NOTES:
1. The above drawing is not drawn to scale.
2. The Drawing Frame is sized to work with plotters regardless of media orientation.
4. See Dwg. No. 1.1.3 for In-House Design Title Block.
   See Dwg. No. 1.1.4 for Consultant Design Title Block.
5. See Dwg. No. 1.1.5 for Federal Aid Block.
6. Bridge with single Bridge Identification Number (B.I.N) shown. For bridges with multiple B.I.N's see Dwg. No. 1.1.5.
NOTES:
1. The above drawing is not drawn to scale.
2. The size and dimensions for subsequent sheets are the same as for the Standard First Sheet (See Dwg. No. 1.1.1).
3. See Dwg. No. 1.1.5 for the Federal Aid Block and for the Subsequent Sheets Title Block.
4. Bridge with single Bridge Identification Number (B.I.N) shown. For bridges with multiple B.I.N.'s see Dwg. No. 1.1.5.
IN-HOUSE DESIGN TITLE BLOCK

SCALE: FULL SIZE

NOTE:
For proper Project Description as well as for appropriate identification of the Facility Carried/Feature Intersected refer to Section 4.2.2.2 of Part 1.
NOTE:
For proper project description as well as for appropriate identification of the Facility Carried/Feature Intersected refer to Section 4.2.2.2 of Part I. The character size of the project description may have to be reduced to fit the longer titles.
NOTES:
1. A revision symbol (△) shall be located in the lower, upper or right hand margin closest to the revision to facilitate locating revisions.
2. Revisions made on the same date shall have the same number in the revision symbol.
3. When revising the construction plans, erasures of existing details are not permitted. The correct method for revisions is shown above.
4. Indicate the sheet numbers of all revised, added and/or deleted sheets over the title block. If there are any revisions on the first sheet, provide a description of the revisions as well.
TYPICAL SUBSEQUENT SHEET OF CONSTRUCTION PLANS

NOT TO SCALE

NOTES:

1. A revision symbol (△) shall be located in the lower, upper or right hand margin closest to the revision to facilitate locating revisions.

2. Revisions made on the same date shall have the same number in the revision symbol.

3. When revising the construction plans, erasures of existing details are not permitted. The correct method for revisions is shown above.
1. The above drawing is not drawn to scale.
2. The Drawing Frame is sized to work with plotters regardless of media orientation.
3. See Dwg. No. 1.2.2 for the In-House Design Title Block or Dwg. No. 1.2.3 for the Consultant Design Title Block.
4. See Dwg. No. 1.2.4 for the Standard Data Block.
5. Subsequent Sheets are the same size and dimension as the first sheet. Omit Data Block and Title Block on subsequent sheets. Retain sheet and Bridge Number at bottom right corner of all sheets.
6. For bridges with multiple Bridge Identification Numbers, locate numbers in a box to the left of the Title Block (or above the Bridge Number on subsequent sheets) similar to Dwg. No. 1.1.5.
IN-HOUSE DESIGN
TITLE BLOCK
SCALE: FULL SIZE

SKETCH PLANS OF
PROJECT DESCRIPTION

TOWN

FACILITY CARRIED
OVER FEATURE INTERSECTED

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

APPROVED BY

DATE

STRUCTURAL ELEMENTS:

TITLE:

HIGHWAY ELEMENTS:

TITLE:

NOTE: For proper Project Description as well as for appropriate identification of the Facility Carried/Feature Intersected refer to Section 4.2.2.2 of Part I. The character size of the project description may have to be reduced to fit in.
GENERAL NOTES

PROJECT FILE NO.: Xxxxxx
PROJECT DESCRIPTION: (SAME AS IN TITLE BLOCK)
BRIDGE DESIGN LOADING: HL-93
SURVEY: SURVEY INFO
ELEVATION REFERENCE: NAVD OF 1988

TRAFFIC DATA

<table>
<thead>
<tr>
<th></th>
<th>ROADWAY OVER</th>
<th>ROADWAY UNDER</th>
</tr>
</thead>
<tbody>
<tr>
<td>DESIGN YEAR</td>
<td>YEAR</td>
<td>YEAR</td>
</tr>
<tr>
<td>AVERAGE DAILY TRAFFIC — PRESENT</td>
<td>ADT</td>
<td>ADT</td>
</tr>
<tr>
<td>AVERAGE DAILY TRAFFIC — DESIGN YEAR</td>
<td>ADT</td>
<td>ADT</td>
</tr>
<tr>
<td>DESIGN HOURLY VOLUME</td>
<td>DHV</td>
<td>DHV</td>
</tr>
<tr>
<td>DIRECTIONAL DISTRIBUTION</td>
<td>DIST</td>
<td>DIST</td>
</tr>
<tr>
<td>TRUCK PERCENTAGE — AVERAGE DAY</td>
<td>ADTT</td>
<td>ADTT</td>
</tr>
<tr>
<td>TRUCK PERCENTAGE — PEAK HOUR</td>
<td>PHTT</td>
<td>PHTT</td>
</tr>
<tr>
<td>DESIGN SPEED</td>
<td>SPEED</td>
<td>SPEED</td>
</tr>
<tr>
<td>DIRECTIONAL DESIGN HOURLY VOLUME</td>
<td>DDHV</td>
<td>DDHV</td>
</tr>
</tbody>
</table>

BENCH MARK: (Description of the Bench Mark, its location and elevation shall be noted here).

