

04 - STRUCTURE INDEX OF DRAWINGS

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DESIGNED BY:

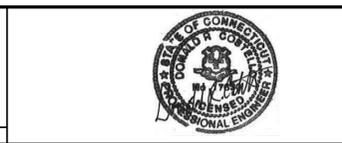
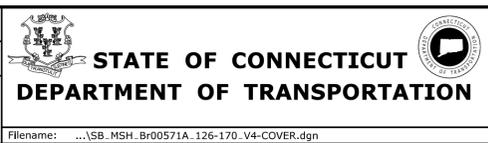
AECOM
500 ENTERPRISE DRIVE
ROCKY HILL, CT 08667

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REV.	DATE	REVISION DESCRIPTION	SHEET NO.

DESIGNER/DRAFTER:
G. HRICKO

CHECKED BY:
C. CHUANG



PROJECT TITLE:

**COMMODORE HULL BRIDGE
PAINTING AND STEEL REPAIRS**

TOWN:

**SHELTON
DERBY**

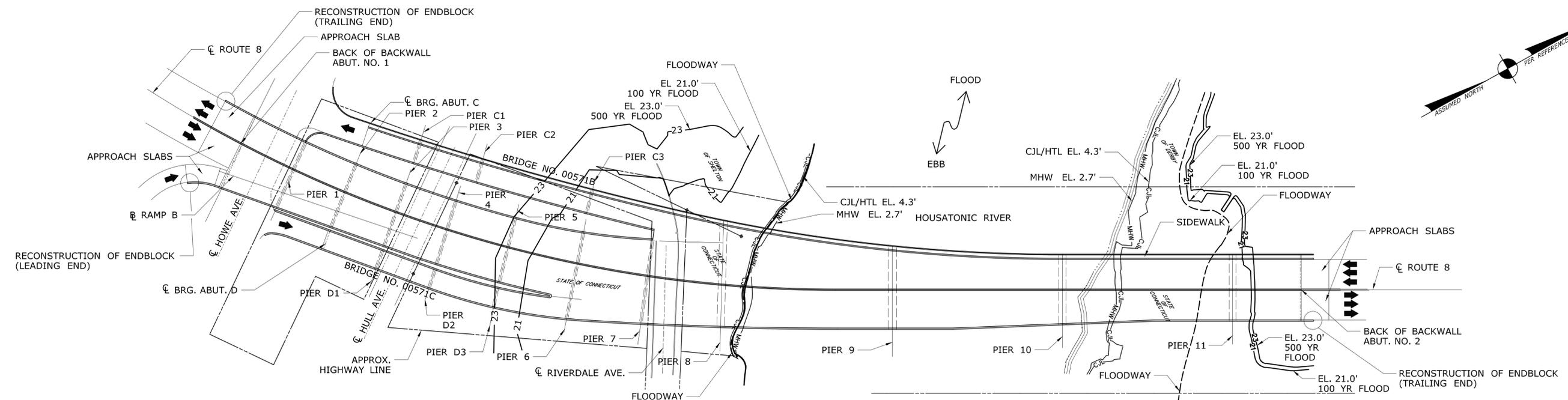
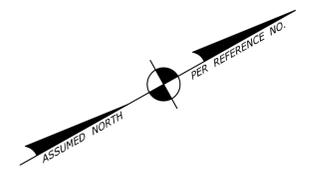
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**STRUCTURE
INDEX OF DRAWINGS**

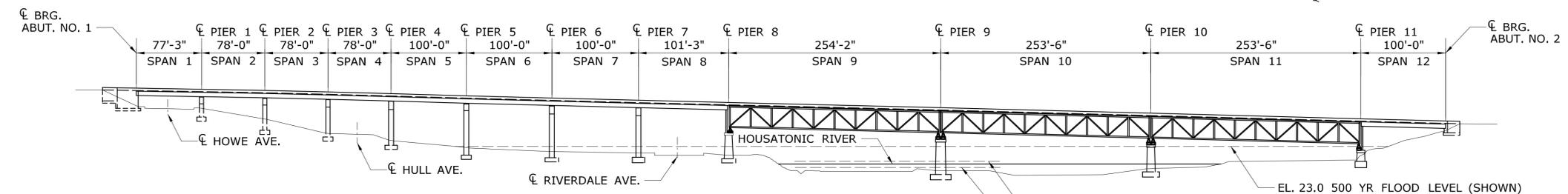
PROJECT NO.
126-170

DRAWING NO.
IND-01

SHEET NO.
04.000



PLAN
SCALE: 1" = 80'



ELEVATION
SCALE: 1" = 80'
(ONLY BRIDGE NO. 00571A SHOWN)

HYDRAULIC DATA	
DRAINAGE AREA	1579 SQ. MI.
DESIGN FREQUENCY	100 YR.
DESIGN DISCHARGE	104,000 CFS
MEAN HIGH WATER	+2.70
MEAN LOW WATER	-2.90
MAXIMUM SCOUR	35.0 FT. *
FREQUENCY	500 YR.
DISCHARGE	143,400 CFS
WORST CASE SCOUR	PIER 9
SUB-STRUCTURE UNIT	PIER 10

* ACTUAL SCOUR IS 52 FT. HOWEVER, BEDROCK IS AT APPROX. 35 FT.

GENERAL DESCRIPTION OF WORK

REMOVE EXISTING PAINT AND FIELD PAINT ENTIRE SUPERSTRUCTURE STEEL WITHIN LIMITS SHOWN ON PLANS.

REPAIR EXISTING DETERIORATED STRUCTURAL STEEL AS INDICATED ON THE PLANS AND AS DIRECTED BY ENGINEER.

PATCH EXISTING CONCRETE PIERS AND ABUTMENTS AS INDICATED ON THE PLANS AND AS DIRECTED BY ENGINEER.

REPAIR EXISTING BRIDGE FENCING AND BRIDGE DRAINAGE WITHIN LIMITS SHOWN ON THE PLANS AND AS DIRECTED BY ENGINEER.

EXTEND PVC PIPE WEEPHOLES AS SHOWN ON THE PLANS.

REPLACE/MODIFY EXISTING LOWER INSPECTION WALKWAY.

REPLACE EXISTING NAVIGATIONAL LIGHTS.

REPLACE PORTIONS OF STEEL PIER BENTS AT PIER NO. 8 AND ENTIRE OF STEEL PIER BENTS AT PIER NO. 11. PRIOR TO ALL OTHER WORK UNDER SPAN 8 & SPAN 12.

MODIFY PARAPET ANCHORAGE END BLOCK TRANSITIONS TO RB-350 METAL BEAM RAIL.

PROVIDE RESTRAINERS FOR FIXED BEARINGS AT APPROACH SPANS AND TRUSS SPANS TO PREVENT UPLIFT.

INSTALL NEW SCOUR MONITORING SYSTEM.

INSTALL AVIAN NESTING BOX.

GENERAL NOTES:

SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 816, SUPPLEMENTAL SPECIFICATIONS DATED JANUARY 2015 AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003).

ALLOWABLE DESIGN STRESSES:
 CLASS "F" CONCRETE: BASED ON F'C = 4,000 PSI
 CLASS "S" CONCRETE: BASED ON F'C = 3,000 PSI
 REINFORCEMENT (ASTM A615 GRADE 60): FY = 60,000 PSI
 STRUCTURAL STEEL (AASHTO M270, GRADE 50): FY = 50,000 PSI

LIVE LOAD: HL-93.

FUTURE PAVING ALLOWANCE: NONE

STRUCTURAL STEEL: SEE "STEEL REPAIR DETAILS 1" SHEET FOR DESIGNATIONS AND REQUIREMENTS.

DIMENSIONS: WHEN DECIMAL DIMENSIONS ARE GIVEN TO LESS THAN THREE DECIMAL PLACES, THE OMITTED DIGITS SHALL BE ASSUMED TO BE ZEROS.

EXPOSED EDGES: EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 1" X 1" UNLESS DIMENSIONED OTHERWISE.

CONCRETE COVER: ALL REINFORCEMENT SHALL HAVE TWO INCHES COVER UNLESS DIMENSIONED OTHERWISE.

REINFORCEMENT: ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.

CONSTRUCTION JOINTS: CONSTRUCTION JOINTS, OTHER THAN THOSE SHOWN ON THE PLANS, WILL NOT BE PERMITTED WITHOUT PRIOR APPROVAL OF THE ENGINEER.

INSPECTION OF FIELD WELDS		
METHODS	UNIT	QUANTITY
ULTRASONIC	INCH	000
MAGNETIC PARTICLE	FEET	000

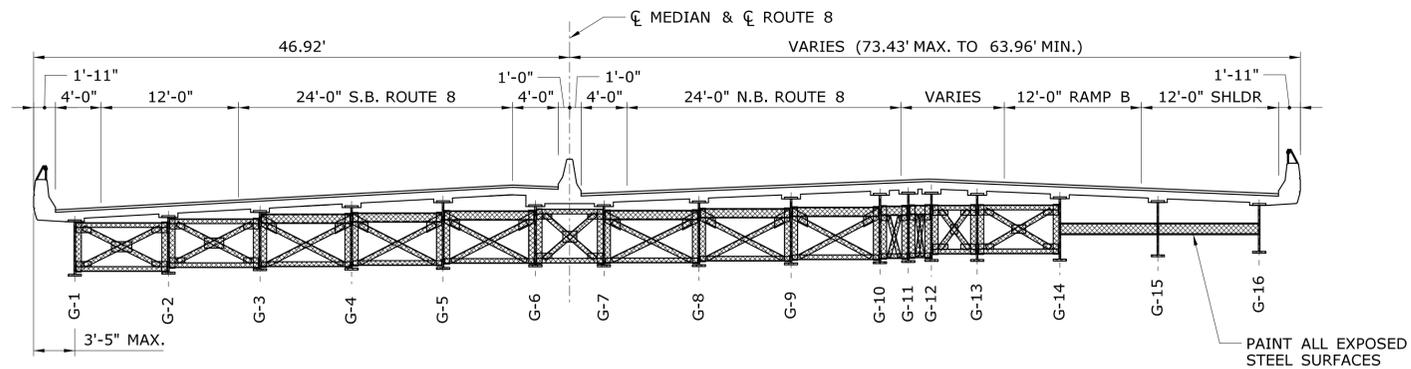
CONCRETE DISTRIBUTION		
LOCATION	UNIT	QUANTITY
SUPERSTRUCTURE	C.Y.	0
SUBSTRUCTURE	C.Y.	0
TOTAL	C.Y.	0

NOTICE TO BRIDGE INSPECTORS

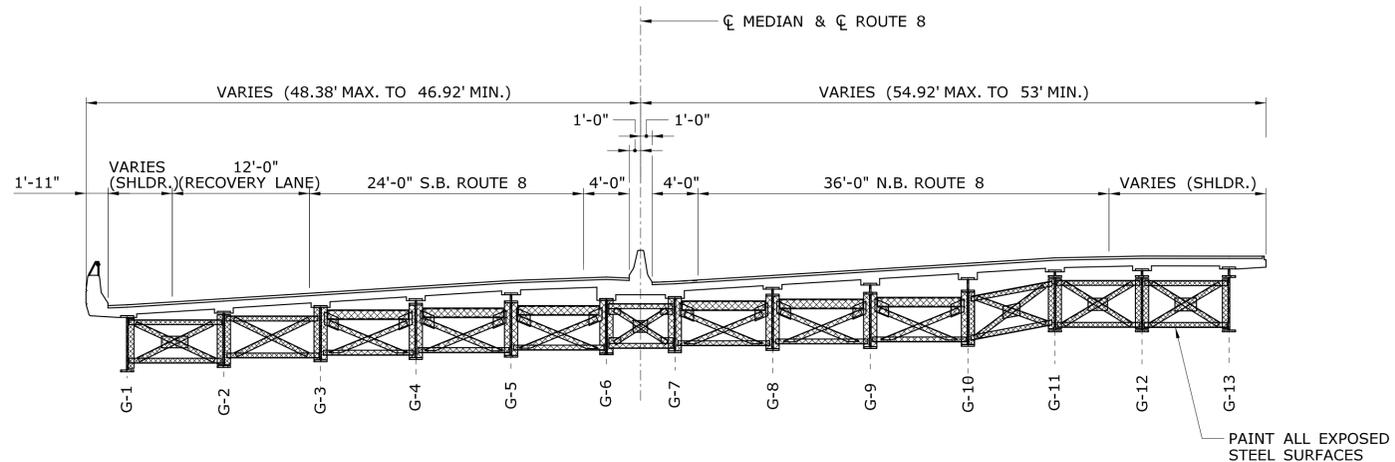
THE DEPARTMENT'S BRIDGE SAFETY PROCEDURES REQUIRE THIS BRIDGE TO BE INSPECTED FOR, BUT NOT LIMITED TO, ALL APPROPRIATE COMPONENTS INDICATED IN THE GOVERNING MANUALS FOR BRIDGE INSPECTION. ATTENTION MUST BE GIVEN TO INSPECTING THE FOLLOWING SPECIAL COMPONENTS AND DETAILS. (THE LISTING FOR COMPONENTS FOR SPECIFIC ATTENTION SHALL NOT BE CONSTRUED TO REDUCE THE IMPORTANCE OF INSPECTION OF ANY OTHER COMPONENT OF THE STRUCTURE.) THE FREQUENCY OF INSPECTION OF THIS STRUCTURE SHALL BE IN ACCORDANCE WITH THE GOVERNING MANUALS FOR BRIDGE INSPECTION, UNLESS OTHERWISE DIRECTED BY THE MANAGER OF BRIDGE SAFETY AND EVALUATION.

COMPONENT OR DETAIL	STRUCTURE SHEET REFERENCE
FOLLOW NORMAL INSPECTION PROCEDURES	

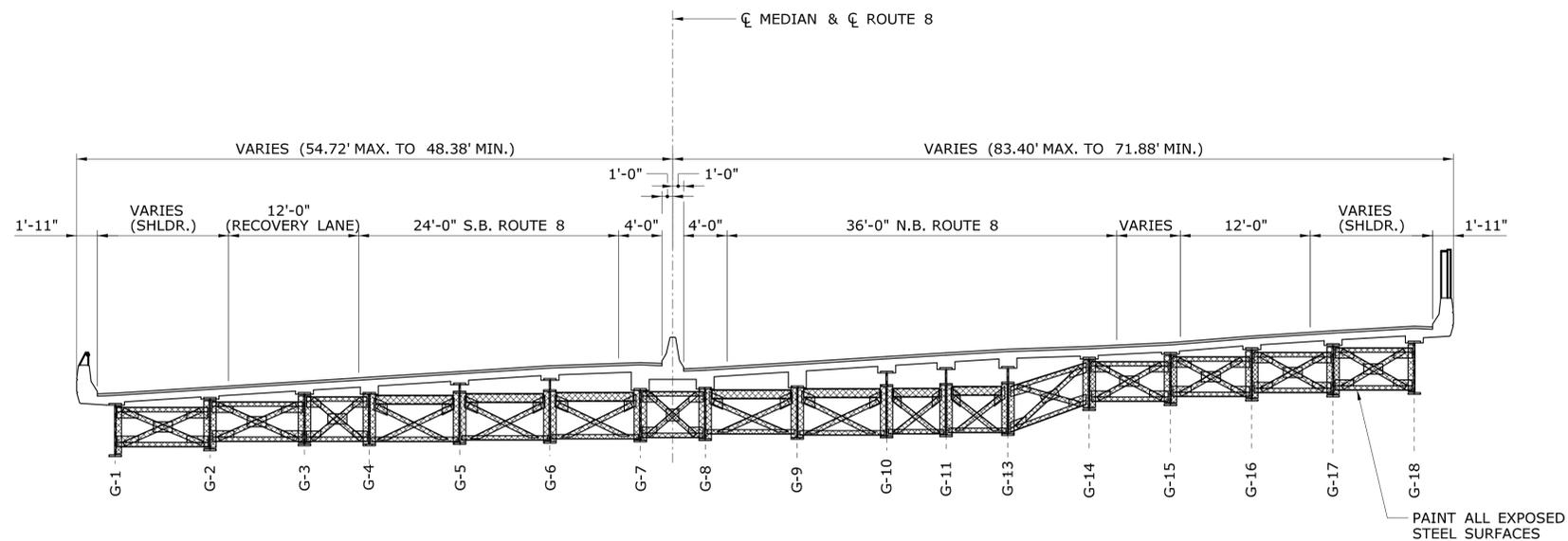
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REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 6/14/2016	GENERAL PLAN AND ELEVATION					



TYPICAL BRIDGE SECTIONS SPANS 1 TO 5
SCALE: 1/8"=1'-0"



TYPICAL BRIDGE SECTION SPAN 6
SCALE: 1/8"=1'-0"



TYPICAL BRIDGE SECTION SPAN 7
SCALE: 1/8"=1'-0"

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

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DESIGNER/DRAFTER:
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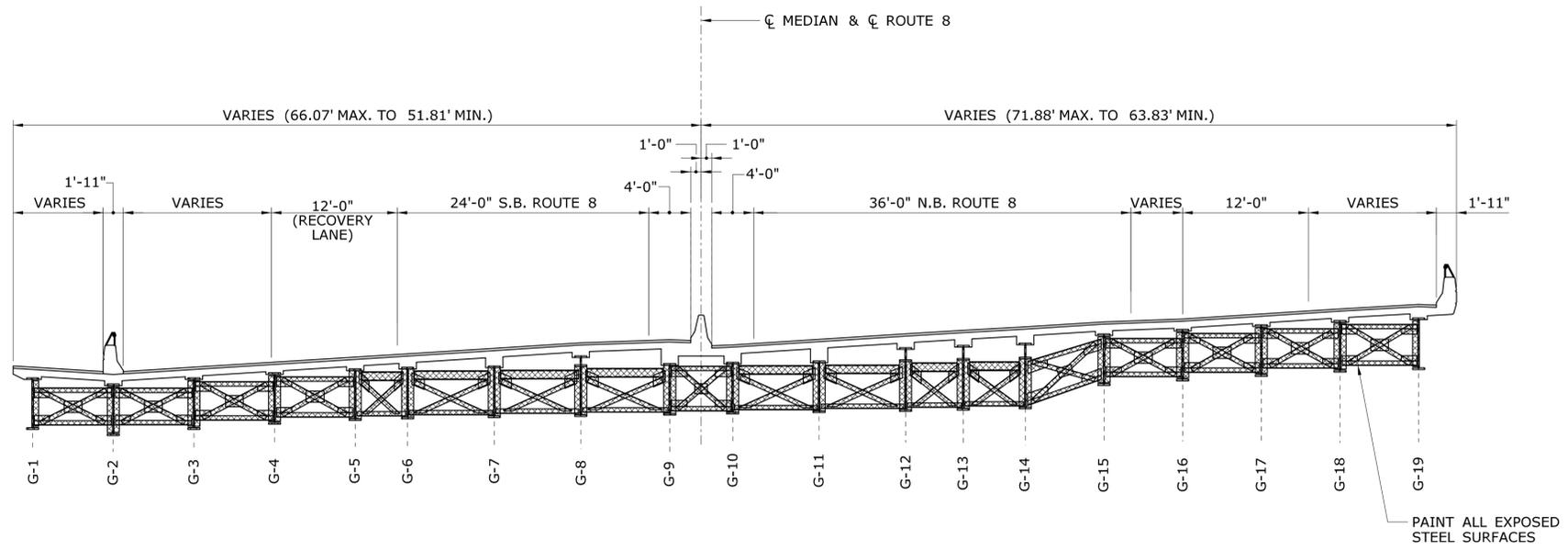

STATE OF CONNECTICUT
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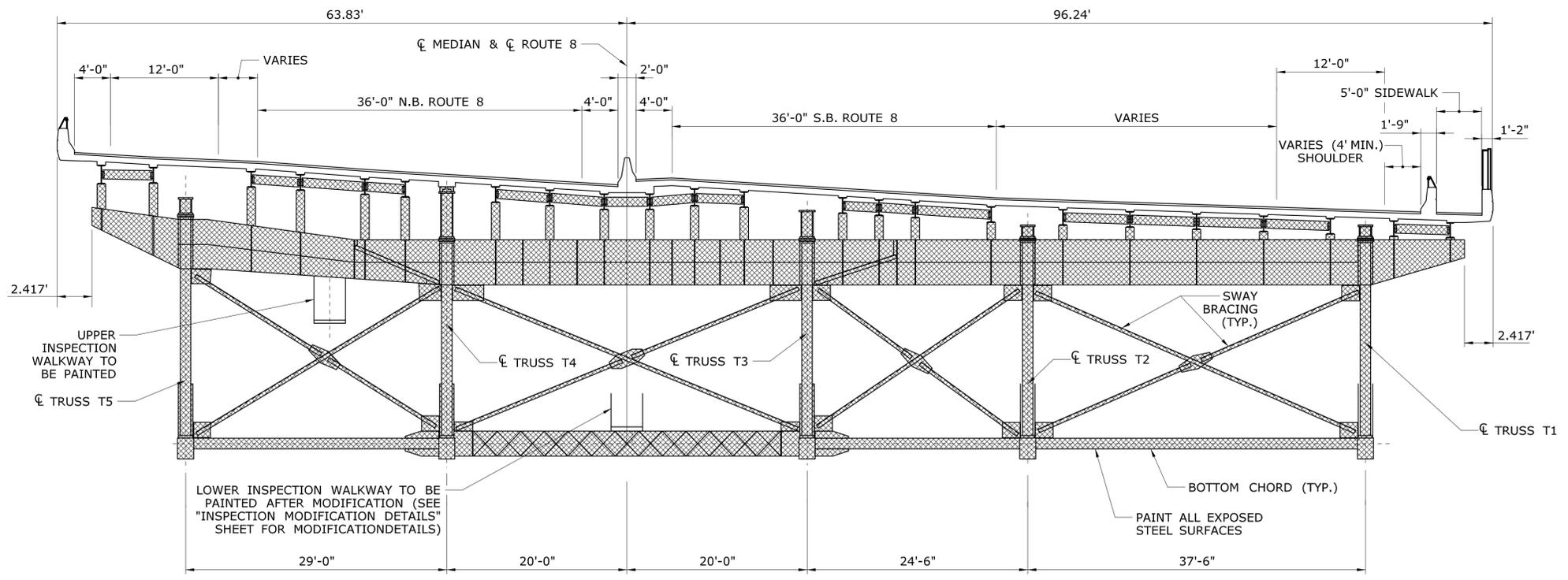

PROJECT TITLE:
COMMODORE HULL BRIDGE
PAINTING AND STEEL REPAIRS

TOWN:
SHELTON
DERBY
DRAWING TITLE:
TYPICAL BRIDGE SECTIONS
SPANS 1 - 7

PROJECT NO.
126-170
DRAWING NO.
S-03
SHEET NO.

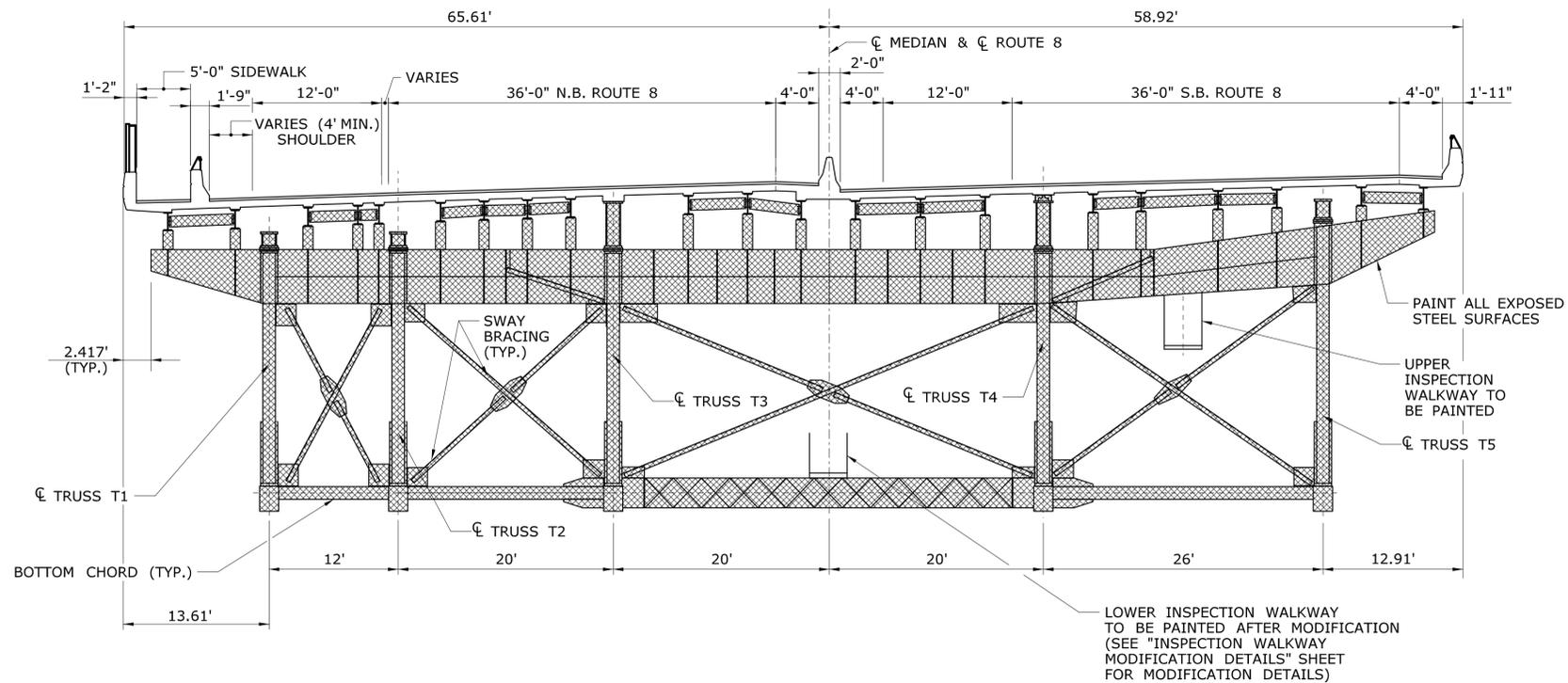


TYPICAL BRIDGE SECTION SPAN 8
SCALE: 1/8"=1'-0"



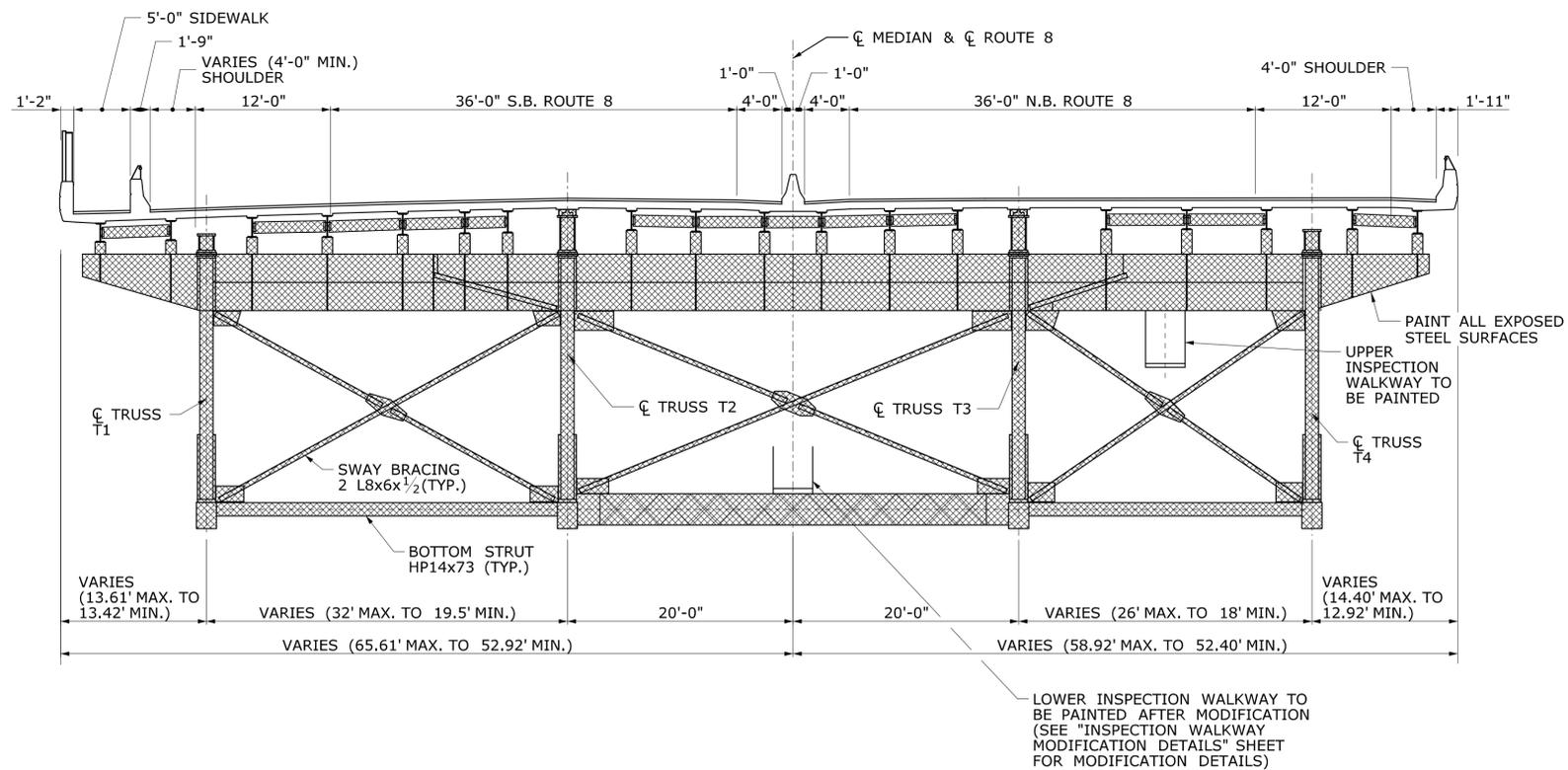
BRIDGE SECTION SPAN 9 OVER PIER 8
EAST ELEVATION
SCALE: 1/8"=1'-0"

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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016			



BRIDGE SECTION SPAN 9 OVER PIER 9
WEST ELEVATION

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



TYPICAL BRIDGE SECTION SPAN 10

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

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

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Plotted Date: 6/14/2016

DESIGNER/DRAFTER:
KAB/ALH

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CC

SCALE AS NOTED


STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...\\SB_MSH_Br00571A_126-170_XSC3.dgn

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COMMODORE HULL BRIDGE
PAINTING AND STEEL REPAIRS

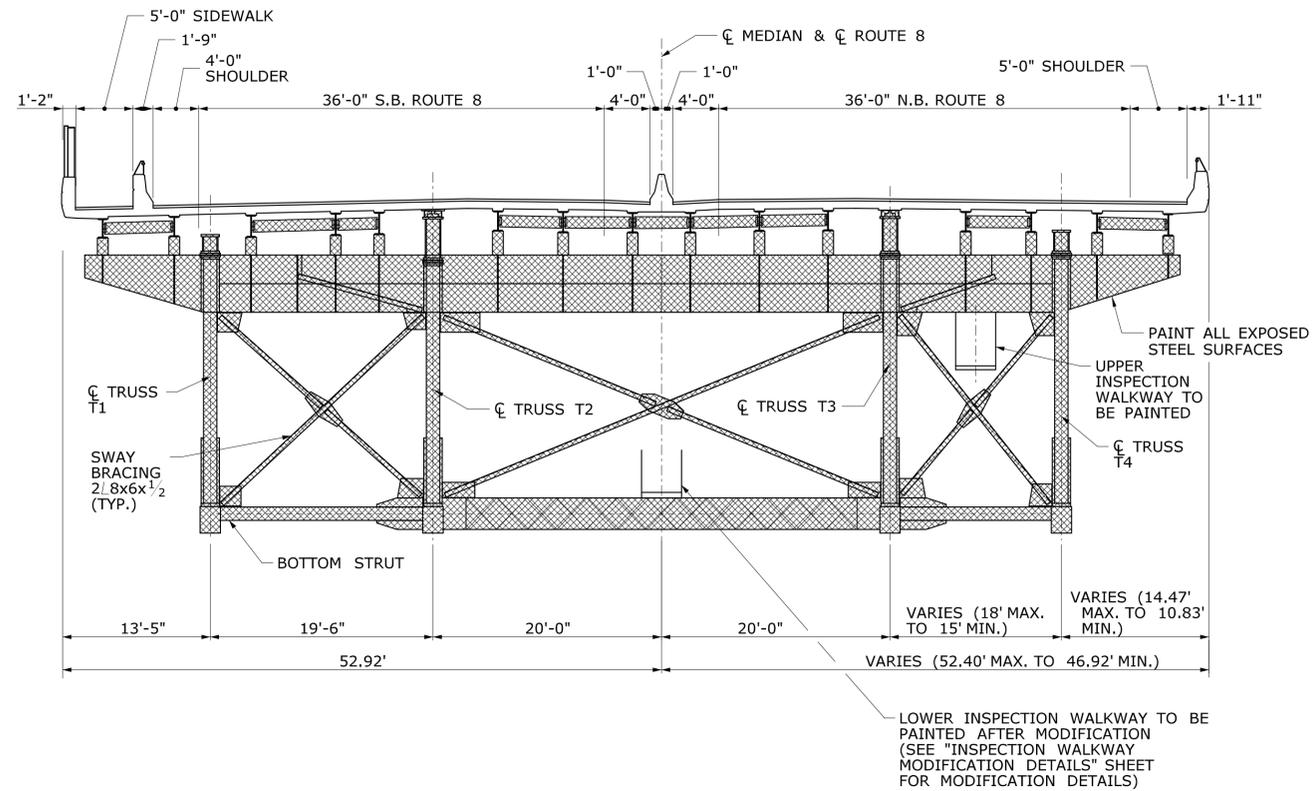
TOWN:
SHELTON
DERBY

DRAWING TITLE:
TYPICAL BRIDGE SECTIONS
SPANS 9 & 10

PROJECT NO.
126-170

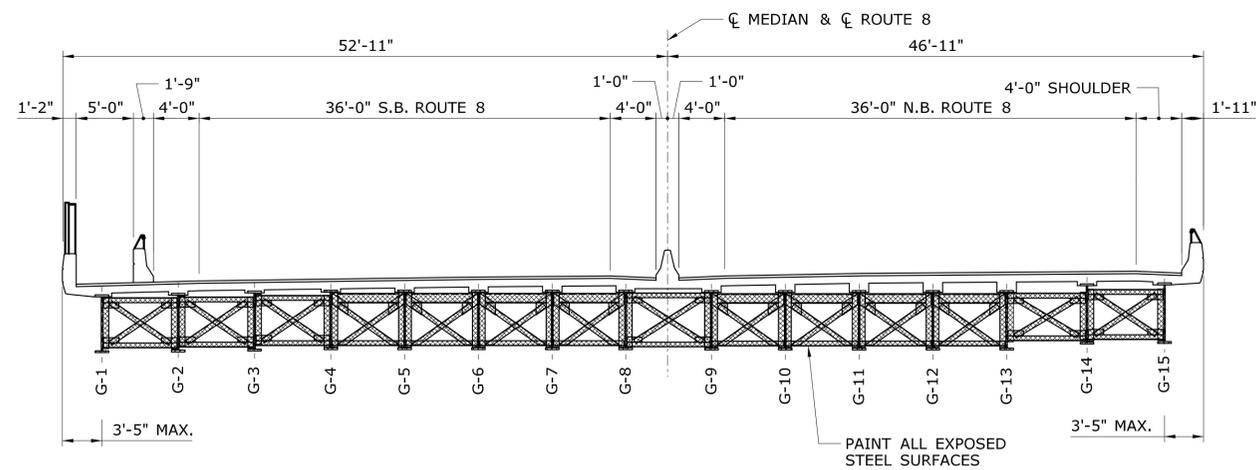
DRAWING NO.
S-05

SHEET NO.



