

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

PLAN AND PROFILE OF
PLEASANT STREET
(BRIDGE NO. D-08-002)

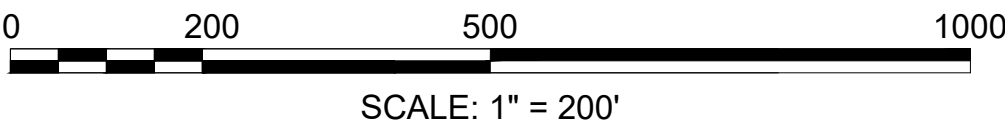
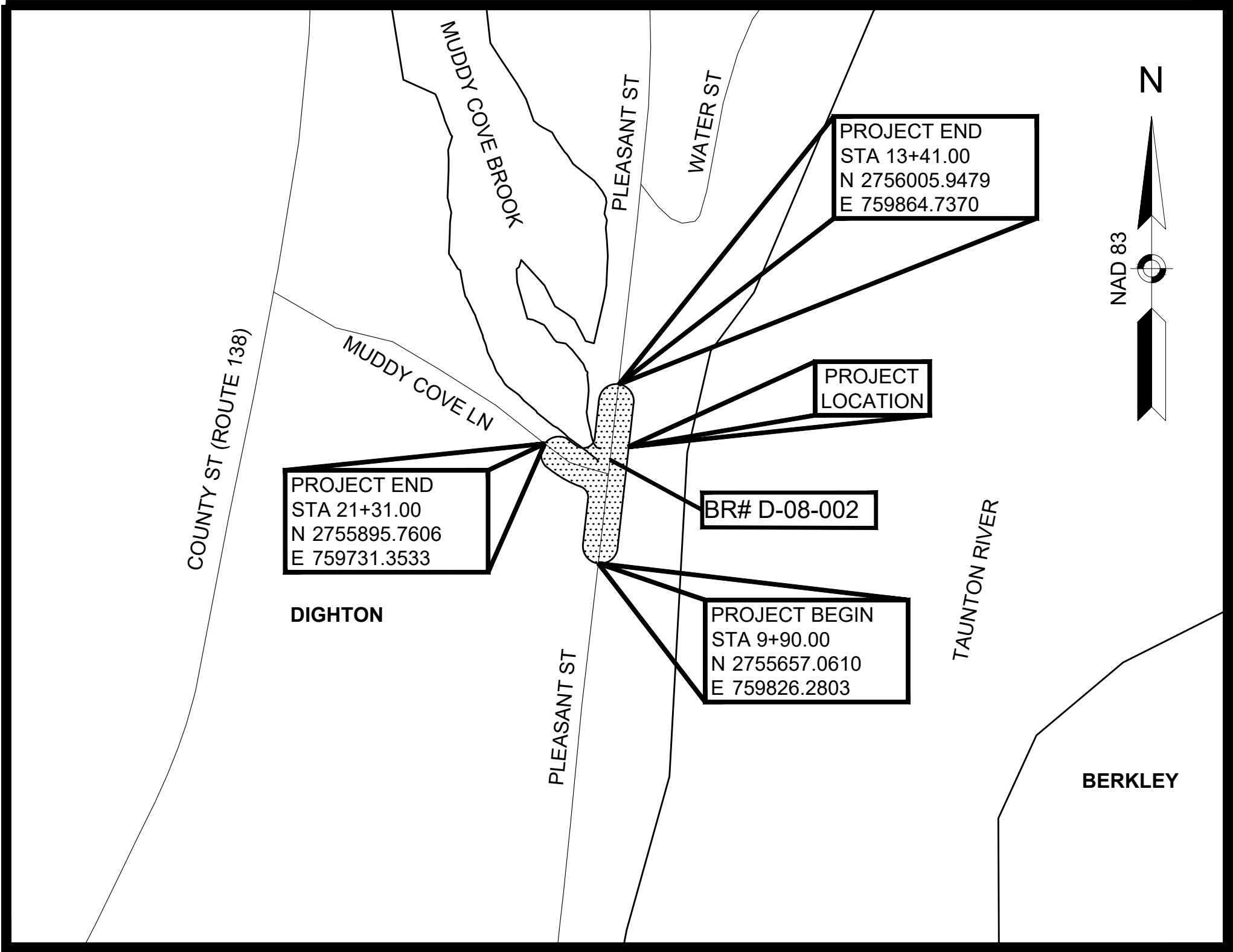
IN THE TOWN OF
DIGHTON
BRISTOL COUNTY

FEDERAL AID PROJECT NO. HPP/STP(BR-OFF)-003S(903)X

DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	1	56
PROJECT FILE NO.		613636	
TITLE SHEET			

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.

INDEX	
SHEET NO.	DESCRIPTION
1	TITLE SHEET & INDEX*
2	LEGEND & ABBREVIATIONS
3	KEY PLAN & BORING LOCATIONS
4 - 5	TYPICAL SECTIONS
6	CONSTRUCTION NOTES
7	CONSTRUCTION PLAN
8	PROFILES
9	CURB TIE AND GRADING PLAN
10	SURVEY PLAN
11	TEMPORARY UTILITY PLAN
12	PERMANENT UTILITY PLAN
13	TRAFFIC SIGN & PAVEMENT MARKINGS
14	SIGN SUMMARY
15 - 17	TEMPORARY TRAFFIC CONTROL PLANS
18 - 21	CONSTRUCTION DETAILS
22 - 51	BRIDGE PLANS
52 - 56	CROSS SECTIONS



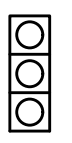
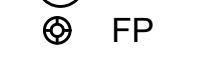
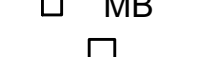
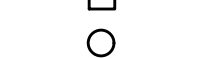
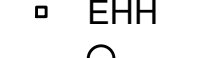
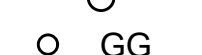
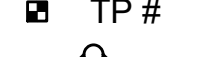
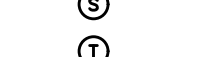
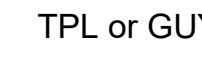
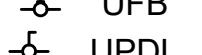
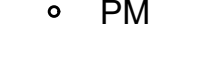
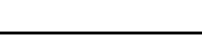
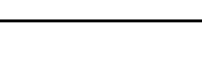
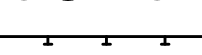
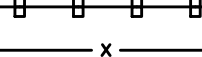
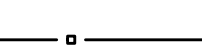
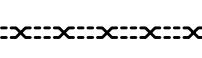
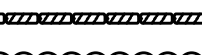
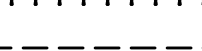
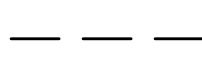
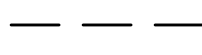
LENGTH OF PROJECT = 482.00 FEET = 0.091 MILES

DESIGN DESIGNATION (PLEASANT STREET)	
DESIGN SPEED	45 MPH
ADT (2024)	1,152
ADT (2044)	1,406
K	3.6%
D	51% SB
T (PEAK HOUR)	0.0%
T (AVERAGE DAY)	1.26%
DHV	51
DDHV	26 SB
FUNCTIONAL CLASSIFICATION	URBAN LOCAL

Matthew Shute
Digitally signed by Matthew Shute
Date: 2026.07.29 08:32:30 -0400

www.BETA-inc.com
BETA GROUP, INC.
701 GEORGE WASHINGTON HWY
LINCOLN, RI 02865

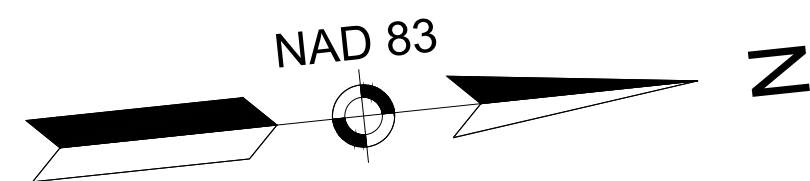
DATE	DESCRIPTION	REV #
APPROVED		
 CHIEF ENGINEER	Digitally signed by Carrie Lavallee, P.E. Date: 2026.07.29 12:02:59 -0400	07/29/2026 DATE

GENERAL SYMBOLS			TRAFFIC SYMBOLS			ABBREVIATIONS			
EXISTING	PROPOSED	DESCRIPTION	EXISTING	PROPOSED	DESCRIPTION	GENERAL	LEGEND & ABBREVIATIONS		
 JB	 JB	JERSEY BARRIER	 1	 1	CONTROLLER PHASE ACTUATED	AADT	ANNUAL AVERAGE DAILY TRAFFIC		
 CB	 CB	CATCH BASIN			TRAFFIC SIGNAL HEAD (SIZE AS NOTED)	ABAN	ABANDON		
 FP	 FP	CATCH BASIN CURB INLET			WIRE LOOP DETECTOR (6' x 6' TYP UNLESS OTHERWISE SPECIFIED)	ADJ	ADJUST		
 GP	 GP	FLAG POLE			VIDEO DETECTION CAMERA	APPROX.	APPROXIMATE		
 MB	 MB	GAS PUMP			MICROWAVE DETECTOR	A.C.	ASPHALT CONCRETE		
		MAIL BOX			PEDESTRIAN PUSH BUTTON, SIGN (DIRECTIONAL ARROW AS SHOWN) AND SADDLE	ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE		
		POST SQUARE			EMERGENCY PREEMPTION CONFIRMATION STROBE LIGHT	BIT.	BITUMINOUS		
		POST CIRCULAR			VEHICULAR SIGNAL HEAD	BC	BOTTOM OF CURB		
 WELL	 WELL	WELL			VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED	BD.	BOUND		
 EHH	 EHH	ELECTRIC HANDHOLE			FLASHING BEACON	BL	BASELINE		
		FENCE GATE POST			PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED OR AS SPECIFIED)	BLDG	BUILDING		
 GG	 GG	GAS GATE			RAILROAD SIGNAL	BM	BENCHMARK		
 BHL #	 BHL #	BORING HOLE			SIGNAL POST AND BASE (ALPHA-NUMERIC DESIGNATION NOTED)	BO	BY OTHERS		
 MW #	 MW #	MONITORING WELL			MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED)	BOS	BOTTOM OF SLOPE		
 TP #	 TP #	TEST PIT			HIGH MAST POLE OR TOWER	BR.	BRIDGE		
		HYDRANT			SIGN AND POST	CB	CATCH BASIN		
		LIGHT POLE			SIGN AND POST (2 POSTS)	CBCI	CATCH BASIN WITH CURB INLET		
 CO.BD.		COUNTY BOUND			MAST ARM WITH LUMINAIRE	CC	CEMENT CONCRETE		
		GPS POINT			OPTICAL PRE-EMPTION DETECTOR	CCM	CEMENT CONCRETE MASONRY		
		CABLE MANHOLE			CONTROL CABINET, GROUND MOUNTED	CEM	CEMENT		
		DRAINAGE MANHOLE			CONTROL CABINET, POLE MOUNTED	CI	CURB INLET		
		ELECTRIC MANHOLE			FLASHING BEACON CONTROL AND METER PEDESTAL	CIP	CAST IRON PIPE		
		GAS MANHOLE			LOAD CENTER ASSEMBLY	CLF	CHAIN LINK FENCE		
		MISC MANHOLE			PULL BOX 12"x12" (OR AS NOTED)	CL	CENTERLINE		
		SEWER MANHOLE			ELECTRIC HANDHOLE 12"x24" (OR AS NOTED)	CMP	CORRUGATED METAL PIPE		
		TELEPHONE MANHOLE			TRAFFIC SIGNAL CONDUIT	CSP	CORRUGATED STEEL PIPE		
		WATER MANHOLE				CO.	COUNTY		
 MHB	 MHB	MASSACHUSETTS HIGHWAY BOUND				CONC	CONCRETE		
		MONUMENT				CONT	CONTINUOUS		
		STONE BOUND				CONST	CONSTRUCTION		
		TOWN OR CITY BOUND				CR GR	CROWN GRADE		
		TRAVERSE OR TRIANGULATION STATION				DHV	DESIGN HOURLY VOLUME		
 TPL or GUY	 TPL or GUY	TROLLEY POLE OR GUY POLE				DI	DROP INLET		
		TRANSMISSION POLE				DIA	DIAMETER		
 UFB	 UFB	UTILITY POLE W/ FIREBOX				DIP	DUCTILE IRON PIPE		
 UPDL	 UPDL	UTILITY POLE WITH DOUBLE LIGHT				DW	STEADY DON'T WALK - PORTLAND ORANGE		
 ULT	 ULT	UTILITY POLE W / 1 LIGHT				DWY	DRIVEWAY		
 UPL	 UPL	UTILITY POLE				ELEV (or EL.)	ELEVATION		
		BUSH				EMB	EMBANKMENT		
		TREE				EOP	EDGE OF PAVEMENT		
		STUMP				EXIST (or EX)	EXISTING		
		SWAMP / MARSH				EXC	EXCAVATION		
 WG	 WG	WATER GATE				F&C	FRAME AND COVER		
 PM	 PM	PARKING METER				F&G	FRAME AND GRATE		
		OVERHEAD CABLE/WIRE				FDN.	FOUNDATION		
		CURBING				FLDSTN	FIELDSTONE		
		CONTOURS (ON-THE-GROUND SURVEY DATA)				GAR	GARAGE		
		CONTOURS (PHOTOGRAMMETRIC DATA)				GD	GROUND		
		UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)				GG	GAS GATE		
		UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)				GI	GUTTER INLET		
		UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)				GIP	GALVANIZED IRON PIPE		
		UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)				GRAN	GRANITE		
		UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)				GRAV	GRAVEL		
		UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)				GRD	GUARD		
		BALANCED STONE WALL				HDW	HEADWALL		
		GUARD RAIL - STEEL POSTS				HMA	HOT MIX ASPHALT		
		GUARD RAIL - WOOD POSTS				HOR	HORIZONTAL		
		GUARD RAIL - DOUBLE FACE - STEEL POSTS				HYD	HYDRANT		
		GUARD RAIL - DOUBLE FACE - WOOD POSTS				INV	INVERT		
		CHAIN LINK OR METAL FENCE				JCT	JUNCTION		
		WOOD FENCE				L	LENGTH OF CURVE		
		SEDIMENT BARRIER				LB	LEACH BASIN		
		COIR LOG SEDIMENT BARRIER				LP	LIGHT POLE		
		TREE LINE				LT	LEFT		
		SAWCUT LINE				MAX	MAXIMUM		
		TOP OR BOTTOM OF SLOPE				MB	MAILBOX		
		LIMIT OF EDGE OF PAVEMENT OR COLD PLANE AND OVERLAY				MH	MANHOLE		
		BANK OF RIVER OR STREAM				MHB	MASSACHUSETTS HIGHWAY BOUND		
		BORDER OF WETLAND				MIN	MINIMUM		
		100 FT WETLAND BUFFER				M&O	MILL & OVERLAY		
		200 FT RIVERFRONT BUFFER				NIC	NOT IN CONTRACT		
		STATE HIGHWAY LAYOUT				NO.	NUMBER		
		TOWN OR CITY LAYOUT				PC	POINT OF CURVATURE		
		COUNTY LAYOUT				PCC	POINT OF COMPOUND CURVATURE		
		RAILROAD SIDELINE				PCR	PEDESTRIAN CURB RAMP		
		TOWN OR CITY BOUNDARY LINE				P.G.L.	PROFILE GRADE LINE		
		PROPERTY LINE OR APPROXIMATE PROPERTY LINE				PI	POINT OF INTERSECTION		
		EASEMENT				POC	POINT ON CURVE		
		SEDIMENT SAMPLE				POT	POINT ON TANGENT		
						PRC	POINT OF REVERSE CURVATURE		
						PROJ	PROJECT		
						PROP	PROPOSED		
						PSB	PLANTABLE SOIL BORROW		
						PT	POINT OF TANGENCY		

DIGHTON PLEASANT STREET			
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MA	HPP/STP(BR-OFF)-003S(903)X	2	56
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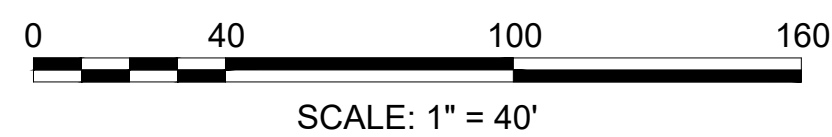
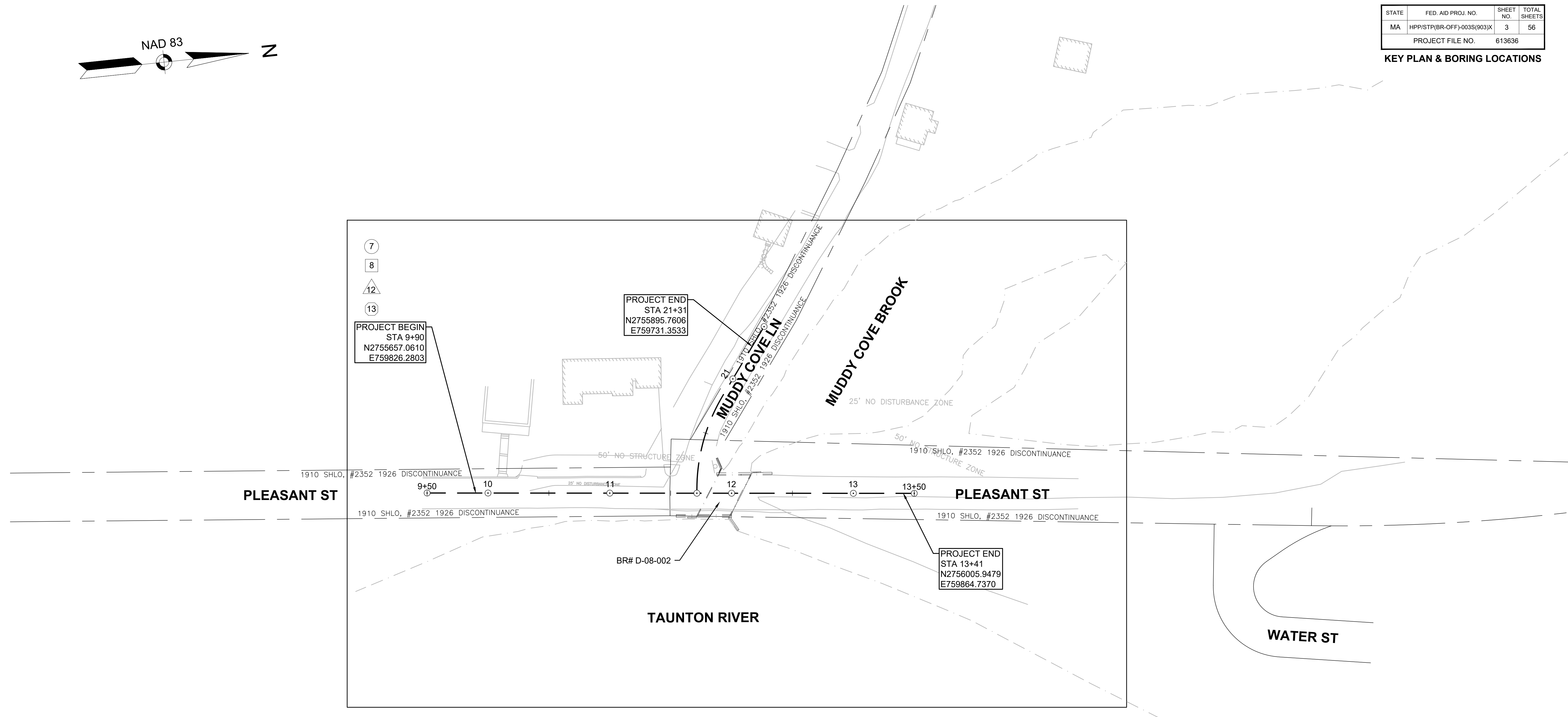
GENERAL	
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
PVMT	PAVEMENT
PWW	PAVED WATER WAY
R	RADIUS OF CURVATURE
R&D	REMOVE AND DISPOSE
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
RDWY	ROADWAY
REM	REMOVE
RET	RETAIN
RET WALL	RETAINING WALL
ROW	RIGHT OF WAY
RR	RAILROAD
R&R	REMOVE AND RESET
R&S	REMOVE AND STACK
RT	RIGHT
SB	STONE BOUND
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

||
||
||



DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	3	56
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KEY PLAN & BORING LOCATIONS



LEGEND

- ## CONSTRUCTION PLAN SHEET NO.
- ## PROFILE SHEET NO.
- ## UTILITY PLAN SHEET NO.
- ## SIGN AND PAVEMENT MARKING PLAN SHEET NO.

DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	4	56
PROJECT FILE NO.		613636	

TYPICAL SECTIONS

PAVEMENT NOTES

PROPOSED PAVEMENT FINE MILLING & OVERLAY

- SURFACE COURSE: 1 ¾" SUPERPAVE SURFACE COURSE 12.5 POLYMER (SSC-12.5-P) OVER
- INTERMEDIATE COURSE: 1 ¾" TO 2 ½" MAX LIFTS OF SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5) AS REQUIRED OVER
- PAVEMENT MILLING: 1 ¾" ± 3/4" MIN. PAVEMENT FINE MILLING

PROPOSED FULL DEPTH PAVEMENT

- SURFACE COURSE: 1 ½" SUPERPAVE SURFACE COURSE 12.5 POLYMER (SSC-12.5-P) OVER ASPHALT EMULSION FOR TACK COAT OVER
- INTERMEDIATE COURSE: 1¾" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5) OVER ASPHALT EMULSION FOR TACK COAT OVER
- BASE COURSE: ¾" SUPERPAVE BASE COURSE 37.5 (SBC-37.5) OVER
- SUBBASE: 4" DENSE GRADED CRUSHED STONE FOR SUBBASE OVER 8" GRAVEL BORROW, TYPE B

PROPOSED CEMENT CONCRETE SIDEWALK AND PEDESTRIAN CURB RAMPS

- SURFACE COURSE: 4" CEMENT CONCRETE (AIR ENTRAINED, 4000PSI, ¾", 610) OVER
- SUBBASE: 8" GRAVEL BORROW, TYPE B

PROPOSED CEMENT CONCRETE SIDEWALK AT DRIVEWAYS

- SURFACE COURSE: 6" CEMENT CONCRETE (AIR ENTRAINED, 4000PSI, ¾", 610) OVER
- SUBBASE: 8" GRAVEL BORROW, TYPE B

PROPOSED HOT MIX ASPHALT SIDEWALK AND WALK

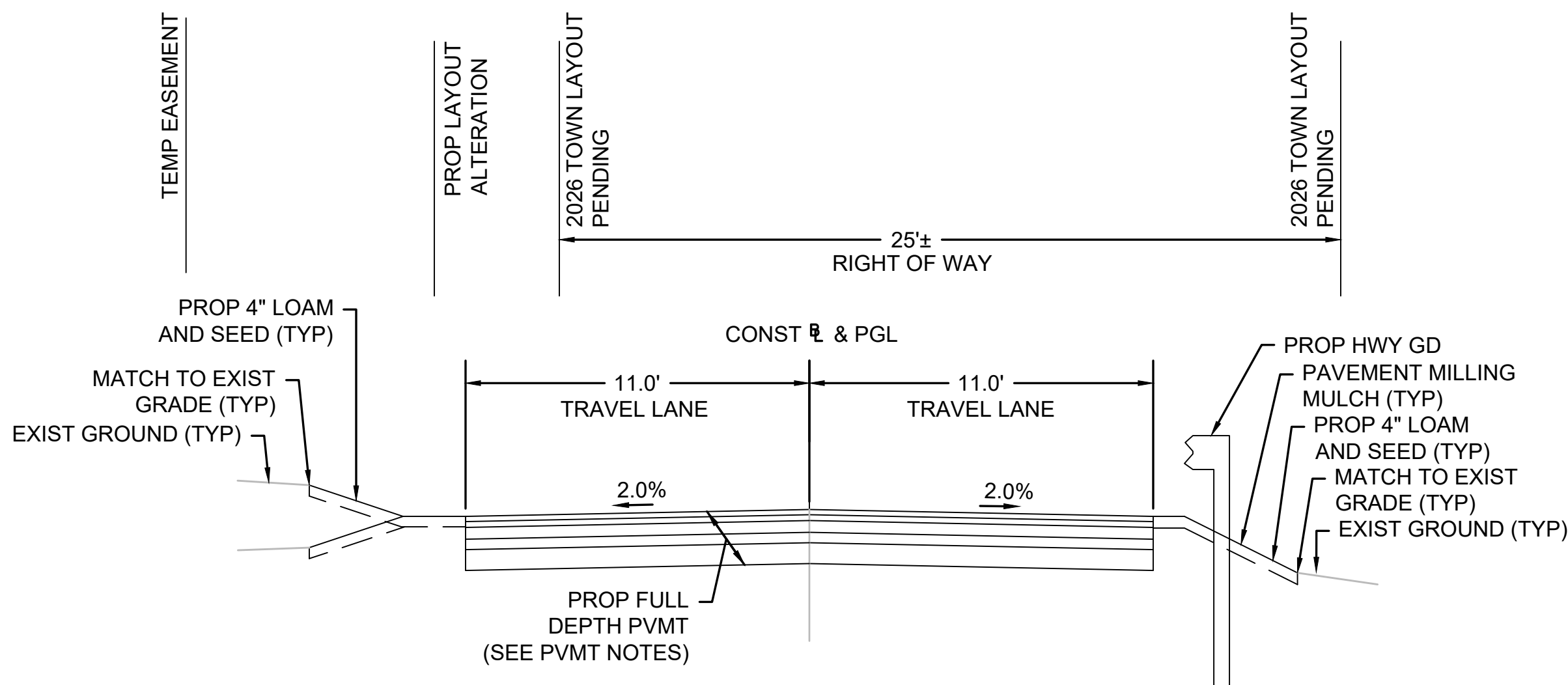
- SURFACE COURSE: 1¼" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5) OVER 1¾" SUPERPAVE SURFACE COURSE 12.5 (SSC-12.5) OVER
- SUBBASE: 8" GRAVEL BORROW, TYPE B

PROPOSED HOT MIX ASPHALT DRIVEWAY

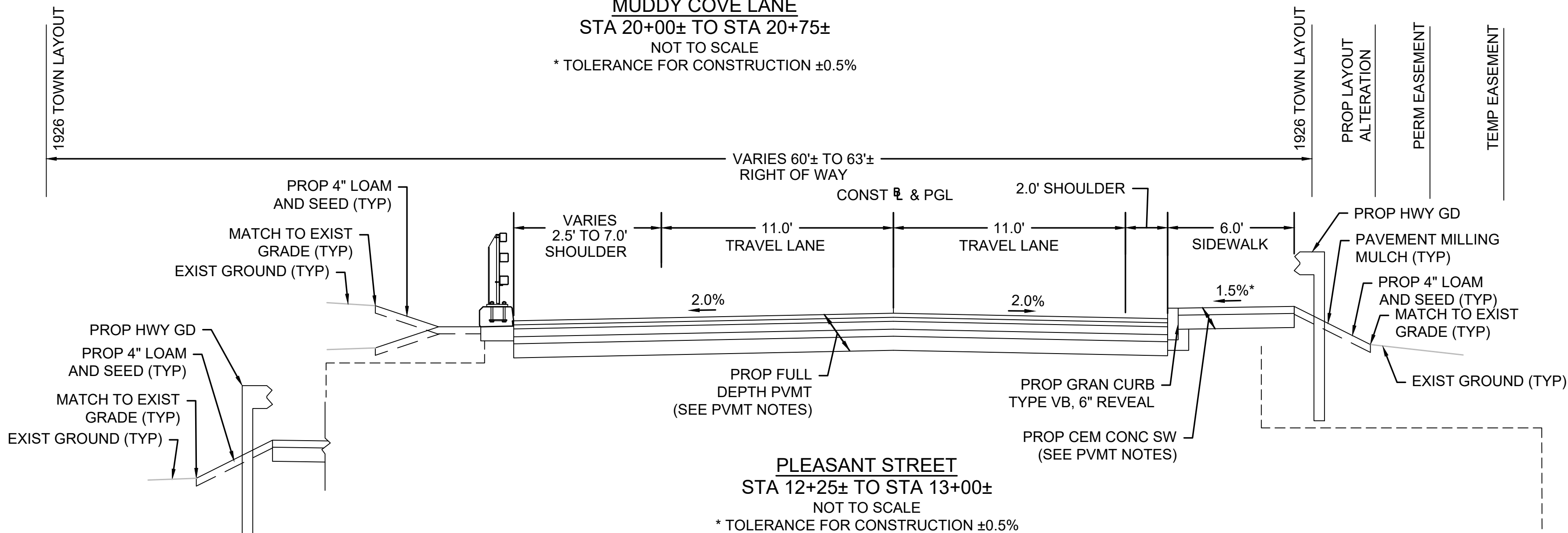
- SURFACE COURSE: 1½" SUPERPAVE SURFACE COURSE 9.5 (SSC-9.5) OVER 2½" SUPERPAVE SURFACE COURSE 12.5 (SSC-12.5) OVER
- SUBBASE: 8" GRAVEL BORROW, TYPE B

NOTES

1. SEE SUBSECTION 450 FOR TACK COAT APPLICATION RATES.

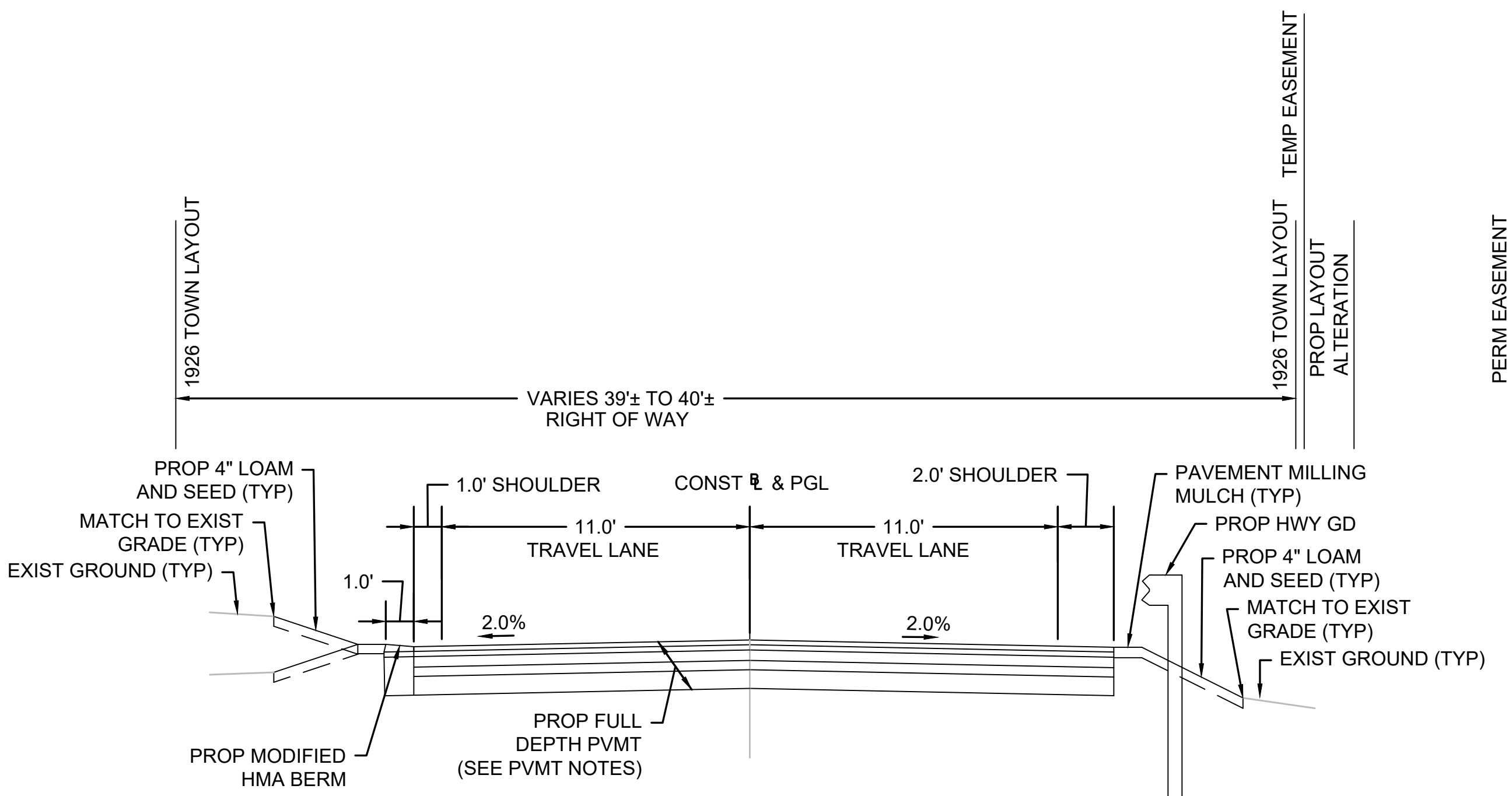


MUDDY COVE LANE
STA 20+00± TO STA 20+75±
NOT TO SCALE
* TOLERANCE FOR CONSTRUCTION ±0.5%

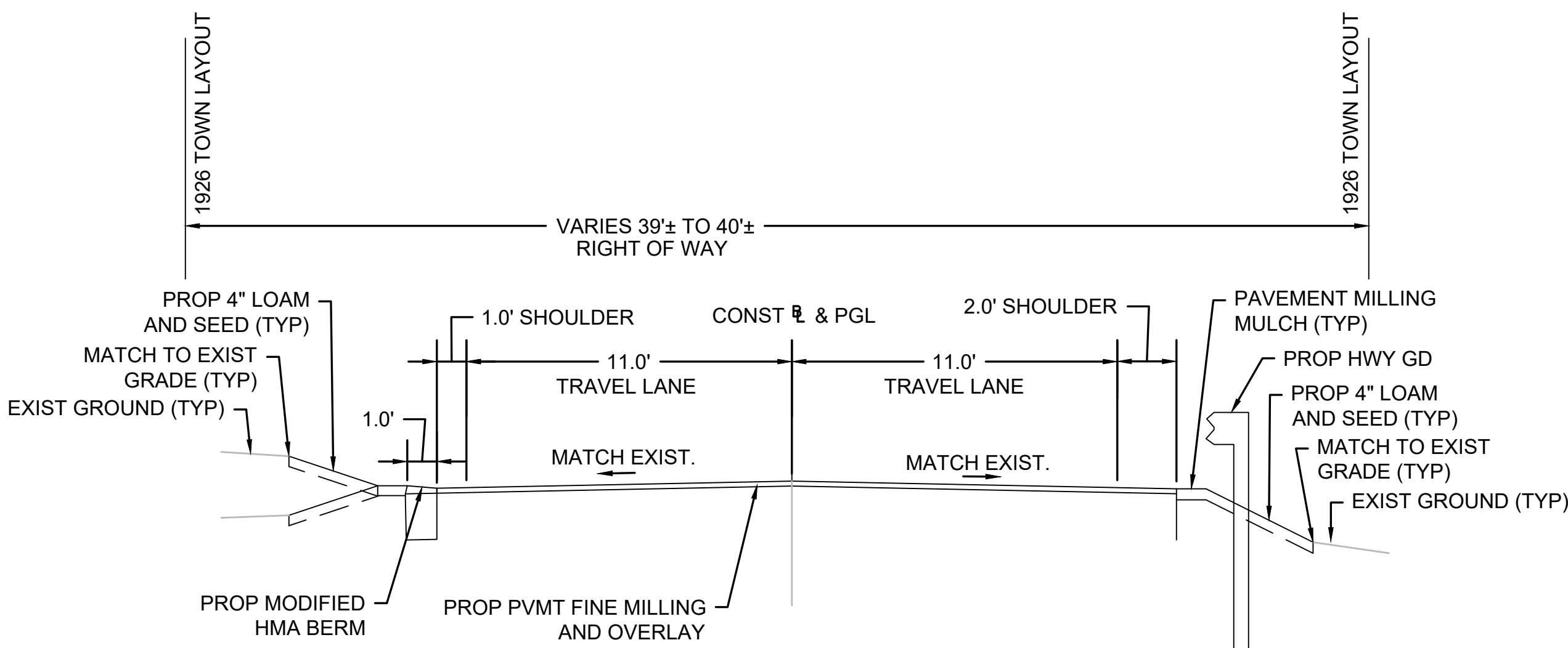


PLEASANT STREET
STA 12+25± TO STA 13+00±
NOT TO SCALE
* TOLERANCE FOR CONSTRUCTION ±0.5%

STA 12+73± TO STA 13+00±



PLEASANT STREET
STA 10+50± TO STA 11+50±
NOT TO SCALE
* TOLERANCE FOR CONSTRUCTION ±0.5%



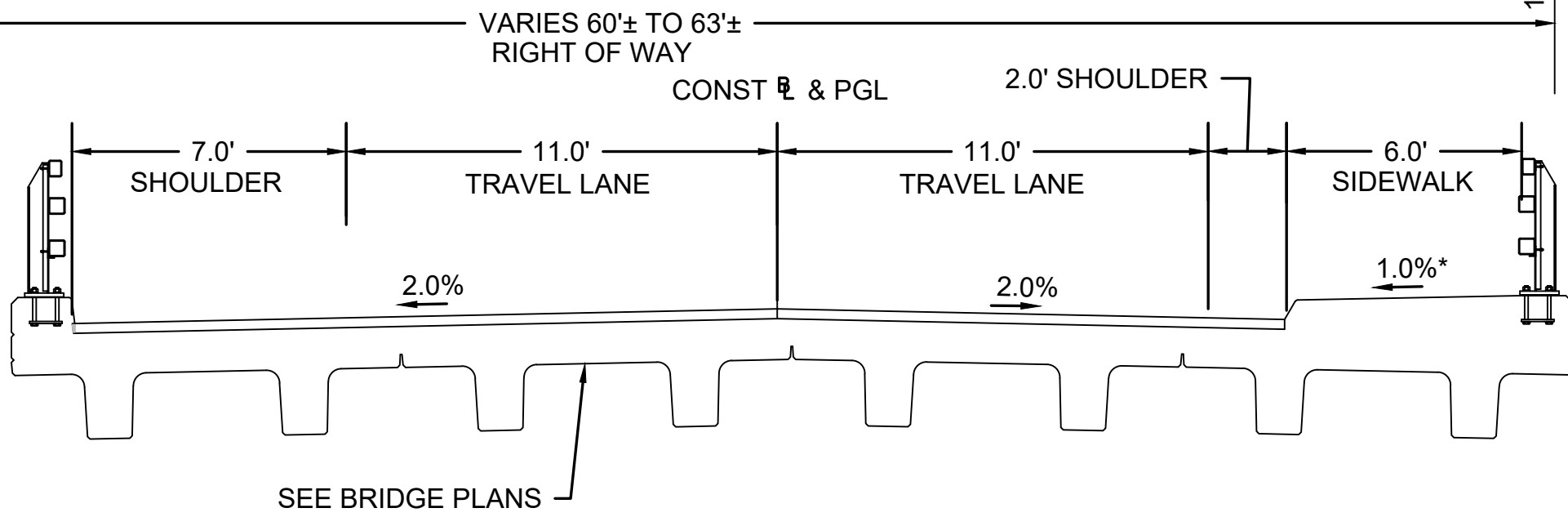
PLEASANT STREET
STA 9+90± TO STA 10+50±
NOT TO SCALE
* TOLERANCE FOR CONSTRUCTION ±0.5%

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TYPICAL SECTIONS

TEMP EASEMENT

1926 TOWN LAYOUT



PLEASANT STREET
STA 11+75± TO STA 12+25±
NOT TO SCALE
* TOLERANCE FOR CONSTRUCTION ±0.5%

PERM EASEMENT

TEMP EASEMENT

PROP LAYOUT
ALTERATION

PERM EASEMENT

GENERAL NOTES

- THE ACCURACY AND COMPLETENESS OF UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION, SIZE, TYPE ETC. OF ALL UNDERGROUND UTILITIES THAT MAY BE AFFECTED BY THE WORK. ALL TOWN-OWNED UTILITY STRUCTURES, WITHIN AREAS AFFECTED BY THE WORK SHALL BE ADJUSTED TO NEW LINE AND GRADE AS DIRECTED BY THE ENGINEER. ANY UTILITY POLES AND/OR GUY POLES, WITHIN AREAS AFFECTED BY THE WORK, SHALL BE REMOVED AND RESET BY THE RESPECTIVE UTILITY COMPANY. ALTERATIONS TO UTILITIES NOT OWNED BY THE TOWN SHALL BE MADE BY THE RESPECTIVE UTILITY OWNERS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WORK IN ADVANCE WITH THOSE UTILITY OWNERS.
- ALL CURB TIE DIMENSIONS ARE TO FACE OF THE CURB.
- CONTRACTOR SHALL VERIFY EXISTING GRADES. IF ANY ADJUSTMENT IS REQUIRED DUE TO DIFFERENT EXISTING GRADES FOUND IN THE FIELD, THE CONTRACTOR SHALL NOTIFY AND SEEK THE APPROVAL OF THE ENGINEER PRIOR TO PERFORMING THE WORK.
- IN AREAS OF NEW SIDEWALK, NEW EDGE OF PAVEMENT OR CURB WITHOUT SIDEWALK OR ANY WORK ADJACENT TO EXISTING GRASS AREAS, EVEN WHEN NO SLOPE-MATCHING OR GRADING IS NECESSARY AND THE EXISTING GRADE IS MET, LOAM AND SEED SHALL BE PROVIDED AS NECESSARY TO REPAIR AND COMPLETE ANY DAMAGE TO THE GRADE CAUSED BY THE CONSTRUCTION PROCESS.
- TREES TO BE RETAINED WHICH RESTRICT SIGHT DISTANCE OR RESTRICT HORIZONTAL OR VERTICAL CLEARANCES SHALL BE TRIMMED AS DIRECTED BY THE ENGINEER.
- WHEN WORKING NEXT TO EXISTING TREES, WALLS OR FENCES, THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION NOT TO DISTURB THE EXISTING WALL, TREE OR FENCE. IF THE CONTRACTOR DAMAGES EXISTING TREES, WALLS OR FENCES AS A RESULT OF THE CONSTRUCTION PROCESS IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR ALL DAMAGES AS DIRECTED BY THE ENGINEER. ALL WORK ASSOCIATED WITH THE REPAIR OR REPLACEMENT OF EXISTING TREES, WALLS OR FENCES SHALL BE CONSIDERED AS INCLUDED IN THE BID PRICE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED THEREFORE.
- TRAFFIC CONTROLS FOR CONSTRUCTION OPERATIONS SHALL BE IN ACCORDANCE WITH MASSDOT REQUIREMENTS AND THE LATEST MUTCD EDITION WITH MASS AMENDMENTS.
- THE CONTRACTOR SHALL CALL DIGSAFE A MINIMUM OF 72 HOURS PRIOR TO THE START OF ANY WORK.
- SURVEY PERFORMED BY CHAPPELL ENGINEERING ASSOCIATES, LLC IN 2022. HORIZONTAL COORDINATE SYSTEM IS NAD83. THE VERTICAL DATUM IS NAVD88.
- MINIMUM VERTICAL CLEARANCE IS 80" OVER SIDEWALKS.
- UNLESS OTHERWISE PROVIDED BY PAY ITEM, ITEMS NOTED TO BE R&D SHALL BE PAID FOR UNDER ITEM 120.1.
- TREES CALLED OUT FOR TREE PROTECTION SHALL RECEIVE TREE PROTECTION - ARMORING AND PRUNING.
- DRAINAGE ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR DIRECTED BY THE ENGINEER. ONLY AFTER THE CONTRACTOR VERIFIES ELEVATIONS FOR THE CONSTRUCTIBILITY OF THE DRAINAGE SYSTEM SHALL ANY STRUCTURES BE ORDERED. ANY FIELD ADJUSTMENTS TO LINE AND GRADE UP TO A DEPTH OF 5' SHALL BE INCLUDED IN THE COST OF THE PIPE. PIPE EXCAVATION GREATER THAN 5' WILL BE PAID UNDER CLASS B TRENCH EXCAVATION.

PEDESTRIAN CURB RAMP NOTES

- ALL PEDESTRIAN CURB RAMPS SHALL CONFORM TO THE REQUIREMENTS OF THE ARCHITECTURAL ACCESS BOARD (A.A.B) AND THE AMERICANS WITH DISABILITIES ACT (A.D.A.).
- ALL PROPOSED CURB FOR PEDESTRIAN CURB RAMP TRANSITIONS SHALL BE CUT AND TRANSITIONED AS NECESSARY TO PROVIDE THE CORRECT TRANSITION LENGTHS FOR EACH PEDESTRIAN CURB RAMP, AS SHOWN ON PEDESTRIAN CURB RAMP DETAILS OR AS DIRECTED BY THE ENGINEER. ANY EXISTING CURB INLETS IN AREAS OF NEW PEDESTRIAN CURB RAMP TRANSITIONS, SHALL BE REMOVED AND REPLACED WITH APPROPRIATE TRANSITION CURB, AS DIRECTED BY THE ENGINEER.
- IN NO CASE, EXCEPT MAXIMUM LENGTH HIGH SIDE TRANSITIONS, SHALL ANY TRANSITION SLOPE OF ANY PEDESTRIAN CURB RAMP EXCEED 7.5%. PROPOSED PEDESTRIAN CURB RAMP SLOPES, ESPECIALLY HIGH SIDE TRANSITIONS, SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO POURING OF CONCRETE, AND ADJUSTED, IF NECESSARY, AT THE DIRECTION OF THE ENGINEER.
- IN INSTANCES WHERE AN EXISTING MANHOLE, HANDHOLE OR OTHER "SURFACE" TYPE STRUCTURE THAT CANNOT BE REMOVED OR RESET, IS WITHIN THE ACTUAL PEDESTRIAN CURB RAMP PATH, THE STRUCTURE SHALL BE CAREFULLY ADJUSTED SUCH THAT THE TOPMOST SURFACES OF THE STRUCTURE COVER SHALL BE FLUSH WITH THE RAMP SURFACE AND SHALL MATCH THE SLOPE OF THE NEW PEDESTRIAN CURB RAMP EXACTLY, AS DIRECTED BY THE ENGINEER.
- THE LOCATION OF PROPOSED PEDESTRIAN CURB RAMPS ARE SHOWN ON CONSTRUCTION PLANS AND THE PEDESTRIAN CURB RAMP DETAILS. EXACT LOCATIONS MAY BE ADJUSTED, IF NECESSARY, BY THE ENGINEER IN THE FIELD.
- ALL PROPOSED PEDESTRIAN CURB RAMPS SHALL HAVE DETECTABLE WARNING PANELS INSTALLED IN ACCORDANCE WITH MASSDOT STANDARD DRAWING 701.2.2.

DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	6	56
PROJECT FILE NO.		613636	

CONSTRUCTION NOTES

HIGHWAY GUARD DETAILS

TRANSITION TO NCHRP 350 GUARDRAIL STA 21+01 (MEET EXIST) TO 20+67 RT (MUDDY COVE LN)
TRANSITION TO BRIDGE RAIL STA 20+67 TO 20+33 LT
BRIDGE S3-TL4 GUARDRAIL STA 20+33 TO 12+77 LT
(MUDDY COVE LN AFTER 20+33 AND PLEASANT STREET AFTER 12+73)
TRANSITION TO BRIDGE RAIL STA 12+73 TO 13+07 LT
TRANSITION TO NCHRP 350 GUARDRAIL STA 13+07 TO 13+41 LT (MEET EXIST)

TANGENT END TREATMENT - TL-3 STA 10+00 TO 10+25 RT
GUARDRAIL - TL-3 (SINGLE FACED, DEEP POSTS) STA 10+25 TO 11+17 RT
TRANSITION TO BRIDGE RAIL STA 11+17 TO 11+51 RT
BRIDGE S3-TL4 GUARDRAIL STA 11+51 TO 12+05 RT
TRANSITION TO BRIDGE RAIL STA 12+05 TO 12+39 RT
GUARDRAIL - TL-3 (SINGLE FACED, DEEP POSTS) STA 12+39 TO 12+73 RT
TRAILING ANCHORAGE STA 12+73 TO 12+83 RT

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

SEE UTILITY PLAN

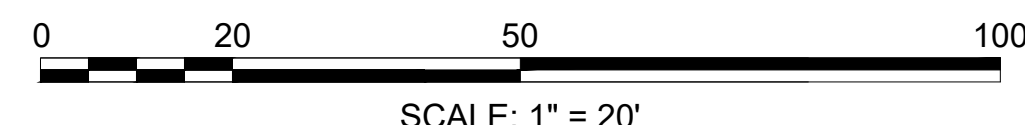
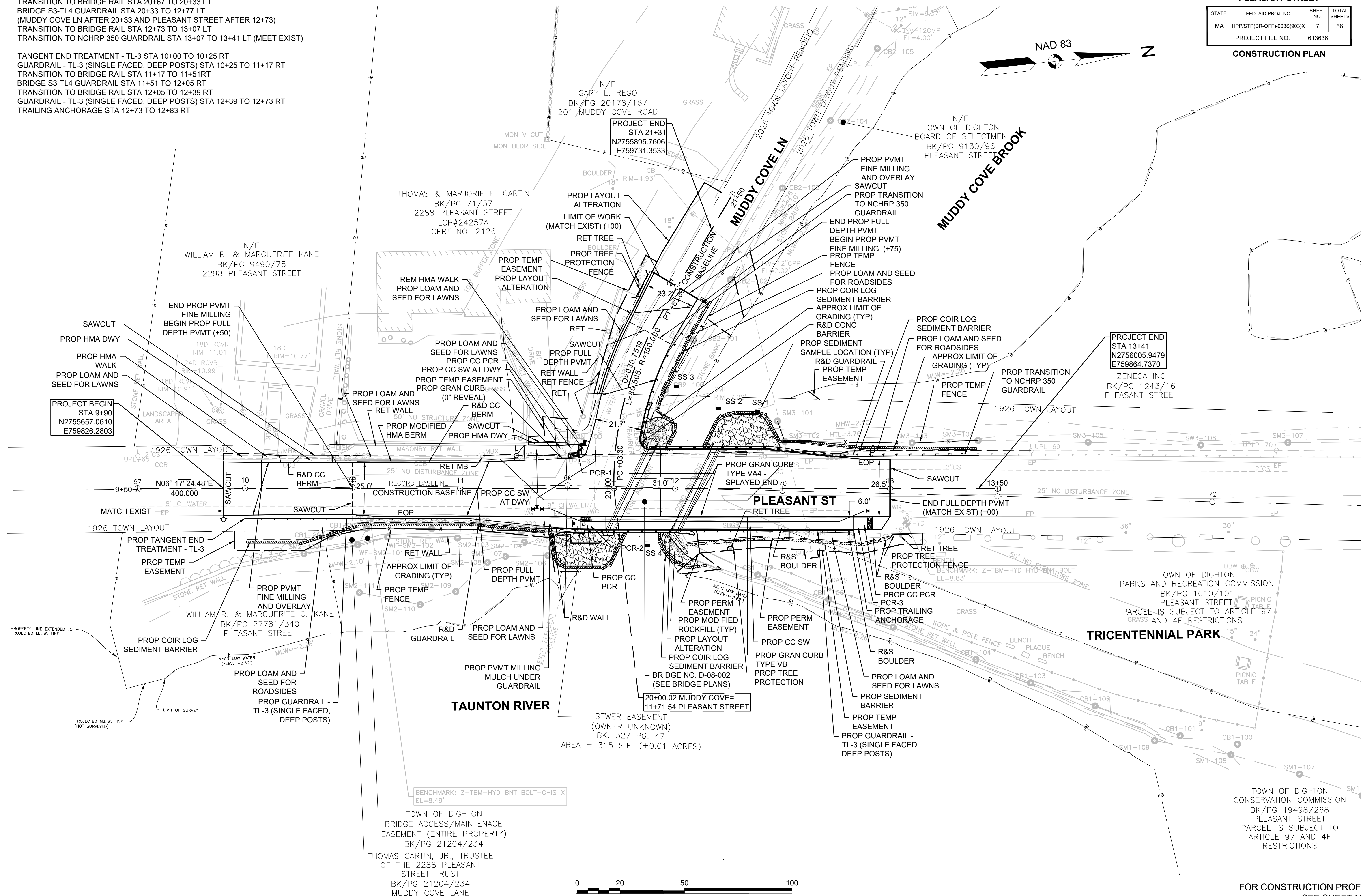
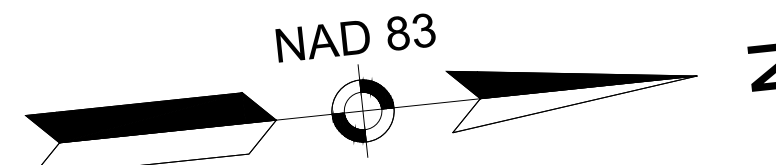
DRAINAGE DETAILS

NONE

DIGHTON PLEASANT STREET

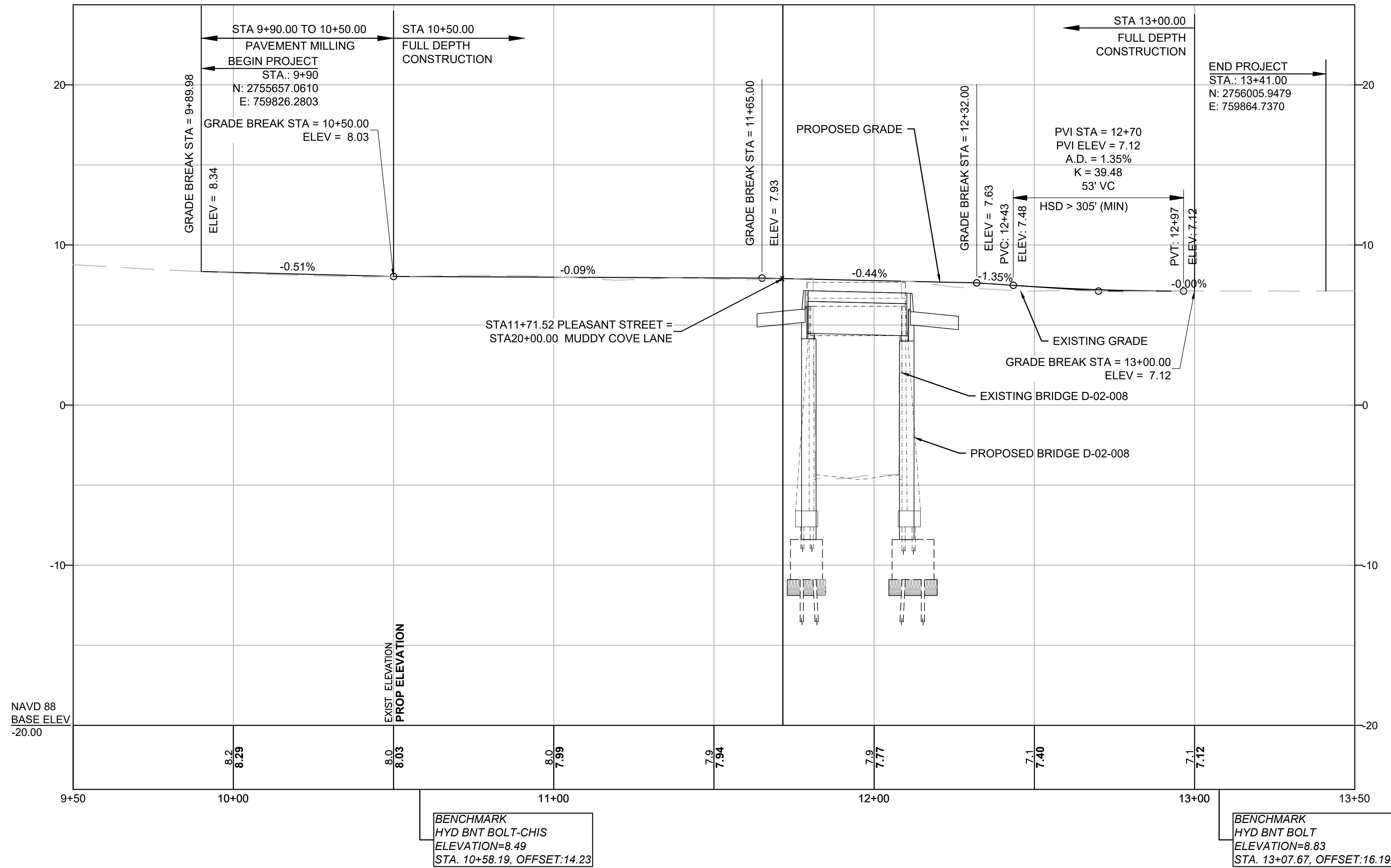
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	7	56
PROJECT FILE NO.		613636	

CONSTRUCTION PLAN

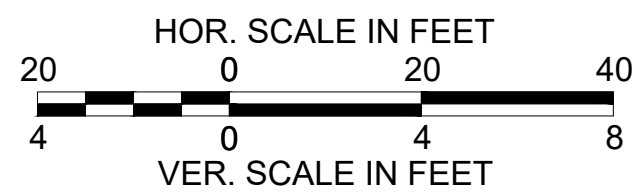
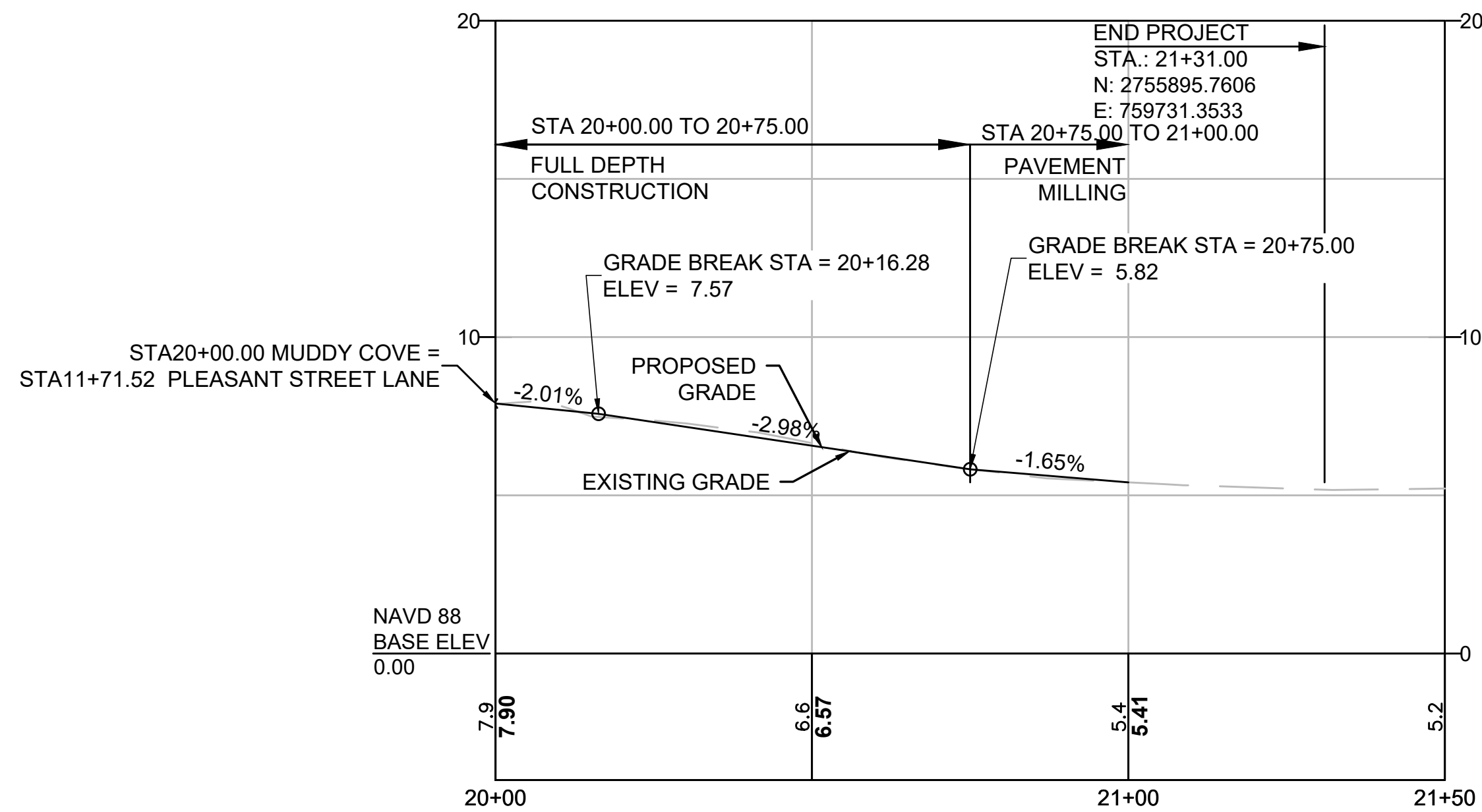


FOR CONSTRUCTION PROFILE:
SEE SHEET NO. 8

PLEASANT STREET



MUDDY COVE LANE



DIGHTON
PLEASANT STREET

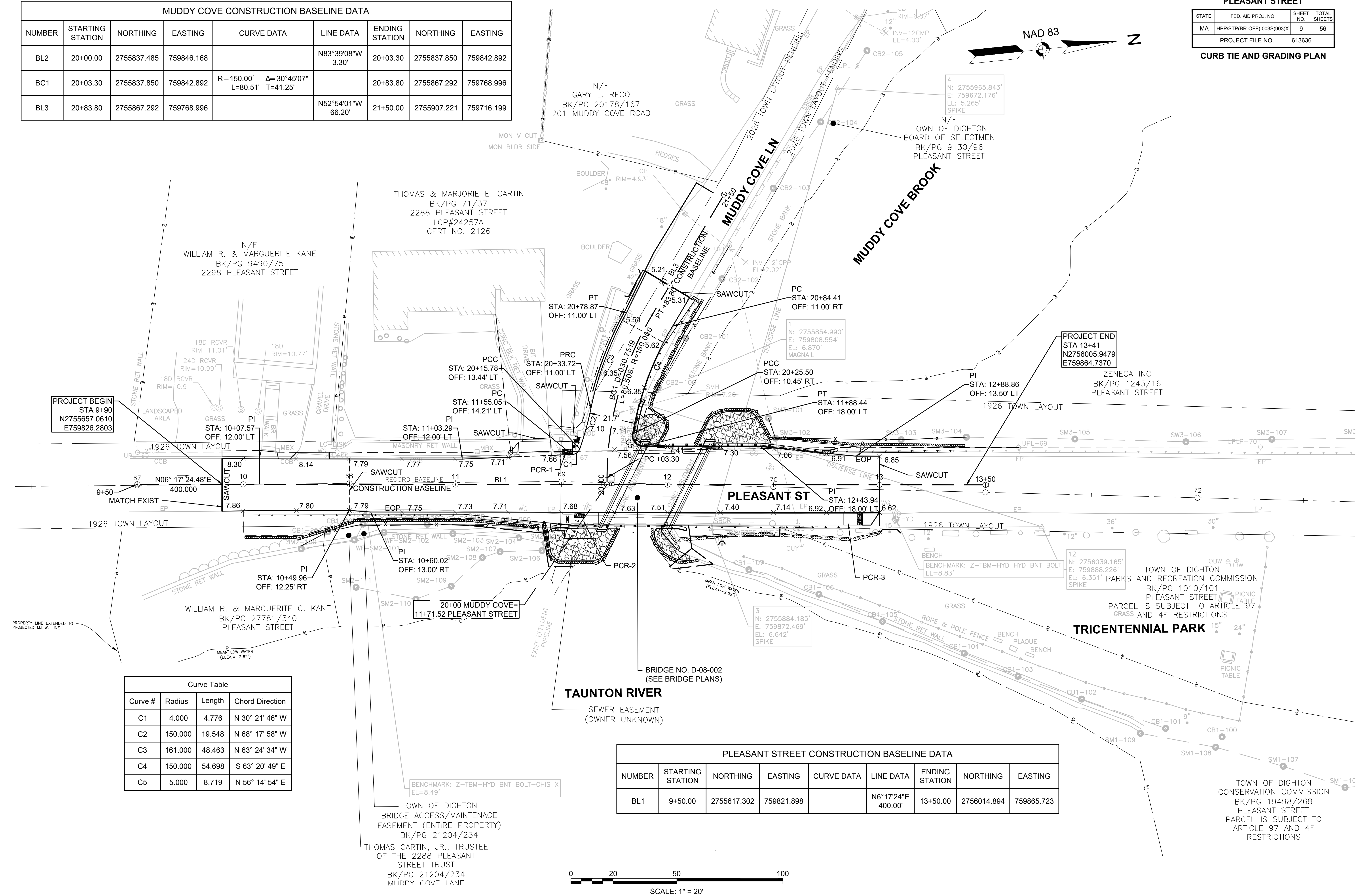
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	8	56
PROJECT FILE NO.		613636	

PROFILES

FOR CONSTRUCTION PLAN:
SEE SHEET NO. 7

MUDDY COVE CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
BL2	20+00.00	2755837.485	759846.168		N83°39'08"W 3.30'	20+03.30	2755837.850	759842.892
BC1	20+03.30	2755837.850	759842.892	R=150.00' Δ=30°45'07" L=80.51' T=41.25'		20+83.80	2755867.292	759768.996
BL3	20+83.80	2755867.292	759768.996		N52°54'01"W 66.20'	21+50.00	2755907.221	759716.199

DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	9	56
PROJECT FILE NO.		613636	
CURB TIE AND GRADING PLAN			



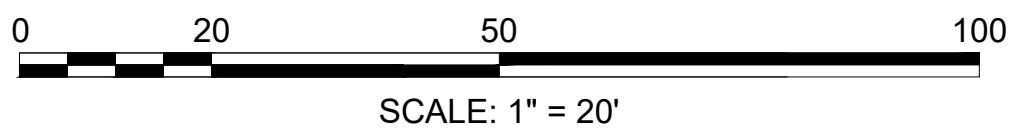
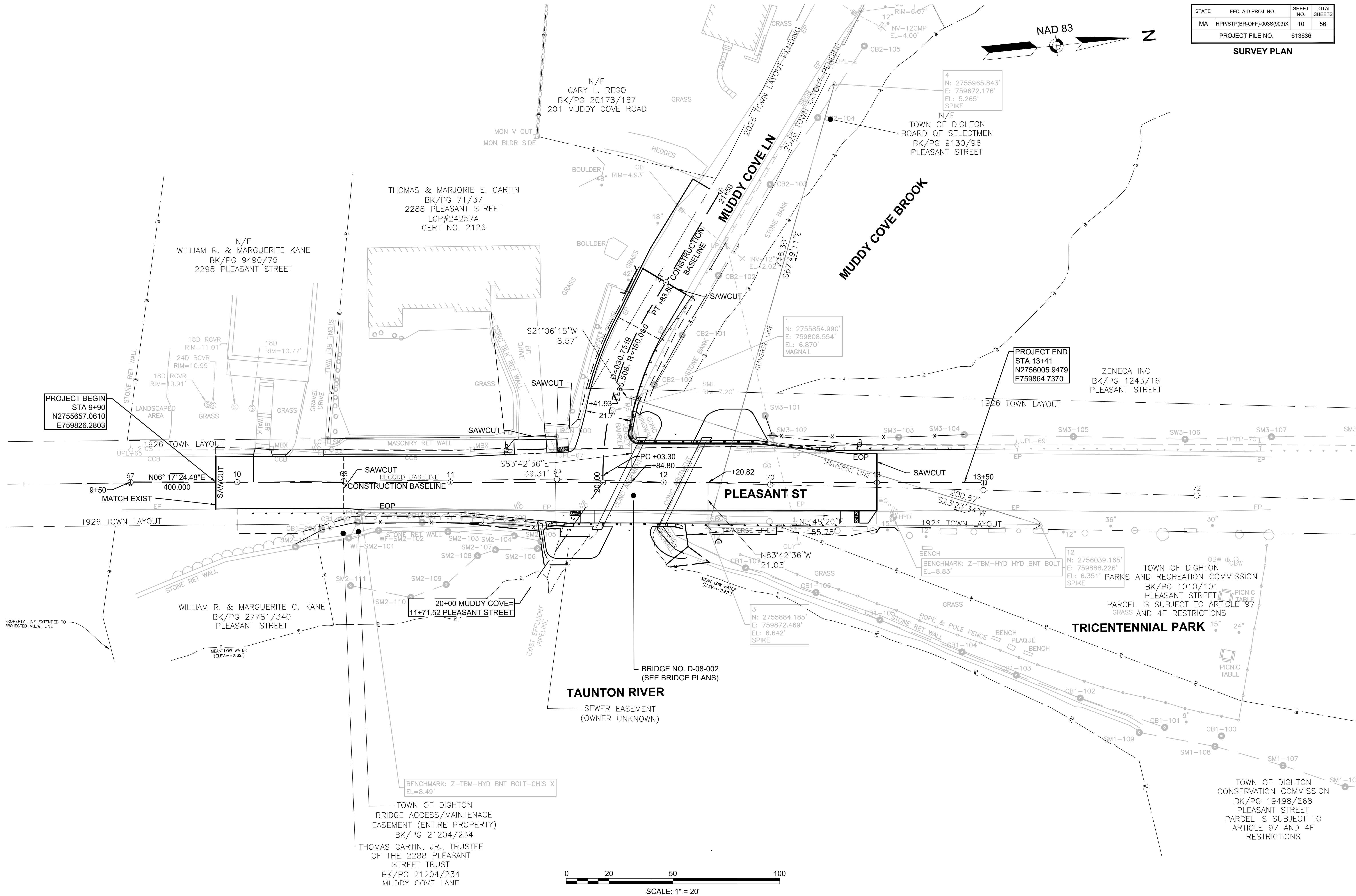
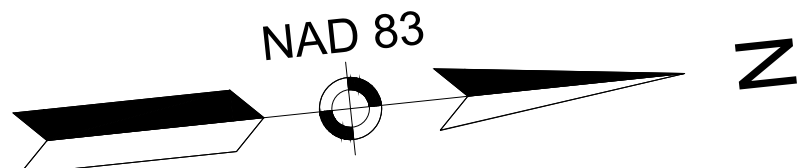
Curve Table			
Curve #	Radius	Length	Chord Direction
C1	4.000	4.776	N 30° 21' 46" W
C2	150.000	19.548	N 68° 17' 58" W
C3	161.000	48.463	N 63° 24' 34" W
C4	150.000	54.698	S 63° 20' 49" E
C5	5.000	8.719	N 56° 14' 54" E

PLEASANT STREET CONSTRUCTION BASELINE DATA								
NUMBER	STARTING STATION	NORTHING	EASTING	CURVE DATA	LINE DATA	ENDING STATION	NORTHING	EASTING
BL1	9+50.00	2755617.302	759821.898		N6°17'24"E 400.00'	13+50.00	2756014.894	759865.723

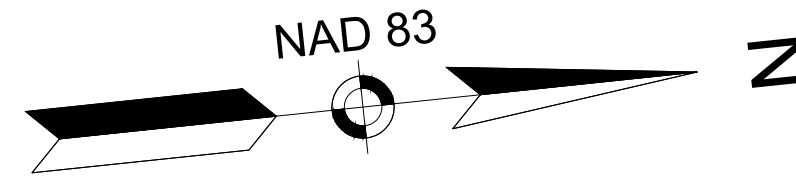
DIGHTON
PLEASANT STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	10	56
PROJECT FILE NO.		613636	

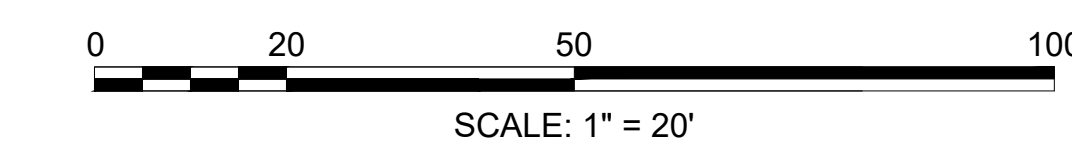
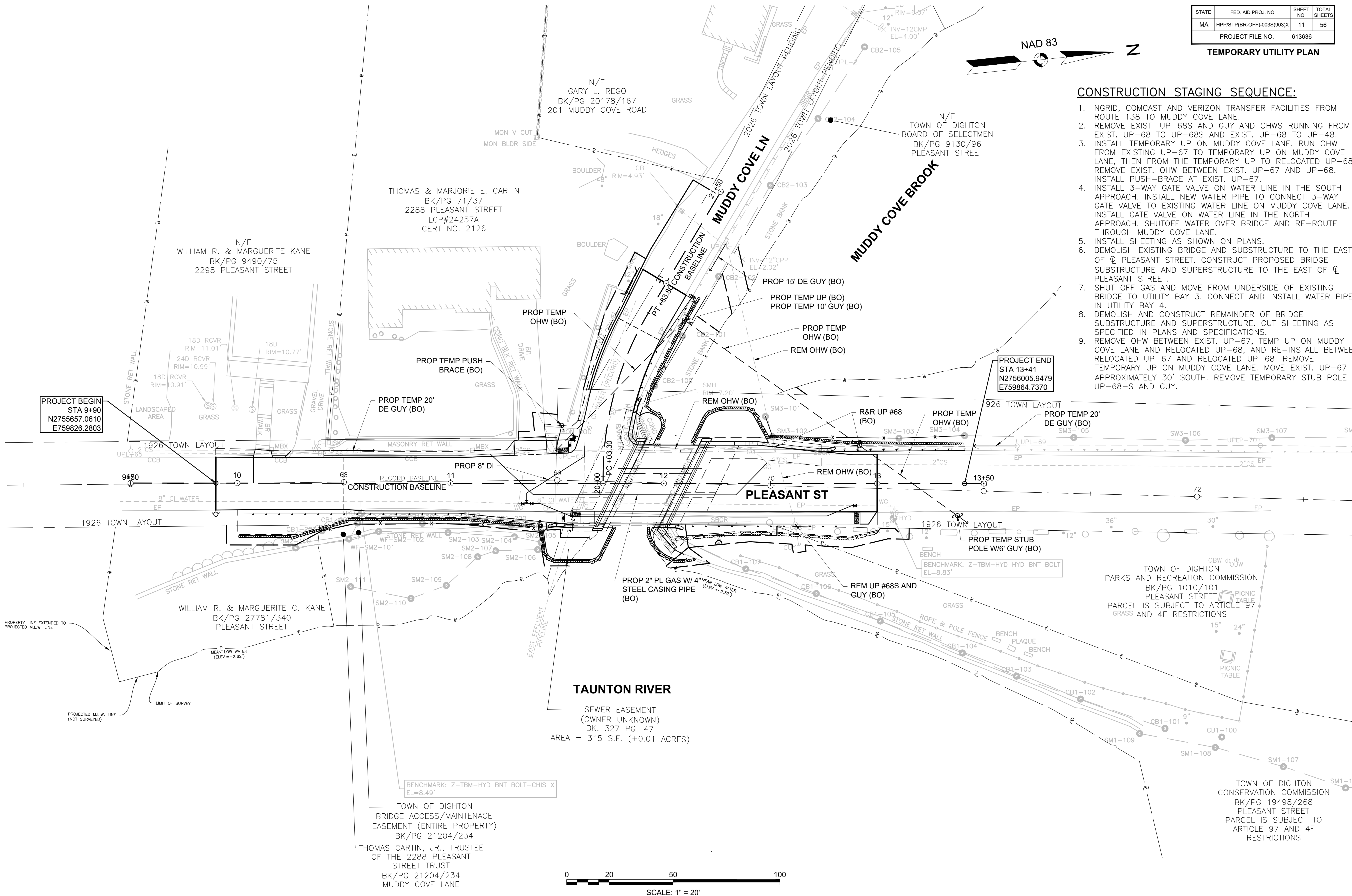
SURVEY PLAN



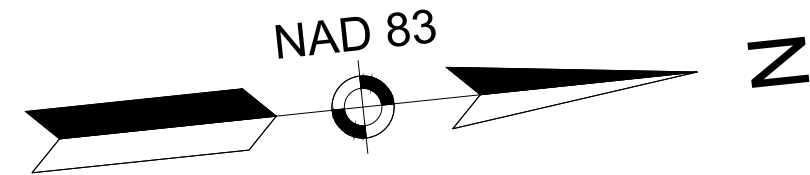
DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	11	56
PROJECT FILE NO.		613636	
TEMPORARY UTILITY PLAN			



- CONSTRUCTION STAGING SEQUENCE:**
1. NGRID, COMCAST AND VERIZON TRANSFER FACILITIES FROM ROUTE 138 TO MUDDY COVE LANE.
 2. REMOVE EXIST. UP-68S AND GUY AND OHWS RUNNING FROM EXIST. UP-68 TO UP-68S AND EXIST. UP-68 TO UP-48.
 3. INSTALL TEMPORARY UP ON MUDDY COVE LANE. RUN OHW FROM EXISTING UP-67 TO TEMPORARY UP ON MUDDY COVE LANE, THEN FROM THE TEMPORARY UP TO RELOCATED UP-68. REMOVE EXIST. OHW BETWEEN EXIST. UP-67 AND UP-68. INSTALL PUSH-BRACE AT EXIST. UP-67.
 4. INSTALL 3-WAY GATE VALVE ON WATER LINE IN THE SOUTH APPROACH. INSTALL NEW WATER PIPE TO CONNECT 3-WAY GATE VALVE TO EXISTING WATER LINE ON MUDDY COVE LANE. INSTALL GATE VALVE ON WATER LINE IN THE NORTH APPROACH. SHUTOFF WATER OVER BRIDGE AND RE-ROUTE THROUGH MUDDY COVE LANE.
 5. INSTALL SHEETING AS SHOWN ON PLANS.
 6. DEMOLISH EXISTING BRIDGE AND SUBSTRUCTURE TO THE EAST OF PLEASANT STREET. CONSTRUCT PROPOSED BRIDGE SUBSTRUCTURE AND SUPERSTRUCTURE TO THE EAST OF PLEASANT STREET.
 7. SHUT OFF GAS AND MOVE FROM UNDERSIDE OF EXISTING BRIDGE TO UTILITY BAY 3. CONNECT AND INSTALL WATER PIPE IN UTILITY BAY 4.
 8. DEMOLISH AND CONSTRUCT REMAINDER OF BRIDGE SUBSTRUCTURE AND SUPERSTRUCTURE. CUT SHEETING AS SPECIFIED IN PLANS AND SPECIFICATIONS.
 9. REMOVE OHW BETWEEN EXIST. UP-67, TEMP UP ON MUDDY COVE LANE AND RELOCATED UP-68, AND RE-INSTALL BETWEEN RELOCATED UP-67 AND RELOCATED UP-68. REMOVE TEMPORARY UP ON MUDDY COVE LANE. MOVE EXIST. UP-67 APPROXIMATELY 30' SOUTH. REMOVE TEMPORARY STUB POLE UP-68-S AND GUY.

