MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PLAN AND PROFILE OF

LINCOLN STREET NOISE BARRIER

IN THE CITY OF

BOSTON

SUFFOLK COUNTY

FEDERAL AID PROJECT NO. NFA

BOSTON
LINCOLN STREET

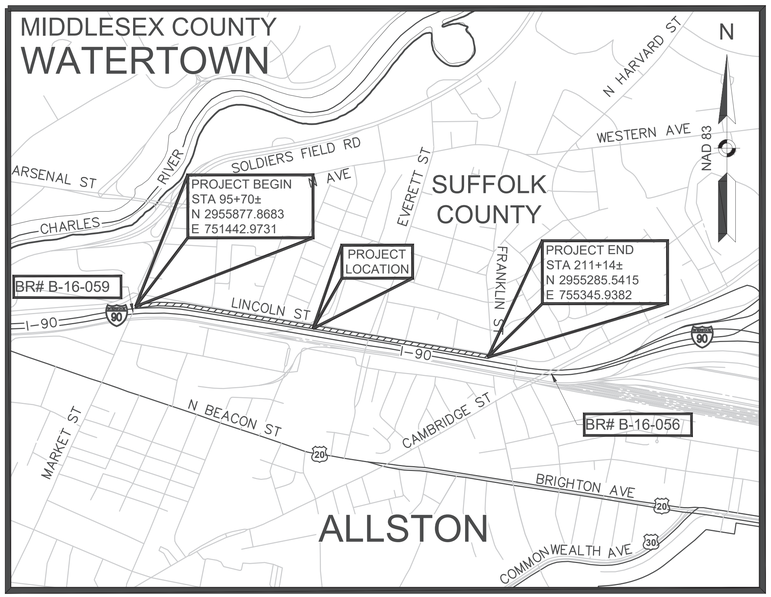
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	1	127
PROJECT FILE NO.	616308		

TITLE SHEET & INDEX

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

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0 800 1600 2400 3200

SCALE: 1" = 800'

LENGTH OF PROJECT = 4035.79 FEET = 0.764 MILES

DATE	DESCRIPTION	REV #

Kathleen Lynch — Digitally signed by Kathleen Lynch Date: 2026.10.07 14:23:53 -04'00'

Robert A. Cahoon, PE — Digitally signed by Robert A. Cahoon, PE Date: 2026.10.07 13:37:24 -04'00'

Kristofer Krestch — Digitally signed by Kristofer Krestch Date: 2026.10.07 14:16:53 -04'00'

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APPROVED

Carrie Lavallee, P.E. — Digitally signed by Carrie Lavallee, P.E. Date: 2026.10.09 15:18:52 -04'00'

CHIEF ENGINEER — DATE

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GENERAL SYMBOLS

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

TRAFFIC SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
1	1	CONTROLLER PHASE ACTUATED
		TRAFFIC SIGNAL HEAD (SIZE AS NOTED)
		WIRE LOOP DETECTOR (6' x 6' TYP UNLESS OTHERWISE SPECIFIED)
		VIDEO DETECTION CAMERA
		MICROWAVE DETECTOR
		PEDESTRIAN PUSH BUTTON, SIGN (DIRECTIONAL ARROW AS SHOWN) AND SADDLE
	*	EMERGENCY PREEMPTION CONFIRMATION STROBE LIGHT
		VEHICULAR SIGNAL HEAD
		VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED
		FLASHING BEACON
		PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED OR AS SPECIFIED)
RRSG	RRSG	RAILROAD SIGNAL
OR		SIGNAL POST AND BASE (ALPHA-NUMERIC DESIGNATION NOTED)
	20'	MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED)
		HIGH MAST POLE OR TOWER
		SIGN AND POST
		SIGN AND POST (2 POSTS)
	20'	MAST ARM WITH LUMINAIRE
		OPTICAL PRE-EMPTION DETECTOR
		CONTROL CABINET, GROUND MOUNTED
		CONTROL CABINET, POLE MOUNTED
		FLASHING BEACON CONTROL AND METER PEDESTAL
		LOAD CENTER ASSEMBLY
		PULL BOX 12"x12" (OR AS NOTED)
		ELECTRIC HANDHOLE 12"x24" (OR AS NOTED)
		TRAFFIC SIGNAL CONDUIT

PAVEMENT MARKINGS SYMBOLS

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

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	2	127
PROJECT FILE NO.	616308		

LEGEND

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ABBREVIATIONS

GENERAL

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

ABBREVIATIONS (cont.)

GENERAL

PT	POINT OF TANGENCY
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

GENERAL NOTES:

1. THE EXISTING CONDITIONS AND TOPOGRAPHICAL INFORMATION SHOWN ON THESE PLANS WERE PREPARED FROM A COMBINATION OF AN AERIAL SURVEY HAVING A PHOTOGRAPHY DATE OF OCTOBER 19, 2018, AN ON-THE-GROUND FIELD SURVEY CONDUCTED BY WSP FROM APRIL 22, 2014 TO DECEMBER 24, 2014, FROM JUNE 14, 2016 TO AUGUST 15, 2016, AND FROM SEPTEMBER 19, 2018 TO APRIL 19, 2019, AND LASER SCANNING CONDUCTED IN NOVEMBER 2018.

2. OVERLAND ENGINEERING, LLC COMPLETED LEVEL B SUBSURFACE UTILITY ENGINEERING (SUE) DURING JULY 2025 AND TEST PITS FOR LEVEL A SUE DURING OCTOBER 2025. SUPPLEMENTAL TEST PITS FOR LEVEL A SUE WAS COMPLETED IN JULY 2026.

3. THE HORIZONTAL CONTROL IS BASED ON THE MASSACHUSETTS MAINLAND STATE PLANE COORDINATE SYSTEM AND THE NATIONAL GEODETIC SURVEY (NAD83). ALL ELEVATION IS US FEET, REFERENCED TO THE NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD88).

4. THE CONTRACTOR SHALL VERIFY ALL EXISTING DIMENSIONS AND GRADES IN THE FIELD BEFORE COMMENCING WORK AND PROMPTLY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

5. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

6. PROTECTION OF UNDERGROUND FACILITIES. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE NECESSITY OF MAKING HIS OWN INVESTIGATION IN ORDER TO ASSURE THAT NO DAMAGE TO EXISTING STRUCTURES, DRAINAGE LINES, TRAFFIC SIGNAL CONDUITS, ETCETRA, WILL OCCUR.

7. THE CONTRACTOR SHALL VERIFY BY TEST PIT, THE LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH PROPOSED RETAINING WALL, NOISE BARRIER FOUNDATIONS, AND CONDUIT. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR DIRECTED BY THE ENGINEER.

8. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.

9. THE CONTRACTOR SHALL ALTER THE MASONRY OF THE TOP SECTION OF ALL EXISTING DRAINAGE AND SEWER STRUCTURES AS NECESSARY FOR CHANGES IN GRADE, AND RESET ALL WATER AND DRAINAGE FRAMES, GRATES AND BOXES TO THE PROPOSED FINISH SURFACE GRADE. REQUIRED NEW MASONRY SHALL BE CLAY BRICK.

10. THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.

11. EXISTING UTILITY POLES WILL BE RELOCATED BY OTHERS IF REQUIRED.

12. TREES AND SHRUBS WITHIN THE LIMITS OF GRADING SHALL BE REMOVED ONLY UPON APPROVAL OF THE ENGINEER.

13. AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT NO EXPENSE TO THE OWNER.

14. THE TERM "PROPOSED" (PROP) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS OR, WHERE APPLICABLE, RE-USING EXISTING MATERIALS IDENTIFIED AS "REMOVE AND RESET" (R&R).

15. EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE RETAINED UNLESS INDICATED OTHERWISE ON THE DRAWINGS.

16. IF SUITABLE, EXISTING GRANITE CURB & EDGING SHALL BE RE-USED IN THE PROPOSED WORK, EXCEPT CURVED STONES OF A DIFFERENT RADIUS THAN PROPOSED CURB.

17. THE RIGHT-OF-WAY LINES AND BASELINES SHOWN ON THIS PLAN ARE BASED ON MASSACHUSETTS TURNPIKE AUTHORITY HIGHWAY LAYOUT O.T. B10 DATED 1962. THE MONUMENTS FOUND ON THIS PLAN WERE FIELD LOCATED AND USED TO ESTABLISH THE RIGHT-OF-WAY LINES. THE PROPERTY LINES OF INDIVIDUAL OWNERS ALONG THE RIGHT-OF-WAY SHOWN ON THIS PLAN ARE FROM RECORD DEEDS AND PLANS, INDIVIDUAL ABUTTERS PROPERTIES WERE NOT SURVEYED.

18. PROPOSED BOUNDS SHALL BE PLACED BY A LICENSED PROFESSIONAL SURVEYOR. THE CONTRACTOR SHALL EXERCISE DUE CARE WHEN WORKING AROUND ALL PROPERTY BOUNDS WHICH ARE TO REMAIN. SHOULD ANY DAMAGE TO A BOUND RESULT FROM THE ACTIONS OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE THE BOUND REPLACED AND/OR REALIGNED BY A LICENSED PROFESSIONAL SURVEYOR AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST.

19. DISPOSAL OF ALL SURPLUS MATERIAL SHALL BE AS APPROVED BY THE ENGINEER AND OWNER.

20. THE CONTRACTOR SHALL FURNISH AND INSTALL COMPETE IN PLACE BOSTON IVY PLANTS, SIZED AS INDICATED BY BID ITEM 796.039, 4 FEET ON-CENTER ALONG THE LINCOLN STREET SIDE OF ALL NEW NOISE BARRIER, IN ACCORDANCE WITH SUBSECTION 771 OF THE STANDARD SPECIFICATIONS.

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	3	127
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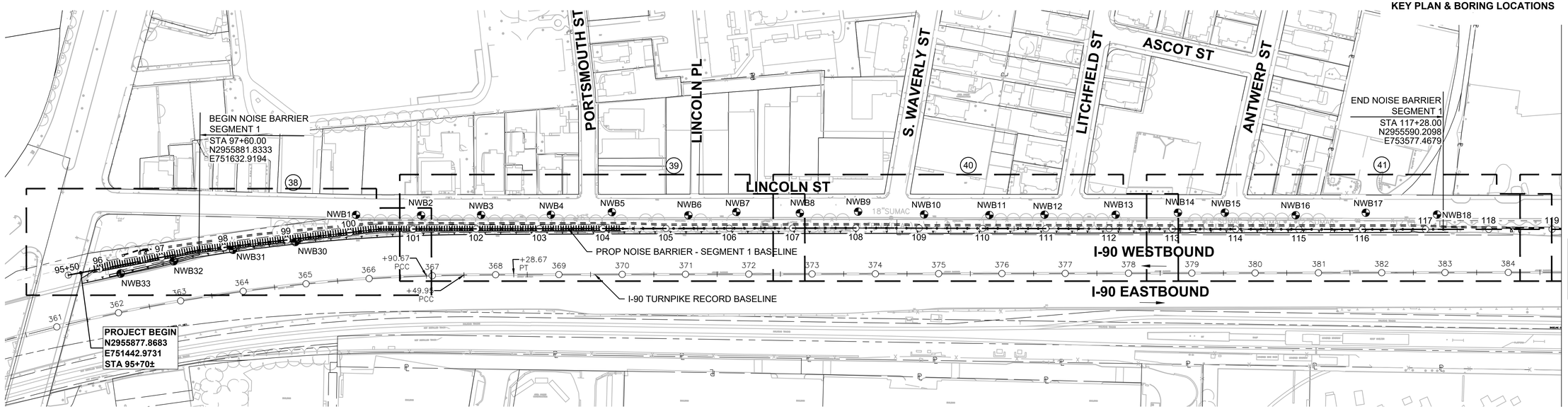
ABBREVIATIONS & GENERAL NOTES

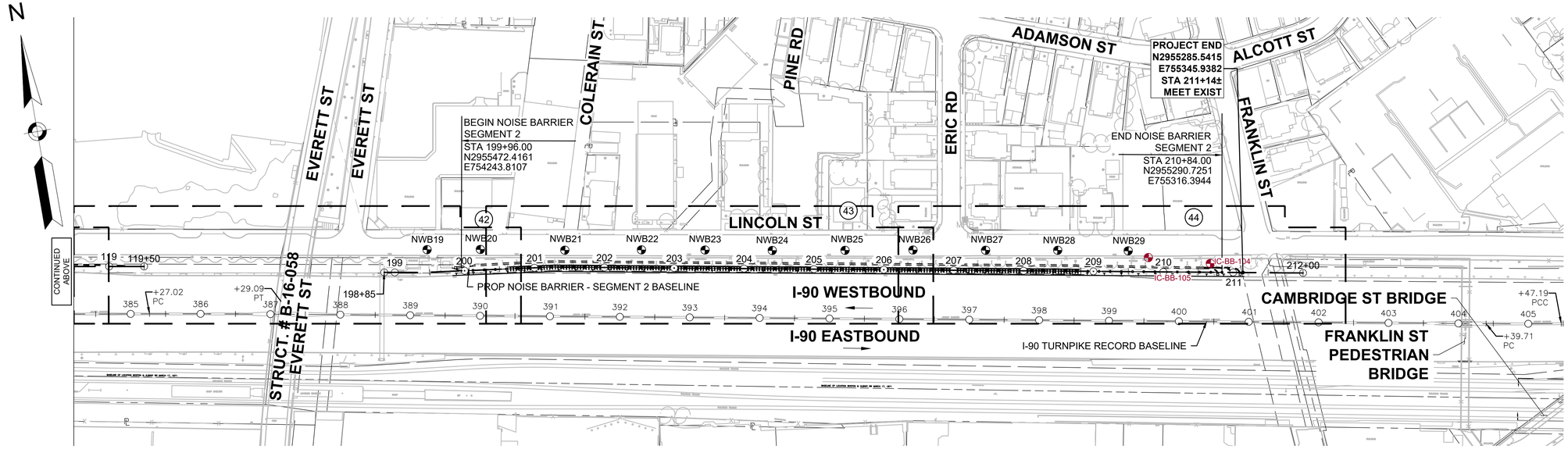
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BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	4	127
PROJECT FILE NO.	616308		

KEY PLAN & BORING LOCATIONS





LEGEND

- (XX) GENERAL PLANS & PROFILES
- GEI AS-DRILLED BORING (2026)
- GEI AS-DRILLED BORING (2024)
- AS-DRILLED BORINGS (THROUGH 2020) (OW) INDICATES OBSERVATION WELL INSTALLED

0 80 200 300

SCALE: 1" = 80'

NOTES:

1. SEE GEOTECHNICAL MEMORANDUM (ATTACHED TO THE SPECIFICATIONS) FOR ADDITIONAL INFORMATION ON EXISTING SOIL CONDITIONS.

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BORING IC-BB-104 — PAGE 1 of 4

NORTHING (ft): 2,955,306 | EASTING (ft): 2,955,306
GROUND SURFACE EL. (ft): 26.1 | DATE START/END: 6/13/2018 – 6/14/2018
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: GeoLogic Earth Exploration, Inc.
TOTAL DEPTH (ft): 89.0 | DRILLER NAME: P. Fisher
LOGGED BY: C. Burford | RIG TYPE: Rotary Wash with Casing

DRILLING INFORMATION
HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 inch/ 4.5 inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: CME 75 Truck
WATER LEVEL DEPTHS (ft): ⊻ 18.5 6/14/2018

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; = Length of Sound Core×4 in / Pen.; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; SC = Soaks Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
20	0	VAC	0 to 5	60		Vacuum excavated to 5 ft on 6/13/18.	SAND AND GRAVEL (POSSIBLE FILL)	0–5': Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, some inorganic silt.
15	5	S1	5 to 7	24/12	2–8–13–18	Advance 5" dia. casing while drilling/sampling to a depth of 20 ft.		S1: Dry, medium dense, tan, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt.
10	10	S2	9 to 11	24/10	11–12–17–22			S2: Dry, medium dense, tan, FINE TO COARSE SAND, trace of fine gravel, trace of inorganic silt.
5	15	S3	14 to 16	24/11	10–15–14–10			S3: Moist, medium dense, tan with orange, black band at tip, FINE TO COARSE SAND, some fine gravel, trace of inorganic silt.
0	20	S4	19 to 21	24/11	11–11–13–22	Telescope 4" dia. casing to a depth of 20 ft. Advance 4" dia. casing while drilling/sampling to a depth of 60 ft.	SAND AND GRAVEL	S4: Wet, medium dense, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PINFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING IC-BB-104 — PAGE 2 of 4

NORTHING (ft): 2,955,306 | EASTING (ft): 2,955,306
GROUND SURFACE EL. (ft): 26.1 | DATE START/END: 6/13/2018 – 6/14/2018
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: GeoLogic Earth Exploration, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
25	0	S5	24 to 26	24/0	4–11–16–21	No recovery. Redrive with 3" spoon.	SAND AND GRAVEL	S5: No Recovery. Cobbles encountered. S5 (Redrive): Wet, medium dense, brown, FINE TO COARSE SAND, some fine gravel, trace of inorganic silt.
30		S6	29 to 31	24/12	7–10–14–15			S6: Similar to S5.
35	-10	S7	34 to 36	24/10	15–20–20–19			S7: Wet, dense, tan–brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
40		S8	39 to 41	24/11	12–16–17–12			S8: Wet, dense, tan–brown, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt. w.c.=8% grav=65%, sand=29%, fines=6%
45	-20	S9	44 to 46	24/8	9–12–12–12			S9: Wet, medium dense, tan–brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
50		S10	49 to 51	24/19	7–5–11–13			S10 (0"–13"): Wet, medium dense, tan, FINE SAND, some inorganic silt. S10 (13"–19"): Wet, medium dense, gray, FINE TO COARSE SAND, some inorganic clay, some fine gravel.
55		S11	54 to 56	24/24	7–12–14–11			S11 (0"–8"): Wet, very stiff, gray, INORGANIC CLAY, trace of fine sand.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PINFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING IC-BB-104 — PAGE 3 of 4

NORTHING (ft): 2,955,306 | EASTING (ft): 2,955,306
GROUND SURFACE EL. (ft): 26.1 | DATE START/END: 6/13/2018 – 6/14/2018
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: GeoLogic Earth Exploration, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
-30	60	S12	59 to 61	24/24	7–8–12–10	Open hole while drilling/sampling to a depth of 65 ft.	CLAY WITH FINE SAND LAYERS	S11 (6"–24"): Wet, medium dense, gray, FINE SAND, some inorganic clay. w.c.=21% S12 (0"–13"): Similar to S11 (6"–24"). S12 (13"–24"): Wet, very stiff, gray, INORGANIC CLAY, trace of fine sand. w.c.=25%
-40	65	S13	64 to 65	24/13	10–11–13–11	Advance 4" dia. casing while drilling/sampling to a depth of 70 ft.	SAND AND GRAVEL	S13: Wet, medium dense, gray, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt.
	70	S14	69 to 70.3	15/8	32–15–100/3"	Telescope 3" dia. casing to a depth of 70 ft.		S14 (0"–7"): Wet, very dense, gray, FINE TO COARSE SAND, some fine to medium gravel, some inorganic silt. S14 (7"–8"): Wet, very dense, gray, FINE TO COARSE GRAVEL, trace of fine to coarse sand, trace of inorganic clay, looks like weathered rock.
-50	75	S15	74 to 74	0/0	100/0"	Loss of water while drilling due to highly weathered/fractured rock.	WEATHERED ROCK	S15: No Recovery.
	80	S16	79 to 79	0/0	100/0"			S16: No Recovery. Weathered rock in tip.
-60	85	S17	84 to 84	0/0	100/0"			S17: No Recovery. Weathered rock in drill cuttings.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PINFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING IC-BB-104 — PAGE 4 of 4

NORTHING (ft): 2,955,306 | EASTING (ft): 2,955,306
GROUND SURFACE EL. (ft): 26.1 | DATE START/END: 6/13/2018 – 6/14/2018
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: GeoLogic Earth Exploration, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
-70	90	S18	89 to 89	0/0	100/0"			S18: No Recovery. Bottom of boring at depth 89 ft. Borehole backfilled with cuttings and seal.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PINFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING IC-BB-105 — PAGE 1 of 3

NORTHING (ft): 2,955,329 | EASTING (ft): 755,216
GROUND SURFACE EL. (ft): 25.0 | DATE START/END: 6/19/2018 – 6/27/2018
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: GeoLogic Earth Exploration, Inc.
TOTAL DEPTH (ft): 64.0 | DRILLER NAME: P. Fisher
LOGGED BY: C. Burford/J. Giampa | RIG TYPE: Rotary Wash with Casing

DRILLING INFORMATION
HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 inch/ 4.5 inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: CME 75 Truck
WATER LEVEL DEPTHS (ft): ⊻ 19.0 6/27/2018

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; = Length of Sound Core×4 in / Pen.; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; SC = Soaks Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
20	0	VAC	0 to 5	60		Vacuum excavated to 5 ft on 6/18/2018.	SAND AND GRAVEL (POSSIBLE FILL)	0–5': Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, some inorganic silt.
15	5	S1	5 to 7	24/10	6–7–8–9	Advance 5" dia. casing while drilling/sampling to a depth of 20 ft.		S1: Dry, medium dense, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
10	10	S2	9 to 11	24/10	9–16–17–21			S2: Wet, dense, light brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
5	15	S3	14 to 16	24/10	8–8–10–9			S3: Wet, medium dense, light brown, FINE TO COARSE SAND, trace fine gravel, trace of inorganic silt.
0	20	S4	19 to 21	24/10	7–17–15–14	Telescope 4" dia. casing to 20 ft. Advance 4" dia. casing while drilling/sampling to a depth of 50 ft.		S4: Wet, dense, brown, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PINFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING IC-BB-105 — PAGE 2 of 3

NORTHING (ft): 2,955,329 | EASTING (ft): 755,216
GROUND SURFACE EL. (ft): 25.0 | DATE START/END: 6/18/2018 – 6/27/2018
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: GeoLogic Earth Exploration, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
0	25	S5	24 to 26	24/12	16–13–12–19		SAND AND GRAVEL	S5: Wet, medium dense, brown with orange, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt.
	30	S6	29 to 31	24/13	16–18–17–17			S6: Similar to S5, except dense, and brown, black, and orange.
-10	35	S7	34 to 36	24/9	19–26–24–20			S7: Wet, dense, brown, FINE TO COARSE GRAVEL, some fine to coarse sand, some inorganic silt.
	40	S8	39 to 41	24/3	12–10–7–5			S8: Wet, medium dense, brown with orange, FINE TO COARSE SAND AND FINE TO COARSE GRAVEL, trace of inorganic silt.
-20	45	S9	44 to 46	24/7	7–8–9–7			S9: Wet, medium dense, brown, FINE SAND, trace of inorganic silt.
	50	S10	49 to 51	24/19	8–14–18–25	Open hole drilling/sampling to a depth of 55 ft.		S10: Wet, dense, gray, FINE SAND, some fine to coarse gravel (looks like fractured rock), some inorganic clay.
-30	55	S11	54 to 56	24/9	11–11–10–11			S11: Wet, medium dense, gray, FINE TO COARSE GRAVEL, some fine to coarse sand, some inorganic silt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PINFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING IC-BB-105 — PAGE 3 of 3

NORTHING (ft): 2,955,329 | EASTING (ft): 755,216
GROUND SURFACE EL. (ft): 25.0 | DATE START/END: 6/18/2018 – 6/27/2018
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: GeoLogic Earth Exploration, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
	60					Advance 4" dia. casing while drilling/sampling to a depth of 60 ft.		
-40		S12	59 to 59	0/0	100/0"	Driller notes that fracture/weathered rock in cuttings. Open hole drilling/sampling to a depth of 64 ft.	POSSIBLE WEATHERED ROCK	S12: No Recovery.
	65	S13	64 to 64	0/0	100/0"	Driller notes that fracture/weathered rock in cuttings.		S12: No Recovery. Bottom of boring at depth 64 ft. Borehole backfilled with cuttings and sand.
-50	70							
	75							
-60	80							
	85							

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PINFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	5	127
PROJECT FILE NO.	616308		

BORING LOGS

BORING NOTES:

1. LOCATION OF BORINGS SHOWN ON THE PLAN THUS: #1
2. BORINGS TAKEN FOR THE 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 TO THE LEFT OF THE COLUMNS INDICATE DEPTH BELOW SURFACE AT BORING POINT.
5. FIGURES IN COLUMNS INDICATE NUMBER OF BLOWS PRODUCED BY A 30" FALL OF 140 POUNDS MASS HAMMER REQUIRED TO DRIVE 2" I.D. SPOON 1 FOOT.
6. BORING SAMPLES TAKEN JUNE 13-27, 2018, SEPTEMBER 13 - OCTOBER 24, 2024, AND MARCH 23-27, 2026.
7. BORINGS WERE PERFORMED BY GEOLOGIC EARTH EXPLORATION, INC., 7 SHERWOOD DRIVE, NORFOLK, MA 02056 AND NORTHERN DRILL SERVICES, INC. , 33 TALBOT ROAD, NORTHBOROUGH, MA 01532.

I:\BOSTON\ST\1-NORTH-EAST-LATER NAME\1903324 NOISE WALL BORINGS 08-26-2020.GPJ 8/28/26
616308_HD(BORING LOGS).DWG Plotted on 1-Oct-2026 5:17 PM

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	6	127
PROJECT FILE NO.	616308		

BORING LOGS

BORING NOTES:

1. SEE SHEET 5 FOR NOTES.

6/16/2026 J:\NORTH-EAST-LATER NAME\1903324 NORE MILL BORINGS 09-26-2016.GPJ GEI_WORKING_STD 6.GDT 6/26/26

6/16308_HD\BORING LOGS).DWG Plotted on 1-Oct-2026 5:17 PM

BORING NWB1 — PAGE 1 of 2

BORING INFORMATION
NORTHING (ft): 2,955,896 — EASTING (ft): 751,887
GROUND SURFACE EL. (ft): 30.79 — DATE START/END: 9/13/2024 – 9/13/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 31.0 — DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard — RIG TYPE: Mobile B-46 Truck

DRILLING INFORMATION
HAMMER TYPE: Automatic — CASING I.D./O.D.: 4 Inch/ 4.5 Inch — CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA — DRILL ROD O.D.: 2.625 Inch — CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ∑ 7.0 9/13/2024

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; = Length of Stand Core>4 in / Pen.,RQD; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; = Sonic Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 In.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 7	84			SAND & GRAVEL (POSSIBLE FILL)	0–7": ASPHALT G1 (7"–7'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	7 to 9	24/11	16–15–15–11			S1: Moist, medium dense, brown with orange at 9", FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
		S2	9 to 11	24/5	12–11–17–16			S2: Moist, medium dense, brown, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt.
		S3	14 to 16	24/11	8–8–9–10		SAND & GRAVEL	S3: Moist, medium dense, brown, FINE TO COARSE SAND, trace of fine gravel, trace of inorganic silt.
		S4	19 to 21	24/12	21–26–20–11			S4: Moist, dense, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB1 — PAGE 2 of 2

NORTHING (ft): 2,955,896 — EASTING (ft): 751,887
GROUND SURFACE EL. (ft): 30.79 — DATE START/END: 9/13/2024 – 9/13/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/5	9–8–11–17		SAND & GRAVEL	S5: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to coarse gravel, some inorganic silt.
		S6	29 to 31	24/10	10–13–12–12			S6: Moist, medium dense, brown, FINE TO COARSE SAND, trace of fine to medium gravel, trace of inorganic silt.
								Bottom of boring at depth 31 ft. Boring backfilled with cuttings and topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB2 — PAGE 1 of 2

BORING INFORMATION
NORTHING (ft): 2,955,879 — EASTING (ft): 751,988
GROUND SURFACE EL. (ft): 30.19 — DATE START/END: 9/16/2024 – 9/16/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 31.0 — DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard — RIG TYPE: Mobile B-46 Truck

DRILLING INFORMATION
HAMMER TYPE: Automatic — CASING I.D./O.D.: 4 Inch/ 4.5 Inch — CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA — DRILL ROD O.D.: 2.625 Inch — CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ∑ 10.7 9/16/2024

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; = Length of Stand Core>4 in / Pen.,RQD; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; = Sonic Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 In.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 7	84			SAND & GRAVEL (POSSIBLE FILL)	0"–9": ASPHALT G1 (9"–7'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
		S1	7 to 9	24/9	18–19–12–16			S1: Moist, dense, brown, FINE TO COARSE SAND AND FINE TO COARSE GRAVEL, trace of inorganic silt.
		S2	9 to 11	24/6	16–19–14–15			S2: Moist, dense, brown, FINE TO COARSE GRAVEL, some fine to coarse sand, some inorganic silt. w.c.=11% grav=32%, sand=28%, fines=21%
		S3	14 to 16	24/9	8–10–10–10		SAND & GRAVEL	S3: Moist, medium dense, brown, FINE TO COARSE SAND, trace of fine to medium gravel, trace of inorganic silt.
		S4	19 to 21	24/9	9–8–9–9			S4: Similar to S3.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB2 — PAGE 2 of 2

NORTHING (ft): 2,955,879 — EASTING (ft): 751,988
GROUND SURFACE EL. (ft): 30.19 — DATE START/END: 9/16/2024 – 9/16/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/10	12–12–17–24		SAND & GRAVEL	S5: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
		S6	29 to 31	24/7	11–11–15–11			S6: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
								Bottom of boring at depth 31 ft. Boring backfilled with cuttings and topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB3 — PAGE 1 of 2

BORING INFORMATION
NORTHING (ft): 2,955,863 — EASTING (ft): 752,082
GROUND SURFACE EL. (ft): 29.83 — DATE START/END: 9/17/2024 – 9/17/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 31.0 — DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard — RIG TYPE: Mobile B-46 Truck

DRILLING INFORMATION
HAMMER TYPE: Automatic — CASING I.D./O.D.: 4 Inch/ 4.5 Inch — CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA — DRILL ROD O.D.: 2.625 Inch — CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ∑ 13.6 9/17/2024

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; = Length of Stand Core>4 in / Pen.,RQD; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; = Sonic Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 In.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 7	84			SAND & GRAVEL (POSSIBLE FILL)	0–9": ASPHALT G1 (9"–7'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
		S1	7 to 9	24/12	16–22–13–12			S1: Moist, dense, brown, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt.
		S2	9 to 11	24/10	9–12–13–17			S2: Moist, medium dense, brown, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt. w.c.=9% grav=58%, sand=32%, fines=8%
		S3	14 to 16	24/5	15–16–17–20		SAND & GRAVEL	S3: Moist, dense, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
		S4	19 to 21	24/11	14–14–14–19			S4: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB3 — PAGE 2 of 2

NORTHING (ft): 2,955,863 — EASTING (ft): 752,082
GROUND SURFACE EL. (ft): 29.83 — DATE START/END: 9/17/2024 – 9/17/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/10	12–12–17–24		SAND & GRAVEL	S5: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
		S6	29 to 31	24/7	11–11–15–11			S6: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
								Bottom of boring at depth 31 ft. Boring backfilled with cuttings and topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING INFORMATION

NORTHING (ft): 2,955,846 | EASTING (ft): 752,191
GROUND SURFACE EL. (ft): 28.7 | DATE START/END: 9/18/2024 – 9/18/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 31.0 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Mobile B-46 Truck

BORING NWB4 PAGE 1 of 2

DRILLING INFORMATION

HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 Inch/ 4.5 Inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 Inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 13.1 9/18/2024

ABBREVIATIONS:
Pen. = Penetration Length
Rec. = Recovery Length
RQD = Rock Quality Designation
= Length of Sound Core>4 in / Pen.,RQD = Split Spoon Sample
C = Core Sample
U = Undisturbed Sample
= Length of Sound Core>4 in / Pen.,RQD = Sonic Core
DP = Direct Push Sample
HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength
Sv = Pocket Torvane Shear Strength
LL = Liquid Limit
PI = Plasticity Index
PID = Photoionization Detector
I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured
Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 7	84			SAND & GRAVEL (POSS. FILL)	0-9": ASPHALT G1 (9"-7'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
		S1	7 to 9	24/14	8-14-17-17		SILT	S1 (0"-9"): Moist, hard, light brown, INORGANIC SILT, some fine to coarse sand, trace of medium to coarse gravel. S1 (9"-14"): Moist, dense, light brown, FINE TO COARSE SAND, some inorganic silt.
		S2	9 to 11	24/12	12-16-9-12			S2 (0"-7"): Moist, medium dense, light brown, FINE TO COARSE SAND, some inorganic silt, trace of fine gravel. S2 (7"-12"): Moist, very stiff, light brown, INORGANIC SILT, some fine sand.
		S3	14 to 16	24/24	4-6-8-12			S3: Moist, stiff, light brown, INORGANIC SILT, some fine sand.
		S4	19 to 21	24/13	7-10-13-14			S4: Moist, medium dense, light brown, FINE TO COARSE SAND, some lean clay, trace of fine gravel. w.c.=17% grav=1%, sand=66%, fines=34%

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING INFORMATION

NORTHING (ft): 2,955,846 | EASTING (ft): 752,191
GROUND SURFACE EL. (ft): 28.7 | DATE START/END: 9/18/2024 – 9/18/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

BORING NWB4 PAGE 2 of 2

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/13	12-19-23-24		SAND & GRAVEL	S5: Moist, medium dense, brown with orange at 8", FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
		S6	29 to 31	24/8	12-14-10-12			S6: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
								Bottom of boring at depth 31 ft. Boring backfilled with cuttings and topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING INFORMATION

NORTHING (ft): 2,955,834 | EASTING (ft): 752,286
GROUND SURFACE EL. (ft): 27.9 | DATE START/END: 9/19/2024 – 9/19/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 41.0 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Mobile B-46 Truck

BORING NWB5 PAGE 1 of 2

DRILLING INFORMATION

HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 Inch/ 4.5 Inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 Inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 10.1 9/19/2024

ABBREVIATIONS:
Pen. = Penetration Length
Rec. = Recovery Length
RQD = Rock Quality Designation
= Length of Sound Core>4 in / Pen.,RQD = Split Spoon Sample
C = Core Sample
U = Undisturbed Sample
= Length of Sound Core>4 in / Pen.,RQD = Sonic Core
DP = Direct Push Sample
HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength
Sv = Pocket Torvane Shear Strength
LL = Liquid Limit
PI = Plasticity Index
PID = Photoionization Detector
I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured
Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 9	108			SAND & GRAVEL (POSSIBLE FILL)	0-6": ASPHALT G1 (6"-9.3'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	9 to 11	24/13	6-5-7-9		SILT	S1 (0"-5"): Moist, medium dense, light brown, FINE TO COARSE SAND, some inorganic silt. S1 (5"-13"): Moist, stiff, light brown, INORGANIC SILT, some fine sand.
		S2	14 to 16	24/17	4-8-7-9	Qp = 2.0 tsf, Sv = 0.4 tsf	CLAY	S2: Moist, stiff, gray, LEAN CLAY, trace of fine sand.
		S3	19 to 21	24/9	3-4-4-5	Qp = 0 tsf, Sv = 0 tsf		S3: Moist, medium stiff, gray, LEAN CLAY, trace of fine sand.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING INFORMATION

NORTHING (ft): 2,955,834 | EASTING (ft): 752,286
GROUND SURFACE EL. (ft): 27.9 | DATE START/END: 9/19/2024 – 9/19/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

BORING NWB5 PAGE 2 of 2

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S4	24 to 26	24/24	2-4-4-6	Qp = 2.0 tsf, Sv = 0.3 tsf	CLAY	S4: Moist, medium stiff, gray, LEAN CLAY, trace of fine sand.
		S5	29 to 31	24/24	3-3-4-6	Qp = 1.5 tsf, Sv = 0.15 tsf		S5: Moist, medium stiff, gray, LEAN CLAY, trace of fine sand.
		S6	34 to 36	24/13	7-9-7-3	Qp = 0.15 tsf, Sv = 0.2 tsf		S6: Moist, very stiff, gray, LEAN CLAY, some fine sand, trace of fine to coarse gravel.
		S7	39 to 41	24/24	7-5-9-15	Qp = 0.15 tsf, Sv = 0.25 tsf		S7 (0"-18"): Moist, stiff, gray, LEAN CLAY, some fine sand.
							SAND	S7 (18"-24"): Moist, medium dense, brown, FINE TO COARSE SAND, some fine gravel, trace of inorganic silt.
								Bottom of boring at depth 41 ft. Boring backfilled with cuttings and topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING INFORMATION

NORTHING (ft): 2,955,809 | EASTING (ft): 752,405
GROUND SURFACE EL. (ft): 27.17 | DATE START/END: 9/20/2024 – 9/20/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 41.0 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Mobile B-46 Truck

BORING NWB6 PAGE 1 of 2

DRILLING INFORMATION

HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 Inch/ 4.5 Inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 Inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 6.1 9/20/2024

ABBREVIATIONS:
Pen. = Penetration Length
Rec. = Recovery Length
RQD = Rock Quality Designation
= Length of Sound Core>4 in / Pen.,RQD = Split Spoon Sample
C = Core Sample
U = Undisturbed Sample
= Length of Sound Core>4 in / Pen.,RQD = Sonic Core
DP = Direct Push Sample
HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength
Sv = Pocket Torvane Shear Strength
LL = Liquid Limit
PI = Plasticity Index
PID = Photoionization Detector
I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured
Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 7	84			SAND & GRAVEL (POSSIBLE FILL)	0-8": ASPHALT G1 (8"-7"): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	7 to 9	24/13	10-15-13-12			S1: Dry, medium dense, brown, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt.
		S2	9 to 11	24/18	8-5-7-12		SILT	S2 (0"-3"): Moist, medium dense, brown, FINE TO COARSE SAND, some inorganic silt. S2 (3"-18"): Moist stiff, light brown, INORGANIC SILT, trace of fine sand.
		S3	14 to 16	24/23	5-3-10-13	Qp = 3.0 tsf, Sv = 0.2 tsf	CLAY	S3: Moist, stiff, gray, LEAN CLAY, trace of fine sand.
		S4	19 to 21	24/24	9-4-5-5	Qp = 1.5 tsf, Sv = 0.15 tsf		S4: Similar to S3.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING INFORMATION

NORTHING (ft): 2,955,809 | EASTING (ft): 752,405
GROUND SURFACE EL. (ft): 27.17 | DATE START/END: 9/20/2024 – 9/20/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

BORING NWB6 PAGE 2 of 2

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/24	2-3-3-3	Qp = 1.5 tsf, Sv = 0.15 tsf	CLAY	S5: Moist, medium stiff, gray, LEAN CLAY, some fine sand.
		S6	29 to 31	24/24	WOR-1-3-4	Qp = 1.0 tsf, Sv = 0.1 tsf		S6: Moist, soft, gray, LEAN CLAY, trace of fine sand.
		S7	34 to 36	24/24	3-2-1-3	Qp = 0.5 tsf, Sv = 0.1 tsf		S7: Similar to S6.
		S8	39 to 41	24/24	WOR/18"-2	Qp = 0.5 tsf, Sv = 0.05 tsf		S8: Similar to S6, except very soft.
								Bottom of boring at depth 41 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	7	127
PROJECT FILE NO.	616308		

BORING LOGS

BORING NOTES:

1. SEE SHEET 5 FOR NOTES.

616308_HD\BORING LOGS).DWG Plotted on 1-Oct-2026 5:17 PM

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	8	127
PROJECT FILE NO.	616308		

BORING LOGS

BORING NOTES:

1. SEE SHEET 5 FOR NOTES.

616308_HD(BORING LOGS).DWG Plotted on 1-Oct-2026 5:17 PM

BORING NWB7 — PAGE 1 of 2

NORTHING (ft): 2,955,802 — EASTING (ft): 752,481
GROUND SURFACE EL. (ft): 26.88 — DATE START/END: 9/23/2024 – 9/23/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 41.0 — DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard — RIG TYPE: Mobile B-46 Truck

DRILLING INFORMATION
HAMMER TYPE: Automatic — CASING I.D./O.D.: 4 Inch/ 4.5 Inch — CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA — DRILL ROD O.D.: 2.625 Inch — CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 7.4 9/23/2024

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; = Length of Sound Core>4 in / Pen.,%; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; = Sonic Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Tarvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or ROD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 7.4	89			SAND & GRAVEL (POSSIBLE FILL)	0–6": ASPHALT. G1 (6"–7.4'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	7.4 to 9.4	24/12	8-13-11-13		SILT	S1 (0"–5"): Dry, medium dense, brown, FINE TO COARSE SAND, trace of fine gravel, trace of inorganic silt. S1 (5"–12"): Dry, very stiff, brown, INORGANIC SILT, some fine sand.
		S2	9.4 to 11.4	24/15	9-7-5-10			S2: Moist, stiff, brown/gray, INORGANIC SILT, trace of fine sand.
		S3	14 to 16	24/20	5-7-8-8	Qp = 4.5 tsf, Sv = 0.4 tsf	CLAY	S3: Moist, stiff, gray, LEAN CLAY, trace of fine sand.
		S4	19 to 21	24/20	5-8-14-11	Qp = 4.5 tsf, Sv = 0.4 tsf		S4: Moist, very stiff, gray, INORGANIC SILT, trace of fine sand. w.c.=21%, LL=NV, PL=NP, PI=NP

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB7 — PAGE 2 of 2

NORTHING (ft): 2,955,802 — EASTING (ft): 752,481
GROUND SURFACE EL. (ft): 26.88 — DATE START/END: 9/23/2024 – 9/23/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or ROD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/24	1-1-2-4	Qp = 0.5 tsf, Sv = 0.15 tsf	CLAY	S5: Moist, soft, gray, LEAN CLAY, trace of fine sand.
		S6	29 to 31	24/24	WOH-1-2-3	Qp = 0.5 tsf, Sv = 0.1 tsf		S6: Similar to S5.
		S7	34 to 36	24/24	WOH-1-4-3	Qp = 0.25 tsf, Sv = 0.05 tsf		S7: Similar to S6, except medium stiff
		S8	39 to 41	24/24	WOH/12"-1-2	Qp = 0.5 tsf, Sv = 0.05 tsf		S8: Similar to S6, except very soft.
								Bottom of boring at depth 41 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB8 — PAGE 1 of 2

NORTHING (ft): 2,955,783 — EASTING (ft): 752,579
GROUND SURFACE EL. (ft): 26.53 — DATE START/END: 9/24/2024 – 9/24/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 41.0 — DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard — RIG TYPE: Mobile B-46 Truck

DRILLING INFORMATION
HAMMER TYPE: Automatic — CASING I.D./O.D.: 4 Inch/ 4.5 Inch — CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA — DRILL ROD O.D.: 2.625 Inch — CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 6.9 9/24/2024

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; = Length of Sound Core>4 in / Pen.,%; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; = Sonic Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Tarvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or ROD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 7.5	90			SAND & GRAVEL (POSSIBLE FILL)	0–7": ASPHALT G1 (7"–7.5'): Dry, brown, FINE TO COARSE SAND,some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	7.5 to 9.5	24/11	8-8-8-7			S1: Moist, medium dense, gray, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt.
		S2	9.5 to 11.5	24/10	6-9-5-7			S2: Moist, medium dense, brown/gray, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
		S3	14 to 16	24/21	3-4-8-10	Qp = 2.0 tsf, Sv = 0.25 tsf	CLAY	S3: Moist, stiff, gray, LEAN CLAY, trace of fine sand.
		S4	19 to 21	24/21	1-5-5-4	Qp = 1.0 tsf, Sv = 0.25 tsf		S4: Similar to S3.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB8 — PAGE 2 of 2

NORTHING (ft): 2,955,783 — EASTING (ft): 752,579
GROUND SURFACE EL. (ft): 26.53 — DATE START/END: 9/24/2024 – 9/24/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or ROD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/24	8-3-2-3	Qp = 3.5 tsf, Sv = 0.1 tsf	CLAY	S5: Similar to S3.
		S6	29 to 31	24/24	WOH-1-1-3	Qp = 0.75 tsf, Sv = 0.05 tsf		S6: Moist, soft, gray, LEAN CLAY, trace of fine sand.
		S7	34 to 36	24/24	WOH-2-2-2	Qp = 0.5 tsf, Sv = 0.05 tsf		S7: Similar to S6.
		S8	39 to 41	24/24	WOH-1-1-3	Qp = 0.5 tsf, Sv = 0.05 tsf		S8: Similar to S6.
								Bottom of boring at depth 41 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB9 — PAGE 1 of 2

NORTHING (ft): 2,955,770 — EASTING (ft): 752,670
GROUND SURFACE EL. (ft): 25.92 — DATE START/END: 9/25/2024 – 9/25/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 41.0 — DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard — RIG TYPE: Mobile B-46 Truck

DRILLING INFORMATION
HAMMER TYPE: Automatic — CASING I.D./O.D.: 4 Inch/ 4.5 Inch — CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA — DRILL ROD O.D.: 2.625 Inch — CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 8.4 9/25/2024

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; = Length of Sound Core>4 in / Pen.,%; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; = Sonic Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Tarvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or ROD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 7.8	93			SAND & GRAVEL (POSSIBLE FILL)	0–9": ASPHALT G1 (9"–7.75'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	8 to 10	24/11	8-9-8-10			S1: Moist, medium dense, gray, FINE TO COARSE SAND, some fine gravel, trace of inorganic silt.
		S2	10 to 12	24/12	7-8-5-11	Qp = 2.0 tsf, Sv = 0.2 tsf	CLAY	S2 (0"–6"): Moist, medium dense, brown, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt. S2 (6"–12"): Moist, stiff, brown and gray, LEAN CLAY, trace of fine sand.
		S3	14 to 16	24/20	8-15-11-14	Qp = 2.0 tsf, Sv = 0.2 tsf		S3: Moist, very stiff, gray, LEAN CLAY, trace of fine sand. w.c.=25%, LL=35, PL=17, PI=18
		S4	19 to 21	24/24	1-2-5-3	Qp = 1.25 tsf, Sv = 0.05 tsf		S4: Similar to S3, except medium stiff.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB9 — PAGE 2 of 2

NORTHING (ft): 2,955,770 — EASTING (ft): 752,670
GROUND SURFACE EL. (ft): 25.92 — DATE START/END: 9/25/2024 – 9/25/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or ROD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/24	1-2-5-6	Qp = 3.75 tsf, Sv = 0.05 tsf	CLAY	S5: Similar to S3, except medium stiff.
		S6	29 to 31	24/24	WOH-1-1-1	Qp = 1.0 tsf, Sv = 0 tsf		S6: Moist, soft, gray, LEAN CLAY, trace of fine sand.
		S7	34 to 36	24/24	WOH/12"-1-2	Qp = 0.75 tsf, Sv = 0.05 tsf		S7: Similar to S6, except very soft.
		S8	39 to 41	24/24	WOH/12"-1-2	Qp = 0.5 tsf, Sv = 0.05 tsf		S8: Similar to S6, except very soft.
								Bottom of boring at depth 41 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	9	127
PROJECT FILE NO.	616308		

BORING LOGS

BORING NOTES:

1. SEE SHEET 5 FOR NOTES.

6/16308_HD\BORING LOGS).DWG Plotted on 1-Oct-2026 5:17 PM

BORING NWB10 — PAGE 1 of 2

BORING INFORMATION
NORTHING (ft): 2,955,749 — EASTING (ft): 752,772
GROUND SURFACE EL. (ft): 25.15 — DATE START/END: 9/26/2024 – 9/26/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 41.0 — DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard — RIG TYPE: Mobile B-46 Truck

DRILLING INFORMATION
HAMMER TYPE: Automatic — CASING I.D./O.D.: 4 Inch/ 4.5 Inch — CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA — DRILL ROD O.D.: 2.625 Inch — CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 7.6 9/26/2024

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation = Length of Sound Core>4 in / Pen.,RQC = Sonic Core; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; PI = Plasticity Index; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 In.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 7.5	90			SAND & GRAVEL (POSSIBLE FILL)	0–7": ASPHALT G1 (7"–7.5'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	8 to 10	24/12	4-4-5-11			S1 (0"–5"): Moist, loose, brown, FINE TO COARSE SAND, trace of fine gravel, trace of inorganic Silt. S1 (5"–12"): Moist, stiff, brown, INORGANIC SILT, some fine sand.
		S2	10 to 12	24/15	8-13-12-15		SILT	S2: Moist, very stiff, gray, INORGANIC SILT, trace of fine sand.
		S3	14 to 16	24/24	6-12-8-10	Qp = 2.0 tsf, Sv = 0.2 tsf	CLAY	S3: Moist, very stiff, gray, LEAN CLAY, trace of fine sand.
		S4	19 to 21	24/24	1-1-2-3	Qp = 2.5 tsf, Sv = 0.1 tsf		S4: Similar to S3, except soft.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB10 — PAGE 2 of 2

NORTHING (ft): 2,955,749 — EASTING (ft): 752,772
GROUND SURFACE EL. (ft): 25.15 — DATE START/END: 9/26/2024 – 9/26/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/18	8-10-5-12	Qp = 4.5 tsf, Sv = 0.15 tsf	CLAY	S5 (9"–14"): Similar to S3. S5 (14"–18"): Moist, medium dense, FINE TO MEDIUM SAND, trace of inorganic silt.
		S6	29 to 31	24/24	1-1-1-3	Qp = 1.0 tsf, Sv = 0.1 tsf		S6: Moist, soft, gray, LEAN CLAY, trace of fine sand.
		S7	34 to 36	24/24	WOH/12"-1-3	Qp = 1.0 tsf, Sv = 0.05 tsf		S7: Similar to S6, except very soft.
		S8	39 to 41	24/24	WOH-2-2-4	Qp = 0.75 tsf, Sv = 0.1 tsf		S8: Similar to S6.
								Bottom of boring at depth 41 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB11 — PAGE 1 of 2

BORING INFORMATION
NORTHING (ft): 2,955,731 — EASTING (ft): 752,874
GROUND SURFACE EL. (ft): 24.33 — DATE START/END: 9/27/2024 – 9/27/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 41.0 — DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard — RIG TYPE: Mobile B-46 Truck

DRILLING INFORMATION
HAMMER TYPE: Automatic — CASING I.D./O.D.: 4 Inch/ 4.5 Inch — CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA — DRILL ROD O.D.: 2.625 Inch — CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 9.1 9/27/2024

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation = Length of Sound Core>4 in / Pen.,RQC = Sonic Core; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; PI = Plasticity Index; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 In.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 6	72			SAND & GRAVEL (POSSIBLE FILL)	0–9": ASPHALT G1 (9"–6'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbes present.
		S1	6 to 8	24/10	8-5-4-4			S1: Moist, loose, brown, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt.
		S2	8 to 10	24/12	4-4-6-11			S2 (0"–9"): Moist, loose, brown, FINE TO COARSE SAND, trace of inorganic silt. S2 (9"–12"): Dry, stiff, brown, INORGANIC SILT, trace of fine sand.
		S3	10 to 12	24/15	7-9-8-17		SILT	S3: Dry, very stiff, brown, INORGANIC SILT, trace of fine sand.
		S4	14 to 16	24/20	8-17-15-10	Qp = 3.5 tsf, Sv = 0.2 tsf	CLAY	S4 (0"–5"): Moist, hard, gray, LEAN CLAY. S4 (5"–14"): Moist, hard, gray, INORGANIC SILT. S4 (14"–20"): Moist, hard, gray, LEAN CLAY.
		S5	19 to 21	24/24	WOH-1-1-2	Qp = 1.0 tsf, Sv = 0.1 tsf		S5: Moist, soft, gray, LEAN CLAY, trace of fine sand.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB11 — PAGE 2 of 2

NORTHING (ft): 2,955,731 — EASTING (ft): 752,874
GROUND SURFACE EL. (ft): 24.33 — DATE START/END: 9/27/2024 – 9/27/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S6	24 to 26	24/24	1-2-4-2	Qp = 0.5 tsf, Sv = 0.5 tsf	CLAY	S6 (0"–12"): Moist, medium stiff, gray, LEAN CLAY. S6 (12"–14"): Moist, loose, gray, FINE SAND, trace of inorganic silt. S6 (14"–24"): Similar to S5, except medium stiff.
		S7	29 to 31	24/24	WOH-1-1-2	Qp = 0.5 tsf, Sv = 0.05 tsf		S7: Moist, soft, gray, LEAN CLAY, trace of fine sand.
		S8	34 to 36	24/24	WOH-1-2-2	Qp = 1.0 tsf, Sv = 0.05 tsf		S8: Moist, soft, gray, LEAN CLAY. w.c.=27%, LL=32, PL=18, PI=14
		S9	39 to 41	24/24	WOH-1-1-3	Qp = 0.5 tsf, Sv = 0.05 tsf		S9: Similar to S8.
								Bottom of boring at depth 41 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB12 — PAGE 1 of 2

BORING INFORMATION
NORTHING (ft): 2,955,717 — EASTING (ft): 752,860
GROUND SURFACE EL. (ft): 23.71 — DATE START/END: 9/30/2024 – 9/30/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 41.0 — DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard — RIG TYPE: Diedrich D-25 Track Rig

DRILLING INFORMATION
HAMMER TYPE: Automatic — CASING I.D./O.D.: 4 Inch/ 4.5 Inch — CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA — DRILL ROD O.D.: 2.625 Inch — CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 9.0 9/30/2024

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation = Length of Sound Core>4 in / Pen.,RQC = Sonic Core; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; PI = Plasticity Index; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 In.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 8	96			SAND & GRAVEL (POSSIBLE FILL)	0–9": ASPHALT G1 (9"–8'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	8 to 10	24/5	3-2-2-4			S1: Moist, very loose, brown, FINE TO COARSE SAND, trace of fine gravel, some inorganic silt.
		S2	10 to 12	24/20	6-6-5-8			S2 (0"–12"): Similar to S1, except medium dense. S2 (12"–20"): Moist, stiff, gray, LEAN CLAY, trace of fine sand.
		S3	14 to 16	24/21	8-11-7-8	Qp = 2.0 tsf, Sv = 0.1 tsf	CLAY	S3 (0"–14"): Moist, very stiff, gray, INORGANIC SILT, trace of fine sand. S3 (14"–21"): Moist, very stiff, gray, LEAN CLAY, trace of fine sand.
		S4	19 to 21	24/24	WOH/18"-1	Qp = 0.5 tsf, Sv = 0.05 tsf		S4: Moist, very soft, gray, LEAN CLAY, trace of fine sand.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB12 — PAGE 2 of 2

NORTHING (ft): 2,955,717 — EASTING (ft): 752,860
GROUND SURFACE EL. (ft): 23.71 — DATE START/END: 9/30/2024 – 9/30/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/24	WOH/12"-3-4	Qp = 1.0 tsf, Sv = 0.05 tsf	CLAY	S5 (0"–12"): Similar to S4. S5 (12"–15"): Moist, very soft, gray, LEAN CLAY, some fine sand. S5 (15"–24"): Similar to S4.
		S6	29 to 31	24/24	WOH/12"-2-1	Qp = 0.5 tsf, Sv = 0.075 tsf		S6: Moist, soft, gray, LEAN CLAY.
		S7	34 to 36	24/24	2-2-2-4	Qp = 0.5 tsf, Sv = 0.1 tsf		S7: Similar to S6, except soft.
		S8	39 to 41	24/24	1-2-1-4	Qp = 0.5 tsf, Sv = 0.075 tsf		S8: Similar to S6, except soft.
								Bottom of boring at depth 41 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	10	127
PROJECT FILE NO.	616308		

BORING LOGS

BORING NOTES:

1. SEE SHEET 5 FOR NOTES.

616308_HD(BORING LOGS).DWG Plotted on 1-Oct-2026 5:17 PM

BORING NWB13 — PAGE 1 of 2

BORING INFORMATION
NORTHING (ft): 2,955,698 — EASTING (ft): 753,071
GROUND SURFACE EL. (ft): 23.05 — DATE START/END: 10/2/2024 – 10/3/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 41.0 — DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard — RIG TYPE: Diedrich D-25 Track Rig

DRILLING INFORMATION
HAMMER TYPE: Automatic — CASING I.D./O.D.: 4 inch/ 4.5 inch — CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA — DRILL ROD O.D.: 2.625 inch — CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ∑ 8.6 10/3/2024

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; n Length of Sound Core>4 in / Pen.,RQC = Core Recovery; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; SC = Soils Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 7	84			SAND & GRAVEL (POSSIBLE FILL)	0–6": ASPHALT G1 (6"–7'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	7 to 9	24/10	3-3-4-4			S1: Moist, loose, brown, FINE TO MEDIUM GRAVEL, some fine to coarse sand, trace of inorganic silt.
		S2	9 to 11	24/8	3-3-5-5			S2: Similar to S1.
		S3	14 to 16	24/18	6-5-2-8		CLAY	S3: Moist, medium stiff, gray, FINE SAND AND INORGANIC SILT.
		S4	19 to 21	24/24	1-4-2-2	Qp = 1.0 tsf, Sv = 0.1 tsf		S4: Moist, medium stiff, gray, LEAN CLAY, trace of fine sand.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB13 — PAGE 2 of 2

NORTHING (ft): 2,955,698 — EASTING (ft): 753,071
GROUND SURFACE EL. (ft): 23.05 — DATE START/END: 10/2/2024 – 10/3/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/24	2-2-2-3	Qp = 1.0 tsf, Sv = 0.1 tsf	CLAY	S5: Similar to S4, except soft.
		S6	29 to 31	24/24	2-2-3-4	Qp = 1.0 tsf, Sv = 0.1 tsf		S6: Moist, medium stiff, gray, LEAN CLAY.
		S7	34 to 36	24/23	WOH/24"	Qp = 1.0 tsf, Sv = 0.05 tsf		S7 (0"–14"): Similar to S6, except very soft. S7 (14"–23"): Moist, very soft, gray, LEAN CLAY, some fine sand.
		S8	39 to 41	24/24	WOH/18"–2	Qp = 0.5 tsf, Sv = 0.05 tsf		S8: Moist, very soft, gray, LEAN CLAY.
								Bottom of boring at depth 41 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB14 — PAGE 1 of 2

BORING INFORMATION
NORTHING (ft): 2,955,685 — EASTING (ft): 753,168
GROUND SURFACE EL. (ft): 23.25 — DATE START/END: 10/3/2024 – 10/3/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 41.0 — DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard — RIG TYPE: Diedrich D-25 Track Rig

DRILLING INFORMATION
HAMMER TYPE: Automatic — CASING I.D./O.D.: 4 inch/ 4.5 inch — CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA — DRILL ROD O.D.: 2.625 inch — CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ∑ 9.0 10/3/2024

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; n Length of Sound Core>4 in / Pen.,RQC = Core Recovery; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; SC = Soils Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 8.8	81			SAND & GRAVEL (POSSIBLE FILL)	0–6": ASPHALT G1(6"–6.75'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	7 to 9	24/10	6-8-9-14			S1: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt.
		S2	9 to 11	24/10	8-9-11-11			S2: Similar to S1.
		S3	14 to 16	24/9	4-9-7-8			S3: Similar to S1
		S4	19 to 21	24/17	9-8-8-11		CLAY	S4: Moist, very stiff, gray, INORGANIC SILT, trace of fine sand.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB14 — PAGE 2 of 2

NORTHING (ft): 2,955,685 — EASTING (ft): 753,168
GROUND SURFACE EL. (ft): 23.25 — DATE START/END: 10/3/2024 – 10/3/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/24	2-3-3-4	Qp = 1.5 tsf, Sv = 0.1 tsf	CLAY	S5 (0"–19"): Moist, medium stiff, gray, LEAN CLAY. S5 (19"–24"): Moist, medium stiff, gray, LEAN CLAY, some fine sand.
		S6	29 to 31	24/24	WOH-1-2-2	Qp = 0.5 tsf, Sv = 0.05 tsf		S6: Moist, soft, gray, LEAN CLAY.
		S7	34 to 36	24/24	2-2-3-3	Qp = 0.5 tsf, Sv = 0.05 tsf		S7: Moist, medium stiff, gray, LEAN CLAY, trace of fine sand.
		S8	39 to 41	24/24	1-1-2-3	Qp = 0 tsf, Sv = 0 tsf		S8: Similar to S6.
								Bottom of boring at depth 41 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB15 — PAGE 1 of 2

BORING INFORMATION
NORTHING (ft): 2,955,673 — EASTING (ft): 753,242
GROUND SURFACE EL. (ft): 23.44 — DATE START/END: 10/4/2024 – 10/4/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 41.0 — DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard — RIG TYPE: Diedrich D-25 Track Rig

DRILLING INFORMATION
HAMMER TYPE: Automatic — CASING I.D./O.D.: 4 inch/ 4.5 inch — CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA — DRILL ROD O.D.: 2.625 inch — CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ∑ 9.0 10/4/2024

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; n Length of Sound Core>4 in / Pen.,RQC = Core Recovery; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; SC = Soils Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 7	84			SAND & GRAVEL (POSSIBLE FILL)	0–6": ASPHALT G1 (6"–7'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	7 to 9	24/9	4-5-5-6			S1: Moist, loose, brown, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt.
		S2	9 to 11	24/8	2-4-5-6			S2: Similar to S1.
		S3	14 to 16	24/0	4-5-3-6	No recovery. Redrive with 3" spoon.	SAND	S3: No Recovery. S3 (Redrive): Moist, loose, gray, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt.
		S4	19 to 21	24/22	2-3-5-6	Qp = 1.75 tsf, Sv = 0.3 tsf	CLAY	S4: Moist, medium stiff, gray, LEAN CLAY, trace of fine sand. w.c.=21%, LL=28, PL=15, PI=13

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB15 — PAGE 2 of 2

NORTHING (ft): 2,955,673 — EASTING (ft): 753,242
GROUND SURFACE EL. (ft): 23.44 — DATE START/END: 10/4/2024 – 10/4/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 — DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/24	2-3-3-4	Qp = 1.5 tsf, Sv = 0.15 tsf	CLAY	S5: Moist, medium stiff, gray, LEAN CLAY.
		S6	29 to 31	24/24	2-2-3-4	Qp = 1.25 tsf, Sv = 0.15 tsf		S6: Similar to S5.
		S7	34 to 36	24/24	2-3-3-4	Qp = 1.0 tsf, Sv = 0.1 tsf		S7: Similar to S5.
		S8	39 to 41	24/24	1-2-3-4	Qp = 1.0 tsf, Sv = 0.1 tsf		S8: Similar to S5.
								Bottom of boring at depth 41 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 — BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING INFORMATION

NORTHING (ft): 2,955,651 | EASTING (ft): 753,351
GROUND SURFACE EL. (ft): 23.06 | DATE START/END: 10/7/2024 – 10/7/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 41.0 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Mobile B-46 Truck

BORING NWB16 PAGE 1 of 2

DRILLING INFORMATION

HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 Inch/ 4.5 Inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 Inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 9.0 10/7/2024 1:18 pm

ABBREVIATIONS:
Pen. = Penetration Length
Rec. = Recovery Length
RQD = Rock Quality Designation
= Length of Sound Core>4 in / Pen.,RQD
WOR = Weight of Rods
WOH = Weight of Hammer
S = Split Spoon Sample
C = Core Sample
U = Undisturbed Sample
= Sonic Core
DP = Direct Push Sample
HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength
Sv = Pocket Tarvane Shear Strength
LL = Liquid Limit
PI = Plasticity Index
PID = Photoionization Detector
I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured
Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 7.5	90			SAND & GRAVEL (POSSIBLE FILL)	0–9": ASPHALT G1 (9"–7.5'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	8 to 10	24/8	2-4-4-3			S1: Moist, loose, brown, FINE TO COARSE SAND, some fine gravel, trace of inorganic silt.
		S2	10 to 12	24/8	1-2-3-4			S2: Moist, loose, brown, FINE TO COARSE SAND, trace of fine gravel, trace of inorganic silt.
		S3	14 to 16	24/10	3-7-7-8		SAND	S3: Moist, medium dense, gray, FINE TO COARSE SAND, trace of inorganic silt.
		S4	19 to 21	24/8	5-8-7-6			S4: Similar to S3.
							CLAY	

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB16 PAGE 2 of 2

NORTHING (ft): 2,955,651 | EASTING (ft): 753,351
GROUND SURFACE EL. (ft): 23.06 | DATE START/END: 10/7/2024 – 10/7/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/24	2-2-3-3	Qp = 1.0 tsf, Sv = 0.15 tsf	CLAY	S5: Moist, medium stiff, gray, LEAN CLAY.
		S6	29 to 31	24/24	1-2-3-4	Qp = 1.5 tsf, Sv = 0.15 tsf		S6: Similar to S5.
		S7	34 to 36	24/24	2-3-3-4	Qp = 1.5 tsf, Sv = 0.2 tsf		S7: Similar to S5.
		S8	39 to 41	24/24	1-2-2-3	Qp = 0.5 tsf, Sv = 0.075 tsf		S8: Similar to S5, except soft.
								Bottom of boring at depth 41 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING INFORMATION

NORTHING (ft): 2,955,636 | EASTING (ft): 753,461
GROUND SURFACE EL. (ft): 23.78 | DATE START/END: 10/8/2024 – 10/8/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 31.0 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Mobile B-46 Truck

BORING NWB17 PAGE 1 of 2

DRILLING INFORMATION

HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 Inch/ 4.5 Inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 Inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 6.0 10/8/2024 2:15 pm

ABBREVIATIONS:
Pen. = Penetration Length
Rec. = Recovery Length
RQD = Rock Quality Designation
= Length of Sound Core>4 in / Pen.,RQD
WOR = Weight of Rods
WOH = Weight of Hammer
S = Split Spoon Sample
C = Core Sample
U = Undisturbed Sample
= Sonic Core
DP = Direct Push Sample
HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength
Sv = Pocket Tarvane Shear Strength
LL = Liquid Limit
PI = Plasticity Index
PID = Photoionization Detector
I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured
Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 8	96			SAND & GRAVEL (POSSIBLE FILL)	0–7: ASPHALT G1 (7"–8'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	8 to 10	24/12	5-5-6-7			S1: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt.
		S2	10 to 12	24/12	5-6-6-5			S2: Similar to S1.
		S3	14 to 16	24/0	7-8-6-8	No recovery. Redrive with 3" spoon.	SAND	S3: No Recovery S3 (Redrive): Moist, medium dense, brown, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt.
		S4	19 to 21	24/23	2-3-4-4	Qp = 2.5 tsf, Sv = 0.2 tsf	CLAY	S4: Moist, medium stiff, gray, LEAN CLAY, trace of fine sand.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB17 PAGE 2 of 2

NORTHING (ft): 2,955,636 | EASTING (ft): 753,461
GROUND SURFACE EL. (ft): 23.78 | DATE START/END: 10/8/2024 – 10/8/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/24	1-1-3-3	Qp = 0.5 tsf, Sv = 0.075 tsf	CLAY	S5: Similar to S4, except soft.
		S6	29 to 31	24/24	1-3-3-4	Qp = 1.0 tsf, Sv = 0.1 tsf		S6: Moist, medium stiff, gray, LEAN CLAY.
								Bottom of boring at depth 31 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING INFORMATION

NORTHING (ft): 2,955,615 | EASTING (ft): 753,572
GROUND SURFACE EL. (ft): 23.43 | DATE START/END: 10/9/2024 – 10/9/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 41.0 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Mobile B-46 Truck

BORING NWB18 PAGE 1 of 2

DRILLING INFORMATION

HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 Inch/ 4.5 Inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 Inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 11.4 10/9/2024 1:04 pm

ABBREVIATIONS:
Pen. = Penetration Length
Rec. = Recovery Length
RQD = Rock Quality Designation
= Length of Sound Core>4 in / Pen.,RQD
WOR = Weight of Rods
WOH = Weight of Hammer
S = Split Spoon Sample
C = Core Sample
U = Undisturbed Sample
= Sonic Core
DP = Direct Push Sample
HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength
Sv = Pocket Tarvane Shear Strength
LL = Liquid Limit
PI = Plasticity Index
PID = Photoionization Detector
I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured
Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 7	84		Light rig chatter at ~10'.	SAND & GRAVEL (POSSIBLE FILL)	0–7": ASPHALT G1 (7"–7'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	7 to 9	24/10	4-5-7-8			S1: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt.
		S2	9 to 11	24/10	4-6-9-11			S2: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
		S3	14 to 16	24/13	7-6-8-12		SAND	S3 (0–7"): Moist, medium dense, brown, FINE TO COARSE SAND, trace of fine to medium gravel, trace of inorganic silt. S3 (7"–13"): Moist, medium dense, gray, FINE SAND, trace of inorganic silt.
		S4	19 to 21	24/21	1-2-3-4	Qp = 3.25 tsf, Sv = 0.25 tsf	CLAY	S4: Moist, medium stiff, gray, LEAN CLAY.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB18 PAGE 2 of 2

NORTHING (ft): 2,955,615 | EASTING (ft): 753,572
GROUND SURFACE EL. (ft): 23.43 | DATE START/END: 10/9/2024 – 10/9/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/24	5-3-4-6	Qp = 1.75 tsf, Sv = 0.25 tsf	CLAY	S5: Moist, medium stiff, gray, LEAN CLAY, trace of fine sand.
		S6	29 to 31	24/23	1-3-3-5	Qp = 1.5 tsf, Sv = 0.175 tsf		S6: Moist, medium stiff, gray, FAT CLAY. w.c.=41%, LL=60, PL=24, PI=36
		S7	34 to 36	24/24	1-1-2-2	Qp = 1.0 tsf, Sv = 0.1 tsf		S7: Similar to S6, except soft.
		S8	39 to 41	24/24	WOH/12"-3-4	Qp = 0.5 tsf, Sv = 0.05 tsf		S8 (0–15"): Similar to S6, except soft. S8 (15–24"): Moist, soft, gray, LEAN CLAY, some fine sand.
								Bottom of boring at depth 41 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	11	127
	PROJECT FILE NO. 616308		

BORING LOGS

BORING NOTES:

1. SEE SHEET 5 FOR NOTES.

616308_HD(BORING LOGS).DWG Plotted on 1-Oct-2026 5:17 PM

BORING INFORMATION
NORTHING (ft): 2,955,511 | EASTING (ft): 754,200
GROUND SURFACE EL. (ft): 23.17 | DATE START/END: 10/1/2024 – 10/1/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 31.0 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Diedrich D-25 Track Rig

BORING NWB19 PAGE 1 of 2

DRILLING INFORMATION
HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 inch/ 4.5 inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 6.7 10/1/2024

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; Pen./Rec. = Length of Sound Core/Rec; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; SC = Sonic Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
	0	G1	0 to 7	84			SAND & GRAVEL (POSS. FILL)	0–7": ASPHALT G1 (7"–7'): dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
	10	S1	7 to 9	24/21	4-7-7-10	Qp = 1.5 tsf, Sv = 0.1 tsf	CLAY	S1: Moist, stiff, brown and gray, LEAN CLAY, trace of fine sand.
		S2	9 to 11	24/24	3-3-5-6	Qp = 3.0 tsf, Sv = 0.1 tsf		S2: Moist, stiff, gray, LEAN CLAY.
	15	S3	14 to 16	24/22	9-9-6-6	Qp = 2.0 tsf, Sv = 0.1 tsf		S3 (0"–16"): Moist, very stiff, gray, INORGANIC SILT, trace of fine sand. S3 (16"–17"): Moist, medium dense, gray, FINE TO MEDIUM SAND, some inorganic silt. S3 (17"–22"): Moist, very stiff, gray, LEAN CLAY, trace of fine to coarse sand.
	20	S4	19 to 21	24/15	11-10-9-7	Qp = 0.5 tsf, Sv = 0.05 tsf	GLACIAL TILL	S4 (0"–7"): Moist, very stiff, gray, LEAN CLAY, trace of fine sand. S4 (7"–15"): Moist, medium dense, brown, FINE TO COARSE SAND, some inorganic silt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB19 PAGE 2 of 2

NORTHING (ft): 2,955,511 | EASTING (ft): 754,200
GROUND SURFACE EL. (ft): 23.17 | DATE START/END: 10/1/2024 – 10/1/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
	25	S5	24 to 26	24/5	18-72-45-27	Light rig chatter.	GLACIAL TILL	S5: Moist, very dense, gray, FINE TO COARSE GRAVEL, some fine to coarse sand, some lean clay. w.c.=9% grav=36%, sand=34%, fines=30%
	30	S6	29 to 31	24/6	15-14-13-14			S6: Moist, medium dense, gray, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt.
								Bottom of boring at depth 31 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING INFORMATION
NORTHING (ft): 2,955,498 | EASTING (ft): 754,275
GROUND SURFACE EL. (ft): 22.5 | DATE START/END: 10/10/2024 – 10/10/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 31.0 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Mobile B-46 Truck

BORING NWB20 PAGE 1 of 2

DRILLING INFORMATION
HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 inch/ 4.5 inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 15.9 10/10/2024 1:11 pm

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; Pen./Rec. = Length of Sound Core/Rec; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; SC = Sonic Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
	0	G1	0 to 7.5	90			SAND & GRAVEL (POSSIBLE FILL)	0–6": ASPHALT G1 (6"–7.5'): Dry, brown, FINE TO COARSE SAND, some fine gravel, trace of inorganic silt, cobbles present.
	10	S1	8 to 10	24/13	3-4-6-7	Qp = 3.5 tsf, Sv = 0.45 tsf		S1 (0–8"): Moist, loose, brown, FINE TO COARSE SAND, trace of inorganic silt. S1 (8–13"): Moist, stiff, grayish brown, LEAN CLAY, trace of fine sand.
		S2	10 to 12	24/21	5-9-7-10	Qp = 3.75 tsf, Sv = 0.35 tsf		S2 (0–3"): Moist, very stiff, gray, LEAN CLAY, trace of fine sand. S2 (3–9"): Moist, medium dense, gray, FINE TO COARSE SAND, some clay. S2 (9–21"): Moist, very stiff, gray, LEAN CLAY, trace of fine to coarse sand.
	15	S3	14 to 16	24/23	2-4-5-6	Qp = 2.0 tsf, Sv = 0.3 tsf	CLAY	S3: Moist, stiff, gray, LEAN CLAY.
	20	S4	19 to 21	24/21	3-4-5-7	Qp = 0.75 tsf, Sv = 0.05 tsf		S4: Moist, stiff, gray, LEAN CLAY AND INORGANIC SILT, some fine gravel, trace of fine to coarse sand. w.c.=10%, LL=16, PL=11, PI=5

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB20 PAGE 2 of 2

NORTHING (ft): 2,955,498 | EASTING (ft): 754,275
GROUND SURFACE EL. (ft): 22.5 | DATE START/END: 10/10/2024 – 10/10/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
	25	S5	24 to 26	24/6	17-11-10-12		GLACIAL TILL	S5: Moist, medium dense, gray, FINE TO MEDIUM GRAVEL, some inorganic silt, some fine to coarse sand.
	30	S6	29 to 31	24/11	11-12-8-12			S6: Moist, medium dense, gray, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt.
								Bottom of boring at depth 31 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING INFORMATION
NORTHING (ft): 2,955,477 | EASTING (ft): 754,394
GROUND SURFACE EL. (ft): 21.66 | DATE START/END: 10/11/2024 – 10/11/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 29.2 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Mobile B-46 Truck

BORING NWB21 PAGE 1 of 2

DRILLING INFORMATION
HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 inch/ 4.5 inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 9.9 10/11/2024 12:20 pm

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; Pen./Rec. = Length of Sound Core/Rec; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; SC = Sonic Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
	0	G1	0 to 8	96			SAND & GRAVEL (POSSIBLE FILL)	0–8": ASPHALT G1 (8"–8'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
	10	S1	8 to 10	24/12	8-9-9-9			S1: Brown, medium dense, moist, FINE SAND, trace of inorganic silt.
		S2	10 to 12	24/20	3-6-8-14	Qp = 3.0 tsf, Sv = 0.25 tsf	CLAY	S2: Moist, stiff, gray, LEAN CLAY, trace of fine sand.
	15	S3	14 to 16	24/20	4-7-12-44	Qp = 4.75 tsf, Sv = 0.425 tsf		S3 (0–17"): Moist, very stiff, gray, LEAN CLAY. S3 (17–20"): Moist, very stiff, gray, LEAN CLAY, some fine to medium gravel.
	20	S4	19 to 21	24/15	17-30-48-60		GLACIAL TILL	S4 (0–12"): Moist, very dense, gray, FINE TO MEDIUM GRAVEL, some fine to coarse sand, trace of inorganic silt. S4 (12–15"): Moist, very dense, gray, FINE TO COARSE GRAVEL, trace of fine to coarse sand, trace of inorganic silt, rock fragments.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING NWB21 PAGE 2 of 2

NORTHING (ft): 2,955,477 | EASTING (ft): 754,394
GROUND SURFACE EL. (ft): 21.66 | DATE START/END: 10/11/2024 – 10/11/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
	25	S5	24 to 26	24/7	9-2-4-9		GLACIAL TILL	S5: Moist, loose, gray, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt.
	30	S6	29 to 29.2	2/2	100/2"			S6: Moist, very dense, gray, FINE GRAVEL, trace of fine to coarse sand, trace of inorganic silt.
								Bottom of boring at depth 29.2 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PNFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	12	127
PROJECT FILE NO.	616308		

BORING LOGS

BORING NOTES:

1. SEE SHEET 5 FOR NOTES.

616308_HD\BORING LOGS).DWG Plotted on 1-Oct-2026 5:17 PM

BORING INFORMATION
NORTHING (ft): 2,955,460 | EASTING (ft): 754,502
GROUND SURFACE EL. (ft): 20.95 | DATE START/END: 10/15/2024 – 10/15/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 29.1 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Mobile B-46 Truck

BORING NWB22 PAGE 1 of 2

DRILLING INFORMATION
HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 Inch/ 4.5 Inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 Inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⌶ 13.7 10/15/2024 1:09 pm

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation = Length of Sound Core>4 in / Pen.,RQD; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; SC = Sonic Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 7.5	90			SAND & GRAVEL (POSSIBLE FILL)	0–9": ASPHALT G1 (9"–7.5'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	8 to 10	24/9	10–16–13–15			S1: Moist, medium dense, gray, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
		S2	10 to 12	24/12	9–11–12–13			S2: Moist, medium dense, gray, FINE TO COARSE SAND, some fine gravel, trace of inorganic silt.
		S3	14 to 16	24/12	7–9–11–12		SAND	S3: Moist, medium dense, gray, FINE SAND, trace of inorganic silt.
		S4	19 to 21	24/11	6–11–19–10			S4: Moist, dense, grayish brown, FINE TO COARSE SAND, some fine to medium gravel, trace inorganic silt, moderate petroleum odor.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

GEI WORKING 2CD 3-NORTH-EAST-LATER NAME 1903324 NOISE WALL BORINGS 08-26-2025.GPJ 4/29/26

BORING NWB22 PAGE 2 of 2

NORTHING (ft): 2,955,460 | EASTING (ft): 754,502
GROUND SURFACE EL. (ft): 20.95 | DATE START/END: 10/15/2024 – 10/15/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/15	15–17–32–27		GLACIAL TILL	S5: Moist, dense, gray, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt, rock fragments.
		S6	29 to 29.1	1/1	100/1"			S6: Moist, very dense, gray, FINE TO MEDIUM GRAVEL, trace of fine to coarse sand, trace of inorganic silt. Bottom of boring at depth 29.1 ft. Boring backfilled with cuttings and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

GEI WORKING 2CD 3-NORTH-EAST-LATER NAME 1903324 NOISE WALL BORINGS 08-26-2025.GPJ 4/29/26

BORING INFORMATION
NORTHING (ft): 2,955,444 | EASTING (ft): 754,592
GROUND SURFACE EL. (ft): 21.01 | DATE START/END: 10/16/2024 – 10/16/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 29.8 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Mobile B-46 Truck

BORING NWB23 PAGE 1 of 2

DRILLING INFORMATION
HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 Inch/ 4.5 Inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 Inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⌶ 14.1 10/16/2024 1:02 pm

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation = Length of Sound Core>4 in / Pen.,RQD; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; SC = Sonic Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 6	72		Vacuum excavated performed with Ditch Witch FX80 on 9/10/2024	SAND & GRAVEL (POSSIBLE FILL)	0–7": ASPHALT G1 (7"–6'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	6 to 8	24/8	9–11–10–7			S1: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
		S2	8 to 10	24/10	7–7–6–6			S2: Moist, medium dense, brown, FINE TO COARSE SAND, trace of fine to medium gravel, trace of inorganic silt.
		S3	10 to 12	24/11	4–3–4–3		SAND	S3: Moist, loose, brown, FINE TO COARSE SAND, trace of inorganic silt.
		S4	14 to 16	24/12	3–4–6–8			S4: Similar to S3.
		S5	19 to 21	24/12	9–6–9–8		GLACIAL TILL	S5: Moist, stiff, gray/black, INORGANIC SILT AND LEAN CLAY, some fine to medium gravel, trace of fine sand. w.c.=10%, LL=16, PL=12, PI=4

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

GEI WORKING 2CD 3-NORTH-EAST-LATER NAME 1903324 NOISE WALL BORINGS 08-26-2025.GPJ 4/29/26

BORING NWB23 PAGE 2 of 2

NORTHING (ft): 2,955,444 | EASTING (ft): 754,592
GROUND SURFACE EL. (ft): 21.01 | DATE START/END: 10/16/2024 – 10/16/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S6	24 to 26	24/8	15–13–14–16		GLACIAL TILL	S6: Moist, medium dense, gray/black, FINE TO COARSE GRAVEL AND FINE TO COARSE SAND, some inorganic silt. w.c.=8% grav=43%, sand=41%, fines=16%
		S7	29 to 29.8	10/4	13–100/4"			S7: Moist, very dense, gray, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt. S7 (TIP OF SPOON): Moist, very dense, FINE TO MEDIUM GRAVEL, rock fragments. Bottom of boring at depth 29.8 ft. Boring backfilled with cuttings and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

GEI WORKING 2CD 3-NORTH-EAST-LATER NAME 1903324 NOISE WALL BORINGS 08-26-2025.GPJ 4/29/26

BORING INFORMATION
NORTHING (ft): 2,955,428 | EASTING (ft): 754,687
GROUND SURFACE EL. (ft): 21.42 | DATE START/END: 10/17/2024 – 10/17/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 31.0 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Mobile B-46 Truck

BORING NWB24 PAGE 1 of 2

DRILLING INFORMATION
HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 Inch/ 4.5 Inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 Inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⌶ 14.4 10/17/2024 1:01 pm

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation = Length of Sound Core>4 in / Pen.,RQD; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; SC = Sonic Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 8.5	78			SAND & GRAVEL (POSSIBLE FILL)	0–8": ASPHALT G1 (6"–6.5'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	7 to 9	24/10	8–9–7–7			S1: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt.
		S2	9 to 11	24/9	6–4–5–4		SAND	S2: Moist, loose, brown, FINE TO COARSE SAND, trace of fine gravel, trace of inorganic silt.
		S3	14 to 16	24/10	5–6–6–6			S3: Similar to S2, except medium dense.
		S4	19 to 21	24/8	1–2–3–4		GLACIAL TILL	S4: Moist, soft, gray, INORGANIC SILT, some fine to coarse gravel, some fine to coarse sand.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

GEI WORKING 2CD 3-NORTH-EAST-LATER NAME 1903324 NOISE WALL BORINGS 08-26-2025.GPJ 4/29/26

BORING NWB24 PAGE 2 of 2

NORTHING (ft): 2,955,428 | EASTING (ft): 754,687
GROUND SURFACE EL. (ft): 21.42 | DATE START/END: 10/17/2024 – 10/17/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/11	13–12–18–20		GLACIAL TILL	S5: Moist, medium dense, gray, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
		S6	29 to 31	24/10	12–15–27–12			S6: Moist, dense, gray, FINE TO MEDIUM GRAVEL, some fine to coarse sand, trace of inorganic silt, rock fragments. Bottom of boring at depth 31 ft. Boring backfilled with cuttings and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

GEI WORKING 2CD 3-NORTH-EAST-LATER NAME 1903324 NOISE WALL BORINGS 08-26-2025.GPJ 4/29/26

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	13	127
PROJECT FILE NO.	616308		

