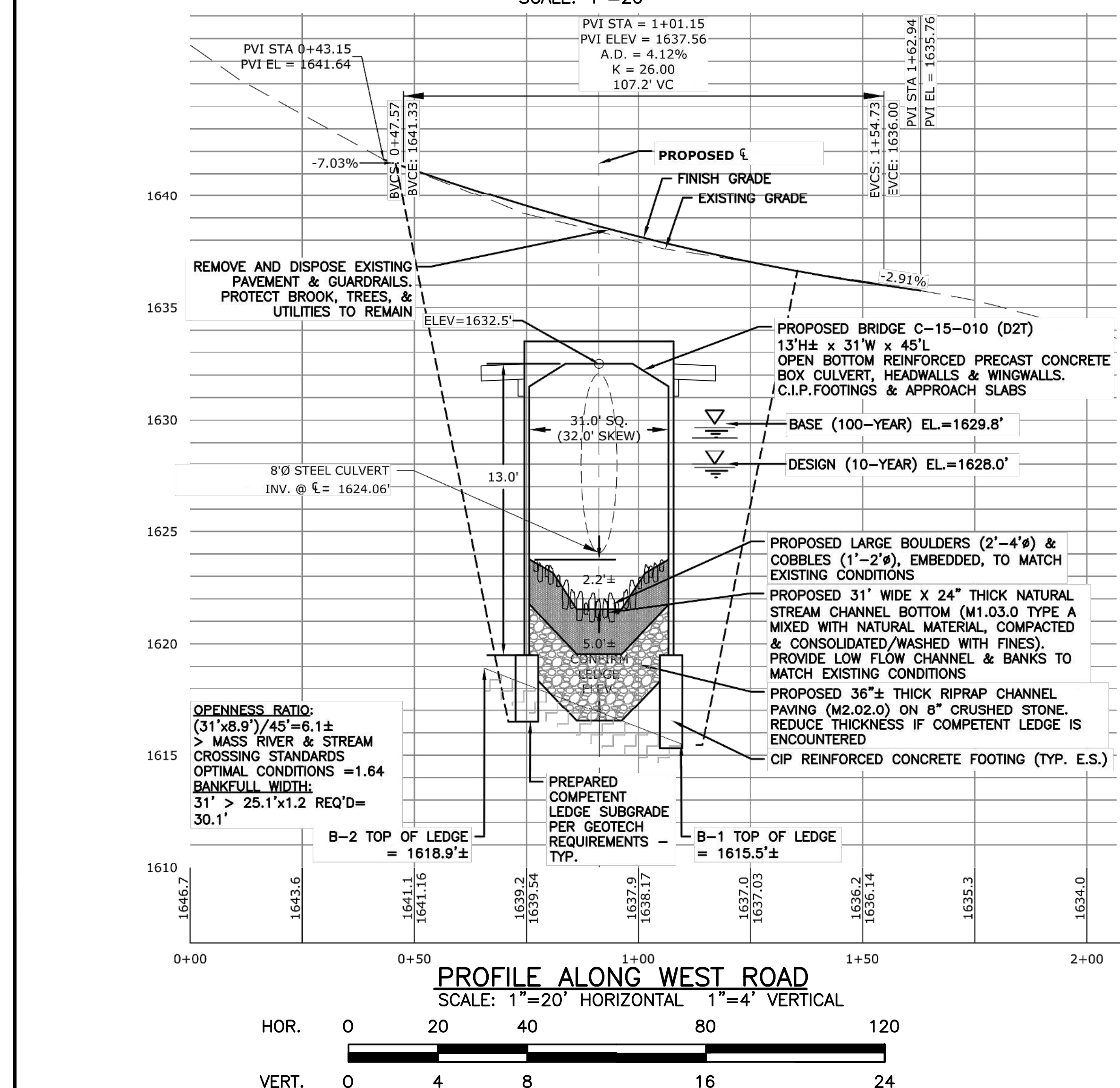


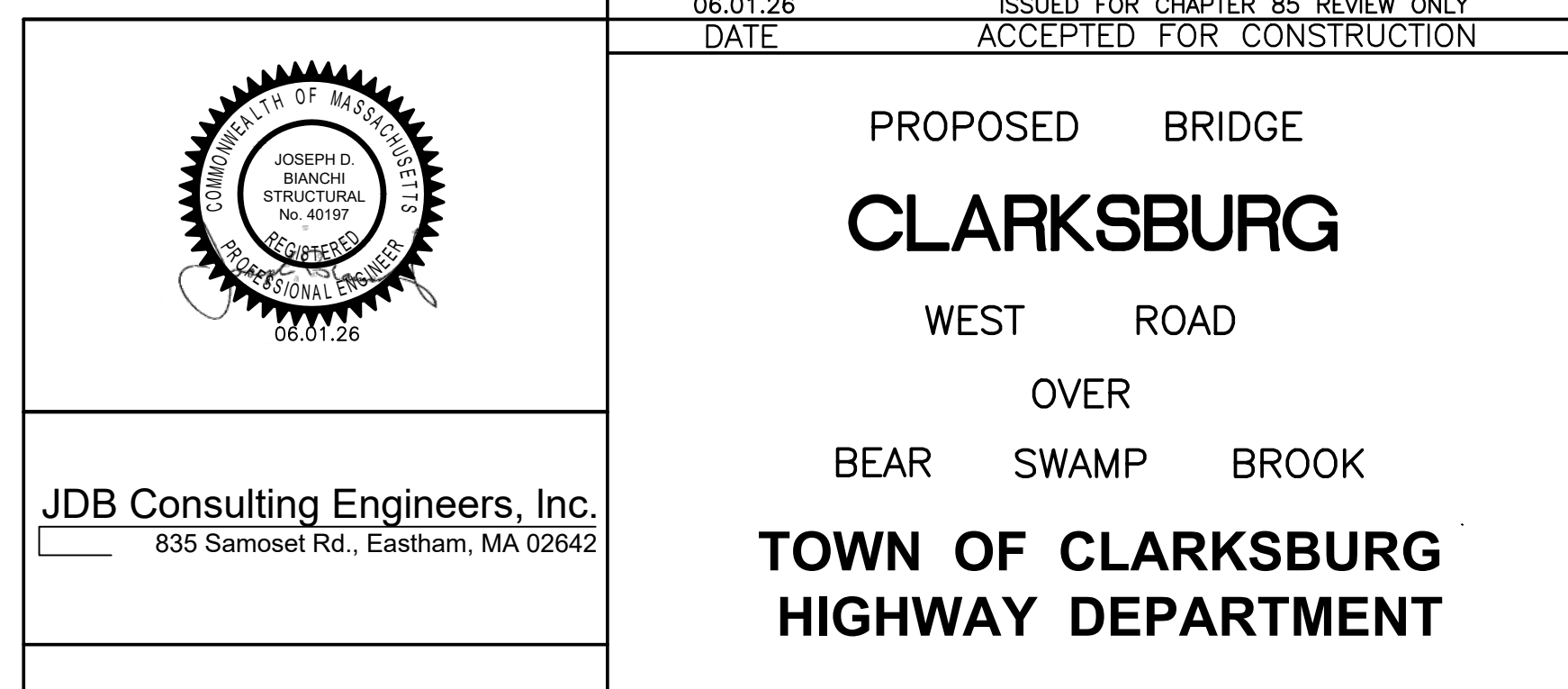
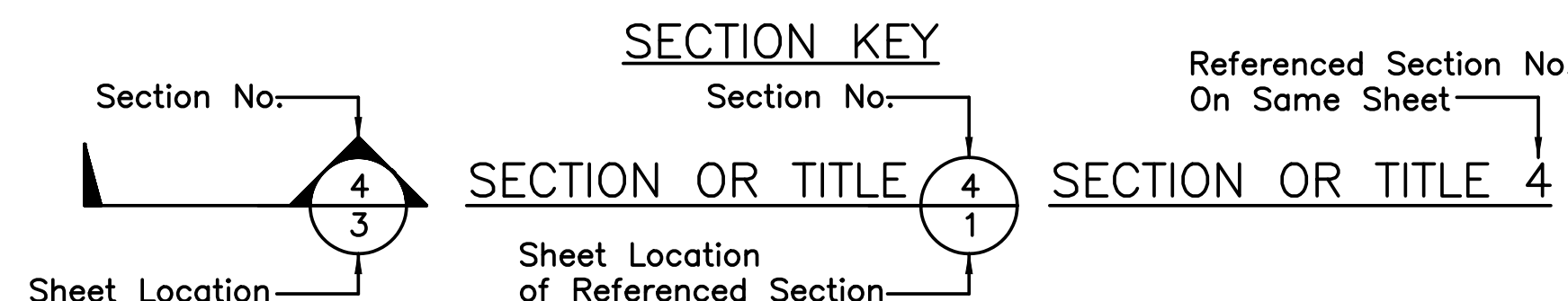
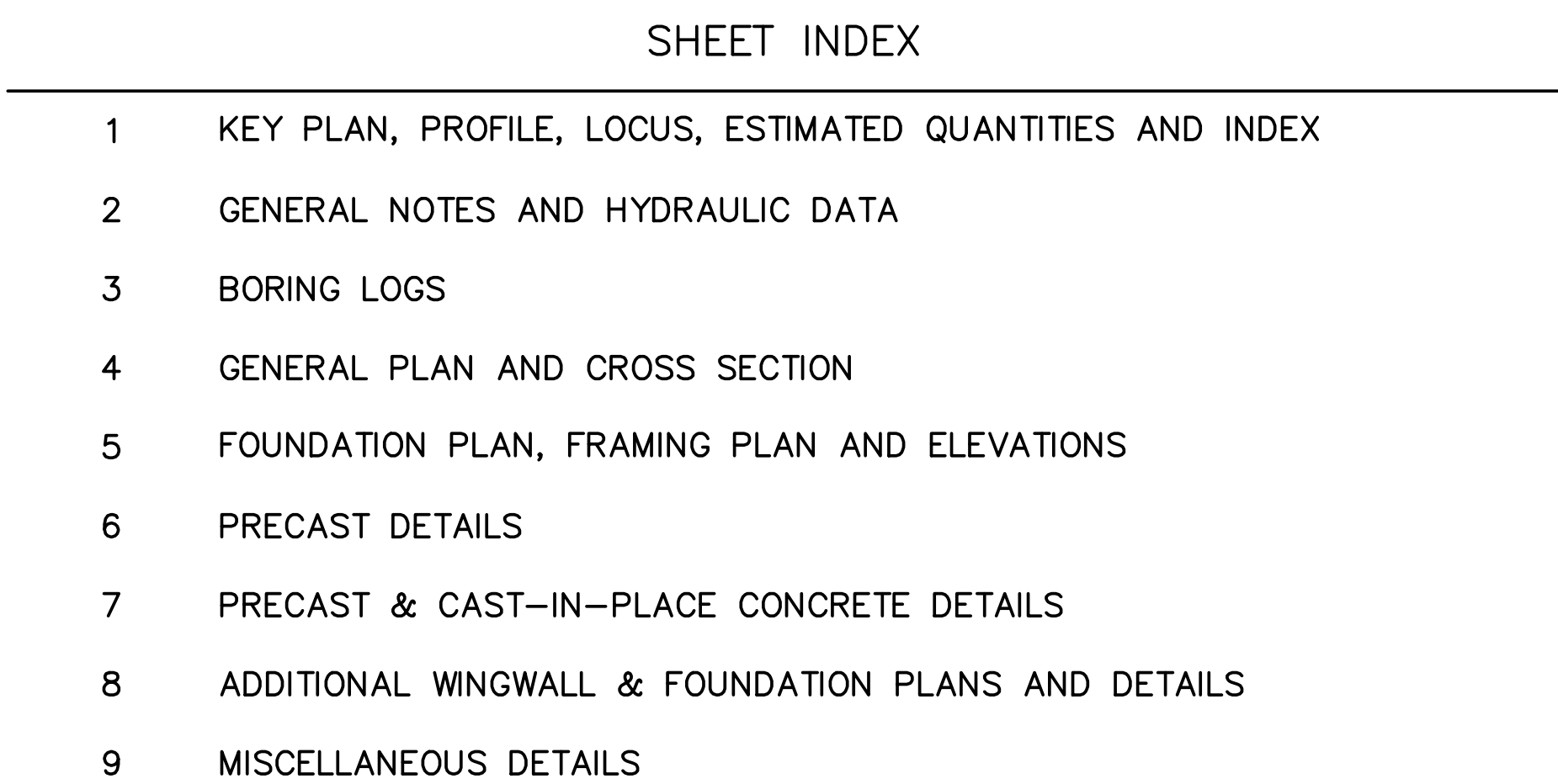


NOTES:

1.0 BID ITEM FOR BRIDGE STRUCTURE SHALL INCLUDE ALL LABOR, MATERIALS FOR THE ESTIMATED REMOVAL AND EXCAVATION OF UP TO 35 CY OF CLASS B ROCK EXCAVATION ALONG THE BASE OF ALL RIGID FRAME AND WINGWALLS FOOTINGS FOUNDED ON BEDROCK—SEE SHEETS 3 & 4.

2.0 REFER TO HIGHWAY PLANS BY OTHERS FOR ADD'L. INFORMATION PERTAINING TO DESIGN, QUANTITIES EXCLUSIVE OF BRIDGE DESIGN FOUND THROUGHOUT SHEETS 1 TO 9 SHOWN HEREIN.

KEY PLAN, PROFILE, LOCUS,
ESTIMATED QUANTITIES AND INDEX



GENERAL NOTES

DESIGN REVIEW AND APPROVALS – CHAPTER 85 SECTION 35:

IN ACCORDANCE AND COMPLIANCE WITH THE REQUIREMENTS OF CHAPTER 85 SECTION 35 OF MASSACHUSETTS GENERAL LAWS, THE CONTRACTOR SHALL SUBMIT TO THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION ALL CONSTRUCTION DRAWINGS AND DESIGN CALCULATIONS THAT SHALL BE USED TO FABRICATE AND CONSTRUCT THE PRECAST RIGID FRAME STRUCTURE DENOTED ON THESE PLANS FOR REVIEW AND APPROVAL. THIS APPROVAL SHALL CONSTITUTE THE FINAL APPROVAL AS STIPULATED BY CHAPTER 85 SECTION 35 OF THE MASSACHUSETTS GENERAL LAWS.

