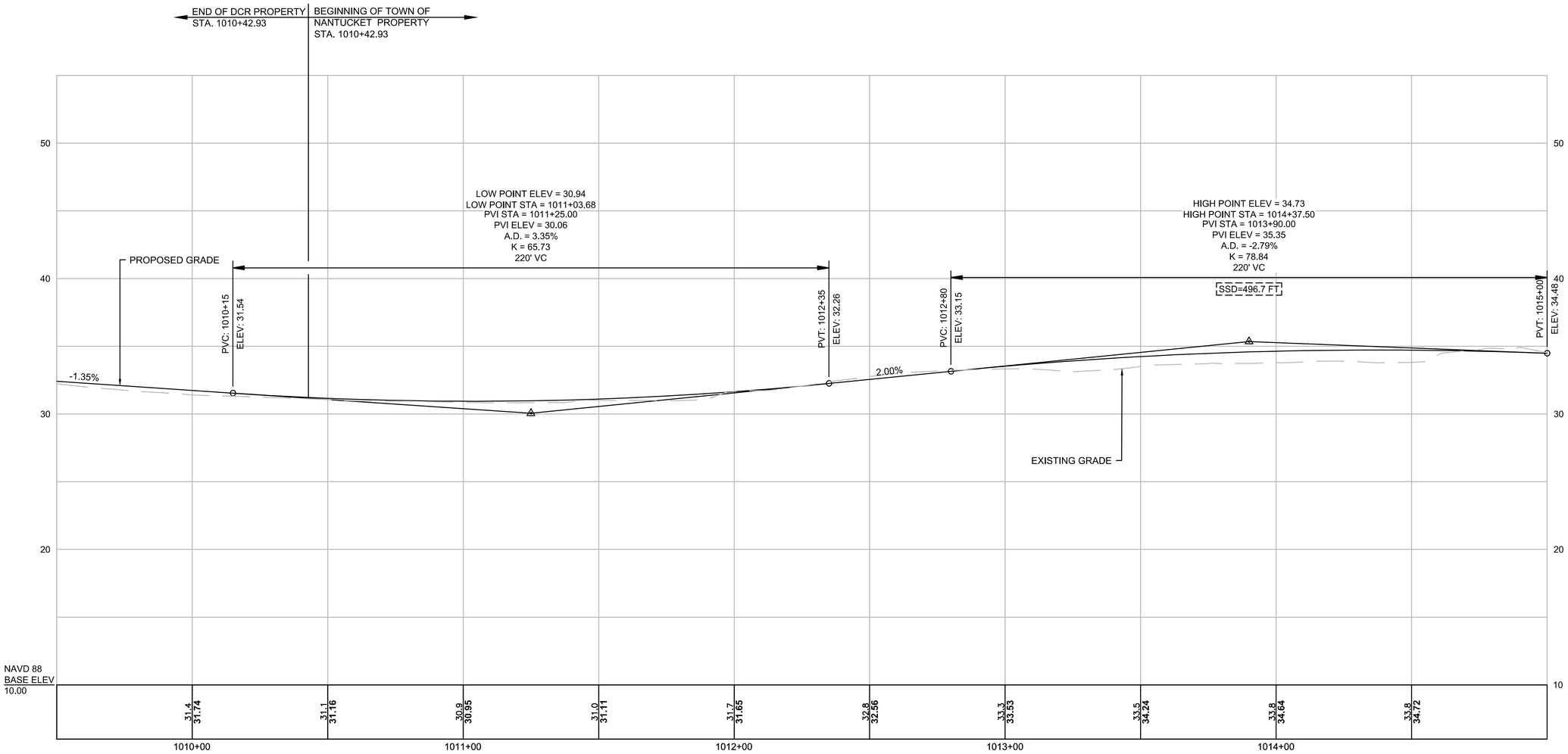

CONTINUED ON SHEET 34

CONTINUED ON SHEET 36

FOR CONSTRUCTION PLAN: SEE SHEET 13

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET

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SCALE: AS NOTED

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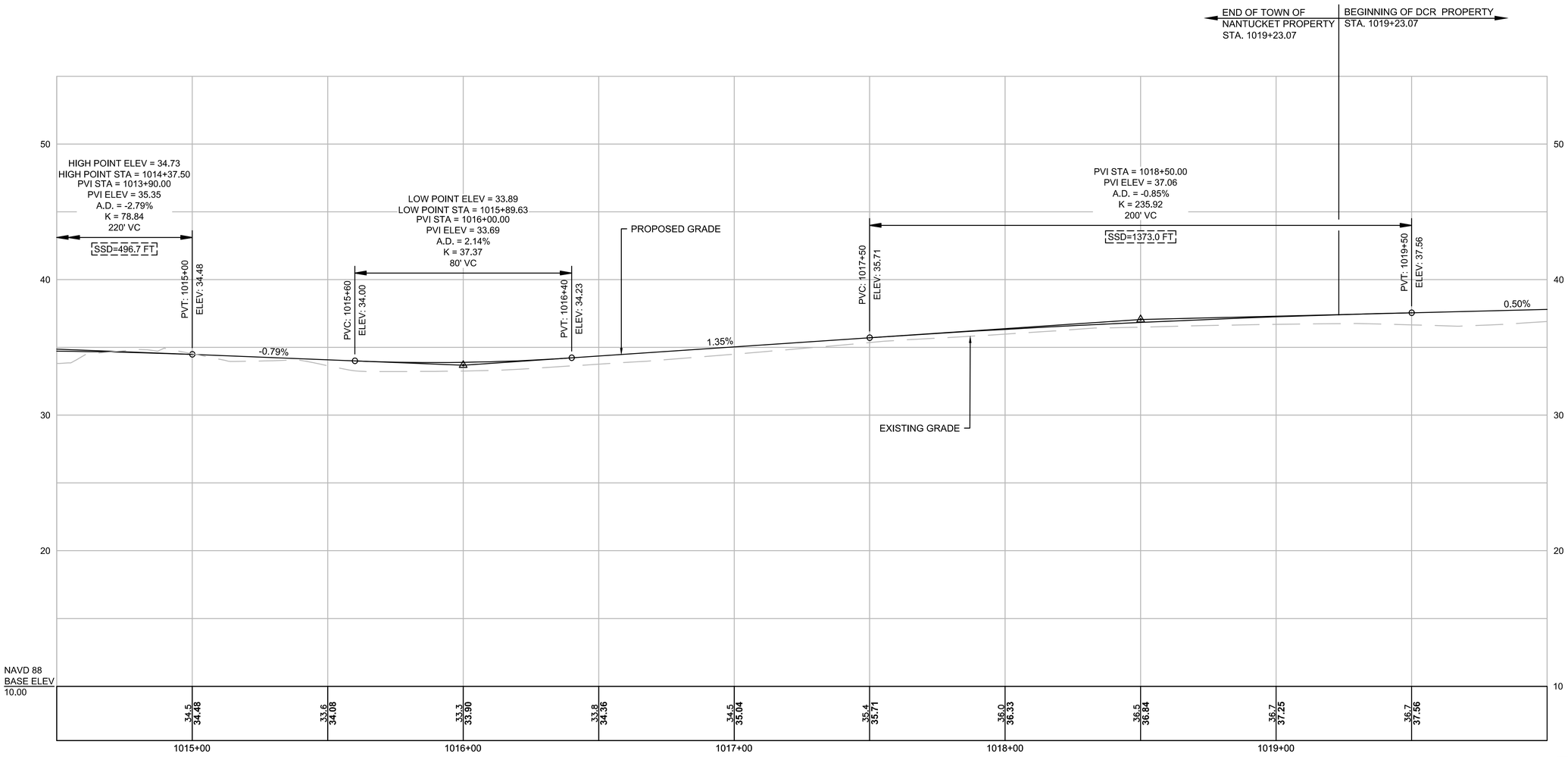
DCR SHARED USE PATH



CONTINUED ON SHEET 35

CONTINUED ON SHEET 37

FOR CONSTRUCTION PLAN: SEE SHEET 14

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET

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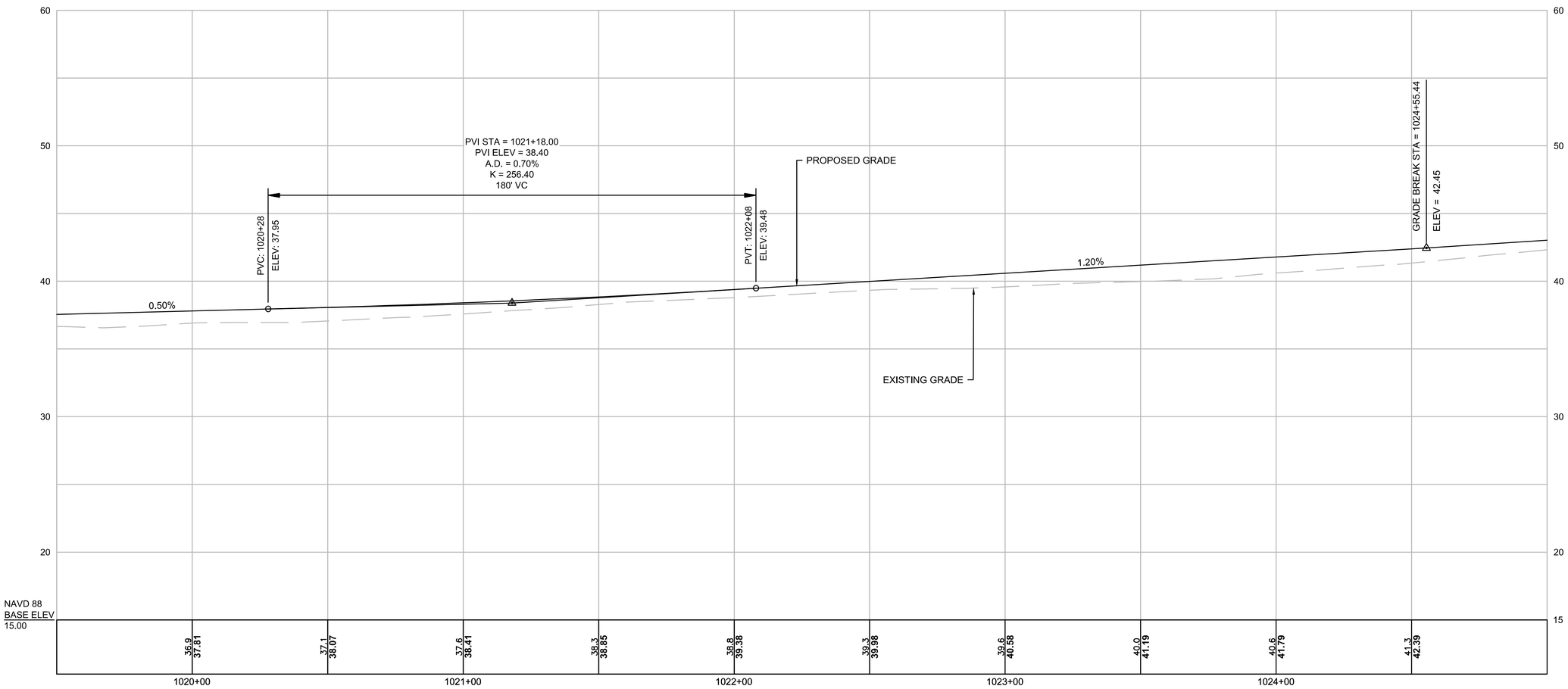
DCR SHARED USE PATH



CONTINUED ON SHEET 36

CONTINUED ON SHEET 38

FOR CONSTRUCTION PLAN: SEE SHEET 15

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET

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SCALE: AS NOTED

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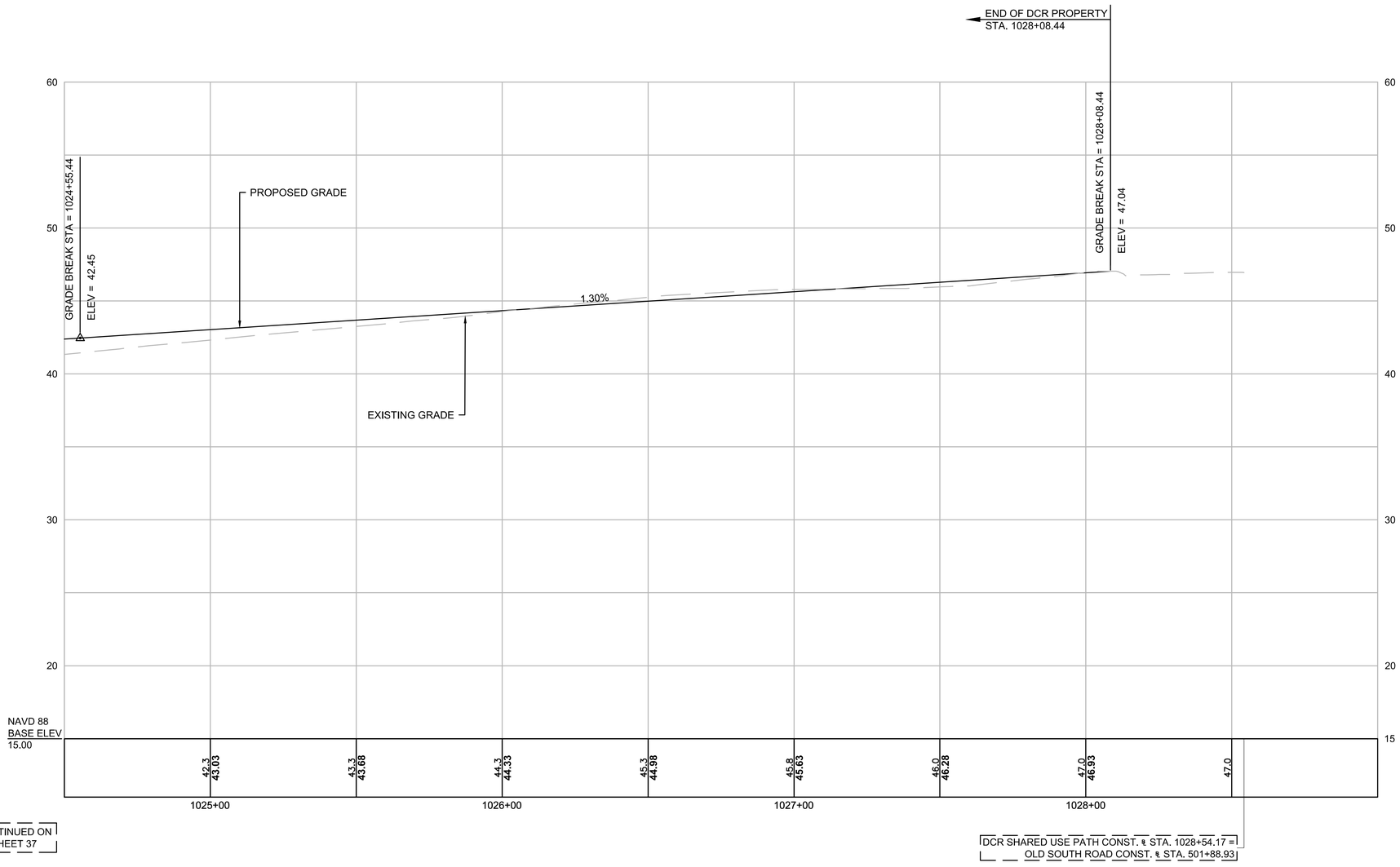
DCR SHARED USE PATH



FOR CONSTRUCTION PLAN: SEE SHEET 16

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET

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CONSTRUCTION PROFILES - DCR SHARED USE PATH

SCALE: AS NOTED

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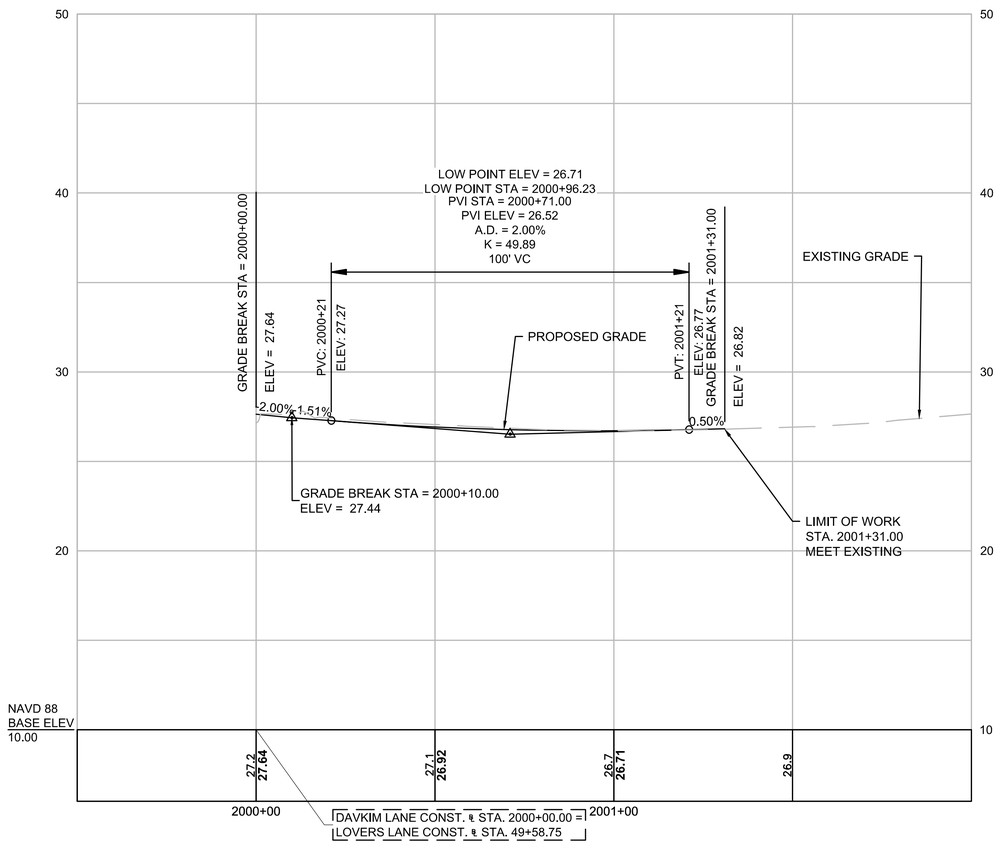
DAVKIM LANE



FOR CONSTRUCTION PLAN: SEE SHEET 12

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET

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CONSTRUCTION PROFILES - DAVKIM LANE

