

6274

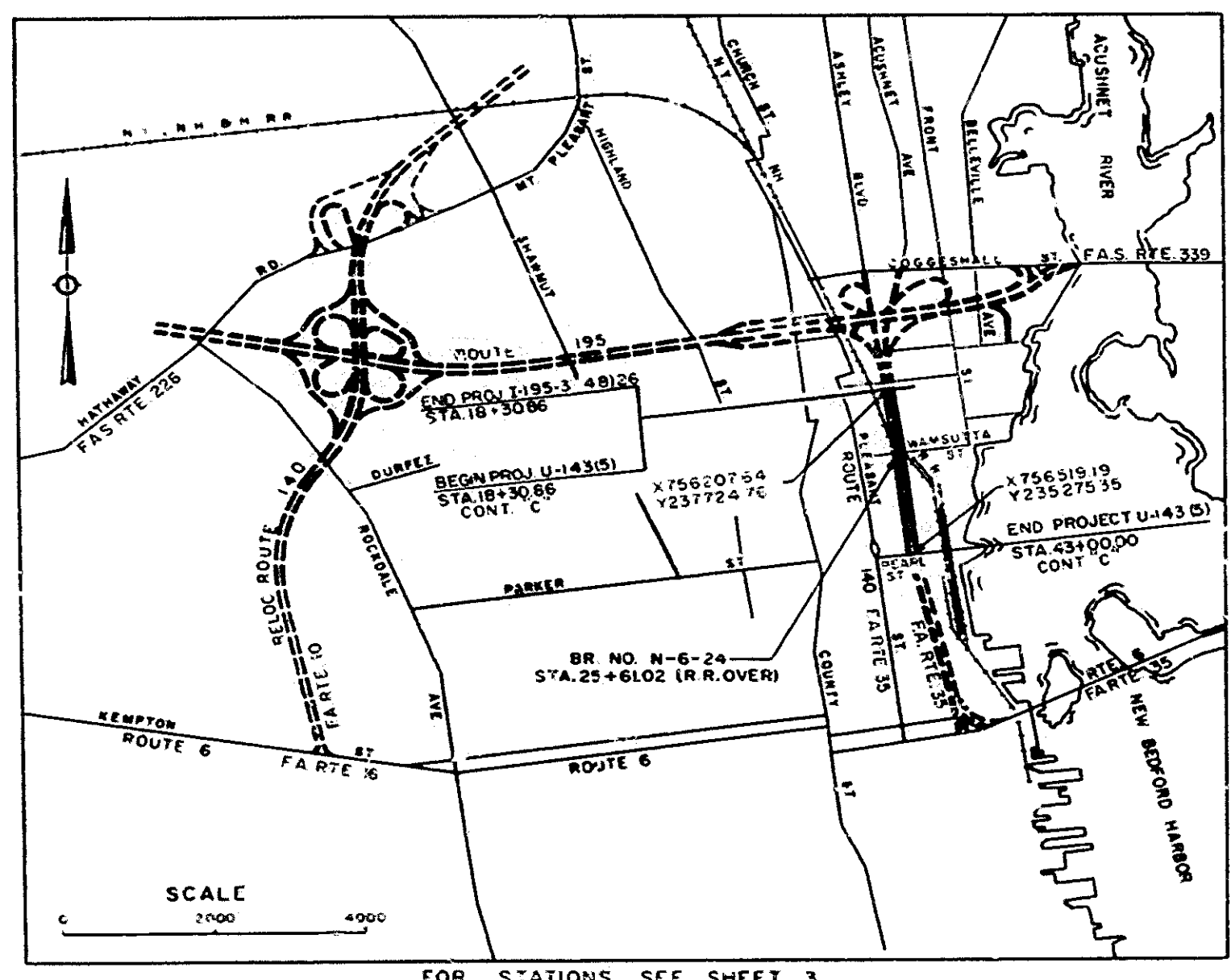
NEW BEDFORD-CITY CONNECTOR						
PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
1	MASS	U-143(5) CONT "C"	19	1	71	

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
PLAN AND PROFILE OF
STATE HIGHWAY
IN THE CITY OF
NEW BEDFORD
BRISTOL COUNTY
FEDERAL AID PROJECT

THE 1965 SPECIFICATIONS,
THE 1958 CONSTRUCTION STANDARDS AND
THE MANUAL ON UNIFORM TRAFFIC CONTROL
DEVICES FOR STREETS & HIGHWAYS,
WILL GOVERN.

SEE SHEET No. 2 FOR INDEX

(1985 (ADT))	
DES. YR. TRAFFIC.	- 30,000
K=16%	
D=65%	
T=5%	
DESIGN SPEED	50 MPH



CONVENTIONAL SIGNS

- COUNTY LINE-----
- CITY OR TOWN LINE-----
- FENCE LINE-----
- BASE OR SURVEY LINE----- 299.57' N 57°-18'-41"E 88
- RIGHT OF WAY LINE-----
- CULVERTS-----
- ELEVATIONS----- 113.30 121.87 88
- POLES-----

SCALES
SEE BAR SCALES
CROSS SECTIONS 1 IN=8 FT.

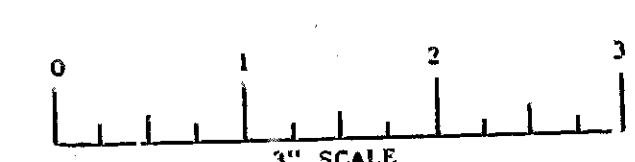
RECOMMENDED FOR APPROVAL
Donaldson P.E.
CHIEF ENGINEER

APPROVED
J. R. Wright
COMMISSIONER OF PUBLIC WORKS
Anthony S. Fournelle
ASSOCIATE COMMISSIONERS
John W. ...

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED
DIVISION ENGINEER
DATE
ABBOTT ENGINEERING INC.
CONSULTANTS BOSTON, MASS

NOTES

U-143(5) LENGTH OF PROJECT 2469.14 FT = 0.467 MILES
CONT. "C"



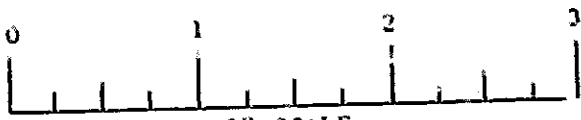
NEW BEDFORD-CITY CONNECTOR

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-147(5) CONT.	19	2	71

INDEX

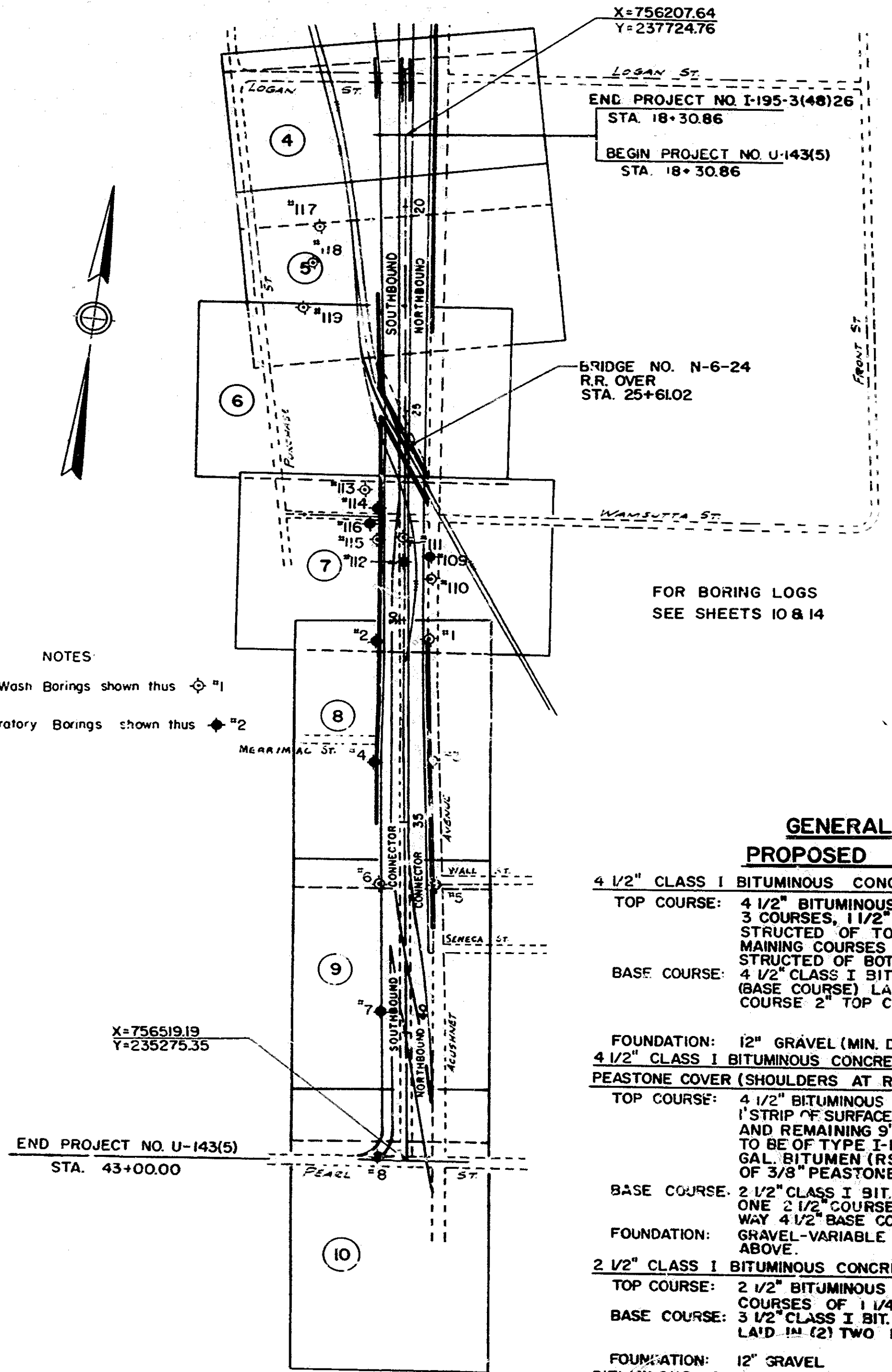
SHEET NO.	1	TITLE SHEET
" "	2	INDEX
" "	3	KEY PLAN & TYPICAL SECTIONS
" "	4	CONSTR. PLAN CITY CONN STA. 16 +20 TO STA. 20+50 & RAILROAD RELOC.
" "	5	" " " " " 19 +50 " 23+50 & " RE-ALIGNMENT
" "	6	" " " " " 23+00 " 27+50 & " , TEMP RUN-AROUND TRACK, BRIDGE NO. N-6-24
" "	7	" " " " " 26+50 " 31 +00 & " " " " " " " " " " " "
" "	8	" " " " " 30+00 " 36 +50
" "	9	" " " " " 36+() " 42 +50
" "	10	" " " " " 42+00 " 43+00 & BORING DATA
" "	11	PROFILE CITY CONNECTOR
" "	12	PROFILE RAILROAD RE-ALIGNMENT & TEMPORARY RUN AROUND TRACK
" "	13	CONSTR. IDENTIFICATION SIGN
" "	14	SIGN DETAILS, BORING DATA & PAVEMENT MARKINGS & SUB. DRAIN DETAIL
" "	15	DRAINAGE & WATER DETAILS
" "	16	LIGHTING DETAILS
" "	17	PLAN-WAMSUTTA ST. DRAINAGE SIPHON
" "	18	PROFILE - WAMSUTTA ST. DRAINAGE SIPHON-RETAINING WALL STA. 30+50 TO STA. 37+50 LT.
" "	19	SEWER ALTERATIONS - WAMSUTTA ST. SIPHON
" "	20	SEWER ALTERATIONS- STA. 39+00 CITY CONN.
" "	21	SEWER ALTERATIONS & PROFILES-CITY CONN. AT MERRIMAC ST.
" "	21A	PROFILES CITY CONNECTOR & TEMPORARY ENDING
BRIDGE PLANS		
SHEET NO.	22 to 47	BRIDGE NO. N-6-24
" "	48 to 50	RETAINING WALL N-6-W6

CROSS SECTIONS				
SHEET NO.	51	SOUTHBOUND CONNECTOR	STA. 15 +50	TO STA. 16 +50
" "	52	NORTHBOUND CONNECTOR	" 15 +50	" " 16 +50
" "	53 to 67	CITY CONNECTOR	" 17 +00	" " 44 +00
" "	68 to 71	RAILROAD RE-ALIGNMENT	" 12 +50	" " 25 +50



NEW BEDFORD - CITY CONNECTOR					
PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143(2)	196	3	71

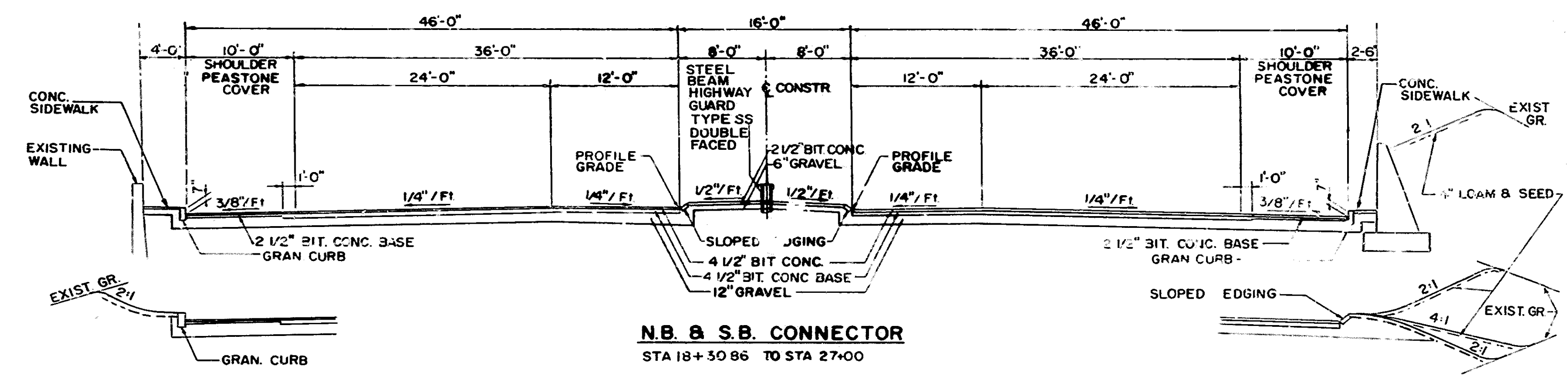
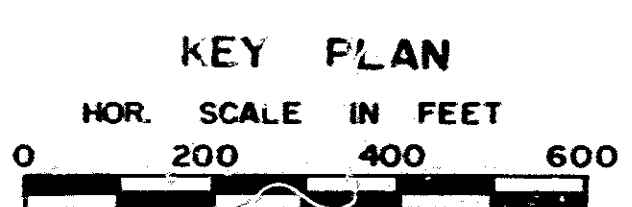
KEY PLAN & BORING LOCATIONS
TYPICAL SECTIONS



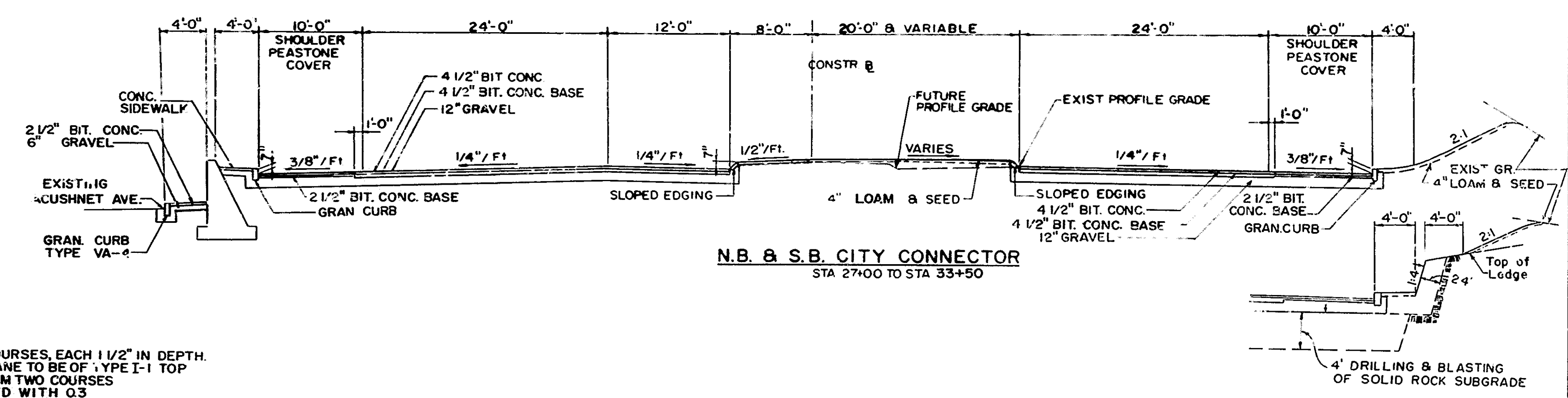
- NOTES
1. Location of Wash Borings shown thus "1"
 2. Core Preparatory Borings shown thus "2"

GENERAL NOTES
PROPOSED SURFACES

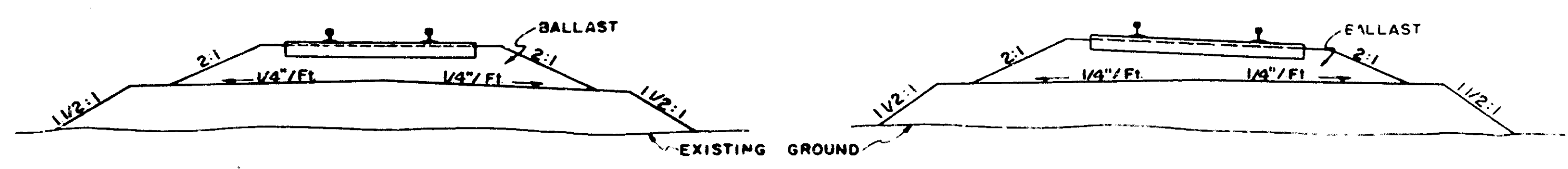
- 4 1/2" CLASS I BITUMINOUS CONCRETE PAVEMENT, TYPE I-1
- TOP COURSE: 4 1/2" BITUMINOUS CONCRETE TYPE I-1 LAID IN 3 COURSES, 1 1/2" SURFACE COURSE TO BE CONSTRUCTED OF TOP COURSE MATERIAL AND 2 REMAINING COURSES EACH 1 1/2" IN DEPTH TO BE CONSTRUCTED OF BOTTOM COURSE MATERIAL.
- BASE COURSE: 4 1/2" CLASS I BITUMINOUS CONCRETE PAVEMENT (BASE COURSE) LAID IN TWO COURSES BOTTOM COURSE 2" TOP COURSE 2 1/2"
- FOUNDATION: 12" GRAVEL (MIN. DEPTH)
- 4 1/2" CLASS I BITUMINOUS CONCRETE PAVEMENT, TYPE I-1, WITH PEASTONE COVER (SHOULDERS AT RT. EDGE)
- TOP COURSE: 4 1/2" BITUMINOUS CONCRETE TYPE I-1 LAID IN 3 COURSES, EACH 1 1/2" IN DEPTH. 1" STRIP OF SURFACE COURSE ADJACENT TO TRAVELED LANE TO BE OF TYPE I-1 TOP AND REMAINING 9" TO BE OF TYPE I-1 BINDER. BOTTOM TWO COURSES TO BE OF TYPE I-1 BINDER. SURFACES TO BE TREATED WITH 0.3 GAL. BITUMEN (RS-2) PER S.Y. AND COVERED WITH 25 LBS. OF 3/8" PEASTONE PER S.Y.
- BASE COURSE: 2 1/2" CLASS I BIT. CONC. PAV. (BASE COURSE) LAID IN ONE 2 1/2" COURSE. FOR ONE FT. ADJACENT TO TRAVELED WAY 4 1/2" BASE COURSE LAID IN 2 COURSES, BOT. 2" TOP 2 1/2"
- FOUNDATION: GRAVEL-VARIABLE DEPTH PLACED AS SHOWN ABOVE.
- 2 1/2" CLASS I BITUMINOUS CONCRETE PAVEMENT, TYPE I-1
- TOP COURSE: 2 1/2" BITUMINOUS CONCRETE TYPE I-1 LAID IN 2 COURSES OF 1 1/4" EACH.
- BASE COURSE: 3 1/2" CLASS I BIT. CONC. PAV. (BASE COURSE) LAID IN TWO 1 3/4" COURSES.
- FOUNDATION: 12" GRAVEL
- BITUMINOUS CONCRETE WALK SURFACE
- SIDEWALKS: 2 1/2" BITUMINOUS CONCRETE, TYPE I-1
- FOUNDATION: 6" GRAVEL
- SLOPED EDGING: WHERE SPECIFIED SHALL BE GRANITE EDGING, TYPE SB OR GRANITE FACED PRECAST CONCRETE EDGING, TYPE B.
- CALCIUM CHLORIDE (CCl₂) FOR ROADWAY DUST CONTROL.
- BITUMEN (MC-8 or MC-1) FOR ROADWAY DUST CONTROL.
- CONCRETE SIDEWALKS (1 COURSE)
- SURFACE COURSE: 4" CLASS C CEMENT CONCRETE
- FOUNDATION: 6" GRAVEL



N.B. & S.B. CONNECTOR
STA 18+30.86 TO STA 27+00



N.B. & S.B. CITY CONNECTOR
STA 27+00 TO STA 33+50

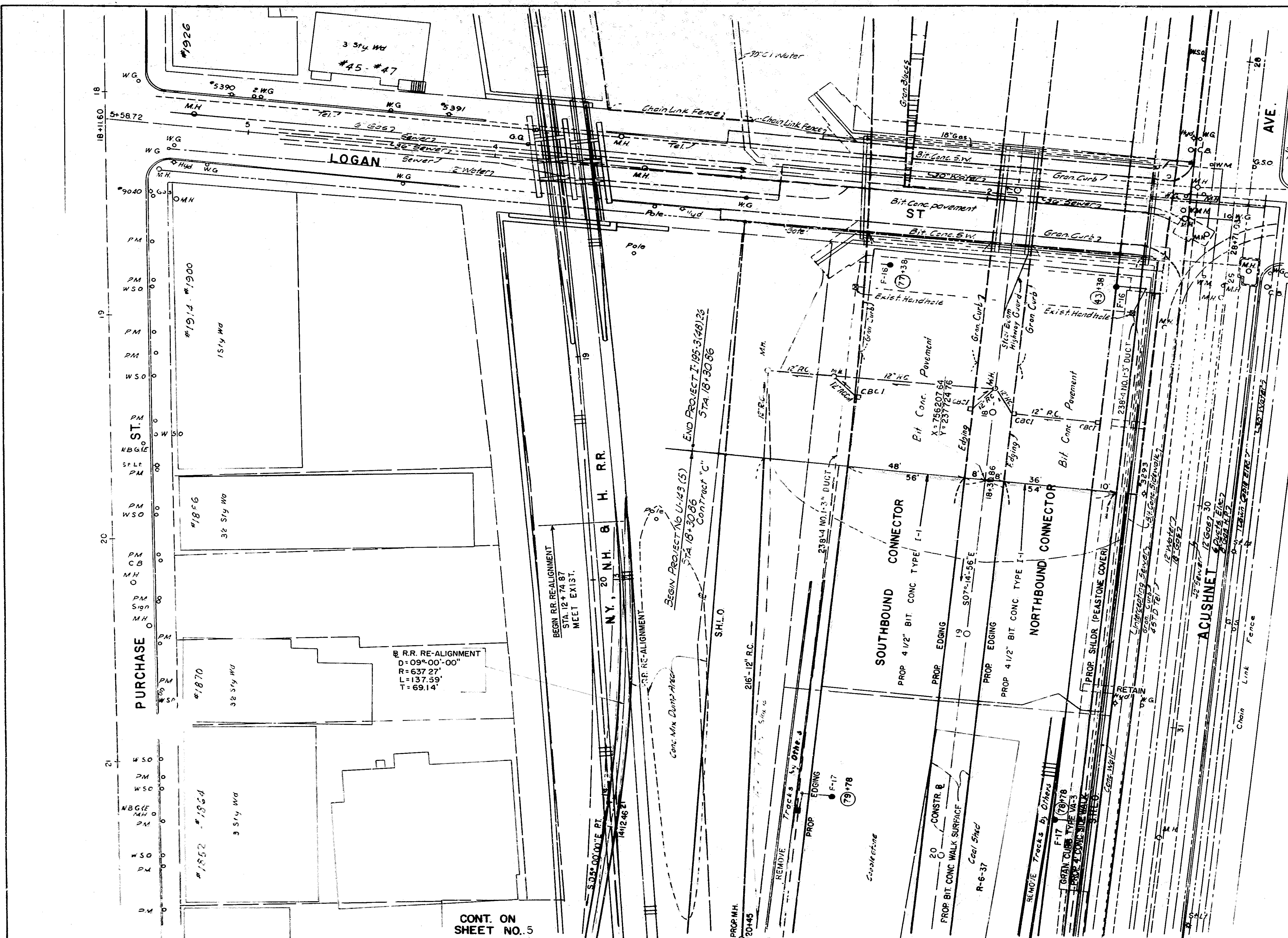


MAIN TRACK ON TANGENT
MAIN TRACK ON CURVE

RAILROAD RE-ALIGNMENT

NEW BEDFORD-CITY CONNECTOR						
PUB. NO.	STATE	FED. AID PROJ. NO.	SCALE	SHEET NO.	TOTAL SHEETS	
1	MASS	U-143(S) CONT.	196	4	71	

6274



STEEL BEAM HIGHWAY GUARD TYPE SS SINGLE FACED
Sta 18+31 RT To Sta 20+00 RT. City Conn.

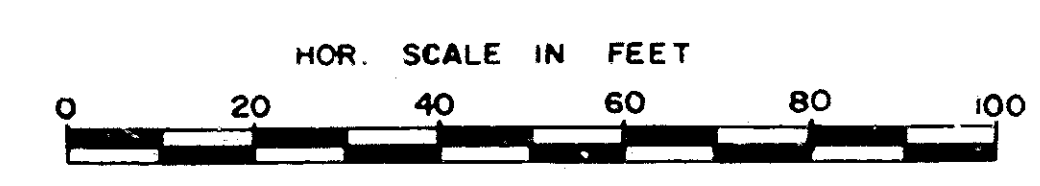
STEEL BEAM HIGHWAY GUARD TYPE SS DOUBLE FACED
Sta 18+31 To Sta 25+35 Constr. @ City Conn.

DRAINAGE DETAILS
See this Sheet

NOTE:
All Gas, Telephone, And Electric Structures
To Be Abandoned Or Adjusted By Others

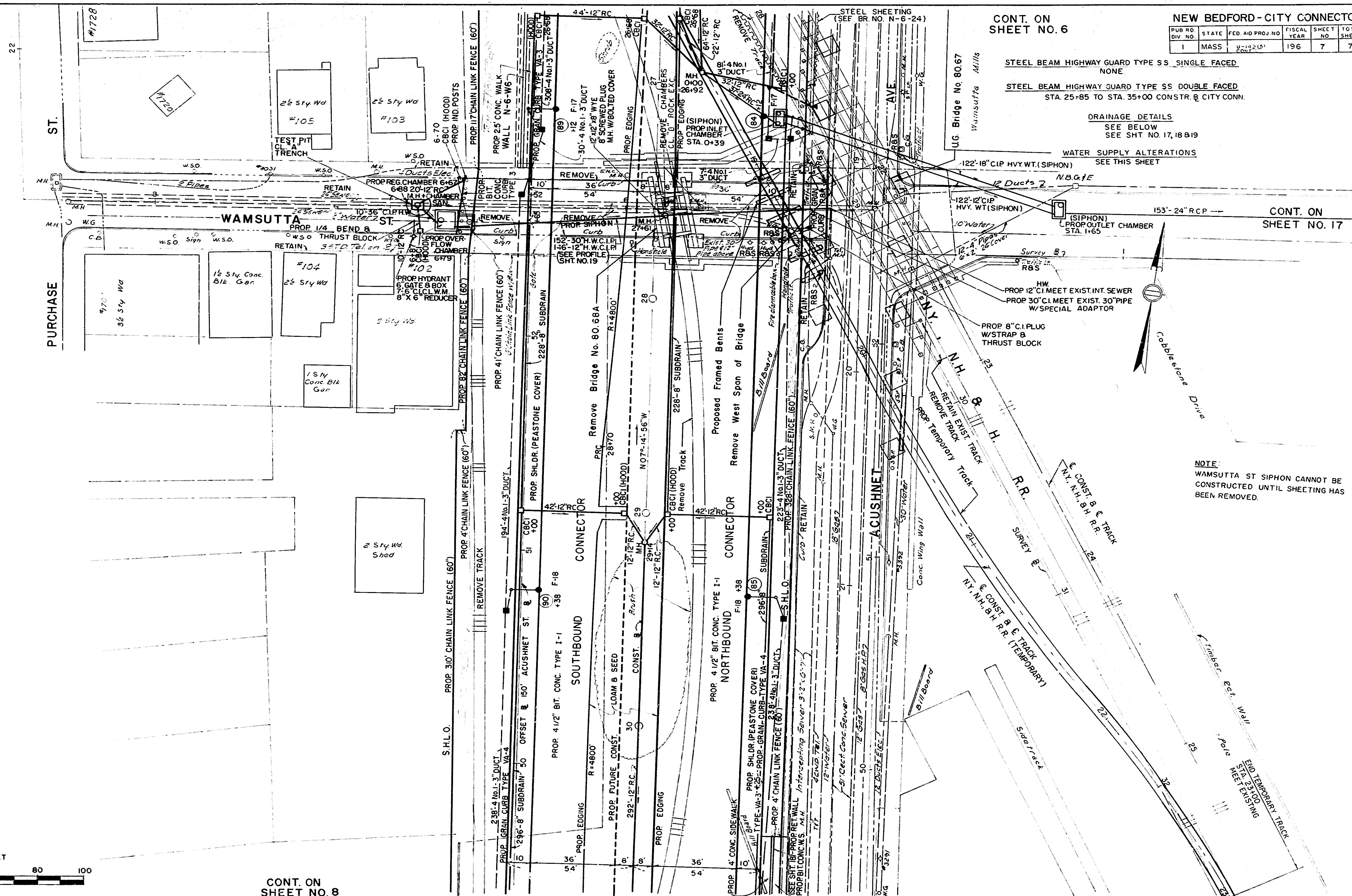
STANDARD SYMBOLS
HAND HOLES LUMINAIRES EXISTING HANDHOLES

NOTE:
PR Track North Of Wamsutta Street
To Be Removed By Others



FOR PROFILE SEE SHEET NO. 11

CONT. ON
SHEET NO. 5



CONT. ON
SHEET NO. 6

NEW BEDFORD-CITY CONNECTOR					
PUB. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-12-15	196	7	71

STEEL BEAM HIGHWAY GUARD TYPE SS SINGLE FACED
NONE

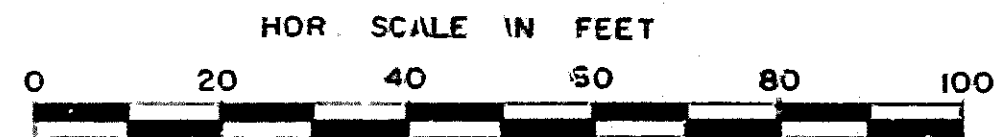
STEEL BEAM HIGHWAY GUARD TYPE SS DOUBLE FACED
STA. 25+85 TO STA. 35+00 CONSTR. BY CITY COMM.

DRAINAGE DETAILS
SEE BELOW
SEE SHT. NO. 17, 18 & 19

WATER SUPPLY ALTERATIONS
SEE THIS SHEET

CONT. ON
SHEET NO. 17

NOTE:
WAMSUTTA ST SIPHON CANNOT BE
CONSTRUCTED UNTIL SHEETING HAS
BEEN REMOVED.



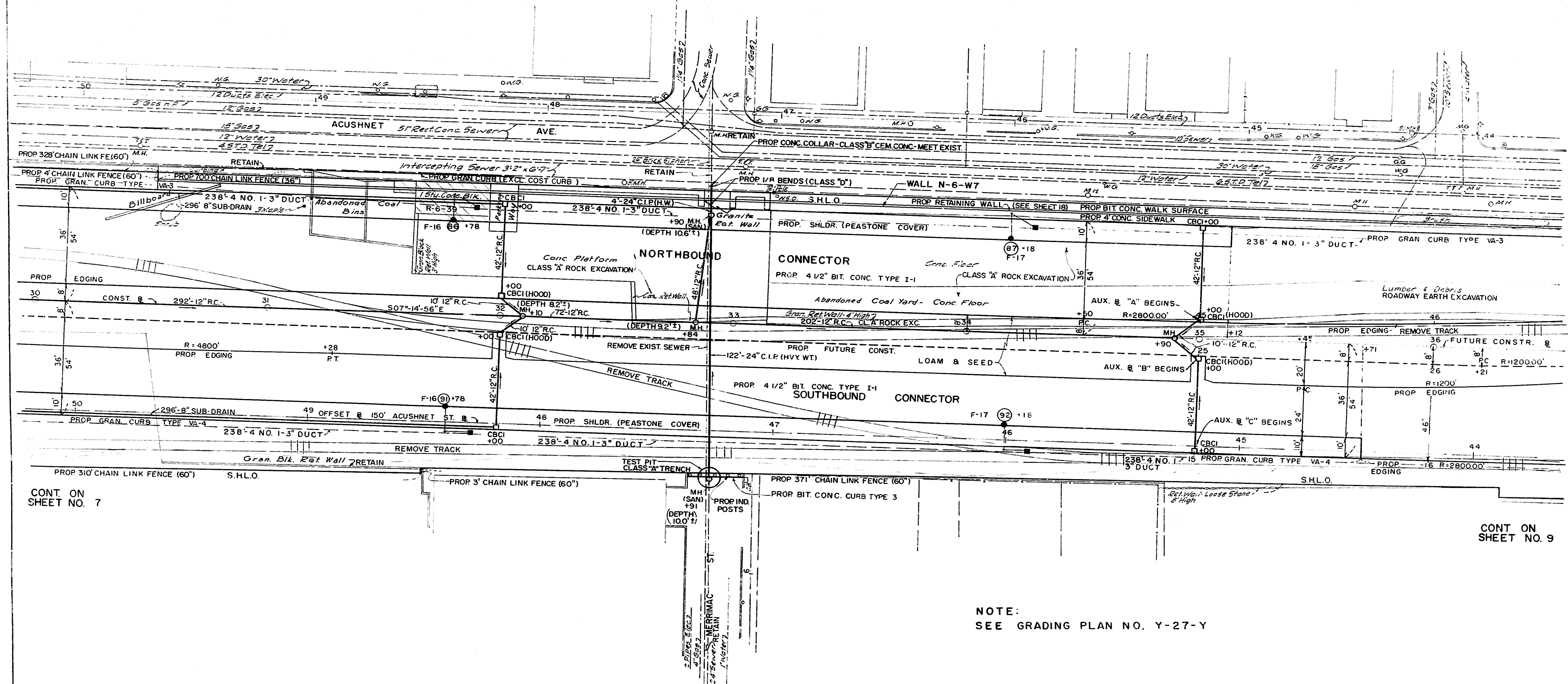
CONT. ON
SHEET NO. 8

FOR PROFILE SEE SHEET NO. 11

STEEL BEAM HIGHWAY GUARD TYPE 3S DOUBLE FACED
STA. 25+85 TO STA. 35+00 CONSTR. @ CITY CONN.

DRAINAGE DETAILS
SEE BELOW
SEE SHT. NO. 21

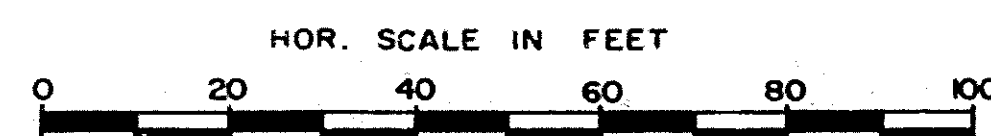
NEW BEDFORD-CITY CONNECTOR						
P.L.B. RD.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
1	MASS	U-113212	196	8	71	



CONT. ON
SHEET NO. 7

CONT. ON
SHEET NO. 9

NOTE:
SEE GRADING PLAN NO. Y-27-Y



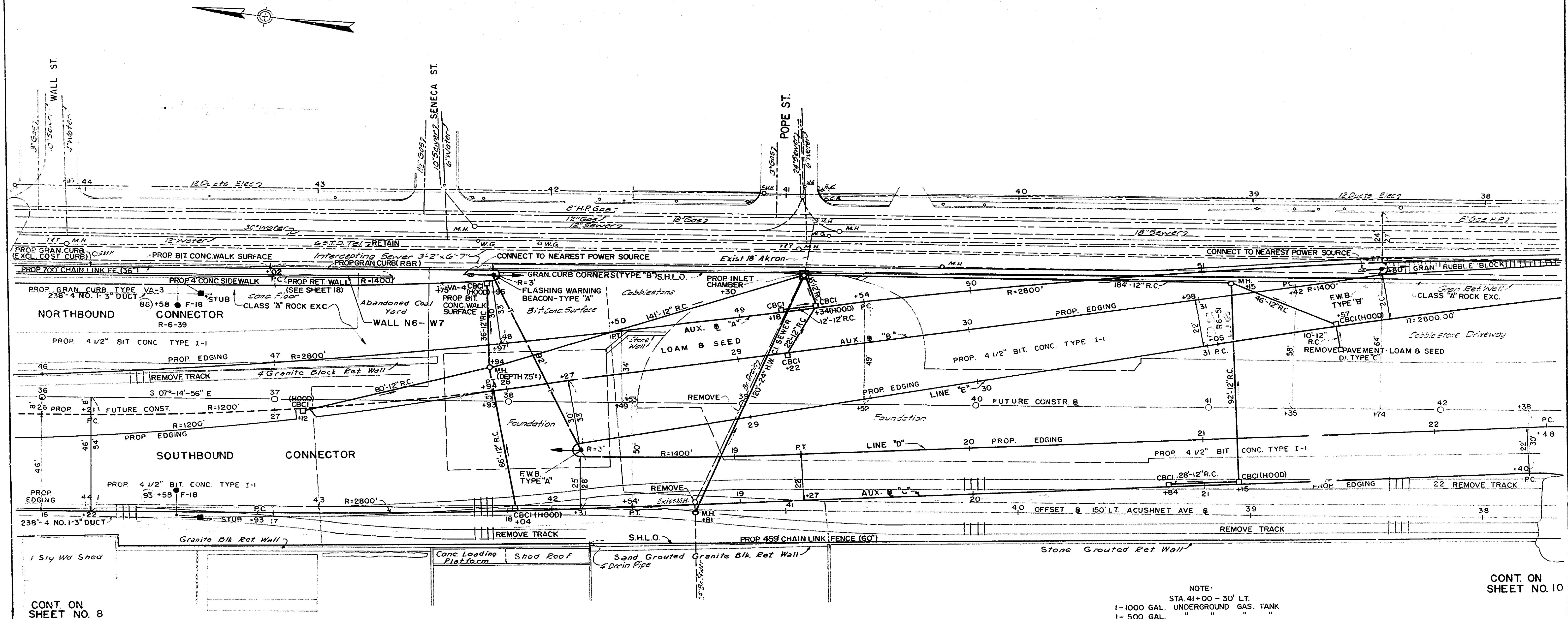
FOR PROFILE SEE SHEET NO. 11 & 21A

STEEL BEAM HIGHWAY GUARD TYPE SS
NONE

DRAINAGE DETAILS
SEE BELOW
SEE SHT. NO. 20

TRAFFIC SIGNAL CONDUIT
T T T
SEE BELOW

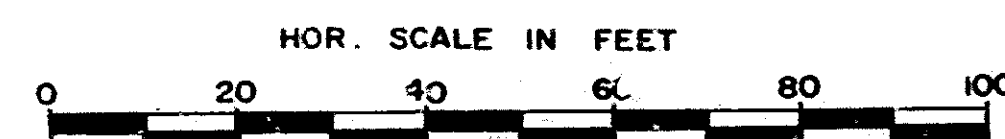
NEW BEDFORD-CITY CONNECTOR					
PUB. NO.	MASS.	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	9-00-151	196	9	71



CONT. ON
SHEET NO. 8

CONT. ON
SHEET NO. 10

NOTE:
SEE GRADING PLAN NO. Y-27-Y



FOR PROFILE SEE SHEET NO. 21A

STEEL BEAM HIGHWAY GUARD TYPE SS
NONE

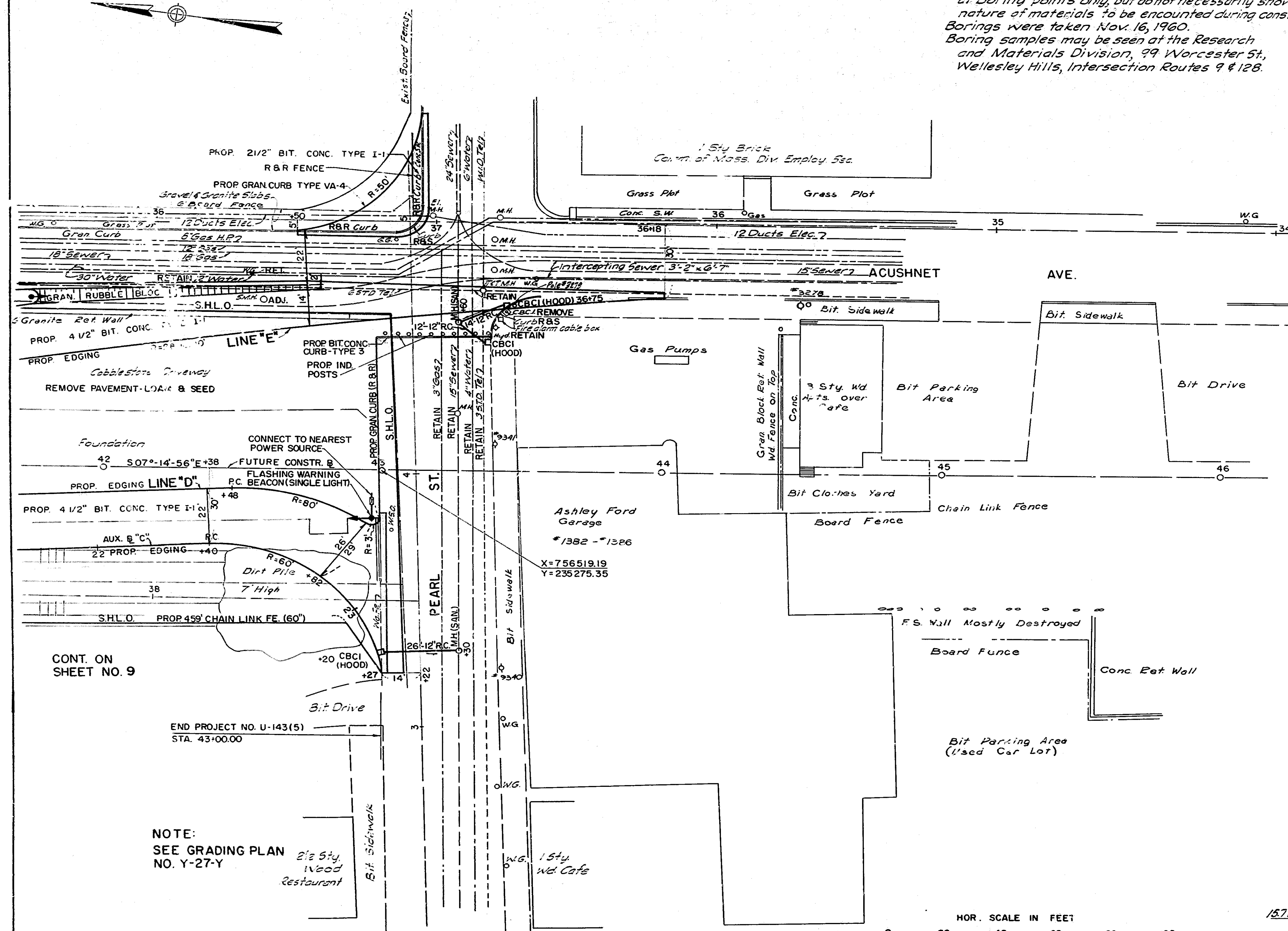
DRAINAGE DETAILS
SEE BELOW

BORING NOTES
All Borings taken from City Connector &
Location of Borings shown on sheet No. 3
Figures in columns indicate blows per ft. on 2" sampler
produced by 30" fall of 140 lb. weight.
Borings taken for purposes of design & show conditions
at Boring points only, but do not necessarily show
nature of materials to be encountered during constr.
Borings were taken Nov. 16, 1960.
Boring samples may be seen at the Research
and Materials Division, 99 Worcester St.,
Wellesley Hills, Intersection Routes 9 & 128.

NEW BEDFORD-CITY CONNECTOR

PUB. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143(5)	196	10	71

CONSTRUCTION PLAN & BORING DATA



(109)
Sta. 28+50 - 54' Lt.
Gr. El. 15.0
7 Fill, Sand,
Trace of Gravel,
Some Cinders, Brick,
Dry, Loose, Black
4.0 W.L.
2.0
34 Fine Sand, Trace of
Gravel, Moist,
Hard, Brown
-4.0 Core Prep

(111)
Sta. 27+98 - 1' Rt.
Gr. El. 21.9
7 Fill, Sand,
Trace of Gravel,
Cinders, Dry,
Loose, Black
9.9
7.9 W.L.
4.3 Fine Sand, Some Gravel,
Moist, Hard, Yellow
3.4

(113)
Sta. 26+89 - 85' Rt.
Gr. El. 18.7
7 Fill, Sand, Trace of
Gravel, Cinders, Brick,
Dry, Loose, Black
10.7
9.7 W.L.
4.1 Fine Sand, Some Gravel,
Moist, Hard, Brown
3.7

(115)
Sta. 28+03 - 50' Rt.
Gr. El. 17.1
7 Fill, Sand, Trace of
Gravel & Loam,
Dry, Loose, Black
8.6
4.6 W.L.
3.7 Medium Sand, Trace
of Gravel, Moist,
Hard, Brown
3.1

(117)
Sta. 20+57 - 185' Rt.
Gr. El. 25.4
8 Fill, Sand, Trace of
Gravel, Dry, Loose, Black
19.4
16.9 W.L.
4.0 Fine Sand, Trace of Gravel,
Dry, Hard, Yellow
14.9

(119)
Sta. 22+45 - 222' Rt.
Gr. El. 26.7
7 Fill, Sand, Trace of Gravel,
Dry, Loose, Black
15.7 W.L.
16.2
4.3 Medium Sand,
Some Gravel,
Dry, Hard, Yellow
10.7

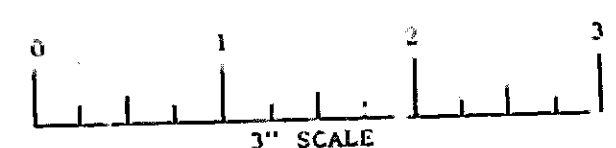
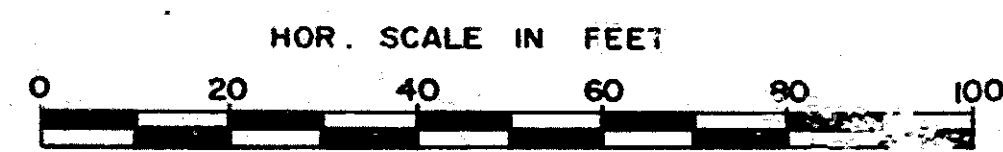
(110)
Sta. 29+00 - 54' Lt.
Gr. El. 14.9
7 Fill, Sand,
Trace of Gravel,
Some Cinders, Brick,
Dry, Loose, Black
3.4
2.9 W.L.
31 Fine Sand, Trace of Gravel,
Dry, Hard, Brown
-2.6

(112)
Sta. 28+58 - 0'
Gr. El. 21.2
7 Fill, Sand,
Trace of Gravel,
Cinders & Brick,
Dry, Loose, Black
6.7
7.2 W.L.
3.8 Fine Sand, Some Gravel,
Moist, Hard, Brown
2.2

(114)
Sta. 27+38 - 52' Rt.
Gr. El. 16.5
7 Fill, Sand, Some Gravel,
Trace of Cinders, Dry,
Loose, Black
9.5
7.5 W.L.
10 Fine Sand, Trace of Gravel, Wet,
Loose, Brown
3.3 Med. Sand, Trace of Gravel,
Moist, Hard, Brown
1.5

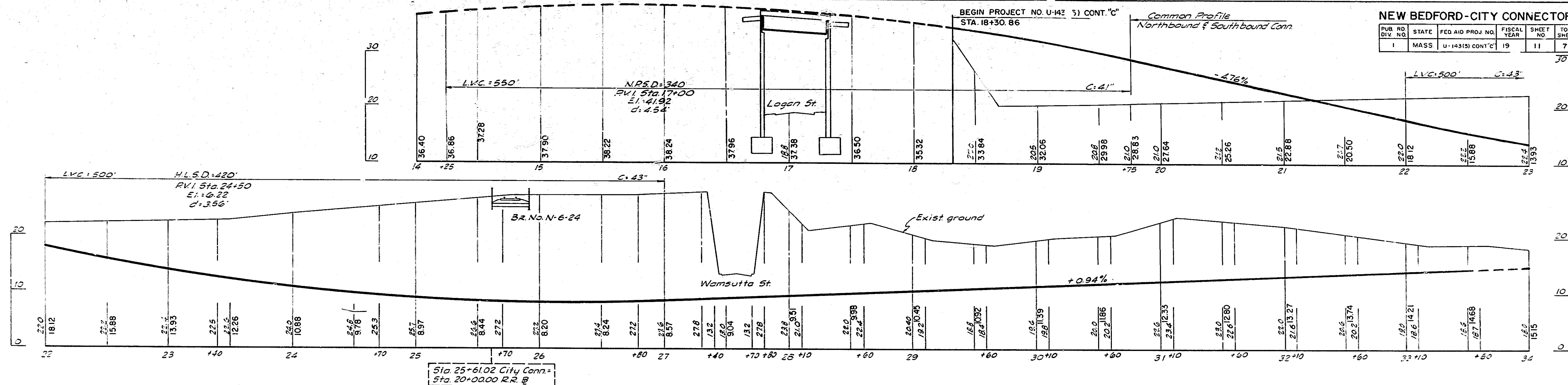
(116)
Sta. 27+73 - 75' Rt.
Gr. El. 18.2
7 Fill, Sand, Trace of Gravel & Cinders,
Dry, Loose, Black
13.2
9.7 Med. Sand, Trace of Gravel,
Dry, Firm, Brown
3.9 Fine Sand, Some Gravel,
Dry, Hard, Brown
4.2

(118)
Sta. 21+43 - 202' Rt.
Gr. El. 26.0
7 Fill, Sand, Trace of Gravel,
Dry, Loose, Black
19.0
17.5 W.L.
4.2 Medium Sand, Some Gravel,
Dry, Firm, Brown
14.5



NEW BEDFORD-CITY CONNECTOR

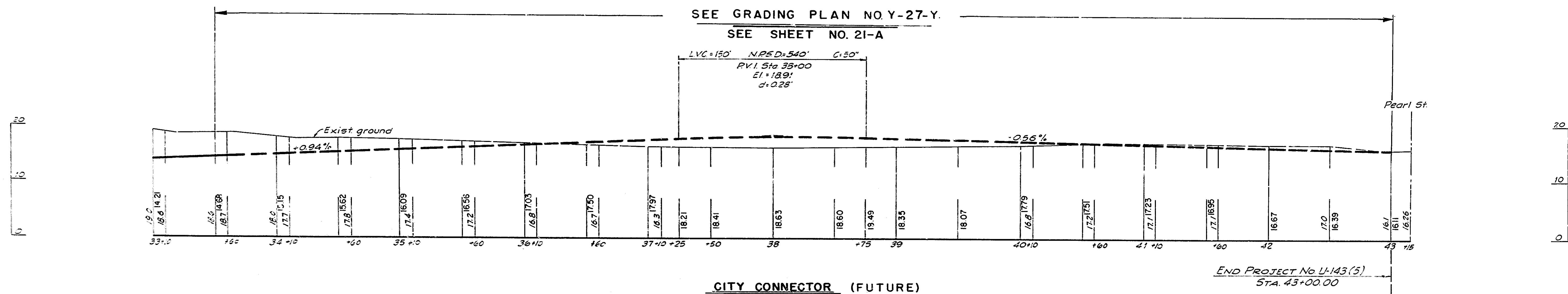
FILE NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS	U-143(5) CONT'D	19	11	71



CITY CONNECTOR

B.M. 50-AC
Set in conc. wall on R.R. (East side)
50' North of Logan St
Elev. 37.43
Sea Level Datum of 1929

SEE GRADING PLAN NO. Y-27-Y.
SEE SHEET NO. 21-A



CITY CONNECTOR (FUTURE)

END PROJECT No. U-143(5)
Sta. 43+00.00

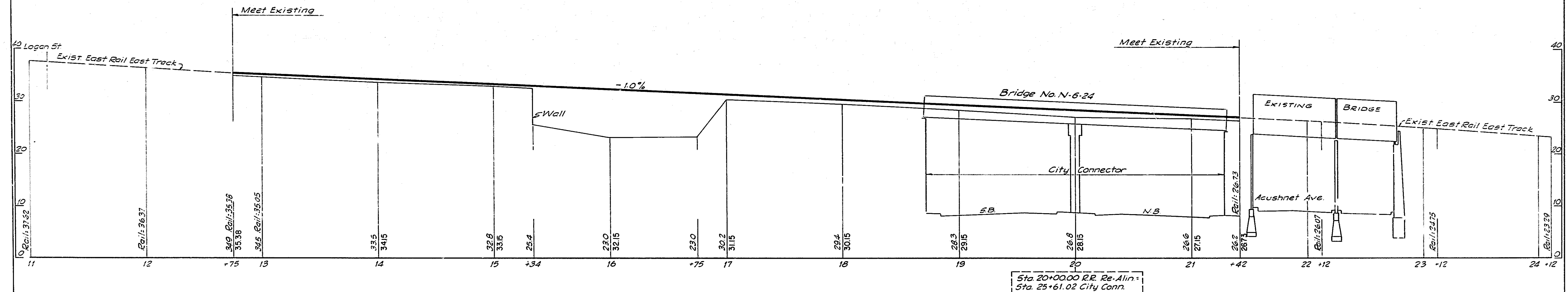


FOR PLANS SEE SHEETS NO. 4 TO 8

NEW BEDFORD-CITY CONNECTOR

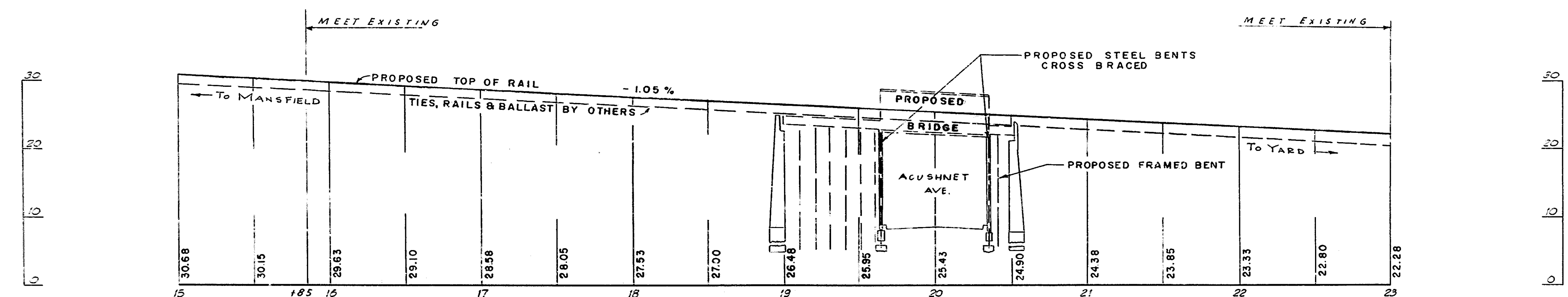
PUB. RD. DIV. NO.	STATE	FED AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	CONT. "C" U-143(5)	19	12	71

RAILROAD RE-ALIGNMENT TEMPORARY RUN-AROUND TRACK



RAILROAD RE-ALIGNMENT LOGAN ST. TO WAMSUTTA ST.