REVISIONS TO THE APPROVED PLANS SHALL ALSO BE SUBMITTED TO JDB CONSULTING ENGINEERS INC. AND MASSDOT FOR APPROVAL.

DESIGN:

IN ACCORDANCE WITH THE 2024 (10th EDITION) AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS LRFD BRIDGE DESIGN SPECIFICATIONS FOR HL–93 LOADING.

GENERAL:

WORK PERFORMED AND MATERIALS TO BE PROVIDED AS SPECIFIED HEREIN SHALL CONFORM TO AND BE INSTALLED ACCORDING TO THE COMMONWEALTH OF MASSACHUSETTS MASSDOT "STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES"

ALL DIMENSIONS, SECTIONS, DETAILS AND TYPICAL DETAILS SHOWN ON DRAWINGS SHOWN SHALL GOVERN CONSTRUCTION FOR ALL SIMILAR CONDITIONS UNLESS NOTED OTHERWISE. SECTIONS AND DETAILS SHOWN SHALL BE CONSIDERED TYPICAL FOR ALL SIMILAR CONDITIONS.

(E) AND (N) DENOTES EXISTING AND NEWLY PROPOSED CONSTRUCTION RESPECTIVELY.

BENCHMARK:

VERTICAL DATUM IS BASED AND PROVIDED BY SURVEY PERFORMED BY FORESIGHT LAND SERVICES INC. IS NGVD 83 AND IS REFERENCED AS A EXISTING CONDITION FOUND IN SURVEY NOTEBOOK, COPIES OF SURVEY FILES MAY BE OBTAINED FROM FORESIGHT LAND SERVICES, INC. A TEMPORARY BENCHMARK WAS ESTABLISHED ON SITE, TBM A, RAILROAD SPIKE ELEVATION: 1642.40 FT.

DATE:

TO BE PLACED AND CENTERED ON THE NORTH AND SOUTH CAST–IN–PLACE CONCRETE HEADWALLS–SEE SHEET 5. 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 HEADWALLS ARE CONSTRUCTED.

SURVEY NOTEBOOKS:

SURVEY PERFORMED BY FORESIGHT LAND SERVICES INC. FIELD NOTEBOOKS SHALL BE OBTAINED FROM FORESIGHT LAND SERVICES, INC., PITTSFIELD, MA.

FOUNDATIONS:

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

UNSUITABLE MATERIAL:

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

SEISMIC GROUND SHAKING HAZARD:

Am=0.095
S₀₅=0.1
S₀₁=0.033
SITE CLASS=A
SEISMIC DESIGN CATEGORY (SDC)=A

GEOTECHNICAL REPORT:

REFER TO GEOTECHNCIAL REPORT DATED AUGUST 11, 2025 PREPARED BY JDB CONSULTING ENGINEERS INC.

HYDRAULIC REPORT:

REFER TO HYDRAULIC REPORT DATED OCTOBER 2025, PREPARED BY FORESIGHT LAND SERVICES, INC.

REINFORCEMENT:

REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 31, GRADE 60. EPOXY COATED REINFORCING BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 284. UNLESS OTHERWISE NOTED ON THE CONSTRUCTION DRAWINGS, ALL BARS SHALL BE LAPPED AS FOLLOWS:

MODIFICATION CONDITION	#4 BARS	#5 BARS
1. NONE	21"	26"
2. 12" OF CONCRETE BELOW BAR	29"	36"
3. COATED BARS, COVER < 3db, OR CLEAR SPACING < 6db	31"	39"
4. COATED BARS, ALL OTHER CASES	25"	31"
5. CONDITION 2. AND 3.	35"	44"
6. CONDITION 2. AND 4.	34"	43"

IF THE ABOVE BARS ARE SPACED 6" OR MORE ON CENTER, THE LAP LENGTH SHALL BE 80% OF THE LAP LENGTH GIVEN ABOVE. ALL OTHER BARS SHALL BE LAPPED AS SHOWN ON THE CONSTRUCTION DRAWINGS.

CONSTRUCTION REQUIREMENTS AND PROCEDURES:

THE EXISTING BRIDGE TO BE REPLACED IS TO REMAIN CLOSED DURING CONSTRUCTION OF THE NEW BRIDGE REPLACEMENT. ADDITIONALLY THE CONTRACTOR SHALL TAKE THE PROPER PRECAUTIONS TO ENSURE THE STABILITY AND SAFE PERFORMANCE OF ALL STRUCTURAL ELEMENTS DURING DEMOLITION, CONSTRUCTION AND NEW BRIDGE ERECTION.

EXISTING CONSTRUCTION:

DIMENSIONS SHOWN ARE TAKEN FROM SURVEY, ORIGINAL DESIGN DRAWINGS AND VARIOUS FIELD MEASUREMENTS AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL DETERMINE AND ESTABLISH ALL DIMENSIONS AND DETAILS NECESSARY FOR COMPLETION OF ALL WORK BY FIELD MEASUREMENT AND SURVEY. THE CONTRACTOR SHALL BE RESPONSIBLE AND NOT ORDER ANY MATERIAL OR COMMENCE ANY FABRICATION UNTIL HE HAS MADE THE REQUIRED MEASUREMENTS ON THE ACTUAL STRUCTURE AND THE EXTENT OF THE PROPOSED WORK HAS BEEN APPROVED BY THE ENGINEER.

DOWEL BAR SPLICERS:

DOWEL BAR SPLICERS SHALL HAVE THE SAME COATINGS AS THE REINFORCING BARS THEY ARE SPLICING.

CONCRETE MIXES:

THE FOLLOWING CONCRETE MIX UNLESS NOTED ELSEWHERE ARE TO BE USED:
5000 PSI. ¾ IN, 685 HP CEMENT CONCRETE.

UTILITIES:

AS ENCOUNTERED THE CONTRACTOR SHALL LOCATE, NOT DAMAGE AND PROTECT ALL UTILITIES, POLES ETC. WHEN LOCATING, TEMPORARILY RELOCATING AND PERMANENTLY RECONSTRUCTING ALL EXISTING AND NEWLY CONSTRUCTED UTILITIES AS NOTED HEREIN THROUGHOUT CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY OWNERS ALL UTILITIES THAT ARE TO BE TEMPORARILY OR PERMANENTLY RELOCATED DURING ALL PHASES OF BRIDGE REPLACEMENT CONSTRUCTION.

AREAS SURROUNDING THE CONSTRUCTION SITE AND UTILITIES OUTSIDE THE LIMITS OF PROPOSED WORK DISRUPTED BY THE CONTRACTORS OPERATIONS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT THE CONTRACTORS EXPENSE.

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
PROJECT FILE NO.			

GENERAL NOTES
AND HYDRAULIC DATA

HYDRAULIC DESIGN FLOOD (HDF) DATA	
DRAINAGE AREA (SQ. MILES)	1.80
HDF DISCHARGE (CFS)	373
HDF FREQUENCY (YEARS)	10
HDF VELOCITY (F.P.S.)	6.9
HDF ELEVATION (FEET, NAVD, UPSTREAM)	1628.0
BASE (100–YEAR) FLOOD DATA	
BASE FLOOD DISCHARGE (C.F.S.)	835
BASE FLOOD ELEVATION (FEET, NAVD, UPSTREAM)	1629.8
SCOUR DESIGN FLOOD (SDF) EVENT DATA	
SDF EVENT FREQUENCY (YEARS)	25
SDF ELEVATION (FEET, NAVD, UNDER BRIDGE)	1619.3
SDF TOTAL SCOUR DEPTH AT ABUTMENT (FEET)	4.3
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)	1618.4
SCF TOTAL SCOUR DEPTH AT ABUTMENT (FEET)	5.2
SCF TOTAL SCOUR DEPTH AT PIER (FEET)	N/A
FLOOD OF RECORD	
DISCHARGE (C.F.S.)	UNKNOWN
FREQUENCY (IF KNOWN, YEARS)	UNKNOWN
MAXIMUM ELEVATION (FEET, NAVD)	UNKNOWN
DATE (MM/YYYY)	UNKNOWN
HISTORY OF ICE FLOES	UNKNOWN
EVIDENCE OF SCOUR OR EROSION	NONE OBSERVED
TEMPORARY WATER CONTROL DESIGN DATA	
DESIGN FLOOD DISCHARGE (C.F.S.)	152
DESIGN FLOOD FREQUENCY (YEARS)	2
DESIGN FLOOD VELOCITY (F.P.S.)	5.5
DESIGN FLOOD ELEVATION (FEET, NAVD)	1626.5

COMMONWEALTH OF MASSACHUSETTS
MassDOT, Highway Division
CONCEPTUAL DESIGN IS ACCEPTABLE
TO MASSDOT FOR CONTRACTING

STATE BRIDGE ENGINEER

6/24/2026
DATE

	ISSUED FOR BID ONLY
	REVISED
06.01.26	ISSUED FOR CHAPTER 85 REVIEW ONLY
DATE	DESCRIPTION
USE ONLY PRINTS OF LATEST DATE	

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".

- | | | | |
|------------------|--------------------|-----------|--------------|
| STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
| | | | |
| PROJECT FILE NO. | | | |

STATION: 1+04.92
OFFSET: 9.50' RIGHT
GROUND ELEVATION: 1,637.5'

STATION: 0+64.59
OFFSET: 3.00' LEFT
GROUND ELEVATION: 1,639.7'

ELEV. 1,639.7

ELEV. 1,625.70 

TOP OF LEDGE=
ELEV. 1,618.70

ELEV. 1,639.7

ELEV. 1,625.70 

TOP OF LEDGE=
ELEV. 1,618.70



B1: TOP TO BOTTOM: 22' TO 27', 27' TO 31'
B2: TOP TO BOTTOM: 25' TO 28', 28' TO 33'

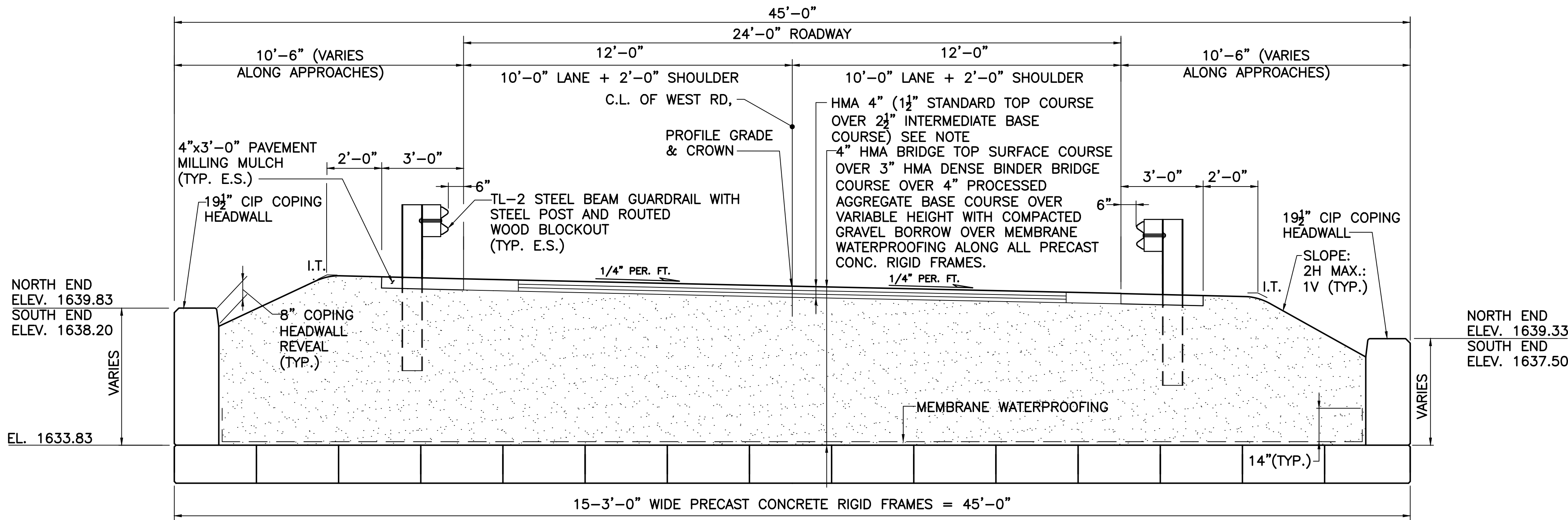
COMMONWEALTH OF MASSACHUSETTS
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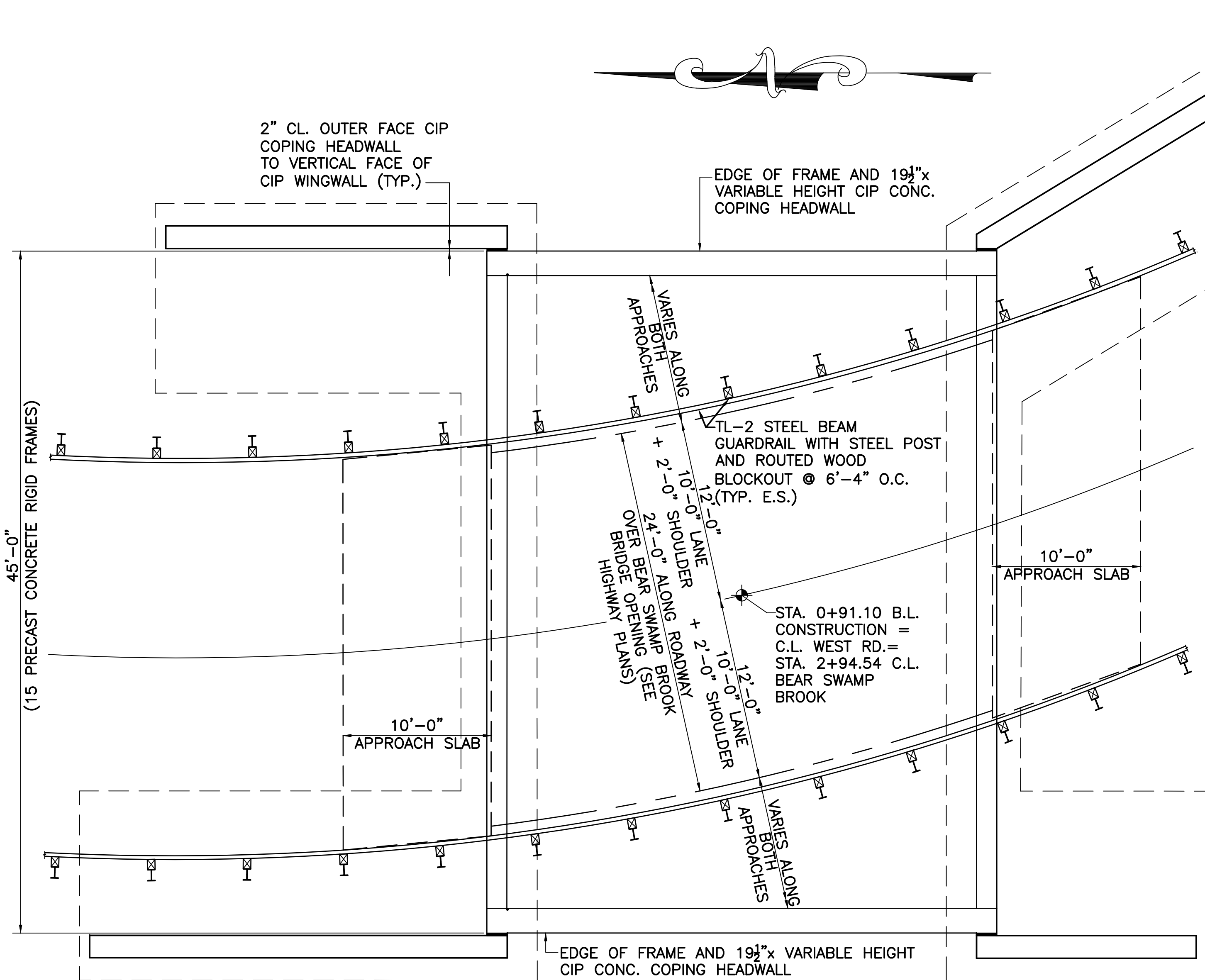
GENERAL PLAN AND
CROSS SECTION



