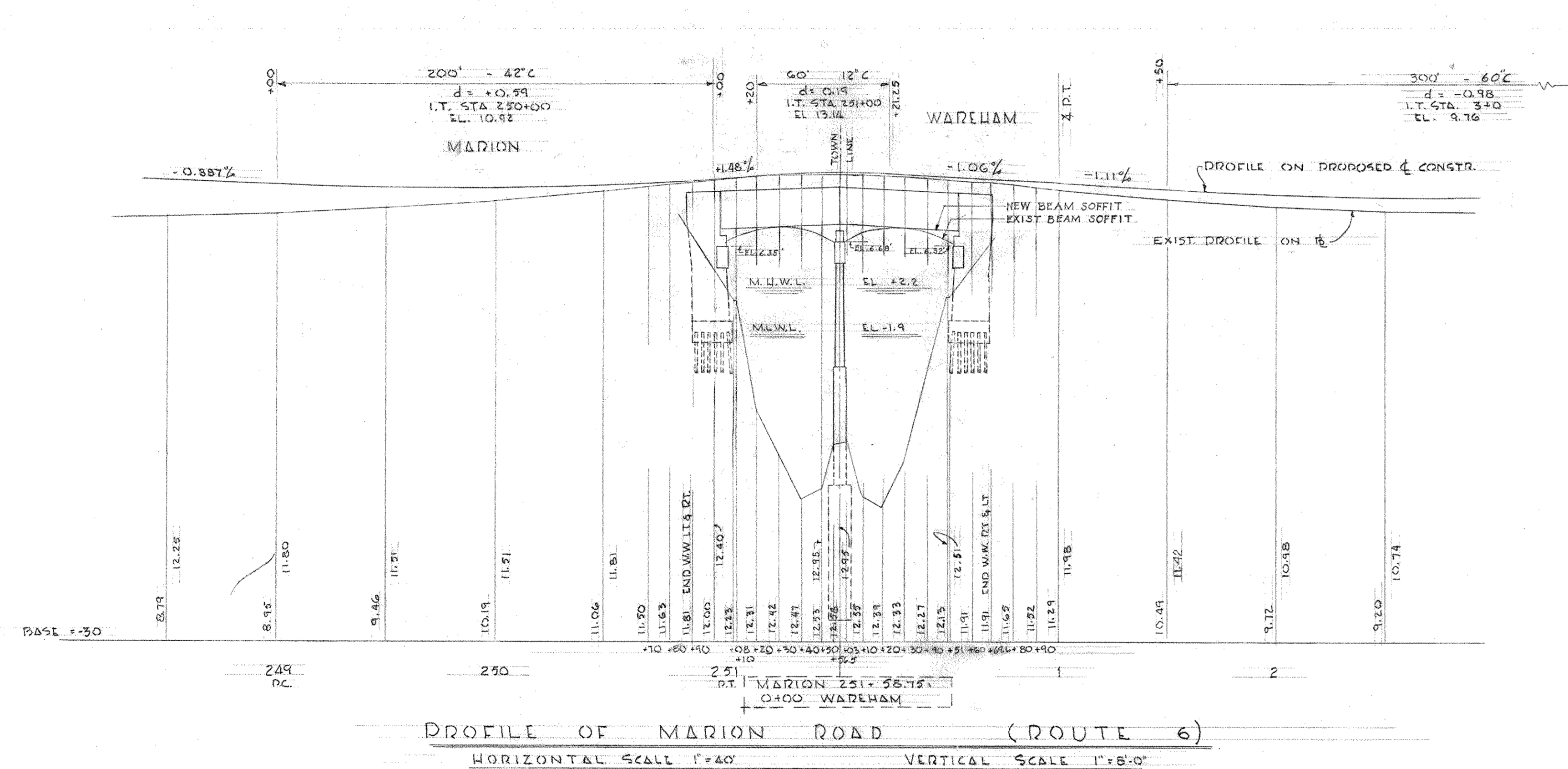
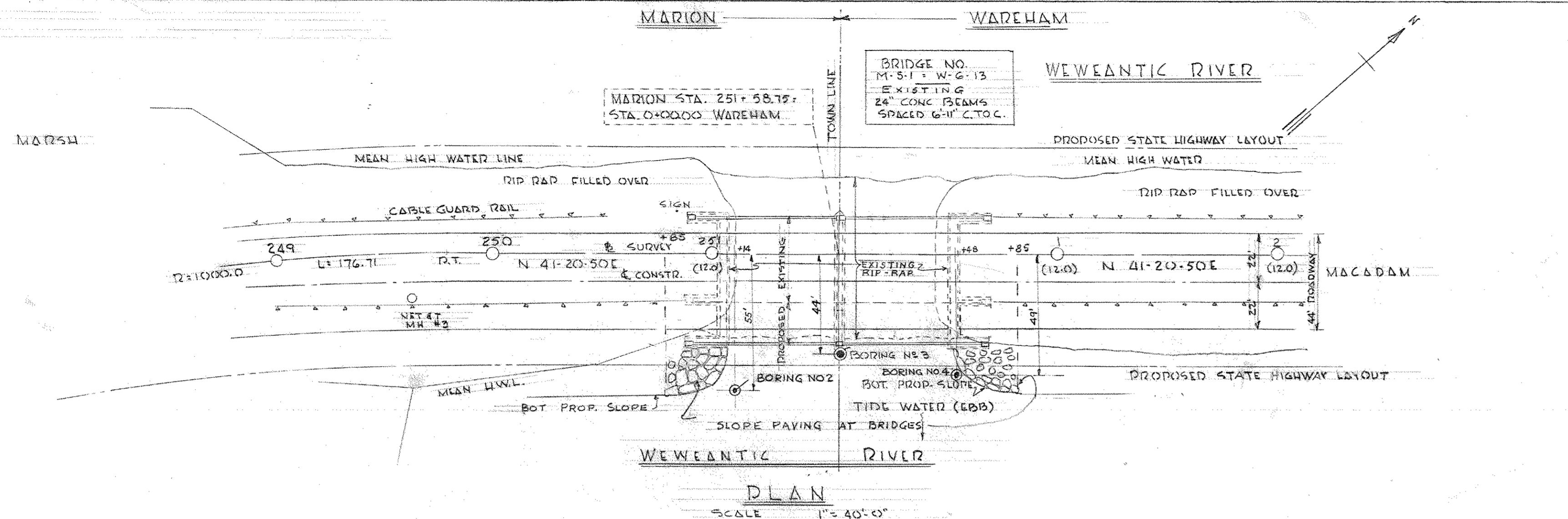


PUB. RD. DIV. NO.	STATE	FED AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	MASS.			1	4

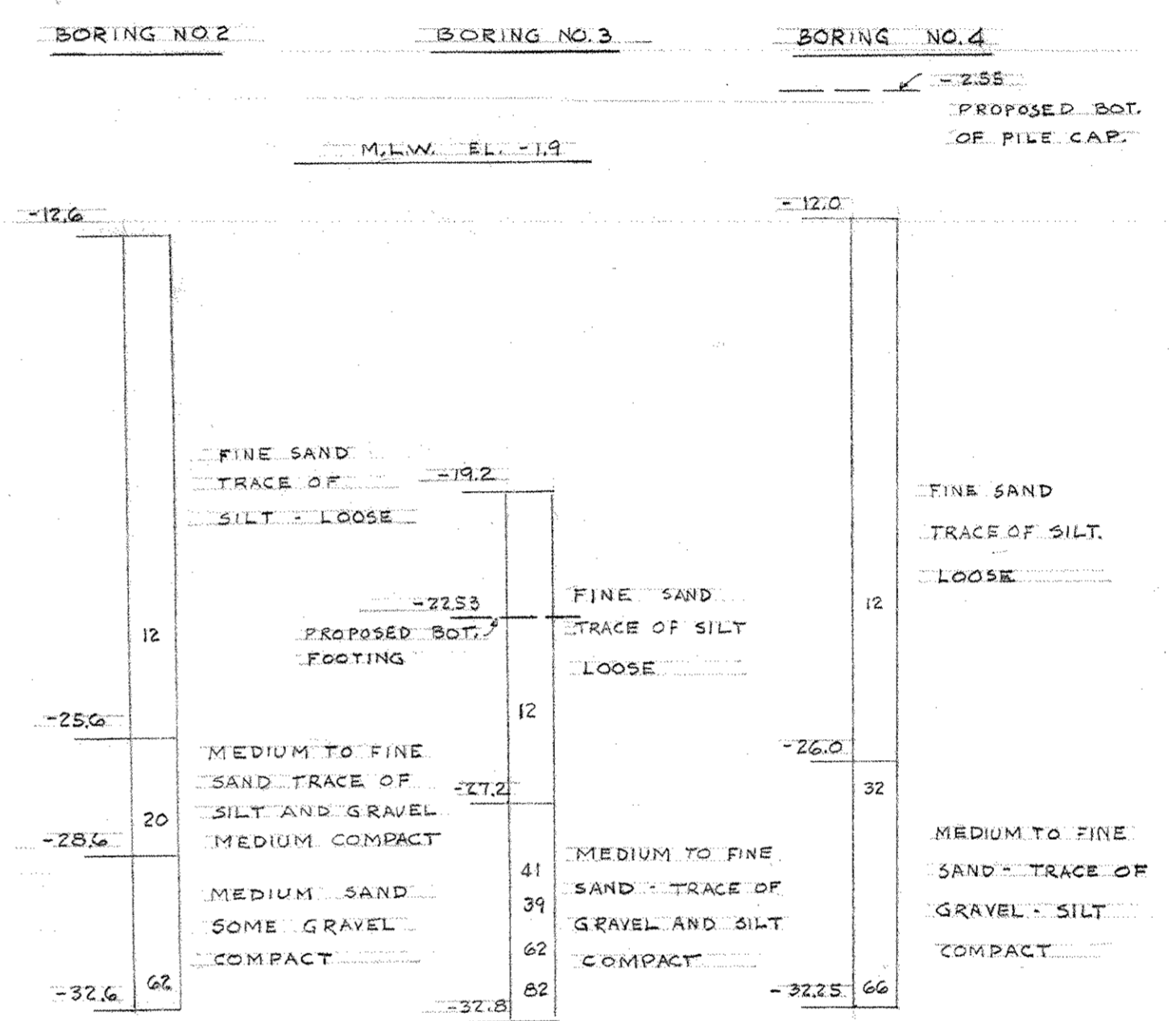


**BORING NOTES**

LOCATION OF BORING SHOWN THUS ● BORING NO. 3.  
BORING TAKEN FOR PURPOSE OF DESIGN AND SHOWS CONDITIONS AT BORING POINT ONLY, AND DOES NOT NECESSARILY SHOW NATURE OF MATERIAL TO BE ENCOUNTERED DURING CONSTRUCTION. FIGURES IN COLUMNS INDICATE BLOWS PER FOOT ON ONE INCH Ø PIPE PRODUCED BY 30 INCH FALL OF 140 POUND HAMMER. BORING SAMPLES MAY BE SEEN AT THE OFFICE OF THE BRIDGE ENGINEER MR. J.C. RUNDLETT RM 609 100 NASSUA ST. BOSTON, MASS.; ON ADVANCE NOTICE.