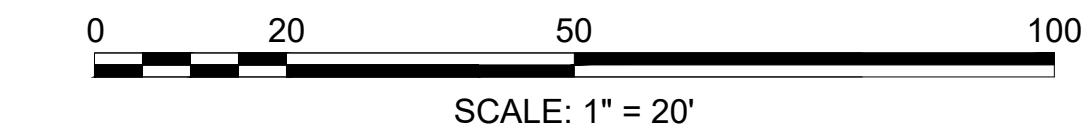
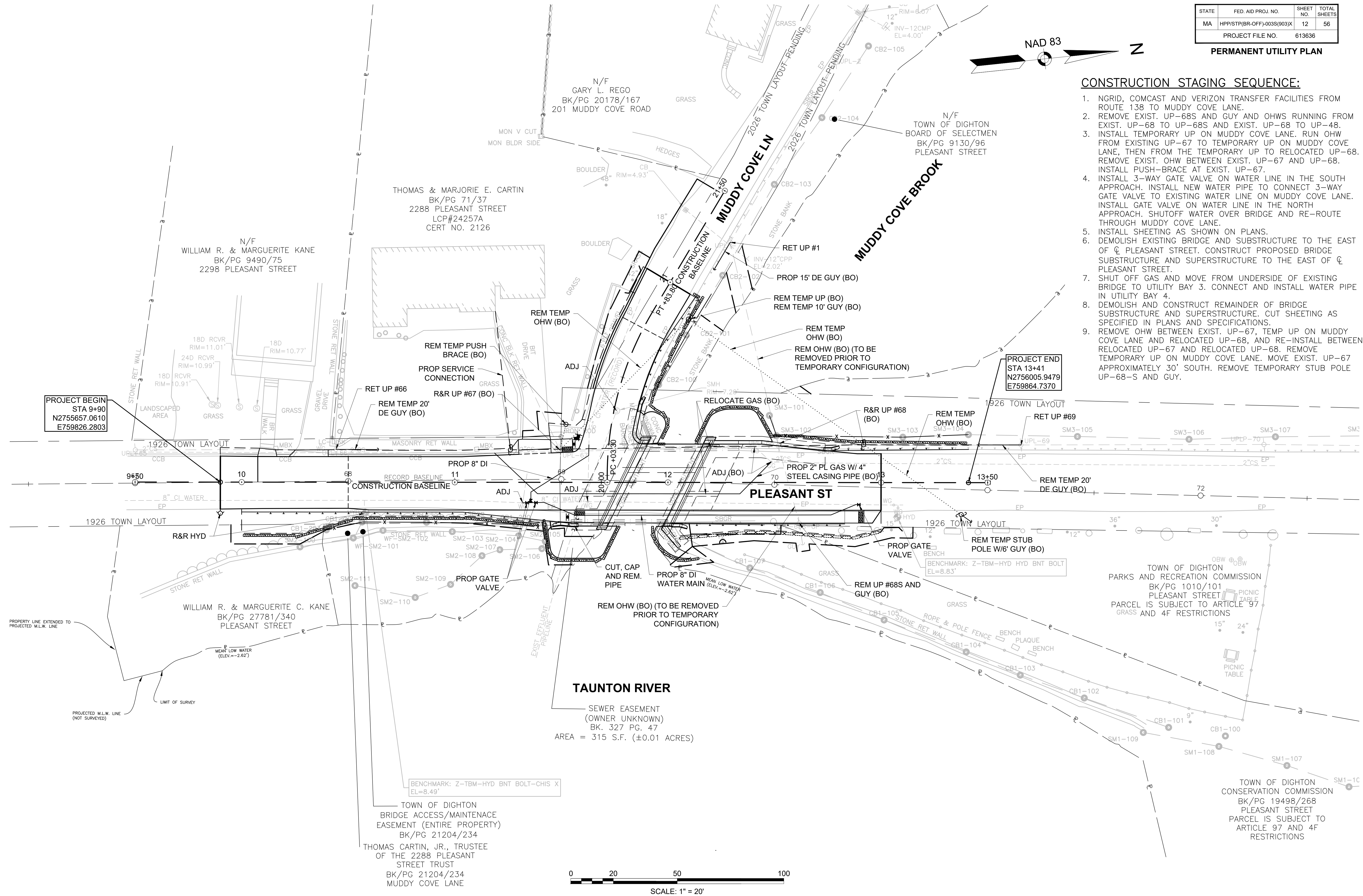


DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	12	56
PROJECT FILE NO.		613636	
PERMANENT UTILITY PLAN			

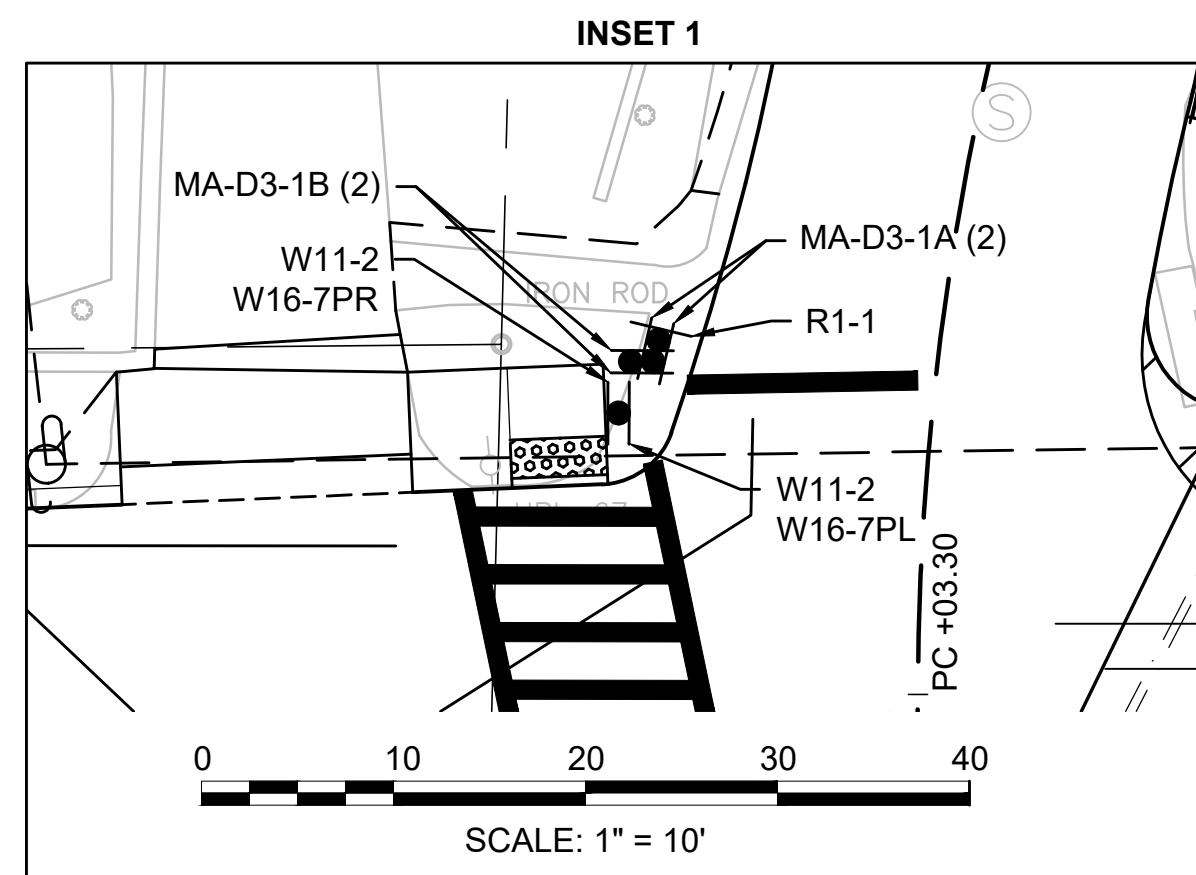


CONSTRUCTION STAGING SEQUENCE:

1. NGRID, COMCAST AND VERIZON TRANSFER FACILITIES FROM ROUTE 138 TO MUDDY COVE LANE.
2. REMOVE EXIST. UP-68S AND GUY AND OHWS RUNNING FROM EXIST. UP-68 TO UP-68S AND EXIST. UP-68 TO UP-48.
3. INSTALL TEMPORARY UP ON MUDDY COVE LANE. RUN OHW FROM EXISTING UP-67 TO TEMPORARY UP ON MUDDY COVE LANE, THEN FROM THE TEMPORARY UP TO RELOCATED UP-68. REMOVE EXIST. OHW BETWEEN EXIST. UP-67 AND UP-68. INSTALL PUSH-BRACE AT EXIST. UP-67.
4. INSTALL 3-WAY GATE VALVE ON WATER LINE IN THE SOUTH APPROACH. INSTALL NEW WATER PIPE TO CONNECT 3-WAY GATE VALVE TO EXISTING WATER LINE ON MUDDY COVE LANE. INSTALL GATE VALVE ON WATER LINE IN THE NORTH APPROACH. SHUTOFF WATER OVER BRIDGE AND RE-ROUTE THROUGH MUDDY COVE LANE.
5. INSTALL SHEETING AS SHOWN ON PLANS.
6. DEMOLISH EXISTING BRIDGE AND SUBSTRUCTURE TO THE EAST OF ½ PLEASANT STREET. CONSTRUCT PROPOSED BRIDGE SUBSTRUCTURE AND SUPERSTRUCTURE TO THE EAST OF ½ PLEASANT STREET.
7. SHUT OFF GAS AND MOVE FROM UNDERSIDE OF EXISTING BRIDGE TO UTILITY BAY 3. CONNECT AND INSTALL WATER PIPE IN UTILITY BAY 4.
8. DEMOLISH AND CONSTRUCT REMAINDER OF BRIDGE SUBSTRUCTURE AND SUPERSTRUCTURE. CUT SHEETING AS SPECIFIED IN PLANS AND SPECIFICATIONS.
9. REMOVE OHW BETWEEN EXIST. UP-67, TEMP UP ON MUDDY COVE LANE AND RELOCATED UP-68, AND RE-INSTALL BETWEEN RELOCATED UP-67 AND RELOCATED UP-68. REMOVE TEMPORARY UP ON MUDDY COVE LANE. MOVE EXIST. UP-67 APPROXIMATELY 30' SOUTH. REMOVE TEMPORARY STUB POLE UP-68-S AND GUY.

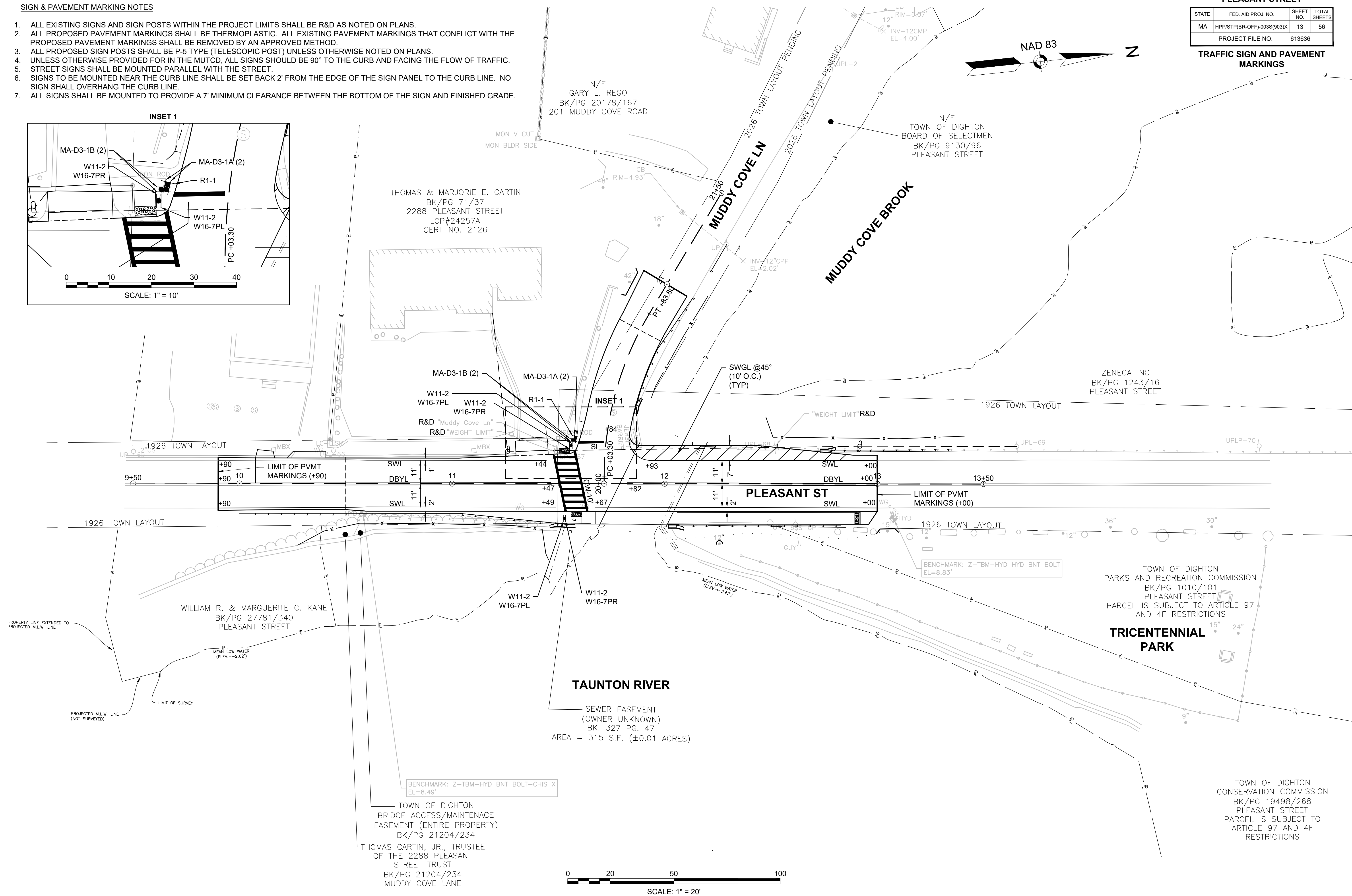


1. ALL EXISTING SIGNS AND SIGN POSTS WITHIN THE PROJECT LIMITS SHALL BE R&D AS NOTED ON PLANS.
2. ALL PROPOSED PAVEMENT MARKINGS SHALL BE THERMOPLASTIC. ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED BY AN APPROVED METHOD.
3. ALL PROPOSED SIGN POSTS SHALL BE P-5 TYPE (TELESCOPIC POST) UNLESS OTHERWISE NOTED ON PLANS.
4. UNLESS OTHERWISE PROVIDED FOR IN THE MUTCD, ALL SIGNS SHOULD BE 90° TO THE CURB AND FACING THE FLOW OF TRAFFIC.
5. STREET SIGNS SHALL BE MOUNTED PARALLEL WITH THE STREET.
6. SIGNS TO BE MOUNTED NEAR THE CURB LINE SHALL BE SET BACK 2' FROM THE EDGE OF THE SIGN PANEL TO THE CURB LINE. NO SIGN SHALL OVERHANG THE CURB LINE.
7. ALL SIGNS SHALL BE MOUNTED TO PROVIDE A 7' MINIMUM CLEARANCE BETWEEN THE BOTTOM OF THE SIGN AND FINISHED GRADE.



DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	13	56
PROJECT FILE NO.		613636	

TRAFFIC SIGN AND PAVEMENT MARKINGS



TRAFFIC SIGN SUMMARY

DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	14	56
PROJECT FILE NO.		613636	
TRAFFIC SIGN SUMMARY			

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA (S.F.)	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.		BACK- GROUND	LEGEND	BORDER			
R1-1	30 in	30 in		SEE 11TH EDITION MUTCD STANDARDS			1	RED	WHITE	WHITE	P-5 (2) 1	6.25	6.25
W11-2	30 in	30 in					4	FYG	BLACK	BLACK	P-5 2	6.25	25.0
W16-7PL	21 in	15 in					2	FYG	BLACK	BLACK	MOUNT 2 W/ W11-2	2.19	4.38
W16-7PR	21 in	15 in					2	FYG	BLACK	BLACK	MOUNT 2 W/ W11-2	2.19	4.38
MA-D3-1A	36 in	24 in		6D 6D/4D	4.00 4.00 4.00	N/A	2	GREEN	WHITE	WHITE	MOUNT 2 W/ R1-1	6.0	12.0
MA-D3-1B	48 in	12 in		6D/4D	3.00 3.00	N/A	2	GREEN	WHITE	WHITE	MOUNT 2 W/ MA-D3-1A P-5 1	4.0	8.0

- NOTES:
- HIGH INTENSITY ENCAPSULATED LENS REFLECTIVE SHEETING CONFORMING TO SECTION M9.30.0, TYPE III OR IV, OF THE MASSDOT STANDARD SPECIFICATIONS SHALL BE USED FOR ALL SIGNS.
 - ALL P-5 POSTS SHALL BE TELESCOPIC, RECTANGULAR TYPE POSTS, CONFORMING TO THE DIMENSIONS AND REQUIREMENTS OF THE MASSDOT "STANDARD DRAWINGS FOR SIGNS AND SUPPORTS" (LATEST EDITION).
 - STREET NAME (MA-D3) SIGNS SHALL BE PAINTED ON ONE SIDE AND USE TWO SIGNS MOUNTED BACK TO BACK WITH BOLT-THROUGH METHOD UNLESS OTHERWISE NOTED
 - FYG: FLUORESCENT YELLOW GREEN.

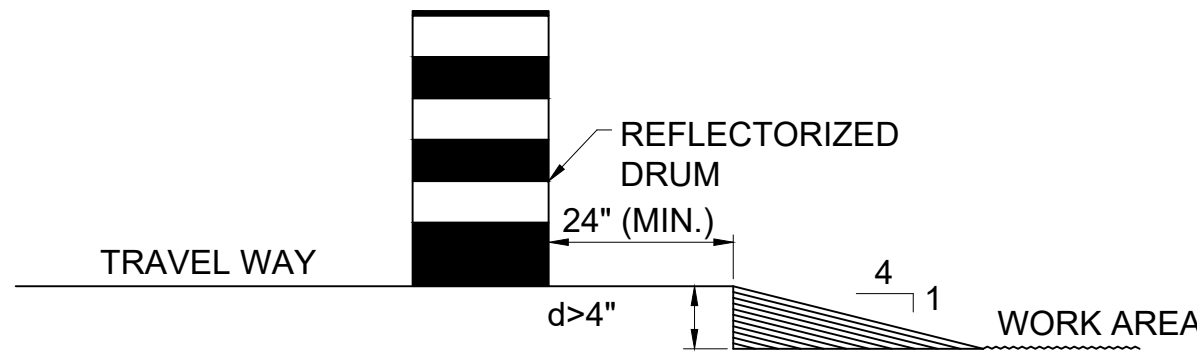
NOTES:

- ALL TEMPORARY TRAFFIC CONTROL WORK SHALL CONFORM TO THE 2009 EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND ALL REVISIONS.
- ALL SIGN LEGENDS, BORDERS AND MOUNTING SHALL BE IN ACCORDANCE WITH THE MUTCD, EXCEPT THAT BACKGROUND COLOR SHALL BE FLUORESCENT ORANGE, IN ACCORDANCE WITH MASSDOT SPECIFICATIONS.
- TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK.
- TEMPORARY CONSTRUCTION SIGNING, BARRICADES AND ALL OTHER NECESSARY WORK ZONE TRAFFIC CONTROL DEVICES SHALL BE REMOVED FROM THE HIGHWAY OR COVERED WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
- SIGNS AND SIGN SUPPORTS LOCATED ON OR NEAR THE TRAVELED WAY, AND REFLECTORIZED PLASTIC DRUMS WITH LIGHTING DEVICES MOUNTED ON THEM, MUST PASS THE CRITERIA SET FORTH IN NCHRP REPORT 350, "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES" AND/OR "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH).
- CONTRACTORS SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS CONDUIT INSTALLATION, EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT AND SIMILAR OPERATIONS.
- THE FIRST TEN PLASTIC DRUMS OF A TAPER SHALL BE MOUNTED WITH SEQUENTIAL FLASHING LIGHTS.
- THE ADVISORY SPEED LIMIT, IF REQUIRED, SHALL BE DETERMINED BY THE ENGINEER.
- DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
- MAXIMUM SPACING OF TRAFFIC DEVICES IN A TAPER (DRUMS OR CONES) IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH.
- MINIMUM LANE WIDTH IS TO BE 11 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF DRUMS OR MEDIAN BARRIER.
- ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORTS.
- TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER NECESSARY WORK ZONE TRAFFIC CONTROL NOT COVERED IN THE PLAN SHALL REFER TO MASSDOT "STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TRAFFIC MANAGEMENT PLANS".
- NO WORK, INCLUDING THE SETTING UP AND TAKING DOWN OF WORK ZONE TRAFFIC CONTROL DEVICES SHALL BE DONE ON EXISTING ROADWAYS AREAS PRIOR TO 9:00 AM OR AFTER 3:00 PM WITHOUT WRITTEN APPROVAL FROM THE ENGINEER AND THE TOWN OF MANSFIELD.
- INSTALL PCMS TWO WEEKS PRIOR TO CONSTRUCTION TO INFORM MOTORISTS OF UPCOMING WORK.

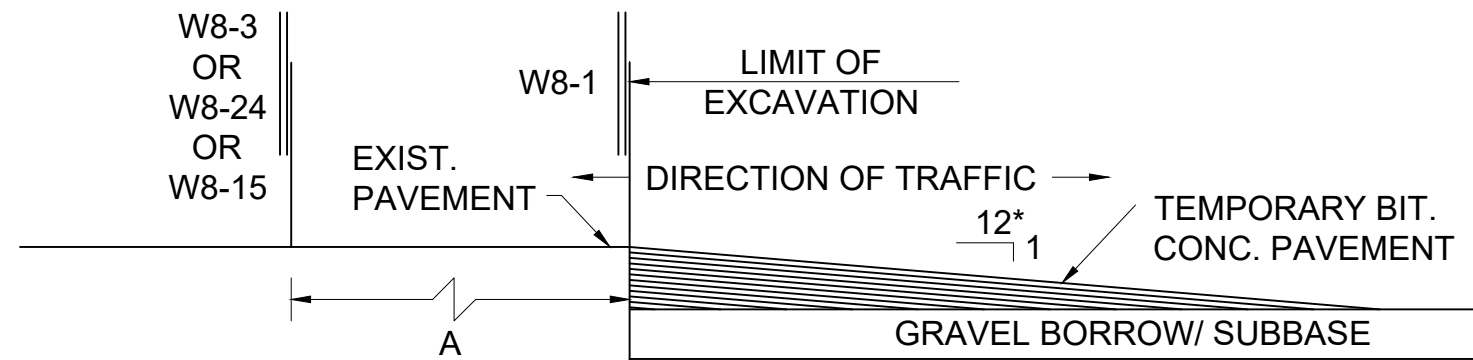
LEGEND:

- REFLECTORIZED PLASTIC DRUM
- TYPE III BARRICADE
- FLASHING ARROW PANEL
- FLASHING ARROW PANEL
- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENUATOR
- MEDIAN BARRIER
- MEDIAN BARRIER WITH WARNING LIGHTS
- WORK VEHICLE
- TRUCK MOUNTED ATTENUATOR
- TRAFFIC OR PEDESTRIAN SIGNAL
- SIGN
- P POLICE DETAIL
- F FLAGGER
- PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

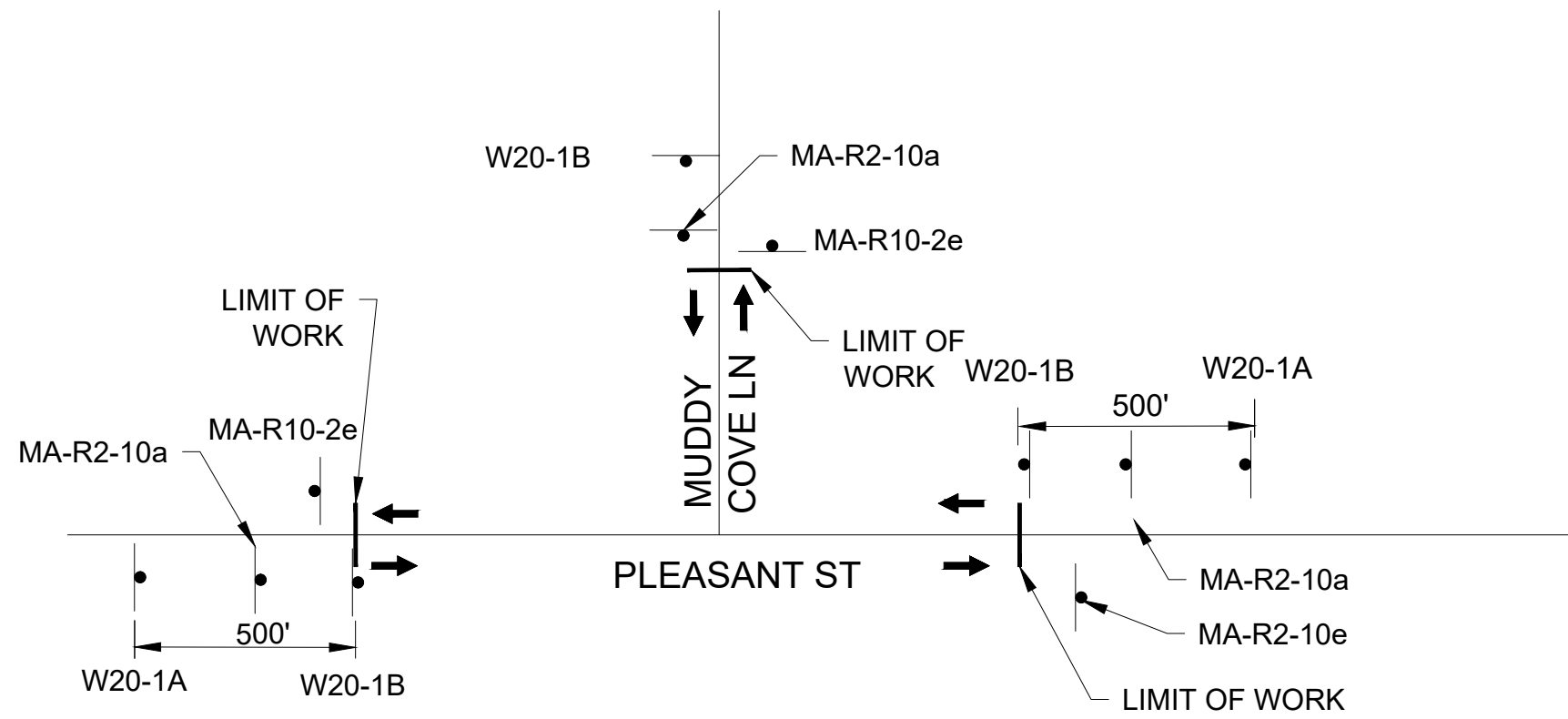
MASSDOT TRAFFIC CONTROL DEVICES CONSTRUCTION STANDARD DETAILS		
DETAIL NUMBER	DETAIL NAME	CURRENT VERSION
851.1.1	CONES & DRUMS	JANUARY 2025
851.2.1	TYPE III BARRICADE	JANUARY 2025
851.2.2	TYPE III BARRICADE WITH SIGN	JANUARY 2025
852.4.1	ALTERNATING ONE-WAY (FLAGGER CONTROL)	JANUARY 2025
852.5.3	TWO LANE ROAD SHOULDER CLOSURE	JANUARY 2025



LATERAL DROP-OFF DETAIL
NOT TO SCALE



LONGITUDINAL DROP-OFF DETAIL
NOT TO SCALE



INTERSECTION PROJECT LIMIT SIGNING
NOT TO SCALE

DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	15	56
PROJECT FILE NO.		613636	

TEMPORARY TRAFFIC CONTROL PLAN

CONSTRUCTION SIGN SUMMARY

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	DIMENSIONS (in)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA IN SQUARE FEET	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW		BACK- GROUND	LEGEND	BORDER			
MA-R2-10a	48 in	36 in	WORK ZONE SPEEDING FINES DOUBLED	SEE MASSDOT STANDARDS			3	**ORANGE /WHITE	BLACK	BLACK	P-5 2	12	36
MA-R2-10e	36 in	48 in	END ROAD WORK DOUBLE FINES END				3	**ORANGE /WHITE	BLACK	BLACK	P-5 2	12	36
W5-1	36 in	36 in	ROAD NARROWS	SEE 11TH EDITION MUTCD STANDARDS			2	**ORANGE	BLACK	BLACK	P-5 2	9	18
W20-1A	36 in	36 in	ROAD WORK 500 FT				2	**ORANGE	BLACK	BLACK	P-5 2	9	18
W20-1B	36 in	36 in	ROAD WORK AHEAD				3	**ORANGE	BLACK	BLACK	P-5 3	9	27
W20-4	36 in	36 in	ONE LANE ROAD AHEAD				2	**ORANGE	BLACK	BLACK	P-5 2	9	18
W20-7	36 in	36 in	FLAGGER AHEAD				2	**ORANGE	BLACK	BLACK	P-5 2	9	18
W21-5	36 in	36 in	RIGHT SHOULDER CLOSED				2	**ORANGE	BLACK	BLACK	P-5 2	9	18

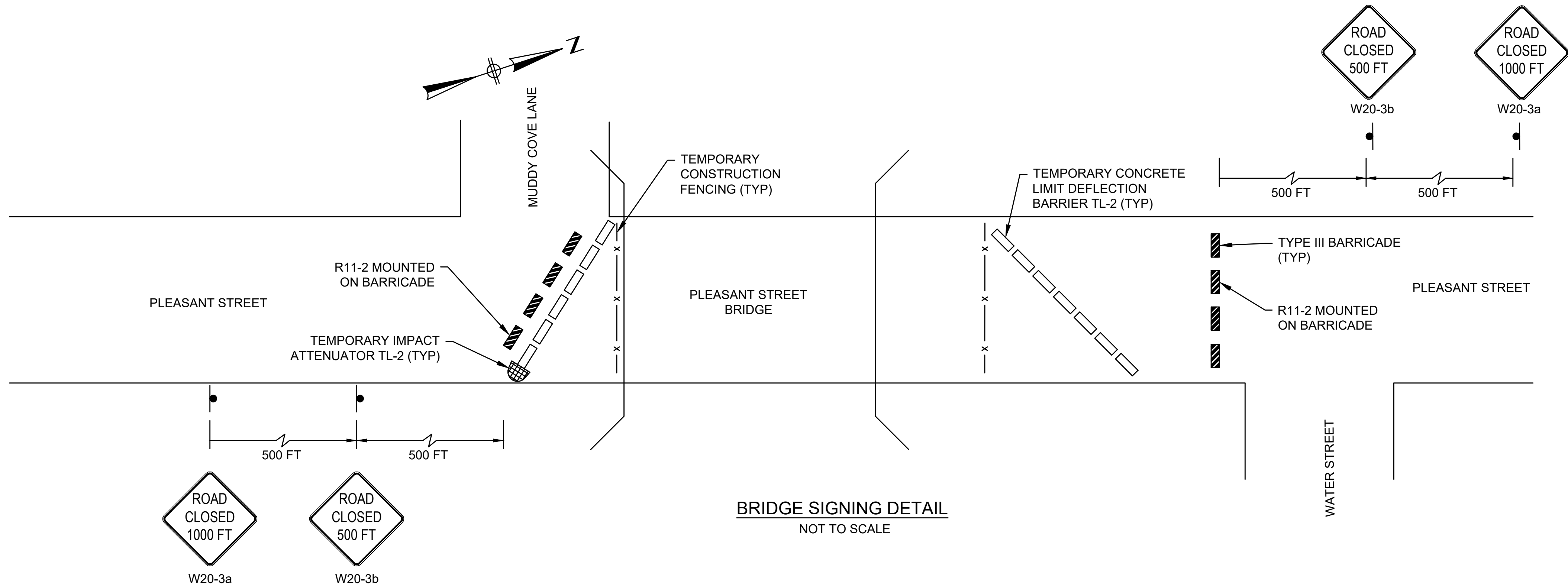
NOTE:
SEE 2012 SUPPLEMENT TO THE 2004 EDITION OF "STANDARD HIGHWAY SIGNS", MASSDOT STANDARD SIGNS BOOK LATEST REVISIONS FOR TEXT DIMENSIONS AS AMENDED"

* NO. OF SIGNS ARE ESTIMATED FOR BIDDING PURPOSES ONLY
** SIGNAGE SHALL HAVE FLUORESCENT ORANGE BACKGROUND

DETOUR SIGN SUMMARY

IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	DIMENSIONS (in)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA IN SQUARE FEET	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW		BACK- GROUND	LEGEND	BORDER			
R11-2	48 in	30 in	ROAD CLOSED	SEE 11TH EDITION MUTCD STANDARDS			2	WHITE	BLACK	BLACK	MOUNT ON BARRICADE	10.0	20.0
R11-4	60 in	30 in	ROAD CLOSED TO THRU TRAFFIC				5	WHITE	BLACK	BLACK	MOUNT ON BARRICADE	12.5	62.5
W20-3a	36 in	36 in	ROAD CLOSED 1000 FT				2	**ORANGE	BLACK	BLACK	P-5 2	9.0	18
W20-3b	36 in	36 in	ROAD CLOSED 500 FT				2	**ORANGE	BLACK	BLACK	P-5 2	9.0	18
M4-8a	24 in	18 in	END DETOUR				2	**ORANGE	BLACK	BLACK	P-5 2	3.0	6.0
M4-9L	30 in	24 in	DETOUR ←				3	**ORANGE	BLACK	BLACK	MOUNT 3 W/ W16-8p	5.0	15
M4-9R	30 in	24 in	DETOUR →				5	**ORANGE	BLACK	BLACK	MOUNT 5 W/ W16-8p	5.0	25
M4-9V	30 in	24 in	DETOUR ↑				4	**ORANGE	BLACK	BLACK	MOUNT 4 W/ W16-8p	5.0	20
W16-8p	36 in	8 in	Pleasant St				13	**ORANGE	BLACK	BLACK	P-5 13	2.0	26

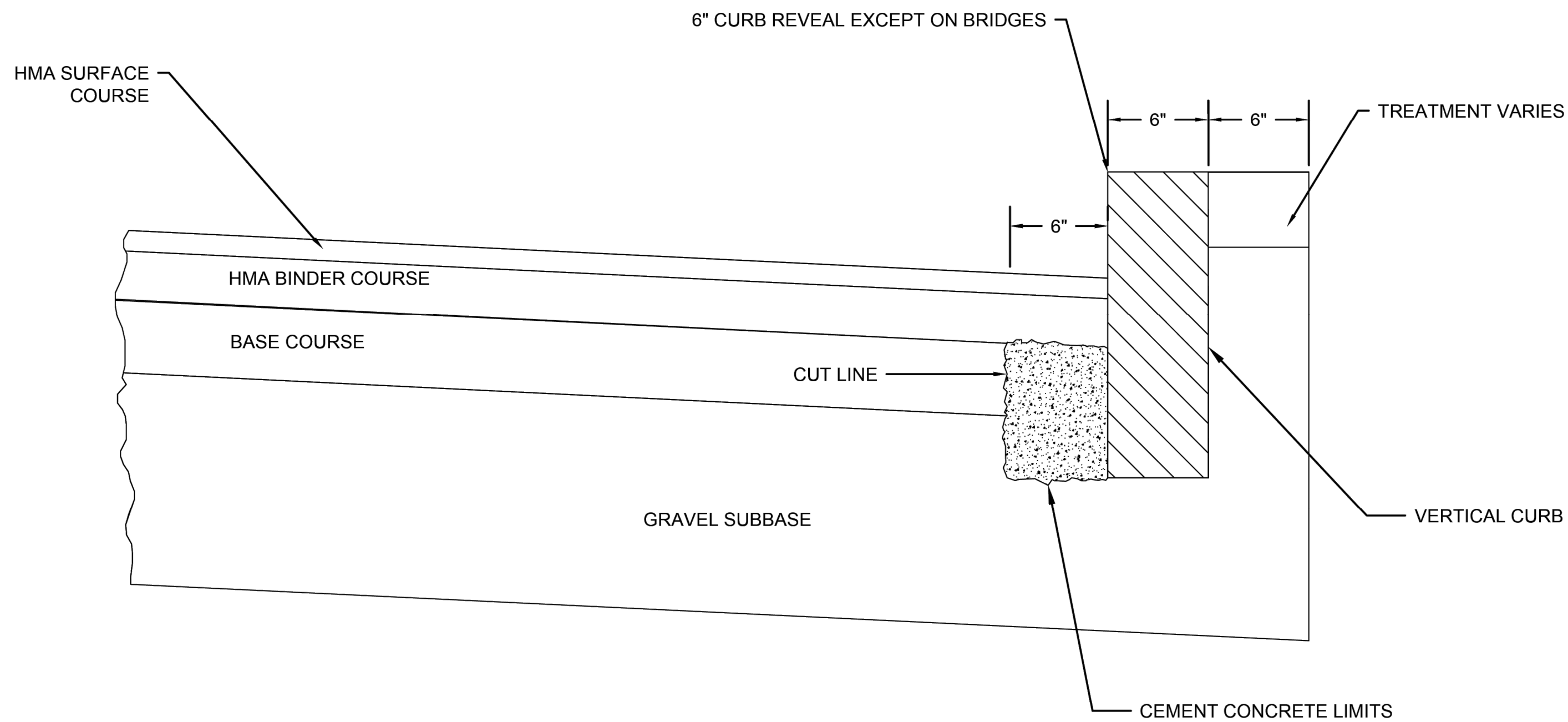
* NO. OF SIGNS ARE ESTIMATED FOR BIDDING PURPOSES ONLY
** ALL CONSTRUCTION SIGNAGE SHALL HAVE FLUORESCENT ORANGE BACKGROUND





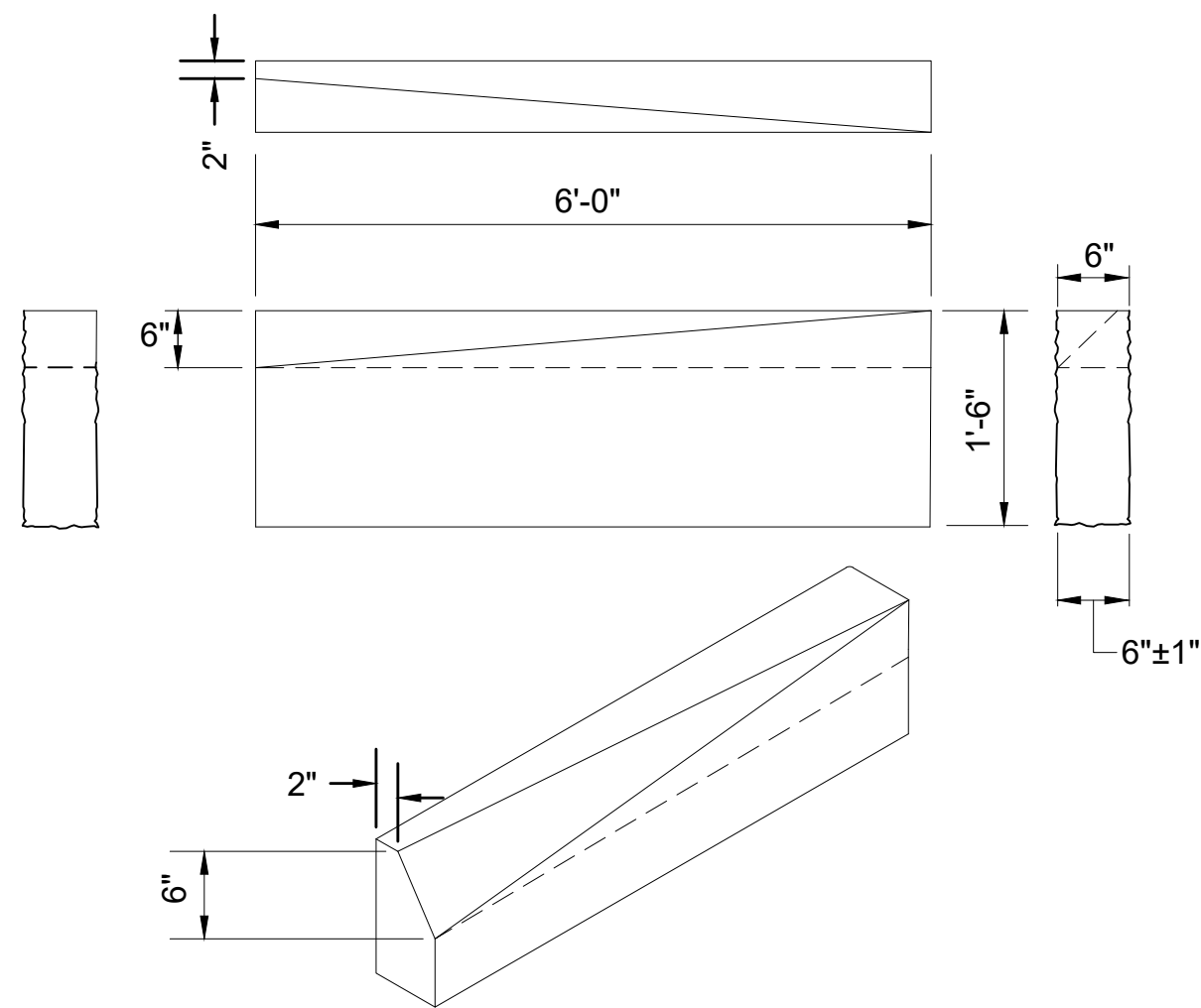
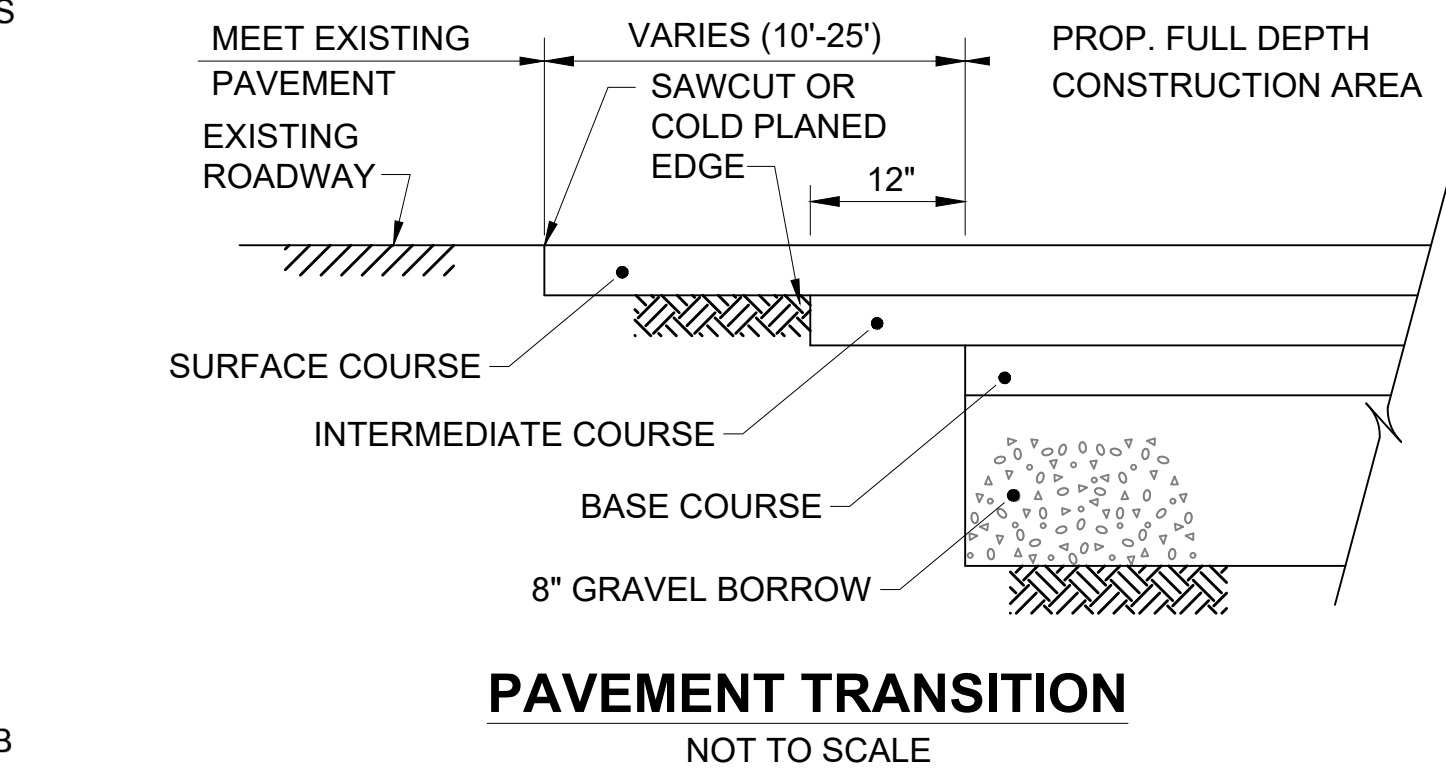
TEMPORARY TRAFFIC CONTROL PLAN DETOUR PLAN

DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	18	56
PROJECT FILE NO. 613636			
CONSTRUCTION DETAILS			



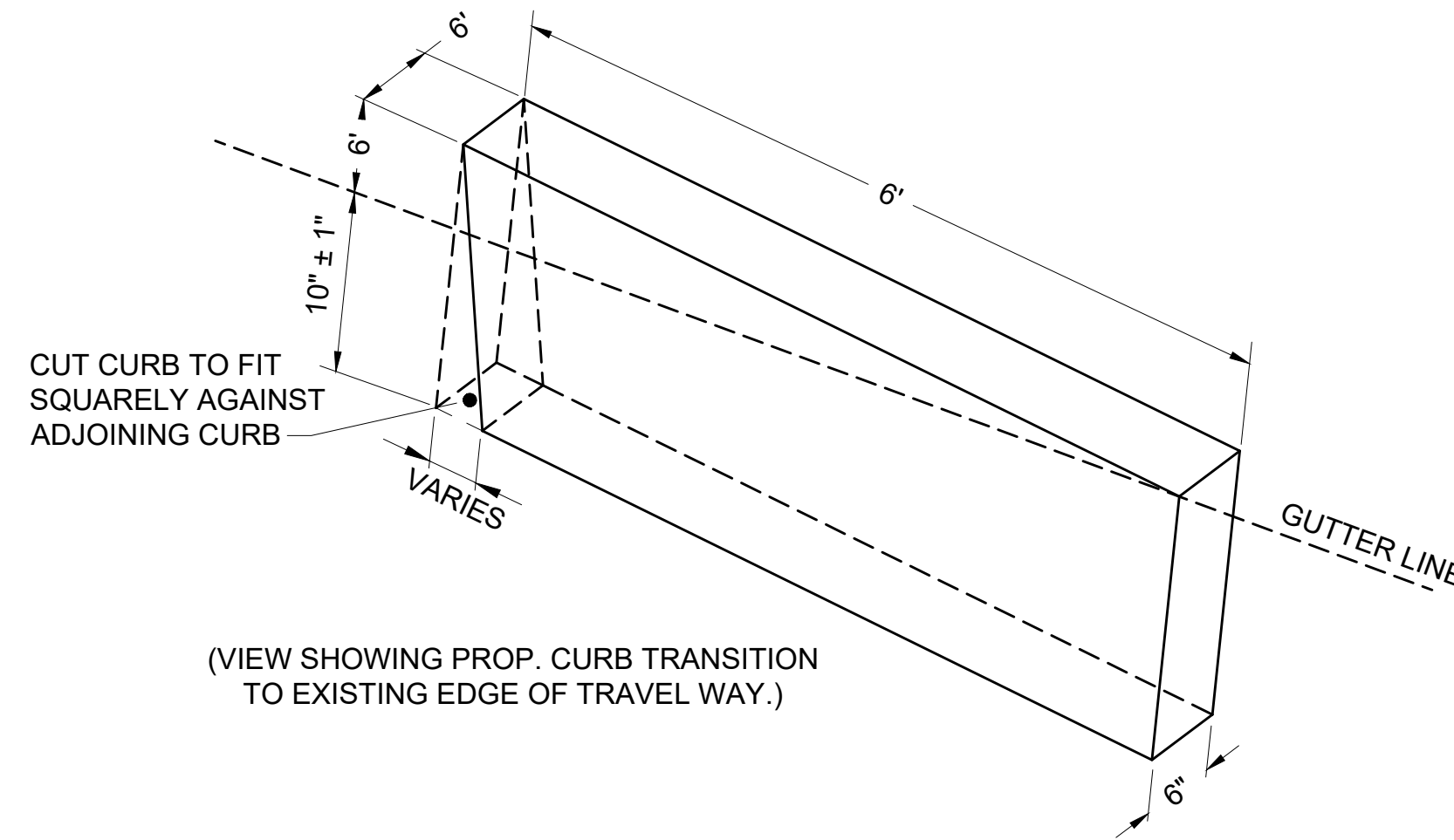
- NOTES:
1. THIS PROCEDURE IS APPLICABLE ONLY IF CURB IS TO BE SET AFTER COURSE IS IN PLACE PRIOR TO BINDER AND TOP PLACEMENT.
 2. CUT NEAT LINE 6" FROM CURB LINE AND REMOVE BASE AND GRAVEL. REPLACE WITH CEMENT CONCRETE.
 3. ANY DESIGNATED CEMENT CONCRETE THAT IS ACCEPTABLE UNDER SECTION M4 OF THE STANDARD SPECIFICATIONS MAY BE USED. ALL THESE REQUIREMENTS ARE WAIVED. HOT MIX ASPHALT SHALL NOT BE USED AS SUBSTITUTE.

METHOD FOR SETTING VERTICAL GRANITE CURB
NOT TO SCALE

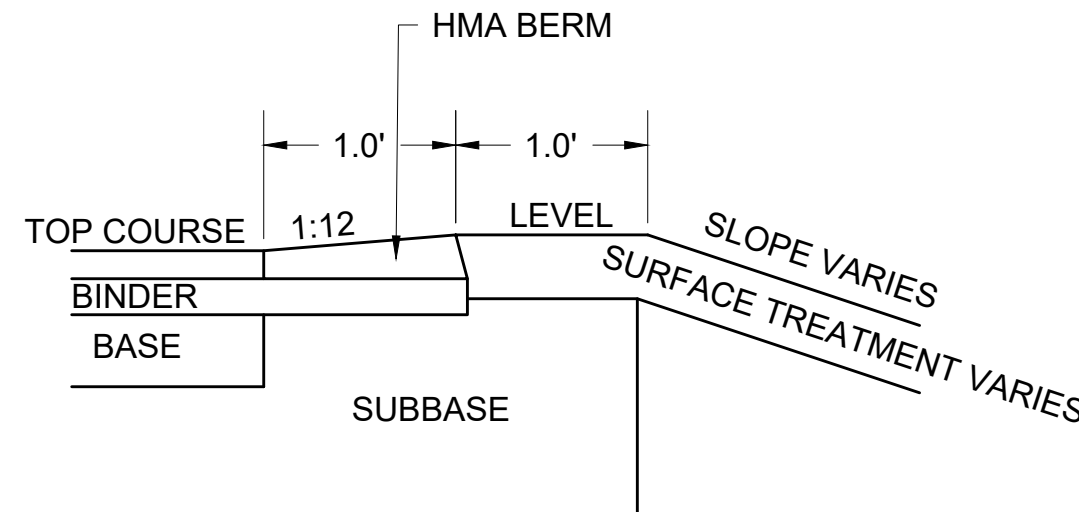


- NOTES:
1. TOP SURFACE AND SLOPED SURFACE TO BE DRESSED BY SAW. REMAINDER TO BE QUARRY SPLIT.
 2. DRAWING SHOWS TRANSITION CURB FOR ONE DIRECTION. FOR OTHER DIRECTION USE OPPOSITE HAND.

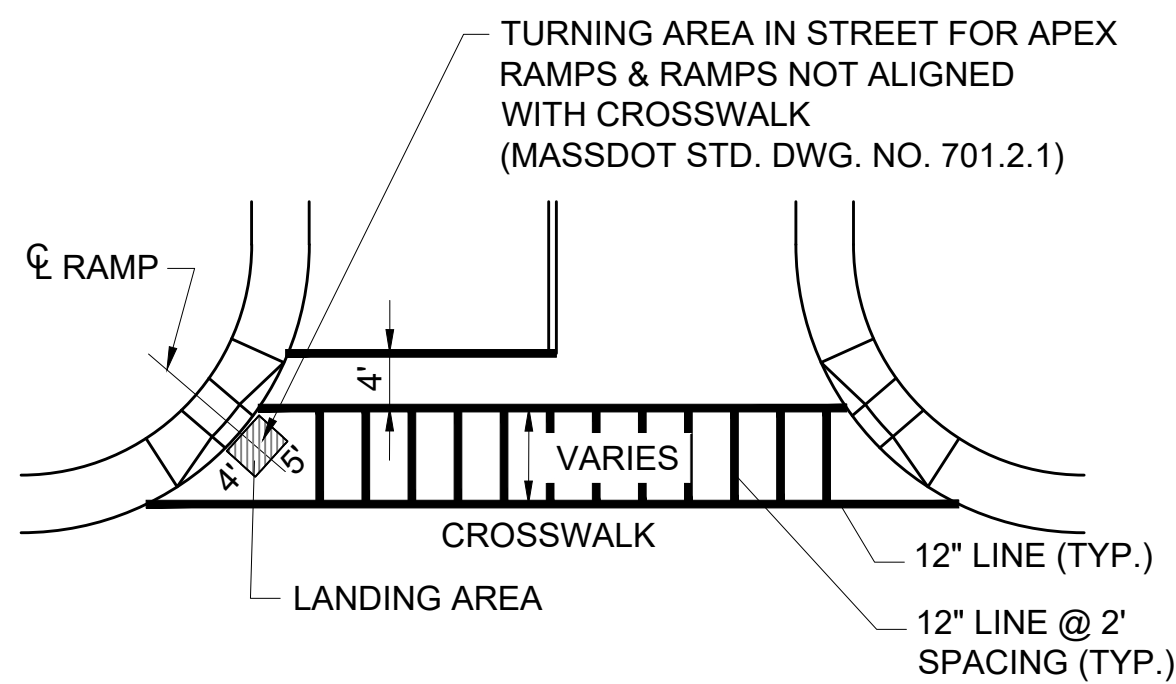
GRANITE CURB TYPE VA4-SPLAYED END (ITEM 504.2)
NOT TO SCALE



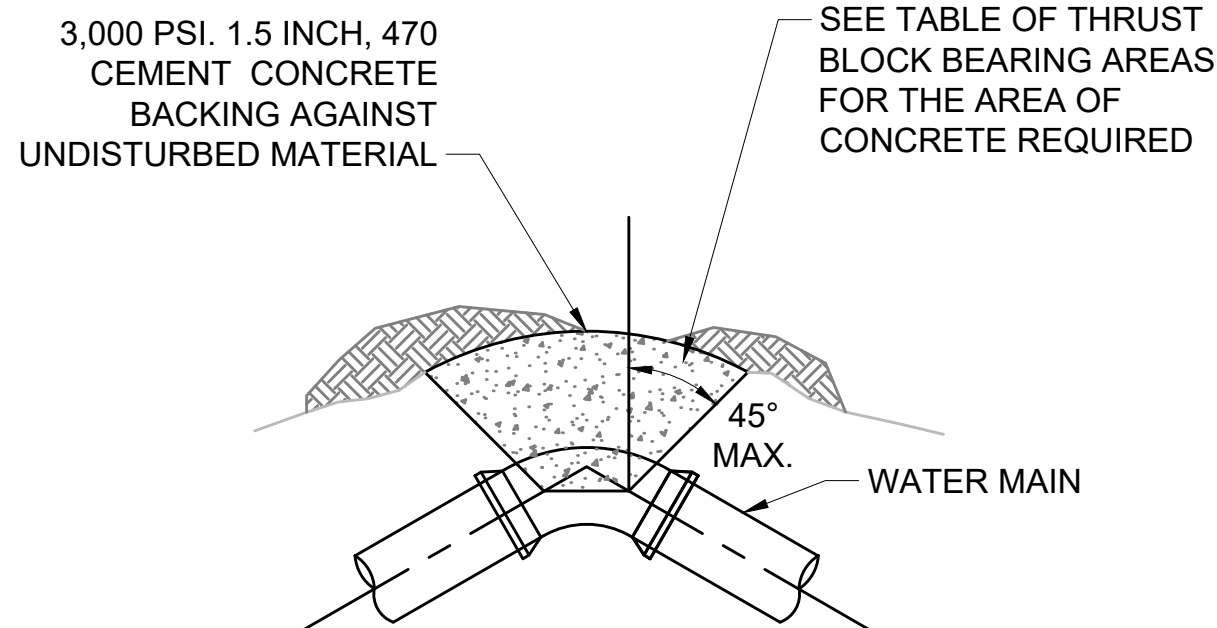
DETAIL FOR GRANITE TRANSITION CURB
NOT TO SCALE



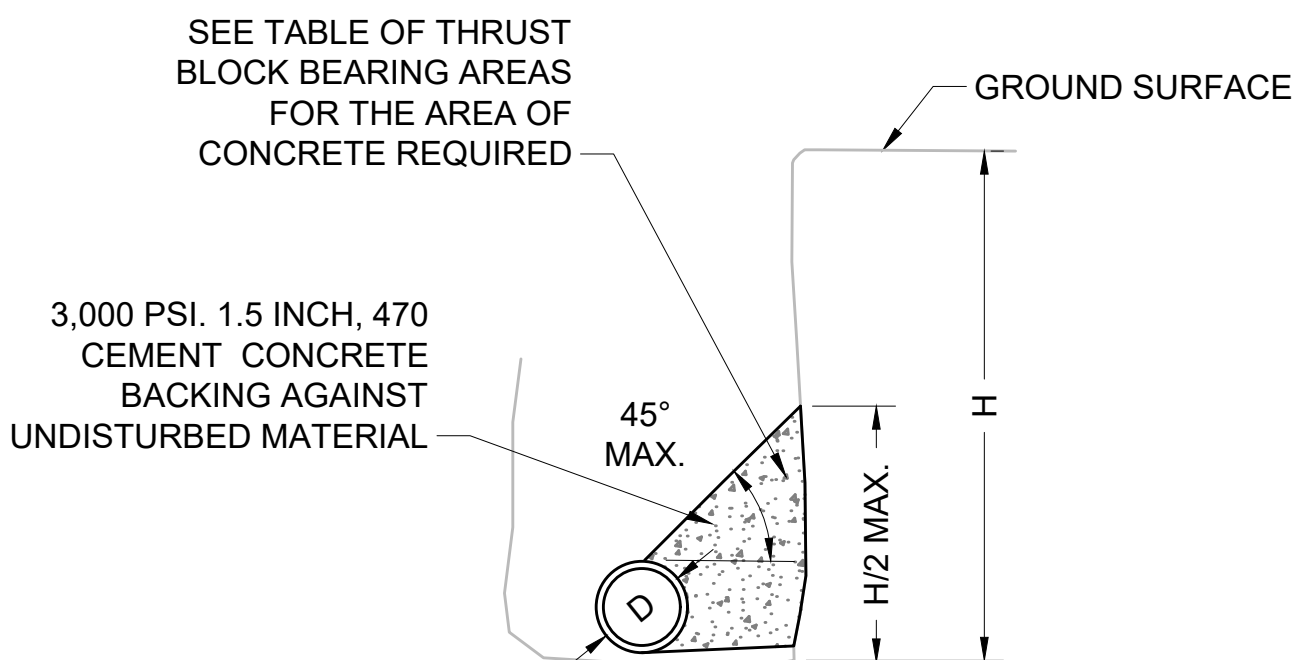
MODIFIED HMA BERM
NOT TO SCALE



HIGH VISIBILITY CROSSWALK DETAIL
NOT TO SCALE



PLAN OF THRUST BLOCK AT BEND

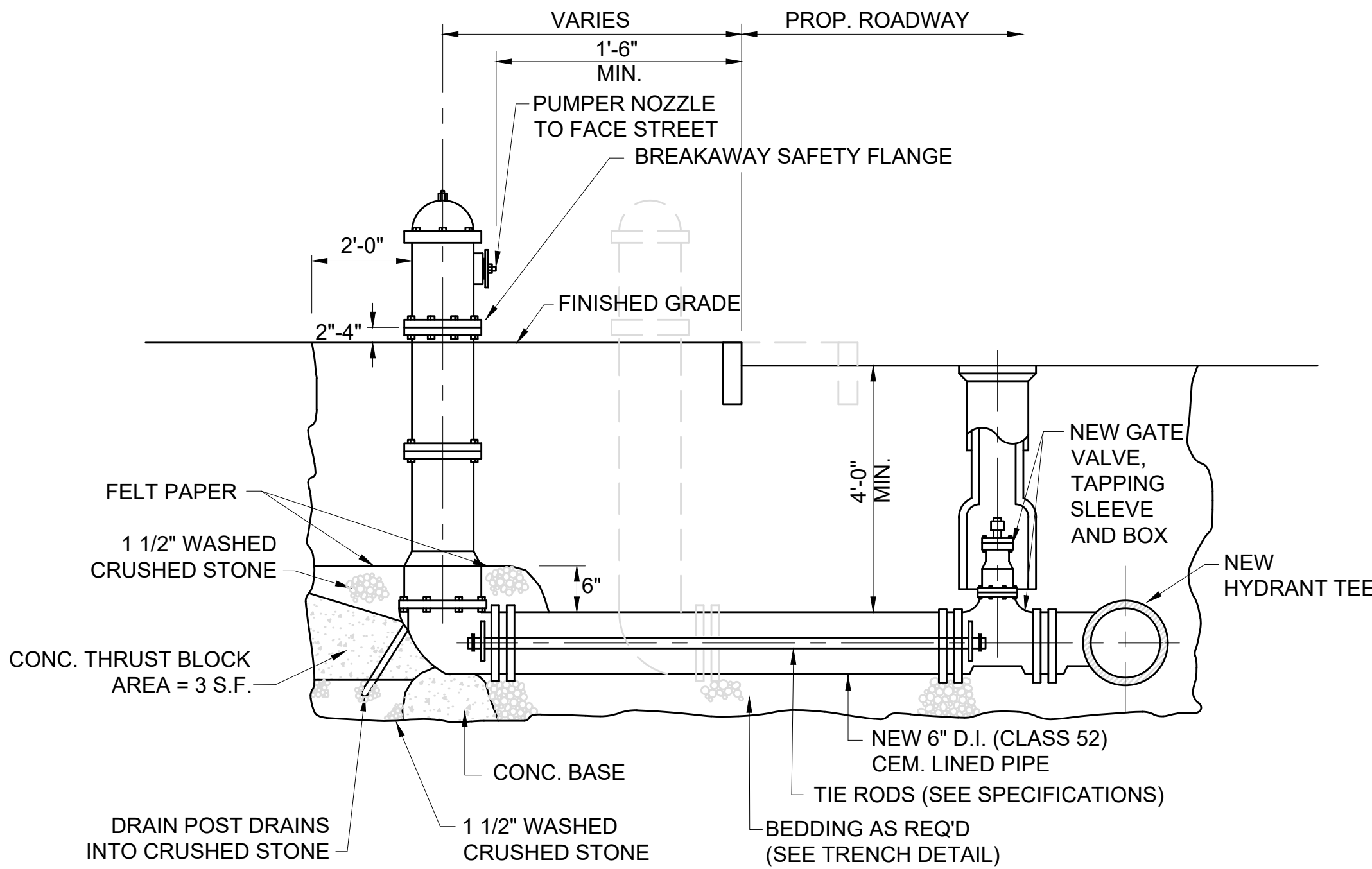


THRUST BLOCK SECTION

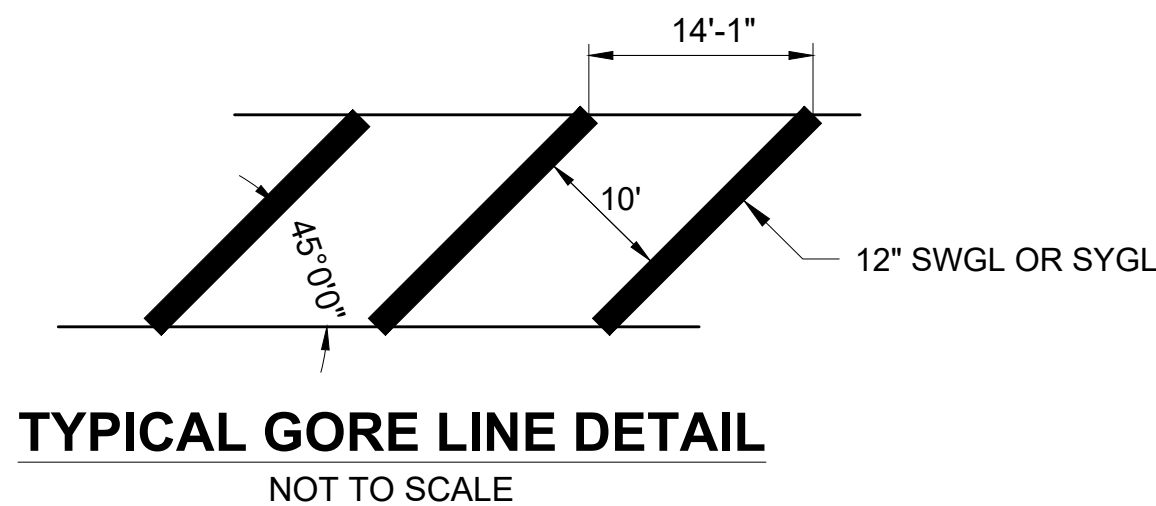
BEARING ARE FOR VARIOUS DIAMETERS						
FITTING	4" OR LESS	6"	8"	10"	12"	16"
1/32 BEND (11 1/4°)	2 S.F.	2 S.F.	2 S.F.	2 S.F.	3 S.F.	5 S.F.
1/16 BEND (22 1/2°)	2 S.F.	2 S.F.	3 S.F.	3 S.F.	4 S.F.	5 S.F.
1/8 BEND (45°)	2 S.F.	2 S.F.	3 S.F.	5 S.F.	7 S.F.	12 S.F.
1/4 BEND (90°)	3 S.F.	3 S.F.	6 S.F.	9 S.F.	12 S.F.	21 S.F.
TEE/PLUG	2 S.F.	3 S.F.	4 S.F.	6 S.F.	9 S.F.	16 S.F.

- NOTES:
1. ALL ELBOWS, BENDS, AND CAPS SHALL BE BRACED WITH CONCRETE THRUST BLOCKS. JOINTS SHALL NOT BE ENCASED IN CONCRETE.
 2. BEARING AREA IS AREA OF CONCRETE IN CONTACT WITH WALL OF TRENCH (HXL).
 3. HEIGHT AND LENGTH AS REQUIRED TO OBTAIN BEARING AREA SHOWN IN THE TABLE W/H APPROX. 1/2L.
 4. THRUST BLOCK SIZING BASED ON 150 PSI WATER PRESSURE AND 2000 PSI SAIL BEARING CAPACITY.

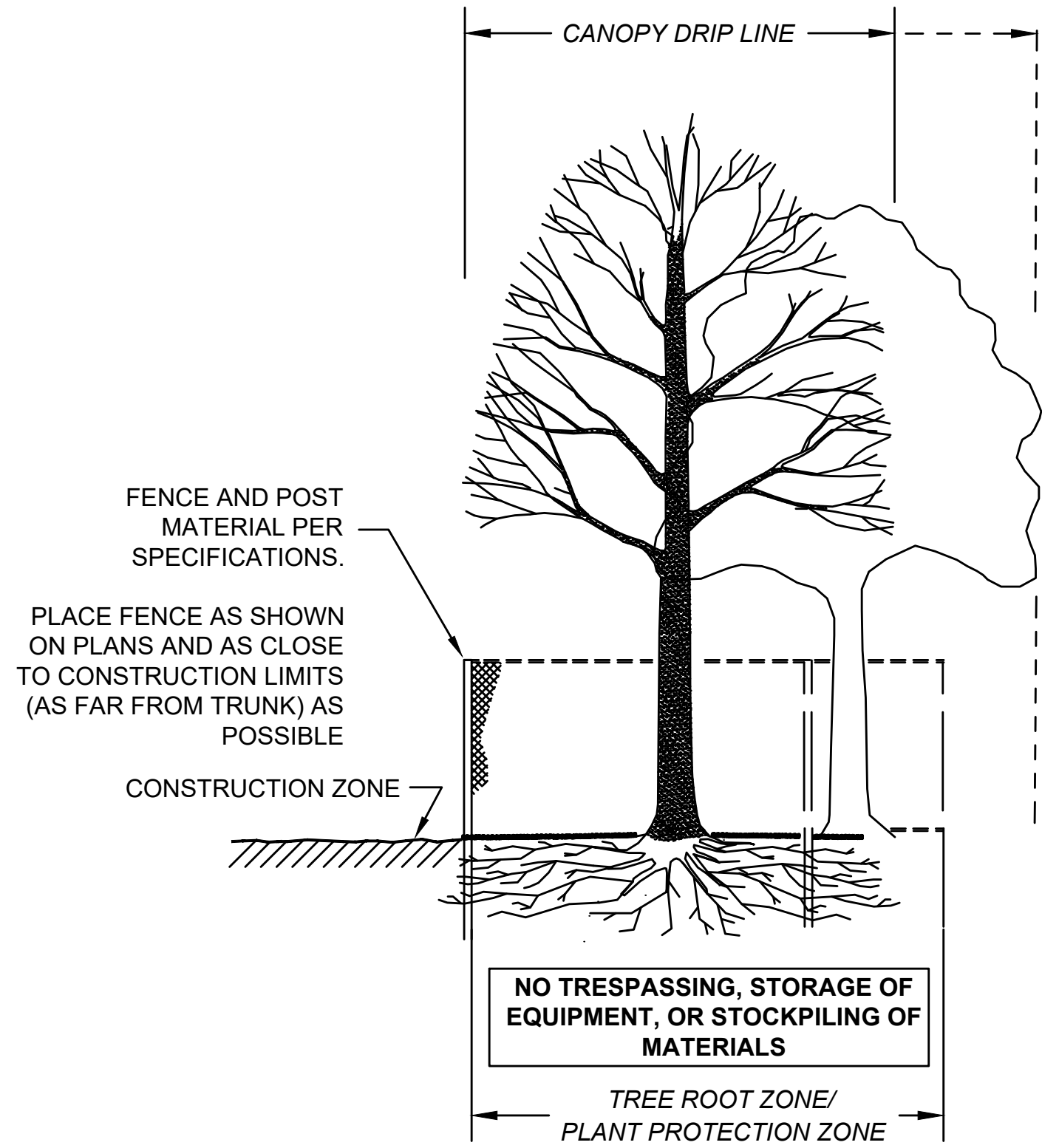
WATER MAIN THRUST BLOCK DETAIL
NOT TO SCALE



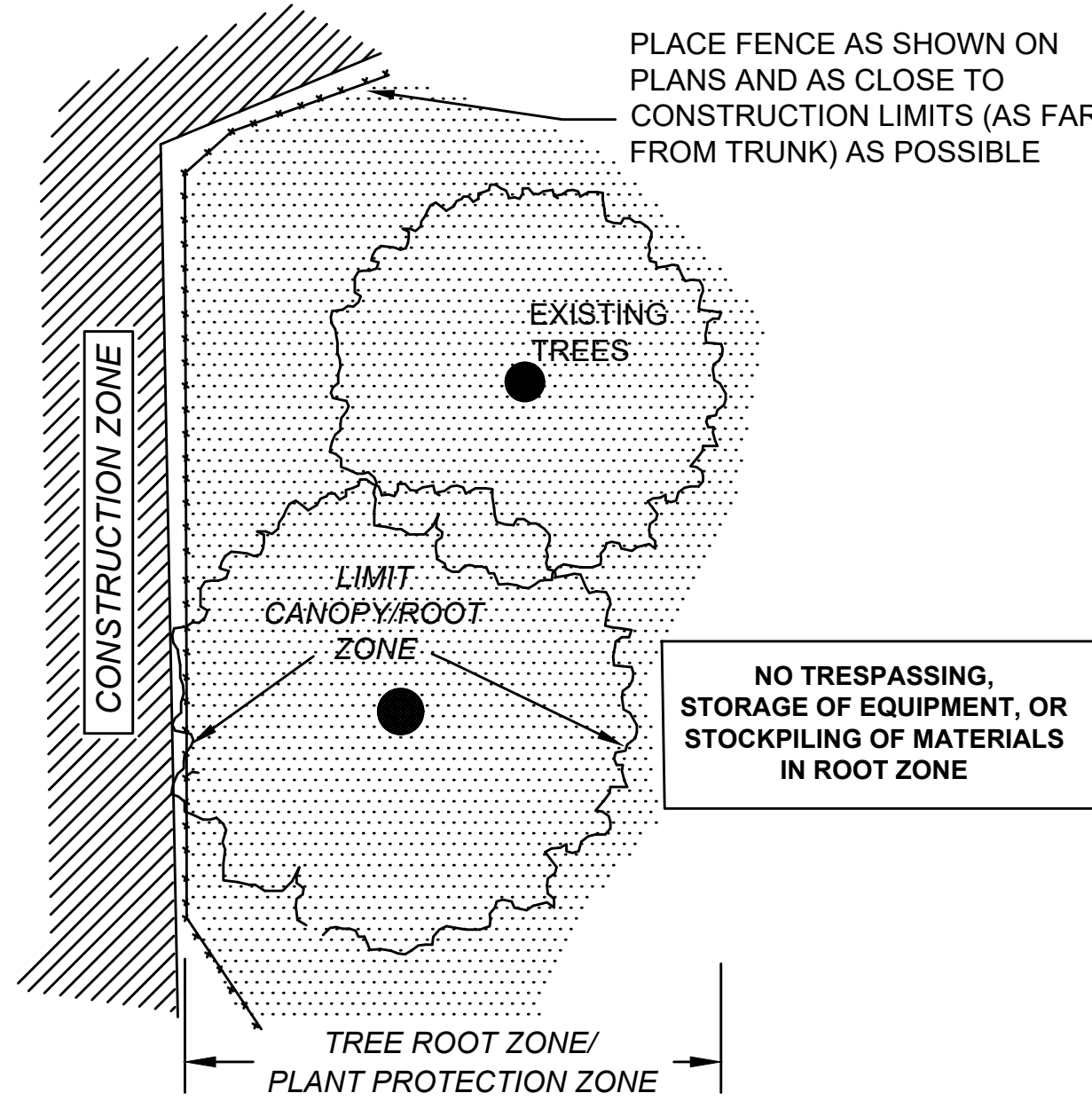
HYDRANT RELOCATION DETAIL
NOT TO SCALE



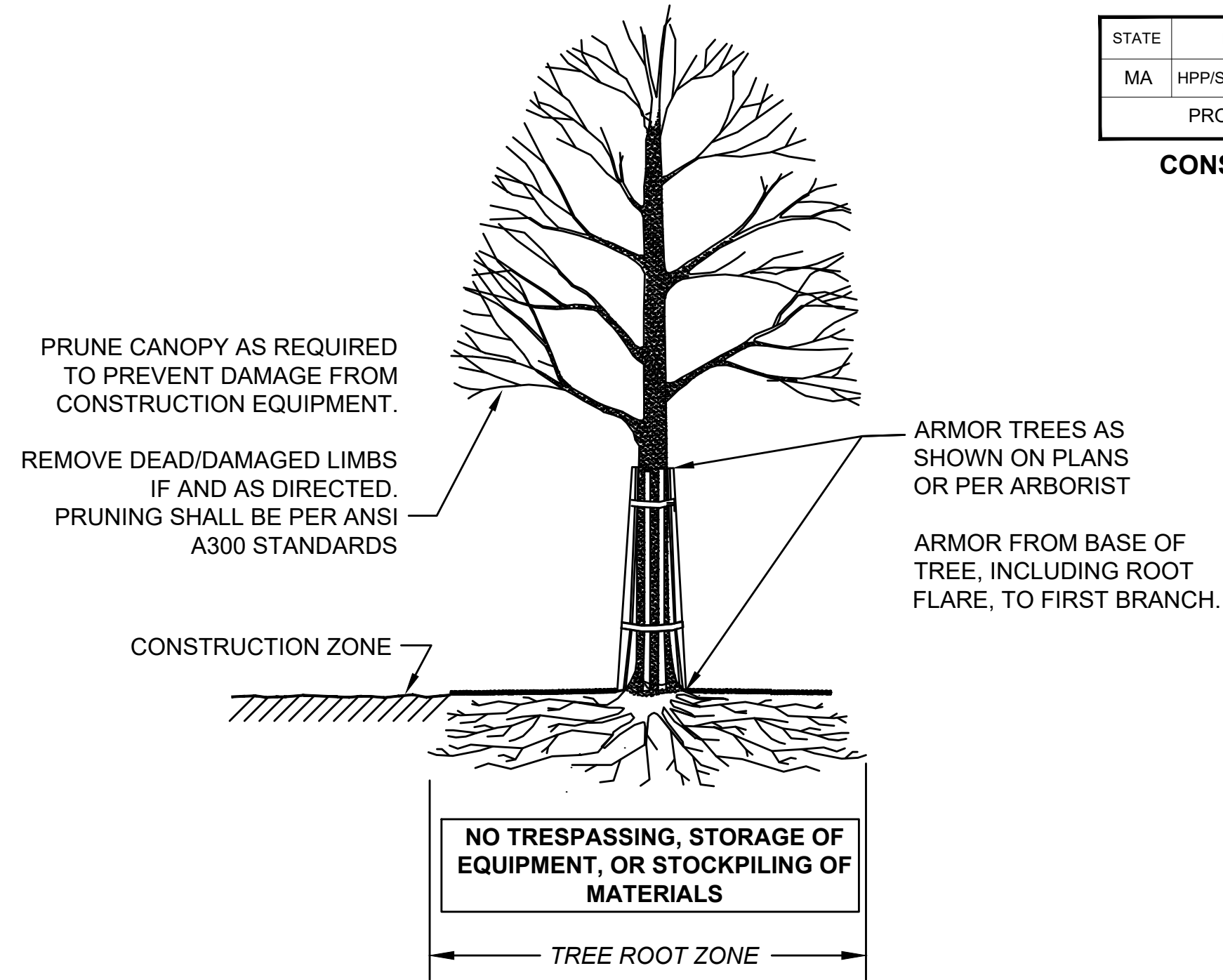
TYPICAL GORE LINE DETAIL
NOT TO SCALE



SECTION - FENCE PROTECTION OF ROOT ZONE



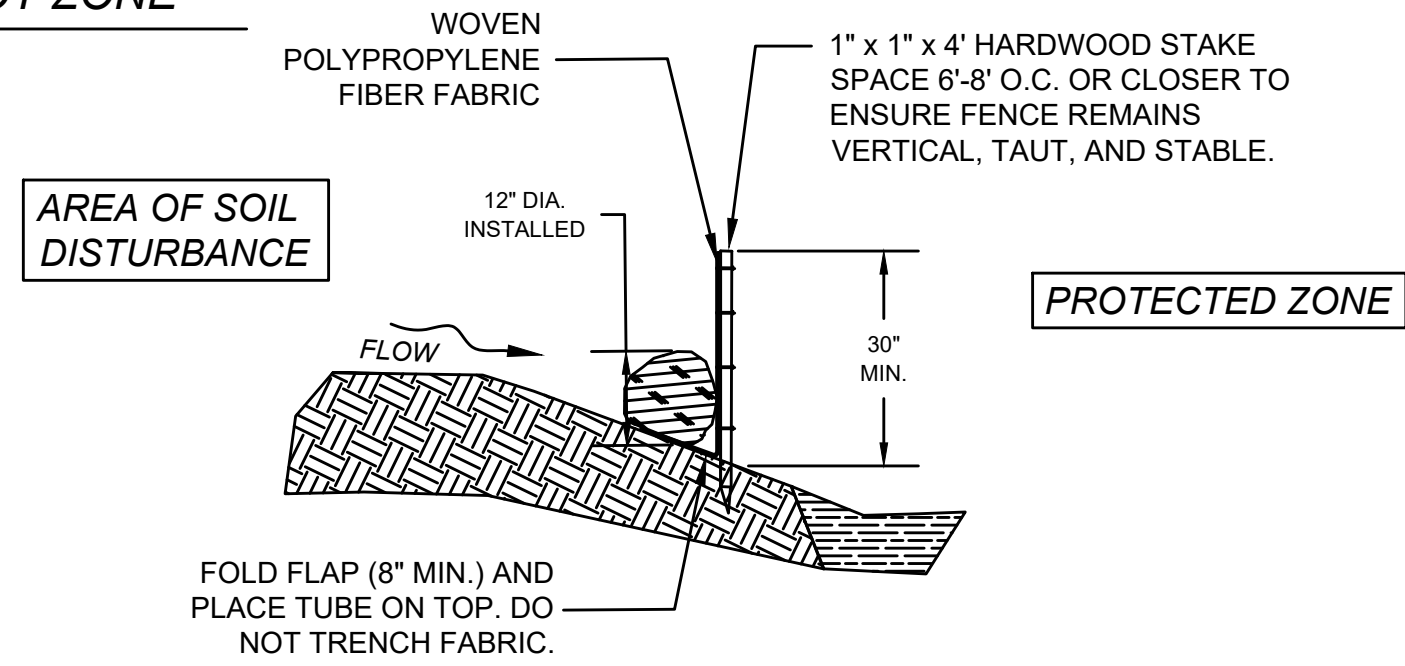
PLAN VIEW - FENCE PROTECTION OF ROOT ZONE



SECTION - TRUNK ARMORING & PRUNING

TREE PROTECTION - TRUNK

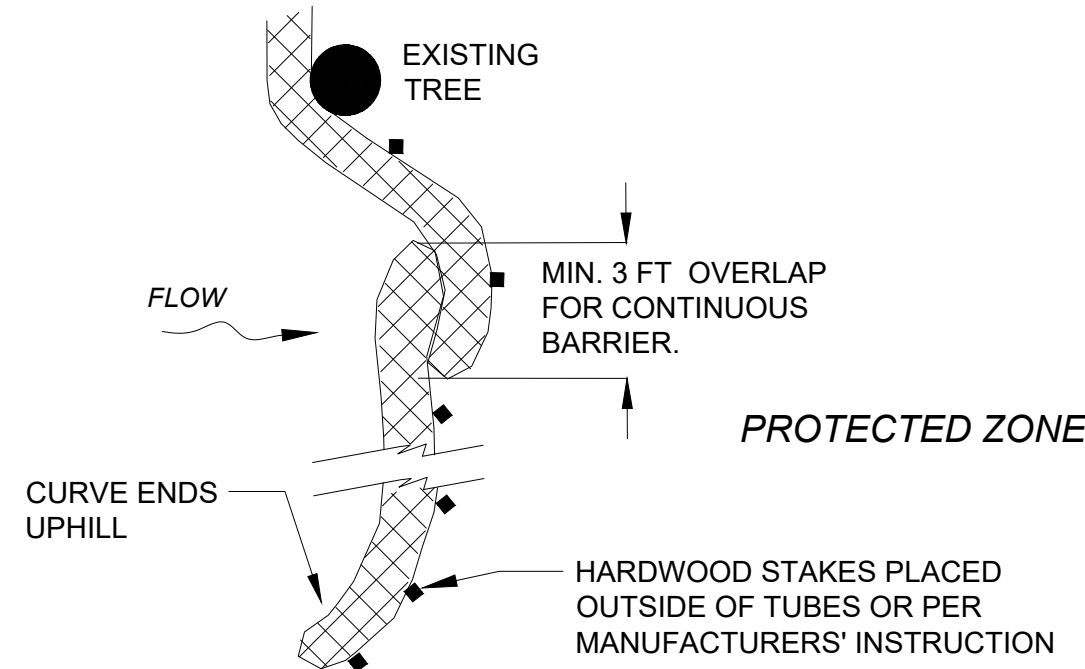
NOT TO SCALE



SECTION

COMPOST FILTER TUBE & SILT FENCE

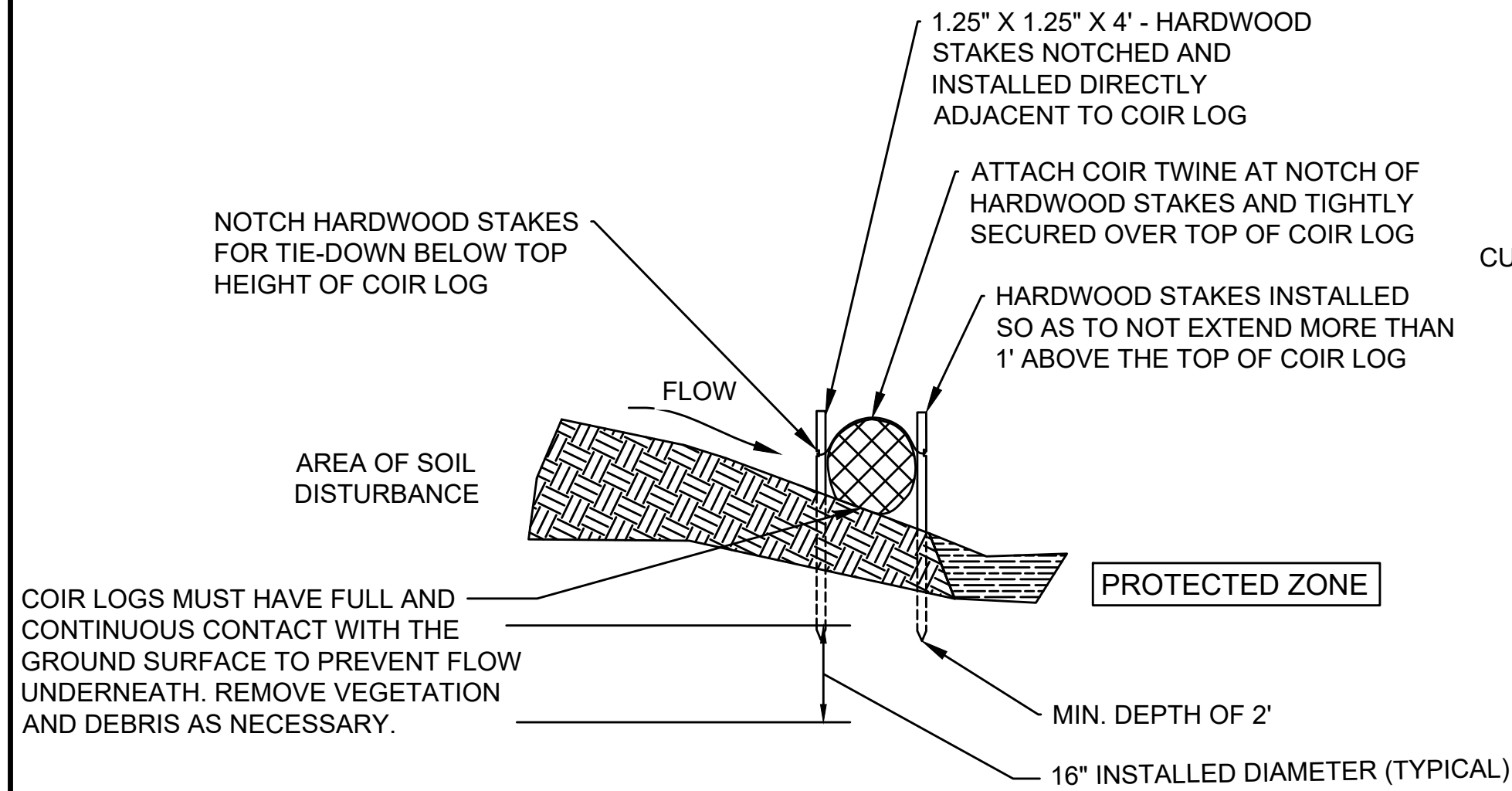
NOT TO SCALE



PLAN VIEW

PLACE TUBE AS CLOSE TO LIMIT OF SOIL DISTURBANCE AS POSSIBLE, ALONG CONTOURS, AND PERPENDICULAR TO FLOW.

