



PUBLIC NOTICE

**US Army Corps
of Engineers®**
New England District
696 Virginia Road
Concord, MA 01742-2751

Comment Period Begins: December 9, 2014
Comment Period Ends: January 8, 2015
File Number: NAE-2014-02199
In Reply Refer To: Dan Vasconcelos
Phone: (978) 318-8653
E-mail: daniel.b.vasconcelos@usace.army.mil

The District Engineer has received a permit application to conduct work in waters of the United States from the Massachusetts Department of Transportation – Highway Division (MassDOT), 10 Park Plaza, Boston, Massachusetts 02116. This work is proposed in an unnamed tributary to Beaverdam Brook at Route 126 (Hollis Street), Framingham, Massachusetts. The site coordinates are: Latitude 42.262828°, Longitude -71.421036°.

Although this project may have only minimal impacts and may be eligible for authorization under the current Massachusetts General Permit, the work is not expected to begin until after the General Permit expires on January 20, 2015. The applicant is seeking an individual permit to allow for a full five years in which to complete the work.

The work involves the discharge of 858 square feet of fill material below Ordinary High Water (OHW) of an unnamed tributary to Beaverdam Brook associated with the replacement of the culvert (MassDOT Bridge No. F-07-032) conveying Route 126 (Hollis Street) over the unnamed tributary in Framingham, Massachusetts. The purpose of the work is to replace the existing, structurally deficient culvert and headwalls with a new culvert and headwalls. The proposed work would replace the existing 48-inch diameter corrugated metal pipe (CMP) culvert with a new elliptical 32-inch high by 50-inch wide reinforced concrete pipe (RCP) culvert along the same alignment. Note that the existing culvert has partially collapsed/settled and has been measured by survey as 36-inches in height in its current condition. The new culvert has been designed to match the capacity of the existing culvert in its current condition, and is not expected to result in any change in flood elevations compared to currently existing conditions. The new culvert would extend an additional 28 feet in length compared to the existing culvert in order to accommodate roadway improvements. The existing stone masonry headwalls would be removed and replaced with new reinforced concrete headwalls. Stone would be placed at the upstream and downstream ends of the new culvert in order to attenuate flow velocities, ensure sediment stability, and protect the new structure. A layer of smaller stone will be included to provide additional stream habitat functions. Of the total proposed impacts, 380 square feet would be related to the culvert extension, and the remaining 478 square feet would be related to the placement of the stone scour protection.

The work is shown on the attached plans entitled “MASSACHUSETTS DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION, CULVERT AND HEADWALLS REPLACEMENT, ROUTE 126 (HOLLIS STREET), BRIDGE NO. F-07—032, B.I.N. 7P6, IN THE TOWN OF FRAMINGHAM, MIDDLESEX COUNTY” on 11 sheets, and dated “November 14, 2014”.

In developing plans for replacing the Route 126 culvert, MassDOT considered ways to avoid and minimize impacts to waters of the United States, including installing sedimentation and erosion controls around the work area. In order to reduce turbidity, the contractor will be required to develop a dewatering plan so work may proceed under dry conditions. No compensatory mitigation is proposed because the impacts are minimal.

AUTHORITY

Permits are required pursuant to:

- Section 10 of the Rivers and Harbors Act of 1899
- Section 404 of the Clean Water Act
- Section 103 of the Marine Protection, Research and Sanctuaries Act.

The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which may reasonably accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are: conservation, economics, aesthetics, general environmental concerns, wetlands, cultural value, fish and wildlife values, flood hazards, flood plain value, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Where the activity involves the discharge of dredged or fill material into waters of the United States or the transportation of dredged material for the purpose of disposing it in ocean waters, the evaluation of the impact of the activity in the public interest will also include application of the guidelines promulgated by the Administrator, U.S Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act, and/or Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, as amended.

NATIONAL HISTORIC PRESERVATION ACT

Based on his initial review, the District Engineer has determined that little likelihood exists for the proposed work to impinge upon properties with cultural or Native American significance, or listed in, or eligible for listing in, the National Register of Historic Places. Therefore, no further consideration of the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended, is necessary. This determination is based upon one or more of the following:

- a. The permit area has been extensively modified by previous work.
- b. The permit area has been recently created.
- c. The proposed activity is of limited nature and scope.
- d. Review of the latest published version of the National Register shows that no presence of registered properties listed as being eligible for inclusion therein are in the permit area or general vicinity.
- e. Coordination with the State Historic Preservation Officer and/or Tribal Historic Preservation Officer(s).

ENDANGERED SPECIES CONSULTATION

The New England District, Army Corps of Engineers has reviewed the list of species protected under the Endangered Species Act of 1973, as amended, which might occur at the project site. It is our preliminary determination that the proposed activity for which authorization is being sought is designed, situated or will be operated/used in such a manner that it is not likely to adversely affect any Federally listed endangered or threatened species or their designated critical habitat. By this Public Notice, we are requesting that the appropriate Federal Agency concur with our determination.

The following authorizations have been applied for, or have been, or will be obtained:

- Permit, License or Assent from State.
- Permit from Local Wetland Agency or Conservation Commission.
- Water Quality Certification in accordance with Section 401 of the Clean Water Act.

In order to properly evaluate the proposal, we are seeking public comment. Anyone wishing to comment is encouraged to do so. Comments should be submitted in writing by the above date. If you have any questions, please contact Dan Vasconcelos at (978) 318-8653, (800) 343-4789 or (800) 362-4367, if calling from within Massachusetts.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for a public hearing shall specifically state the reasons for holding a public hearing. The Corps holds public hearings for the purpose of obtaining public comments when that is the best means for understanding a wide variety of concerns from a diverse segment of the public.

The initial determinations made herein will be reviewed in light of facts submitted in response to this notice. All comments will be considered a matter of public record. Copies of letters of objection will be forwarded to the applicant who will normally be requested to contact objectors directly in an effort to reach an understanding.

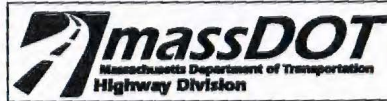
THIS NOTICE IS NOT AN AUTHORIZATION TO DO ANY WORK.



Karen K. Adams
Chief, Permits and Enforcement Branch
Regulatory Division

If you would prefer not to continue receiving Public Notices by email, please contact Ms. Tina Chaisson at (978) 318-8058 or e-mail her at bettina.m.chaisson@usace.army.mil. You may also check here () and return this portion of the Public Notice to: Bettina Chaisson, Regulatory Division, U.S. Army Corps of Engineers, 696 Virginia Road, Concord, MA 01742-2751.

NAME: _____
ADDRESS: _____
PHONE: _____



MASSACHUSETTS DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

TOWN OF FRAMINGHAM
ROUTE 126 (HOLLIS STREET)
BRIDGE NO. F-07-032, BIN 7P6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	1	11

PROJECT FILE NO. 607904
TITLE SHEET & INDEX

CULVERT AND HEADWALLS REPLACEMENT
ROUTE 126 (HOLLIS STREET)
BRIDGE NO. F-07-032, B.I.N. 7P6

IN THE TOWN OF
FRAMINGHAM
MIDDLESEX COUNTY

THE 1988 MASSACHUSETTS HIGHWAY DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES (ENGLISH EDITION); THE SUPPLEMENTAL SPECIFICATIONS (ENGLISH EDITION), DATED JUNE 2012; THE STANDARD SPECIAL PROVISIONS (LATEST EDITION); THE AMENDMENTS TO THE STANDARD AND SUPPLEMENTAL SPECIFICATIONS; THE 2014 MASSDOT CONSTRUCTION STANDARD DETAILS; THE CURRENT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" WITH MASSACHUSETTS AMENDMENTS; THE 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS; THE CURRENT MASSDOT STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TEMPORARY TRAFFIC CONTROL PLANS; THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNAL AND HIGHWAY LIGHTING; AND THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z-60.1-2004); AND ALL AMENDMENTS WILL GOVERN.

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET & INDEX
2	GENERAL NOTES & LEGENDS
3	TYPICAL SECTIONS
4	CONSTRUCTION PLAN & PROFILE
5	GRADING PLAN
6	DRAINAGE & UTILITY PLAN
7-8	CONSTRUCTION DETAILS
9	CULVERT ELEVATIONS
10-11	CROSS SECTIONS

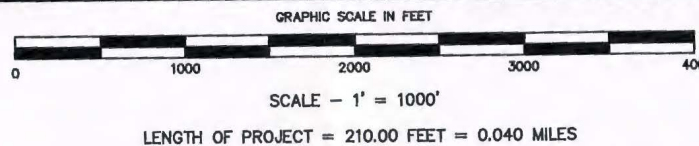


ROUTE 126 (HOLLIS STREET)
OVER THE WAUSHAKUM POND
BRIDGE NO. F-07-032(7P6)

BEGIN PROJECT	STA 26+40.00
N	2920873.6838
E	677583.9410
END PROJECT	STA 28+50.00
N	2920691.4648
E	677479.9260

DESIGN DESIGNATION

DESIGN SPEED	40 MPH
ADT (2011)	17598 vpd
ADT (2021)	18498 vpd
K	6.3%
D	64%
T (PEAK HOUR)	2%
T (AVERAGE DAY)	2%
DHV	1172
DDHV	755
FUNCTIONAL CLASS	URBAN PRINCIPAL ARTERIAL



DATE _____
DESIGNED BY _____
DRAWN BY _____
CHECKED BY _____
L:\work\60179960_Boston\CADD\Framingham\PS&E DESIGN\WQC SUBMISSION\60179960-01 Title.dwg
11/12/2014 4:01:44 PM