**BORING DATA**

SCALE 1/4" = 1'-0" BORINGS TAKEN DEC. 1954 BY THE AMERICAN DRILLING CO.



**GENERAL NOTES**

**FOUNDATIONS** MAY BE ALTERED IF NECESSARY, TO SUIT CONDITIONS ENCOUNTERED IN CONSTRUCTION.

**DATE AND SEAL** DATE TO BE CUT INTO ONE STONE OF SIZE DETAILED, LOCATED ON INSIDE FACES OF NORTHERLY & SOUTHERLY END DOGTS. AS SHOWN IN DETAIL ON SHEET N-4. A SHEET SHOWING SITE AND CHARACTER OF NUMERALS WILL BE FURNISHED. SEAL WILL BE FURNISHED BY THE COMMONWEALTH.

**DESIGN** ACCORDING TO THE 1953 SPECIFICATIONS OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS FOR 4-20-44 LOADING.

**BENCH MARK** B.M. #51 CHISELDT ON CONC. BRIDGE WALL STA 250+93  
MARION RD (ROUTE #6) 222 RT. ELEV. 12.32 SEA LEVEL DATUM OF 1929

**REINFORCEMENT** ALL REINFORCING STEEL BARS SHALL CONFORM TO A.S.T.M. SPECIFICATION A305-49. UNLESS OTHERWISE SHOWN ON PLANS, REINFORCING BARS SHALL BE LAPPED 20 DIAMETERS TO MAKE A SPLICE EXCEPT THAT MAIN REINFORCING BARS NEAR TOP OF SLABS & BEAMS HAVING MORE THAN 12" OF CONCRETE UNDER THE BARS, SHALL BE LAPPED 35 DIAMETERS TO MAKE A SPLICE.

**PILES** TREATED TIMBER PILES SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 18 TONS.

**DIMENSIONS & DETAILS** SHOWN FOR EXISTING STRUCTURE MUST BE CHECKED IN THE FIELD BY THE CONTRACTOR.

**PLANS OF THE EXISTING** BRIDGE ARE AVAILABLE AND MAY BE SEEN AT THE OFFICE OF THE BRIDGE ENGINEER, ROOM 609, 100 NASHUA ST., BOSTON, MASS.

**ESTIMATED QUANTITIES**

NOT GUARANTEED

CLASS A ROCK EXCAVATION	10 C.Y.
BRIDGE EXCAVATION	125 C.Y.
CLASS B ROCK EXCAVATION	5 C.Y.
CHANNEL EXCAVATION	20 C.Y.
GRAVEL BORROW	110 C.Y.
STEEL SHEETING	24,000 LBS.
TREATED TIMBER PILES	1380 L.F.
SLOPE PAVING AT BRIDGES	80 C.Y.
BRIDGE STRUCTURE (M-5-1 W-6-13)	1 L.S.
CLASS I BIT. CONC. PAVEMENT TYPE I-1	110 TONS
BRIDGE EXCAVATION AT PIERS	125 C.Y.

NOV. 3, 1956      ISSUED FOR CONSTRUCTION

THE COMMONWEALTH OF MASSACHUSETTS

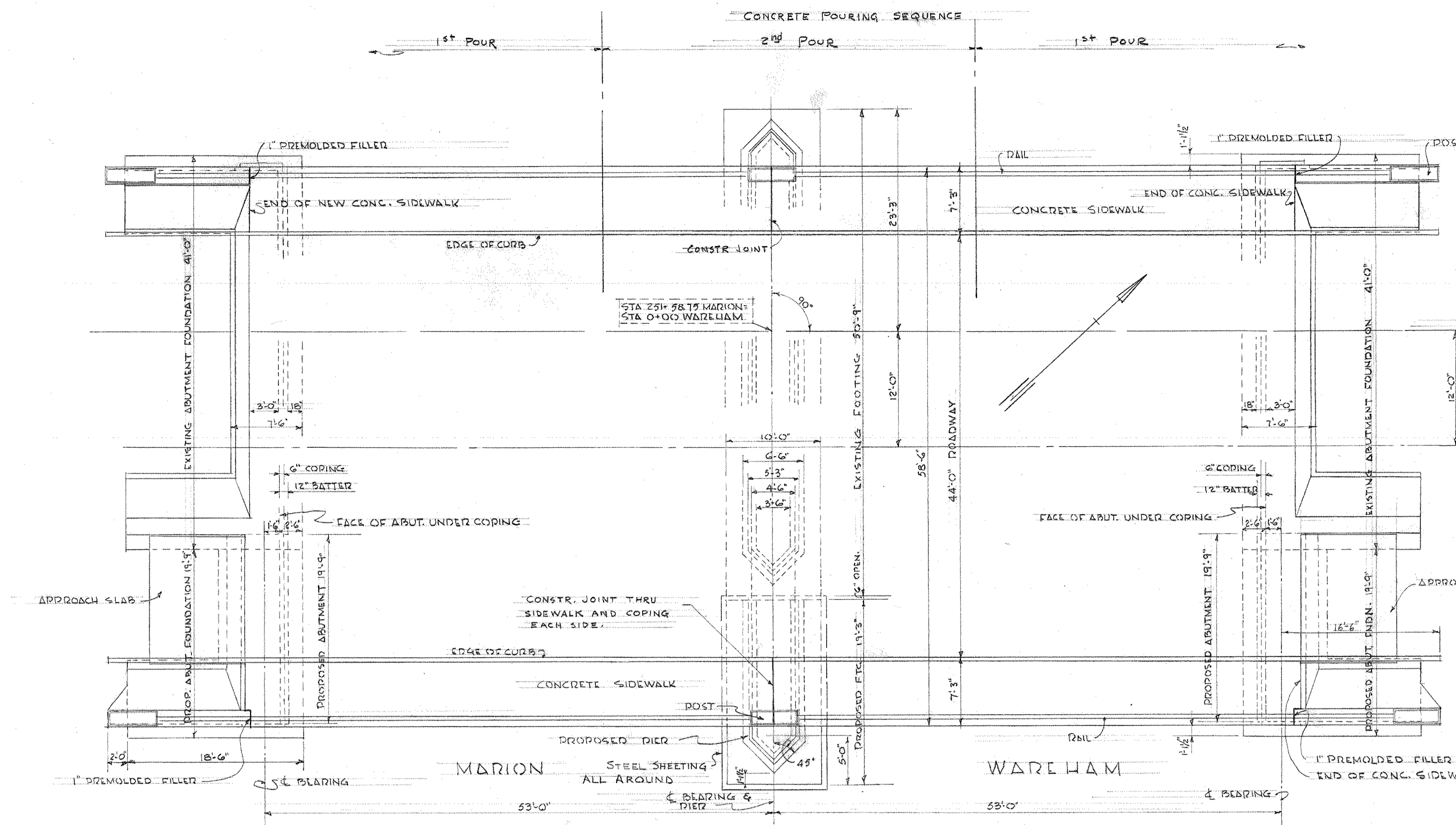
PROPOSED BRIDGE WIDENING  
**MARION-WAREHAM**  
ROUTE #6  
OVER WEVEANTIC RIVER  
SCALES AS NOTED