BORING LOGS

BORING NOTES:

1. SEE SHEET 5 FOR NOTES.

616308_HD\BORING LOGS).DWG Plotted on 1-Oct-2026 5:17 PM

BORING INFORMATION
NORTHING (ft): 2,955,411 | EASTING (ft): 754,790
GROUND SURFACE EL. (ft): 22.14 | DATE START/END: 10/18/2024 – 10/18/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 36.0 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Mobile B-46 Truck

BORING NWB25 PAGE 1 of 2

DRILLING INFORMATION
HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 inch/ 4.5 inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 15.6 10/18/2024 1:20 pm

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; = Length of Sound Core>4 in / Pen.,RQD; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; = Sonic Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
20	0	G1	0 to 6.7	80			SAND AND GRAVEL (POSSIBLE FILL)	0–7": ASPHALT G1 (7"–6.67'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
15	5	S1	7 to 9	24/12	10–19–19–18			S1: Moist, dense, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
10	10	S2	9 to 11	24/11	11–14–10–12		SAND	S2: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt.
5	15	S3	14 to 16	24/6	10–17–26–29			S3: Moist, dense, brown, FINE TO COARSE SAND, trace of fine gravel, trace of inorganic silt.
0	20	S4	19 to 21	24/11	9–10–10–10			S4: Moist, medium dense, brown, FINE TO COARSE SAND, trace of fine to medium gravel, trace of inorganic silt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

NORTHING (ft): 2,955,411 | EASTING (ft): 754,790
GROUND SURFACE EL. (ft): 22.14 | DATE START/END: 10/18/2024 – 10/18/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

BORING NWB25 PAGE 2 of 2

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
25		S5	24 to 26	24/14	6–8–10–12	Qp = 1.0 tsf Sv = 0.1 tsf	SAND	S5: Moist, medium dense, brown with some orange, FINE SAND, trace of inorganic silt.
30		S6	29 to 31	24/6	6–7–7–11		CLAY	S6: Moist, stiff, gray, LEAN CLAY, trace of fine gravel.
35		S7	34 to 36	24/14	24–28–42–47		GLACIAL TILL	S7 (0–7"): Moist, hard, gray, INORGANIC SILT AND FINE TO COARSE SAND, some fine to medium gravel. S7 (7–14"): Moist, very dense, brown/gray, FINE TO COARSE GRAVEL, trace of fine sand, trace of inorganic silt.
								Bottom of boring at depth 36 ft. Boring backfilled with cuttings and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING INFORMATION
NORTHING (ft): 2,955,395 | EASTING (ft): 754,886
GROUND SURFACE EL. (ft): 22.83 | DATE START/END: 10/21/2024 – 10/21/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 36.0 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Mobile B-46 Truck

BORING NWB26 PAGE 1 of 2

DRILLING INFORMATION
HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 inch/ 4.5 inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 8.2 10/21/2024 1:16 pm

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; = Length of Sound Core>4 in / Pen.,RQD; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; = Sonic Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
20	0	G1	0 to 7.5	90			SAND & GRAVEL (POSSIBLE FILL)	0–7": ASPHALT G1 (7"–7.5'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
15	5	S1	8 to 10	24/13	18–19–14–12			S1: Moist, dense, brown, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt.
10	10	S2	10 to 12	24/11	9–12–10–9		SAND	S2: Moist, medium dense, black/brown/orange, FINE TO COARSE SAND, trace of fine gravel, trace of inorganic silt.
5	15	S3	14 to 16	24/11	4–5–7–8			S3: Moist, medium dense, brown, FINE TO COARSE SAND, trace of inorganic silt.
0	20	S4	19 to 21	24/23	9–6–7–9	Qp = 2.0 tsf Sv = 0.2 tsf		S4 (0–20"): Moist, medium dense, gray, FINE SAND, some inorganic silt.
							CLAY	S4 (20–23"): Moist, stiff, gray, LEAN CLAY, trace of fine sand.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

NORTHING (ft): 2,955,395 | EASTING (ft): 754,886
GROUND SURFACE EL. (ft): 22.83 | DATE START/END: 10/21/2024 – 10/21/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

BORING NWB26 PAGE 2 of 2

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
25		S5	24 to 26	24/11	14–21–19–20	Qp = 2.0 tsf Sv = 0.15 tsf	SAND	S5 (0–6"): Moist, hard, gray, LEAN CLAY, trace of fine gravel. S5 (6–11"): Moist, dense, gray and brown, FINE TO MEDIUM SAND, some lean clay, trace of fine sand.
30		S6	29 to 31	24/16	8–4–1–2	Qp = 1.0 tsf Sv = 0.15 tsf	CLAY	S6 (0–3"): Moist, loose, brown, FINE TO COARSE SAND, some fine gravel, trace of inorganic silt. S6 (3–16"): Moist, medium stiff, gray, LEAN CLAY, trace of fine sand.
35		S7	34 to 36	24/6	14–22–34–29		GLACIAL TILL	S7 (0–2"): Moist, hard, gray, INORGANIC SILT, trace of fine gravel. S7 (2–8"): Moist, very dense, gray, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt.
								Bottom of boring at depth 36 ft. Boring backfilled with sand/gravel and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING INFORMATION
NORTHING (ft): 2,955,378 | EASTING (ft): 754,988
GROUND SURFACE EL. (ft): 23.35 | DATE START/END: 10/22/2024 – 10/22/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 36.0 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Mobile B-46 Truck

BORING NWB27 PAGE 1 of 2

DRILLING INFORMATION
HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 inch/ 4.5 inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⊻ 13.8 10/22/2024 1:20 pm

ABBREVIATIONS:
Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation; = Length of Sound Core>4 in / Pen.,RQD; WOR = Weight of Rods; WOH = Weight of Hammer
S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; = Sonic Core; DP = Direct Push Sample; HSA = Hollow-Stem Auger
Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter
NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
20	0	G1	0 to 7	84			SAND AND GRAVEL (POSSIBLE FILL)	0–7": ASPHALT G1 (7"–7"): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
15	5	S1	7 to 9	24/12	9–14–14–12			S1: Moist, medium dense, brown/black/orange, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
10	10	S2	9 to 11	24/11	11–8–7–9		SAND AND GRAVEL	S2: Moist, medium dense, brown, FINE TO COARSE SAND, trace of fine gravel, trace of inorganic silt.
5	15	S3	14 to 16	24/12	5–7–11–20			S3: Moist, medium dense, brown, FINE TO COARSE SAND, trace of inorganic silt.
0	20	S4	19 to 21	24/9	12–7–13–12			S4: Moist, medium dense, gray, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt. w.c.=7% gravel=74%, sand=21%, fines=6%

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

NORTHING (ft): 2,955,378 | EASTING (ft): 754,988
GROUND SURFACE EL. (ft): 23.35 | DATE START/END: 10/22/2024 – 10/22/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

BORING NWB27 PAGE 2 of 2

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
25		S5	24 to 26	24/11	18–19–11–12		INORGANIC SILT	S5 (0–8"): Moist, medium dense, gray, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt. S5 (8–11"): Moist, very stiff, brown, INORGANIC SILT, some fine gravel, some fine to coarse sand.
30		S6	29 to 31	24/7	48–34–18–7			S6 (0–4"): Moist, very dense, gray, FINE TO MEDIUM GRAVEL. S6 (4–7"): Moist, hard, brown, INORGANIC SILT, some fine gravel.
35		S7	34 to 36	24/8	18–15–23–16		GLACIAL TILL	S7: Moist, dense, brown and gray, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt.
								Bottom of boring at depth 36 ft. Boring backfilled with cuttings and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	14	127
PROJECT FILE NO.	616308		

BORING LOGS

BORING NOTES:

1. SEE SHEET 5 FOR NOTES.

616308_HD\BORING LOGS).DWG Plotted on 1-Oct-2026 5:17 PM

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	15	127
PROJECT FILE NO.	616308		

BORING LOGS

BORING NOTES:

1. SEE SHEET 5 FOR NOTES.

616308_HD(BORING LOGS).DWG Plotted on 1-Oct-2026 5:17 PM

BORING INFORMATION

NORTHING (ft): 2,955,361 | EASTING (ft): 755,090
GROUND SURFACE EL. (ft): 23.98 | DATE START/END: 10/23/2024 – 10/23/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 31.0 | DRILLER NAME: T. Kennedy
LOGGED BY: D. Blanchard | RIG TYPE: Mobile B-46 Truck

BORING NWB28 PAGE 1 of 2

DRILLING INFORMATION

HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 Inch/ 4.5 Inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 Inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⧗ 15.2 10/23/2024 12:50 pm

ABBREVIATIONS: Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation = Length of Sound Core>4 in / Pen.,REC = Sonic Core; WOR = Weight of Rods; WOH = Weight of Hammer; S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; DP = Direct Push Sample; HSA = Hollow-Stem Auger; Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter; NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 7.5	90		Light rig chatter at 12-13'.	SAND AND GRAVEL (POSSIBLE FILL)	0-7": ASPHALT G1 (7"-7.5'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	8 to 10	24/14	12-16-21-29			S1: Moist, dense, black/brown, FINE TO COARSE SAND, some fine to medium gravel, some inorganic silt.
		S2	10 to 12	24/14	16-25-19-14		SAND AND GRAVEL	S2: Moist, dense, brown, FINE TO COARSE SAND, some fine to medium gravel, trace of inorganic silt.
		S3	14 to 16	24/13	14-20-16-15			S3: Moist, dense, brown, FINE TO COARSE GRAVEL, some fine to coarse sand, some inorganic silt. w.c.=13% grav=47%, sand=40%, fines=13%
		S4	19 to 21	24/10	9-10-11-11			S4: Moist, medium dense, brown, FINE TO COARSE SAND, some medium to medium gravel, trace of inorganic silt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

NORTHING (ft): 2,955,361 | EASTING (ft): 755,090
GROUND SURFACE EL. (ft): 23.98 | DATE START/END: 10/23/2024 – 10/23/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

BORING NWB28 PAGE 2 of 2

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/9	8-10-9-10		SAND AND GRAVEL	S5: Moist, medium dense, brown, FINE TO COARSE SAND, some fine gravel, trace of inorganic silt.
		S6	29 to 31	24/8	8-8-9-11			S6: Moist, medium dense, brown, FINE TO COARSE SAND AND FINE TO MEDIUM GRAVEL, trace of inorganic silt.
								Bottom of boring at depth 31 ft. Boring backfilled with cuttings and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING INFORMATION

NORTHING (ft): 2,955,343 | EASTING (ft): 755,189
GROUND SURFACE EL. (ft): 24.47 | DATE START/END: 10/24/2024 – 10/24/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 31.0 | DRILLER NAME: T. Kennedy
LOGGED BY: C. McAnerny | RIG TYPE: Mobile B-46 Truck

BORING NWB29 PAGE 1 of 2

DRILLING INFORMATION

HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 Inch/ 4.5 Inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 Inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⧗ 14.5 10/24/2024

ABBREVIATIONS: Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation = Length of Sound Core>4 in / Pen.,REC = Sonic Core; WOR = Weight of Rods; WOH = Weight of Hammer; S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; DP = Direct Push Sample; HSA = Hollow-Stem Auger; Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter; NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		G1	0 to 8.5	102			SAND AND GRAVEL (POSSIBLE FILL)	0-7": ASPHALT G1 (7"-8.5'): Dry, brown, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt, cobbles present.
		S1	9 to 11	24/10	10-16-12-12			S1: Moist, medium dense, brown/gray, FINE TO COARSE SAND, trace of fine gravel, trace of inorganic silt.
		S2	11 to 13	24/11	7-10-17-19			S2: Moist, medium dense, brown, FINE TO COARSE SAND, trace of inorganic silt.
		S3	14 to 16	24/9	11-20-19-15		SAND AND GRAVEL	S3: Wet, dense, brown/gray, FINE TO COARSE SAND, some fine to coarse gravel, trace of inorganic silt.
		S4	19 to 21	24/12	8-7-13-18			S4: Wet, medium dense, brown, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

NORTHING (ft): 2,955,343 | EASTING (ft): 755,189
GROUND SURFACE EL. (ft): 24.47 | DATE START/END: 10/24/2024 – 10/24/2024
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

BORING NWB29 PAGE 2 of 2

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S5	24 to 26	24/10	15-17-15-18		SAND AND GRAVEL	S5: Wet, dense, brown, FINE TO COARSE GRAVEL, some fine to coarse sand, some inorganic silt. w.c.=11% grav=54%, sand=36%, fines=10%
		S6	29 to 31	24/7	22-16-23-30			S6: Wet, very dense, brown, FINE TO COARSE GRAVEL, some fine to coarse sand, trace of inorganic silt.
								Bottom of boring at depth 31 ft. Boring backfilled with cuttings and concrete. Topped with temporary cold patch and then patched with hot mixed asphalt.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

BORING INFORMATION

NORTHING (ft): 2,955,870 | EASTING (ft): 751,786
GROUND SURFACE EL. (ft): 23.86 | DATE START/END: 3/26/2026 – 3/27/2026
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.
TOTAL DEPTH (ft): 46.0 | DRILLER NAME: J. Flemming
LOGGED BY: D. Blanchard | RIG TYPE: Diedrich D-25 Track Rig

BORING NWB30 PAGE 1 of 2

DRILLING INFORMATION

HAMMER TYPE: Automatic | CASING I.D./O.D.: 4 Inch/ 4.5 Inch | CORE BARREL TYPE: Not used
AUGER I.D./O.D.: NA / NA | DRILL ROD O.D.: 2.625 Inch | CORE BARREL I.D./O.D.: NA / NA
DRILLING METHOD: Rotary Wash with Casing
WATER LEVEL DEPTHS (ft): ⧗ 15.3 3/27/2026 9:30 am

ABBREVIATIONS: Pen. = Penetration Length; Rec. = Recovery Length; RQD = Rock Quality Designation = Length of Sound Core>4 in / Pen.,REC = Sonic Core; WOR = Weight of Rods; WOH = Weight of Hammer; S = Split Spoon Sample; C = Core Sample; U = Undisturbed Sample; DP = Direct Push Sample; HSA = Hollow-Stem Auger; Qp = Pocket Penetrometer Strength; Sv = Pocket Torvane Shear Strength; LL = Liquid Limit; PI = Plasticity Index; PID = Photoionization Detector; I.D./O.D.= Inside Diameter/Outside Diameter; NA, NM = Not Applicable, Not Measured; Blows per 6 in.: 140-lb hammer falling 30 inches to drive a 2-inch-O.D. split spoon sampler.

Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S1	0 to 2	24/12	3-4-5-8		SAND AND GRAVEL (POSSIBLE FILL)	S1: Dry, medium dense, brown, FINE TO COARSE SAND, some fine to medium gravel up to 1", trace of inorganic silt, top 4" is top soil.
		S2	2 to 4	24/8	14-20-31-18			S2: Dry, very dense, brown, FINE TO COARSE SAND, trace of fine gravel, trace of inorganic silt.
		S3	4 to 6	24/10	22-17-13-12			S3: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to coarse gravel up to 1.25", trace of inorganic silt.
		S4	6 to 8	24/11	9-10-7-9			S4: Moist, medium dense, brown, FINE TO COARSE SAND, trace of fine to medium gravel, trace of inorganic silt.
		S5	8 to 10	24/10	11-11-14-17			S5: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to medium gravel up to 1", trace of inorganic silt.
		S6	10 to 12	24/11	20-17-29-30			S6: Moist, dense, brown with traces of orange, FINE TO COARSE GRAVEL, gravel up to 1.25", some fine to coarse sand, trace of inorganic silt, increased gravel content in bottom 4".
		S7	14 to 16	24/7	10-9-7-10		SAND AND GRAVEL	S7: Moist, medium dense, brown, FINE TO COARSE SAND, trace of fine gravel.
		S8	19 to 21	24/5	12-11-10-11			S8: Wet, medium dense, brown, FINE TO COARSE SAND, trace of fine gravel.

NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

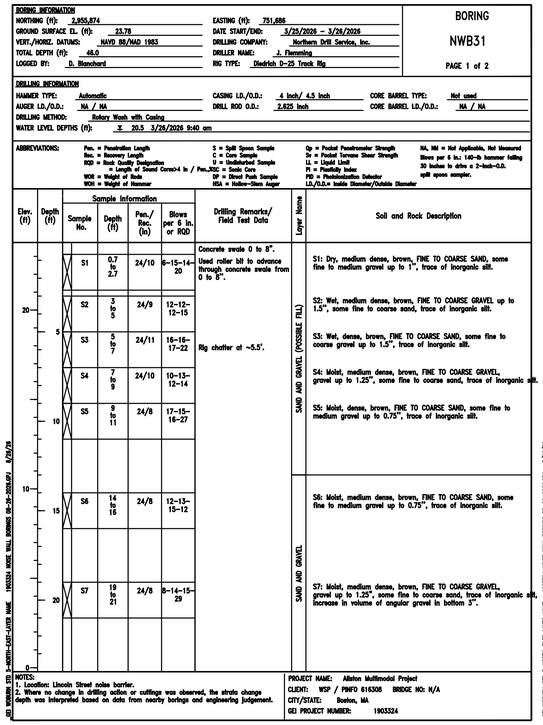
NORTHING (ft): 2,955,870 | EASTING (ft): 751,786
GROUND SURFACE EL. (ft): 23.86 | DATE START/END: 3/26/2026 – 3/27/2026
VERT./HORIZ. DATUMS: NAVD 88/NAD 1983 | DRILLING COMPANY: Northern Drill Service, Inc.

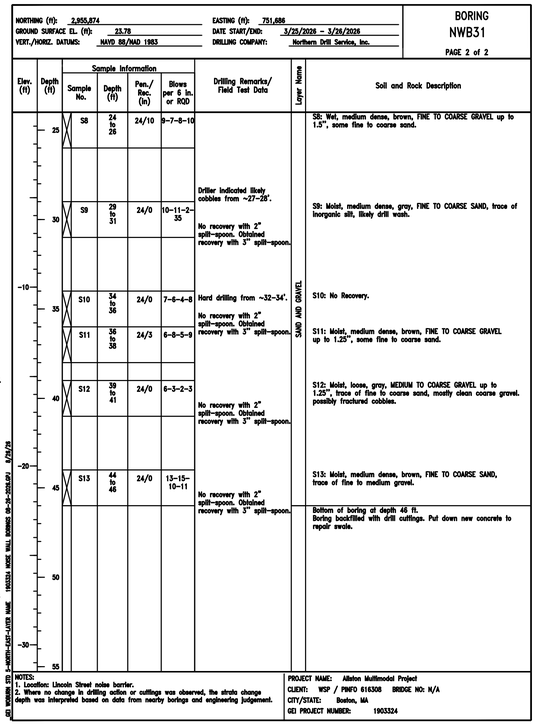
BORING NWB30 PAGE 2 of 2

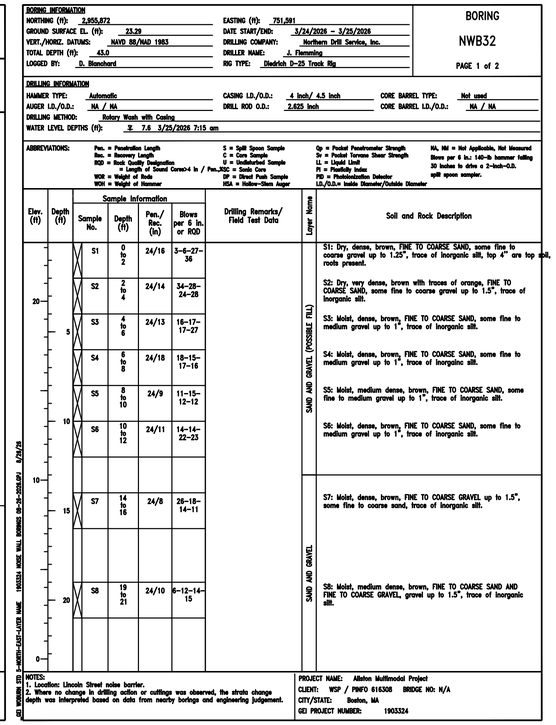
Elev. (ft)	Depth (ft)	Sample No.	Sample Depth (ft)	Pen./ Rec. (in)	Blows per 6 in. or RQD	Drilling Remarks/ Field Test Data	Layer Name	Soil and Rock Description
		S9	24 to 26	24/11	9-10-10-12		SAND AND GRAVEL	S9: Wet, medium dense, brown, FINE TO COARSE SAND, some fine to medium gravel up to 1".
		S10	29 to 31	24/9	10-12-16-10			S10: Wet, medium dense, brown, FINE TO COARSE SAND, trace of fine gravel.
		S11	34 to 36	24/5	12-11-15-13			S11: Moist, medium dense, brown, FINE TO COARSE SAND, some fine to medium gravel up to 1", some inorganic silt.
		S12	39 to 41	24/10	8-14-15-15			S12: Moist, medium dense, brown with traces of orange, FINE TO COARSE SAND, some fine gravel up to 0.75", trace of inorganic silt.
		S13	44 to 46	24/12	13-17-22-23			S13: Moist, dense, brown with red at 8", FINE TO COARSE SAND AND FINE TO COARSE GRAVEL, gravel up to 1.25", trace of inorganic silt.
								Bottom of boring at depth 46 ft. Boring backfilled with drill cuttings.

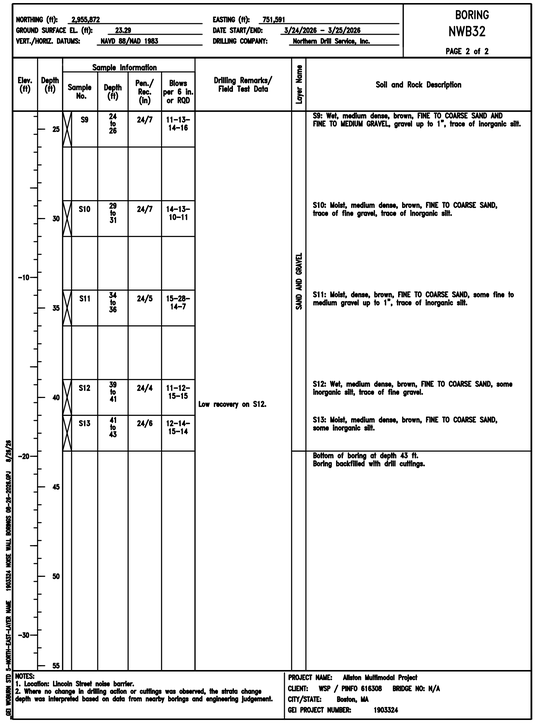
NOTES:
1. Location: Lincoln Street noise barrier.
2. Where no change in drilling action or cuttings was observed, the strata change depth was interpreted based on data from nearby borings and engineering judgement.

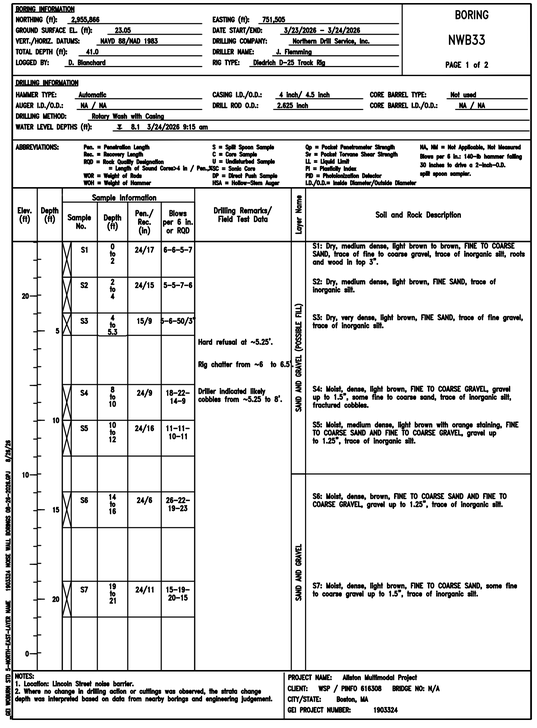
PROJECT NAME: Allston Multimodal Project
CLIENT: WSP / PMFO 616308 BRIDGE NO: N/A
CITY/STATE: Boston, MA
GEI PROJECT NUMBER: 1903324

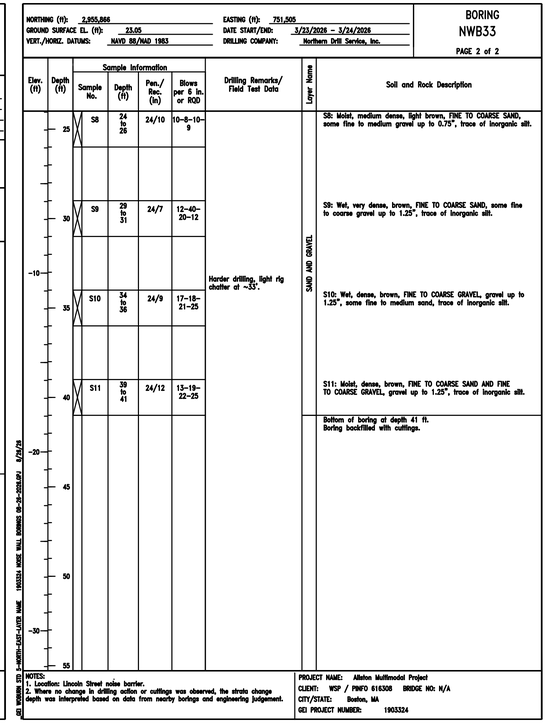












BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	16	127
PROJECT FILE NO.	616308		

BORING LOGS

BORING NOTES:

1. SEE SHEET 5 FOR NOTES.

616308_HD\BORING LOGS).DWG Plotted on 1-Oct-2026 5:17 PM

UTILITY ENGINEERING ABBREVIATIONS

AATR	ABANDONED ACCORDING TO RECORD	IP	IRON PIPE
ABAND	ABANDONED	LB	LEACHING BASIN
ACP	ASBESTOS CONCRETE PIPE	LOS	LIMITS OF SURVEY
AUX	AUXILIARY	LP	LOW PRESSURE
BIT	BITUMINOUS	MAG	MAG NAIL
BM	BENCH MARK	MH	MANHOLE
CAB	CABINET	MTL	METAL
CB	CATCH BASIN	OHW	OVERHEAD WIRE
CH	CHIMNEY	PED	PEDESTRIAN
CI	CAST IRON	PK	PK NAIL
CIP	CAST IRON PIPE	PL	PLASTIC
CMH	CABLE MANHOLE	PTC	PIPE TYPE HIGH VOLTAGE POWER CONDUIT
CMP	CORRUGATED METAL PIPE	PVC	POLYVINYL CHLORIDE PIPE
CNO	COULD NOT OPEN	PWW	PAVED WATERWAY
CONC	CONCRETE	PZ	PIEZOMETER
CPP	CORRUGATED PLASTIC PIPE	RC	REINFORCED CONCRETE
CSP	CORRUGATED STEEL PIPE	RCP	REINFORCED CONCRETE PIPE
CS	COATED STEEL	RR	RAILROAD
CSS	COMBINED SEWER	RRS	RAILROAD SPIKE
CTV	CABLE TV	SB	STONE BOUND
CU	COPPER	SD	STORM DRAIN
CULV	CULVERT	S/M	SIZE AND MATERIAL
DB	DIRECT BURIED	SFM	SEWER FORCE MAIN
DH	DRILL HOLE	SMH	SEWER MANHOLE
DI	DUCTILE IRON	SS	SANITARY SEWER
DIA	DIAMETER	SU	SUMP DEPTH
DICL	DUCTILE IRON CEMENT LINED PIPE	T	TELECOMMUNICATIONS LINE
DMH	DRAIN MANHOLE	TAN	TANGENT
DSK	DISK	TC	TERRA COTTA TILE CONDUIT
E	ELECTRICAL POWER	TCC	TRANSITE CONCRETE CONDUIT
EL	ELEVATION	TEMP	TEMPORARY
EMH	ELECTRIC MANHOLE	TMH	TELEPHONE MANHOLE
EX	EXISTING	TR	TRAFFIC SIGNAL CONDUIT
FA	FIRE ALARM	TRMH	TRAFFIC CONTROL MANHOLE
FBR	FIBER CONDUIT	TYP	TYPICAL
FL	FLOWLINE	UNK	UKNOWN UTILITY TYPE
FO	FIBER OPTIC	UMH	UKNOWN MANHOLE
G	GAS	VCP	VITRIFIED CLAY PIPE
GIP	GALVANIZED IRON PIPE	VLT	VAULT
GMH	GAS MANHOLE	W	WATER
HDPE	HIGH DENSITY POLYETHYLENE	WD	WOOD
HYD	HYDRANT	WIP	WROUGHT IRON PIPE
INV	INVERT	WMH	WATER MANHOLE

UTILITY LABELS LEGEND

UTILITY LINES ARE LABELED AS FOLLOWS:

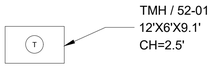
"SIZE/# " - "MATERIAL TYPE" - "UTILITY TYPE" - "UTILITY OWNER" - "ASCE/CI 38-22 QUALITY LEVEL"

EXAMPLE: 12" RCP SD MADOT QL-C

NON-GRAVITY MANHOLES VAULTS ARE LABELED AS FOLLOWS:

"VAULT TYPE / ID No. (WHEN AVAILABLE)"
"INTERNAL VAULT DIMENSIONS" (L' X W' X D') (FT)
"CHIMNEY DEPTH FROM GRADE TO VAULT CEILING" (FT)

EXAMPLE:



OVERHEAD UTILITY LINES ARE LABELED AS FOLLOWS:

UTA "X" - UNDERGROUND TO AERIAL - CONNECTION BETWEEN UNDERGROUND SYSTEM AND AERIAL SYSTEM FOLLOWED BY "X" UTILITY TYPE.

(X)E1 - SINGLE PHASE ELECTRICAL SYSTEM FOR SUPPLY AND DISTRIBUTION

(X)E3 - THREE PHASE ELECTRICAL SYSTEM TYPICALLY FOR DISTRIBUTION

(X)HV(Y) - HIGH VOLTAGE SYSTEM TYPICALLY FOR TRANSMISSION AND CONNECTED TO DISTRIBUTION SYSTEMS AT SUBSTATIONS WHERE (Y) REPRESENTS NUMBER OF CIRCUITS, SINGLE (1), DOUBLE (2), TRIPLE (3).

(X)GW - GUY WIRE

T - TELEPHONE / DATA / COMMUNICATIONS SYSTEMS. INCLUDES COPPER, FIBER OPTIC, COAX, OR COMBINATION THERE OF.

EXAMPLE:

(2)E1
- OTHER THAN FOR SINGLE INSTANCES, A PRECEDING (X) INDICATES NUMBER OF EACH SYSTEM
(3)T



POLE TAG INFO. BLOCK
POLE ID# –POLE ID NUMBER
OWNER –POLE OWNER
DIA. –POLE DIAMETER
MATERIAL –POLE MATERIAL TYPE (WOOD, METAL, CONCRETE)
ATMNT. –ATTACHMENTS TO POLE

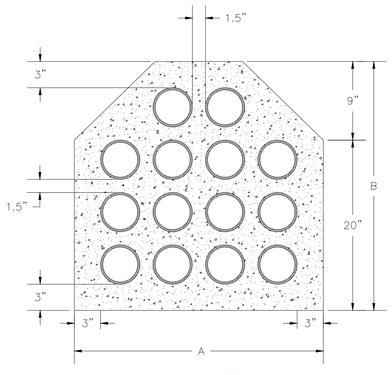
POLE ATTACHMENTS LEGEND
(X)UTA E –ELECTRIC UNDERGROUND TO AERIAL
(X)UTA T –TELECOMMUNICATIONS UNDERGROUND TO AERIAL
(X)T –TRANSFORMER
(X)LT –LIGHT
(X)GW –GUY WIRE
(X)EM –ELECTRIC METER
(X)W –ELECTRIC SWITCH
(X)OHS –OVERHEAD SIGN
(X)TS –TRAFFIC SIGNAL
(X)EQB –EQUIPMENT BOX

LINE TYPES LEGEND

QUALITY LEVEL B
QUALITY LEVEL C
QUALITY LEVEL D
QL-D|QL-B
QUALITY LEVEL CHANGE
PIPE SIZE CHANGE
PIPE CAP/END
END OF INFORMATION
CABLE TV QL-B
ELECTRIC QL-B
GAS QL-B
STORM DRAIN QL-B
SANITARY SEWER QL-B
TELECOMMUNICATION QL-B
TRAFFIC CONTROL QL-B
UNKNOWN SIGNAL QL-B
WATER QL-B
CABLE TV QL-C
ELECTRIC QL-C
GAS QL-C
STORM DRAIN QL-C
SANITARY SEWER QL-C
TELECOMMUNICATION QL-C
TRAFFIC CONTROL QL-C
UNKNOWN SIGNAL QL-C
WATER QL-C
CABLE TV QL-D
ELECTRIC QL-D
GAS QL-D
STORM DRAIN QL-D
SANITARY SEWER QL-D
TELECOMMUNICATION QL-D
TRAFFIC CONTROL QL-D
UNKNOWN SIGNAL QL-D
WATER QL-D
LIMITS OF SURVEY

PIPE AND DUCT BANK LEGEND:

DUCTS	DIMENSIONS									
	3" DUCTS		3 1/2" DUCTS		4" DUCTS		4 1/2" DUCTS		5" DUCTS	
	A Inches	B Inches	A Inches	B Inches	A Inches	B Inches	A Inches	B Inches	A Inches	B Inches
2 x 1	15	10	16	10	17	11	18	11	19	12
3 x 1	20	10	21	10	23	11	24	11	26	12
4 x 1	25	10	25	10	27	11	31	11	33	12
2 x 2	15	15	16	16	17	17	18	18	19	19
2 x 3	15	20	16	21	17	23	18	24	19	26
3 x 2	20	15	21	16	23	17	24	18	26	19
2 x 4	15	25	16	27	17	25	18	31	19	33
4 x 2	25	15	25	16	27	17	31	18	33	19
3 x 3	20	20	21	21	23	23	26	24	26	26
5 x 2	30	15	32	16	35	17	37	18	40	19
2 x 5	15	30	16	32	17	35	18	37	19	40
3 x 4	20	25	21	27	23	25	24	31	26	33
4 x 3	25	20	25	21	27	23	31	24	33	26
6 x 2	35	15	38	16	41	17	44	18	47	19
2 x 6	15	35	16	38	17	41	18	44	19	47
2 x 7	15	40	16	43	17	47	18	50	19	54
14 DUCTS	20	30	21	32	23	35	24	37	26	39
14 DUCTS	25	25	27	27	29	29	31	31	33	33
5 x 3	30	19	21	32	23	35	24	37	26	40
3 x 5	19	30	32	21	35	23	37	24	40	26
4 x 4	25	25	27	27	27	29	31	31	33	33
2 x 8	15	45	16	49	17	53	18	57	19	61



14 - 4" DUCTS

UTILITY SYMBOLS LEGEND

ELECTRICAL / TRAFFIC CONTROL
ECBX ELECTRIC CONTROL BOX
EHH ELECTRIC HAND HOLE
EMBX ELECTRIC METER BOX
EMH ELECTRIC MANHOLE
EMP ELECTRIC METER PIT
EMRK ELECTRIC UTILITY WITNESS MARKER
EPED ELECTRIC PEDESTAL
GA UTILITY POLE GUY WIRE ANCHOR
MBTA MBTA ELECTRICAL MANHOLE
PTCBX HIGH VOLTAGE PTC TEST BOX
TRANS ELECTRIC TRANSFORMER
PEDSIG TRAFFIC PEDESTRIAN SIGNAL
TRCBX TRAFFIC CONTROL BOX
TRHH TRAFFIC HAND HOLE
TRSIG TRAFFIC SIGNAL
TRPED TRAFFIC PEDESTAL
LP LIGHT POLE
UP UTILITY POLE
ULP UTILITY LIGHT POLE
UPBX POLE W/ EMERGENCY PULL BOX

DRAIN / SEWER
AD AREA DRAIN
CB CATCH BASIN
CB CATCH BASIN "D" GRATE
CB CATCH BASIN ROUND COVER
DCO DRAIN CLEAN OUT
DLB DRAIN LEACHING BASIN
DMH DRAIN MANHOLE
CSMH COMBINED SEWER MANHOLE
SCO SEWER CLEAN OUT
SMH SEWER MANHOLE
SMRK SEWER UTILITY WITNESS MARKER
SSAV SEWER AIR RELEASE VALVE
SSO SEWER FORCE MAIN VALVE
SVENT SEWER VENT PIPE

GAS / FUEL OIL / STEAM
FMRK FUEL UTILITY WITNESS MARKER
FOGV FUEL GATE VALVE
FOH FUEL HYDRANT
GDG GAS DIVISION GATE
GG GAS GATE
GGD GAS GATE DRIP
GSO GAS SERVICE GATE
GM GAS METER ABOVE GROUND
GMH GAS MANHOLE
GMP GAS METER PIT
GMRK GAS UTILITY WITNESS MARKER
GTB GAS MAIN TEXT BOX
GVENT GAS VENT PIPE
STGV STEAM GATE VALVE
STMH STEAM MANHOLE

CABLE TV / TELECOMMUNICATION
5G PED 5G WI-FI SIGNAL POLE
TCAB TELEPHONE CABINET
THH TELEPHONE HAND HOLE
TMH TELEPHONE MANHOLE
TMRK TELECOMMUNICATION WITNESS MARKER
TPED TELEPHONE PEDESTAL
FAMH FIRE ALARM MANHOLE
CMH CABLE TV MANHOLE
TVHH CABLE TV HAND HOLE
TVMRK CABLE TV UTILITY WITNESS MARKER
TVPED CABLE TV PEDESTAL

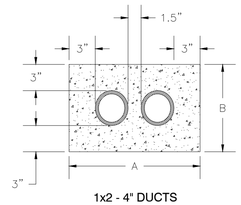
MISC. UTILITY SYMBOLS
UGV UNKNOWN GATE VAVLE
MHU UNKNOWN MANHOLE
TP–# UTILITY TEST PIT
EOI END OF INFORMATION

METHOD FOR CALCULATING SIZE OF LARGER DUCTS:

(SIZE OF DUCT) X (NUMBER OF DUCTS)
(A) (B)

[(A+1/2") X B] + [(B-1) X 1 1/2") + 6"

ROUND DIMENSIONS UP TO NEAREST INCH



1x2 - 4" DUCTS

BOSTON
LINCLON ST NOISE BARRIER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	17	127
PROJECT FILE NO.	616308		

UTILITY ENGINEERING LEGEND SHEET

WATER
HYD FIRE HYDRANT
AC WATER AIR COCK
WCV WATER CHECK VALVE
WDG WATER DIVISION GATE
WG WATER GATE
WFSO FIRE PROTECTION SERVICE VAVLE
WSO WATER SERVICE VALVE
WMH WATER MANHOLE
WMP WATER METER PIT
WMRK WATER UTILITY WITNESS MARKER
PIV POST INDICATOR VAVLE
STP WATER STAND PIPE
WTB WATER MAIN TEST BOX
WVENT WATER VENT PIPE

SURVEY CONTROL MONUMENTS
BM # BENCHMARK
BOUND (CONC, STONE, LAND COURT, ETC.)
DSK DSIK (CA/T, USC&GS, LAND COURT, ETC.)
DH DRILL HOLE
EPLP ESCUTCHEON PIN IN LEAD PLUG
IP IRON PIPE
MAG MAG NAIL
MHB MASSACHUSETTS HIGHWAY BOUND
PHOTO CONTROL – H & V
PHOTO CONTROL – V ONLY
PK PK NAIL
RB REBAR / IRON PIN
RRS RAILROAD SPIKE
SN STAKE & NAIL
TRAVERSE POINT
X–CUT X–CUT

616308_SUE_SH_FINAL (8.31.2026).DWG Plotted on 5-Oct-2026 4:34 PM

BOSTON
LINCLON ST NOISE BARRIER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	18	127
PROJECT FILE NO.	616308		

UTILITY ENGINEERING NOTES SHEET

616308_SUE_SH_FINAL (8.31.2026).DWG Plotted on 5-Oct-2026 4:34 PM

UTILITY ENGINEERING CONSULTANT:

OVERLAND ENGINEERING, LLC
100 HALLET STREET
BOSTON, MA 02124
PH: 617-265-4547
FAX: 770-565-3815

PROJECT DESCRIPTION & LIMITS:

A SUBSURFACE UTILITY ENGINEERING INVESTIGATION (SUE) WAS PERFORMED BY OVERLAND ENGINEERING, LLC AND COMPLETED OCTOBER 2025 FOR THIS PROJECT. THE EXISTING UNDERGROUND FACILITIES SHOWN HEREON WERE INCLUDED IN THIS SUE INVESTIGATION. THE PRESENCE OF THESE UTILITY FACILITIES HAS BEEN THOROUGHLY INVESTIGATED THROUGH RECORDS RESEARCH AND VISUAL FIELD INSPECTIONS. THE PROJECT UTILITIES INSTALLED AFTER THE DATE ABOVE WERE NOT INCLUDED IN THIS INVESTIGATION.

ALL OTHER EXISTING TOPOGRAPHIC FEATURES DEPICTED HEREON HAVE BEEN REFERENCED FROM A TOPOGRAPHIC / MAPPING SURVEY AND CONTROL PACKAGE PROVIDED BY A GROUND INSTRUMENT SURVEY PERFORMED BETWEEN APRIL 2014 TO APRIL 2019, BY WSP.

1. UTILITY QUALITY LEVELS DEPICTED WITHIN THE UTILITY ENGINEERING PLANS HEREIN WERE ASSIGNED IN ACCORDANCE WITH ASCE 38-22 AND REPRESENT THE RELATIVE DEGREE OF CONFIDENCE, BASED ON THE SCOURCE OF THE INFORMATION, ASSOCIATED WITH THE DOCUMENTED UTILITY INFORMATION. THE ASSIGNED QUALITY LEVELS REFLECT THE INVESTIGATION METHODS UTILIZED, AVAILABLE SUPPORTING DATA, FIELD CONDITIONS ENCOUNTERED, AND PROFESSIONAL JUDGMENT EXERCISED DURING THE UTILITY INVESTIGATION PROCESS.
2. RELIANCE UPON THIS DATA FOR RISK MANAGEMENT PURPOSES DURING BIDDING DOES NOT RELIEVE THE EXCAVATOR OR UTILITY OWNER FROM FOLLOWING ALL APPLICABLE UTILITY DAMAGE PREVENTION STATUTES, POLICIES, AND/OR PROCEDURES DURING CONSTRUCTION.
3. IT IS IMPORTANT THAT THE CONTRACTOR INVESTIGATES AND UNDERSTANDS THE SCOPE OF WORK BETWEEN THE PROJECT OWNER AND THEIR ENGINEER REGARDING THE SCOPE AND LIMITS OF THE UTILITY INVESTIGATIONS LEADING TO THESE DEPICTIONS.
4. THE SIZE/TYPE OF FIRE HYDRANT LINES IS ASSUMED TO BE 6" IN DIAMETER THROUGHOUT THE PROJECT LIMITS.
5. UTILITIES RANGING IN SIZE UP TO 8" IN DIAMETER OR MINIMUM WIDTH, ARE DEPICTED HEREIN AS SINGLE WIDTH LINE TYPES. UTILITIES RANGING IN SIZE 8" AND ABOVE, ARE DEPICTED WITH MULTI-LINES, THE WIDTH OF WHICH IS BASED ON REVIEW OF RECORDS, PROFESSIONAL JUDGEMENT, OR OTHER INFORMATION. IN SOME INSTANCES, UTILITIES LARGER THAN 1 FOOT MAY BE SHOWN AS SINGLE LINES WITHOUT APPROXIMATE WIDTH AT THE ENGINEERS DISCRETION WHERE UTILITY DENSITY WOULD OTHERWISE PREVENT A CLEAR DEPICTION OF THE SUE INFORMATION.
6. PROJECT-SPECIFIC LIMITATIONS AFFECTING ACHIEVABLE UTILITY QUALITY LEVELS MAY INCLUDE, BUT ARE NOT LIMITED TO SURFACE CONGESTION, ELECTROMAGNETIC INTERFERENCE, INACCESSIBLE AREAS, UTILITY OWNER RECORD DEFICIENCIES, EXISTING PAVEMENT OR SUBSURFACE CONDITIONS, TRAFFIC MAINTENANCE RESTRICTIONS, UTILITY SYSTEM OBSTRUCTIONS, AND LIMITED SURVEY ACCESSIBILITY.

   WHERE PROJECT CONDITIONS PREVENTED UTILITIES FROM BEING DEPICTED AT THE REQUESTED OR ANTICIPATED QUALITY LEVEL, SUCH LIMITATIONS ARE NOTED HEREIN AND/OR GRAPHICALLY REPRESENTED ON THE UTILITY ENGINEERING PLANS.

UTILITY ENGINEERING QUALITY LEVEL INFORMATION INDEX (SEE ASCE/CI 38-22):

QUALITY LEVEL D: "QL D". UTILITY INFORMATION PLOTTED ON THE DRAWING BASED SOLELY ON RECORD INFORMATION, INDIVIDUAL RECOLLECTIONS OR THE EXISTENCE OF UTILITY SERVICE. IT SHALL BE NOTED THAT ALL INFORMATION SHOWN (OTHER THAN AT TEST HOLE LOCATIONS, SEE QL A BELOW), INCLUDING BUT NOT LIMITED TO A UTILITIES SIZE, CAPACITY, MATERIAL COMPOSITION, CONDITION OR SERVICE STATUS SHALL BE CONSIDERED QL D EVEN THOUGH THE UTILITY MAY BE PLOTTED AND LABELED AS QL C OR QL B.

QUALITY LEVEL C: "QL C". UTILITY INFORMATION OBTAINED AND CATEGORIZED AS QL D, PLOTTED TO CORRELATE WITH UTILITY ANCHOR POINTS (SUCH AS SURFACE UTILITY FEATURES OR END OF QLB DEPICTIONS) WHICH HAVE BEEN FIELD VERIFIED, SURVEY LOCATED AND ACCURATELY REDUCED ONTO THE DESIGN/CONSTRUCTION DOCUMENTS. INCLUDED IN THIS CATEGORY AERIAL UTILITY INFORMATION AND UTILITY DEPICTION'S, WHICH IN THE PROFESSIONAL OPINION OF THE SUBSURFACE UTILITY ENGINEER, REPRESENT THE MOST PROBABLE APPROXIMATE HORIZONTAL LOCATION, TYPE AND/OR EXISTENCE OF A UTILITY.

QUALITY LEVEL B: "QL B". UTILITY INFORMATION DERIVED BY ESTABLISHING THE APPROXIMATE SURFACE HORIZONTAL LOCATION OF A UTILITY USING ELECTRONIC METHODS AND PROFESSIONAL JUDGEMENT. SAID INFORMATION IS SUBSEQUENTLY FIELD SURVEY LOCATED AND ACCURATELY REDUCED ONTO THE DESIGN/CONSTRUCTION DOCUMENTS.

QUALITY LEVEL A: "QL A". UTILITY INFORMATION WHICH HAS BEEN VISUALLY VERIFIED, SURVEY LOCATED (BOTH HORIZONTALLY AND VERTICALLY) AND ACCURATELY REDUCED ONTO THE DESIGN/CONSTRUCTION DOCUMENTS. THIS IS TYPICALLY SHOWN AS TEST HOLE OR OTHER DIMENSIONED INFORMATION.

UTILITY OWNER SUMMARY:

ALL THE FOLLOWING UTILITY OWNERS WERE REPORTED TO HAVE FACILITIES WITHIN THE VICINITY OF THIS PROJECT AT THE TIME OF THE SUE INVESTIGATION. UTILITIES FOUND WITHIN THE PROJECT LIMITS AT THE TIME OF THE SUE INVESTIGATION ARE NOTED FOR EACH UTILITY OWNER LISTED AND ARE SHOWN ON THE PLANS HEREON.

1. ALL CABLE TV UTILITIES WITHIN THE PROJECT LIMITS OF WORK ARE OWNED AND OPERATED BY CROWN CASTLE UNLESS NOTED OTHERWISE ON THE PLANS HERE ON.
2. ALL ELECTRICAL UTILITIES WITHIN THE PROJECT LIMITS OF WORK ARE OWNED AND OPERATED BY EVERSOURCE ELECTRIC UNLESS NOTED OTHERWISE ON THE PLANS HERE ON.
3. ALL GAS UTILITIES WITHIN THE PROJECT LIMITS OF WORK ARE OWNED AND OPERATED BY NATIONAL GRID GAS UNLESS NOTED OTHERWISE ON THE PLANS HERE ON.
4. ALL SEWER UTILITIES WITHIN THE PROJECT LIMITS OF WORK ARE OWNED AND OPERATED BY BOSTON WATER & SEWER UNLESS NOTED OTHERWISE ON THE PLANS HERE ON.
5. ALL TELECOMMUNICATION UTILITIES WITHIN THE PROJECT LIMITS OF WORK ARE OWNED AND OPERATED BY LUMEN UNLESS NOTED OTHERWISE ON THE PLANS HERE ON.
6. ALL TRAFFIC CONTROL UTILITIES WITHIN THE PROJECT LIMITS OF WORK ARE OWNED AND OPERATED BY MASSDOT UNLESS NOTED OTHERWISE ON THE PLANS HERE ON.
7. ALL WATER UTILITIES WITHIN THE PROJECT LIMITS OF WORK ARE OWNED AND OPERATED BY BOSTON WATER & SEWER UNLESS NOTED OTHERWISE ON THE PLANS HERE ON.

UTILITY OWNER	UTILITY TYPE	CONTACT	ADDRESS	EMAIL	PHONE	ABBREVIATION
AT&T	Telecom	Erica Hudson	50 Mall Road - Suite 203, Burlington, MA 01803	Erica.Hudson@sienaengineeringgroup.com	N/A	ATT
Boston Water & Sewer	Sewer/Drain	N/A	980 Harrison Ave, Roxbury, MA 02119	N/A	617-989-7000	BWSC
Crown Castle Cable	Cable	Records Request Division	474 Main Street Worchester, MA 01608	Fiber.dig@crowncastle.com	877- 486-9377	CCC
Eversource Electric	Electric	Mary Liz McQuillan	1165 Massachusetts Avenue, Dorchester, MA 02125	EMA_Plan_Requests@eversource.com	N/A	EVE
Lumen	Telecom	Records Request Division	1025 Eldorado Blvd Broomfield, CO 80021	relocations@lumen.com	516-712-3041	LMN
MassDOT	Traffic Control	Ruben Diaz Jr.	N/A	Ruben.X.Diaz@dot.state.ma.us	857-368-6184	MDOT
MWRA	Water	Record Drawings	2 Griffin Way, Chelsea, MA 02150	Record.Drawings@mwra.com	N/A	MWRA
National Grid Gas	Gas	William Nieman	40 Sylvan Rd, Waltham, MA 02451	GasDataReq@nationalgrid.com	781-907-2968	NGRD
Verizon	Telecom	Records Request Division	285 Locust Street, Woburn, MA 01801	mari-ugrecordrequest@verizon.com	N/A	VRZ

UTILITY ENGINEERING SUMMARY:

QUALITY LEVEL B INVESTIGATIONS

QUALITY LEVEL B (QL-B) UTILITY DESIGNATION SERVICES WERE PERFORMED UTILIZING SURFACE GEOPHYSICAL INVESTIGATION METHODS, INCLUDING ELECTROMAGNETIC RADIO FREQUENCY INDUCTION TECHNIQUES, TO DESIGNATE THE APPROXIMATE HORIZONTAL POSITION OF DETECTABLE SUBSURFACE UTILITY INFRASTRUCTURE WITHIN THE PROJECT LIMITS.

PROJECT SPECIFIC SCOPED UTILITIES

UTILITY SYSTEMS INVESTIGATED UNDER THE QL-B SCOPE INCLUDE, WATER, GAS, ELECTRIC, TELECOMMUNICATIONS, AND TRAFFIC CONTROL FACILITIES. UNLESS OTHERWISE NOTED HEREIN OR DEPICTED ON THE UTILITY ENGINEERING PLANS, SANITARY SEWER AND STORM DRAIN UTILITIES WERE EXCLUDED FROM THE QUALITY LEVEL B GEOPHYSICAL DESIGNATION SCOPE.

QUALITY LEVEL A TEST HOLE SERVICES

QUALITY LEVEL A (QL-A) UTILITY VERIFICATION SERVICES WERE PERFORMED UTILIZING NON-DESTRUCTIVE AIR VACUUM EXCAVATION METHODS TO EXPOSE AND DOCUMENT SUBSURFACE UTILITY INFRASTRUCTURE AT THE LOCATIONS SHOWN HEREIN ON THE UTILITY ENGINEERING PLANS.

A TOTAL OF 19 UTILITY TEST HOLES/DATA POINTS WERE COMPLETED WITHIN THE PROJECT LIMITS TO OBTAIN FIELD-VERIFIED UTILITY INFORMATION INCLUDING HORIZONTAL LOCATION, VERTICAL ELEVATION/DEPTH, UTILITY TYPE, UTILITY SIZE, MATERIAL CHARACTERISTICS, AND CONFIGURATION DETAILS.

TEST HOLE LOCATIONS AND EXCAVATION LOGS ARE DEPICTED HEREIN ON THE UTILITY ENGINEERING PLANS.

DATA DEFICIENCIES AND RECOMMENDATIONS

THE FOLLOWING RECOMMENDATIONS ARE PROVIDED REGARDING UNRESOLVED UTILITY CONCERNS, INCOMPLETE UTILITY INFORMATION, OR AREAS WHERE ADDITIONAL INVESTIGATION MAY BE WARRANTED:

- ADDITIONAL QUALITY LEVEL A TEST HOLES ARE RECOMMENDED TO FIND THE EXTENTS OF THE 3-8" HDPE TELECOM CONDUITS HEADING EAST FROM THE MARKET STREET OVERPASS.

UNDOCUMENTED, ABANDONED, OR INACCURATELY RECORDED UTILITIES MAY EXIST OUTSIDE THE SCOPE OR LIMITATIONS OF THIS INVESTIGATION.

SURVEY CONTROL:

1. THIS PLAN WAS PREPARED FROM A COMBINATION OF AN AERIAL SURVEY HAVING A PHOTOGRAPHY DATE OF OCTOBER 19, 2018, AN ON-THE-GROUND FIELD SURVEY CONDUCTED BY WSP FROM APRIL 22, 2014 TO DECEMBER 24, 2014, FROM JUNE 14, 2016 TO AUGUST 15, 2016 AND FROM SEPTEMBER 19, 2018 TO APRIL 19, 2019, AND LASER SCANNING CONDUCTED IN NOVEMBER 2018.

2. THE HORIZONTAL DATUM SHOWN HEREON REFERENCES THE MASSACHUSETTS STATE PLANE COORDINATE SYSTEM, MAINLAND ZONE, NAD83(2011) EPOCH 2010.00 AS PROVIDED TO WSP BY MASSDOT ON MAY 8, 2014. TRAVERSE POINTS PROVIDED BY MASSDOT AND HELD HORIZONTALLY IN MAIN TRAVERSE ADJUSTMENT: STA 1, 2, 5, 6, 9, 10, 15 (DOT STA#24), 16 (DOT STA#21)

3. THE VERTICAL DATUM SHOWN HEREON REFERENCES NAVD88, GEOID 12A, AS PROVIDED TO WSP BY MASSDOT.
TRAVERSE POINT PROVIDED BY MASSDOT AND HELD AS BENCHMARK: STA 16 (DOT STA#21) ... ELEV=21.155'
ELEVATIONS OF ALL OTHER TRAVERSE POINTS DETERMINED BY DIFFERENTIAL LEVELING.

4. THE AVERAGE SCALE FACTOR USED FOR THE PROJECT = 0.999972

5. SOME RIGHT-OF-WAY LINES AND PARCEL BOUNDARIES WITHIN THE AREA NORTH OF LINCOLN STREET AND CAMBRIDGE STREET (MAINLY SHEETS 6, 9,10 AND 45 TO 54) WERE TAKEN FROM MASSGIS AND ARE APPROXIMATE ONLY. SOME OWNER NAMES AND ADDRESSES IN THIS AREA ARE PER ASSESSORS DATABASE FOR THE CITY OF BOSTON AND HAVE NO BOOK-PAGE REFERENCE LISTED.

6. THE LOCATION OF THE UTILITIES AS SHOWN HEREON HAVE BEEN COMPILED FROM VISIBLE STRUCTURES AND INFORMATION OBTAINED FROM VARIOUS SOURCES. THE ACTUAL LOCATION OF ALL UTILITIES AND UNDERGROUND STRUCTURES SHALL BE CONSIDERED APPROXIMATE AND SHALL BE VERIFIED BY THE OWNER PRIOR TO ANY CONSTRUCTION. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICES OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED.

BOSTON
LINCLON ST NOISE BARRIER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	19	127
PROJECT FILE NO.	616308		

UTILITY ENGINEERING PLAN SHEET

N

NAD 83

NOTE:
1. 3-8" HDPE T HOUSES 28-1.5" T OWNED BY LUMEN, AT&T, AND VERIZON.
2. ADDITIONAL QUALITY LEVEL A TEST PITS ARE RECCOMENDED TO DETERMINE THE EXTENTS OF THE 3-8" HDPE PIPES AND THE TRANSITION TO 28-1.5" PVC DIRECT BURIED INNER DUCTS.

SEE UE SHEET 20 OF 127 FOR CONTINUATION

LINCOLN ST

MARKET ST

I 90 - WESTBOUND

I 90 - EASTBOUND

BASELINE OF LOCATION BOSTON & ALBANY RR MARCH 17, 1871

12-4" PVC E QL-B
8-4" PVC E QL-B

3-8" HDPE T QL-B

BHL B32 TP-1

TP-16
TP-17
TP-18
TP-19
B32

SMH RIM=36.47 INV.1=26.17 FULL OF DEBRIS

CB RIM=37.01 DEPTH=31.76 INV.1=32.01 FULL OF DEBRIS

DMH RIM=38.04 INV.1=30.04 INV.2=29.94 INV.3=30.84

SMH RIM=25.12 INV.1=13.82 INV.2=13.92 TOH.3=20.62

CB-DI RIM=23.56 INV.1=18.56 INV.2=22.56 INV.3=22.76 NOPV

CB RIM=22.25 INV.1=15.35 INV.2=15.75 (CENTER CHANNEL) NOPV

CB RIM=22.13 DEPTH=12.68 INV.1=12.68 (CENTER CHANNEL) NOPV

CB RIM=22.83 INV.1=18.13 NOPV, FULL OF DEBRIS

CB RIM=22.07 INV.1=15.07 INV.2=12.22 (CENTER CHANNEL)

CB-DI RIM=21.05 DEPTH=17.05 INV.1=19.05 CNO

CB-DI RIM=20.94 DEPTH=16.44 DI=18.84 CNO

CB-DI RIM=20.91 DEPTH=16.91 CNO

358 Δ=0°37'12" R=7273.96' L=78.72' T=39.36'

+66.29 PC

+45.01 PCC

Δ=1°04'05" R=3180.00' L=59.28' T=29.64'

354.30 PCC

360 361 362 363

Δ=16°05'29" R=2800.00' L=786.37' T=395.79'

0 20 50 100

SCALE: 1" = 20'

616308_SUE_SH_FINAL (8.31.2026).DWG Plotted on 5-Oct-2026 4:34 PM

BOSTON
LINCLON ST NOISE BARRIER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	20	127
	PROJECT FILE NO. 616308		

UTILITY ENGINEERING PLAN SHEET

N

NAD 83

NOTE:
1. 3–8" HDPE T HOUSES 28–1.5" T OWNED BY LUMEN, AT&T, AND VERIZON.
2. ADDITIONAL QUALITY LEVEL A TEST PITS ARE RECCOMENDED TO DETERMINE THE EXTENTS OF THE 3–8" HDPE PIPES AND THE TRANSITION TO 28–1.5" PVC DIRECT BURIED INNER DUCTS.

SEE UE SHEET 19 OF 127 FOR CONTINUATION

SEE UE SHEET 21 OF 127 FOR CONTINUATION

LINCOLN ST

I 90 - WESTBOUND

I 90 - EASTBOUND

LINE OF LOCATION BOSTON & ALBANY RR MARCH 17, 1871

RAILROAD TRACKS

NOT INSTALLED TRACK

NOT INSTALLED TRACK

DMH
RIM= 32.29
INV.1=28.29
INV.2=28.79
(TOP CHIMNEY)
NOPV

DMH
RIM= 32.31
INV.1=29.11
INV.2=29.21
INV.3=29.21
INV.4=29.71

CB
RIM= 31.94
DEPTH=24.94
INV.1=29.34

CB
RIM=31.11
DEPTH=22.91
TOH.1=27.11
TOW=25.31
FULL OF DEBRIS

SMH
RIM= 30.73
INV.1=20.53
INV.2=20.43
DEBRIS IN PIPES

CB
RIM= 30.27
DEPTH=28.27
INV.1=28.27
DEBRIS IN PIPE

CB
RIM= 30.48
DEPTH=25.68
INV.1=27.88
TOH.2=27.88
TOW=27.08

DMH
RIM= 30.45
INV.1=23.65
(DEBRIS IN PIPE)
INV.2=23.75
INV.3=25.95

SMH
RIM= 30.58
INV.1=27.18
INV.2=19.68
INV.3=19.98

SMH
RIM= 25.12
INV.1=13.82
INV.2=13.92
TOH.3=20.62

DMH
RIM= 32.23
INV.1=29.13
INV.2=29.53
TOH.3=30.53
TOW=29.13

CB
RIM=31.83
DEPTH=29.83
INV.1=29.83
FULL OF DEBRIS

CB
RIM= 28.26
DEPTH=26.06
INV.1=26.06
FULL OF DEBRIS

CB
RIM= 22.57
INV.1=16.02
INV.2=12.97
(CENTER CHANNEL)
NOPV

CB
RIM= 22.13
DEPTH=12.68
INV.1=12.68
(CENTER CHANNEL)
NOPV

CB
RIM= 22.07
INV.1=15.07
INV.2=12.22
(CENTER CHANNEL)

CB–DI
RIM= 21.05
DEPTH=17.05
INV.1=19.05
CNO

CB–DI
RIM= 20.98
DEPTH=16.68
CNO

CB–DI
RIM= 22.07
INV.1=17.07
INV.2=17.67
FULL OF DEBRIS
NOPV

CB
RIM= 21.50
CNO
FULL OF DEBRIS

CB–DI
RIM= 24.04
INV.1=19.54
INV.2=23.44
NOPV

CB
RIM= 23.50
INV.1=15.60
INV.2=13.80
(CENTER CHANNEL)
INV.3=NOT VISIBLE
NOPV

CB
RIM= 24.18
DEPTH=13.83
INV.1=13.83
(CENTER CHANNEL)
NOPV

CB–DI
RIM= 22.96
DEPTH=19.06
CNO

CB
RIM= 24.75
DEPTH=14.75
INV.1=14.75
(CENTER CHANNEL)
NOPV

12–4" PVC E QL–B
8–4" PVC E QL–B

3–8" HDPE T QL–B

UNK QL–B

TP–1

BHL B30
BHL B31
BHL B32

Δ=16°05'29"
R=2800.00'
L=786.37'
T=395.79'

Δ=1°04'05"
R=3180.00'
L=59.28'
T=29.64'

Δ=0°37'12"
R=7273.60'
L=78.71'
T=39.36'

+90.67 PCC
+49.95 PCC
+28.67 PT

JERSEY BARRIER

365
366
367
368

363
364

0 20 50 100

SCALE: 1" = 20'

616308_SUE_SH_FINAL (8.31.2026).DWG Plotted on 5-Oct-2026 4:34 PM

BOSTON
LINCLON ST NOISE BARRIER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	21	127
PROJECT FILE NO.	616308		

UTILITY ENGINEERING PLAN SHEET

N

NAD 83

NOTE:
1. 3–8" HDPE T HOUSES 28–1.5" T OWNED BY LUMEN, AT&T, AND VERIZON.
2. ADDITIONAL QUALITY LEVEL A TEST PITS ARE RECCOMENDED TO DETERMINE THE EXTENTS OF THE 3–8" HDPE PIPES AND THE TRANSITION TO 28–1.5" PVC DIRECT BURIED INNER DUCTS.

PORTSMOUTH STREET

LINCOLN ST

S. WAVERLY STREET

I 90 - WESTBOUND

I 90 - EASTBOUND

JERSEY BARRIER

RAILROAD TRACKS

CB RIM= 27.96 DEPTH=19.66 TOH.1=25.66 TOW=24.36

DMH RIM= 28.09 INV.1=21.39 INV.2=21.79 (DEBRIS IN PIPE) INV.3=23.89 BOSTON FIRE DEPT. FA MH

SMH RIM= 27.28 INV.1=18.38 INV.2=18.48 DEBRIS IN PIPES

DMH RIM= 27.17 INV.1=20.07 INV.2=20.27

CB RIM= 24.96 DEPTH=22.16 INV.1=22.16 FULL OF DEBRIS

SMH RIM= 26.17 INV.1=19.07 INV.2=19.07

CB RIM= 25.58 DEPTH=22.48 INV.1=22.48

DMH RIM= 25.27 INV.1=21.27 INV.2=21.97 INV.3=21.97

CB RIM= 28.26 DEPTH=26.06 INV.1=26.06 FULL OF DEBRIS

DMH RIM= 28.33 INV.1=25.53 INV.2=26.33 TOW=24.93

SMH RIM= 28.27 INV.1=17.77 INV.2=17.87 INV.3=17.87 INV.4=20.07

CB–DI RIM= 24.84 DEPTH=20.39 INV.1=21.14 INV.2=21.54 INV.3=20.39 INV.4=23.84 NOPV

CB–DI RIM= 25.07 INV.1=20.57 INV.2=20.37 NOPV FULL OF DEBRIS

CB–DI RIM= 25.51 DEPTH=24.51 INV.1=20.51 INV.2=19.16 NOPV

DMH RIM= 25.55 INV.1=22.45 INV.2=23.05 INV.3=21.85 NOPV

CB RIM= 24.81 DEPTH=20.61 INV.1=20.61 INV.2=PLUGGED DEBRIS IN PIPES NOPV

CB RIM= 25.62 INV.1=18.27 INV.2=18.17

CB RIM= 24.75 DEPTH=14.75 INV.1=14.75 (CENTER CHANNEL) NOPV

CB RIM= 24.90 DEPTH=14.40 INV.1=14.40 INV.2=14.40

CB RIM= 25.22 DEPTH=14.52 INV.1=14.52 (CENTER CHANNEL) NOPV

CB RIM= 25.56 DEPTH=14.56 INV.1=14.56 (CENTER CHANNEL) NOPV

CB–DI RIM= 24.04 DEPTH=19.64 INV.1=19.64 INV.2=20.04 NOPV

CB RIM= 25.68 INV.1=16.78 INV.2=17.03 NOPV

SEE UE SHEET 20 OF 127 FOR CONTINUATION

SEE UE SHEET 22 OF 127 FOR CONTINUATION

0 20 50 100

SCALE: 1" = 20'

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BOSTON
LINCLON ST NOISE BARRIER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	22	127
PROJECT FILE NO.	616308		

UTILITY ENGINEERING PLAN SHEET

N

NAD 83

NOTE:
1. 3–8" HDPE T HOUSES 28–1.5" T OWNED BY LUMEN, AT&T, AND VERIZON.
2. ADDITIONAL QUALITY LEVEL A TEST PITS ARE RECCOMENDED TO DETERMINE THE EXTENTS OF THE 3–8" HDPE PIPES AND THE TRANSITION TO 28–1.5" PVC DIRECT BURIED INNER DUCTS.
3. 28–1.5" T OWNED BY LUMEN, AT&T, AND VERIZON. 16–1.5" T OWNED BY LUMEN ENTER MANHOLES, OTHER CONDUITS PASS AROUND/UNDER MANHOLES.

WAVERLY ST

S. WAVERLY STREET

LITCHFIELD STREET

ANTWERP STREET

LINCOLN ST

I 90 - WESTBOUND

I 90 - EASTBOUND

CB
RIM= 23.16
DEPTH=20.26
INV.1=20.26
FULL OF DEBRIS

DMH
RIM= 25.44
INV.1=17.24
INV.2=18.34
INV.3=20.94

SMH
RIM= 25.10
INV.1=19.30

DMH
RIM= 25.27
INV.1=21.27
INV.2=21.97
INV.3=21.97

DMH
RIM= 25.55
INV.1=22.45
INV.2=23.05
INV.3=21.85

SMH
RIM= 25.53
INV.1=16.73
INV.2=14.93(DEBRIS)
INV.3=14.93(DEBRIS)
INV.4=18.88
INV.5=18.78

DMH
RIM= 23.72
INV.1=17.37
INV.2=PLUGGED

CB
RIM= 26.25
DEPTH=15.35
INV.1=15.35
(CENTER CHANNEL)

CB
RIM= 25.80
INV.1=16.40
(CENTER CHANNEL)
INV.2=15.95
INV.3=16.25

CB
RIM= 25.91
DEPTH=16.46
INV.1=16.56
INV.2=16.46
DEBRIS IN PIPES

CB–DI
RIM= 25.68
DEPTH=23.48
NPV
FULL OF DEBRIS

CB
RIM= 22.7
DEPTH=21.40
NPV
FULL OF DEBRIS

CB
RIM= 25.71
TOH.1=18.91
TOH.2=18.91
CNO, NOPV
FULL OF DEBRIS

DMH
RIM= 25.83
INV.1=21.25
INV.2=17.58
INV.3=17.68

CB
RIM= 23.13
DEPTH=18.68
INV.1=18.68
FULL OF DEBRIS

DMH
RIM= 23.30
INV.1=15.90
INV.2=16.50
(TO DEBRIS IN PIPE)

DMH
RIM= 23.29
INV.1=17.54

CB
RIM= 23.03
DEPTH=20.33
INV.1=20.33
INV.2=21.83
INV.3=21.83

SMH
RIM= 23.94
CNO
RUSTED SHUT

DMH
RIM= 23.61
TOW=19.41
INV.1=19.81
TOH.2=20.51

SMH
RIM= 23.3
DEPTH=15.9
NPV
FULL OF DEBRIS

DMH
RIM= 22.84
INV.1=20.44
INV.2=20.54
INV.3=20.54

CB
RIM= 22.67
CNO

CB
RIM= 22.61
DEPTH=16.31
INV.1=20.01
INV.2=19.71
TOH.3=19.81
TOW=19.01

CB
RIM= 22.31
DEPTH=16.21
TOH.1=19.66
TOW=19.21
FULL OF DEBRIS

SMH
RIM= 23.05
INV.1=13.75
INV.2=13.95
INV.3=14.05

CB
RIM= 21.87
DEPTH=18.97
NPV
FULL OF DEBRIS

DOUBLE CATCH BASIN

EMH
6.0'X5.0'X7.8'
CH=1.6'

TMH–
4'X4'X5.6'
CH=N/A

UTILITY POLE IS NOT ACTIVE. (CUT CABLES)

2–4" IP E QL–C (CUT CABLES)

4" PVC E QL–C (CUT CABLES)

UNDER CABLE WITNESS POST

3–8" HDPE T QL–B

28–1.5" PVC INNER DUCT DB T QL–B

12–1.5" T GO AROUND MANHOLE

374 375 376 377 378 379

JERSEY BARRIER

S80°37'39"E
1698.35'

SEE UE SHEET 21 OF 127 FOR CONTINUATION

SEE UE SHEET 23 OF 127 FOR CONTINUATION

SHED

RAILROAD TRACKS

BIT

0 20 50 100

SCALE: 1" = 20'

616308_SUE_SH_FINAL (8.31.2026).DWG Plotted on 5-Oct-2026 4:34 PM

BOSTON
LINCLON ST NOISE BARRIER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	23	127
PROJECT FILE NO.	616308		

UTILITY ENGINEERING PLAN SHEET

N

NAD 83

NOTE:

1. 28-1.5" T OWNED BY LUMEN, AT&T, AND VERIZON. 16-1.5" T OWNED BY LUMEN ENTER MANHOLES, REMAINING CONDUITS PASS AROUND/UNDER MANHOLE CHAMBERS.

ANTWERP STREET

LINCOLN ST

I 90 - WESTBOUND

I 90 - EASTBOUND

RAILROAD TRACKS

BASELINE OF LOCATION BOSTON & ALBANY RR

28-1.5" PVC INNER DUCT DB T QL-B

2-8" PVC T QL-B

LANDSCAPE EASEMENT (10' WIDE)

TMH 4'X4'X8' CH=3.0'

12-1.5" T GO AROUND MANHOLE

JERSEY BARRIER

380 381 382 383 384 385

+27.02 PC

RAMP

COVERED STAIRWAY

ROOF SHELTER

PLATFORM

BRIDGE

SEE UE SHEET 22 OF 127 FOR CONTINUATION

SEE UE SHEET 24 OF 127 FOR CONTINUATION

0 20 50 100

SCALE: 1" = 20'

616308_SUE_SH_FINAL (8.31.2026).DWG Plotted on 5-Oct-2026 4:35 PM

BOSTON
LINCLON ST NOISE BARRIER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	24	127
PROJECT FILE NO.	616308		

UTILITY ENGINEERING PLAN SHEET

616308_SUE_SH_FINAL (8.31.2026).DWG Plotted on 5-Oct-2026 4:35 PM

N
NAD 83

BENCHMARK: TBM#4
EL=27.38'

NOTE:
1. 28-1.5" T OWNED BY LUMEN, AT&T, AND VERIZON. 16-1.5" T OWNED BY LUMEN ENTER MANHOLES, REMAINING CONDUITS PASS AROUND/UNDER MANHOLE CHAMBERS.

EVERETT ST

LINCOLN ST

L90 - WESTBOUND

L90 - EASTBOUND

BUILDING

ANTENNA

ROOF SHELTER

COVERED STAIRWAY

RAMP

PIER

RAILROAD TRACKS

BASELINE OF LOCATION BOSTON & ALBANY RR MARCH 17, 1871

JERSEY BARRIER

LANDSCAPE EASEMENT (10' WIDE)

SEWER EASEMENT (15.06 WIDE)
PL.7110/182-88

MANHOLE NOT FOUND

CONDUITS TO MH, 12 CONDUITS GO UNDER VAULT

GENERATOR ON CONC.PAD

ELEC. BOX ON CONC.PAD

GRASS

CONC.WALL

SEE UE SHEET 23 OF 127 FOR CONTINUATION

SEE UE SHEET 25 OF 127 FOR CONTINUATION

0 20 50 100
SCALE: 1" = 20'

BOSTON
LINCLON ST NOISE BARRIER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	25	127
PROJECT FILE NO.	616308		

UTILITY ENGINEERING PLAN SHEET

N

NAD 83

NOTE:
1. 28–1.5" T OWNED BY LUMEN, AT&T, AND VERIZON. 16–1.5" T OWNED BY LUMEN ENTER MANHOLES, REMAINING CONDUITS PASS AROUND/UNDER MANHOLE CHAMBERS.

COLERAIN ST

LINCOLN ST

I 90 - WESTBOUND

I 90 - EASTBOUND

BUILDING

BWSC DRAINAGE EASEMENT (15') BK 35896 PG 166

CB RIM=21.37 DEPTH=19.17 INV.1=19.37

CBR–AREA DRAIN RIM=21.27 DEPTH=19.67 NPV

DMH RIM=21.29 INV.1=15.19 INV.2=16.49 INV.3=14.99 INV.4=16.39

DMH RIM=20.75 INV.1=15.15 INV.2=16.15 INV.3=15.15 INV.4=15.20

CB RIM=21.48 DEPTH=17.88 INV.1=18.58 INV.2=18.48

CB RIM=20.44 DEPTH=14.94 INV.1=18.21 INV.2=17.44 TOP HOOD

SMH RIM=22.10 INV.1=13.50 INV.2=13.40

DMH RIM=26.43 INV.1=19.43 INV.2=17.23 NOPV

CNO RUSTED SHUT

TP–2 TP–3/4 TP–5/6

18"± RCP SD QL–C

15"± RCP SD QL–C

28–1.5" PVC INNER DUCT DB T QL–B

CB RIM=25.60 DEPTH=18.10 INV.1=18.70

DMH RIM=25.66 CNO

SMH RIM=20.97 INV.1=13.57 INV.2=13.47

CB RIM=20.62 DEPTH=18.22 INV.1=18.42

CB RIM=25.83 INV.1=16.33 INV.2=16.13

CB RIM=25.78 INV.1=16.78 INV.2=15.98 INV.3=16.68 INV.4=15.88

CB RIM=26.70 INV.1=15.80 INV.2=14.80 INV.3=15.80 INV.4=14.70

CB RIM=26.35 DEPTH=19.35 INV.1=19.65

CB RIM=26.61 INV.1=17.31 INV.2=17.21

391 392 393 394 395 396 S80°02'55"E 1710.62'

JERSEY BARRIER

RAILROAD TRACKS

BASELINE OF LOCATION BOSTON & ALBANY RR MARCH 17, 1871

SEE UE SHEET 24 OF 127 FOR CONTINUATION

SEE UE SHEET 26 OF 127 FOR CONTINUATION

0 20 50 100

SCALE: 1" = 20'

616308_SUE_SH_FINAL (8.31.2026).DWG Plotted on 5-Oct-2026 4:35 PM

BOSTON
LINCLON ST NOISE BARRIER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	26	127
PROJECT FILE NO.	616308		

UTILITY ENGINEERING PLAN SHEET

NOTE:
1. 28–1.5" T OWNED BY LUMEN, AT&T, AND VERIZON. 16–1.5" T OWNED BY LUMEN ENTER MANHOLES, REMAINING CONDUITS PASS AROUND/UNDER MANHOLE CHAMBERS.

N
NAD 83

ERIC RD
LINCOLN ST
FRANKLIN ST
I 90 - WESTBOUND
I 90 - EASTBOUND

BENCHMARK: TBM#3
EL=27.01'

DMH RIM= 23.00 INV.1=18.50 INV.2=18.00
SMH RIM= 23.16 INV.1=15.16 INV.2=15.06
CB RIM= 22.849 CNO (CAR PARKED ON TOP)
MHO R=24.59 CNO CAR PARKED ON TOP
CB RIM= 22.87 DEPTH=21.17 INV.1=21.27 FILLED WITH DEBRIS
SMH RIM= 24.33 INV.1=16.13 INV.2=16.03
SMH RIM= 25.44 INV.1=16.74 INV.2=17.14
SMH RIM= 25.36 INV.1=16.46 INV.2=16.36 INV.3=16.36 (BLOCKED)
DMH RIM= 25.18 INV.1=10.88 INV.2=11.08
DMH RIM= 25.49 RUSTED SHUT
CB RIM= 25.10 DEPTH=21.55 INV.1=21.75
CB RIM= 26.17 DEPTH=21.67 INV.1=22.07 NOPV
CB RIM= 27.29 INV.1=14.09 INV.2=13.99
CB RIM= 26.13 INV.1=21.23 INV.2=21.03
CB RIM= 25.98 INV.1=20.88 INV.2=11.78 INV.3=21.08 INV.4=11.68

EMH MH21875 8.5'X4.8'X9.1' CH=2.1'
EMH MH15629 10.0'X6.0'X13.6' CH=3.1'
EMH MH9870 7.0'X7.0'X16.5' CH=2.0'
TMH 10.0'X5.6'X8.2' CH=1.8'
WMH–AV 3.2' DIA SUMP=3.0' CH=1.7

28–1.5" PVC INNER DUCT DB T QL–B
24" CI LP G QL–D (AATR)
MBTA EMH(R) MANHOLE NOT FOUND
MBTA EASEMENT AREA BK 31596 PG 73
COMMONWEALTH OF MASS (MDC) WATER EASEMENT BK 8826 PG 84
FORMER NOR
TELEPHONE RISERS
FENCE
JERSEY BARRIER

SEE UE SHEET 25 OF 127 FOR CONTINUATION
SEE UE SHEET 27 OF 127 FOR CONTINUATION

0 20 50 100
SCALE: 1" = 20'

616308_SUE_SH_FINAL (8.31.2026).DWG Plotted on 5-Oct-2026 4:35 PM

BOSTON
LINCLON ST NOISE BARRIER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	27	127
	PROJECT FILE NO. 616308		

UTILITY ENGINEERING PLAN SHEET

NOTE:
1. 28-1.5" T OWNED BY LUMEN, AT&T, AND VERIZON. 16-1.5" T OWNED BY LUMEN ENTER MANHOLES, REMAINING CONDUITS PASS AROUND/UNDER MANHOLE CHAMBERS.

SEE UE SHEET 26 OF 127 FOR CONTINUATION

SEE UE SHEET 28 OF 127 FOR CONTINUATION

I 90 - WESTBOUND

I 90 - EASTBOUND

LINCOLN ST

SCALE: 1" = 20'

616308_SUE_SH_FINAL (8.31.2026).DWG Plotted on 5-Oct-2026 4:35 PM

BOSTON
LINCLON ST NOISE BARRIER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	28	127
PROJECT FILE NO.	616308		

UTILITY ENGINEERING PLAN SHEET

NOTE:
1. 28-1.5" T OWNED BY LUMEN, AT&T, AND VERIZON. 16-1.5" T OWNED BY LUMEN ENTER MANHOLES, REMAINING CONDUITS PASS AROUND/UNDER MANHOLE CHAMBERS.