SCALE: AS NOTED

15119

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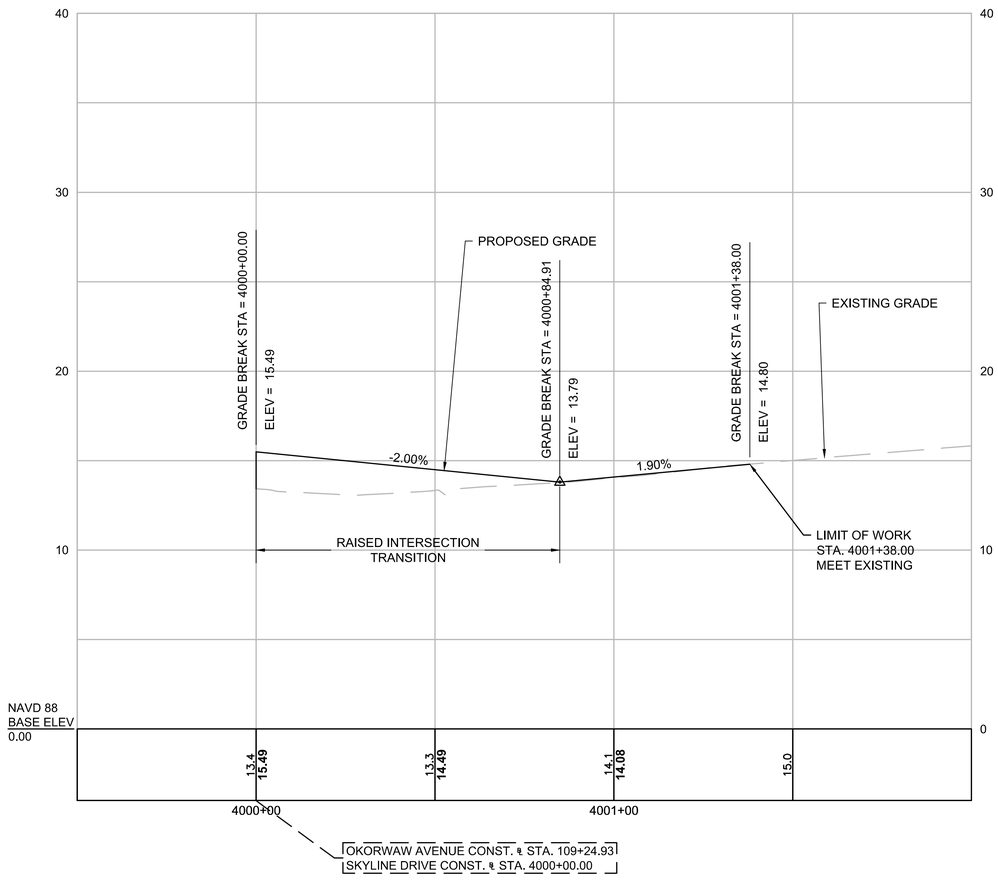
SKYLINE DRIVE



FOR CONSTRUCTION PLAN: SEE SHEET 21

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET

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CONSTRUCTION PROFILES - SKYLINE DRIVE

SCALE: AS NOTED

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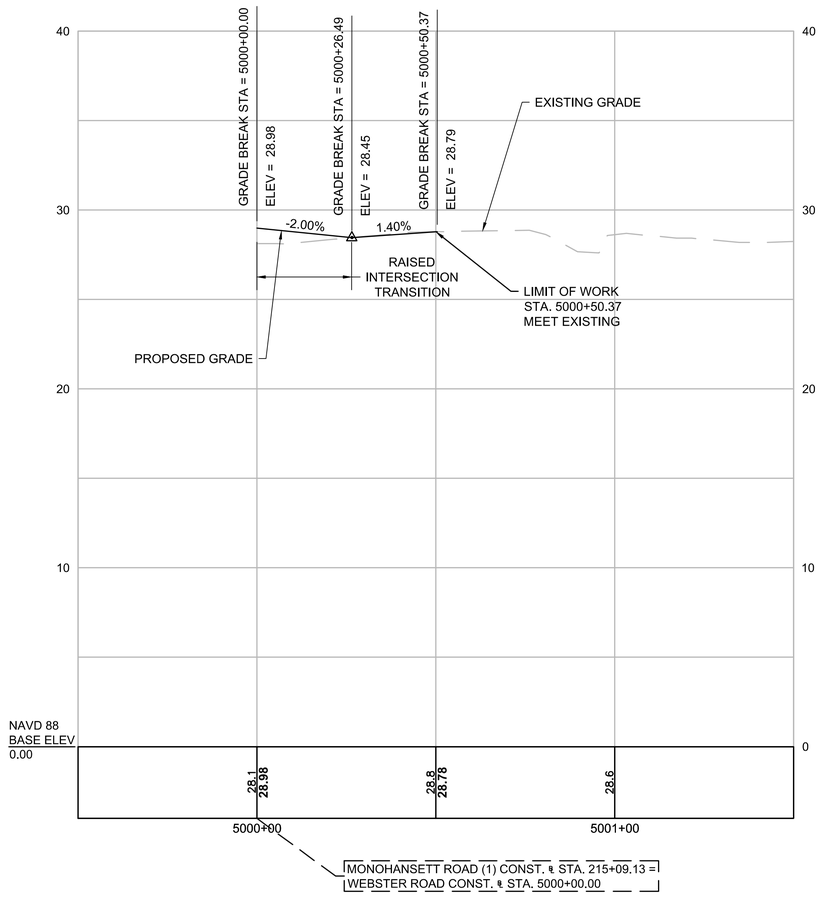
WEBSTER ROAD



FOR CONSTRUCTION PLAN: SEE SHEET 21

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET

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CONSTRUCTION PROFILES WEBSTER ROAD

SCALE: AS NOTED

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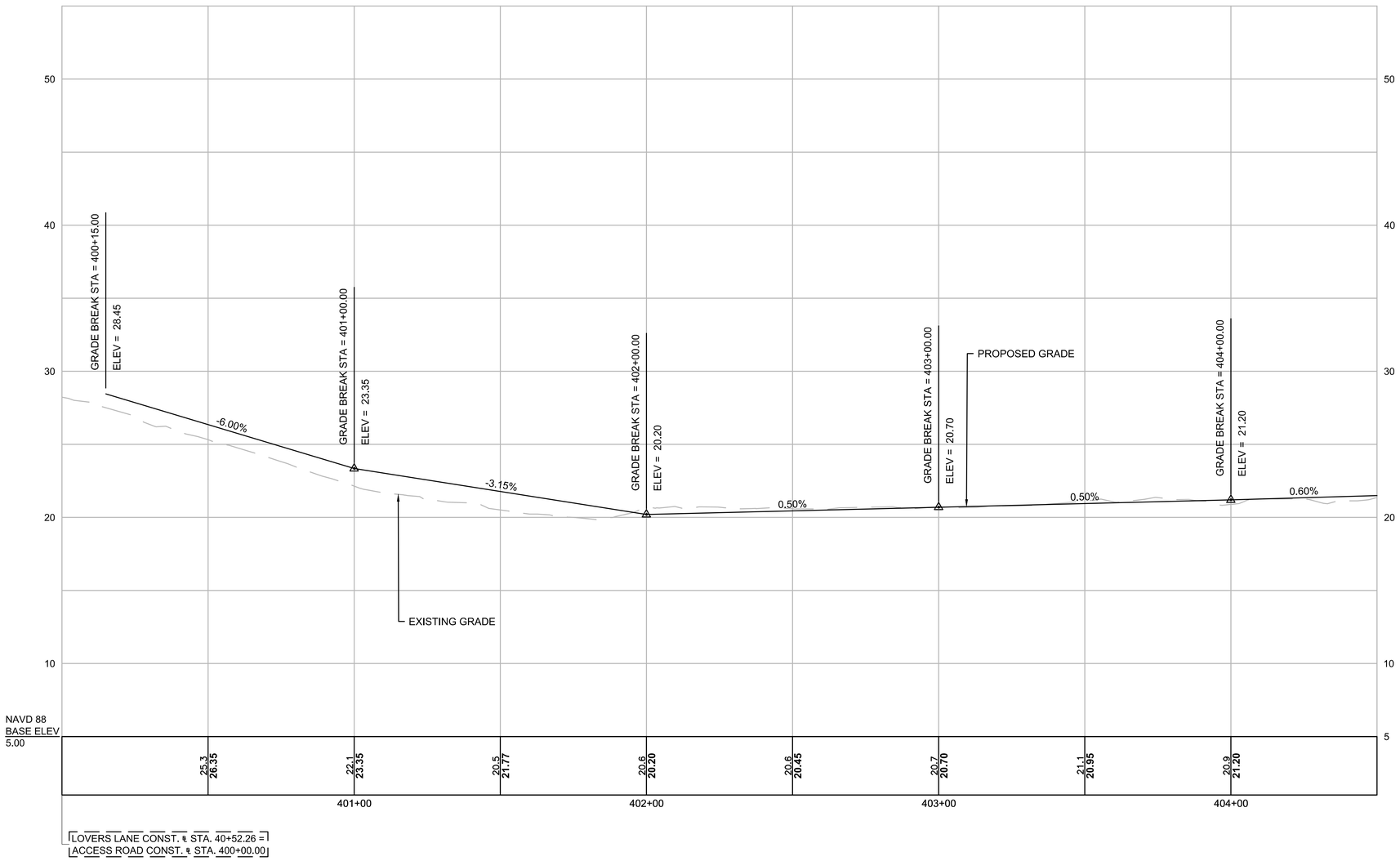
ACCESS ROAD



CONTINUED ON SHEET 43

FOR CONSTRUCTION PLAN: SEE SHEET 17

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET

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NRD	ZEW

CONSTRUCTION PROFILES - ACCESS ROAD

SCALE: AS NOTED

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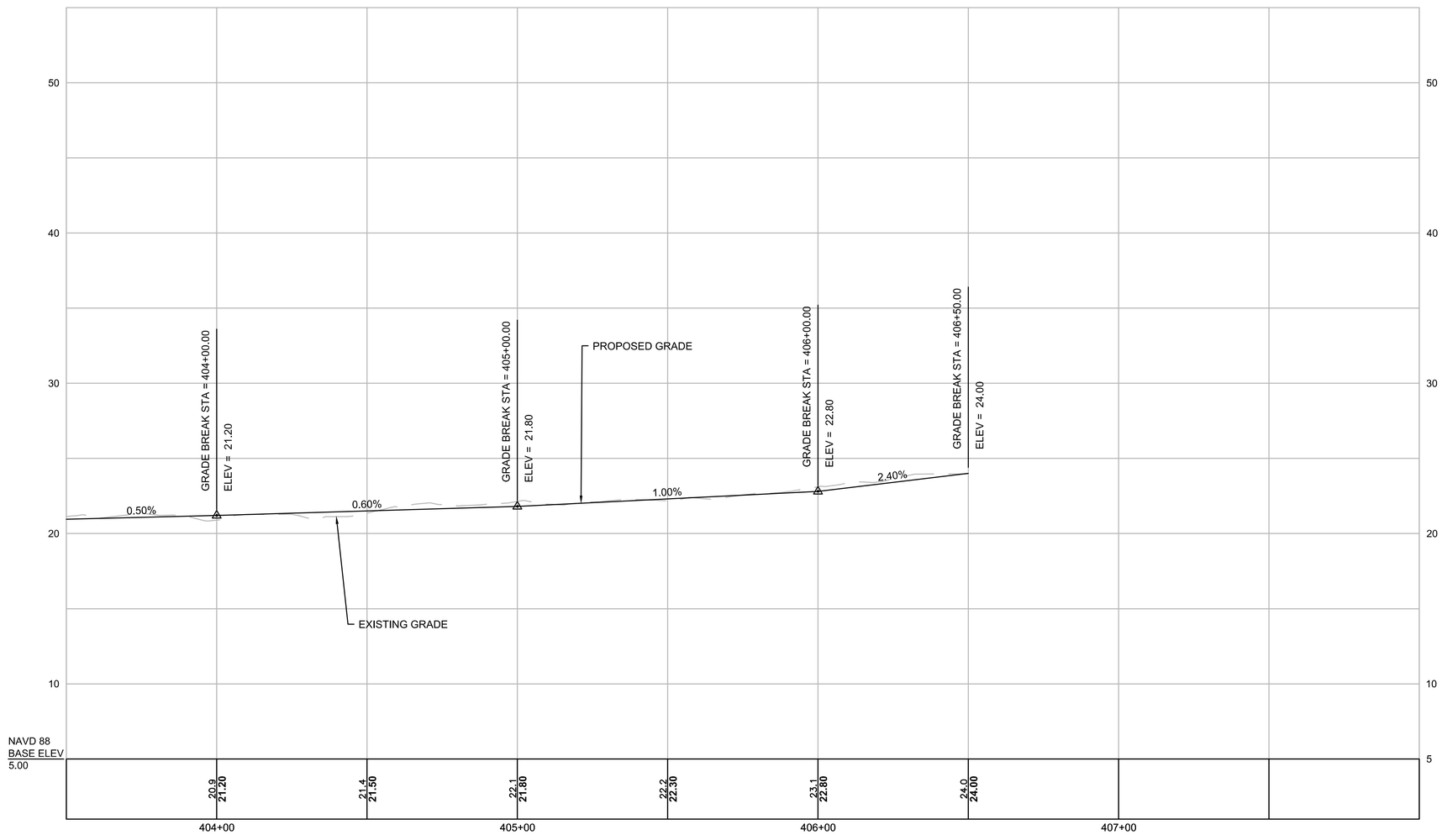
ACCESS ROAD



CONTINUED ON SHEET 42

FOR CONSTRUCTION PLAN: SEE SHEET 17

HOR. SCALE IN FEET
20 0 20 40
4 0 4 8
VER. SCALE IN FEET

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CONSTRUCTION PROFILES - ACCESS ROAD

SCALE: AS NOTED

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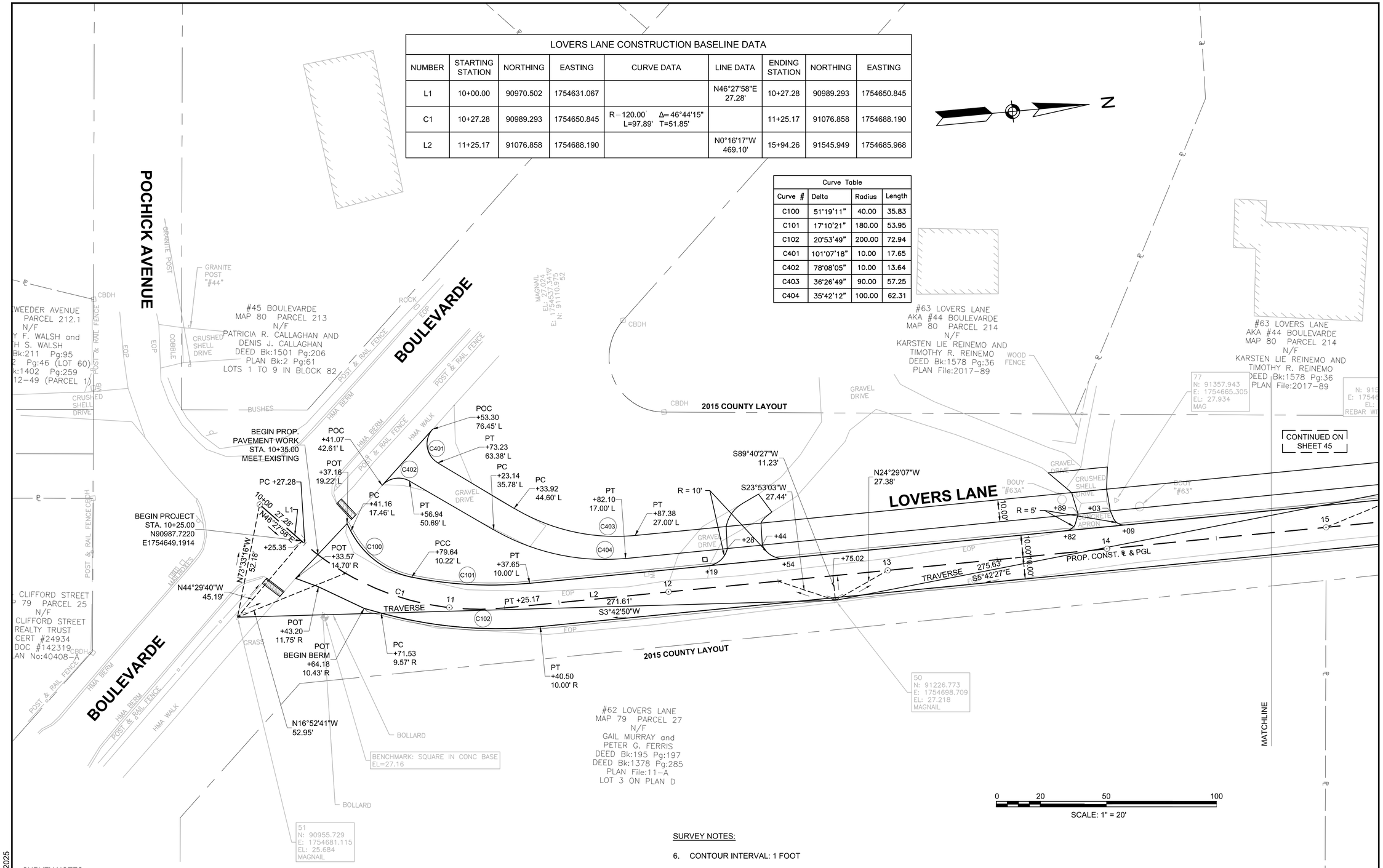
LOVERS LANE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L1	10+00.00	90970.502	1754631.067		N46°27'58"E 27.28'	10+27.28	90989.293	1754650.845
C1	10+27.28	90989.293	1754650.845	R=120.00' Δ=46°44'15" L=97.89' T=51.85'		11+25.17	91076.858	1754688.190
L2	11+25.17	91076.858	1754688.190		N0°16'17"W 469.10'	15+94.26	91545.949	1754685.968

Curve Table			
Curve #	Delta	Radius	Length
C100	51°19'11"	40.00	35.83
C101	17°10'21"	180.00	53.95
C102	20°53'49"	200.00	72.94
C401	101°07'18"	10.00	17.65
C402	78°08'05"	10.00	13.64
C403	36°26'49"	90.00	57.25
C404	35°42'12"	100.00	62.31



SURVEY NOTES:

1. THE SURVEY CONTROL NETWORK WAS SET BY AN INSTRUMENT FIELD SURVEY PERFORMED BY GREENMAN-PEDERSEN, INC. (GPI) IN FEBRUARY, 2018.
2. THE BASEPLAN WAS COMPILED FROM DATA COLLECTED VIA TRADITIONAL TOTAL STATION BY GPI IN FEBRUARY-APRIL, 2018.
3. THE HORIZONTAL DATUM SHOWN HEREON IS BASED UPON THE MASSACHUSETTS STATE PLANE COORDINATE SYSTEM - ISLAND ZONE REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD83) (2011), EPOCH 2010.00 AS ESTABLISHED BY GPI VIA GPS OBSERVATION.
4. THE VERTICAL DATUM SHOWN HEREON REFERENCES THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AS ESTABLISHED BY GPI VIA GPS OBSERVATION.
5. THE UNITS SHOWN HEREIN ARE US SURVEY FEET.

SURVEY NOTES:

6. CONTOUR INTERVAL: 1 FOOT
7. THE RIGHT-OF-WAY AND PROPERTY BOUNDARY WAS ESTABLISHED VIA CADASTRAL SURVEY, FOUND MONUMENTATION AND RECORD INFORMATION INCLUDING DEEDS, PLANS AND ASSESSORS INFORMATION OBTAINED AT THE NORFOLK COUNTY REGISTRY OF DEEDS, AND THE TOWN ENGINEERING AND ASSESSING DEPARTMENTS.
8. SUBSURFACE UTILITY INFORMATION SHOWN HEREON IS APPROXIMATE ONLY AND WAS COMPILED FROM SURFACE EVIDENCE AND SUPPLEMENTED WITH RECORD UTILITY INFORMATION WHERE AVAILABLE. ALL UNDERGROUND UTILITY MAPPING IS IN COMPLIANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION SUBSURFACE UTILITY ENGINEERING QUALITY LEVEL C. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION TO VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES. GREENMAN-PEDERSEN, INC. ASSUMES NO RESPONSIBILITY FOR DAMAGES INCURRED AS A RESULT OF UTILITIES OMITTED OR INACCURATELY SHOWN. COORDINATION WITH THE APPROPRIATE UTILITIES BEFORE AND DURING DESIGN OF FUTURE CONNECTIONS IS REQUIRED.
9. CONTACT "DIG SAFE" AT 1 (888) 344-7233 PRIOR TO CONSTRUCTION.