OFFICE OF  
DEPARTMENT OF PUBLIC WORKS  
100 NASHUA STREET BOSTON, MASS.  
NOV. 1956

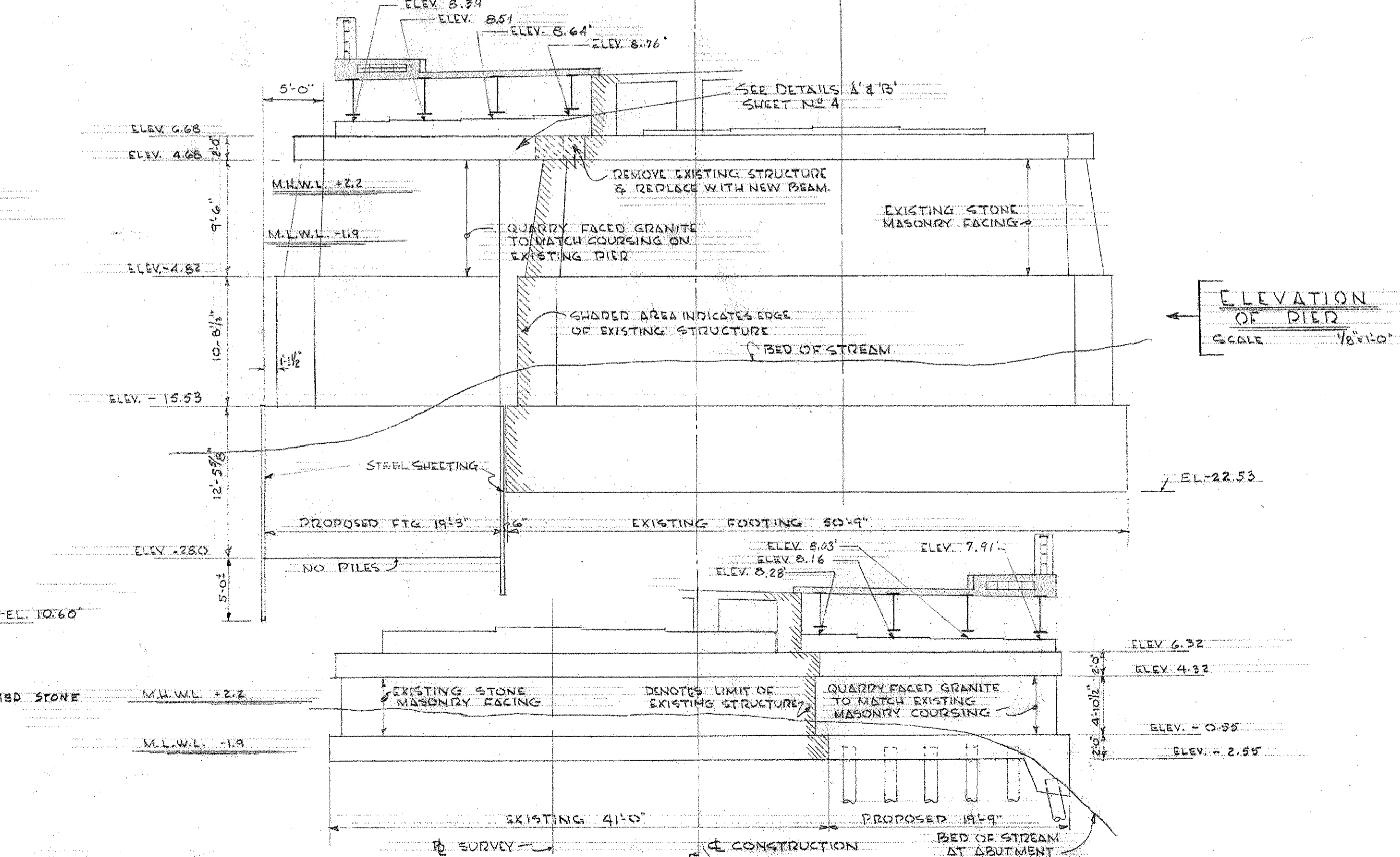
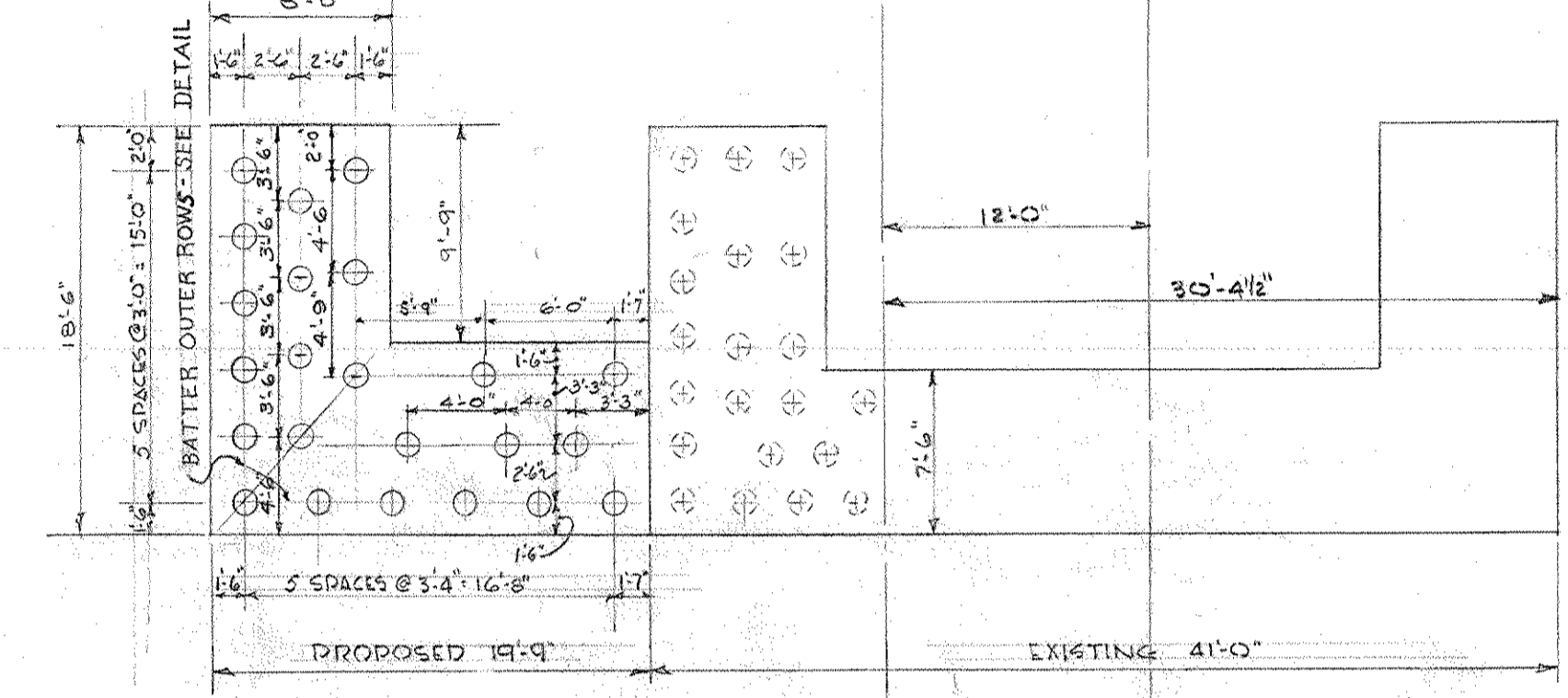
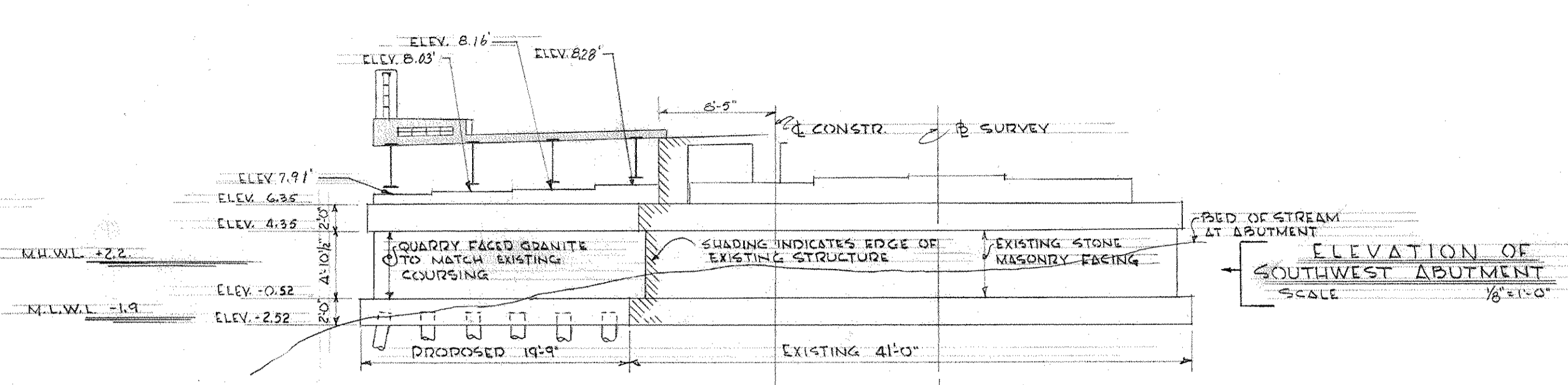
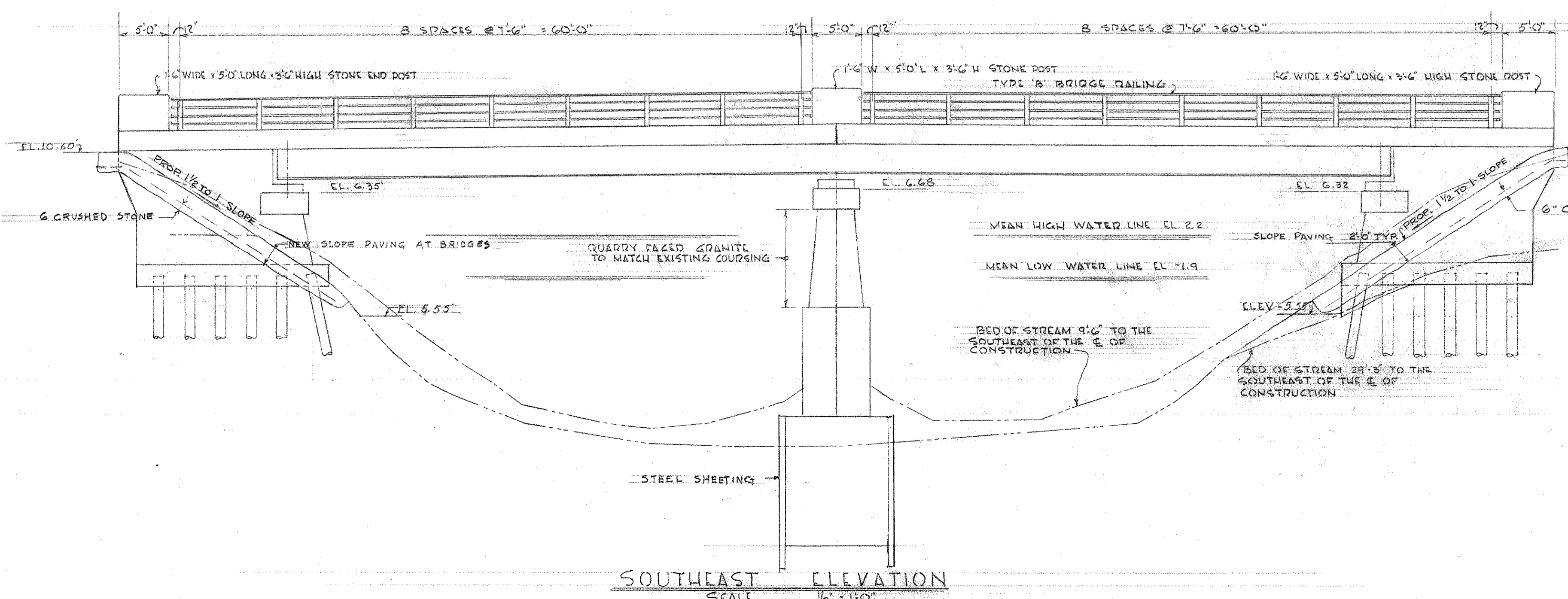
ABBOTT ASSOCIATES, INC.  
ARCHITECTS & ENGINEERS  
131 STATE STREET BOSTON, MASS.

J. C. Rundlett  
BRIDGE ENGINEER

H. B. Fay  
CHIEF ENGINEER

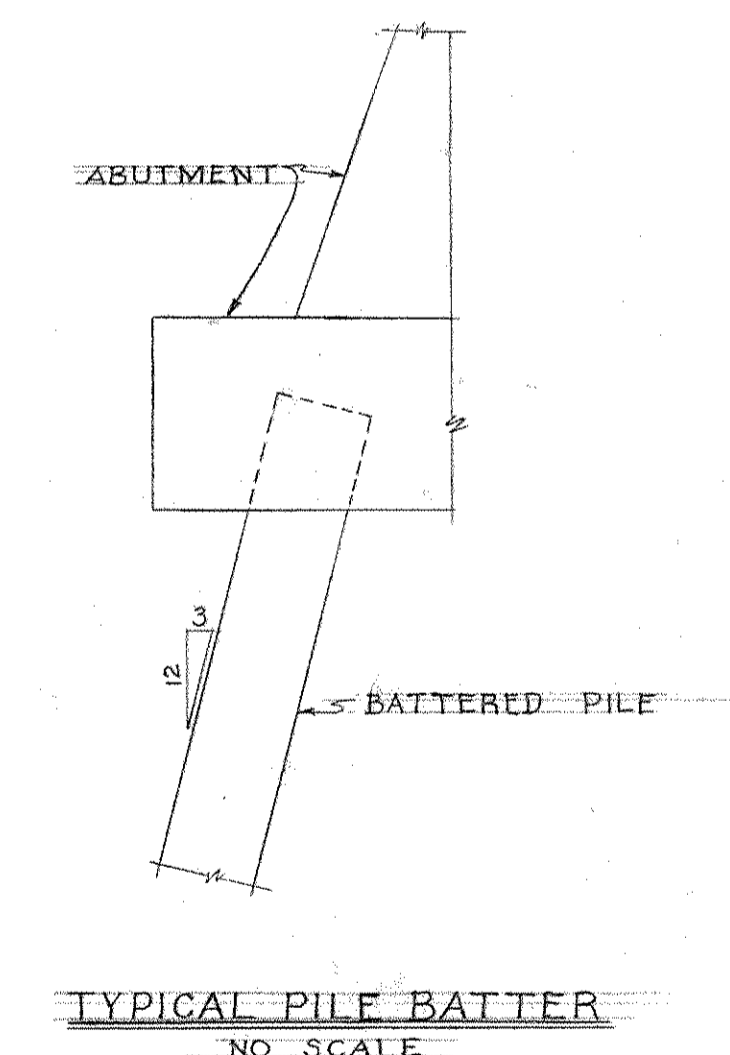


PLAN M-5-1 = W-6-13  
SCALE 1/8" = 1'-0"

