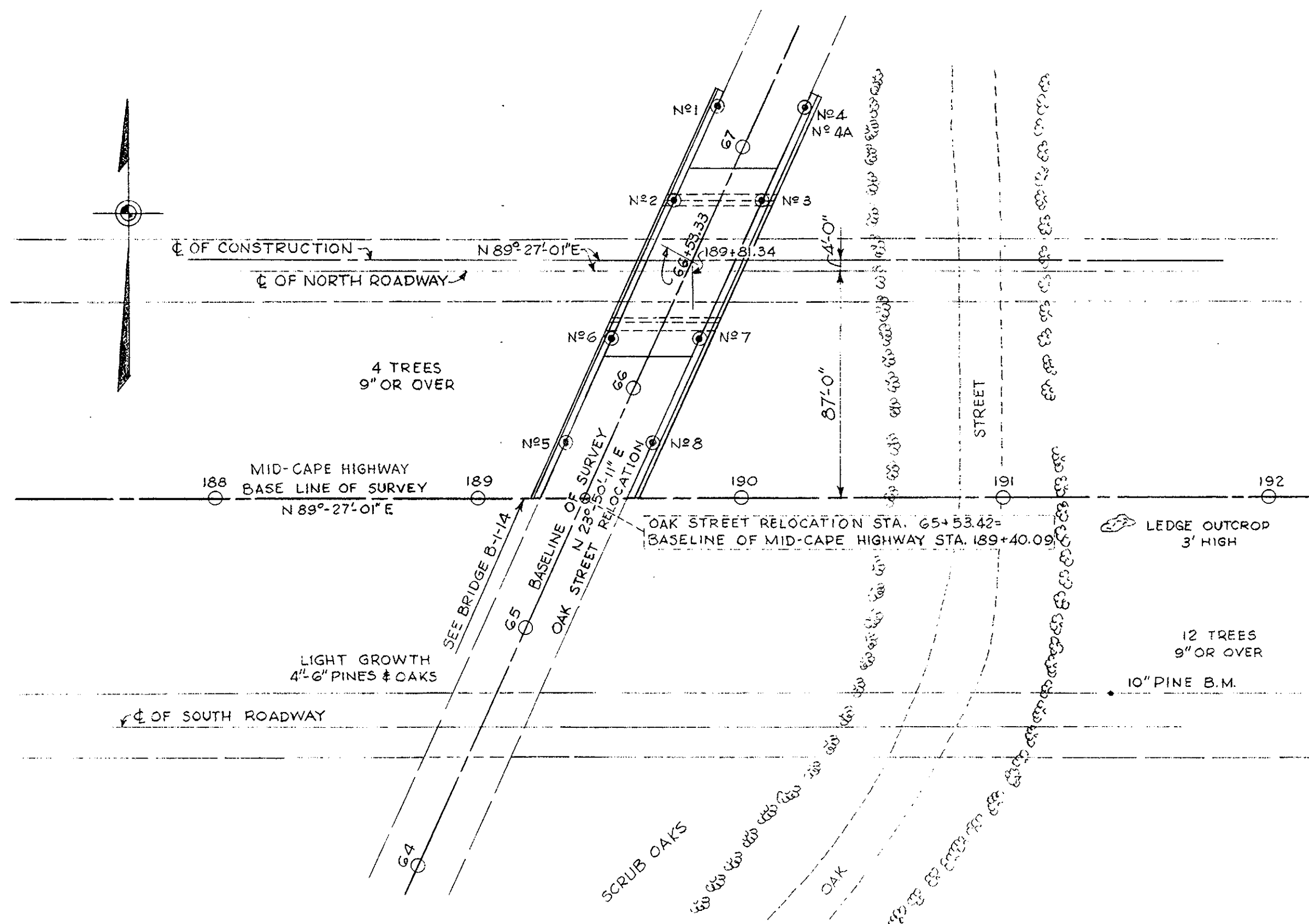
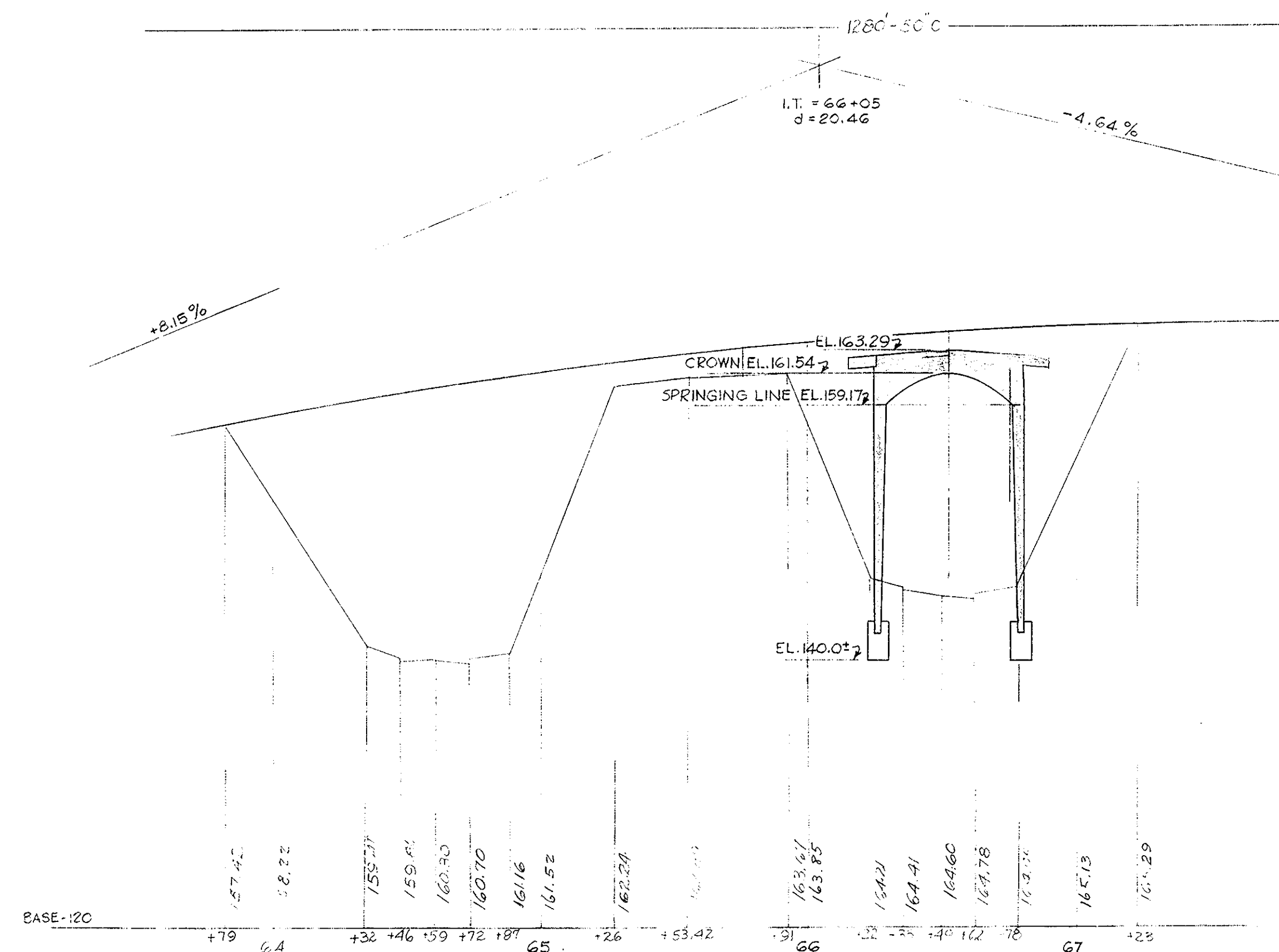
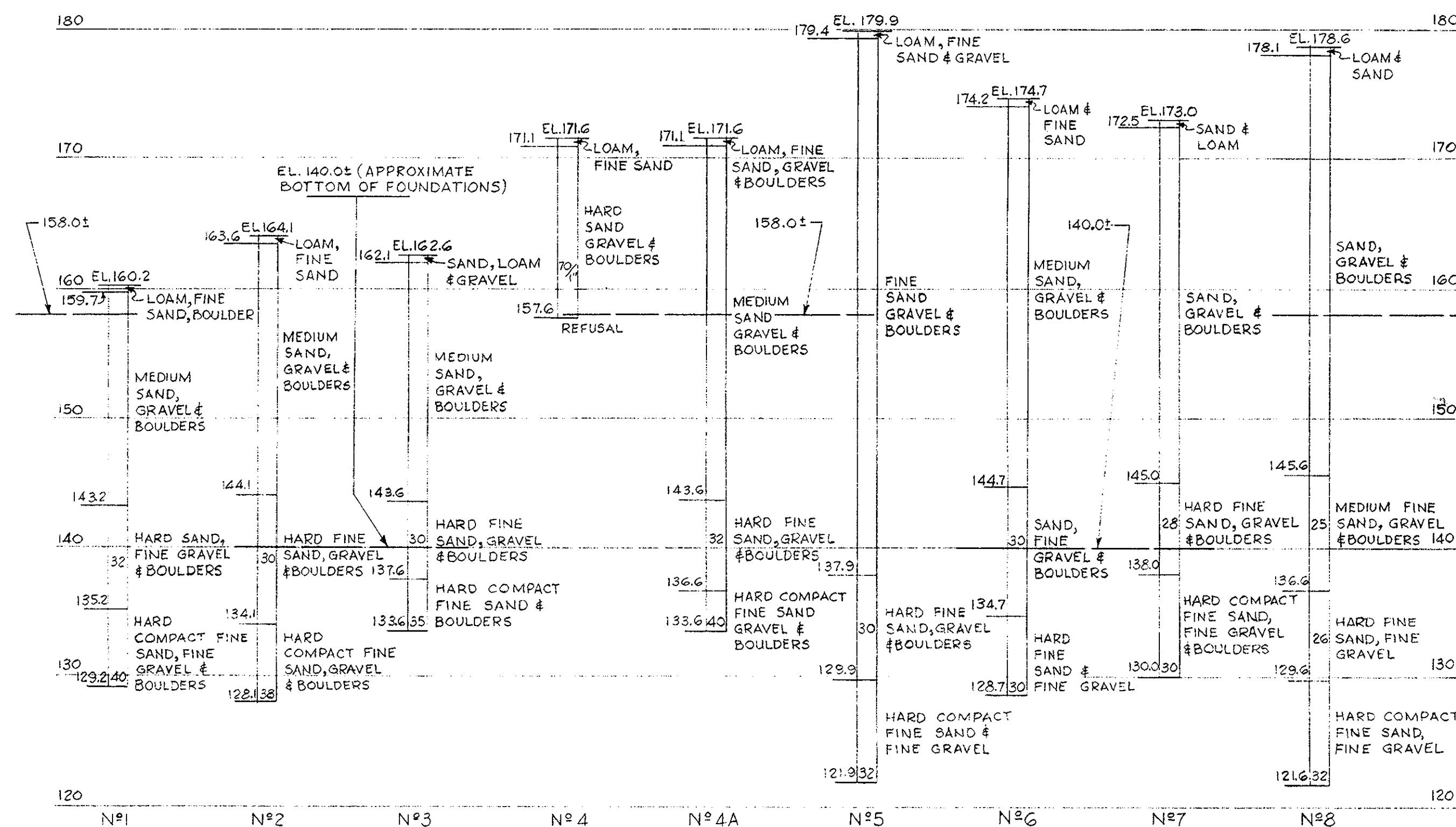




PLAN
SCALE 1"=40'-0"



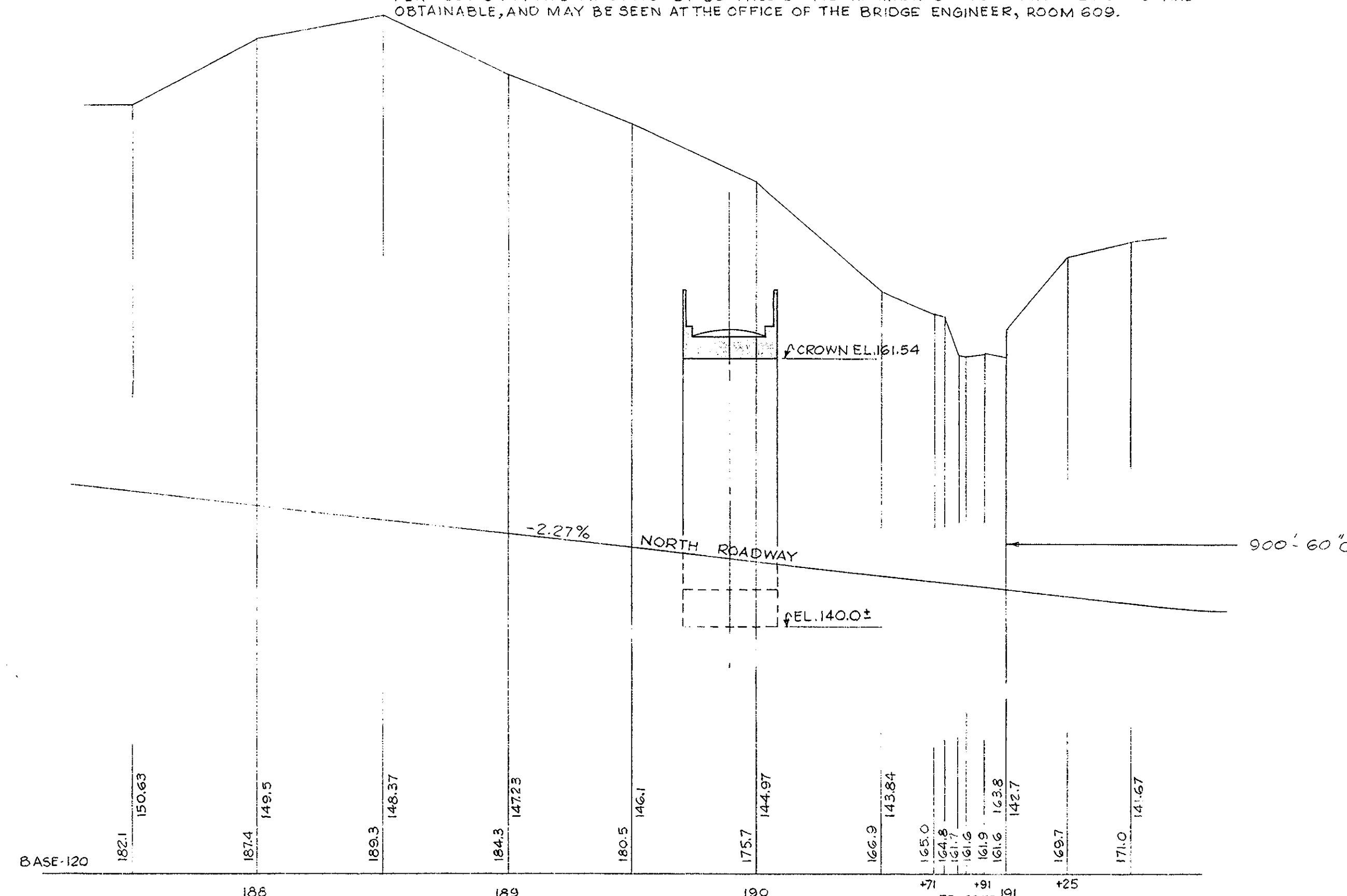
PROFILE OF OAK ST.
HORIZ. SCALE 1"=40'-0"
VERT. SCALE 1"=8'-0"



BORING DATA

BORINGS TAKEN AUGUST 1949 SCALE 1/8"=1'-0"

BORING NOTES: LOCATION OF BORINGS SHOWN ON KEY PLAN THUS. BORINGS TAKEN FOR PURPOSES OF DESIGN, AND INDICATE CONDITIONS AT BORING POINTS ONLY, BUT DO NOT NECESSARILY SHOW NATURE OF MATERIAL TO BE ENCOUNTERED IN CONNECTION WITH THE CONSTRUCTION OF THE BRIDGE. FIGURES IN COLUMNS INDICATE BLOWS PER FOOT ON 14" PIPE PRODUCED BY 30" FALL OF 140# HAMMER. SAMPLES FROM BORINGS ARE OBTAINABLE, AND MAY BE SEEN AT THE OFFICE OF THE BRIDGE ENGINEER, ROOM 609.



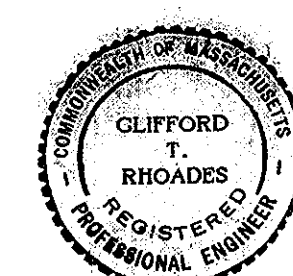
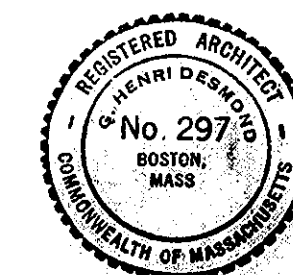
PROFILE OF MID CAPE HIGHWAY
HORIZ. SCALE 1"=40'-0"
VERT. SCALE 1"=8'-0"

ESTIMATED QUANTITIES NOT GUARANTEED

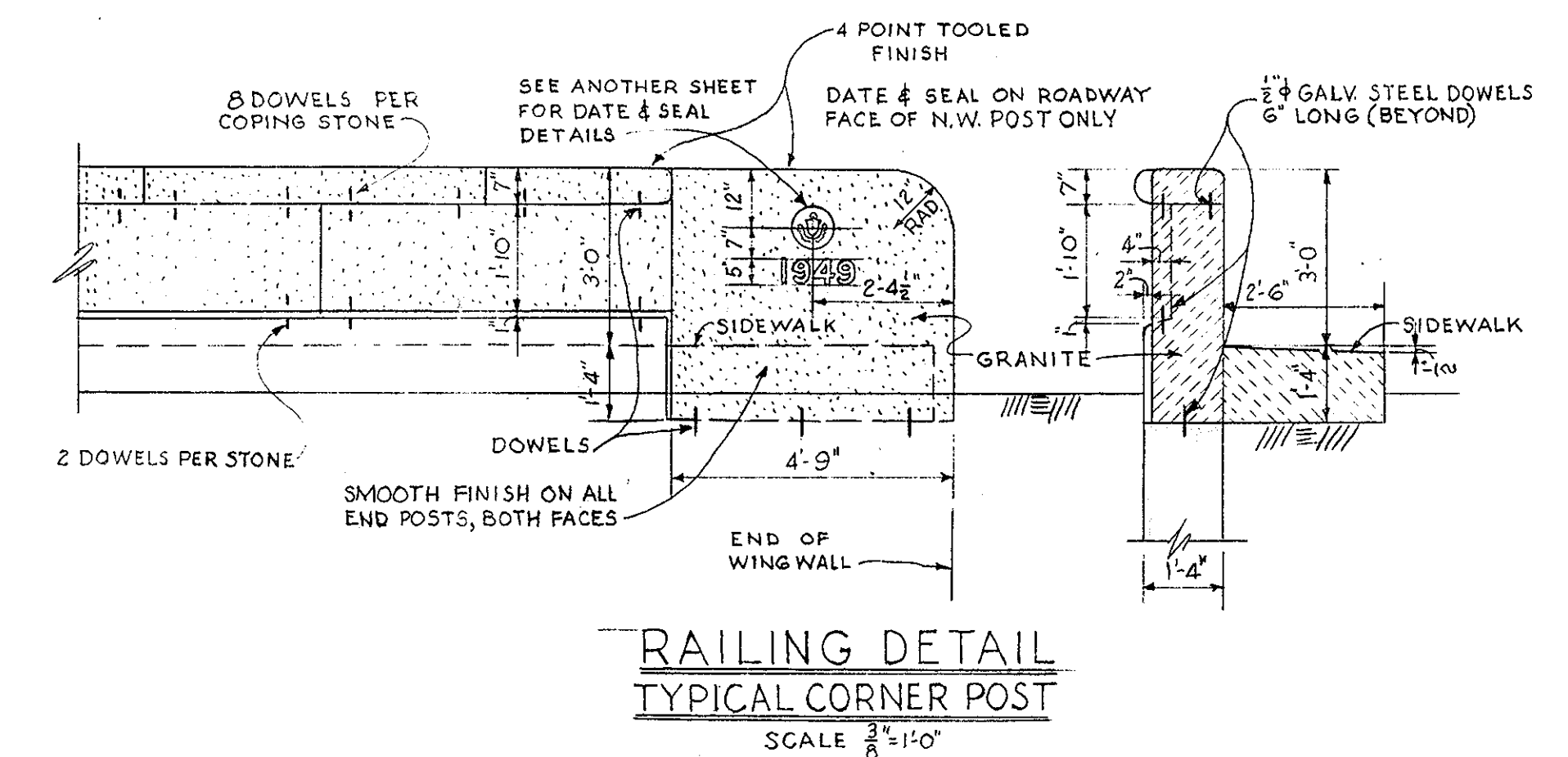
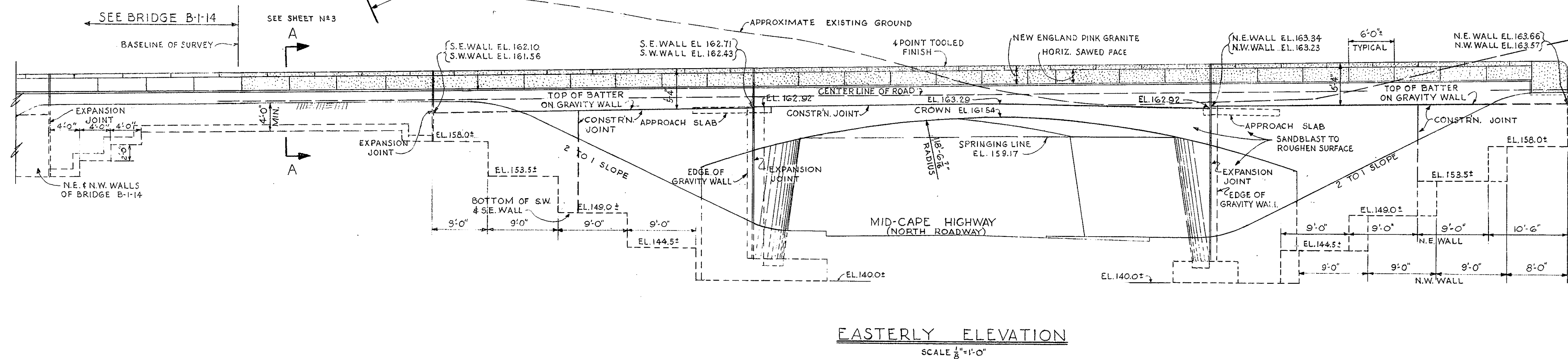
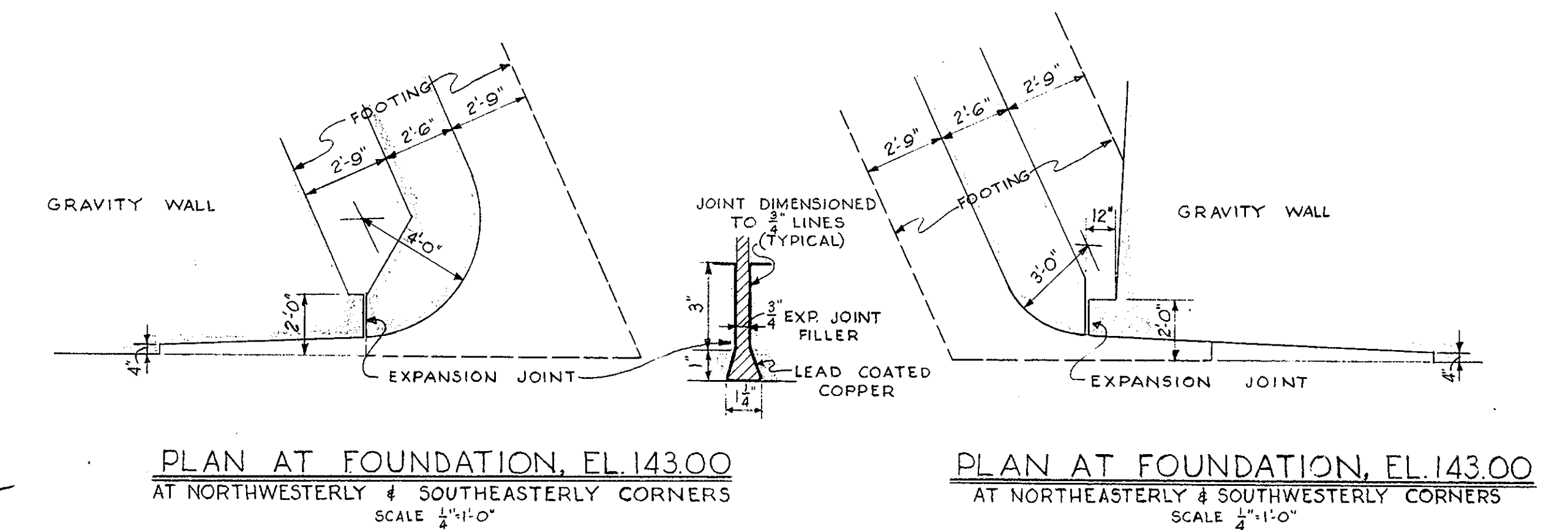
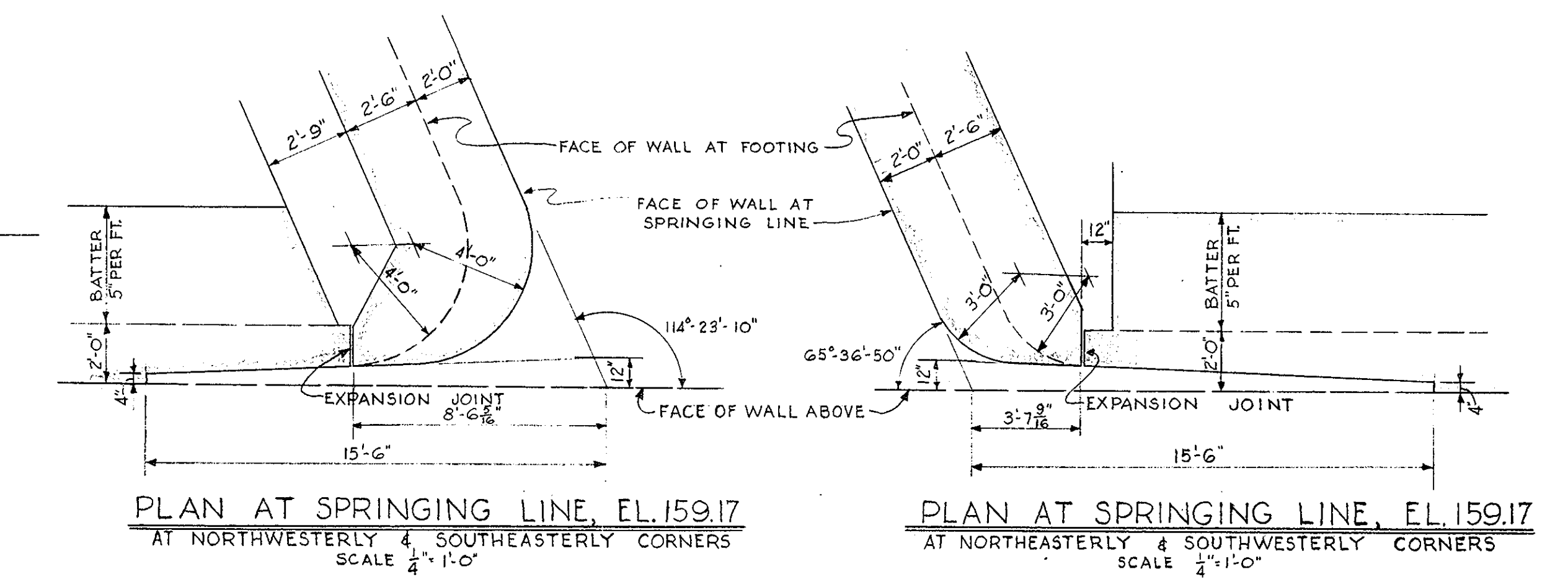
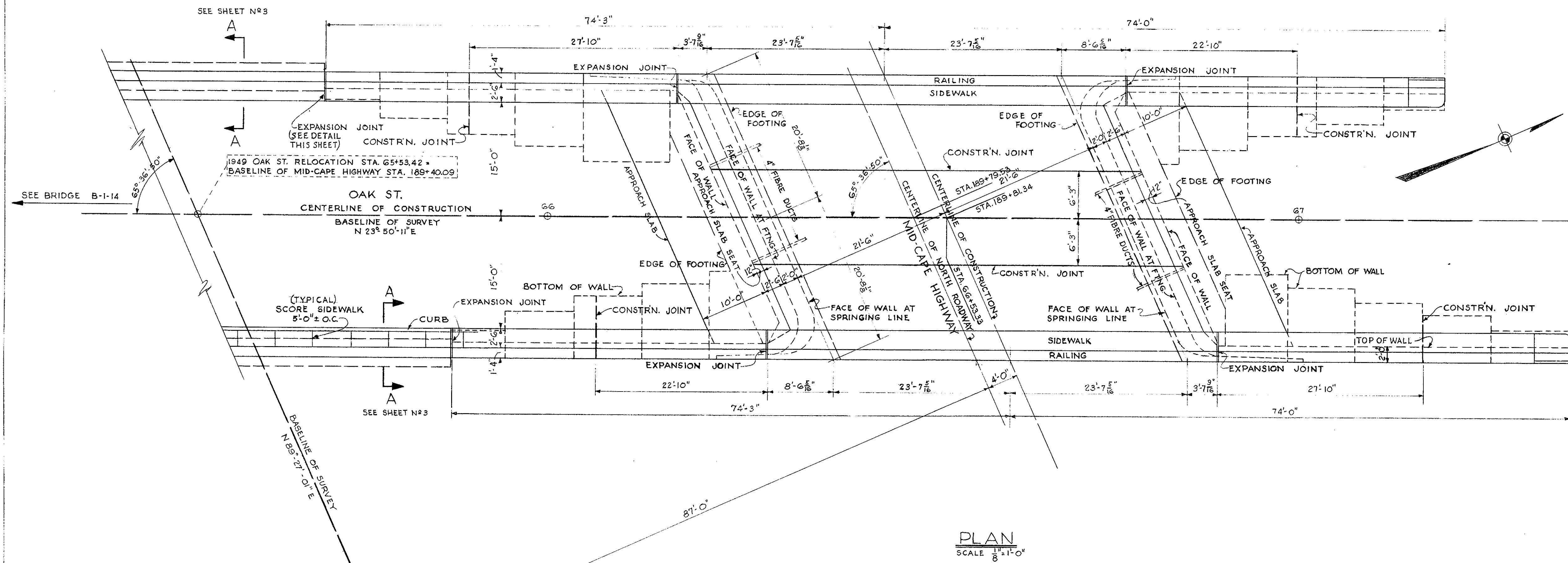
CLASS "B" ROCK EXCAVATION	10 CU. YDS.
BRIDGE EXCAVATION	660 CU. YDS.
GRAVEL BORROW	660 CU. YDS.
CLASS "A" CEMENT CONCRETE MASONRY	460 CU. YDS.
CLASS "B" CEMENT CONCRETE MASONRY	519 CU. YDS.
CLASS "D" CEMENT CONCRETE MASONRY	82 CU. YDS.
STEEL REINFORCING FOR STRUCTURES	78,000 POUNDS.
MEMBRANE WATERPROOFING	281 SQ. YDS.
WATERPROOFING PROTECTIVE COURSE	232 SQ. YDS.
BITUMINOUS DAMPPROOFING	139 SQ. YDS.
HORIZONTAL SAWED FACE GRANITE (4")	673 SQ. FT.
DRESSED GRANITE MASONRY END POSTS - HORIZ. SAWED CUT	2 EACH
GRANITE SIDEWALK - HORIZ. SAWED CUT (2'-6" x 5'-0" x 1'-4")	337 LIN. FT.
GRANITE COPING - 4 POINT CUT (7'-18")	119 LIN. FT.
GRANITE CURB TYPE "A" (6" x 12") STR.	70 CU. YDS.
STRIPPING GRAVEL P.I.'S	

GENERAL NOTES

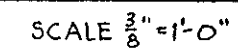
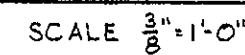
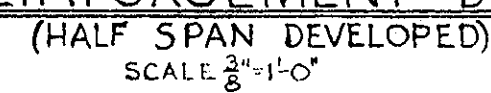
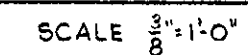
- FOUNDATIONS:**
MAY BE ALTERED IF NECESSARY TO SUIT CONDITIONS OF CONSTRUCTION
- DESIGN:**
ACCORDING TO STANDARD SPECIFICATIONS OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS: 1949 EDITION FOR H-20 LOADING
- BENCH MARK:**
R. R. SPIKE IN 10" PINE STA. 191+41 - 74' TO RIGHT. ELEV. = 168.22 U.S.C. & G.S. MEAN SEA LEVEL.
- DATE & SEAL:**
TO BE LOCATED ON ROADWAY FACE OF NORTHWESTERLY END POST OF RAILING. FOR DETAILS SEE SHEET N#2. FOR SIZE AND CHARACTER OF NUMERALS, SEE ANOTHER SHEET.