DATE	DESCRIPTION	REV #
11/14/14	ISSUED FOR SECTION 401 WATER QUALITY CERTIFICATION	0



RECOMMENDED FOR APPROVAL

CHIEF ENGINEER _____ DATE _____

APPROVED

AECOM

AECOM TECHNICAL SERVICES, INC.
250 APOLLO DRIVE
CHELMSFORD, MASSACHUSETTS 01824

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR _____ DATE _____

DIVISION ADMINISTRATOR _____ DATE _____

CONVENTIONAL SIGNS

CITY OR STATE LAYOUT OR PROPERTY LINE	SHLO OR CITY LAYOUT
CONST. BASELINE/SURVEY BASELINE	48
EXIST. STEEL GUARD RAIL	
PROP. STEEL GUARD RAIL	
CURBING (TYPE AS NOTED)	
OVERHEAD ELECTRIC LINE	OW
UTILITY POLE	UP
DRAIN MANHOLE	DMH
SEWER MANHOLE	SMH
CATCH BASIN	CB
CATCH BASIN CURB INLET	CBCI
SIGN	
DOUBLE YELLOW CENTER LINE	DYCL
SINGLE WHITE EDGE LINE	SWEL
REMOVE AND STACK	(R&S)
REMOVE AND DISPOSE	(R&D)
REMOVE AND REPLACE	(R&REP.)
REMOVE AND RESET	(R&R)
REMOVE AND RELOCATE	(R&RELOC.)
REMODEL	(REM)
ABANDON	(A)
PROPOSED	PROP
CONCRETE	CONC
BITUMINOUS CONCRETE	BIT CONC
TYPICAL	TYP
SHOULDER	SHLD
TRAVEL LANE	TL
ADJUST	(ADJ)
RETAIN	(RET)
BUSHES	
CHAIN LINK FENCE OR IRON FENCE	IRON FENCE CHAIN LINK
BUILDING	
FULL DEPTH CONSTRUCTION	(FDC)
WEAVING LANE	WL
HEAD LIGHT SIGHT DISTANCE	HSD
EXIST. DRAIN PIPE	D
EXIST. SEWER MAIN	S
EXIST. GAS MAIN	G
EXIST. WATER MAIN	W
EXIST. ELECTRIC DUCT	E
EXIST. TELEPHONE DUCT	T
COMPOST FILTER TUBE	
PROP. SEWER LINE	SA

ABBREVIATIONS

ADJUST	ADJ
AVERAGE	AVG
BASELINE	B
BEARINGS	BRG
BROKEN WHITE LANE LINE	BWLL
BITUMINOUS	BIT
BRIDGE CONCRETE WALL	BCW
CATCH BASIN	CB
CENTER OF CIRCLE	C.C.
CLEARANCE OR CLEAR	CL
CONCRETE	CONC
CONNECT TO EXISTING	CTE
CURVE	C
DELTA ANGLE	Δ
DOUBLE YELLOW CENTERLINE	DYCL
DRAIN	D
EAST	E
EAST BOUND	E.B.
EDGE CURVE	EC
EDGE OF PAVEMENT	EOP
EDGE OF WATER	EOW
ELEVATION	ELEV, EL
EXISTING	EXIST
FOOT	FT
FLARED END	FE
FULL DEPTH CONSTRUCTION	FDC
GRANITE	GRN
HANDHOLE	HH
HEADLIGHT SIGHT DISTANCE	HSD
HIGHWAY	HWY
HORIZONTAL	HOR
IMPACT ATTENUATOR	AT
INVERT	INV
LAYOUT	LO
LEADING END	LE
LEFT	LT
LENGTH	L
MANHOLE	MH
MANUAL ON UNIFORMED TRAFFIC CONTROL DEVICES	MUTCD
MASSACHUSETTS	MA
MAXIMUM	MAX
MECHANICALLY STABILIZED EARTH	MSE
MILES PER HOUR	MPH
MINIMUM	MIN

ABBREVIATIONS (CONT.)

NOT TO SCALE	NTS
NUMBER	NO
NORTH	N
OBSERVATION WELL BORINGS	OW-BB
OVERHEAD WIRE	OW
PAGE	PG
PIPE TOP RAIL	PTR
POINT OF COMPOUND CURVATURE	PCC
POINT OF CURVATURE	PC
POINT OF REVERSE CURVATURE	PRC
POINT OF TANGENCY	PT
POINT OF VERTICAL CURVATURE	PVC
POINT OF VERTICAL INTERSECTION	PVI
POINT OF VERTICAL TANGE	PVT
PROPOSED	PROP
POST TOP RAIL	PTR
PULL BOX	PB
RADIUS	R
REMOVE AND REPLACE	R & REL
REINFORCED CONCRETE PIPE	RCP
REMOVE AND DISPOSE	R&D
REMOVE AND RESET	R&R
REMOVE AND STACK	R&S
RETAIN	RET
RIGHT	RT
ROAD	RD
STOPPING SIGHT DISTANCE	SSD
SEWER MANHOLE	SMH
SINGLE WHITE EDGE LINE	SWEL
SINGLE YELLOW EDGE LINE	SYEL
SOLID WHITE LANE LINE	SWLL
SOUTH	S
STATE ROUTE	SR
STAINLESS STEEL	SS
STATION	STA
STREET	ST
SIDEWALK THROUGH DRIVEWAY	SWTD
TANGENT LENGTH	T
TEMPORARY	TEMP
TERMINAL END	TE
TRAILING END	TLE
TYPICAL	TYP
VERTICAL	VER
VERTICAL CURVE	VC
WATER GATE	WG
WEST	W
WITH	W/

GENERAL NOTES

- EXISTING ROADWAY CROSS SLOPES TO BE MAINTAINED AT MICRO MILLING AND OVERLAY AREA.
 - VERTICAL CONTROL IS BASED ON THE NORTH AMERICAN VERTICAL DATUM (NAVD) 1988 AT STATION #4 MAG NAIL SET.
 - HORIZONTAL CONTROL IN IS BASED ON VALUES PROVIDED BY GPS METHODS, AND IS BASED ON THE NORTH AMERICAN DATUM OF 1983, (NAD-83-96), MASSACHUSETTS STATE PLANE COORDINATE SYSTEM MAINLAND ZONE, FOR STATIONS DOU1 AND DOUG(SWC), AS PROVIDED BY MHD GEODETIC SURVEY AND AECOM.
 - ALL EXISTING TOPOGRAPHY WITHIN THE ROADWAY CONSTRUCTION LIMITS SHALL BE RETAINED UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ENGINEER.
 - ALL EXISTING PAVEMENT SHALL BE SAW CUT TO MAKE A NEAT JOINT WHERE IT MEETS PROPOSED CONSTRUCTION.
 - THE CONTRACTOR SHALL INSTALL HAY MULCH FILTER TUBES AT THE BOTTOM OF SLOPE PRIOR TO START OF CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.
 - SEE CONSTRUCTION PLAN FOR SURFACE TREATMENT.
 - ALL SIDEWALKS AND SHARED USE PATHS MUST HAVE 5' MINIMUM HORIZONTAL CLEARANCE
 - PEDESTRIAN AND VEHICLE ACCESS TO ABUTTING PREMISES MUST BE MAINTAINED IN A SAFE CONDITION AT ALL TIMES.
 - AREAS OUTSIDE THE LIMIT OF WORK DISTURBED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT THE EXPENSE OF THE CONTRACTOR.
 - ALL TOWN OWNED UTILITY STRUCTURES INCLUDING MANHOLES, CATCH BASINS AND GATEBOXES SHALL BE ADJUSTED OR REMODELED BY THE CONTRACTOR. ALL PRIVATELY OWNED UTILITY STRUCTURES SHALL BE ADJUSTED OR REMODELED BY THE OWNER.
 - THE CONTRACTOR SHALL FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH THE NEW WORK. THE CONTRACTOR SHALL EXCAVATE TO VERIFY PERTINENT DRAINAGE INVERTS AND POTENTIAL UTILITY CONFLICTS. ANY DISCREPANCIES OR CONFLICTS SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
 - LOCATION OF ALL EXISTING UTILITIES AND SUBSURFACE STRUCTURES ARE FROM SURVEY AND RECORDS PROVIDED BY THE TOWN OR PRIVATE UTILITY COMPANIES AND ARE CONSIDERED APPROXIMATE AS TO BOTH SIZE AND LOCATION, AND ARE INDICATED ON THESE DRAWINGS TO GIVE THE BIDDERS A GENERAL IDEA OF EXISTING CONDITIONS TO BE INVESTIGATED BY THE BIDDER. IT IS UNDERSTOOD AND AGREED THAT BIDDERS WILL NOT RELY ON THESE DRAWINGS FOR SUCH INFORMATION, BUT THAT EACH BIDDER SHALL MAKE EXAMINATIONS IN THE FIELD BY VARIOUS AVAILABLE RECORDS AND UTILITY COMPANIES AS TO THE LOCATION OF ALL SUBSURFACE STRUCTURES.
 - TOPOGRAPHIC SURVEY PREPARED BY GCG ASSOCIATES, INC. DATED 01/25/11.
 - DRAINAGE ELEVATIONS ARE PROVIDED FOR DESIGN PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY BY TEST PIT LOCATIONS OF EXISTING UTILITIES WHICH MAY CONFLICT WITH THE PROPOSED DRAINAGE DESIGN. ANY FIELD ADJUSTMENTS REQUIRED WILL BE MADE AS APPROVED OR DIRECTED BY THE ENGINEER. ONLY AFTER THE CONTRACTOR VERIFIES ELEVATIONS FOR THE CONSTRUCTABILITY OF THE DRAINAGE SYSTEM SHALL ANY STRUCTURES BE ORDERED.
 - THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITY SERVICES TO ABUTTING PROPERTIES DURING CONSTRUCTION.
 - HYDRAULIC DATA WAS PROVIDED BY MASSDOT ON OCTOBER 14, 2011.
- | | | | |
|------------------|----------|--------------------|-----------------------|
| DRAINAGE AREA | 2.9 SQMI | DESIGN DISCHARGE | 40 FT ³ /S |
| DESIGN FREQUENCY | 50 YEAR | DESIGN FLOOD STAGE | 159.2 FT, NAVD |
| DESIGN VELOCITY | 1.2 FT/S | | |
- 100-YEAR FLOOD DATA
- | | | | |
|-----------------|-----------------------|-------------|----------------|
| FLOOD DISCHARGE | 50 FT ³ /S | FLOOD STAGE | 159.3 FT, NAVD |
|-----------------|-----------------------|-------------|----------------|
- FLOOD RECORD
- | | | | |
|-----------|------------|-------|---------|
| DISCHARGE | UNKNOWN | STAGE | UNKNOWN |
| DATE | MARCH 1968 | | |