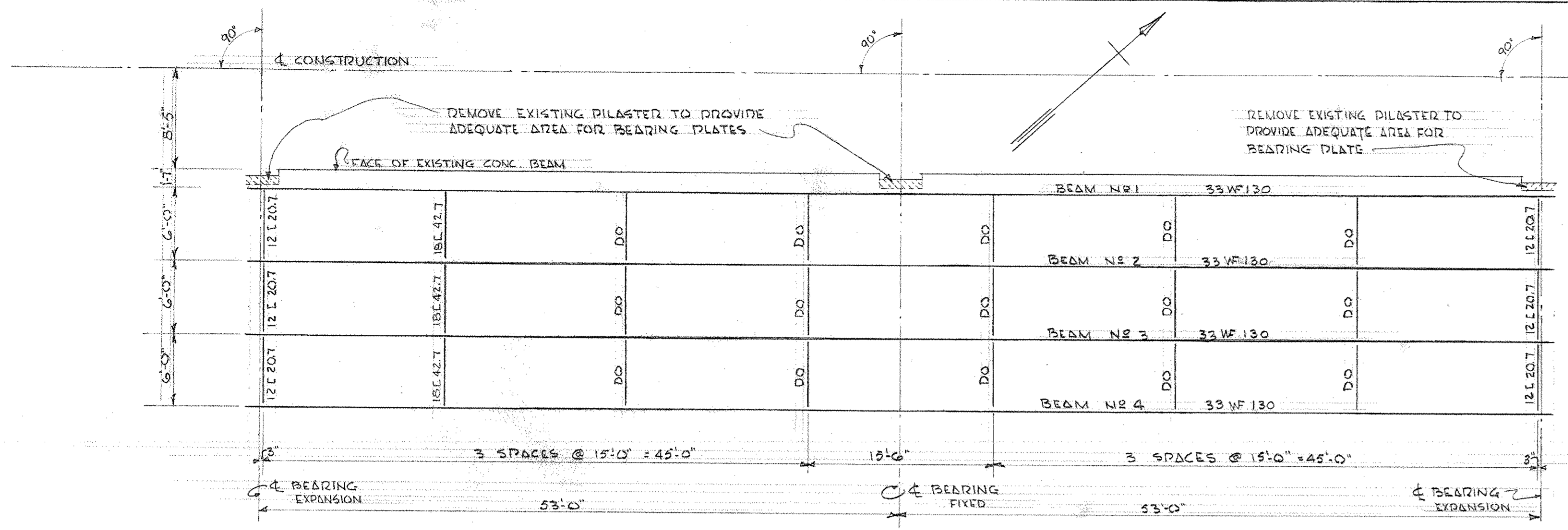


ELEVATION OF NORTHEAST ABUTMENT  
SCALE 1/8" = 1'-0"

NOTE: PILES SHALL BE DRIVEN TO BEARINGS OF NOT LESS THAN 18 TONS.

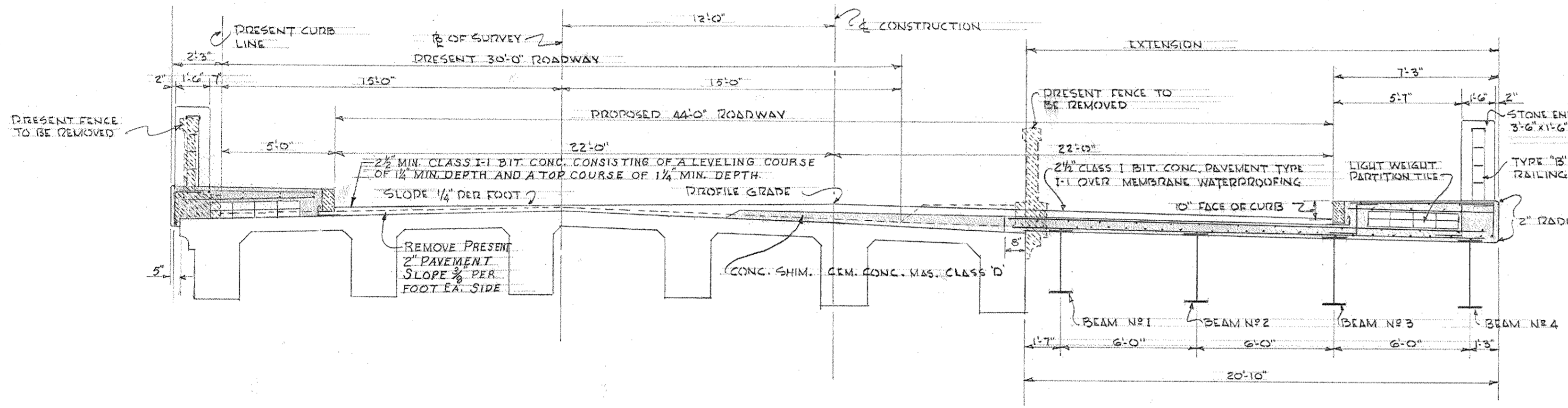


PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.			3	4

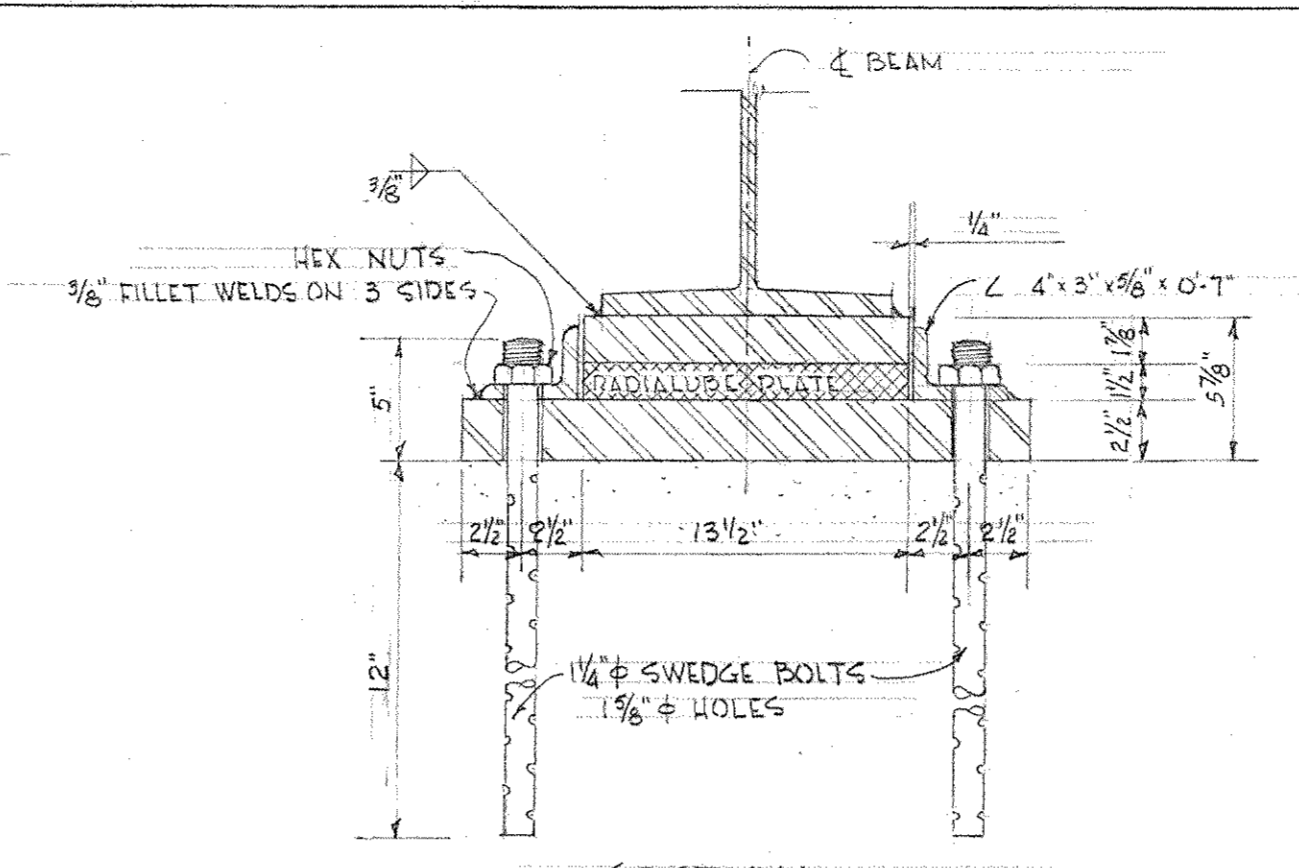


**NOTE**  
 ALL STRINGER ARE TO BE CAMBERED TO THE EXTENT THAT THE BRIDGE DECK UNDER FULL DEAD LOAD WILL FOLLOW AS NEARLY AS PRACTICABLE THE DESIGN PROFILE, AND IN NO CASE WITH LESS CAMBER THAN IS LIKELY TO REMAIN PERMANENT. THE PROPOSED CAMBER DESIGN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

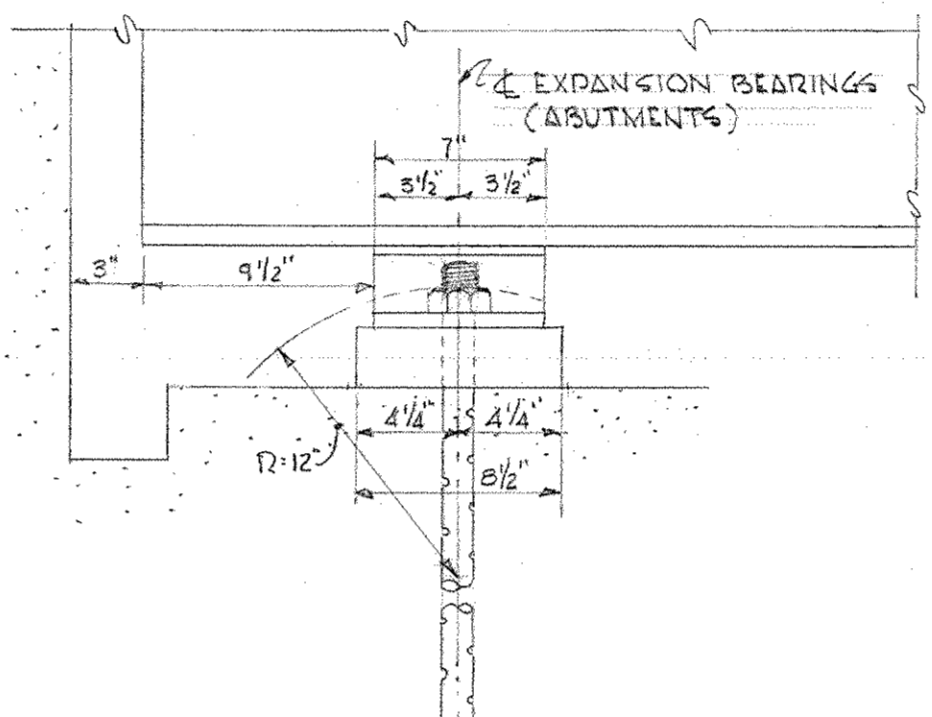
**FRAMING PLAN M-51-W-6-13**  
 SCALE 1/8" = 1'-0"



