Pier ES3 Plan

Scale: 1/8" = 1'-0"

Existing Repair Plates T.E.

% Fixed Bearing

% Expansion Bearing

14" x 4" Repair Plate (23'-3" Long)

See Repair Type A Sheet S-65

Pier ES3 West Elevation

Scale: 1/8" = 1'-0"

Approximate Graveline (TYP.)

Laurel Street Below

Existing 12" Water Main

Existing 12" Water Main

Existing 10" Water Main

12'-6"

10'-0" (TYP.)

Pier ES3 East Elevation

Scale: 1/8" = 1'-0"

Laurel Street Below

Existing Drainage Pipe to Adjacent

Replace Broken Covering at Slipper Corn Bracket

Replace Missing Bolt at Slipper Corn Bracket

2 x 1" Rail with Exp. Bearing

Existing 10" Water Main

References

1) See Sheet S-09 for Structural Notes
2) See Sheets S-63 and S-64 for Substructure Repair Details
3) See Sheet S-65 for Steel Repair Details
4) See Sheets S-130 and S-121 for Drainage Repair Notes
5) Replacement of Drainage Support Components shall be included in the item "9" pipe for bridge drainage (fiberglass)"

Addendum No. 1

Steven D
Hallock
2016.09.30
13:51:33 04:00

Hartacker

Hardesty & Hanover, LLC
59 Elm Street
New Haven, CT 06510
**SUGGESTED BEARING REPLACEMENT SEQUENCE**

A. INSTALL MOLDING STIFFENERS AS REQUIRED TO SUPPORT JACKING LOADS. SEE SHEET S-96 FOR JACKING REQUIREMENT.

B. BRACE ROCKER AGAINST ROTATION PRIOR TO JACKING.

C. INSTALL JACKS AND RAISE SUPERSTRUCTURE UNTIL LOAD IS REMOVED FROM EXISTING STEEL BEARINGS. ALL BEARINGS ALONG A BEARING LINE TO BE JACKETED AT ONCE.

D. REMOVE WELDS BETWEEN BOTTOM FLANGES AND BEARING SUPPORT PLATE.

E. REMOVE AND REPLACE BEARINGS AND CUT EXISTING ANKEL FASTENERS BEYOND THE SURFACE OF PEDESTAL AND GIRDLE.

F. PROVIDE A CLEAN BEARING SURFACING IN ACCORDANCE WITH THE SPECIFIC PROVISION. BEARING REPLACEMENT WITH ELASTOMERIC BEARINGS.

G. PLACE BOLSTER AND ELASTOMERIC PADS ASSEMBLY SO THAT IT IS CENTRED UNDER CENTRELINE OF BEAM AND CENTRES OF BEARINGS CENTERED ON PAIR OF MOLDING AS SHOWN AS NECESSARY INSTALL BOLTS BETWEEN BOLSTER AND LOAD PLATE.

H. LOWER JACK AND TRANSFER LOAD TO THE NEW BEARING PADS.

I. MOLD BEVELED SOLE PLATE TO THE BEAM BOTTOM.

**NOTES:**

1. SEE SHEET S-56 FOR STRUCTURAL NOTES & LEGEND.

2. PROVISION OF PAINT TO CURVATURE OF EXISTING BOTTOM FLANGES FOR THE REMOVAL OF EXISTING BEARING ASSEMBLY AND SOLE PLATE SHALL BE IN ACCORDANCE WITH EXISTING VRAINS (PLACING AND FIELD MOUNTING OF BEAM FLUSH) (SITE NO. 1) SEE SPECIAL PROVISIONS.

3. EXISTING BEARINGS HAVE LOAD BASED PAINT ADJACENT TO WELDS INTENDED FOR REMOVAL.

4. STEEL BOLSTERS INCLUDING BEVELED SOLE PLATE, SOLE PLATE AND BEARING SUPPORT PLATE SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A123.

5. MACHINING OF SOLE PLATE BEARER PLATE (SURFACE) shall be performed after machining. MACHINED SURFACE SHALL RECEIVE A PRIME COAT AFTER MACHINING.

6. MACHINES EXISTING BOLSTER PLATE (SURFACE) to EXISTING BOLSTER PLATE (SURFACE) of BEARINGS.

7. MACHINES EXISTING BOLSTER PLATE (SURFACE) to EXISTING BOLSTER PLATE (SURFACE) of BEARINGS.

8. INSTALL JACK AND TRANSFER LOAD TO THE NEW BEARING PADS.

9. PROVIDE A CLEAN BEARING SURFACING IN ACCORDANCE WITH THE SPECIFIC PROVISION. MACHINED SURFACE SHALL RECEIVE A PRIME COAT AFTER MACHINING.