SEE UE SHEET 27 OF 127 FOR CONTINUATION

LINCOLN ST
CAMBRIDGE ST
I 90 - EASTBOUND
I 90 - WESTBOUND
BUILDING
WOODED
LIMITS OF SURVEY
CITY TUNNEL EXTENSION EASEMENT (50' WIDE) BK 6952 PG 303 L.C.DOC. 211395
RR EASEMENT CSX TRANSPORTATION, INC
TELEPHONE CONDUITS
JERSEY BARRIER
WING WALL
BRIDGE SEAT 2.8 WIDE
BRIDGE BEARING (SEMI-TYP)
BRIDGE ABUTMENT
STEEL BRACE BACKWALL
STEEL BRACE (TYP.)
WOOD PLANKS
Δ=28°57'52"
R=2000.00'
L=1011.05'
T=516.57'

0 20 50 100
SCALE: 1" = 20'

616308_SUE_SH_FINAL (8.31.2026).DWG Plotted on 5-Oct-2026 4:35 PM

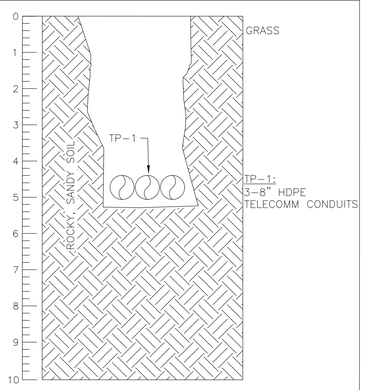
BOSTON
LINCLON ST NOISE BARRIER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	29	127
PROJECT FILE NO.	616308		

UTILITY ENGINEERING PLAN SHEET

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-1

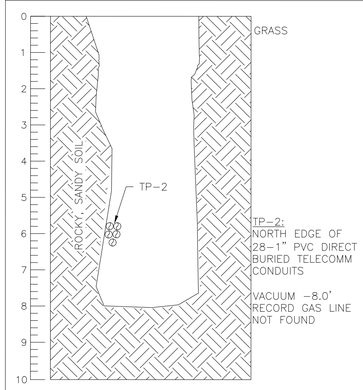
NORTHING:	2955884.6'
EASTING:	751605.3'
GROUND EL.:	28.1'
MEASURE DOWN TOP:	4.4'
MEASURE DOWN BTM:	N/A
UTILITY EL. TOP:	23.7'
UTILITY EL. BTM:	N/A



(NTS) SECTION FACING "WEST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-2

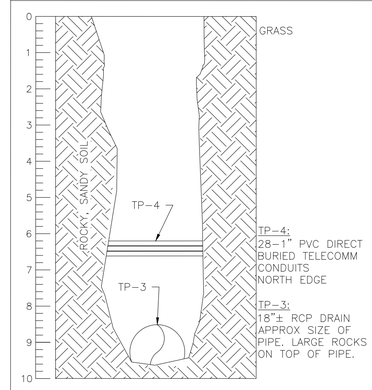
NORTHING:	2955447.4'
EASTING:	754424.9'
GROUND EL.:	25.1'
MEASURE DOWN TOP:	5.7'
MEASURE DOWN BTM:	N/A
UTILITY EL. TOP:	19.4'
UTILITY EL. BTM:	N/A



(NTS) SECTION FACING "WEST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-3 TP-4

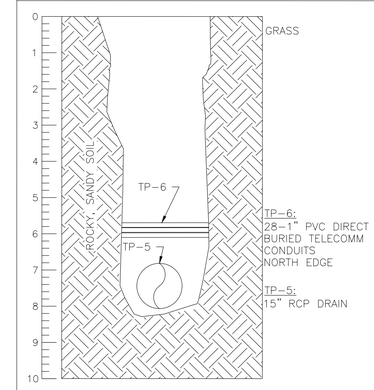
NORTHING:	2955429.1'	2955429.1'
EASTING:	754518.3'	754518.3'
GROUND EL.:	26.1'	26.1'
MEASURE DOWN TOP:	8.5'	6.2'
MEASURE DOWN BTM:	N/A	N/A
UTILITY EL. TOP:	17.6'	19.9'
UTILITY EL. BTM:	N/A	N/A



(NTS) SECTION FACING "NORTH"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-5 TP-6

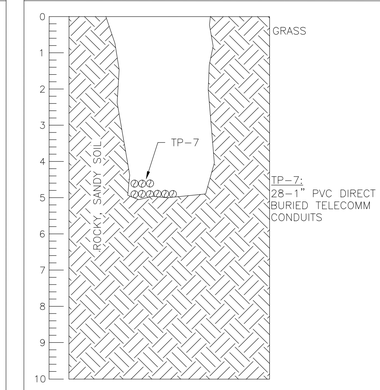
NORTHING:	2955379.4'	2955379.4'
EASTING:	754813.4'	754813.4'
GROUND EL.:	25.9'	25.9'
MEASURE DOWN TOP:	6.8'	5.7'
MEASURE DOWN BTM:	N/A	N/A
UTILITY EL. TOP:	19.1'	20.2'
UTILITY EL. BTM:	N/A	N/A



(NTS) SECTION FACING "NORTH"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-7

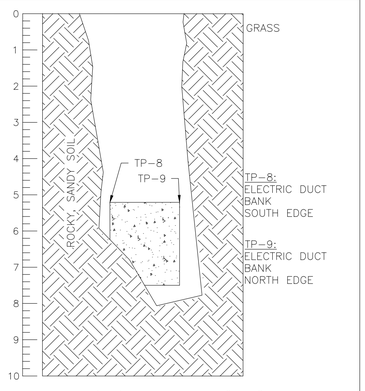
NORTHING:	2955311.8'
EASTING:	755189.7'
GROUND EL.:	27.4'
MEASURE DOWN TOP:	5.5'
MEASURE DOWN BTM:	N/A
UTILITY EL. TOP:	21.9'
UTILITY EL. BTM:	N/A



(NTS) SECTION FACING "WEST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-8 TP-9

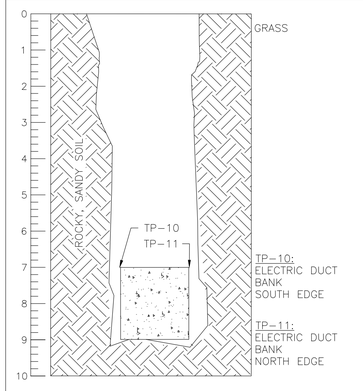
NORTHING:	2955294.6'	2955296.6'
EASTING:	755338.5'	755339.6'
GROUND EL.:	26.5'	27.2'
MEASURE DOWN TOP:	4.6'	5.2'
MEASURE DOWN BTM:	N/A	7.5'
UTILITY EL. TOP:	21.9'	22.0'
UTILITY EL. BTM:	N/A	19.7'



(NTS) SECTION FACING "WEST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-10 TP-11

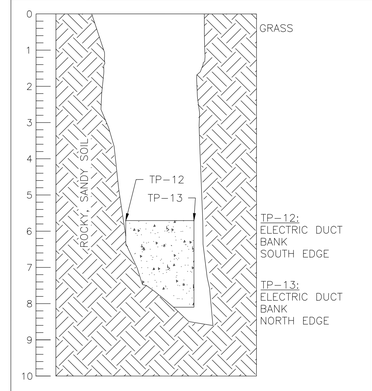
NORTHING:	2955246.4'	2955248.9'
EASTING:	755589.0'	755589.8'
GROUND EL.:	25.1'	25.1'
MEASURE DOWN TOP:	7.0'	7.1'
MEASURE DOWN BTM:	9.0'	8.6'
UTILITY EL. TOP:	18.1'	18.0'
UTILITY EL. BTM:	16.1'	16.5'



(NTS) SECTION FACING "WEST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-12 TP-13

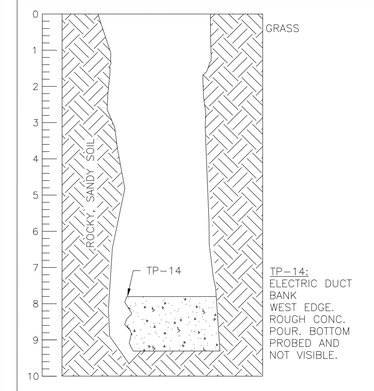
NORTHING:	2955225.2'	2955228.0'
EASTING:	755710.4'	755709.7'
GROUND EL.:	24.2'	24.3'
MEASURE DOWN TOP:	5.7'	5.7'
MEASURE DOWN BTM:	N/A	8.1'
UTILITY EL. TOP:	18.5'	18.6'
UTILITY EL. BTM:	N/A	16.2'



(NTS) SECTION FACING "WEST"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-14

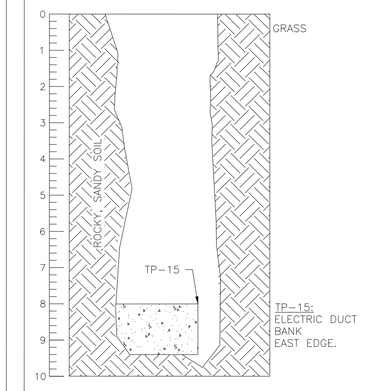
NORTHING:	2955224.6'
EASTING:	755718.4'
GROUND EL.:	24.2'
MEASURE DOWN TOP:	7.8'
MEASURE DOWN BTM:	9.3'±
UTILITY EL. TOP:	16.4'
UTILITY EL. BTM:	14.9'±



(NTS) SECTION FACING "NORTH"

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG
TP-15

NORTHING:	2955221.2'
EASTING:	755728.3'
GROUND EL.:	24.0'
MEASURE DOWN TOP:	8.0'
MEASURE DOWN BTM:	9.4'
UTILITY EL. TOP:	16.0'
UTILITY EL. BTM:	14.6'

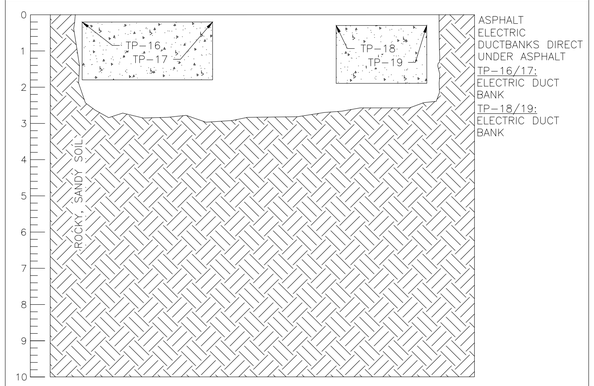


(NTS) SECTION FACING "NORTH"

616308_SUE_SH_FINAL (8.31.2026).DWG Plotted on 5-Oct-2026 4:35 PM

QUALITY LEVEL A
VACUUM EXCAVATION TEST PIT LOG

	TP-16	TP-17	TP-18	TP-19
NORTHING:	2955867.17'	2955867.18'	2955867.11'	2955867.24'
EASTING:	751520.67'	751517.03'	751513.22'	751510.93'
GROUND EL.:	23.1'	23.1'	22.9'	22.9'
MEASURE DOWN TOP:	0.2'	0.2'	0.3'	0.3'
MEASURE DOWN BTM:	1.8'	1.8'	1.9'	1.9'
UTILITY EL. TOP:	22.9'	22.9'	22.6'	22.6'
UTILITY EL. BTM:	21.3'	21.3'	21.0'	21.0'



(NTS) SECTION FACING "SOUTH"

BOSTON
LINCLON ST NOISE BARRIER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	30	127
PROJECT FILE NO.	616308		

UTILITY ENGINEERING PLAN SHEET

616308_SUE_SH_FINAL (8.31.2026).DWG Plotted on 5-Oct-2026 4:35 PM

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	31	127
PROJECT FILE NO.	616308		

BASELINE TIE PLANS

616308_HD(BL_TIES).DWG Plotted on 1-Oct-2026 5:20 PM

N

LINCOLN STREET
(PUBLIC – 40'WIDE)

LOCATION LINE OF 1962 MTA O.T. B50
(BK 7710 PG 172)

PID: 2201906075
100 LEO M. BIRMINGHAM PKWY
N/F
100 LEO BIRMINGHAM PARKWAY LLC
BK 32646 PG 127

LOCATION LINE OF 1967 MTA O.T. B10
ALTERATION NO.1 (BK 8108 PG 399)

BEGIN NOISE BARRIER
SEGMENT 1
STA 97+60.00
N2955881.8333
E751632.9194

PROJECT BEGIN
N2955877.8683
E751442.9731
STA 95+70±

PI +55.00

PI +48.00

S 87° 13' 38" E 293.00'

PROP LINCOLN STREET NOISE
BARRIER - SEGMENT 1 BASELINE

I-90 WESTBOUND

S6°14'53"W
77.19'

PID: 2201906100
N/F
MASSACHUSETTS TURNPIKE AUTHORITY
BK 7655 PG 572 (O.T. B10)
BK 8108 PG 399 (O.T. B10, ALT.1)

Δ=16°05'29"
R=2800.00'
L=786.37'
T=395.79'

N 88° 41' 49" E 205.00'

S0°25'42"W
74.15'

S2°39'44"E
73.64'

+36.07

+85.03

+21.50

+90.67
PCC

JERSEY BARRIER

I-90 EASTBOUND

CONTINUED BELOW

CONTINUED ABOVE

PID: 2200668000
52 LINCOLN ST
N/F
RPZ REALTY SERIES, LLC
BK 55705 PG 32

PID: 2200667000
54 LINCOLN ST
N/F
MARIO A. & BLANCA M. ZEPEDA
BK 24522 PG 87

PID: 2200666000
56-58 LINCOLN ST
N/F
BURKE STAR REALTY L
BK 57069 PG 28

PORTSMOUTH STREET

PID: 2200731000
64 LINCOLN ST
N/F
RPZ REALTY LAND TRUST, LLC
LC CERT 130530
LC DOC 824972
LCC 25758A

LINCOLN PLACE (PRIVATE – 14'WIDE)

SMH
RIM= 30.58
INV.1=27.18
INV.2=19.68
INV.3=19.98

SMH
RIM= 27.28
INV.1=18.38
INV.2=18.48
DEBRIS IN PIPES

BOSTON FIRE DEPT. FA MH

LINCOLN STREET
(PUBLIC – 40'WIDE)

PROP LINCOLN STREET NOISE
BARRIER - SEGMENT 1 BASELINE

S19°10'13"W
84.21'

+50.00

780
N: 2955869.922'
E: 752236.351'
EL: 28.597'
DHL SPUR

SMH
RIM= 28.27
INV.1=17.77
INV.2=17.87
INV.3=17.87
INV.4=20.07

S 80° 37' 39" E 752.00'

LOCATION LINE OF 1962 MTA O.T. B50
(BK 7710 PG 172)

S80°22'21"W
72.47'

I-90 WESTBOUND

Δ=1°04'05"
R=3180.00'
L=59.28'
T=29.64'

Δ=0°37'12"
R=7273.60'
L=78.71'
T=39.36'

I-90 TURNPIKE
RECORD BASELINE

+90.67
PCC

+49.95
PCC

+28.67
PT

JERSEY BARRIER

S80°37'39"E
1698.35'

+19.37

CONTINUED ON SHEET NO. 32

0 20 50 100

SCALE: 1" = 20'

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	32	127
PROJECT FILE NO.	616308		

BASELINE TIE PLANS

616308_HD(BL_TIES).DWG Plotted on 1-Oct-2026 5:21 PM

N

BK 21891 PG 342

S. WAVERLY STREET

776
N: 2955781.381'
E: 752755.332'
EL: 25.397'
MAG

PID: 220[illegible]
106 LINC[illegible]
N/[illegible]
106 LINCOLN S[illegible]
BK 59801

PID: 2200839000
2 LITCHFIELD ST
N/F
EVELYN L. & JOHN R. LAWSON
BK 10614 PG 30

LITCHFIELD STREET

CONTINUED ON SHEET NO. 31

SURVEY TRAVERSE
N80°19'06"W
526.48'

62.12'
S44°26'51"W

LOCATION LINE OF 1962 MTA O.T. B50
(BK 7710 PG 172)

LINCOLN STREET
(PUBLIC – 40'WIDE)

PROP LINCOLN STREET NOISE
BARRIER - SEGMENT 1 BASELINE

18"SUMAC
12"PINE(DEAD)
10"PINE

107 108 109 110 111 112 113

+29.61 +50.00

S 80° 37' 39" E 752.00'

PI +00.00

N10°20'43"E
2.98'

S 80° 19' 36" E 720.00'

FIBER CABLE WITNESS POST

CONTINUED BELOW

SURVEY TRAVERSE
N81°18'09"W
708.03'

I-90 WESTBOUND

774
N: 2955737.529'
E: 752691.194'
EL: 26.735'
MAG

SURVEY TRAVERSE
S9°22'21"W
69.33'

S9°22'21"W
71.94'

PID: 2201906100
N/F
MASSACHUSETTS TURNPIKE
AUTHORITY
BK 7710 PG 172 (O.T. B50)

I-90 TURNPIKE
RECORD BASELINE

+66.53 +69.37

373 374 375 376 377 378

+98.93

JERSEY BARRIER

S80°37'39"E
1698.35'

N

ANTWERP STREET

PID: 142[illegible]
142 LINCOL[illegible]
BK 526[illegible]

PID: 220094[illegible]
144 LINCOLI[illegible]
N/F
142 LINCOLN STR[illegible]
BK 52689 PG[illegible]

PID: 220097[illegible]
146–148 LINC[illegible]
N/F
EDWARD P. CRAI[illegible]
BK 23587 PG[illegible]

SURVEY TRAVERSE
S80°13'59"E
541.05'

777
N: 2955689.598'
E: 753288.542'
EL: 23.425'
MAG

S9°33'33"W
50.14'

SURVEY TRAVERSE
N80°16'12"W
602.08'

END NOISE BARRIER
SEGMENT 1
STA 117+28.00
N2955590.2098
E753577.4679

LINCOLN STREET
(PUBLIC – 40'WIDE)

CONTINUED ABOVE

SURVEY TRAVERSE
N79°36'02"W
866.42'

PROP LINCOLN STREET NOISE
BARRIER - SEGMENT 1 BASELINE

BRICK WALL

RR EASEMENT
CSX TRANSPORTATION, INC.
BK 7710 PG 182
BK 24458 PG 132
BK 44115 PG 85

12"SUMAC
12"SUMAC
14 SUMAC

113 114 115 116 117 118

+26.58

S 80° 19' 36" E 720.00'

PI +20.00

+37.55

S 80° 31' 26" E 430.00'

S 80° 31' 26" E 43

773
N: 2955630.461'
E: 753391.086'
EL: 23.242'
SPK

S9°22'21"W
9.02'

SURVEY TRAVERSE
S9°22'21"W
77.67'

S9°22'21"W
69.32'

LOCATION LINE OF 1962 MTA O.T. B50
(BK 7710 PG 172)

I-90 WESTBOUND

I-90 TURNPIKE
RECORD BASELINE

+06.91 +94.51

379 380 381 382 383 384

JERSEY BARRIER

S80°37'39"E
1698.35'

PID: 2201906100
N/F

CONTINUED ON SHEET NO. 33

0 20 50 100
SCALE: 1" = 20'

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	33	127
PROJECT FILE NO.	616308		

BASELINE TIE PLANS

616308_HD(BL_TIES).DWG Plotted on 1-Oct-2026 5:22 PM

N

SMH RIM= 23.31 INV.1=16.91

SURVEY TRAVERSE S80°27'49"E 837.67'

SURVEY TRAVERSE N80°16'12"W 602.08'

778
N: 2955587.842'
E: 753882.060'
EL: 24.423'
MAG FND

LOCATION LINE OF 1962 MTA O.T. B50 (BK 7710 PG 172)

BENCHMARK: TBM#4 EL=27.38'

EVERETT STREET (PUBLIC – VARIABLE WIDTH) BK 1995 PG 479

EVERETT STREET

PHILIP Y. DENORMANDIE BK 25963 PG 271

SURVEY TRAVERSE S79°02'34"W 333.59'

LINCOLN STREET (PUBLIC – 40'WIDE)

BEGIN NOISE BARRIER SEGMENT 2
STA 200+04.46
N2955466.9565
E754251.6601

N7°08'48"E 1.63'

S 80° 20' 14" E 55.00'

PROP LINCOLN STREET NOISE BARRIER - SEGMENT 2 BASELINE

60.98' S36°54'11"W

CONTINUED ON SHEET NO. 32

LANDSCAPE EASEMENT (10' WIDE)

119 119+50 S 80° 31' 26" E 430.00'

RR EASEMENT LINE

SURVEY TRAVERSE N79°36'02"W 866.42'

STRUCT.# B-16-058 EVERETT STREET

STREET LINE PER NESS SKETCH #508

53
N: 2955450.869'
E: 754006.352'
EL: 49.131'
DHL

198+85 199 PI +40.00 200 +50.00 +99.80 S 82° 54' 52" E 184.00'

SURVEY TRAVERSE N79°36'02"W 866.42'
S 82° 54' 52" E 184.00'

772
N: 2955474.064'
E: 754243.273'
EL: 25.655'
SPK

61.02' S9°57'05"W

64.24' S9°57'05"W

S80°02'55"E 1710.62'

CONTINUED BELOW

Δ=0°34'44" R=20000.00' L=202.07' T=101.04'

Δ=0°34'44" R=20000.00' L=202.07' T=101.04'

I-90 TURNPIKE RECORD BASELINE

385 +27.02 PC 386 387 +42.86 +40.35 +29.09 PT 388 389 390 +77.36

I-90 TURNPIKE RECORD BASELINE

JERSEY BARRIER

BK 12891 PG 329

PID: 2201325000
2 ERIC ROAD
N/F
DERRICK R. & TINA R. SCHNEIDER
BK 28363 PG 344

SURVEY TRAVERSE S79°02'34"W 333.59'

779
N: 2955514.399'
E: 754333.998'
EL: 22.403'
DHL

COLERAIN STREET (PRIVATE – 20'WIDE)

60.98' S36°54'11"W

SURVEY TRAVERSE N80°05'40"W 379.82'

SURVEY TRAVERSE N80°05'40"W 379.82'

2
N: 2955449.061'
E: 754708.159'
EL: 21.937'
DH

SURVEY TRAVERSE N72°11'02"E 71.73'

SURVEY TRAVERSE N80°48'08"W 433.67'

51.40' S8°24'05"W

LINCOLN STREET (PUBLIC – 40'WIDE)

CONTINUED ABOVE

+50.00 201 PI +24.00 S 82° 54' 52" E 184.00'

S 80° 02' 55" E 1076.00'

202 GRASS TP-2 TP-3/4 203 +50.00 47.40' S78°23'14"W 204 +50.00 205 206

RR EASEMENT CSX TRANSPORTATION, INC. BK 10 PG 182 BK 4458 PG 132 BK 44115 PG 85

S 80° 02' 55" E 1076.00'

CONTINUED ON SHEET NO. 34

I-90 WESTBOUND

139
N: 2955427.113'
E: 754639.865'
EL: 21.390'
MAG /FOUND

PROP LINCOLN STREET NOISE BARRIER - SEGMENT 2 BASELINE

SURVEY TRAVERSE S9°57'05"W 121.34'

SURVEY TRAVERSE N80°42'24"W 1071.06'

70.50' S9°57'05"W

70.50' S9°57'05"W

I-90 TURNPIKE RECORD BASELINE

391 +01.21 JERSEY BARRIER 392 +77.21 393 S80°02'55"E 1710.62' 394 +34.76 395 396

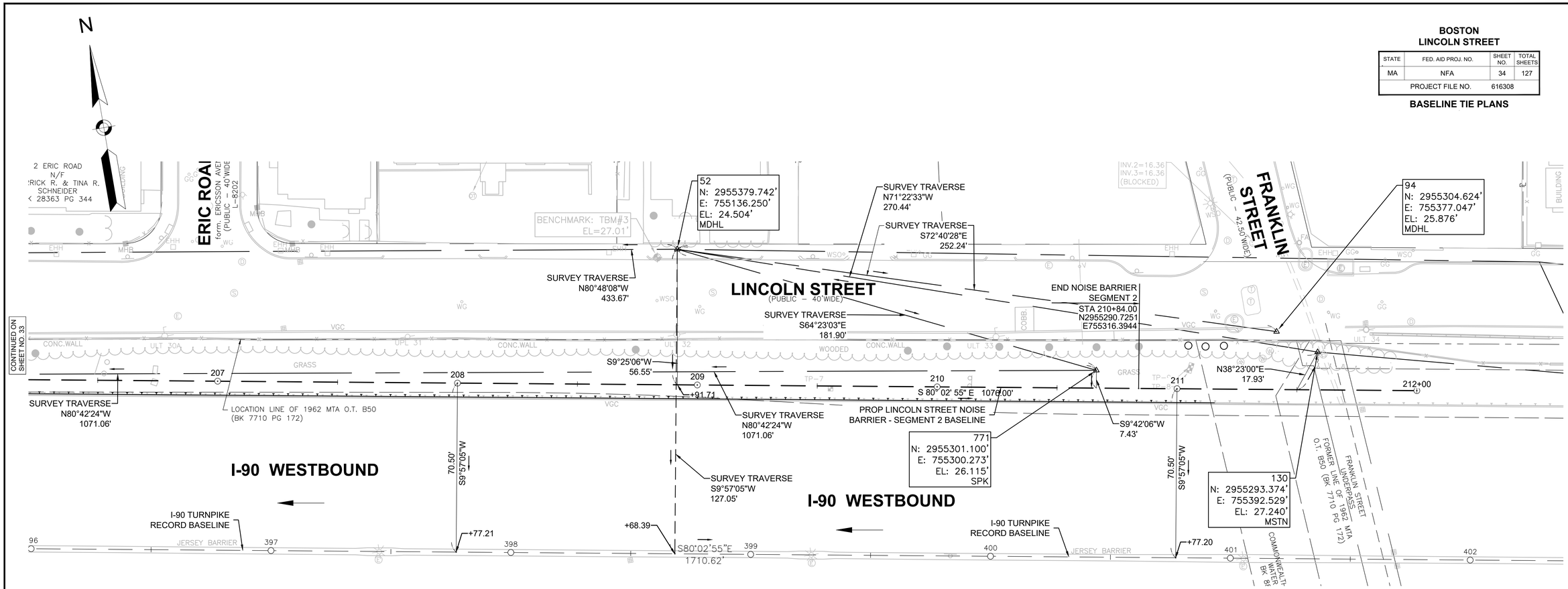
0 20 50 100

SCALE: 1" = 20'

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	34	127
PROJECT FILE NO.	616308		

BASELINE TIE PLANS



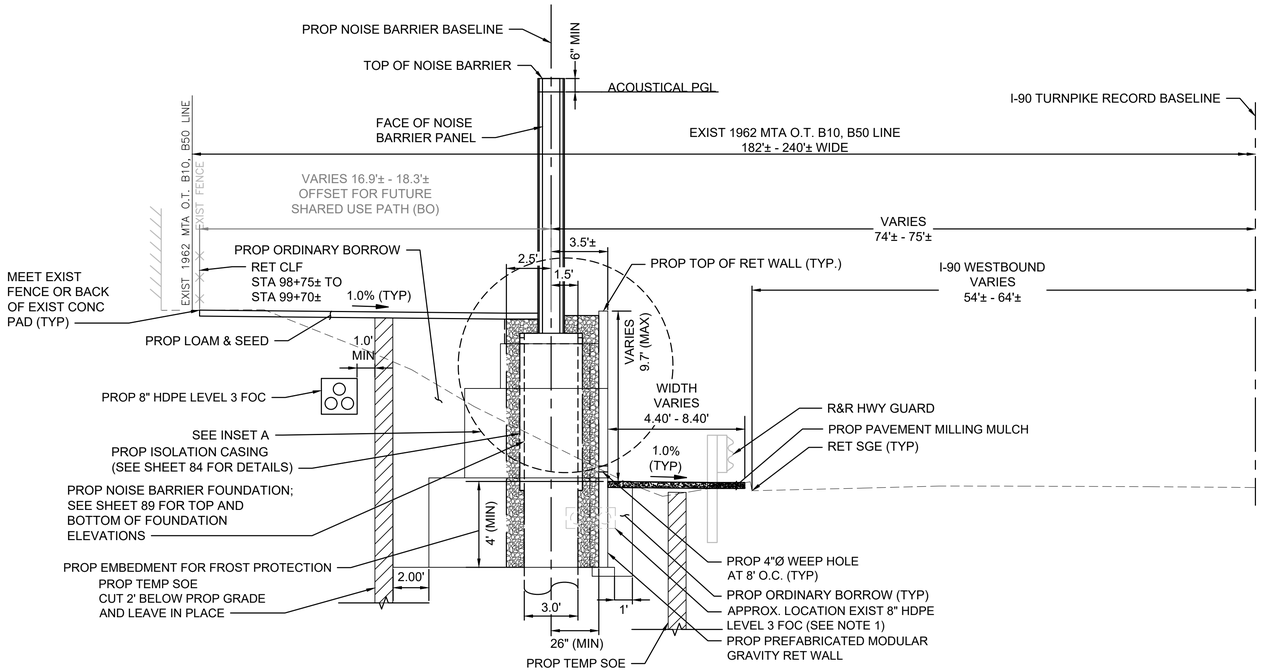
616308_HD(BL_TIES).DWG Plotted on 1-Oct-2026 5:22 PM

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	35	127
PROJECT FILE NO.	616308		

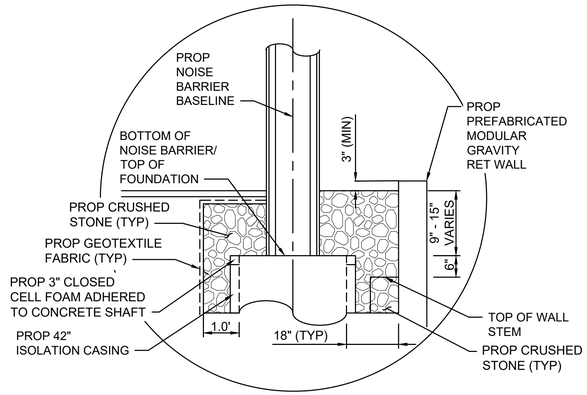
TYPICAL SECTIONS

Plotted on 1-Oct-2026 5:24 PM
616308_HDI(TYP).DWG



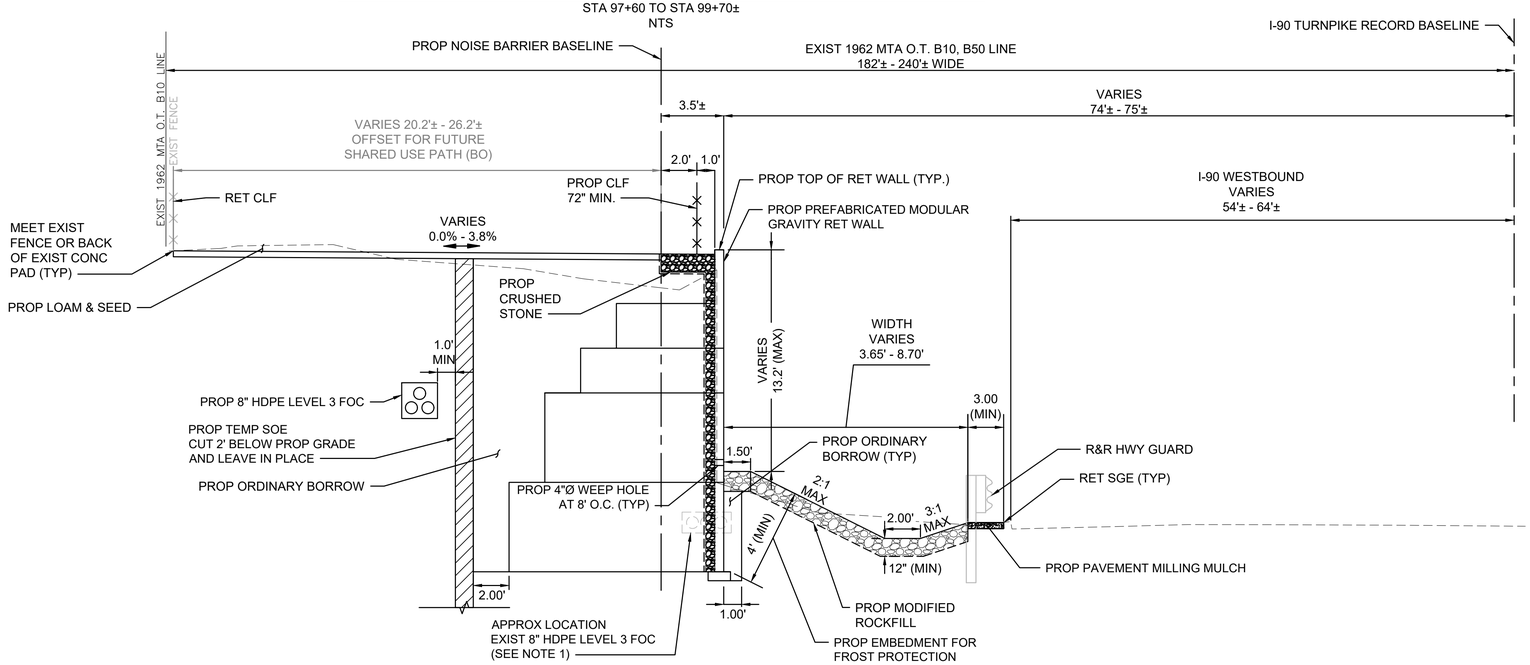
LINCOLN STREET NOISE BARRIER TYPICAL SECTION

STA 97+60 TO STA 99+70±
NTS



INSET A

NTS



LINCOLN STREET NOISE BARRIER TYPICAL SECTION

STA 95+89 TO STA 97+60±
NTS

NOTE:

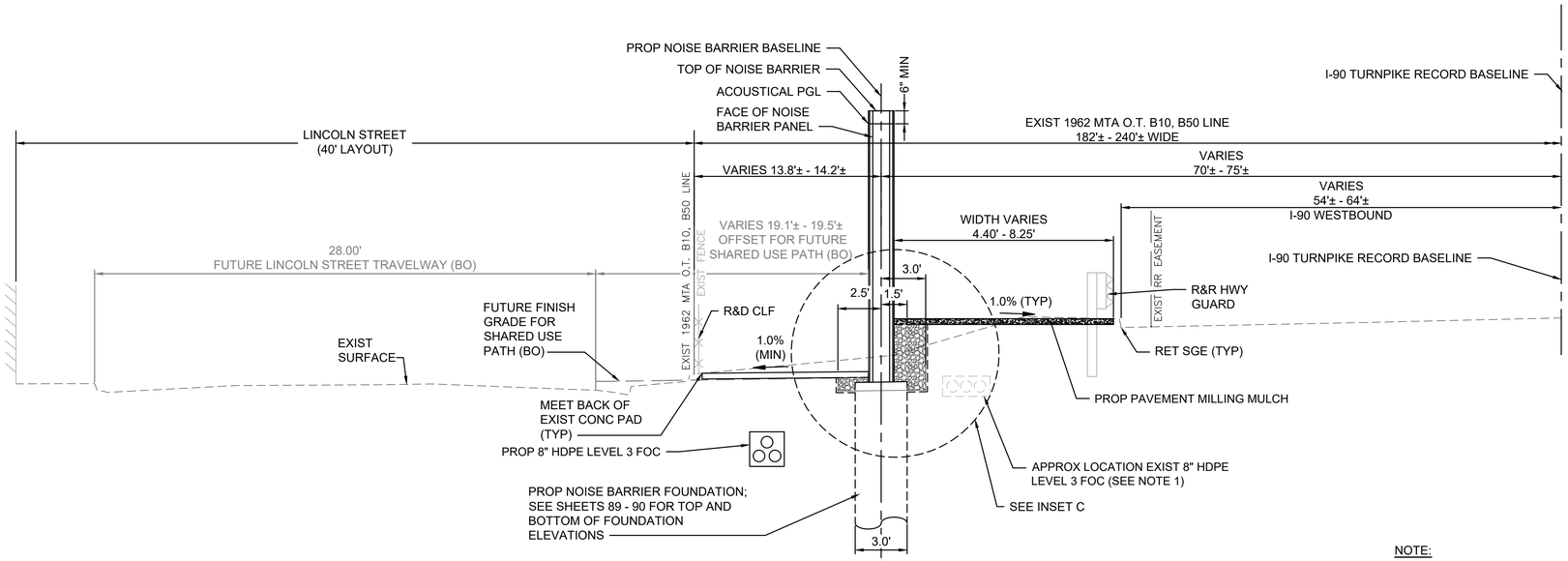
1. EXIST 8" HDPE LEVEL 3 FOC TO BE RELOCATED PRIOR TO INSTALLATION OF RETAINING WALL AND NOISE BARRIER.
2. FUTURE LINCOLN STREET LAYOUT AND FUTURE SHARED-USE PATH OFFSET ARE CONCEPTUAL AND WILL BE DETERMINED BY OTHERS.

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	36	127
PROJECT FILE NO.	616308		

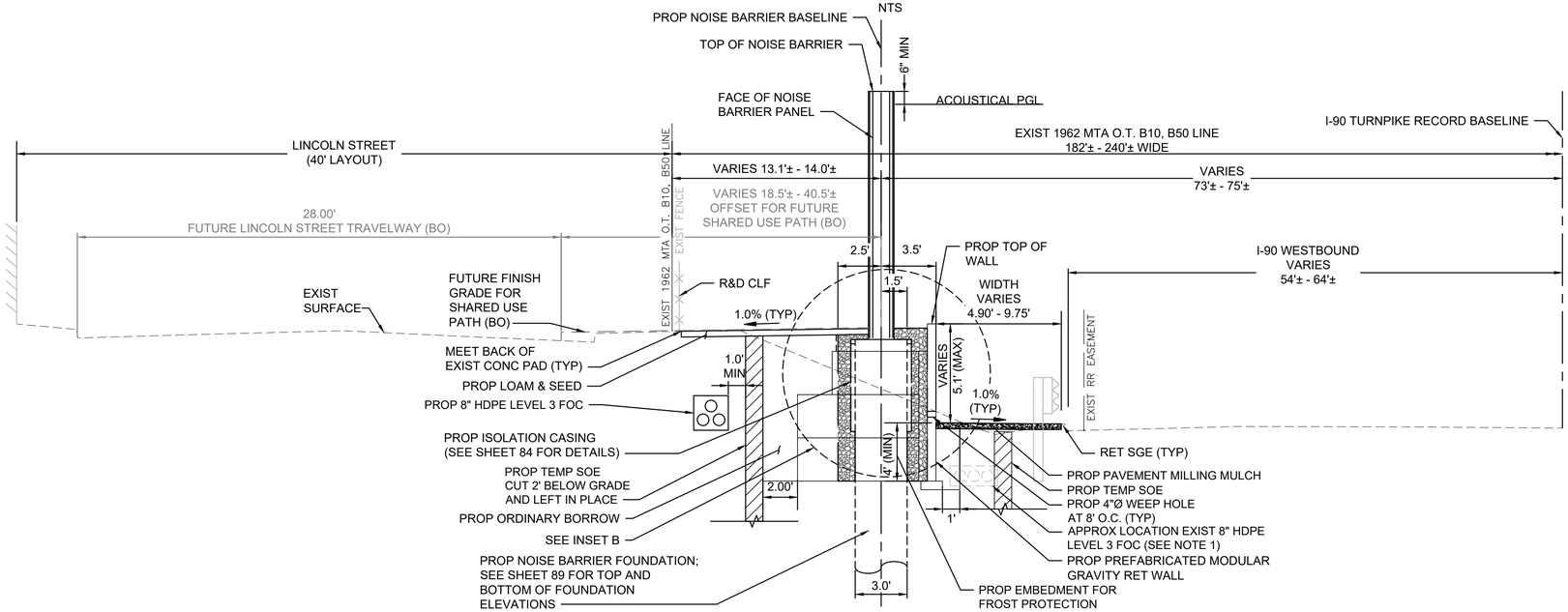
TYPICAL SECTIONS

616308_HD(TYP).DWG Plotted on 1-Oct-2026 5:25 PM



LINCOLN STREET NOISE BARRIER TYPICAL SECTION

STA 104+28± TO STA 117+28
STA 199+96± TO STA 200+64±
STA 208+80 TO STA 210+84
NTS

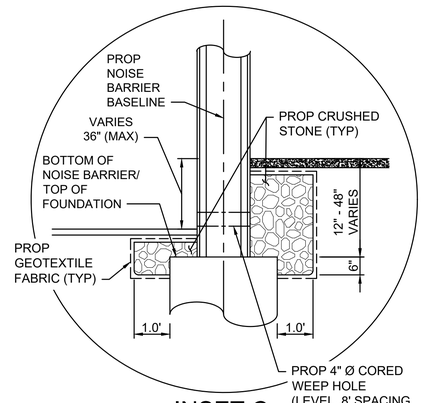


LINCOLN STREET NOISE BARRIER TYPICAL SECTION

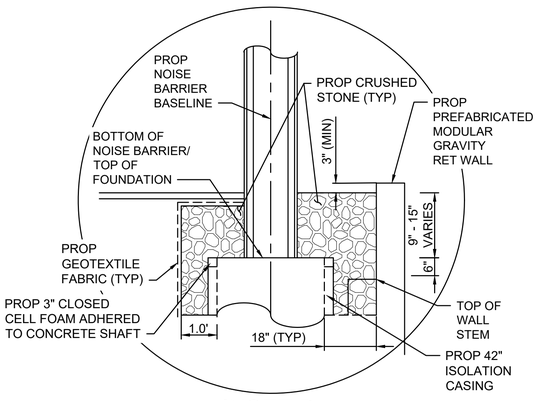
STA 99+70 TO STA 104+28±
NTS

NOTE:

STA 106+50± TO STA 107+50
GRADE OF LINCOLN STREET SIDE
OF NOISE BARRIER IS HIGHER
THAN I-90 SIDE



INSET C
NTS



INSET B
NTS

NOTE:

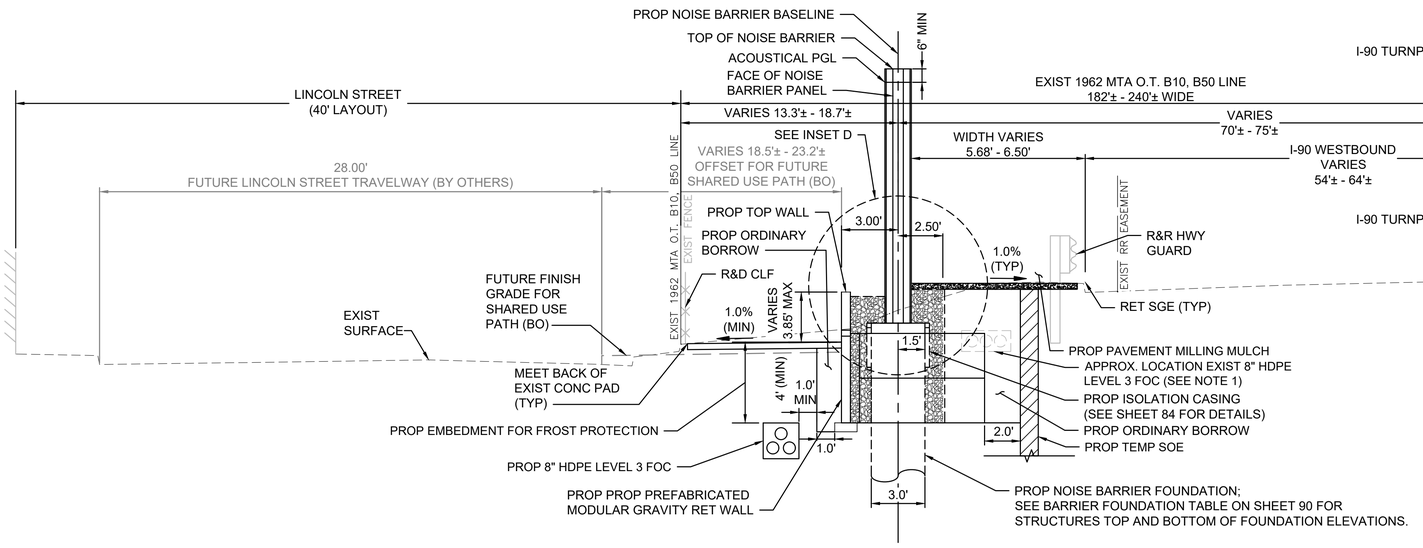
1. EXIST 8" HDPE LEVEL 3 FOC TO BE RELOCATED PRIOR TO INSTALLATION OF RETAINING WALL AND NOISE BARRIER.
2. FUTURE LINCOLN STREET LAYOUT AND FUTURE SHARED-USE PATH OFFSET ARE CONCEPTUAL AND WILL BE DETERMINED BY OTHERS.

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	37	127
PROJECT FILE NO.	616308		

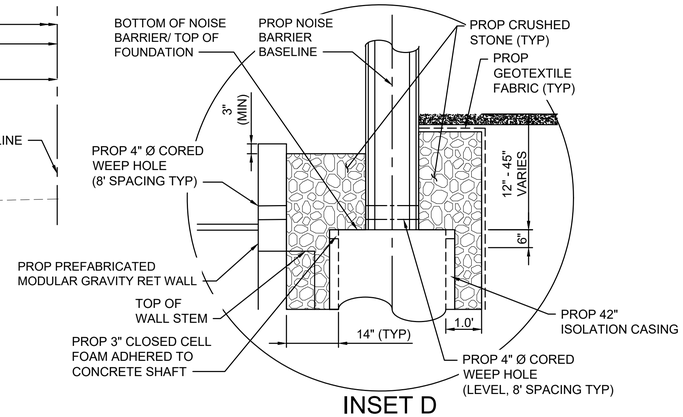
TYPICAL SECTIONS

616308_HDLTYP1.DWG Plotted on 1-Oct-2026 5:25 PM



LINCOLN STREET NOISE BARRIER TYPICAL SECTION

STA 200+64 TO STA 208+80
NTS



INSET D

NTS

NOTE:

1. EXIST 8" HDPE LEVEL 3 FOC TO BE RELOCATED PRIOR TO INSTALLATION OF RETAINING WALL AND NOISE BARRIER.
2. FUTURE LINCOLN STREET LAYOUT AND FUTURE SHARED-USE PATH OFFSET ARE CONCEPTUAL AND WILL BE DETERMINED BY OTHERS.

HIGHWAY GUARD DETAILS

R&R HWY GUARD STA 95+70± TO 117+28±

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

DRAINAGE DETAILS

SEE SHEET 48

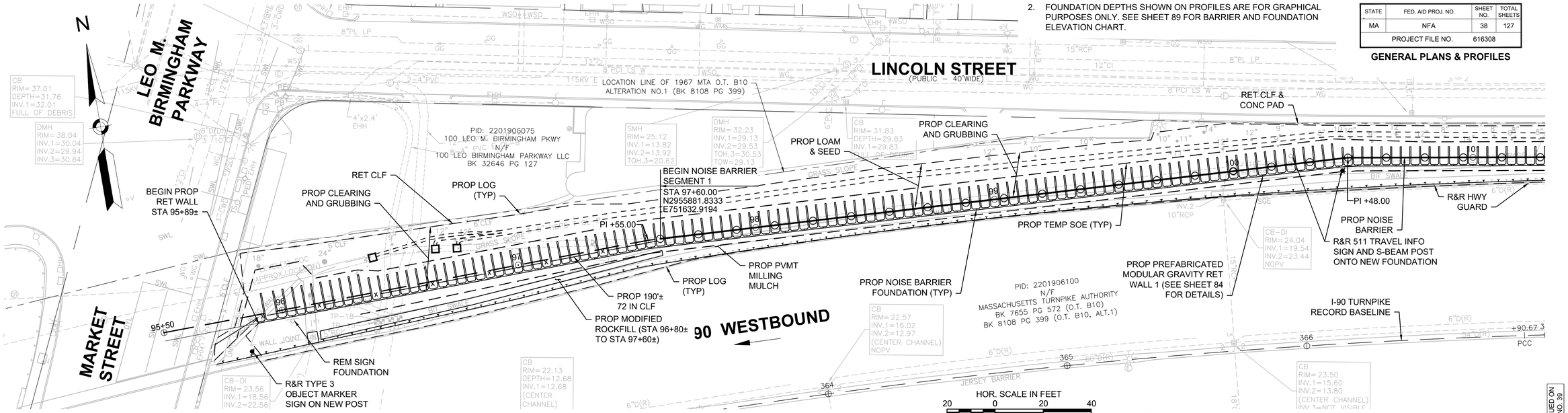
NOTES:

1. SIGNS TO BE RESET SHALL BE LOCATED TO PROVIDE A MINIMUM 2 FOOT OFFSET FROM THE BACK OF GAURDRAIL TO THE EDGE OF SIGN.
2. FOUNDATION DEPTHS SHOWN ON PROFILES ARE FOR GRAPHICAL PURPOSES ONLY. SEE SHEET 89 FOR BARRIER AND FOUNDATION ELEVATION CHART.

BOSTON
LINCOLN STREET

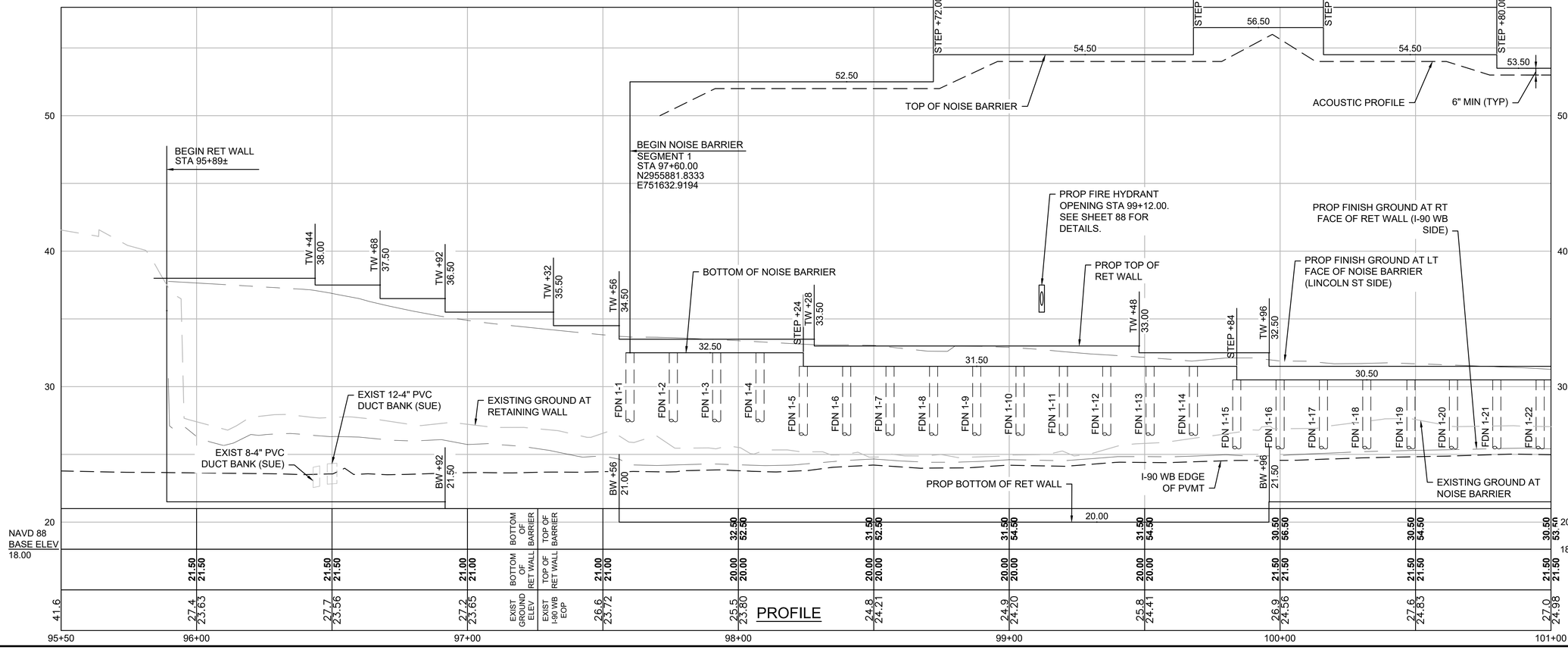
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	38	127
PROJECT FILE NO.	616308		

GENERAL PLANS & PROFILES



PLAN

CONTINUED ON SHEET NO. 39



PROFILE

616308_HD(PLAN_PROFS).DWG Plotted on 1-Oct-2026 5:26 PM

HIGHWAY GUARD DETAILS

R&R HWY GUARD STA 95+70± TO 117+28±

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

DRAINAGE DETAILS

SEE SHEET 49

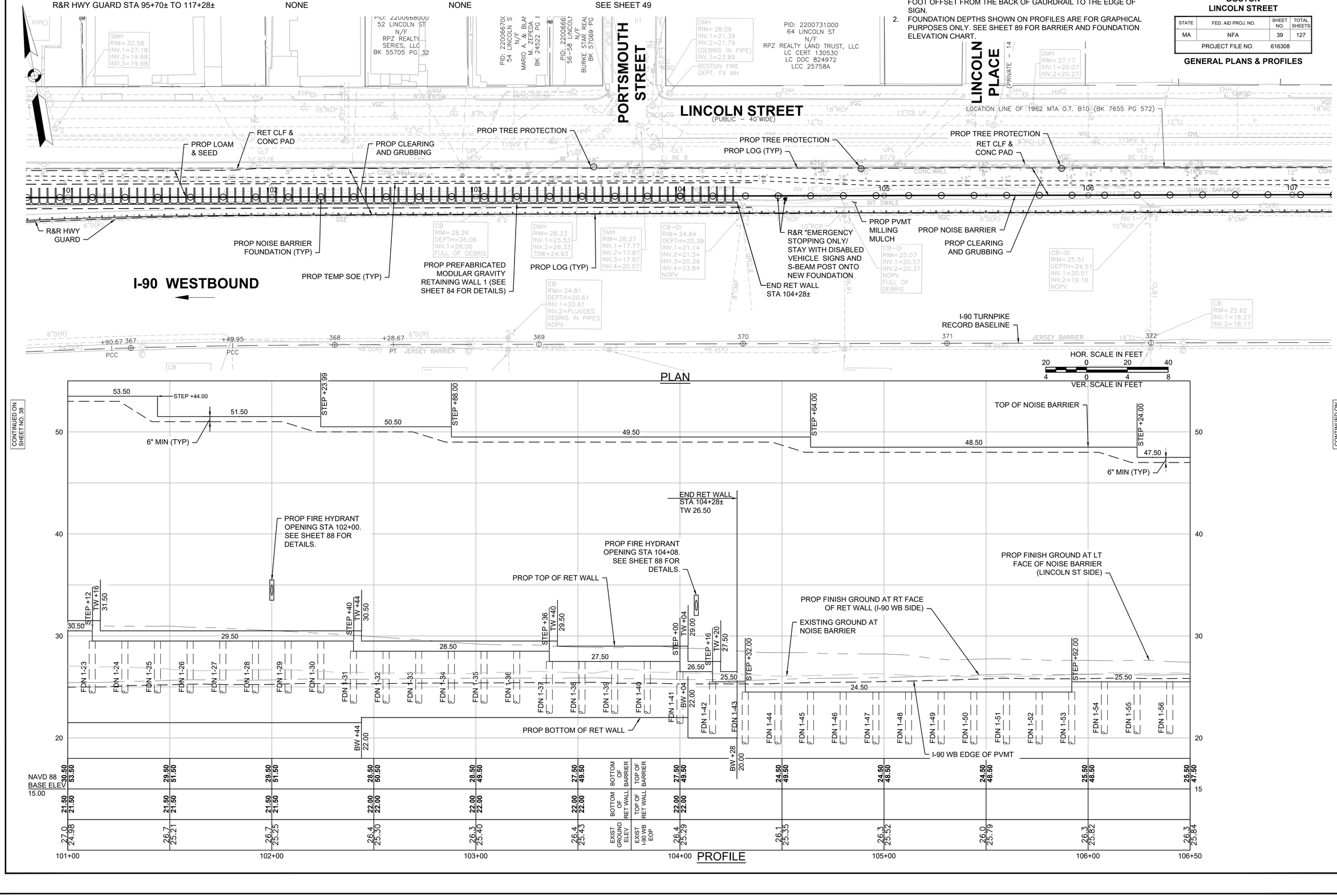
NOTES:

1. SIGNS TO BE RESET SHALL BE LOCATED TO PROVIDE A MINIMUM 2 FOOT OFFSET FROM THE BACK OF GAURDRAIL TO THE EDGE OF SIGN.
2. FOUNDATION DEPTHS SHOWN ON PROFILES ARE FOR GRAPHICAL PURPOSES ONLY. SEE SHEET 89 FOR BARRIER AND FOUNDATION ELEVATION CHART.

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	39	127
PROJECT FILE NO.	616308		

GENERAL PLANS & PROFILES



616308_HD(PLAN_PROFS).DWG Plotted on 1-Oct-2026 5:27 PM

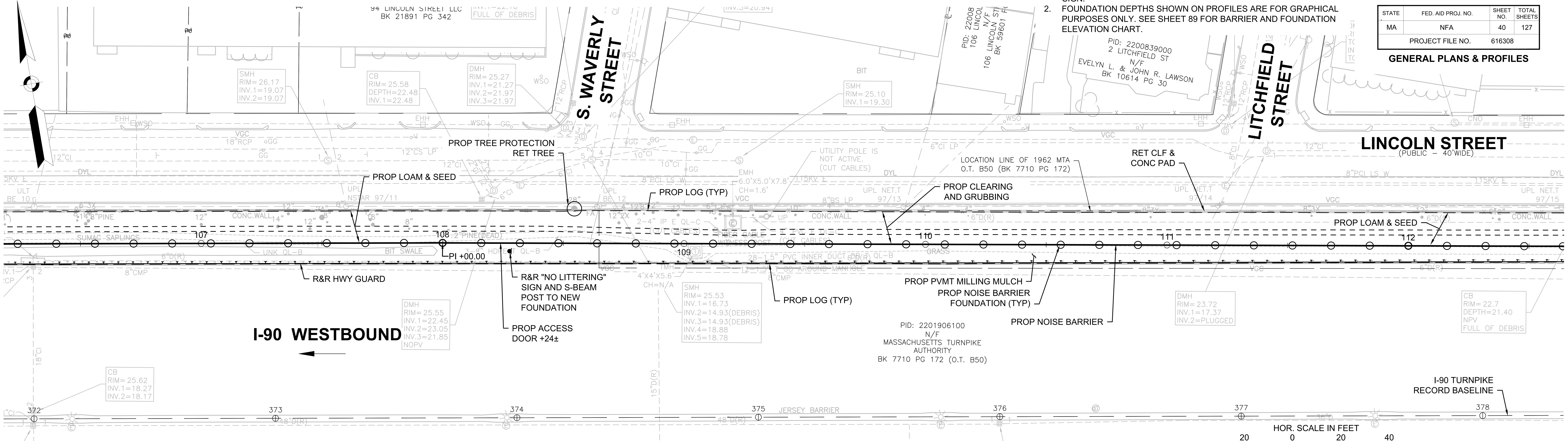
HIGHWAY GUARD DETAILS	TRAFFIC SIGNAL CONDUIT	WATER SUPPLY ALTERATIONS	DRAINAGE DETAILS
R&R HWY GUARD STA 95+70± TO 117+28±	NONE	NONE	SEE SHEET 50

NOTES:
1. SIGNS TO BE RESET SHALL BE LOCATED TO PROVIDE A MINIMUM 2 FOOT OFFSET FROM THE BACK OF GAURDRAIL TO THE EDGE OF SIGN.
2. FOUNDATION DEPTHS SHOWN ON PROFILES ARE FOR GRAPHICAL PURPOSES ONLY. SEE SHEET 89 FOR BARRIER AND FOUNDATION ELEVATION CHART.

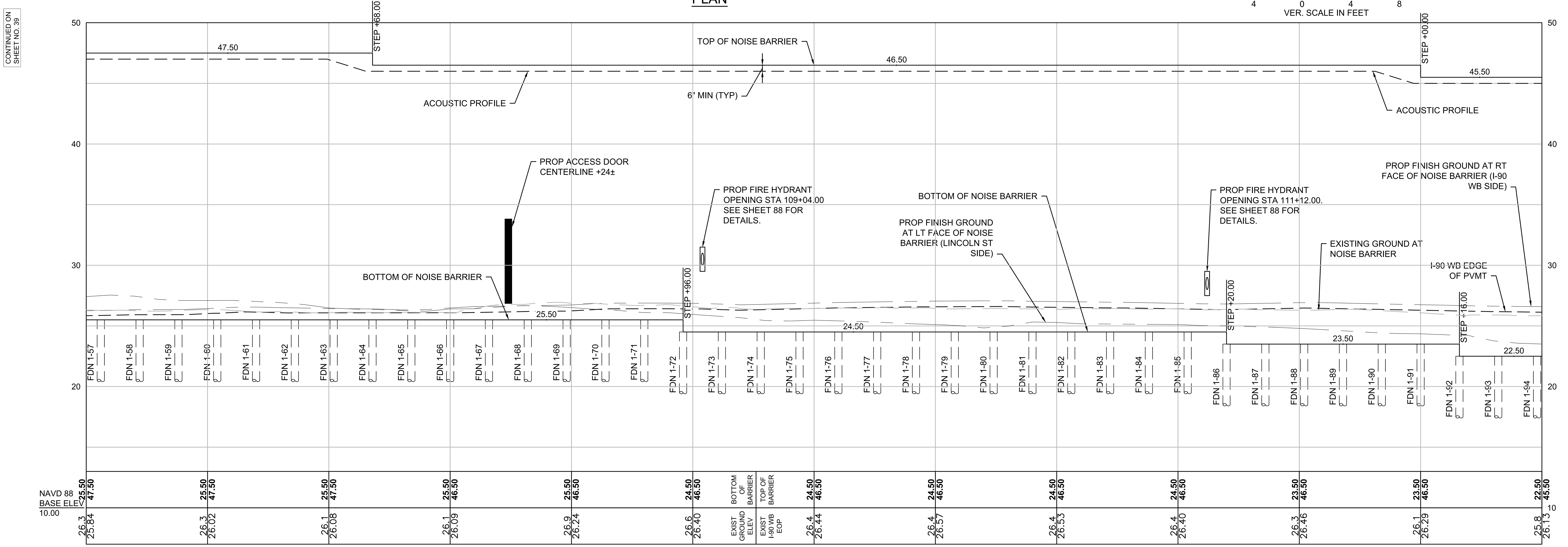
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	40	127
PROJECT FILE NO.	616308		

GENERAL PLANS & PROFILES



PLAN



PROFILE

616308_HD(PLAN_PROFS).DWG Plotted on 1-Oct-2026 5:28 PM

HIGHWAY GUARD DETAILS	TRAFFIC SIGNAL CONDUIT	WATER SUPPLY ALTERATIONS	DRAINAGE DETAILS
R&R HWY GUARD STA 95+70± TO 117+28±	NONE	NONE	SEE SHEET 51

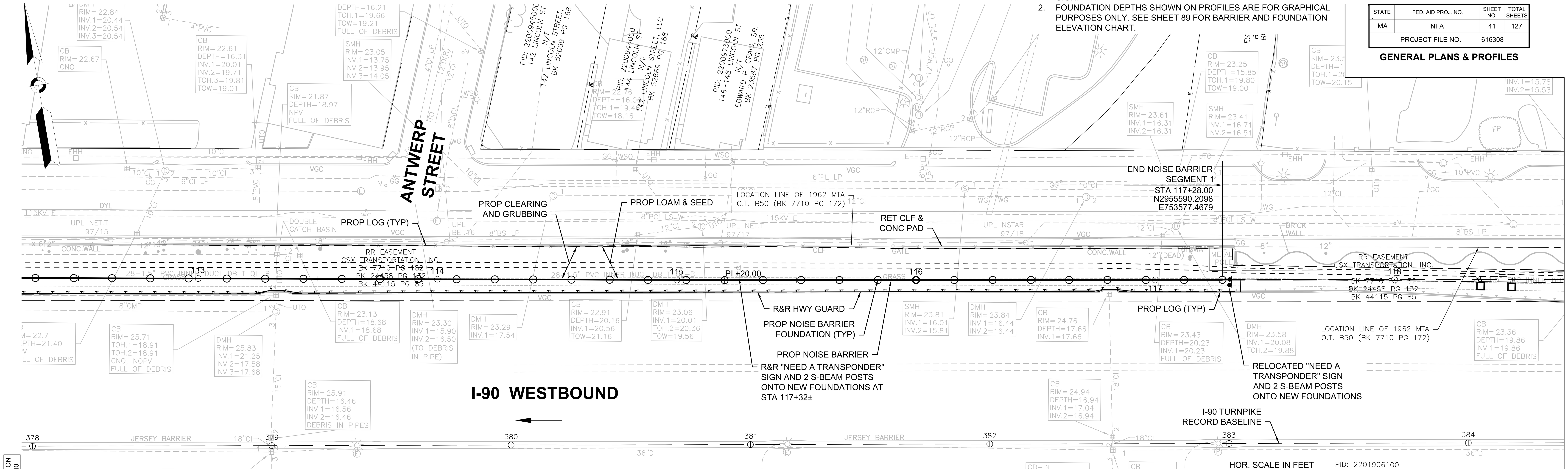
NOTES:

1. SIGNS TO BE RESET SHALL BE LOCATED TO PROVIDE A MINIMUM 2 FOOT OFFSET FROM THE BACK OF GAURDRAIL TO THE EDGE OF SIGN.
2. FOUNDATION DEPTHS SHOWN ON PROFILES ARE FOR GRAPHICAL PURPOSES ONLY. SEE SHEET 89 FOR BARRIER AND FOUNDATION ELEVATION CHART.

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	41	127
	PROJECT FILE NO.	616308	

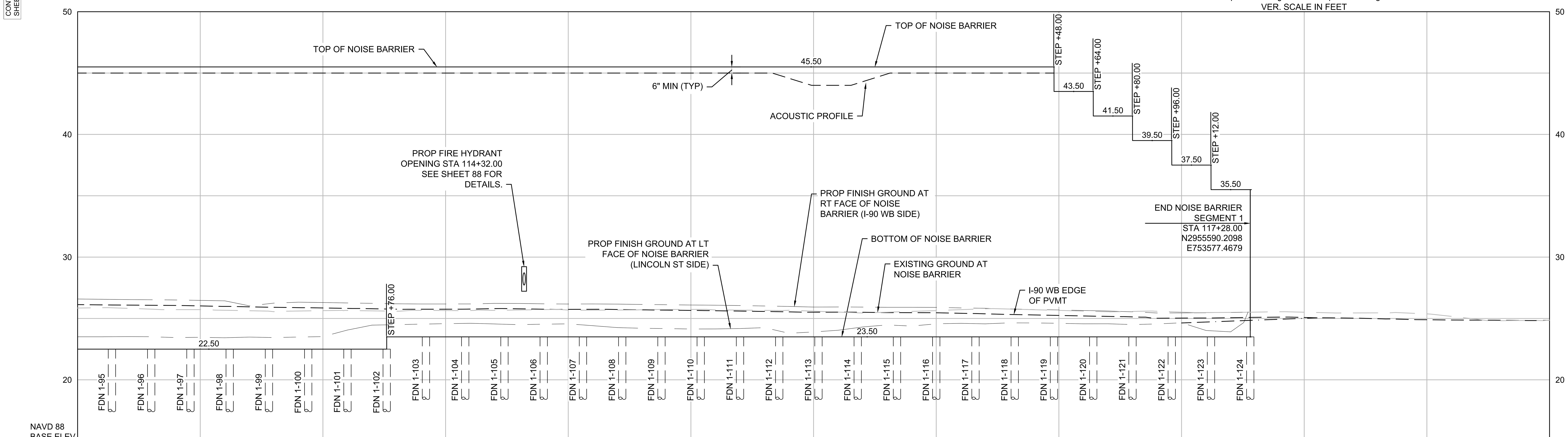
GENERAL PLANS & PROFILES



CONTINUED ON SHEET NO. 40

CONTINUED ON SHEET NO. 42

PLAN



Station	112+50	113+00		114+00		115+00		116+00		117+00		118+00	118+50
BOTTOM OF BARRIER	22.50	22.50	22.50	23.50	23.50	23.50	23.50	23.50	23.50	23.50			
TOP OF BARRIER	45.50	45.50	45.50	45.50	45.50	45.50	45.50	45.50	43.50	37.50			
EXIST GROUND ELEV	25.8	25.7	25.6	25.6	25.7	25.7	25.6	25.6	25.7	25.5	25.5	25.4	24.9
EXIST I-90 WB EOP	26.13	26.02	25.86	25.76	25.74	25.66	25.51	25.47	25.25	25.03	25.08	24.90	24.86

Stations: 112+50, 113+00, 114+00, 115+00, 116+00, 117+00, 118+00, 118+50 (values given every 50 ft)

PROFILE

616308_HD(PLAN_PROFS).DWG Plotted on 1-Oct-2026 5:29 PM

HIGHWAY GUARD DETAILS

R&R HWY GUARD STA 199+85± TO 211+04±

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

DRAINAGE DETAILS

SEE SHEET 52

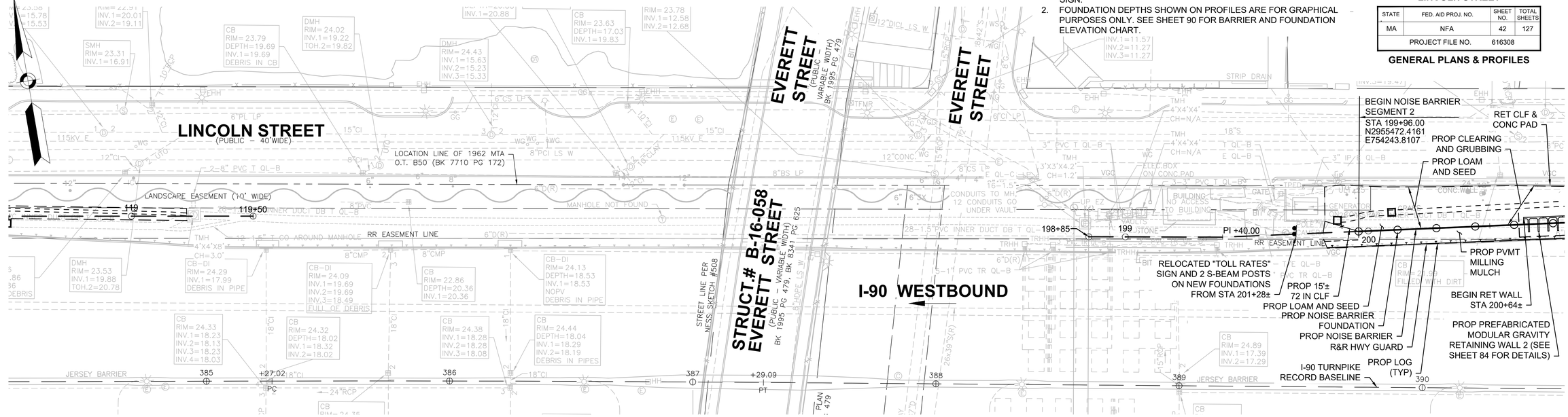
NOTES:

1. SIGNS TO BE RESET SHALL BE LOCATED TO PROVIDE A MINIMUM 2 FOOT OFFSET FROM THE BACK OF GAURDRAIL TO THE EDGE OF SIGN.
2. FOUNDATION DEPTHS SHOWN ON PROFILES ARE FOR GRAPHICAL PURPOSES ONLY. SEE SHEET 90 FOR BARRIER AND FOUNDATION ELEVATION CHART.

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	42	127
PROJECT FILE NO.	616308		

GENERAL PLANS & PROFILES

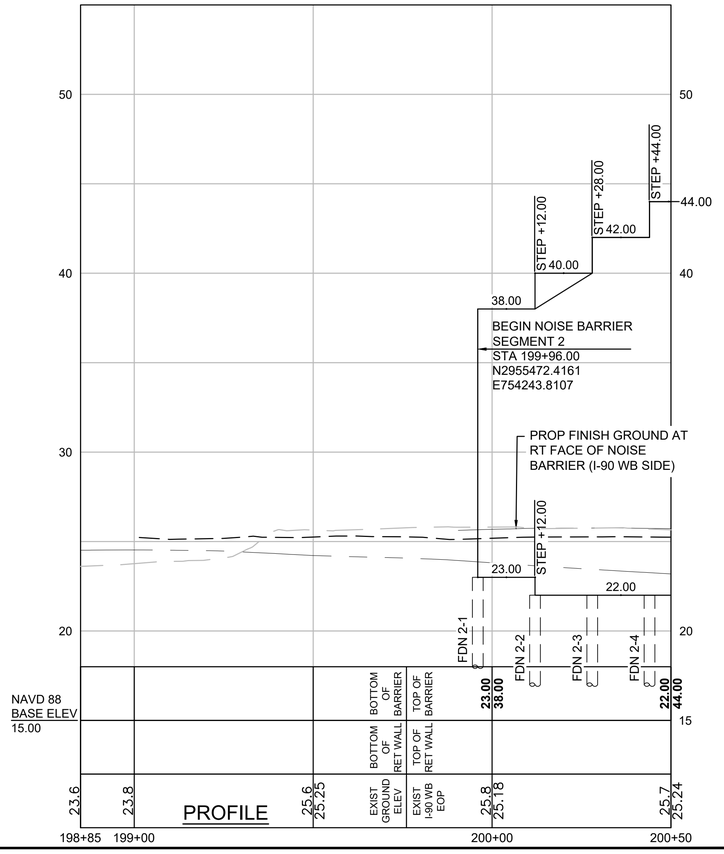


PLAN

CONTINUED ON SHEET NO. 41

CONTINUED ON SHEET NO. 43

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



PROFILE

616308_HD(PLAN_PROFS).DWG Plotted on 1-Oct-2026 5:30 PM

HIGHWAY GUARD DETAILS

R&R HWY GUARD STA 199+85± TO 211+04±

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

DRAINAIGE DETAILS

SEE SHEET 53

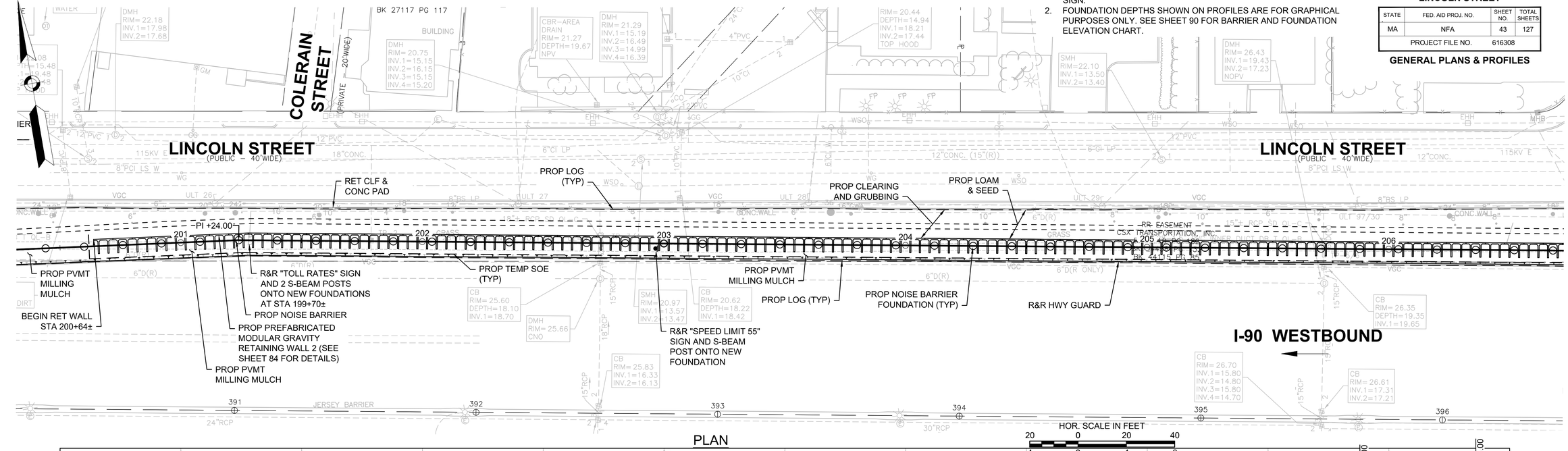
NOTES:

1. SIGNS TO BE RESET SHALL BE LOCATED TO PROVIDE A MINIMUM 2 FOOT OFFSET FROM THE BACK OF GAURDRAIL TO THE EDGE OF SIGN.
2. FOUNDATION DEPTHS SHOWN ON PROFILES ARE FOR GRAPHICAL PURPOSES ONLY. SEE SHEET 90 FOR BARRIER AND FOUNDATION ELEVATION CHART.

BOSTON
LINCOLN STREET

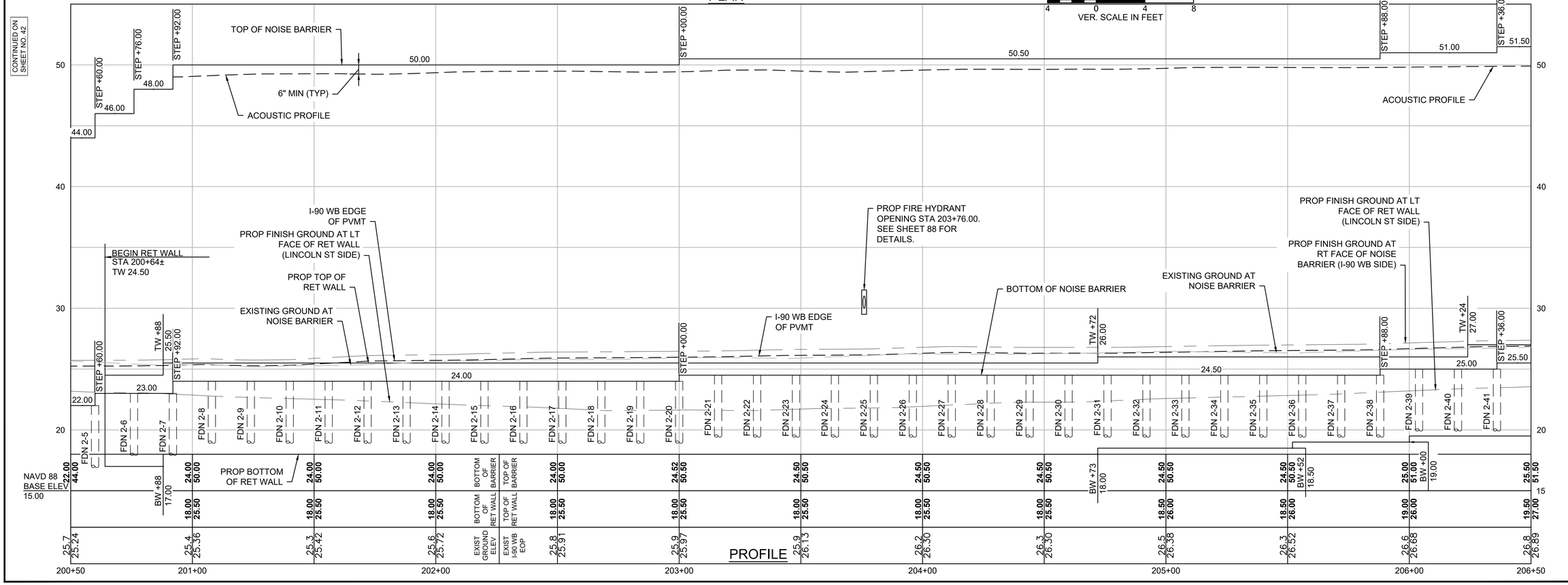
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	43	127
PROJECT FILE NO.	616308		

GENERAL PLANS & PROFILES



PLAN

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



PROFILE

200+50 201+00 202+00 203+00 204+00 205+00 206+00 206+50

616308_HD(PLAN_PROFS).DWG Plotted on 1-Oct-2026 5:31 PM

N

HIGHWAY GUARD DETAILS

R&R HWY GUARD STA 199+85± TO 211+04±

TRAFFIC SIGNAL CONDUIT

NONE

WATER SUPPLY ALTERATIONS

NONE

DRAINAGE DETAILS

SEE SHEET 54

NOTES:

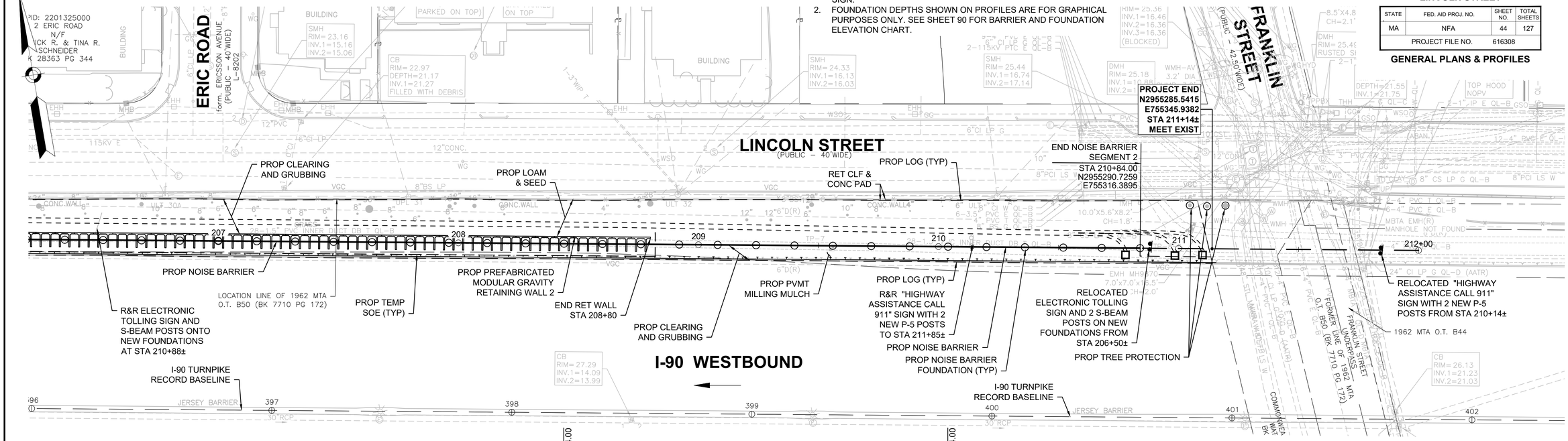
1. SIGNS TO BE RESET SHALL BE LOCATED TO PROVIDE A MINIMUM 2 FOOT OFFSET FROM THE BACK OF GAURDRAIL TO THE EDGE OF SIGN.
2. FOUNDATION DEPTHS SHOWN ON PROFILES ARE FOR GRAPHICAL PURPOSES ONLY. SEE SHEET 90 FOR BARRIER AND FOUNDATION ELEVATION CHART.