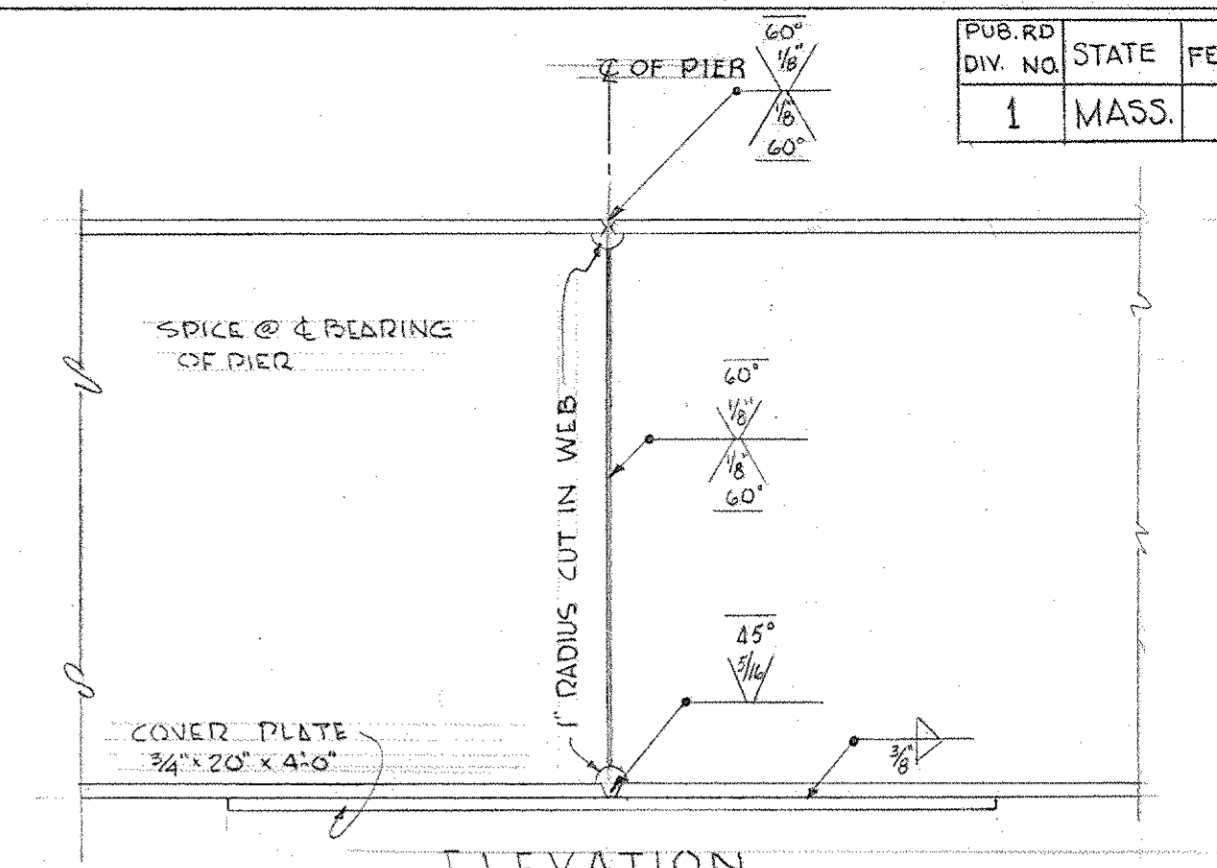
**SECTION THRU BRIDGE**  
 SCALE 1/4" = 1'-0"



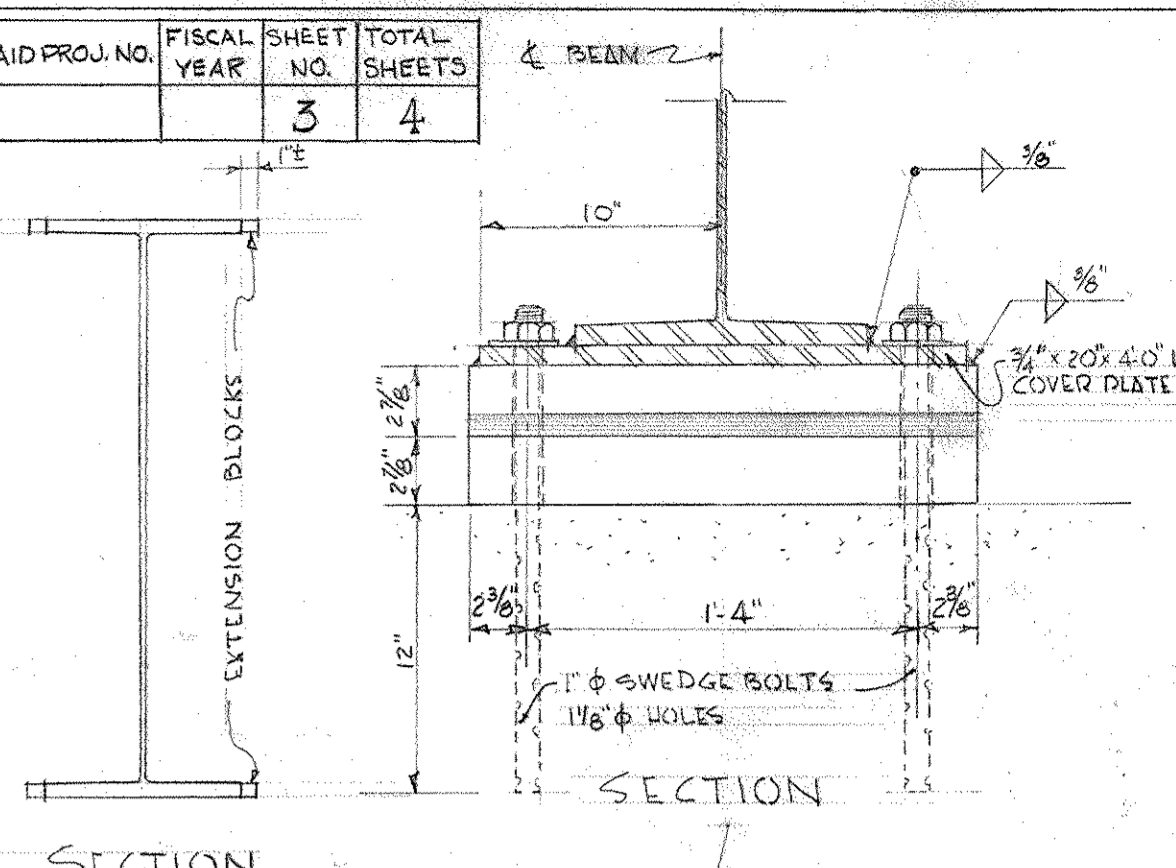
**SECTION**



**ELEVATION**  
**DETAILS OF EXPANSION BEARINGS**  
 SCALE 1/4" = 1'-0"

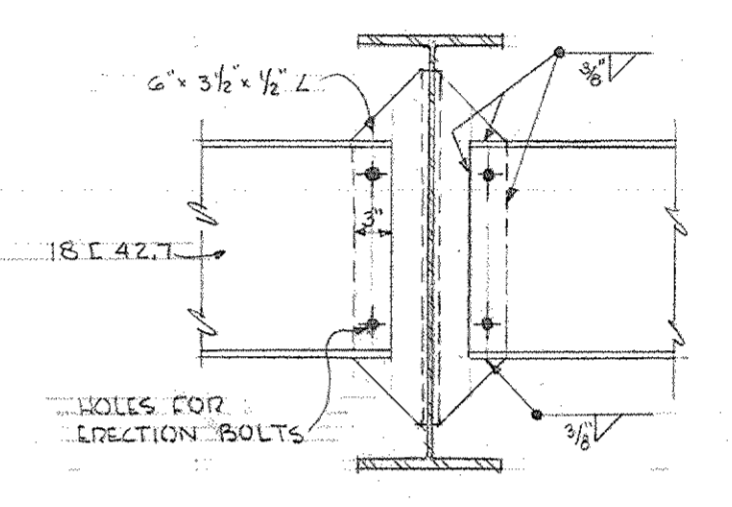


**ELEVATION**  
**BEAM SPLICE DETAIL**  
 LOCATED OVER EACH PIER  
 SCALE 1/4" = 1'-0"

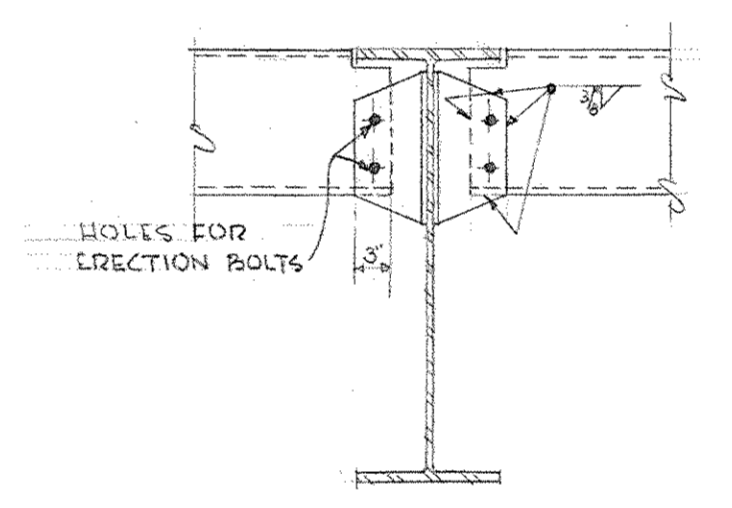


**SECTION**

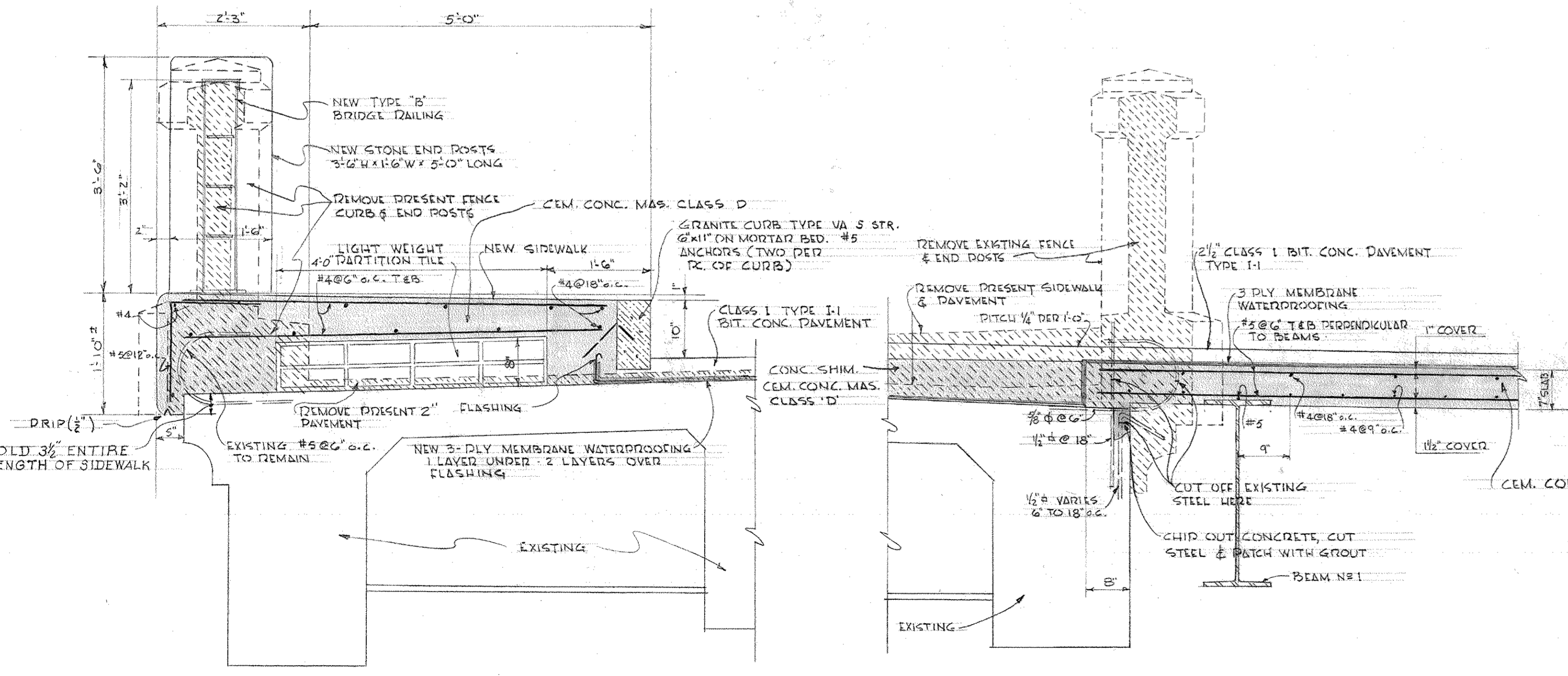
**ELEVATION**  
**DETAIL - FIXED BEARING (PIER)**  
 SCALE 1/2" = 1'-0"