10. INSTALL JACK AND TRANSFER LOAD TO THE NEW BEARING PADS.

11. INSTALL JACK AND TRANSFER LOAD TO THE NEW BEARING PADS.

12. INSTALL JACK AND TRANSFER LOAD TO THE NEW BEARING PADS.

13. INSTALL JACK AND TRANSFER LOAD TO THE NEW BEARING PADS.

14. INSTALL JACK AND TRANSFER LOAD TO THE NEW BEARING PADS.

15. INSTALL JACK AND TRANSFER LOAD TO THE NEW BEARING PADS.

16. INSTALL JACK AND TRANSFER LOAD TO THE NEW BEARING PADS.

17. INSTALL JACK AND TRANSFER LOAD TO THE NEW BEARING PADS.

18. INSTALL JACK AND TRANSFER LOAD TO THE NEW BEARING PADS.

19. INSTALL JACK AND TRANSFER LOAD TO THE NEW BEARING PADS.

20. INSTALL JACK AND TRANSFER LOAD TO THE NEW BEARING PADS.

**PROPOSED BOLSTERS**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>GIRDER NO</th>
<th>1 1/2&quot; SCALE PLATE</th>
<th>BOTTOM AND TOP BOLSTER PLATE</th>
<th>BOLSTER VERTICAL STIFFENER PLATE</th>
<th>BOLSTER VERTICAL STIFFENER PLATE</th>
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<tr>
<td>PIER A10 WAS</td>
<td>S-134</td>
<td>21 25 21 25 20 8 8 8 6</td>
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* 4 VERTICAL STIFFENER PLATES SHALL BE USED PER BOLSTER ASSEMBLY

**PEDESTAL PLAN**

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<td>S-97</td>
<td>1:100</td>
<td>EXPANSION BEARING REPLACEMENT</td>
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**ADDITIONAL NO. 1**

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<td>S-97</td>
<td>1:100</td>
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**PROJECT NO.**

<table>
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<td>03160-A-D</td>
<td>3301 &amp; 3303 1-84 EB/WB OVER AMTRAK &amp; LOCAL ROADS (AETNA VIADUCT)</td>
</tr>
</tbody>
</table>
**JACKING AND TEMPORARY SUPPORT NOTES:**

1. THE FOLLOWING PAY ITEMS ARE APPLICABLE TO HYDRAULIC LIFTING AND TEMPORARY SUPPORT OF THE STRUCTURE.

2. A. THE ITEM "JACKING STIFFENER" SHALL COVER THE COST TO HYDRAULICALLY LIFT THE STRUCTURE TO PERFORM STRUCTURAL STRENGTH MODIFICATIONS EXCEPT AT THE DIAMETERS EXISTING IN THE STRUCTURE TO PERFORM CONSTRUCTION OF THE STRUCTURE.

3. C. THE ITEMS "TEMPORARY SUPPORT ASSEMBLY" AND "JACKING FOR BEARING REPLACEMENT" SHALL COVER THE WORK TO HYDRAULICALLY LIFT THE STRUCTURE TO REPLACE BEARINGS.

4. D. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF ALL TEMPORARY SUPPORT ELEMENTS AND ANY TEMPORARY STRUCTURES REQUIRED TO ACCESS AND PERFORM THE WORK. THE CONTRACTOR SHALL SUBMIT WORKING DRAWINGS AND CONSTRUCTION AND SHALL BEINS AND SEALS AND LOAD KEYS LISTS IN THE STATE OF CONNECTICUT TO THE ENGINEER FOR REVIEW AND APPROVAL.

5. F. JACKING OPERATIONS SHALL BE PERFORMED UNDER LIVE TRAFFIC. THE CONTRACTOR SHALL DETERMINE THE JACKING SUPPORT REQUIREMENTS AND MANAGE TRAFFIC FLOW ACCORDING TO THE CONTRACT PROVISIONS FOR TRAFFIC CONTROL AND MEDICAL STAFF REQUIREMENTS. THE CONTRACTOR SHALL COMPLETE THE WORKS AND REMOVE THE NECESSARY SUPPORT ITEMS IN ACCORDANCE WITH THE CONTRACTING REQUIREMENTS.

6. G. WHERE TEMPORARY STRUCTURES ARE INCIDENTIAL TO THE JACKING ITEMS, THEIR DESIGN, CONSTRUCTION, AND REMOVAL SHALL BE INCLUDED WITH THE APPROPRIATE ITEM.