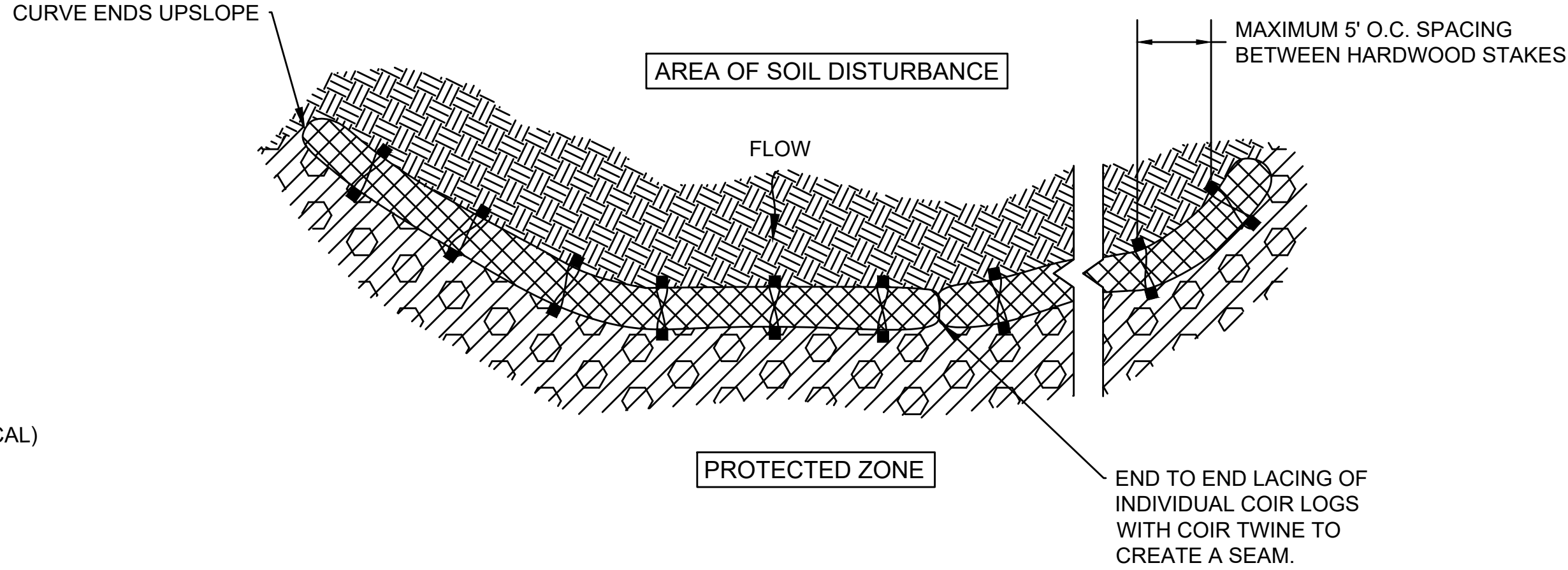
ADJUST LOCATION AS REQUIRED FOR OPTIMUM EFFECTIVENESS. DO NOT INSTALL IN WATERWAYS.



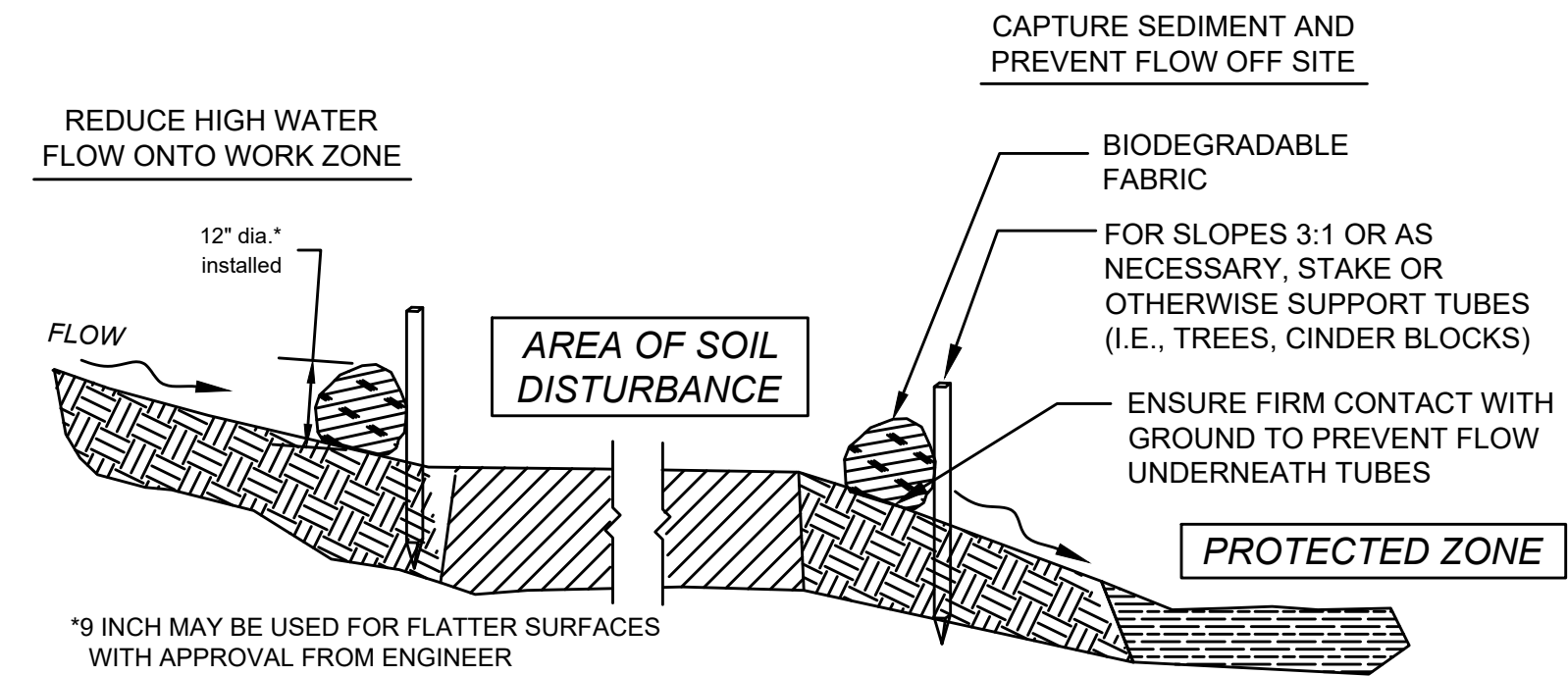
SECTION

SEDIMENT BARRIER - COIR LOG

NOT TO SCALE



PLAN VIEW

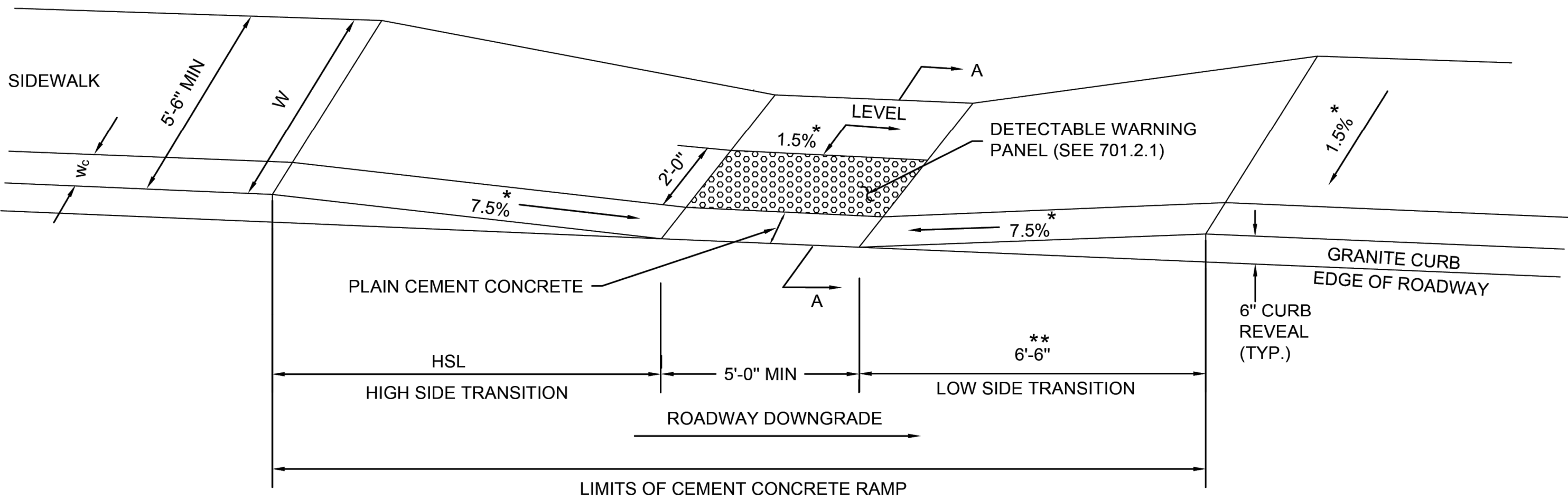


SECTION

SEDIMENT BARRIER - COMPOST FILTER TUBE

NOT TO SCALE

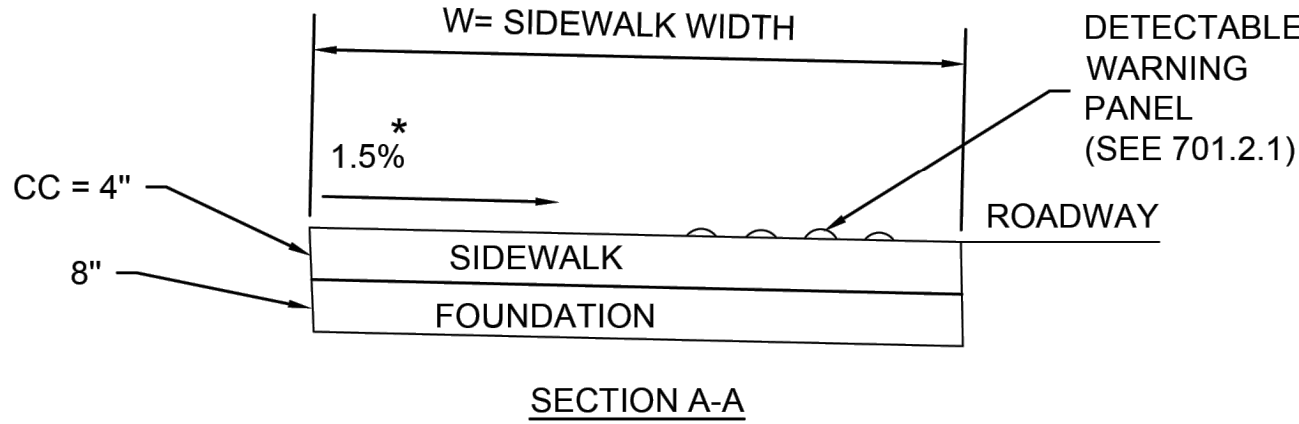
DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	19	56
PROJECT FILE NO.		613636	
CONSTRUCTION DETAILS			



LEGEND
HSL = HIGH SIDE TRANSITION LENGTH (SEE 701.2.8)
W = SIDEWALK WIDTH
W_c = CURB WIDTH
CC = CEMENT CONCRETE
* = TOLERANCE FOR CONSTRUCTION=0.5%±
** = TRANSITION LENGTH SHOWN IS MINIMUM

- NOTES:**
- LEVEL LANDING AND RAMP MUST BE CLEAR OF ANY VERTICAL OBSTRUCTIONS.
 - DETECTABLE WARNING PANEL MUST BE 2'-0" AT ALL POINTS IN PEDESTRIAN PATH OF TRAVEL.
 - PEDESTRIAN PATH OF TRAVEL SHALL BE NO LESS THAN 4'-0" WIDE AND FREE OF VERTICAL OBSTRUCTIONS (FOR ALL CONSTRAINED CONDITIONS).
 - ALL SLOPE VALUES LISTED HERE ARE MAXIMUM VALUES WITH CONSTRUCTION TOLERANCE OF ±0.5%.
 - USABLE SIDEWALK WIDTH = W-W_c

**PEDESTRIAN CURB RAMP IN CONSTRAINED
CONDITION DETAIL**
NOT TO SCALE



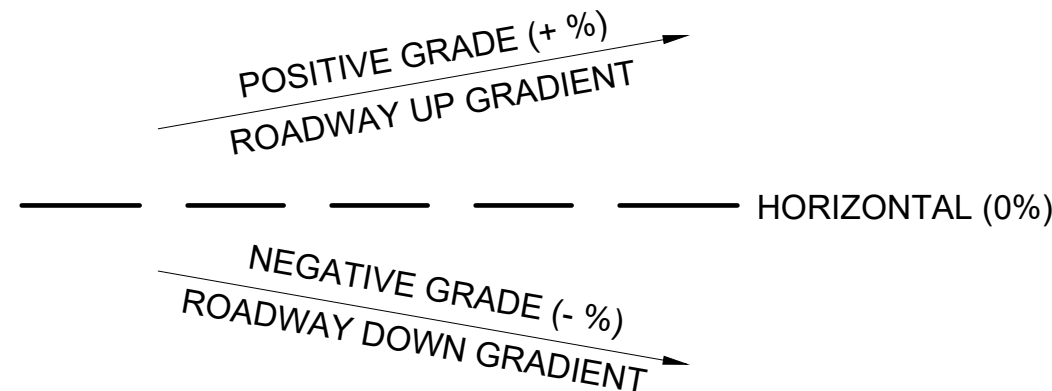
PEDESTRIAN CURB RAMP IN CONSTRAINED CONDITION								
PCR #	LOCATION	RAMP REFERENCE POINT		W SIDEWALK WIDTH (FT)	WIDTH OF RAMP OPENING (FT)	ROADWAY GUTTER SLOPE (%)*	TRANSITION LENGTH	
		STATION	OFFSET				LEFT	RIGHT
1	PLEASANT STREET	11+52.77	14.12 L	6.25	5.0	-0.25±	SEE PCR #1/ DWY #1 DETAIL	
2	PLEASANT STREET	11+58.54	13.00 R	6.0	5.0	+0.19±	6.5*	N/A

* SEE MONOLITHIC PEDESTRIAN CURB
RAMP TRANSITION DETAIL SHEET 21

ROADWAY PROFILE GRADE %	**HIGH SIDE TRANSITION LENGTH (FEET)
= 0%	6'-6"
>0.0% TO 1%	7'-8"
>1% TO 2%	9'-0"
>2% TO 3%	11'-0"
>3% TO 4%	14'-0"
>4%	15'-0" MAX.

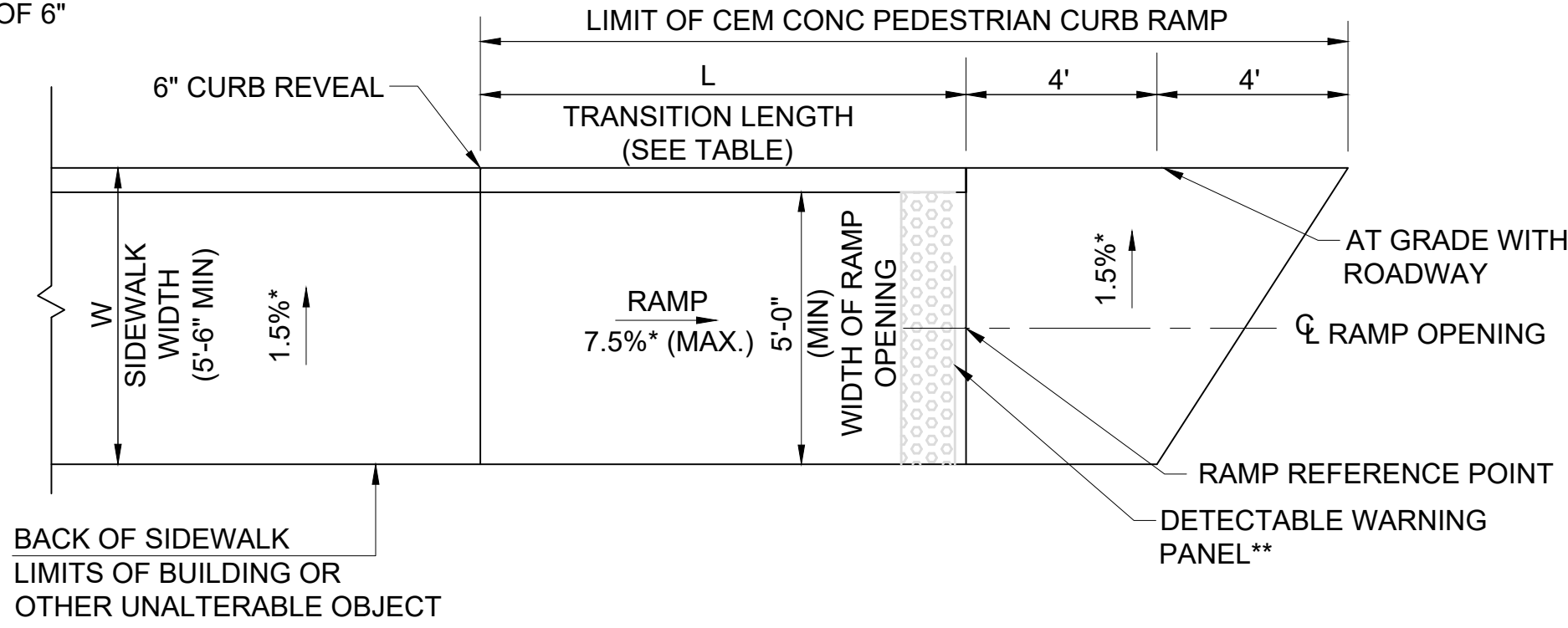
**CURB TRANSITION LENGTHS
FOR PEDESTRIAN CURB
RAMPS**

**BASED ON A DESIGN SLOPE
OF 7.5% AND A REVEAL OF 6"



GUTTER SLOPE NOTATION DIAGRAM
NOT TO SCALE

NOTE: ALL GRADES VALUES HAVE BEEN CALCULATED AS
VIEWED FROM THE CENTERLINE



* = TOLERANCE FOR CONSTRUCTION ±0.5%
** = SEE MASSDOT STD 701.2.2

PEDESTRIAN CURB RAMP FOR SIDEWALK TO ROAD TRANSITION
NOT TO SCALE

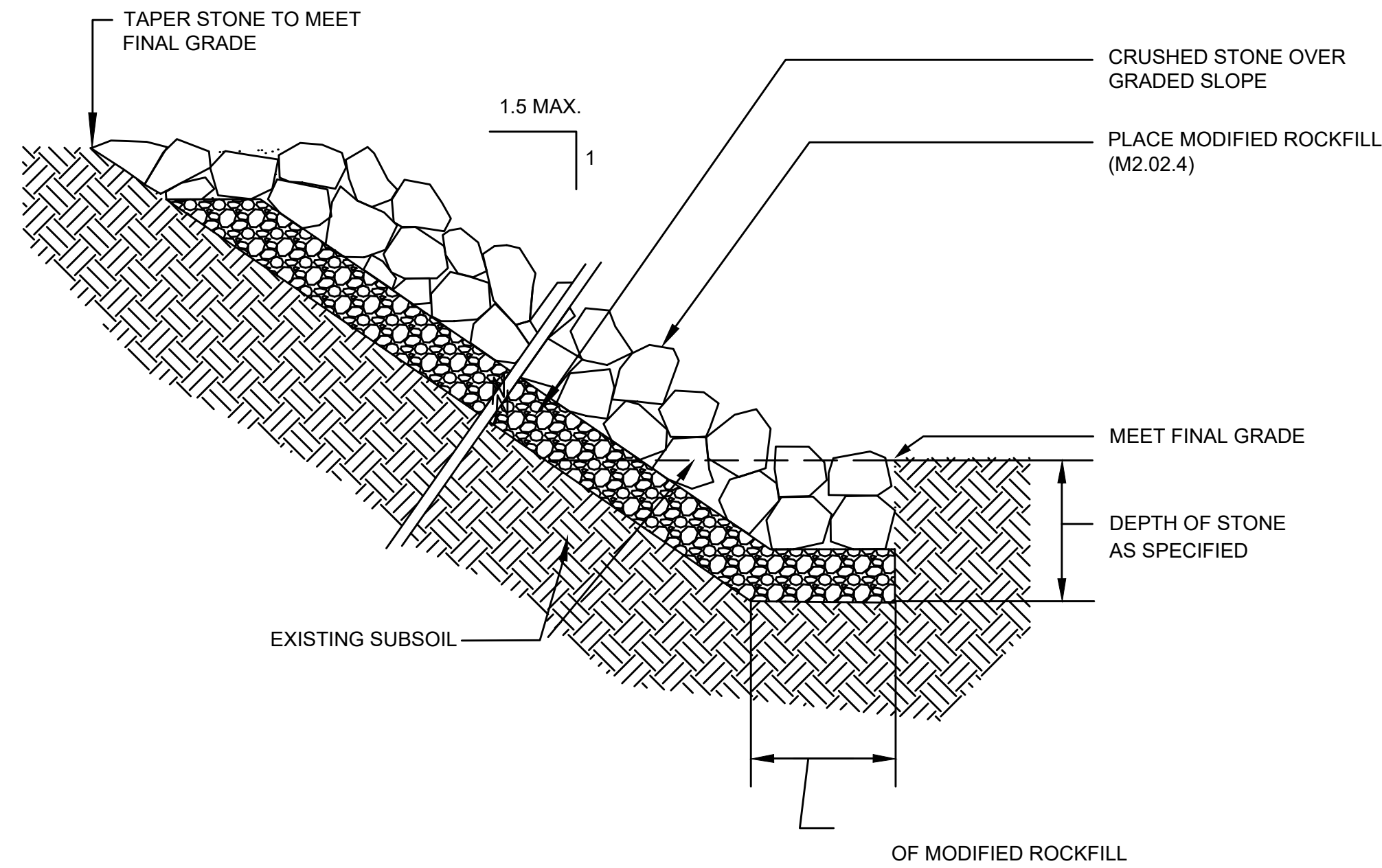
PEDESTRIAN CURB RAMP DETAIL FOR SIDEWALK TO ROAD TRANSITION							
PCR #	LOCATION	RAMP REFERENCE POINT		W SIDEWALK WIDTH (FT)	WIDTH OF RAMP OPENING (FT)	ROADWAY GUTTER SLOPE (%)*	TRANSITION LENGTH (FT)
		STATION	OFFSET				
3	PLEASANT STREET	12+91.96	16.00 R	6.0	5.5	+1.20±	9.0

SIDEWALK THROUGH DRIVEWAY									
DWY #	LOCATION	RAMP REFERENCE POINT		OPENING WIDTH AT GUTTER (FT)	SIDEWALK WIDTH (FT)	PATH OF TRAVEL (4' MIN) (FT)	ROADWAY GUTTER SLOPE (%)	TRANSITION LENGTH	
		STATION	OFFSET					LEFT	RIGHT
1	PLEASANT STREET	11+37.55	15.4 L	15.2	6.2	4.3	-0.25±	SEE PCR #1/ DWY #1 DETAIL	

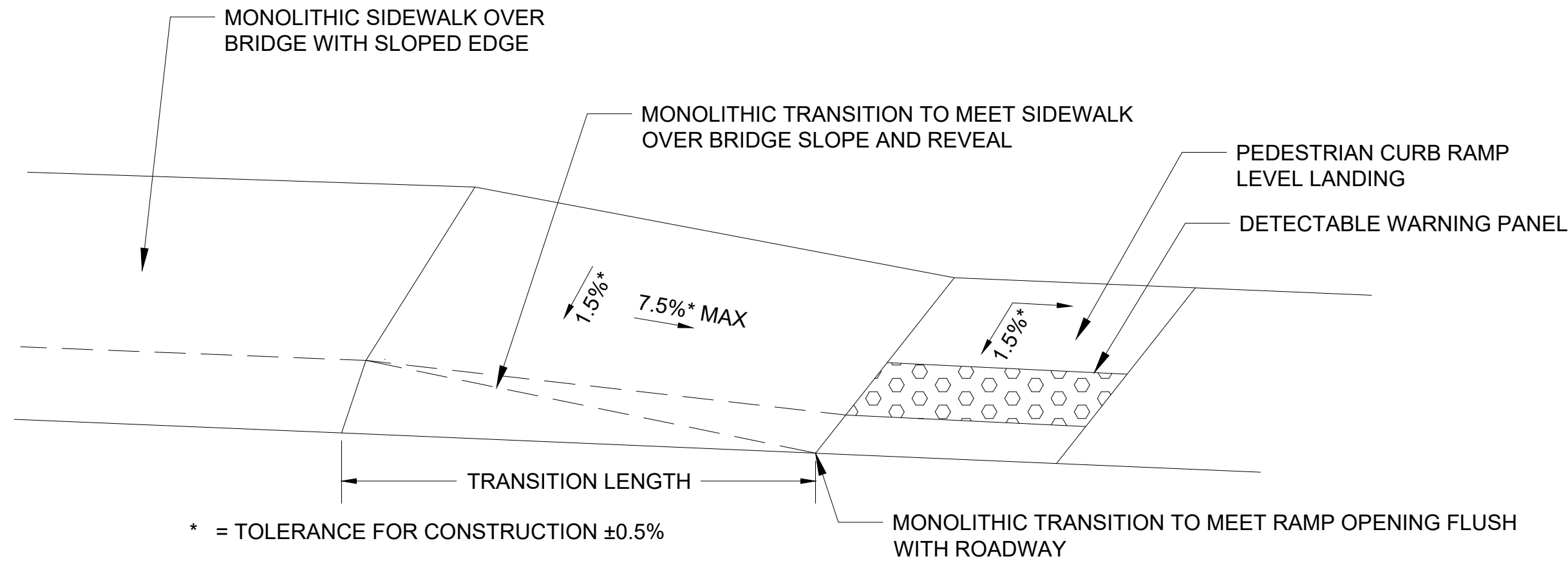
DIGHTON
PLEASANT STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	21	56
PROJECT FILE NO.		613636	

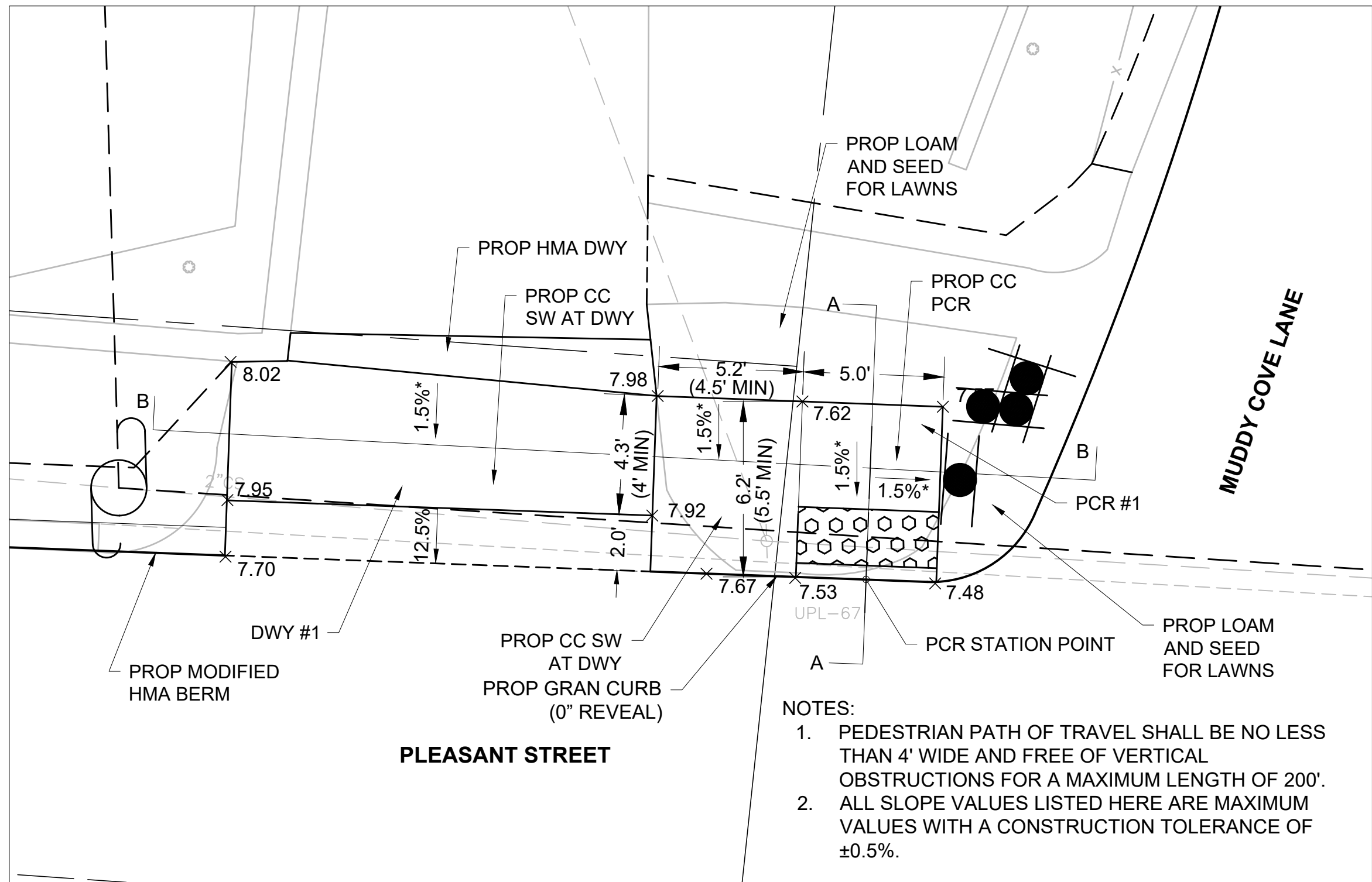
CONSTRUCTION DETAILS



MODIFIED ROCKFILL
NOT TO SCALE

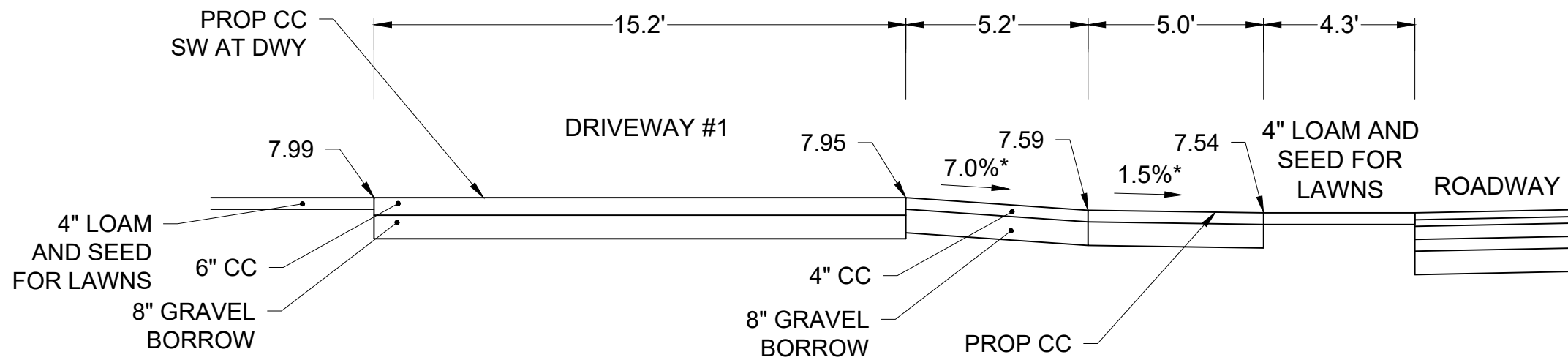


MONOLITHIC PEDESTRIAN CURB RAMP TRANSITION
NOT TO SCALE

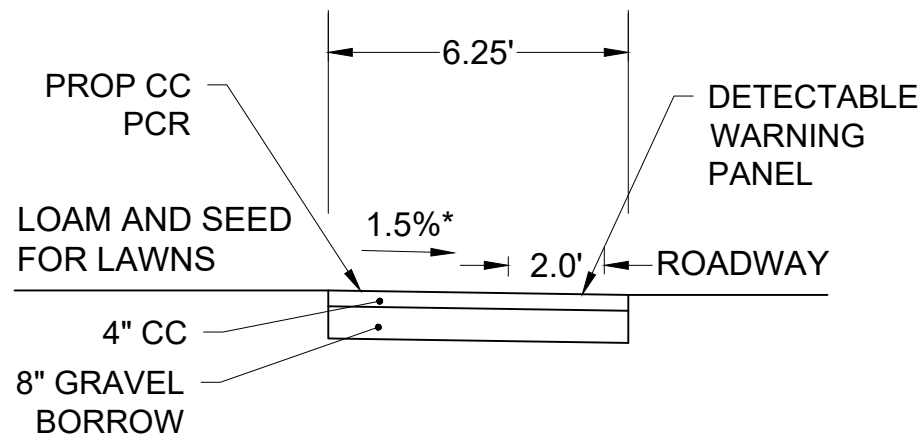


PEDESTRIAN CURB RAMP #1 & DRIVEWAY #1

PLEASANT STREET STA: 11+52.77, OFF: 14.12 L
SCALE: 1" = 4'



SECTION B-B
SCALE: 1" = 4'

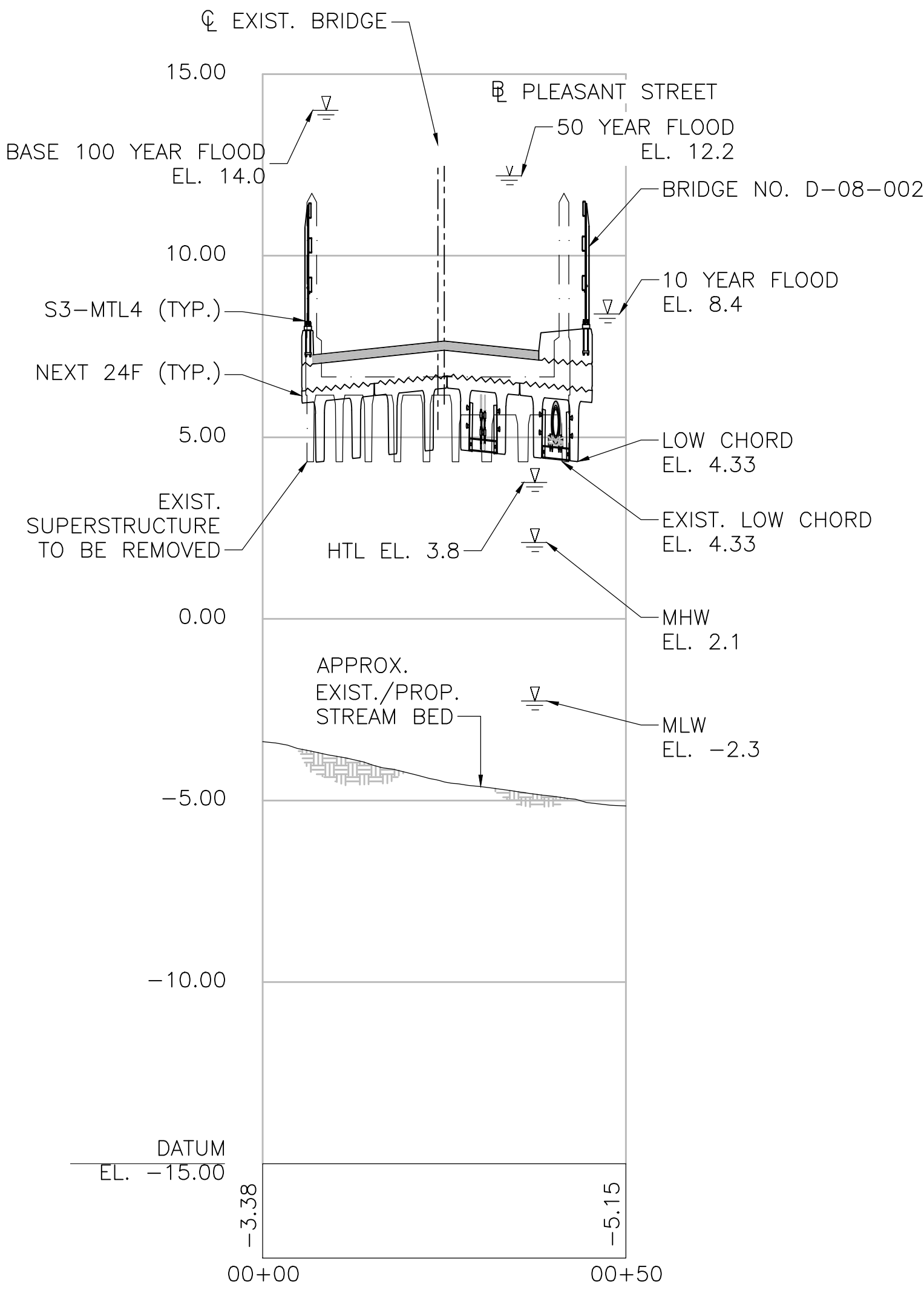
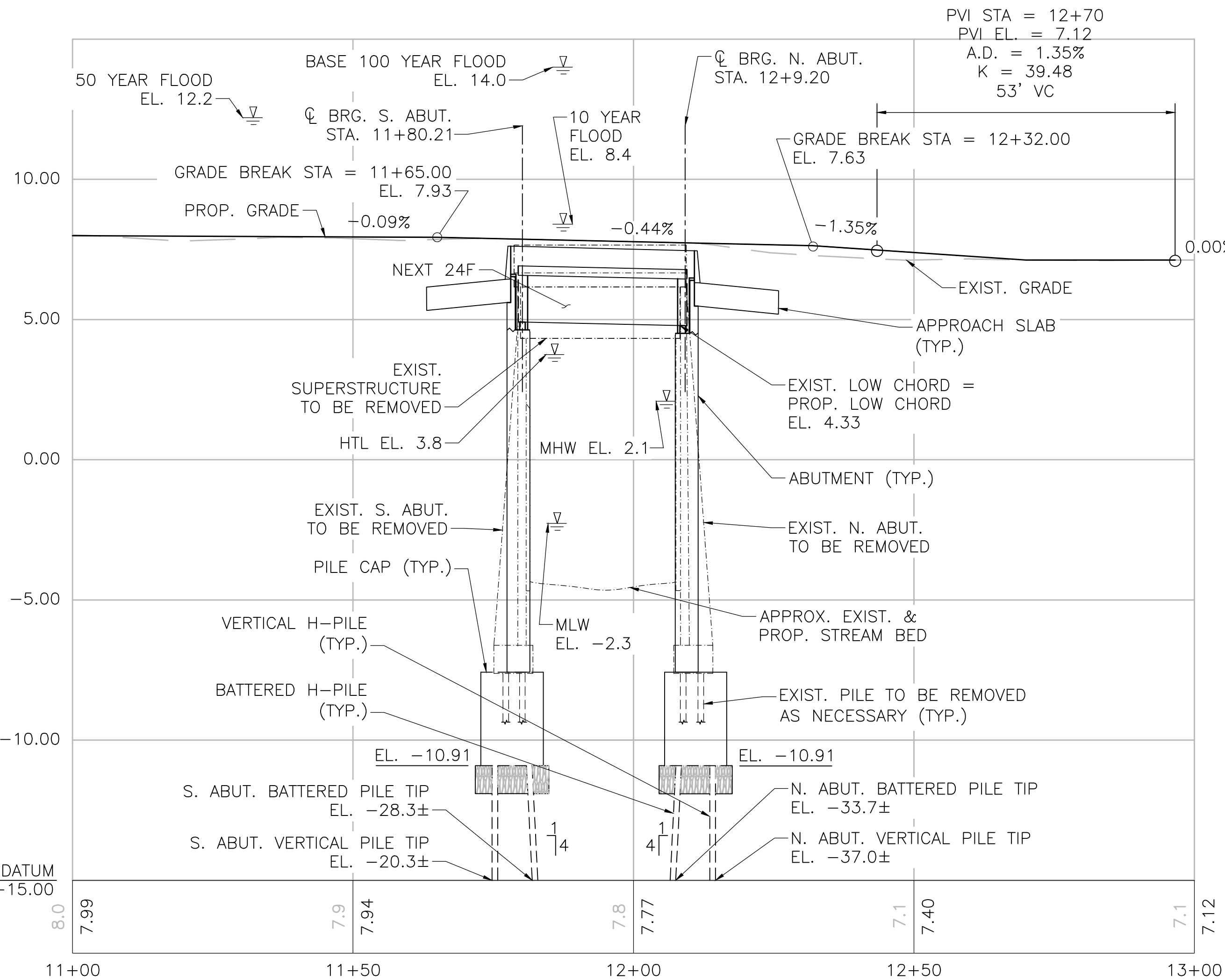
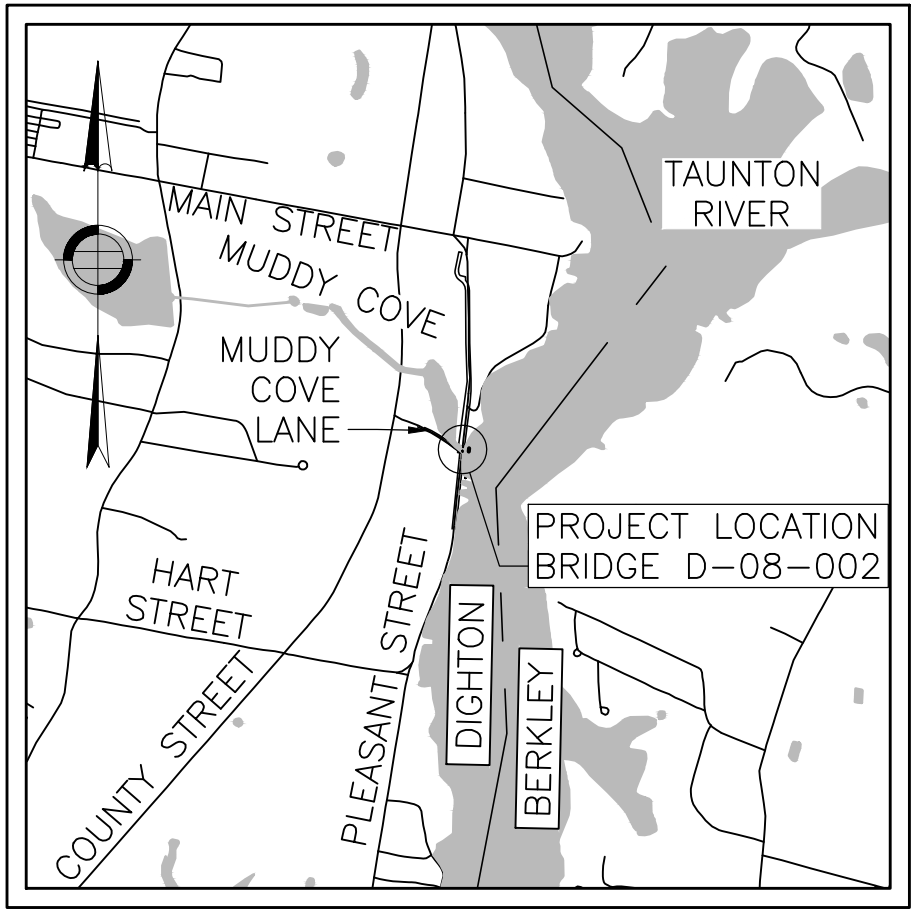
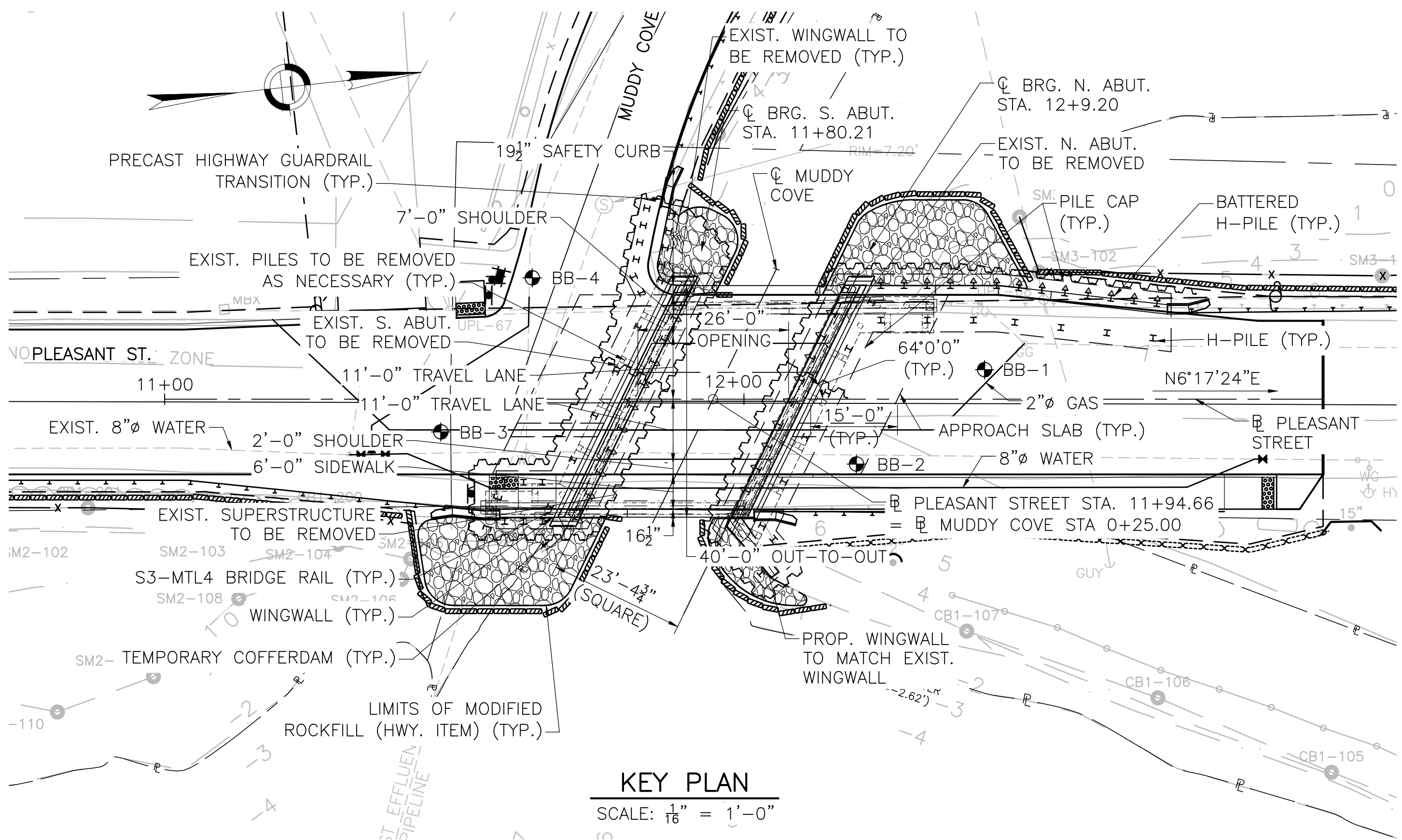


SECTION A-A
SCALE: 1" = 4'

DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	22	56
PROJECT FILE NO.		613636	
TITLE SHEET			

SHEET INDEX

- 1 TITLE SHEET
- 2 GENERAL NOTES
- 3 BORING SHEET (1 OF 2)
- 4 BORING SHEET (2 OF 2)
- 5 GENERAL PLAN & ELEVATION
- 6 BRIDGE PHASING
- 7 DEMOLITION
- 8 PILE PLAN & SECTIONS
- 9 PILE DETAILS
- 10 PILE CAP PLAN
- 11 NORTH ABUTMENT PLAN & ELEVATION
- 12 SOUTH ABUTMENT PLAN & ELEVATION
- 13 ABUTMENT DETAILS (1 OF 2)
- 14 ABUTMENT DETAILS (2 OF 2)
- 15 SUBSTRUCTURE DETAILS
- 16 WINGWALL PLANS & ELEVATIONS (1 OF 2)
- 17 WINGWALL PLANS & ELEVATIONS (2 OF 2)
- 18 WINGWALL DETAILS
- 19 BEARING DETAILS
- 20 FRAMING PLAN
- 21 BEAM DETAILS (1 OF 2)
- 22 BEAM DETAILS (2 OF 2)
- 23 END DIAPHRAGM PLAN & ELEVATION
- 24 TRANSVERSE SECTION & DECK DETAILS (1 OF 2)
- 25 TRANSVERSE SECTION & DECK DETAILS (2 OF 2)
- 26 HIGHWAY GUARDRAIL TRANSITION (1 OF 3)
- 27 HIGHWAY GUARDRAIL TRANSITION (2 OF 3)
- 28 HIGHWAY GUARDRAIL TRANSITION (3 OF 3)
- 29 CAST IN PLACE HIGHWAY GUARDRAIL TRANSITION
- 30 S3-MTL4 DETAILS



 Todd Warzecki No. 47367 PROFESSIONAL ENGINEER Todd Warzecki Digitally signed by Todd Warzecki Date: 2026.08.18 15:29:42 -0400	08/22/2026	ISSUED FOR CONSTRUCTION	
	 massDOT Massachusetts Department of Transportation Highway Division PROPOSED BRIDGE DIGHTON PLEASANT STREET OVER MUDDY COVE BROOK MASSACHUSETTS DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION 10 PARK PLAZA BOSTON, MASS Alexander K. Bardow, P.E. Digitally signed by Alexander K. Bardow, P.E. Date: 2026.08.19 13:25:11 -0400 John Moran Digitally signed by John Moran Date: 2026.08.21 09:21:54 -0400 STATE BRIDGE ENGINEERCHIEF ENGINEER		

GENERAL NOTES

DESIGN:

IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 10TH EDITION, 2024, FOR HL-93 LOADING.

MASSDOT BENCH MARK:

BENCHMARK: #1 MAGNAIL:
N: 2755854.990'
E: 759808.554'
EL: 6.870'

BENCHMARK: #3 SPIKE:
N: 2755884.185'
E: 759872.469'
EL: 6.642'

ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988

DATE:

TO BE PLACED ON THE INSIDE FACE OF THE NORTHWEST AND SOUTHEAST HIGHWAY GUARDRAIL TRANSITIONS. A SHEET SHOWING SIZE AND CHARACTER OF NUMERALS WILL BE FURNISHED. THE DATE USED SHALL BE THE LATEST YEAR OF CONTRACT COMPLETION AS OF THE DATE THE FIRST HIGHWAY GUARDRAIL TRANSITION IS CONSTRUCTED. BOTH HIGHWAY GUARDRAIL TRANSITIONS SHALL FEATURE THE SAME DATE.

MASSDOT SURVEY NOTEBOOKS:

AN INSTRUMENT FIELD SURVEY WAS PERFORMED BY CHAPPELL ENGINEERING ASSOCIATES, LLC IN MAY 2022.

SCALES:

SCALES NOTED ON THE PLANS ARE NOT APPLICABLE TO REDUCED SIZE PRINTS. DIVIDE SCALES BY 2 FOR HALF-SIZE PRINTS (A3).

FOUNDATIONS:

FOUNDATIONS MAY BE ALTERED, IF NECESSARY, TO SUIT CONDITIONS ENCOUNTERED DURING CONSTRUCTION, WITH THE APPROVAL OF THE ENGINEER

UNSUITABLE MATERIAL:

ALL UNSUITABLE MATERIAL SHALL BE REMOVED WITHIN THE LIMITS OF THE FOUNDATION OF THE STRUCTURE, AS DIRECTED BY THE ENGINEER.

ANCHOR BOLTS:

ALL ANCHOR BOLTS SHALL BE SET BY TEMPLATE BEFORE THE CONCRETE IS PLACED.

CONCRETE:

UNLESS OTHERWISE SPECIFIED, ALL CONCRETE SHALL BE 5000 HP CONCRETE.

REINFORCEMENT:

REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 31 GRADE 60. UNLESS OTHERWISE NOTED ON THE CONSTRUCTION DRAWINGS, ALL BARS SHALL BE LAPPED AS FOLLOWS:

MODIFICATION CONDITION	#4 BARS	#5 BARS	#6 BARS
1. NONE	16"	17"	21"
2. 12" OF CONCRETE BELOW BAR	18"	22"	27"
3. COATED BARS, COVER < 3d _b , OR CLEAR SPACING < 6d _b	21"	26"	31"
4. COATED BARS, ALL OTHER CASES	17"	21"	25"
5. CONDITION 2. AND 3.	23"	29"	35"
6. CONDITION 2. AND 4.	21"	27"	32"

ALL OTHER BARS SHALL BE LAPPED AS SHOWN IN THE CONSTRUCTION DRAWINGS.

ESTIMATED QUANTITIES

(NOT GUARANTEED)

ITEM DESCRIPTION	QUANTITY	UNITS
DEMOLITION OF OF BRIDGE NO. D-08-002	1	LS
BRIDGE EXCAVATION	860	CY
BRIDGE EXCAVATION WITHIN COFFERDAM	500	CY
GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES	615	CY
STREAMBED RESTORATION	1	LS
CRUSHED STONE	70	TON
CRUSHED STONE FOR BRIDGE FOUNDATIONS	130	TON
SUPERPAVE BRIDGE SURFACE COURSE - 9.5 POLYMER (SSC-B-9.5-P)	10	TON
SUPERPAVE BRIDGE PROTECTIVE COURSE - 9.5 POLYMER (SPC-B-9.5-P)	10	TON
STEEL PILE HP 12 X 84	1600	FT
ROCK SOCKET EXCAVATION 2 FOOT DIAMETER	33	FT
DYNAMIC LOAD TEST BY CONTRACTOR	3	EA
PILE SHOES	74	EA
COFFERDAM - STRUCTURE NO. D-08-002	1	LS
CONTROL OF WATER - STRUCTURE NO. D-08-002	1	LS
TEMPORARY PROTECTIVE SHIELDING BRIDGE NO. D-08-002	1	LS
BRIDGE STRUCTURE, BRIDGE NO. D-08-002	1	LS

DIGHTON
PLEASANT STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	23	56
PROJECT FILE NO.		613636	

GENERAL NOTES

TRAFFIC DATA

	ROADWAY OVER	ROADWAY UNDER
DESIGN YEAR	2044	
AVERAGE DAILY TRAFFIC – PRESENT	1152	
AVERAGE DAILY TRAFFIC – DESIGN YEAR	1406	
DESIGN HOURLY VOLUME	51	
DIRECTIONAL DISTRIBUTION	51% SB	
TRUCK PERCENTAGE – AVERAGE DAY	1.26%	
TRUCK PERCENTAGE – PEAK HOUR	0.0%	
DESIGN SPEED	45 MPH	
DIRECTIONAL DESIGN HOURLY VOLUME	26 SB	

SEISMIC DESIGN CRITERIA

DESIGN RETURN PERIOD:	1000 YRS
DESIGN SPECTRA	
As	0.150
SDs	0.313
SD1	0.119
SITE CLASS	E
SEISMIC DESIGN CATEGORY (SDC)	A

HYDRAULIC DESIGN FLOOD (HDF) DATA

DRAINAGE AREA (SQ. MILES)	2.92
HDF DISCHARGE (C.F.S.)	276
HDF FREQUENCY (YEARS)	10
HDF VELOCITY (F.P.S.)	9.76
HDF ELEVATION (FEET, NAVD, UPSTREAM)	8.4

BASE (100-YEAR) FLOOD DATA

BASE FLOOD DISCHARGE (C.F.S.)	582
BASE FLOOD ELEVATION (FEET, NAVD, UPSTREAM)	14

SCOUR DESIGN FLOOD (SDF) EVENT DATA

SDF EVENT FREQUENCY (YEARS)	25
SDF ELEVATION (FEET, NAVD, UNDER BRIDGE)	4.33
SDF TOTAL SCOUR DEPTH AT ABUTMENT (FEET)	8.02
SDF TOTAL SCOUR DEPTH AT PIER (FEET)	N/A

SCOUR CHECK FLOOD (SCF) EVENT DATA

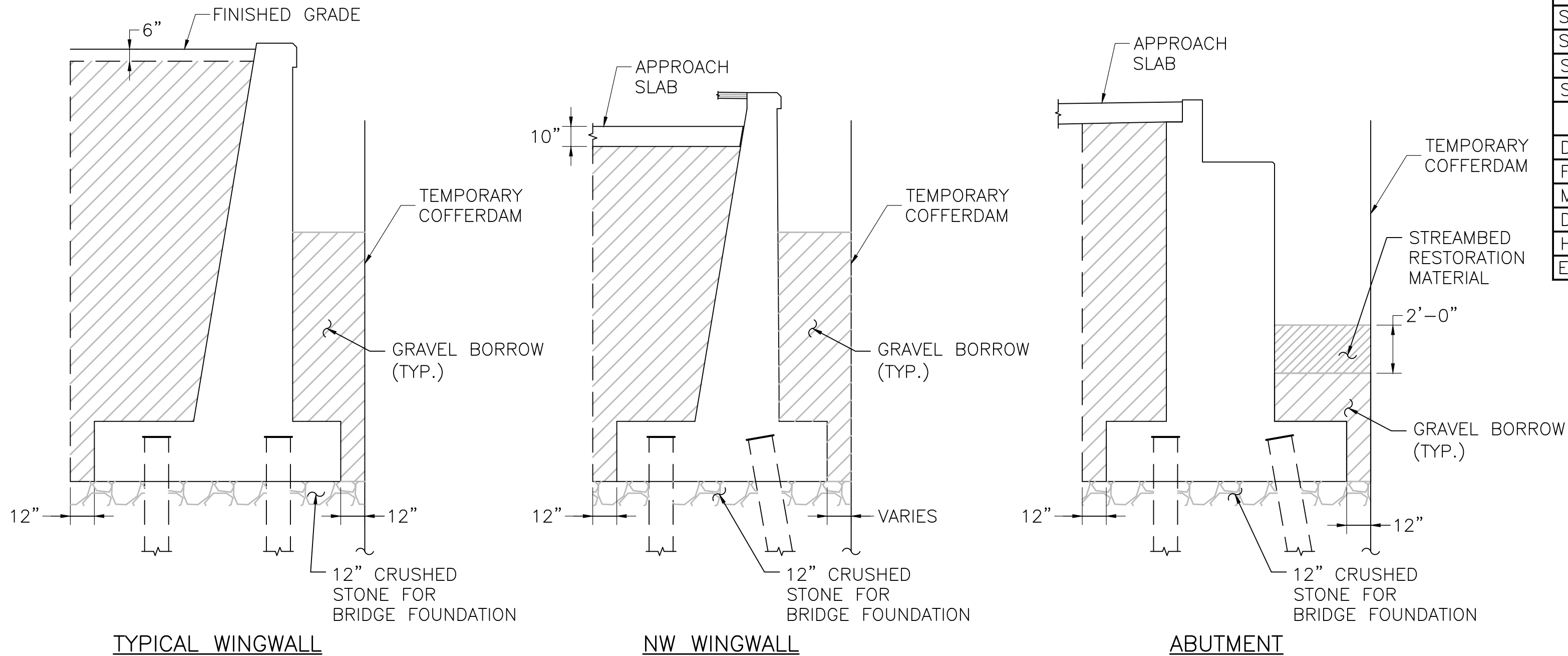
SCF EVENT FREQUENCY (YEARS)	50
SCF ELEVATION (FEET, NAVD, UNDER BRIDGE)	4.33
SCF TOTAL SCOUR DEPTH AT ABUTMENT (FEET)	9.17
SCF TOTAL SCOUR DEPTH AT PIER (FEET)	N/A

FLOOD OF RECORD

DISCHARGE (C.F.S.)	NOT KNOWN
FREQUENCY (IF KNOWN, YEARS)	>100
MAXIMUM ELEVATION (FEET, NAVD)	NOT KNOWN
DATE (MM/YYYY)	1938, 1954, 1955
HISTORY OF ICE FLOES	NONE DOCUMENTED
EVIDENCE OF SCOUR AND EROSION	2.92

TEMPORARY WATER CONTROL
DESIGN DATA

DESIGN FLOOD DISCHARGE (C.F.S.)	63
DESIGN FLOOD FREQUENCY (YEARS)	2
DESIGN FLOOD VELOCITY (F.P.S.)	1.79
DESIGN FLOOD ELEVATION (FEET, NAVD)	5.09
T.O. COFFERDAM ELEVATION (FEET, NAVD)	6.09



LIMITS OF GRAVEL BORROW FOR
BACKFILLING STRUCTURES AND PIPES

NOT TO SCALE

08/22/2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	24	56
PROJECT FILE NO.		613636	

613636 BR3(D08002).DWG Plotted on 24-Aug-2026 2:35 PM

1. LOCATION OF BORINGS SHOWN ON THE PLAN THUS:
2. 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.
3. 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.
4. FIGURES IN COLUMNS INDICATE NUMBER OF BLOWS REQUIRED TO DRIVE A 1 1/8" I.D. SPLIT SPOON SAMPLER 6" USING A 140 POUND WEIGHT FALLING 30".
5. 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.
6. ALL BORINGS WERE MADE IN MAY, 2022.
7. BORINGS WERE MADE BY NORTHERN DRILL SERVICE, INC. 33 TALBOT ROAD, NORTHBOROUGH, MA 01532.
8. THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988 IS USED THROUGHOUT.
9. GEOPHYSICAL SURVEY WAS PERFORMED BY HAGER-RICHTER GEOSCIENCE, INC. 2 INDUSTRIAL WAY - S/2, ATKINSON, NH 03811, IN NOVEMBER, 2024. GEOPHYSICAL SURVEY CAN BE REFERENCED IN APPENDIX A OF THE SPECIFICATIONS.

B.O. NORTH PILE CAP
EL. -10.91

B.O. NORTH PILE CAP
EL. -10.91

NORTH ABUTMENT PILE TIP
(BATTERED) EL. -33.7±

NORTH ABUTMENT PILE TIP
(VERTICAL) EL. -37.0±

NORTH ABUTMENT PILE TIP
(BATTERED) EL. -33.7±

NORTH ABUTMENT PILE TIP
(VERTICAL) EL. -37.0±

BORING BB-2
SCALE: $\frac{3}{16}'' = 1'-0''$

SHEET 3 OF 30 SHEETS BRIDGE NO. D-08-002 (CV1)

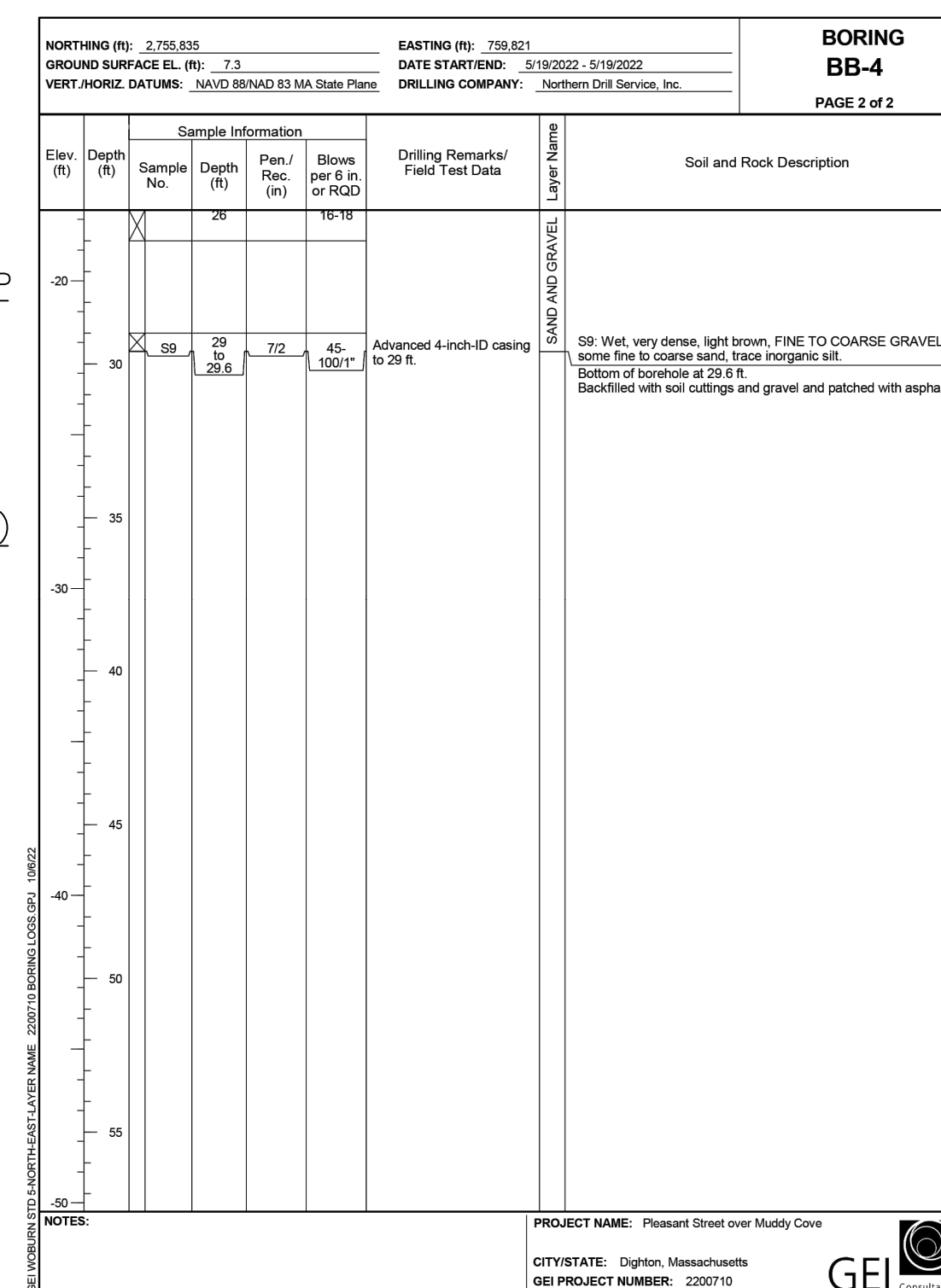
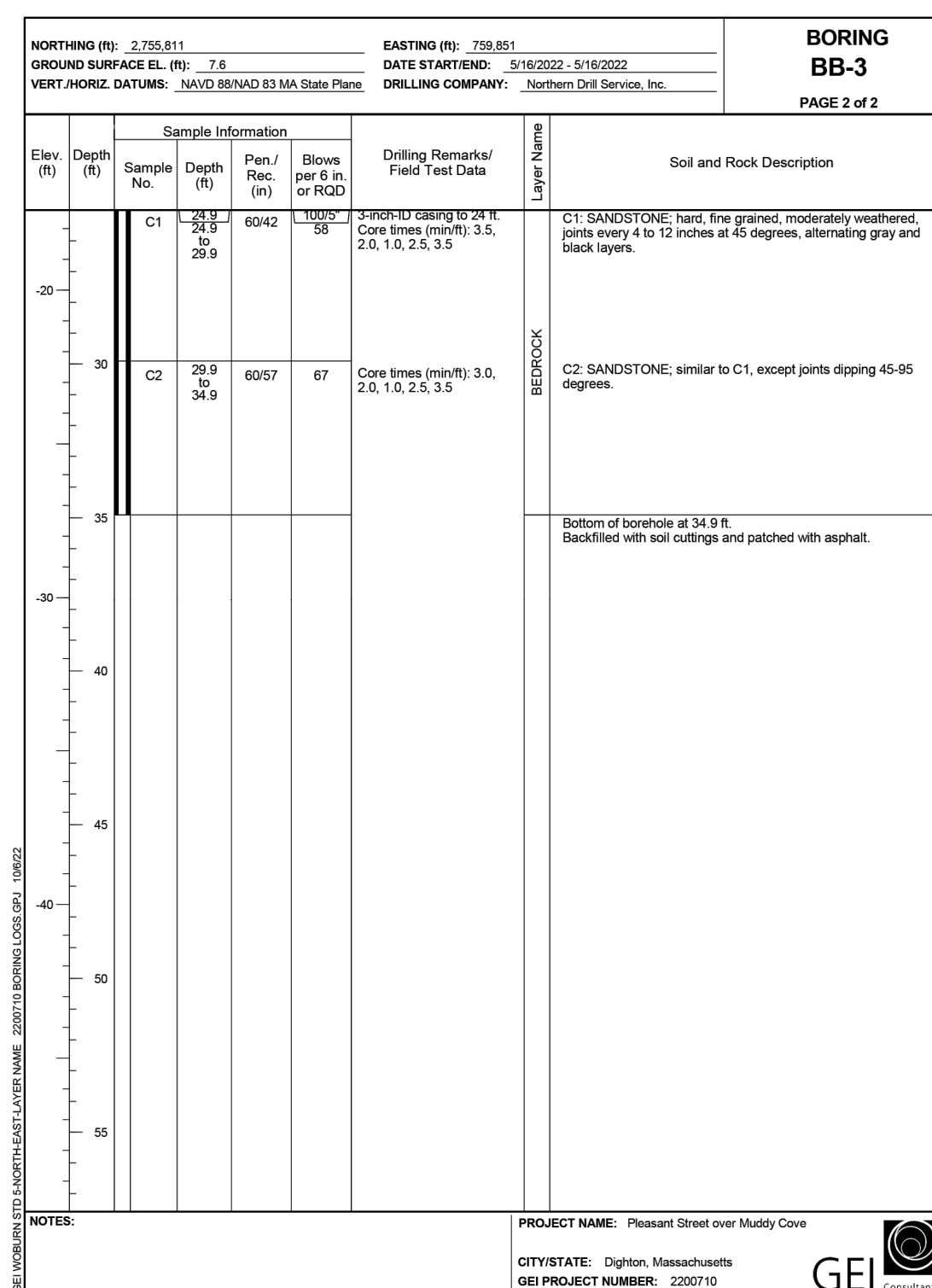
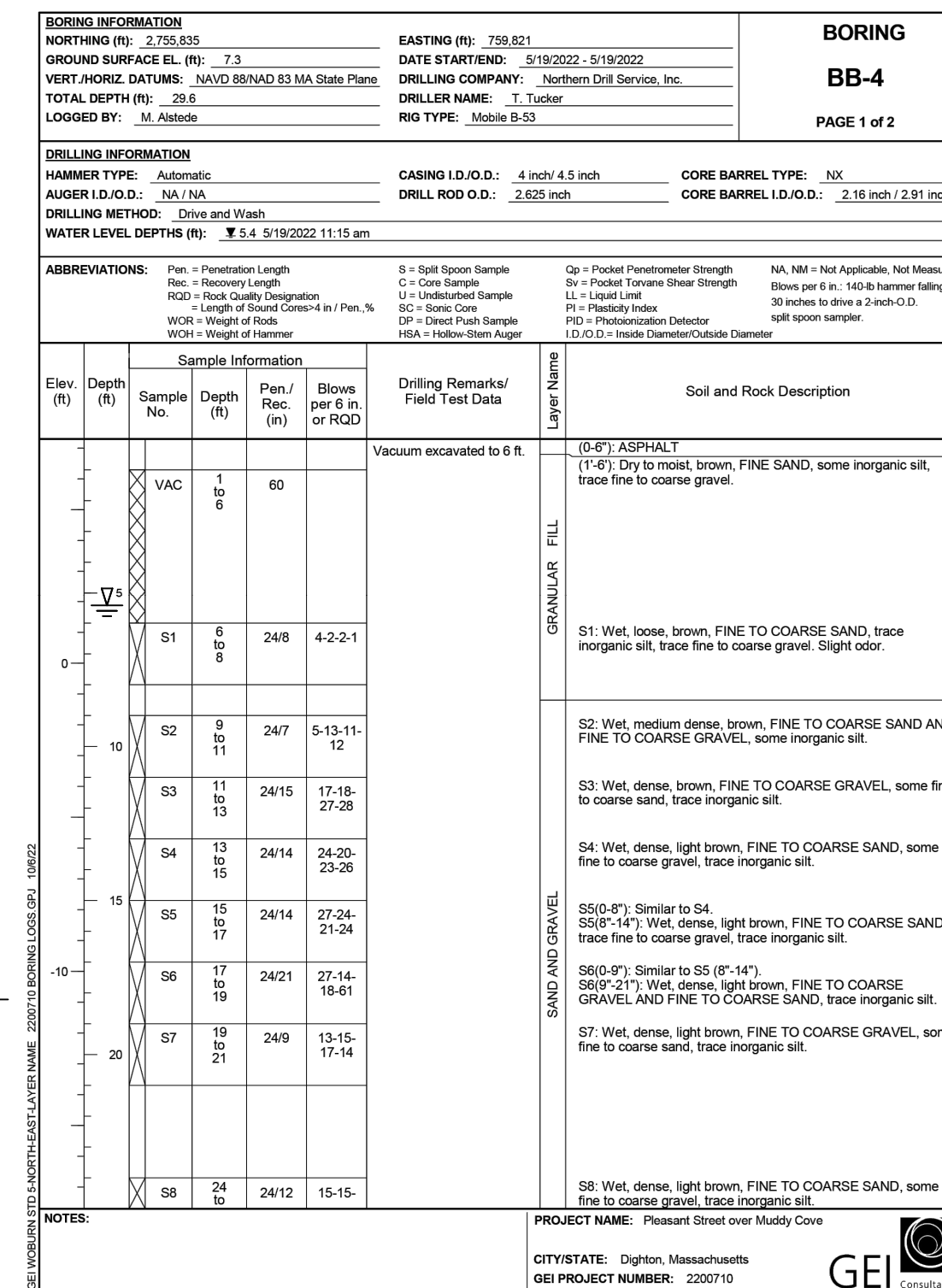
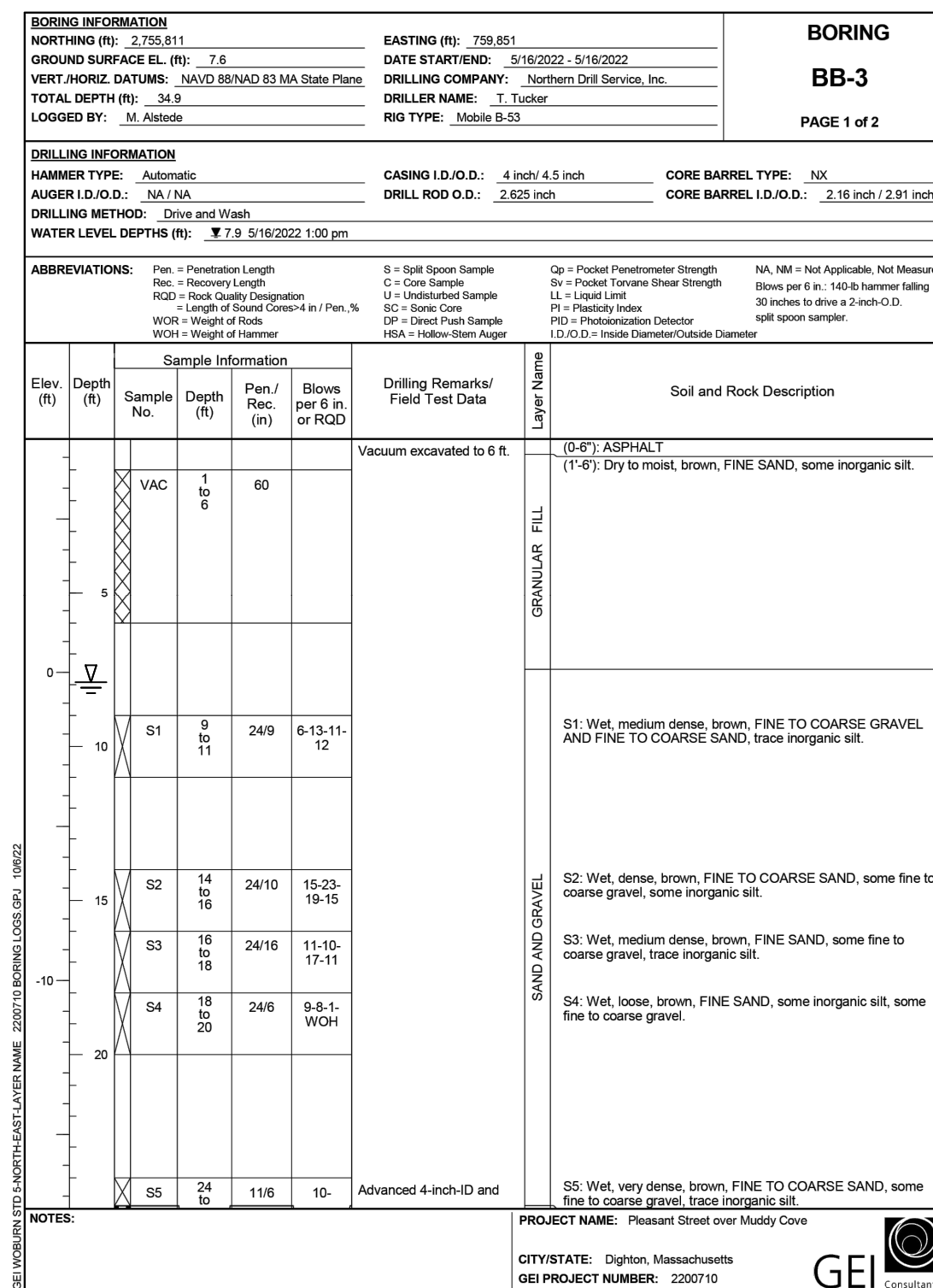
DIGHTON
PLEASANT STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	25	56
PROJECT FILE NO.		613636	

BORING SHEET (2 OF 2)

BORING NOTES:

1. SEE NOTES ON SHEET 24



BORING BB-3

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

BORING BB-4

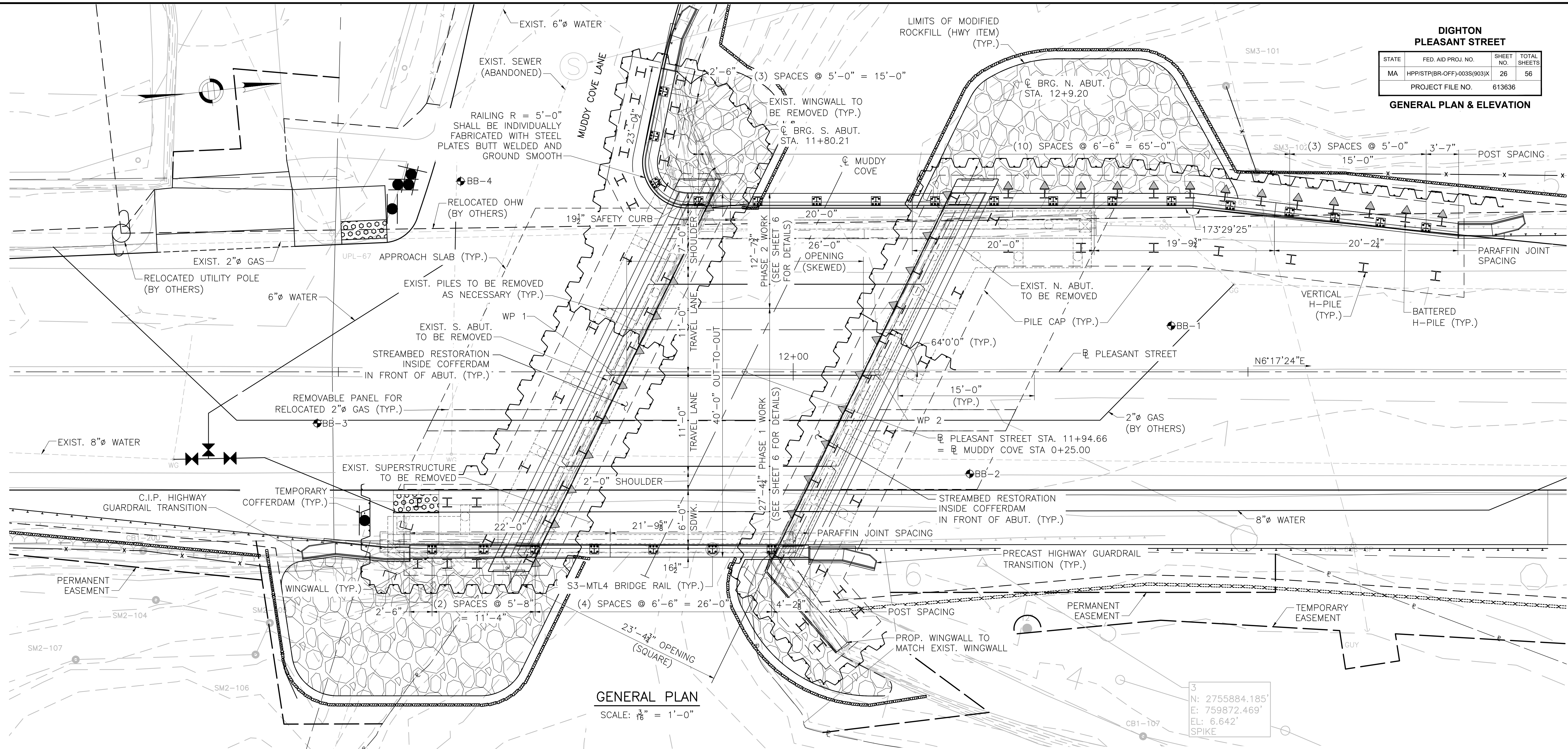
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STATE BRIDGE ENGINEER	
USE ONLY PRINTS OF LATEST DATE	

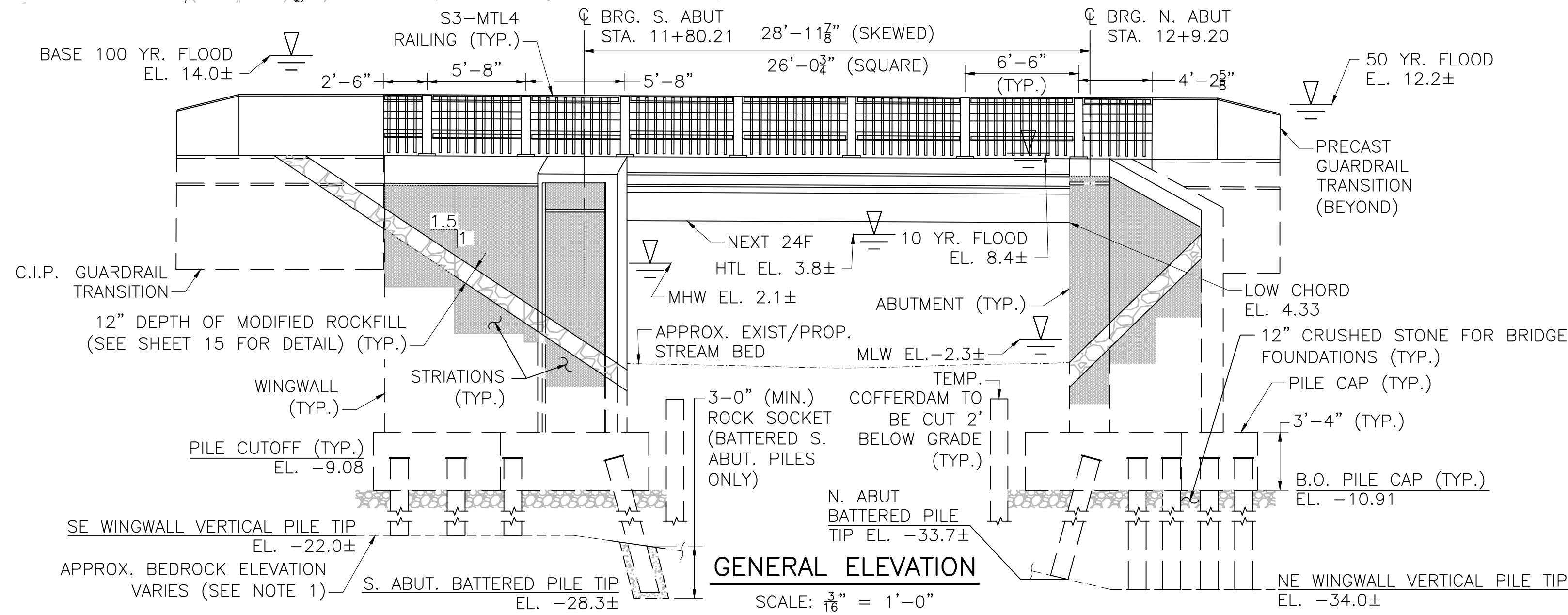
DIGHTON
PLEASANT STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	26	56
PROJECT FILE NO.		613636	

GENERAL PLAN & ELEVATION



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



GENERAL ELEVATION
SCALE: $\frac{1}{16}'' = 1'-0''$

NOTE:
1. BEDROCK AND PILE TIP ELEVATIONS VARY, SEE APPROXIMATE BEDROCK PROFILE ON SHEET 9 FOR DETAILS. THE COMPLETED GEOPHYSICAL SURVEY CAN BE REFERENCED IN APPENDIX A OF THE SPECIFICATIONS FOR FULL BEDROCK CONDITIONS.