15119.01_HD (CTG).DWG 1/22/2025

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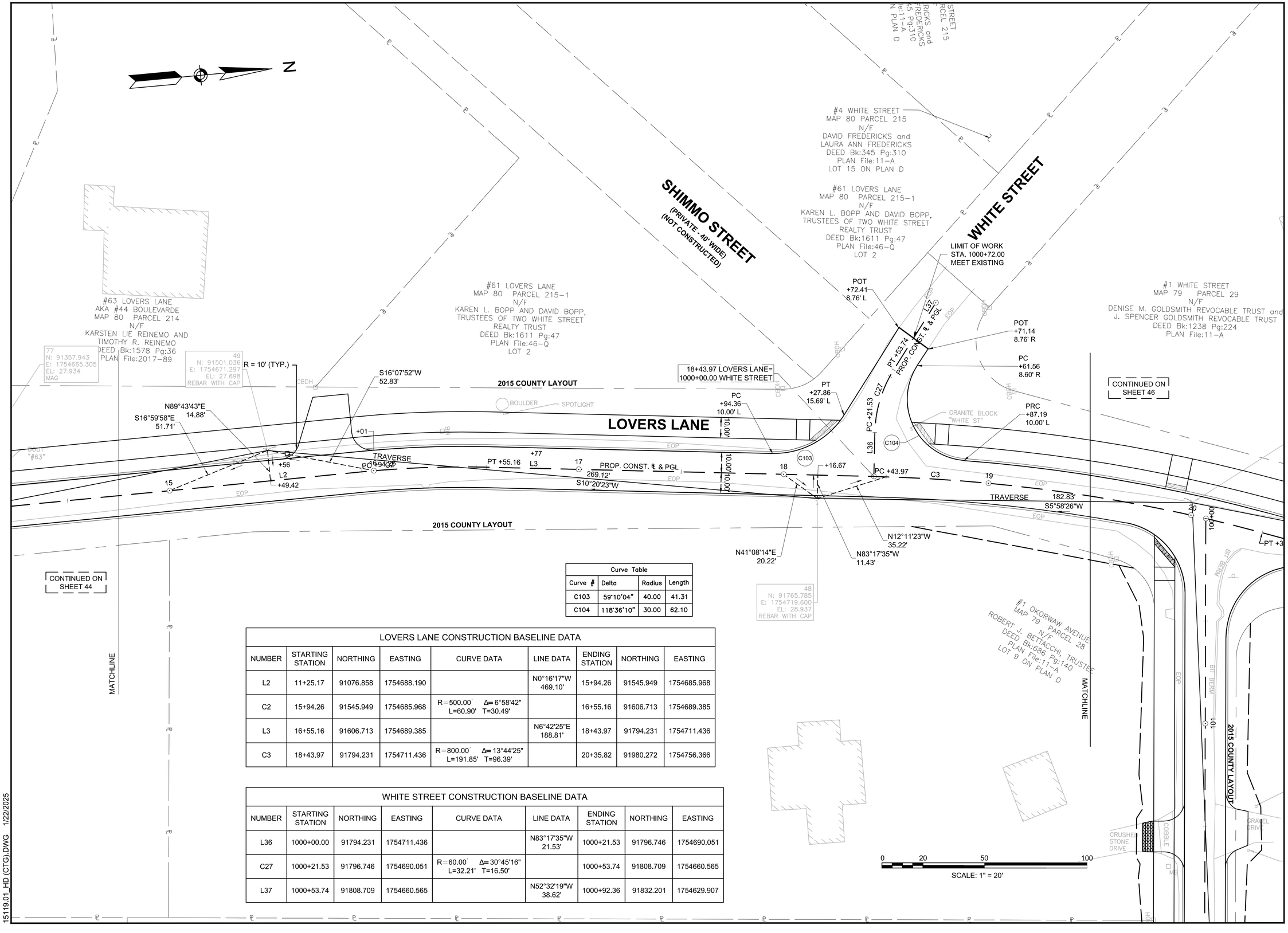
BASELINE & CURB TIE PLANS

SCALE: 1"=20'

15119



Curve Table			
Curve #	Delta	Radius	Length
C103	59°10'04"	40.00	41.31
C104	118°36'10"	30.00	62.10

LOVERS LANE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L2	11+25.17	91076.858	1754688.190		N0°16'17"W 469.10'	15+94.26	91545.949	1754685.968
C2	15+94.26	91545.949	1754685.968	R=500.00' Δ=6°58'42" L=60.90' T=30.49'		16+55.16	91606.713	1754689.385
L3	16+55.16	91606.713	1754689.385		N6°42'25"E 188.81'	18+43.97	91794.231	1754711.436
C3	18+43.97	91794.231	1754711.436	R=800.00' Δ=13°44'25" L=191.85' T=96.39'		20+35.82	91980.272	1754756.366

WHITE STREET CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L36	1000+00.00	91794.231	1754711.436		N83°17'35"W 21.53'	1000+21.53	91796.746	1754690.051
C27	1000+21.53	91796.746	1754690.051	R=60.00' Δ=30°45'16" L=32.21' T=16.50'		1000+53.74	91808.709	1754660.565
L37	1000+53.74	91808.709	1754660.565		N52°32'19"W 38.62'	1000+92.36	91832.201	1754629.907

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NANTUCKET, MA

SURFSIDE AREA TRANSPORTATION ENHANCEMENTS
LOVERS LANE, OKORWAW AVENUE & MONOHANSETT ROAD
NANTUCKET, MA

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BASELINE & CURB TIE PLANS

SCALE: 1"=20'

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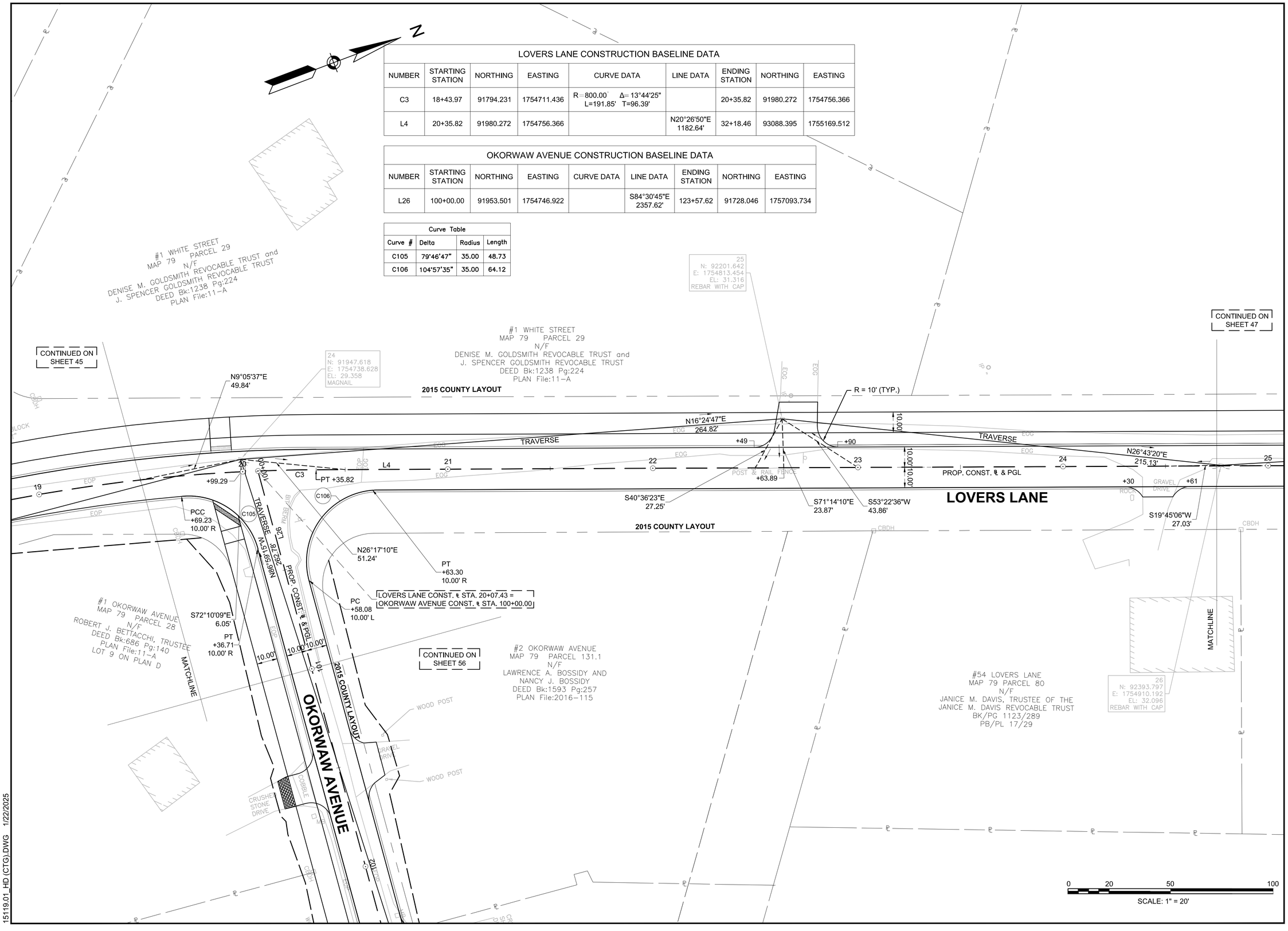
LOVERS LANE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C3	18+43.97	91794.231	1754711.436	R=800.00' Δ=13°44'25" L=191.85' T=96.39'		20+35.82	91980.272	1754756.366
L4	20+35.82	91980.272	1754756.366		N20°26'50"E 1182.64'	32+18.46	93088.395	1755169.512

OKORWAW AVENUE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L26	100+00.00	91953.501	1754746.922		S84°30'45"E 2357.62'	123+57.62	91728.046	1757093.734

Curve Table			
Curve #	Delta	Radius	Length
C105	79°46'47"	35.00	48.73
C106	104°57'35"	35.00	64.12



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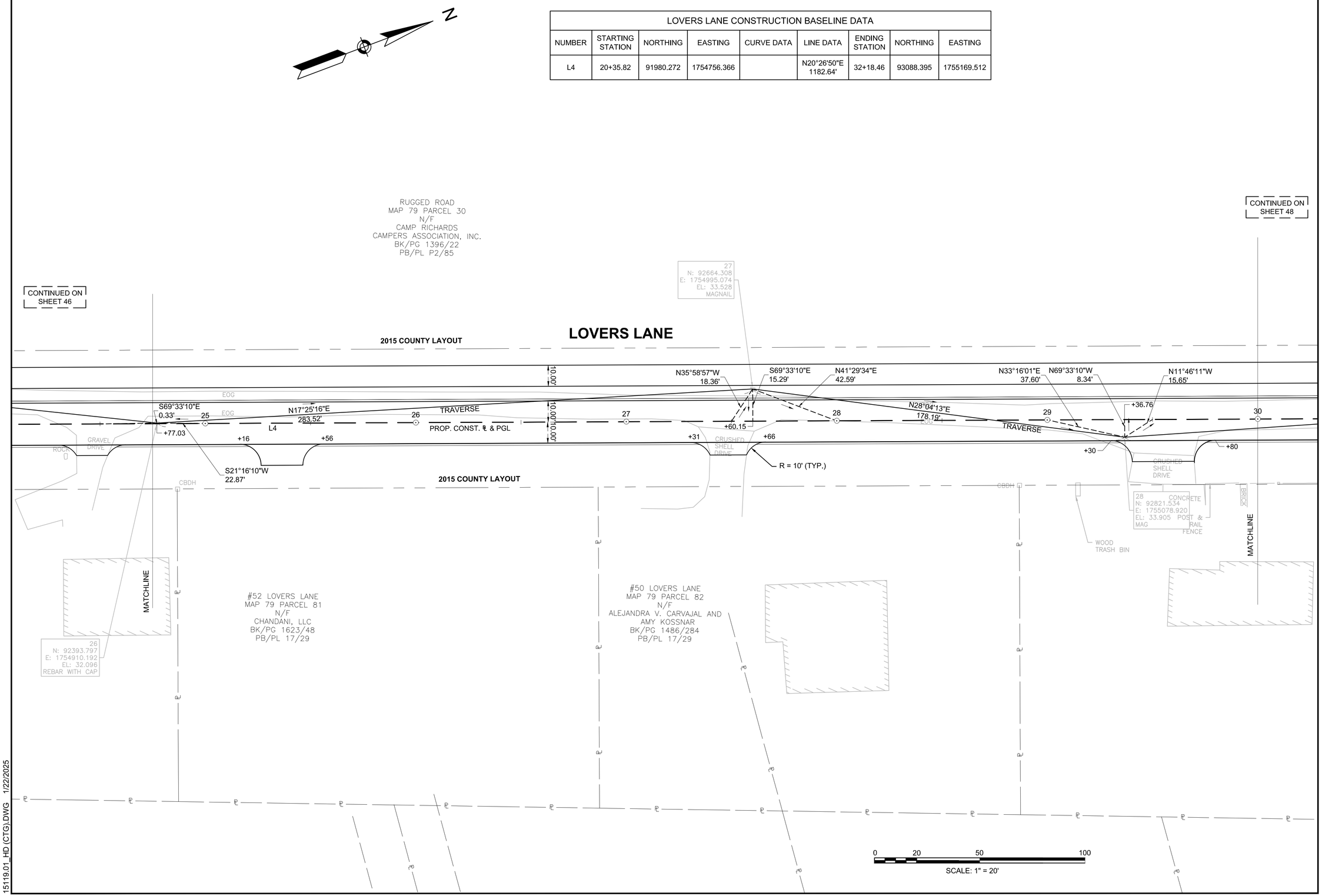
LOVERS LANE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L4	20+35.82	91980.272	1754756.366		N20°26'50"E 1182.64'	32+18.46	93088.395	1755169.512



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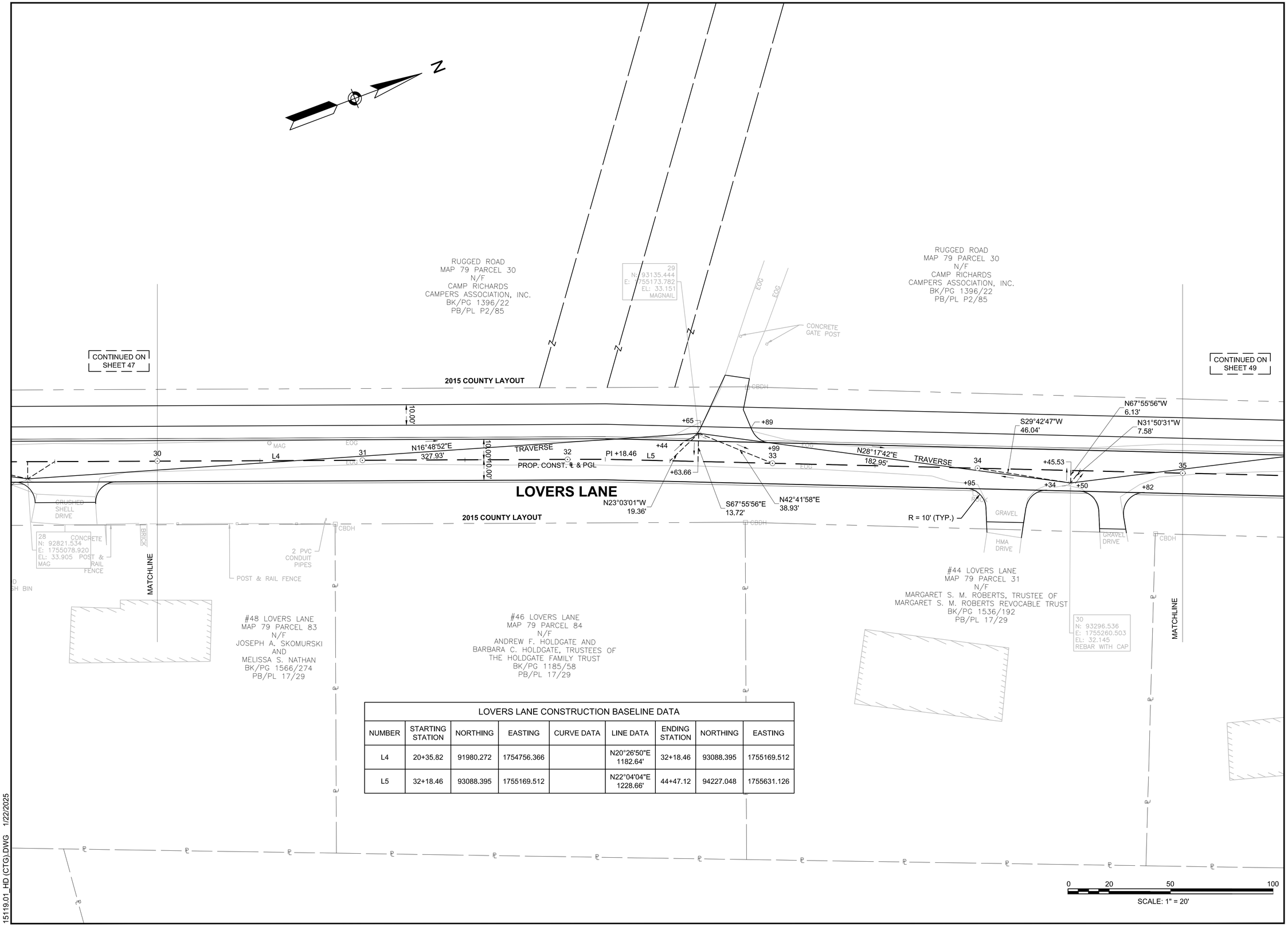

LOVERS LANE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L4	20+35.82	91980.272	1754756.366		N20°26'50"E 1182.64'	32+18.46	93088.395	1755169.512
L5	32+18.46	93088.395	1755169.512		N22°04'04"E 1228.66'	44+47.12	94227.048	1755631.126