7. H. THE DESIGN OF SUBSTRUCTURAL STRUCTURAL ELEMENTS TO STRENGTHEN EXISTING MEMBERS PRIOR TO HYDRAULIC LIFTING IS INCIDENTAL TO THE JACKING ITEMS.

8. I. THE CONTRACTOR SHALL PUBLISH INSTALLATION AND REMOVAL OF ORGAN COMPLIANCE WIRE WORK EXCEPT AT THE SUBJECTS TO THE CONTRACT.


10. K. WHERE EXISTING SPREADING AND LAUNCH INTERFERS WITH THE JACKING OR SUPPORT ELEMENTS THEY SHALL BE REPLACED OR REMOVED UNDER THE ITEMS "EXISTING SPREADING AND LAUNCH SYSTEM." (VIBRABLOD)

11. L. THE USE OF A TEMPORARY SPREADING SYSTEM IS PERMITTED AS AN ALTERNATIVE PAY ITEM. SUPPORT FOUNDATION SEE NOTES ON SHEET 5-99 FOR REQUIREMENTS. THE DESIGN AND INSTALLATION OF SPREADING SYSTEM SHALL BE INCLUDED IN THE APPROPRIATE ITEM.

**LEGEND**

- **JACKING STIFFENER**
- **MILL TO BEAR**
- **1/4" CLIPPED CORNER**
- **WELD TERMINATION**
- **NOT TO SCALE**
- ***WROUGHT PLATE GIRDERS SHOWN ROLLED GIRDER SIMILAR**

**PROPOSED JACKING STEIFFENER DIMENSIONS**

<table>
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<tr>
<th>MATERIAL</th>
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<th>THICKNESS (IN.)</th>
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<tr>
<td>PLATE</td>
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<td>5 4</td>
</tr>
<tr>
<td>PLATE</td>
<td>A1M-3W</td>
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<td>5 4</td>
</tr>
<tr>
<td>PLATE</td>
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<tr>
<td>PLATE</td>
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<tr>
<td>PLATE</td>
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<td>5 4</td>
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**STATE OF CONNECTICUT**

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<th>DEPARTMENT OF TRANSPORTATION</th>
<th>SCALE 1:20</th>
<th>SHEET 5-99</th>
<th>PROFESSIONAL ASSOCIATION</th>
<th>NMG BSH</th>
<th>PROJECT NUMBER 03160A-D, 3301 &amp; 3301-91-94 FB/WB OVER AMTRAK &amp; LOCAL ROADS (AETNA VIADUCT)</th>
<th>TEMPORARY SUPPORT OF STRUCTURE - 1</th>
</tr>
</thead>
</table>
NOTICE TO CONTRACTOR:

Prior to any construction, the contractor is responsible for locating all the substructures and utilities within the working area as shown on this or any other documents supplied to them. The contractor shall comply with any existing materials and shall be notified of any changes or additions of such materials and shall be held responsible for any damage to the contractor at any additional cost to the client.

1. The department does not guarantee the details pertaining to boring data, as shown on any documents supplied by the department. To be more than a general indication of the materials likely to be found in the area, the contractor is responsible for hiring a qualified drilling firm to provide data. The contractor shall comply with any substructures and utilities as shown on this or any other documents supplied to them.

2. The conditions of actual quantities are not warranted to indicate any quantities of work, shown on these documents.

3. The temporary footings must be continuously monitored for settlement and observed. Settlement must be compensated by jack adjustments.

4. The temporary footings, over excavate cohesive soil, if any, must take into account the upper few feet from the proposed bottom of the temporary footing elevation and replacement with engineered fill as per contract requirements.

5. The ground where the temporary footing is seated shall be level.

6. Timber mats shall be bolted together.

7. See sheet S-31 for soil boring reference data.

JACKING FOR BEARING REPLACEMENT NOTES

1. The plans depict a conceptual method to jack the beams for replacing all existing footings as shown on the plans. The contractor shall consider alternate methods and procedures to the engines for review and approval.

2. The contractor shall backfill any excavation. Cost is incidental with the item.

3. Anchor support columns to existing footing with drilled and grouted bolts. Holes in existing footings shall be bored to drill.

4. The contractor shall meet the manufacturer's installation, spacing, and edge distance requirements for any drilled and grouted bolts. Remove all elements upon completion of the work prior to backfilling.

5. The contractor shall take all necessary precautions to avoid damage. Existing reinforcement shall be removed prior to drilling to verify that no existing reinforcement is in place that may interfere with hole placement.

6. The contractor should be aware that there are existing utilities in the vicinity of proposed jackings. Locations shall be seen on sheet S-5 or for existing utility notes.