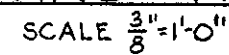
DATE	SHEET NOS.	DESCRIPTION
LIST OF REVISIONS USE ONLY PRINTS OF LATEST DATE		
THE COMMONWEALTH OF MASSACHUSETTS PROPOSED BRIDGE BARNSTABLE MID-CAPE HIGHWAY STA. 189+81.34 UNDER OAK STREET SCALES AS NOTED OFFICE OF DEPARTMENT OF PUBLIC WORKS 100 NASHUA ST. BOSTON, MASS. DEC. 1949		
<i>R.O. Rhodes</i> BRIDGE ENGINEER		<i>Clifford T. Rhodes</i> ACTING CHIEF ENGINEER
DESMOND & LORD, ARCHITECTS & ENGINEERS		
DATE OF ISSUE		
ADVERTISING	CONSTRUCTION	REVISION
12-31-49	12-31-49	



12-31-49	CONSTRUCTION
12-31-49	ADVERTISING
DATE	DESCRIPTION
USE ONLY PRINTS OF LATEST DATE	



(SEE SHEET N° 2)

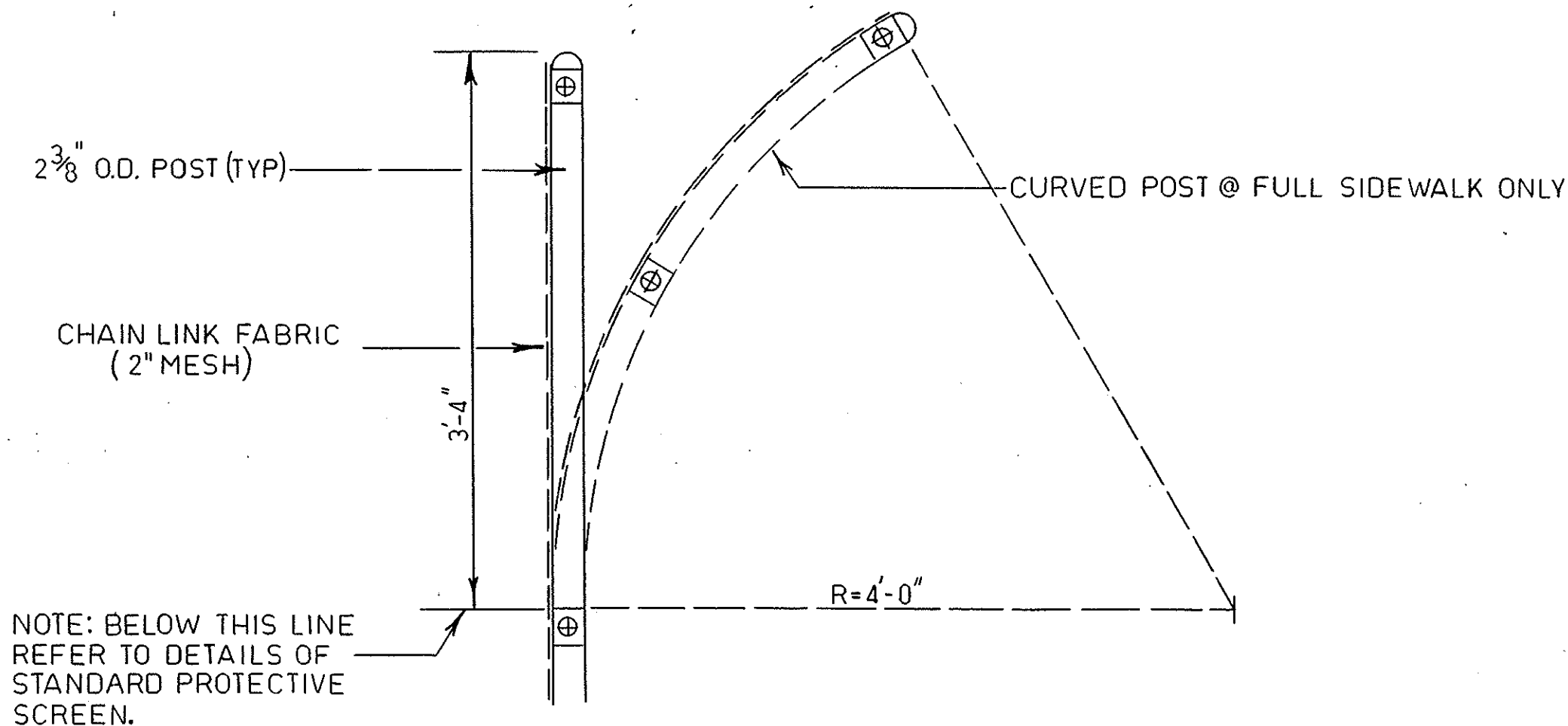


SHEET 3 OF 3 SHEETS BRIDGE N° B-1-12

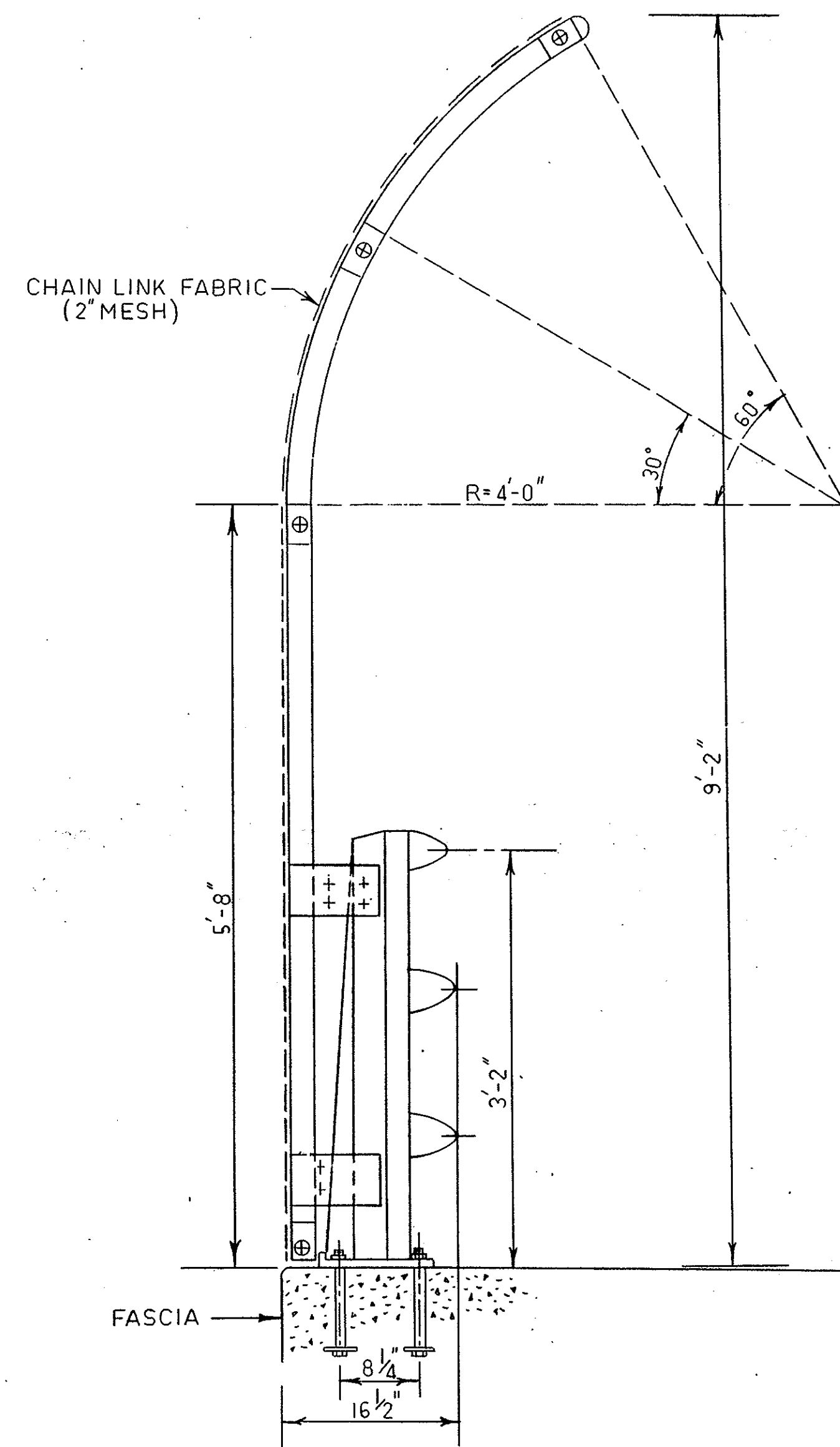
PUB. NO.	STATE	FEDERAL AID	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.				

MATERIAL NOTES:

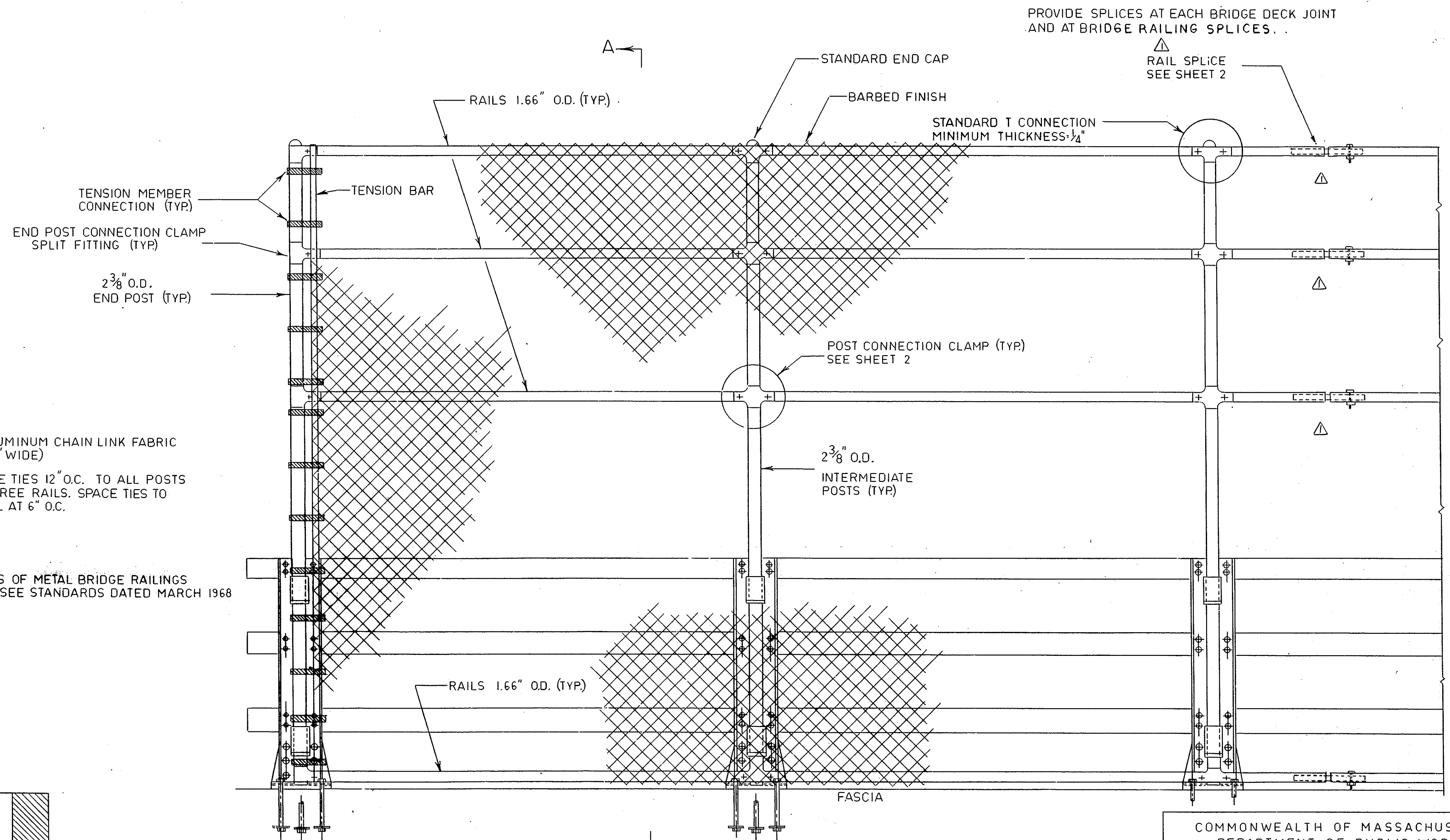
POSTS, RAILS, TENSION BARS, RAIL SPICES, WASHERS, AND POST CONNECTION CLAMPS	ASTM	B 221	ALLOY 6061-T6
FABRIC & TIES	ASTM	B 211	ALLOY 6061-T94-6 GAUGE
LOWER CLAMPS	ASTM	B 26 OR B 108	ALLOY 356-T-6
TENSION BANDS	ASTM	B 221	ALLOY 6063-T5
BOLTS	ASTM	B 316	ALLOY 2024-T4
NUTS	ASTM	B 316	ALLOY 6061-T6
UPPER CLAMPS	ASTM	B 221	ALLOY 6061-T6 OR 6063-T6



DETAIL TOP OF POST AT SAFETY WALK
SCALE: $\frac{3}{32}$ " = 1"



SECTION A-A
SCALE: $\frac{3}{32}$ " = 1"



ELEVATION
BRIDGE RAILING POST (TYPE AL-3)
ALUMINUM POST FOR PROTECTIVE SCREEN
SCALE: $\frac{3}{32}$ " = 1"

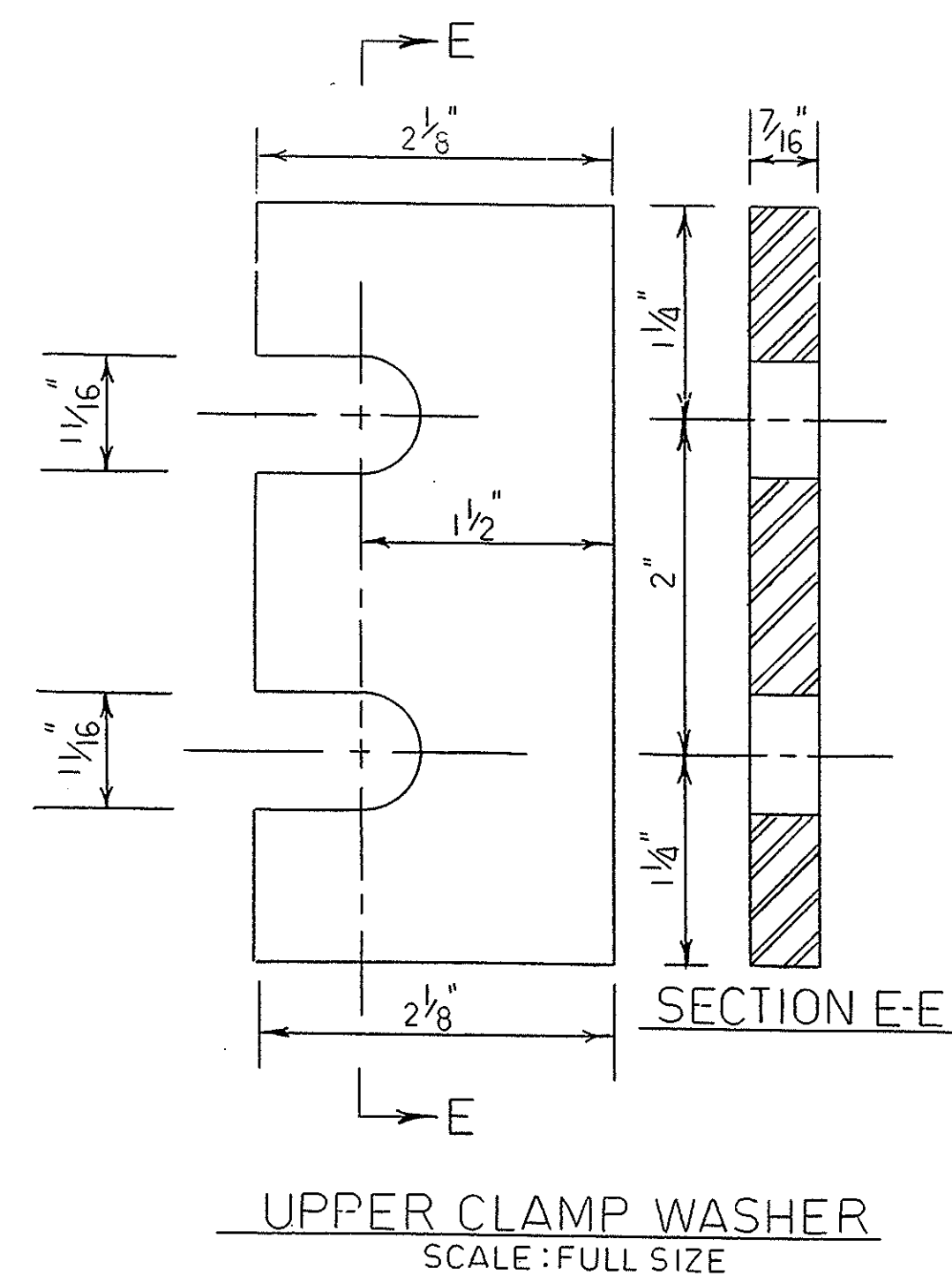
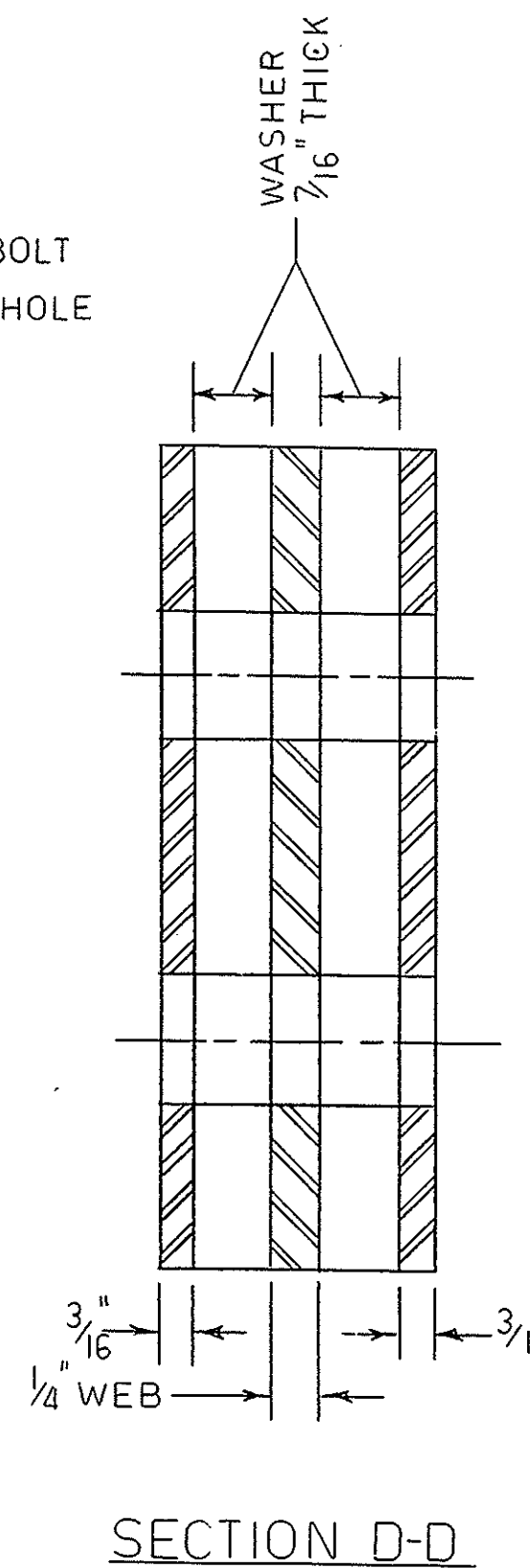
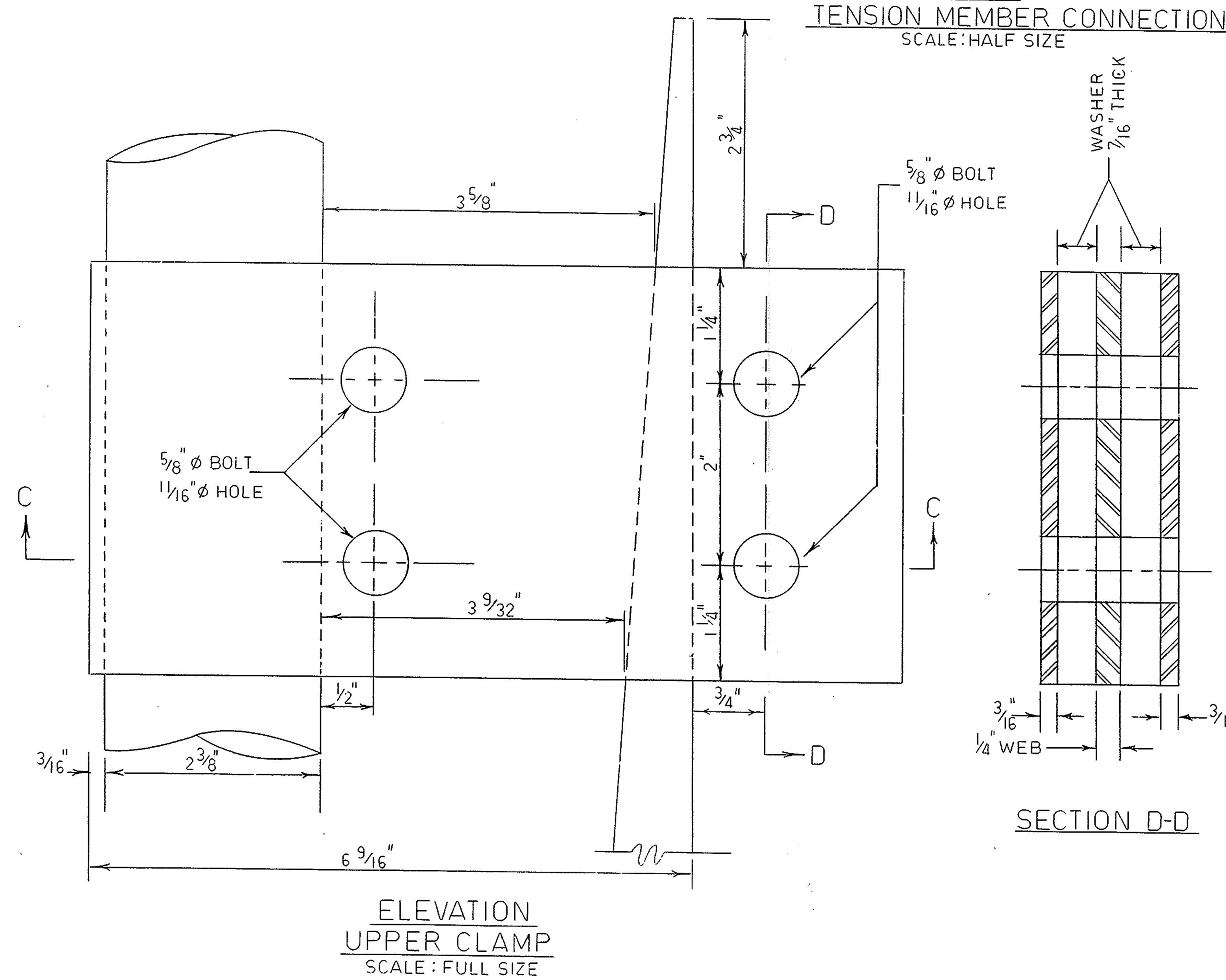
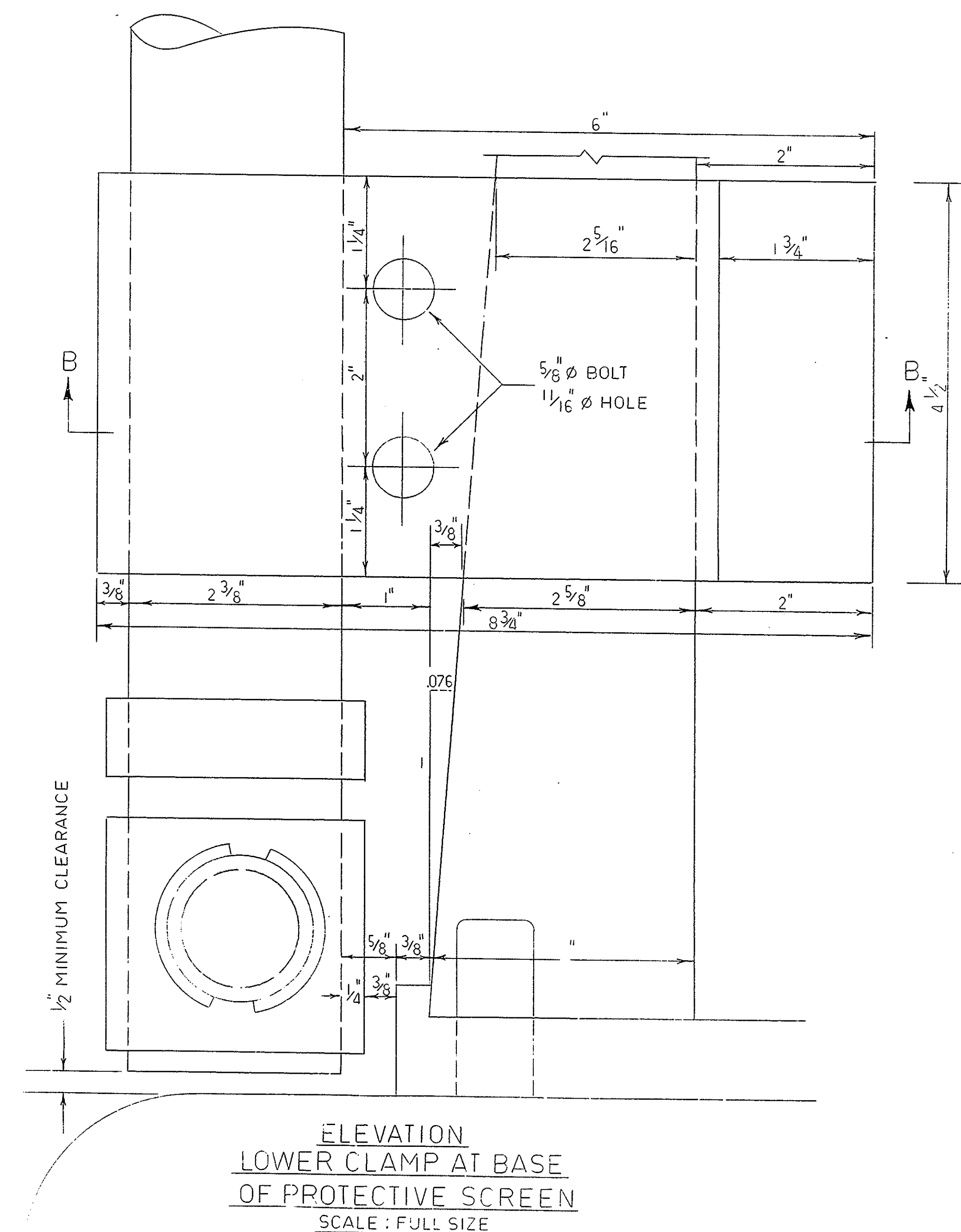
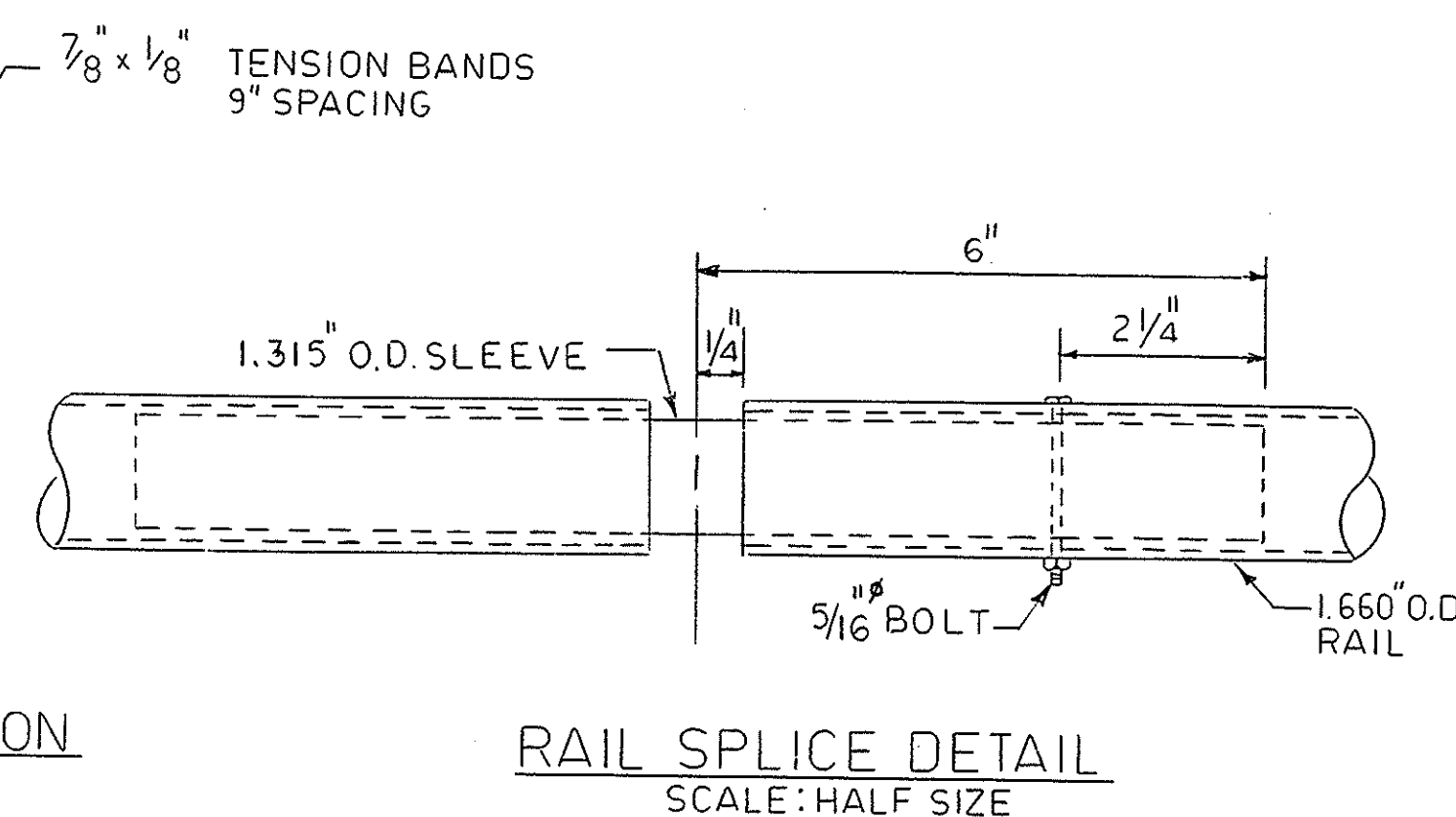
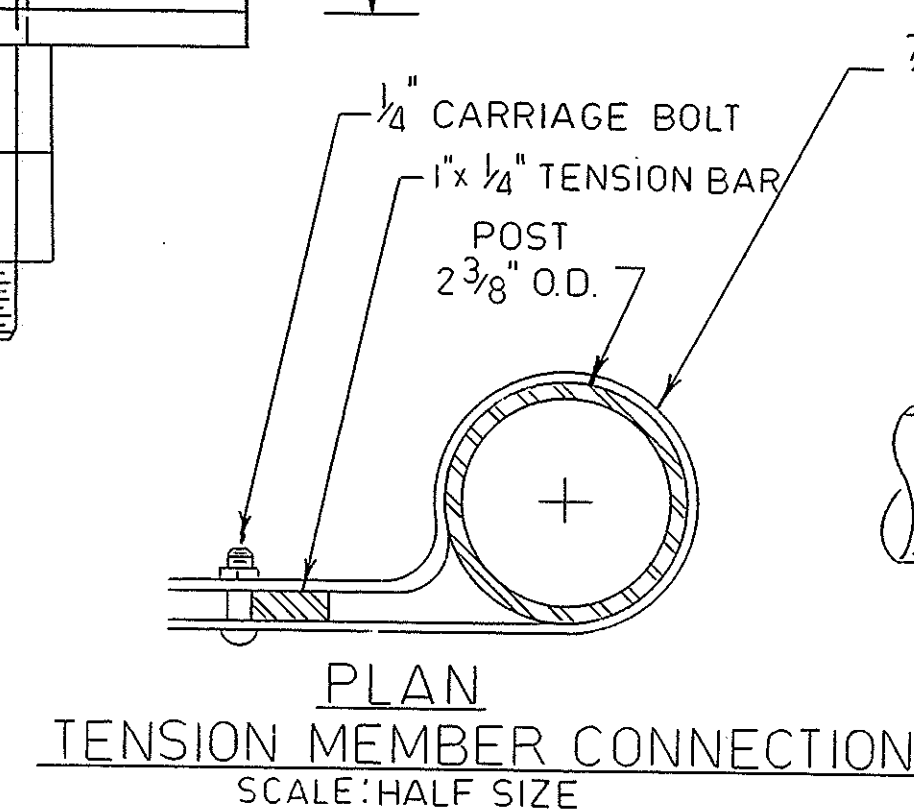
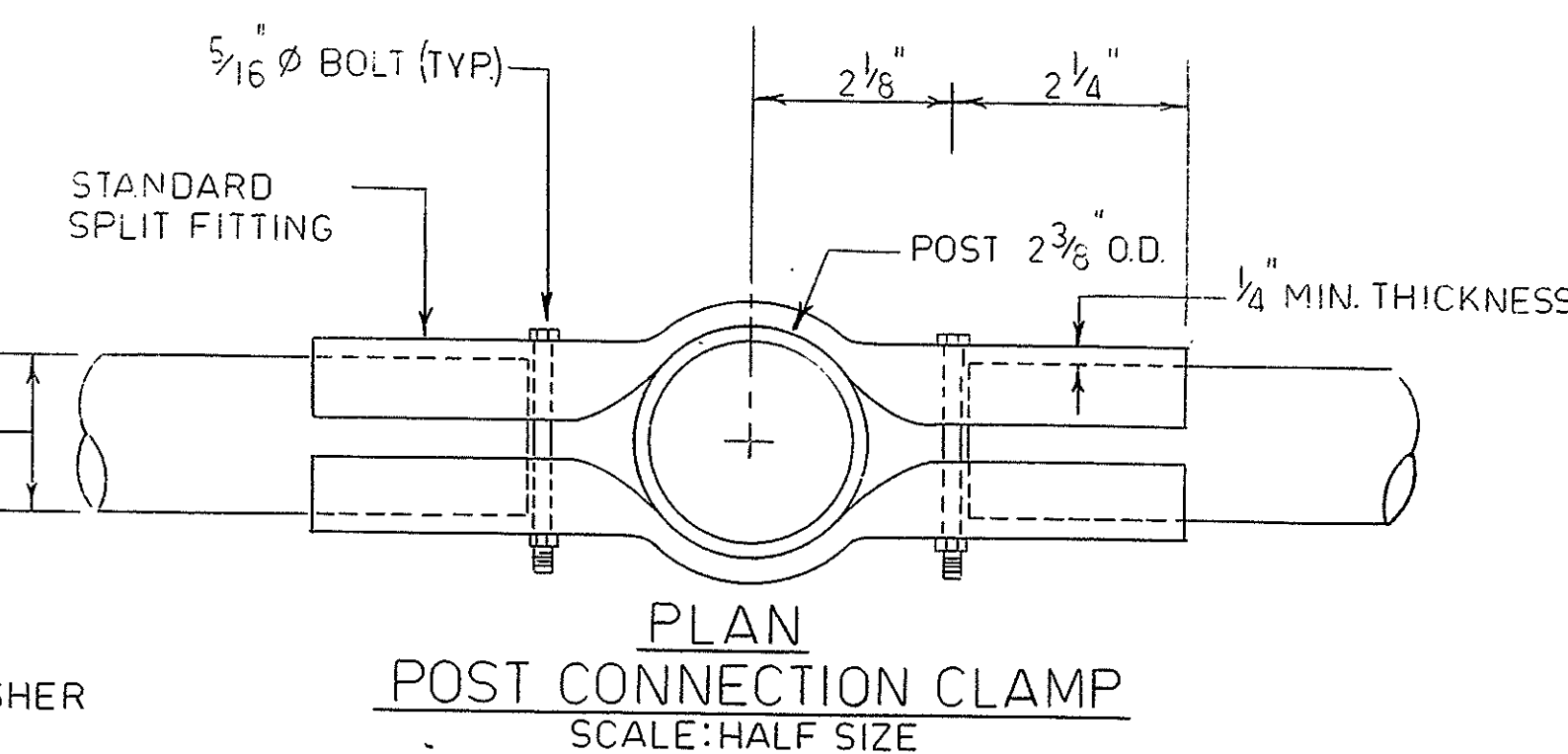
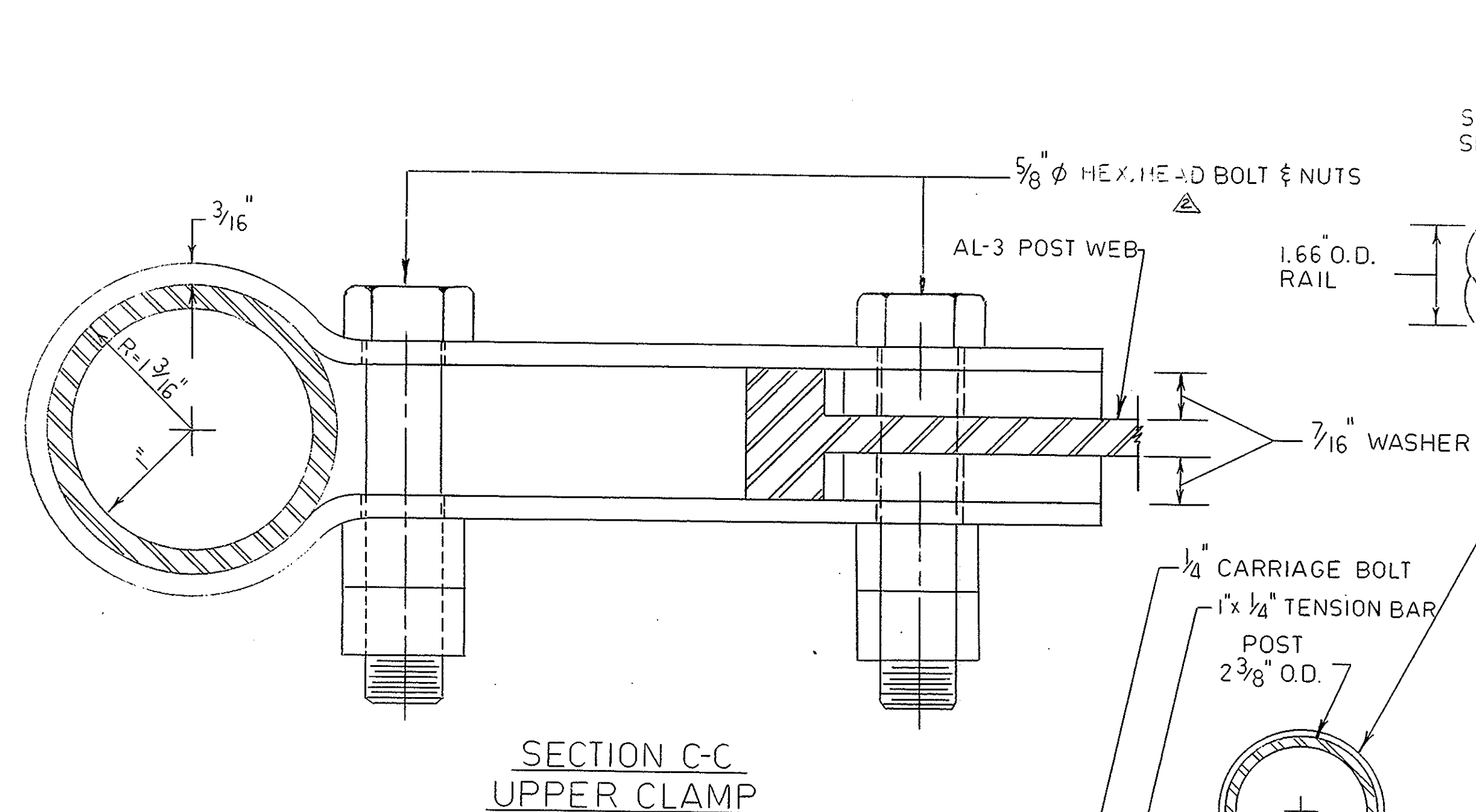
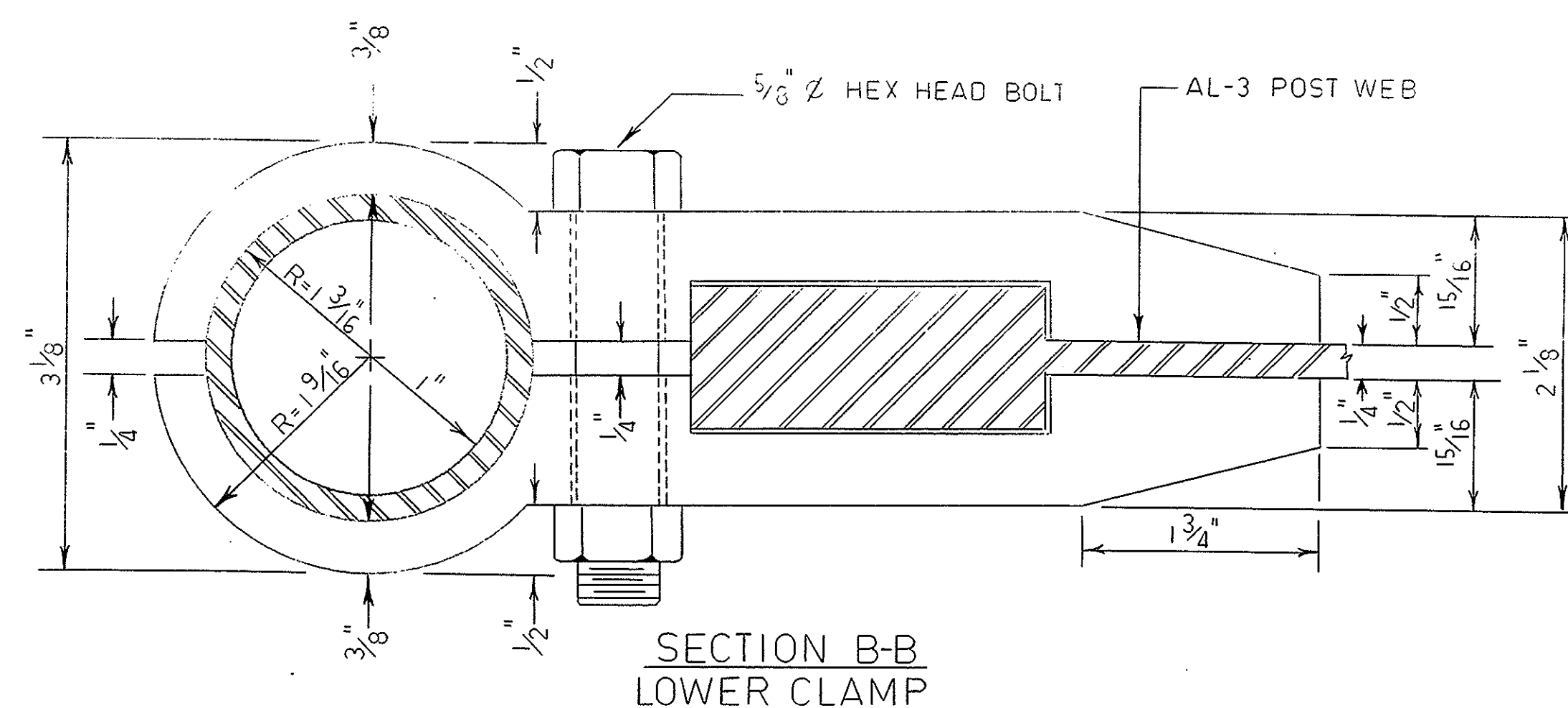
COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
STANDARD PROTECTIVE SCREEN
ATTACHMENT TO METAL BRIDGE RAILING
TYPE AL-3
JANUARY 1975