B.M. 80-AC
Set in conc. wall on R.R. (Eastside)
50' North of Logan St.
Elev. 3743
Sea Level Datum of 1929



TEMPORARY RUN-AROUND TRACK



FOR PLANS SEE SHEETS NO. 4 TO 7

NEW BEDFORD - CITY CONNECTOR

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-14285 CONT. C	196	13	71

IDENTIFICATION SIGN DETAIL

YOUR HIGHWAY TAXES AT WORK

FEDERAL HIGHWAY
TRUST FUNDS

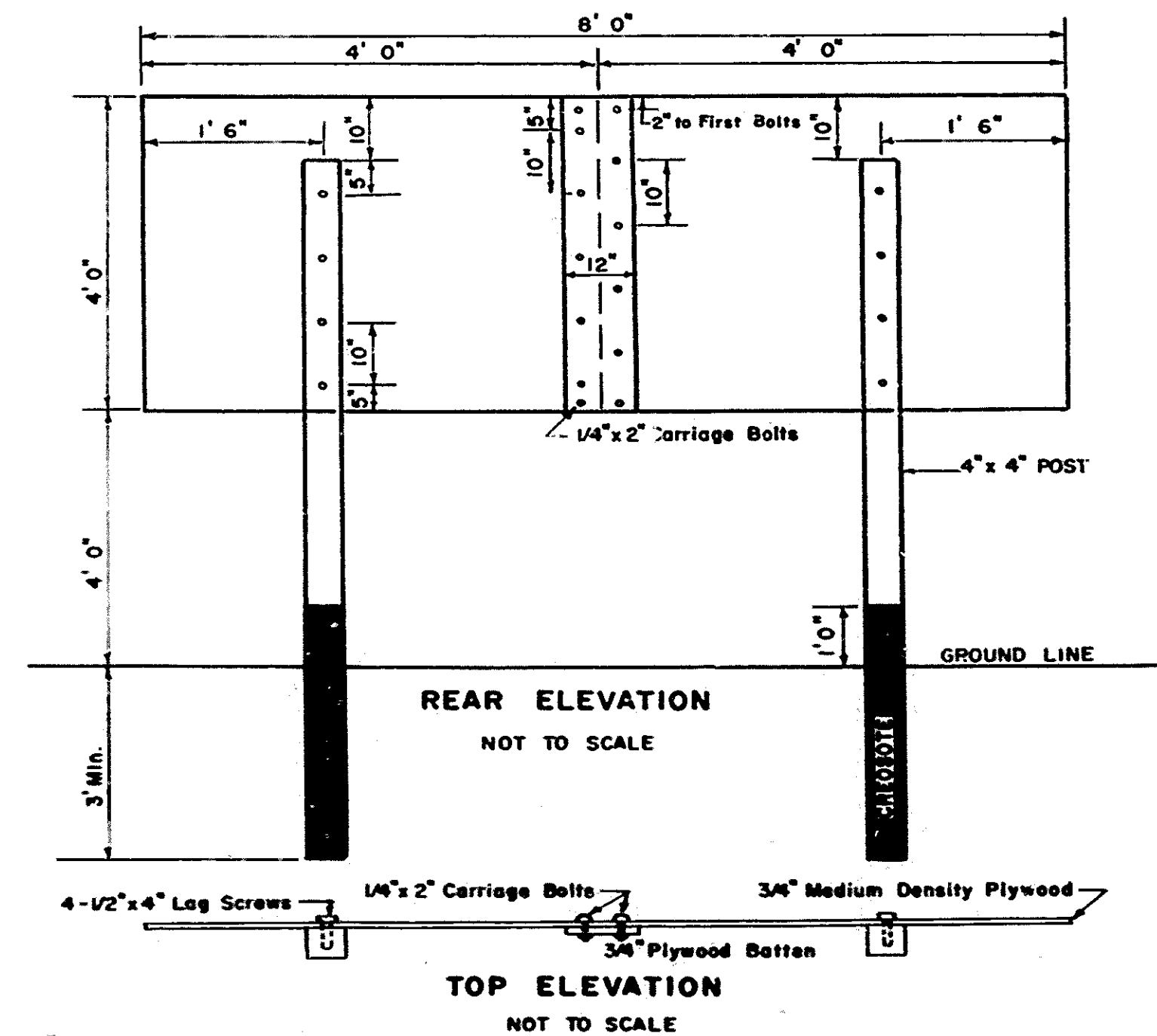
STATE HIGHWAY
FUNDS

U.S. DEPARTMENT OF COMMERCE
Bureau of Public Roads

MASSACHUSETTS DEPT. OF
PUBLIC WORKS

SIZE 4' x 8' (APPROX.)
SCALE 1 1/2" = 1 FT.
LETTERS SERIES "D"

NOTE: LETTERS - BLACK BACKGROUND - WHITE
THE DOLLAR VALUE OF PROJECTS WILL BE
GIVEN TO CONTRACTOR FOLLOWING AWARDING
OF CONTRACT.



NOTES

MATERIAL

SIGN PANEL - 3/4" Medium Density Plywood in Two Sections 4'0" x 4'0"
POSTS - 4" x 4" #1 Fir Placed 3' into Ground and
Creosoted 1' above Ground as Detailed.

CREOSOTE

The Retention shall be 12 Pounds if no other Retention is Specified.

HARDWARE

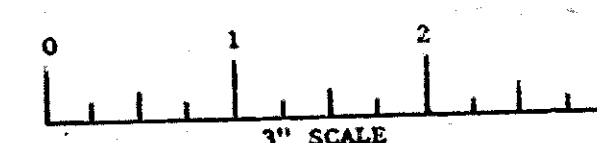
1/4" x 2" Galvanized Carriage Bolts with Washers and Sq. Nuts.
1/2" x 4" Galvanized Lag Screws with Sq. Heads.

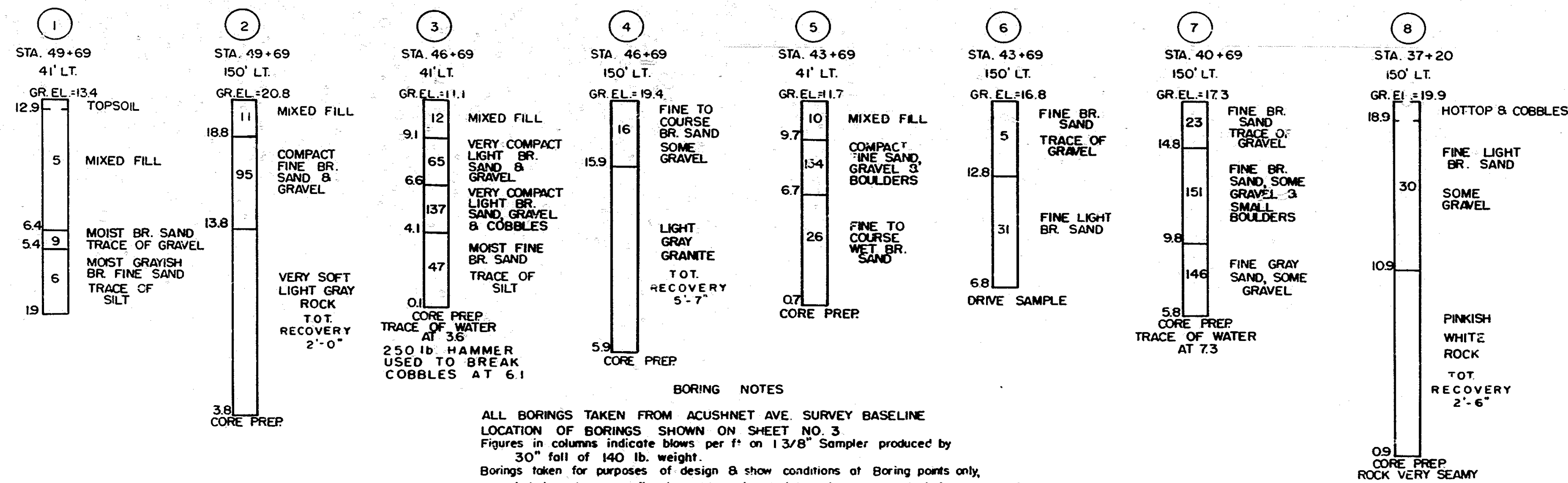
PAINT

Panel & Posts - Wood Primer Fed. Spec. P-YT-E-543 (1 Coat)
2 Coats White Paint - Comm. of Mass. D.P.W. Spec.
for Synthetic Primers and Enamels - Air Drying.
(Revised 1962)
Black High Grade Approved Type of Exterior for
Silk Screen Process, or an Approved Type of Film
Applied by Vacuum Process.

Signs

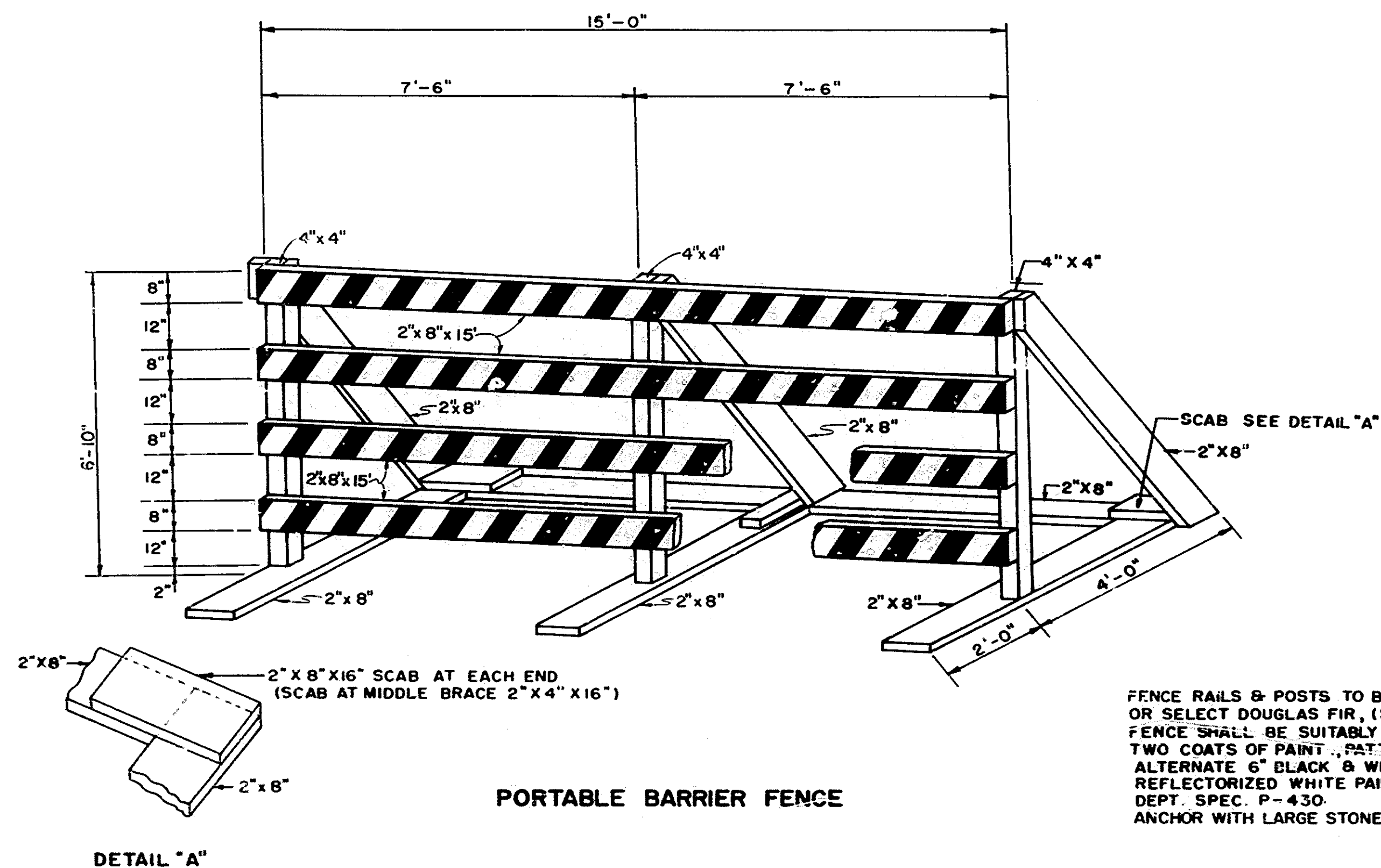
2 Signs Required - Locations as Directed





BORING NOTES

ALL BORINGS TAKEN FROM ACUSHNET AVE. SURVEY BASELINE
LOCATION OF BORINGS SHOWN ON SHEET NO. 3
Figures in columns indicate blows per ft on 1 3/8" Sampler produced by 30" fall of 140 lb. weight.
Borings taken for purposes of design & show conditions at Boring points only, but do not necessarily show nature of materials to be encountered during construction.
Borings were taken between July 2, 1964 and July 27, 1964.
Boring samples may be seen at the Research and Materials Division, 99 Worcester St., Wellesley Hills, Intersection Routes 9 & 128.

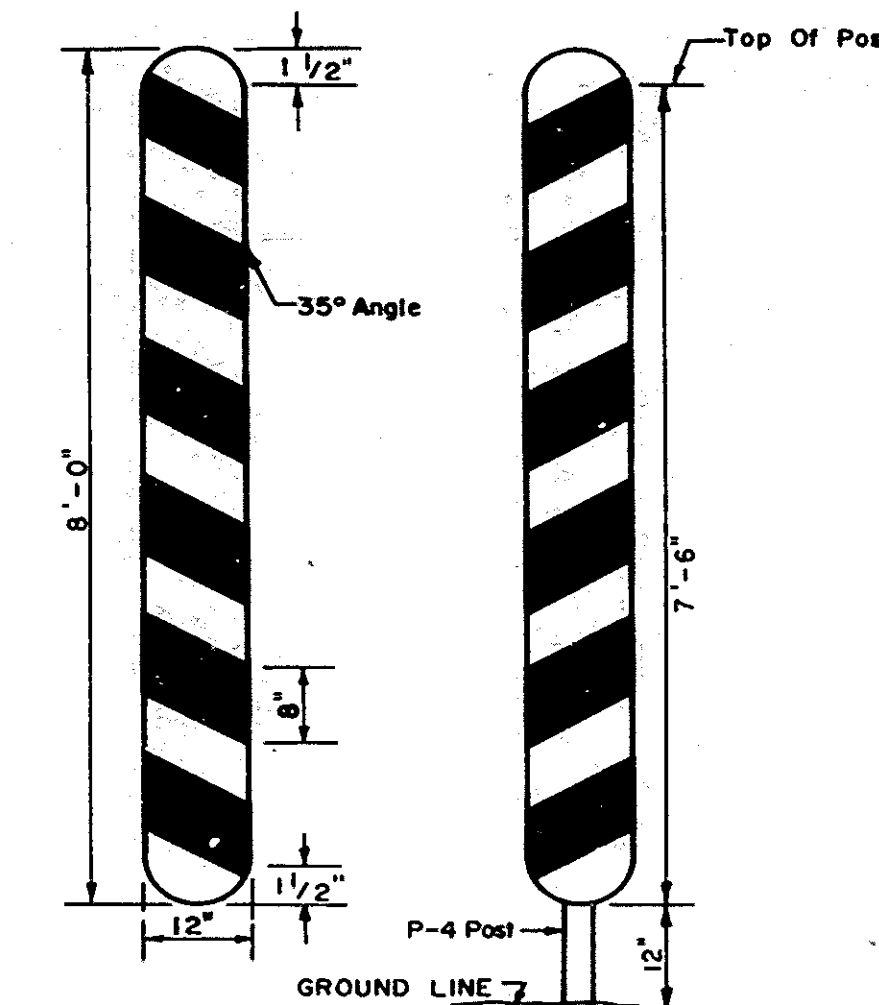


FENCE RAILS & POSTS TO BE LONGLEAF YELLOW PINE OR SELECT DOUGLAS FIR, (S-4-S).
FENCE SHALL BE SUITABLY PRIMED THEN PAINTED WITH TWO COATS OF PAINT, PATTERN OF FINISH COAT AS SHOWN. ALTERNATE 6" BLACK & WHITE DIAGONAL STRIPES. USE REFLECTORIZED WHITE PAINT AND BLACK ENAMEL. DEPT. SPEC. P-430.
ANCHOR WITH LARGE STONES OR SAND BAGS.

NEW BEDFORD-CITY CONNECTOR

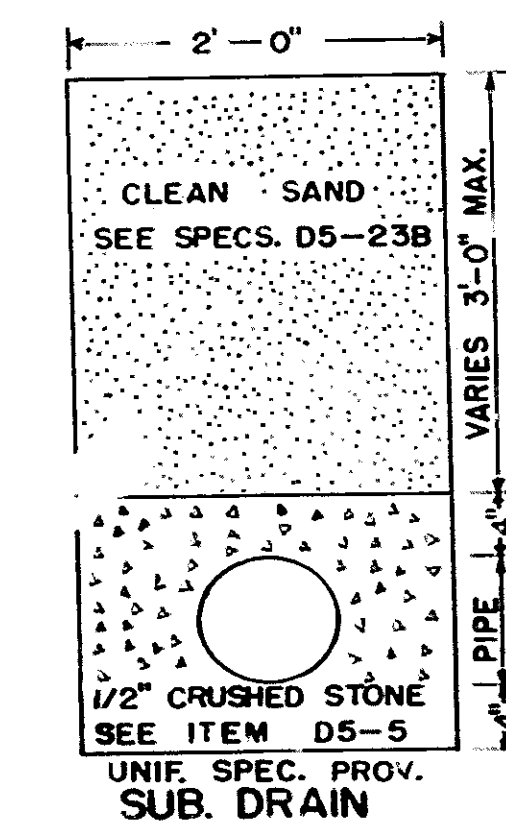
PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (5) CONT.	196	14	71

SIGN DETAILS BORING DATA PAVEMENT MARKINGS SUB. DRAIN DETAIL

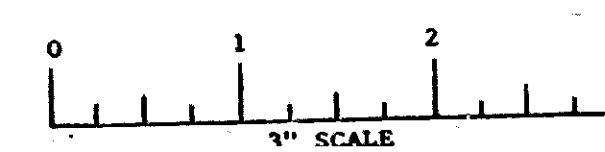
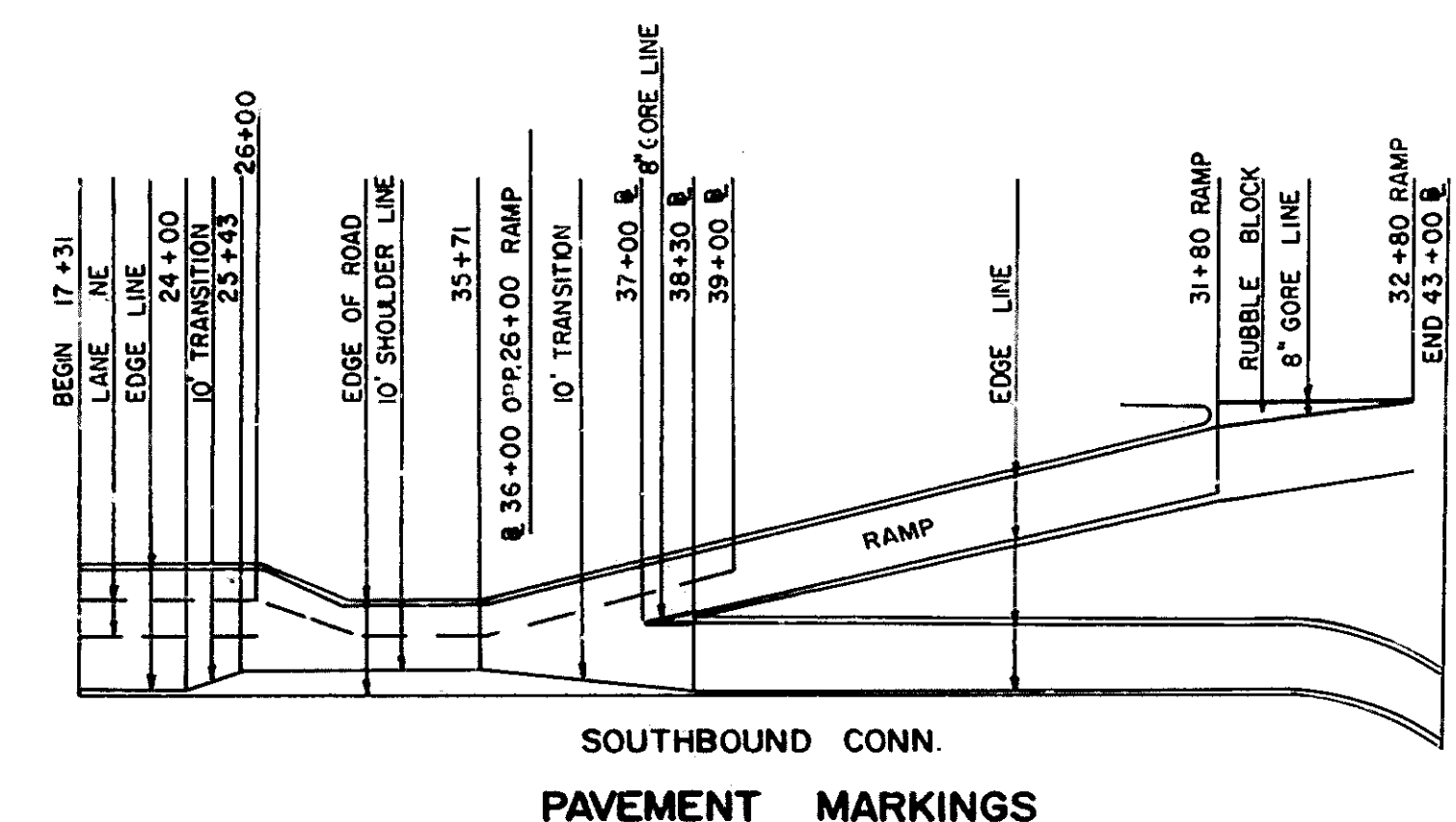
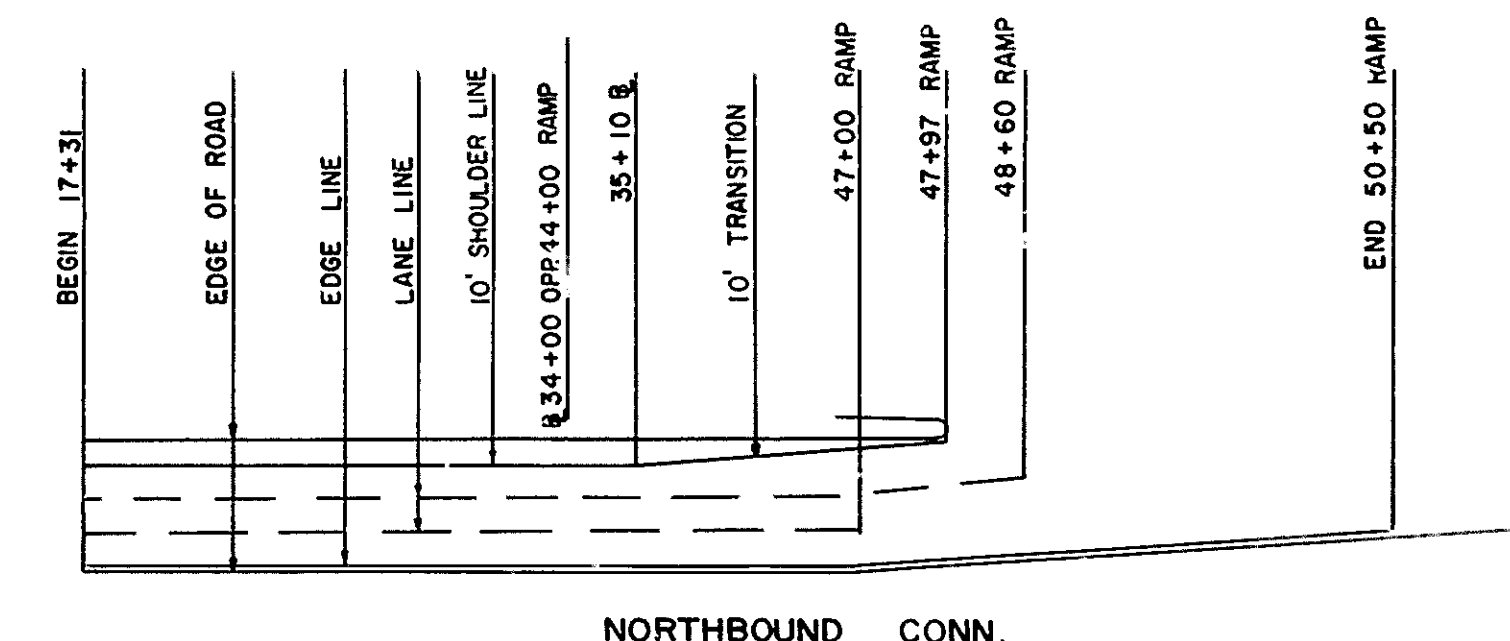


ABUTMENT WARNING PANEL H-4

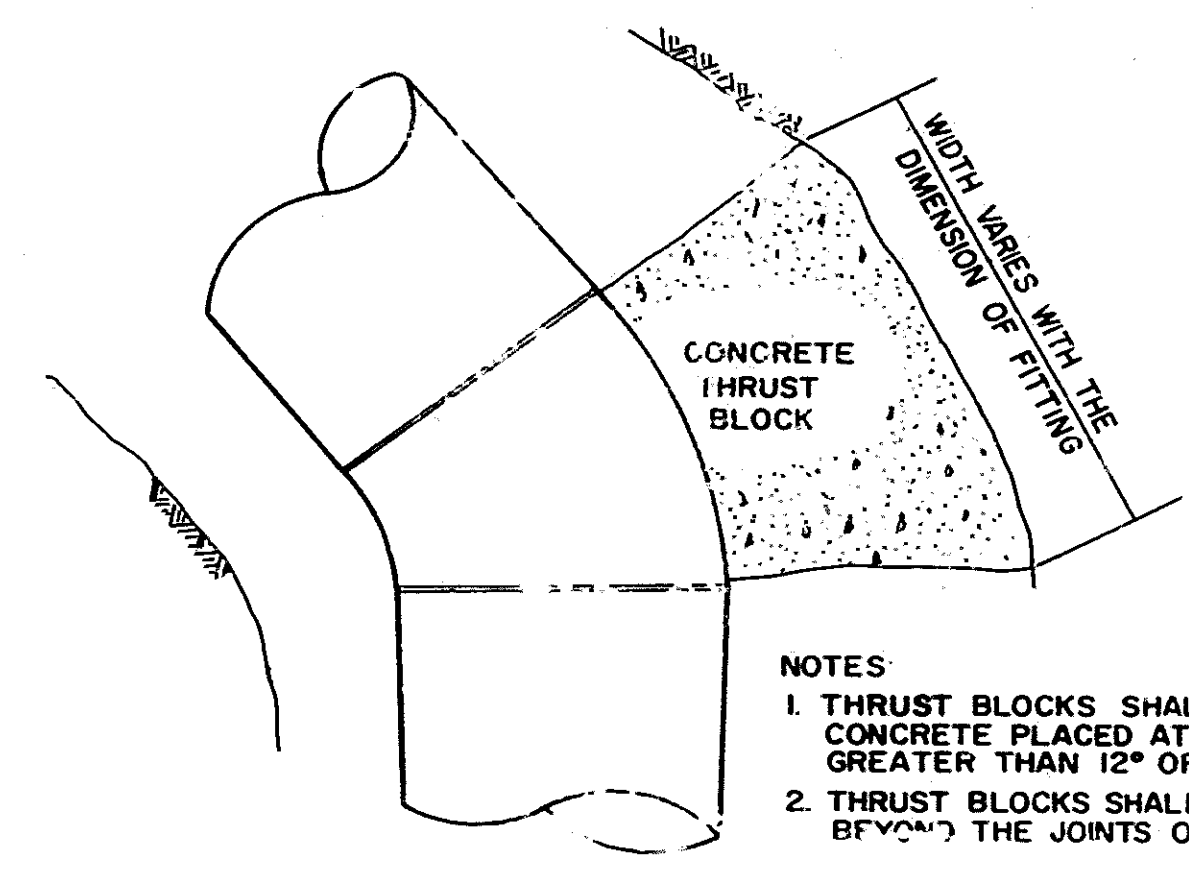
NOTE: FINAL LOCATION WILL BE MADE IN THE FIELD BY THE ENGINEER.
COLORS: BLACK WITH SILVER REFLECTORIZED STRIPES



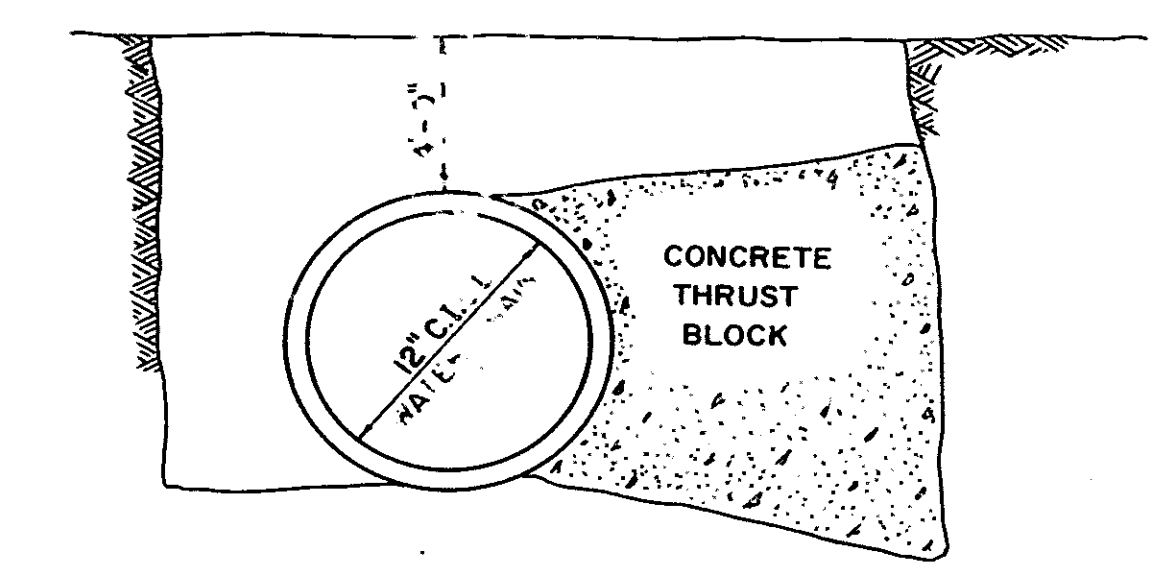
Note: Final determination as to the positive need & limits of sub-drains is to be made by the Engineer during construction.



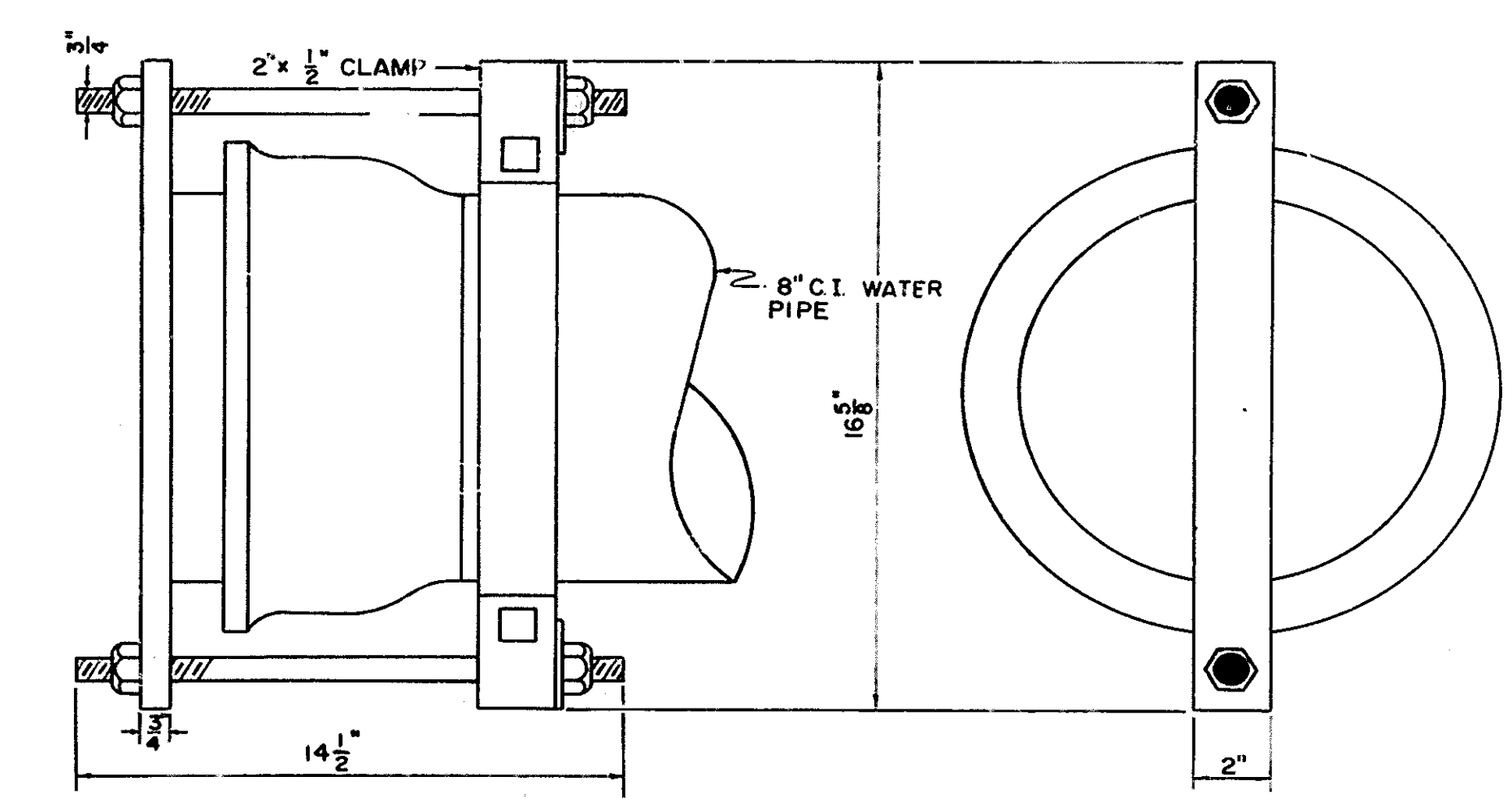
NEW BEDFORD-CITY CONNECTOR						
PUB RD DIV NO	SHEET	FED AID PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS	
1	MASS	U-143(5)CONT'D	196	14	71	
WATER AND DRAINAGE DETAILS						



PL 414

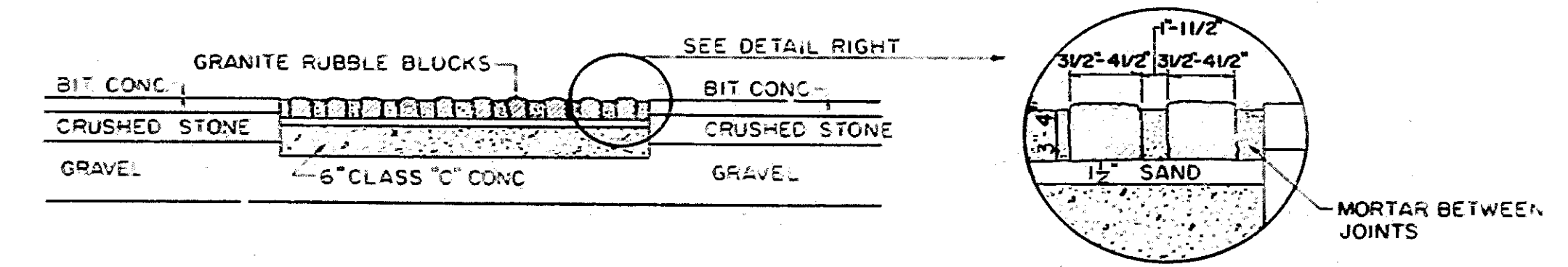
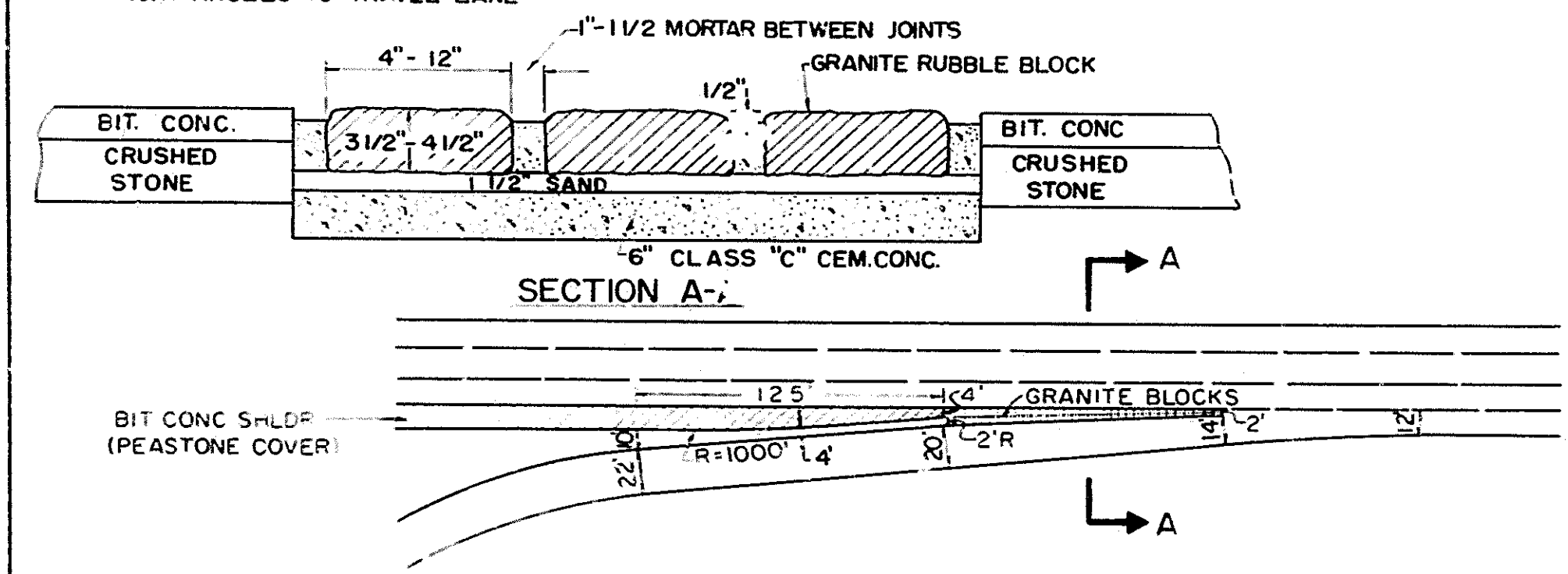


ELEVATION
THRUST BLOCK DETAILS

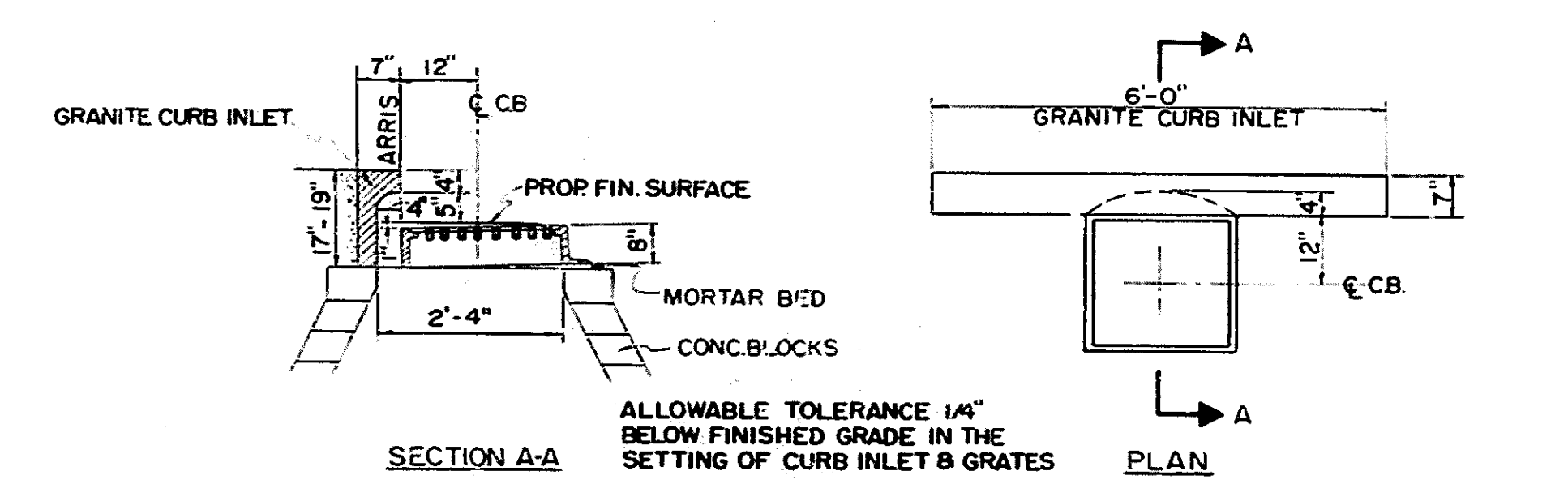


STRAP FOR CAST IRON PLUG

NOTE: GRANITE BLOCKS TO BE LAID WITH LONGEST DIMENSION AT RIGHT ANGLES TO TRAVEL LANE

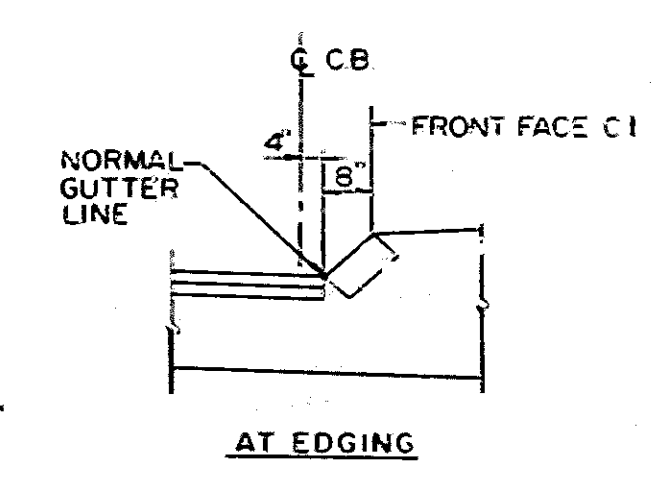


GRANITE RUBBLE BLOCKS AT ENTRANCE RAMP

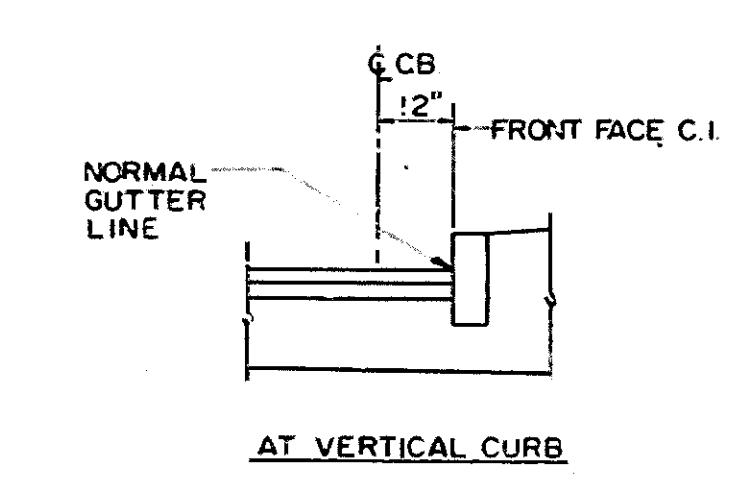


SECTION A-A

PLAN



AT EDGING

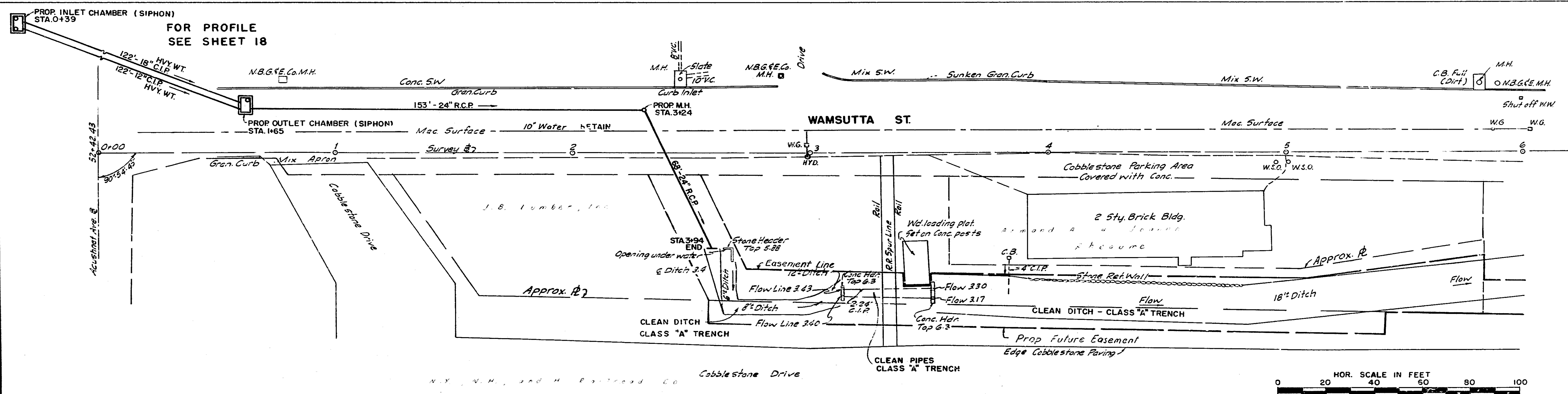
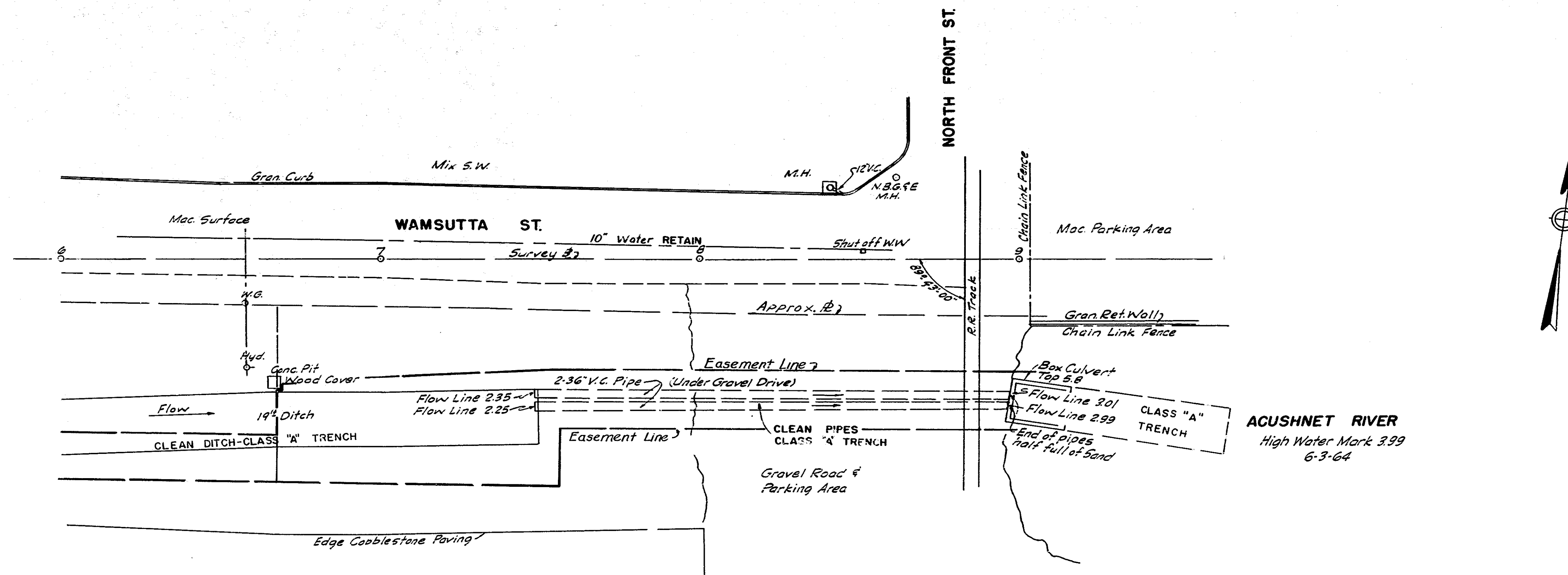


AT VERTICAL CURB

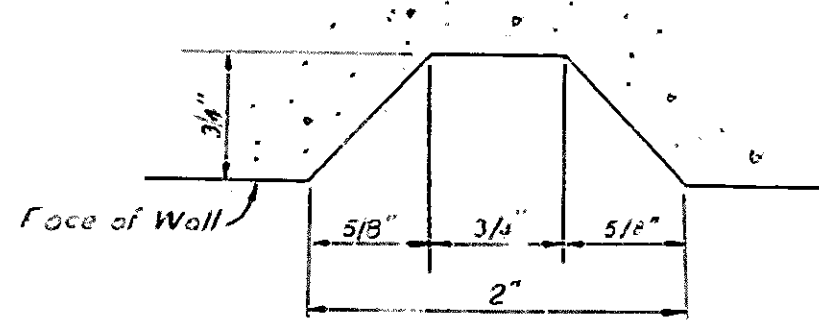
LOCATION OF CATCH BASINS

NEW BEDFORD CITY CONNECTOR					
FUR. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	2-143(5)	196	17	71

WAMSUTTA ST. DRAINAGE SIPHON
 Revised 12-15-63
 Future Drainage Easement Revised

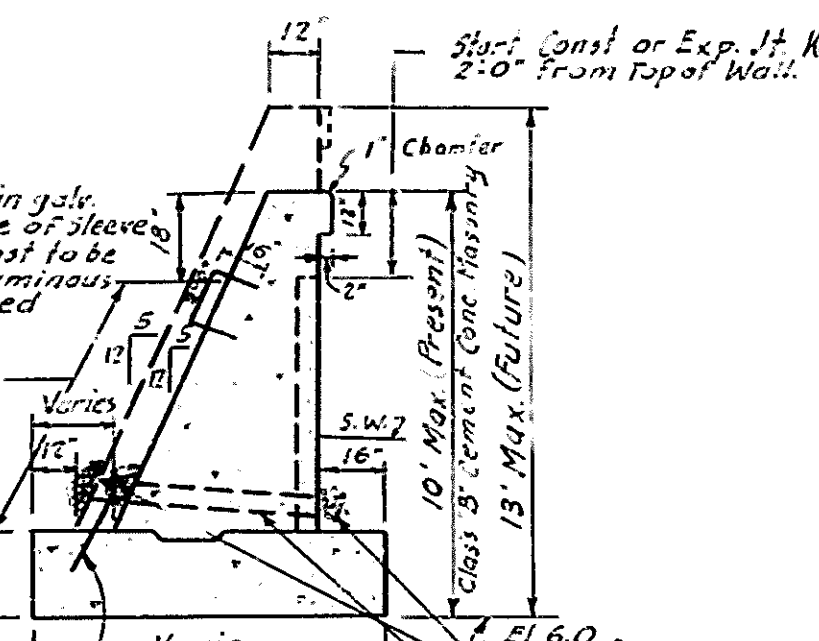


WAMSUTTA ST. DRAINAGE SIPHON
RETAINING WALL PROFILE
WALL NO. N6-W7



RUSTICATION DETAIL

Full Size
Grooves to be placed
@ 4'-0" O.C. Horizontally
& @ 8'-0" O.C. Vertically
as shown on the right →



FENCE POST

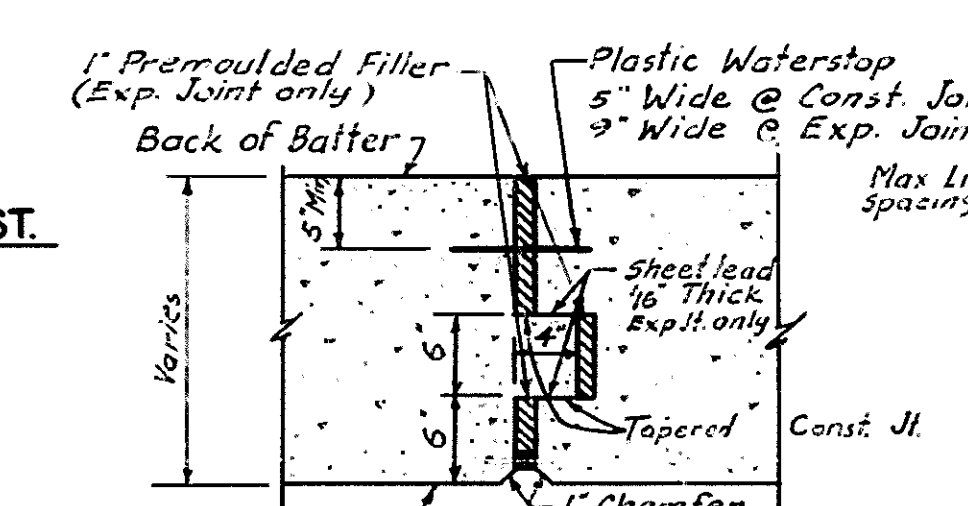
SLEEVE DETAIL

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

TYPICAL WALL SECTION AA-AA

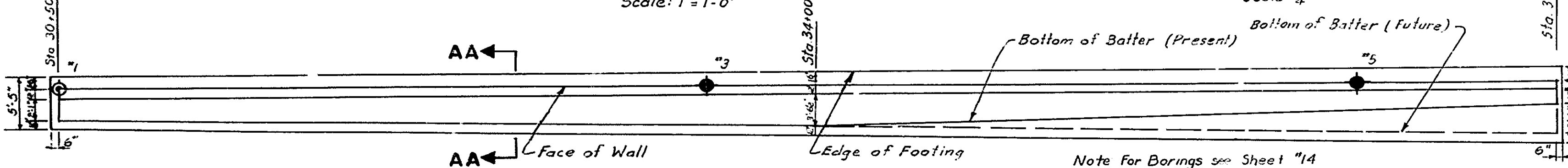
Scale: $\frac{1}{4}'' = 1'-0''$

Bottom of Batter (Future) ~

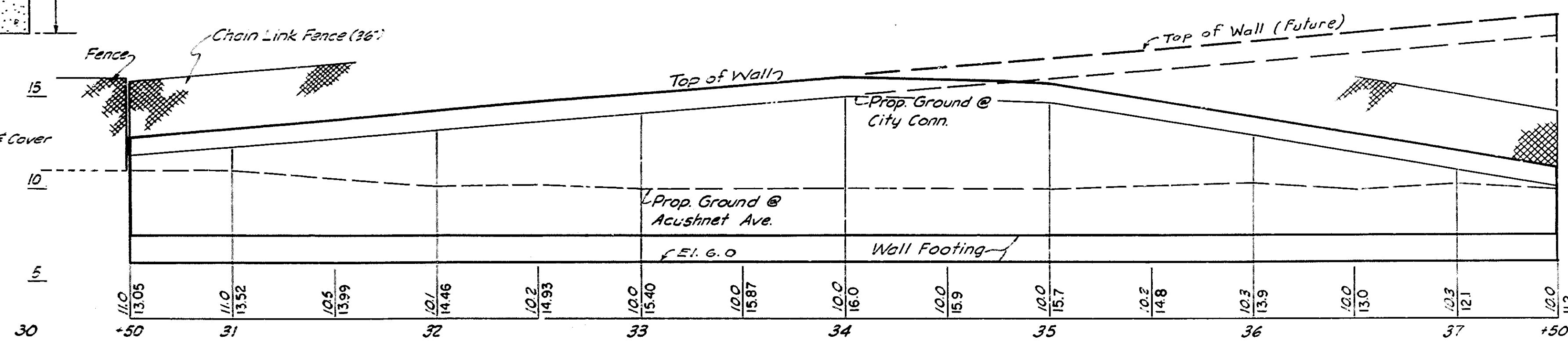


WALL EXP. & CONST. JOINT DETAIL

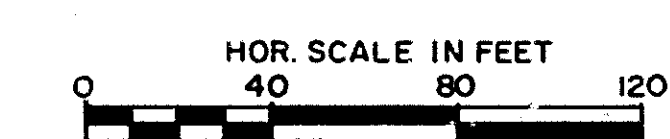
Scale: 1" = 1'-0"



PLAN-RETAINING WAL

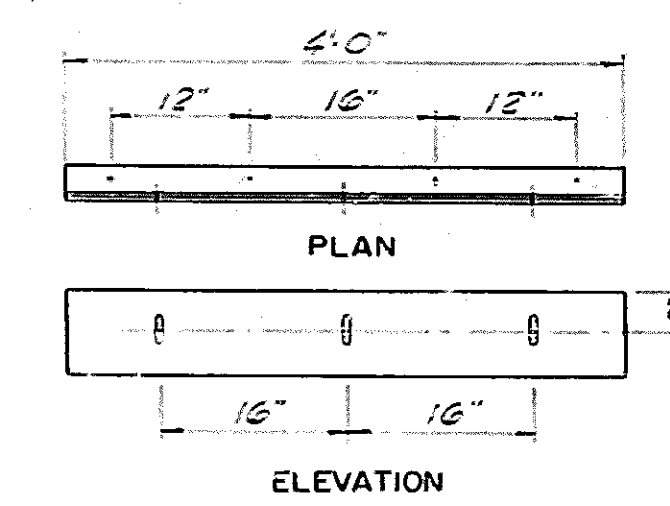


PROFILE-RETAINING WALL- CITY CONNECTOR
STA 30+50 TO STA 37+50 LT



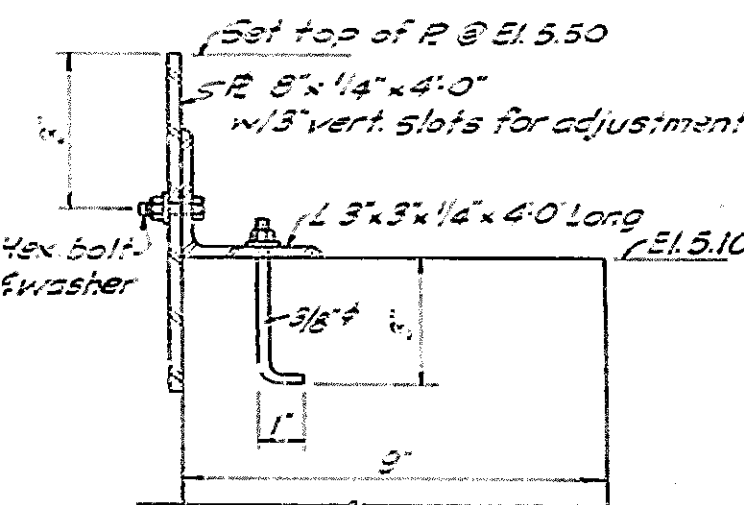
Note: Provide Construction Joints @ 24'-0" Max Intervals and Expansion Joints @ 88'-0" Intervals along wall

WALL NO. N6-W7



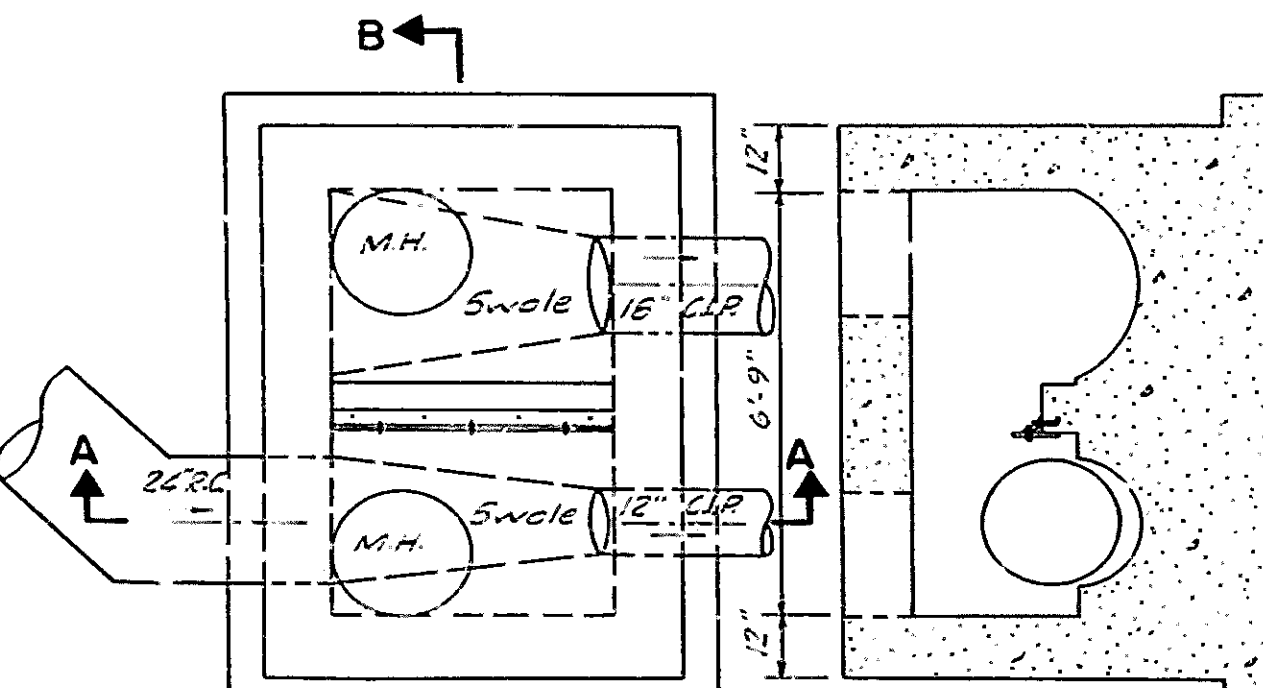
PLAN

ELEVATION



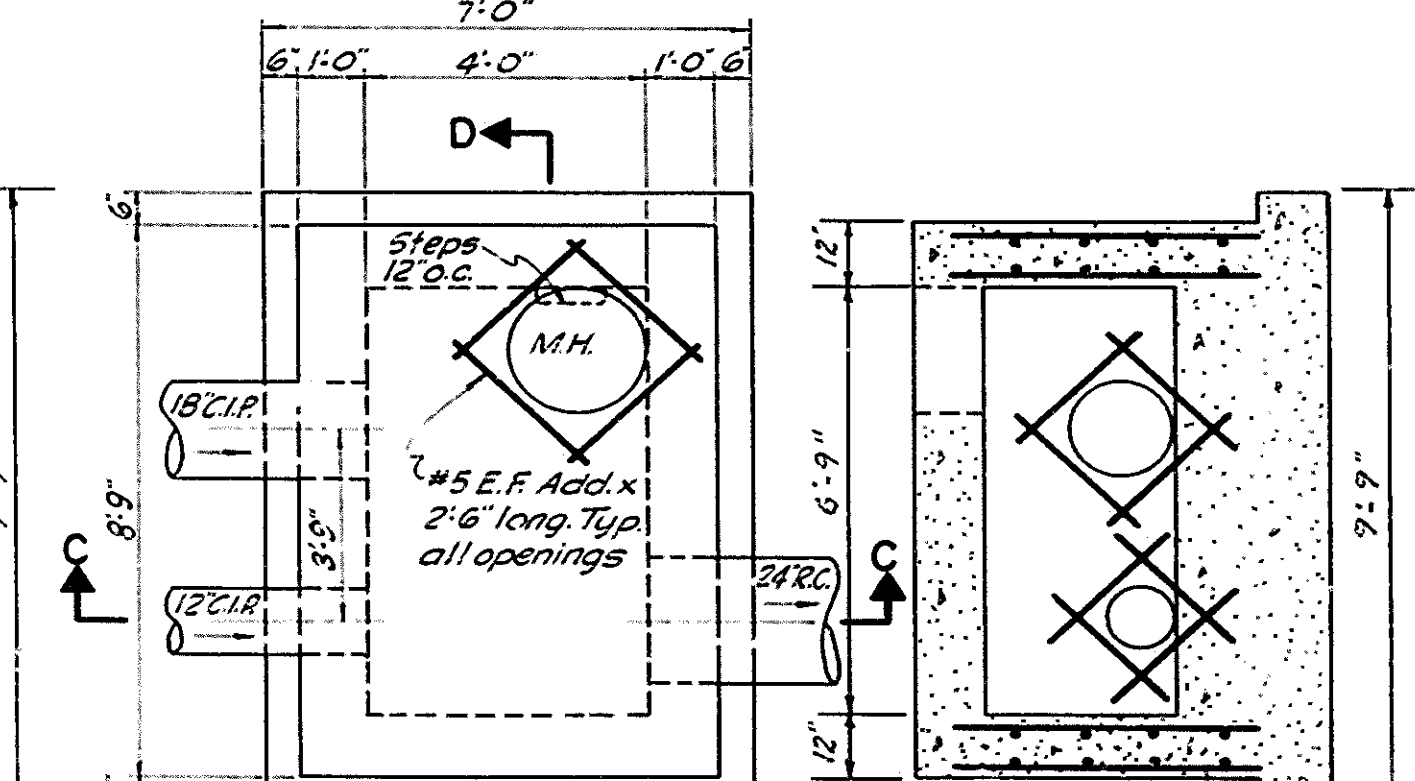
SECTION THRU WEIR AT INLET CHAMBER

WEIR DETAILS



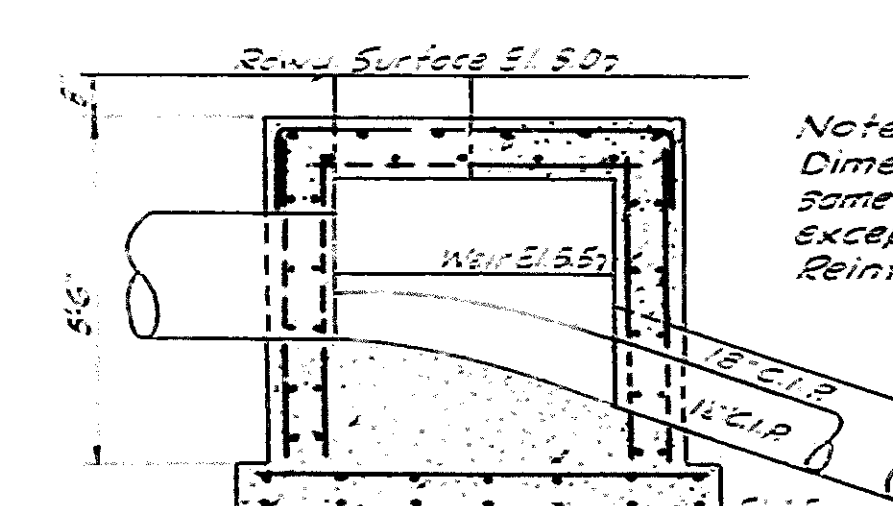
B ←

SECTION 8



D ←

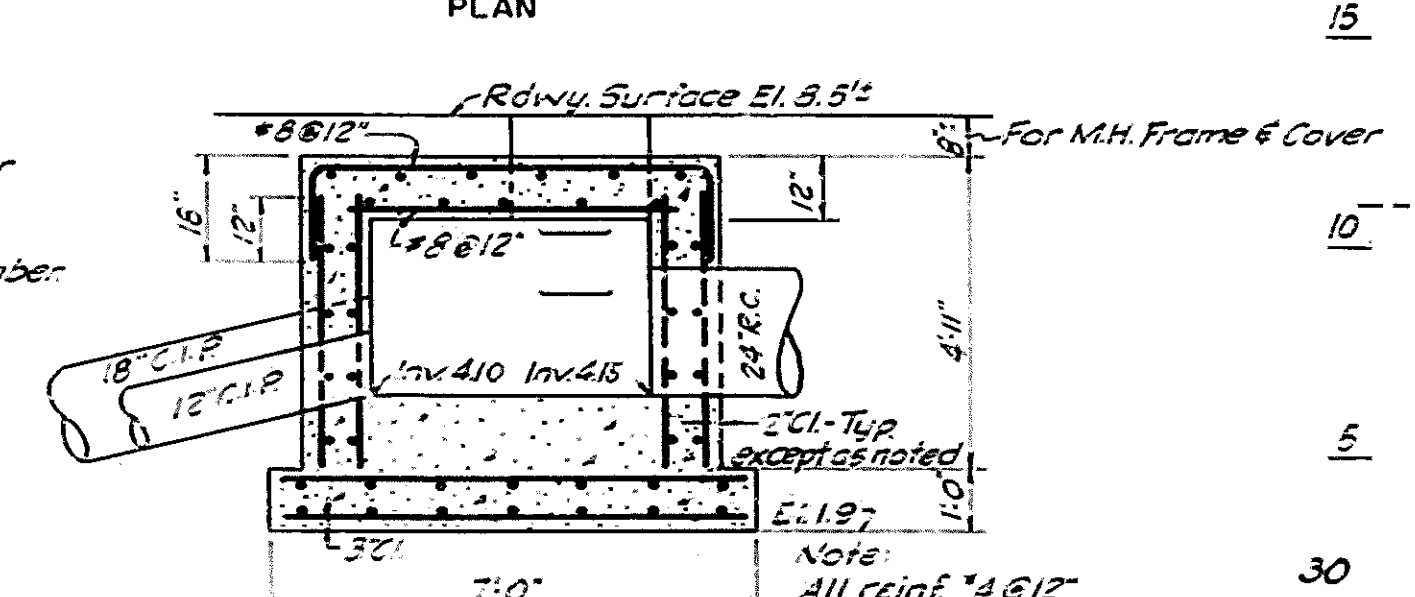
SECTION D



SECTION

SUBJON

SIPHON
INLET CHAMBER



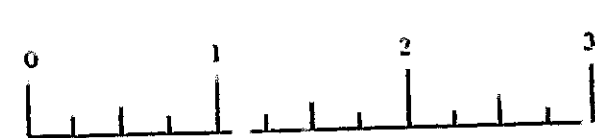
SECTION

-C All conc to be
SIGNED

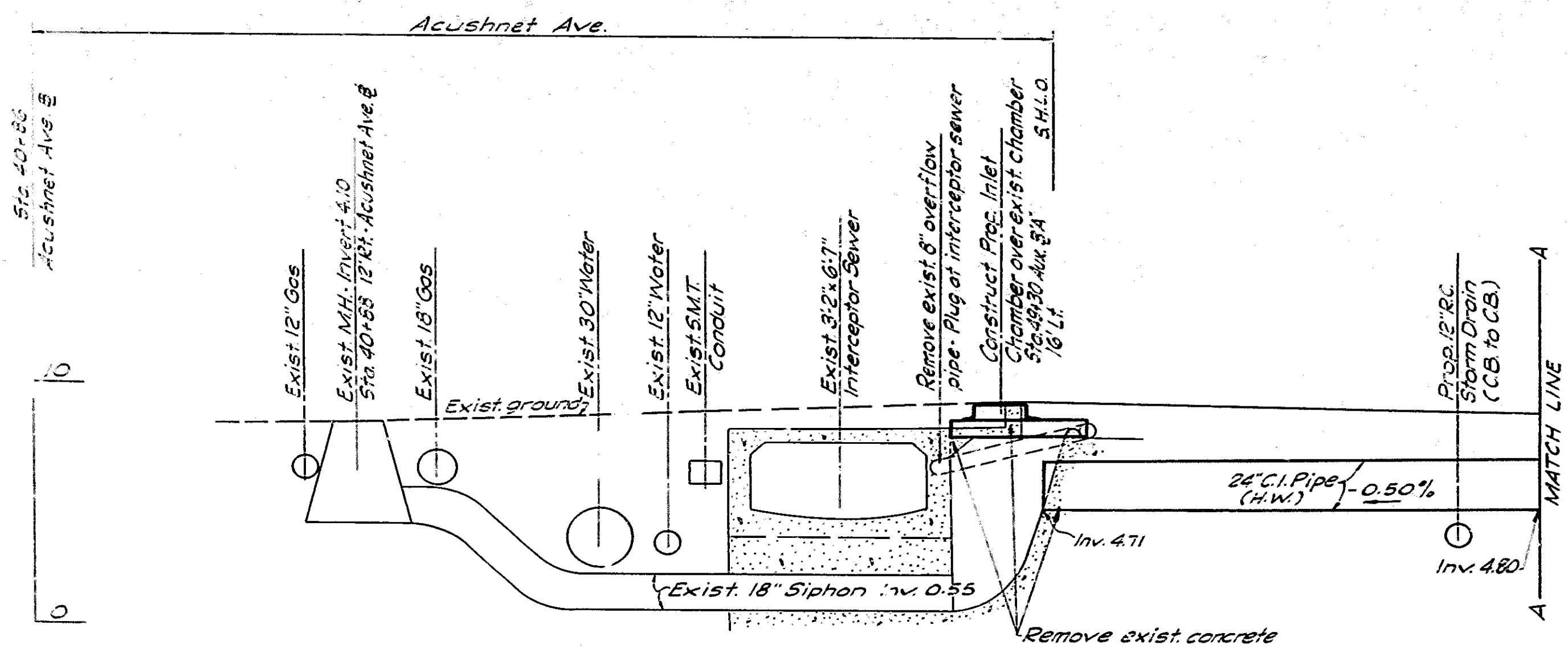
SIPHON
OUTLET CHAMB

Note:
Dimensions of Inlet Chamber
same as Outlet Chamber
except as noted.
Being similar to Outlet Chamber

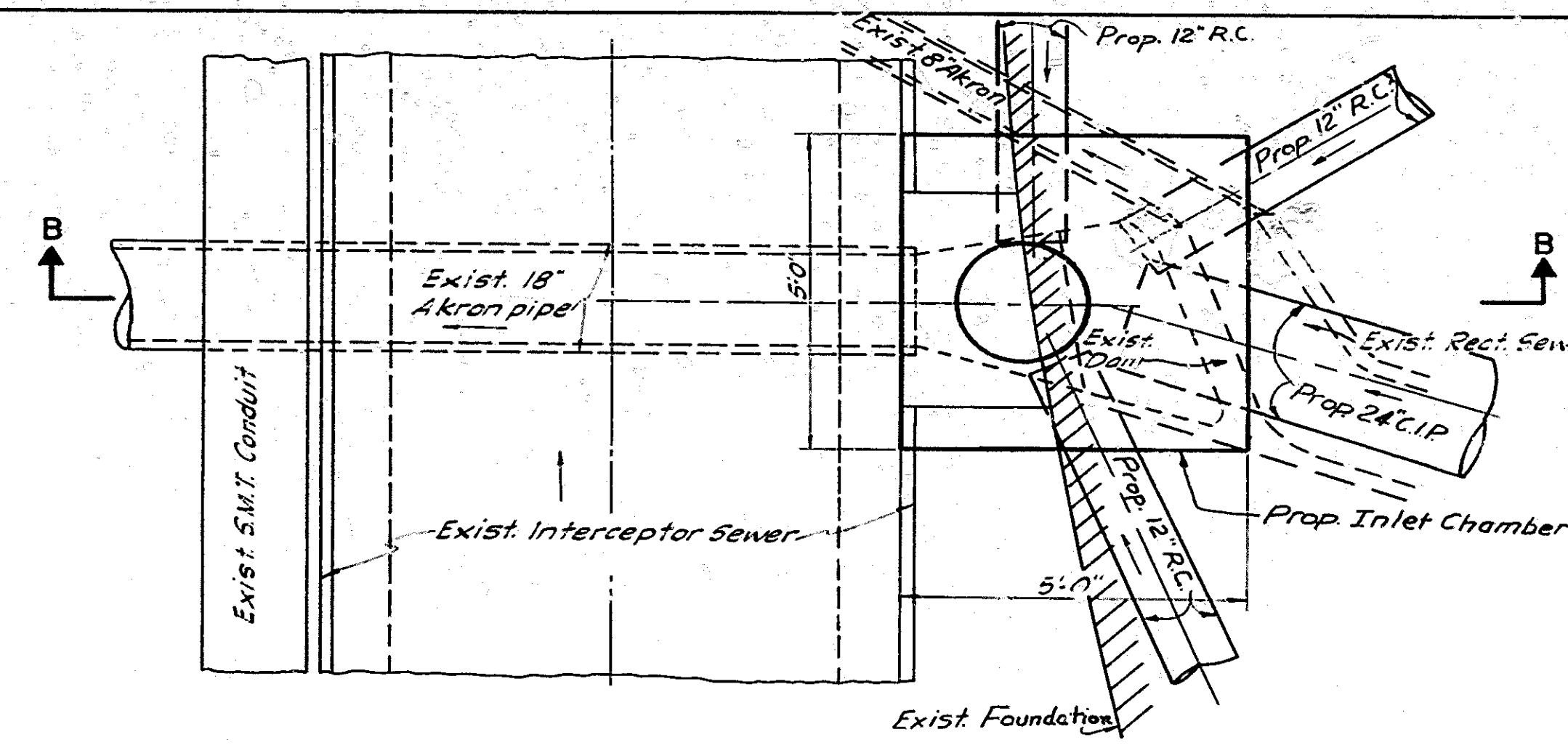
Note:
All reinf. #4 @ 12"
except as noted.
All conc. to be Class "A"



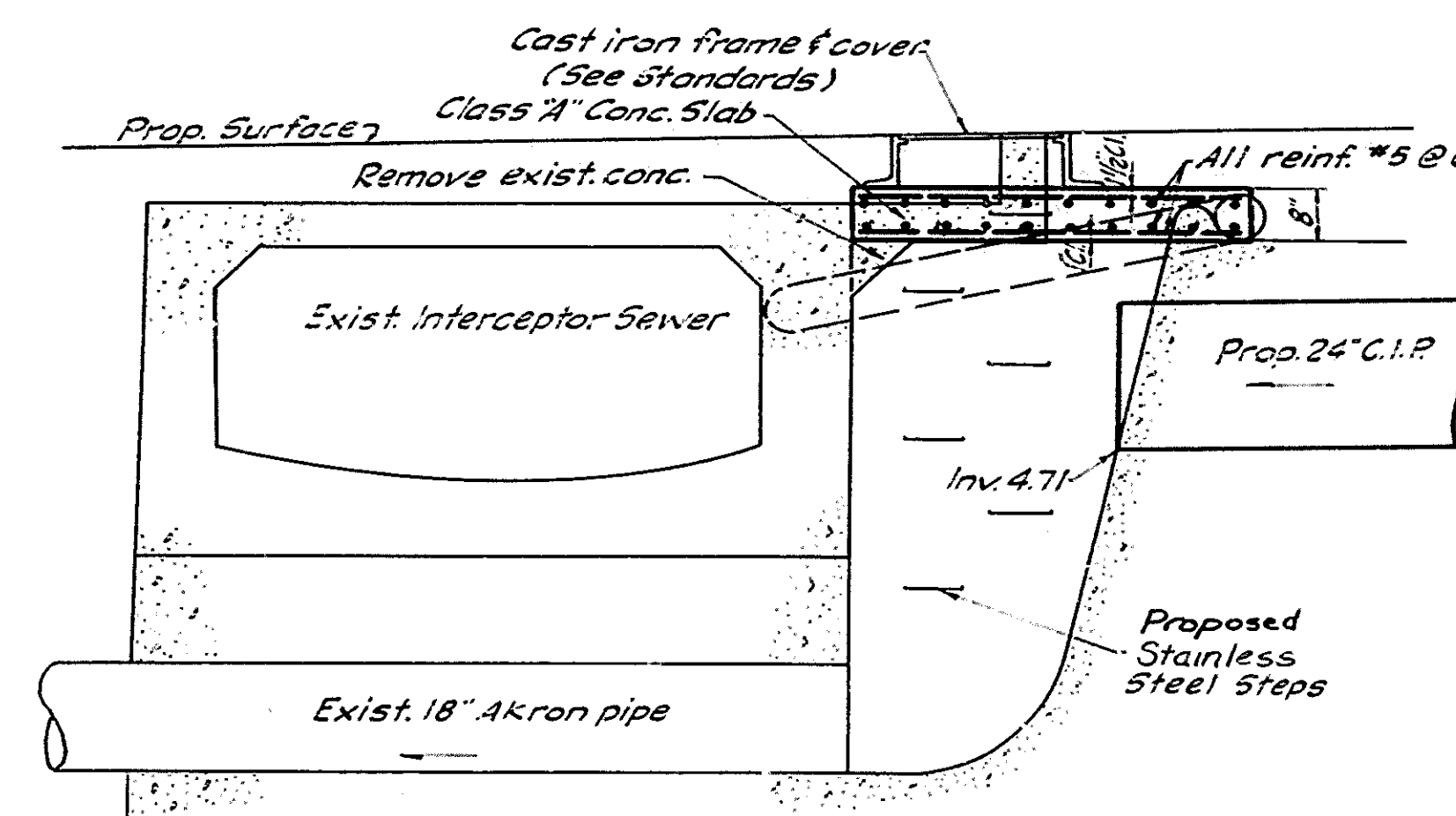
NEW BEDFORD - CITY CONNECTOR					
PUG. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (5)	196	20	71
SEWER ALTERATIONS STA. 39+00 CITY CONN.					



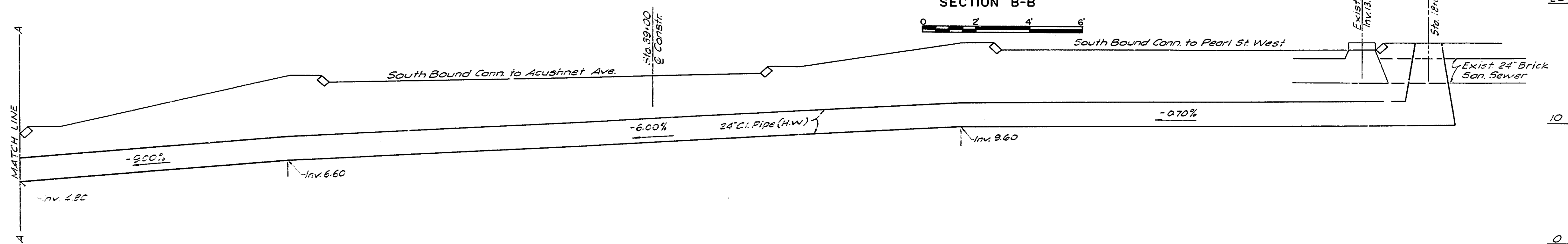
PROPOSED 24" C.I. SANITARY SEWER - STA. 39+00



PLAN - INLET CHAMBER



SECTION B-B



PROPOSED 24" C.I. SANITARY SEWER STA. 39+00

HOR. SCALE IN FEET
0 4 8 12
MEAN SEA LEVEL DATUM OF 1929

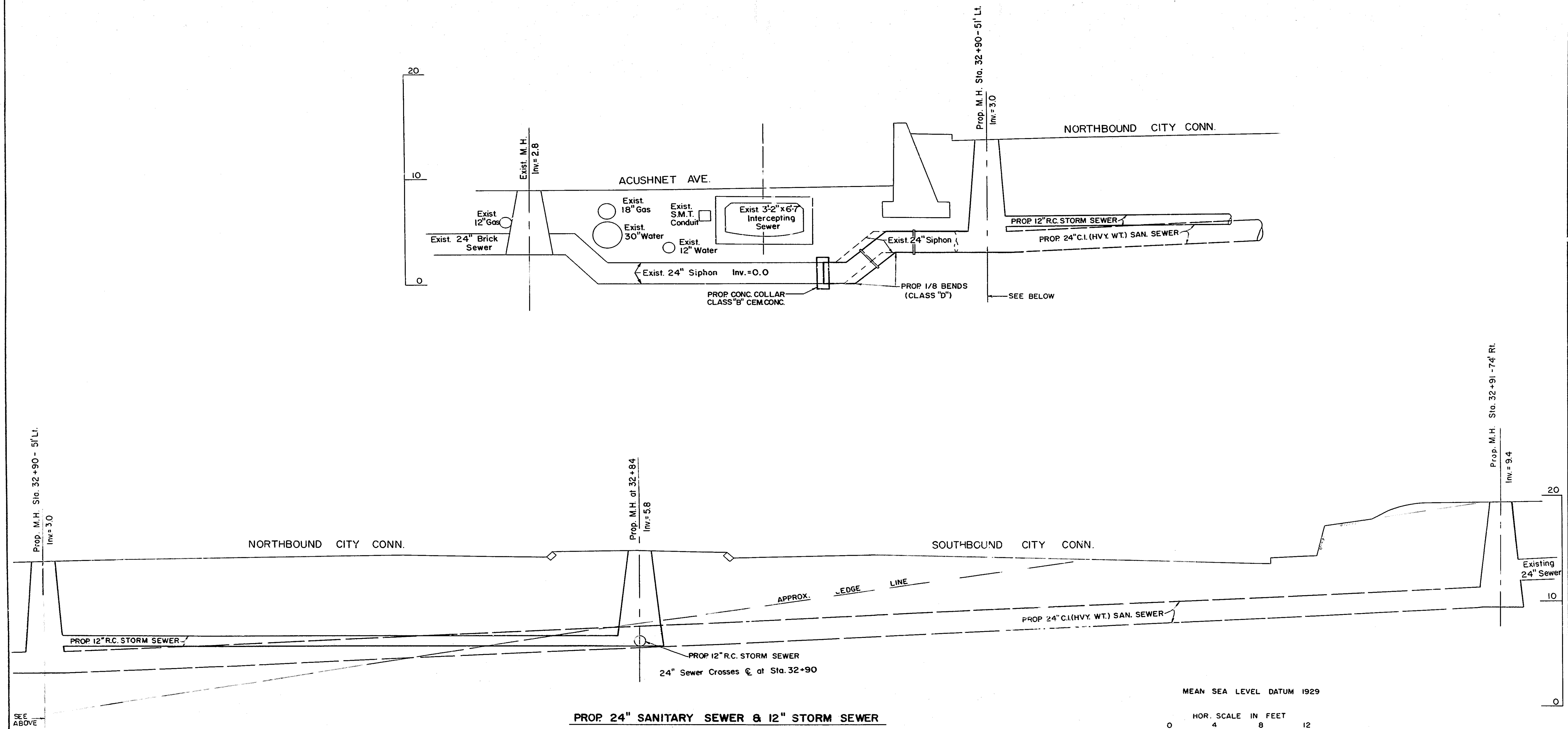
0 1 2 3
1" SCALE

674

NEW BEDFORD - CITY CONNECTOR

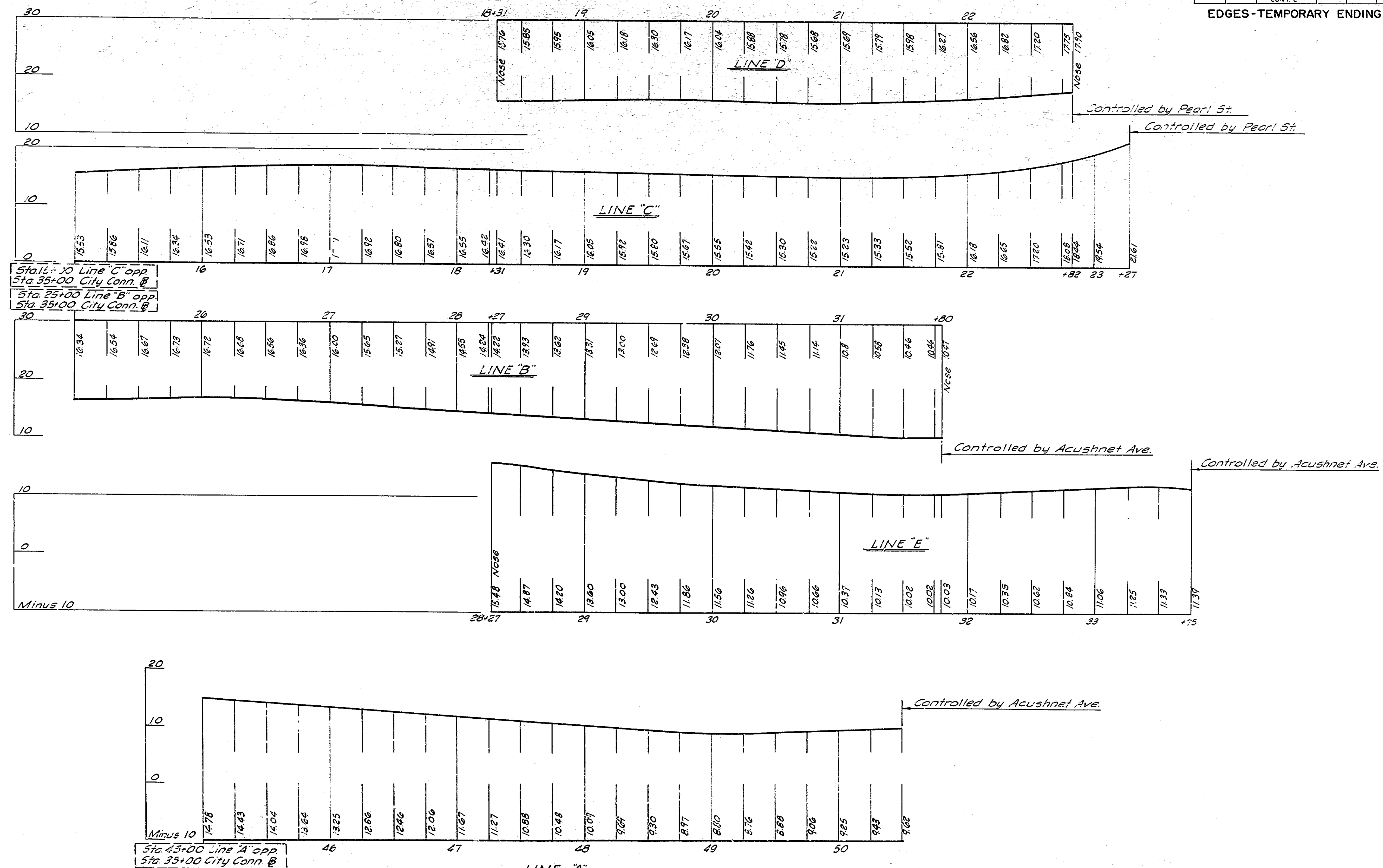
PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-193 (15)	196	21	71

SEWER PROFILES & ALTERATIONS
at CITY CONN. & MERRIMAC ST.



NEW BEDFORD—CITY CONNECTOR						
PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
1	MASS.	U-143(2) CONT. C.	196	21A	71	

EDGES—TEMPORARY ENDING



HOR. SCALE IN FEET
0 40 100 200

3" SCALE

FOR PLAN: SEE SHTS 8, 9 & 10

THE COMMONWEALTH OF MASSACHUSETTS

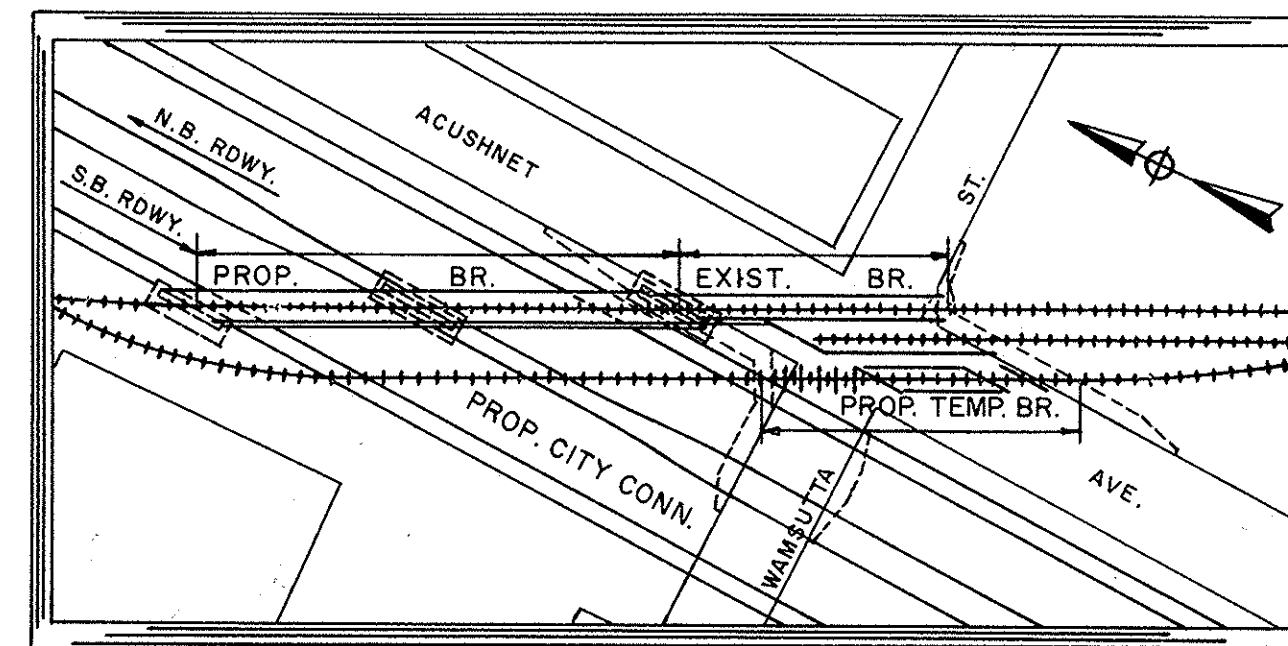
DEPARTMENT OF PUBLIC WORKS

BRIDGE NO. N-6-24

NEW BEDFORD

BRISTOL COUNTY

FEDERAL AID PROJECT



LOCATION PLAN

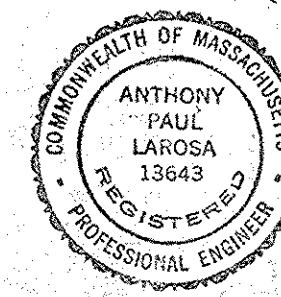
NY, NH, & H. RR OVER CITY CONNECTOR

INDEX

SHEET NO.

1.
2.
3.
4.
5.
6.
7.
8.
9.
10.
11.
12.
13.
14.
15.
16.
17.
18.
19.
20.
21.
22.
23.
24.
25.
26.

COVER SHEET
PLAN & PROFILE - PERMANENT BRIDGE
BORING LOGS
PLAN & ELEVATION - PERMANENT BRIDGE
WEST ABUTMENT
PIER NO. 1
PIER NO. 2
BEARING DETAILS
FRAMING PLAN & GIRDER ELEVATION
FLANGE SPLICE DETAILS
FLOOR BEAM CONNECTIONS & DETAILS
DECK CROSS SECTIONS
RAILING DETAILS
FOOTING & SHEETING LAYOUT PLAN
PLAN & PROFILE - TEMPORARY BRIDGE
PLAN & ELEVATION - TEMPORARY BRIDGE
TIMBER BENT NO'S 1 THRU 6
STEEL BENT NO. 7
STEEL BENT NO. 8, TIMBER BENT NO. 9
BEARING DETAILS
GIRDER ELEVATIONS
FRAMING PLAN
FLOOR BEAM CONNECTIONS & DETAILS
DECK CROSS SECTION & RAILING DETAILS
RAILROAD FORCE ACCOUNT SHEET
RAILROAD FORCE ACCOUNT SHEET



ABBOTT ENGINEERING
INCORPORATED
STATE STREET BOSTON 9, MASS.

SUMMARY OF STRESS DATA (TEMPORARY BRIDGE)

1. GENERAL

Track alignment - Tangent
Live load: Cooper's E-72
Impact: Floor beams, stringers, & girders $40 - \frac{312}{1600} < 80'$
Rolling effect: 10% of the live load
Material: Structural steel A-36 tensile strength = 20,000 psi
Wood - Douglas Fir (Select Structural)
Tensile and bending strength = 1900 psi
Compression parallel to grain = 1450 psi
Compression perpendicular to grain = 415 psi
Horizontal shear strength = 120 psi
Rivets $\frac{7}{8}$ " in $1\frac{1}{8}$ " holes A-141 except as noted

2. STEEL FLOOR STRINGERS

18 WF 55 L=8'-4 $\frac{3}{4}$ "
shear (k) moment (k)
Dead load 1.5 3.2
Live load 50.8 76.5
Impact + rolling 25.3 38.1
Total 77.6 117.8

(req'd.) (provided)
Section modulus 70.7 in³ 98.2 in³
Web area 6.2 sq. in. 6.2 sq. in.
7" H.S. Bolts 9 10

3. STEEL FLOOR BEAMS

30 WF 99 L=15'-0"
shear (k) moment (k)
Dead load 2.2 9.3
Live load 65.6 278.8
Impact + rolling 32.7 139.0
Total 100.5 427.1

(req'd.) (provided)
Section modulus 256.3 269.1
Web area 8.0 sq. in. 14.0 sq. in.
7" H.S. Bolts 15 16

4. MAIN GIRDERS

Web plate 72" x $\frac{3}{8}$ " 2 L^s-8 x 8 x $\frac{3}{4}$ " T & B;
(Max. Section) 2 plates - 18 x $\frac{3}{4}$ " T & B.

Calculated wt. per ft. = 500 lbs. (max. section)

Depth back to back L^s = 72 $\frac{1}{2}$ "

Max. Span = 71'-4 $\frac{1}{4}$ " shear (k) moment (k)

Dead load 32 575

Live load 203 3191

Impact + rolling 82 1289

Total 317 5055

Web area req'd 25.4 sq. in. provided 270 sq. in.

Girder section Gross I Net I in⁴

Web 72 x $\frac{3}{8}$ 11,664 8,787

4 L^s-8 x 8 x $\frac{3}{4}$ 52,807 42,855

1-18 x $\frac{3}{4}$ " plate T & B 36,207 32,184

do 37,719 33,528

Total 138,397 117,384

Gross S = 3,666 in³ Net S = 3,110 in³

F_s compression = 16,560 psi

F_s tension = 19,500 psi

Allowable F_s comp. = 20,000 - 6 $\frac{12}{16}$ = 19,940 psi

4. MAIN GIRDERS (cont.)

End bearing stiffeners 4 L^s-7 x 4 x $\frac{1}{2}$ "
Bearing area = 12 sq. in. F_s = 26,420 psi
Rivets req'd per stiffener = 10 provided = 15
Intermediate stiffeners L^s 6 x 4 x $\frac{3}{8}$ "

5. WF PIER CAP

36 WF 230 L=1 at 32'-9 $\frac{1}{2}$ " 1 at 32'-0 $\frac{7}{8}$ "
Total R = 117.3 k Total M = 1328 k
Section modulus req'd = 796.8 in³ provided 835.5 in³
18- $\frac{7}{8}$ " H.S. Bolts web 36 WF 230 Beam
18- $\frac{7}{8}$ " H.S. Bolts 14 WF 202 Col.

6. WF COLUMN

14 WF 202 (Skewed)
 $\frac{f_a}{F_a} + \frac{C_m f_b}{(1 - \frac{f_a}{F_a}) F_b} = .96 < 1.0$

7. TIMBER STRINGERS

3 Ply 8 x 16" under each rail L=10'-6" max.

shear (k) moment (k)
Dead load 3.1 8.4
Live load 39.3 76.0

Total 42.4 84.4

Horizontal shear at support controls.

Section modulus req'd 574 in³ provided 900 in³

8. TIMBER BENTS NO. 1 THRU 6

Cap 14 x 24"

Total R = 37.3 k Total M = 50.5 k

Section modulus req'd 433 in³ provided 1243 in³

Horizontal shear at center column controls

Column 14 x 14" center, 10 x 14" exterior

Compression perpendicular to grain controls.

Sill 14 x 14"

Comp. $\perp$ to grain (col. on sill) controls

Footing 4 x 12" x 5'-0" Planks

Section modulus req'd 22.7 in³ provided 25.2 in³

9. TIMBER BENT NO. 9

Cap 14 x 24"

Total R = 35.1 k Total M = 72.0 k

Section modulus req'd 617 in³ provided 1243 in³

Horizontal shear at exterior column controls

Column 10 x 14"

Compression perpendicular to grain (cap & sill) controls

Compression perpendicular to grain (col. on sill) controls

Footing 4 x 12" x 5'-0" Planks

Section modulus req'd 24.6 in³ provided 25.2 in³

SUMMARY OF STRESS DATA (PERMANENT BRIDGE)

1. GENERAL

Track alignment: Tangent, with transition at West Abut.
Designed for average 8" ballast under ties.
Live load: Cooper's E-72
Impact: Floor beams $40 - \frac{312}{1600} < 80'$
Girders $\frac{600}{L-30} + 16 > 80'$
Rolling effect: 10% of the live load
Material: Structural steel A-36
Rivets 1" in $1\frac{1}{8}$ " holes A-141 except as noted.

2. DECK PLATE

$\frac{1}{8}$ " wrought iron

3. FLOOR BEAMS

24 WF 68 at 2'-8 $\frac{1}{4}$ " o.c. (max.) L=18'-6" - C to C. Girder

shear (k) moment (k)
Dead load 4.7 21.9
Live load 21.8 150.9
Impact + rolling 9.8 67.8
Total 36.3 240.6

(req'd.) (provided)
Section modulus 144.4 in³ 153 in³
Web area 2.90 sq. in. 8.89 sq. in.
7" H.S. Bolts 11 12

4. MAIN GIRDERS

Web plate 120" x $\frac{5}{8}$ " 2 L^s-8 x 8 x $\frac{1}{2}$ " T & B;
(Max. Section) 3 plates - 20 x 1" T & B.
Calculated wt. per ft. = 980 lbs. (max. section)
Depth back to back L^s = 120 $\frac{1}{2}$ "
Effective span = 123'-5 $\frac{7}{8}$ "

shear (k) moment (k)
Dead load 174 5378
Live load 319 8802
Impact + rolling 103 2852
Total 596 17,032

Web area req'd - 4768 sq. in., provided - 75 sq. in.

Girder section Gross I Net I in⁴

Web 120 x $\frac{5}{8}$ 90,000 64,805

4 L^s-8 x 8 x $\frac{1}{2}$ 223,881 174,355

1-20 x 1" plate T & B 147,620 132,858

do 152,520 137,268

do 157,500 141,750

Total 771,521 651,036

Gross S = 12,198 in³ Net S = 10,293 in³

F_s compression = 16,760 psi

F_s tension = 19,860 psi

Allowable F_s comp. = 20,000 - 6 $\frac{12}{16}$ = 19,950 psi

End bearing stiffeners 4 L^s-8 x 4 x $\frac{1}{2}$ "

Bearing area = 28.5 sq. in. F_b = 26,500 psi

Rivets req'd per stiffener = 21, provided = 23

Intermediate stiffeners L^s 7 x 4 x $\frac{1}{2}$ "

5. GIRDER BEARINGS

Masonry plate 28' x 36" (fixed)

P = 591 psi Class "A" Conc.

Masonry plate 36' x 24" (exp.)

P = 690 psi Class "A" Conc.

ESTIMATED QUANTITIES (PERMANENT BRIDGE)
(NOT GUARANTEED)

Roadway Earth Excavation	30 C.Y.
Class "B" Rock Excavation	10 C.Y.
Bridge Excavation	600 C.Y.
Gravel Borrow	410 C.Y.
Gravel Borrow for Bridge Foundations	160 C.Y.
Class 1 Bit Conc. Pymt. Type I-1	7 Tons
Steel Sheeting	255,000 LBS.
Temporary Sheeting	1 L.S.
Temporary Structure	1 L.S.
Removal of Present Bridge	1 L.S.
Bridge Structure (N-6-24)	1 L.S.

The Following Items are Part of Lump Sum Item 339.001

Steel Reinforcing for Structures 35,000 LBS.

Structural Steel 833,000 LBS.

Wrought Iron 155,000 LBS.

GENERAL NOTES:

UNSUITABLE MATERIAL

All unsuitable material shall be removed within the limits of the foundations of the structure.

FOUNDATIONS

May be altered if necessary to suit conditions encountered in construction.

DATE & SEAL

To be placed on Pier No. 1 as shown on the construction drawings. A sheet showing size and character will be furnished - Seal will be furnished by the Commonwealth and placed by the contractor.

DESIGN

In accordance with the current editions of A.R.E.A. Specifications (1964) and of A.A.S.H.O. Specifications (1961)

BENCH MARK

80 AC U.S.C.G. set in concrete wall on railroad, East side, 50' North of Logan Street El. 37.43

REINFORCEMENT

All bars shall have deformations conforming to A.S.T.M. designation A-305 unless otherwise noted on the plans. Reinforcing bars shall be lapped 20 diameters to make a splice, except that main reinforcing bars near tops of beams having more than 12 inches of concrete under the bar shall be lapped 35 diameters to make a splice.

PLANS

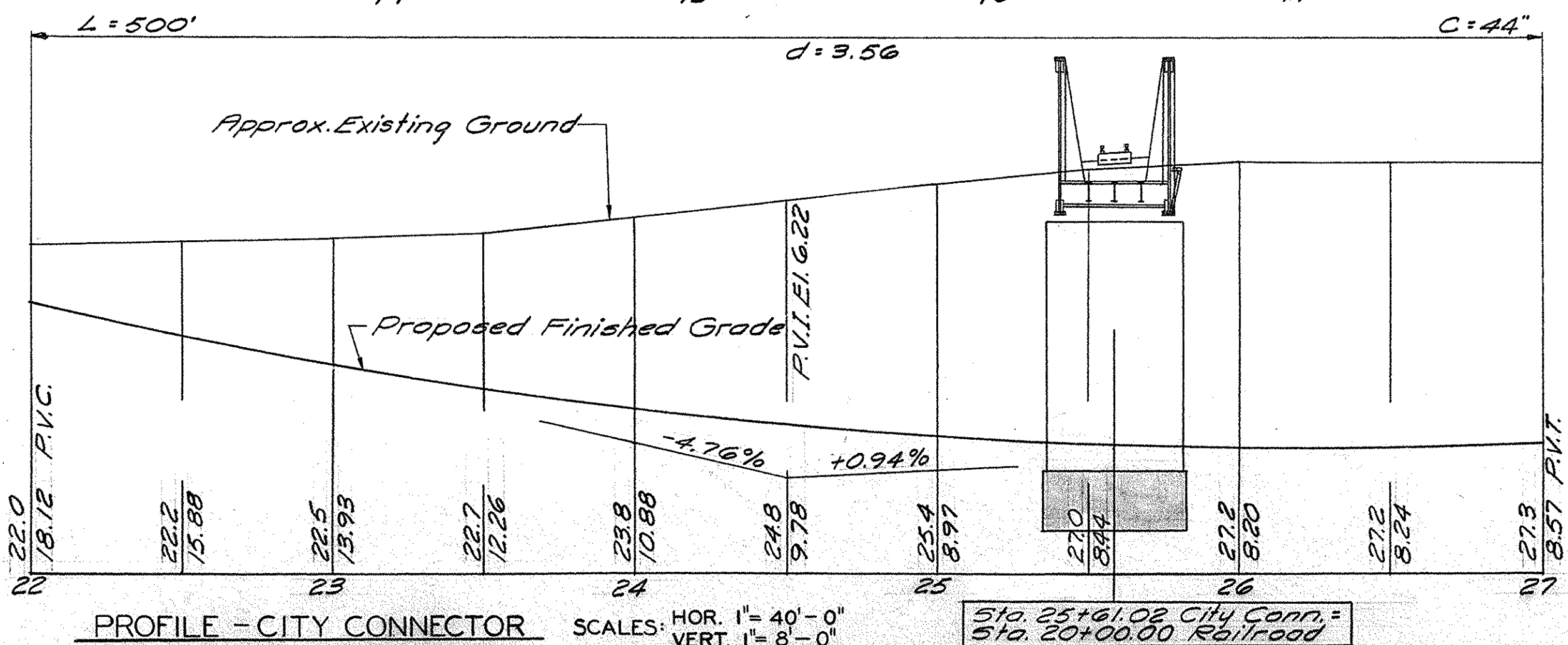
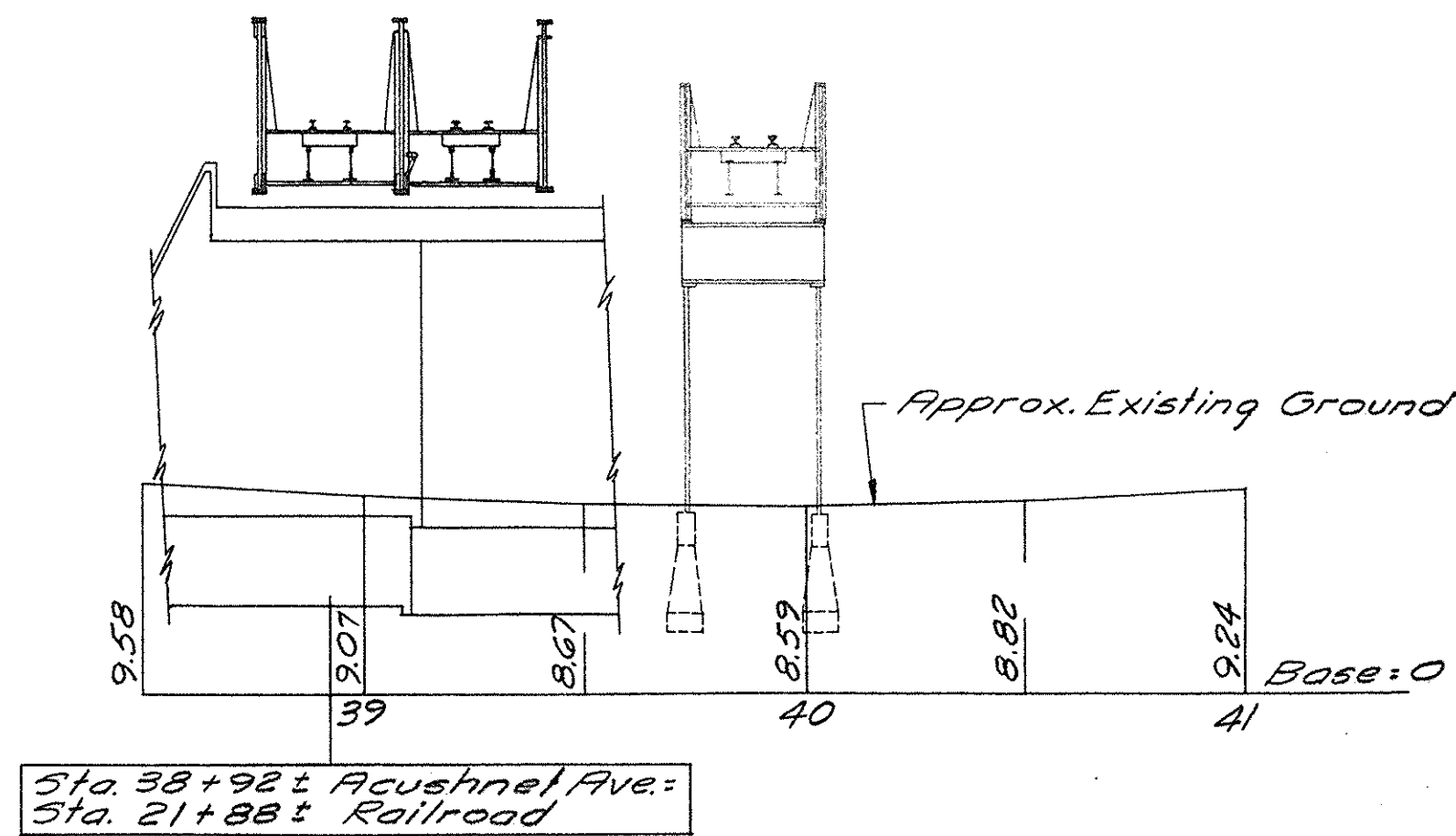
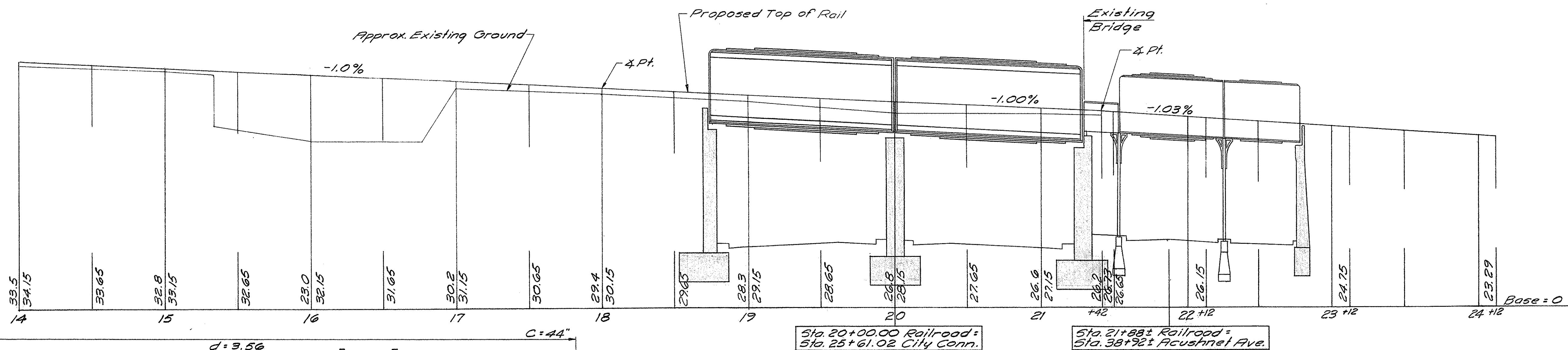
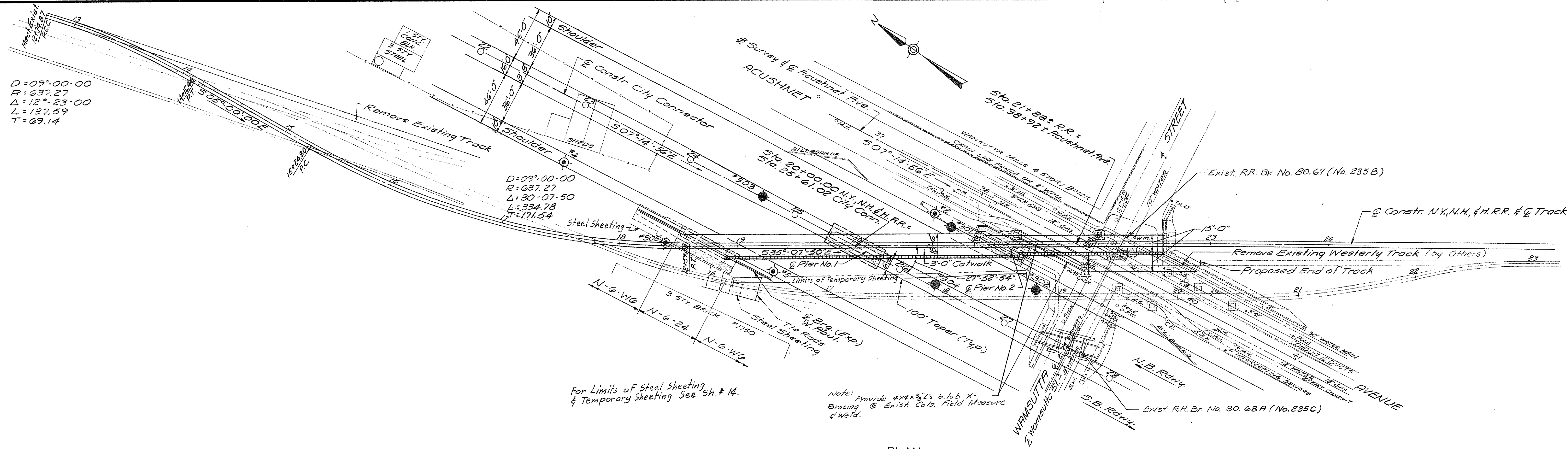
Plans of Existing Railroad Bridges may be obtained from the N.Y., N.H. & H. Railroad.

ANCHOR BOLTS

All Anchor Bolts are to be set by template and placed before the concrete is poured.

August 13, 1967	Revision Sheet 26 A
April 18, 1966	Revision Sheets 5, 7, 8, 14, 19, 19 A.
DEC. 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THE COMMONWEALTH OF MASSACHUSETTS PROPOSED BRIDGE NEW BEDFORD NY, NH, & H. R.R. OVER CITY CONNECTOR SCALE AS NOTED OFFICE OF DEPARTMENT OF PUBLIC WORKS 100 NASHUA ST. BOSTON, MASS. DATE: DEC. 1965 DES. RAB A.L. DR. HJB BWA CHK. EDE BRIDGE ENGINEER CHIEF ENGINEER	

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (5) CONT. C	196	23	71

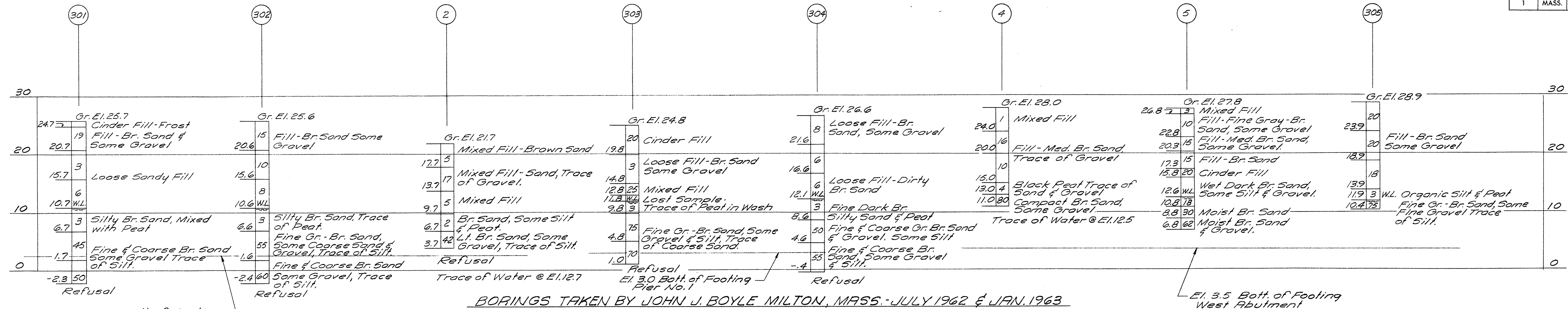


PROFILE - N.Y. N.H. & H. RAILROAD
SCALE: HOR. 1" = 40' - 0"
VERT. 1" = 8' - 0"

Note: Removal of the Following:
Superstructure, Abuts. & Cols. Br. No. 235C; West Abut., & End Span of Westerly Track of Br. No. 235B are part of Lump Sum - Removal of Present Bridge.

DEC. 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
USE ONLY PRINTS OF LATEST DATE	

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (2)	196	24	71



BORINGS TAKEN BY JOHN J. BOYLE MILTON, MASS. - JULY 1962 & JAN. 1963

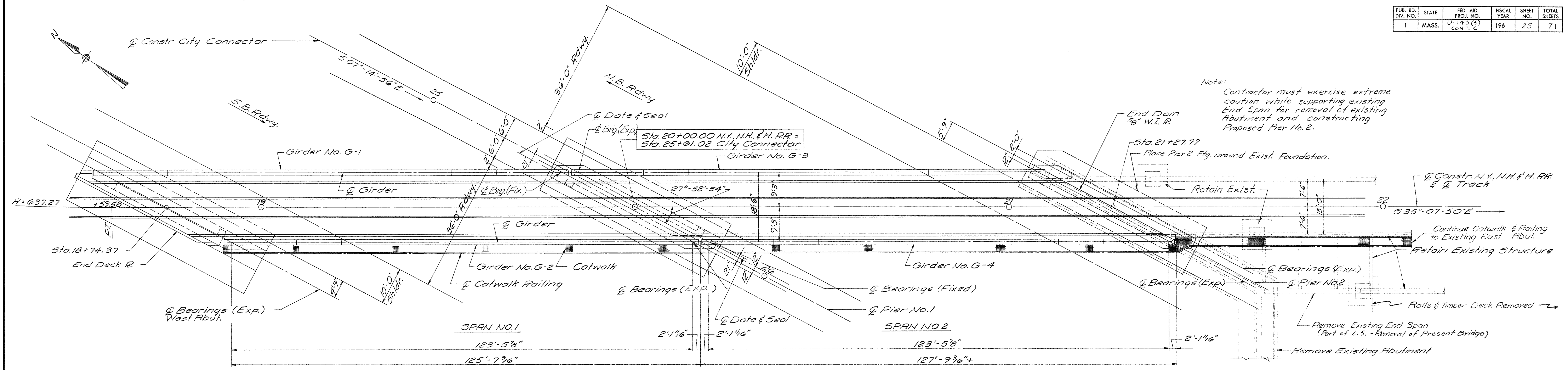
BORING DATA
SCALE: 1/8" = 1' - 0"

BORING NOTES

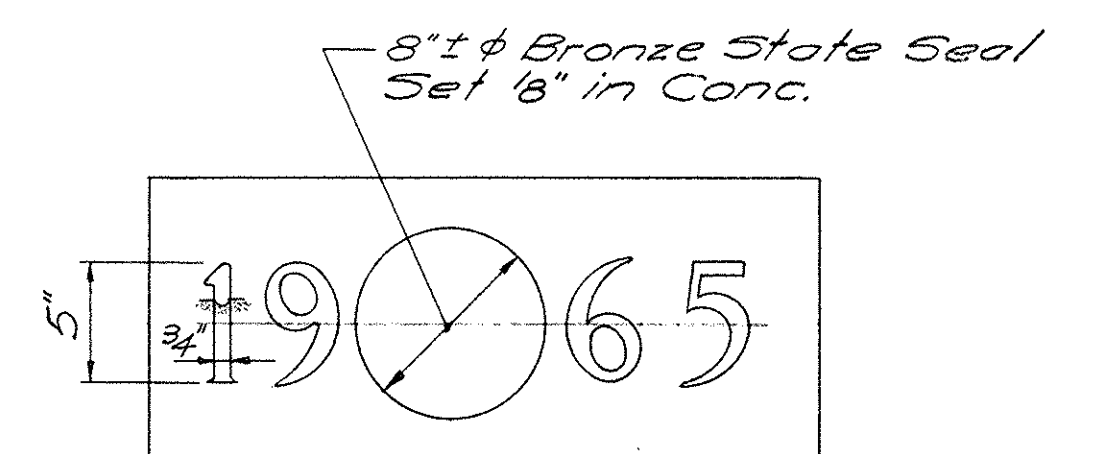
Location of Wash Borings shown on plan thus: 
Location of Core Preparatory Borings shown on plan thus: 
Figures in columns indicate blows per ft. on 2 in. split tube sampler produced by 30 in. fall of 140 lb. weight.
Borings taken for purpose of design & show conditions @ Boring points only, but do not necessarily show nature of materials to be encountered during construction.
Boring samples may be seen @ the Research & Materials Division, 99 Worcester St. Wellesley Hills @ the intersection of Rte. 9 & Rte. 128.
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.

DEC. 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
USE ONLY PRINTS OF LATEST DATE	

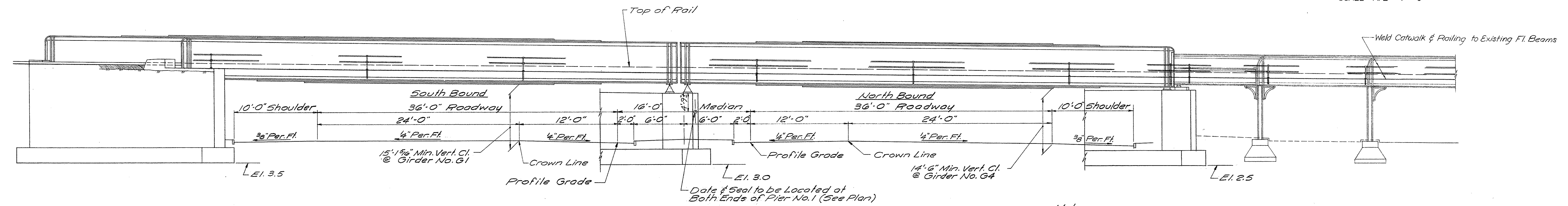
PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (5) CONT. C	196	25	71



PLAN
SCALE: 3/32" = 1' - 0"



DETAIL OF DATE AND SEAL
SCALE: 1 1/2" = 1' - 0"

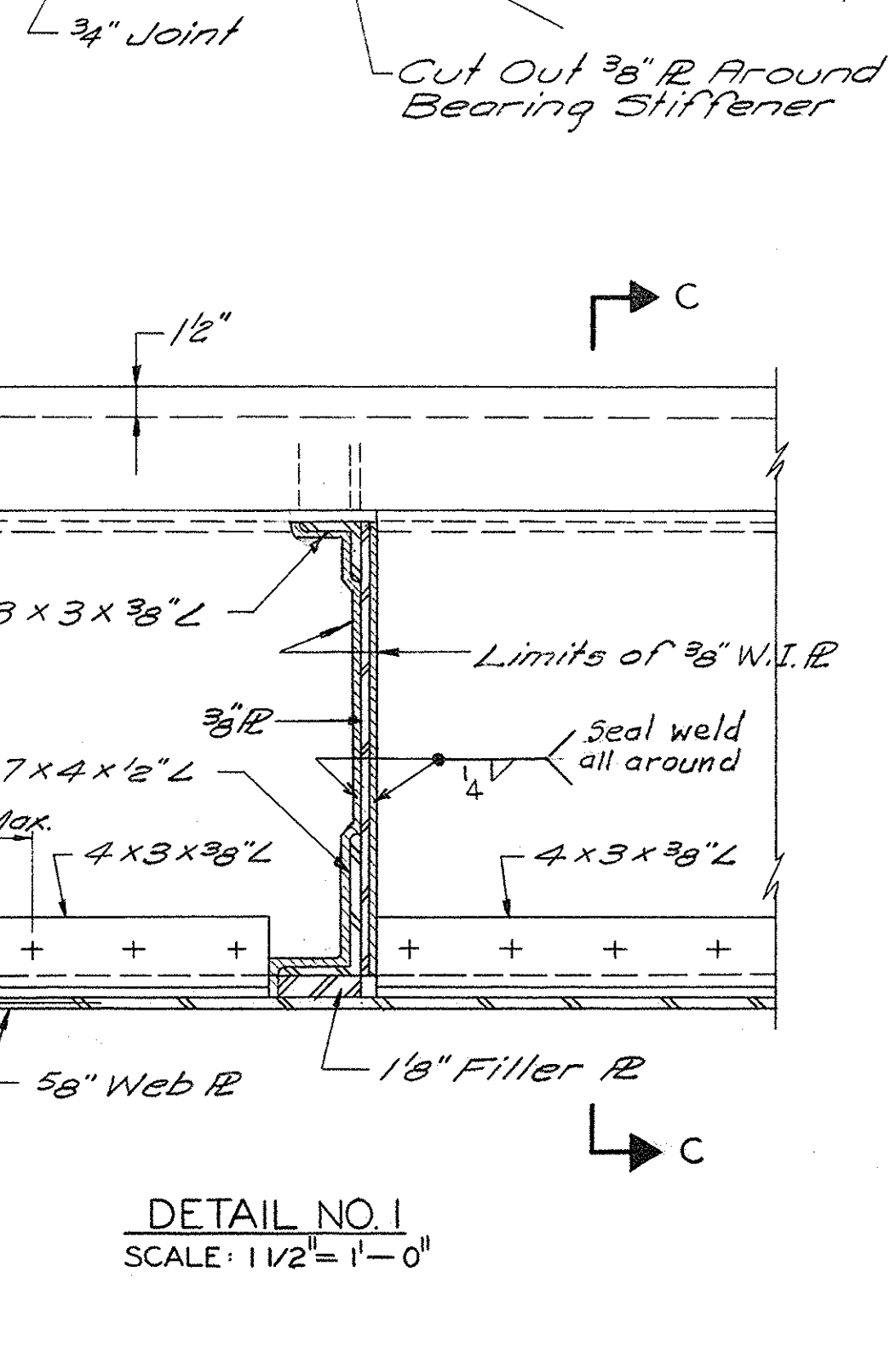
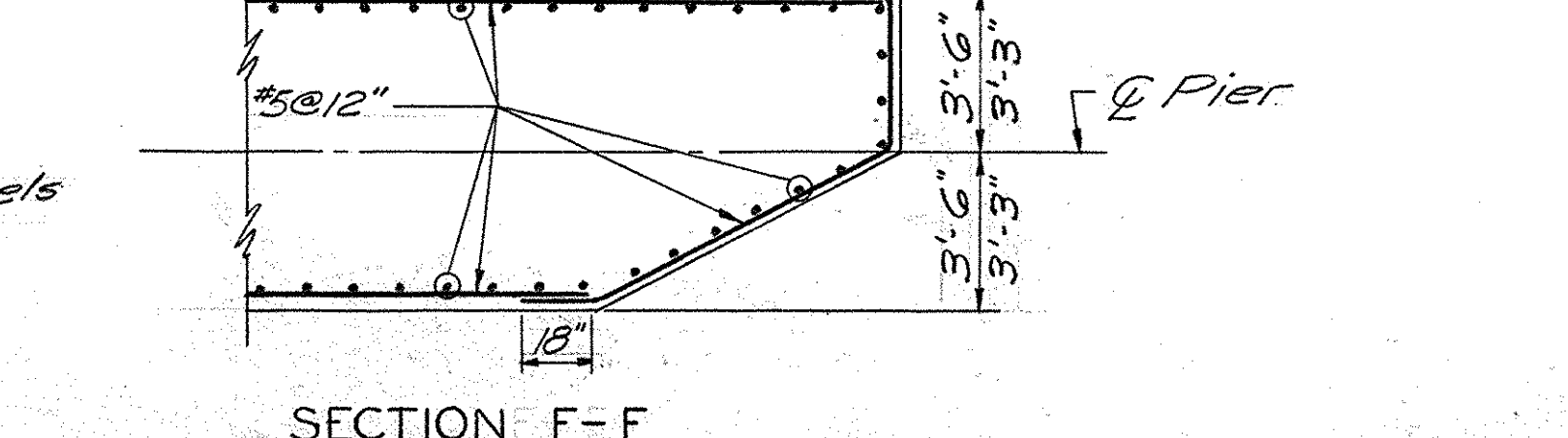
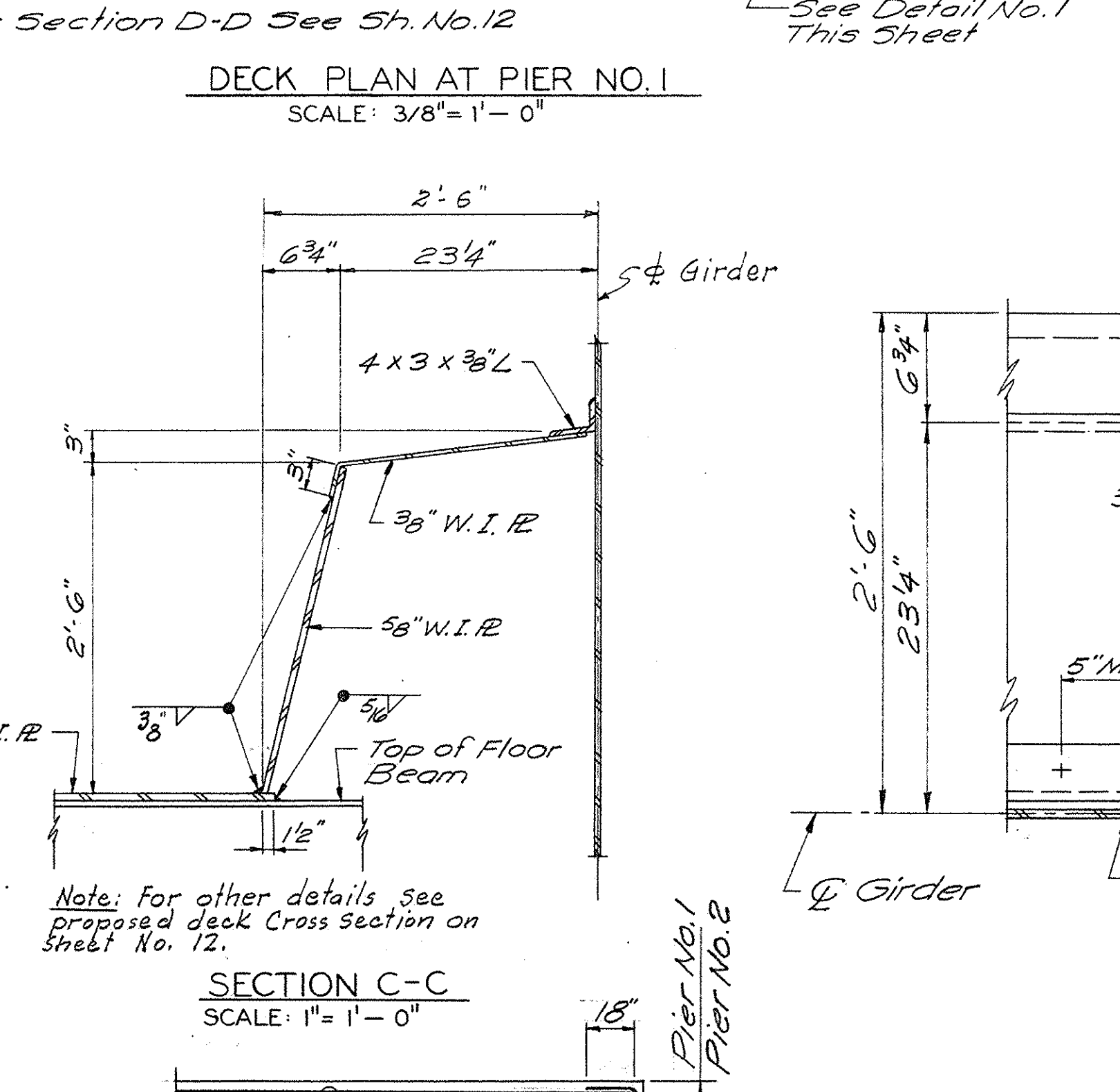
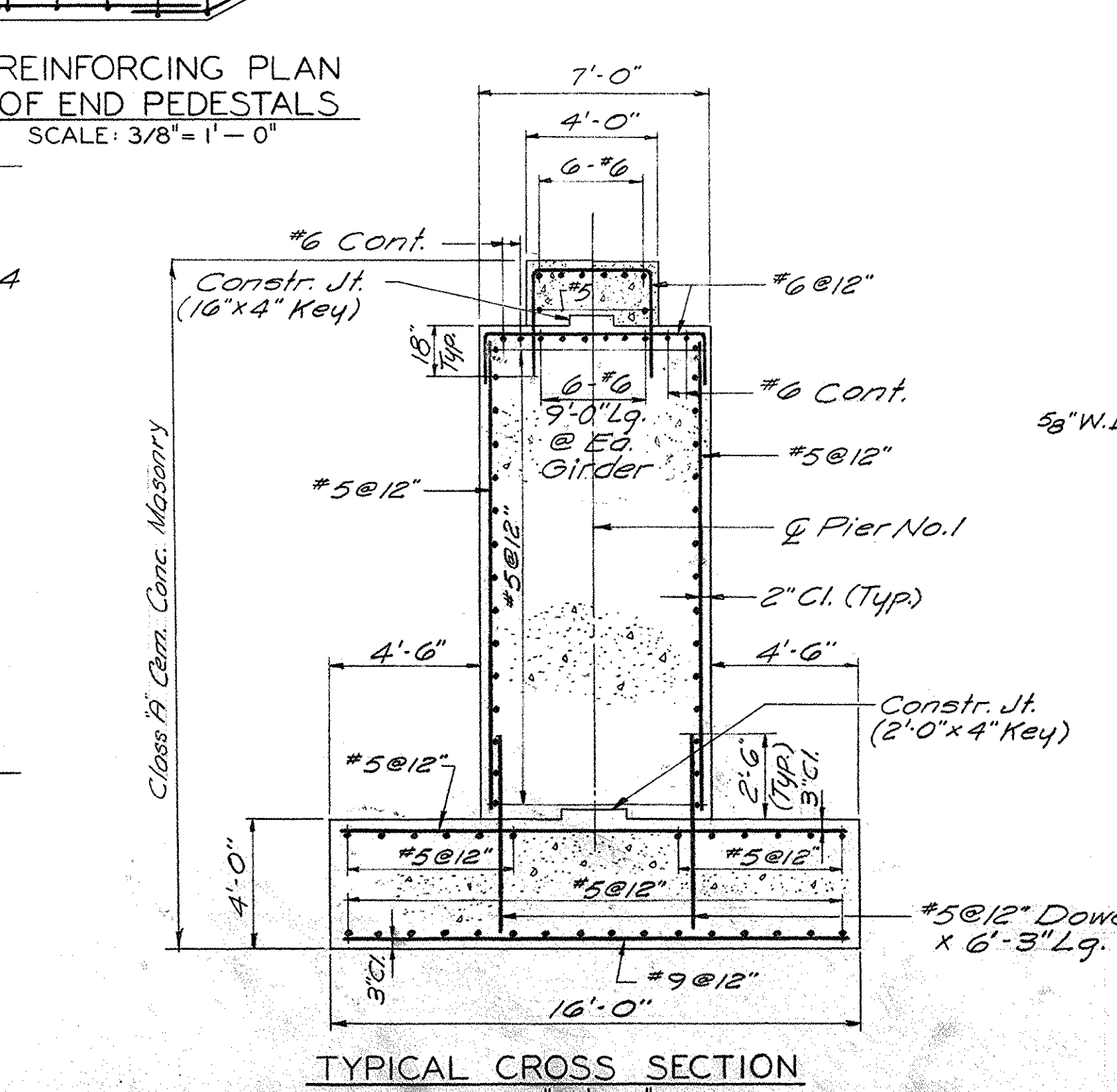
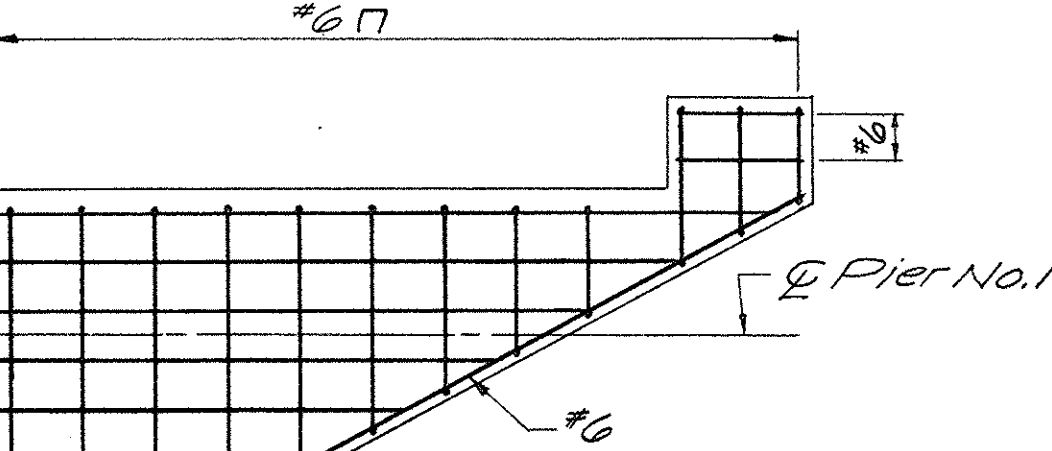
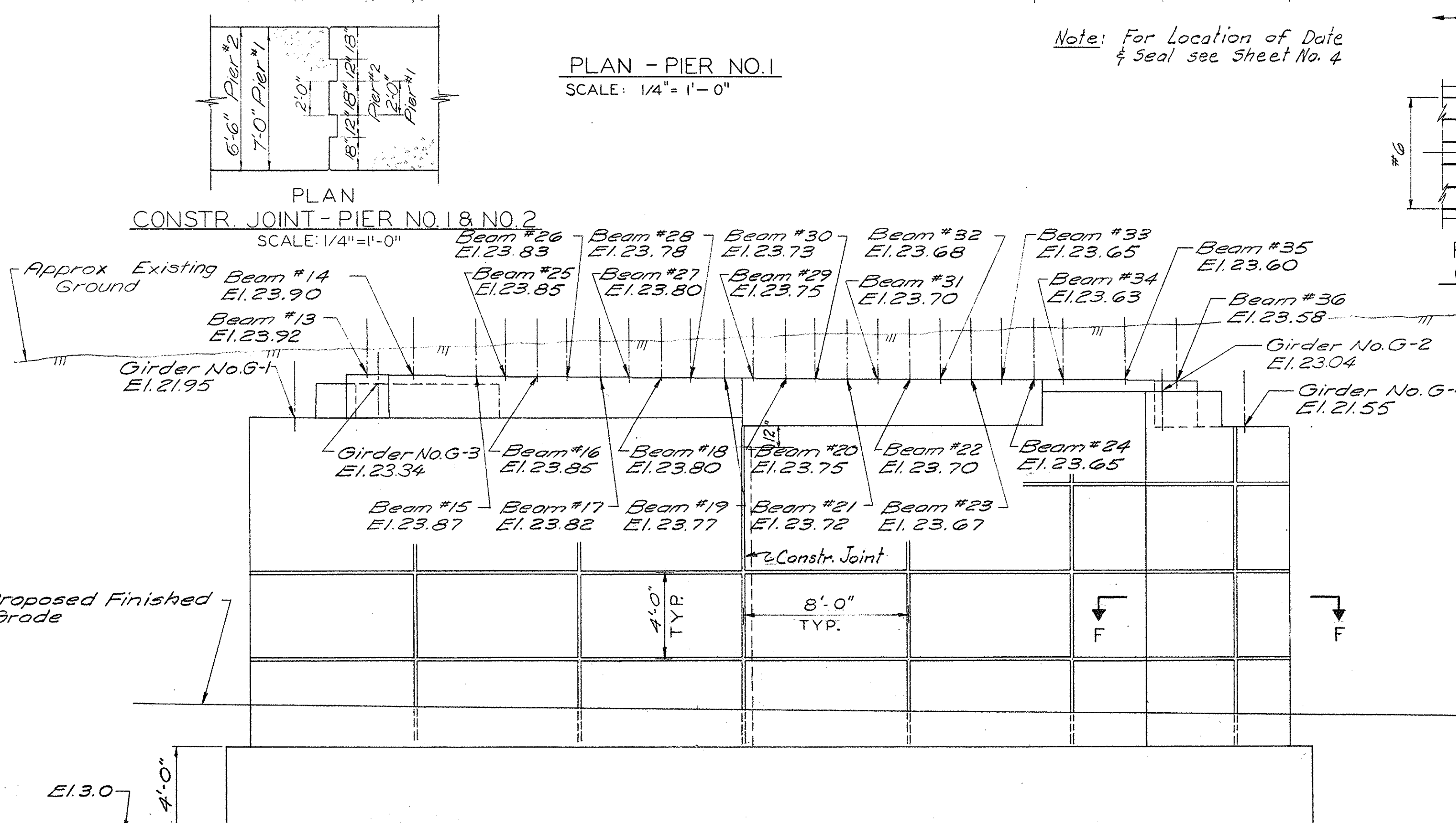
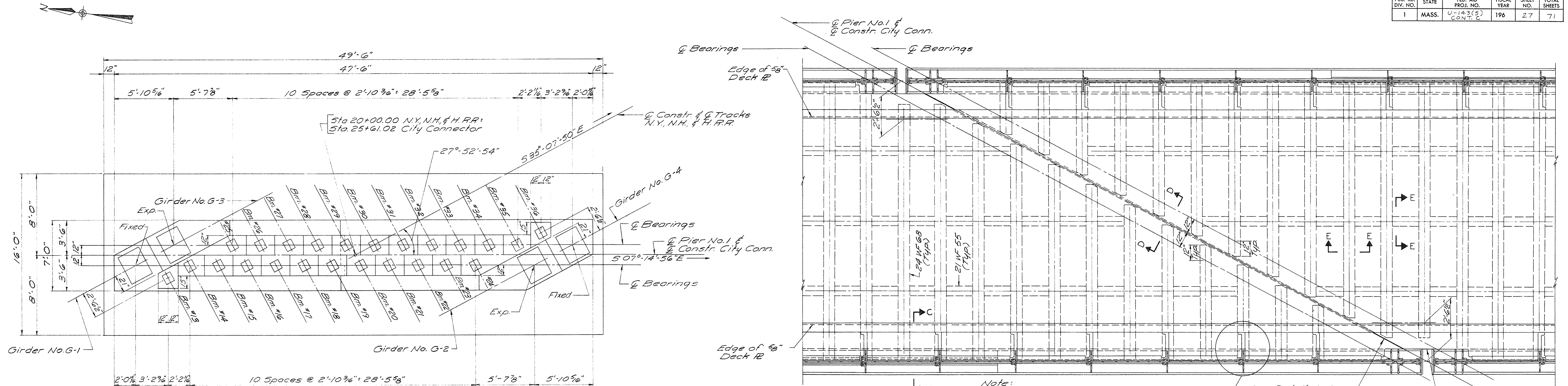


SOUTHERLY ELEVATION
SCALE: 3/32" = 1' - 0"

Note:
For Railing Spacing at Catwalk
See Sh. No. 13.

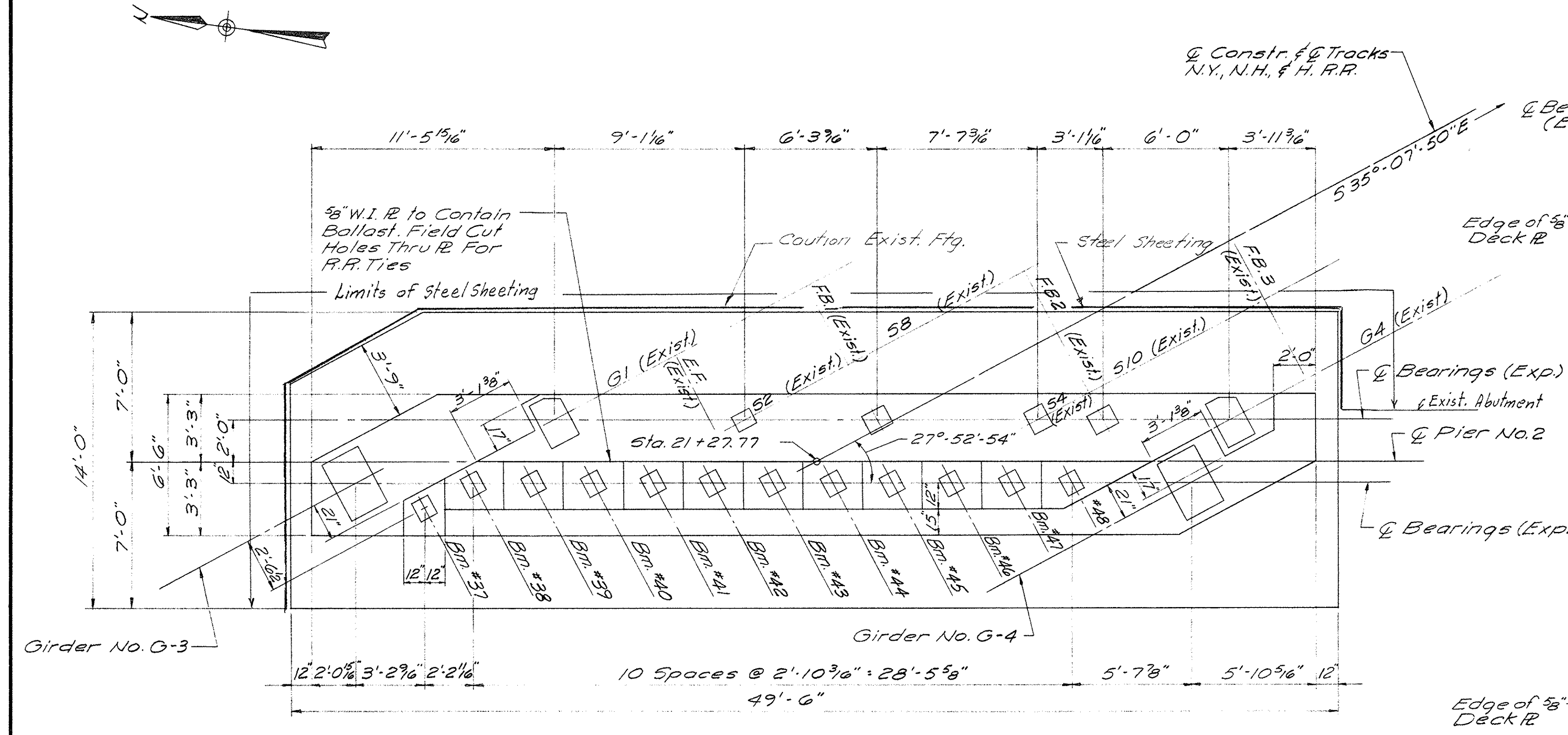
DEC. 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143(5) CONT. C	196	27	71

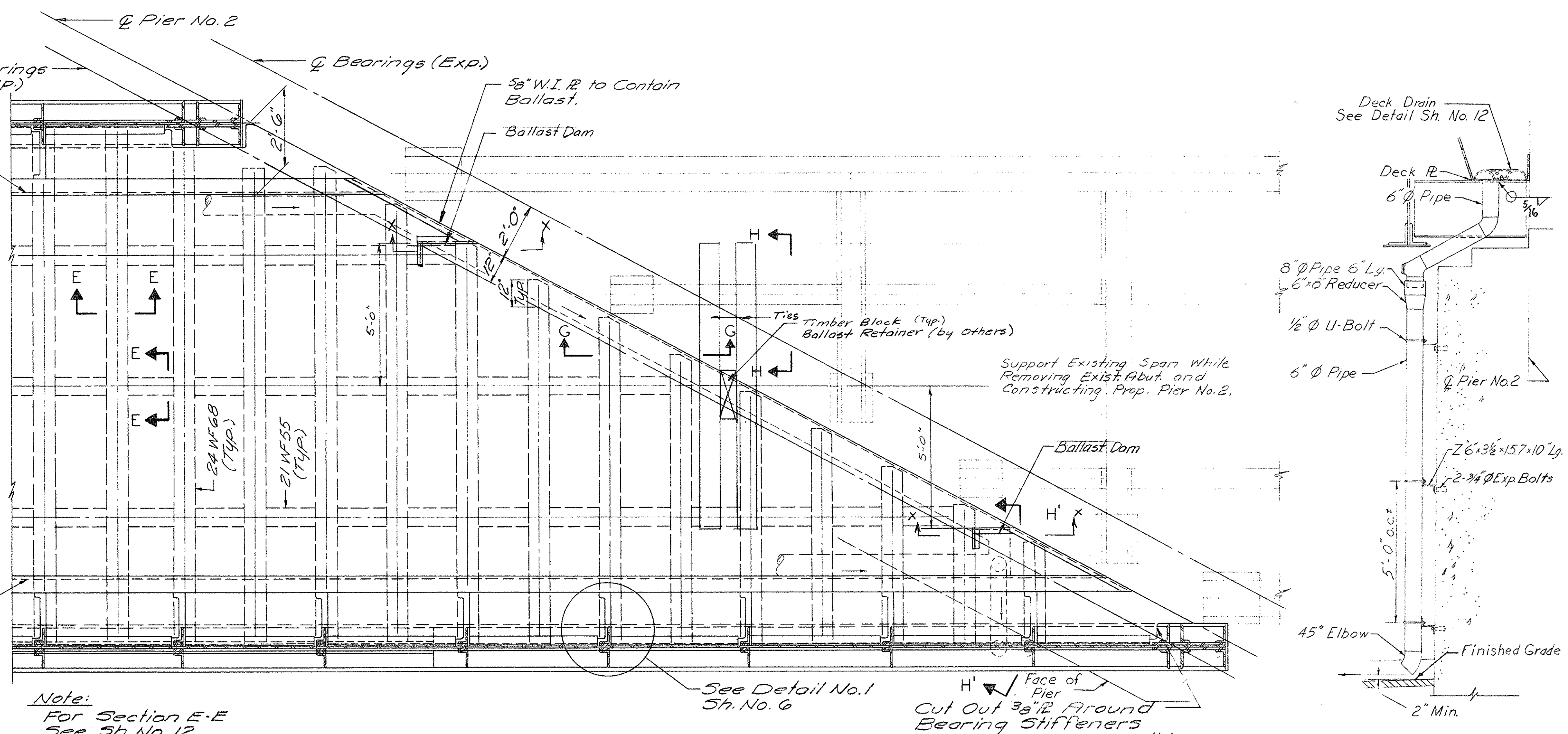


DEC. 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE

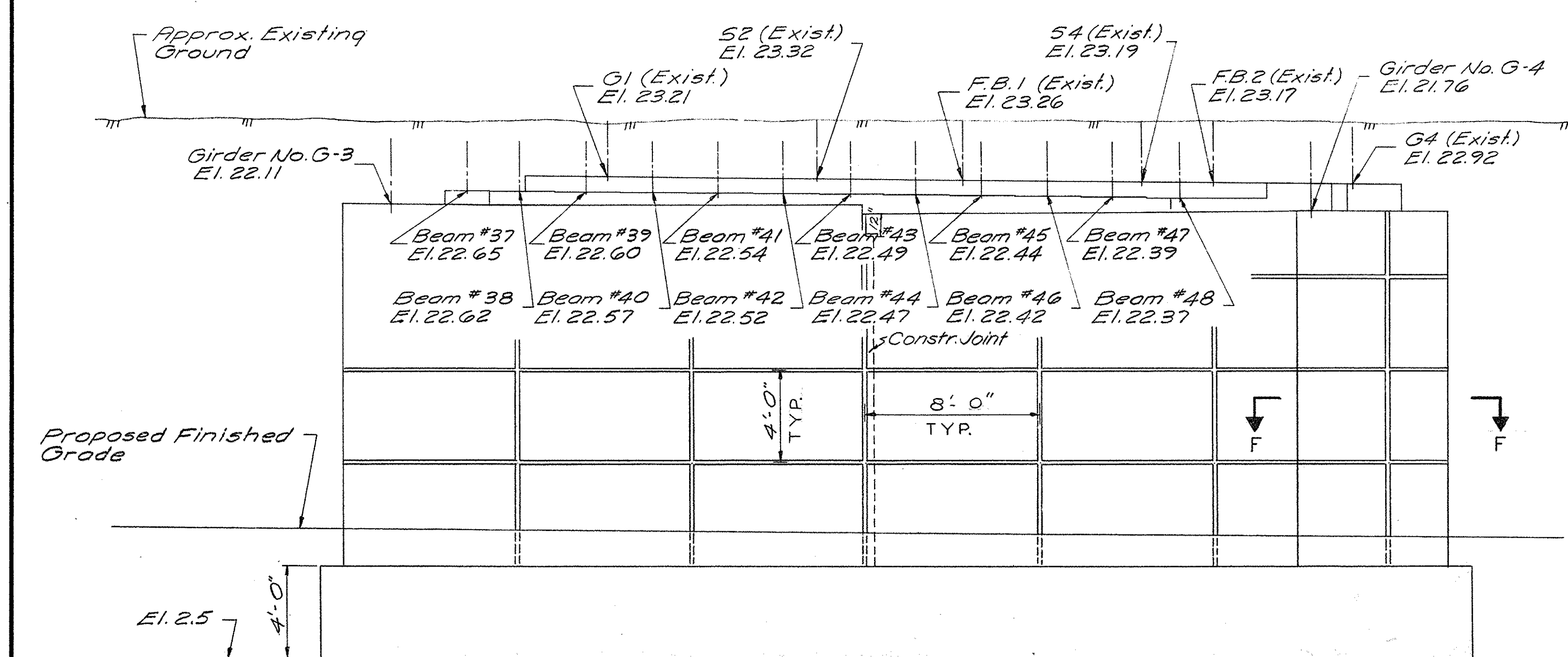
PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143(5) CONT. C	196	28	71



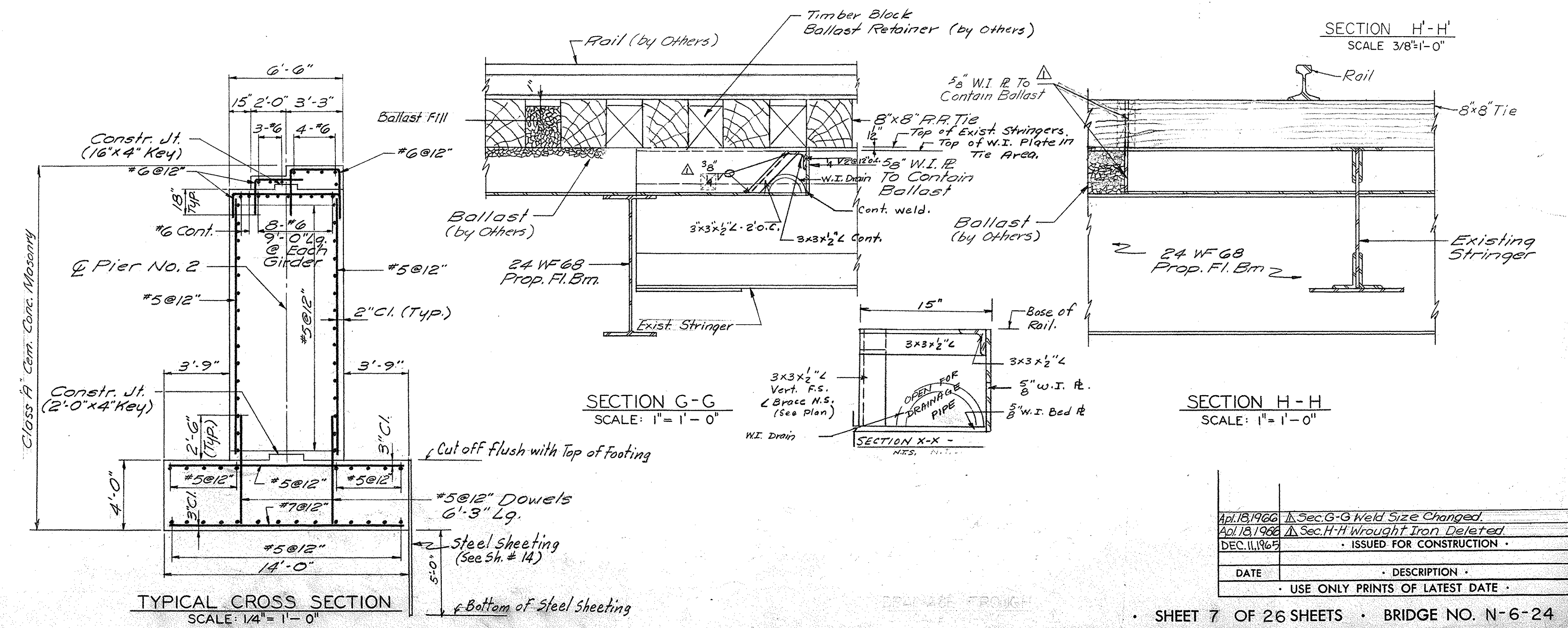
PLAN - PIER NO. 2
SCALE: 1/4" = 1'-0"



DECK PLAN AT PIER NO. 2
SCALE: 3/8" = 1'-0"



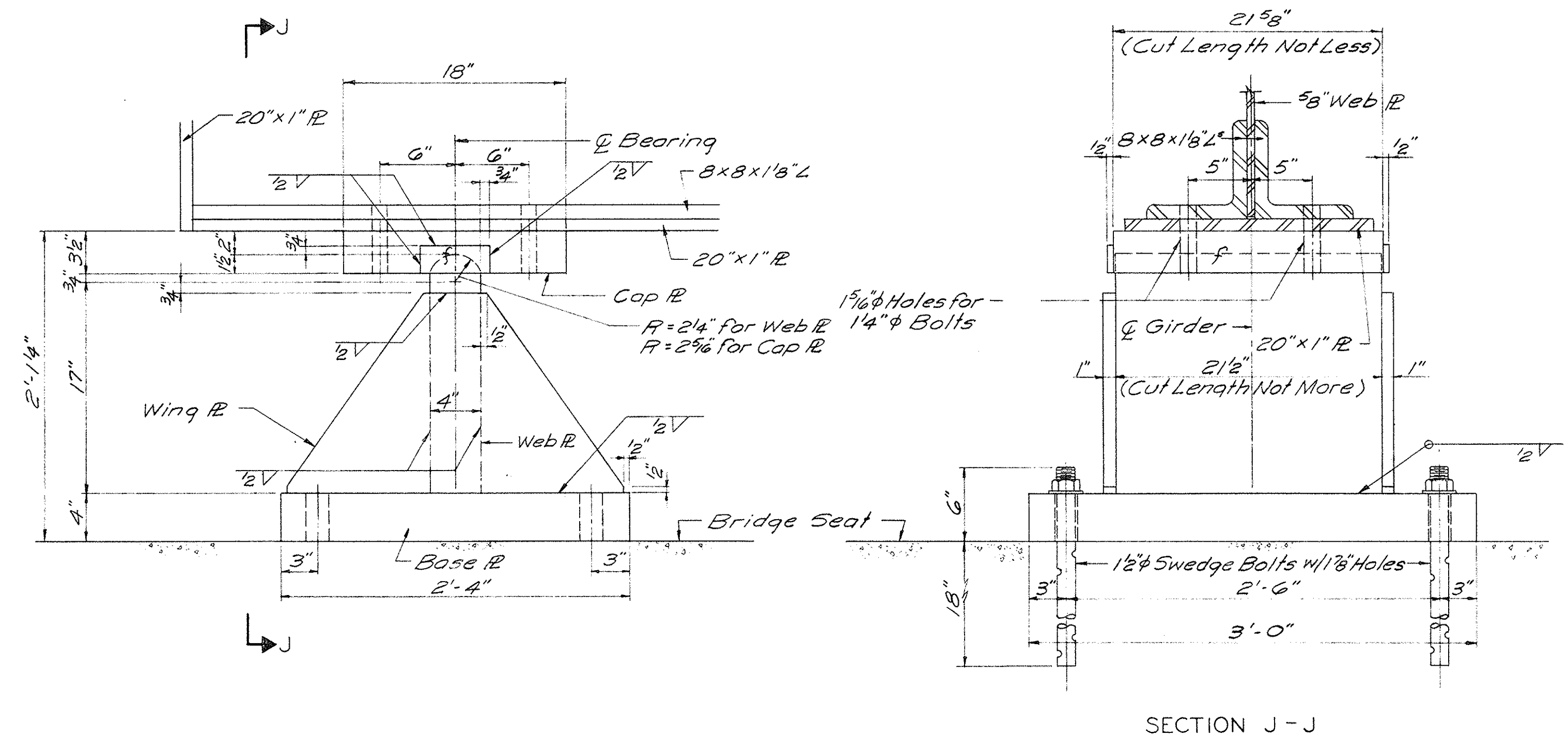
ELEVATION
SCALE: 1/4" = 1'-0"



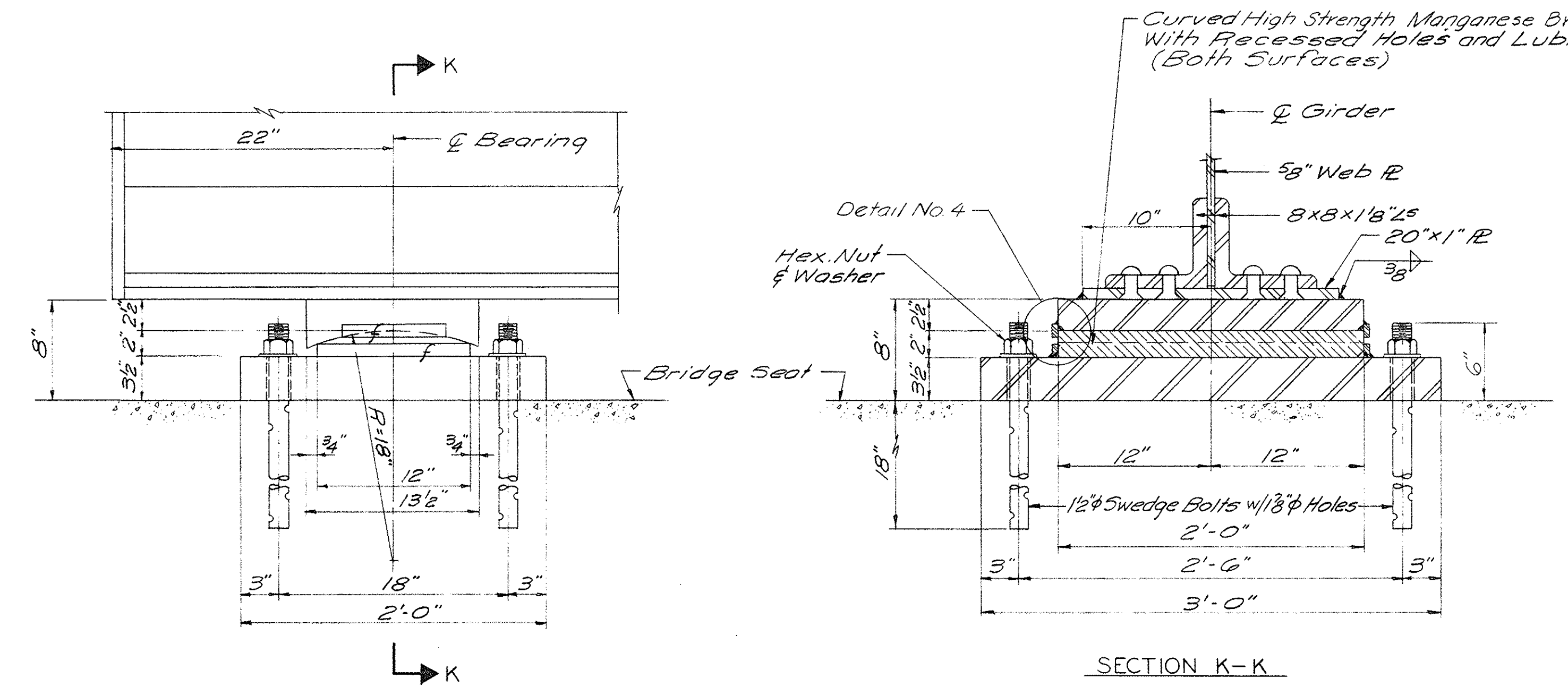
TYPICAL CROSS SECTION
SCALE: 1/4" = 1'-0"

DATE	DESCRIPTION
12/13/1966	Sec G-G Weld Size Changed
12/13/1966	Sec H-H Wrought Iron Deleted
DEC. 11, 1965	ISSUED FOR CONSTRUCTION

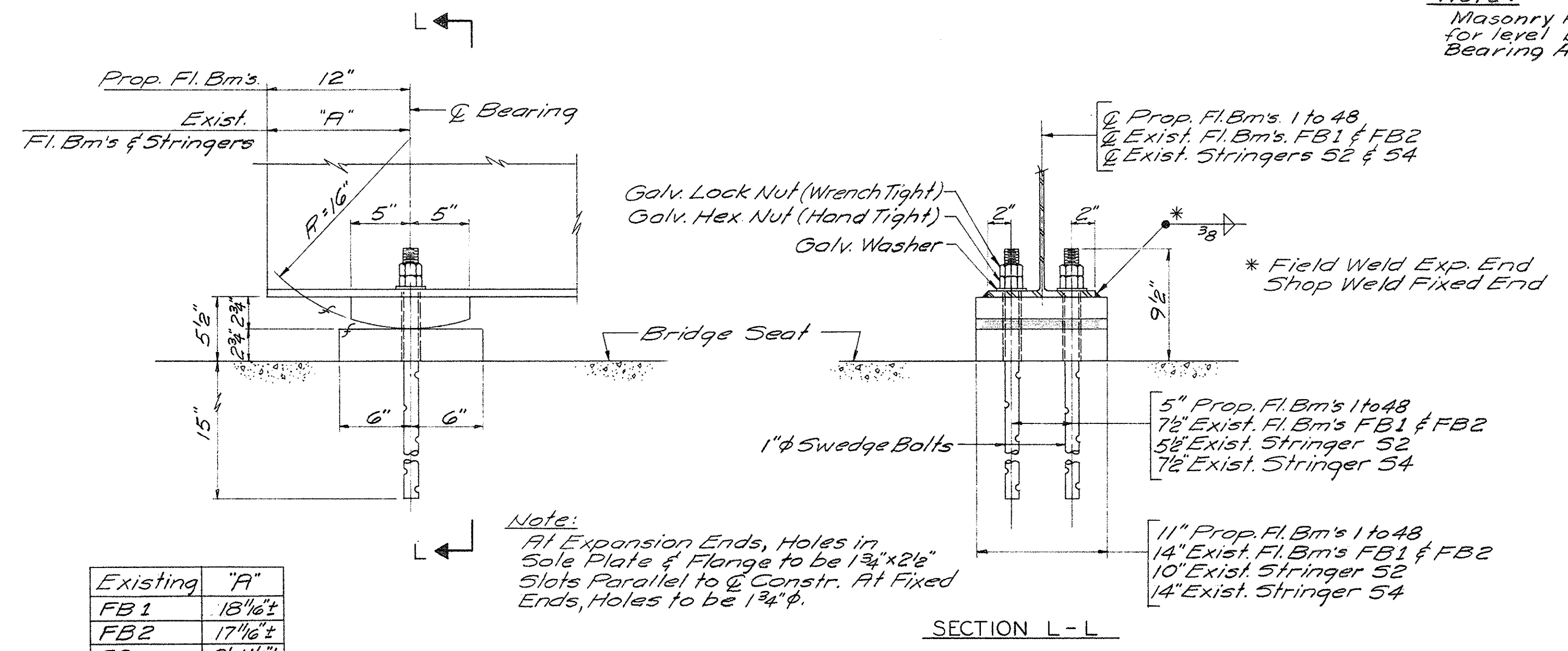
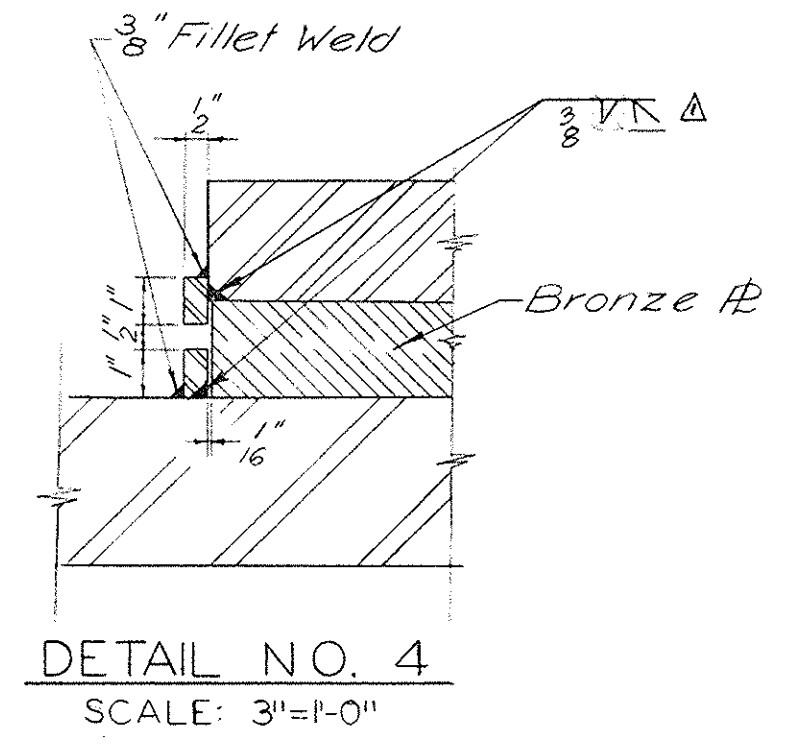
PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (5) CONT. C	196	29	71



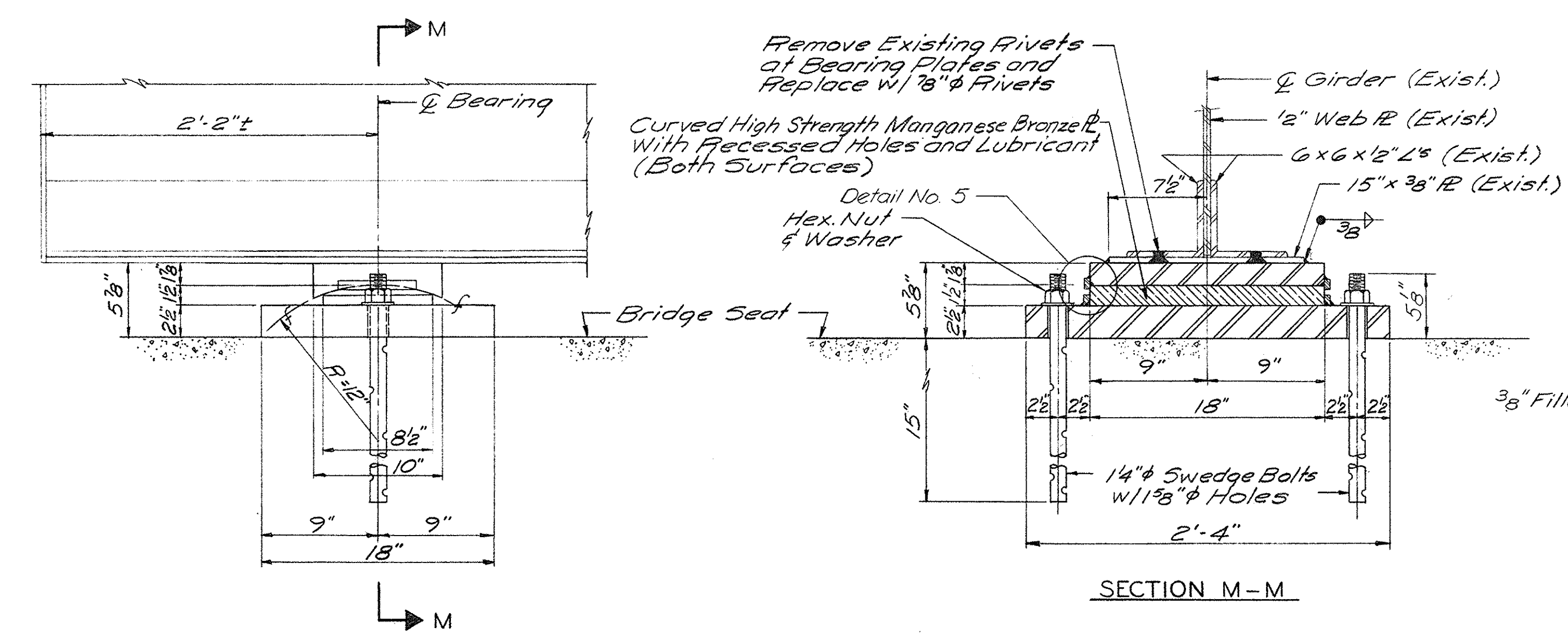
GIRDER BEARING DETAILS (FIXED)
SCALE: 1 1/2" = 1'-0"



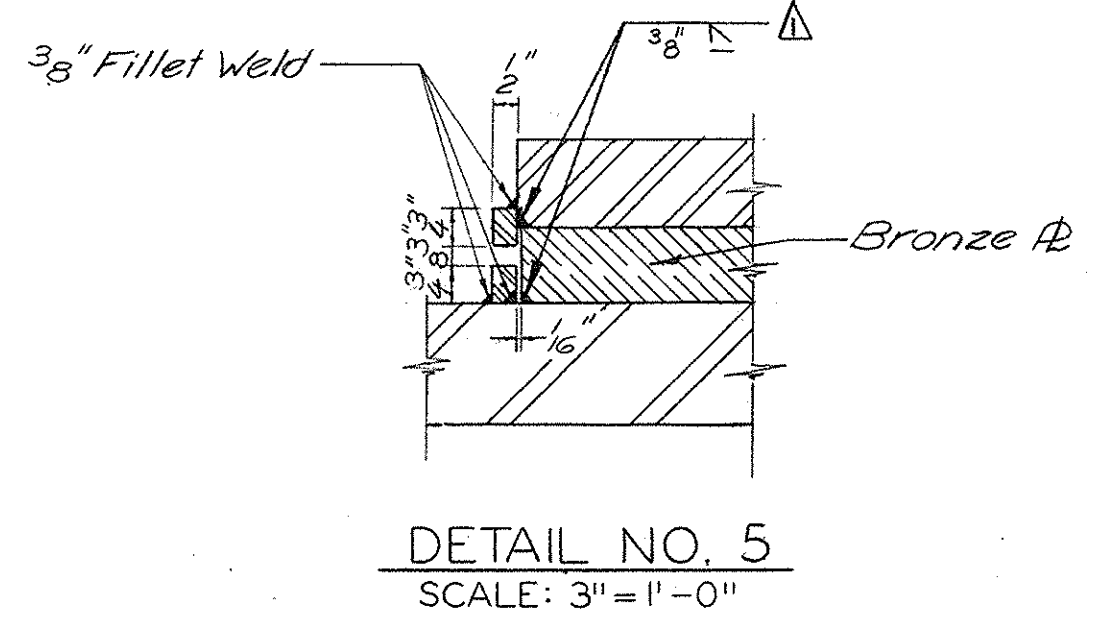
GIRDER BEARING DETAILS (EXPANSION)
SCALE: 1 1/2" = 1'-0"



FLOOR BEAM BEARING DETAILS (FIX & EXP)
(PROPOSED & EXISTING)
SCALE: 1 1/2" = 1'-0"



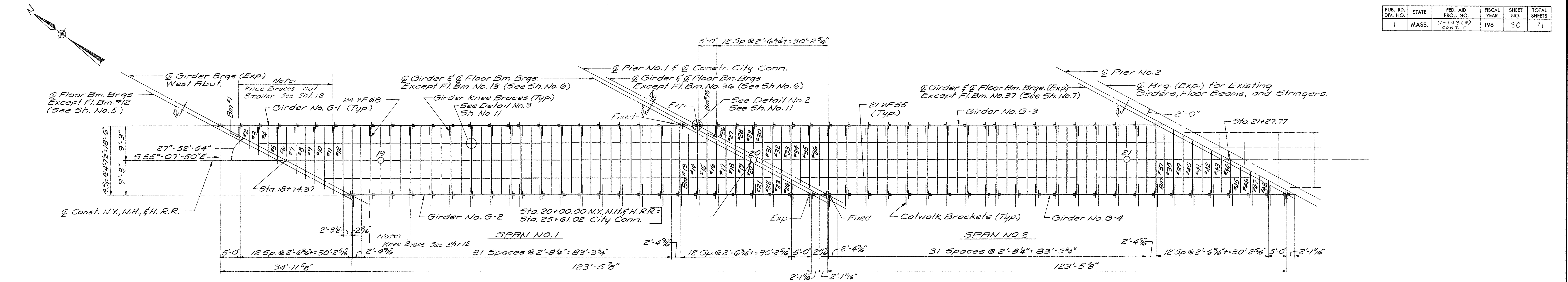
GIRDER BEARING DETAILS (EXPANSION)
(AT EXISTING 48' GIRDERS)
SCALE: 1 1/2" = 1'-0"



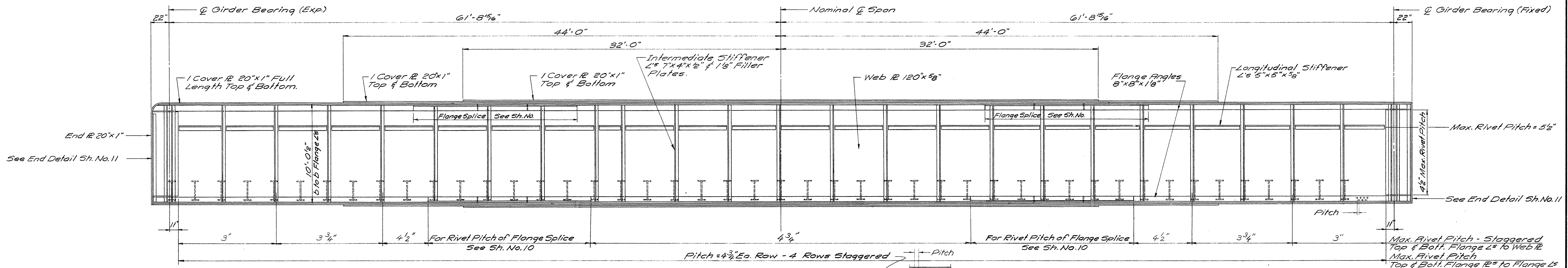
Notes:
The Finished Surfaces Shall Meet
The American Standards Association
Surface Roughness Requirements
as Defined in A.S.A. B46.1 Surface
Roughness, Waviness and Lay, Part I.
f = A.S.A. 125 Micro-inches, or finer.
All Material to be Structural
Steel ASTM A-36.

DATE	DESCRIPTION
12/13/1966	Weld Symbol Details No. 4 & 5 Changed
DEC. 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE

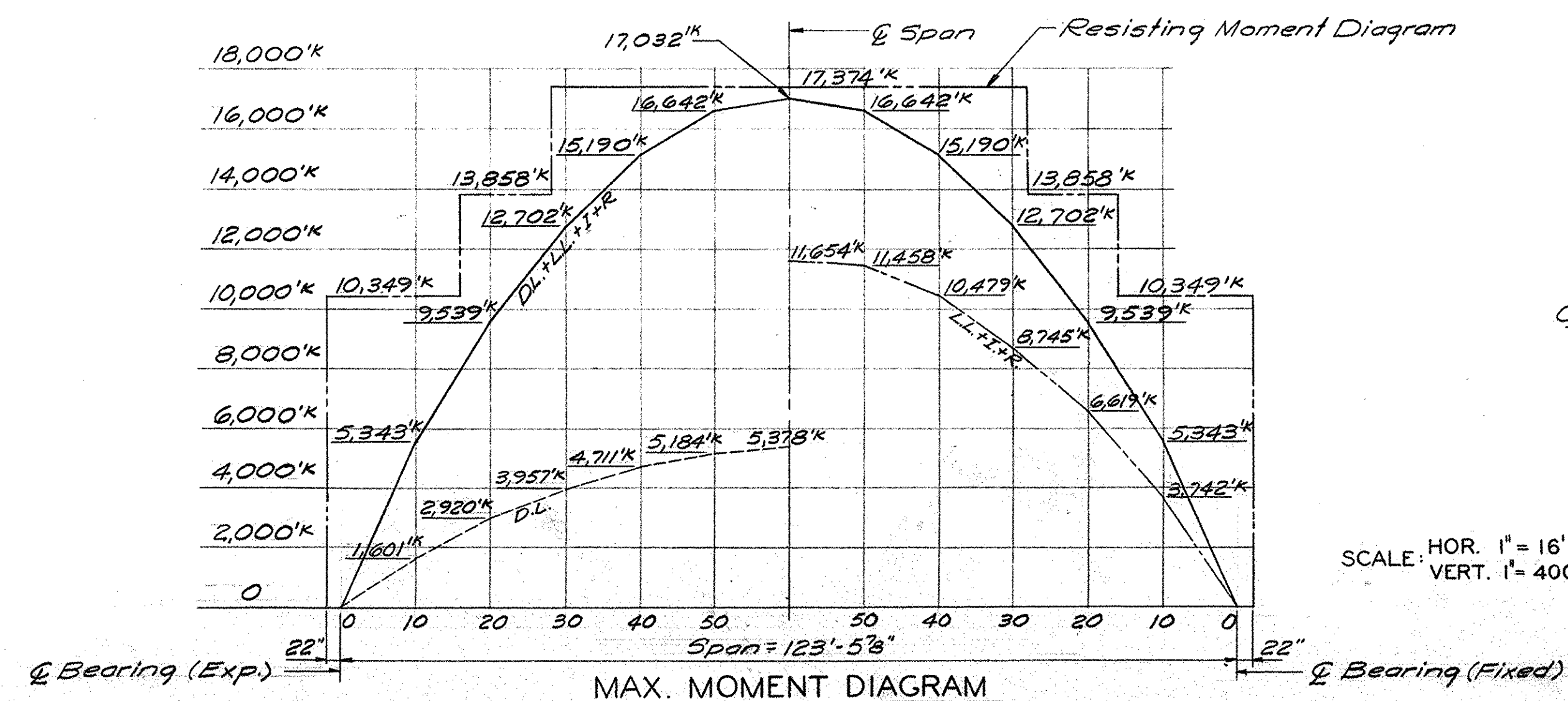
PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143(5) CONT. C	196	30	71



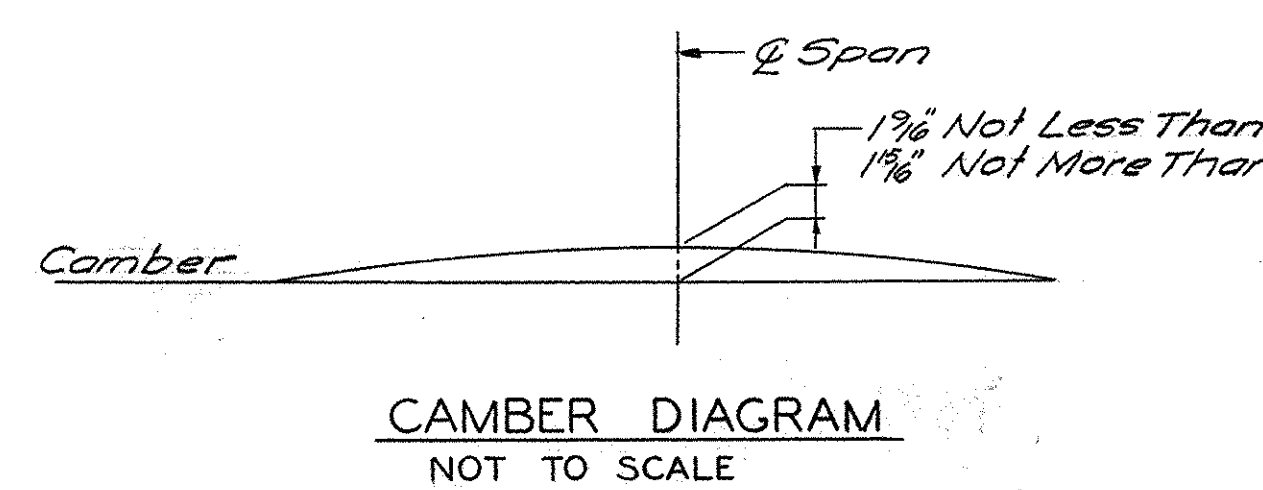
FRAMING PLAN
SCALE: 3/32" = 1' - 0"



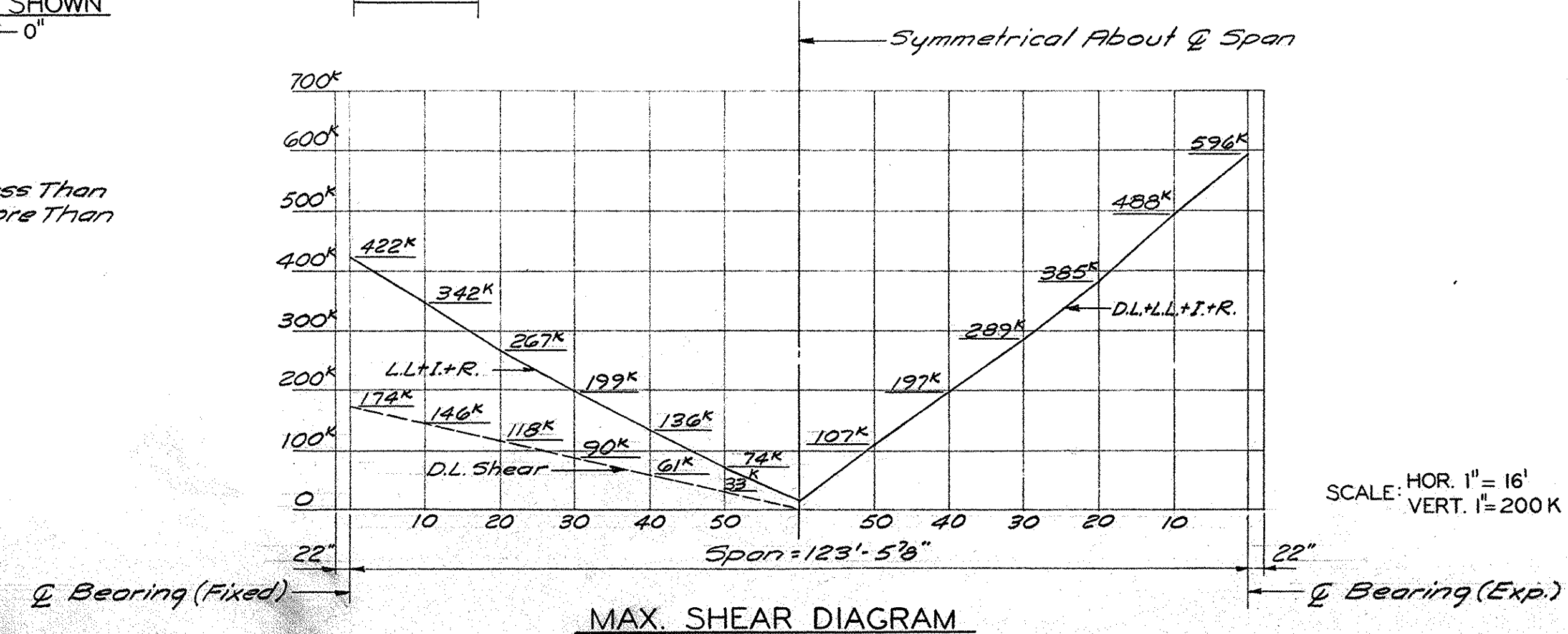
TYPICAL GIRDER ELEVATION
GIRDER NO. G-2 SHOWN
SCALE: 1/4" = 1' - 0"



SCALE: HOR. 1" = 16'
VERT. 1" = 4000 K



CAMBER DIAGRAM
NOT TO SCALE

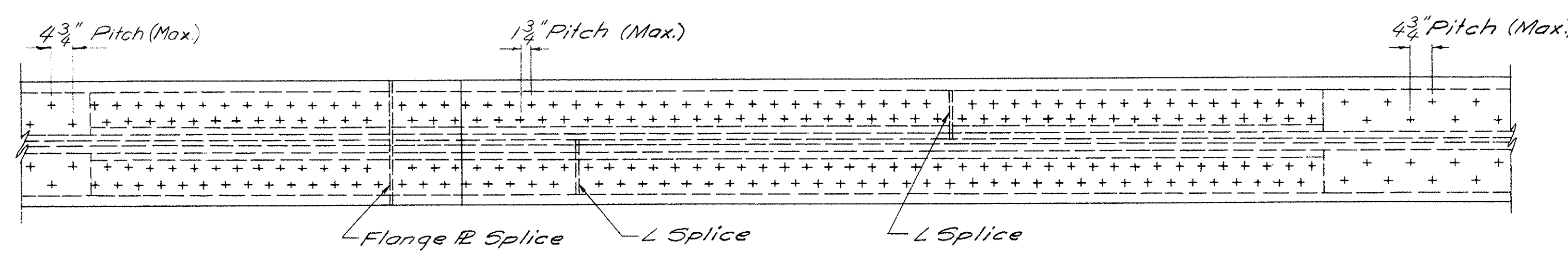


SCALE: HOR. 1" = 16'
VERT. 1" = 200 K

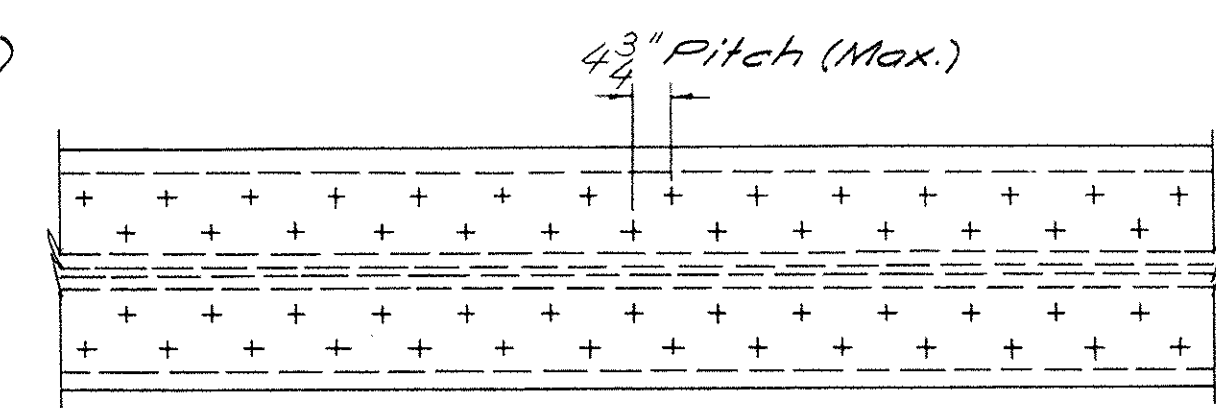
Note:
Shop Connections to be Riveted - 1" ϕ Rivets
Field Connections to be Bolted - 1 1/4" S Bolts

DEC. 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE

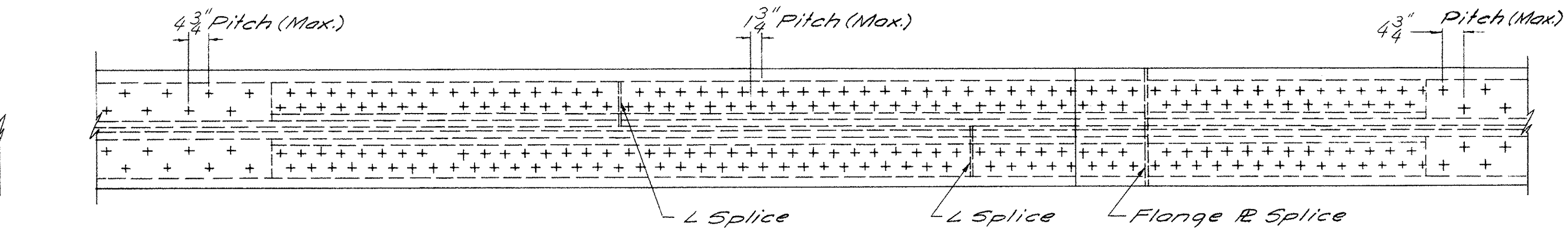
PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (5) CONT. C	196	31	71



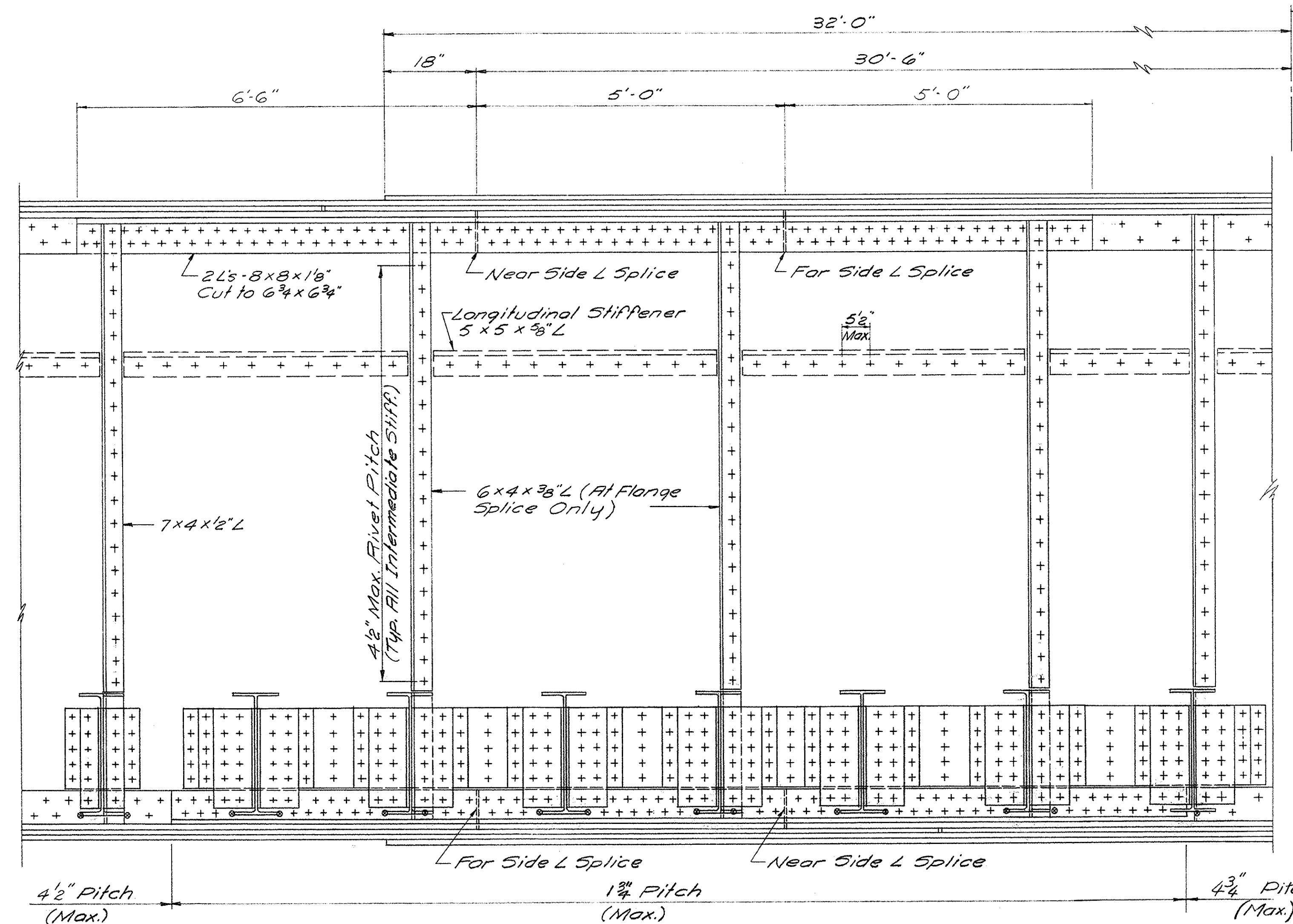
PLAN



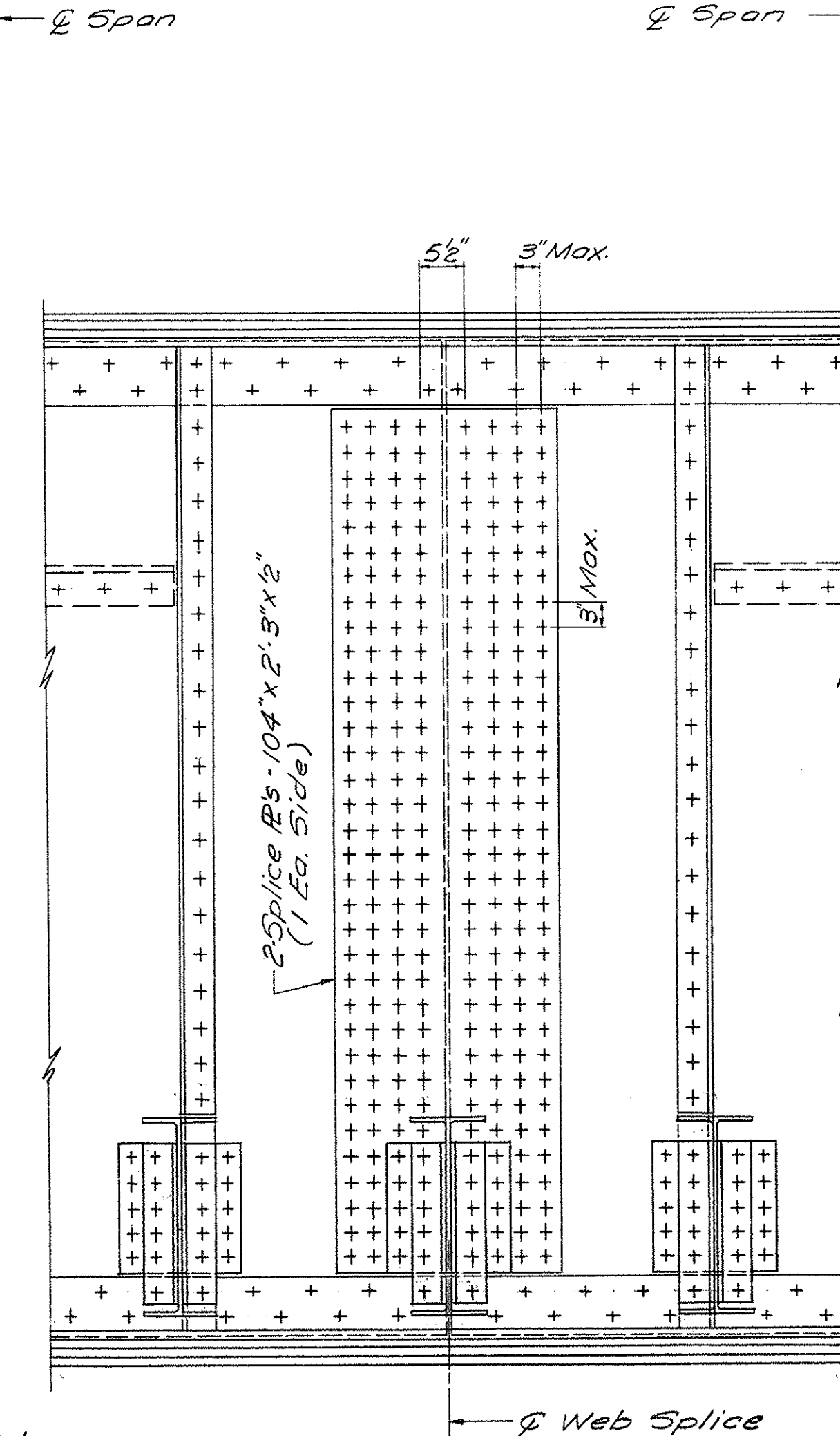
PLAN



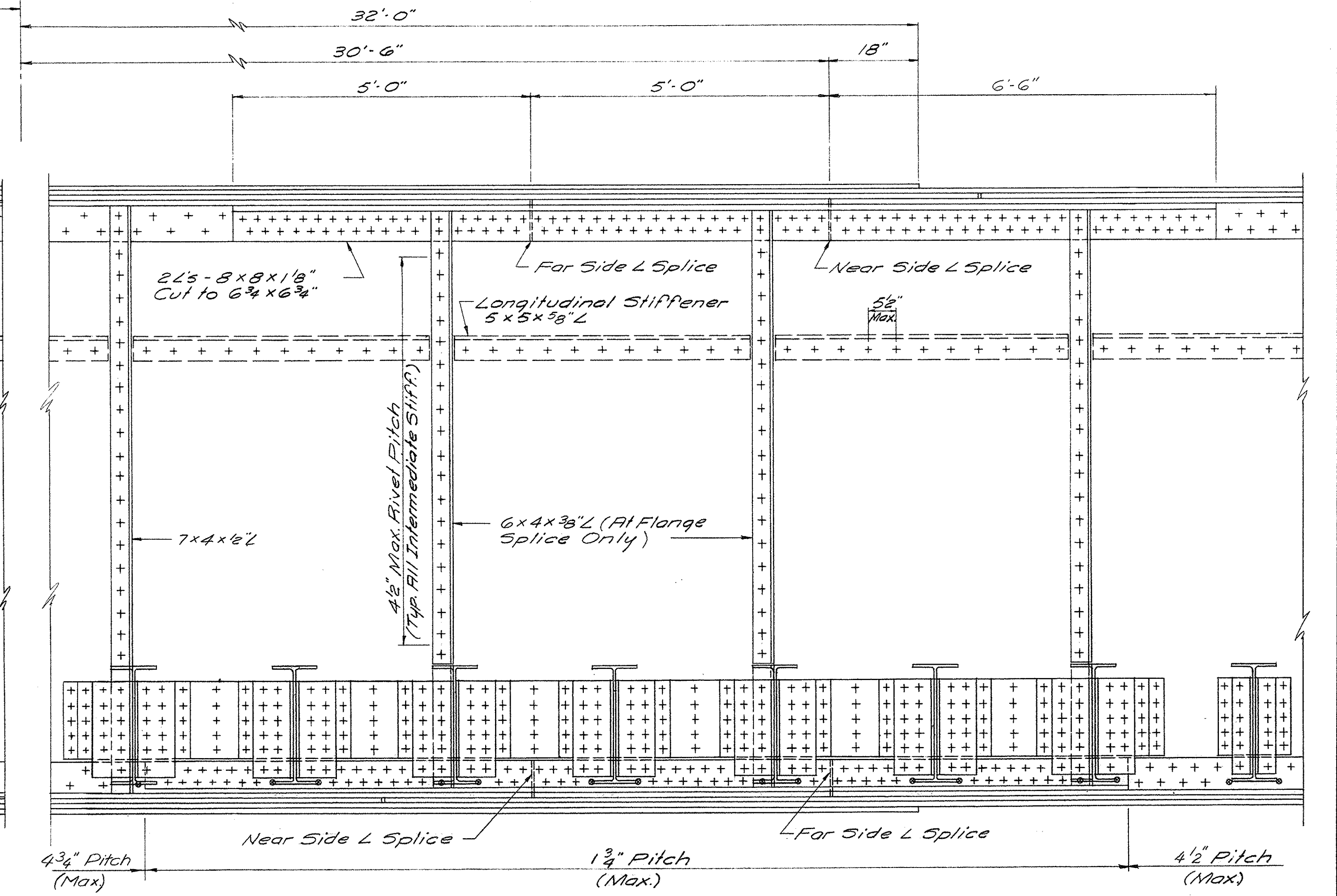
PLAN



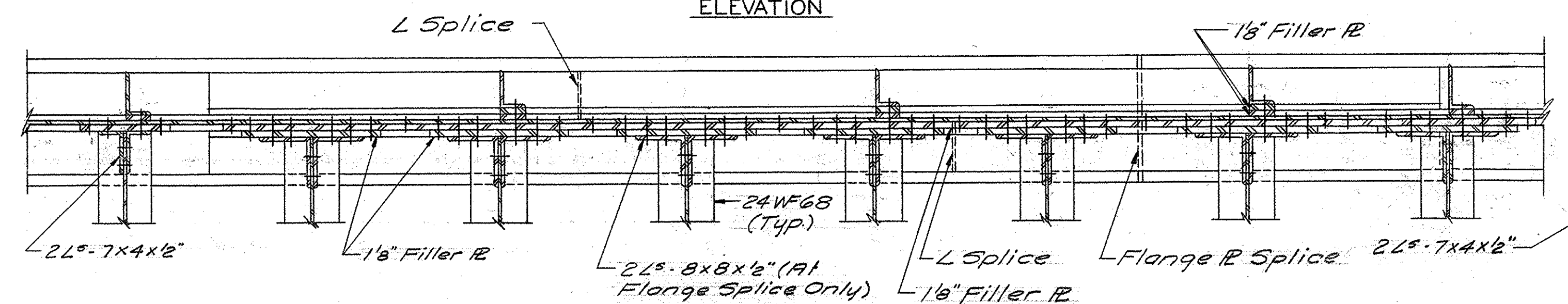
ELEVATION



ELEVATION

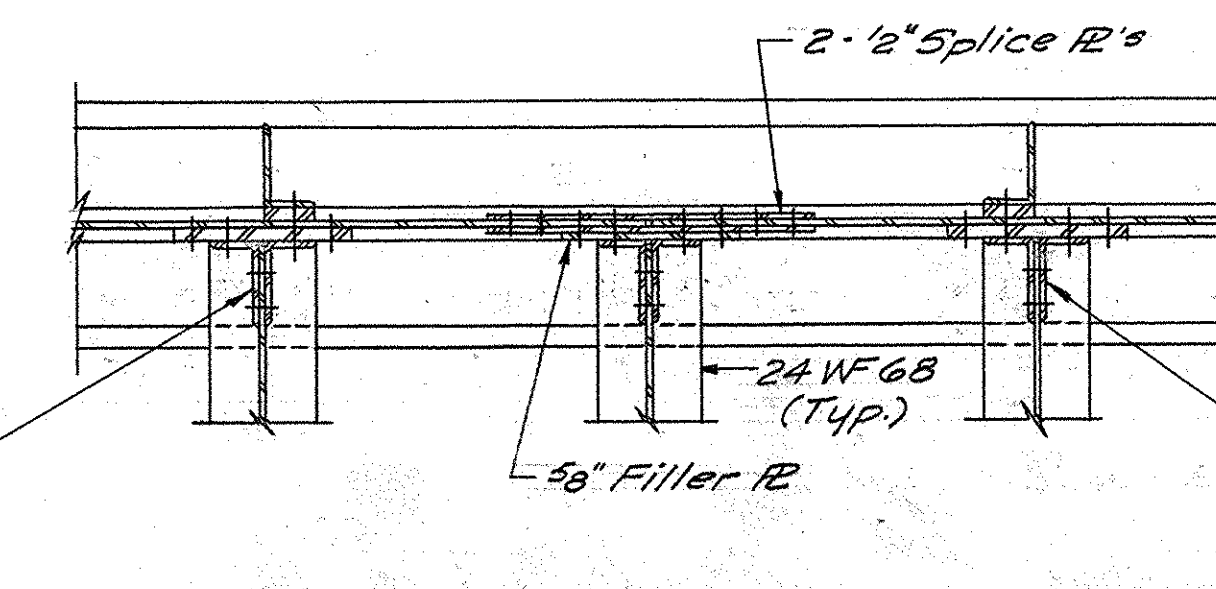


ELEVATION



SECTION

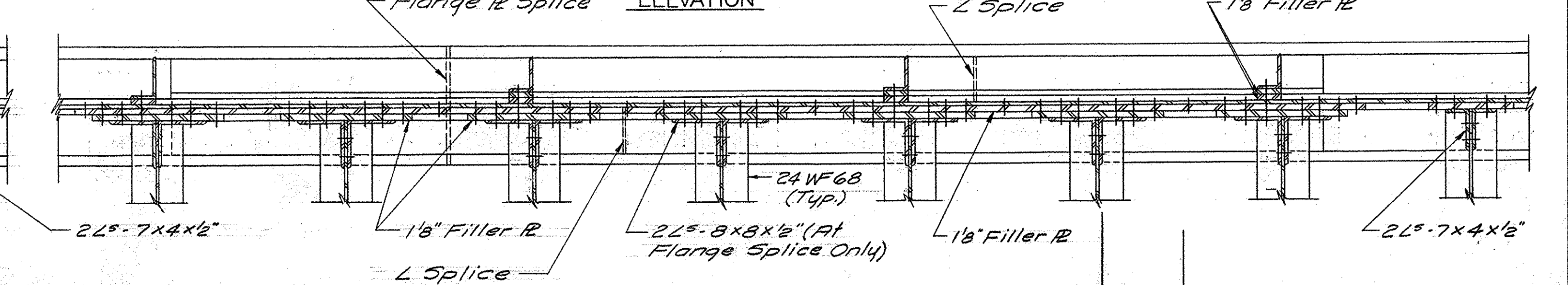
SHOP FLANGE SPLICE
GIRDER G-1 SHOWN
SCALE: 3/4" = 1'-0"



SECTION

SHOP WEB SPLICE
ALL GIRDERS
SCALE: 3/4" = 1'-0"

Not More Than 2 Per Girder.
Not to be Located at Flange Splice

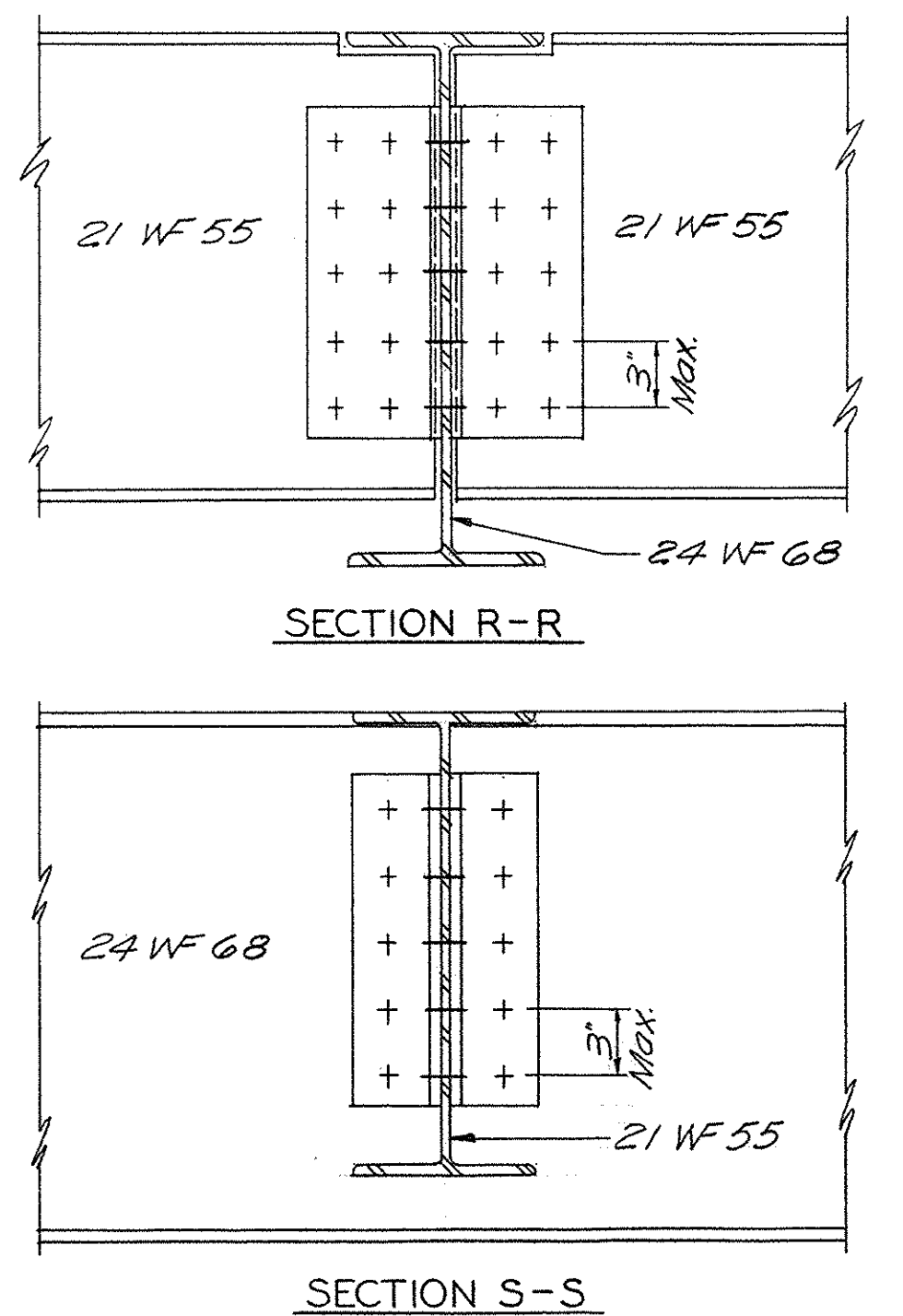
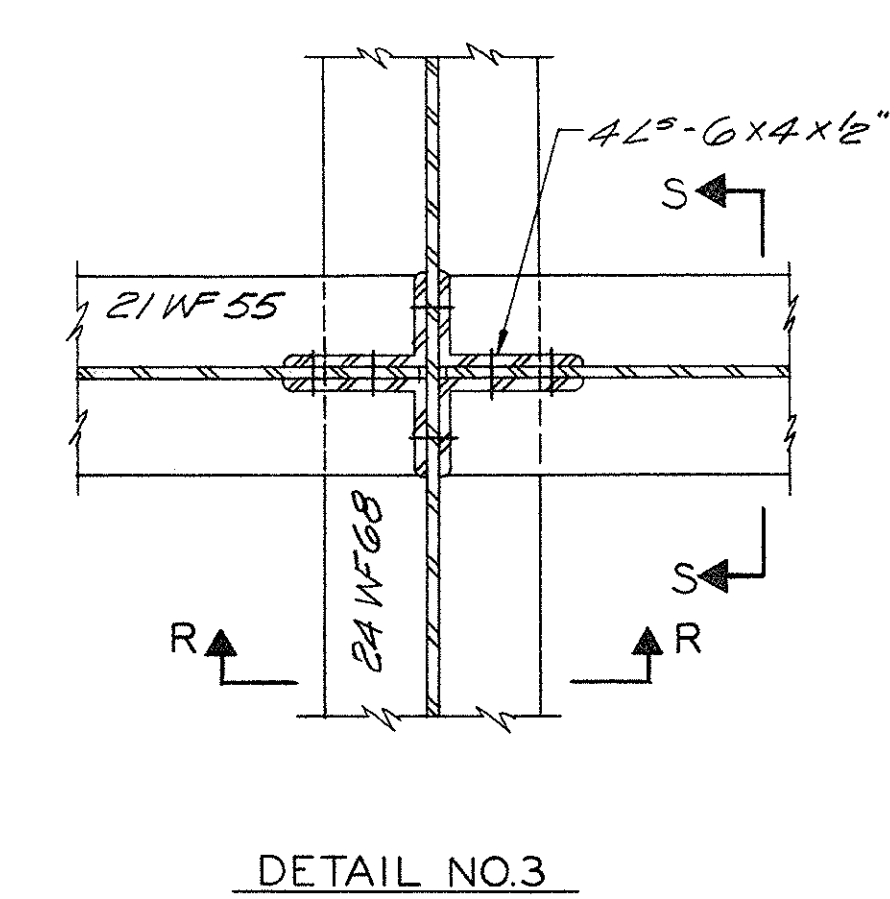
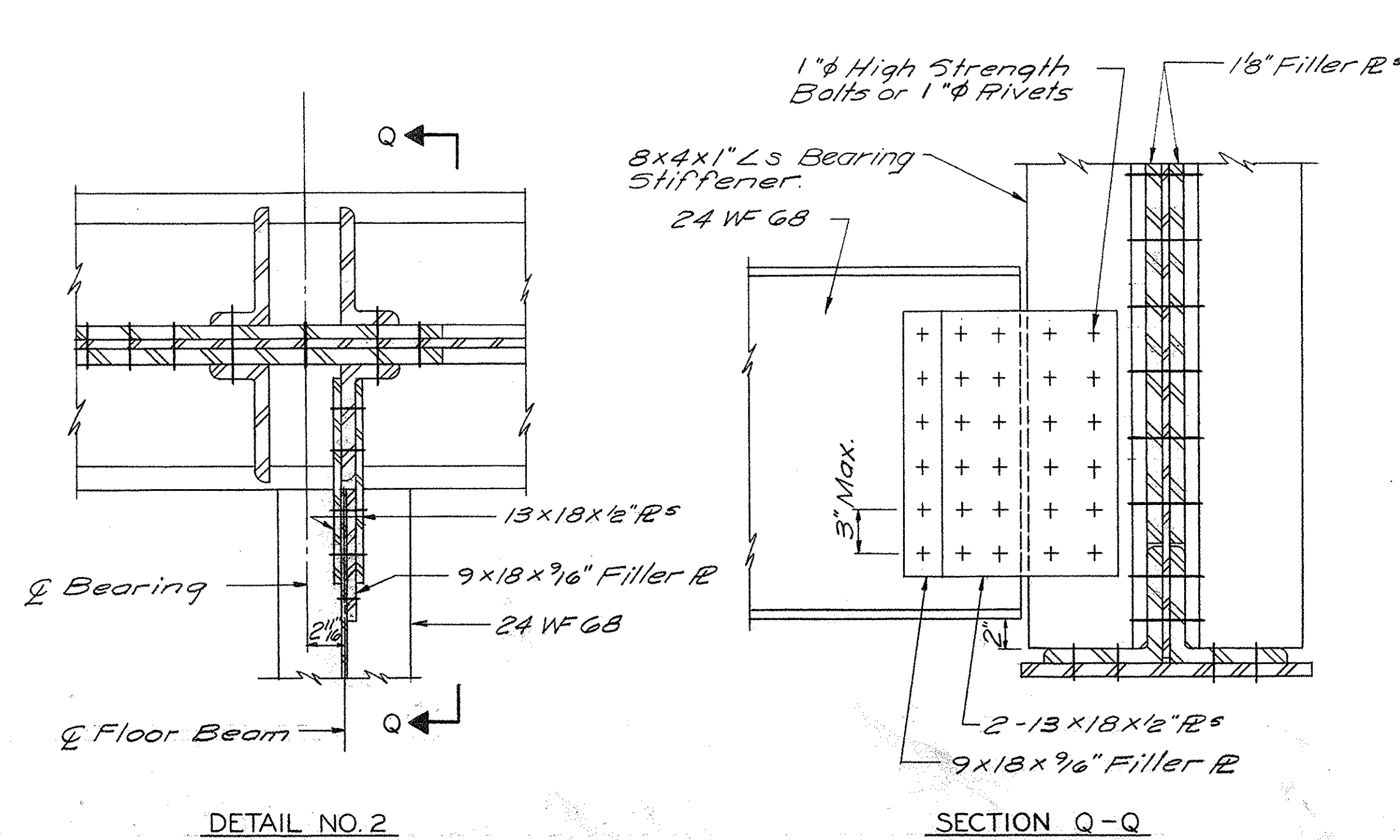
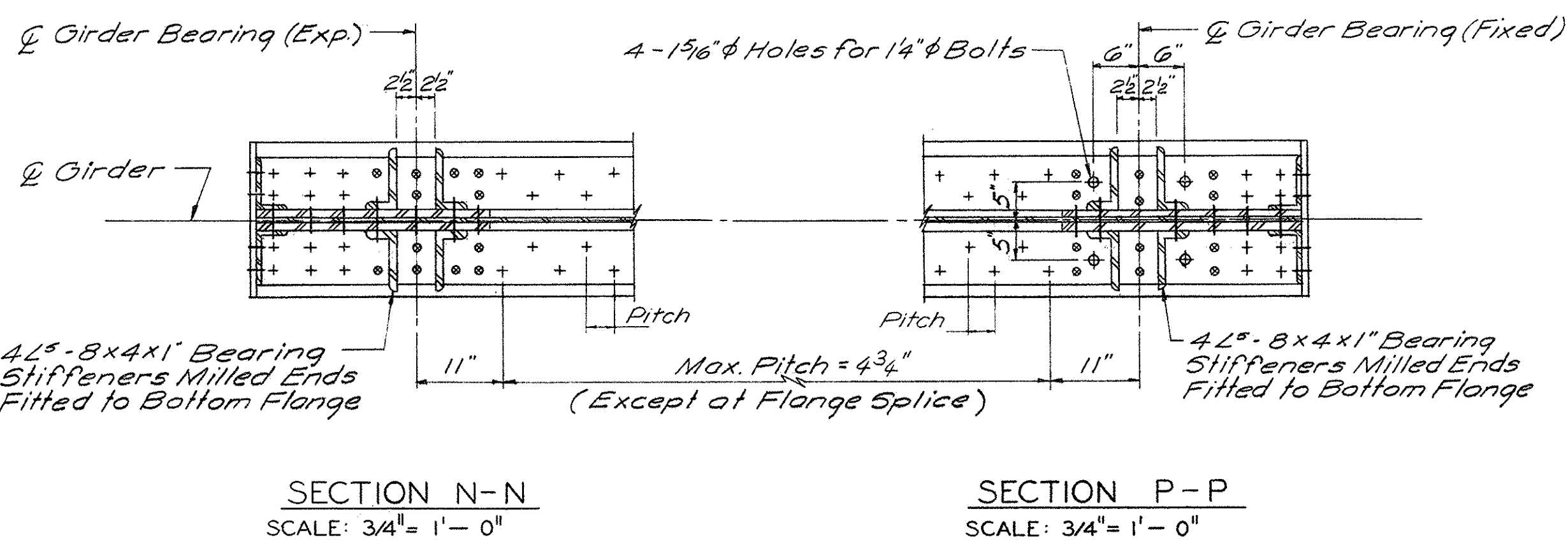
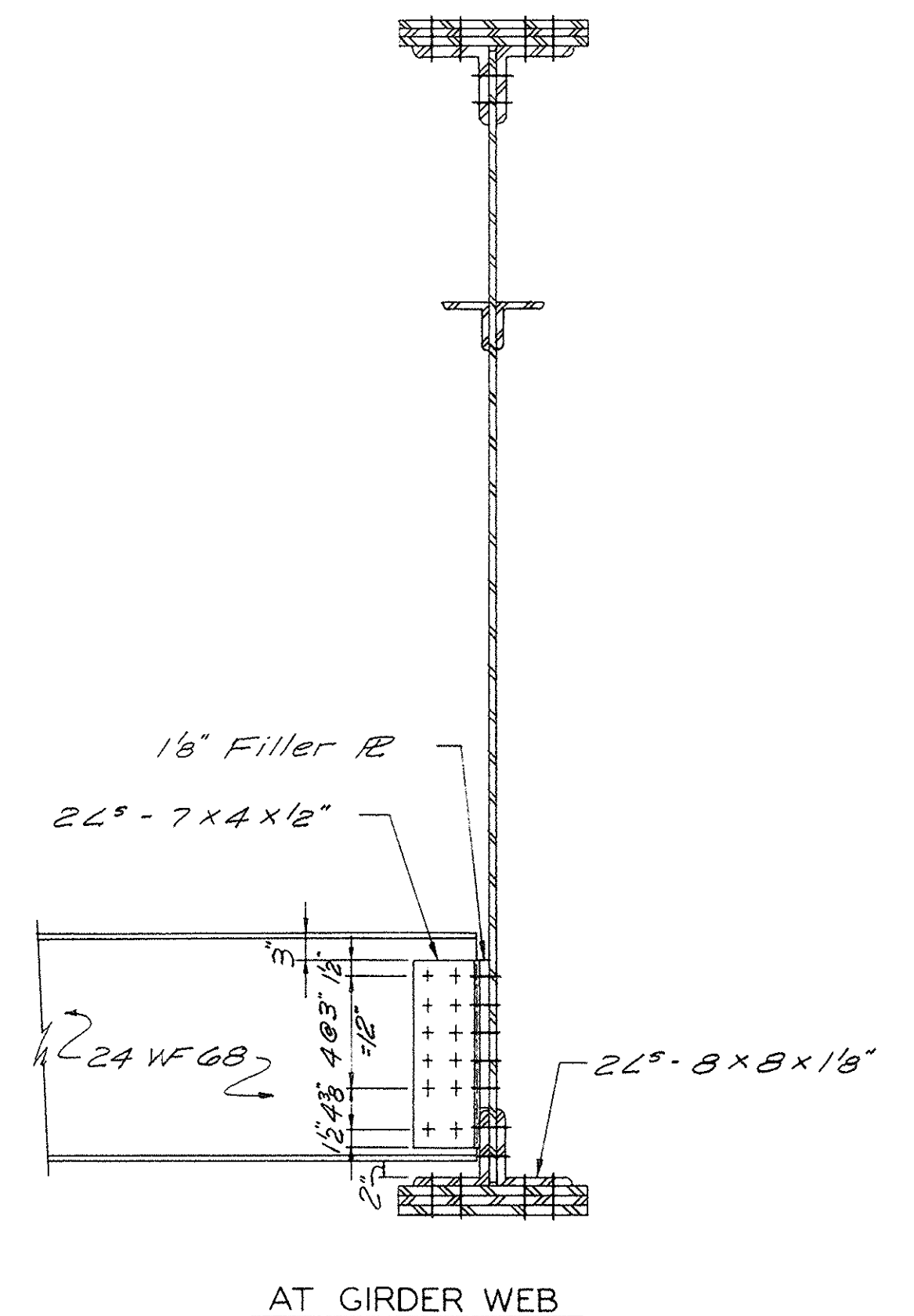
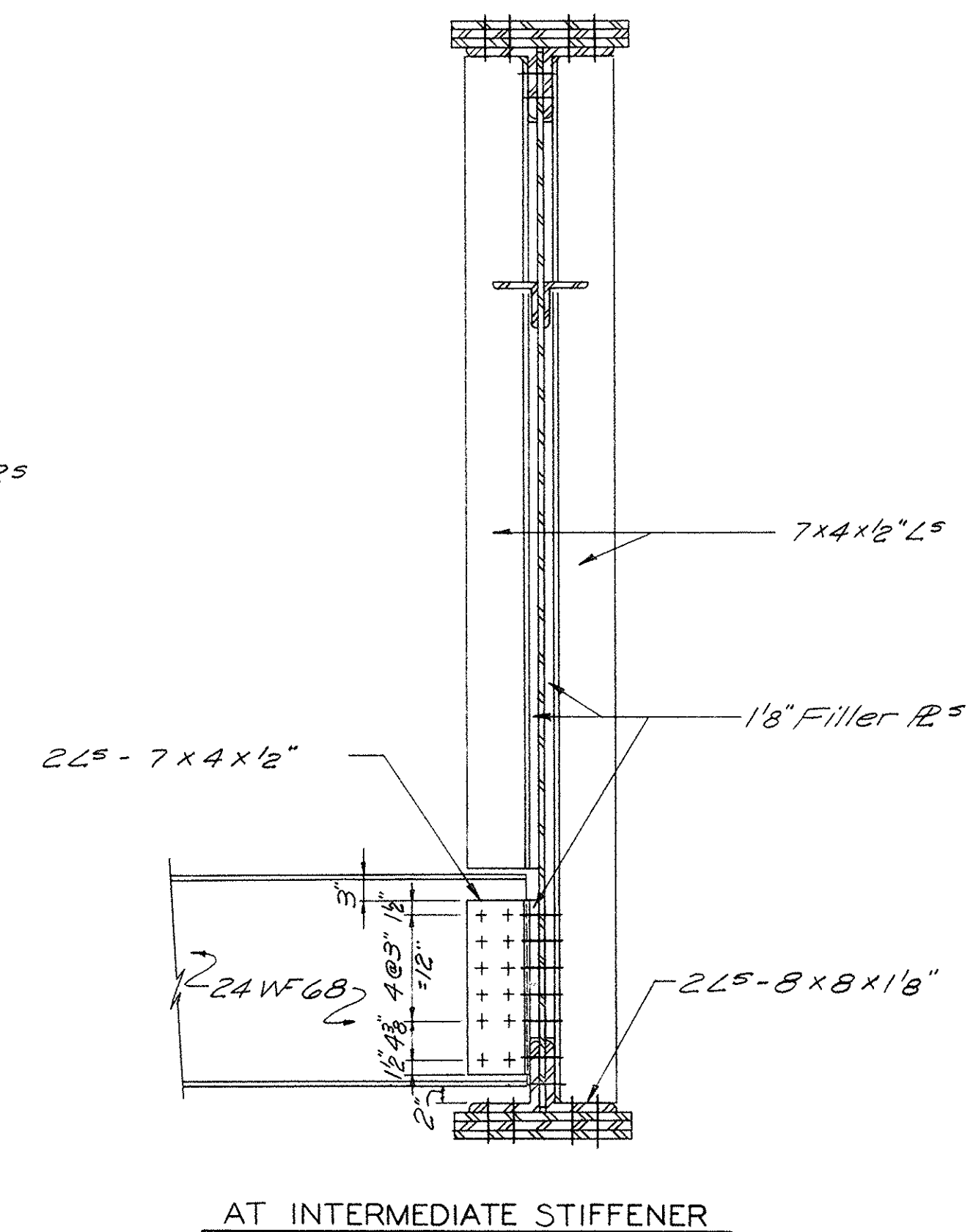
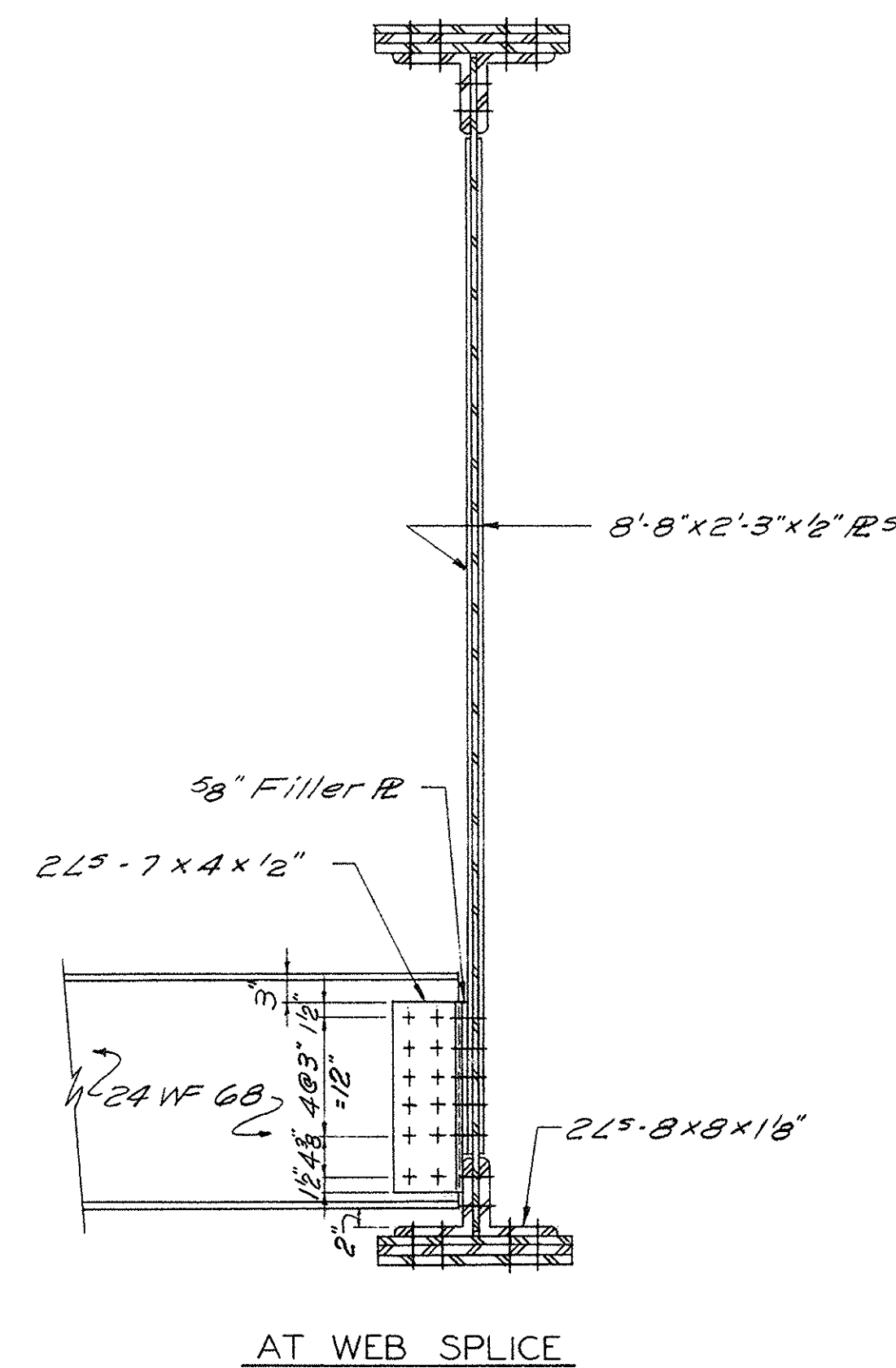
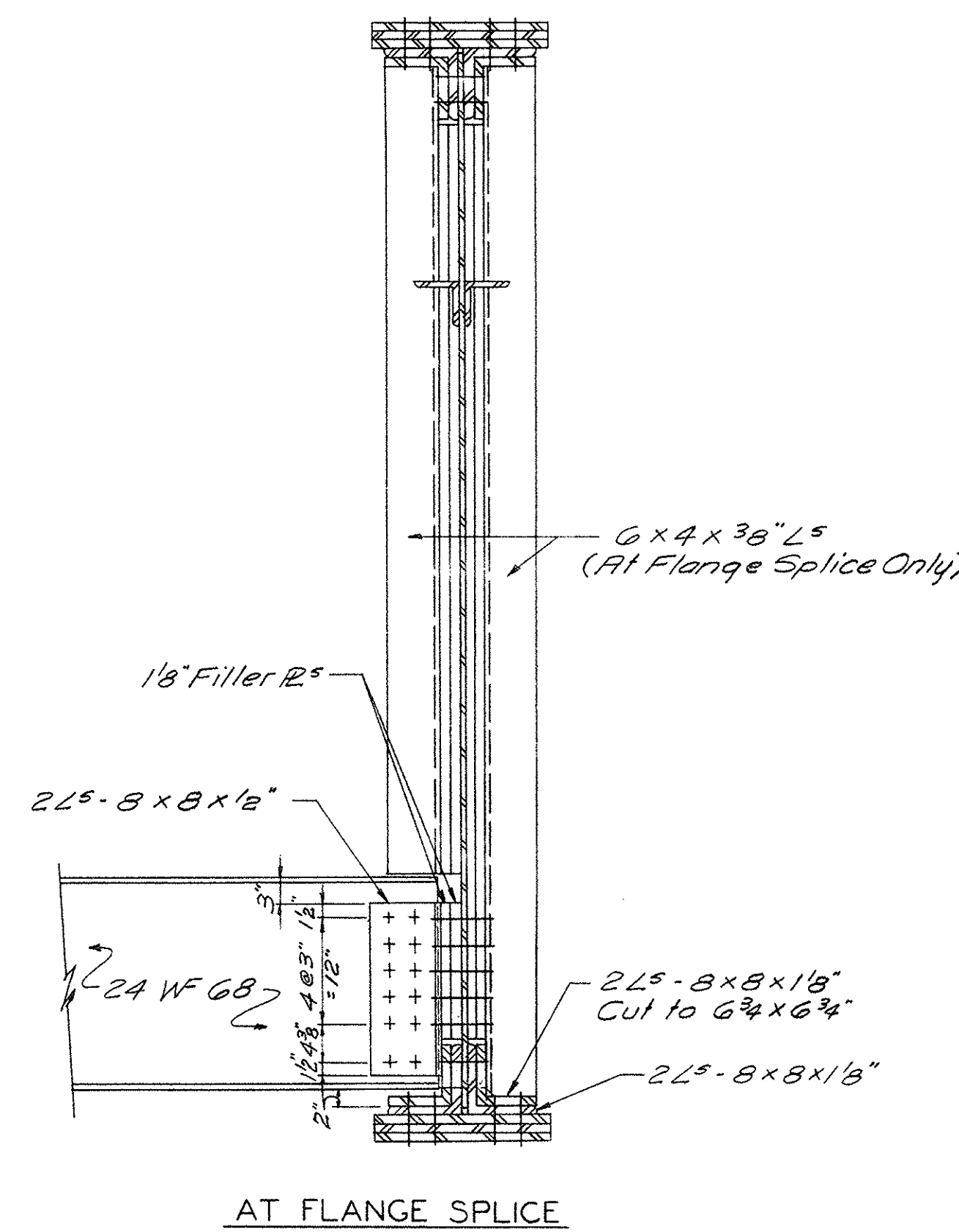
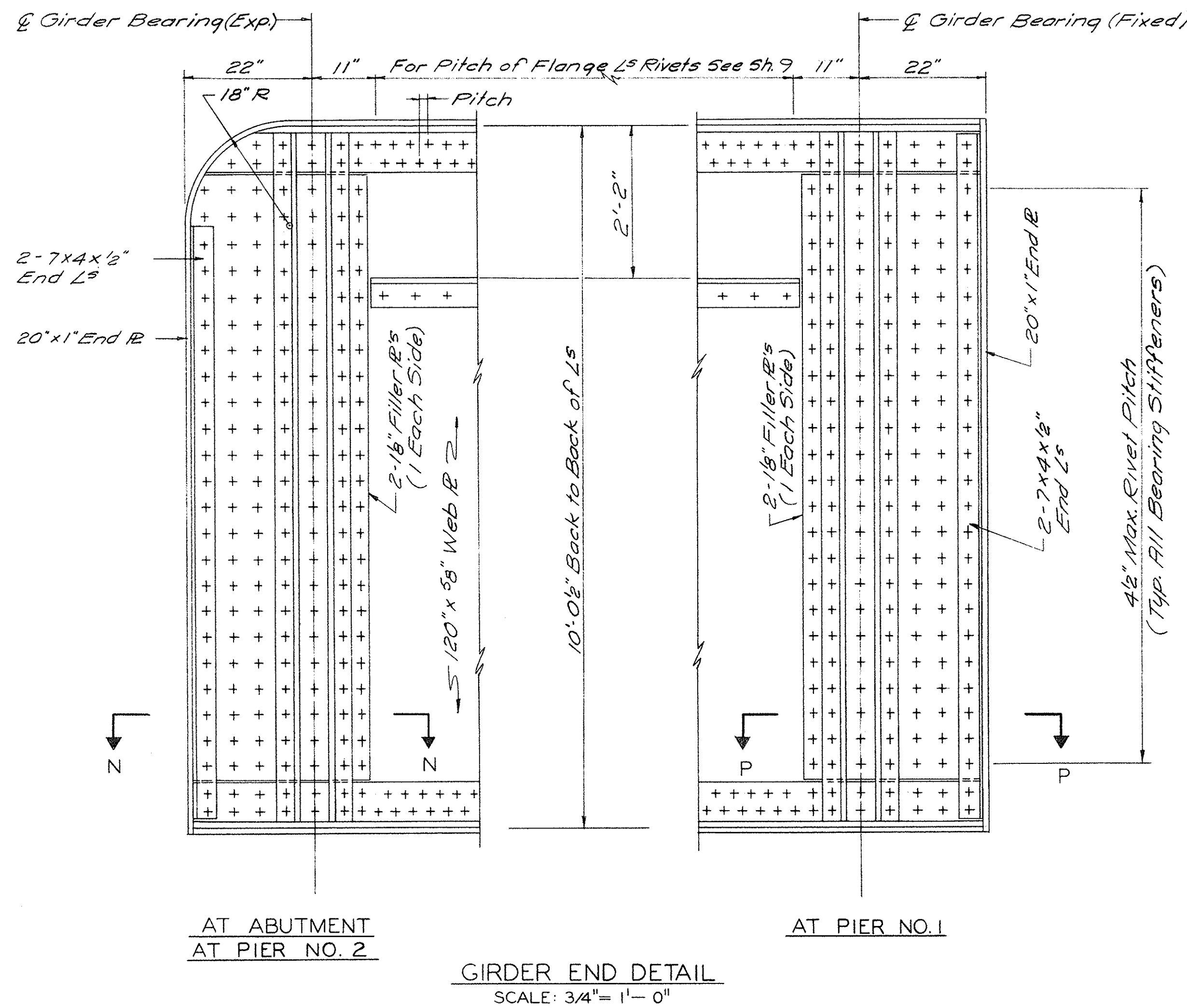


SECTION

SHOP FLANGE SPLICE
GIRDER G-1 SHOWN
SCALE: 3/4" = 1'-0"

DEC 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (S) CONT. C	196	32	71

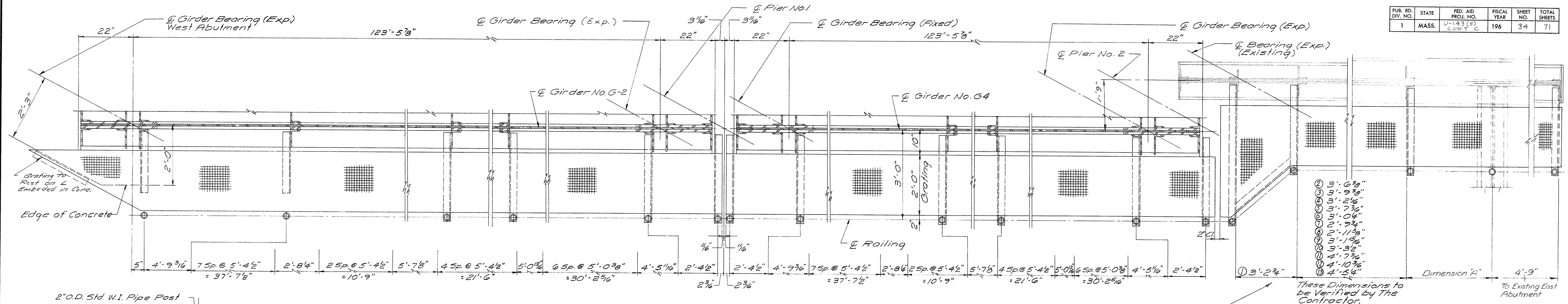


FLOOR BEAM CONNECTION TO BEARING STIFFENER
SCALE: 1 1/2" = 1' - 0"

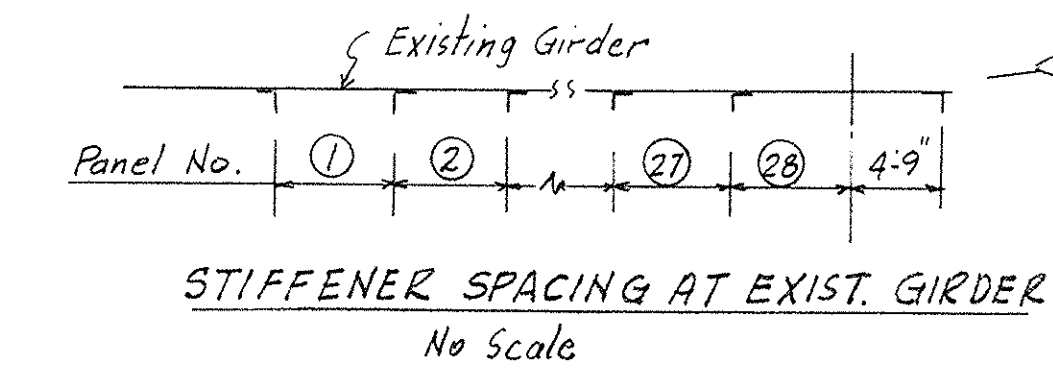
TYPICAL DIAPHRAGM CONNECTION DETAILS
SCALE: 1 1/2" = 1' - 0"

DEC. 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (S) CONT. C	196	34	71

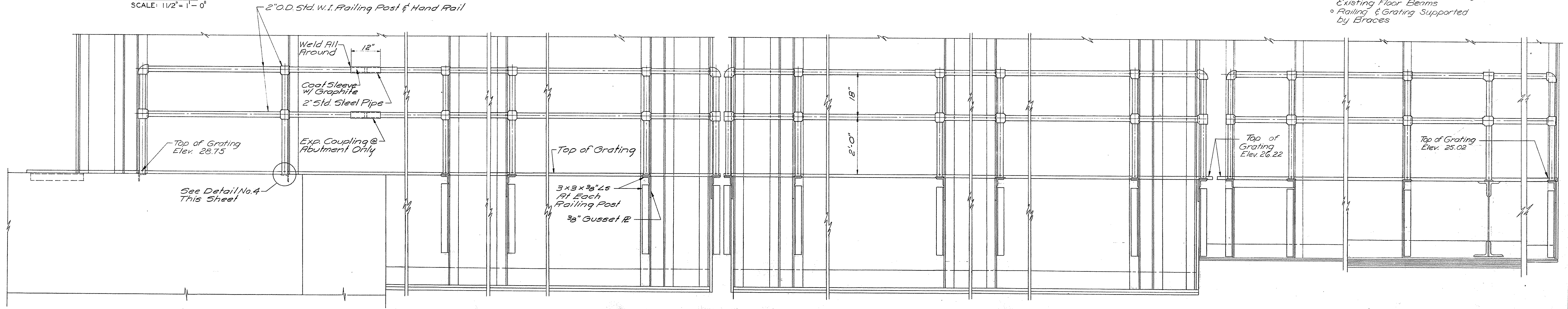
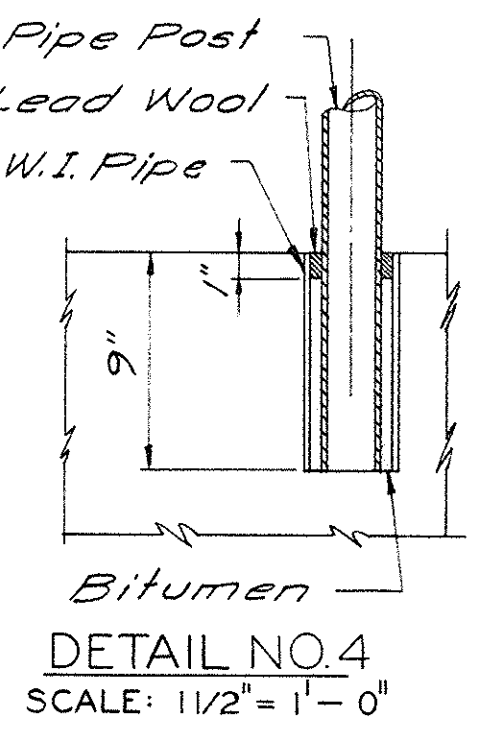


PLAN - CATWALK
SCALE: 3/4" = 1' - 0"



Panel No.	Dimension 'A'	Panel No.
14	5'-0"	21
15	4'-6"	22
16	5'-0"	23
17	4'-4"	24
18	4'-9"	25
19	4'-9"	26
20	4'-9"	27
	3'-0"	28

- Railing & Grating Supported by Existing Floor Beams
- Railing & Grating Supported by Braces



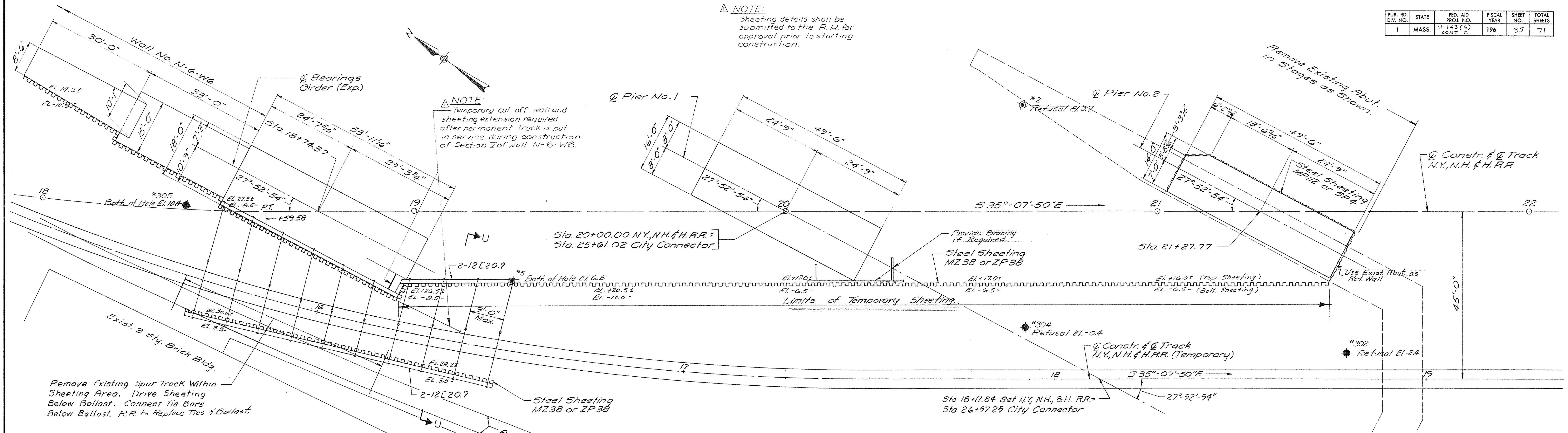
ELEVATION
SCALE: 3/4" = 1' - 0"

DEC. 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
USE ONLY PRINTS OF LATEST DATE	

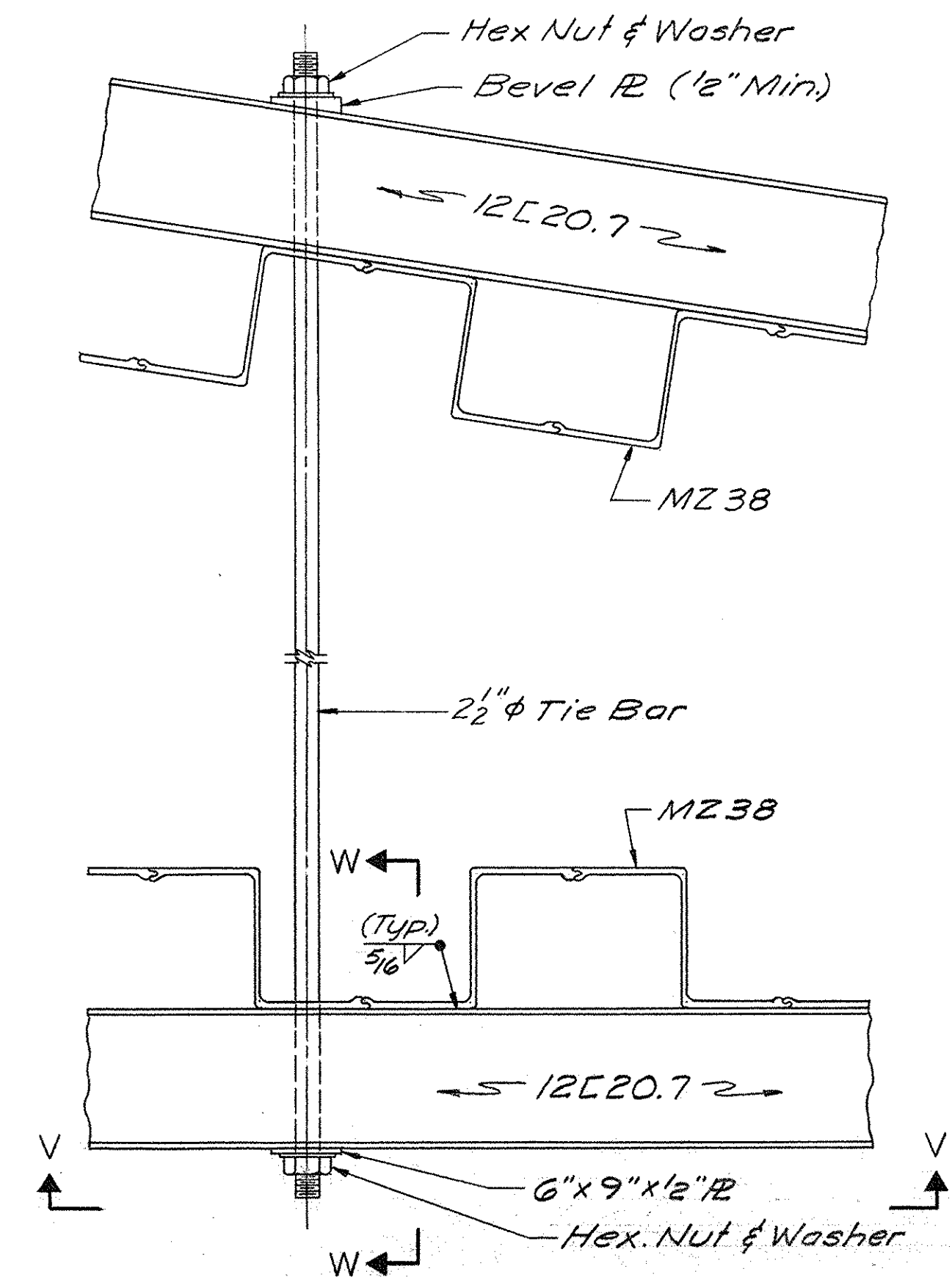
PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (5) CON'T. C	196	35	71

NOTE:
Sheeting details shall be submitted to the R.R. for approval prior to starting construction.

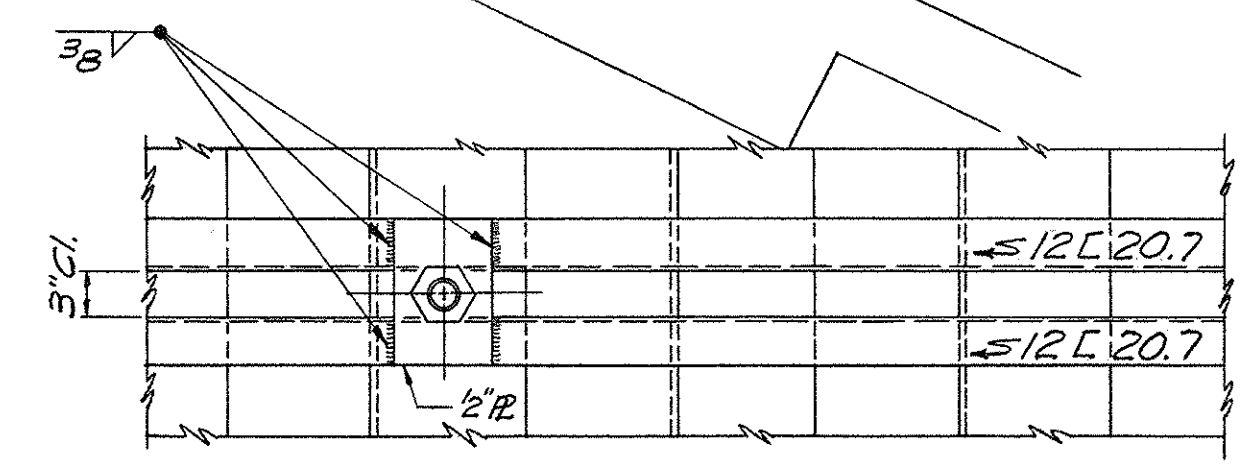
NOTE:
Temporary cut-off wall and sheeting extension required after permanent track is put in service during construction of Section V of wall N-6-W6.



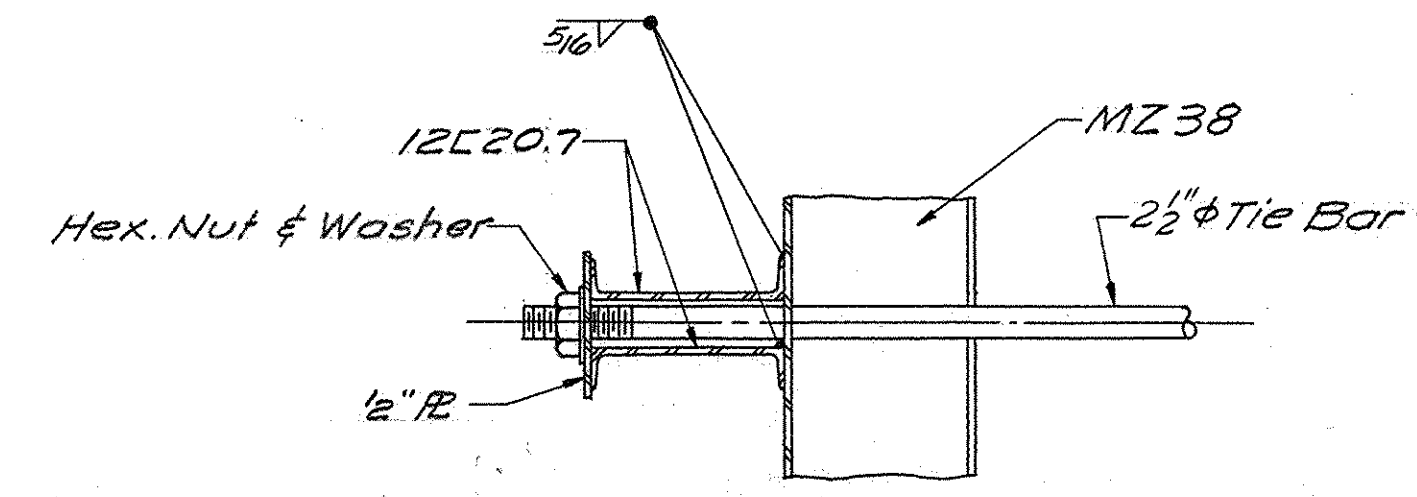
FOOTING & SHEETING LAYOUT PLAN
SCALE: 3/32" = 1' - 0"



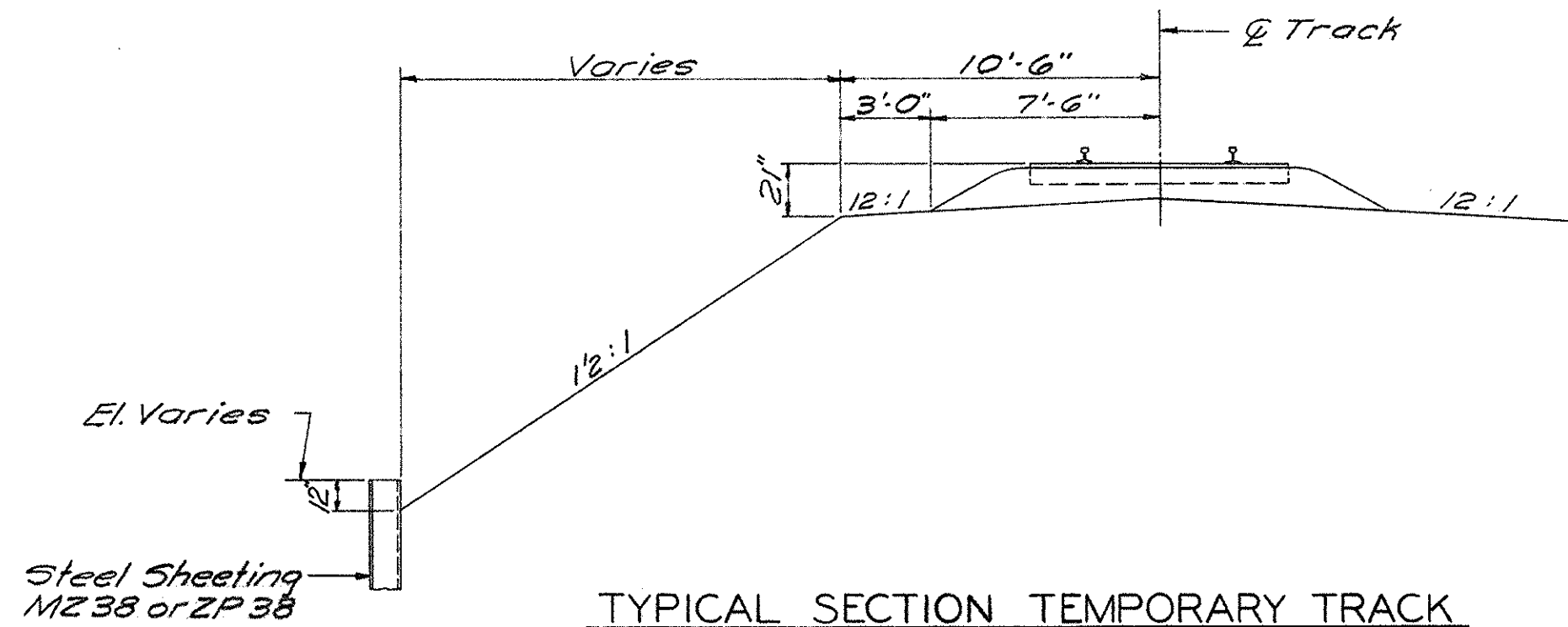
DETAIL NO. 5
SCALE: 1" = 1' - 0"



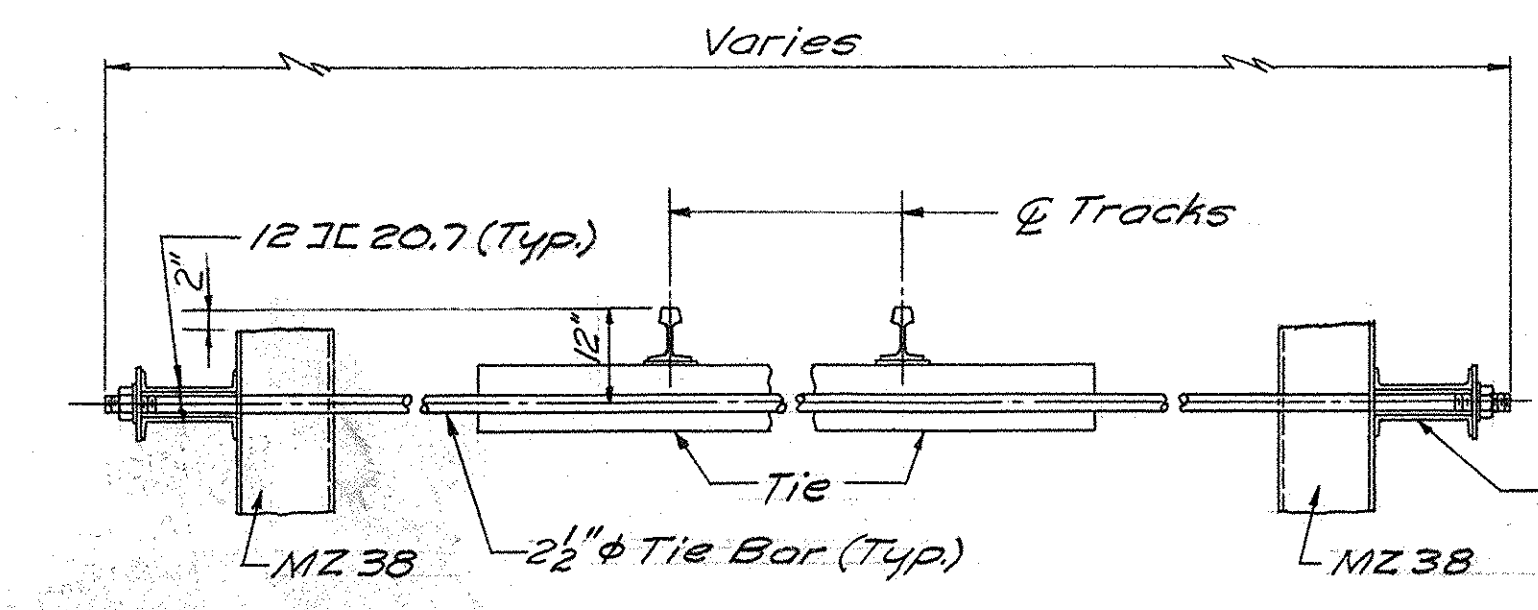
SECTION V-V
SCALE: 1" = 1' - 0"



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



TYPICAL SECTION TEMPORARY TRACK
SCALE: 3/16" = 1' - 0"

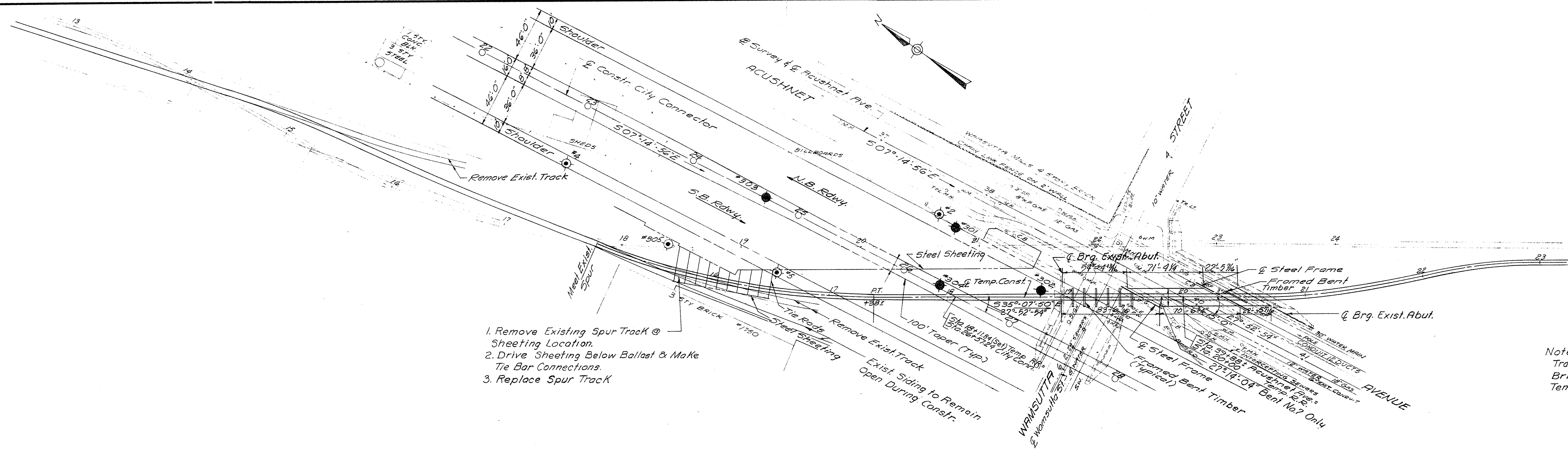


SECTION U-U
SCALE: 1/2" = 1' - 0"

Note:
Tie Bars Set Below Ballast at Existing Spur Track Location (See Plan)

4/18/1966	Notes for Steel Sheeting Added
DEC. 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE

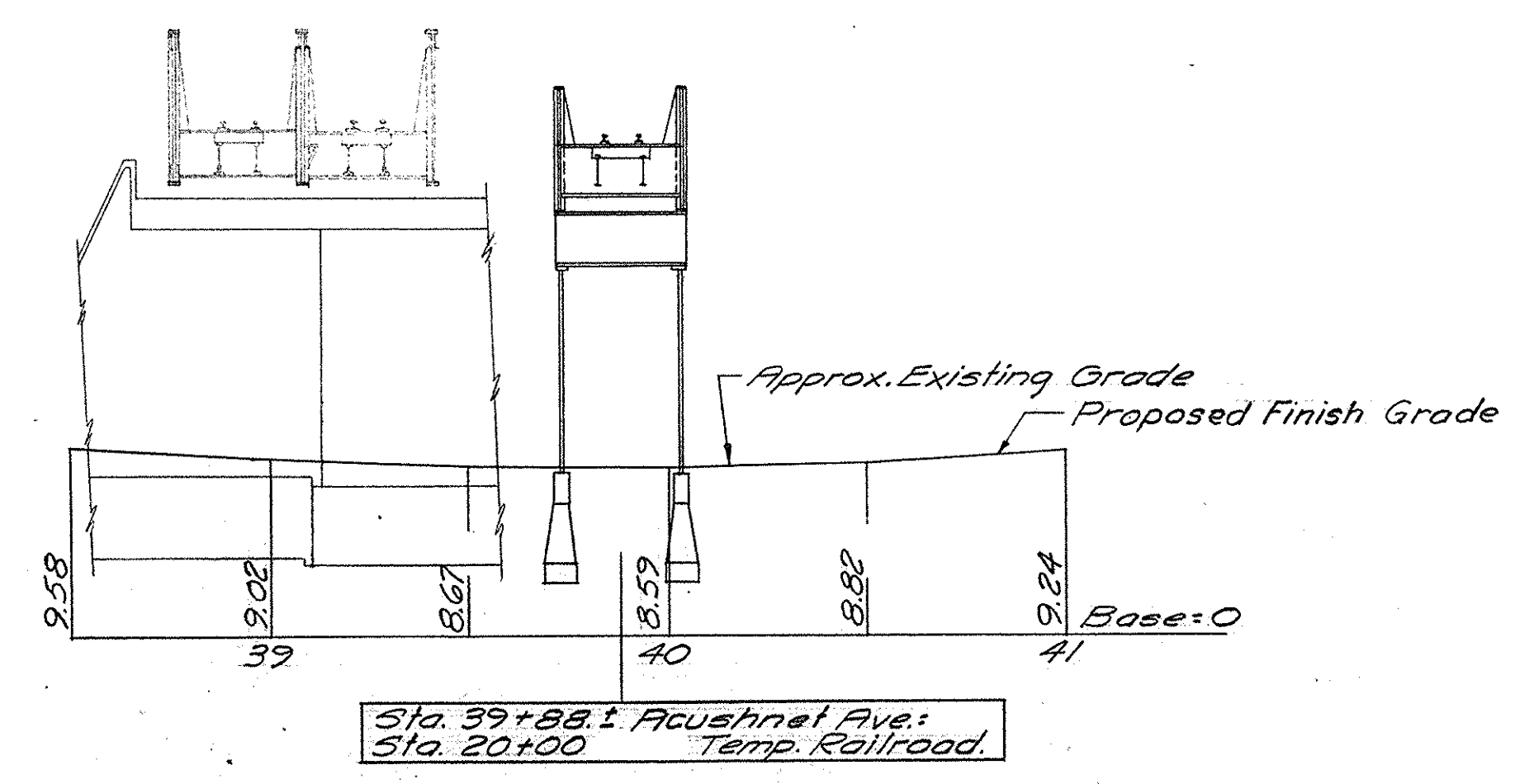
PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (S) CONT. C	196	56	71



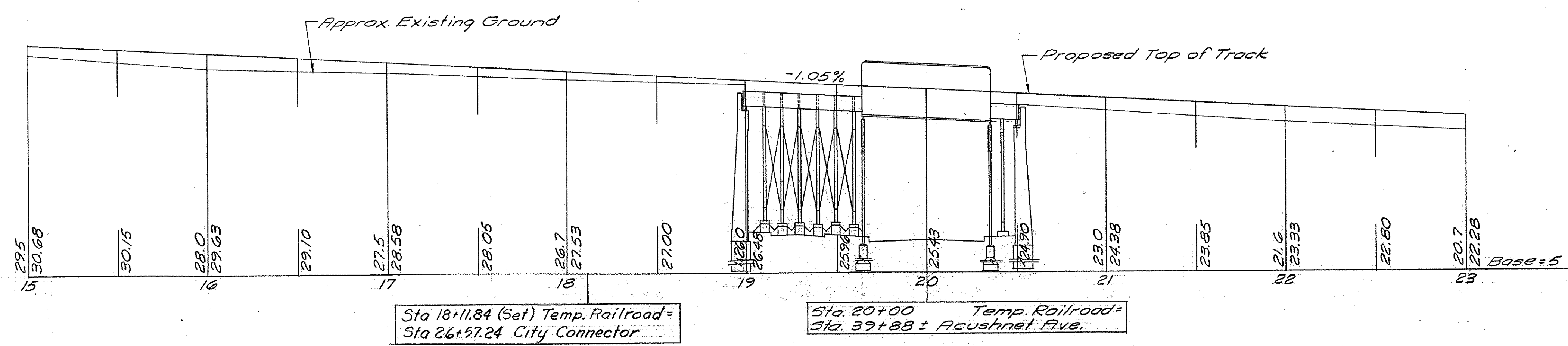
1. Remove Existing Spur Track @ Sheeting Location.
2. Drive Sheeting Below Ballast & Make Tie Bar Connections.
3. Replace Spur Track

Note:
Track Alignment Tangent Across Bridge See Sheet No. 25 For Temporary R.R. Alignment

PLAN
SCALE: 1" = 40'-0"



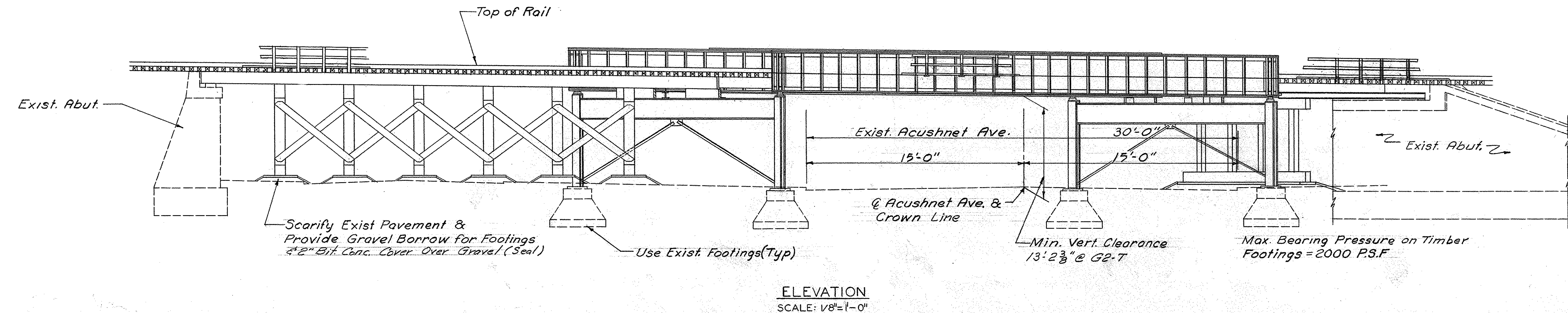
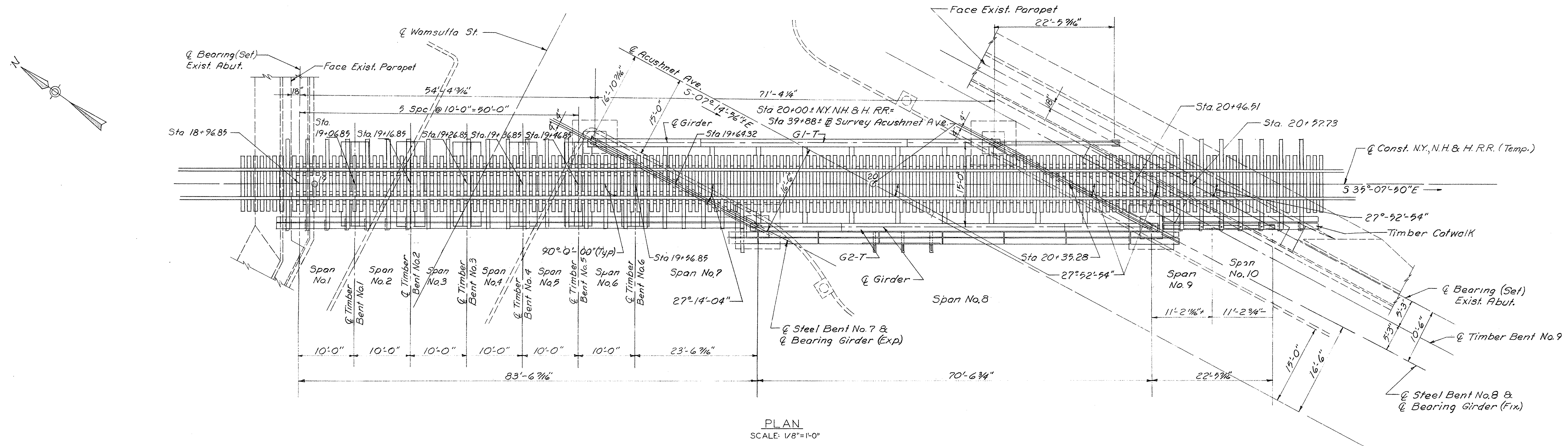
PROFILE - ACUSHNET AVE.
SCALES: HOR. 1" = 40'-0"
VERT. 1" = 8'-0"



PROFILE - TEMPORARY R.R.
SCALES: HOR. 1" = 40'-0"
VERT. 1" = 8'-0"

DEC 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
USE ONLY PRINTS OF LATEST DATE	

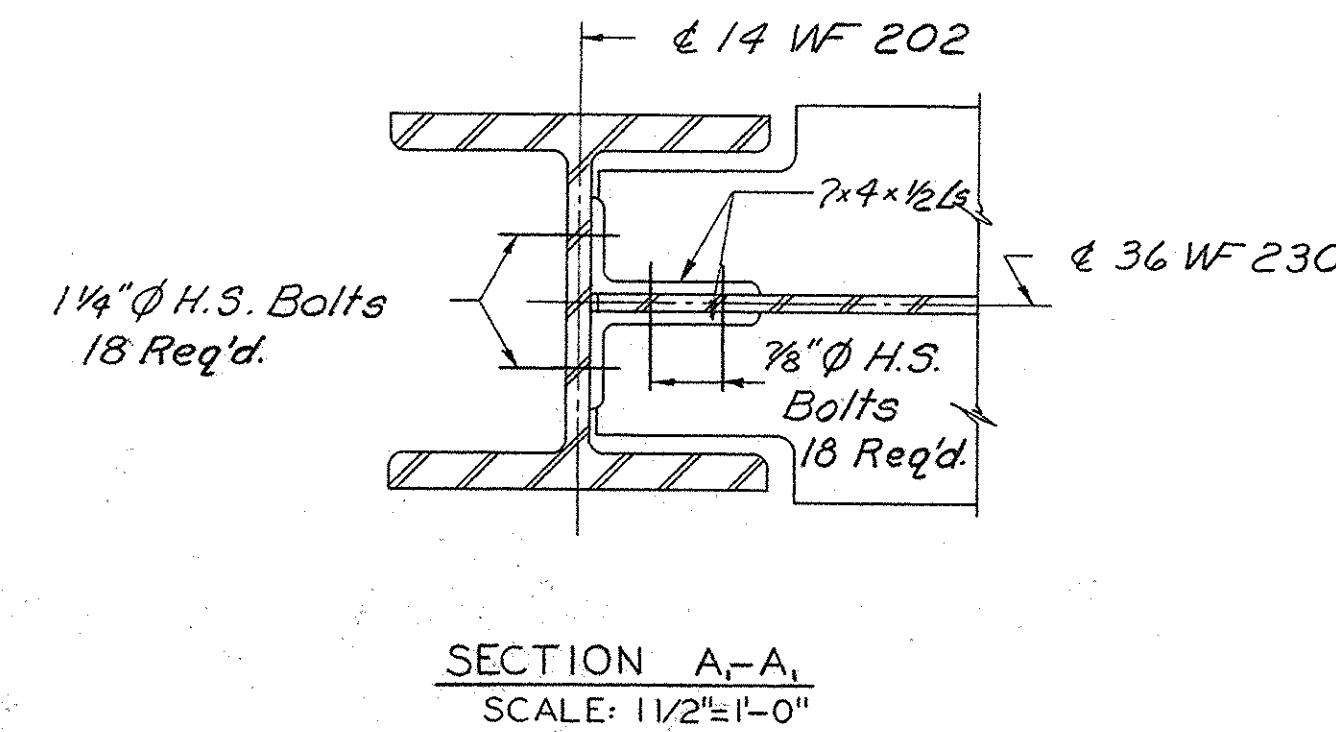
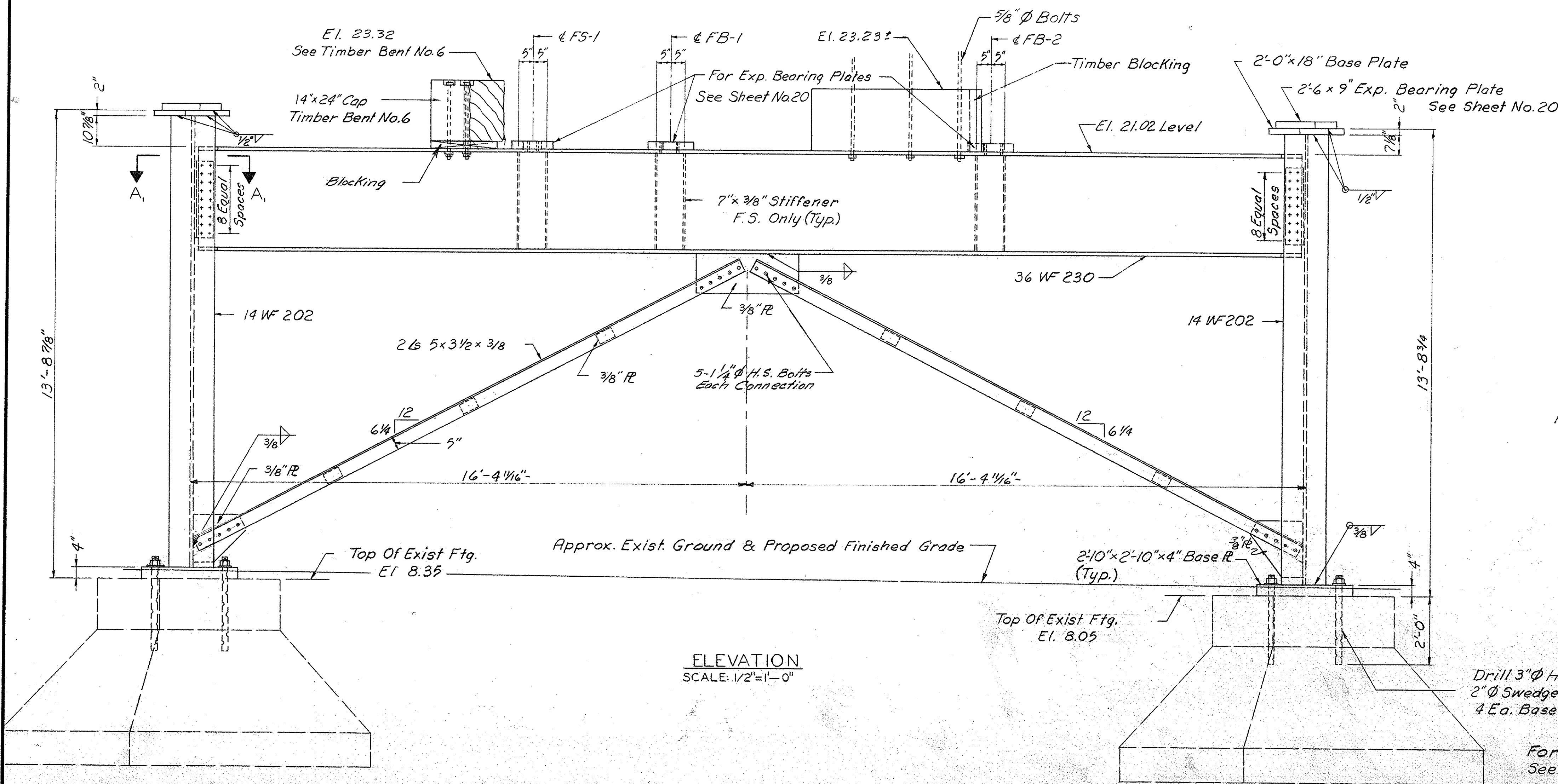
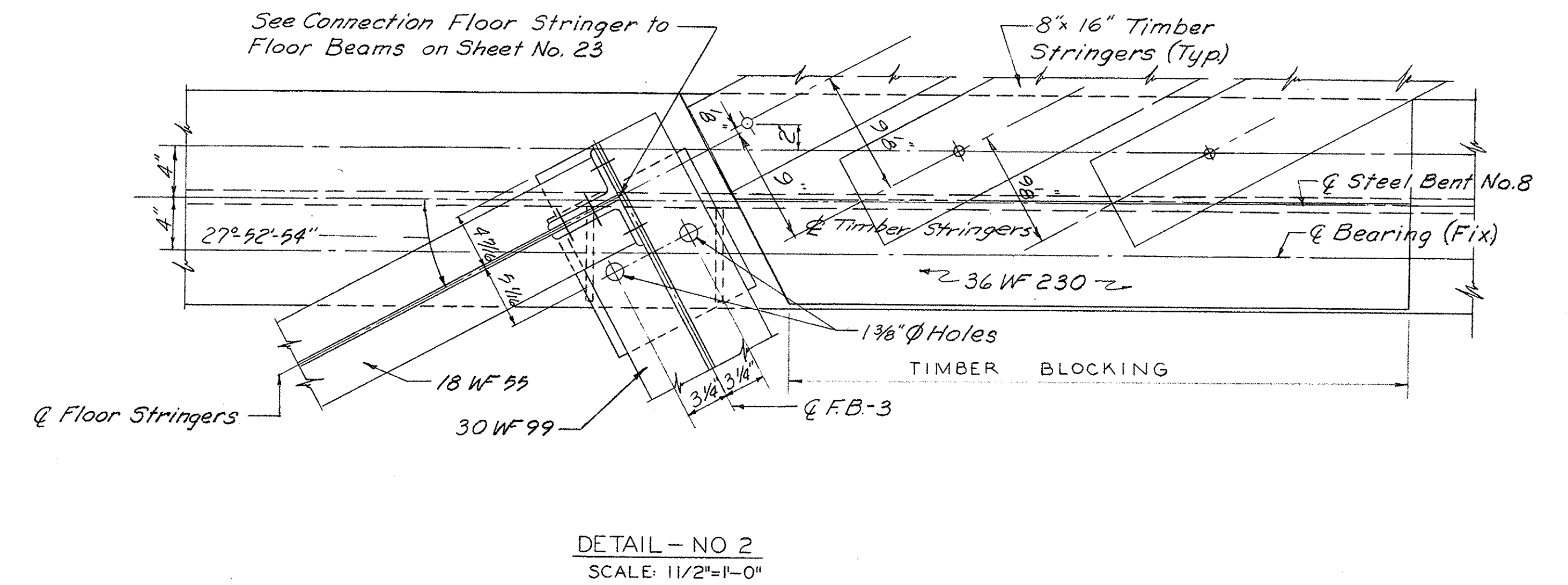
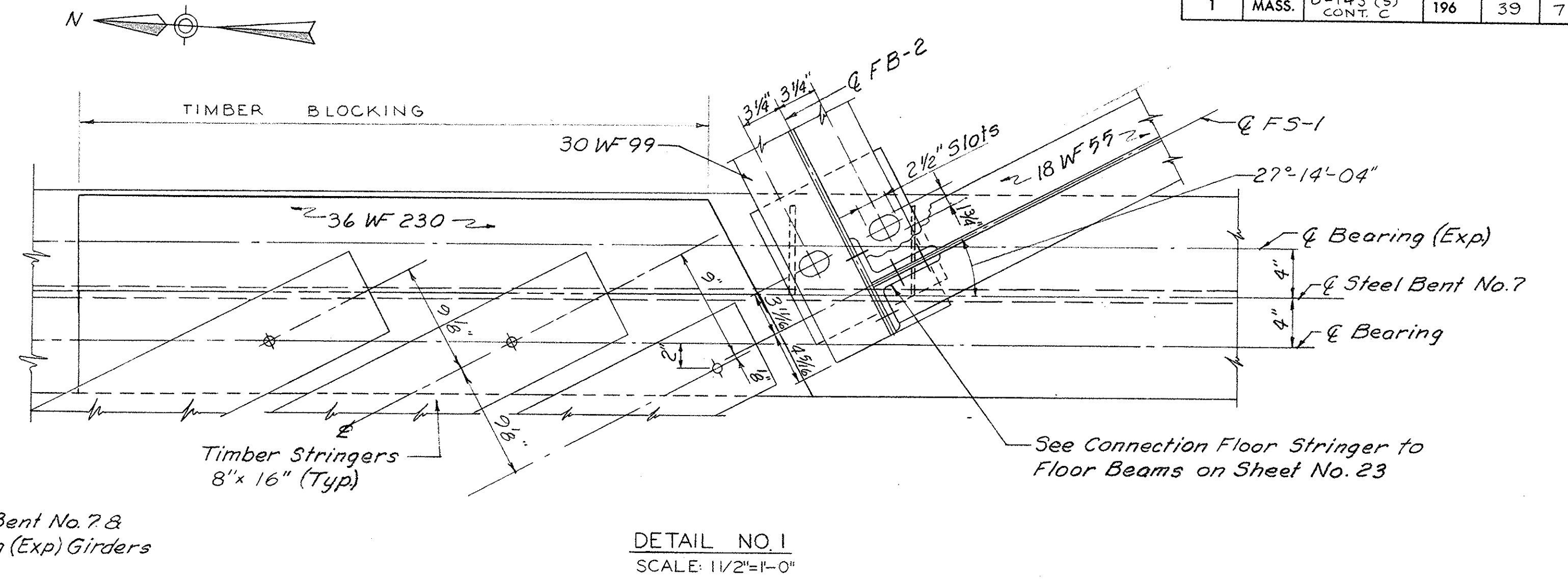
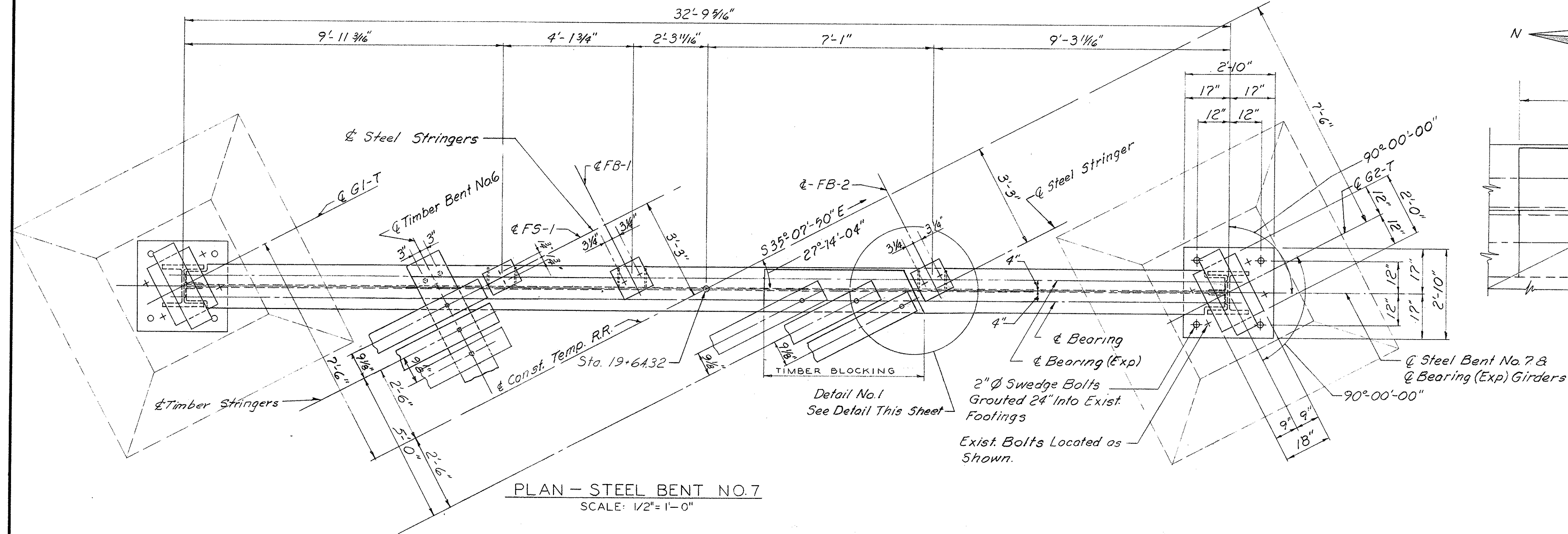
PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (5) CONT. C	196	37	71



Note:
For Railing Spacing @ Catwalk
See Sheet No. 24.

DEC. 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE

PUR. NO. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (S) CONT. C	196	39	71

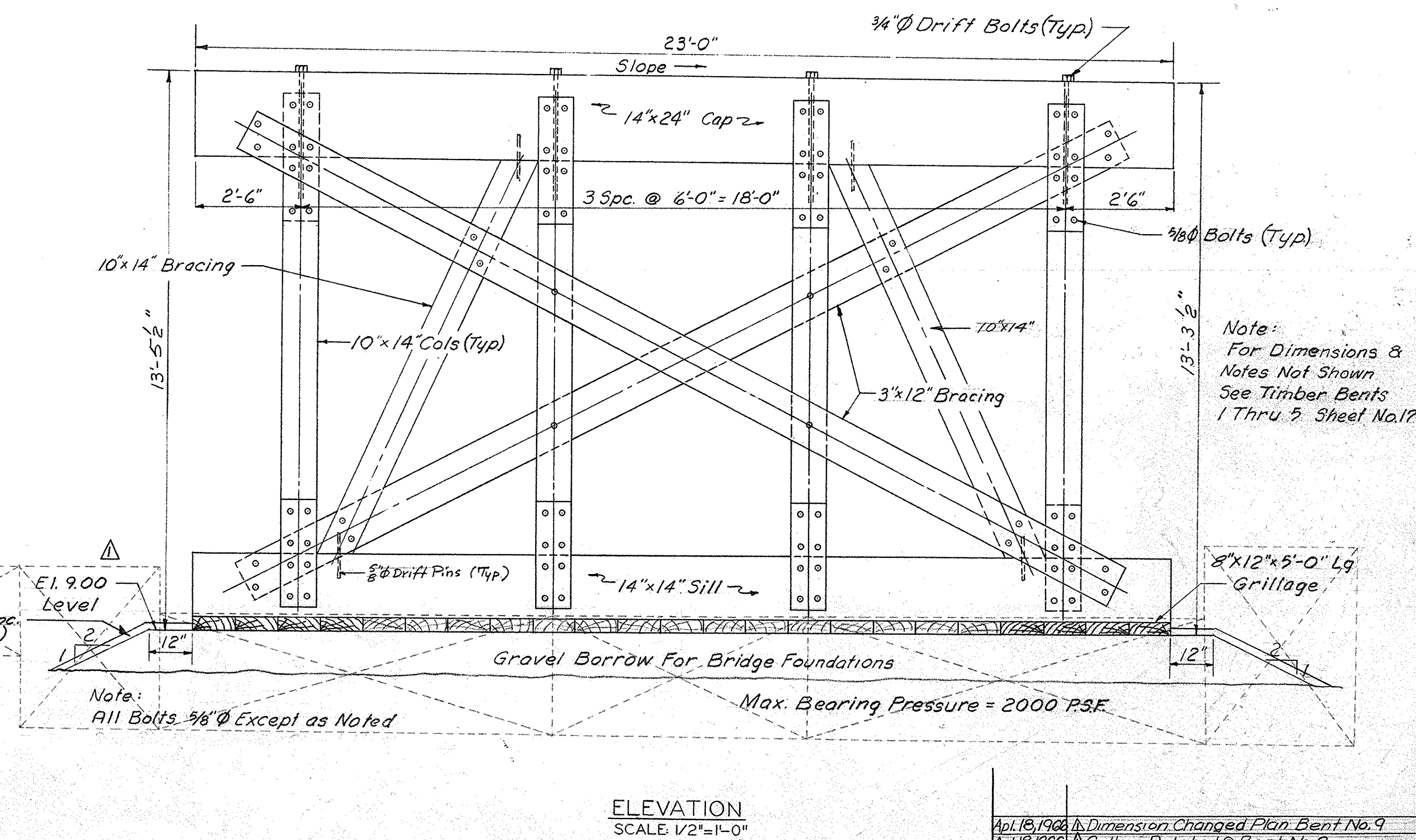
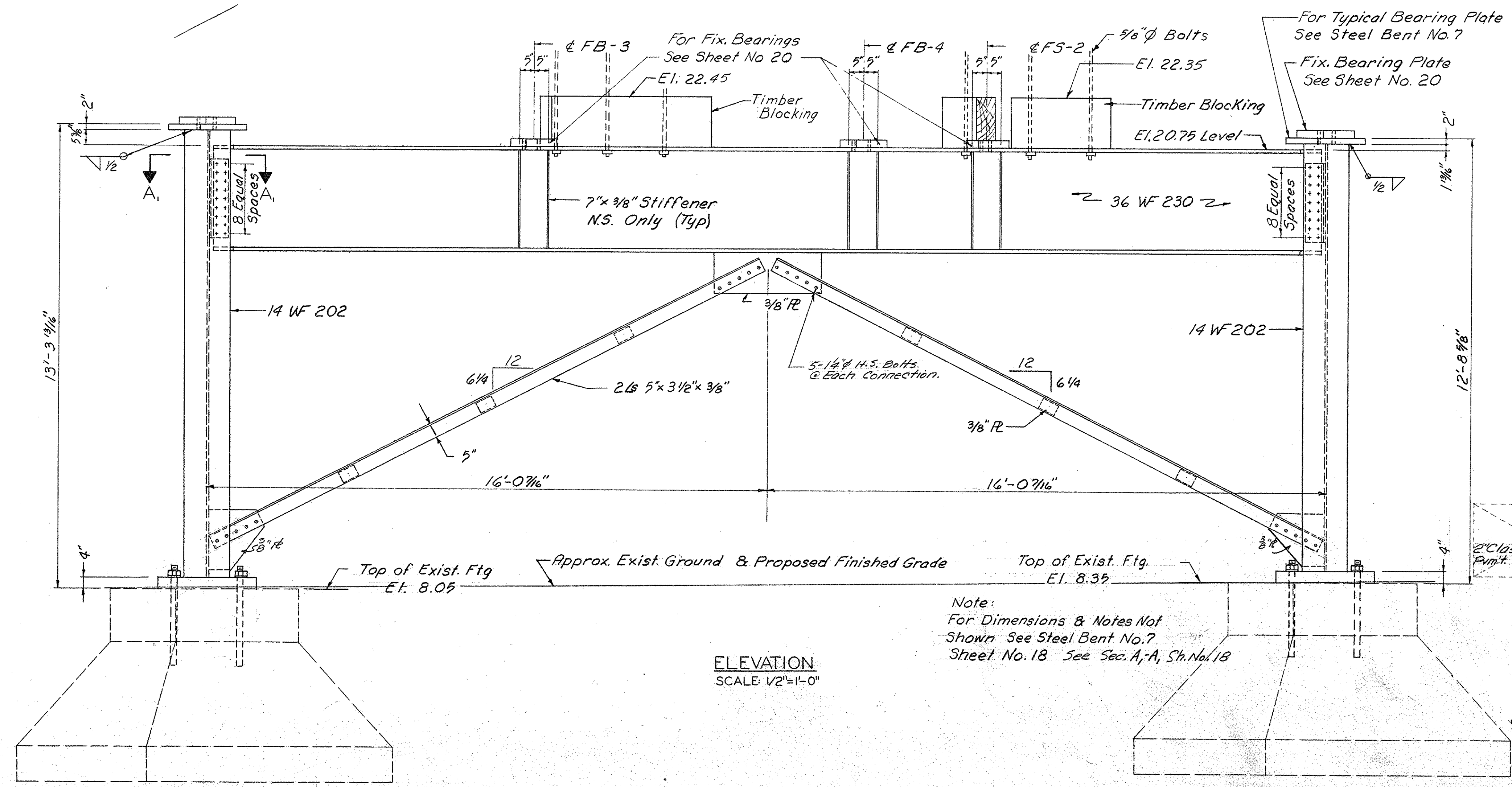
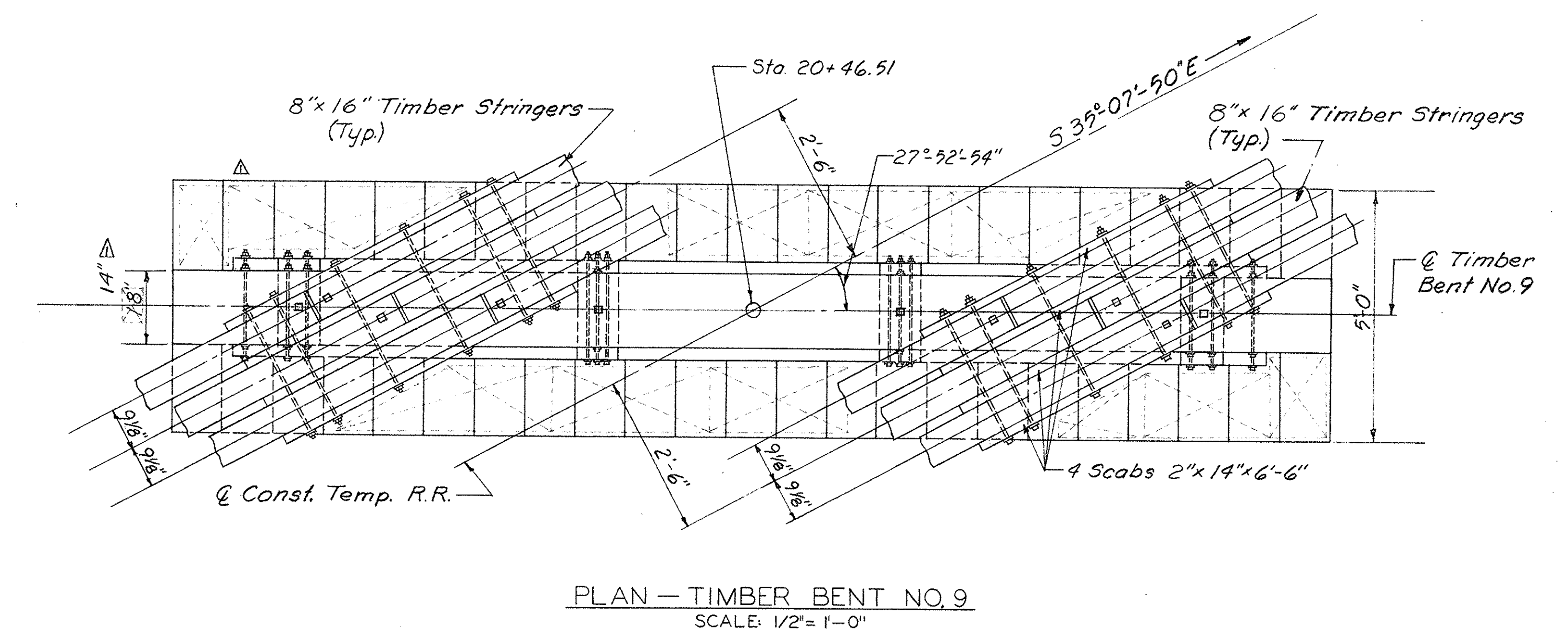
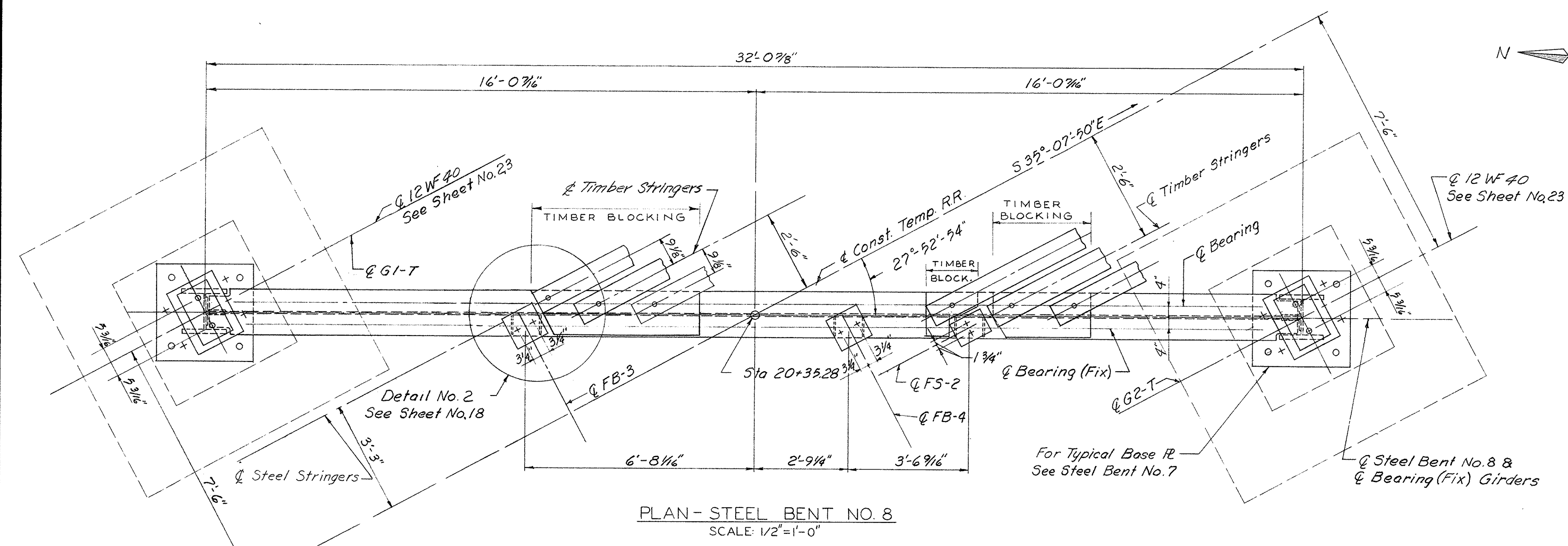


Note:
All Bolts 3/8" ϕ Unless Otherwise
Noted. (Timber Connections)

Drill 3" ϕ Holes For
2" ϕ Swedge Bolts
4 Ea. Base Plate (Typ)
For Grouting Procedures
See Sheet No. 23.

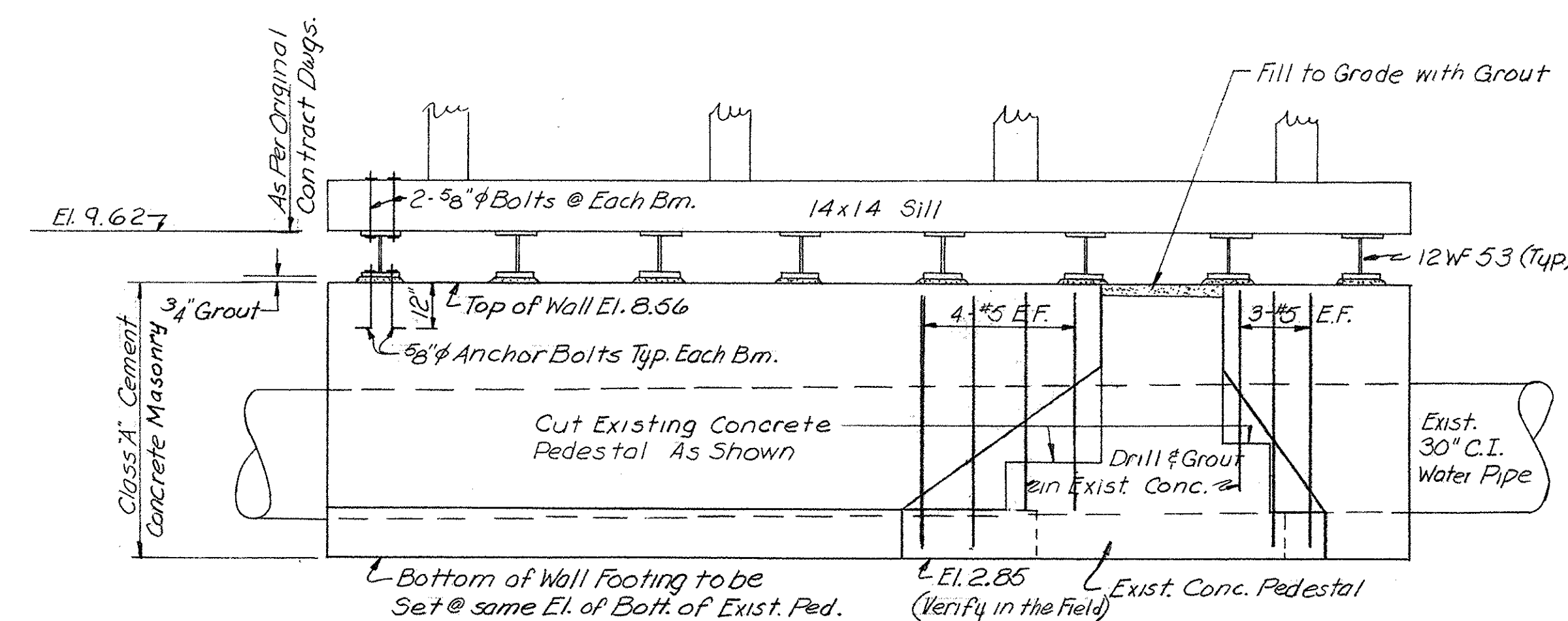
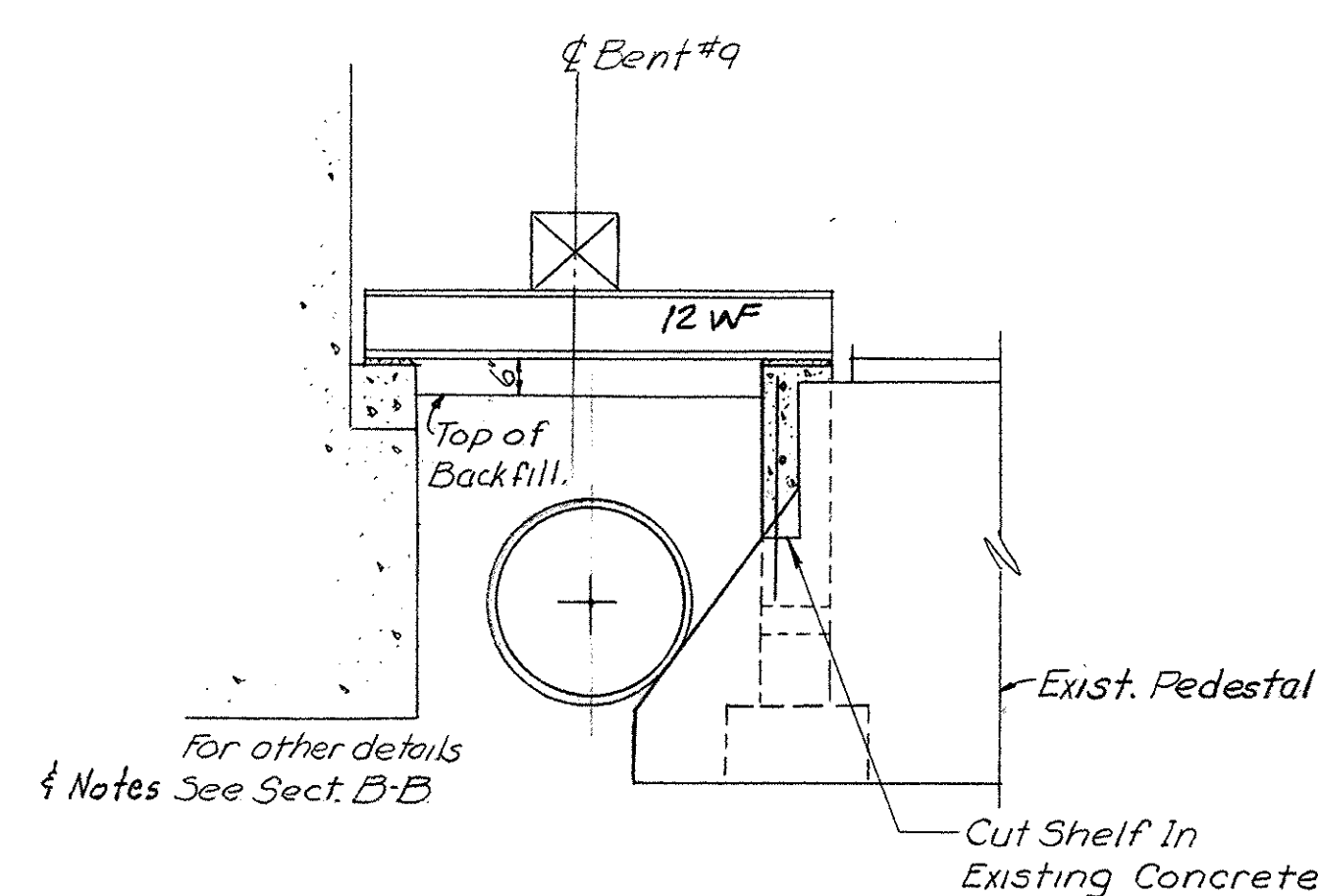
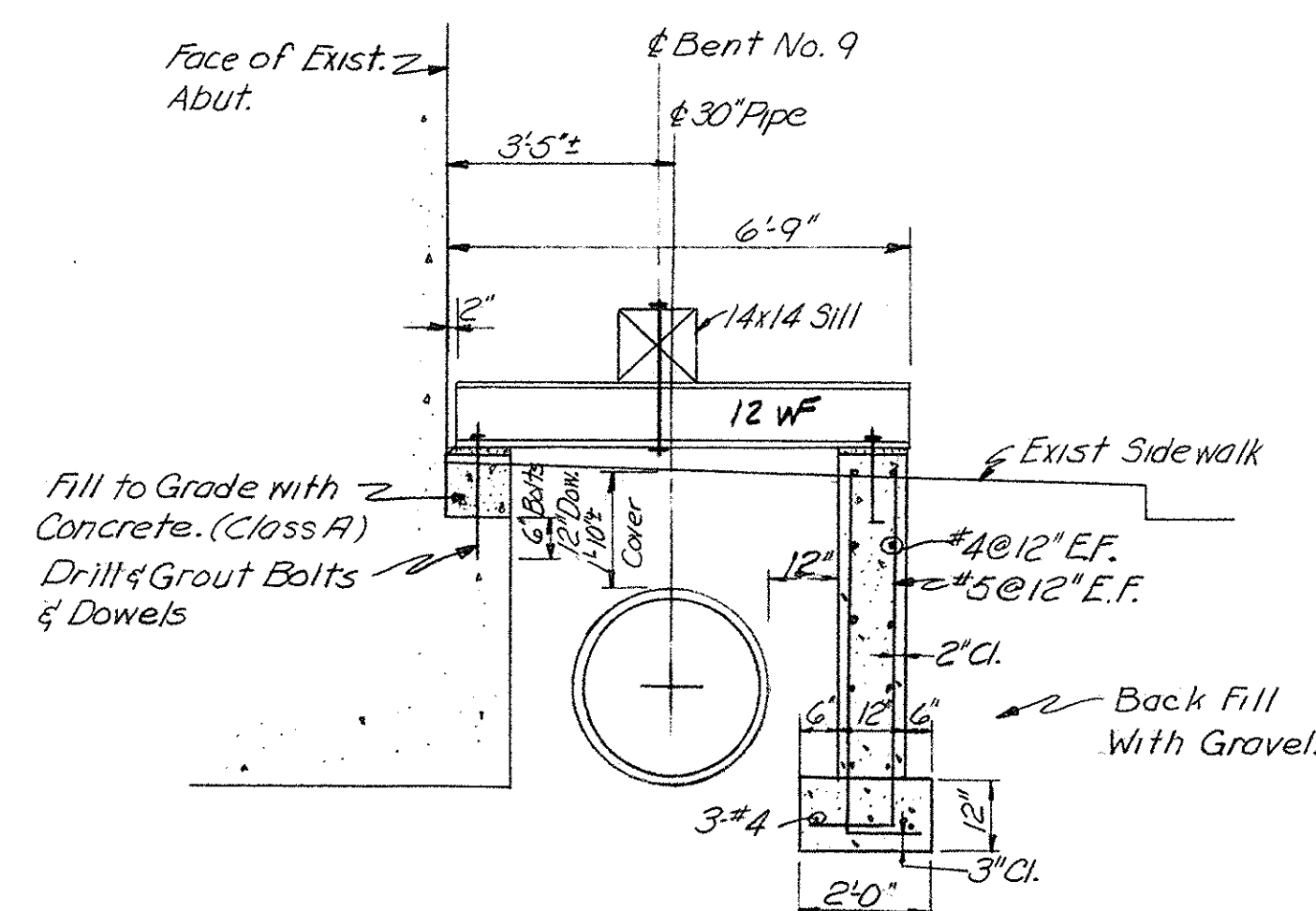
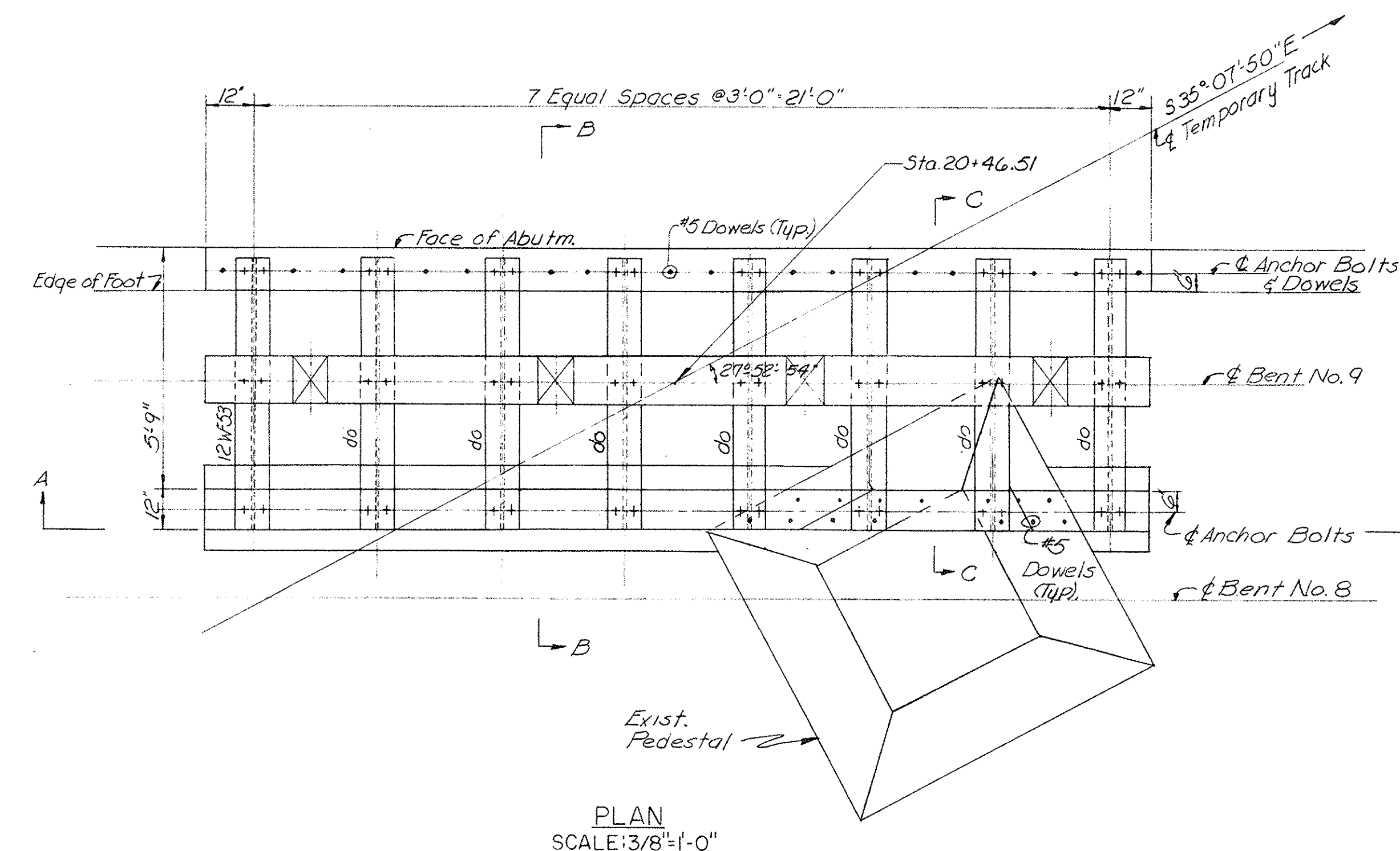
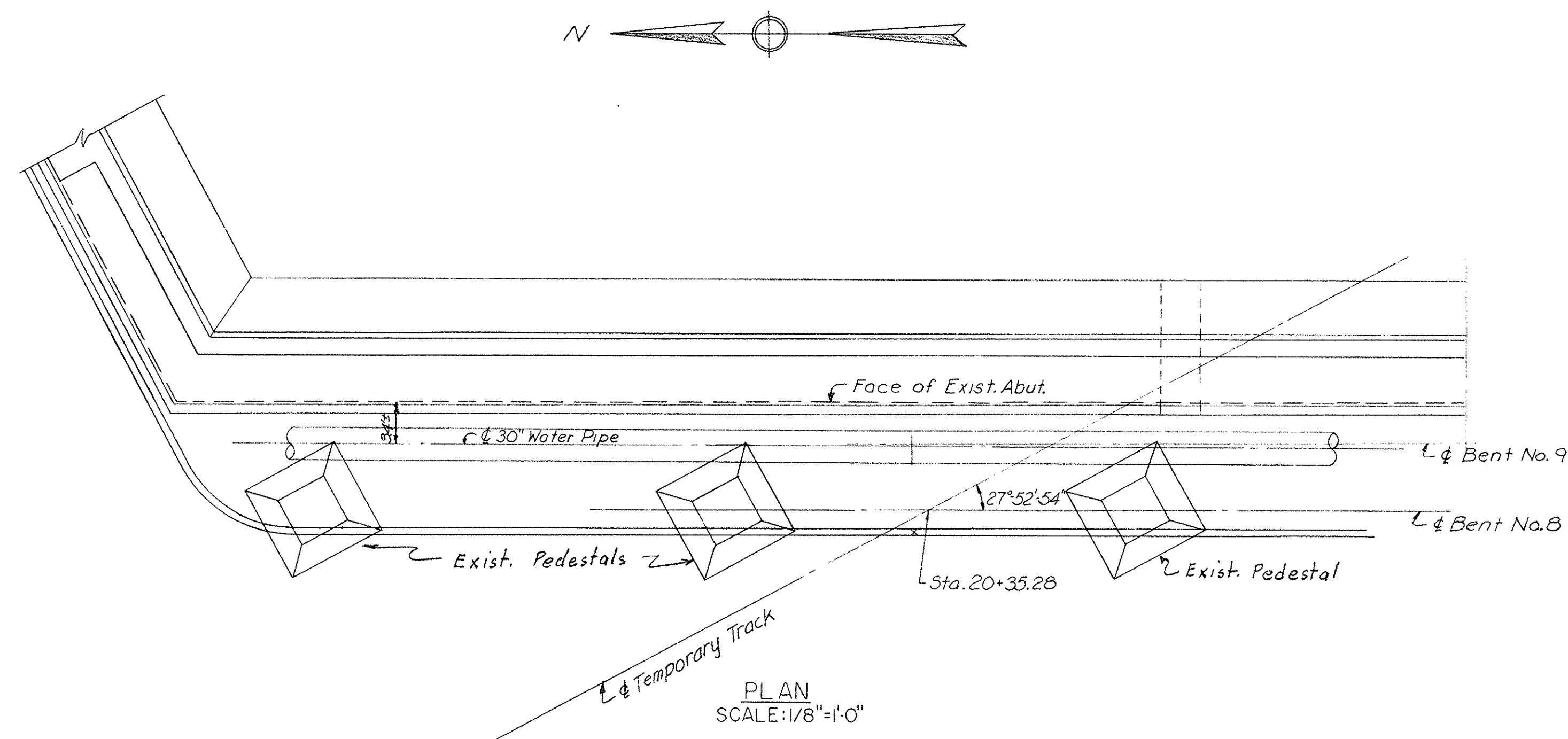
DEC. 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (S) CONT. C	196	40	71



APR 18 1966	Dimension Changed Plan Bent No. 9
APR 18 1966	Grillage Deleted Bent No. 9
DEC 11 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.		196		

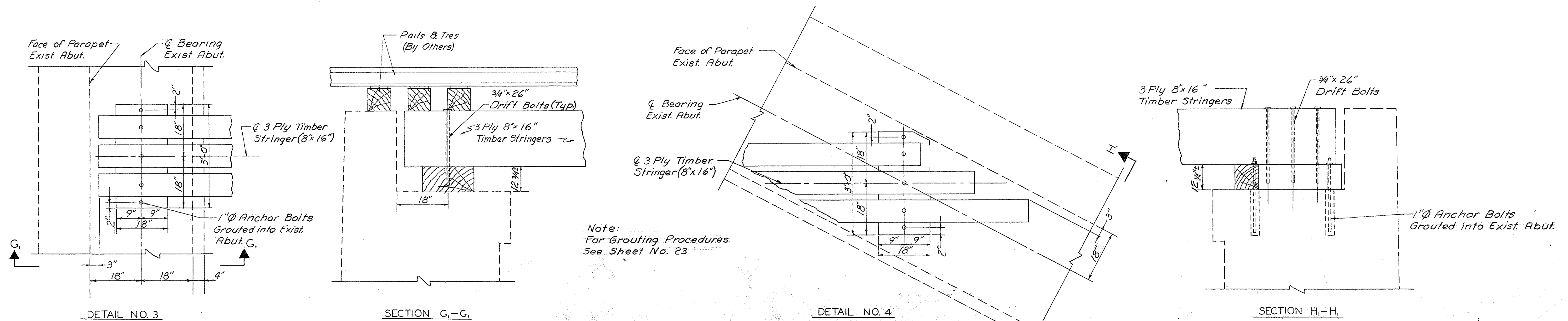
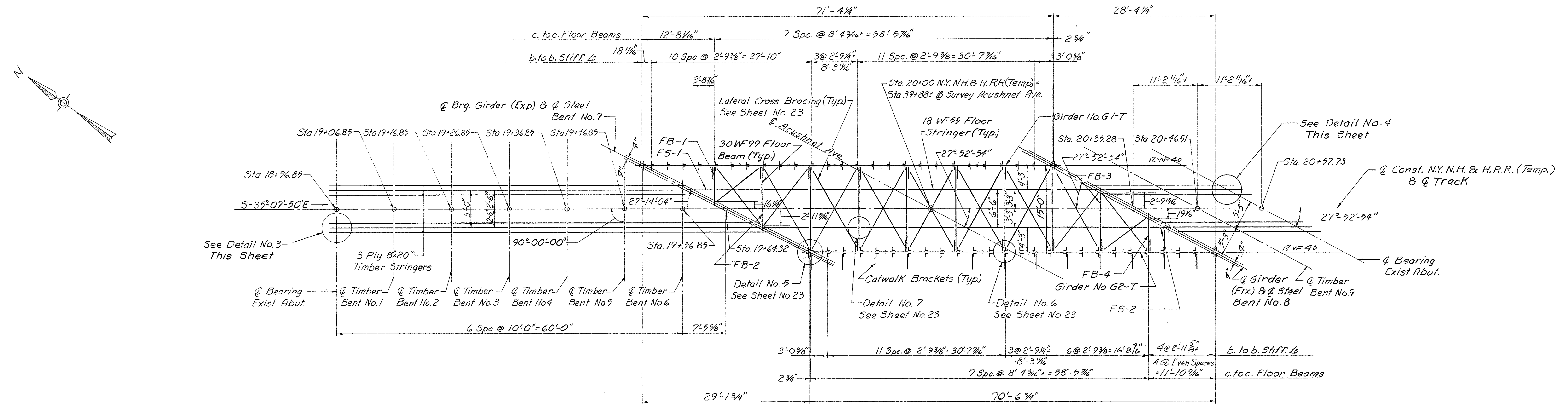


Notes:

- 1) Location of Existing Foundations & utilities shown to be verified in the field by the Contractor.
- 2) Excavation and backfill to be done in accordance to Contract Specifications, or as directed by the Engineer.
- 3) Bottom of proposed steel beams to be 6" above top of backfill.
- 4) In bonding new concrete with existing concrete, the surface to be bonded, shall be thoroughly cleaned, wetted with clean water and coated with a mortar composed of equal parts of the cement & sand specified for new concrete. New concrete shall be placed before mortar has taken initial set.
- 5) All work & materials to conform to Contract Specifications.
- 6) Upon Removal of structure restore area to original condition.

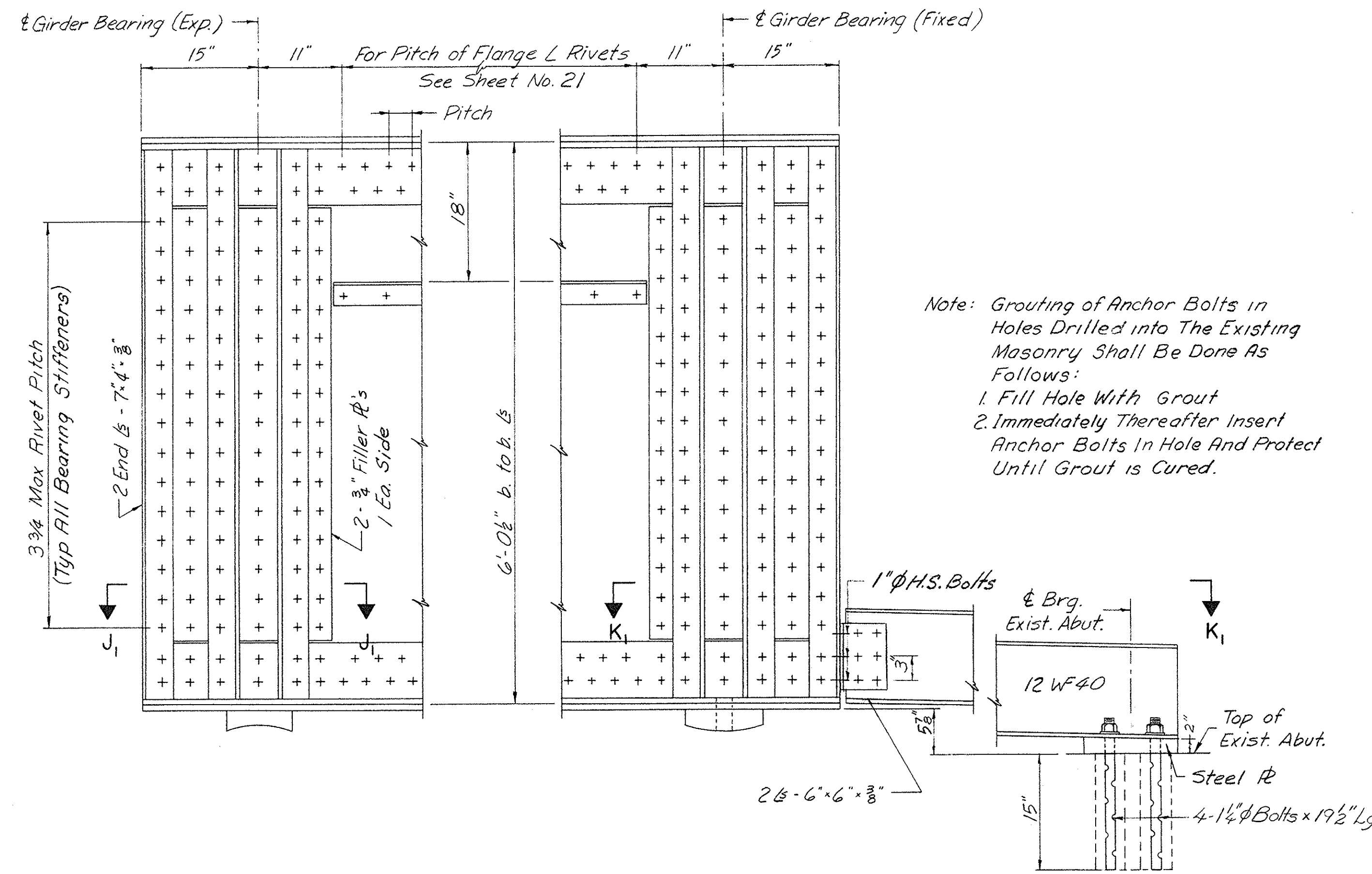
APR 18, 1968	REVISION - THIS SHEET ADDED
	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (2) CONT. C	196	43	71

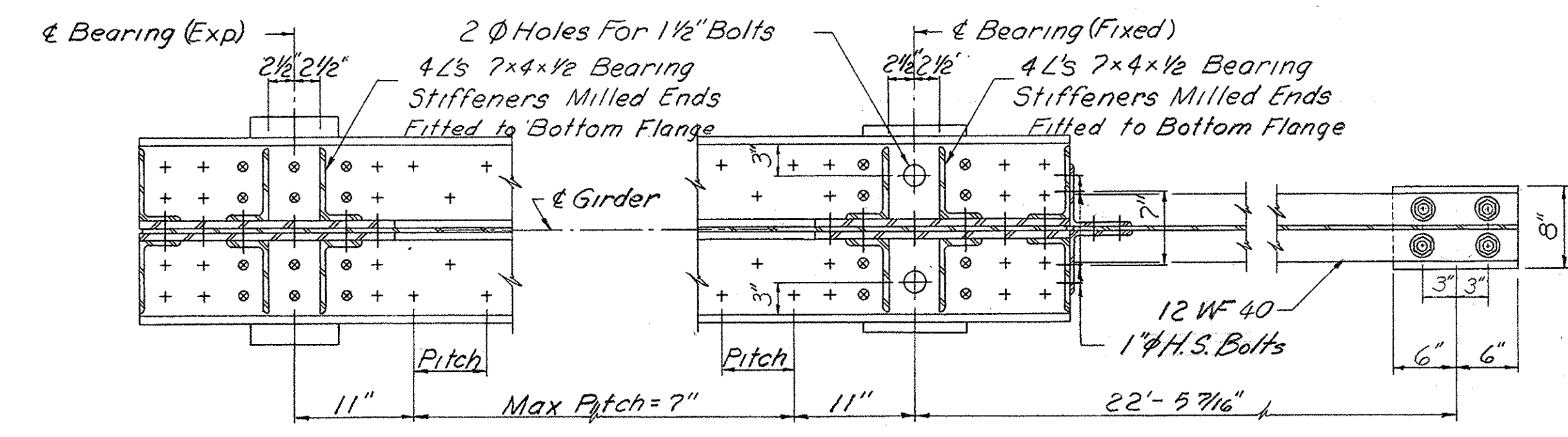


DEC 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (5) CONT. C	196	44	71

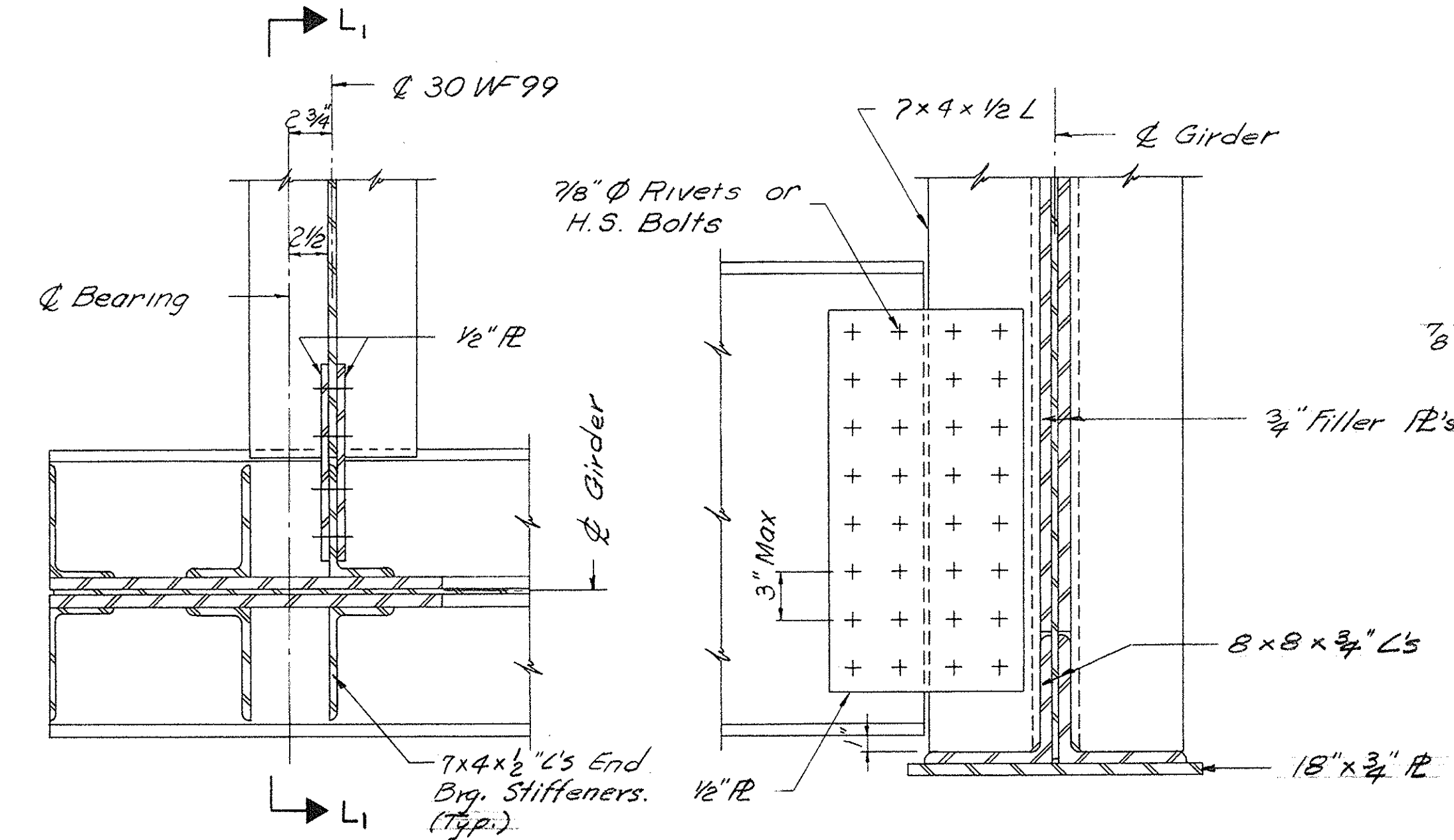


GIRDER END DETAILS
SCALE: 1" = 1'-0"

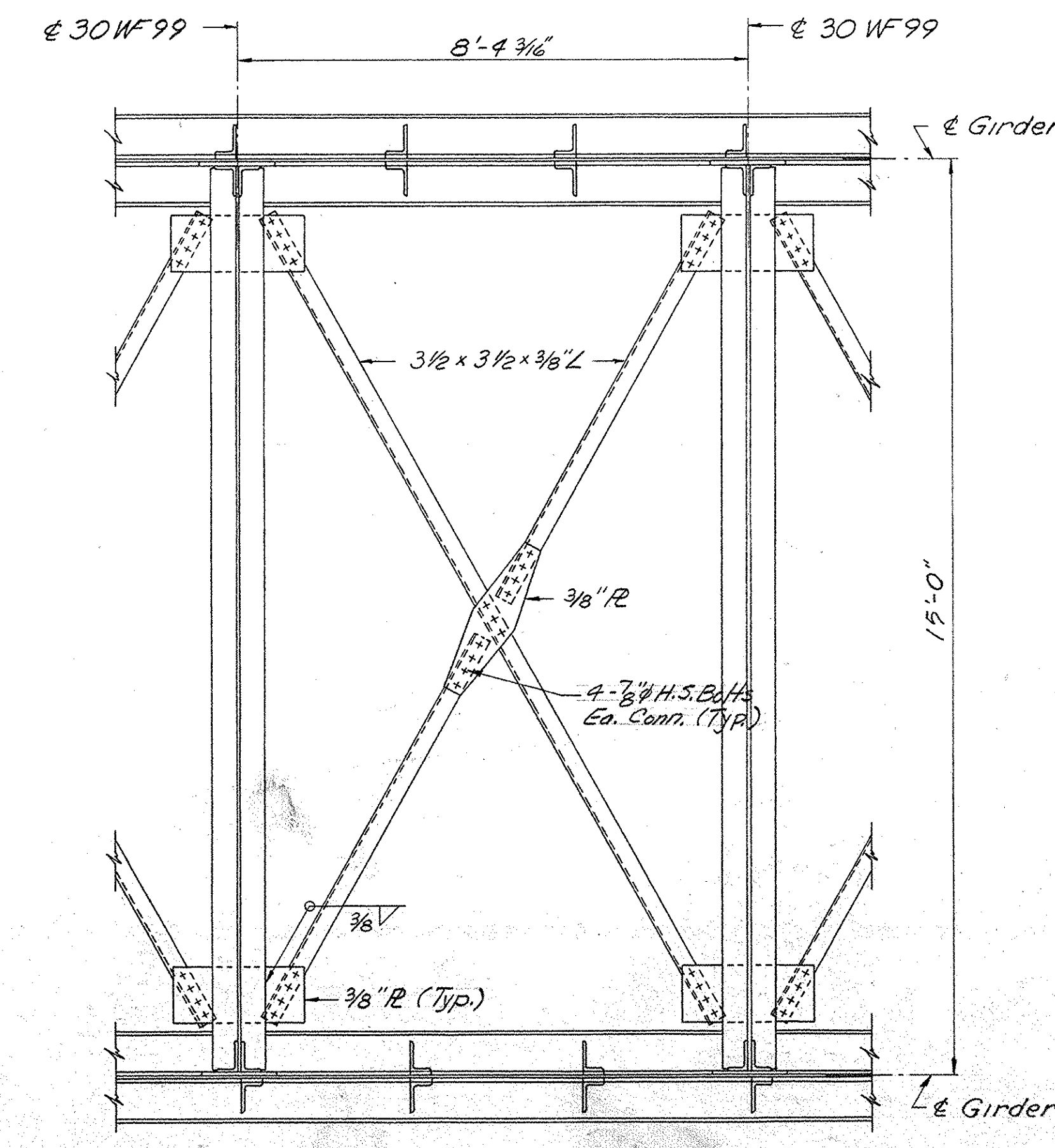


SECTION J-J
SCALE: 1" = 1'-0"

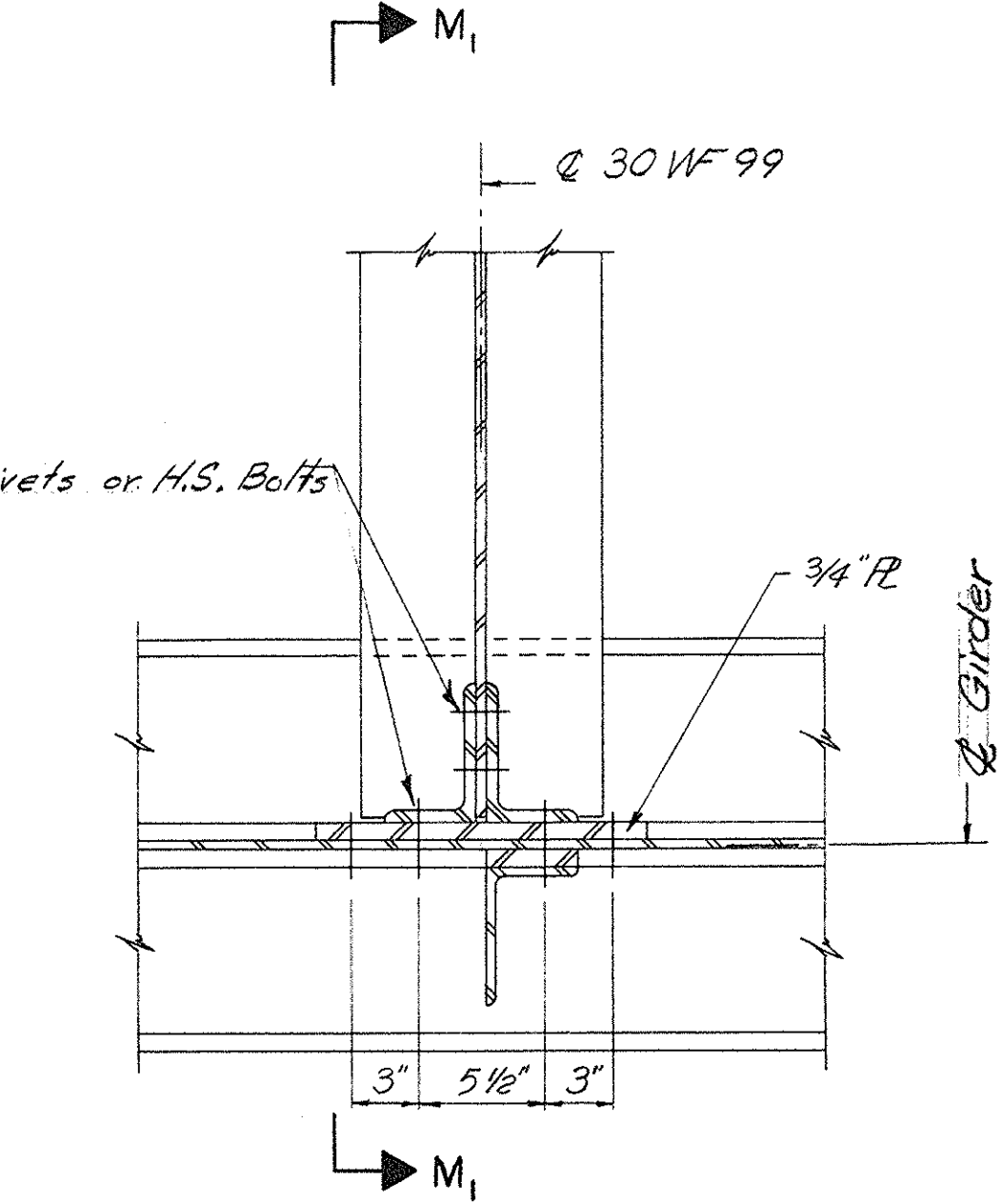
SECTION K-K
SCALE: 1" = 1'-0"



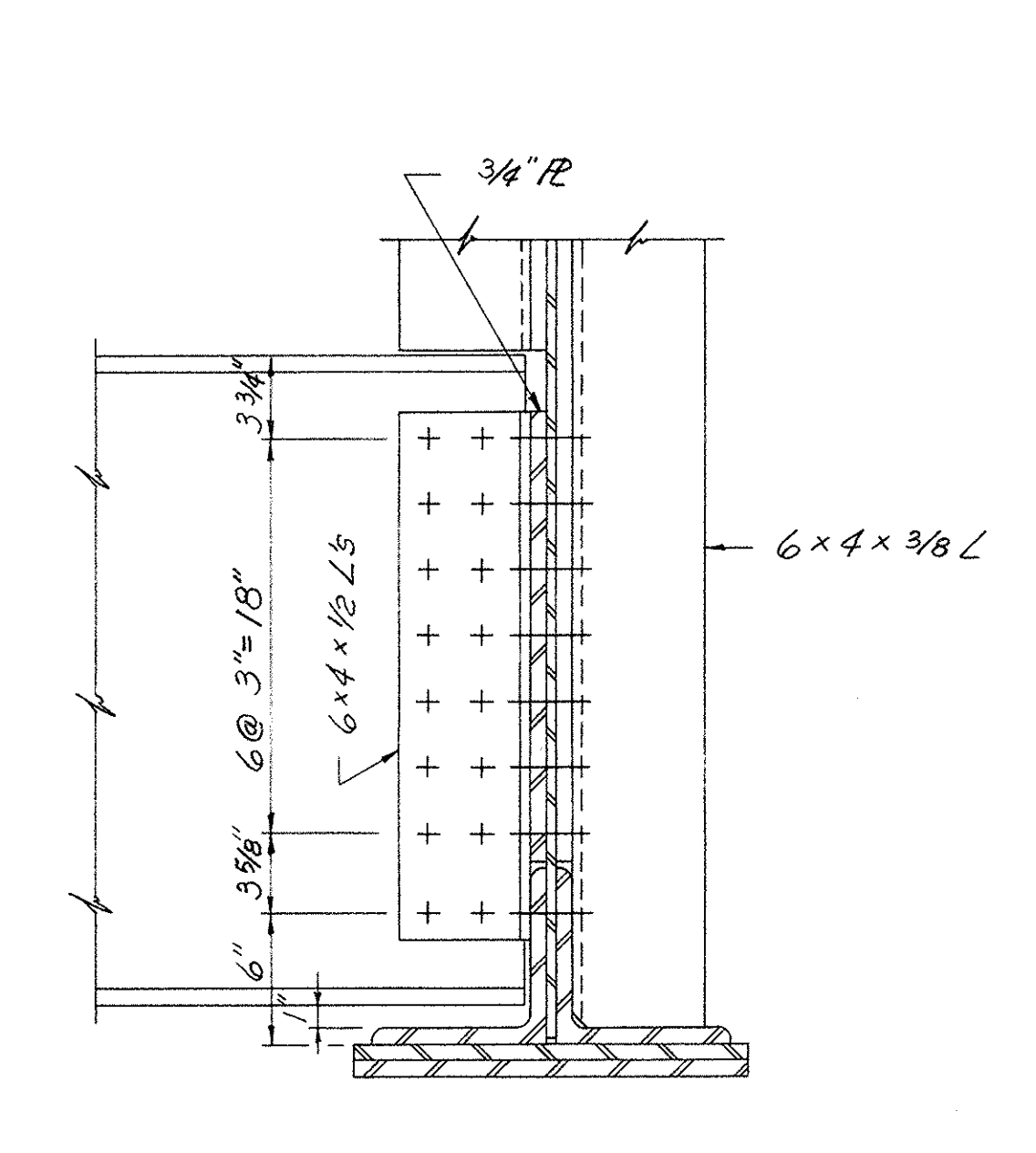
DETAIL NO. 5
FLOOR BEAM CONNECTION TO BEARING STIFFENER
SCALE: 1 1/2" = 1'-0"



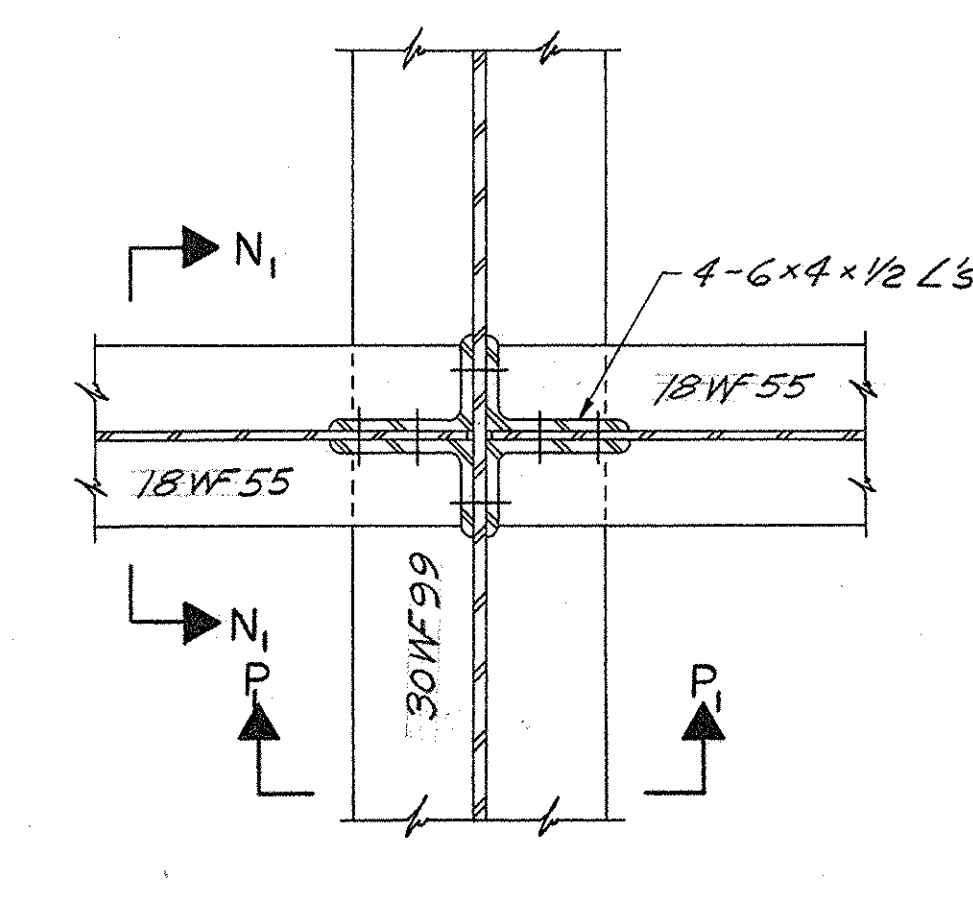
TYPICAL LATERAL CROSS BRACING
SCALE: 1/2" = 1'-0"



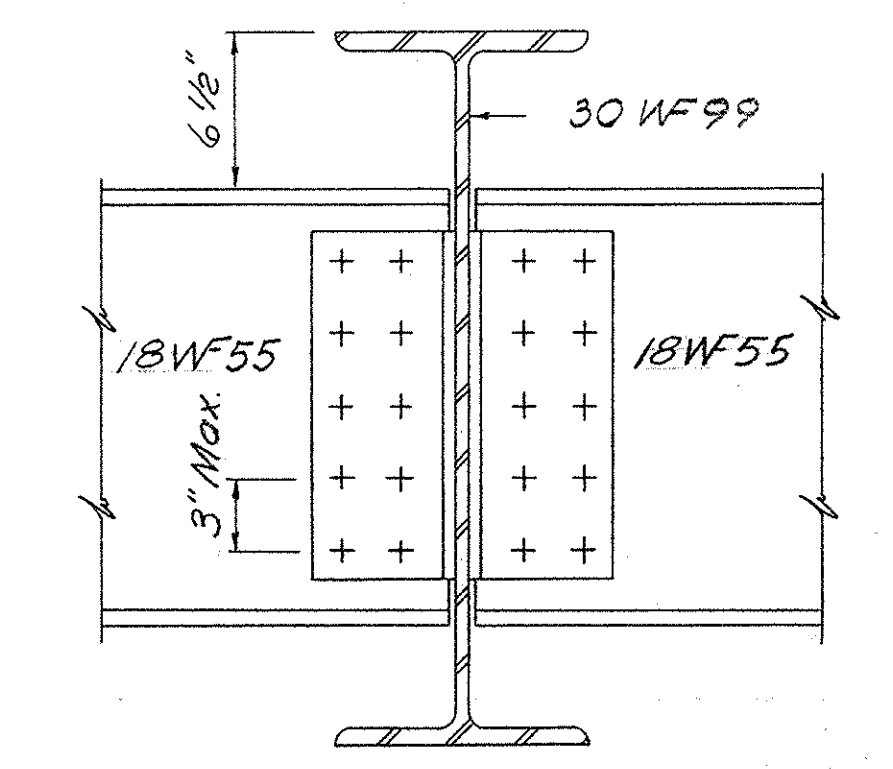
DETAIL NO. 6
FLOOR BEAM CONNECTION AT INTERMEDIATE STIFFENER
SCALE: 1 1/2" = 1'-0"



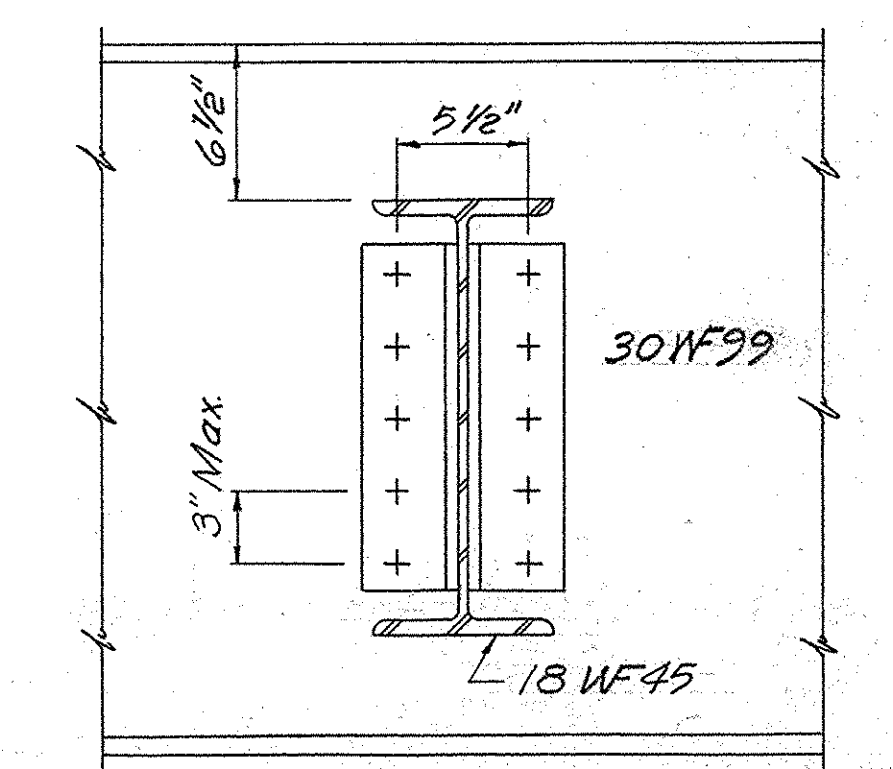
SECTION M-M



DETAIL NO. 7



SECTION P-P

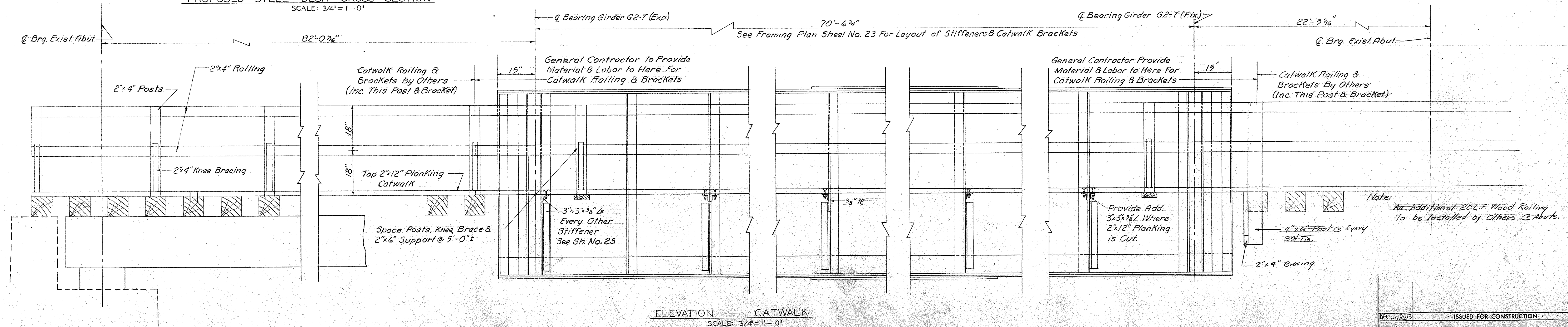
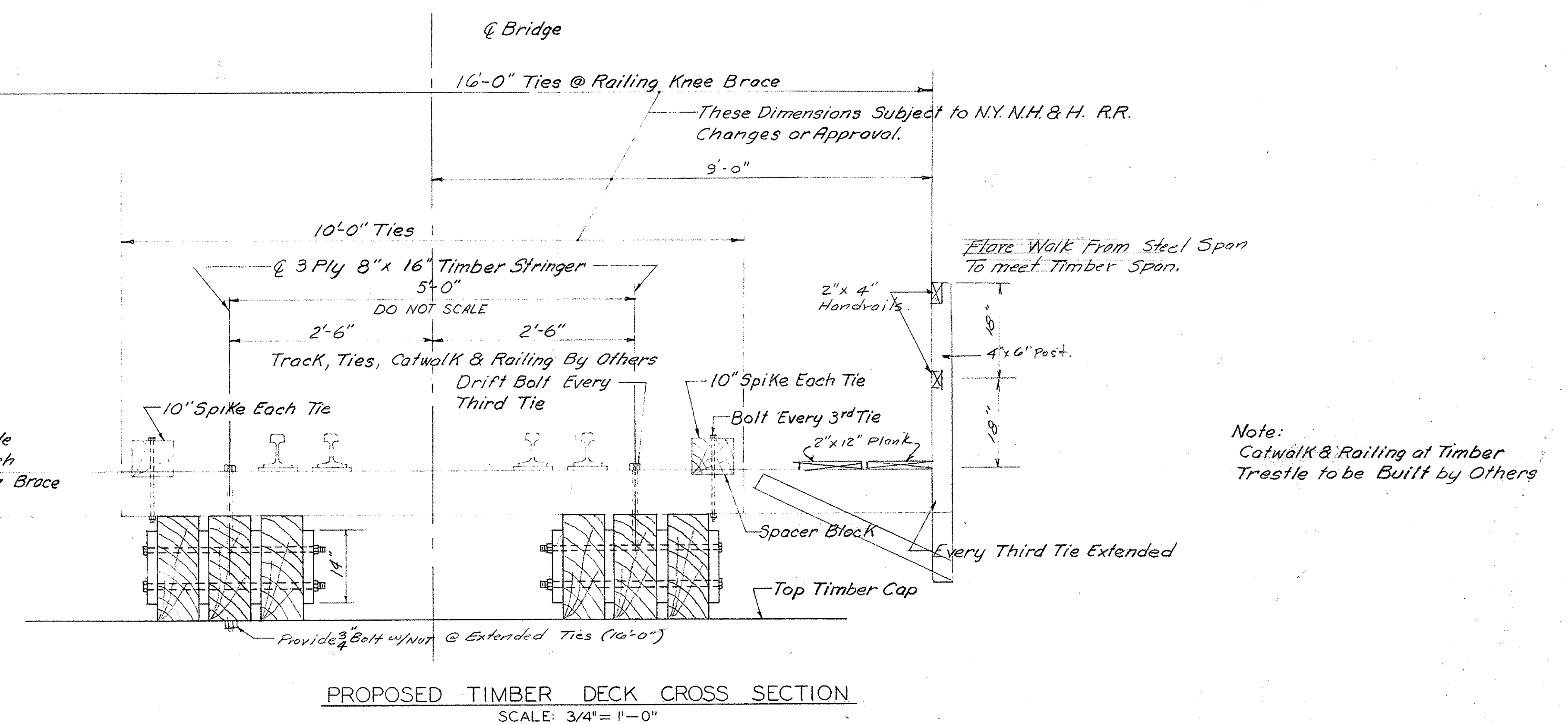
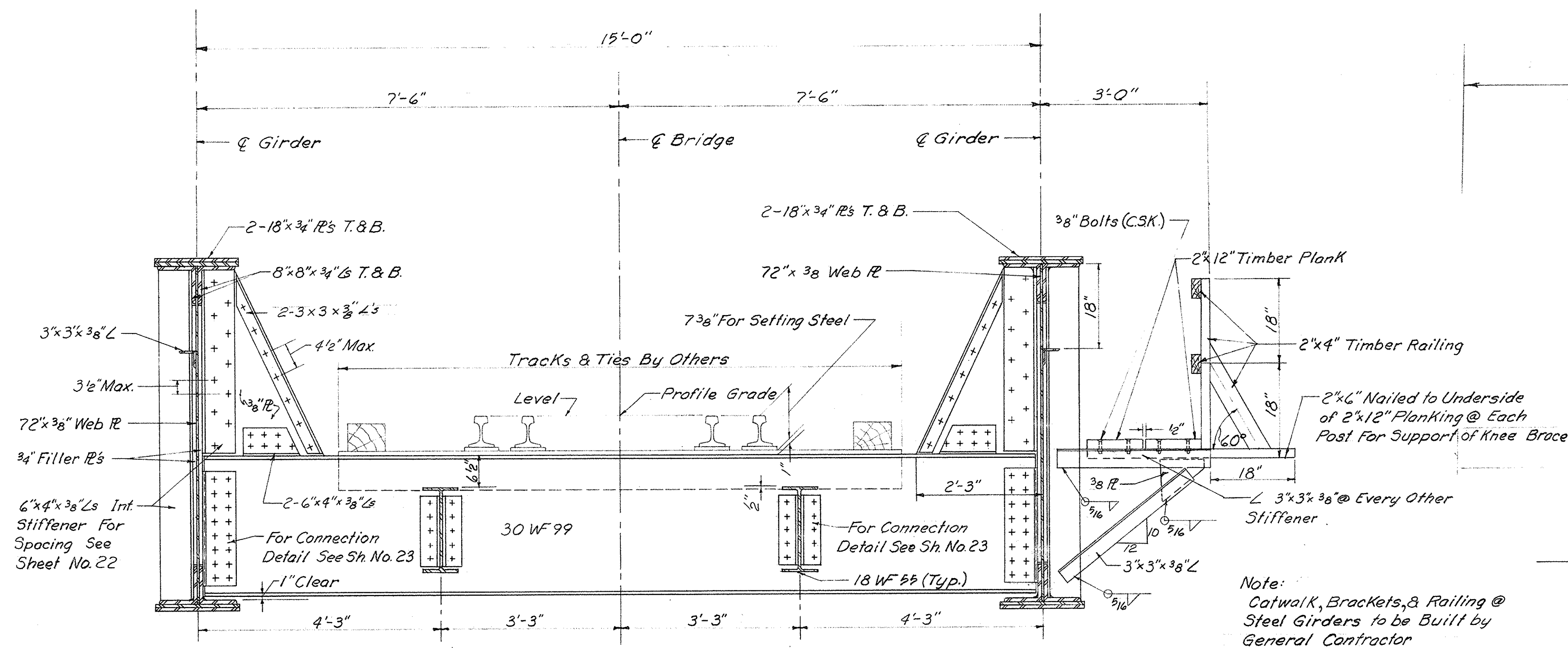


SECTION N-N

CONNECTION - FLOOR STRINGER TO FLOOR BEAM
SCALE: 1 1/2" = 1'-0"

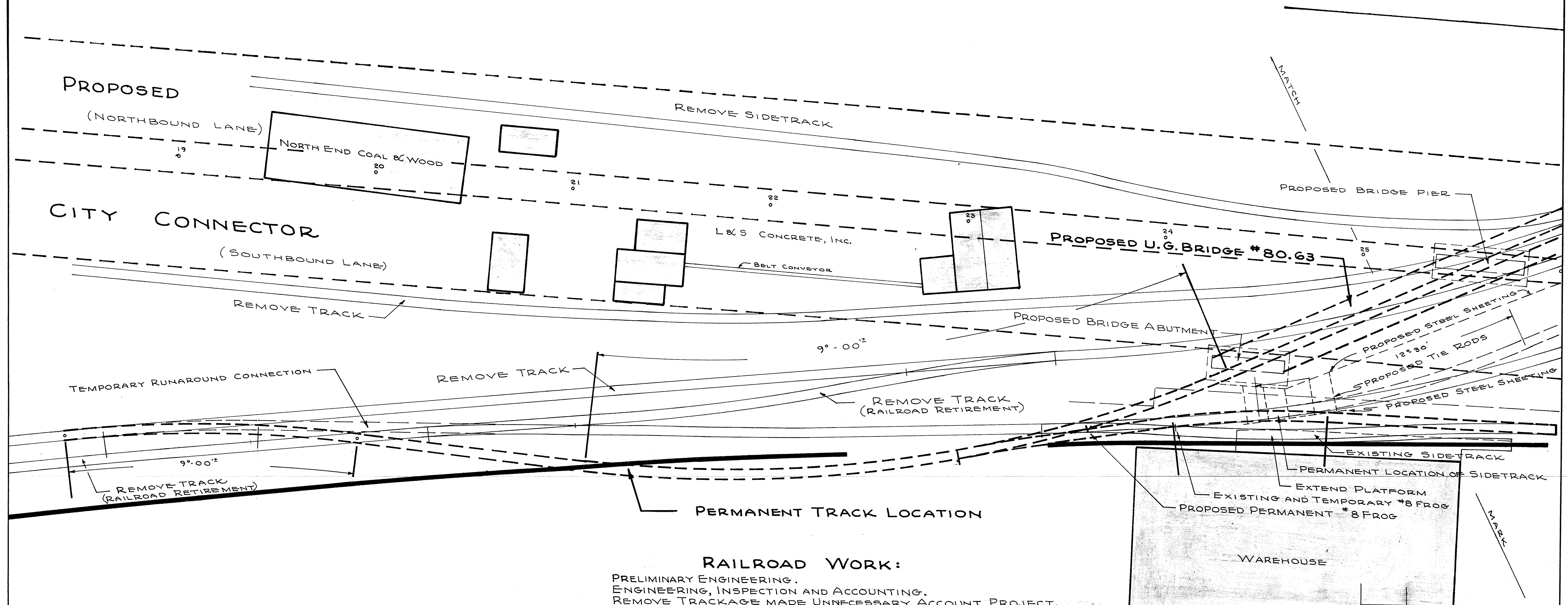
DEC 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE

PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (S) CONT. C	196	45	71



DEC. 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE

PUB. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (S) CONT. C	196	46	71



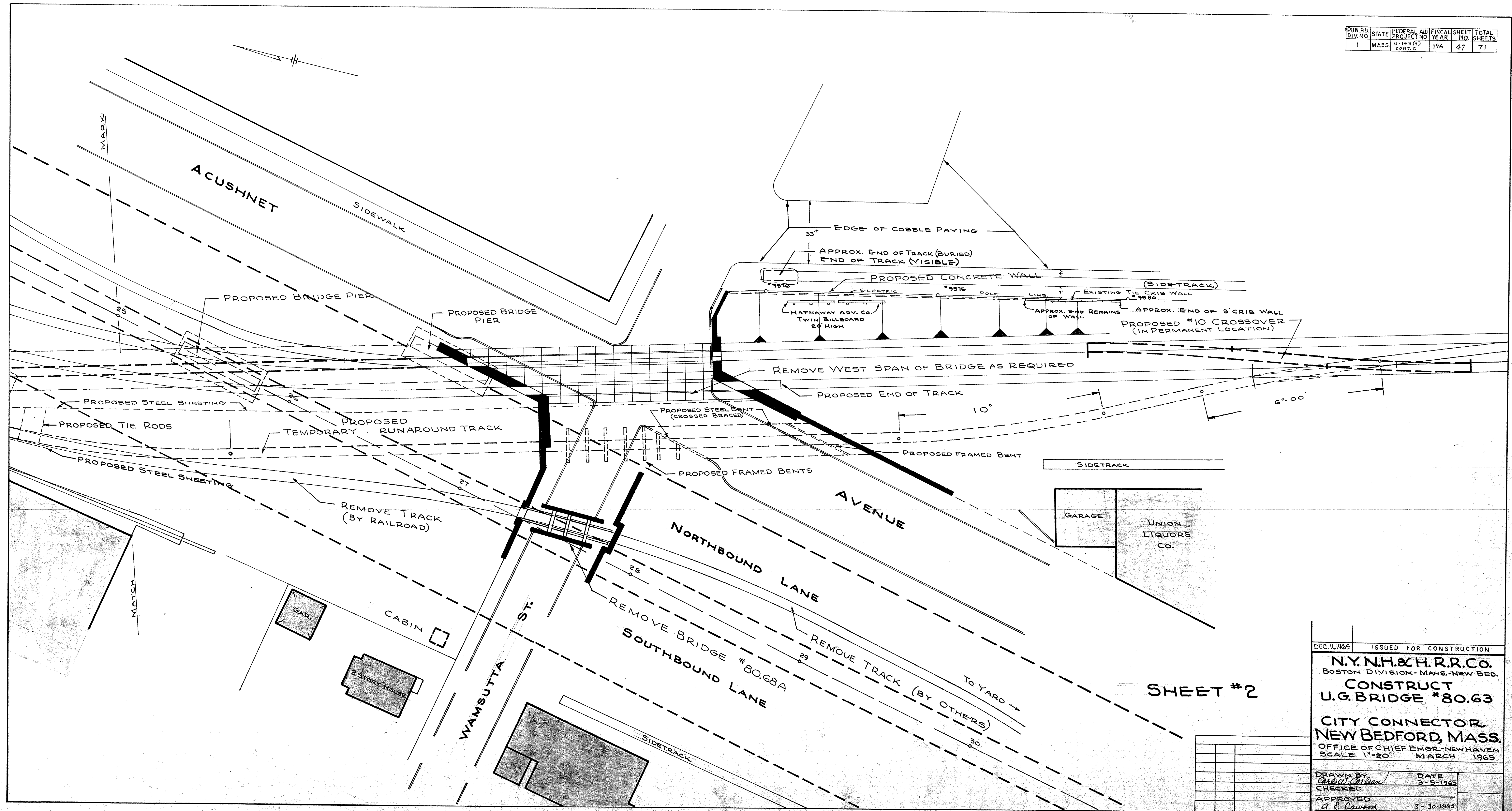
RAILROAD WORK:

PRELIMINARY ENGINEERING.
ENGINEERING, INSPECTION AND ACCOUNTING.
REMOVE TRackage MADE UNNECESSARY ACCOUNT PROJECT. TION.
INSTALL, MAINTAIN AND REMOVE TEMPORARY TRackage ACCOUNT CONST.
RESTORE TRackage TO PERMANENT POSITION UPON COMPLETION
OF CONSTRUCTION.
INSTALL, MAINTAIN AND REMOVE TEMPORARY CABIN.
INSTALL, MAINTAIN AND REMOVE TELEPHONE
REMOVE WEST SPAN OF BR. # 80.67 (BY OTHERS)
CONSTRUCT CONCRETE RETAINING WALL
SIGNAL WORK - HANDLE PIPE CONNECTIONS AND BOLT-LOCKING ACCOUNT TRACK CHANGES

SHEET # 1

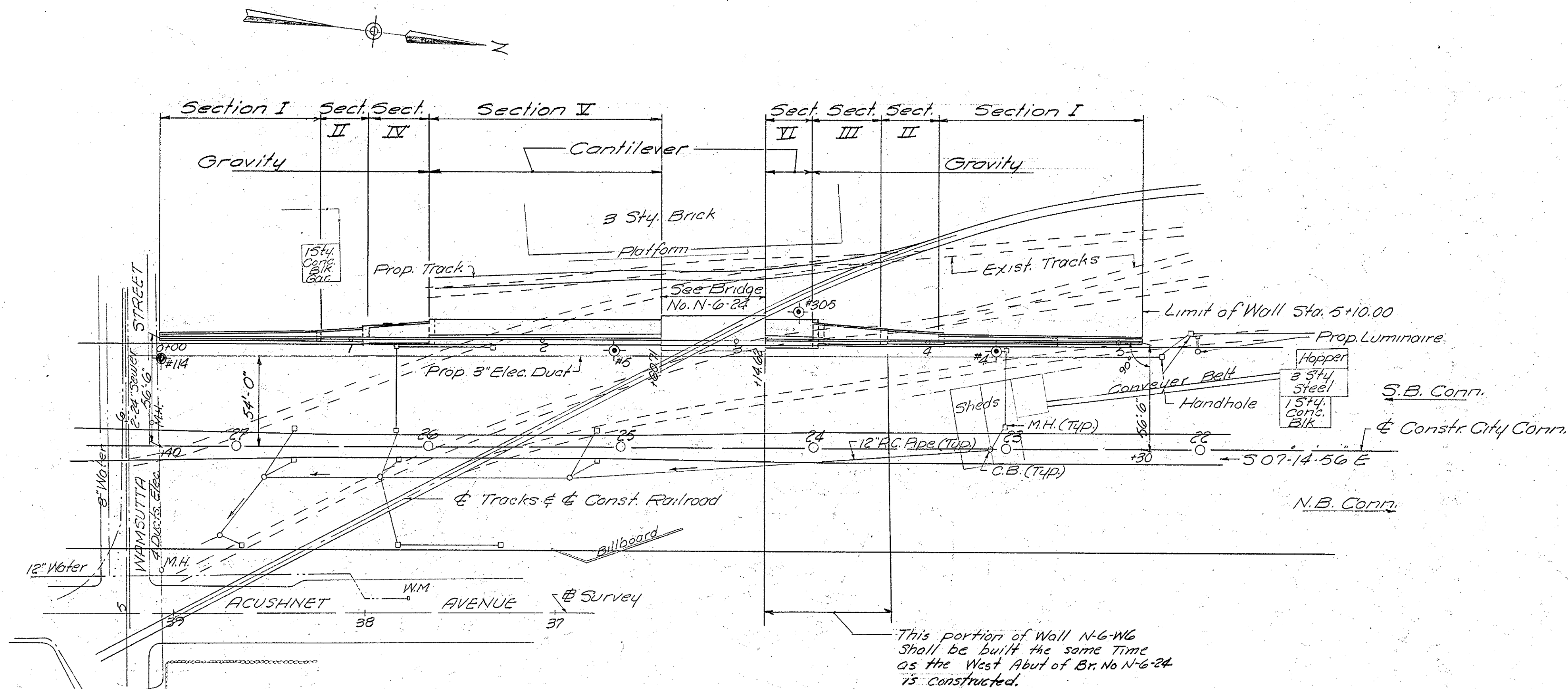
DEC. 1, 1965		ISSUED FOR CONSTRUCTION	
N.Y.N.H.&H.R.R.CO. BOSTON DIVISION- MANS.-NEW BED.			
CONSTRUCT U.G. BRIDGE #80.63			
CITY CONNECTOR NEW BEDFORD, MASS.			
OFFICE OF CHIEF ENGR.-NEWHAVEN SCALE 1"=20' MARCH 1965			
DRAWN BY: <i>Cal. W. Allen</i>		DATE: 3-5-1965	
CHECKED:			
APPROVED <i>A. E. Coward</i>		3-30-1965	

PUB. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143 (5) CONT. C	196	47	71

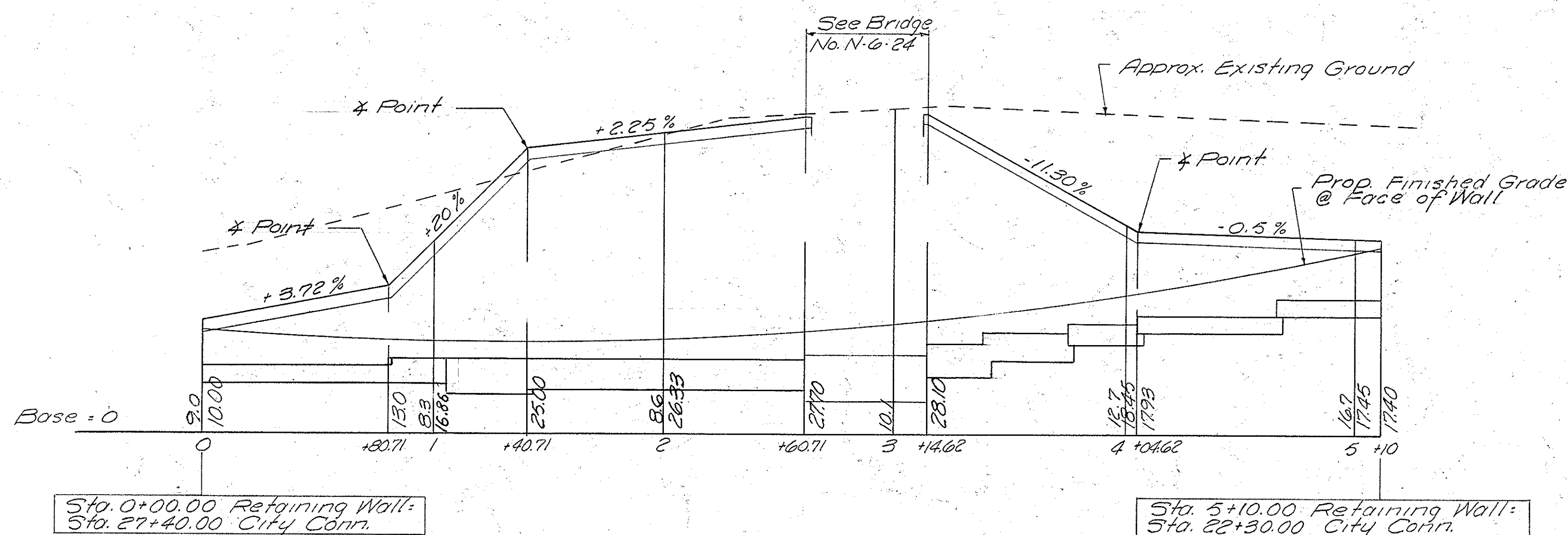


SHEET #2

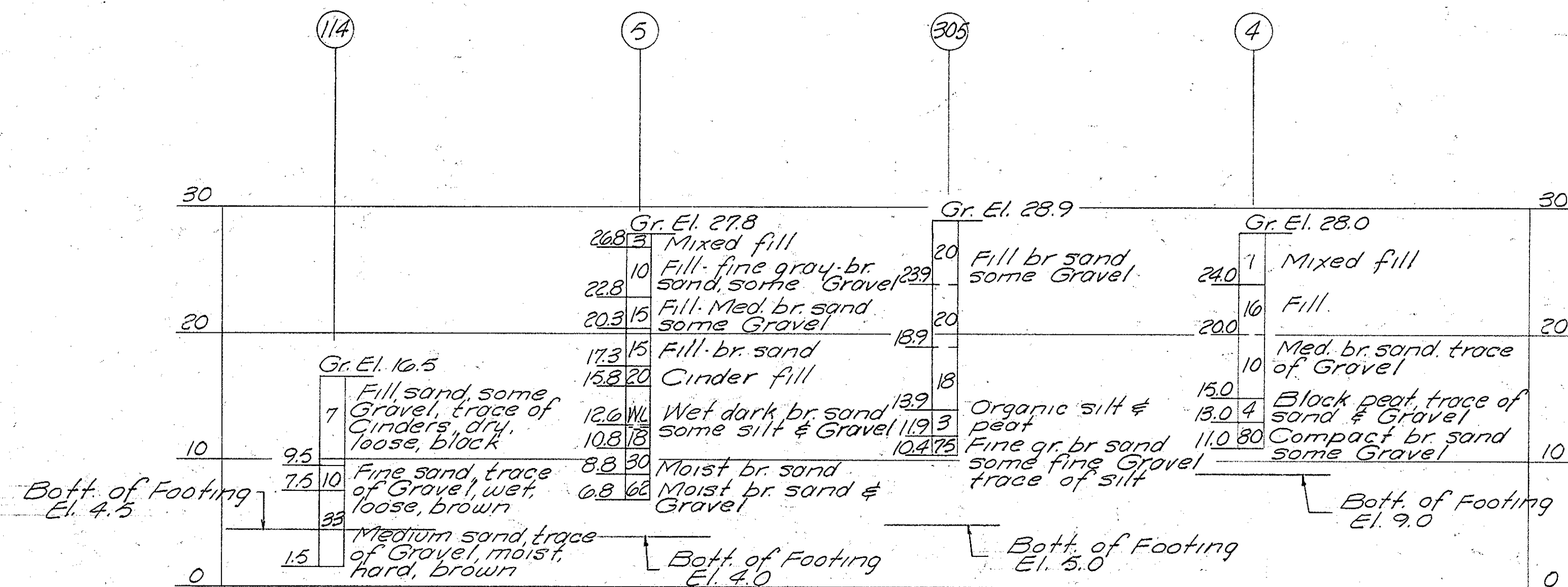
DEC. 11, 1965		ISSUED FOR CONSTRUCTION	
N.Y. N.H. & H. R.R. CO. BOSTON DIVISION - MANS. - NEW BED.			
CONSTRUCT U.G. BRIDGE #80.63			
CITY CONNECTOR NEW BEDFORD, MASS.			
OFFICE OF CHIEF ENGR. - NEWHAVEN SCALE 1"=20' MARCH 1965			
DRAWN BY C. W. Wilson		DATE 3-5-1965	
CHECKED A. E. Cawood		APPROVED 3-30-1965	



PLAN
SCALE: 1" = 40'-0"



PROFILE
SCALE: VERT. 1" = 8'-0"
HORIZ. 1" = 40'-0"



BORING NO. 114 TAKEN BY CARR-DEE TEST BORING & CONST. CORP. BOSTON, MASS. NOV. 1960
BORINGS NO. 4, 5 & 305 TAKEN BY JOHN J. BOYLE MILTON, MASS. JUNE 1962 & JAN. 1963

BORING DATA
SCALE: 1" = 8'-0"

BORING NOTES

Location of Core Preparatory Boring shown on plan thus: Location of Wash Borings shown on plan thus: Figures in columns indicate blows per ft. on 2 in. split tube sampler produced by 30 in. fall of 140 lb. weight. Borings taken for purpose of design & show conditions of Borings points only, but do not necessarily show nature of materials to be encountered during construction. Boring samples may be seen at the Research & Materials Division, 99 Worcester St. Wellesley Hills at the intersection of Routes 9 & 128. 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.

GENERAL NOTES

UNSUITABLE MATERIAL

All unsuitable material shall be removed within the limits of the foundations of the structure.

FOUNDATIONS

May be altered if necessary to suit conditions encountered in construction.

DESIGN

In accordance with the current specifications of the American Association of State Highway Officials (1961 Edition).

BENCH MARK

80 AC USC & GS set in conc. wall on R.R. east side 50' north Logan St. El. 57.43 Sea Level Datum 1929.

REINFORCEMENT

All bars shall have deformations conforming to A.S.T.M. designation A-305. Unless otherwise shown on plans reinforcing bars shall be lapped 20 diameters to make a splice.

SURVEY NOTEBOOKS

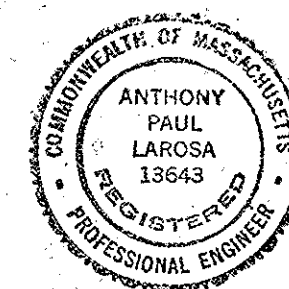
For Survey information see Survey notebooks No. 18, 378, 21, 523 & 21, 727.

ESTIMATED QUANTITIES (Not Guaranteed)

Bridge Excavation	2250 C.Y.
Class B Rock Excavation	10 C.Y.
Gravel Borrow	1700 C.Y.
Wall Structure (N-6-W6)	1 L.S.

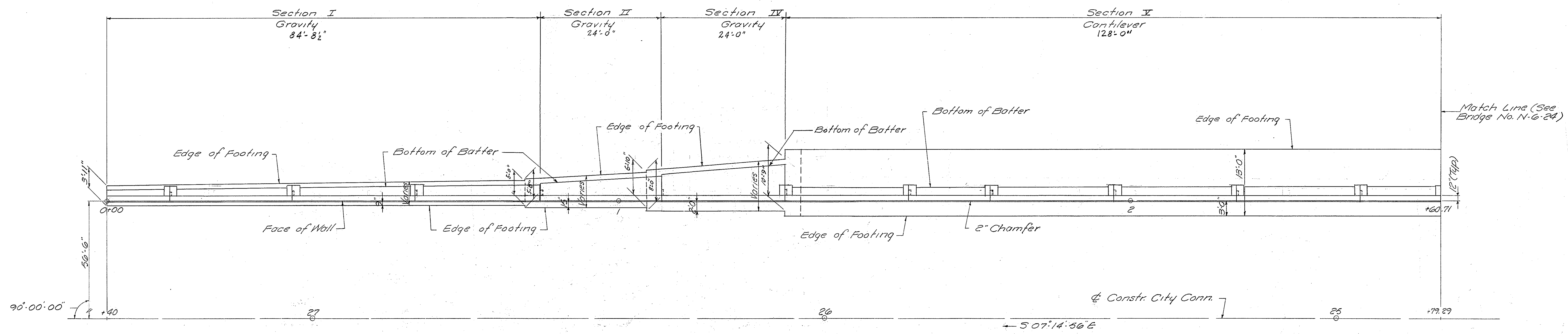
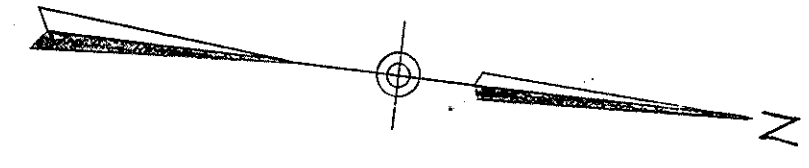
The following item is part of Item 339.002
Steel Reinforcing for Structures 31,500 Lbs.

ABBOTT ENGINEERING
INCORPORATED
STATE STREET BOSTON 5, MASS.

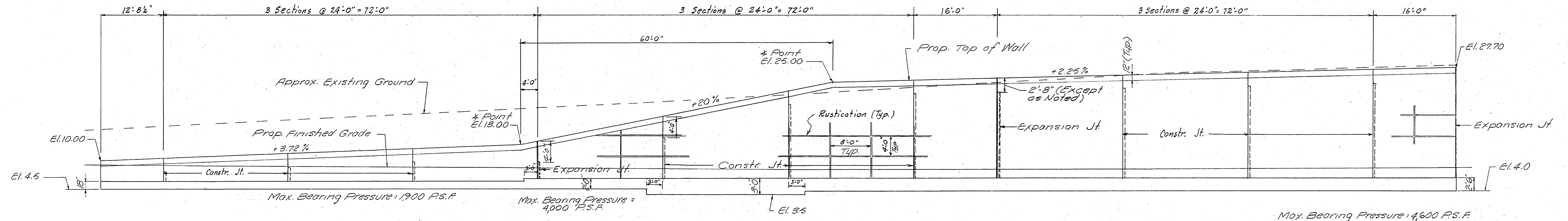


DEC. 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
DES. E.A.B. DR. J.S. CHK. B.H.S.	THE COMMONWEALTH OF MASSACHUSETTS PROPOSED WALL NEW BEDFORD STA. 22+30 TO STA. 27+40 (RT.) CITY, CONN. SCALE: AS NOTED OFFICE OF DEPARTMENT OF PUBLIC WORKS 100 NASHUA ST. BOSTON, MASS. DATE: DEC. 11, 1965
	E.D. McLaughlin BRIDGE ENGINEER
	Dan M. Ryan, P.E. CHIEF ENGINEER

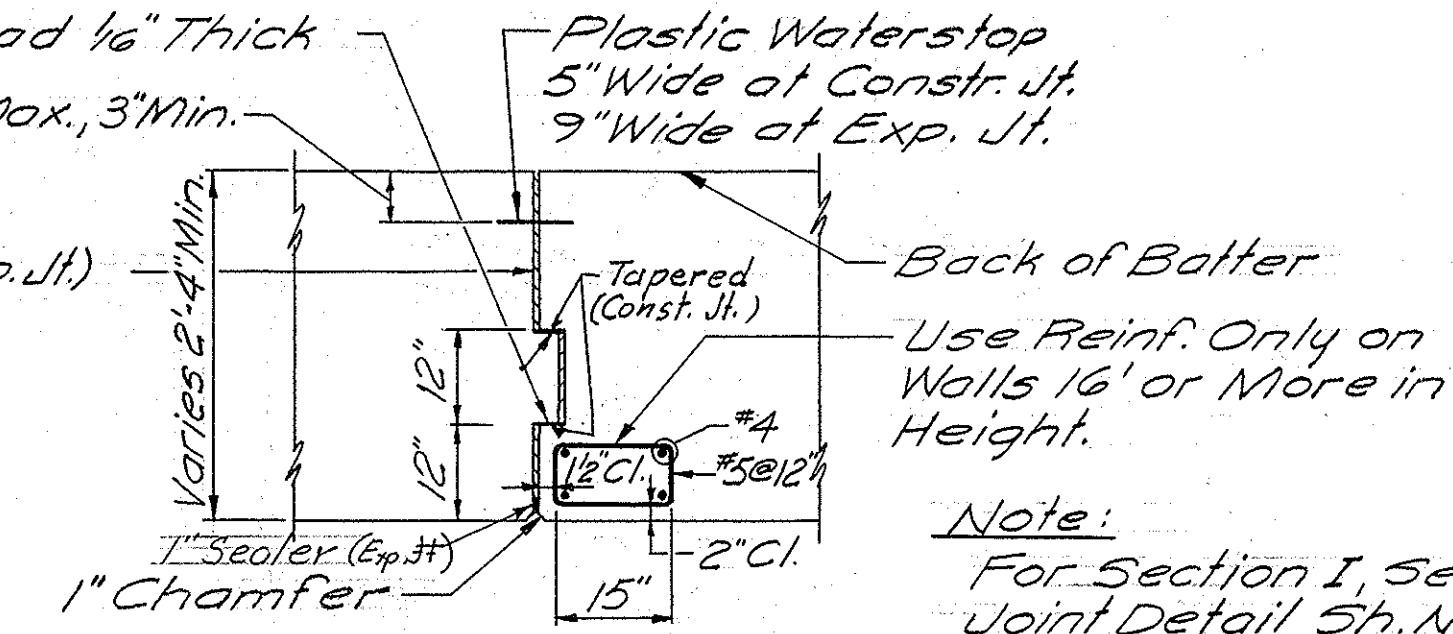
PUB. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.	U-143(5) CONT. C	196	49	71



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



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

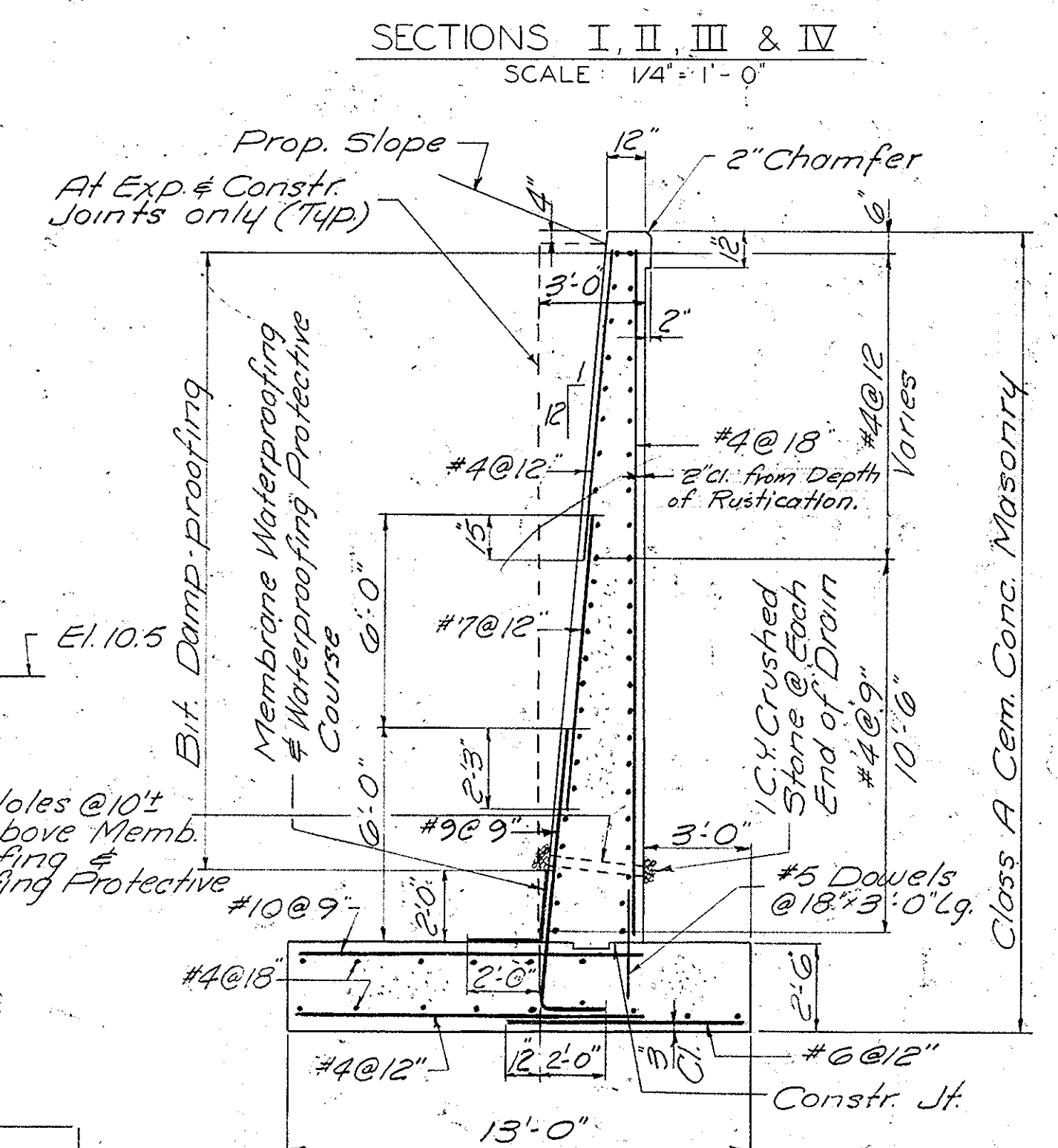
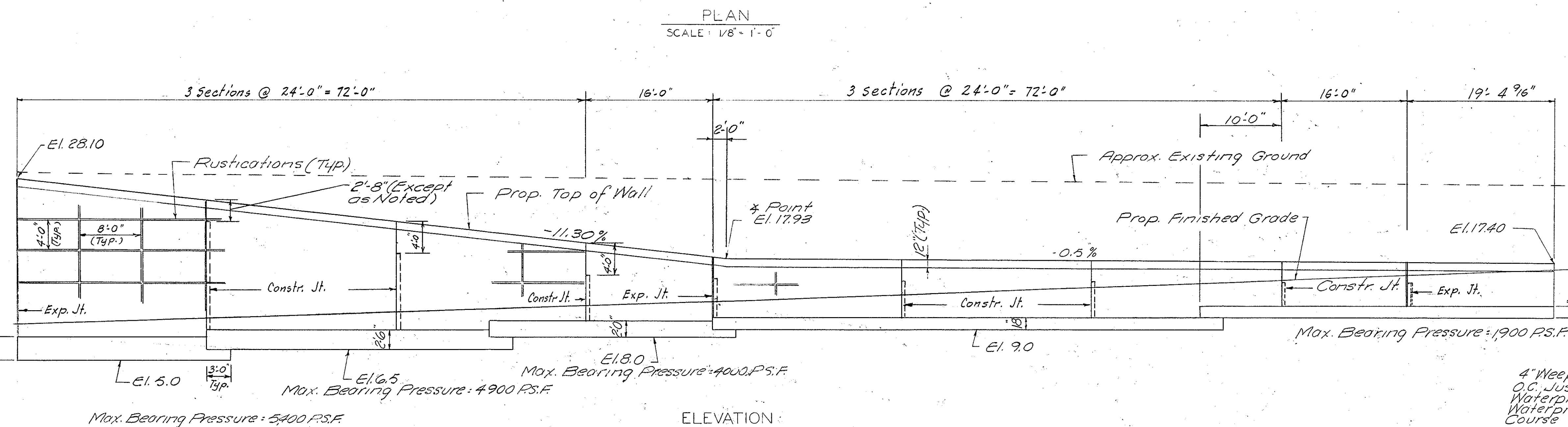
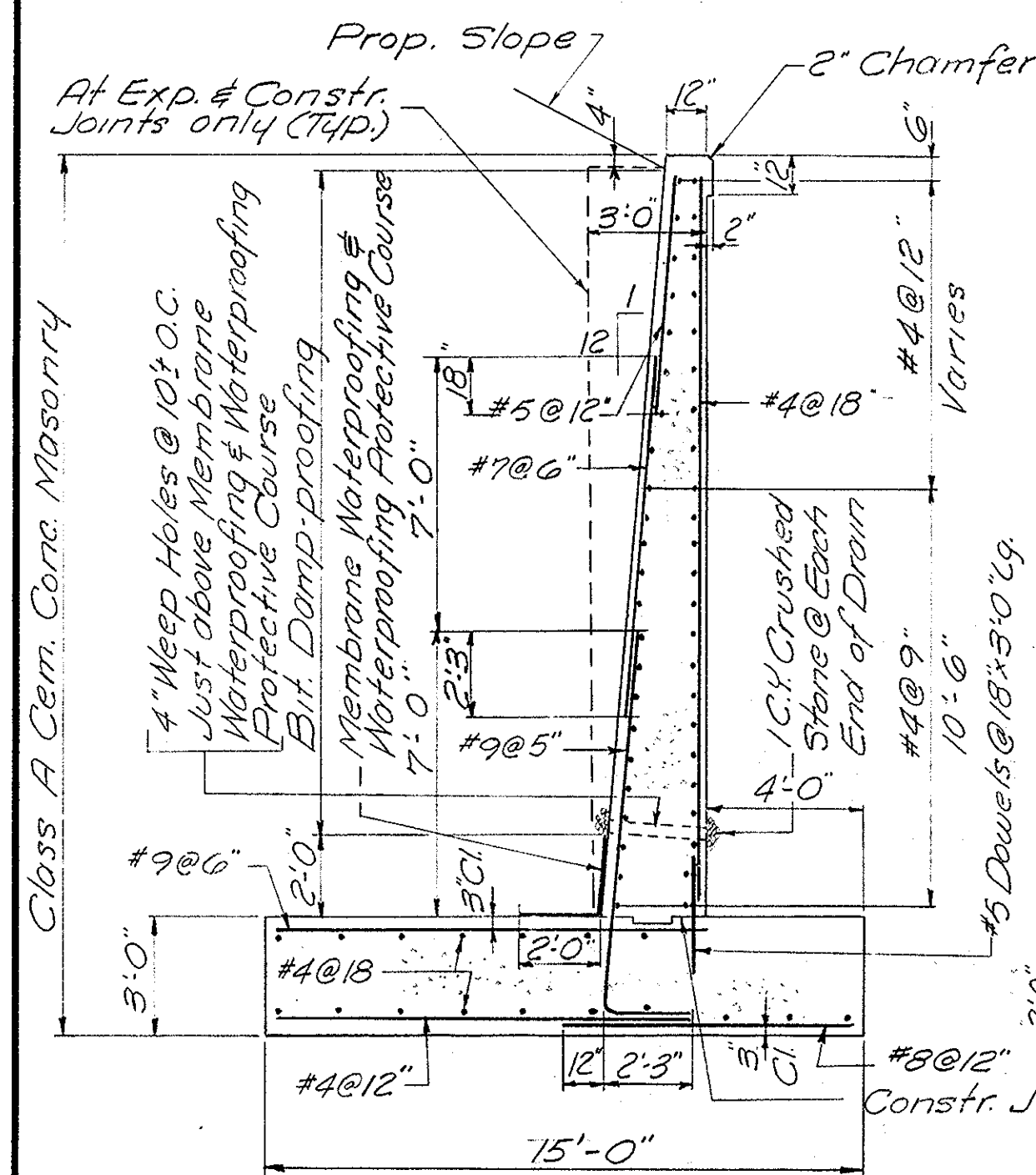
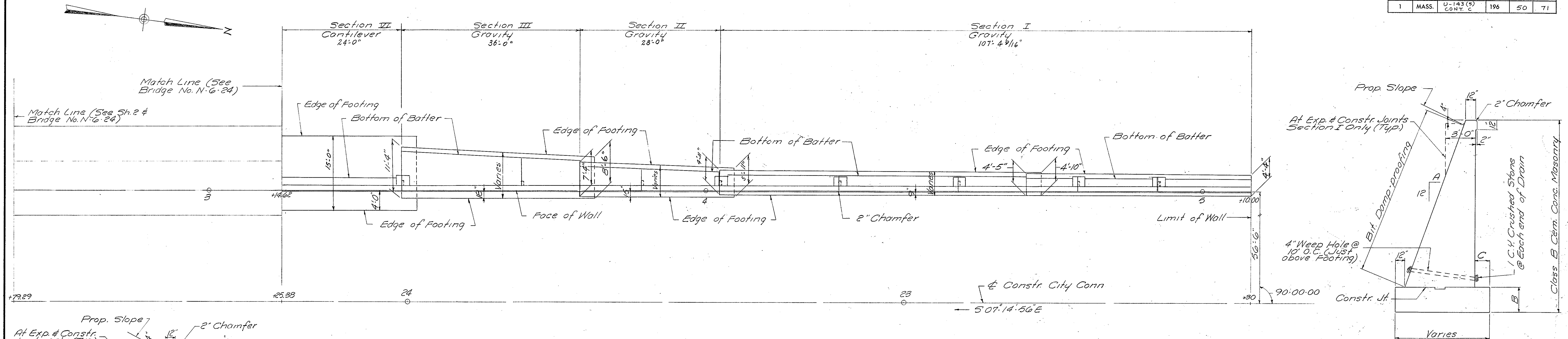


EXP. & CONSTR. JOINT DETAIL
GRAVITY WALL
SCALE: 1/2" = 1' - 0"

Note:
See Expansion & Constr. Joint Detail Sh. No. 3
See Rustication Detail Sh. No. 3
See Typical Sections Sh. No. 3

Note:
For Section I, See Cantilever Joint Detail Sh. No. 3

DEC. 11, 1965	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE



Section	A	B	C	Soil Pressure
I	3'2"	18"	9"	1900 P.S.F.
II	4"	2'0"	15"	4000 P.S.F.
III	5"	2'6"	18"	4900 P.S.F.
IV	4'2"	3'0"	2'0"	5500 P.S.F.