7. See sheet S-58 for jacking assembly and lifting operation notes and load tables.

8. See sheet S-96 for suggested bearing replacement procedure.


10. Removal and replacement of curb shall be paid for as a "reset concrete curb".

JACKING EXISTING SUPERSTRUCTURE NOTES

1. The item for "jacking existing substructure" shall be done by the contractor to ensure the work is designed, fabricated, and executed. The contractor shall provide a means to support the lifting operation to account for such forces.

2. The contractor shall determine the loads applied to the existing superstructure and shall provide a means to support the lifting operation. The contractor shall perform the lifting operation.

3. The item includes the entire lifting apparatus and the work to perform the lifting operation.

4. A supplemental drawing titled "Existing Substructure" shall be added to the drawings included in the proposal. The contractor shall be responsible for the existing substructure, as shown on the drawing.

LEGEND

080001: = Denotes contractor designed elements
**EXISTING BRIDGE DECK TO REMAIN (NOT SHOWN)**

- **EXISTING ASPHALTIC PLUG JOINT**
  - **EXISTING WATERPROOFING MEMBRANE (TYP.)**
  - **EXISTING JOINT REMOVAL**
  - **PLACE TWO LISTS OF PMA WITHIN JOINT AREA**
  - **PREPARE PARTIAL AND FULL DEPTH CUTTING AT JOINT**
  - **INSTALL LOCATING PIN**
  - **INSTALL BACKER ROD AT JOINT**
  - **INSTALL WATERPROOFING MEMBRANE (TYP.)**
  - **INSTALL LOCATING PIN, SEALANT, AND BACKER ROD**
  - **INSTALL TEMPORARY BACKER ROD AT THE TOP SURFACE OF THE JOINT TO PREVENT RHEUMATIC MATERIAL FROM ENTERING THE JOINT**
  - **INSTALL WATERPROOFING MEMBRANE (TYP.)**
  - **APPLY CRACK SEALANT TO VERTICAL FACES OF PMA ON TOP OF THE SEALING SURFACE ALONG VERTICAL JOINTS AND AT LONGITUDINAL JOINTS FOR CONSTRUCTION JOINTS AS NEEDED**

**JOIN SEAL DETAIL AT CURB**

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

**EXISTING JOINT REMOVAL**

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

**ASPHALTIC PLUG EXPANSION JOINT SYSTEM NOTES**

1. Existing asphaltic plug joints at abutment and pier shall be replaced from gutter line to gutter line.
2. Unsanded concrete in bridge deck, if any, shall be removed and replaced with hot mix asphalt using patch (high early strength concrete). See section 5-05 for details.
3. A bridging plate shall be to span the gap between the bridge deck and the approach slab if the approach slab is subject to traffic on the roadway shoulder(s). See existing asphaltic plug expansion joint system special provisions.
4. New steel bridging plates shall have a minimum thickness of 3/16" for joint openings that exceed 6", and a minimum of 7/16" wide plate shall be required.
5. Sawcuts shall be made on edge of centerline of joint to be paid as cut bidirectional concrete pavement.
6. Installation of membrane within the limits shown shall be paid under the item "membrane waterproofing (monochrome glass fabric)."
7. The installation and placing of horizontal backer rod shall be included for payment under the items "pma 50.2-0" and "pma 50.2-1.."
8. Asphaltic plug expansion joint systems may be installed only within the temperature range specified in the specifications. See existing asphaltic plug expansion joint system special provisions "temperatures for bridge superstructure surface temperature" range in the special provisions.
9. Installation of joint is to be included as incidental to the item "removal of existing wearing surface." See existing asphaltic plug expansion joint system special provisions.
10. Bridging plate only used at joiints at hanger and cast approach. The steel plates shall conform to the requirements of astm grade 460. Welded steel plates shall be coated with chromate in accordance with astm a123 after fabrication.
11. The removal of all existing joint systems and bituminous concrete within the limits shown shall be paid for under the item "removal of existing wearing surface." See general plan sheet s-10 for asphaltic plug joint locations.
12. Foam backer plate placed along vertical faces of the sawcut pavement and on surface at joints shall be paid for under the item "asphaltic plug expansion joint system." See general plan sheet s-10 for asphaltic plug joint locations.
13. Removal of existing joint systems and bituminous concrete within the limits shown shall be paid for under the item "asphaltic plug expansion joint system." See general plan sheet s-10 for asphaltic plug joint locations.
14. Suggested sequence of work: See section 5-05 for asphaltic plug joint locations.
NOTES
1. THE ELASTOMERIC CONCRETE HEADER AND PREFORMED SILICOFLEX JOINT SEAL SHALL BE INSTALLED AFTER THE PARAPET HAS BEEN PLACED ON THE BRIDGE AND THE DESIGNATED BACKER ROD HAS BEEN CUT AND REMOVED.
2. THE ELASTOMERIC CONCRETE HEADER SHALL BE BEVELED 1/8" BELOW THE BITUMINOUS FACING.
3. GAP WIDTHS (INCHES) MAY BE OBTAINED FROM THE INCIDENTAL JOINT OPENING TABLES PROVIDED HEREAFTER.
4. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE ACTUAL GAP WIDTH NECESSARY TO ACCOMMODATE THE PRODUCT OF CHOICE.
5. JOINT OPENING WIDTHS ARE BASED ON MANUFACTURER'S RECOMMENDED INSTALLATION DEPTH FOR THE MATERIAL.
6. JOINT SEAL, AND INSTALLATION FORCE FOR AS "PREFORMED JOINT SEAL".