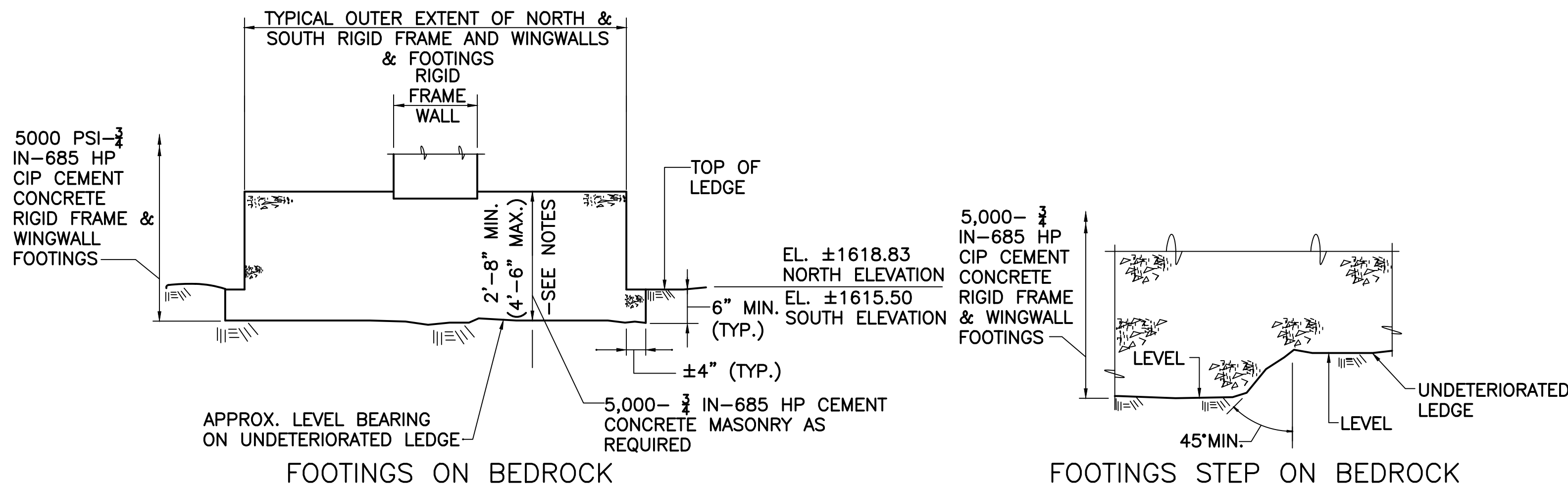
TYPICAL SOUTH BRIDGE CROSS SECTION
(LOOKING NORTH)
AT CENTERLINE BEAR SWAMP BROOK

NOTE:
20 FT. WIDE 4" HMA TOP SURFACE COURSE OVER CONCRETE RIGID FRAME VARIES ALONG EACH ROADWAY APPROACH—SEE HIGHWAY PLANS.

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



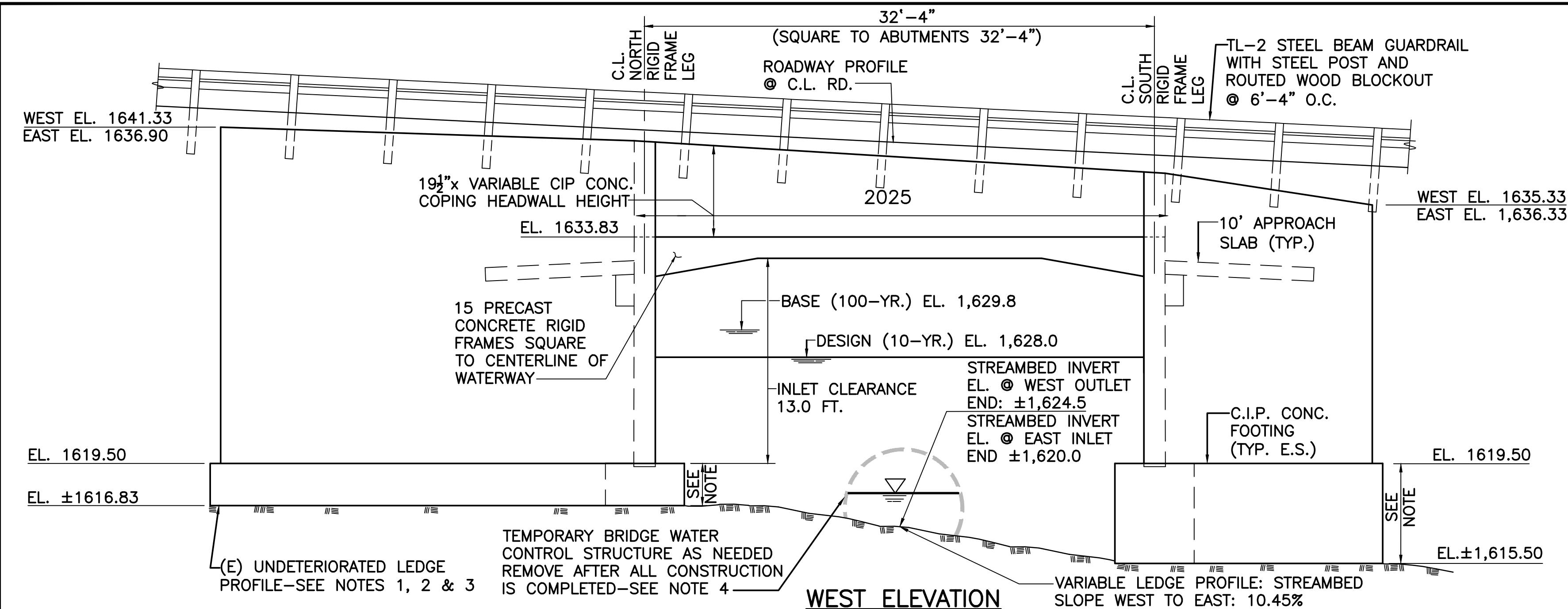
PLAN
SCALE: 3/16"=1'-0"



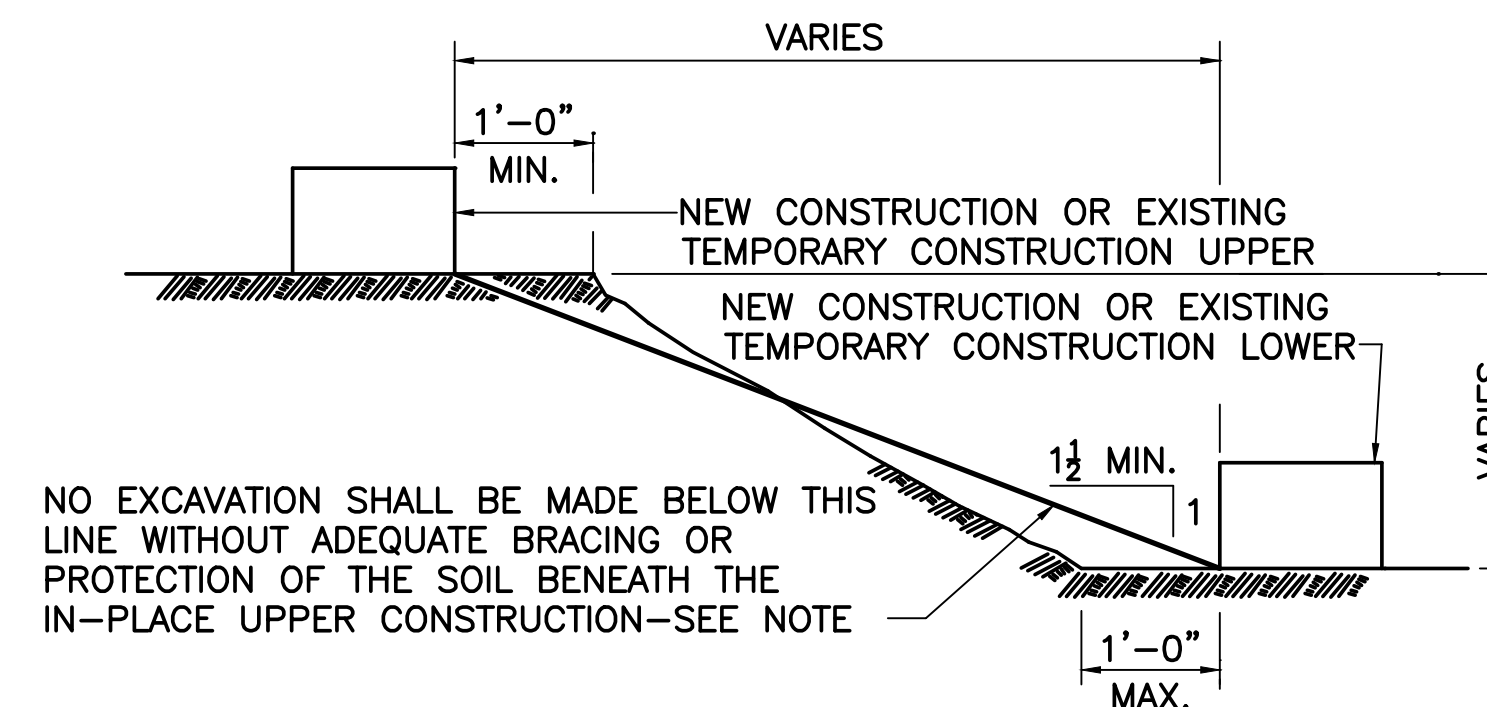
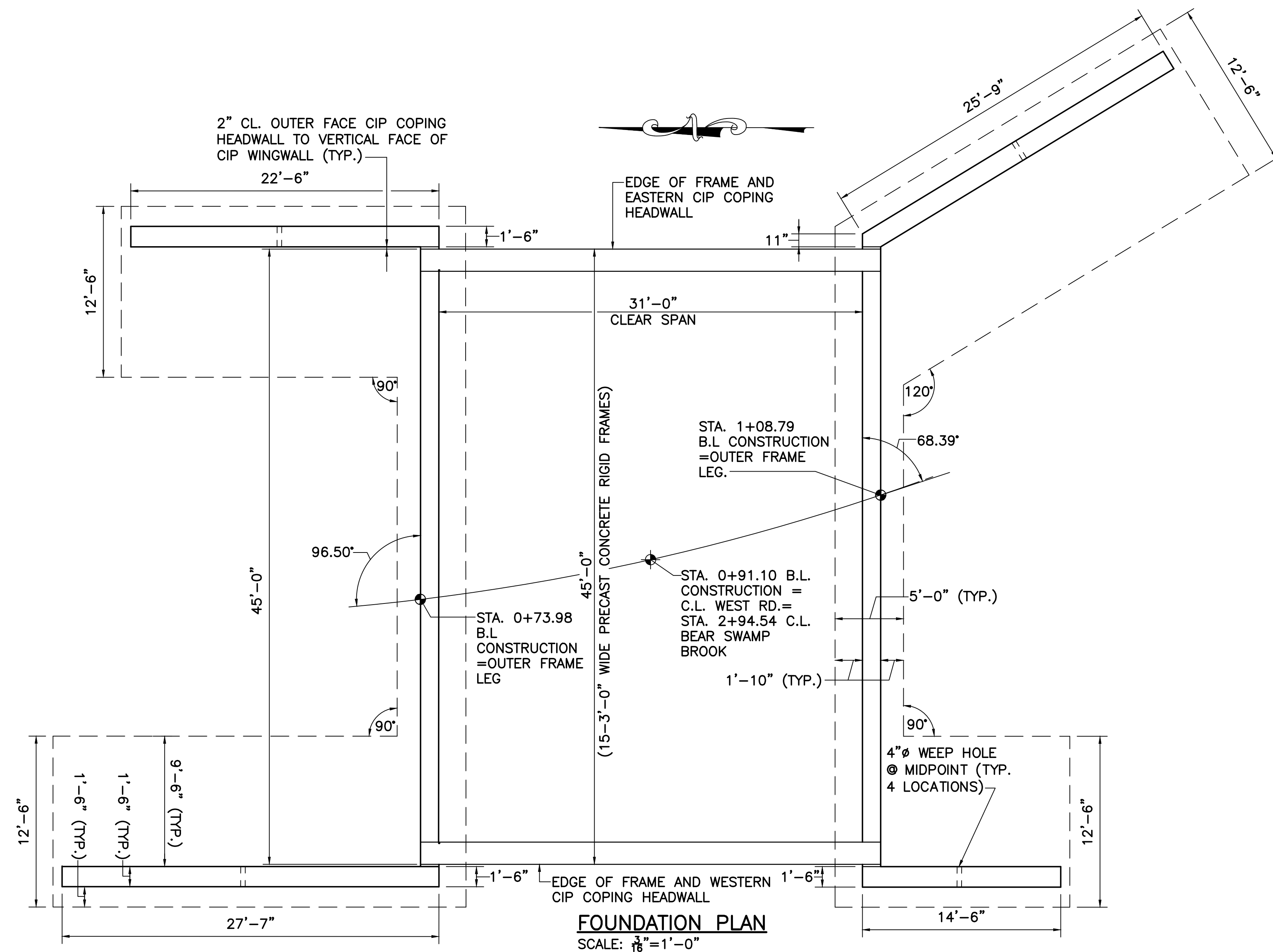
- NOTES:
- LEDGE EXCAVATION ALONG ALL NORTHERN AND SOUTHERN RIGID FRAME AND WINGWALL FOOTINGS WILL REQUIRE THE REMOVAL OF APPROXIMATELY ±0.5 FT. OF EXISTING LEDGE EXCAVATION AND TO MAINTAIN A MINIMUM 2'-8" FOOTING DEPTH.
 - DESIGN ENGINEER TO REVISE DRAWING(S) WITH FINAL AS BUILT CONDITIONS TO CONFIRM FOR FUTURE MAINTENANCE, REPAIR AND/OR REPLACEMENT OF THE SPREAD FOOTINGS BUILT ON BEDROCK OR OTHER SUBSURFACE FOUNDATION SUPPORT CONDITIONS THAT MAY BE ENCOUNTERED DURING CONSTRUCTION.