BOSTON
LINCOLN STREET

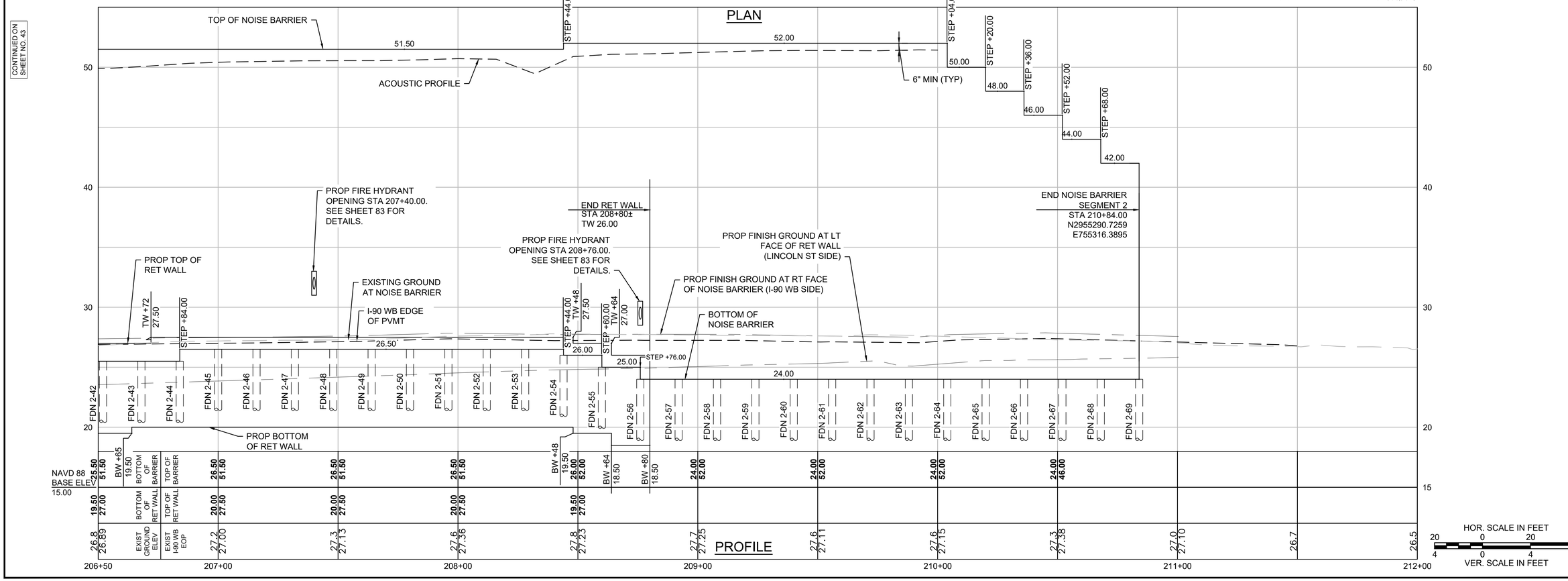
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	44	127
PROJECT FILE NO.		616308	

GENERAL PLANS & PROFILES

616308_HD(PLAN_PROFS).DWG Plotted on 1-Oct-2026 5:32 PM



CONTINUED ON SHEET NO. 43



GENERAL NOTES

1. ALL CONSTRUCTION SIGNING, TEMPORARY TRAFFIC CONTROL DEVICES, AND ROADSIDE ELEMENTS SHALL CONFORM WITH THE 2023 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS AMENDED AND MASSACHUSETTS AMENDMENTS TO THE MUTCD, THE MASSDOT STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TEMPORARY TRAFFIC CONTROL PLANS, THE LATEST REVISIONS OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, (AASHTO) ROADSIDE DESIGN GUIDE, AASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, AND THE AASHTO MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. WORK HOURS SHALL BE AS STATED IN THE CONTRACT DOCUMENTS UNLESS APPROVED BY MASSDOT.
3. ALL DRUMS OUTSIDE TAPERS SHALL BE SET AT 20' ON CENTER MAX. ON LINCOLN STREET AND 80' ON CENTER MAX. ON INTERSTATE 90 UNLESS OTHERWISE NOTED OR ADJUSTED BY THE RESIDENT ENGINEER.
4. ALL DRUMS SHALL BE APPROXIMATELY PLACED AND MOVED AS NECESSARY TO MAINTAIN SAFE AND REASONABLE ABUTTER ACCESS. WORK MAY REQUIRE ADDITIONAL SIGNS, DRUMS AND OTHER TRAFFIC CONTROL DEVICES, GRADING AND TEMPORARY PAVEMENT FOR PASSAGE OF PEDESTRIAN, VEHICULAR AND EMERGENCY TRAFFIC THROUGH THE WORK AREAS, BOTH DURING AND AFTER WORKING HOURS, TO MAINTAIN SUCH ACCESS.
5. THE FIRST 10 DRUMS ON MERGING TAPERS SHALL BE REFLECTORIZED DRUMS WITH SEQUENTIAL FLASHING WARNING LIGHTS AND SHALL BE OPERATING, AT A MINIMUM, BETWEEN DUSK AND DAWN, WHEN TAPER IS DEPLOYED.
6. REFLECTORIZED CONES SHALL BE A MINIMUM OF 36 INCHES IN HEIGHT.
7. CONES MAY BE USED IN LIEU OF DRUMS OUTSIDE OF TAPER AREAS.
8. THE CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 48 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OR RESTRICTION OF ACCESS.
9. FOR DROP-OFFS 3" OR LESS WITHIN THE CLEAR ZONE, CONDITION MAY BE MITIGATED WITH W8-9 (LOW SHOULDER) SIGN OR TEMPORARY CHANNELIZATION DEVICES. FOR DROP-OFFS GREATER THAN 3" BUT NO MORE THAN 36", DETERMINE WHETHER IT IS MORE COST EFFECTIVE TO INSTALL BOTH W8-9 SIGN AND TEMPORARY CHANNELIZATION DEVICES IN ACCORDANCE WITH MASSDOT WORK ZONE SAFETY GUIDE OR W8-9 SIGN WITH A 2H:1V (MIN) WEDGE OR TO REMOVE THE HAZARD. FOR DROP-OFFS 36" OR GREATER USE TEMPORARY BARRIER IN ACCORDANCE WITH MASSDOT WORK ZONE POSITIVE PROTECTION GUIDELINES.
10. CONSTRUCTION CLEAR ZONE SHALL BE IN ACCORDANCE WITH MASSDOT BOSTON TRAFFIC GUIDELINES AS FOLLOWS:
    - 4' IF POSTED SPEED IS LESS THAN 35 MPH
    - 8' IF POSTED SPEED IS 35 MPH
    - 15' IF POSTED SPEED IS 40 MPH
    - 20' IF POSTED SPEED IS 45 MPH
    - 25' IF POSTED SPEED IS 55 MPH
11. ALL TEMP BARRIERS SHALL MEET OR EXCEED MASH TL-3 REQUIREMENTS IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
12. THE CONTRACTOR SHALL PROVIDE TEMPORARY IMPACT ATTENUATORS TO PROTECT ALL BLUNT-ENDS OF TEMPORARY BARRIER. ALL TEMPORARY IMPACT ATTENUATORS SHALL BE DESIGNED TO MEET OR EXCEED MASH TEST LEVEL 3 (TL-3).
13. CONTRACTOR SHALL HAVE TRUCK MOUNTED ATTENUATORS (1 PER CLOSED LANE OR USABLE SHOULDER) IN ADVANCE OF WORK AREA FOR ALL TEMPORARY WORK ZONES ON INTERSTATE 90 OR AS DIRECTED BY THE RESIDENT ENGINEER.
14. PROVIDE CLEAR ZONES AROUND TRUCK MOUNTED ATTENUATORS AS REQUIRED BY THE MANUFACTURER.
15. 11' MINIMUM LANE WIDTHS SHALL BE MAINTAINED UNLESS OTHERWISE NOTED.
16. TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS SHALL BE COVERED OR REMOVED DURING NON-WORKING HOURS WHEN NOT IN USE.
17. SIGNS INSTALLED ON PORTABLE STANDS REQUIRE 12 INCH MINIMUM MOUNTING HEIGHT FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN.
18. SIGNS INSTALLED ON PORTABLE STANDS PLACED AMONG CHANNELIZATION DEVICES REQUIRE A 36 INCH MINIMUM MOUNTING HEIGHT FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN.
19. SIGNS MOUNTED ON POSTS REQUIRE A MINIMUM 84 INCH MOUNTING HEIGHT FROM THE ROADWAY OR SIDEWALK SURFACE TO THE BOTTOM OF THE SIGN. CONTRACTOR SHALL MAINTAIN A MINIMUM SIDEWALK HORIZONTAL CLEAR WIDTH OF 36" AT ALL TIMES.
20. ALL SIGNS SHALL BE MOUNTED ON THEIR OWN MASH CRASH TESTED SIGN SUPPORTS AND INSTALLED IN ACCORDANCE WITH THE MUTCD. SIGNS SHALL NOT BE MOUNTED TO OR LEANED AGAINST DRUMS OR CONES.
21. CONTRACTOR SHALL SECURE WORK AREAS BY APPROPRIATE MEANS, TO PREVENT UNAUTHORIZED ACCESS AT ALL TIMES.
22. THERE IS NO DESIGNATED BICYCLE LANE ON THE ROADWAY WITHIN THE PROJECT LIMITS. BICYCLES ARE EXPECTED TO SHARE THE ROAD WITH GENERAL VEHICULAR TRAFFIC.
23. STANDARD WORK HOURS FOR THIS PROJECT SHALL BE 11:00 PM TO 5:00 AM SUNDAY THROUGH THURSDAY. DEVIATIONS FROM STANDARD WORK HOURS SHALL REQUIRE PRIOR APPROVAL FROM MASSDOT.
24. ILLUMINATION REQUIRED FOR NIGHTTIME WORK SHALL BE DIFFUSED OR ANTI-GLARE LIGHTING IN ACCORDANCE WITH MASSDOT STANDARDS.
25. TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE TRANSVERSELY PLACED RUMBLE STRIPS EVENLY SPACED. SPACING SHALL BE 15 FT ON CENTER OR AS DIRECTED BY THE ENGINEER.
26. CONTRACTOR SHALL MAINTAIN EXISTING SIDEWALK ON THE NORTH SIDE OF LINCOLN STREET AND PEDESTRIAN CROSSINGS AT ALL TIMES.
27. FOR WORK ZONE ACCESS AND PROTECTION ALONG I-90, CONTRACTOR SHALL PROVIDE TEMPORARY BARRIER ALONG THE EXIST SHOULDER FOR CONSTRUCTION DURATION. REFER TO TYPICAL BARRIER ADJACENT TO LIVE TRAVEL LANE DETAIL (I-90) AND PROJECT SPECIFICATIONS. ACCESS TO AND EGRESS FROM WORK ZONE WILL ONLY BE ALLOWED BY POLICE DETAIL AND TRUCK MOUNTED ATTENUATOR (TMA) ESCORT AND/OR TEMPORARY CLOSING THE ADJACENT TRAVEL LANE AS APPROVED BY MASSDOT.
28. CONTRACTOR SHALL NOT HAVE WORK ZONE ACCESS/ EGRESS ALONG LINCOLN STREET UNLESS APPROVED BY MASSDOT AND CITY OF BOSTON. IN ADDITION, FOR WORK ZONE ENCLOSURE, THE EXISTING CHAIN LINK FENCE, CURB, AND ISLAND SHALL BE MAINTAINED FOR CONSTRUCTION DURATION UNLESS APPROVED BY MASSDOT.

TYPICAL SETUP DETAILS

DETAIL NUMBER	DETAIL NAME	CURRENT VERSION
851.1.1	CONES & DRUMS	JAN 2025
851.2.1	TYPE III BARRICADE	JAN 2025
852.7.1	DIVIDED HIGHWAY RIGHT SHOULDER CLOSURE (SHORT TERM)	JAN 2025
852.7.3	DIVIDED HIGHWAY RIGHT LANE CLOSURE (SHORT TERM)	JAN 2025

NOTES:

1. SIGN SPACING SHOWN IN TYPICAL SETUP DETAILS MAY BE ADJUSTED AS NECESSARY AND APPROVED BY THE RESIDENT ENGINEER.
2. SIGN SHOWN IN TYPICAL SETUP DETAILS ARE NOT INCLUDED IN SIGN SUMMARY TABLE. THESE SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH APPLICABLE MASSDOT AND MUTCD STANDARDS AND APPROVED BY THE RESIDENT ENGINEER.

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	45	127
PROJECT FILE NO.	616308		

TEMPORARY TRAFFIC CONTROL PLANS
GENERAL NOTES & LEGEND

LEGEND

(P)	POLICE OFFICER
●	REFLECTORIZED DRUM
◉	REFLECTORIZED DRUMS WITH SEQUENTIAL FLASHING WARNING LIGHTS (SEE NOTE 5)
	TEMPORARY CONSTRUCTION SIGN
▲	TRAFFIC CONE
	TYPE III BARRICADE
	TEMPORARY BARRIER
	TEMPORARY IMPACT ATTENUATOR (TYPE NOTED)
	WORK AREA (PUBLIC ACCESS RESTRICTED)
	TRANSITION/BUFFER AREAS
←	TRAFFIC FLOW
NTS	NOT TO SCALE
TTCP	TEMPORARY TRAFFIC CONTROL PLAN

BUFFER SPACING

SPEED (MPH)	DISTANCE (FEET)
15	80
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495

LANE TAPER LENGTH FORMULAS

L= TAPER LENGTH IN FEET

W= WIDTH OF ROADWAY TO BE SHIFTED OR REDIRECTED IN FEET

S= POSTED SPEED LIMIT IN MPH

POSTED SPEED	
40 MPH OR LESS	GREATER THAN 40 MPH
$L=\frac{WS^2}{60}$	L= WS

ADVANCE SIGN SPACING

	DISTANCE BETWEEN SIGNS (FEET)		
ROADWAY	A	B	C
ALL OTHER ROADWAYS	100	100	100
LINCOLN ST AND RAMPS	350	350	350
INTERSTATE 90	1,000	1,600	2,600

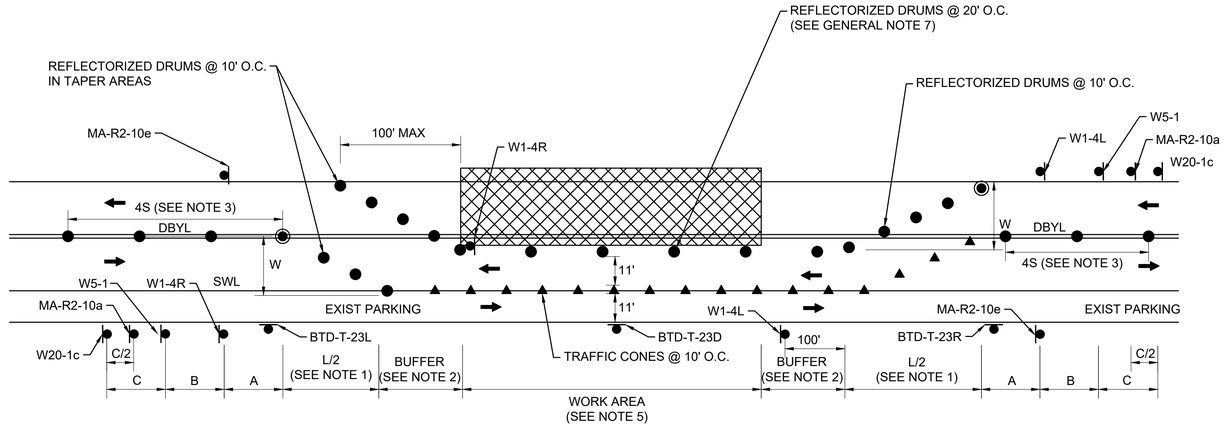
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BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	46	127
PROJECT FILE NO.	616308		

TEMPORARY TRAFFIC CONTROL PLANS
TYPICAL DETAILS

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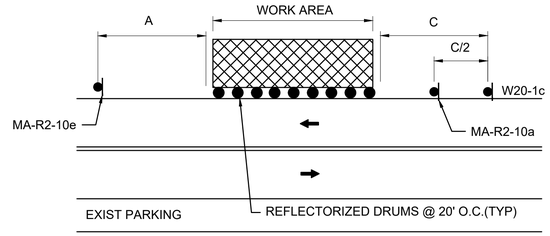


NOTES:

1. SEE TAPER LENGTH FORMULA ON SHEET 45.
2. SEE BUFFER SPACING CHART ON SHEET 45.
3. S = POSTED SPEED OF ROADWAY IN MPH.
4. REFER TO ADVANCE SIGN SPACING TABLE ON SHEET 45.
5. AT THE END OF WORK SHIFT, CONTRACTOR TO RESTORE TRAFFIC BACK TO THE ORIGINAL CONDITION.

TYPICAL TWO-WAY STREET LANE SHIFT DETAIL (LINCOLN ST)

SCALE: NTS

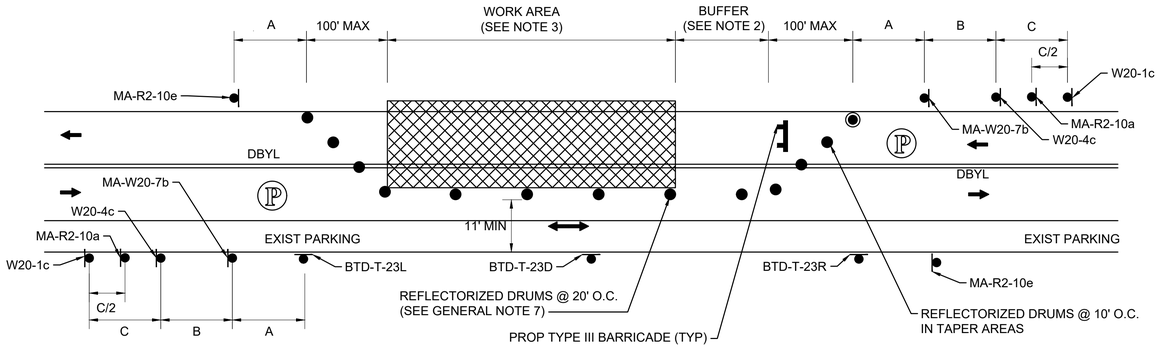


NOTES:

1. SEE ADVANCE SIGN SPACING TABLE ON SHEET 45.

OFF ROADWAY WORK - RIGHT (LINCOLN ST)

SCALE: NTS

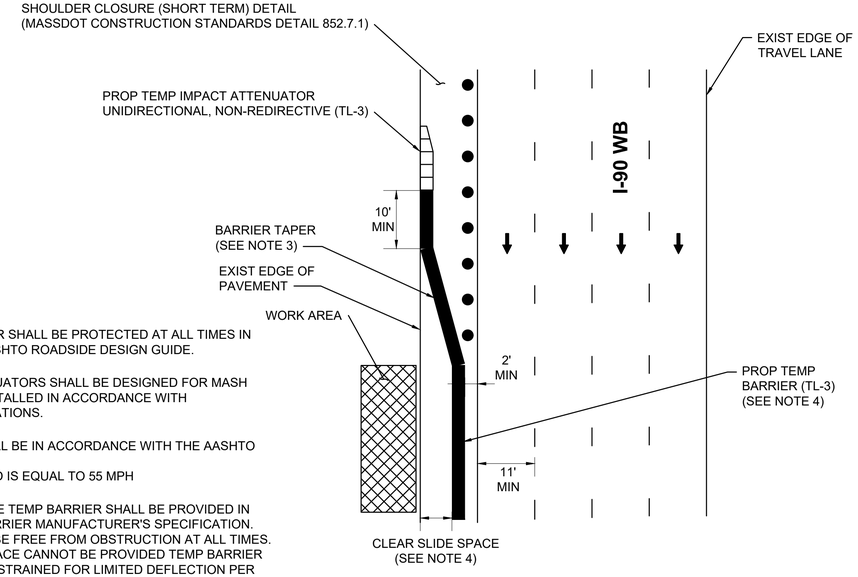


NOTES:

1. REFER TO ADVANCE SIGN SPACING TABLE ON SHEET 45.
2. SEE BUFFER SPACING CHART ON SHEET 45.
3. AT THE END OF WORK SHIFT, CONTRACTOR TO RESTORE TRAFFIC BACK TO THE ORIGINAL CONDITION.

TYPICAL TWO-WAY STREET LANE CLOSURE ALTERNATING TRAFFIC DETAIL (LINCOLN ST)

SCALE: NTS



NOTES:

1. ALL BLUNT ENDS OF BARRIER SHALL BE PROTECTED AT ALL TIMES IN ACCORDANCE WITH THE AASHTO ROADSIDE DESIGN GUIDE.
2. TEMPORARY IMPACT ATTENUATORS SHALL BE DESIGNED FOR MASH TEST LEVEL 3 (TL-3) AND INSTALLED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.
3. BARRIER TAPER RATES SHALL BE IN ACCORDANCE WITH THE AASHTO ROADSIDE DESIGN GUIDE.
   24:1 MIN IF POSTED SPEED IS EQUAL TO 55 MPH
4. CLEAR SLIDE SPACE FOR THE TEMP BARRIER SHALL BE PROVIDED IN ACCORDANCE WITH THE BARRIER MANUFACTURER'S SPECIFICATION. CLEAR SLIDE SPACE SHALL BE FREE FROM OBSTRUCTION AT ALL TIMES. IF MINIMUM CLEAR SLIDE SPACE CANNOT BE PROVIDED TEMP BARRIER SHALL BE ANCHORED OR RESTRAINED FOR LIMITED DEFLECTION PER MANUFACTURER'S RECOMMENDATION AND APPROVED BY MASSDOT.

TYPICAL BARRIER ADJACENT TO LIVE TRAVEL LANE DETAIL (I-90)

SCALE: NTS

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	47	127
PROJECT FILE NO.	616308		

TEMPORARY TRAFFIC CONTROL PLANS
SIGN SUMMARY

TEMPORARY TRAFFIC CONTROL SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			COLOR			UNIT AREA (S.F.)
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.	BACK-GROUND	LEGEND	BORDER	
MA-R2-10a	48"	36"	WORK ZONE / SPEEDING FINES DOUBLED	AS PER MASSDOT STANDARD			FLUOR-ESCENT ORANGE / WHITE	BLACK	BLACK	12.00
MA-R2-10e	36"	48"	END ROAD WORK / DOUBLE FINES END				FLUOR-ESCENT ORANGE / WHITE	BLACK	BLACK	12.00
BTD-T-23D	12"	18"	TOW ZONE / NO STOPPING ANY TIME	AS PER BTD STANDARD			RED	WHITE	WHITE	1.50
BTD-T-23L	12"	18"	TOW ZONE / NO STOPPING ANY TIME				RED	WHITE	WHITE	1.50
BTD-T-23R	12"	18"	TOW ZONE / NO STOPPING ANY TIME				RED	WHITE	WHITE	1.50
W1-4L	36"	36"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			FLUOR-ESCENT ORANGE	BLACK	BLACK	9.00
W1-4R	36"	36"					FLUOR-ESCENT ORANGE	BLACK	BLACK	9.00
W5-1	36"	36"	ROAD NARROWS				FLUOR-ESCENT ORANGE	BLACK	BLACK	9.00
W8-9	36"	36"	LOW SHOULDER				FLUOR-ESCENT ORANGE	BLACK	BLACK	9.00
W20-1c	36"	36"	ROAD WORK AHEAD				FLUOR-ESCENT ORANGE	BLACK	BLACK	9.00
W20-4c	36"	36"	ONE LANE ROAD AHEAD				FLUOR-ESCENT ORANGE	BLACK	BLACK	9.00
MA-W20-7b	36"	36"	POLICE OFFICER AHEAD	AS PER MASSDOT STANDARD			FLUOR-ESCENT ORANGE	BLACK	BLACK	9.00

NOTES:
1. HIGH INTENSITY REFLECTIVE SHEETING SHALL BE USED FOR ALL SIGNS. SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION" FOR TEXT DIMENSIONS, AS AMENDED; THE 1977 MASSHIGHWAY DEPARTMENT CONSTRUCTION AND TRAFFIC STANDARD DETAILS, AS AMENDED, FOR SIGNS AND SUPPORTS; THE MASSHIGHWAY DEPARTMENT SIGN LISTINGS 1993 EDITION, AS AMENDED; THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR MOUNTING REQUIREMENTS; AND THE 2017 MassDOT STANDARD SIGNS BOOK, AS AMENDED.
2. ALL SIGNS SHOWN GRAPHICALLY FOR INFORMATION ONLY. SIGN VENDOR SHALL FABRICATE ALL SIGNS IN ACCORDANCE WITH THE APPLICABLE STANDARDS.
3. SIGN SUMMARY TABLE INCLUDES SIGNS THAT ARE SPECIFIC TO NON-TYPICAL SETUP DETAILS PROVIDED IN THE PLANS. OTHER SIGNS ASSOCIATED WITH MASSDOT TYPICAL SETUP DETAILS SHALL BE PROVIDED IN ACCORDANCE WITH APPLICABLE MASSDOT AND MUTCD STANDARDS AND APPROVED BY THE RESIDENT ENGINEER.

616308_HD(TTCP).DWG Plotted on 1-Oct-2026 5:33 PM

NOTES:

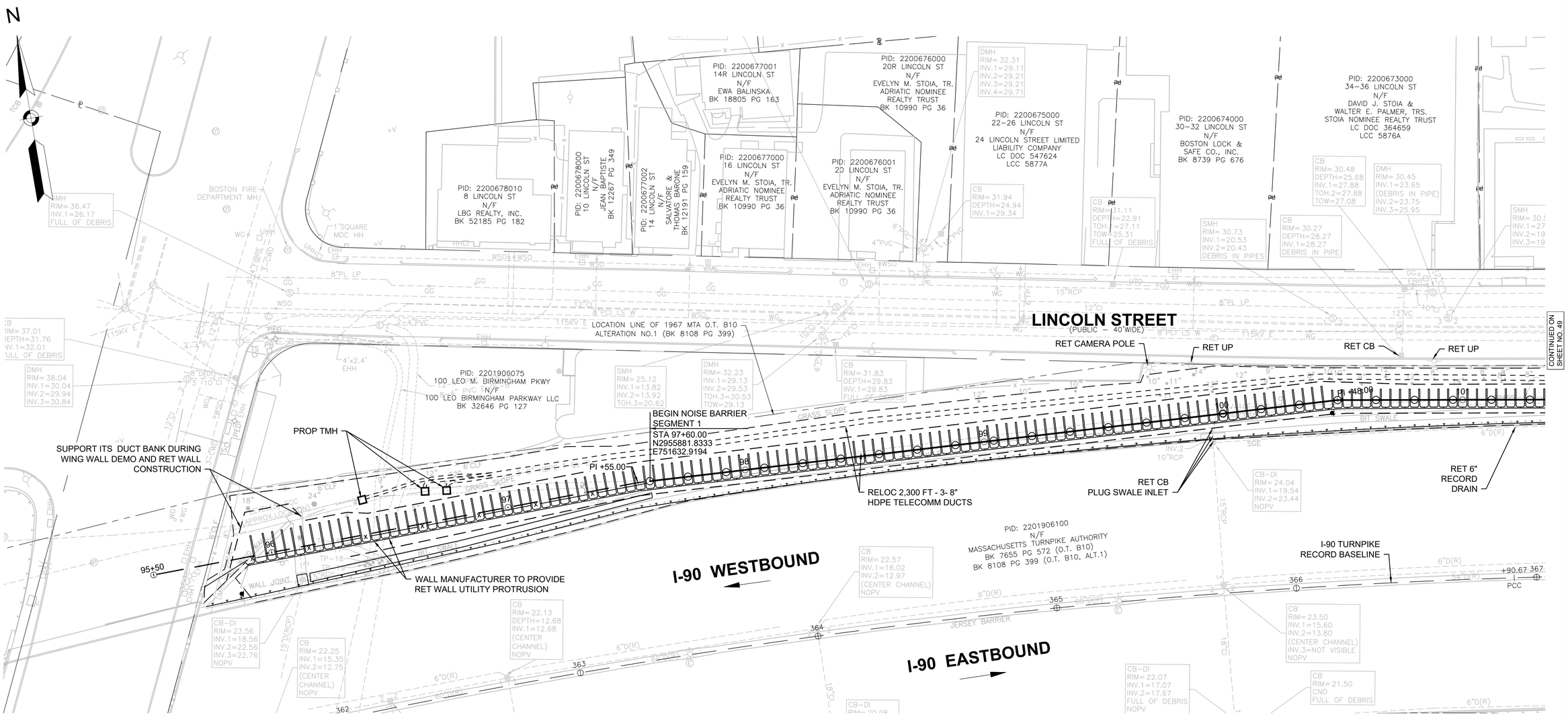
1. EXCAVATION OF 4' OR MORE IN DEPTH, WITHIN 4' LATERALLY OF ANY UTILITY POLE WILL UNDERMINE THE POLE. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER OF THE UTILITY POLE TO SUPPORT THE POLE DURING EXCAVATION. POLE HOLDS LONGER THAN 24 HOURS WILL NEED TO BE COORDINATED WITH THE POLE OWNER AND ALTERNATE METHODS OF SECURING THE POLE MUST BE CONSIDERED.

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	48	127
PROJECT FILE NO.	616308		

UTILITY PLANS

616308_HD(UTIL).DWG Plotted on 1-Oct-2026 5:33 PM



0 20 50 100

SCALE: 1" = 20'

N

NOTES:

1. EXCAVATION OF 4' OR MORE IN DEPTH, WITHIN 4' LATERALLY OF ANY UTILITY POLE WILL UNDERMINE THE POLE. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER OF THE UTILITY POLE TO SUPPORT THE POLE DURING EXCAVATION. POLE HOLDS LONGER THAN 24 HOURS WILL NEED TO BE COORDINATED WITH THE POLE OWNER AND ALTERNATE METHODS OF SECURING THE POLE MUST BE CONSIDERED.

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	49	127
PROJECT FILE NO.	616308		

UTILITY PLANS

616308_HD(UTIL).DWG Plotted on 1-Oct-2026 5:33 PM

PID: 2200672000
40-42 LINCOLN ST
N/F
40-42 LINCOLN STREET, LLC
BK 52180 PG 72

PID: 2200671000
46-50 LINCOLN ST
N/F
THOMAS J. GALVIN
BK 58901 PG 157

PID: 2200669000
52R LINCOLN ST
N/F
ALAM & WAYEE CHAO
BK 20836 PG 240

PID: 2200668000
52 LINCOLN ST
N/F
RPZ REALTY SERIES, LLC
BK 55705 PG 32

PID: 2200667000
54 LINCOLN ST
N/F
MARIO A. & BLANCA M. ZEPEDA
BK 24522 PG 87

PID: 2200666000
56-58 LINCOLN ST
N/F
BURKE STAR REALTY LLC
BK 57069 PG 28

PID: 2200732000
PORTSMOUTH ST
N/F
RPZ REALTY LAND TRUST, LLC
LC CERT 130530
LC DOC 824972
LCC 25758A

PID: 2200731000
64 LINCOLN ST
N/F
RPZ REALTY LAND TRUST, LLC
LC CERT 130530
LC DOC 824972
LCC 25758A

PID: 2200730010
74 LINCOLN ST
N/F
ANONA, LLC
LC CERT 131156
LC DOC 833048
LCC 26036A

PID: 2200730000
76 LINCOLN ST
N/F
76 LINCOLN STREET, LLC
LC CERT 125164
LC DOC 747323
LCC 26036A
LCC 25422B

PID: 2200729000
78 LINCOLN ST
N/F
78 LINCOLN STREET, LLC
LC CERT 125165
LC DOC 747325
LCC 25422C

PID: 2200728000
84 LINCOLN ST
N/F
DAVID J. STOIA, TR.
THEODORE E. STOIA, TR.
84 LINCOLN STREET REALTY TRUST
LC CERT 126287
LC DOC 762445
LCC 25422C

PID: 2200727000
86 LINCOLN ST
N/F
THEODORE E. STOIA, TR.

PORTSMOUTH STREET

LINCOLN STREET
(PUBLIC – 40'WIDE)

LINCOLN PLACE (PRIVATE – 14'WIDE)

LOCATION LINE OF 1962 MTA O.T. B10 (BK 7655 PG 572)

RELOC 2,300 FT - 3- 8" HDPE TELECOMM DUCTS

RET UP

RET ULT 97/6

RET UPL NETV

RET CB

RET ULT BE 8

END RET WALL STA 104+28±

RET UPL 97/9

RET ULT BE 10

CONTINUED ON SHEET NO. 48

CONTINUED ON SHEET NO. 50

RET 6" RECORD DRAIN

RET 15" RCP DRAIN

RET CB. PLUG SWALE INLET

RET 8" CMP DRAIN

I-90 WESTBOUND

I-90 EASTBOUND

I-90 TURNPIKE RECORD BASELINE

JERSEY BARRIER

+90.67 367 PCC

+49.95 PCC

+28.67 PT

368

369

370

371

372

0 20 50 100

SCALE: 1" = 20'

NOTES:

1. EXCAVATION OF 4' OR MORE IN DEPTH, WITHIN 4' LATERALLY OF ANY UTILITY POLE WILL UNDERMINE THE POLE. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER OF THE UTILITY POLE TO SUPPORT THE POLE DURING EXCAVATION. POLE HOLDS LONGER THAN 24 HOURS WILL NEED TO BE COORDINATED WITH THE POLE OWNER AND ALTERNATE METHODS OF SECURING THE POLE MUST BE CONSIDERED.

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	50	127
PROJECT FILE NO.	616308		

UTILITY PLANS

616308_HD(UTIL).DWG Plotted on 1-Oct-2026 5:33 PM

N

N/F
DAVID J. STOIA, TR.
THEODORE E. STOIA, TR.
84 LINCOLN STREET REALTY TRUST
LC CERT 126287
LC DOC 762143
LCC 25422C

PID: 2200727000
86 LINCOLN ST
N/F
THEODORE E. STOIA, TR.
DAVID J. STOIA, TR.
ADRIATIC NOMINEE REALTY TRUST
BK 10968 PG 213

PID: 2200726001
92-94 LINCOLN ST
N/F
94 LINCOLN STREET LLC
BK 21891 PG 342

SMH
RIM= 26.17
INV.1=19.07
INV.2=19.07

CB
RIM= 25.58
DEPTH=22.48
INV.1=22.48

CB
RIM= 24.96
DEPTH=22.16
INV.1=22.16
FULL OF DEBRIS

DMH
RIM= 25.27
INV.1=21.27
INV.2=21.97
INV.3=21.97

S. WAVERLY STREET

PID: 2200841000
100 LINCOLN ST
N/F
SAMUEL & CORINNE DAME, TRS.
100-110 LINCOLN STREET/
BRIGHTON REALTY TRUST
LC DOC 567161
LC CERT 113180
LCC 27600A

DMH
RIM= 25.44
INV.1=17.24
INV.2=18.34
INV.3=20.94

SMH
RIM= 25.10
INV.1=19.30

PID: 2200840000
106 LINCOLN ST
N/F
106 LINCOLN STREET, LLC
BK 59601 PG 50

PID: 2200838000
4 LITCHFIELD ST
N/F
MARINA & SHAHRAM VAKILI
BK 57533 PG 286

PID: 2200839000
2 LITCHFIELD ST
N/F
EVELYN L. & JOHN R. LAWSON
BK 10614 PG 30

LITCHFIELD STREET

SMH
RIM= 23.94
CNO
RUSTED SHUT

DMH
RIM= 23.61
TOW=19.41
INV.1=19.81
TOH.2=20.51

SMH
RIM= 23.3
DEPTH=15.9
NPV
FULL OF DEBRIS

DMH
RIM= 22.84
INV.1=20.44
INV.2=20.54
INV.3=20.54

CB
RIM= 22.67
CNO

LINCOLN STREET
(PUBLIC - 40'WIDE)

RET UPL NSTAR 97/11
RET
RET UPL BE 12
REM UP
REM
UTILITY POLE IS NOT ACTIVE. (CUT CABLES)
LOCATION LINE OF 1962 MTA O.T. B50 (BK 7710 PG 172)
RET 8" BS LP GAS
RET 6" RECORD DRAIN
RET UPL NET.T 97/14
RET 8" BS LP GAS
RET CB

CONTINUED ON SHEET NO. 49

107 108 109 110 111 112 113

PI +00.00

RELOC 2,300 FT - 3-8" HDPE TELECOMM DUCTS
R&R GUY (BO)
RET UPL NET.T 97/13
RELOC 2,200 FT - 3-8" HDPE TELECOMM DUCTS
RET 6" RECORD DRAIN AND 8" CMP DRAIN
RET UPL NET.T 97/15
RET 8" CMP DRAIN
RET 6" RECORD DRAIN

DMH
RIM= 25.55
INV.1=22.45
INV.2=23.05
INV.3=21.85
NOPV

SMH
RIM= 25.53
INV.1=16.73
INV.2=14.93(DEBRIS)
INV.3=14.93(DEBRIS)
INV.4=18.88
INV.5=18.78

DMH
RIM= 23.72
INV.1=17.37
INV.2=PLUGGED

CB
RIM= 22.7
DEPTH=21.40
NPV
FULL OF DEBRIS

CB
RIM= 25.71
TOH.1=18.91
TOH.2=18.91
CNO, NOPV
FULL OF DEBRIS

PID: 2201906100
N/F
MASSACHUSETTS TURPIKE AUTHORITY
BK 7710 PG 172 (O.T. B50)

I-90 WESTBOUND

I-90 TURNPIKE RECORD BASELINE

373 374 375 376 377 378

JERSEY BARRIER

CB
RIM= 26.25
DEPTH=15.35
INV.1=15.35
(CENTER CHANNEL)

CB
RIM= 25.80
INV.1=16.40
(CENTER CHANNEL)
INV.2=15.95
INV.3=16.25

I-90 EASTBOUND

0 20 50 100
SCALE: 1" = 20'

NOTES:

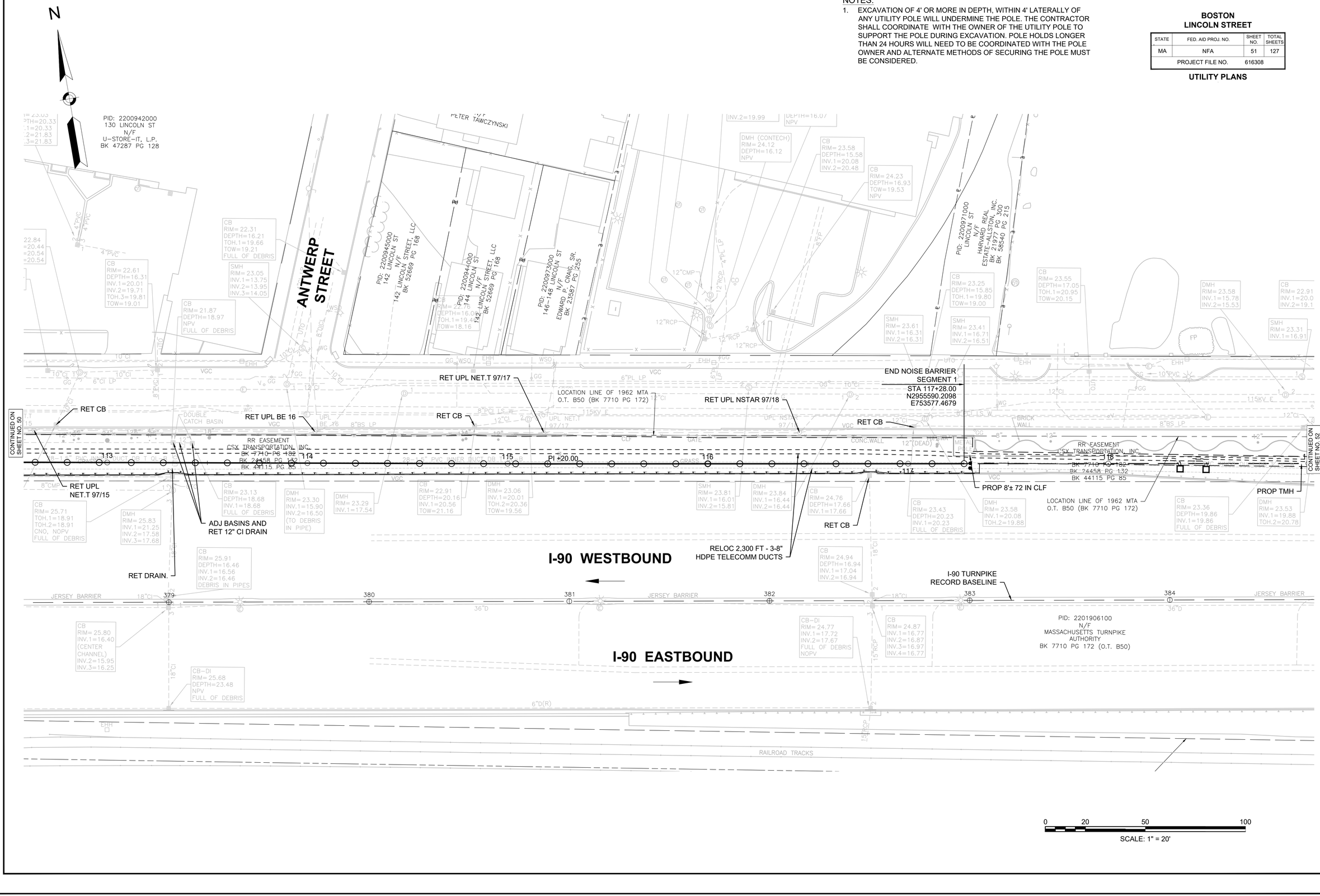
1. EXCAVATION OF 4' OR MORE IN DEPTH, WITHIN 4' LATERALLY OF ANY UTILITY POLE WILL UNDERMINE THE POLE. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER OF THE UTILITY POLE TO SUPPORT THE POLE DURING EXCAVATION. POLE HOLDS LONGER THAN 24 HOURS WILL NEED TO BE COORDINATED WITH THE POLE OWNER AND ALTERNATE METHODS OF SECURING THE POLE MUST BE CONSIDERED.

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	51	127
PROJECT FILE NO.	616308		

UTILITY PLANS

616308_HD(UTIL).DWG Plotted on 1-Oct-2026 5:33 PM



N

NOTES:

1. EXCAVATION OF 4' OR MORE IN DEPTH, WITHIN 4' LATERALLY OF ANY UTILITY POLE WILL UNDERMINE THE POLE. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER OF THE UTILITY POLE TO SUPPORT THE POLE DURING EXCAVATION. POLE HOLDS LONGER THAN 24 HOURS WILL NEED TO BE COORDINATED WITH THE POLE OWNER AND ALTERNATE METHODS OF SECURING THE POLE MUST BE CONSIDERED.

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	52	127
PROJECT FILE NO.	616308		

UTILITY PLANS

616308_HD(UTIL).DWG Plotted on 1-Oct-2026 5:33 PM

PID: 2200969000
176 LINCOLN ST
N/F
HARVARD REAL ESTATE-ALLSTON, INC.
BK 40933 PG 49

PID: 2201328000
214 LINCOLN ST
N/F
PHILIP Y. DENORMANDIE
BK 18631 PG 55

PID: 2201327000
218 LINCOLN ST
N/F
PHILIP Y. DENORMANDIE
BK 25963 PG 271

LINCOLN STREET
(PUBLIC - 40'WIDE)

EVERETT STREET
(PUBLIC - VARIABLE WIDTH)
BK 1995 PG 479

EVERETT STREET
(PUBLIC - 40'WIDE)

STRUCT.# B-16-058
EVERETT STREET
(PUBLIC - VARIABLE WIDTH)
BK 1995 PG 479, BK 8341 PG 625

BEGIN NOISE BARRIER
SEGMENT 2
STA 199+96.00
N2955472.4161
E754243.8107

RET ULT 25
RET UP
RET CB
LOCATION LINE OF O.T. B50 (BK 77

PROP TMH
RELOC 1,100 FT - 3-8" HDPE TELECOMM DUCTS

I-90 WESTBOUND

I-90 EASTBOUND

I-90 TURNPIKE
RECORD BASELINE

CONTINUED ON SHEET NO. 51

CONTINUED ON SHEET NO. 53

0 20 50 100
SCALE: 1" = 20'

NOTES:

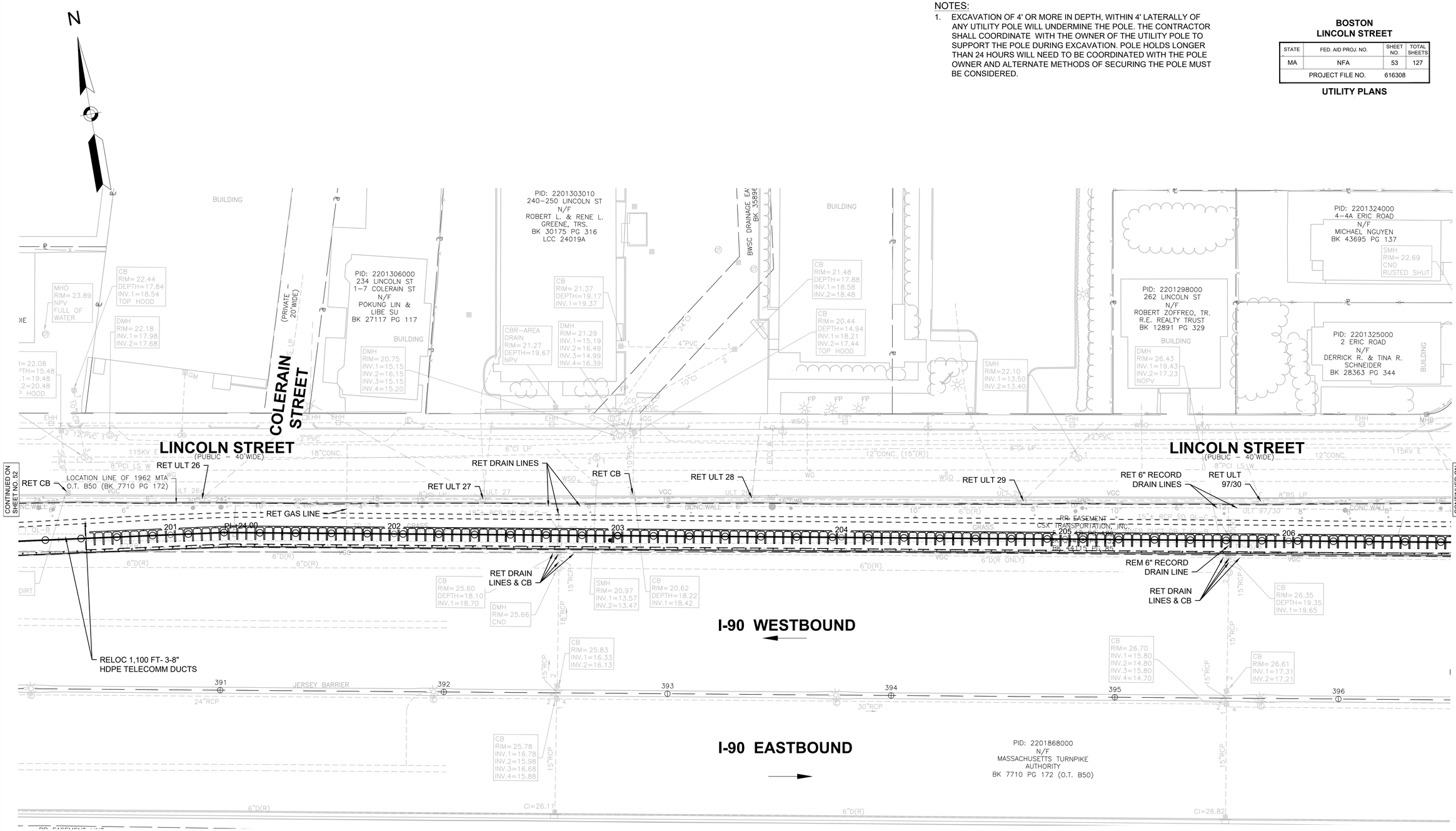
1. EXCAVATION OF 4' OR MORE IN DEPTH, WITHIN 4' LATERALLY OF ANY UTILITY POLE WILL UNDERMINE THE POLE. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER OF THE UTILITY POLE TO SUPPORT THE POLE DURING EXCAVATION. POLE HOLDS LONGER THAN 24 HOURS WILL NEED TO BE COORDINATED WITH THE POLE OWNER AND ALTERNATE METHODS OF SECURING THE POLE MUST BE CONSIDERED.

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	53	127
PROJECT FILE NO.	616308		

UTILITY PLANS

616308_HD(UTIL).DWG Plotted on 1-Oct-2026 5:33 PM



N

NOTES:

1. EXCAVATION OF 4' OR MORE IN DEPTH, WITHIN 4' LATERALLY OF ANY UTILITY POLE WILL UNDERMINE THE POLE. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER OF THE UTILITY POLE TO SUPPORT THE POLE DURING EXCAVATION. POLE HOLDS LONGER THAN 24 HOURS WILL NEED TO BE COORDINATED WITH THE POLE OWNER AND ALTERNATE METHODS OF SECURING THE POLE MUST BE CONSIDERED.

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	54	127
PROJECT FILE NO.	616308		

UTILITY PLANS

616308_HD(UTIL).DWG Plotted on 1-Oct-2026 5:33 PM

PID: 2201325000
2 ERIC ROAD
N/F
ERICK R. & TINA R. SCHNEIDER
BK 28363 PG 344

ERIC ROAD (R)
form. ERICSSON AVENUE
(PUBLIC – 40'WIDE)
L–8202

PID: 2201291000
274 LINCOLN ST
5 ERIC ROAD
N/F
AI DUONG
BK 39720 PG 235

PID: 2201289000
280 LINCOLN ST
N/F
CAPOSALA REALTY, LLC
BK 50414 PG 23

L.C.DOC. 825263
L.C.CERT. 130554
LCC 19187A

298 LINCOLN STREET LLC
BK 22378 PG 190

PID: 2201336000
318–320 LINCOLN ST
41–45 FRANKLIN ST
N/F
EMH MH21875 DINGS, LLC
8.5'X4.8'X9.1' 2 PG 172
CH=2.1'

FRANKLIN STREET
(PUBLIC – 42.50'WIDE)

LINCOLN STREET
(PUBLIC – 40'WIDE)

PROJECT END
N2955285.5415
E755345.9382
STA 211+14±
MEET EXIST

RET ULT 30A
RET CB
RET UPL 31
RET 8" BS LP GAS LINE
RET ULT 32
LOCATION LINE OF 1962 MTA O.T. B50 (BK 7710 PG 172)
RET ULT 33
RET 6" RECORD DRAIN LINES
RET 8" BS LP GAS LINE

CONTINUED ON SHEET NO. 53

207 208 209 210 211 212+00

LOCATION LINE OF 1962 MTA O.T. B50 (BK 7710 PG 172)

RELOC 1,100 FT 3-8" HDPE TELECOMM DUCTS

PROP TMH

PROP TMH

RET ELEC LINE

1962 MTA O.T. B44

FORMER LINE OF 1962 MTA O.T. B50 (BK 7710 PG 172)

FRANKLIN STREET UNDERPASS

COMMONWEALTH OF MASS. (MDC) WATER EASEMENT BK 8826 PG 84

I-90 WESTBOUND

I-90 EASTBOUND

I-90 TURNPIKE RECORD BASELINE

I-90 TURNPIKE RECORD BASELINE

JERSEY BARRIER

JERSEY BARRIER

396 397 398 399 400 401 402

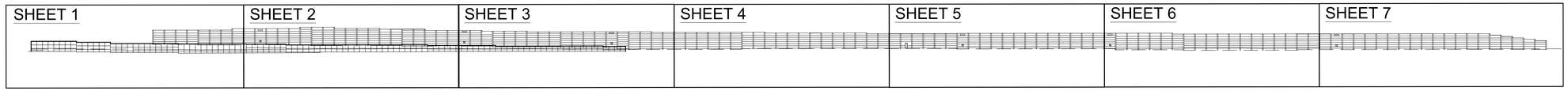
PID:
MASSACH
BK 7710
BK 7667

0 20 50 100
SCALE: 1" = 20'

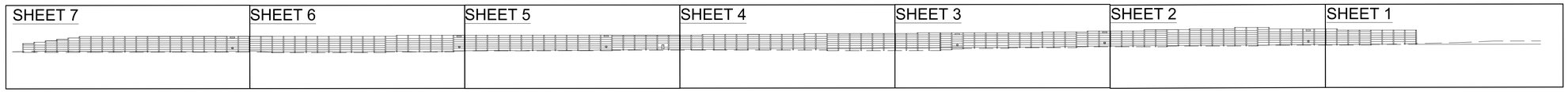
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	55	127
PROJECT FILE NO.	616308		

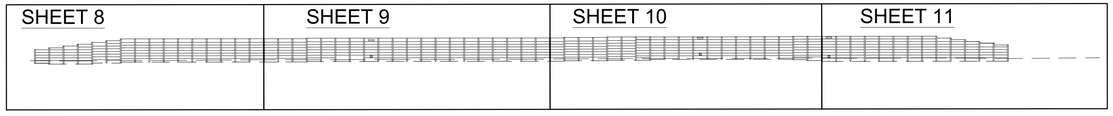
LANDSCAPE PLANS
NOISE BARRIER TEXTURE ELEVATIONS
SHEET KEY



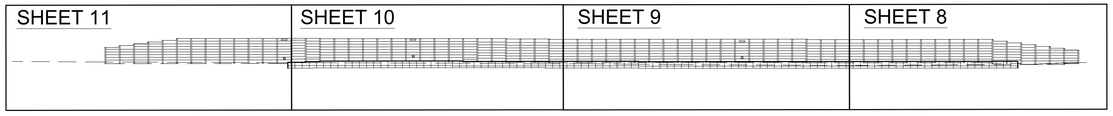
NOISE BARRIER 1 - SOUTH ELEVATION (I-90)
STA 95+50 - 117+28



NOISE BARRIER 1 - NORTH ELEVATION (LINCOLN STREET)
STA 117+28 - 95+50



NOISE BARRIER 2 - SOUTH ELEVATION (I-90)
STA 199+96 - 210+84



NOISE BARRIER 2 - NORTH ELEVATION (LINCOLN STREET)
STA 210+84 -199+96

0 80 200 300
SCALE: 1" = 80'

616308_ELEVATIONS_PSE.DWG Plotted on 1-Oct-2026 12:01 PM

NOTES:

1. RETAINING WALL (RET WALL) JOINTS ARE SHOWN IN NOMINAL 5'X8' MODULES, TRUE FABRICATION SIZES MAY VARY. STEPPING SHALL OCCUR AT WHOLE MODULES WHILE STILL RETAINING GRADE. SEE CIVIL DRAWINGS FOR ACTUAL GRADES.
2. ALL UNLABELLED NOISE BARRIER PLANKS SHALL BE 3' ACTUAL X 16' NOMINAL. SEE ENGINEERING DOCUMENTS.

LEGEND

TEXTURE A (BARK)

TEXTURE B (BOARD FORM)

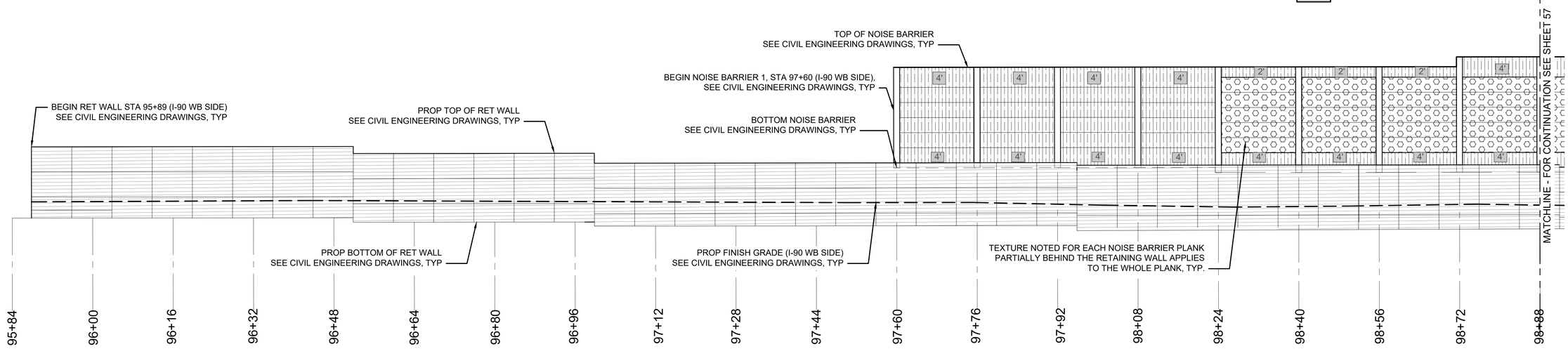
PATTERN 1

PLANK WIDTH — X'

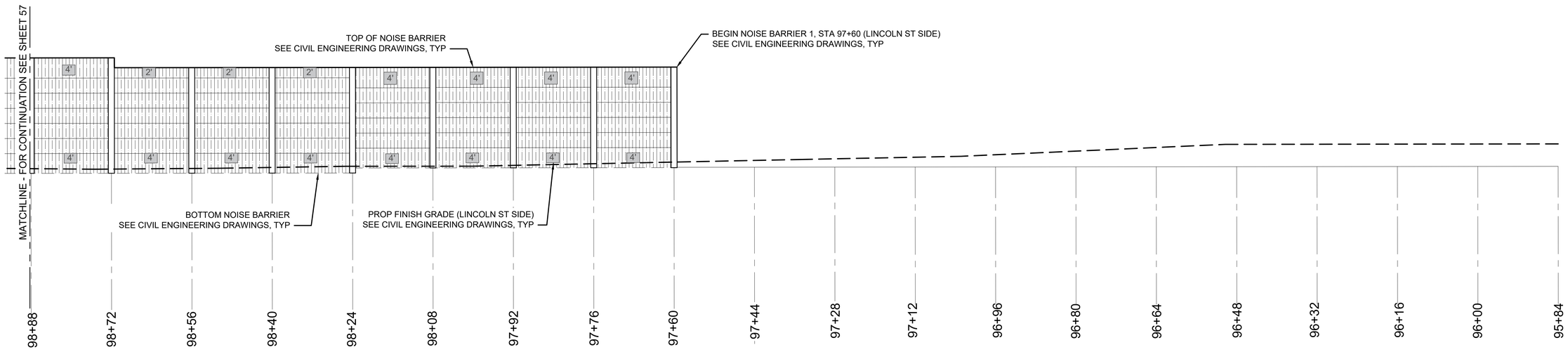
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	56	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
NOISE BARRIER TEXTURE ELEVATIONS
SHEET 1 OF 11



NOISE BARRIER 1 - SOUTH ELEVATION (I-90)
STATION 95+84 - 98+88



NOISE BARRIER 1 - NORTH ELEVATION (LINCOLN STREET)
STATION 95+84 - 98+88

0 10 20 30 40
SCALE: 1" = 10'

616308_ELEVATIONS_PSE.DWG Plotted on 1-Oct-2026 12:01 PM

NOTES:

1. RETAINING WALL (RET WALL) JOINTS ARE SHOWN IN NOMINAL 5'X8' MODULES, TRUE FABRICATION SIZES MAY VARY. STEPPING SHALL OCCUR AT WHOLE MODULES WHILE STILL RETAINING GRADE. SEE CIVIL DRAWINGS FOR ACTUAL GRADES.
2. ALL UNLABELLED PLANKS NOISE BARRIER SHALL BE 3' ACTUAL X 16' NOMINAL. SEE ENGINEERING DOCUMENTS.

LEGEND

TEXTURE A (BARK)

TEXTURE B (BOARD FORM)

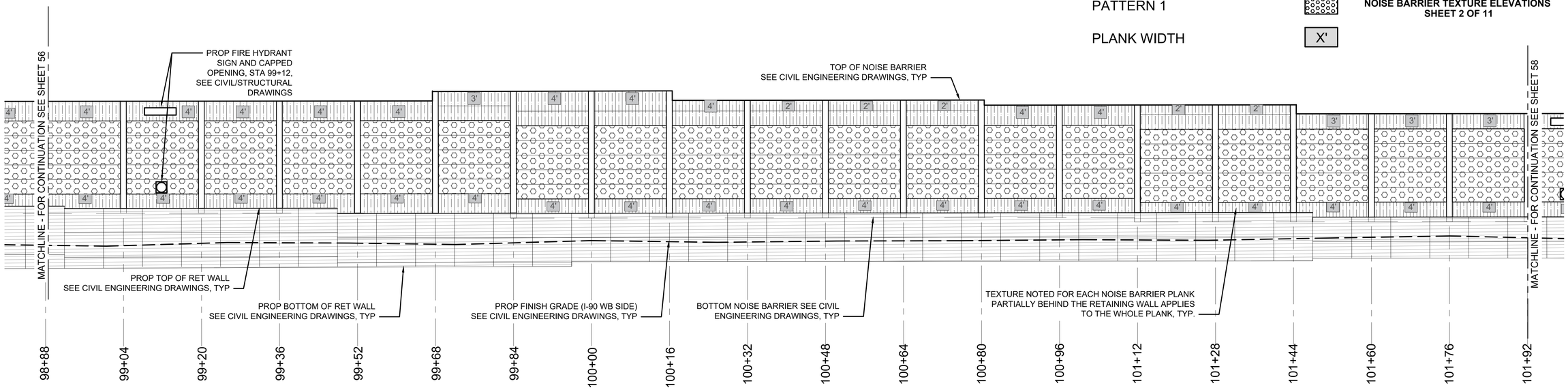
PATTERN 1

PLANK WIDTH X'

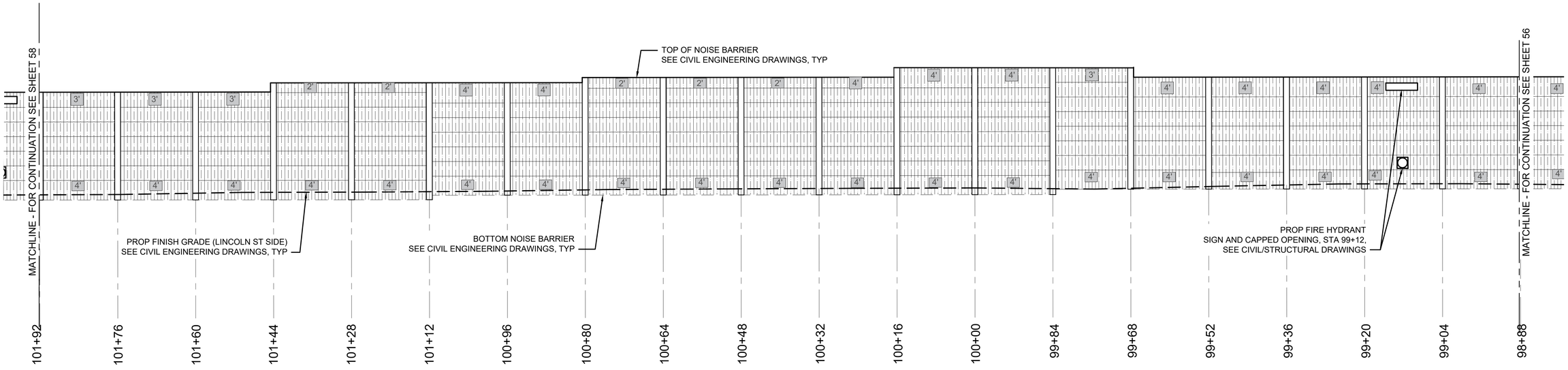
BOSTON
LINCOLN STREET

*STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	57	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
NOISE BARRIER TEXTURE ELEVATIONS
SHEET 2 OF 11



NOISE BARRIER 1 - SOUTH ELEVATION (I-90)
STATION 98+88 - 101+92



NOISE BARRIER 1 - NORTH ELEVATION (LINCOLN STREET)
STATION 101+92 - 98+88

0 10 20 30 40
SCALE: 1" = 10'

616308_ELEVATIONS_PSE.DWG Plotted on 1-Oct-2026 12:01 PM

NOTES:

1. RETAINING WALL (RET WALL) JOINTS ARE SHOWN IN NOMINAL 5'X8' MODULES, TRUE FABRICATION SIZES MAY VARY. STEPPING SHALL OCCUR AT WHOLE MODULES WHILE STILL RETAINING GRADE. SEE CIVIL DRAWINGS FOR ACTUAL GRADES.
2. ALL UNLABELLED NOISE BARRIER PLANKS SHALL BE 3' ACTUAL X 16' NOMINAL. SEE ENGINEERING DOCUMENTS.

LEGEND

TEXTURE A (BARK)

TEXTURE B (BOARD FORM)

PATTERN 1

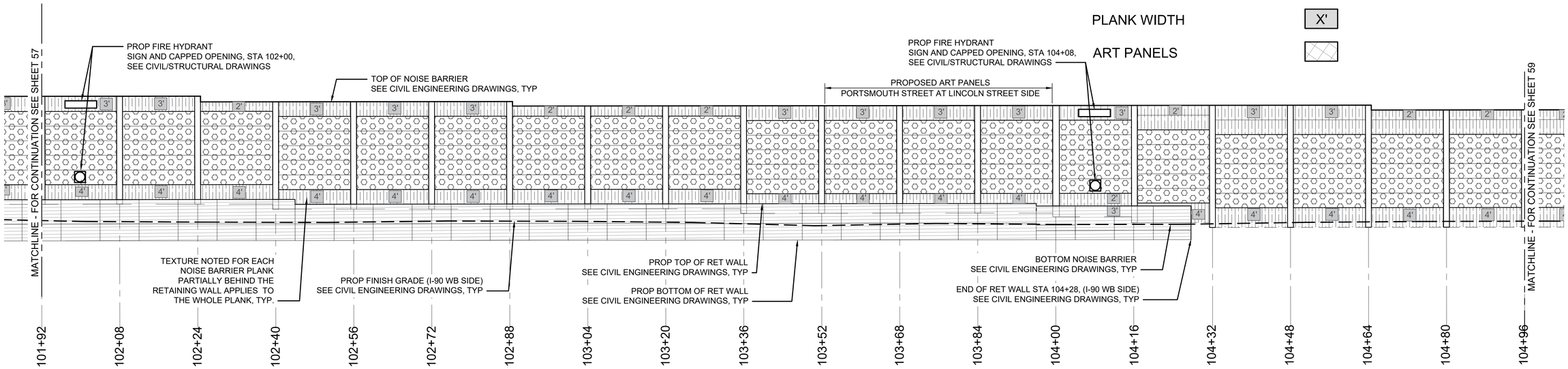
PLANK WIDTH — X'

ART PANELS

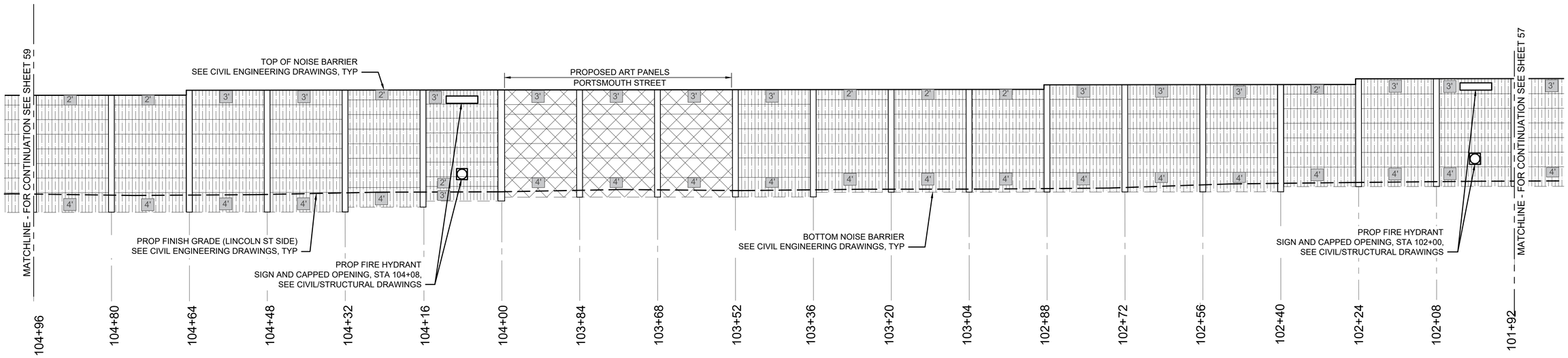
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	58	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
NOISE BARRIER TEXTURE ELEVATIONS
SHEET 3 OF 11



NOISE BARRIER 1 - SOUTH ELEVATION (I-90)
STATION 101+92 - 104+96



NOISE BARRIER 1 - NORTH ELEVATION (LINCOLN STREET)
STATION 104+96 - 101+92

0 10 20 30 40
SCALE: 1" = 10'

616308_ELEVATIONS_PSE.DWG Plotted on 1-Oct-2026 12:01 PM

NOTES:

1. ALL UNLABELLED NOISE BARRIER PLANKS SHALL BE 3' ACTUAL X 16' NOMINAL. SEE ENGINEERING DOCUMENTS.

LEGEND

TEXTURE A (BARK)

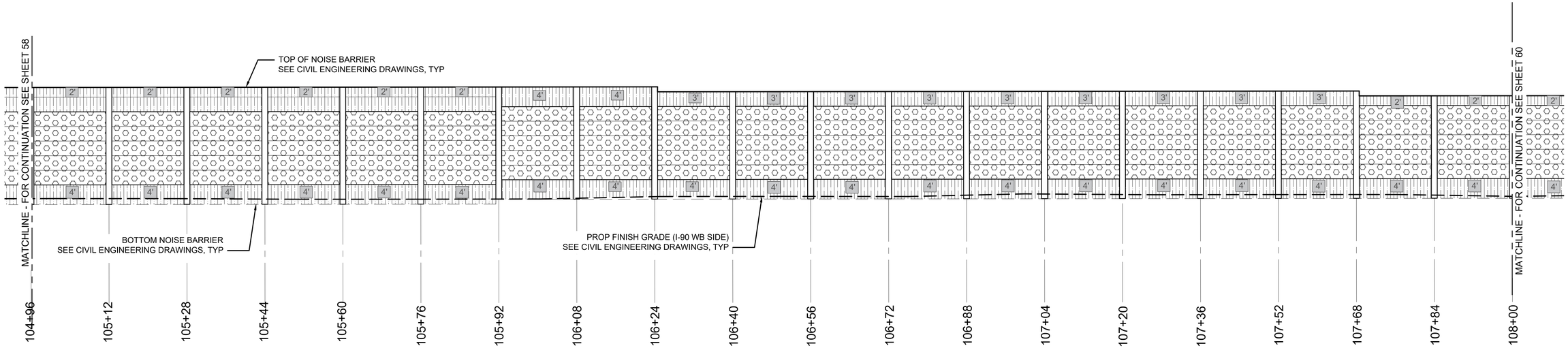
PATTERN 1

PLANK WIDTH — X'

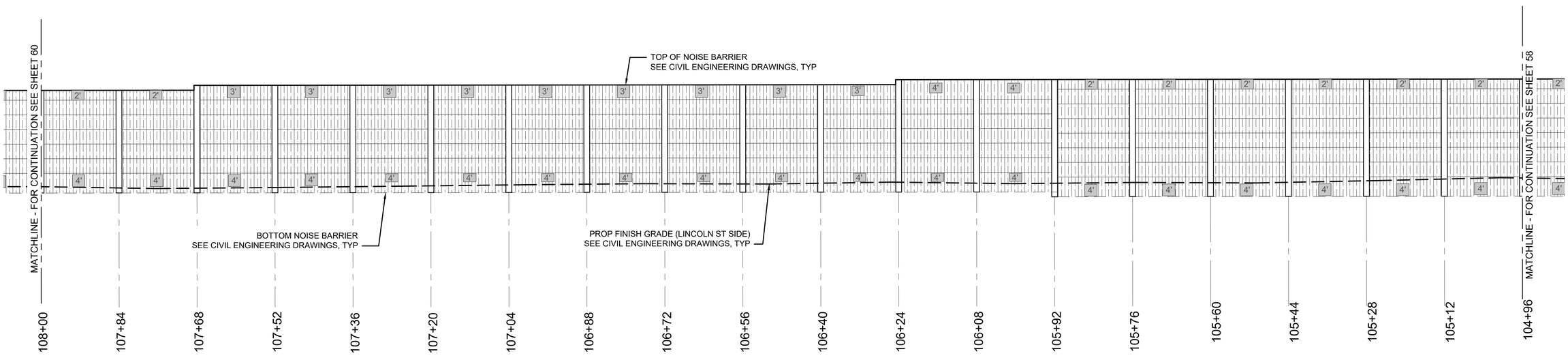
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	59	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
NOISE BARRIER TEXTURE ELEVATIONS
SHEET 4 OF 11



NOISE BARRIER 1 - SOUTH ELEVATION (I-90)
STATION 104+96 - 108+00



NOISE BARRIER 1 - NORTH ELEVATION (LINCOLN STREET)
STATION 108+00 - 104+96

0 10 20 30 40
SCALE: 1" = 10'

616308_ELEVATIONS_PSE.DWG Plotted on 1-Oct-2026 12:01 PM

NOTES:

1. ALL UNLABELLED NOISE BARRIER PLANKS SHALL BE 3' ACTUAL X 16' NOMINAL. SEE ENGINEERING DOCUMENTS.

LEGEND

TEXTURE A (BARK)

PATTERN 1

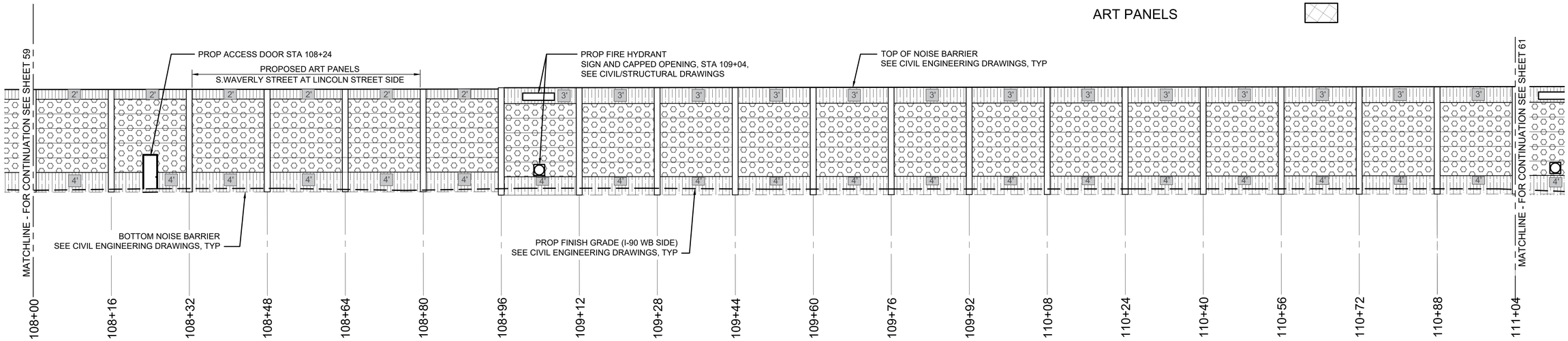
PLANK WIDTH — X'

ART PANELS

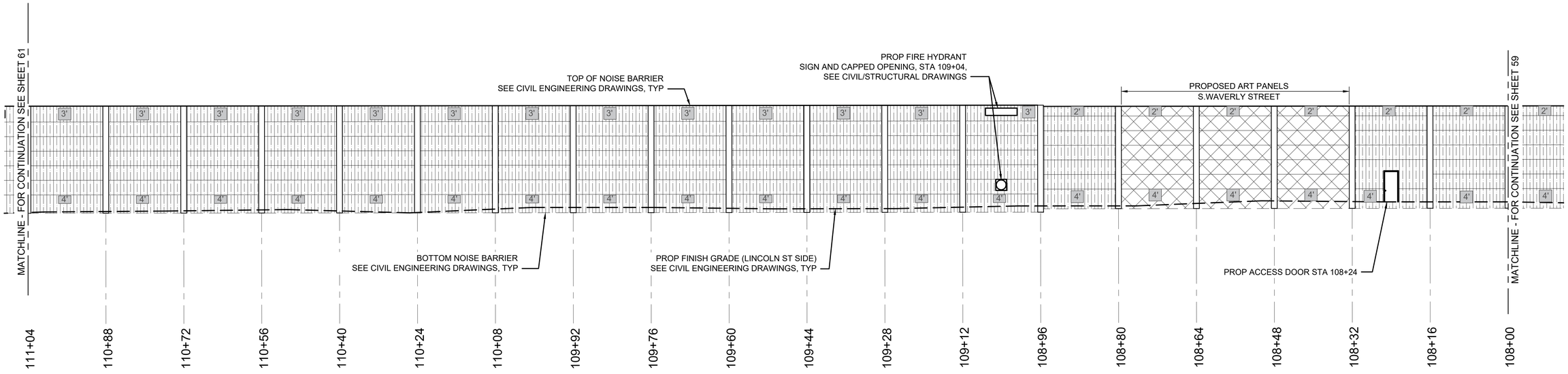
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	60	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
NOISE BARRIER TEXTURE ELEVATIONS
SHEET 5 OF 11



NOISE BARRIER 1 - SOUTH ELEVATION (I-90)
STATION 108+00 - 111+04



NOISE BARRIER 1 - NORTH ELEVATION (LINCOLN STREET)
STATION 108+00 - 111+04

0 10 20 30 40
SCALE: 1" = 10'

616308_ELEVATIONS_PSE.DWG Plotted on 1-Oct-2026 12:01 PM

NOTES:

1. ALL UNLABELLED NOISE BARRIER PLANKS SHALL BE 3' ACTUAL X 16' NOMINAL. SEE ENGINEERING DOCUMENTS.

LEGEND

TEXTURE A (BARK)

PATTERN 1

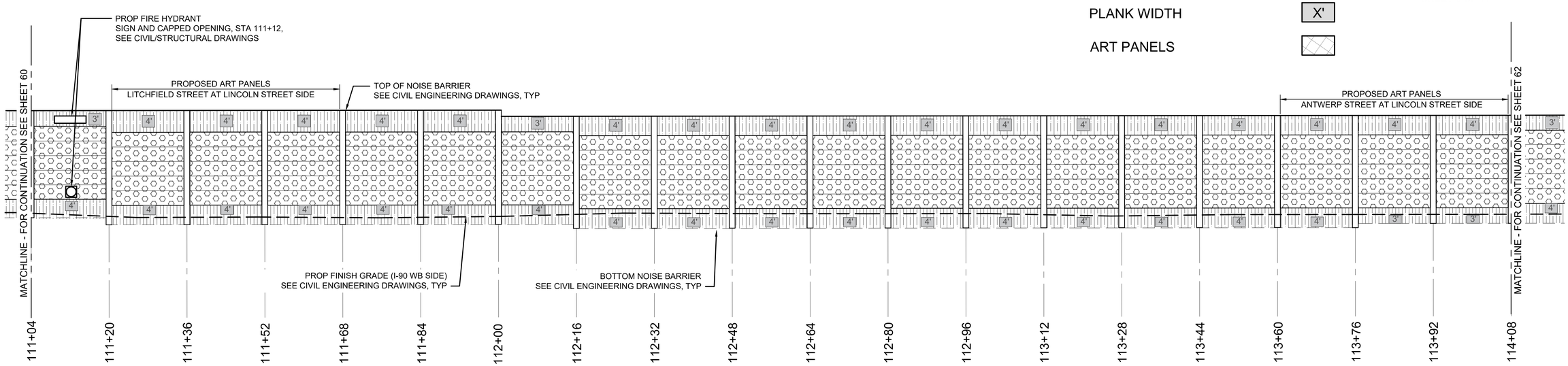
PLANK WIDTH — X'

ART PANELS

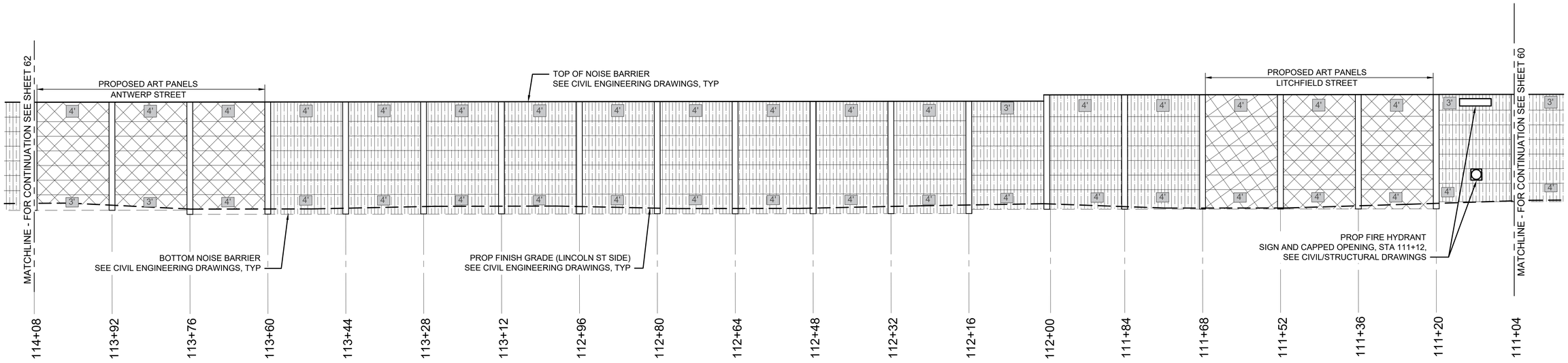
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	61	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
NOISE BARRIER TEXTURE ELEVATIONS
SHEET 6 OF 11



NOISE BARRIER 1 - SOUTH ELEVATION (I-90)
STATION 111+04 - 114+08



NOISE BARRIER 1 - NORTH ELEVATION (LINCOLN STREET)
STATION 114+08 - 111+04

0 10 20 30 40
SCALE: 1" = 10'

616308_ELEVATIONS_PSE.DWG Plotted on 1-Oct-2026 12:01 PM

NOTES:

1. ALL UNLABELLED NOISE BARRIER PLANKS SHALL BE 3' ACTUAL X 16' NOMINAL. SEE ENGINEERING DOCUMENTS.

LEGEND

TEXTURE A (BARK)

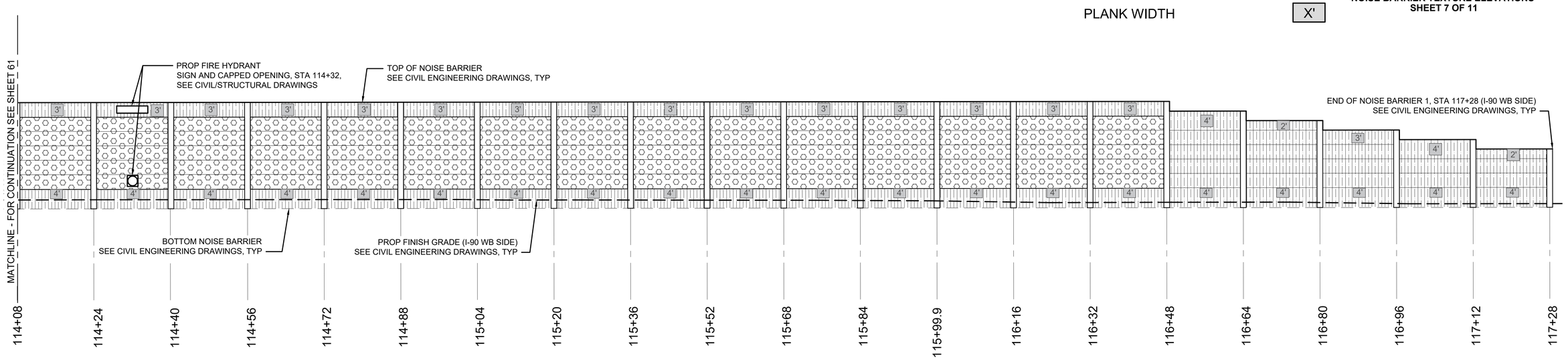
PATTERN 1

PLANK WIDTH X'

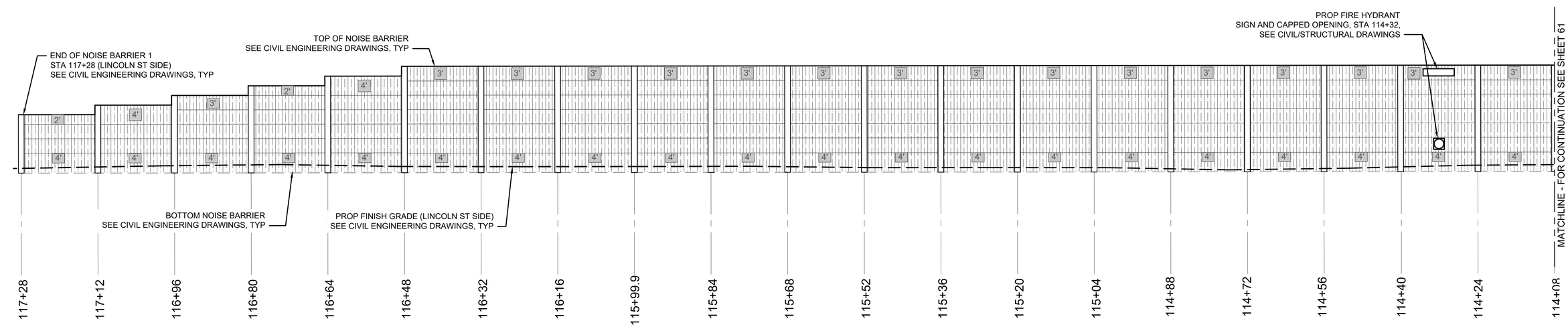
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	62	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
NOISE BARRIER TEXTURE ELEVATIONS
SHEET 7 OF 11



NOISE BARRIER 1 - SOUTH ELEVATION (I-90)
STATION 114+08 - 117+28



NOISE BARRIER 1 - NORTH ELEVATION (LINCOLN STREET)
STATION 117+28 - 114+08

0 10 20 30 40
SCALE: 1" = 10'

616308_ELEVATIONS_PSE.DWG Plotted on 1-Oct-2026 12:01 PM

NOTES:

1. ALL UNLABELLED NOISE BARRIER PLANKS SHALL BE 3' ACTUAL X 16' NOMINAL. SEE ENGINEERING DOCUMENTS.

LEGEND

TEXTURE A (BARK)

PATTERN 1

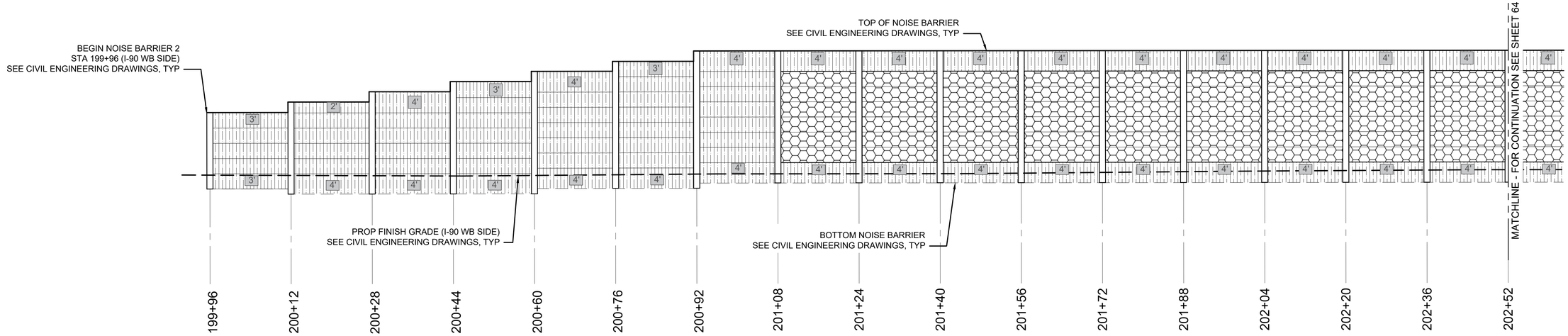
TEXTURE B (BOARD FORM)