STANDARD DATA BLOCK

SCALE: FULL SIZE

NOTES:
1. If any of the information in the above blocks is unknown or is not available then note "N/A" in the space provided.
2. If there will not be a road under the proposed bridge then draw an "X" over the entire column labeled "ROADWAY UNDER".
3. Under "SURVEY" if electronic data collection was used, indicate "ELECTRONIC SURVEY BY (company name)". Otherwise, specify survey note book numbers.

INCH SCALE (for reference only):

0 1 2

DATE OF ISSUE
JUNE 2013

DRAWING NUMBER
1.2.4
1. Size of Boring Plans may vary to accommodate the plan view, boring locations, and notes. However, the maximum size shall not exceed the size of the standard construction drawing shown on Dwg. No. 1.1.1.

2. For proper Project Description as well as for appropriate identification of the Facility Carried/Feature Intersected refer to Section 4.2.2.2 of Part I. The character size of the project description may have to be reduced to fit in.
STA 7+62.05 to NEW MALL CONNECTOR
= STA. 18+81.50 to ELM STREET

BORING LOCATIONS (FEET)

<table>
<thead>
<tr>
<th>BORING</th>
<th>NORTHING</th>
<th>EASTING</th>
<th>STATION</th>
<th>OFFSET</th>
<th>SURFACE</th>
<th>EL. H.B.E.</th>
</tr>
</thead>
<tbody>
<tr>
<td>BB#1</td>
<td>2,927,742</td>
<td>589,413</td>
<td>7+23</td>
<td>35' LT</td>
<td>175.0</td>
<td>104.0</td>
</tr>
<tr>
<td>BB#2</td>
<td>2,927,725</td>
<td>589,422</td>
<td>7+34</td>
<td>18' LT</td>
<td>175.0</td>
<td>104.0</td>
</tr>
<tr>
<td>BB#3</td>
<td>2,927,691</td>
<td>589,412</td>
<td>7+23</td>
<td>18' RT</td>
<td>175.2</td>
<td>104.0</td>
</tr>
<tr>
<td>BB#4</td>
<td>2,927,680</td>
<td>589,400</td>
<td>7+10</td>
<td>30' RT</td>
<td>175.1</td>
<td>104.0</td>
</tr>
<tr>
<td>BB#5</td>
<td>2,927,738</td>
<td>589,506</td>
<td>8+19</td>
<td>31' LT</td>
<td>173.0</td>
<td>92.5</td>
</tr>
<tr>
<td>BB#6</td>
<td>2,927,726</td>
<td>589,492</td>
<td>8+05</td>
<td>18' LT</td>
<td>173.5</td>
<td>92.5</td>
</tr>
<tr>
<td>BB#7</td>
<td>2,927,691</td>
<td>589,482</td>
<td>7+95</td>
<td>18' RT</td>
<td>173.2</td>
<td>92.5</td>
</tr>
<tr>
<td>BB#8</td>
<td>2,927,675</td>
<td>589,490</td>
<td>8+03</td>
<td>34' RT</td>
<td>173.4</td>
<td>92.5</td>
</tr>
</tbody>
</table>
NOTES:

1. LOCATION OF DRIVE SAMPLE BORINGS ARE SHOWN THUS: ● (See Notes 1 and 2)

2. SEE THE BORING LOCATIONS TABLE FOR THE SPECIFIED HIGHEST BOTTOM ELEVATION (H.B.E.) OF EACH BORING. (See Note 3)

3. BORINGS SHALL EXTEND TO THE SPECIFIED HIGHEST BOTTOM ELEVATION OR TO REFUSAL BELOW THE H.B.E., WHICHEVER IS DEEPER. (See Note 4)

4. SHOULD BEDROCK BE ENCOUNTERED AT OR ABOVE THE SPECIFIED HIGHEST BOTTOM ELEVATION, THE BORING SHALL BE CONTINUED AS A ROCK CORE BORING FOR A DEPTH OF 10' THEN TERMINATED. (See Note 5)

5. BENCH MARK: (Description of the Bench Mark, its location, and its elevation to be noted here.)

6. BORINGS ARE LOCATED FROM THE BASELINE OF THE NEW MALL CONNECTOR. (Edit as required.)

7. ADDITIONAL BORINGS MAY BE REQUESTED BY THE ENGINEER IF NECESSARY.

NOTES:

1. The type of subsurface investigation shall be determined by the Designer and shall be proper for the site conditions and the type of the proposed bridge. (Refer to the latest edition of the AASHTO Manual on Subsurface Investigations.)

2. If complimentary borings are required, then the boring locations shall be shown thus: ● (Control)  ● (Complementary)

3. The specified highest bottom elevation (H.B.E.) shall be determined by the Designer and shall be adequate to assess the foundation bearing resistance and settlement in conformance with the latest edition of the AASHTO LRFD Bridge Design Specifications.

4. Where accurate information of the proposed bridge site indicates that refusal occurs far below the H.B.E. the designer may consider reducing the number of borings which extend to refusal depending on the complexity of the proposed structure. However, at least one boring shall extend deeper than the H.B.E. to refusal.

5. For the depth of rock core borings at drilled shaft locations, refer to the latest edition of the AASHTO LRFD Bridge Design Specifications. Specify on the plans a minimum of 2” inside diameter NX rock core to be taken at drilled shaft locations socketed into rock.

6. For wall structures, boring locations are shown thus: ●

7. Testpits are shown thus: ●

8. Observation wells are shown thus: ●

9. Probes are shown thus: ●

massDOT
LRFD BRIDGE
MANUAL, PART II
BORING REQUEST NOTES
BORING PLANS

DATE OF ISSUE
JUNE 2013
DRAWING NUMBER
1.3.3