DESIGNED BY
 DRAWN BY
 CHECKED BY
 L:\work\60179960_L_Boston\CADD\Framingham\PS&E DESIGN\WOC SUBMISSION\60179960-02 Legend Abbreviations General Notes.dwg
 10/17/2014 11:45:29 AM

PROPOSED PAVEMENT NOTES:

FULL DEPTH PAVEMENT RTE 126

SURFACE COURSE: 1-3/4" SUPERPAVE SURFACE COURSE 12.5 (SSC-12.5) OVER
 2-1/4" SUPERPAVE INTERMEDIATE COURSE 19.0 (SIC-19) OVER

BASE COURSE: 4-1/2" SUPERPAVE BASE COURSE 37.5 (SBC-37.5) OVER

SUBBASE: 4" DENSE GRADED CRUSHED STONE OVER
 8" GRAVEL BORROW, TYPE B

MICROMILL AND OVERLAY RTE 126

SURFACE COURSE: 1-3/4" SUPERPAVE SURFACE COURSE 12.5 (SSC-12.5) OVER
 1-3/4" PAVEMENT MICROMILLING

PROPOSED HMA DRIVE

SURFACE COURSE: 1-1/2" SUPERPAVE SURFACE COURSE 12.5 (SSC 12.5) OVER
 2" SUPERPAVE INTERMEDIATE COURSE 19.0 (SIC 19.0) OVER

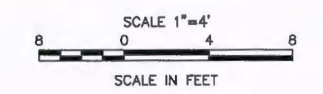
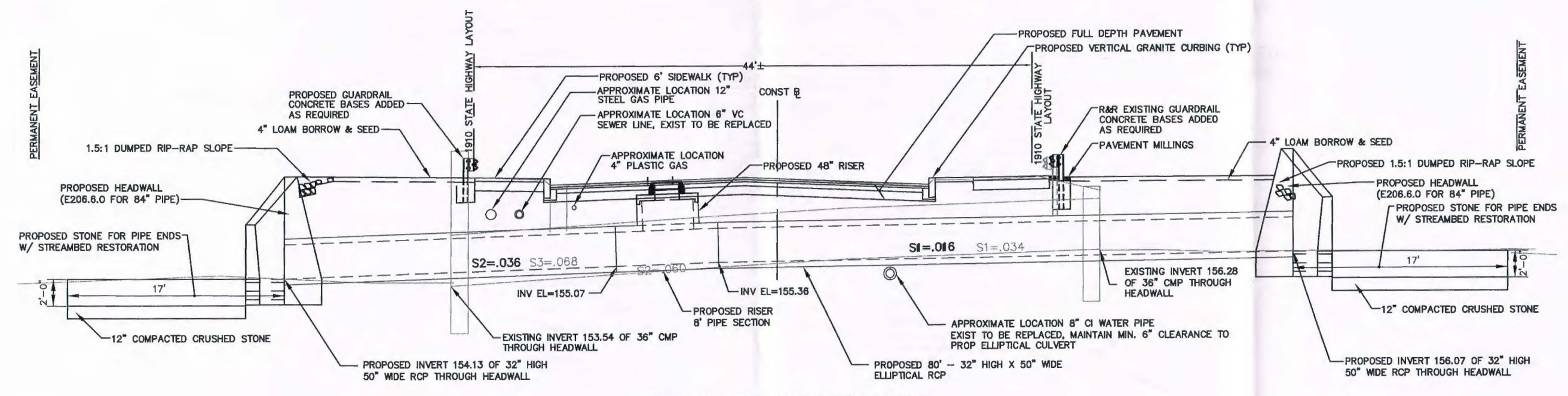
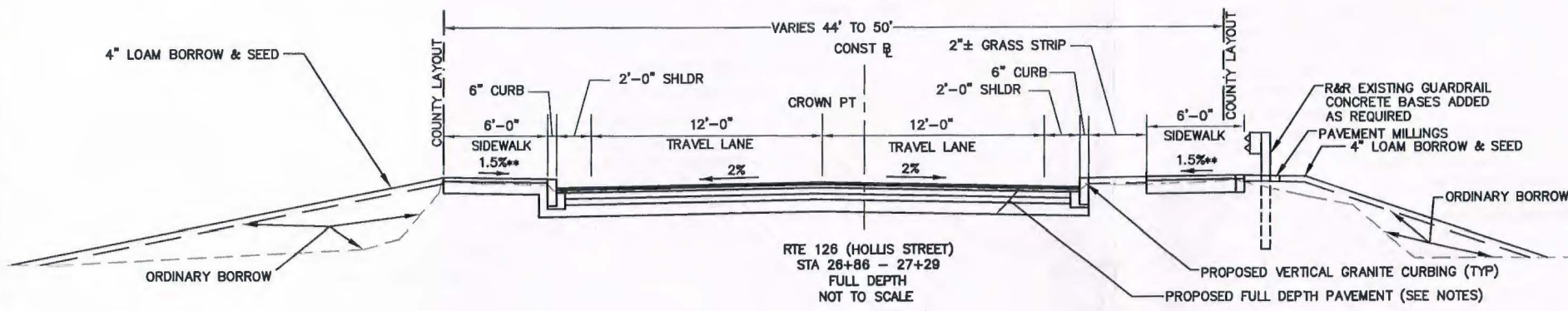
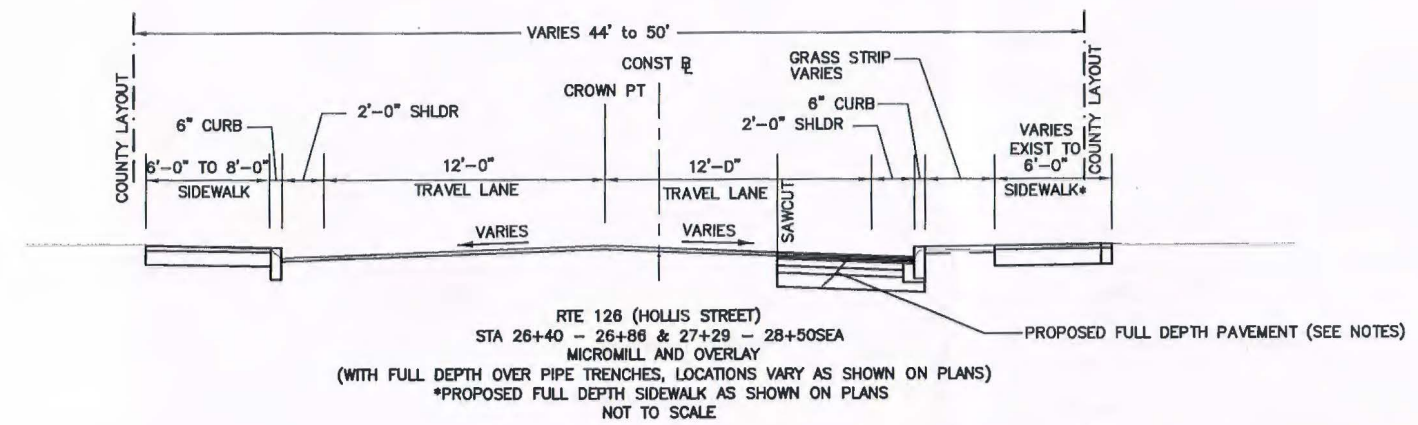
SUBBASE: 8" GRAVEL BORROW TYPE B.

HMA WALK

SURFACE COURSE: 1-1/4" SUPERPAVE SURFACE COURSE 12.5 (SSC-12.5) OVER
 1-1/4" SUPERPAVE INTERMEDIATE COURSE 12.5 (SIC-12.5) OVER

SUBBASE: 8" GRAVEL BORROW, TYPE B.

**0.5% ALLOWED FOR CONSTRUCTION TOLERANCE



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HIGHWAY GUARD DETAILS

STA 27+02 LT TO STA 27+21 LT (FLARED END TREATMENT)
 STA 26+86 RT TO STA 27+24 RT (TANGENT)
 STA 27+24 RT TO STA 27+30 RT (FLARED END TREATMENT)

DRAINAGE DETAILS

SEE DRAINAGE & UTILITY PLANS

WATER SUPPLY ALTERATIONS

STA 26+60 RT TO 28+30 RT

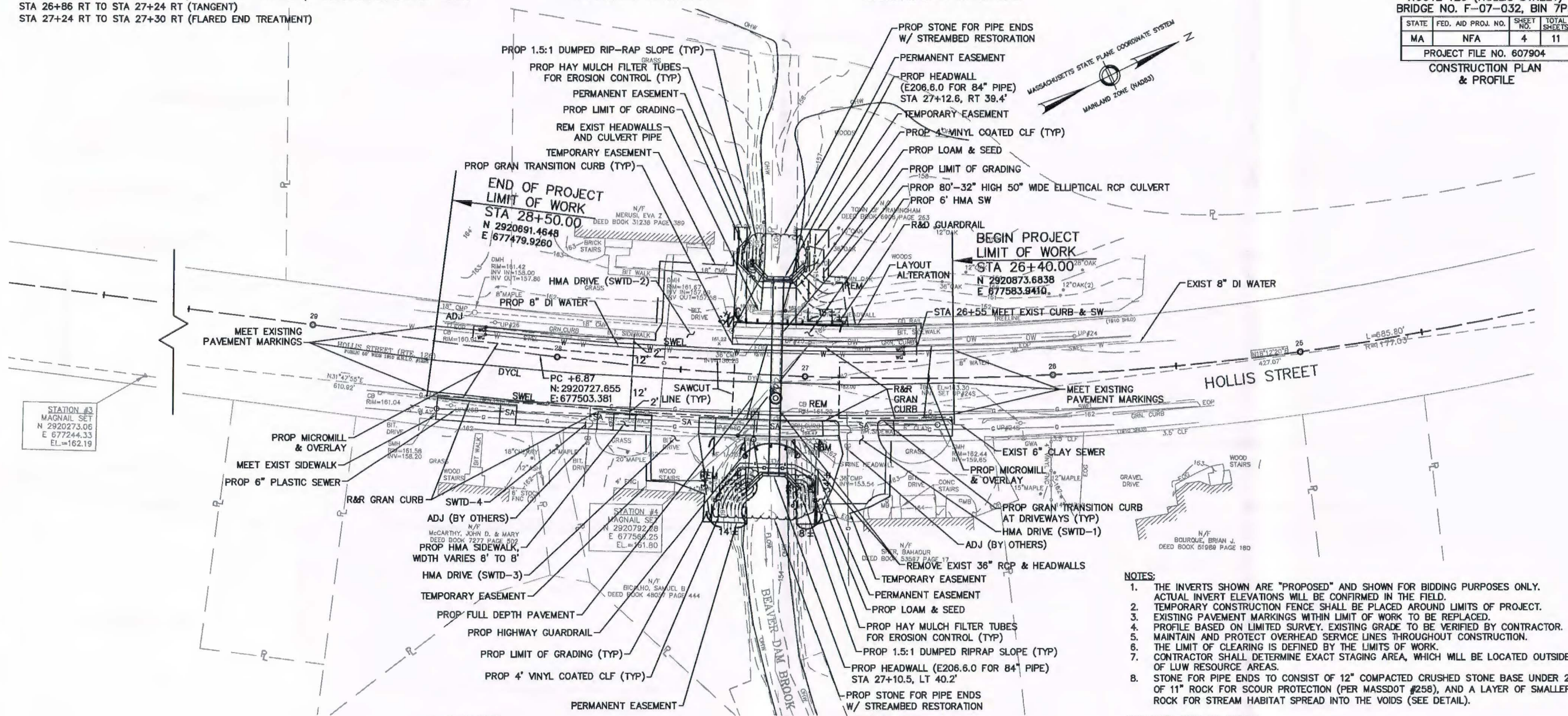
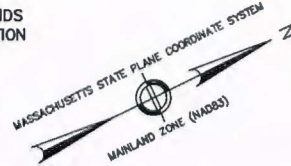
SEWER ALTERATIONS

STA 26+47 LT TO STA 28+45 LT

TOWN OF FRAMINGHAM
 ROUTE 126 (HOLLIS STREET)
 BRIDGE NO. F-07-032, BIN 7P6

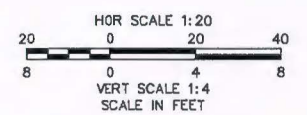
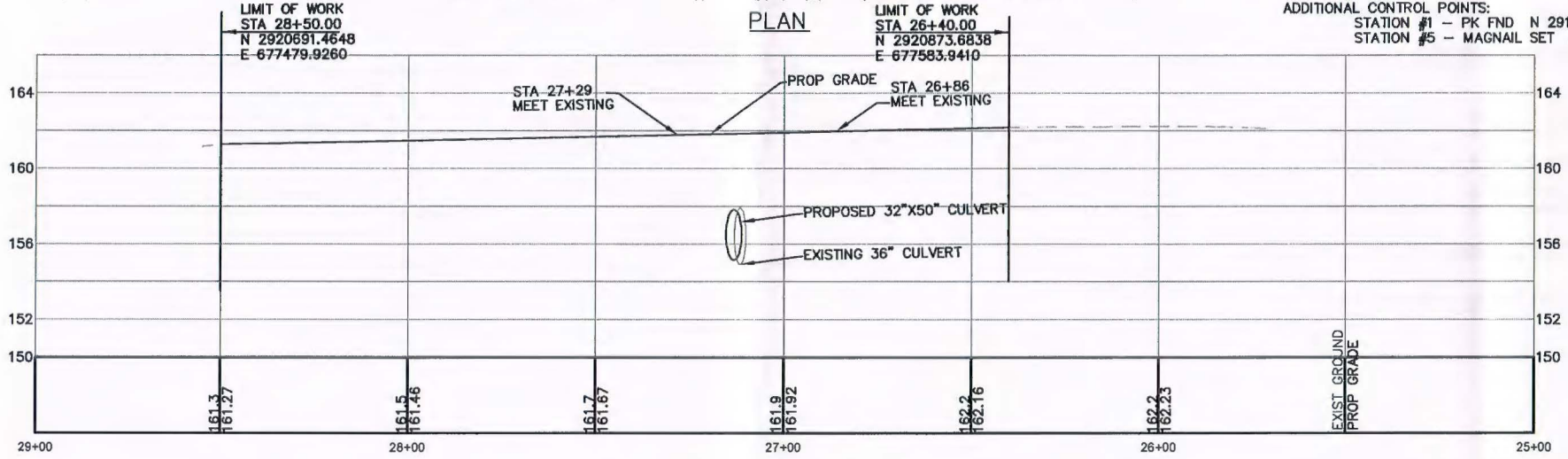
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	4	11

PROJECT FILE NO. 607904
CONSTRUCTION PLAN & PROFILE



- NOTES:**
1. THE INVERTS SHOWN ARE "PROPOSED" AND SHOWN FOR BIDDING PURPOSES ONLY. ACTUAL INVERT ELEVATIONS WILL BE CONFIRMED IN THE FIELD.
 2. TEMPORARY CONSTRUCTION FENCE SHALL BE PLACED AROUND LIMITS OF PROJECT.
 3. EXISTING PAVEMENT MARKINGS WITHIN LIMIT OF WORK TO BE REPLACED.
 4. PROFILE BASED ON LIMITED SURVEY. EXISTING GRADE TO BE VERIFIED BY CONTRACTOR.
 5. MAINTAIN AND PROTECT OVERHEAD SERVICE LINES THROUGHOUT CONSTRUCTION.
 6. THE LIMIT OF CLEARING IS DEFINED BY THE LIMITS OF WORK.
 7. CONTRACTOR SHALL DETERMINE EXACT STAGING AREA, WHICH WILL BE LOCATED OUTSIDE OF LUW RESOURCE AREAS.
 8. STONE FOR PIPE ENDS TO CONSIST OF 12" COMPACTED CRUSHED STONE BASE UNDER 2" OF 11" ROCK FOR SCOUR PROTECTION (PER MASSDOT #258), AND A LAYER OF SMALLER ROCK FOR STREAM HABITAT SPREAD INTO THE VOIDS (SEE DETAIL).

ADDITIONAL CONTROL POINTS:
 STATION #1 - PK FND N 2919879.36 E 676986.6 EL = 162.79
 STATION #5 - MAGNAIL SET N 2921197.98 E 677699.68 EL = 162.30



DESIGNED BY: _____
 DRAWN BY: _____
 CHECKED BY: _____
 L:\work\60179960_Boston\CADD\Framingham\PS&E DESIGN\WQC SUBMISSION\60179960-03 Construction Plan.dwg
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HIGHWAY GUARD DETAILS

STA 27+02 LT TO STA 27+21 LT (FLARED END TREATMENT)
STA 26+86 RT TO STA 27+24 RT (TANGENT)
STA 27+24 RT TO STA 27+30 RT (FLARED END TREATMENT)