MAY 3, 1976 Δ SPLICE NOTE REVISED
MAY 3, 1976 Δ REVISION SHEET 1, 2
OCT. 3, 1978 Δ SHEET 2 REVISION

Robert T. Train
CHIEF ENGINEER

SHEET 1 OF 2 SHEETS BRIDGE No. B-1-17
D-7-9

PUB. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	MASS.				



OCT. 3, 1973	UPPER CLAMP BOLTS REVISED
MAY 3, 1976	RAIL SPLICE DETAIL REVISED
DATE	DESCRIPTION
	ISSUED FOR CONSTRUCTION
	USE ONLY PRINTS OF LATEST DATE

BARNSTABLE / DENNIS
US 6 / ST 134 / OAK ST

GENERAL NOTES

REINFORCEMENT

REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION A615 GRADE 60. ALL #4 BARS SHALL BE LAPPED 20". ALL #5 BARS SHALL BE LAPPED 26". FOR HORIZONTAL BARS WITH 12" OR MORE OF CONCRETE BELOW THE BAR, THE LAP LENGTHS SHALL BE 29" FOR #4 BARS AND 36" FOR #5 BARS. IF THE ABOVE BARS ARE SPACED 6" OR MORE ON CENTER, THE LAP LENGTH SHALL BE 80% OF LAP LENGTH GIVEN ABOVE. ALL OTHER BARS SHALL BE LAPPED AS SHOWN ON THE PLANS.

PLANS

PLANS FOR THE EXISTING BRIDGE MAY BE SEEN AT THE OFFICE OF THE BRIDGE ENGINEER, DEPARTMENT OF PUBLIC WORKS, TEN PARK PLAZA, BOSTON, MASSACHUSETTS.

DIMENSIONS

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

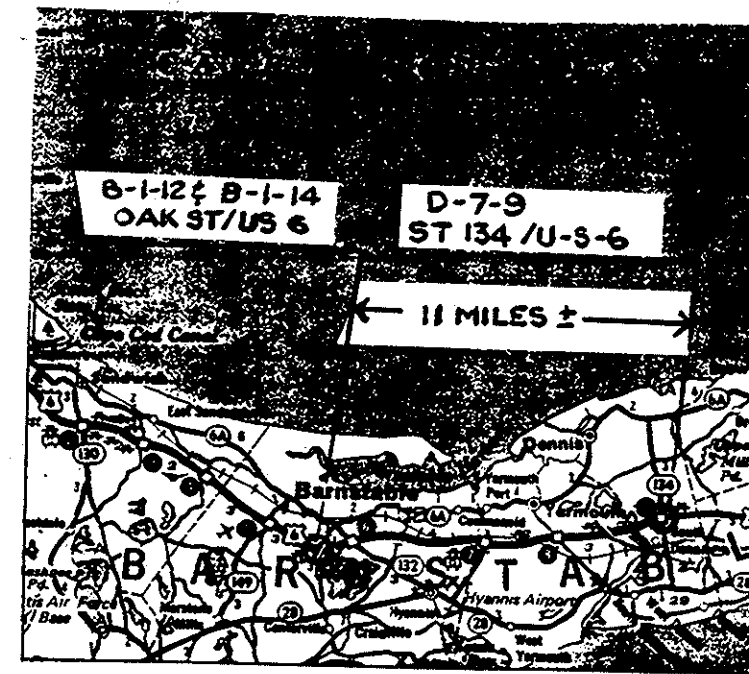
CONCRETE MIX

THE FOLLOWING CONCRETE MIX SHALL BE USED: (1) (2) (3)
UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

- (1) 28 DAY COMPRESSIVE STRENGTH (PSI)
- (2) MAXIMUM AGGREGATE SIZE (INCHES)
- (3) CEMENT CONTENT (LB/CY)

STATE SEAL

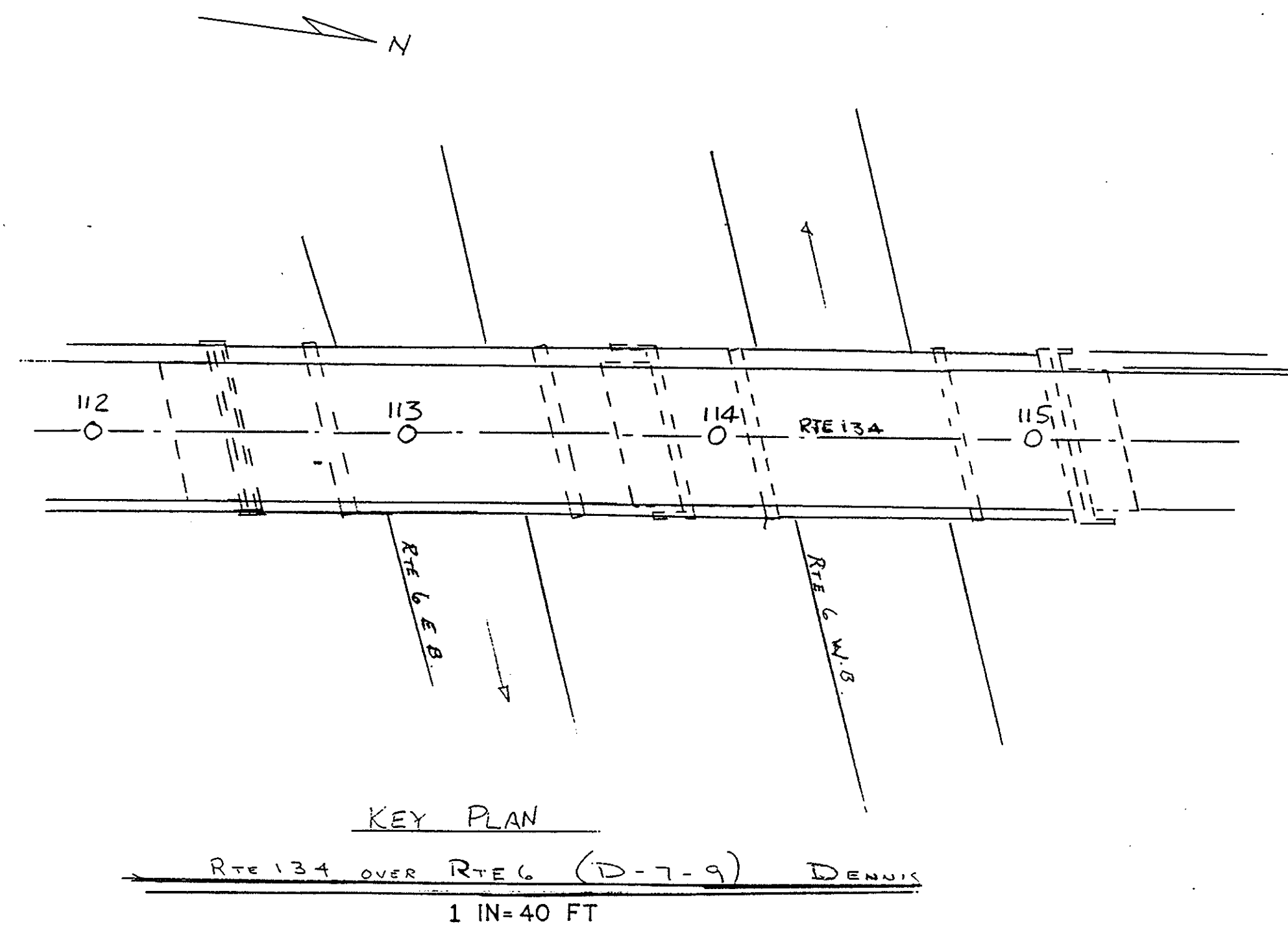
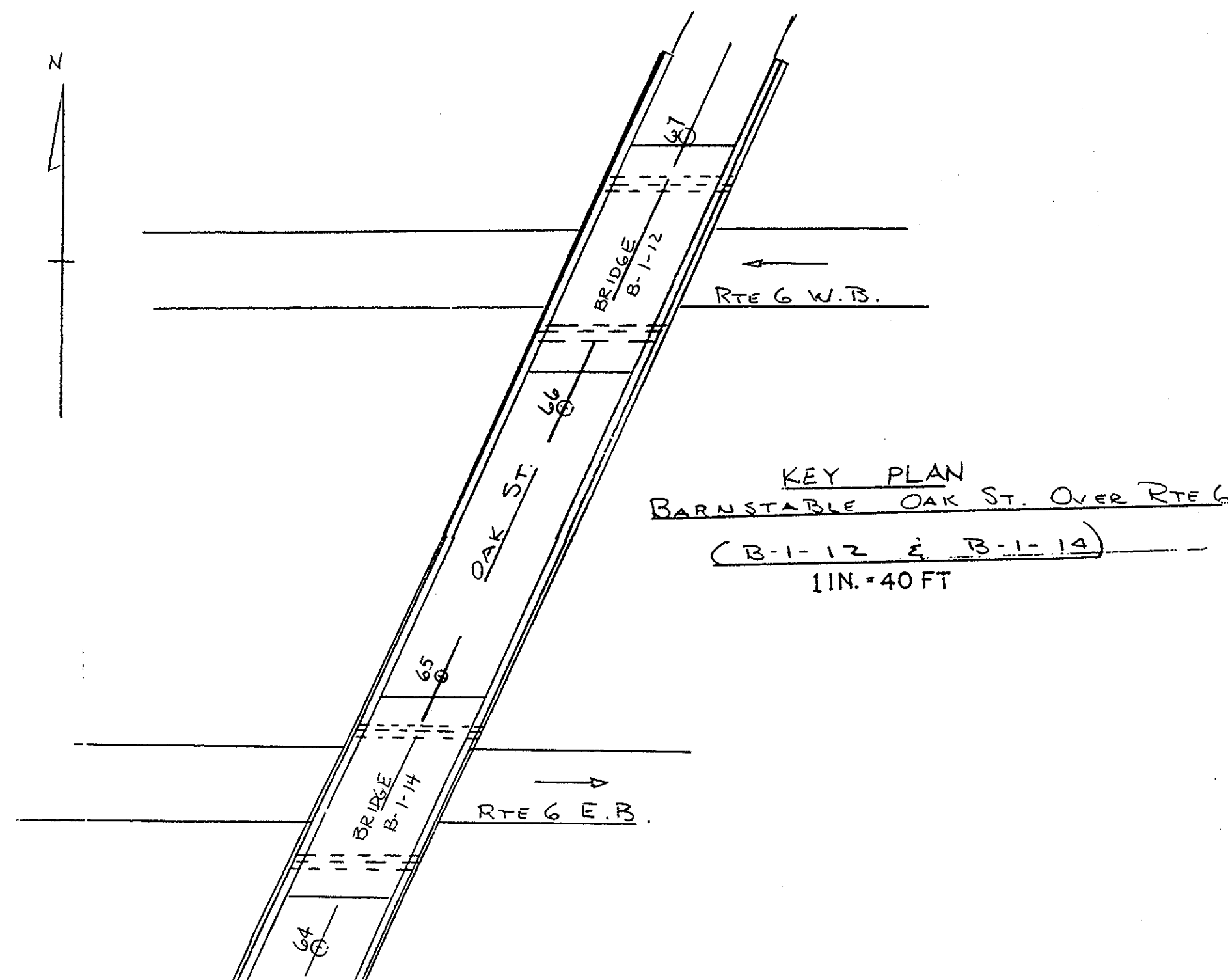
THE SEALS WILL BE FURNISHED BY THE DEPARTMENT AND SHALL BE SET BY THE CONTRACTOR ON THE INSIDE FACES OF THE NORTHWEST AND SOUTHEAST END POSTS.



LOCATION MAP

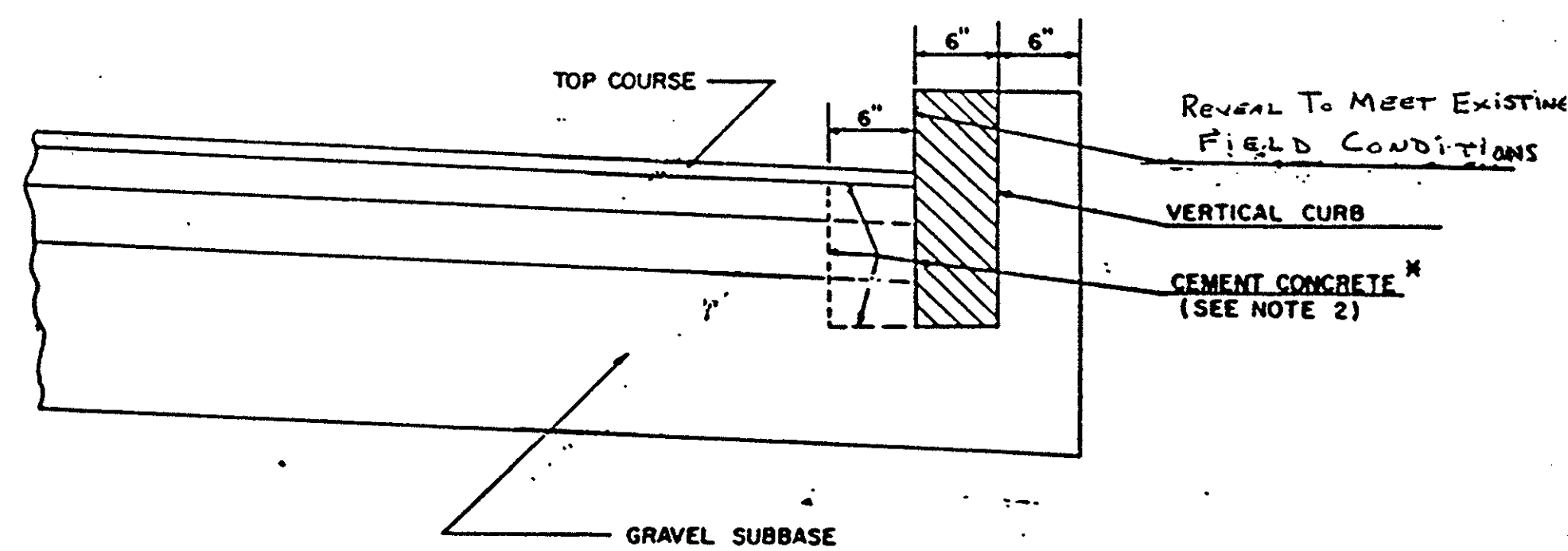
(NOT TO SCALE)

INDEX	
SHEET	DESCRIPTION
1	TITLE PAGE
2	CURB & HWY GUARD STDS
3	COLD PLANING & RESURFACING, JOINT DETAILS
4	PROP GUARDRAIL, BRIDGE RAIL, CONCRETE EPOXY & SHIELDING
5	END POST DETAILS I
6	END POST DETAILS II
7	TRAFFIC BR D-7-9
8	TRAFFIC BR B-1-12 & B-1-14



ISSUED FOR CONSTRUCTION	
DATE	REVISION
USE ONLY REVISIONS OF LATEST DATE	
THE COMMONWEALTH OF MASSACHUSETTS PROPOSED BRIDGE DECK BETTERMENTS	
BARNSTABLE / DENNIS OAK ST/US 6 ST 134/US 6	
SCALES AS NOTED OFFICE OF DEPARTMENT OF PUBLIC WORKS TEN PARK PLAZA BOSTON, MASS.	
<i>St. Berkech</i> MAINTENANCE ENGINEER	5/21/91 DATE

METHOD OF SETTING VERTICAL CURB



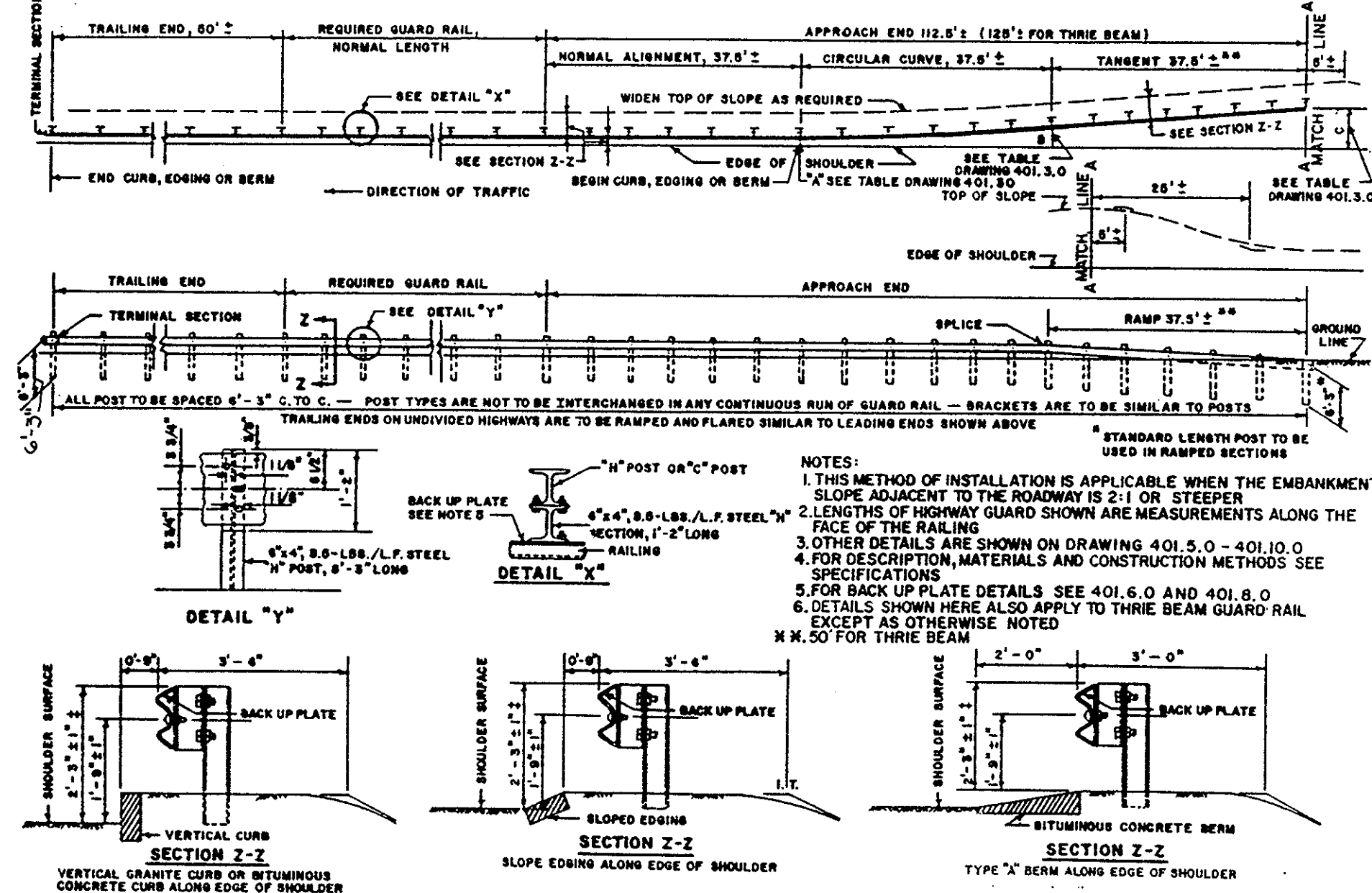
PROCEDURE DESCRIBED HEREIN IS APPLICABLE ONLY IF CURB IS TO BE SET AFTER BASE AND/OR BINDER COURSES ARE IN PLACE OTHERWISE CEMENT CONG. WILL BE ELIMINATED AND GRAVEL BROUGHT UP TO BOTTOM OF BASE COURSE. FOR DESCRIPTION, MATERIALS AND CONSTRUCTION METHOD, SEE SPECIFICATIONS

NOTES:

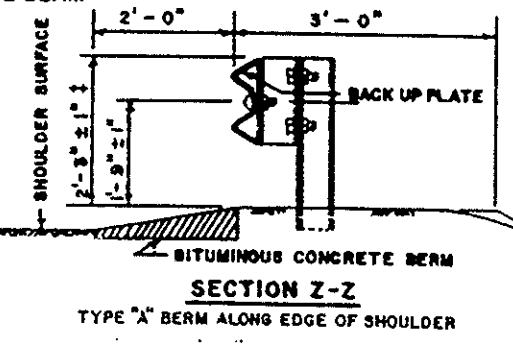
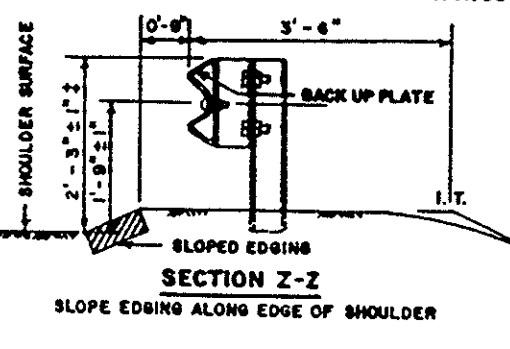
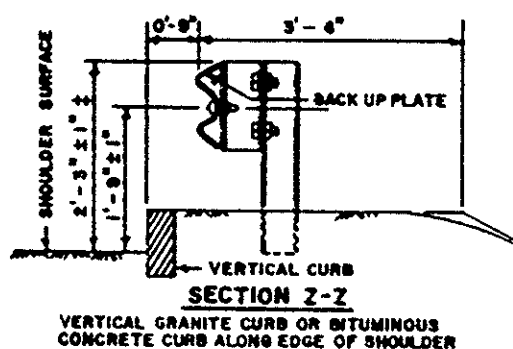
1. CUT MEAT LINE 6" FROM CURB LINE AND REMOVE BINDER, BASE AND STONE, REPLACE WITH CEMENT CONCRETE.
2. ANY CLASS CEMENT CONCRETE THAT IS ACCEPTABLE TO THE DEPT. UNDER SECTION M4 OF THE 1973 STANDARD SPECIFICATIONS; ALL TEST REQUIREMENTS ARE WAIVED. BITUMINOUS CONCRETE IS NOT TO BE USED AS A SUBSTITUTE.
3. PAYMENT FOR CEMENT CONCRETE WILL BE INCLUDED IN THE PRICE PER LINEAL FOOT OF CURBING

STEEL BEAM HIGHWAY GUARD TYPE SS

TYPICAL INSTALLATION

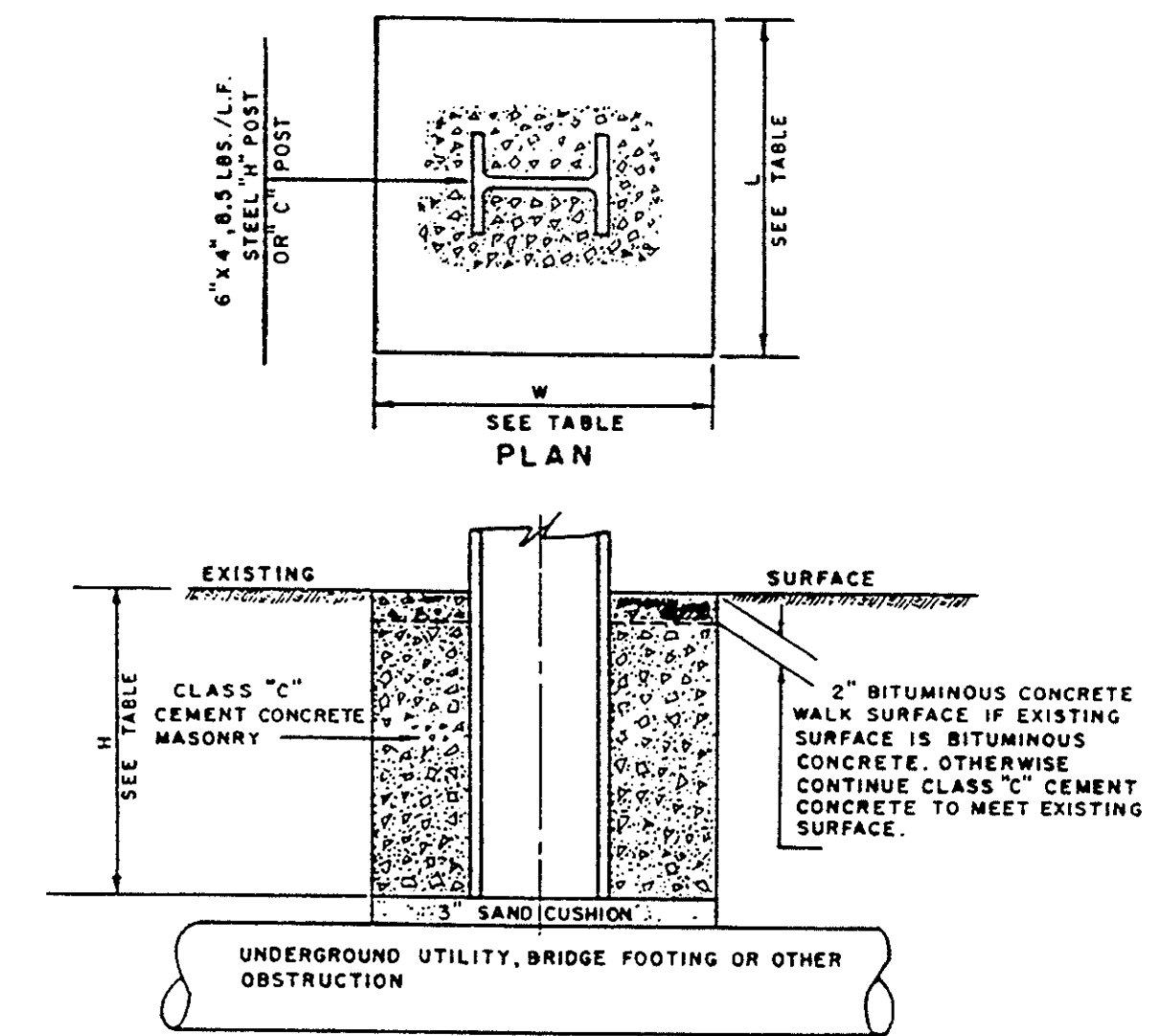


DETAIL "Y"



BARNSTABLE / DENNIS
US 6 / ST 134 / OAK ST
HIGHWAY GUARD AND CURB STANDARDS

MODIFIED GUARD RAIL POST INSTALLATION (USED WHERE STANDARD IMBEDMENT IS NOT FEASIBLE)

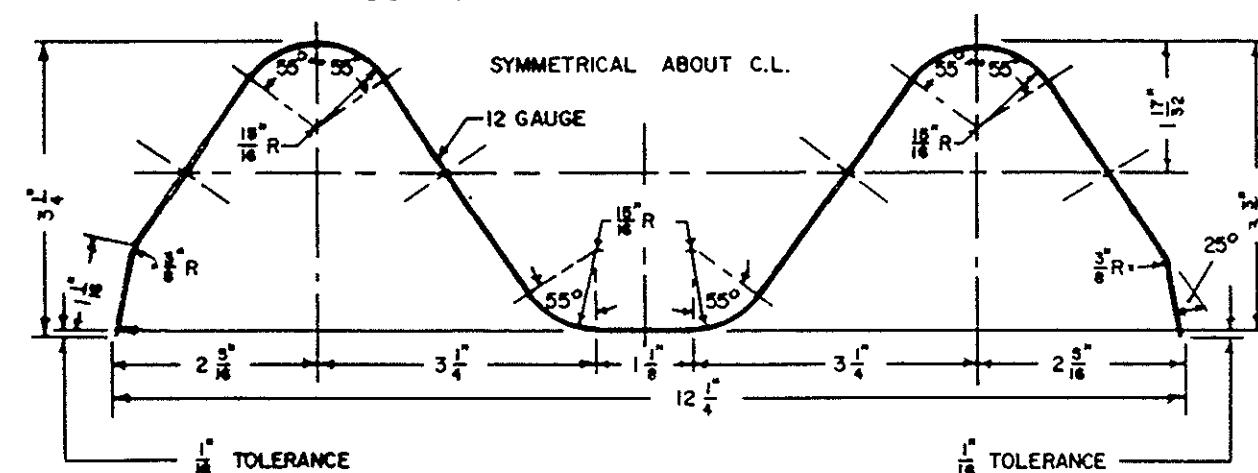


NOTE:
OFFSET BRACKETS ARE TO BE INSTALLED AND RAILS ARE TO BE MOUNTED AS SHOWN ON DRAWINGS 401.1.0 AND 401.5.0 - 401.9.0

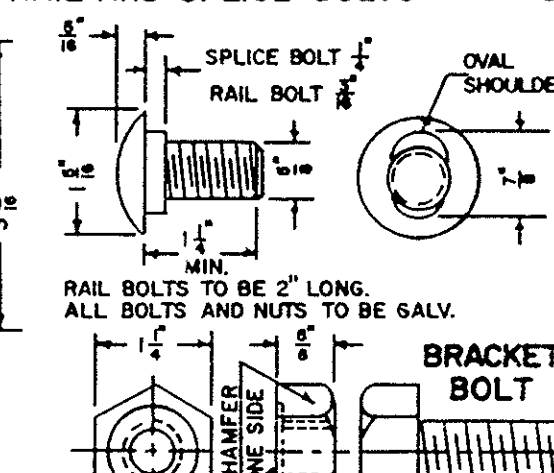
STEEL BEAM HIGHWAY GUARD TYPE SS

W RAIL SECTION

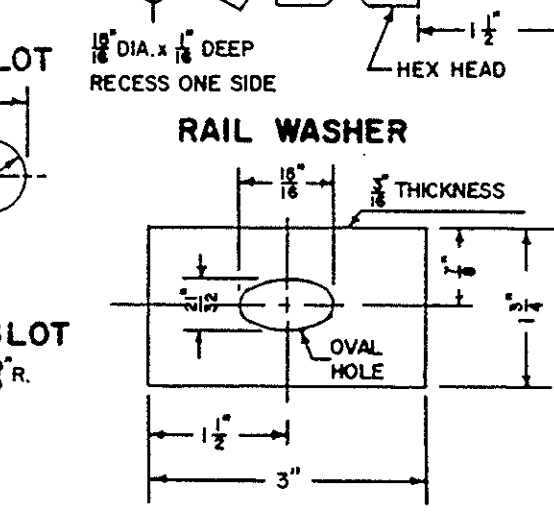
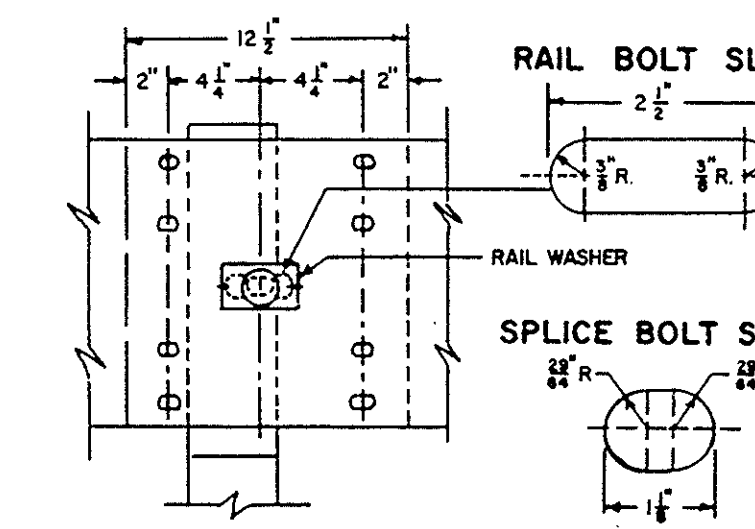
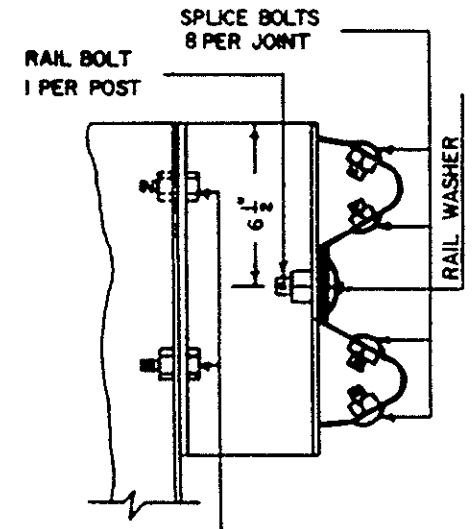
SECTION THROUGH RAIL AT SPLICE