PLANK WIDTH — X'

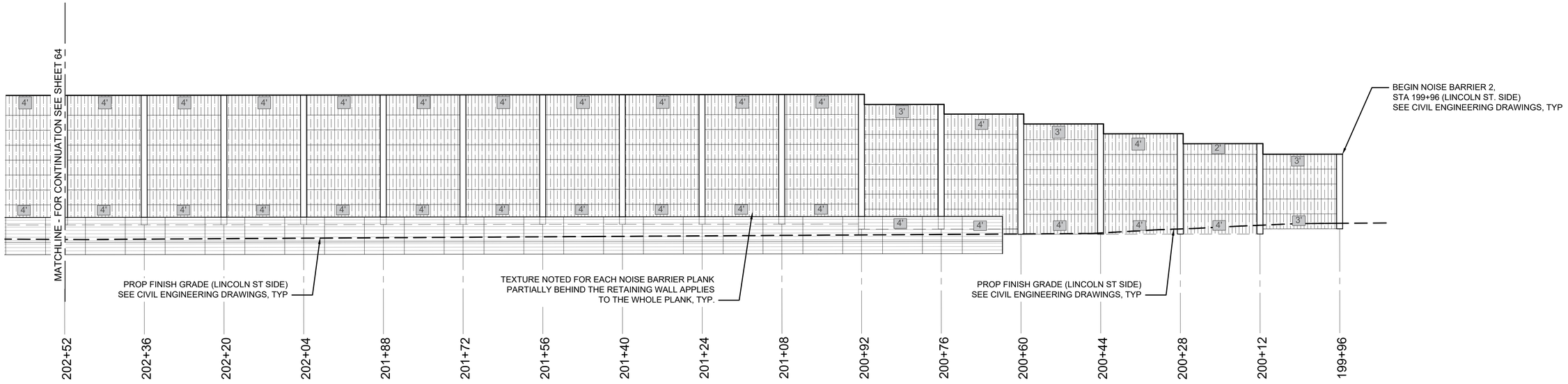
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	63	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
NOISE BARRIER TEXTURE ELEVATIONS
SHEET 8 OF 11



NOISE BARRIER 2 - SOUTH ELEVATION (I-90)
STATION 199+96 - 202+52



NOISE BARRIER 2 - NORTH ELEVATION (LINCOLN ST)
STATION 199+96 - 202+52

0 10 20 30 40
SCALE: 1" = 10'

616308_ELEVATIONS_PSE.DWG Plotted on 1-Oct-2026 12:01 PM

NOTES:

1. ALL UNLABELLED NOISE BARRIER PLANKS SHALL BE 3' ACTUAL X 16' NOMINAL. SEE ENGINEERING DOCUMENTS.

LEGEND

TEXTURE A (BARK)

PATTERN 1

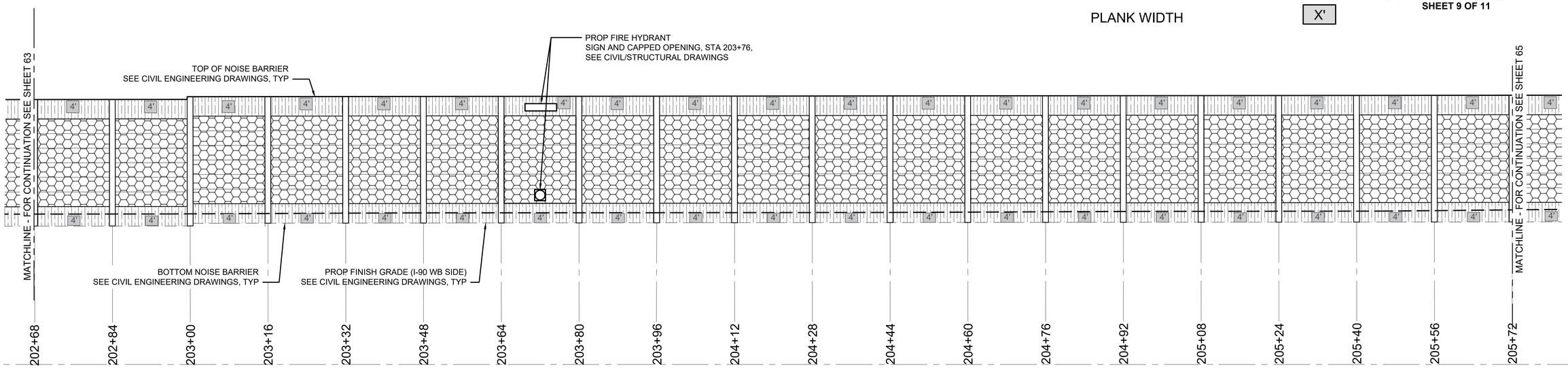
TEXTURE B (BOARD FORM)

PLANK WIDTH X'

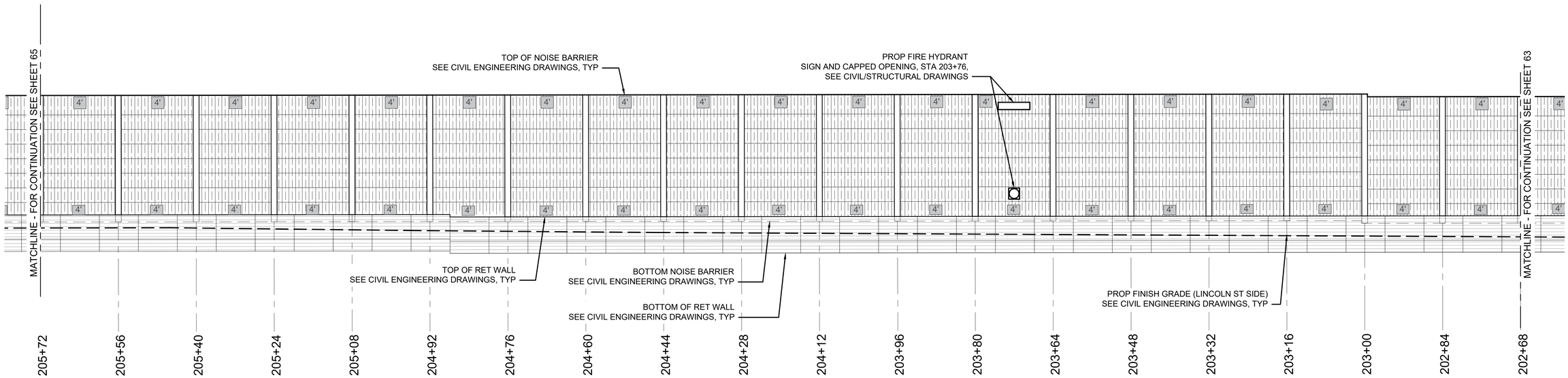
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	64	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
NOISE BARRIER TEXTURE ELEVATIONS
SHEET 9 OF 11



NOISE BARRIER 2 - SOUTH ELEVATION (I-90)
STATION 202+68 - 205+72



NOISE BARRIER 2 - NORTH ELEVATION (LINCOLN STREET)
STATION 205+72 - 202+68

0 10 20 30 40
SCALE: 1" = 10'

616308_ELEVATIONS_PSE.DWG Plotted on 1-Oct-2026 12:01 PM

NOTES:

1. ALL UNLABELLED NOISE BARRIER PLANKS SHALL BE 3' ACTUAL X 16' NOMINAL. SEE ENGINEERING DOCUMENTS.

LEGEND

TEXTURE A (BARK)

PATTERN 2

TEXTURE B (BOARD FORM)

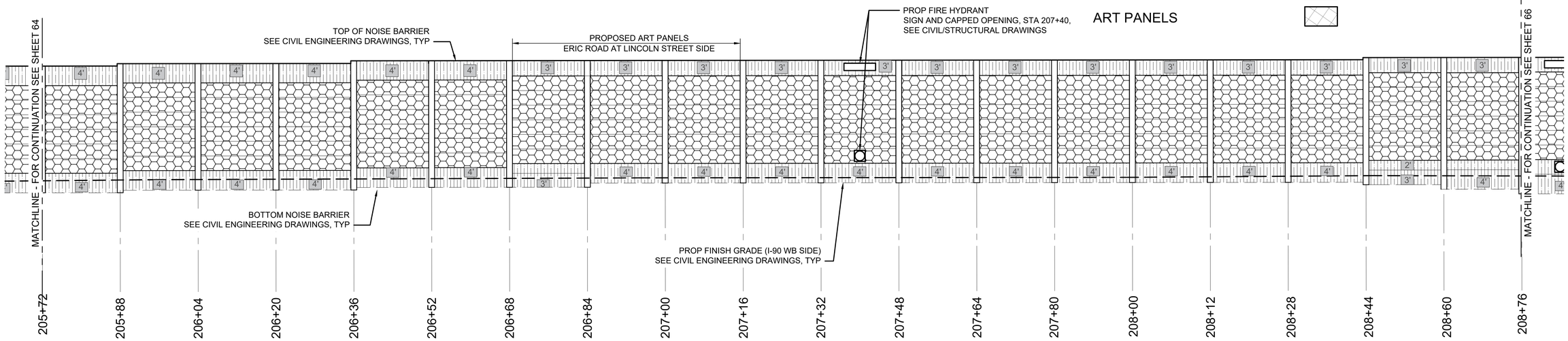
PLANK WIDTH X'

ART PANELS

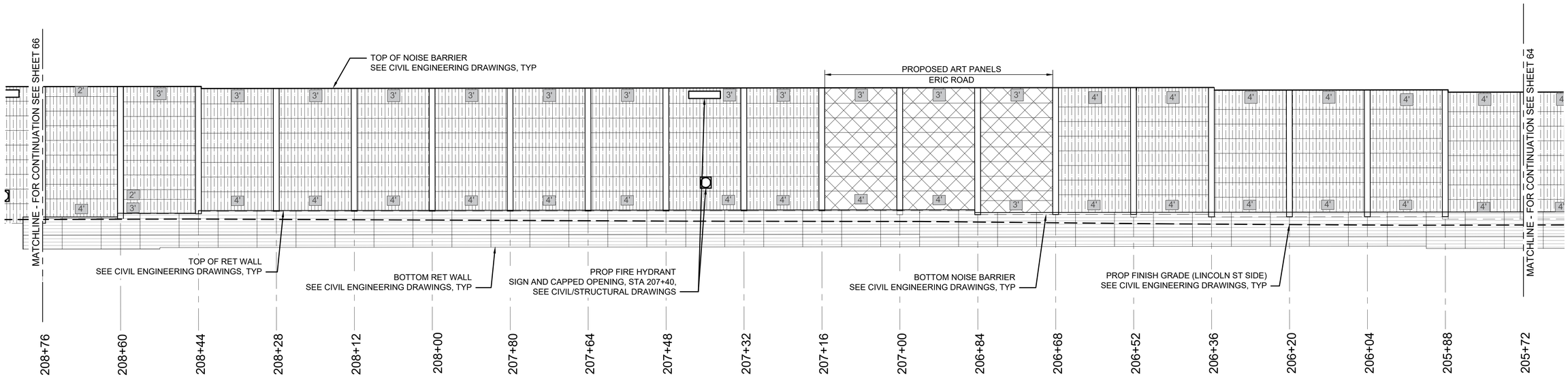
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	65	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
NOISE BARRIER TEXTURE ELEVATIONS
SHEET 10 OF 11



NOISE BARRIER 2 - SOUTH ELEVATION (I-90)
STATION 205+72 - 208+76



NOISE BARRIER 2 - NORTH ELEVATION (LINCOLN STREET)
STATION 208+76 - 205+72

0 10 20 30 40
SCALE: 1" = 10'

616308_ELEVATIONS_PSE.DWG Plotted on 1-Oct-2026 12:01 PM

NOTES:

1. ALL UNLABELLED NOISE BARRIER PLANKS SHALL BE 3' ACTUAL X 16' NOMINAL. SEE ENGINEERING DOCUMENTS.

LEGEND

TEXTURE A (BARK)

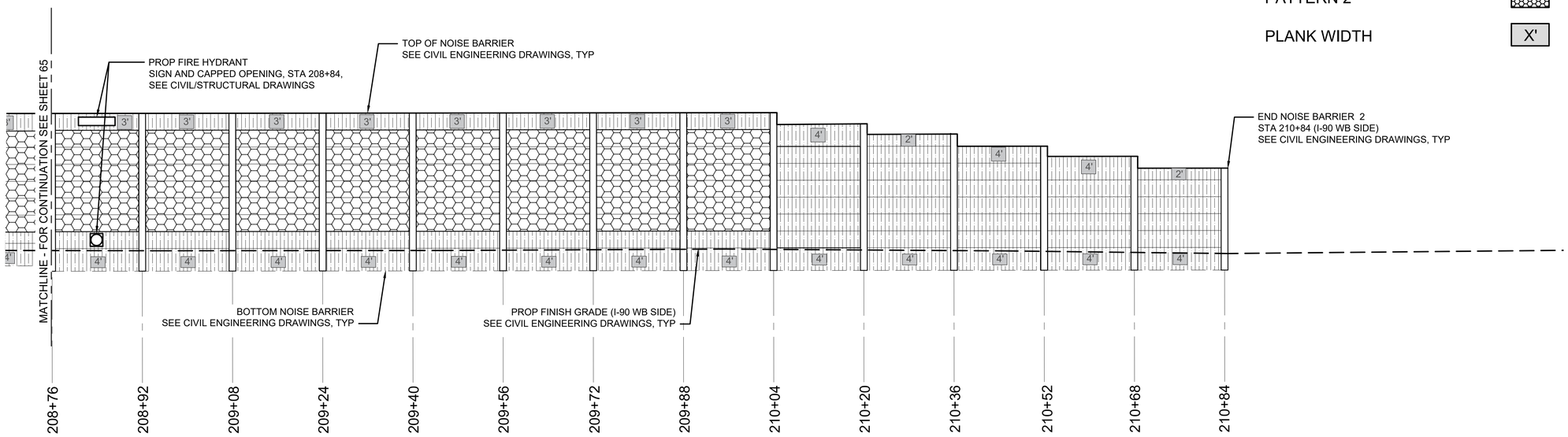
PATTERN 2

PLANK WIDTH X'

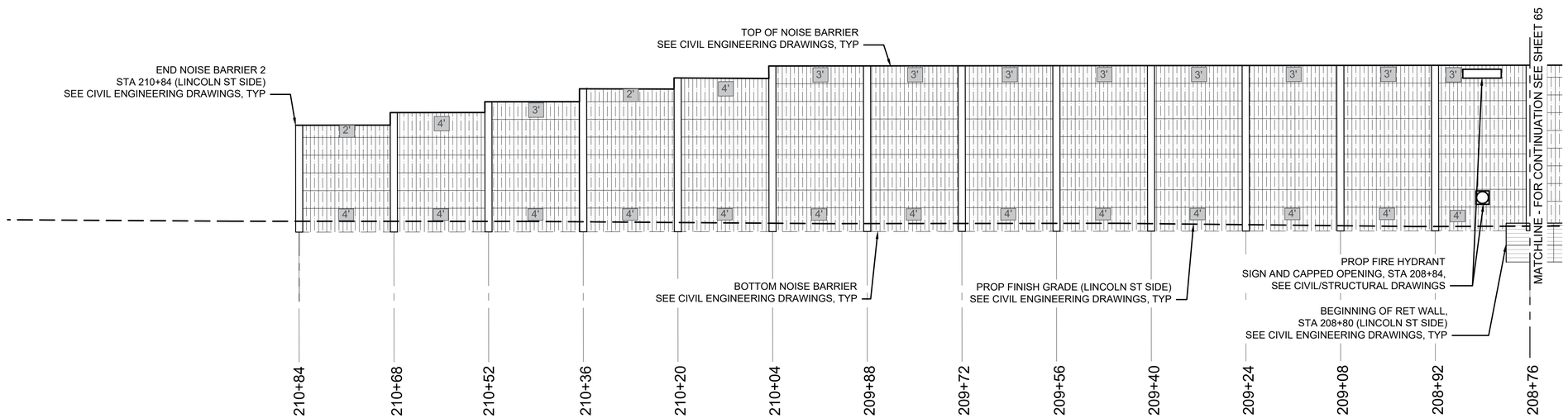
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	66	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
NOISE BARRIER TEXTURE ELEVATIONS
SHEET 11 OF 11



NOISE BARRIER 2 - SOUTH ELEVATION (I-90)
STATION 208+76 - 210+84



NOISE BARRIER 2 - NORTH ELEVATION (LINCOLN STREET)
STATION 211+00 - 208+76

0 10 20 30 40
SCALE: 1" = 10'

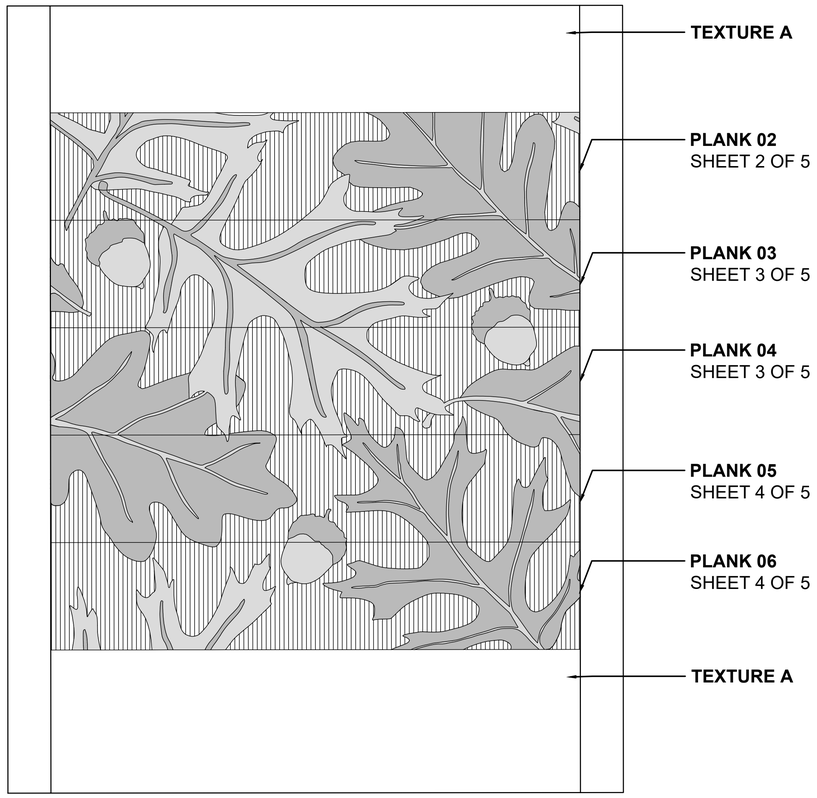
616308_ELEVATIONS_PSE.DWG Plotted on 1-Oct-2026 12:01 PM

BOSTON
LINCOLN STREET

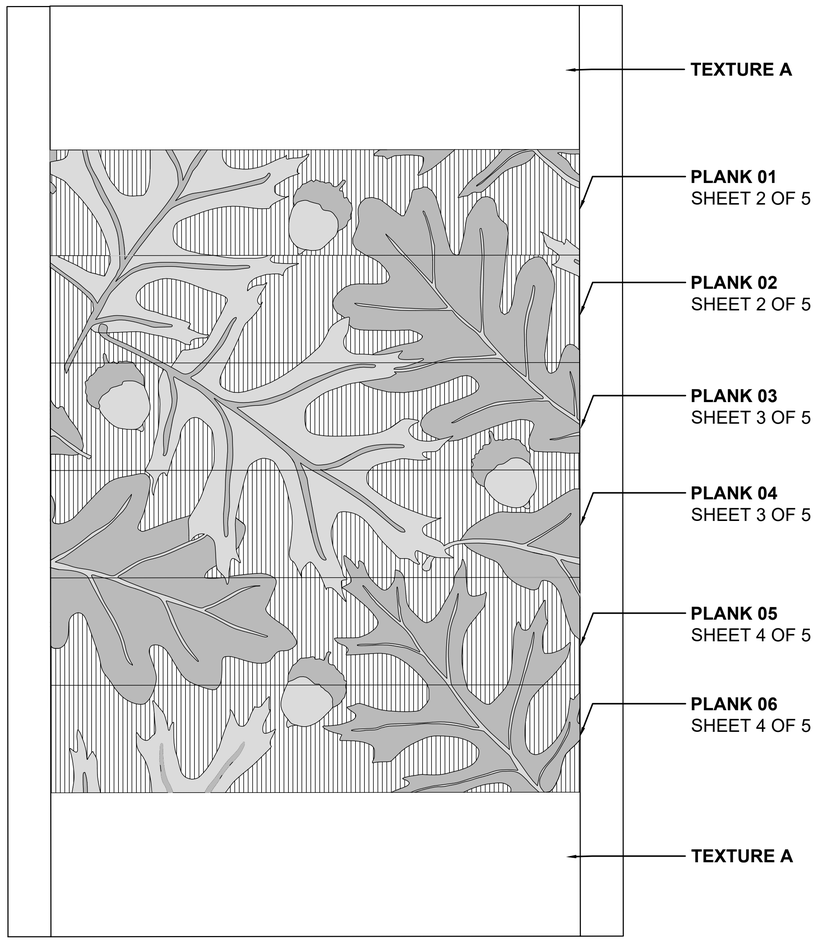
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	67	127
PROJECT FILE NO.	616308		

CUSTOM DETAILS
SHEET 1 OF 5

616308_ELEVATION ENLARGEMENT-RENDERS_PSE.DWG Plotted on 1-Oct-2026 11:39 AM



PATTERN 01 - OAK LEAF (SMALL)
SCALE: 1/2" = 1' - 0"



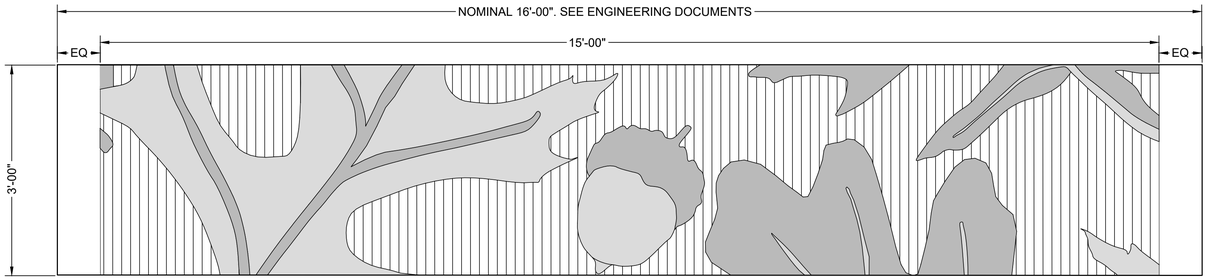
PATTERN 02 - OAK LEAF (LARGE)
SCALE: 1/2" = 1' -0"

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	68	127
PROJECT FILE NO.	616308		

CUSTOM DETAILS
SHEET 2 OF 5

616308_ELEVATION ENLARGEMENT-RENDERS_PSE.DWG Plotted on 1-Oct-2026 11:39 AM

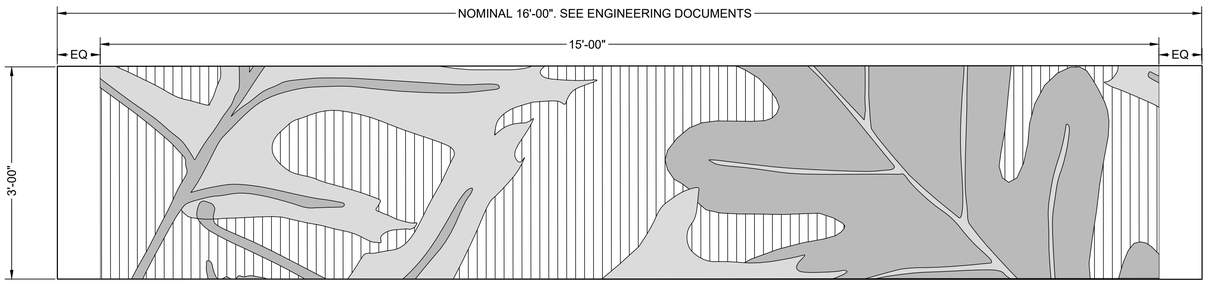


+0 NO TEXTURE

- $\frac{1}{2}$" NO TEXTURE

-1" TEXTURE C: WACO ROPE

PLANK 01. OAK LEAF PATTERN ELEVATION
SCALE: 1"= 1' - 0"



+0 NO TEXTURE

- $\frac{1}{2}$" NO TEXTURE

-1" TEXTURE C: WACO ROPE

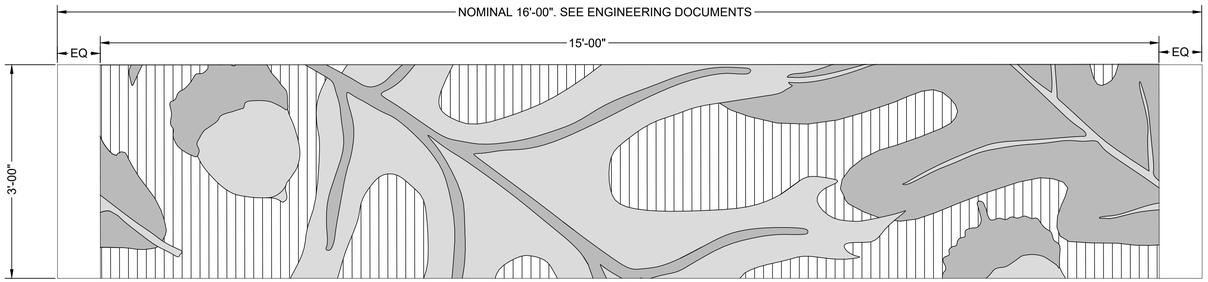
PLANK 02. OAK LEAF PATTERN ELEVATION
SCALE: 1"= 1' - 0"

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	69	127
PROJECT FILE NO.	616308		

CUSTOM DETAILS
SHEET 3 OF 5

616308_ELEVATION ENLARGEMENT-RENDERS_PSE.DWG Plotted on 1-Oct-2026 11:39 AM

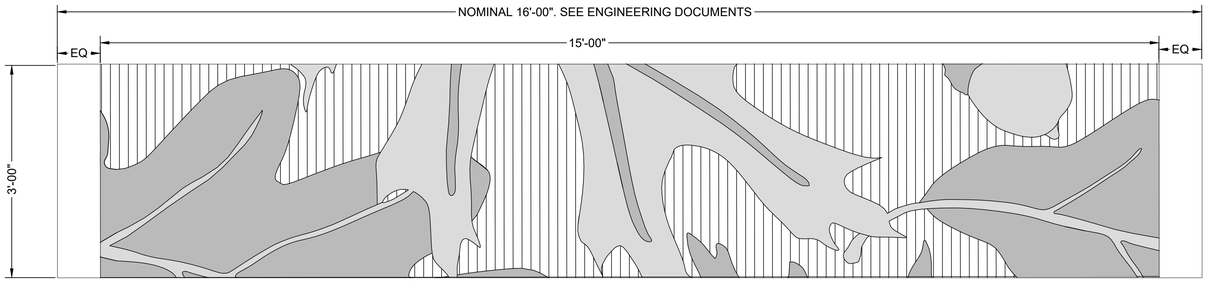


+0 NO TEXTURE

- $\frac{1}{2}$" NO TEXTURE

-1" TEXTURE C: WACO ROPE

PLANK 03. OAK LEAF PATTERN ELEVATION
SCALE: 1"= 1' - 0"



+0 NO TEXTURE

- $\frac{1}{2}$" NO TEXTURE

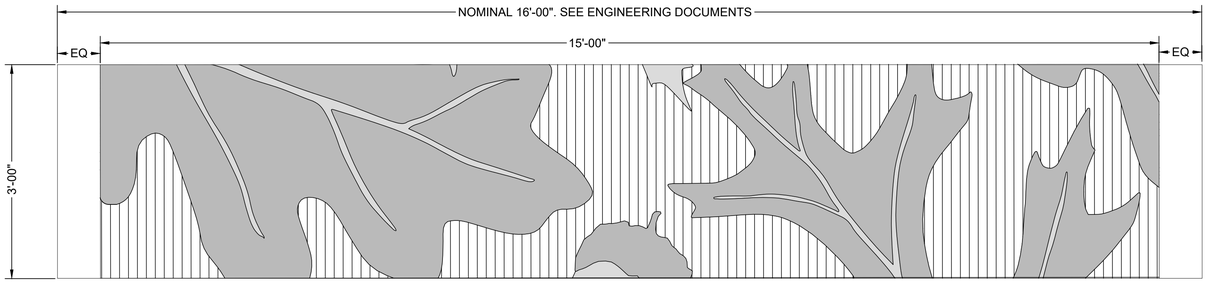
-1" TEXTURE C: WACO ROPE

PLANK 04. OAK LEAF PATTERN ELEVATION
SCALE: 1"= 1' - 0"

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	70	127
PROJECT FILE NO.	616308		

CUSTOM DETAILS
SHEET 4 OF 5

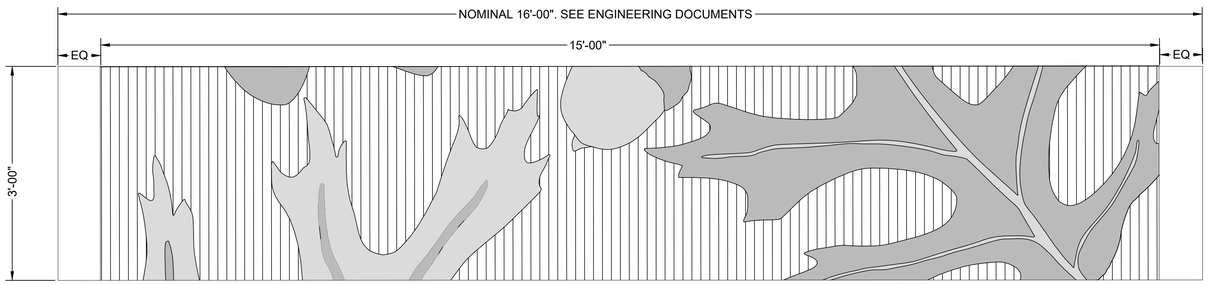


+0 NO TEXTURE

- $\frac{1}{2}$" NO TEXTURE

-1" TEXTURE C: WACO ROPE

PLANK 05. OAK LEAF PATTERN ELEVATION
SCALE: 1"= 1' - 0"



+0 NO TEXTURE

- $\frac{1}{2}$" NO TEXTURE

-1" TEXTURE C: WACO ROPE

PLANK 06. OAK LEAF PATTERN ELEVATION
SCALE: 1"= 1' - 0"

616308_ELEVATION ENLARGEMENT-RENDERS_PSE.DWG Plotted on 1-Oct-2026 11:39 AM

NOTES:

1. THERE SHALL BE NO VERTICAL OR HORIZONTAL SEAMS WITHIN THE FACE OF EACH INDIVIDUAL PLANK. USE A SINGLE FORM LINER PER EACH PLANK FOR A SEAMLESS CONTINUOUS PATTERN PER PLANK.
2. TEXTURES A AND C SHALL READ VERTICALLY AS SHOWN IN THE IMAGE VIGNETTE ON THE LEFT. ROTATE THE CAD ELEVATION TO READ VERTICALLY.

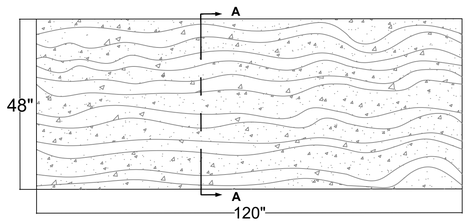
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	71	127
PROJECT FILE NO.	616308		

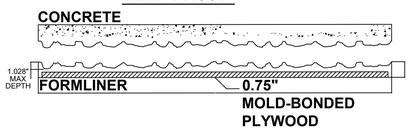
CUSTOM DETAILS
SHEET 5 OF 5

616308_ELEVATION ENLARGEMENT-RENDERS_PSE.DWG Plotted on 1-Oct-2026 11:39 AM



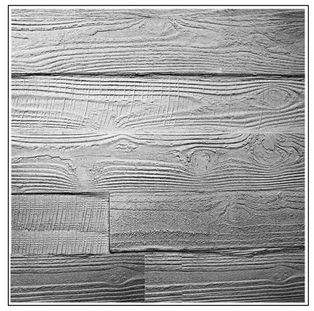


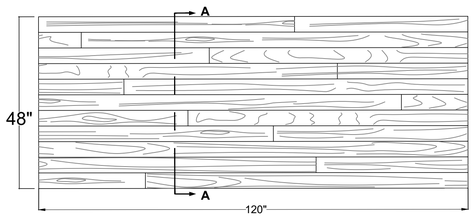
ELEVATION



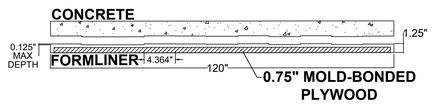
RELIEF SECTION

TEXTURE A: TREE BARK
NOT TO SCALE



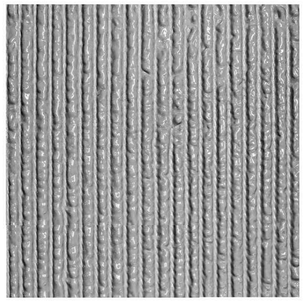


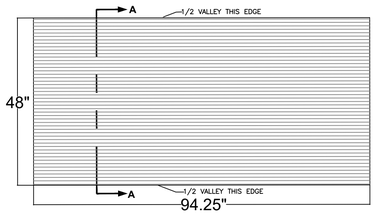
ELEVATION



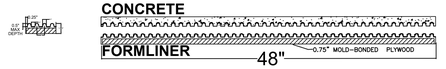
RELIEF SECTION

TEXTURE B: BOARD FORM
NOT TO SCALE





ELEVATION



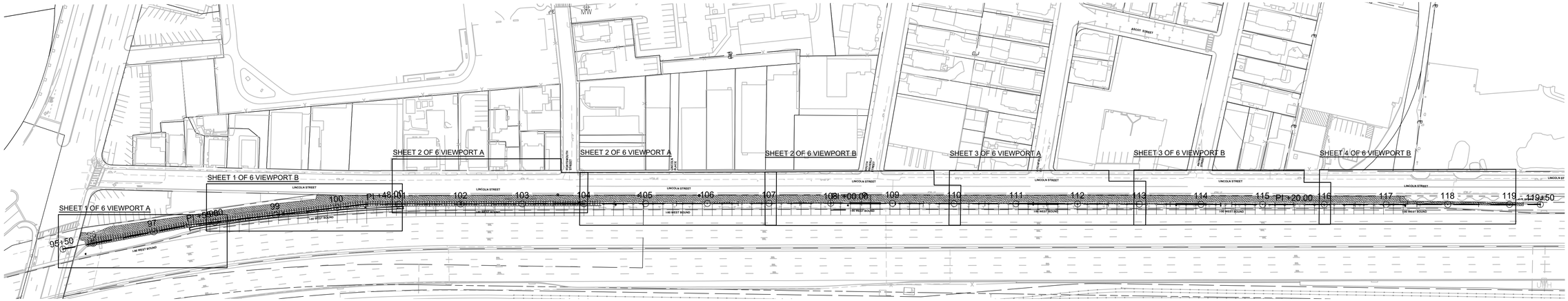
RELIEF SECTION

TEXTURE C: WACO ROPE
NOT TO SCALE

BOSTON
LINCOLN STREET

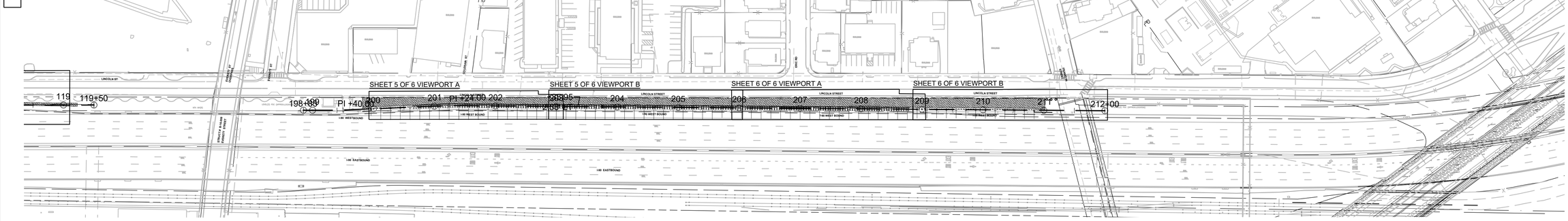
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	72	127
PROJECT FILE NO.	616308		

LANDSCAPE KEY PLAN



PLANTING KEY PLAN - NOISE BARRIER 1 STA 95+50 - STA 119+40

CONTINUED ABOVE



PLANTING KEY PLAN - NOISE BARRIER 2 STA 199+96 - STA 211+00

CONTINUED BELOW

PLANT SCHEDULE - FULL PROJECT

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
VINE/ESPALIER					
PT	490	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	#2	4 FEET ON CENTER 796.041

NOTES:

1. SEE ENGINEERING PLANS FOR EXTENT OF LOAM AND SEED AND OTHER SURFACE TREATMENTS SOUTH OF THE NOISE BARRIER.

0 80 200 300

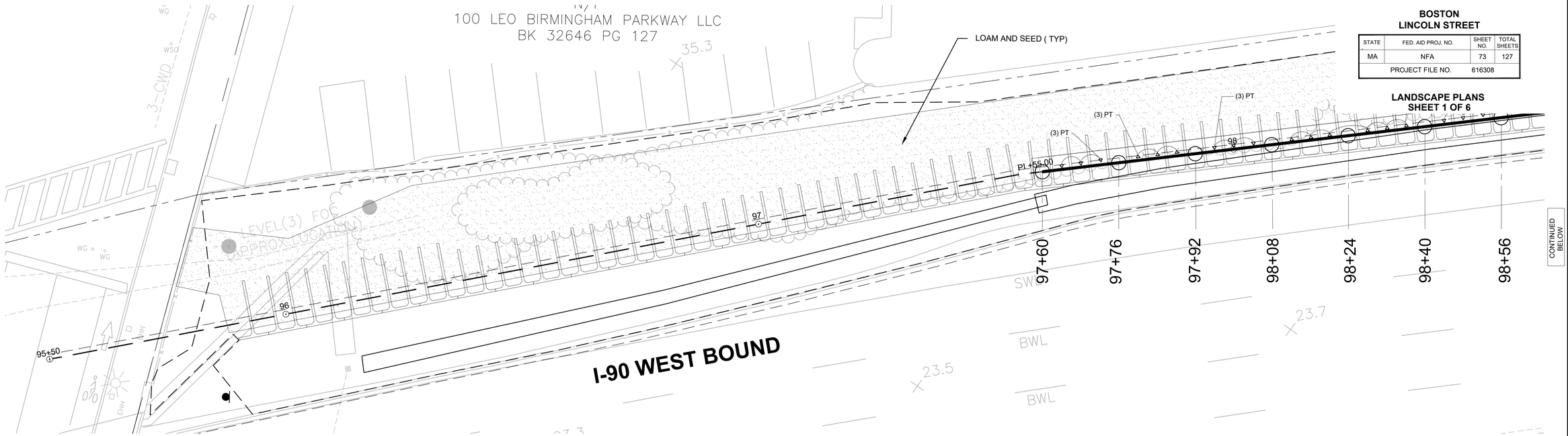
SCALE: 1" = 80'

616308_LD PLANTING PLANS_PSE.DWG Plotted on 1-Oct-2026 12:10 PM

BOSTON
LINCOLN STREET

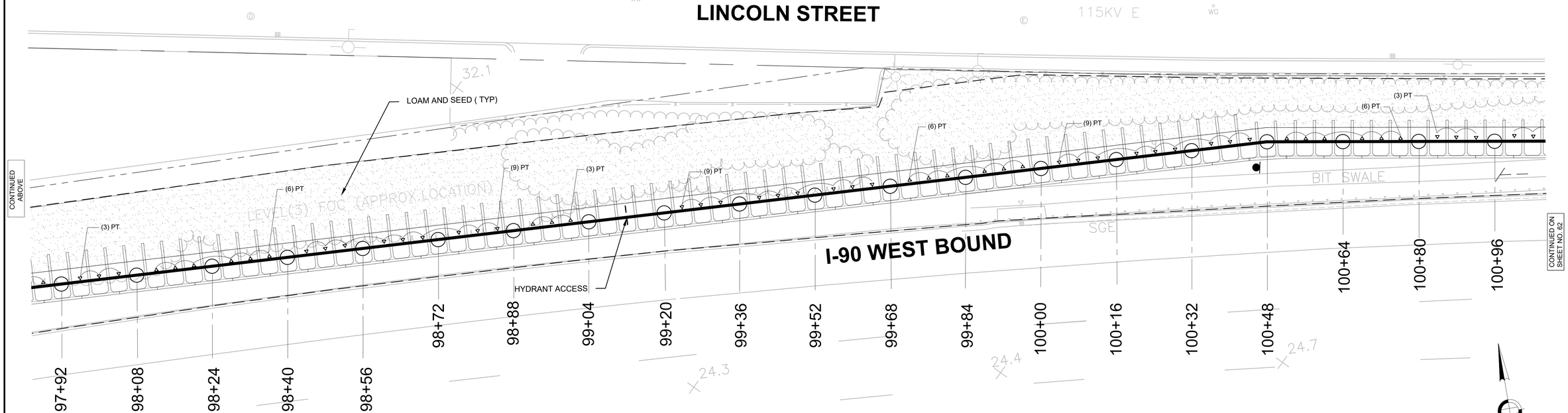
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	73	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
SHEET 1 OF 6



PLANTING PLAN - NOISE BARRIER 1 STA 95+50 - STA 97+96

LINCOLN STREET



PLANTING PLAN - NOISE BARRIER 1 STA 97+96 - STA 101+00

PLANT SCHEDULE 101-107

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
VINE/ESPALIER					
PT	97	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	#2	4 FEET ON CENTER 796.041

NOTES:
1. SEE ENGINEERING PLANS FOR EXTENT OF LOAM AND SEED AND OTHER SURFACE TREATMENTS SOUTH OF THE NOISE BARRIER.

0 10 20 30 40
SCALE: 1" = 10'

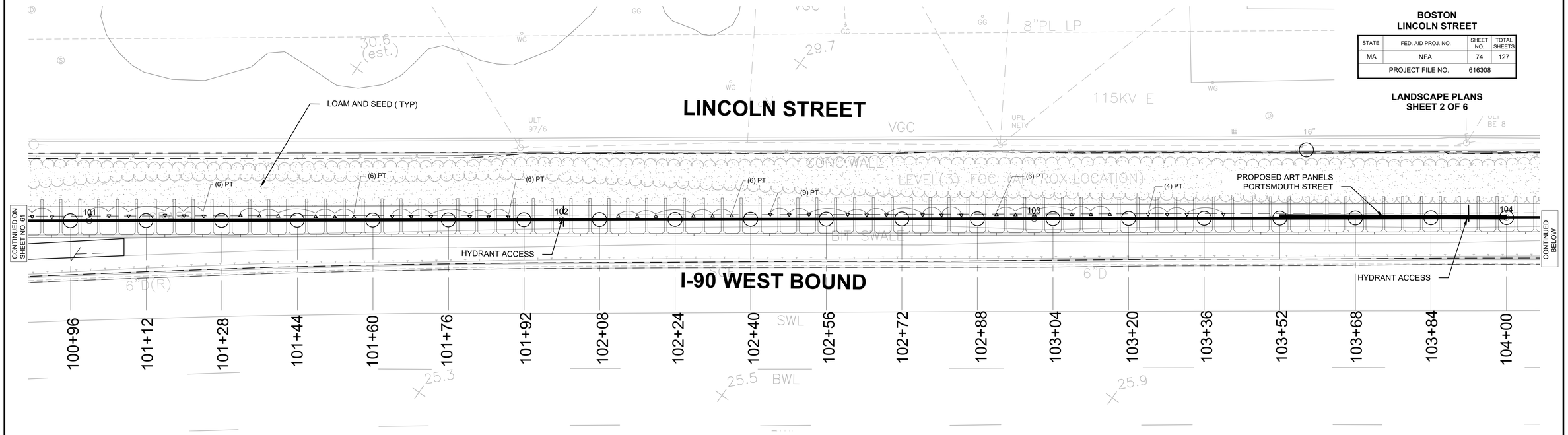
616308_LD PLANTING PLANS_PSE.DWG Plotted on 1-Oct-2026 12:11 PM

BOSTON
LINCOLN STREET

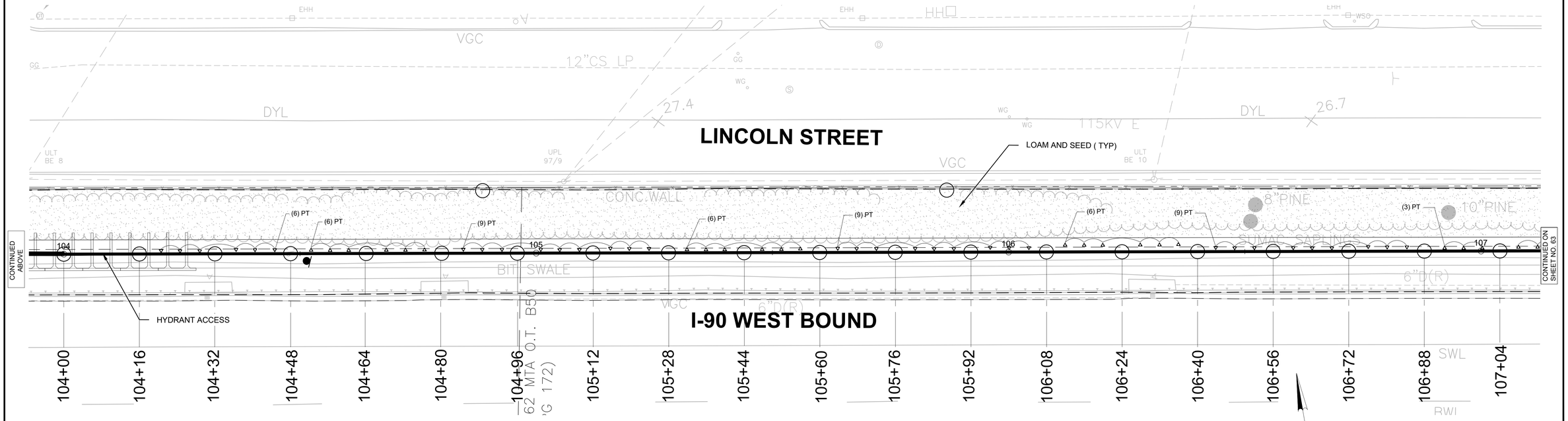
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	74	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
SHEET 2 OF 6

616308_LD PLANTING PLANS_PSE.DWG Plotted on 1-Oct-2026 12:11 PM



PLAN - NOISE BARRIER 1 STA 101+00 - 104+00



PLAN - NOISE BARRIER 1 STA 104+00 - 107+00

PLANT SCHEDULE 101-107

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
VINE/ESPALIER					
PT	95	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	#2	4 FEET ON CENTER 796.041

NOTES:
1. SEE ENGINEERING PLANS FOR EXTENT OF LOAM AND SEED AND OTHER SURFACE TREATMENTS SOUTH OF THE NOISE BARRIER.

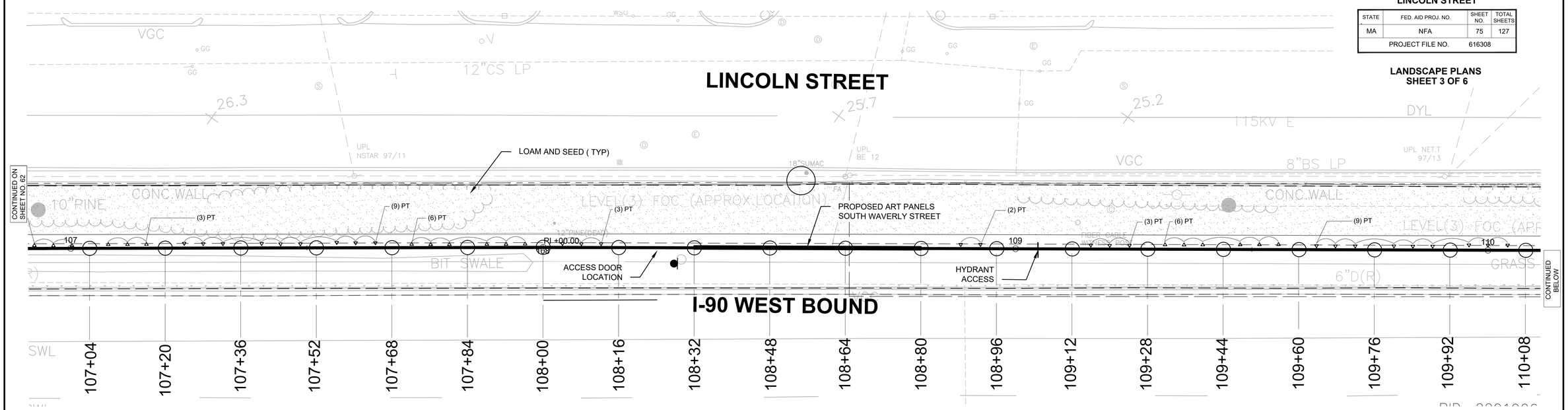
0 10 20 30 40
SCALE: 1" = 10'

BOSTON
LINCOLN STREET

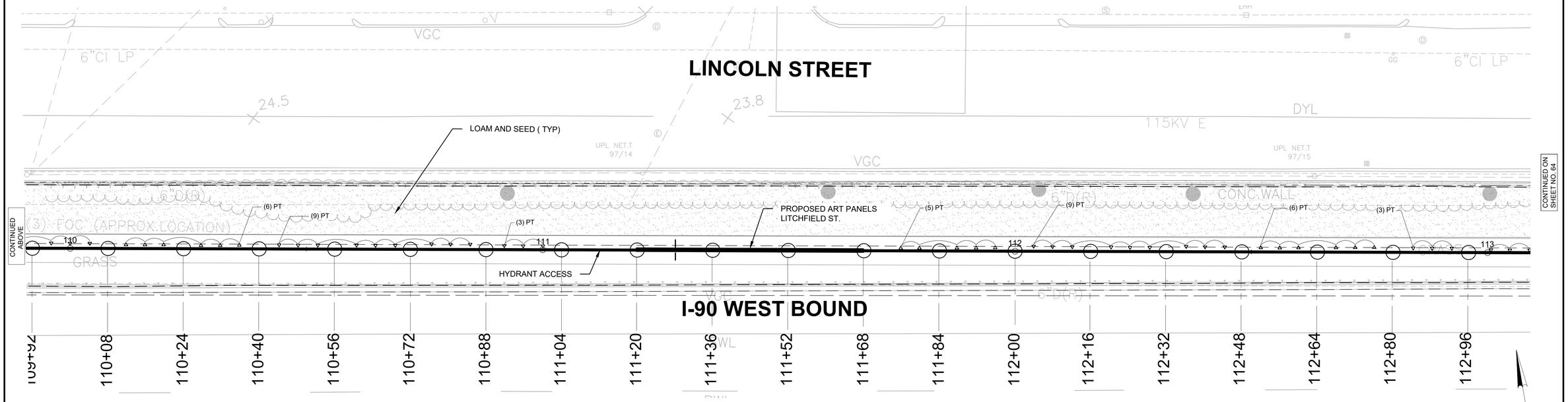
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	75	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
SHEET 3 OF 6

616308_LD PLANTING PLANS_PSE.DWG Plotted on 1-Oct-2026 12:12 PM



PLANTING PLAN - NOISE BARRIER 1 STA 107+00 - 110+05



PLANTING PLAN - NOISE BARRIER 1 STA 110+05 - 113+00

PLANT SCHEDULE 107-113

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
VINE/ESPALIER					
PT	82	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	#2	4 FEET ON CENTER 796.041

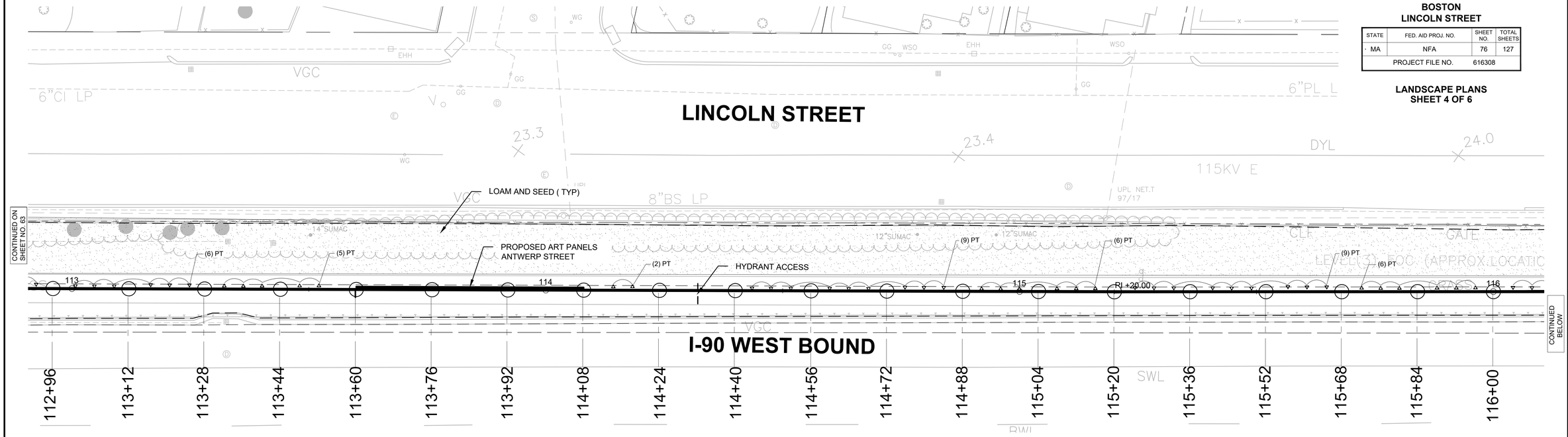
NOTES:
1. SEE ENGINEERING PLANS FOR EXTENT OF LOAM AND SEED AND OTHER SURFACE TREATMENTS SOUTH OF THE NOISE BARRIER.

0 10 20 30 40
SCALE: 1" = 10'

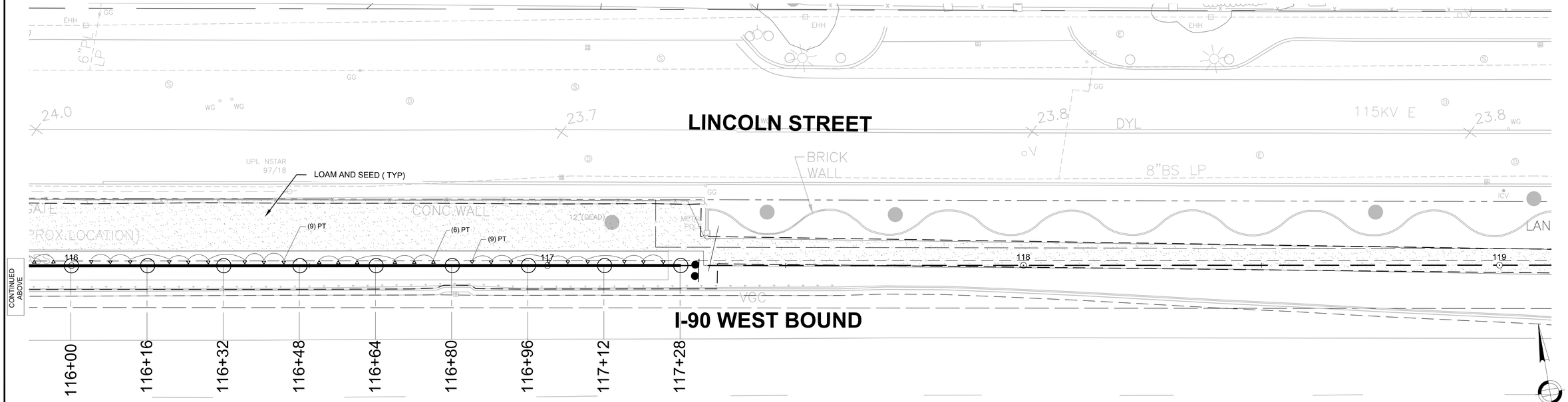
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	76	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
SHEET 4 OF 6



PLANTING PLAN - NOISE BARRIER 1 STA 113+00 - STA 116+00



PLANTING PLAN - NOISE BARRIER 1 STA 116+00 - STA 119+00

PLANT SCHEDULE 113-119

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
VINE/ESPALIER					
PT	67	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	#2	4 FEET ON CENTER 796.041

NOTES:
1. SEE ENGINEERING PLANS FOR EXTENT OF LOAM AND SEED AND OTHER SURFACE TREATMENTS SOUTH OF THE NOISE BARRIER.

0 10 20 30 40
SCALE: 1" = 10'

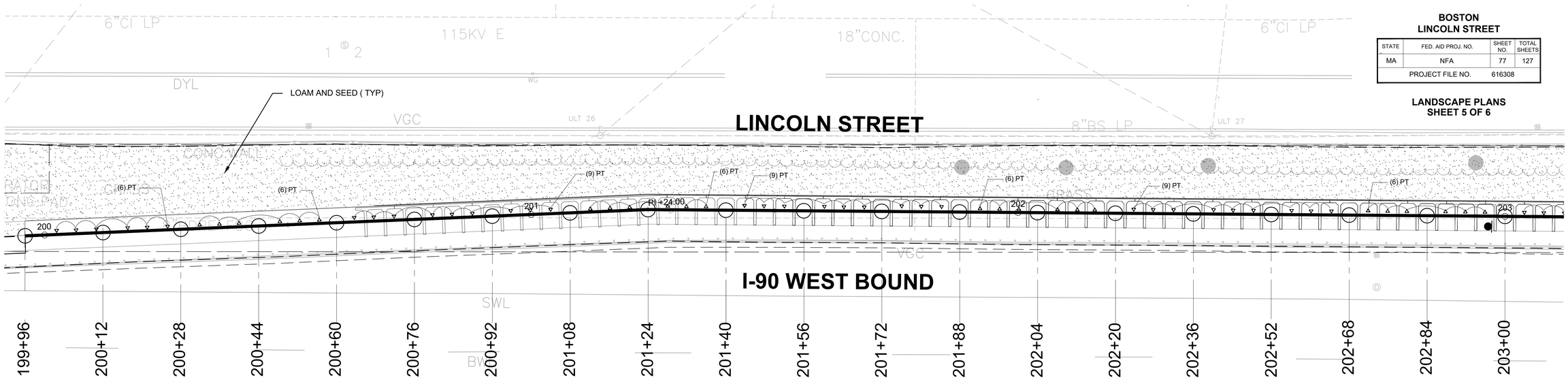
616308_LD PLANTING PLANS_PSE.DWG Plotted on 1-Oct-2026 12:13 PM

BOSTON
LINCOLN STREET

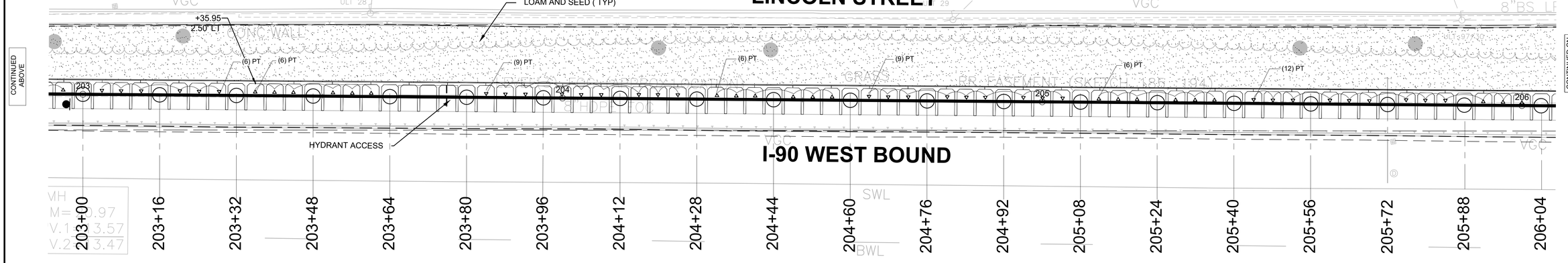
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	77	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
SHEET 5 OF 6

Plotted on 1-Oct-2026 12:13 PM
616308_LD PLANTING PLANS_PSE.DWG



PLANTING PLAN - NOISE BARRIER 2 STA 200+00 - 203+00



PLANTING PLAN - NOISE BARRIER 2 STA 203+00 - 205+90

PLANT SCHEDULE 199-206

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
VINE/ESPALIER					
PT	111	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	#2	4 FEET ON CENTER 796.041

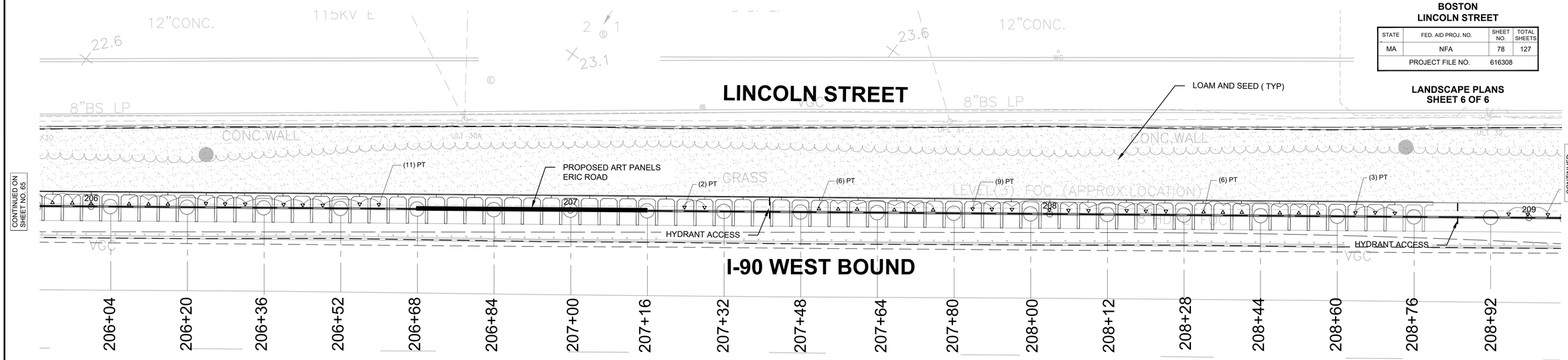
NOTES:
1. SEE ENGINEERING PLANS FOR EXTENT OF LOAM AND SEED AND OTHER SURFACE TREATMENTS SOUTH OF THE NOISE BARRIER.

0 10 20 30 40
SCALE: 1" = 10'

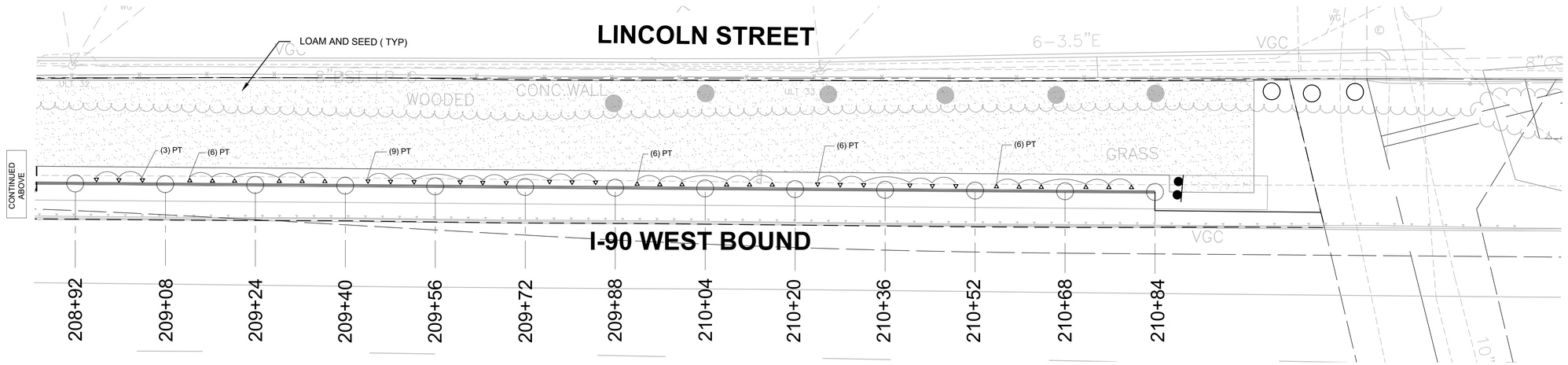
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	78	127
PROJECT FILE NO.	616308		

LANDSCAPE PLANS
SHEET 6 OF 6



PLANTING PLAN - NOISE BARRIER 2 STA 205+90 - 208+92



PLAN TING PLAN - NOISE BARRIER 2 STA 209+00 - 211+50

PLANT SCHEDULE 206-211

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
VINE/ESPALIER					
PT	73	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	#2	4 FEET ON CENTER 796.041

NOTES:
1. SEE ENGINEERING PLANS FOR EXTENT OF LOAM AND SEED AND OTHER SURFACE TREATMENTS SOUTH OF THE NOISE BARRIER.

0 10 20 30 40
SCALE: 1" = 10'

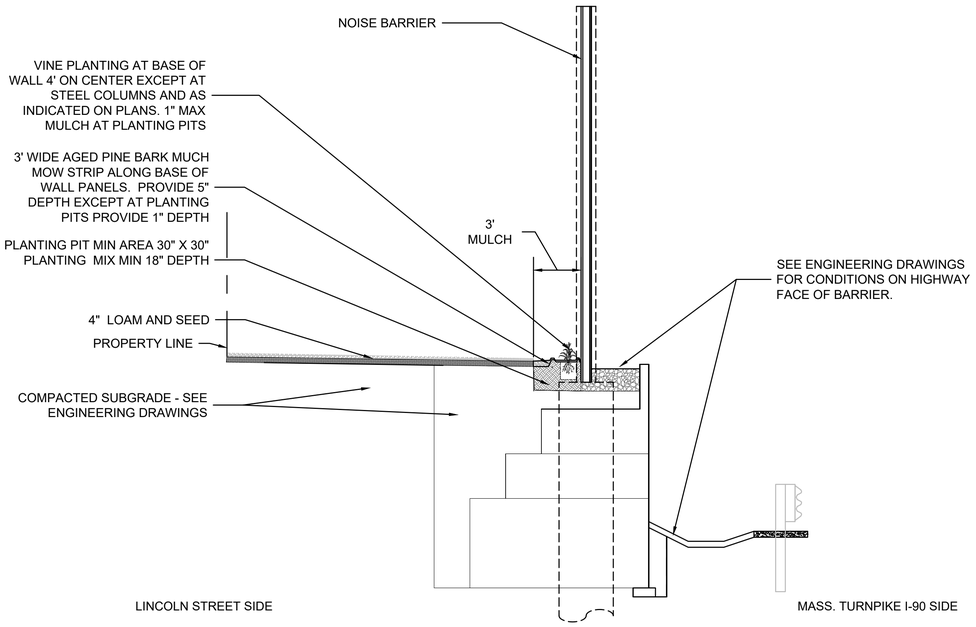
616308_LD PLANTING PLANS_PSE.DWG Plotted on 1-Oct-2026 12:14 PM

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	79	127
PROJECT FILE NO.	616308		

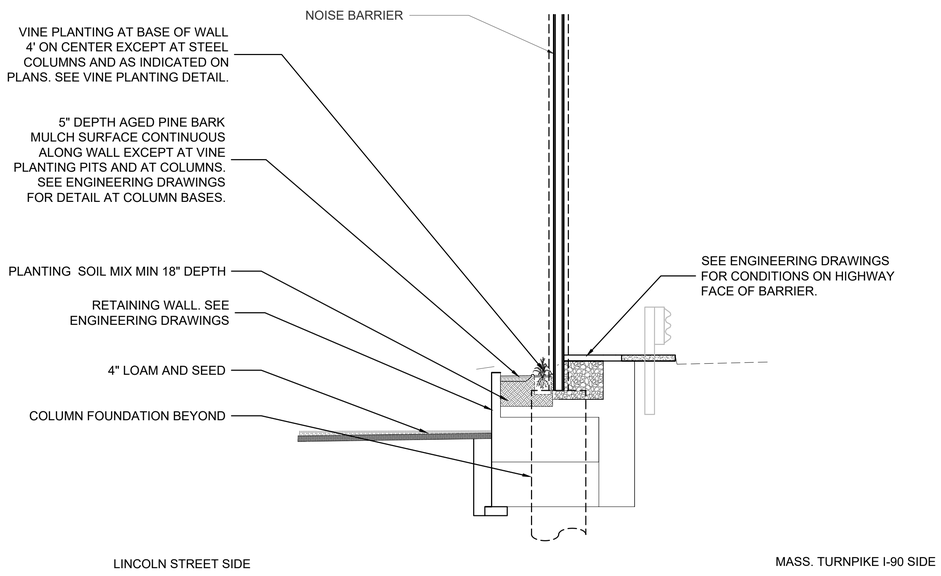
LANDSCAPE DETAILS
SHEET 1 OF 2

616308_LD PLANTING PLANS_PSE.DWG Plotted on 1-Oct-2026 12:14 PM



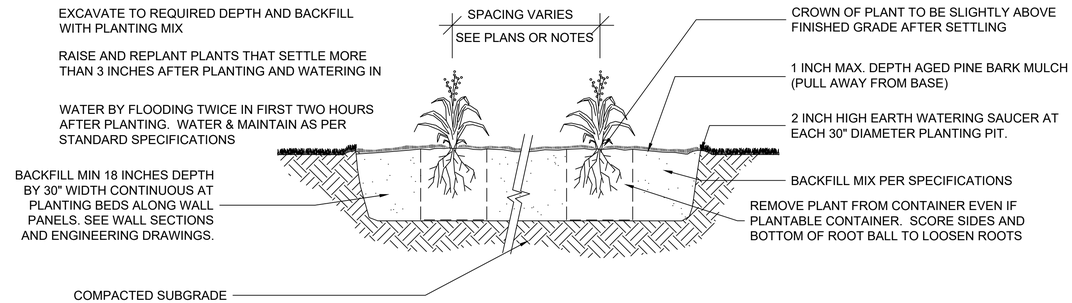
PLANTING BED FLUSH WITH GRADE AT BARRIER

SCALE: NTS



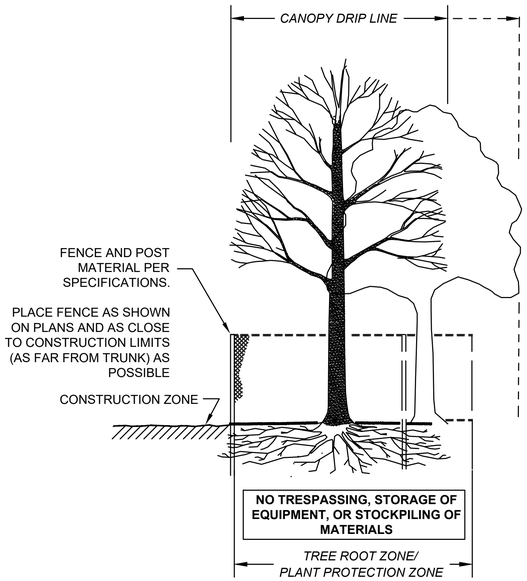
PLANTING BED AT RETAINING WALL

SCALE: NTS

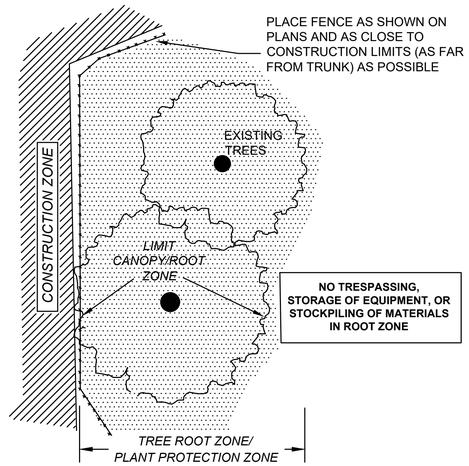


VINE PLANTING

NOT TO SCALE



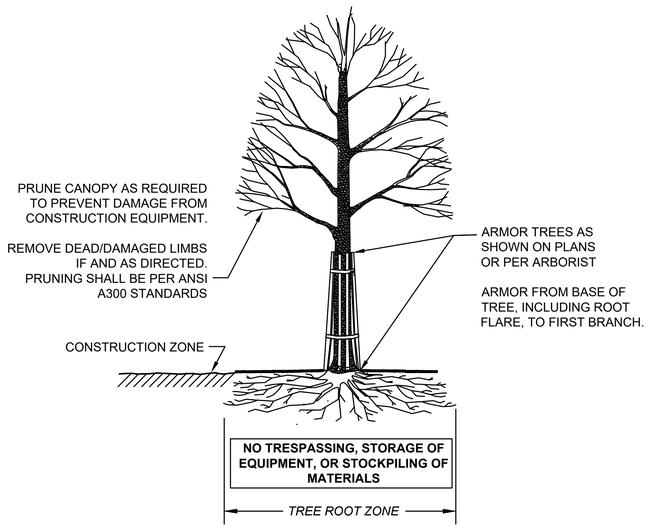
SECTION - FENCE PROTECTION OF ROOT ZONE



PLAN VIEW - FENCE PROTECTION OF ROOT ZONE

TREE PROTECTION - ROOT ZONE

NOT TO SCALE



SECTION - TRUNK ARMORING & PRUNING

TREE PROTECTION - TRUNK

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	80	127
PROJECT FILE NO.	616308		

LANDSCAPE DETAILS
SHEET 2 OF 2

616308_LD PLANTING PLANS_PSE.DWG Plotted on 1-Oct-2026 12:14 PM

NOTES:

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	81	127
PROJECT FILE NO.	616308		

SKETCHUP MODEL/RENDERINGS
1 of 2



I-90: ELEVATION VIEW



I-90: VIEW FROM BOSTON LANDING UPPER FLOOR LOOKING NORTH



I-90: ROAD LEVEL VIEW LOOKING WEST



I-90: ROAD LEVEL VIEW LOOKING EAST

616308_ELEVATION ENLARGEMENT-RENDERS_PSE.DWG Plotted on 1-Oct-2026 11:20 AM

NOTES:

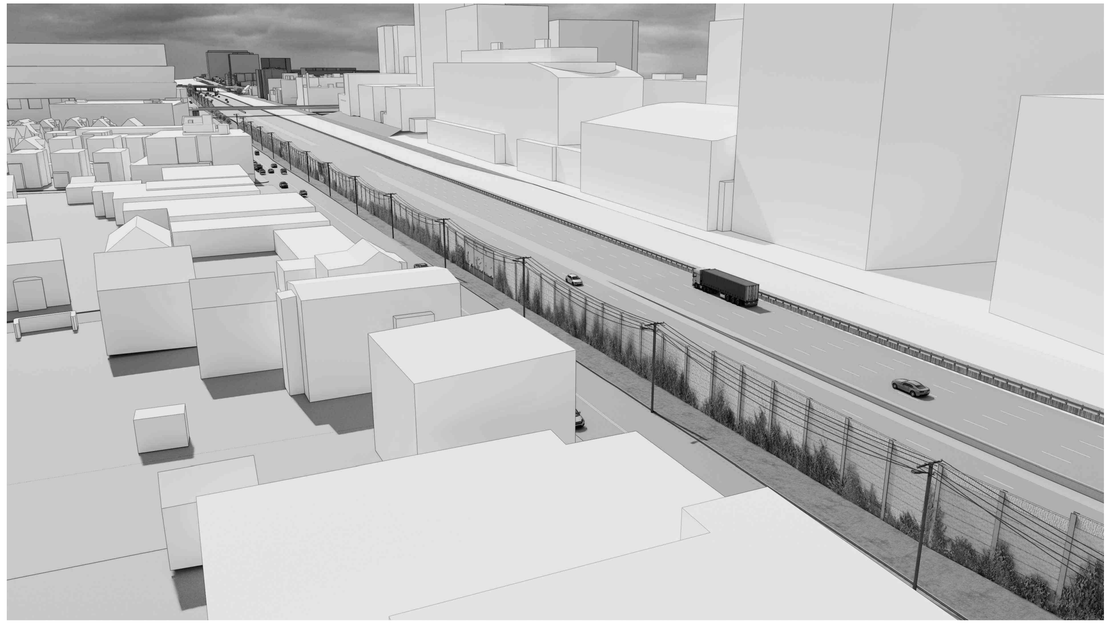
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	82	127
PROJECT FILE NO.	616308		

SKETCHUP MODEL/RENDERINGS
2 of 2



LINCOLN ST: BIRD'S EYE VIEW OF NOISE BARRIER 1 LOOKING WEST



LINCOLN ST: BIRD'S EYE VIEW LOOKING EAST



LINCOLN ST: EYE LEVEL VIEW LOOKING WEST



LINCOLN ST: EYE LEVEL VIEW LOOKING EAST

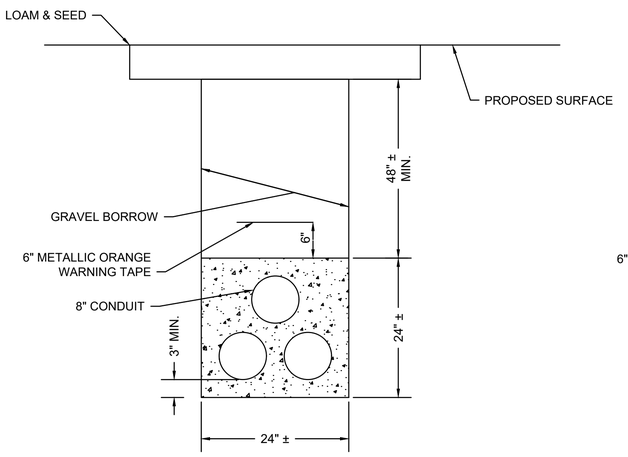
616308_ELEVATION ENLARGEMENT-RENDERS_PSE.DWG Plotted on 1-Oct-2026 11:17 AM

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	83	127
PROJECT FILE NO.	616308		

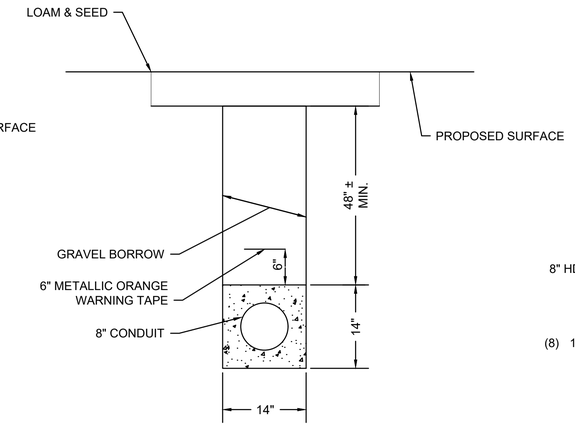
CONSTRUCTION DETAILS

616308_HD(DETS).DWG Plotted on 1-Oct-2026 5:34 PM



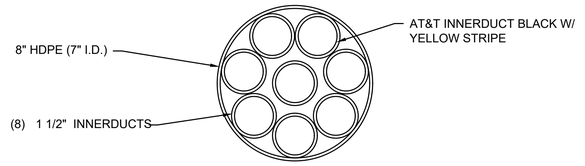
DUCT BANK INSTALLATION TYPICAL

SCALE: N.T.S.



DUCT BANK INSTALLATION (SINGULAR)

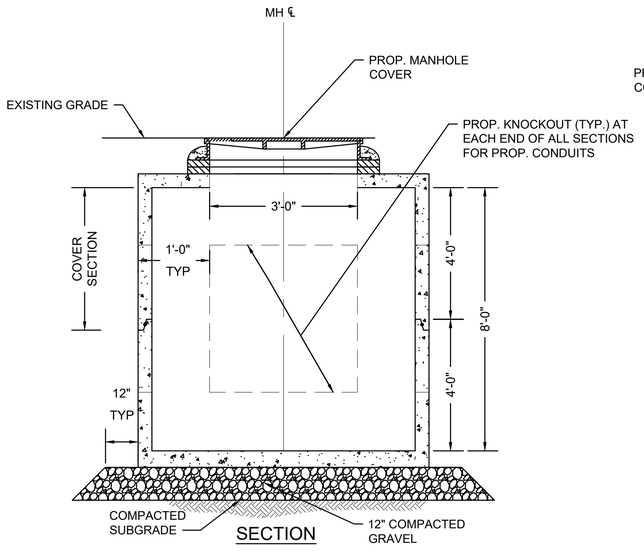
SCALE: N.T.S.

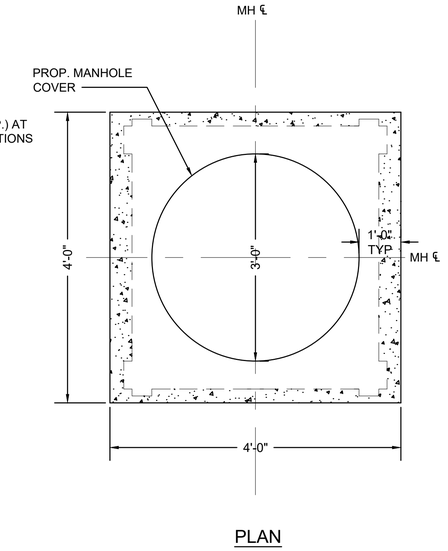


1 - 1 1/2" INNERDUCT (RED)
1 - 1 1/2" INNERDUCT (BLUE)
1 - 1 1/2" INNERDUCT (GREEN)
1 - 1 1/2" INNERDUCT (YELLOW)
1 - 1 1/2" INNERDUCT (ORANGE)
1 - 1 1/2" INNERDUCT (BLACK)
1 - 1 1/2" INNERDUCT (BLACK W/ YELLOW "AT&T")
1 - 1 1/2" INNERDUCT (BLACK W/ PURPLE)

CONDUIT INSTALLATION SCHEDULE

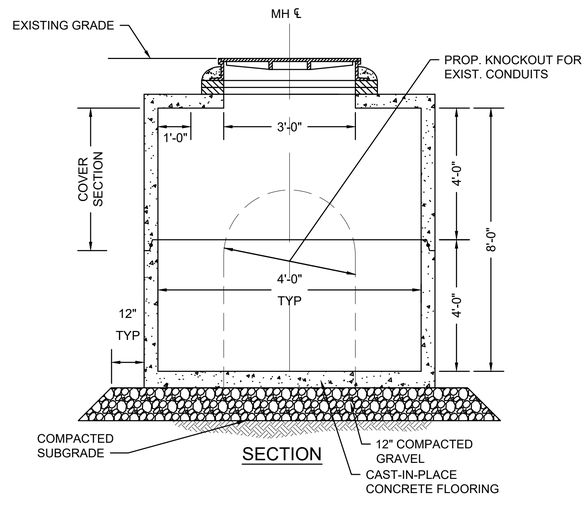
SCALE: N.T.S.