	NORTHING	EASTING	STATION
WP 1	2755846.123	759847.120	11+80.21
WP 2	2755874.942	759850.297	12+9.20

THALWEG ELEVATION	-4.80±
CONTRACTION SCOUR ELEVATION = MAX. TOP OF PILE CAP ELEVATION	-7.55±
CHECK ABUTMENT SCOUR ELEVATION	-13.97±
DESIGN ABUTMENT SCOUR ELEVATION	-12.82±

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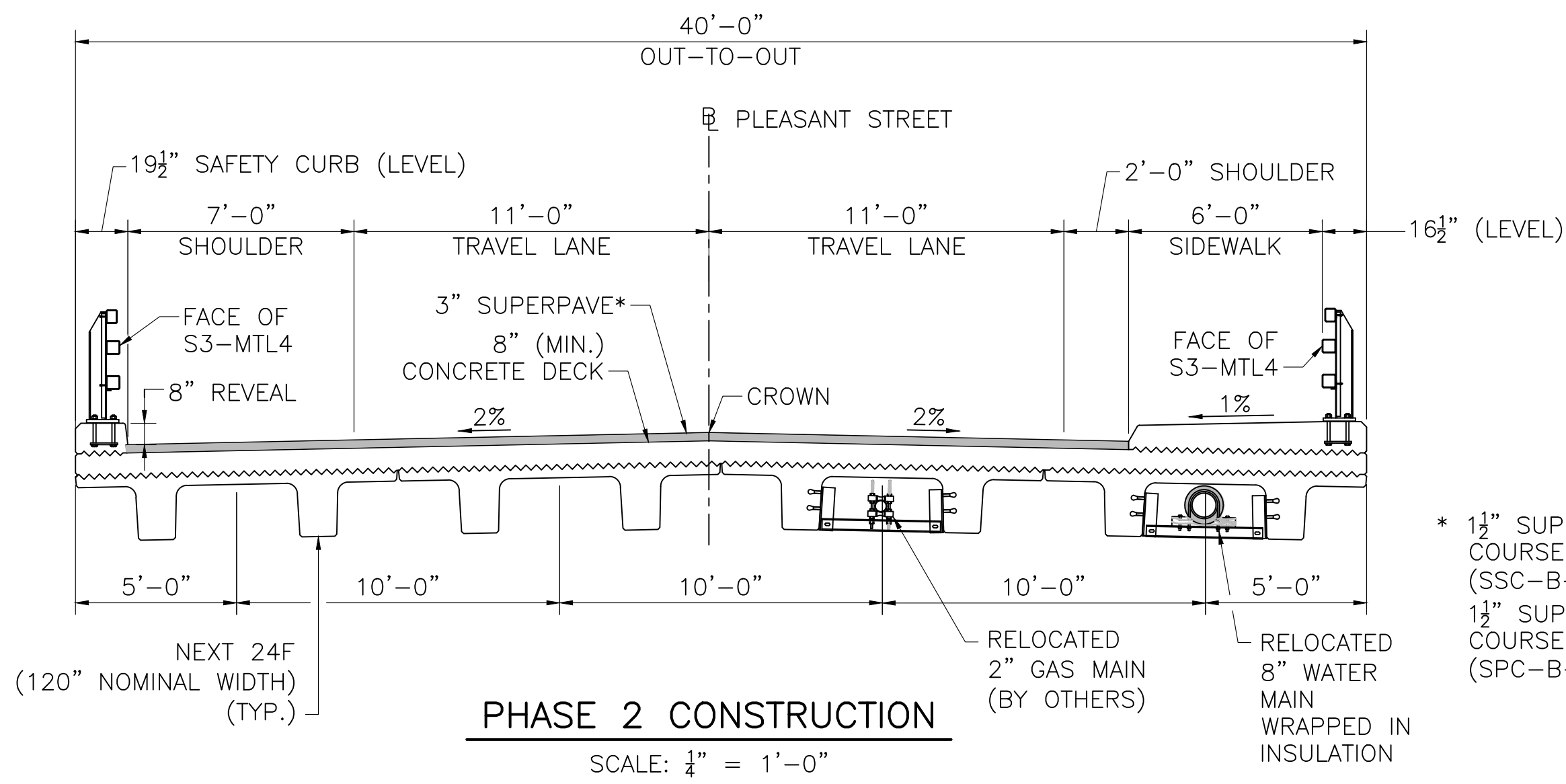
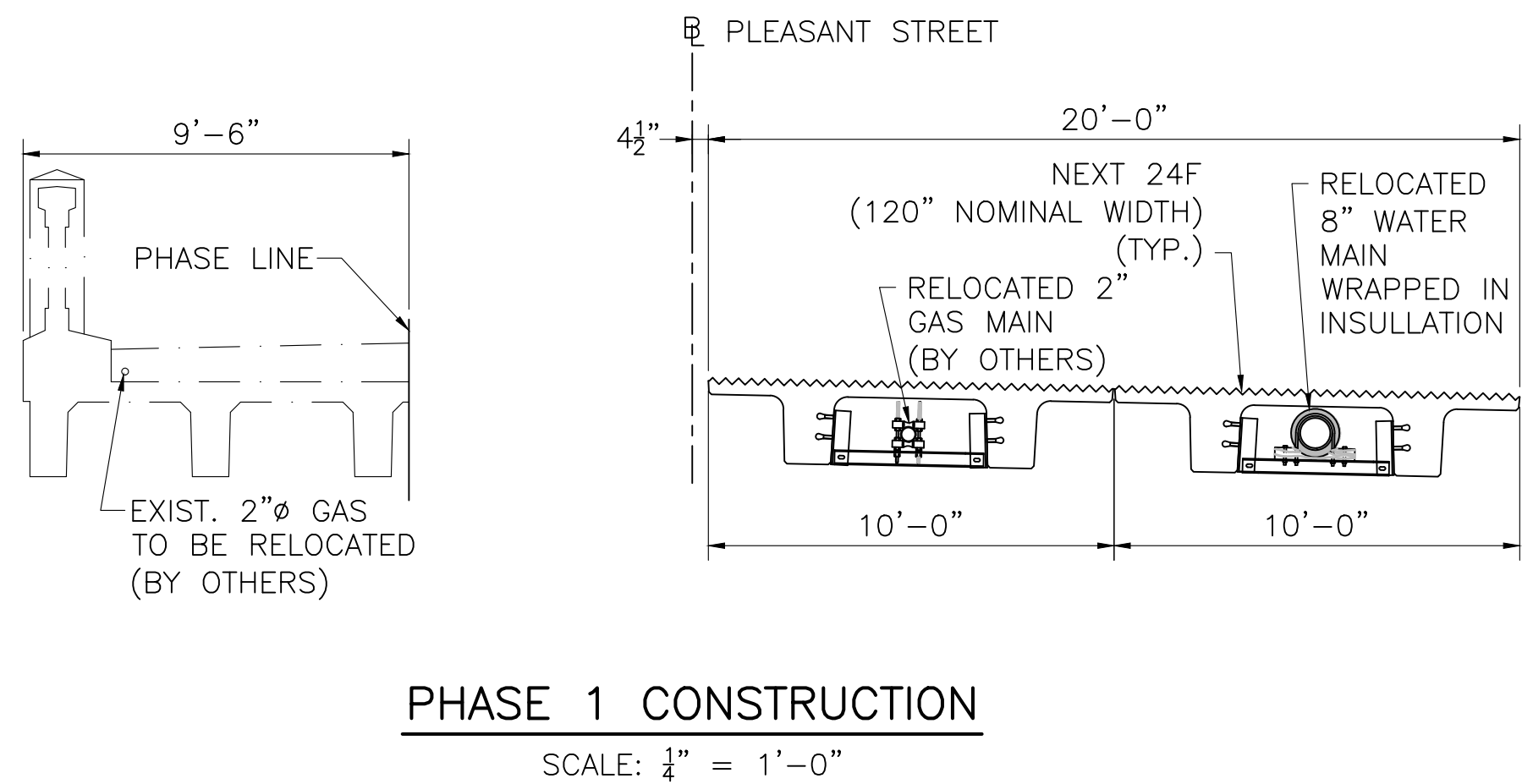
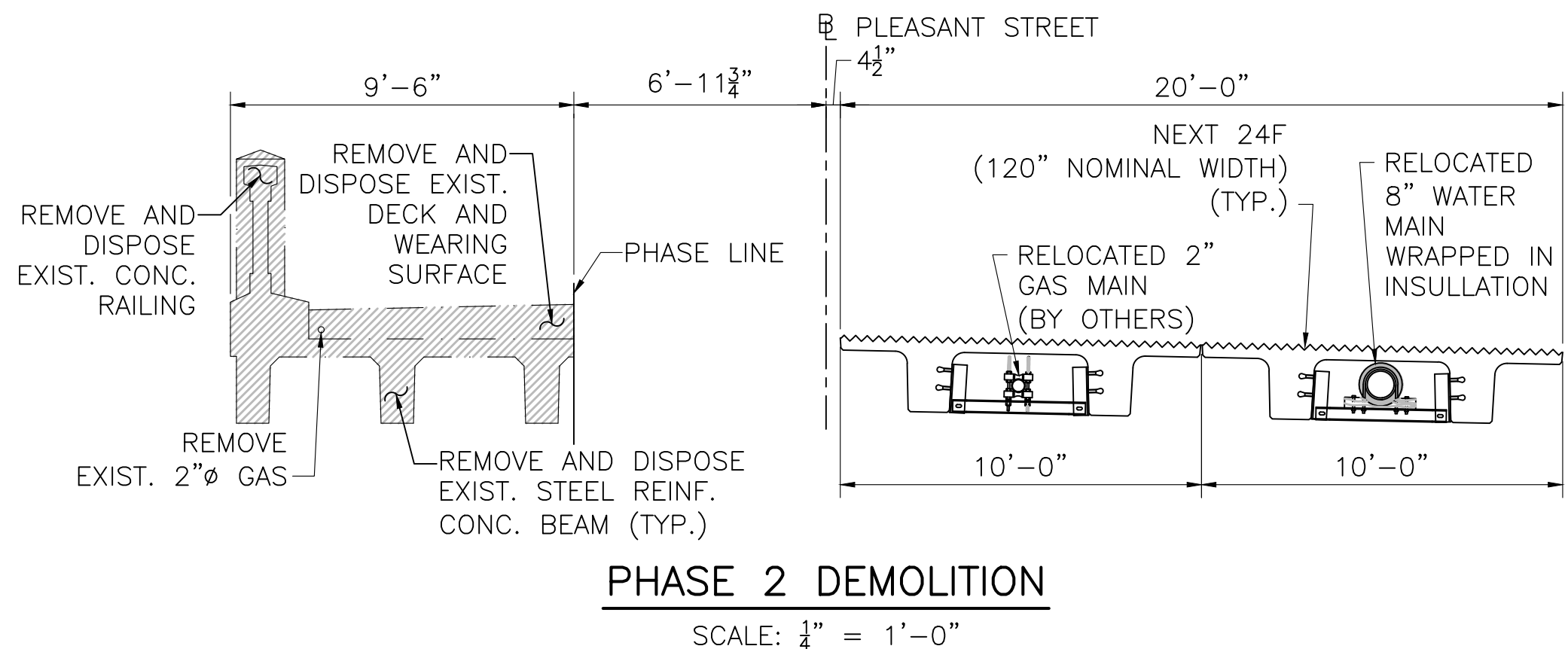
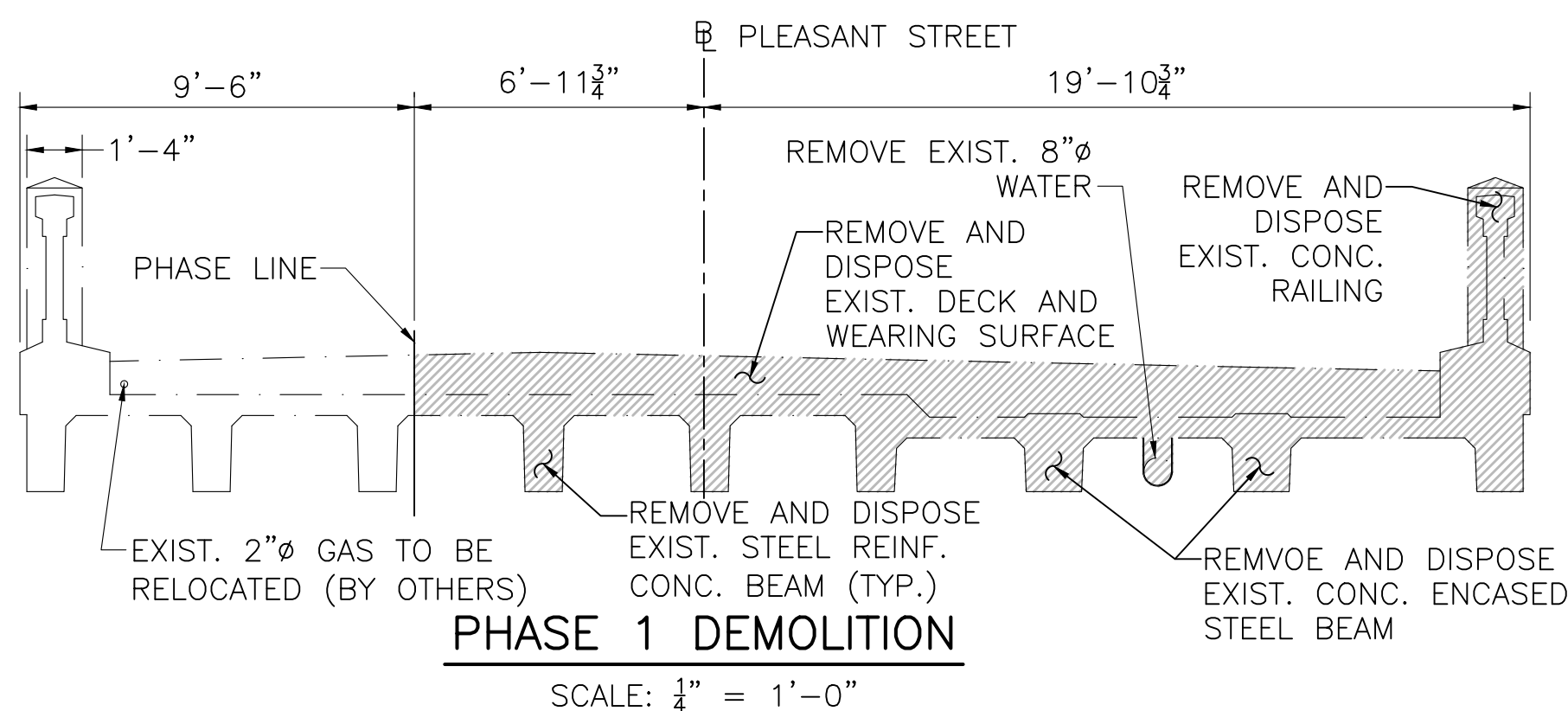
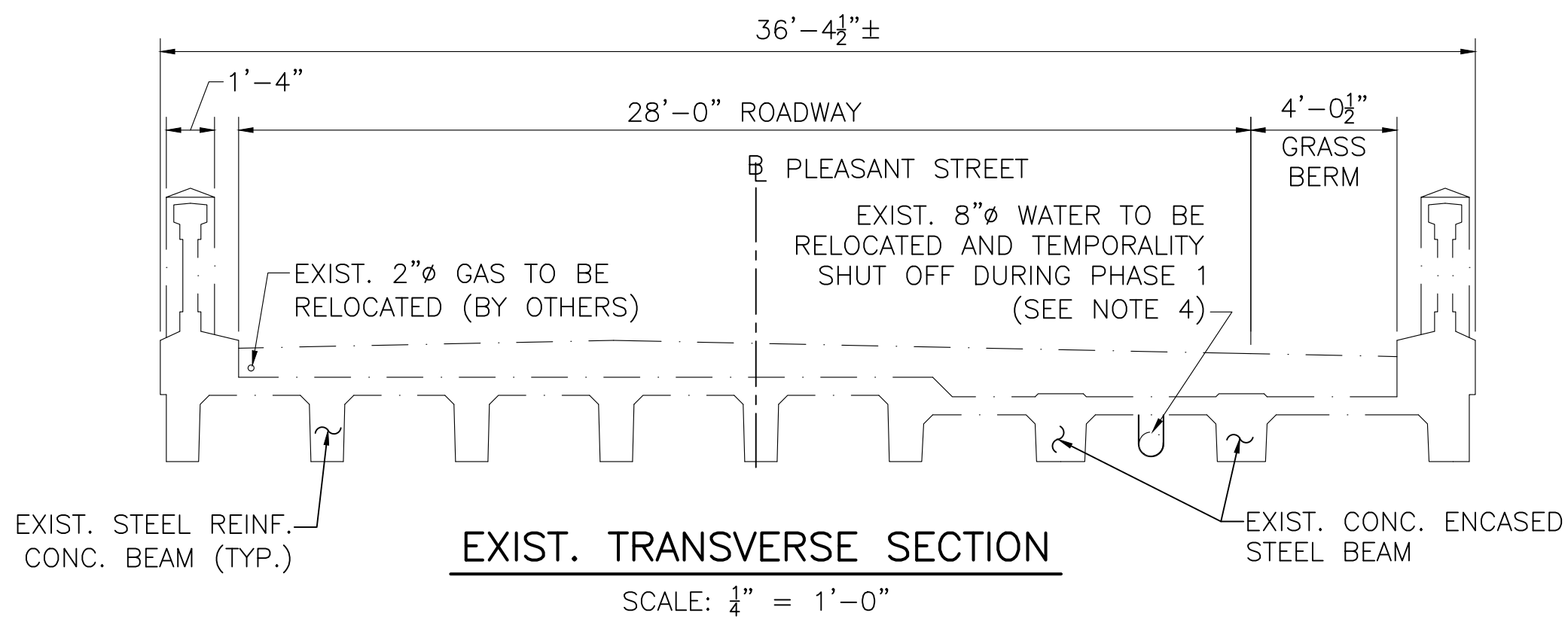
DIGHTON
PLEASANT STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	27	56
PROJECT FILE NO.		613636	

BRIDGE PHASING

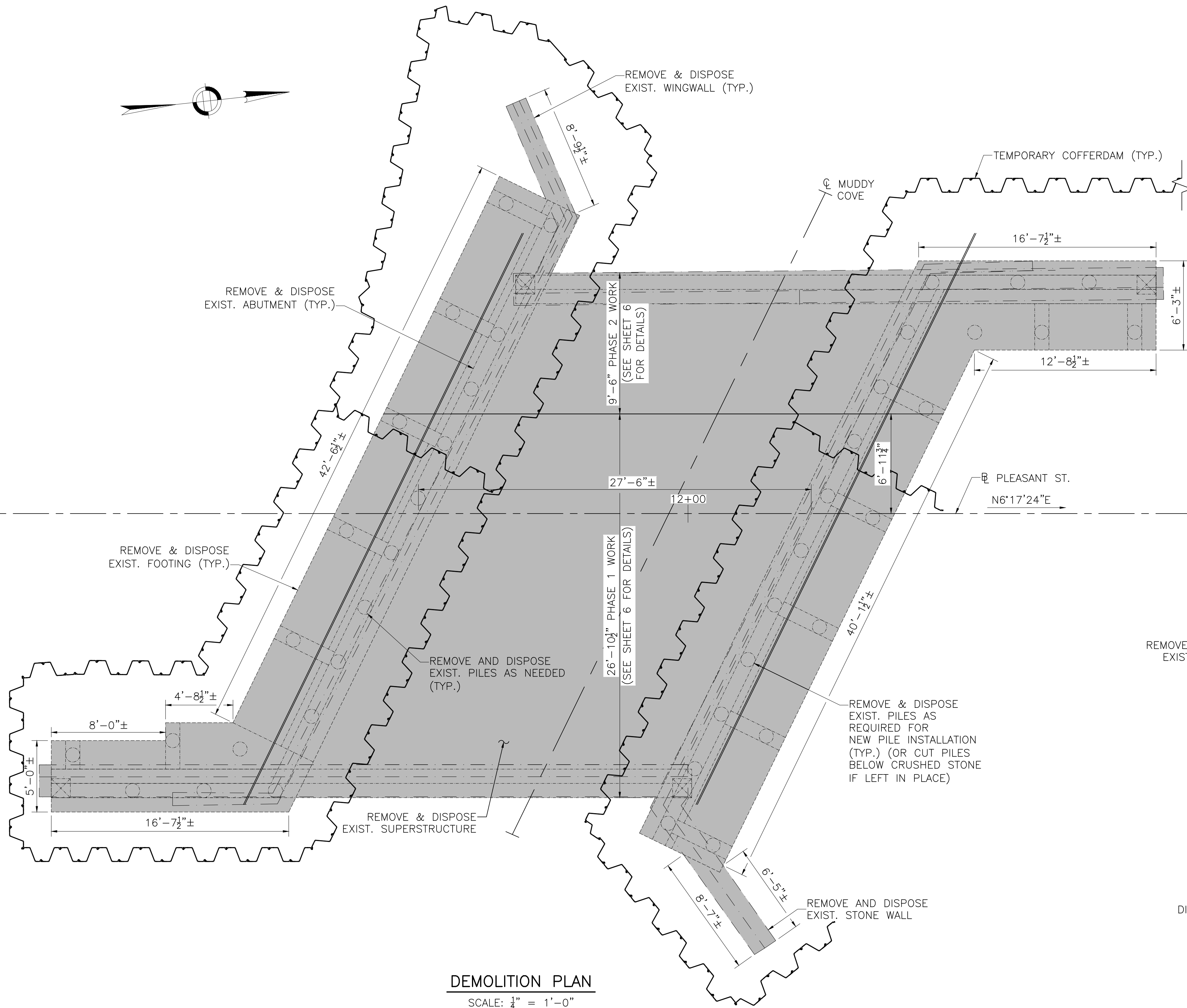
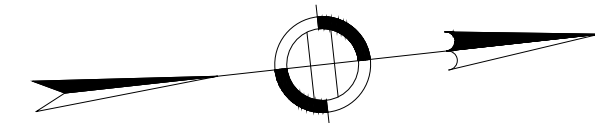
CONSTRUCTION STAGING SEQUENCE:

1. THE CONTRACTOR WILL NEED TO COORDINATE WITH NGRID, COMCAST AND VERIZON TO TRANSFER FACILITIES FROM ROUTE 138 TO MUDDY COVE LANE.
2. REMOVE EXIST. UP-68S AND GUY AND OHWS RUNNING FROM EXIST. UP-68 TO UP-68S AND EXIST. UP-68 TO UP-48.
3. INSTALL TEMPORARY UP ON MUDDY COVE LANE. RUN OHW FROM EXISTING UP-67 TO TEMPORARY UP ON MUDDY COVE LANE, THEN FROM THE TEMPORARY UP TO RELOCATED UP-68. REMOVE EXIST. OHW BETWEEN EXIST. UP-67 AND UP-68. INSTALL PUSH-BRACE AT EXIST. UP-67 AND RELOCATED UP-68.
4. INSTALL 3-WAY GATE VALVE ON WATER LINE IN THE SOUTH APPROACH. INSTALL NEW WATER PIPE TO CONNECT 3-WAY GATE VALVE TO EXISTING WATER LINE ON MUDDY COVE LANE. INSTALL GATE VALVE ON WATER LINE IN THE NORTH APPROACH. SHUTOFF WATER OVER BRIDGE AND RE-ROUTE THROUGH MUDDY COVE LANE.
5. INSTALL SHEETING AS SHOWN ON PLANS.
6. DEMOLISH EXISTING BRIDGE AND SUBSTRUCTURE TO THE EAST OF ∇ PLEASANT STREET. CONSTRUCT PROPOSED BRIDGE SUBSTRUCTURE AND SUPERSTRUCTURE TO THE EAST OF ∇ PLEASANT STREET.
7. SHUT OFF GAS AND MOVE FROM UNDERSIDE OF EXISTING BRIDGE TO UTILITY BAY 3. CONNECT AND INSTALL WATER PIPE IN UTILITY BAY 4.
8. DEMOLISH AND CONSTRUCT REMAINDER OF BRIDGE SUBSTRUCTURE AND SUPERSTRUCTURE. CUT SHEETING AS SPECIFIED IN PLANS AND SPECIFICATIONS.
9. REMOVE OHW BETWEEN EXIST. UP-67, TEMP UP ON MUDDY COVE LANE AND RELOCATED UP-68, AND RE-INSTALL BETWEEN RELOCATED UP-67 AND RELOCATED UP-68. REMOVE TEMPORARY UP ON MUDDY COVE LANE. MOVE EXIST. UP-67 APPROXIMATELY 30' SOUTH. REMOVE TEMPORARY STUB POLE UP-68-S AND GUY.



* 1½" SUPERPAVE BRIDGE SURFACE COURSE - 9.5 POLYMER (SSC-B-9.5-P)
1½" SUPERPAVE BRIDGE PROTECTIVE COURSE - 9.5 POLYMER (SPC-B-9.5-P)

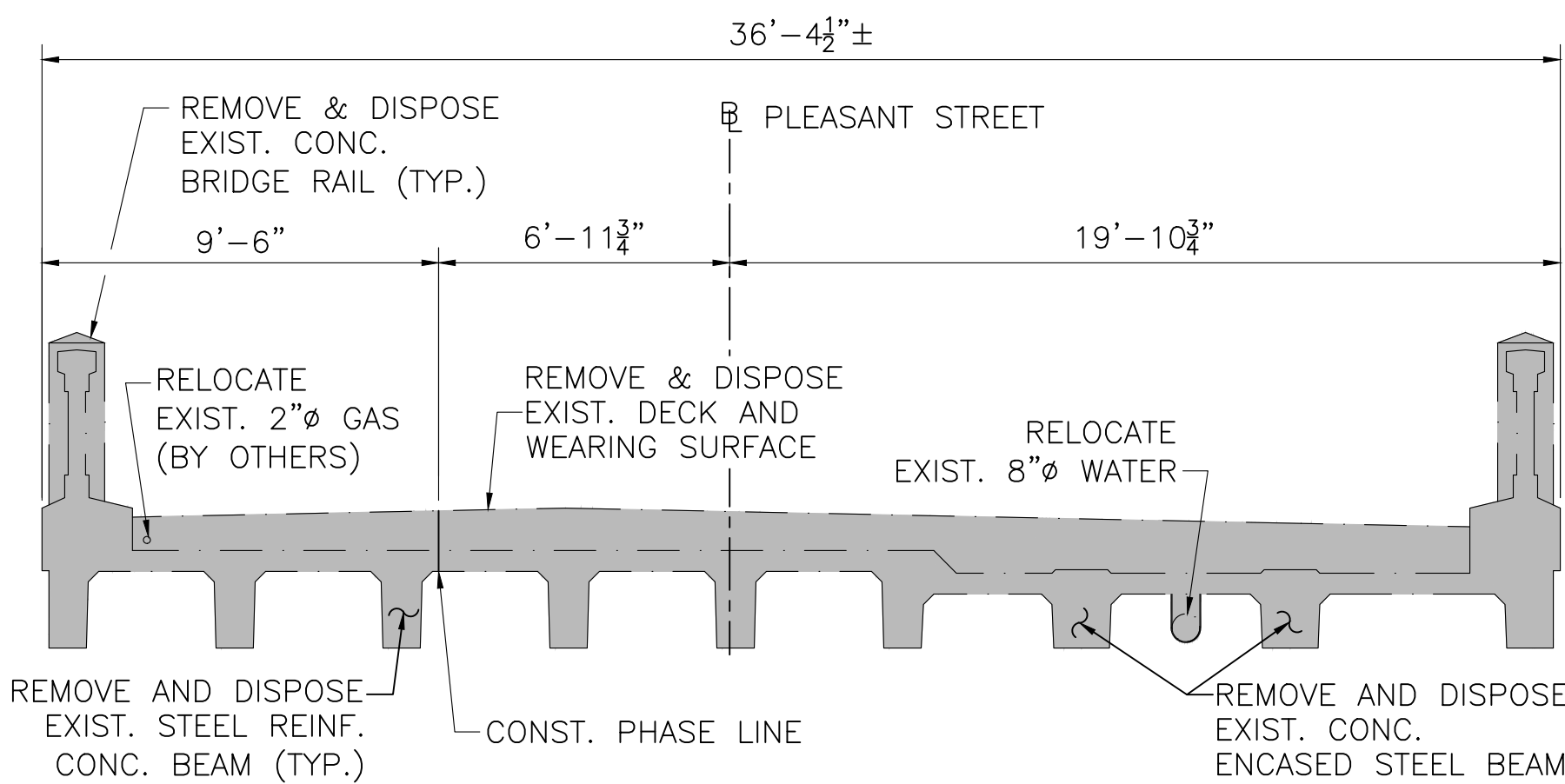
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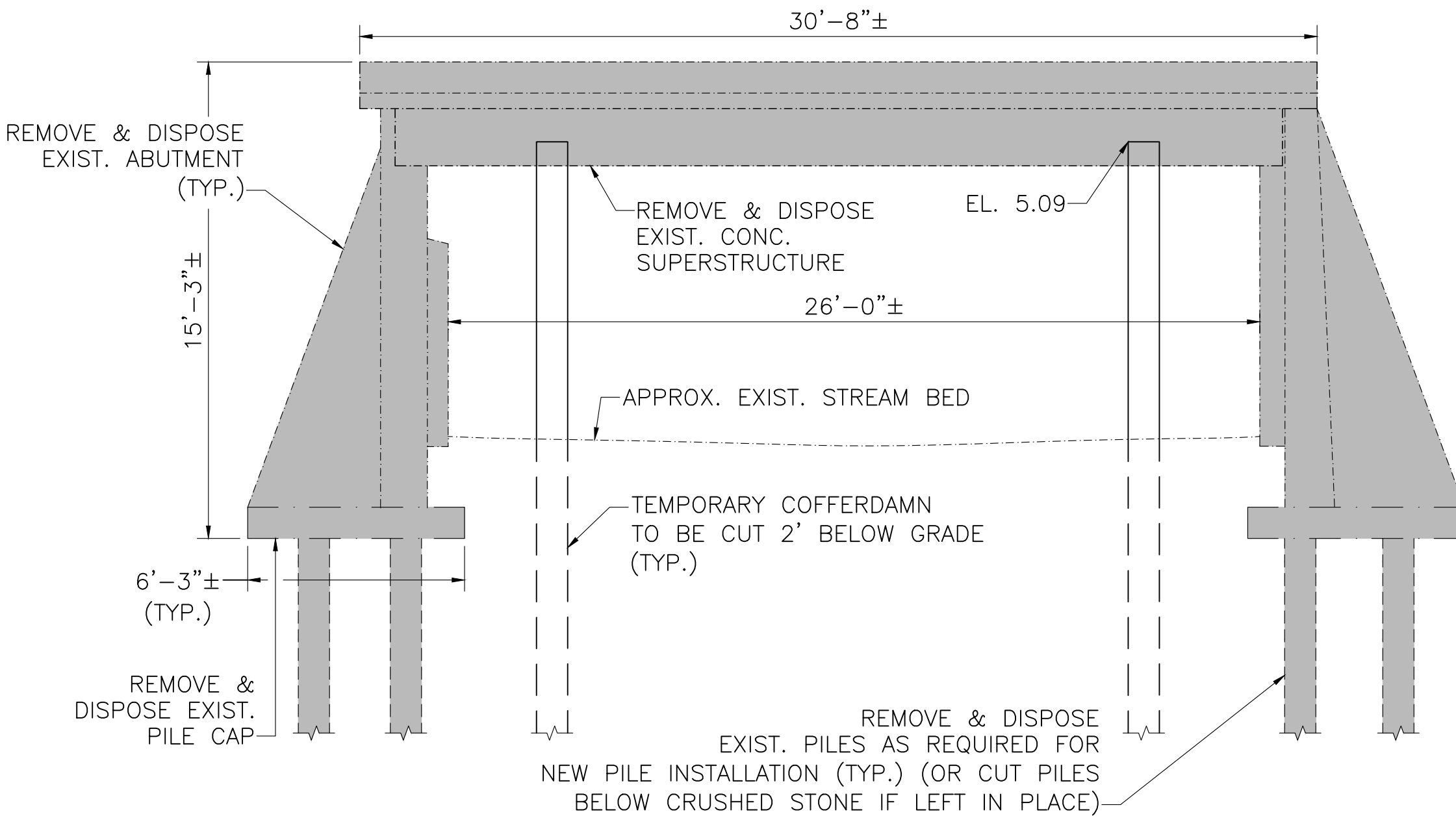
DEMOLITION PLAN
SCALE: $\frac{1}{4}$ " = 1'-0"

NOTES:
1. TEMPORARY COFFERDAM TO BE PUT IN PLACE
ONCE EXISTING SUPERSTRUCTURE IS REMOVED

DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	28	56
PROJECT FILE NO.		613636	
DEMOLITION			

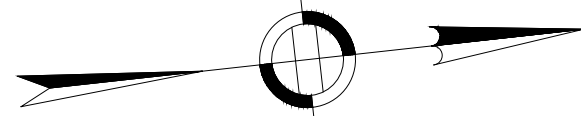


DEMOLITION CROSS SECTION
SCALE: $\frac{1}{4}$ " = 1'-0"



DEMOLITION LONGITUDINAL SECTION
SCALE: $\frac{1}{4}$ " = 1'-0"

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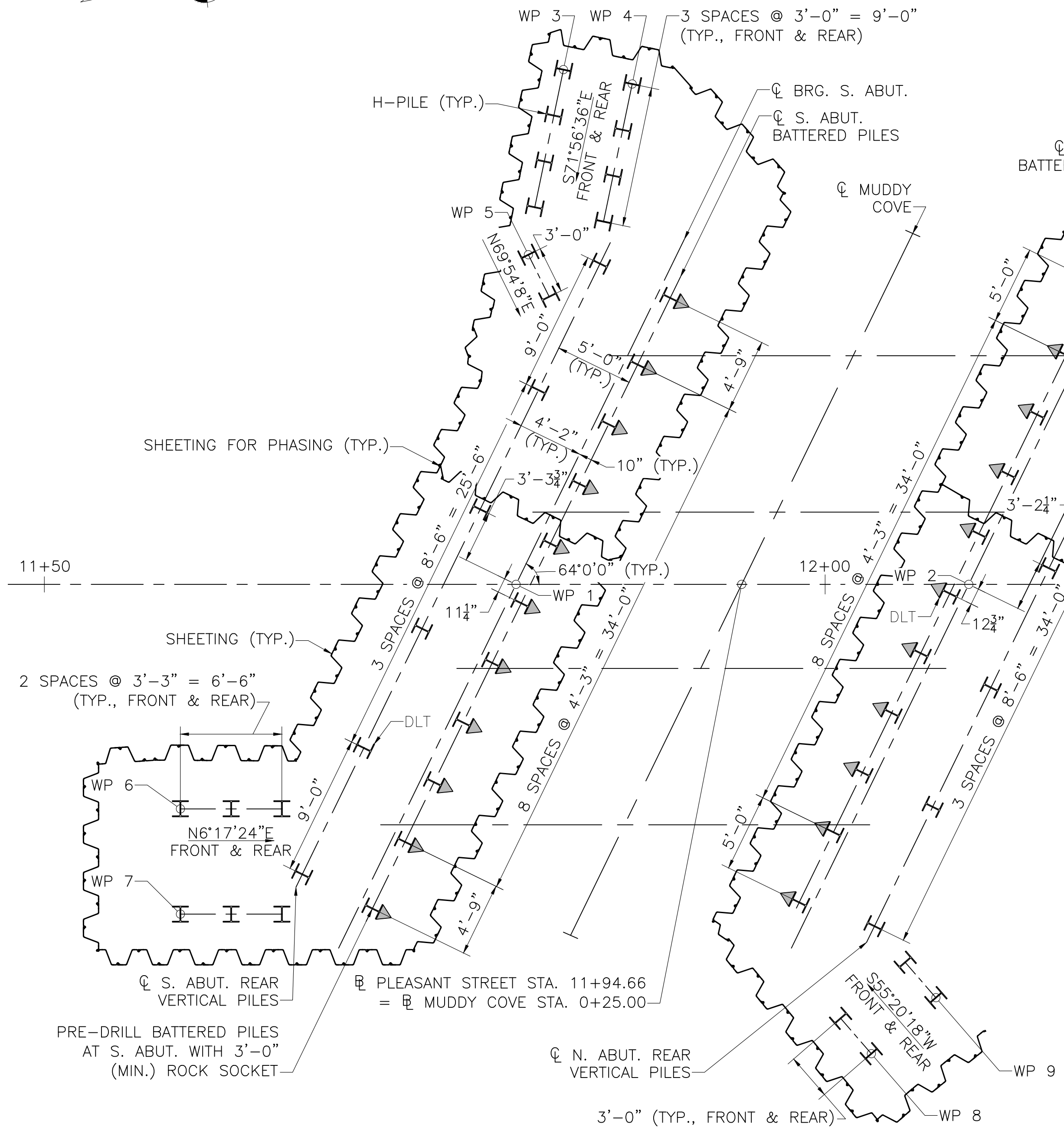
DIGHTON
PLEASANT STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	29	56
PROJECT FILE NO.		613636	

PILE PLAN & SECTIONS

NOTES:

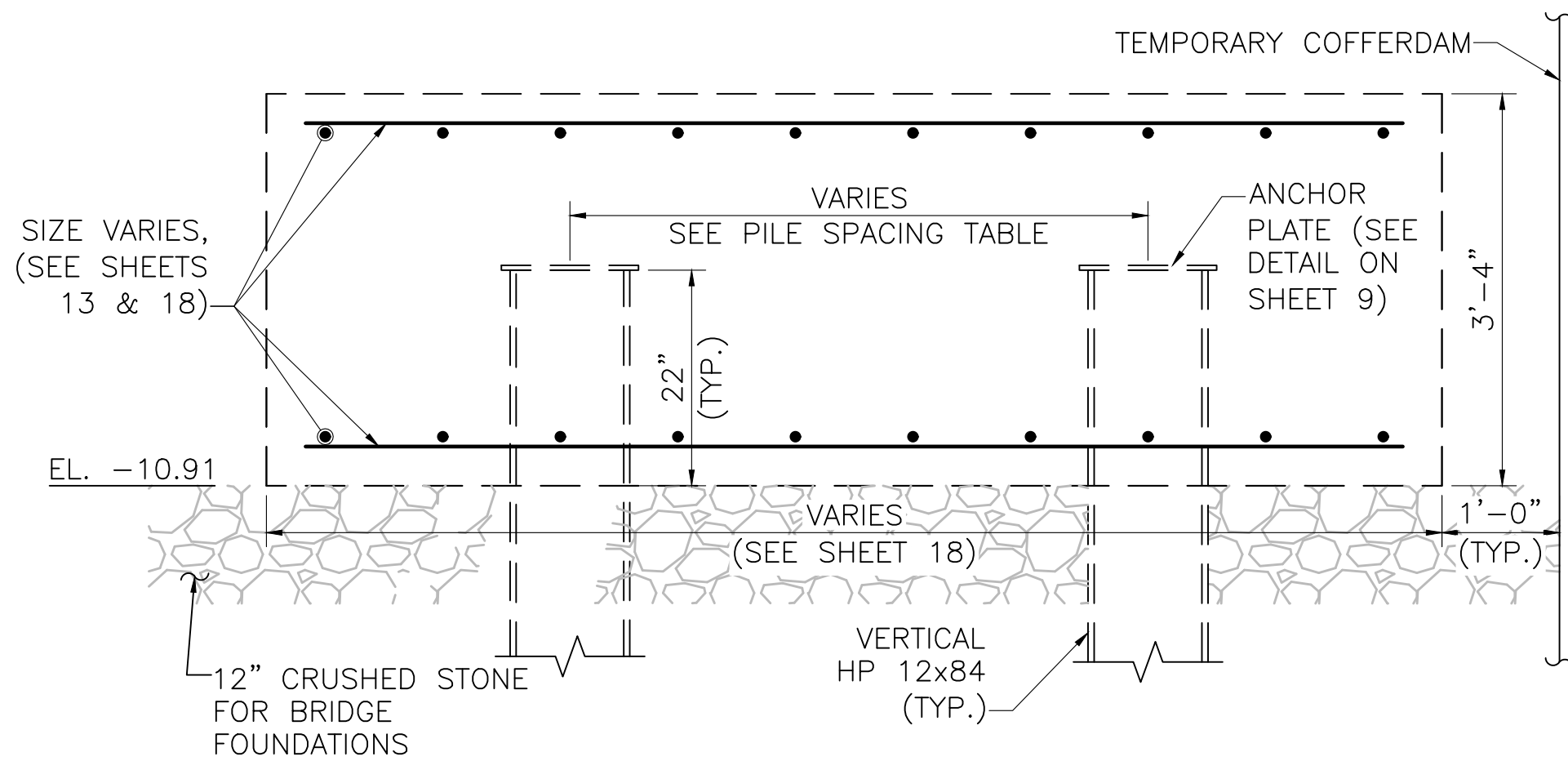
- ALL PILES SHALL BE HP 12X84 AND CONFORM TO AASHTO M270 GRADE 50
- HEAVY DUTY PILE SHOES SHALL BE INSTALLED ON THE TIPS OF ALL PILES. PREFABRICATED PILE SHOES MAY BE USED IF APPROVED BY THE ENGINEER
- TEMPORARY STEEL CASING SHALL BE USED TO INSTALL THE ROCK-SOCKETED BATTERED PILES. THE TEMPORARY CASING SHOULD BE ADVANCED INTO COMPETENT BEDROCK TO FORM A COMPLETE SEAL. TEMPORARY CASINGS THAT ARE USED AND ARE IN GOOD CONDITION WITHOUT STRENGTH IMPAIRING DEFECTS ARE ACCEPTABLE FOR USE AS TEMPORARY CASINGS.
- ALL PILE SPLICES SHALL BE EITHER BUTT JOINTS MADE USING COMPLETE JOINT PENETRATION WELDS OR MECHANICAL TYPE SPLICERS INSTALLED IN ACCORDANCE WITH THE APPROVED INSTALLATION NOTES.
 - STRENGTH I LIMIT STATE
FACTORED AXIAL DESIGN LOAD = 137 KIPS.
- NORTH ABUTMENT PILES SHALL BE DRIVEN TO BEDROCK WITH AN ESTIMATED TIP ELEVATION AT EL. -37.0± FOR THE VERTICAL PILES AND AN ESTIMATED TIP ELEVATION AT -33.7± FOR THE BATTERED PILES. VERTICAL SOUTH ABUTMENT PILES SHALL BE DRIVEN TO BEDROCK WITH AN ESTIMATED TIP ELEVATION AT EL. -20.3±, WHILE THE BATTERED SOUTH ABUTMENT PILES SHALL BE SOCKETED INTO BEDROCK WITH AN ESTIMATED TIP AT -28.3±. THE FACTORED STRUCTURAL RESISTANCE PER PILE IS 378 KIPS AND IS THE PRODUCT OF THE NOMINAL STRUCTURAL RESISTANCE OF 756 KIPS AND A RESISTANCE FACTOR OF 0.50.
- THE MINIMUM PILE TIP ELEVATIONS ARE DEPENDENT ON BEDROCK PROFILE, WHICH VARIES. SEE APPENDIX A OF THE SPECIFICATIONS FOR THE COMPLETED GEOPHYSICAL SURVEY, FOR FULL BEDROCK CONDITIONS.
- DETERMINATION OF THE DRIVEN PILE RESISTANCE, PILE DRIVING CRITERIA, AND PILE INTEGRITY SHALL BE PERFORMED USING THE PILE DRIVING ANALYZER DRIVING/TESTING METHOD WITH A RESISTANCE FACTOR OF 0.65. TESTING SHALL BE PERFORMED ON AT LEAST 1 VERTICAL PILE AT EACH ABUTMENT AND AT LEAST ONE BATTERED PILE AT THE NORTH ABUTMENT.
- THE CONTRACTOR SHALL SUBMIT A PILE SCHEDULE, PILE INSTALLATION, AND PILE DRIVING/TESTING PLAN FOR REVIEW AND APPROVAL BY THE ENGINEER
- AFTER PILE DRIVING IS COMPLETE THE CONTRACTOR SHALL SUBMIT PILE DRIVING LOGS INCLUDING THE FINAL TIP ELEVATIONS AND THE RESULTS OF ANY DYNAMIC OR STATIC LOAD TESTING. SIGNIFICANT DEVIATIONS SHALL BE NOTED AS REVISIONS ON THE CONSTRUCTION DRAWINGS.
- BATTERED SOUTH ABUTMENT PILES SHALL BE INSTALLED A MINIMUM OF 3 FEET INTO COMPETENT BEDROCK, WITH A SOCKET DIAMETER OF 2 FEET. SOCKETS SHALL BE BACKFILLED WITH 2500 PSI CONCRETE. THE REMAINDER OF THE DRILLED HOLE SHALL BE BACKFILLED WITH CRUSHED STONE.
- NORTH ABUTMENT PILES SHALL BE COATED WITH A COAL TAR EPOXY COATING.
- ↑ DENOTES BATTERED PILE



	STATION	OFFSET
WP 1	11+80.21	0.00
WP 2	12+09.20	0.00
WP 3	11+83.24	32.96 LT
WP 4	11+87.65	32.04 LT
WP 5	11+81.00	21.11 LT
WP 6	11+58.71	14.37 RT
WP 7	11+58.71	21.11 RT
WP 8	12+02.96	30.05 RT
WP 9	12+07.09	26.46 RT
WP 10	12+43.64	19.61 LT
WP 11	12+39.64	13.64 LT
WP 12	12+71.31	16.51 LT
WP 13	12+70.63	10.55 LT

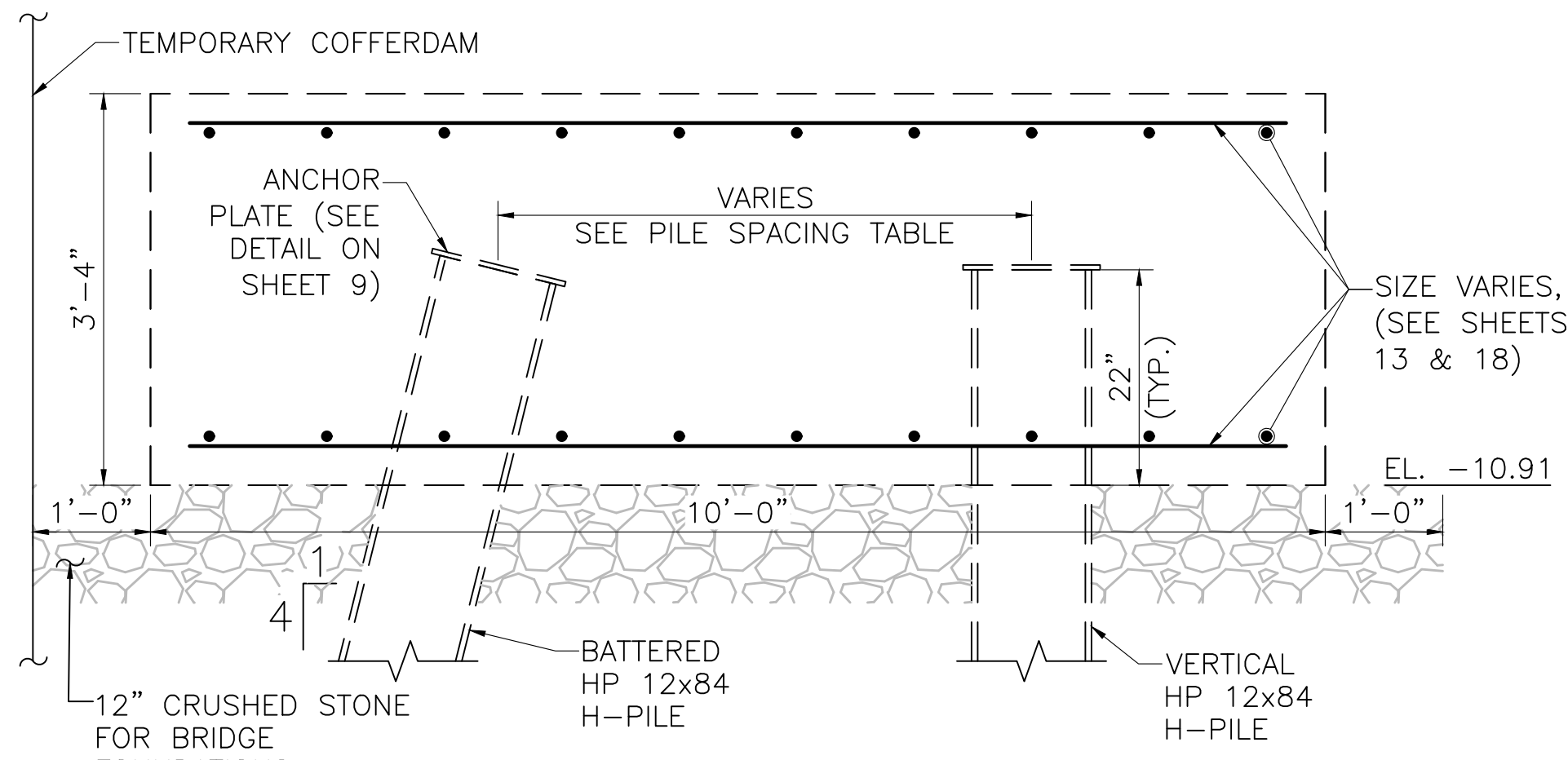
PILE SPACING	
N. ABUTMENT	5'-0"
S. ABUTMENT	5'-0"
NW WINGWALL	6'-0"
NE WINGWALL	5'-6"
SW WINGWALL	4'-6"
SE WINGWALL	6'-9"

PILE PLAN
SCALE: $\frac{3}{16}$ " = 1'-0"



[SW WINGWALL, SE WINGWALL, NE WINGWALL ONLY]
TYPICAL PILE CAP SECTION WITH VERTICAL PILES

SCALE: $\frac{3}{4}$ " = 1'-0"



[S. ABUT, N. ABUT, NW WINGWALL ONLY]
TYPICAL PILE CAP SECTION WITH BATTERED PILES

SCALE: $\frac{3}{4}$ " = 1'-0"

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DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	30	56
PROJECT FILE NO.		613636	
PILE DETAILS			

H-PILE SPLICER INSTALLATION NOTES:

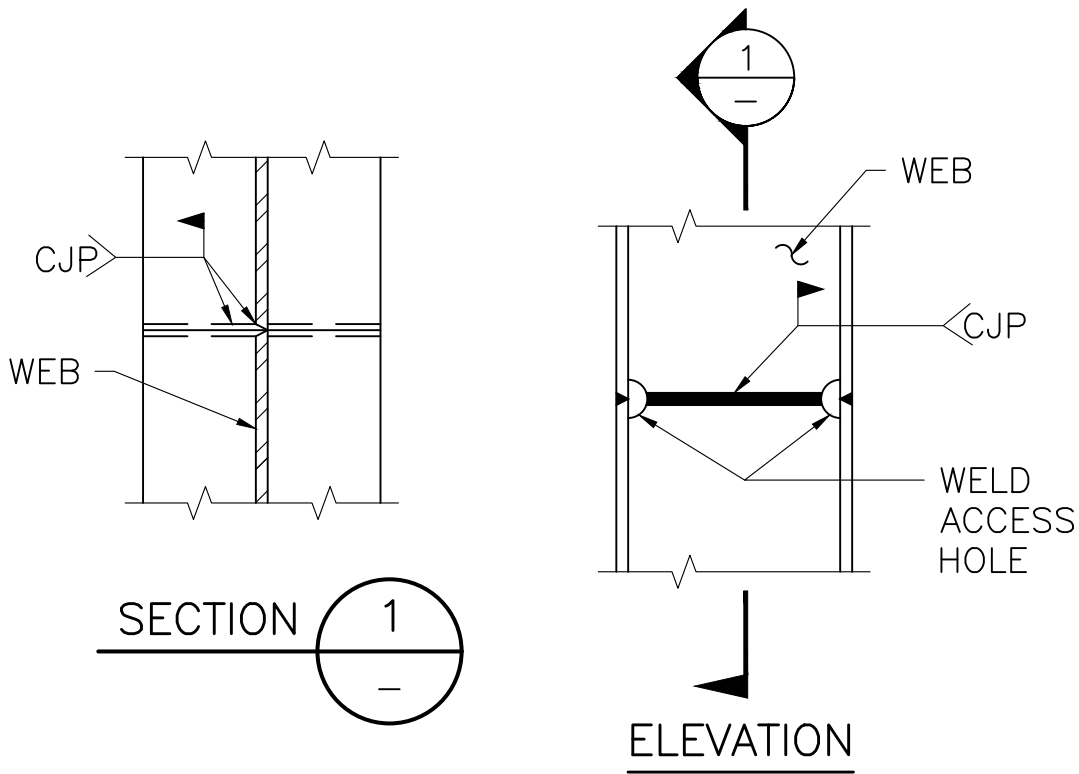
- CUT OFF AND SQUARE A MINIMUM LENGTH OF 1 FOOT FROM THE TOP OF THE PILE THAT HAS JUST BEEN DRIVEN INTO THE GROUND.
- BEVEL THE TWO FLANGES OF THE DRIVEN PILE 30° DEGREES (+10°, -5°) EACH WITH A MAXIMUM ROOT FACE OF $\frac{3}{32}$ " (+0, - $\frac{3}{32}$).
- GRIND ALL FLAME CUT SURFACES SMOOTH.
- LAYOUT AND FLAME CUT THE KEYWAY IN THE WEB OF THE DRIVEN PILE FOR THE KEY OF THE H-PILE SPLICER WITH THE SPECIFIED TOLERANCES. RADIUS THE BOTTOM OF THE SLOT $\frac{3}{8}$ " IN EACH CORNER.
- GRIND ALL FLAME CUT SURFACES SMOOTH.
- SLIDE THE H-PILE SPLICER ONTO THE PILE. THE KEY OF THE SPLICER MUST SLIDE DOWN THE KEYWAY IN THE WEB OF THE DRIVEN PILE.
- SQUARE THE END OF THE PILE SECTION TO BE ADDED TO THE PREVIOUSLY DRIVEN PILE. BEVEL BOTH FLANGES OF THE PILE 30° DEGREES (+10°, -5°) EACH WITH A MAXIMUM ROOT FACE OF $\frac{3}{32}$ " (+0, - $\frac{3}{32}$).
- GRIND ALL FLAME CUT SURFACES SMOOTH.
- SLIDE THE TOP PILE SECTION WITH A CRANE INTO THE H-PILE SPLICER SLEEVE. PLUMB PILE; ALIGN THE FLANGES OF BOTH PILE SECTIONS. THE FLANGES MUST BE IN ALIGNMENT WITH THE MAXIMUM TOLERANCE OF $+\frac{1}{8}$ ". TACK WELD IN PLACE ON BACK SIDE OF JOINT AS PER THE APPROVED FILLET WELDING PROCEDURE.
- FAYING SURFACES BETWEEN THE H-PILE SPLICER AND THE PILE FLANGES SHALL HAVE A GAP OF 0" (+ $\frac{1}{8}$ "). CLAMPS OR HYDRAULIC JACKS MAY BE USED TO ACCOMPLISH THIS. NO HEATING WILL BE ALLOWED.
- USING A $\frac{3}{8}$ " FILLET WELD, WELD THE H-PILE SPLICER TO THE FLANGES, 4 INCHES OF WELD AT THE TOP AND BOTTOM AT EACH CORNER AND THE LENGTH OF THE SPLICER AS PER THE APPROVED FILLET WELDING PROCEDURE.
- USING A PARTIAL PENETRATION GROOVE WELD, WELD THE FLANGES AS PER THE APPROVED GROOVE WELDING PROCEDURE. THE SIZE SHALL BE SHOWN ON THE WELDING PROCEDURE.

CJP H-PILE SPLICE NOTES:

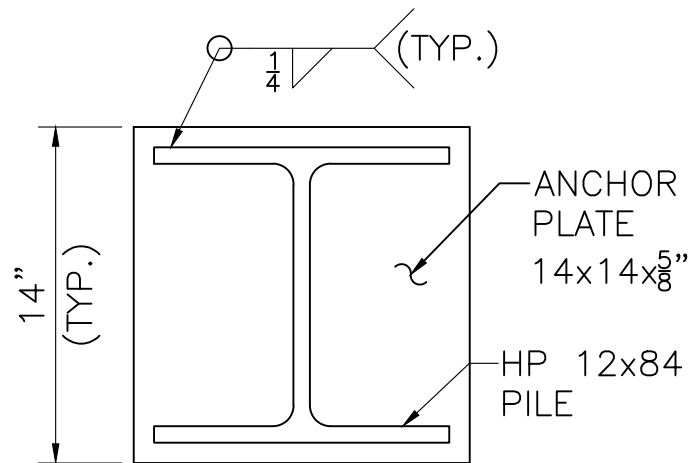
- ALL WELDS SHALL BE COMPLETE PENETRATION AND SHALL CONFORM TO THE AASHTO/AWS BRIDGE WELDING CODE, D1.5.
- WELDING PROCEDURE SPECIFICATIONS MUST BE APPROVED BY THE ENGINEER PRIOR TO WELDING.
- WHENEVER POSSIBLE ALL PILES SHALL BE SPLICED ON THE GROUND IN THE FLAT POSITION.
- WEB SHALL BE COPED TO ALLOW FOR COMPLETE PENETRATION WELDING OF FLANGES.
- WELDED MECHANICAL PILE SPLICERS MAY BE USED PROVIDED THAT COMPLETE DETAILS AND WELDING PROCEDURES HAVE BEEN REVIEWED AND APPROVED BY THE ENGINEER.

BEDROCK PROFILE NOTE:

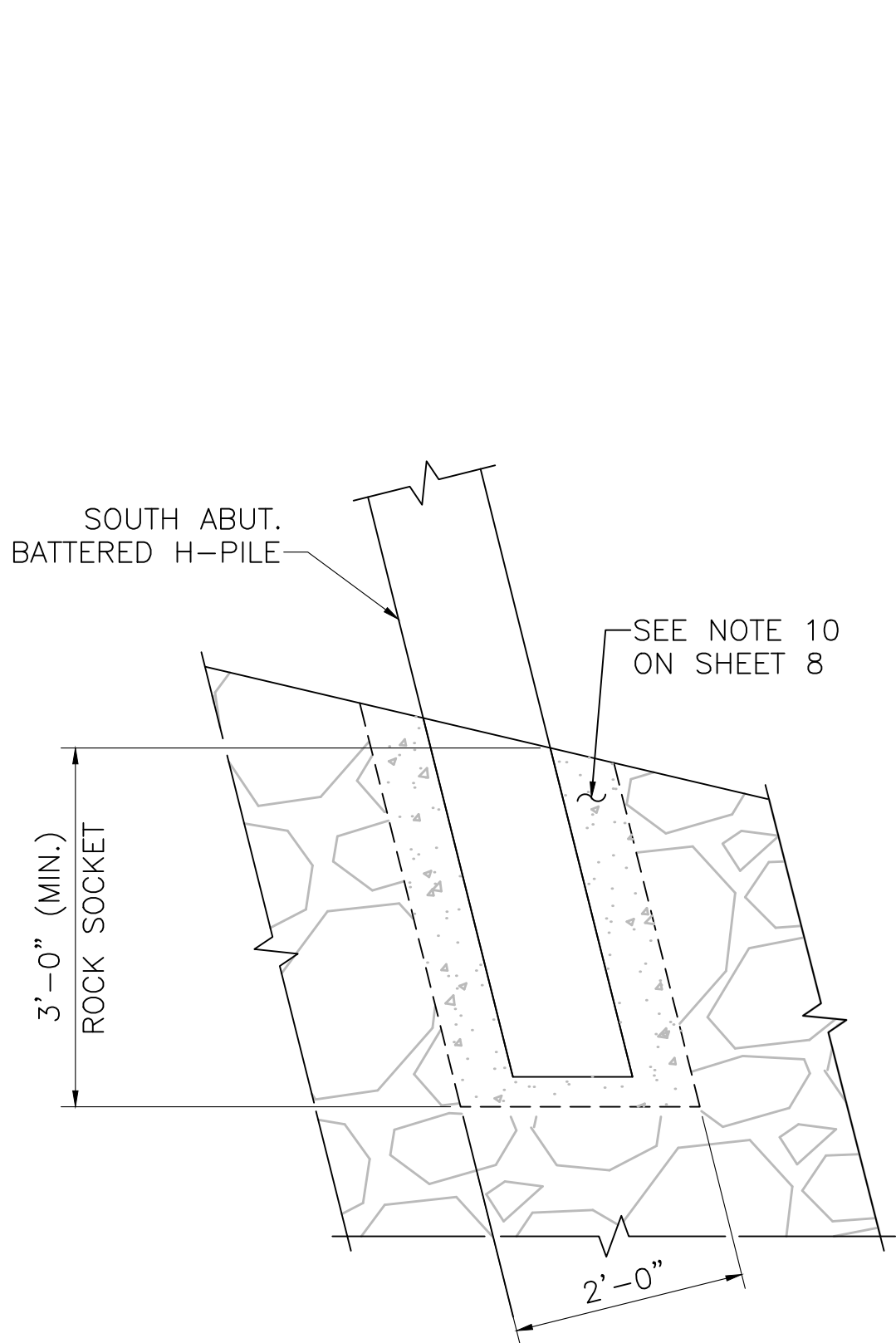
- APPROXIMATE BEDROCK PROFILE SHOWN AT BASELINE, BEDROCK PROFILE WILL VARY ACROSS THE PROJECT AREA. SEE APPENDIX A OF THE SPECIFICATIONS FOR THE COMPLETED GEOPHYSICAL SURVEY, FOR FULL BEDROCK CONDITIONS.



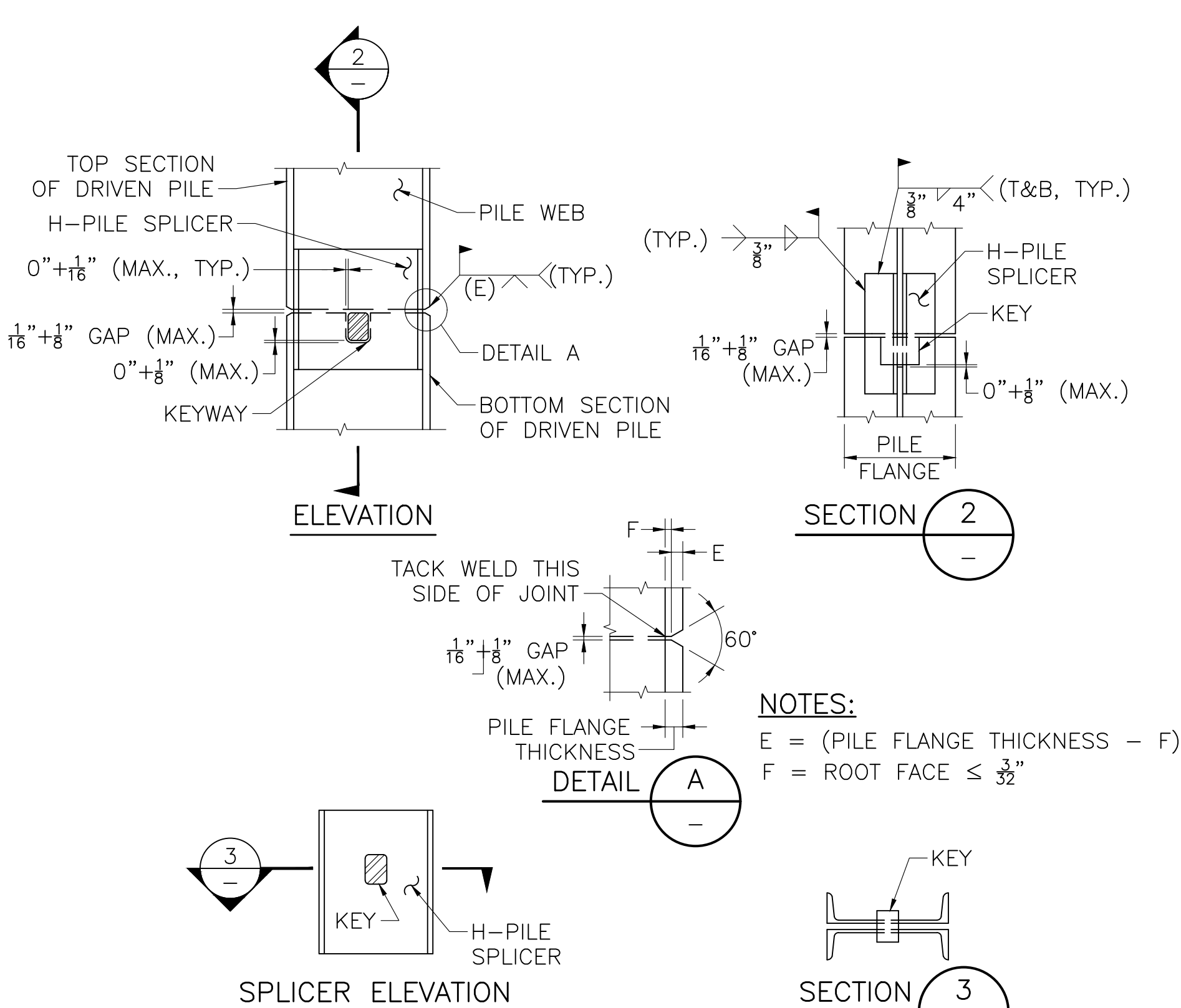
CJP H-PILE SPLICE DETAILS
NOT TO SCALE



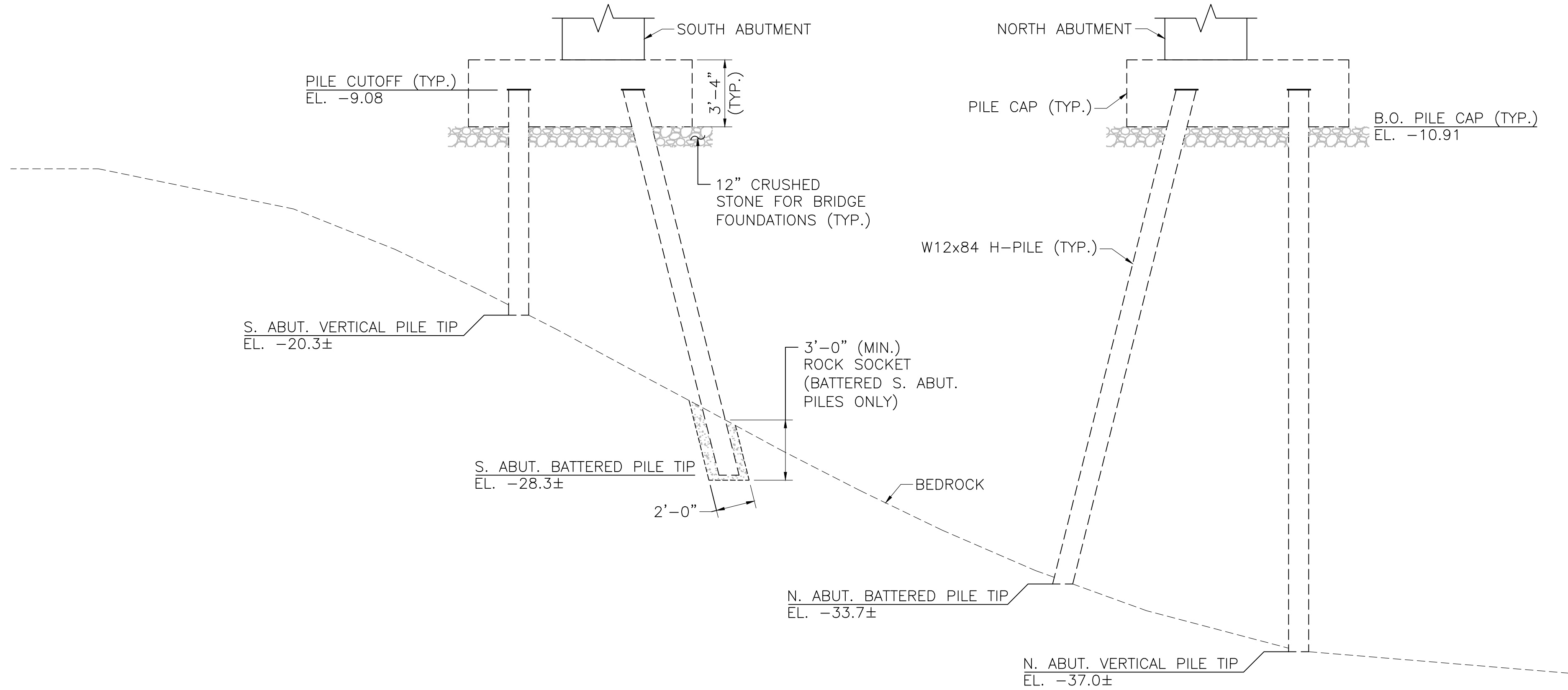
PILE ANCHOR PLATE DETAIL
SCALE: $\frac{1}{2}$ " = 1'-0"



2 FOOT DIAMETER ROCK SOCKET DETAIL
SCALE: $\frac{3}{4}$ " = 1'-0"

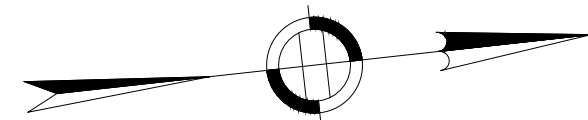


WELDED MECHANICAL
H-PILE SPLICE DETAILS
NOT TO SCALE



APPROXIMATE BEDROCK PROFILE
SCALE: $\frac{1}{4}$ " = 1'-0"

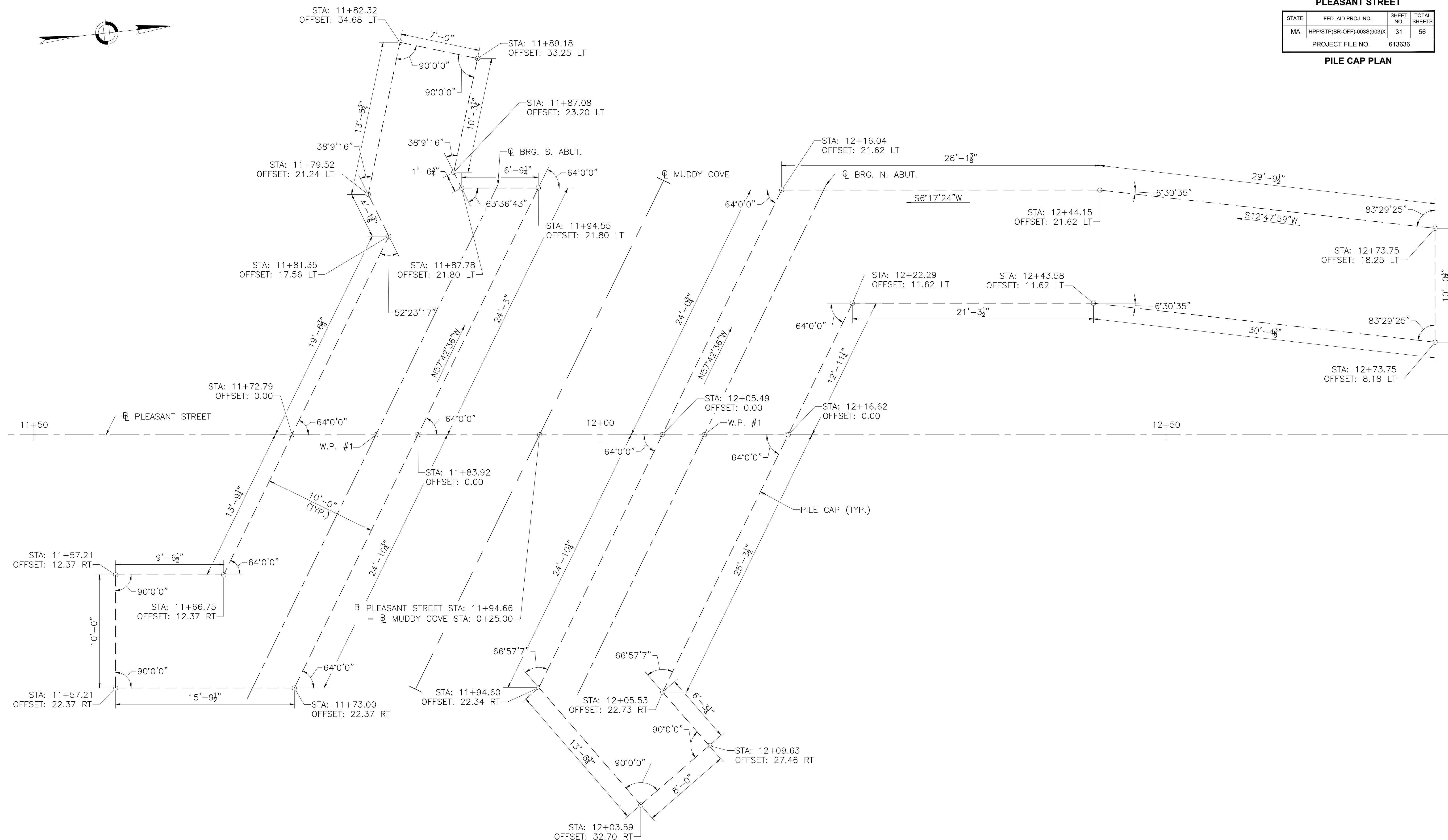
08/22/2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	



DIGHTON
PLEASANT STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	31	56
PROJECT FILE NO.		613636	

PILE CAP PLAN

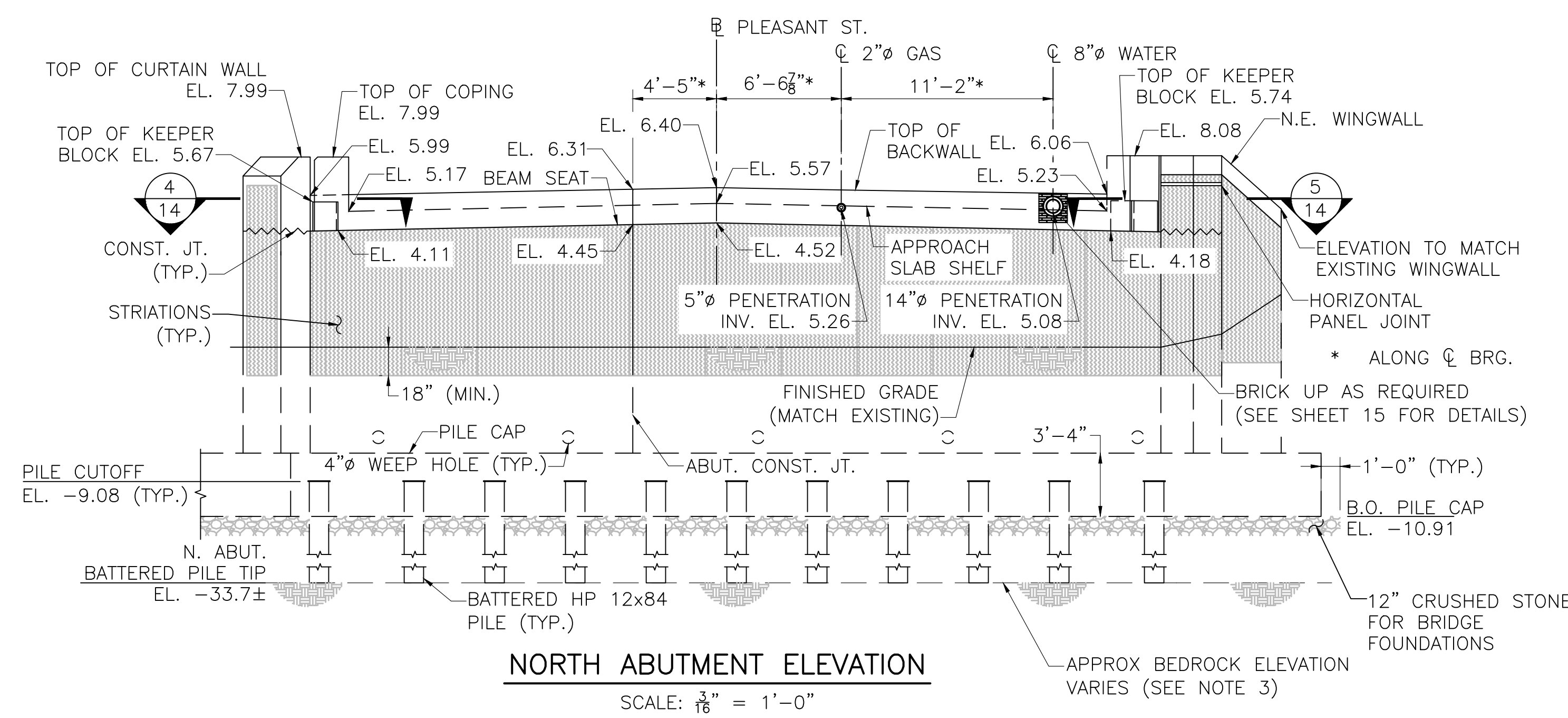
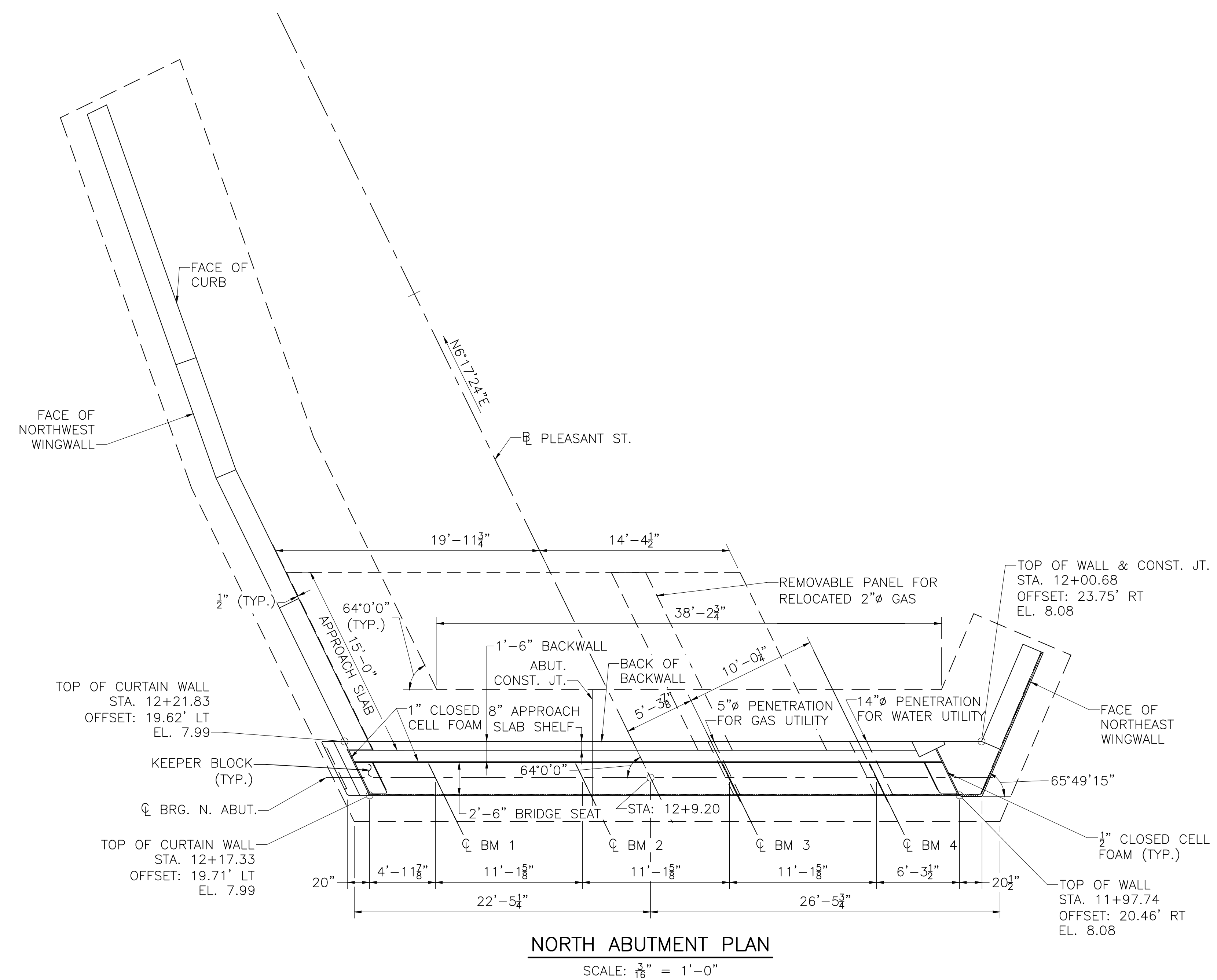


PILE CAP PLAN

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

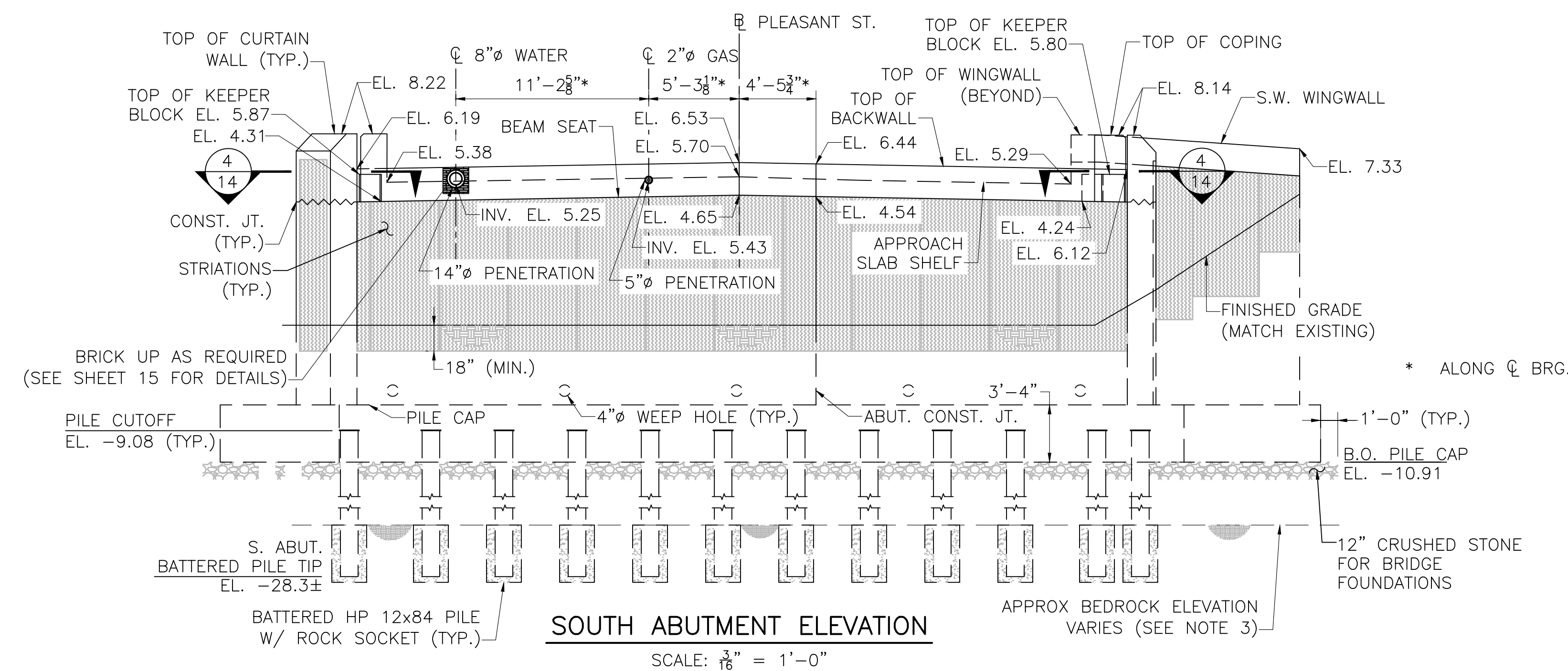
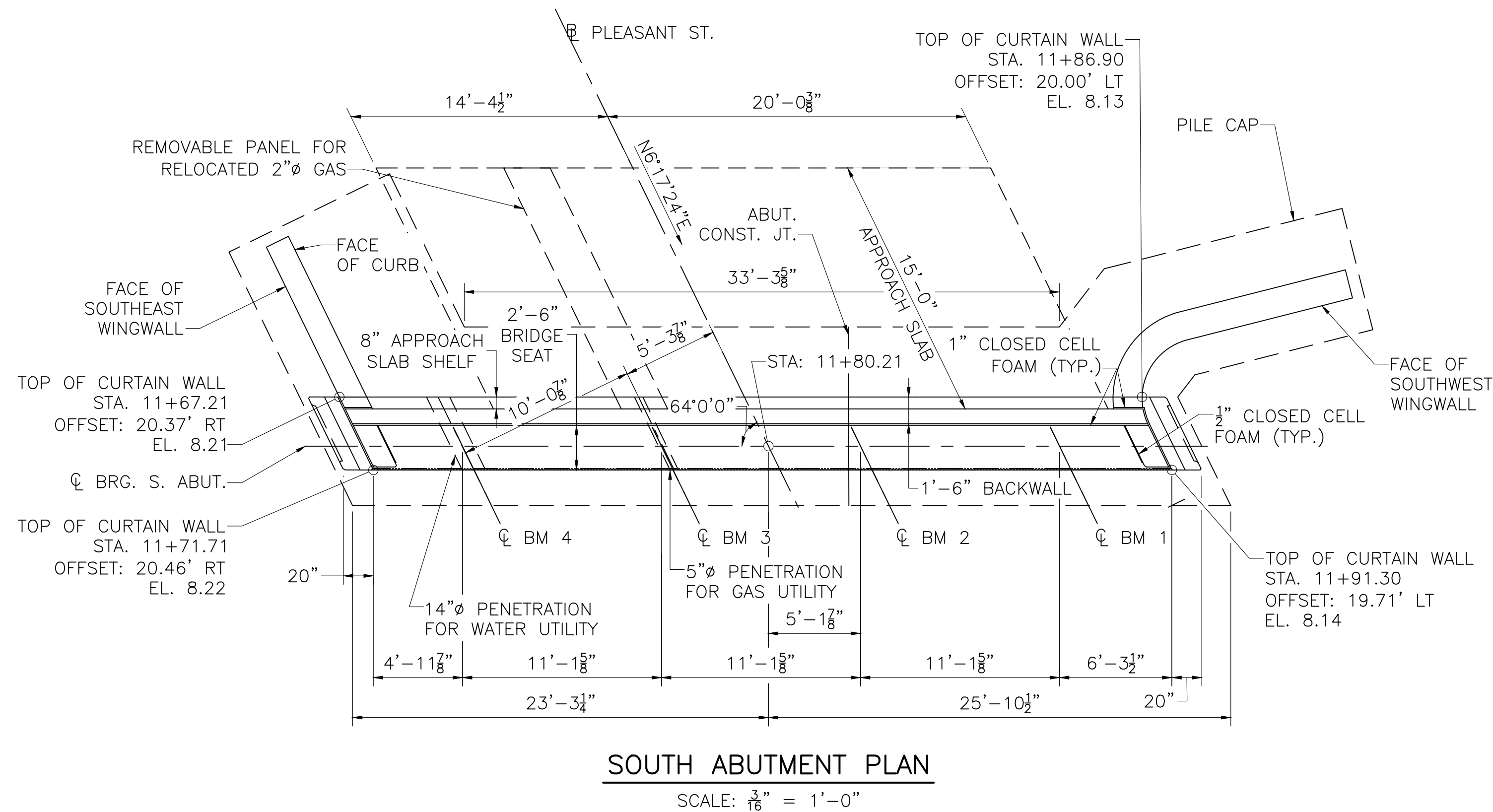
08/22/2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
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AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

- NOTES:
- PILES NOT SHOWN ON PLAN FOR CLARITY.
 - WINGWALL PILES NOT SHOWN ON ELEVATION FOR CLARITY.
 - BEDROCK AND PILE TIP ELEVATIONS VARY, SEE APPROXIMATE BEDROCK PROFILE ON SHEET 9 FOR DETAILS. THE COMPLETED GEOPHYSICAL SURVEY CAN BE REFERENCED IN APPENDIX A OF THE SPECIFICATIONS FOR FULL BEDROCK CONDITIONS.