RAIL AND SPLICE BOLTS & NUTS



RAIL SPLICE

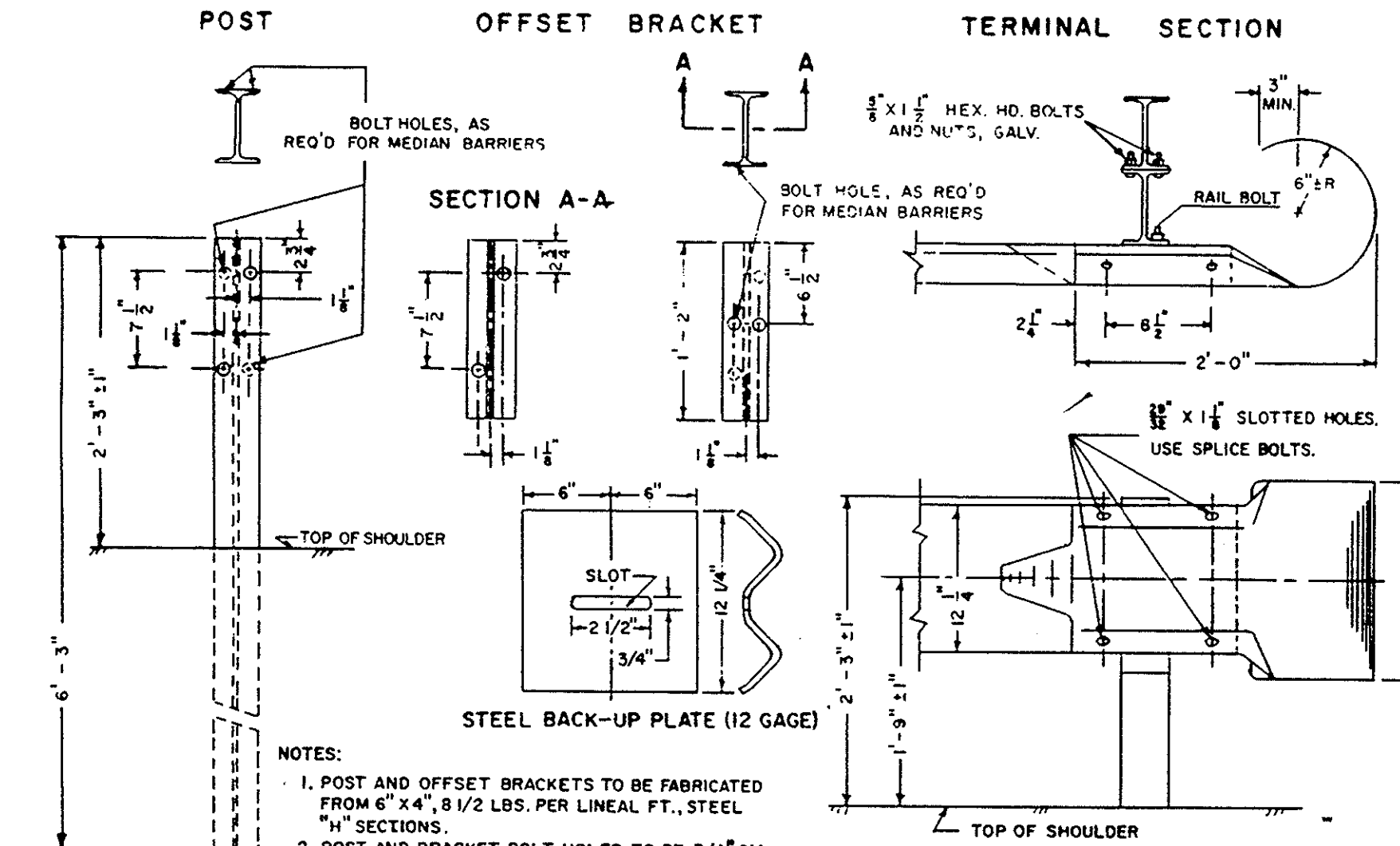


BRACKET BOLTS - 2 PER POST DIA. 1 1/2" LONG
BOLTS (HEX HEAD), NUTS & BOLTS TO BE GALVANIZED

RAIL WASHER TO BE PLACED BETWEEN
RAIL AND RAIL BOLT HEAD

STEEL BEAM HIGHWAY GUARD TYPE SS

POST AND OFFSET BRACKET DETAILS - W RAIL



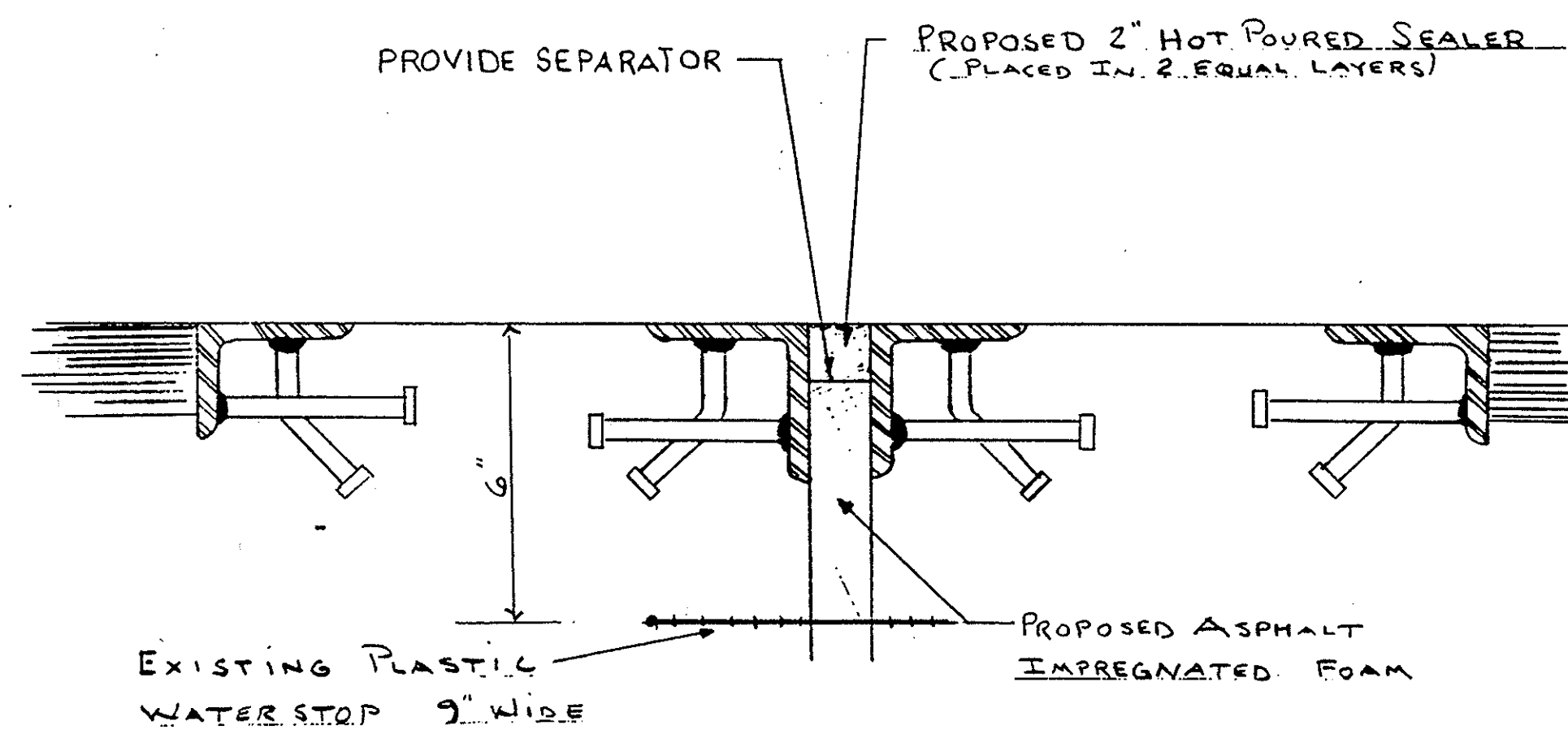
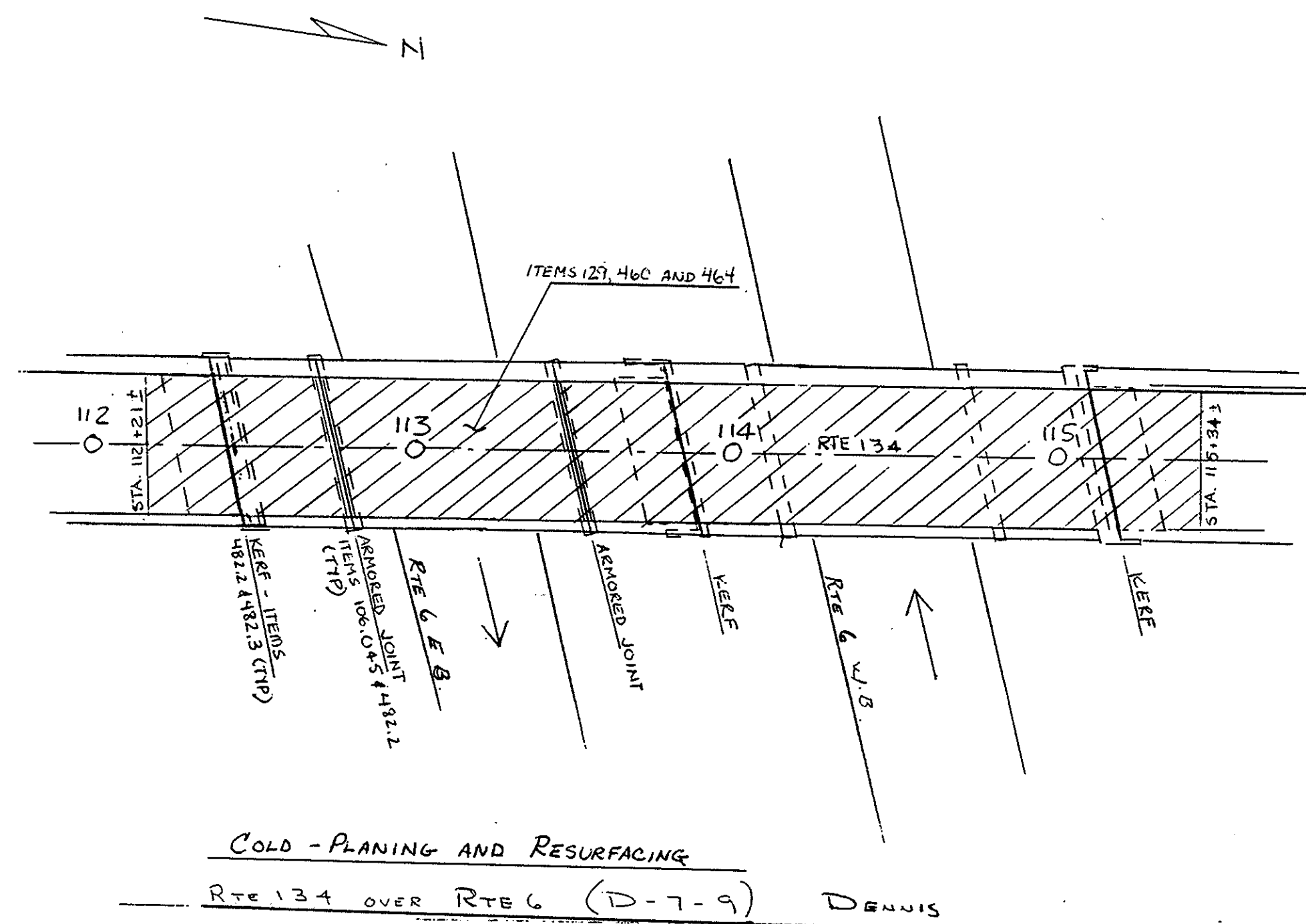
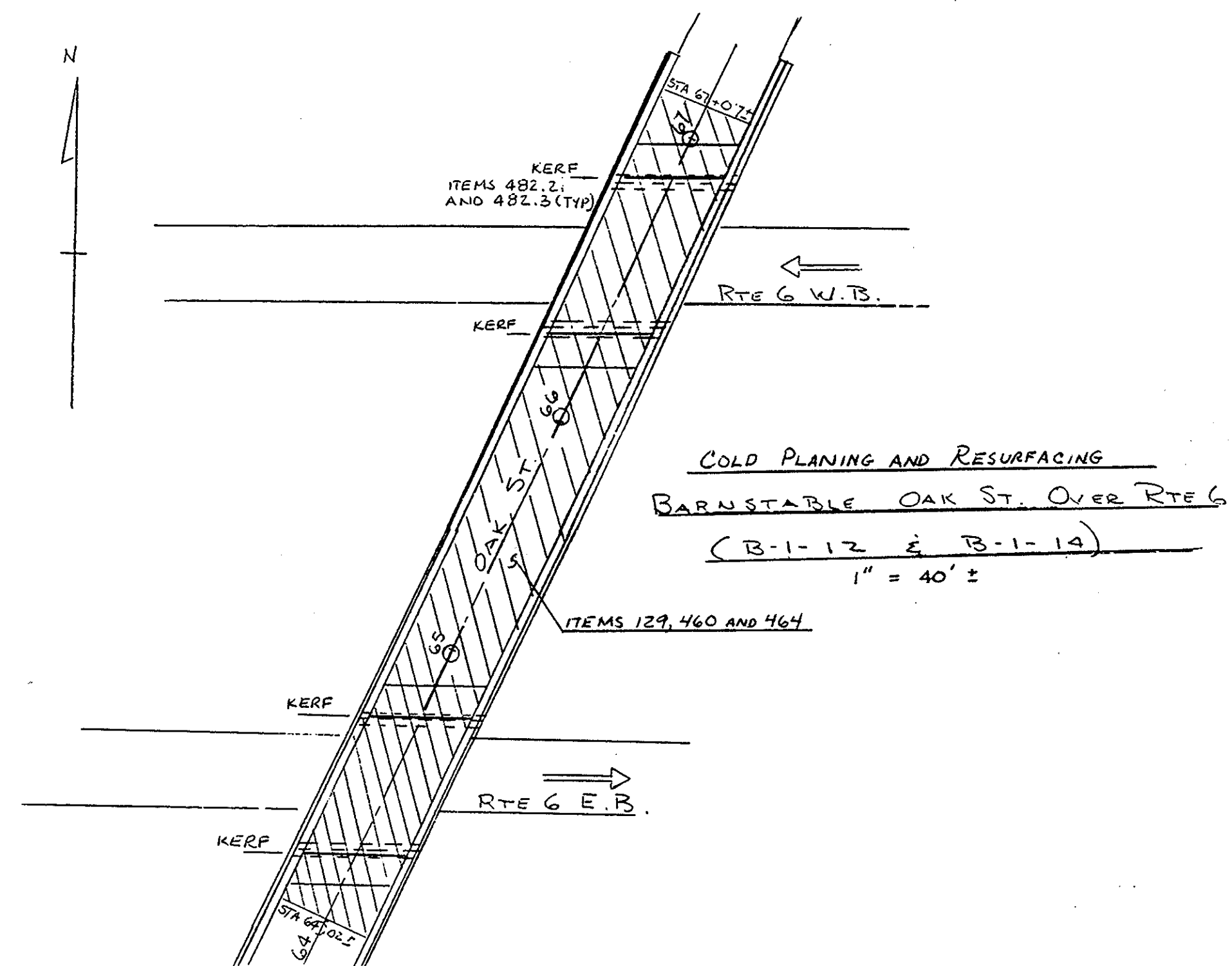
NOTES:

1. POST AND OFFSET BRACKETS TO BE FABRICATED FROM 6" X 4", 8 1/2 LBS. PER LINEAL FT., STEEL "H" SECTIONS.
2. POST AND BRACKET BOLT HOLES TO BE 3/4" DIA
3. BACK UP PLATE TO BE USED ON POSTS WHERE NO SPLICE OCCURS.
4. FABRICATION DIMENSIONS ALSO APPLY TO "C" POSTS AND BRACKETS

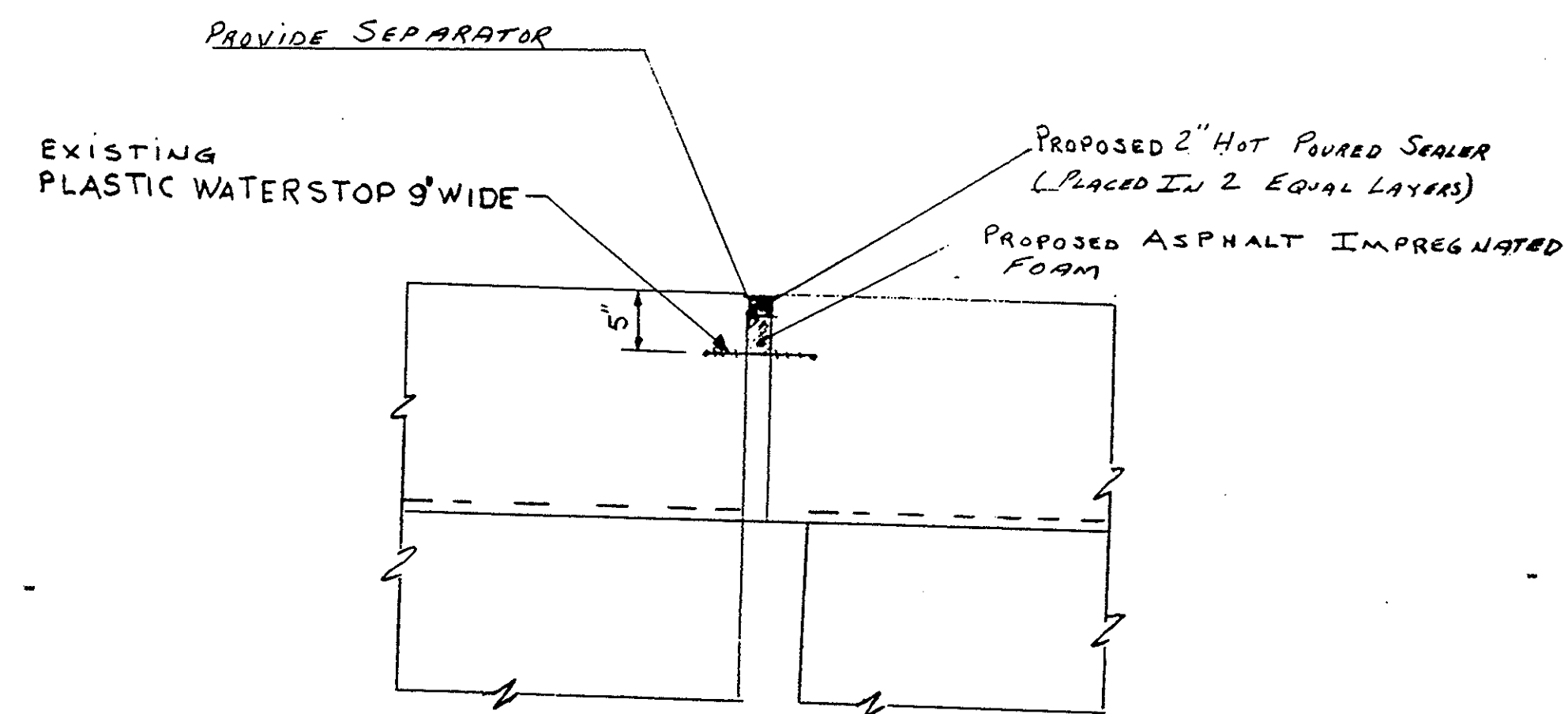
NOTE:

SEE SHEET 4 FOR LOCATION OF NEW GUARD RAIL.

ISSUED FOR CONSTRUCTION	
DATE	DESCRIPTION
USE ONLY PRINTS OF LATEST DATE	
B-12 B-14	
SHEET 2 OF 8 SHEETS BRIDGE NO. D-7-9	



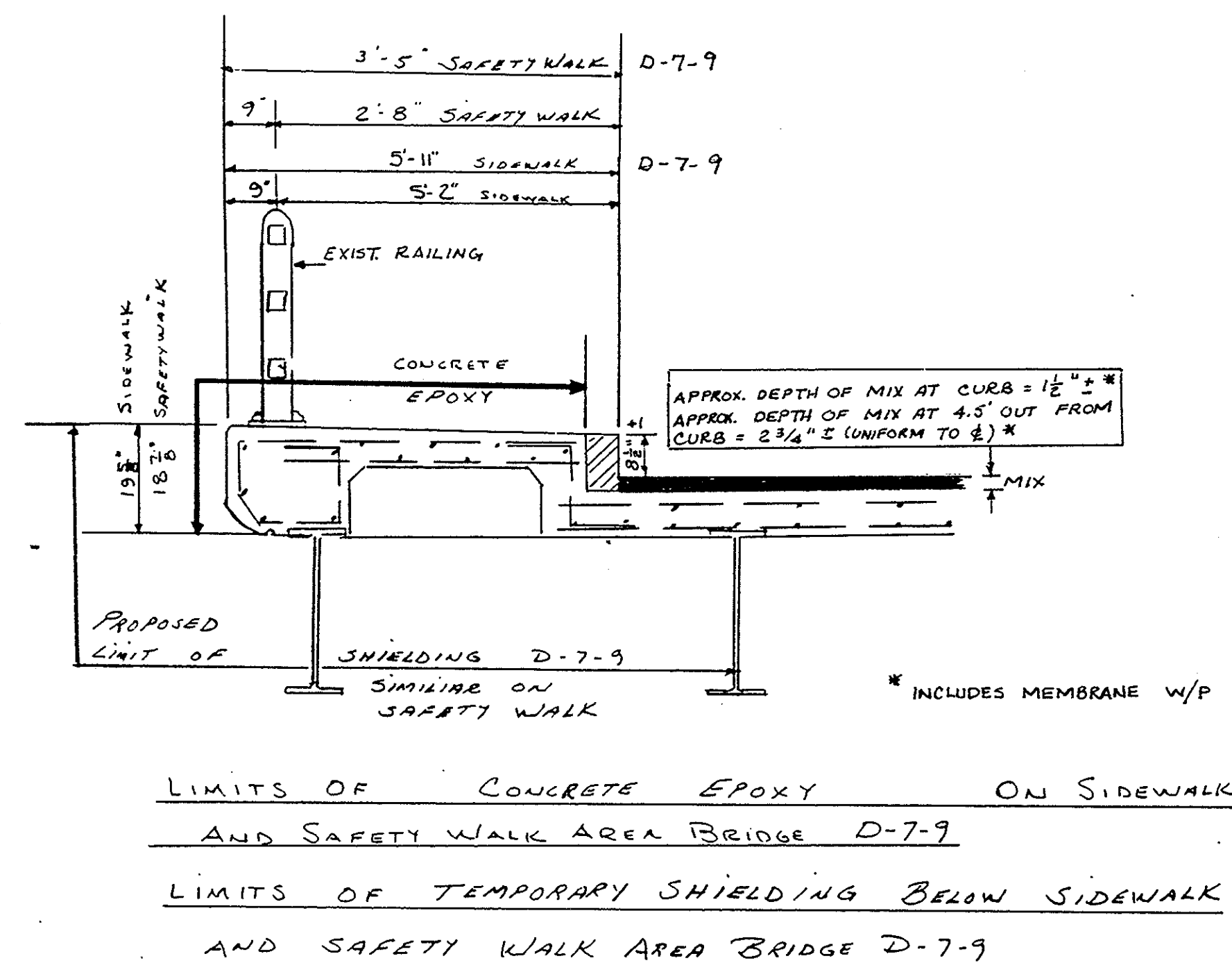
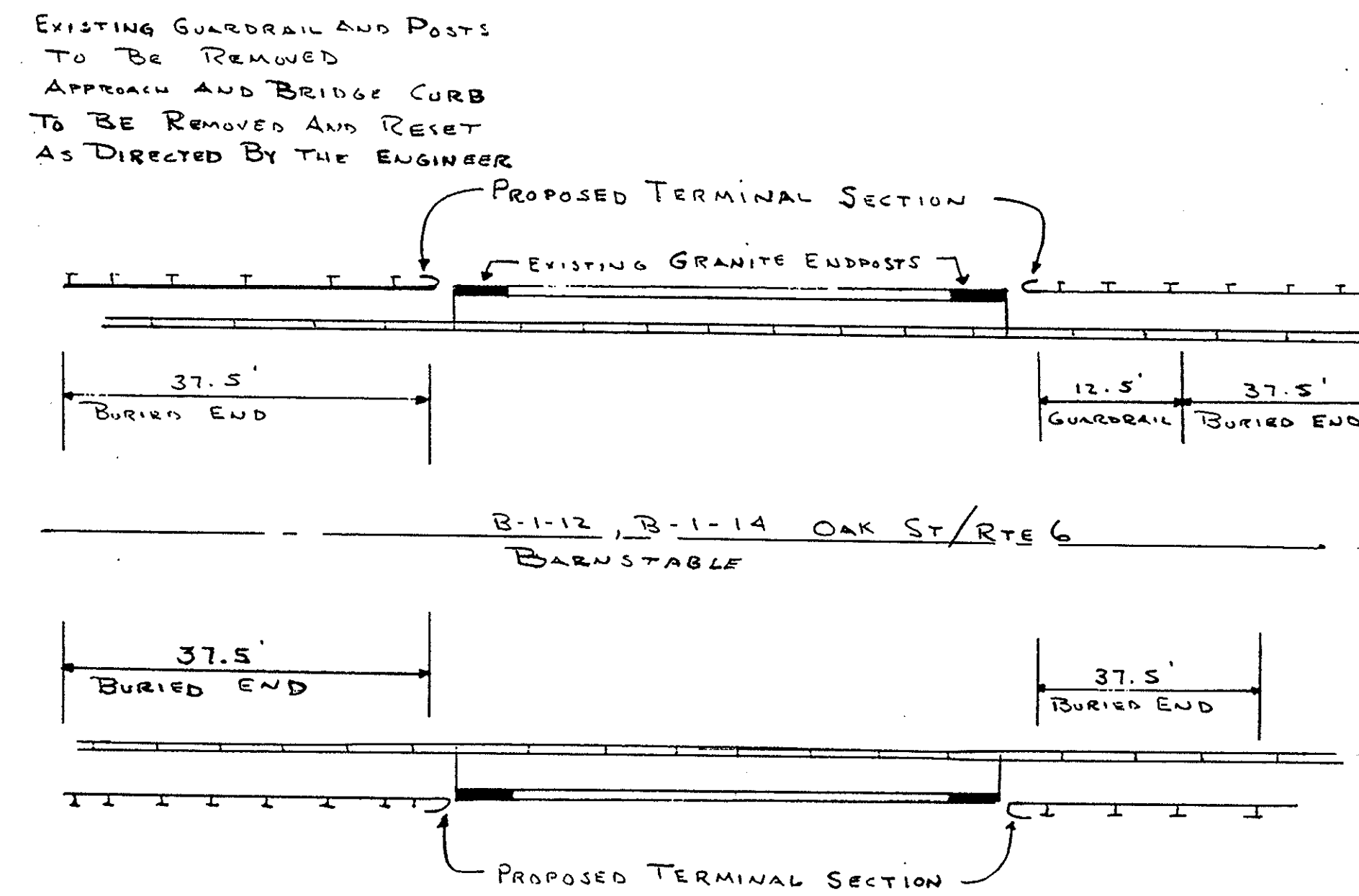
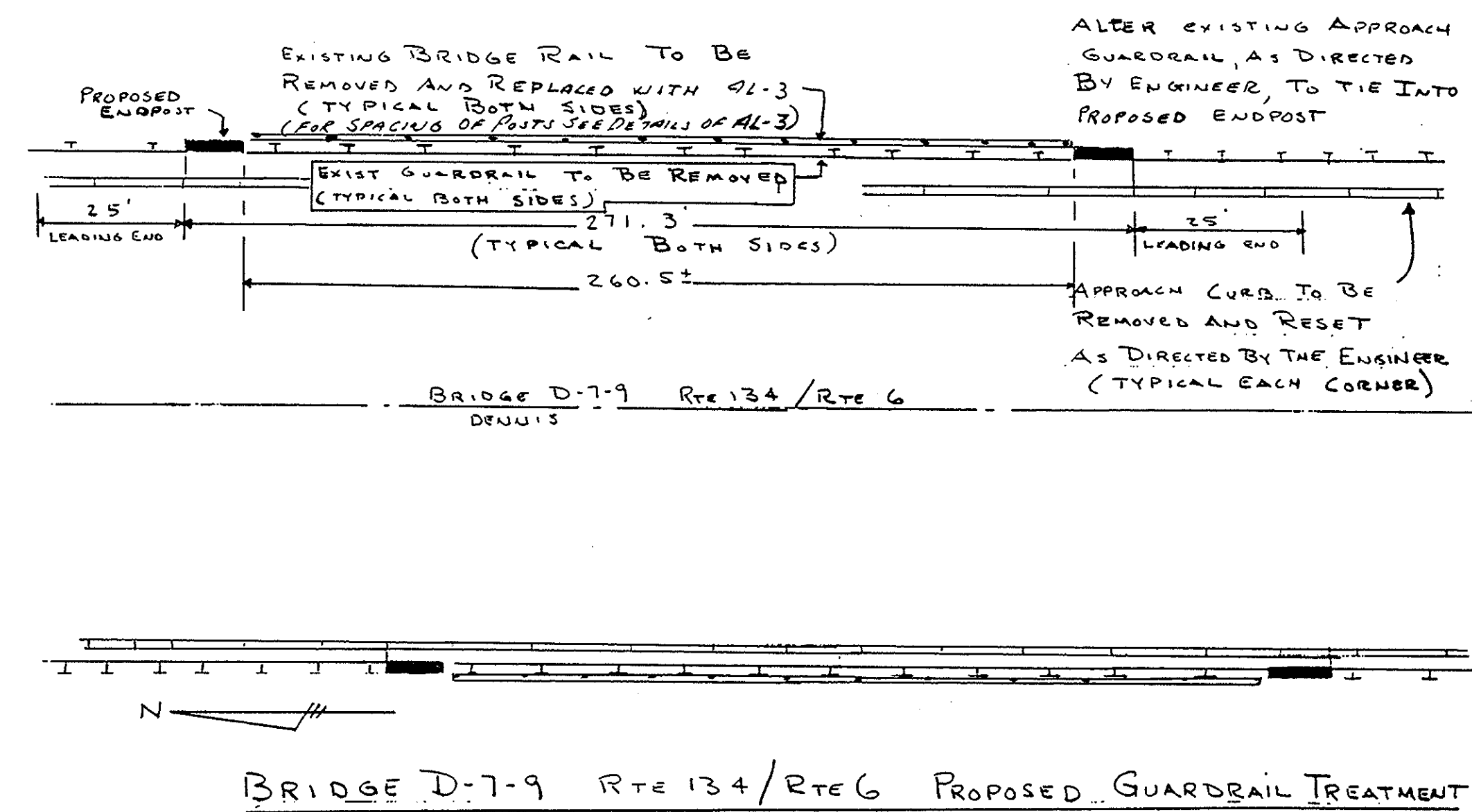
ROADWAY JOINT DETAIL OVER PIERS
BRIDGE D-7-9 RTE 134 OVER RTE 6
1" = 40' ±



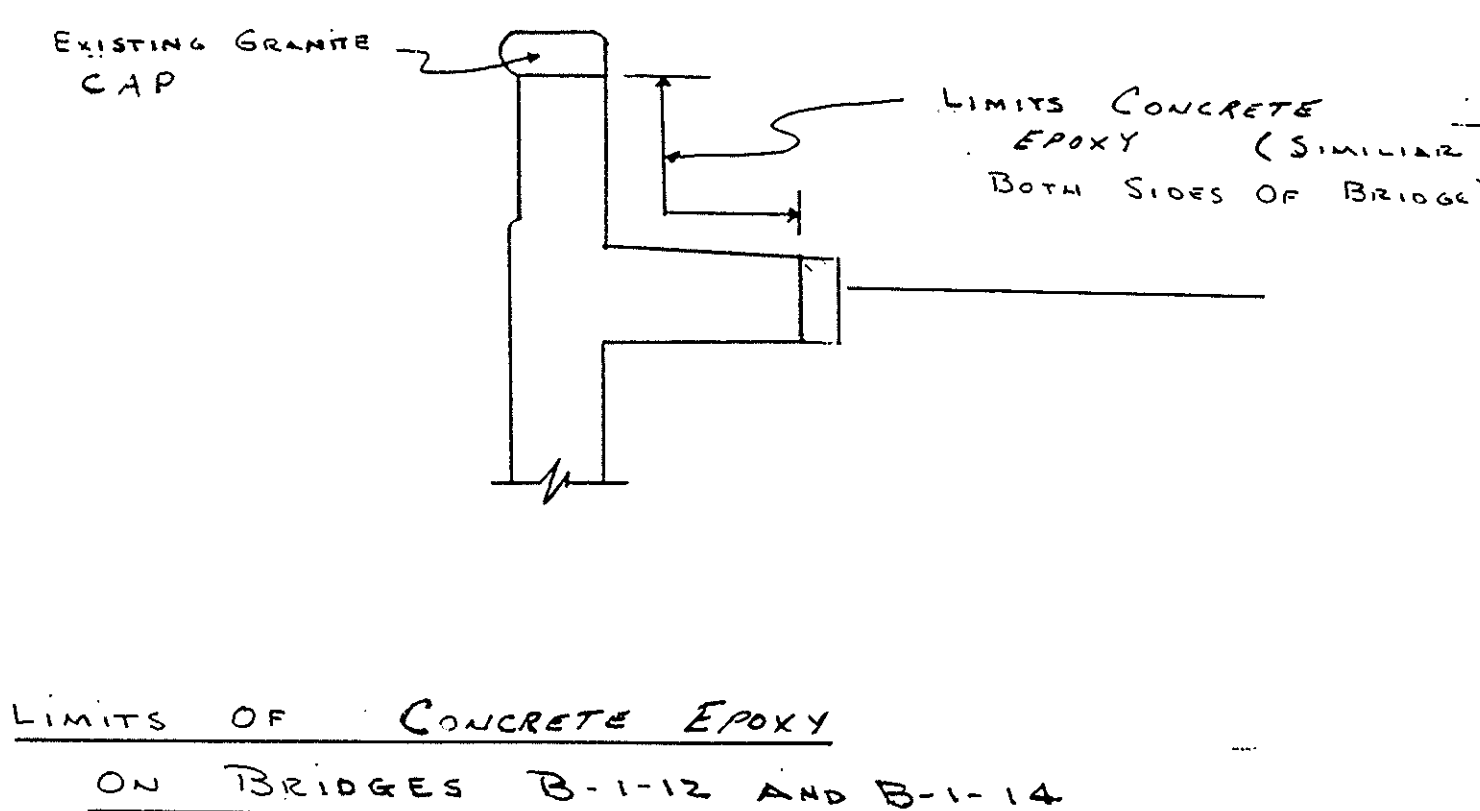
SIDEWALK SECTION OVER PIERS
BRIDGE D-7-9 RTE 134 OVER RTE 6