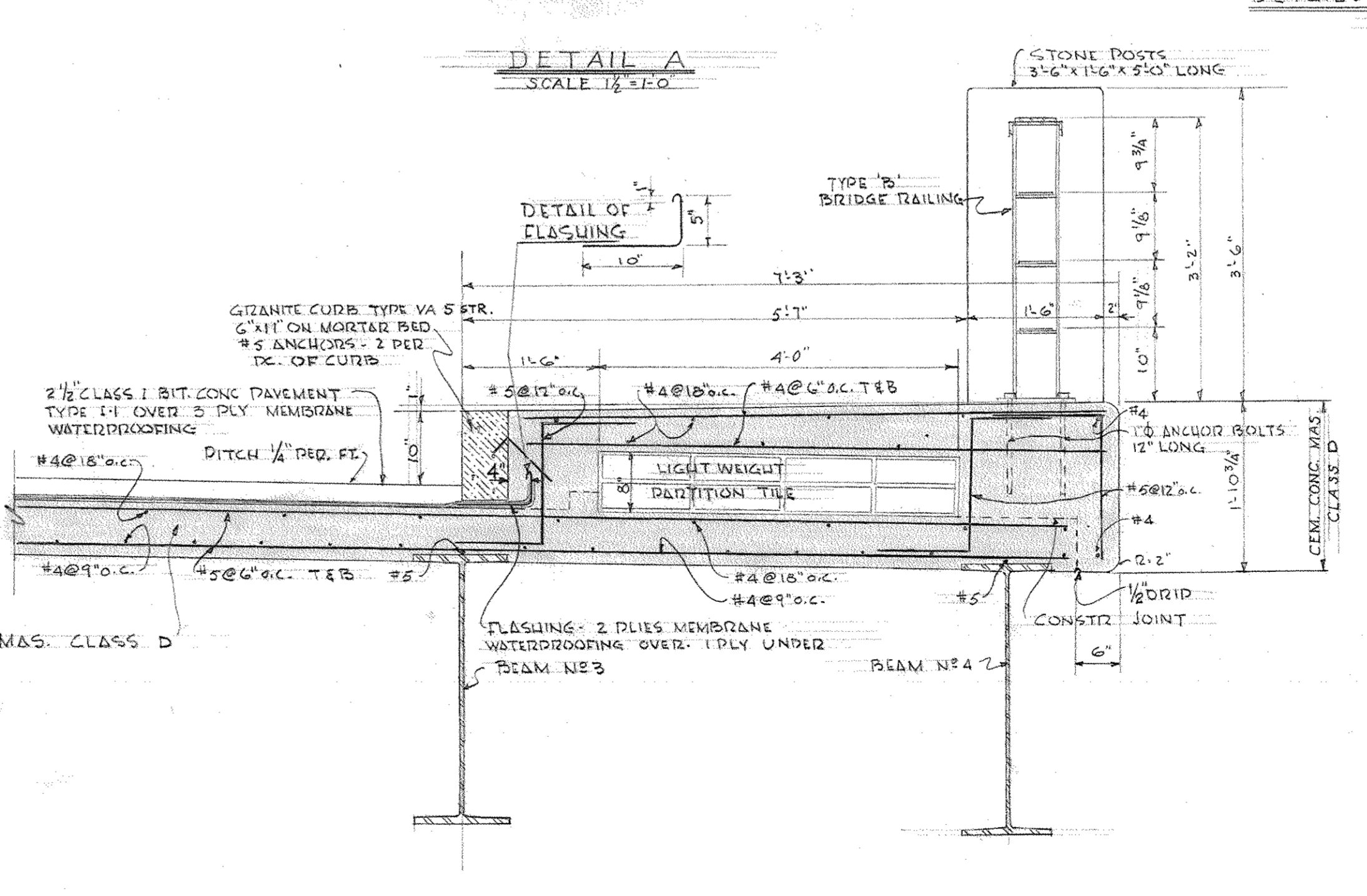
**DETAILS DIAPHRAGM CONNECTIONS**  
 SCALE 3/4" = 1'-0"



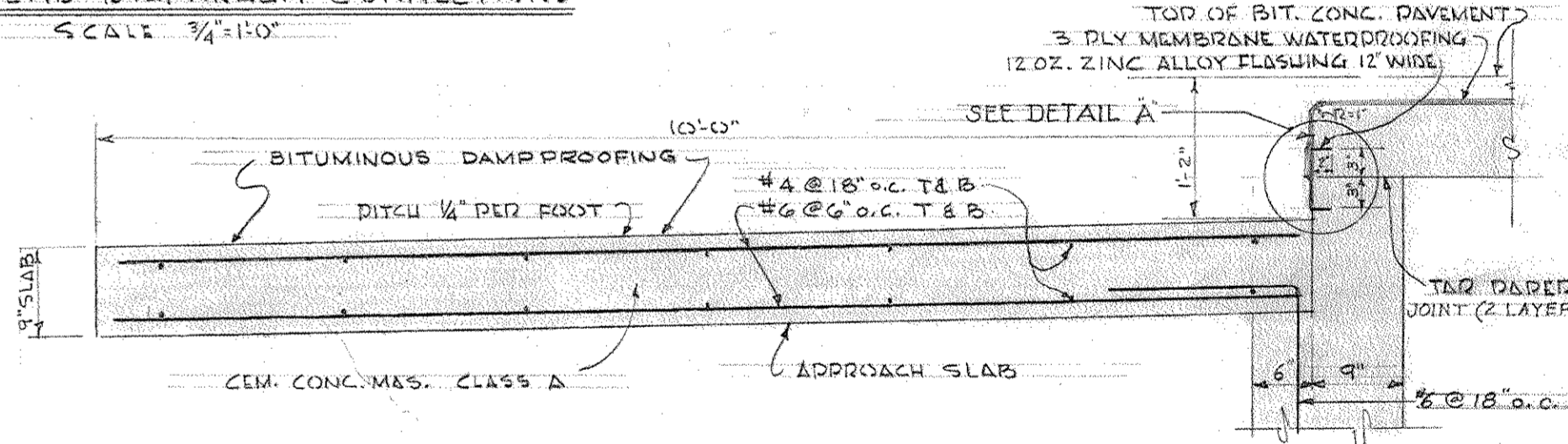
**DETAILS END DIAPHRAGM CONNECTIONS**  
 SCALE 3/4" = 1'-0"