TYPICAL BRIDGE SECTION SPAN 11

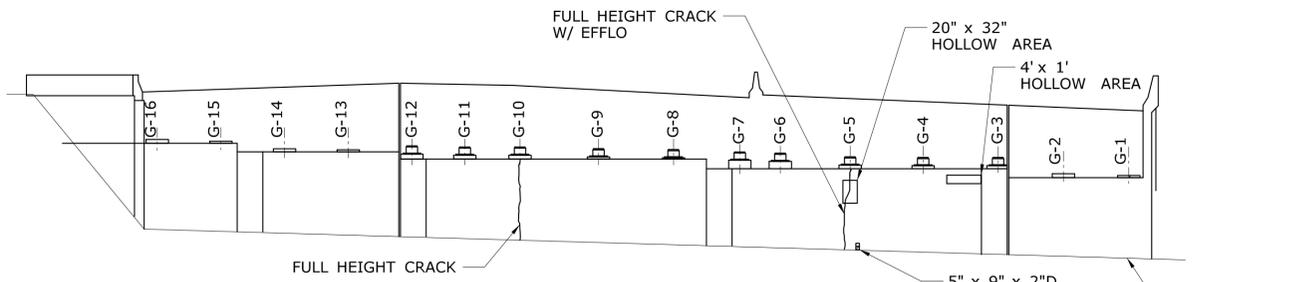
SCALE: 1/8"=1'-0"



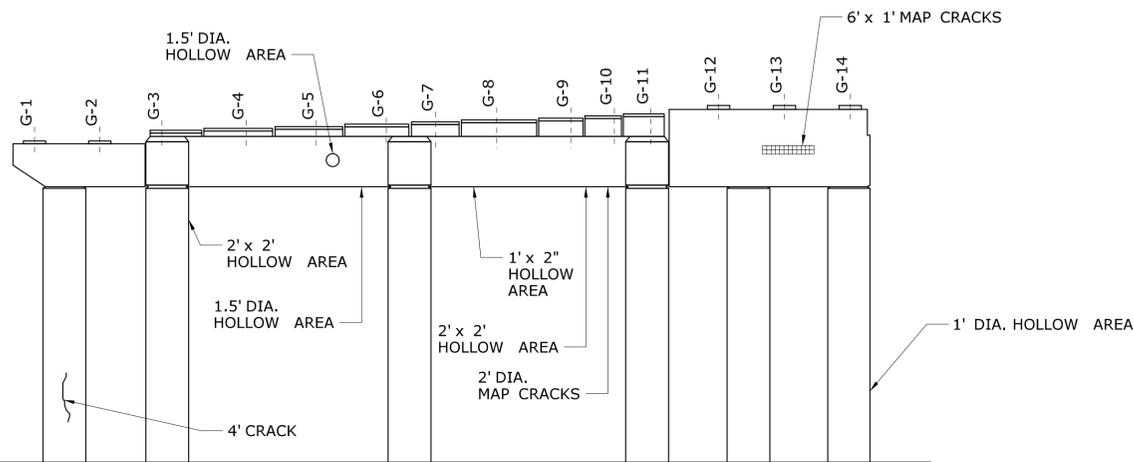
TYPICAL BRIDGE SECTION SPAN 12

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

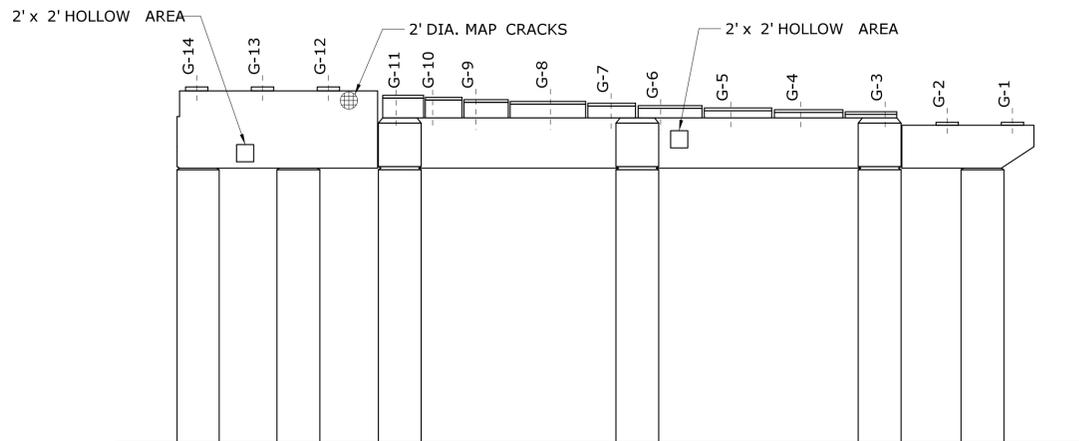
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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016	TYPICAL BRIDGE SECTIONS SPANS 11 & 12		



NORTH ELEVATION
ABUTMENT NO. 1
 SCALE: 3/32"=1'-0"

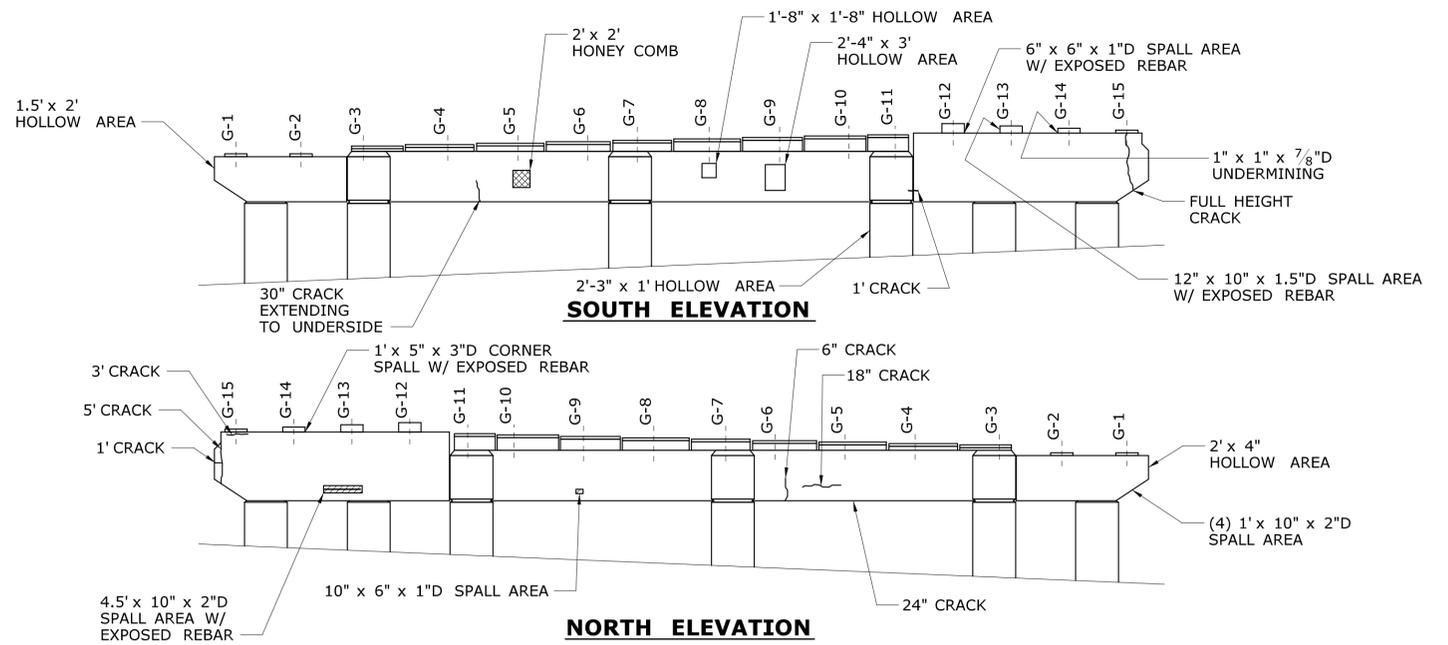


SOUTH ELEVATION

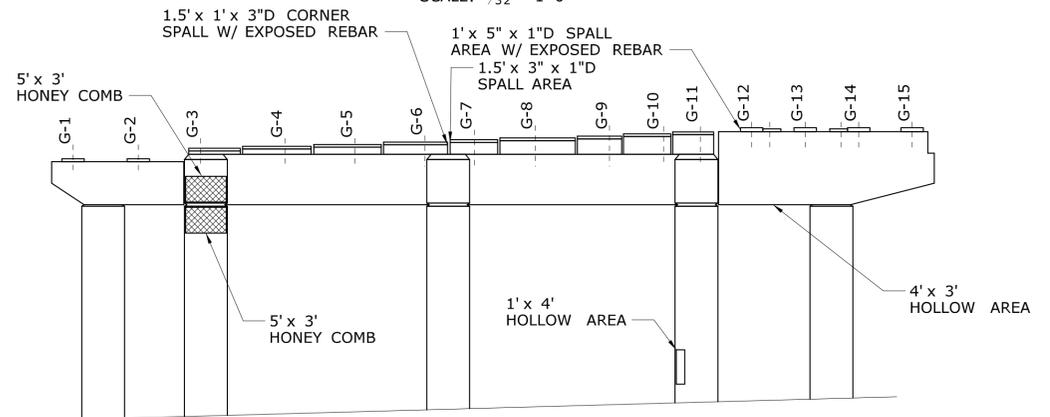


NORTH ELEVATION
PIER NO. 3
 SCALE: 3/32"=1'-0"

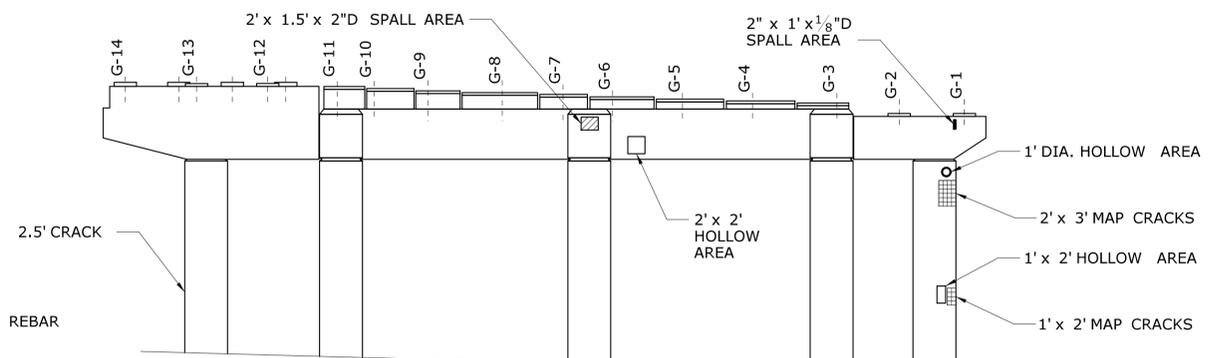
- LEGEND:**
- SPALL AREA W/ EXPOSED REBAR
 - SPALL AREA
 - HOLLOW AREA
 - MAP CRACKS
 - HONEY COMB



SOUTH ELEVATION
PIER NO. 1
 SCALE: 3/32"=1'-0"



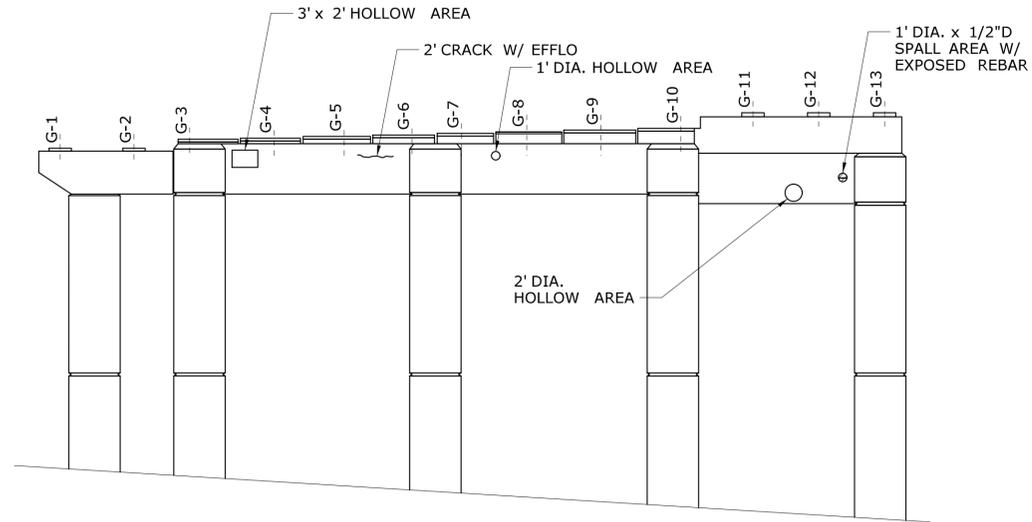
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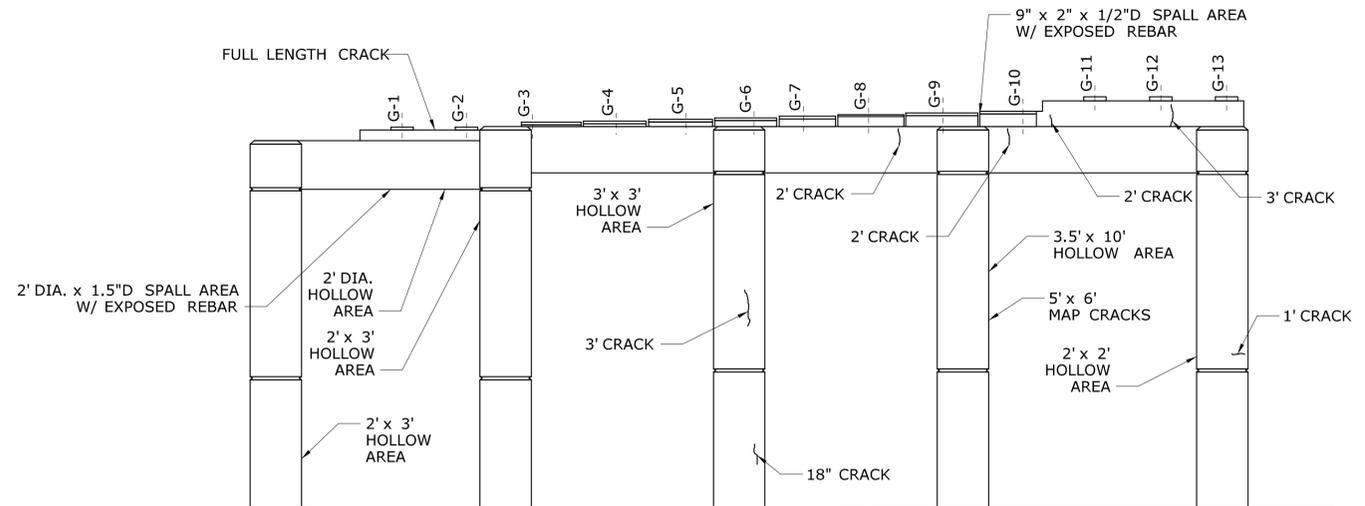
NORTH ELEVATION
PIER NO. 2
 SCALE: 3/32"=1'-0"

- REPAIR NOTES:**
- WORK TO BE PERFORMED SHALL INCLUDE PATCHING AND REPAIRING DETERIORATED CONCRETE.
 - FOR CONCRETE REPAIR DETAILS, SEE "CONCRETE REPAIR DETAILS" SHEET.

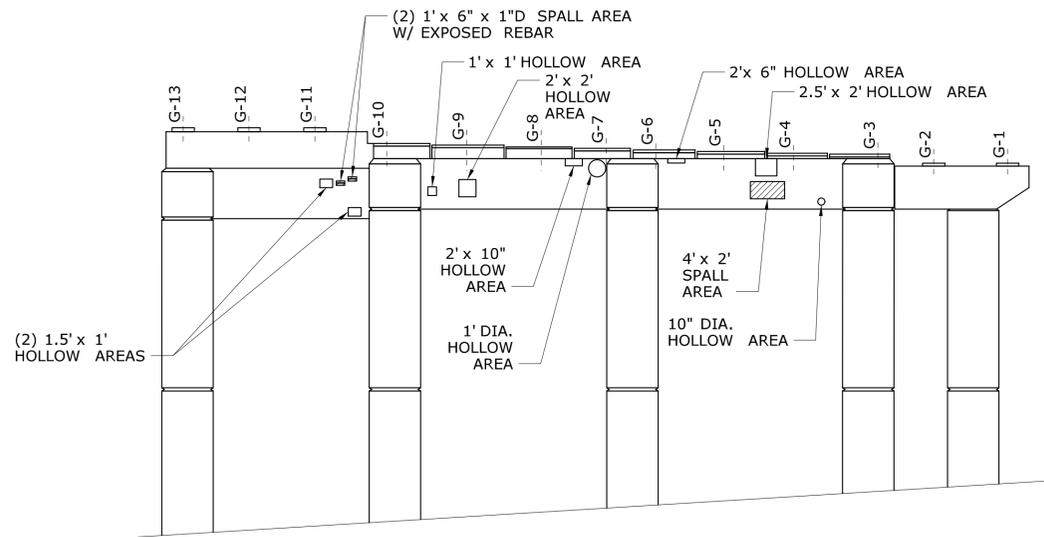
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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016			



SOUTH ELEVATION



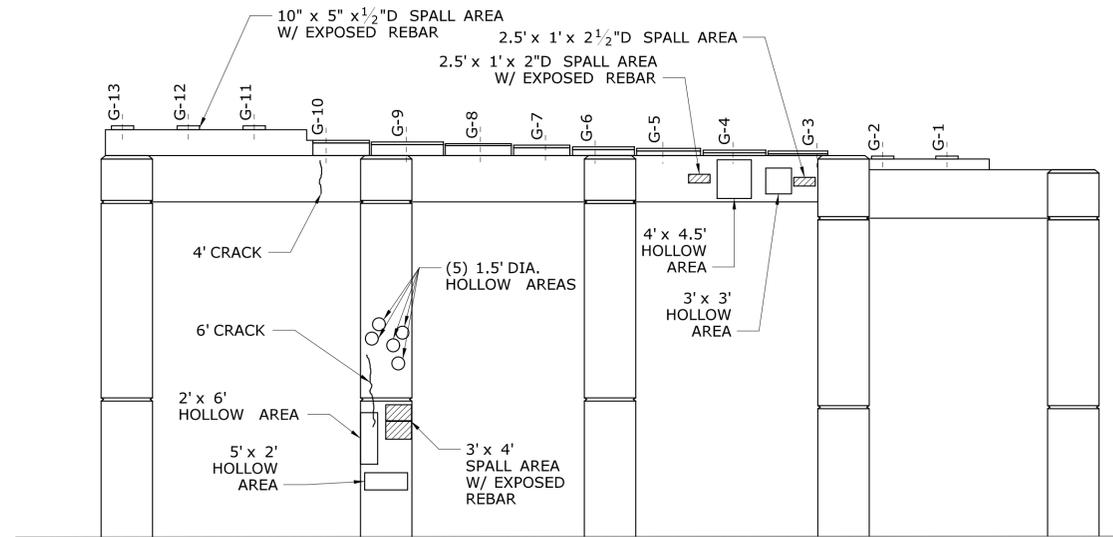
SOUTH ELEVATION



NORTH ELEVATION

PIER NO. 4

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



NORTH ELEVATION

PIER NO. 5

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

LEGEND:

- SPALL AREA W/ EXPOSED REBAR
- SPALL AREA
- HOLLOW AREA
- MAP CRACKS
- HONEY COMB

REPAIR NOTES:

1. WORK TO BE PERFORMED SHALL INCLUDE PATCHING AND REPAIRING DETERIORATED CONCRETE.
2. FOR CONCRETE REPAIR DETAILS, SEE "CONCRETE REPAIR DETAILS" SHEET.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016

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CAR/ALH
CHECKED BY:
CC
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...\\SB_MSH_Br00571A_126-170_PRP1.dgn

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**COMMODORE HULL BRIDGE
PAINTING AND STEEL REPAIRS**

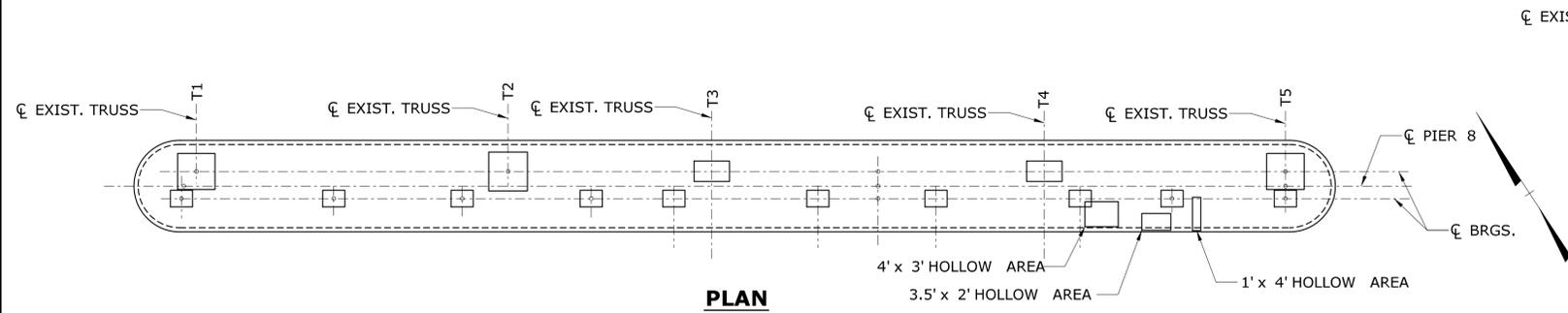
TOWN:
**SHELTON
DERBY**

DRAWING TITLE:
**SUBSTRUCTURE
REPAIRS 2**

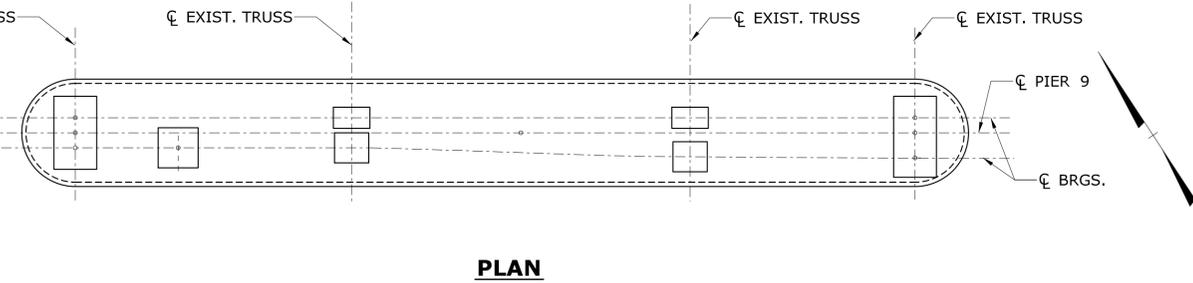
PROJECT NO.
126-170

DRAWING NO.
S-08

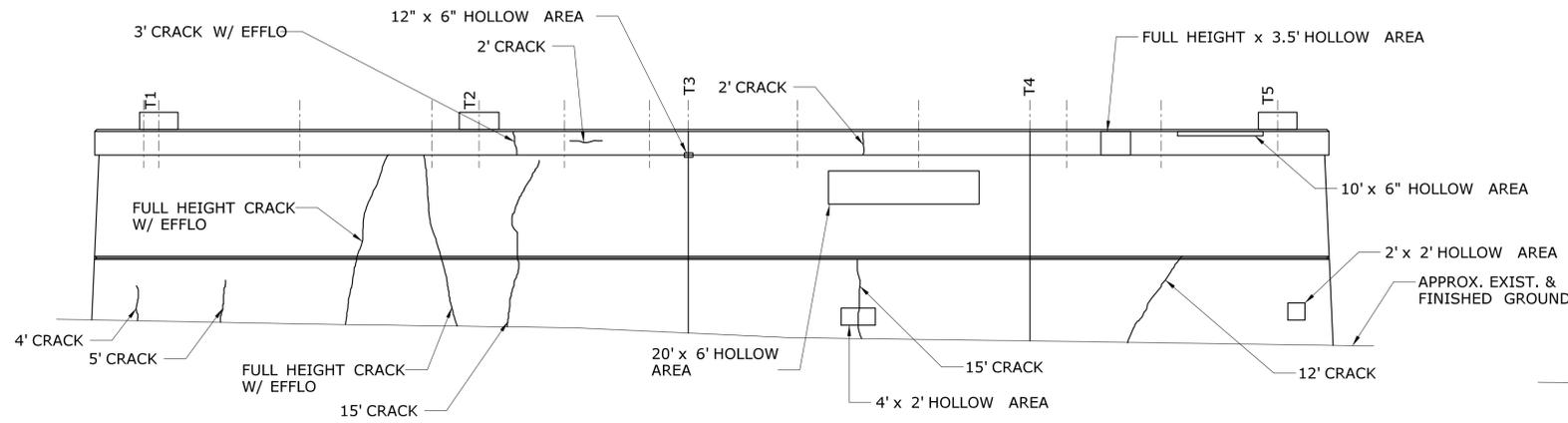
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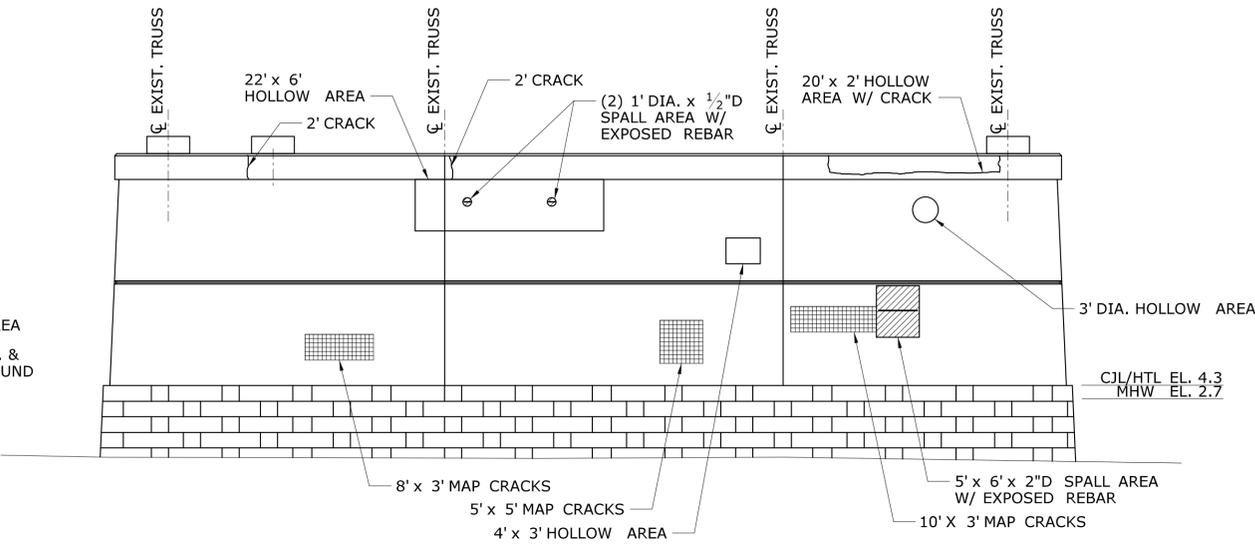
PLAN



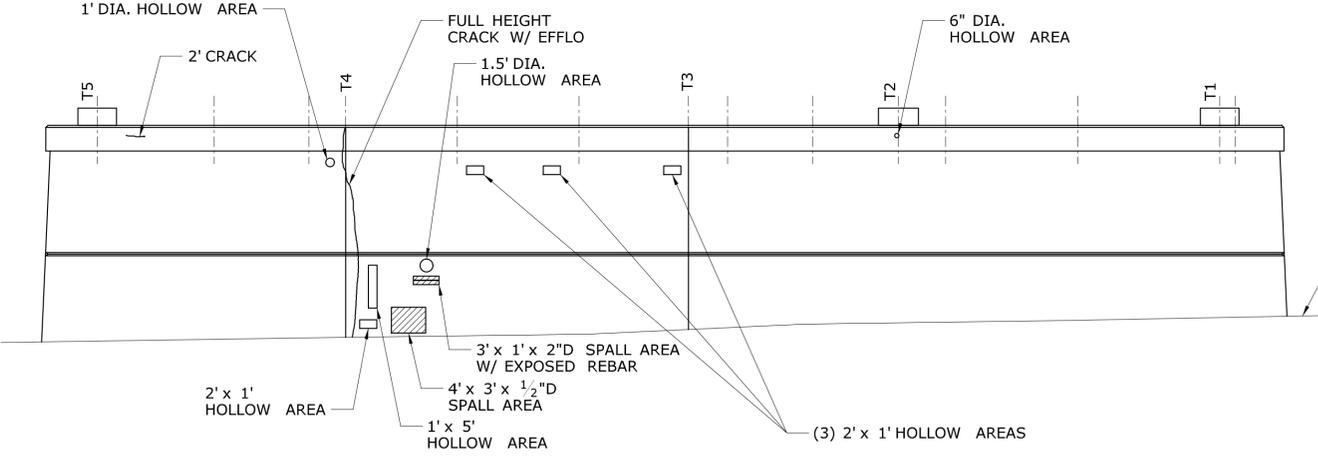
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SOUTH ELEVATION



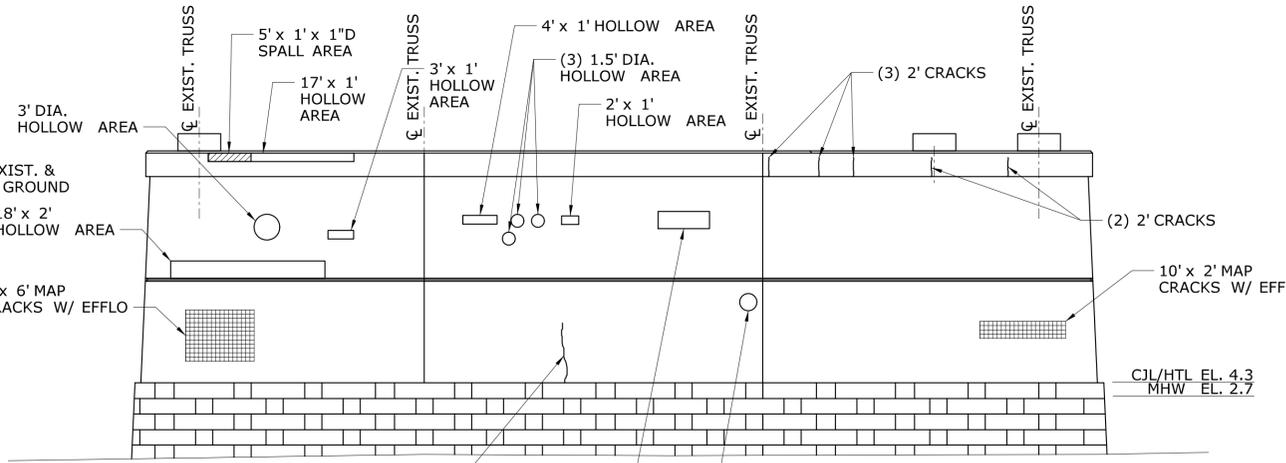
SOUTH ELEVATION



NORTH ELEVATION

PIER NO. 8

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



NORTH ELEVATION

PIER NO. 9

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

LEGEND:

- SPALL AREA W/ EXPOSED REBAR
- SPALL AREA
- HOLLOW AREA
- MAP CRACKS
- HONEY COMB

REPAIR NOTES:

1. WORK TO BE PERFORMED SHALL INCLUDE PATCHING AND REPAIRING DETERIORATED CONCRETE.
2. FOR CONCRETE REPAIR DETAILS, SEE "CONCRETE REPAIR DETAILS" SHEET.