SILICOFLEX
PREFORMED JOINT SEAL SECTION B

NOT TO SCALE

EMSEAL BEIS

NOT TO SCALE

ELEVATION - JOINT TREATMENT IN PARAPET

NOT TO SCALE

SECTION THROUGH PARAPET

NOT TO SCALE

PARTIAL PLAN - JOINT TREATMENT IN PARAPET

NOT TO SCALE

FIELD-APPLIED SILICONE CORNER BEADS AND SILICONE BAND

NOT TO SCALE

V-SEAL

NOT TO SCALE

EMSEAL BEIS

NOT TO SCALE

NOT TO SCALE

GUTTER LINE

NOT TO SCALE

NOT TO SCALE

GUTTER LINE

NOT TO SCALE

SILICOFLEX

NOT TO SCALE

PREFORMED JOINT SEAL DETAIL

NOT TO SCALE

JSUSCOPIEF

NOT TO SCALE

JOINT OPENING CHART - 3160A

NOT TO SCALE

JOINT OPENING CHART - 3160B

NOT TO SCALE

5. JOINT OPENING WIDTHS ARE BASED ON MANUFACTURER'S RECOMMENDED INSTALLATION DEPTH FOR THE MATERIAL.
6. JOINT SEAL, AND INSTALLATION FORCE FOR AS "PREFORMED JOINT SEAL".

SILICOFLEX

NOT TO SCALE

PREFORMED JOINT SEAL SECTION B

NOT TO SCALE

EMSEAL BEIS

NOT TO SCALE

V-SEAL

NOT TO SCALE

EMSEAL BEIS

NOT TO SCALE

NOT TO SCALE

GUTTER LINE

NOT TO SCALE

GUTTER LINE

NOT TO SCALE

SILICOFLEX

NOT TO SCALE

PREFORMED JOINT SEAL DETAIL

NOT TO SCALE

JSUSCOPIEF

NOT TO SCALE

JOINT OPENING CHART - 3160A

NOT TO SCALE

JOINT OPENING CHART - 3160B

NOT TO SCALE
CONCRETE PATCHING NOTES

1. CLEAN REINFORCING STEEL. REMOVAL OF CONCRETE IS TO BE FURNISHED TO MAKE HOLE IN CONCRETE (WHICH WILL BE REQUIRED). DOES NOT INCLUDE "PARTIAL DEPTH PATCH.""

2. REMOVE UNCONFINED REBAR. REINFORCING STEEL TO BE REMOVED AND REPLACED WITH NEW J-BOLT VERTICAL ANCHOR BOLTS. TO BE INSTALLED WITH BOLTS, SEALANT, AND BACKER ROD. SEE SHEET S-107 FOR PARAPET RETROFIT DETAILS.

3. REMOVE EXISTING REINFORCING STEEL. REINFORCEMENT SHALL BE COATED WITH EPOXY WITHIN SPALLS. EPOXY BONDING COMPOUND (SEE SPECIAL PROVISIONS) BEFORE PLACING CONCRETE. REMOVAL (>10 SF), REMOVE THE BITUMINOUS OVERLAY, MEMBRANE AND SLAB CONCRETE FULL DEPTH AND REPAIR AS A "FULL DEPTH PATCH (HIGH EARLY STRENGTH CONCRETE)" (WHERE PRESENT) NOT TO REMAIN (TYP.).

4. REMOVE EXISTING REINFORCING STEEL TO BE CLEANED IN ACCORDANCE WITH THE ITEM "CLEAN AND COAT EXPOSED REINFORCING STEEL".