DRAINAGE DETAILS

SEE DRAINAGE & UTILITY PLANS

WATER SUPPLY ALTERATIONS

STA 26+60 RT TO 28+30 RT

SEWER ALTERATIONS

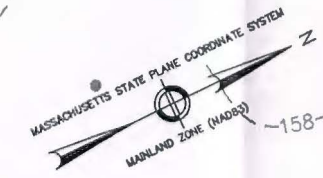
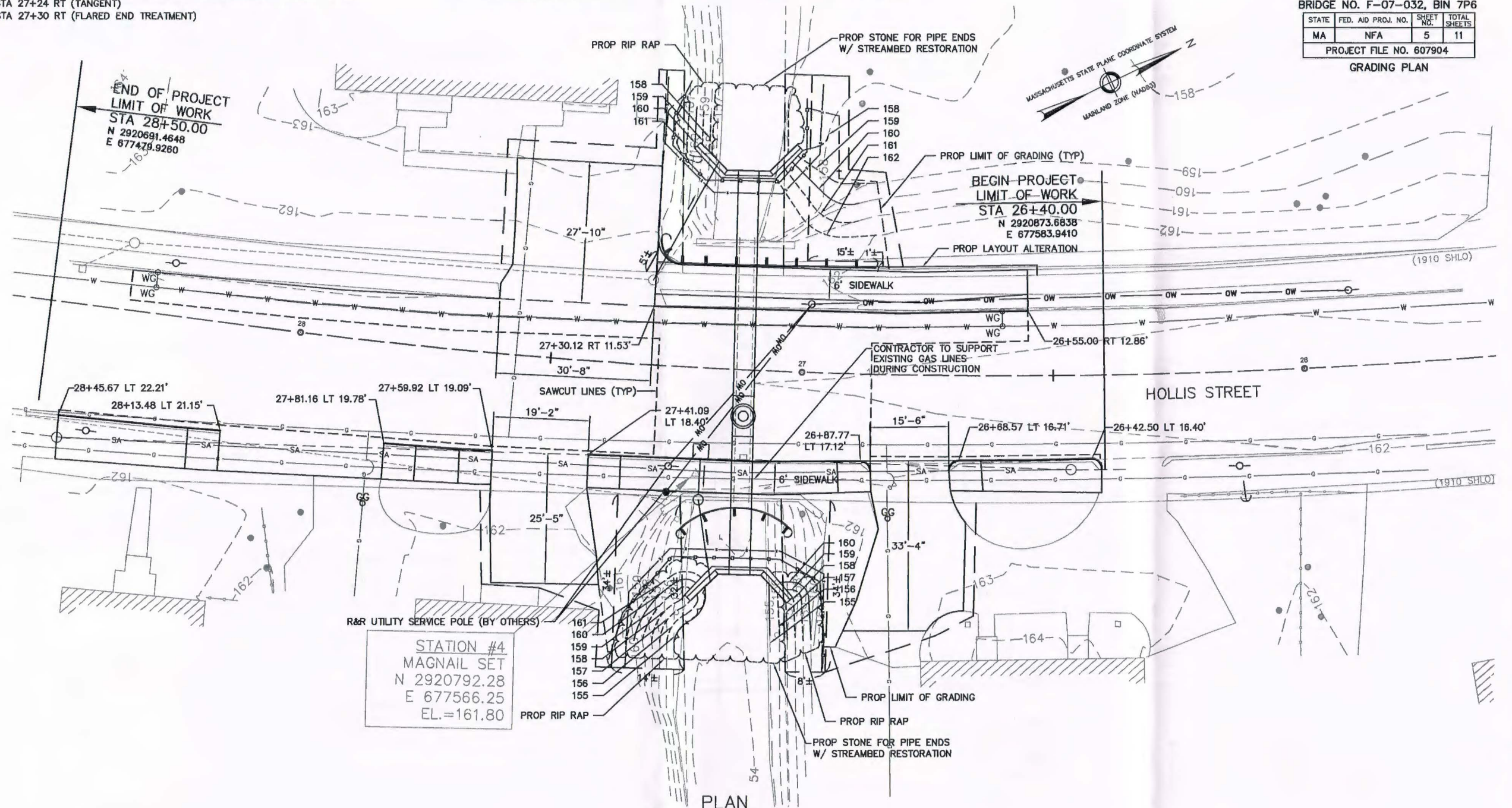
STA 26+47 LT TO STA 28+45 LT

TOWN OF FRAMINGHAM
ROUTE 126 (HOLLIS STREET)
BRIDGE NO. F-07-032, BIN 7P6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	5	11

PROJECT FILE NO. 607904

GRADING PLAN



END OF PROJECT
LIMIT OF WORK
STA 28+50.00
N 2920691.4648
E 677478.9260

BEGIN PROJECT
LIMIT OF WORK
STA 26+40.00
N 2920873.6838
E 677583.9410

STATION #4
MAGNAIL SET
N 2920792.28
E 677566.25
EL.=161.80



- NOTES:
1. PAVEMENT STRIPING, PROPERTY LINES AND EASEMENT LINES ARE NOT SHOWN FOR CLARITY.
 2. MAINTAIN AND PROTECT OVERHEAD SERVICE LINES THROUGHOUT CONSTRUCTION
 3. MAINTAIN EXISTING STREET LIGHTS THROUGHOUT PROJECT.

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HIGHWAY GUARD DETAILS

STA 27+02 LT TO STA 27+21 LT (FLARED END TREATMENT)
 STA 26+86 RT TO STA 27+24 RT (TANGENT)
 STA 27+24 RT TO STA 27+30 RT (FLARED END TREATMENT)

DRAINAGE DETAILS

SEE BELOW

WATER SUPPLY ALTERATIONS

STA 26+60 RT TO 28+30 RT

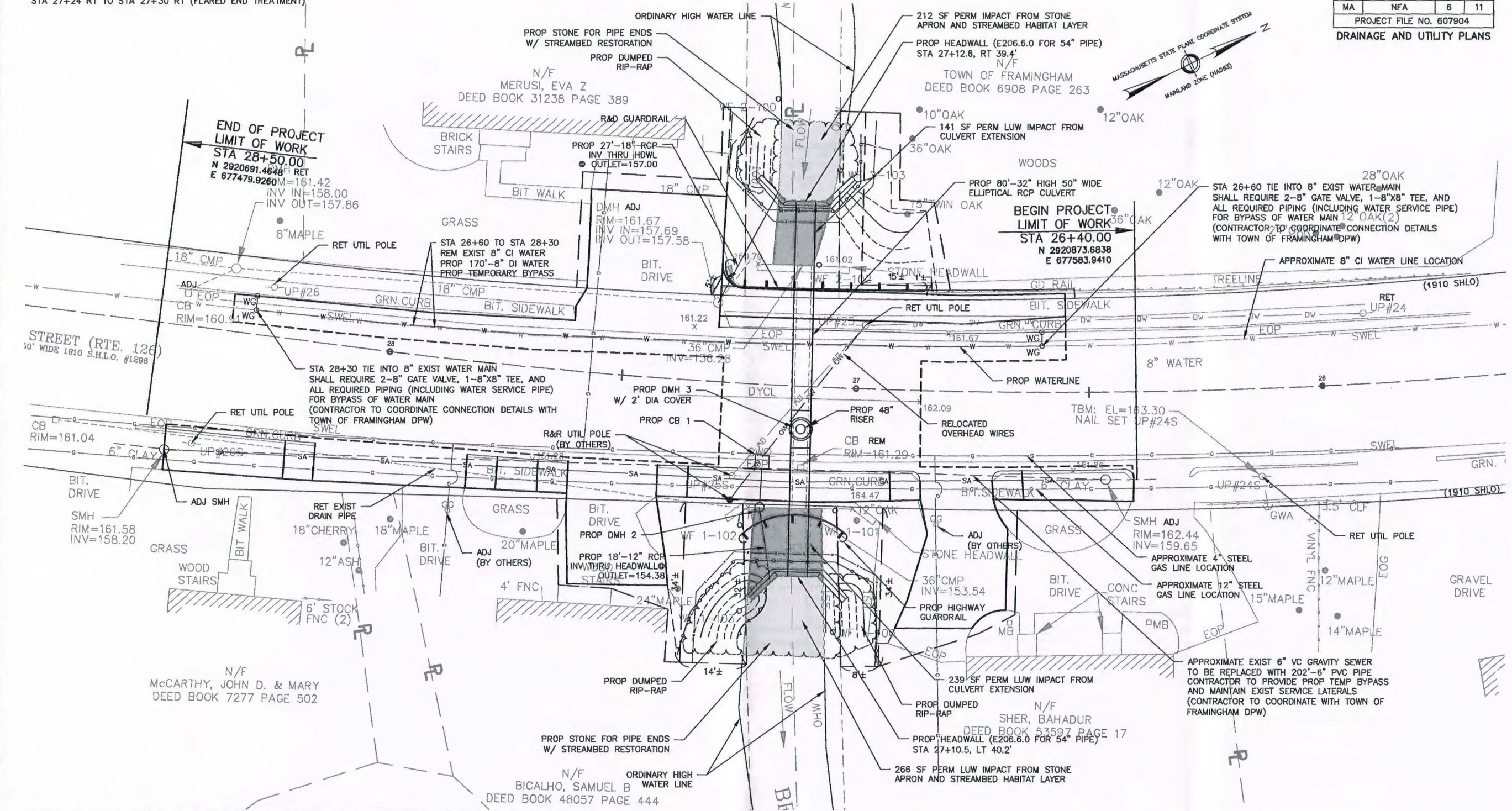
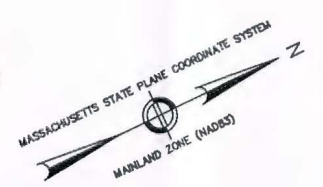
SEWER ALTERATIONS

STA 26+47 LT TO STA 28+45 LT

TOWN OF FRAMINGHAM
 ROUTE 126 (HOLLIS STREET)
 BRIDGE NO. F-07-032, BIN 7P6

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	NFA	6	11

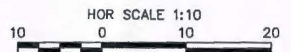
PROJECT FILE NO. 607904
DRAINAGE AND UTILITY PLANS