**SECTION 3/4" = 1'-0"**



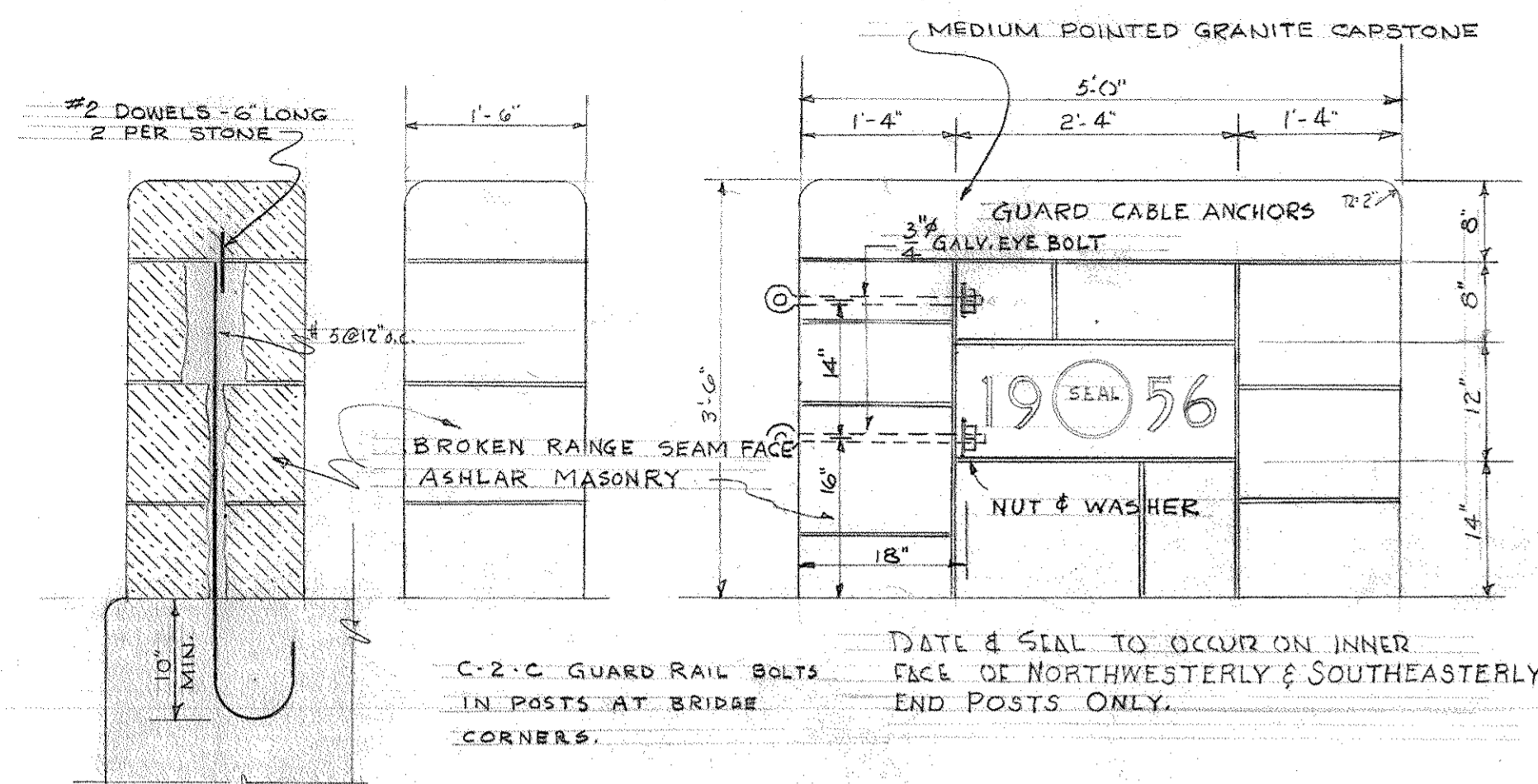
**SECTION 3/4" = 1'-0"**



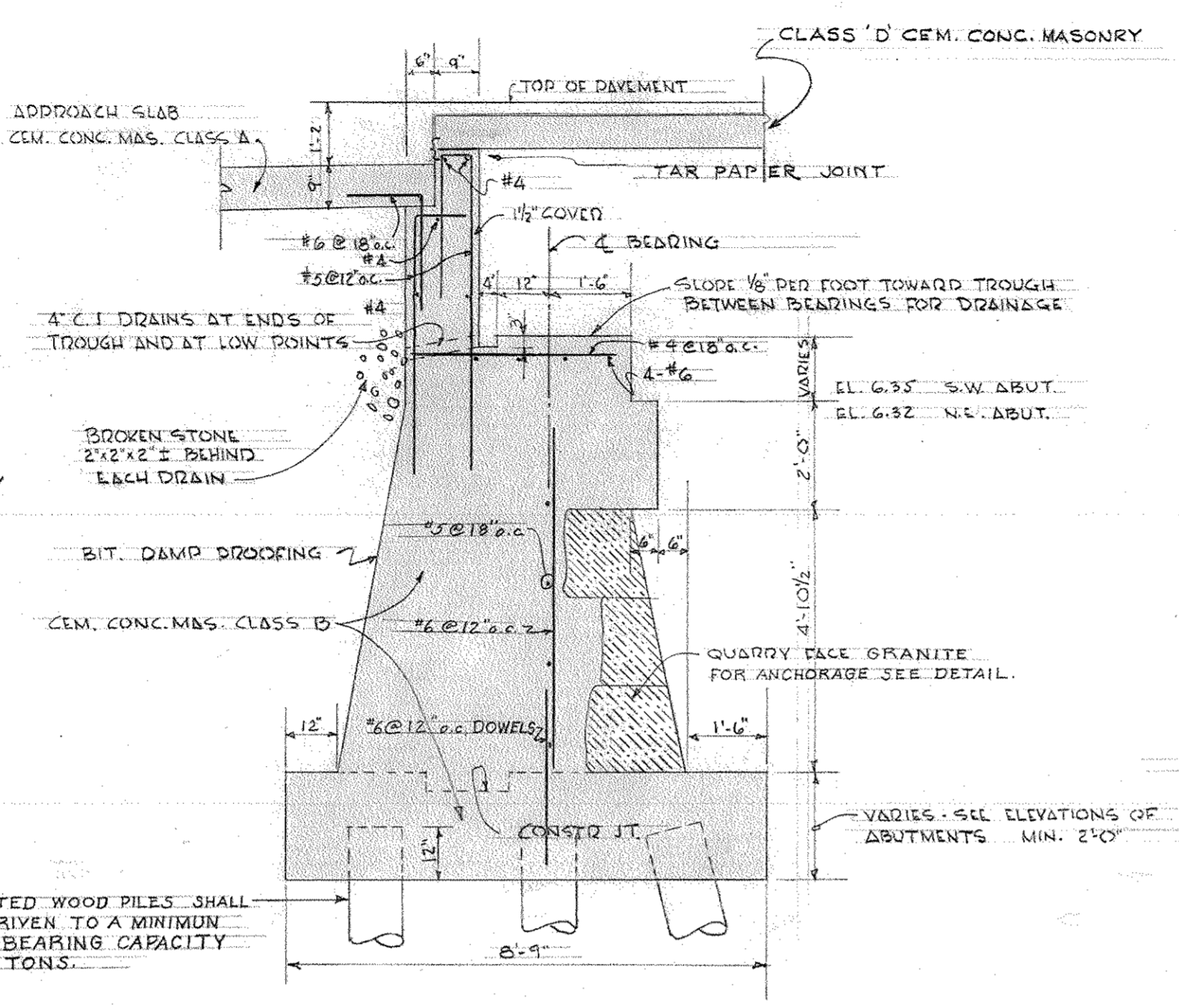
**APPROACH SLAB DETAIL - TYPICAL FOR EACH ABUTMENT**  
 SCALE 3/4" = 1'-0"

NOV. 3, 1956	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE

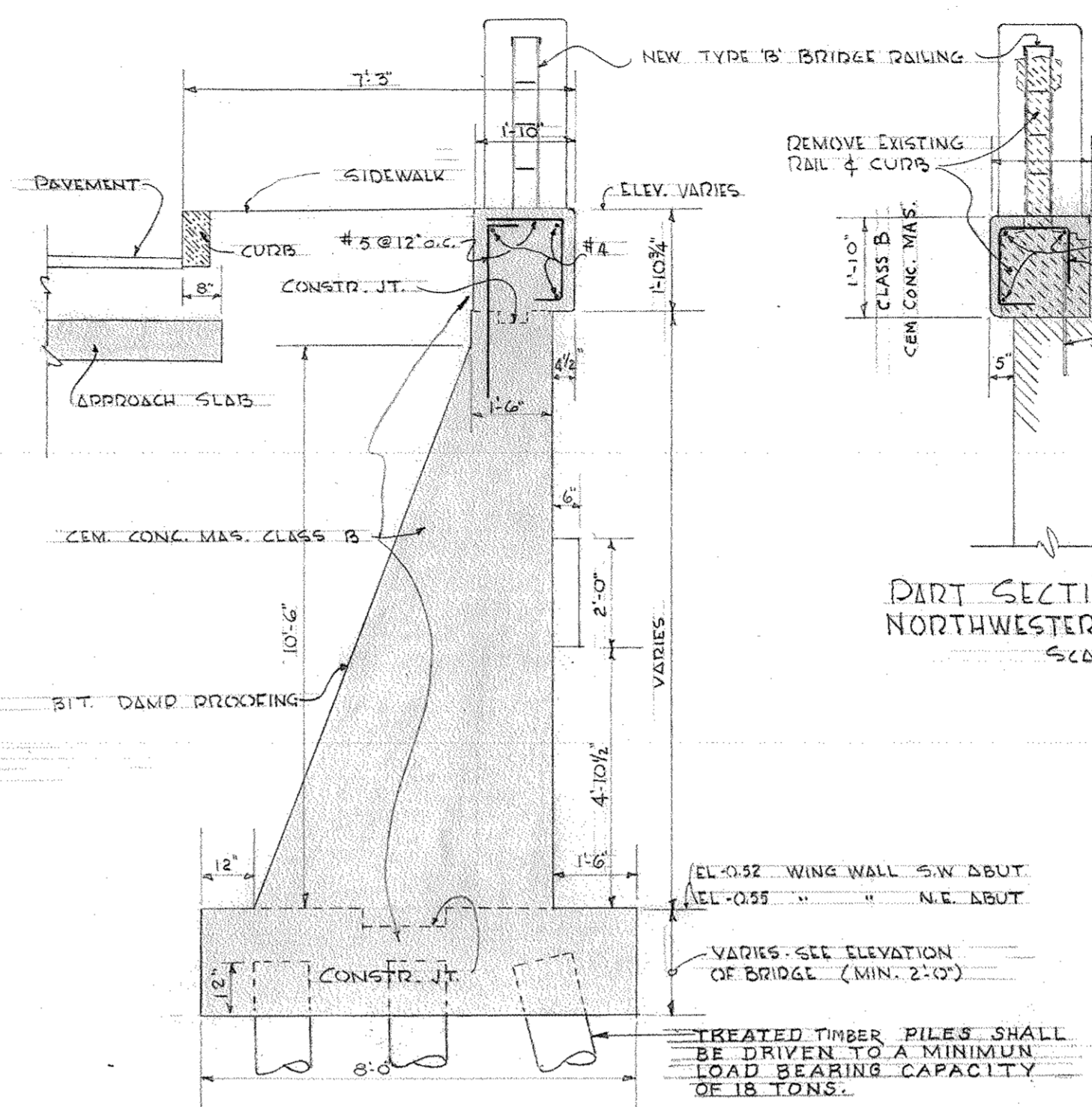
PUB. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.			4	4



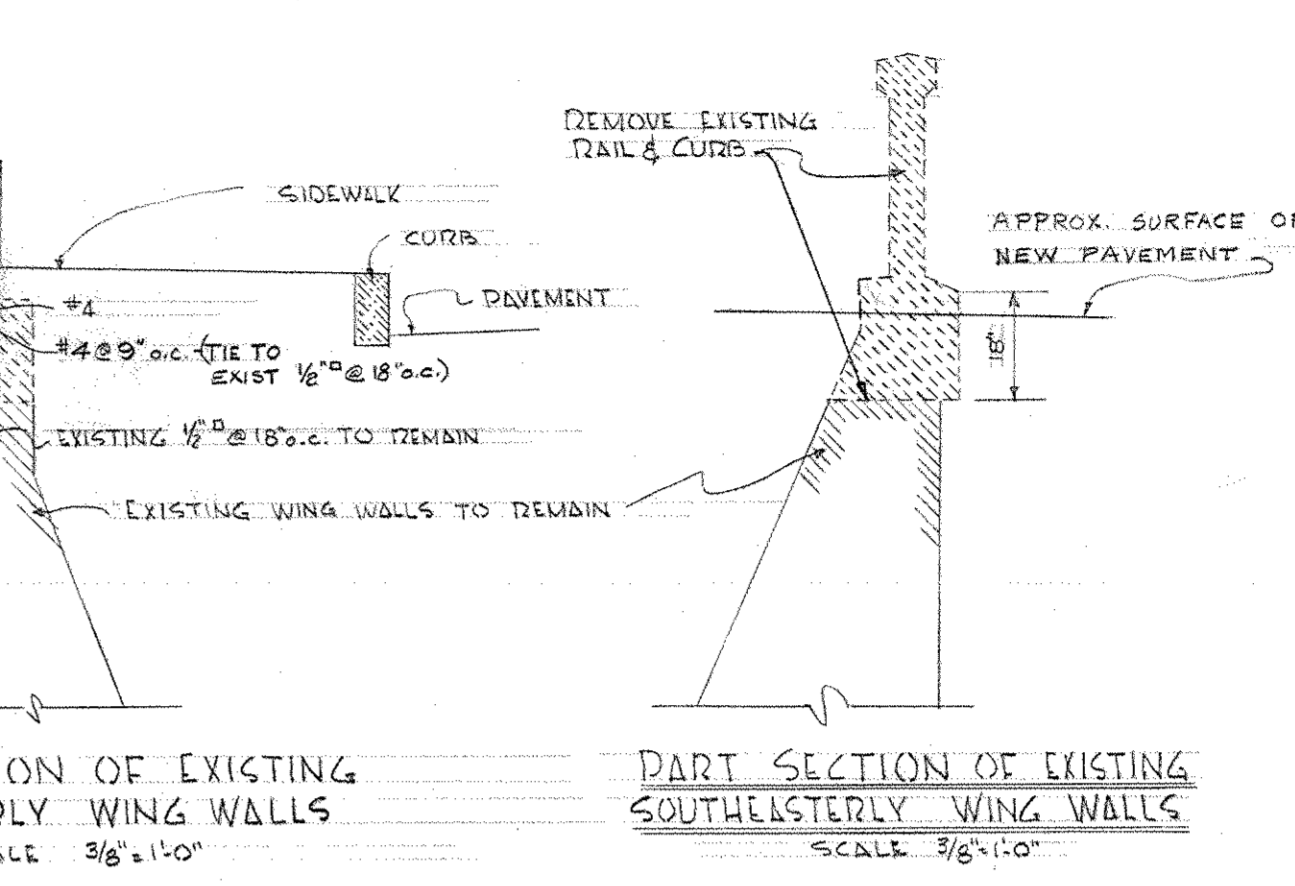
SECTION ELEVATIONS  
DETAILS OF STONE POSTS  
SCALE 3/8"=1'-0"