COMMONWEALTH OF MASSACHUSETTS
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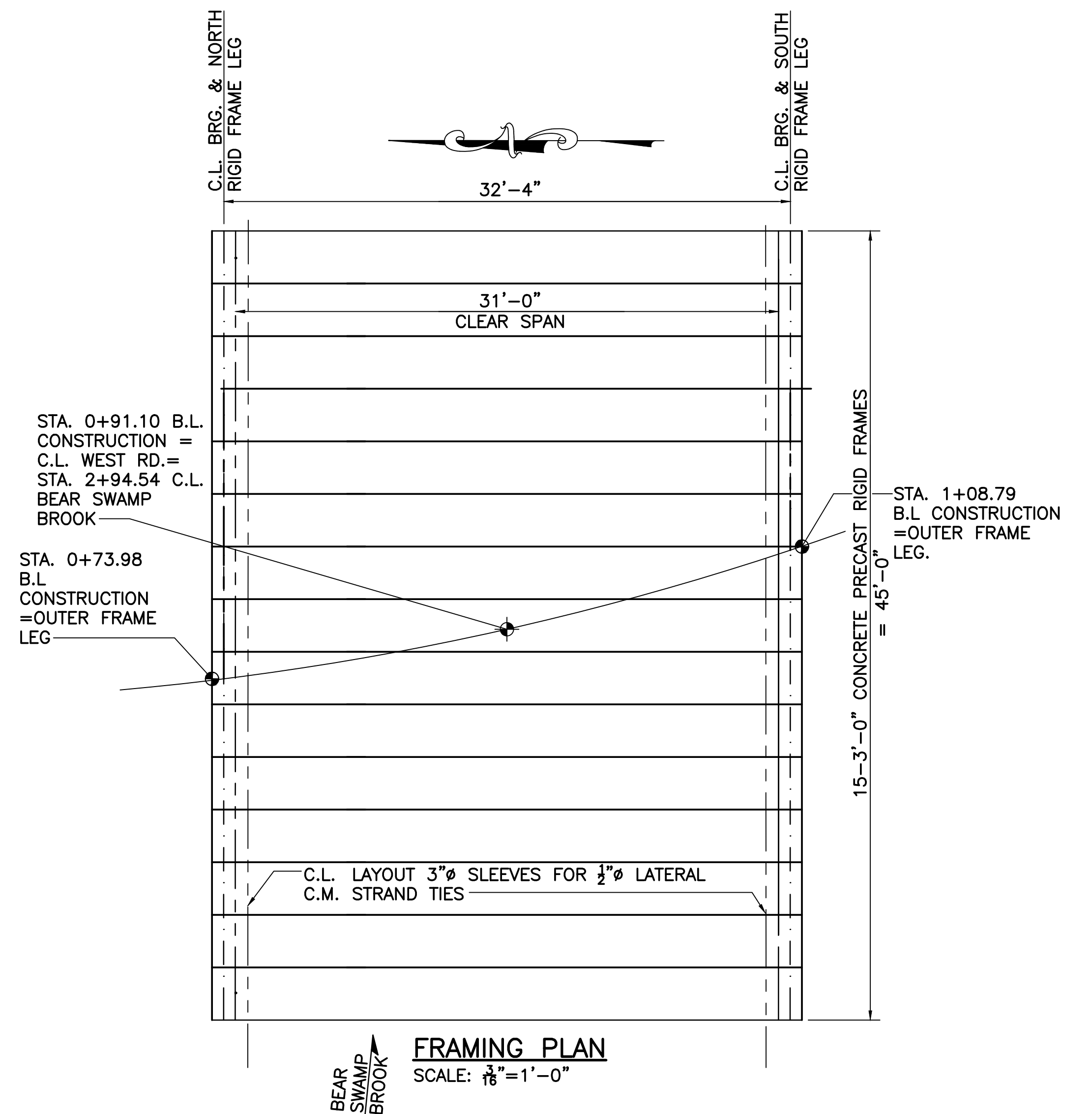


- NOTES:
- 1.0 HEIGHT OF FOOTING ON UNDETERIORATED VARIES SEE "TYPICAL BRIDGE FOUNDATION MODIFICATIONS ON BEDROCK DETAILS ON SHEET 4".
 - 2.0 SEE "TYPICAL BRIDGE FOUNDATION MODIFICATIONS ON BEDROCK DETAILS" ON SHEET 4 FOR ADD'L. INFORMATION.
 - 3.0 CHANNEL RIP-RAP AND ALL LEVELING AREAS IF REQUIRED UNDER FOOTINGS NOT SHOWN FOR CLARITY SEE SHEETS 4 AND 9 FOR ADD'L. INFORM.
 - 4.0 ALL WATER-CONTROL MEASURES NEEDED DURING THE ENTIRE CONSTRUCTION OF THIS THIS BRIDGE IS THE RESPONSIBILITY OF THE CONTRACTOR AND OTHERS.



SLOPE BETWEEN NEW CONSTRUCTION AND EXISTING CONSTRUCTION

NOTE:
NO SCALE
TEMPORARY BRACING, WALLS ETC. SYSTEMS SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER.



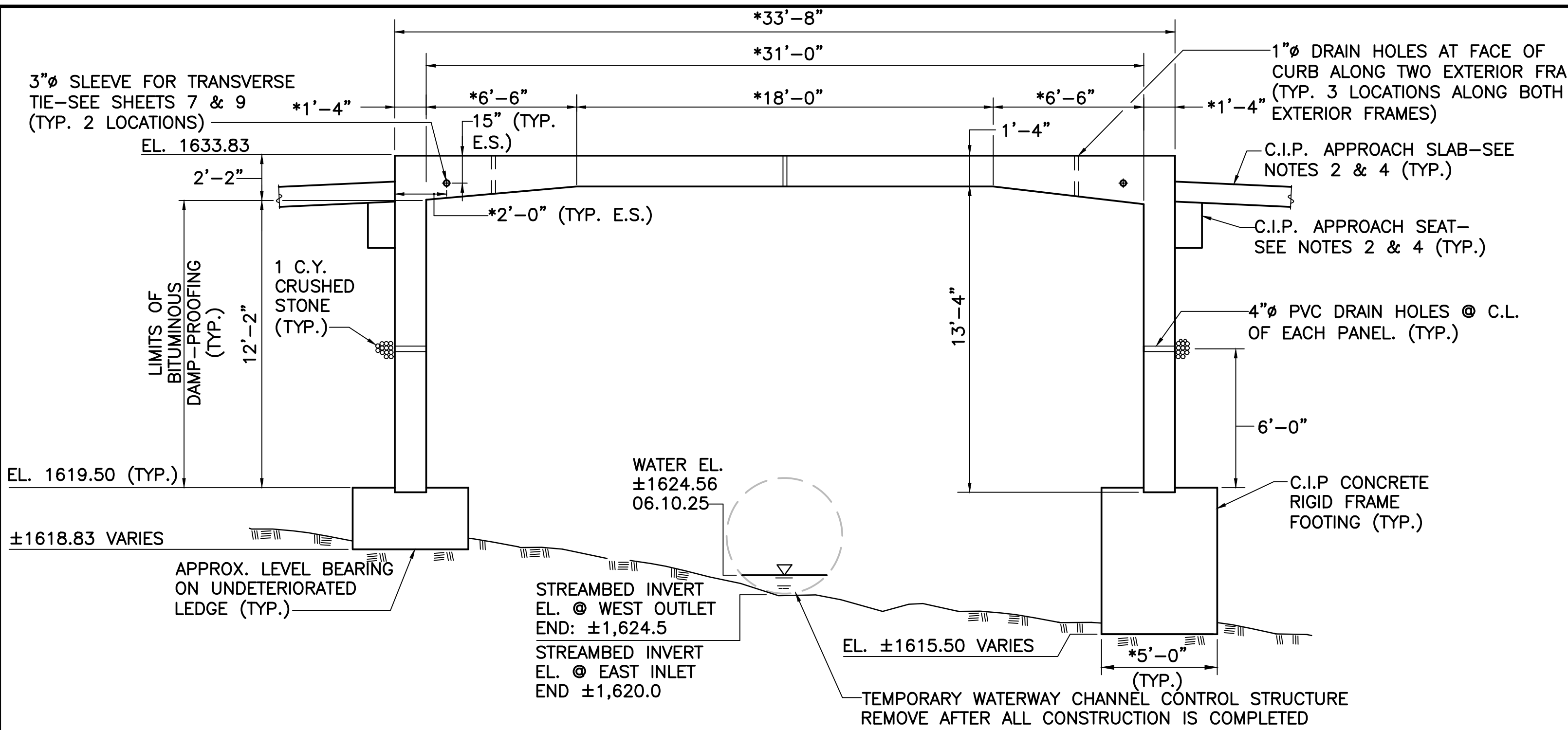
RIGID FRAME CONSTRUCTION SEQUENCE NOTES

1. AFTER ALL RIGID FRAMES HAVE BEEN ERECTED, TENSION EACH TRANSVERSE TIE TO 5 KIPS.
2. FILL ALL KEYWAYS ALONG ALL RIGID FRAME LEGS SOLID WITH MORTAR (M4.04.0) AFTERWARDS FILL ALL KEYWAYS ALONG ALL RIGID FRAME SLABS SOLID WITH MORTAR (M4.04.0). IF THE KEYWAYS ARE NOT FILLED WITHIN FIVE (5) DAYS AFTER THE RIGID FRAMES ARE ERECTED, THE CONTRACTOR SHALL COVER AND PROTECT THE KEYWAYS FROM WEATHER AND DEBRIS UNTIL THEY ARE FILLED.
3. AFTER THE MORTAR HAS CURED (24 HOURS MINIMUM), TENSION EACH TRANSVERSE TIE TO 44 KIPS.
4. NO TRAFFIC OR HEAVY EQUIPMENT WILL BE PERMITTED ON THE BRIDGE UNTIL ALL TRANSVERSE TIES HAVE BEEN PROPERLY TENSIONED ACCORDING TO STEPS 1 THROUGH 3 ABOVE.
5. INSTALL APPROACH SLAB SEATS & SLABS AFTER SEQUENCES 1 THROUGH 4 ARE COMPLETED.

COMMONWEALTH OF MASSACHUSETTS
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SHEET 5 OF 9 SHEETS BRIDGE NO. C-15-010 (D2T)



WEST ELEVATION TYPICAL RIGID FRAME SECTION

- NOTES: SCALE: $\frac{1}{2}$ "=1'-0"
- 1.0 * DENOTES SQUARE DIMENSION.
 - 2.0 SEE "TYPICAL RIGID FRAME" FOR ADD'L. INFORMATION SHEET 7.
 - 3.0 SEE "SHELF DETAIL FOR APPROACH SLAB AND SEAT" SHEET 7.
 - 4.0 SEE "RIGID FRAME CONSTRUCTION SEQUENCE NOTES" THIS SHEET.
 - 5.0 SEE "WEST ELEVATION" SHEET 5 FOR ADD'L. INFORMATION.