DRAINAGE STRUCTURE DATA

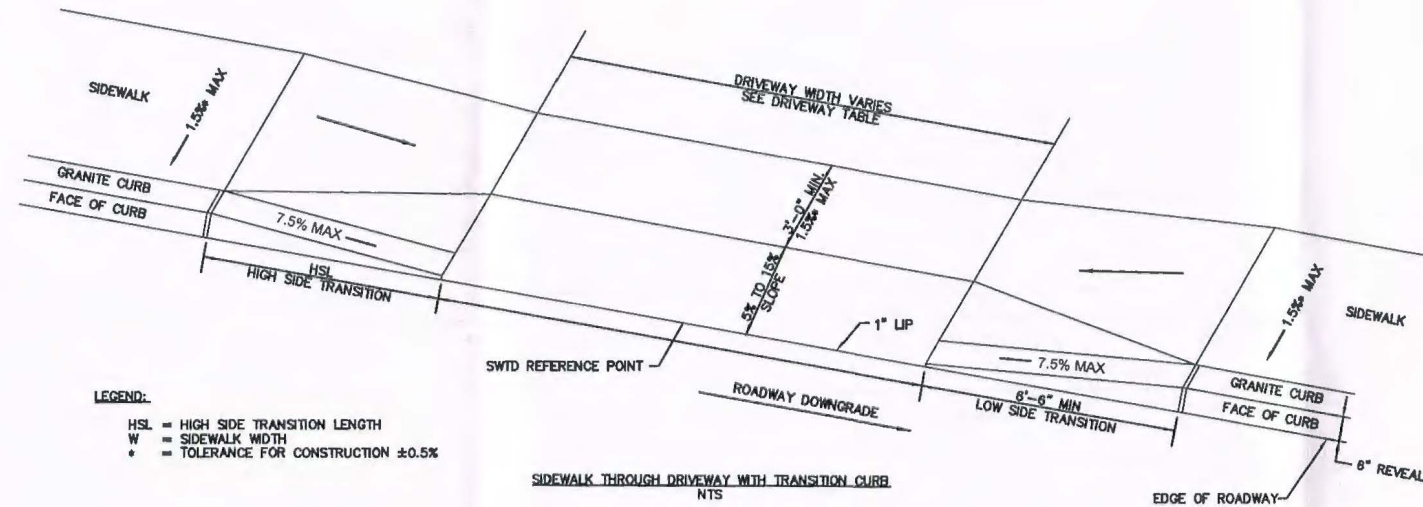
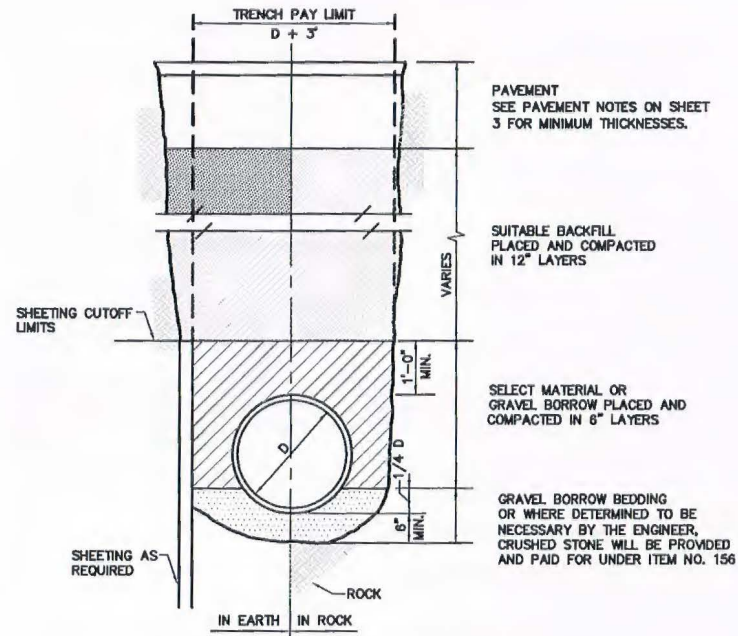
NO.	TYPE	BASELINE	STATION	OFFSET		RIM ELEV.	INV. ELEV. IN	INV. ELEV. OUT	REMARKS
1	CB*	RTE 126-HOLLIS ST BL	27+19.53	16.5	LT	161.46		155.81	
2	DMH	RTE 126-HOLLIS ST BL	27+19.53	25.9	LT	161.63	154.62 155.62	154.52	CONNECT EXIST CMP (SOUTH)
3	DMH	RTE 126-HOLLIS ST BL	27+12.86	8.7	LT	161.80	155.36	155.07	

* CONDUCT TEST PIT AT THIS LOCATION TO DETERMINE IF GAS LINE WILL INTERFERE WITH INSTALLATION OF CATCH BASIN. IF SO, CHANGE CATCH BASIN TO GUTTER INLET.



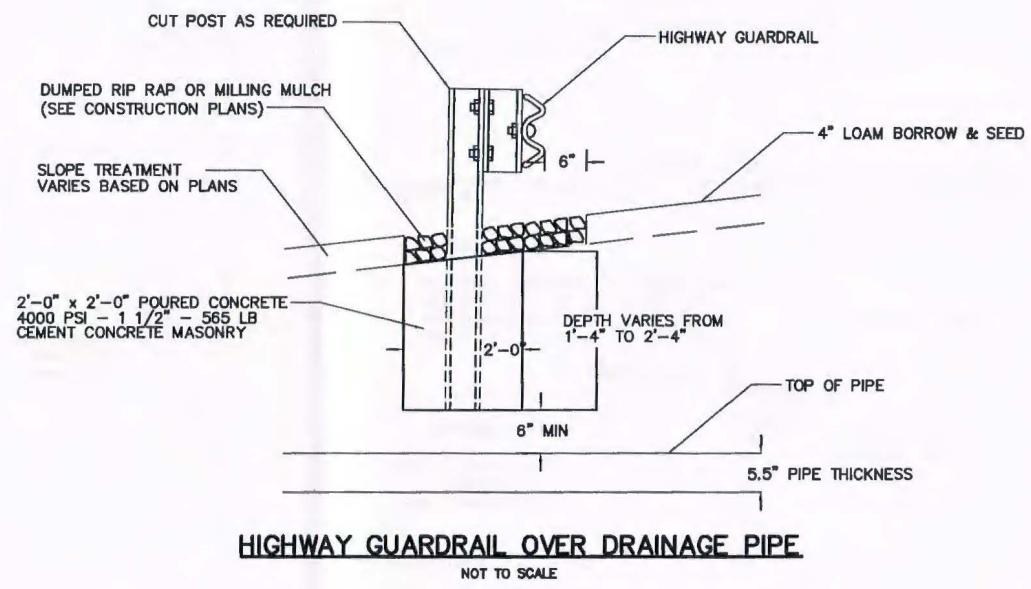
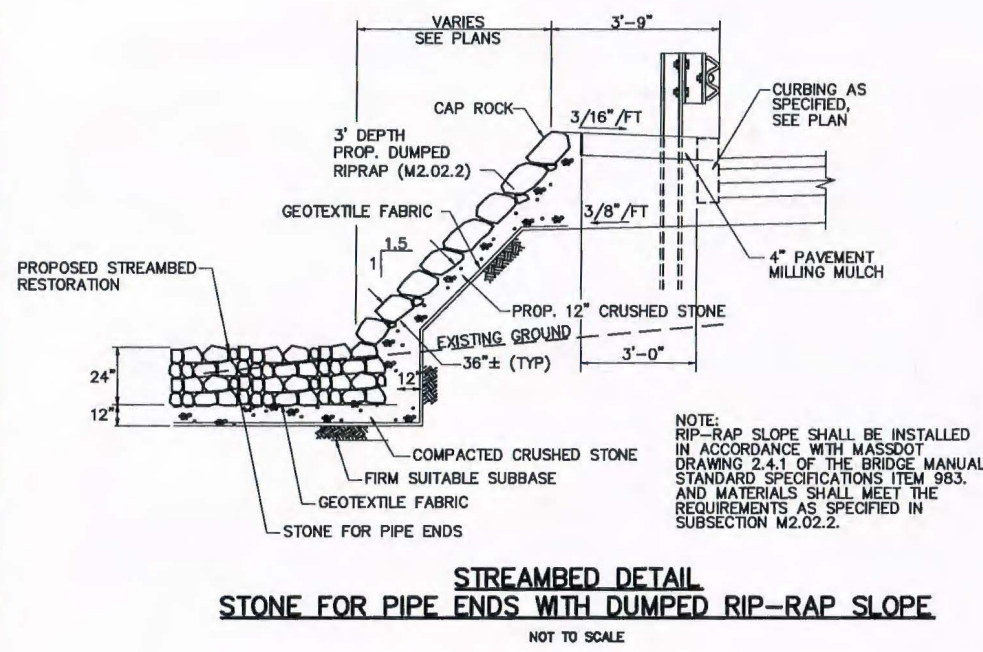
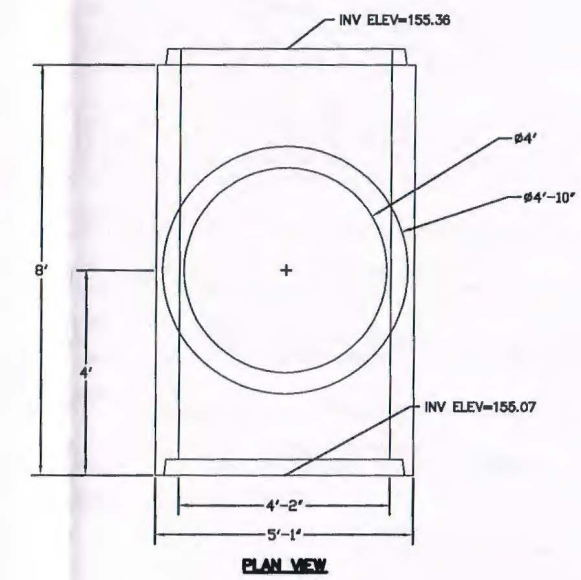
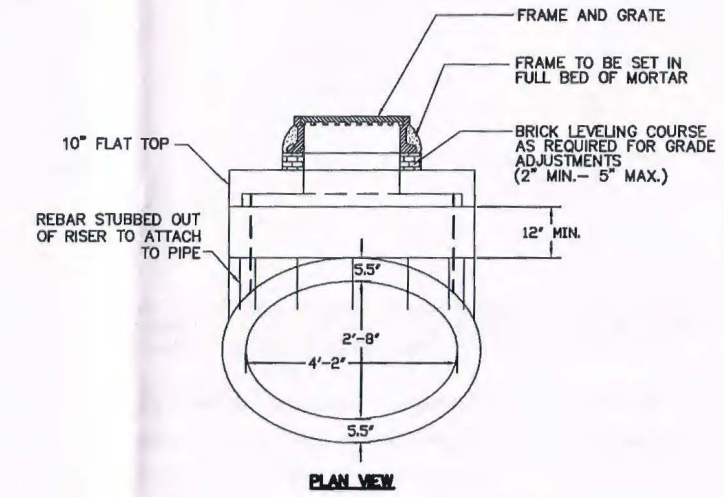
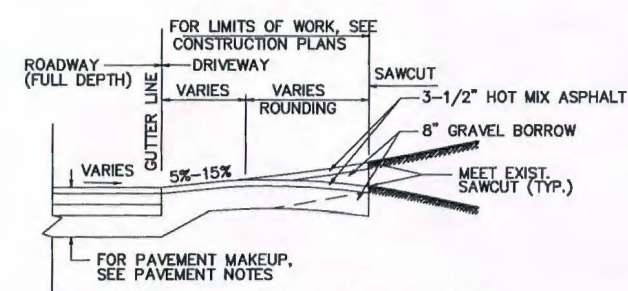
- NOTES:**
1. THE INVERTS SHOWN ARE "PROPOSED" AND SHOWN FOR BIDDING PURPOSES ONLY. ACTUAL INVERT ELEVATIONS WILL BE CONFIRMED IN THE FIELD.
 2. TEMPORARY CONSTRUCTION FENCE SHALL BE PLACED AROUND LIMITS OF PROJECT.
 3. STONE FOR PIPE ENDS TO CONSIST OF 12" COMPACTED CRUSHED STONE BASE UNDER 2' OF 11" ROCK FOR SCOUR PROTECTION (PER MASSDOT #258), AND A LAYER OF SMALLER ROCK FOR STREAM HABITAT SPREAD INTO THE VOIDS (SEE DETAIL).
 4. CONTRACTOR TO MAINTAIN WATER & SEWER GAS SERVICE DURING CONSTRUCTION WITHIN LIMITS OF CONSTRUCTION. COORDINATION SHALL BE MADE WITH THE TOWN OF FRAMINGHAM DPW.