TYPICAL SECTION OF ABUTMENT EXTENSIONS  
SCALE 3/8"=1'-0"

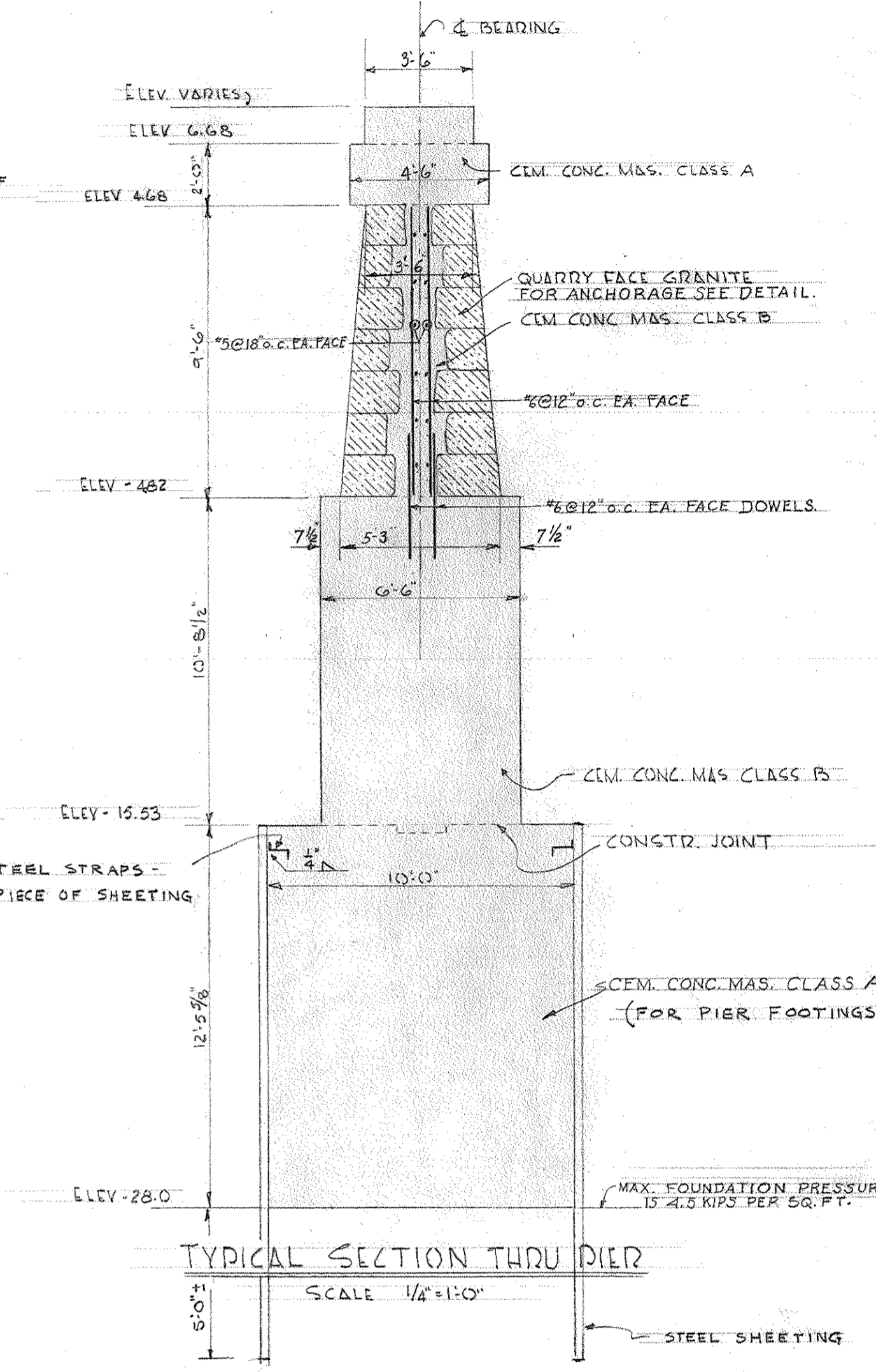


TYPICAL SECTION OF WING WALL  
SCALE 3/8"=1'-0"

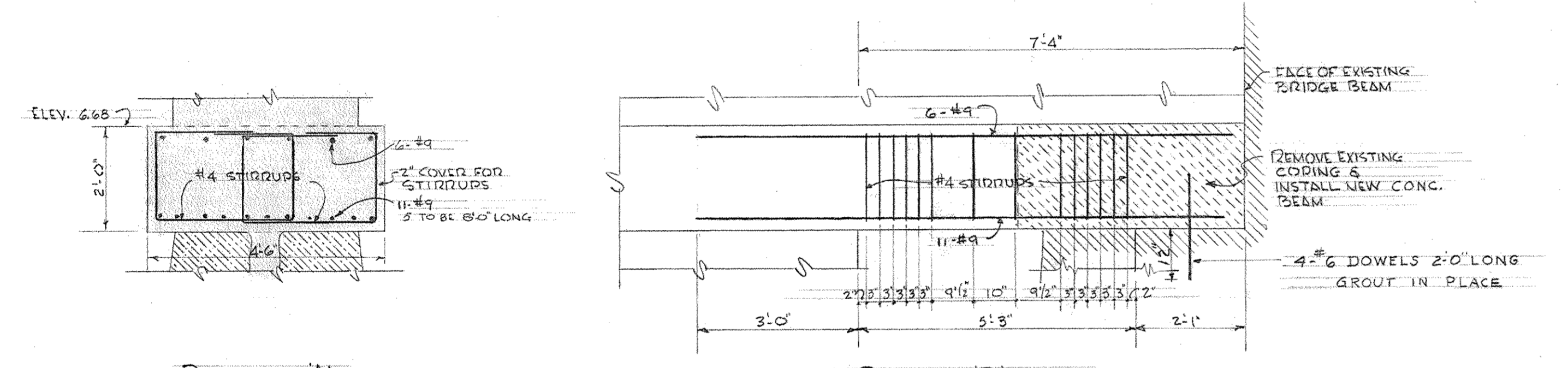


PART SECTION OF EXISTING NORTHWESTERLY WING WALLS  
SCALE 3/8"=1'-0"

PART SECTION OF EXISTING SOUTHEASTERLY WING WALLS  
SCALE 3/8"=1'-0"

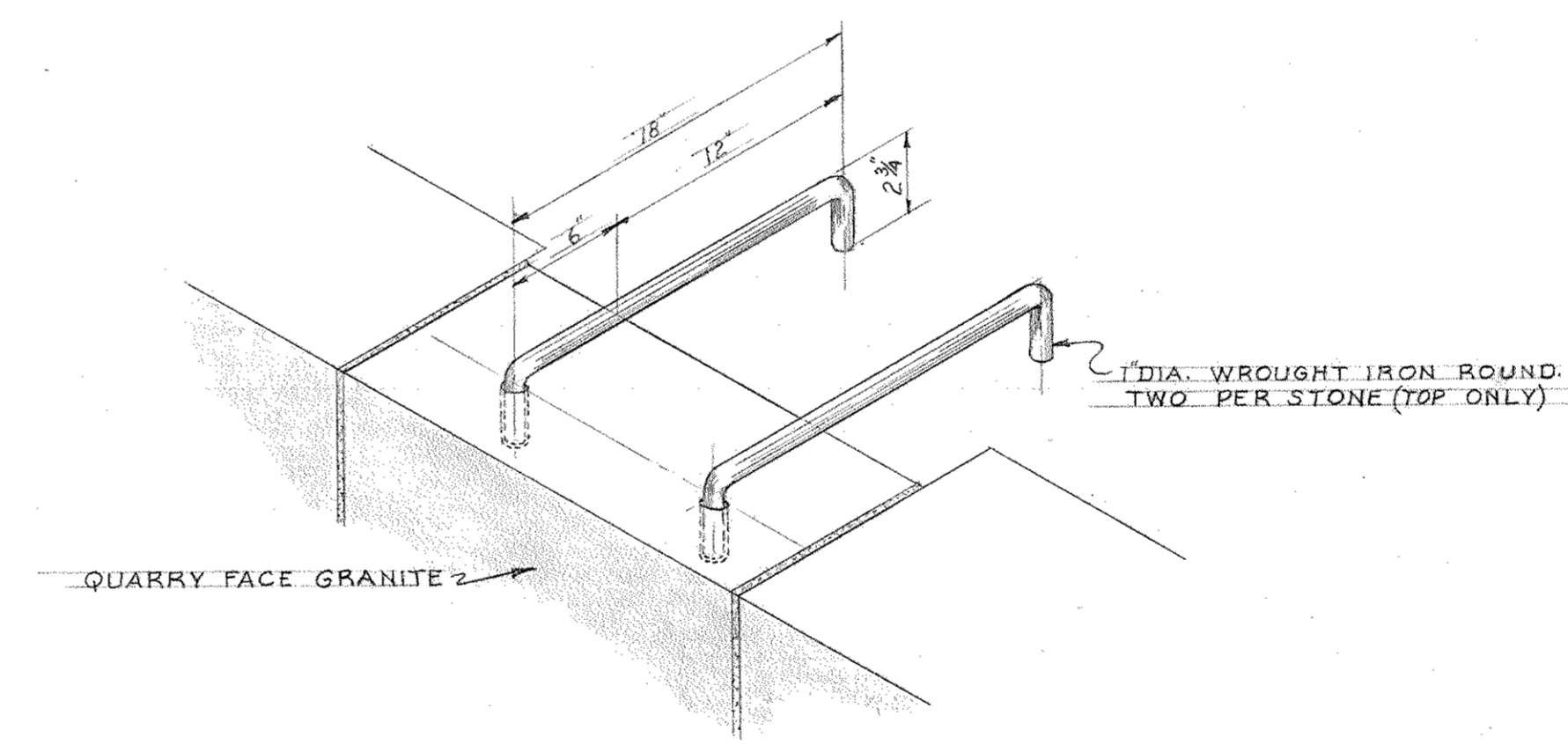


TYPICAL SECTION THRU PIER  
SCALE 1/4"=1'-0"



DETAIL A  
DETAILS OF CODING BETWEEN OLD AND NEW PIER  
SCALE 1/2"=1'-0"

DETAIL B



DETAIL OF STONE ANCHORAGE  
SCALE 1/2"=1'-0"

NOV. 9, 1956	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE