

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

PLAN AND PROFILE OF
DIVISION STREET
(BRIDGE NO. G-11-002 (04F))

IN THE TOWN OF
GREAT BARRINGTON
BERKSHIRE COUNTY

FEDERAL AID PROJECT NO. HIP(NGB)-003S(961)X

GREAT BARRINGTON
DIVISION STREET

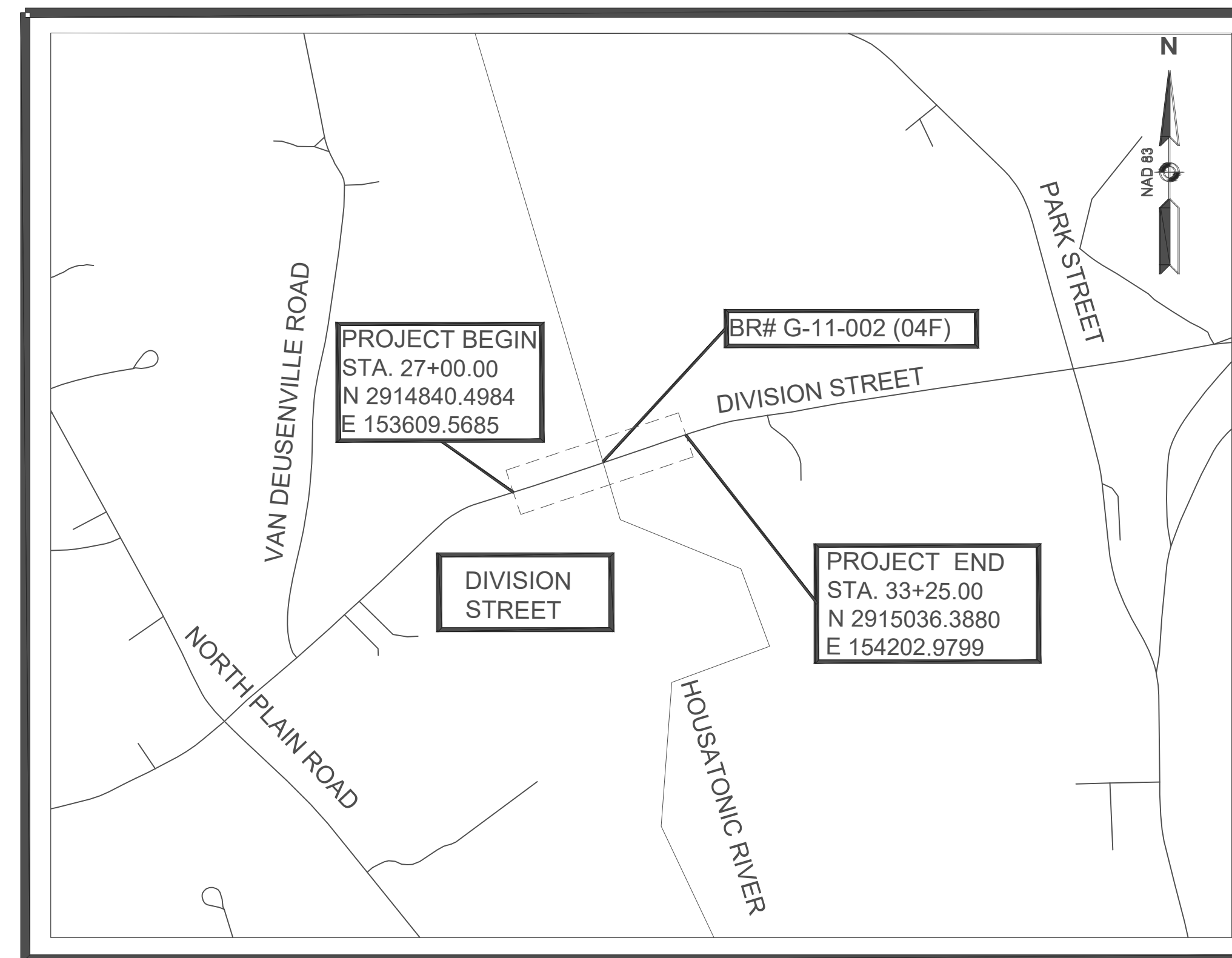
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	1	53
PROJECT FILE NO.		612183	

TITLE SHEET & INDEX

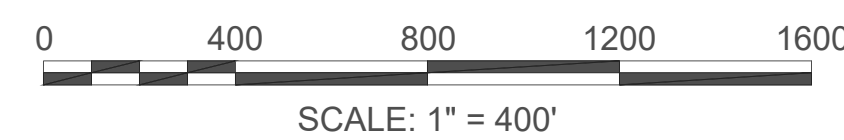
THESE PLANS ARE SUPPLEMENTED BY THE LATEST EDITIONS OF THE FOLLOWING PUBLICATIONS, AS IDENTIFIED IN THE CONTRACT SPECIAL PROVISIONS: THE MASSDOT CONSTRUCTION STANDARD DETAILS, THE MASSDOT STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE MASSDOT STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, THE MASSDOT OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, THE MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, AND THE ANSI AMERICAN STANDARD FOR NURSERY STOCK.

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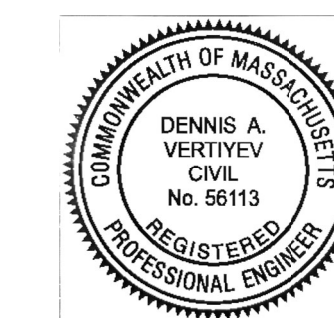
LOCUS MAP



LENGTH OF PROJECT = 625.00 FEET = 0.118 MILES

DESIGN DESIGNATION (DIVISION STREET)

DESIGN SPEED	40 MPH
ADT (2024)	1608
ADT (2044)	2166
K	11.0%
D	EB 50.4%
T (PEAK HOUR)	2.3%
T (AVERAGE DAY)	3.7%
DHV	238
DDHV	120
FUNCTIONAL CLASSIFICATION	URBAN COLLECTOR



Dennis Vertiyev Digitally signed by Dennis Vertiyev
Level: P.E. Date: 2026.05.21 10:23:33 -0400

PREPARED BY:

Green International Affiliates, Inc.
A Lochner Company
100 Ames Pond Drive, Suite 200, Tewksbury, MA 01876

DATE	DESCRIPTION	REV #



APPROVED

Carrie Lualaba Digitally signed by Carrie Lualaba
Level: P.E. Date: 2026.05.21 10:23:33 -0400

CHIEF ENGINEER

05/21/2026

DATE

GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		JERSEY BARRIER
		CATCH BASIN
		CATCH BASIN CURB INLET
		FLAG POLE
		GAS PUMP
		MAIL BOX
		POST SQUARE
		POST CIRCULAR
		WELL
		ELECTRIC HANDHOLE
		FENCE GATE POST
		GAS GATE
		BORING HOLE
		MONITORING WELL
		TEST PIT
		HYDRANT
		LIGHT POLE
		COUNTY BOUND
		GPS POINT
		CABLE MANHOLE
		DRAINAGE MANHOLE/LEACHING BASIN
		ELECTRIC MANHOLE
		GAS MANHOLE
		MISC MANHOLE
		SEWER MANHOLE
		TELEPHONE MANHOLE
		WATER MANHOLE
		MASSACHUSETTS HIGHWAY BOUND
		MONUMENT
		STONE BOUND
		TOWN OR CITY BOUND
		TRAVERSE OR TRIANGULATION STATION
		TROLLEY POLE OR GUY POLE
		TRANSMISSION POLE
		UTILITY POLE W/ FIREBOX
		UTILITY POLE WITH DOUBLE LIGHT
		UTILITY POLE W / 1 LIGHT
		UTILITY POLE
		BUSH
		TREE
		STUMP
		SWAMP / MARSH
		WATER GATE
		PARKING METER
		OVERHEAD CABLE/WIRE
		CURBING
		CONTOURS (ON-THE-GROUND SURVEY DATA)
		CONTOURS (PHOTOGRAMMETRIC DATA)
		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)
		BALANCED STONE WALL
		GUARD RAIL - STEEL POSTS
		GUARD RAIL - WOOD POSTS
		GUARD RAIL - DOUBLE FACE - STEEL POSTS
		GUARD RAIL - DOUBLE FACE - WOOD POSTS
		CHAIN LINK OR METAL FENCE
		WOOD FENCE
		SEDIMENT CONTROL BARRIER
		TREE LINE
		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
		FLOATING SILT FENCE
		TEMPORARY SUPPORT OF EXCAVATION

TRAFFIC SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		CONTROLLER PHASE ACTUATED
		TRAFFIC SIGNAL HEAD (SIZE AS NOTED)
		WIRE LOOP DETECTOR (6' x 6' TYP UNLESS OTHERWISE SPECIFIED)
		VIDEO DETECTION CAMERA
		MICROWAVE DETECTOR
		PEDESTRIAN PUSH BUTTON, SIGN (DIRECTIONAL ARROW AS SHOWN) AND SADDLE
		EMERGENCY PREEMPTION CONFIRMATION STROBE LIGHT
		VEHICULAR SIGNAL HEAD
		VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED
		FLASHING BEACON
		PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED OR AS SPECIFIED)
		RAILROAD SIGNAL
		SIGNAL POST AND BASE (ALPHA-NUMERIC DESIGNATION NOTED)
		MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED)
		HIGH MAST POLE OR TOWER
		SIGN AND POST
		SIGN AND POST (2 POSTS)
		MAST ARM WITH LUMINAIRE
		OPTICAL PRE-EMPTION DETECTOR
		CONTROL CABINET, GROUND MOUNTED
		CONTROL CABINET, POLE MOUNTED
		FLASHING BEACON CONTROL AND METER PEDESTAL
		LOAD CENTER ASSEMBLY
		PULL BOX 12"x12" (OR AS NOTED)
		ELECTRIC HANDHOLE 12"x24" (OR AS NOTED)
		TRAFFIC SIGNAL CONDUIT

PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
		LEGEND "ONLY" - WHITE
		STOP LINE - 12"
		CROSSWALK
		SOLID WHITE LINE - 6"
		SOLID YELLOW LINE - 6"
		BROKEN WHITE LINE - 6" (10' LINE SEGMENT, 30' GAP)
		BROKEN YELLOW LINE - 6" (10' LINE SEGMENT, 30' GAP)
		DOTTED WHITE LINE - 6" (3' LINE SEGMENT, 9' GAP)
		DOTTED YELLOW LINE - 6" (3' LINE SEGMENT, 9' GAP)
		DOTTED WHITE LINE EXTENSION - 6" (2' LINE SEGMENT, 6' GAP)
		DOTTED YELLOW LINE EXTENSION - 6" (2' LINE SEGMENT, 6' GAP)
		DOUBLE WHITE LINE - 6"
		DOUBLE YELLOW LINE - 6"

ABBREVIATIONS

GENERAL	DESCRIPTION
AADT	ANNUAL AVERAGE DAILY TRAFFIC
ABAN	ABANDON
ADJ	ADJUST
APPROX.	APPROXIMATE
A.C.	ASPHALT CONCRETE
ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE
BIT.	BITUMINOUS
BC	BOTTOM OF CURB
BD.	BOUND
BL	BASELINE
BLDG	BUILDING
BM	BENCHMARK
BMP	BEST MANAGEMENT PRACTICE
BO	BY OTHERS
BOS	BOTTOM OF SLOPE
BR.	BRIDGE
CB	CATCH BASIN
CBCI	CATCH BASIN WITH CURB INLET
CC	CEMENT CONCRETE
CCM	CEMENT CONCRETE MASONRY
CEM	CEMENT
CI	CURB INLET
CIP	CAST IRON PIPE
CLF	CHAIN LINK FENCE
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CSP	CORRUGATED STEEL PIPE
CO.	COUNTY
CONC	CONCRETE
CONT	CONTINUOUS
CONST	CONSTRUCTION
CR GR	CROWN GRADE
DHV	DESIGN HOURLY VOLUME
DI	DROP INLET
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DW	STEADY DON'T WALK - PORTLAND ORANGE
DWY	DRIVEWAY
ELEV (or EL.)	ELEVATION
EMB	EMBANKMENT
EOP	EDGE OF PAVEMENT
EXIST (or EX)	EXISTING
EXC	EXCAVATION
F&C	FRAME AND COVER
F&G	FRAME AND GRATE
FDN.	FOUNDATION
FLDSTN	FIELDSTONE
GAR	GARAGE
GD	GROUND
GG	GAS GATE
GI	GUTTER INLET
GIP	GALVANIZED IRON PIPE
GRAN	GRANITE
GRAV	GRAVEL
GRD	GUARD
HDW	HEADWALL
HMA	HOT MIX ASPHALT
HOR	HORIZONTAL
HYD	HYDRANT
INV	INVERT
JCT	JUNCTION
L	LENGTH OF CURVE
LB	LEACH BASIN
LP	LIGHT POLE
LT	LEFT
MAX	MAXIMUM
MB	MAILBOX
MH	MANHOLE
MHB	MASSACHUSETTS HIGHWAY BOUND
MIN	MINIMUM
NIC	NOT IN CONTRACT
NO.	NUMBER
OHW	OVERHEAD WIRE
PC	POINT OF CURVATURE
PCR	PEDESTRIAN CURB RAMP
PCC	POINT OF COMPOUND CURVATURE
P.G.L.	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
POC	POINT ON CURVE
POT	POINT ON TANGENT
PRC	POINT OF REVERSE CURVATURE
PROJ	PROJECT
PROP	PROPOSED
PSB	PLANTABLE SOIL BORROW
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION

GREAT BARRINGTON DIVISION STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-0035(961)X	2	53
PROJECT FILE NO.		612183	

LEGEND & ABBREVIATIONS

ABBREVIATIONS (cont.)

GENERAL	DESCRIPTION
PVT	POINT OF VERTICAL TANGENCY
PVMT	PAVEMENT
PWW	PAVED WATER WAY
R	RADIUS OF CURVATURE
R&D	REMOVE AND DISPOSE
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
RDWY	ROADWAY
REM	REMOVE
RET	RETAIN
RET WALL	RETAINING WALL
ROW	RIGHT OF WAY
RR	RAILROAD
R&R	REMOVE AND RESET
R&S	REMOVE AND STACK
RT	RIGHT
SB	STONE BOUND
SCM	STORM WATER CONTROL MEASURE
SHLD	SHOULDER
SMH	SEWER MANHOLE
ST	STREET
STA	STATION
SSD	STOPPING SIGHT DISTANCE
SHLO	STATE HIGHWAY LAYOUT LINE
SW	SIDEWALK
T	TANGENT DISTANCE OF CURVE/TRUCK %
TAN	TANGENT
TEMP	TEMPORARY
TC	TOP OF CURB
TOS	TOP OF SLOPE
TYP	TYPICAL
UP	UTILITY POLE
VAR	VARIES
VERT	VERTICAL
VC	VERTICAL CURVE
WG	WATER GATE
WIP	WROUGHT IRON PIPE
WM	WATER METER/WATER MAIN
X-SECT	CROSS SECTION

TRAFFIC SIGNAL ABBREVIATIONS

CAB	CABINET
CCVE	CLOSED CIRCUIT VIDEO EQUIPMENT
DW	STEADY UPRAISED HAND
FDW	FLASHING UPRAISED HAND
FR	FLASHING CIRCULAR RED
FRL	FLASHING RED LEFT ARROW
FRR	FLASHING RED RIGHT ARROW
FY	FLASHING CIRCULAR YELLOW
FYL	FLASHING YELLOW LEFT ARROW
FYR	FLASHING YELLOW RIGHT ARROW
G	STEADY CIRCULAR GREEN
GL	STEADY GREEN LEFT ARROW
GR	STEADY GREEN RIGHT ARROW
GSL	STEADY GREEN SLASH LEFT ARROW
GSR	STEADY GREEN SLASH RIGHT ARROW
GV	STEADY GREEN VERTICAL ARROW
OL	OVERLAP
PED	PEDESTRIAN
PTZ	PAN, TILT, ZOOM
R	STEADY CIRCULAR RED
RL	STEADY RED LEFT ARROW
RR	STEADY RED RIGHT ARROW
TR SIG	TRAFFIC SIGNAL
TSC	TRAFFIC SIGNAL CONDUIT
W	STEADY WALKING PERSON
Y	STEADY CIRCULAR YELLOW
YL	STEADY YELLOW LEFT ARROW

**GREAT BARRINGTON
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STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	3	53
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GENERAL NOTES

GENERAL NOTES

1. THE CONTRACTOR SHALL RETAIN ALL CURBS, FENCES, WALLS, TREES, SHRUBS, POSTS, LANDSCAPE FEATURES, AND OTHER MISCELLANEOUS ITEMS WITHIN ABUTTING PROPERTIES, UNLESS OTHERWISE NOTED. WHEN RETAINING THOSE ITEMS IS NOT PRACTICAL IN THE OPINION OF THE ENGINEER, THE CONTRACTOR SHALL REMOVE, STOCKPILE, PROTECT AND RESET THE ITEMS. THE CONTRACTOR SHALL REPLACE ITEMS DAMAGED DURING REMOVAL, STOCKPILING, OR RESETTING DUE TO NEGLIGENCE, CARELESSNESS, OR MISHANDLING WITH EQUIVALENT NEW ITEMS AT NO COST TO THE OWNER. ITEMS NOTED AS TO BE REMOVED AND STACKED SHALL BE COORDINATED WITH THE RESPECTIVE OWNER.
2. ALL TREES WITHIN THE SLOPE LIMIT SHALL BE RETAINED AND PROTECTED UNLESS OTHERWISE NOTED.
3. THE CONTRACTOR SHALL EXERCISE DUE CARE WHEN WORKING AROUND ALL EXISTING PROPERTY BOUNDS AND PRIVATE PROPERTY PINS. SHOULD ANY DAMAGE TO A HIGHWAY BOUND OR PROPERTY PIN RESULT FROM THE ACTION OF THE CONTRACTOR, THE CONTRACTOR IS RESPONSIBLE FOR REPLACING THAT HIGHWAY BOUND OR PRIVATE PROPERTY PIN TO ITS LOCATION JUST PRIOR TO CONSTRUCTION. IF THE EXISTING HIGHWAY BOUND OR PRIVATE PROPERTY PIN WASN'T LOCATED IN THE PRELIMINARY SURVEY FOR THE PROJECT, THEN THE CONTRACTOR SHALL HAVE THE HIGHWAY BOUND OR PROPERTY PIN REPLACED, AND/OR REALIGNED BY A LICENSED PROFESSIONAL SURVEYOR AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST.
4. TREATMENT OF SLOPE AREAS SHALL BE REPLACED IN KIND UNLESS OTHERWISE NOTED.
5. SITE FEATURES OUTSIDE PROPOSED SAWCUT LINES AND PROPOSED LIMITS OF WORK SHALL BE RETAINED UNLESS OTHERWISE NOTED. 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.
6. THE TERM "PROPOSED" MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS. RE-USE OF EXISTING MATERIALS IS IDENTIFIED AS "REMOVE AND RESET" (R&R).
7. THE CONTRACTOR SHALL REUSE EXISTING MATERIALS IDENTIFIED AS R&R UNLESS THEY ARE DEEMED UNSUITABLE BY THE ENGINEER.
8. EXISTING GRAVEL BORROW DETERMINED TO BE SUITABLE BY THE ENGINEER AND MEETING THE REQUIREMENTS OF THE SPECIFICATIONS SHALL REMAIN.
9. SURVEY CONTROL, AERIAL PHOTOGRAMMETRY AND TOPOGRAPHICAL SURVEY WAS PERFORMED BY WSP FROM JANUARY 2021 THROUGH APRIL 2022. ADDITIONAL SURVEY PERFORMED BY GREEN INTERNATIONAL AFFILIATES, INC. ON MARCH 3, 2023. HORIZONTAL COORDINATE AND ELEVATION UNITS SHOWN HEREON ARE U.S. SURVEY FEET.
10. THE IMPACT ATTENUATOR DESIGN IS BASED ON QUADGUARD ELITE M10 SYSTEM WITH TENSION STRUT BACKUP AND EXTENDED END SHOES. THE CONTRACTOR CAN INSTALL THIS SYSTEM OR APPROVED EQUAL. SUBSTITUTE IMPACT ATTENUATOR MUST BE APPROVED BY THE ENGINEER.
11. FOUR GPS CONTROL POINTS (NOS. 1, 2, 9, AND 10) WERE ESTABLISHED BY WSP IN SEPTEMBER 2019. PRIMARY SURVEY CONTROL WAS ESTABLISHED THROUGHOUT THE PROJECT AREA BY RUNNING A GROUND TRAVERSE ORIGINATING ON POINTS 1 AND 2 AND CLOSING ON POINTS 9 AND 10. A LEAST SQUARES ADJUSTMENT WAS PERFORMED TO DERIVE THE ADJUSTED HORIZONTAL COORDINATES FOR THE PRIMARY CONTROL TRAVERSE. DIFFERENTIAL LEVELS WERE RUN THROUGH THE GROUND TRAVERSE POINTS AND PROJECT BENCHMARKS. HOLDING THE GPS DERIVED ELEVATION OF PRIMARY CONTROL POINT NO. 1, ELEVATION: 719.65 USFT, AS THE REFERENCE NAVD88 ELEVATION FOR THE PROJECT.

GPS CONTROL

NAME	GRID NORTHING (USft)	GRID EASTING (USft)	ELEVATION (USft)	COMBINED FACTOR
1	2914726.7810	153233.2470	719.65	0.999935023775
2	2914795.2420	153525.3550	705.35	0.999935713243
9	2,915,096.538	154,459.523	696.94	0.999936120107
10	2,915,118.137	154,602.314	696.67	0.999936133796

UTILITY NOTES

1. RECORD UTILITY INFORMATION FROM THE VARIOUS UTILITY COMPANIES AND PUBLIC AGENCIES ARE APPROXIMATE ONLY AND ACTUAL LOCATIONS MUST BE DETERMINED IN THE FIELD. THE CONTRACTOR SHALL CALL "DIG SAFE" (1-888-344-7233) 72 HOURS (EXCLUDING SATURDAYS, SUNDAYS AND HOLIDAYS) PRIOR TO ANY EXCAVATION TO OBTAIN ACCURATE UTILITY LOCATIONS.
2. ALL UTILITY COMPANIES, PUBLIC AND PRIVATE MUST BE NOTIFIED, INCLUDING THOSE IN CONTROL OF UTILITIES NOT SHOWN ON THIS PLAN, (SEE CHAPTER 370, ACTS OF 1963, MASSACHUSETTS) PRIOR TO DESIGNING, EXCAVATING, BLASTING, INSTALLING, BACKFILLING, GRADING, PAVEMENT RESTORING OR REPAVING.
3. EXISTING UNDERGROUND DRAINAGE HAVE BEEN PLOTTED TO MEET UTILITY QUALITY LEVEL "D" AS DESCRIBED IN ASCE STANDARD 38-02 AND SUMMARIZED ON THIS SHEET. UNDERGROUND DRAINAGE IS SHOWN IN APPROXIMATE LOCATIONS BASED ON ABOVE-GROUND FIELD OBSERVATION AND EXISTING RECORD INFORMATION RECEIVED FROM UTILITY STAKE-HOLDERS.
4. INVERTS SHOWN ON PLAN ARE NOT GUARANTEED TO BE ACCURATE. DUE TO THE LIMITATIONS OF FIELD OBSERVATION AND SURVEY TECHNIQUES THE INVERTS ARE SHOWN AS APPROXIMATE ONLY AND SHALL NOT BE WARRANTED TO BE CORRECT. ADDITIONAL FIELD INVESTIGATION IS NECESSARY WHERE ACCURATE MEASUREMENTS ARE REQUIRED FOR DESIGN OF CRITICAL AREAS.
5. WHERE AN EXISTING UTILITY IS FOUND TO BE IN CONFLICT WITH THE PROPOSED WORK, THE CONTRACTOR SHALL ACCURATELY DETERMINE THE LOCATION, ELEVATION AND SIZE OF THE UTILITY AND FURNISH THE INFORMATION TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
6. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES IN SERVICE AT ALL TIMES UNLESS NOTED ON THE PLANS OR APPROVED BY THE ENGINEER.
7. IF THE CONTRACTOR DAMAGES ANY UTILITY SYSTEM, THEY SHALL IMMEDIATELY NOTIFY THE RESPECTIVE UTILITY COMPANY AND SHALL REPAIR/REPLACE THE AFFECTED SYSTEM AT THEIR OWN EXPENSE.
8. THE CONTRACTOR SHALL COORDINATE WITH PRIVATE UTILITY COMPANIES AND MAKE ARRANGEMENTS FOR ADJUSTMENTS, ALTERATIONS AND REPLACEMENT OF PRIVATE UTILITIES.
9. THE EXISTING CONDITIONS PLAN IS TO BE USED FOR THE SPECIFIED PROJECT ONLY AND IS NOT WARRANTED TO BE COMPLETE FOR ANY OTHER FUTURE PROJECTS.
10. SCOUR COUNTERMEASURES, SUPPORT OF EXCAVATION, COFFERDAMS, OR ANY OTHER REQUIRED SUPPORTS MUST BE INSTALLED WITH THE OVERHEAD WIRES REMAINING IN THEIR CURRENT LOCATION ON THE NORTH SIDE OF THE BRIDGE. THE CONTRACTOR SHOULD EXPECT THE INSTALLATION OF THE SHEETING ON THE NORTH SIDE OF THE BRIDGE TO BE A CHALLENGE REQUIRING SPECIAL TECHNIQUES SUCH AS PRE-EXCAVATION, SIDE VIBRATION OF THE SHEETING OR ADDING SHEETING SPLICES. ALL OSHA REQUIREMENTS MUST BE ADHERED TO WHEN INSTALLING NEAR THE OVERHEAD WIRES.

SUMMARY OF UTILITY MAPPING QUALITY LEVELS

THE FOLLOWING IS A SUMMARY OF THE SURVEY MAPPING LEVELS FOR UTILITIES AS DESCRIBED IN ASCE STANDARD 38-02, "STANDARD GUIDELINE FOR THE DEPICTION OF EXISTING SUBSURFACE UTILITY DATA". THESE GUIDELINES ARE MORE FULLY DESCRIBED IN THE ASCE STANDARD.

UTILITY QUALITY LEVEL A:
PRECISE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES OBTAINED BY THE ACTUAL EXPOSURE (OR VERIFICATION OF PREVIOUSLY EXPOSED AND SURVEYED UTILITIES) AND SUBSEQUENT MEASUREMENT OF SUBSURFACE UTILITIES, USUALLY AT A SPECIFIC POINT. MINIMALLY INTRUSIVE EXCAVATION EQUIPMENT IS TYPICALLY USED TO MINIMIZE THE POTENTIAL FOR UTILITY DAMAGE. A PRECISE HORIZONTAL AND VERTICAL LOCATION, AS WELL AS OTHER UTILITY ATTRIBUTES, IS SHOWN ON PLAN DOCUMENTS. ACCURACY IS TYPICALLY SET TO 15-MM VERTICAL AND TO APPLICABLE HORIZONTAL SURVEY AND MAPPING ACCURACY AS DEFINED OR EXPECTED BY THE PROJECT OWNER.

UTILITY QUALITY LEVEL B:
INFORMATION OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO DETERMINE THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF SUBSURFACE UTILITIES. QUALITY LEVEL B DATA SHOULD BE REPRODUCIBLE BY SURFACE GEOPHYSICS AT ANY POINT OF THEIR DEPICTION. THIS INFORMATION IS SURVEYED TO APPLICABLE TOLERANCES DEFINED BY THE PROJECT AND REDUCED ONTO PLAN DOCUMENTS.

UTILITY QUALITY LEVEL C:
INFORMATION OBTAINED BY SURVEYING AND PLOTTING VISIBLE ABOVE-GROUND UTILITY FEATURES AND BY USING PROFESSIONAL JUDGMENT IN CORRELATING THIS INFORMATION TO QUALITY LEVEL D INFORMATION.

UTILITY QUALITY LEVEL D:
INFORMATION DERIVED FROM EXISTING RECORDS OR ORAL RECOLLECTIONS.

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TYPICAL SECTION - 1

PAVEMENT NOTES

PROPOSED FULL DEPTH RECONSTRUCTION

- SURFACE COURSE: 1.5" SUPERPAVE BRIDGE SURFACE COURSE 9.5 (SSC-B-9.5) OVER ASPHALT EMULSION FOR TACK COAT OVER
- INTERMEDIATE COURSE: 2" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5) OVER ASPHALT EMULSION FOR TACK COAT OVER
- BASE COURSE: 4" SUPERPAVE BASE COURSE 37.5 (SBC-37.5) PLACED IN ONE COURSE
- SUBBASE COURSE: 4" DENSE GRADED CRUSHED STONE FOR SUBBASE (COMPACTED) OVER 8" GRAVEL BORROW (TYPE B) (COMPACTED)

PROPOSED BOX WIDENING LESS THAN 4'-0"

- SURFACE COURSE: 1.5" SUPERPAVE BRIDGE SURFACE COURSE 9.5 (SSC-B-9.5) OVER ASPHALT EMULSION FOR TACK COAT OVER
- INTERMEDIATE COURSE: 2" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5) OVER ASPHALT EMULSION FOR TACK COAT OVER
- BASE COURSE: 6" HIGH EARLY STRENGTH CEMENT CONCRETE BASE COURSE OVER
- SUBBASE COURSE: 8" GRAVEL BORROW (TYPE B) (COMPACTED)

PROPOSED BRIDGE PAVEMENT

- SURFACE COURSE: 1.5" SUPERPAVE BRIDGE SURFACE COURSE 9.5 (SSC-B-9.5) OVER ASPHALT EMULSION FOR TACK COAT OVER
1.5" SUPERPAVE BRIDGE PROTECTIVE COURSE 9.5 (SPC-B-9.5)

PROPOSED FINE MILLING & RESURFACING

- SURFACE COURSE: 1.5" SUPERPAVE BRIDGE SURFACE COURSE 9.5 (SSC-B-9.5) OVER ASPHALT EMULSION FOR TACK COAT OVER
MILLED SURFACE

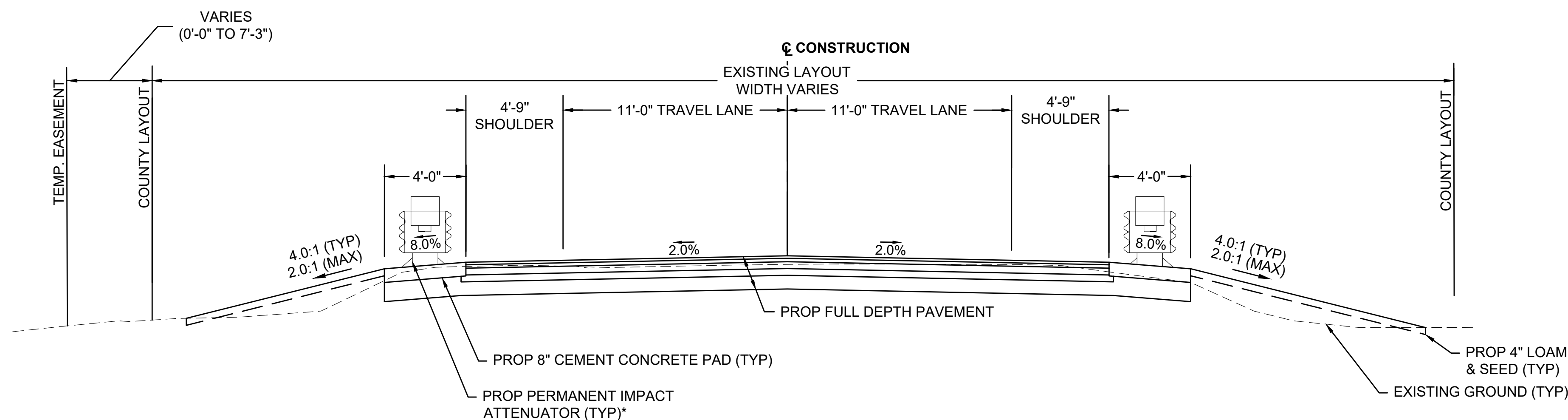
- MILLING COURSE: 1.5" PAVEMENT FINE MILLING

PROPOSED HMA DRIVEWAY

- SURFACE COURSE: 1.5" SURFACE COURSE OVER
- INTERMEDIATE COURSE: 2.5" INTERMEDIATE COURSE
- SUBBASE COURSE: 8" GRAVEL BORROW (TYPE B)

PROPOSED GRAVEL DRIVEWAY

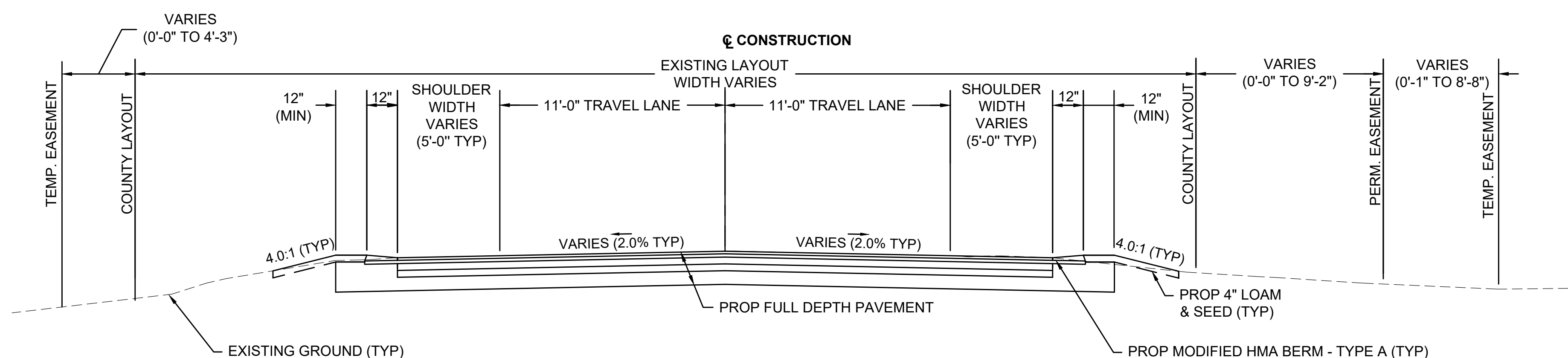
- SURFACE COURSE: 4" GRAVEL FOR DRIVEWAYS OVER
- SUBBASE COURSE: 8" GRAVEL BORROW (TYPE B)



DIVISION STREET - FULL DEPTH RECONSTRUCTION

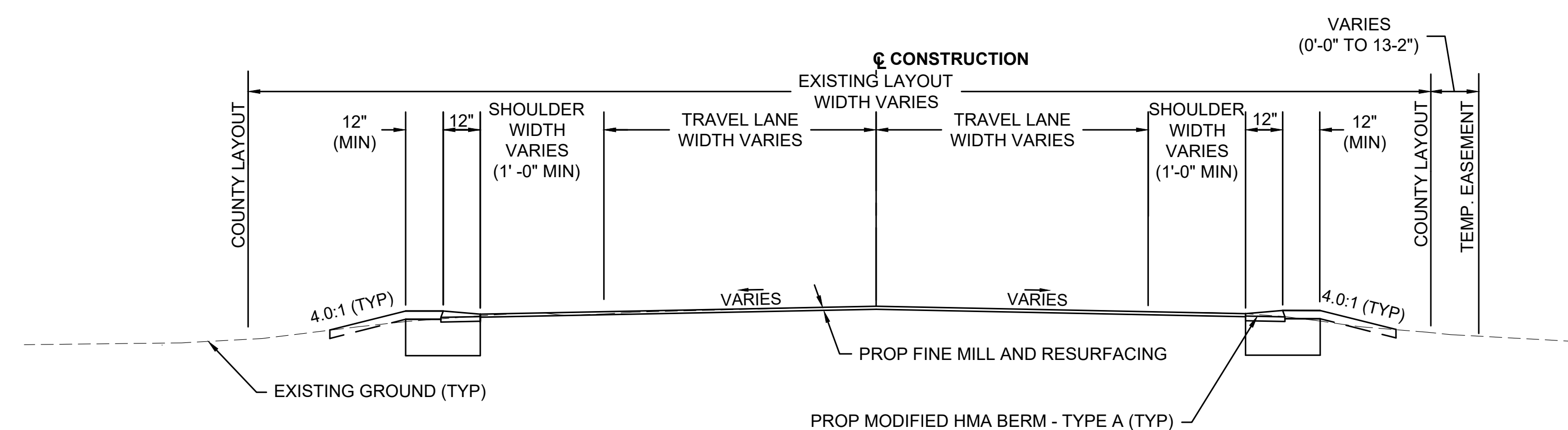
STA 28+95 TO 29+27.54
SCALE: 1"=4'

* PERMANENT IMPACT ATTENUATOR IS PROPOSED FROM STA 28+95 TO 29+18 RT/LT



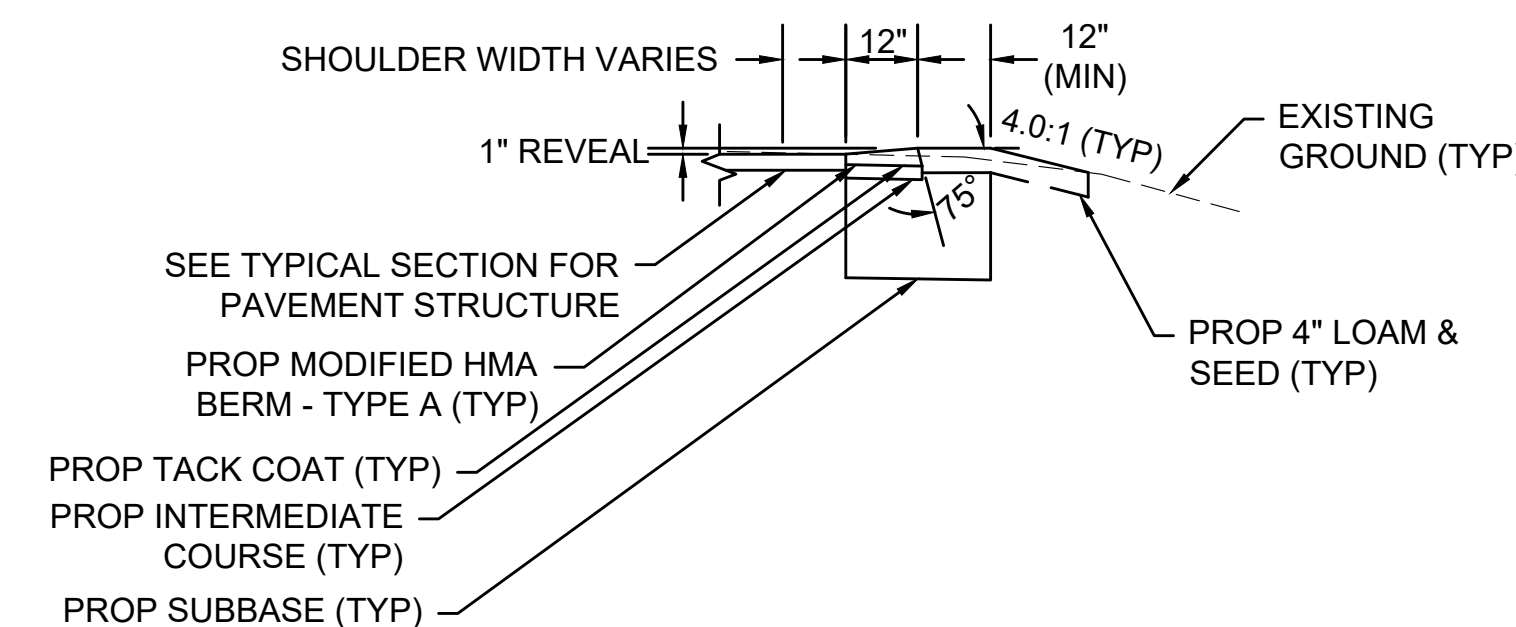
DIVISION STREET - FULL DEPTH RECONSTRUCTION

STA 27+50 TO 28+95
SCALE: 1"=4'



DIVISION STREET - MILL AND RESURFACING

STA 27+00 TO 27+50
SCALE: 1"=4'



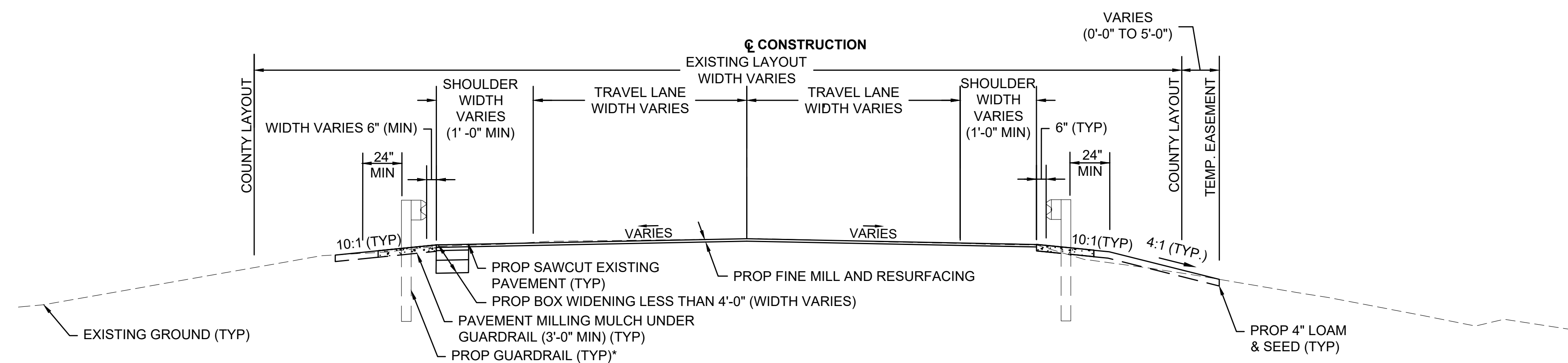
MODIFIED HMA BERM - TYPE A

STA 27+00 TO 27+52 LT
STA 27+00 TO 27+10 RT
STA 27+64 TO 28+76 LT
STA 27+54 TO 28+62 RT
SCALE: 1"=4'

**GREAT BARRINGTON
DIVISION STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	5	53
PROJECT FILE NO.		612183	

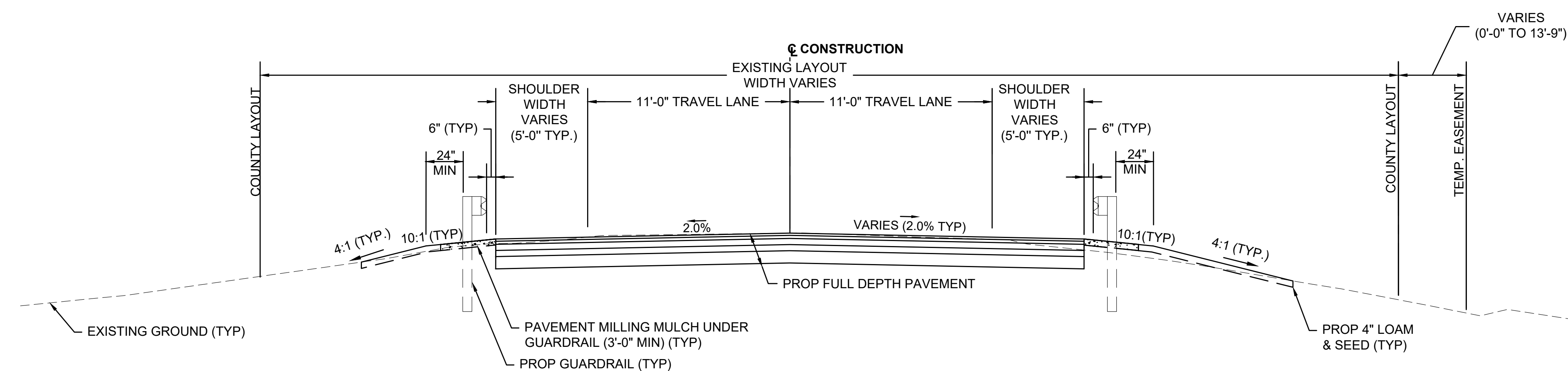
TYPICAL SECTION - 2



DIVISION STREET - MILL AND RESURFACING

STA. 32+25 TO 32+50
SCALE: 1"=4'

* PROPOSED GUARDRAIL CONTINUES WITH NO FINE MILL AND RESURFACING STA. 32+50 TO 32+72 LT AND 32+50 TO 33+25 RT.



DIVISION STREET - FULL DEPTH RECONSTRUCTION

STA. 30+64.04 TO 32+25
SCALE: 1"=4'

HIGHWAY GUARD DETAILS

PROP PERMANENT IMPACT ATTENUATOR, (REDIRECTIVE WITH EXTENDED END SHOE TRANSITION), TL-3 - STA 28+95 LT - STA 29+18 LT
 PROP PERMANENT IMPACT ATTENUATOR, (REDIRECTIVE WITH EXTENDED END SHOE TRANSITION), TL-3 - STA 28+95 RT - STA 29+18 RT
 PROP TRANSITION TO BRIDGE RAIL - STA 30+72 LT - STA 31+06 LT
 PROP TRANSITION TO BRIDGE RAIL - STA 30+72 RT - STA 31+06 RT
 PROP GUARDRAIL, TL-3 (SINGLE FACED) - STA 31+06 LT - STA 31+20 LT
 PROP GUARDRAIL, TL-3 (SINGLE FACED) - STA 31+06 RT - STA 31+81 RT
 PROP GUARDRAIL TANGENT END TREATMENT, TL3 - STA 31+20 LT - STA 31+51 LT
 PROP GUARDRAIL TRAILING ANCHORAGE, TL-3 - STA 31+81 RT - STA 31+90 RT
 PROP GUARDRAIL TRAILING ANCHORAGE, TL-3 - STA 31+92 LT - STA 31+92 LT
 PROP GUARDRAIL, TL-3 (SINGLE FACED) - STA 31+92 LT - STA 32+38 LT
 PROP GUARDRAIL TANGENT END TREATMENT, TL3 - STA 32+25 RT - STA 32+56 RT
 PROP TRANSITION TO NCHRP 350 GUARDRAIL - STA 32+38 LT - STA 32+72 LT
 PROP GUARDRAIL, TL-3 (SINGLE FACED) - STA 32+56 RT - STA 32+90 RT
 PROP TRANSITION TO NCHRP 350 GUARDRAIL - STA 32+90 RT - STA 33+25 RT

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

DRAINAGE DETAILS

SEE SHEET 9

GREAT BARRINGTON
DIVISION STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	6	53
PROJECT FILE NO.		612183	

CONSTRUCTION PLAN

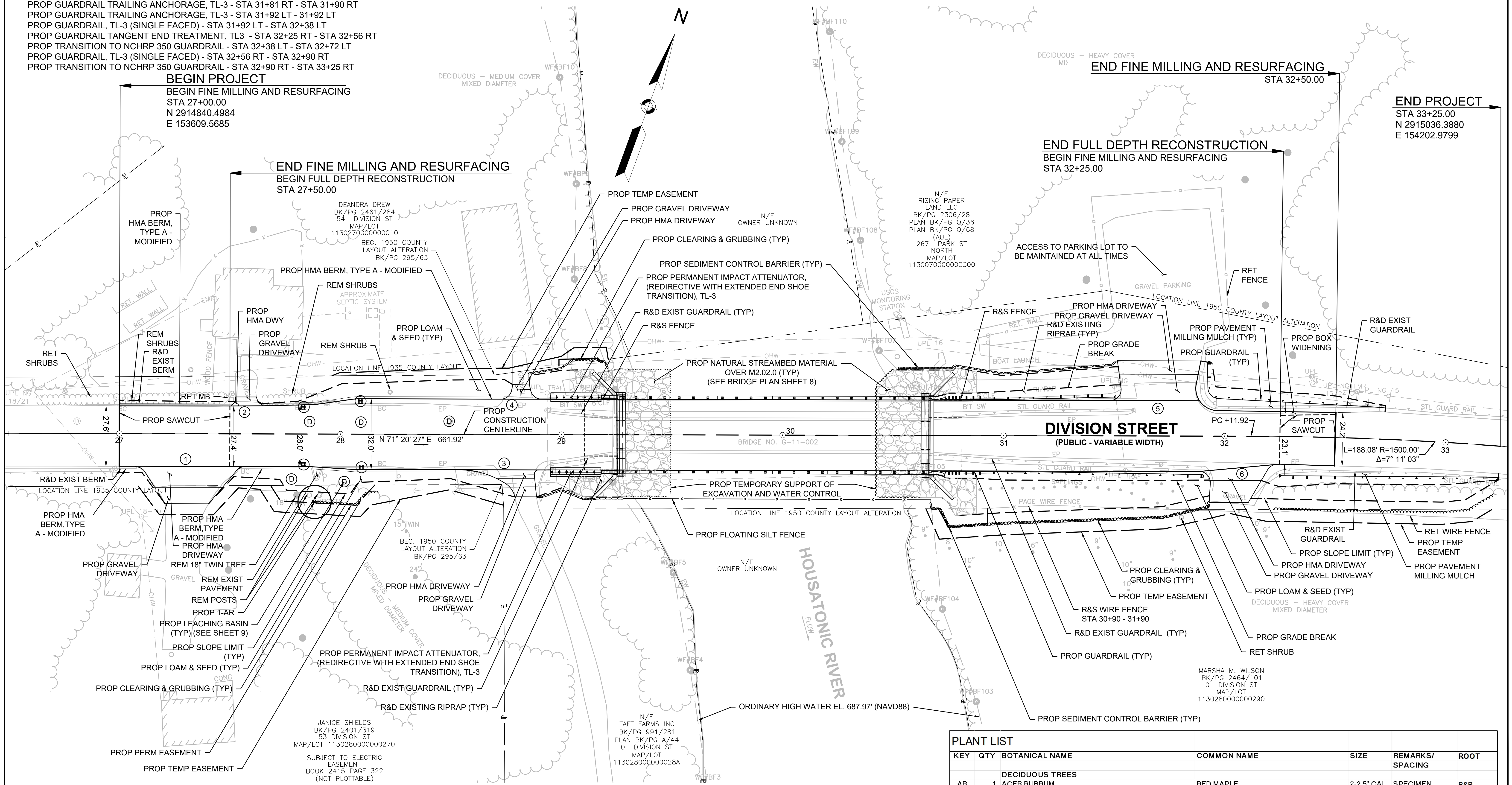
BEGIN PROJECT
 BEGIN FINE MILLING AND RESURFACING
 STA 27+00.00
 N 2914840.4984
 E 153609.5685

END FINE MILLING AND RESURFACING
 BEGIN FULL DEPTH RECONSTRUCTION
 STA 27+50.00

END FULL DEPTH RECONSTRUCTION
 BEGIN FINE MILLING AND RESURFACING
 STA 32+25.00

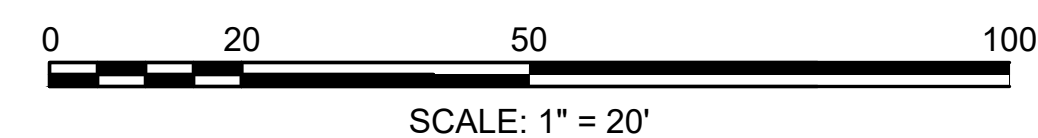
END FINE MILLING AND RESURFACING
 STA 32+50.00

END PROJECT
 STA 33+25.00
 N 2915036.3880
 E 154202.9799



PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS/ SPACING	ROOT
AR	1	ACER RUBRUM	RED MAPLE	2-2.5" CAL.	SPECIMEN	B&B

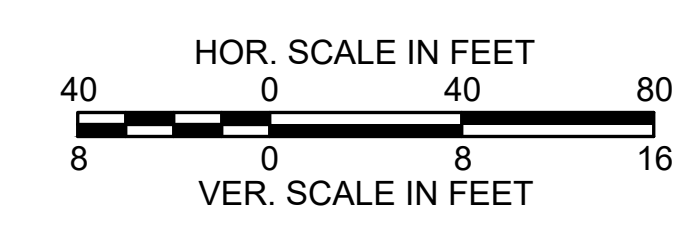
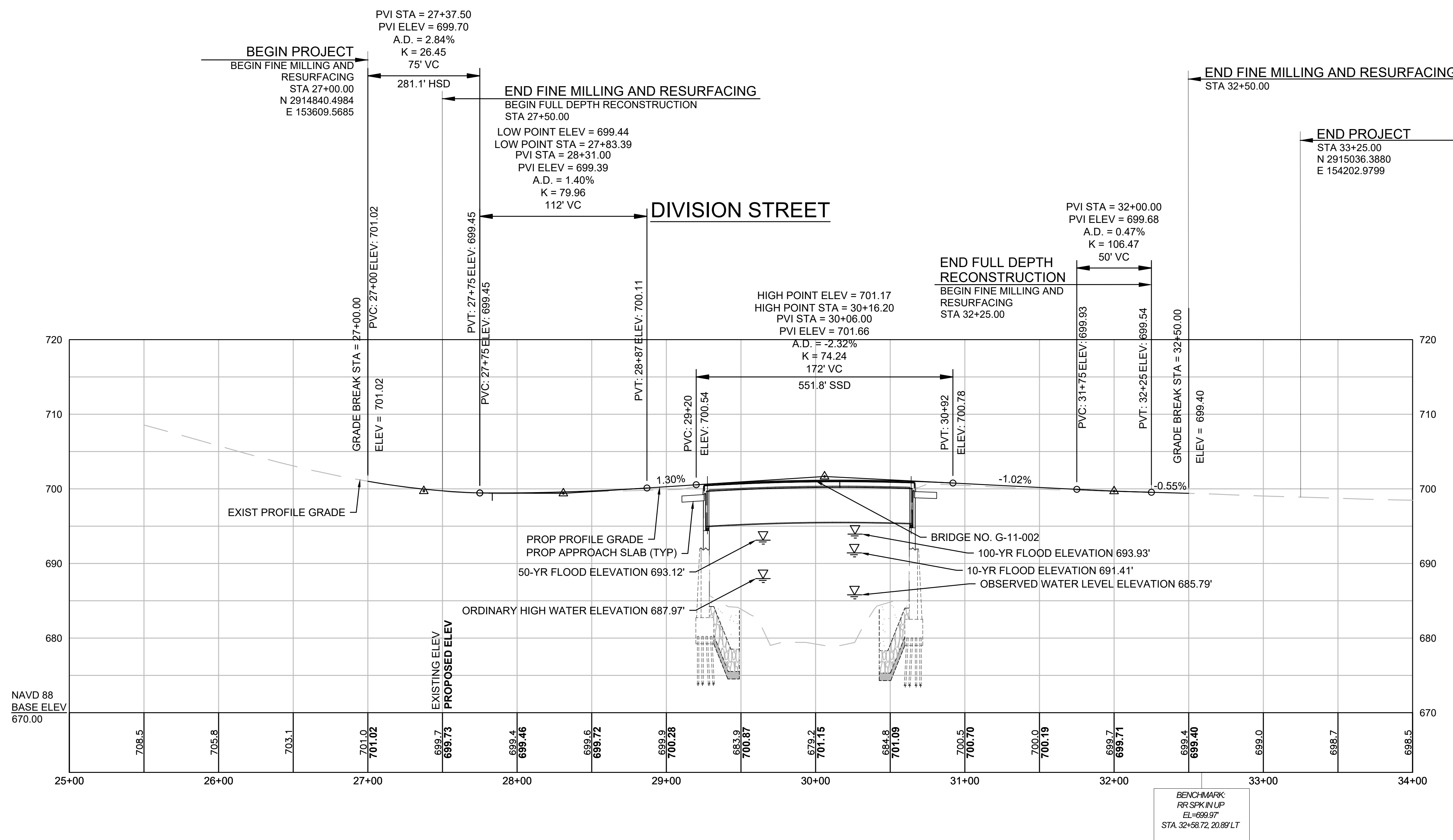


FOR PROFILE SEE SHEET NO. 7

**GREAT BARRINGTON
DIVISION STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	7	53
PROJECT FILE NO.		612183	

CONSTRUCTION PROFILE



FOR CONSTRUCTION PLAN SEE SHEET NO. 6

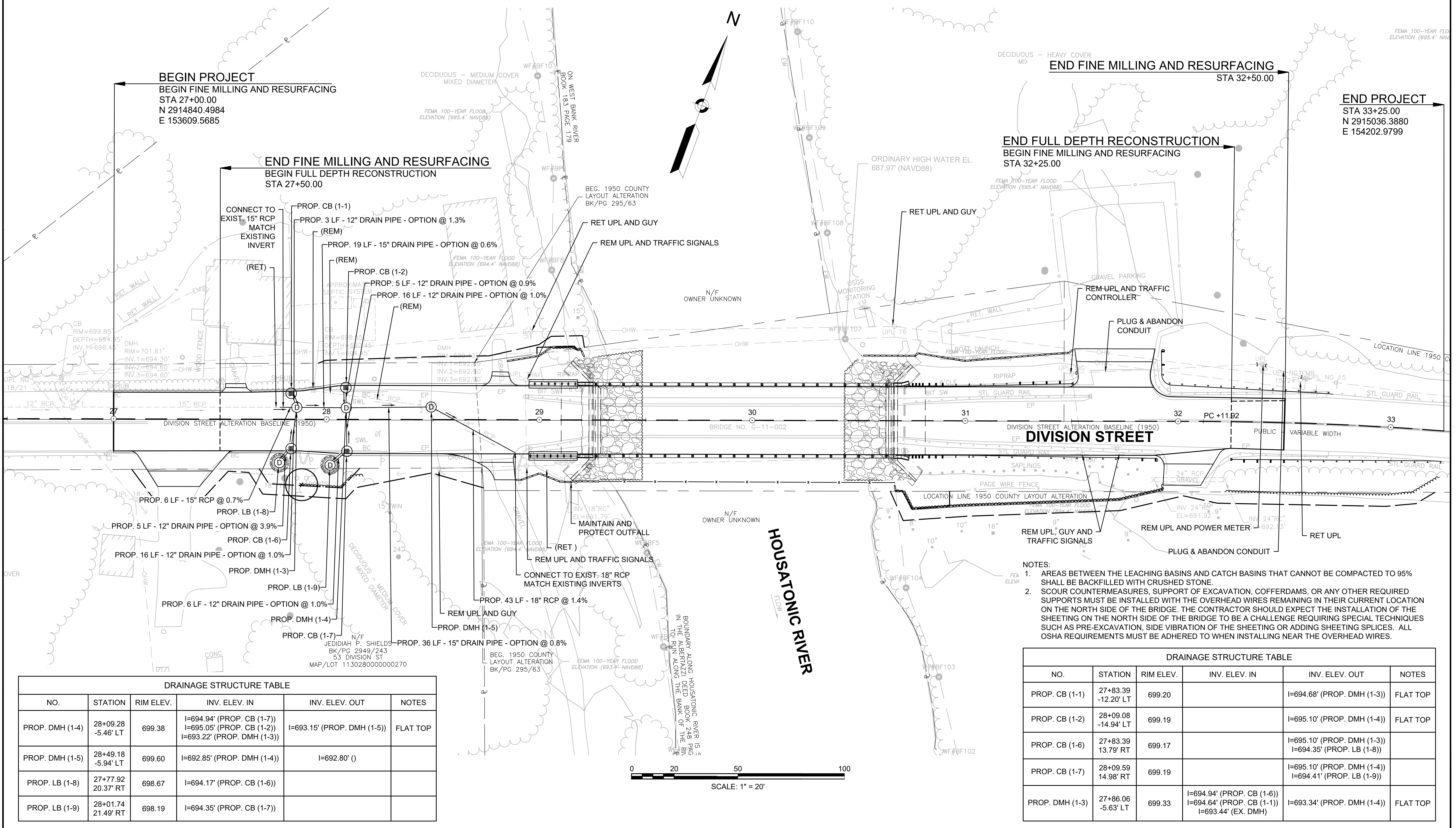
LEGEND - UTILITIES

- - - - - EXISTING OVERHEAD WIRE
- - - - - EXISTING DRAINAGE
- PROPOSED DRAINAGE
- - - - - EXISTING SEWER

GREAT BARRINGTON
DIVISION STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	9	53
PROJECT FILE NO.		612183	

DRAINAGE & UTILITY PLAN



BEGIN PROJECT
 BEGIN FINE MILLING AND RESURFACING
 STA 27+00.00
 N 2914840.4984
 E 153609.5685

END FINE MILLING AND RESURFACING
 BEGIN FULL DEPTH RECONSTRUCTION
 STA 27+50.00

END FINE MILLING AND RESURFACING
 STA 32+50.00

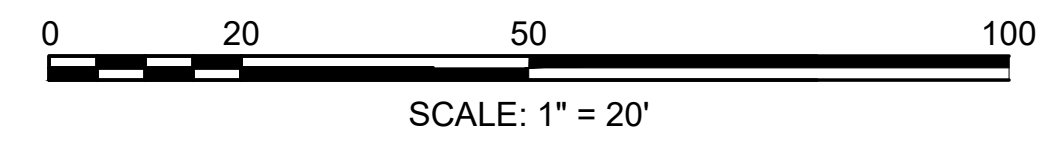
END FULL DEPTH RECONSTRUCTION
 BEGIN FINE MILLING AND RESURFACING
 STA 32+25.00

END PROJECT
 STA 33+25.00
 N 2915036.3880
 E 154202.9799

NO.	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	NOTES
PROP. DMH (1-4)	28+09.28 -5.46' LT	699.38	I=694.94' (PROP. CB (1-7)) I=695.05' (PROP. CB (1-2)) I=693.22' (PROP. DMH (1-3))	I=693.15' (PROP. DMH (1-5))	FLAT TOP
PROP. DMH (1-5)	28+49.18 -5.94' LT	699.60	I=692.85' (PROP. DMH (1-4))	I=692.80' ()	
PROP. LB (1-8)	27+77.92 20.37' RT	698.67	I=694.17' (PROP. CB (1-6))		
PROP. LB (1-9)	28+01.74 21.49' RT	698.19	I=694.35' (PROP. CB (1-7))		

- NOTES:
- AREAS BETWEEN THE LEACHING BASINS AND CATCH BASINS THAT CANNOT BE COMPACTED TO 95% SHALL BE BACKFILLED WITH CRUSHED STONE.
 - SCOUR COUNTERMEASURES, SUPPORT OF EXCAVATION, COFFERDAMS, OR ANY OTHER REQUIRED SUPPORTS MUST BE INSTALLED WITH THE OVERHEAD WIRES REMAINING IN THEIR CURRENT LOCATION ON THE NORTH SIDE OF THE BRIDGE. THE CONTRACTOR SHOULD EXPECT THE INSTALLATION OF THE SHEETING ON THE NORTH SIDE OF THE BRIDGE TO BE A CHALLENGE REQUIRING SPECIAL TECHNIQUES SUCH AS PRE-EXCAVATION, SIDE VIBRATION OF THE SHEETING OR ADDING SHEETING SPLICES. ALL OSHA REQUIREMENTS MUST BE ADHERED TO WHEN INSTALLING NEAR THE OVERHEAD WIRES.

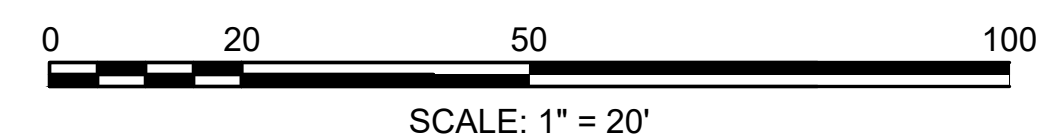
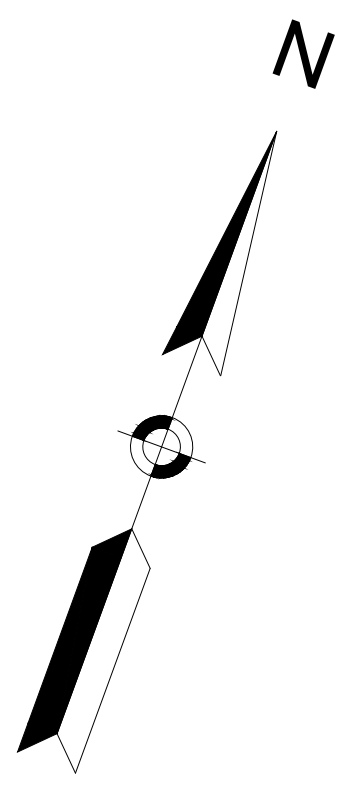
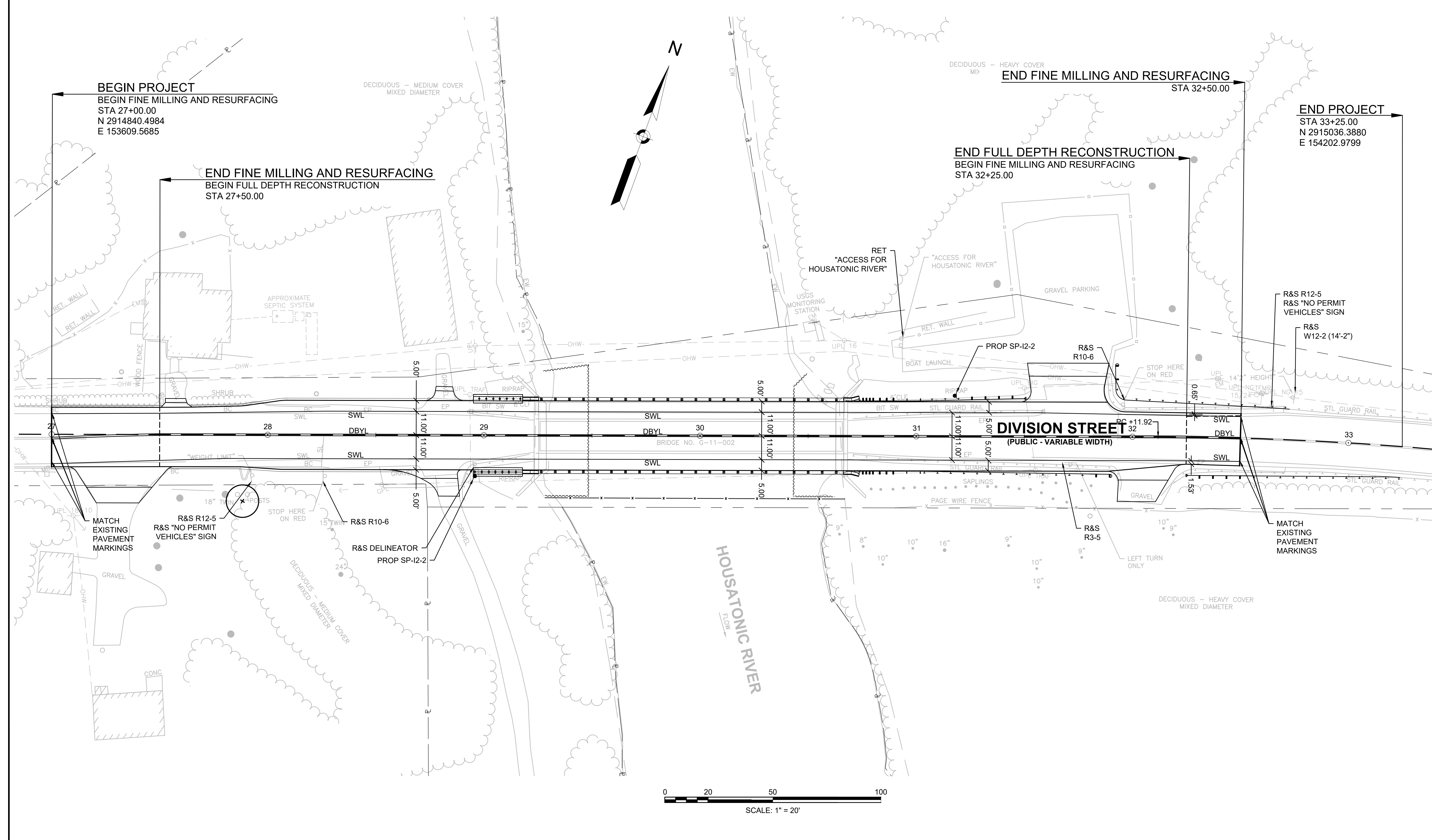
NO.	STATION	RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	NOTES
PROP. CB (1-1)	27+83.39 -12.20' LT	699.20		I=694.68' (PROP. DMH (1-3))	FLAT TOP
PROP. CB (1-2)	28+09.08 -14.94' LT	699.19		I=695.10' (PROP. DMH (1-4))	FLAT TOP
PROP. CB (1-6)	27+83.39 13.79' RT	699.17		I=695.10' (PROP. DMH (1-3)) I=694.35' (PROP. LB (1-8))	
PROP. CB (1-7)	28+09.59 14.98' RT	699.19		I=695.10' (PROP. DMH (1-4)) I=694.41' (PROP. LB (1-9))	
PROP. DMH (1-3)	27+86.06 -5.63' LT	699.33	I=694.94' (PROP. CB (1-6)) I=694.64' (PROP. CB (1-1)) I=693.44' (EX. DMH)	I=693.34' (PROP. DMH (1-4))	FLAT TOP



**GREAT BARRINGTON
DIVISION STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	10	53
PROJECT FILE NO. 612183			

PAVEMENT MARKING & SIGNING PLAN



SHT005_HDPAVEMENT MARKING AND SIGNING.DWG Plotted on 4-May-2026 3:58 PM

**GREAT BARRINGTON
DIVISION STREET**

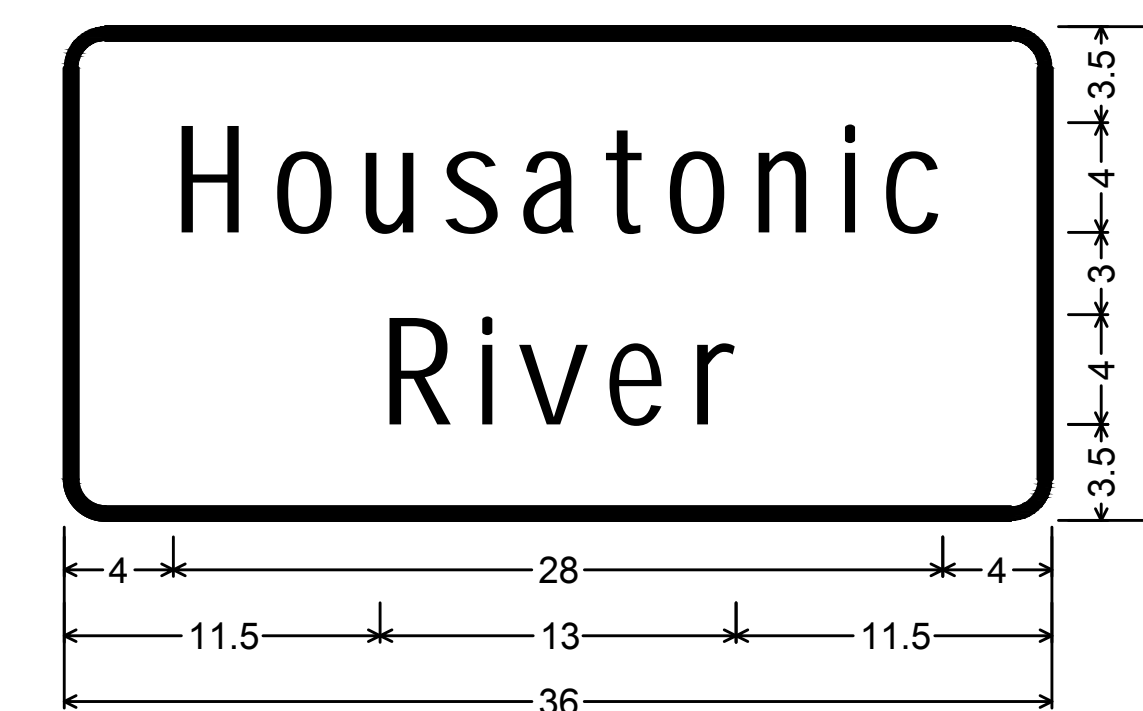
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	11	53
PROJECT FILE NO.		612183	

SIGN SUMMARY

IDENTIFICATION	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (IN)			NUMBER OF SIGNS REQUIRED	COLOR			UNIT AREA (S.F.)	AREA (S.F.)
	WIDTH (IN)	HEIGHT (IN)		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MRK.		BACKGRO UND	LEGEND	BORDER		
SP-I2-2	36	18	Housatonic River	SEE DETAIL ON RIGHT			2	RETRORE-FLECTIVE GREEN	RETRORE-FLECTIVE WHITE	RETRORE-FLECTIVE WHITE	4.50	9.00
											TOTAL (S.F.)	9.00

NOTES:

- SIGN SUPPORTS MUST CONFORM TO THE CRITERIA SET FORTH IN THE MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
- SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2023 EDITION AND ALL REVISIONS, THE 2022 MASSACHUSETTS AMENDMENTS TO THE 2009 MUTCD, THE 2016 MASSACHUSETTS DEPARTMENT OF TRANSPORTATION SIGN BOOK, AND THE STANDARDS MUNICIPAL TRAFFIC CODE FOR THE LATEST SPECIFICATIONS ON TEXT DIMENSIONS AND COLOR. ALSO REFER TO THE MASSDOT 2025 STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES.
- UNLESS OTHERWISE NOTED, ALL POSTS SHALL BE P-5.
- SIGNS SHALL BE MOUNTED SO THAT THE BOTTOM OF THE SIGN IS NO LESS THAN 7'-0" ABOVE ADJACENT ROADWAY SURFACE ELEVATION.
- RETROREFLECTIVE SHEETING ON ALL TRAFFIC SIGNS SHALL CONFORM TO MASSDOT STANDARD SPECIFICATION M9.30.0.



1.500" Radius, 0.500" Border, White on Green;
 "Housatonic", D 80% spacing;
 "River", D 80% spacing;

Table of distances between letter and object lefts

4.000	H	o	u	s	a	t	o	n	i	c	4.000
	R	i	v	e	r						
11.500	3.625	1.375	3.250	3.000	1.750	11.500					

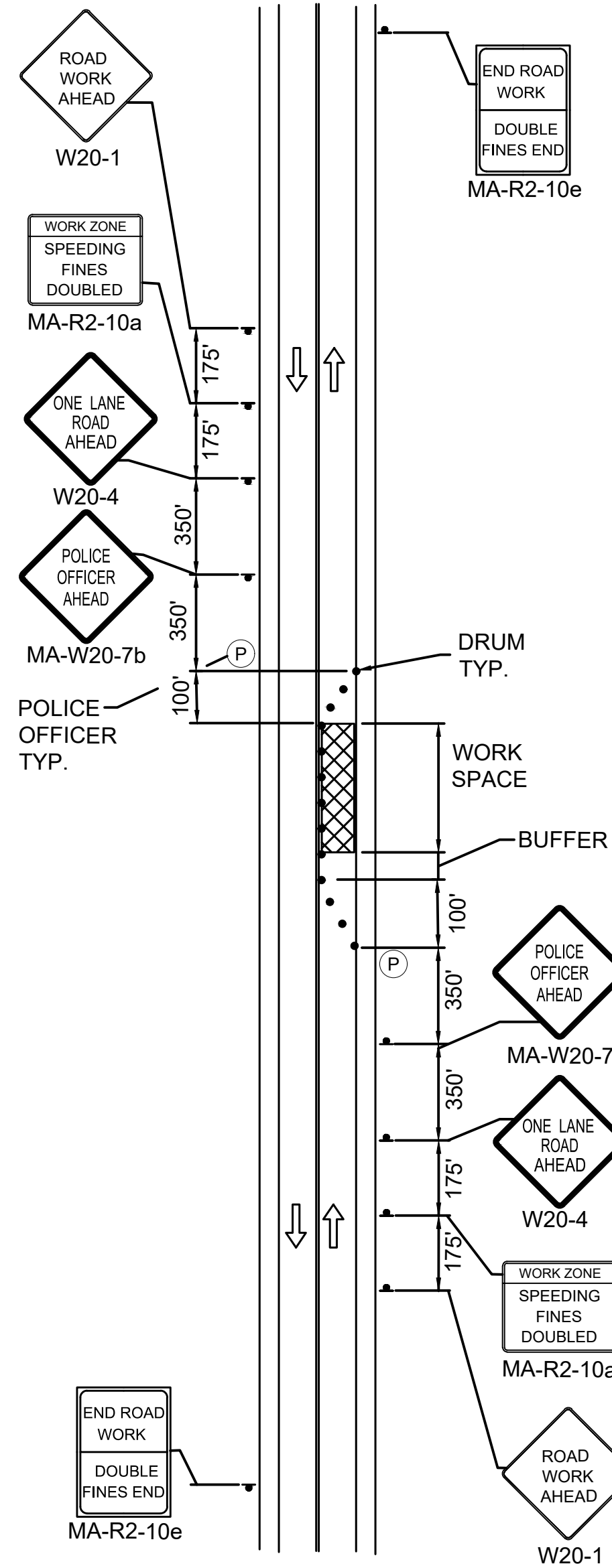
SP-I2-2 SIGN DETAIL
NOT TO SCALE

TEMPORARY TRAFFIC CONTROL NOTES:

- MINIMUM LANE WIDTH OF 11 FEET SHALL BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE NOTED. MINIMUM LANE WIDTHS TO BE MEASURED FROM THE EDGE OF THE DRUMS OR CONES (IF USED).
- SIGNS AND SIGN SUPPORTS LOCATED ON OR NEAR THE TRAVELED WAY MUST PASS THE CRITERIA SET FORTH IN THE NHCPR 350 REPORT AND THE CRITERIA SET FORTH IN THE "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH).
- THE CONTRACTOR SHALL COORDINATE APPROVAL AND IMPLEMENTATION OF THIS TEMPORARY TRAFFIC CONTROL PLAN WITH THE ENGINEER PRIOR TO CONSTRUCTION ACTIVITIES.
- THE CONTRACTOR SHALL COORDINATE APPROVAL OF ALL CHANGES TO THE TEMPORARY TRAFFIC CONTROL PLAN WITH THE ENGINEER PRIOR TO CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL ALSO NOTIFY THE ENGINEER, AND THE TOWN OF GREAT BARRINGTON THREE (3) WEEKS IN ADVANCE OF PLACING TEMPORARY TRAFFIC CONTROL SIGNS.
- ALL CONSTRUCTION SIGNING, DRUMS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES SHALL CONFORM WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 11TH EDITION AND "STANDARD HIGHWAY SIGNS" CURRENT EDITION.
- PLACE ALL SAFETY DEVICES AND CONSTRUCTION SIGNING BEFORE ACTUAL CONSTRUCTION WORK BEGINS.
- DISTANCES ARE A GUIDE AND MAY BE ADJUSTED BASED ON FIELD CONDITIONS WITH THE DIRECTION AND APPROVAL OF ENGINEER.
- ALL WARNING SIGNS SHALL BE BLACK LEGEND ON A REFLECTIVE FLUORESCENT ORANGE BACKGROUND.
- ALL DRUMS SHALL BE PLACED APPROPRIATELY OR MOVED AS NECESSARY TO MAINTAIN SAFE AND REASONABLE ABUTTER ACCESS AT ALL TIMES.
- ALL SIGNS NOT APPLICABLE TO THE CURRENT TRAFFIC SETUP SHALL BE REMOVED AND RESET UPON COMPLETION OF CONSTRUCTION OR COVERED.
- A LONGITUDINAL BUFFER SPACE SHALL BE UTILIZED IN ADVANCE OF WORK AREAS. REFER TO PART VI OF THE MUTCD 11TH EDITION FOR GUIDELINES AND DETAILS.
- AT THE END OF EACH WORKING DAY, EXCAVATED AREA OF TRAVEL LANE SHALL BE RESURFACED OR STEEL PLATED FOR VEHICLE USE.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS/EGRESS AT ALL CURB CUTS, BUSINESS ENTRANCES, RESIDENTIAL ENTRANCES LOCATED WITHIN THE WORK ZONES.
- CONTRACTOR SHALL MAINTAIN EMERGENCY PASSAGE AT ALL TIMES TO BUILDINGS WITHIN AND ADJACENT TO THE PROJECT LIMITS AS WELL AS A LARGER AREA IF AFFECTED BY CONSTRUCTION CONDITIONS. CONTRACTOR SHALL MAINTAIN 24 HOUR EMERGENCY VEHICLE ACCESS TO CONSTRUCTION AREAS.
- CONTRACTOR SHALL COORDINATE WITH ABUTTERS FOR THE PROPOSED WORK AND SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF THE WORK THAT WILL REQUIRE TEMPORARY CLOSURE OF ACCESS.
- SAFETY SIGNS PROPOSED FOR LOCATIONS OTHER THAN ERECTED ON TEMPORARY BARRICADES SHALL BE CONSTRUCTED WITH THEIR OWN SUPPORTS OR SIGN POSTS.
- TEMPORARY CONSTRUCTION SIGNING, BARRICADES AND ALL OTHER NECESSARY WORK ZONE TRAFFIC DEVICES SHALL BE REMOVED FROM THE ROADWAY WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
- UNLESS OTHERWISE NOTED, ALL PAVEMENT MARKINGS, SIGNS AND OTHER TRAFFIC EQUIPMENT REMOVED OR DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED IN CONFORMANCE WITH THE STANDARDS OF APPLICABLE STATE AND LOCAL AGENCIES.
- CONTRACTOR SHALL INSTALL, RENEW AND MAINTAIN ALL TRAFFIC CONTROL DEVICES AS SHOWN ON THE DRAWINGS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND AS REQUIRED BY APPLICABLE STATE AND LOCAL AGENCIES.
- THE CONTRACTOR SHALL LOCATE ALL TEMPORARY BARRIERS (IF USED) SO THERE ARE NO EXPOSED BLUNT ENDS WHICH WILL CAUSE HAZARDOUS CONDITIONS TO TRAFFIC. IN SUCH CASES, THE CONTRACTOR SHALL PROVIDE AND LOCATE BARRIER TAPERED END SECTIONS TO PROTECT VEHICULAR TRAFFIC AND THE WORK AREA.
- THE FIRST TEN (10) PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH SEQUENTIAL FLASHING LIGHTS.
- THE CONTRACTOR SHALL COORDINATE WITH ANY ABUTTING PROJECTS.
- ON-STREET PARKING, IF APPLICABLE, TO BE RESTRICTED PRIOR TO WORK.
- THESE PLANS ARE NOT INTENDED TO LIMIT THE CONTRACTOR'S APPROACH TO SCHEDULE THE WORK BUT TO OUTLINE ONE WAY OF PROGRESSING. THE CONTRACT IS EXPECTED TO USE KNOWLEDGE AND EXPERIENCE TO PERFORM THE WORK IN THE MOST EFFICIENT AND SAFE MANNER IN COMPLIANCE WITH THE DRAWINGS AND SPECIFICATIONS.
- THE ADVISORY SPEED LIMIT, IF REQUIRED, SHALL BE DETERMINED BY THE ENGINEER.
- MAXIMUM SPACING OF TRAFFIC DEVICES IN A TAPER (DRUMS OR CONES) IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH.
- ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORTS.

TRAFFIC DEVICE LEGEND

- WORK ZONE
- DIRECTION OF VEHICULAR TRAFFIC
- DIRECTION OF PROPOSED VEHICULAR TRAFFIC
- SIGN
- TEMPORARY CONCRETE BARRIER - TL-3
- REFLECTORIZED PLASTIC DRUM OR 36" CONE
- POLICE OFFICER
- TYPE III BARRICADE



**TYPICAL TRAFFIC MANAGEMENT PLAN
WORK ZONE SIGN SPACING (852.4.1)
NOT TO SCALE**

TAPER AND TANGENT LENGTH CRITERIA FOR TEMPORARY TRAFFIC CONTROL ZONES

TYPE	LENGTH*
MERGING TAPER	AT LEAST L
SHIFTING TAPER	AT LEAST 0.5L
SHOULDER TAPER	AT LEAST 0.33L
ONE-LANE, TWO-WAY TRAFFIC TAPER	50 FT MIN. 100 FT MAX.
DOWNSTREAM TAPER	50 FT MIN. 100 FT MAX. PER LANE
TANGENT LENGTH**	AT LEAST 2L

FORMULAS FOR DETERMINING TAPER LENGTHS

SPEED (S)	TAPER LENGTH (L) IN FEET
40 MPH OR LESS	$L = \frac{WS^2}{60}$
45 MPH OR MORE	$L = WS$

WHERE: L = TAPER LENGTH IN FEET
W = WIDTH OF OFFSET IN FEET

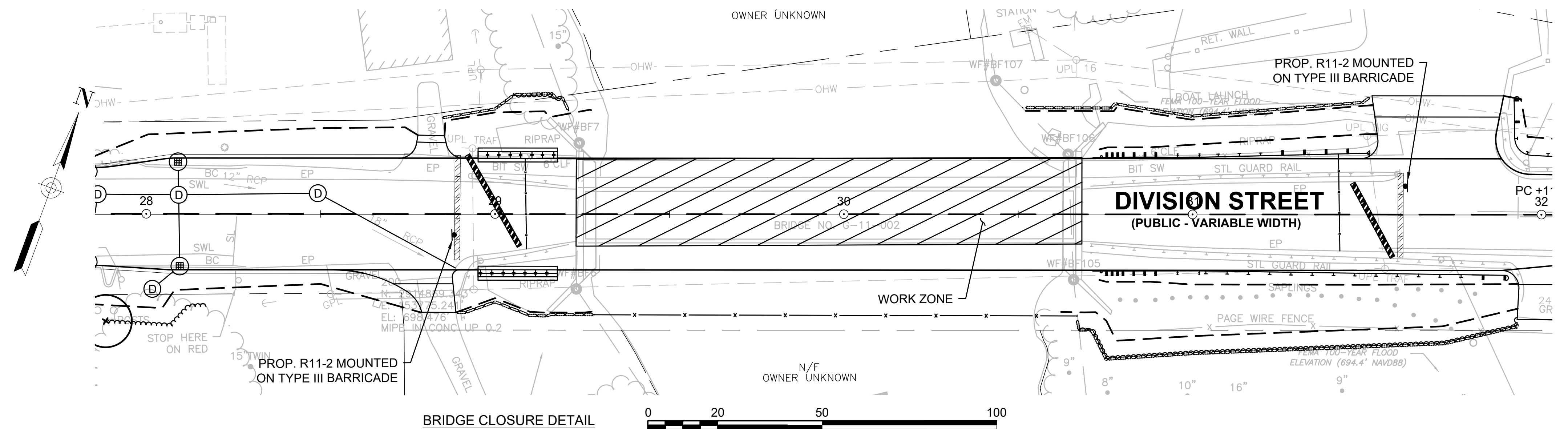
S = POSTED SPEED LIMIT, OR OFF-PEAK 85TH-PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH

* "A" SHOULD BE MEASURED FROM THE START OF THE TRAVEL LANE RESTRICTION OR THE SHLDR/BRKDOWN LANE RESTRICTION (IF SHLDR/BRKDOWN LANE IS ONLY LANE BEING CLOSED)

ROAD TYPE	DISTANCE			
	A	B	C	D
URBAN (30 MPH OR LESS)	100 FEET	100 FEET	100 FEET	100 FEET
URBAN (35 MPH OR GREATER)	350 FEET	350 FEET	350 FEET	350 FEET
RURAL	500 FEET	500 FEET	500 FEET	500 FEET
EXPRESSWAY/FREEWAY	1,000 FEET	1,500 FEET	2,640 FEET	500 FEET

TYPICAL TAPER LENGTHS (L)

SPEED (S) IN MPH	WIDTH OF OFFSET (W) IN FT.			
	9	10	11	12
25 OR BELOW	95	105	115	125
30	135	150	165	180
35	185	205	225	245
40	240	270	295	320
45	405	450	495	540
50	450	500	550	600
55	495	550	605	660
60	540	600	660	720
65	585	650	715	780
70	630	700	770	840



**GREAT BARRINGTON
DIVISION STREET**

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MA	HIP(NGB)-003S(961)X	12	53

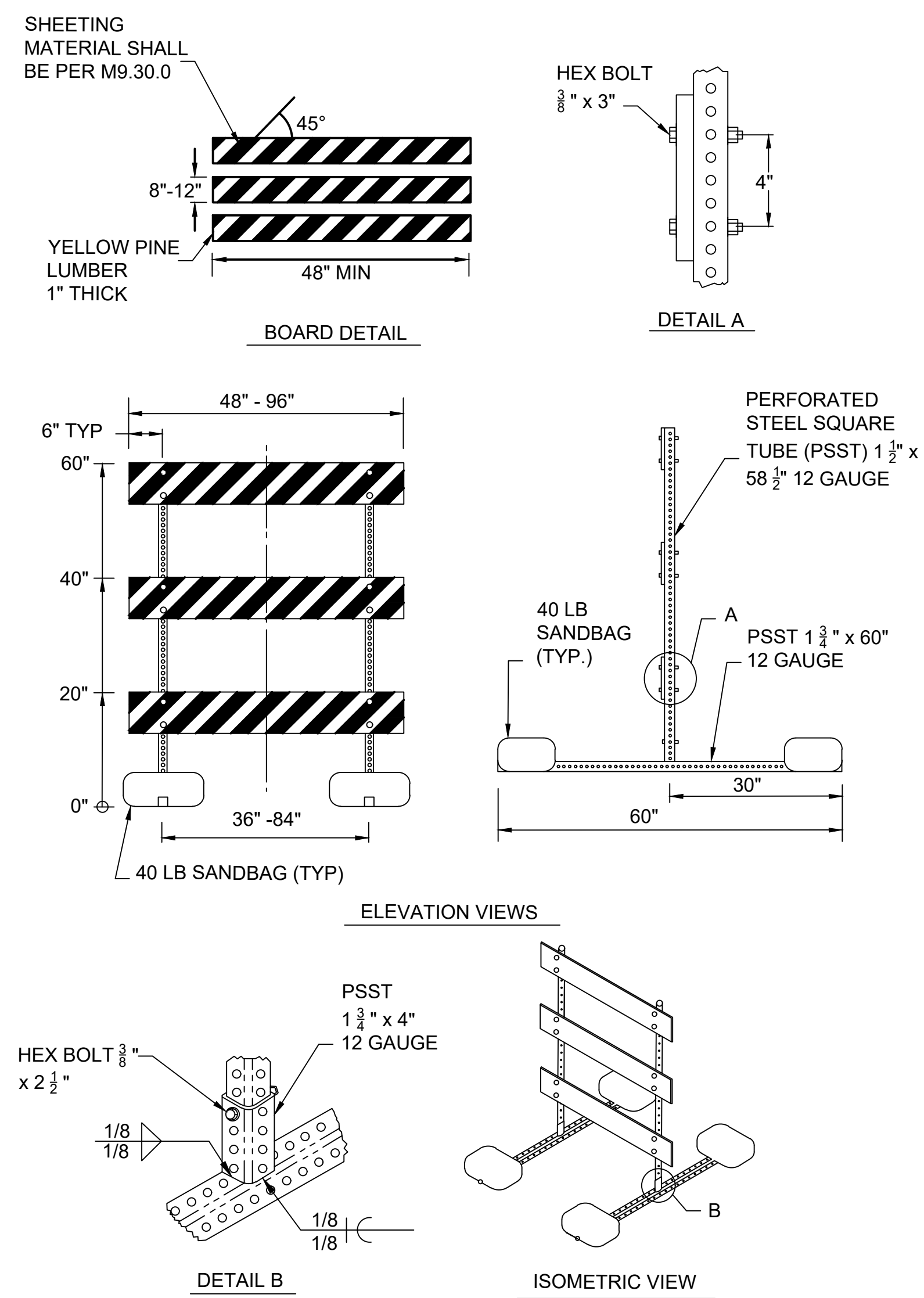
PROJECT FILE NO. 612183

TRAFFIC MANAGEMENT PLANS-1

GREAT BARRINGTON
DIVISION STREET

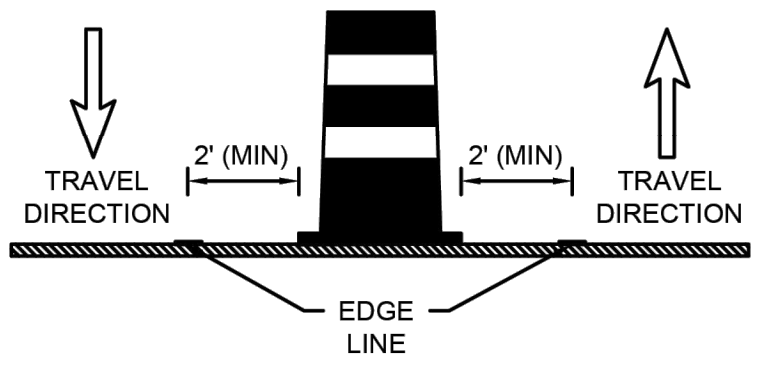
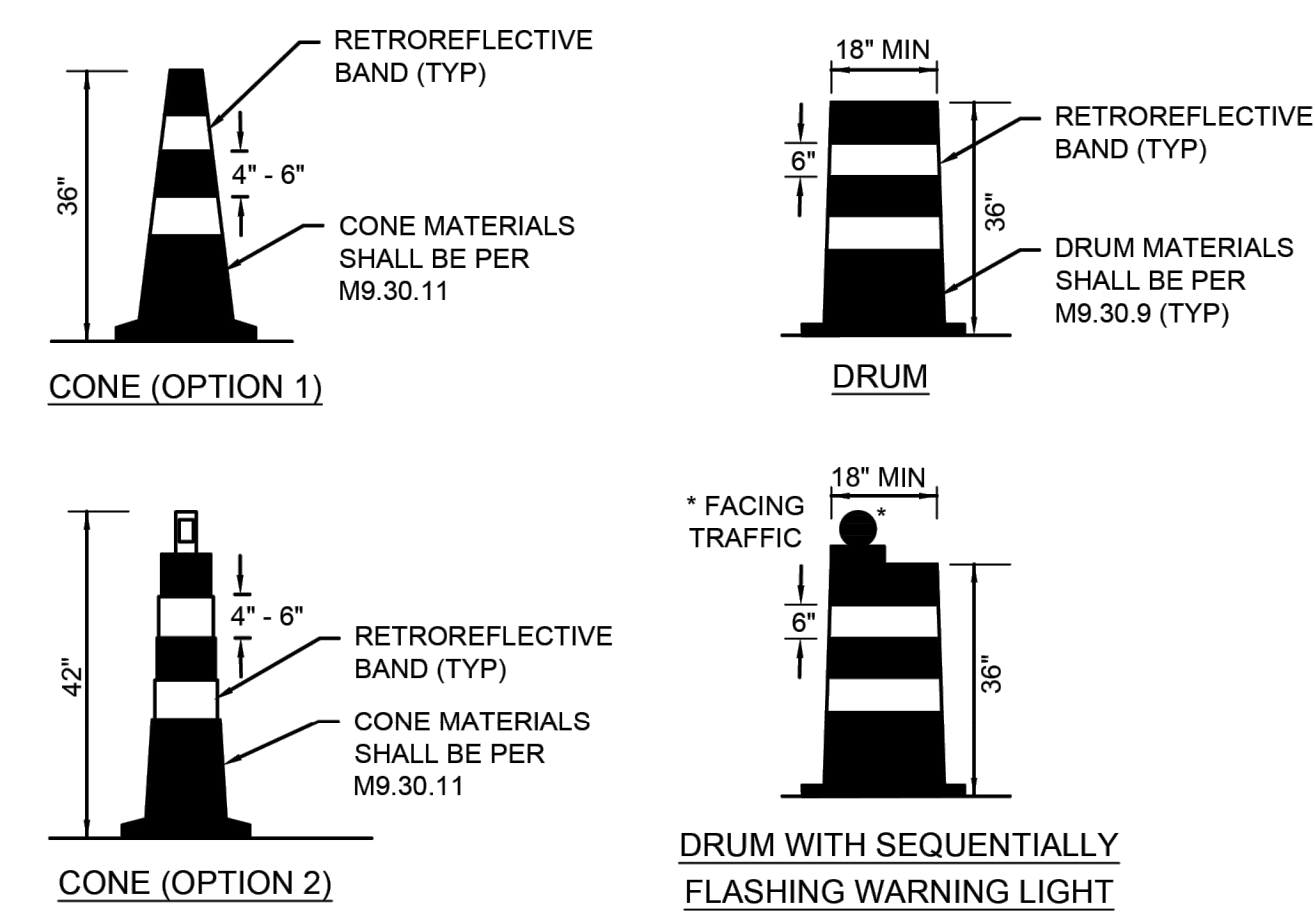
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	13	53
PROJECT FILE NO.		612183	

TRAFFIC MANAGEMENT PLANS-2



TYPICAL TRAFFIC MANAGEMENT PLAN
TYPE III BARRICADE (851.2.1)
NOT TO SCALE

- NOTES:
1. THE MINIMUM LENGTH FOR TYPE III BARRICADES SHALL BE 48 INCHES. EACH BARRICADE RAIL SHALL BE 8 TO 12 INCHES WIDE. BARRICADES USED ON FREEWAYS, EXPRESSWAYS, AND OTHER HIGH-SPEED ROADWAYS SHALL HAVE A MINIMUM OF 270 SQUARE INCHES OF RETROFLECTIVE AREA FACING ROAD USERS.
 2. STRIPES ON BARRICADE RAILS SHALL BE ALTERNATING ORANGE AND WHITE RETROFLECTIVE STRIPES SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES IN THE DIRECTION ROAD USERS ARE TO PASS. STRIPES SHALL BE 6 INCHES WIDE.
 3. WHERE BARRICADES EXTEND ENTIRELY ACROSS A ROADWAY, THE STRIPES SHOULD SLOPE DOWNWARD IN THE DIRECTION TOWARD WHICH ROAD USERS MUST TURN.
 4. WHERE BOTH RIGHT AND LEFT TURNS ARE PROVIDED, THE BARRICADE STRIPES SHOULD SLOPE DOWNWARD IN BOTH DIRECTIONS FROM THE CENTER OF THE BARRICADE OR BARRICADES.
 5. WHERE NO TURNS ARE INTENDED, THE STRIPES SHOULD BE POSITIONED TO SLOPE DOWNWARD TOWARD THE CENTER OF THE BARRICADE OR BARRICADES.
 6. ALL BOLTS SHALL BE GRADE 5, WITH TWO F844 WASHERS, ONE LOCK WASHER, AND ONE HEX HEAD NUT ON EACH BOLT.



CHANNELIZING DEVICE PLACEMENT WITH
TRAFFIC CARRIED ON BOTH SIDES

TYPICAL TRAFFIC MANAGEMENT PLAN
CONES & DRUMS (851.1.1)
NOT TO SCALE

- NOTES:
1. CONES OR DRUMS SHALL BE OFFSET AT LEAST 2' FROM THE EDGE LINE (MEASURED FROM THE CENTER OF MARKING TO EDGE OF CONE/DRUM WEIGHT).
 2. CONES MAY BE USED FOR ALL DAYTIME OPERATIONS. FOR NIGHT WORK, DRUMS SHOULD BE USED TO FORM THE TAPER(S) AND CONES CAN BE USED ALONG THE TANGENT SECTION OF THE WORK SETUP.

**GREAT BARRINGTON
DIVISION STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	14	53
PROJECT FILE NO.		612183	

DETOUR SHEET

PCMS

(PCMS DISPLAY ADVANCE NOTIFICATION)

MESSAGE 1	MESSAGE 2
DIVISION BRIDGE CONST	MMM/DD TO MMM/DD

(PCMS DISPLAY DURING CONSTRUCTION)

MESSAGE 1	MESSAGE 2
DIVISION BRDG CLOSED	FOLLOW DETOUR AHEAD

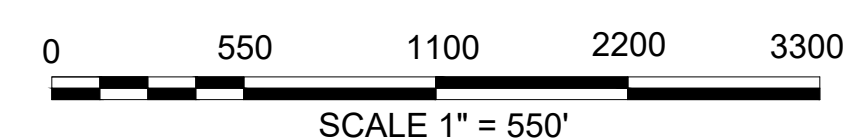
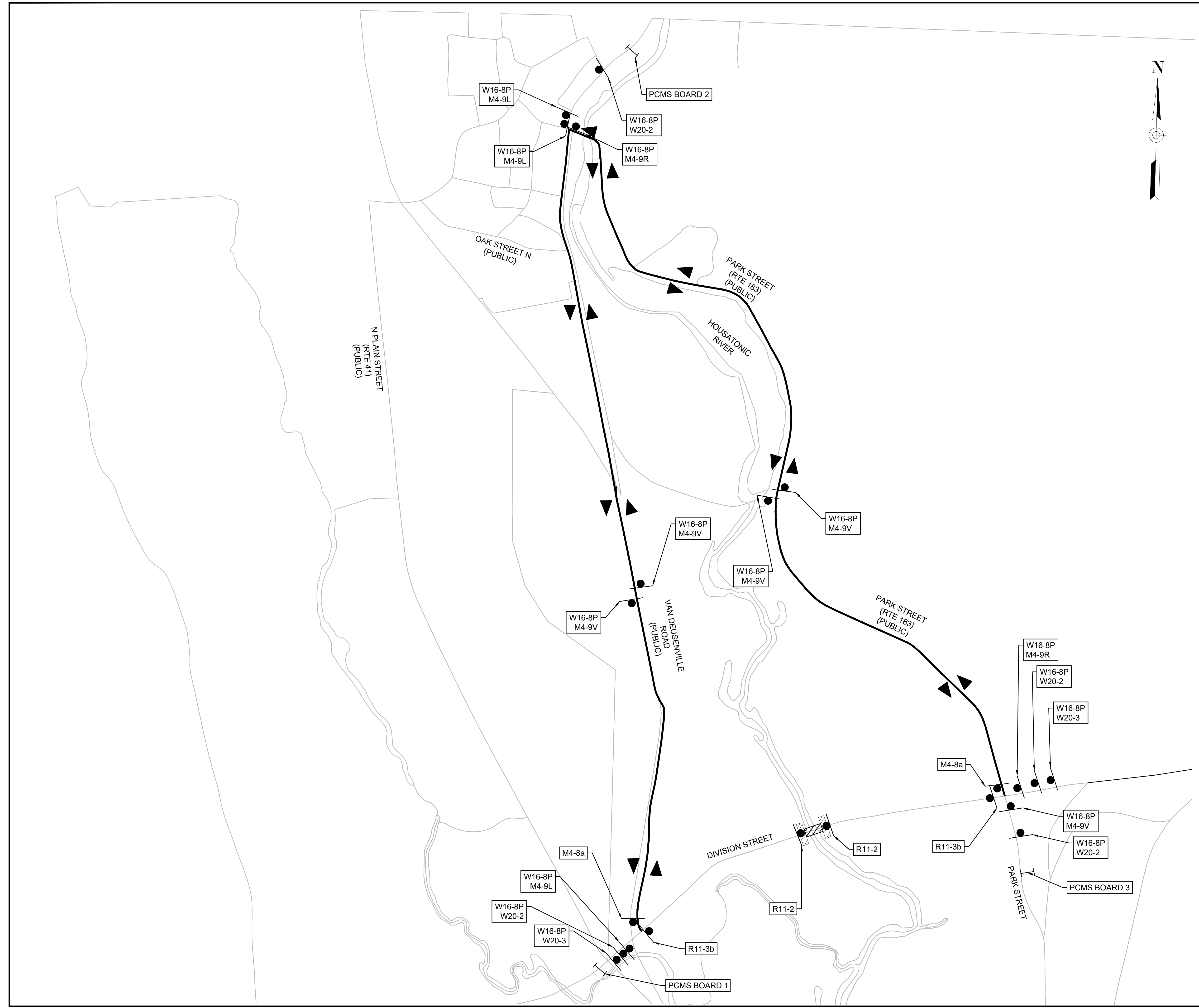
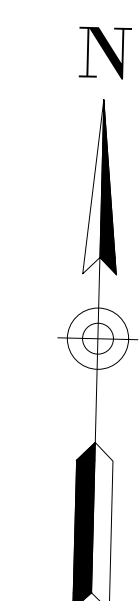
NOTE:

- THE CONTRACTOR SHALL INSTALL PCMS BOARDS 1000 FEET PRIOR TO THE FIRST ADVANCE WARNING SIGN ALONG DIVISION STREET, VAN DEUSEVILLE ROAD, AND THE FRONT STREET & PARK STREET INTERSECTION.

PCMS BOARD MESSAGES FOR DETOUR
NOT TO SCALE

LEGEND

- ▶ DIRECTION OF TRAFFIC
- ▬ TRUCK DETOUR ROUTE
- ▬ SIGN
- ▨ WORK ZONE
- | PORTABLE CHANGEABLE MESSAGE SIGN
- ▨ TYPE III BARRICADE

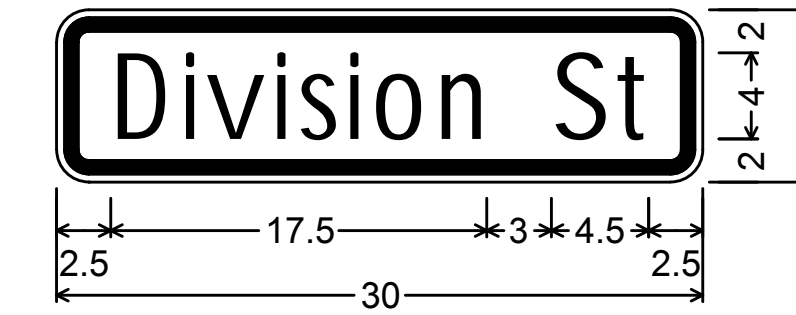


GREAT BARRINGTON
DIVISION STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	15	53
PROJECT FILE NO.		612183	

DETOUR SIGN SUMMARY

IDENTIFICATION	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (IN)			NUMBER OF SIGNS REQUIRED	COLOR			UNIT AREA (S.F.)	AREA (S.F)
	WIDTH (IN)	HEIGHT (IN)		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MRK.		BACKGROUND	LEGEND	BORDER		
MA-R2-10a	48	36	WORK ZONES SPEEDING FINES DOUBLED	SEE MASSDOT STANDARD SIGN BOOK			2	FLOURESCENT ORANGE & WHITE	BLACK	BLACK	12.00	24.00
MA-R2-10e	36	48	END ROAD WORK DOUBLE FINES END				2	FLOURESCENT ORANGE & WHITE	BLACK	BLACK	12.00	24.00
MA-W20-7b	36	36	POLICE OFFICER AHEAD				2	FLOURESCENT ORANGE	BLACK	BLACK	9.00	18.00
M4-8A	24	18	END DETOUR	SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES			2	FLOURESCENT ORANGE	BLACK	BLACK	3.00	6.00
M4-9V	30	24	DETOUR ↑				5	FLOURESCENT ORANGE	BLACK	BLACK	5.00	25.00
M4-9R	30	24	DETOUR →				2	FLOURESCENT ORANGE	BLACK	BLACK	5.00	10.00
M4-9L	30	24	DETOUR ←				3	FLOURESCENT ORANGE	BLACK	BLACK	5.00	15.00
R11-2	48	30	ROAD CLOSED				2	FLOURESCENT WHITE	BLACK	BLACK	10.00	20.00
R11-3B	60	30	BRIDGE OUT 0.5 MILES AHEAD LOCAL TRAFFIC ONLY				2	FLOURESCENT WHITE	BLACK	BLACK	12.50	25.00
W16-8P	30	8	Division St	SEE DETAIL ON RIGHT			16	FLOURESCENT ORANGE	BLACK	BLACK	1.67	26.67
W20-1	36	36	ROAD WORK AHEAD	SEE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES			2	FLOURESCENT ORANGE	BLACK	BLACK	9.00	18.00
W20-2	36	36	DETOUR AHEAD				4	FLOURESCENT ORANGE	BLACK	BLACK	9.00	36.00
W20-3	36	36	ROAD CLOSED AHEAD				2	FLOURESCENT ORANGE	BLACK	BLACK	9.00	18.00
W20-4	36	36	ONE LANE ROAD AHEAD				4	FLOURESCENT ORANGE	BLACK	BLACK	9.00	36.00
											TOTAL (S.F.)	265.67



W16-8P;
1.500" Radius, 0.625" Border, 0.375" Indent, Black on Fluorescent orange;
"Division", D 2K 80% spacing;
"St", D 2K 80% spacing;

Table of distances between letter and object lefts

2.500	D	3.375	i	1.000	v	3.250	i	1.125	s	2.250	i	1.125	o	3.000	n	2.375
			S		t											
			3.000	2.875	1.625	2.500										

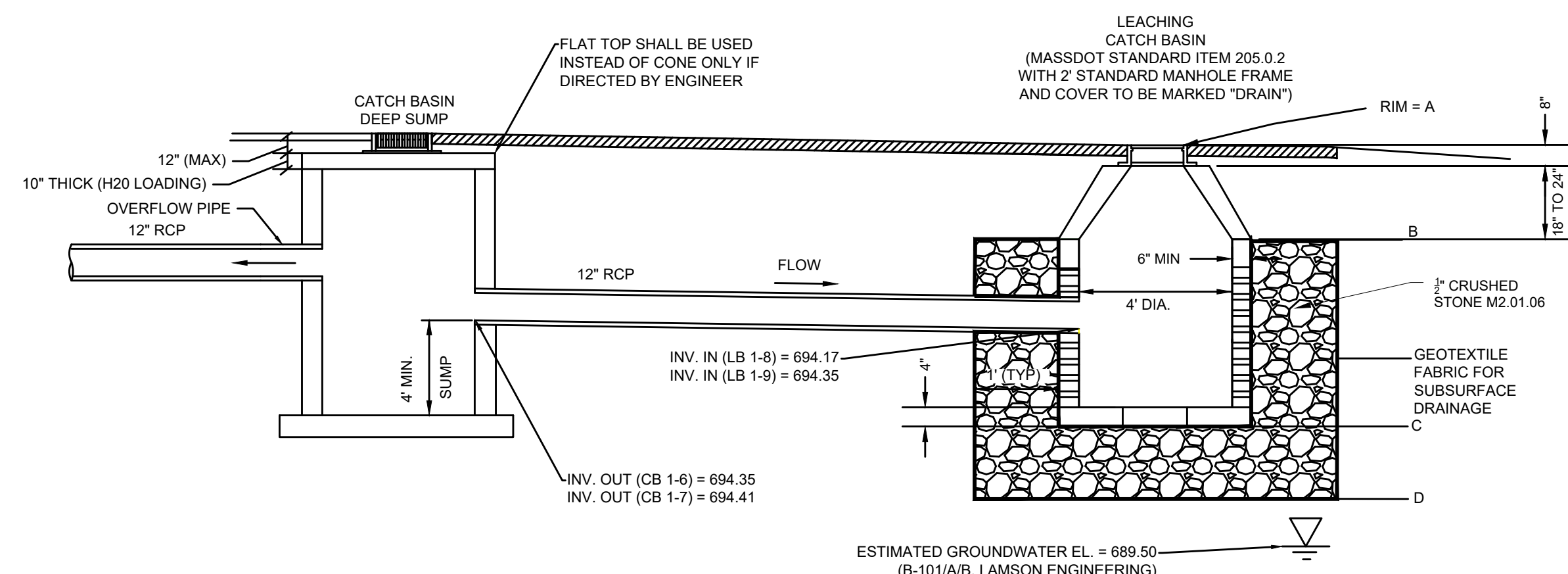
W16-8P SIGN DETAIL
NOT TO SCALE

**GREAT BARRINGTON
DIVISION STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	16	53
PROJECT FILE NO.		612183	

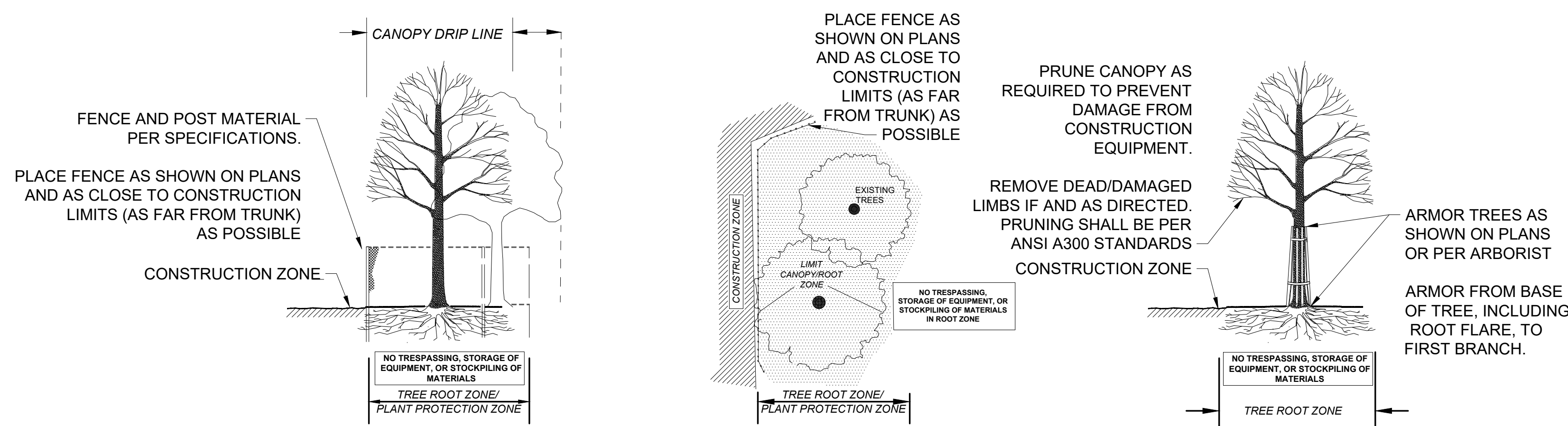
CONSTRUCTION DETAILS

ELEV.	LB 1-8	LB 1-9
A	698.67	698.19
B	696.50	696.02
C	692.17	691.69
D	691.50	691.50



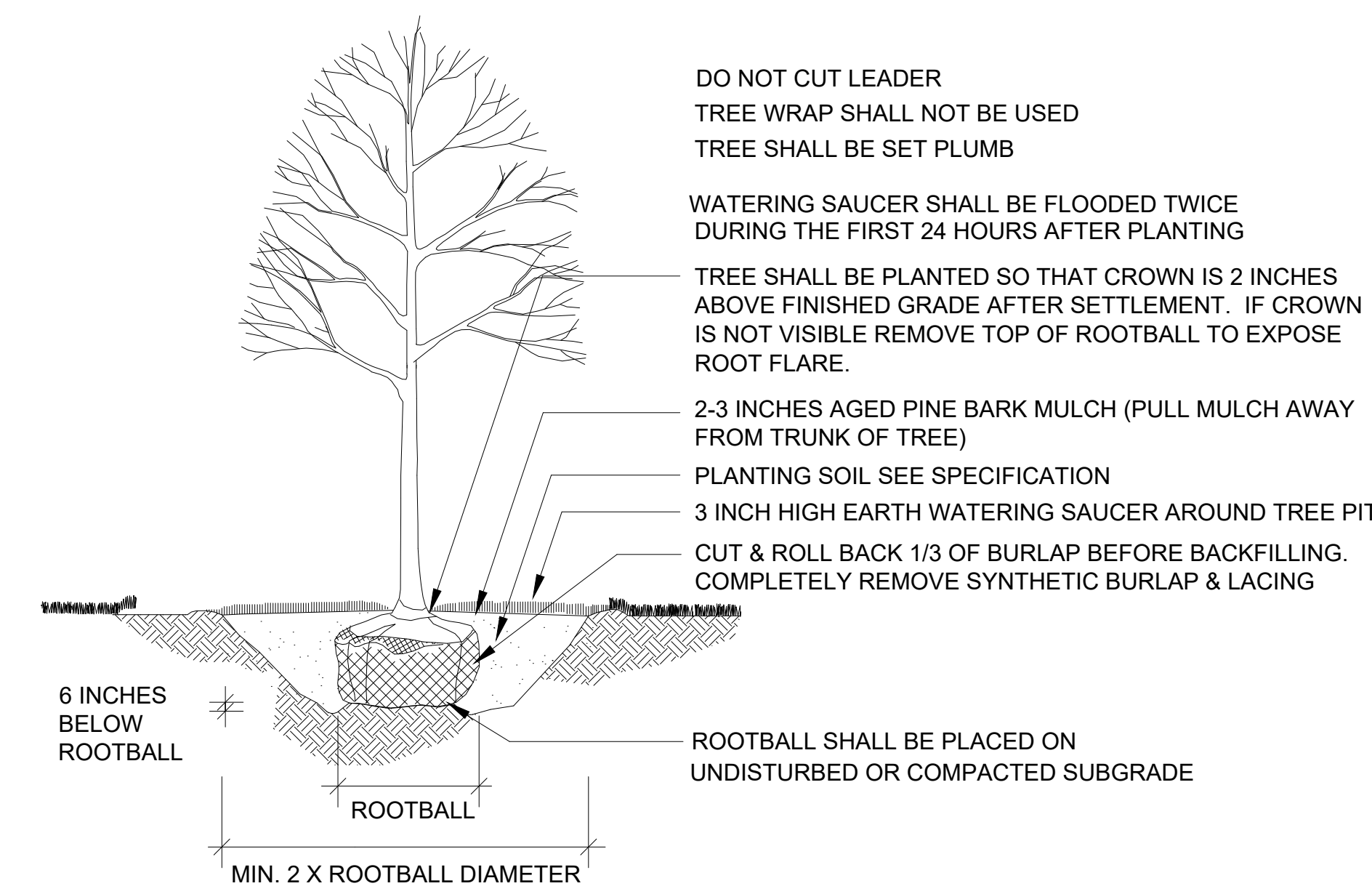
CATCH BASIN TO LEACHING BASIN CONNECTION DETAIL

NOT TO SCALE



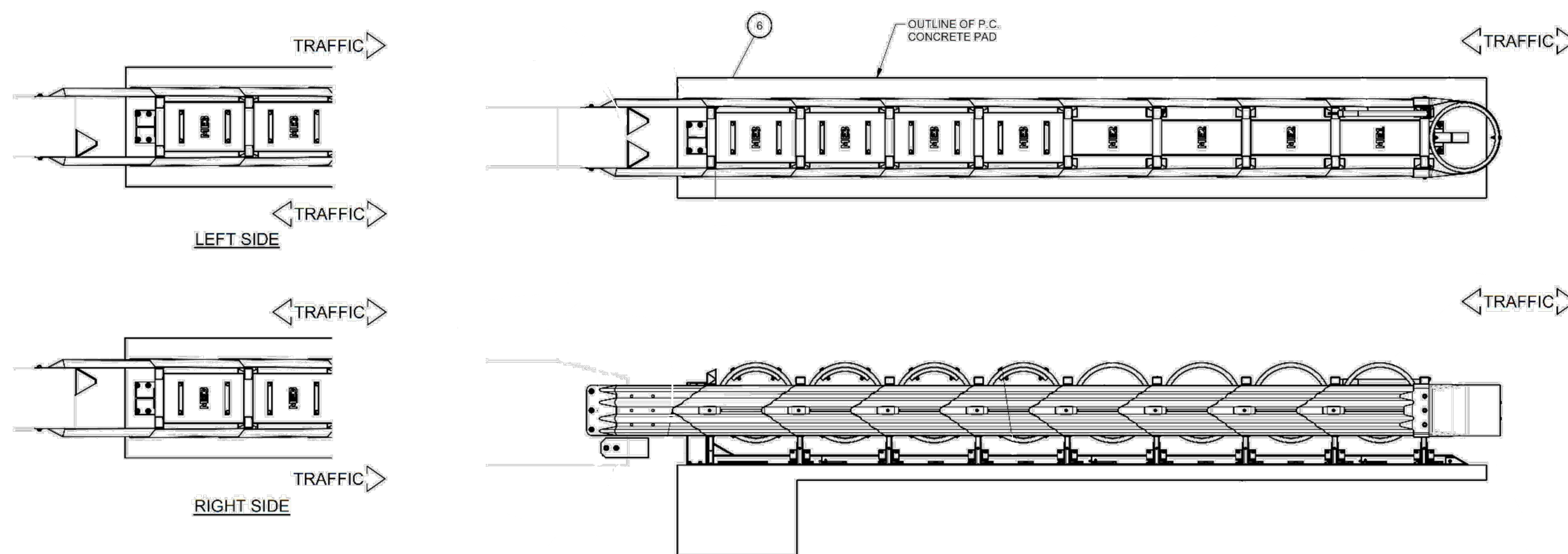
TREE PROTECTION DETAILS

NOT TO SCALE



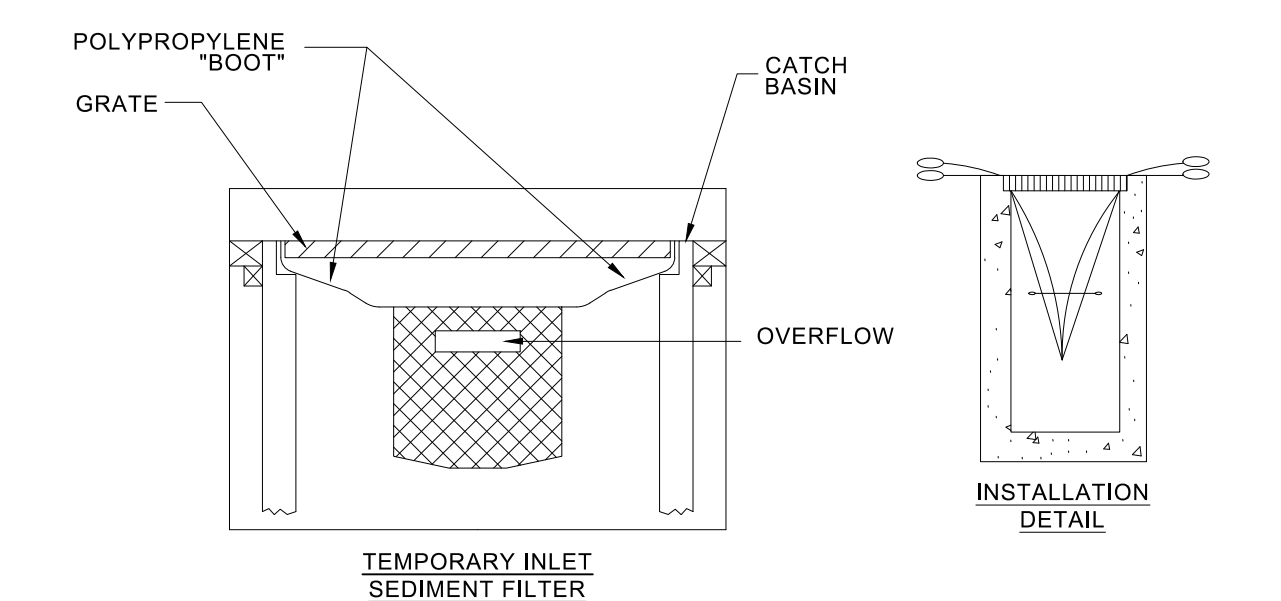
6 DECIDUOUS TREE PLANTING

NOT TO SCALE



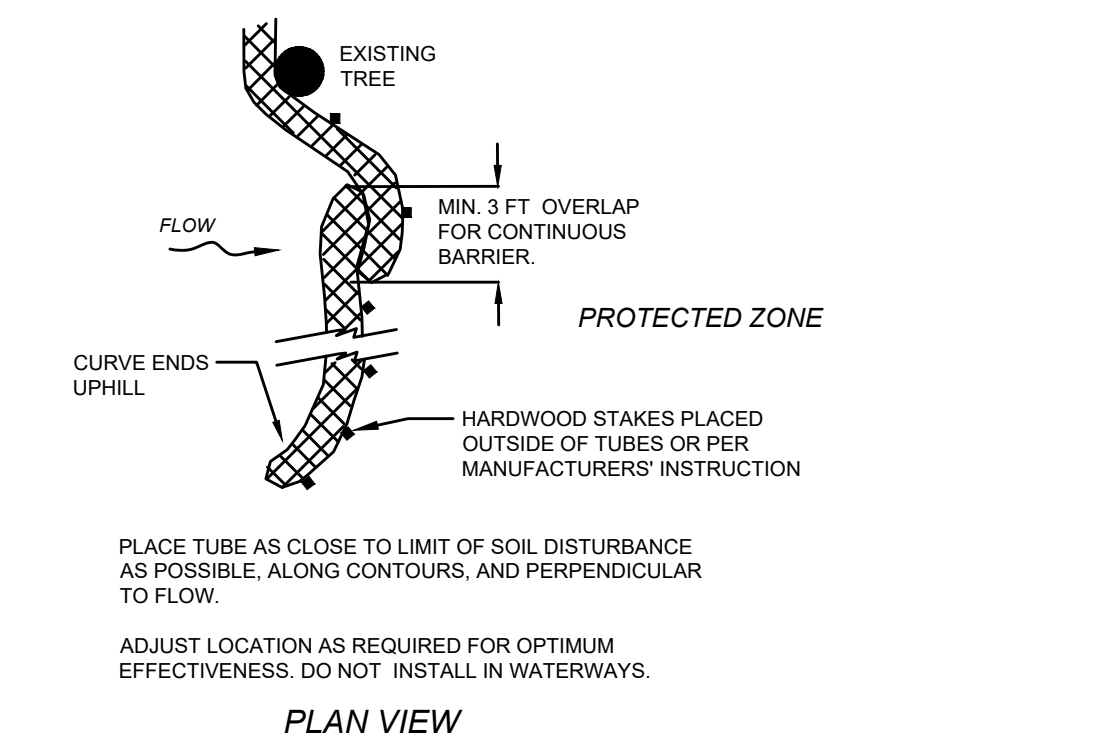
PERMANENT IMPACT ATTENUATOR, REDIRECTIVE WITH EXTENDED END SHOE TRANSITION

NOT TO SCALE



INLET PROTECTION SILT SACK

NOT TO SCALE



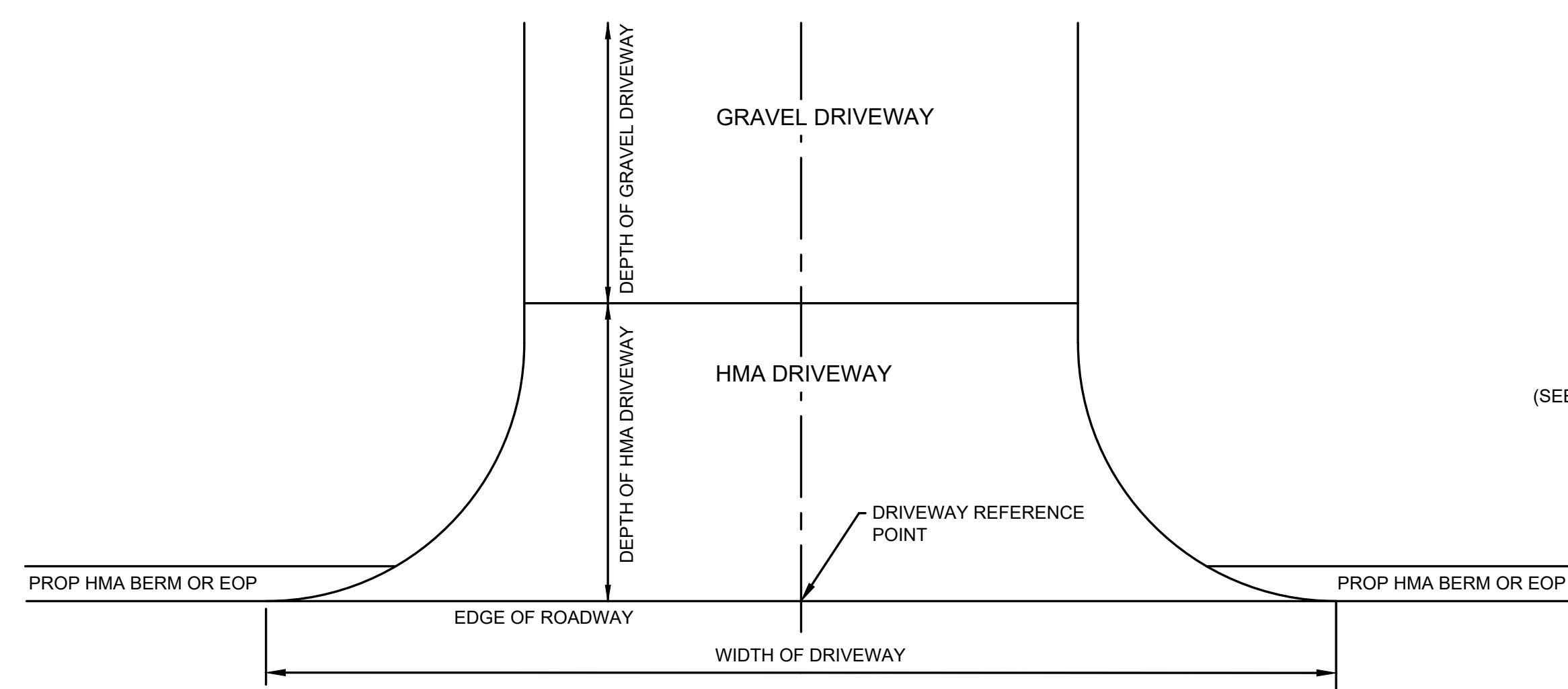
SEDIMENT BARRIER - COMPOST FILTER TUBE

NOT TO SCALE

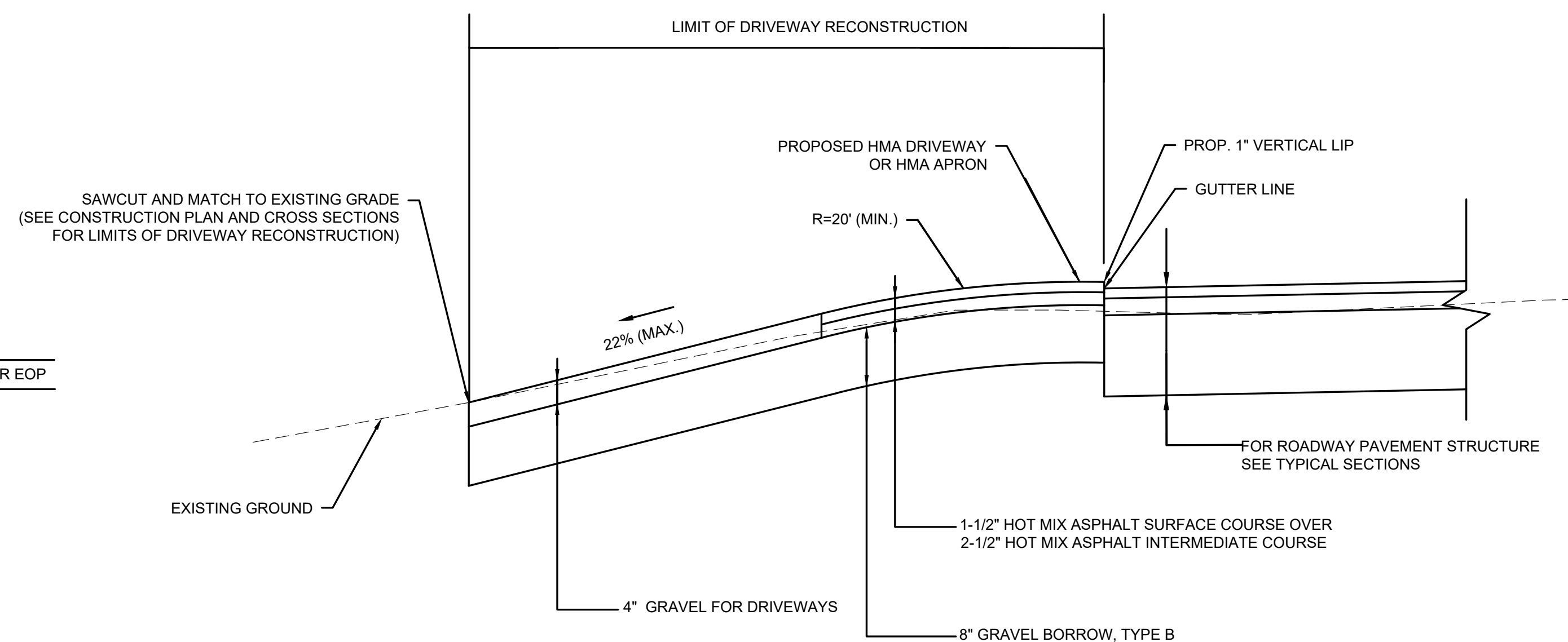
**GREAT BARRINGTON
DIVISION STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	17	53
PROJECT FILE NO.		612183	

DRIVEWAY DETAILS



HMA DRIVEWAY WITHOUT SIDEWALK
NOT TO SCALE



**TYPICAL HMA DRIVEWAY/HMA APRON
FOR STEEP DRIVEWAYS**
NOT TO SCALE

DRIVEWAY NO.	STATION	OFFSET	WIDTH OF DRIVEWAY OPENING (FT)	DRIVEWAY MAX GRADE	DEPTH OF HMA DRIVEWAY	DEPTH OF GRAVEL DRIVEWAY
1	27+31	14.91 RT	48	8.0%	9.5'	7.3'
2	27+58	12.66 LT	14	8.0%	2.2'	1.8'
3	28+80	16.00 RT	36	11.9%	4.0'	6.7'
4	28+80	16.00 LT	18	11.9%	4.6'	2.0'
5	31+74	16.00 LT	40	22.0%	12.0'	6.0'
6	32+00	16.00 RT	35	19.0%	5.0'	10.0'

6/12/23_BRI_NO FIELDS.DWG Printed on 21-May-2026 2:12 PM Final Structural Submittal (SF) 04-May-2026

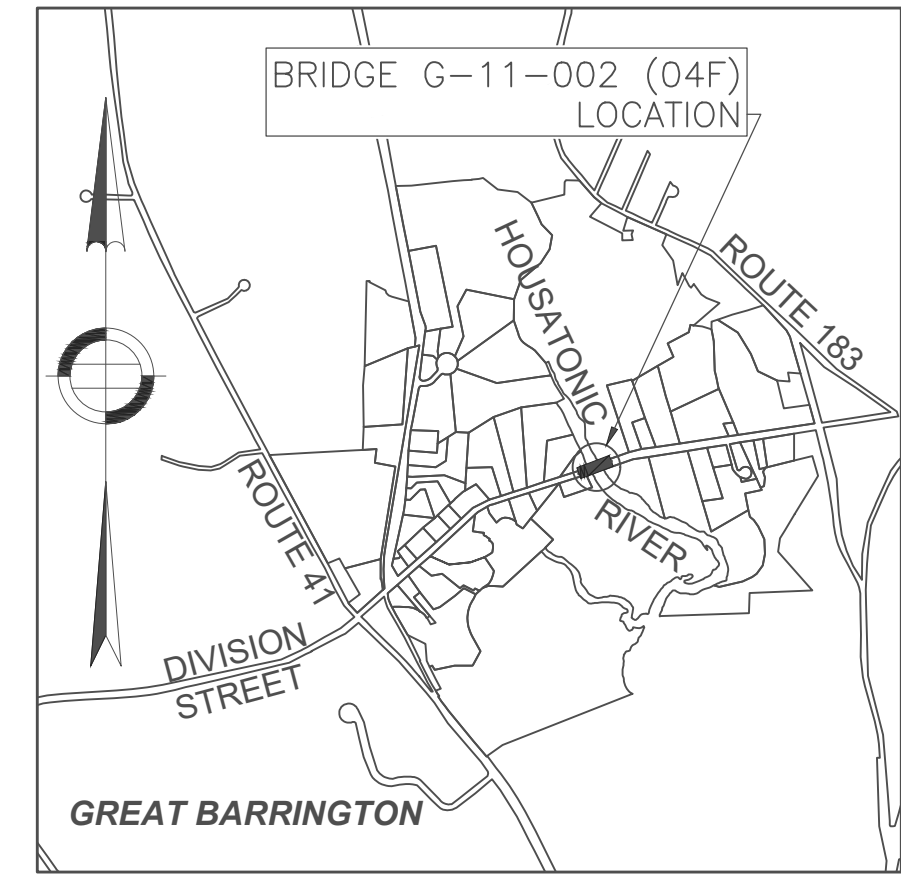
**GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	18	53
PROJECT FILE NO.		612183	

KEY PLAN, PROFILES, AND LOCUS

INDEX OF DRAWINGS

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GENERAL NOTES AND ESTIMATED QUANTITIES.....	2
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BORING LOGS 2 OF 3.....	4
BORING LOGS 3 OF 3.....	5
GENERAL PLAN AND ELEVATION.....	6
DEMOLITION PLAN AND SECTIONS.....	7
SCOUR COUNTERMEASURE DETAILS.....	8
WEST ABUTMENT PLAN & ELEVATION.....	9
EAST ABUTMENT PLAN & ELEVATION.....	10
PRECAST ABUTMENT CAP DETAILS.....	11
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GUARDRAIL TRANSITION BASE DETAILS.....	14
FRAMING PLAN AND TYPICAL GRD. ELEVATION.....	15
GIRDER DETAILS.....	16
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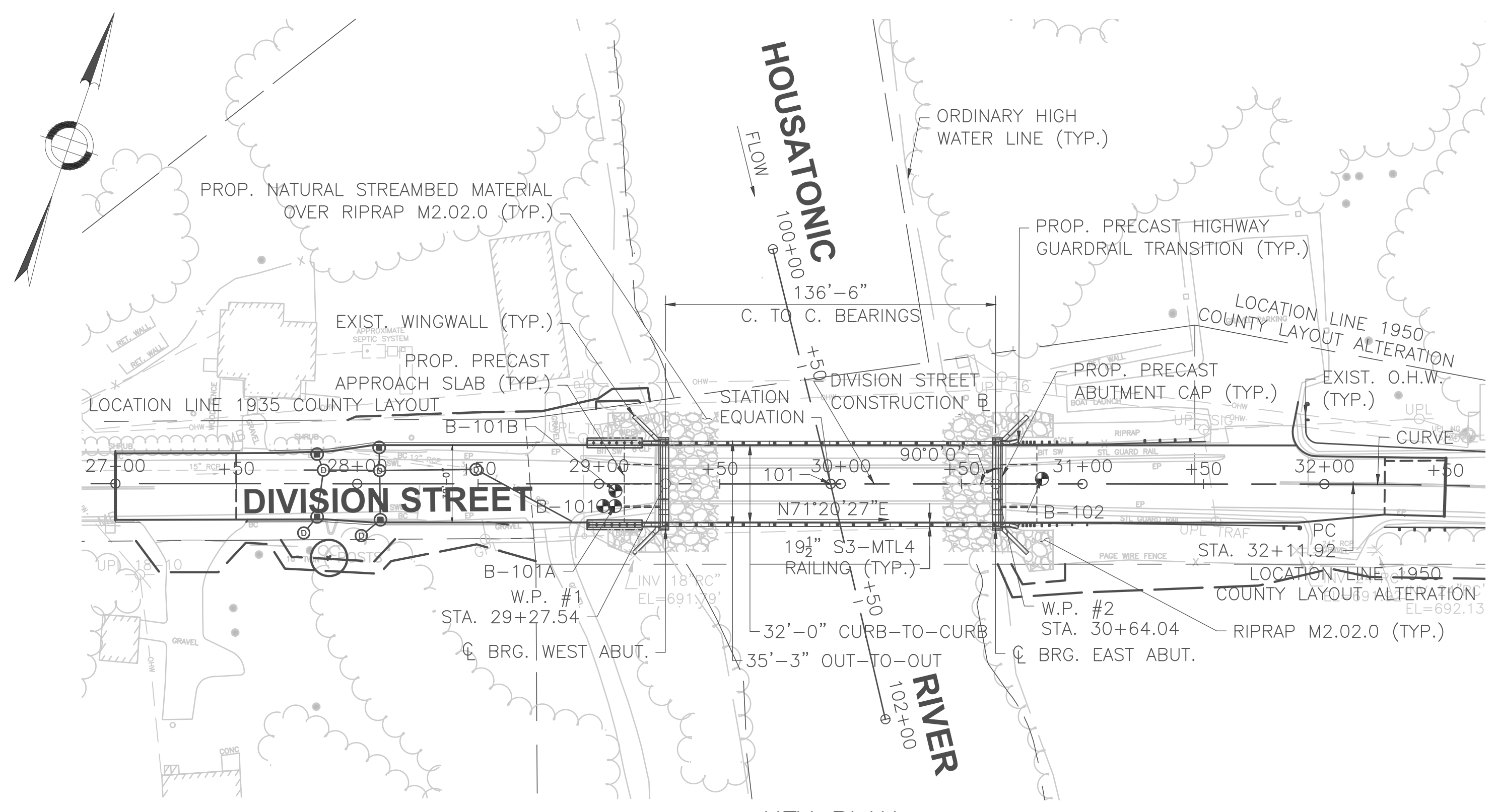


LOCUS

SCALE: 1" = 2000'

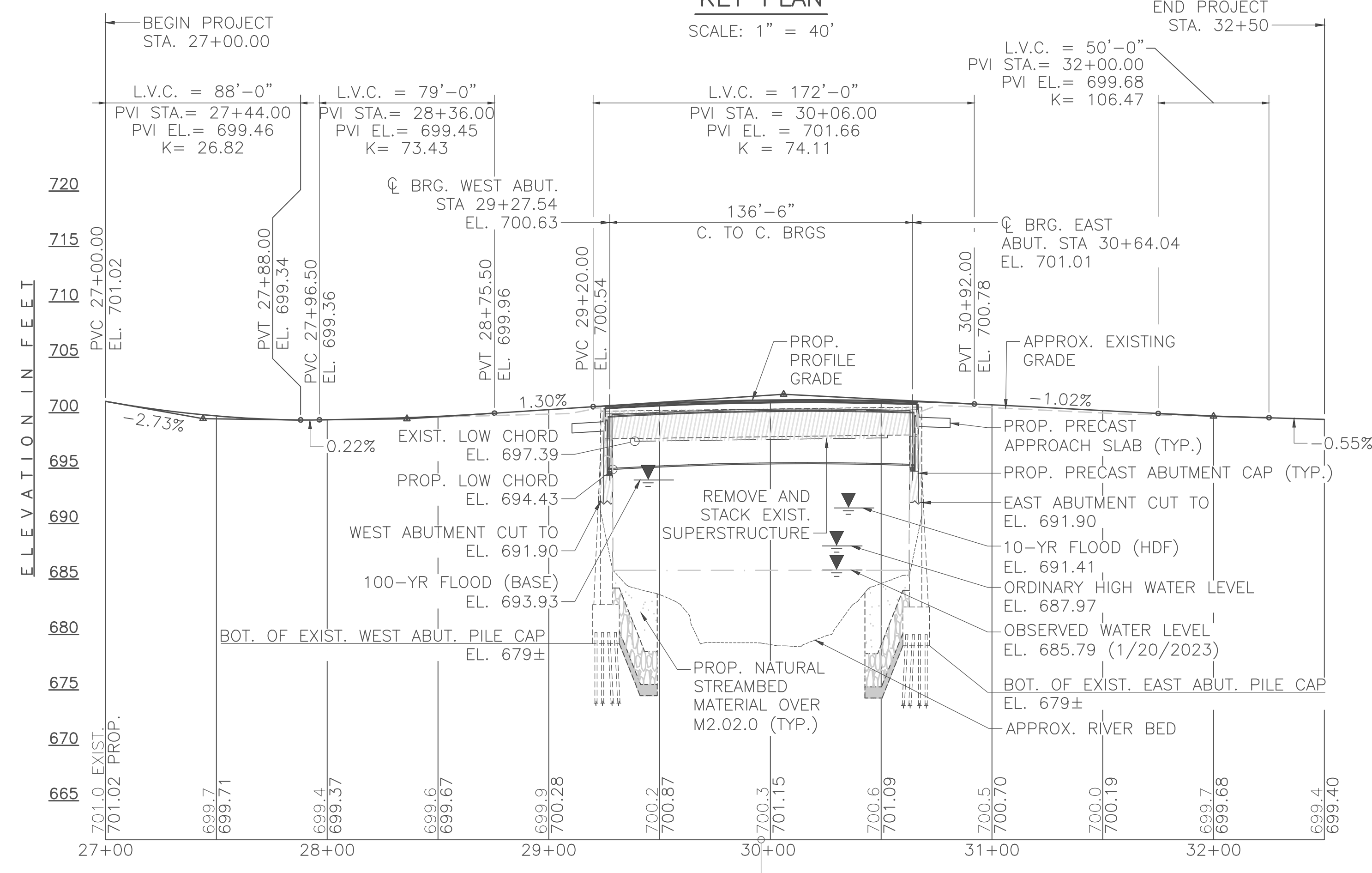
STATION EQUATION: DIVISION STREET CONSTRUCTION @ STA. 29+95.81 = HOUSATONIC RIVER @ STA. 101+00.00

HORIZONTAL CURVE DATA
 PC = STA. 32+11.92
 Δ = 7°11'03"
 R = 1500.00'
 L = 188.08'
 T = 94.16'



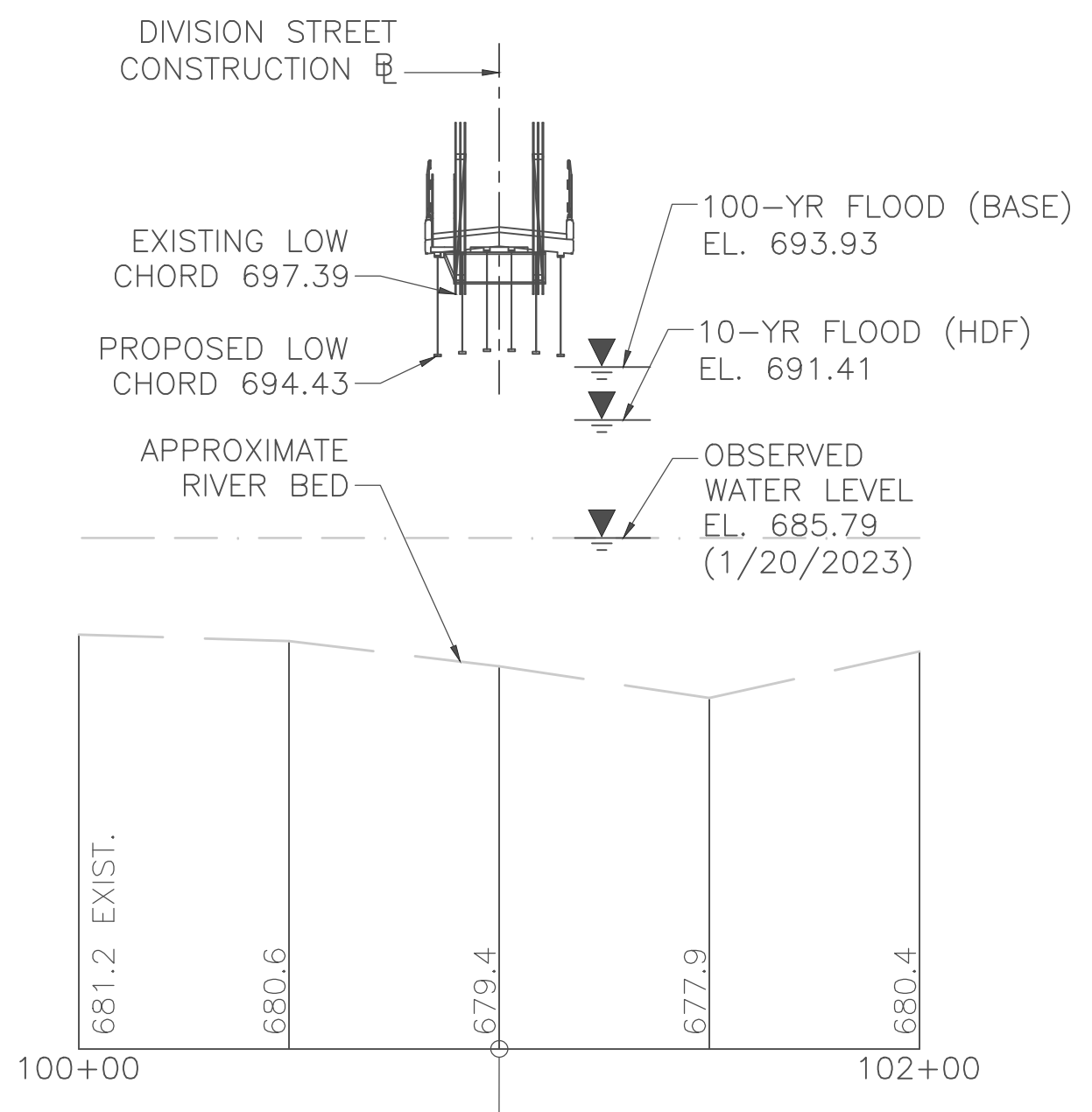
KEY PLAN

SCALE: 1" = 40'



PROFILE - DIVISION STREET

HORIZ. SCALE: 1" = 40'
 VERT. SCALE: 1" = 8'



PROFILE - HOUSATONIC RIVER

HORIZ. SCALE: 1" = 40'
 VERT. SCALE: 1" = 8'



Matthew LaPlante
 Digitally signed by Matthew LaPlante
 Date: 2026.05.21 14:47:09 -0400



JUNE 6, 2026 ISSUED FOR CONSTRUCTION



**PROPOSED SUPERSTRUCTURE REPLACEMENT
 GREAT BARRINGTON
 DIVISION STREET
 OVER HOUSATONIC RIVER**

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
 HIGHWAY DIVISION
 10 PARK PLAZA BOSTON, MASS.

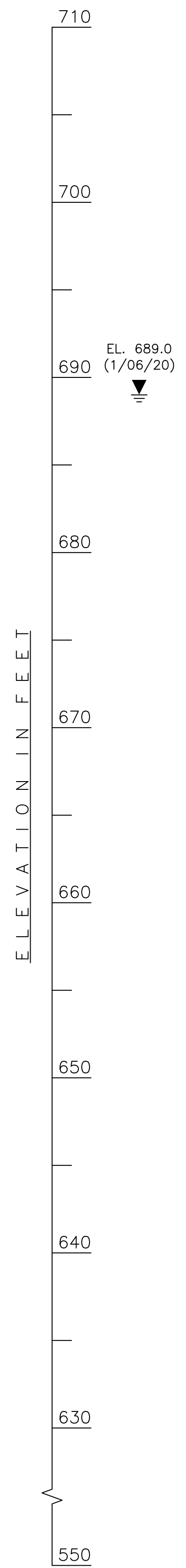
Alexander K. Bardow, P.E. STATE BRIDGE ENGINEER
 Digitally signed by Alexander K. Bardow, P.E.
 Date: 2026.05.21 15:29:05 -0400

Chris Fialla CHIEF ENGINEER
 Digitally signed by Chris Fialla
 Date: 2026.05.22 09:23:57 -0400

GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	20	53
PROJECT FILE NO.		612183	

BORING LOGS 1 OF 3



Tighe & Bond									
Project: Division Street Bridge Replacement									
Location: Division Street, Great Barrington, MA									
Client: Town of Great Barrington									
Boring No. B-101									
Page 1 of 3									
File No. G-2009-013									
Checked by: E. Marciano									
Drilling Co.	New England Boring Contractors	Casing	Sampler	Groundwater Reading					
Foreman:	R. Ross	Type:	FJ Split Spoon	Date:	Time:	Depth:	Casing:	Sta:	Time:
T&B Rep.:	N. Guad	I.D./O.D.:	4/4.5" / 1-3/8"/2"						
Date Start:	12/19/19	End:	01/06/20	Hammer Wt.:	300#	150#			
Location:	See Exploration Location Plan	Hammer Fall:	30"						
OS Elev.:	702.0 (NAVD83)	Rig Make/Model:	S-53 w/ auto hammer						

Depth (ft.)	Casing No. Per Ft.	Sample No. Rec. (in)	Sample Depth (ft.)	Blows Per 6"	PID Reading (ppm)	Sample Description	General Stratigraphy	Well Construction
5		S-1 / 11	1-3	12-10	-	Medium dense, brown, fine to medium SAND, some SILT, trace Gravel, dry (Cobble in spoon sp)	0.5' ASPHALT	
5		S-2 / 5	5-7	4-14	-	Medium dense, brown, fine to coarse SAND, some Gravel, little Silt, dry	FILL	
10		S-3 / 13	10-12	8-7	-	Medium dense, brown, GRAVEL and fine to coarse SAND, trace SILT, wet at 11'		
15		S-4 / 14	15-17	3-3	-	Loose, gray, fine to medium SAND and SILT		No Well Installed
20		S-5 / 20	20-22	WH/18"	3	Very soft, gray, Clayey SILT, 0.25" varves with fine Sand and Silt	FLOODPLAIN ALLUVIUM	
25		S-6 / 15	25-27	4-3	-	9" Loose, dark gray, fine SAND, trace SILT, over loose, gray, SILT and fine SAND		

Notes:
1. Groundwater estimated at 11' based on sample wetness.
2. Switch from 3-1/4"/6-5/8" hollow-stem augers to 4-1/4"/1-1/2" flush-joint casing at 12'

Proportions Used:
TRACE (TR.) 0 - <10%
LOOSE (L) 10 - <20%
SOME (SO) 20 - <35%
AND 35 - <50%

Density/Consistency:
VERY LOOSE 0-4 VERY SOFT <2
LOOSE 4-10 SOFT 2-4
MEDIUM DENSE 10-30 MEDIUM 4-8
DENSE 30-50 STIFF 8-15
VERY DENSE >50 VERY STIFF 15-30
HARD >90 HARD >30

B-101
SCALE: 3/16" = 1'-0"

- BORING NOTES:**
- LOCATION OF BORINGS SHOWN ON THE PLAN THUS: B-#
 - BORINGS ARE TAKEN FOR PURPOSE OF DESIGN AND SHOW CONDITIONS AT BORING POINTS ONLY, BUT DO NOT NECESSARILY SHOW THE NATURE OF THE MATERIALS TO BE ENCOUNTERED DURING CONSTRUCTION.
 - WATER LEVELS SHOWN ON THE BORING LOGS WERE OBSERVED AT THE TIME OF TAKING BORINGS AND DO NOT NECESSARILY SHOW THE TRUE GROUND WATER LEVEL.
 - FIGURES IN COLUMNS INDICATE NUMBER OF BLOWS REQUIRED TO DRIVE A 1 3/8" I.D. SPLIT SPOON SAMPLER 6" USING A 140 POUND WEIGHT FALLING 30".
 - BORING SAMPLES ARE STORED AT A STORAGE FACILITY LOCATED ON ROUTE 114 (219 WINTHROP AVE.) IN LAWRENCE, MA. THE CONTRACTOR MAY EXAMINE THE SOIL AND ROCK SAMPLES BY CONTACTING THE MASSDOT GEOTECHNICAL SECTION AT 10 PARK PLAZA, BOSTON, MA.
 - ALL BORINGS WERE MADE IN DECEMBER 2019 AND JANUARY 2020.
 - BORINGS WERE MADE BY NEW ENGLAND BORING CONTRACTORS, 40 FORDWAY STREET, DERRY, NH, 03038.
 - THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988 IS USED THROUGHOUT.
 - ARTESIAN GROUND CONDITIONS WERE ENCOUNTERED IN BORING B-102 AT A DEPTH OF APPROXIMATELY 150 FEET. THEREFORE, NO CONSTRUCTION SHALL BE ALLOWED BEYOND ELEVATION 550±, DEFINED AS THE NO GO ELEVATION. THE POTENTIOMETRIC SURFACE WAS OBSERVED TO BE EQUAL TO OR GREATER THAN APPROXIMATELY 7 TO 8 FEET ABOVE THE ROADWAY, CORRESPONDING TO APPROXIMATE ELEVATION 707 TO 709 FEET. ARTESIAN CONDITIONS ENCOUNTERED AT B-101, B-101A, AND B-102 AT A LOW FLOW RATE THAT SPILLED ONTO THE PAVEMENT ESSENTIALLY AS SOON AS EXITING THE TOP OF THE BOREHOLE AND DID NOT IMPEDE ADVANCING THE BORING.

Tighe & Bond									
Project: Division Street Bridge Replacement									
Location: Division Street, Great Barrington, MA									
Client: Town of Great Barrington									
Boring No. B-101									
Page 2 of 3									
File No. G-2009-013									
Checked by: E. Marciano									
Drilling Co.	New England Boring Contractors	Casing	Sampler	Groundwater Reading					
Foreman:	R. Ross	Type:	FJ Split Spoon	Date:	Time:	Depth:	Casing:	Sta:	Time:
T&B Rep.:	N. Guad	I.D./O.D.:	4/4.5" / 1-3/8"/2"						
Date Start:	12/19/19	End:	01/06/20	Hammer Wt.:	300#	150#			
Location:	See Exploration Location Plan	Hammer Fall:	30"						
OS Elev.:	702.0 (NAVD83)	Rig Make/Model:	S-53 w/ auto hammer						

Depth (ft.)	Casing No. Per Ft.	Sample No. Rec. (in)	Sample Depth (ft.)	Blows Per 6"	PID Reading (ppm)	Sample Description	General Stratigraphy	Well Construction
35		S-7 / 24	30-32	WH/18"	3	Very soft, gray, Silty CLAY, trace fine Sand		
35		U-1 / 19	32-34	PUSH	-	Fixed-Piston Sample	FLOODPLAIN ALLUVIUM	
35		U-2 / 24	34-36	PUSH	-	Fixed-Piston Sample		
40		S-8 / 10	36-38	WH/18"	3	5" Very soft, gray/brown, CLAY & SILT, trace fine Sand, over loose, gray/brown, fine SAND and SILT		
40		S-9 / 5	40-42	7-11	8-6	Very stiff, gray, CLAY & SILT and fine to coarse SAND, some Gravel		
45		S-10 / 5	45-48	108-60/3"	-	Very dense, tan, GRAVEL and fine to coarse SAND, trace SILT (Cobble Fragments)		No Well Installed
50		S-11 / 13	50-52	28-24	18-27	Dense, gray, fine to coarse SAND and Clayey SILT, some Gravel	GLACIAL TILL	
55		S-12 / 8	55-57	8-20	20-20	Dense, light brown, fine to coarse SAND and Clayey SILT, some Gravel		
60		S-13 / 4	60-60.9	47-100/4	-	Very dense, orange/brown, GRAVEL, some fine to coarse Sand, little SILT (Cobble Fragments)		
65		S-14 / 8	65-67	14-54	62-89	Very dense, brown, SILT and fine to coarse SAND, some Gravel	GLACIAL TILL	No Well Installed

Notes:
3. Difficulty removing tube from sampler. Sample likely highly disturbed.
4. Approx. 1.5' boulder at 61'.
5. Unable to advance casing/roller bit past 65' due to damaged casing. Borehole grouted via tremie methods and offset boring approx. 3 feet east (B-101A).

B-101
SCALE: 3/16" = 1'-0"

Tighe & Bond									
Project: Division Street Bridge Replacement									
Location: Division Street, Great Barrington, MA									
Client: Town of Great Barrington									
Boring No. B-101A									
Page 1 of 1									
File No. G-2009-013									
Checked by: E. Marciano									
Drilling Co.	New England Boring Contractors	Casing	Sampler	Groundwater Reading					
Foreman:	R. Ross	Type:	FJ Split Spoon	Date:	Time:	Depth:	Casing:	Sta:	Time:
T&B Rep.:	N. Guad	I.D./O.D.:	4/4.5" / 1-3/8"/2"						
Date Start:	12/19/19	End:	01/06/20	Hammer Wt.:	300#	150#			
Location:	See Exploration Location Plan	Hammer Fall:	30"						
OS Elev.:	702.0 (NAVD83)	Rig Make/Model:	S-53 w/ auto hammer						

Depth (ft.)	Casing No. Per Ft.	Sample No. Rec. (in)	Sample Depth (ft.)	Blows Per 6"	PID Reading (ppm)	Sample Description	General Stratigraphy	Well Construction
5						Offset boring approx. 3 feet east of B-101. Casing advanced to 40'; driller attempted to advance boring using bentonite drilling mud, but communication with B-101 observed at approx. 50'. Borehole grouted via tremie methods and offset approx. 6' north (B-101B).		

Notes:
1. Groundwater estimated at 11' based on sample wetness.
2. Switch from 3-1/4"/6-5/8" hollow-stem augers to 4-1/4"/1-1/2" flush-joint casing at 12'

Proportions Used:
TRACE (TR.) 0 - <10%
LOOSE (L) 10 - <20%
SOME (SO) 20 - <35%
AND 35 - <50%

Density/Consistency:
VERY LOOSE 0-4 VERY SOFT <2
LOOSE 4-10 SOFT 2-4
MEDIUM DENSE 10-30 MEDIUM 4-8
DENSE 30-50 STIFF 8-15
VERY DENSE >50 VERY STIFF 15-30
HARD >90 HARD >30

B-101A
SCALE: 3/16" = 1'-0"

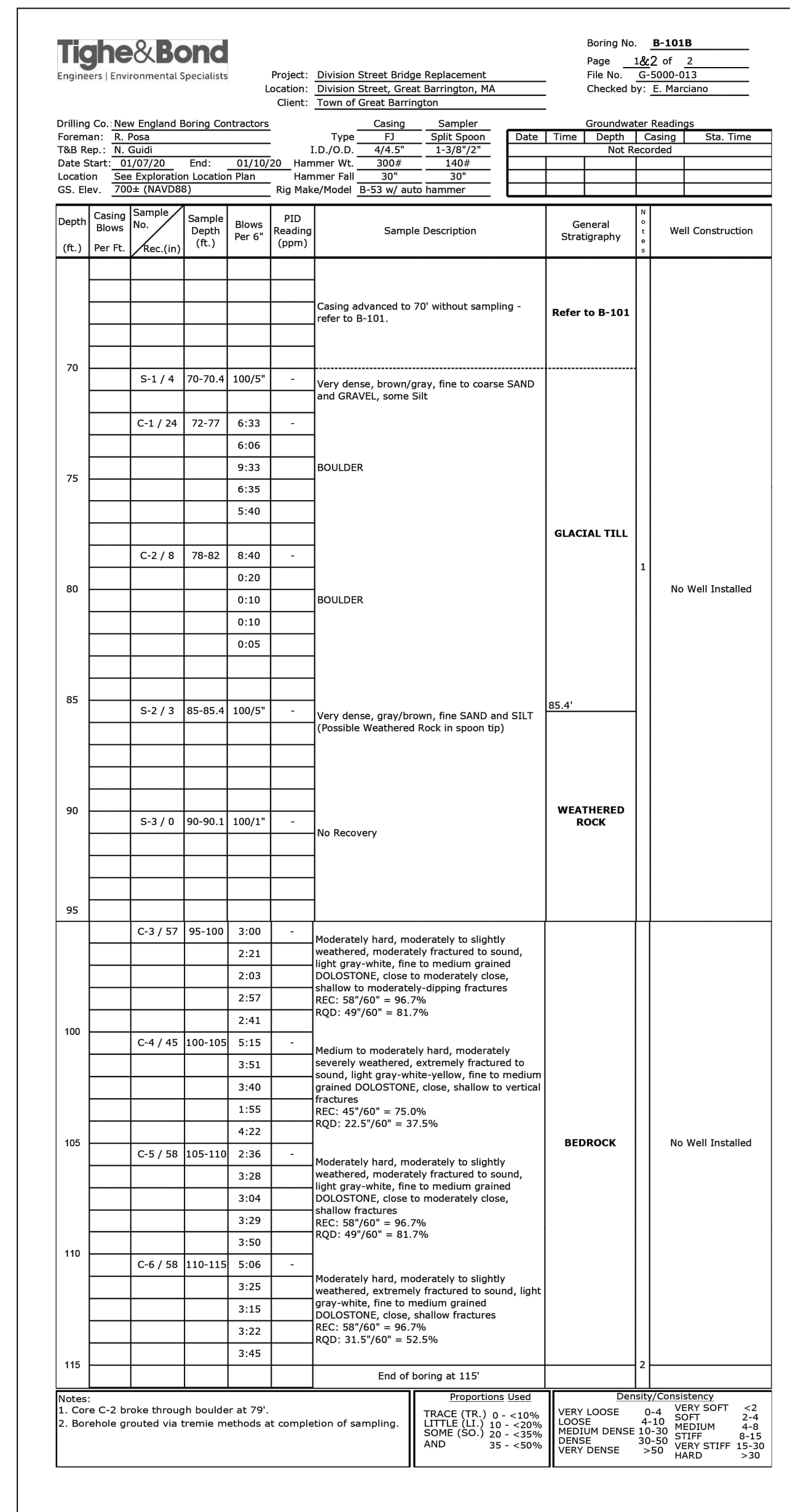
JUNE 6, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

Final Structural Submittal (SF) 04-May-2026 612183_BR03.DWG Plotted on 18-May-2026 10:27 AM

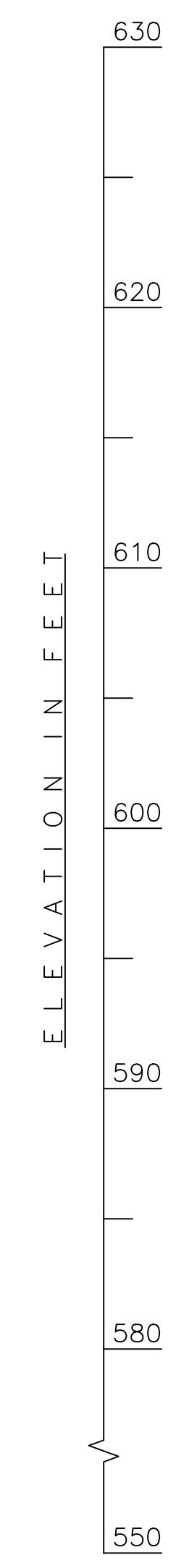
GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	21	53
PROJECT FILE NO.		612183	

BORING LOGS 2 OF 3



B-101B
SCALE: 3/16" = 1'-0"



BORING NOTES:
1. SEE SHEET 3 FOR BORING NOTES.

JUNE 6, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	22	53
PROJECT FILE NO.		612183	

BORING LOGS 3 OF 3

Tighe & Bond
Engineers | Environmental Specialists

Boring No. **B-102**
Page 1 of 3
File No. G-2000-013
Checked by: E. Marciano

Project: Division Street Bridge Replacement
Location: Division Street, Great Barrington, MA
Client: Town of Great Barrington

Drilling Co. New England Boring Contractors
Foreman: D. Rosa
TAB Rep: M. Guhl
Date Start: 01/16/20
Date End: 01/24/20
Location: See Exploration Location Plan
OS Elev.: 700.0 (NAVD83)

Casing: 4" Type: 1" O.D. 4" I.D. 1-3/8" Split Spoon
Sampler: 1-3/8" 150#
Hammer: 300#
Hammer Fall: 30"
Rig Make/Model: S-33 w/ auto hammer

Depth (ft.)	Casing No. Per Ft.	Sample No. Rec. (in)	Sample Depth (ft.)	Blows Per 6"	PID Reading (ppm)	Sample Description	General Stratigraphy	Well Construction
5	S-1 / 8	1-3	14-12	-	-	Medium dense, brown, fine to coarse SAND, some Gravel, trace Silt, dry	ASPHALT	
5	S-2 / 11	5-7	7-6	-	-	Medium dense, fine to medium SAND, some Silt, little Gravel, dry	FILL	
10	S-3 / 13	10-12	6-5	-	-	Loose, brown, fine SAND and SILT, trace Gravel, trace Wood, moist		
15	S-4 / 8	15-17	8-12	-	-	Medium dense, brown, fine to coarse SAND and GRAVEL, little Silt, wet		No Well Installed
20	S-5 / 14	20-22	4-1	-	-	Very loose, gray, fine SAND, little Silt	FLOODPLAIN ALLUVIUM	
25	S-6 / 16	25-27	2-1	-	-	Loose, gray/brown, fine SAND, some Silt		

Notes:
1. Circumference determined at 12" based on sample wetness.
2. Switch from 3-1/4"/6-5/8" hollow-stem augers to 4-1/4-1/2" flush-joint casing at 15'

Proportions Used
TRACE (TR) 0 - <10%
SILT (SI) 10 - <20%
SAND (SA) 20 - <35%
GRAVEL (GR) 35 - <50%
VERY DENSE >50

Density/Consistency
VERY LOOSE 0-4 VERY SOFT <1
LOOSE 4-10 SOFT 1-4
MEDIUM 10-30 MEDIUM 4-8
DENSE 30-50 STIFF 8-15
VERY DENSE >50 VERY STIFF 15-30
HARD >30

B-102
SCALE: $\frac{3}{16}'' = 1'-0''$

Tighe & Bond
Engineers | Environmental Specialists

Boring No. **B-102**
Page 2 of 3
File No. G-2000-013
Checked by: E. Marciano

Project: Division Street Bridge Replacement
Location: Division Street, Great Barrington, MA
Client: Town of Great Barrington

Depth (ft.)	Casing No. Per Ft.	Sample No. Rec. (in)	Sample Depth (ft.)	Blows Per 6"	PID Reading (ppm)	Sample Description	General Stratigraphy	Well Construction
35	S-7 / 17	30-32	2-2	-	-	Loose, brown, fine SAND and SILT, 2-3" Silt & Clay lenses		
35	S-8 / 19	35-37	2-1	-	-	Very loose, gray, fine SAND, some Silt		
40	S-9 / 17	40-42	2-2	-	-	Loose, gray, fine SAND, little Silt		
45	S-10 / 20	45-47	WH/12"	-	-	Very soft, gray, Varved SILT & CLAY	FLOODPLAIN ALLUVIUM	No Well Installed
45	U-1 / 24	47-49	PUSH	-	-	Fixed-Piston Sample		
50	S-11 / 24	50-52	WH/6"	-	-	Soft, gray/brown, Varved SILT & CLAY, trace fine Sand lenses		
50	U-2 / 24	52-54	PUSH	-	-	Fixed-Piston Sample		
55	S-12 / 24	55-57	2-3	-	-	Medium, gray/brown, Varved SILT & CLAY, trace fine Sand lenses		
60	S-13 / 8	60-62	10-5	-	-	Loose, light brown, fine to medium SAND, some Silt, little Gravel (Cobble Fragment in spoon tip)		
65	S-14 / 9	65-67	9-10	-	-	Medium dense, light brown, fine to medium SAND, little Silt, trace Gravel	FLOODPLAIN ALLUVIUM	
70	S-15 / 3	70-72	6-15	-	-	Medium dense, light brown, fine to coarse SAND, little Silt, trace Gravel		
75	S-16 / 18	75-77	4-9	-	-	Dense, brown, fine to coarse SAND and GRAVEL, little Silt		
80	S-17 / 3	80-80.4	100/5	-	-	Very dense, gray/brown, fine to coarse SAND and GRAVEL, trace Silt		No Well Installed
85	S-18 / 6	85-86	100/5"	-	-	Very dense, gray/brown, fine to coarse SAND and GRAVEL, trace Silt	GLACIAL TILL	
90	S-19 / 22	90-92	37-33	-	-	Very dense, brown, fine SAND and SILT, trace Gravel		
95	S-20 / 22	95-97	27-35	-	-	Very dense, brown, fine SAND and SILT, trace Gravel		

Notes:
3. Advanced through aspen. 2" boulder at 126.5'.
4. Artesian condition encountered at 150'. Bentonite-grout sock used to plug borehole prior to grouting via tremie methods.

B-102 (CONT'D)
SCALE: $\frac{3}{16}'' = 1'-0''$

Tighe & Bond
Engineers | Environmental Specialists

Boring No. **B-102**
Page 3 of 3
File No. G-2000-013
Checked by: E. Marciano

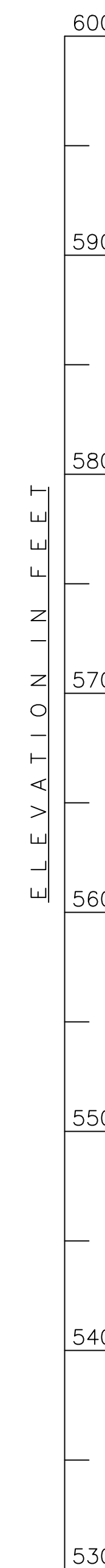
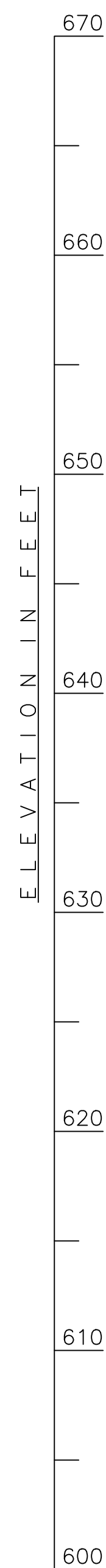
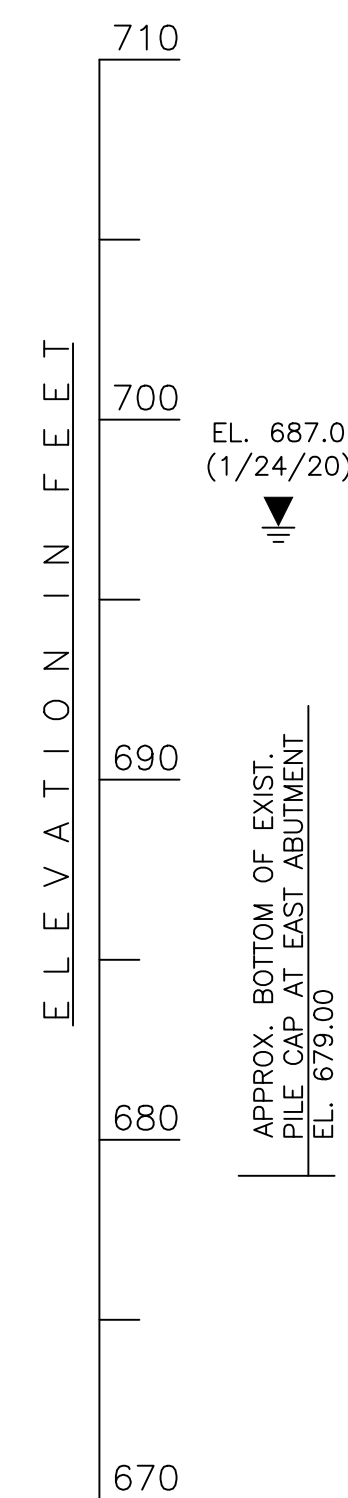
Project: Division Street Bridge Replacement
Location: Division Street, Great Barrington, MA
Client: Town of Great Barrington

Depth (ft.)	Casing No. Per Ft.	Sample No. Rec. (in)	Sample Depth (ft.)	Blows Per 6"	PID Reading (ppm)	Sample Description	General Stratigraphy	Well Construction
105	S-21 / 11	100-102	18-30	-	-	Very dense, brown, SILT and fine SAND, trace Gravel		
110	S-22 / 21	105-107	24-34	-	-	Very dense, brown, SILT and fine SAND, trace Gravel		
115	S-23 / 24	110-112	31-39	-	-	Very dense, brown, SILT and fine SAND, trace Gravel		
120	S-24 / 24	115-117	24-35	-	-	Very dense, brown, SILT and fine SAND, trace Gravel	GLACIAL TILL	No Well Installed
125	S-25 / 17	120-122	27-38	-	-	Very dense, brown, SILT and fine SAND		
125	S-26 / 12	125-126.5	23-30	-	-	Very dense, brown, fine SAND and SILT (Cobble Fragment in spoon tip)		
130	S-27 / 21	130-132	50-90	-	-	Very dense, gray/brown, fine to coarse SAND and GRAVEL, little Silt (Possible Weathered Rock)		
135	S-28 / 4	135-135.8	100/5"	-	-	Very dense, black/brown, fine to coarse SAND and GRAVEL, some Silt (Possible Weathered Rock)		
140	S-29 / 2	140-140.5	100/5"	-	-	Very dense, tan/gray, fine to coarse SAND and GRAVEL, some Silt (Possible Weathered Rock)	GLACIAL TILL / WEATHERED ROCK	No Well Installed
145	S-30 / 0	145-145.5	100/5"	-	-	No Recovery		
150	End of boring at 150'							

Notes:
3. Advanced through aspen. 2" boulder at 126.5'.
4. Artesian condition encountered at 150'. Bentonite-grout sock used to plug borehole prior to grouting via tremie methods.

B-102
SCALE: $\frac{3}{16}'' = 1'-0''$

JUNE 6, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	



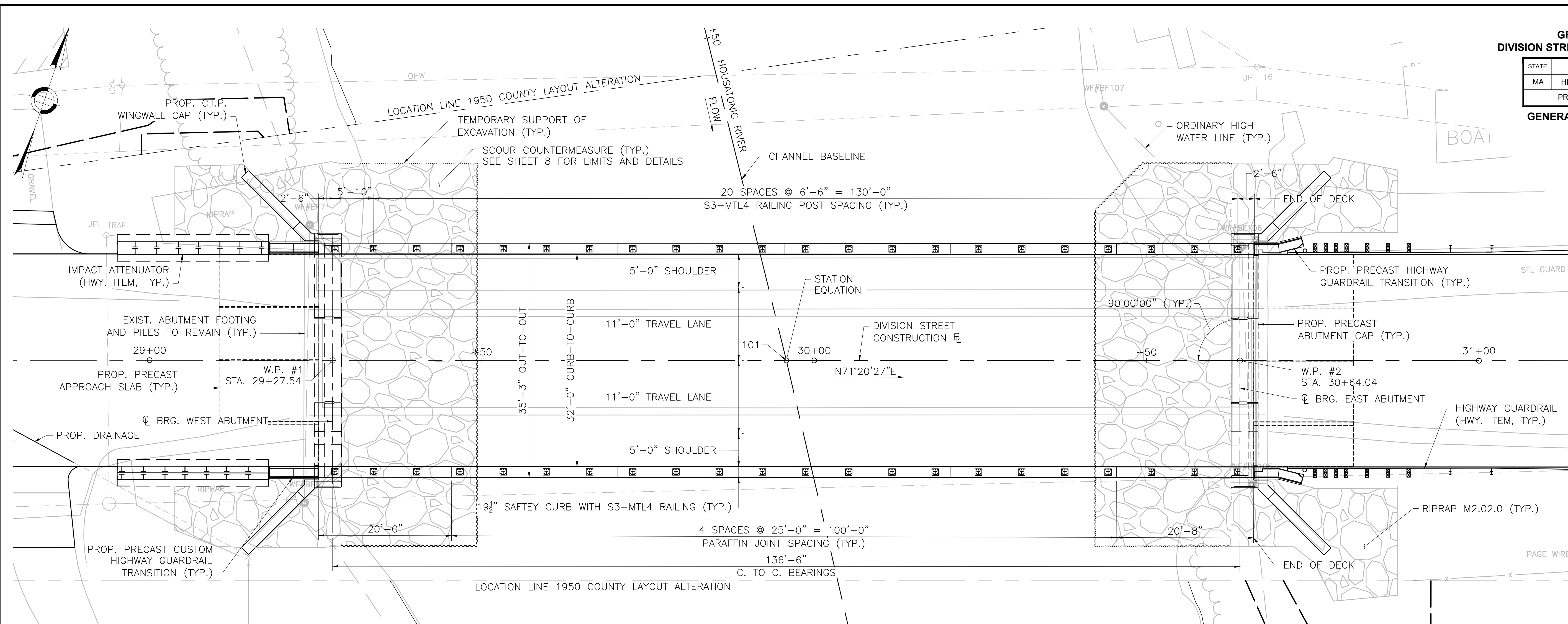
BORING NOTES:

- SEE SHEET 3 FOR BORING NOTES.
- ARTESIAN CONDITIONS WERE ENCOUNTERED AT 150' DEPTH FROM THE ROADWAY IN BORING B-102.

**GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	23	53
PROJECT FILE NO.		612183	

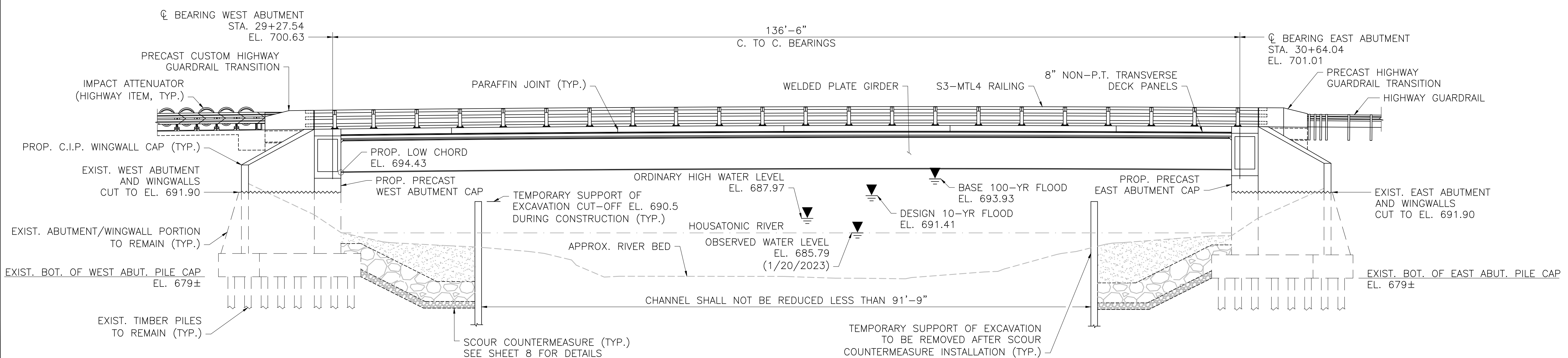
GENERAL PLAN AND ELEVATION



GENERAL PLAN

SCALE: 1/8" = 1'-0"

STATION EQUATION: DIVISION STREET CONSTRUCTION @ STA. 29+95.81 = HOUSATONIC RIVER @ STA. 101+00.00



ELEVATION

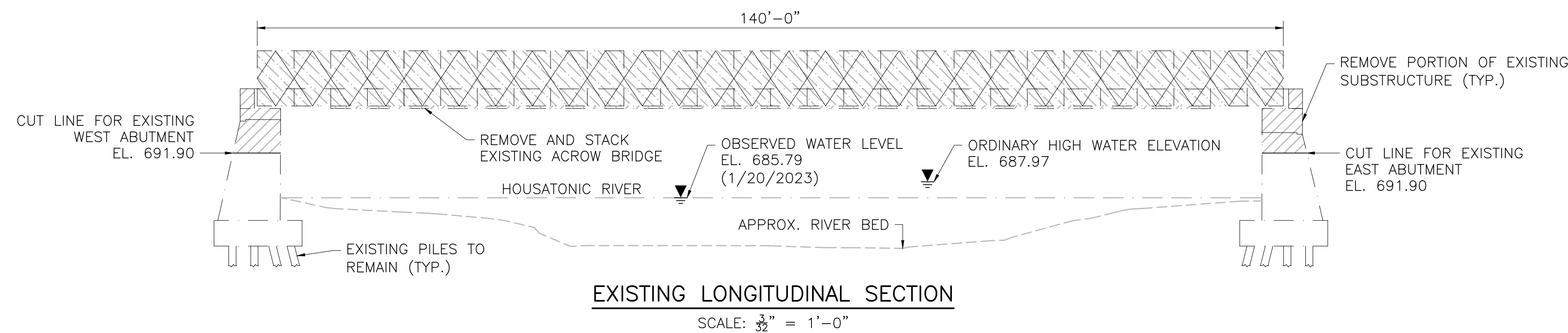
SCALE: 1/8" = 1'-0"

JUNE 6, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

**GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	24	53
PROJECT FILE NO.		612183	

DEMOLITION PLAN AND SECTIONS



LEGEND:

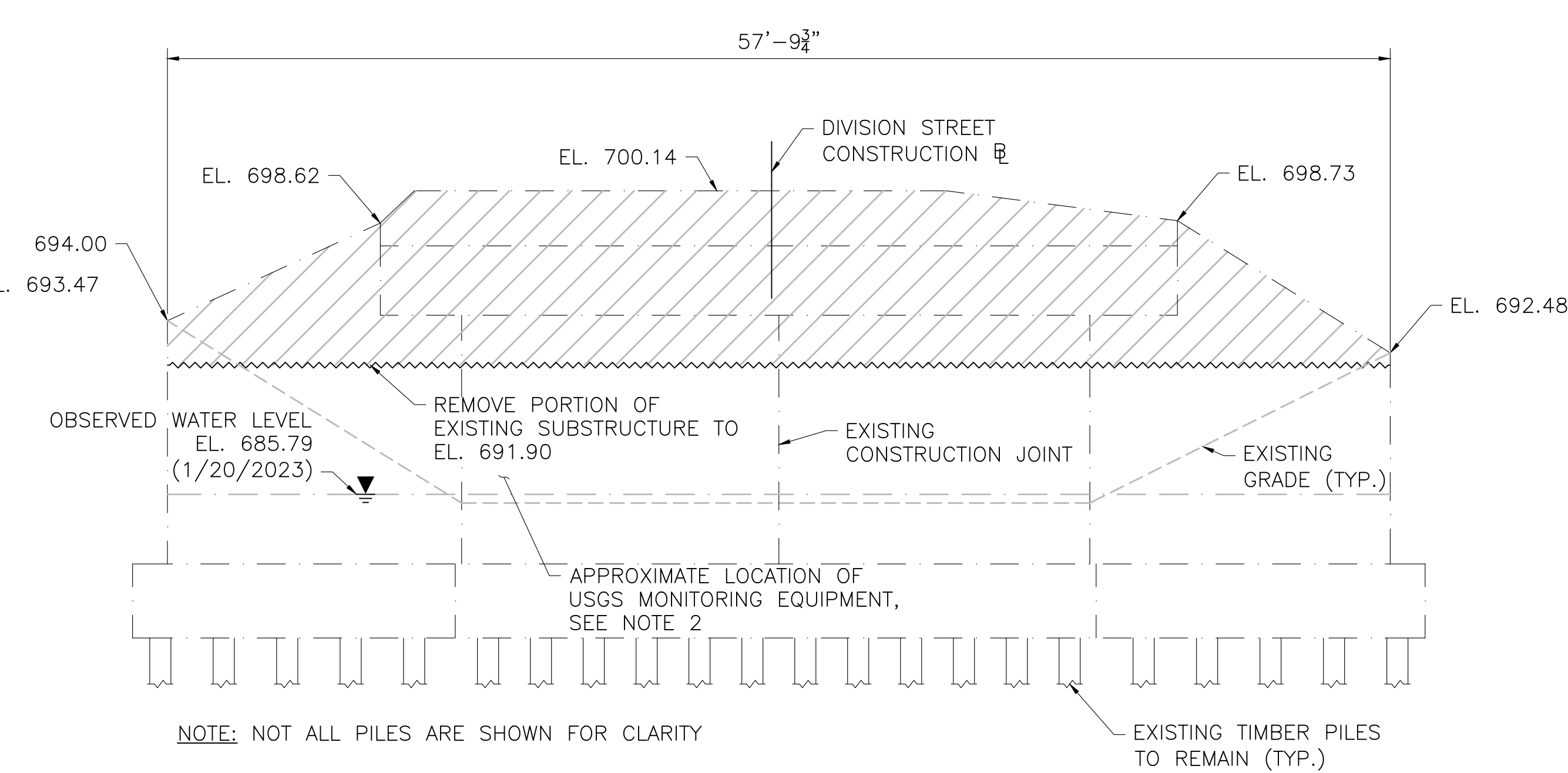
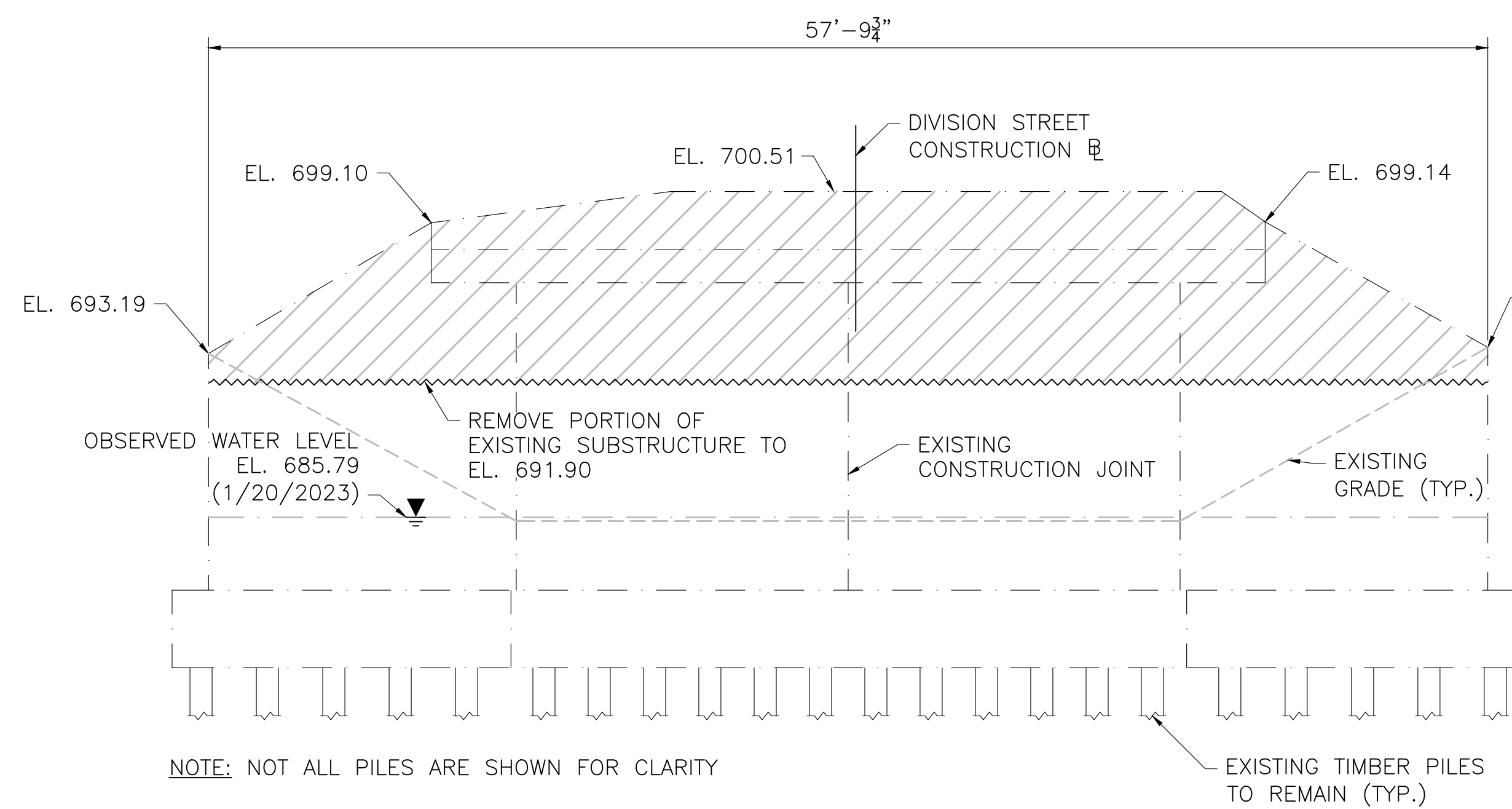
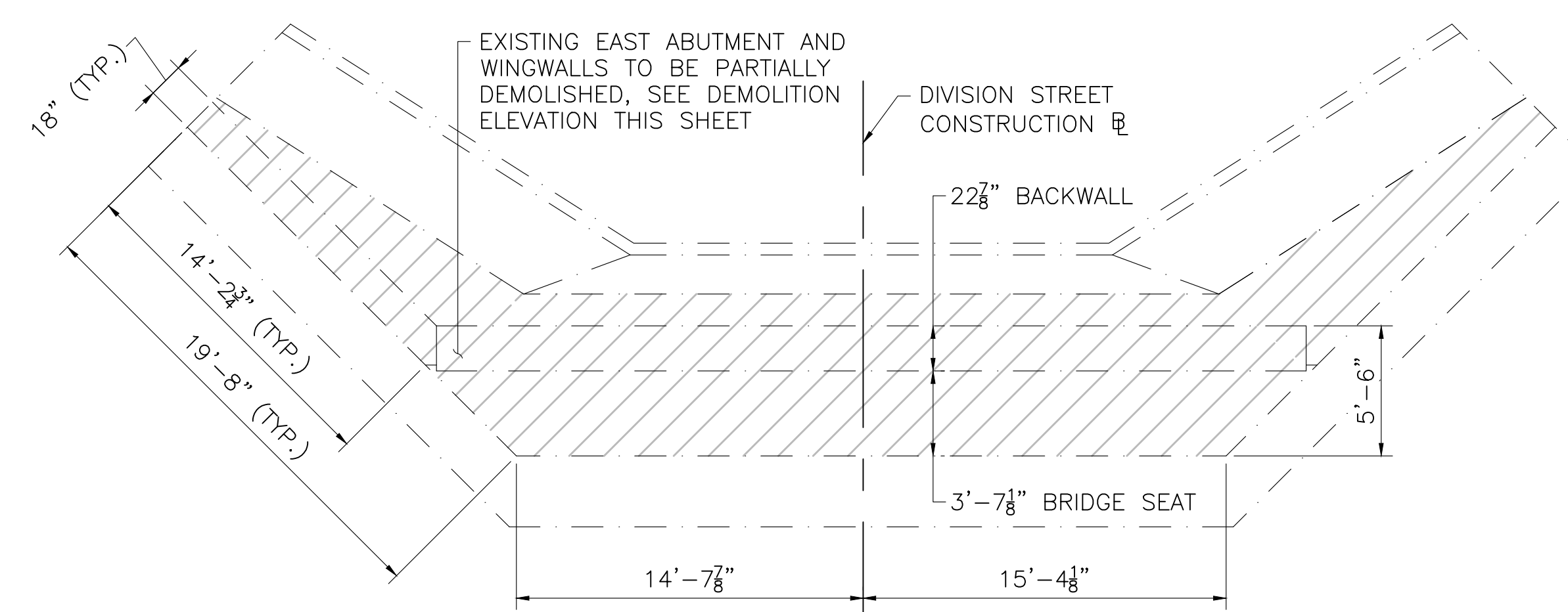
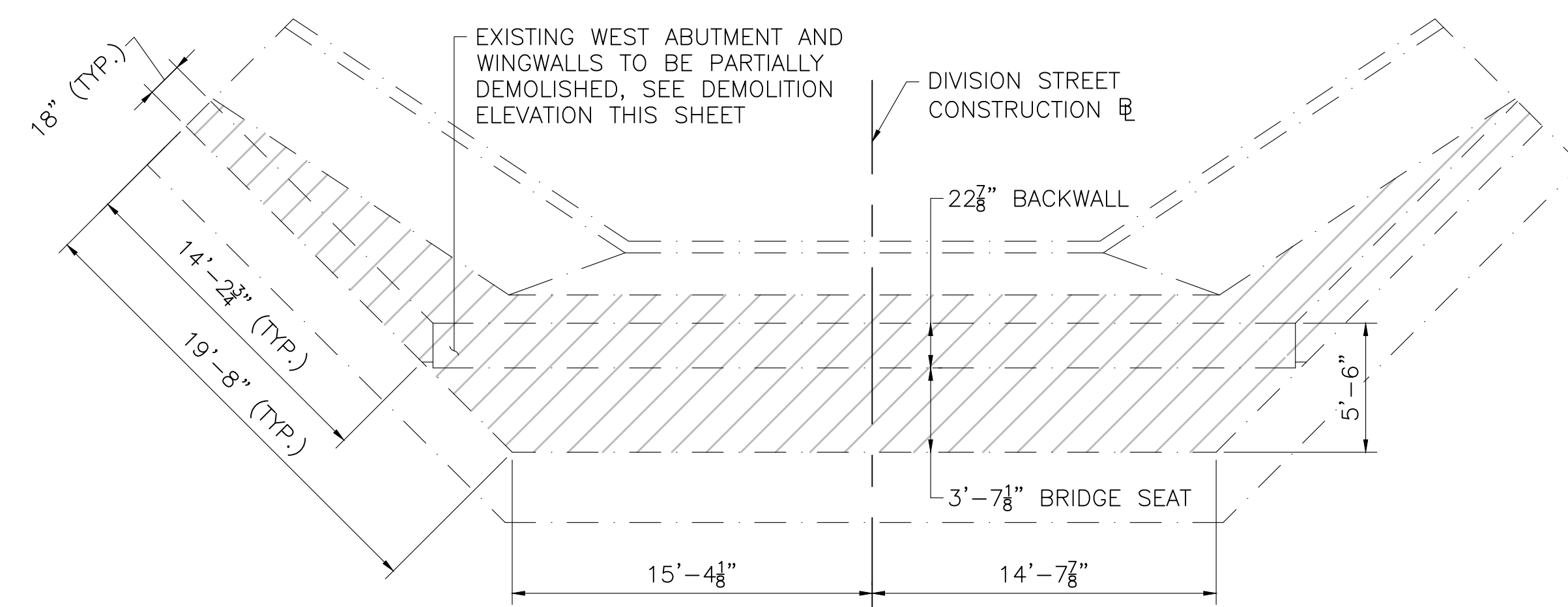
- DEMOLITION
- REMOVE AND STACK

NOTES:

1. DIMENSIONS OF THE EXISTING STRUCTURE SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY. THEY HAVE BEEN TAKEN FROM THE ORIGINAL DESIGN DRAWINGS, AND ARE NOT GUARANTEED.

CONTRACTOR SHALL DETERMINE AND ESTABLISH ALL DIMENSIONS AND DETAILS NECESSARY FOR COMPLETION OF ALL WORK BY FIELD MEASUREMENTS AND SURVEY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ADEQUACY THEREOF, AND SHALL NOT ORDER ANY MATERIAL OR COMMENCE ANY FABRICATION UNTIL HE/SHE HAS MADE THE REQUIRED MEASUREMENTS AND THE EXTENT OF THE PROPOSED WORK HAS BEEN APPROVED BY THE ENGINEER.

2. USGS MONITORING EQUIPMENT ON THE EAST ABUTMENT MUST BE PROTECTED DURING DEMOLITION.
3. CONTRACTOR SHALL TAKE CARE DURING DEMOLITION TO PROTECT THE EXISTING ABUTMENTS. ANY DAMAGE DUE TO CONTRACTOR'S NEGLIGENCE TO THE PORTION OF THE EXISTING ABUTMENTS THAT ARE TO REMAIN SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

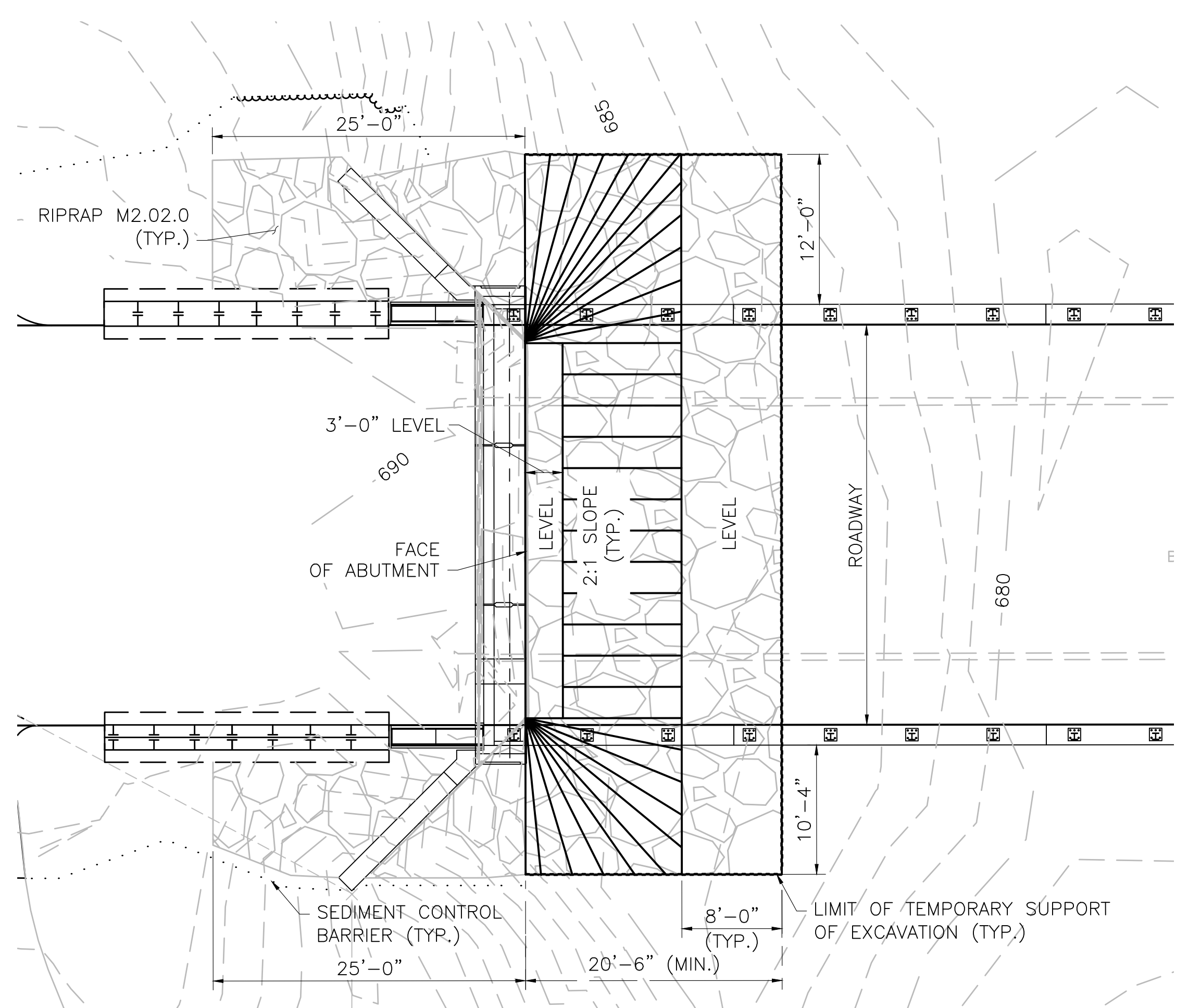


JUNE 6, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

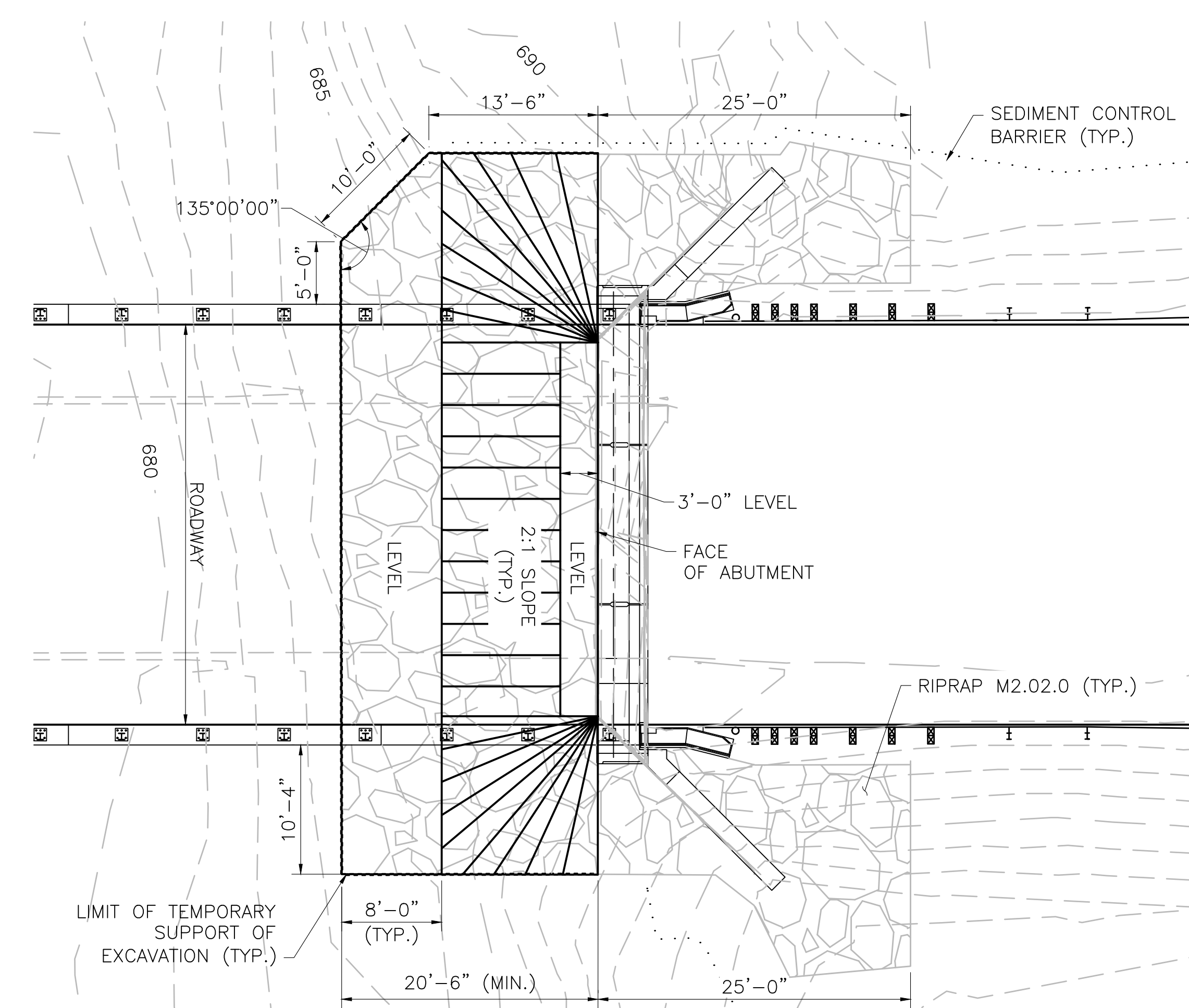
GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	25	53
PROJECT FILE NO.		612183	

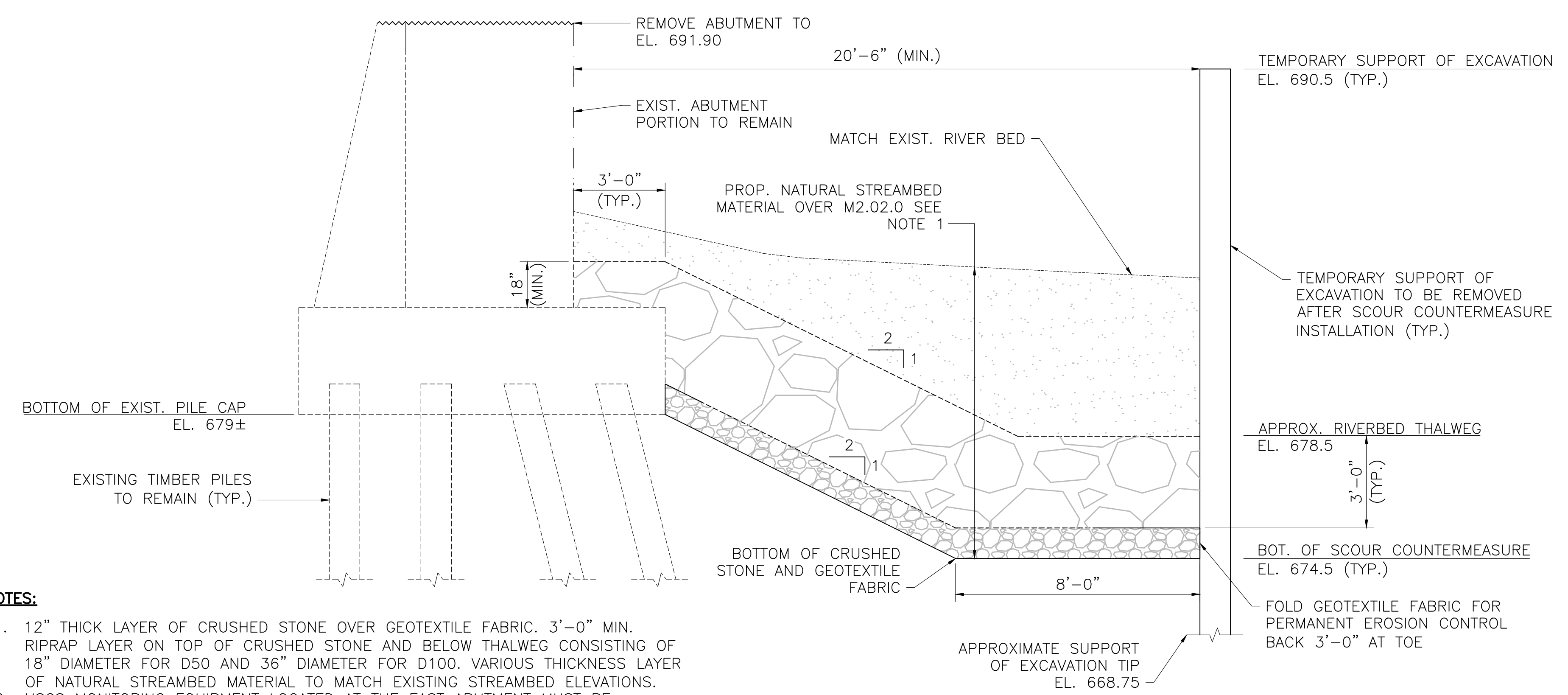
SCOUR COUNTERMEASURE DETAILS



WEST ABUTMENT PLAN
SCALE: 1/8" = 1'-0"



EAST ABUTMENT PLAN
SCALE: 1/8" = 1'-0"



TYPICAL ABUTMENT SECTION
SCALE: 1/8" = 1'-0"

- NOTES:**
- 12" THICK LAYER OF CRUSHED STONE OVER GEOTEXTILE FABRIC. 3'-0" MIN. RIPRAP LAYER ON TOP OF CRUSHED STONE AND BELOW THALWEG CONSISTING OF 18" DIAMETER FOR D50 AND 36" DIAMETER FOR D100. VARIOUS THICKNESS LAYER OF NATURAL STREAMBED MATERIAL TO MATCH EXISTING STREAMBED ELEVATIONS.
 - USGS MONITORING EQUIPMENT LOCATED AT THE EAST ABUTMENT MUST BE PROTECTED DURING INSTALLATION OF SUPPORT OF EXCAVATION AND SCOUR COUNTERMEASURE.

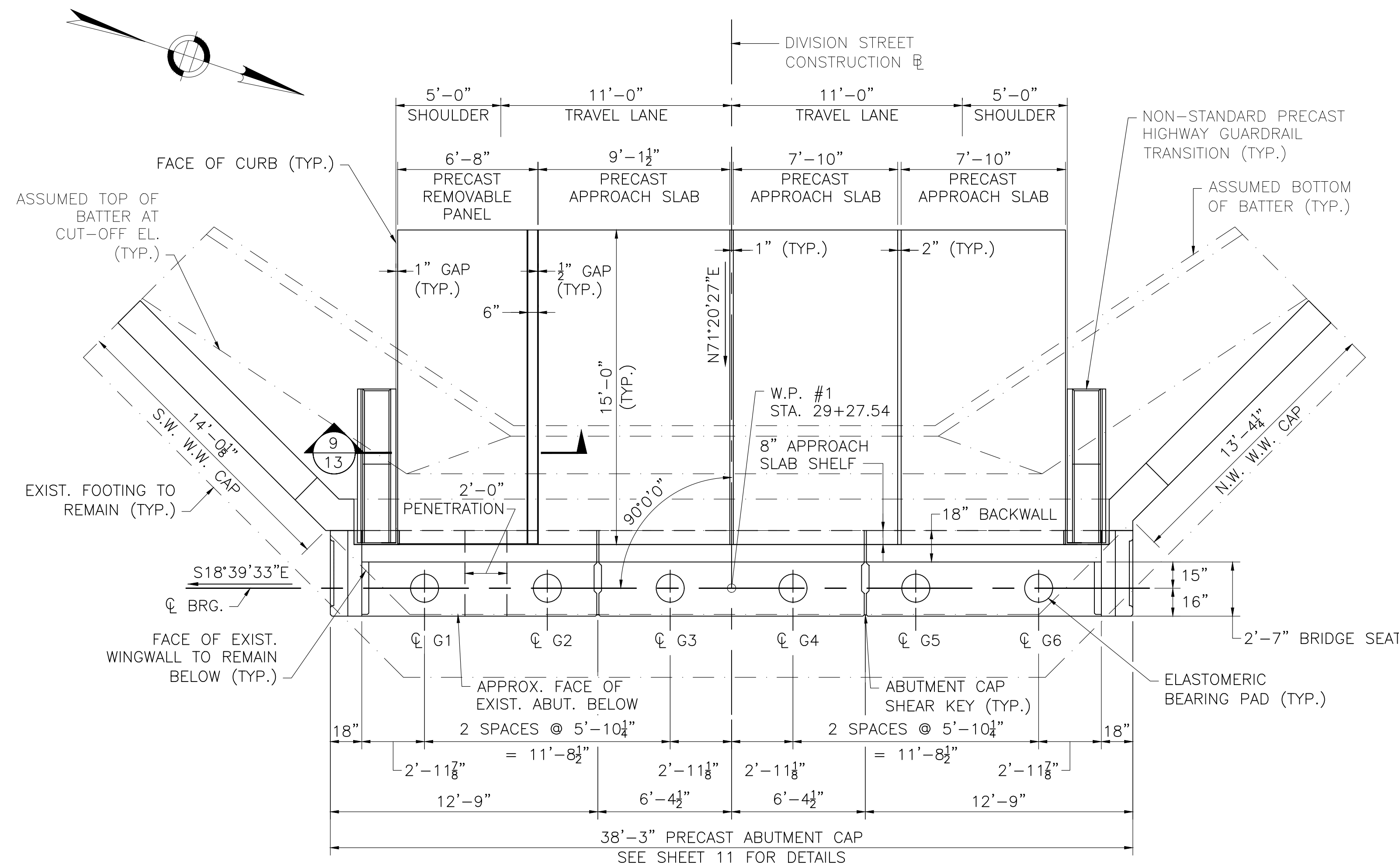
JUNE 6, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

612183_BR8.DWG Plotted on 18-May-2026 10:28 AM Final Structural Submittal (SF) 04-May-2026

**GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER**

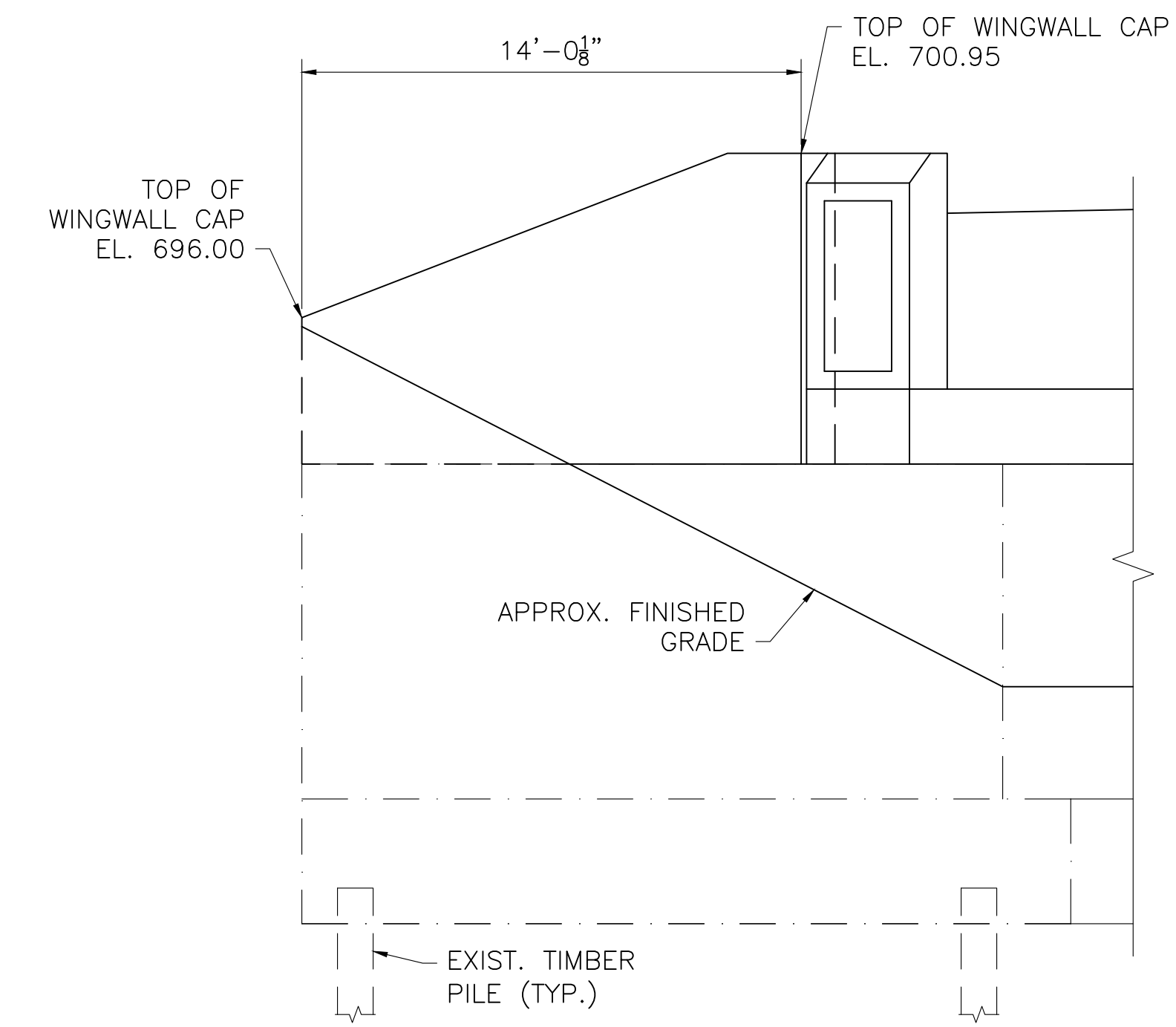
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	26	53
PROJECT FILE NO.		612183	

WEST ABUTMENT PLAN & ELEVATION



WEST ABUTMENT PLAN

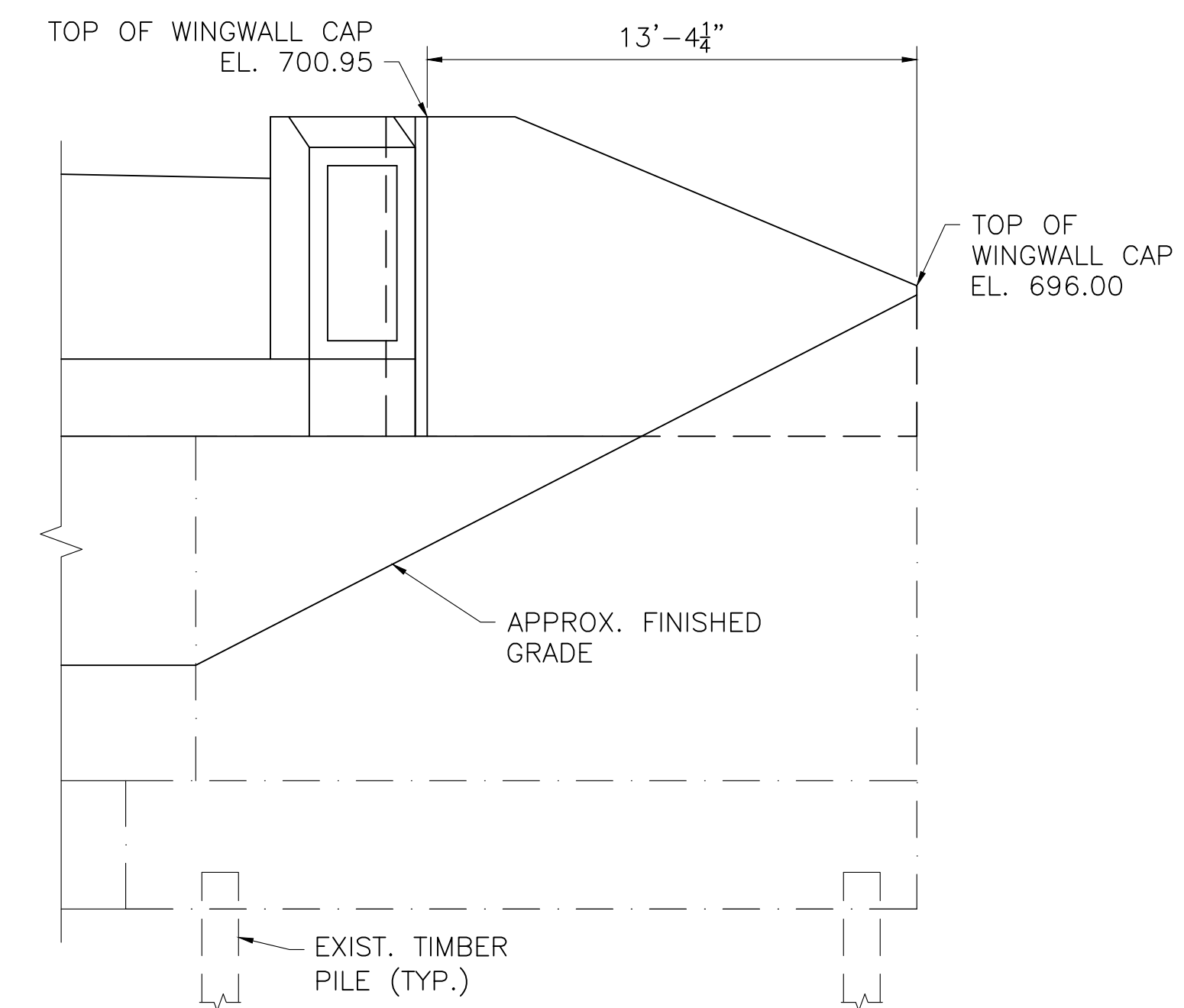
SCALE: 1/4" = 1'-0"



NOTE:
FOR CLARITY, NOT ALL EXISTING PILES SHOWN. SEE EXISTING PLANS FOR LAYOUT.

SOUTHWEST WINGWALL ELEVATION

SCALE: 1/4" = 1'-0"

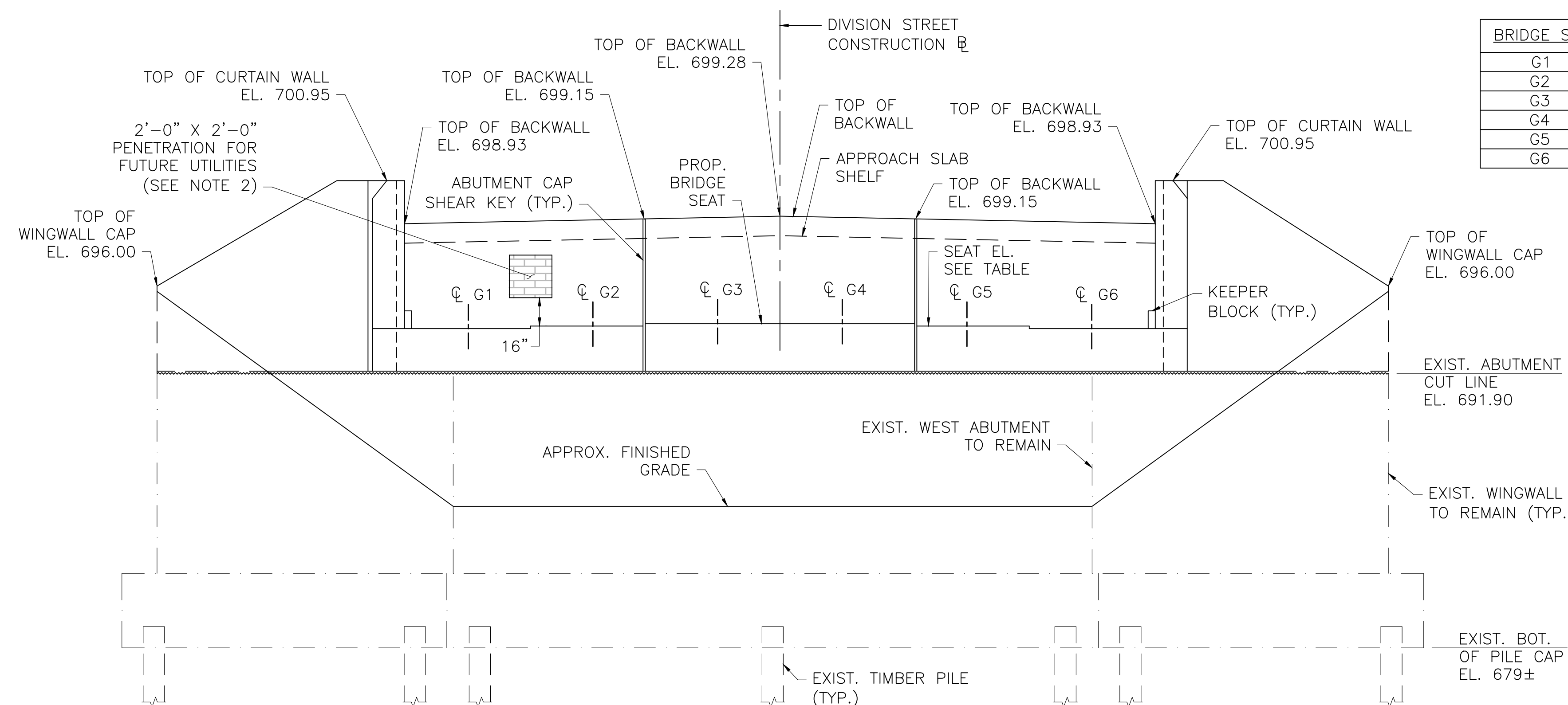


NOTE:
FOR CLARITY, NOT ALL EXISTING PILES SHOWN. SEE EXISTING PLANS FOR LAYOUT.

NORTHWEST WINGWALL ELEVATION

SCALE: 1/4" = 1'-0"

BRIDGE SEAT ELEVATIONS	
G1	694.00
G2	694.12
G3	694.23
G4	694.23
G5	694.12
G6	694.00



WEST ABUTMENT ELEVATION

SCALE: 1/4" = 1'-0"

NOTES:

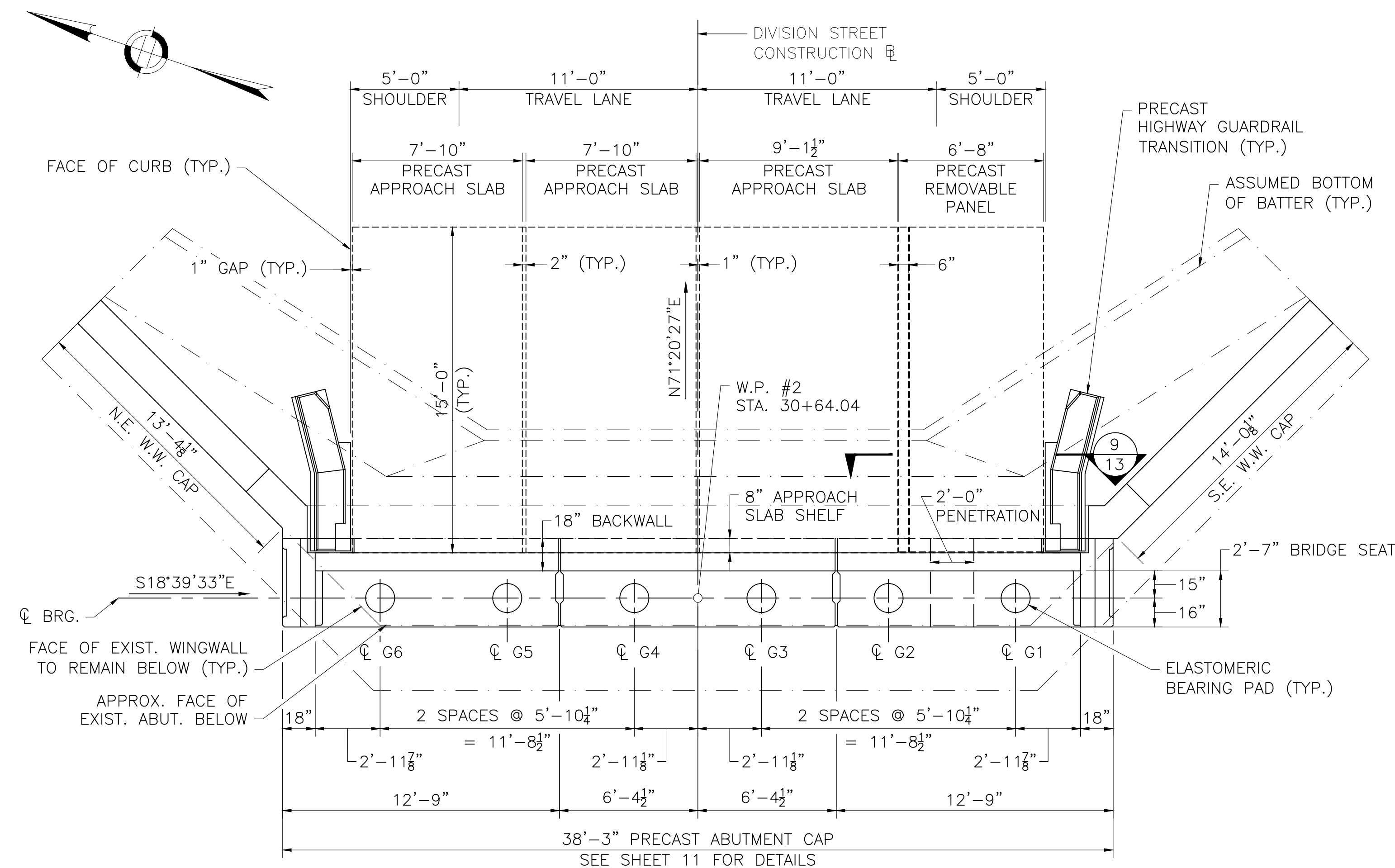
- FOR CLARITY, NOT ALL EXISTING PILES SHOWN. SEE EXISTING PLANS FOR LAYOUT.
- BRICK UP UTILITY OPENING PRIOR TO BACKFILLING.

JUNE 6, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

**GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	27	53
PROJECT FILE NO.		612183	

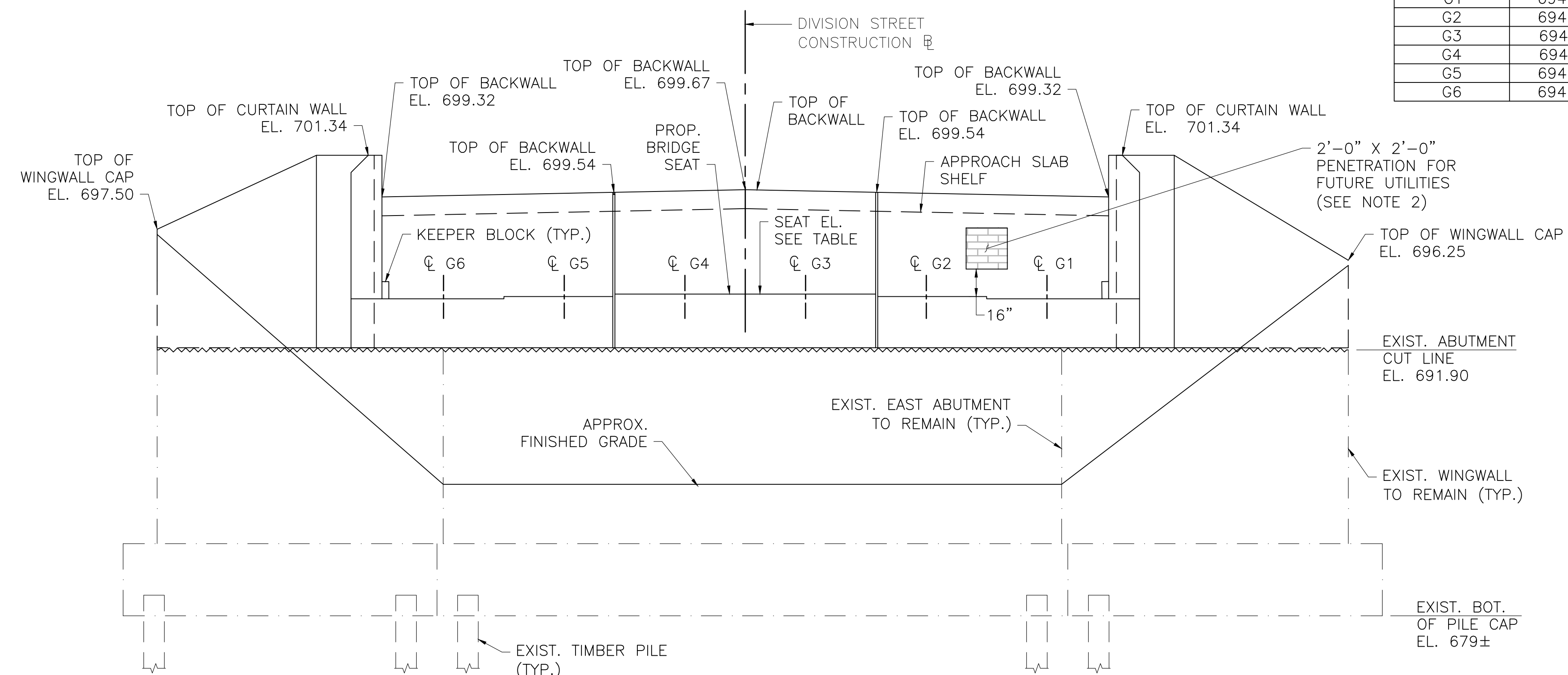
EAST ABUTMENT PLAN & ELEVATION



EAST ABUTMENT PLAN

SCALE: 1/4" = 1'-0"

BRIDGE SEAT ELEVATIONS	
G1	694.38
G2	694.49
G3	694.61
G4	694.61
G5	694.49
G6	694.38

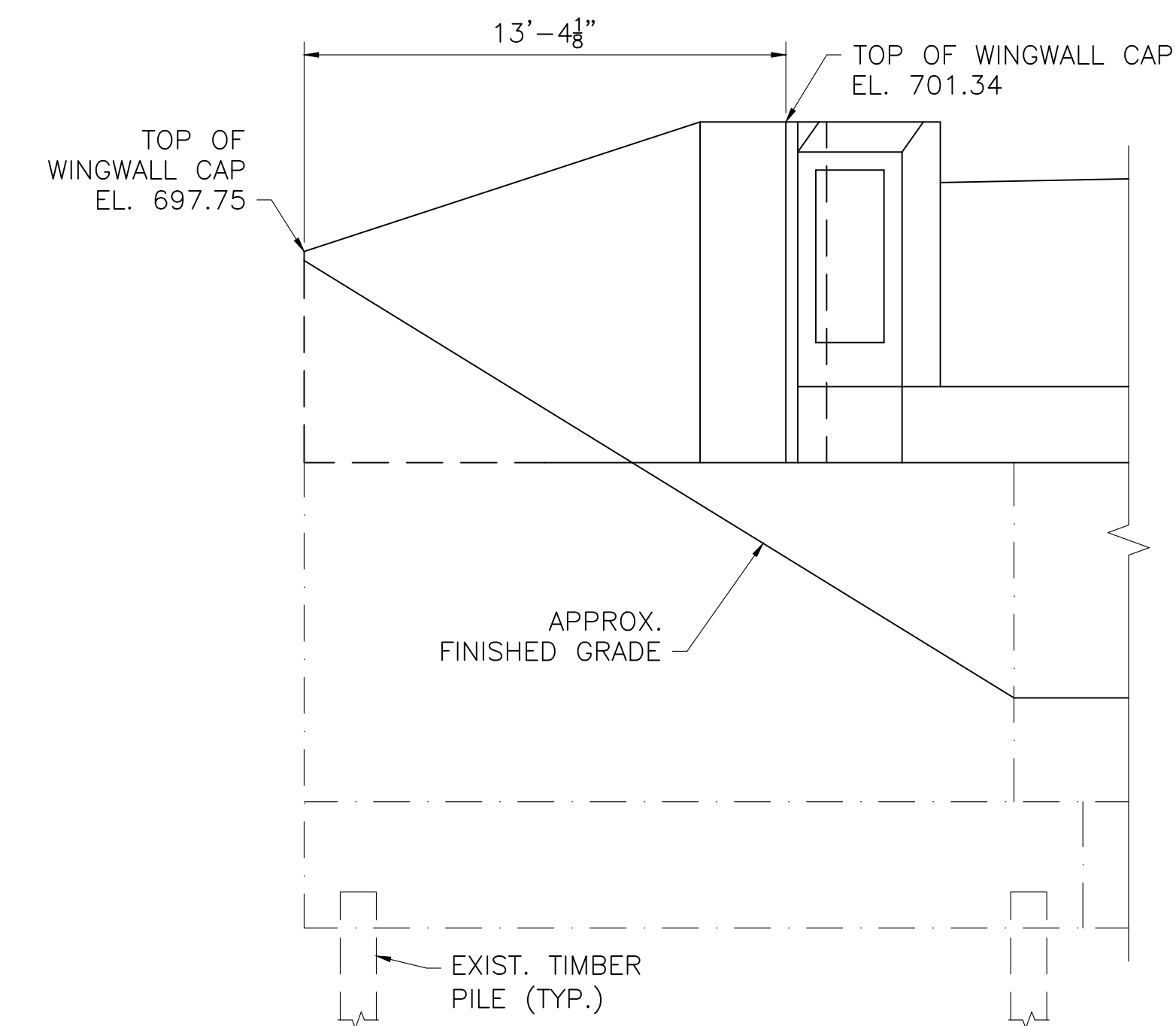


EAST ABUTMENT ELEVATION

SCALE: 1/4" = 1'-0"

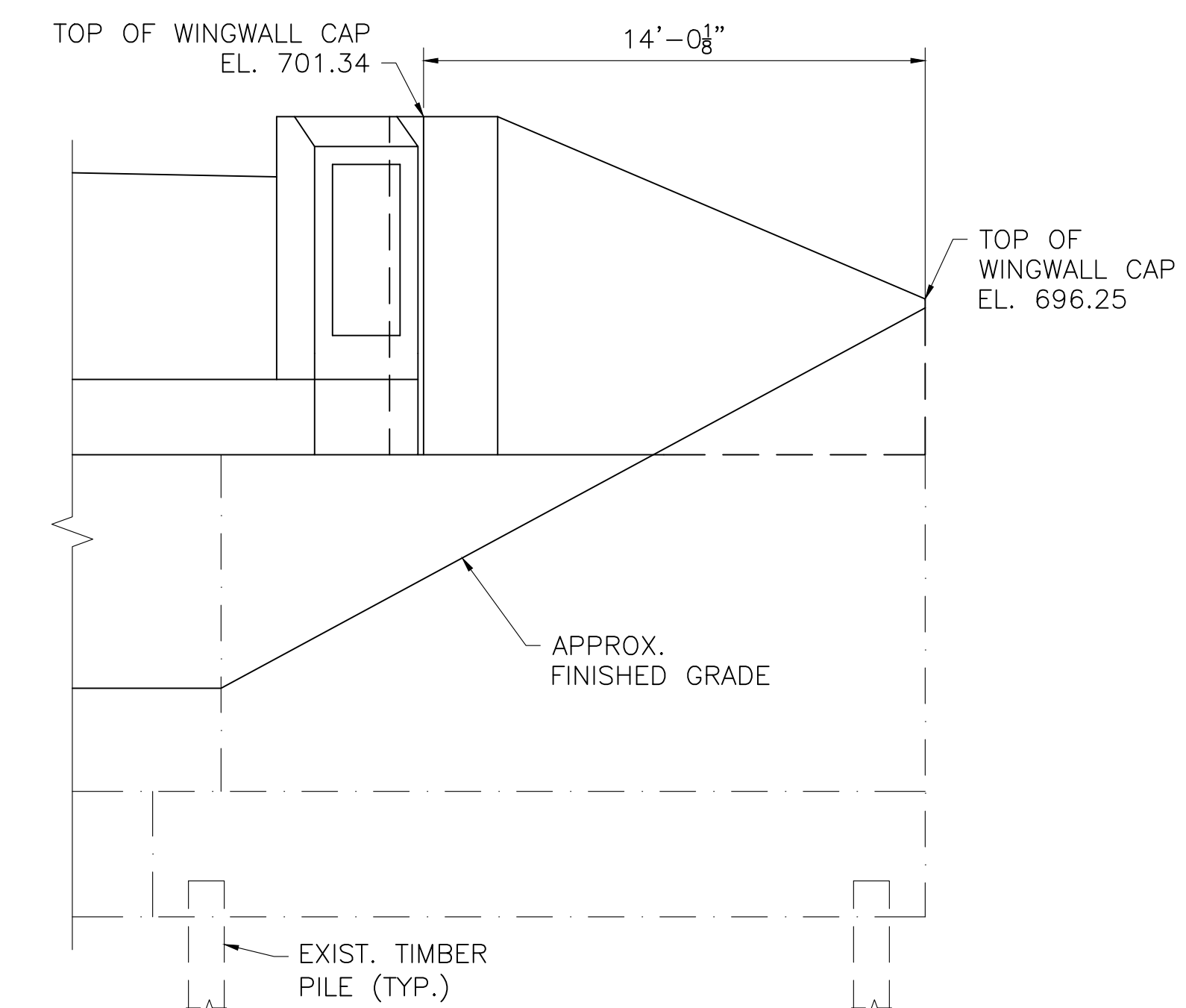
NOTES:

- FOR CLARITY, NOT ALL EXISTING PILES SHOWN. SEE EXISTING PLANS FOR LAYOUT.
- BRICK UP UTILITY OPENING PRIOR TO BACKFILLING.



NORTHEAST WINGWALL ELEVATION

SCALE: 1/4" = 1'-0"



SOUTHEAST WINGWALL ELEVATION

SCALE: 1/4" = 1'-0"

NOTE:

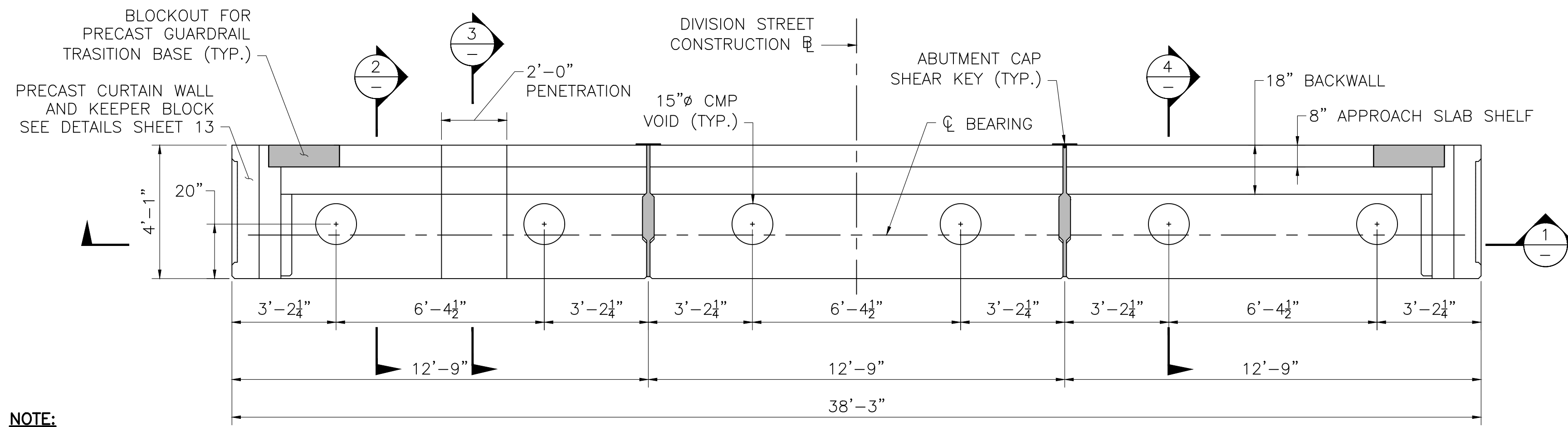
FOR CLARITY, NOT ALL EXISTING PILES SHOWN. SEE EXISTING PLANS FOR LAYOUT.

JUNE 6, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

**GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	28	53
PROJECT FILE NO.		612183	

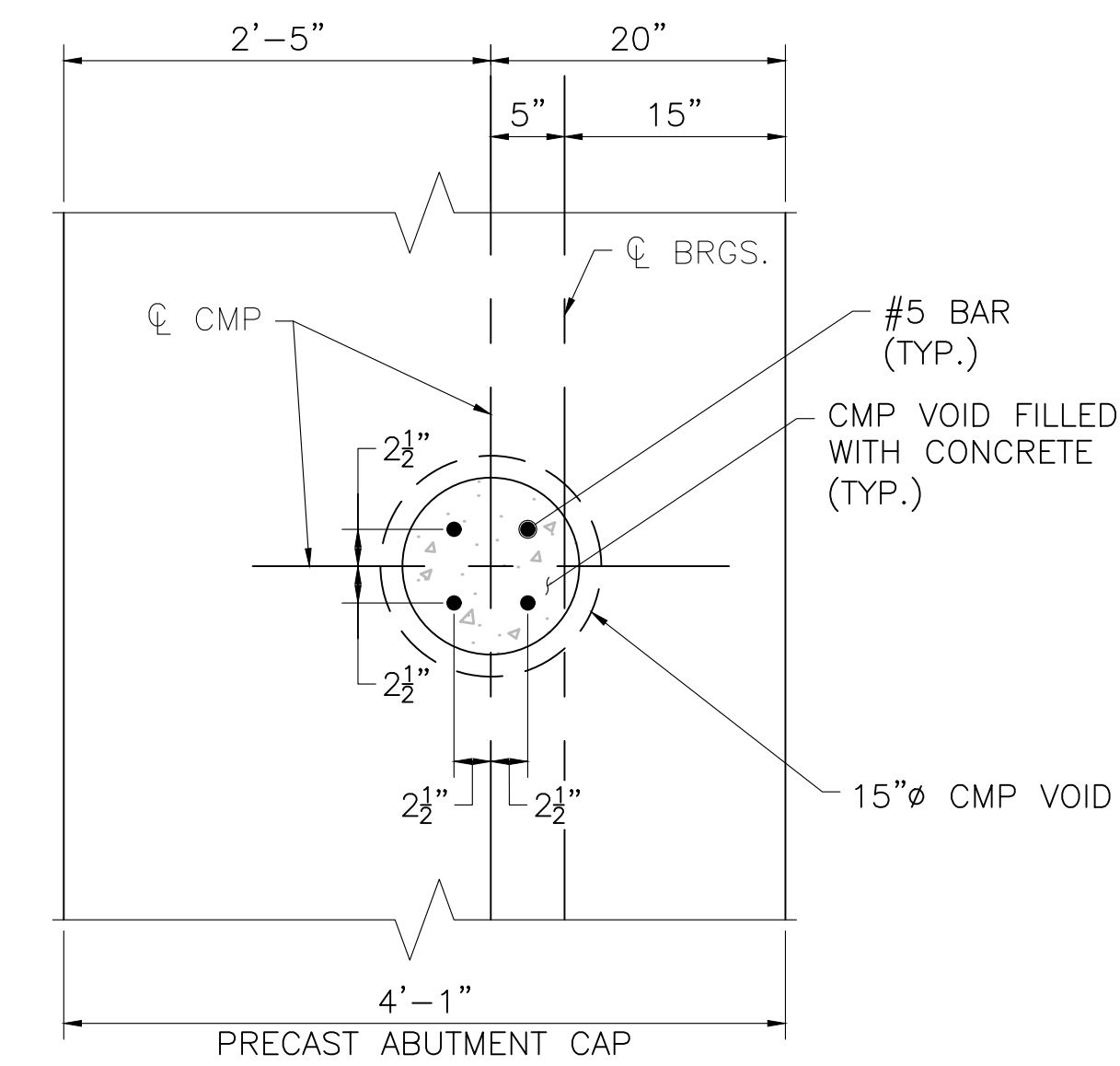
PRECAST ABUTMENT CAP DETAILS



NOTE:
WEST ABUTMENT CAP SHOWN, EAST ABUTMENT CAP SIMILAR.

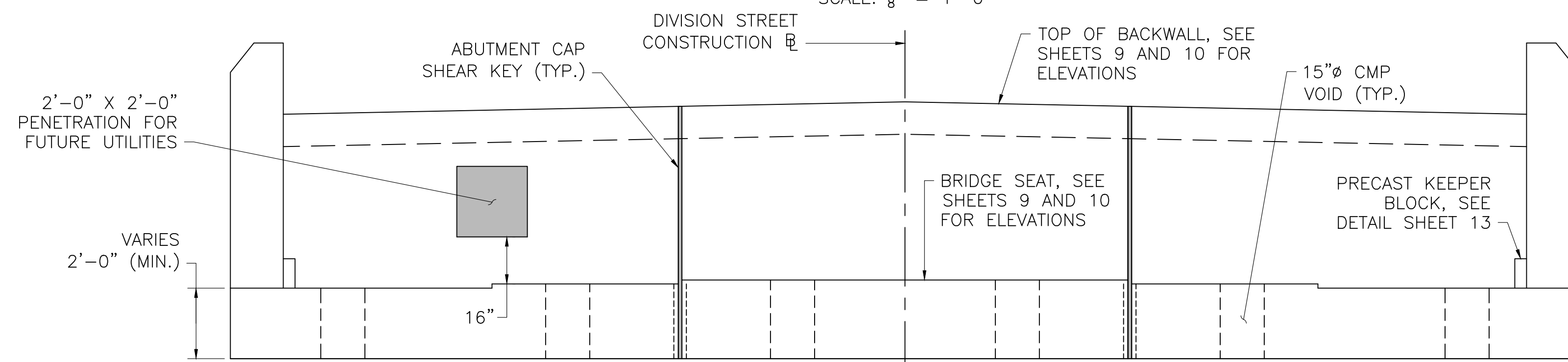
PRECAST CAP PLAN

SCALE: $\frac{3}{8}" = 1'-0"$



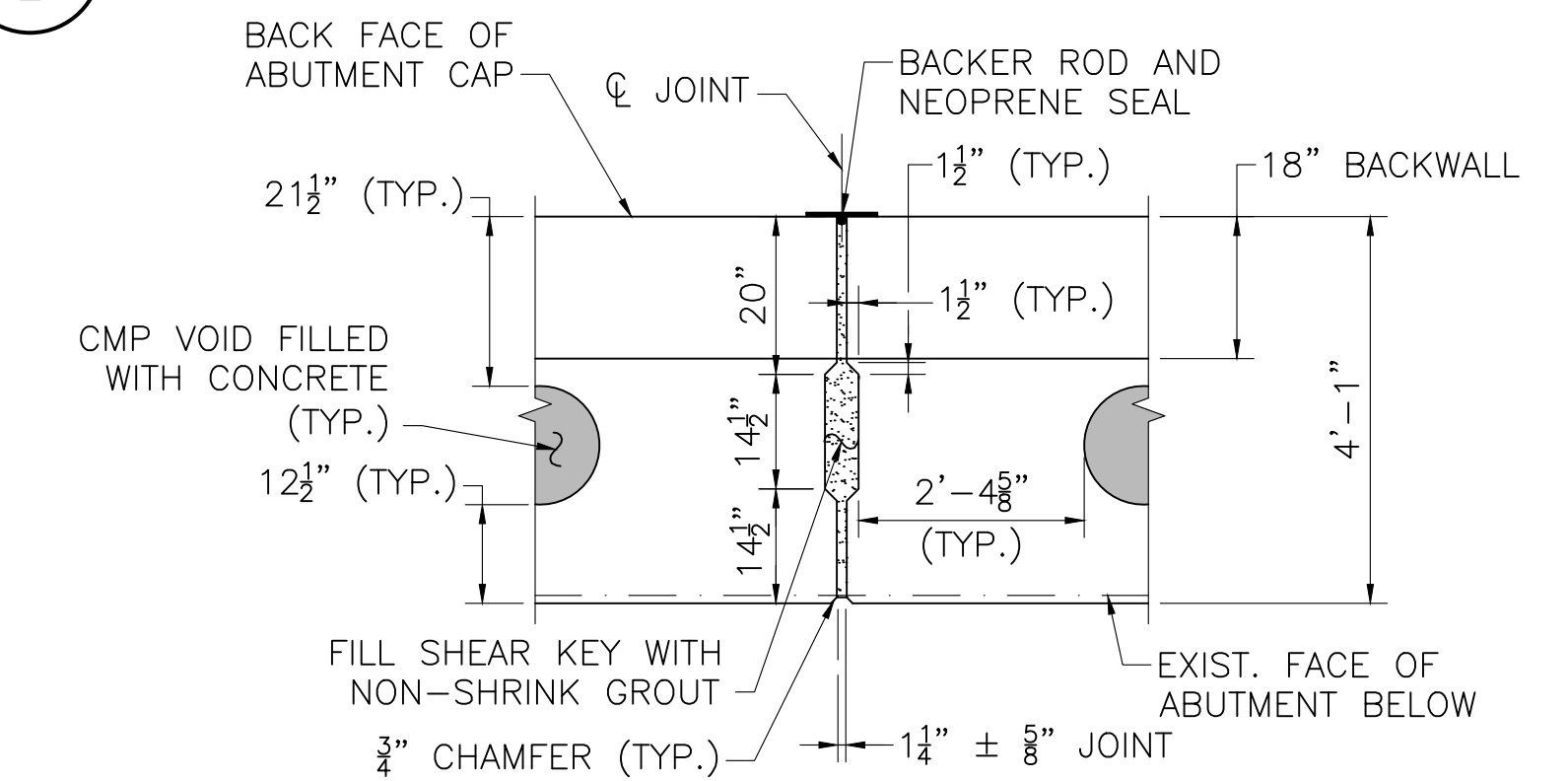
SECTION 5

SCALE: 1" = 1'-0"



SECTION 1

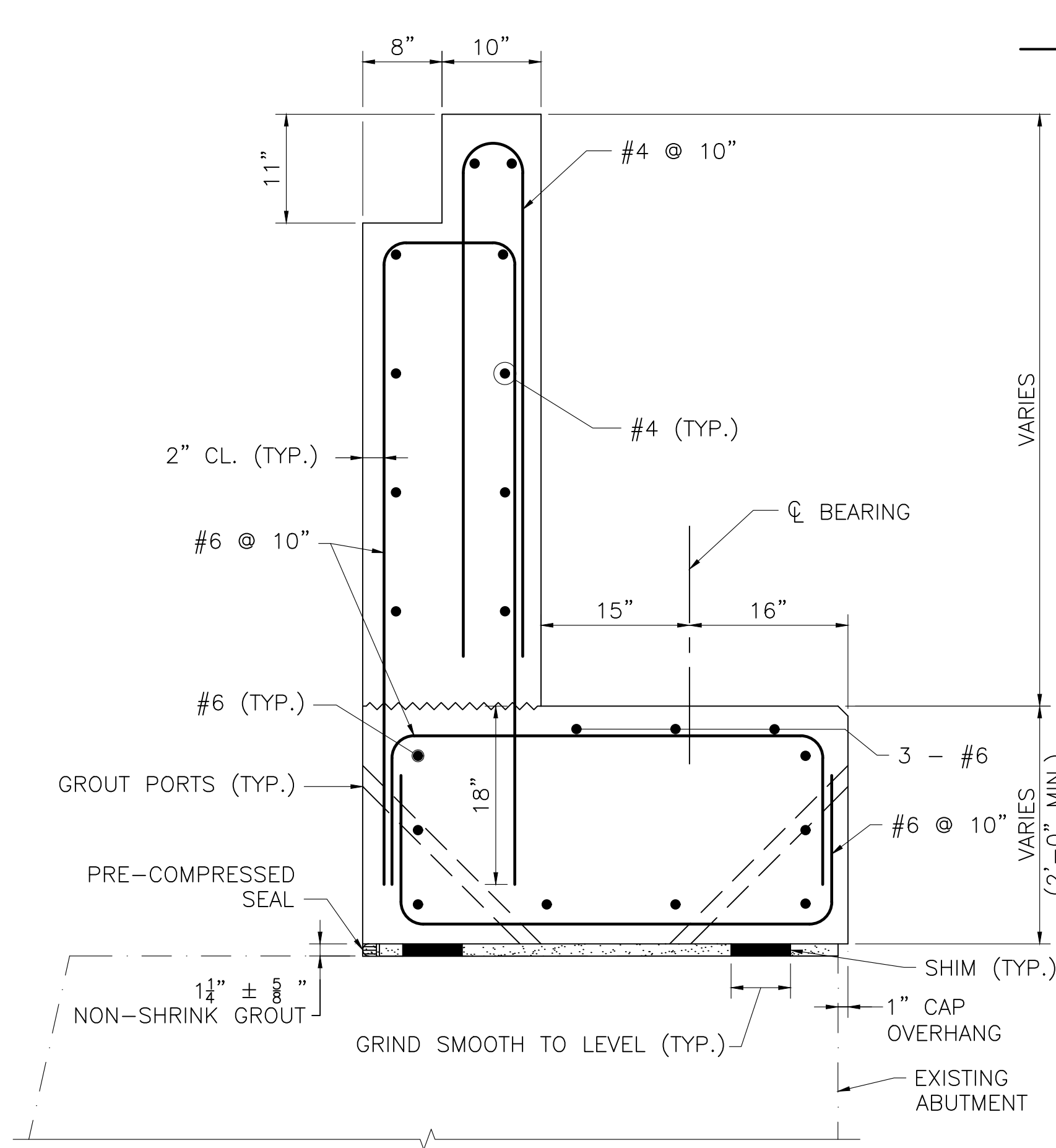
SCALE: $\frac{3}{8}" = 1'-0"$



NOTE:
REINFORCEMENT IS NOT SHOWN FOR CLARITY.

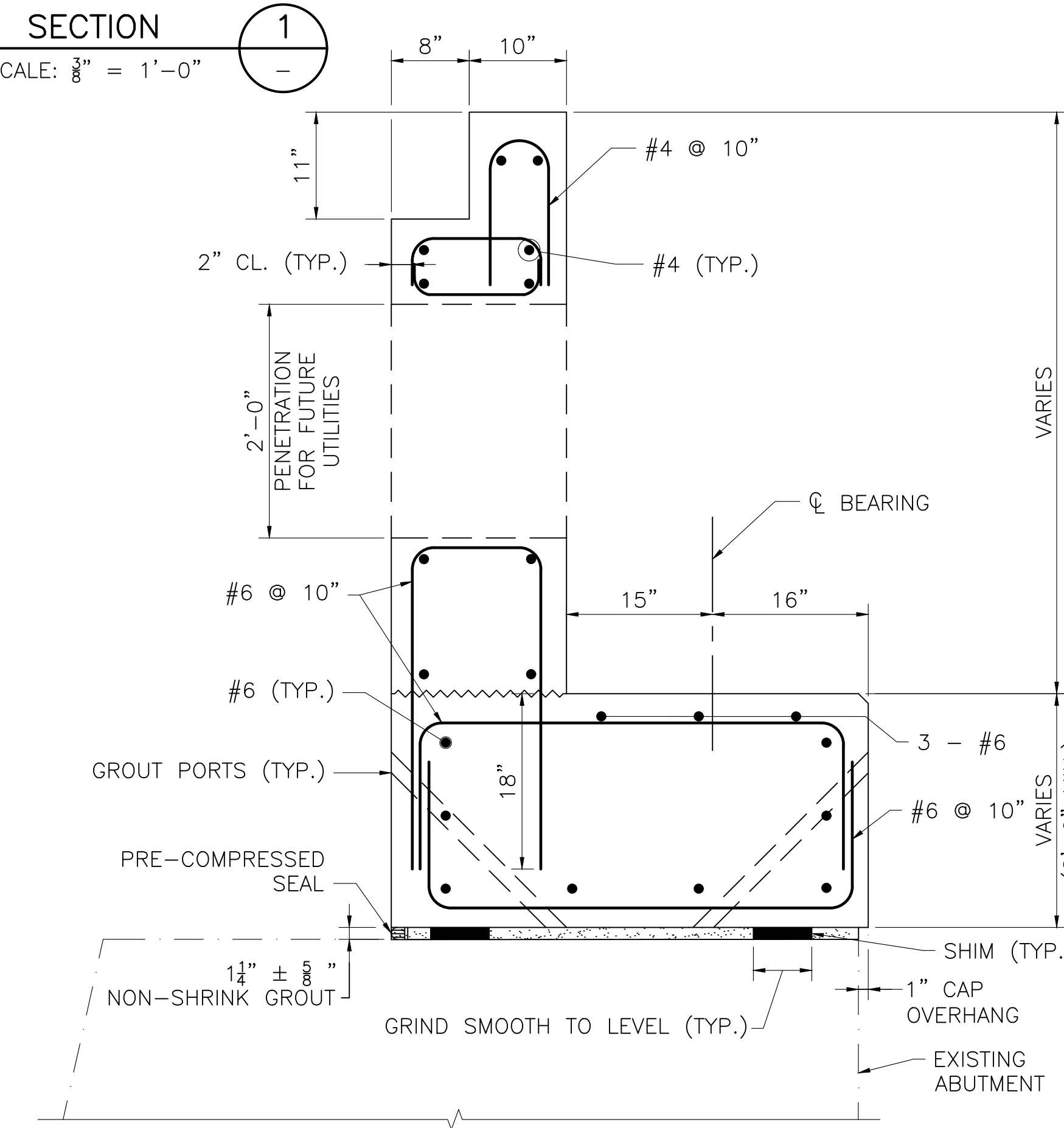
SECTION THRU ABUTMENT CAP SHEAR KEY

SCALE: $\frac{1}{2}" = 1'-0"$



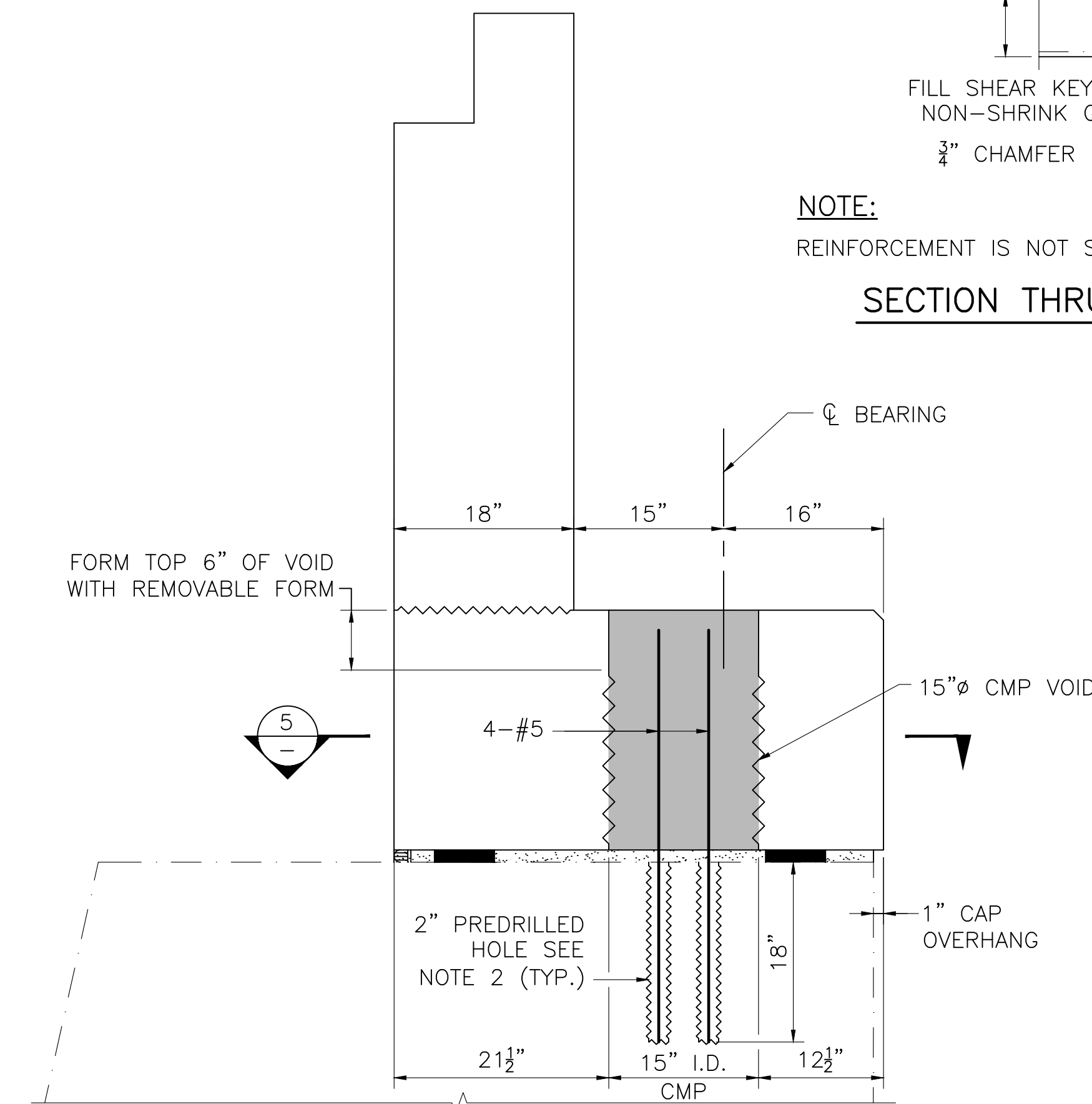
SECTION 2

SCALE: 1" = 1'-0"



SECTION 3

SCALE: 1" = 1'-0"



NOTES:

- SEE SECTION 2 FOR DETAILS NOT SHOWN.
- FILL 2" Ø HOLE WITH SAME GROUT USED FOR ABUTMENT CAP.

SECTION 4

SCALE: 1" = 1'-0"

- NOTES:**
- ALL REINFORCEMENT SHALL BE EPOXY COATED.
 - TOP OF BACKWALL SHALL BE TROWELED SMOOTH PARALLEL TO THE PROFILE GRADE.

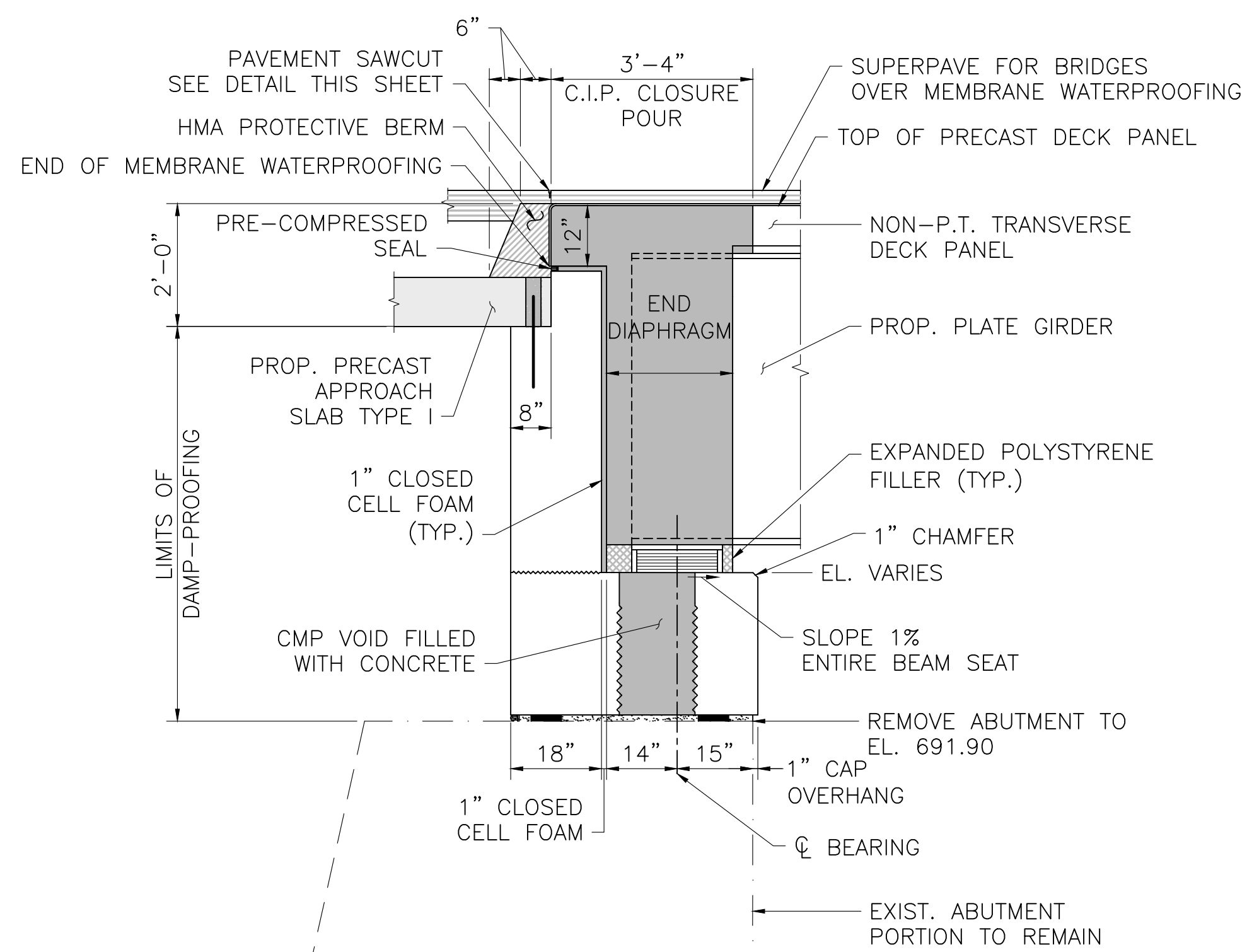
- NOTES:**
- ALL REINFORCEMENT SHALL BE EPOXY COATED.
 - TOP OF BACKWALL SHALL BE TROWELED SMOOTH PARALLEL TO THE PROFILE GRADE.

DATE	DESCRIPTION
JUNE 6, 2026	ISSUED FOR CONSTRUCTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

**GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER**

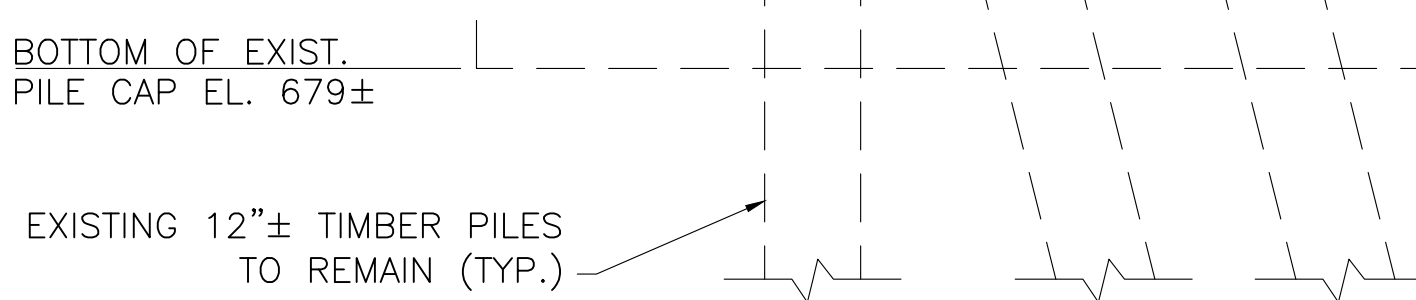
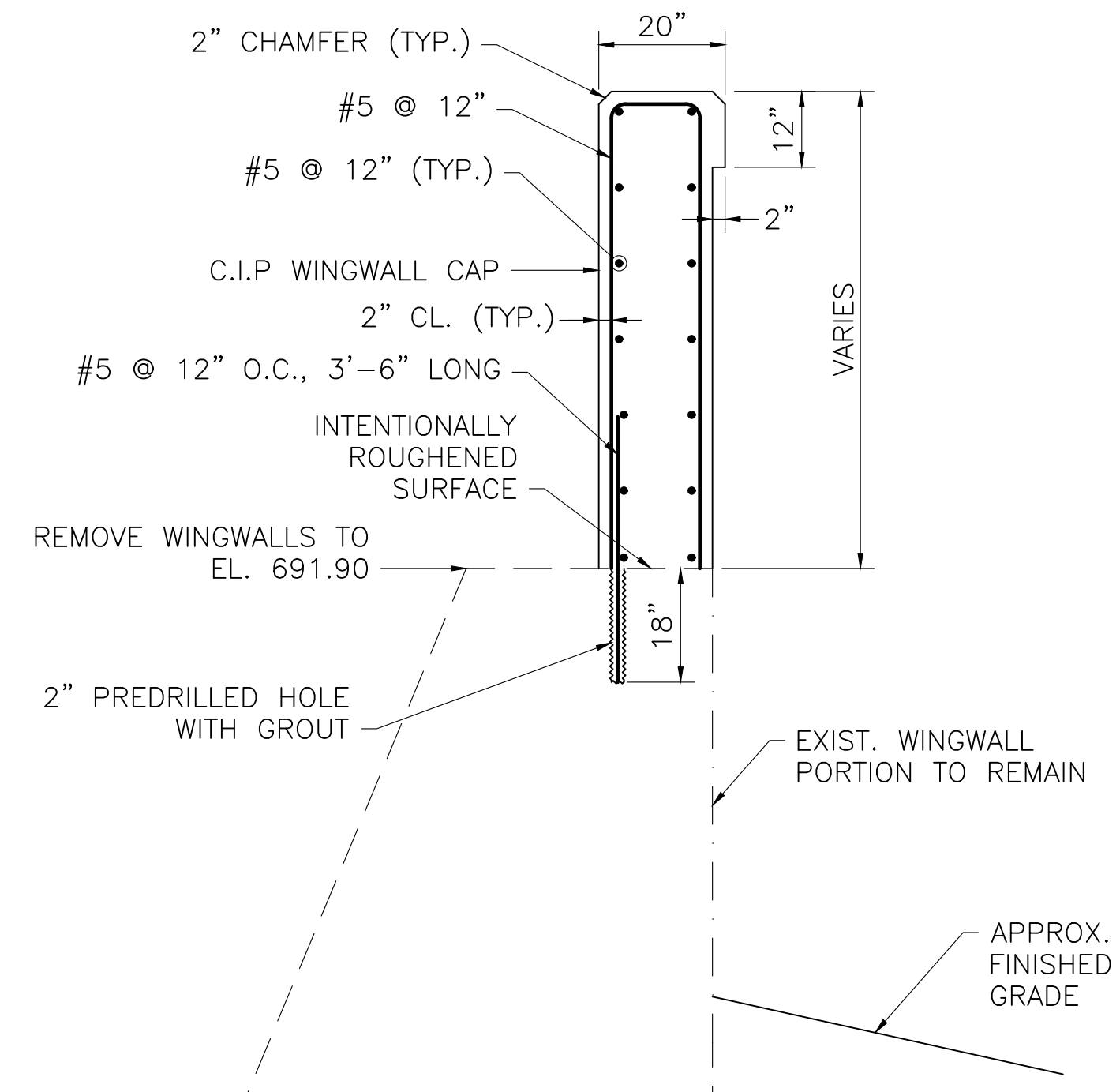
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	29	53
PROJECT FILE NO.		612183	

ABUTMENT AND WINGWALL SECTIONS

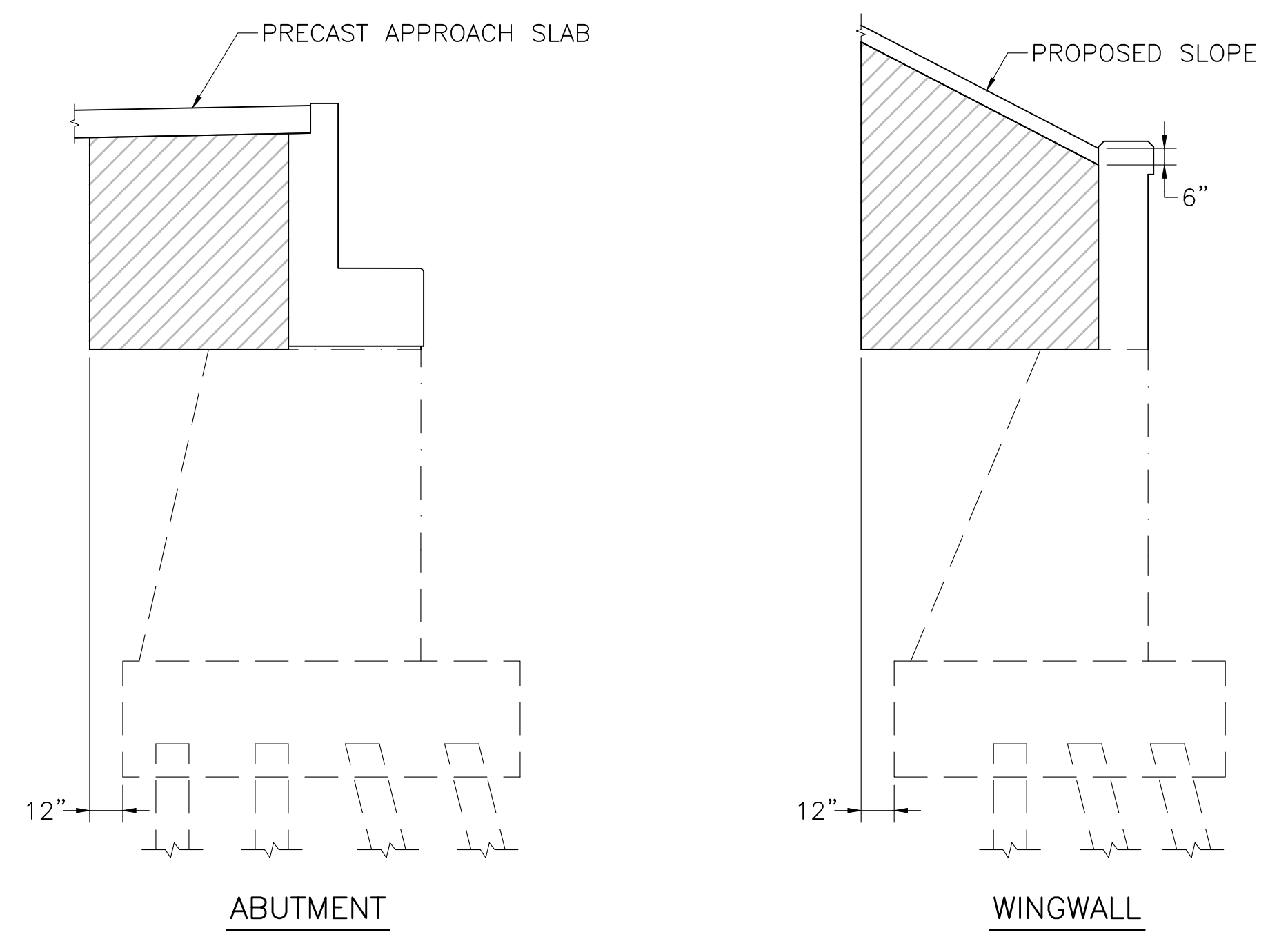


NOTE:
SEE SHEET 11 FOR PRECAST ABUTMENT CAP REINFORCEMENT DETAILS NOT SHOWN.

TYPICAL ABUTMENT SECTION
SCALE: 1/4" = 1'-0"

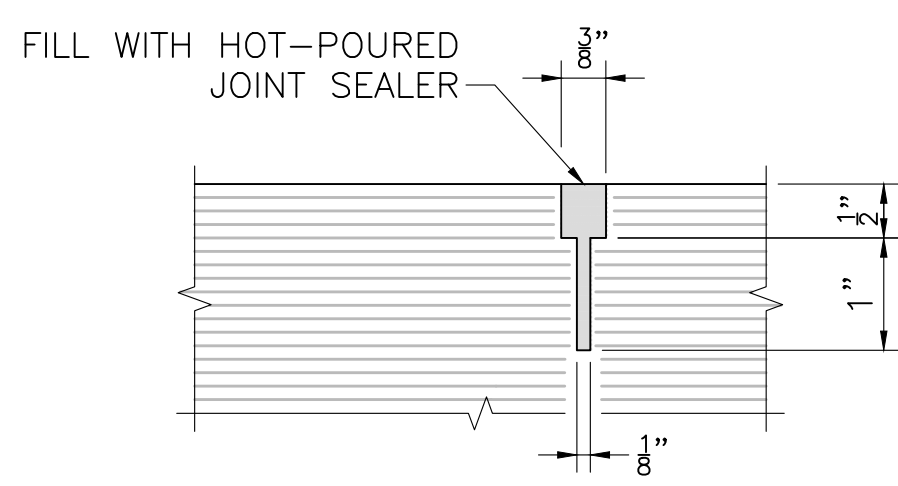


TYPICAL WINGWALL SECTION
SCALE: 1/4" = 1'-0"



NOTE:
HATCHED AREA INDICATES LIMITS OF GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PILES.

LIMITS OF GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PILES
SCALE: 1/4" = 1'-0"



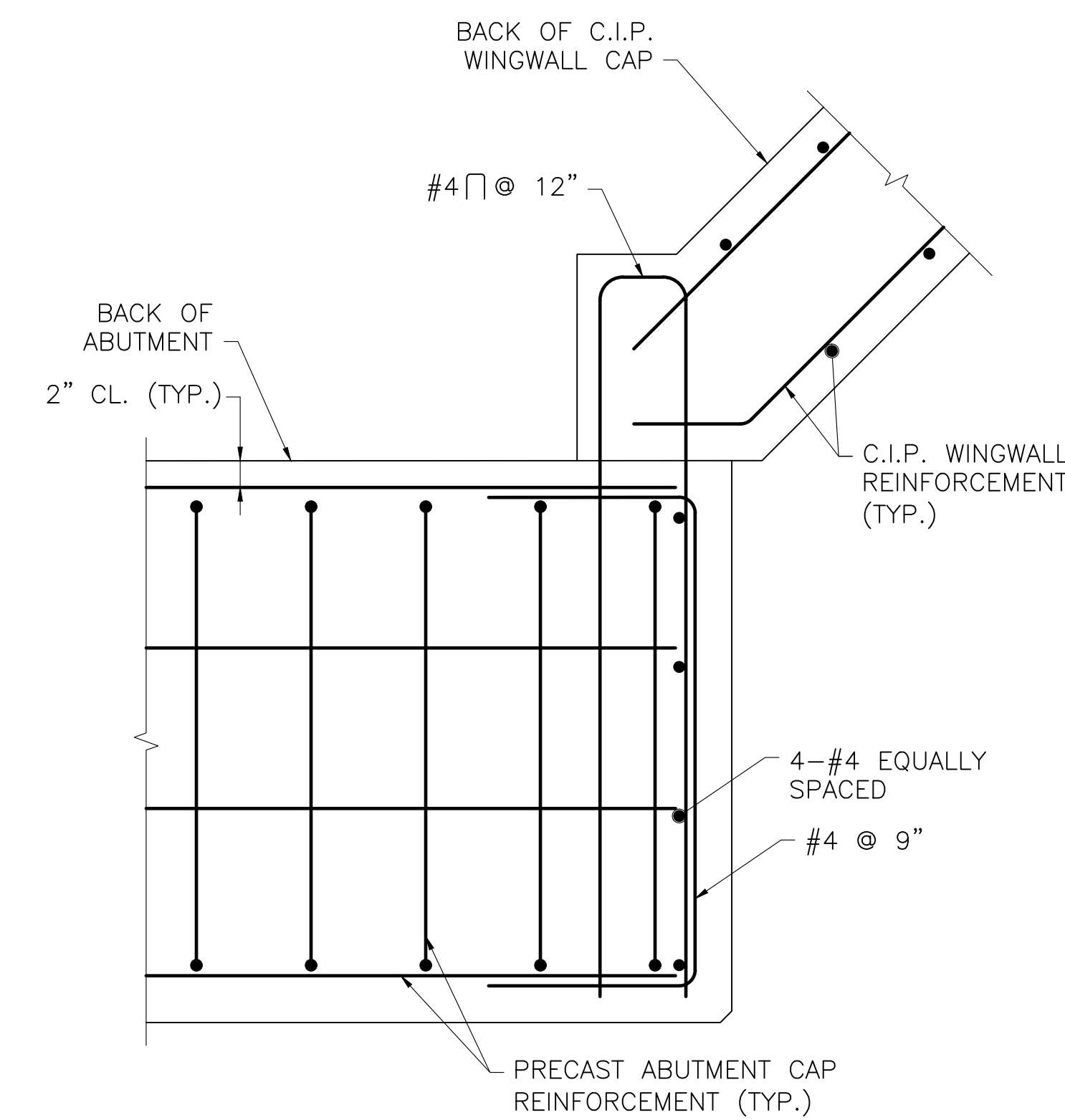
PAVEMENT SAWCUT DETAIL
NOT TO SCALE

JUNE 6, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

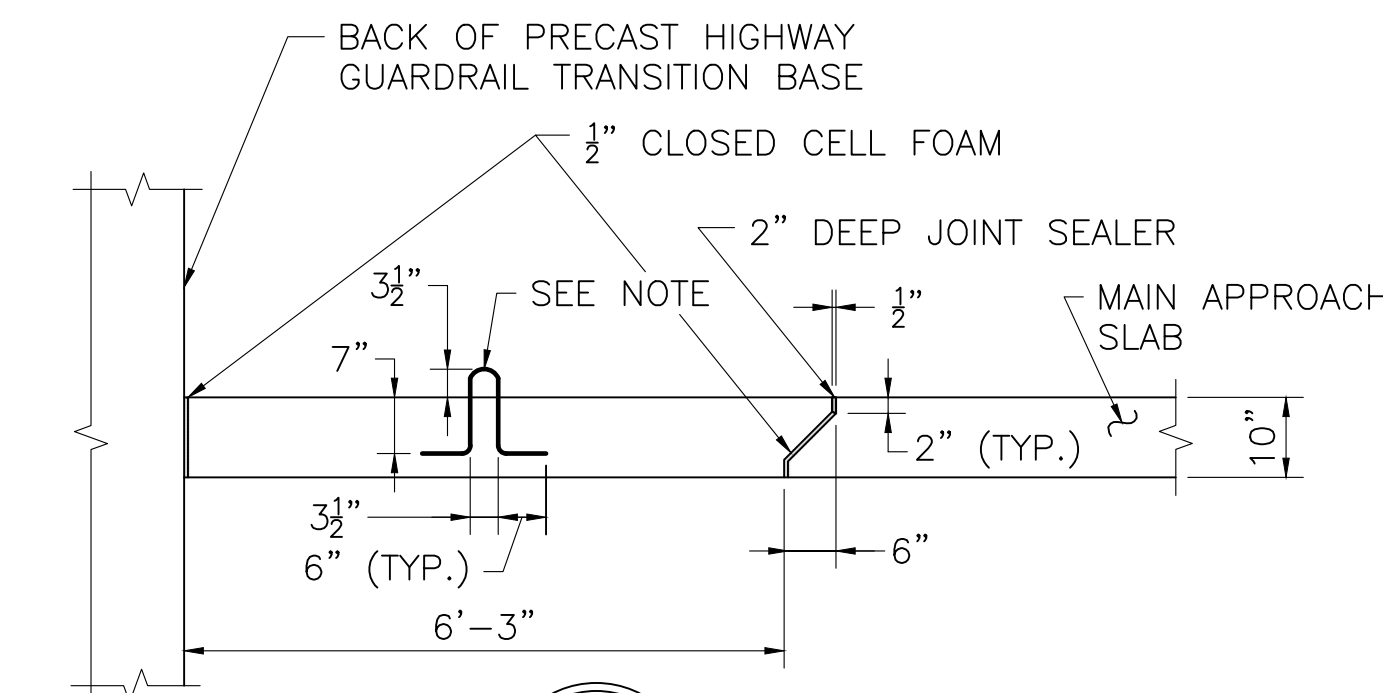
6/12/23_BR12.DWG Printed on 18-May-2026 10:29 AM Final Structural Submittal (SF) 04-May-2026

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	30	53
PROJECT FILE NO.		612183	

ABUTMENT DETAILS

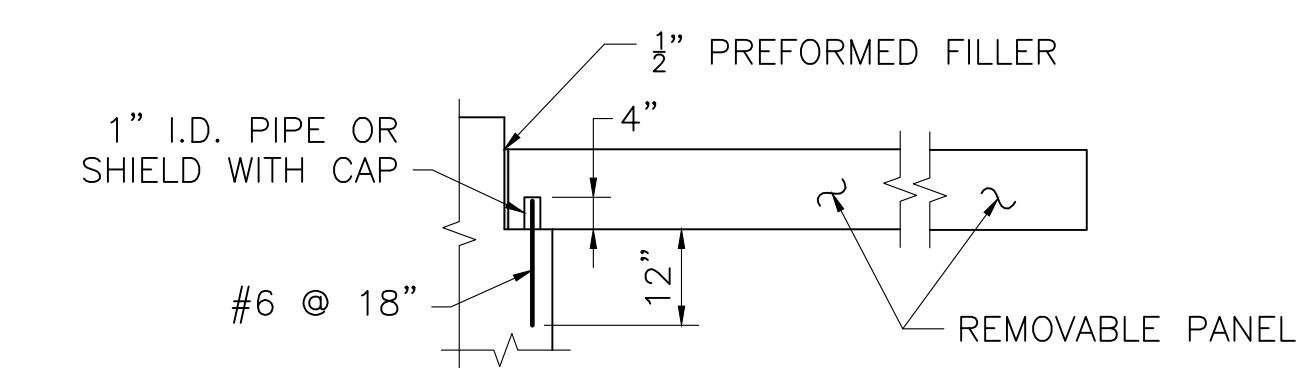


SECTION 8
SCALE: 1" = 1'-0"

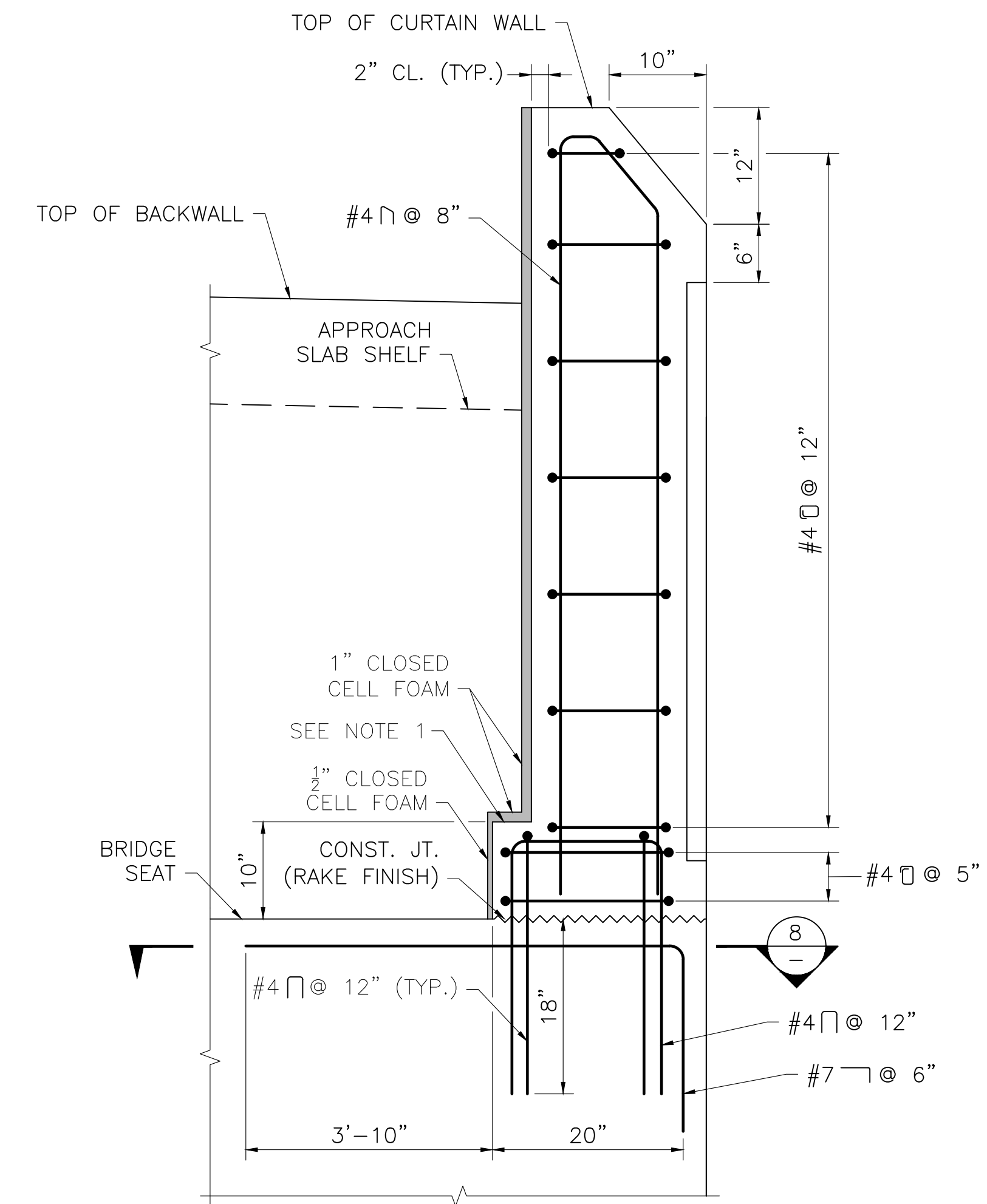


NOTE:
2 LIFT HOOKS REQUIRED. USE #5 COATED REBAR AT QUARTER POINTS.

SECTION 9
SCALE: 1/2" = 1'-0"

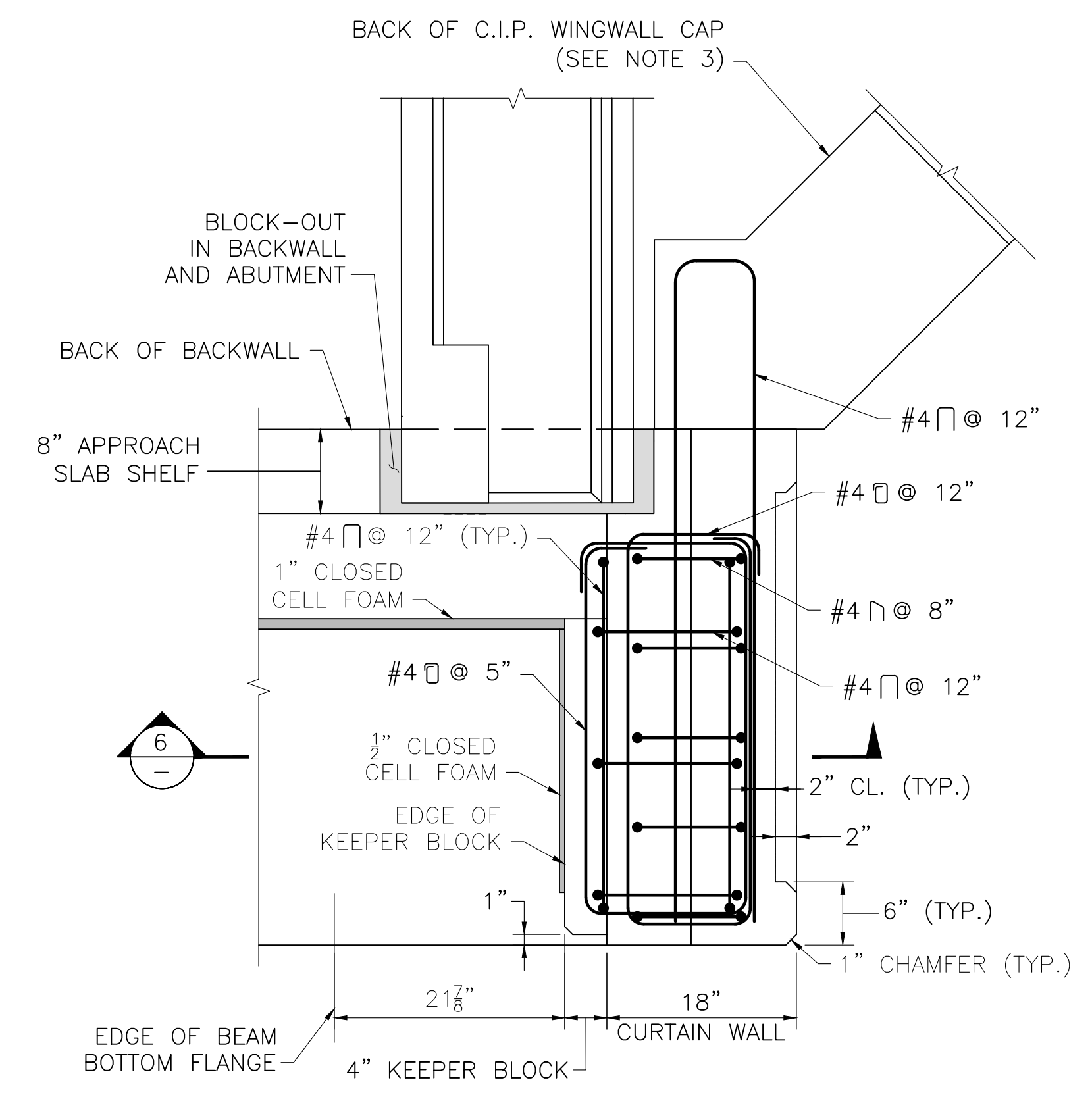


REMOVABLE PANEL DETAIL AT ABUTMENT
SCALE: 1/2" = 1'-0"



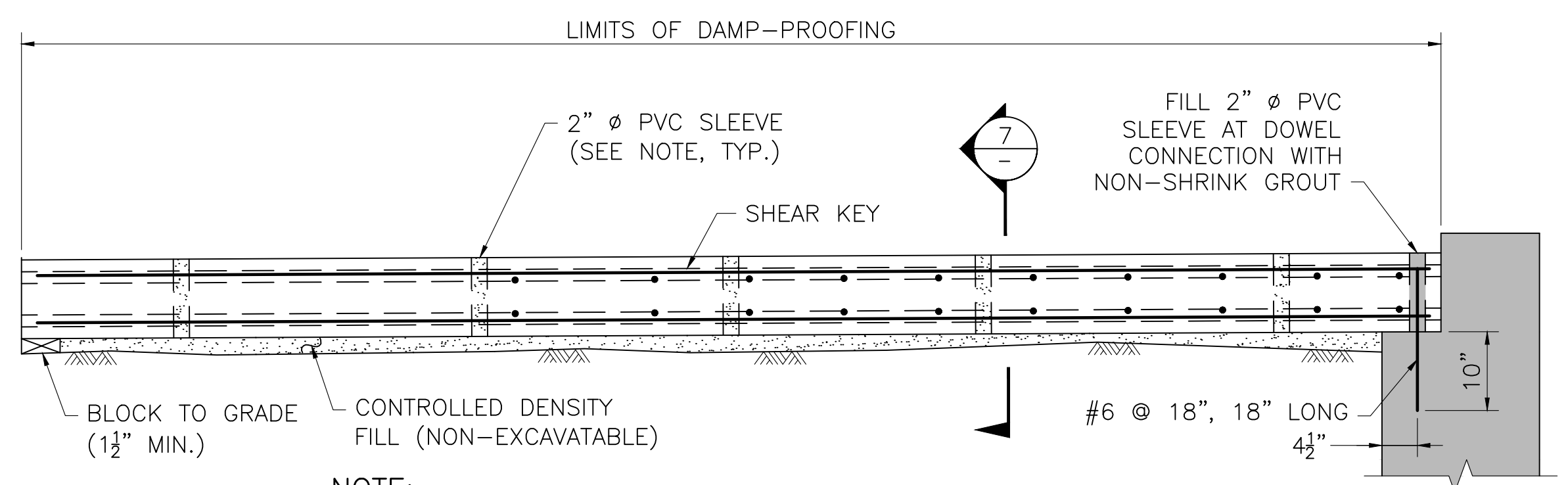
NOTES:
1. SOUTHEAST CORNER SHOWN, OTHERS SIMILAR.
2. TOP OF KEEPER BLOCK SHALL BE TROWELED SMOOTH PARALLEL TO PROFILE GRADE.
3. ABUTMENT REINFORCEMENT BELOW CONSTRUCTION JOINT HAS BEEN OMITTED FOR CLARITY.

SECTION 6
SCALE: 1" = 1'-0"



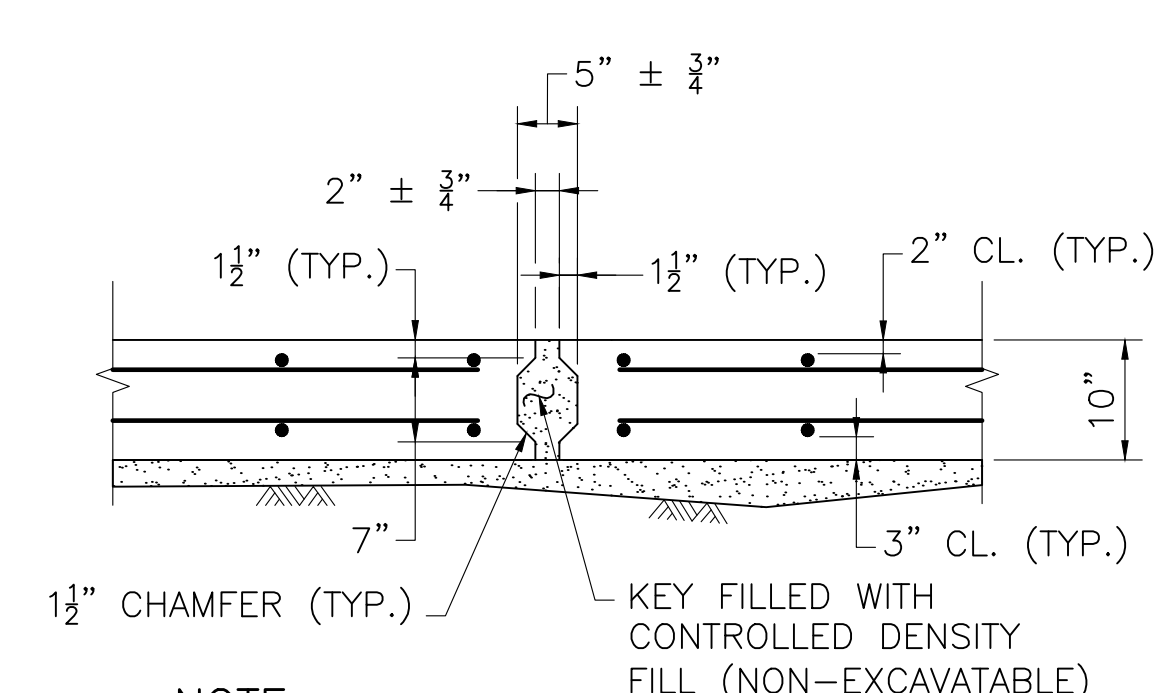
NOTES:
1. SOUTHEAST CORNER SHOWN, OTHERS SIMILAR.
2. BACKWALL REINFORCEMENT NOT SHOWN FOR CLARITY.
3. C.I.P. WINGWALL CAP REINFORCEMENT NOT SHOWN FOR CLARITY.

CURTAIN WALL AND KEEPER BLOCK PLAN
SCALE: 1" = 1'-0"



NOTE:
PVC SLEEVES TO BE INCLUDED IN APPROACH SLABS TO FACILITATE PLACEMENT OF CONTROLLED DENSITY FILL (NON-EXCAVATABLE).

APPROACH SLAB DETAILS
SCALE: 3/4" = 1'-0"



NOTE:
ALL SHEAR KEYS SHALL HAVE AN EXPOSED AGGREGATE FINISH.

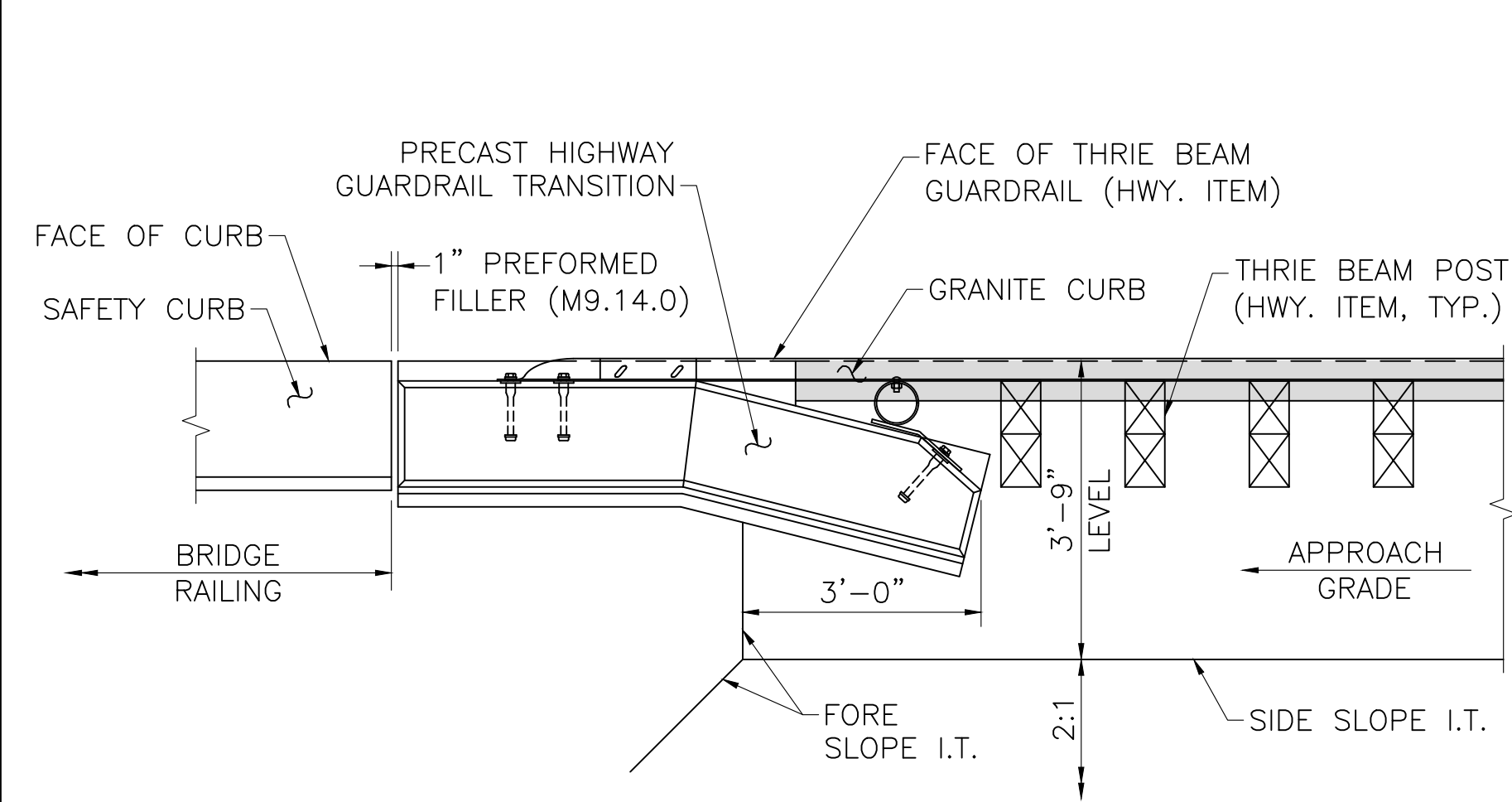
SECTION 7
SCALE: 3/4" = 1'-0"

DATE	ISSUED FOR CONSTRUCTION DESCRIPTION
JUNE 6, 2026	ISSUED FOR CONSTRUCTION
	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
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6/12/183_BR13.DWG Printed on 18-May-2026 10:29 AM Final Structural Submittal (SF) 04-May-2026

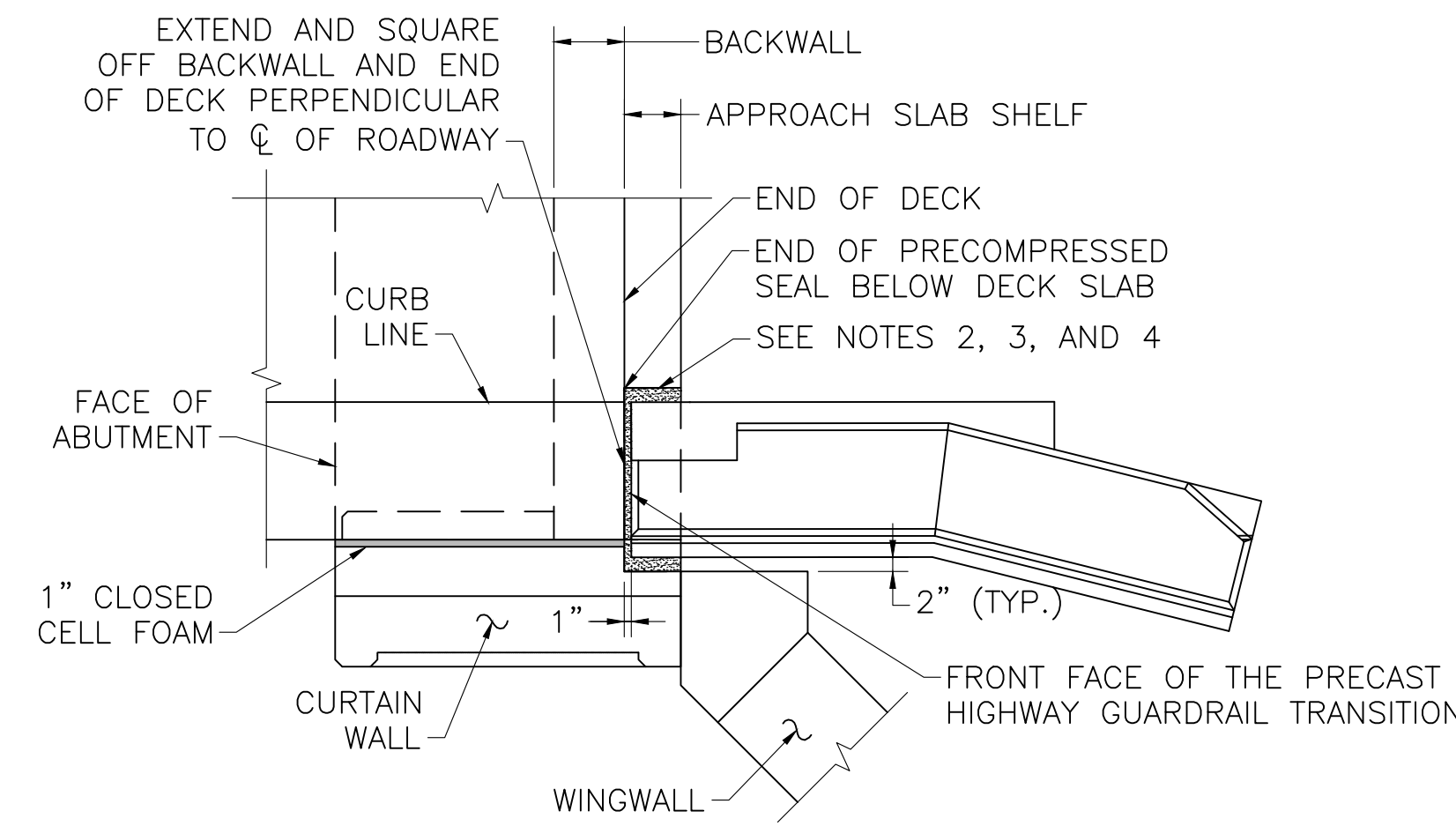
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	31	53
PROJECT FILE NO.		612183	

GUARDRAIL TRANSITION BASE DETAILS



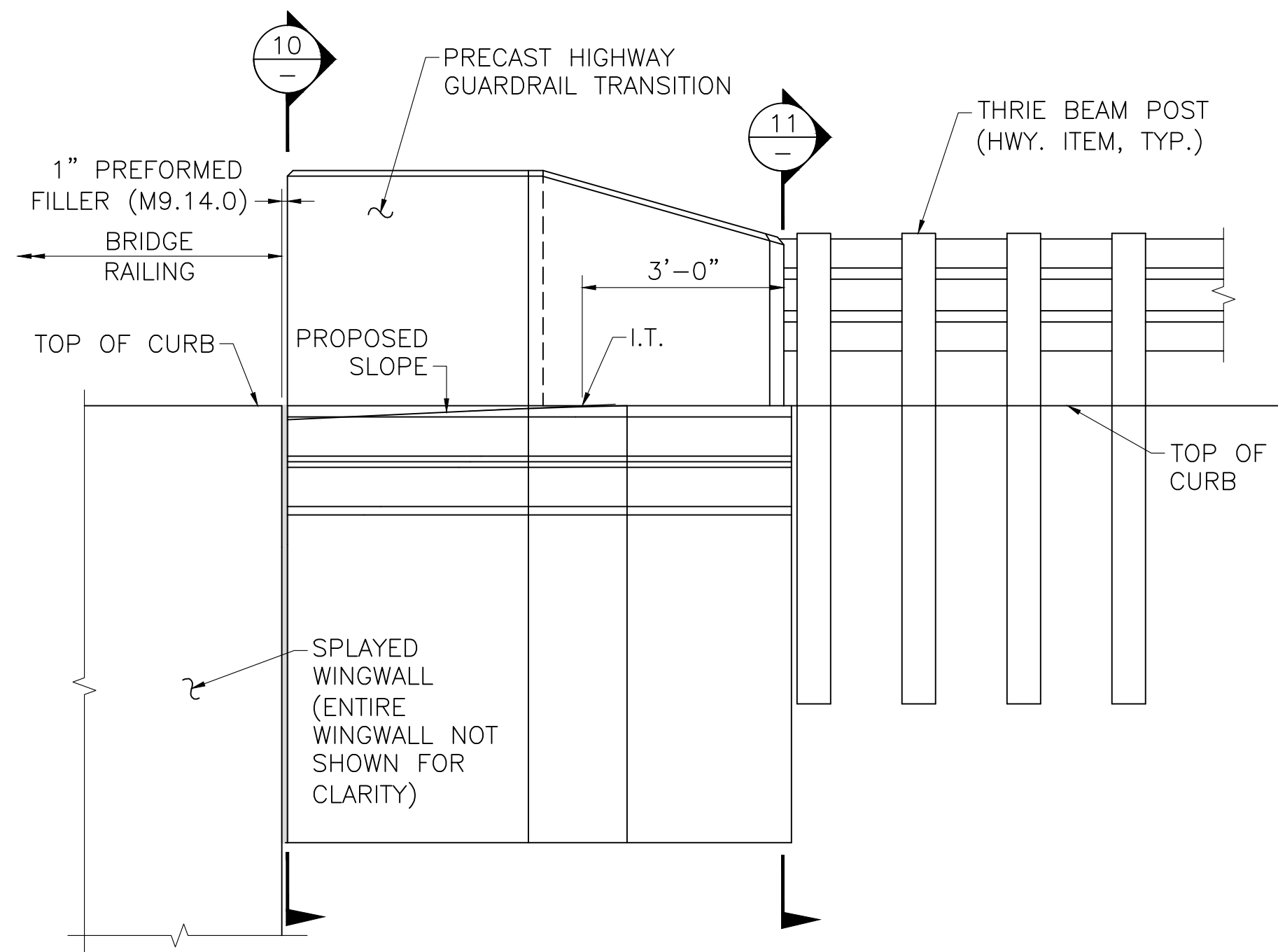
GRADING REQUIREMENTS PLAN

SCALE: 1/2" = 1'-0"



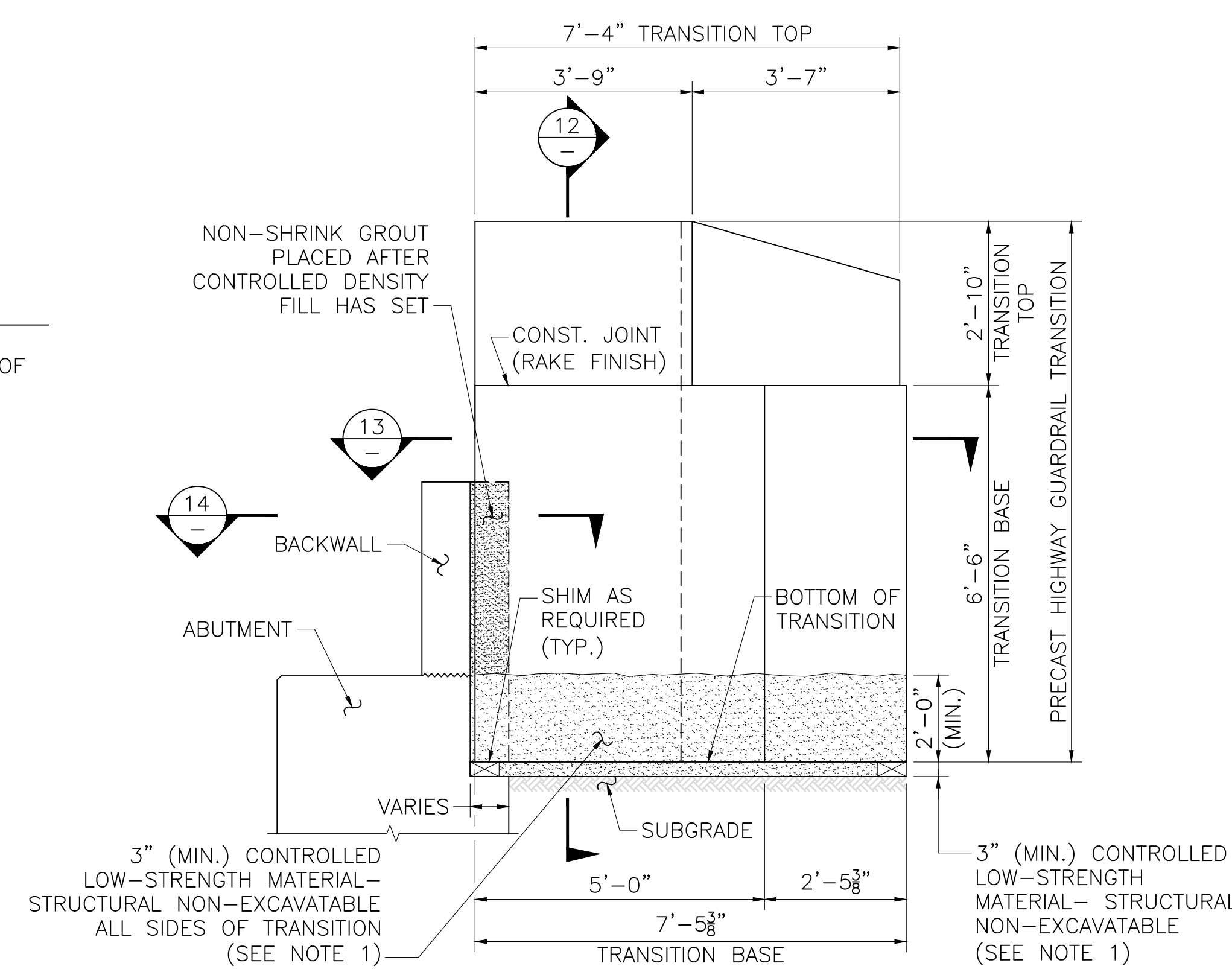
PRECAST GUARDRAIL TRANSITION PLAN AT SPLOYED WINGWALL

SCALE: 1/2" = 1'-0"



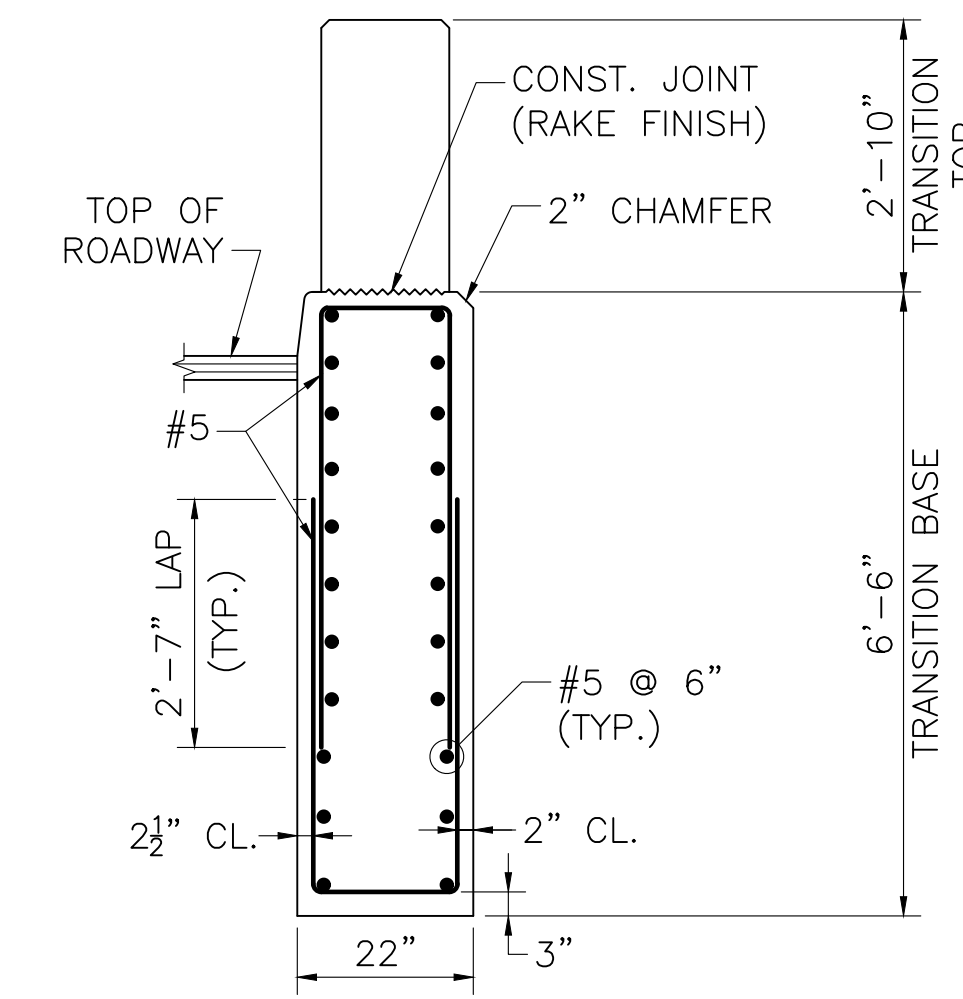
GRADING REQUIREMENTS ELEVATION

SCALE: 1/2" = 1'-0"



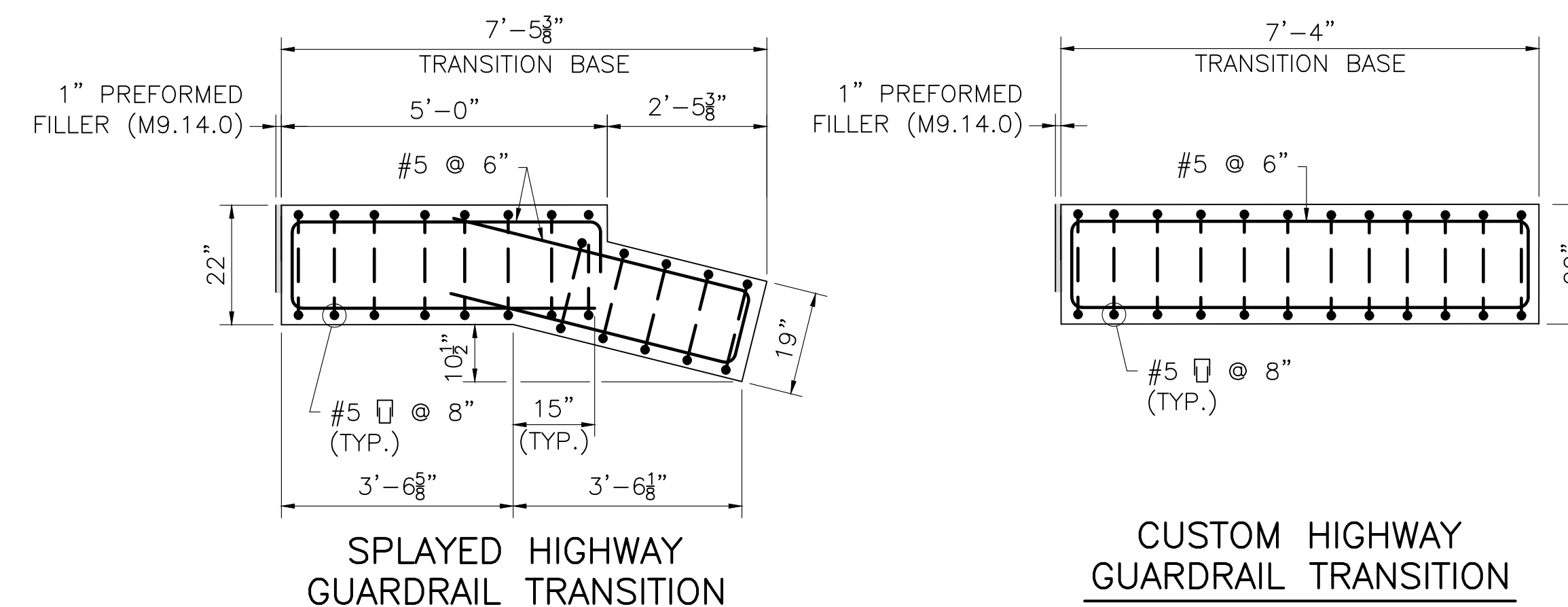
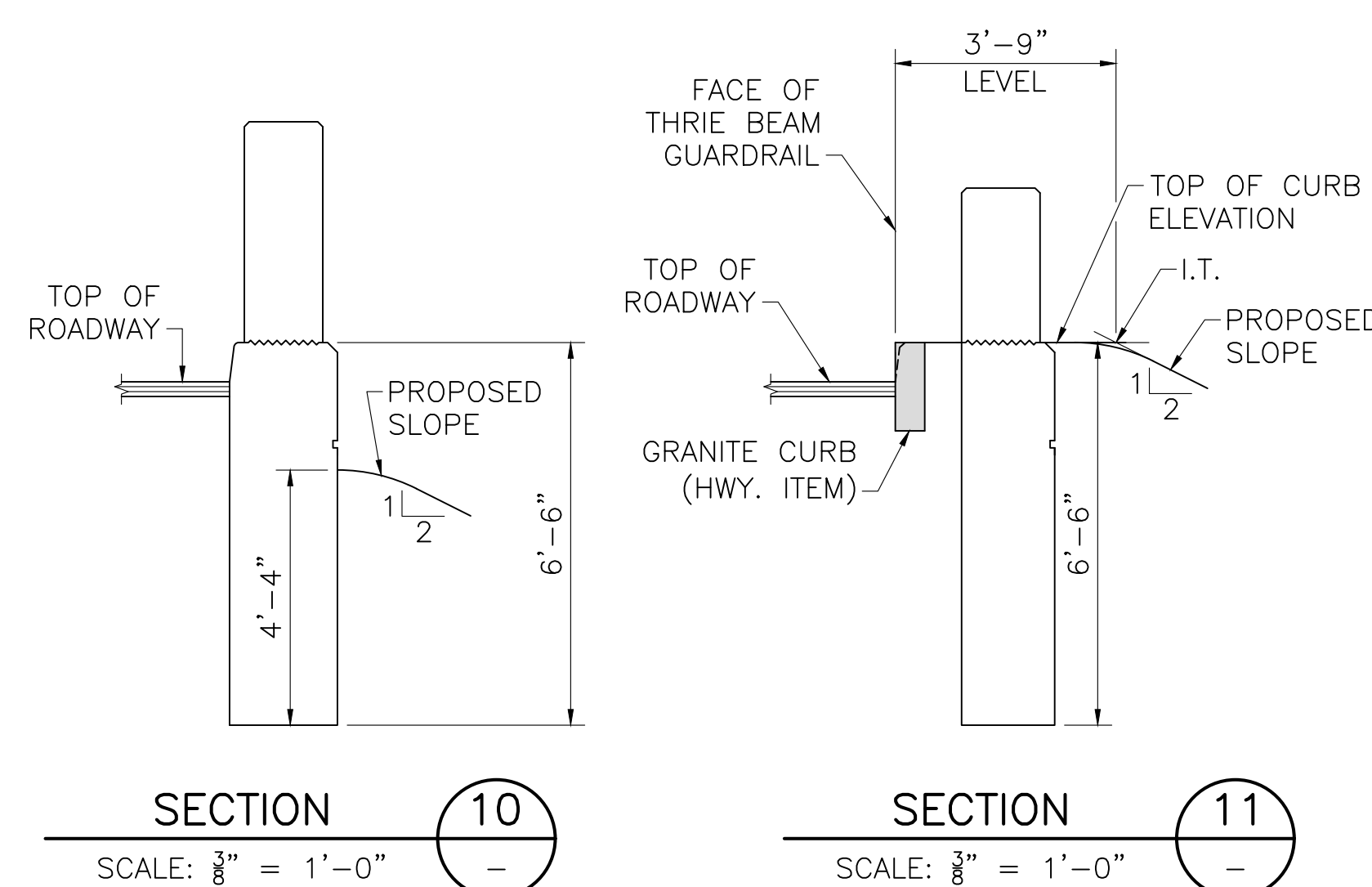
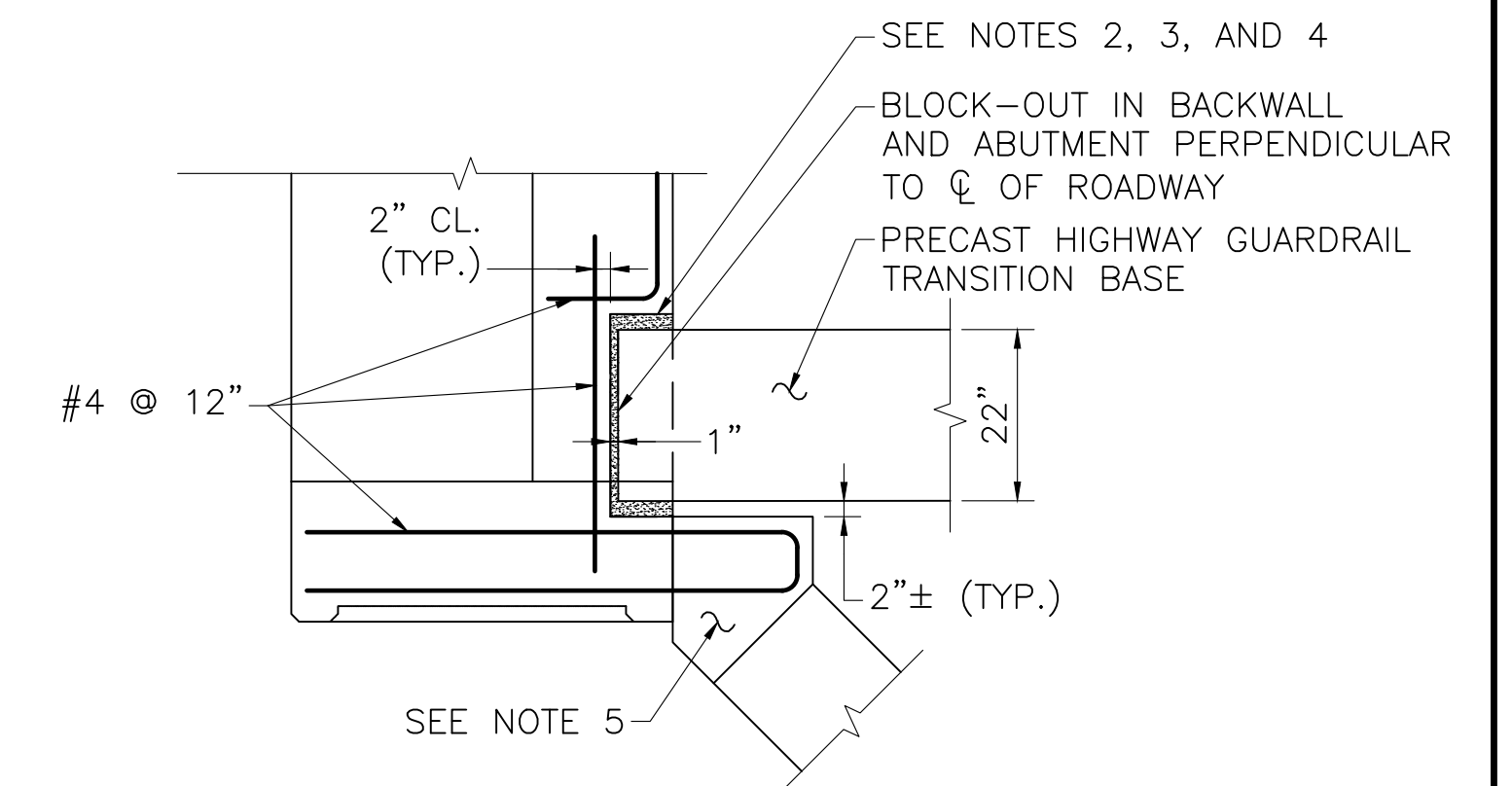
PRECAST GUARDRAIL TRANSITION ELEVATION AT SPLOYED WINGWALL

SCALE: 1/2" = 1'-0"



NOTE:

REINFORCEMENT OF THE TRANSITION TOP IS NOT SHOWN FOR CLARITY.



NOTES:

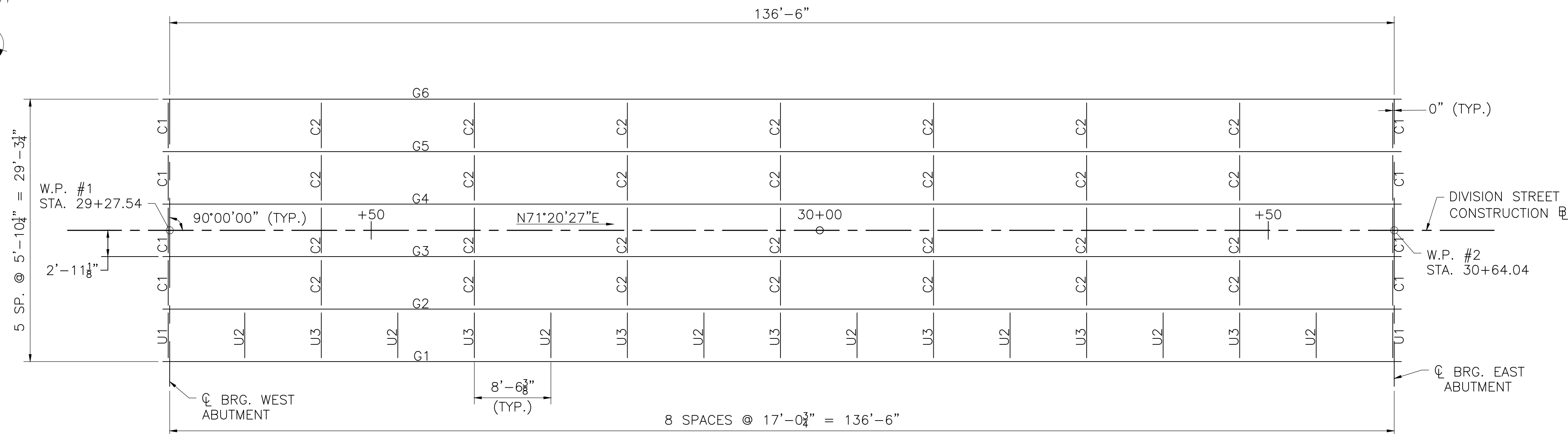
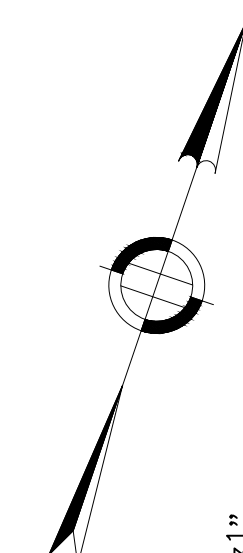
- GRAVEL BORROW SHALL BE PLACED AND THOROUGHLY COMPACTED TO THE GRADE OF 3" (MIN.) BELOW THE INTENDED BOTTOM OF THE GUARDRAIL TRANSITION BASE AND TO A HEIGHT OF 2'-0" (MIN.) ON ALL SIDES OF THE TRANSITION BASE TO FORM A TRENCH IN WHICH TO SET THE TRANSITION.
- CONTRACTOR SHALL SET THE PRECAST GUARDRAIL TRANSITION TO THE REQUIRED ELEVATION AND ALIGNMENT, AND BACKFILL GUARDRAIL TRANSITION WITH CONTROLLED LOW-STRENGTH MATERIAL-NON-EXCAVATABLE TO THE ELEVATION SHOWN.
- BACKFILL THE REMAINDER OF EXCAVATION WITH GRAVEL BORROW, WHICH SHALL BE THOROUGHLY COMPACTED IN 12" LIFTS.
- AFTER CONTROLLED LOW-STRENGTH MATERIAL-NON-EXCAVATABLE HAS SET FILL THE GAPS BETWEEN GUARDRAIL TRANSITION AND BLOCK-OUT IN BACKWALL AND ABUTMENT WITH NON-SHRINK GROUT UP TO THE TOP OF BACKWALL.
- SPLOYED HIGHWAY GUARDRAIL TRANSITION SHOWN, CUSTOM HIGHWAY GUARDRAIL TRANSITION SIMILAR.
- THE REST OF REINFORCEMENT IS NOT SHOWN FOR CLARITY.

DATE	ISSUED FOR CONSTRUCTION
JUNE 6, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
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AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
	USE ONLY PRINTS OF LATEST DATE

**GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER**

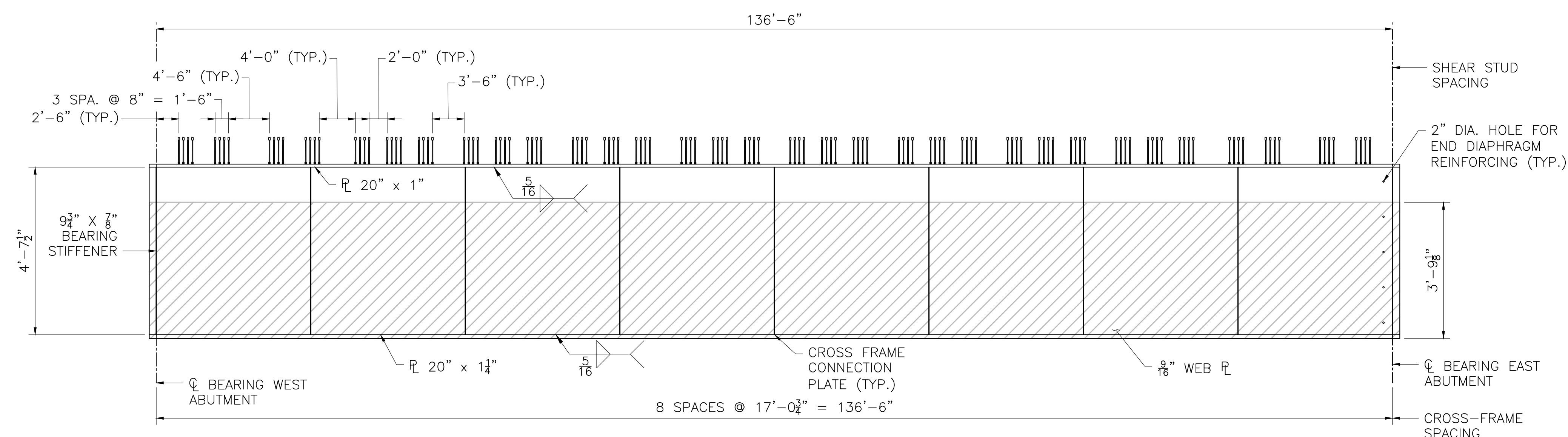
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	32	53
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FRAMING PLAN AND TYPICAL GIRDER ELEVATION



FRAMING PLAN

SCALE: $\frac{1}{8}$ " = 1'-0"



TYPICAL GIRDER ELEVATION

HORZ. SCALE: $\frac{1}{8}$ " = 1'-0"
VERT. SCALE: $\frac{1}{2}$ " = 1'-0"

DENOTES LIMITS OF NET TENSILE STRESS UNDER STRENGTH I LOADING COMBINATION.

NOTES:

- C1 = TYPICAL END CROSS FRAME
C2 = TYPICAL INTERMEDIATE CROSS FRAME
U1 = TYPICAL UTILITY SUPPORT AT ABUTMENTS
U2 = TYPICAL UTILITY SUPPORT BETWEEN CROSS FRAMES
U3 = TYPICAL UTILITY SUPPORT AT CROSS FRAMES
- SEE SHEET 17 FOR CROSS FRAME AND UTILITY SUPPORT DETAILS
- THE PRIMARY MEMBERS ARE G1 THROUGH G6. REFER TO THIS SHEET FOR LIMITS OF NET TENSILE STRESS.
- ALL CROSS FRAMES, UTILITY SUPPORTS, TRANSVERSE CONNECTION PLATES, INTERMEDIATE STIFFENERS, BEARING STIFFENERS AND SOLE PLATES ARE CONSIDERED SECONDARY MEMBERS.
- ALL STEEL SHALL CONFORM TO AASHTO M 270 GRADE 50.
- ALL HIGH STRENGTH BOLTS SHALL BE $\frac{7}{8}$ " ϕ CONFORMING TO THE REQUIREMENTS OF ASTM F3125 GRADE A325 TYPE X, UNLESS OTHERWISE NOTED. NUTS AND WASHERS SHALL BE LISTED AS SUITABLE IN THE ASTM F3125 SPECIFICATION FOR GRADE A325.
- ALL CONNECTIONS HAVE BEEN DESIGNED FOR A CLASS B SURFACE CONDITION, ASSUMING A COEFFICIENT OF FRICTION ON THE FAYING SURFACES EQUAL TO OR GREATER THAN 0.5, EXCEPT FOR THE CONNECTION OF THE CROSS FRAMES TO THE TRANSVERSE CONNECTION PLATE, WHICH HAS BEEN DESIGNED FOR CLASS C WITH A COEFFICIENT OF FRICTION OF 0.30.
- ALL WELDING AND THE PREPARATION AND ASSEMBLY OF MATERIAL FOR WELDING SHALL CONFORM TO THE MASSDOT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, BRIDGE WELDING CODE (AASHTO AWS D1.5) AND ALL INTERIM REVISIONS PUBLISHED BY AASHTO AS OF THE BID OPENING DATE.
- ALL CROSS FRAMES SHALL BE DETAILED AND FABRICATED TO THE TOTAL DEAD LOAD FIT (TDLF) CONDITION.
- THE BEAMS SHALL BE FABRICATED SO THAT UNDER FULL DEAD LOAD THE ENDS ARE PLUMB.
- ALL BEAMS SHALL BE METALIZED. THE ENTIRE FASCIA GIRDERS SHALL BE METALIZED AND PAINTED, AMS STANDARD 595A COLOR NUMBER 14223 OF THE FEDERAL STANDARD 595B. DIAPHRAGMS MAY BE HOT-DIP GALVANIZED.
- THICKNESS OF METALLIZING SHALL BE APPLIED ACCORDING TO ZONE 2.
- ALL METALLIZED SURFACES SHALL RECEIVE A SEAL COAT EXCEPT FOR BEAMS WHICH SHALL BE PAINTED. FAYING SURFACES OF BOLTED FIELD CONNECTIONS SHALL NOT BE SEAL COATED.

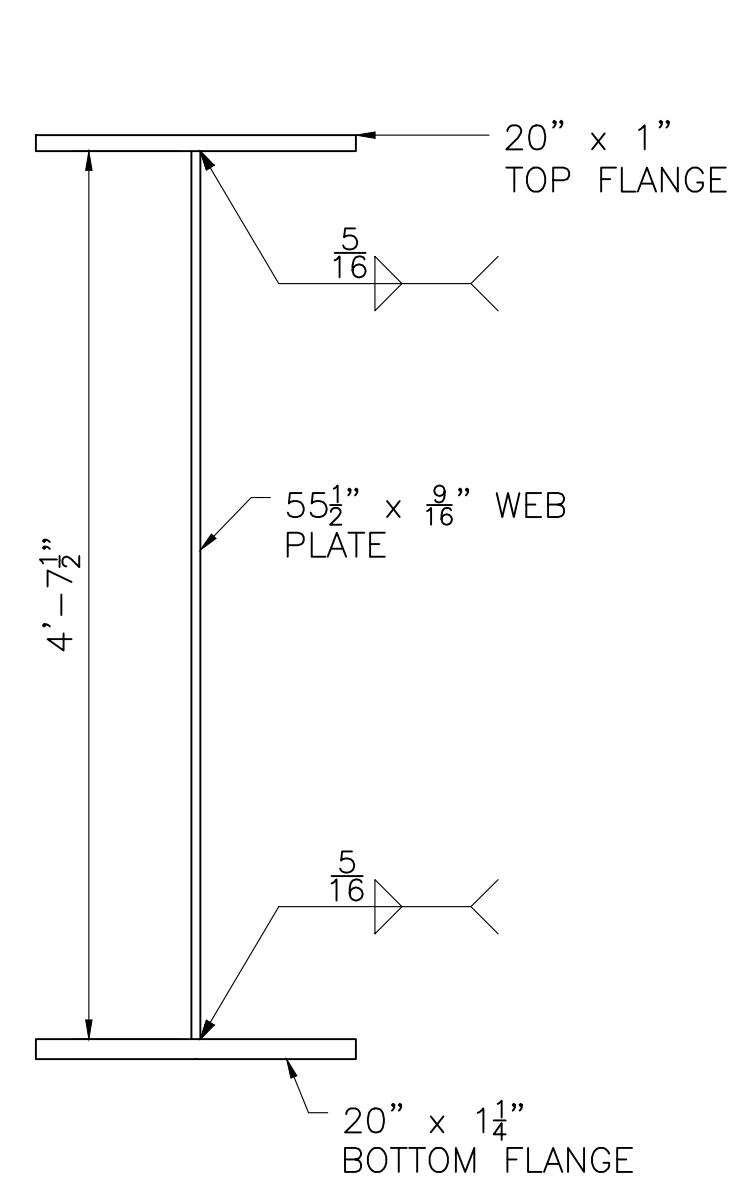
JUNE 6, 2026	ISSUED FOR CONSTRUCTION
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SHEET 15 OF 27 SHEETS BRIDGE NO. G-11-002 (04F)

**GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER**

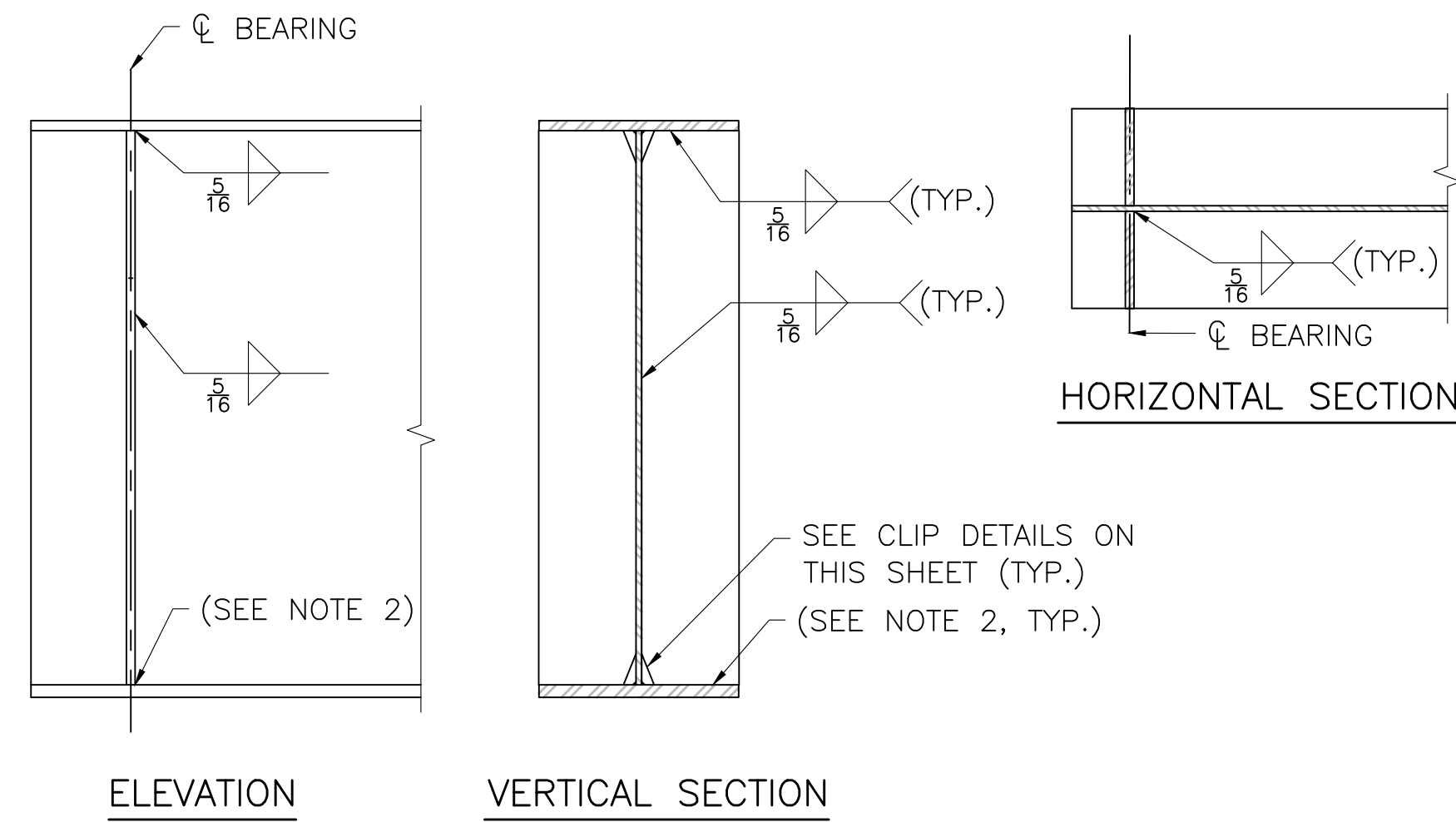
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	33	53
PROJECT FILE NO.		612183	

GIRDER DETAILS



GIRDER SECTION

SCALE: 1" = 1'-0"



ELEVATION

VERTICAL SECTION

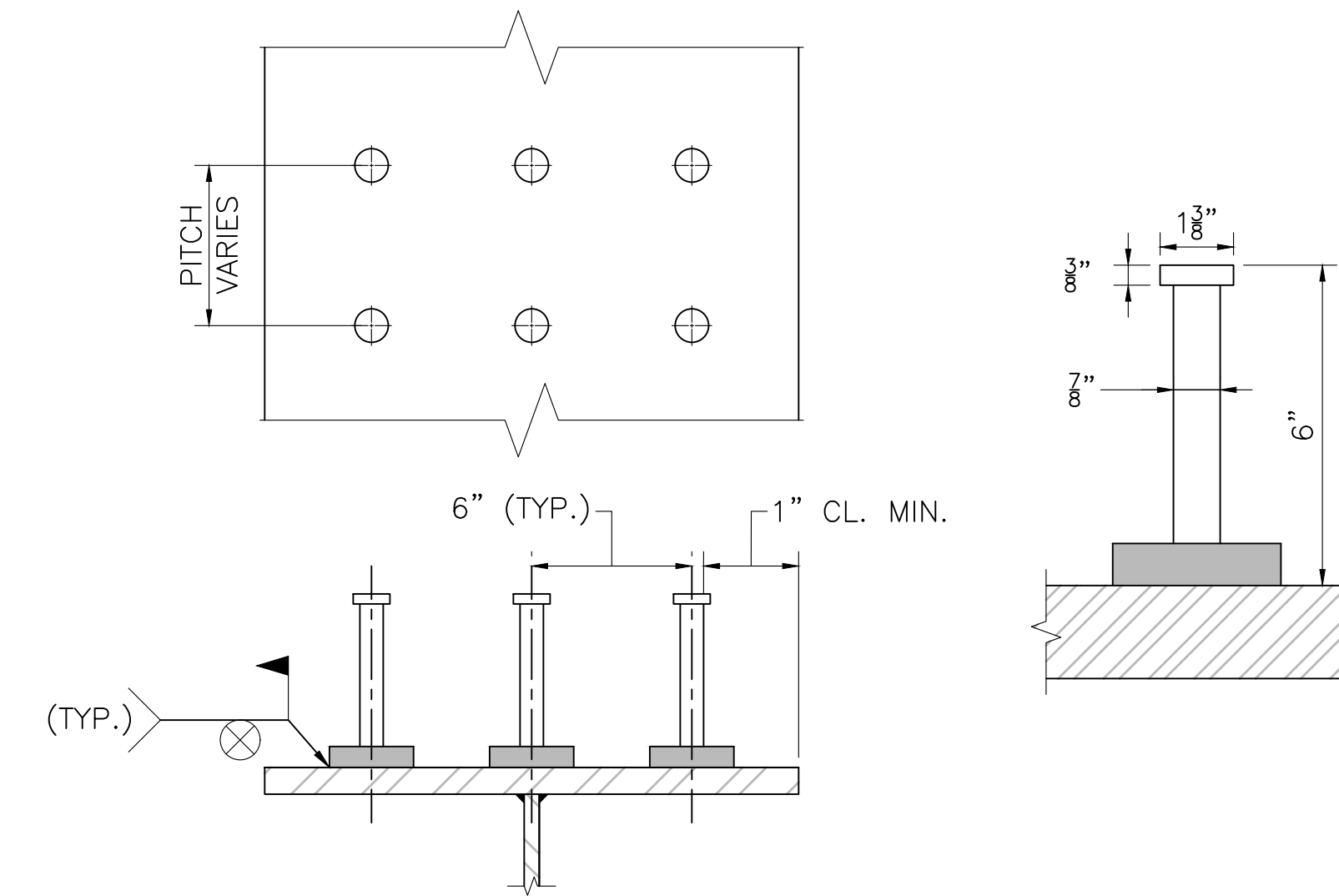
HORIZONTAL SECTION

NOTES:

1. ALL BEARING STIFFENERS SHALL BE PLUMB.
2. BEARING STIFFENERS AT TENSION FLANGE CAN BE WELDED WITH A COMPLETE JOINT PENETRATION WELD (CJP) WITH A REINFORCING FILLET OR FABRICATED FOR TIGHT FIT AND WELDED WITH 5/16" FILLET WELDS BOTH SIDES OF THE STIFFENER.

END BEARING STIFFENERS

SCALE: 3/4" = 1'-0"

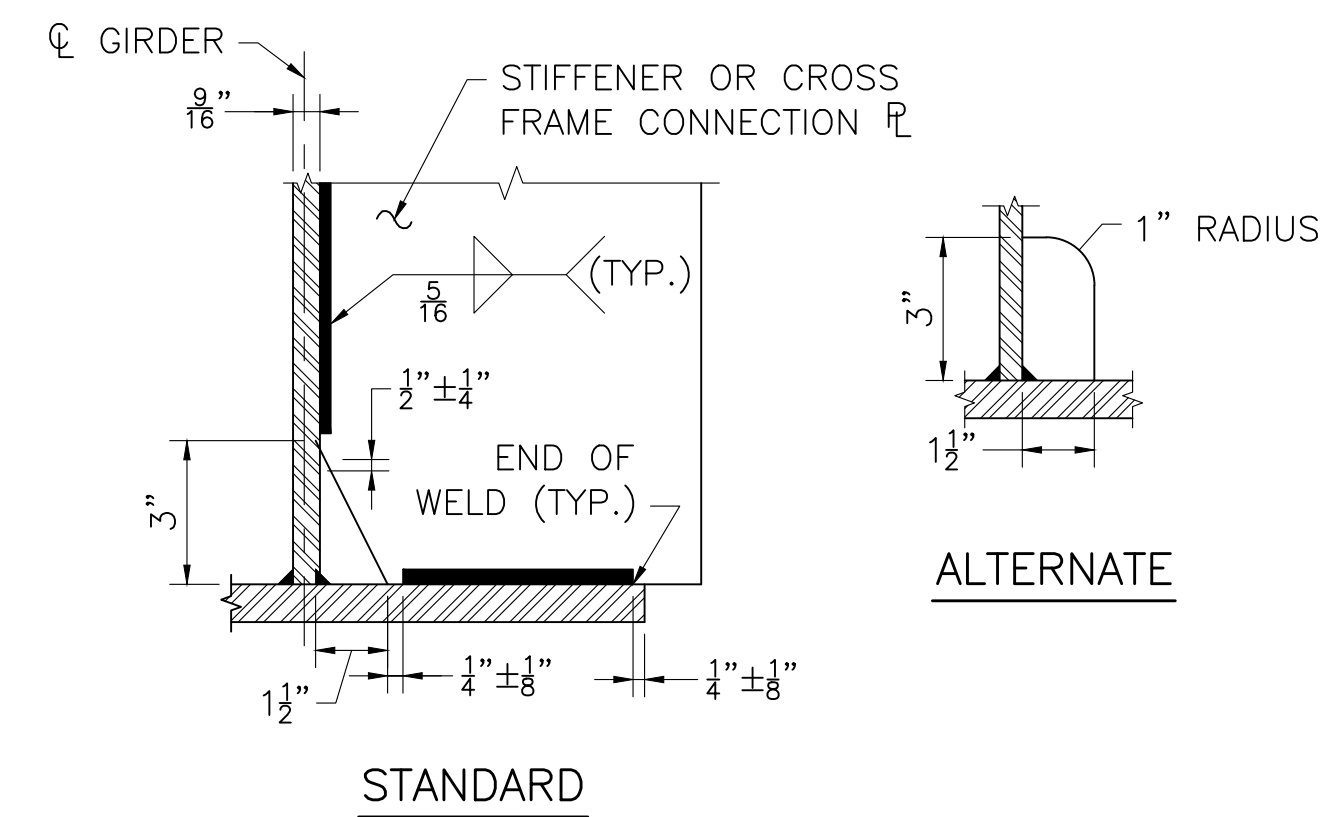


NOTE:

SEE GIRDER ELEVATION SHEET 15, FOR STUD SHEAR CONNECTOR PITCH.

STUD SHEAR CONNECTORS

NOT TO SCALE



STANDARD

ALTERNATE

NOTE:

AT BEARING STIFFENER LOCATIONS, MODIFY THE PLATE ATTACHMENT TO THE FLANGES AS SHOWN IN THE TYPICAL STIFFENER ATTACHMENTS ON THIS SHEET.

STIFFENER AND CONNECTION PLATE CLIP DETAILS

NOT TO SCALE

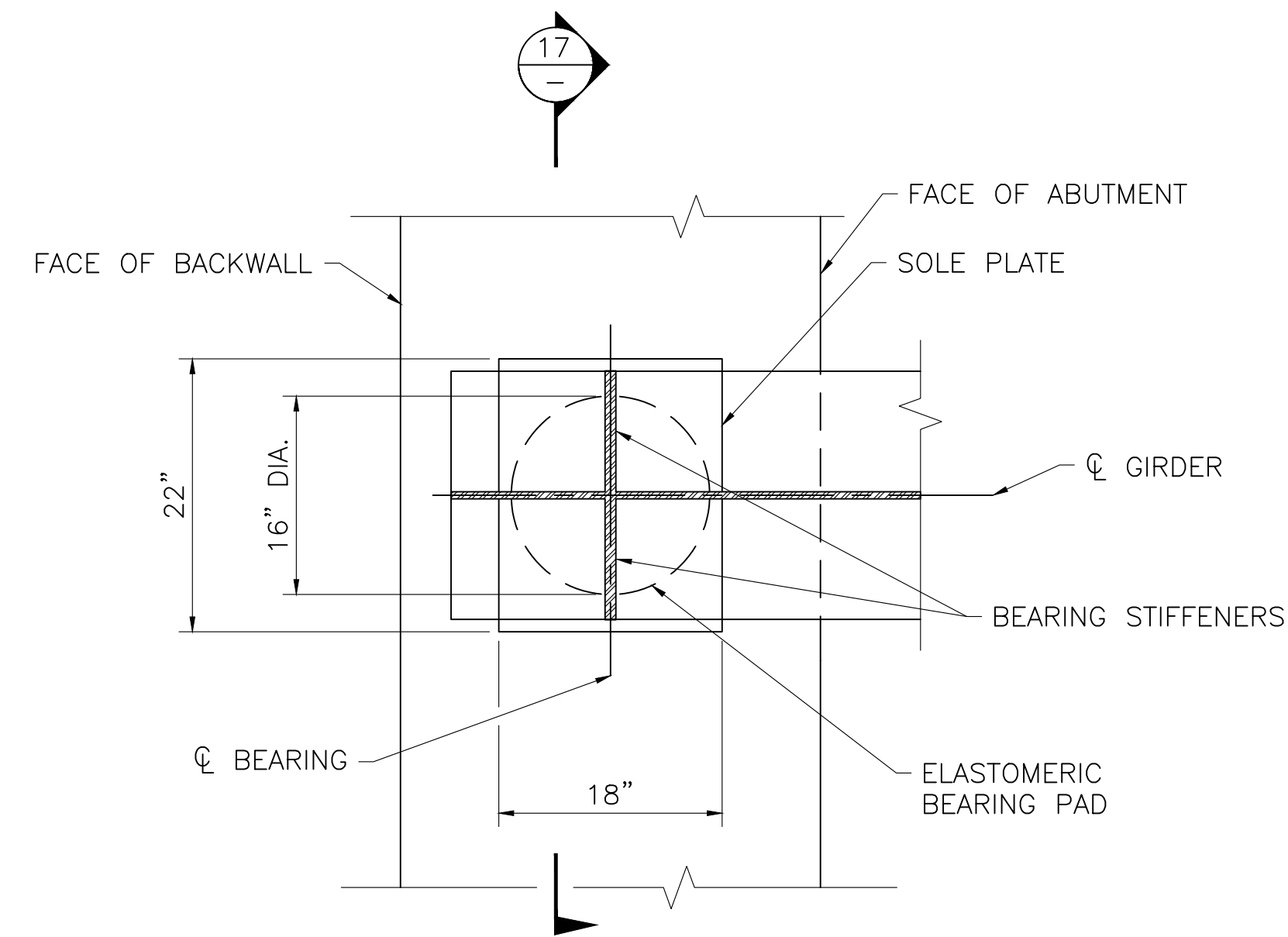
CAMBER TABLE												
BEAM NO.		SPAN NO. 1										
		CL BRG. W. ABUT	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	CL BRG. E. ABUT
BEAMS 1 AND 6	STEEL DL DEFLECTION	0.00	0.55	1.03	1.42	1.66	1.74	1.66	1.42	1.03	0.55	0.00
	CONC. DL DEFLECTION	0.00	1.22	2.30	3.15	3.69	3.88	3.69	3.15	2.30	1.22	0.00
	S.D.L DEFLECTION	0.00	0.45	0.84	1.15	1.35	1.41	1.35	1.15	0.84	0.45	0.00
	VERT. CURVE CAMBER	0.00	1.36	2.41	3.17	3.62	3.77	3.62	3.17	2.41	1.36	0.00
	ADDITIONAL CAMBER	0.00	0.17	0.34	0.51	0.68	0.85	0.68	0.51	0.34	0.17	0.00
	TOTAL CAMBER	0.00	3.74	6.93	9.40	11.00	11.65	11.00	9.40	6.93	3.74	0.00
BEAMS 2 - 5	STEEL DL DEFLECTION	0.00	0.56	1.06	1.45	1.70	1.78	1.70	1.45	1.06	0.56	0.00
	CONC. DL DEFLECTION	0.00	1.21	2.28	3.12	3.65	3.84	3.65	3.12	2.28	1.21	0.00
	S.D.L DEFLECTION	0.00	0.36	0.67	0.92	1.07	1.13	1.07	0.92	0.67	0.36	0.00
	VERT. CURVE CAMBER	0.00	1.36	2.41	3.17	3.62	3.77	3.62	3.17	2.41	1.36	0.00
	ADDITIONAL CAMBER	0.00	0.17	0.34	0.51	0.68	0.85	0.68	0.51	0.34	0.17	0.00
	TOTAL CAMBER	0.00	3.65	6.76	9.16	10.73	11.37	10.73	9.16	6.76	3.65	0.00

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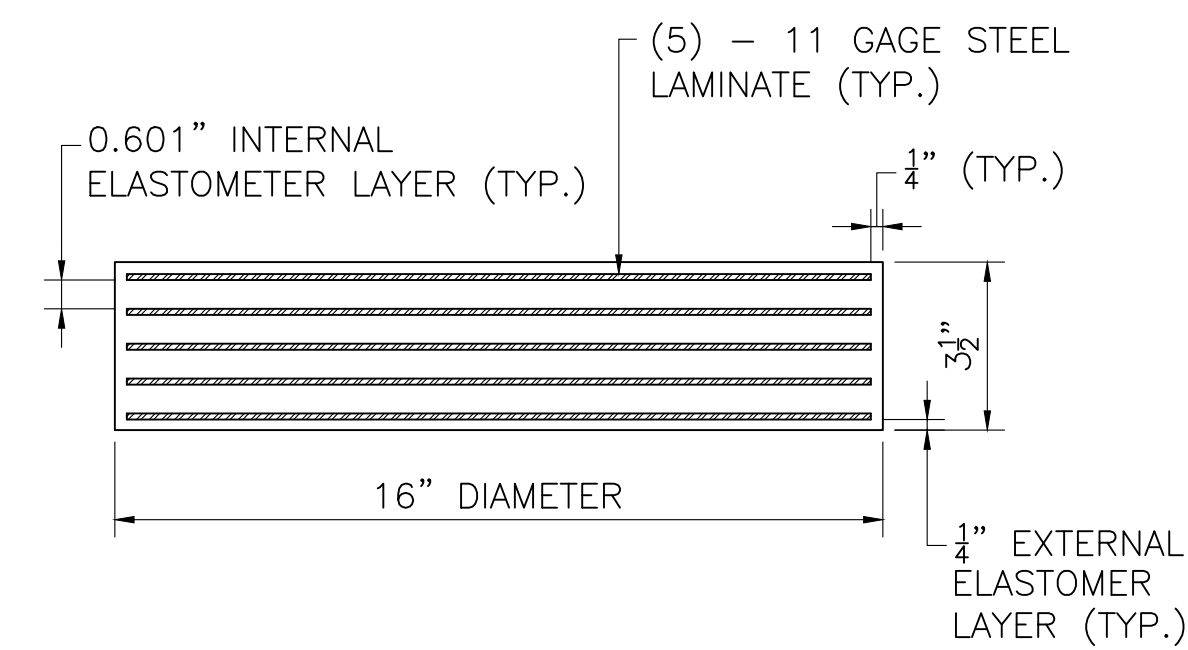
GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	35	53
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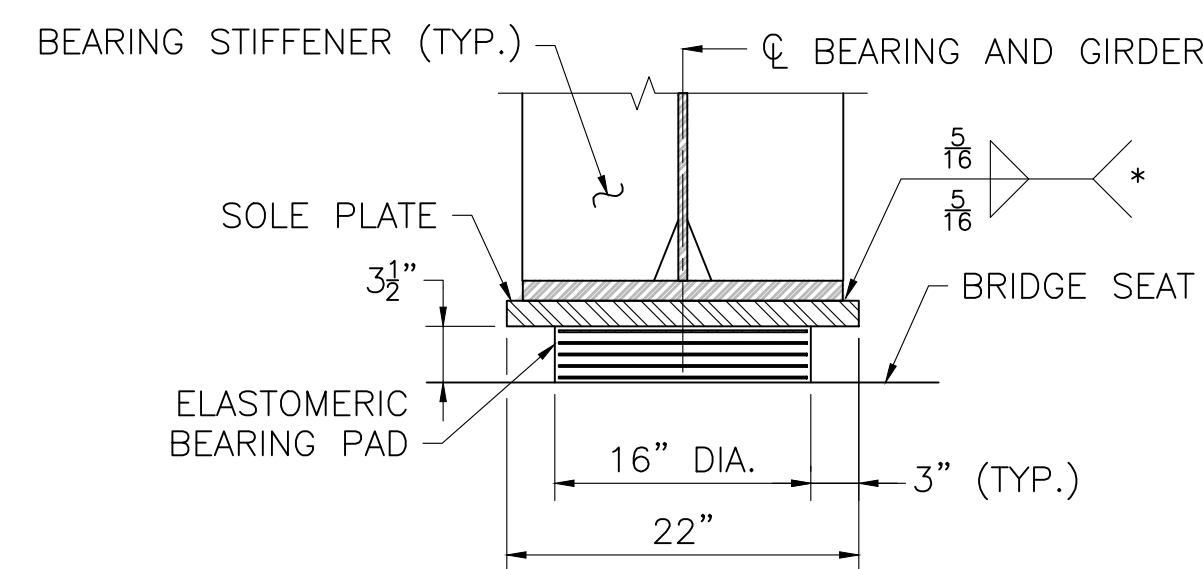
BEARING DETAILS



PLAN
SCALE: 1" = 1'-0"

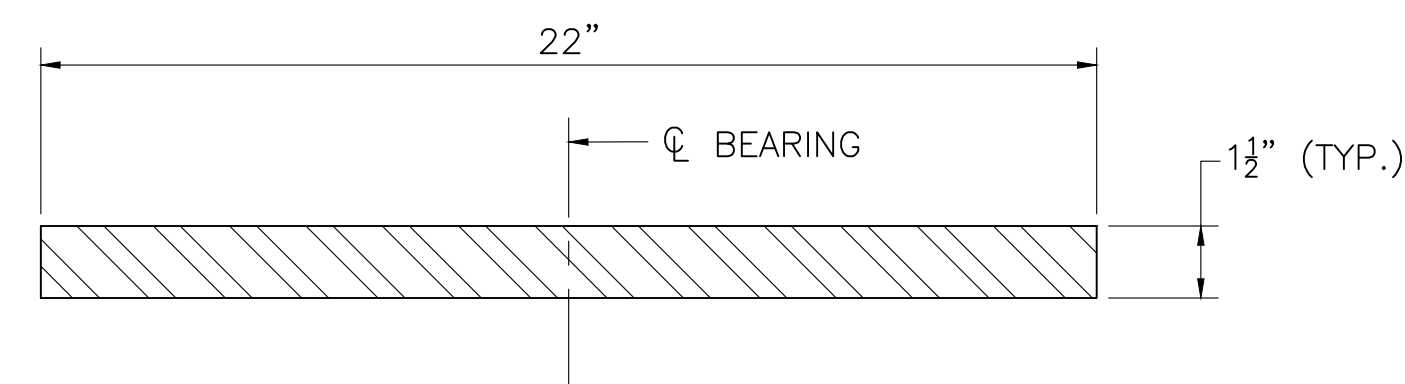


ELASTOMERIC BEARING PAD
SCALE: 3" = 1'-0"

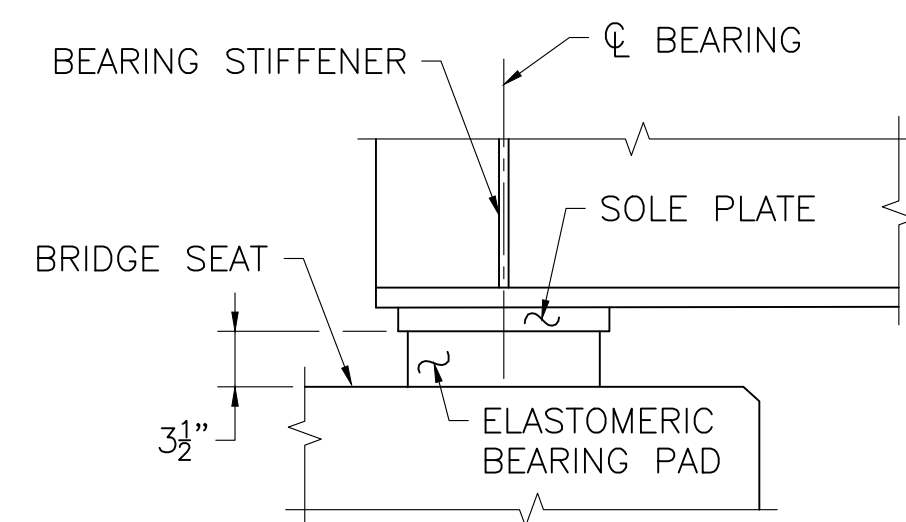


(*) - WELDS SHALL TERMINATE 1/4" FROM EDGE OF PLATE.

SECTION 17
SCALE: 1" = 1'-0"



SOLE PLATE DETAILS
SCALE: 3" = 1'-0"



ELEVATION
SCALE: 1" = 1'-0"

NOTES:

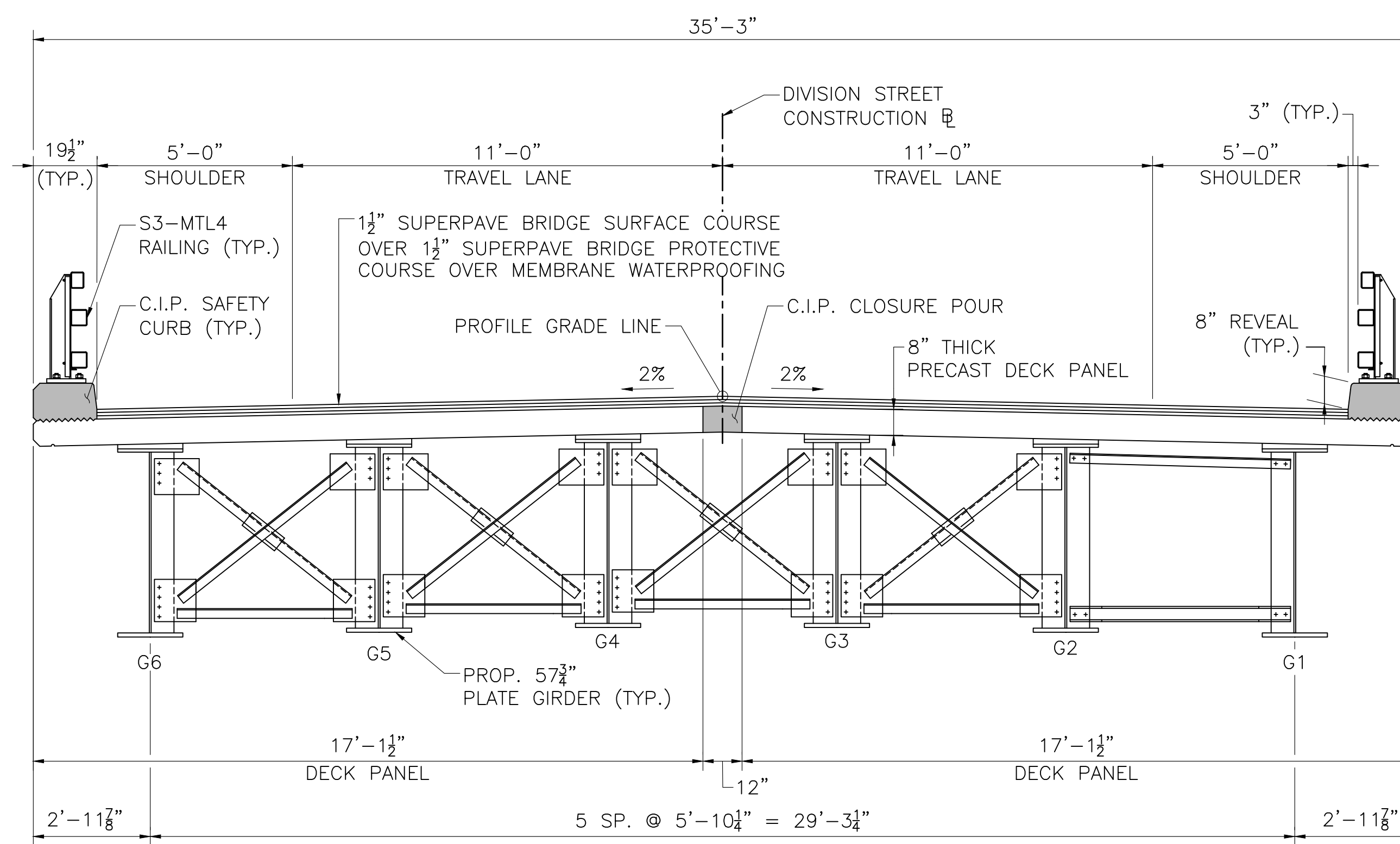
1. THIS BEARING IS DESIGNED USING AASHTO METHOD B.
2. ELASTOMER SHALL HAVE A SHEAR MODULUS OF 0.160 KSI.
3. STEEL LAMINATES SHALL CONFORM TO ASTM A 1011 GRADE 36 OR HIGHER. ALL EDGES OF STEEL LAMINATES SHALL BE GROUND SMOOTH.
4. THE COMPRESSIVE DESIGN LOAD ON THE BEARING PAD IS 172.4 KIPS. THE COMPRESSIVE DESIGN STRESS IS THE RESULT OF DIVIDING THE COMPRESSIVE DESIGN LOAD BY THE AREA OF THE PAD AND IS EQUAL TO 0.86 KSI.
5. THE 25 YEAR CREEP STRAIN SHALL BE LIMITED TO 35%.
6. ELASTOMERIC BEARING PAD SHALL NOT BE VULCANIZED TO THE SOLE PLATE.
7. STEEL SOLE PLATE SHALL CONFORM TO AASHTO M 270 GRADE 36 OR GRADE 50 AND SHALL BE WELDED AND HOT-DIP GALVANIZED OR METALIZED WITH THE BEAM.
8. CENTER THE ELASTOMERIC PAD UNDER THE SOLE PLATE DURING BEAM ERECTION.
9. BEAMS SHALL BE ERECTED WHEN THE AMBIENT TEMPERATURE IS BETWEEN 30 °F AND 90 °F. IF BEAMS ARE ERECTED AT OTHER AMBIENT TEMPERATURES, THEY WILL HAVE TO BE JACKED AND THE ELASTOMERIC BEARINGS RECENTERED WHEN THE TEMPERATURE RETURNS TO THAT RANGE.

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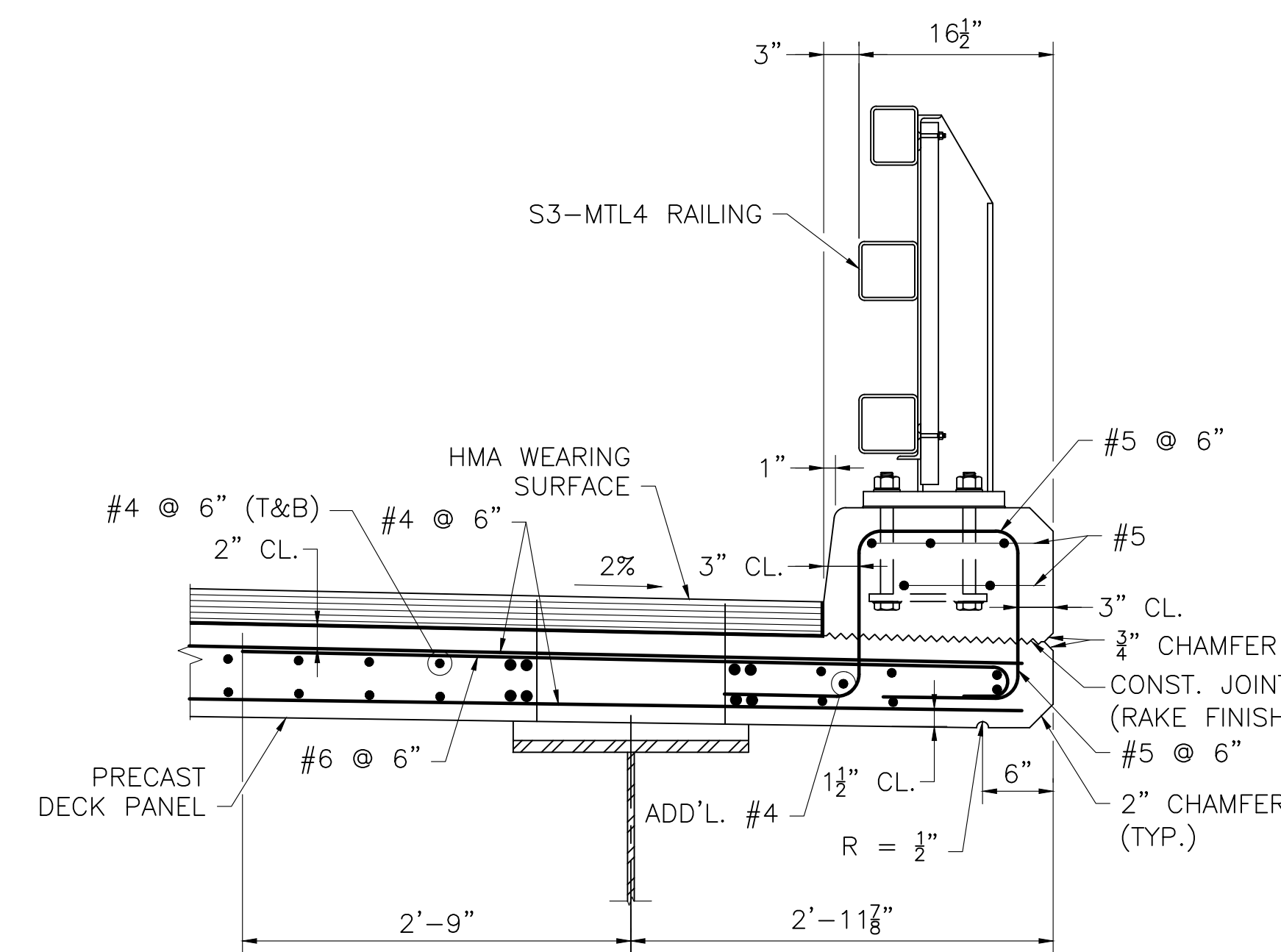
**GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	36	53
PROJECT FILE NO.		612183	

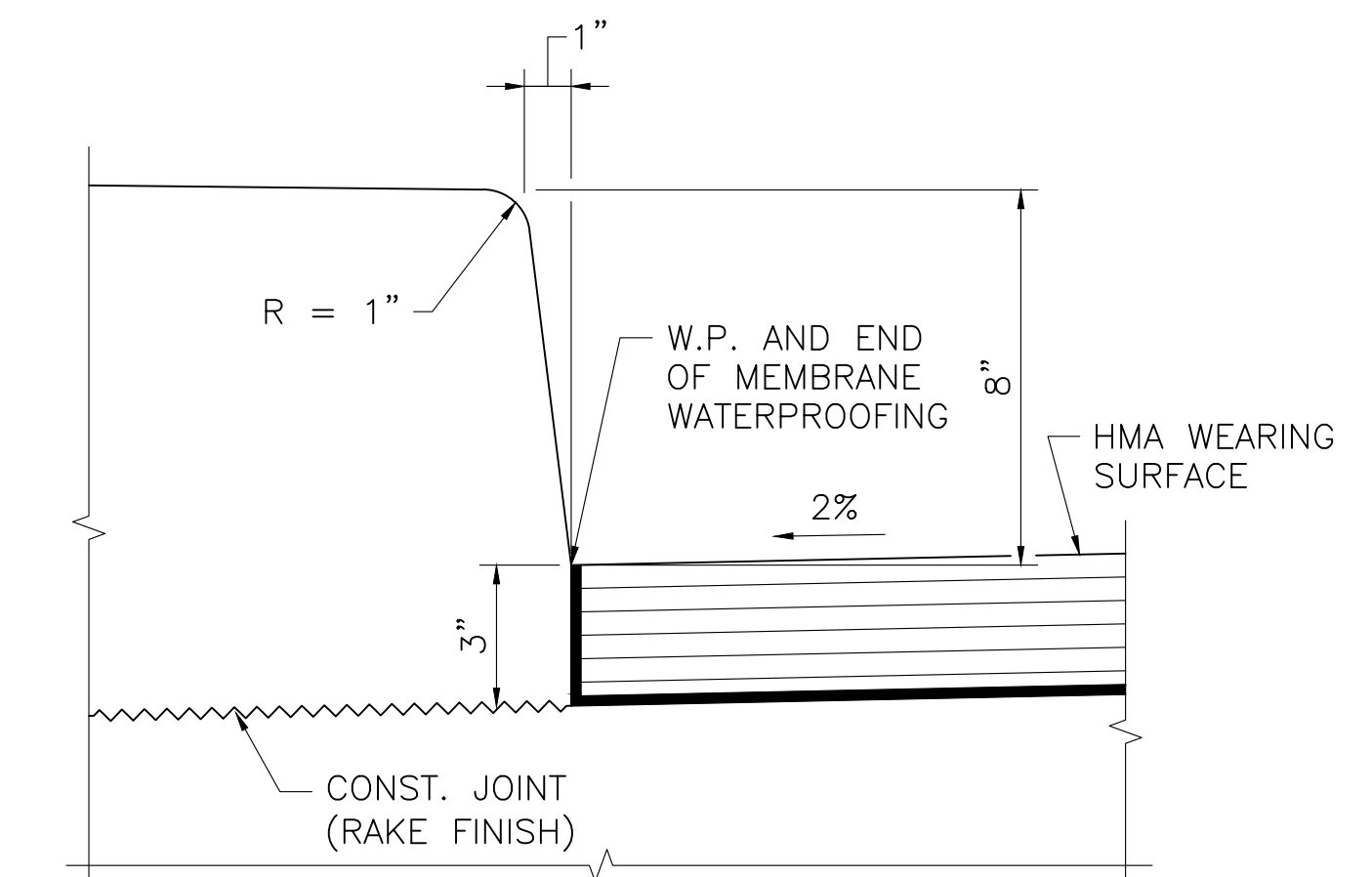
TRANSVERSE BRIDGE SECTION AND CURB DETAILS



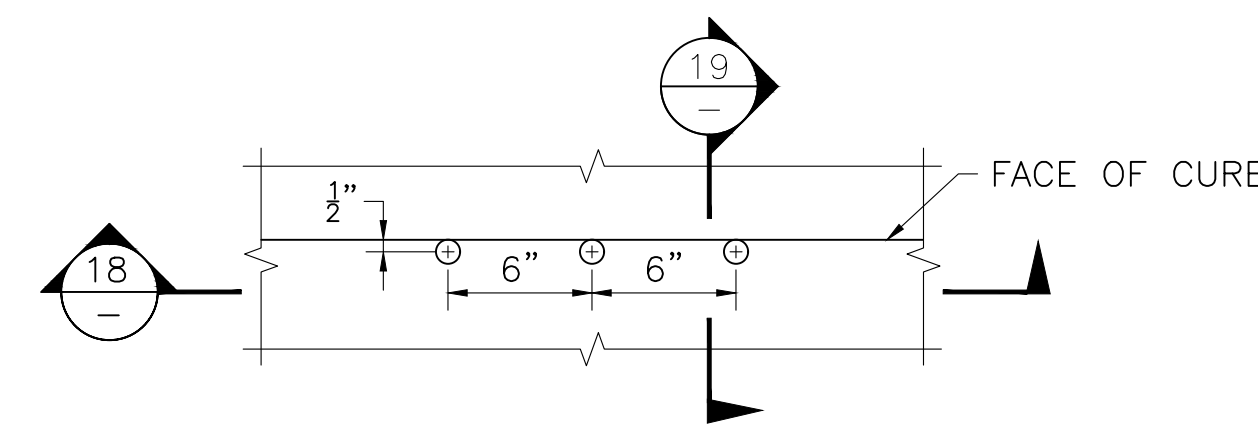
BRIDGE CROSS SECTION
SCALE: 3/8" = 1'-0"



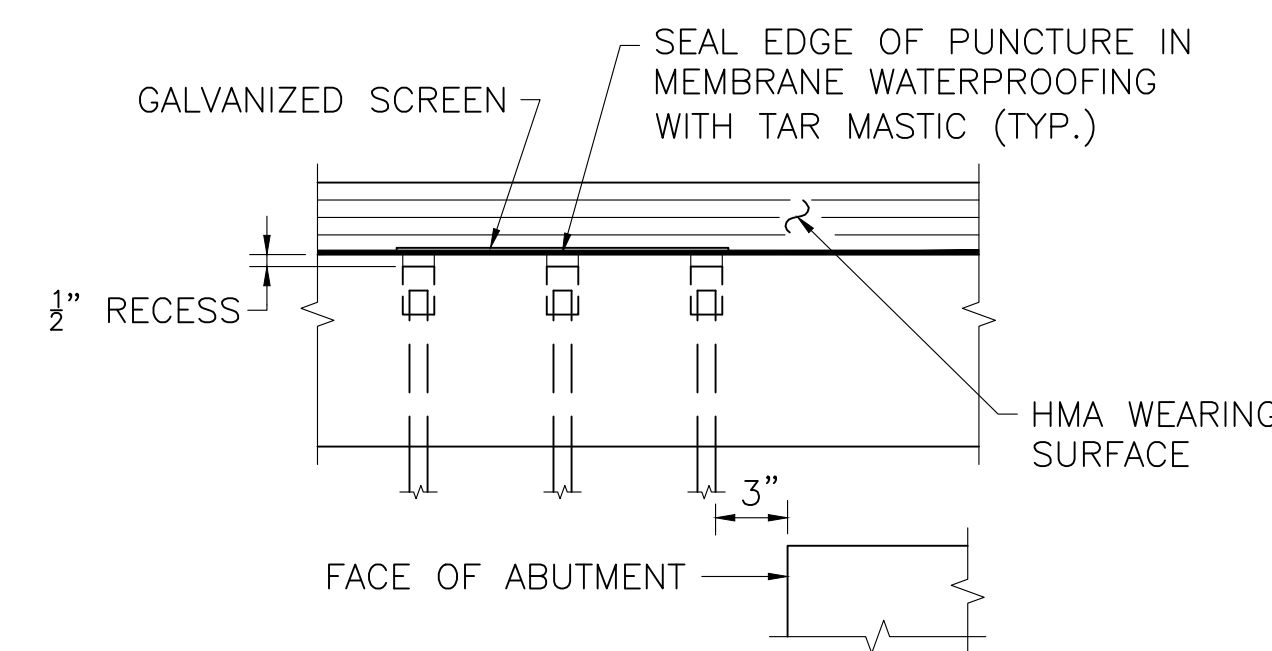
SECTION THROUGH SAFETY CURB
SCALE: 1" = 1'-0"



FACE OF THE SAFETY CURB DETAILS
SCALE: 3" = 1'-0"



DECK PLAN

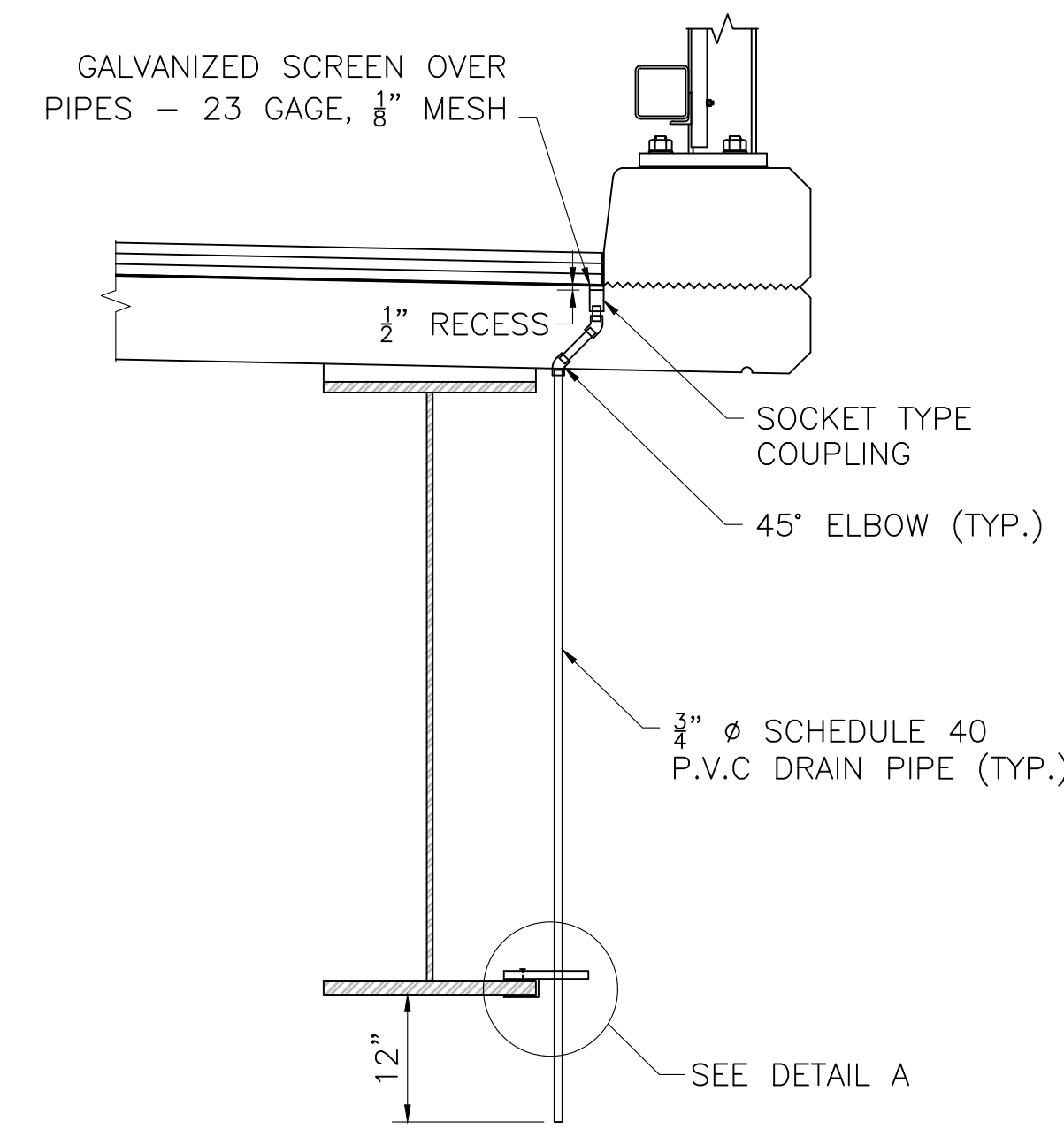


SECTION 18

SCALE: 1 1/2" = 1'-0"

DECK DRAIN PIPES

SCALE: 1 1/2" = 1'-0"

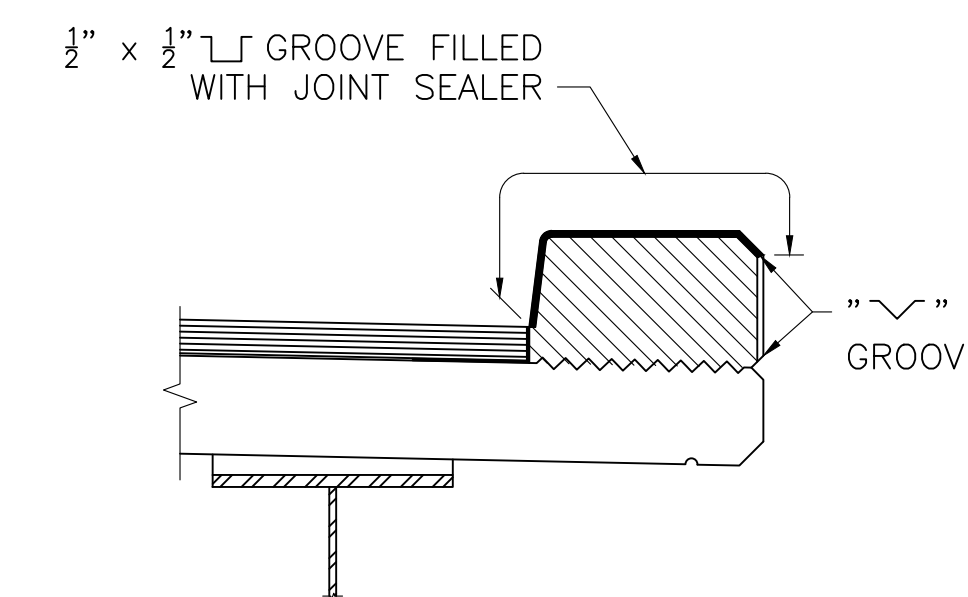


SECTION 19

SCALE: 1 1/2" = 1'-0"

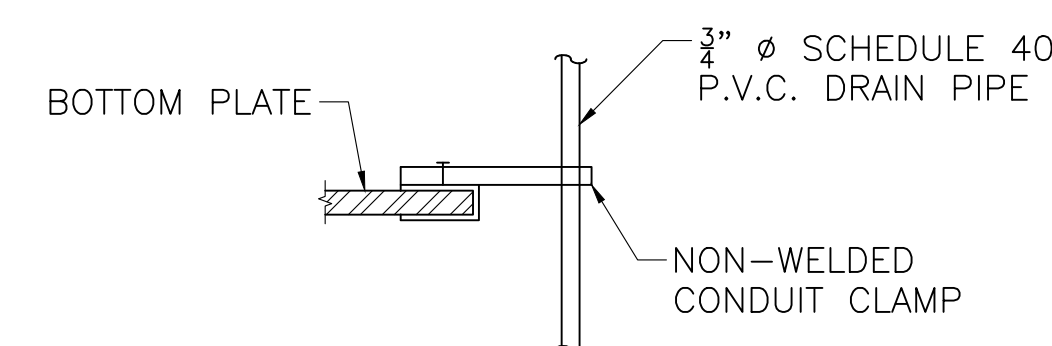
DECK DRAINS DETAIL

SCALE: 3/4" = 1'-0"



PARAFFIN JOINT DETAIL

SCALE: 3/4" = 1'-0"



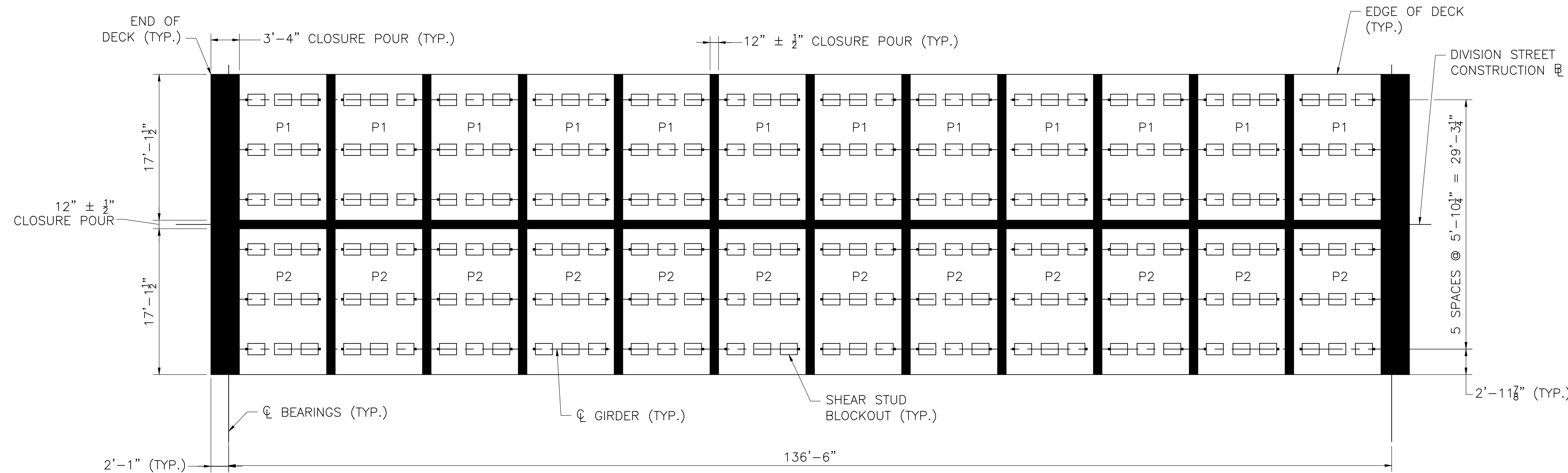
DETAIL A

SCALE: 1 1/2" = 1'-0"

DATE	ISSUED FOR CONSTRUCTION
JUNE 6, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
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AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
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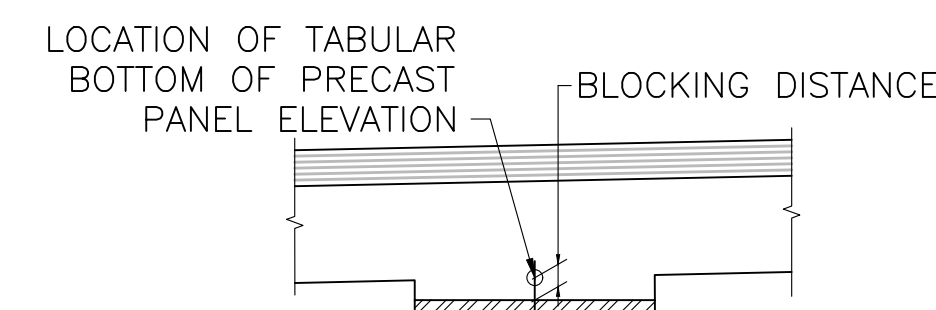
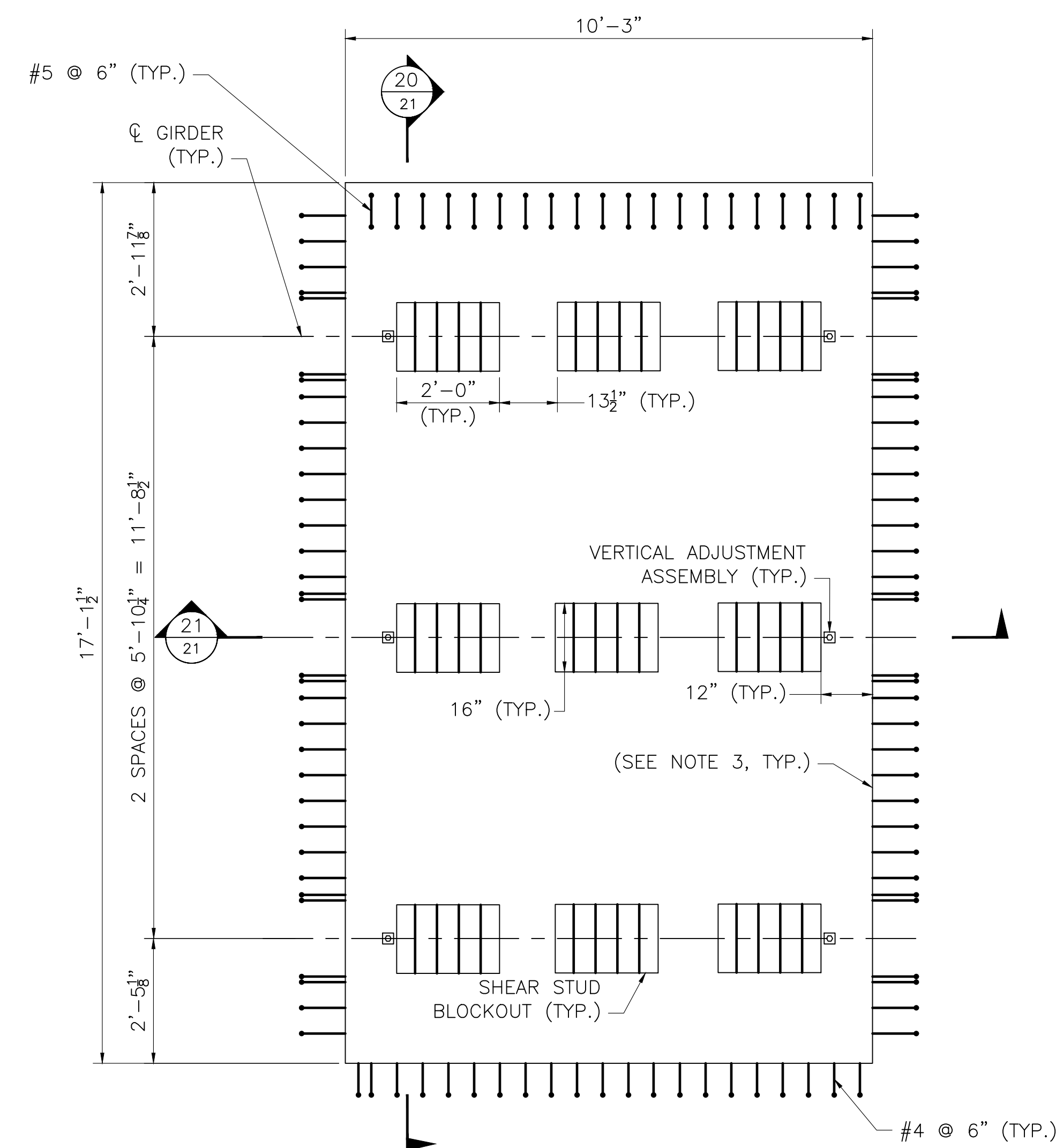
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	37	53
PROJECT FILE NO.		612183	

PRECAST CONCRETE DECK PANEL DETAILS 1



PANEL LAYOUT

SCALE: 1/8" = 1'-0"



HAUNCH DETAIL

SCALE: 3/4" = 1'-0"

GIRDER NO.	BOTTOM OF PANEL ELEVATIONS										
	CL BRG.	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	CL BRG.
G1 & G6	699.43	699.71	699.96	700.16	700.30	700.37	700.37	700.31	700.19	700.02	699.80
G2 & G5	699.54	699.82	700.07	700.26	700.39	700.46	700.47	700.41	700.29	700.13	700.04
G3 & G4	699.66	699.94	700.18	700.37	700.51	700.58	700.58	700.53	700.41	700.24	700.04

NOTE:

AFTER THE GIRDERS ARE ERECTED BUT BEFORE THE PANELS ARE PLACED, THE ELEVATION AT THE TOP OF THE FLANGE OF EACH GIRDER SHALL BE OBTAINED AT THE POINTS INDICATED IN THE TABLE. THE DIFFERENCE BETWEEN EACH OBTAINED ELEVATION AND ITS CORRESPONDING ELEVATION SHOWN IN THE TABLE IS THE BLOCKING DISTANCE FROM THE TOP OF THE GIRDER TO THE BOTTOM OF THE PANEL AT THE CENTERLINE OF THE GIRDER.

NOTES:

PANEL P2 SIMILAR BUT OPPOSITE HAND.

PANEL P1

SCALE: 1/2" = 1'-0"

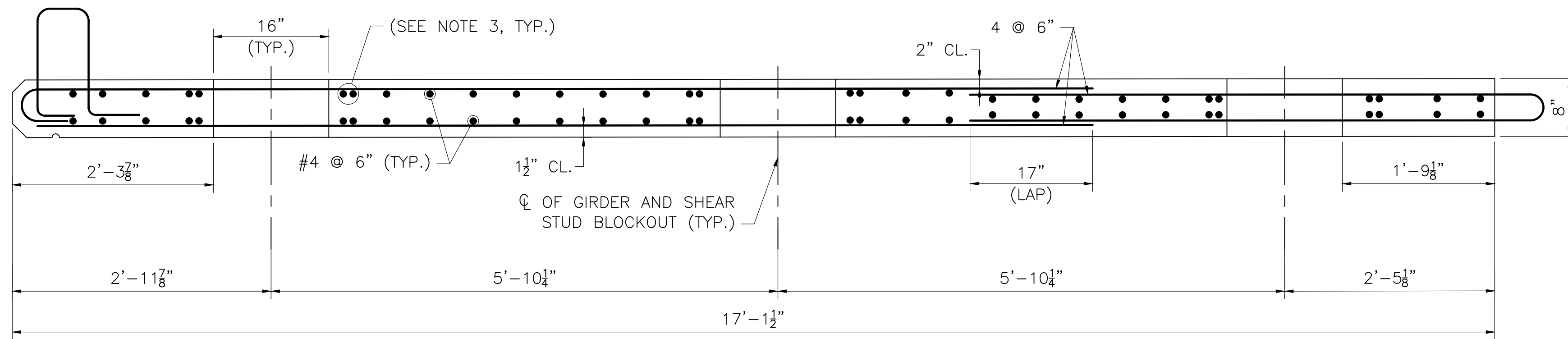
NOTES:

- ALL REINFORCEMENT SHALL BE EPOXY COATED.
- FOR PANEL FABRICATION TOLERANCES SEE TOLERANCE DETAILS. ALL PANELS SHALL BE ERECTED WITHIN $\pm 1/4$ " OF THE DECK ELEVATION.
- REBAR SPACING SHOWN ON DETAILS REPRESENTS AVERAGE SPACING REQUIRED IN THE PANELS. BARS MAY BE BUNDLED AT LEVELING DEVICE LOCATIONS OR SHEAR CONNECTOR BLOCKOUTS.
- ALL PANEL EDGES IN CLOSURE POURS SHALL HAVE AN EXPOSED AGGREGATE FINISH.
- THE FINISHED TOP SURFACE OF PANELS SHALL BE PREPARED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MEMBRANE WATERPROOFING APPLICATION.
- FABRICATOR SHALL DESIGN THE LIFTING DEVICES AND SHALL DETERMINE THEIR REQUIRED NUMBER AND LOCATIONS, WHICH SHALL BE PROVIDED ON THE SHOP DRAWINGS. DESIGN CALCULATIONS OF THE LIFTING DEVICES WITH ALL SUPPORTING DESIGN INFORMATION (CHARTS, TABLES, ETC.) SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- VERTICAL ADJUSTMENT ASSEMBLIES TO BE DESIGNED BY THE CONTRACTOR TO PROVIDE TRIBUTARY DEAD LOAD DISTRIBUTION TO THE GIRDERS. A MINIMUM OF TWO ASSEMBLIES AT EACH GIRDER'S CENTERLINE SHALL BE PROVIDED.

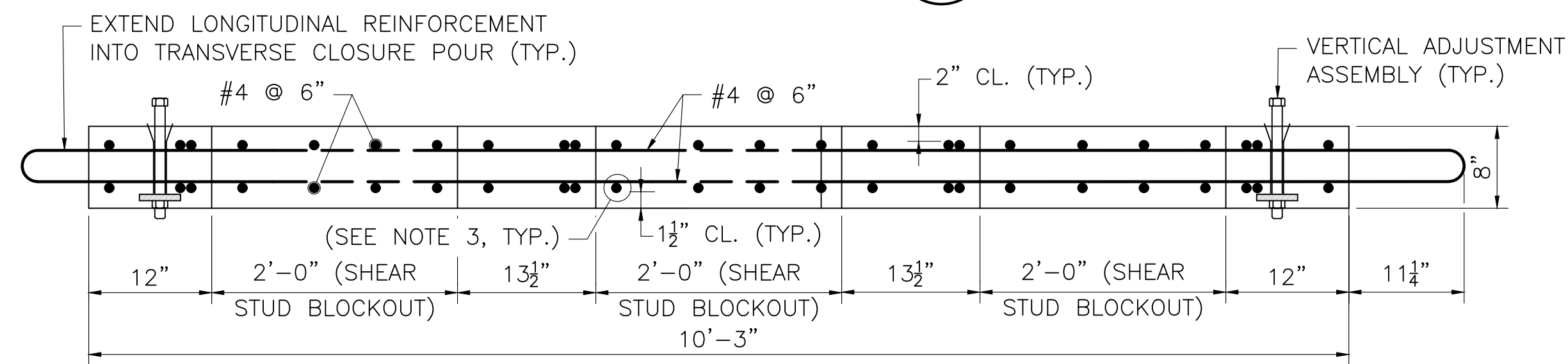
CONSTRUCTION SEQUENCE NOTES:

- CONTRACTOR SHALL ENSURE STABILITY OF ALL PANELS THROUGHOUT THE CONSTRUCTION.
- FASCIA PANELS SHALL BE SET ALONG THE PROPOSED EDGE OF DECK.
- THE PANELS MAY BE SET WITH VARYING JOINT WIDTHS TO ACCOUNT FOR FABRICATION AND ERECTION TOLERANCES TO MAINTAIN THE REQUIRED OVERALL BRIDGE GEOMETRY.
- ERECT PANELS TO GRADE BY USING THE VERTICAL ADJUSTMENT ASSEMBLIES TO PROVIDE THE PROPER HAUNCH AND EQUAL LOAD DISTRIBUTION TO ALL GIRDERS.
- COMPLETE INSTALLATION OF REINFORCEMENT IN CLOSURE POURS.
- INSTALL SHEAR STUDS IN BLOCKOUTS (MAY BE DONE AT ANY TIME AFTER STEP 4).
- FORM GIRDER HAUNCHES. METHOD OF FORMING TO BE DETERMINED BY THE CONTRACTOR (MAY BE DONE AT ANY TIME AFTER STEP 4).
- PLACE CLOSURE POUR CONCRETE.
- REMOVE LEVELING DEVICE EXTENDING ABOVE TOP OF CONCRETE AND GROUT RECESSES WITH NON-SHRINK GROUT.

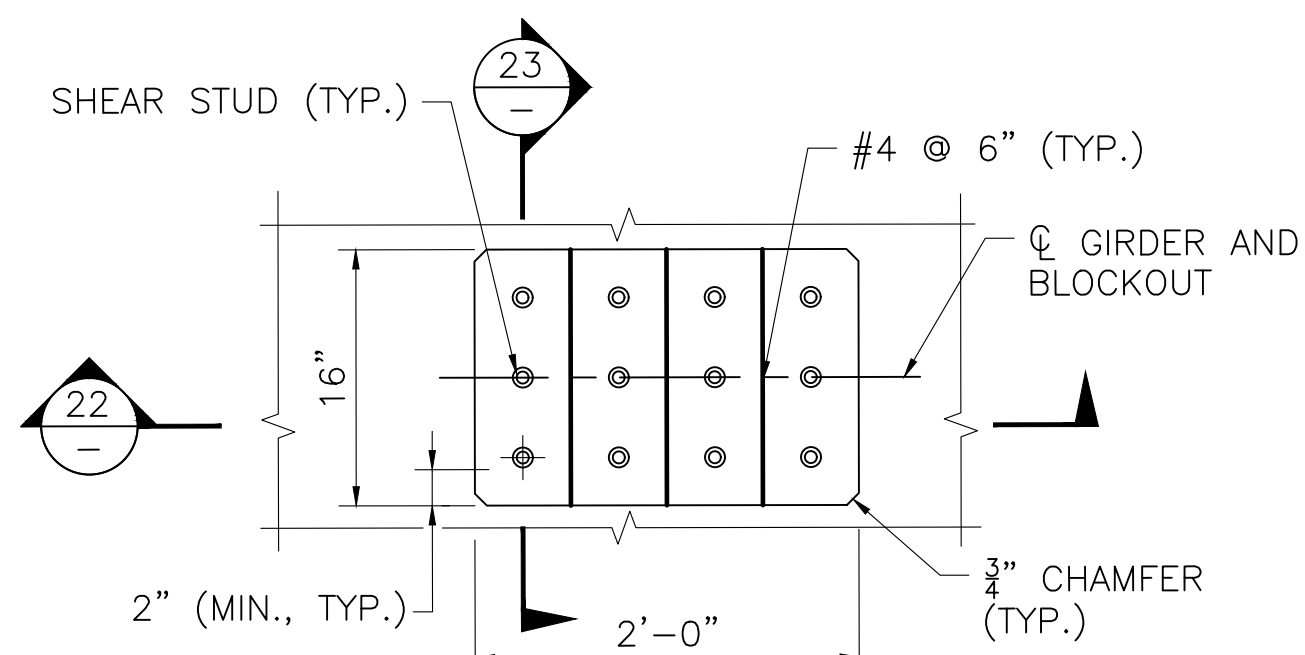
JUNE 6, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
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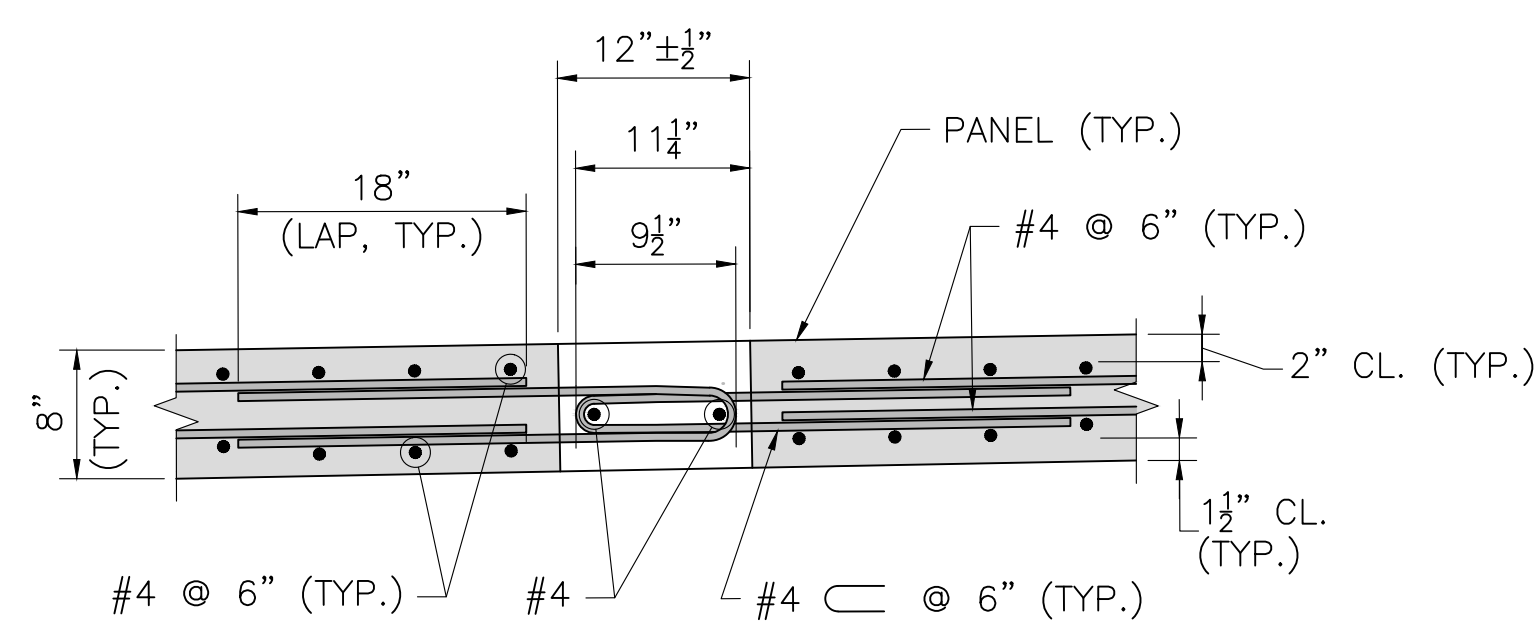
SECTION 20
SCALE: 1" = 1'-0"



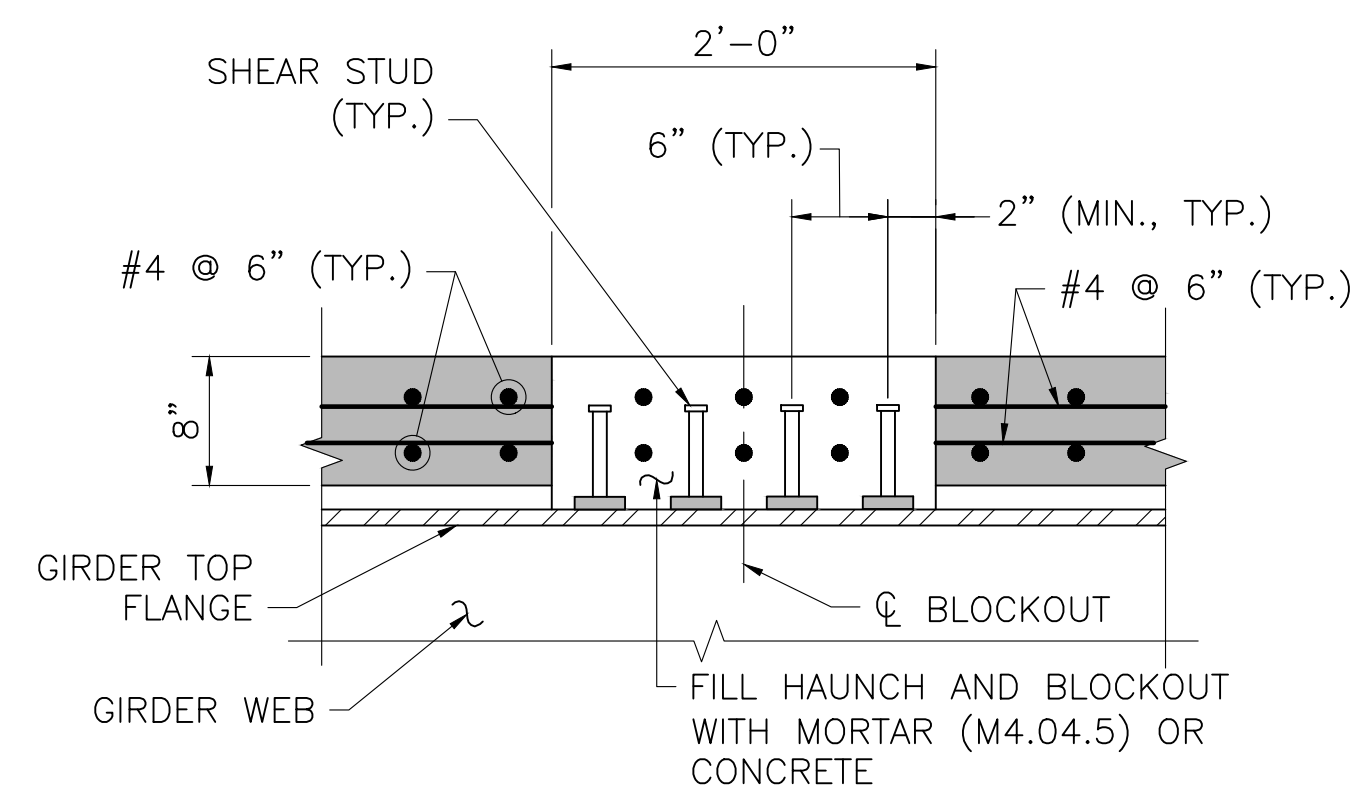
SECTION 21
SCALE: 1" = 1'-0"



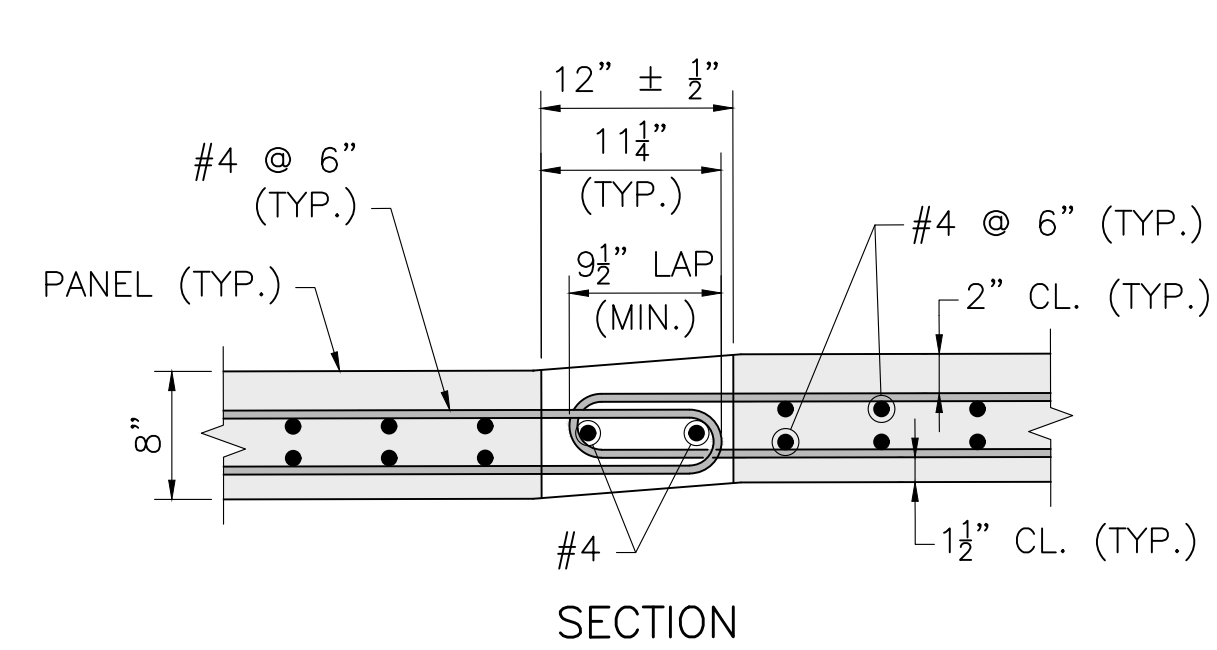
SECTION 22
SCALE: 1" = 1'-0"



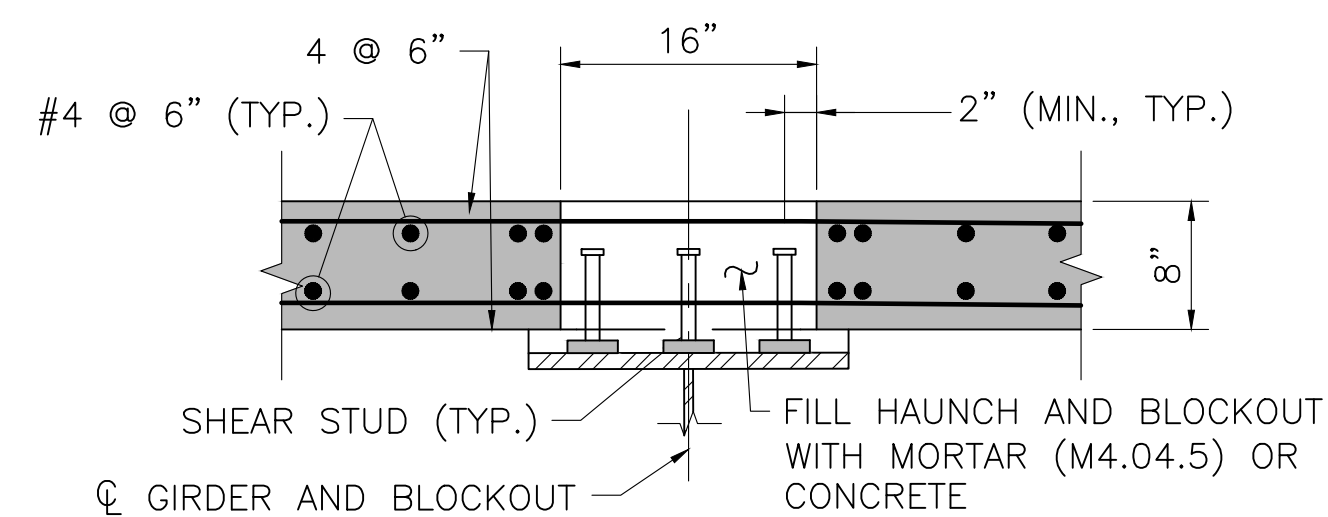
SECTION 23
SCALE: 1" = 1'-0"



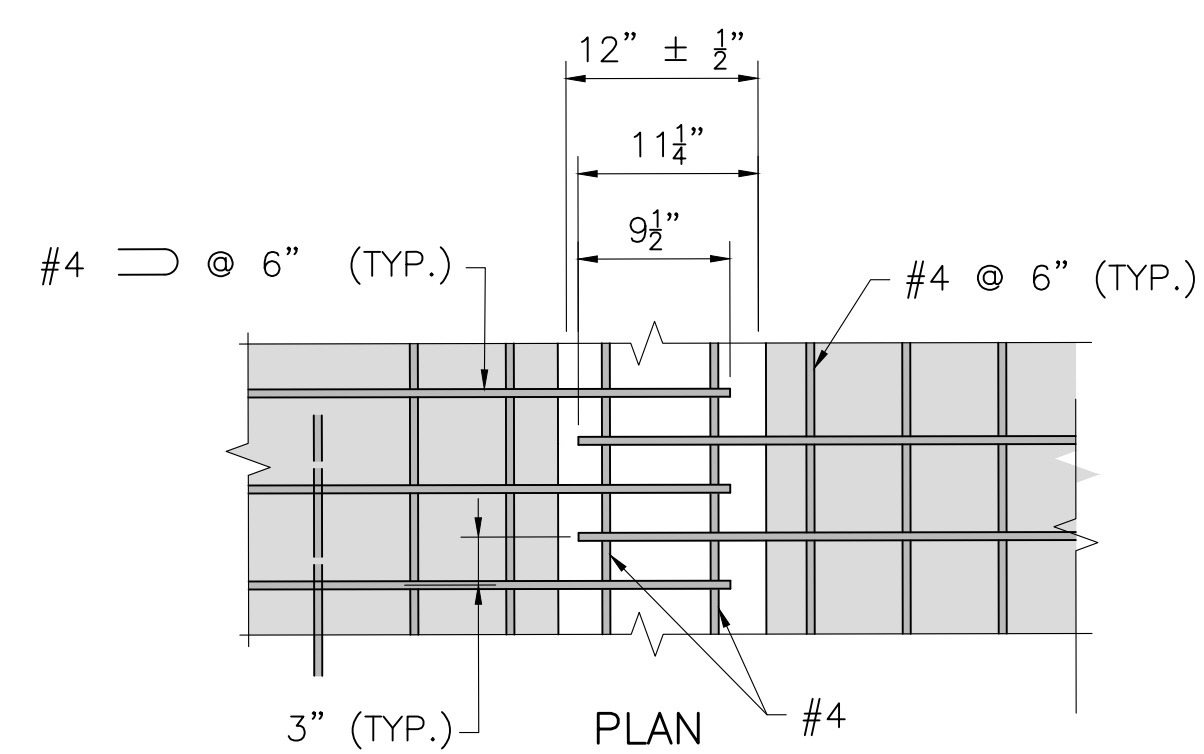
SECTION 22
SCALE: 1" = 1'-0"



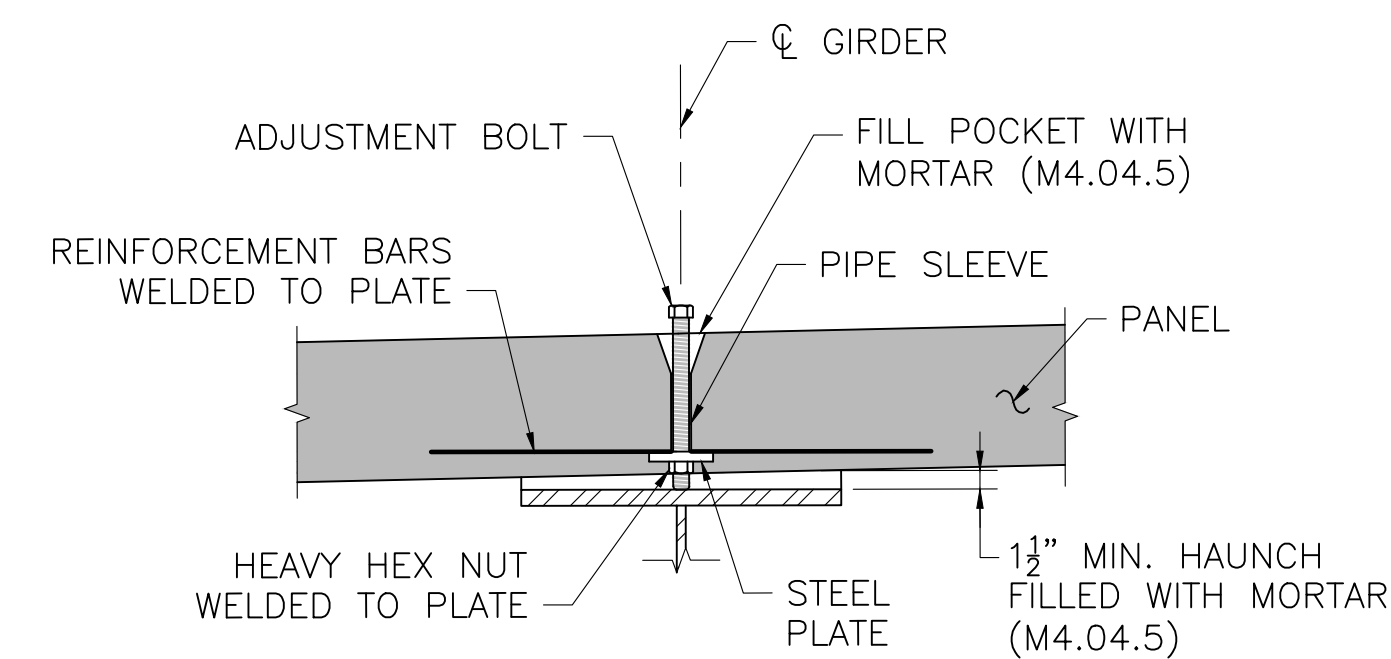
SECTION



SECTION 23
SCALE: 1" = 1'-0"



PLAN
SCALE: 1" = 1'-0"



NOTES:

1. THE VERTICAL ADJUSTMENT ASSEMBLY SHOWN IS SUGGESTED AND SHALL BE DESIGNED BY THE CONTRACTOR. THE NUMBER OF DEVICES SHALL ENSURE PROPER DEAD LOAD DISTRIBUTION TO THE BEAMS.
2. VERTICAL ADJUSTMENT ASSEMBLIES CONSISTING OF ADJUSTMENT BOLTS SHALL BE NON-COATED AND THE REINFORCING STEEL WHERE APPLICABLE SHALL CONFORM TO ASTM A706 FOR WELDING.
3. PANEL REINFORCEMENT NOT SHOWN FOR CLARITY.

VERTICAL ADJUSTMENT ASSEMBLY

SCALE: 1" = 1'-0"

GREAT BARRINGTON
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PRECAST CONCRETE DECK PANEL DETAILS 2

PANEL SECTION NOTES

1. LONGITUDINAL REINFORCEMENT SHALL BE PLACED PARALLEL TO THE CL OF CONSTRUCTION.
2. TRANSVERSE REINFORCEMENT SHALL BE PLACED ON THE SKEW.
3. REINFORCEMENT SHALL BE PLACED AT AVERAGE SPACING REQUIRED TO AVOID CONFLICTS WITH SHEAR STUD BLOCKOUTS. BUNDLING OF BARS (2 MAX.) IS PERMITTED.

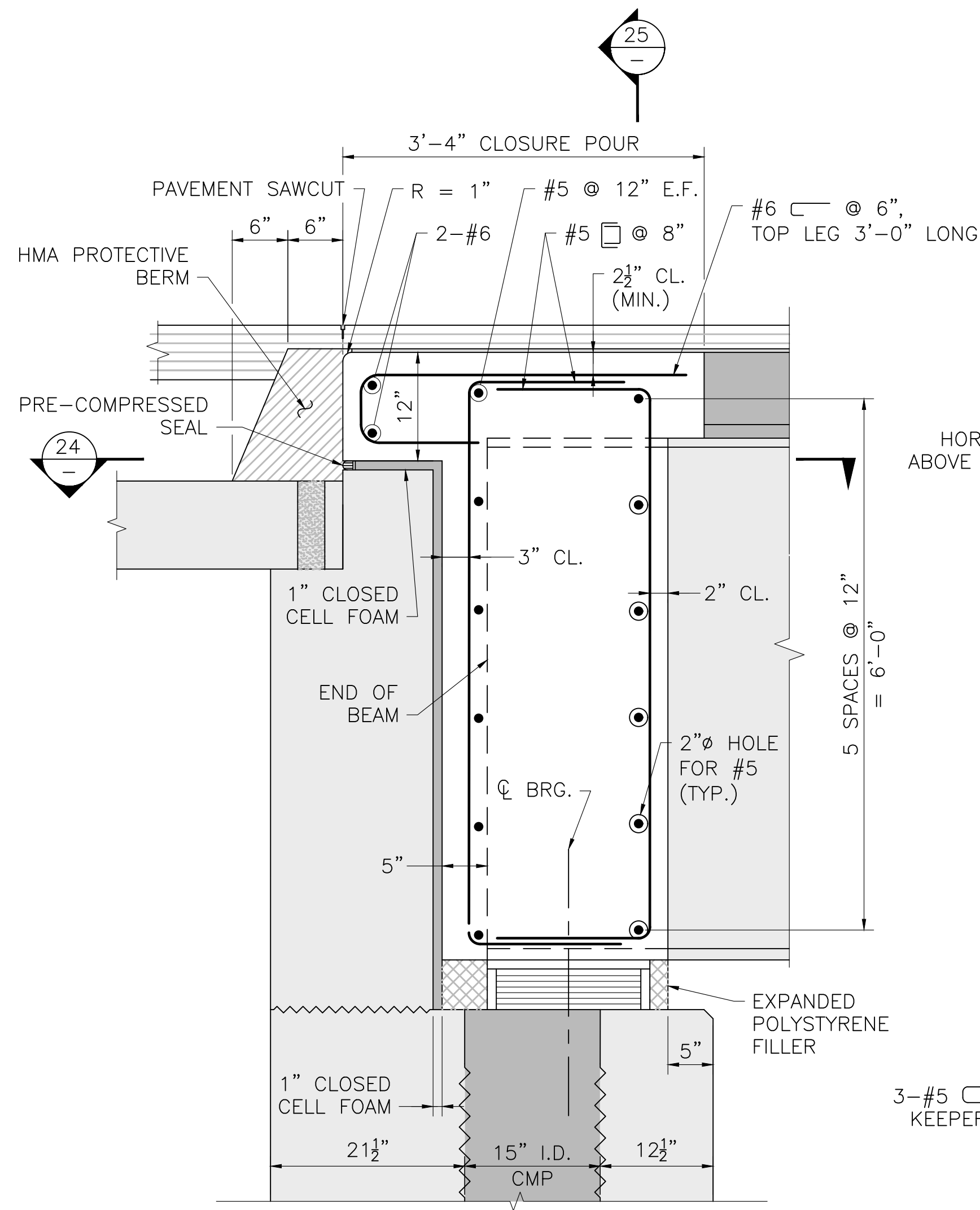
CLOSURE POUR NOTES:

1. FACE OF PANEL AT CLOSURE POUR SHALL HAVE EXPOSED AGGREGATE FINISH.
2. METHOD OF FORMING CLOSURE POUR TO BE DETERMINED BY THE CONTRACTOR. THE FORMS SHALL BE REMOVABLE AND SUPPORTS SHOULD NOT PENETRATE THROUGH TOP OF POUR UNLESS APPROVED BY THE ENGINEER.
3. CLOSURE POUR CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 5000 PSI AND SHALL REACH A COMPRESSIVE STRENGTH OF 4000 PSI BEFORE THE ROADWAY IS REOPENED TO PUBLIC TRAFFIC.

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END DIAPHRAGM DETAILS

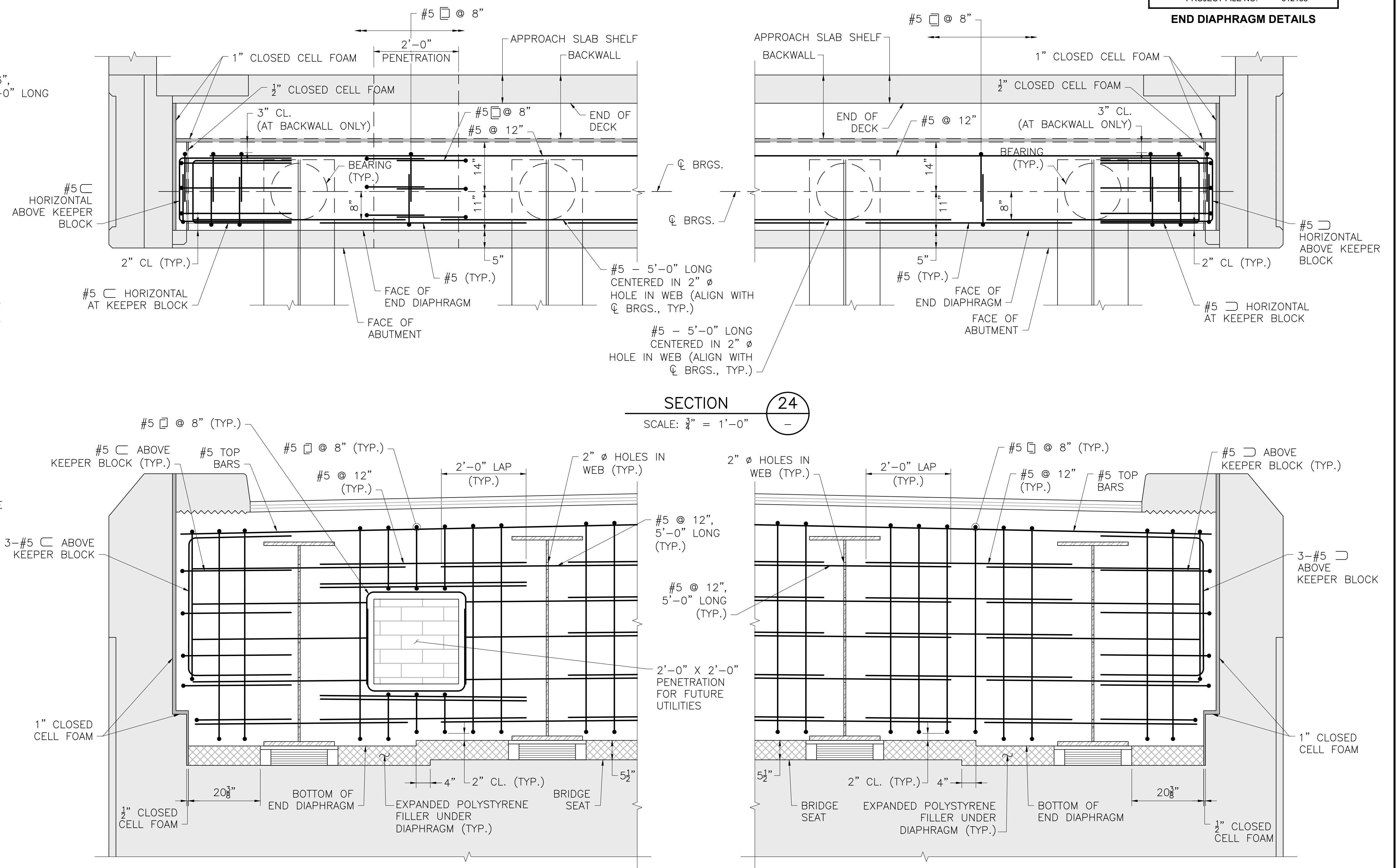


ROADWAY SECTION AT ABUTMENT

SCALE: 1" = 1'-0"

NOTES:

- ALL REINFORCEMENT SHALL BE COATED.
- HMA PROTECTIVE BERM TO BE SUPERPAVE BRIDGE PROTECTIVE COURSE (SPC-B-12.5), PLACED IN 2" LAYERS AND COMPACTED WITH A MECHANICAL HAND-GUIDED TAMPER.
- THE BACKWALL, KEEPER BLOCKS AND CURTAIN WALL CONCRETE MUST BE PLACED AND SUFFICIENTLY CURED PRIOR TO PLACING THE END DIAPHRAGM CONCRETE.
- PRIOR TO PLACING END DIAPHRAGM CONCRETE, CLOSED CELL FOAM OF THE SPECIFIED THICKNESS SHALL BE ATTACHED WITH ADHESIVE TO ALL SURFACES OF THE BACKWALL, KEEPER BLOCKS, AND CURTAIN WALLS AS SHOWN ON THE CONSTRUCTION DRAWINGS. THE BOTTOM OF THE END DIAPHRAGM SHALL BE FORMED BY PLACING EXPANDED POLYSTYRENE FILLER OF THE REQUIRED THICKNESS ON THE BRIDGE SEAT AND TUCKING IT UNDER THE BEAM BOTTOM FLANGES. THE CONTRACTOR SHALL MAKE SURE THAT THE CLOSED CELL FOAM AND EXPANDED POLYSTYRENE FILLER HAVE BEEN PROPERLY AND SECURELY INSTALLED SO THAT THE END DIAPHRAGM CONCRETE SHALL NOT COME IN DIRECT CONTACT WITH THE ABUTMENT CONCRETE.
- DECK SLAB REINFORCEMENT NOT SHOWN FOR CLARITY.



SECTION 24

SCALE: 3/4" = 1'-0"

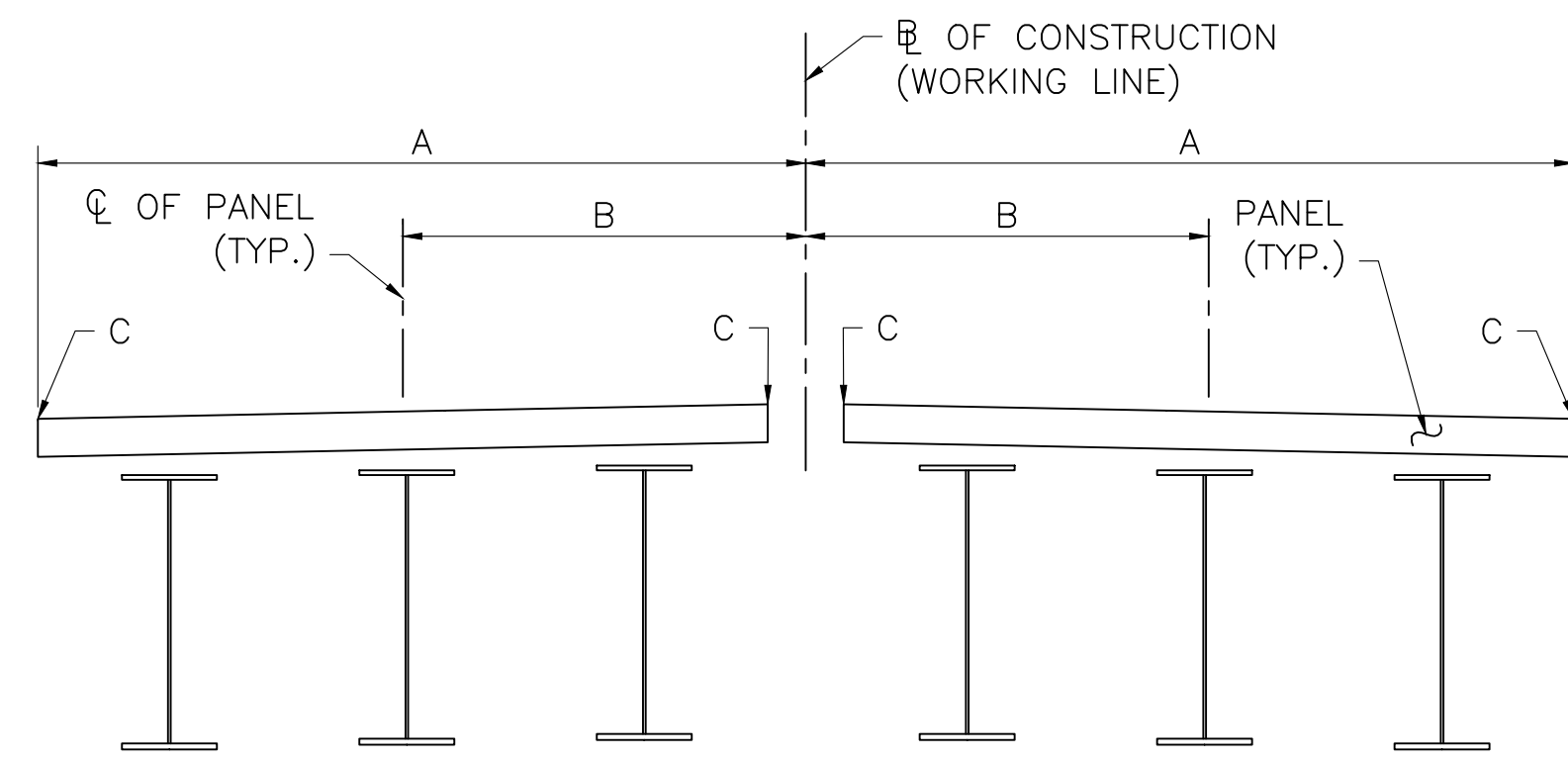
SECTION 25

SCALE: 3/4" = 1'-0"

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STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	40	53
PROJECT FILE NO.		612183	

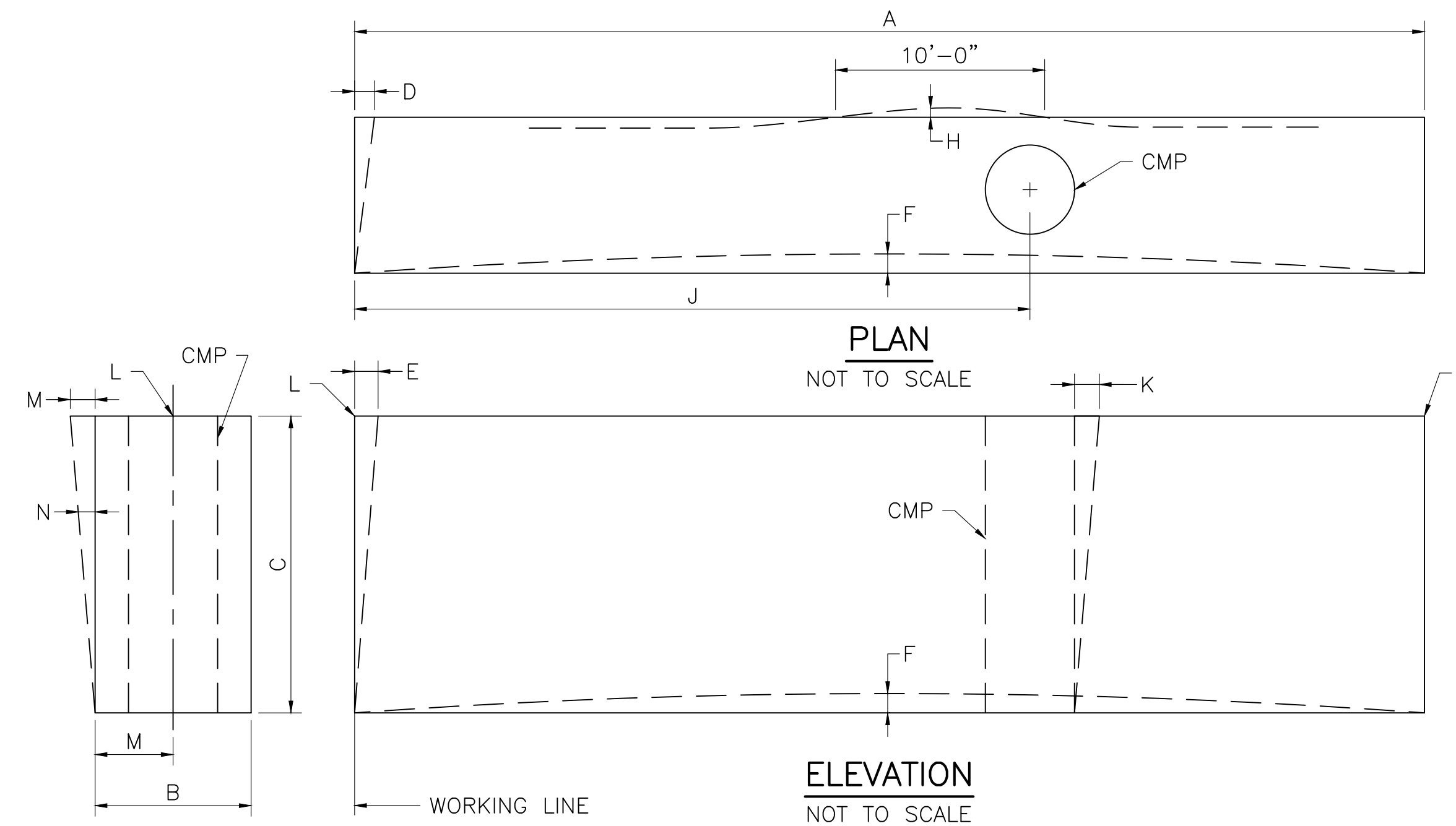
PRECAST TOLERANCES



CROSS SECTION
NOT TO SCALE

DECK PANEL ERECTION TOLERANCES

A	HORIZONTAL SETTING TOLERANCE MEASURED FROM A WORKING LINE TO EDGE OF PANEL	$\pm \frac{1}{4}$ "
B	HORIZONTAL SETTING TOLERANCE MEASURED FROM A WORKING LINE TO CENTERLINE OF PANEL	$\pm \frac{1}{4}$ "
C	ERECTION ELEVATION TOLERANCE	$\pm \frac{1}{4}$ "



PLAN
NOT TO SCALE

ELEVATION
NOT TO SCALE

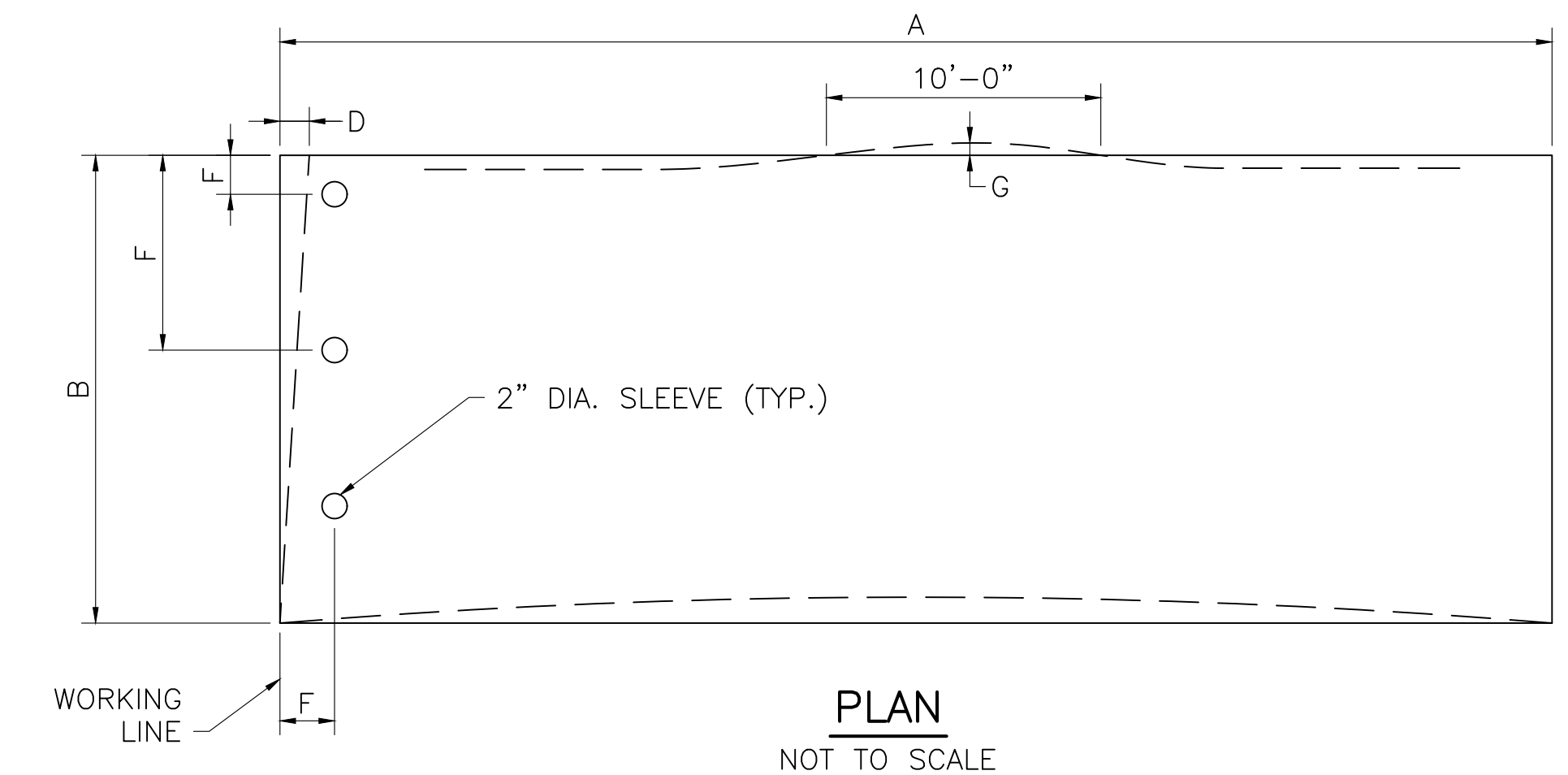
SECTION
NOT TO SCALE

ABUTMENT CAP ERECTION TOLERANCES

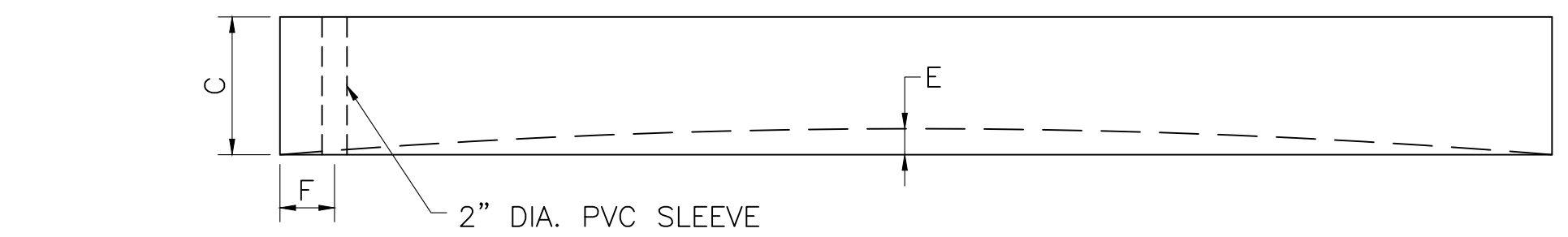
L	ACTUAL ELEVATION FROM SPECIFIED ELEVATION MAXIMUM LOW MAXIMUM HIGH	$\frac{1}{2}$ " $\frac{1}{4}$ "
M	MAXIMUM PLUMB VARIATION OVER HEIGHT OF PANEL	$\frac{1}{2}$ "
N	PLUMB IN ANY 10 FEET OF PANEL HEIGHT	$\frac{1}{4}$ "

ABUTMENT CAP FABRICATION TOLERANCES

A	LENGTH (OVERALL)	$\pm \frac{1}{4}$ "
B	WIDTH (OVERALL)	$\pm \frac{1}{4}$ "
C	DEPTH (OVERALL)	$\pm \frac{1}{4}$ "
D	VARIATION FROM SPECIFIED PLAN END SQUARENESS OR SKEW	$\pm \frac{1}{8}$ " PER 12 INCH WIDTH $\pm \frac{1}{2}$ " MAXIMUM
E	VARIATION FROM SPECIFIED ELEVATION END SQUARENESS OR SKEW	$\pm \frac{1}{8}$ " PER 12 INCH WIDTH $\pm \frac{1}{2}$ " MAXIMUM
F	SWEEP OVER MEMBER LENGTH	$\pm \frac{3}{8}$ "
H	LOCAL SMOOTHNESS OF ANY SURFACE	$\pm \frac{1}{4}$ " IN 10 FEET
J	LOCATION OF BLOCKOUT FOR PILES OR VOIDS	± 1 "
K	MAXIMUM PLUMB VARIATION OVER HEIGHT OF CMP VOID	$\pm \frac{1}{2}$ "



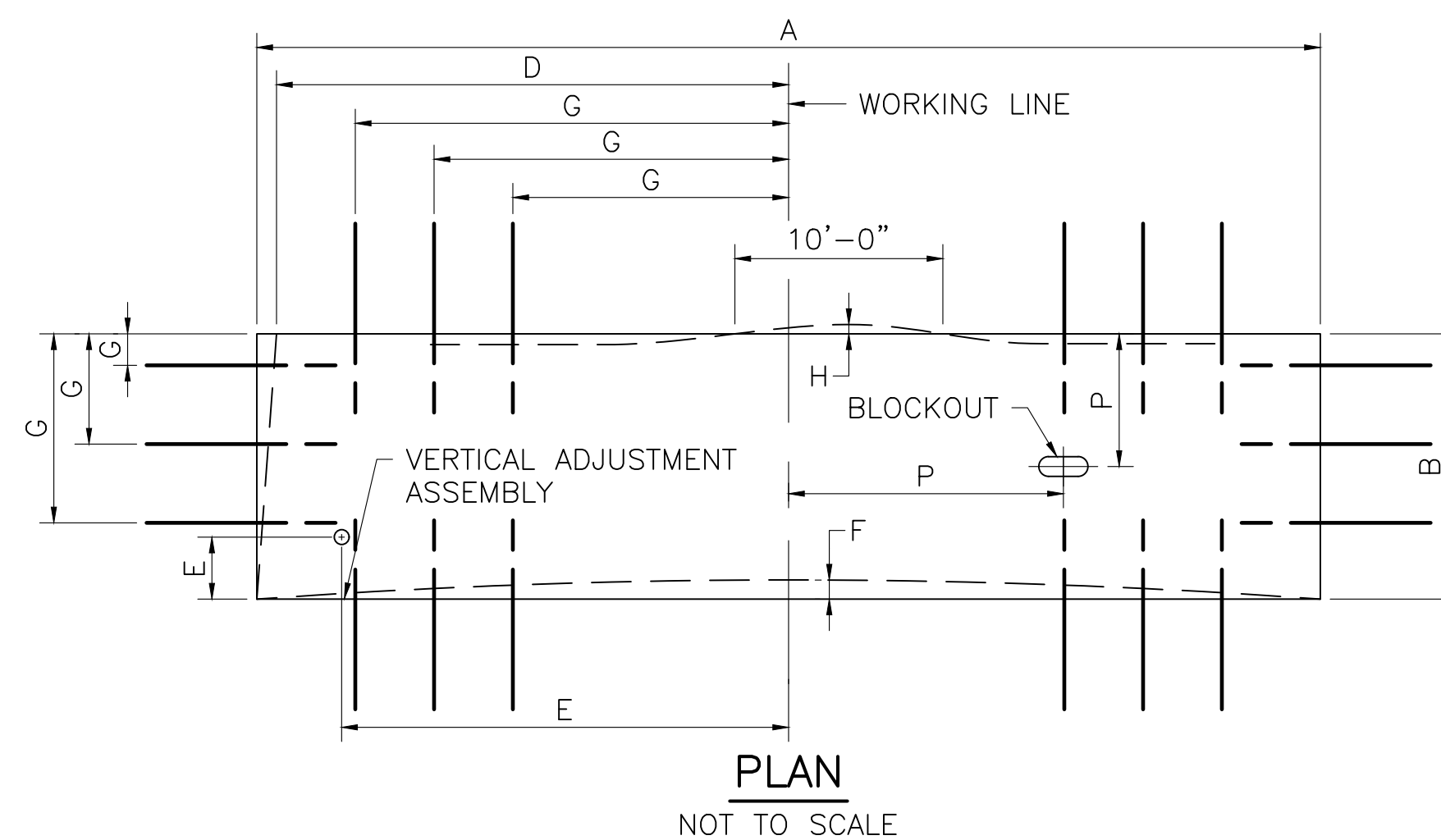
PLAN
NOT TO SCALE



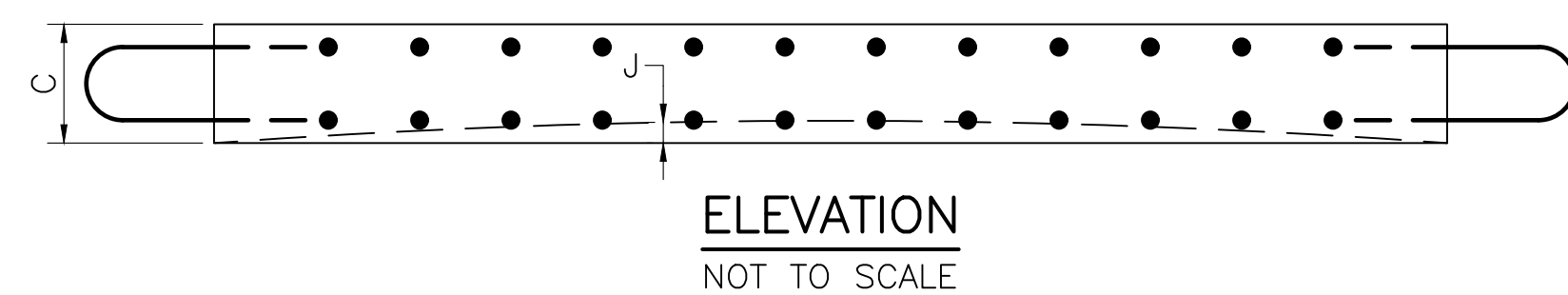
ELEVATION
NOT TO SCALE

APPROACH SLAB FABRICATION TOLERANCES

A	LENGTH (OVERALL)	$\pm \frac{1}{4}$ "
B	WIDTH (OVERALL)	$\pm \frac{1}{4}$ "
C	DEPTH (OVERALL)	$\pm \frac{1}{4}$ "
D	VARIATION FROM SPECIFIED PLAN END SQUARENESS OR SKEW	$\pm \frac{1}{2}$ "
E	SWEEP OVER MEMBER LENGTH	$\pm \frac{3}{8}$ "
F	LOCATION OF SLEEVE FOR DOWELS MEASURED FROM A WORKING LINE	$\pm \frac{1}{2}$ "
G	LOCAL SMOOTHNESS OF ANY SURFACE	$\pm \frac{1}{4}$ " IN 10 FEET



PLAN
NOT TO SCALE



ELEVATION
NOT TO SCALE

DECK PANEL FABRICATION TOLERANCES

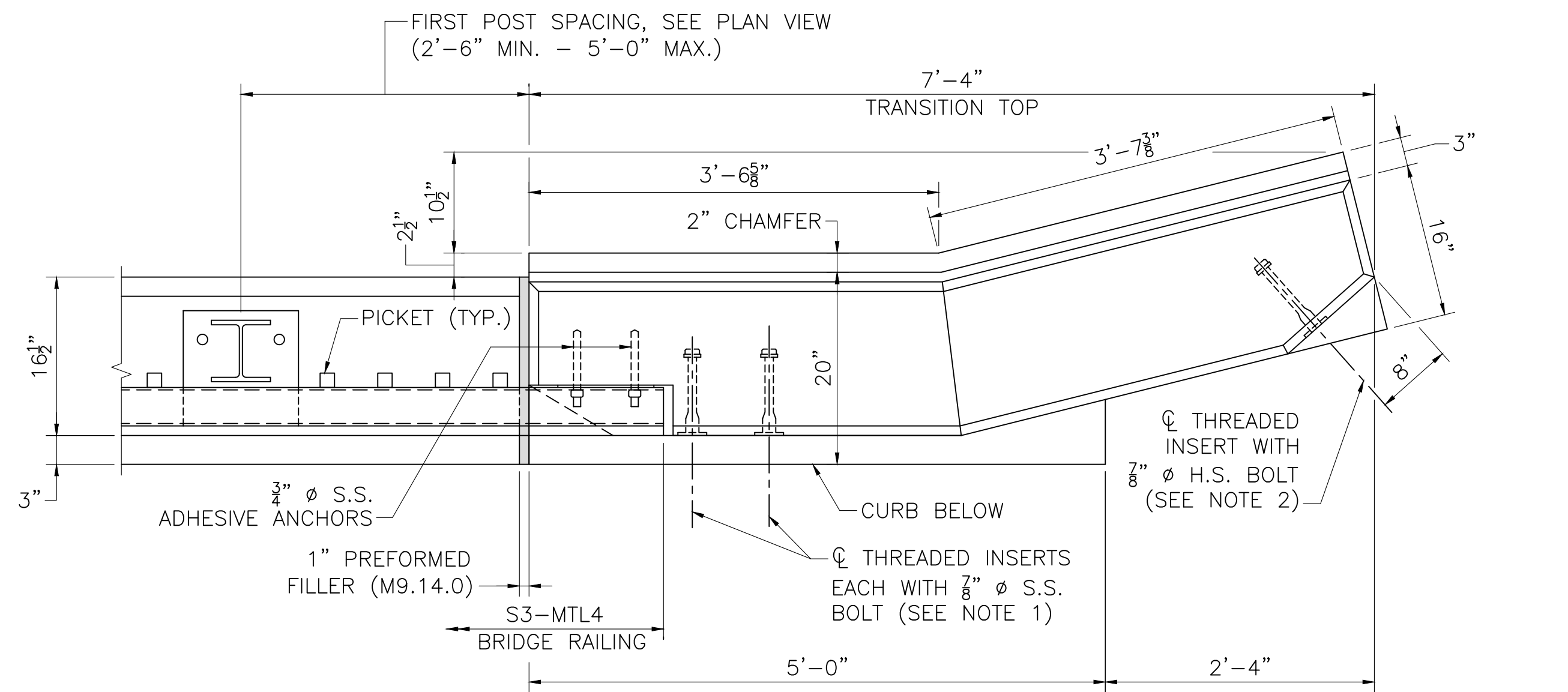
A	LENGTH (OVERALL)	$\pm \frac{3}{8}$ "
B	WIDTH (OVERALL)	$\pm \frac{1}{4}$ "
C	DEPTH (OVERALL)	$\pm \frac{1}{4}$ "
D	VARIATION FROM SPECIFIED PLAN END SQUARENESS OR SKEW	$\pm \frac{1}{4}$ "
E	LOCATION OF VERTICAL ADJUSTMENT ASSEMBLY	± 1 "
F	SWEEP OVER MEMBER LENGTH	$\pm \frac{1}{4}$ "
G	LOCATION OF REINFORCEMENT (MEASURED FROM WORKING LINE)	$\pm \frac{1}{4}$ "
H	LOCAL SMOOTHNESS OF ANY SURFACE	$\pm \frac{1}{4}$ " IN 10'
J	CAMBER VARIATION FROM DESIGN CAMBER	$\pm \frac{1}{4}$ "
P	LOCATION OF BLOCKOUT FOR SHEAR CONNECTORS	$\pm \frac{1}{2}$ "

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GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER

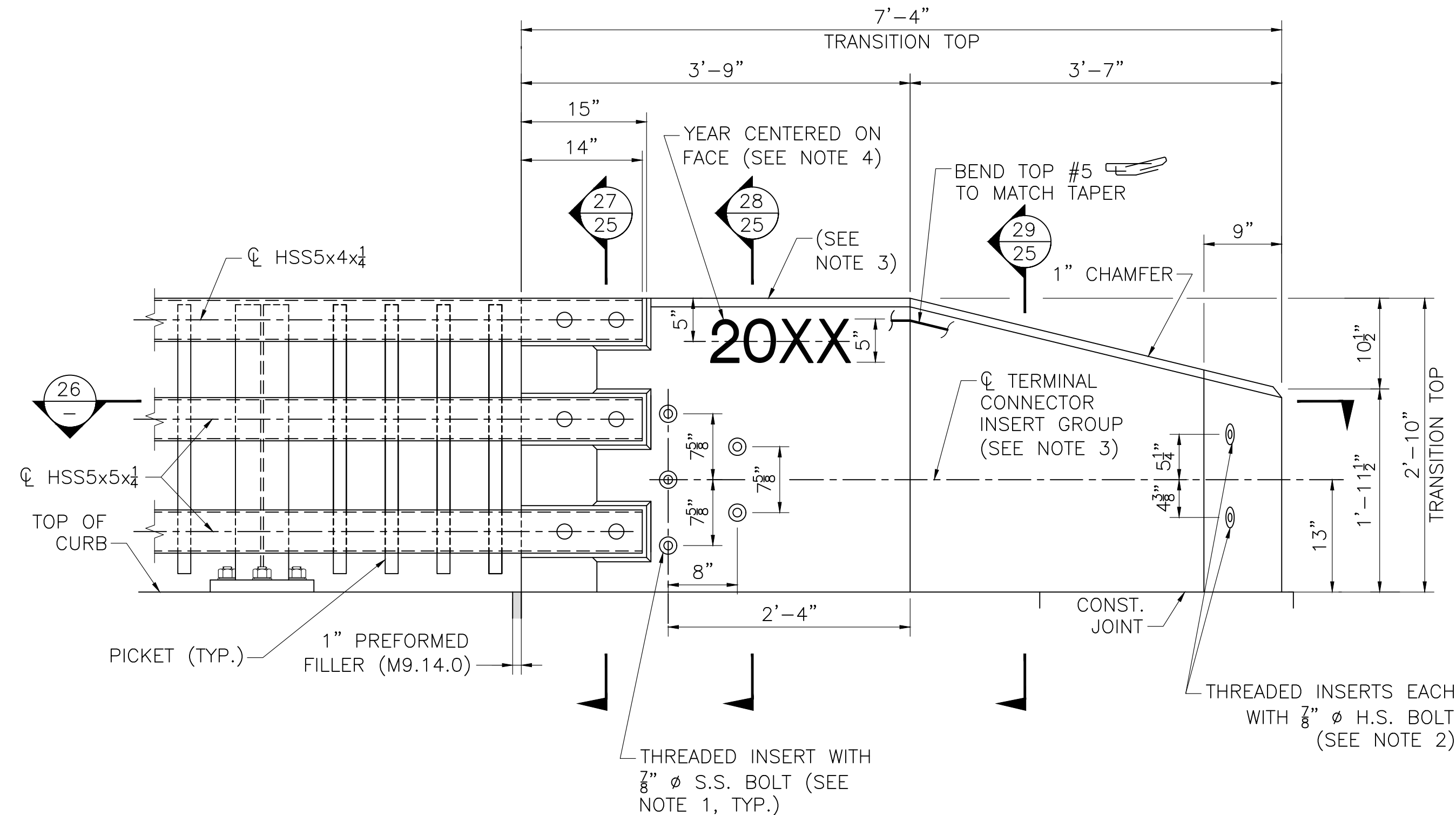
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	41	53
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HIGHWAY GUARDRAIL TRANSITION SHEET 1 OF 2



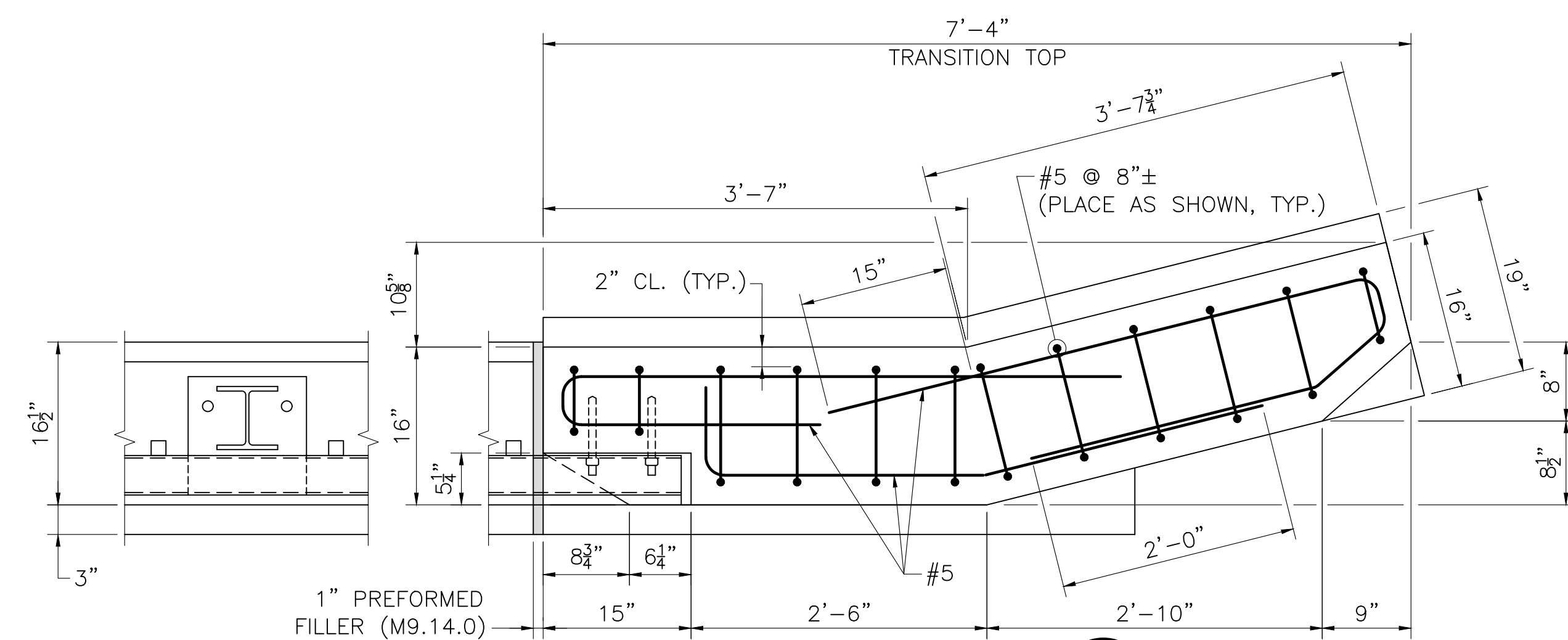
PLAN AT SAFETY CURB

SCALE: 1" = 1'-0"



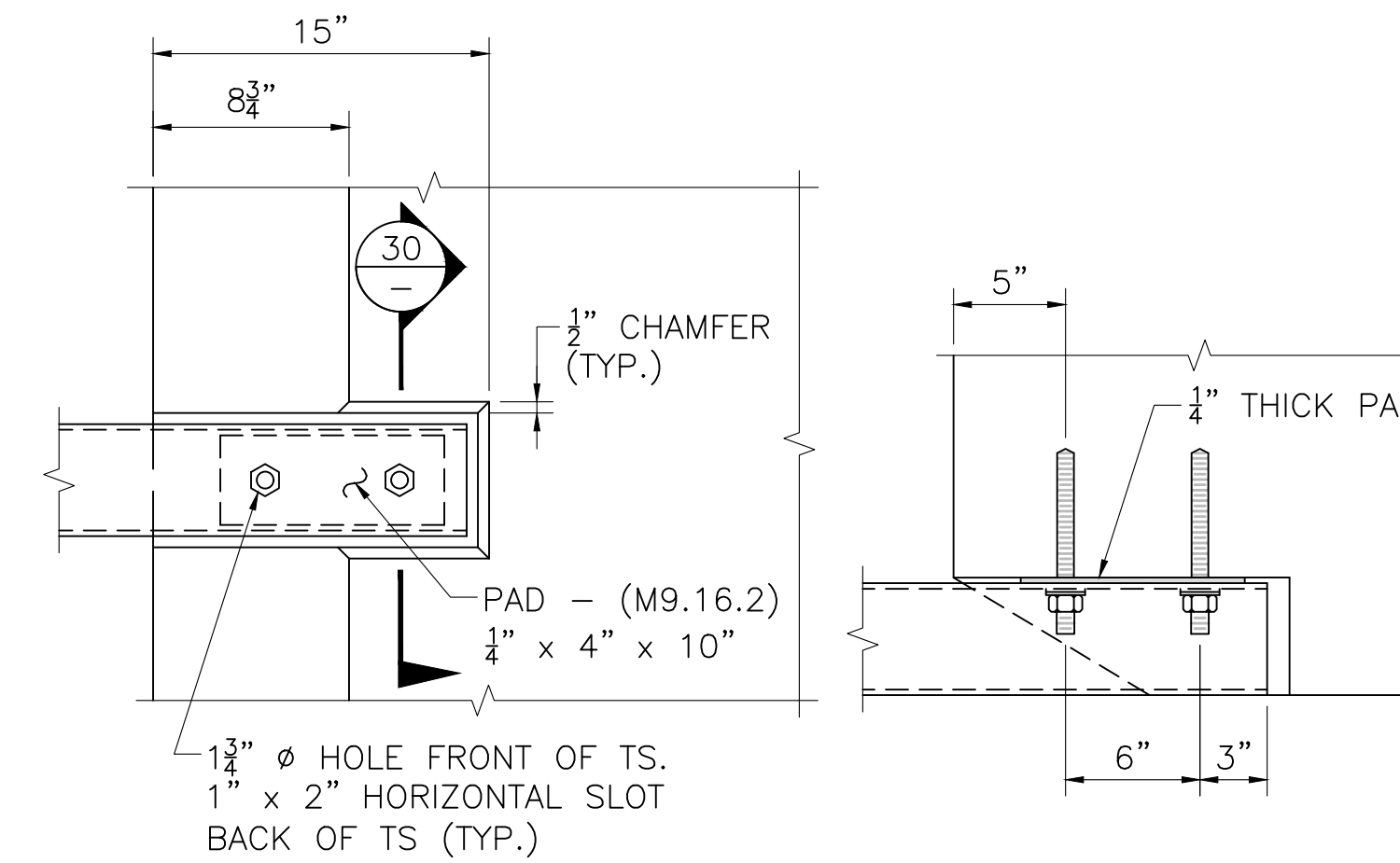
ELEVATION AT SAFETY CURB

SCALE: 1" = 1'-0"



SECTION 26

SCALE: 1" = 1'-0"

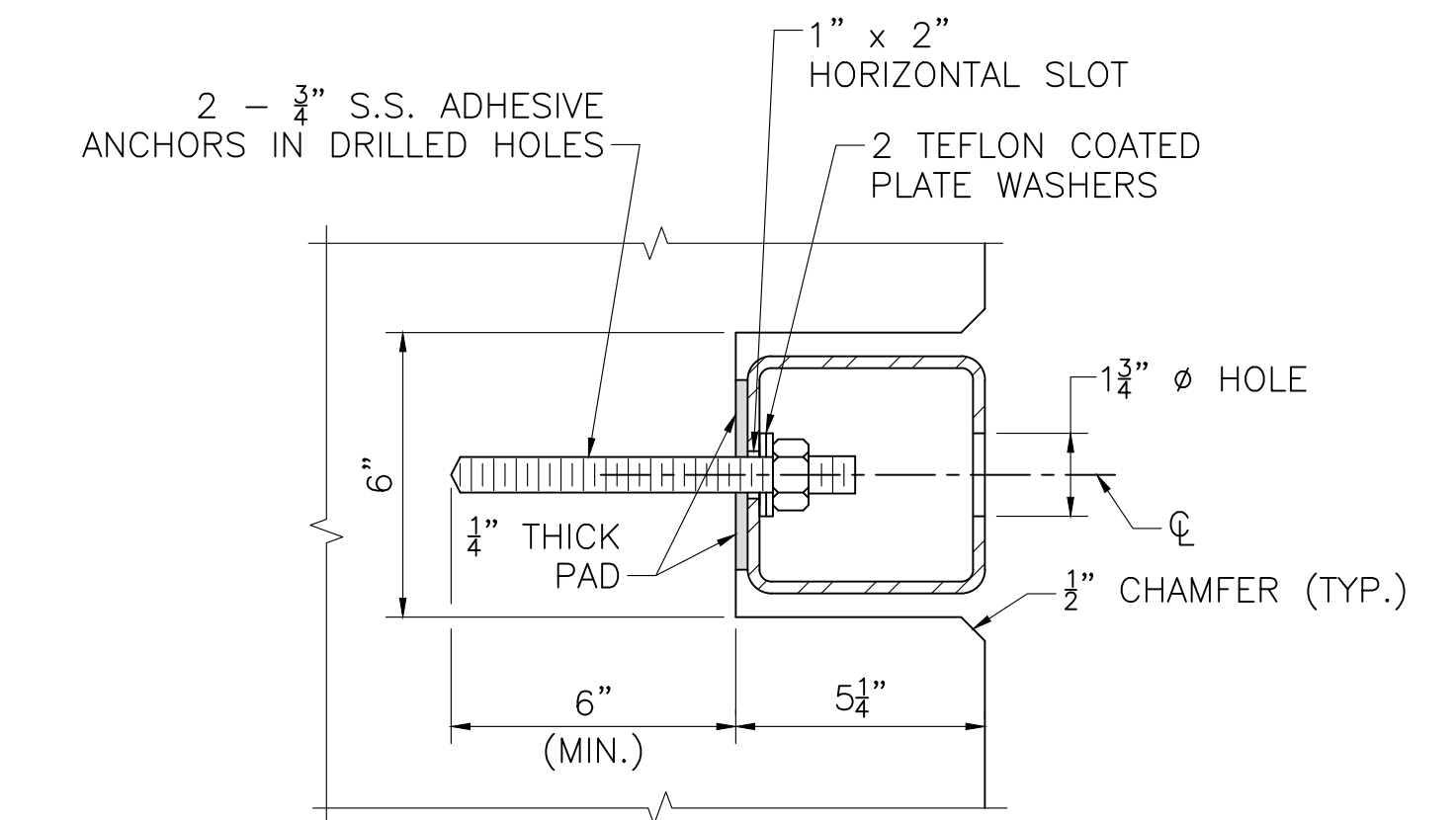


ELEVATION VIEW

PLAN VIEW

RAIL ATTACHMENT

SCALE: 1 1/2" = 1'-0"



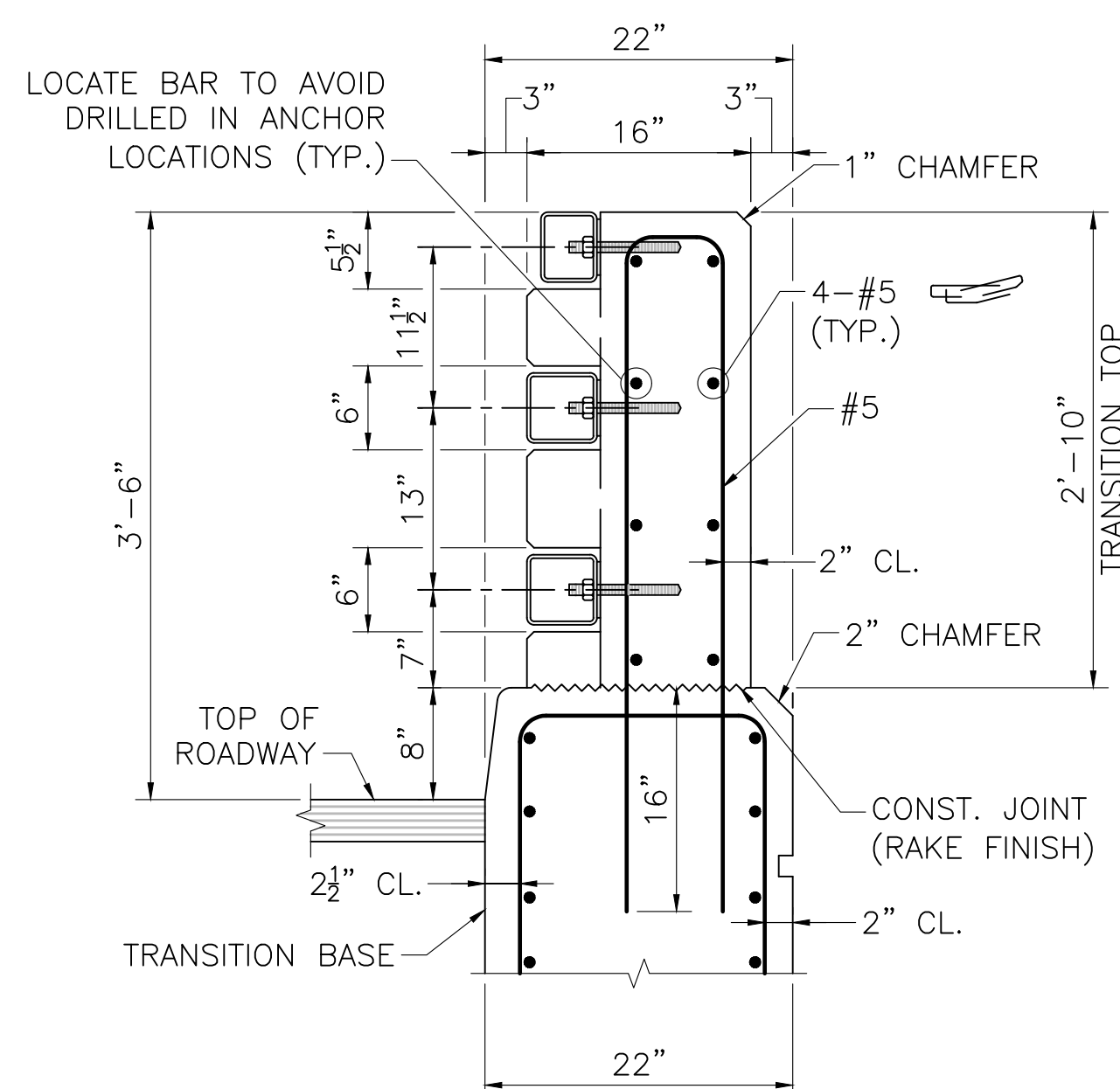
SECTION 30

SCALE: 3" = 1'-0"

NOTES:

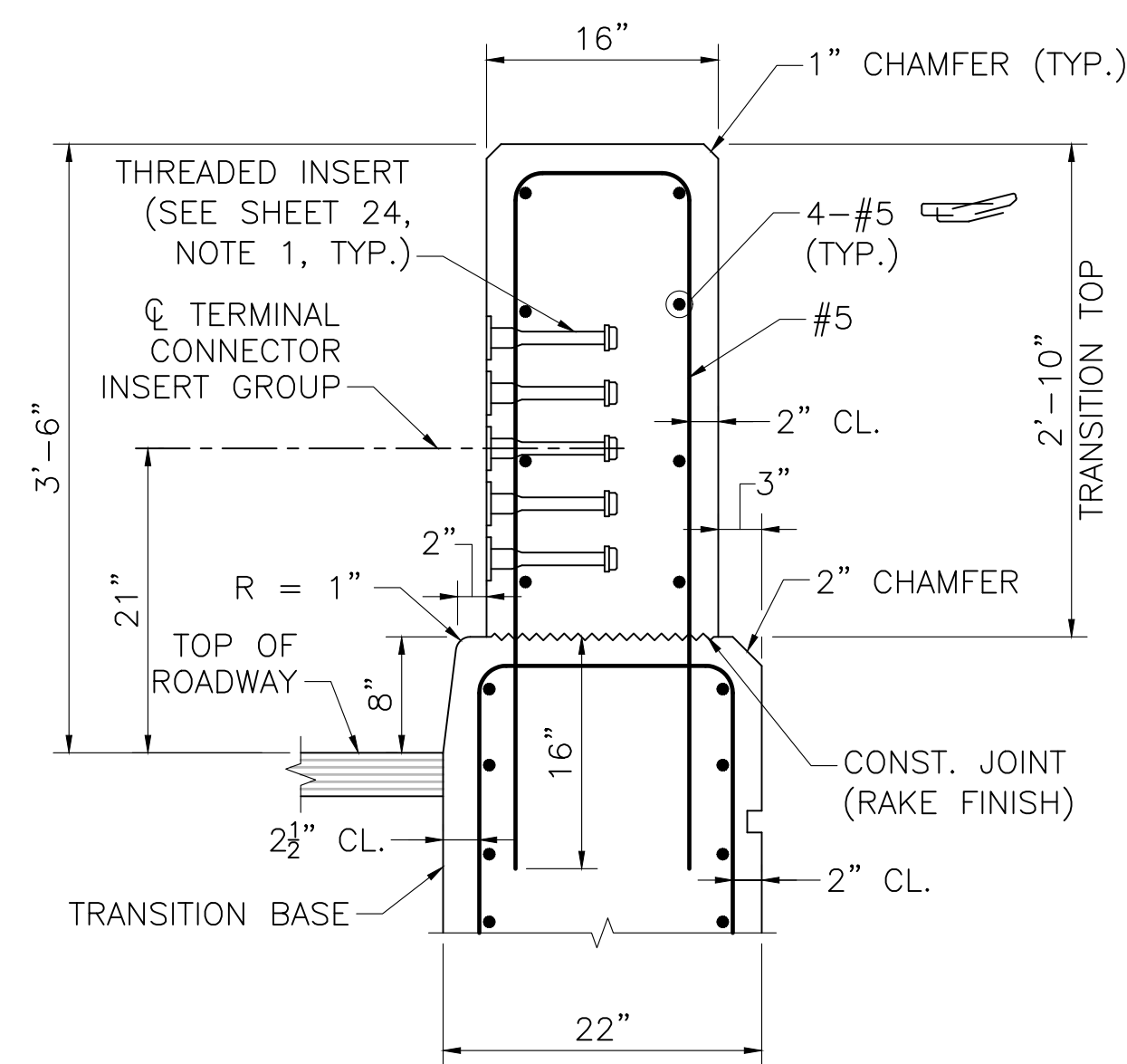
- THREADED INSERTS SHALL BE PREQUALIFIED BY THE MANUFACTURER AS BEING CAPABLE OF DEVELOPING A NOMINAL SHEAR RESISTANCE OF 20 KIPS PER 7/8" Ø S.S. (STAINLESS STEEL) BOLT. S.S. BOLTS SHALL BE 7/8" Ø x 1 1/2" LONG FULLY THREADED CONFORMING TO ASTM F593D WITH AISI TYPE 304N S.S. WASHERS. INSERTS FOR 7/8" S.S. BOLTS SHALL BE GALVANIZED AND CAST INTO THE TRANSITION.
- 7/8" Ø HIGH STRENGTH BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F3125 AND BE GALVANIZED. USE ADDITIONAL WASHERS AS REQUIRED TO PROPERLY ENGAGE THE BOLTS.
- FOR AN APPROACH GRADE IN EXCESS OF 3%, THE TRANSITION TOP AND THE TOP OF CURB SHALL FOLLOW THE APPROACH GRADE. THE HEIGHT OF THE TRANSITION TOP SHALL VARY PROVIDED THAT THE MINIMUM DIMENSIONS SHOWN ON THE CONSTRUCTION DRAWINGS ARE MET. THE BOTTOM OF THE TRANSITION BASE SHALL BE SET LEVEL WITH THE MINIMUM EMBEDMENT DEPTH SHOWN. THE TERMINAL CONNECTOR INSERT GROUP SHALL BE SLOPED TO FOLLOW THE APPROACH GRADE.
- FOR AN APPROACH GRADE UP TO 3%, THE TRANSITION MAY BE CAST SQUARE AND SET PLUMB WITH THE MINIMUM EMBEDMENT DEPTH SHOWN. THE TERMINAL CONNECTOR INSERT GROUP SHALL BE SQUARE TO THE POST.
- USE LATEST CONTRACT COMPLETION YEAR IN EFFECT WHEN THE FIRST GUARDRAIL TRANSITION IS CAST. USE THIS YEAR FOR ALL GUARDRAIL TRANSITIONS.
- ALL CONCRETE FOR THE PRECAST HIGHWAY GUARDRAIL TRANSITION SHALL BE 5000 HP CEMENT CONCRETE.
- LIFTING DEVICES (NOT SHOWN), INCLUDING THEIR NUMBER AND LOCATION, SHALL BE DESIGNED AND DETAILED BY THE PRECASTER. THEY SHALL BE GALVANIZED AND SHALL BE PLACED AND RECESSED IN POCKETS TO PROVIDE 1 1/2" CLEAR COVER TO THE FACE OF THE TRANSITION CONCRETE. THESE DEVICES SHALL BE CLEARLY SHOWN ON THE SHOP DRAWINGS ALONG WITH ALL SUPPORTING CALCULATIONS AND/OR CATALOG CUTS. ONCE THE PRECAST TRANSITION IS SET IN PLACE, THE LIFTING DEVICE POCKETS SHALL BE FILLED WITH A NON-SHRINK GROUT THAT MATCHES THE COLOR OF THE TRANSITION CONCRETE WHEN CURED AND THE FILLED POCKETS SHALL BE RUBBED WITH A CORUNDUM STONE TO BLEND OUT THE JOINTS.

DATE	ISSUED FOR CONSTRUCTION
JUNE 6, 2026	ISSUED FOR CONSTRUCTION
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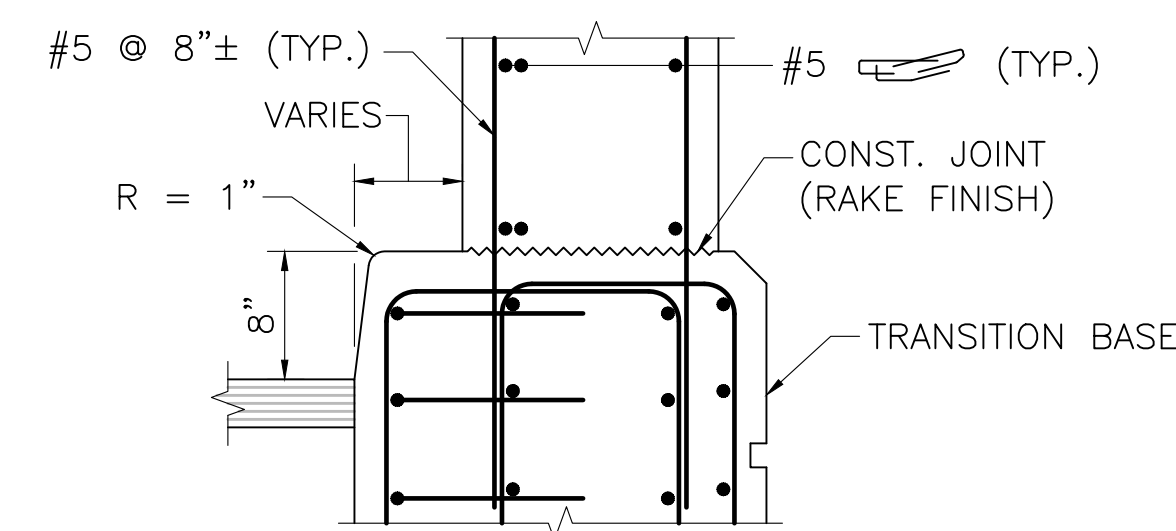
SECTION AT SAFETY CURB

SECTION 27
SCALE: 1" = 1'-0" 24



SECTION AT SAFETY CURB

SECTION 28
SCALE: 1" = 1'-0" 24



SECTION AT SAFETY CURB

SECTION 29
SCALE: 1" = 1'-0" 24

GREAT BARRINGTON
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MA	HIP(NGB)-003S(961)X	42	53
PROJECT FILE NO.		612183	

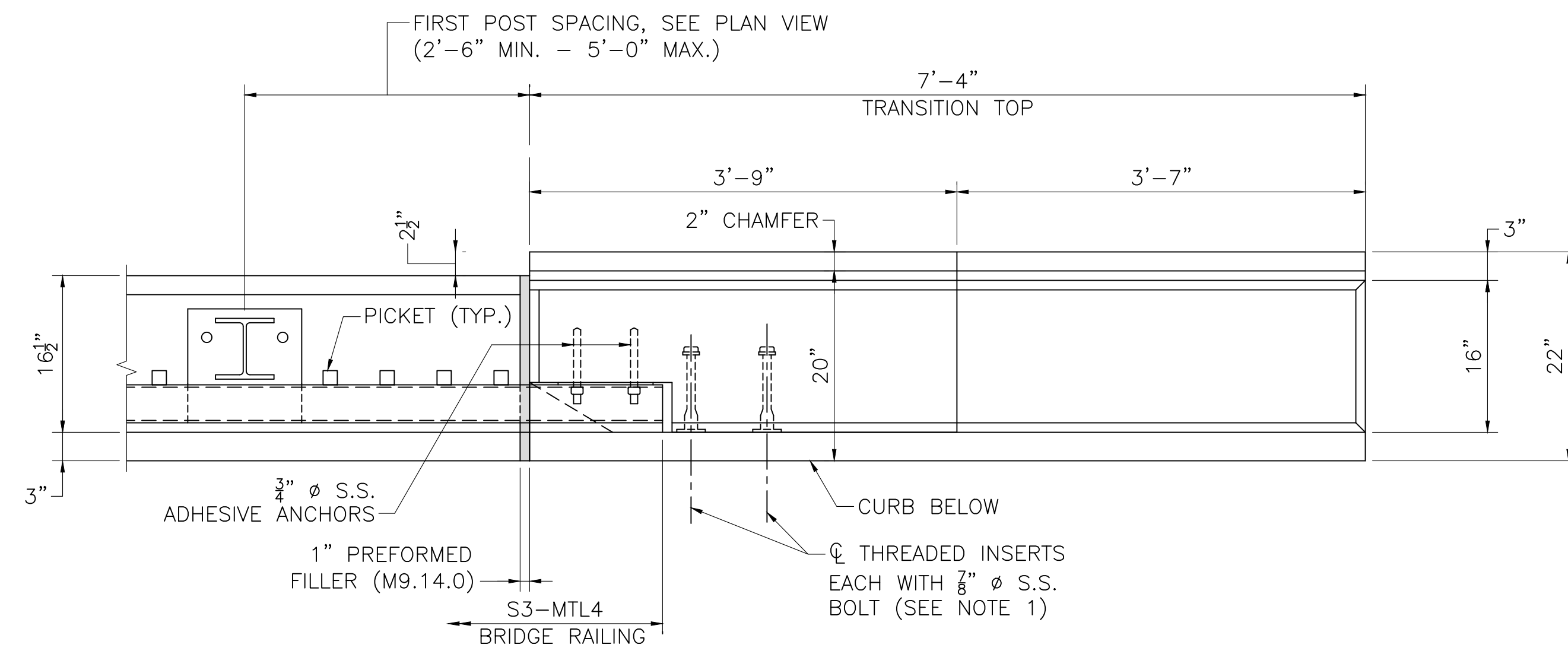
HIGHWAY GUARDRAIL TRANSITION SHEET 2 OF 2

JUNE 6, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

GREAT BARRINGTON
DIVISION STREET OVER HOUSATONIC RIVER

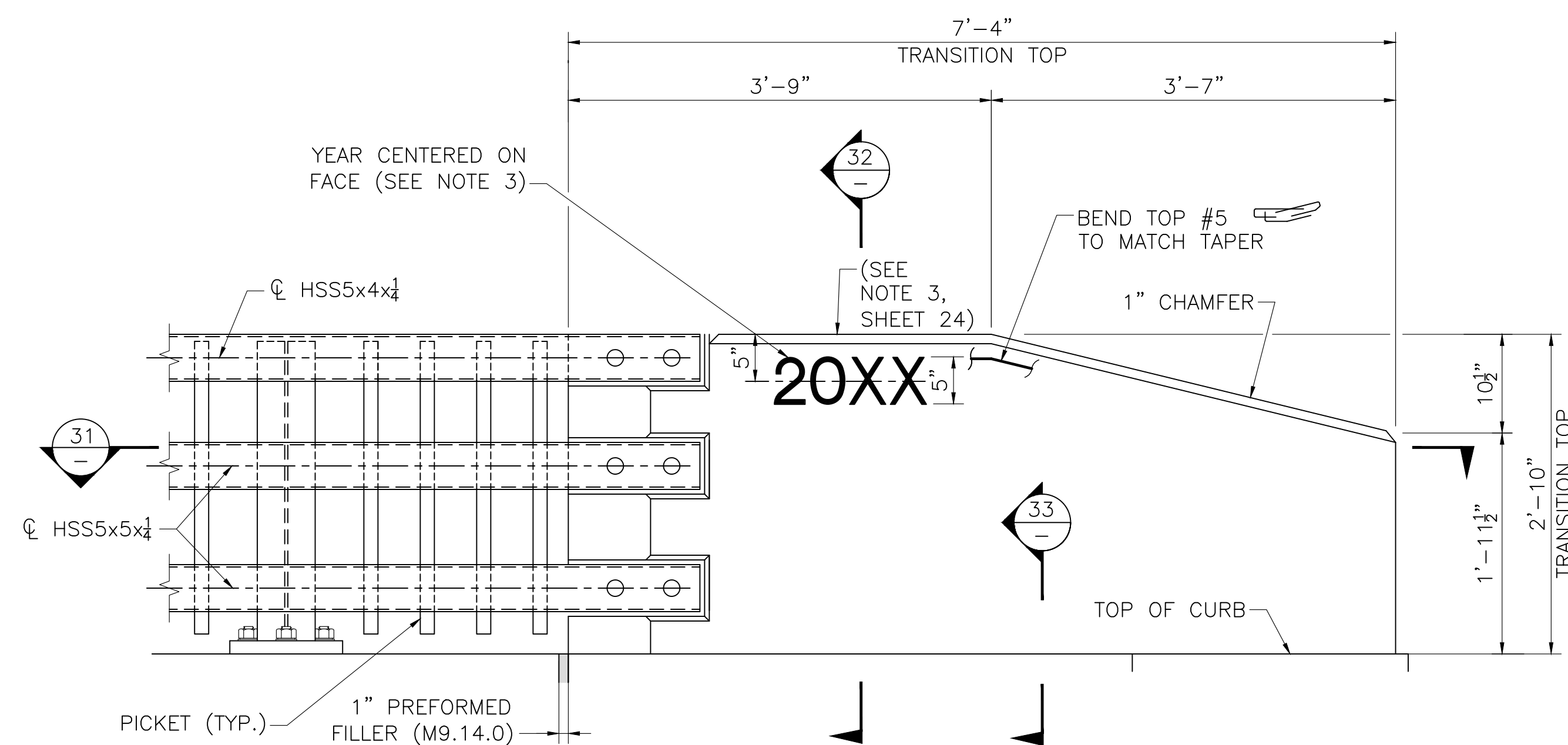
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	43	53
PROJECT FILE NO.		612183	

NON-STANDARD HIGHWAY GUARDRAIL TRANSITION



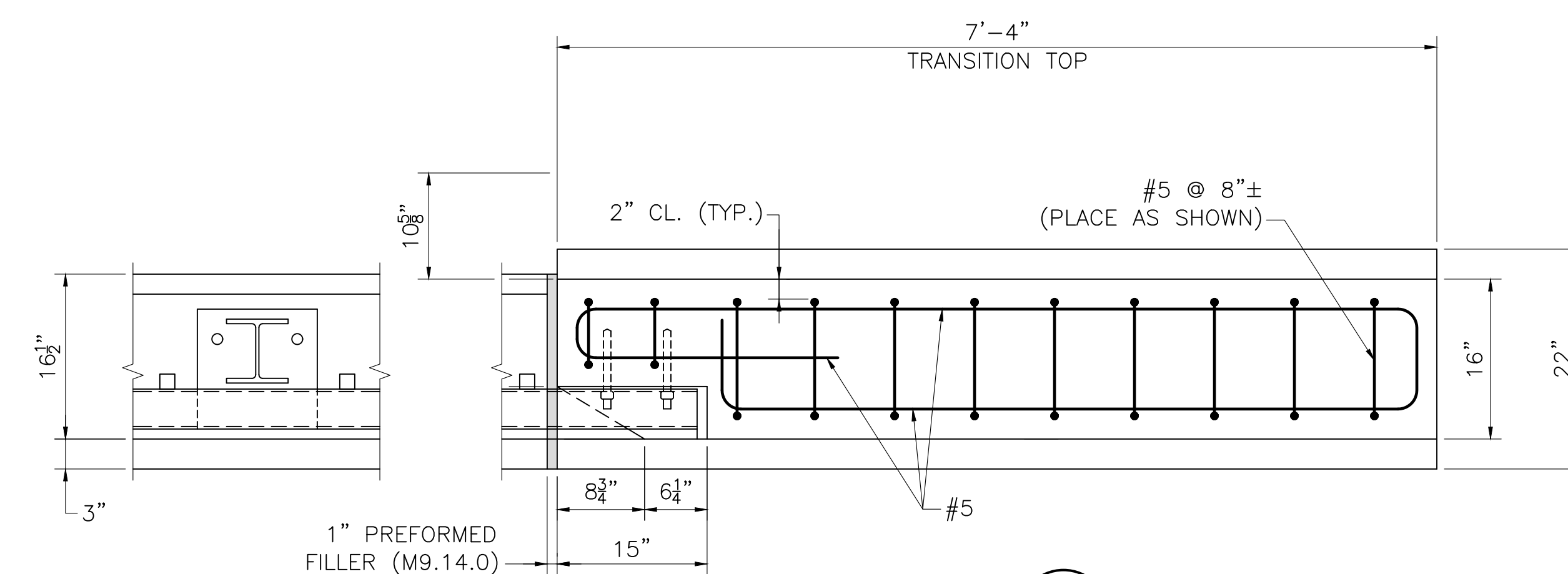
PLAN AT SOUTHWEST CORNER

SCALE: 1" = 1'-0"



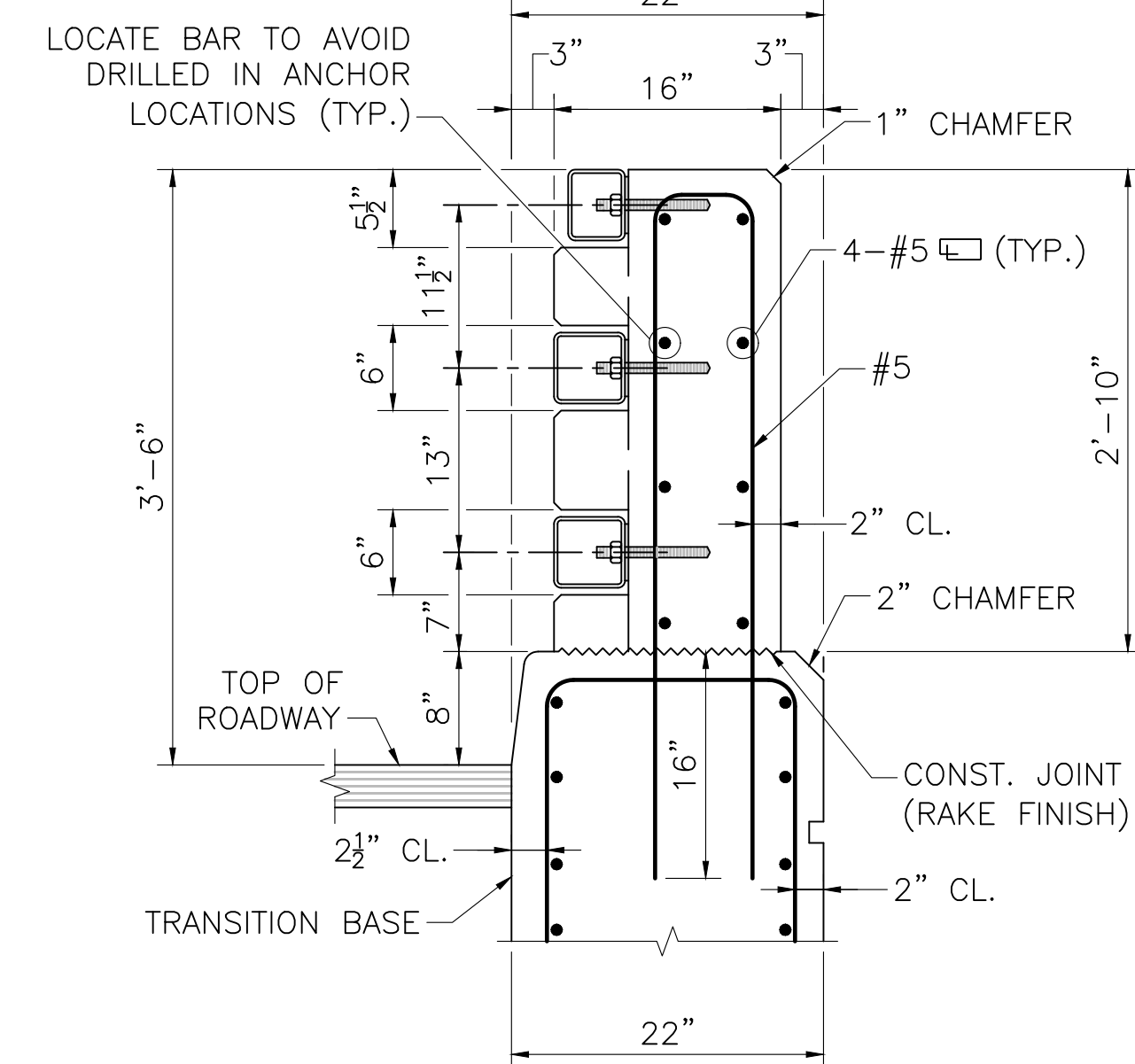
ELEVATION AT SOUTHWEST CORNER

SCALE: 1" = 1'-0"



SECTION 31

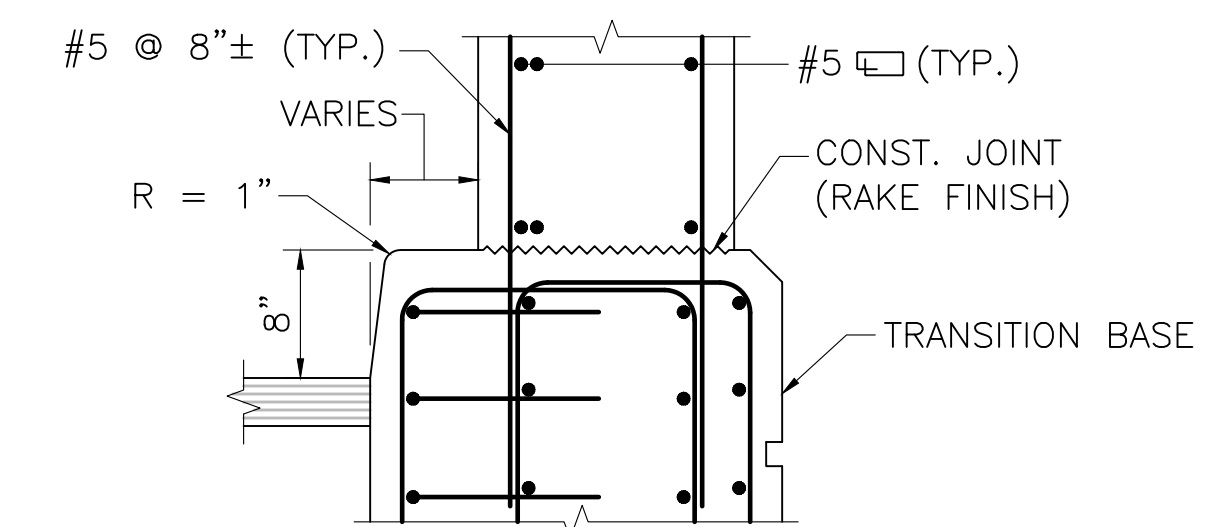
SCALE: 1" = 1'-0"



SECTION AT SAFETY CURB

SECTION 32

SCALE: 1" = 1'-0"



SECTION AT SAFETY CURB

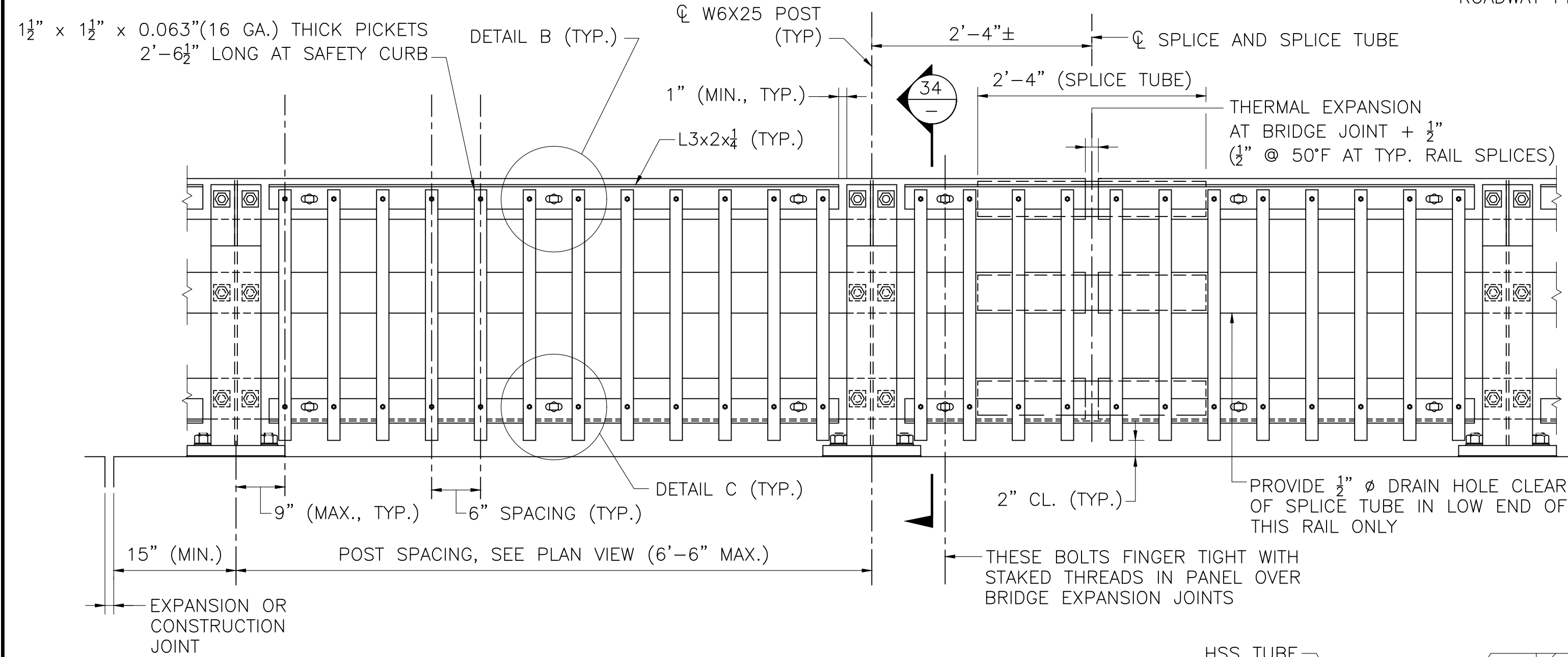
SECTION 33

SCALE: 1" = 1'-0"

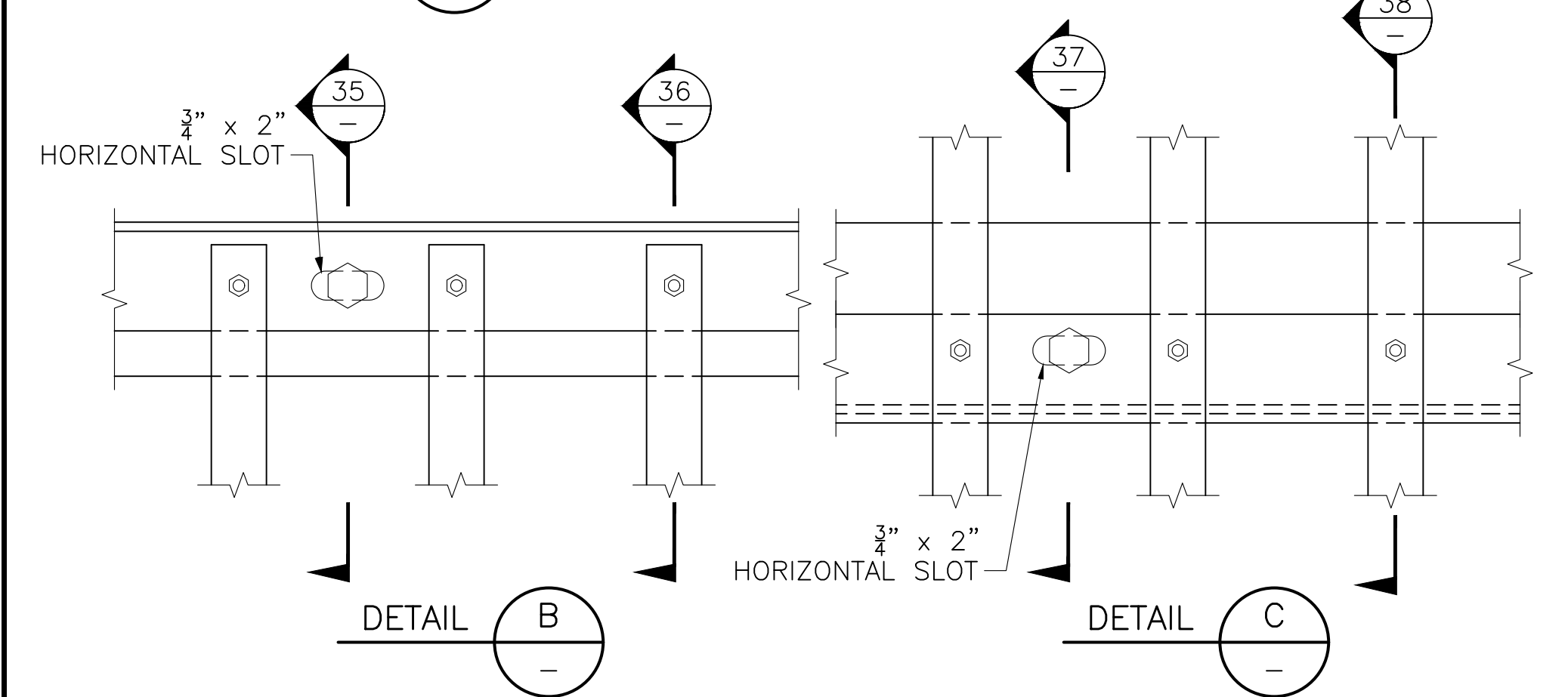
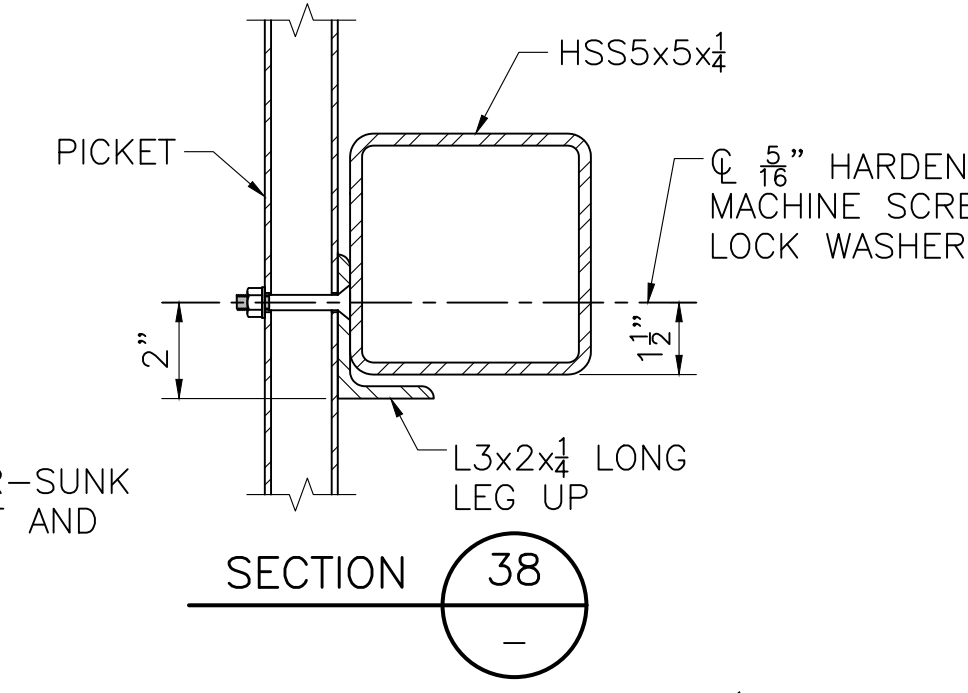
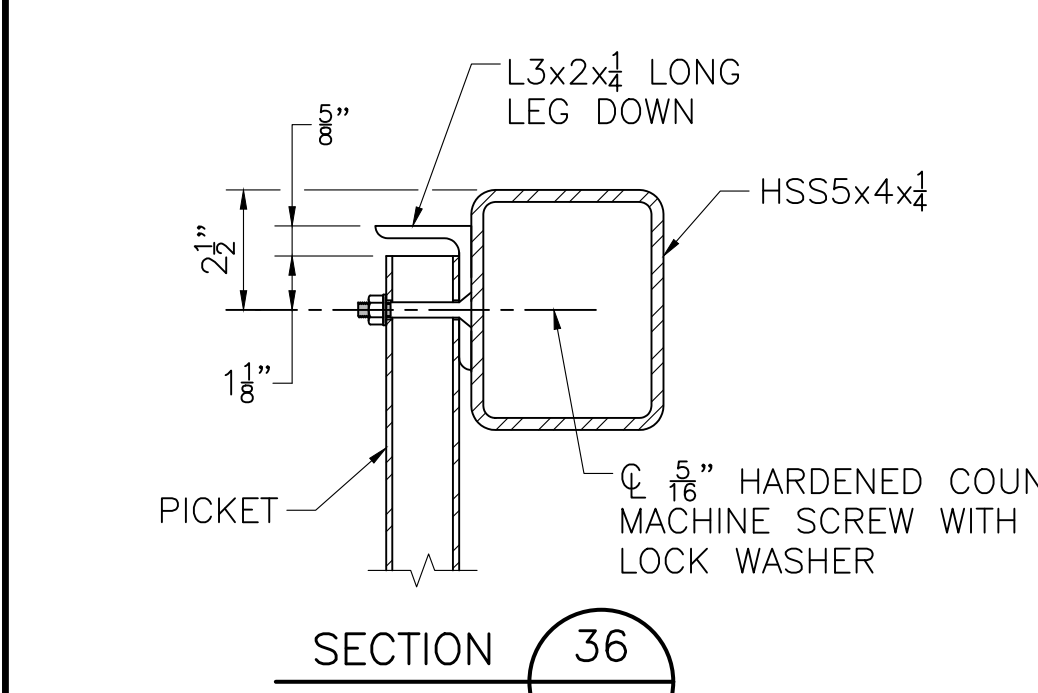
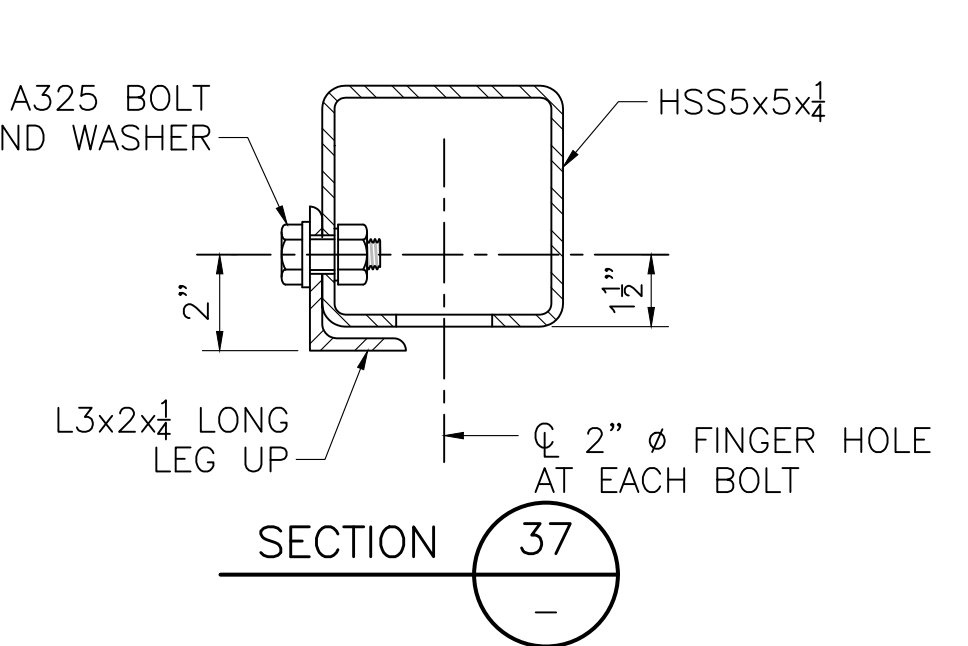
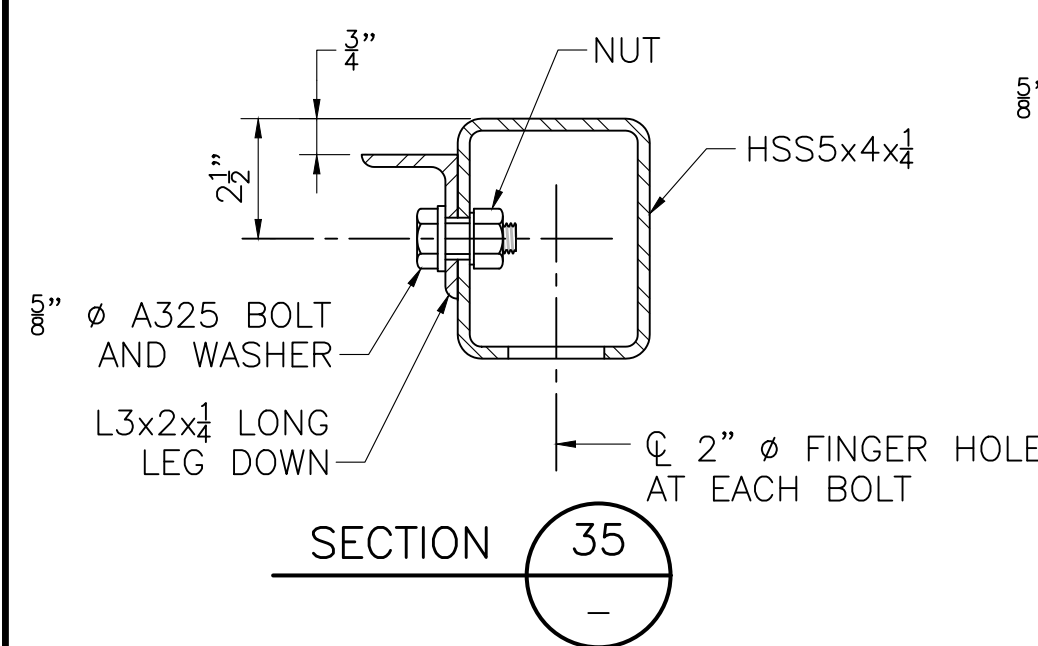
NOTES:

1. PROPOSED SOUTHWEST NON-STANDARD HIGHWAY GUARDRAIL SHOWN, NORTHWEST SIMILAR.
2. SEE SHEET 24 FOR ALL RELEVANT HIGHWAY GUARDRAIL TRANSITION NOTES.
3. SEE SHEET 24 FOR STANDARD RAIL ATTACHMENT DETAILS.