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- NOTES:
- PILES NOT SHOWN ON PLAN FOR CLARITY.
 - WINGWALL PILES NOT SHOWN ON ELEVATION FOR CLARITY.
 - BEDROCK AND PILE TIP ELEVATIONS VARY, SEE APPROXIMATE BEDROCK PROFILE ON SHEET 9 FOR DETAILS. THE COMPLETED GEOPHYSICAL SURVEY CAN BE REFERENCED IN APPENDIX A OF THE SPECIFICATIONS FOR FULL BEDROCK CONDITIONS.



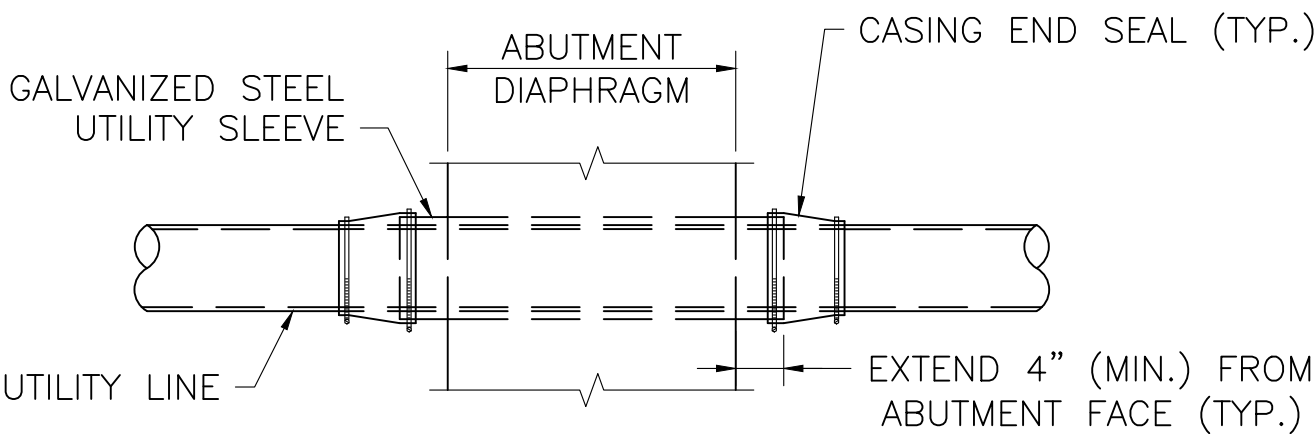
08/22/2026	ISSUED FOR CONSTRUCTION
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USE ONLY PRINTS OF LATEST DATE	

DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	34	56
PROJECT FILE NO.		613636	

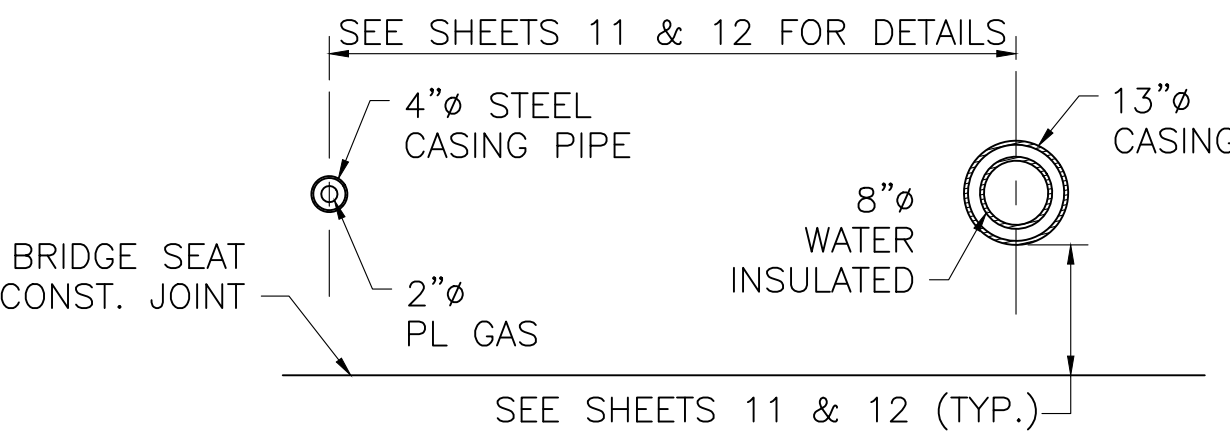
ABUTMENT DETAILS (1 OF 2)

ABUTMENT NOTES:

- 4"Ø WEEP HOLES 10'-0" O.C. LOCATED 12" ABOVE THE HEEL OF THE FOOTING SLOPING 1" PER FOOT TOWARDS THE FRONT FACE. PROVIDE 1 CUBIC YARD OF CRUSHED STONE AT EACH END OF WEEP HOLE.
- THE CONSTRUCTION JOINT SHALL BE GIVEN A RAKE FINISH WITH A ¼" MINIMUM AMPLITUDE.
- TOP OF BACKWALL SHALL BE TROWELED SMOOTH PARALLEL TO THE PROFILE GRADE.
- ALL REINFORCEMENT SHALL BE COATED.



PLAN



ELEVATION

NOTES:

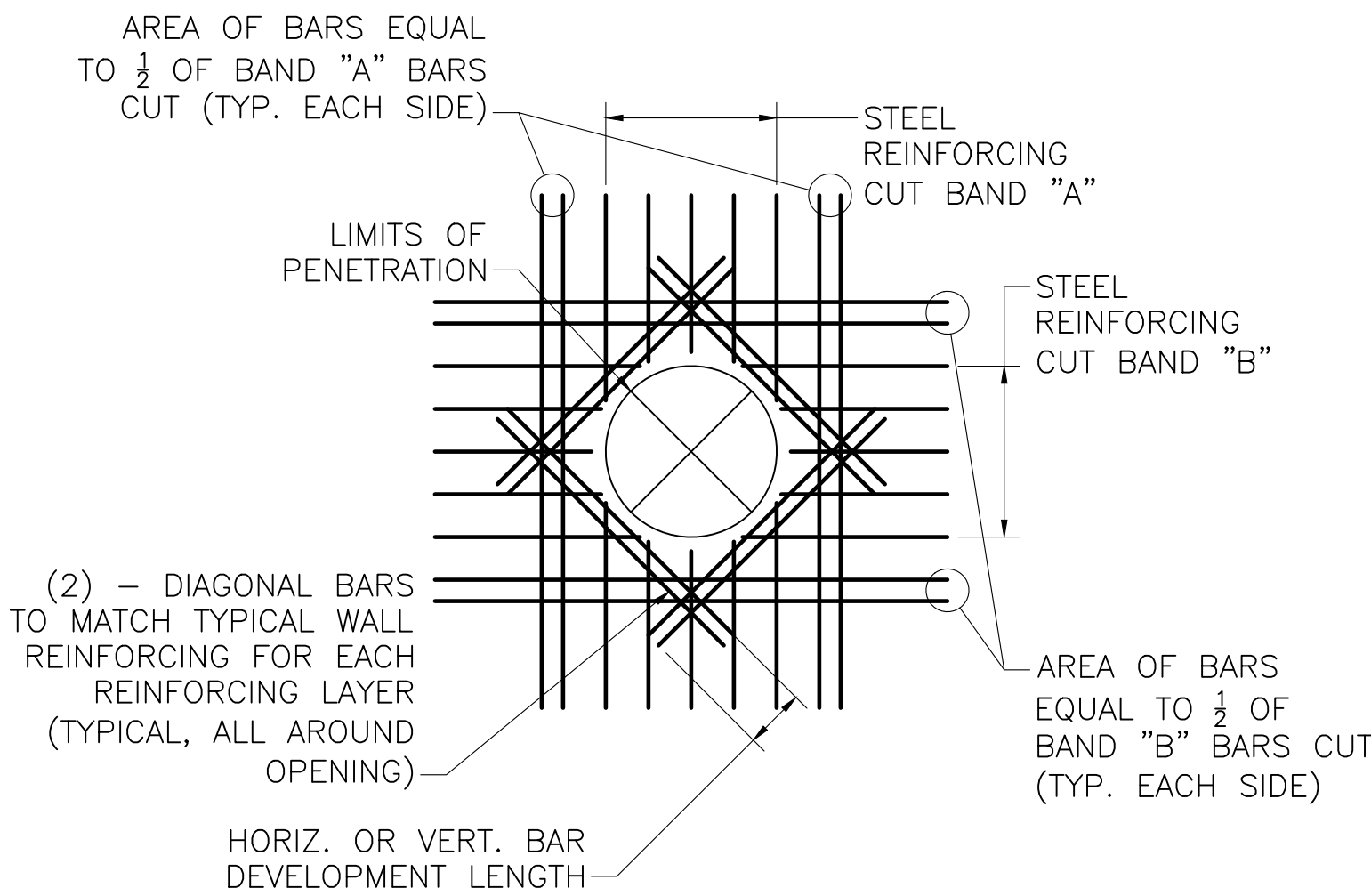
- UTILITY SLEEVES SHALL BE STEEL PIPE CONFORMING TO ASTM A 53, TYPE S, GRADE B, STANDARD WEIGHT, PLAIN ENDS, HOT-DIP GALVANIZED AND SHALL BE SET IN THE FORMS PRIOR TO PLACING ABUTMENT DIAPHRAGM CONCRETE.

UTILITY DETAILS AT ABUTMENT

SCALE: ½" = 1'-0"

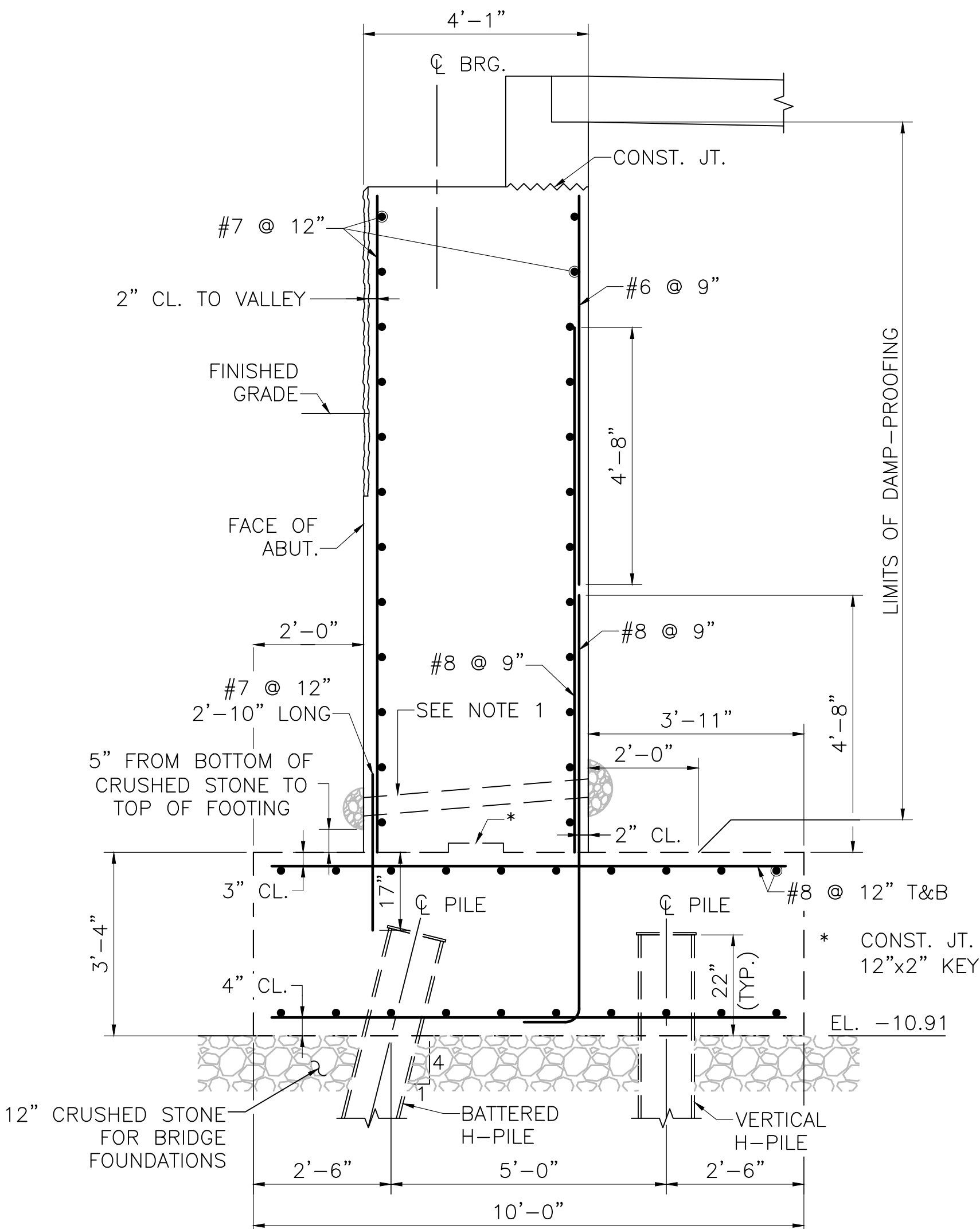
08/22/2026	ISSUED FOR CONSTRUCTION
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AUTHORIZED SIGNATORY: STATE BRIDGE ENGINEER	
USE ONLY PRINTS OF LATEST DATE	

SHEET 13 OF 30 SHEETS BRIDGE NO. D-08-002 (CV1)



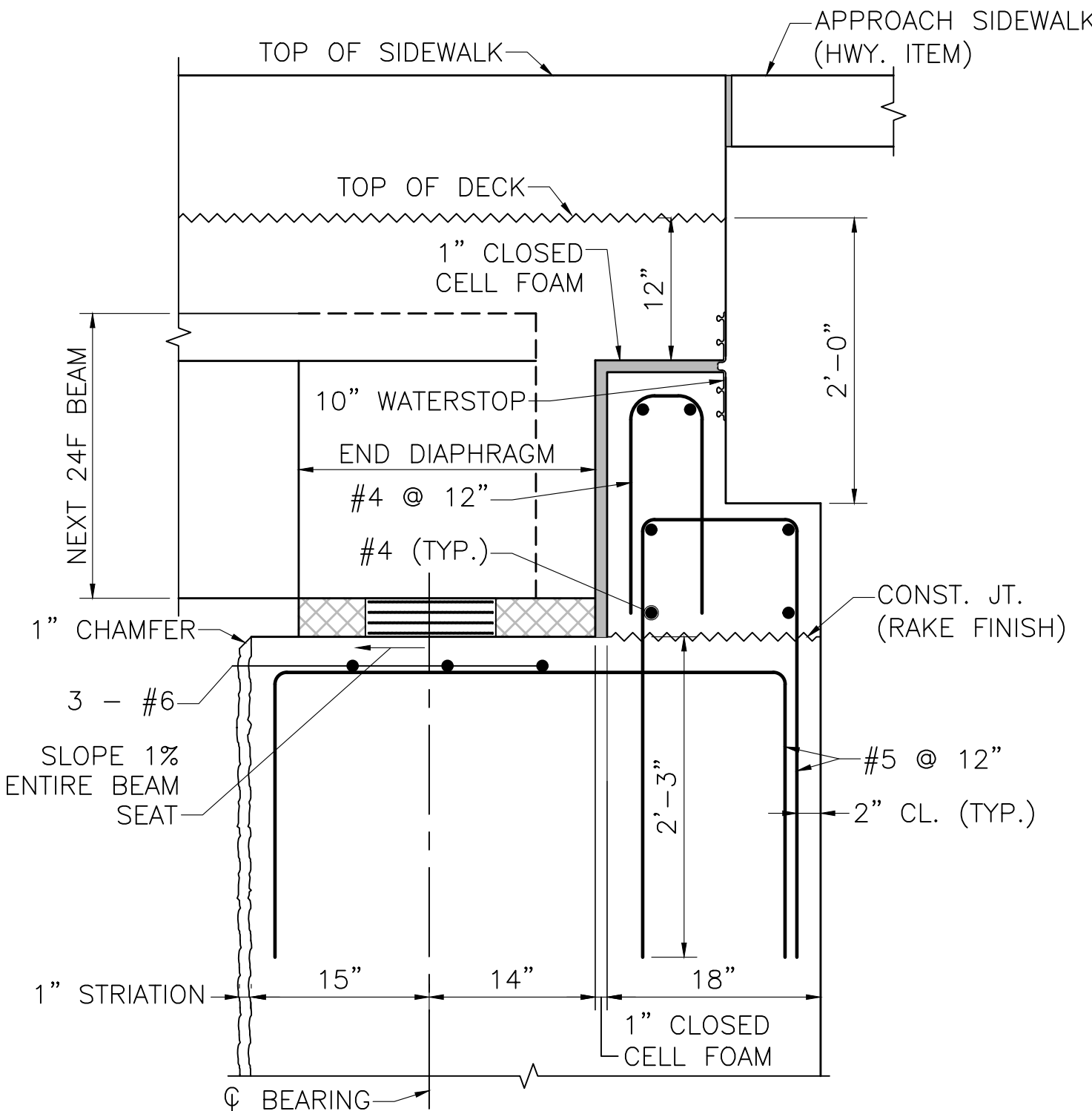
TYPICAL PENETRATION REINFORCING

SCALE: ½" = 1'-0"



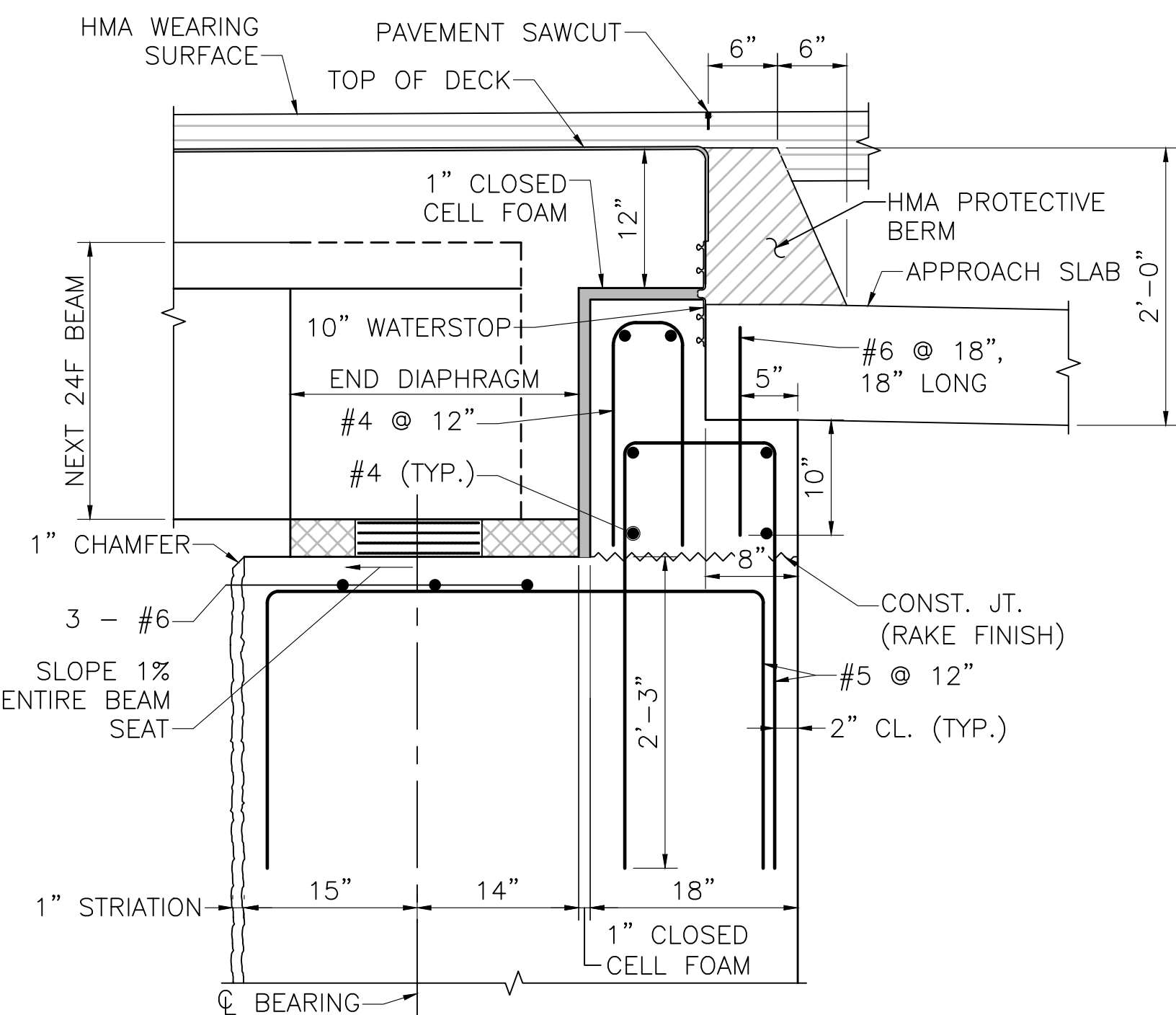
ABUTMENT SECTION

SCALE: ½" = 1'-0"



DETAILS AT ABUTMENT - SIDEWALK SECTION

SCALE: 1" = 1'-0"



DETAILS AT ABUTMENT - ROADWAY SECTION

SCALE: 1" = 1'-0"

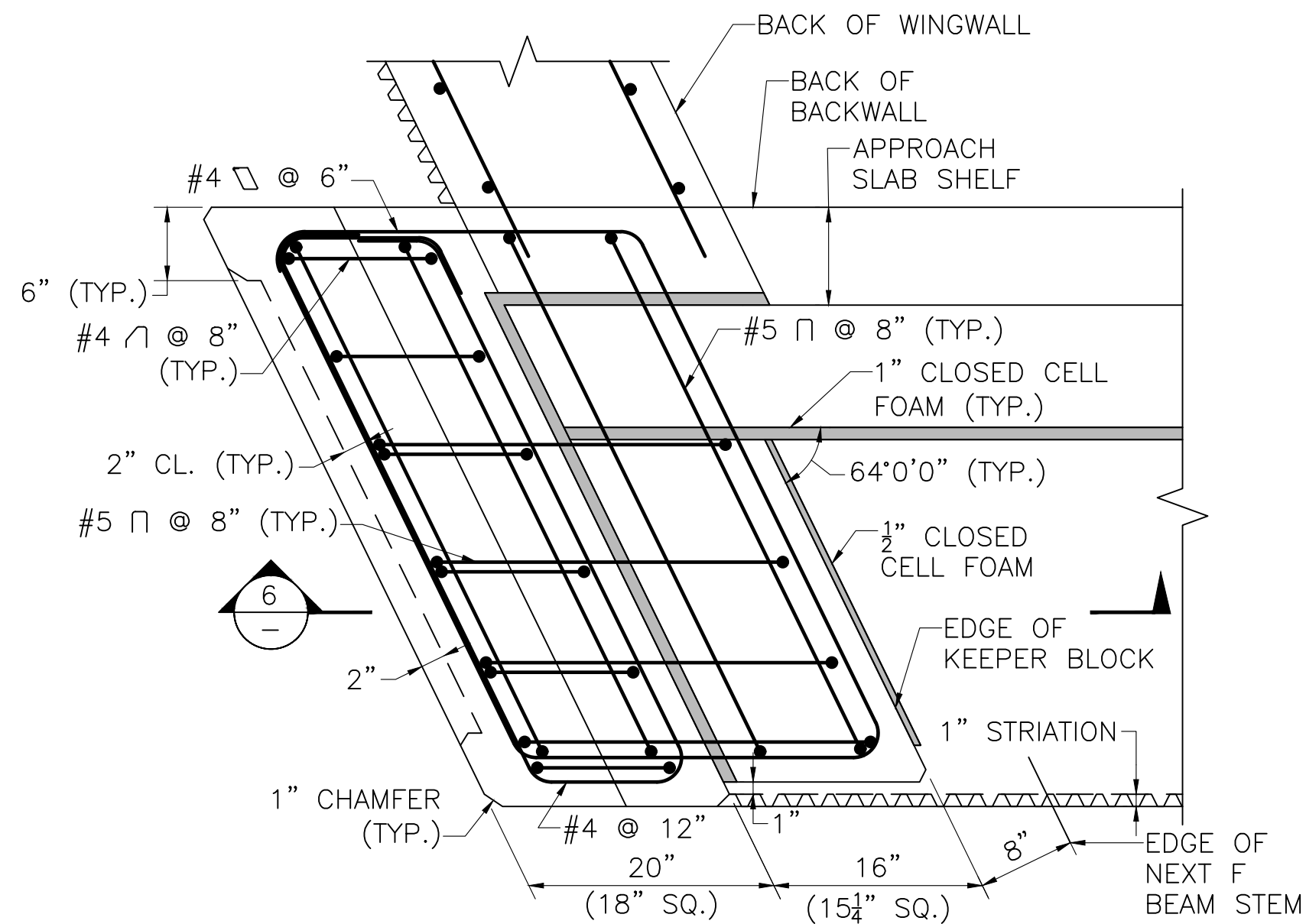
DIGHTON
PLEASANT STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	35	56
PROJECT FILE NO.		613636	

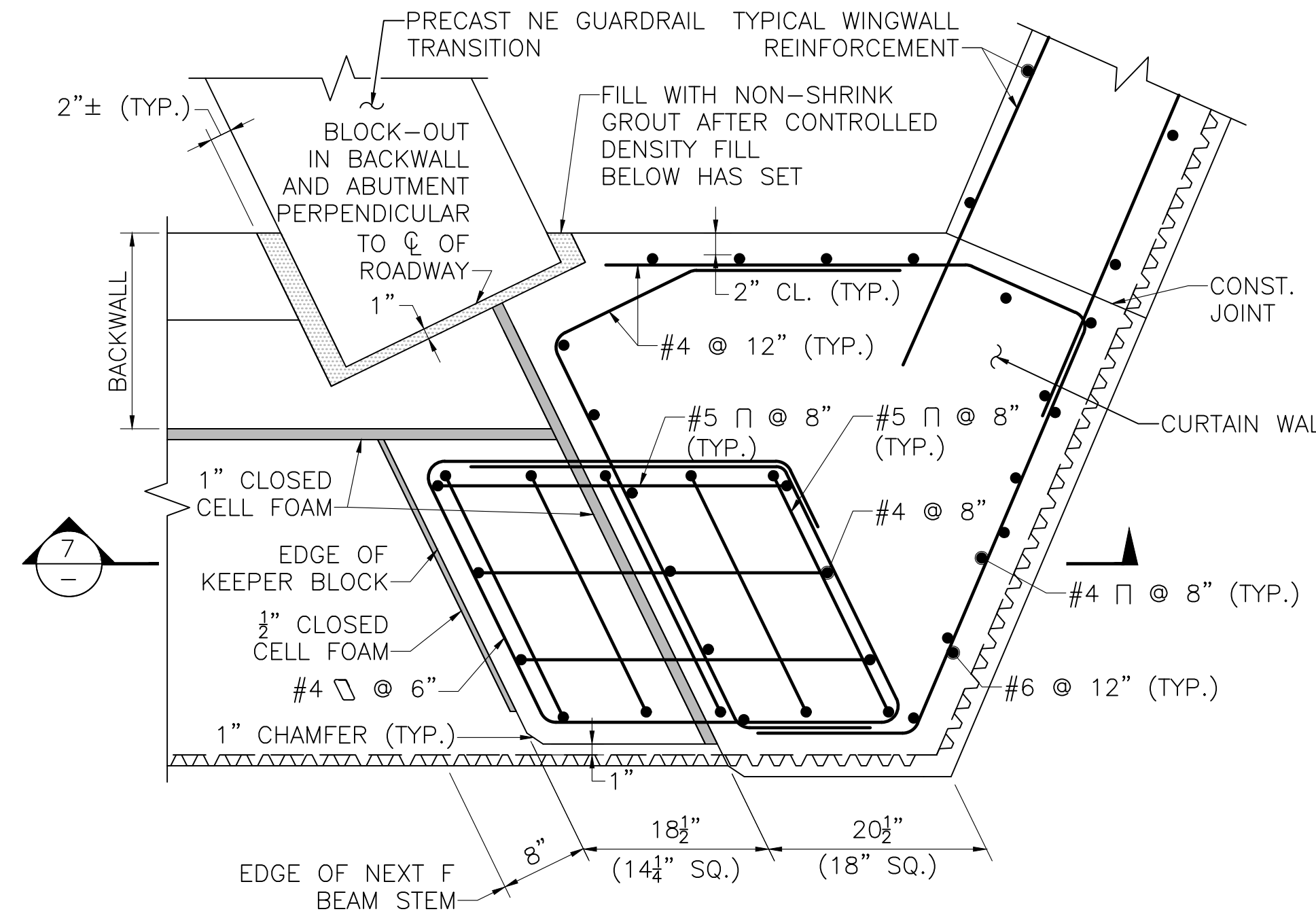
ABUTMENT DETAILS (2 OF 2)

ABUTMENT NOTES:

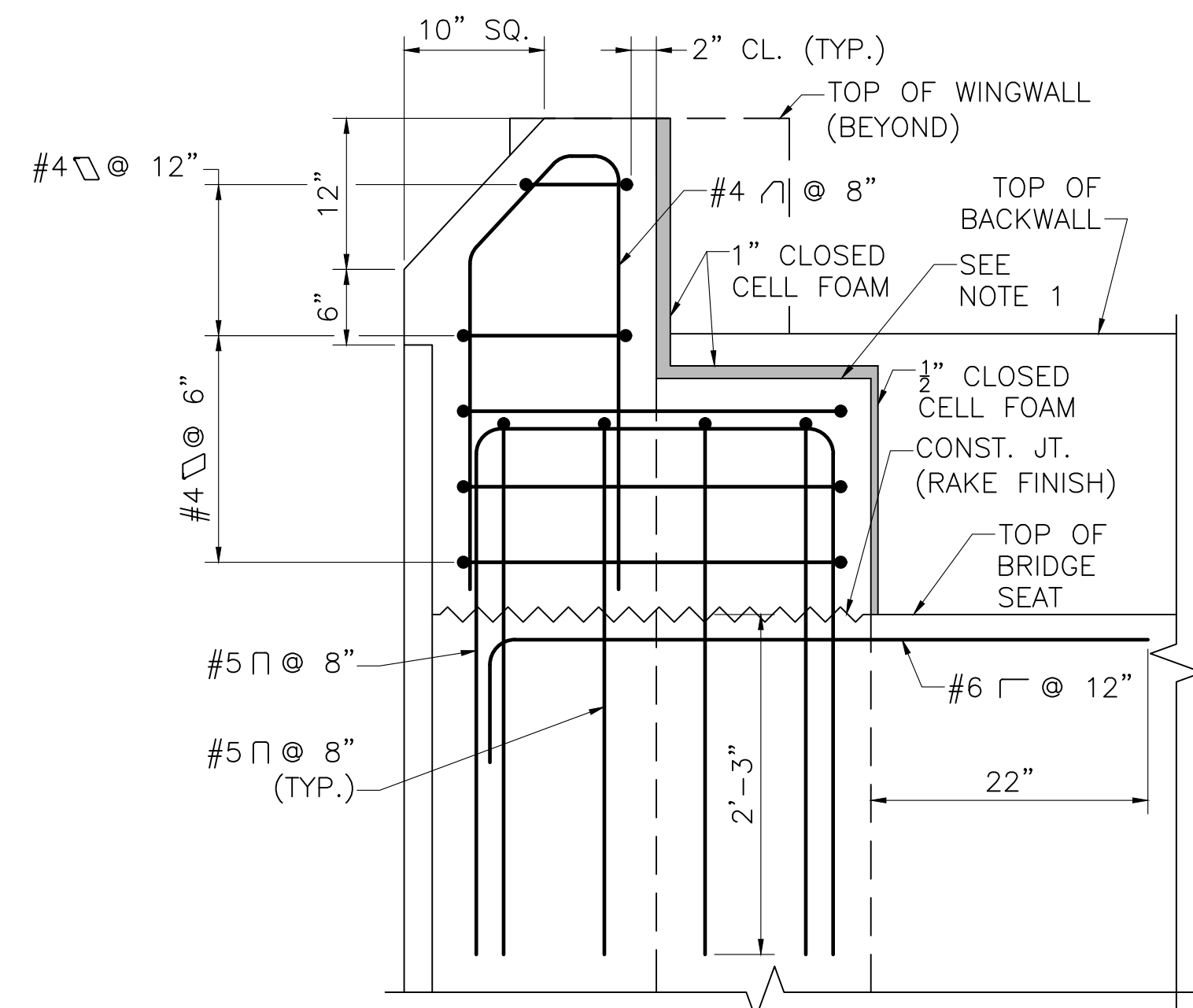
- 4"Ø WEEP HOLES 10'-0" O.C. LOCATED 12" ABOVE THE HEEL OF THE FOOTING SLOPING 1" PER FOOT TOWARDS THE FRONT FACE. PROVIDE 1 CUBIC YARD OF CRUSHED STONE AT EACH END OF WEEP HOLE.
- THE CONSTRUCTION JOINT SHALL BE GIVEN A RAKE FINISH WITH A $\frac{1}{4}$ " MINIMUM AMPLITUDE.
- TOP OF BACKWALL SHALL BE TROWELED SMOOTH PARALLEL TO THE PROFILE GRADE.
- ALL REINFORCEMENT SHALL BE COATED.



SECTION 4
SCALE: 1" = 1'-0" 11,12



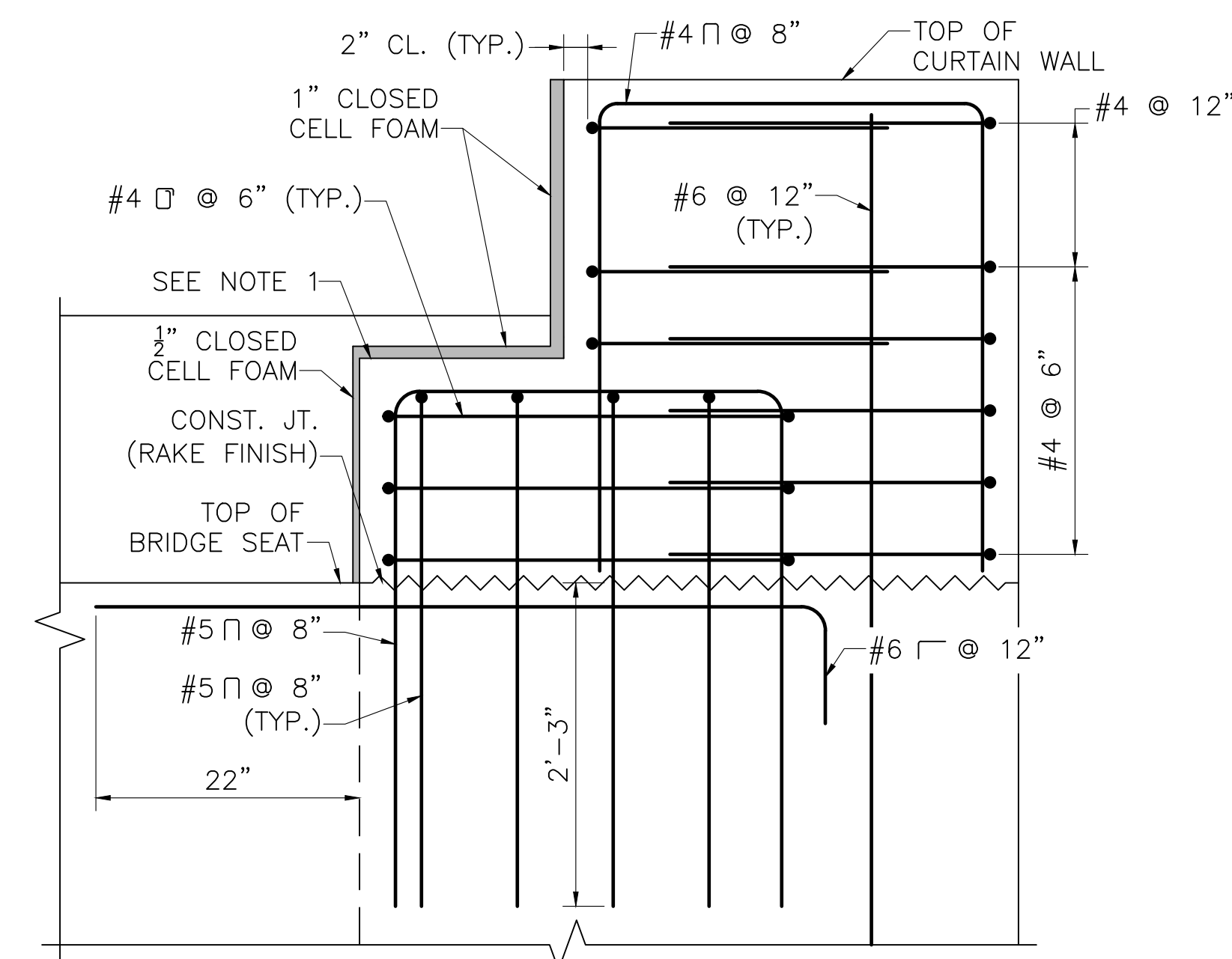
SECTION 5
SCALE: 1" = 1'-0" 11



NOTES:

- TOP OF KEEPER BLOCK SHALL BE TROWELED SMOOTH PARALLEL TO PROFILE GRADE
- ABUTMENT REINFORCEMENT BELOW CONSTRUCTION JOINT HAS BEEN OMITTED FOR CLARITY
- NW AND SE SHOWN. SW MIRRORED AND SIMILAR

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



NOTES:

- TOP OF KEEPER BLOCK SHALL BE TROWELED SMOOTH PARALLEL TO PROFILE GRADE
- ABUTMENT REINFORCEMENT BELOW CONSTRUCTION JOINT HAS BEEN OMITTED FOR CLARITY

SECTION 7
SCALE: 1" = 1'-0" -

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AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
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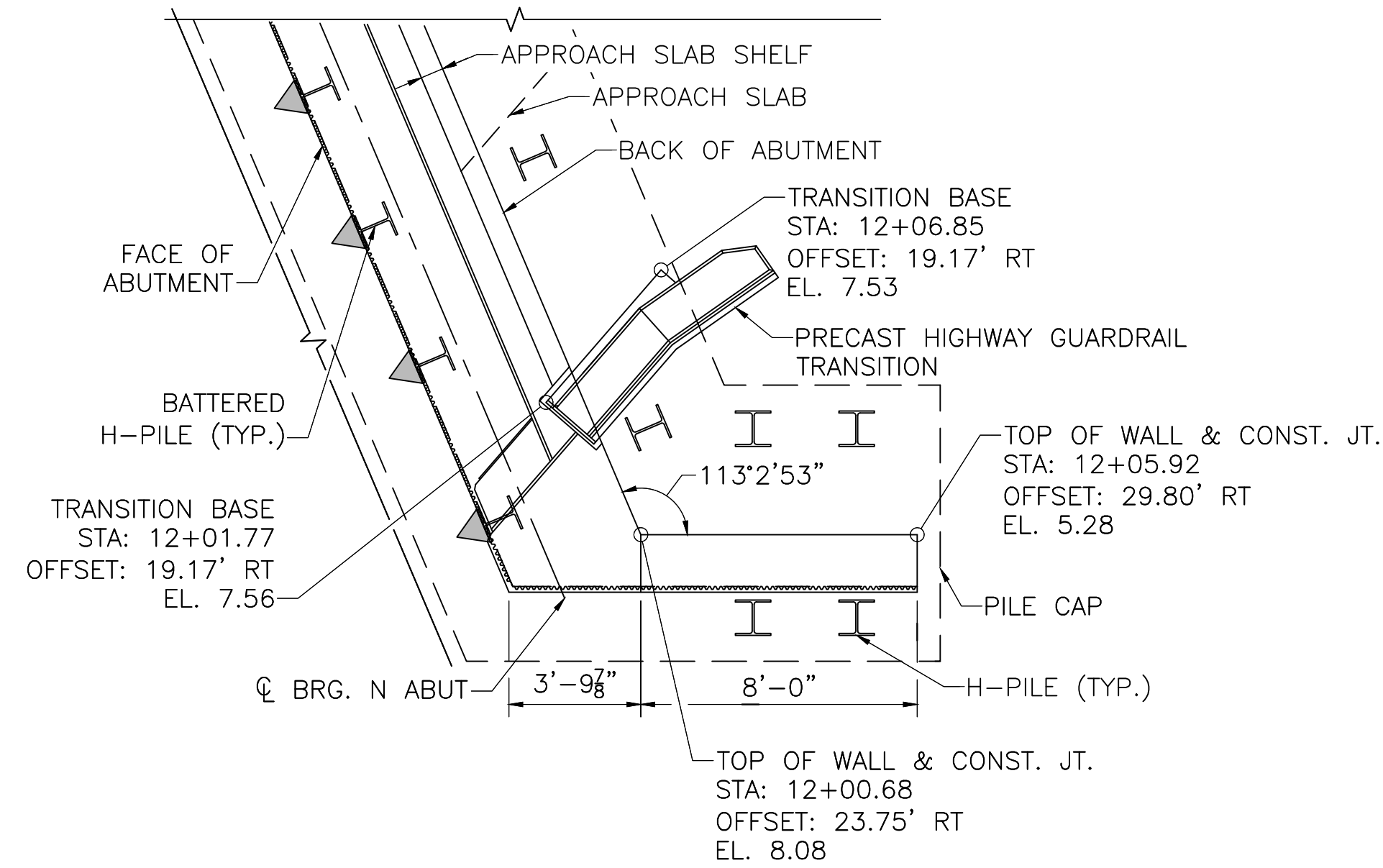
DIGHTON
PLEASANT STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	37	56
PROJECT FILE NO.		613636	

WINGWALL PLANS & ELEVATIONS (1 OF 2)

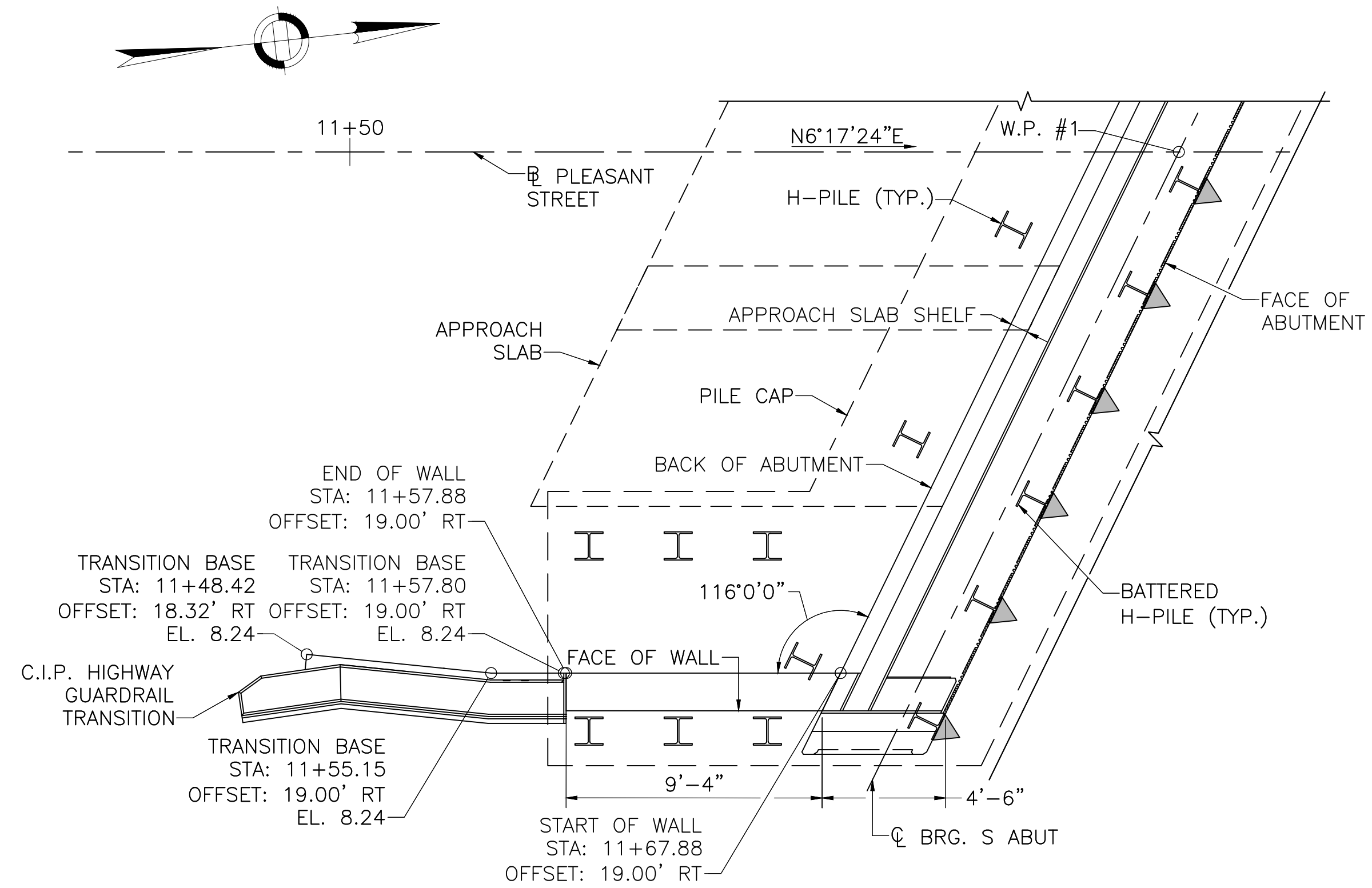
NOTES:

- ABUTMENT PILES NOT SHOWN ON ELEVATIONS FOR CLARITY.
- BEDROCK AND PILE TIP ELEVATIONS VARY, SEE APPROXIMATE BEDROCK PROFILE ON SHEET 9 FOR DETAILS. THE COMPLETED GEOPHYSICAL SURVEY CAN BE REFERENCED IN APPENDIX A OF THE SPECIFICATIONS FOR FULL BEDROCK CONDITIONS.



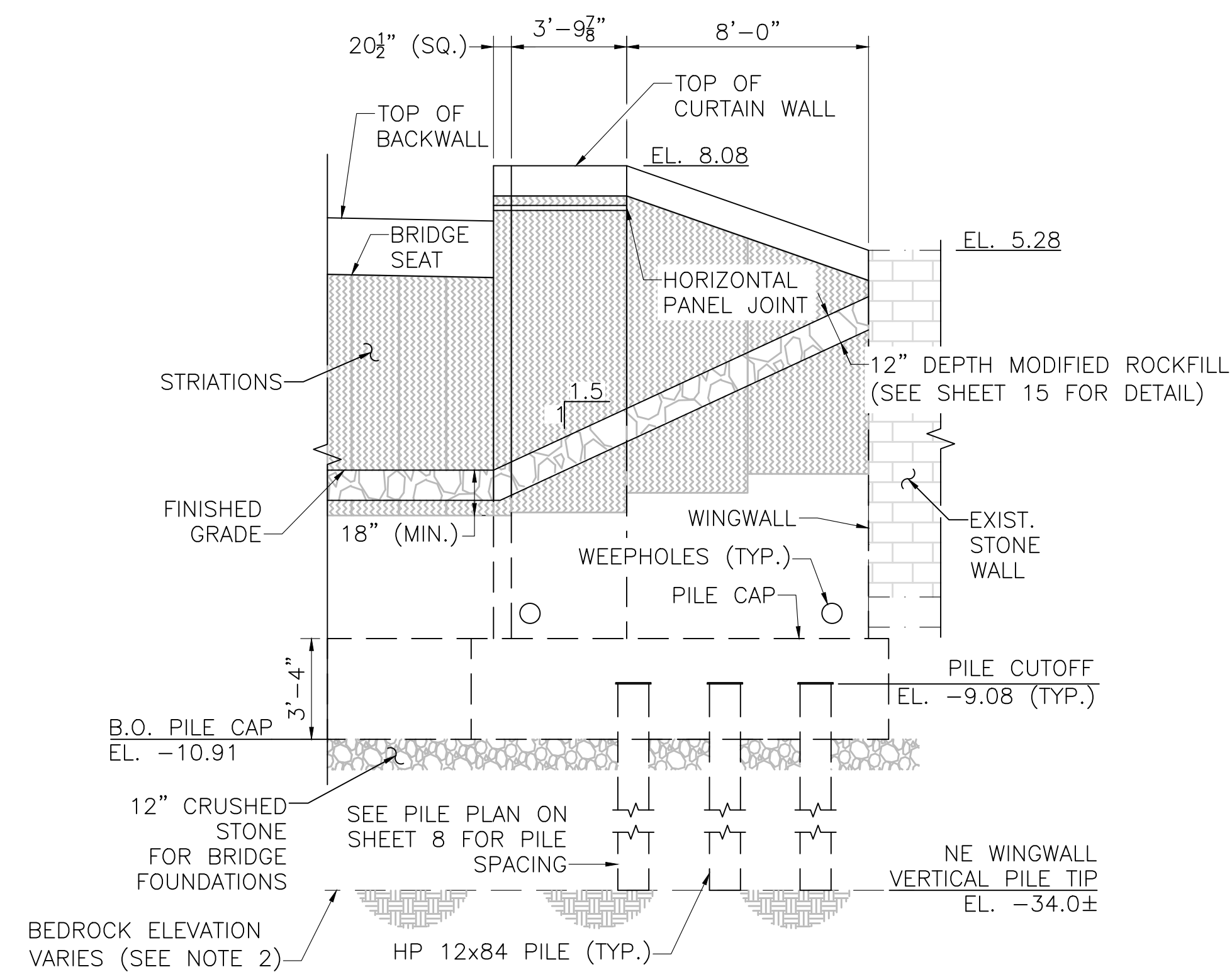
NORTHEAST WINGWALL PLAN

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



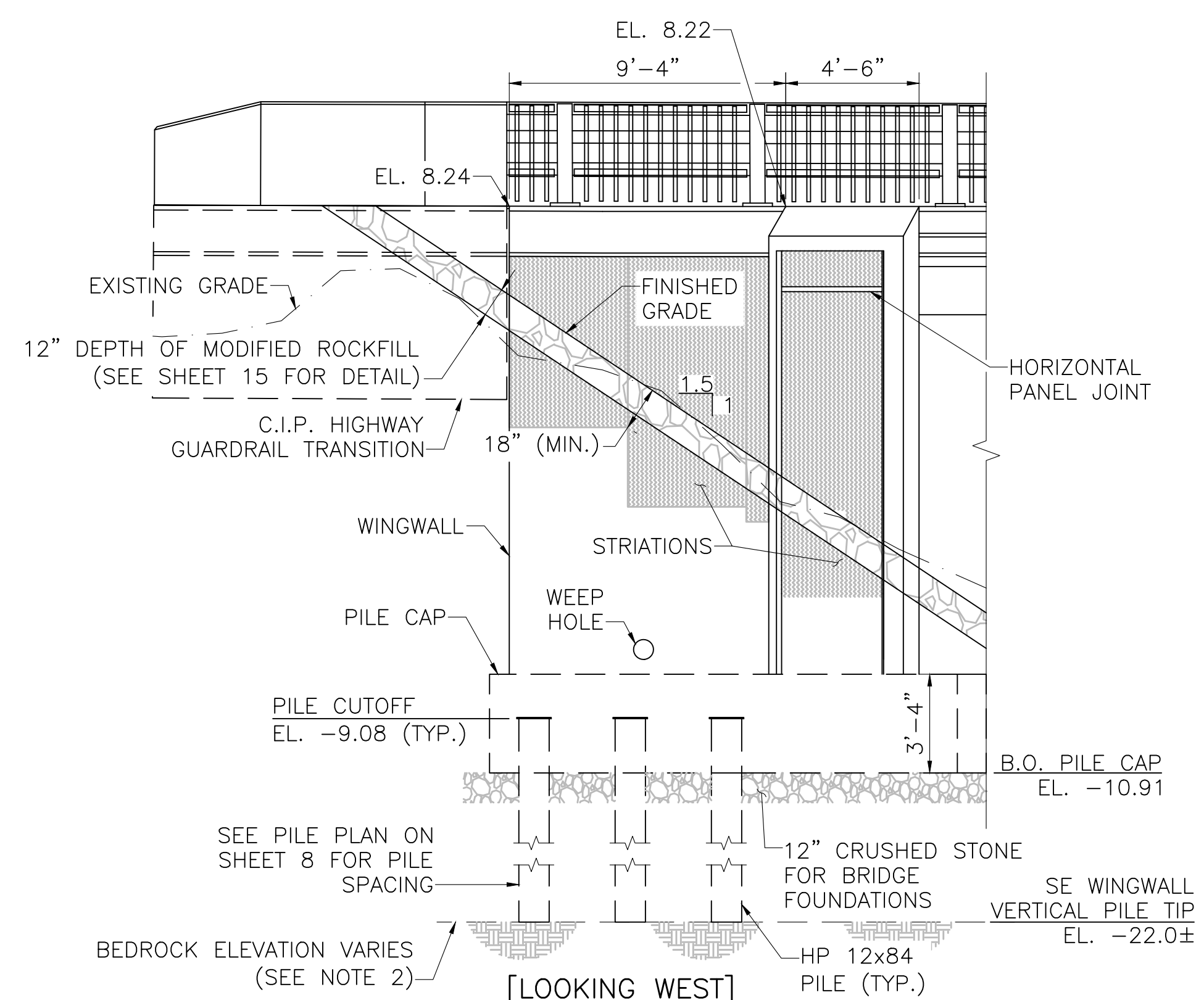
SOUTHEAST WINGWALL PLAN

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



NORTHEAST WINGWALL ELEVATION

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



SOUTHEAST WINGWALL ELEVATION

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

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AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

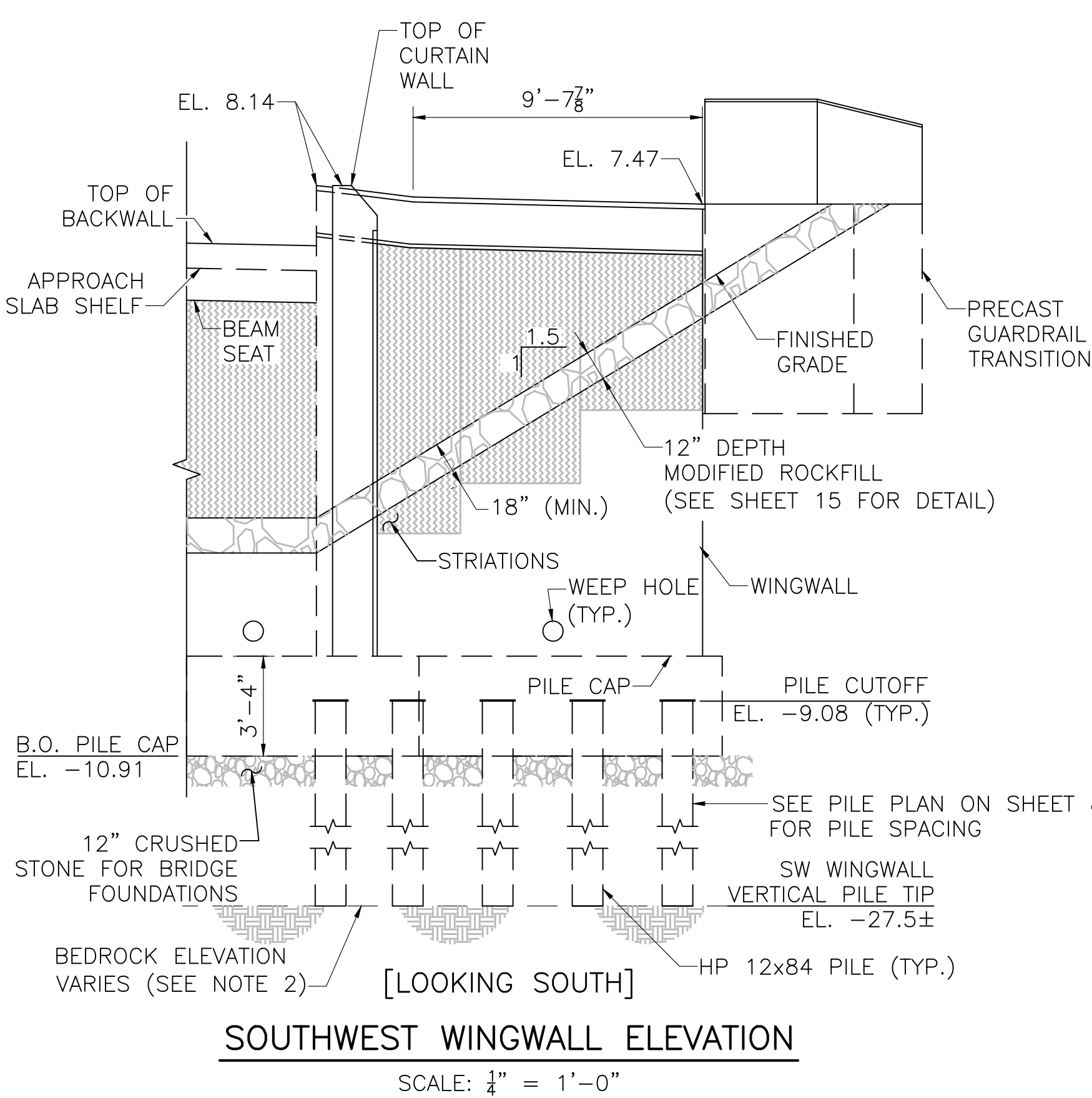
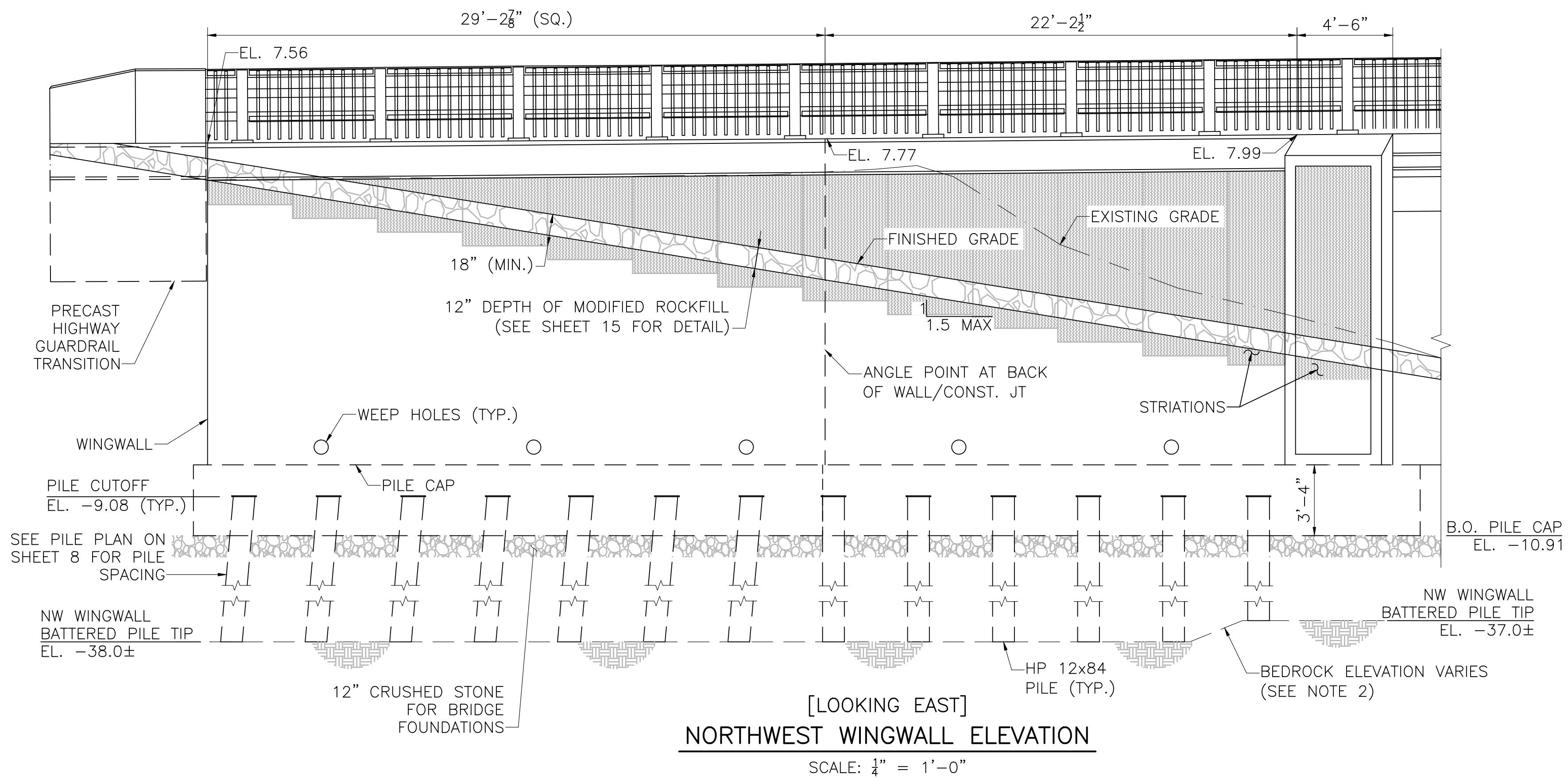
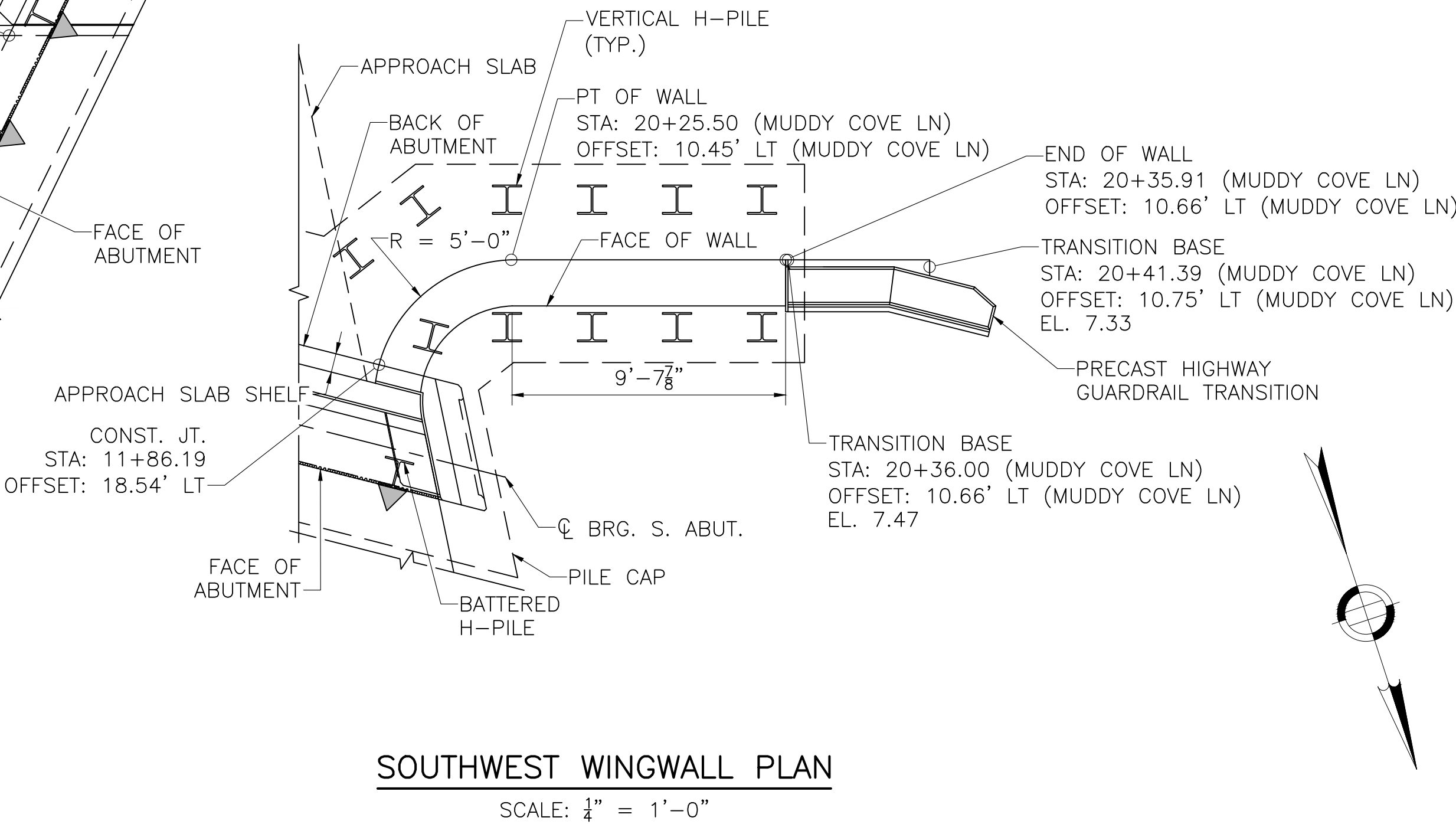
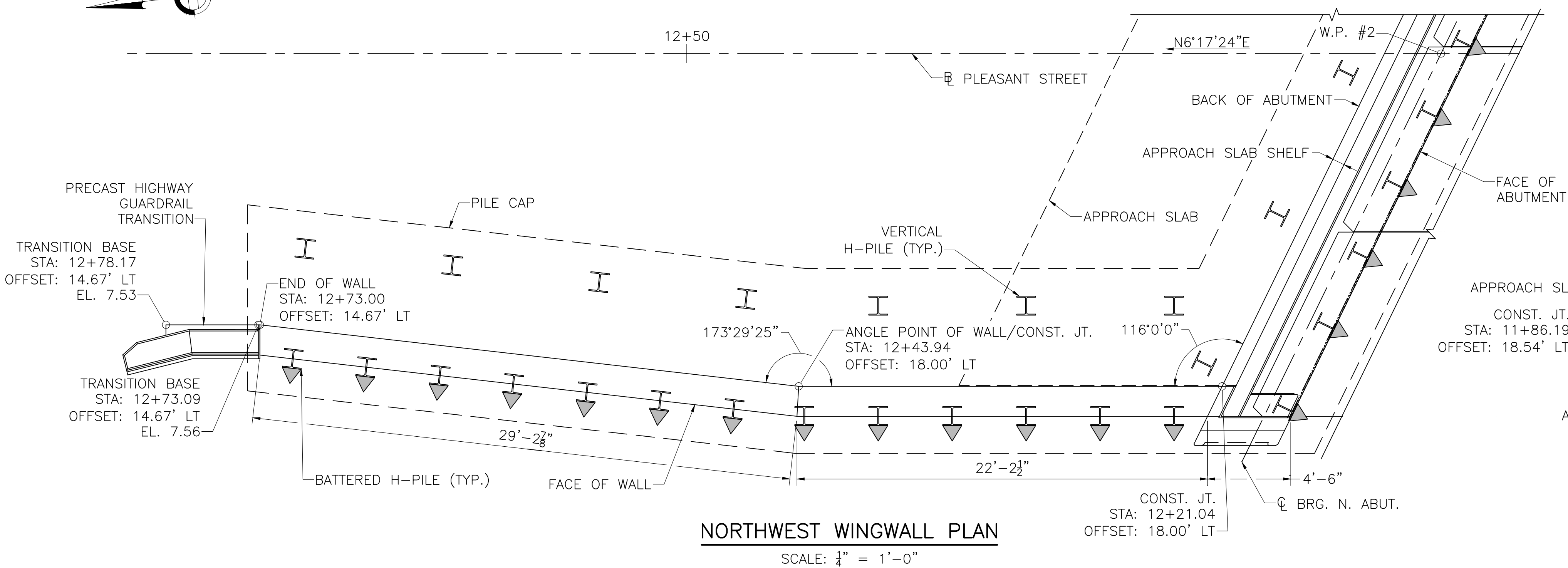
NOTES:

- 1. ABUTMENT PILES NOT SHOWN ON ELEVATIONS FOR CLARITY.
- 2. BEDROCK AND PILE TIP ELEVATIONS VARY, SEE APPROXIMATE BEDROCK PROFILE ON SHEET 9 FOR DETAILS. THE COMPLETED GEOPHYSICAL SURVEY CAN BE REFERENCED IN APPENDIX A OF THE SPECIFICATIONS FOR FULL BEDROCK CONDITIONS.

DIGHTON
PLEASANT STREET

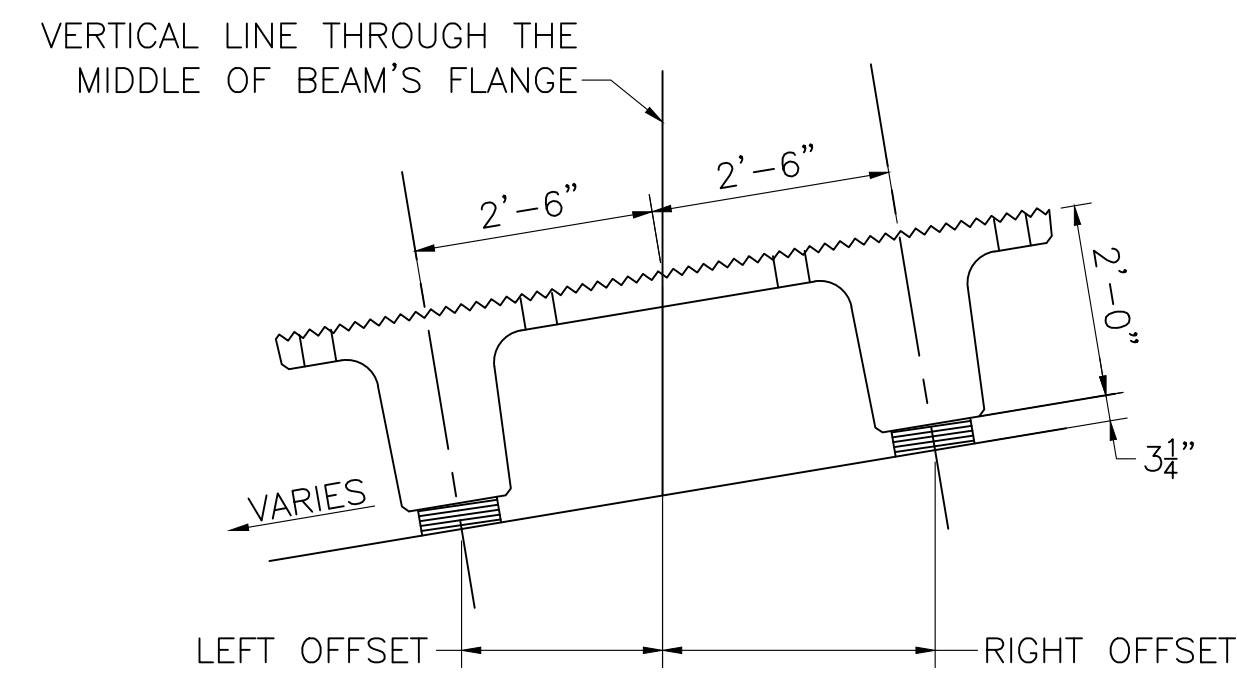
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	38	56
PROJECT FILE NO.		613636	

WINGWALL PLANS & ELEVATIONS (2 OF 2)



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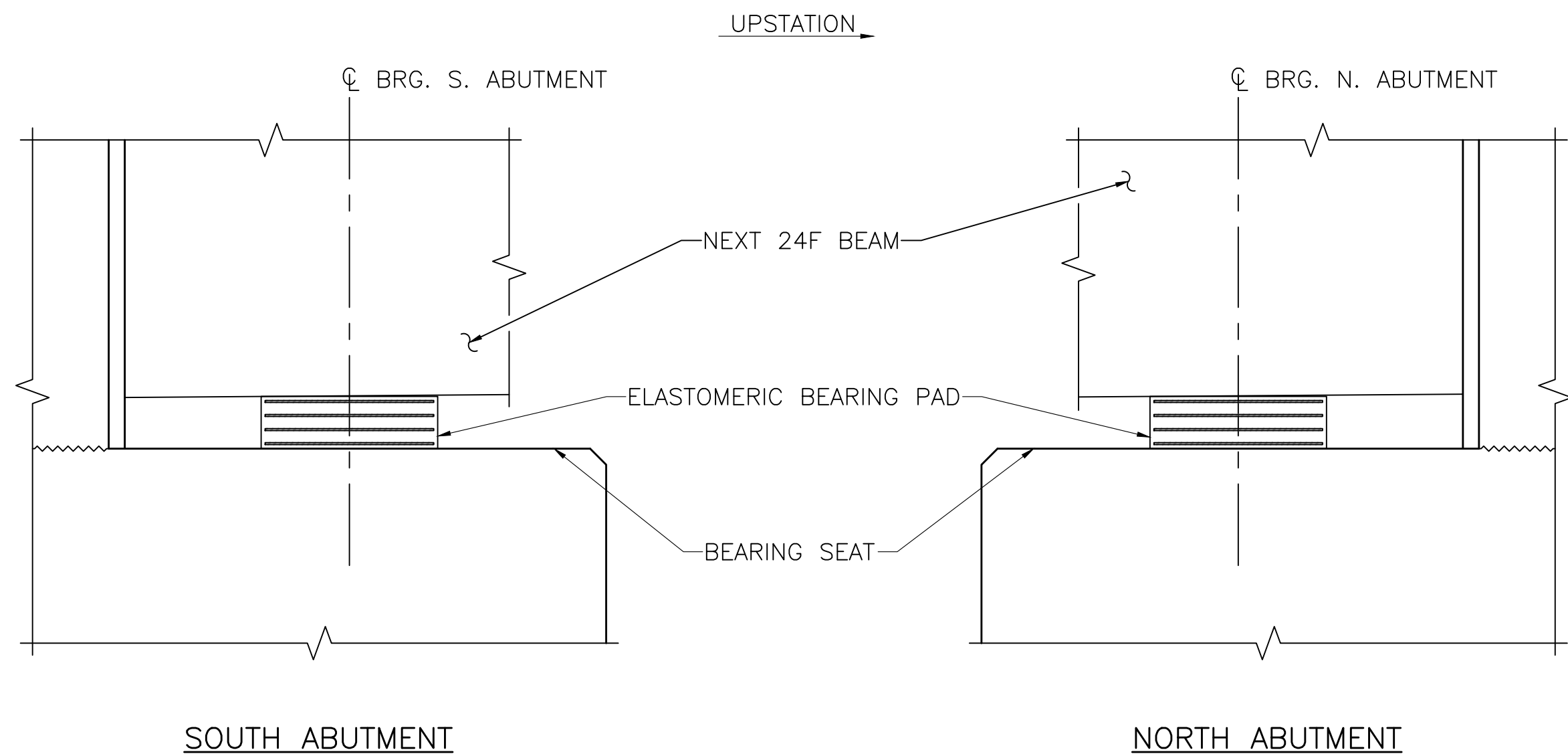
DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	40	56
PROJECT FILE NO.		613636	
BEARING DETAILS			



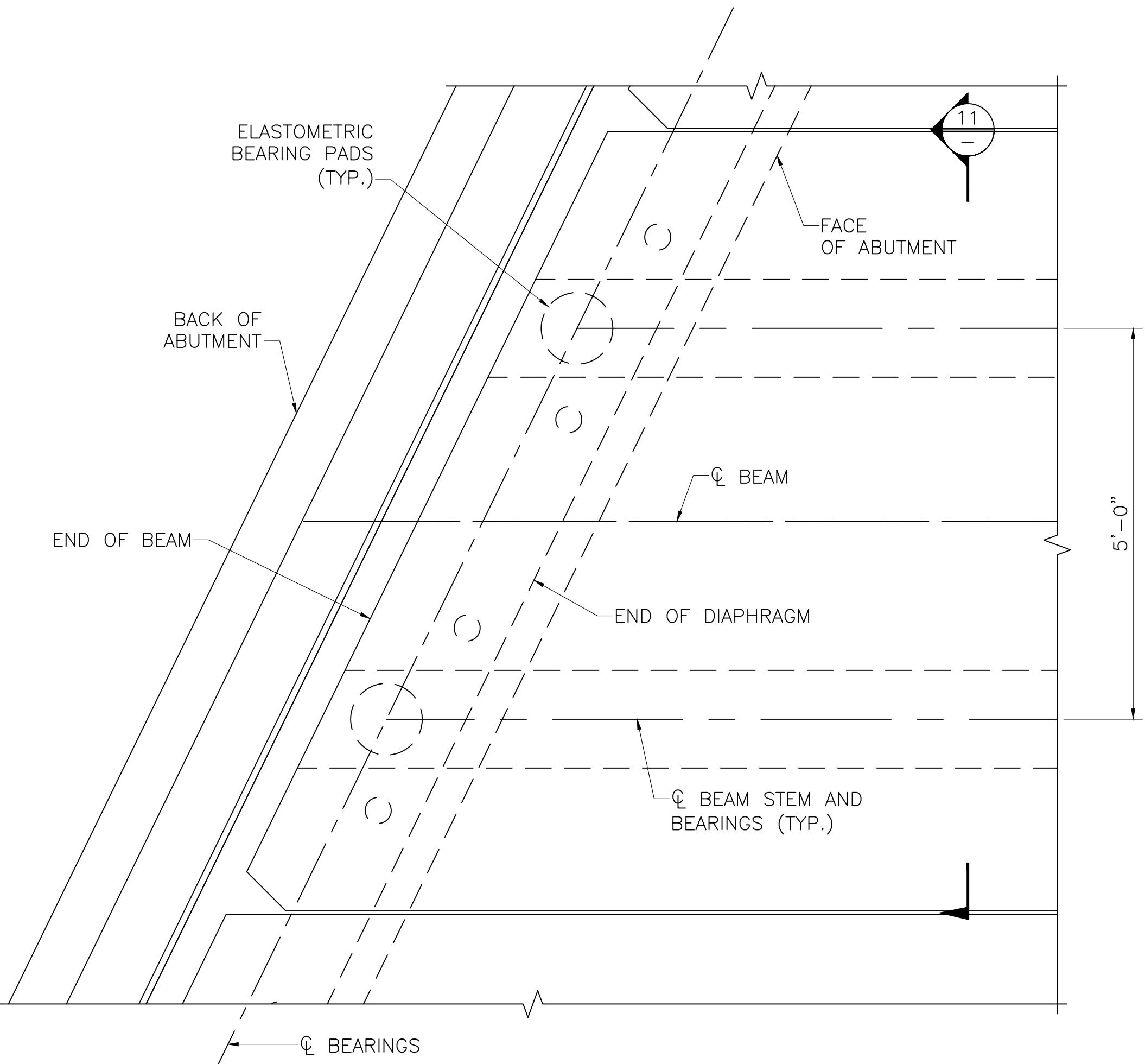
BEAM BEARING OFFSETS		
BEAM NO.	LEFT BEARING (FT)	RIGHT BEARING (FT)
1	2'-6 ⁵ / ₈ "	2'-5 ³ / ₈ "
2	2'-6 ⁵ / ₈ "	2'-5 ³ / ₈ "
3	2'-5 ¹ / ₂ "	2'-6 ¹ / ₂ "
4	2'-5 ¹ / ₂ "	2'-6 ¹ / ₂ "

NOTES:
OFFSETS (LEFT AND RIGHT) ARE GIVEN LOOKING UPSTATION
ALONG THE BEAM CENTERLINE

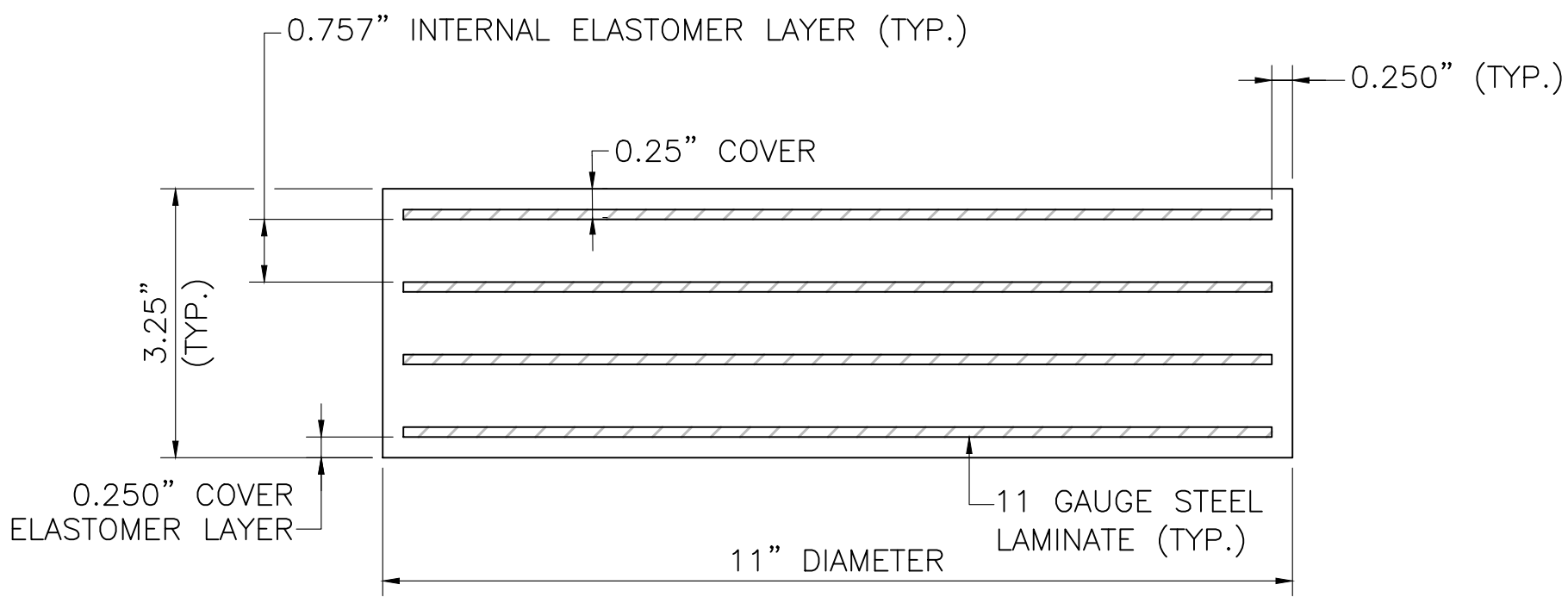
BEARING OFFSET DETAIL
NOT TO SCALE



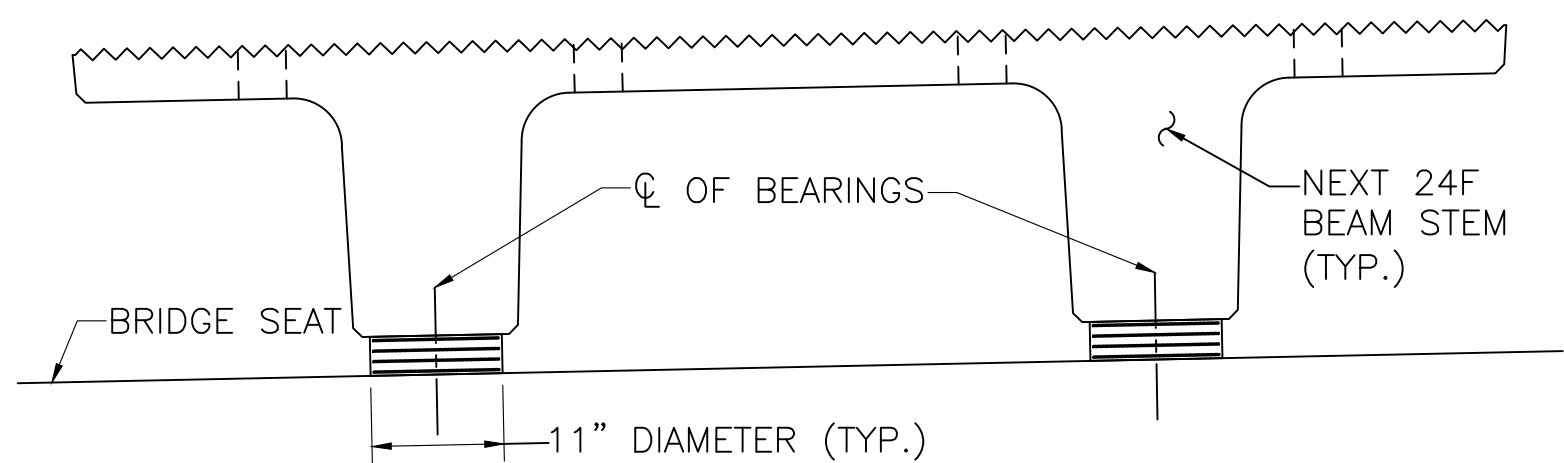
BEARING ELEVATION
SCALE: 1¹/₂" = 1'-0"



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



ELASTOMERIC BEARING PADS
SCALE: 6" = 1'-0"



SECTION 11
SCALE: 3/4" = 1'-0"

BEARING NOTES:

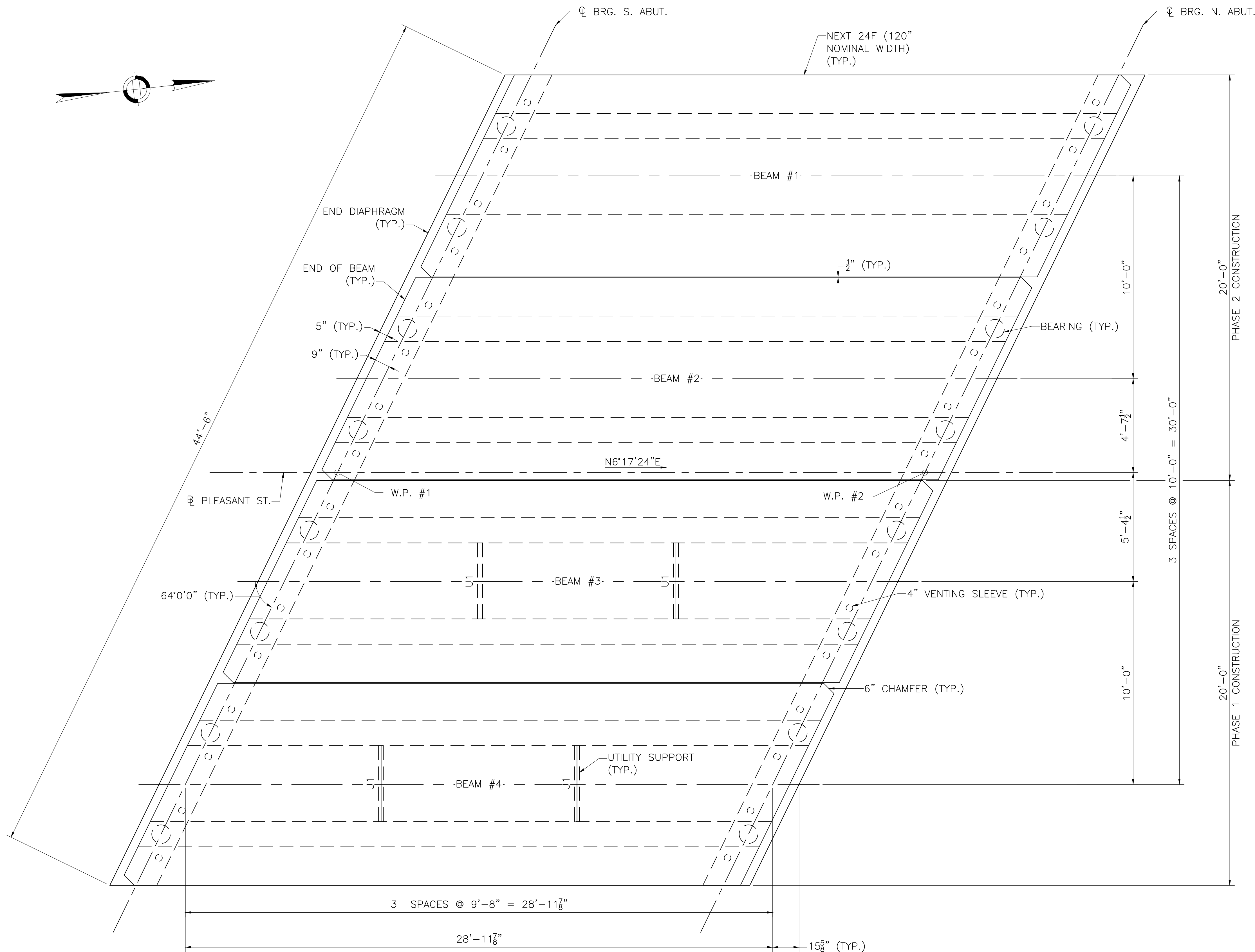
1. BEARING IS DESIGNED USING AASHTO METHOD B.
2. ELASTOMER SHALL HAVE A SHEAR MODULUS OF 0.160 KSI.
3. STEEL LAMINATES SHALL CONFORM TO ASTM A 1011 GRADE 36 OR HIGHER. ALL EDGES OF STEEL LAMINATES SHALL BE GROUND SMOOTH.
4. THE COMPRESSIVE DESIGN LOAD ON THE BEARING PAD IS 68.35 KIPS. THE COMPRESSIVE DESIGN STRESS IS THE RESULT OF DIVIDING THE COMPRESSIVE DESIGN LOAD BY THE AREA OF THE PAD AND IS EQUAL TO 0.72 KSI.
5. THE 25 YEAR CREEP STRAIN SHALL BE LIMITED TO 35%.
6. ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND A 1/8" DEEP DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND VISIBLE AFTER BEARING IS INSTALLED.
7. 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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DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	41	56
PROJECT FILE NO.		613636	
FRAMING PLAN			

FRAMING PLAN NOTES:

1. BEAM = NEXT 24F
U1 = W4x13
2. FOR NEXT 24F BEAM DETAILS, SEE SHEET 21.
3. FOR END DIAPHRAGM PLAN AND ELEVATION, SEE SHEET 23.
4. SEE UTILITY SUPPORT DETAILS ON SHEET 22.



FRAMING PLAN
SCALE: 3/8" = 1'-0"

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**DIGHTON
PLEASANT STREET**

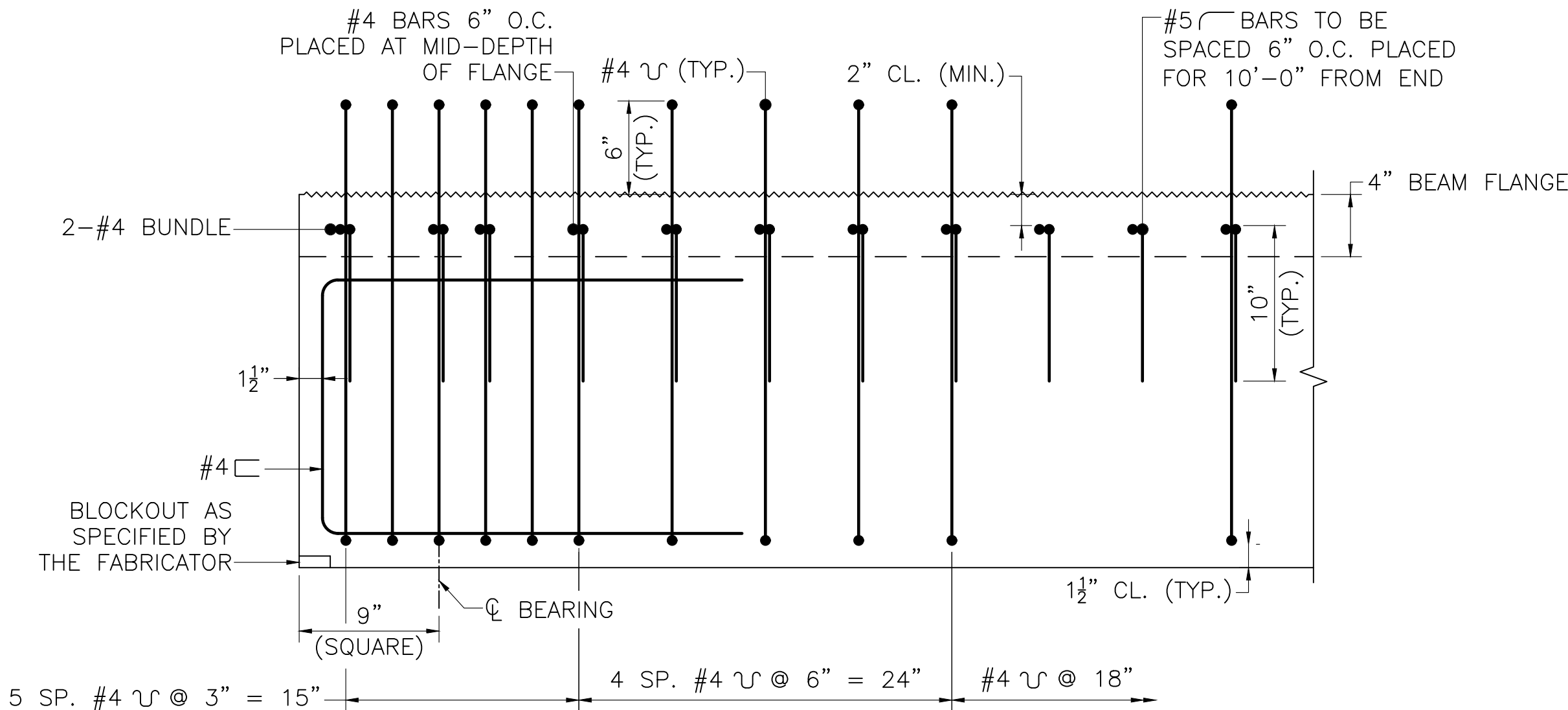
BEAM DETAILS (2 OF 2)

UTILITY SUPPORT NOTES:

1. ALL STRUCTURAL STEEL FOR UTILITY SUPPORTS SHALL CONFORM TO AASHTO M 270 GRADE 36 OR GRADE 50. ALL STRUCTURAL STEEL AND FASTENERS SHALL BE HOT-DIP GALVANIZED.
2. THE $\frac{3}{4}"$ Ø GALVANIZED THREADED INSERTS FOR $\frac{3}{4}"$ Ø H.S. BOLTS SHALL BE CAST INTO THE PRECAST BEAMS BY THE FABRICATOR. THEY SHALL PROVIDE A MINIMUM NOMINAL TENSILE RESISTANCE OF 4.0 KIPS AND A MINIMUM NOMINAL SHEAR RESISTANCE OF 4.0 KIPS IN 3000 PSI CONCRETE.
3. $\frac{13}{16}" \times 1\frac{1}{2}"$ HORIZONTAL SLOTTED HOLE IN W4x13 AND $\frac{13}{16}" \times 1\frac{1}{2}"$ VERTICAL SLOTTED HOLE IN ANGLE FOR $\frac{3}{4}"$ Ø H.S. BOLT (TYP.)

BEAM HORIZONTAL SECTION NOTES:

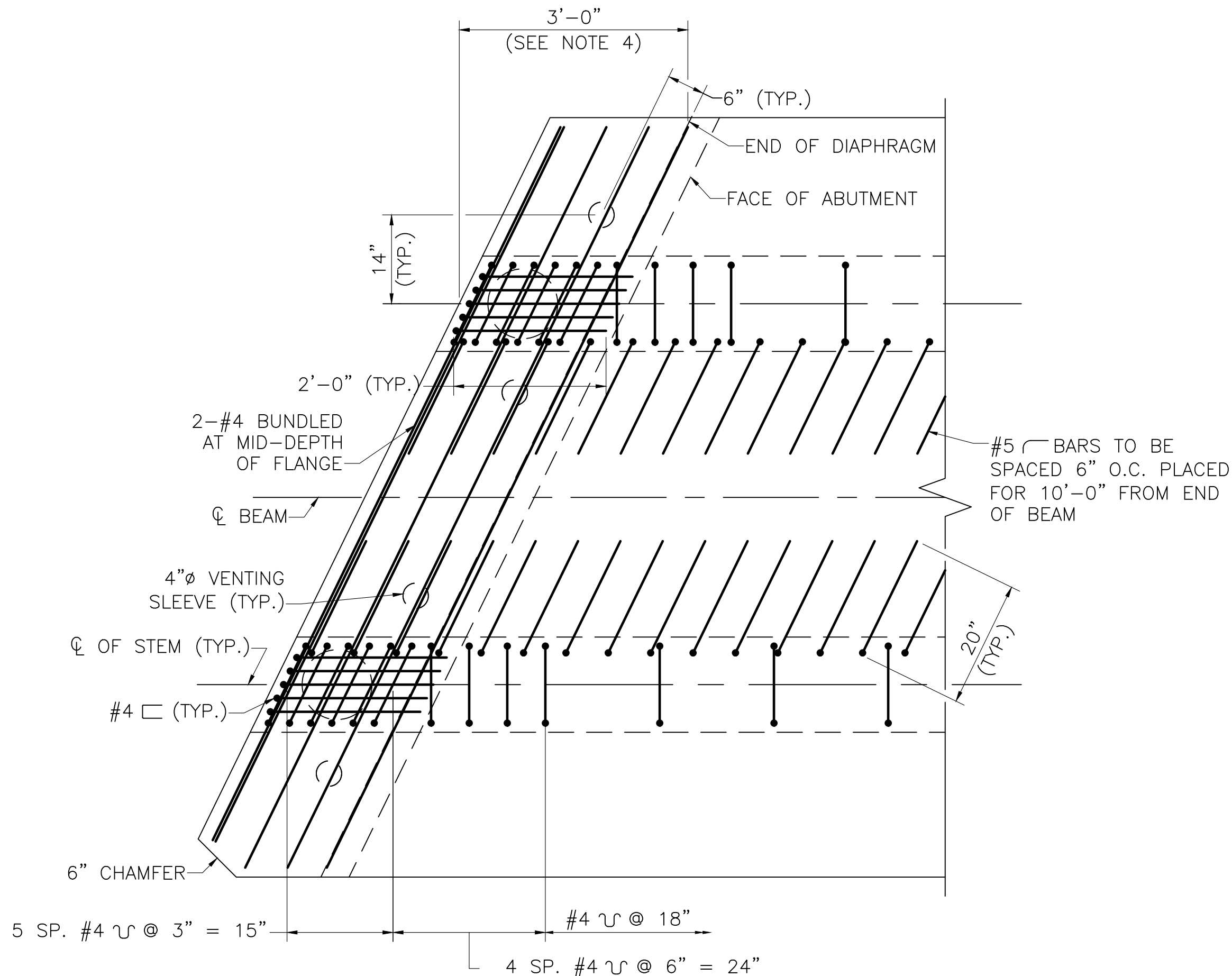
1. PRESTRESSING STRANDS NOT SHOWN FOR CLARITY.
2. AT END OF BEAM, SPLAY THE END STIRRUPS AS REQUIRED TO TRANSITION FROM SKEW TO PERPENDICULAR.
3. WELDED WIRE FABRIC IN THE TOP FLANGE NOT SHOWN FOR CLARITY.
4. #4 @ 6", O.C. PLACE ON TOP OF WWF IN TOP FLANGE



NOTE:
WELDED WIRE FABRIC AND THE REMAINDER OF THE PRESTRESSING
STRANDS NOT SHOWN FOR CLARITY

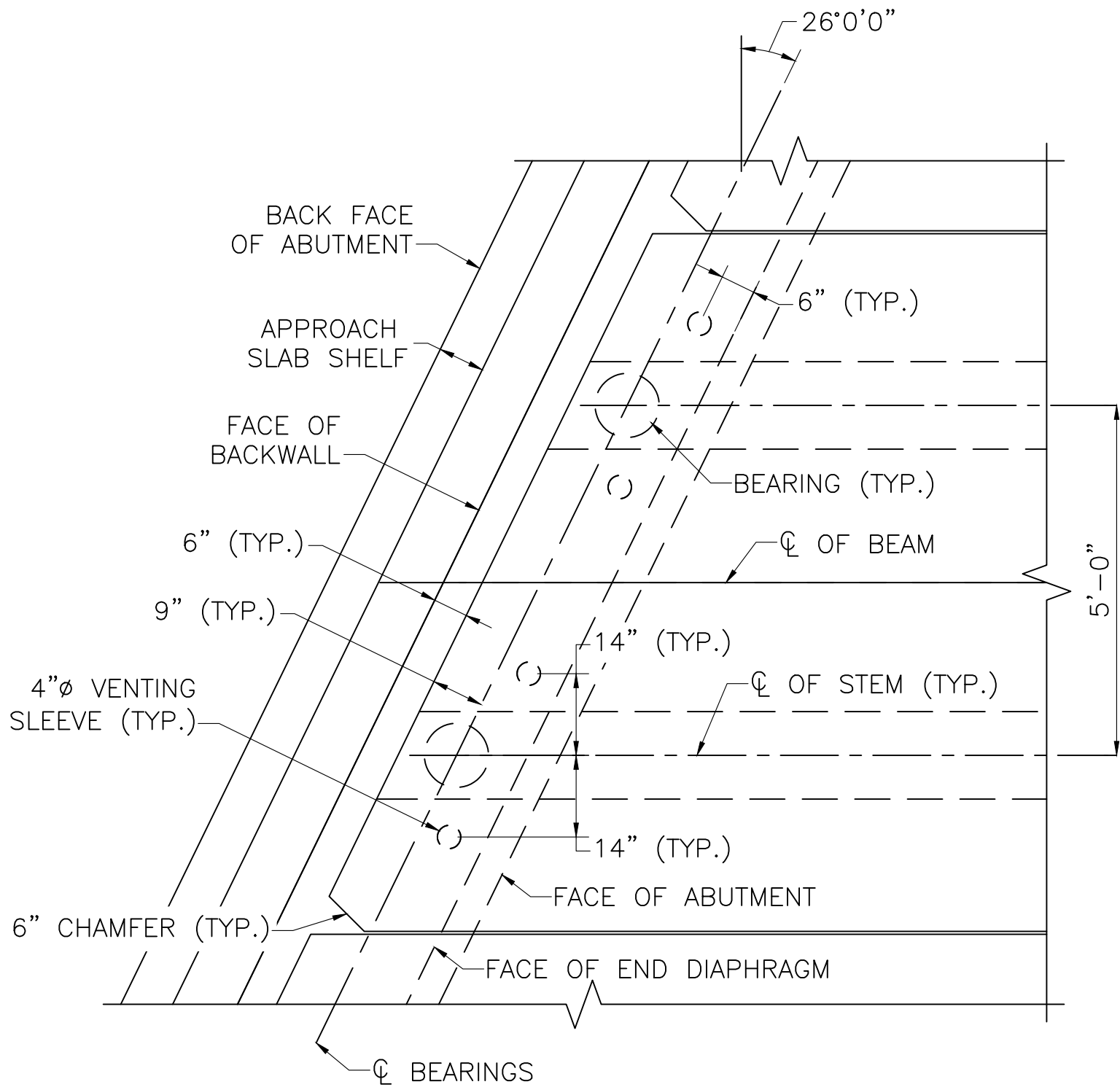
BEAM LONGITUDINAL SECTION AT ABUTMENT

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



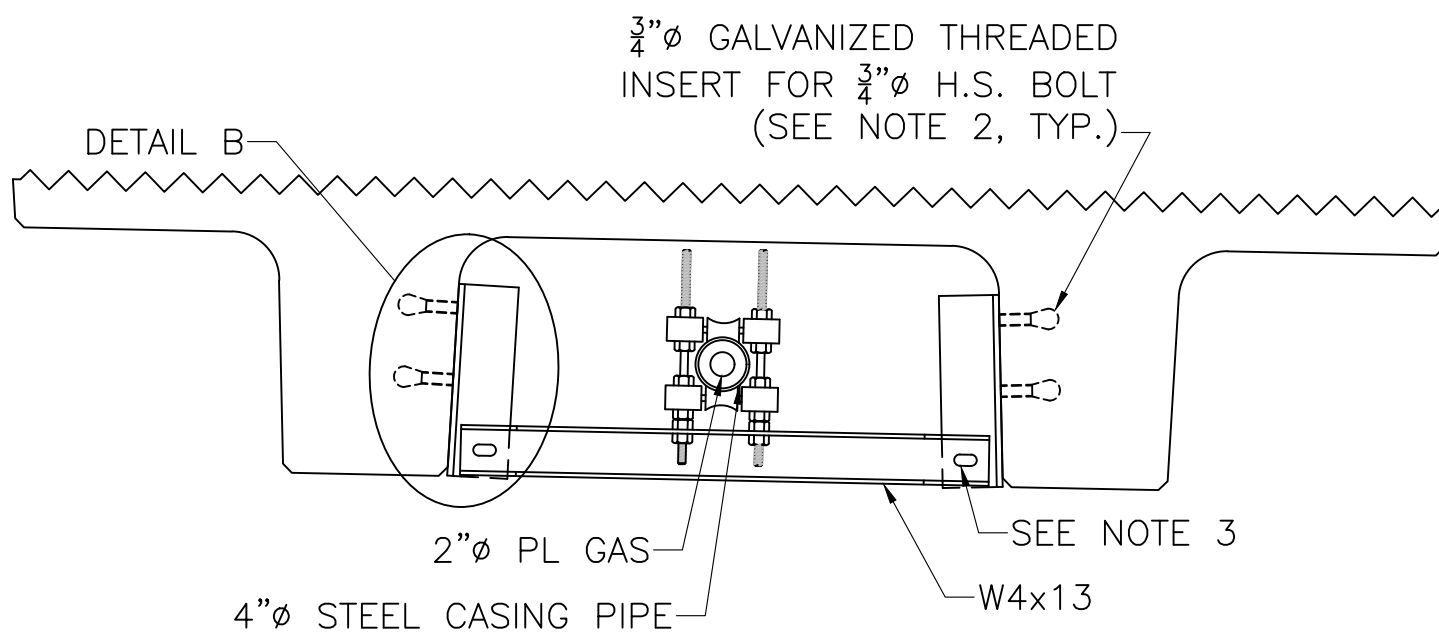
BEAM HORIZONTAL SECTION AT ABUTMENT

SCALE: $\frac{3}{4}" = 1'-0"$



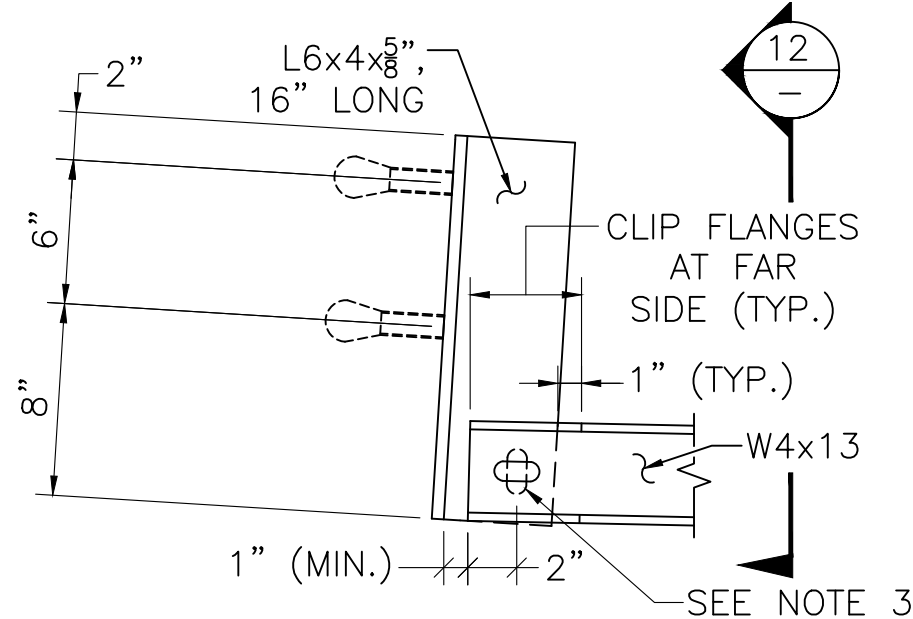
END OF BEAM PLAN AT ABUTMENT

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



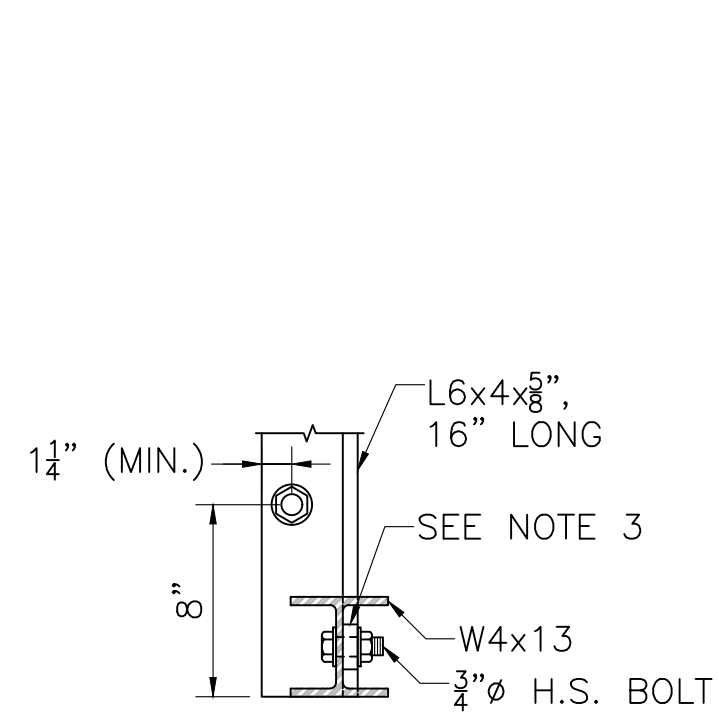
UTILITY SUPPORT AT BEAM

SCALE: $\frac{3}{4}" = 1'-0"$



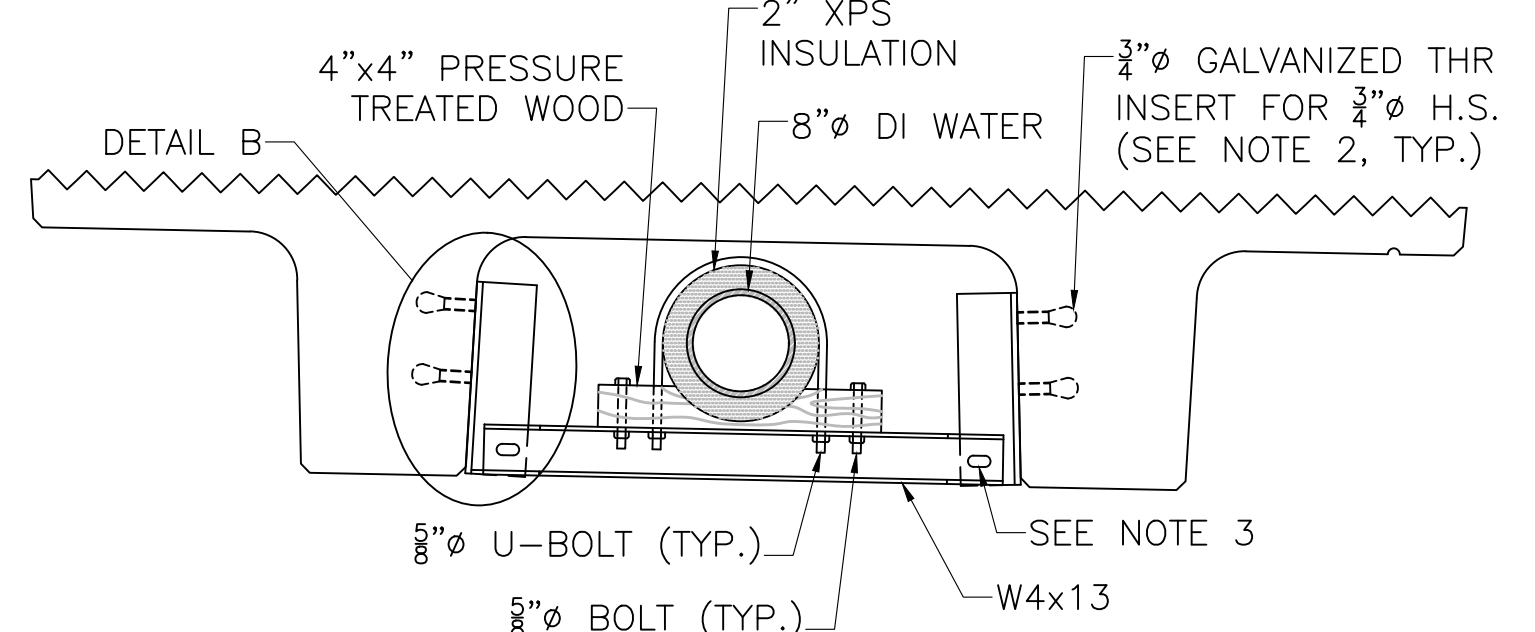
DETAIL

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



SECTION

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



UTILITY SUPPORT AT BEAM 4

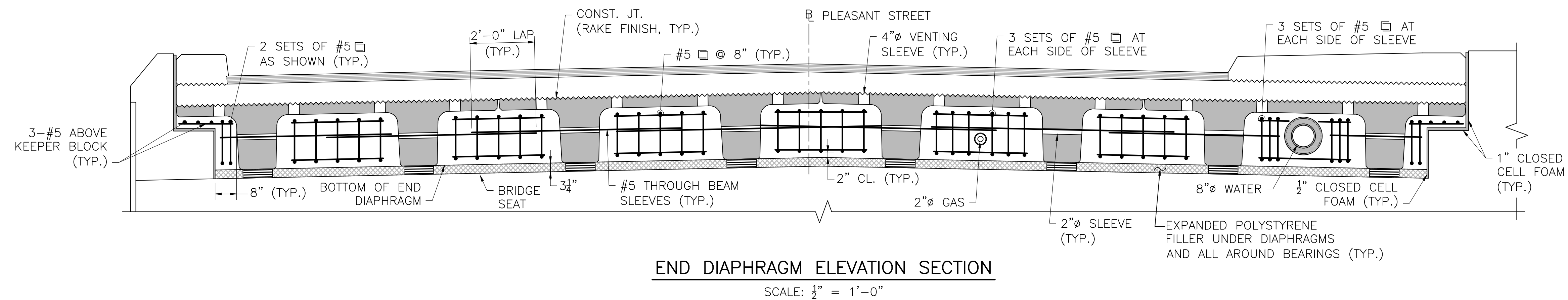
SCALE: $\frac{3}{4}'' = 1' - 0$

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STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	44	56
PROJECT FILE NO.		613636	

NOTES:

1. ALL REINFORCEMENT SHALL BE COATED
2. THE BACKWALL, KEEPER BLOCKS AND CURTAIN WALL CONCRETE MUST BE PLACED AND SUFFICIENTLY CURED PRIOR TO PLACING THE END DIAPHRAGM CONCRETE.
3. 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.
4. DECK SLAB AND BEAM REINFORCEMENT NOT SHOWN FOR CLARITY



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THEORETICAL TOP OF DECK ELEVATIONS ALONG THE SPAN LENGTH											
	CL BRG. S. ABUT.	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	CL BRG. N. ABUT.
LEFT CURBLINE	7.21	7.20	7.19	7.17	7.16	7.15	7.14	7.12	7.11	7.10	7.08
CROWN	7.61	7.60	7.59	7.57	7.56	7.55	7.53	7.52	7.51	7.50	7.48
RIGHT CURBLINE	7.38	7.37	7.35	7.34	7.33	7.32	7.30	7.29	7.28	7.26	7.25

DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	45	56
PROJECT FILE NO.		613636	

TRANSVERSE SECTION & DECK DETAILS (1 OF 2)

ESTIMATED CAMBER AND DEFLECTIONS AT MIDSPAN (INCHES)

STATE OF BEAM	DIRECTION	BEAMS #1, #2	BEAMS #3, #4
CAMBER AT TRANSFER	UP	0.23	0.23
CAMBER AT ERECTION	UP	0.34	0.34
FINAL NC DL DEFLECTION	DOWN	0.12	0.12
FINAL CDL DEFLECTION	DOWN	0.02	0.03

DECK NOTES:

- ROADWAY DECK SLAB SHALL BE 5000 PSI HP CEMENT CONCRETE.
- LONGITUDINAL REINFORCEMENT SHALL BE PLACED PARALLEL TO THE CL OF CONSTRUCTION. TRANSVERSE (PRIMARY) REINFORCEMENT SHALL BE PLACED PERPENDICULAR TO THE CL OF CONSTRUCTION.
- ALL REINFORCEMENT AND SUPPORT DEVICES SHALL BE COATED.
- THE FINISHED SURFACE OF BRIDGE DECK SHALL BE SMOOTH AND WITHOUT ANY PROJECTS THAT COULD PUNCTURE THE MEMBRANE WATERPROOFING OR DEPRESSIONS THAT COULD RETAIN WATER.
- THE HIGHWAY GUARDRAIL TRANSITIONS SHALL BE INSTALLED PRIOR TO POURING THE CONCRETE DECK.

MIDSPAN DEFLECTION NOTES:

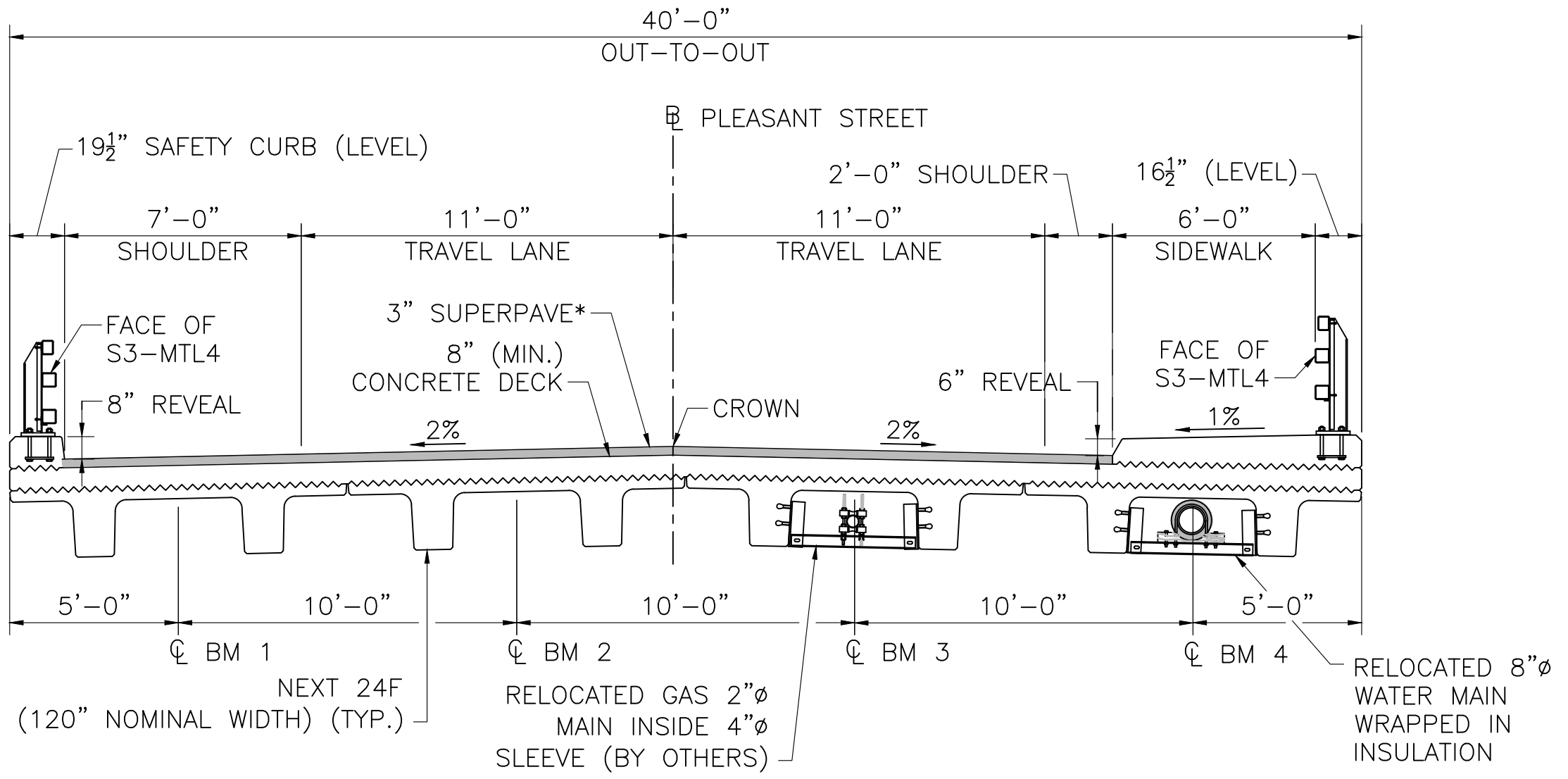
- CAMBERS AND DEFLECTIONS IN THE TABLE ARE NOT GUARANTEED AND ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY.
- THE BEAM CONCRETE MODULUS OF ELASTICITY AT TRANSFER USED IN THE ABOVE BEAM CAMBER IS ASSUMED TO BE 4877 PSI.
- THE BEAM CONCRETE MODULUS OF ELASTICITY USED IN ABOVE BEAM DEFLECTION IS ASSUMED TO BE 5363 PSI (AT 28 DAYS).

THEORETICAL DECK THICKNESS NOTES:

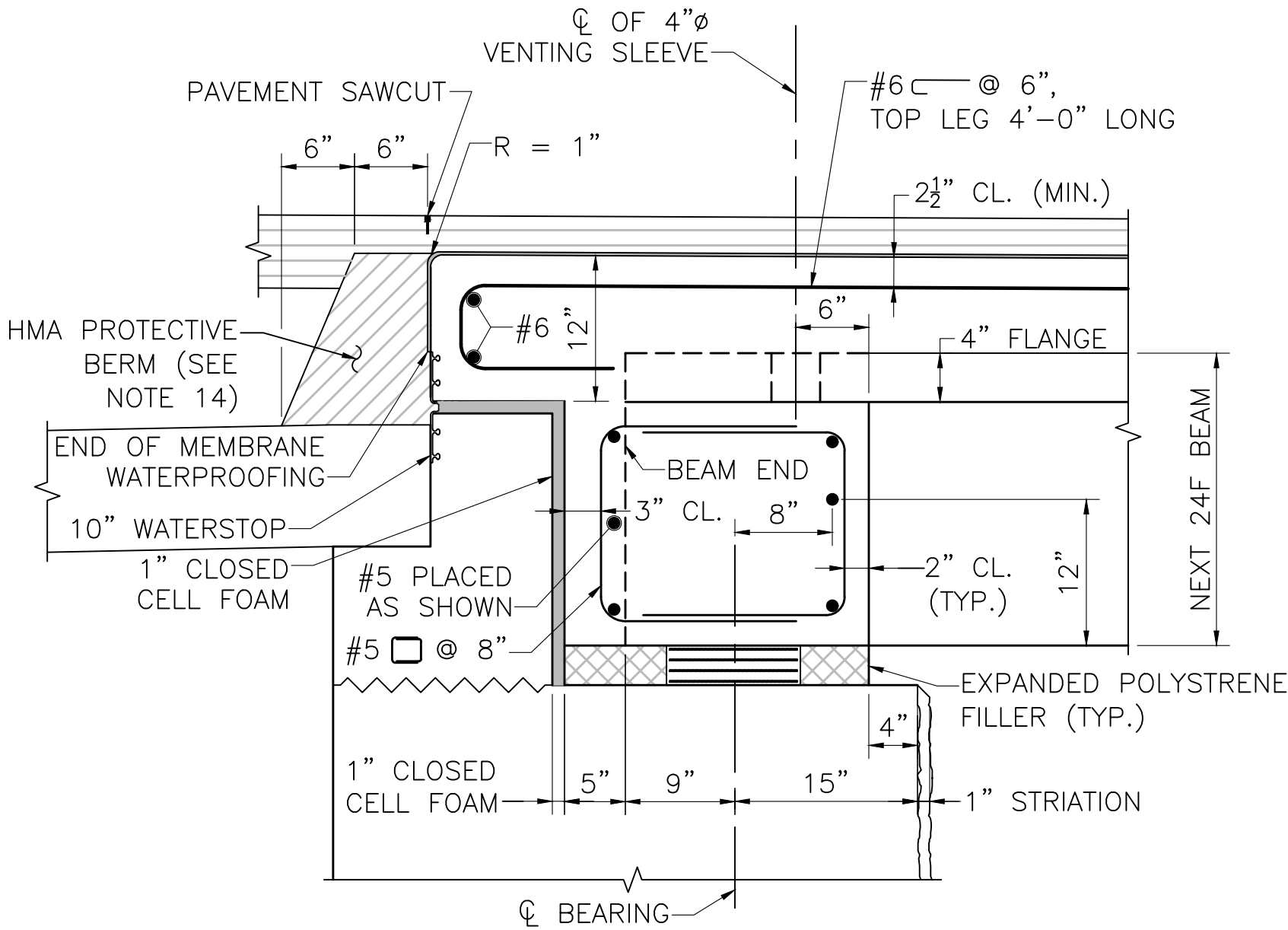
- REFERENCE FOR RIGHT CURBLINE, CROWN, AND LEFT CURBLINE LOOKING UP STATION.
- THE THEORETICAL TOP OF DECK ELEVATIONS ARE PROVIDED FOR SETTING THE SCREED ELEVATIONS FOR DECK FINISHING. THESE VALUES ARE CALCULATED BY TAKING THE PROPOSED TOP OF HMA ELEVATION ALONG THE SPAN AT THE POINTS INDICATED IN THE TABLE, SUBTRACTING THE THICKNESS OF THE HMA AND ADDING THE DEFLECTIONS DUE TO THE DECK AND OTHER SUPERIMPOSED DEAD LOADS.

ROADWAY SECTION NOTES:

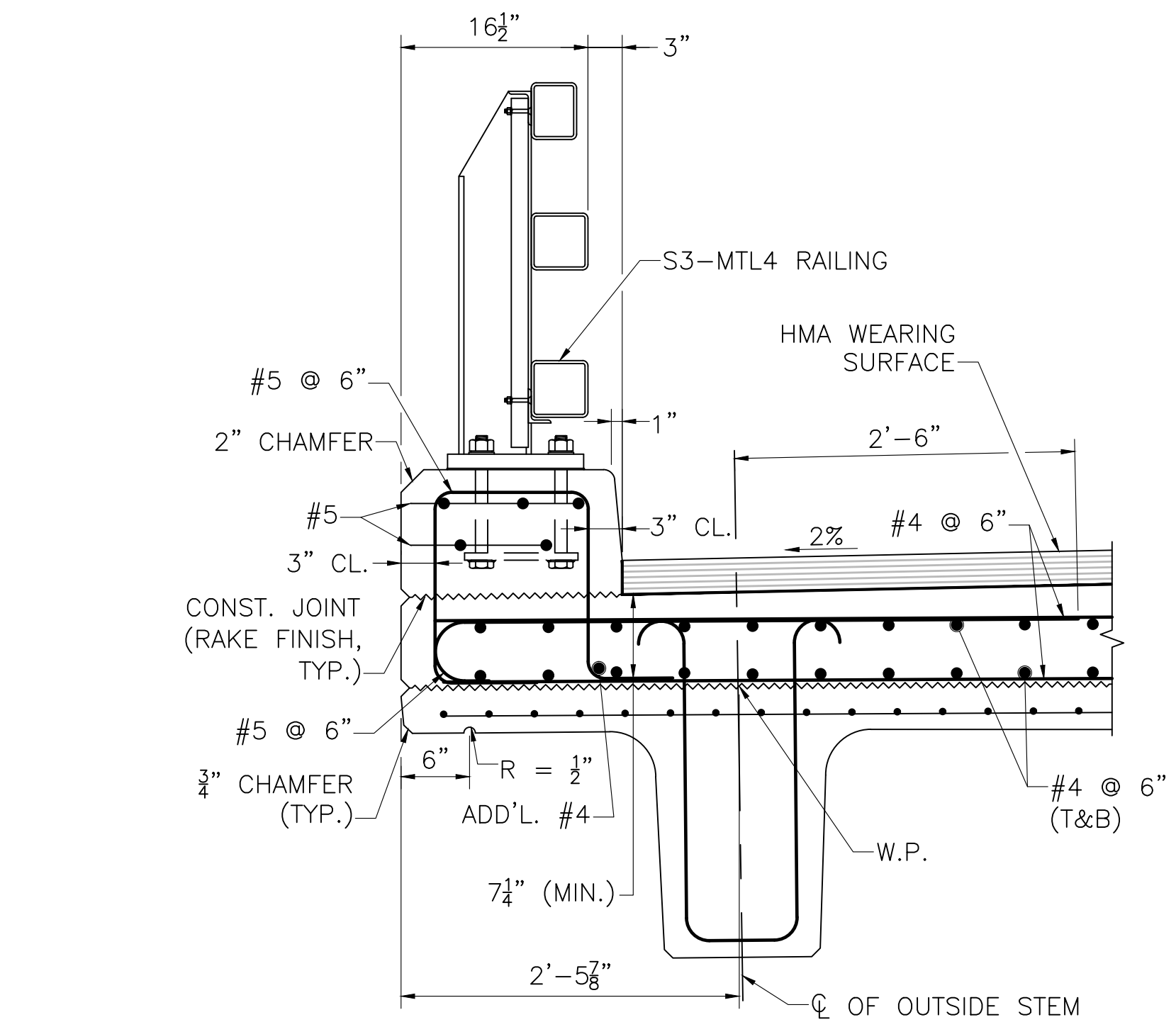
- ALL REINFORCEMENT SHALL BE COATED EXCEPT FOR THE APPROACH SLAB REINFORCEMENT.
- THE CONSTRUCTION JOINT SHALL BE GIVEN A RAKE FINISH WITH A 1/4" MINIMUM AMPLITUDE.
- TOP OF BACKWALL SHALL BE TROWELED SMOOTH PARALLEL TO THE PROFILE GRADE.
- HMA PROTECTIVE BERM TO BE SUPERPAVE BRIDGE PROTECTIVE COURSE (SPC-B-12.5), PLACED IN 2" LAYERS AND COMPACTED WITH A MECHANICAL HAND-GUIDED TAMPER.
- THE BACKWALL, KEEPER BLOCK, AND CURTAIN WALL CONCRETE MUST BE PLACED AND SUFFICIENTLY CURED PRIOR TO PLACING THE END DIAPHRAGM CONCRETE.
- DECK SLAB REINFORCEMENT NOT SHOWN FOR CLARITY.



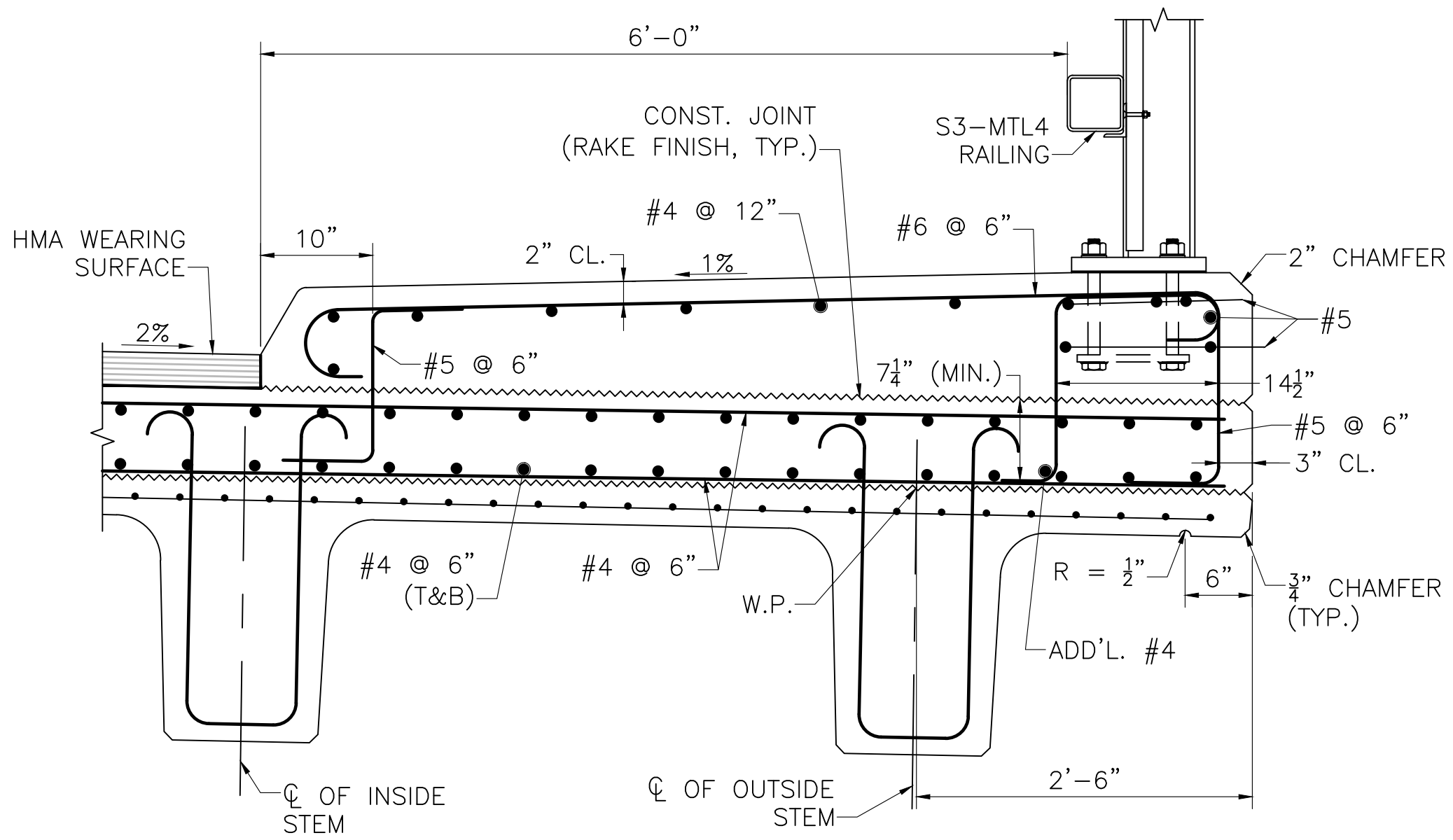
TRANSVERSE SECTION
SCALE: 1/4" = 1'-0"



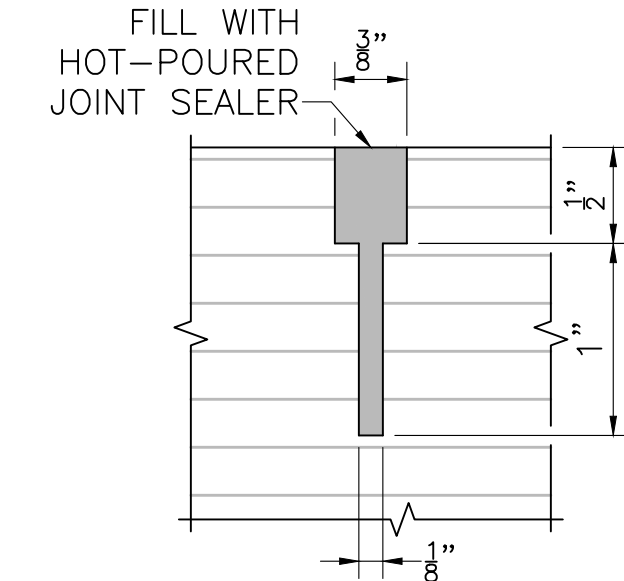
ROADWAY SECTION AT ABUTMENT
SCALE: 1" = 1'-0"



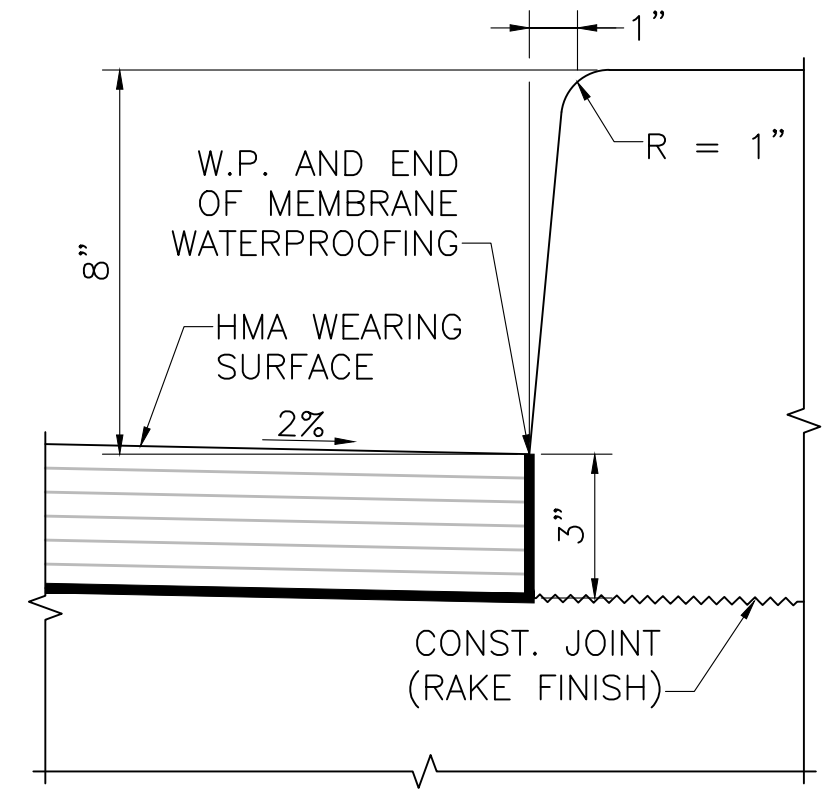
SECTION THRU SAFETY CURB
SCALE: 1" = 1'-0"



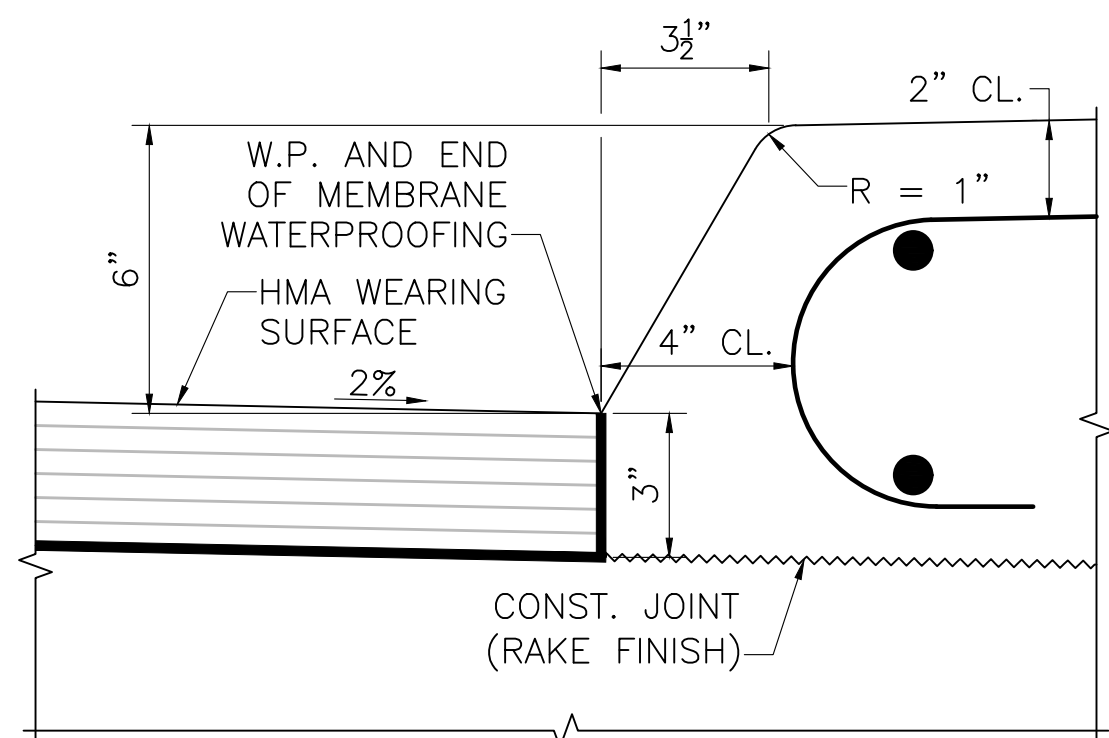
SECTION THRU SIDEWALK
SCALE: 1" = 1'-0"



PAVEMENT SAWCUT DETAIL
SCALE: 1'-0" = 1'-0"



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



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

08/22/2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY: STATE BRIDGE ENGINEER	
USE ONLY PRINTS OF LATEST DATE	

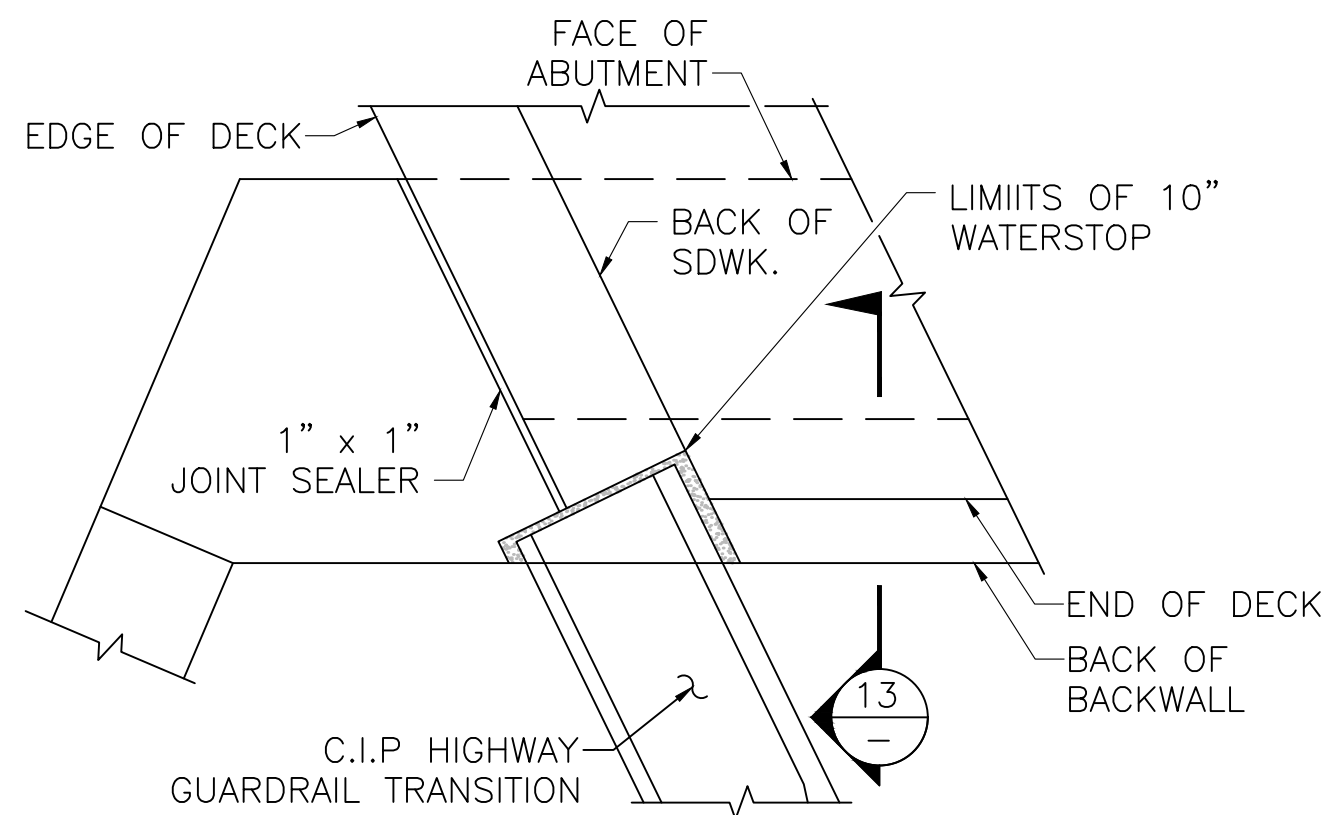
DIGHTON
PLEASANT STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	46	56
PROJECT FILE NO.		613636	

TRANSVERSE SECTION & DECK DETAILS (2 OF 2)

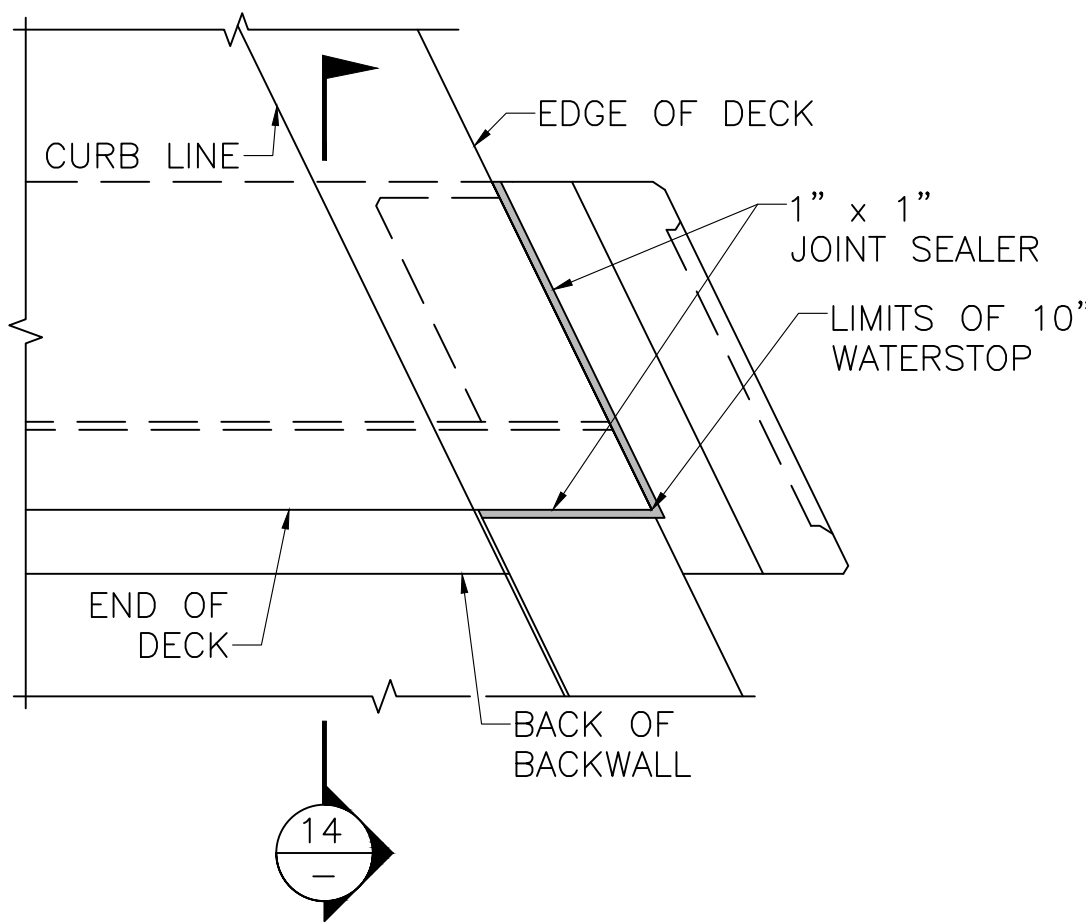
CONSTRUCTION JOINT NOTES:

- BRIDGE DECK SLAB SHALL BE PLACED IN ACCORDANCE WITH THE PLACEMENT SEQUENCE SHOWN ON THE CONSTRUCTION DRAWINGS.
 - THE SURFACE OF THE PREVIOUSLY CAST CONCRETE SHALL BE BLAST CLEANED, ROUGHENED, WETTED WITH CLEAN WATER, AND THEN FLUSHED WITH A MORTAR COMPOSED OF EQUAL PARTS OF THE CEMENT AND SAND SPECIFIED FOR THE NEW CONCRETE, BEFORE NEW CONCRETE IS PLACED ADJACENT THERETO. NEW CONCRETE SHALL BE PLACED BEFORE MORTAR HAS TAKEN INITIAL SET.
 - IN LIEU OF THE MORTAR, AN EPOXY ADHESIVE SUITABLE FOR BONDING FRESH CONCRETE TO HARDENED CONCRETE FOR LOAD BEARING APPLICATIONS MAY BE USED. THE EPOXY ADHESIVE SHALL CONFORM TO AASHTO M 235 TYPE V AND SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
 - DOWEL BAR SPlicERS SHALL BE USED WHERE USE OF LAP SPLICES IS NOT FEASIBLE.
- PARAFFIN JOINT NOTES:
- ALL CONCRETE ABOVE SLAB SHALL BE POURED IN ALTERNATING SECTIONS WITH NOT LESS THAN 3 DAYS BETWEEN POURS.
 - DO NOT CARRY LONGITUDINAL BARS THROUGH THE PARRAFIN JOINTS. END THE REINFORCEMENT 2" CLEAR OF JOINT.
 - JOINT SHALL BE SQUARE TO FACE OF CURB OR COPING.



END OF DECK PLAN AT SPLAYED WINGWALL

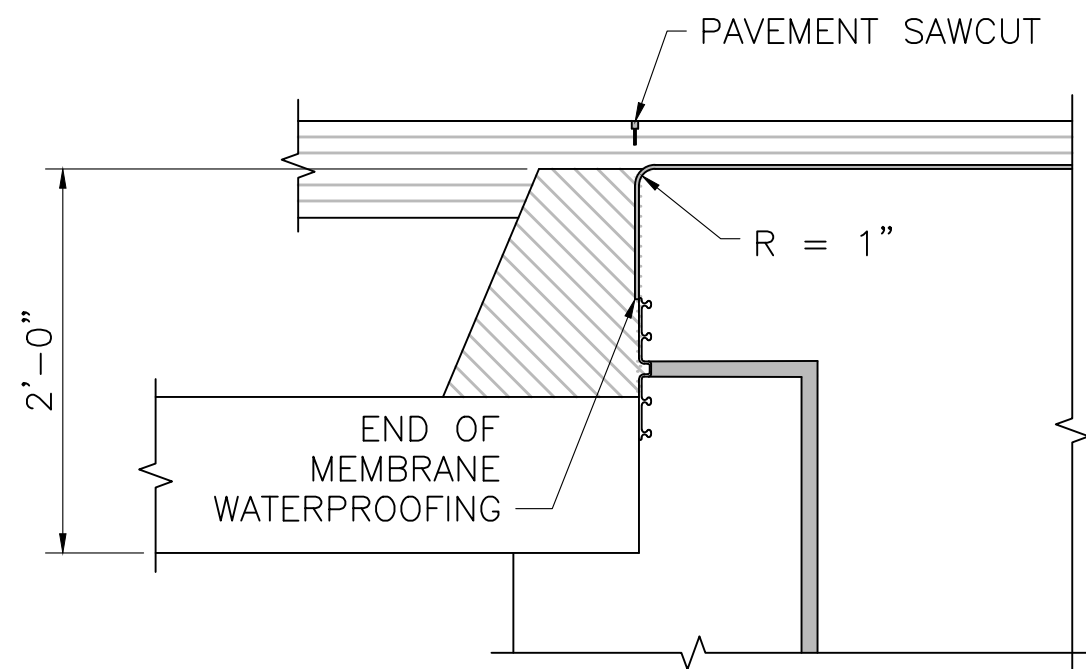
SCALE: $\frac{1}{2}$ " = 1'-0"



END OF DECK PLAN AT U-WINGWALL

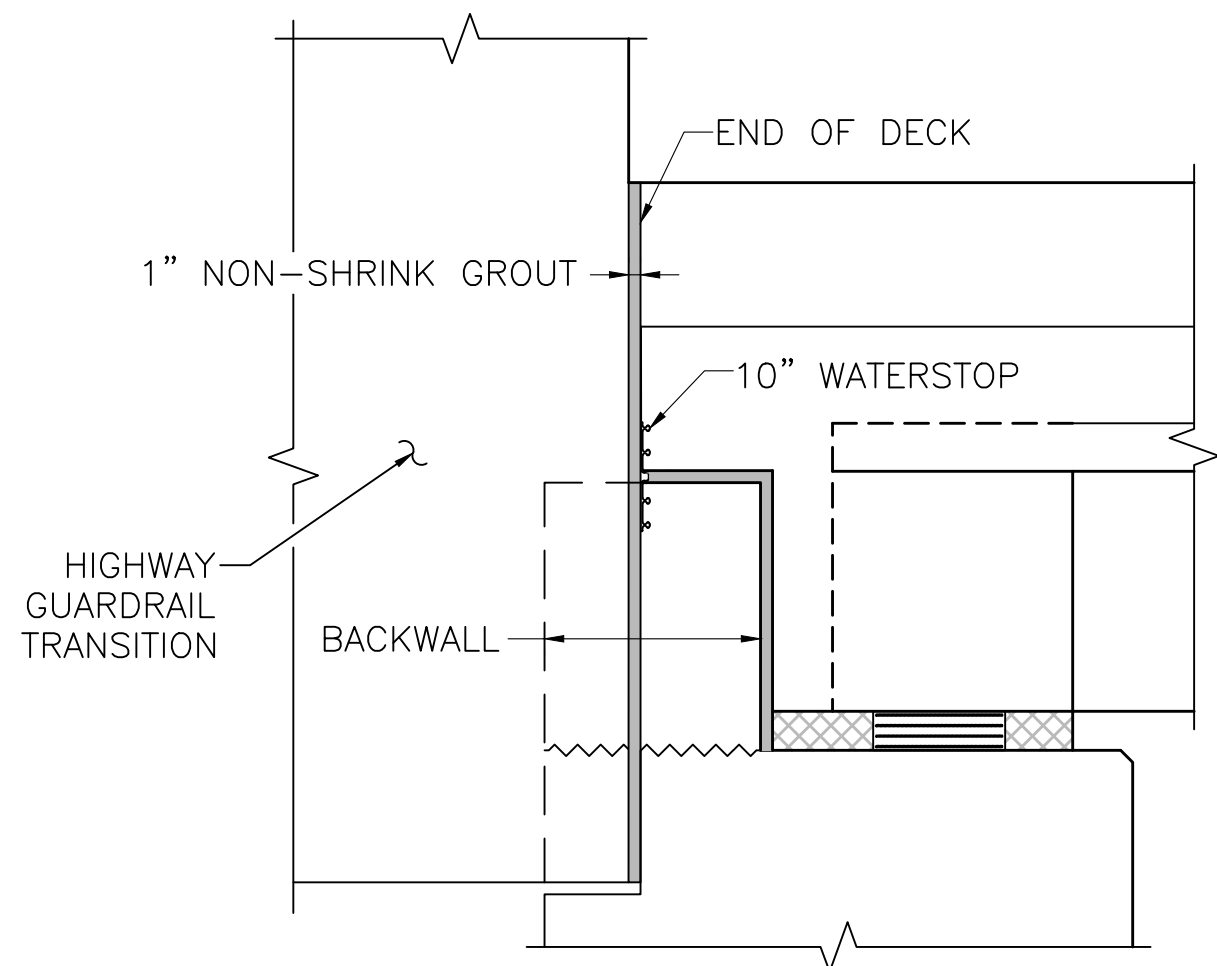
SCALE: $\frac{1}{2}$ " = 1'-0"

[SE CORNER SHOWN, NW CORNER SIMILAR, SW CORNER MIRRORED]



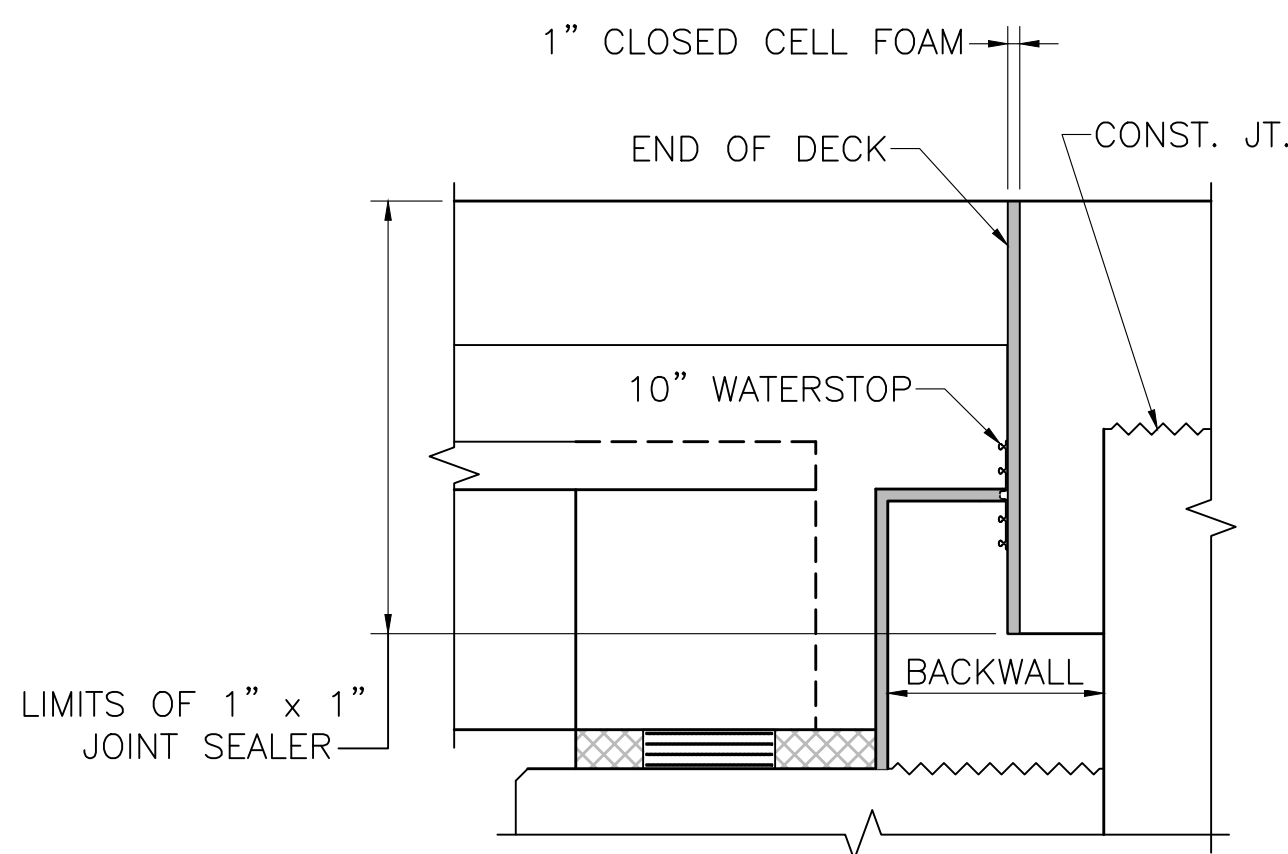
DETAILS AT ABUTMENT
FOR DECK WITH HMA

SCALE: 1" = 1'-0"



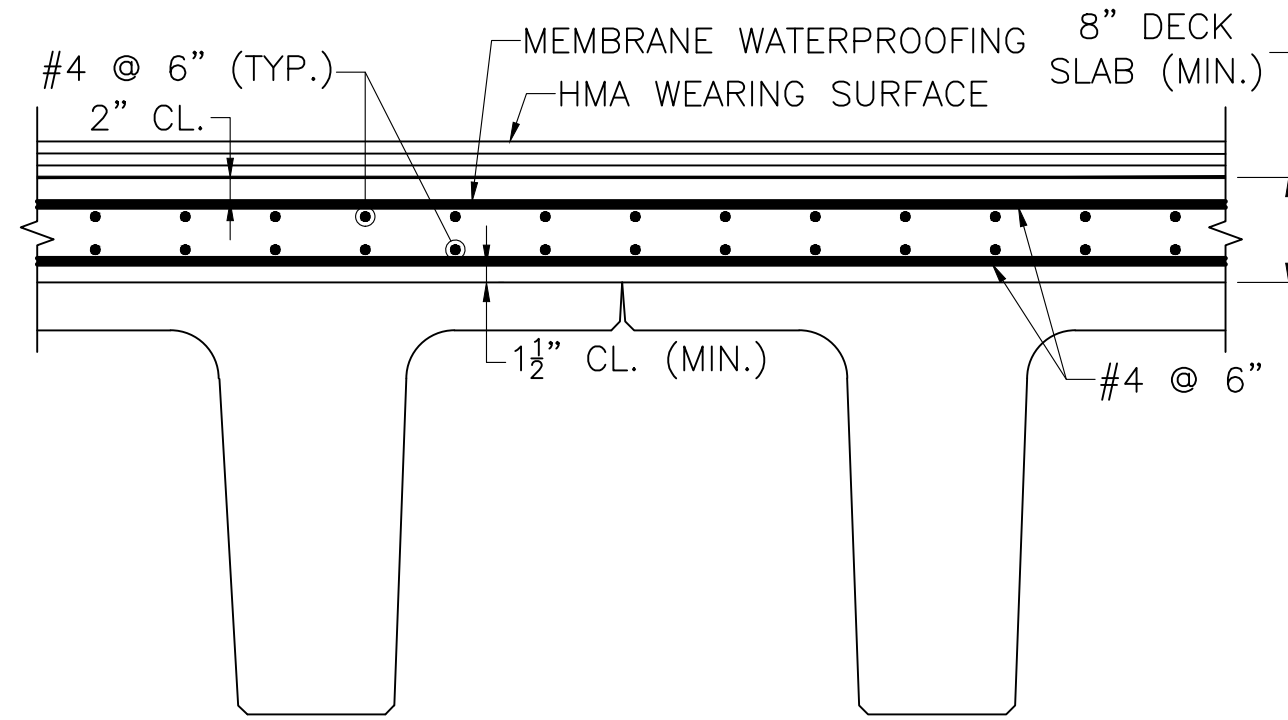
SECTION 13

SCALE: $\frac{3}{4}$ " = 1'-0"



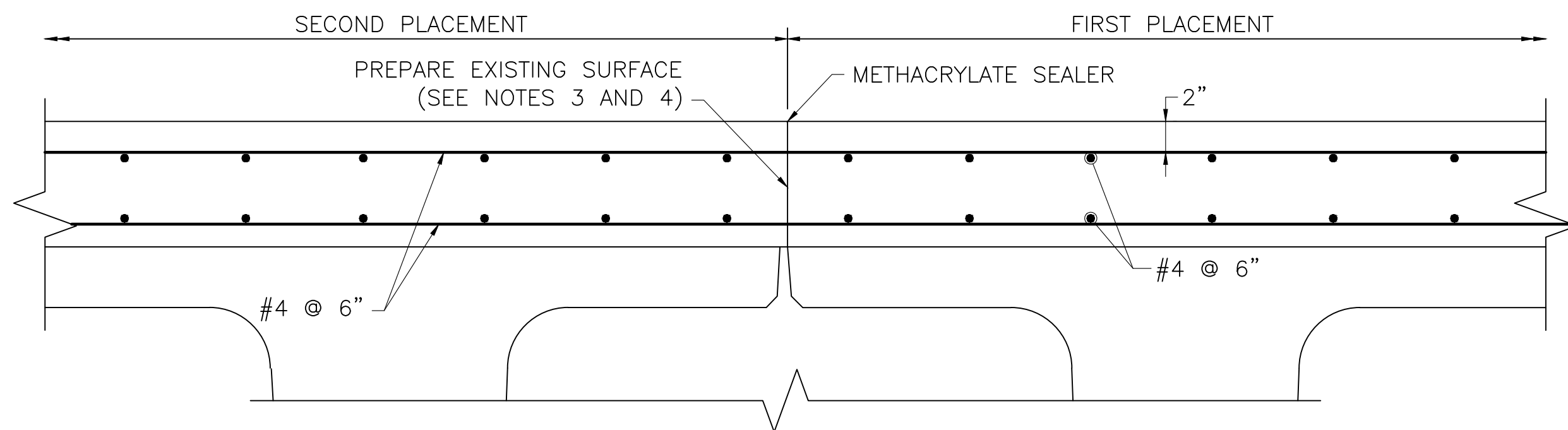
SECTION 14

SCALE: $\frac{3}{4}$ " = 1'-0"



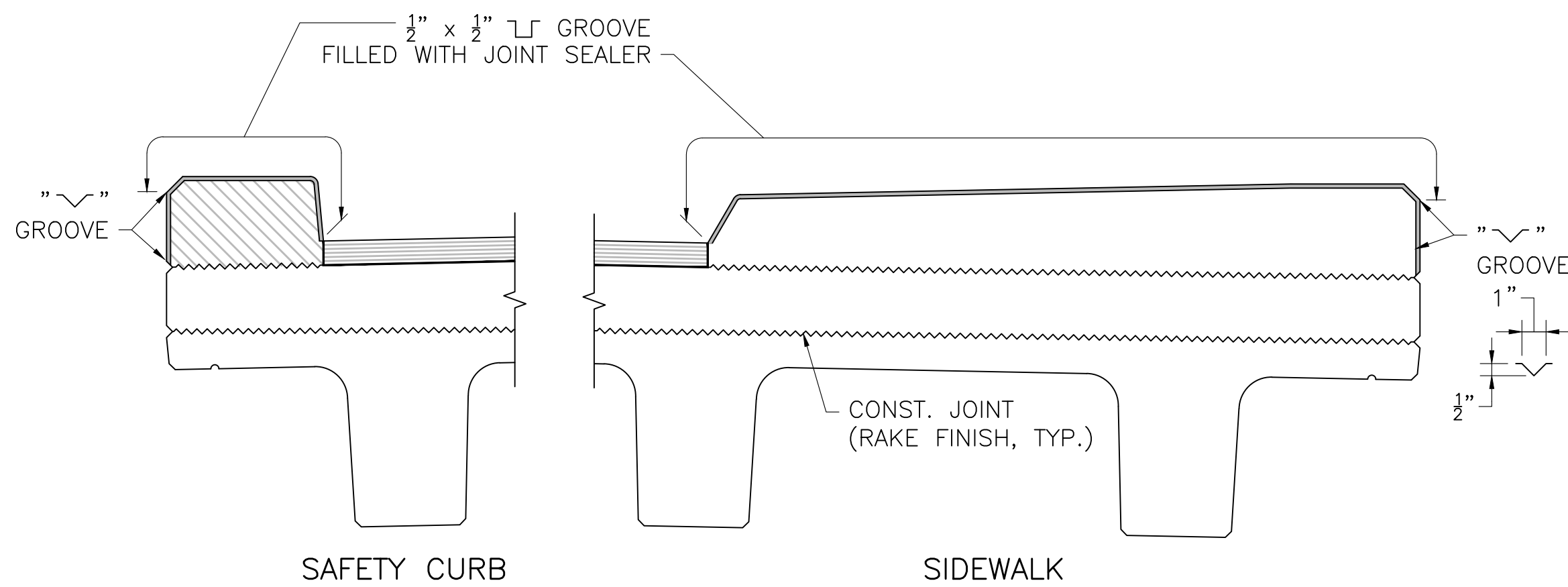
TYPICAL DECK REINFORCEMENT

SCALE: $\frac{3}{4}$ " = 1'-0"



LONGITUDINAL CONSTRUCTION JOINT DETAIL

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



PARAFFIN JOINT DETAILS

SCALE: $\frac{3}{4}$ " = 1'-0"

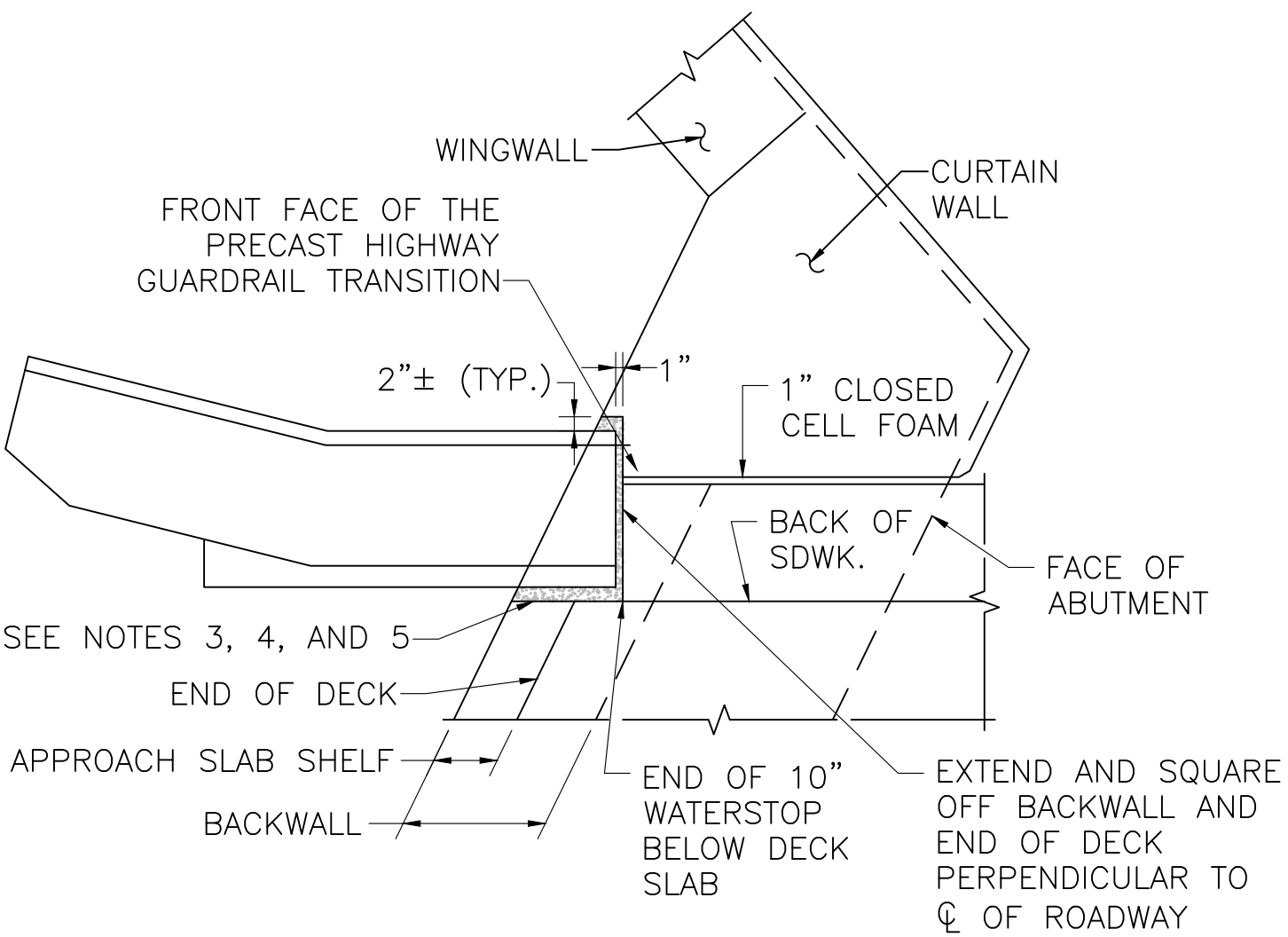
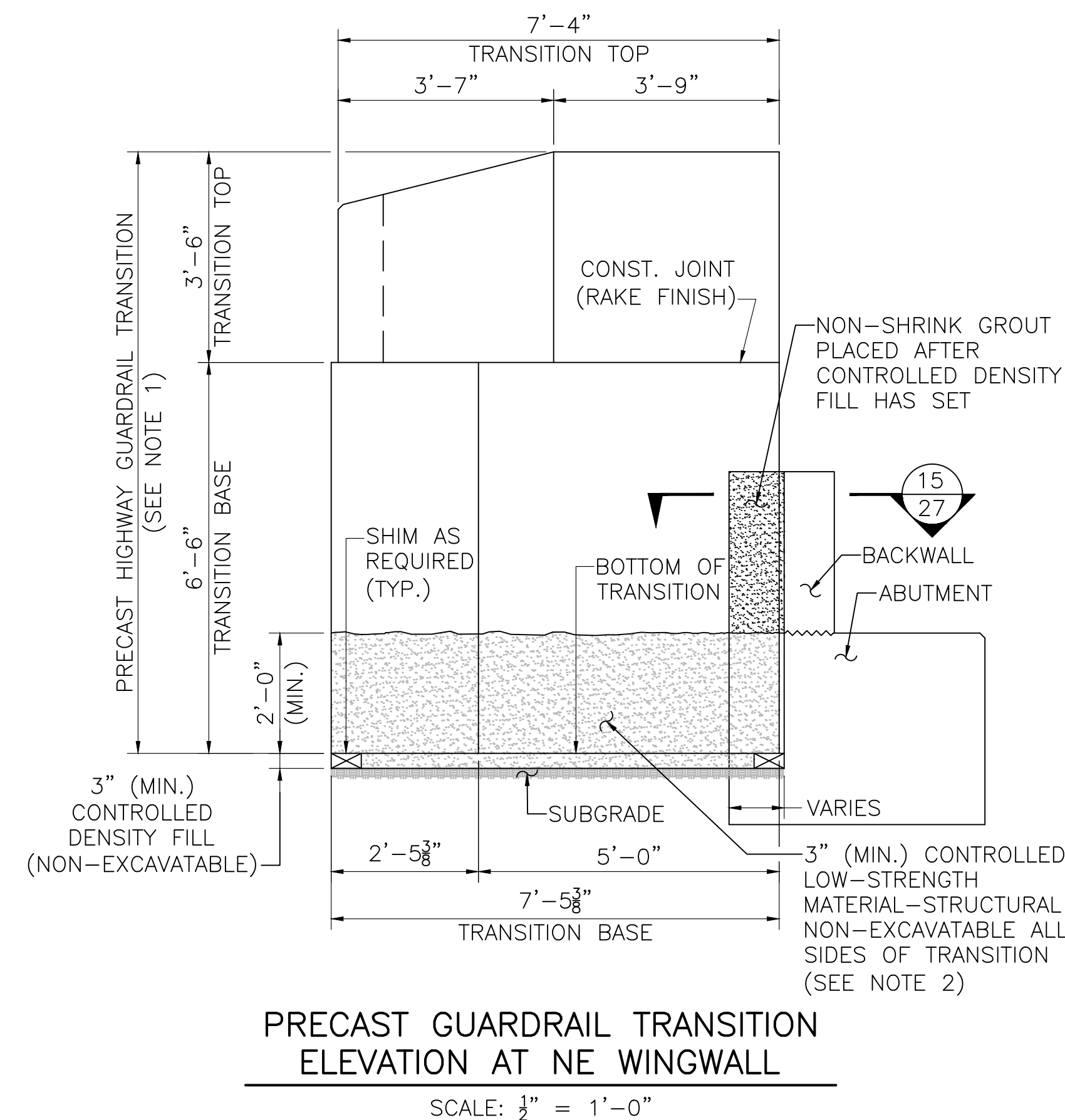
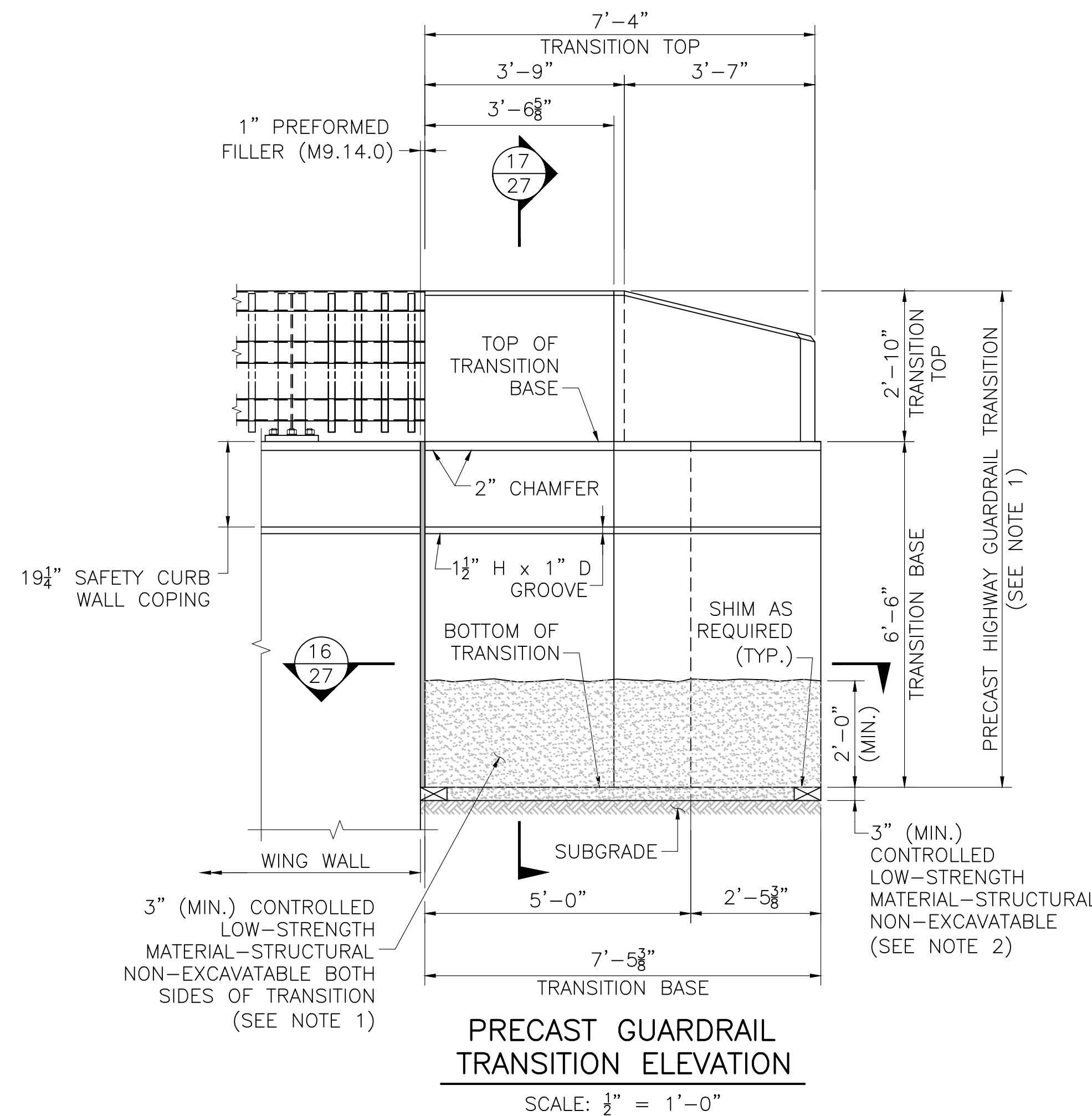
08/22/2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	47	56
PROJECT FILE NO.		613636	

HIGHWAY GUARDRAIL TRANSITION (1 OF 3)

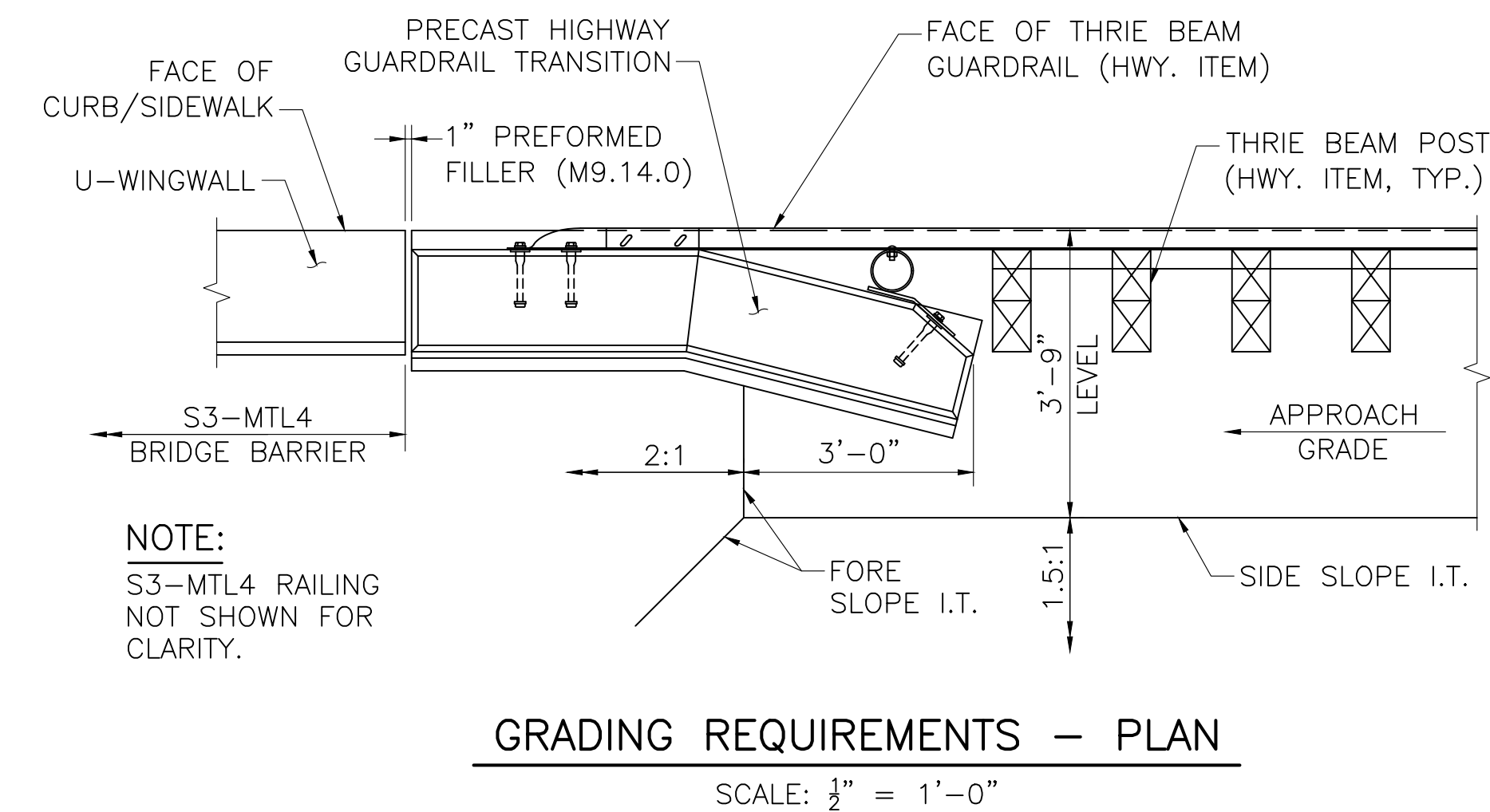
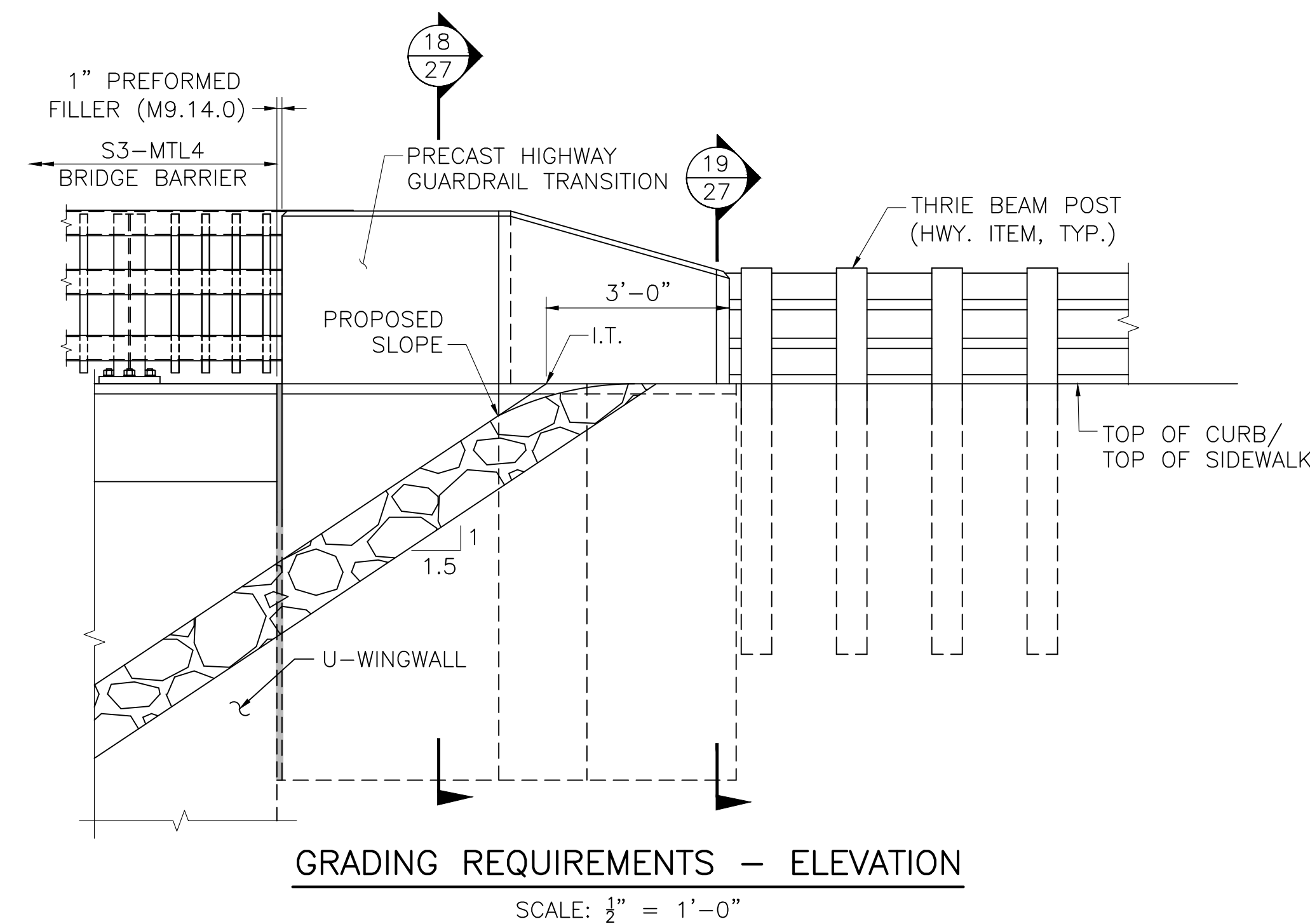
PRECAST GUARDRAIL TRANSITION NOTES:

1. PRECAST GUARDRAIL TRANSITION SHALL BE 5000 PSI, $\frac{3}{4}$ IN., 685 HP CEMENT CONCRETE.
2. GRAVEL BORROW SHALL BE PLACED AND THOROUGHLY COMPACTED TO THE GRADE OF 3" (MIN.) BELOW THE INTENDED BOTTOM OF PRECAST 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.
3. CONTRACTOR SHALL SET THE PRECAST GUARDRAIL TRANSITION TO THE REQUIRED ELEVATION AND ALIGNMENT, AND BACKFILL PRECAST GUARDRAIL TRANSITION WITH CONTROLLED LOW-STRENGTH MATERIAL-NON-EXCAVATABLE TO THE ELEVATION SHOWN.
4. BACKFILL THE REMAINDER OF EXCAVATION WITH GRAVEL BORROW, WHICH SHALL BE THOROUGHLY COMPACTED IN 12" LIFTS.
5. AFTER THE CONTROLLED LOW-STRENGTH MATERIAL-NON-EXCAVATABLE HAS SET FILL THE GAPS BETWEEN THE GUARDRAIL TRANSITION AND BLOCK-OUT IN BACKWALL AND ABUTMENT WITH NON-SHRINK GROUT UP TO THE TOP OF BACKWALL.
6. THE REST OF REINFORCEMENT IS NOT SHOWN FOR CLARITY.
7. $1\frac{1}{2}$ " H x 1" D GROOVE. ALIGN WITH GROOVE AT TOP OF FORM LINER. EXCLUDE GROOVE FROM PRECAST GUARDRAIL TRANSITION AT NORTHEAST SPLAYED WINGWALL.



PRECAST GUARDRAIL TRANSITION PLAN AT NE WINGWALL

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

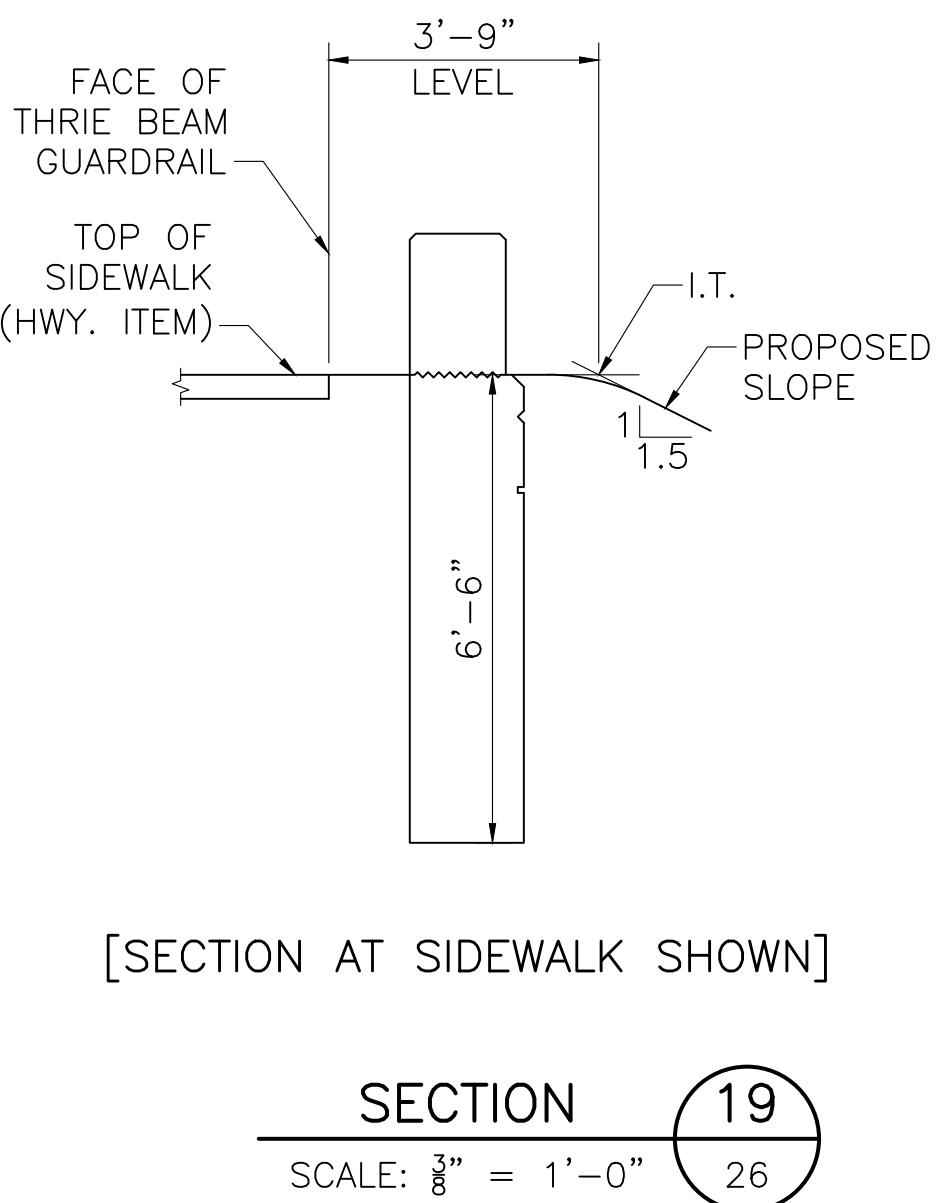
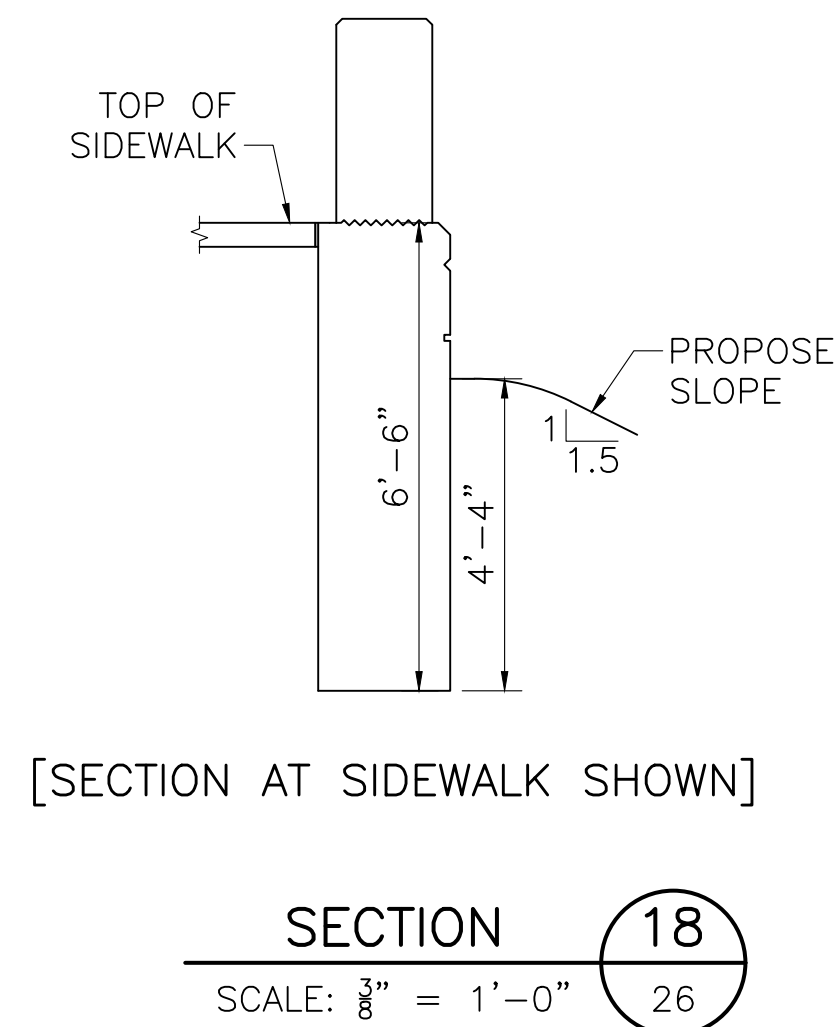
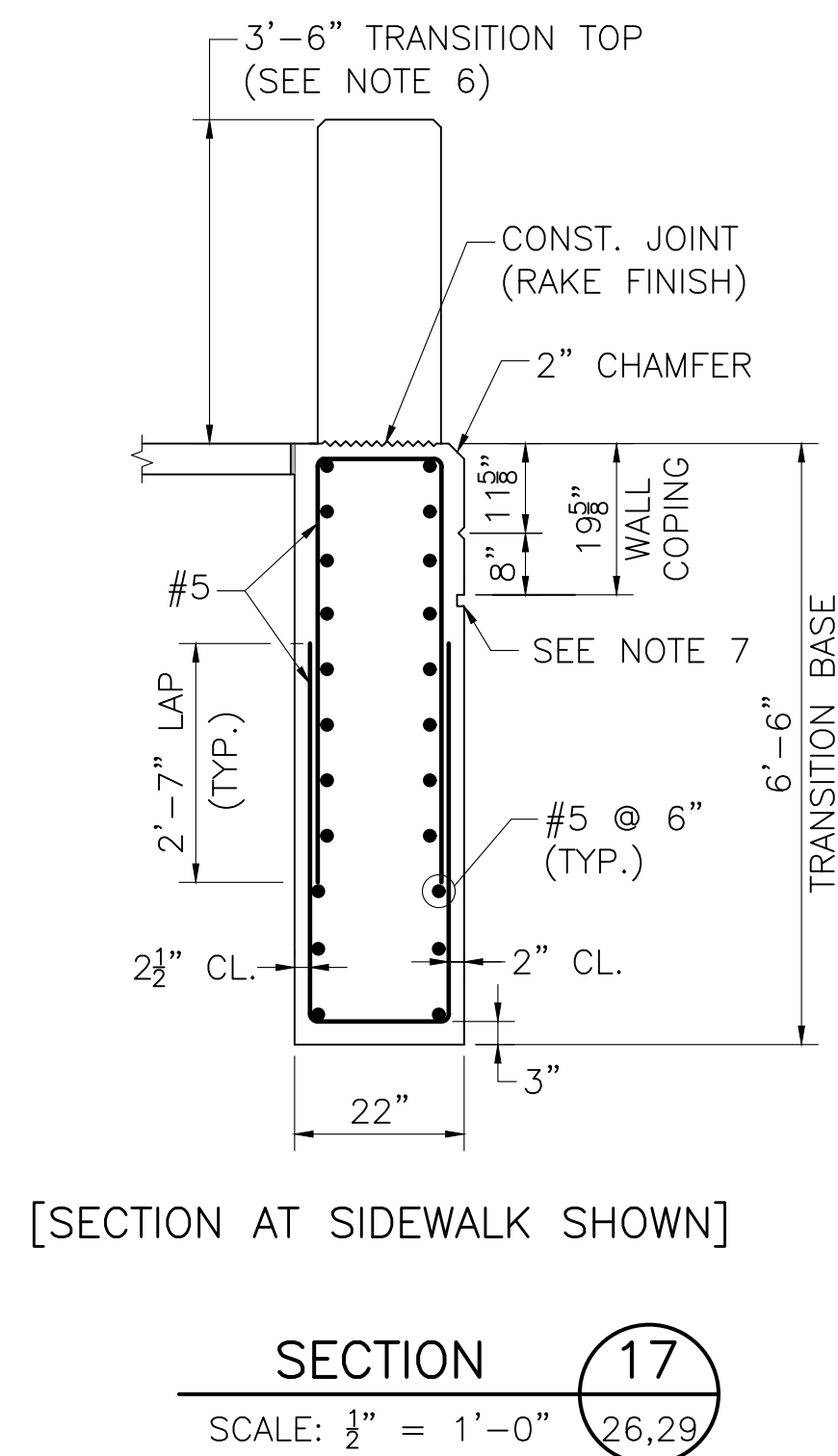
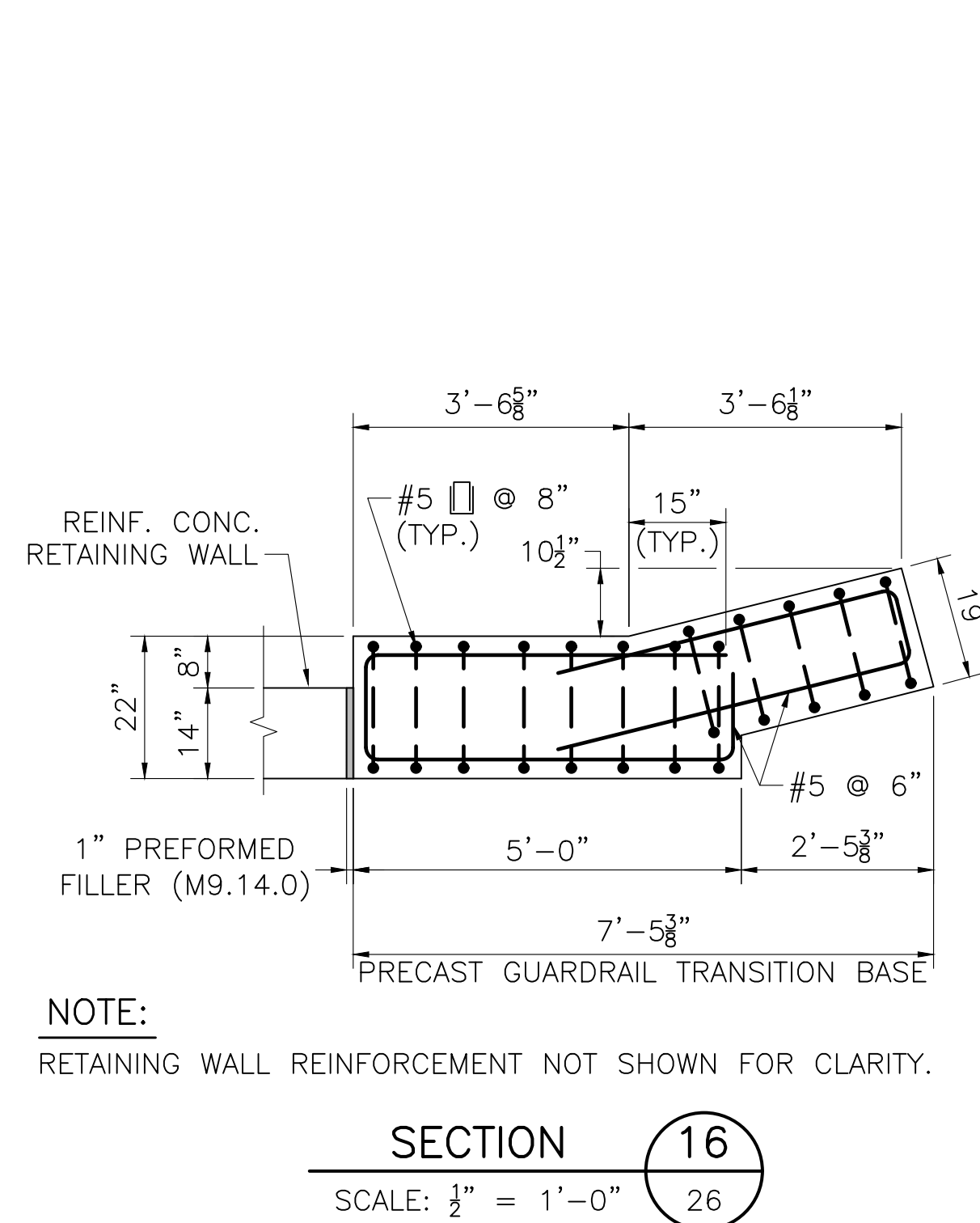
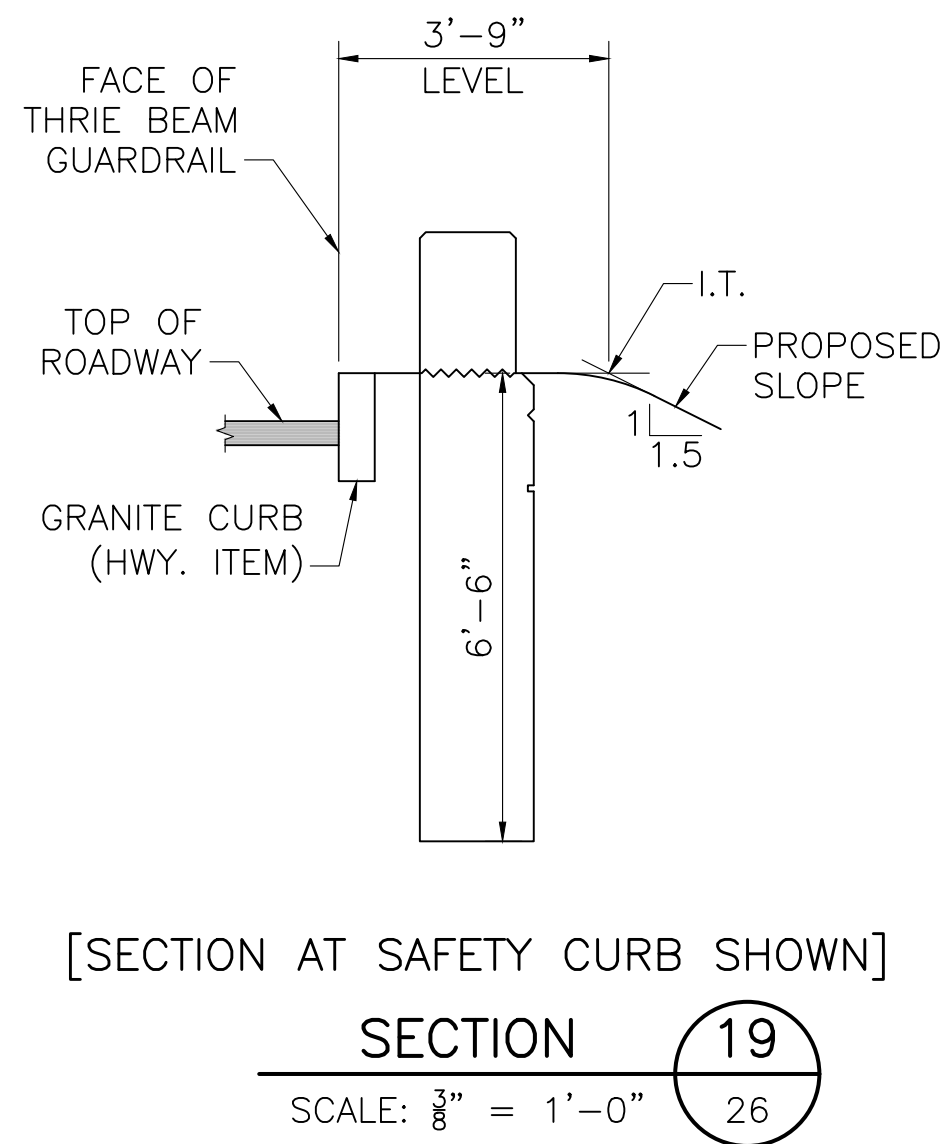
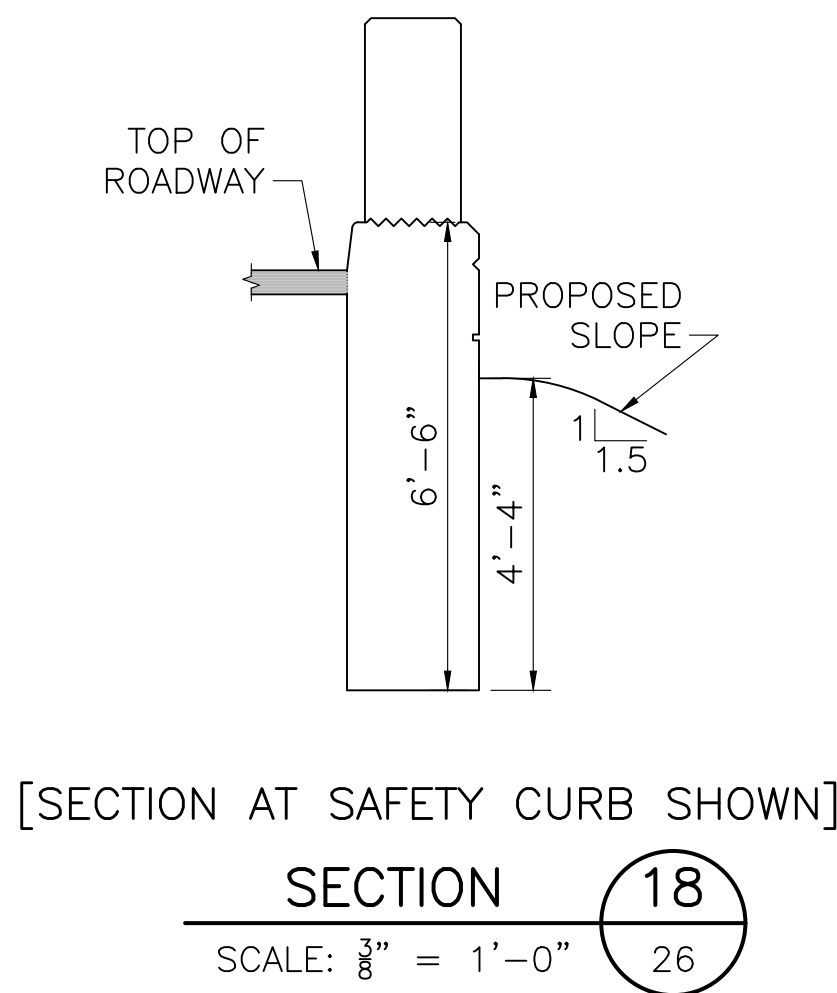
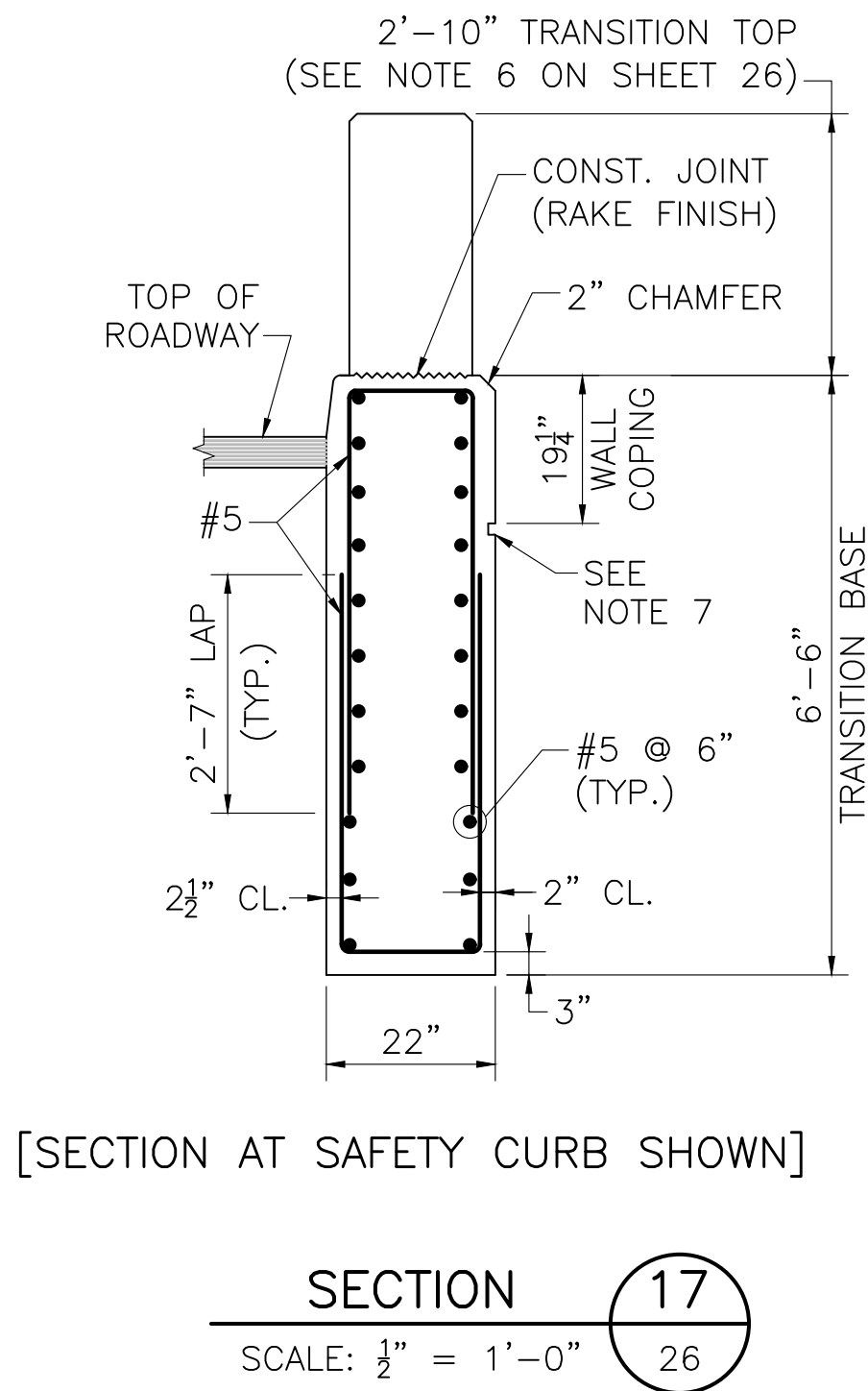
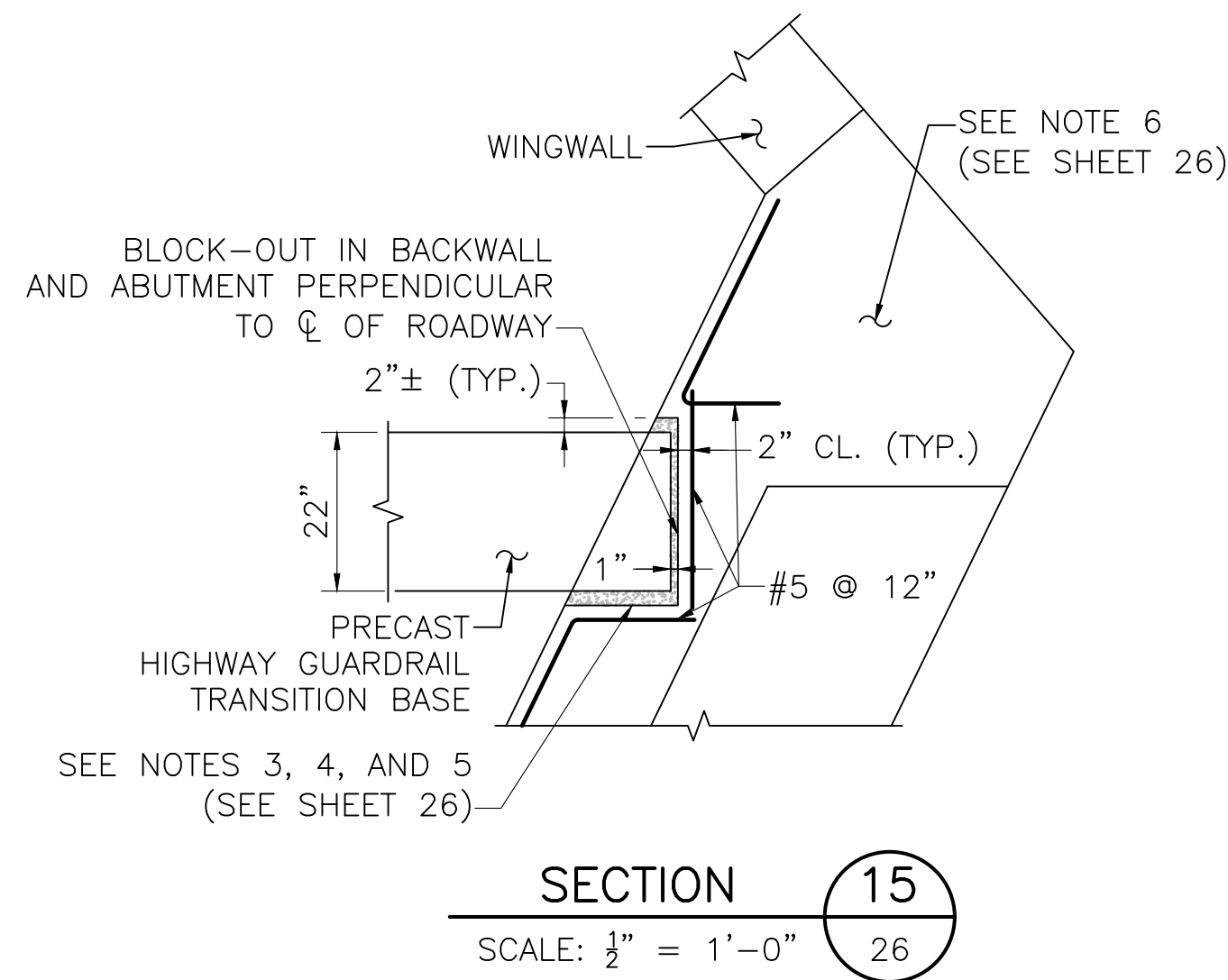


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USE ONLY PRINTS OF LATEST DATE	

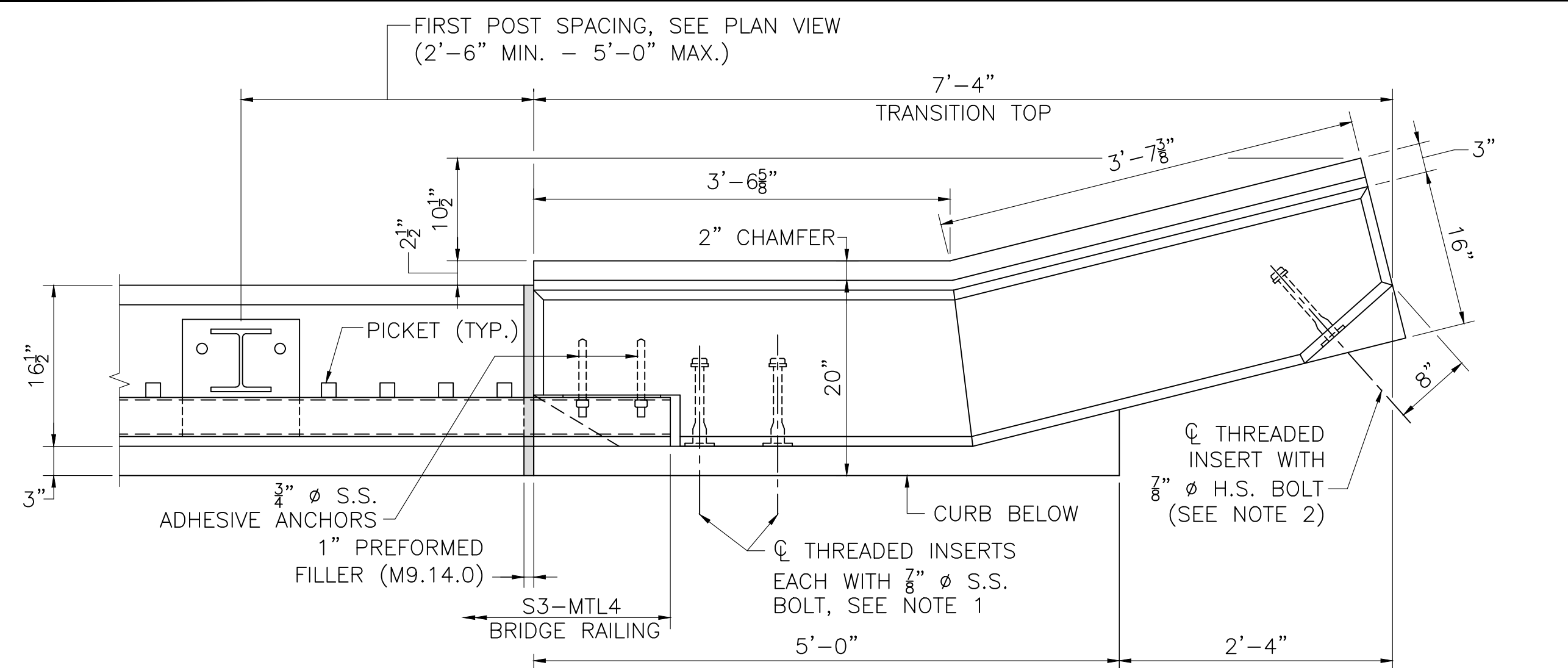
DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	48	56
PROJECT FILE NO.		613636	

HIGHWAY GUARDRAIL TRANSITION (2 OF 3)

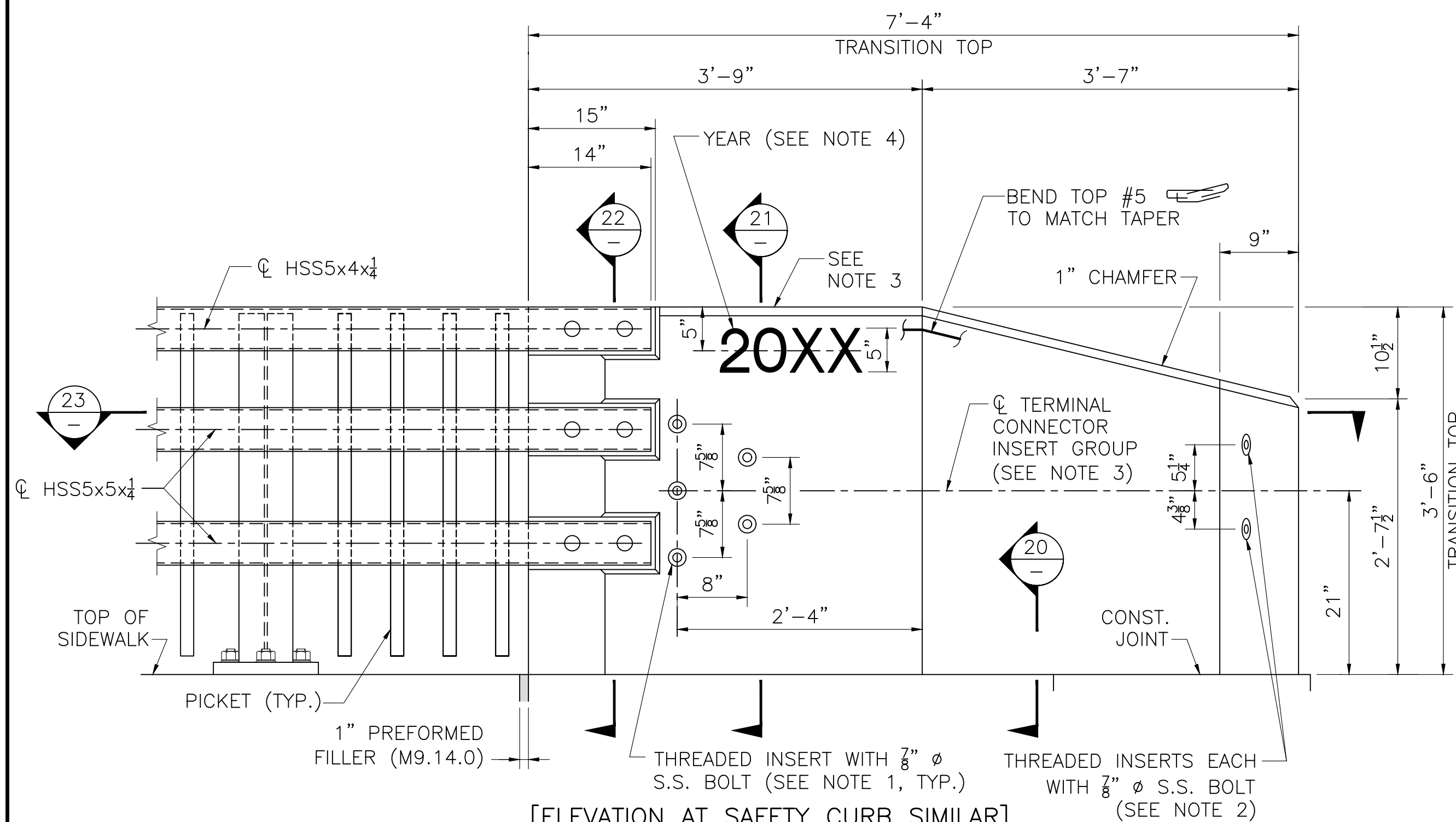
PRECAST GUARDRAIL TRANSITION NOTES:
1. SEE NOTES ON SHEET 26



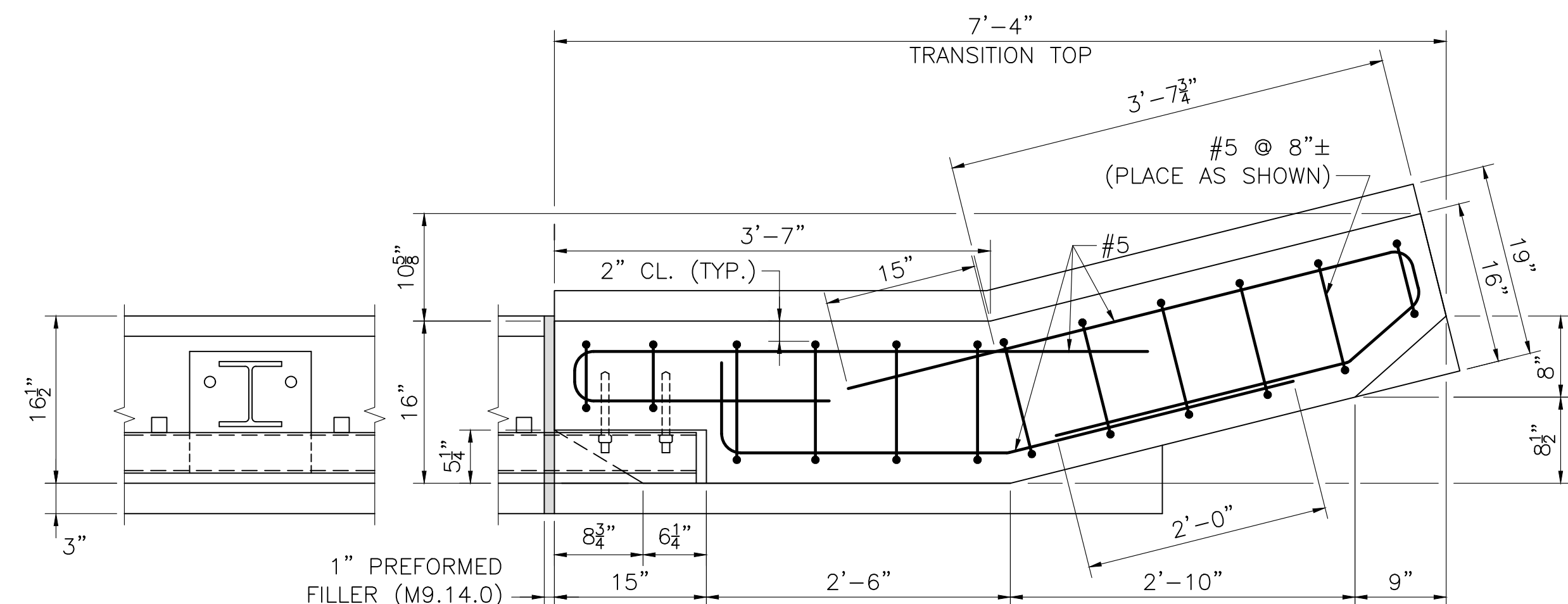
08/22/2026	ISSUED FOR CONSTRUCTION
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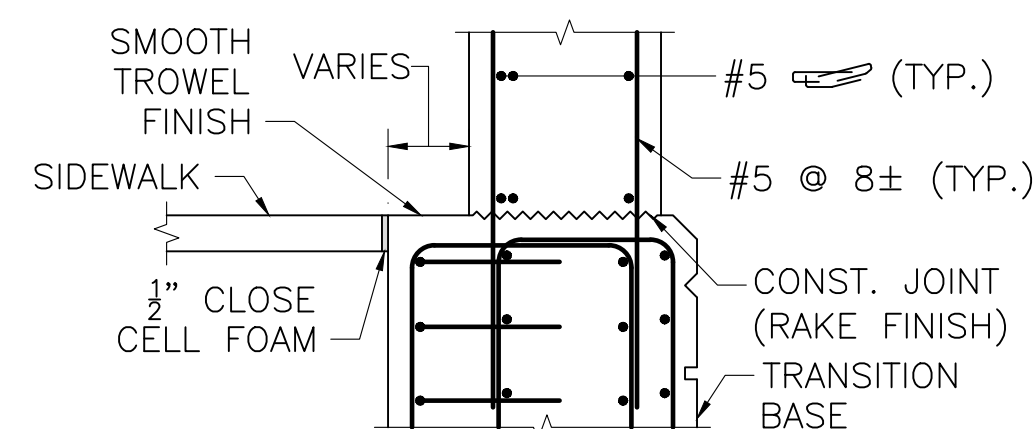
PLAN AT SAFETY CURB
SCALE: 1" = 1'-0"



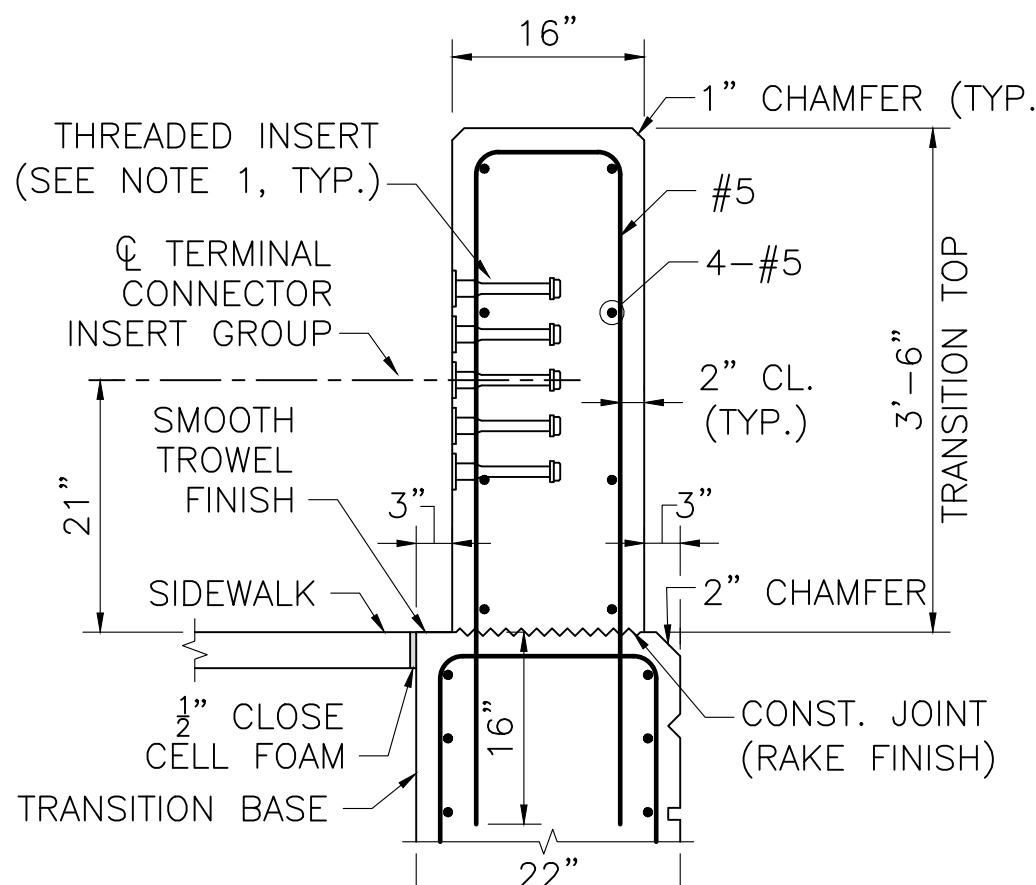
ELEVATION AT SIDEWALK
SCALE: 1" = 1'-0"



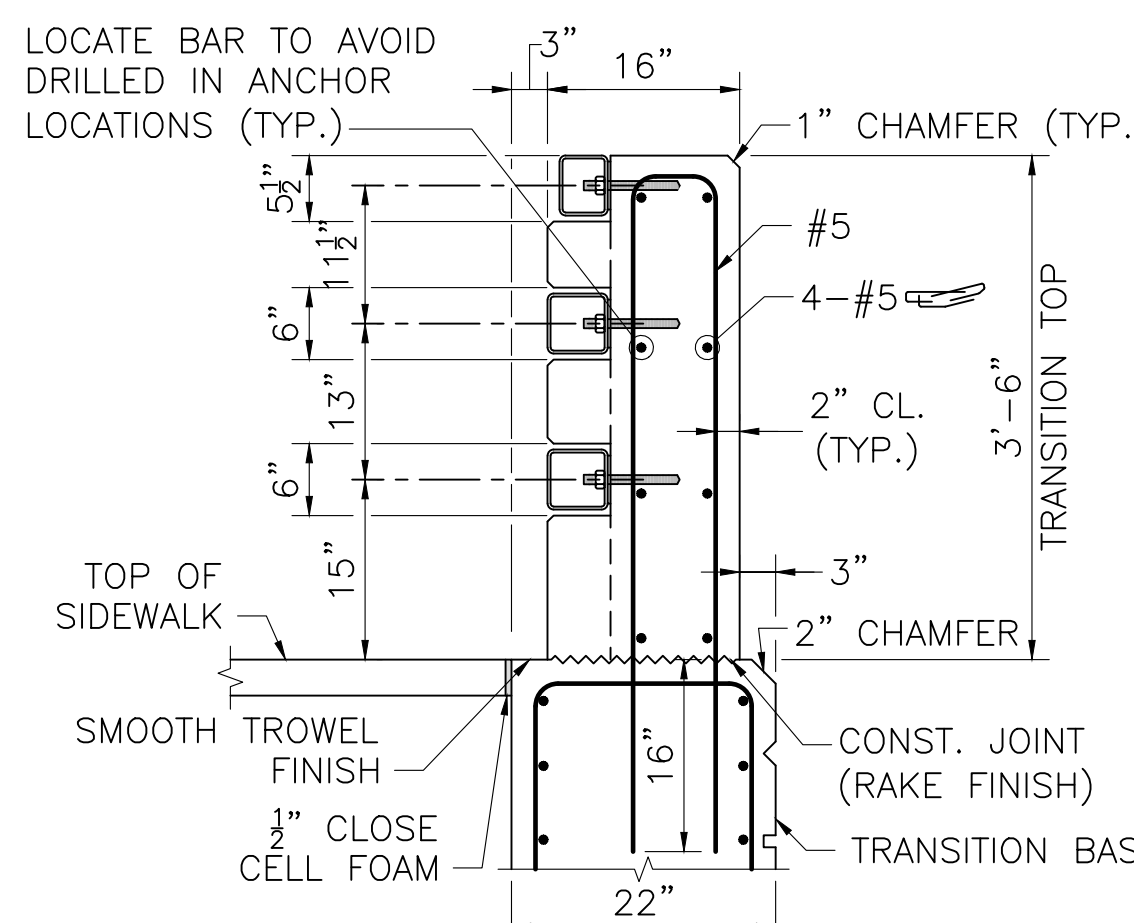
SECTION 23
SCALE: 1" = 1'-0"



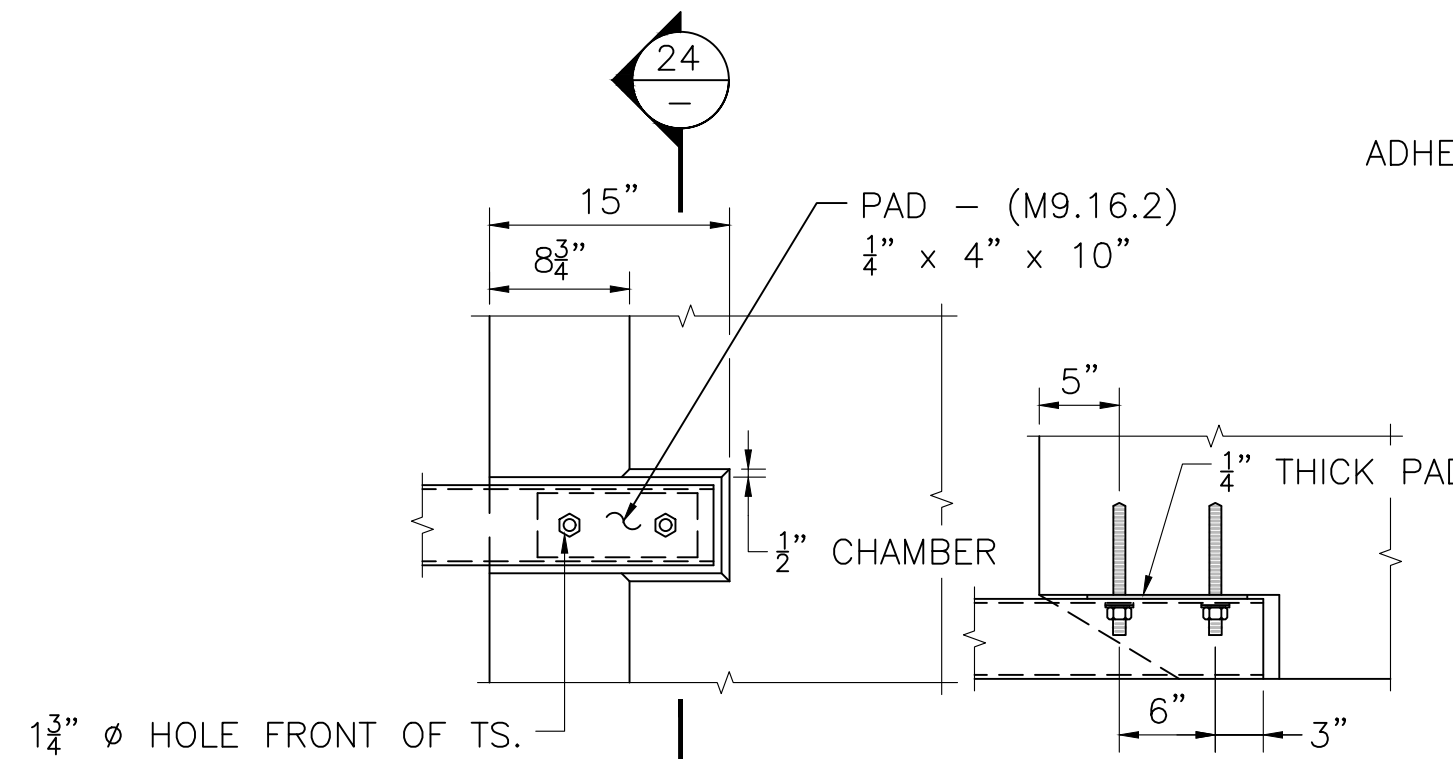
SECTION AT SIDEWALK
SECTION 20
SCALE: 3/4" = 1'-0"