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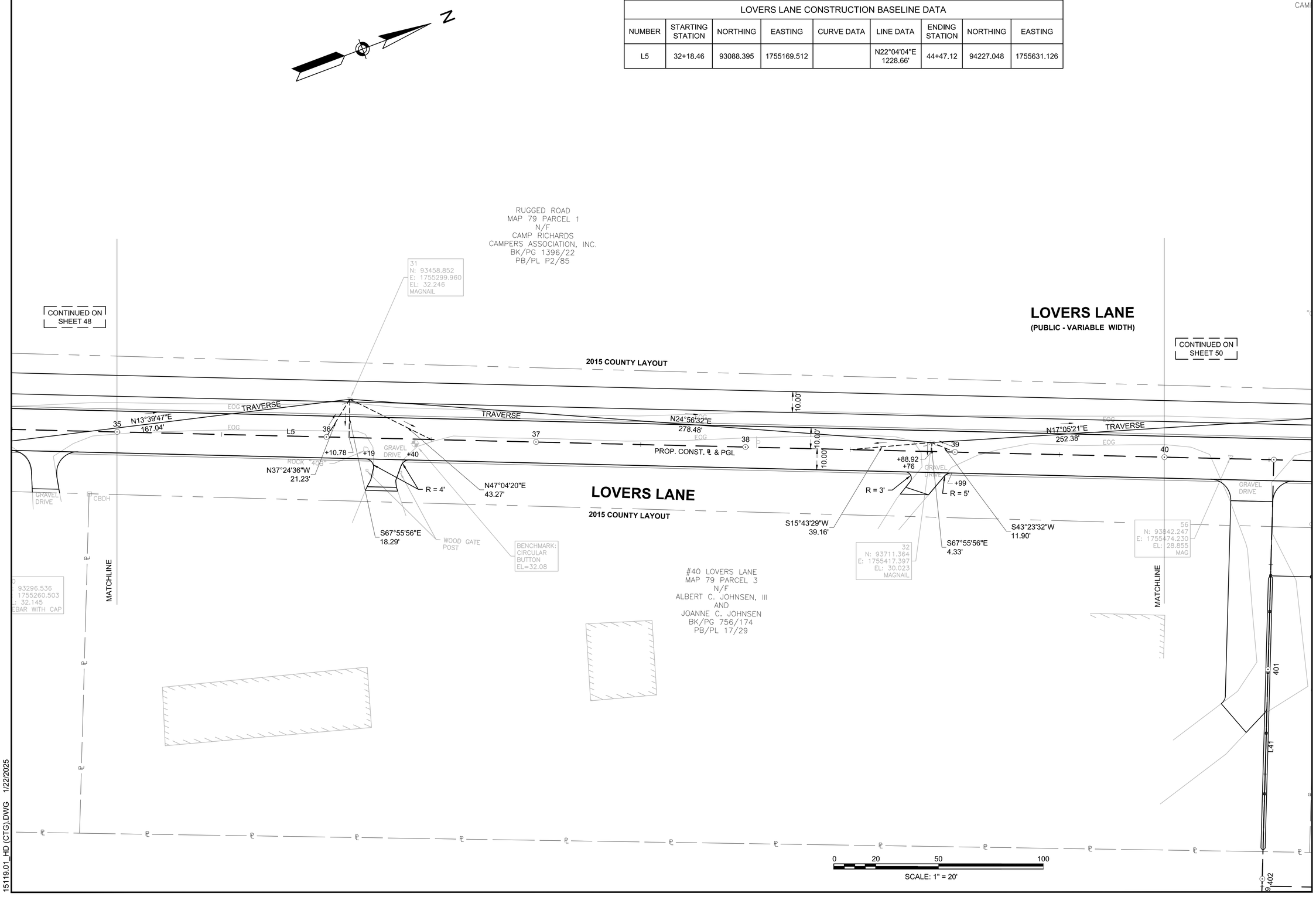
LOVERS LANE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L5	32+18.46	93088.395	1755169.512		N22°04'04"E 1228.66'	44+47.12	94227.048	1755631.126



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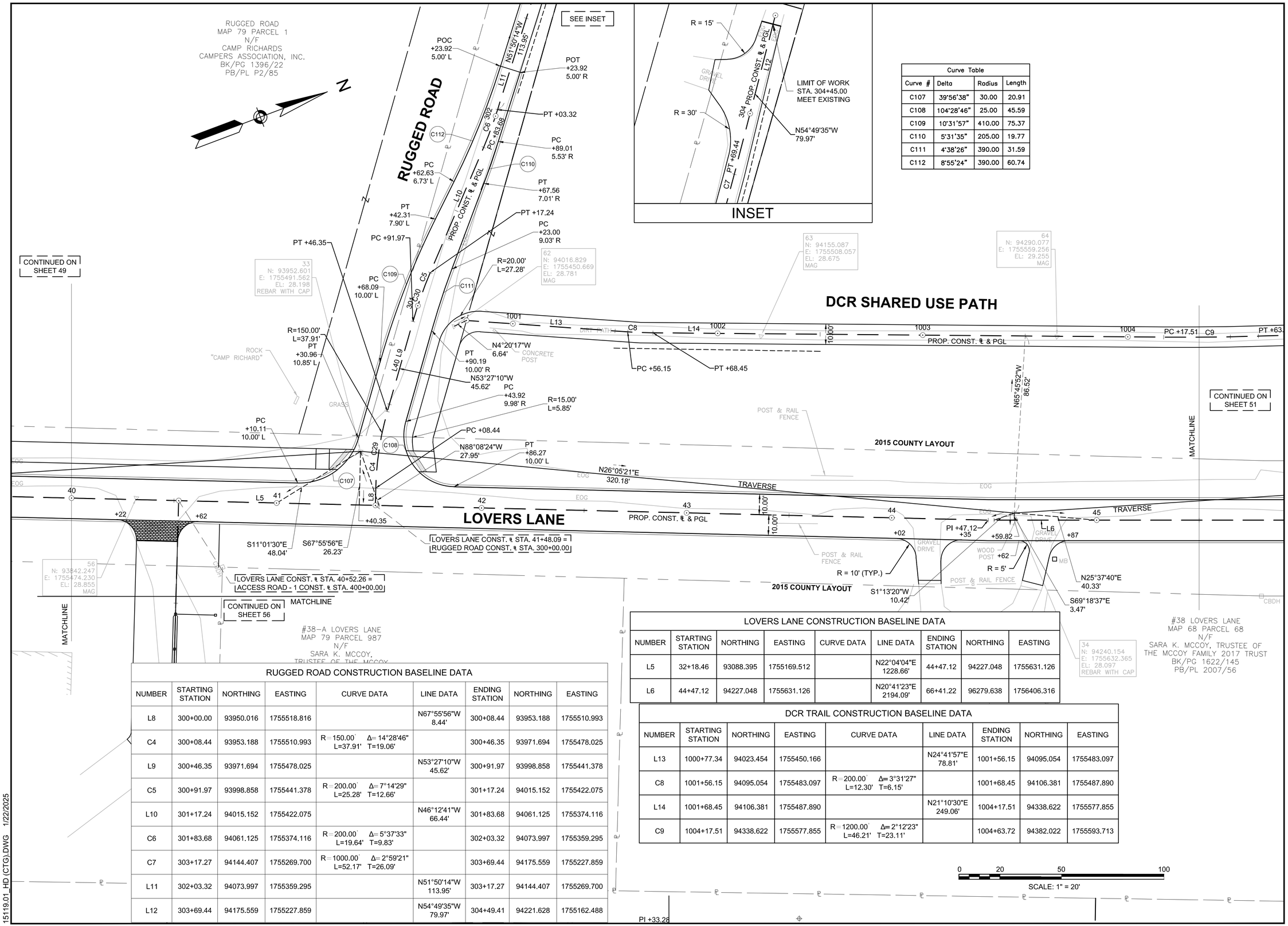

Curve Table			
Curve #	Delta	Radius	Length
C107	39°56'38"	30.00	20.91
C108	104°28'46"	25.00	45.59
C109	10°31'57"	410.00	75.37
C110	5°31'35"	205.00	19.77
C111	4°38'26"	390.00	31.59
C112	8°55'24"	390.00	60.74

RUGGED ROAD CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L8	300+00.00	93950.016	1755518.816		N67°55'56"W 8.44'	300+08.44	93953.188	1755510.993
C4	300+08.44	93953.188	1755510.993	R=150.00' Δ=14°28'46" L=37.91' T=19.06'		300+46.35	93971.694	1755478.025
L9	300+46.35	93971.694	1755478.025		N53°27'10"W 45.62'	300+91.97	93998.858	1755441.378
C5	300+91.97	93998.858	1755441.378	R=200.00' Δ=7°14'29" L=25.28' T=12.66'		301+17.24	94015.152	1755422.075
L10	301+17.24	94015.152	1755422.075		N46°12'41"W 66.44'	301+83.68	94061.125	1755374.116
C6	301+83.68	94061.125	1755374.116	R=200.00' Δ=5°37'33" L=19.64' T=9.83'		302+03.32	94073.997	1755359.295
C7	303+17.27	94144.407	1755269.700	R=1000.00' Δ=2°59'21" L=52.17' T=26.09'		303+69.44	94175.559	1755227.859
L11	302+03.32	94073.997	1755359.295		N51°50'14"W 113.95'	303+17.27	94144.407	1755269.700
L12	303+69.44	94175.559	1755227.859		N54°49'35"W 79.97'	304+49.41	94221.628	1755162.488

LOVERS LANE CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L5	32+18.46	93088.395	1755169.512		N22°04'04"E 1228.66'	44+47.12	94227.048	1755631.126
L6	44+47.12	94227.048	1755631.126		N20°41'23"E 2194.09'	66+41.22	96279.638	1756406.316

DCR TRAIL CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L13	1000+77.34	94023.454	1755450.166		N24°41'57"E 78.81'	1001+56.15	94095.054	1755483.097
C8	1001+56.15	94095.054	1755483.097	R=200.00' Δ=3°31'27" L=12.30' T=6.15'		1001+68.45	94106.381	1755487.890
L14	1001+68.45	94106.381	1755487.890		N21°10'30"E 249.06'	1004+17.51	94338.622	1755577.855
C9	1004+17.51	94338.622	1755577.855	R=1200.00' Δ=2°12'23" L=46.21' T=23.11'		1004+63.72	94382.022	1755593.713

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BASELINE & CURB TIE PLANS

SCALE: 1"=20'

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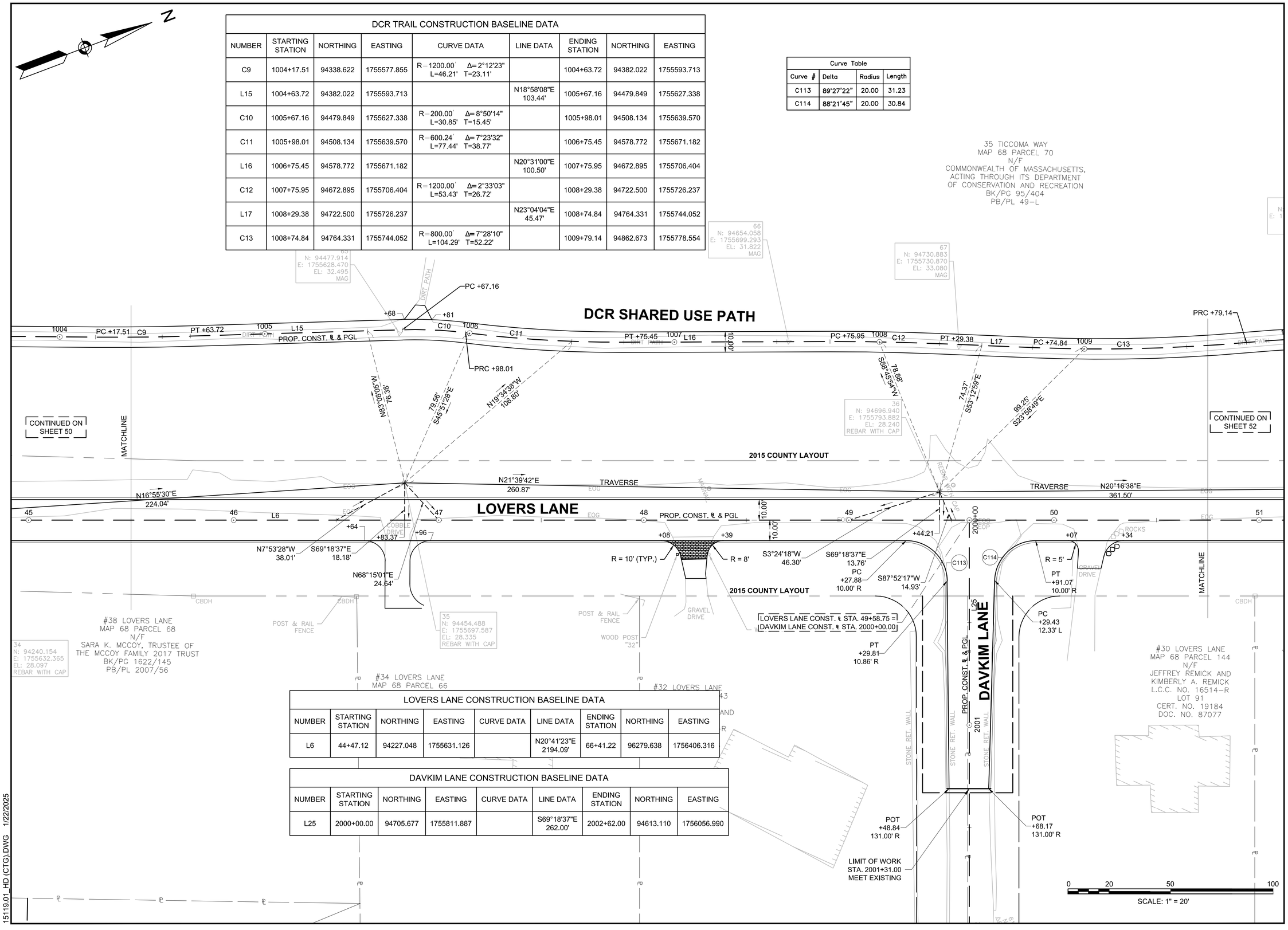
DCR TRAIL CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C9	1004+17.51	94338.622	1755577.855	R=1200.00' Δ=2°12'23" L=46.21' T=23.11'		1004+63.72	94382.022	1755593.713
L15	1004+63.72	94382.022	1755593.713		N18°58'08"E 103.44'	1005+67.16	94479.849	1755627.338
C10	1005+67.16	94479.849	1755627.338	R=200.00' Δ=8°50'14" L=30.85' T=15.45'		1005+98.01	94508.134	1755639.570
C11	1005+98.01	94508.134	1755639.570	R=600.24' Δ=7°23'32" L=77.44' T=38.77'		1006+75.45	94578.772	1755671.182
L16	1006+75.45	94578.772	1755671.182		N20°31'00"E 100.50'	1007+75.95	94672.895	1755706.404
C12	1007+75.95	94672.895	1755706.404	R=1200.00' Δ=2°33'03" L=53.43' T=26.72'		1008+29.38	94722.500	1755726.237
L17	1008+29.38	94722.500	1755726.237		N23°04'04"E 45.47'	1008+74.84	94764.331	1755744.052
C13	1008+74.84	94764.331	1755744.052	R=800.00' Δ=7°28'10" L=104.29' T=52.22'		1009+79.14	94862.673	1755778.554

Curve Table			
Curve #	Delta	Radius	Length
C113	89°27'22"	20.00	31.23
C114	88°21'45"	20.00	30.84



LOVERS LANE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L6	44+47.12	94227.048	1755631.126		N20°41'23"E 2194.09'	66+41.22	96279.638	1756406.316

DAVKIM LANE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L25	2000+00.00	94705.677	1755811.887		S69°18'37"E 262.00'	2002+62.00	94613.110	1756056.990

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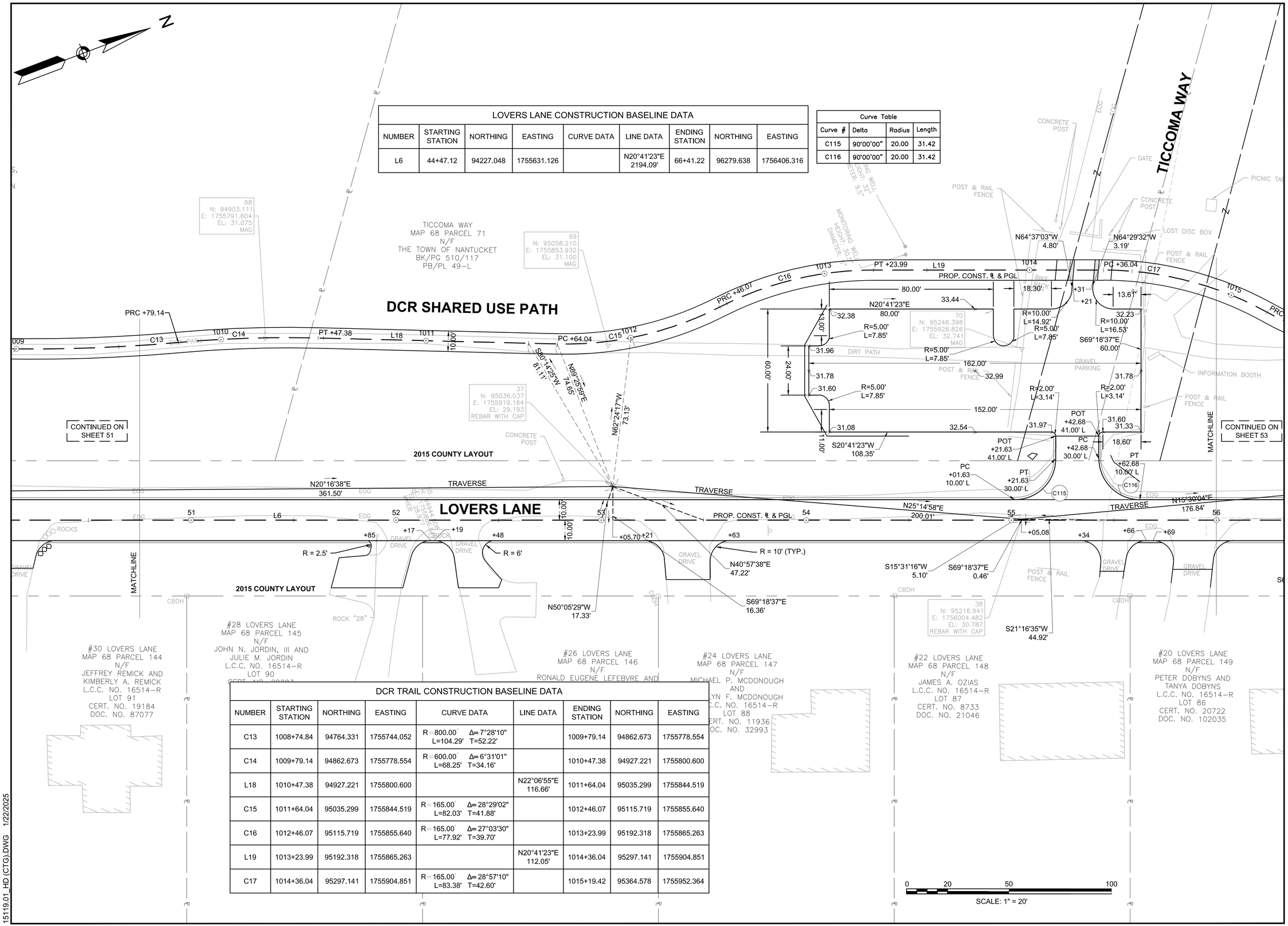

LOVERS LANE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L6	44+47.12	94227.048	1755631.126		N20°41'23"E 2194.09'	66+41.22	96279.638	1756406.316

Curve Table			
Curve #	Delta	Radius	Length
C115	90°00'00"	20.00	31.42
C116	90°00'00"	20.00	31.42

DCR TRAIL CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C13	1008+74.84	94764.331	1755744.052	R=800.00' Δ=7°28'10" L=104.29' T=52.22'		1009+79.14	94862.673	1755778.554
C14	1009+79.14	94862.673	1755778.554	R=600.00' Δ=6°31'01" L=68.25' T=34.16'		1010+47.38	94927.221	1755800.600
L18	1010+47.38	94927.221	1755800.600		N22°06'55"E 116.66'	1011+64.04	95035.299	1755844.519
C15	1011+64.04	95035.299	1755844.519	R=165.00' Δ=28°29'02" L=82.03' T=41.88'		1012+46.07	95115.719	1755855.640
C16	1012+46.07	95115.719	1755855.640	R=165.00' Δ=27°03'30" L=77.92' T=39.70'		1013+23.99	95192.318	1755865.263
L19	1013+23.99	95192.318	1755865.263		N20°41'23"E 112.05'	1014+36.04	95297.141	1755904.851
C17	1014+36.04	95297.141	1755904.851	R=165.00' Δ=28°57'10" L=83.38' T=42.60'		1015+19.42	95364.578	1755952.364