TELECOMM MANHOLE

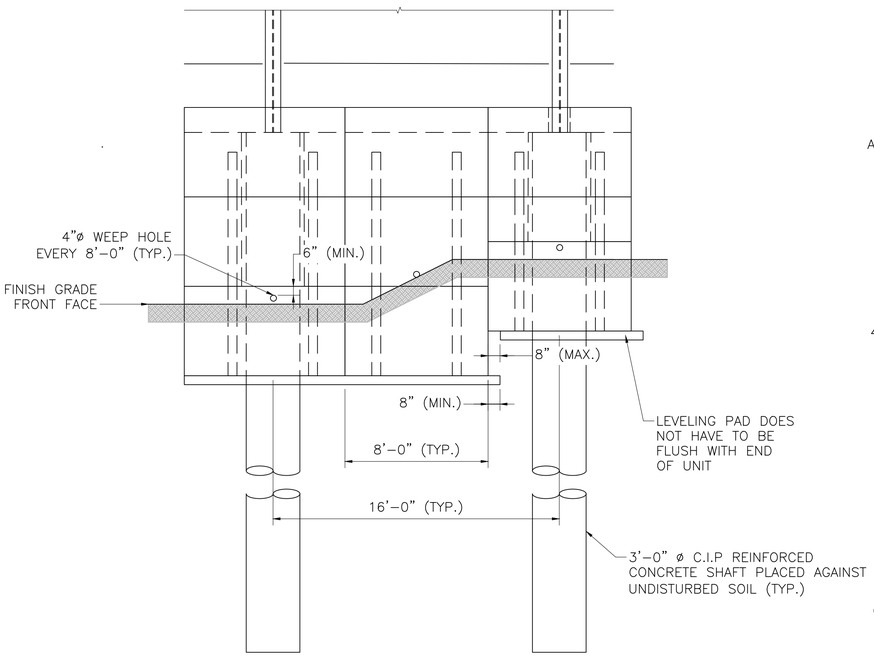
SCALE: N.T.S.



DOGHOUSE TELECOMM MANHOLE

SCALE: N.T.S.

NOISE WALL DETAILS.DWG Plotted on 1-Oct-2026 5:34 PM

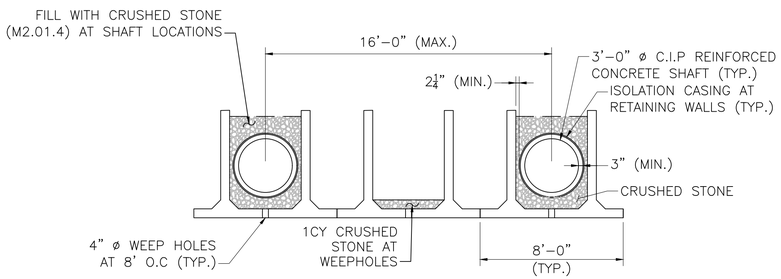


NOTES

1. NOISE BARRIER WALLS AND SHAFT FOUNDATION STATIONS AND ELEVATIONS ARE SHOWN PER
   TABLE 1: SEGMENT 1 NOISE BARRIER FOUNDATIONS TABLE &
   TABLE 2: SEGMENT 2 NOISE BARRIER FOUNDATIONS TABLE
2. PM WALL STATION AND ELEVATION ARE SHOWN ON SHEETS 38 – 44

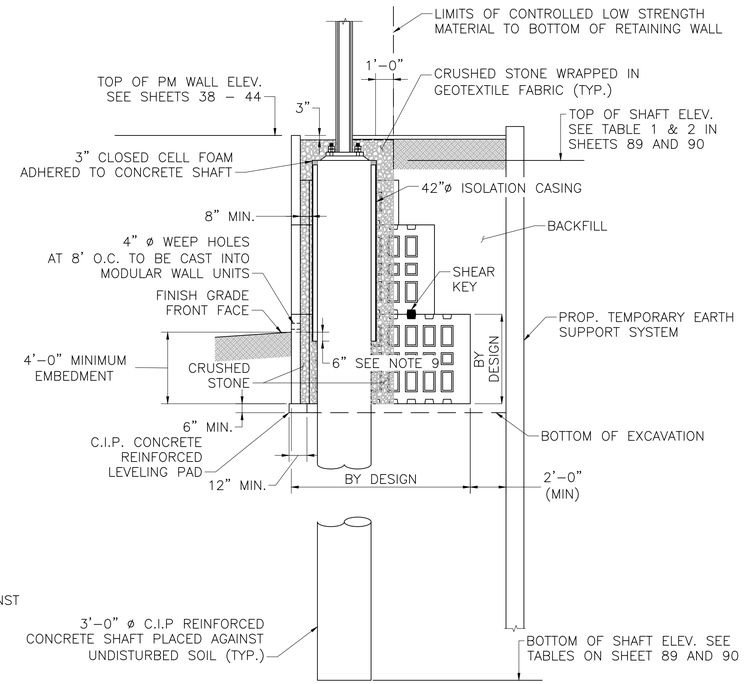
PM WALL PARTIAL ELEVATION

SCALE: $\frac{1}{4}$" = 1'–0"



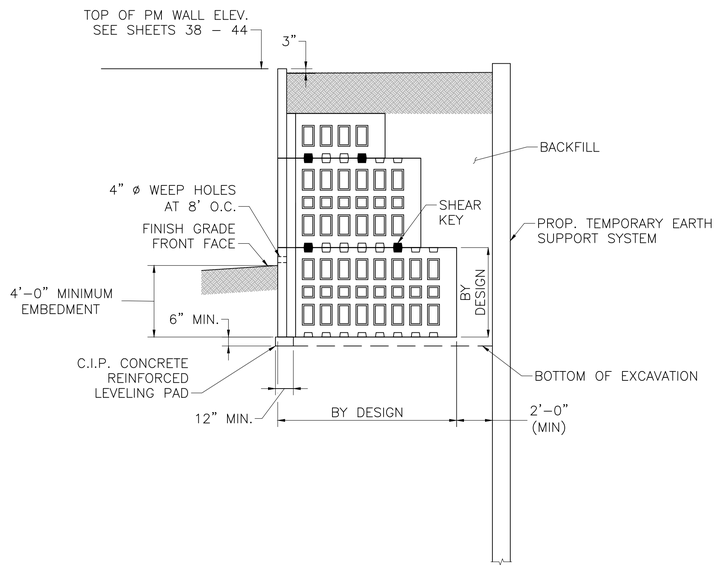
PM WALL PARTIAL PLAN

SCALE: $\frac{1}{4}$" = 1'–0"



PM WALL SECTION AT DRILLED SHAFTS

SCALE: $\frac{1}{4}$" = 1'–0"



PM WALL TYPICAL SECTION

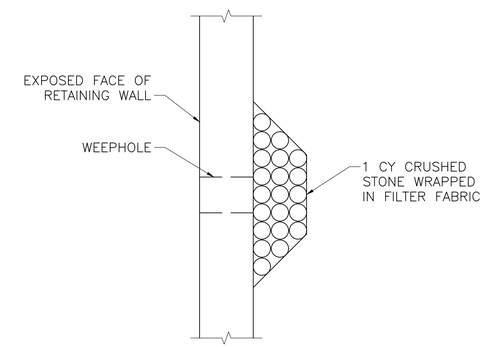
SCALE: $\frac{1}{4}$" = 1'–0"

PREFABRICATED MODULAR (PM) GRAVITY RETAINING WALL NOTES:

1. THE DESIGN AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH RELEVANT SECTIONS OF:
   * AASHTO LRFD BRIDGE DESIGN SPECIFICATION, 10TH EDITION (2024)
   * MASSDOT BRIDGE DESIGN MANUAL, 100TH ANNIVERSARY EDITION
   * AISC STEEL CONSTRUCTION MANUAL, 16TH EDITION
2. PM WALL CONCRETE:
   F'c=5000 psi (MINIMUM) @ 28 DAYS
   MINIMUM STRIPPING STRENGTH: 2500 psi
3. PM–WALL REINFORCING:
   ASTM 615
   Fy=60 ksi (GRADE 60)
   EPOXY COATED
   WELDING IS NOT PERMITTED
4. PM WALLS SHALL BE DESIGNED BY MANUFACTURER. ALL CALCULATIONS AND SHOP DRAWINGS SHALL BE SIGNED AND STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE COMMONWEALTH OF MASSACHUSETTS AND EXPERIENCED IN PREFABRICATED RETAINING WALL DESIGN AND CONSTRUCTION.
5. THE PM WALL SHALL BE DESIGNED SO THAT THE BEARING PRESSURE DOES NOT EXCEED THE FACTORED BEARING RESISTANCE – PER GEOTECH MEMO DATED JUNE 18, 2026.
6. CONTRACTOR SHALL PROVIDE THE SEQUENCE OF INSTALLATION FOR PM WALLS ADJACENT TO THE DRILLED SHAFTS.
7. FOR MORE INFORMATION REFER TO SPECIFICATIONS ITEM 996.33 & 996.34 PREFABRICATED MODULAR GRAVITY RETAINING WALL NO.1 & NO.2
8. SEE NOISE BARRIER FOUNDATION NOTES ON SHEET 88 FOR ADDITIONAL INFORMATION.
9. BOTTOM OF ISOLATION CASING SHALL EXTEND 6" BELOW FINISH GRADE AT FRONT FACE

TEMPORARY EARTH SUPPORT SYSTEM:

1. THE TEMPORARY EARTH SUPPORT SYSTEM SHALL CONSIST OF SHEET PILING, SOLDIER PILING AND LAGGING, OR ANY OTHER SYSTEM THAT SATISFIES THE DESIGN CRITERIA CONTAINED HEREIN. THE TEMPORARY EARTH SUPPORT SYSTEM MUST BE CAPABLE OF SUPPORTING ALL LOADS APPLIED DURING ANY STAGE OF CONSTRUCTION.
2. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A TEMPORARY EARTH SUPPORT SYSTEM DESIGN THAT IS DESIGNED TO CARRY ALL OF THE APPLICABLE AASHTO LOADS, INCLUDING, BUT NOT LIMITED TO, EARTH PRESSURE AND SURCHARGE DUE TO MS18 TRUCK LOADING AND TEMPORARY BARRIERS. THE TEMPORARY EARTH SUPPORT SYSTEM MUST BE DESIGNED AND STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE COMMONWEALTH OF MASSACHUSETTS. PRIOR TO ANY EXCAVATION, THE ENGINEER MUST APPROVE COMPLETE DETAILED DRAWINGS AND COMPLETE CALCULATIONS FOR THE TEMPORARY EARTH SUPPORT SYSTEM IN WRITING.
3. THE TEMPORARY EARTH SUPPORT SYSTEM SHALL BE CUT–OFF 2' BELOW GRADE AND LEFT IN PLACE.
4. FOR MORE INFORMATION REFER TO SPECIFICATIONS ITEM 950.501 & 950.502 TEMPORARY EARTH SUPPORT SYSTEM, RETAINING WALL NO.1 & NO.2



WEEPHOLE DETAIL

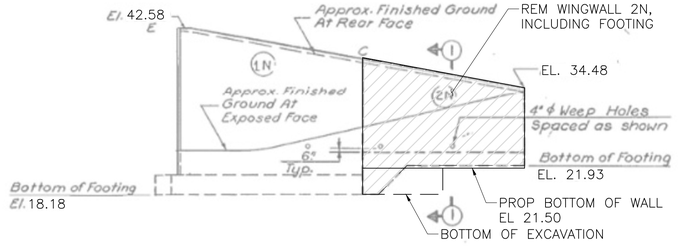
SCALE: 1½" = 1'–0"

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	85	127
PROJECT FILE NO.	616308		

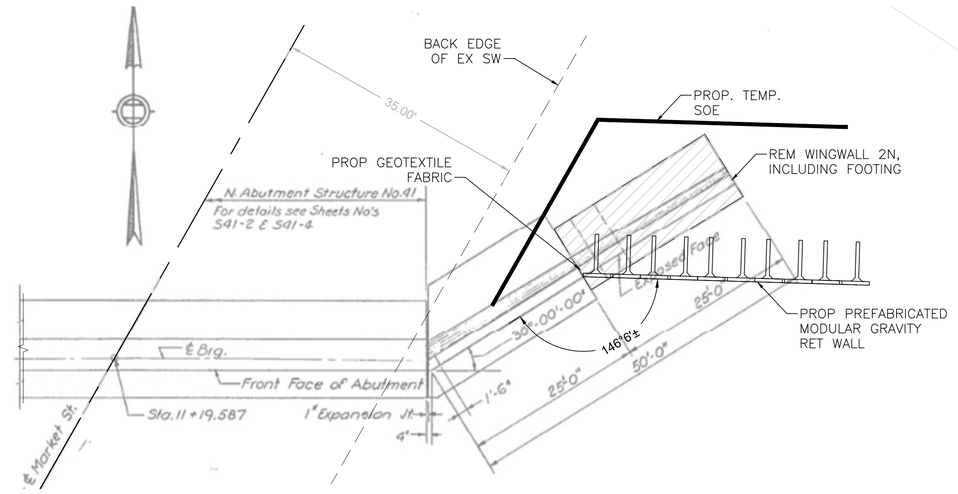
RETAINING WALL DETAILS (2 OF 2)

NOISE WALL DETAILS.DWG Plotted on 1-Oct-2026 5:34 PM



ELEVATION – RETAINING WALL NO. 115 DEMOLITION

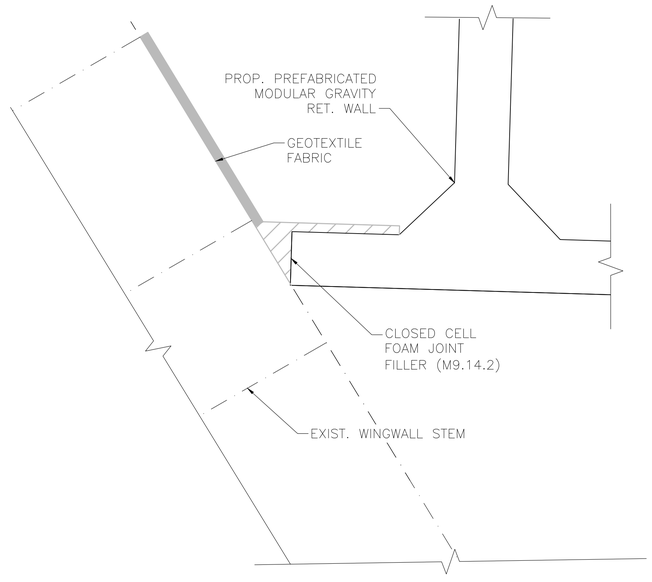
SCALE: 1" = 10'



PLAN – RETAINING WALL NO. 115 DEMOLITION

SCALE: 1" = 10'

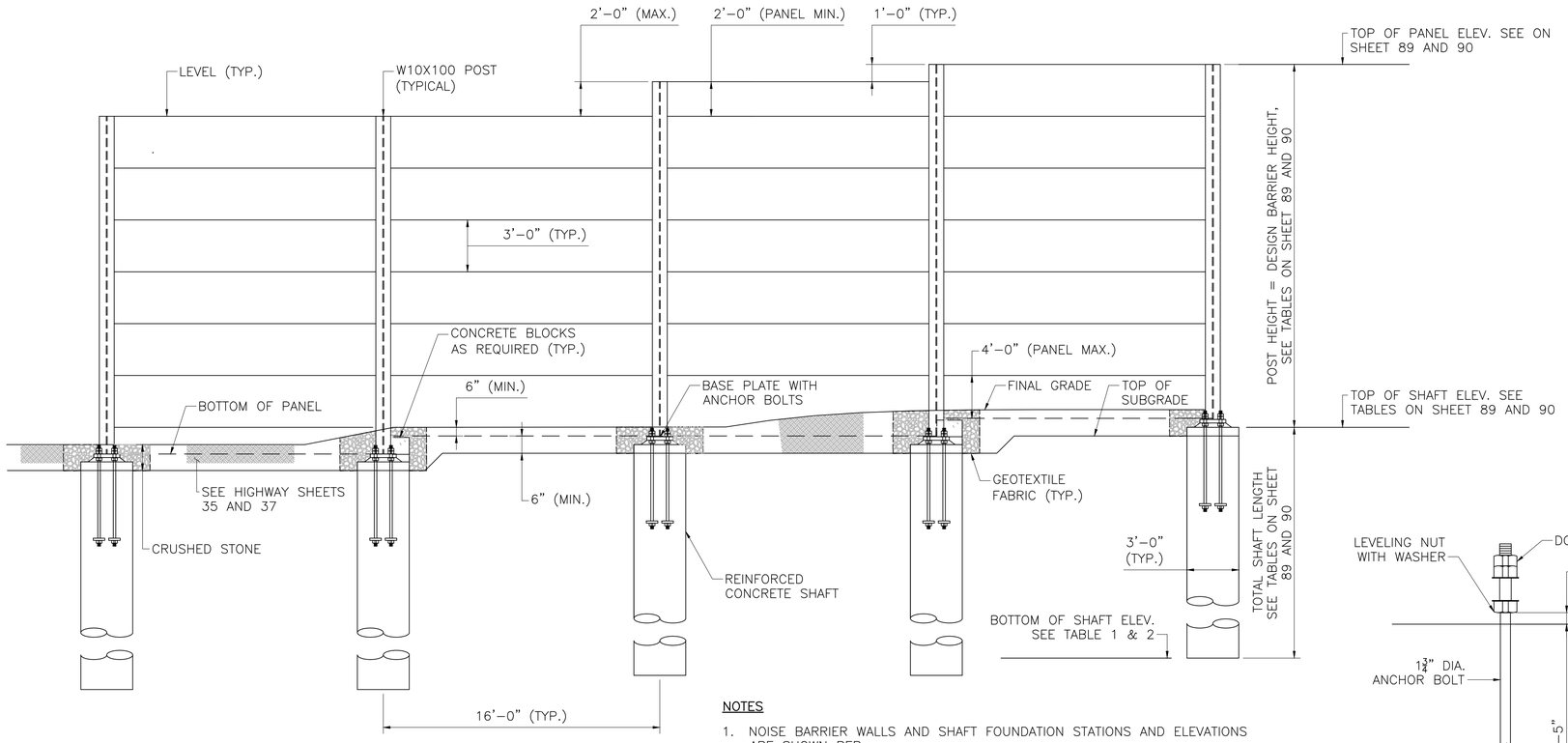
NOTE:
EXCAVATION AND REMOVAL OF EXISTING WINGWALL SHALL BE INCLUDED IN ITEM 120.1 – UNCLASSIFIED EXCAVATION



DETAIL AT RETAINING WALL AND EXIST. WINGWALL

SCALE: 1½" = 1'–0"

NOISE WALL DETAILS.DWG Plotted on 1-Oct-2026 5:34 PM

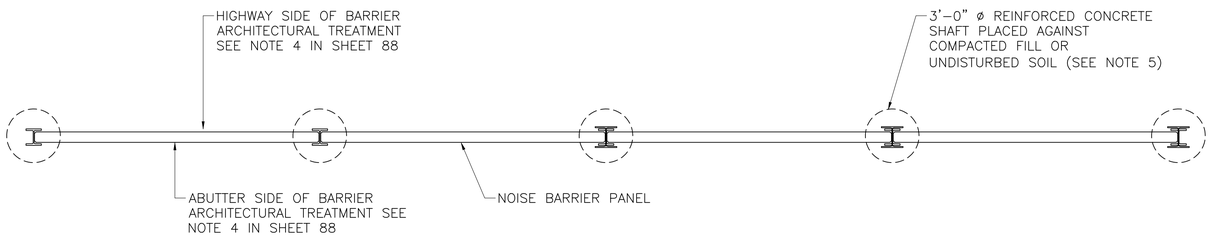


NOTES

1. NOISE BARRIER WALLS AND SHAFT FOUNDATION STATIONS AND ELEVATIONS ARE SHOWN PER
   TABLE 1: SEGMENT 1 NOISE BARRIER FOUNDATIONS TABLE &
   TABLE 2: SEGMENT 2 NOISE BARRIER FOUNDATIONS TABLE
2. ISOLATION CASING AT RETAINING WALL PANELS NOT SHOWN FOR CLARITY. SEE RETAINING WALL DETAILS SHEET 84 FOR DRILLED SHAFTS CONSTRUCTED BEHIND RETAINING WALLS.

NOISE BARRIER ELEVATION – STEEL POST GROUND MOUNTED

SCALE: $\frac{1}{4}$" = 1'–0"

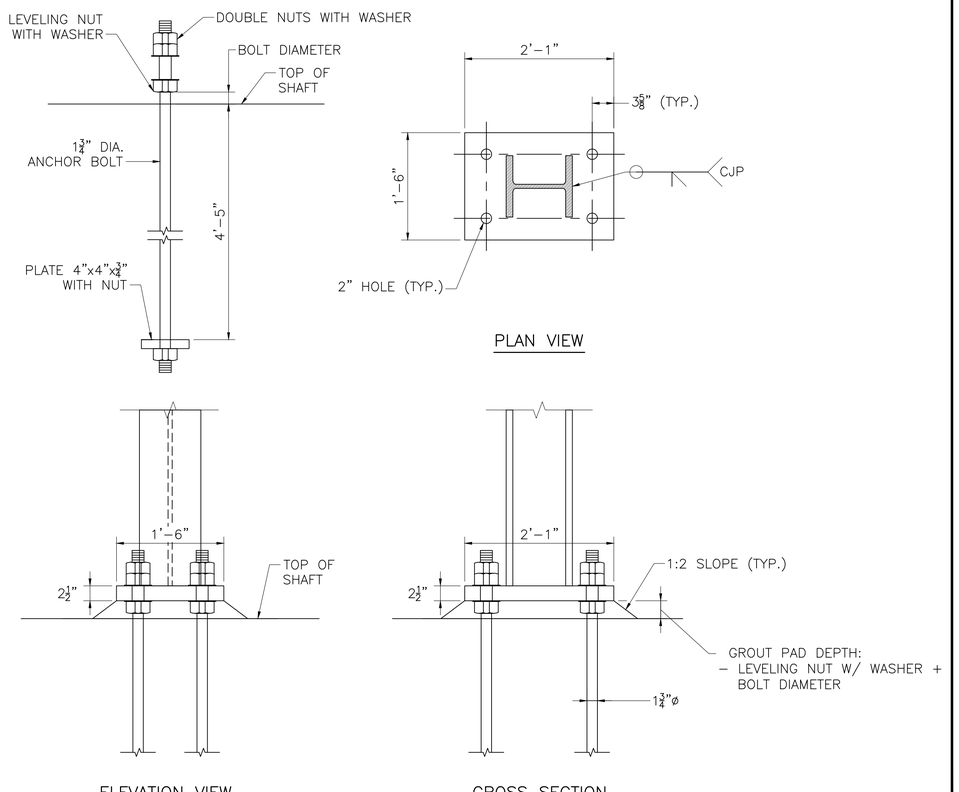


NOISE BARRIER TYPICAL PLAN – STEEL POST GROUND MOUNTED

SCALE: $\frac{1}{4}$" = 1'–0"

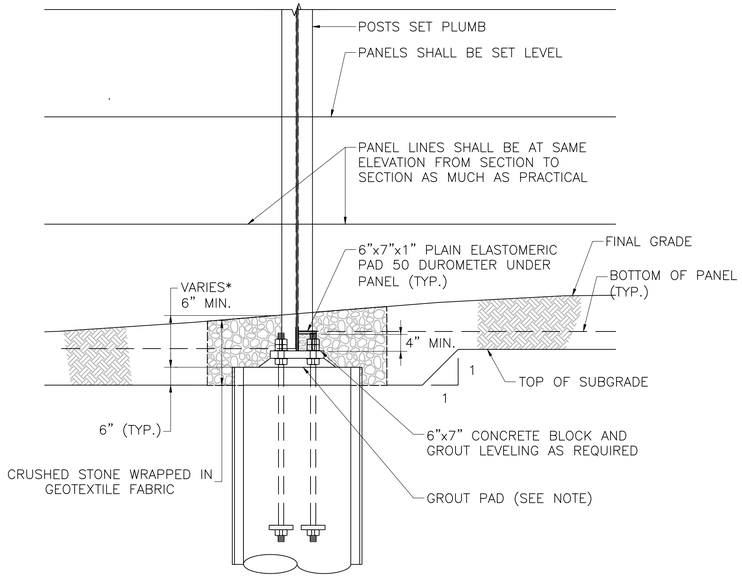
NOISE BARRIER DETAILS – STEEL POSTS

1. THE DESIGN AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH RELEVANT SECTIONS OF:
   * AASHTO LRFD BRIDGE DESIGN SPECIFICATION, 10TH EDITION (2024)
   * AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS – 1ST EDITION 2015 WITH 2019 INTERIM REVISIONS;
   * MASSDOT BRIDGE DESIGN MANUAL, 100TH ANNIVERSARY EDITION
2. THE DESIGN CONFORMS TO A DESIGN WIND SPEED OF 130 MPH IN ACCORDANCE WITH FIGURE 3.8.1.1.2–1 IN AASHTO.
3. THE FOUNDATIONS, POSTS AND PANELS HAVE BEEN DESIGNED FOR WIND LOADS ONLY WITH NO PROVISIONS FOR VEHICLE IMPACT LOADS.
4. ALL STRUCTURAL STEEL SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M270 (ASTM A709) GRADE 50
5. ALL STRUCTURAL STEEL SHALL BE HOT DIPPED GALVANIZED AND PAINTED.
6. ALL ANCHOR BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F1554 GRADE 55 AND SHALL USE HEAVY DUTY NUTS AND WASHERS. ALL ANCHOR BOLTS AND HARDWARE SHALL BE HOT DIPPED GALVANIZED. ANCHOR BOLTS WILL BE SET BY TEMPLATE.
7. THE NOISE BARRIER SHALL BE CONSTRUCTED PLUMB.
8. PAINT COLOR FOR STEEL POST SHALL MATCH FEDERAL AMS 585 A COLOR CHART 26521 TAN. PAINT FINISH FOR STEEL POSTS SHALL BE SEMI–GLOSS.



BASE PLATE AND ANCHOR BOLT DETAILS

SCALE: 1" = 1'–0"



NOTE: * AVERAGE SOIL HEIGHT ALONG THE PANELS IS 18". CONCRETE PANELS IN CONTACT WITH SOIL/CRUSHED STONE SHALL BE REINFORCED AS SHOWN ON DETAILS "REINFORCED CONCRETE PANELS"

SECTION AT POST

SCALE: $\frac{1}{2}$" = 1'–0"

NOISE BARRIER DETAILS – FOUNDATION NOTES:

MATERIALS

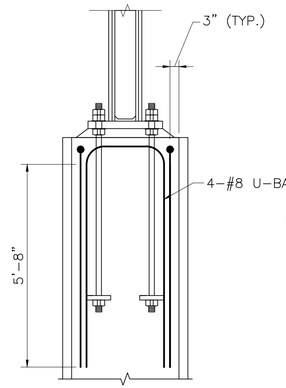
1. ALL REINFORCED CONCRETE SHALL BE 5000 PSI – $\frac{3}{4}$" – 685 HP CEMENT CONCRETE MASONRY. FOUNDATIONS ARE 3'–0" DIAMETER CONCRETE SHAFTS.
2. ALL REINFORCING STEEL, FOR THE SHAFTS, SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M31/M31M GRADE 60 (ASTM A615 GRADE 60) UNCOATED. ALL CONTACT LAP SPLICES SHALL BE AASHTO CLASS C, UNLESS OTHERWISE NOTED.
3. ALL ANCHOR BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F1554 GRADE 55 AND SHALL USE HEAVY DUTY NUTS AND WASHERS. ALL ANCHOR BOLTS AND HARDWARE SHALL BE HOT DIPPED GALVANIZED.

CONSTRUCTION REQUIREMENTS

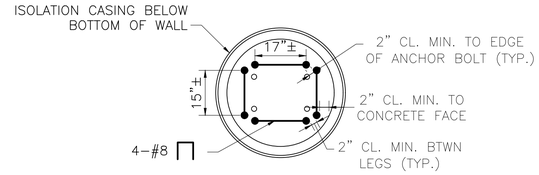
4. THE EXCAVATION FOR THE SHAFTS SHALL BE MADE THROUGH THE USE OF A ROTARY DRILLING MACHINE. WHEN DRILLING THE USE OF A CASING MAY BE REQUIRED TO MAINTAIN THE GEOMETRY OF THE HOLE.
5. FOR THE BASE PLATE AND ANCHOR BOLT OPTION THE CONTRACTOR SHALL USE A TEMPLATE TO LOCATE THE BOLTS IN THE SHAFT PRIOR TO CONCRETE PLACEMENT.

DESIGN PARAMETERS

6. MAXIMUM HORIZONTAL DEFLECTION AT THE TOP OF SHAFT IS 1" UNDER SERVICE I LOADING.
7. IF A DRILLED SHAFT IS LOCATED WITHIN SLOPING GROUND, PROVIDE A MINIMUM 2'–6" LEVEL BENCH FROM CENTERLINE OF CONCRETE SHAFT TO DOWNWARD SLOPE BREAKPOINT AND INCREASE DRILLED SHAFT DEPTH AS FOLLOWS:
   2'–0" FOR 3H:1V
   3'–0" FOR 2H:1V
8. ISOLATION CASING SHALL BE CORRUGATED GALVANIZED METAL PIPE OR CORRUGATED HDPE PIPE. THE WALL SHOULD BE $\frac{1}{4}$" MAX. THICK WITH $\frac{1}{2}$" MAX. CORRUGATION. PROVIDE A 3" CLEAR ANNULAR SPACE BETWEEN THE CASING AND CONCRETE SHAFT. ADJUST RETAINING WALL STEMS AS REQUIRED TO ACCOMMODATE THE ISOLATION CASING.



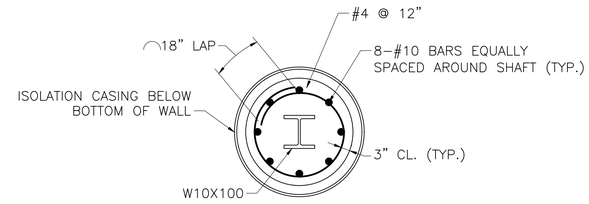
ELEVATION VIEW



PLAN VIEW

ADDITIONAL SHAFT REINFORCING FOR BASE PLATE OPTION

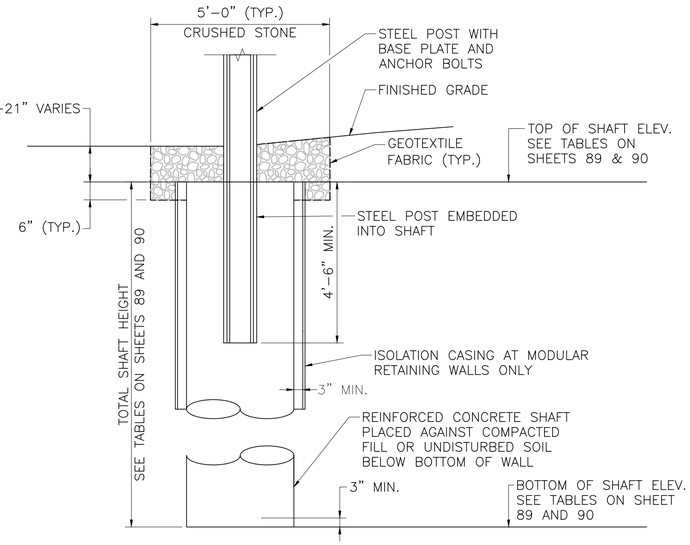
SCALE: $\frac{1}{2}$" = 1'–0"



PLAN VIEW

BASE PLATE WITH ANCHOR BOLTS

(CONTRACTOR OPTION)

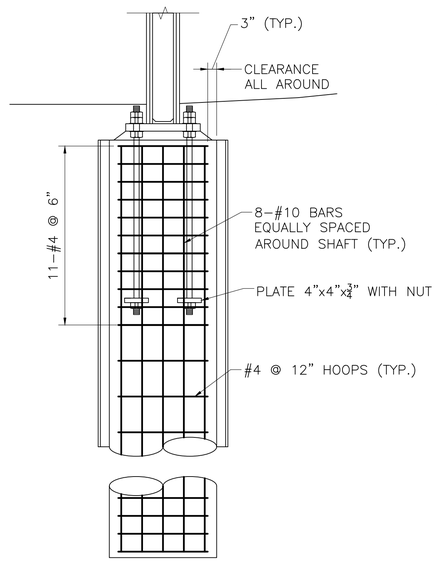


EMBEDDED POST

(CONTRACTOR OPTION)

SHAFT IN SOIL

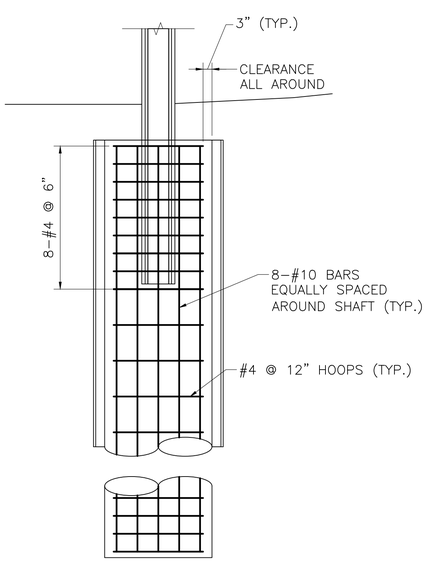
SCALE: $\frac{1}{2}$" = 1'–0"



NOTE: ADDITIONAL VERTICAL REINFORCING NOT SHOWN FOR CLARITY. SEE DETAIL ABOVE.

BASE PLATE WITH ANCHOR BOLTS

(CONTRACTOR OPTION)



EMBEDDED POST

(CONTRACTOR OPTION)

SHAFT REINFORCING

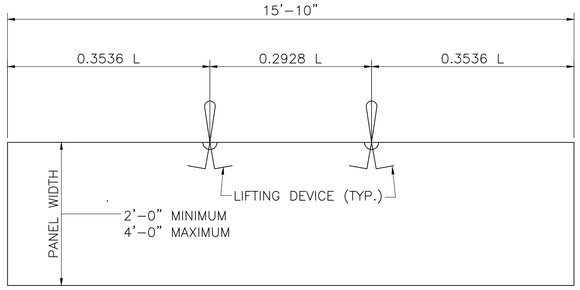
SCALE: $\frac{1}{2}$" = 1'–0"

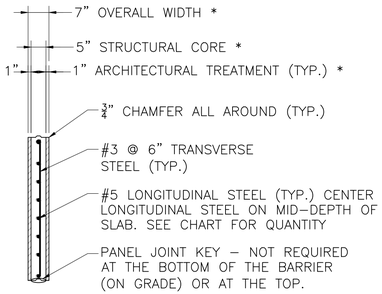
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	87	127
	PROJECT FILE NO. 616308		

NOISE BARRIER DETAILS - DETAIL (2 OF 3)

NOISE WALL DETAILS.DWG Plotted on 1-Oct-2026 5:34 PM

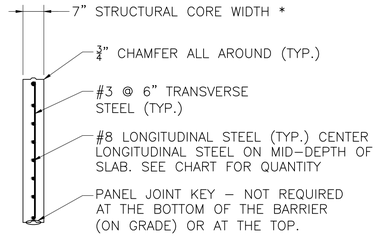




* SEE NOTES 5 AND 6

PANEL CROSS SECTION

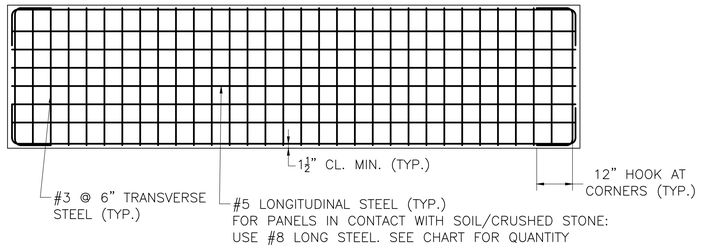
SCALE: ½" = 1'–0"



* SEE NOTES 5 AND 6

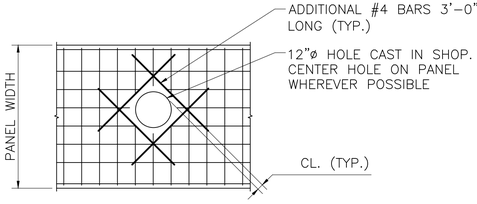
BURRIED PANEL CROSS SECTION

SCALE: ½" = 1'–0"



REINFORCED CONCRETE PANELS

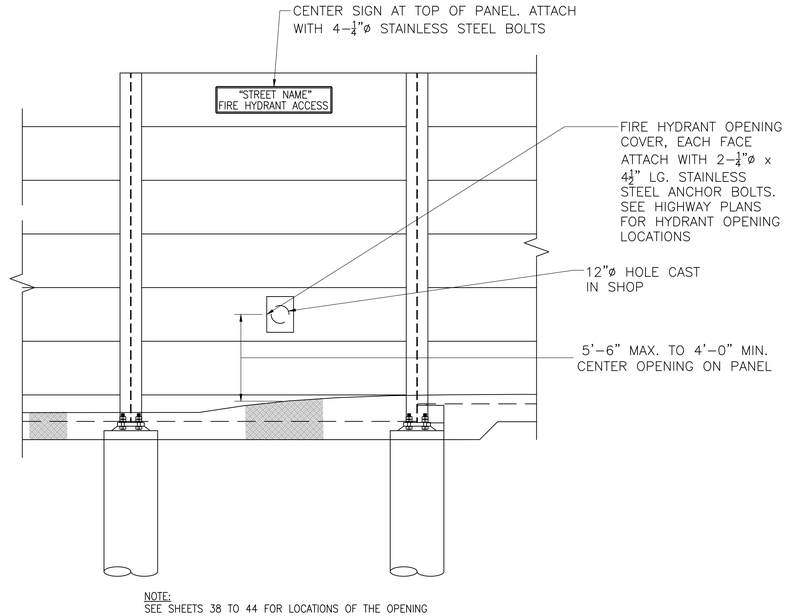
SCALE: ½" = 1'–0"



ADDITIONAL REINFORCING AROUND HYDRANT PANEL HOLE

SCALE: ½" = 1'–0"

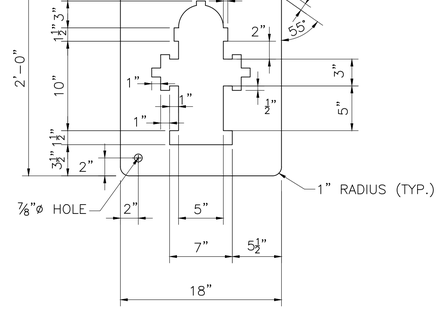
MAIN STEEL REINFORCING			
PANEL	2'–0"	3'–0"	4'–0"
BAR SIZE	#5 OR #8	#5 OR #8	#5 OR #8
QUANTITY	4	6	8



NOTE:
SEE SHEETS 38 TO 44 FOR LOCATIONS OF THE OPENING

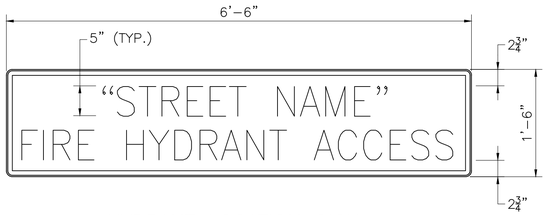
SECTION OF PANEL AT POST

SCALE: ¼" = 1'–0"



OPENING COVER DETAIL

SCALE: 1½" = 1'–0"



HYDRANT LOCATION SIGN

SCALE: 1" = 1'–0"

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	88	127
PROJECT FILE NO.	616308		

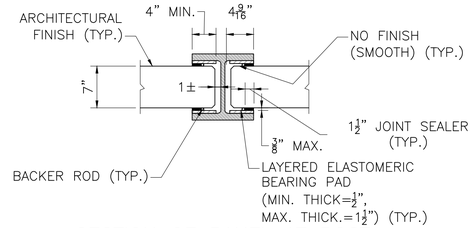
NOISE BARRIERL DETAILS - DETAIL (3 OF 3)

NOISE BARRIER DETAILS – CONCRETE PANELS

1. ALL REINFORCED CONCRETE SHALL BE 5000 PSI – ¾" – 565 LB CEMENT CONCRETE MASONRY.
2. ALL REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M31/M31M GRADE 60 (ASTM A615 GRADE 60). ALL CONTACT LAP SPLICES SHALL BE AASHTO CLASS C, UNLESS OTHERWISE NOTED.
3. ALL REINFORCING STEEL IN THE CONCRETE PANELS SHALL EITHER BE ALL EPOXY COATED IN ACCORDANCE WITH AASHTO M284 (ASTM A775) OR ALL HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A767. ALL SUPPORT OR SPACING DEVICES SHALL BE COATED CONSISTENT WITH THE REINFORCING STEEL.
4. ARCHITECTURAL FINISHES FOR THE CONCRETE PANELS SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS.
5. ANY CHANGES TO THE DIMENSIONS OR DETAILS OF THE PANELS, FROM THAT SHOWN ON THESE PLANS, WILL REQUIRE THE SUBMISSION OF STRUCTURAL CALCULATIONS AND REVISED DETAILS, INCLUDING SECTIONS OF THE PANEL AT THE POST, ALL OF WHICH SHALL BE PREPARED BY A PROFESSIONAL ENGINEER REGISTERED IN THE COMMONWEALTH OF MASSACHUSETTS AND SHALL BE STAMPED AND SEALED BY THIS ENGINEER.
6. DESIGN OF ALL PANEL LIFTING DEVICES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE INCLUDED ON SHOP DRAWINGS. ALL HARDWARE SHALL BE GALVANIZED AND ALL VOIDS OR POCKETS SHALL BE FILLED WITH NON–SHRINK GROUT.
7. WELDED WIRE FABRIC OF EQUIVALENT STEEL AREA MAY BE SUBSTITUTED FOR THE REINFORCING STEEL AS SHOWN ON THIS SHEET.
8. WALL PANEL OPENING DETAILS SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS DESIGN, AND INCLUDED IN THE SHOP DRAWING SUBMITTALS FOR REVIEW.
9. THE SOUND ABSORPTION CLADDING SHALL HAVE A FACTORY APPLIED ANTI GRAFFITI COATING. THE TINT COLOR FOR THE SOUND ABSORPTION CLADDING SHALL MATCH FEDERAL STANDARD AMS 595A COLOR 37150.

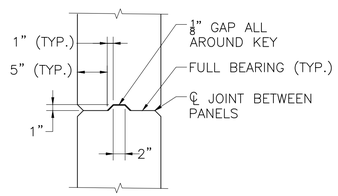
NOISE BARRIER PANEL INSTALLATION NOTES

1. ELASTOMERIC BEARING PADS NOT REQUIRED IF JOINT BETWEEN PANEL AND FLANGE OF POST IS LESS THAN 3/4". ZERO, ONE OR TWO PADS MAY BE REQUIRED AT EACH PANEL AND FLANGE LOCATION, DEPENDING UPON THE SIZE OF THE STEEL POST.
2. IF REQUIRED, GLUE ELASTOMERIC BEARING PAD TO INSIDE FLANGE OF POST USING AN APPROVED ADHESIVE. ADHESIVE MUST BE SUITABLE FOR EXTERIOR EXPOSURES WITH OPERATING TEMPERATURES OF BETWEEN –20° F AND 100° F. APPLY (¼" MINIMUM THICKNESS) OF JOINT SEALER TO FACE OF BEARING PAD.
3. ERECT PRECAST PANEL. WEDGE TIGHT AGAINST POST WITH BEARING PAD
4. IF REQUIRED, GLUE BEARING PAD FULL HEIGHT TO INSIDE FLANGE OF POST ON OTHER SIDE.
5. APPLY JOINT SEALER USING BACKER ROD IF OPENING IS GREATER THAN ¼".
6. WHERE NO PAD IS REQUIRED SEAL PANEL TO POSTS WITH JOINT SEALER USING BACKER ROD IF REQUIRED.
7. LEAVE 4" UNSEALED GAP AT BOTTOM PANEL FOR DRAINAGE.
8. NOISE BARRIER PANEL TO BE ALIGNED WITH THE HORIZONTAL CENTERLINE OF THE POST



SECTION OF PANEL AT POST

SCALE: 1" = 1'–0"



NOTE:
KEYS NOT REQUIRED TOP AND BOTTOM OF BARRIERS

JOINT BETWEEN PANELS

SCALE: 1" = 1'–0"

NOISE WALL DETAILS.DWG Plotted on 1-Oct-2026 5:34 PM

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	89	127
PROJECT FILE NO.	616308		

SHAFT DETAILS

616308_HD(DETS-SHAFTS).DWG Plotted on 1-Oct-2026 5:34 PM

TABLE 1: SEGMENT 1 NOISE BARRIER FOUNDATIONS

FOUNDATION NUMBER	STATION	EXISTING GROUND ELEV.	EXCAVATION DEPTH (Ds)	BOTTOM OF SHAFT ELEV.	TOP OF SHAFT ELEV.	TOTAL SHAFT LENGTH	DESIGN BARRIER HEIGHT	TOP OF PANEL ELEV.
FDN 1-1	97+60	24.79	15.29	9.50	32.50	23.00	20.00	52.50
FDN 1-2	97+76	24.53	15.03	9.50	32.50	23.00	20.00	52.50
FDN 1-3	97+92	24.29	14.79	9.50	32.50	23.00	20.00	52.50
FDN 1-4	98+08	23.90	14.40	9.50	32.50	23.00	20.00	52.50
FDN 1-5	98+24	23.94	15.44	8.50	31.50	23.00	21.00	52.50
FDN 1-6	98+40	23.90	15.40	8.50	31.50	23.00	21.00	52.50
FDN 1-7	98+56	23.93	15.43	8.50	31.50	23.00	21.00	52.50
FDN 1-8	98+72	23.90	15.40	8.50	31.50	23.00	21.00	52.50
FDN 1-9	98+88	23.95	15.45	8.50	31.50	23.00	23.00	54.50
FDN 1-10	99+04	24.05	15.55	8.50	31.50	23.00	23.00	54.50
FDN 1-11	99+20	24.13	15.63	8.50	31.50	23.00	23.00	54.50
FDN 1-12	99+36	24.33	15.83	8.50	31.50	23.00	23.00	54.50
FDN 1-13	99+52	24.77	16.27	8.50	31.50	23.00	23.00	54.50
FDN 1-14	99+68	25.06	16.56	8.50	31.50	23.00	23.00	54.50
FDN 1-15	99+84	25.49	17.99	7.50	30.50	23.00	26.00	56.50
FDN 1-16	100+00	25.71	18.21	7.50	30.50	23.00	26.00	56.50
FDN 1-17	100+16	26.00	18.50	7.50	30.50	23.00	26.00	56.50
FDN 1-18	100+32	26.24	18.74	7.50	30.50	23.00	24.00	54.50
FDN 1-19	100+48	26.78	19.28	7.50	30.50	23.00	24.00	54.50
FDN 1-20	100+64	26.25	18.75	7.50	30.50	23.00	24.00	54.50
FDN 1-21	100+80	26.23	18.73	7.50	30.50	23.00	24.00	54.50
FDN 1-22	100+96	26.12	18.62	7.50	30.50	23.00	23.00	53.50
FDN 1-23	101+12	26.00	19.50	6.50	29.50	23.00	24.00	53.50
FDN 1-24	101+28	25.92	19.42	6.50	29.50	23.00	24.00	53.50
FDN 1-25	101+44	25.83	19.33	6.50	29.50	23.00	24.00	53.50
FDN 1-26	101+60	25.68	19.18	6.50	29.50	23.00	22.00	51.50
FDN 1-27	101+76	25.66	19.16	6.50	29.50	23.00	22.00	51.50
FDN 1-28	101+92	25.67	19.17	6.50	29.50	23.00	22.00	51.50
FDN 1-29	102+08	25.63	19.13	6.50	29.50	23.00	22.00	51.50
FDN 1-30	102+24	25.50	19.00	6.50	29.50	23.00	22.00	51.50
FDN 1-31	102+40	25.50	20.00	5.50	28.50	23.00	22.00	50.50
FDN 1-32	102+56	25.42	19.92	5.50	28.50	23.00	22.00	50.50
FDN 1-33	102+72	25.50	20.00	5.50	28.50	23.00	22.00	50.50
FDN 1-34	102+88	25.47	19.97	5.50	28.50	23.00	22.00	50.50
FDN 1-35	103+04	25.48	19.98	5.50	28.50	23.00	21.00	49.50
FDN 1-36	103+20	25.52	20.02	5.50	28.50	23.00	21.00	49.50
FDN 1-37	103+36	25.48	20.98	4.50	27.50	23.00	22.00	49.50
FDN 1-38	103+52	25.40	13.40	12.00	27.50	15.50	22.00	49.50
FDN 1-39	103+68	25.54	13.54	12.00	27.50	15.50	22.00	49.50
FDN 1-40	103+84	25.50	13.50	12.00	27.50	15.50	22.00	49.50
FDN 1-41	104+00	25.45	14.45	11.00	26.50	15.50	23.00	49.50
FDN 1-42	104+16	25.42	15.42	10.00	25.50	15.50	24.00	49.50

TABLE 1: SEGMENT 1 NOISE BARRIER FOUNDATIONS

FOUNDATION NUMBER	STATION	EXISTING GROUND ELEV.	EXCAVATION DEPTH (Ds)	BOTTOM OF SHAFT ELEV.	TOP OF SHAFT ELEV.	TOTAL SHAFT LENGTH	DESIGN BARRIER HEIGHT	TOP OF PANEL ELEV.
FDN 1-43	104+32	25.31	14.81	10.50	24.50	14.00	25.00	49.50
FDN 1-44	104+48	25.27	14.77	10.50	24.50	14.00	25.00	49.50
FDN 1-45	104+64	25.33	14.83	10.50	24.50	14.00	25.00	49.50
FDN 1-46	104+80	25.44	14.94	10.50	24.50	14.00	24.00	48.50
FDN 1-47	104+96	25.50	15.00	10.50	24.50	14.00	24.00	48.50
FDN 1-48	105+12	25.35	14.85	10.50	24.50	14.00	24.00	48.50
FDN 1-49	105+28	25.30	14.80	10.50	24.50	14.00	24.00	48.50
FDN 1-50	105+44	25.26	14.76	10.50	24.50	14.00	24.00	48.50
FDN 1-51	105+60	25.26	14.76	10.50	24.50	14.00	24.00	48.50
FDN 1-52	105+76	25.30	14.80	10.50	24.50	14.00	24.00	48.50
FDN 1-53	105+92	25.48	14.98	10.50	24.50	14.00	24.00	48.50
FDN 1-54	106+08	25.53	14.03	11.50	25.50	14.00	23.00	48.50
FDN 1-55	106+24	25.46	13.96	11.50	25.50	14.00	23.00	48.50
FDN 1-56	106+40	25.50	14.00	11.50	25.50	14.00	22.00	47.50
FDN 1-57	106+56	25.59	14.09	11.50	25.50	14.00	22.00	47.50
FDN 1-58	106+72	25.68	14.18	11.50	25.50	14.00	22.00	47.50
FDN 1-59	106+88	25.70	14.20	11.50	25.50	14.00	22.00	47.50
FDN 1-60	107+04	26.34	13.84	12.50	25.50	13.00	22.00	47.50
FDN 1-61	107+20	26.16	13.66	12.50	25.50	13.00	22.00	47.50
FDN 1-62	107+36	26.14	13.64	12.50	25.50	13.00	22.00	47.50
FDN 1-63	107+52	26.10	13.60	12.50	25.50	13.00	22.00	47.50
FDN 1-64	107+68	26.11	13.61	12.50	25.50	13.00	22.00	47.50
FDN 1-65	107+84	26.16	13.66	12.50	25.50	13.00	21.00	46.50
FDN 1-66	108+00	26.11	13.61	12.50	25.50	13.00	21.00	46.50
FDN 1-67	108+16	26.65	14.15	12.50	25.50	13.00	21.00	46.50
FDN 1-68	108+32	26.80	14.30	12.50	25.50	13.00	21.00	46.50
FDN 1-69	108+48	26.90	14.40	12.50	25.50	13.00	21.00	46.50
FDN 1-70	108+64	26.80	14.30	12.50	25.50	13.00	21.00	46.50
FDN 1-71	108+80	26.70	14.20	12.50	25.50	13.00	21.00	46.50
FDN 1-72	108+96	26.65	15.15	11.50	24.50	13.00	22.00	46.50
FDN 1-73	109+12	26.27	14.77	11.50	24.50	13.00	22.00	46.50
FDN 1-74	109+28	26.15	14.65	11.50	24.50	13.00	22.00	46.50
FDN 1-75	109+44	26.11	14.61	11.50	24.50	13.00	22.00	46.50
FDN 1-76	109+60	26.17	14.67	11.50	24.50	13.00	22.00	46.50
FDN 1-77	109+76	26.14	14.64	11.50	24.50	13.00	22.00	46.50
FDN 1-78	109+92	26.03	14.53	11.50	24.50	13.00	22.00	46.50
FDN 1-79	110+08	25.82	14.32	11.50	24.50	13.00	22.00	46.50
FDN 1-80	110+24	25.85	14.35	11.50	24.50	13.00	22.00	46.50
FDN 1-81	110+40	25.78	14.28	11.50	24.50	13.00	22.00	46.50
FDN 1-82	110+56	25.73	14.23	11.50	24.50	13.00	22.00	46.50
FDN 1-83	110+72	25.81	14.31	11.50	24.50	13.00	22.00	46.50
FDN 1-84	110+88	25.83	14.33	11.50	24.50	13.00	22.00	46.50

TABLE 1: SEGMENT 1 NOISE BARRIER FOUNDATIONS

FOUNDATION NUMBER	STATION	EXISTING GROUND ELEV.	EXCAVATION DEPTH (Ds)	BOTTOM OF SHAFT ELEV.	TOP OF SHAFT ELEV.	TOTAL SHAFT LENGTH	DESIGN BARRIER HEIGHT	TOP OF PANEL ELEV.
FDN 1-85	111+04	25.87	14.37	11.50	24.50	13.00	22.00	46.50
FDN 1-86	111+20	25.84	15.34	10.50	23.50	13.00	23.00	46.50
FDN 1-87	111+36	25.72	15.22	10.50	23.50	13.00	23.00	46.50
FDN 1-88	111+52	25.67	15.17	10.50	23.50	13.00	23.00	46.50
FDN 1-89	111+68	25.72	15.22	10.50	23.50	13.00	23.00	46.50
FDN 1-90	111+84	25.61	15.11	10.50	23.50	13.00	23.00	46.50
FDN 1-91	112+00	25.43	14.93	10.50	23.50	13.00	23.00	46.50
FDN 1-92	112+16	25.24	15.74	9.50	22.50	13.00	23.00	45.50
FDN 1-93	112+32	25.35	15.85	9.50	22.50	13.00	23.00	45.50
FDN 1-94	112+48	25.19	15.69	9.50	22.50	13.00	23.00	45.50
FDN 1-95	112+64	25.23	15.73	9.50	22.50	13.00	23.00	45.50
FDN 1-96	112+80	25.16	15.66	9.50	22.50	13.00	23.00	45.50
FDN 1-97	112+96	25.07	15.57	9.50	22.50	13.00	23.00	45.50
FDN 1-98	113+12	24.97	15.47	9.50	22.50	13.00	23.00	45.50
FDN 1-99	113+28	24.85	15.35	9.50	22.50	13.00	23.00	45.50
FDN 1-100	113+44	24.89	15.39	9.50	22.50	13.00	23.00	45.50
FDN 1-101	113+60	24.92	15.42	9.50	22.50	13.00	23.00	45.50
FDN 1-102	113+76	24.86	15.36	9.50	22.50	13.00	23.00	45.50
FDN 1-103	113+92	25.01	14.51	10.50	23.50	13.00	22.00	45.50
FDN 1-104	114+08	25.04	14.54	10.50	23.50	13.00	22.00	45.50
FDN 1-105	114+24	25.07	14.57	10.50	23.50	13.00	22.00	45.50
FDN 1-106	114+40	25.10	14.60	10.50	23.50	13.00	22.00	45.50
FDN 1-107	114+56	24.92	14.42	10.50	23.50	13.00	22.00	45.50
FDN 1-108	114+72	24.95	14.45	10.50	23.50	13.00	22.00	45.50
FDN 1-109	114+88	25.06	14.56	10.50	23.50	13.00	22.00	45.50
FDN 1-110	115+04	25.00	14.50	10.50	23.50	13.00	22.00	45.50
FDN 1-111	115+20	24.91	14.41	10.50	23.50	13.00	22.00	45.50
FDN 1-112	115+36	24.89	14.39	10.50	23.50	13.00	22.00	45.50
FDN 1-113	115+52	24.94	14.44	10.50	23.50	13.00	22.00	45.50
FDN 1-114	115+68	24.88	14.38	10.50	23.50	13.00	22.00	45.50
FDN 1-115	115+84	25.02	14.52	10.50	23.50	13.00	22.00	45.50
FDN 1-116	116+00	25.10	14.60	10.50	23.50	13.00	22.00	45.50
FDN 1-117	116+16	25.22	14.72	10.50	23.50	13.00	22.00	45.50
FDN 1-118	116+32	25.34	14.84	10.50	23.50	13.00	22.00	45.50
FDN 1-119	116+48	25.30	14.80	10.50	23.50	13.00	22.00	45.50
FDN 1-120	116+64	25.25	14.75	10.50	23.50	13.00	20.00	43.50
FDN 1-121	116+80	25.24	14.74	10.50	23.50	13.00	18.00	41.50
FDN 1-122	116+96	25.20	14.70	10.50	23.50	13.00	16.00	39.50
FDN 1-123	117+12	25.24	14.74	10.50	23.50	13.00	14.00	37.50
FDN 1-124	117+28	25.24	14.74	10.50	23.50	13.00	12.00	35.50

NOTE: DESIGN BARRIER HEIGHT IS THE TOP OF PANEL ELEVATION MINUS THE TOP OF SHAFT ELEVATION

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	90	127
PROJECT FILE NO.	616308		

SHAFT DETAILS

6:16308_HD\DETS-SHAFTS).DWG Plotted on 1-Oct-2026 5:33 PM

TABLE 2: SEGMENT 2 NOISE BARRIER FOUNDATIONS

FOUNDATION NUMBER	STATION	EXISTING GROUND ELEV.	EXCAVATION DEPTH (Ds)	BOTTOM OF SHAFT ELEV.	TOP OF SHAFT ELEV.	TOTAL SHAFT HEIGHT	DESIGN BARRIER HEIGHT	TOP OF PANEL ELEV.
FDN 2-1	199+96	25.48	15.48	10.00	23.00	13.00	15.00	38.00
FDN 2-2	200+12	25.22	16.22	9.00	22.00	13.00	18.00	40.00
FDN 2-3	200+28	25.13	16.13	9.00	22.00	13.00	20.00	42.00
FDN 2-4	200+44	24.99	15.99	9.00	22.00	13.00	22.00	44.00
FDN 2-5	200+60	24.82	15.82	9.00	22.00	13.00	24.00	46.00
FDN 2-6	200+76	24.64	18.64	6.00	23.00	17.00	25.00	48.00
FDN 2-7	200+92	24.57	18.57	6.00	23.00	17.00	27.00	50.00
FDN 2-8	201+08	24.46	17.46	7.00	24.00	17.00	26.00	50.00
FDN 2-9	201+24	24.20	17.20	7.00	24.00	17.00	26.00	50.00
FDN 2-10	201+40	24.16	17.16	7.00	24.00	17.00	26.00	50.00
FDN 2-11	201+56	24.12	17.12	7.00	24.00	17.00	26.00	50.00
FDN 2-12	201+72	24.21	17.21	7.00	24.00	17.00	26.00	50.00
FDN 2-13	201+88	24.37	17.37	7.00	24.00	17.00	26.00	50.00
FDN 2-14	202+04	24.48	17.98	6.50	24.00	17.50	26.00	50.00
FDN 2-15	202+20	24.53	18.03	6.50	24.00	17.50	26.00	50.00
FDN 2-16	202+36	24.58	18.08	6.50	24.00	17.50	26.00	50.00
FDN 2-17	202+52	24.59	18.09	6.50	24.00	17.50	26.00	50.00
FDN 2-18	202+68	24.58	18.08	6.50	24.00	17.50	26.00	50.00
FDN 2-19	202+84	24.65	18.15	6.50	24.00	17.50	26.00	50.00
FDN 2-20	203+00	24.79	18.29	6.50	24.00	17.50	26.00	50.00
FDN 2-21	203+16	24.89	17.89	7.00	24.50	17.50	26.00	50.50
FDN 2-22	203+32	24.81	17.81	7.00	24.50	17.50	26.00	50.50
FDN 2-23	203+48	24.73	17.73	7.00	24.50	17.50	26.00	50.50
FDN 2-24	203+64	24.86	17.86	7.00	24.50	17.50	26.00	50.50
FDN 2-25	203+80	24.98	17.98	7.00	24.50	17.50	26.00	50.50
FDN 2-26	203+96	25.10	18.10	7.00	24.50	17.50	26.00	50.50
FDN 2-27	204+12	25.12	18.12	7.00	24.50	17.50	26.00	50.50
FDN 2-28	204+28	25.11	18.11	7.00	24.50	17.50	26.00	50.50
FDN 2-29	204+44	25.19	18.19	7.00	24.50	17.50	26.00	50.50
FDN 2-30	204+60	25.22	18.22	7.00	24.50	17.50	26.00	50.50
FDN 2-31	204+76	25.27	18.27	7.00	24.50	17.50	26.00	50.50
FDN 2-32	204+92	25.39	18.39	7.00	24.50	17.50	26.00	50.50
FDN 2-33	205+08	25.45	18.45	7.00	24.50	17.50	26.00	50.50
FDN 2-34	205+24	25.44	18.44	7.00	24.50	17.50	26.00	50.50
FDN 2-35	205+40	25.44	18.44	7.00	24.50	17.50	26.00	50.50
FDN 2-36	205+56	25.43	18.43	7.00	24.50	17.50	26.00	50.50
FDN 2-37	205+72	25.51	18.51	7.00	24.50	17.50	26.00	50.50
FDN 2-38	205+88	25.59	18.59	7.00	24.50	17.50	26.00	50.50
FDN 2-39	206+04	25.67	18.17	7.50	25.00	17.50	26.00	51.00
FDN 2-40	206+20	25.71	18.21	7.50	25.00	17.50	26.00	51.00

TABLE 2: SEGMENT 2 NOISE BARRIER FOUNDATIONS

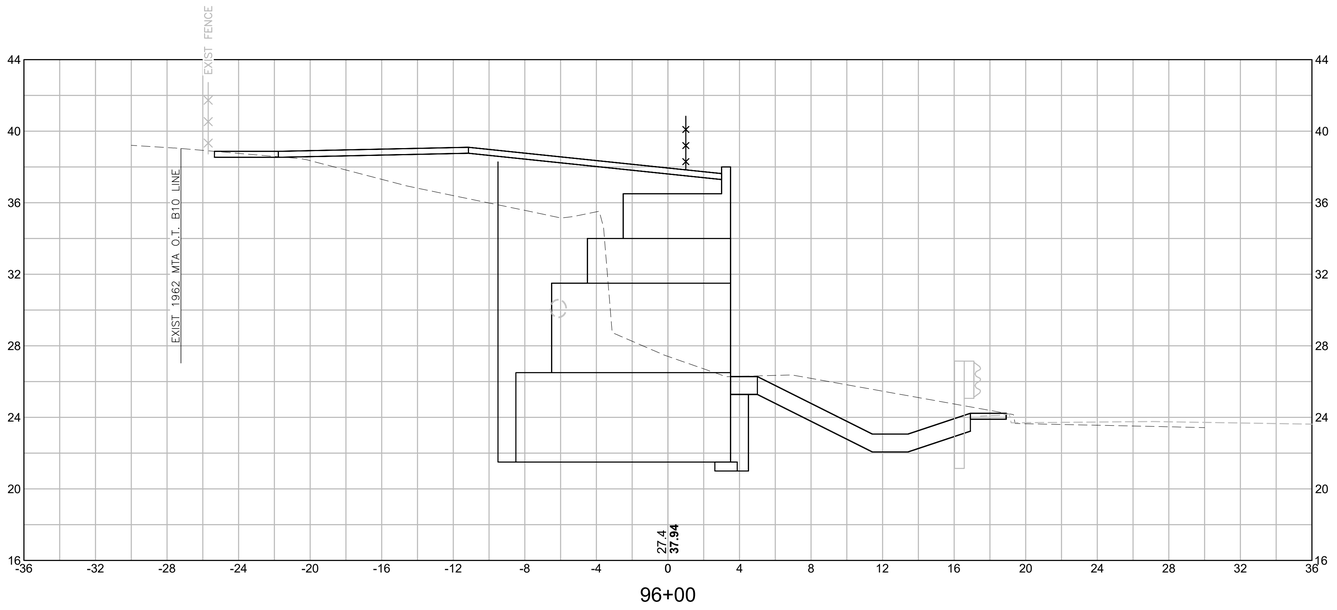
FOUNDATION NUMBER	STATION	EXISTING GROUND ELEV.	EXCAVATION DEPTH (Ds)	BOTTOM OF SHAFT ELEV.	TOP OF SHAFT ELEV.	TOTAL SHAFT HEIGHT	DESIGN BARRIER HEIGHT	TOP OF PANEL ELEV.
FDN 2-41	206+36	25.76	18.26	7.50	25.00	17.50	26.00	51.00
FDN 2-42	206+52	25.93	17.93	8.00	25.50	17.50	26.00	51.50
FDN 2-43	206+68	26.15	18.15	8.00	25.50	17.50	26.00	51.50
FDN 2-44	206+84	26.30	18.30	8.00	25.50	17.50	26.00	51.50
FDN 2-45	207+00	26.37	17.37	9.00	26.50	17.50	25.00	51.50
FDN 2-46	207+16	26.43	17.43	9.00	26.50	17.50	25.00	51.50
FDN 2-47	207+32	26.49	17.49	9.00	26.50	17.50	25.00	51.50
FDN 2-48	207+48	26.53	17.53	9.00	26.50	17.50	25.00	51.50
FDN 2-49	207+64	26.62	17.62	9.00	26.50	17.50	25.00	51.50
FDN 2-50	207+80	26.77	17.77	9.00	26.50	17.50	25.00	51.50
FDN 2-51	207+96	26.90	17.90	9.00	26.50	17.50	25.00	51.50
FDN 2-52	208+12	26.92	23.42	3.50	26.50	23.00	25.00	51.50
FDN 2-53	208+28	26.93	23.43	3.50	26.50	23.00	25.00	51.50
FDN 2-54	208+44	27.13	24.13	3.00	26.00	23.00	26.00	52.00
FDN 2-55	208+60	27.09	25.09	2.00	25.00	23.00	27.00	52.00
FDN 2-56	208+76	27.11	26.11	1.00	24.00	23.00	28.00	52.00
FDN 2-57	208+92	27.13	16.13	11.00	24.00	13.00	28.00	52.00
FDN 2-58	209+08	27.14	16.14	11.00	24.00	13.00	28.00	52.00
FDN 2-59	209+24	27.17	16.17	11.00	24.00	13.00	28.00	52.00
FDN 2-60	209+40	27.12	16.12	11.00	24.00	13.00	28.00	52.00
FDN 2-61	209+56	27.09	16.09	11.00	24.00	13.00	28.00	52.00
FDN 2-62	209+72	27.17	16.17	11.00	24.00	13.00	28.00	52.00
FDN 2-63	209+88	27.17	16.17	11.00	24.00	13.00	28.00	52.00
FDN 2-64	210+04	27.05	16.05	11.00	24.00	13.00	28.00	52.00
FDN 2-65	210+20	26.95	15.95	11.00	24.00	13.00	28.00	52.00
FDN 2-66	210+36	26.92	15.92	11.00	24.00	13.00	26.00	50.00
FDN 2-67	210+52	26.88	15.88	11.00	24.00	13.00	24.00	48.00
FDN 2-68	210+68	26.85	15.85	11.00	24.00	13.00	22.00	46.00
FDN 2-69	210+84	26.82	15.82	11.00	24.00	13.00	20.00	44.00

NOTE: DESIGN BARRIER HEIGHT IS THE TOP OF PANEL ELEVATION MINUS THE TOP OF SHAFT ELEVATION

BOSTON
LINCOLN STREET

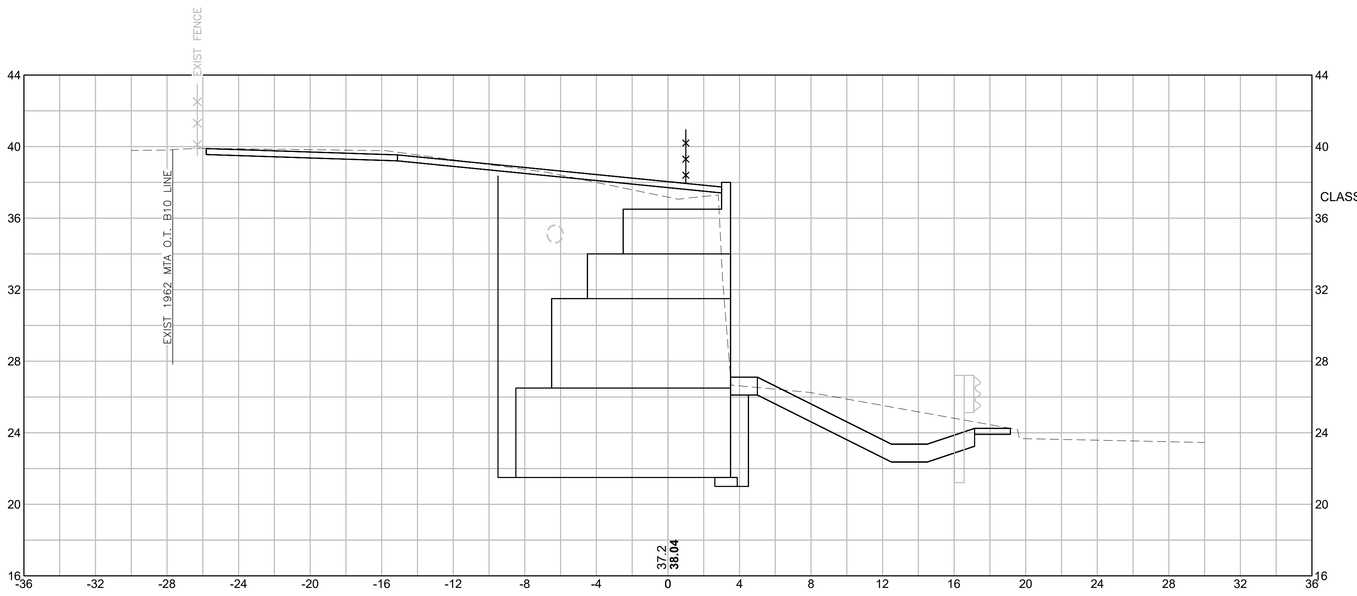
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	91	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1



96+00

CUT: 33.19 SF
FILL: 232.38 SF
CLASS A TRENCH: 131.83 SF



95+89

CUT: 34.40 SF
FILL: 217.31 SF
CLASS A TRENCH: 215.01 SF

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

LEGEND

XX.X
XX.XX
EXIST GRADE
FINISH GRADE

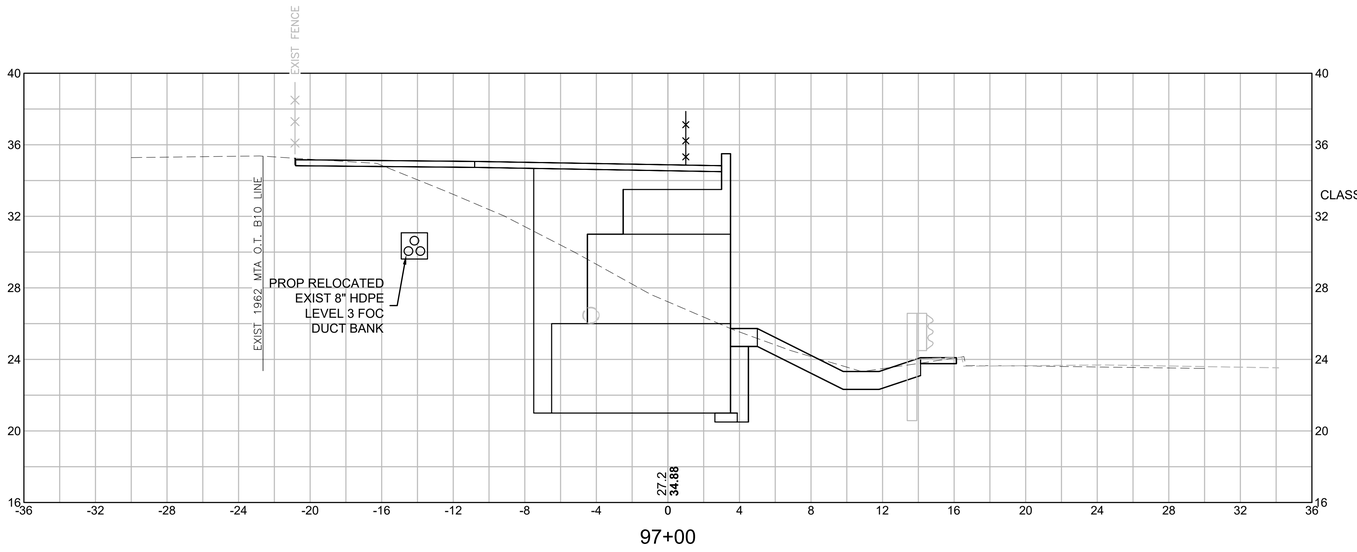
616308_HDISEG1_XSEC1).DWG Plotted on 1-Oct-2026 5:35 PM

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	92	127
	PROJECT FILE NO. 616308		

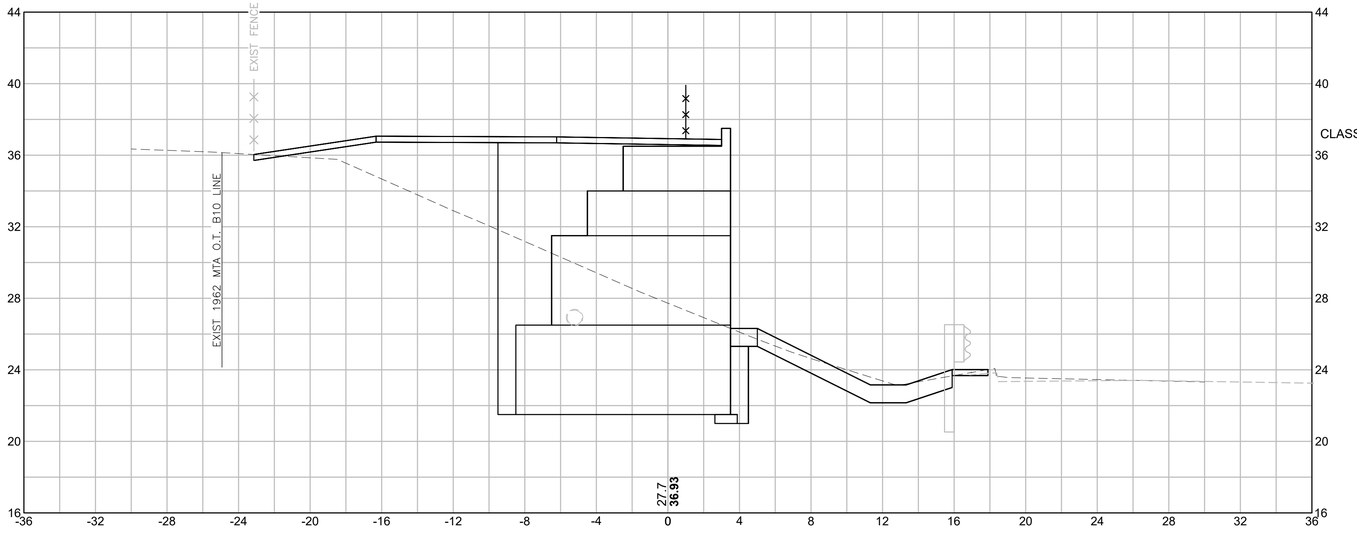
CROSS SECTIONS - SEGMENT 1

616308_HDISEG1_XSEC1).DWG Plotted on 1-Oct-2026 5:35 PM



97+00

CUT: 11.19 SF
FILL: 165.69 SF
CLASS A TRENCH: 85.93 SF



96+50

CUT: 11.65 SF
FILL: 225.68 SF
CLASS A TRENCH: 103.32 SF

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

LEGEND

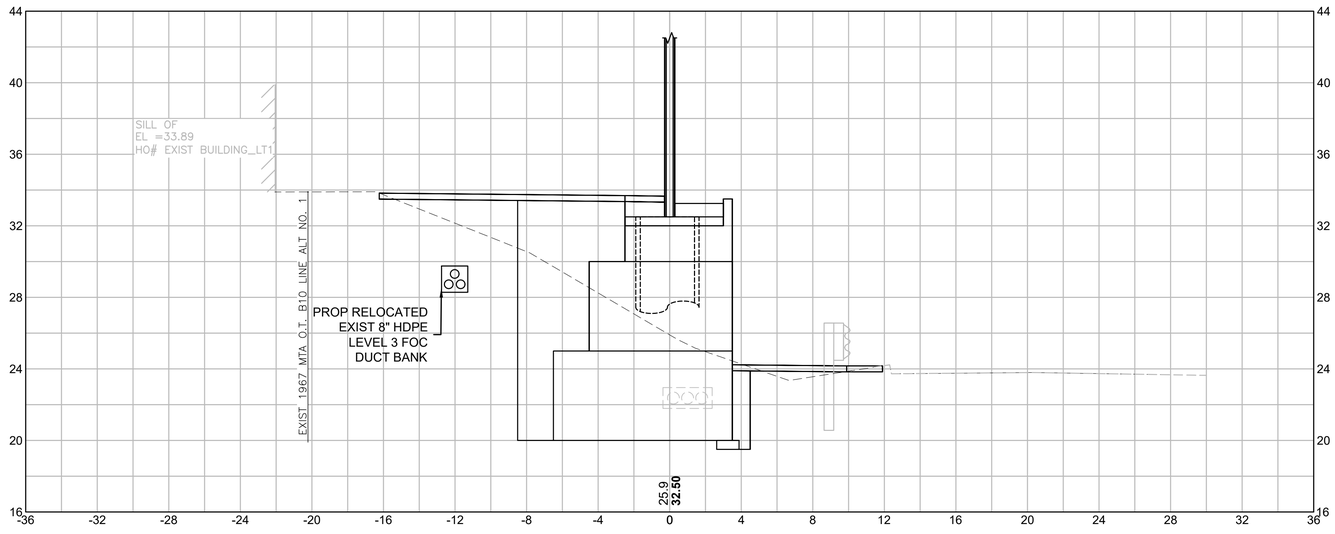
XX.X
XX.XX
EXIST GRADE
FINISH GRADE

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	93	127
	PROJECT FILE NO. 616308		

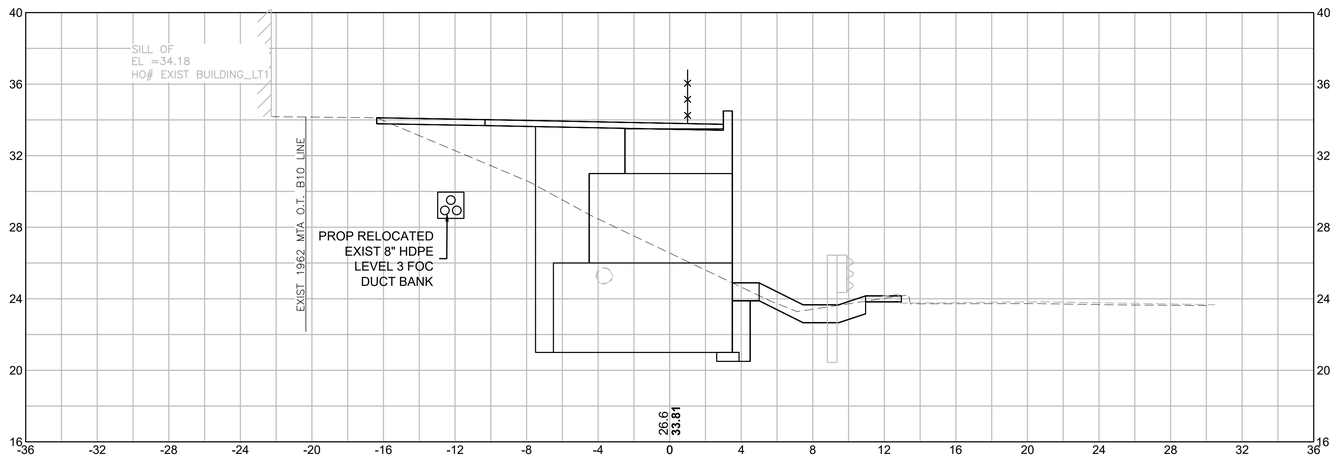
CROSS SECTIONS - SEGMENT 1

616308_HDISEG1_XSEC1).DWG Plotted on 1-Oct-2026 5:35 PM



97+60

CUT: 0.96 SF
FILL: 33.02 SF
CLASS A TRENCH: 94.34 SF



97+50

CUT: 5.33 SF
FILL: 150.70 SF
CLASS A TRENCH: 76.54 SF

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

LEGEND

XX.X
XX.XX

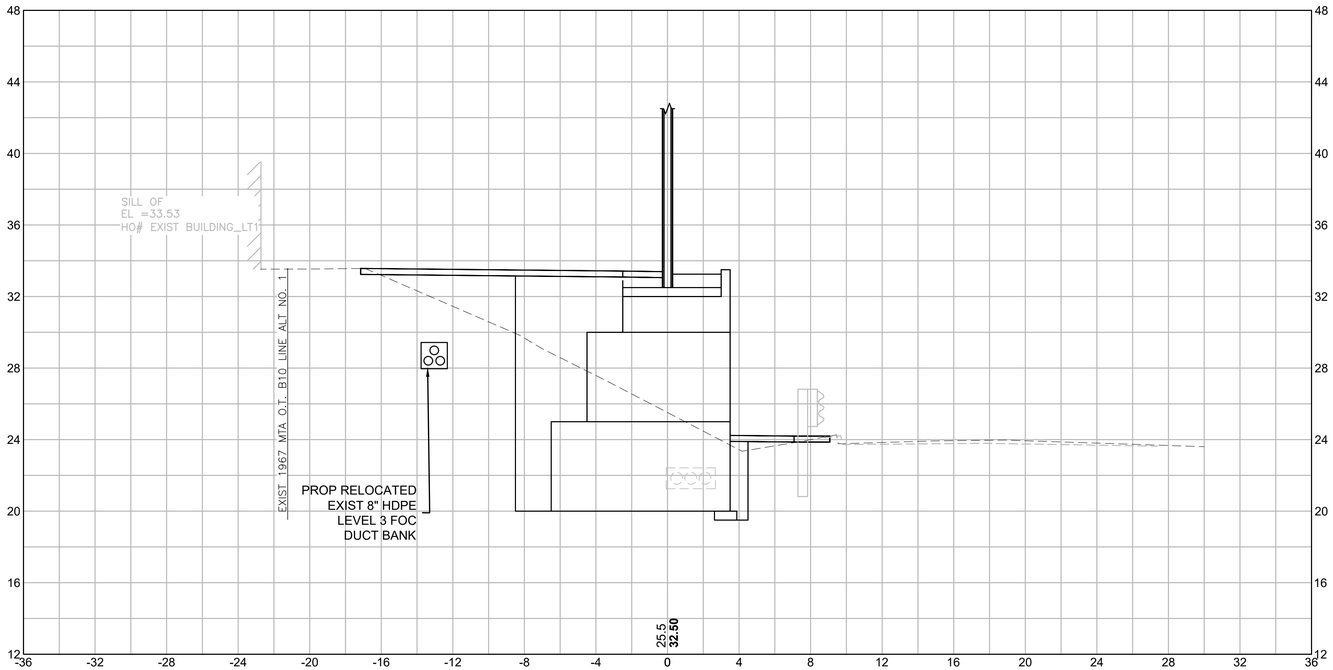
EXIST GRADE
FINISH GRADE /
BOT OF BARRIER

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	94	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1