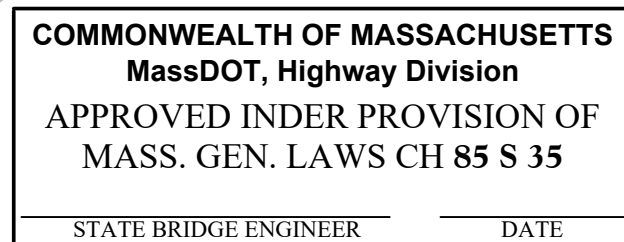
PRECAST RIGID FRAME NOTES

1. CONTRACTOR SHALL PROVIDE A RIGID FRAME DESIGN (AS SHOWN AND SPECIFIED ON SHEETS 6 & 7 "WEST ELEVATION TYPICAL ELEVATION RIGID FRAME SECTION" & "TYPICAL RIGID FRAME") OR A OPTIONAL ALTERNATE DESIGN WHILE MAINTAINING THE INTERIOR VERTICAL AND HORIZONTAL HYDRAULIC CLEARANCE DIMENSIONS AS SHOWN AT NO ADDITIONAL COMPENSATION ADHERING TO THE NOTE: BELOW AND ALL PROVISIONS AND INFORMATION AS SHOWN THROUGHOUT ALL THE CONTRACT PLAN SHEETS PROVIDED.

2. DESIGN AND CONSTRUCTION OF ALL RIGID FRAME STRUCTURAL ELEMENTS SHALL COMPLY WITH: DESIGN REVIEW AND APPROVALS - CHAPTER 85 SECTION 35 - SEE GENERAL NOTES SHEET 2 OF 9.

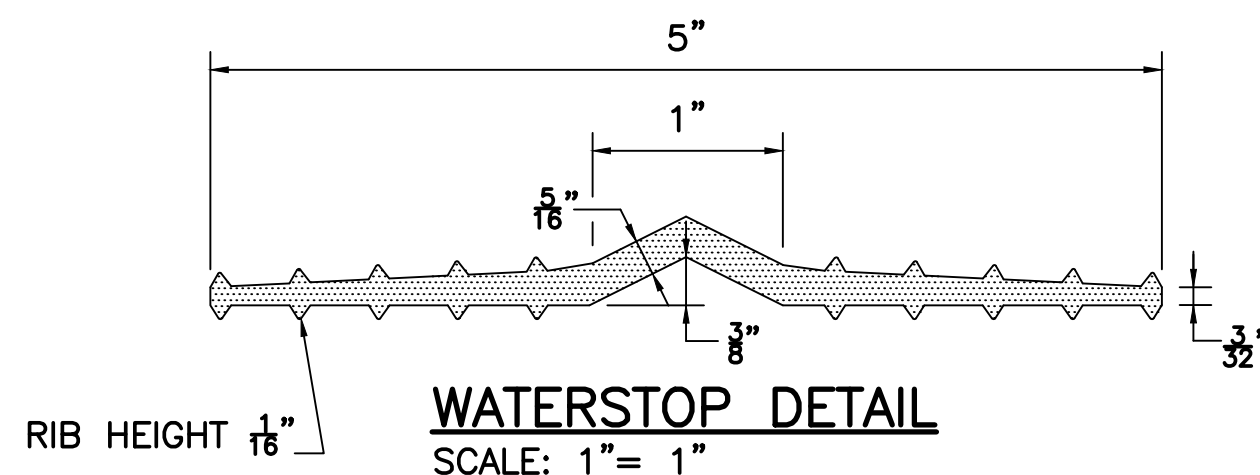
THE CONTRACTOR SHALL SUBMIT DESIGN CALCULATIONS PREPARED IN ACCORDANCE WITH THE LATEST AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION'S LRFD BRIDGE DESIGN MANUAL FOR HL-93 TRUCK LOADING FOR APPROVAL OF THE ENGINEER. THE DESIGN COMPUTATIONS SHALL CONSIDER ALL LOADINGS AS ARE APPROPRIATE DURING FABRICATION, SHIPMENT, ERECTION INCLUDING THE EFFECTS OF ALL LIFTING DEVICES NEEDED THROUGHOUT CONSTRUCTION AND UPON COMPLETION OF CONSTRUCTION BASED UPON THESE CONSTRUCTION DRAWINGS.

FINAL SHOP DRAWINGS AND COMPUTATIONS DETAILING THE PROPOSED RIGID FRAME DESIGN SHALL BE SEALED AND SIGNED BY A PROFESSIONAL ENGINEER REGISTERED IN THE COMMONWEALTH OF MASSACHUSETTS FOR FINAL CHAPTER 85 SECTION 35 REVIEW AND APPROVAL. ALL FINAL SHOP DRAWINGS AND DESIGN CALCULATIONS SHALL BE SUBMITTED TO THE ENGINEER AND MASSDOT FOR FINAL APPROVAL, ONCE APPROVED THE SHOP DRAWINGS SHALL BE AFFIXED WITH THE FOLLOWING STAMPED SEAL:



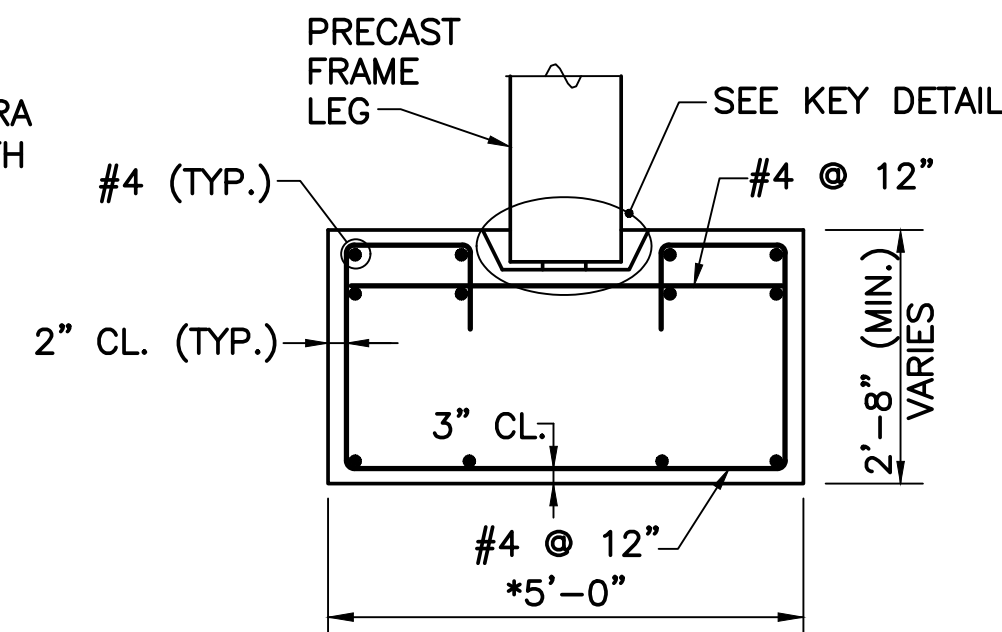
3. ALL OVERALL FRAME DIMENSIONS INCLUDING THE SIZE AND SPACING OF STEEL REINFORCEMENT PROVIDED AND SHOWN ON THE CONTRACT PLANS ARE SHOWN TO ESTABLISH THE MINIMUM SIZES (WIDTHS AND DEPTHS) FOR ALL PROPOSED MEMBER SIZES, HYDRAULIC WATERWAY OPENING & BRIDGE TYPE. THE WIDTH'S AND THICKNESS OF ALL PRECAST CONCRETE ELEMENTS SHALL NOT VARY AND ARE TO BE PARALLEL AND ALIGNED WITH THE CONSTRUCTION BASELINE AS SHOWN ON THESE CONSTRUCTION DRAWINGS.
4. PRECAST ELEMENTS: THE FABRICATOR IS RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF LIFT HOOKS FOR ALL PRECAST ELEMENTS, PLANS PROVIDING SPACING AND LOCATION OF LIFTING DEVICES AND HANDLING STRESS CALCULATIONS, DESIGNED AND STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN MASSACHUSETTS FOR REVIEW AND APPROVAL. REINFORCING STEEL SHOWN ON AND ALONG THE RIGID FRAME MEMBERS SHALL NOT BE USED TO LIFT THE PRECAST ELEMENTS.
5. PRECAST CONCRETE FRAME UNITS SHALL CONFORM TO THE APPLICABLE PARTS OF THE SECTION 930 OF THE SPECIFICATIONS. ALL FOOTINGS, WINGWALLS, AND BRIDGE RAILING HEADWALLS SHALL BE CAST IN PLACE AS SHOWN ON THE PLANS.
6. THE DESIGN OF THE FOOTINGS DETAILED HEREIN WAS BASED UPON THE GEOMETRY OF THE FRAME SHOWN.
7. CONCRETE FOR ALL PRECAST RIGID FRAME UNITS SHALL BE 5,000 PSI, $\frac{3}{4}$ IN., 685 HP CEMENT CONCRETE.
8. FOOTINGS: THE PRECAST CONCRETE RIGID FRAME UNITS SHALL BE INSTALLED ON CAST-IN-PLACE CONCRETE FOOTINGS SEATED ON EXISTING BEDROCK OF THE MINIMUM SIZES SHOWN THROUGHOUT ALL THE CONTRACT PLANS SHEETS. THE RESISTANCE FACTOR DESIGN METHOD WITH THE FOLLOWING SERVICE LOADS:
-VERTICAL DEAD LOAD = 10 KIPS PER FOOT FRAME LEG SEATED ON RIGID FRAME FOOTING
-VERTICAL LIVE LOAD = 9 KIPS PER FOOT FRAME LEG SEATED ON RIGID FRAME FOOTING

IF THESE ACTUAL LOADS DEVIATE FROM THE FINAL RIGID FRAME LOADS, THE ENGINEER WILL PROVIDE NEW FOOTING DESIGN DRAWINGS DETAILING THE PROPOSED FOOTINGS TO ACCOMMODATE THE FINAL RIGID FRAME DESIGN PROVIDED BY THE CONTRACTOR.



WATERSTOP DETAIL

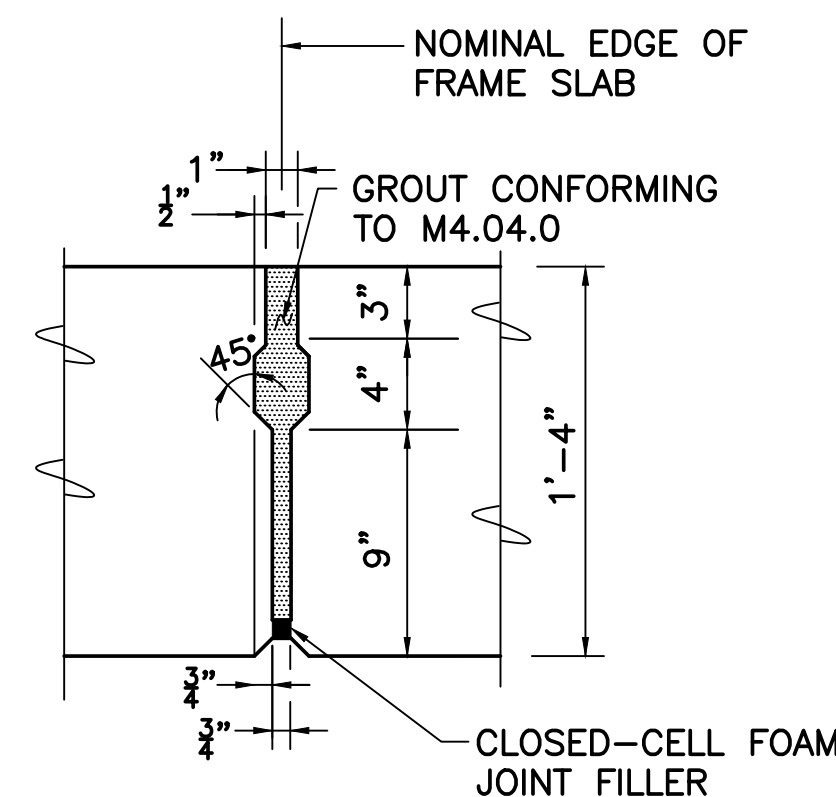
SCALE: 1"= 1"



RIGID FRAME FOOTING DETAIL

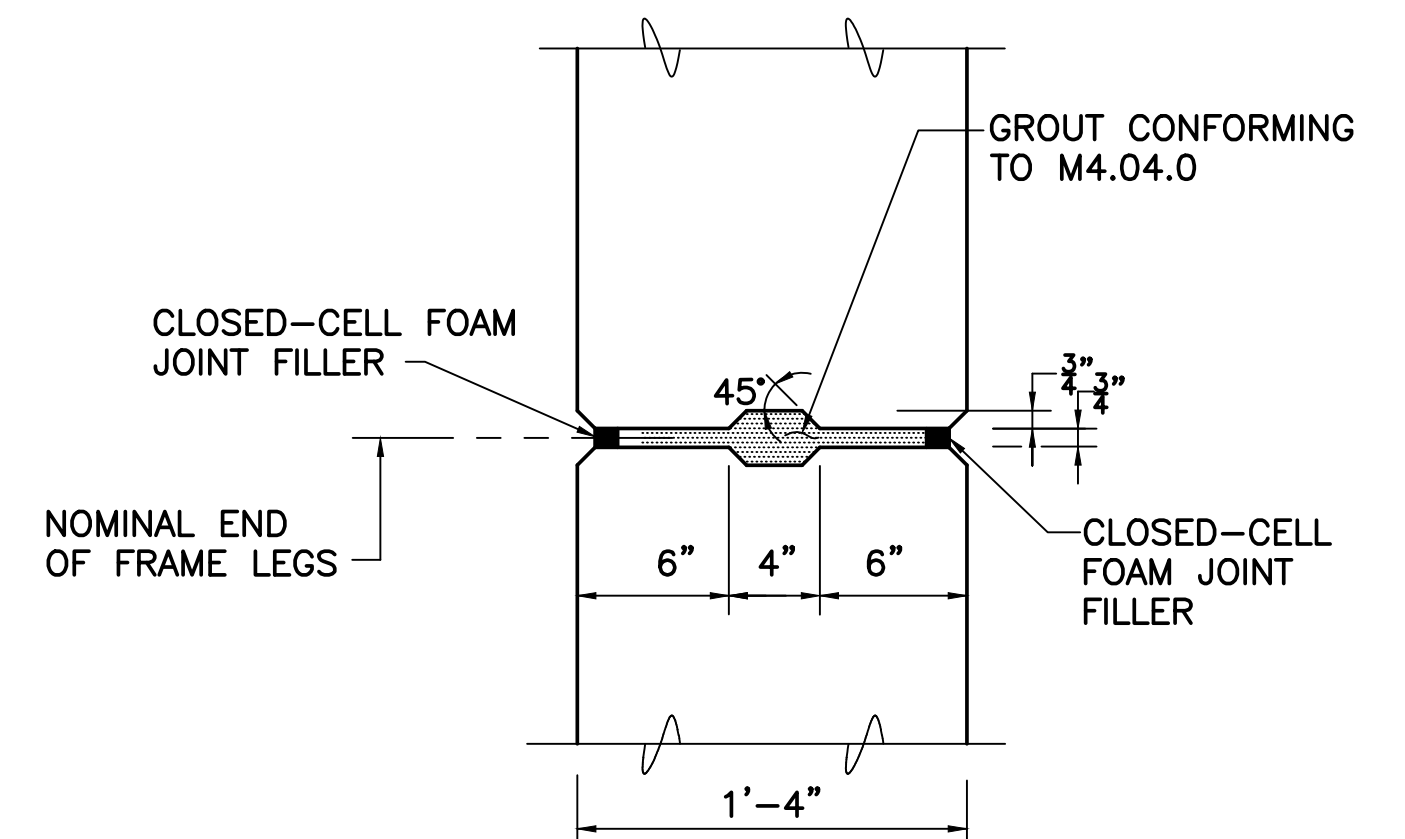
SCALE: $\frac{1}{2}$ "=1'-0"

- NOTES:
- 1.0 * DENOTES SQUARE DIMENSION.
 - 2.0 SEE "SHELF DETAIL FOR APPROACH SLAB AND SEAT" SHEET 7.