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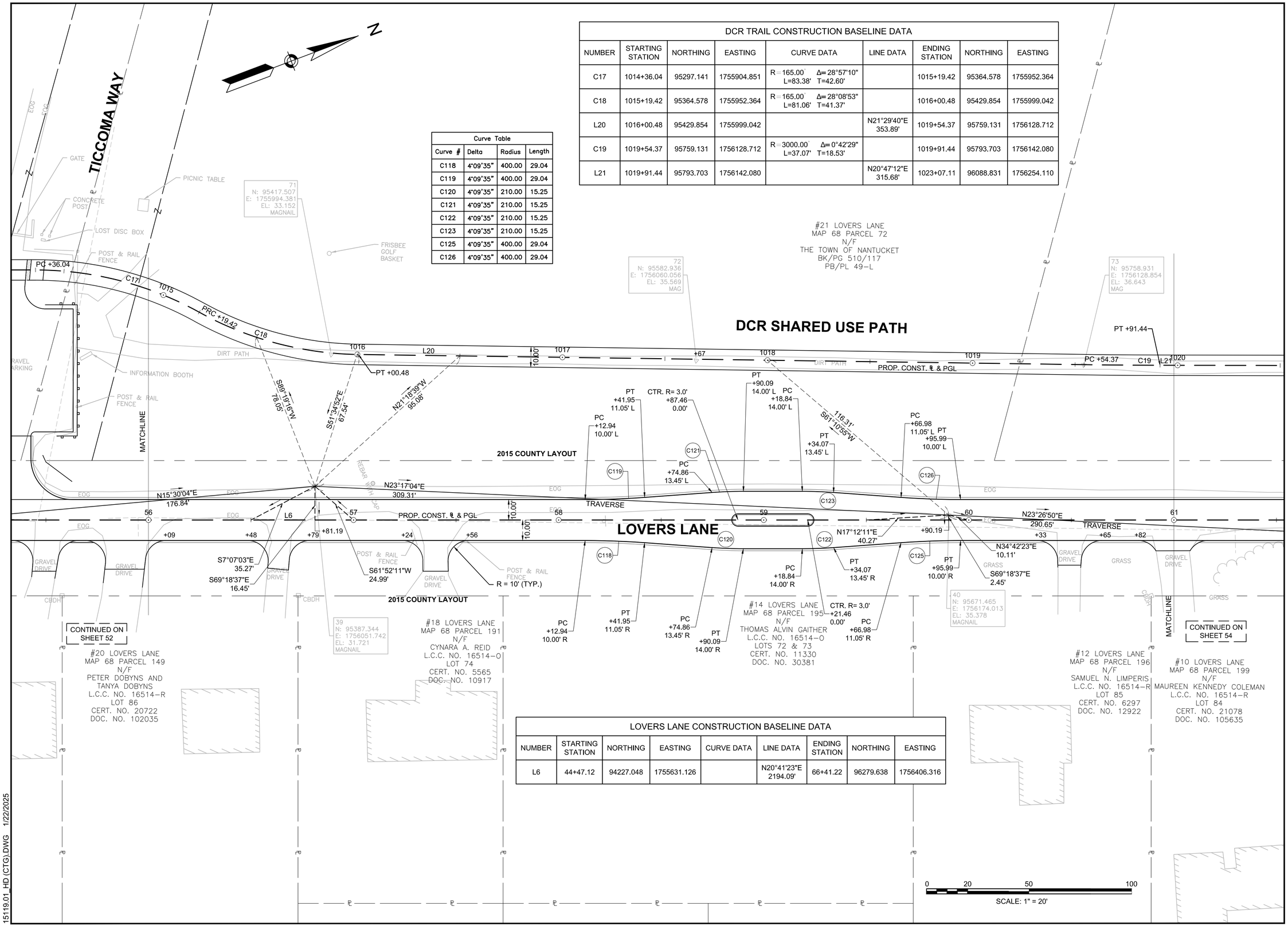

Curve Table			
Curve #	Delta	Radius	Length
C118	4°09'35"	400.00	29.04
C119	4°09'35"	400.00	29.04
C120	4°09'35"	210.00	15.25
C121	4°09'35"	210.00	15.25
C122	4°09'35"	210.00	15.25
C123	4°09'35"	210.00	15.25
C125	4°09'35"	400.00	29.04
C126	4°09'35"	400.00	29.04

DCR TRAIL CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C17	1014+36.04	95297.141	1755904.851	R=165.00' Δ=28°57'10" L=83.38' T=42.60'		1015+19.42	95364.578	1755952.364
C18	1015+19.42	95364.578	1755952.364	R=165.00' Δ=28°08'53" L=81.06' T=41.37'		1016+00.48	95429.854	1755999.042
L20	1016+00.48	95429.854	1755999.042		N21°29'40"E 353.89'	1019+54.37	95759.131	1756128.712
C19	1019+54.37	95759.131	1756128.712	R=3000.00' Δ=0°42'29" L=37.07' T=18.53'		1019+91.44	95793.703	1756142.080
L21	1019+91.44	95793.703	1756142.080		N20°47'12"E 315.68'	1023+07.11	96088.831	1756254.110

LOVERS LANE CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L6	44+47.12	94227.048	1755631.126		N20°41'23"E 2194.09'	66+41.22	96279.638	1756406.316

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Curve Table			
Curve #	Delta	Radius	Length
C117	92°03'32"	20.00	32.13

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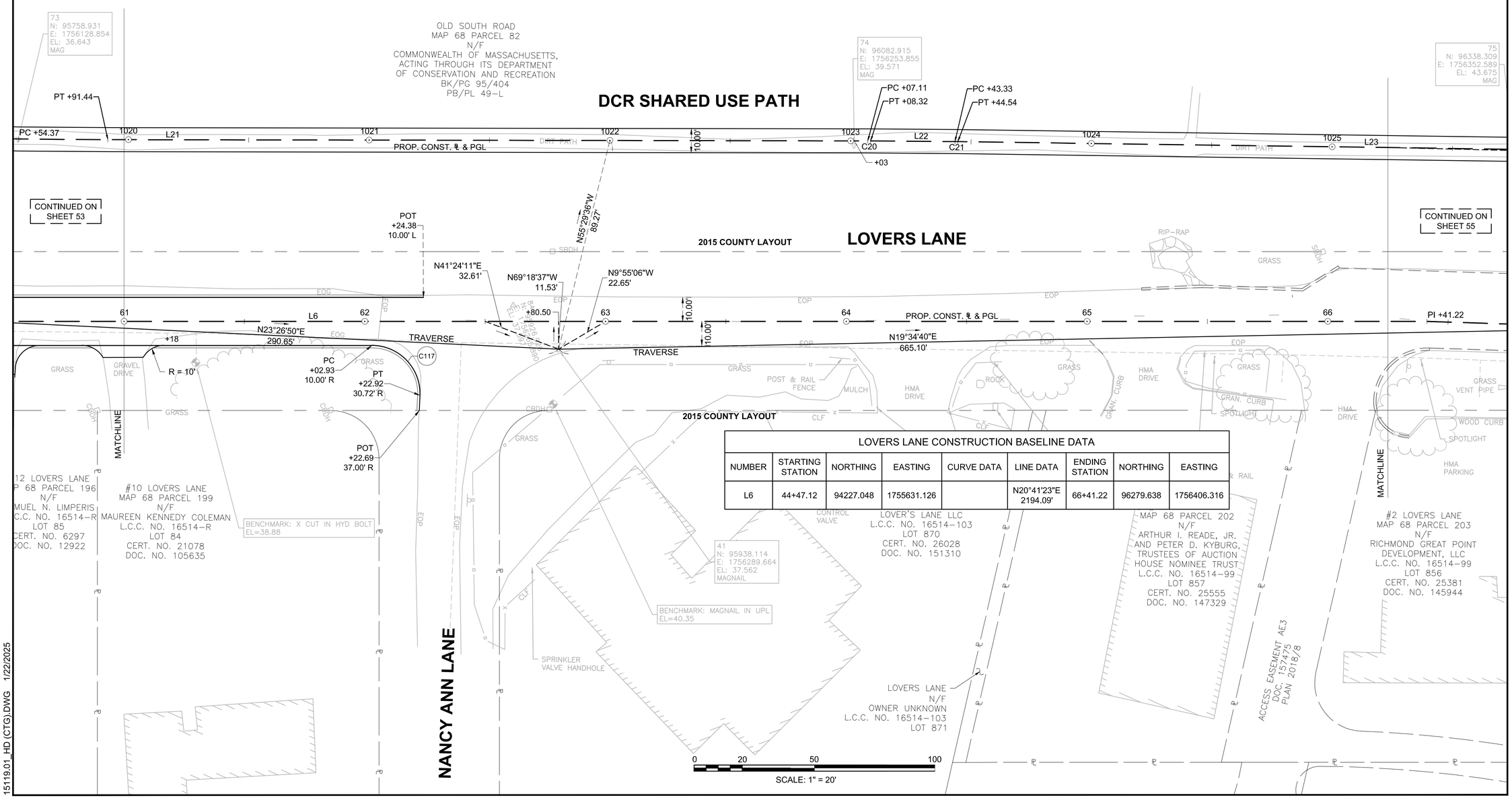
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L21	1019+91.44	95793.703	1756142.080		N20°47'12"E 315.68'	1023+07.11	96088.831	1756254.110
C20	1023+07.11	96088.831	1756254.110	R=200.00' Δ=0°20'45" L=1.21' T=0.60'		1023+08.32	96089.958	1756254.542
L22	1023+08.32	96089.958	1756254.542		N21°07'57"E 35.01'	1023+43.33	96122.611	1756267.163
C21	1023+43.33	96122.611	1756267.163	R=200.00' Δ=0°20'45" L=1.21' T=0.60'		1023+44.54	96123.735	1756267.601
L23	1023+44.54	96123.735	1756267.601		N21°28'42"E 375.61'	1027+20.14	96473.258	1756405.129



LOVERS LANE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L6	44+47.12	94227.048	1755631.126		N20°41'23"E 2194.09'	66+41.22	96279.638	1756406.316

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SURFSIDE AREA TRANSPORTATION ENHANCEMENTS
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BASELINE & CURB TIE PLANS

SCALE: 1"=20'

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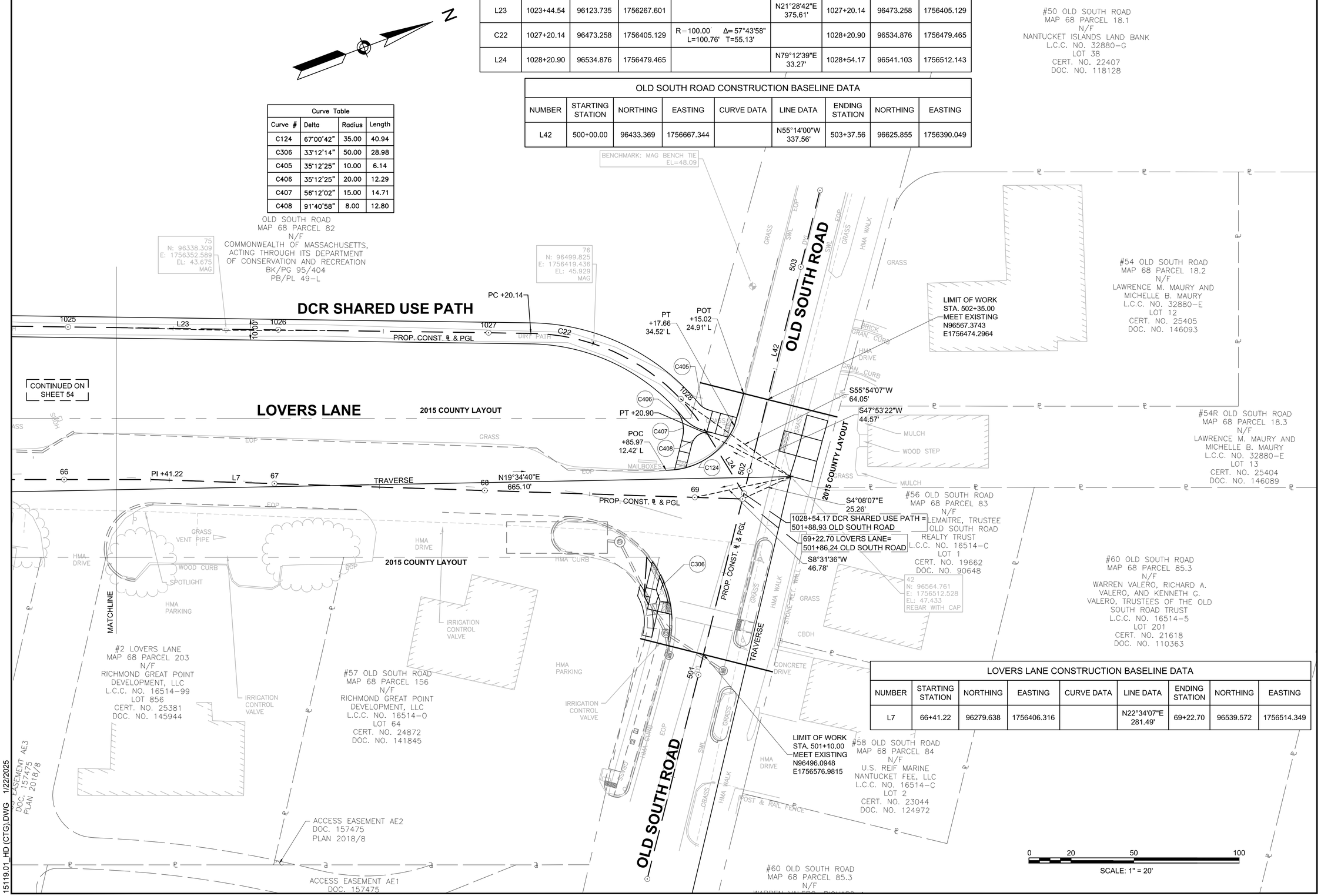
DCR TRAIL CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L23	1023+44.54	96123.735	1756267.601		N21°28'42"E 375.61'	1027+20.14	96473.258	1756405.129
C22	1027+20.14	96473.258	1756405.129	R=100.00' Δ=57°43'58" L=100.76' T=55.13'		1028+20.90	96534.876	1756479.465
L24	1028+20.90	96534.876	1756479.465		N79°12'39"E 33.27'	1028+54.17	96541.103	1756512.143

OLD SOUTH ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L42	500+00.00	96433.369	1756667.344		N55°14'00"W 337.56'	503+37.56	96625.855	1756390.049

Curve Table			
Curve #	Delta	Radius	Length
C124	67°00'42"	35.00	40.94
C306	33°12'14"	50.00	28.98
C405	35°12'25"	10.00	6.14
C406	35°12'25"	20.00	12.29
C407	56°12'02"	15.00	14.71
C408	91°40'58"	8.00	12.80



LOVERS LANE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L7	66+41.22	96279.638	1756406.316		N22°34'07"E 281.49'	69+22.70	96539.572	1756514.349

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BASELINE & CURB TIE PLANS

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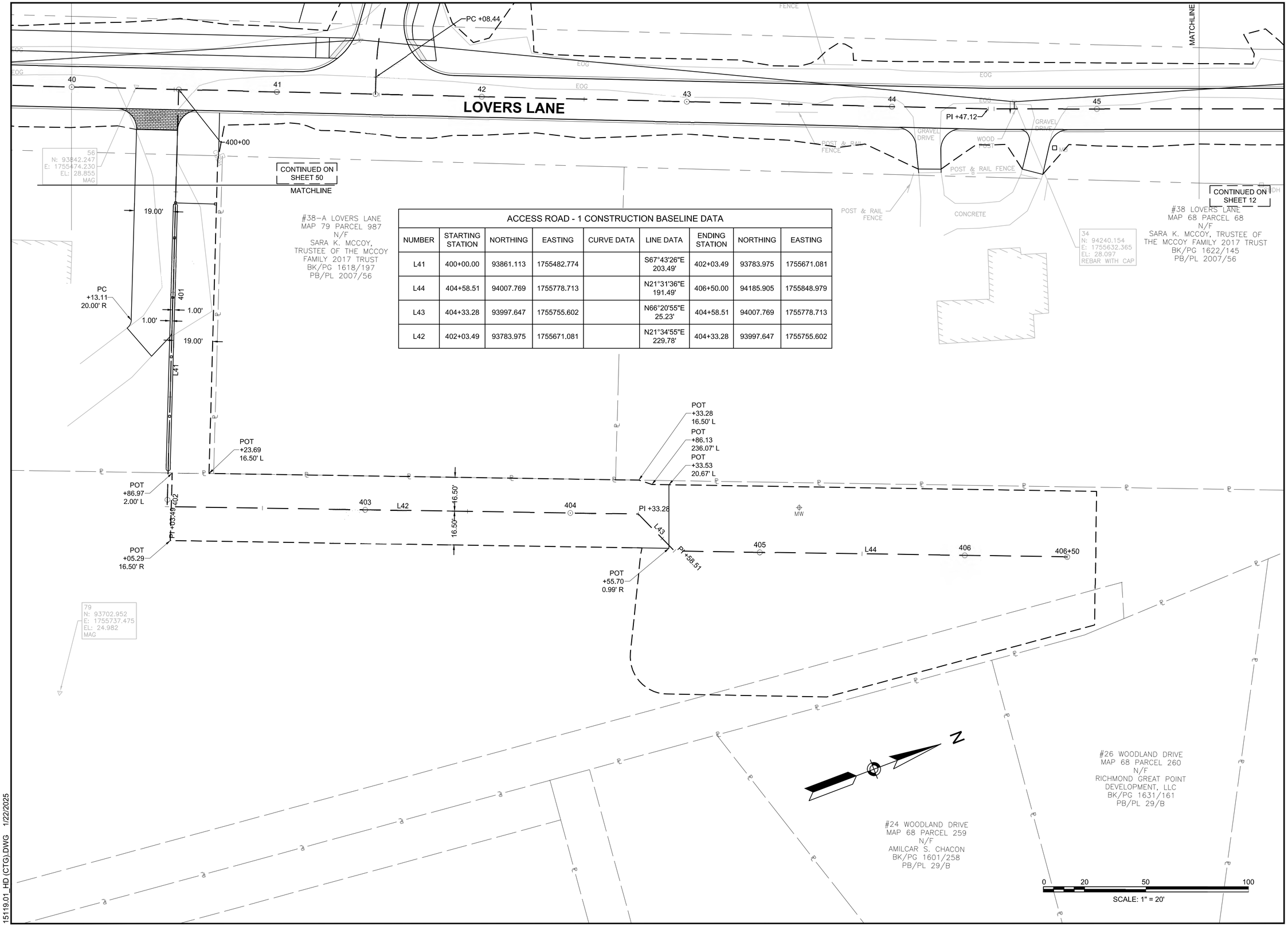

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ACCESS ROAD - 1 CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L41	400+00.00	93861.113	1755482.774		S67°43'26"E 203.49'	402+03.49	93783.975	1755671.081
L44	404+58.51	94007.769	1755778.713		N21°31'36"E 191.49'	406+50.00	94185.905	1755848.979
L43	404+33.28	93997.647	1755755.602		N66°20'55"E 25.23'	404+58.51	94007.769	1755778.713
L42	402+03.49	93783.975	1755671.081		N21°34'55"E 229.78'	404+33.28	93997.647	1755755.602