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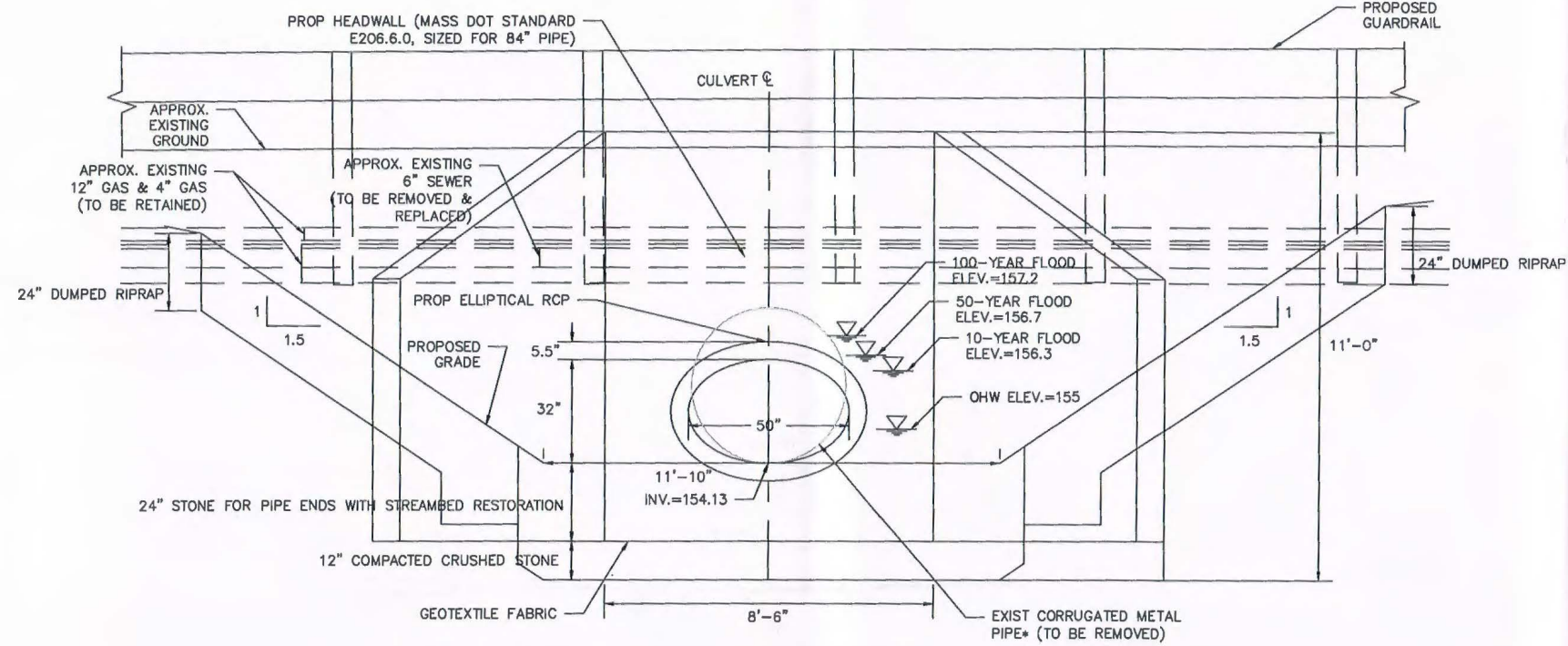


SWTD#	SWTD REFERENCE POINT		WIDTH OF DRIVEWAY	WIDTH OF SIDEWALK	ROADWAY GUTTER SLOPE	TRANSITION LENGTH	
	STATION	OFFSET				LEFT SIDE	RIGHT SIDE
SWTD-1	28+75 LEFT	18'-0"	16'-0"	6'-0"	0.51%	7'-8"	6'-6"
SWTD-2	27+45 RIGHT	18'-0"	16'-0"	5'-6"	0.43%	-	7'-8"
SWTD-3	27+50 LEFT	26'-0"	19'-0"	6'-0"	0.43%	7'-8"	6'-6"
SWTD-4	27+97 LEFT	18'-8"	32'-10"	VARIES	0.36%	7'-8"	6'-6"

SIDEWALK THROUGH DRIVEWAY TABLE
 NOT TO SCALE

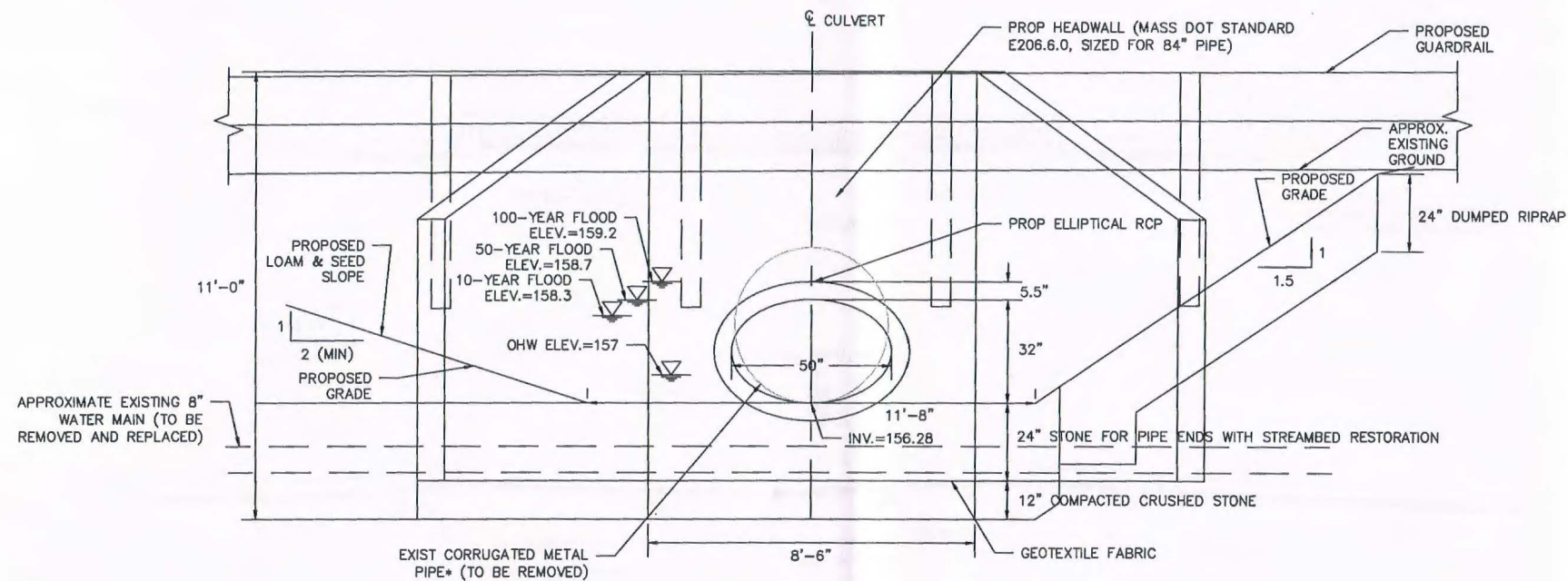


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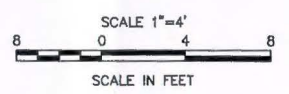
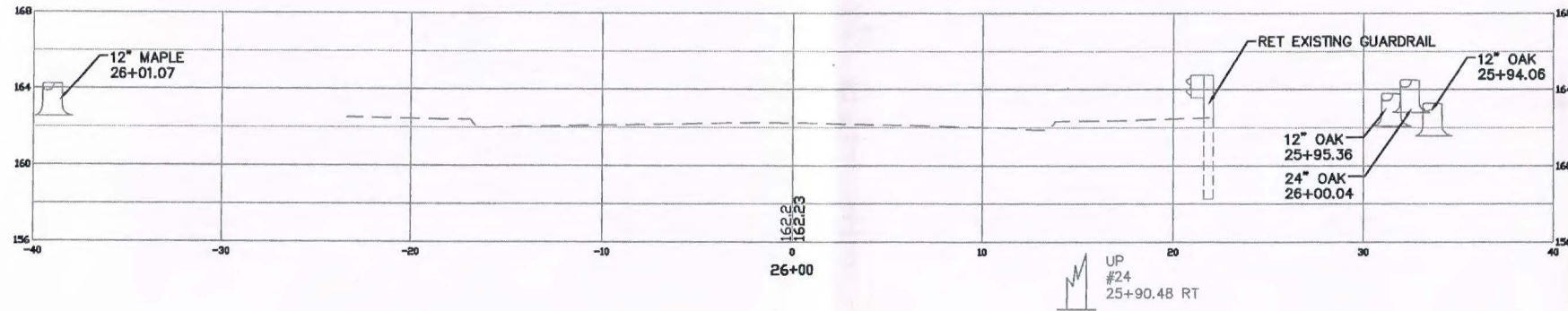
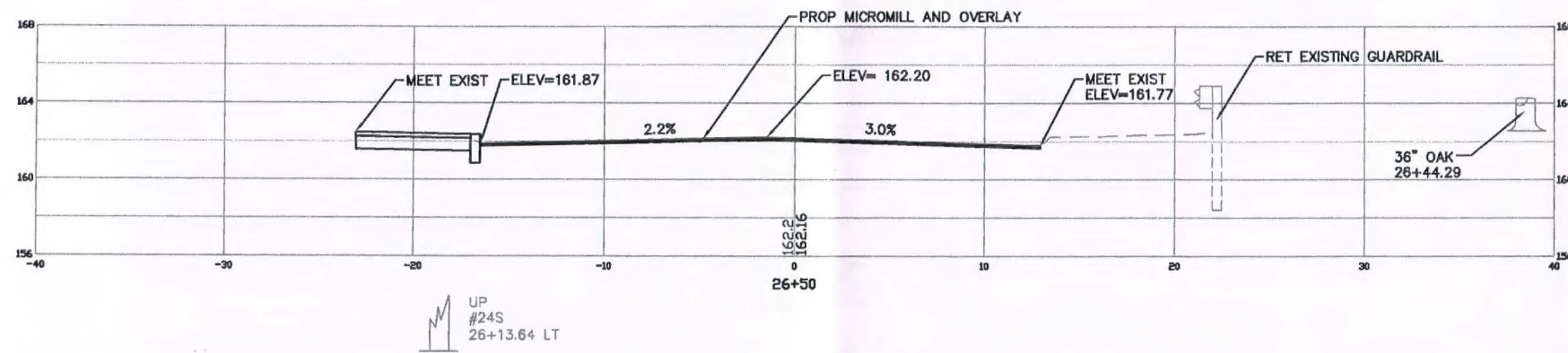
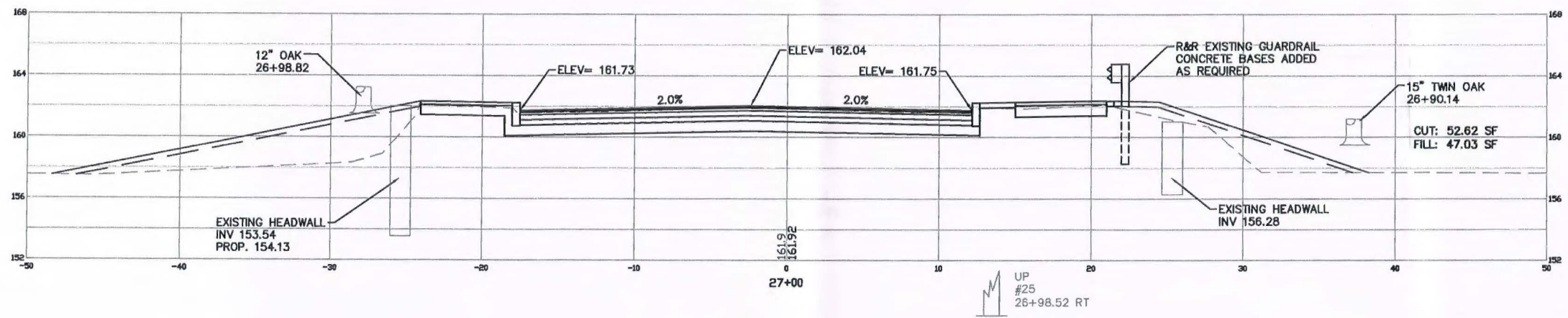
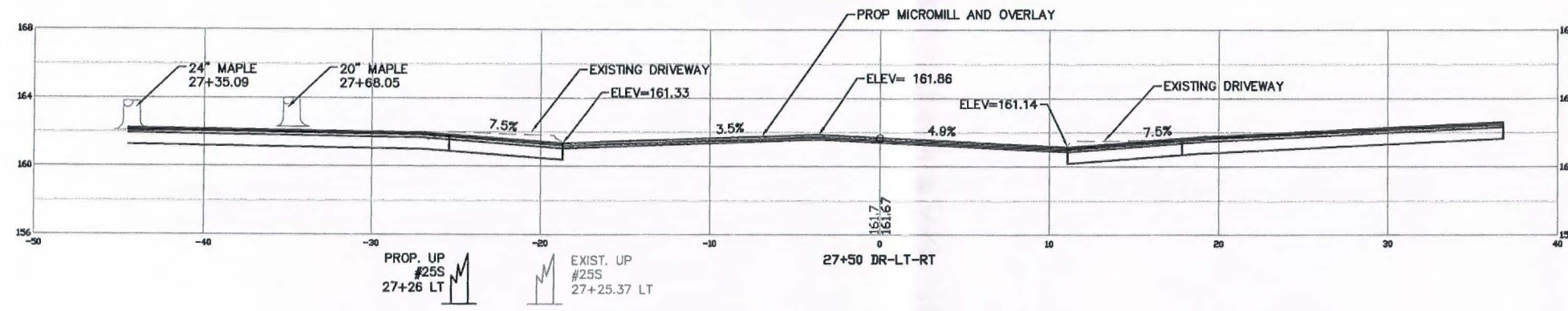


DEVELOPED EAST ELEVATION
 SCALE: 1" = 2'

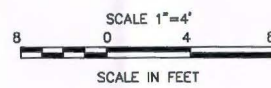
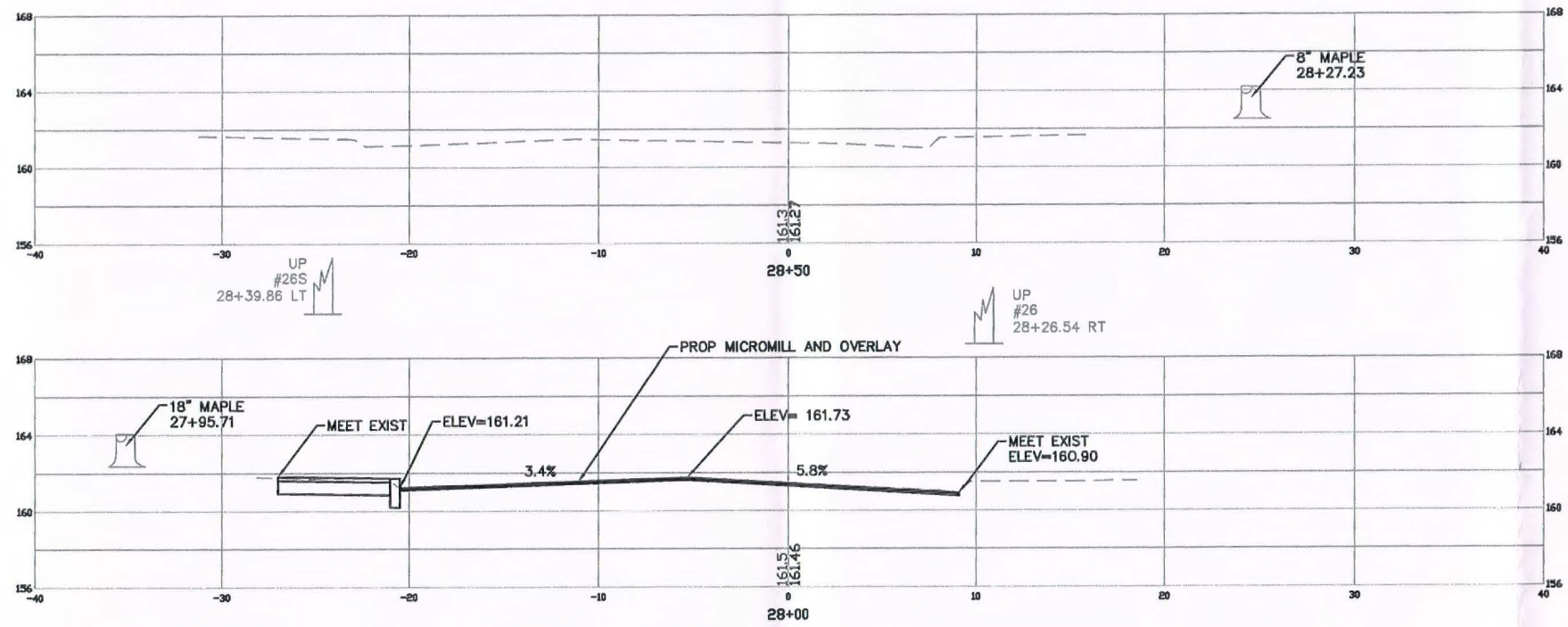
NOTE: TOP OF EXISTING CORRUGATED METAL PIPE IS CRUSHED, AND PIPE DOES NOT CURRENTLY FUNCTION AT THE CAPACITY OF EXISTING DIMENSIONS SHOWN



DEVELOPED WEST ELEVATION
 SCALE: 1" = 2'



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