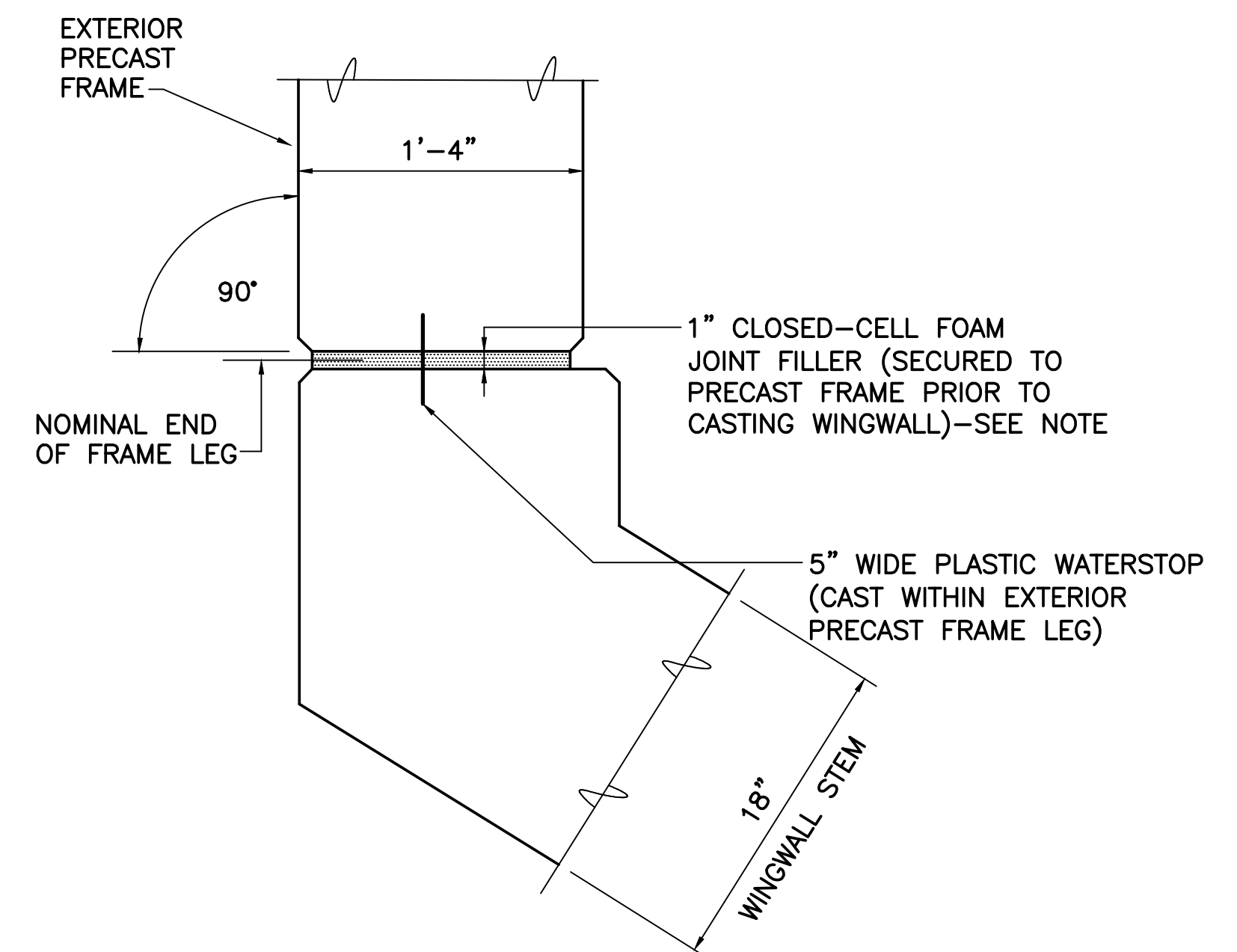
TYPICAL JOINT DETAIL: FRAME SLAB-FRAME SLAB

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



TYPICAL JOINT DETAIL: FRAME LEG-FRAME LEG

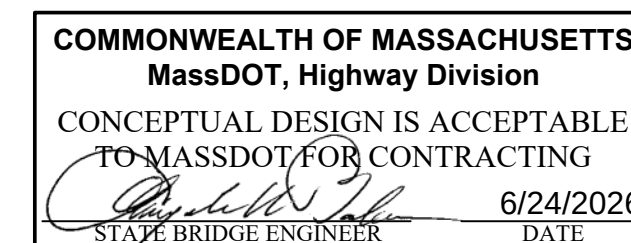
SCALE: $1\frac{1}{2}$ "=1'-0"



TYPICAL NORTH & SOUTH JOINTS DETAIL: TWO EXTERIOR VERTICAL FRAME LEGS ALONG ALL WINGWALLS

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

NOTE:
OMIT CLOSED CELL FOAM ALONG RIGID FRAME SLAB AND COAT VERTICAL PRECAST CONCRETE SLAB FACE WITH BIT. BOND BREAKER PRIOR TO CASTING WINGWALL STEM.



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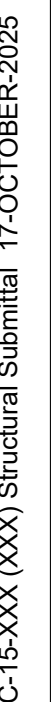
SHEET 6 OF 9 SHEETS BRIDGE NO. C-15-010 (D2T)

NOTES:

1. FILL ENTIRE HORIZONTAL VOID ALONG KEY SOLID WITH NON-SHRINK GROUT.
2. THIS DETAIL MAY BE MODIFIED SUBJECT TO THE APPROVAL OF THE ENGINEER.

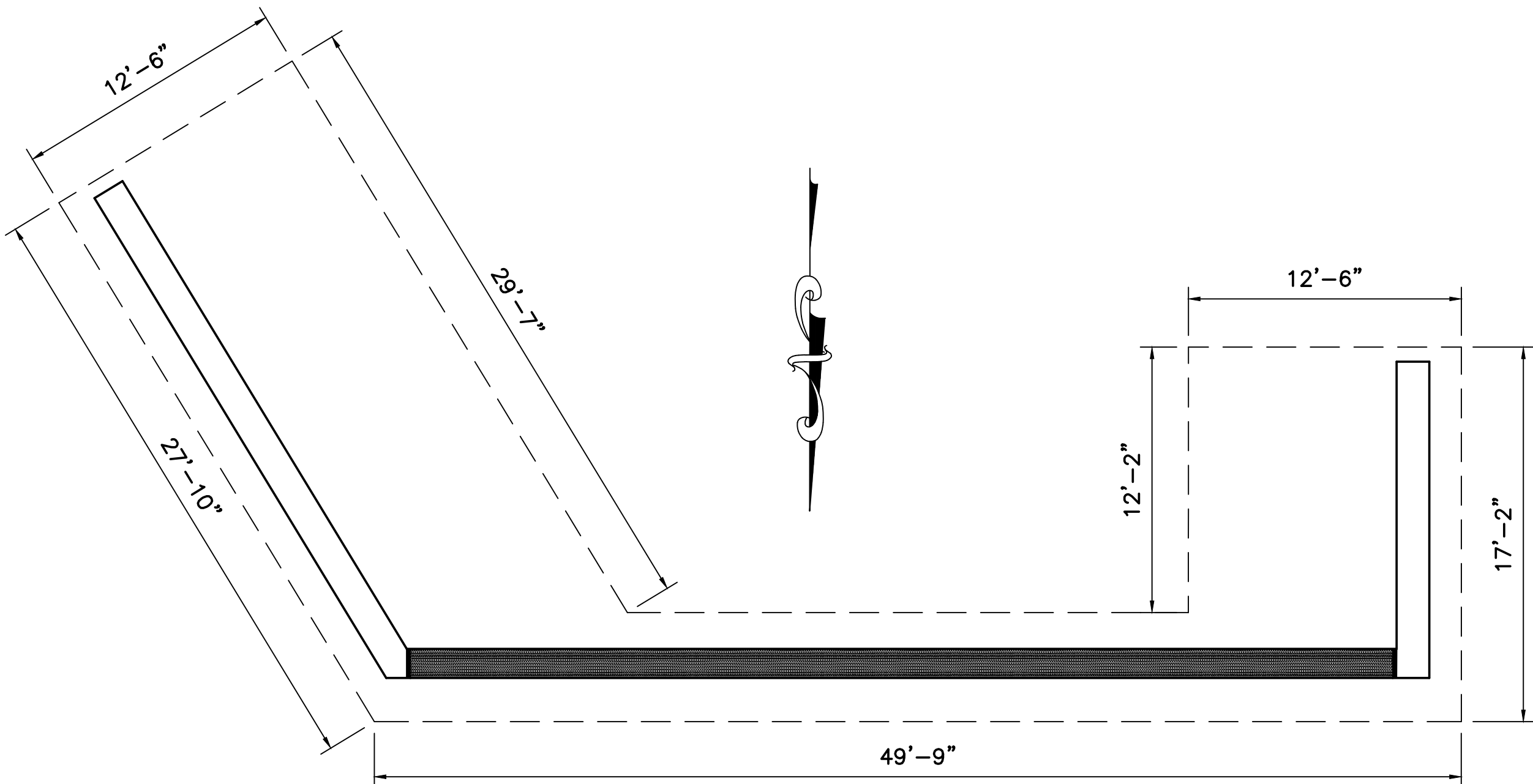
KEY DETAIL

SCALE: 2"=1'-0"

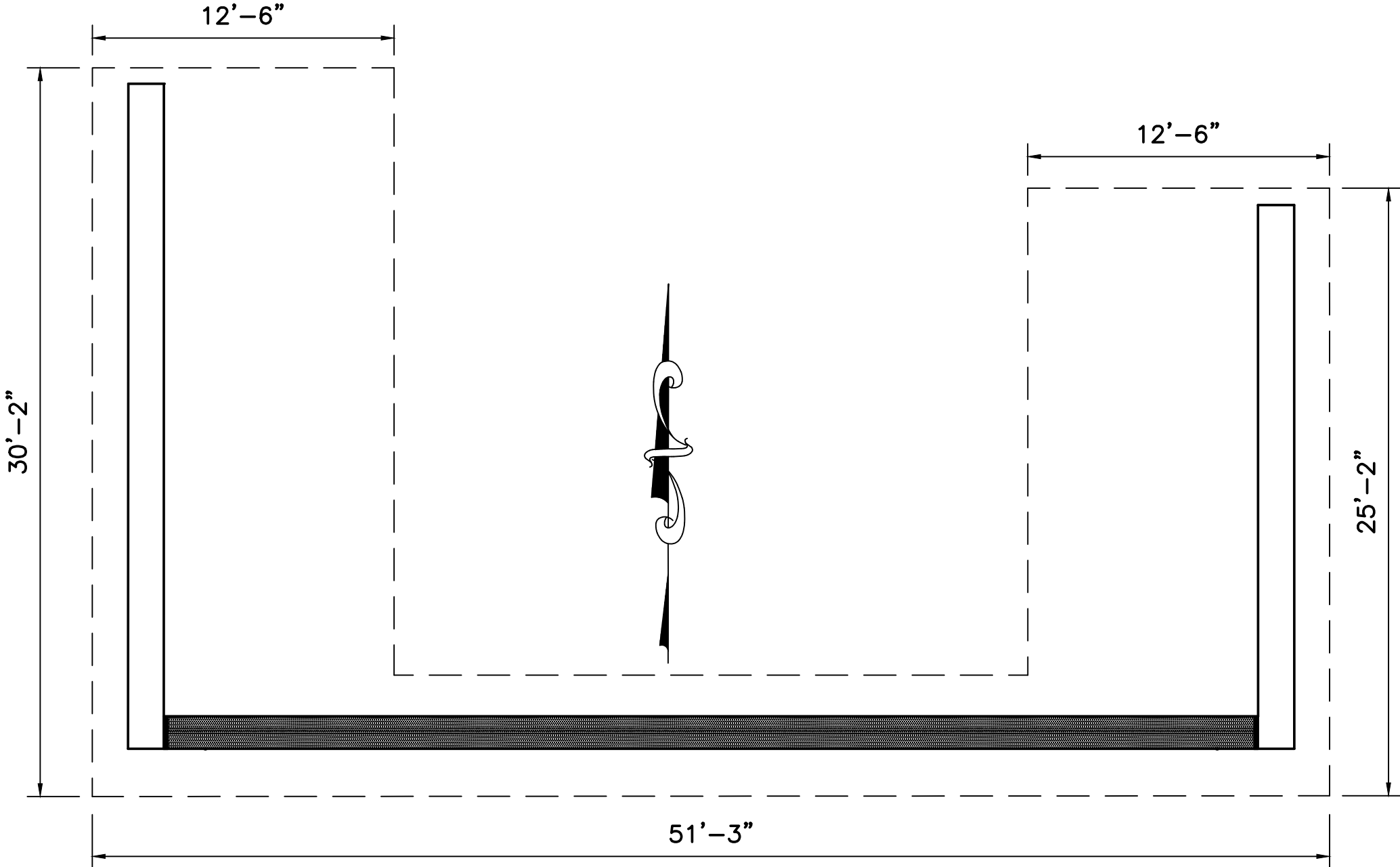


STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
PROJECT FILE NO.			