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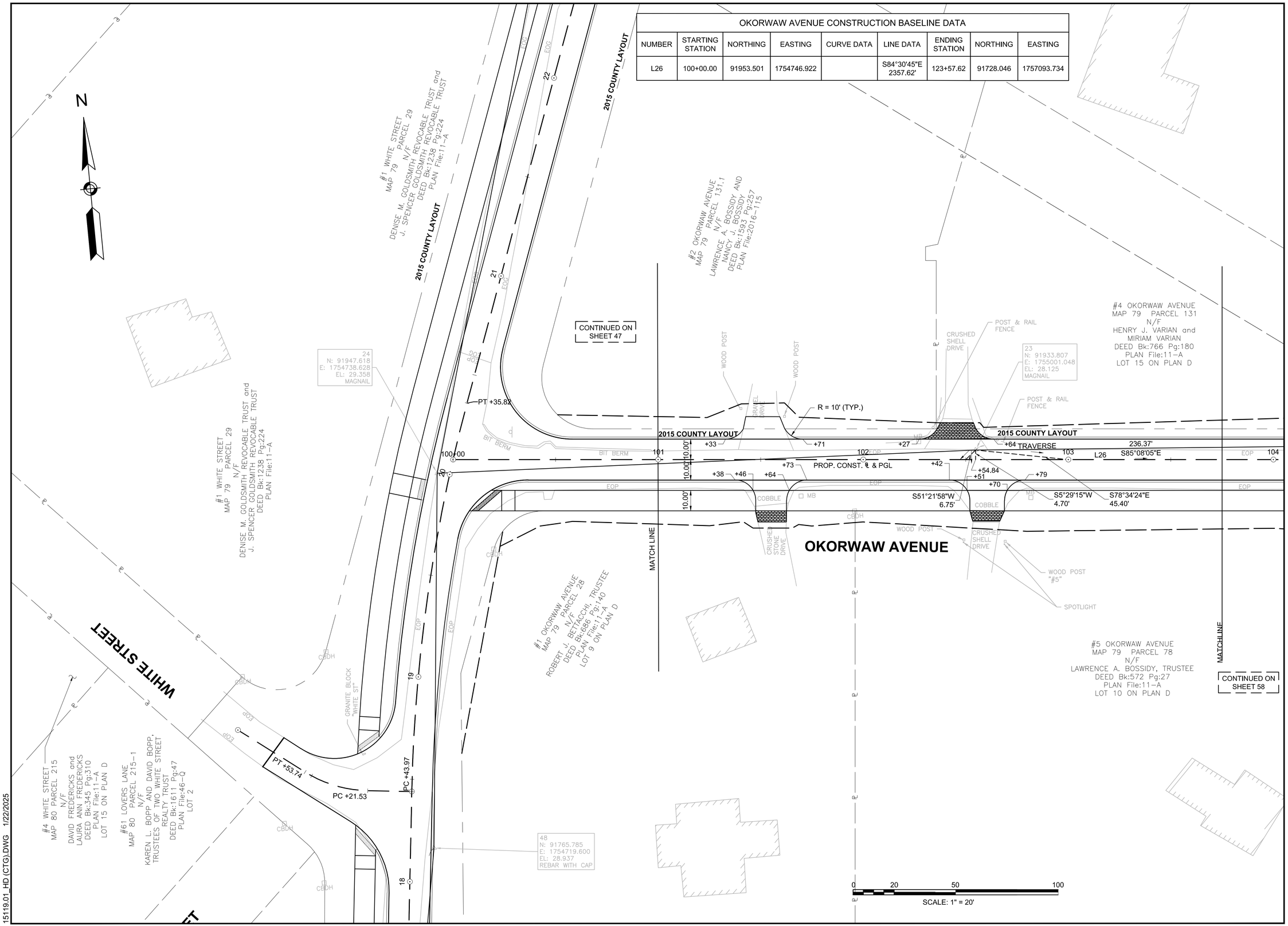
OKORWAW AVENUE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L26	100+00.00	91953.501	1754746.922		S84°30'45"E 2357.62'	123+57.62	91728.046	1757093.734



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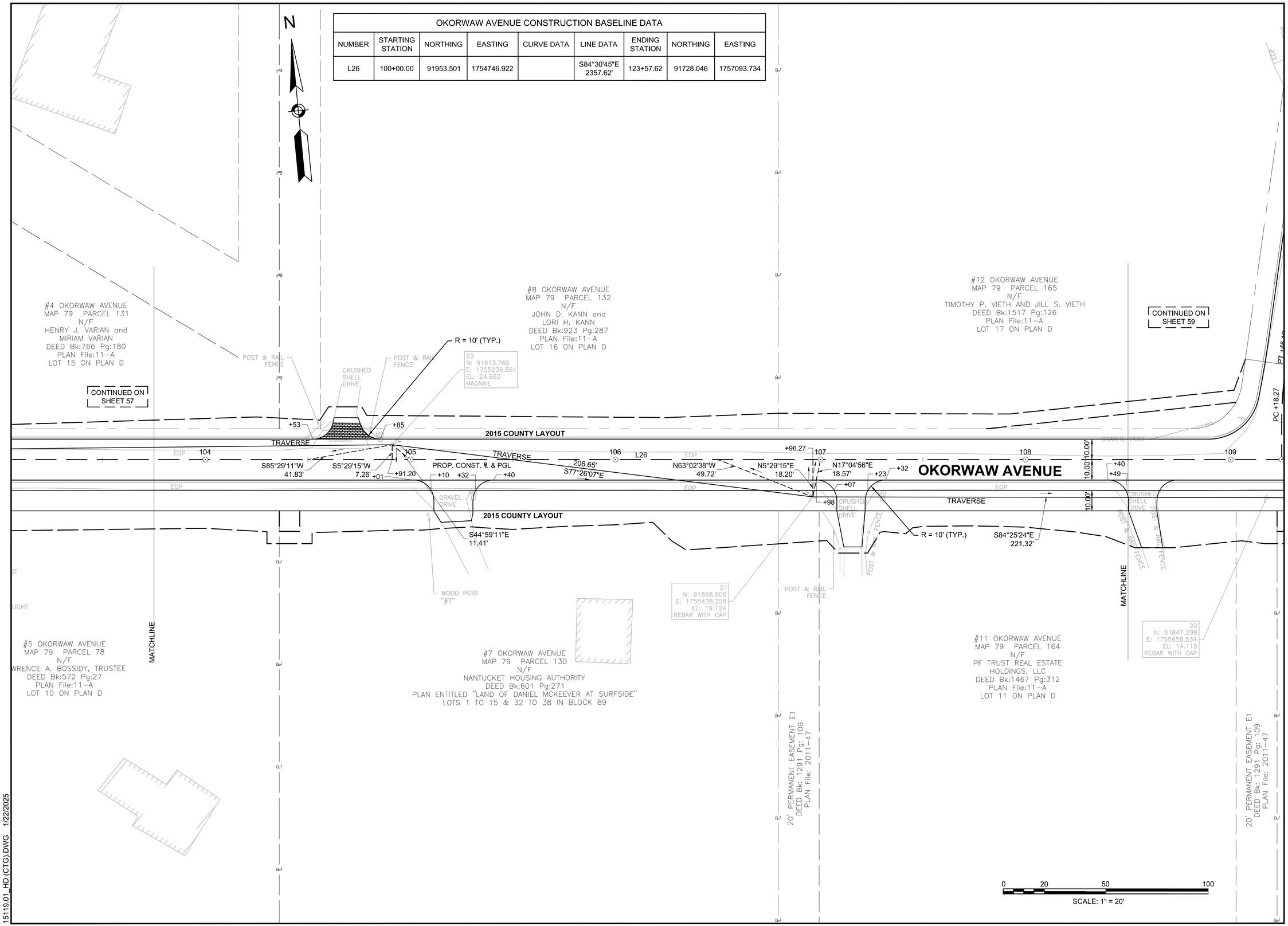
OKORWAW AVENUE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L26	100+00.00	91953.501	1754746.922		S84°30'45"E 2357.62'	123+57.62	91728.046	1757093.734



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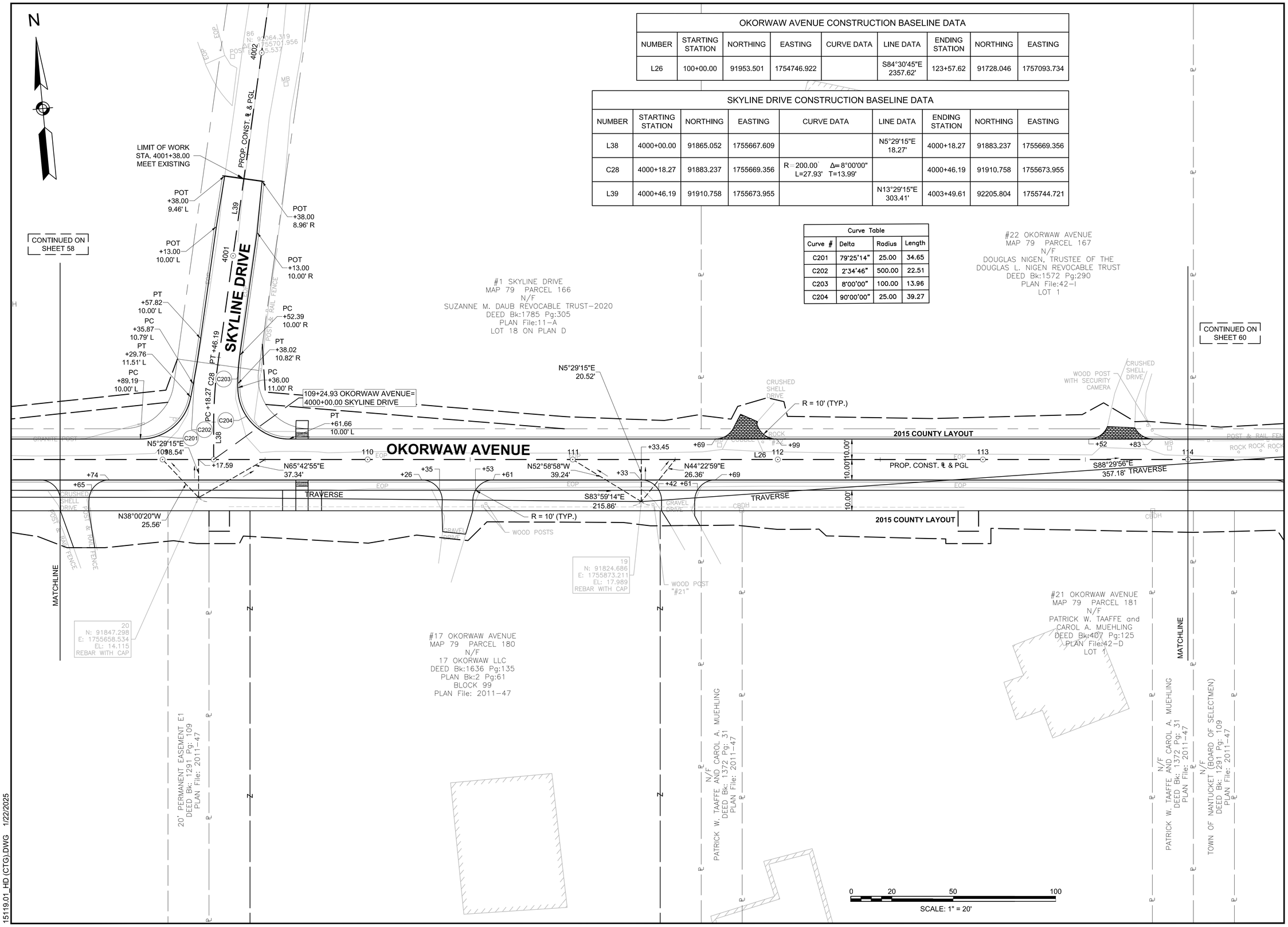
OKORWAW AVENUE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L26	100+00.00	91953.501	1754746.922		S84°30'45"E 2357.62'	123+57.62	91728.046	1757093.734

SKYLINE DRIVE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L38	4000+00.00	91865.052	1755667.609		N5°29'15"E 18.27'	4000+18.27	91883.237	1755669.356
C28	4000+18.27	91883.237	1755669.356	R=200.00' Δ=8°00'00" L=27.93' T=13.99'		4000+46.19	91910.758	1755673.955
L39	4000+46.19	91910.758	1755673.955		N13°29'15"E 303.41'	4003+49.61	92205.804	1755744.721

Curve Table			
Curve #	Delta	Radius	Length
C201	79°25'14"	25.00	34.65
C202	2°34'46"	500.00	22.51
C203	8°00'00"	100.00	13.96
C204	90°00'00"	25.00	39.27



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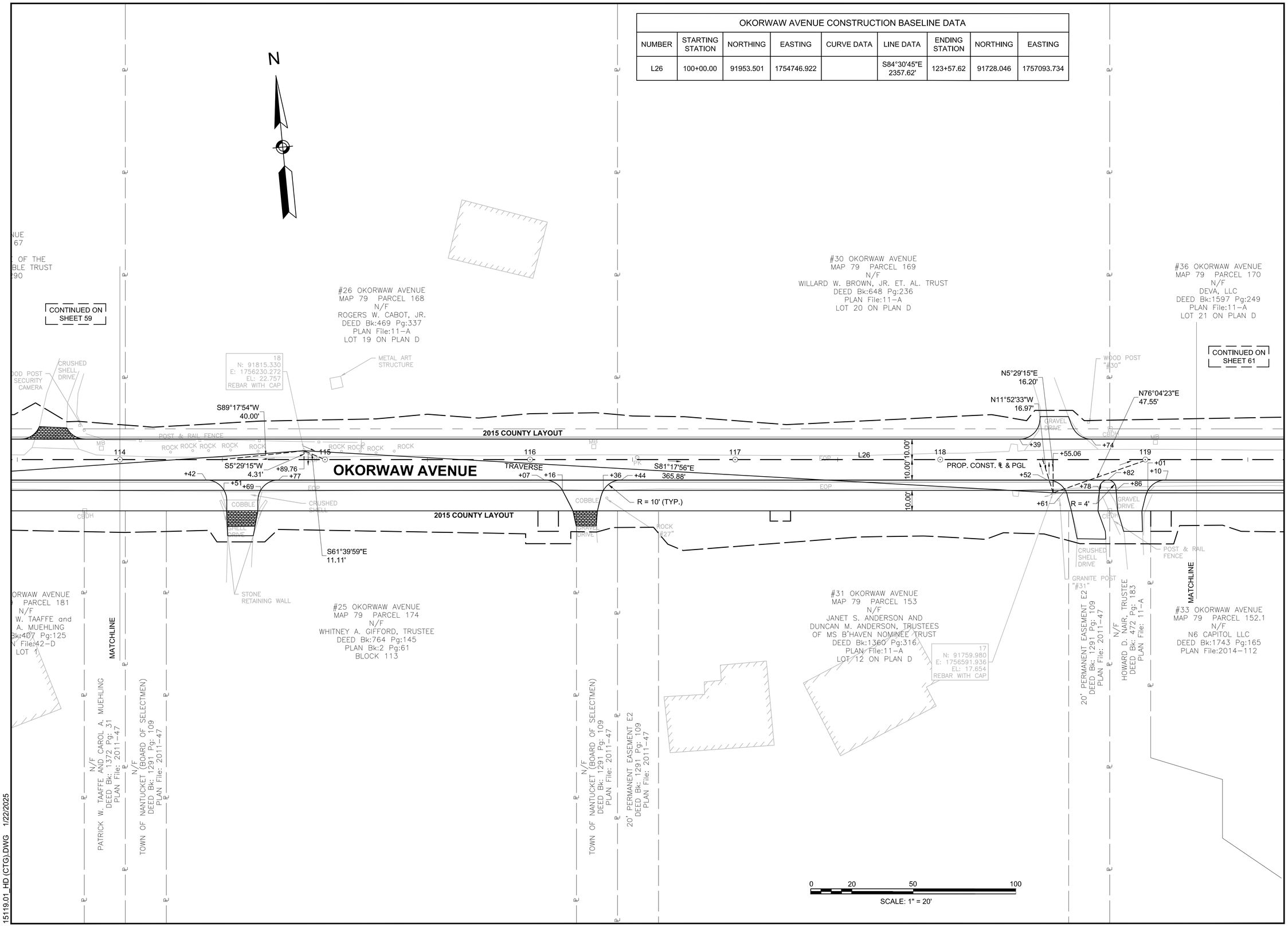
OKORWAW AVENUE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L26	100+00.00	91953.501	1754746.922		S84°30'45"E 2357.62'	123+57.62	91728.046	1757093.734



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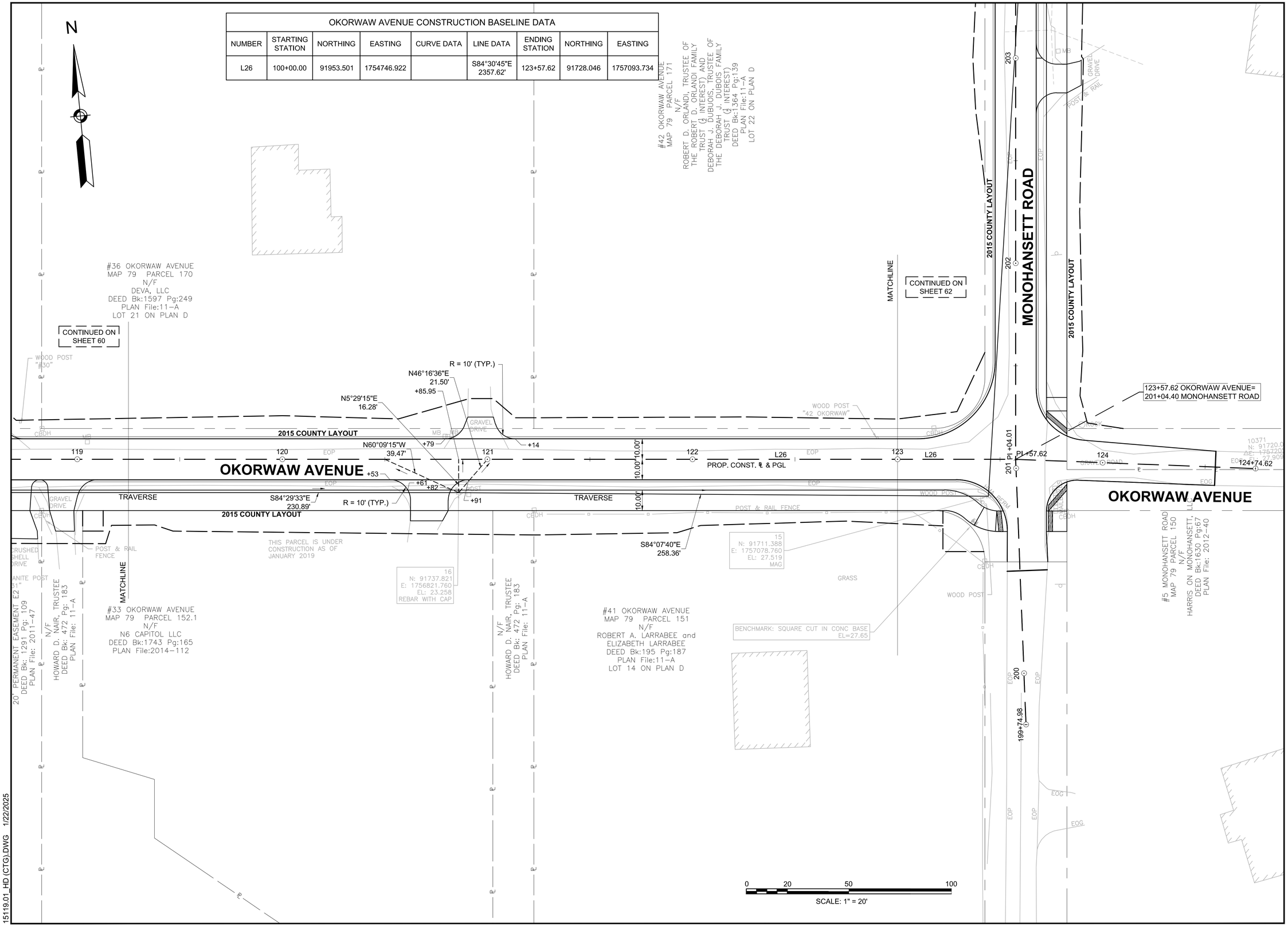
OKORWAW AVENUE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L26	100+00.00	91953.501	1754746.922		S84°30'45"E 2357.62'	123+57.62	91728.046	1757093.734