NOTE:
KEEP ASPHALT IMPREGNATED
FOAM 1" DEEP FROM FACE OF CURB
AND FROM FACE OF COPING AND
FILL WITH JOINT SEALER

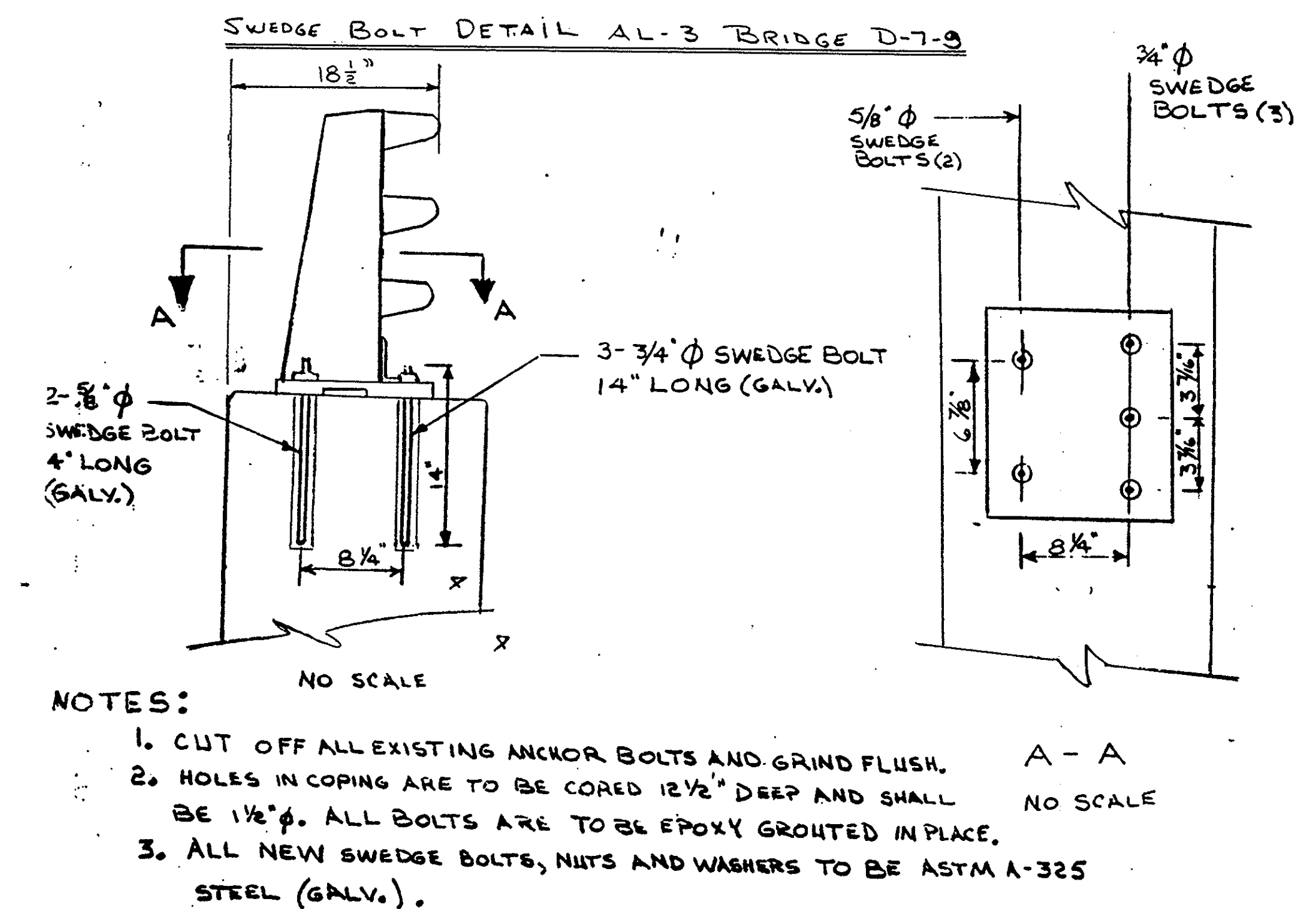
	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
	USE ONLY PRINTS OF LATEST DATE



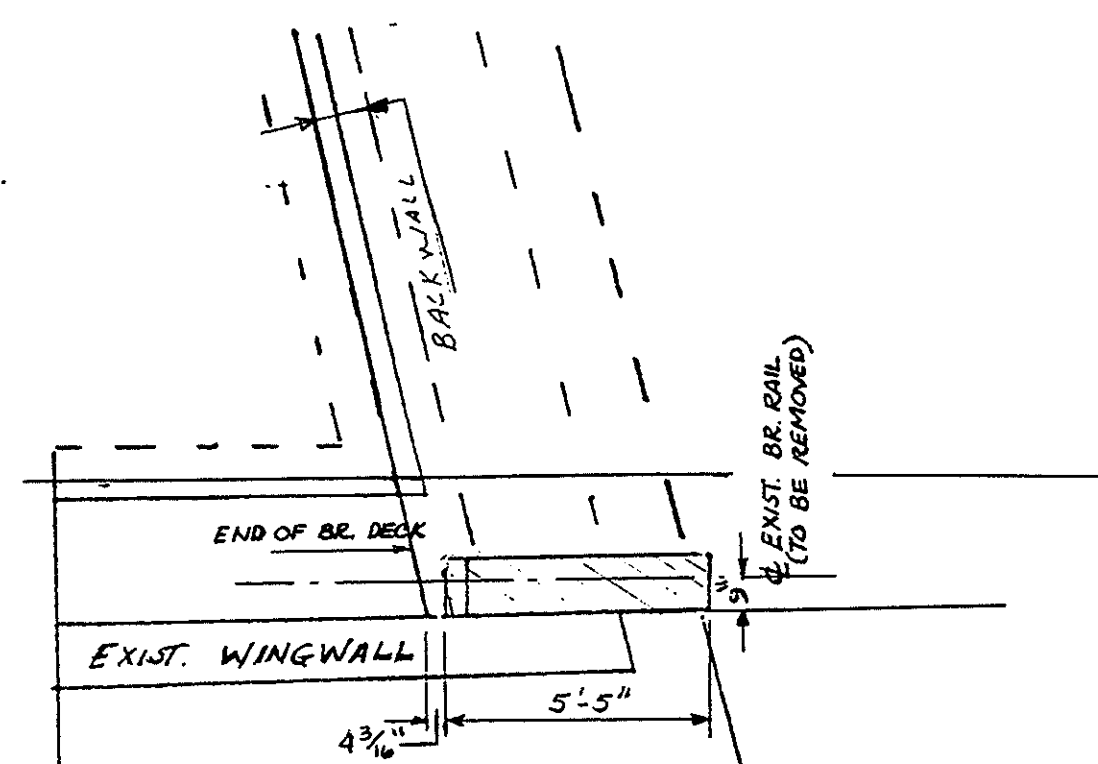
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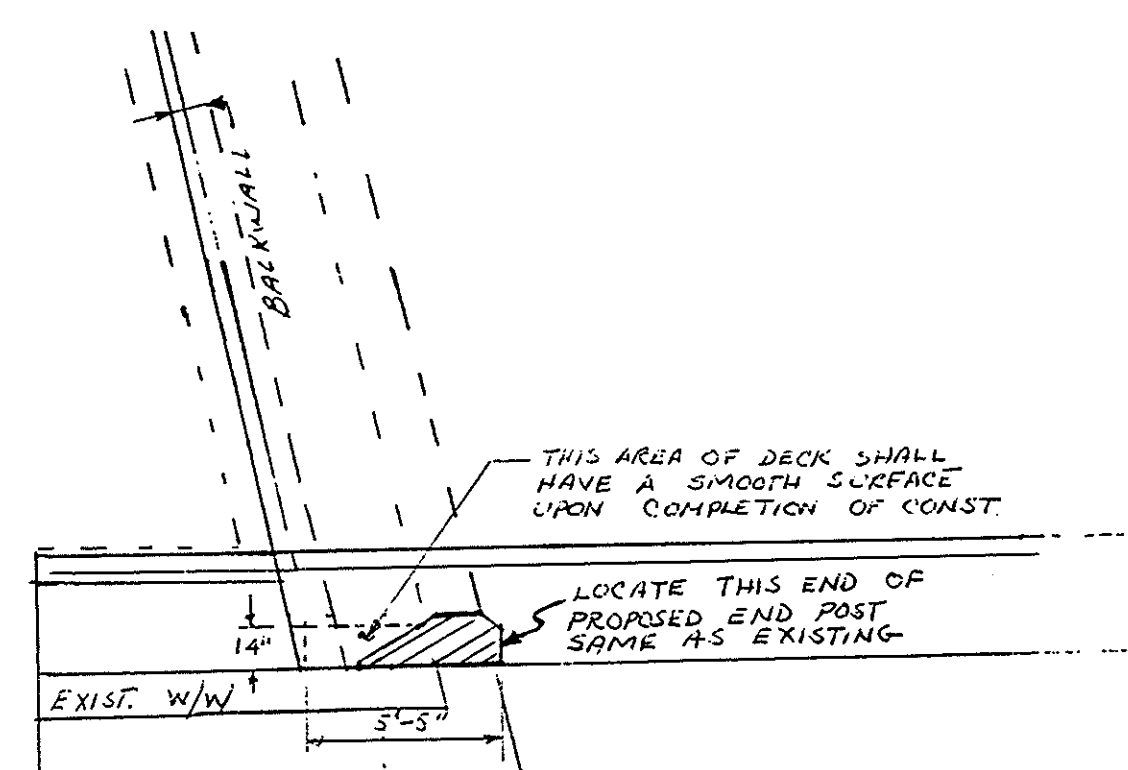
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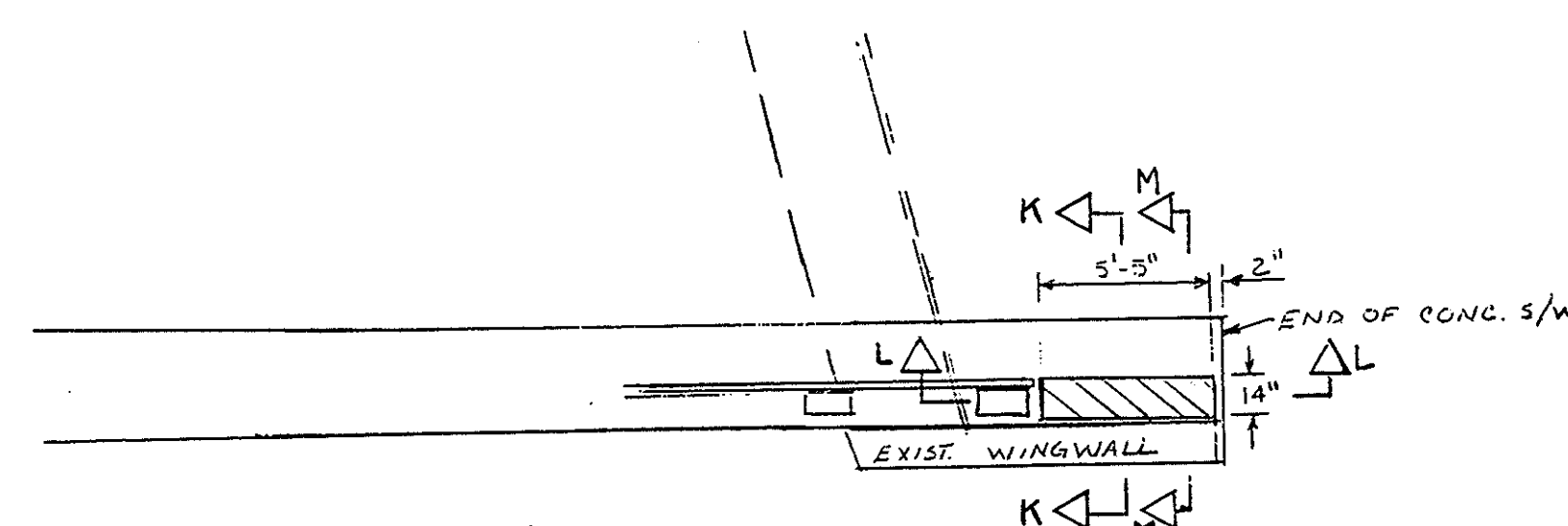
ISSUED FOR CONSTRUCTION	
DATE	DESCRIPTION
USE ONLY PRINTS OF LATEST DATE	
B-1-12 B-1-14	
SHEET 4 OF 8 SHEETS BRIDGE NO. D-7-9	



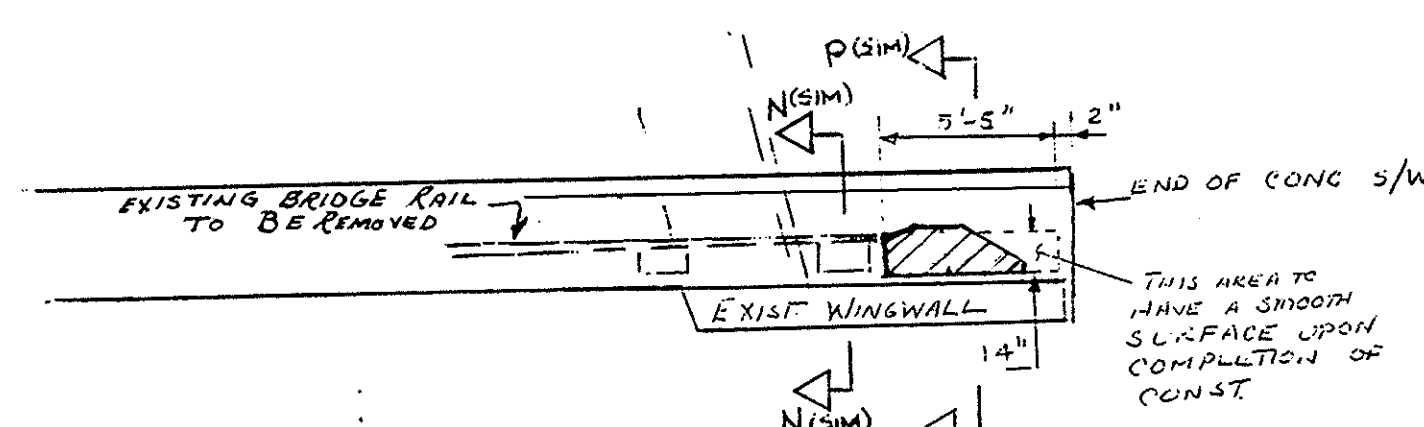
EXISTING ENDPOSTS SOUTH ABUTMENT
TO BE REMOVED (TYPICAL BOTH SIDES)



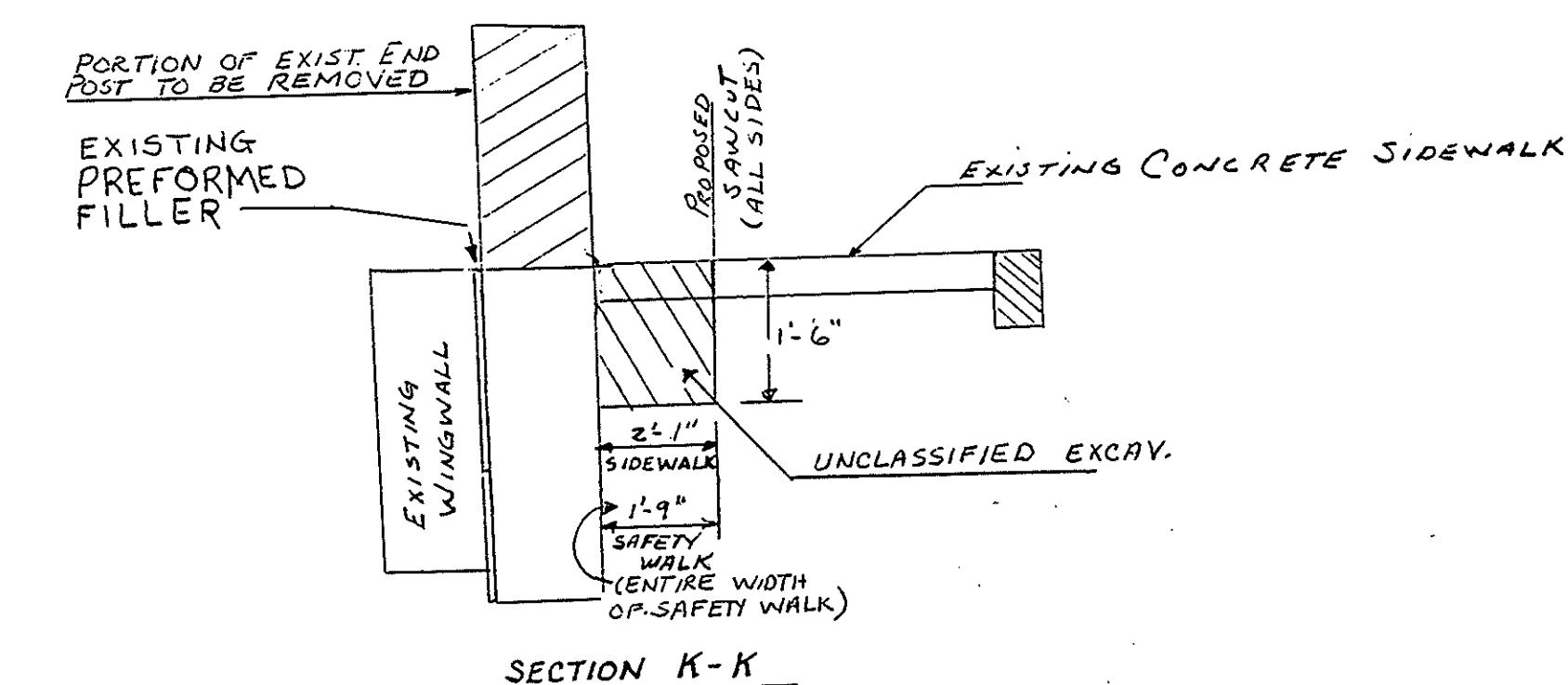
PROPOSED ENDPOSTS SOUTH ABUTMENT
(TYPICAL BOTH SIDES).



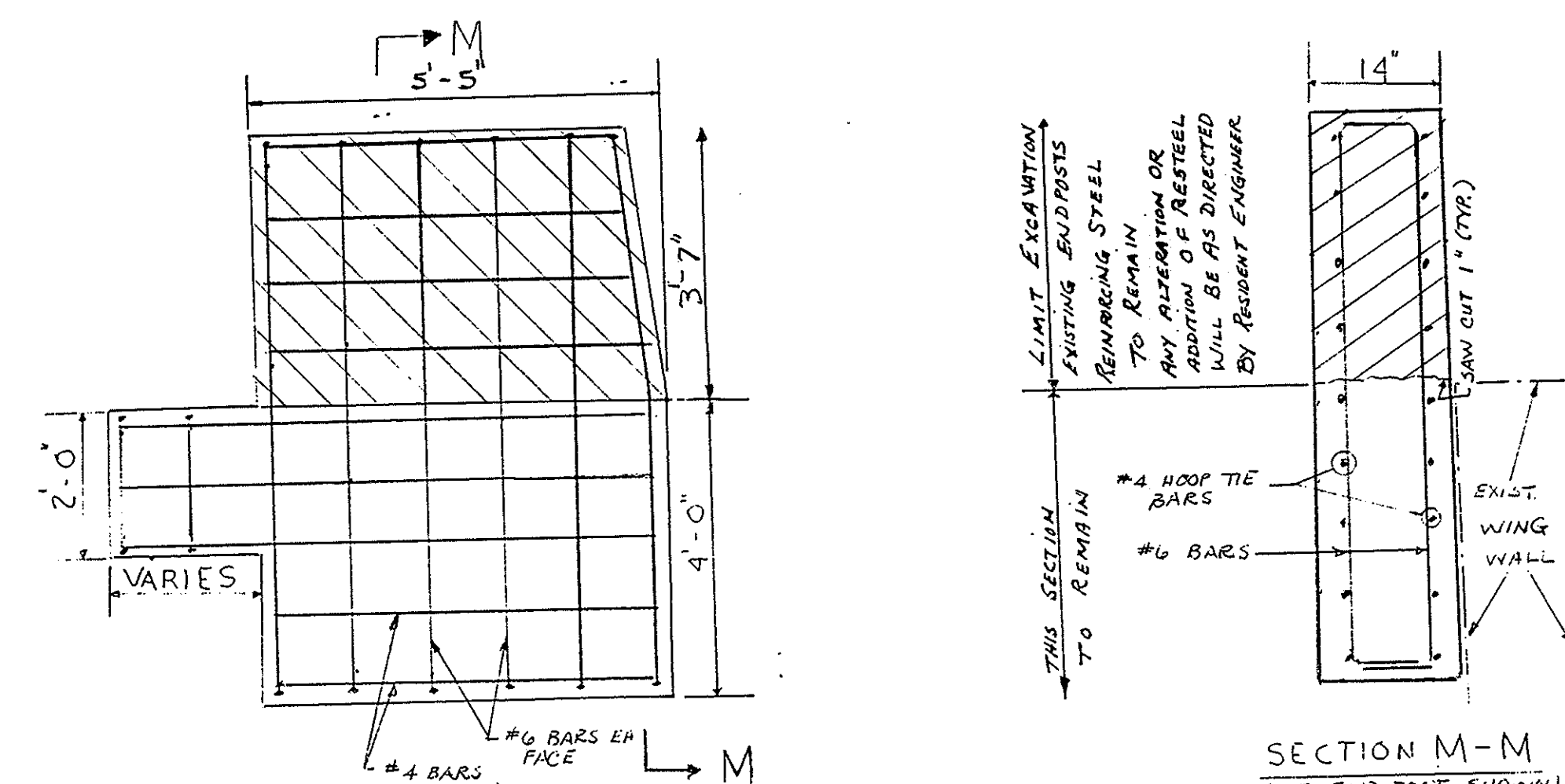
EXISTING ENDPOSTS NORTH ABUTMENT TO BE REMOVED
(TYPICAL BOTH SIDES)



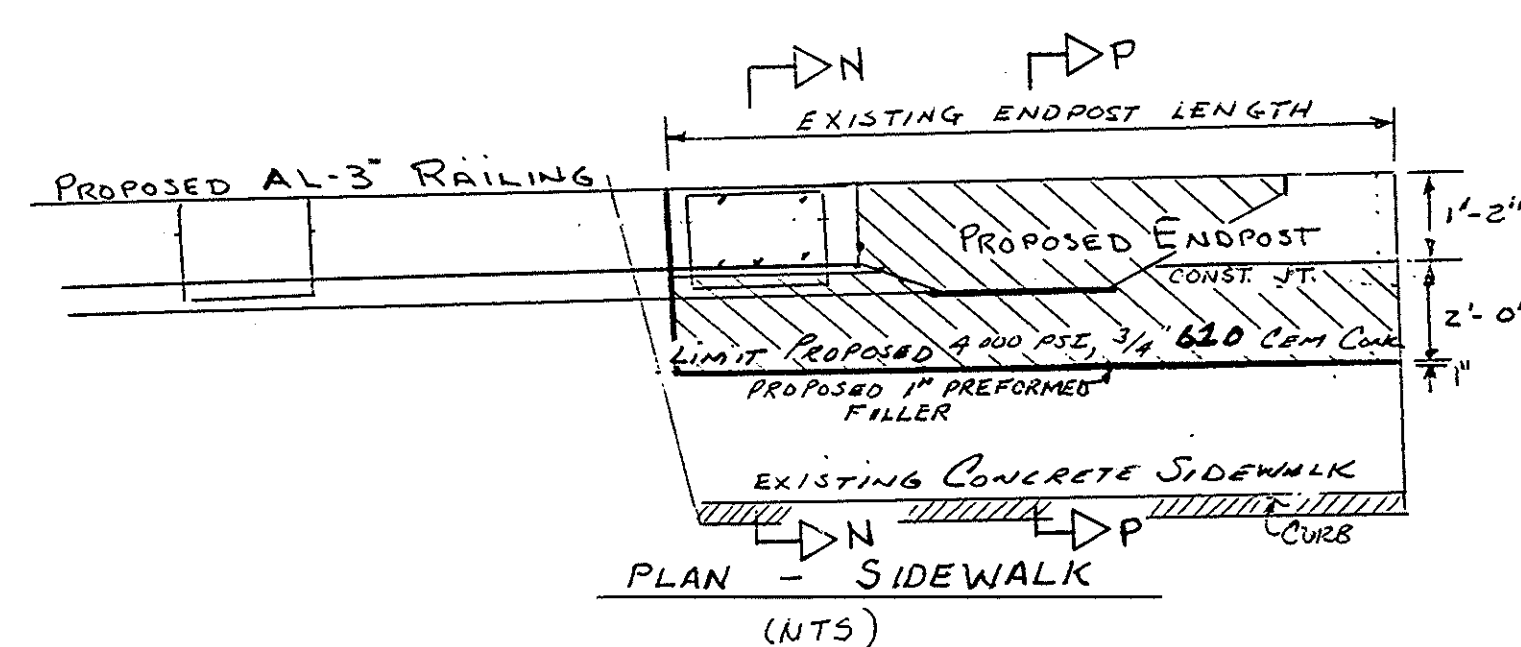
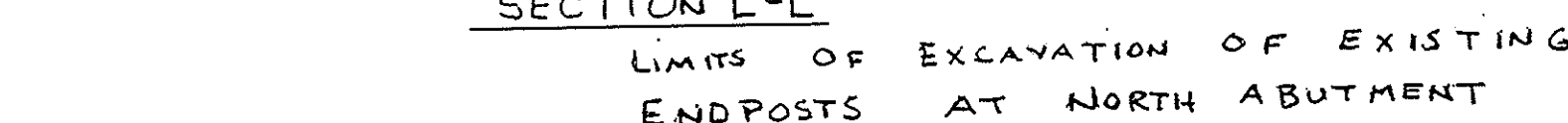
PROPOSED ENDPOSTS NORTH ABUTMENT SAFETY WALK SHOWN
(TYPICAL BOTH SIDES)



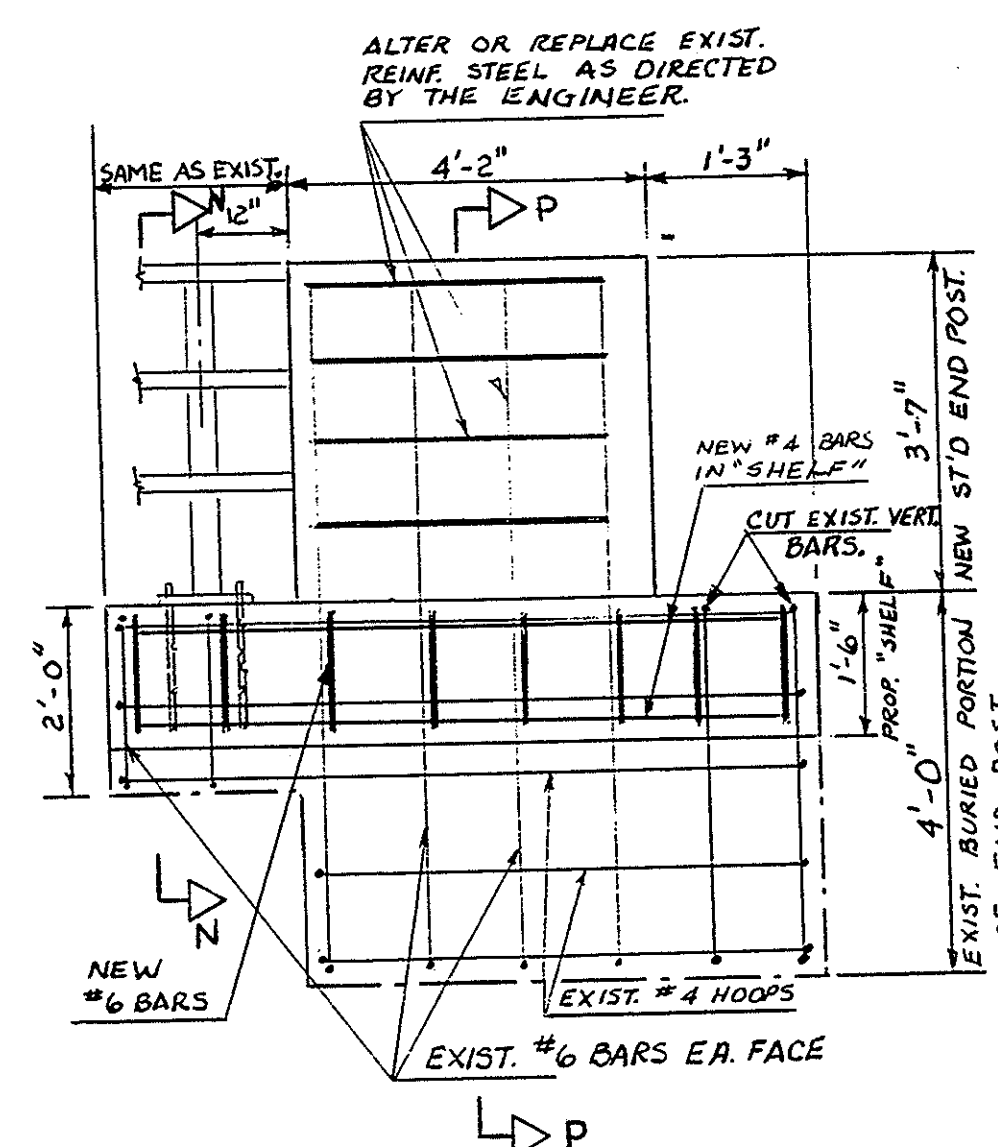
SECTION K-K



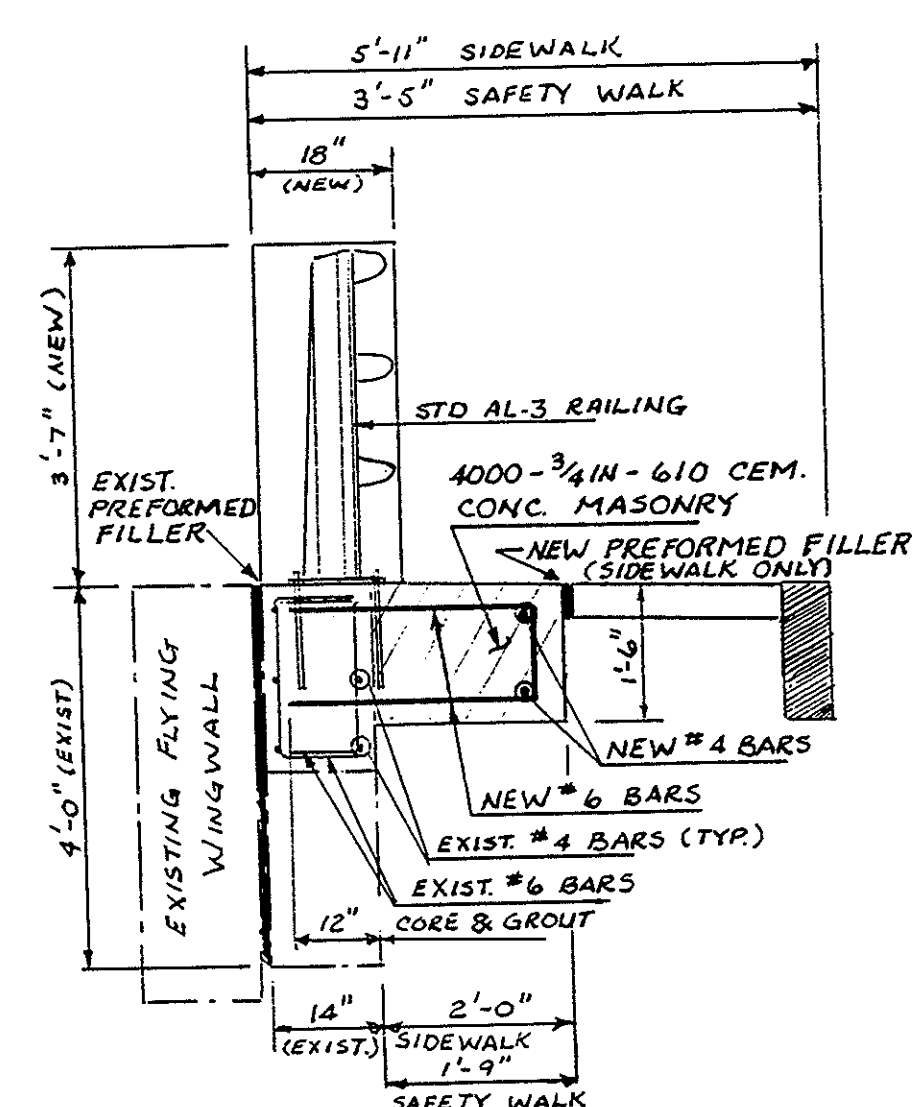
SECTION M-M
(NE END POST SHOWN)
(NW END POST OPP HAND)



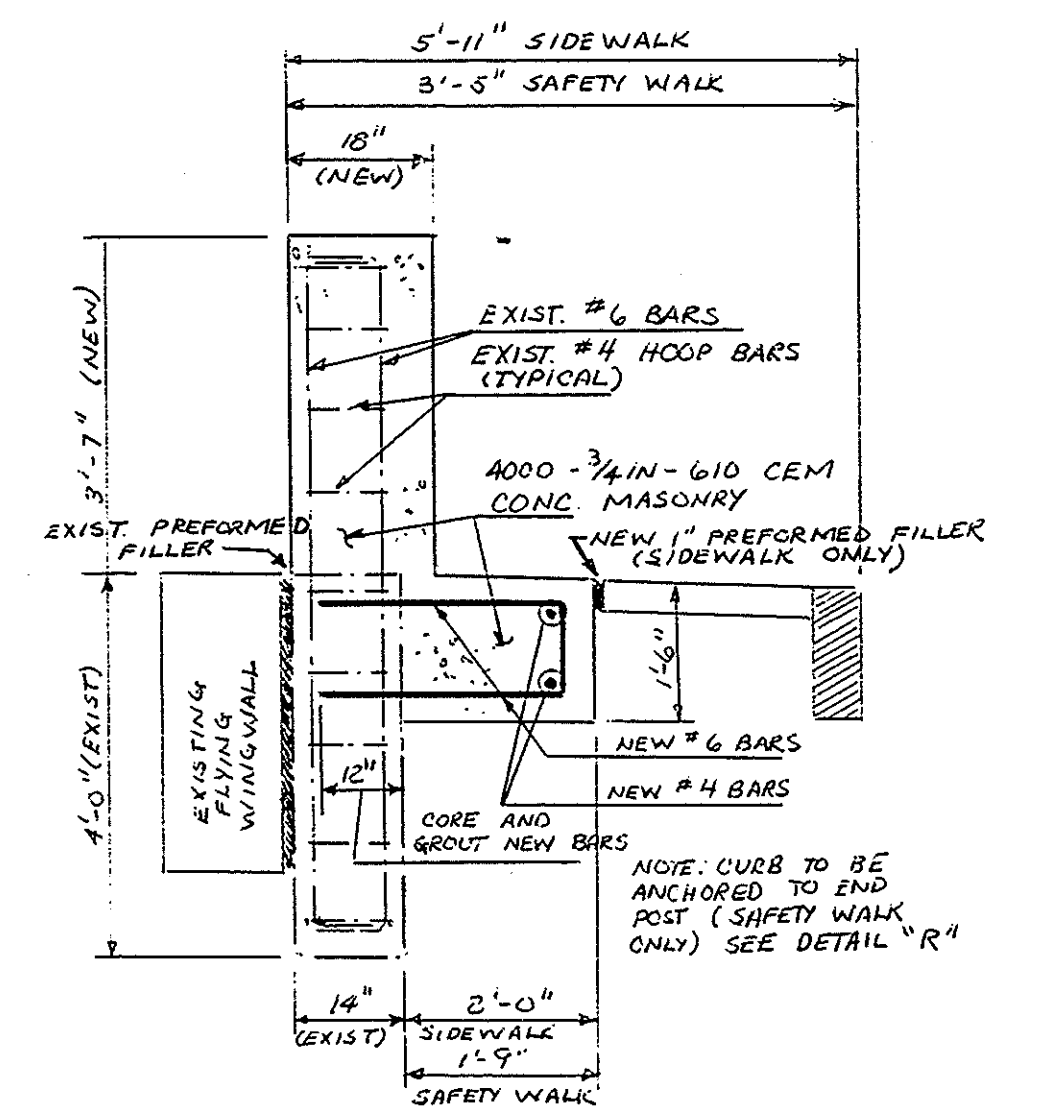
PLAN - SIDEWALK
(NTS)



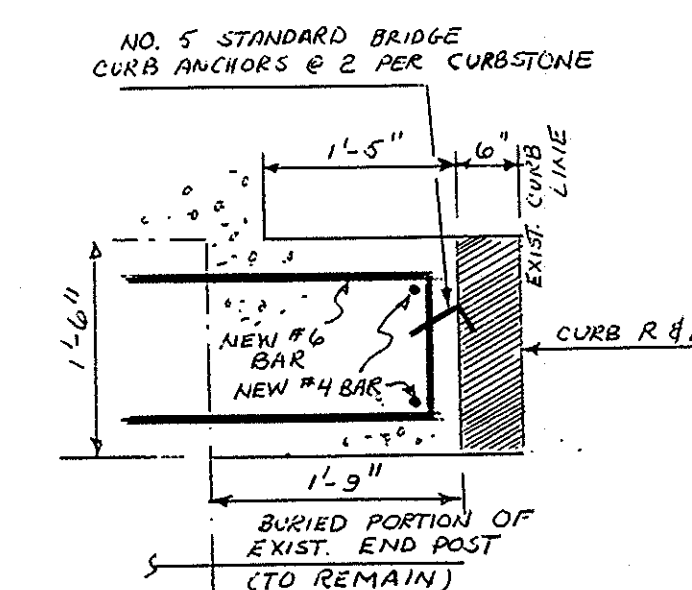
MODIFICATION OF END POST
AT NORTH ABUTMENT
(NTS)



SECTION N-N SIDEWALK SHOWN
(NTS) SAFETY WALK SIMILAR
NOTE: CURB TO BE ANCHORED
TO END POST (SAFETY
WALK ONLY) SEE DETAIL "R"

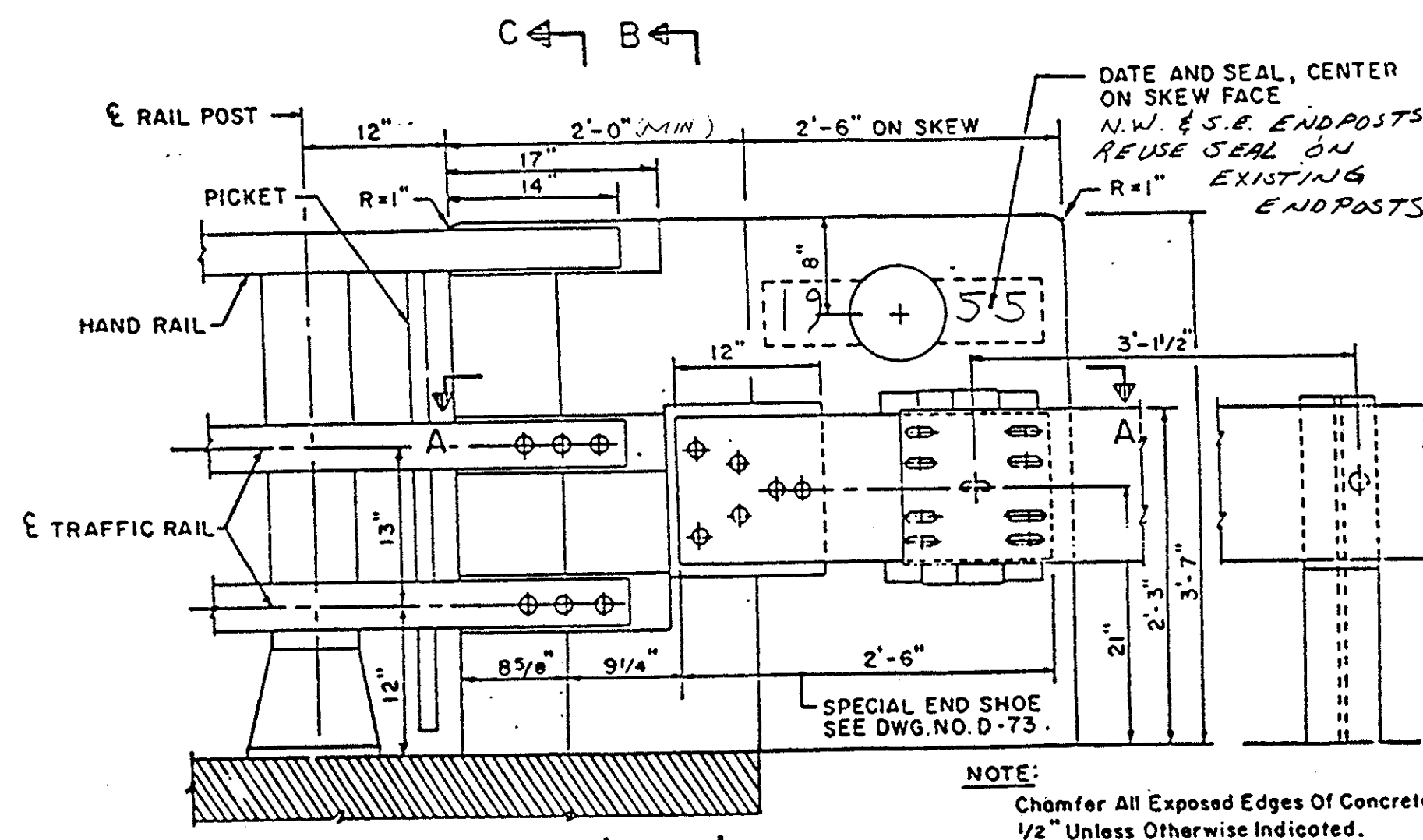


SECTION P-P SIDEWALK SHOWN
SAFETY WALK SIMILAR
(NTS)

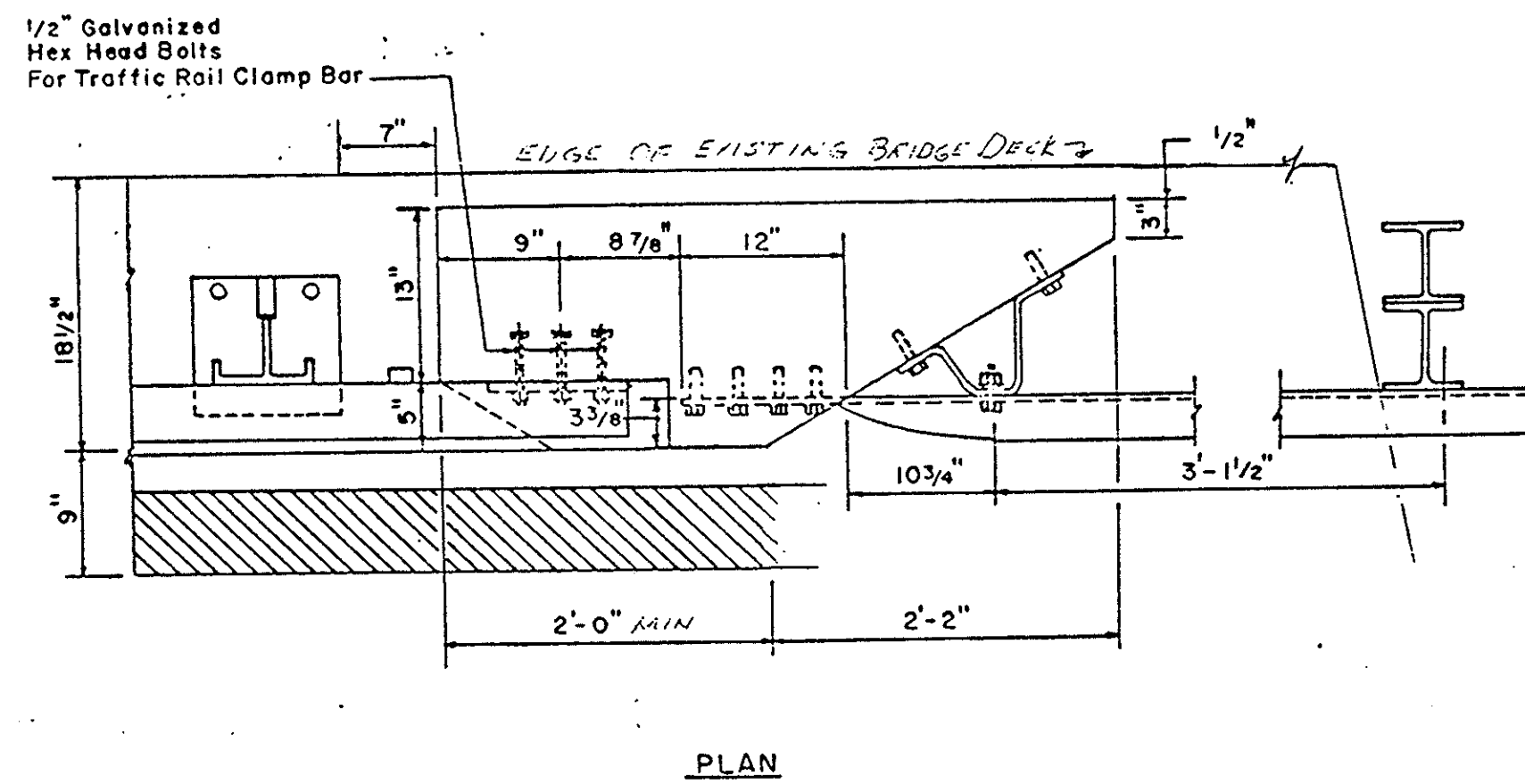


DETAIL "R"
ANCHORAGE OF CURB AT
SAFETY WALK
(NTS)

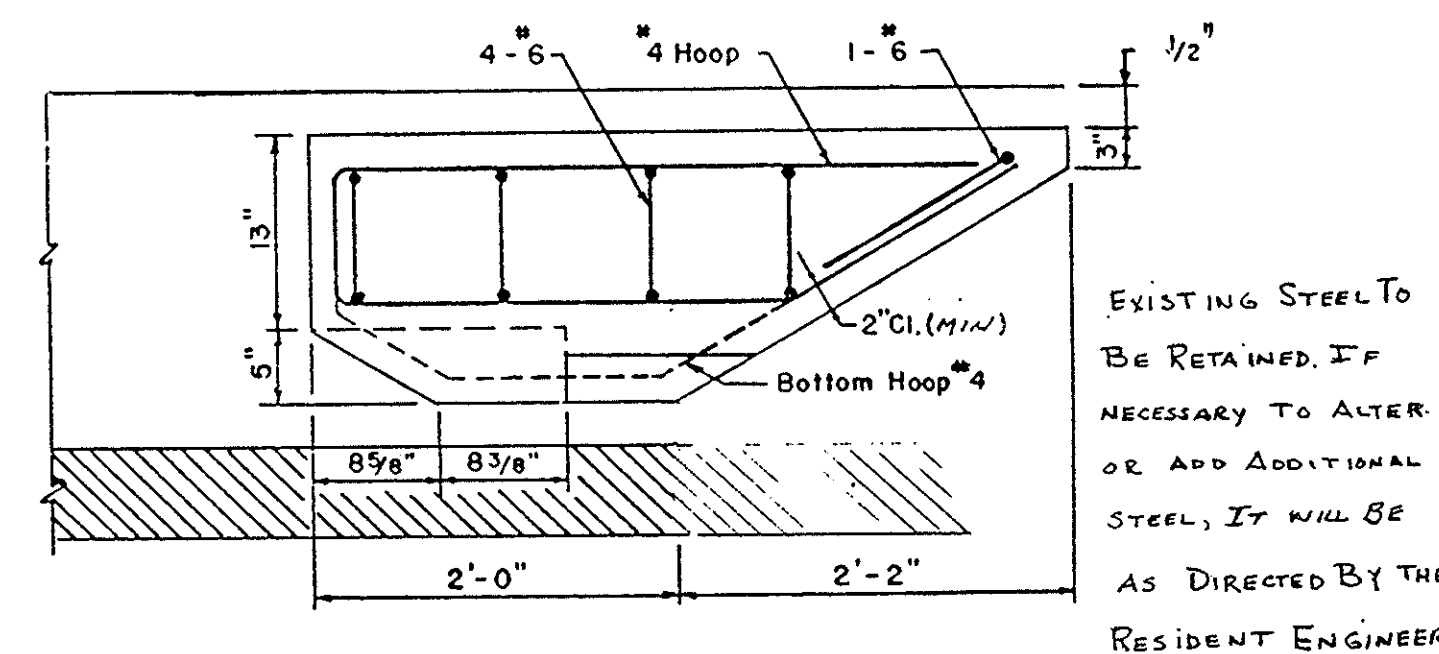
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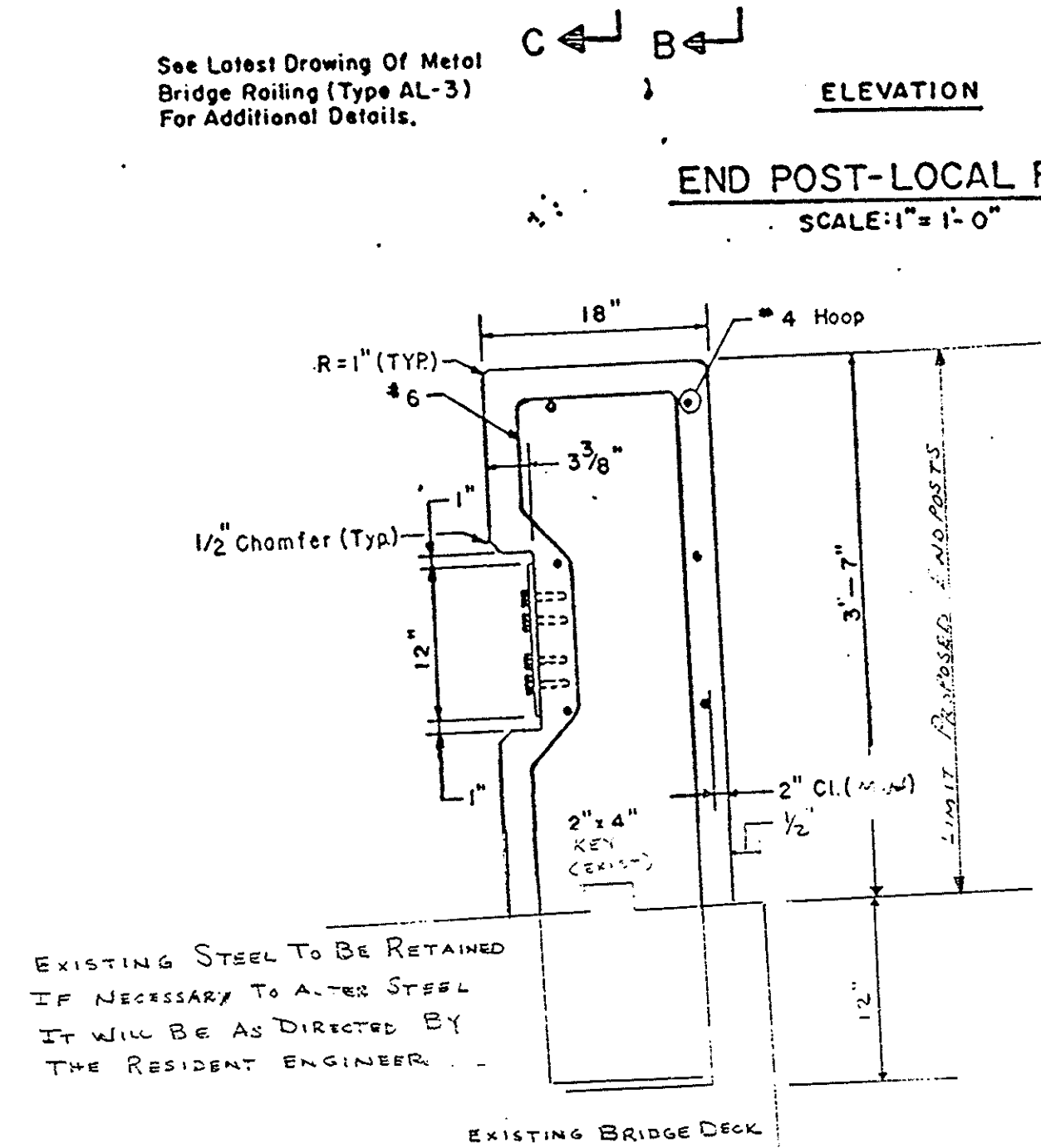
END POST-LOCAL ROAD
SCALE: 1" = 1'-0"



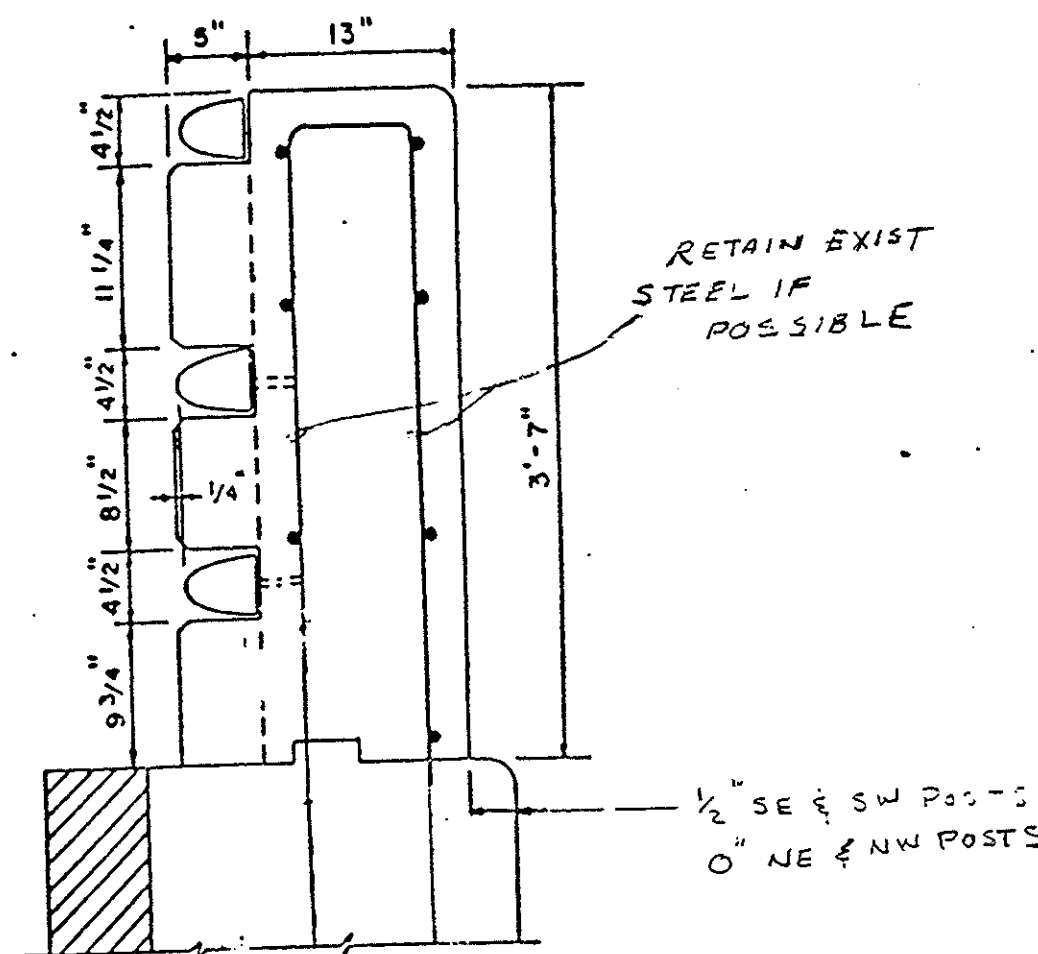
END POST-LOCAL ROAD SOUTH ABUTMENT
SCALE: 1" = 1'-0"



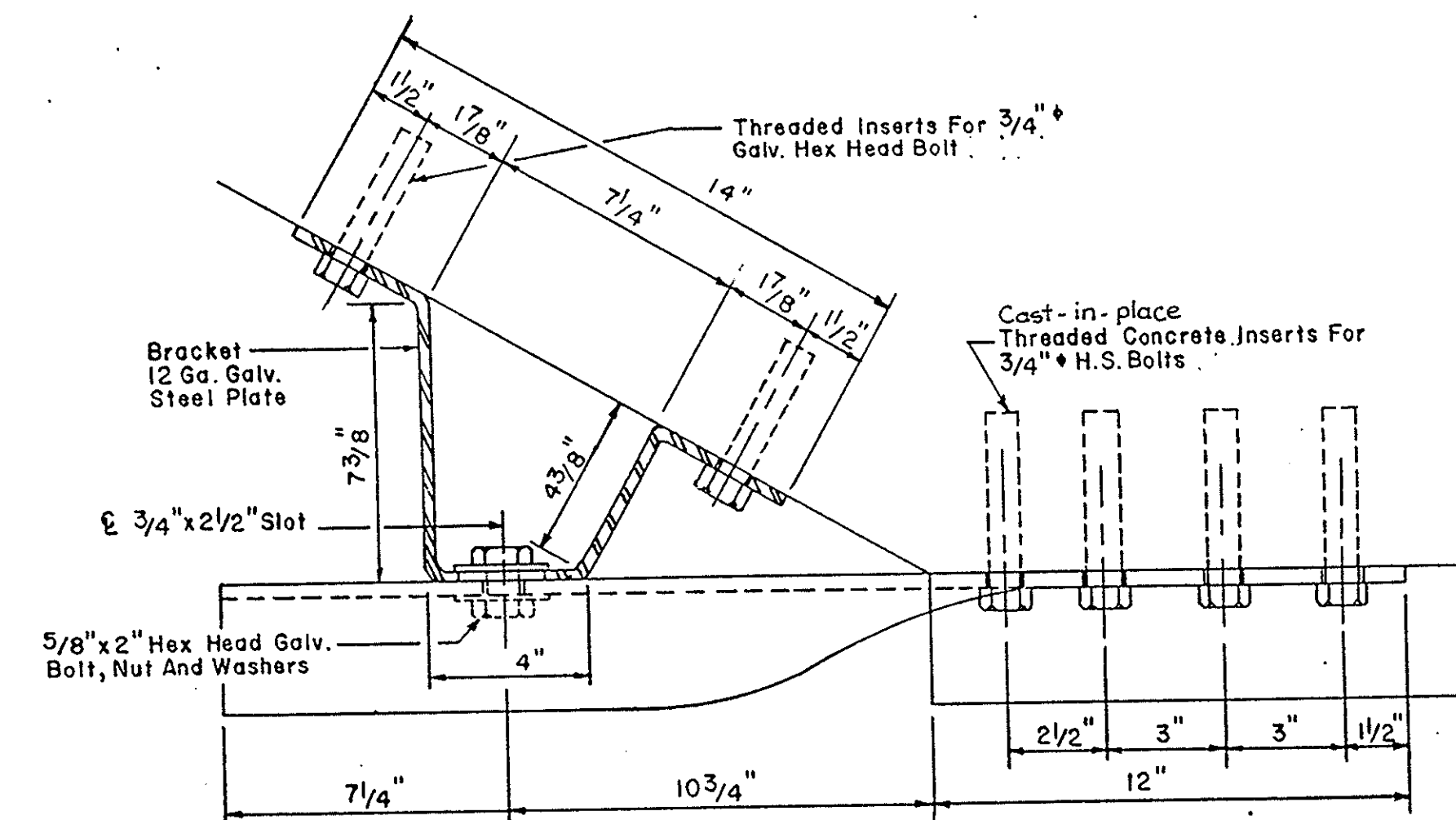
SECTION A-A
END POST-LOCAL ROAD SOUTH ABUTMENT
SCALE: 1" = 1'-0"



SECTION B-B
END POST-LOCAL ROAD SOUTH ABUTMENT
Scale: 1" = 1'-0"

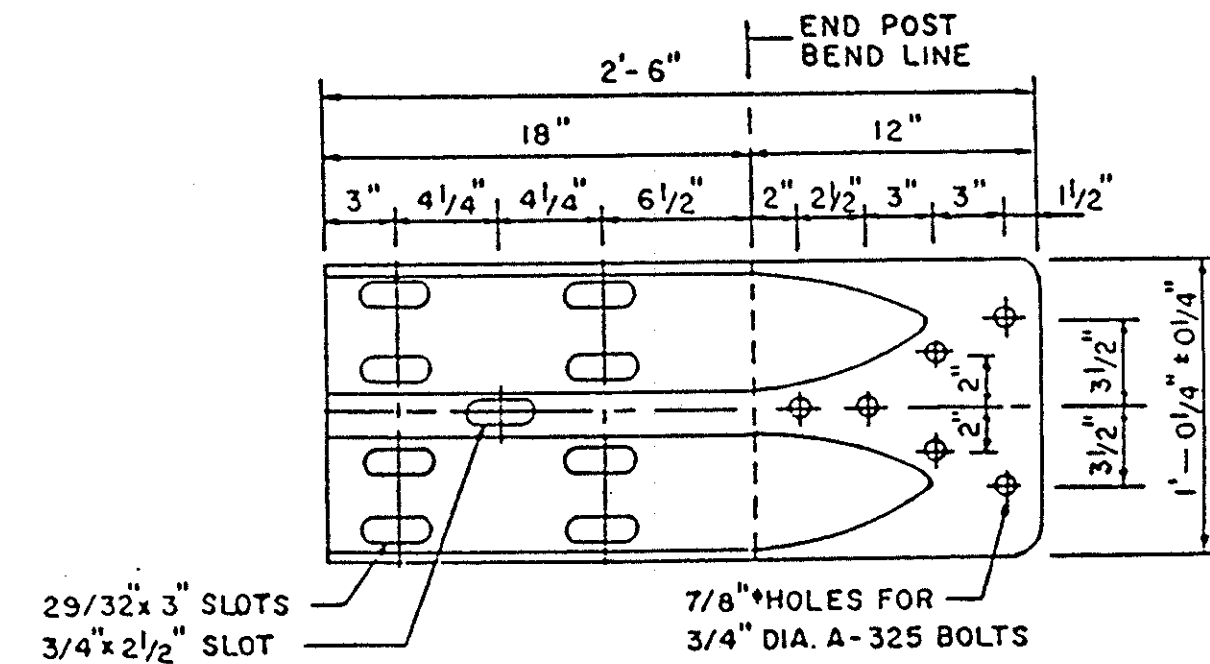


SECTION C-C
END POST-LOCAL ROAD
SCALE: 1" = 1'-0"

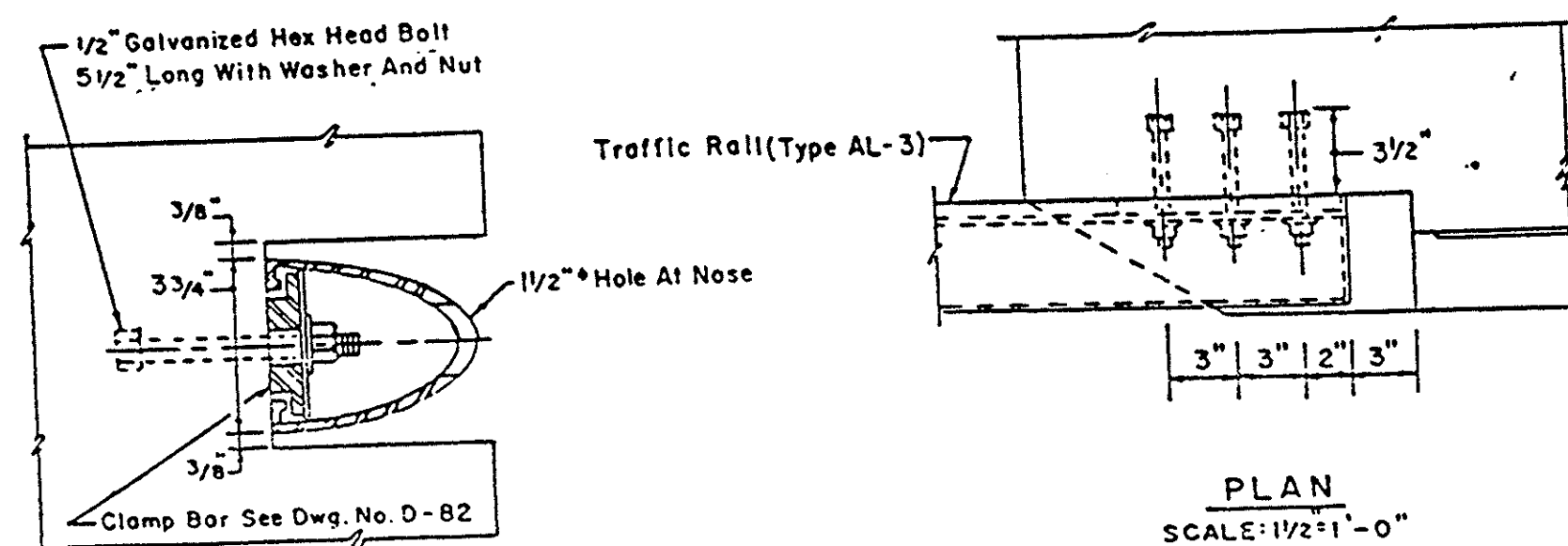


NOTE:
Concrete Insert Shall Be Prequalified As Capable Of Developing 11000 Pounds Of Shear In The Bolt. The Test Shall Be Certified By A Testing Agency Acceptable To The D.P.W.