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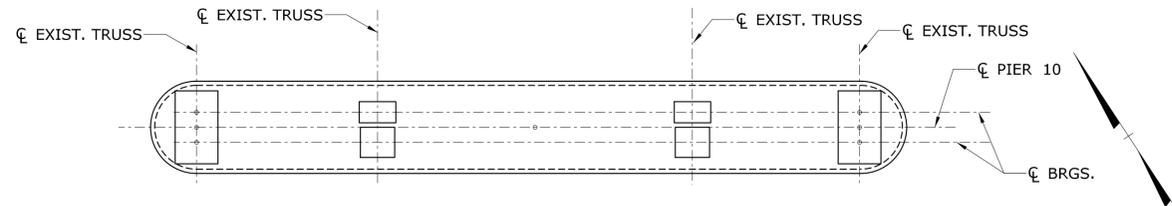
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SCALE AS NOTED



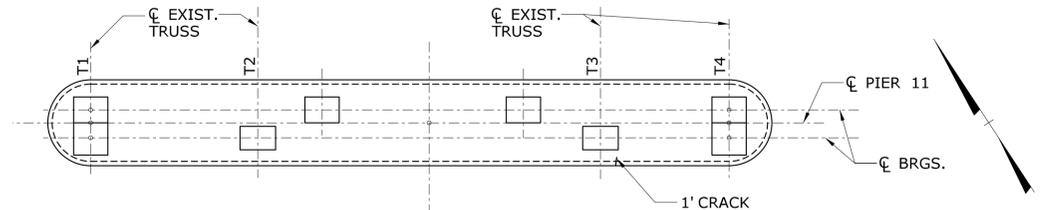
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COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS

TOWN:
SHELTON DERBY
DRAWING TITLE:
SUBSTRUCTURE REPAIRS 4

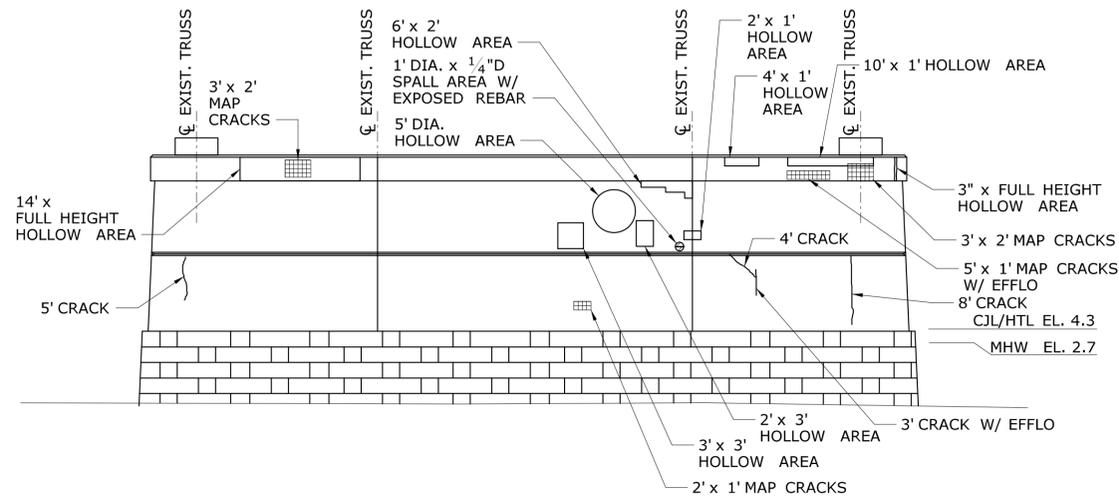
PROJECT NO.
126-170
DRAWING NO.
S-10
SHEET NO.



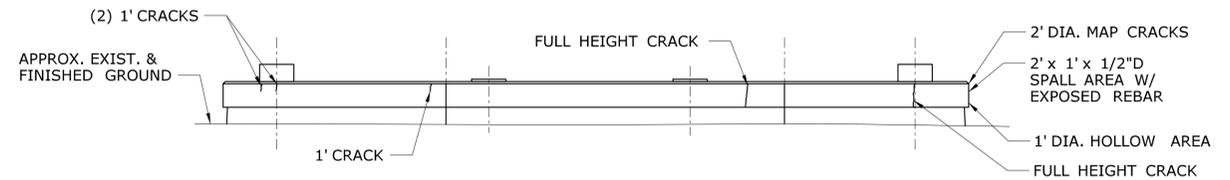
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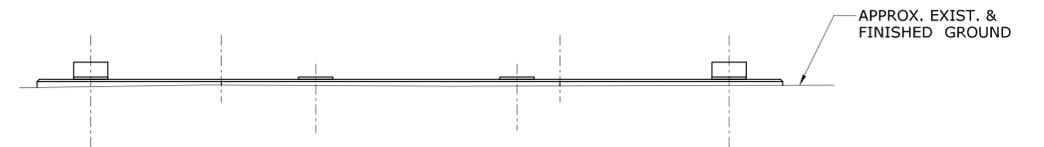
PLAN



SOUTH ELEVATION



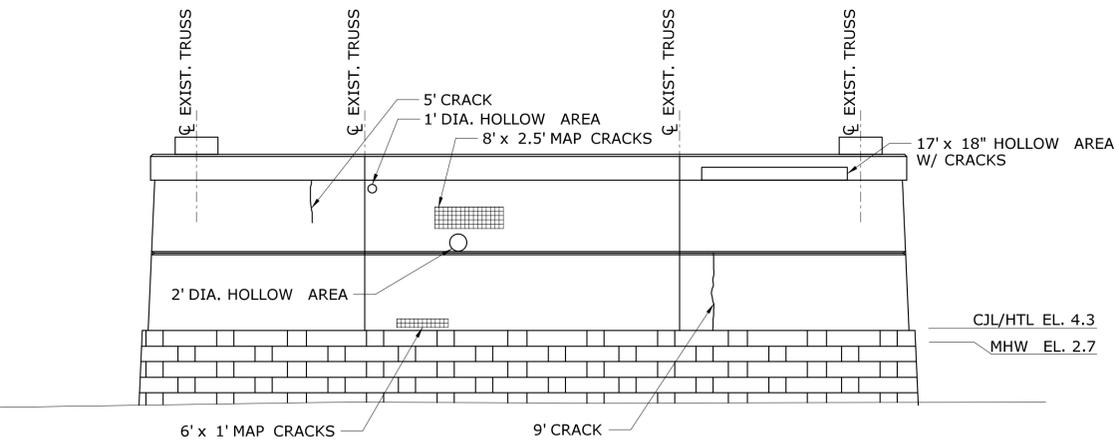
SOUTH ELEVATION



NORTH ELEVATION

PIER NO. 11

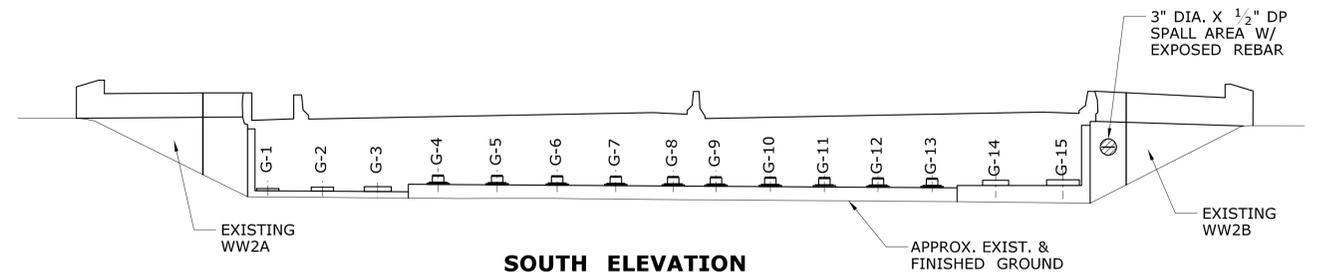
SCALE: 3/32" = 1'-0"



NORTH ELEVATION

PIER NO. 10

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



SOUTH ELEVATION

ABUTMENT NO. 2

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

LEGEND:

- SPALL AREA W/ EXPOSED REBAR
- SPALL AREA
- HOLLOW AREA
- MAP CRACKS
- HONEY COMB

REPAIR NOTES:

1. WORK TO BE PERFORMED SHALL INCLUDE PATCHING AND REPAIRING DETERIORATED CONCRETE.
2. FOR CONCRETE REPAIR DETAILS, SEE "CONCRETE REPAIR DETAILS" SHEET.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016

DESIGNER/DRAFTER: **CAR/ALH**
 CHECKED BY: **CC**
 SCALE AS NOTED

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION

Filename: ...SB_MSH_Br00571A_126-170_PRP4.dgn

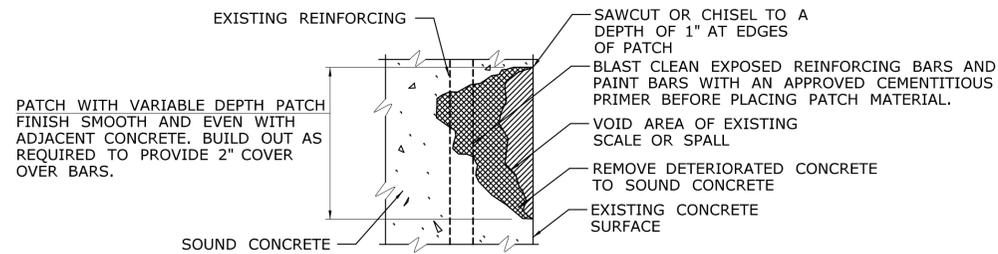
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PROJECT TITLE:
**COMMODORE HULL BRIDGE
 PAINTING AND STEEL REPAIRS**

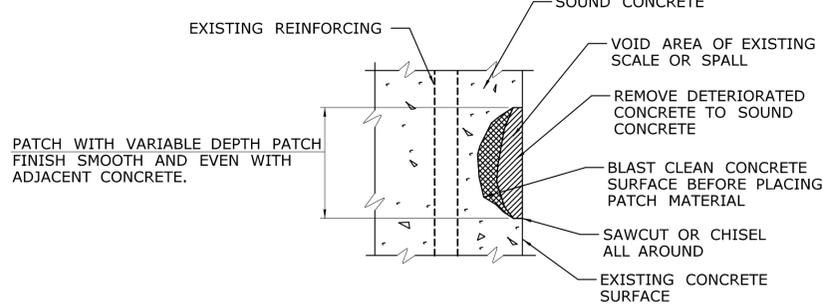
TOWN: **SHELTON
 DERBY**

DRAWING TITLE:
**SUBSTRUCTURE
 REPAIRS 5**

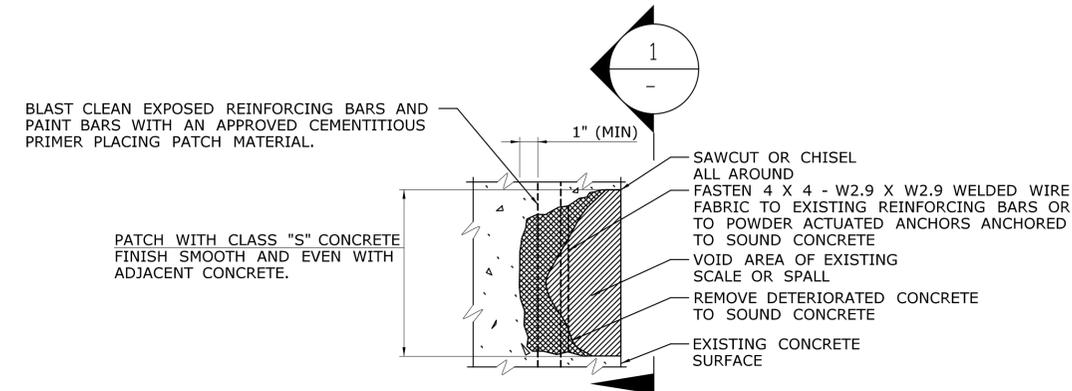
PROJECT NO.: **126-170**
 DRAWING NO.: **S-11**
 SHEET NO.



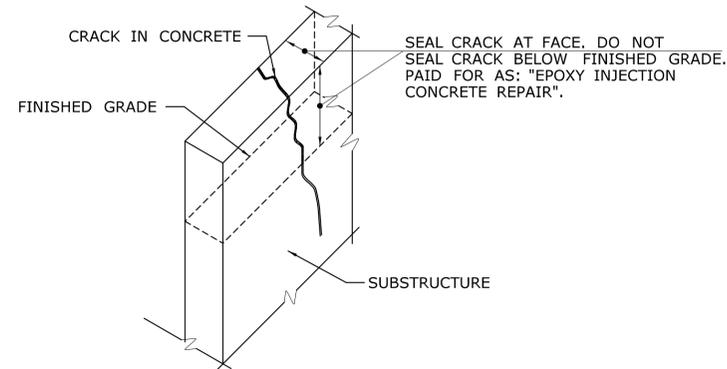
**VARIABLE DEPTH PATCH REPAIR
(REINFORCING PARTIALLY EXPOSED)**
NOT TO SCALE



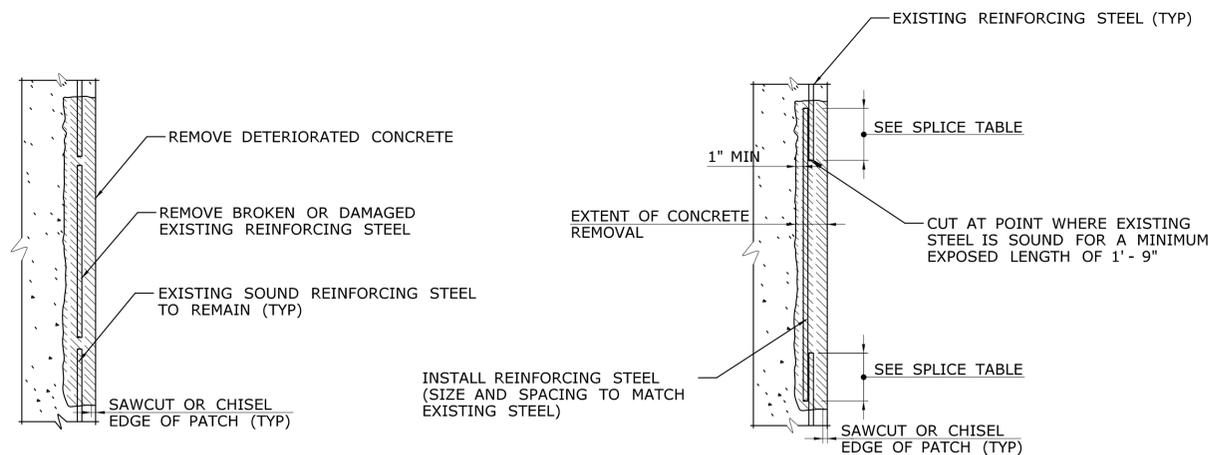
**VARIABLE DEPTH PATCH REPAIR
(NO REINFORCING EXPOSED)**
NOT TO SCALE



CLASS "S" CONCRETE REPAIR
NOT TO SCALE



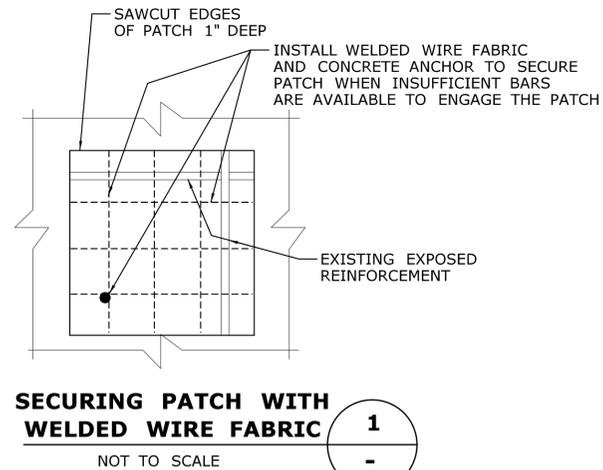
**TYPICAL LIMITS OF EPOXY INJECTION
CONCRETE REPAIR**
NOT TO SCALE



**TYPICAL SECTION
DAMAGED REINFORCING**

TYPICAL SPLICE DETAIL

REINFORCING REPAIR DETAIL
NOT TO SCALE



**SECURING PATCH WITH
WELDED WIRE FABRIC**

TABLE OF SPLICE LENGTHS		
	BAR SIZE	MIN. SPLICE LENGTH
MAIN REINF. @ ≥ 6 O.C. **	#6	1' - 9"
	#7	2' - 4"
	#8	3' - 0"
MAIN REINF. @ ≥ 6 O.C. **	#4	1' - 4"
	#5	1' - 4"

** FOR BARS SPACED < 6" O.C. MULTIPLY TABLE VALUES BY 1.25

NOTES:

THE ENGINEER WILL DETERMINE THE LOCATIONS OF UNSOUND OR DETERIORATED CONCRETE TO BE REPAIRED. THE METHOD USED TO DELINEATE AREAS OF CONCRETE TO BE REPAIRED SHALL NOT PERMANENTLY MARK THE CONCRETE, LEAVE ANY RESIDUE AFTER REMOVAL, OR REQUIRE HARSH CHEMICALS TO REMOVE.

THE CONTRACTOR SHALL REMOVE THE DETERIORATED CONCRETE IN ACCORDANCE WITH THE GUIDELINES SET IN THESE NOTES AND IN THE SPECIAL PROVISIONS AND THE ENGINEER WILL DETERMINE THE TYPE OF REPAIR REQUIRED FOR EACH AREA USING THE BELOW GUIDELINE FOR REPAIR TYPES.

CONCRETE REPAIR MAY BE ONE OF THE FOLLOWING TYPES:

CLASS "S" CONCRETE

THIS TYPE OF REPAIR SHALL BE USED WHERE THE REINFORCING BARS ARE SUFFICIENTLY EXPOSED TO ENGAGE AND ANCHOR THE PATCHING MATERIAL. CLASS "S" CONCRETE MAY BE USED FOR SMALLER AREAS LESS THAN FOUR SQUARE FEET WHERE THERE IS A SUFFICIENT TOTAL AREA TO JUSTIFY THE USE OF THIS MATERIAL AND WHERE THE PATCH CAN BE SECURELY ANCHORED BY THE REINFORCING.

OVERHEAD PATCHES SHALL BE CLASS "S" CONCRETE UNLESS OTHERWISE DIRECTED BY THE ENGINEER AND SHALL BE ANCHORED SECURELY TO THE REINFORCING BARS.

AT VERTICAL AND FLAT FACES, ONLY THE OUTER BARS OF THE OUTSIDE MAT OF REINFORCING NEED TO BE ENGAGED BY THE PATCH UNLESS THE DETERIORATION EXTENDS BEHIND THE NEXT LAYER.

BEFORE APPLYING THE PATCHING MATERIAL, THE REINFORCING BARS SHALL BE BLAST CLEANED AND PAINTED WITH AN APPROVED CEMENTITIOUS PRIMER.

VARIABLE DEPTH PATCH

THIS TYPE OF REPAIR SHALL BE USED TO REPAIR FLAT AND VERTICAL SURFACES WHERE THE REINFORCING BARS ARE NOT EXPOSED OR ARE ONLY PARTIALLY EXPOSED. IT SHALL GENERALLY BE USED FOR SMALLER REPAIRS WHERE CLASS "S" CONCRETE IS NOT APPROPRIATE.

THE ENGINEER MAY DIRECT THE CONTRACTOR TO REPAIR SMALL AREAS WITH REINFORCING FULLY EXPOSED AS CLASS "S" CONCRETE WHEN A SUFFICIENT VOLUME OF REPAIRS ARE IDENTIFIED.

SEE SPECIAL PROVISIONS FOR MORE INFORMATION REGARDING APPLICATION OF EACH REPAIR MATERIAL.

REINFORCING BAR REPAIRS

REINFORCING WHICH IS DETERMINED BY THE ENGINEER TO BE IN NEED OF REPLACEMENT, SHALL BE REMOVED TO A POINT WHERE IT IS SOUND. FOR SUBSTRUCTURES, THE PATCH SHALL EXTEND A SUFFICIENT DISTANCE BEYOND THIS POINT TO DEVELOP A SPLICE LENGTH SPECIFIED IN THE TABLE BELOW. THE ENGINEER WILL EVALUATE REINFORCING BAR REPAIR NEED FOR PIERS AFTER THE BARS HAVE BEEN EXPOSED.

REINFORCING BARS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "DEFORMED STEEL BARS".

SEALING CRACKS IN CONCRETE

IN GENERAL, CRACKS SHALL BE SEALED ONLY WHERE THERE IS NO EARTH FILL BEHIND THE CONCRETE FEATURE TO AVOID THE POSSIBILITY OF GROUND WATER PRESSURE BEING EXERTED ON THE SEALANT.

CRACK SEALING WILL BE PAID FOR UNDER "EPOXY INJECTION CONCRETE REPAIR"

RESTRICTIONS

THE REMOVAL OF DETERIORATED CONCRETE SHALL PROCEED AS DIRECTED BY THE ENGINEER. IF THE REMOVAL OF DETERIORATED CONCRETE BECOMES EXCESSIVE, THE REMOVAL WORK SHALL BE STOPPED AT THE LOCATION AND THE ENGINEER NOTIFIED IMMEDIATELY.

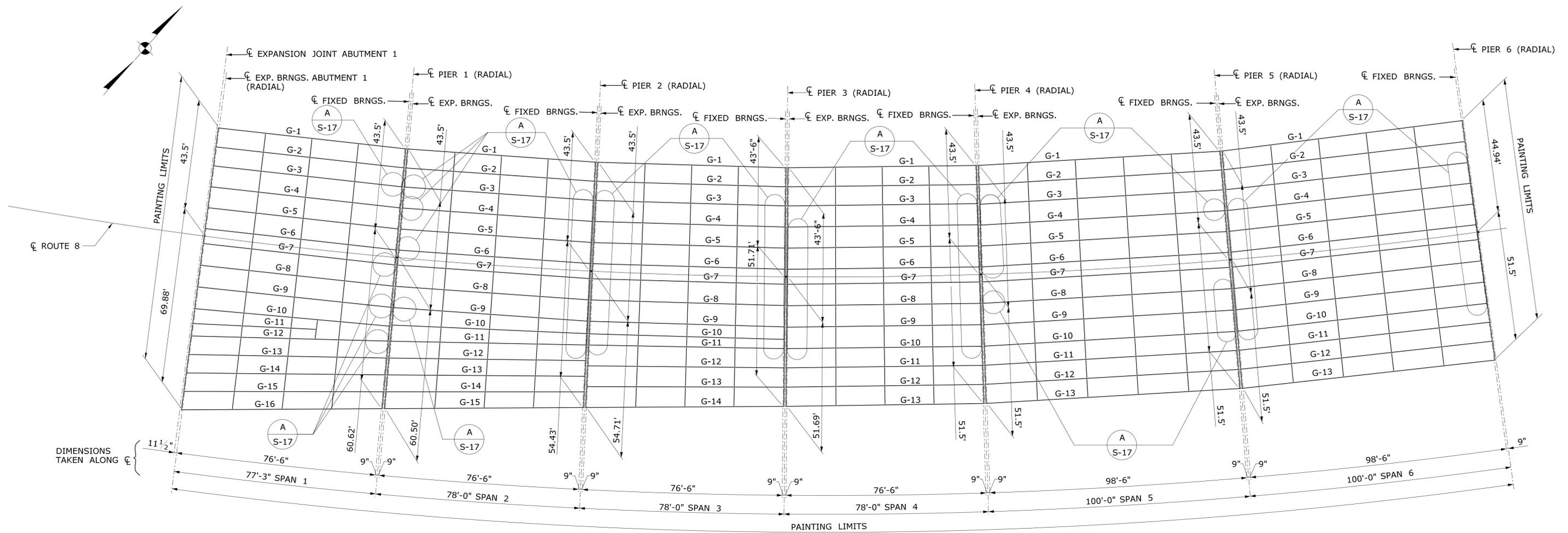
MAXIMUM HAMMER SIZE USED TO REMOVE DETERIORATED CONCRETE SHALL BE 15 POUNDS.

IF REMOVAL EXTENDS MORE THAN 1 1/2" BEHIND THE MAIN REINFORCING BARS, THE REMOVAL WORK SHALL BE STOPPED AND THE ENGINEER NOTIFIED IMMEDIATELY.

NOTES

1. IN AREAS WHERE THE REINFORCING STEEL, ON REMOVAL OF DETERIORATED CONCRETE, HAS LESS THAN HALF OF ITS SURFACE EXPOSED, THE REINFORCEMENT SHALL BE COATED WITH A CEMENTITIOUS PRIMER PRIOR TO PLACING THE PATCHING MATERIAL. THE COST OF THIS COATING IS INCLUDED IN THE APPLICABLE REPAIR PAY ITEM.
2. IF AFTER CONCRETE REMOVAL THE REINFORCING STEEL HAS AT LEAST ONE HALF OF ITS SURFACE AREA EXPOSED, THE CONCRETE SHALL BE FURTHER REMOVED TO A DEPTH OF 1" AROUND THE STEEL.
3. THE 1" DEEP SAW CUT SHALL BE INCLUDED IN THE CONTRACT BID PRICE OF THE APPLICABLE REPAIR PAY ITEM.
4. IF THE AREA OR DEPTH OF REMOVAL IS DEEMED TO BE EXCESSIVE, THE ENGINEER SHALL BE IMMEDIATELY NOTIFIED BEFORE CONTINUING REMOVAL WORK.
5. EXPOSED REINFORCEMENT TO BE THOROUGHLY CLEANED BEFORE PATCHING.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: CAR/ALH CHECKED BY: CC	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK:		PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-12
REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 6/14/2016	SCALE AS NOTED	Filename: ... \SB_MSH_Br00571A_126-170_MDS2.dgn	CONCRETE REPAIR DETAILS			SHEET NO.		



FRAMING PLAN - SPANS 1 TO 6
SCALE: 1" = 20'-0"

STRUCTURAL STEEL PAINTING NOTES

- SPAN 1:
GIRDERS G-3 TO G-10, AND G-12 ARE ORIGINAL TYPE "A" PLATE GIRDERS.
GIRDERS G-1, G-2, G-11 AND G-13 TO G-16 ARE NEWER PLATE GIRDERS.

SPAN 2:
GIRDERS G-3 TO G-11 ARE ORIGINAL TYPE "A" PLATE GIRDERS.
GIRDERS G-1, G-2 AND G-12 TO G-15 ARE NEWER PLATE GIRDERS.

SPAN 3:
GIRDERS G-3 TO G-11 ARE ORIGINAL TYPE "A" PLATE GIRDERS.
GIRDERS G-1, G-2 AND G-12 TO G-14 ARE NEWER PLATE GIRDERS.

SPAN 4:
GIRDERS G-3 TO G-10 ARE ORIGINAL TYPE "A" PLATE GIRDERS.
GIRDERS G-1, G-2 AND G-11 TO G-13 ARE NEWER PLATE GIRDERS.

SPAN 5:
GIRDERS G-3 TO G-10 ARE ORIGINAL TYPE "B" PLATE GIRDERS.
GIRDERS G-1, G-2 AND G-11 TO G-13 ARE NEWER PLATE GIRDERS.

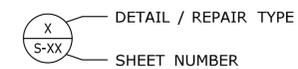
SPAN 6:
GIRDERS G-3 TO G-10 ARE ORIGINAL TYPE "B" PLATE GIRDERS.
GIRDERS G-1, G-2 AND G-11 TO G-13 ARE NEWER PLATE GIRDERS.

ORIGINAL PLATE GIRDER TYPE "A"
WEB PLATE = 58" x 7/16"
TOP FLANGE = 16" x 3/4"
BOTTOM FLANGE VARIES FROM 16" x 3/4" TO 16" x 1 1/4" AT MIDSPAN

ORIGINAL PLATE GIRDER TYPE "B"
WEB PLATE = 65" x 7/16"
TOP FLANGE VARIES FROM 16" x 3/4" TO 16" x 1" AT MIDSPAN
BOTTOM FLANGE VARIES FROM 16" x 1 1/4" TO 16" x 1 3/4" AT MIDSPAN

- THE FOLLOWING GIRDERS HAVE WT SECTION WELDED TO TOP OF TOP FLANGE:
SPAN 1 GIRDERS G-5, G-9, G-10, G-12, G-5, G-8 TO G-11
SPAN 2 GIRDERS G-5, G-8, TO G-11
SPAN 3 GIRDERS G-5, G-8 TO G-10
SPAN 4 GIRDERS G-5, G-8 TO G-10
SPAN 5 GIRDERS G-4, G-5, G-8 TO G-10
- THE ENTIRE STEEL SUPERSTRUCTURE AREA SHALL BE PAINTED AND SHALL INCLUDE ANY EXPOSED SURFACES OF THE GIRDER, ANY EXPOSED SURFACE OF THE CROSS FRAMING, CONNECTION AND GUSSET PLATES, STIFFENERS, LATERAL BRACING AND STEEL BEARING ELEMENTS WITHIN THESE LIMITS.
- ALL PAINTING WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISION "ABRASIVE BLAST CLEANING AND FIELD PAINTING OF STRUCTURE (SITE NO. 1)".
- THE CONTAINMENT SYSTEM SHALL BE DESIGNED BY THE CONTRACTOR AND REVIEWED BY THE ENGINEER IN ACCORDANCE WITH THE SPECIAL PROVISION "CLASS 1 - CONTAINMENT AND COLLECTION OF SURFACE PREPARATION DEBRIS (SITE NO. 1)".