616308_HDISEG1_XSEC1).DWG Plotted on 1-Oct-2026 5:36 PM



98+00

CUT: 0.52 SF
FILL: 38.43 SF
CLASS A TRENCH: 86.02 SF

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

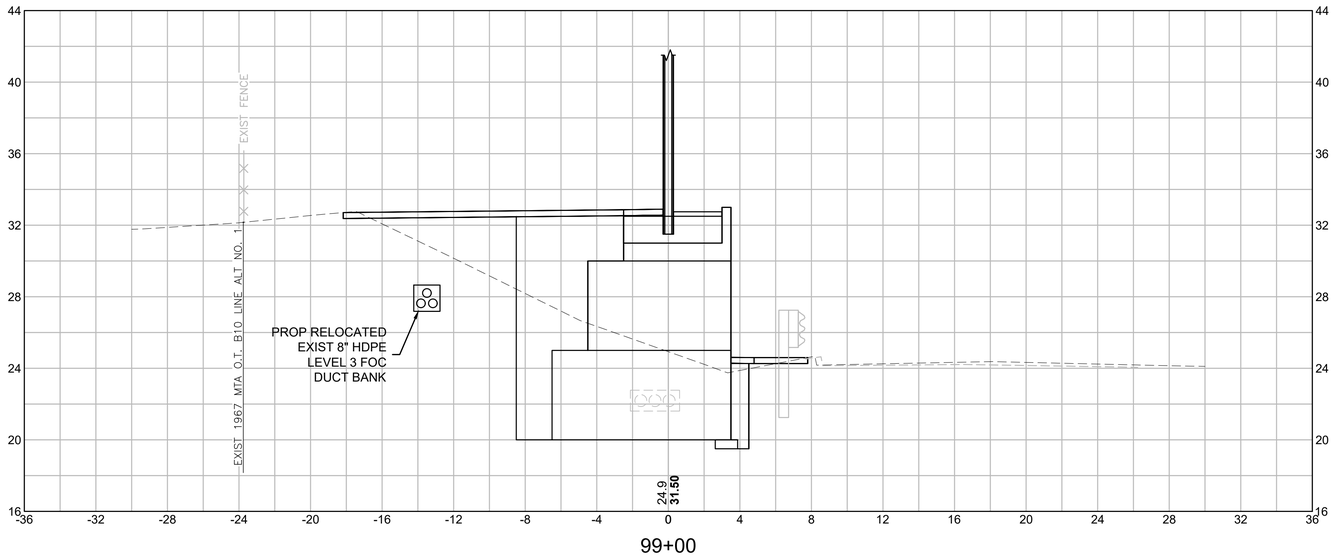
LEGEND

XX.X / XX.XX — EXIST GRADE / BOT OF BARRIER

BOSTON
LINCOLN STREET

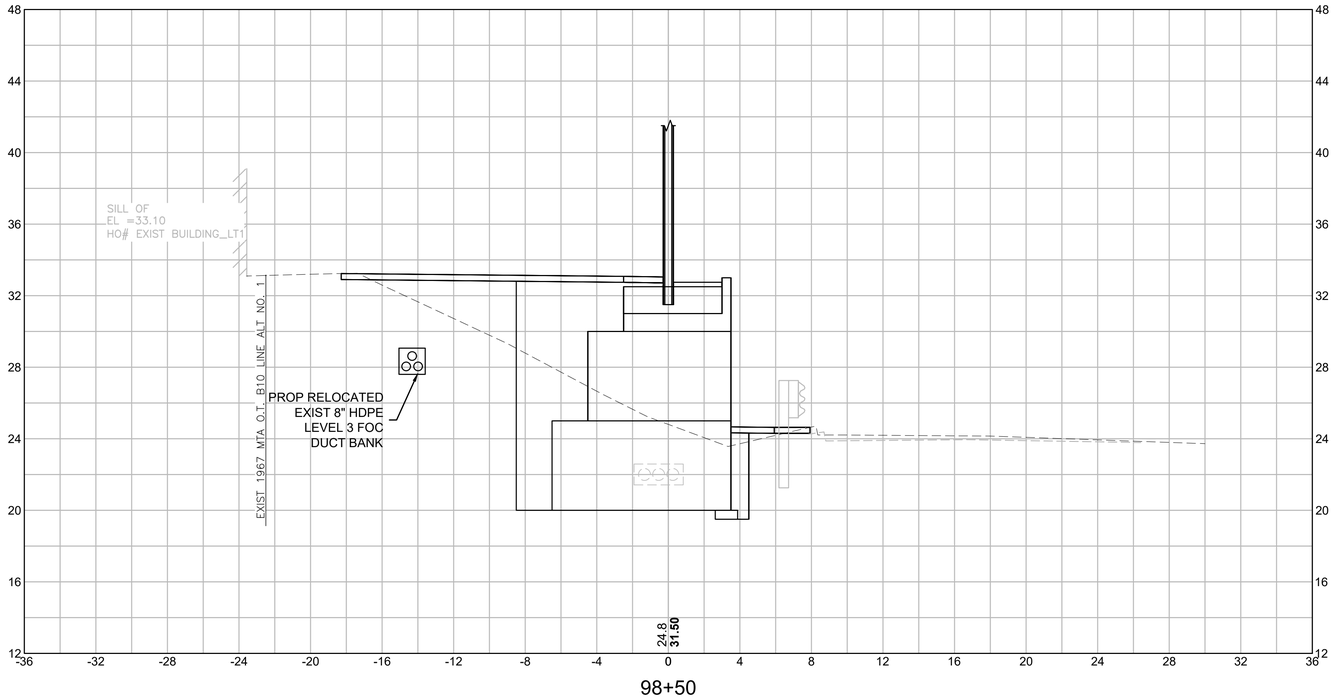
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	95	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1



99+00

CUT: 0.71 SF
FILL: 46.19 SF
CLASS A TRENCH: 75.45 SF



98+50

CUT: 0.69 SF
FILL: 44.12 SF
CLASS A TRENCH: 77.26 SF

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

LEGEND

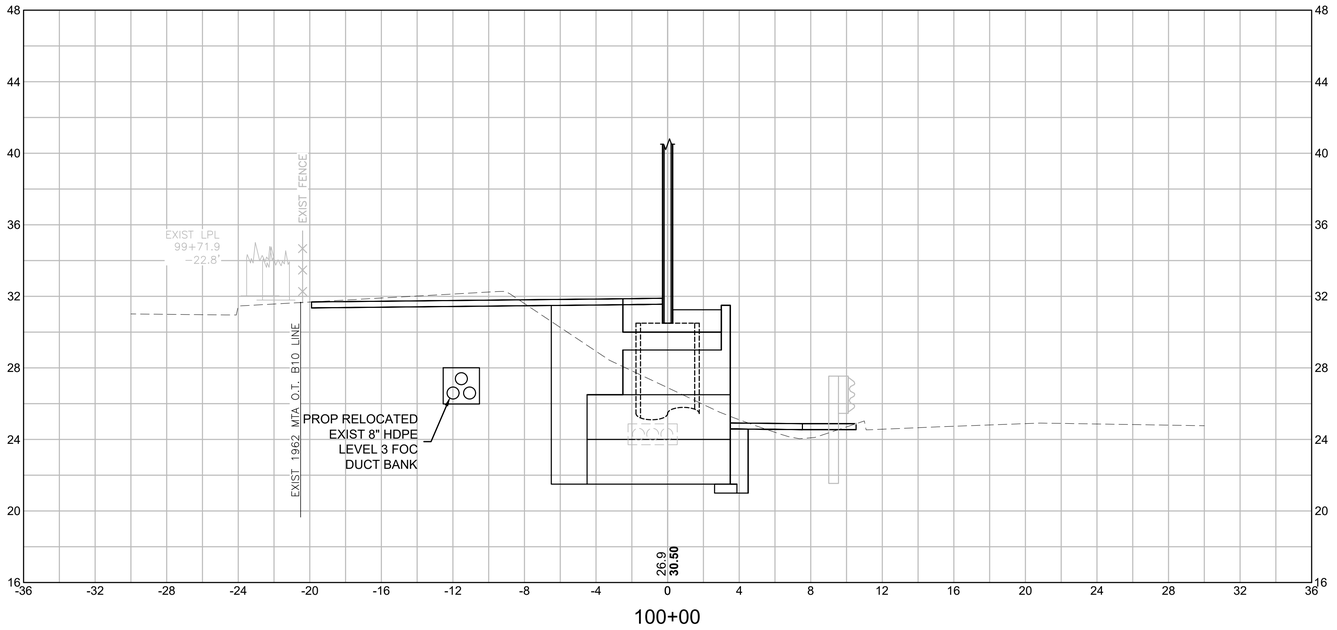
XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

616308_HDISEG1_XSEC1).DWG Plotted on 1-Oct-2026 5:36 PM

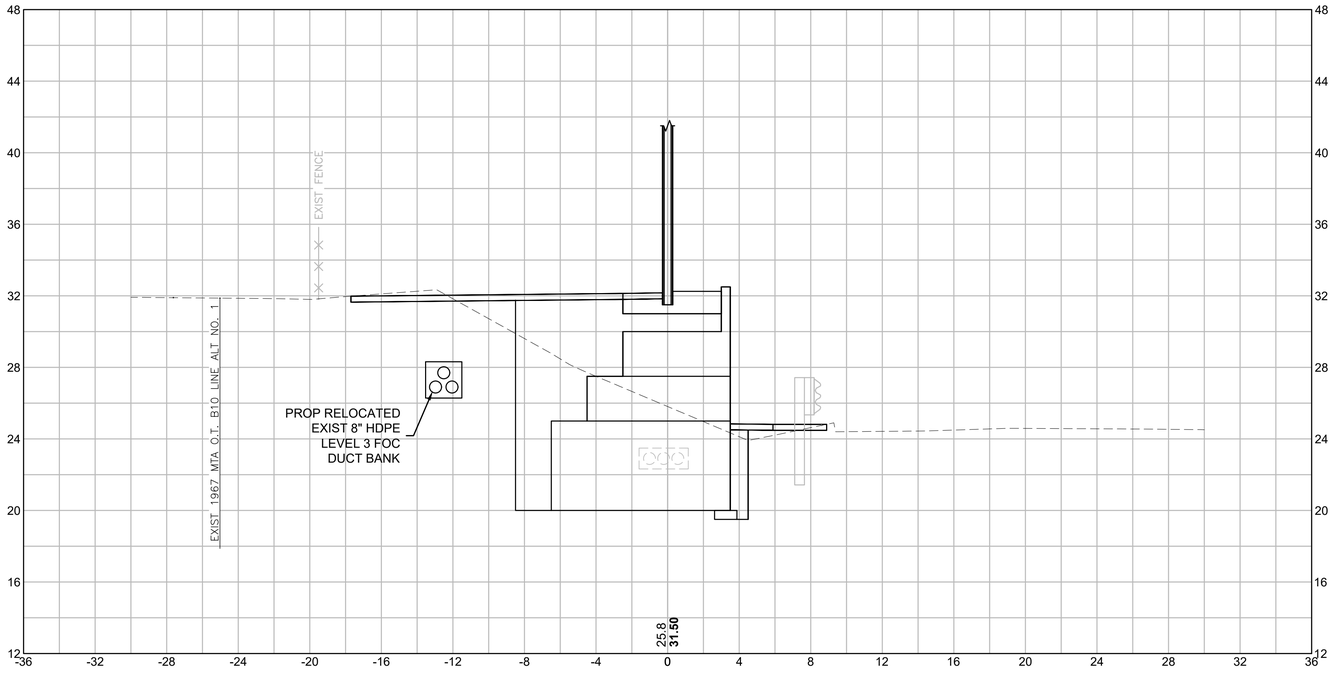
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	96	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1



CUT: 7.71 SF
FILL: 8.52 SF
CLASS A TRENCH: 66.61 SF



CUT: 2.97 SF
FILL: 22.40 SF
CLASS A TRENCH: 88.30 SF

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

LEGEND

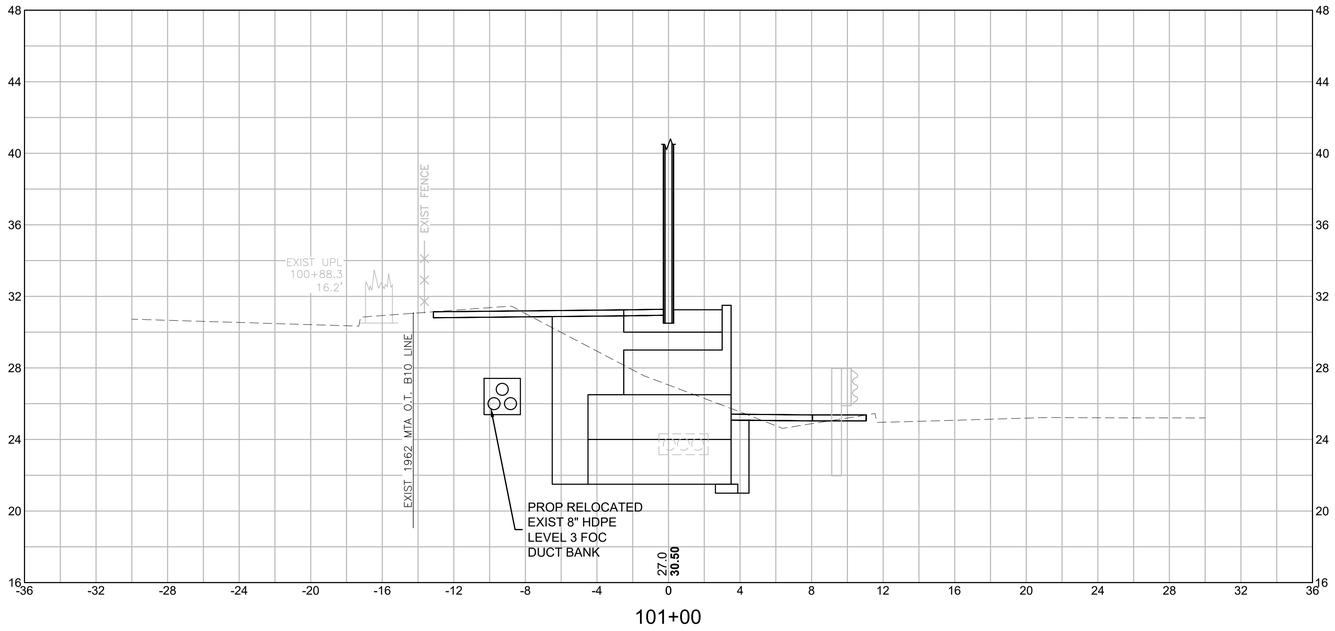
XX.X
XX.XX — EXIST GRADE
BOT OF BARRIER

616308_HDISEG1_XSEC1).DWG Plotted on 1-Oct-2026 5:36 PM

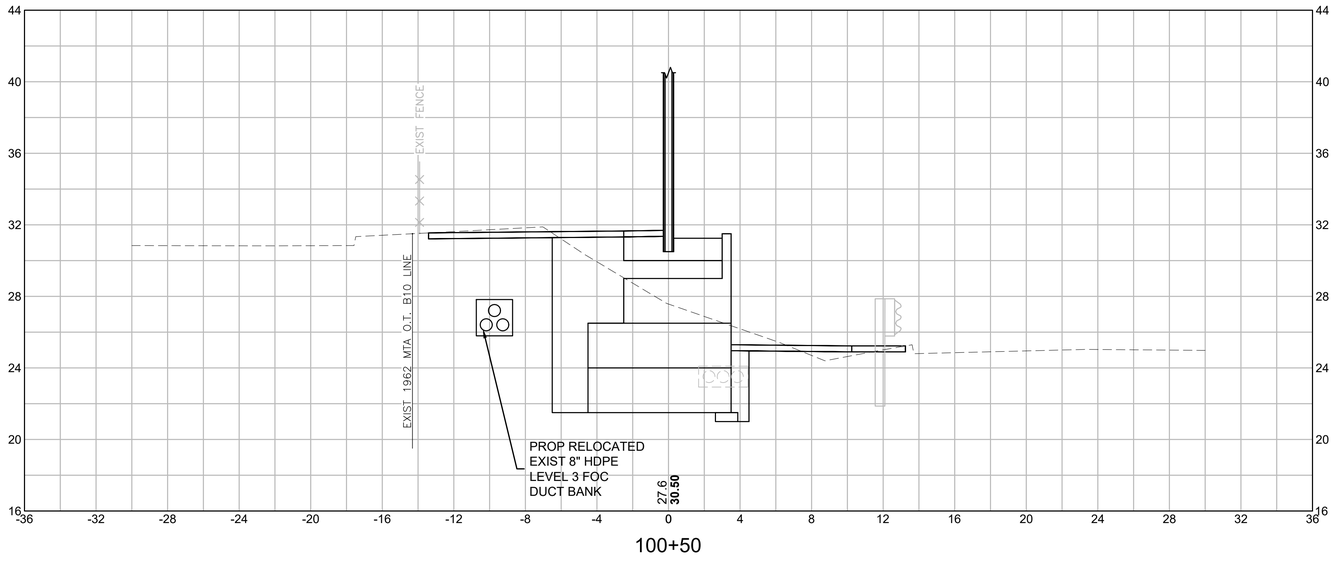
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	97	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1



CUT: 3.33 SF
FILL: 6.61 SF
CLASS A TRENCH: 68.03 SF



CUT: 6.53 SF
FILL: 4.17 SF
CLASS A TRENCH: 77.22 SF

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

LEGEND

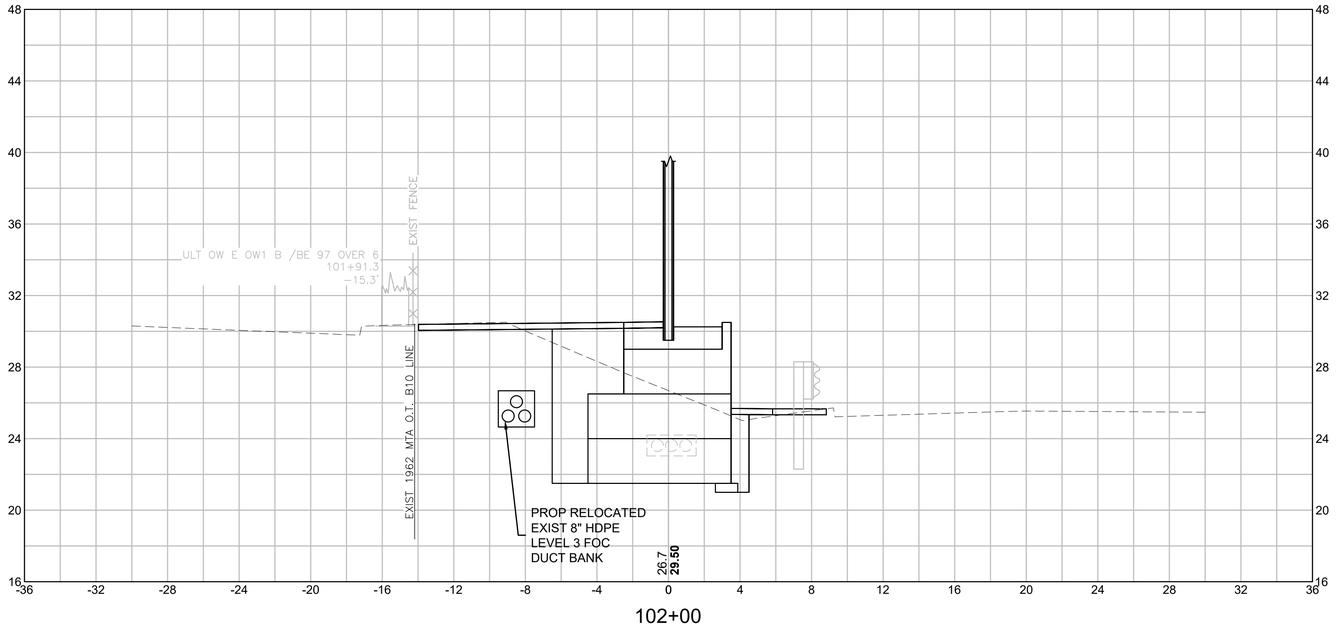
XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

616308_HDISEG1_XSEC1).DWG Plotted on 1-Oct-2026 5:36 PM

BOSTON
LINCOLN STREET

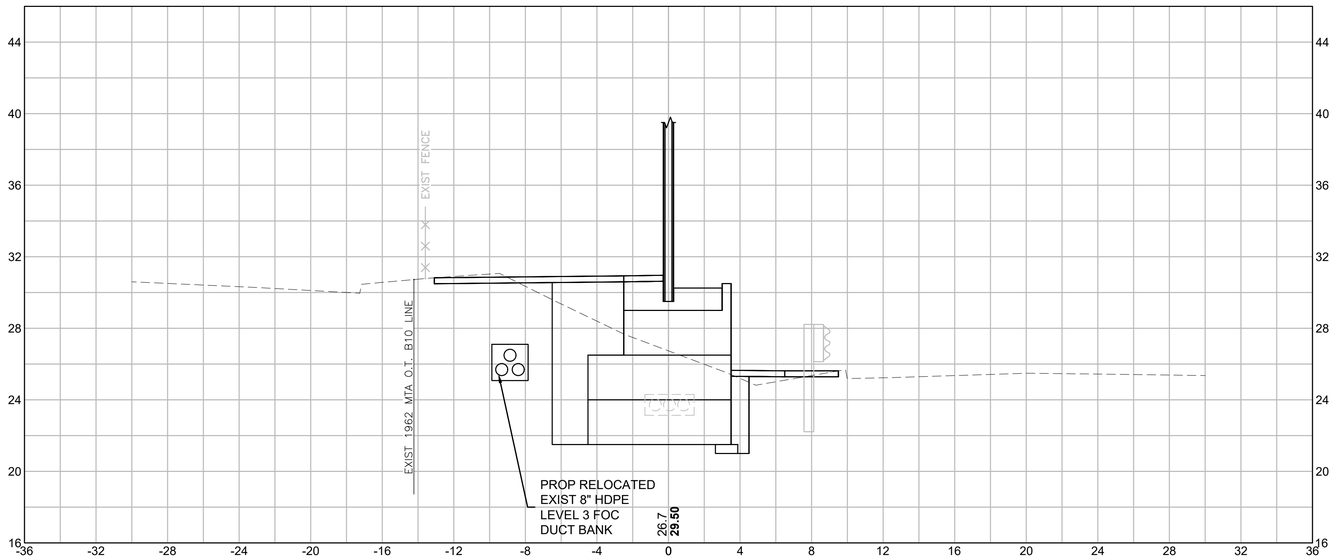
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	98	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1



102+00

CUT: 2.39 SF
FILL: 6.17 SF
CLASS A TRENCH: 62.56 SF



101+50

CUT: 2.21 SF
FILL: 8.17 SF
CLASS A TRENCH: 63.50 SF

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

LEGEND

XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

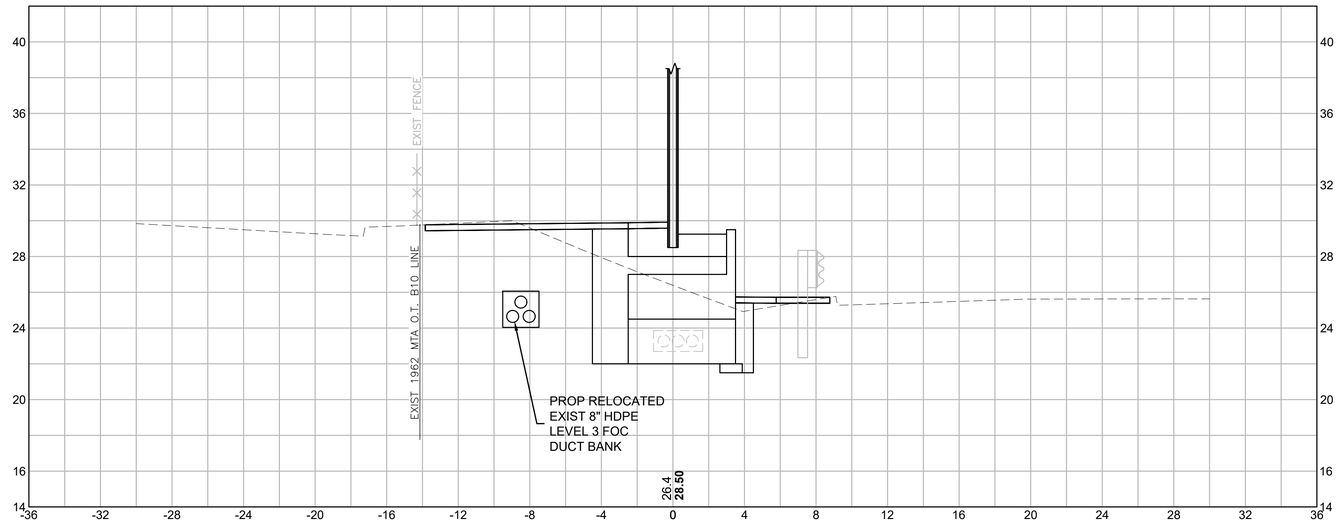
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BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	99	127
	PROJECT FILE NO.	616308	

CROSS SECTIONS - SEGMENT 1

616308_HDISEG1_XSEC1).DWG Plotted on 1-Oct-2026 5:36 PM



102+50

CUT: 2.70 SF
FILL: 4.08 SF
CLASS A TRENCH: 40.63 SF

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

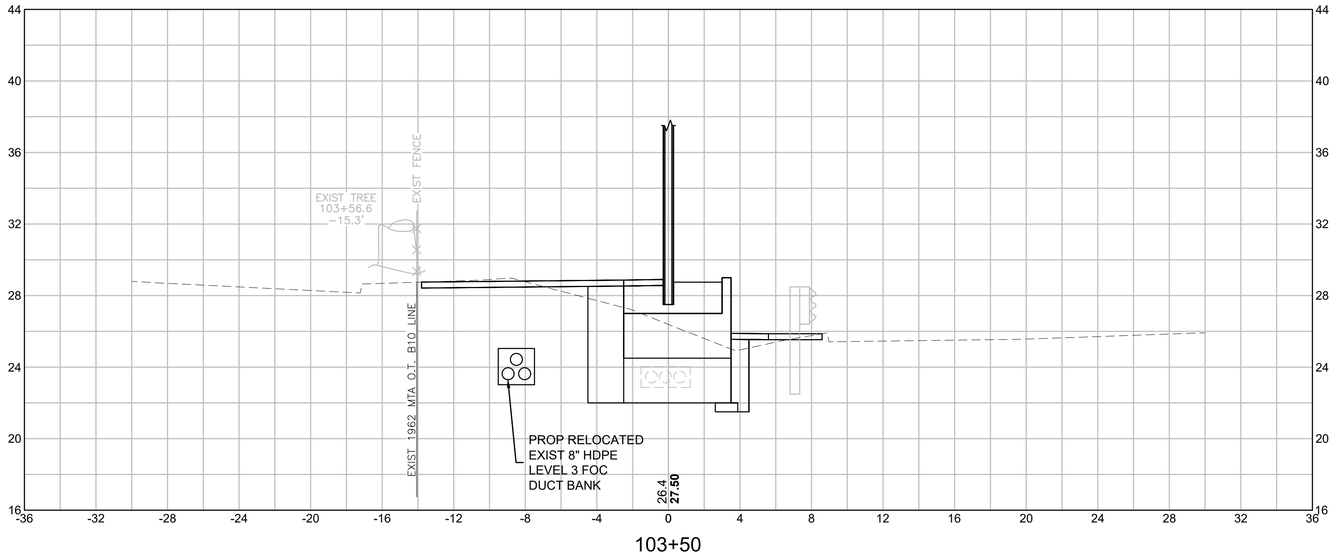
LEGEND

XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

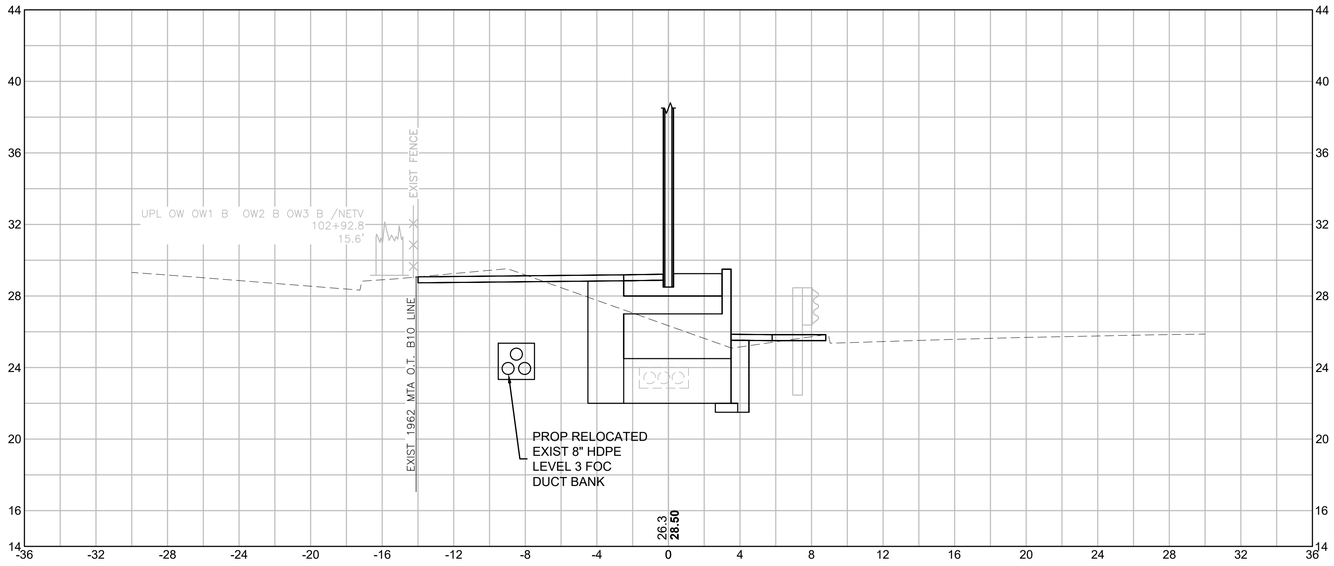
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	100	127
	PROJECT FILE NO.	616308	

CROSS SECTIONS - SEGMENT 1



103+50

CUT: 2.98 SF
FILL: 9.78 SF
CLASS A TRENCH: 40.25 SF



103+00

CUT: 3.83 SF
FILL: 3.15 SF
CLASS A TRENCH: 40.22 SF

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

LEGEND

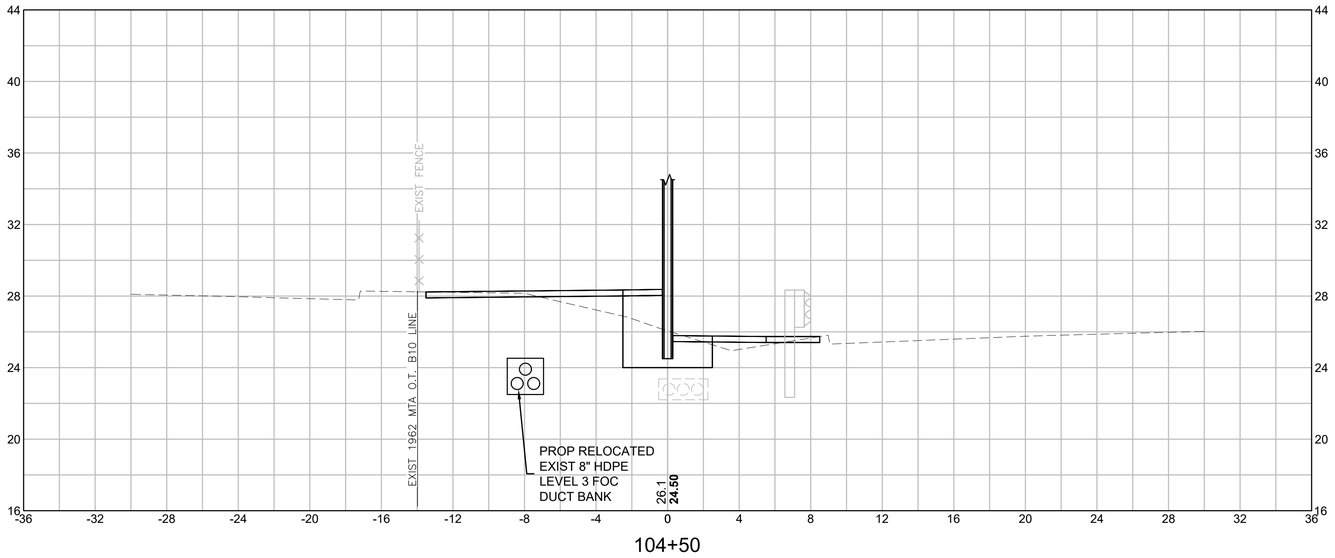
XX.X
XX.XX — EXIST GRADE
BOT OF BARRIER

616308_HDGSEG1_XSEC1).DWG Plotted on 1-Oct-2026 5:36 PM

BOSTON
LINCOLN STREET

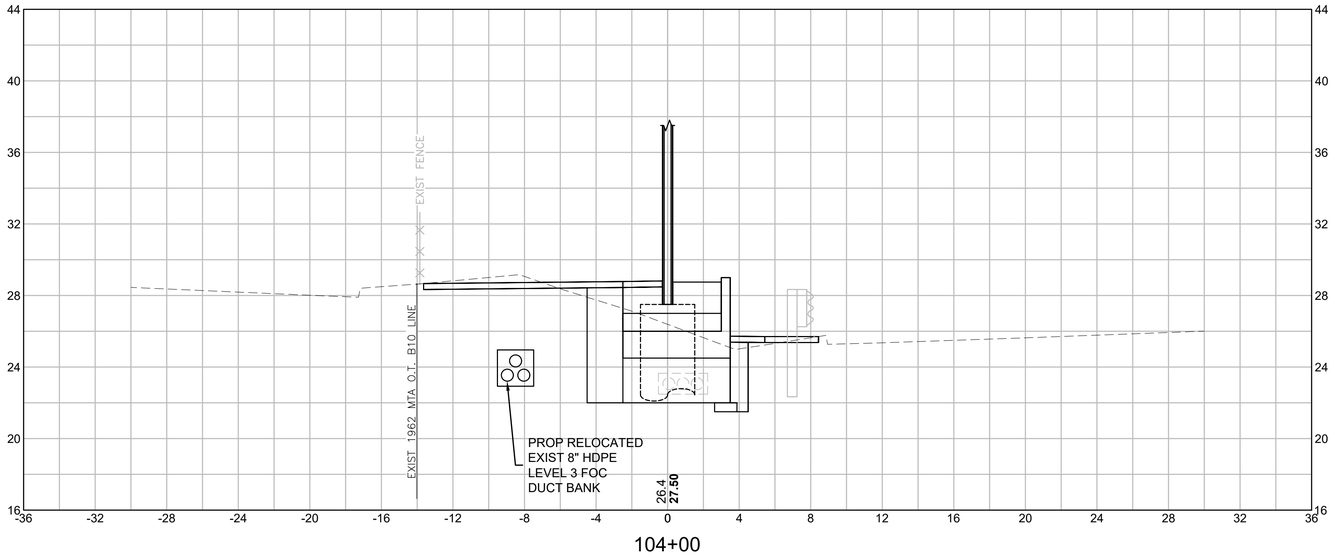
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	101	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1



104+50

CUT: 12.26 SF
FILL: 0.00 SF
CLASS A TRENCH: 0.00 SF



104+00

CUT: 6.48 SF
FILL: 9.19 SF
CLASS A TRENCH: 40.33 SF

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

LEGEND

XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

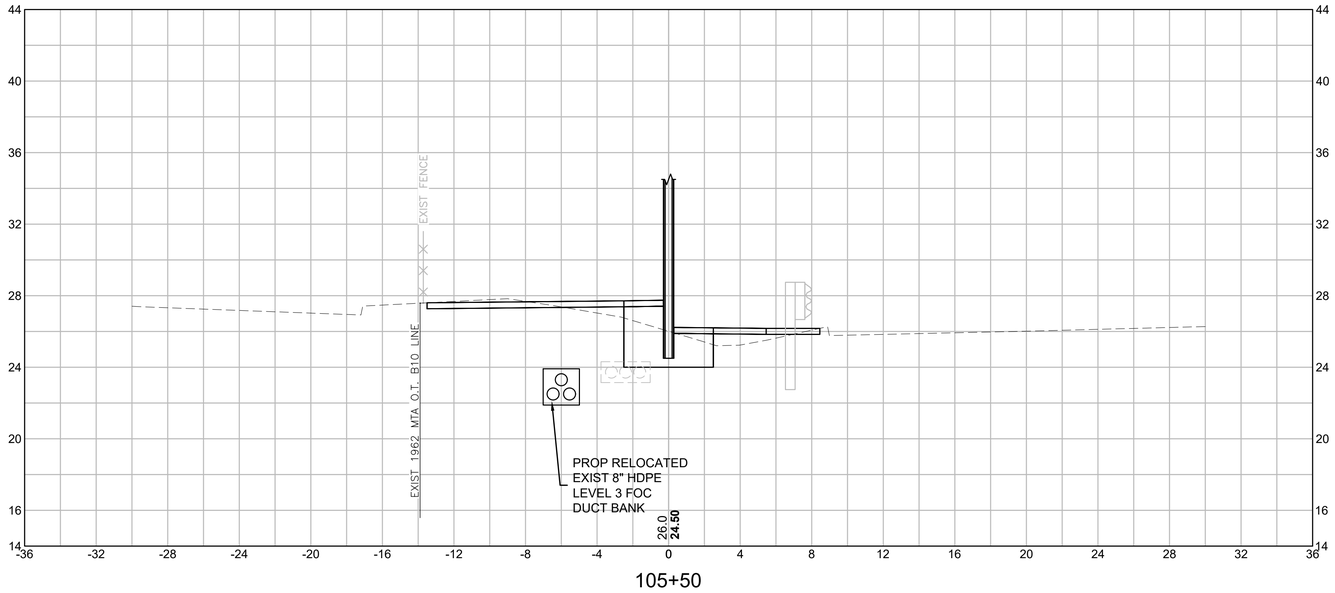
616308_HDISEG1_XSEC1).DWG Plotted on 1-Oct-2026 5:36 PM

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	102	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1

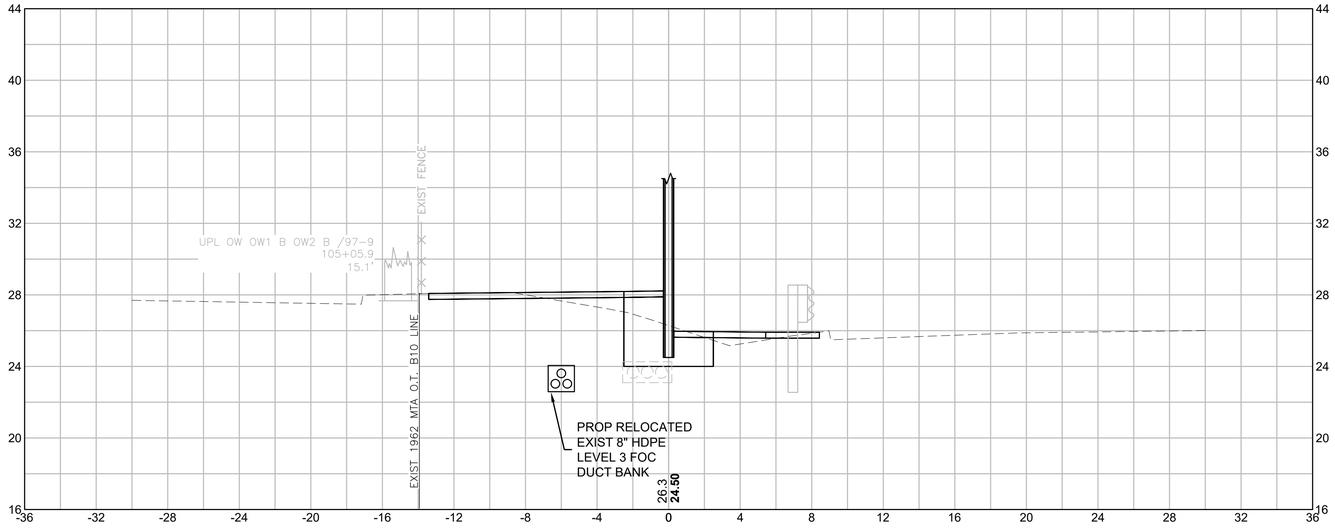
616308_HDGSEG1_XSEC1).DWG Plotted on 1-Oct-2026 5:36 PM



105+50

CUT: 13.06 SF

FILL: 0.00 SF



105+00

CUT: 13.67 SF

FILL: 0.00 SF

CLASS A TRENCH: 0.00 SF

HOR. SCALE IN FEET

4 0 4 8

VER. SCALE IN FEET

4 0 4 8

LEGEND

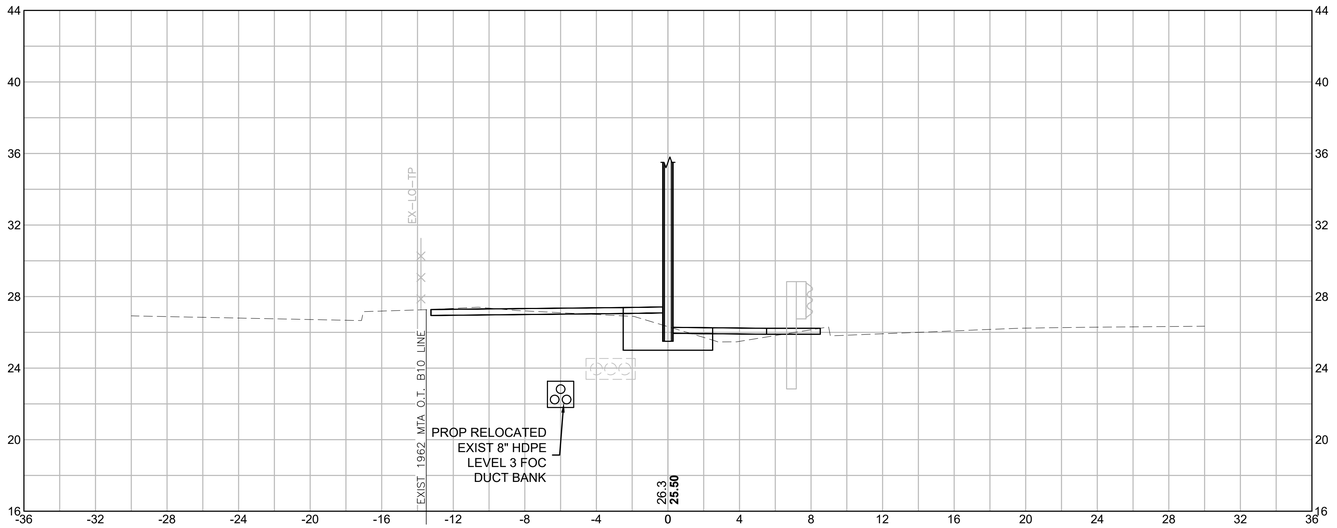
XX.X
XX.XX

EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

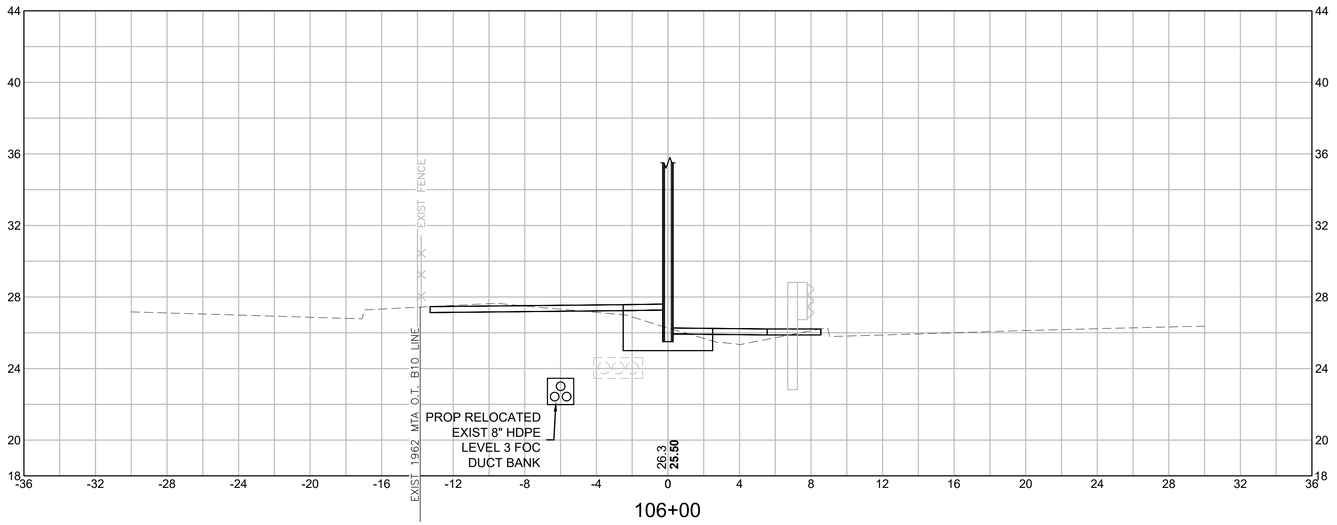
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	103	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1



106+50

CUT: 9.06 SF
FILL: 1.30 SF



106+00

CUT: 9.32 SF
FILL: 1.76 SF

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

LEGEND

XX.X / XX.XX — EXIST GRADE / BOT OF BARRIER

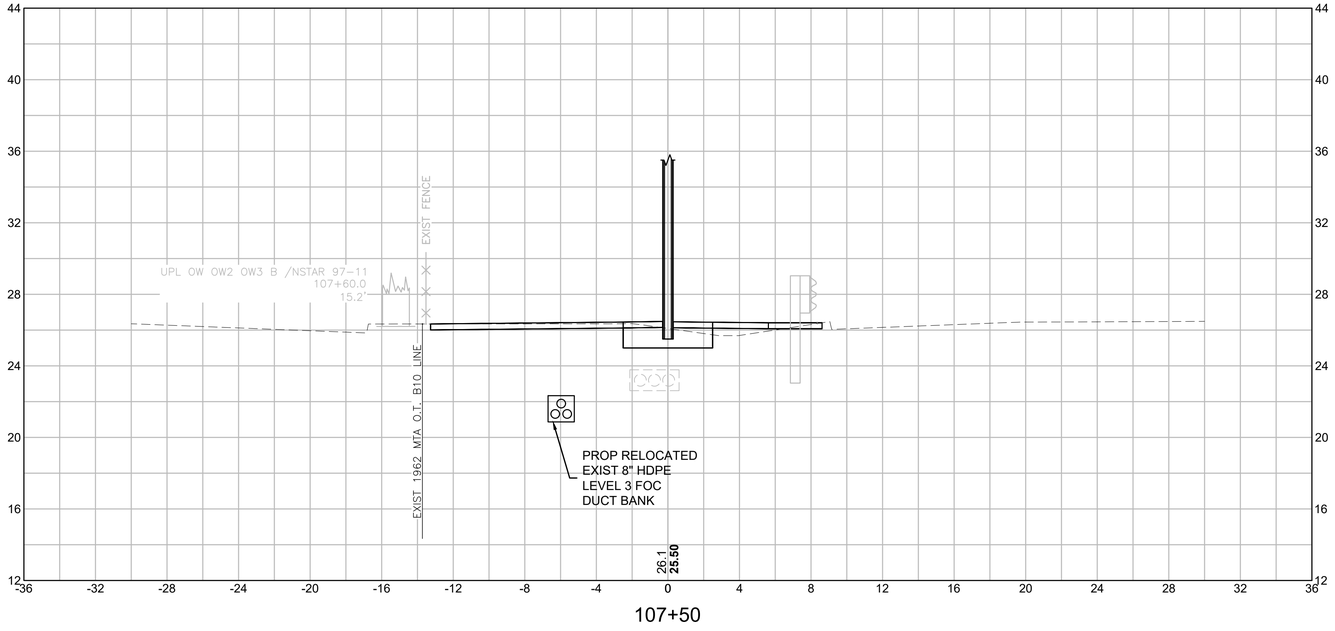
616308_HDISEG1_XSEC2).DWG Plotted on 1-Oct-2026 5:37 PM

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	104	127
	PROJECT FILE NO. 616308		

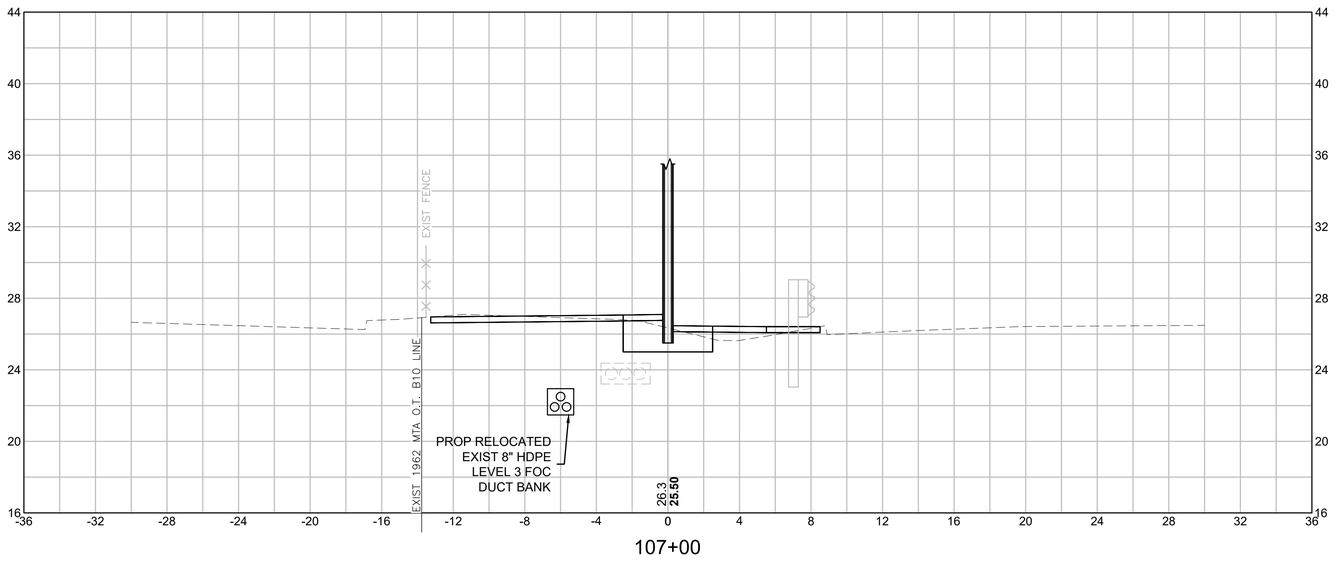
CROSS SECTIONS - SEGMENT 1

616308_HDISEG1_XSEC2).DWG Plotted on 1-Oct-2026 5:37 PM



CUT: 8.85 SF

FILL: 1.08 SF



CUT: 10.04 SF

FILL: 1.29 SF

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

LEGEND

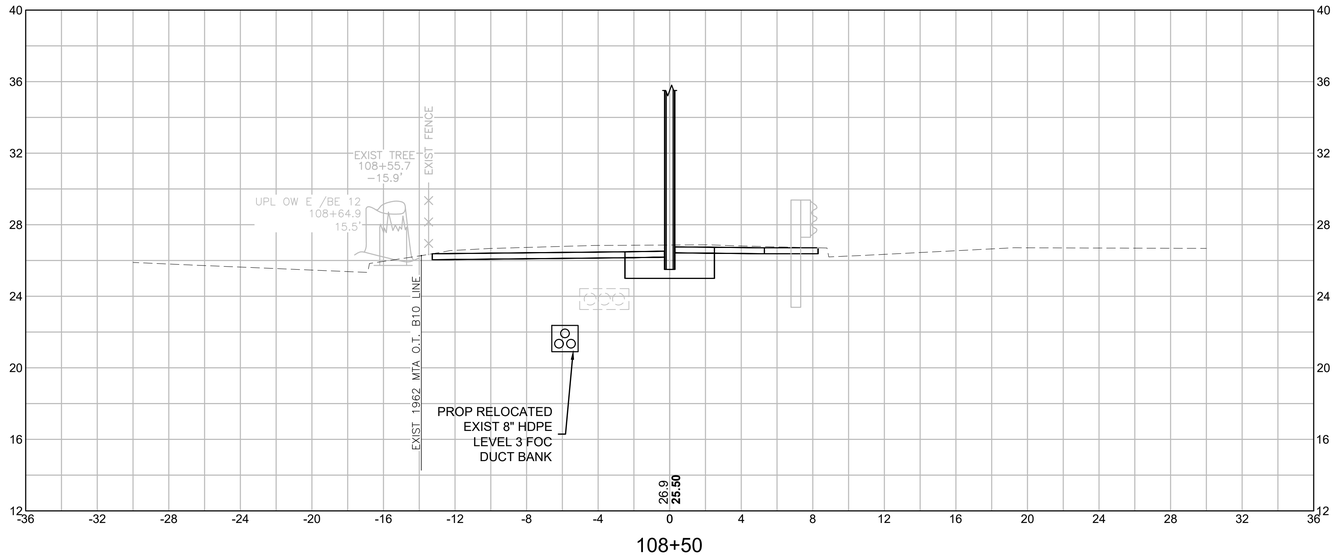
XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

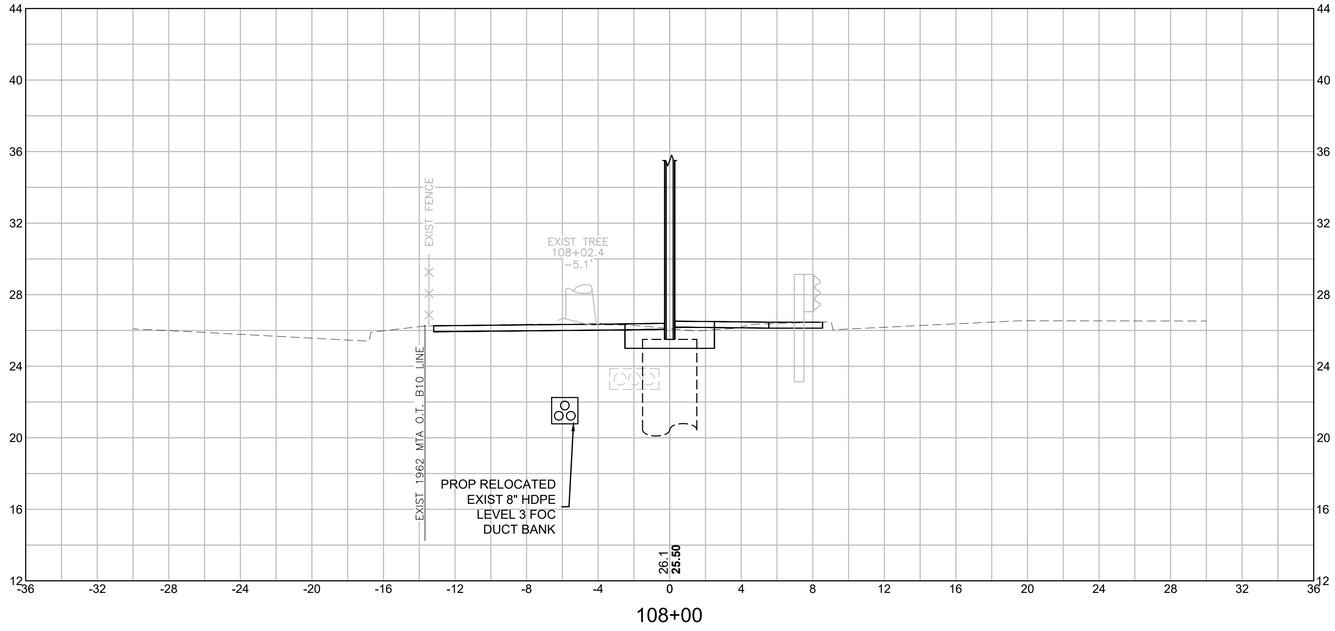
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	105	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1

616308_HDISEG1_XSEC2).DWG Plotted on 1-Oct-2026 5:37 PM



CUT: 18.24 SF



CUT: 10.40 SF

FILL: 0.09 SF

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

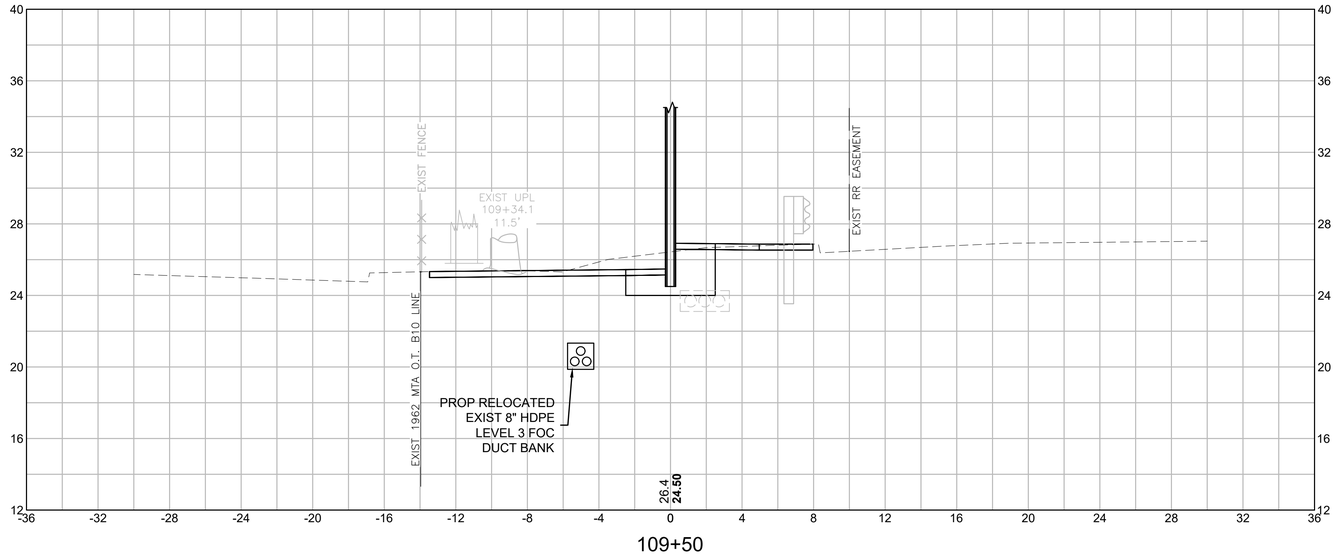
LEGEND

XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

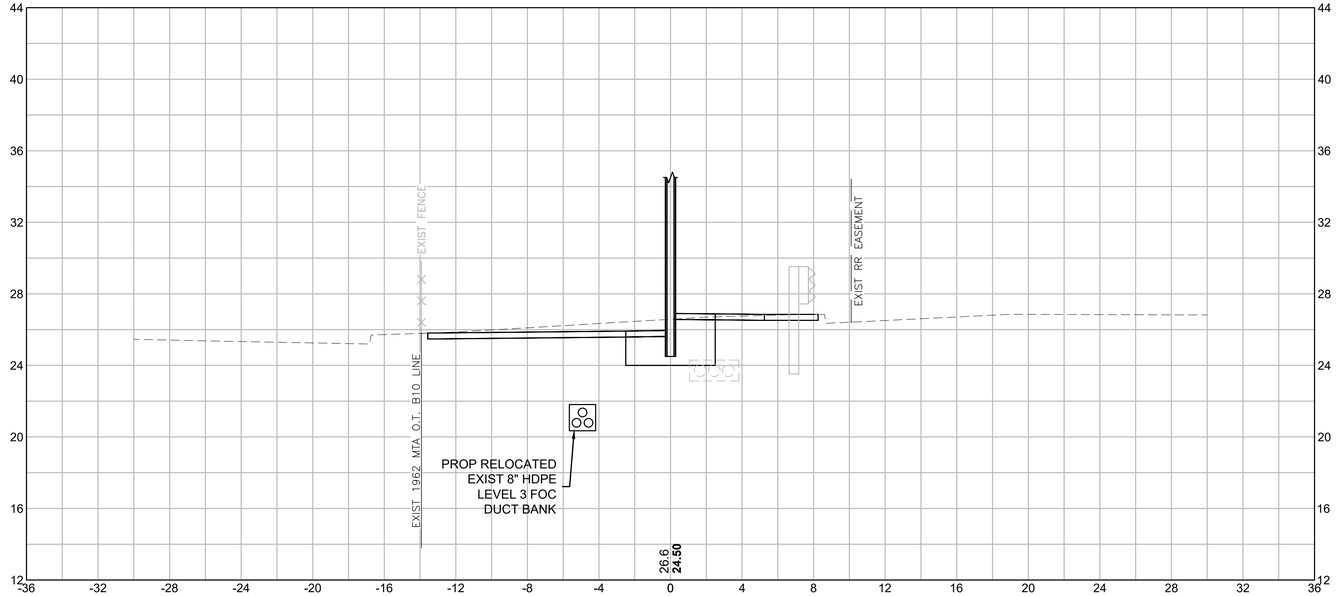
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	106	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1



109+50

CUT: 18.31 SF



109+00

CUT: 20.79 SF

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

LEGEND

XX.X
XX.XX

EXIST GRADE
BOT OF BARRIER

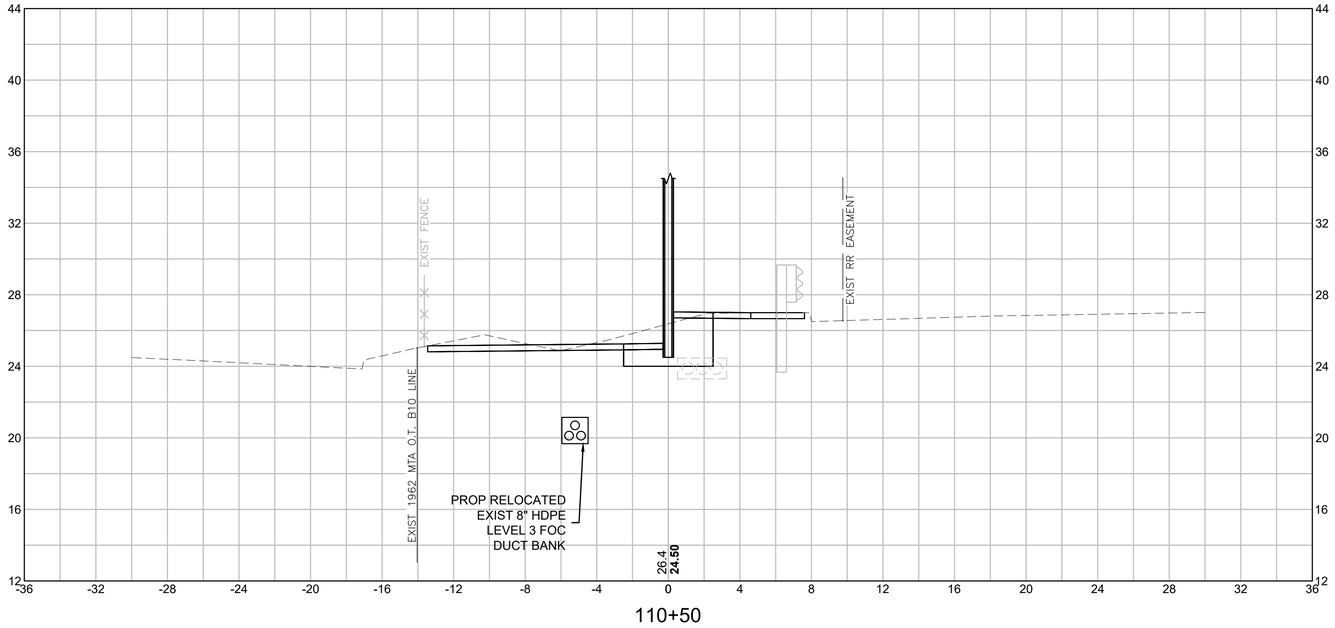
616308_HDISEG1_XSEC2).DWG Plotted on 1-Oct-2026 5:37 PM

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	107	127
	PROJECT FILE NO. 616308		

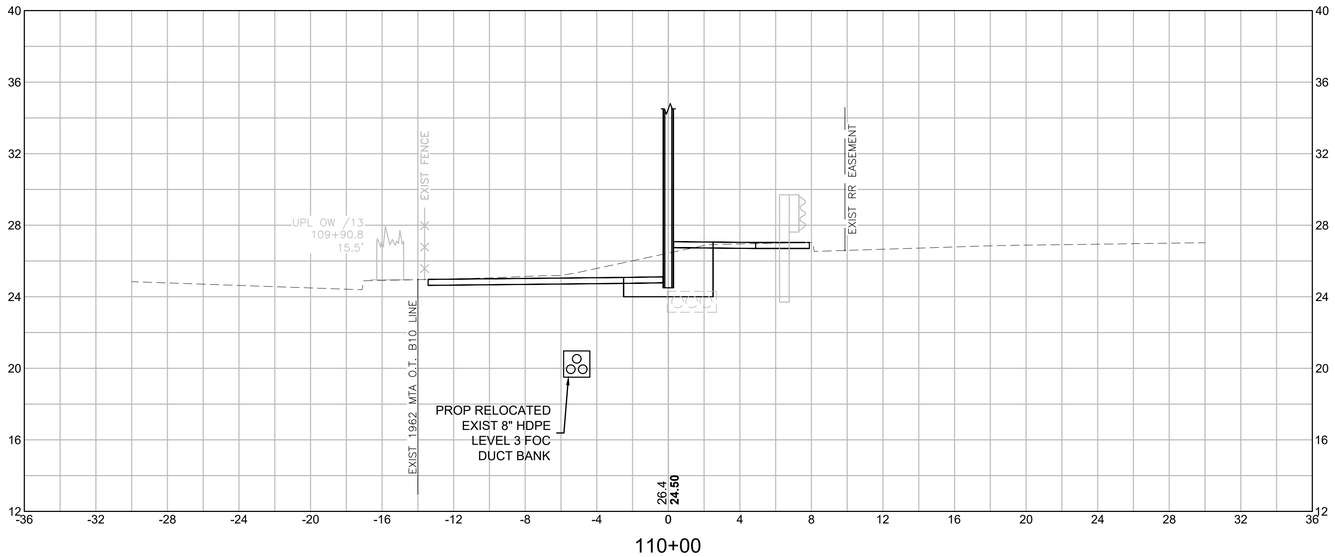
CROSS SECTIONS - SEGMENT 1

616308_HDISEG1_XSEC2).DWG Plotted on 1-Oct-2026 5:37 PM



110+50

CUT: 18.65 SF



110+00

CUT: 19.45 SF

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

LEGEND

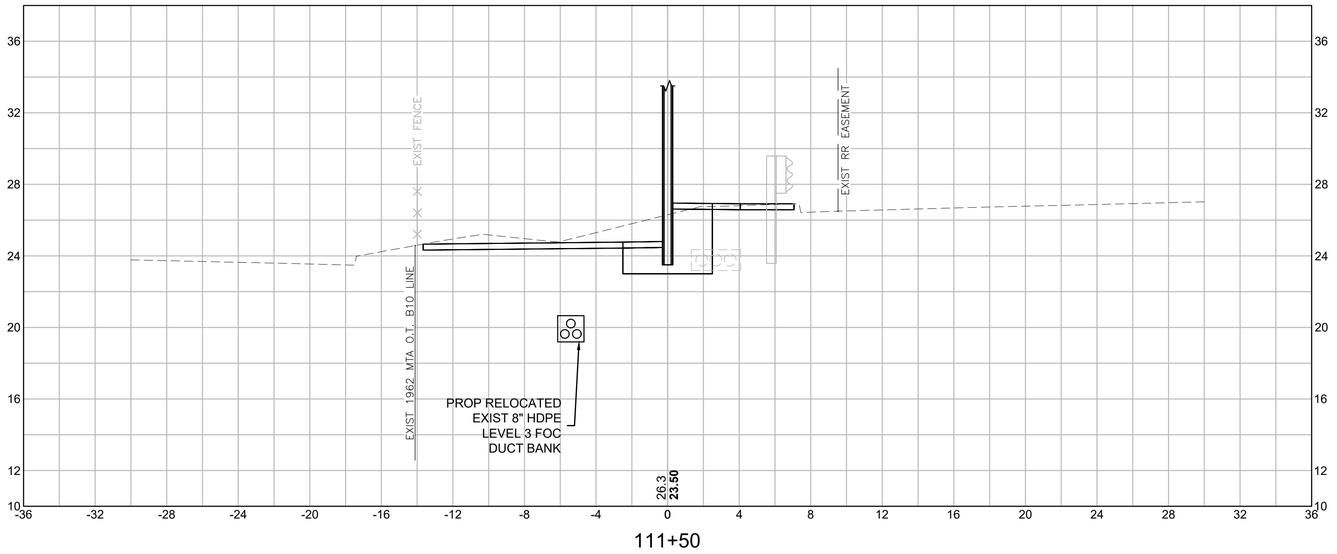
XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

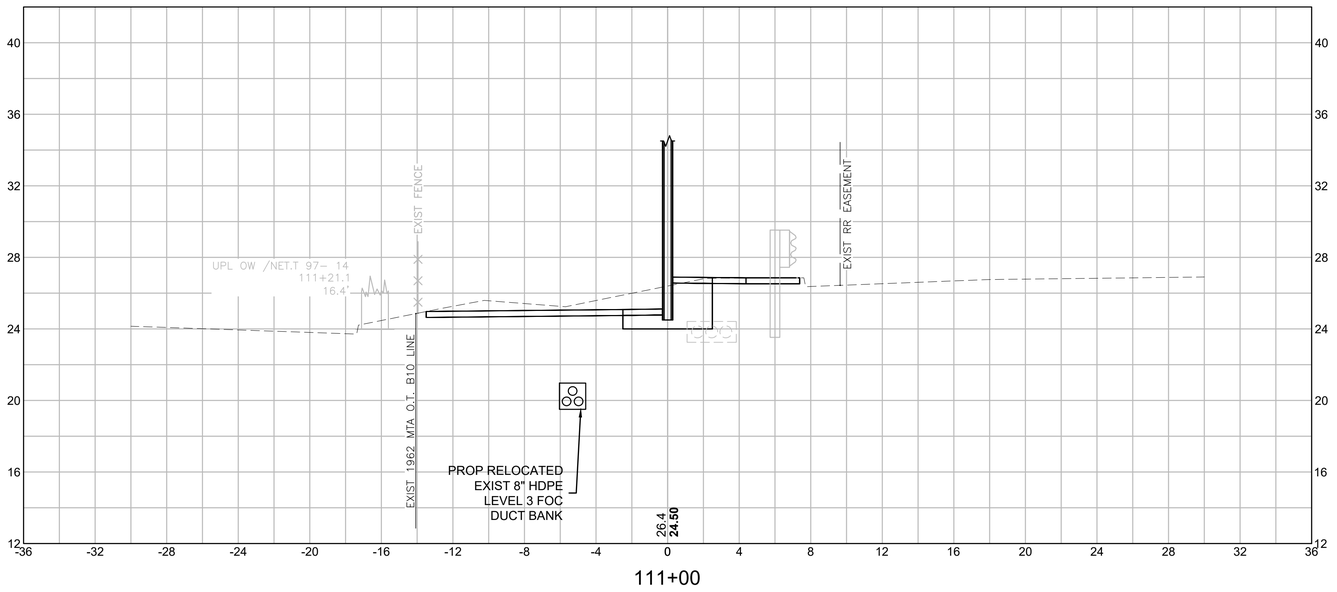
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	108	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1

616308_HDISEG1_XSEC2).DWG Plotted on 1-Oct-2026 5:37 PM



CUT: 25.08 SF



CUT: 21.53 SF

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

LEGEND

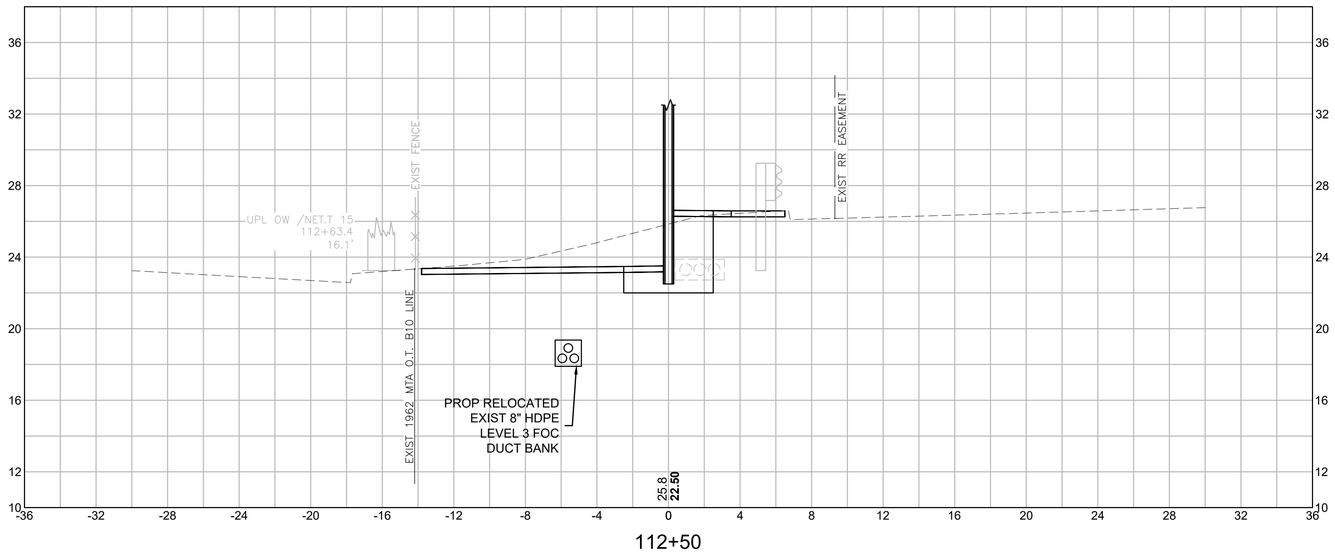
XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	109	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1

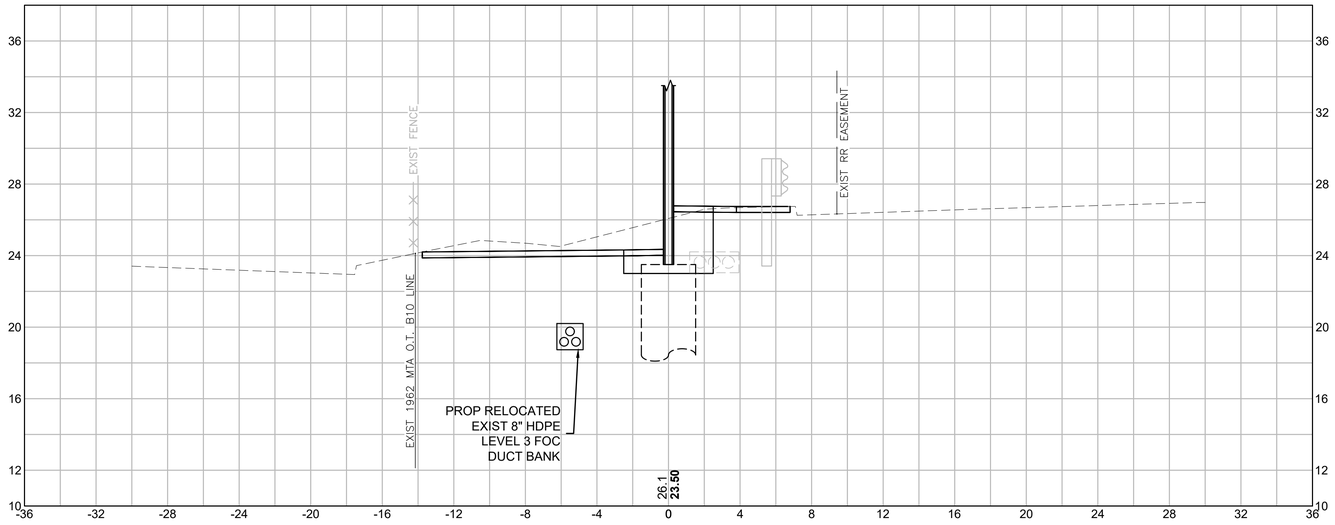
616308_HDISEG1_XSEC2).DWG Plotted on 1-Oct-2026 5:37 PM



112+50

CUT: 31.02 SF

FILL: 0.00 SF



112+00

CUT: 25.68 SF

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

LEGEND

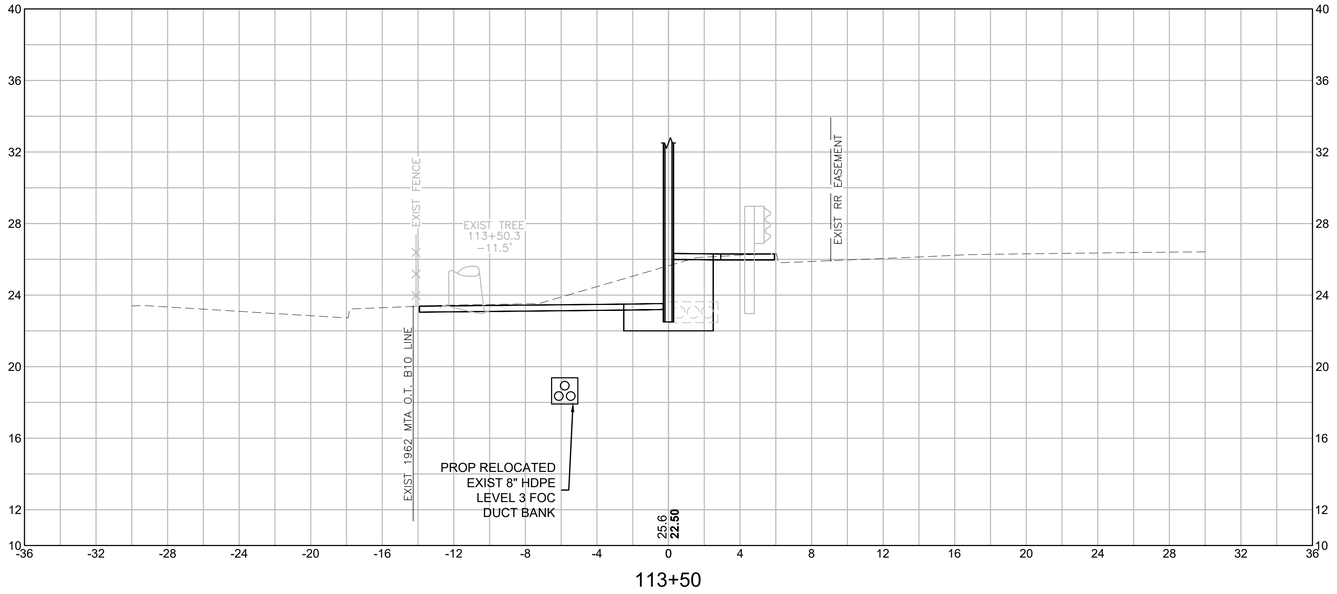
XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	110	127
	PROJECT FILE NO. 616308		

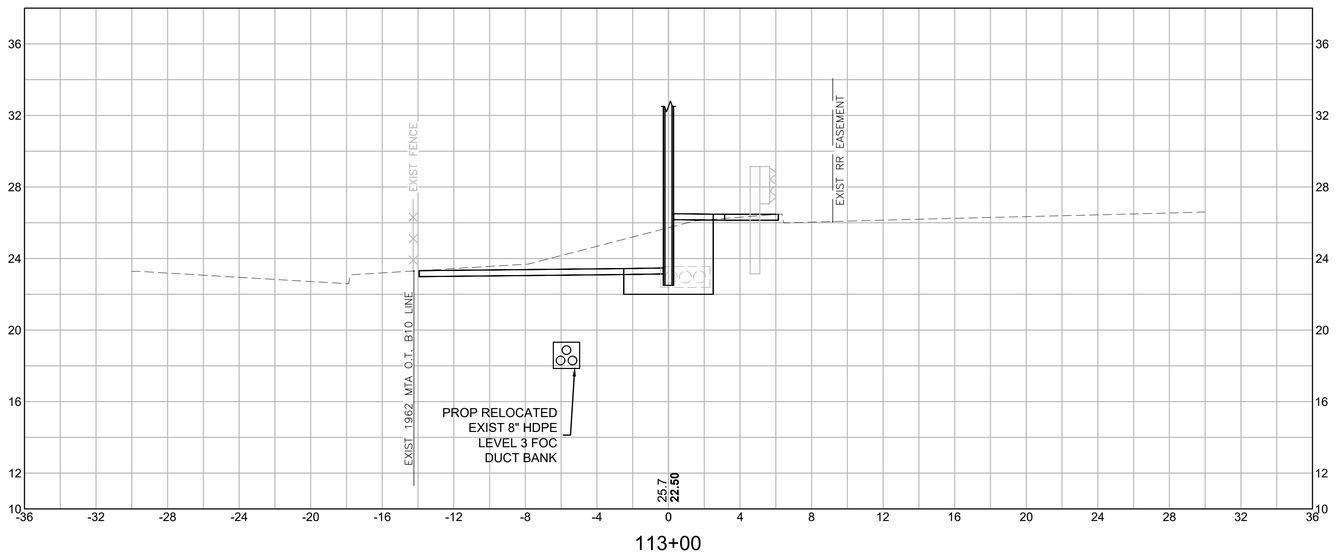
CROSS SECTIONS - SEGMENT 1

616308_HDGSEG1_XSEC2).DWG Plotted on 1-Oct-2026 5:37 PM



113+50

CUT: 26.71 SF



113+00

CUT: 29.15 SF

FILL: 0.00 SF

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

LEGEND

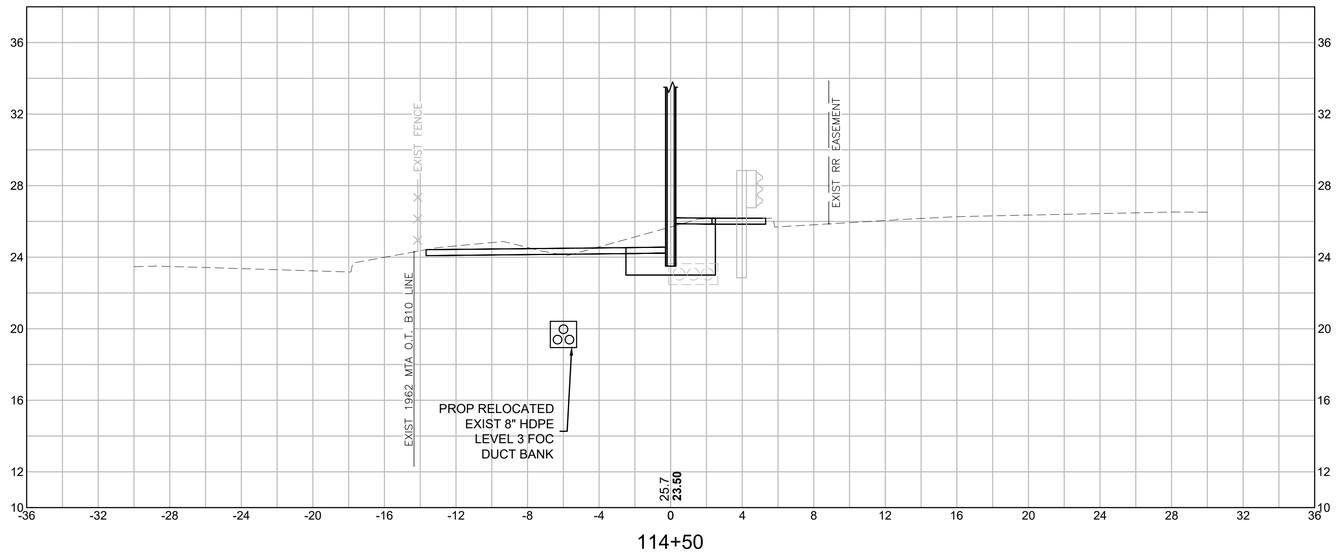
XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	111	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1