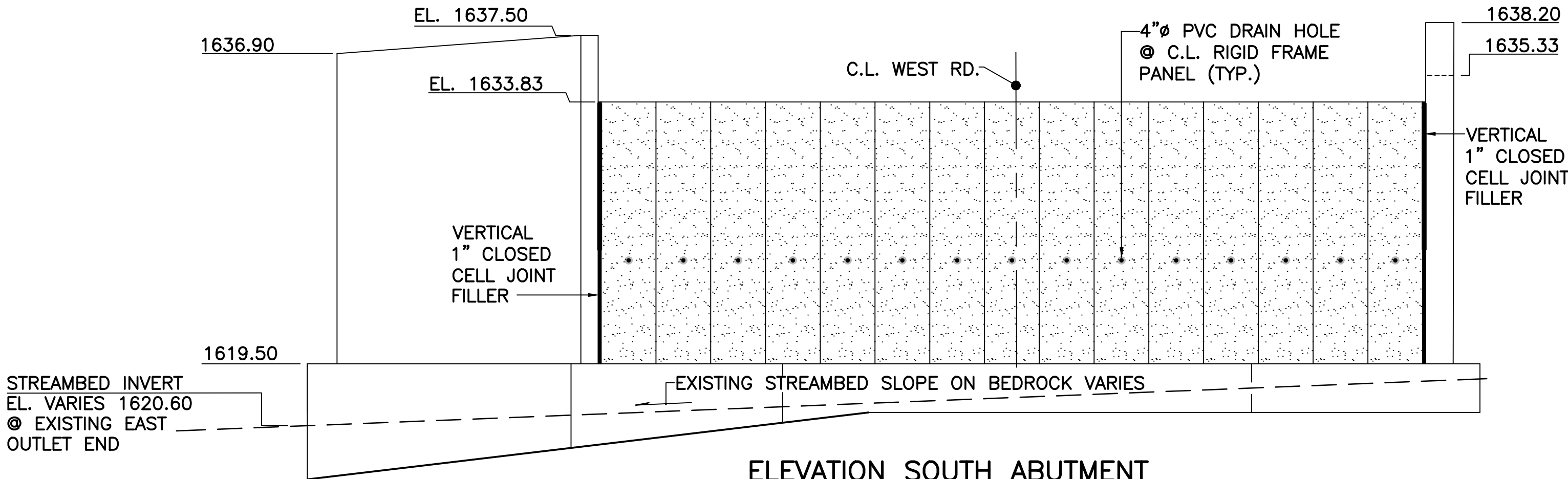
ADDITIONAL WINGWALL &
FOUNDATION PLANS
AND ELEVATION DETAILS



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

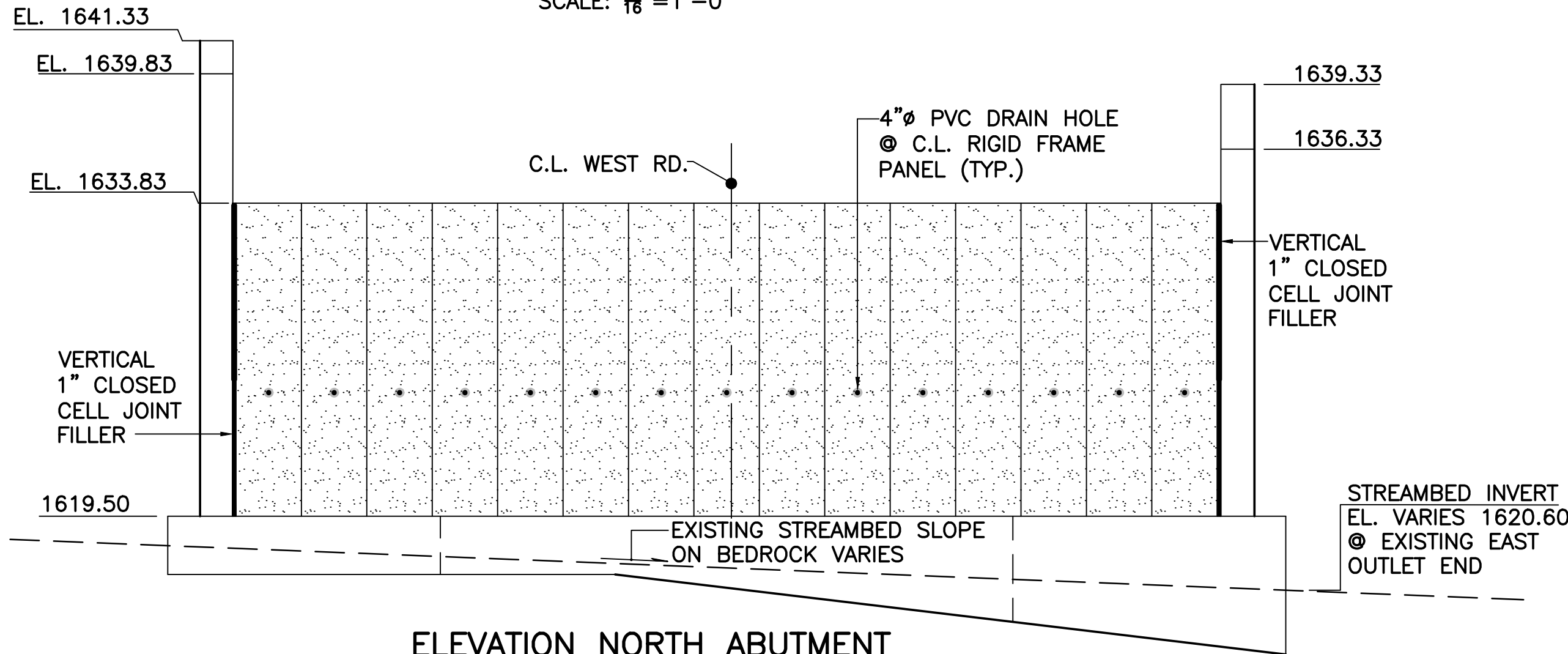


PLAN NORTH ABUTMENT
SCALE: 3/8"=1'-0"



ELEVATION SOUTH ABUTMENT
SCALE: 3/8"=1'-0"

NOTE:
RIGID FRAME SHOWN SHADED AND STEEL BEAM
GUARD RAILINGS & COPING HEADWALLS NOT SHOWN FOR CLARITY.

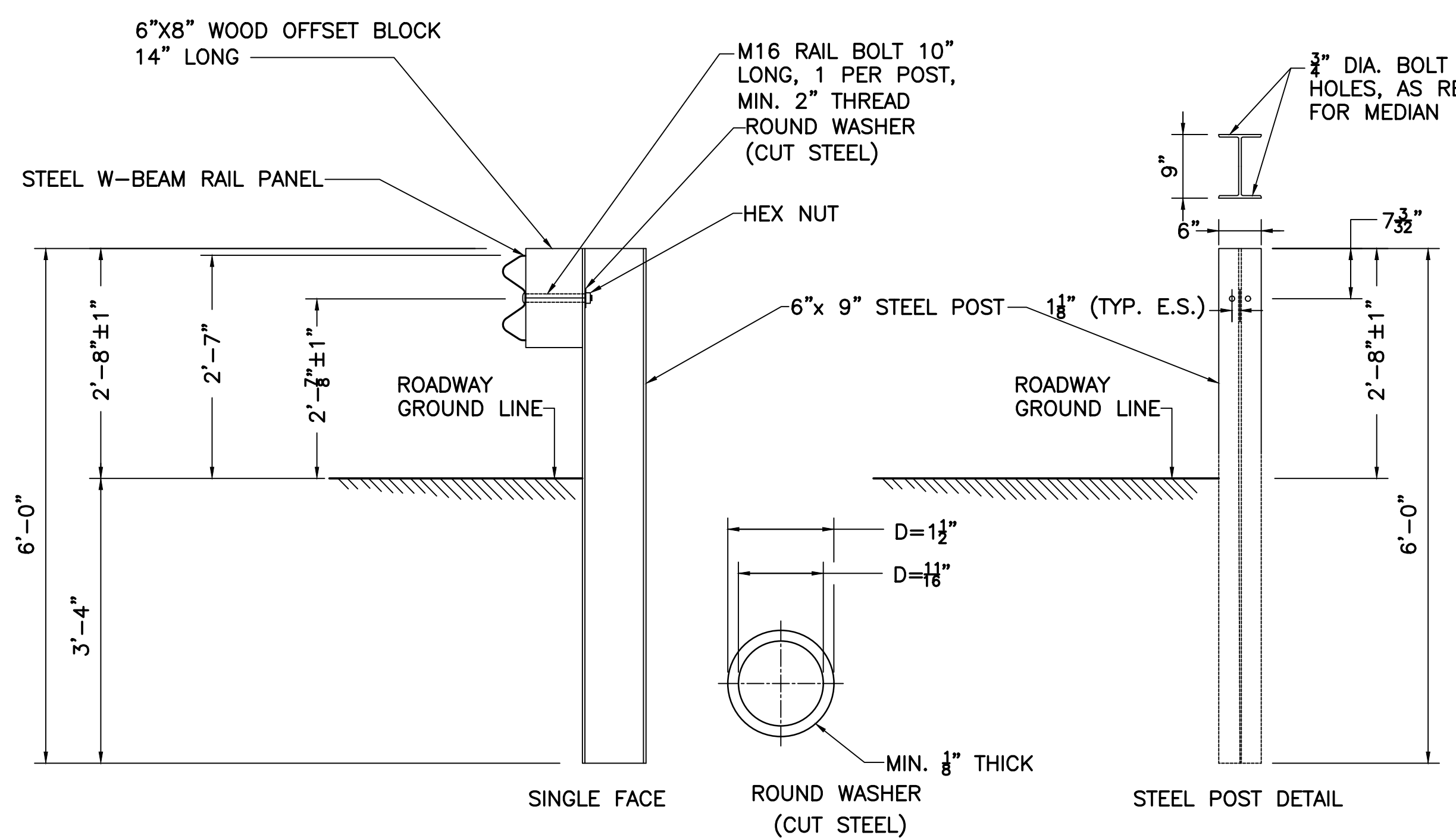


ELEVATION NORTH ABUTMENT
SCALE: 3/8"=1'-0"

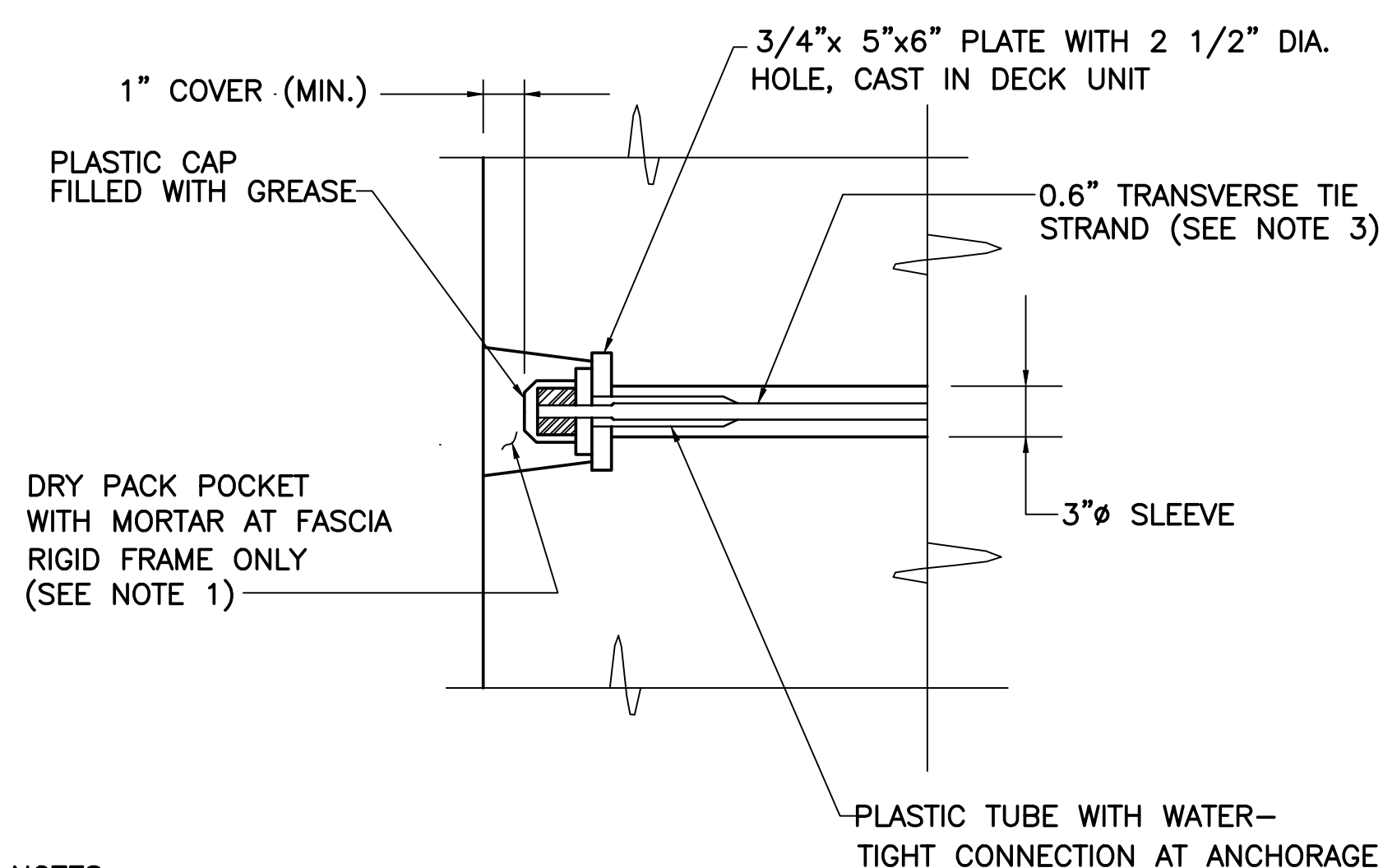
NOTE:
RIGID FRAME SHOWN SHADED AND STEEL BEAM
GUARD RAILINGS & COPING HEADWALLS NOT SHOWN FOR CLARITY.