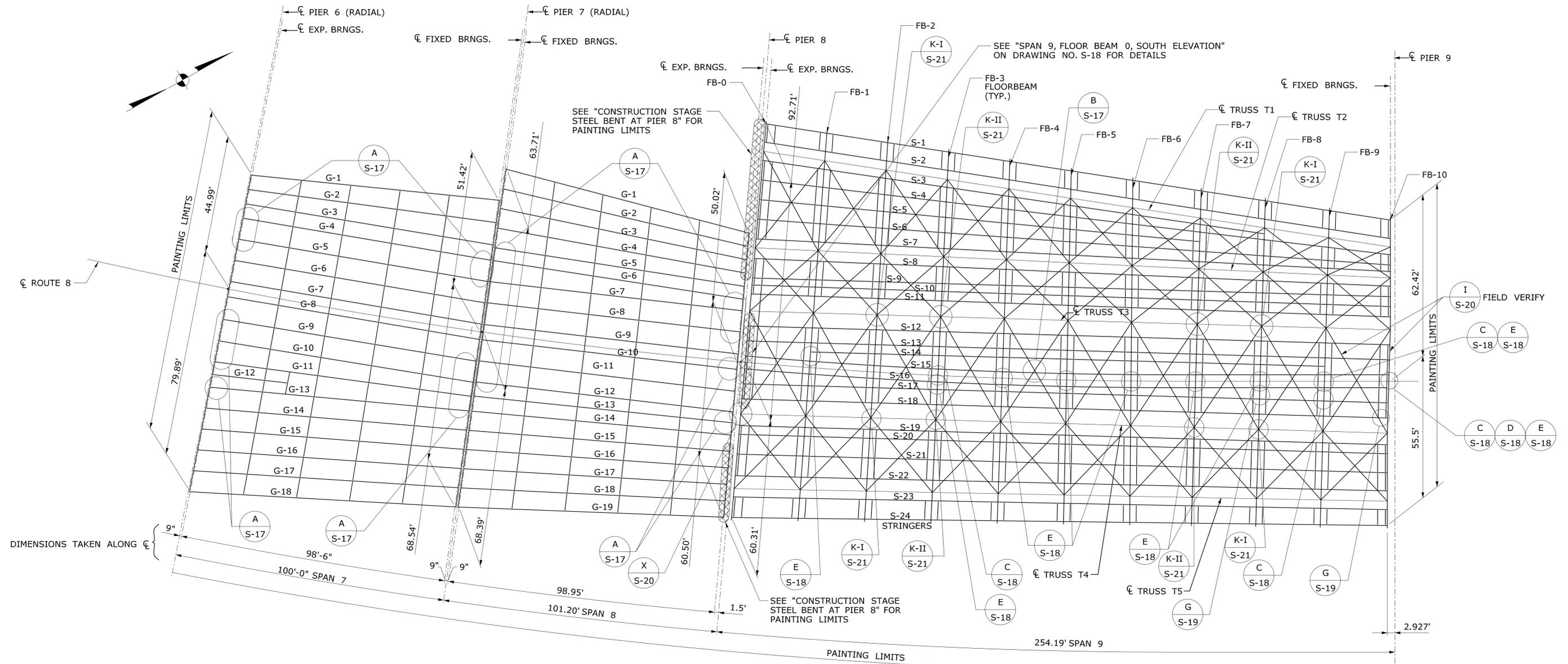
LEGEND:



- TYPE A REPAIRS: GIRDER WEB REPAIR
- TYPE B REPAIRS: CROSS BRACING BOTTOM CHORD REPAIR
- TYPE C REPAIRS: FLOORBEAM BOTTOM FLANGE REPAIR
- TYPE D REPAIRS: FLOORBEAM WEB REPAIR
- TYPE E REPAIRS: FLOORBEAM TOP FLANGE REPAIR
- TYPE F REPAIRS: FLOORBEAM STIFFENER REPAIR
- TYPE G REPAIRS: STRINGER WEB REPAIR
- TYPE H REPAIRS: GIRDER WEB REPAIR
- TYPE I REPAIRS: BOTTOM CHORD LACING REPAIR
- TYPE J REPAIRS: STRINGER BOTTOM FLANGE REPAIR
- TYPE K REPAIRS: GUSSET PLATE REPAIR

FOR ADDITIONAL INFORMATION SEE PLAN SHEETS FOR CONNECTICUT DEPARTMENT OF TRANSPORTATION PROJECT NO. 36-37 (1948) "HOUSATONIC RIVER BRIDGE BETWEEN SHELTON AND DERBY", AND CTDOT PROJECT NO. 126-119 (1983) "COMMODORE HULL BRIDGE ROUTE 8 OVER THE HOUSATONIC RIVER".

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: KAB/ALH CHECKED BY: CC SCALE AS NOTED	<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-13 SHEET NO.
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016	Filename: ...SB_MSH_Br00571A.126-170_FRM1.dgn	FRAMING PLAN 1 OF 3	



FRAMING PLAN - SPANS 7, 8 & 9

SCALE: 1" = 20'-0"

STRUCTURAL STEEL PAINTING NOTES

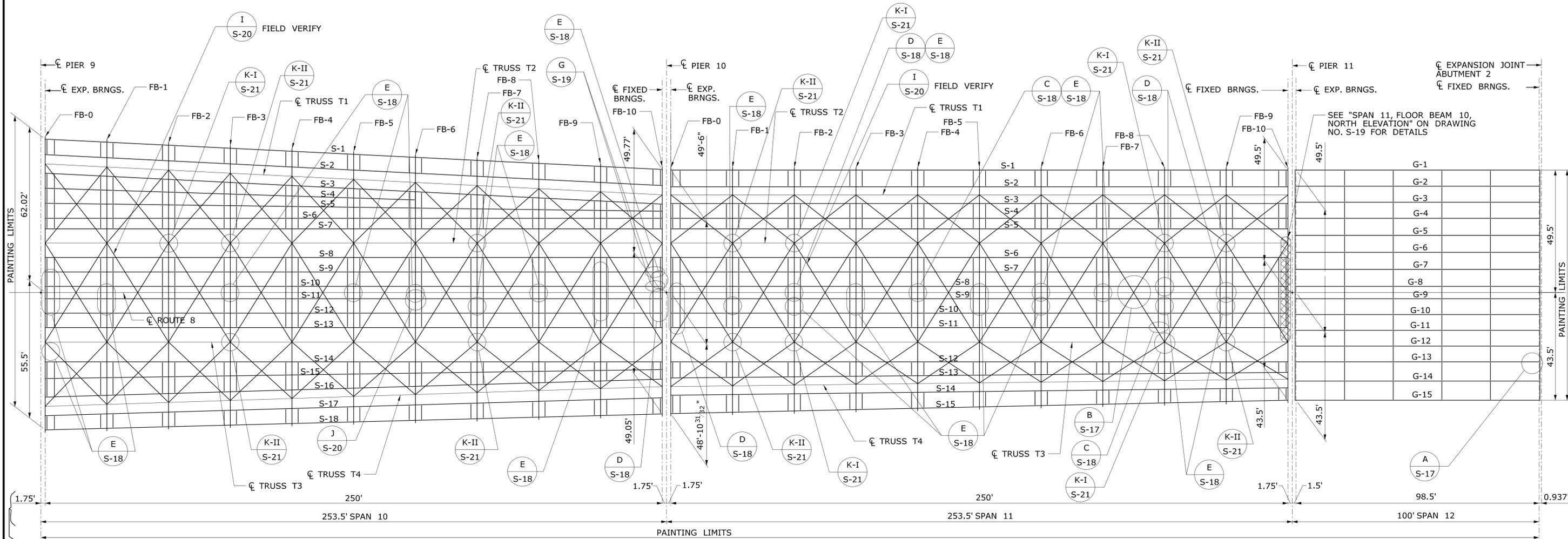
- SPAN 7:
GIRDERS G-4 TO G-13, ARE ORIGINAL TYPE "B" PLATE GIRDERS.
GIRDERS G-1 TO G-3, G-14 TO G-18 ARE NEWER PLATE GIRDERS.

SPAN 8:
GIRDERS G-5 TO G-14, ARE ORIGINAL TYPE "B" PLATE GIRDERS.
GIRDERS G-1 TO G-4, G-15 TO G-19 ARE NEWER PLATE GIRDERS.

ORIGINAL PLATE GIRDER TYPE "B"
WEB PLATE = 65" x 7/16"
TOP FLANGE VARIES FROM 16" x 3/4" TO 16" x 1" AT MIDSPAN
BOTTOM FLANGE VARIES FROM 16" x 1 1/4" TO 16" x 1 3/4" AT MIDSPAN
- THE FOLLOWING GIRDERS HAVE WT SECTION WELDED TO TOP OF TOP FLANGE:
SPAN 6 GIRDERS G-5, G-6, G-10 TO G-13
SPAN 7 GIRDERS G-7, G-8, G-12 TO G-14
- ALL STRINGERS ARE W24 x 76 SECTIONS.

- THE ENTIRE STEEL SUPERSTRUCTURE AREA SHALL BE PAINTED AND SHALL INCLUDE ANY EXPOSED SURFACES OF THE GIRDER, TRUSS CHORD, FLOORBEAM AND STRINGER, ANY EXPOSED SURFACE OF THE CROSS FRAMING, CONNECTION AND GUSSET PLATES, STIFFENERS, LATERAL BRACING, LACING AND STEEL BEARING ELEMENTS WITHIN THESE LIMITS.
- ALL PAINTING WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISION "ABRASIVE BLAST CLEANING AND FIELD PAINTING OF STRUCTURE (SITE NO. 1)".
- THE CONTAINMENT SYSTEM WITHIN BEAM END SHALL BE DESIGNED BY THE CONTRACTOR AND REVIEWED BY THE ENGINEER IN ACCORDANCE WITH THE SPECIAL PROVISION "CLASS 1 - CONTAINMENT AND COLLECTION OF SURFACE PREPARATION DEBRIS (SITE NO. 1)".

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: KAB/ALH CHECKED BY: CC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...SB_MSH_Br00571A_126-170_FRM2.dgn	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-14 SHEET NO.
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016	DRAWING TITLE: FRAMING PLAN 2 OF 3		



FRAMING PLAN - SPANS 10, 11 & 12

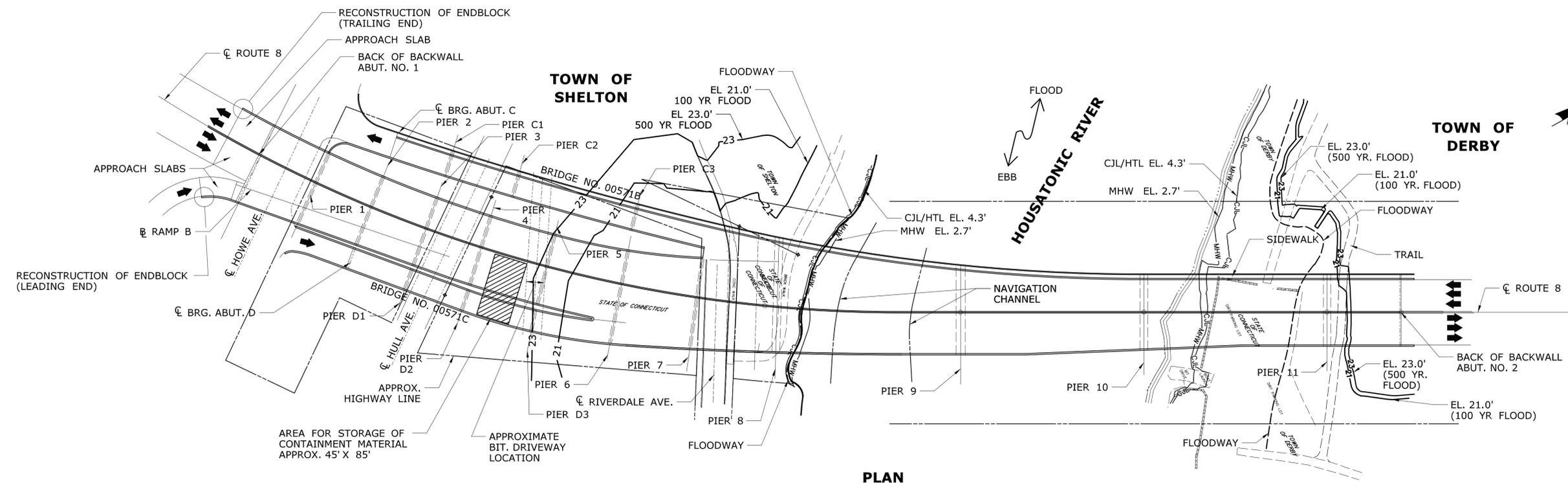
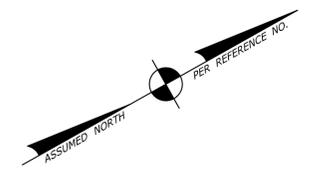
SCALE: 1" = 20'-0"

STRUCTURAL STEEL PAINTING NOTES

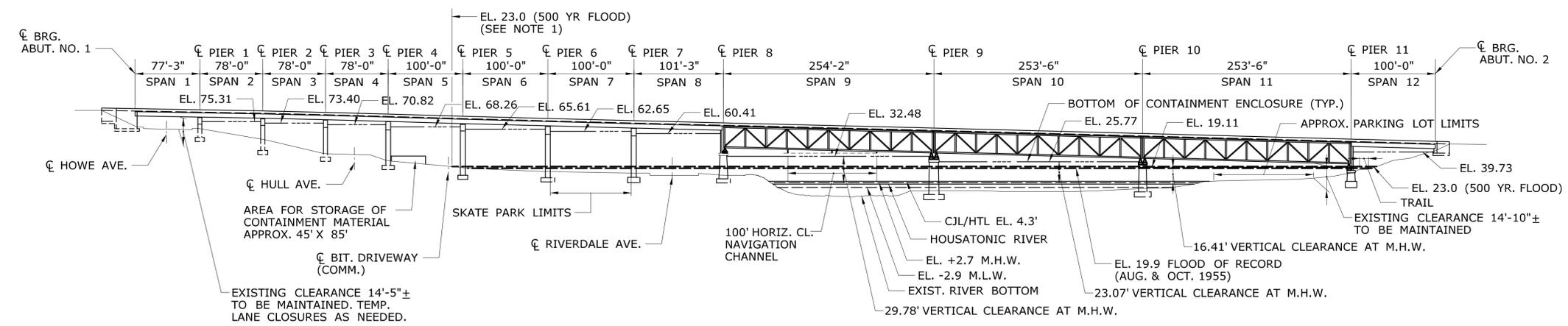
- SPAN 12: GIRDERS G-4 TO G-13, ARE ORIGINAL TYPE "B" PLATE GIRDERS. GIRDERS G-1 TO G-3, G-14 AND G-15 ARE NEWER PLATE GIRDERS.

ORIGINAL PLATE GIRDER TYPE "B"
WEB PLATE = 65" x 7/16"
TOP FLANGE VARIES FROM 16" x 3/4" TO 16" x 1" AT MIDSPAN
BOTTOM FLANGE VARIES FROM 16" x 1 1/4" TO 16" x 1 3/4" AT MIDSPAN
- SPAN 12 GIRDERS G-11, G-12, AND G-13 HAVE WT SECTION WELDED TO TOP OF TOP FLANGE.
- ALL STRINGERS ARE W24 x 76 SECTIONS.
- THE ENTIRE STEEL SUPERSTRUCTURE AREA SHALL BE PAINTED AND SHALL INCLUDE ANY EXPOSED SURFACES OF THE GIRDER, TRUSS CHORD, FLOORBEAM AND STRINGER, ANY EXPOSED SURFACE OF THE CROSS FRAMING, CONNECTION AND GUSSET PLATES, STIFFENERS, LATERAL BRACING, LACING AND STEEL BEARING ELEMENTS WITHIN THESE LIMITS.
- ALL PAINTING WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISION "ABRASIVE BLAST CLEANING AND FIELD PAINTING OF STRUCTURE (SITE NO. 1)".
- THE CONTAINMENT SYSTEM SHALL BE DESIGNED BY THE CONTRACTOR AND REVIEWED BY THE ENGINEER IN ACCORDANCE WITH THE SPECIAL PROVISION "CLASS 1 - CONTAINMENT AND COLLECTION OF SURFACE PREPARATION DEBRIS (SITE NO. 1)".

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016	DESIGNER/DRAFTER: KAB/ALH	<p align="center">STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	SIGNATURE/ BLOCK:		PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170
					CHECKED BY: CC						<p align="center">SCALE AS NOTED</p>
					Filename: ...SB_MSH_Br00571A_126-170_FRM3.dgn					SHEET NO.	



PLAN
SCALE: 1" = 80'



ELEVATION
SCALE: 1" = 80'
(ONLY BRIDGE NO. 00571A SHOWN)

NOTES:

1. THE CONTRACTOR SHALL STORE CONTAMINATED MATERIAL ABOVE EL. 23.0' (500-YEAR FLOOD).
2. ALL VERTICAL CLEARANCES UNDER SPANS 4, 5 AND 8 ARE OVER 25'-0".
3. ELEVATIONS OF BOTTOM OF CONTAINMENT SHOWN ARE MINIMUM REQUIRED TO MAINTAIN VERTICAL CLEARANCES AND MAY NOT BE REDUCED WITHOUT APPROVAL OF THE ENGINEER AND THE UNITED STATES GUARD.
4. REPLACE STEEL PIER BENTS 8 & 11 PRIOR TO CONSTRUCTING ANY PORTION OF CONTAINMENT ENCLOSURE WHICH INCREASES LOADING TO PIER BENTS 8 & 11.
5. MAINTAIN ACCESS TO BOAT LAUNCH AND PARKING AREA AT ALL TIMES.

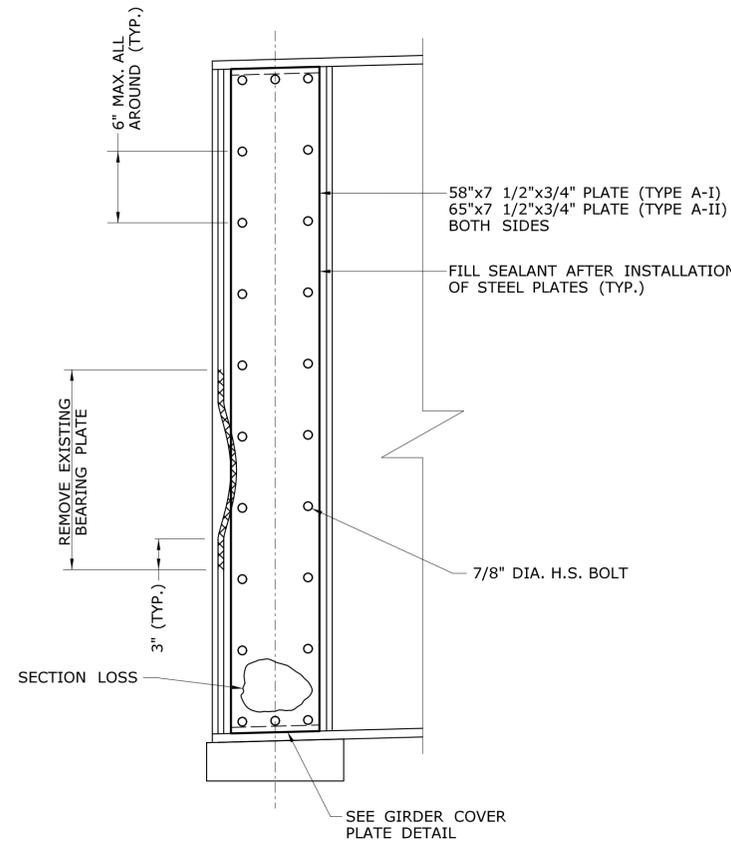
LEGEND:

- --- BOTTOM OF CONTAINMENT ENCLOSURE
- ▨ AREA FOR STORAGE OF CONTAINMENT MATERIAL

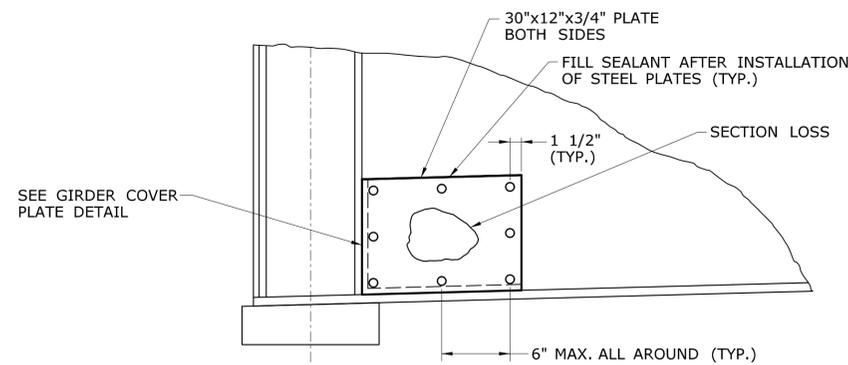
REPLACE STEEL PIER BENTS 8 & 11 PRIOR TO CONSTRUCTING ANY PORTION OF CONTAINMENT ENCLOSURE WHICH INCREASES LOADING TO PIER BENTS 8 & 11.

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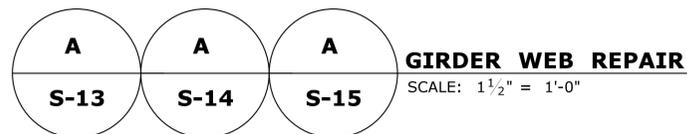
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: NM CHECKED BY: CC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...SB_MSH_Br00571A_126-170_GPN1_Painting.dgn	SIGNATURE/ BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-16 SHEET NO.
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016	CONTAINMENT ENCLOSURES		



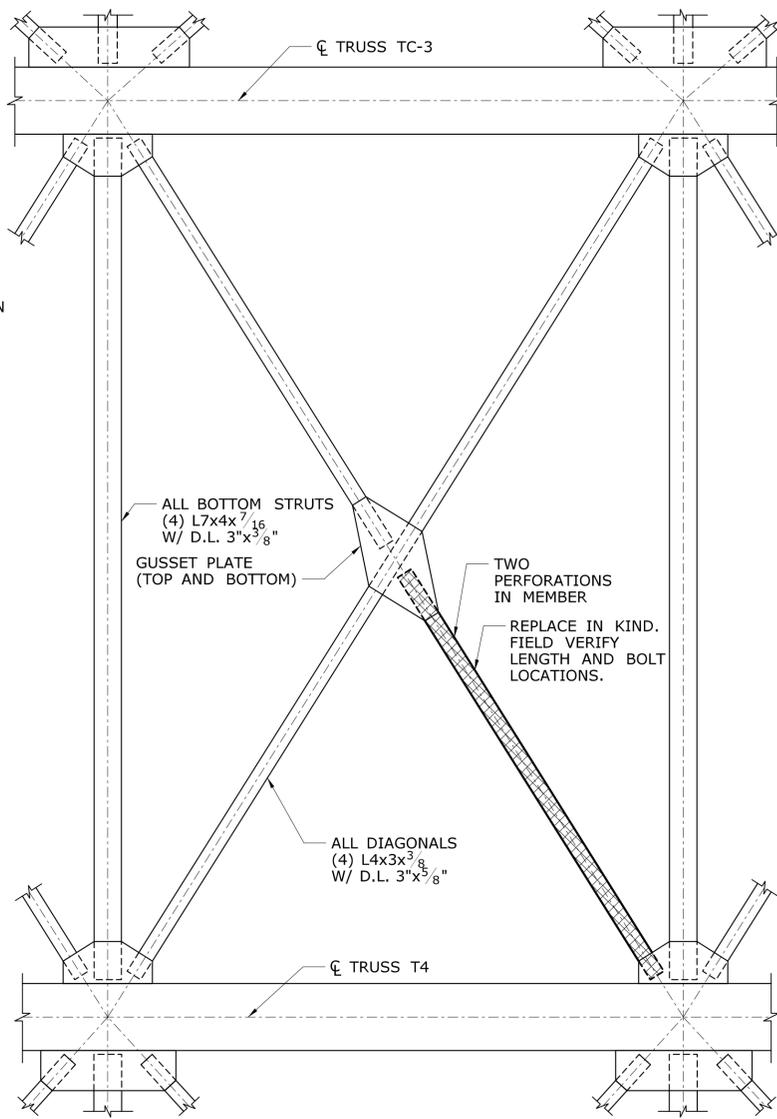
TYPE A-I/TYPE A-II



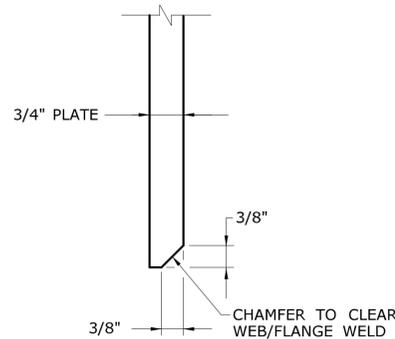
TYPE A-III



GIRDER WEB REPAIR
SCALE: 1 1/2" = 1'-0"



CROSS BRACING BOTTOM CHORD REPAIR DETAIL
SCALE: 1/4" = 1'-0"



GIRDER WEB REPAIR COVER PLATE DETAIL
NOT TO SCALE

STRUCTURAL STEEL NOTES

1. STRUCTURAL STEEL FOR ALL REPAIRS AND STEEL BENT REPLACEMENTS SHALL CONFORM TO AASHTO M270, GRADE 50 T2, AND RECEIVE THE NEPCOAT APPROVED PAINT SYSTEM. SEE SPECIAL PROVISION STRUCTURAL STEEL.
2. WELDING DETAILS PROCEDURES AND TESTING METHODS SHALL CONFORM TO THE AASHTO/AWS D1.5 BRIDGE WELDING CODE, UNLESS OTHERWISE NOTED ON THE PLANS.
3. COST OF BOLT AND RIVET REMOVAL FOR STEEL REPAIRS INCLUDED IN ITEM STRUCTURAL STEEL.
4. THE STRUCTURAL STEEL FABRICATORS SHALL BE CERTIFIED UNDER THE AISC QUALITY CONTROL PROGRAM AS CATEGORY SBR SIMPLE STEEL BRIDGES.
5. ALL BOLTS SHALL MEET THE REQUIREMENTS OF ASTM A325, TYPE 1, EXCEPT AS NOTED OTHERWISE. ALL NUTS SHALL MEET THE REQUIREMENTS OF ASTM A653 AND ALL WASHERS SHALL MEET THE REQUIREMENTS OF ASTM F436. ALL BOLTS, NUTS AND WASHERS SHALL BE PAID FOR UNDER THE ITEM "STRUCTURAL STEEL"
6. BOLTED CONNECTIONS SHALL BE SLIP-CRITICAL CONNECTIONS WITH SURFACE PERPARATION IN ACCORDANCE WITH AASHTO SPECIFICATION FOR CALSS "A" CONDITIONS.

STEEL REPAIR NOTES

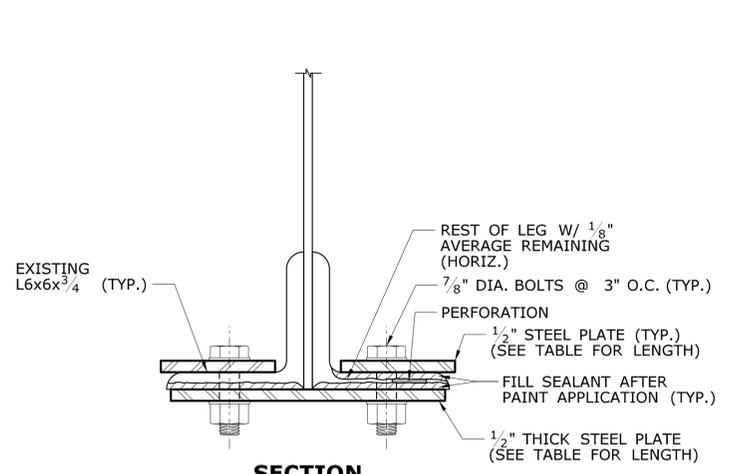
1. DETERIORATED PORTIONS OF STEEL MEMBERS WITHIN THE LIMITS OF PAINTING SHALL BE REPAIRED IN ACCORDANCE WITH THESE DETAILS AND AS ORDERED BY THE ENGINEER. THE DEFINITION OF DETERIORATED IS OBVIOUS PERFORATIONS, SLIVER CONDITIONS, AND EXTREME SECTION LOSS OF GREATER THAN 15% OF THE ORIGINAL STEEL SECTION.
2. PRIOR TO STARTING ANY OF THE STEEL REPAIR WORK, THE DETERIORATED AREAS SHALL BE ABRASIVE BLAST CLEANED ACCORDING TO THE LIMITS SHOWN ON THESE PLANS, SPECIFICATIONS, OR AS ORDERED BY THE ENGINEERS. SEE SPECIAL PROVISION "ABRASIVE BLAST CLEANING AND FIELD PAINTING OF STRUCTURE (SITE NO. 1)" FOR MORE INFORMATION.
3. PLATE AND SHAPE SIZES PROVIDED HEREIN ARE FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR SHALL DETERMINE FINAL PLATE DIMENSIONS BY FIELD MEASUREMENTS PRIOR TO SHOP DRAWING PREPARATION AND FABRICATION. THE EXISTING WELD SIZES SHALL ALSO BE MEASURED TO INSURE THE INDICATED PLATE CHAMFERS WILL BE ADEQUATE TO AVOID CONFLICTS WITH THE EXISTING WELDS.
4. THE NEW PLATES AND ANGLES SHALL BE BOLTED TO THE CLEANED STEEL.
5. ALL NEW PLATES AND ANGLES, SHALL RECEIVE THE NEPCOAT APPROVED PAINT SYSTEM. SEE SPECIAL PROVISION "ABRASIVE BLAST CLEANING AND FIELD PAINTING OF STRUCTURE (SITE NO. 1)" FOR MORE INFORMATION.
6. THE CONTRACTOR SHALL HAVE A VARIETY OF BEVELED WASHERS ON HAND TO ACCOMMODATE THE CROSS-SLOPE OF THE DETERIORATED FLANGE.
7. THE CONTRACTOR SHALL HAVE A VARIETY OF SHIMS ON HAND FOR WEB REPAIRS.
8. SEALANT FOR STEEL REPAIRS SHALL BE PAID FOR UNDER THE ITEM "STRUCTURAL STEEL".