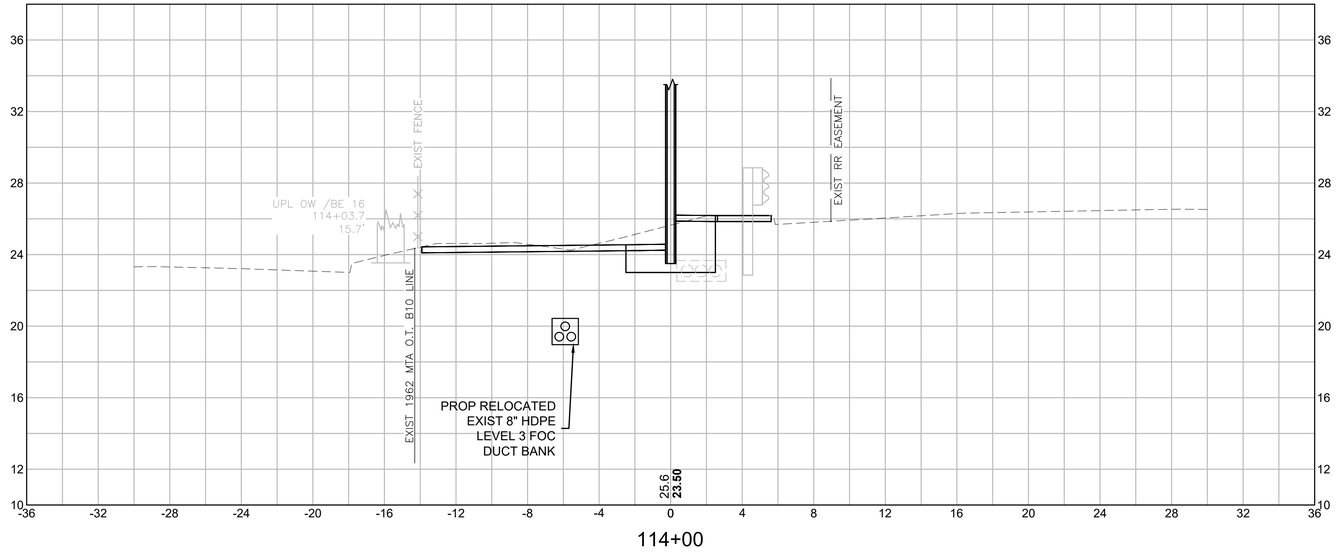
616308_HDISEG1_XSEC2).DWG Plotted on 1-Oct-2026 5:37 PM



114+50

CUT: 18.98 SF

FILL: 0.03 SF



114+00

CUT: 19.03 SF

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

LEGEND

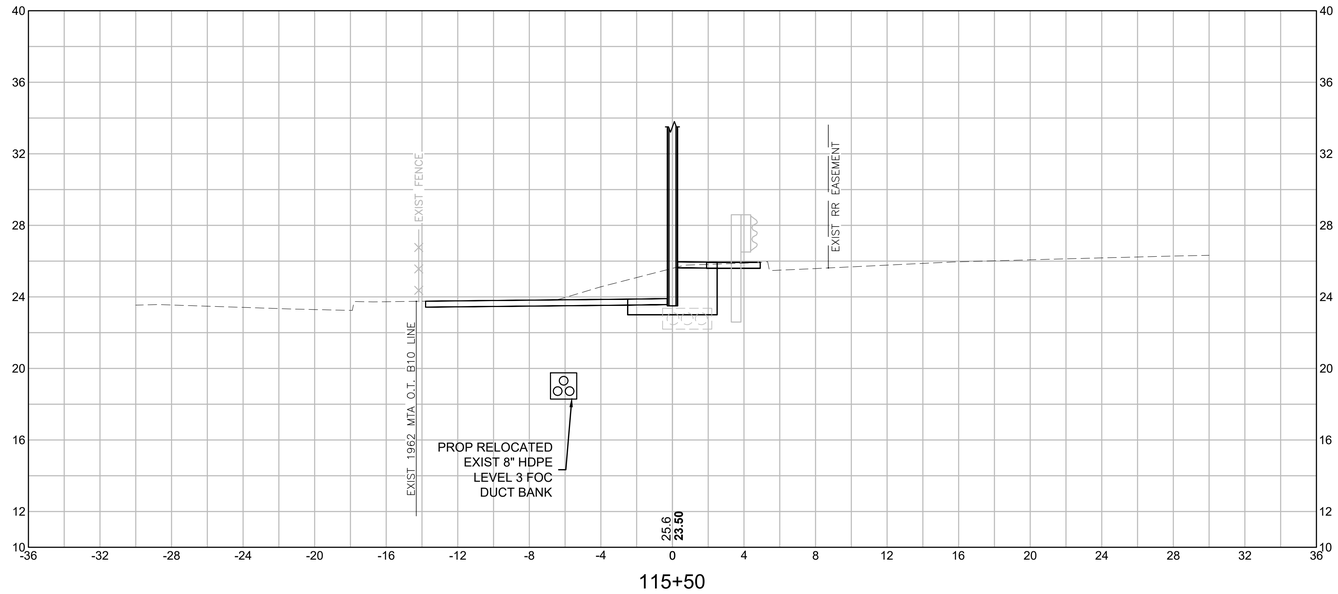
XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

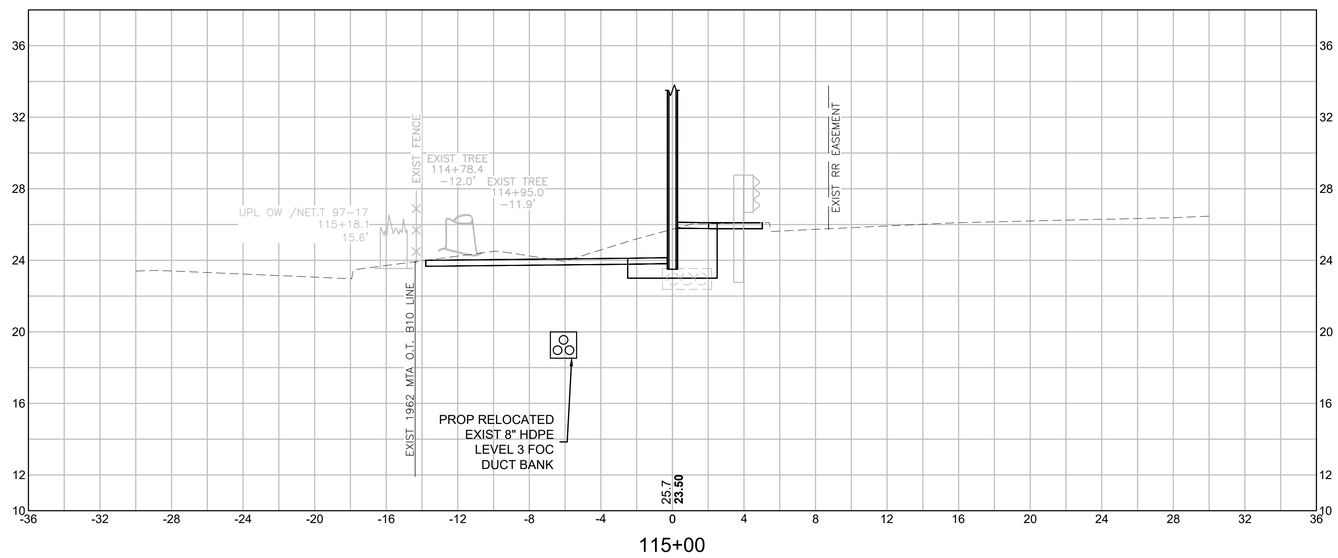
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	112	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1

616308_HDISEG1_XSEC2).DWG Plotted on 1-Oct-2026 5:37 PM



CUT: 19.32 SF



CUT: 21.02 SF

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

LEGEND

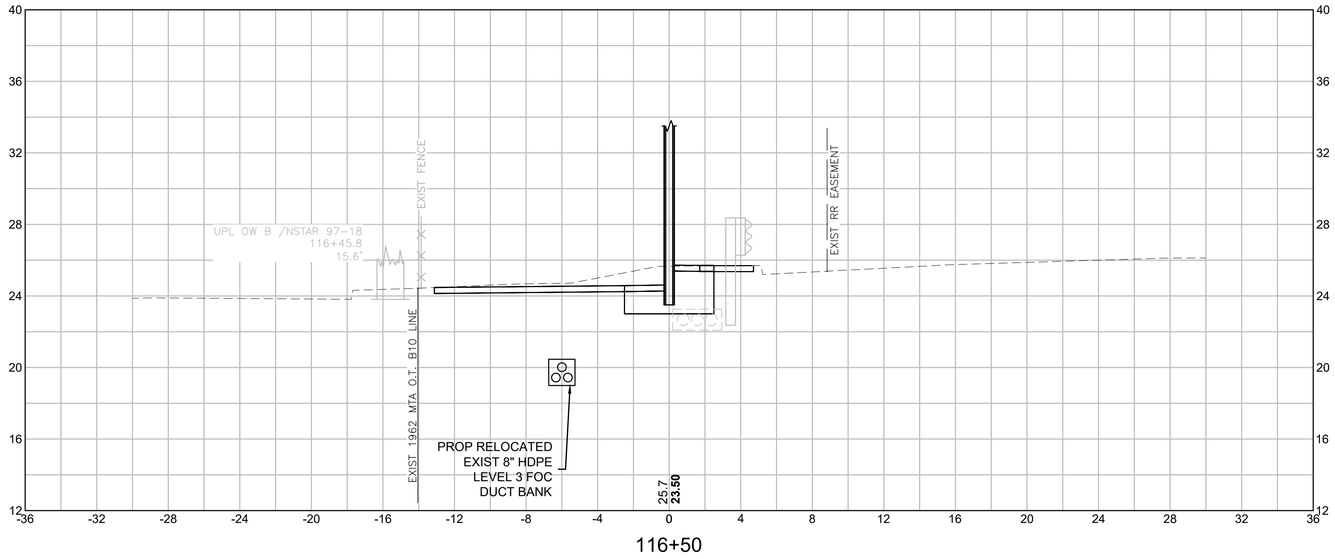
XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	113	127
	PROJECT FILE NO. 616308		

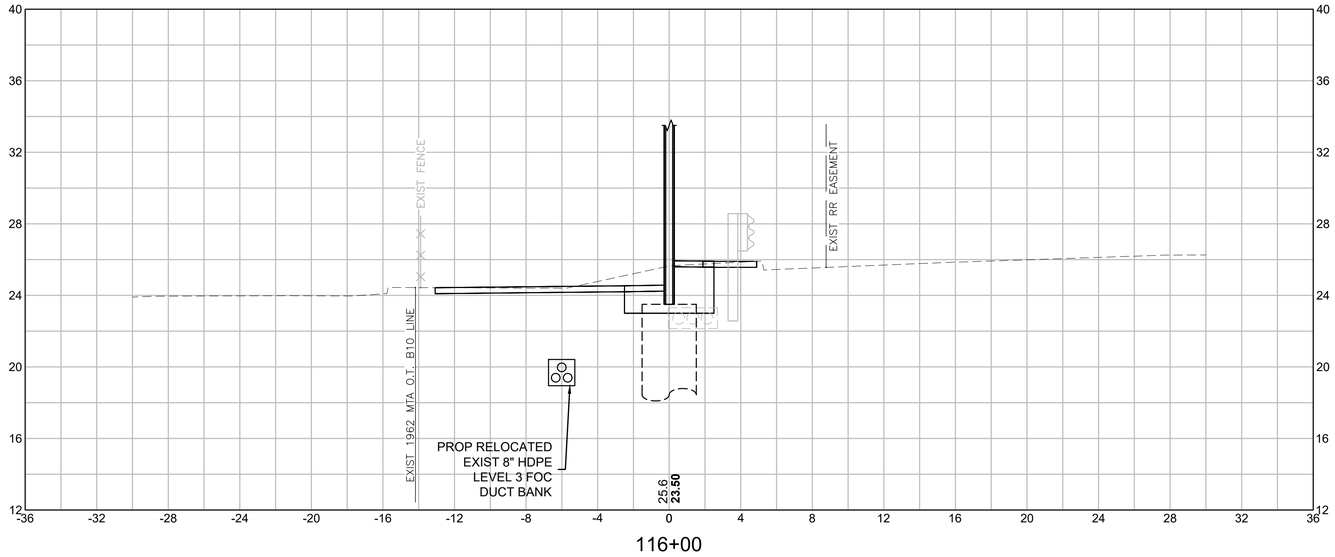
CROSS SECTIONS - SEGMENT 1

616308_HDISEG1_XSEC2).DWG Plotted on 1-Oct-2026 5:37 PM



116+50

CUT: 19.41 SF



116+00

CUT: 17.27 SF

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

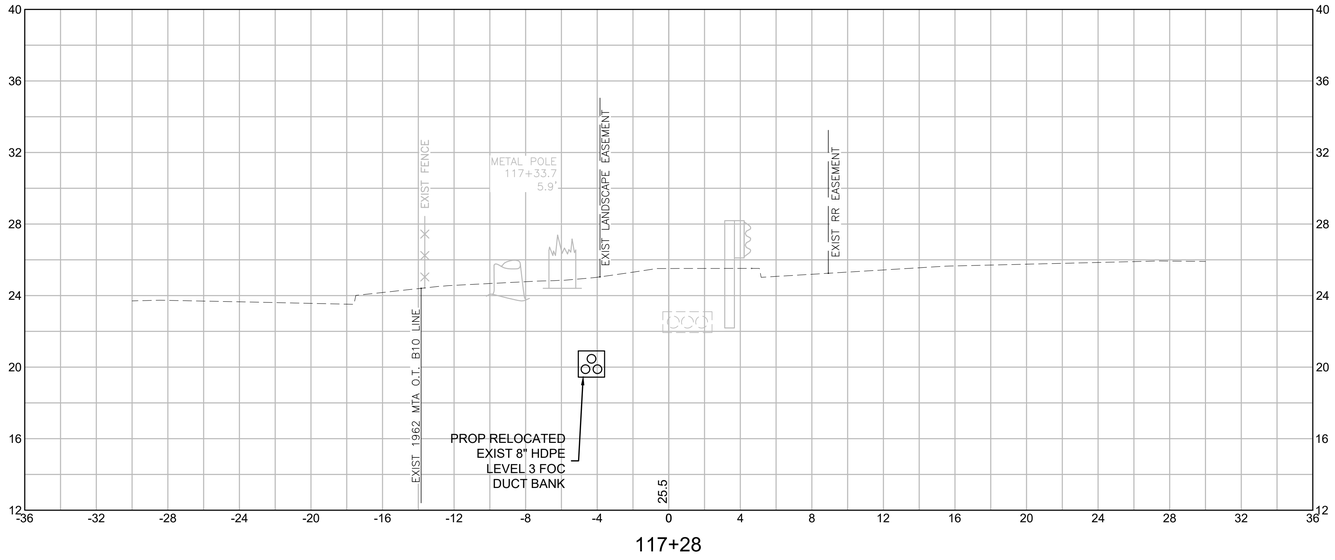
LEGEND

XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

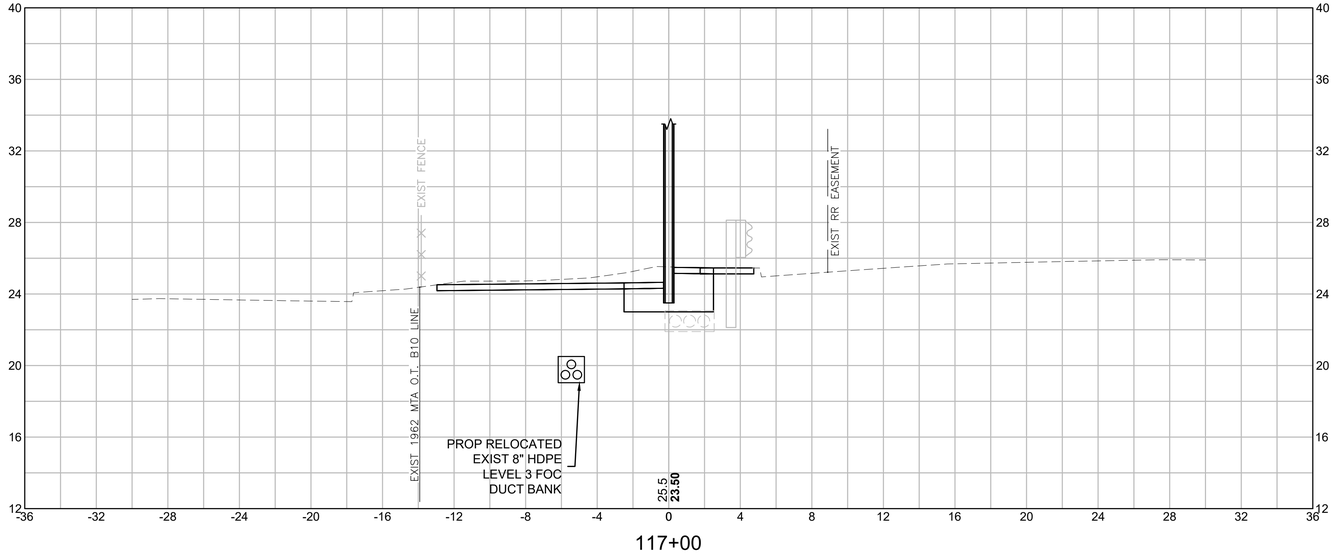
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	114	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 1



117+28

CUT: 0.00 SF



117+00

CUT: 18.82 SF

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

LEGEND

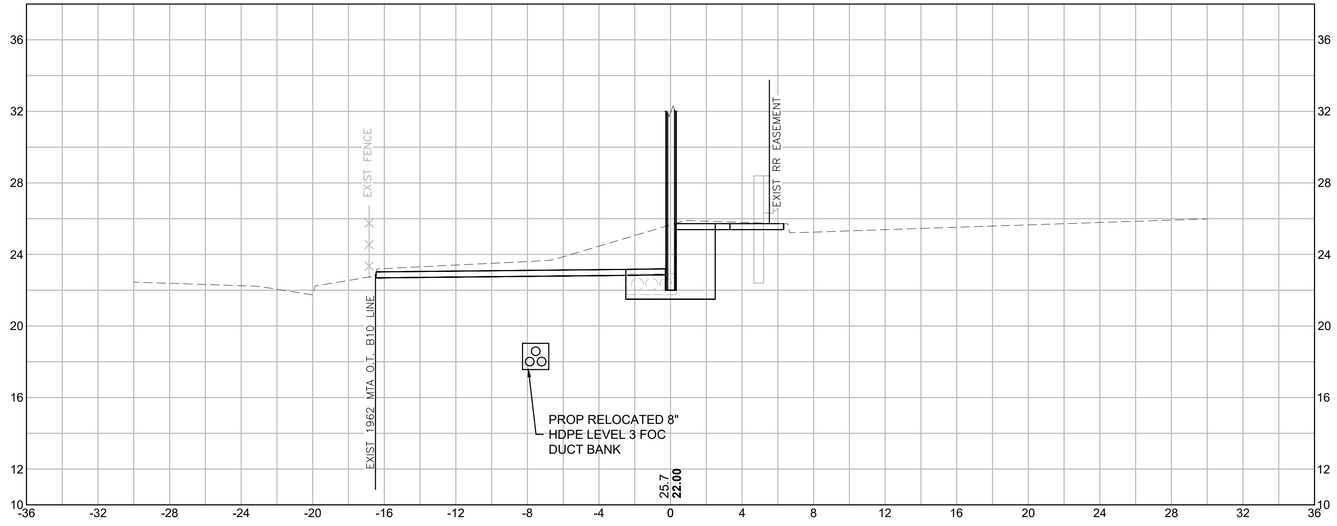
XX.X / XX.XX — EXIST GRADE / BOT OF BARRIER

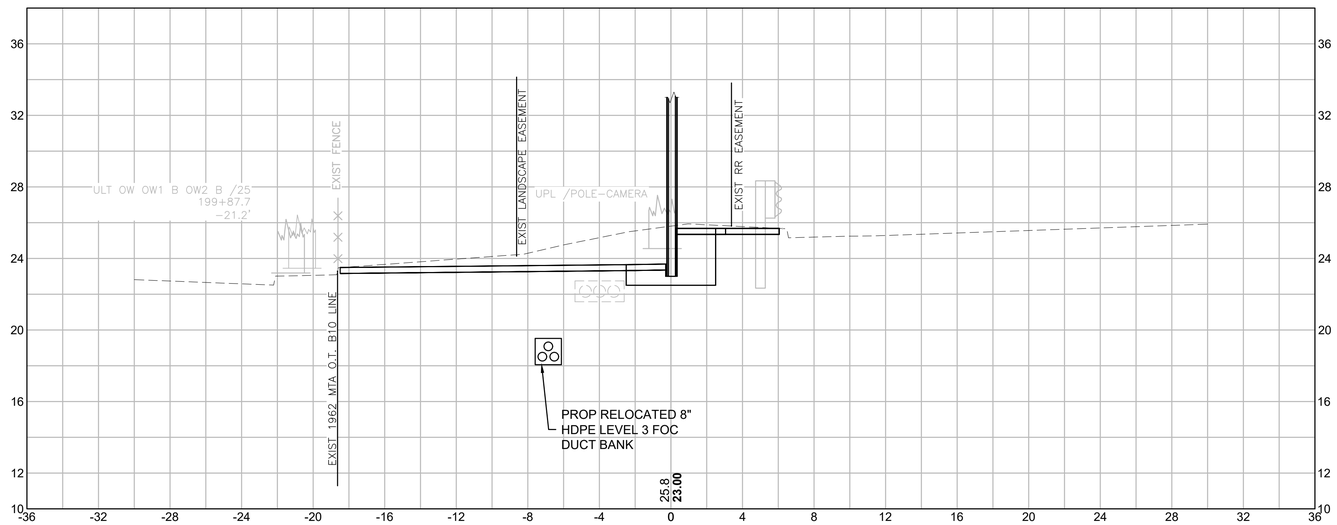
616308_HDISEG1_XSEC2).DWG Plotted on 1-Oct-2026 5:37 PM

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	115	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 2





CUT: 33.54 SF
FILL: 0.00 SF
CLASS A TRENCH: 0.00 SF

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

LEGEND

XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

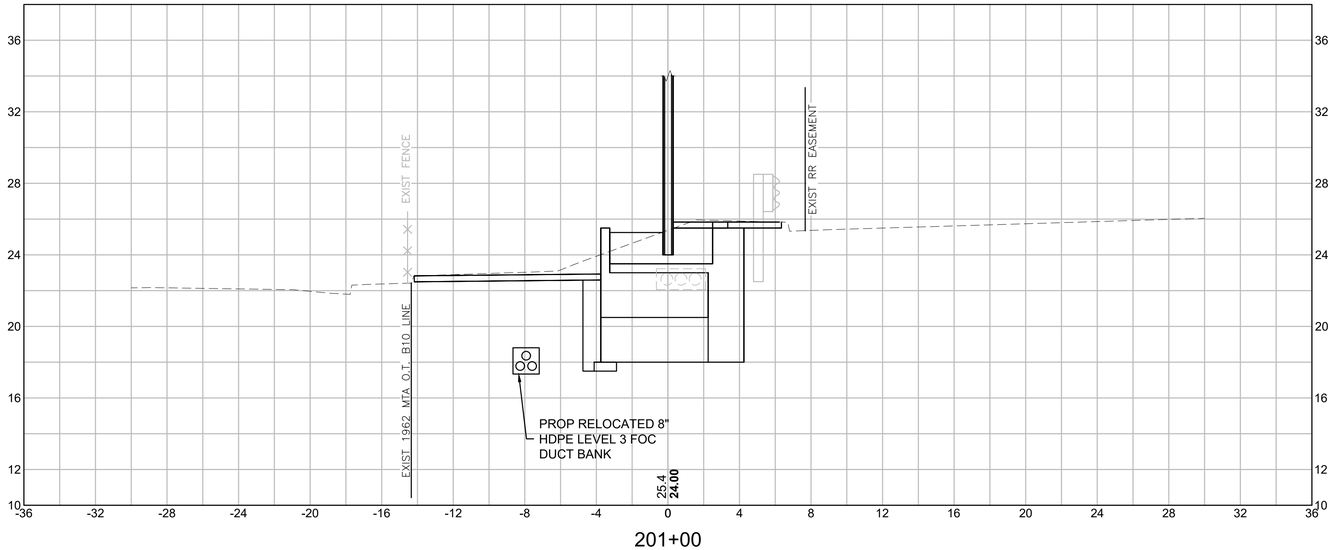
616308_HDGSEG2_XSEC1).DWG Plotted on 1-Oct-2026 5:38 PM

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	116	127
	PROJECT FILE NO. 616308		

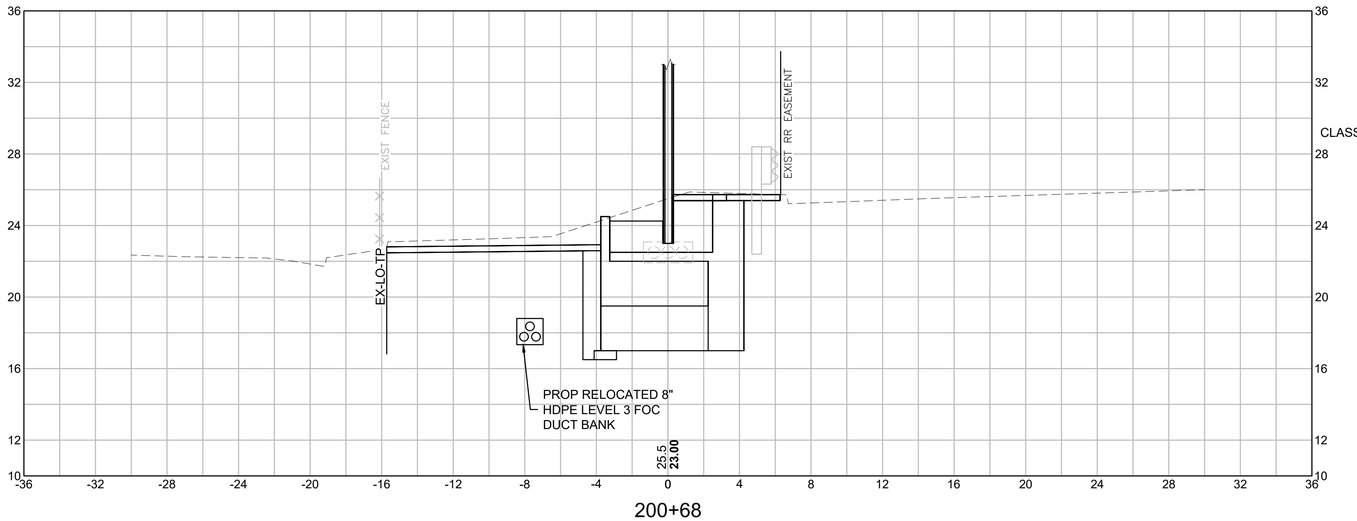
CROSS SECTIONS - SEGMENT 2

616308_HDGSEG2_XSEC1).DWG Plotted on 1-Oct-2026 5:38 PM



201+00

CUT: 5.28 SF
FILL: 52.80 SF
CLASS A TRENCH: 65.12 SF



200+68

CUT: 9.14 SF
FILL: 55.61 SF
CLASS A TRENCH: 74.99 SF

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

LEGEND

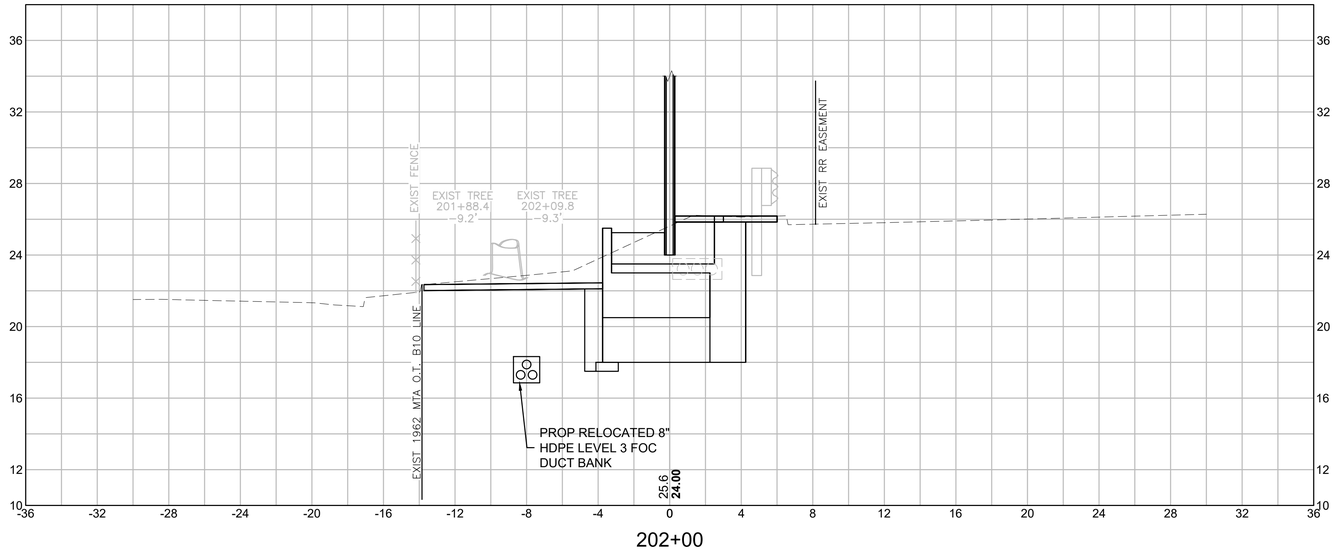
XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	117	127
	PROJECT FILE NO. 616308		

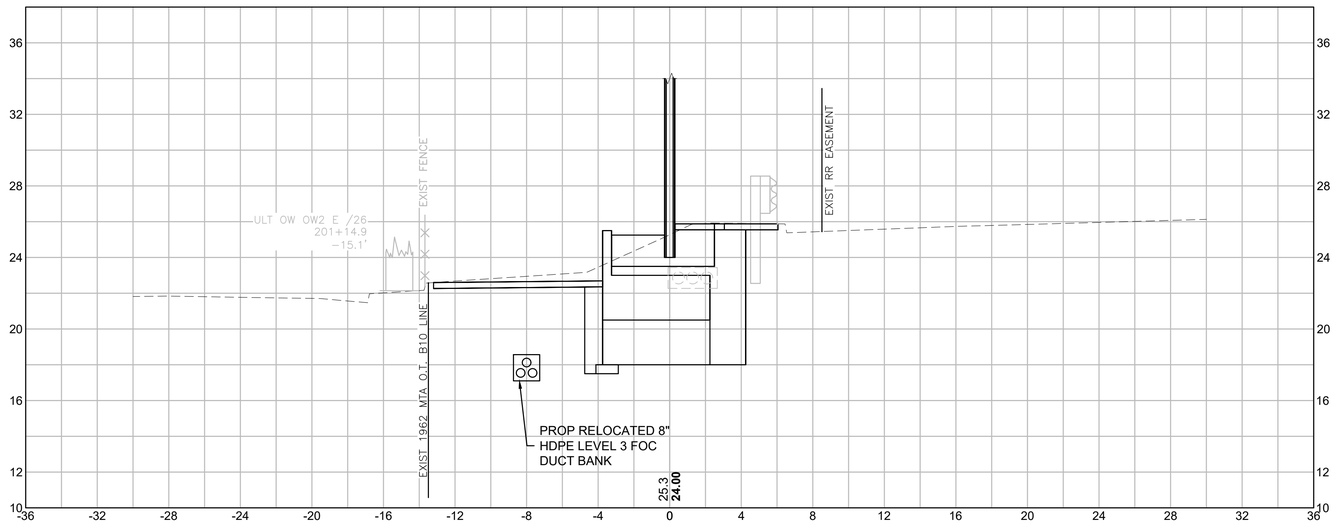
CROSS SECTIONS - SEGMENT 2

616308_HDGSEG2_XSEC1).DWG Plotted on 1-Oct-2026 5:38 PM



202+00

CUT: 6.90 SF
FILL: 52.81 SF
CLASS A TRENCH: 66.34 SF



201+50

CUT: 5.48 SF
FILL: 52.59 SF
CLASS A TRENCH: 63.52 SF

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

LEGEND

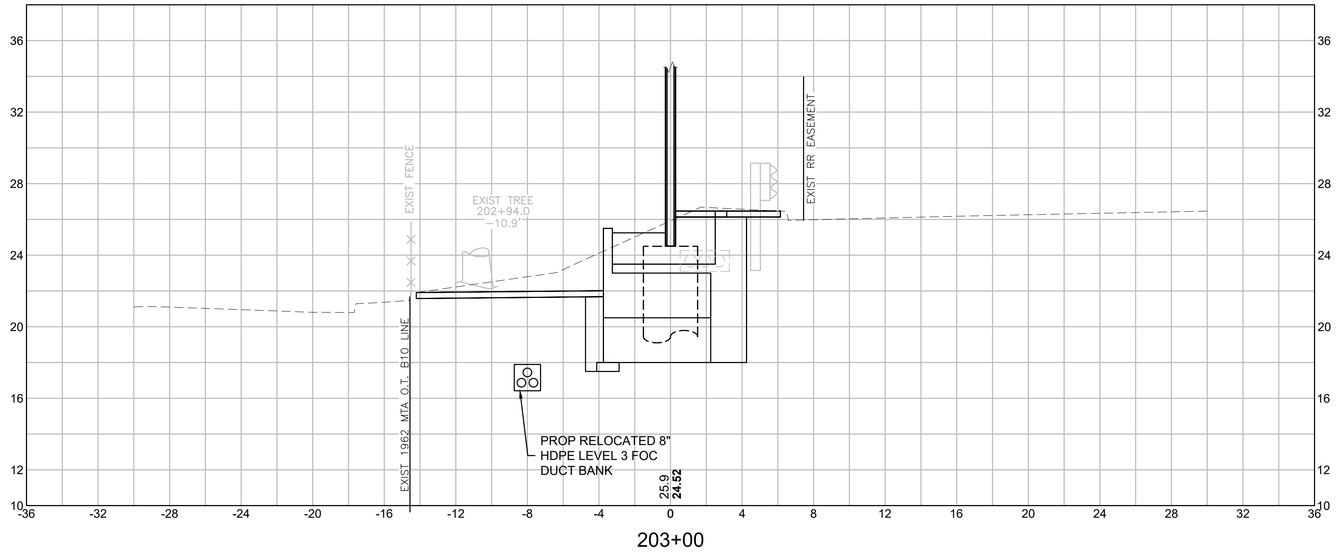
XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	118	127
	PROJECT FILE NO. 616308		

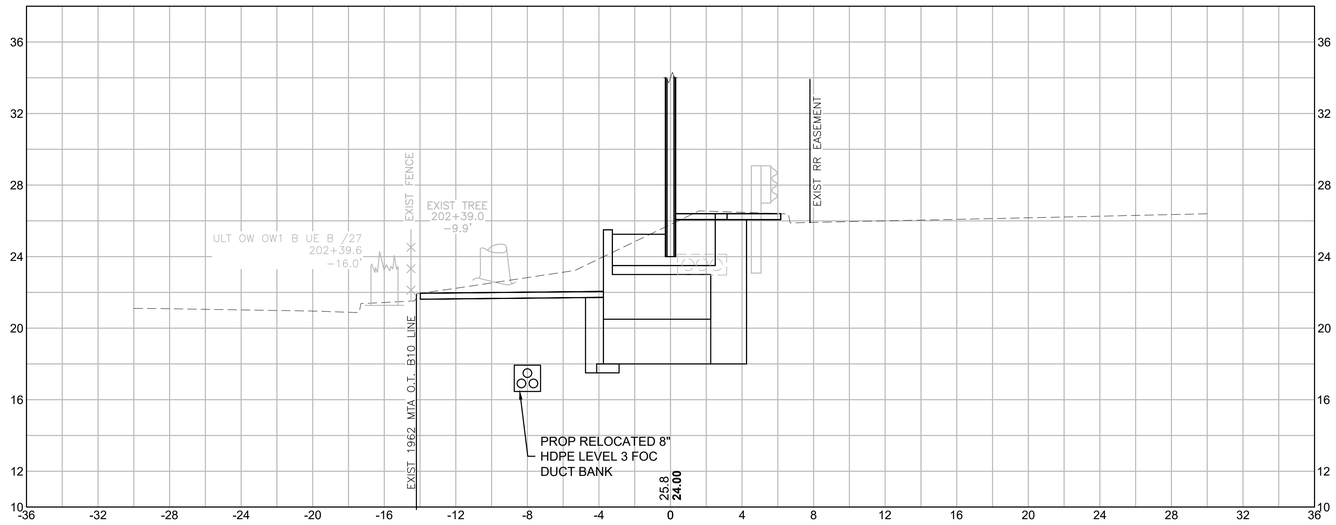
CROSS SECTIONS - SEGMENT 2

616308_HDGSEG2_XSEC1).DWG Plotted on 1-Oct-2026 5:38 PM



203+00

CUT: 10.21 SF
FILL: 52.76 SF
CLASS A TRENCH: 69.55 SF



202+50

CUT: 9.64 SF
FILL: 52.70 SF
CLASS A TRENCH: 68.19 SF

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

LEGEND

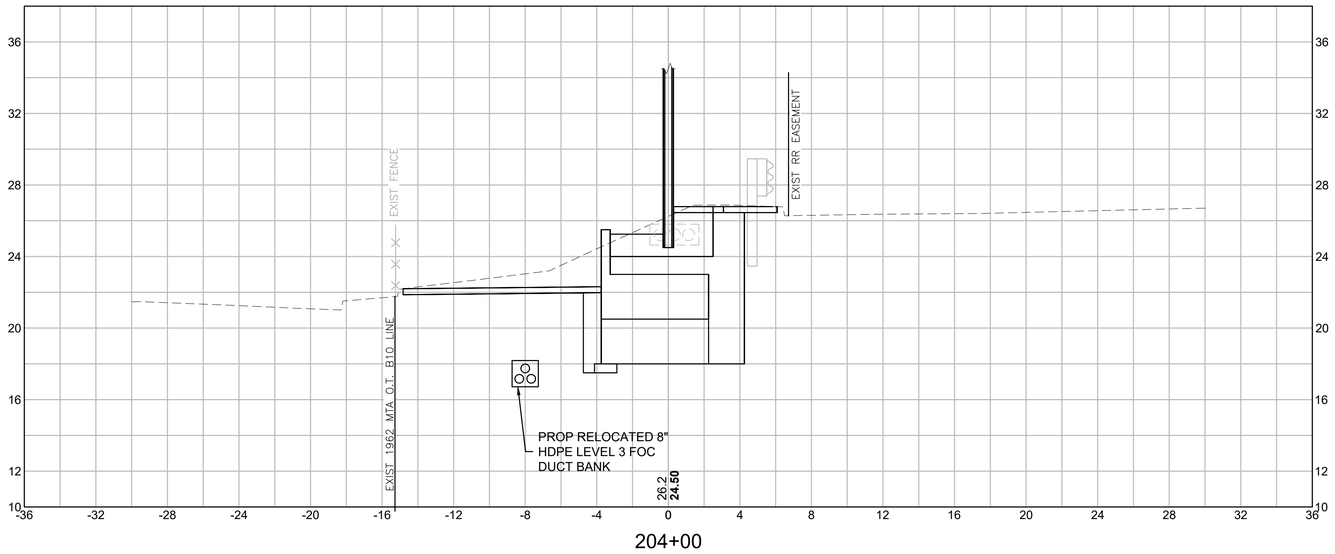
XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	119	127
	PROJECT FILE NO. 616308		

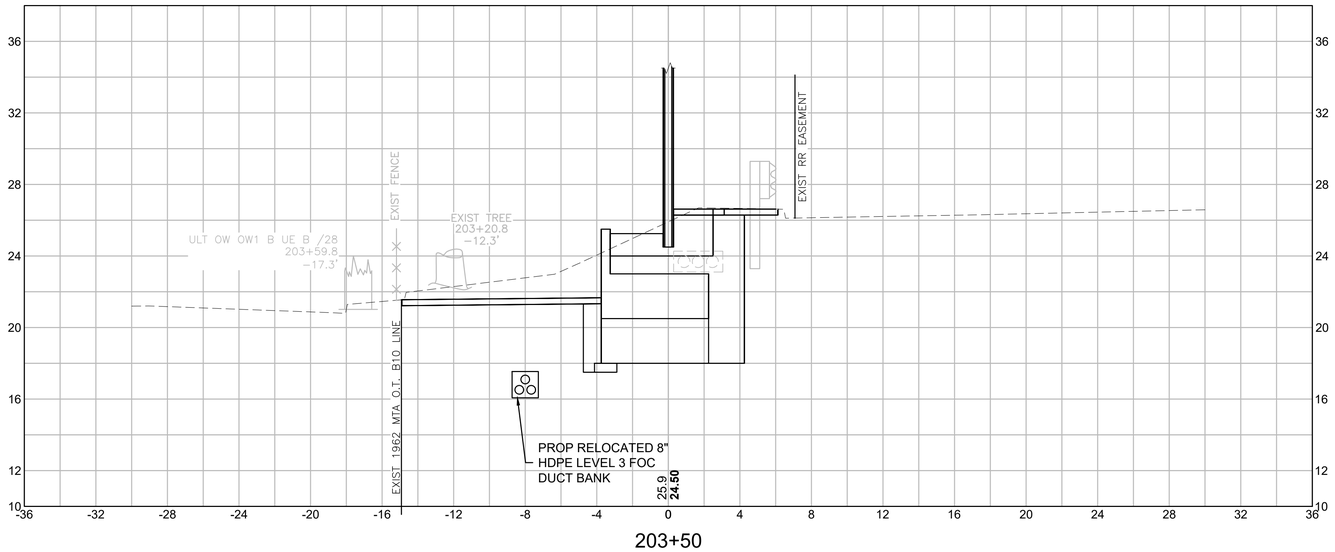
CROSS SECTIONS - SEGMENT 2

616308_HDGSEG2_XSEC1).DWG Plotted on 1-Oct-2026 5:39 PM



204+00

CUT: 10.32 SF
FILL: 56.70 SF
CLASS A TRENCH: 72.25 SF



203+50

CUT: 14.05 SF
FILL: 55.60 SF
CLASS A TRENCH: 69.50 SF

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

LEGEND

XX.X
XX.XX

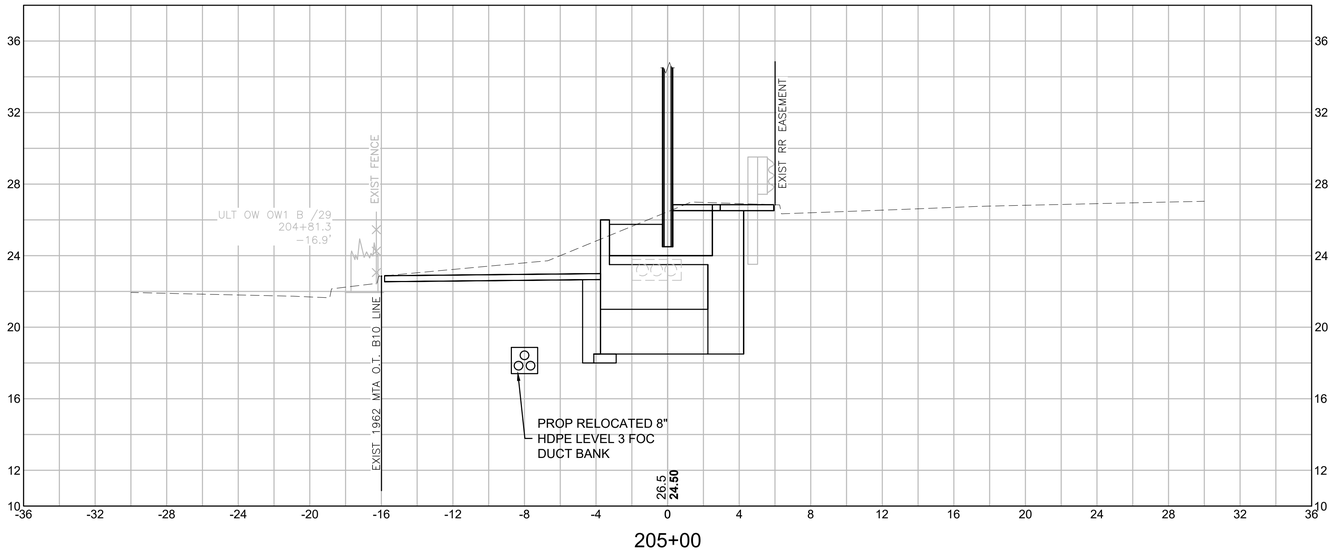
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	120	127
	PROJECT FILE NO. 616308		

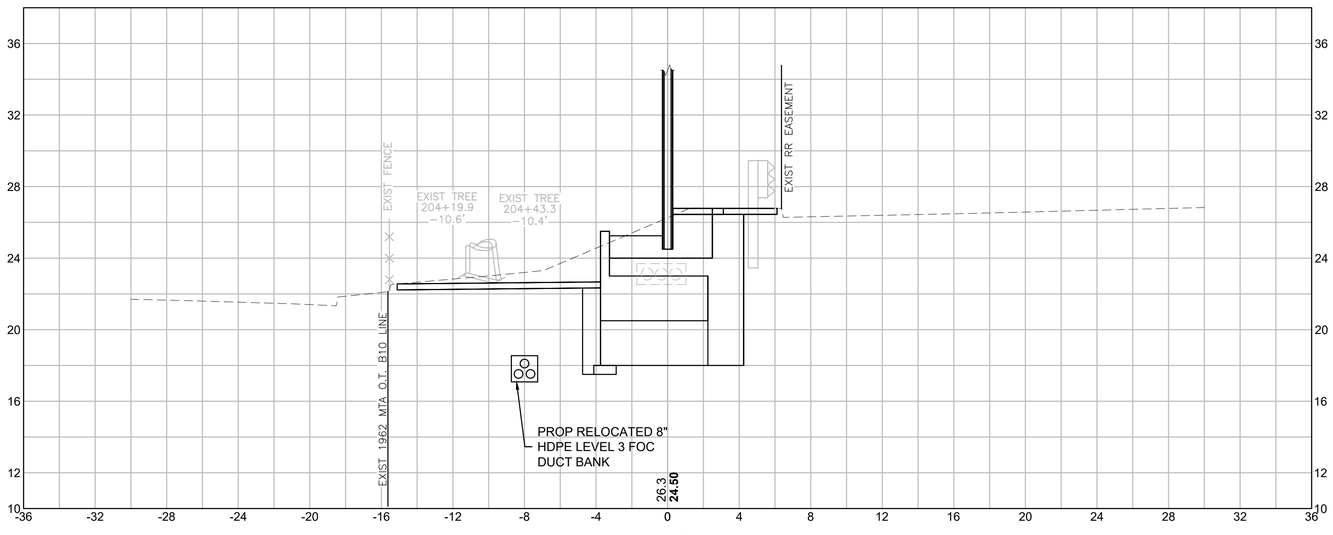
CROSS SECTIONS - SEGMENT 2

616308_HDGSEG2_XSEC1).DWG Plotted on 1-Oct-2026 5:39 PM



205+00

CUT: 9.94 SF
FILL: 53.17 SF
CLASS A TRENCH: 69.74 SF



204+50

CUT: 9.17 SF
FILL: 57.14 SF
CLASS A TRENCH: 72.42 SF

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

LEGEND

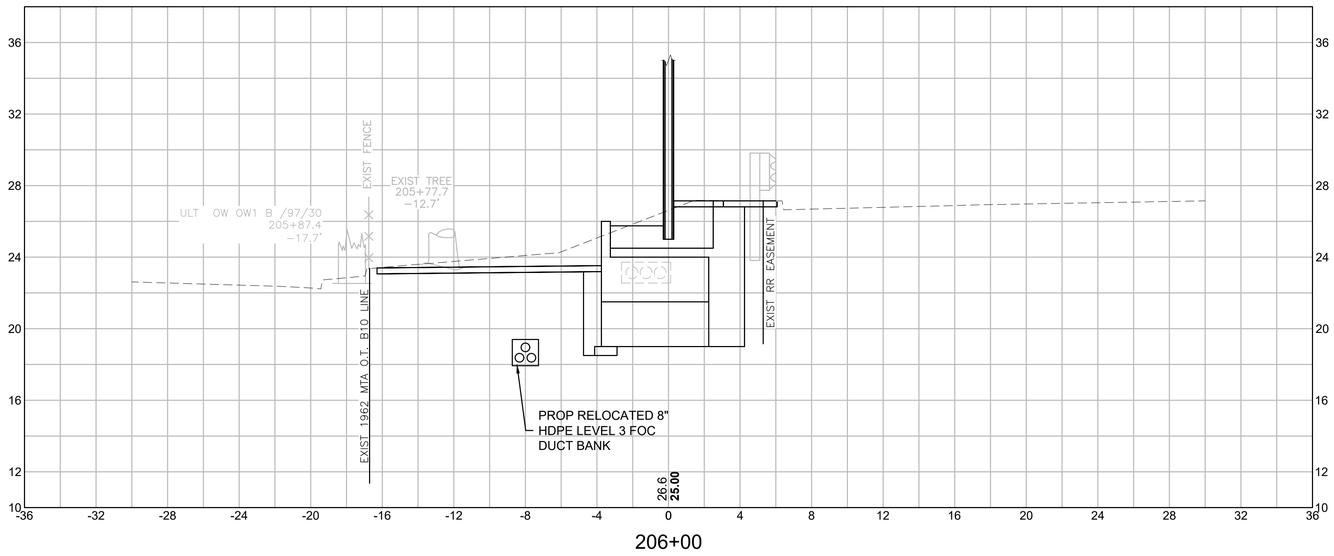
XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

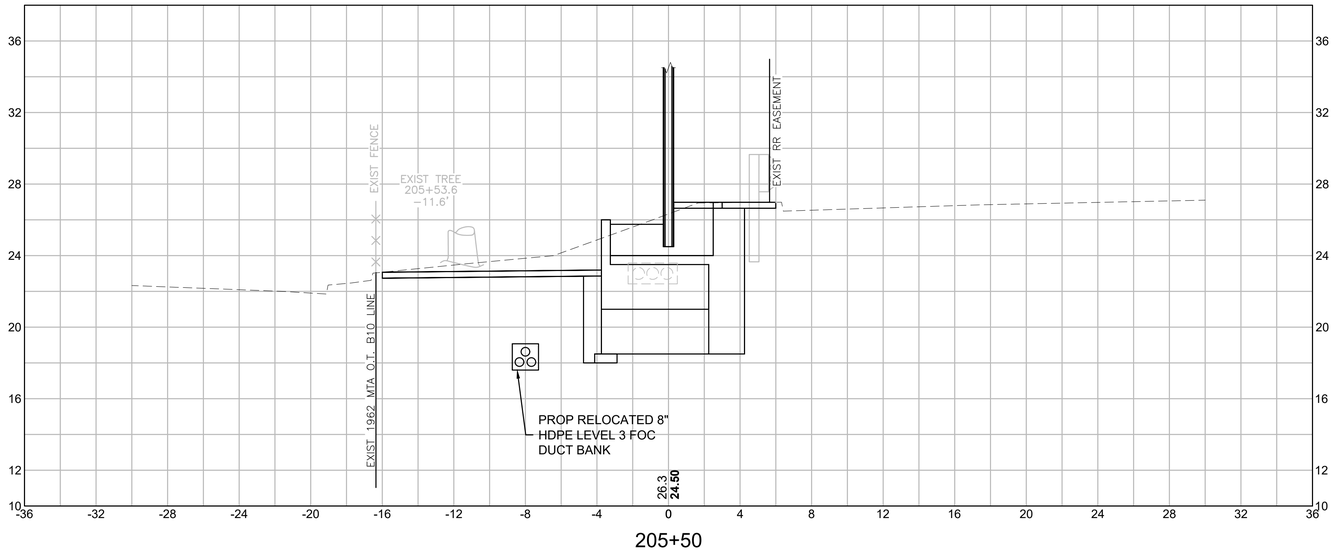
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	121	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 2

616308_HDISEG2_XSEC1).DWG Plotted on 1-Oct-2026 5:39 PM



CUT: 9.70 SF
FILL: 52.85 SF
CLASS A TRENCH: 67.09 SF



CUT: 10.26 SF
FILL: 53.65 SF
CLASS A TRENCH: 69.42 SF

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

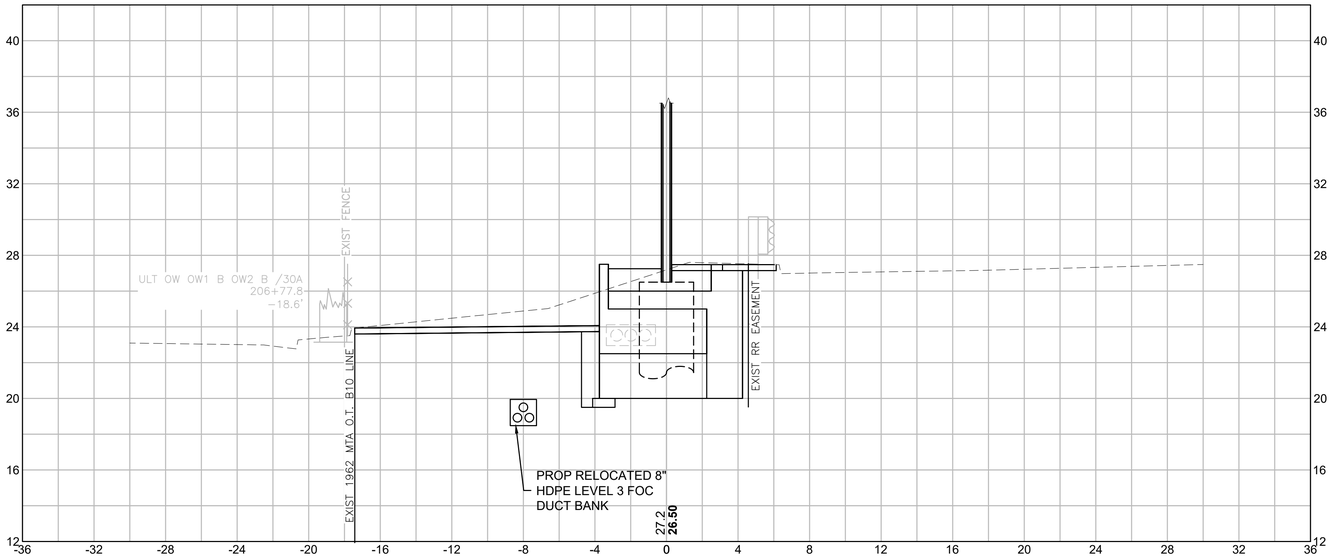
LEGEND

XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

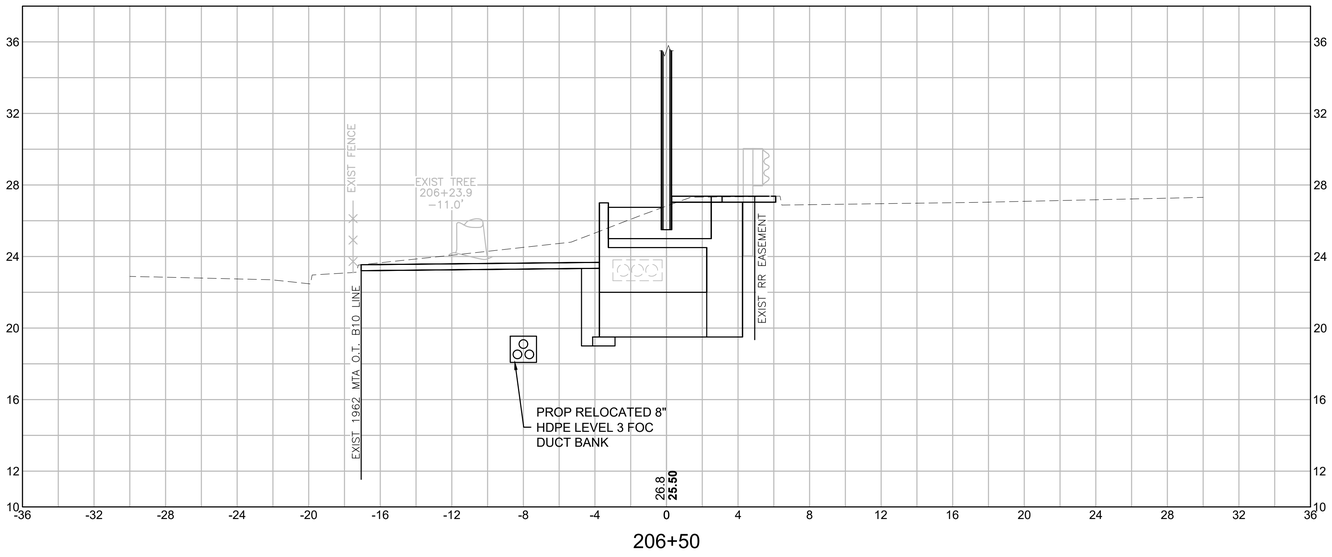
BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	122	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 2



CUT: 12.64 SF
FILL: 54.11 SF
CLASS A TRENCH: 63.33 SF



CUT: 12.07 SF
FILL: 51.93 SF
CLASS A TRENCH: 64.42 SF

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

LEGEND

XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

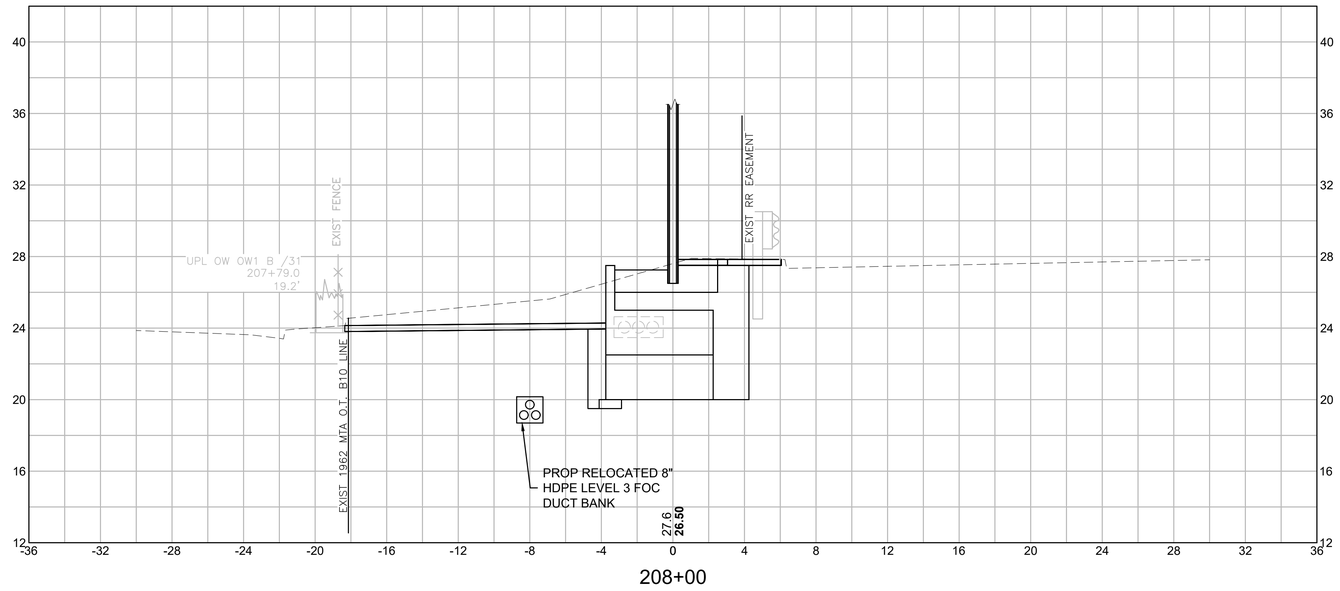
616308_HDGSEG2_XSEC1).DWG Plotted on 1-Oct-2026 5:39 PM

BOSTON
LINCOLN STREET

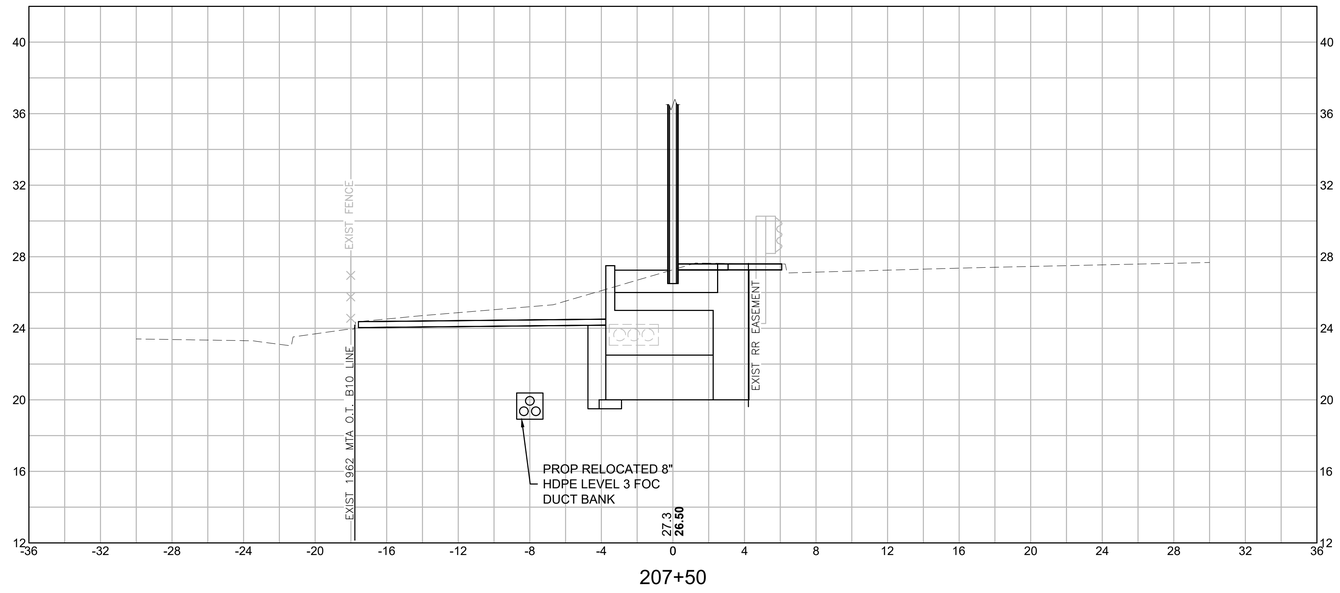
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	123	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 2

616308_HDISEG2_XSEC1).DWG Plotted on 1-Oct-2026 5:39 PM



CUT: 18.77 SF
FILL: 55.01 SF
CLASS A TRENCH: 67.18 SF



CUT: 11.75 SF
FILL: 54.86 SF
CLASS A TRENCH: 64.41 SF

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

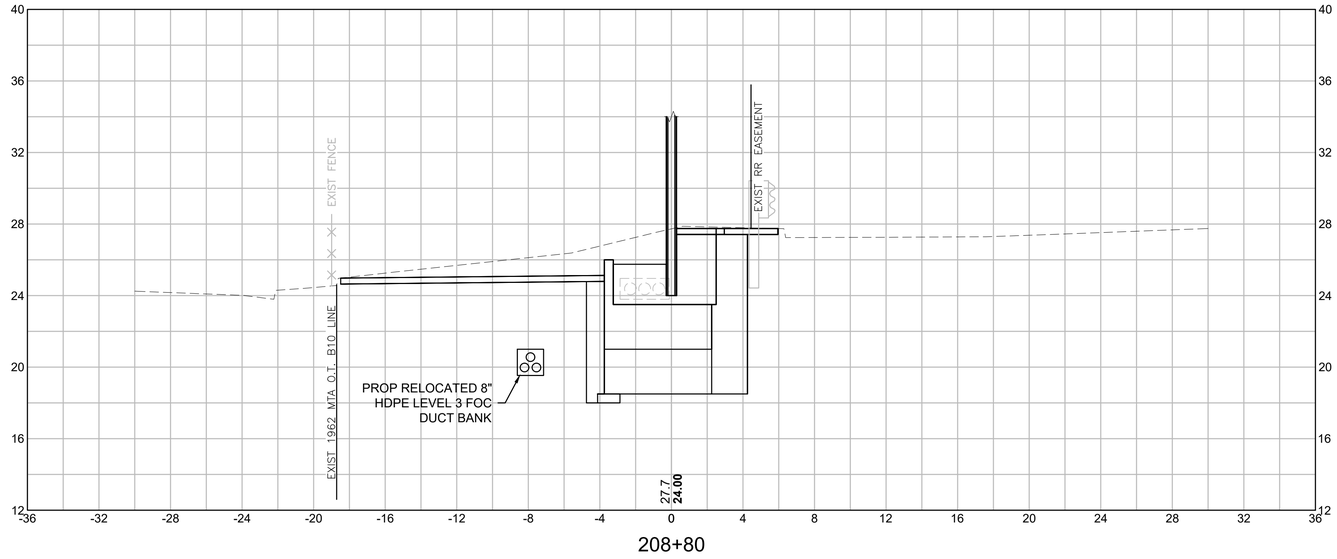
LEGEND

XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

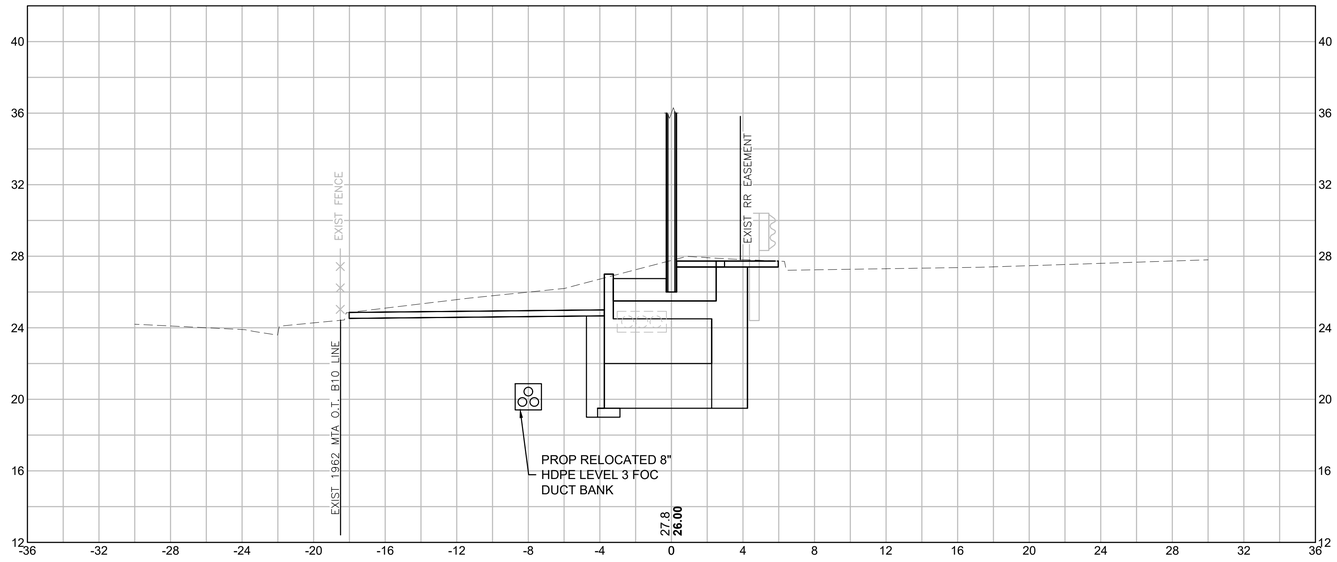
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	124	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 2



208+80

CUT: 14.60 SF
FILL: 54.40 SF
CLASS A TRENCH: 81.72 SF



208+50

CUT: 14.42 SF
FILL: 57.21 SF
CLASS A TRENCH: 72.90 SF

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

LEGEND

XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

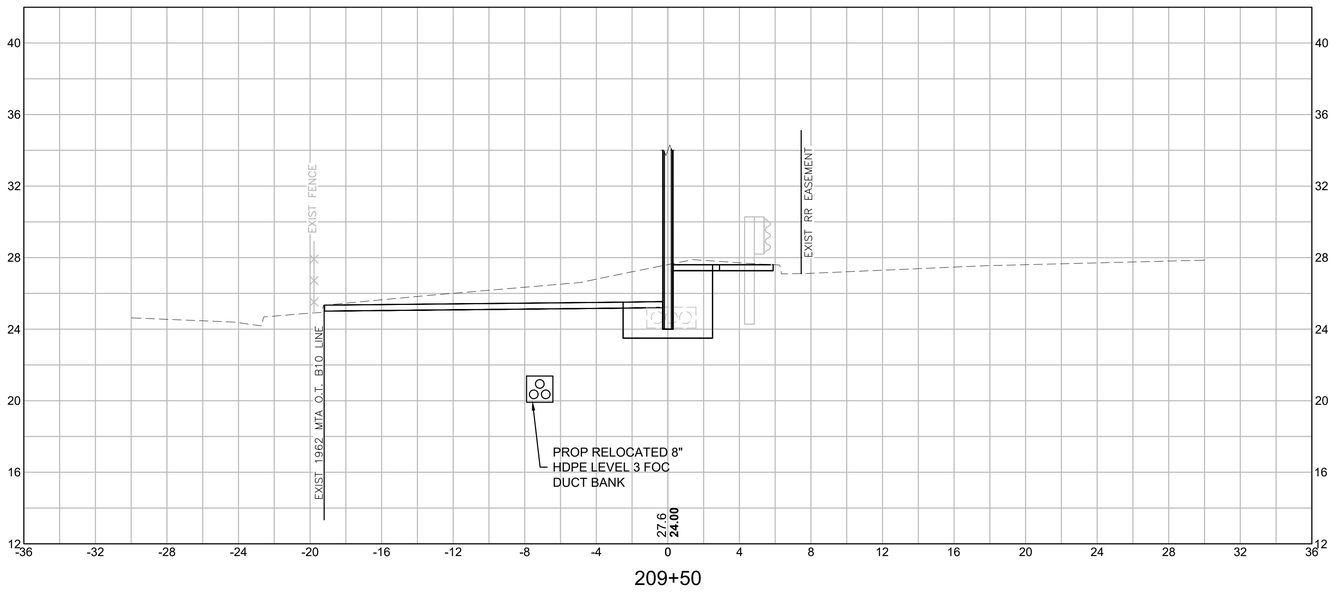
616308_HDGSEG2_XSEC1).DWG Plotted on 1-Oct-2026 5:39 PM

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	125	127
	PROJECT FILE NO. 616308		

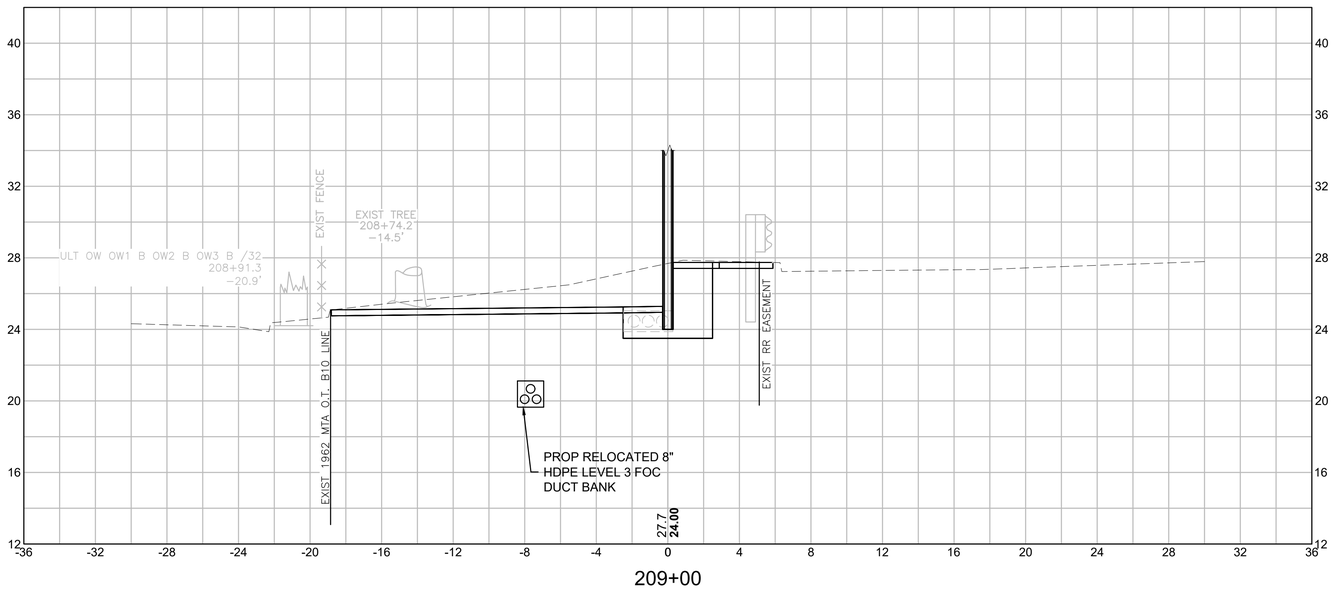
CROSS SECTIONS - SEGMENT 2

616308_HDGSEG2_XSEC1).DWG Plotted on 1-Oct-2026 5:39 PM



209+50

CUT: 38.94 SF
FILL: 0.00 SF
CLASS A TRENCH: 0.00 SF



209+00

CUT: 40.68 SF
FILL: 0.00 SF
CLASS A TRENCH: 0.00 SF

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

LEGEND

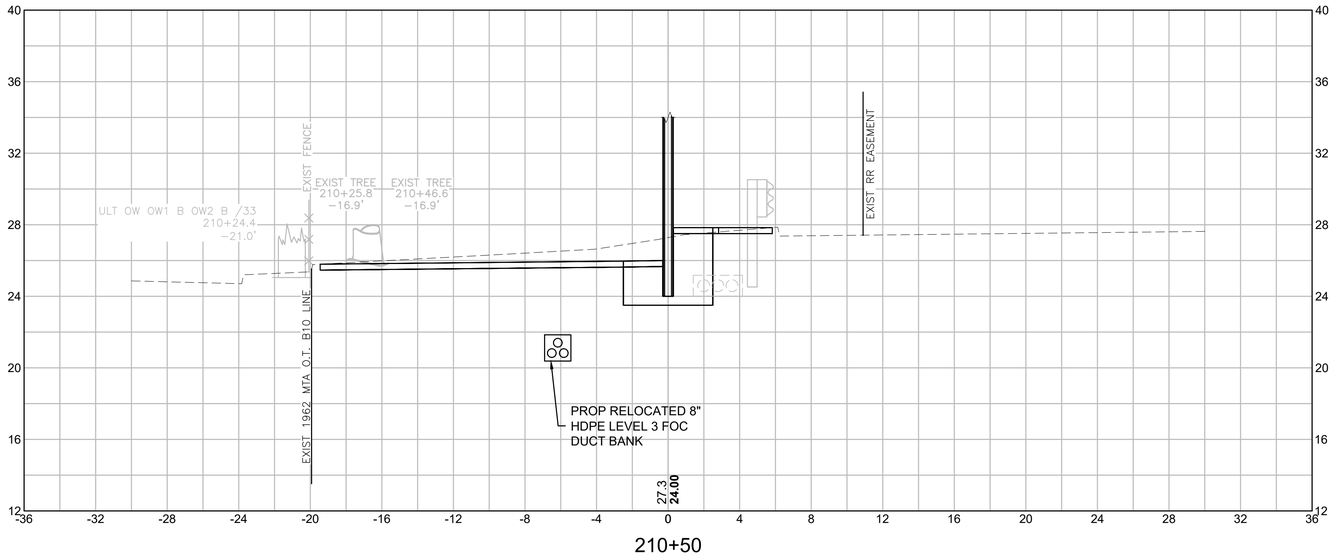
XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	126	127
	PROJECT FILE NO. 616308		

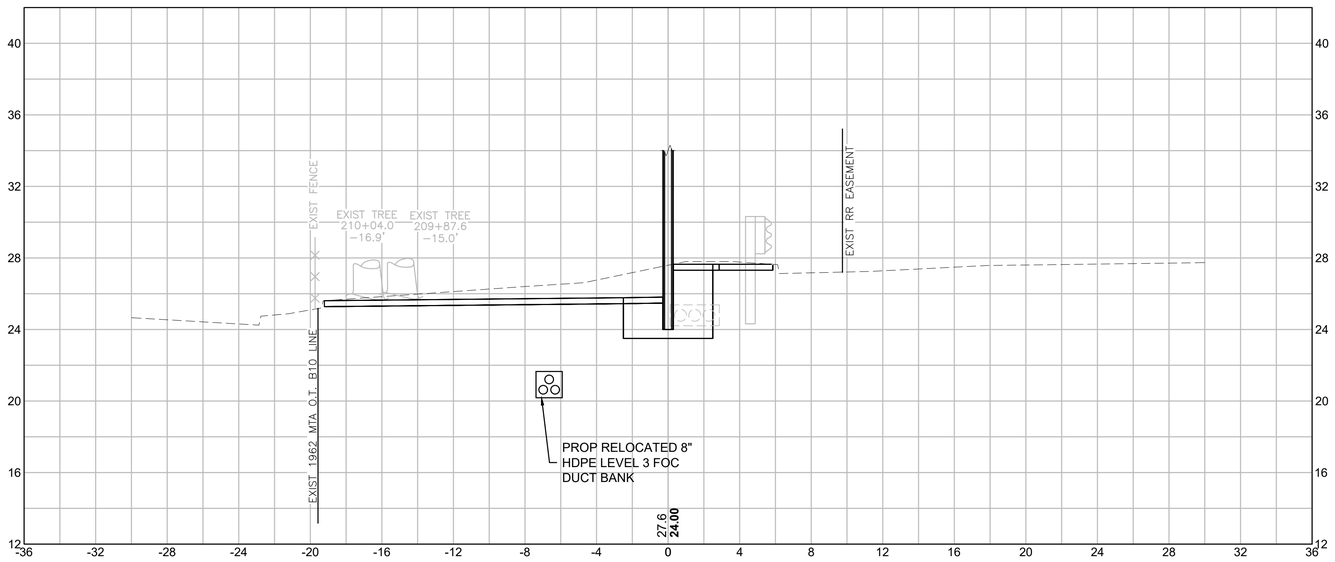
CROSS SECTIONS - SEGMENT 2

616308_HDGSEG2_XSEC1).DWG Plotted on 1-Oct-2026 5:39 PM



210+50

CUT: 31.57 SF
FILL: 0.00 SF
CLASS A TRENCH: 0.00 SF



210+00

CUT: 35.98 SF
FILL: 0.00 SF
CLASS A TRENCH: 0.00 SF

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

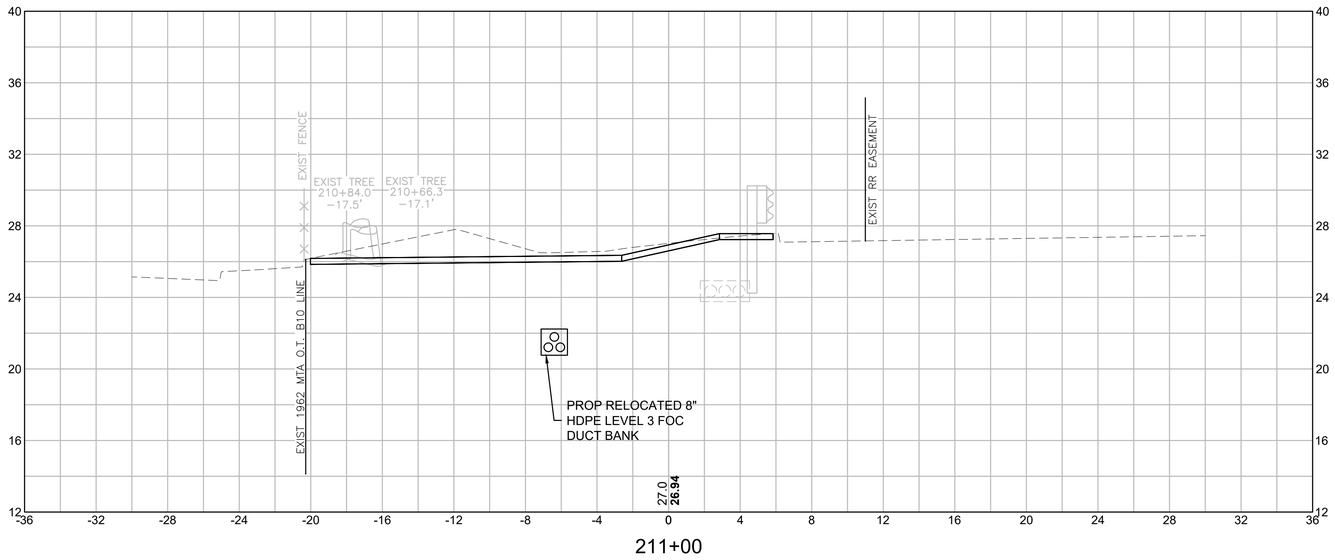
LEGEND

XX.X
XX.XX
EXIST GRADE
BOT OF BARRIER

BOSTON
LINCOLN STREET

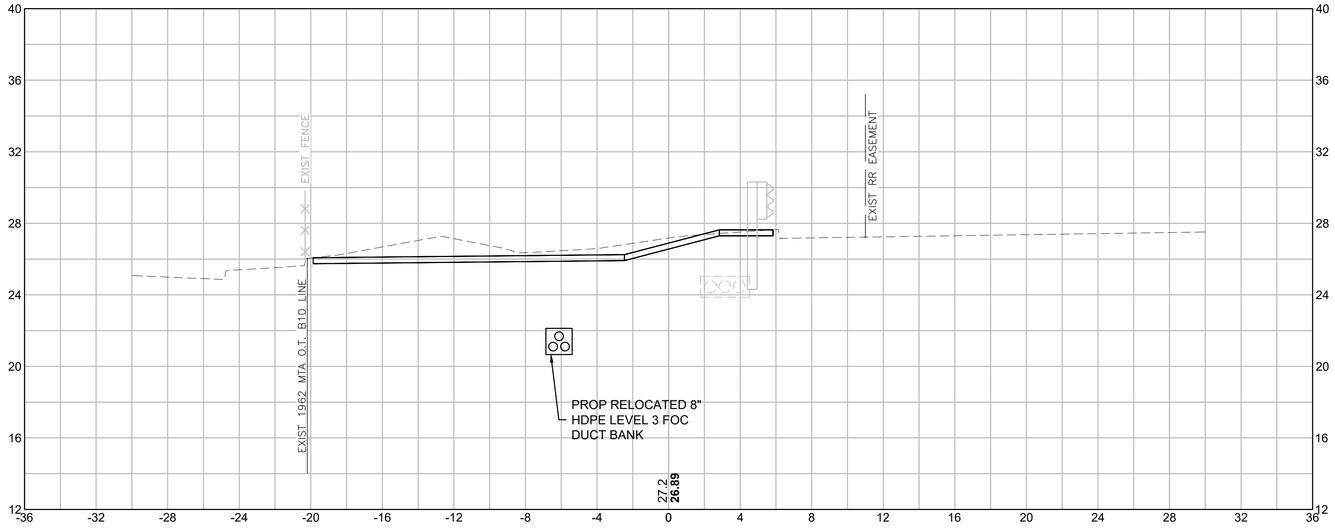
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	127	127
	PROJECT FILE NO. 616308		

CROSS SECTIONS - SEGMENT 2



211+00

CUT: 20.10 SF
FILL: 0.00 SF
CLASS A TRENCH: 0.00 SF



210+88

CUT: 17.99 SF
FILL: 0.00 SF
CLASS A TRENCH: 0.00 SF

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

LEGEND

XX.X
XX.XX

EXIST GRADE
BOT OF BARRIER

616308_HDISEG2_XSEC1).DWG Plotted on 1-Oct-2026 5:39 PM