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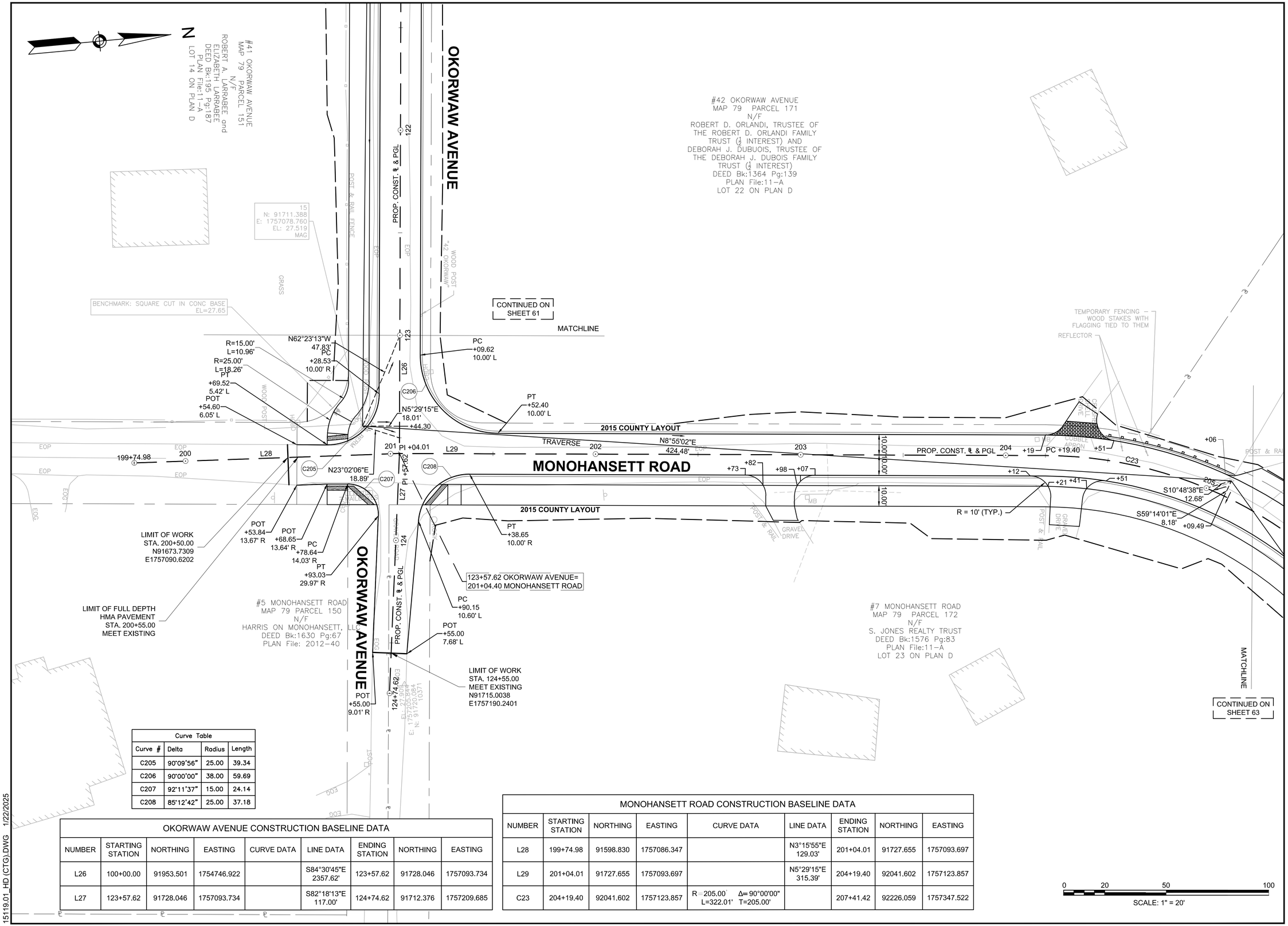

Curve Table			
Curve #	Delta	Radius	Length
C205	90°09'56"	25.00	39.34
C206	90°00'00"	38.00	59.69
C207	92°11'37"	15.00	24.14
C208	85°12'42"	25.00	37.18

OKORWAW AVENUE CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L26	100+00.00	91953.501	1754746.922		S84°30'45"E 2357.62'	123+57.62	91728.046	1757093.734
L27	123+57.62	91728.046	1757093.734		S82°18'13"E 117.00'	124+74.62	91712.376	1757209.685

MONOHANSETT ROAD CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L28	199+74.98	91598.830	1757086.347		N3°15'55"E 129.03'	201+04.01	91727.655	1757093.697
L29	201+04.01	91727.655	1757093.697		N5°29'15"E 315.39'	204+19.40	92041.602	1757123.857
C23	204+19.40	92041.602	1757123.857	R=205.00' Δ=90°00'00" L=322.01' T=205.00'		207+41.42	92226.059	1757347.522

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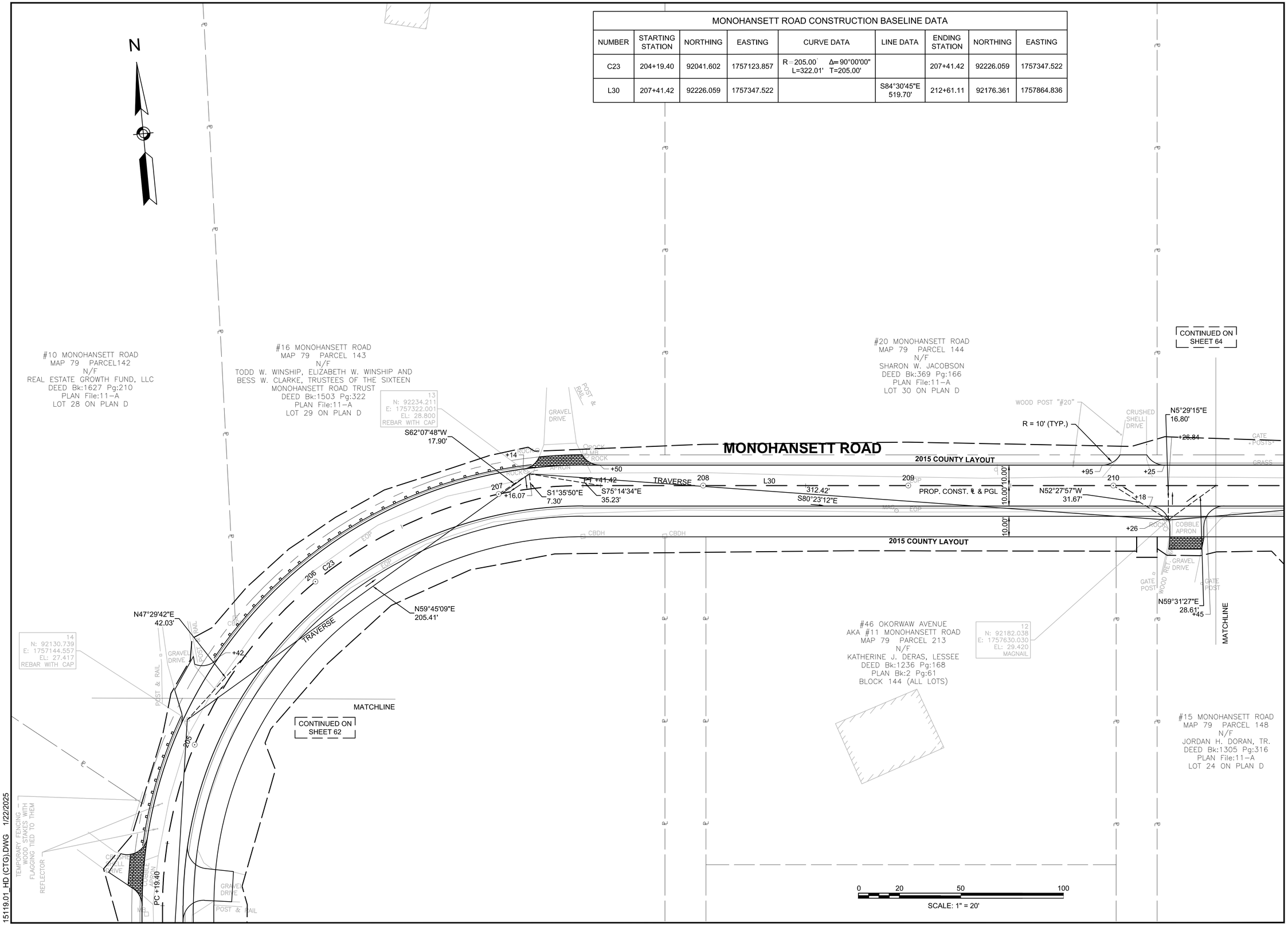
MONOHANSETT ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C23	204+19.40	92041.602	1757123.857	R=205.00' Δ=90°00'00" L=322.01' T=205.00'		207+41.42	92226.059	1757347.522
L30	207+41.42	92226.059	1757347.522		S84°30'45"E 519.70'	212+61.11	92176.361	1757864.836



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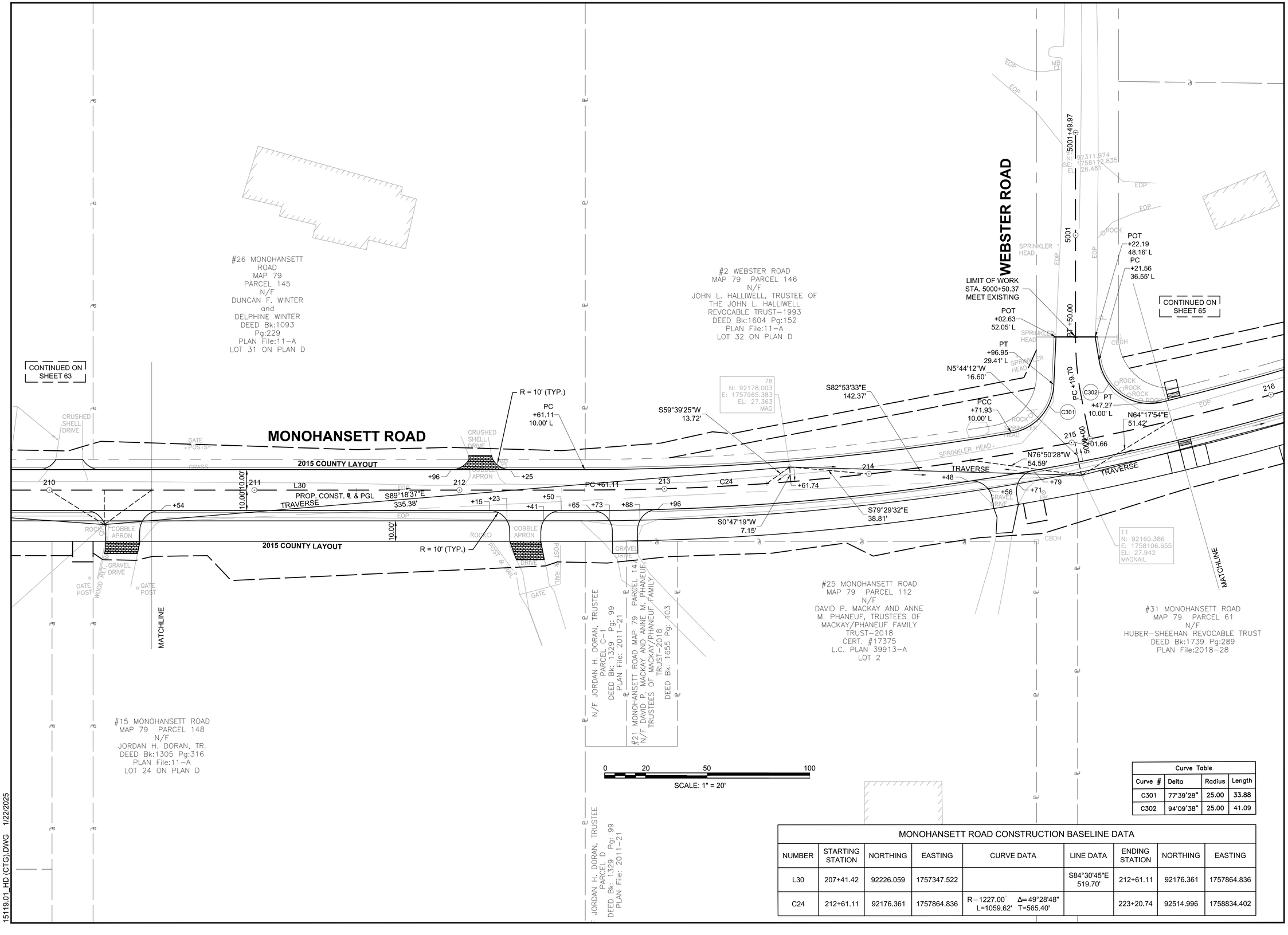

Curve Table			
Curve #	Delta	Radius	Length
C301	77°39'28"	25.00	33.88
C302	94°09'38"	25.00	41.09

MONOHANSETT ROAD CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L30	207+41.42	92226.059	1757347.522		S84°30'45"E 519.70'	212+61.11	92176.361	1757864.836
C24	212+61.11	92176.361	1757864.836	R=1227.00 Δ=49°28'48" L=1059.62' T=565.40'		223+20.74	92514.996	1758834.402

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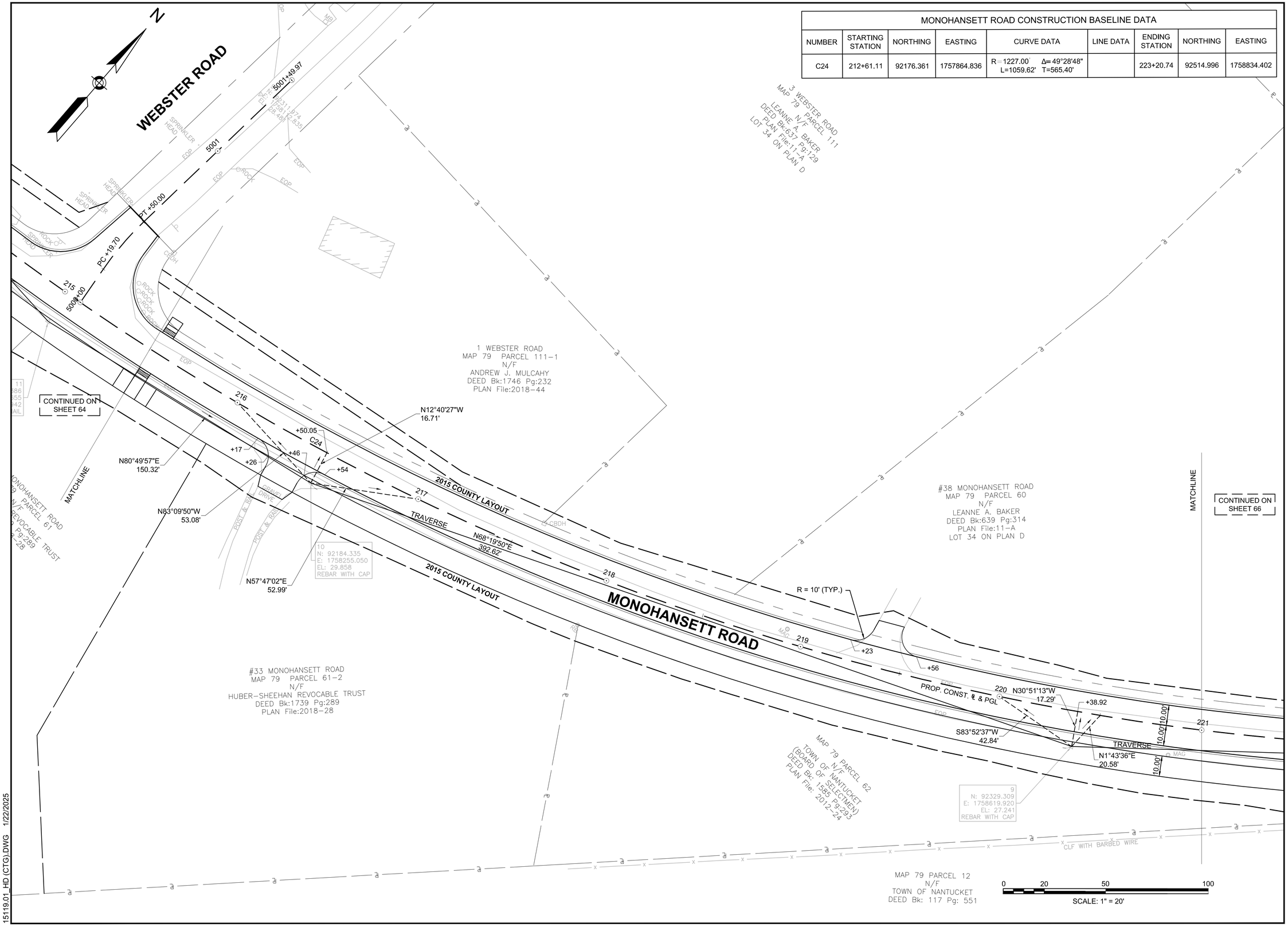
MONOHANSETT ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C24	212+61.11	92176.361	1757864.836	R=1227.00' Δ=49°28'48" L=1059.62' T=565.40'		223+20.74	92514.996	1758834.402



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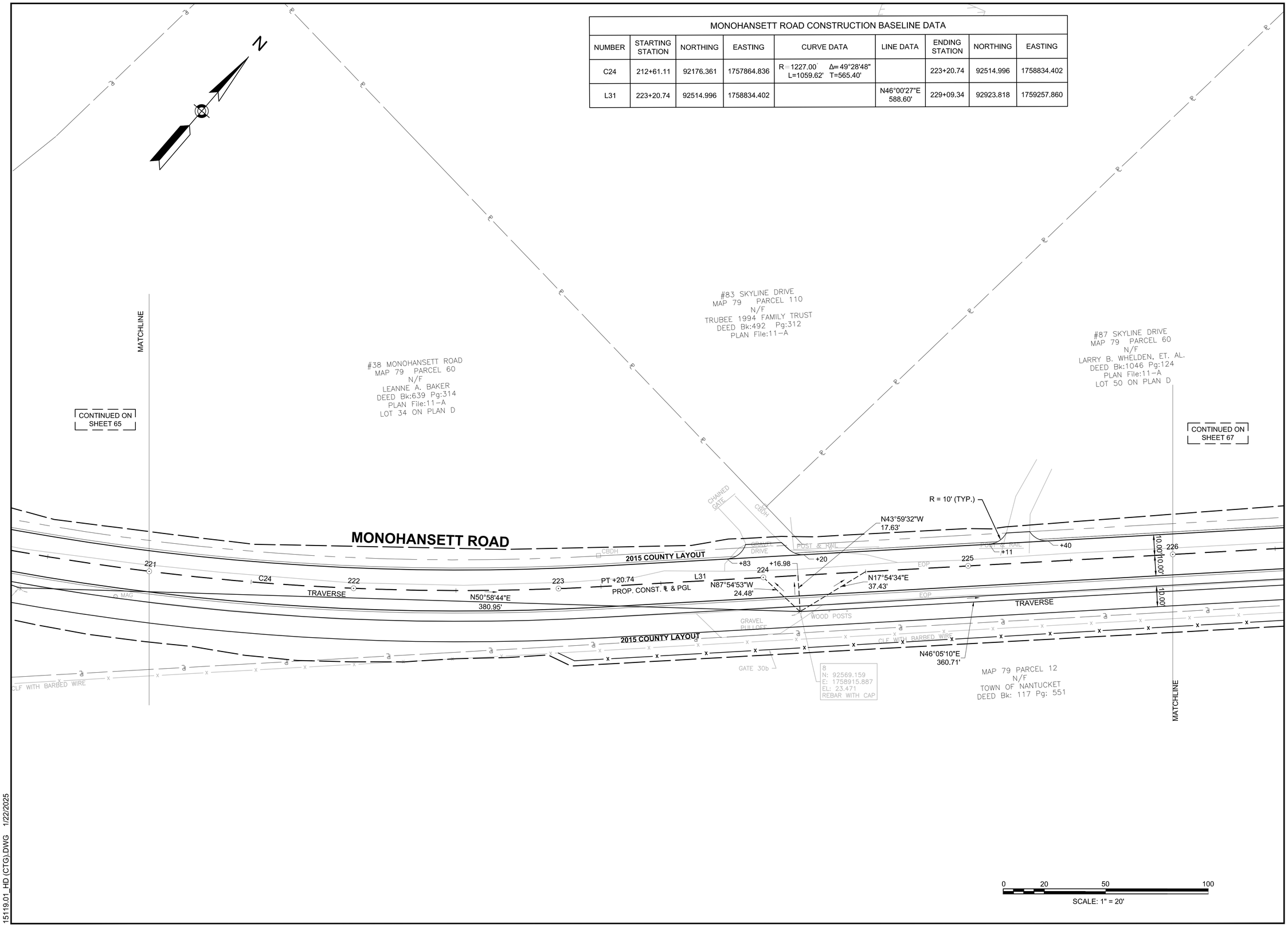
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C24	212+61.11	92176.361	1757864.836	R=1227.00' Δ=49°28'48" L=1059.62' T=565.40'		223+20.74	92514.996	1758834.402
L31	223+20.74	92514.996	1758834.402		N46°00'27"E 588.60'	229+09.34	92923.818	1759257.860