GIRDER WEB REPAIR TABLE				
REPAIR LOCATION			REPAIR TYPE	
SPAN	LOCATION	GIRDER	TYPE	
1	PIER 1	3	A-I	
1	PIER 1	7	A-I, A-III	
1	PIER 1	9	A-I	
1	PIER 1	12	A-I, A-III	
2	PIER 1	3	A-I	
2	PIER 1	4	A-I	
2	PIER 1	6	A-I	
2	PIER 1	9	A-I	
2	PIER 2	3	A-I	
2	PIER 2	4	A-I	
2	PIER 2	5	A-I	
2	PIER 2	6	A-I	
2	PIER 2	7	A-I	
2	PIER 2	8	A-I, A-III	
2	PIER 2	9	A-I	
2	PIER 2	10	A-I	
2	PIER 2	11	A-I, A-III	
3	PIER 2	3	A-I	
3	PIER 2	4	A-I, A-III	
3	PIER 2	5	A-I	
3	PIER 2	6	A-I	
3	PIER 2	7	A-I	
3	PIER 2	8	A-I, A-III	
3	PIER 2	9	A-I	
3	PIER 2	10	A-I	
3	PIER 2	11	A-I, A-III	
3	PIER 3	3	A-I	
3	PIER 3	4	A-I	
3	PIER 3	5	A-I	
3	PIER 3	6	A-I	
3	PIER 3	7	A-I	
3	PIER 3	8	A-I	
3	PIER 3	9	A-I	
3	PIER 3	10	A-I	
3	PIER 3	11	A-I, A-III	

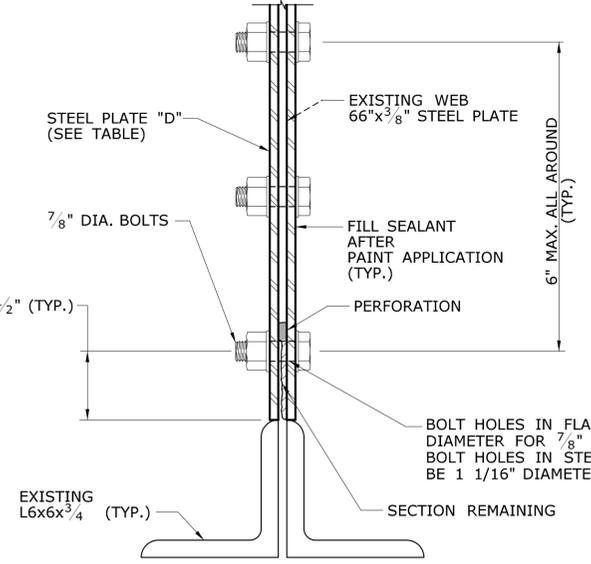
GIRDER WEB REPAIR TABLE (CONT.)				
REPAIR LOCATION			REPAIR TYPE	
SPAN	LOCATION	GIRDER	TYPE	
4	PIER 3	4	A-I	
4	PIER 3	5	A-I	
4	PIER 3	6	A-I	
4	PIER 3	7	A-I	
4	PIER 3	8	A-I, A-III	
4	PIER 3	9	A-I, A-III	
4	PIER 3	10	A-I	
4	PIER 4	3	A-I	
4	PIER 4	4	A-I	
4	PIER 4	5	A-I	
4	PIER 4	6	A-I, A-III	
4	PIER 4	7	A-I	
4	PIER 4	8	A-I	
4	PIER 4	9	A-I	
4	PIER 4	10	A-I, A-III	
5	PIER 4	3	A-I	
5	PIER 4	4	A-I	
5	PIER 4	5	A-I	
5	PIER 4	6	A-I	
5	PIER 4	8	A-I	
5	PIER 5	4	A-II	
5	PIER 5	8	A-II	
5	PIER 5	9	A-II, A-III	
5	PIER 5	10	A-II, A-III	
6	PIER 5	4	A-II	
6	PIER 5	5	A-II	
6	PIER 5	6	A-II	
6	PIER 5	7	A-II	
6	PIER 5	8	A-II	
6	PIER 5	9	A-II, A-III	
6	PIER 5	10	A-II, A-III	
6	PIER 6	3	A-II	
6	PIER 6	4	A-II	
6	PIER 6	5	A-II, A-III	
6	PIER 6	6	A-II, A-III	

GIRDER WEB REPAIR TABLE (CONT.)				
REPAIR LOCATION			REPAIR TYPE	
SPAN	LOCATION	GIRDER	TYPE	
6	PIER 6	7	A-II	
6	PIER 6	8	A-II	
6	PIER 6	9	A-II, A-III	
6	PIER 6	10	A-II, A-III	
7	PIER 6	4	A-II, A-III	
7	PIER 6	10	A-II, A-III	
7	PIER 7	4	A-II	
7	PIER 7	5	A-II	
7	PIER 7	9	A-II, A-III	
7	PIER 7	10	A-II, A-III	
7	PIER 7	11	A-II	
7	PIER 7	13	A-II, A-III	
8	PIER 7	5	A-II	
8	PIER 7	6	A-II	
8	PIER 7	7	A-II	
8	PIER 7	8	A-II	
8	PIER 7	9	A-II	
8	PIER 7	10	A-II	
8	PIER 7	11	A-II	
8	PIER 7	12	A-II	
8	PIER 8	6	A-II	
8	PIER 8	7	A-II	
8	PIER 8	8	A-II	
8	PIER 8	10	A-II	
8	PIER 8	13	A-II	
12	N. ABUT	13	A-II, A-III	

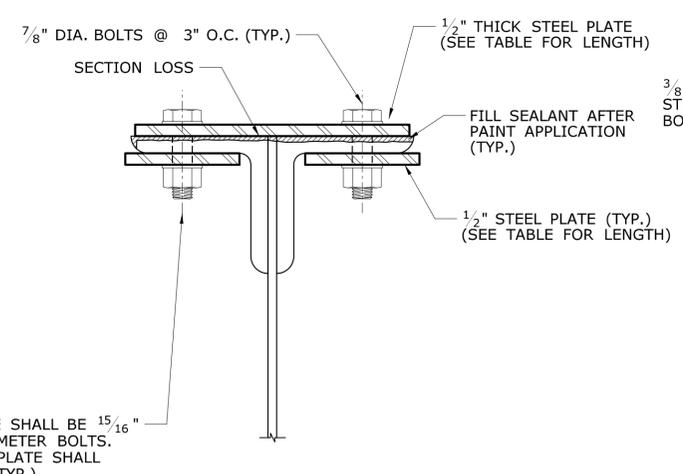
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DESIGNER/DRAFTER: CAR/ALH	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK:	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170
	CHECKED BY: CC					
REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 6/14/2016	Filename: ...\\SB_MSH_Br00571A_126-170_STD1.dgn				SHEET NO.	



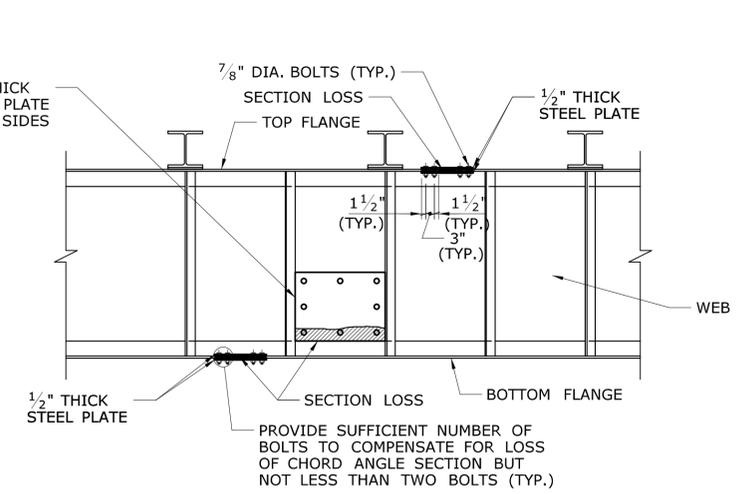
SECTION C-C
FLOORBEAM BOTTOM FLANGE REPAIR DETAIL
 SCALE: 3" = 1'-0"



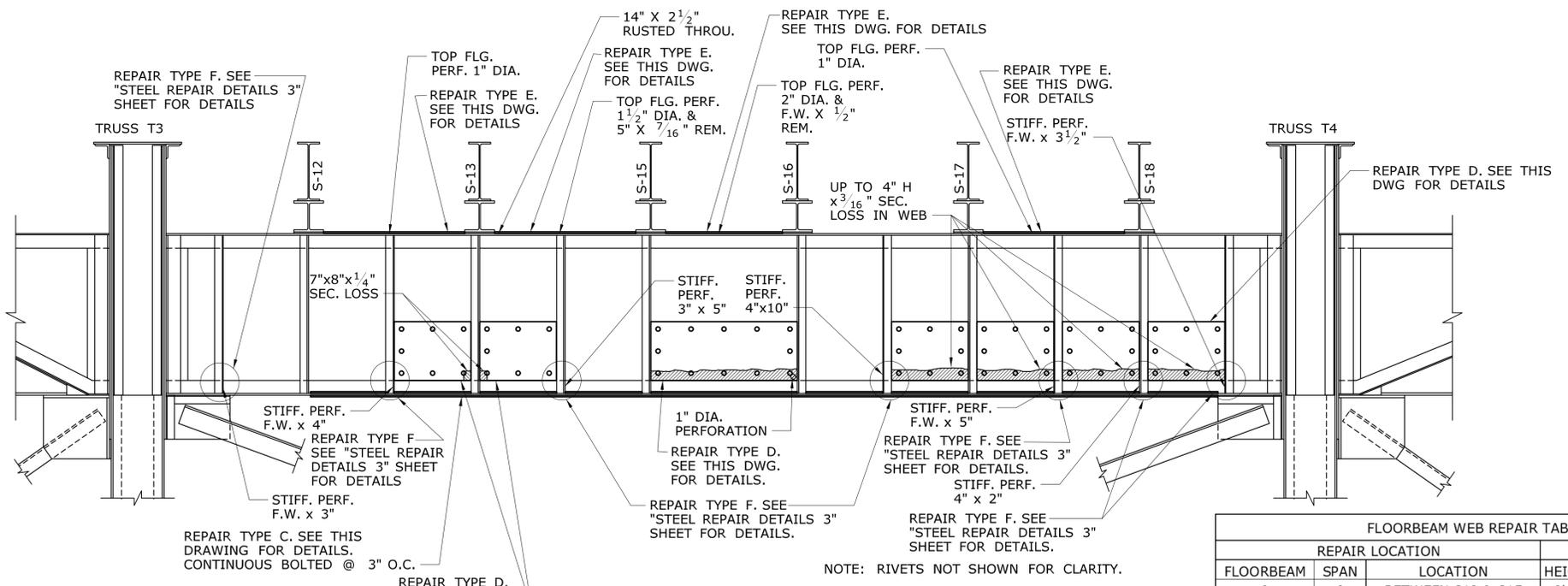
SECTION D-D
FLOORBEAM WEB REPAIR DETAIL
 SCALE: 3" = 1'-0"



SECTION E-E
FLOORBEAM TOP FLANGE REPAIR DETAIL
 SCALE: 3" = 1'-0"



ELEVATION
TYPICAL FLOORBEAM REPAIR ELEVATION
 N.T.S.

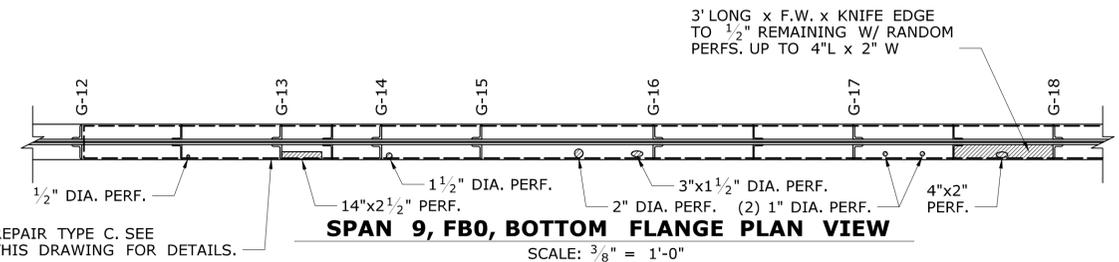


SPAN 9, FB0, SOUTH ELEVATION
 SCALE: 3/8" = 1'-0"

FLOORBEAM BOTTOM FLANGE REPAIR TABLE			
REPAIR LOCATION			REPAIR LENGTH
FLOORBEAM	SPAN	LOCATION	
0	9	BETWEEN S12 & T4	50'-0"
3	9	BETWEEN S15 & S16	9'-0"
9	9	BETWEEN S15 & S17	14'-0"
10	9	BETWEEN S15 & S16	9'-0"
4	11	BETWEEN S8 & S9	9'-0"
6	11	BETWEEN S8 & S9	9'-0"
7	11	BETWEEN S8 & S9	9'-0"
8	11	UNDER S8	5'-0"
10	11	BETWEEN S8 & T2	12'-0"

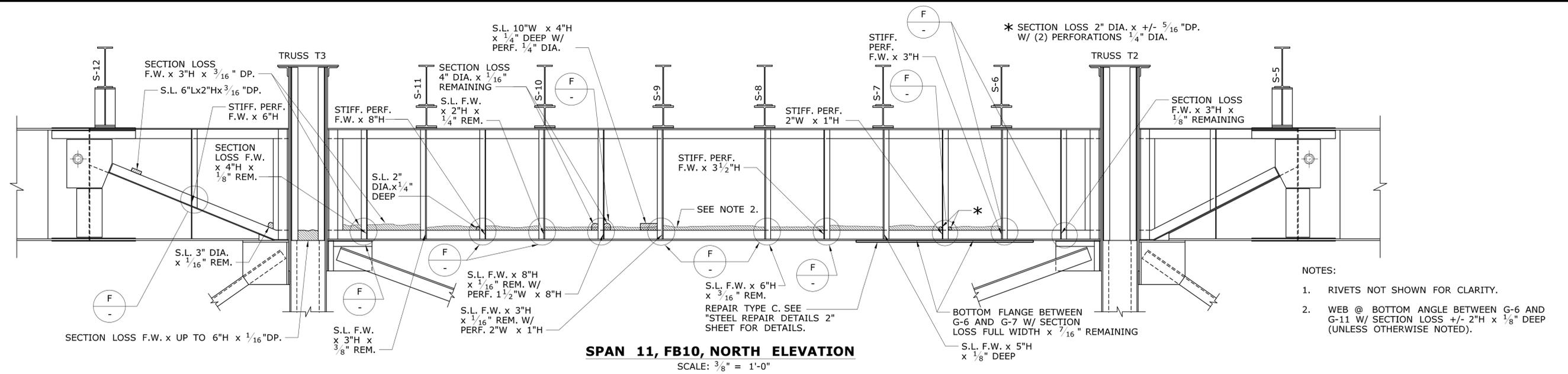
FLOORBEAM WEB REPAIR TABLE					
REPAIR LOCATION			PLATE \"D\"		
FLOORBEAM	SPAN	LOCATION	HEIGHT	WIDTH	THICKNESS
0	9	BETWEEN S13 & S15	2'-0"	2'-9"	3/8"
0	9	BETWEEN S15 & S16	2'-0"	5'-0"	3/8"
0	9	BETWEEN S17 & S18	2'-0"	5'-10"	3/8"
10	9	BETWEEN S15 & S16	2'-0"	5'-0"	3/8"
10	10	BETWEEN S10 & S11	2'-0"	5'-0"	3/8"
0	11	BETWEEN S8 & S9	2'-0"	5'-0"	3/8"
0	11	BETWEEN S9 & S10	2'-0"	5'-10"	3/8"
0	11	UNDER S11	2'-0"	5'-0"	3/8"
2	11	BETWEEN S8 & S9	2'-0"	5'-0"	3/8"
8	11	UNDER S8	2'-0"	5'-0"	3/8"
9	11	BETWEEN S8 & S9	2'-0"	5'-0"	3/8"
10	11	BETWEEN S6 & S7	2'-0"	5'-10"	3/8"
10	11	BETWEEN S9 & S10	2'-0"	5'-10"	3/8"

FLOORBEAM TOP FLANGE REPAIR TABLE			
REPAIR LOCATION			REPAIR LENGTH
FLOORBEAM	SPAN	LOCATION	
0	9	BETWEEN S15 & S16	4' - 3"
0	9	BETWEEN S17 & S18	5' - 1"
1	9	BETWEEN S14 & S15	2' - 9"
3	9	BETWEEN S16 & S17	2' - 2"
4	9	BETWEEN S15 & S16	4' - 3"
5	9	BETWEEN S15 & S16	4' - 3"
6	9	BETWEEN S15 & S16	4' - 3"
7	9	BETWEEN S15 & S16	4' - 3"
8	9	BETWEEN S15 & S16	4' - 3"
9	9	BETWEEN S15 & S16	4' - 3"
10	9	BETWEEN S15 & S16	4' - 3"
0	10	BETWEEN S9 & S10	5' - 1"
0	10	BETWEEN S10 & S11	4' - 3"
0	10	BETWEEN S11 & S12	5' - 1"
0	10	BETWEEN S14 & T3	7' - 3"
1	10	BETWEEN S10 & S11	4' - 3"
1	10	BETWEEN S11 & S12	5' - 1"
3	10	BETWEEN S10 & S11	4' - 3"
5	10	BETWEEN S10 & S11	4' - 3"
6	10	BETWEEN S10 & S11	4' - 3"
7	10	BETWEEN S11 & S12	5' - 1"
8	10	BETWEEN S10 & S11	4' - 3"
9	10	BETWEEN S9 & S10	5' - 1"
9	10	BETWEEN S10 & S11	4' - 3"
9	10	BETWEEN S11 & S12	5' - 1"
10	10	BETWEEN S10 & S11	4' - 3"
1	11	BETWEEN S9 & S10	5' - 1"
2	11	BETWEEN S8 & S9	4' - 3"
3	11	BETWEEN S8 & S9	4' - 3"
3	11	BETWEEN S9 & S10	5' - 1"
4	11	BETWEEN S8 & S9	4' - 3"
5	11	BETWEEN S8 & S9	4' - 3"
5	11	BETWEEN S9 & S10	5' - 1"
6	11	BETWEEN S8 & S9	4' - 3"
6	11	BETWEEN S9 & S10	5' - 1"
7	11	BETWEEN S8 & S9	4' - 3"
8	11	BETWEEN S9 & S10	5' - 1"
9	11	BETWEEN S8 & S9	4' - 3"
9	11	BETWEEN S9 & S10	5' - 1"



SPAN 9, FB0, BOTTOM FLANGE PLAN VIEW
 SCALE: 3/8" = 1'-0"

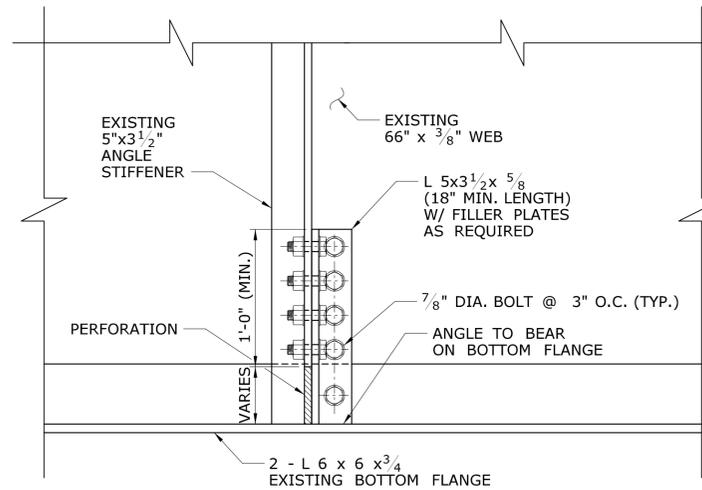
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DESIGNER/DRAFTER: ASG/ALH	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK:	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170
	CHECKED BY: CC		SCALE AS NOTED		DRAWING TITLE: STEEL REPAIR DETAILS 2	DRAWING NO. S-18
REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 6/14/2016	FILENAME: ...SB_MSH_Br00571A_126-170_STD2.dgn					



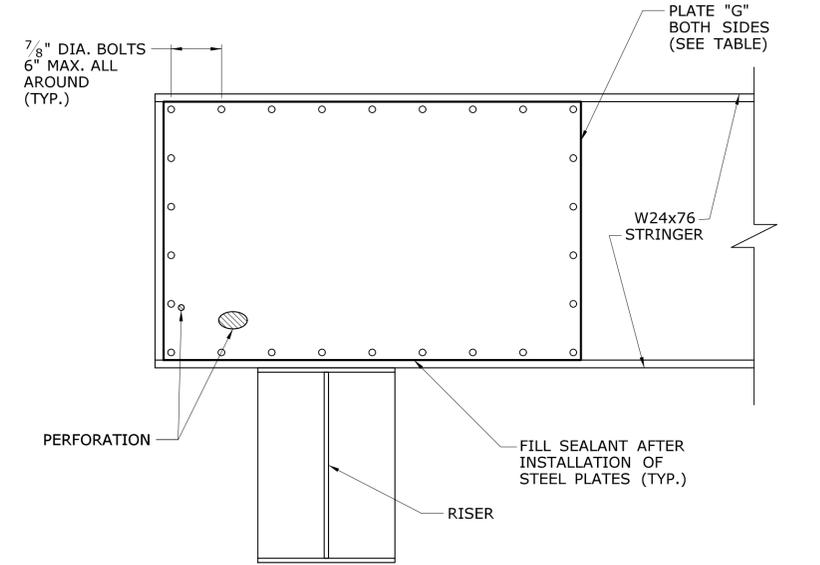
- NOTES:
- RIVETS NOT SHOWN FOR CLARITY.
 - WEB @ BOTTOM ANGLE BETWEEN G-6 AND G-11 W/ SECTION LOSS +/- 2"H x 1/8" DEEP (UNLESS OTHERWISE NOTED).

SPAN 11, FB10, NORTH ELEVATION
SCALE: 3/8" = 1'-0"

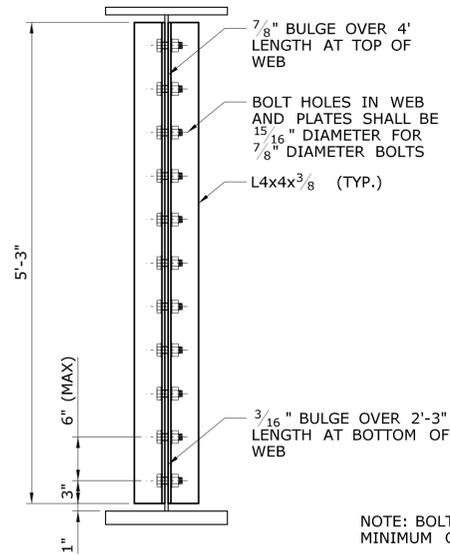
STRINGER WEB REPAIR TABLE						
REPAIR LOCATION			PLATE "G"			
STRINGER	SPAN	LOCATION	HEIGHT	WIDTH	THICKNESS	
16	9	FLOORBEAM 8	1'-8"	3'-0"	3/8"	
18	9	PIER 9	1'-8"	3'-0"	3/8"	
9	10	PIER 10	1'-8"	3'-0"	3/8"	
10	10	PIER 10	1'-8"	3'-0"	3/8"	
6	11	PIER 11	1'-8"	3'-0"	3/8"	
7	11	PIER 11	1'-8"	3'-0"	3/8"	
9	11	PIER 11	1'-8"	3'-0"	3/8"	



FLOORBEAM STIFFENER REPAIR DETAIL
SCALE: 1 1/2" = 1'-0"

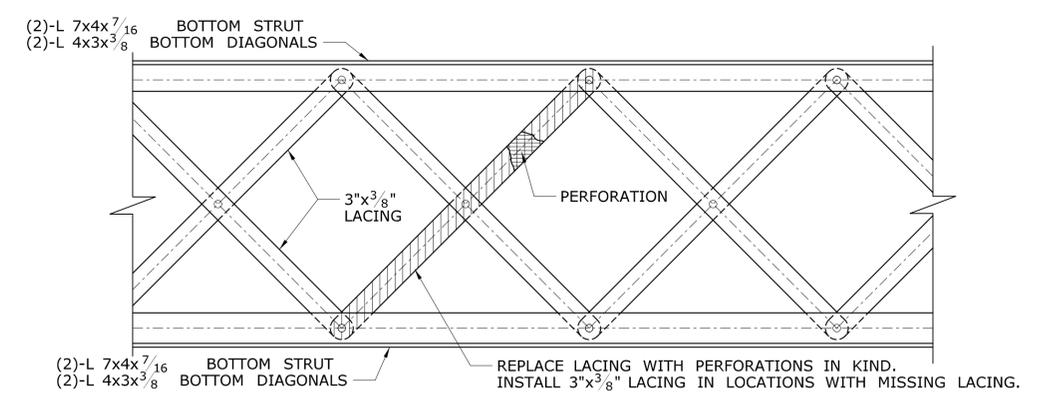


STRINGER WEB REPAIR DETAIL
SCALE: 1 1/2" = 1'-0"



NOTE: BOLT HOLES IN WEB SHALL BE A MINIMUM OF 3" FROM WELDED WEB SPLICE.

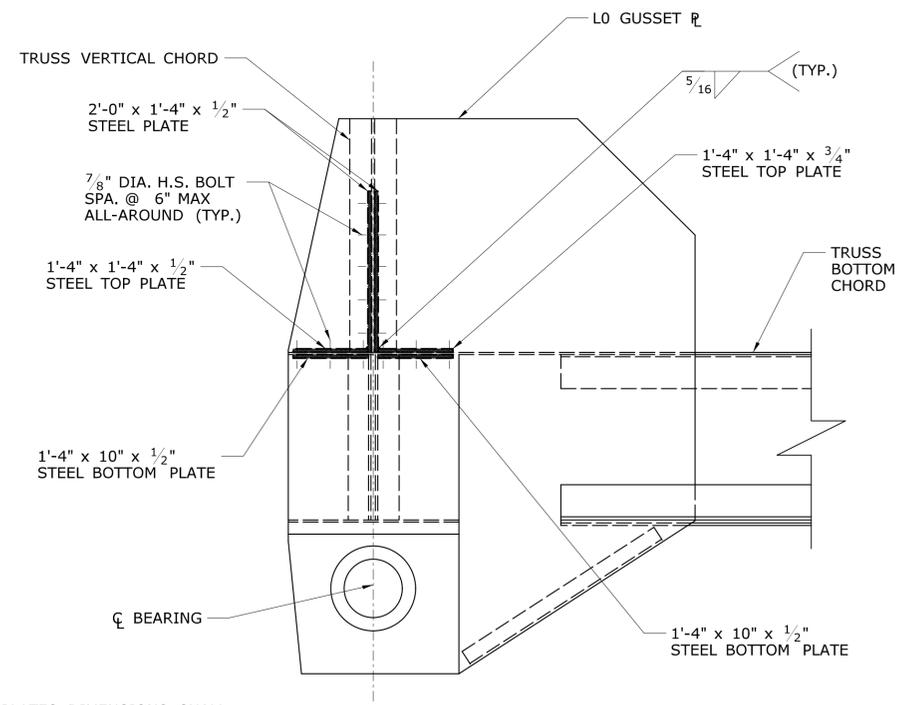
H
S-16 **GIRDER WEB REPAIR DETAIL**
SCALE: 1" = 1'-0"



NOTE: ASSUME 20 LOCATIONS V.I.F.

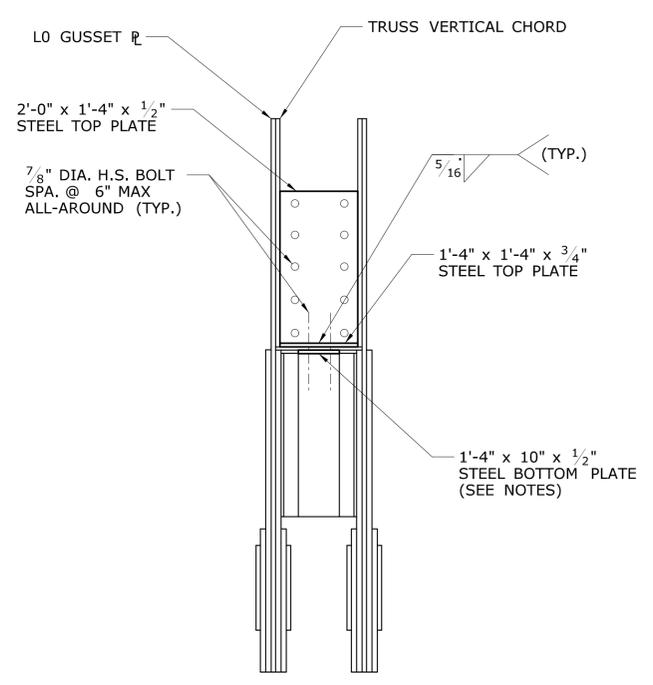
SECTION

I **I**
S-14 **S-15** **BOTTOM CHORD LACING REPAIR DETAIL**
SCALE: 1" = 1'-0"



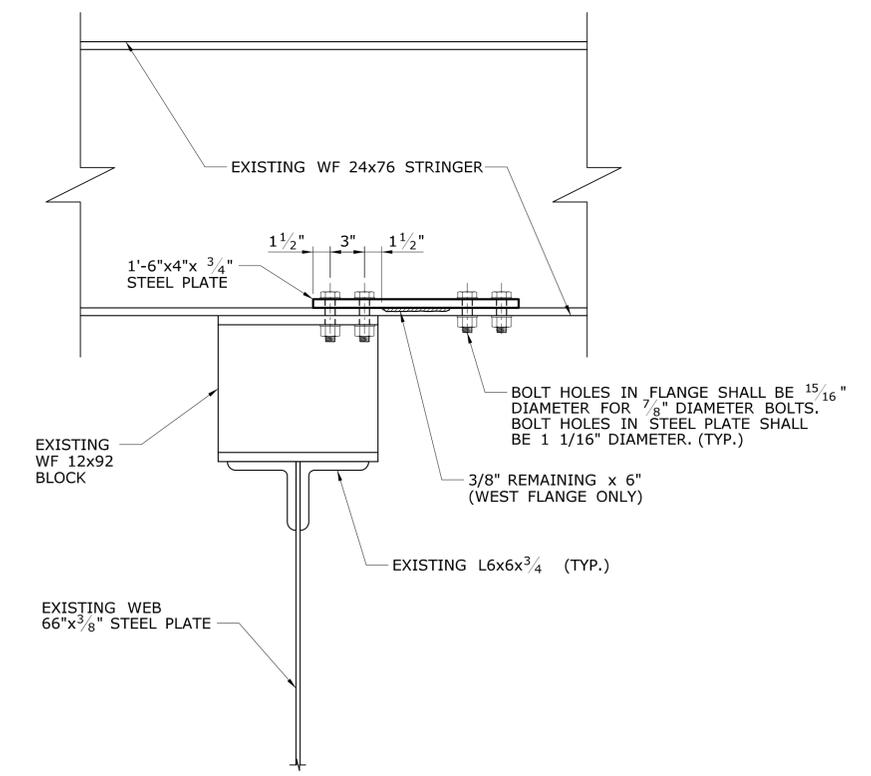
NOTE: ALL REPAIR PLATES DIMENSIONS SHALL BE FIELD VERIFIED FOR FITTING.