5. REMOVE DETERIORATED CONCRETE WITH MATERIAL PROVISIONS FOR "PARTIAL DEPTH PATCH" MATERIAL.

6. REMOVE AND REPLACE ANY CORRODED REINFORCEMENT EXPOSED DURING DEMOLITION.

7. IF, AFTER CONCRETE REMOVAL, THE REINFORCING STEEL HAS AT LEAST ONE HALF OF ITS SURFACE AREA EXPOSED, THE CONCRETE SHALL BE FURTHER CROWNED OR PLATTED TO AVOID WEAK SPOTS IN AN AREA WITH 6" LIMITS OF REMOVAL TO SOUND CONCRETE. IF THERE ARE LARGE AREAS OF UNCONFINED REBAR AFTER CONCRETE REMOVAL, THE REINFORCING STEEL SHALL BE COATED WITH EPOXY WITHIN SPALLS.

8. "PARTIAL DEPTH PATCH" SHALL BE USED FOR CONCRETE WITH MATERIAL PROVISIONS FOR "PARTIAL DEPTH PATCH." MATERIAL.

9. "FULL DEPTH PATCH (HIGH EARLY STRENGTH CONCRETE)" ONLY. SEE SPECIAL PROVISIONS.

10. "PARTIAL DEPTH PATCH" MATERIAL.

DECK UNDERSIDE REPAIR PROCEDURE

A. REMOVE DETERIORATED S.L.P. FORM IF PRESENT, BY MECHANICAL MEANS.

B. IF CONCRETE THAT WAS PREVIOUSLY COVERED WITH S.L.P. IS DETERIORATED, THEN REMOVE THE CONCRETE TO SOUND CONCRETE. SEE SHEET S-101 FOR DETAILS.

C. IF THE CONCRETE'S DECK IS NOT COVERED BY S.L.P. FORM, THEN REMOVE DETERIORATED CONCRETE AND REINFORCEMENT STEEL.

D. REINFORCEMENT STEEL IS TO BE CLEANED BY MECHANICAL CUNA CLEANING METHODS WHERE ACTIVE CORROSION HAS OCCURRED THAT WOULD INHIBIT WORON投放 KERD Plaster TO WHITE METAL FINISH.

E. REMOVE EXISTING REINFORCING STEEL. REINFORCEMENT SHALL BE COATED WITH EPOXY WITHIN SPALLS.

F. REMOVE AND REPLACE ANY CORRODED REINFORCEMENT EXPOSED DURING DEMOLITION.

G. APPLY PRIME COAT TO ANY STRUCTURAL STEEL EXPOSED DURING DEMOLITION.
TRANSITION TYPE 1 TRAILING END - EXISTING ELEVATION

SCALE: 1" = 1'-0"

TRANSITION TYPE 1 TRAILING END - NEW ENDBLOCK ON WINGWALL

* WORK THIS DETAIL WITH CTDOT STANDARD SHEET HW-910_08 FOR TRAILING ENDS
AND SHEET HW-910_07 FOR LEADING ENDS

TRANSITION TYPE 1 LEADING END - NEW ENDBLOCK ON WINGWALL

* WORK THIS DETAIL WITH CTDOT STANDARD SHEET HW-910_07 FOR LEADING ENDS
AND SHEET HW-910_08 FOR TRAILING ENDS

DEMOLED CONCRETE

EXISTING PRECAST ENDBLOCK AND RECONSTRUCT TO MATCH DIMENSIONS SHOWN.

EXISTING PRECAST ENDBLOCK AND RECONSTRUCT TO MATCH DIMENSIONS SHOWN.

EXISTING PRECAST ENDBLOCK AND RECONSTRUCT TO MATCH DIMENSIONS SHOWN.

NEW ASPHALTIC PLUG JOINT SHEET 5-107 FOR DETAILS.

NEW ASPHALTIC PLUG JOINT SHEET 5-107 FOR DETAILS.

NEW ASPHALTIC PLUG JOINT SHEET 5-107 FOR DETAILS.

NEW ASPHALTIC PLUG JOINT SHEET 5-107 FOR DETAILS.

LIMIT OF DEMOLITION

CONSTRUCTION OF NEW ENDBLOCK VERTICAL FACE TO BE PERFORMED WITH PRECAST BLOCK IN PLACE.

#5 LAPED TO EXISTING REINFORCEMENT

#5 CONCRETE REINFORCEMENT (TYP.)

#5 LADED TO EXISTING REINFORCEMENT

#5 LAPED TO EXISTING REINFORCEMENT

TEMPORARILY ANCHOR EXISTING PRECAST BARRIER WITH 1/16" UNWOUND MISC. L. S. NO. 5 AND EMBED TO DEVELOP PEAK STRENGTH OF THE ROD DURING BLOCK REMOVAL.