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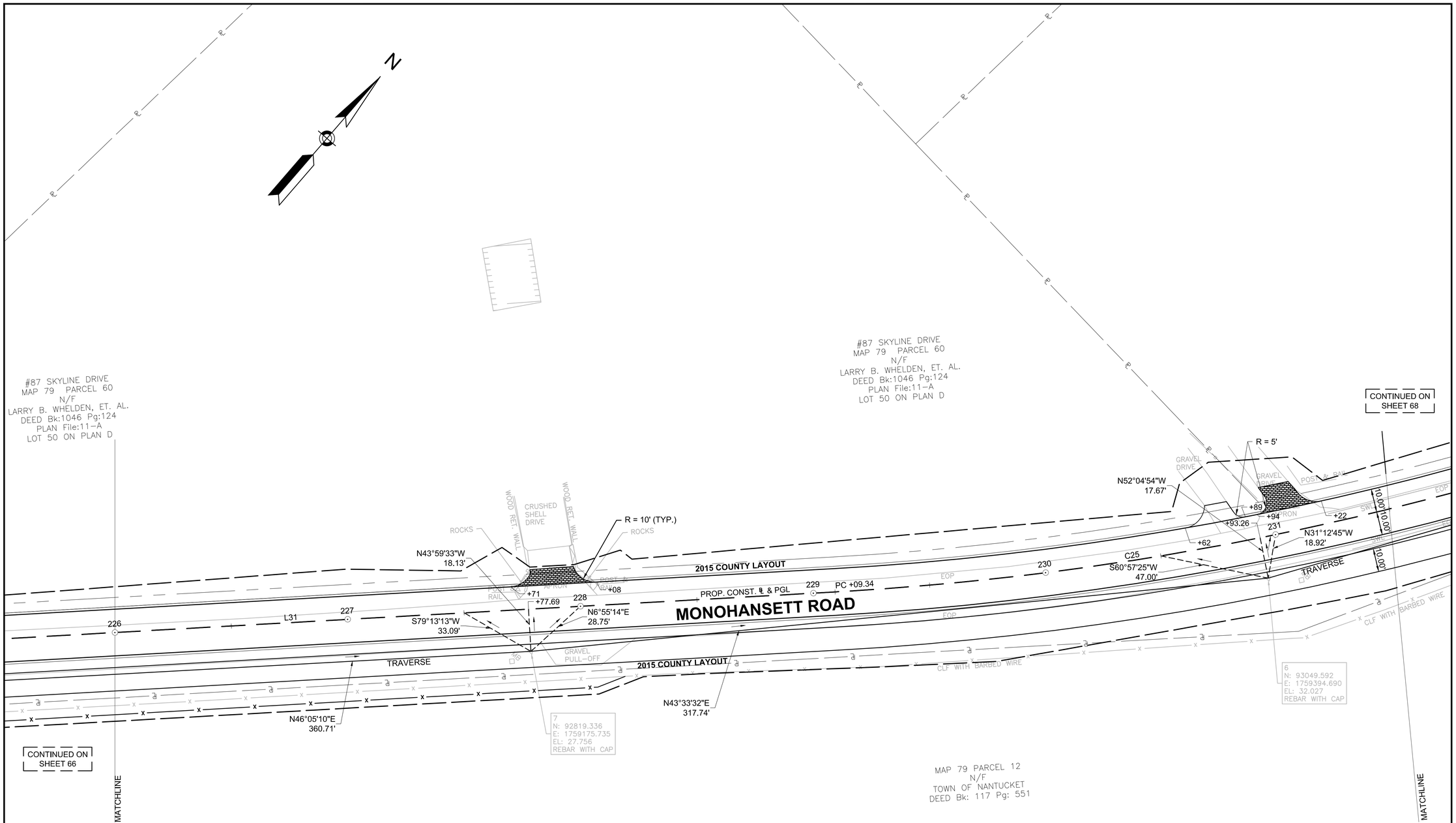

MONOHANSETT ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L31	223+20.74	92514.996	1758834.402		N46°00'27"E 588.60'	229+09.34	92923.818	1759257.860
C25	229+09.34	92923.818	1759257.860	R=1305.00' Δ=16°53'51" L=384.87' T=193.84'		232+94.21	93227.808	1759491.616

0 20 50 100

SCALE: 1" = 20'

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Engineering & Construction Services
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http://www.gpinet.com

PREPARED FOR
TOWN OF NANTUCKET
16 BROAD STREET
NANTUCKET, MA

SURFSIDE AREA TRANSPORTATION ENHANCEMENTS
LOVERS LANE, OKORWAW AVENUE & MONOHANSETT ROAD
NANTUCKET, MA

REVISIONS

NO.	REVISION	DATE

3/19/2025

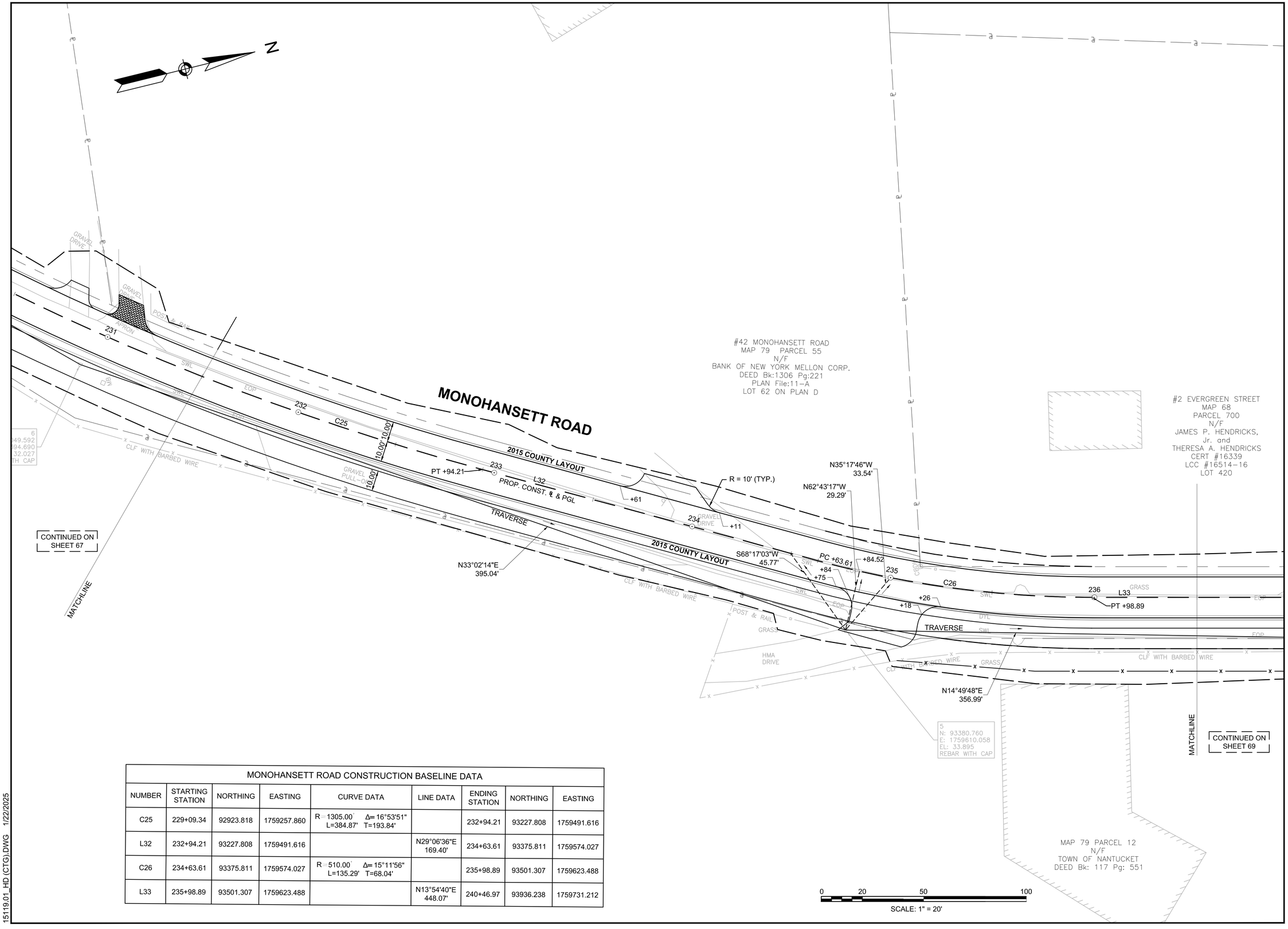
DRAWN/DESIGN BY	CHECKED BY
NJA	ZEW

BASELINE & CURB TIE PLANS

SCALE: 1"=20'

15119

15119.01_HD (CTG).DWG 1/22/2025



MONOHANSETT ROAD CONSTRUCTION BASELINE DATA

NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
C25	229+09.34	92923.818	1759257.860	R=1305.00' Δ=16°53'51" L=384.87' T=193.84'		232+94.21	93227.808	1759491.616
L32	232+94.21	93227.808	1759491.616		N29°06'36"E 169.40'	234+63.61	93375.811	1759574.027
C26	234+63.61	93375.811	1759574.027	R=510.00' Δ=15°11'56" L=135.29' T=68.04'		235+98.89	93501.307	1759623.488
L33	235+98.89	93501.307	1759623.488		N13°54'40"E 448.07'	240+46.97	93936.238	1759731.212

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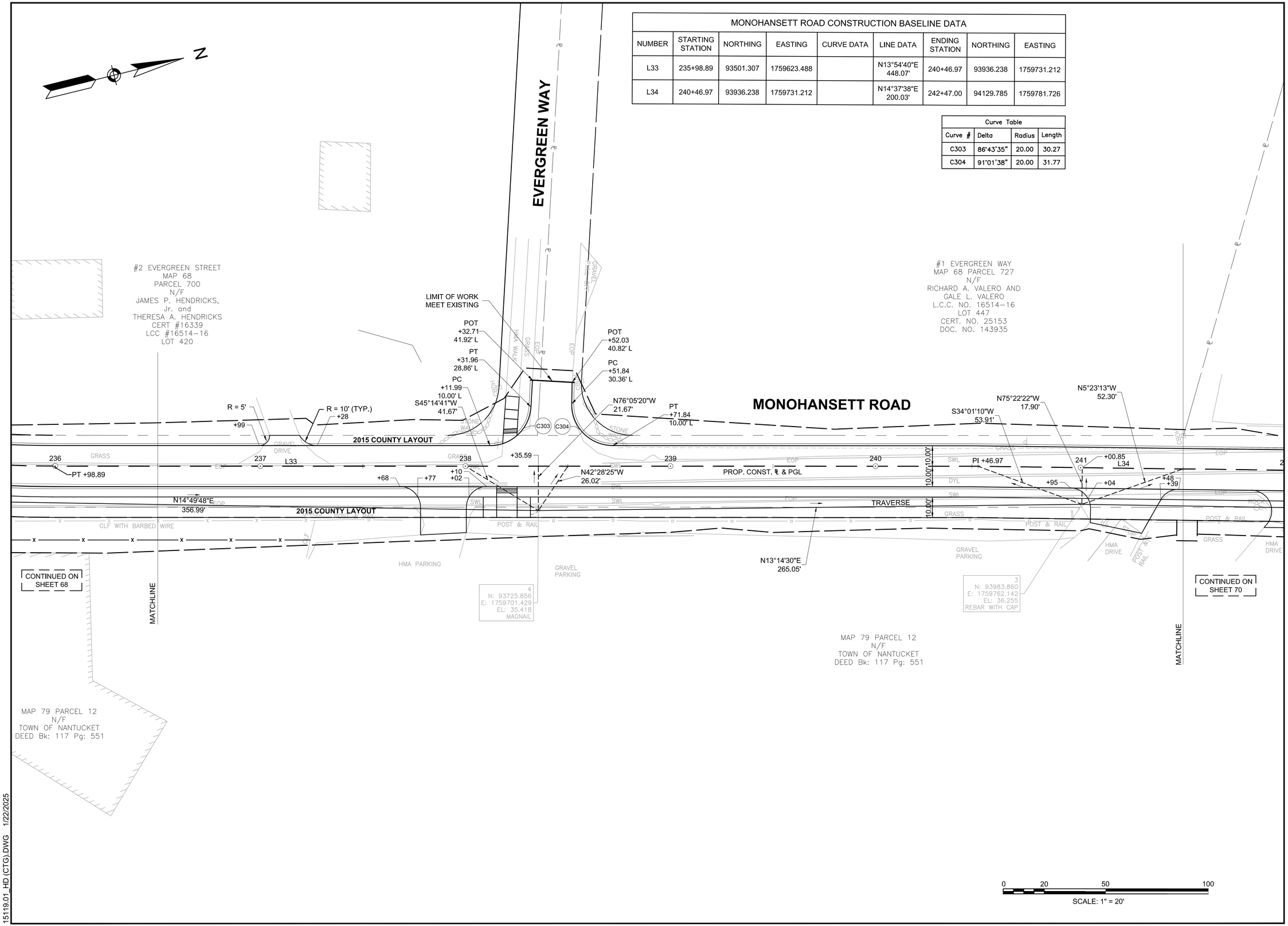
MONOHANSETT ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L33	235+98.89	93501.307	1759623.488		N13°54'40"E 448.07'	240+46.97	93936.238	1759731.212
L34	240+46.97	93936.238	1759731.212		N14°37'38"E 200.03'	242+47.00	94129.785	1759781.726

Curve Table			
Curve #	Delta	Radius	Length
C303	86°43'35"	20.00	30.27
C304	91°01'38"	20.00	31.77



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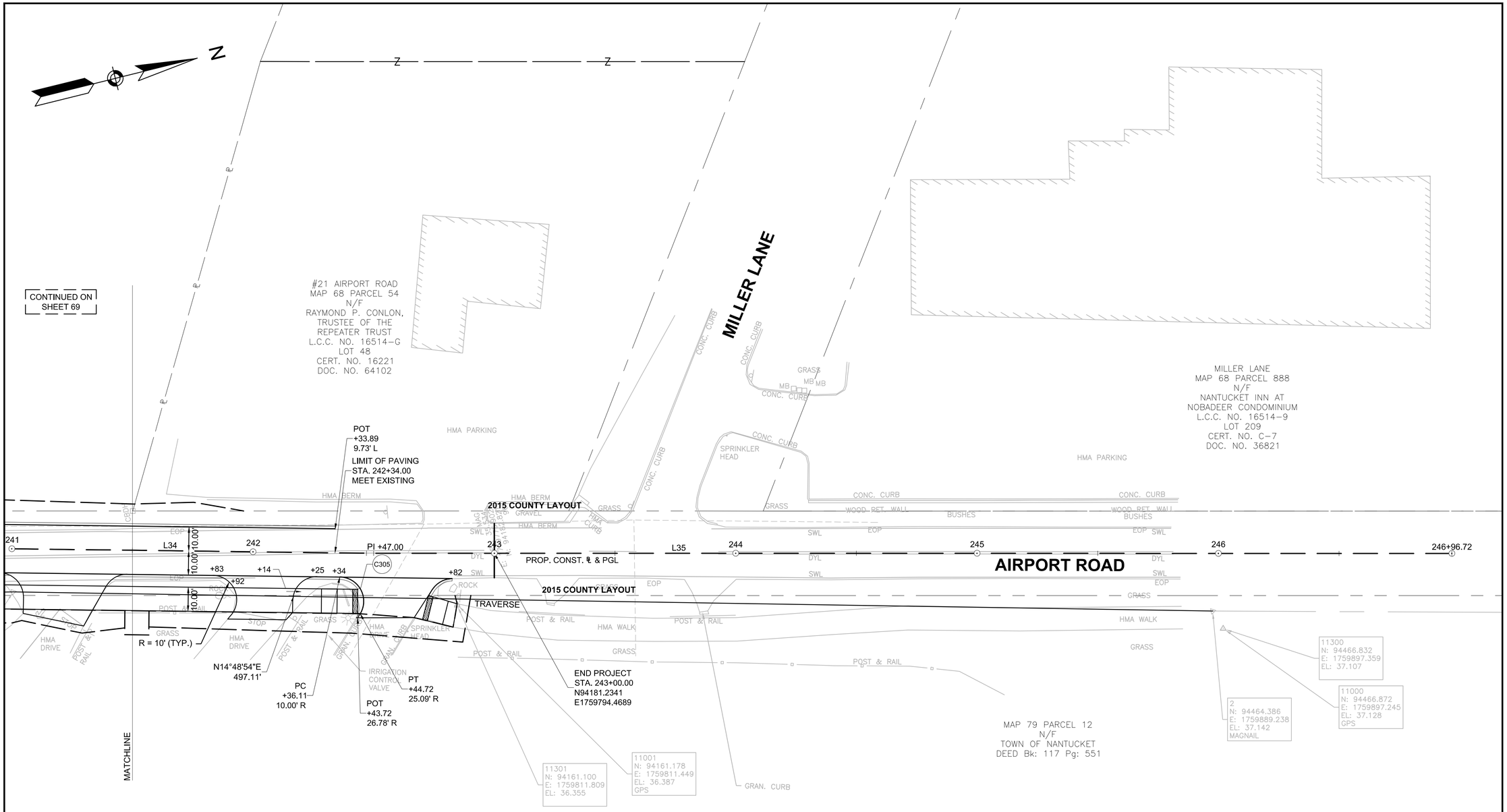

Curve Table			
Curve #	Delta	Radius	Length
C305	120°33'55"	10.00	21.04

MONOHANSETT ROAD CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
L34	240+46.97	93936.238	1759731.212		N14°37'38"E 200.03'	242+47.00	94129.785	1759781.726
L35	242+47.00	94129.785	1759781.726		N13°54'40"E 449.72'	246+96.72	94566.317	1759889.847

0 20 50 100
SCALE: 1" = 20'

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