ELEVATION



SECTION

X
S-14 **LO NODE REPAIR DETAIL**
NOT TO SCALE

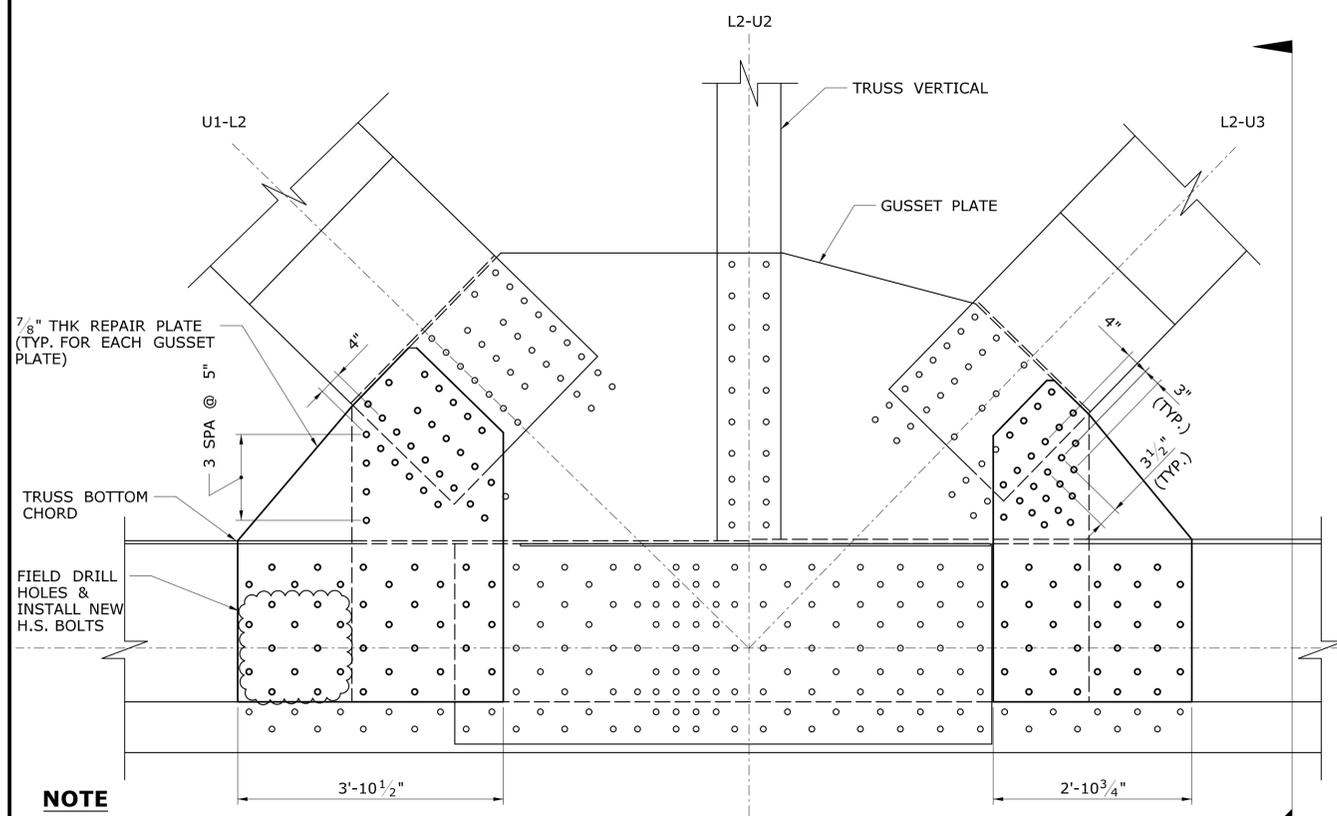


ELEVATION

J
S-15 **STRINGER BOTTOM FLANGE REPAIR DETAIL**
SCALE: 1 1/2" = 1'-0"

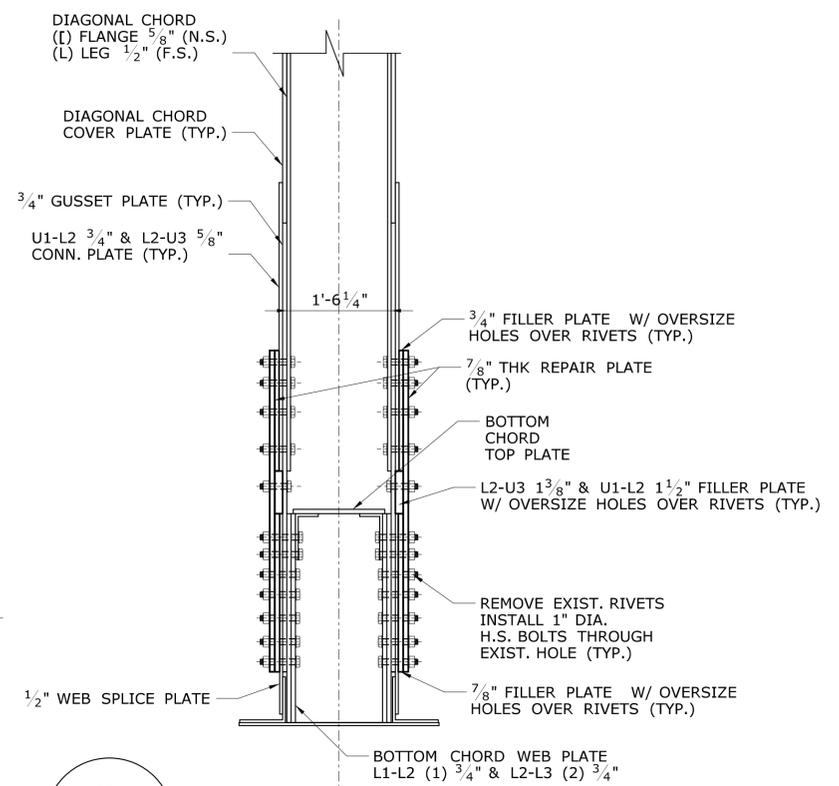
6/14/2016 P:\Projects\ConnDOT\60319519_CommHullB\Cmndet\500_CADD\GIS-Graphics\510_CADD\510.04_Struct\Bridge\WSta_Sheet_Files\SB_Br00571A_126-170 STD4.dgn

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.				DESIGNER/DRAFTER: KAB/ALH CHECKED BY: CC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...SB_MSH_Br00571A_126-170 STD4.dgn	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-20 SHEET NO.
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016					



NOTE
SPAN 12, TRUSS T2, NODE L2 SHOWN.
OTHERS SIMILAR OR OPPOSITE HAND

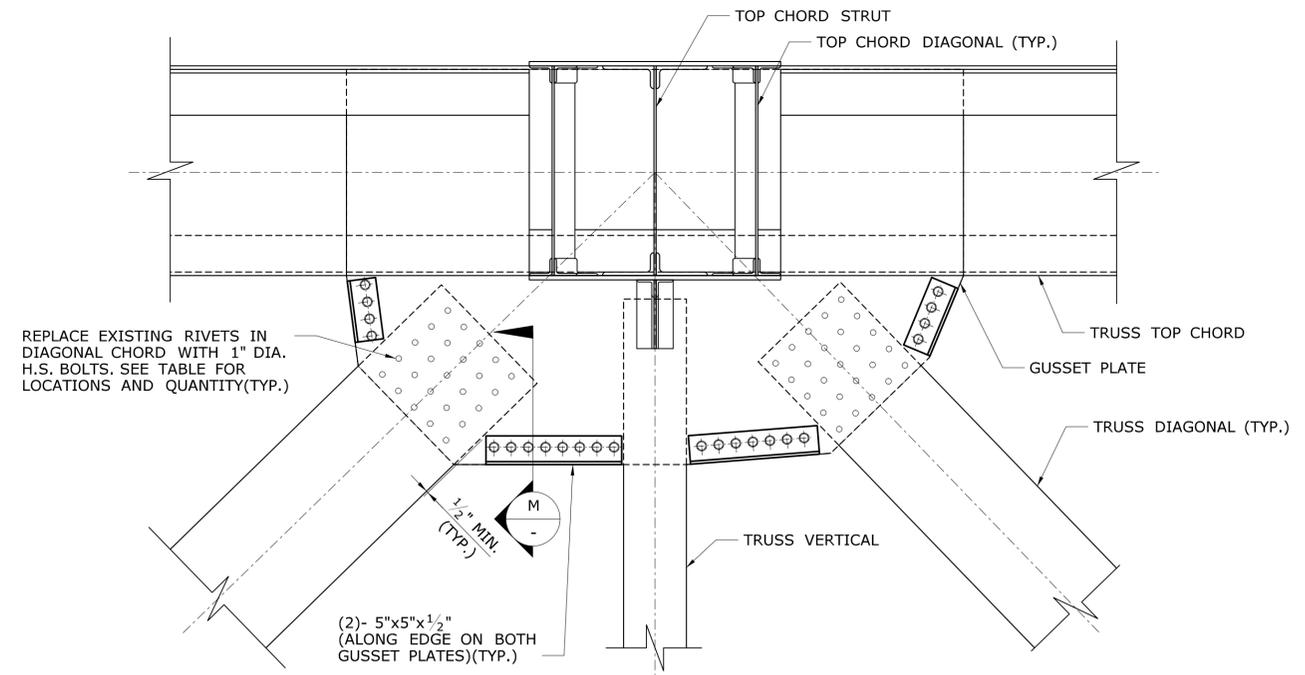
TYPE K-II - ELEVATION



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

GUSSET PLATE REPAIR SECTION

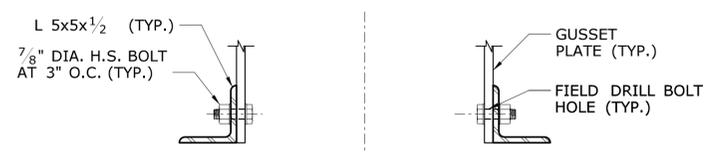
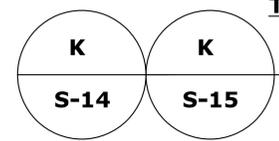
GUSSET PLATE REPAIR TABLE				
REPAIR LOCATION			REPAIR TYPE	H.S. BOLT NUMBER
SPAN	TRUSS	NODE		
9	T3	U3	K-II	124
9	T3	U7	K-II	124
9	T3	L2	K-I	274
9	T3	L8	K-I	274
9	T4	U3	K-II	124
9	T4	U7	K-II	124
9	T4	L2	K-I	274
9	T4	L8	K-I	274
10	T2	U3	K-II	124
10	T2	U7	K-II	124
10	T2	L2	K-I	246
10	T3	U3	K-II	124
10	T3	U7	K-II	124
11	T2	U1	K-II	202
11	T2	U9	K-II	202
11	T2	L2	K-I	246
11	T2	L8	K-I	254
11	T3	U1	K-II	202
11	T3	U9	K-II	202
11	T3	L2	K-I	246
11	T3	L8	K-I	254



TYPE K-II - ELEVATION

GUSSET PLATE REPAIR DETAIL

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



GUSSET PLATE REPAIR SECTION

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

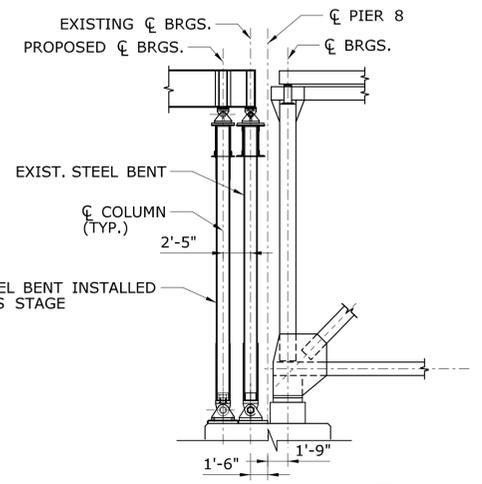
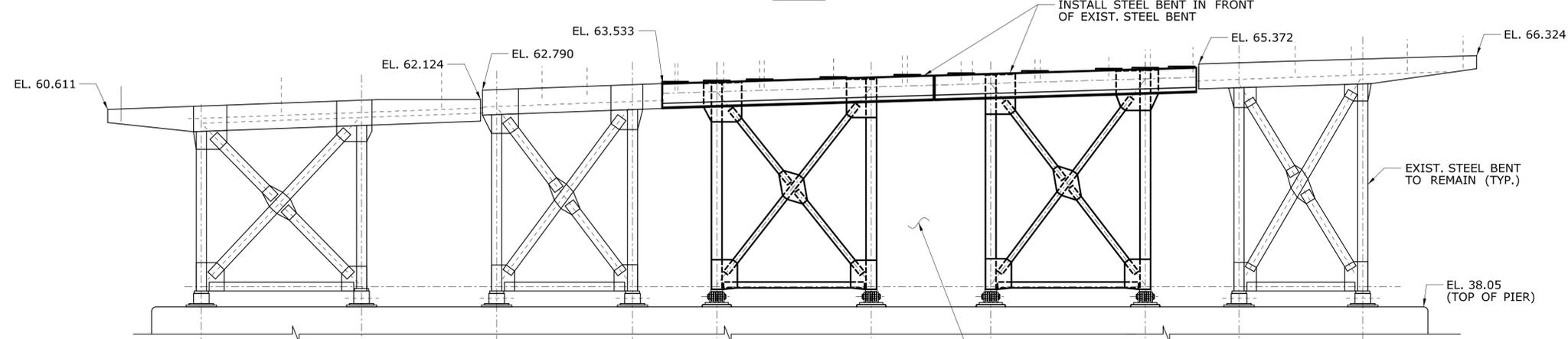
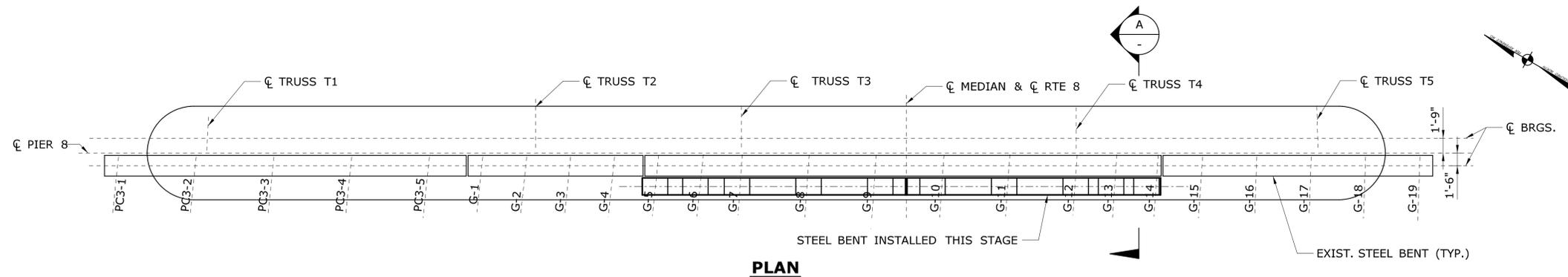
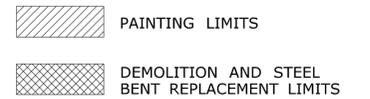
- NOTES**
1. CONTRACTOR TO FIELD MEASURE ALL PLATES AND RIVETS FOR SIZE AND LOCATION.
 2. ALL BOLTS SHALL MEET THE REQUIREMENTS OF ASTM A490.

REPAIR GUSSET PLATE PRIOR TO CONSTRUCTING ANY PORTION OF CONTAINMENT ENCLOSURE WHICH INCREASES LOADING TO SPAN 9, 10 & 11.

REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 6/14/2016	DESIGNER/DRAFTER: CAR/ALH CHECKED BY: CC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...SB_MSH_Br00571A_126-170_STD13.dgn	SIGNATURE/BLOCK:	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN:	SHELTON DERBY	PROJECT NO.:	126-170
	SHEET NO.				DRAWING TITLE: STEEL REPAIR DETAILS 5	DRAWING NO.:	S-21	SHEET NO.:

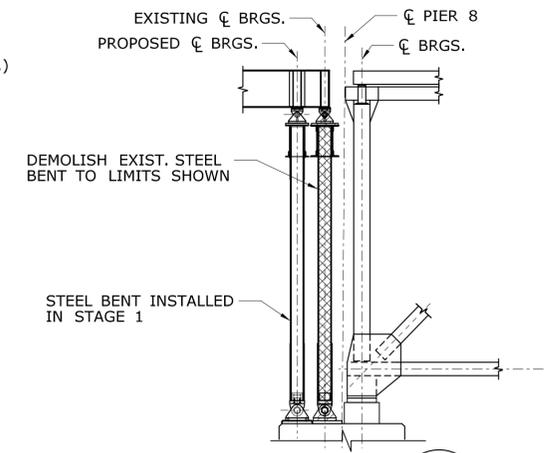
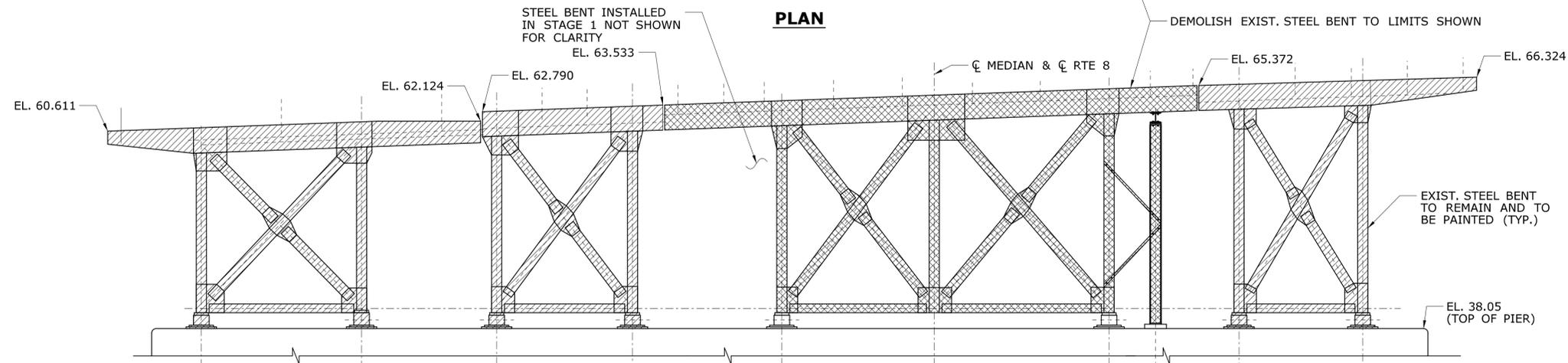
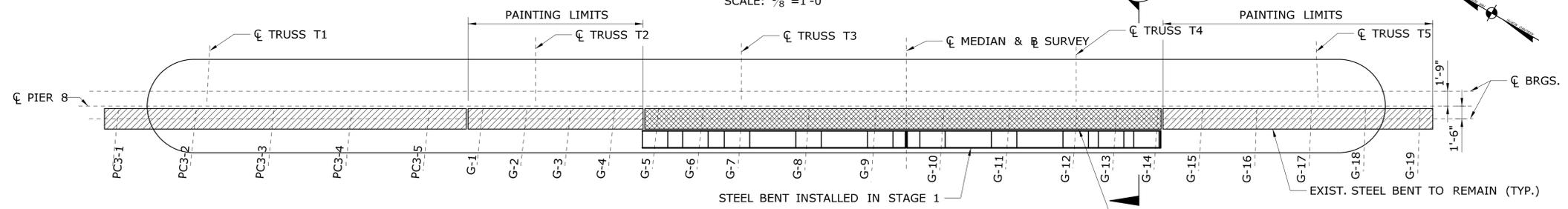
SUGGESTED CONSTRUCTION STAGE

1. INSTALL STEEL BENT AT PIER 8 WHILE MAINTAIN EXISTING BENT.
2. DEMOLISH EXISTING STEEL BENT.

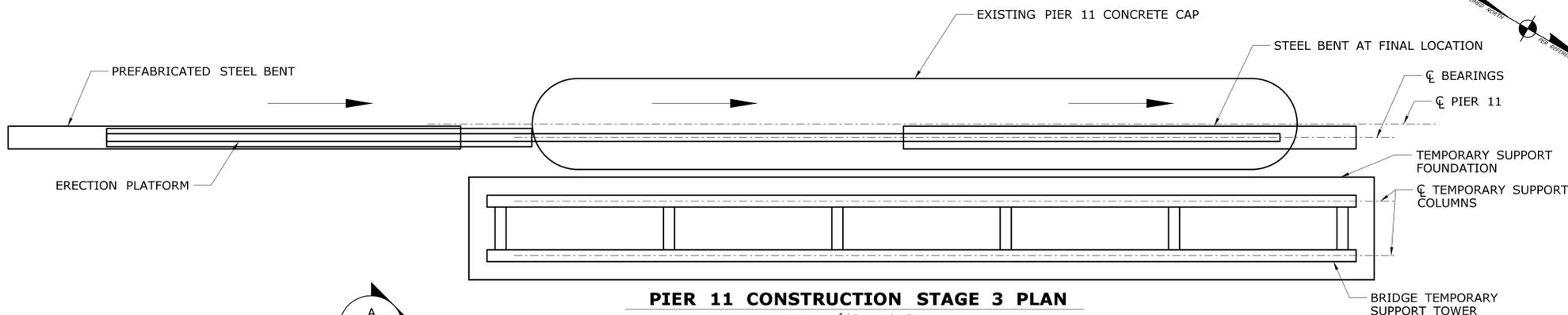


NOTES:

1. REPLACE STEEL PIER BENTS 8 & 11 PRIOR TO CONSTRUCTING ANY PORTION OF CONTAINMENT ENCLOSURE WHICH INCREASES LOADING TO PIER BENTS 8 & 11.

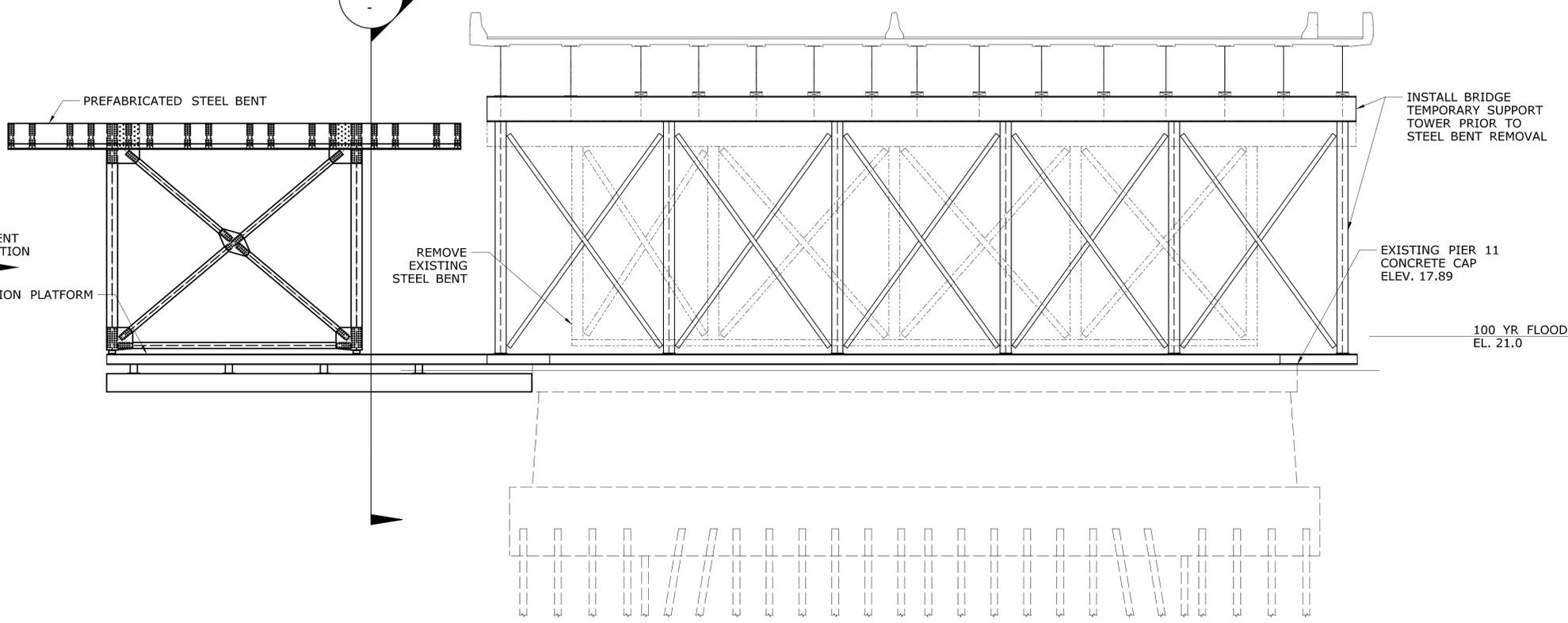


THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: KAB/ALH CHECKED BY: CC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...\\SB_MSH_Br00571A_126-170_STD8.dgn	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-22 SHEET NO.
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016	DRAWING TITLE: STAGE CONSTRUCTION STEEL BENT AT PIER 8		



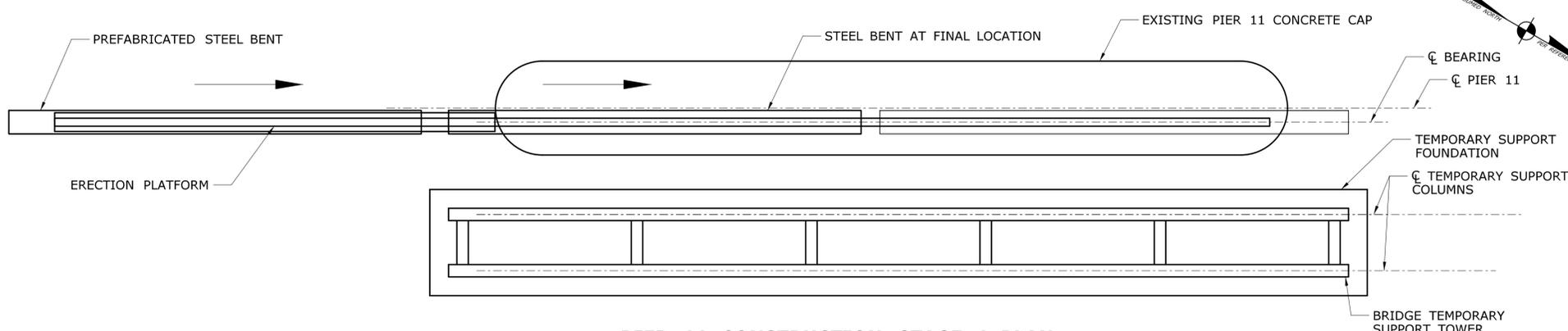
PIER 11 CONSTRUCTION STAGE 3 PLAN

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



PIER 11 ELEVATION LOOKING SOUTH

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



PIER 11 CONSTRUCTION STAGE 4 PLAN

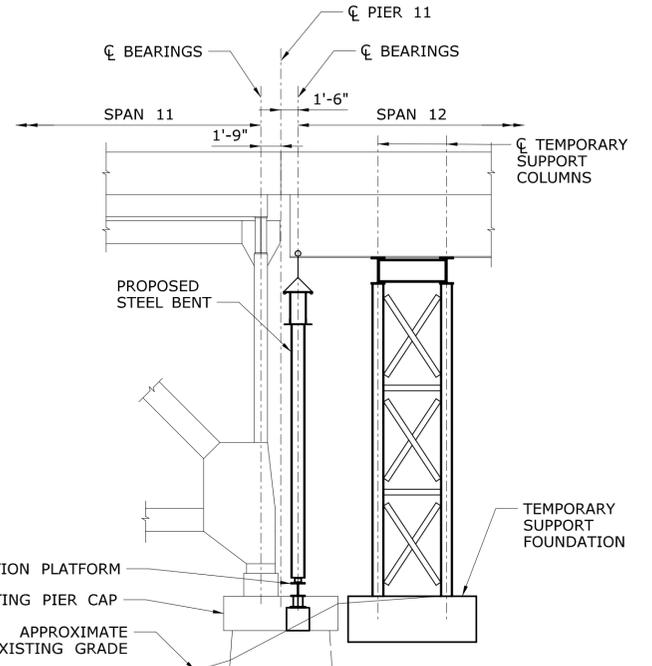
SCALE: 1/8" = 1'-0"

SUGGESTED CONSTRUCTION STAGE

1. INSTALL BRIDGE TEMPORARY SUPPORT TOWER AND FOUNDATION.
2. DEMOLISH STEEL BENT AT PIER.
3. INSTALL ERECTION PLATFORM, PREFABRICATED WESTERN STEEL BENT, SLIDE STEEL BENT TO FINAL LOCATION.
4. PREFABRICATED EASTERN STEEL BENT, SLIDE STEEL BENT TO FINAL LOCATION.
5. REMOVE ERECTION PLATFORM AND INSTALL ALL BEARINGS.
6. REMOVE BRIDGE TEMPORARY SUPPORT TOWER AND FOUNDATION.

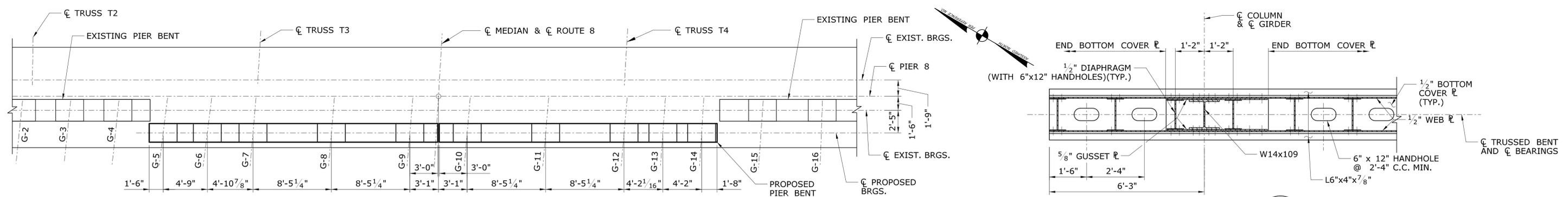
NOTE:

1. REMOVE TIMBER FENCE AND PEDESTRIAN WALKWAY PRIOR TO CONSTRUCTION, RESTORE SITE TO EXISTING CONDITIONS ONCE CONSTRUCTION COMPLETE.
2. REPLACE STEEL PIER BENTS 8 & 11 PRIOR TO CONSTRUCTING ANY PORTION OF CONTAINMENT ENCLOSURE WHICH INCREASES LOADING TO PIER BENTS 8 & 11.

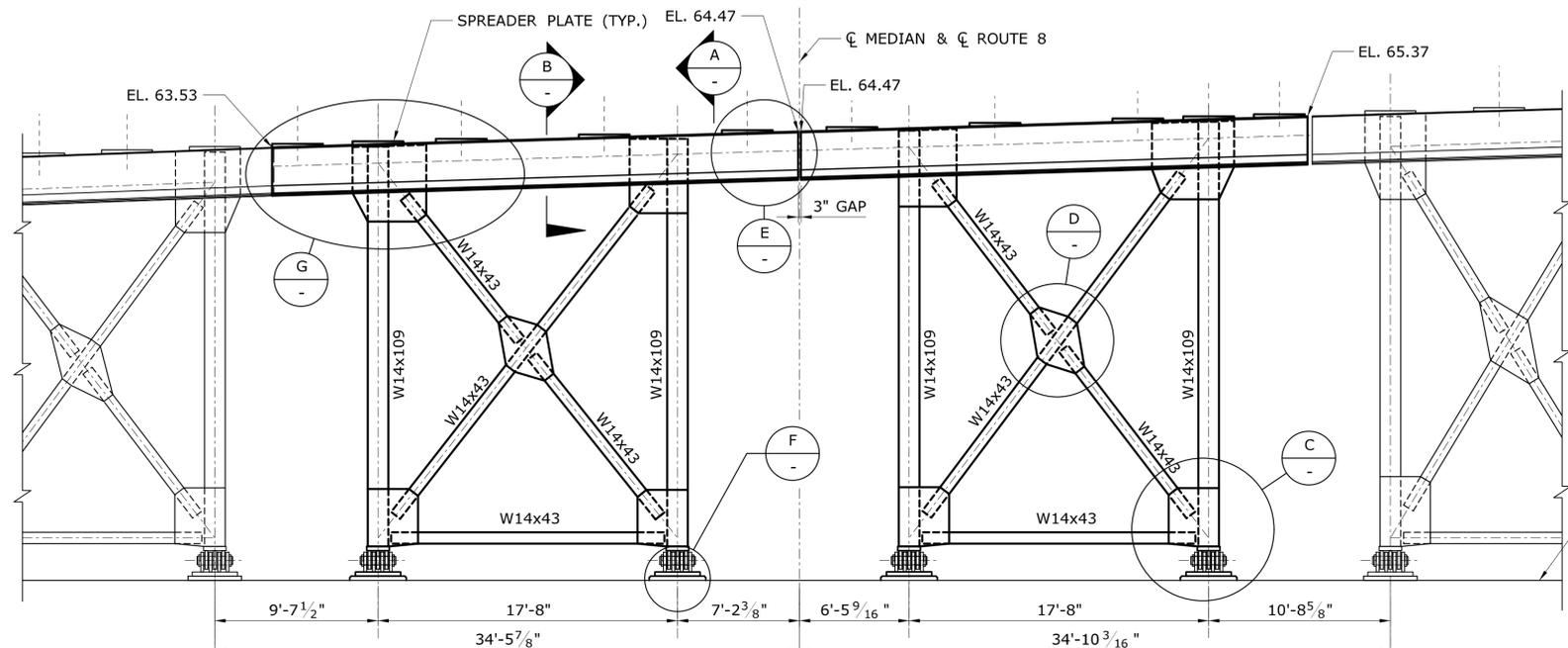


SECTION A
SCALE: 1/8" = 1'-0"

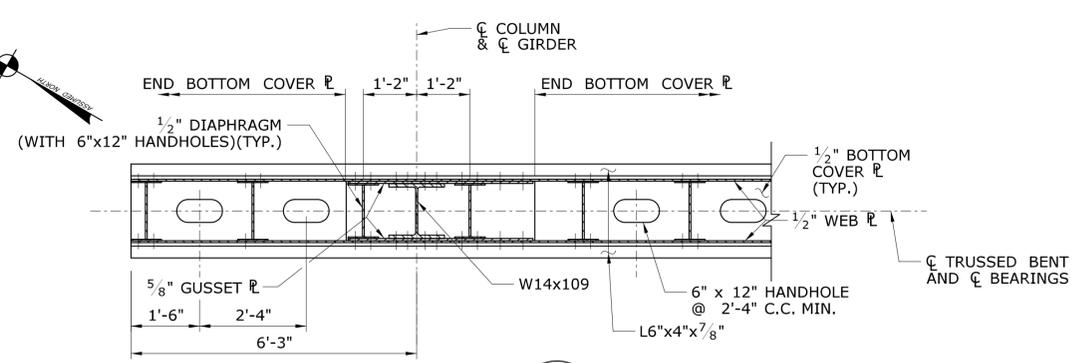
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: KAB/ALH CHECKED BY: CC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...SB_MSH_Br00571A_126-170_STD11.dgn	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-23 SHEET NO.
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016	STAGE CONSTRUCTION STEEL BENT AT PIER 11		



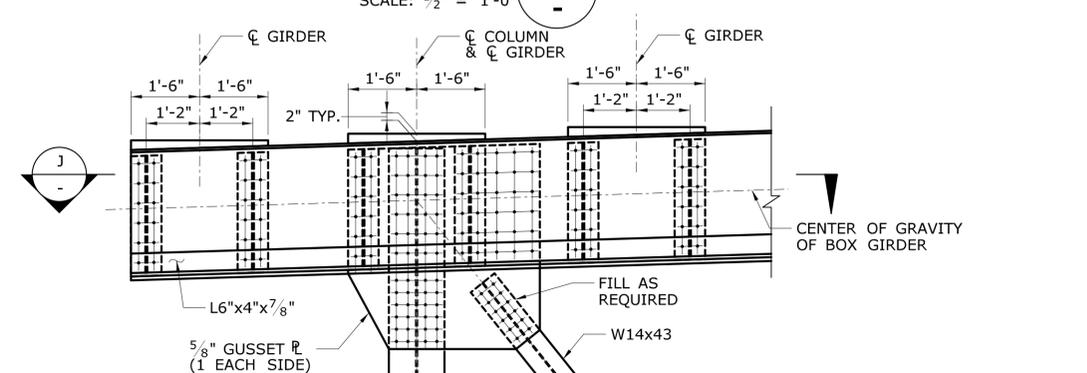
PLAN
SCALE: 3/16" = 1'-0"