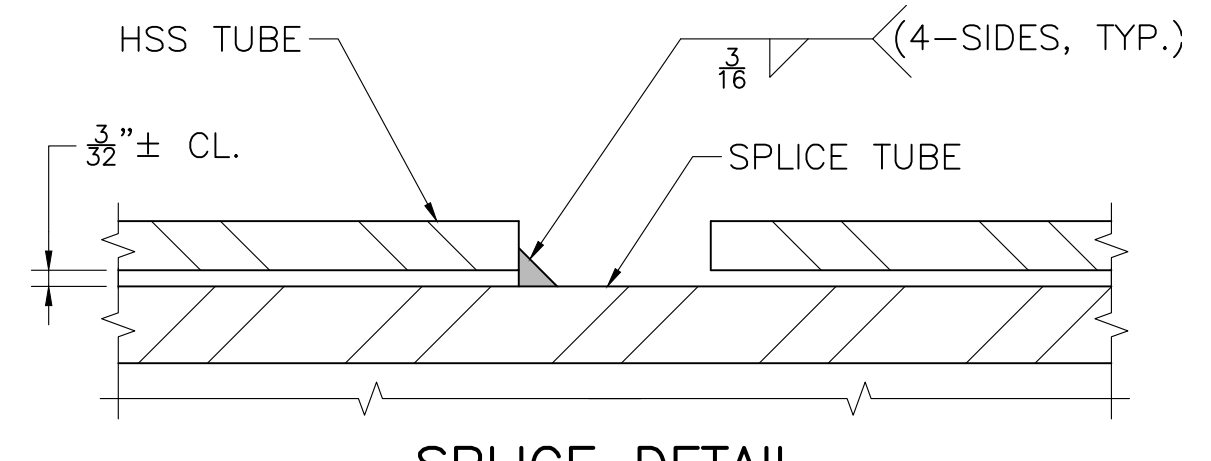
DATE	ISSUED FOR CONSTRUCTION
JUNE 6, 2026	ISSUED FOR CONSTRUCTION
DESCRIPTION	
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	



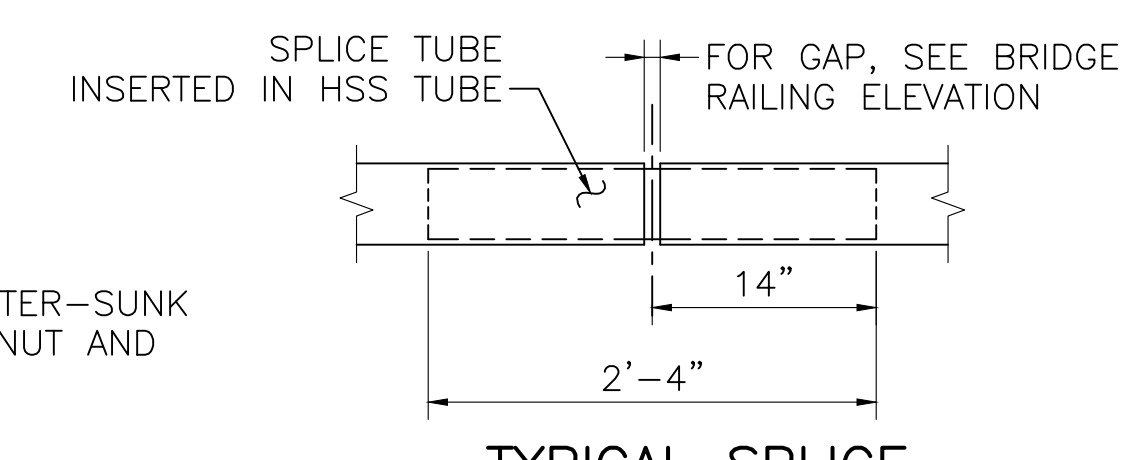
BRIDGE RAILING ELEVATION
SCALE: 1" = 1'-0"



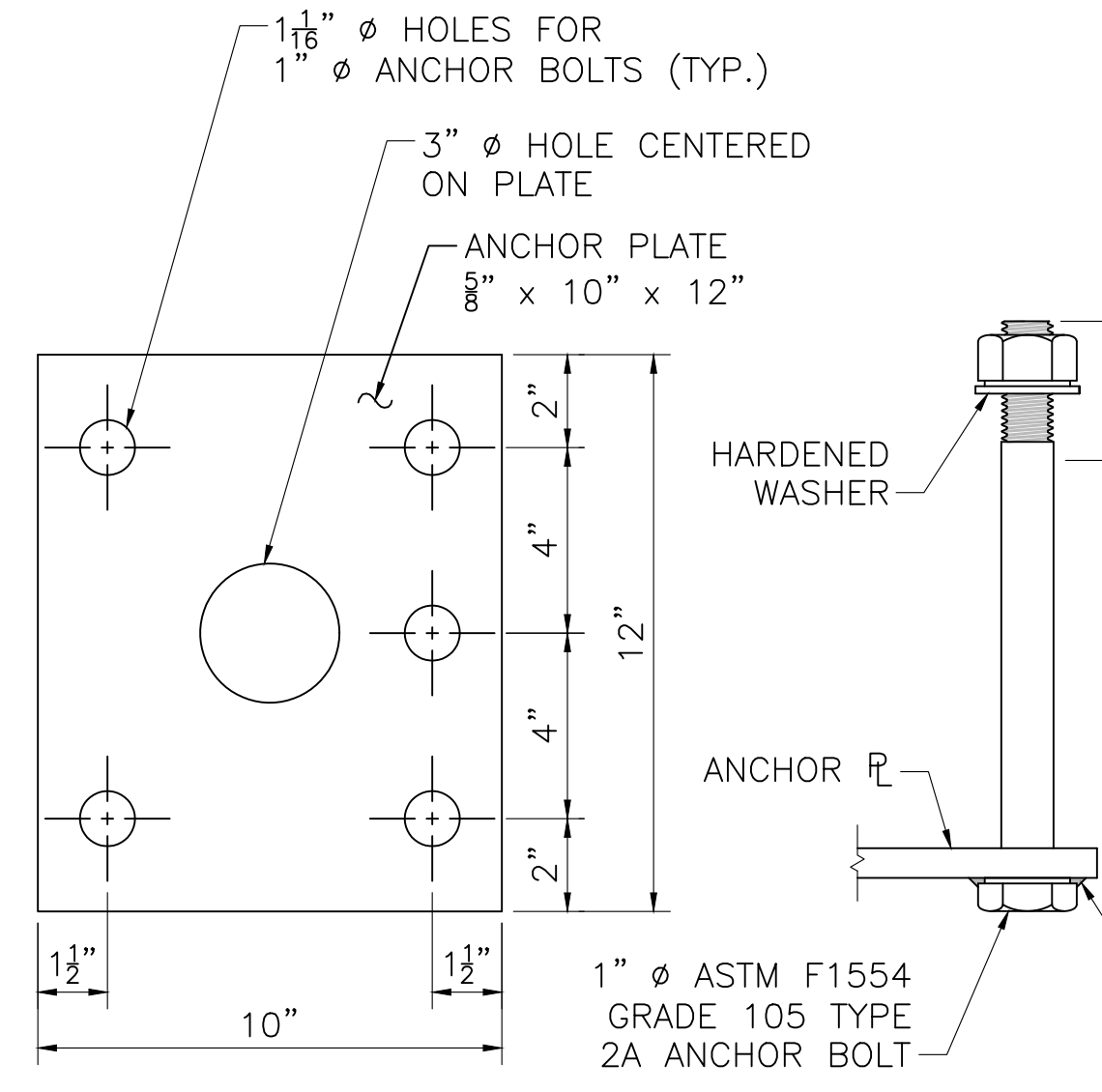
TYPICAL PICKET TO RAIL DETAILS
SCALE: 3" = 1'-0"



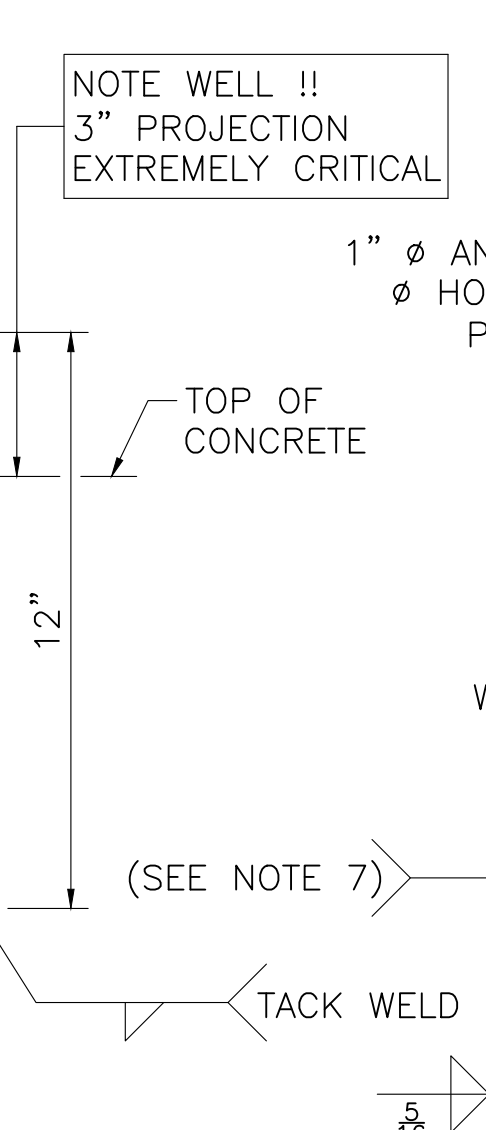
SPLICE DETAIL
SCALE: 1'-0" = 1'-0"



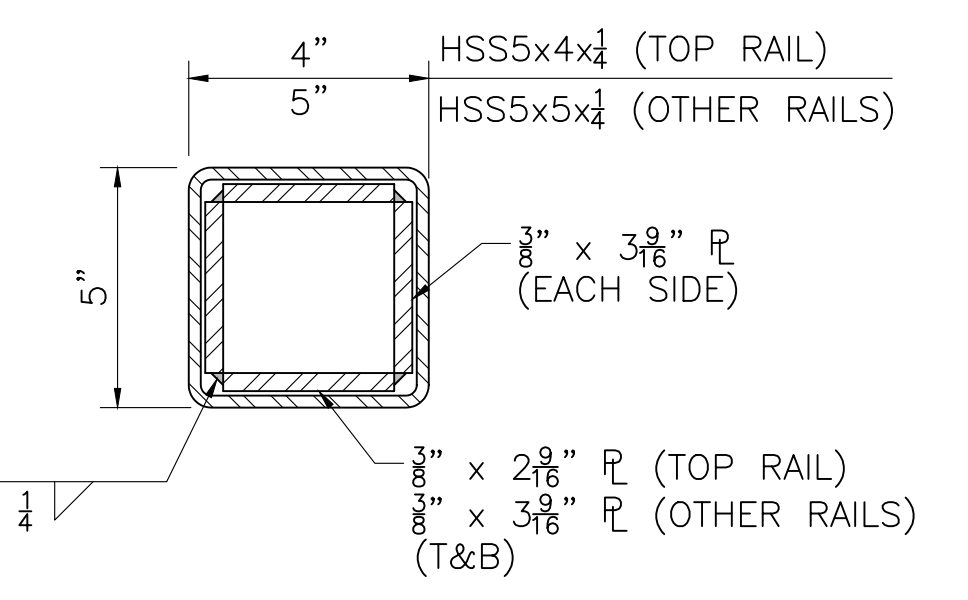
TYPICAL SPLICE
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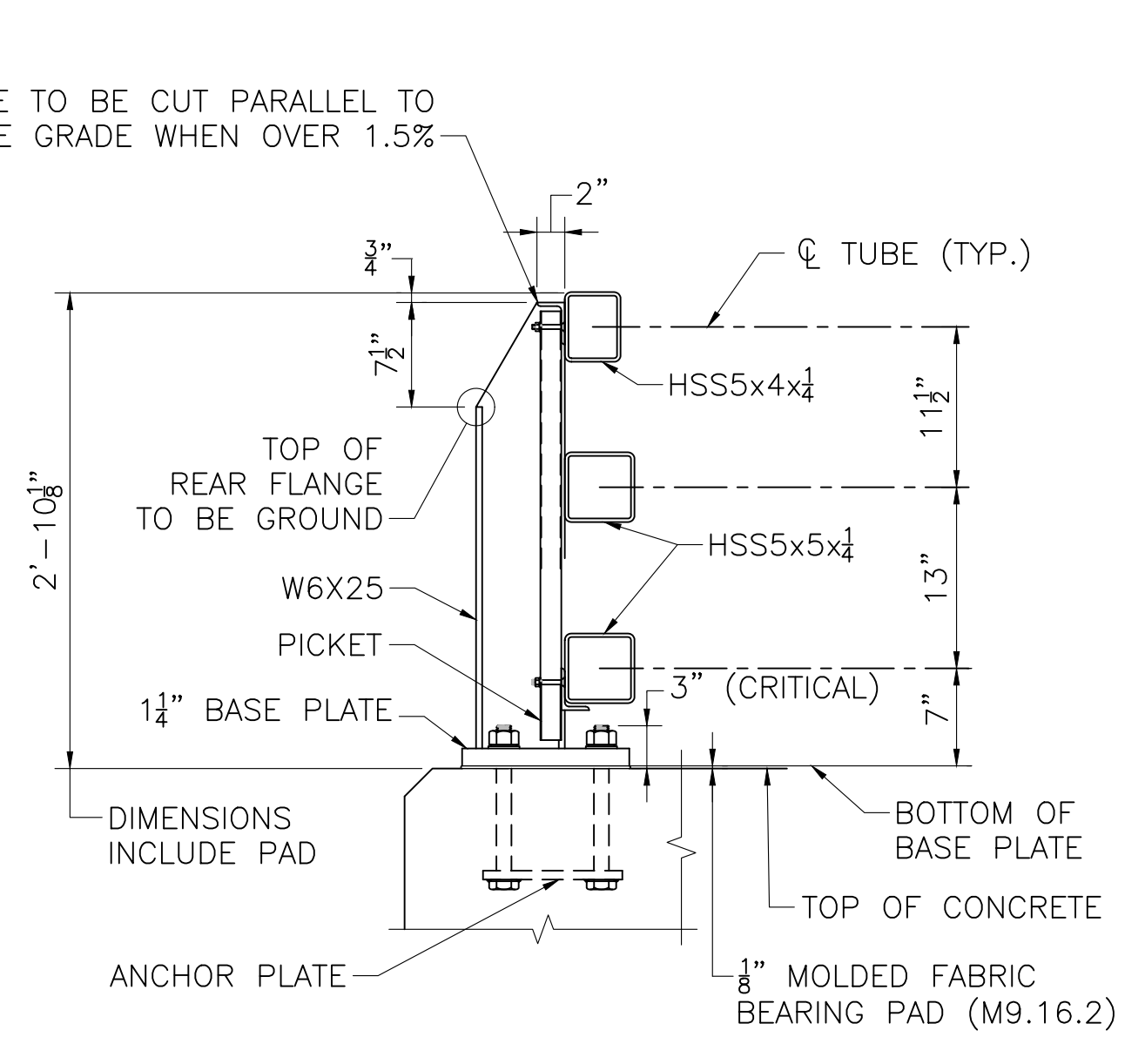
ANCHOR PLATE
SCALE: 3" = 1'-0"



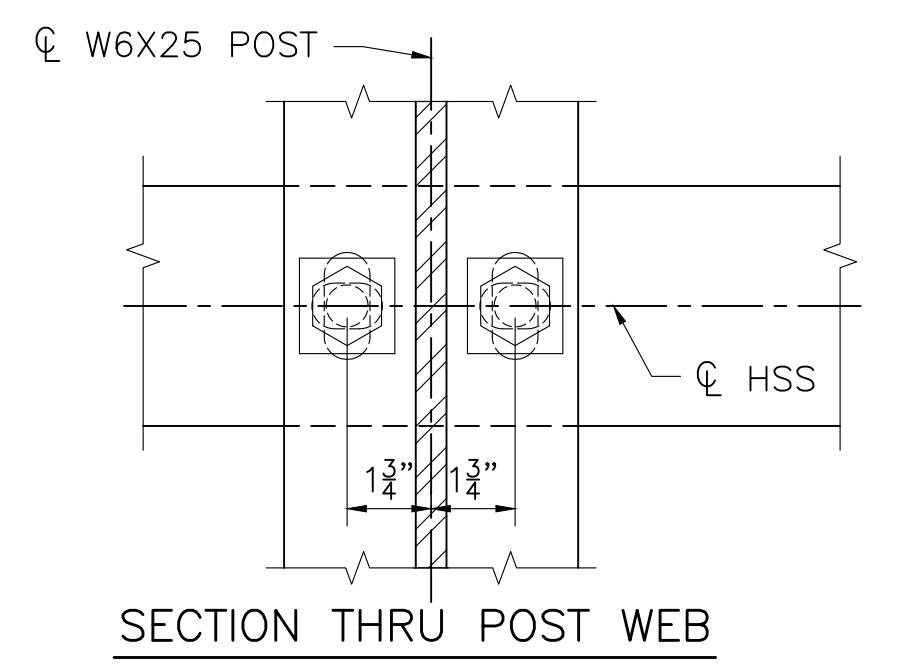
ANCHOR BOLT
SCALE: 3" = 1'-0"



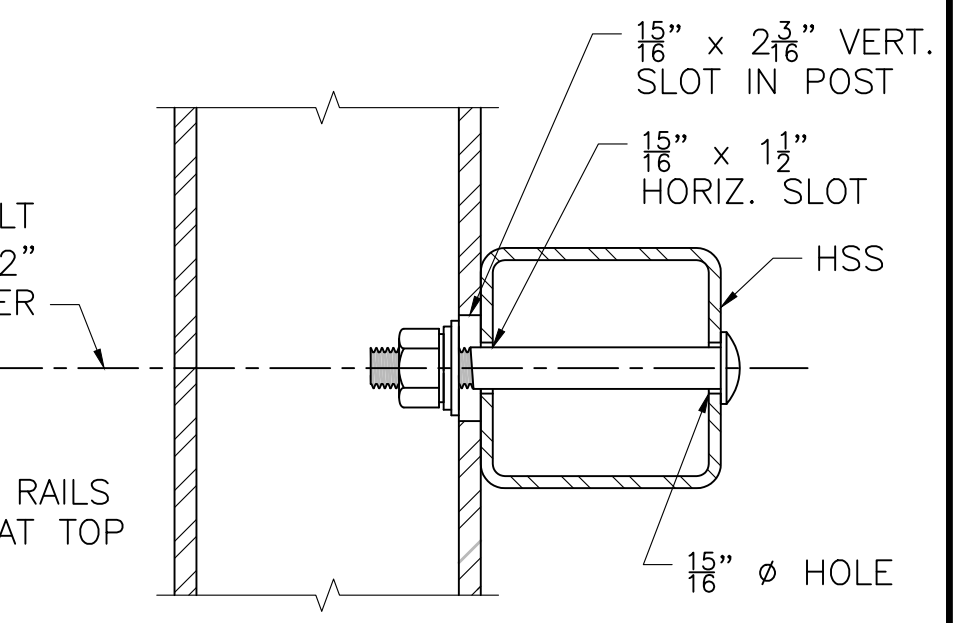
SPLICE TUBE DETAILS
SCALE: 3" = 1'-0"



SECTION 34
SCALE: 1" = 1'-0"

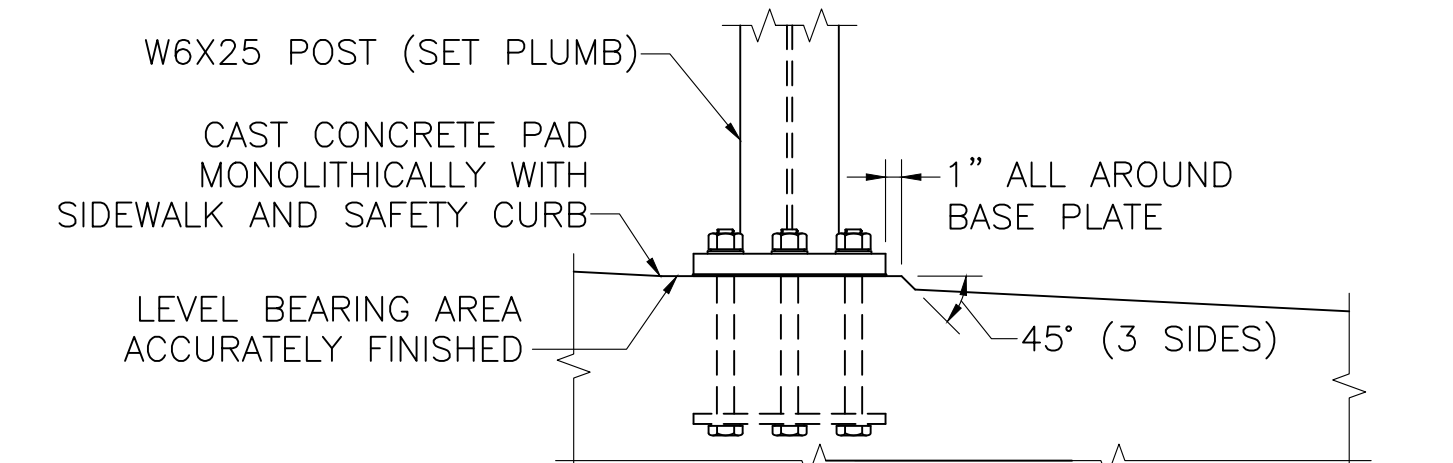


SECTION THRU POST WEB



NOTE:
CONNECTIONS AT LOWER RAILS SHOWN. CONNECTIONS AT TOP RAIL SIMILAR.

TYPICAL RAIL TO POST CONNECTIONS
SCALE: 3" = 1'-0"



SETTING OF POSTS (PROFILE GRADE OVER 1.5%)
SCALE: 1" = 1'-0"

RAILING NOTES:

- RAIL POST AND BASE PLATES SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 270 GRADE 50. HOLLOW RAILING STRUCTURAL TUBING (HSS) SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 500 WITH A CERTIFIED $F_y = 50$ KSI MINIMUM. THE MINIMUM HORIZONTAL BENDING RADIUS OF THE HSS TUBING SHALL BE 8 FEET. PICKET CARRIER ANGLES, ANCHOR PLATES, AND SPLICE TUBE PLATES SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 270 GRADE 36. PICKET TUBING SHALL CONFORM TO ASTM A 513 WITH $F_y = 36$ KSI MIN. OR A 500 GRADE B.
- ALL STEEL (EXCEPT THE 5/8" ANCHOR PLATE AND FASTENERS) SHALL BE GALVANIZED AND PAINTED DARK BRONZE (FEDERAL STD. 595B COLOR NO. 10045). ANCHOR PLATE SHALL BE GALVANIZED ONLY. HEADS OF 7/8" ϕ ROUND HEAD BOLTS SHALL BE PAINTED TO MATCH RAIL.
- ANCHOR BOLTS SHALL BE SET WITH TEMPLATES. THE NUT SECURING THE POST BASE PLATE TO THE CONCRETE SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL 1/8 TURN AFTER STEEL IS IN PLACE.
- RAILS SHALL BE CONTINUOUS OVER A MINIMUM OF FOUR (4) POSTS WITHOUT SPLICES WHERE POSSIBLE. IN ADDITION SPLICES SHALL ALSO BE LOCATED IN RAILS OVER BRIDGE EXPANSION JOINTS.
- ENDS OF TUBE SECTIONS SHALL BE SAWED. GRIND SMOOTH EXPOSED EDGES. ALL CUT ENDS SHALL BE TRUE AND SMOOTH.
- ALL POSTS TO BE PLUMB WHEN PROFILE GRADE EXCEEDS 1.5%. FOR PROFILE GRADES LESS THAN 1.5%, POSTS SHALL BE SET PERPENDICULAR TO GRADE.
- POST TO FLANGE WELD DOES NOT REQUIRE MAGNETIC PARTICLE TESTING. BEVEL OUTSIDE FLANGES OF POST. FIT POST TO BASE PLATE. WELD 5/16" FILLET ON INSIDE OF FLANGE AND WEB. BACKGOUGE OUTSIDE OF FLANGE TO SOUND METAL. COMPLETE GROOVE WELD WITH MINIMUM OF 3/8" REINFORCEMENT. WELD IS THE SAME ON BOTH FLANGES.
- 7/8" ϕ ROUND HEAD BOLTS SHALL CONFORM TO THE CHEMICAL AND PHYSICAL REQUIREMENTS OF ASTM F3125 GRADE 325 TYPE 1 GALVANIZED.

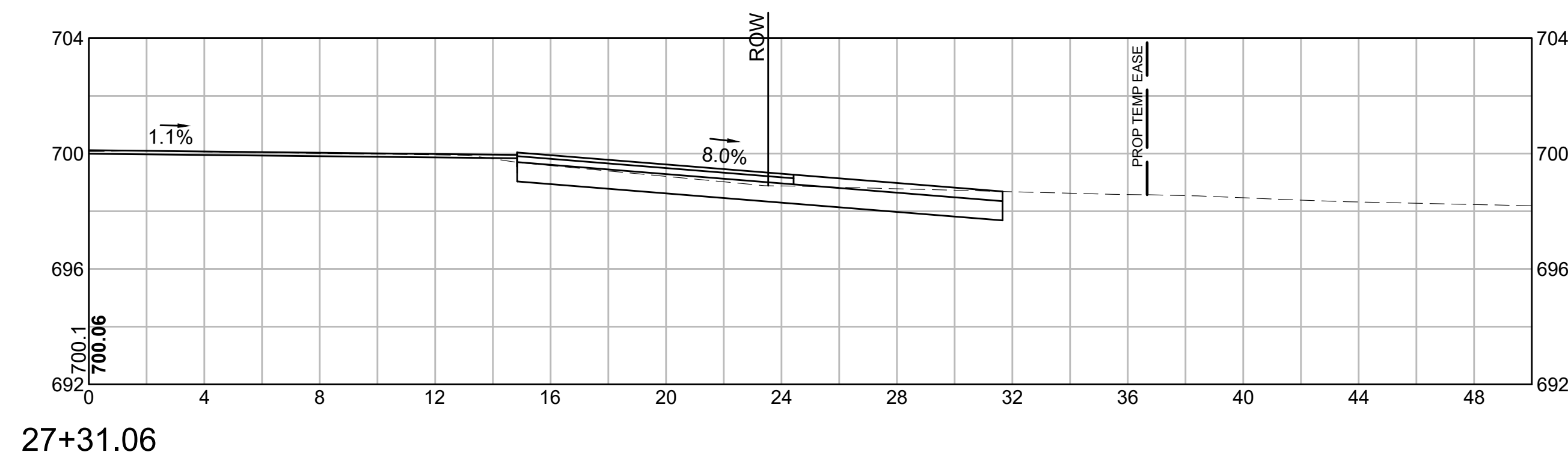
JUNE 6, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

6/12/13 BR27.DWG Printed on 18-May-2026 10:30 AM Final Structural Submittal (SF) 04-May-2026

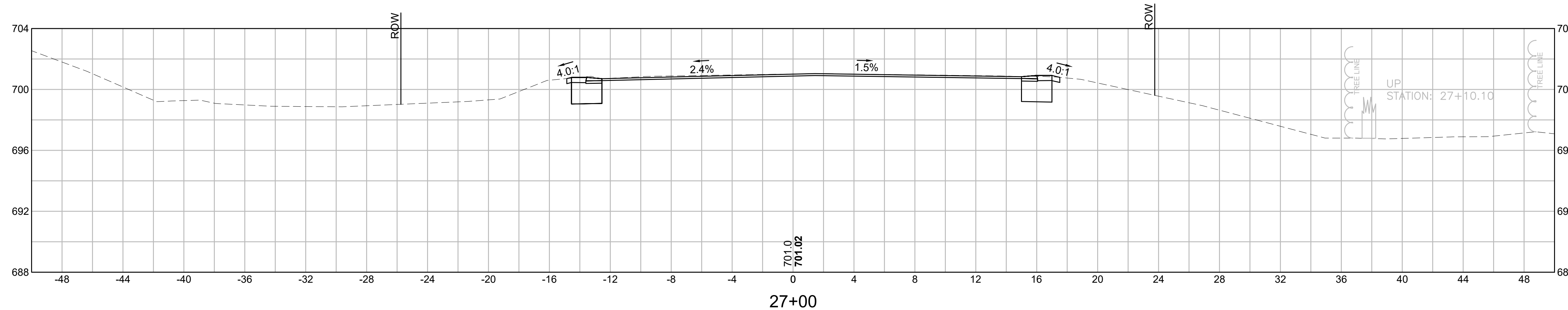
**GREAT BARRINGTON
DIVISION STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	45	53
PROJECT FILE NO.		612183	

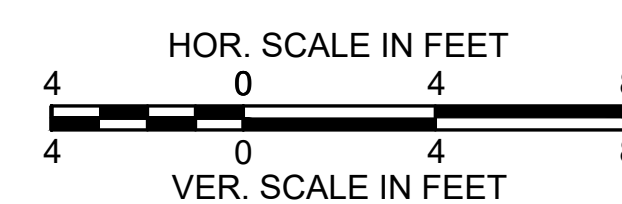
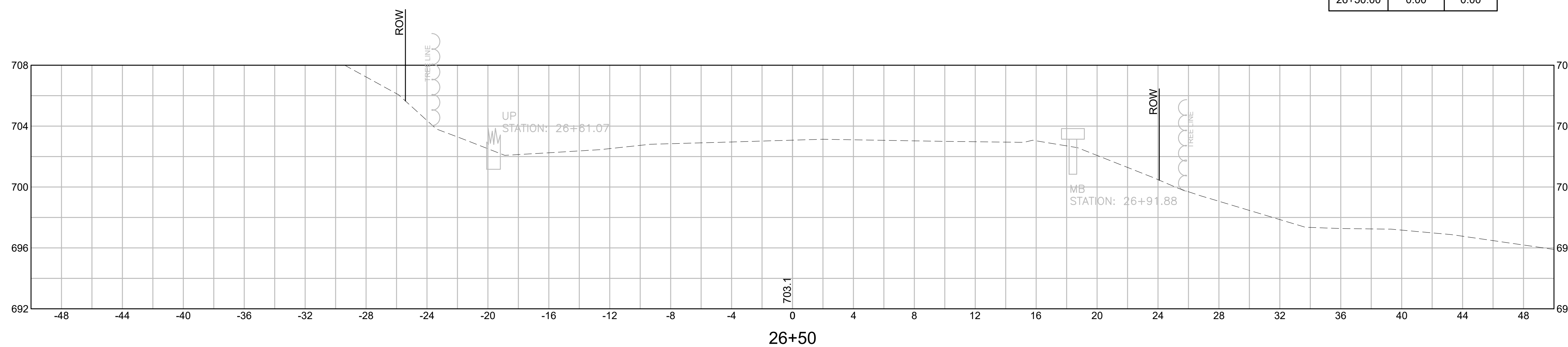
CROSS SECTIONS 1



Total Volume Table		
Station	Cut Area	Fill Area
27+00.00	11.57	0.00



Total Volume Table		
Station	Cut Area	Fill Area
26+50.00	0.00	0.00

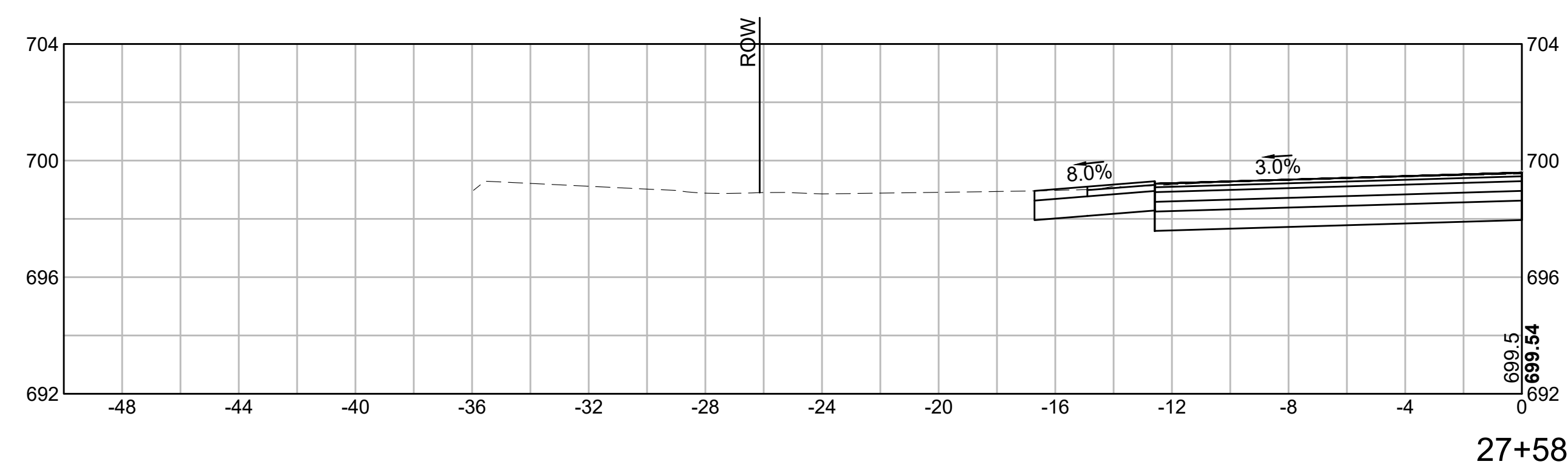
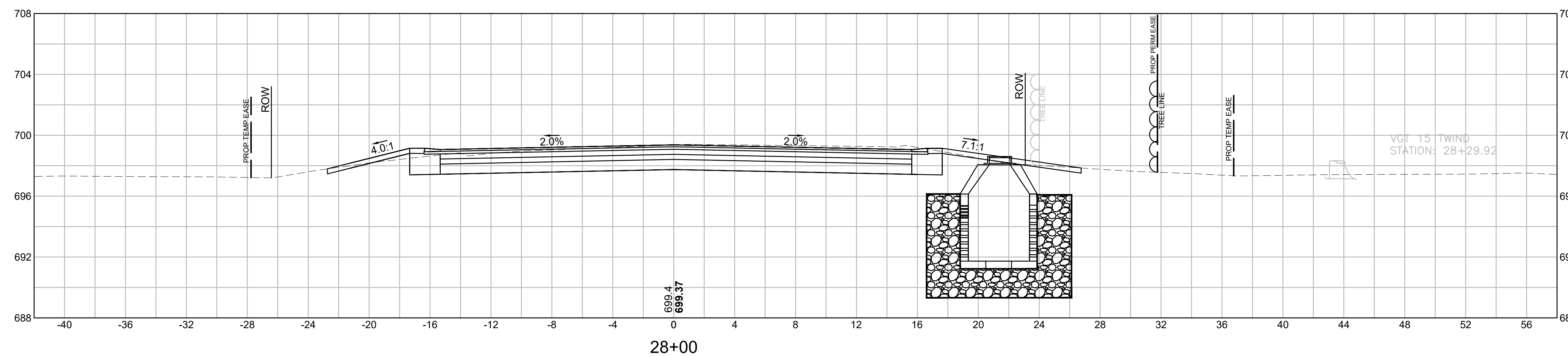


**GREAT BARRINGTON
DIVISION STREET**

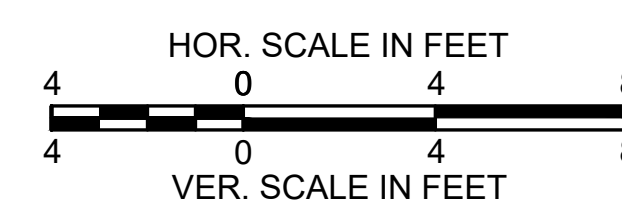
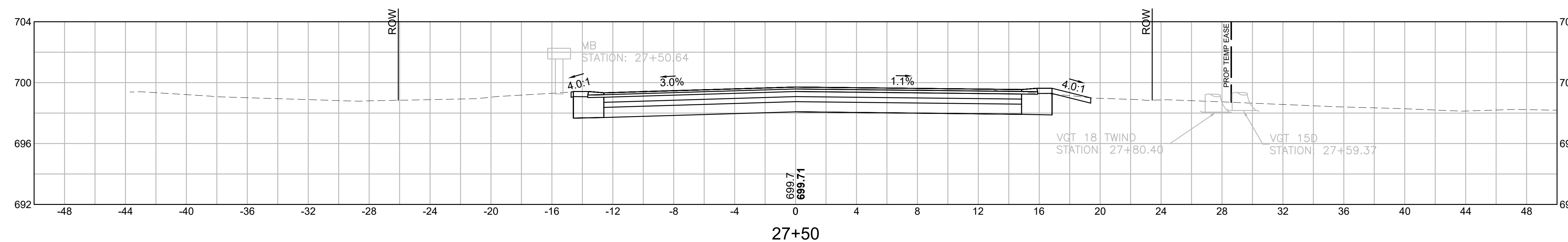
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	46	53
PROJECT FILE NO.		612183	

CROSS SECTIONS 2

Total Volume Table		
Station	Cut Area	Fill Area
28+00.00	55.52	0.38



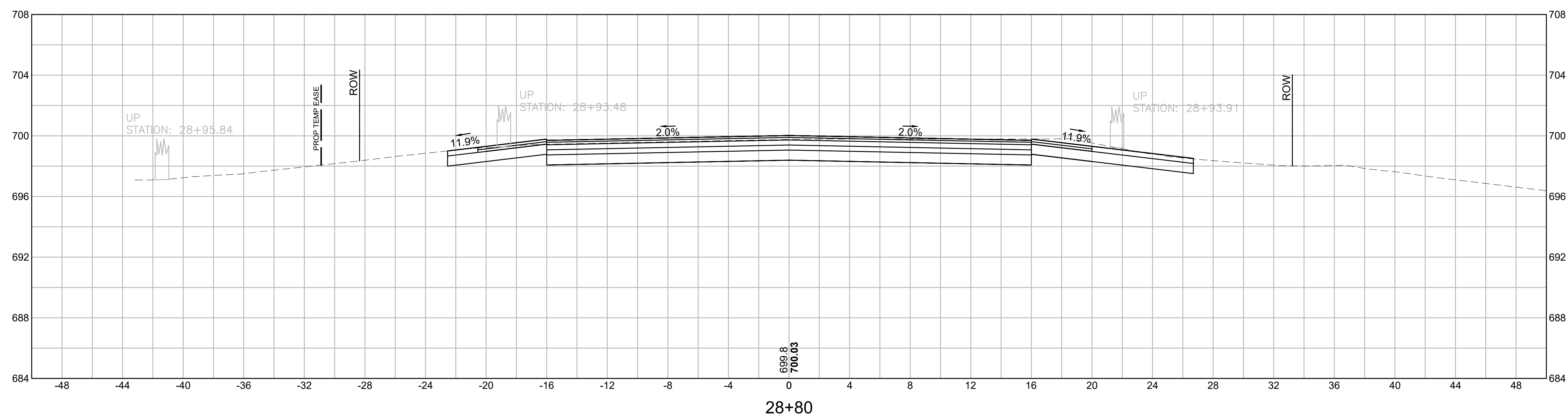
Total Volume Table		
Station	Cut Area	Fill Area
27+50.00	51.88	0.00



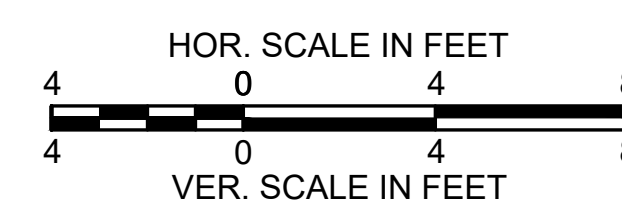
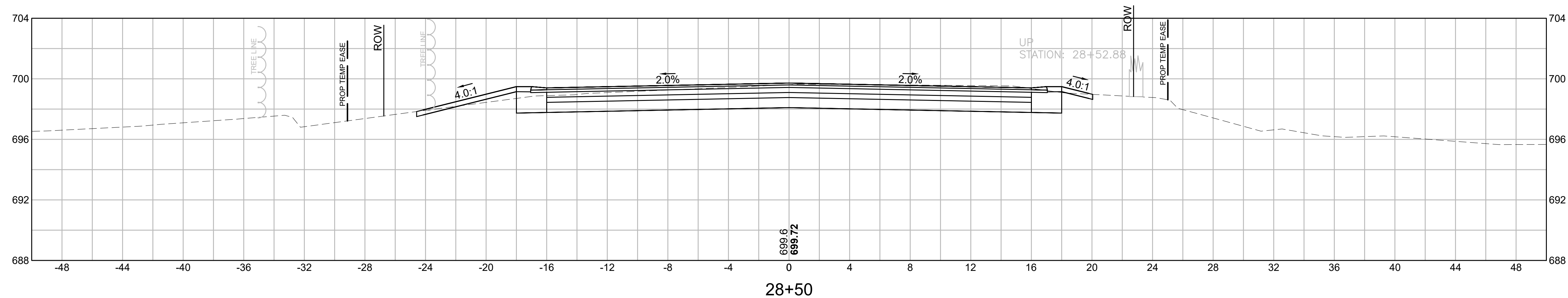
**GREAT BARRINGTON
DIVISION STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	47	53
PROJECT FILE NO.		612183	

CROSS SECTIONS 3



Total Volume Table		
Station	Cut Area	Fill Area
28+50.00	53.31	0.85

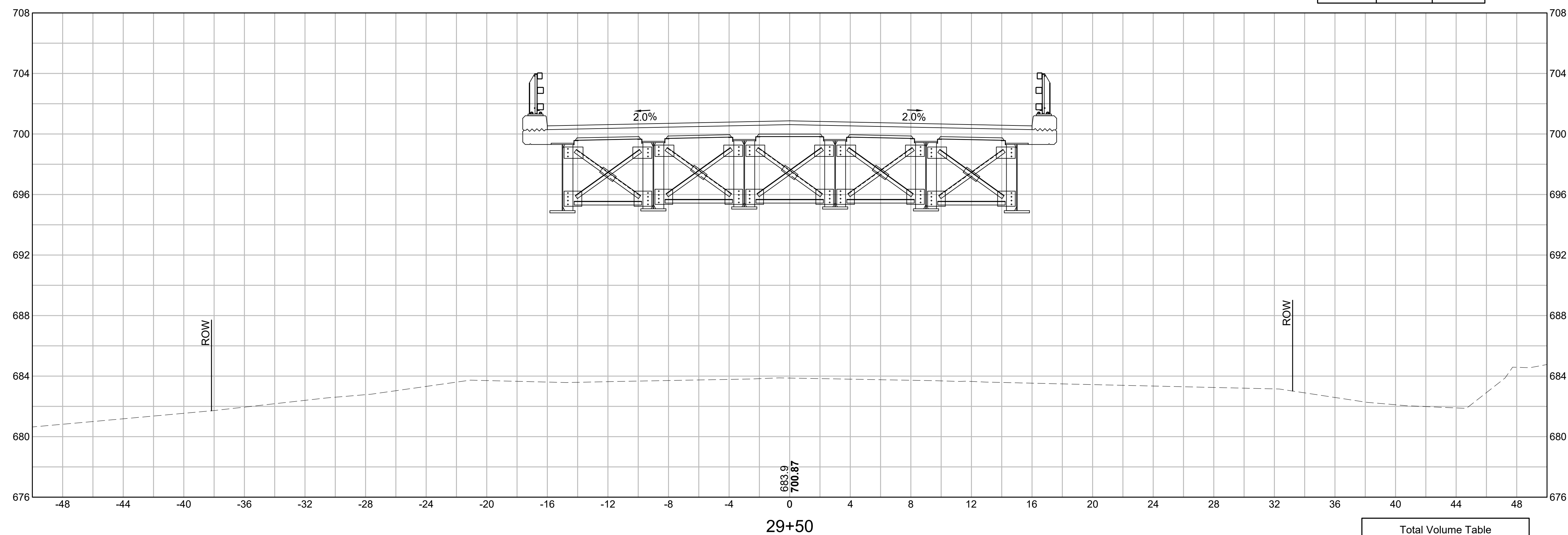


**GREAT BARRINGTON
DIVISION STREET**

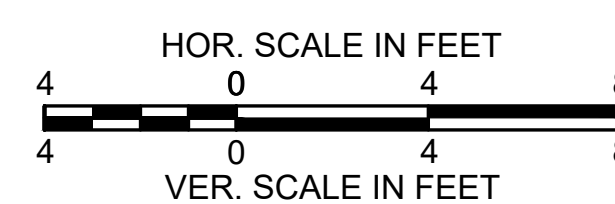
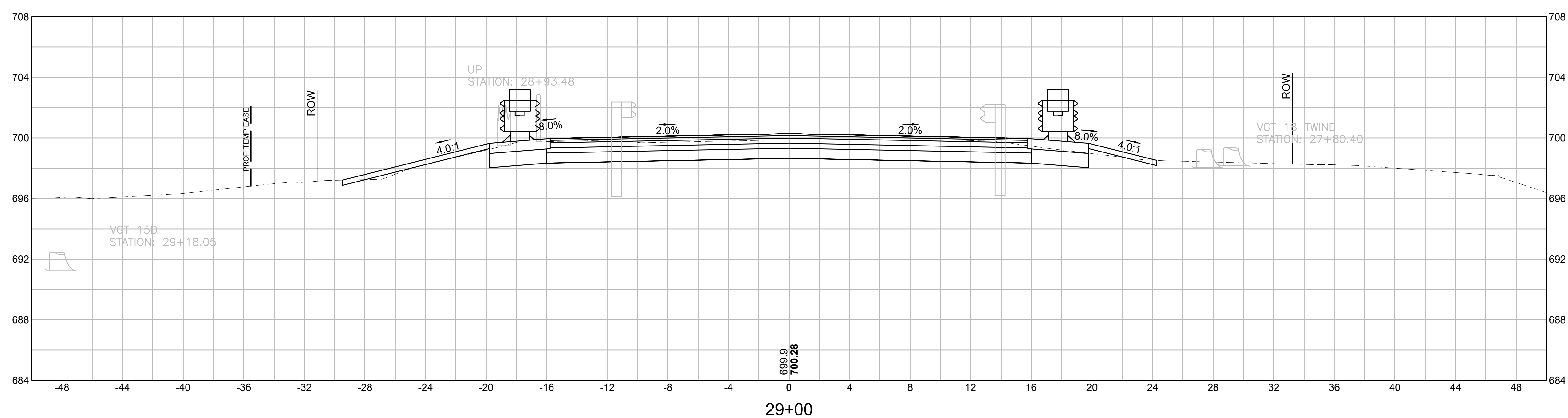
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	48	53
PROJECT FILE NO.		612183	

CROSS SECTIONS 4

Total Volume Table		
Station	Cut Area	Fill Area
29+50.00	0.00	0.00



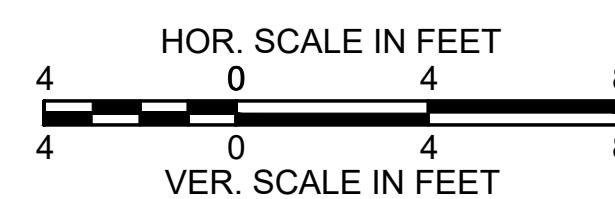
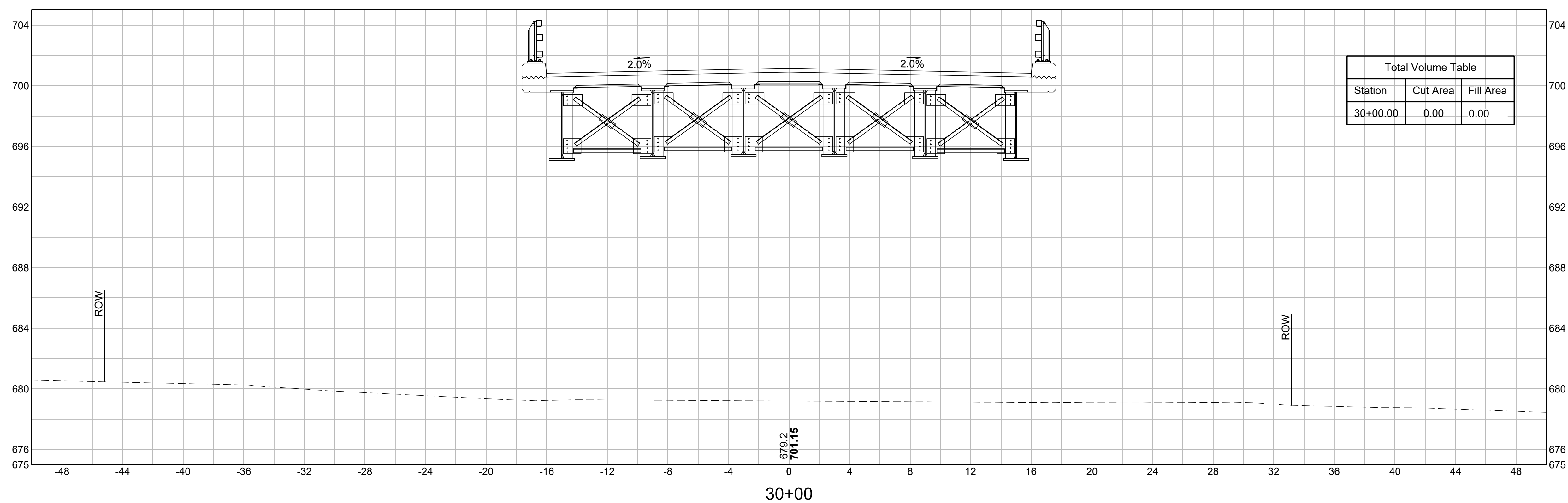
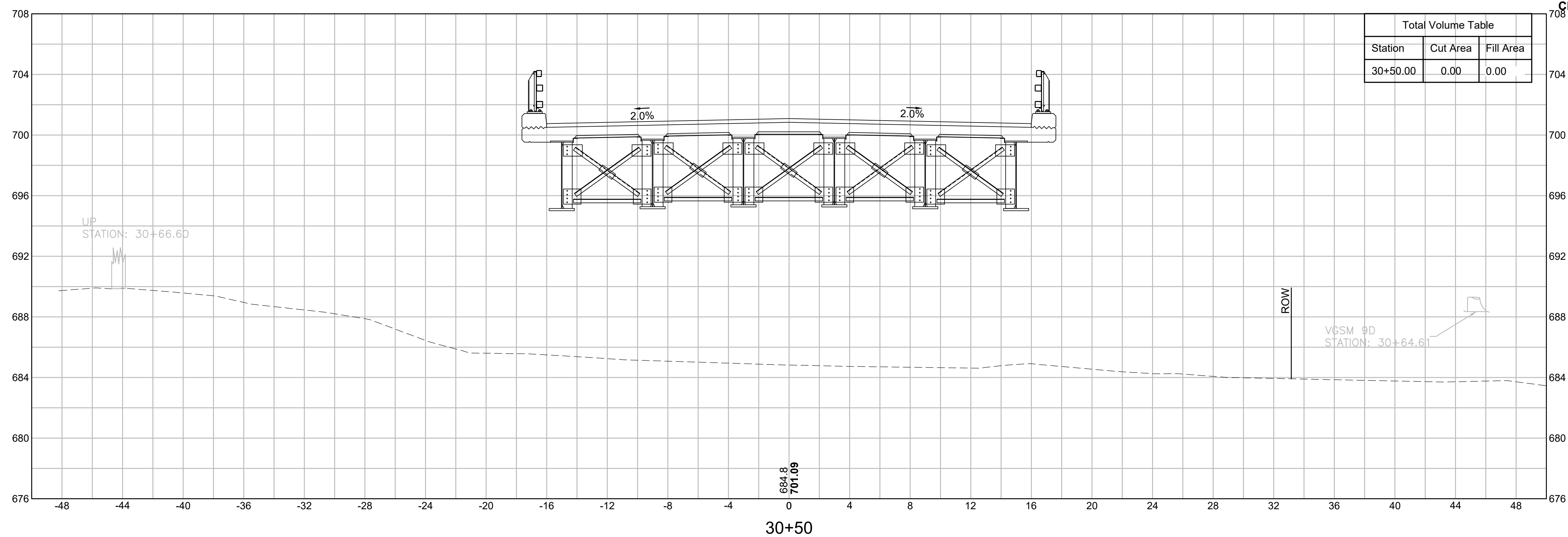
Total Volume Table		
Station	Cut Area	Fill Area
29+00.00	51.72	0.87



**GREAT BARRINGTON
DIVISION STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	49	53
PROJECT FILE NO.		612183	

CROSS SECTIONS 5

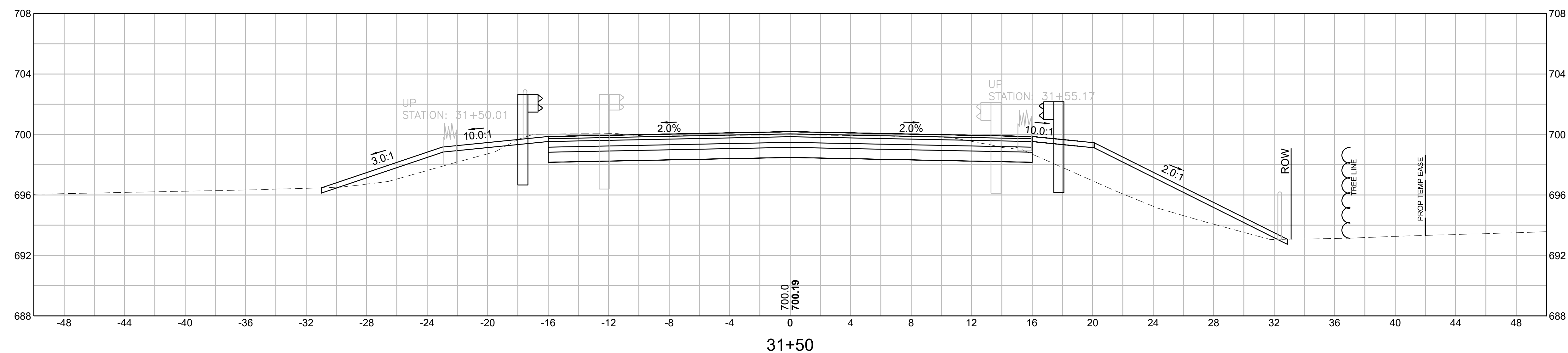


**GREAT BARRINGTON
DIVISION STREET**

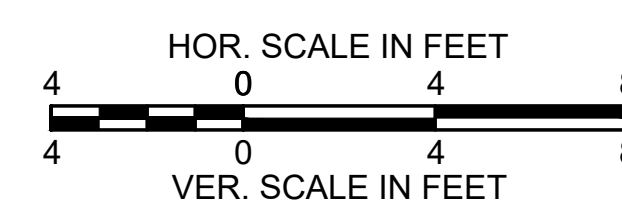
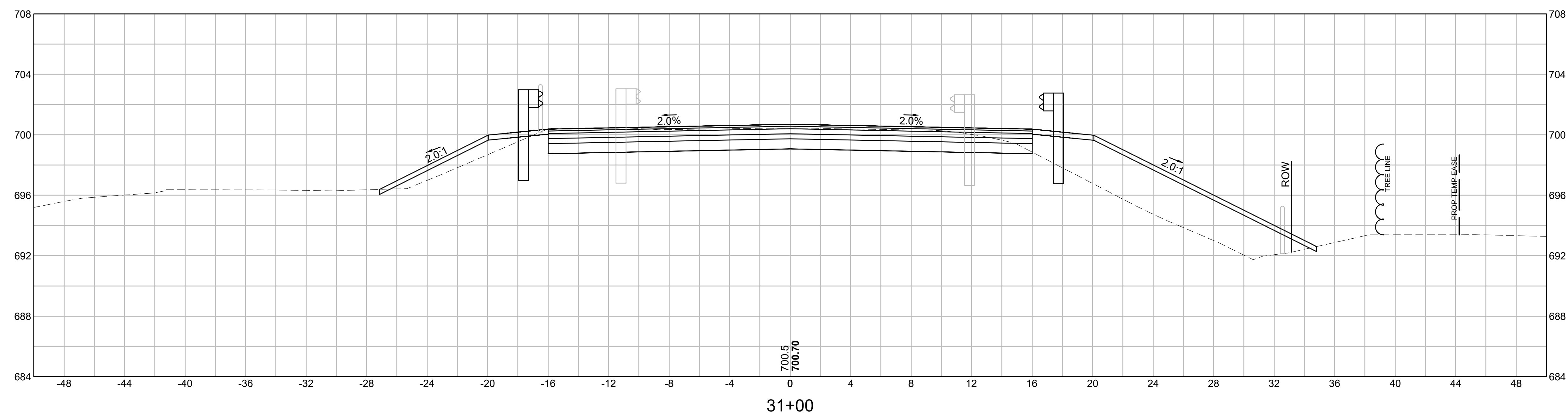
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	50	53
PROJECT FILE NO.		612183	

CROSS SECTIONS 6

Total Volume Table		
Station	Cut Area	Fill Area
31+50.00	49.97	29.65



Total Volume Table		
Station	Cut Area	Fill Area
31+00.00	44.08	48.49

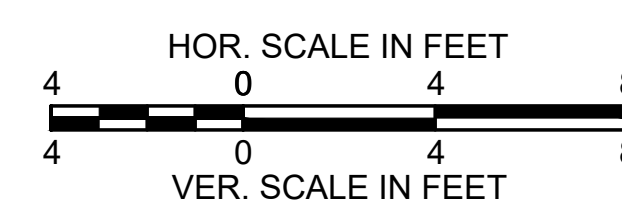
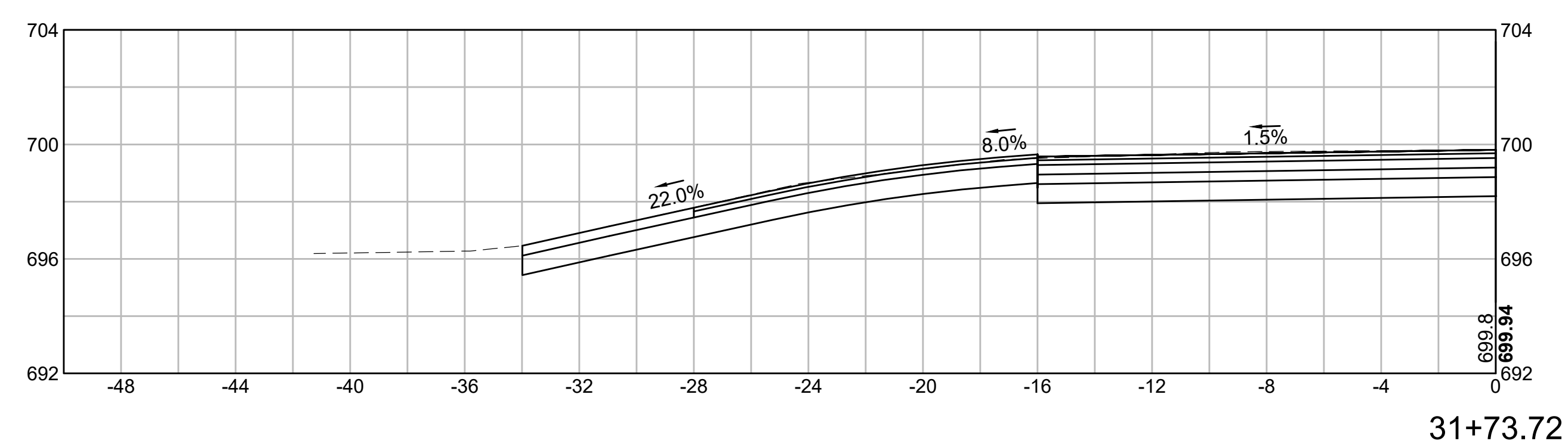
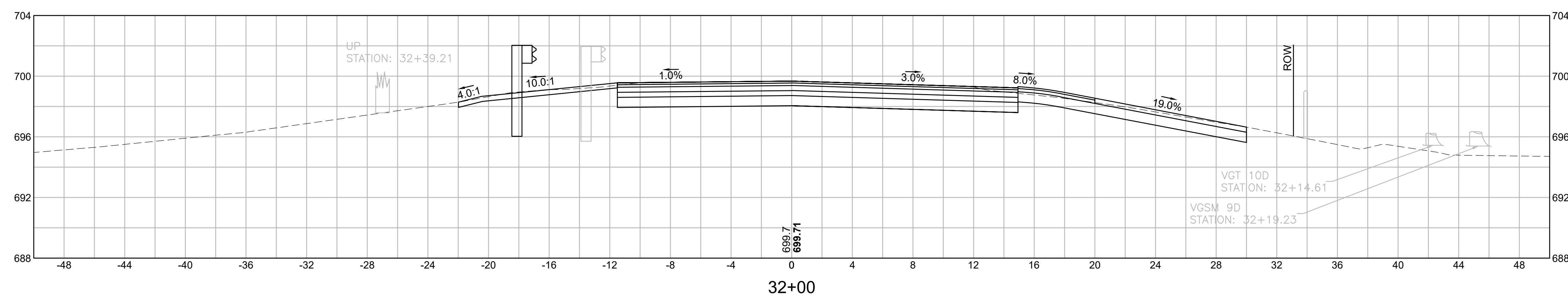


**GREAT BARRINGTON
DIVISION STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	51	53
PROJECT FILE NO.		612183	

CROSS SECTIONS 7

Total Volume Table		
Station	Cut Area	Fill Area
32+00.00	56.95	0.00

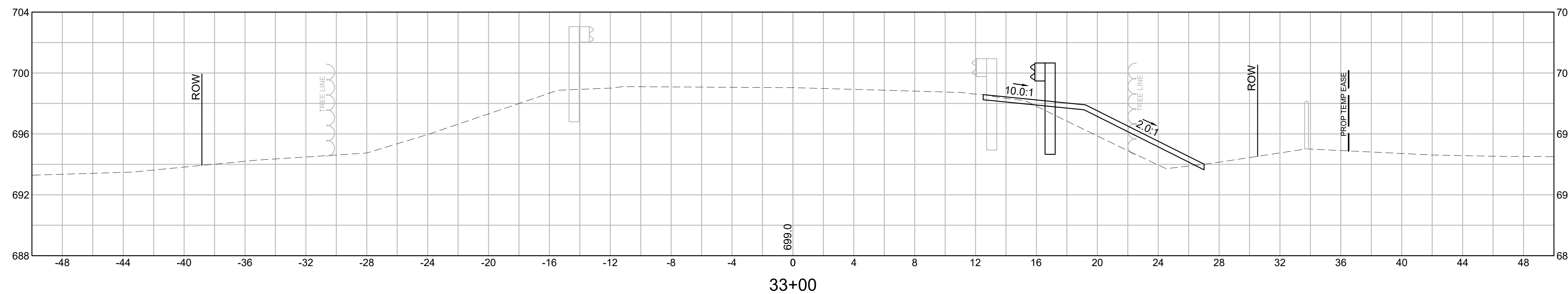


**GREAT BARRINGTON
DIVISION STREET**

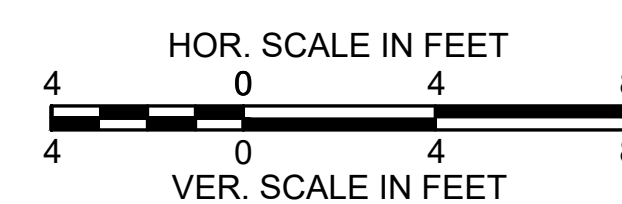
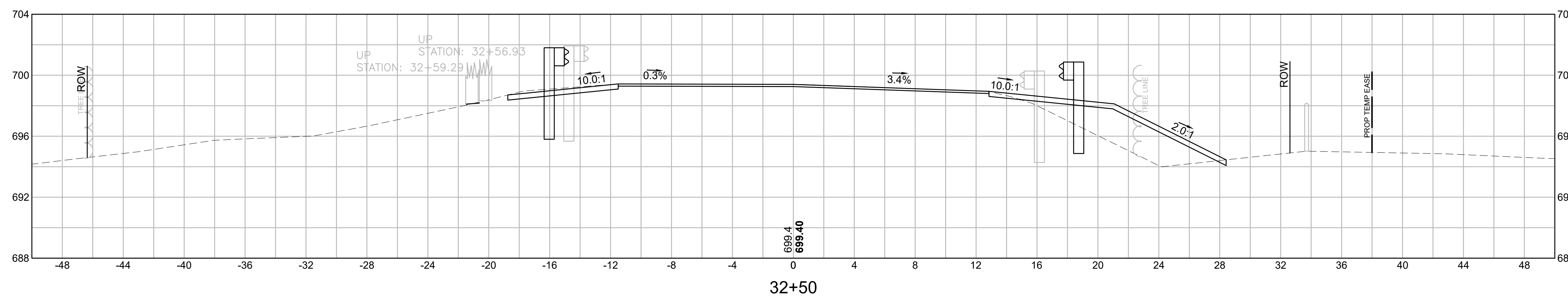
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	52	53
PROJECT FILE NO.		612183	

CROSS SECTIONS 8

Total Volume Table		
Station	Cut Area	Fill Area
33+00.00	0.88	9.95



Total Volume Table		
Station	Cut Area	Fill Area
32+50.00	7.24	17.55

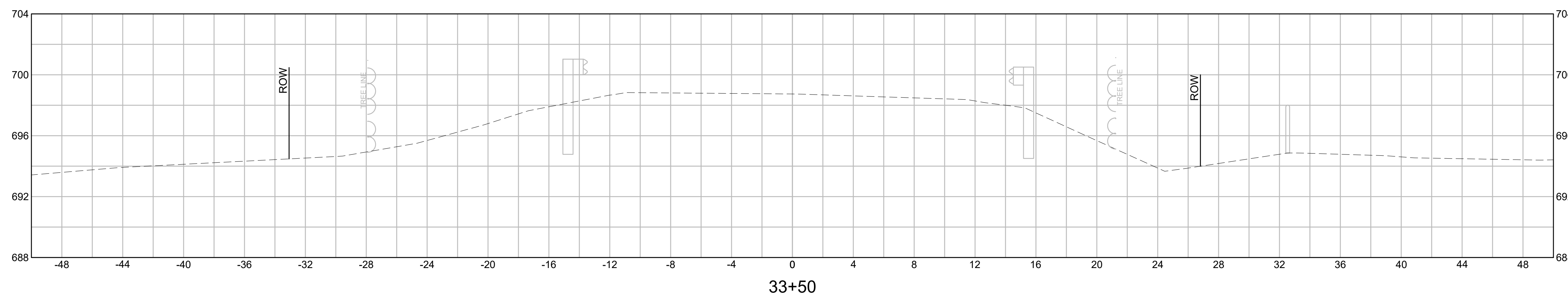


**GREAT BARRINGTON
DIVISION STREET**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HIP(NGB)-003S(961)X	53	53
PROJECT FILE NO.		612183	

CROSS SECTIONS 9

Total Volume Table		
Station	Cut Area	Fill Area
33+50.00	0.00	0.00



33+50