1/16" SAW CUT APPROX. LIMIT OF DEMOLITION

SEE TYPICAL PARAPET MODIFICATION DETAILS ON SHEET 5-107

NOTES:
1. ANY EXISTING REINFORCEMENT REMOVED DURING DEMOLITION AND CONSTRUCTION OF NEW ENDBLOCK IS TO BE REPLACED. ALL EXISTING EXPOSED REINFORCEMENT TO BE BLAST CLEANED.
2. COORDINATE TRANSITION DETAILS WITH TYPICAL PARAPET MODIFICATION DETAILS SHOWN ON SHEET S-107 AND JOINT SEAL DETAILS SHEET S-101 TO S-102.
3. SEE GENERAL PLAN SHEETS 5-02 THROUGH 5-08 FOR DETAILS AND LOCATIONS.
MEDIAN DEMOLITION AT EXISTING SIGN SUPPORT AT STA. 914+11

CONCRETE POURING SEQUENCE
PIERS ML11 THRU ML14

PLAN
SCALE: \( \frac{1}{8}" = 1'-0" \)

BERLATA TO SUPPORT AND POST TO REMAIN

1. See drawing S-113 for typical median barrier and deck reconstruction details.
2. See drawing S-112 for scupper locations and details.
3. Use additional 4' bars to transfer reinforcement bars placed in season 1 during deck end replacement (parapet to parapet) to remaining section.

ADDITIONAL NO. 1

BRIDGE NO. 03160A-D, 3301 & 3303 1-84 SB/WB OVER AMTRAK & LOCAL ROADS (AETNA VIADUCT)

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

HARTFORD
63-699

MEDIAN DETAILS - 3
NOTE 5

SCALE: 1" = 1'-0"
NOTES:

2. STRUCTURAL STEEL SHOES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A53 AND THE COLUMNS SHALL CONFORM TO ASTM A325 REQUIREMENTS.


6. DRILLING HOLES AND COUNTERSINKING BOLTS INTO EXISTING PARAPET SUPPORT MOUNTING HOLE LOCATION INCREASES THE TON’S IMPACT ON PARAPET EXPANSION JOINTS OR PARAPET COATED JOINTS.

7. PAID AS "PARAPET MOUNTED SIGN SUPPORT", WHICH INCLUDES ATTACHMENT TO THE PARAPET.

8. SEE SUBSET 01.15 FOR SIGN PANEL LOCATIONS.
NOTE:

1. See S-118 for structural notes.
2. See S-119 for general notes.
3. Replace all steel keepers with the proposed structural steel keepers.
4. All welds shall be removed and replaced with new welds.
5. All welds shall be stress relieved prior to hot dip galvanizing.
6. All welds shall be removed and replaced with new welds.

SCUPPER EXTENSION FRAME NOTES:

1. Existing scupper grates shall be salvaged for reuse.
2. After removal of existing concrete and repair of flange, the scupper extension frame shall be installed around the perimeter of the existing scupper interface with the bridge deck.
3. Bolt the scupper extension frame to the existing scupper using a two part epoxy.
4. Paint for "modify scupper".
5. Fabricate from ASTM A325 grade 5 steel.
6. Paint existing galvanizing as per ASTM A153.
7. Stress relieve weldments prior to hot dip galvanizing.

FIELD MEASURE PRIOR TO FABRICATION.

NOTE:

The conditions of actual quantities and requirements shall not be warranted to indicate the information, including estimated quantities of work, shown on these sheets.

The information, including estimated quantities of work, shown on these sheets is based on limited quantities of work, which will be required.

SKEW ANGLE

STEEL KEEPERS AT SKEWED GIRDERS

EXISTING STEEL KEEPERS

SCALE: 1/2" = 1'-0"
DRAINAGE REPAIR PLAN

LIMIT OF CONSTRUCTION
STA. 945+60.24

SCALE 1" = 80'

NOTES

1. SEE DRAWING NO. 5-07 FOR GENERAL NOTES.
2. SEE DRAWING NO. 5-09 FOR STRUCTURAL NOTES.
3. ALL DRAINAGE PIPE AND SUPPORT REPLACEMENT WORK SHALL BE INCLUDED IN THE PAY ITEM FOR "DRAIN PIPE (BEG/END)"
4. SEE DRAWING NO. 5-12 FOR DETAIL ELEVATIONS.
5. SEE DRAWING NO. 5-115 FOR SCUPPER DETAILS.

DRAIN PIPE QUANTITIES

<table>
<thead>
<tr>
<th>ID</th>
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LEGEND

- MODIFY SCUPPER
- NEW SCUPPER
- REMOVE AND REPLACE DRAIN PIPE SEE ELEVATION 1 ON S-121.
- REMOVE AND REPLACE DRAIN PIPE SEE ELEVATION 2 ON S-121.