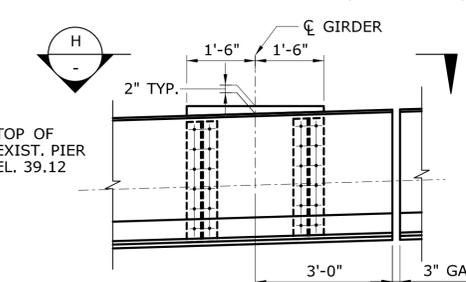
ELEVATION
SCALE: 3/16" = 1'-0"



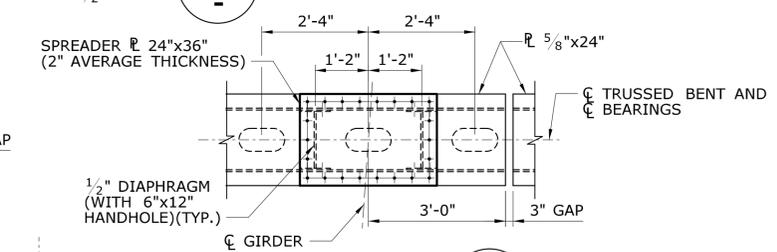
SECTION J
SCALE: 1/2" = 1'-0"



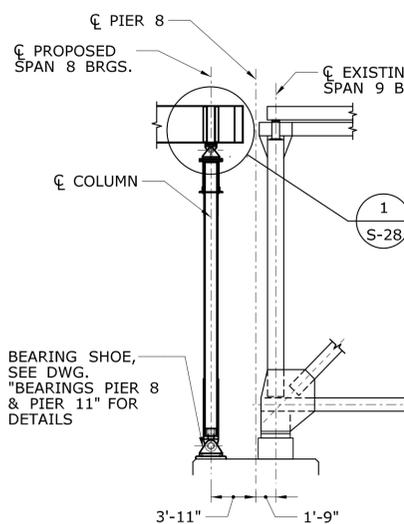
DETAIL G
SCALE: 1/2" = 1'-0"



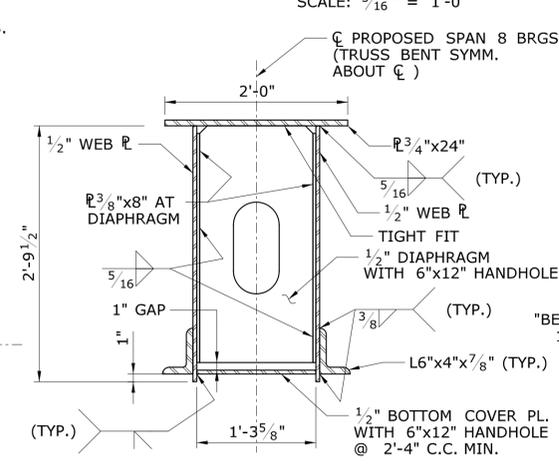
DETAIL H
SCALE: 1/2" = 1'-0"



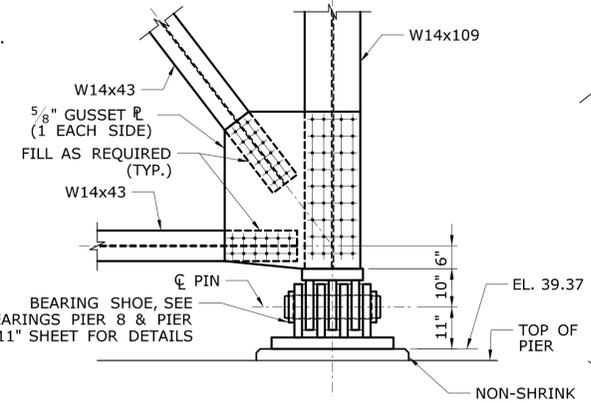
DETAIL I
SCALE: 1" = 1'-0"



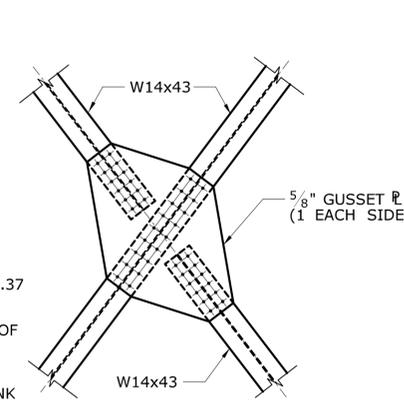
SECTION A
SCALE: 1/8" = 1'-0"



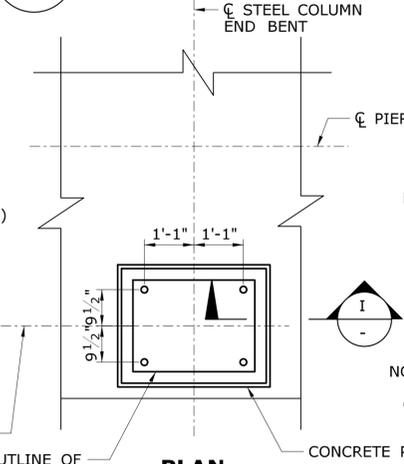
SECTION B
SCALE: 1" = 1'-0"



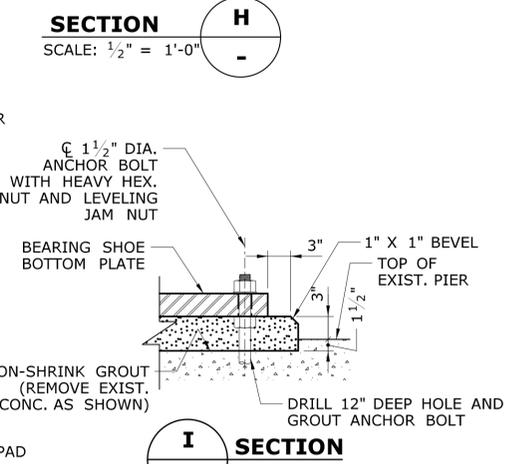
DETAIL C
SCALE: 1/2" = 1'-0"



DETAIL D
SCALE: 1/2" = 1'-0"



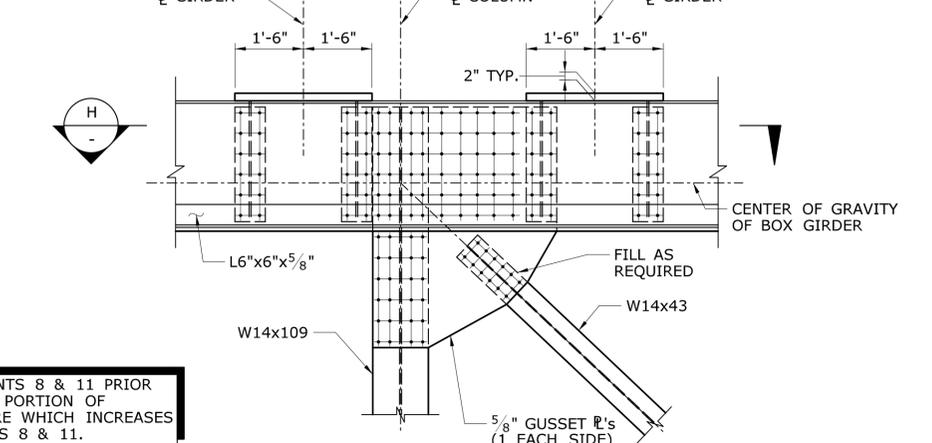
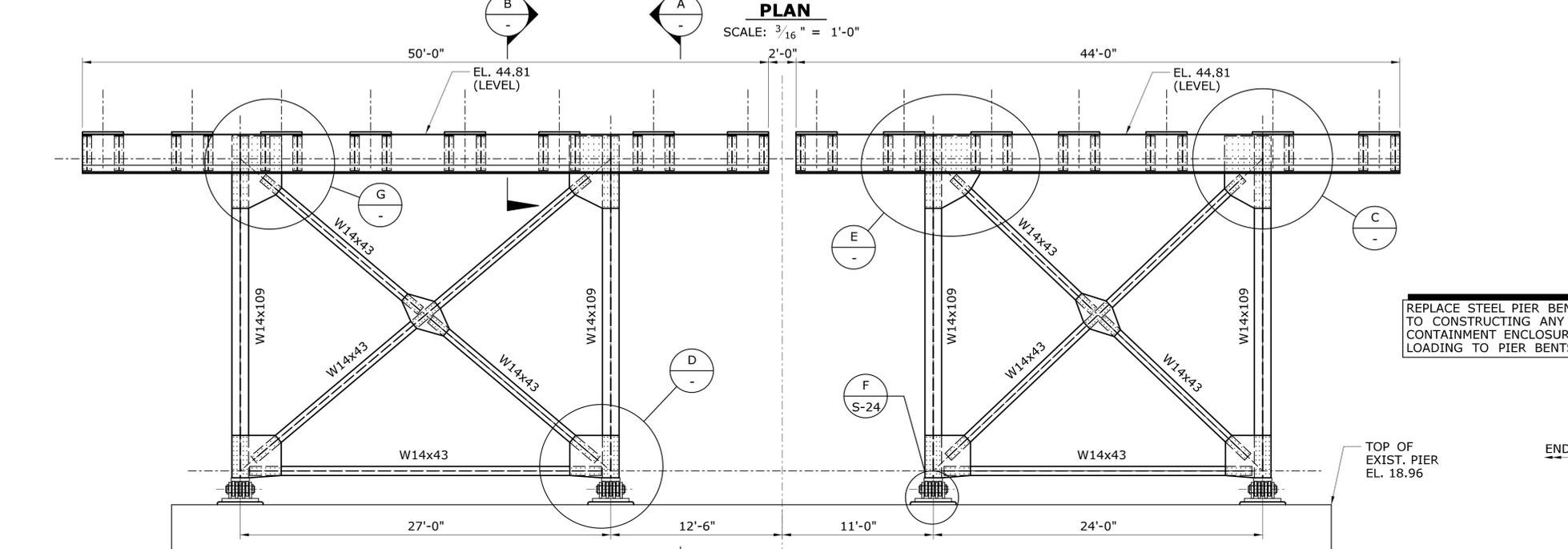
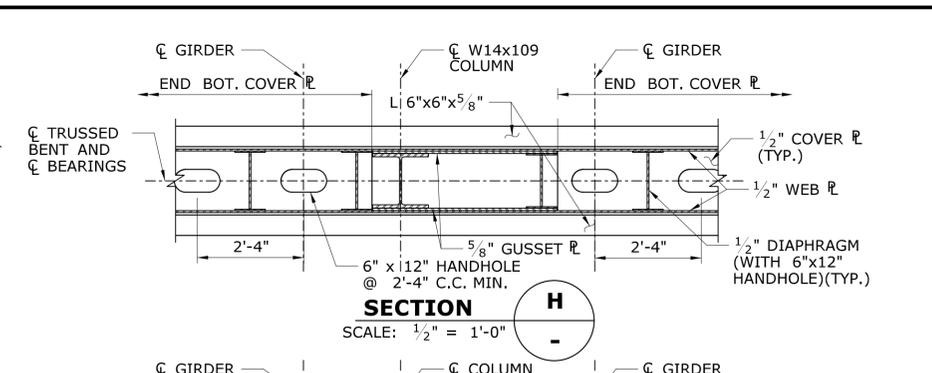
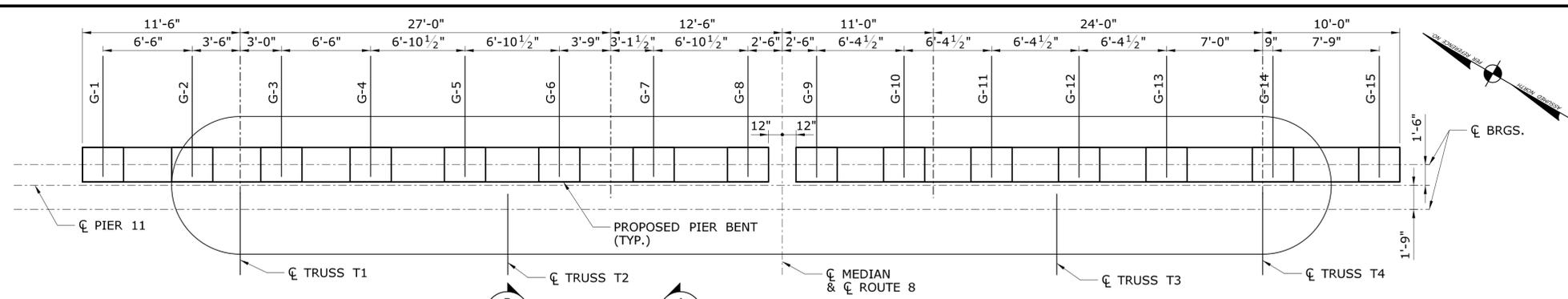
SECTION H
SCALE: 1/2" = 1'-0"



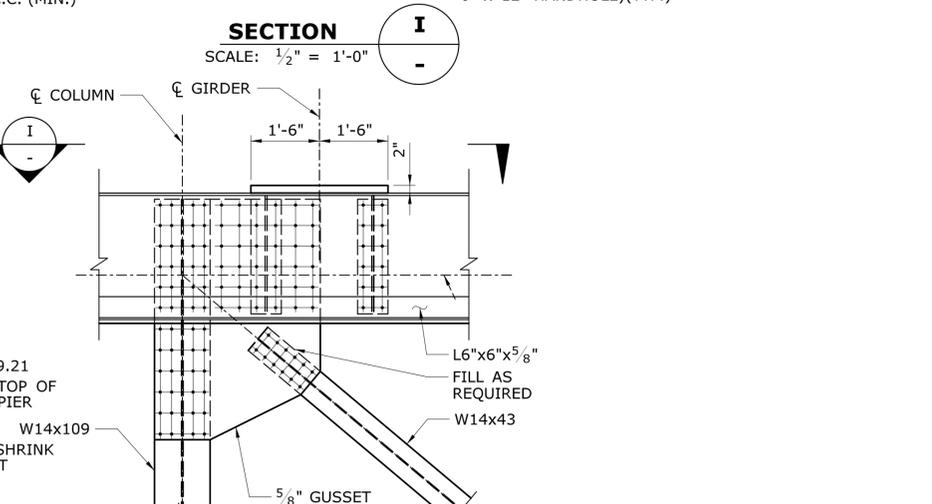
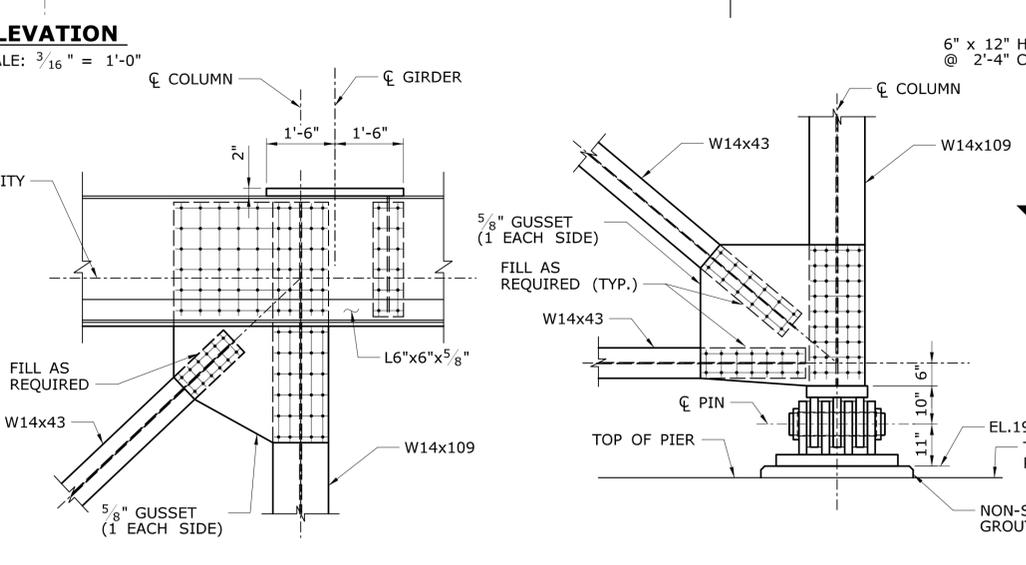
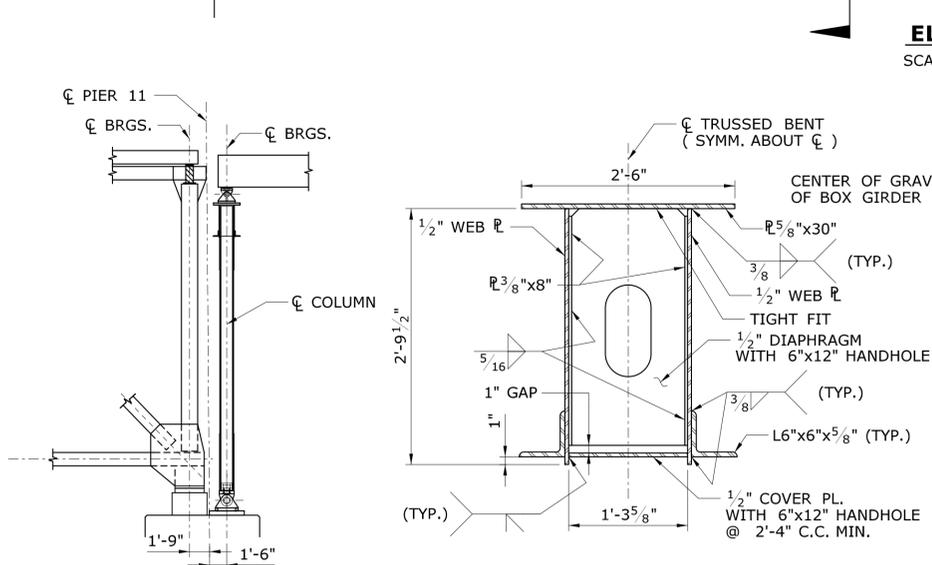
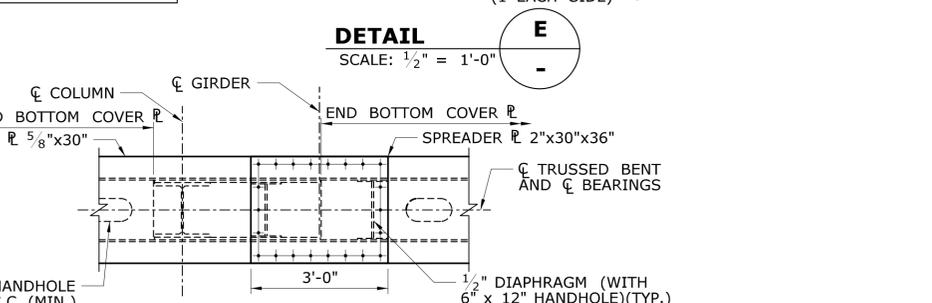
SECTION I
SCALE: 1" = 1'-0"

S-25

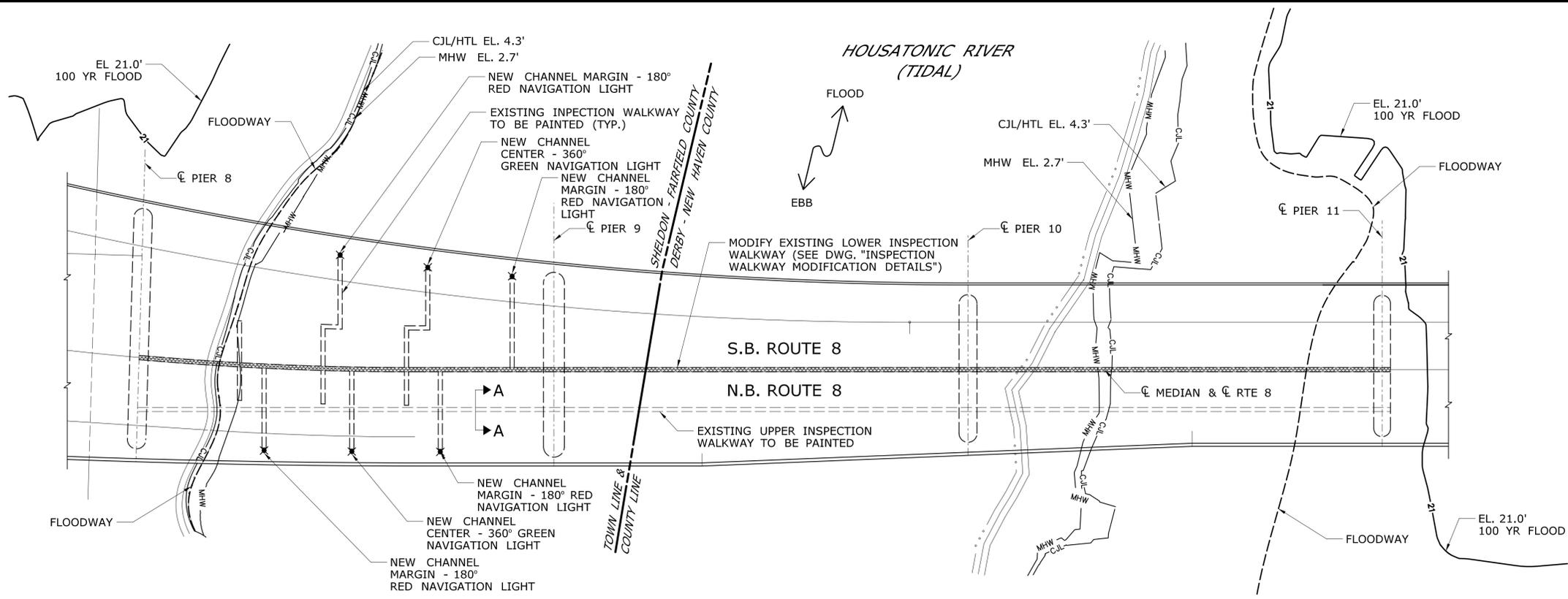
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: CAR/ALH CHECKED BY: CC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...\\SB_MSH_Br00571A.126-170_STD6.dgn	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-24 SHEET NO.
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016			



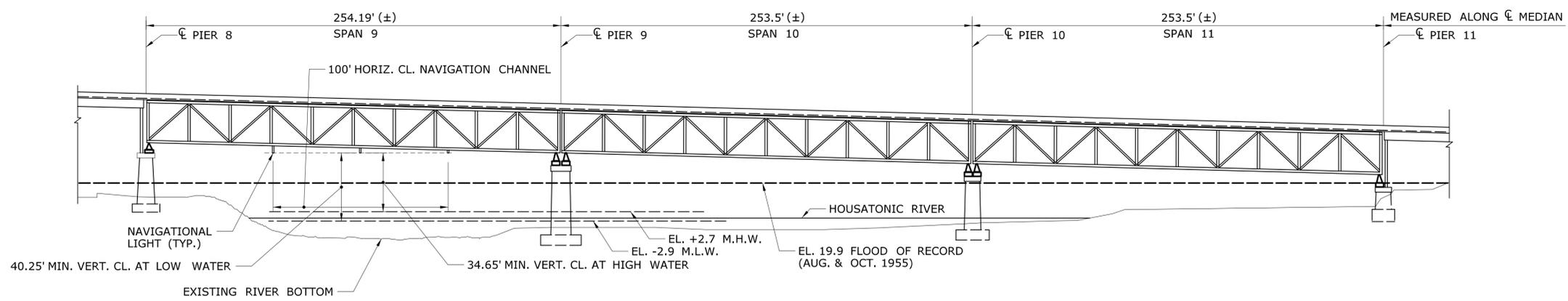
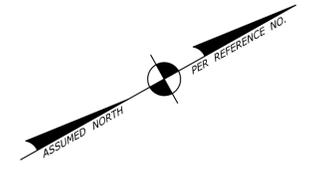
REPLACE STEEL PIER BENTS 8 & 11 PRIOR TO CONSTRUCTING ANY PORTION OF CONTAINMENT ENCLOSURE WHICH INCREASES LOADING TO PIER BENTS 8 & 11.



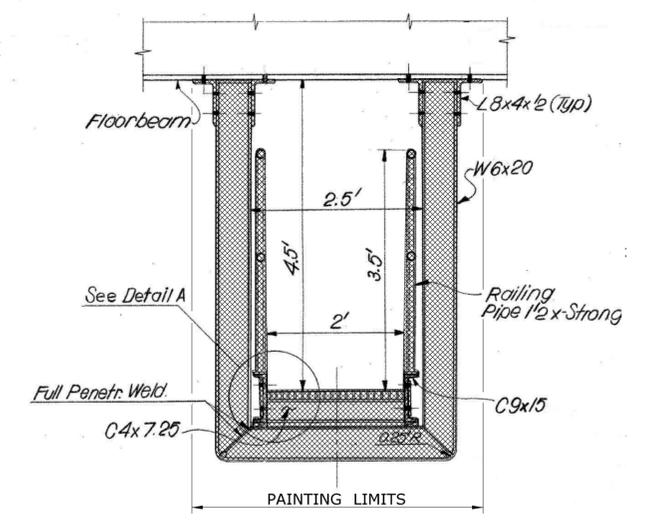
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: NM/ALH CHECKED BY: CC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...SB_MSH_Br00571A_126-170_STD7.dgn	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-25 SHEET NO.
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016	REPLACEMENT OF STEEL BENTS AT PIER 11		



PLAN
SCALE: 1" = 40'



ELEVATION
SCALE: 1" = 40'



SECTION A-A
SCALE: N.T.S.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016

DESIGNER/DRAFTER: **NM/ALH**
 CHECKED BY: **CC**
 SCALE AS NOTED

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION

Signature/Block: [Signature]

Filename: ...\\SB_MSH_Br00571A_126-170_STD9.dgn

SIGNATURE/BLOCK: [Signature]

PROJECT TITLE: **COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS**

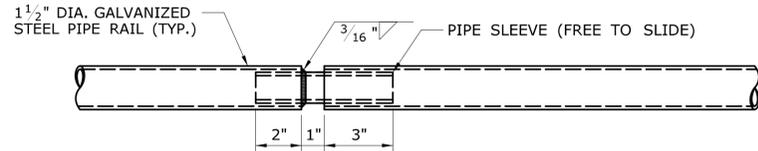
TOWN: **SHELTON DERBY**

DRAWING TITLE: **PLAN AND ELEVATION OF RIVER TRUSS SPANS**

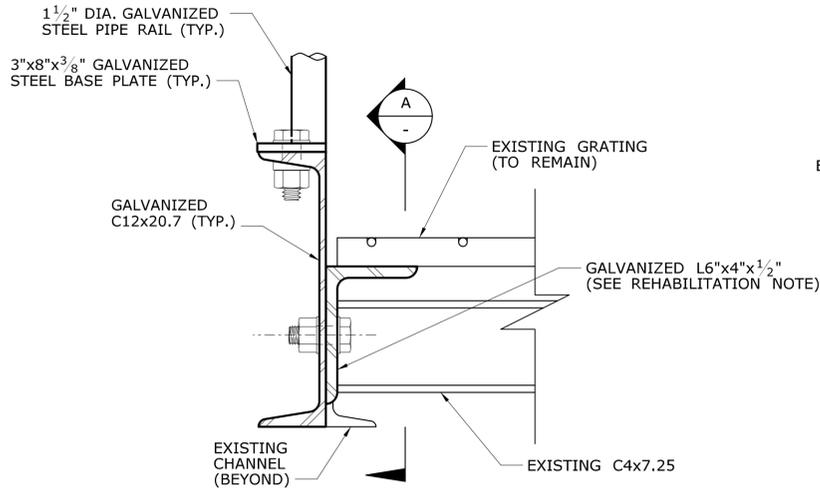
PROJECT NO. **126-170**
 DRAWING NO. **S-26**
 SHEET NO.

NOTES:

- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISIONS "WALKWAY MODIFICATIONS".

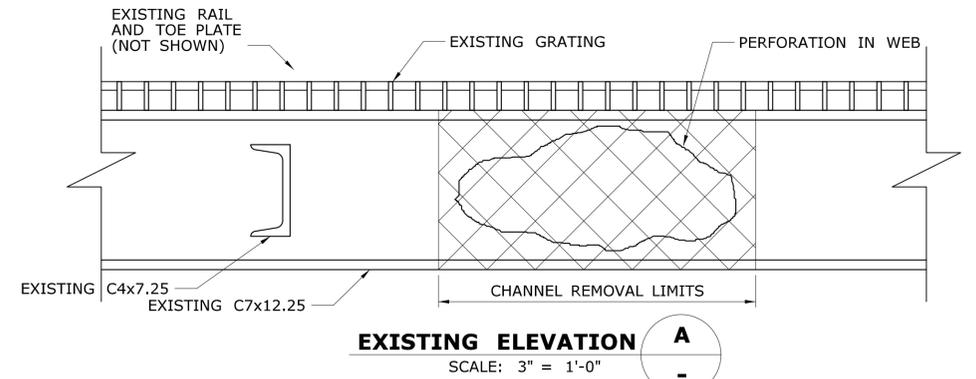


PIPE RAIL EXPANSION JOINT DETAIL
SCALE: 3" = 1'-0"

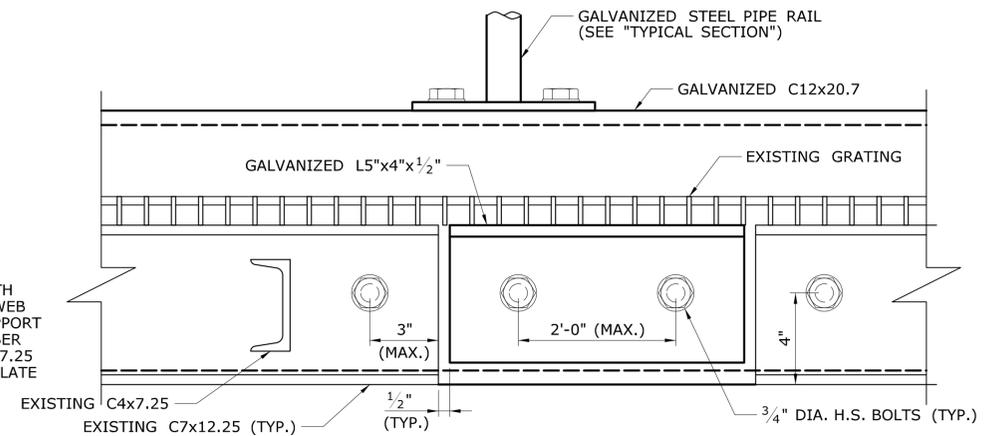


TYPICAL REHABILITATION SECTION
SCALE: 3" = 1'-0"

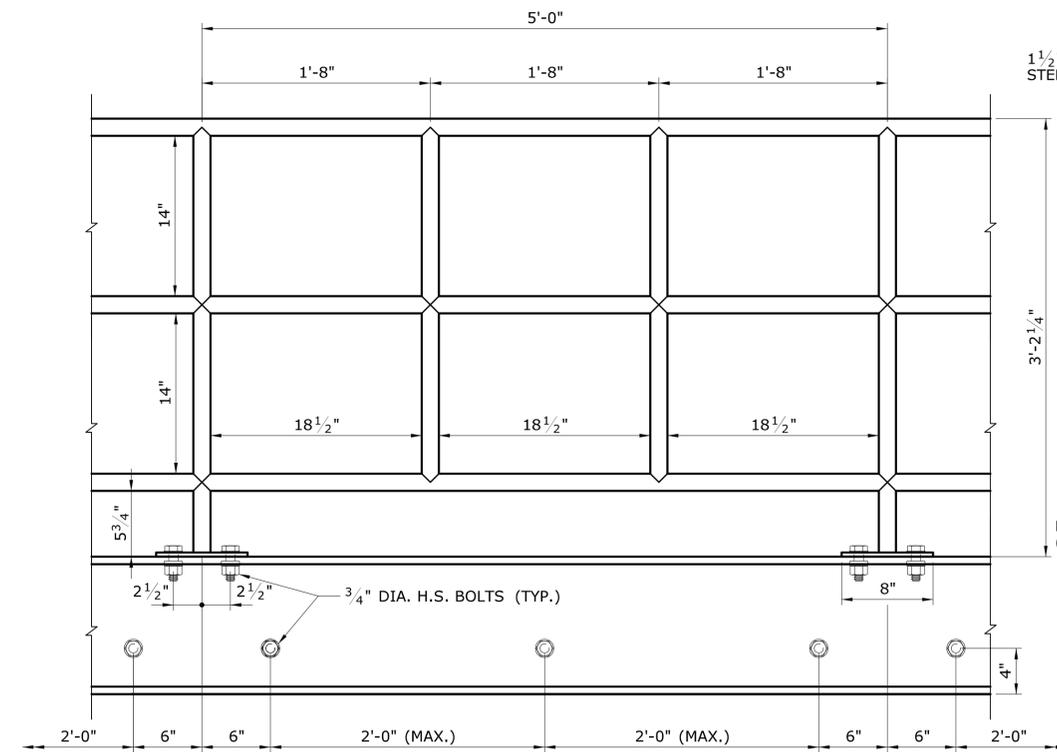
REHABILITATION NOTE:
REMOVE EXISTING C7x12.25 IN LOCATIONS WITH SEVERE SECTION LOSS OR PERFORATIONS IN WEB AS DETERMINED BY ENGINEER. TEMPORARY SUPPORT C4x7.25 BRACING AND GRATING DURING MEMBER REPLACEMENT. WHERE REQUIRED, REATTACH C4x7.25 TO PROPOSED ANGLE WITH 1/2" CONNECTION PLATE WELDED TO ANGLE.