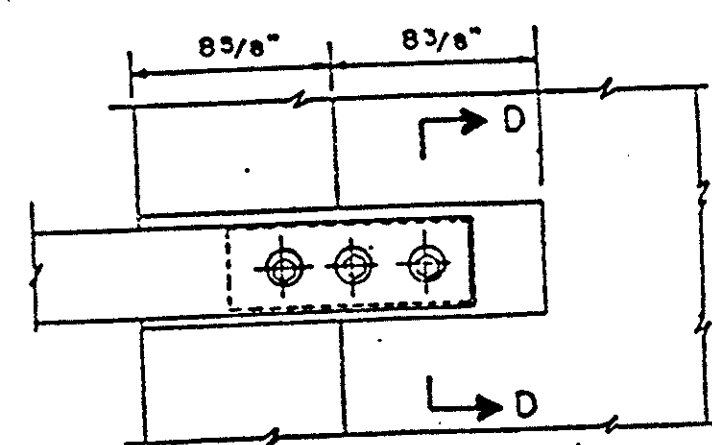
DETAIL OF CONNECTIONS FOR SPECIAL END SHOE
SCALE: 3" = 1'-0"



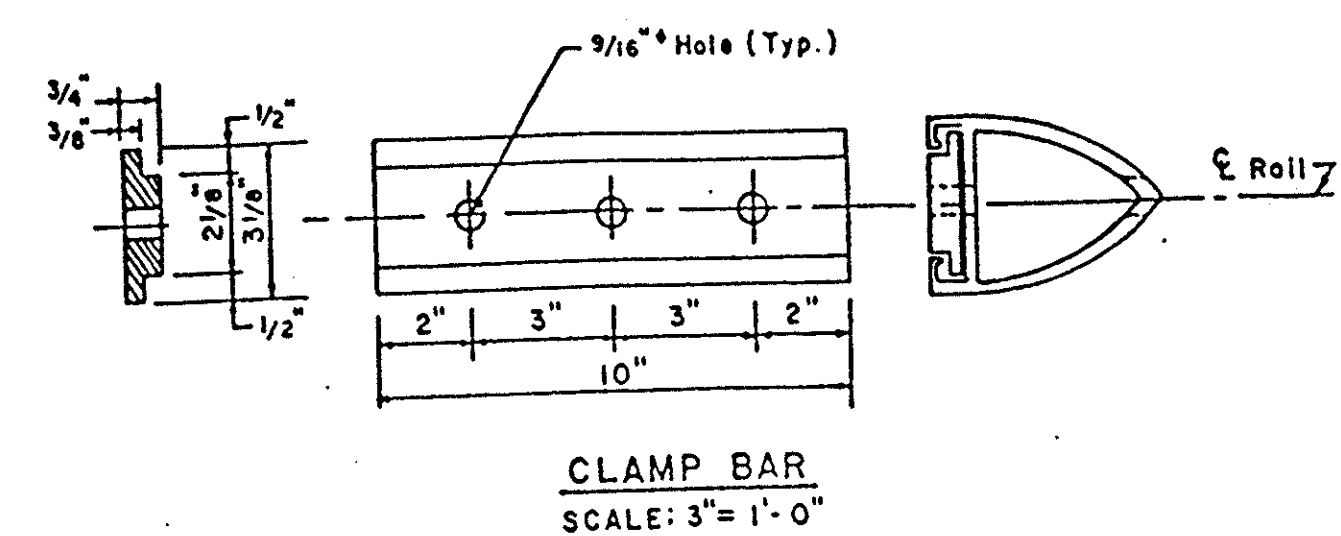
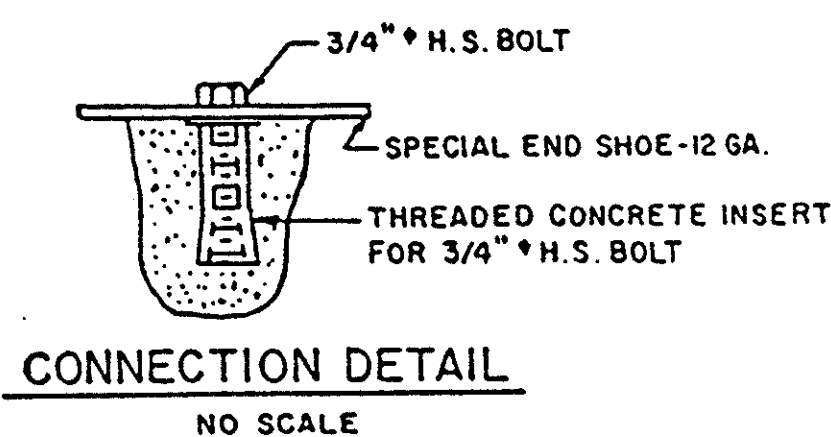
SPECIAL END SHOE (TYPE SS)
SCALE: 1 1/2" = 1'-0"



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



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

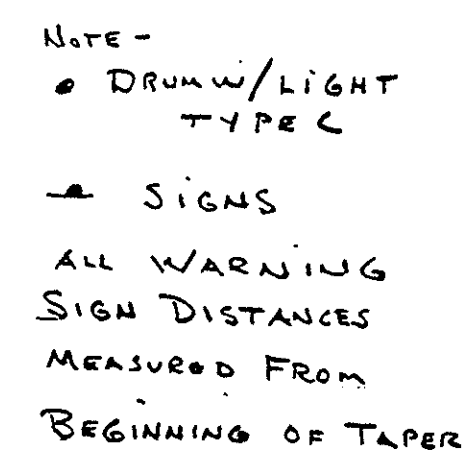


CLAMP BAR
SCALE: 3" = 1'-0"

END POST-LOCAL ROAD RAIL ATTACHMENT

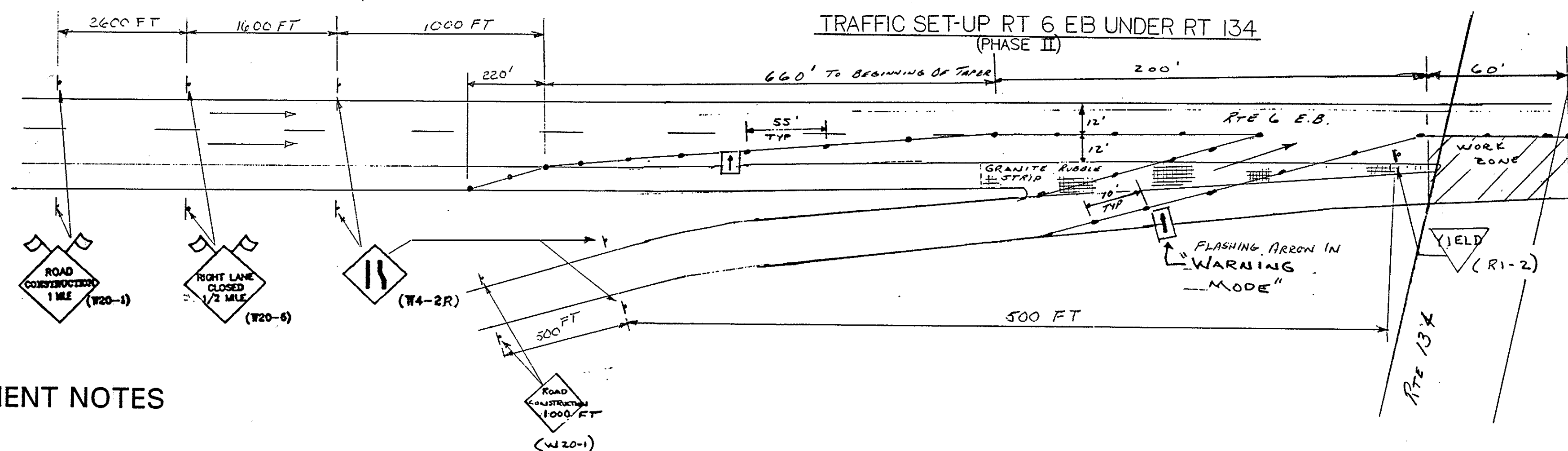
ISSUED FOR CONSTRUCTION	
DATE	DESCRIPTION
USE ONLY PRINTS OF LATEST DATE	
B-I-12 B-I-14	
SHEET 6 OF 8 SHEETS BRIDGE NO. D-7-9	

SIGNING FOR RT 6 WB
(INCLUDING RAMP)
SAME AS FOR RT 6 EB

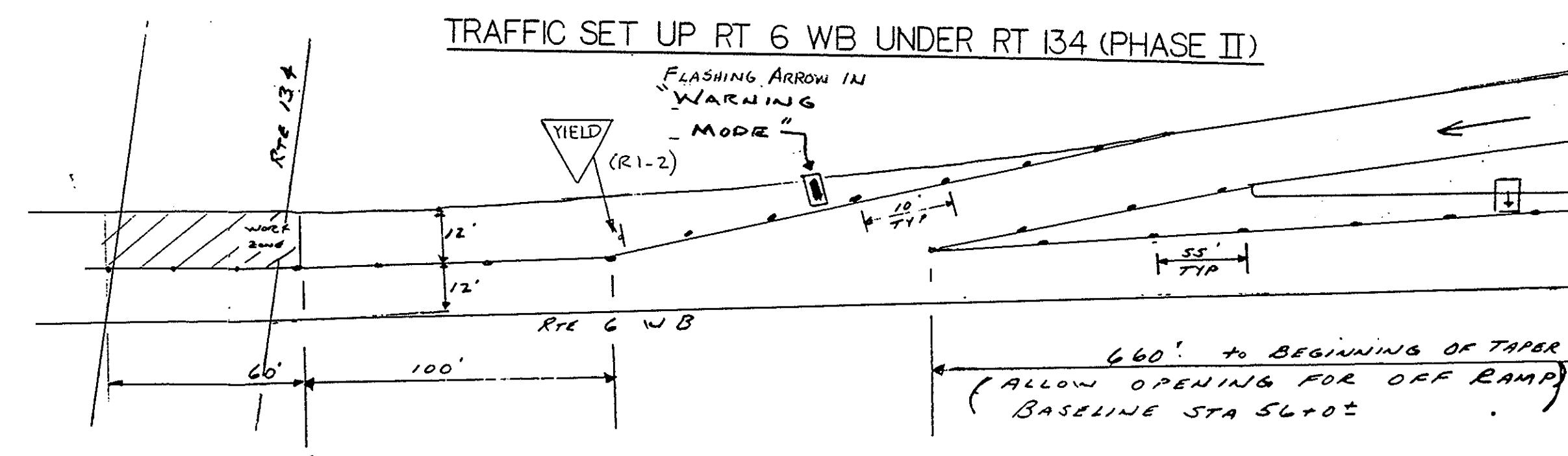


TRAFFIC MANAGEMENT NOTES

- L=SxW FOR SPEED $\geq$ 45 MPH.
L=WS /60 FOR SPEED $\leq$ 40 MPH.

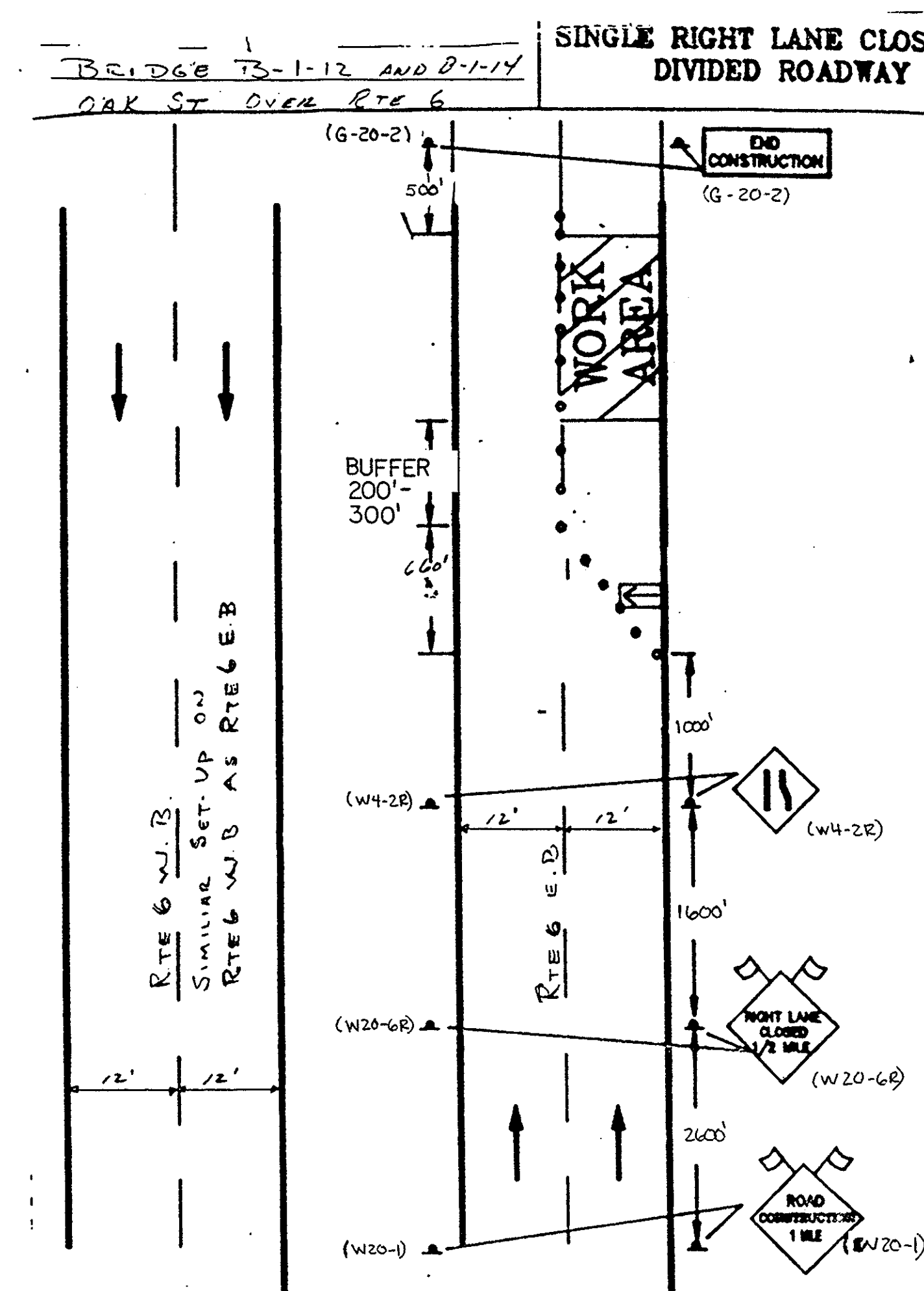
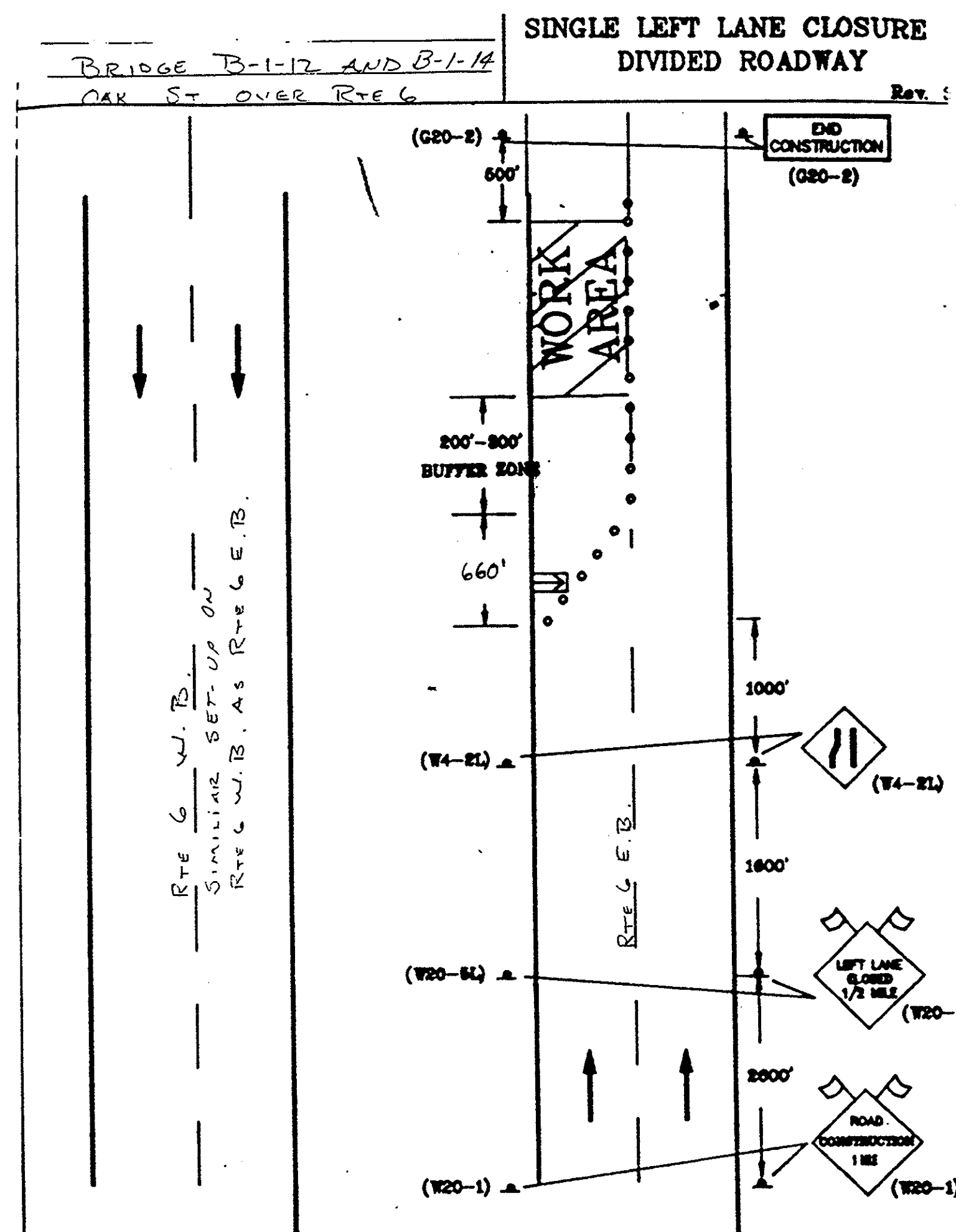


TRAFFIC SET UP RT 6 WB UNDER RT 134 (PHASE II)



SIGNING FOR RT 6 WB
(INCLUDING RAMP)
SAME AS FOR RT 6 EB

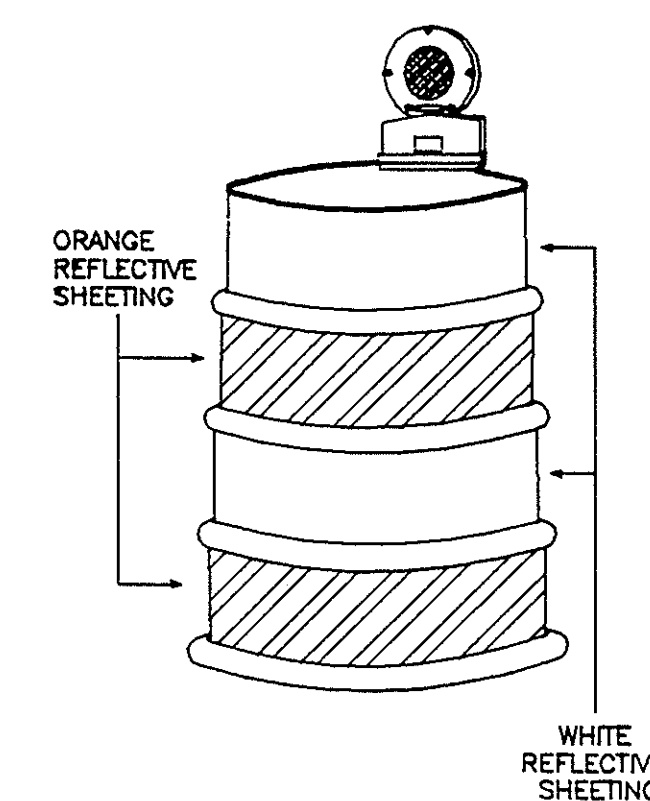
[illegible]



1. FLAGS SHALL BE AT LEAST 16" x 16".
2. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
3. ● = REFLECTORIZED DRUM WITH LIGHT (TYPE C).
4. MAXIMUM SPACING OF CHANNELIZING DEVICES IS EQUAL IN FEET TO THE SPEED LIMIT.
5. = SPECIAL LIGHTING UNIT (FLASHING ARROW). UNIT SHALL BE PLACED AT BEGINNING OF TAPER.
6. NO TRAFFIC CONTROL DEVICES SHALL REMAIN ON THE ROADWAY AT THE END OF EACH WORKDAY.
7. TRAFFIC OFFICERS SHALL BE PLACED AT LOCATIONS AS DIRECTED BY THE RESIDENT ENGINEER.
8. SIGNS TO BE COVERED AND/OR REMOVED WHEN POLICE OFFICER IS NOT PRESENT TO DIRECT TRAFFIC AND IN THE AFTER WORK HOURS AS DIRECTED BY THE ENGINEER.
9. TAPER FORMULA: $L = SxW$ FOR SPEED ≥ 45 MPH.
 $L = WS / 60$ FOR SPEED ≤ 40 MPH.
10. ALL WARNING SIGNS SHALL BE BLACK LEGEND ON A REFLECTIVE ORANGE BACKGROUND.
11. ADVISORY SPEED PLATES (W13-1) TO BE USED AS APPROPRIATE.
12. THE BREAKDOWN LANE SHOULD BE USED ONLY WHEN THE VOLUME EXCEEDS THE REDUCED CAPACITY OF THE ROADWAY. USE MAINT-6 SIGN.

NOTES:

1. DRUM DESIGN AND APPLICATION SHALL BE AS PER THE CURRENT EDITION OF THE MUTCD.
2. DRUMS SHALL BE APPROXIMATELY 36" IN HEIGHT, HAVING A MINIMUM WALL THICKNESS OF 3/32" AND A MINIMUM DIAMETER OF 18" REGARDLESS OF ORIENTATION.
3. DRUM MATERIAL MUST BE APPROVED U.V. RESISTANT, LOW DENSITY, IMPACT RESISTANT LINEAR POLYETHYLENE (OR APPROVED EQUIVALENT). METAL DRUMS ARE PROHIBITED FROM USE ON ALL STATE HIGHWAY PROJECTS.
4. SHEETING SHALL BE APPROVED ORANGE AND WHITE TYPE IV REFLECTORIZED SHEETING CONFORMING TO M.9.30.0.
5. ALL DRUMS SHALL BE WELL MAINTAINED INCLUDING REMOVAL OF DUST OR ROAD FILM, SO AS TO NOT REDUCE REFLECTIVE EFFICIENCY. WHEN A DRUM LOSSES TARGET VALUE IT SHALL BE REPLACED.
6. WHEN A DRUM IS NO LONGER NEEDED, IT SHALL BE STORED IN A DRUM STORAGE AREA, UNLESS IT IS REQUIRED FOR FUTURE USE WITHIN A FIVE DAY PERIOD, IN WHICH CASE IT MAY BE STORED ON LOCATION.



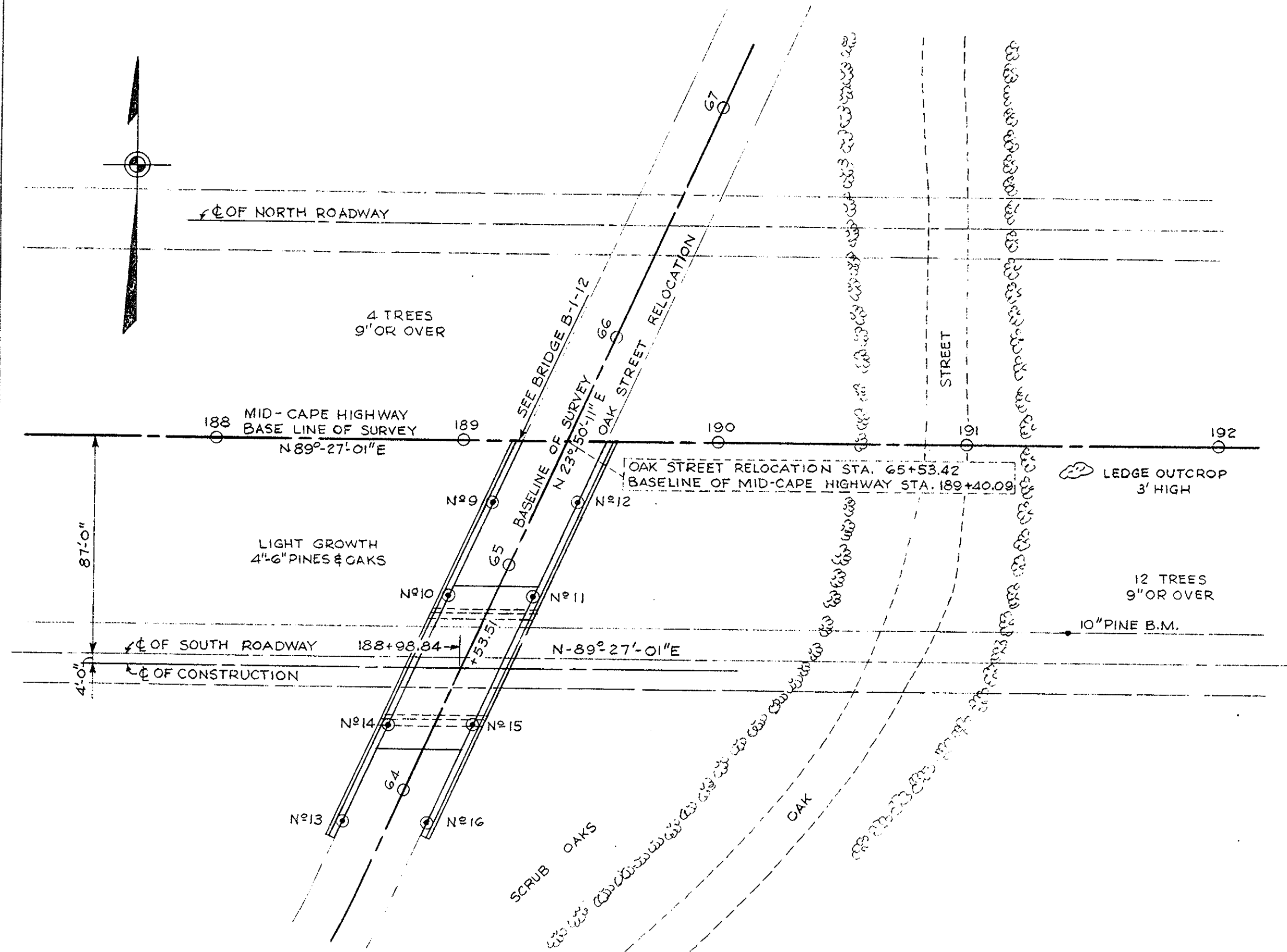
Robert L Shea
TRAFFIC ENGINEER

Blumenfeld
CHIEF ENGINEER

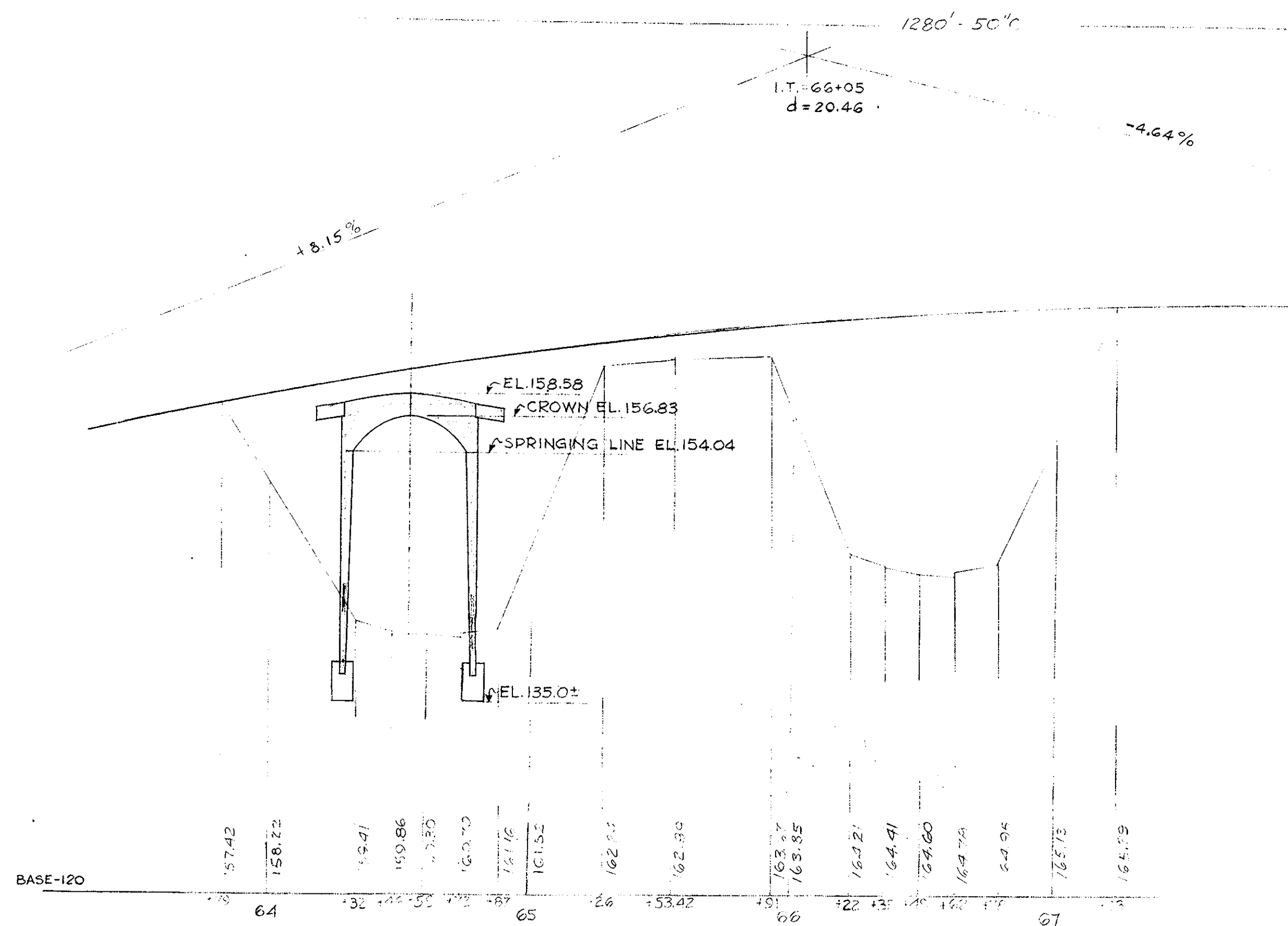
DATE: 7/18/90

<u>ITEM #</u>	<u>DESCRIPTION</u>
859. —	REFLECTORIZED DRUM
859.1 —	REFLECTORIZED DRUM WITH FLASHER (TYPE A) - Used to continually warn drivers that they are approaching or proceeding in a hazardous area (see MUTCD Sect. 6E4,6E5).
859.2 —	REFLECTORIZED DRUM WITH LIGHT (TYPE C) - Steady burn device used to delineate the edge of the traveled way on lane closures, detour curves, lane changes and other similar conditions (see MUTCD Sect. 6E4,6E5)

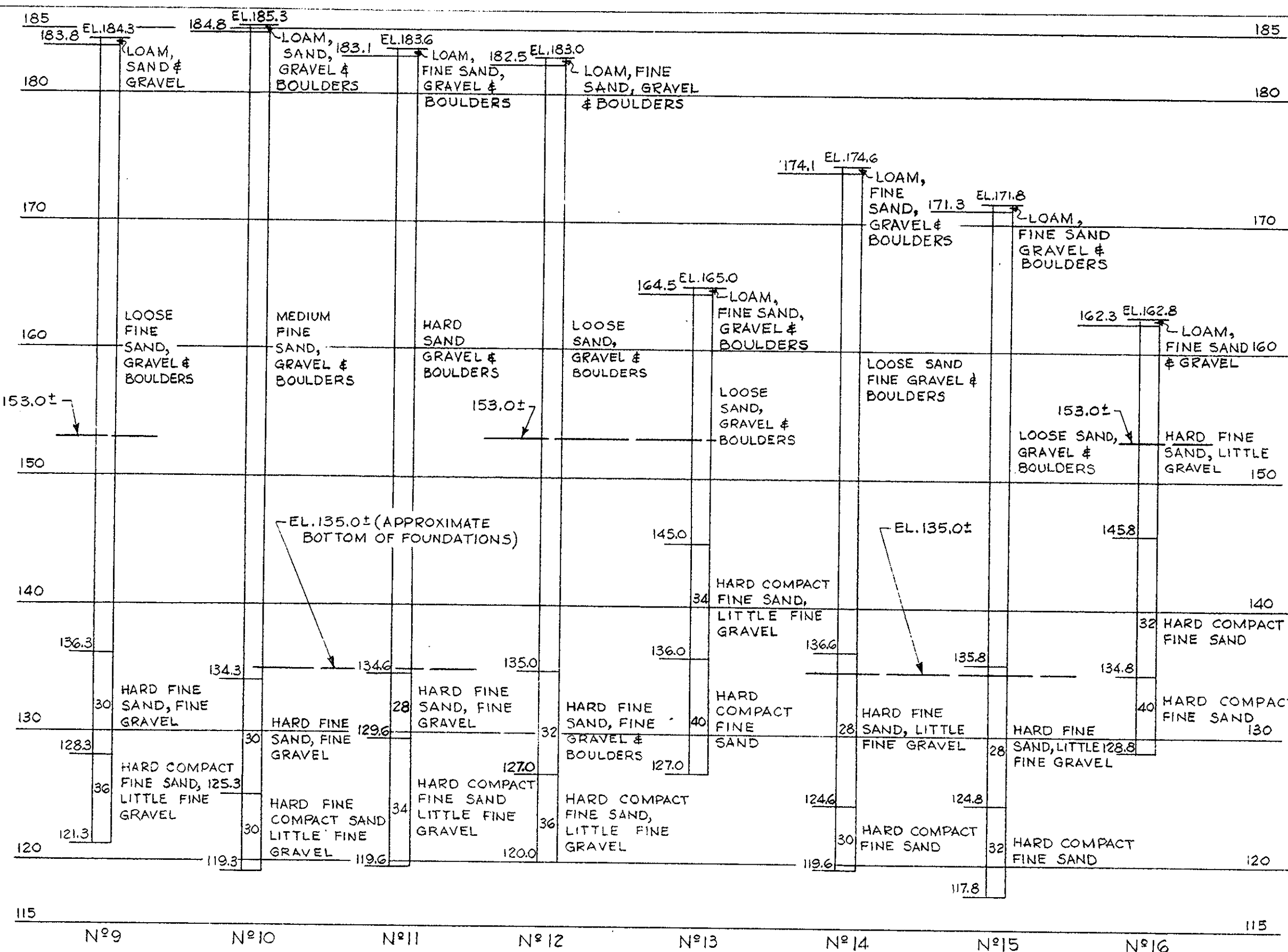
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PLAN
SCALE 1"=40'-0"



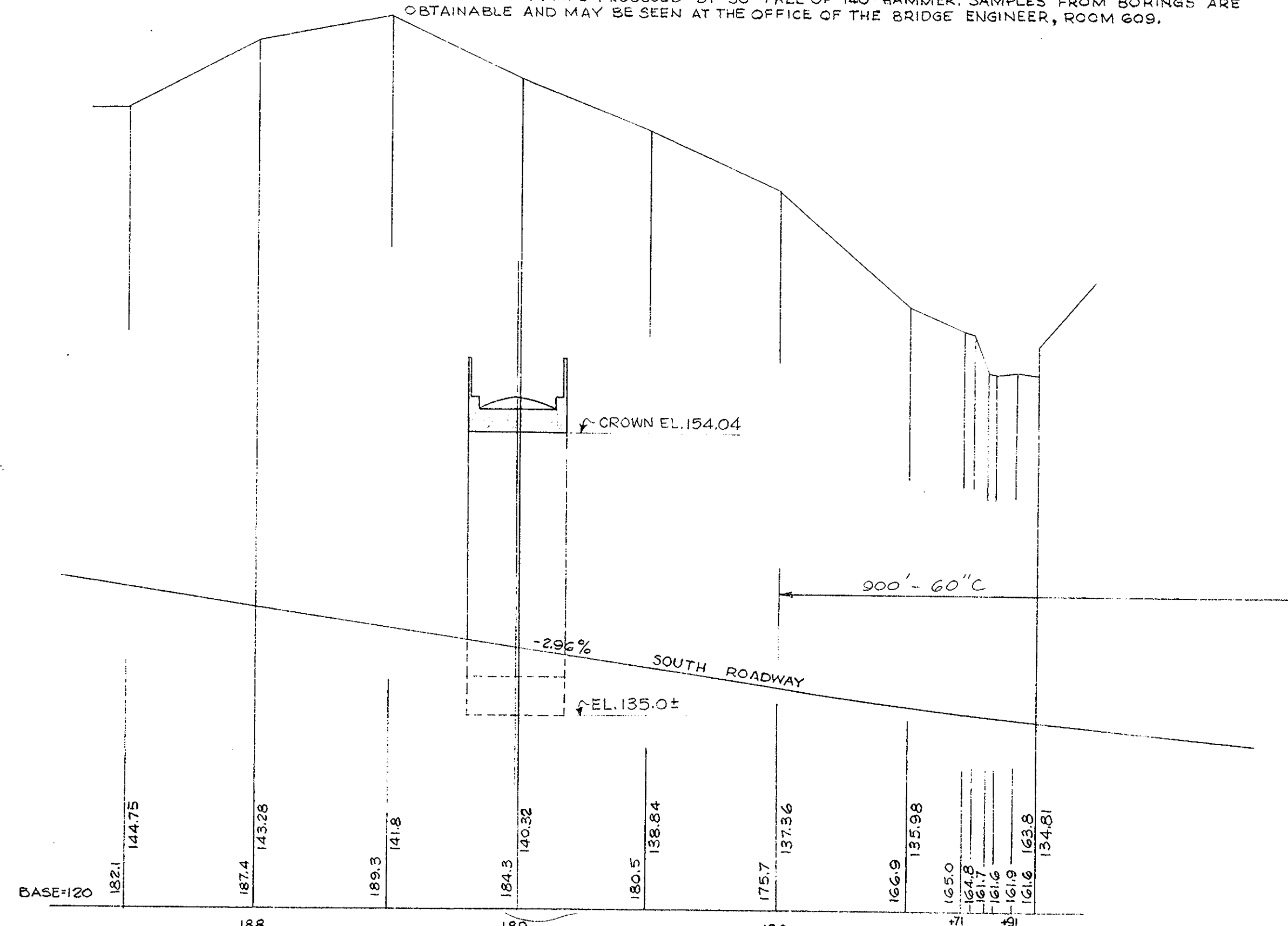
PROFILE OF OAK ST.
HORIZ. SCALE 1"=40'-0"
VERT. SCALE 1"=8'-0"



BORING DATA

BORINGS TAKEN AUGUST 1949 SCALE 1/8"=1'-0"

BORING NOTES: LOCATION OF BORINGS SHOWN ON KEY PLAN THUS ③
BORINGS TAKEN FOR PURPOSES OF DESIGN, AND INDICATE CONDITIONS AT BORING POINTS ONLY BUT DO NOT NECESSARILY SHOW NATURE OF MATERIAL TO BE ENCOUNTERED IN CONNECTION WITH THE CONSTRUCTION OF THE BRIDGE. FIGURES IN COLUMNS INDICATE BLOWS PER FOOT ON 14" PIPE PRODUCED BY 30" FALL OF 140# HAMMER. SAMPLES FROM BORINGS ARE OBTAINABLE AND MAY BE SEEN AT THE OFFICE OF THE BRIDGE ENGINEER, ROOM 608.



PROFILE OF MID CAPE HIGHWAY
HORIZ. SCALE 1"=40'-0"
VERT. SCALE 1"=8'-0"

ESTIMATED QUANTITIES NOT GUARANTEED

CLASS "B" ROCK EXCAVATION	10 CU. YDS.
BRIDGE EXCAVATION	690 CU. YDS.
GRAVEL BORROW	740 CU. YDS.
CLASS "A" CEMENT CONCRETE MASONRY	453 CU. YDS.
CLASS "B" CEMENT CONCRETE MASONRY	555 CU. YDS.
CLASS "D" CEMENT CONCRETE MASONRY	85 CU. YDS.
STEEL REINFORCING FOR STRUCTURES	77000 POUNDS
MEMBRANE WATERPROOFING	281 SQ. YDS.
WATERPROOFING PROTECTIVE COURSE	232 SQ. YDS.
BITUMINOUS DAMPPROOFING	138 SQ. YDS.
HORIZONTAL SAWED FACE GRANITE (4")	673 SQ. FT.
DRESSED GRANITE MASONRY END POSTS - HORIZ. SAWED CUT	2 EACH
GRANITE SIDEWALK - HORIZ. SAWED CUT (2'-5" x 5'-0" x 1'-4")	2 EACH
GRANITE COPING - 4 POINT CUT (7' x 18")	338 LIN. FT.
GRANITE CURB TYPE "VA" (6' x 12' x 18")	119 LIN. FT.
STRIPPING GRAVEL PITS	70 CU. YDS.

GENERAL NOTES

FOUNDATIONS:

MAY BE ALTERED IF NECESSARY TO SUIT CONDITIONS OF CONSTRUCTION

DESIGN:

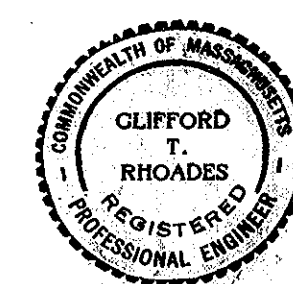
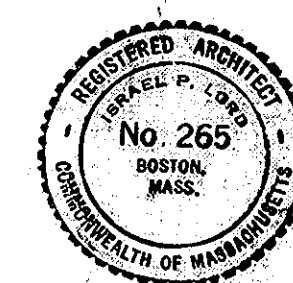
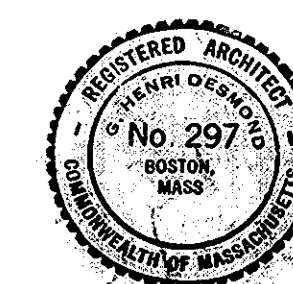
ACCORDING TO STANDARD SPECIFICATIONS OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS: 1949 EDITION
FOR H-20 LOADING

BENCH MARK

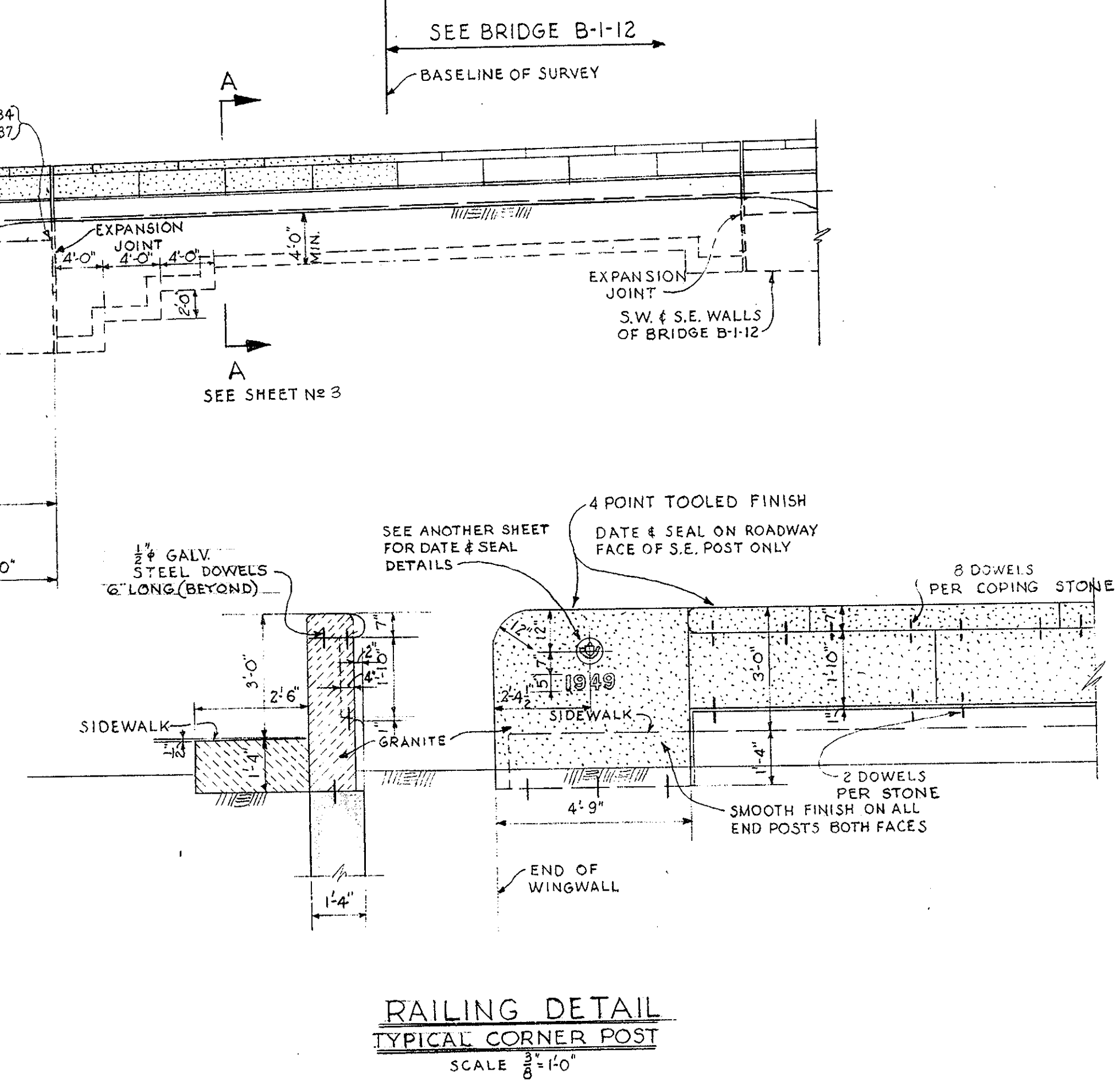
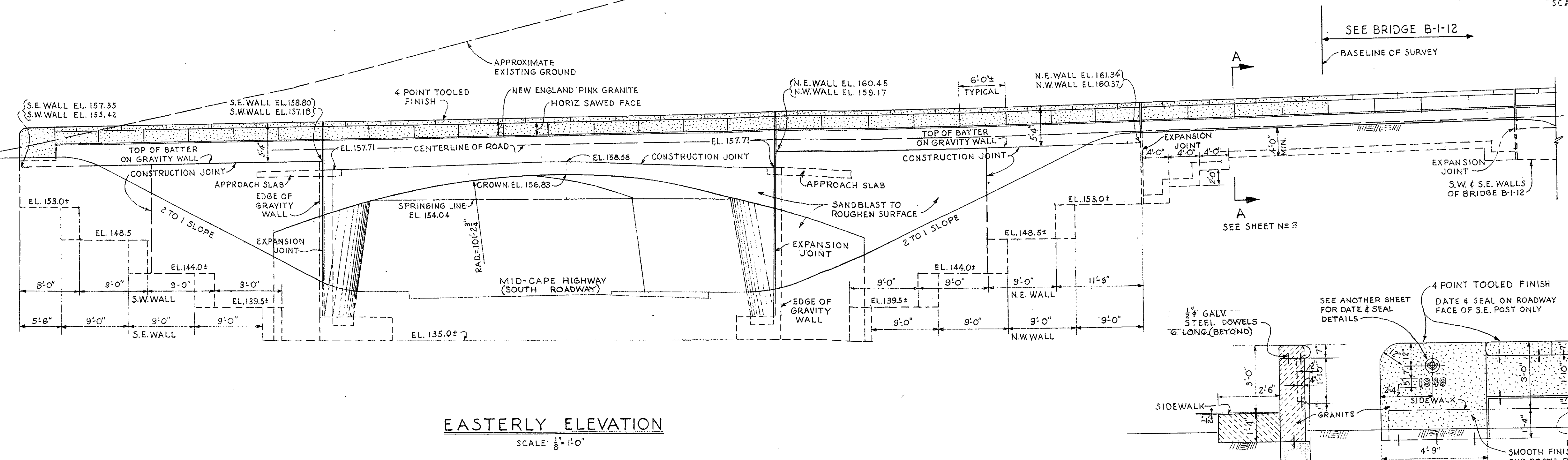
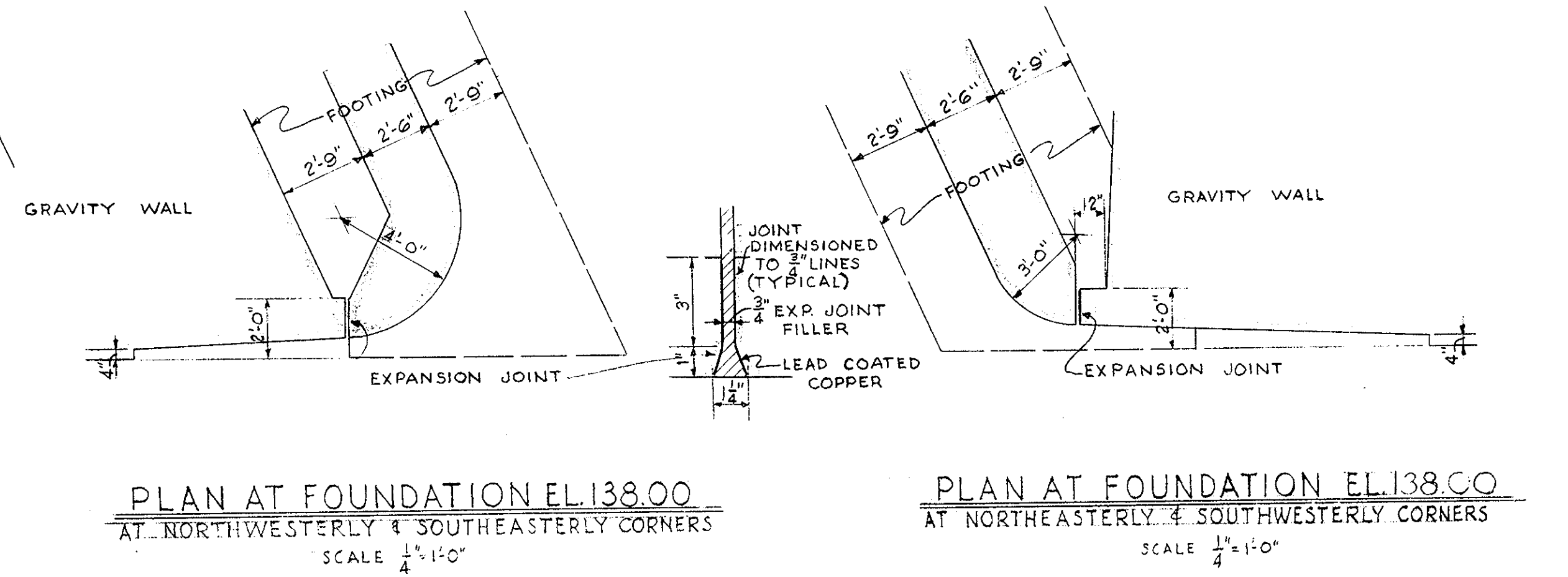
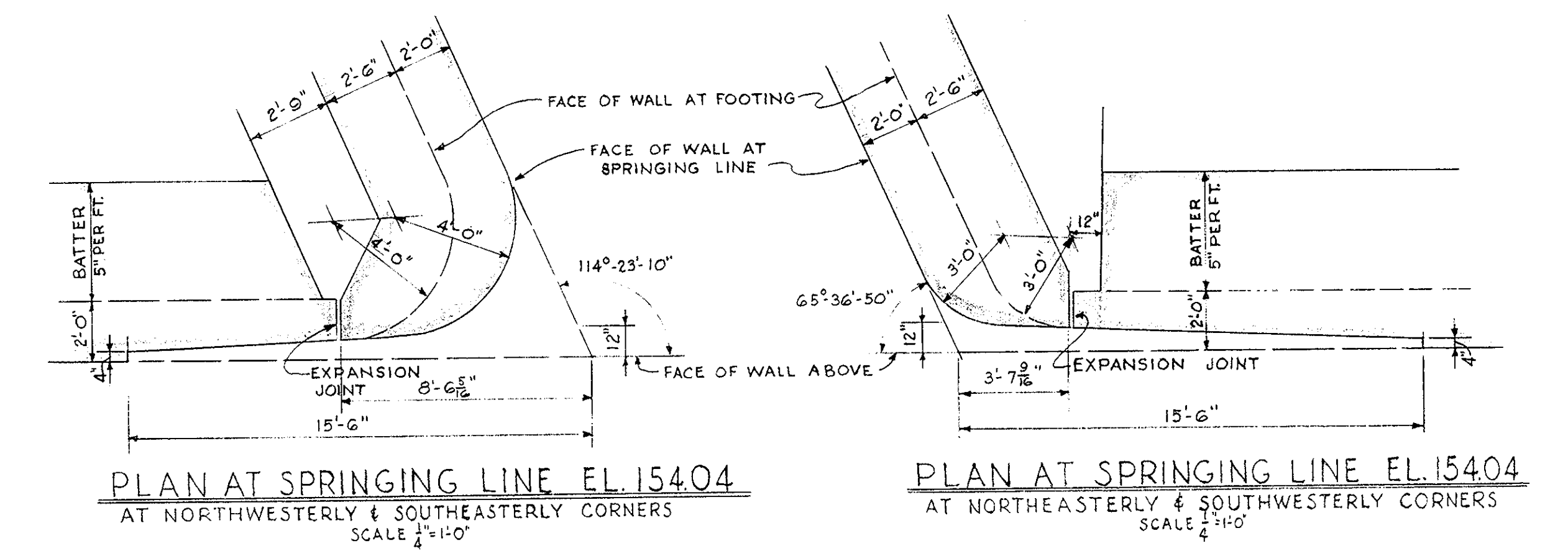
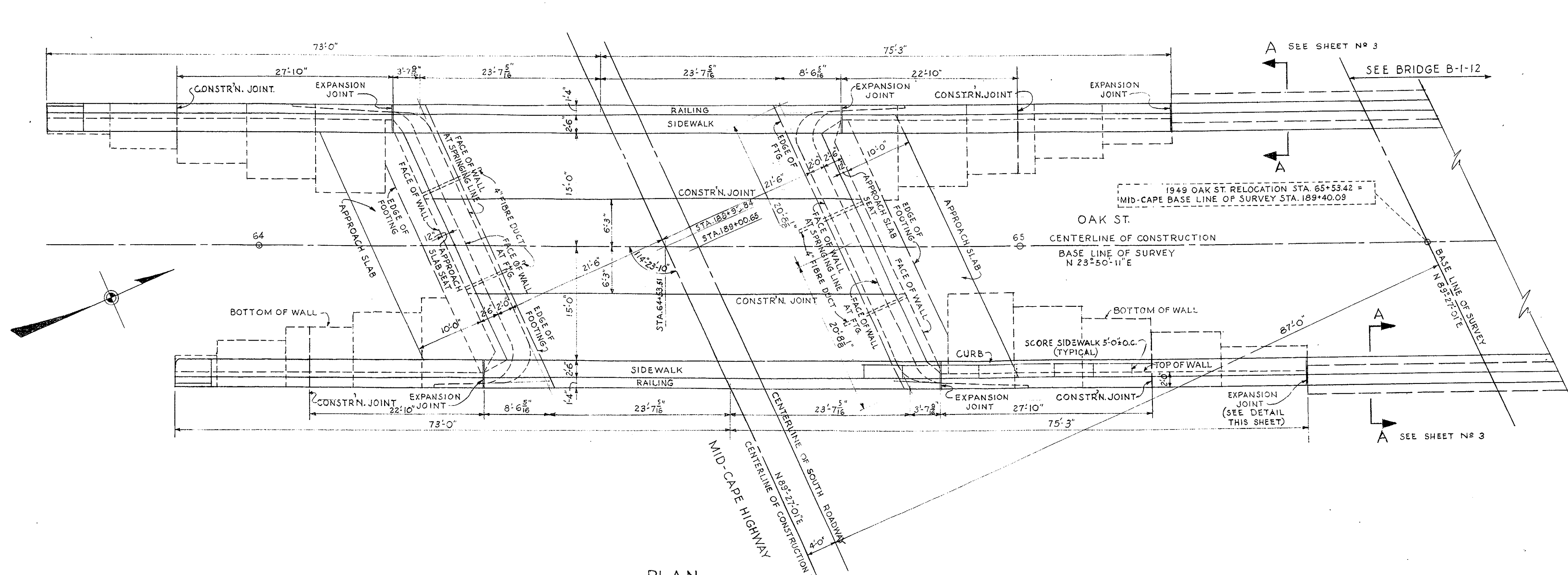
R.R. SPIKE IN 10" PINE STA. 191+41 - 74' TO RIGHT. ELEV. 168.22 U.S.C. & G.S. MEAN SEA LEVEL.

DATE & SEAL

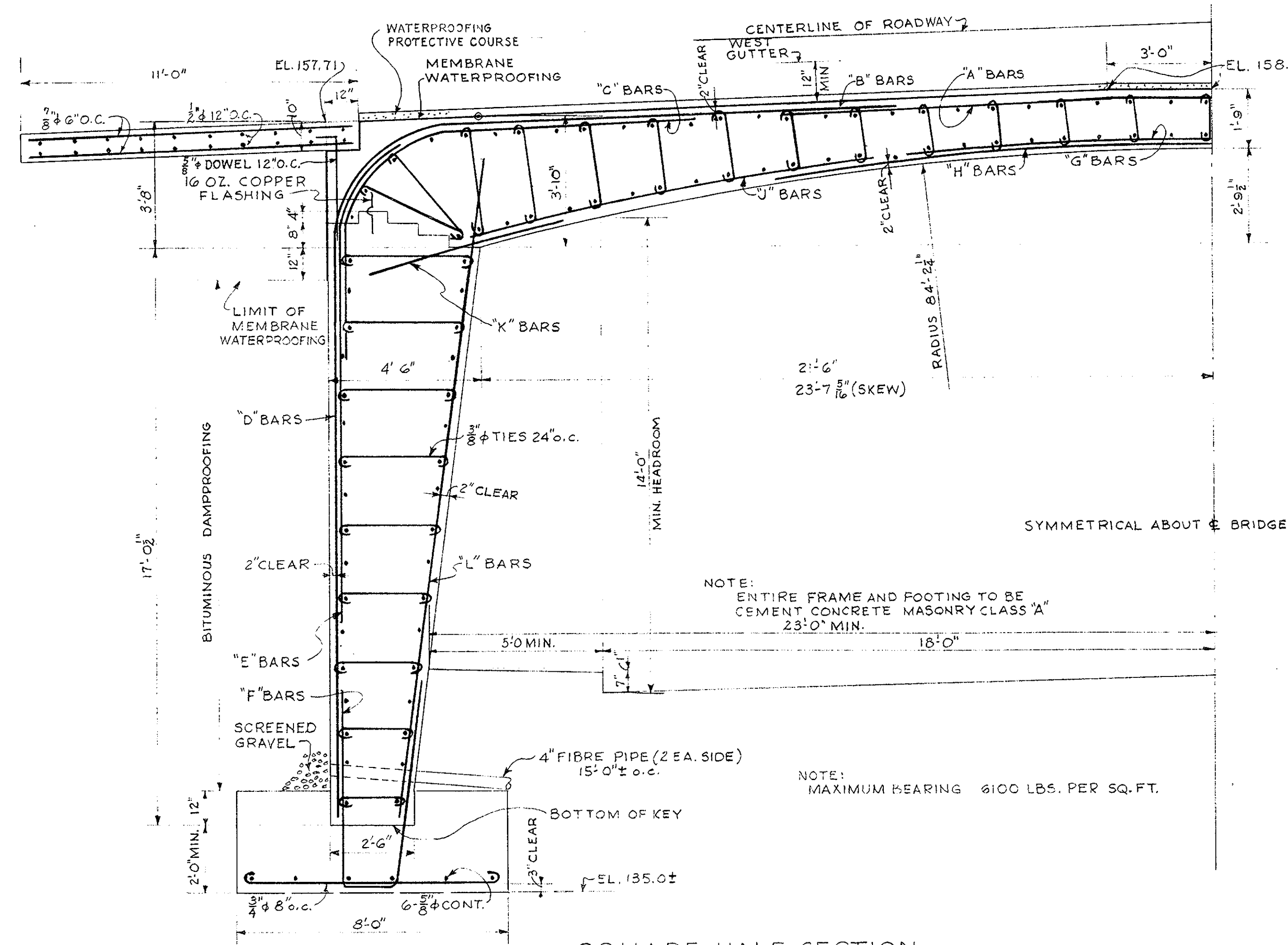
TO BE LOCATED ON ROADWAY FACE OF SOUTHEASTERLY END POST OF RAILING. FOR DETAILS SEE SHEET NO. 2, FOR SIZE AND CHARACTER OF NUMERALS, SEE ANOTHER SHEET.



DATE	SHEET NOS.	DESCRIPTION
LIST OF REVISIONS USE ONLY PRINTS OF LATEST DATE		
THE COMMONWEALTH OF MASSACHUSETTS PROPOSED BRIDGE BARNSTABLE MID-CAPE HIGHWAY STA. 188+98.84 UNDER OAK STREET SCALES AS NOTED OFFICE OF DEPARTMENT OF PUBLIC WORKS 100 NASHUA ST. BOSTON, MASS. DEC. 1949		
R. D. Shaffner REGISTERED PROFESSIONAL ENGINEER		P. H. Kittelle REGISTERED PROFESSIONAL ENGINEER
DESMOND & LORD, ARCHITECTS & ENGINEERS		
DATE OF ISSUE		
ADVERTISING	CONSTRUCTION	REVISION
12-31-49	12-31-49	

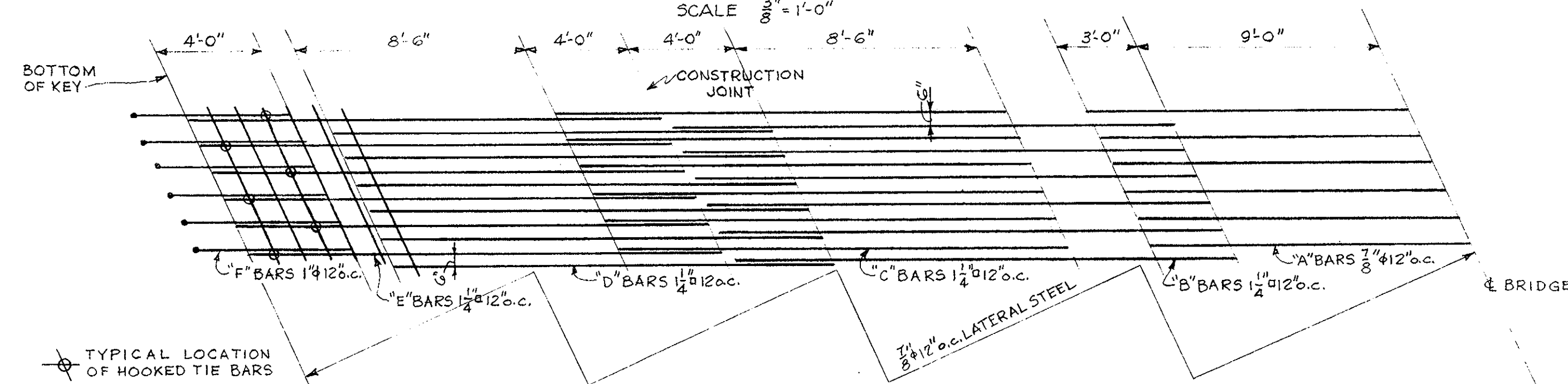


12-31-99	CONSTRUCTION
12-31-99	ADVERTISING
DATE	DESCRIPTION
USE ONLY PRINTS OF LATEST DATE	

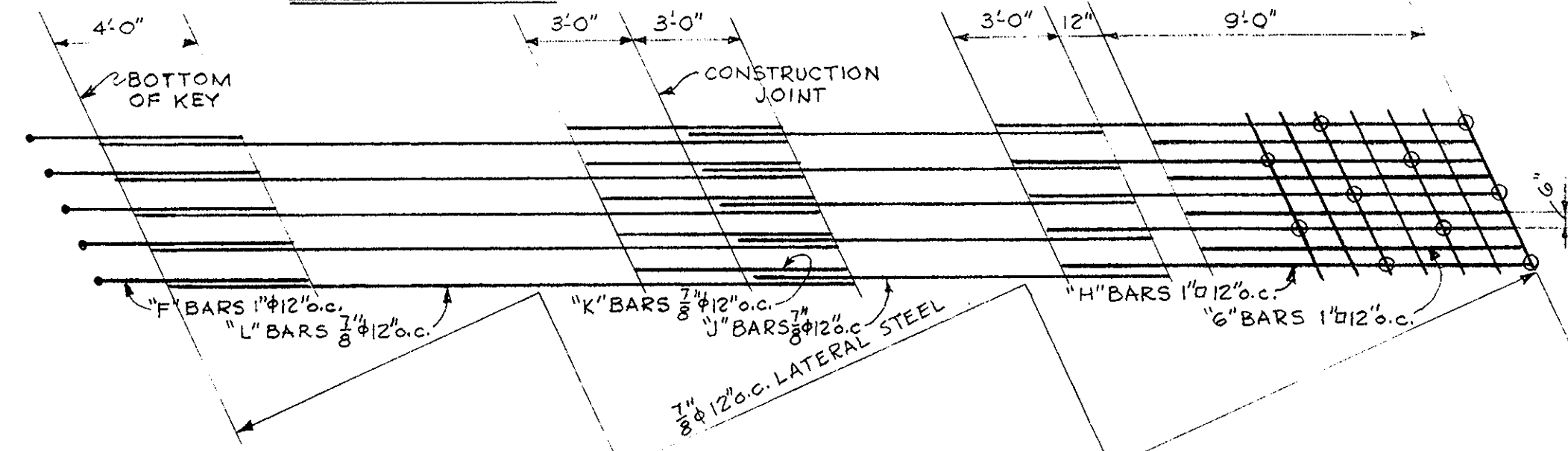


SQUARE HALF SECTION

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



EXTRADOS

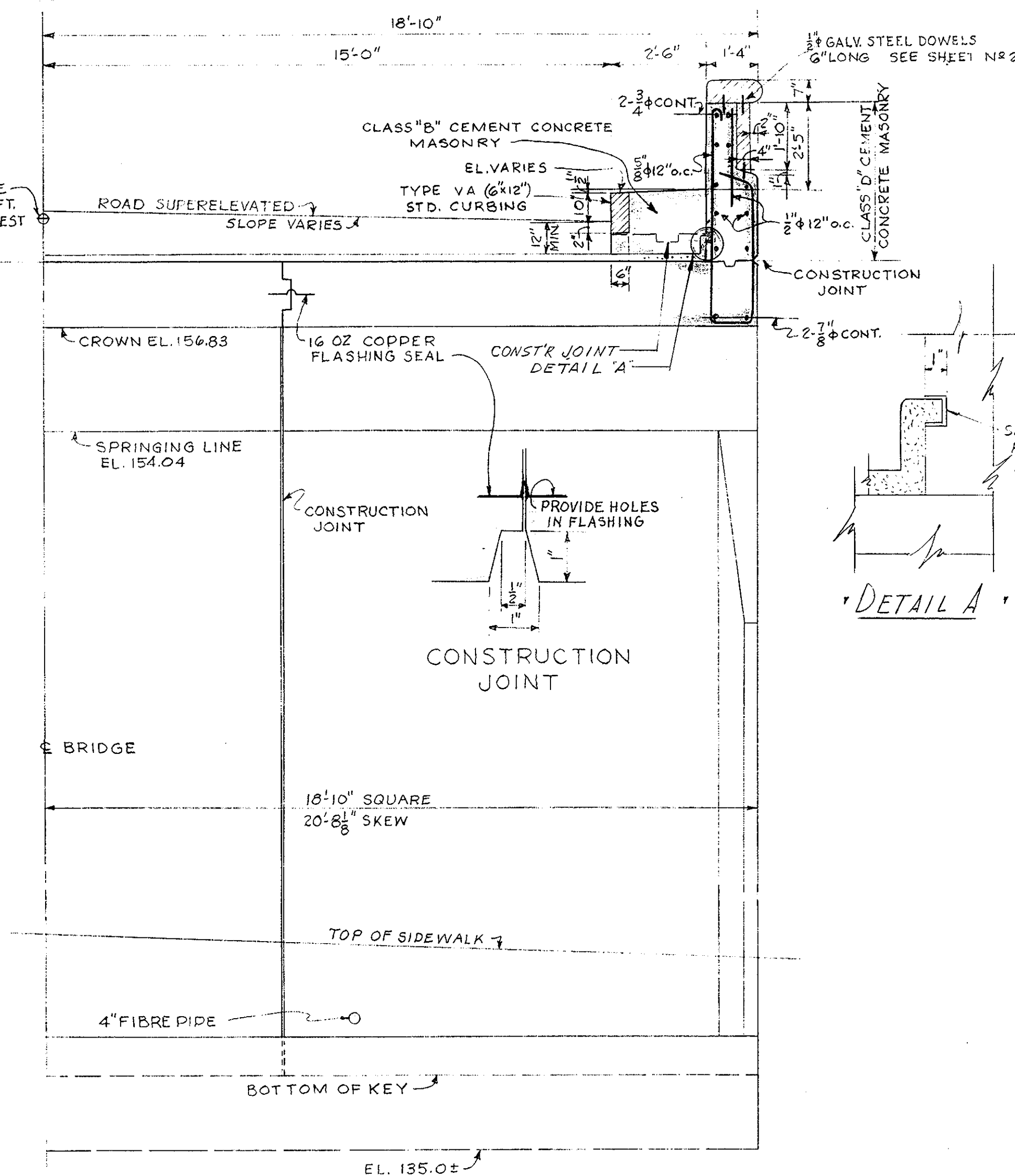


INTRADOS

REINFORCEMENT DIAGRAM

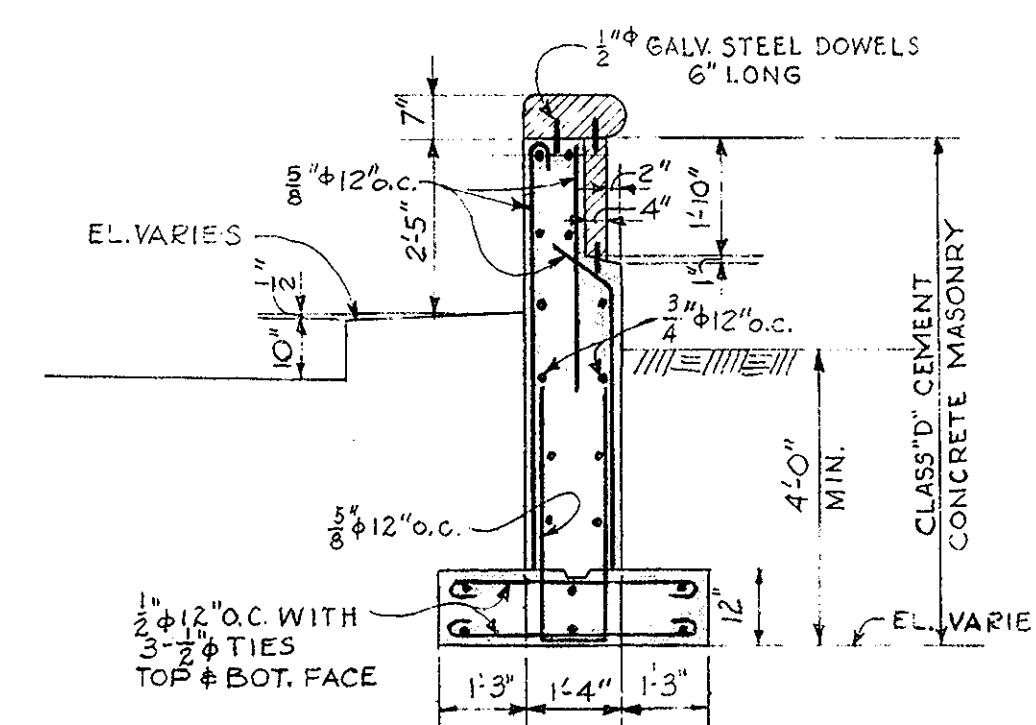
(HALF SPAN DEVELOPED)

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



HALF CROSS SECTION

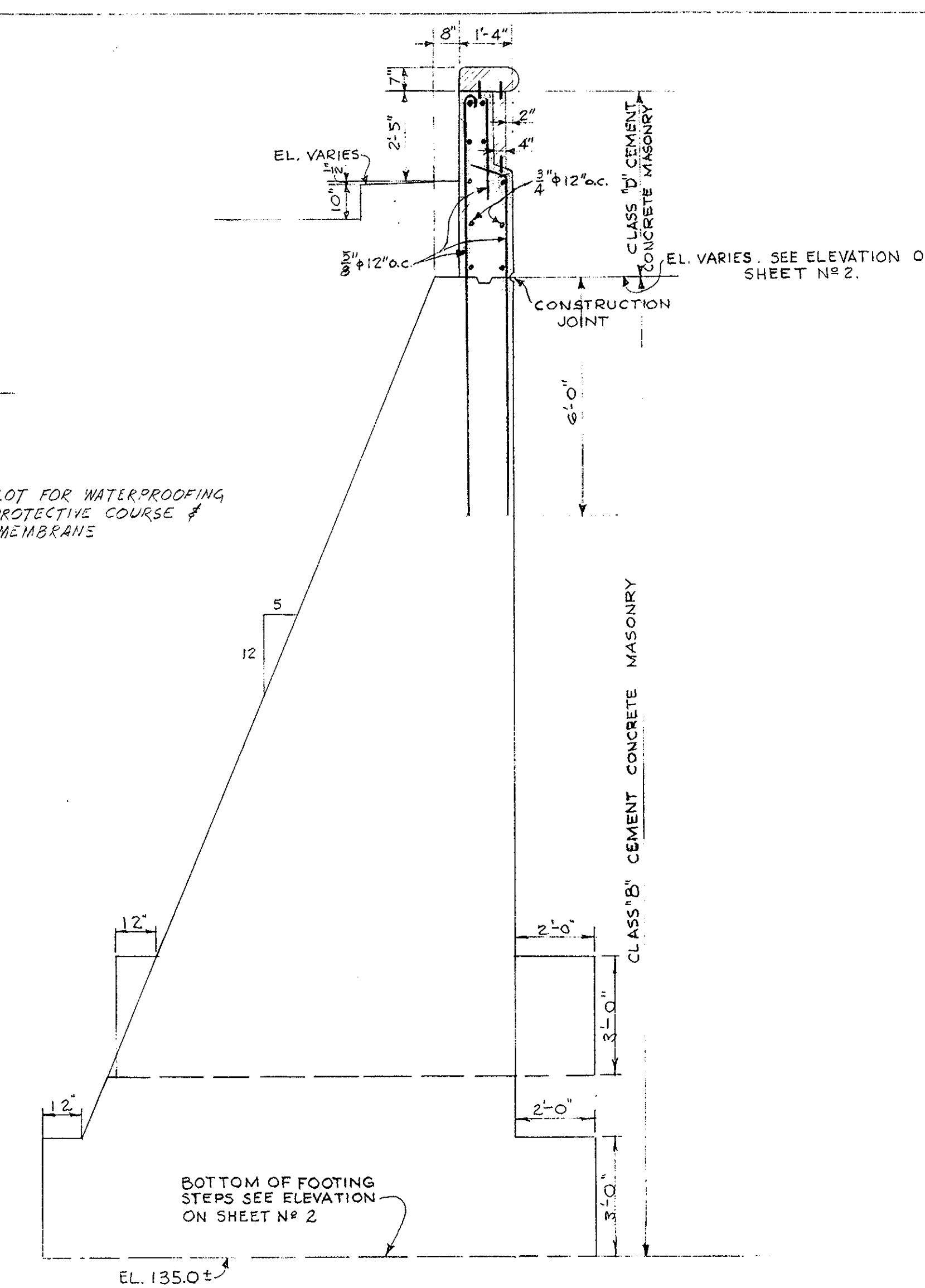
SCALE $\frac{3}{8}'' = 1'-0''$



SECTION A-A

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

(SEE SHEET N° 2)



TYPICAL WING WALL

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

12-31-49	CONSTRUCTION
12-31-49	ADVERTISING
DATE	DESCRIPTION
USE ONLY PRINTS OF LATEST DATE	