NEW ROLLER AT MEDIAN (TYP.)

LIMIT OF CONSTRUCTION
STA. 945+60.24

SCALE 1" = 80'

ADDENDUM NO. 1

STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 03160 A-D, 3301 & 3303 I-84 EB/WB OVER AMTRAK & LOCAL ROADS (AETNA VIADUCT)

HARTFORD

83-699
ELEVATION 1

ELEVATION 2

ELEVATION 3

ELEVATION 4

DETAIL 1

DETAIL 2

DETAIL 3

SECTION A

SECTION B

NOTES

1. ELEVATIONS SHOWN ARE REMARKABLE CONFIGURATIONS FOR DRAINAGE PIPING. THE CONTRACTOR SHALL SUBMIT TERMINAL POINTS AND TYPES FOR APPROVAL PRIOR TO FABRICATION AND ERECTION.

2. WHERE SLOPED SECTIONS OF DRAINAGE PIPE ARE REQUIRED, THE CONTRACTOR SHALL PROVIDE A CONTINUOUS ASSEMBLY TO PRODUCE THE STEEPEST SLOPE POSSIBLE (% MINIMUM).

3. ALL FIBERGLASS DRAINAGE PIPE SHALL BE CLASSIFIED AS 8" GP AND CONFORM TO ASTM D 2996. ALL FIBERGLASS FITTINGS, COUPLINGS, AND ELBOWS SHALL CONFORM TO THE REQUIREMENTS OF ASTM D 3840.

4. ALL DRAIN PIPE SHALL BE SECURELY SUPPORTED BY THE SUPERSTRUCTURE. USE 8" DRAIN PIPE ALONG ITS LENGTH. SEE THIS SHEET FOR STIFFENER ATTACHMENT DETAILS.

5. STIFFENERS SHALL BE GAPPED AND POSITIONED TO ACCOMMODATE PROMINENT CLEARANCES.

6. ALL DRAIN PIPE SHALL BE SECURELY SUPPORTED BY THE SUPERSTRUCTURE. USE 8" DRAIN PIPE ALONG ITS LENGTH. SEE THIS SHEET FOR STIFFENER ATTACHMENT DETAILS.

7. CLEANOUTS SHALL BE LOCATED AND POSITIONED TO ACCOMMODATE PLEASED CLEANOUTS AND ENGINEER APPROVED EQUIVALENT PRODUCT.

8. ATTACHMENTS SHALL BE MADE GOOD AND UNDISTURBED DURING CONSTRUCTION.

9. SUPPORTS SHALL BE ADJUSTABLE ARMS AND OR CARTRIDGE CLAMPS. ALL SUPPORTS SHALL BE SECURED TO THE SUPERSTRUCTURE. USE EXISTING HOLES AND OR BOLTS FOR ATTACHMENTS.

10. ALL DRAINAGE PIPE TO EXISTING SCUPPER TO ALLOW A MINIMUM OF 8" CLEAR BETWEEN THE PIER AND THE SCUPPER COLUMN. STAINLESS STEEL CLAMP BANDING AT THE TOP SECTION SHALL NOT BE INSTALLED.

11. SEE S-119 FOR EXISTING SCUPPER MODIFICATIONS. SEE S-118 FOR EXITING SCUPPER MODIFICATIONS. SEE S-115 FOR NEW SCUPPER INSTALLATION. SEE S-118 FOR NEW SCUPPER INSTALLATION.

12. REMOVAL OF EXISTING DRAINAGE COMPONENTS, TO ALLOW INSTALLATION OF NEW, SHALL BE FED TO AN EXISTING DRAINAGE SYSTEM. SEE S-118 FOR NEW SCUPPER INSTALLATION DETAILS.

13. ATTACHMENTS SHALL BE MADE GOOD AND UNDISTURBED DURING CONSTRUCTION.

14. CONTRACTOR SHALL RECONFIGURE DRAINAGE OUTLET AT PIER TO ALLOW FOR EXISTING DRAINAGE SYSTEM.

15. HANGER ROD PIER 2 COLUMN TO PROVIDE A CONTINUOUS ASSEMBLY TO THE CLOSEST PIER COLUMN TO PRODUCE A MINIMUM OF 8" CLEAR BETWEEN THE PIER AND THE PIER COLUMN.

16. PROVIDE A CONTINUOUS ASSEMBLY TO THE CLOSEST PIER COLUMN TO PRODUCE A MINIMUM OF 8" CLEAR BETWEEN THE PIER AND THE SUPERSTRUCTURE.

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