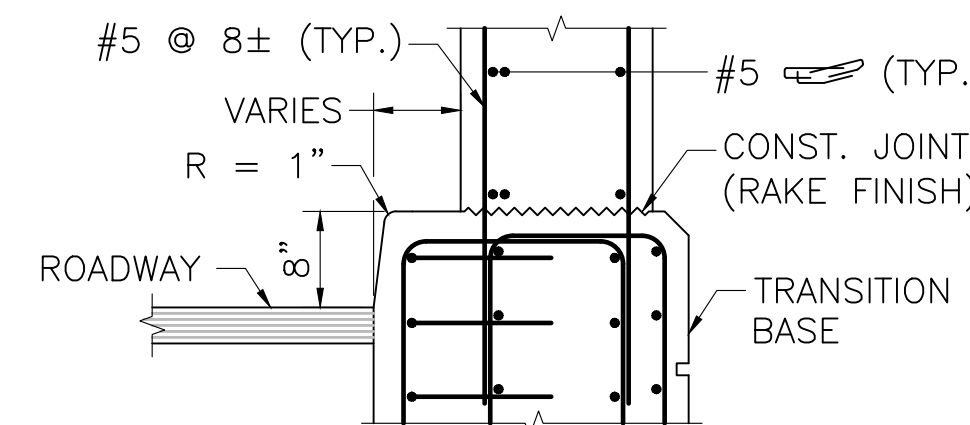
SECTION AT SIDEWALK
SECTION 21
SCALE: 3/4" = 1'-0"



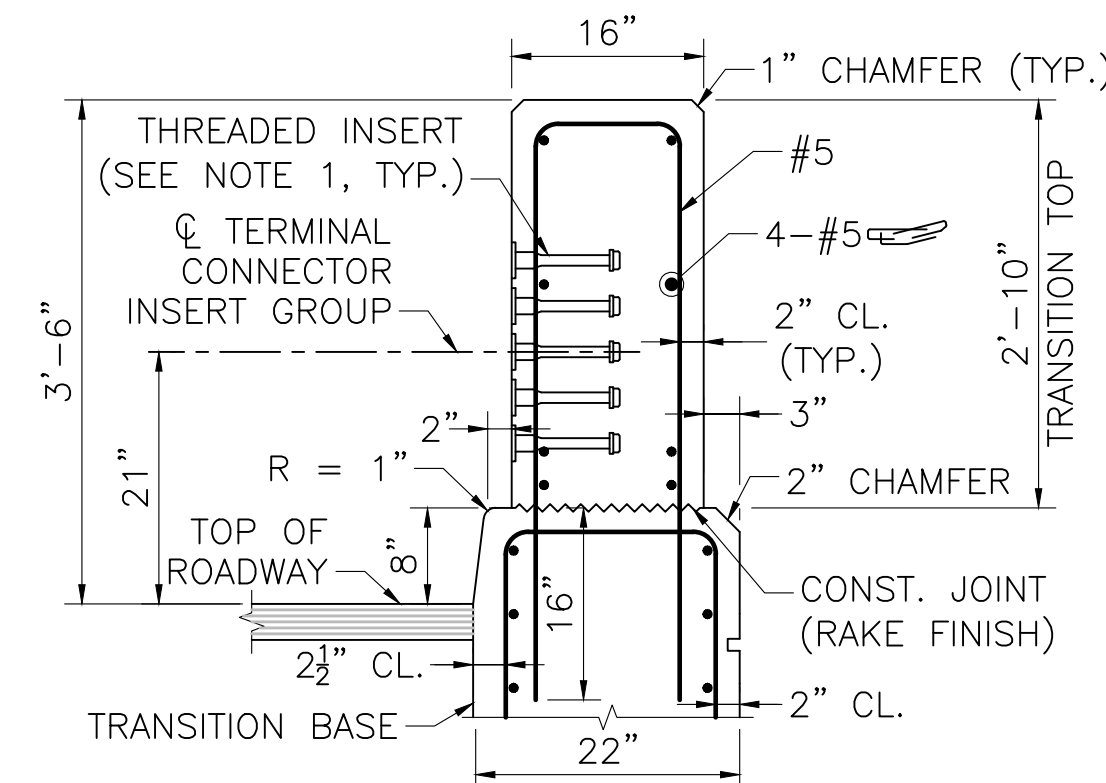
SECTION AT SIDEWALK
SECTION 22
SCALE: 3/4" = 1'-0"



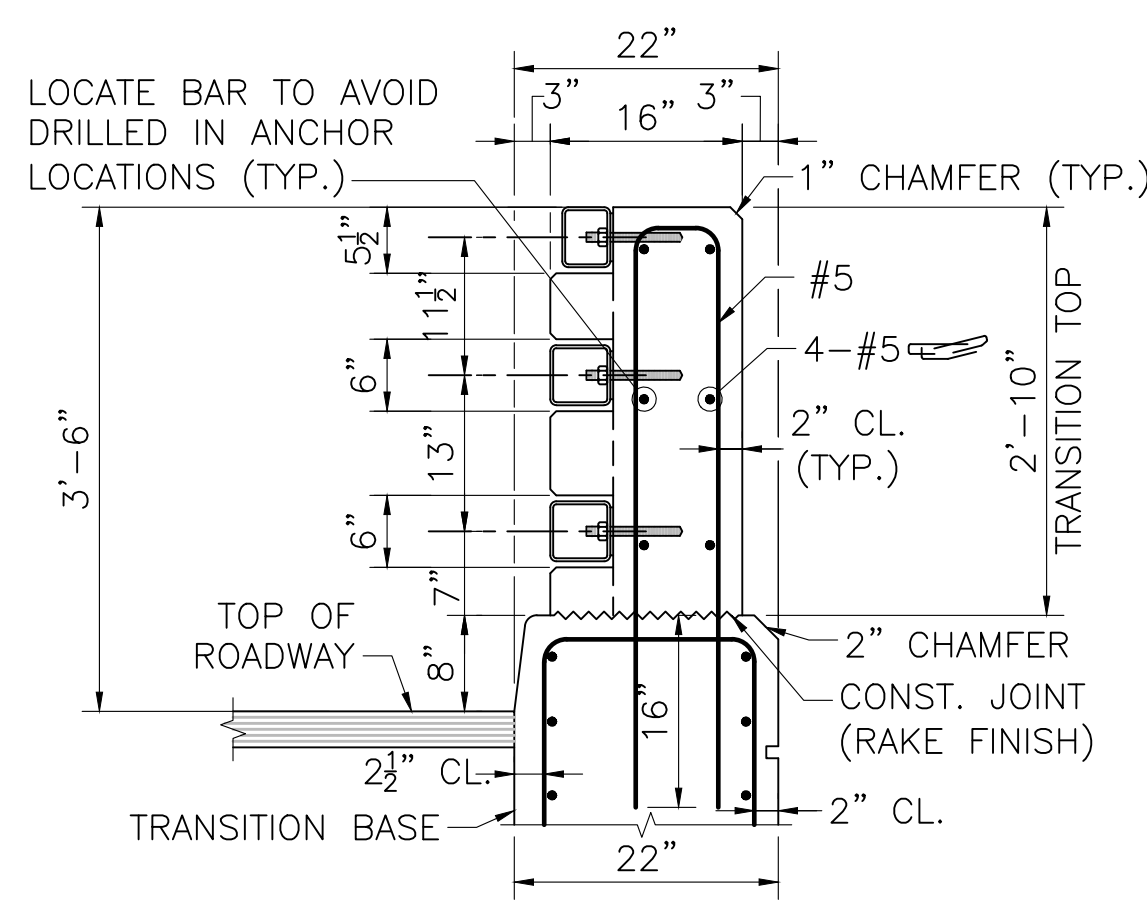
ELEVATION
PLAN
RAIL ATTACHMENT
SCALE: 1" = 1'-0"



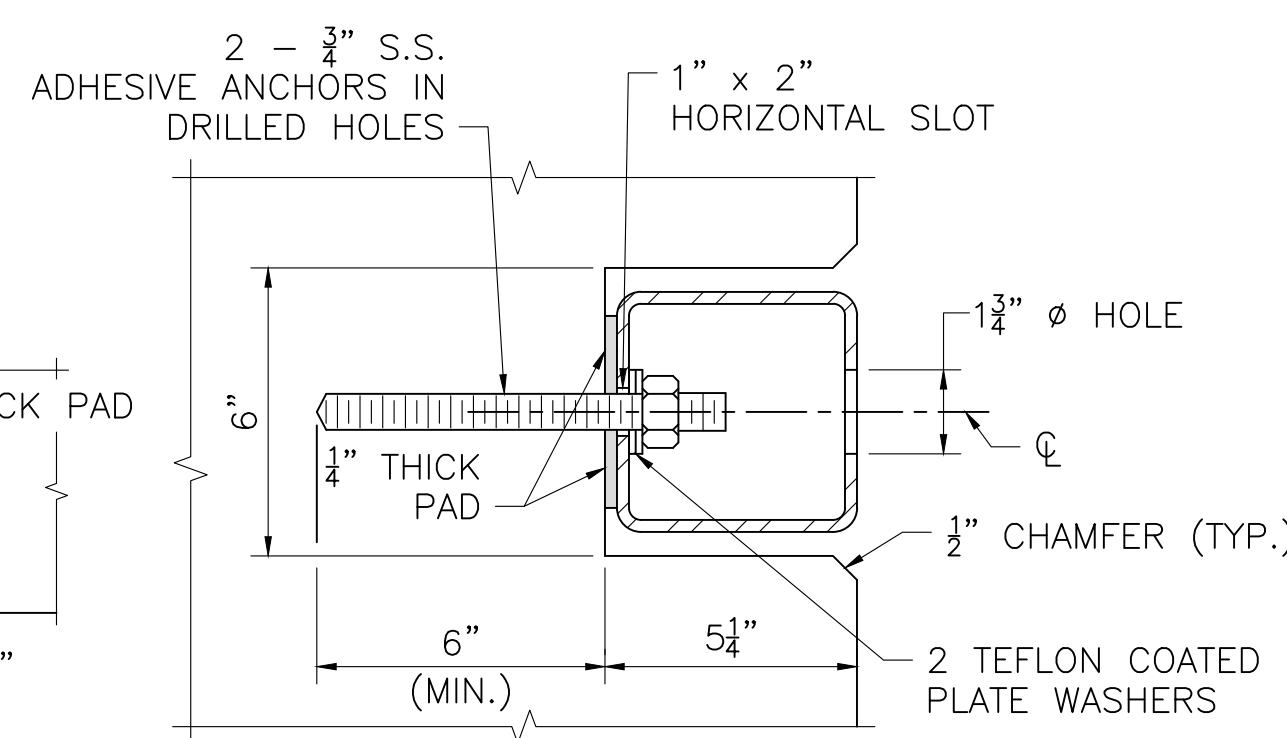
SECTION AT SAFETY CURB
SECTION 20
SCALE: 3/4" = 1'-0"



SECTION AT SAFETY CURB
SECTION 21
SCALE: 3/4" = 1'-0"



SECTION AT SAFETY CURB
SECTION 22
SCALE: 3/4" = 1'-0"



SECTION 24
SCALE: 3" = 1'-0"

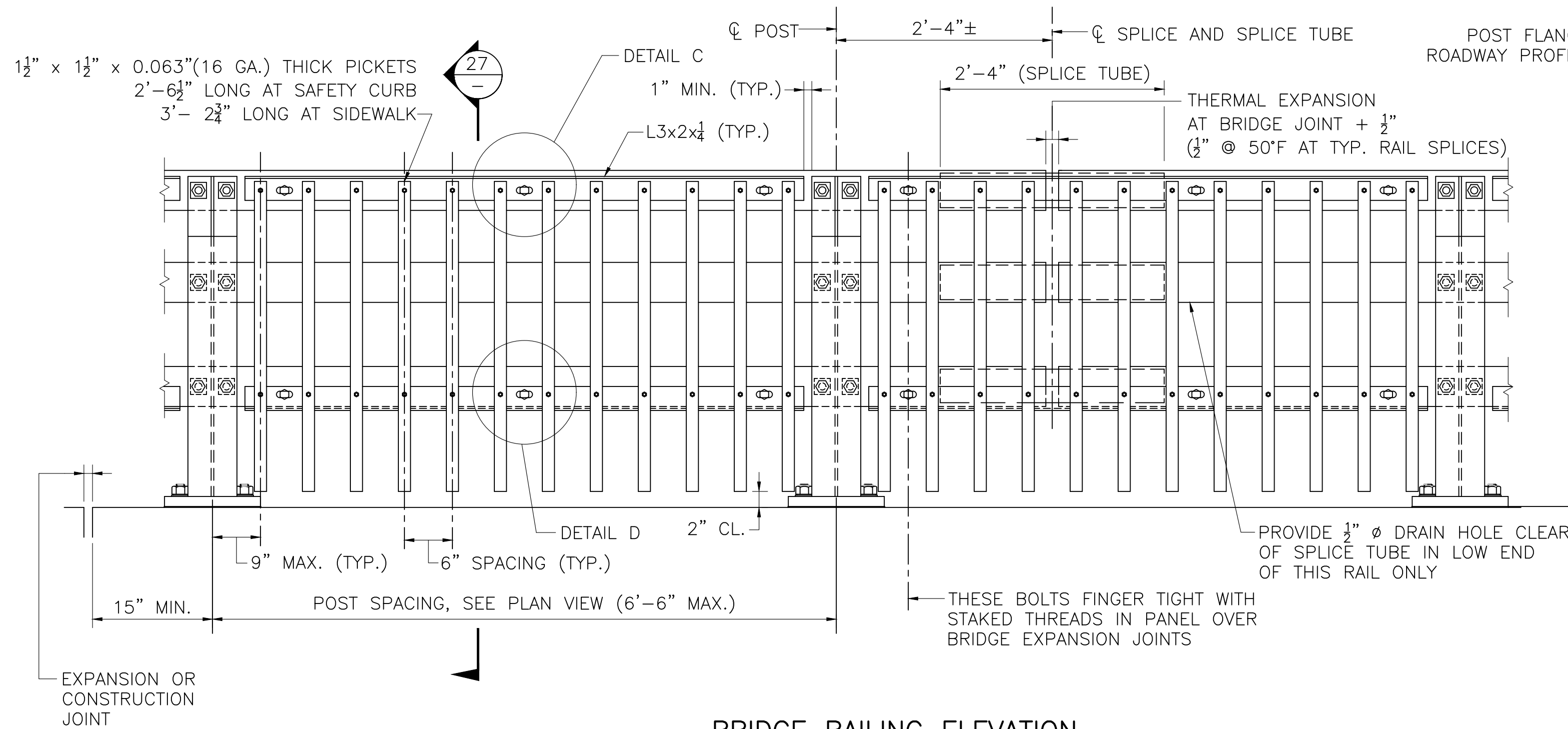
DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	49	56
PROJECT FILE NO.		613636	

HIGHWAY GUARDRAIL TRANSITION (3 OF 3)

NOTES:

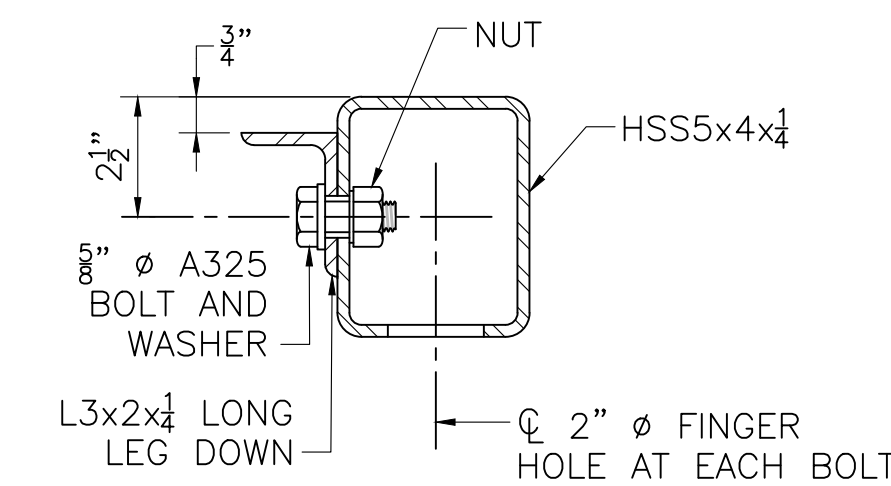
1. THREADED INSERTS SHALL BE PREQUALIFIED BY THE MANUFACTURER AS BEING CAPABLE OF DEVELOPING A NOMINAL SHEAR RESISTANCE OF 20 KIPS PER 7/8" S.S. (STAINLESS STEEL) BOLT. S.S. BOLTS SHALL BE 7/8" x 1 1/2" LONG FULLY THREADED CONFORMING TO ASTM F593D WITH AISI TYPE 304N S.S. WASHERS. INSERTS FOR 7/8" S.S. BOLTS SHALL BE GALVANIZED AND CAST INTO THE TRANSITION.
2. 7/8" HIGH STRENGTH BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F3125 AND BE GALVANIZED. USE ADDITIONAL WASHERS AS REQUIRED TO PROPERLY ENGAGE THE BOLTS.
3. 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.
4. USE LATEST CONTRACT COMPLETION YEAR IN EFFECT WHEN THE FIRST GUARDRAIL TRANSITION IS CAST. USE THIS YEAR FOR ALL GUARDRAIL TRANSITIONS.
5. ALL CONCRETE FOR THE PRECAST HIGHWAY GUARDRAIL TRANSITION SHALL BE 5000 HP CEMENT CONCRETE.
6. 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.

08/22/2026	ISSUED FOR CONSTRUCTION
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AUTHORIZED SIGNATORY: STATE BRIDGE ENGINEER	
USE ONLY PRINTS OF LATEST DATE	

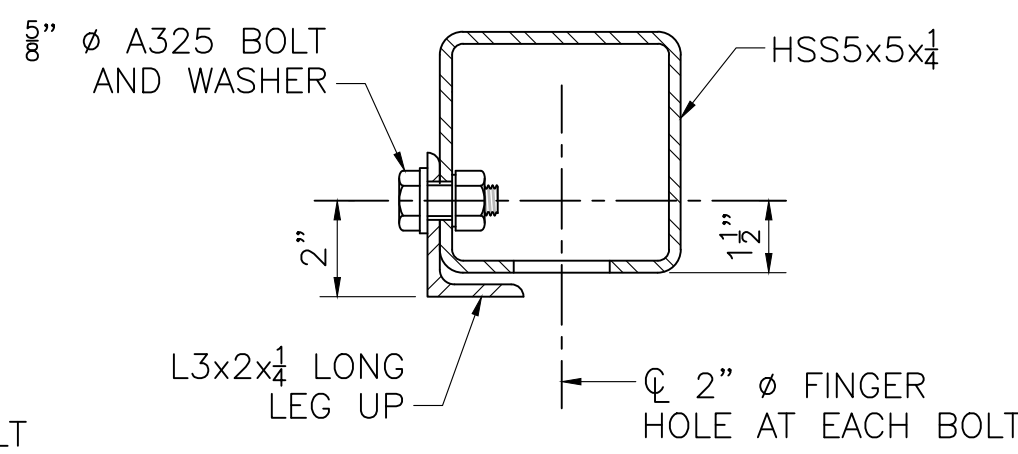


BRIDGE RAILING ELEVATION

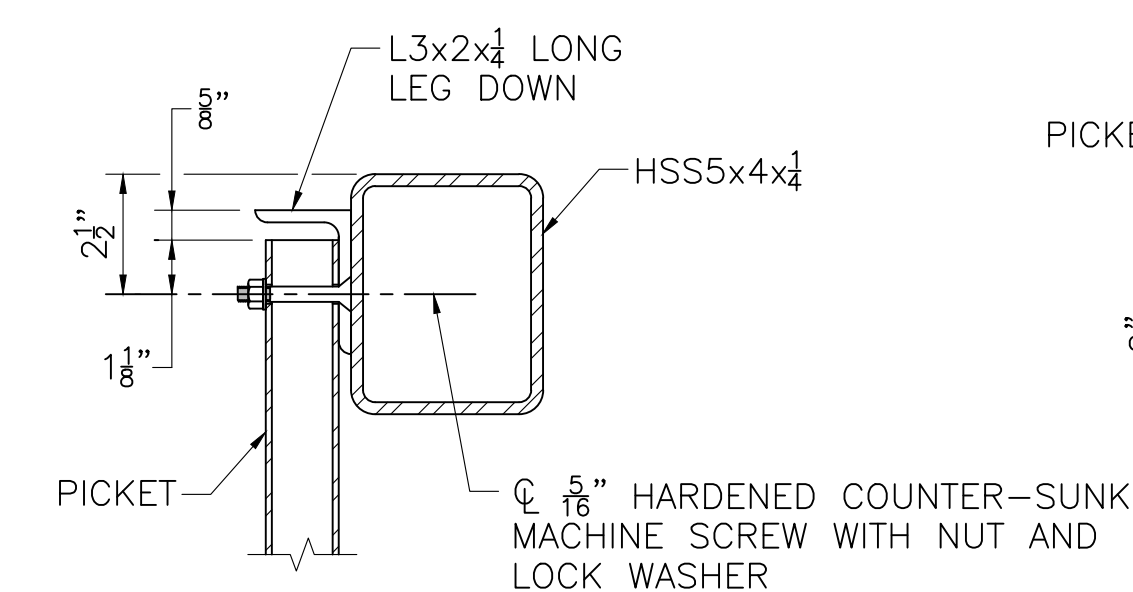
SCALE: 1" = 1'-0"



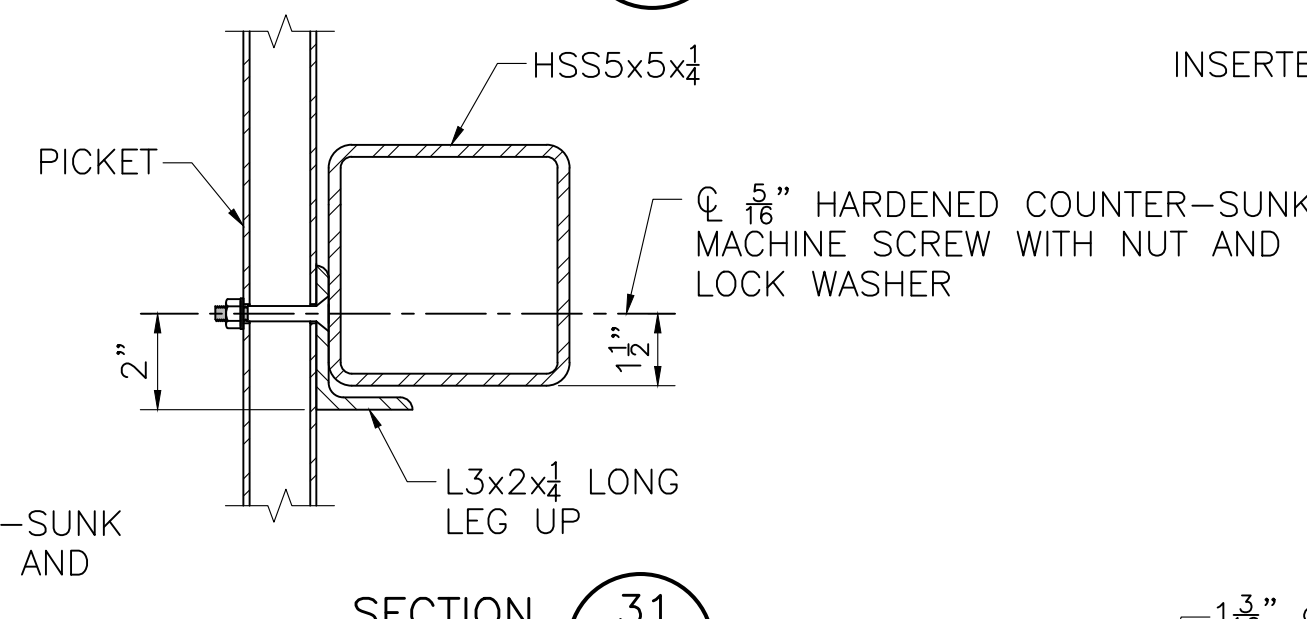
SECTION 28



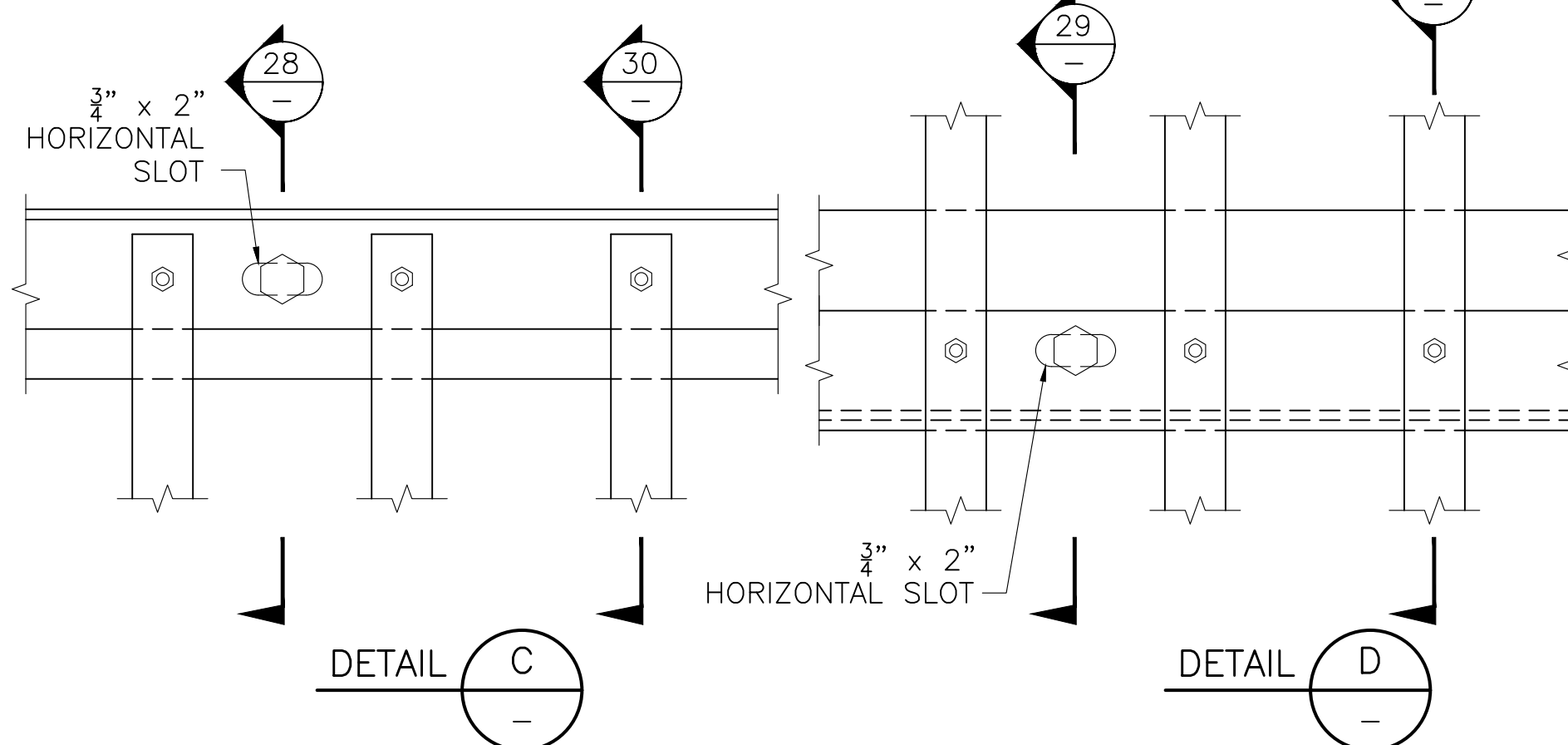
SECTION 29



SECTION 30

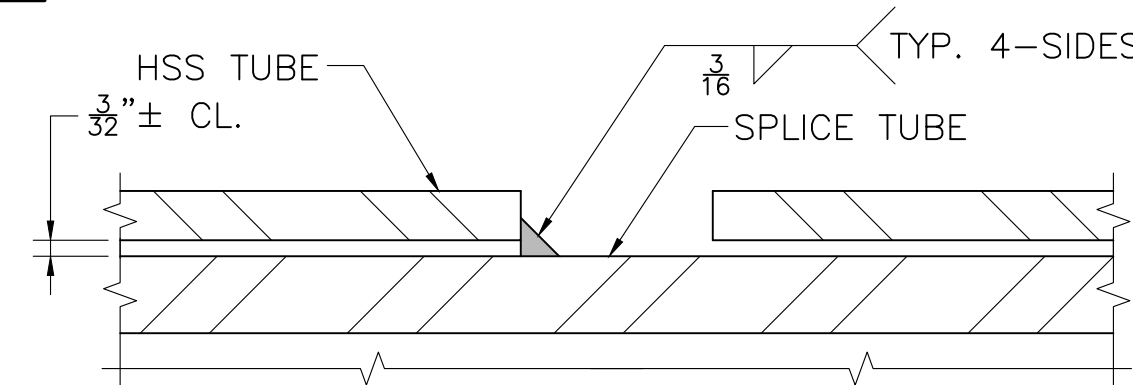


SECTION 31



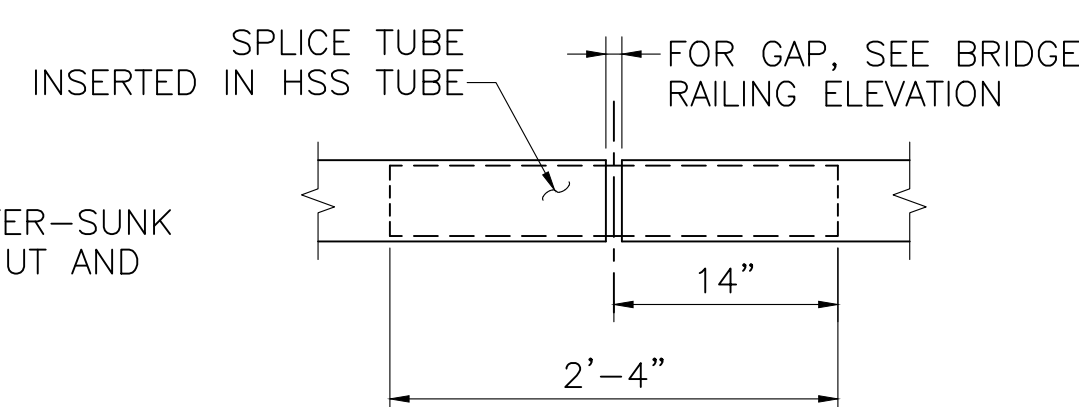
TYPICAL PICKET TO RAIL DETAILS

SCALE: 3" = 1'-0"



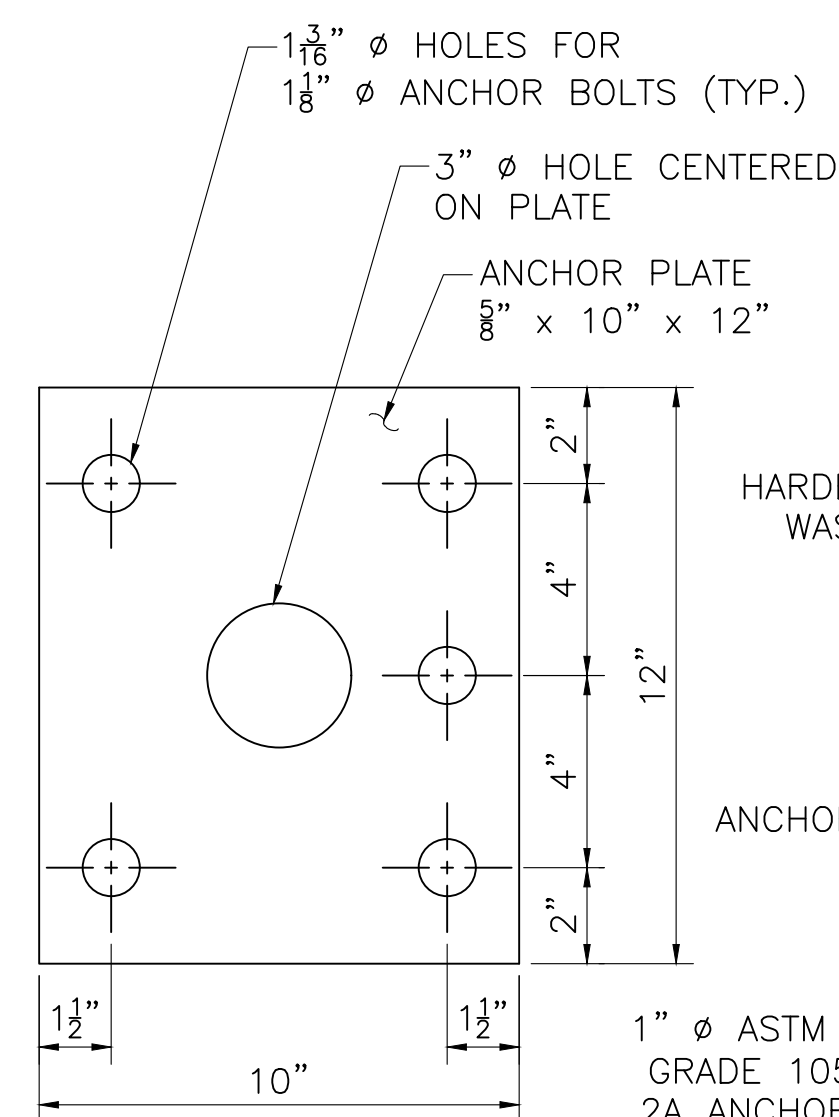
SPLICE DETAIL

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



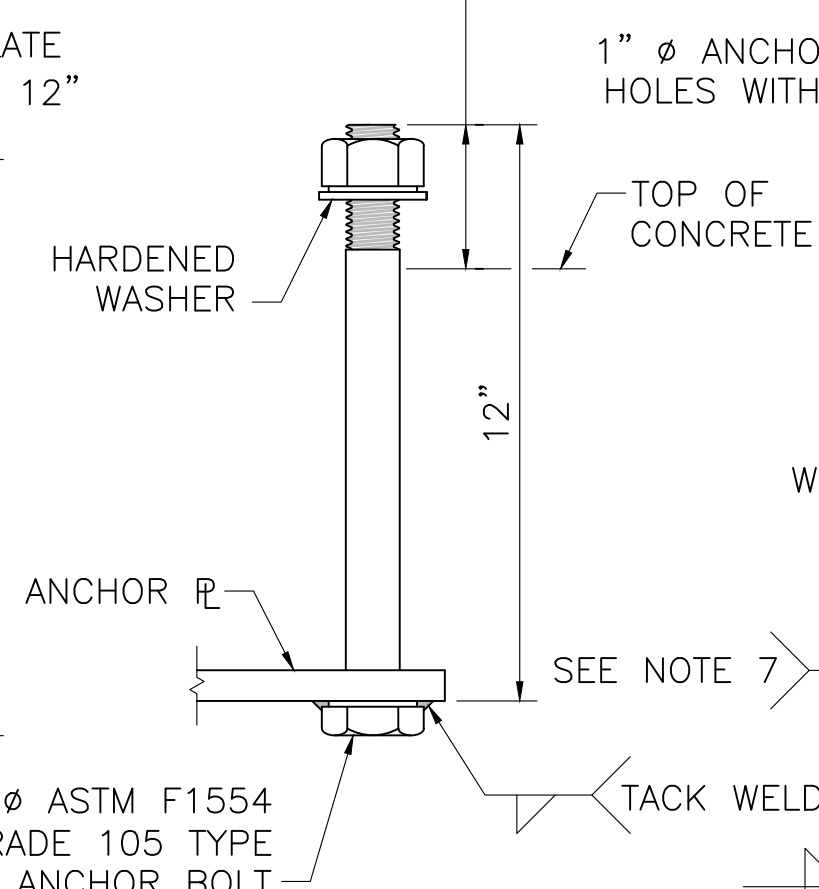
TYPICAL SPLICE

SCALE: 1" = 1'-0"



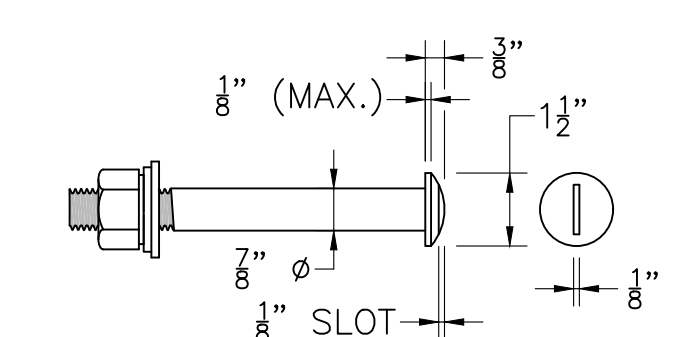
ANCHOR PLATE

SCALE: 3" = 1'-0"



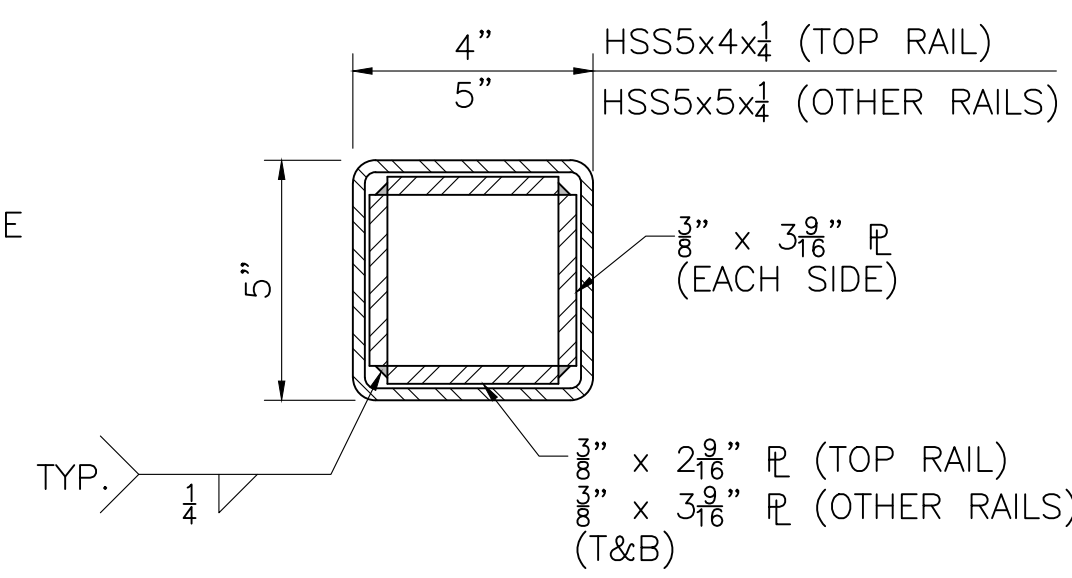
ANCHOR BOLT

SCALE: 3" = 1'-0"



7/8" Ø ROUND HEAD BOLT

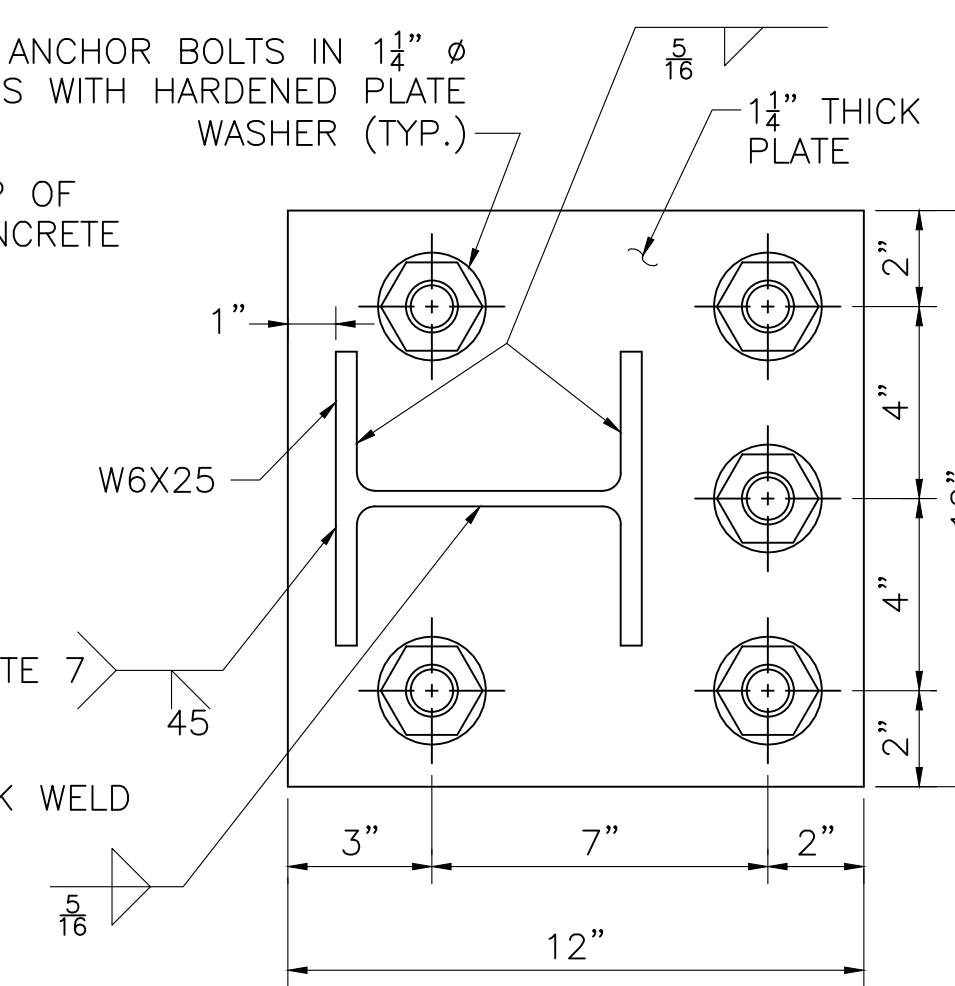
SCALE: 3" = 1'-0"



SPLICE TUBE DETAILS

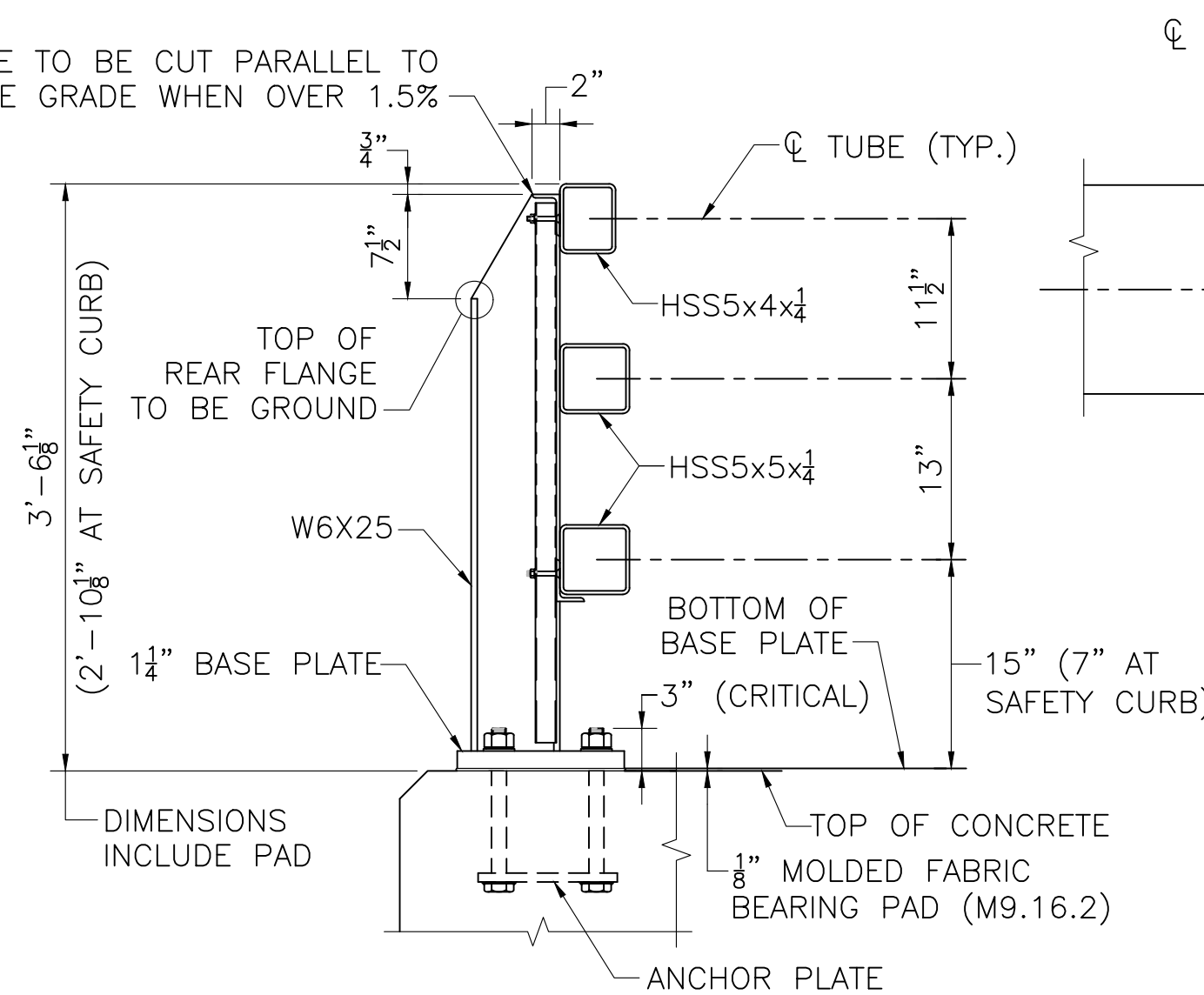
SCALE: 3" = 1'-0"

NOTE WELL !!
3" PROJECTION EXTREMELY CRITICAL



BASE PLATE

SCALE: 3" = 1'-0"

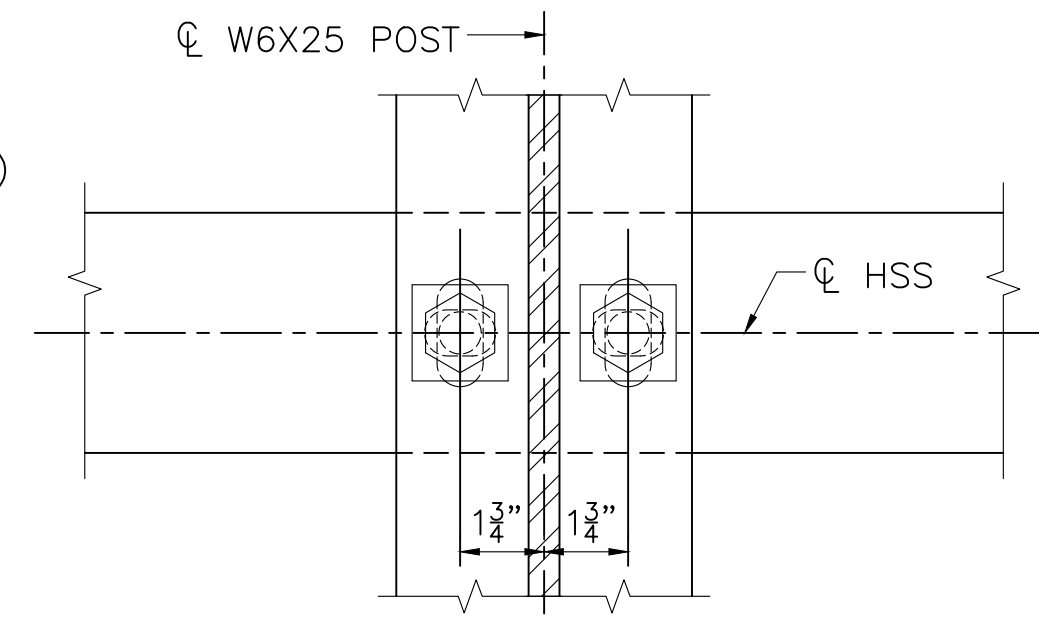


NOTE:

SECTION AT SIDEWALK SHOWN. SECTION AT SAFETY CURB SIMILAR, EXCEPT AS NOTED

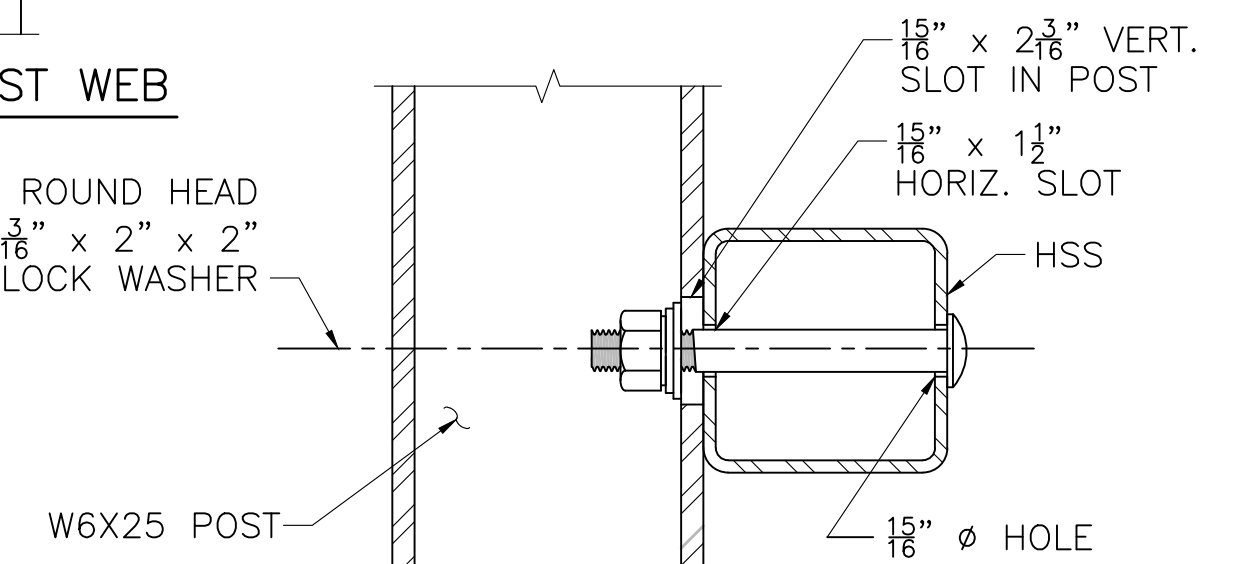
SECTION 27

SCALE: 1" = 1'-0"



SECTION THRU POST WEB

CL 7/8" Ø ROUND HEAD BOLT WITH NUT, 3/16" x 2" x 2" WASHER, AND LOCK WASHER



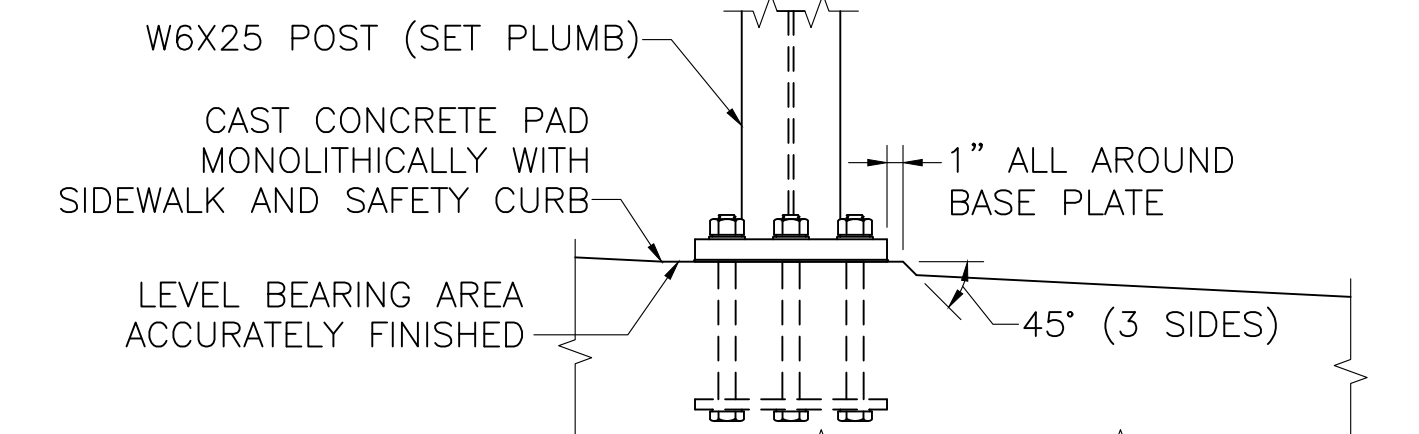
SECTION THRU RAIL

NOTE:

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

TYPICAL RAIL TO POST CONNECTIONS

SCALE: 1" = 1'-0"



SETTING OF POSTS (PROFILE GRADE OVER 1.5%)

SCALE: 1" = 1'-0"

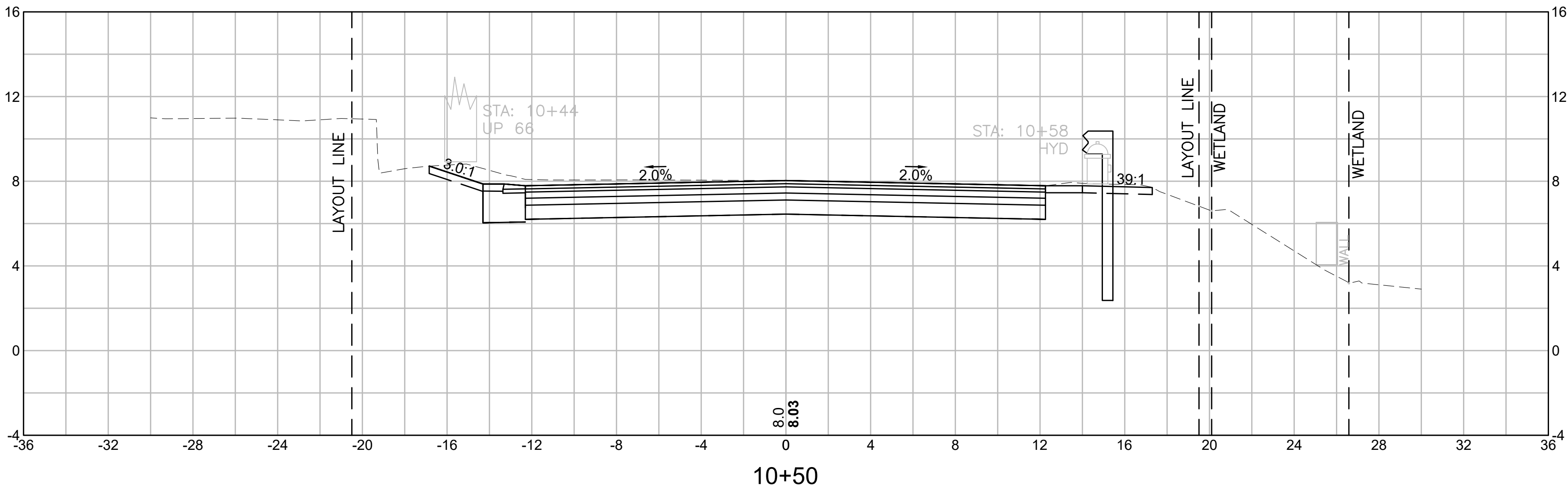
RAILING NOTES:

- RAIL POST AND BASE PLATES SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M270 GRADE 50. HOLLOW RAILING STRUCTURAL TUBING (HSS) SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 WITH A CERTIFIED FY = 50KSI MINIMUM. THE MINIMUM HORIZONTAL BENDING RADI OF THE HSS TUBING SHALL BE 8 FEET. PICKET CARRIER ANGLES, ANCHOR PLATES, AND SPLICE TUBE PLATES SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M270 GRADE 36. PICKET TUBING SHALL CONFORM TO ASTM A513 WITH FY = 36 KS MIN. OR A500 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" Ø 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. RAILS SHALL BE SPLICED IN THE PANELS OVER EXPANSION JOINT.
- 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 OF 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 1/8" REINFORCEMENT. WELD IS THE SAME ON BOTH FLANGES.
- 7/8" Ø ROUND HEAD BOLTS SHALL CONFORM TO THE CHEMICAL AND PHYSICAL REQUIREMENTS OF ASTM F3125 GRADE 325 TYPE 1 GALVANIZED.

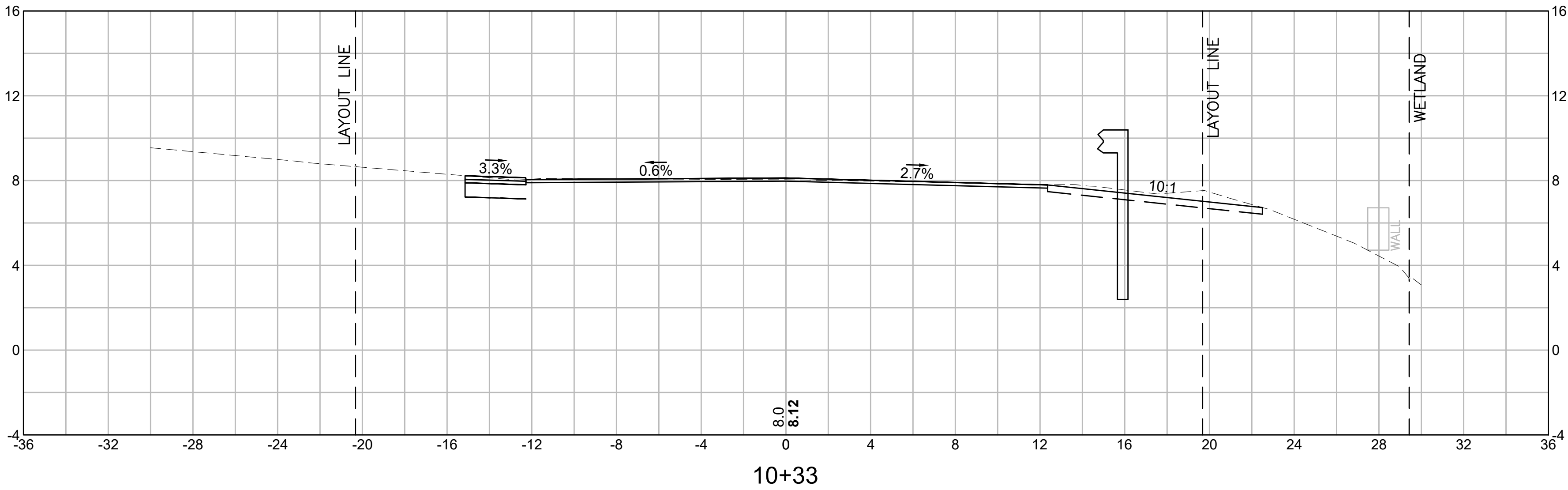
08/22/2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	52	56
PROJECT FILE NO.		613636	

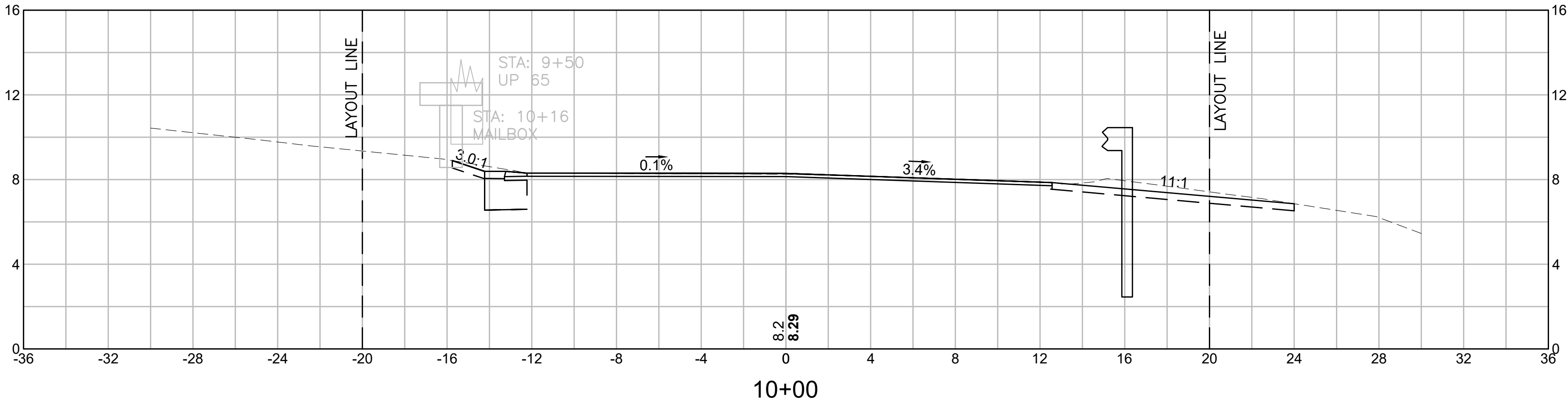
CROSS SECTIONS



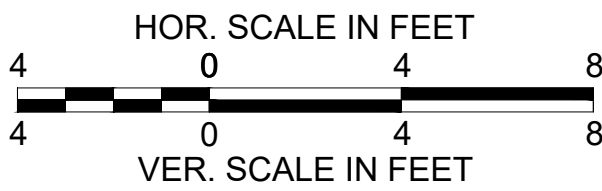
CUT: 47.14 SF
FILL: 0.00 SF



CUT: 5.28 SF
FILL: 0.00 SF



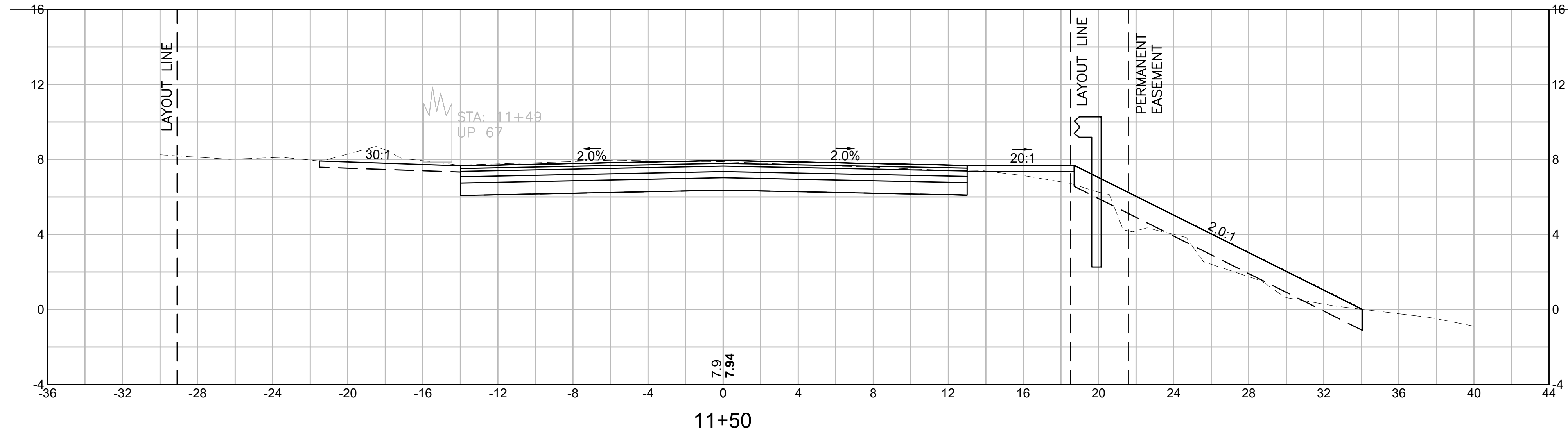
CUT: 5.90 SF
FILL: 0.00 SF



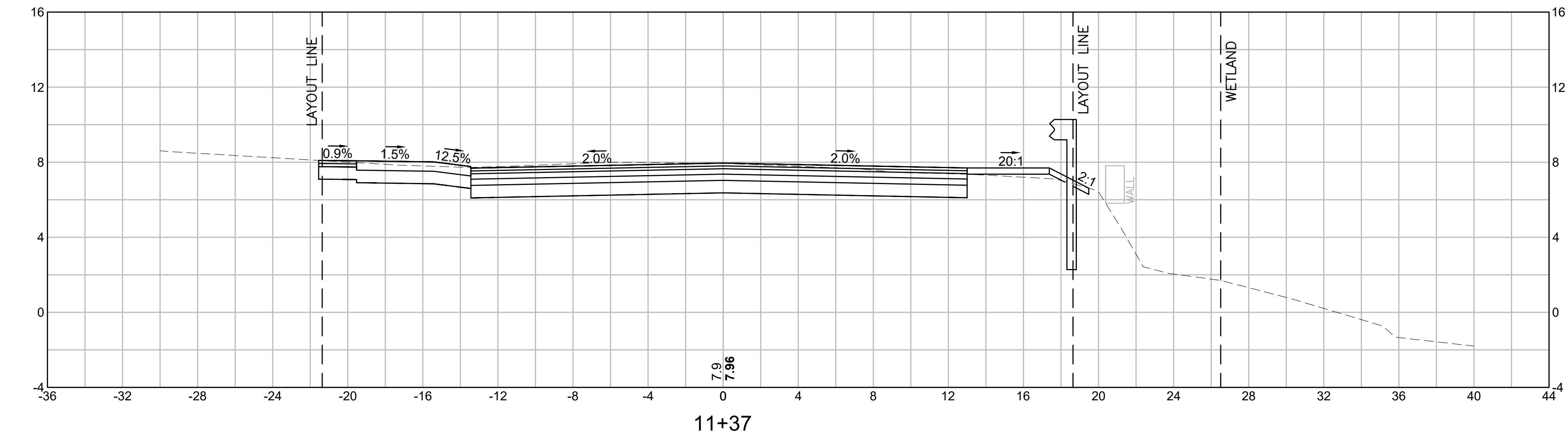
DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	53	56
PROJECT FILE NO.		613636	

CROSS SECTIONS

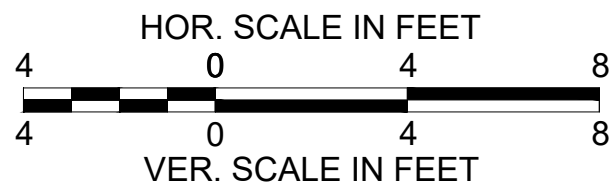
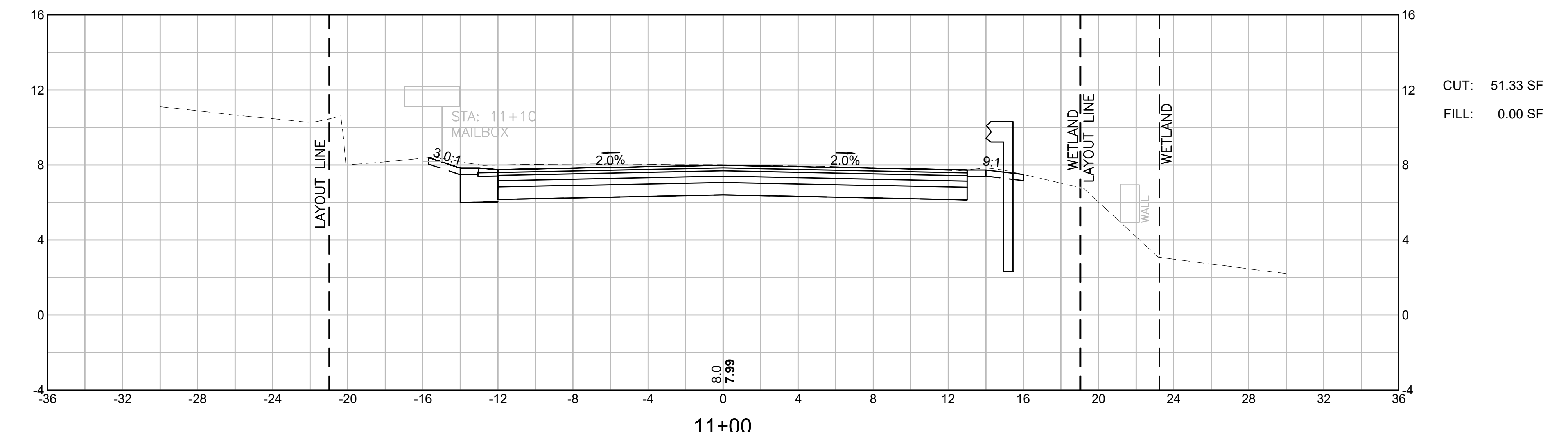
CUT: 48.31 SF
FILL: 2.80 SF

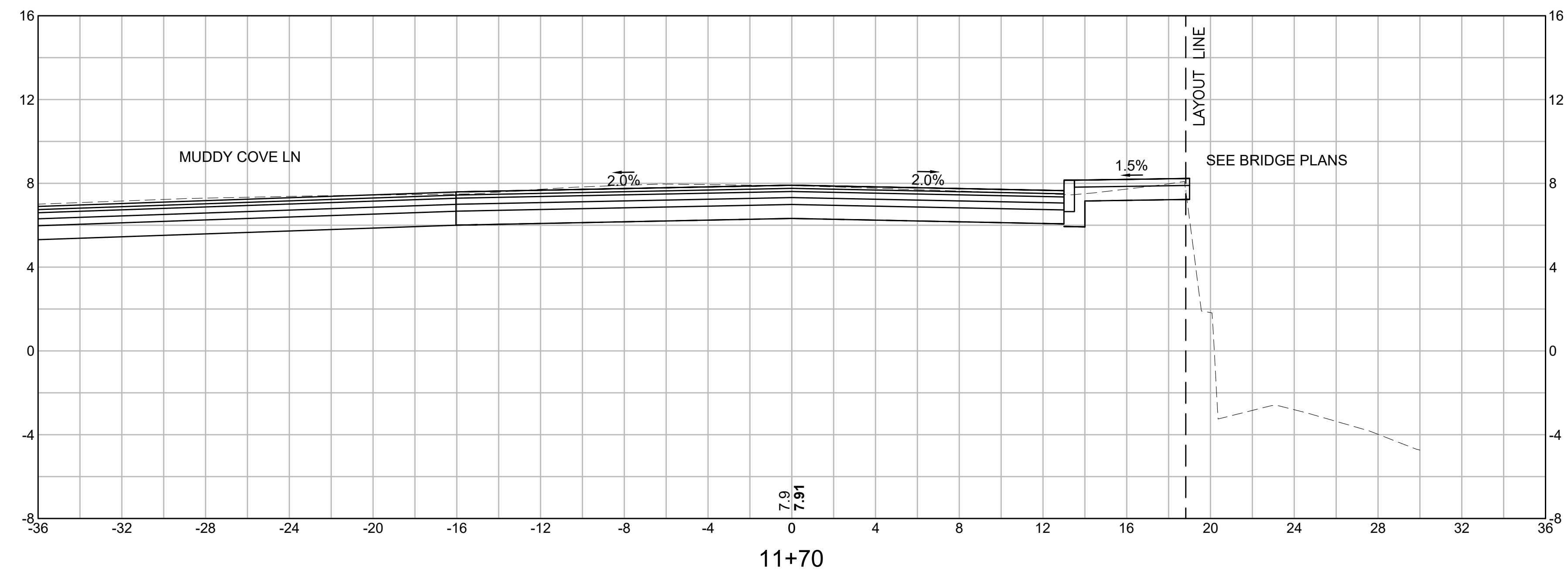
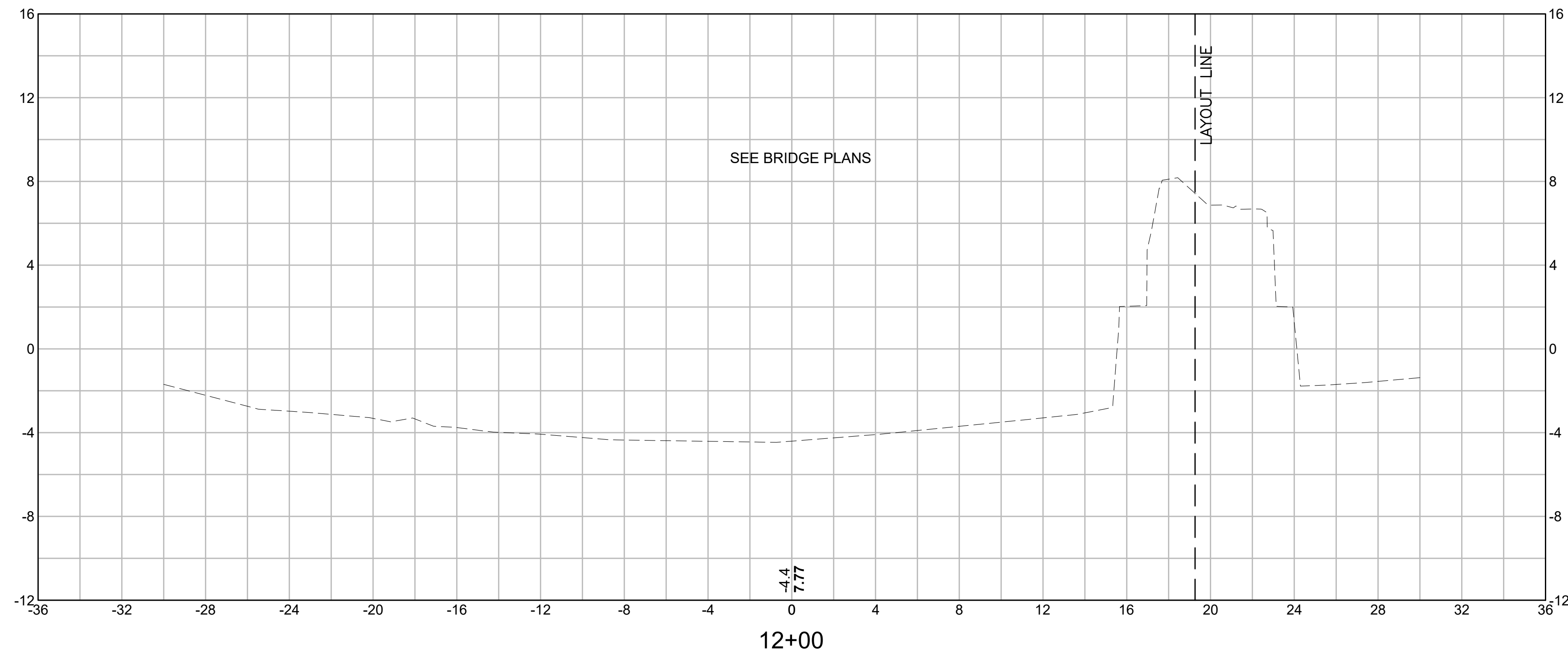


CUT: 52.53 SF
FILL: 0.00 SF

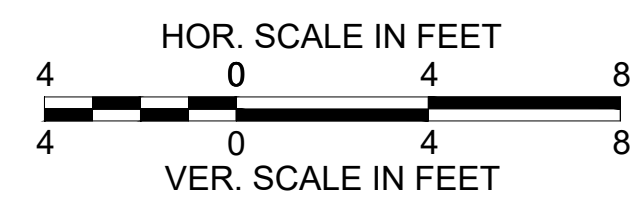


CUT: 51.33 SF
FILL: 0.00 SF



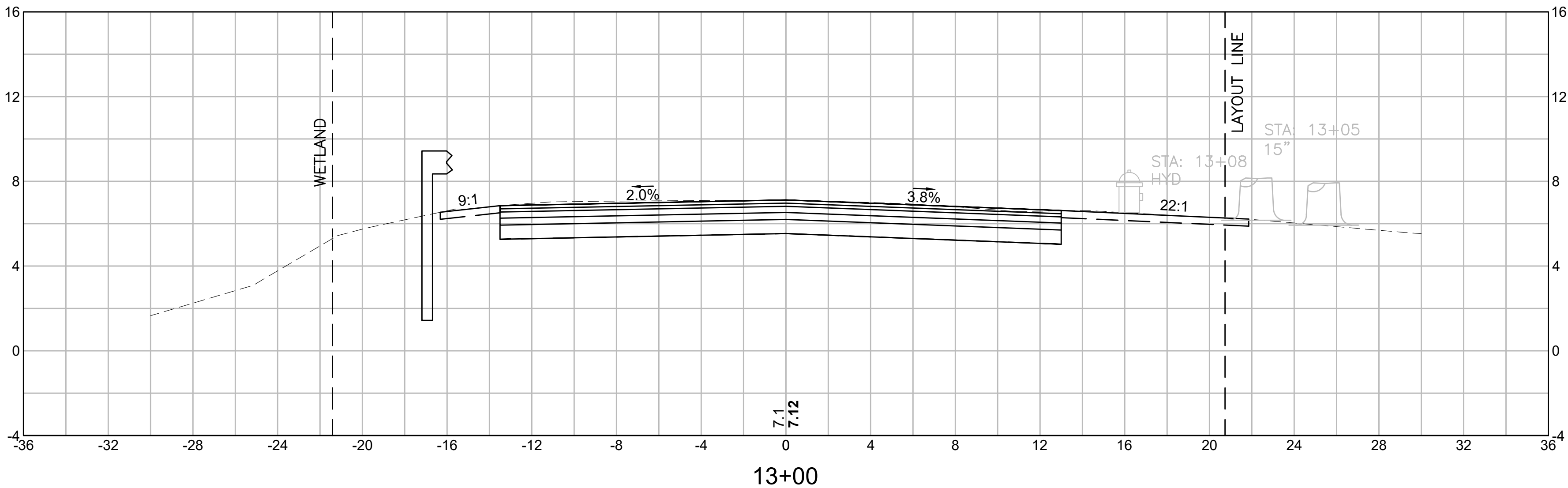
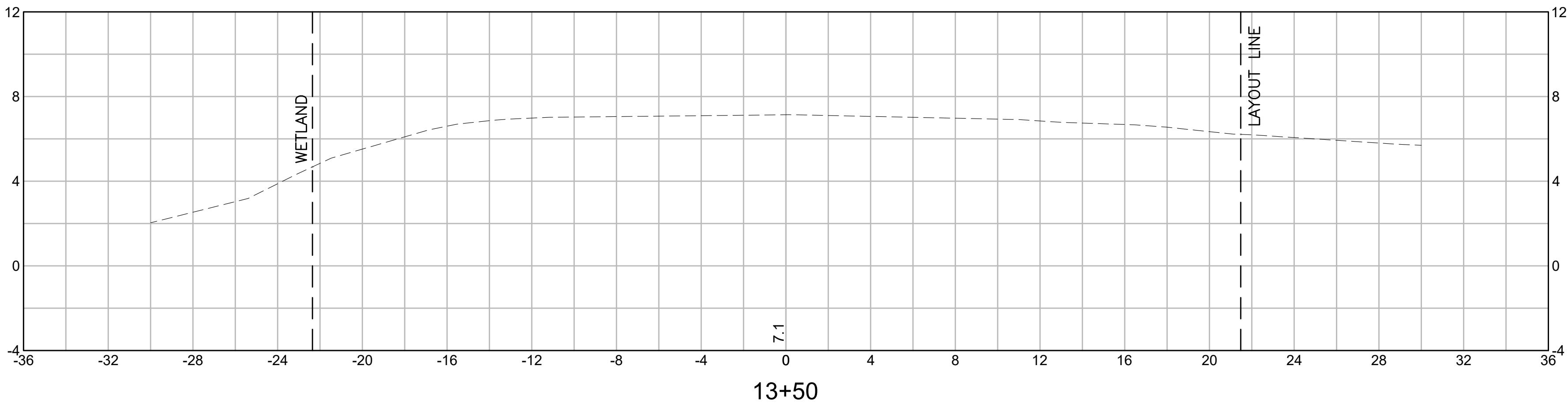


CUT: 50.24 SF
FILL: 0.06 SF

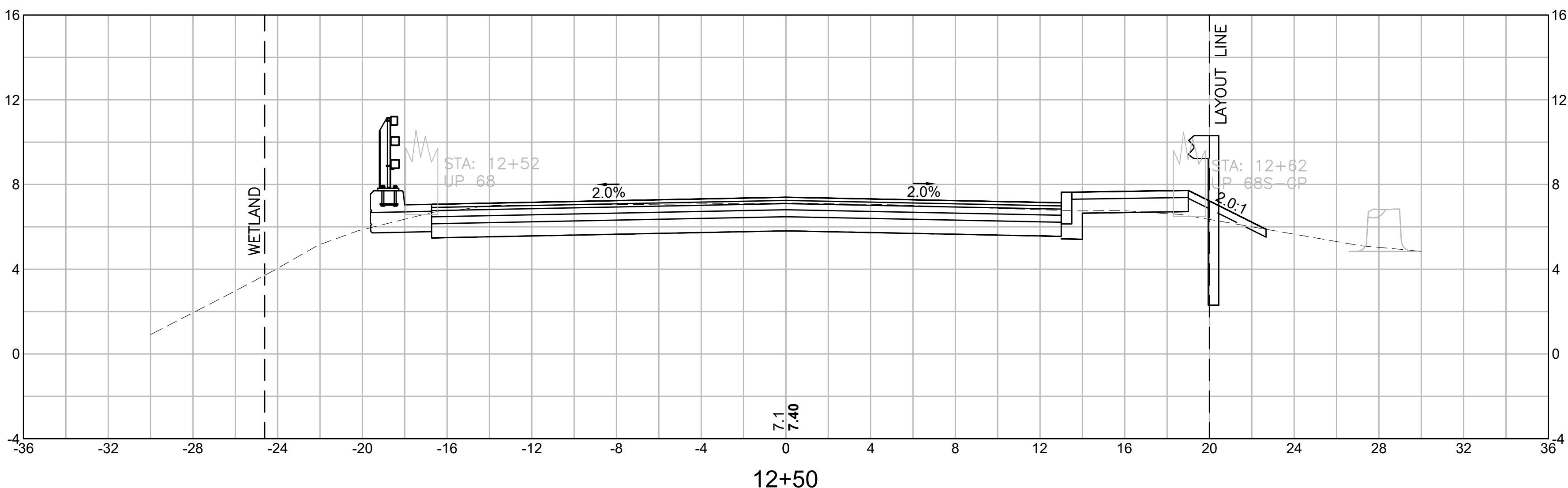


DIGHTON PLEASANT STREET			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HPP/STP(BR-OFF)-003S(903)X	55	56
PROJECT FILE NO.		613636	

CROSS SECTIONS



CUT: 42.88 SF
FILL: 0.00 SF



CUT: 41.71 SF
FILL: 1.21 SF