COMMONWEALTH OF MASSACHUSETTS
MassDOT, Highway Division
CONCEPTUAL DESIGN IS ACCEPTABLE
TO MASSDOT FOR CONTRACTING
DATE 6/24/2026
STATE BRIDGE ENGINEER

	ISSUED FOR BID ONLY
	REVISED
06.01.26	ISSUED FOR CHAPTER 85 REVIEW ONLY
DATE	DESCRIPTION
USE ONLY PRINTS OF LATEST DATE	

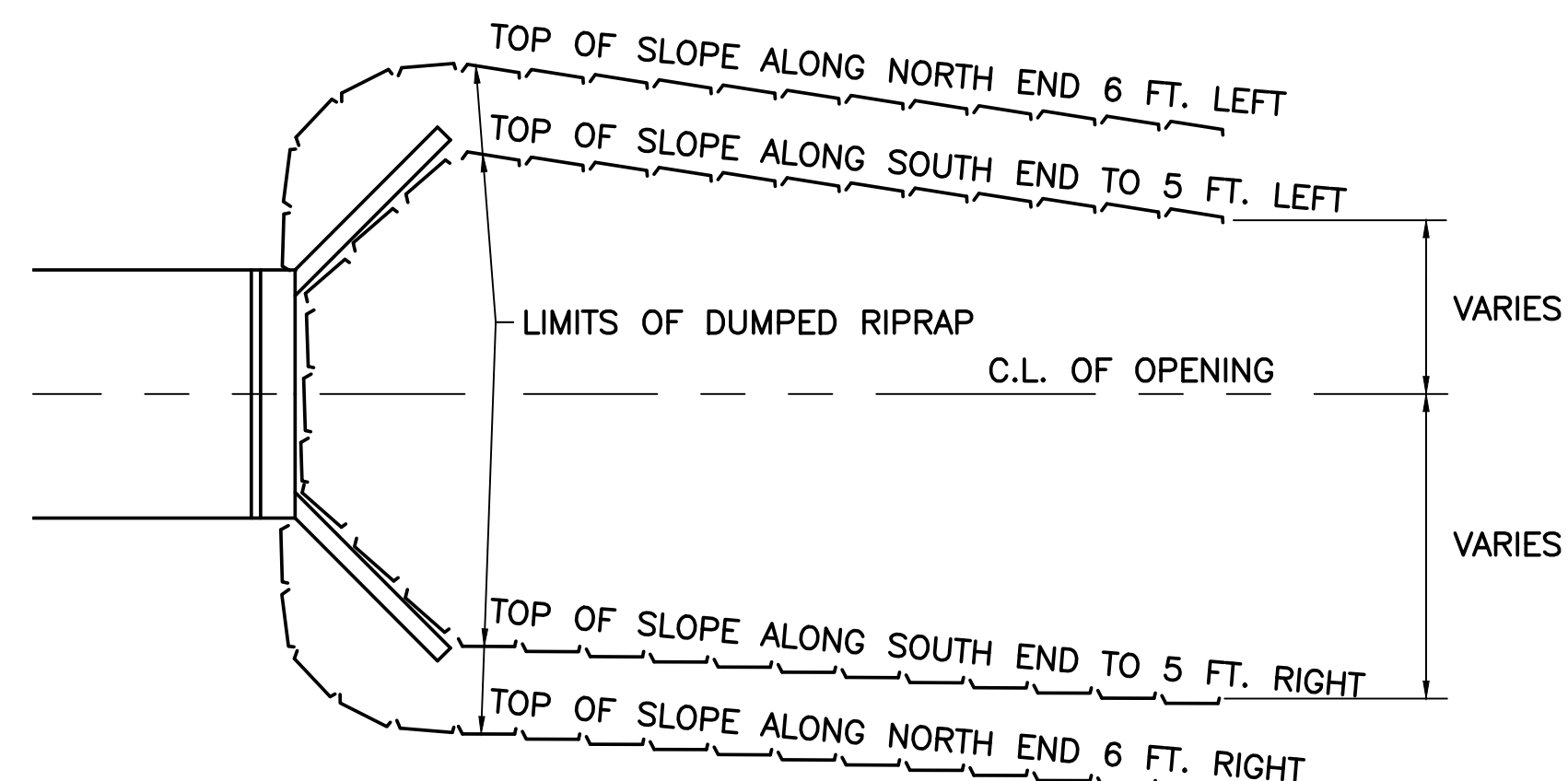


TL-2 STEEL BEAM GUARDRAIL WITH STEEL POST AND ROUTED WOOD BLOCKOUT
SCALE: $\frac{3}{4}$ "=1'-0"

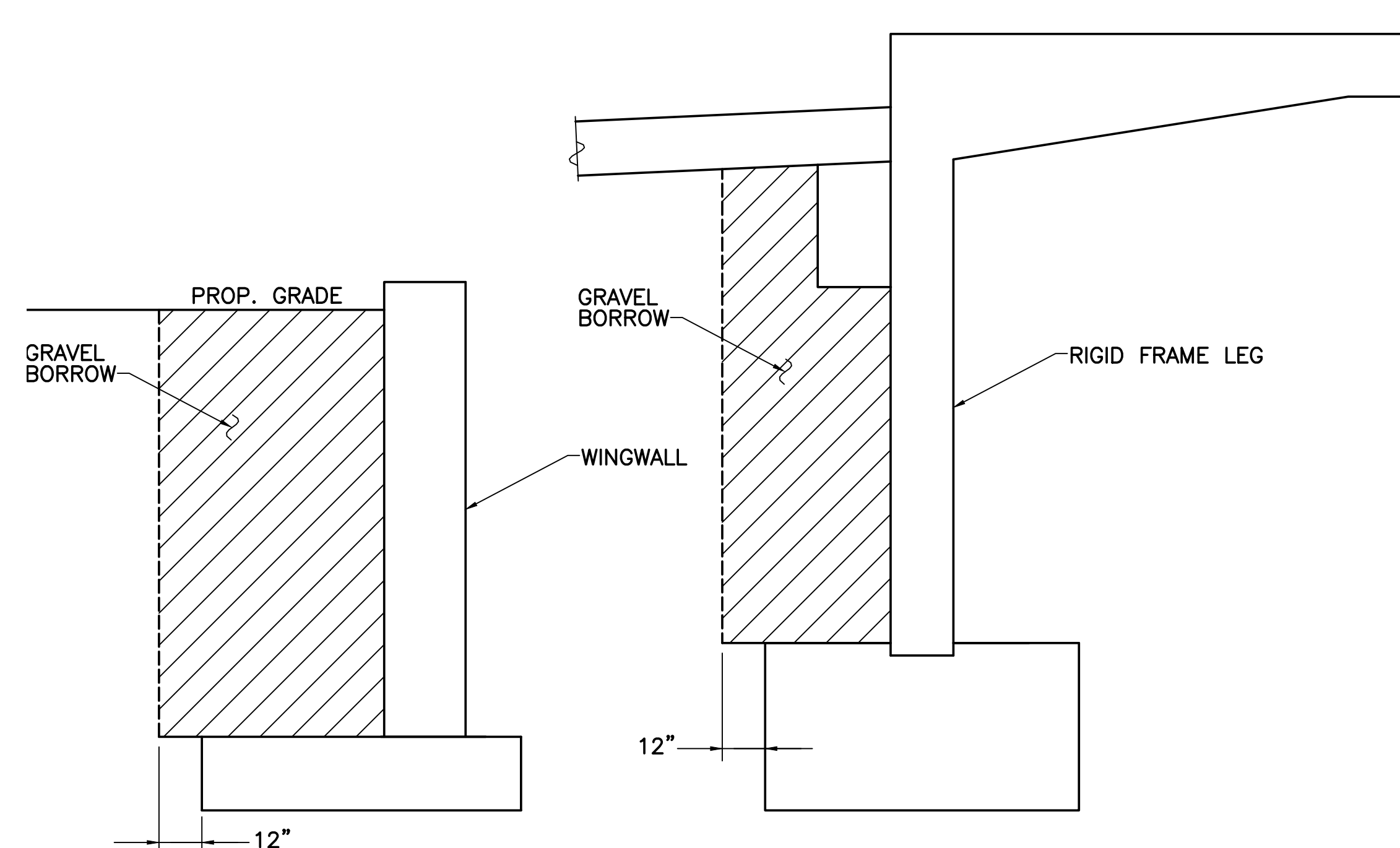


- NOTES:
- 1.0 MORTAR FOR EXTERIOR POCKETS SHALL CONFORM TO M4.02.15 AND SHALL BE THE SAME COLOR AND TEXTURE AS THE RIGID FRAME CONCRETE.
 - 2.0 OTHER ANCHORAGE SYSTEMS MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER. ALTERNATE ANCHORAGE SYSTEMS SHALL BE WATERTIGHT AND CORROSION PROOF.
 - 3.0 TRANSVERSE TIES SHALL BE COVERED BY A SEAMLESS POLYPROPYLENE SHEATH (WITH CORROSION INHIBITING GREASE BETWEEN THE STRAND AND SHEATH) FOR THE FULL LENGTH OF THE STRAND, EXCEPT AT THE ANCHORAGE LOCATION.

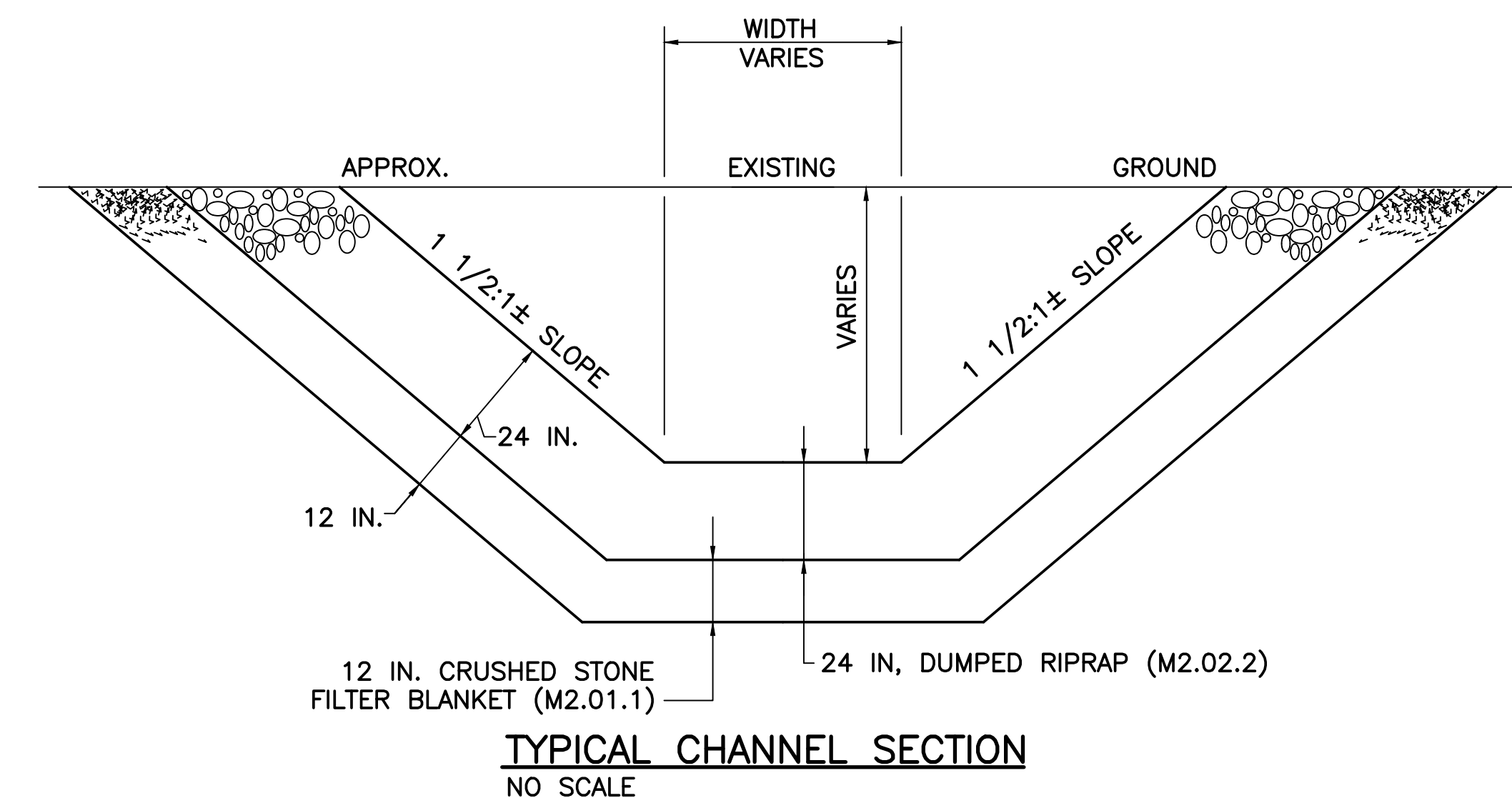
TRANSVERSE TIE ANCHORAGE POCKET DETAIL
SCALE: $1\frac{1}{2}$ "=1'-0"



LIMITS OF DUMPED RIPRAP
NO SCALE



LIMITS OF GRAVEL BORROW
NO SCALE



TYPICAL CHANNEL SECTION
NO SCALE

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MISCELLANEOUS DETAILS

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