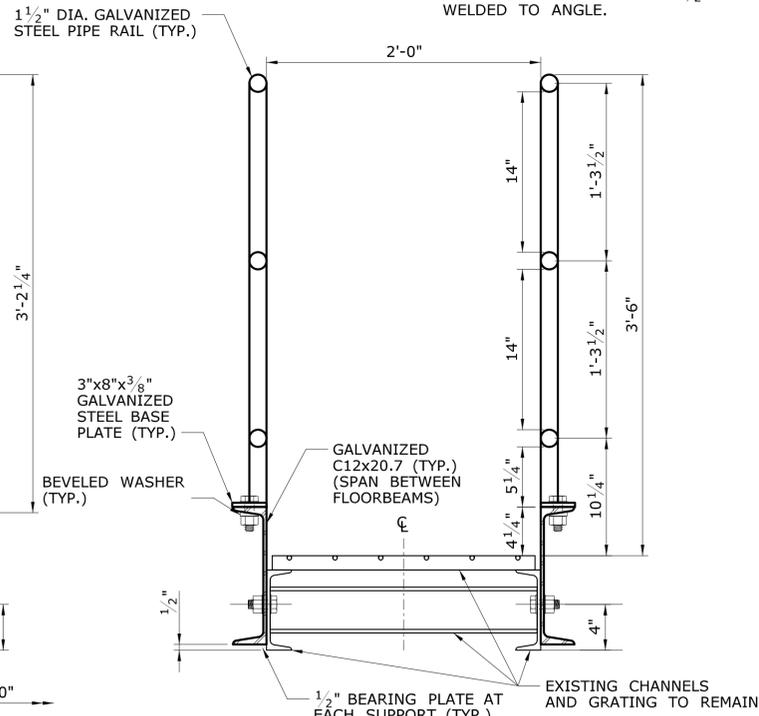
EXISTING ELEVATION A
SCALE: 3" = 1'-0"



REHABILITATION ELEVATION B-B
SCALE: 3" = 1'-0"

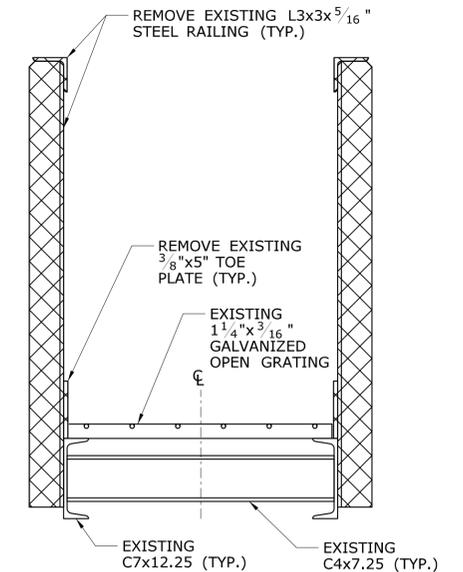


ELEVATION



TYPICAL SECTION

LEGEND
[Cross-hatched symbol] : REMOVAL LIMITS FOR EXISTING STEEL



DEMOLITION SECTION
EXISTING INSPECTION WALKWAY
SCALE: 1 1/2" = 1'-0"

NOTE:
ADJUST BOLT SPACING AS REQUIRED TO ATTACH TO COMPETENT WEB OF EXISTING C7x12.25. SEE "TYPICAL REHABILITATION SECTION" FOR LOCATIONS WITHOUT COMPETENT WEB.

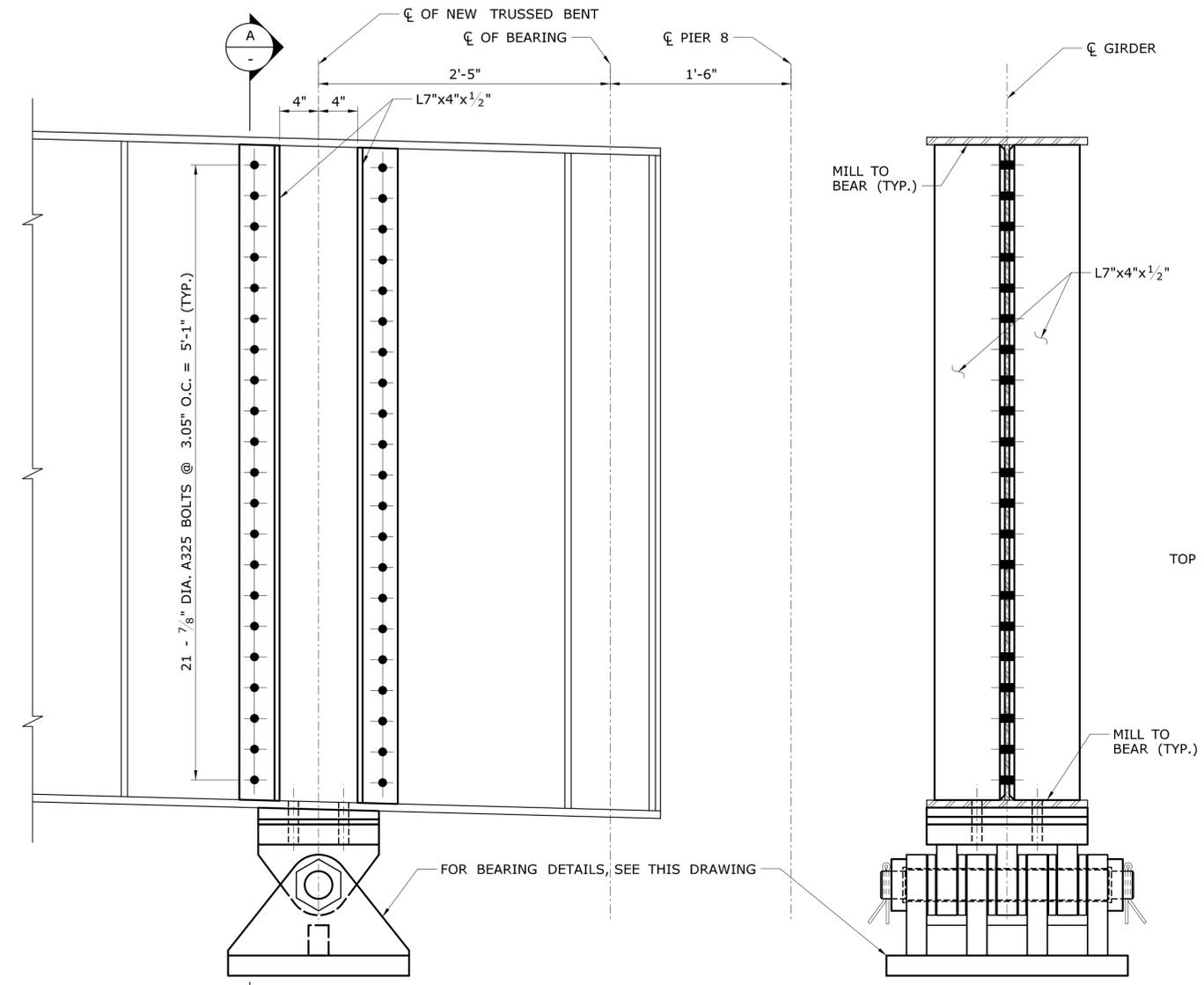
REPAIR WORK AT EXISTING INSPECTION WALKWAY DETAILS

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

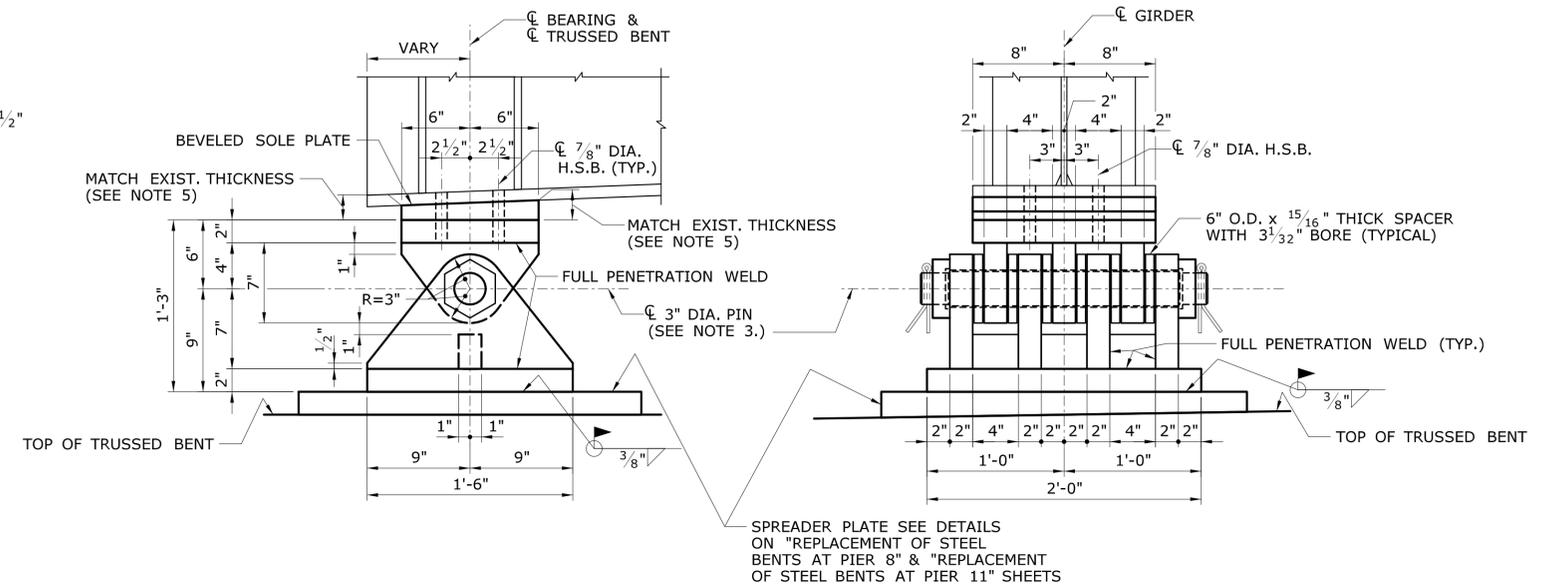
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: KAB/ALH CHECKED BY: CC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...SB_MSH_Br00571A_126-170_STD10.dgn	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO.: 126-170 DRAWING NO.: S-27 SHEET NO.	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016	DRAWING TITLE: INSPECTION WALKWAY MODIFICATION DETAILS			

BEARING NOTES:

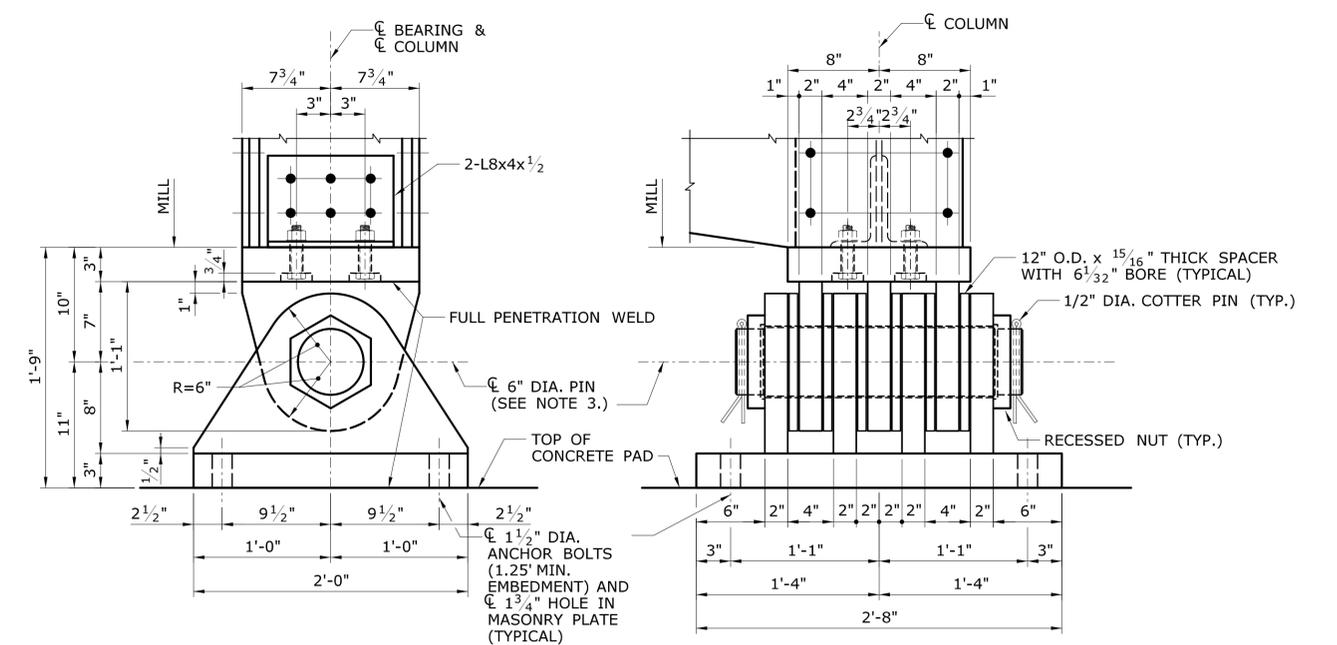
1. FURNISHING AND INSTALLING STEEL BEARING SHALL BE PAID FOR UNDER THE ITEM "STRUCTURAL STEEL (SITE NO. 8)" AND "STRUCTURAL STEEL (SITE NO. 11)".
2. ALL STEEL PLATE SHALL CONFORM TO AASHTO M270, GRADE 50 T2.
3. PIN MATERIAL SHALL CONFORM TO ASTM A-668 CLASS F AND SHALL HAVE A FINISHED SURFACE OF AN ANSI STANDARD FINISH OF 125.
4. WELDING DETAILS, PROCEDURES AND TESTING METHODS SHALL CONFORM TO THE AASHTO/AWS D1.5 BRIDGE WELDING CODE, UNLESS OTHERWISE NOTED ON THE PLANS.
4. CONTRACTOR SHALL GET FIELD MEASUREMENT PRIOR TO BEARING FABRICATION.



1
S-24
BEARING STIFFENERS FOR REPLACEMENT BENTS AT PIER 8
SCALE: 1 1/2" = 1'-0"

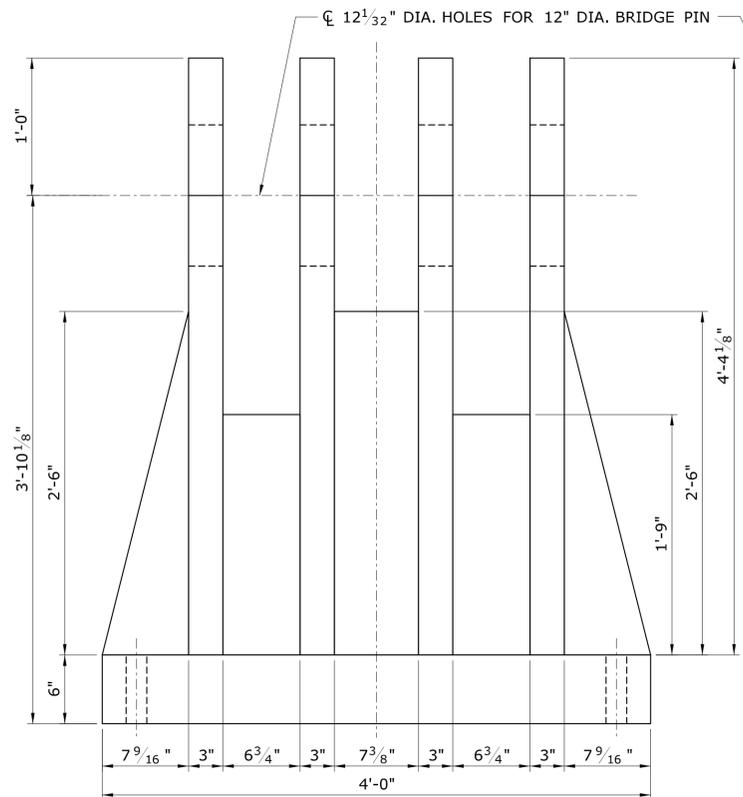


EXPANSION STEEL BEARING SHOE-E2
TOP OF TRUSSED BENT AT PIERS 8 & 11
SCALE: 1 1/2" = 1'-0"

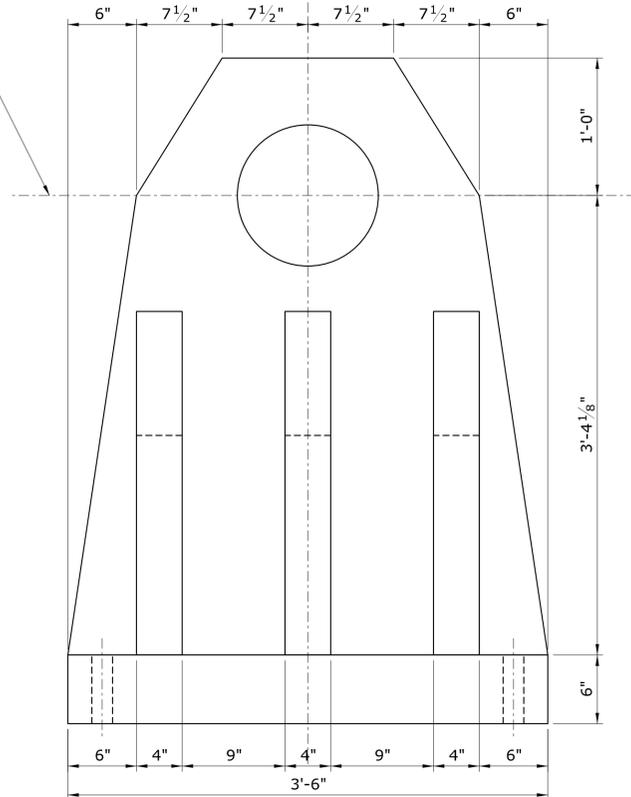


EXPANSION STEEL BEARING SHOE-E3
BOTTOM OF TRUSSED BENT AT PIERS 8 & 11
SCALE: 1 1/2" = 1'-0"

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: KAB/ALH CHECKED BY: CC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...\\SB_MSH_Br00571A_126-170_BRS2.dgn	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-28 SHEET NO.	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016	DRAWING TITLE: BEARINGS PIER 8 & PIER 11			SHEET NO.



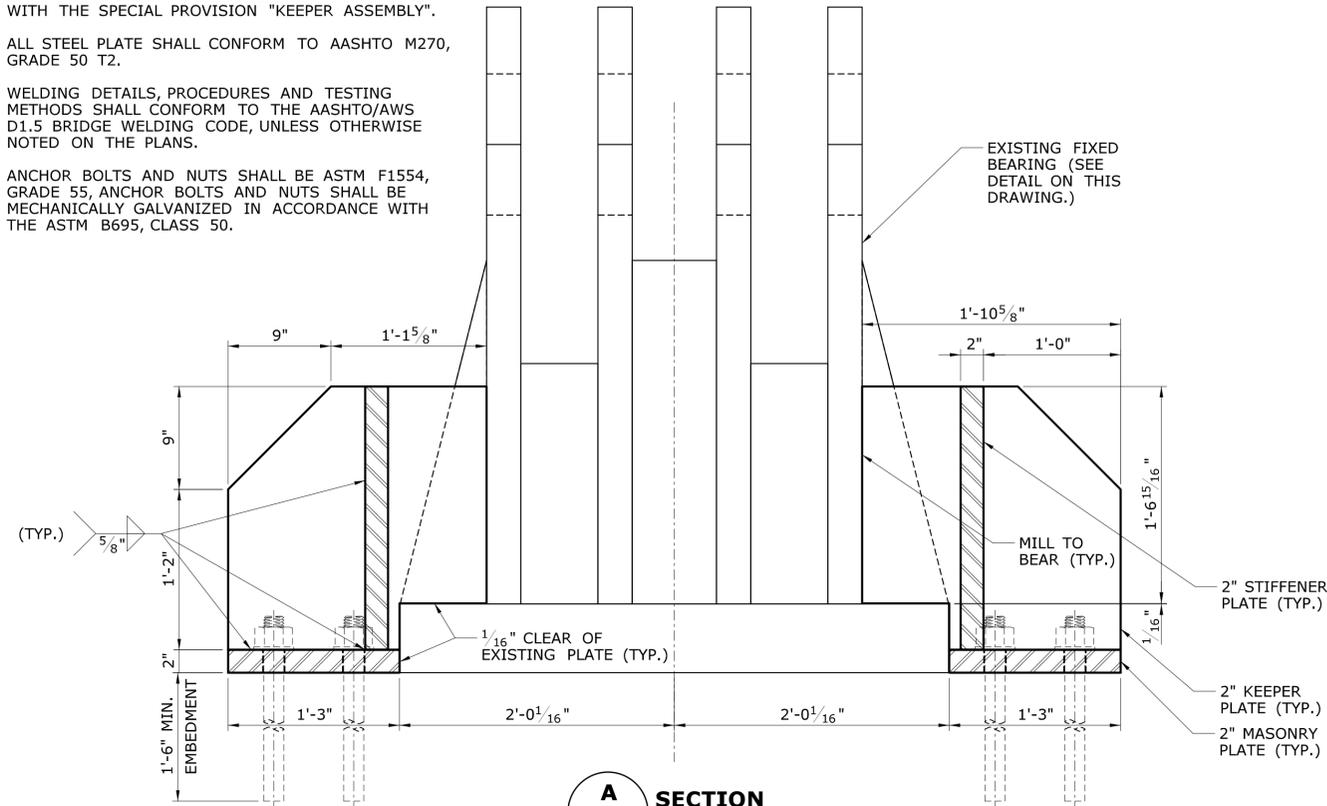
FRONT VIEW



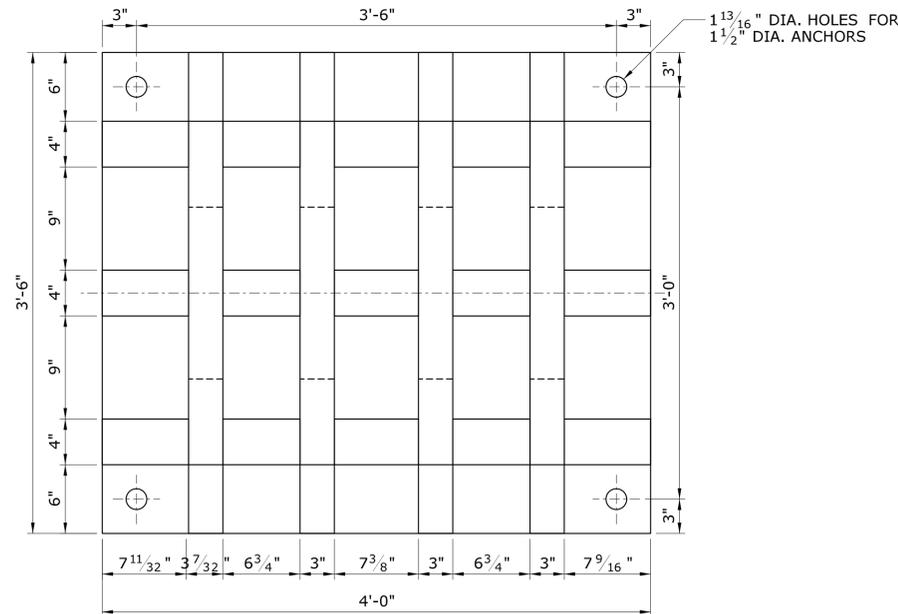
SIDE VIEW

NOTES:

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISION "KEEPER ASSEMBLY".
2. ALL STEEL PLATE SHALL CONFORM TO AASHTO M270, GRADE 50 T2.
3. WELDING DETAILS, PROCEDURES AND TESTING METHODS SHALL CONFORM TO THE AASHTO/AWS D1.5 BRIDGE WELDING CODE, UNLESS OTHERWISE NOTED ON THE PLANS.
4. ANCHOR BOLTS AND NUTS SHALL BE ASTM F1554, GRADE 55, ANCHOR BOLTS AND NUTS SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH THE ASTM B695, CLASS 50.



A SECTION

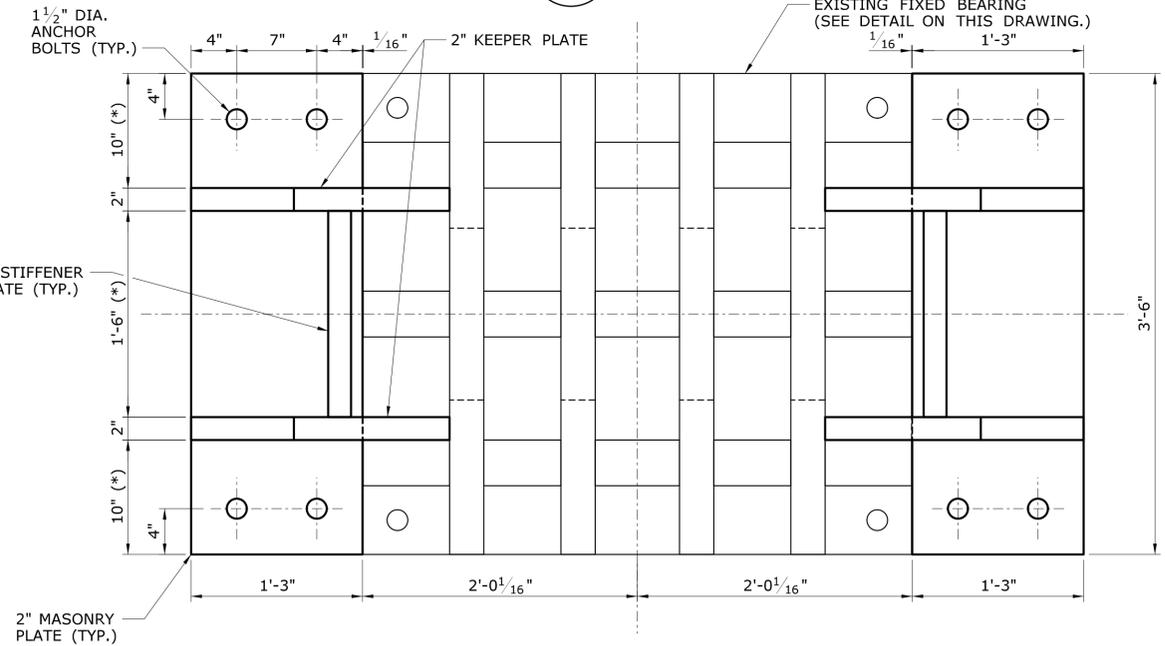


PLAN VIEW

EXISTING FIXED BEARING

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

BEARING LOCATIONS		
SPAN	TRUSS	LOCATION
9	T3	PIER 9
9	T4	
10	T2	PIER 10
10	T3	
11	T2	PIER 11
11	T3	



PLAN VIEW

FIXED BEARING RESTRAINERS

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

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016

DESIGNER/DRAFTER: **KAB/ALH**
 CHECKED BY: **CC**
 SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...SB_MSH_Br00571A_126-170_BRS1.dgn

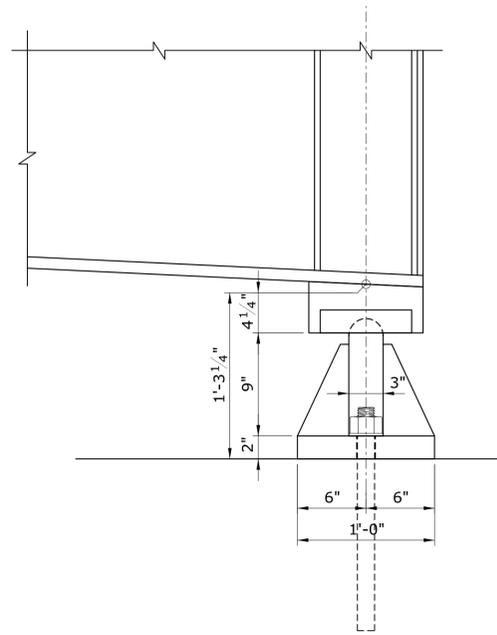
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PROJECT TITLE:
COMMODORE HULL BRIDGE
PAINTING AND STEEL REPAIRS

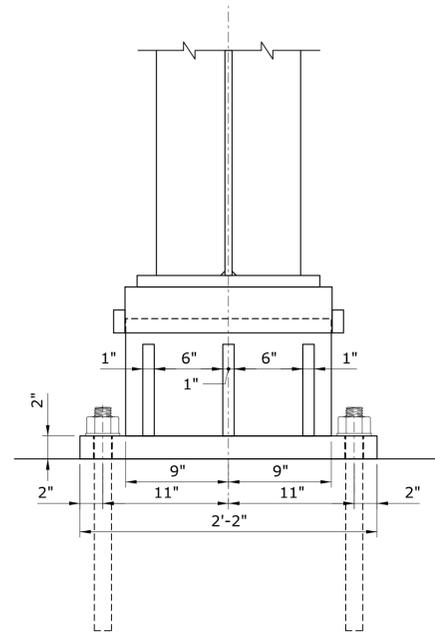
TOWN: **SHELTON DERBY**

DRAWING TITLE:
FIXED BEARING RESTRAINTS
AT TRUSS SPANS

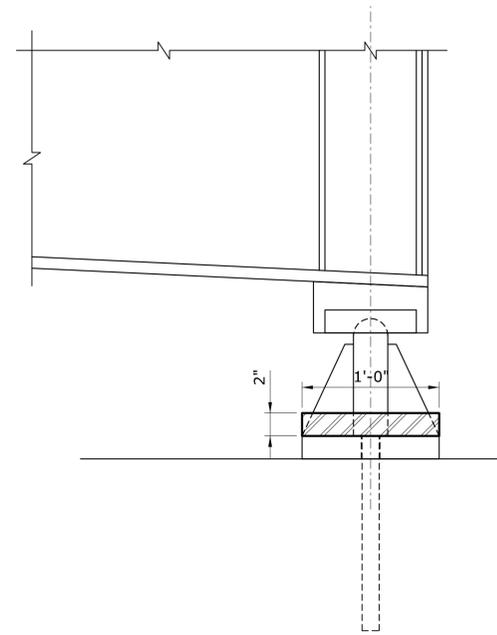
PROJECT NO. **126-170**
 DRAWING NO. **S-29**
 SHEET NO.



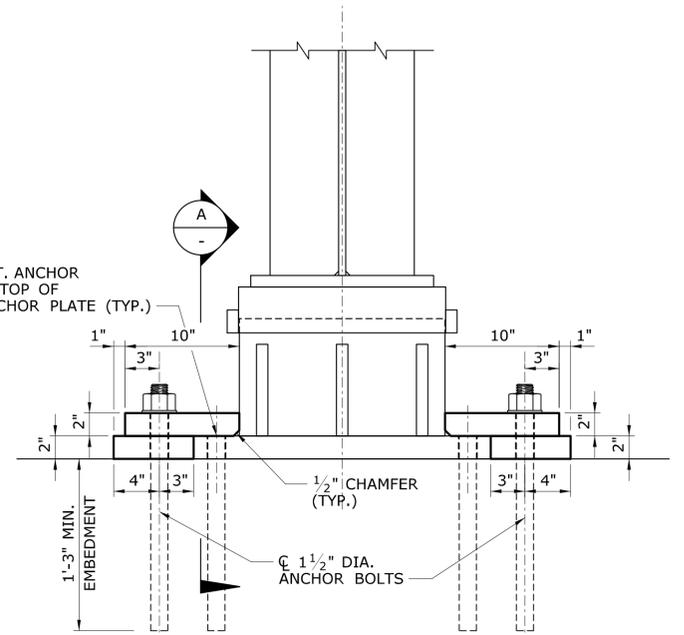
SIDE VIEW



END ELEVATION



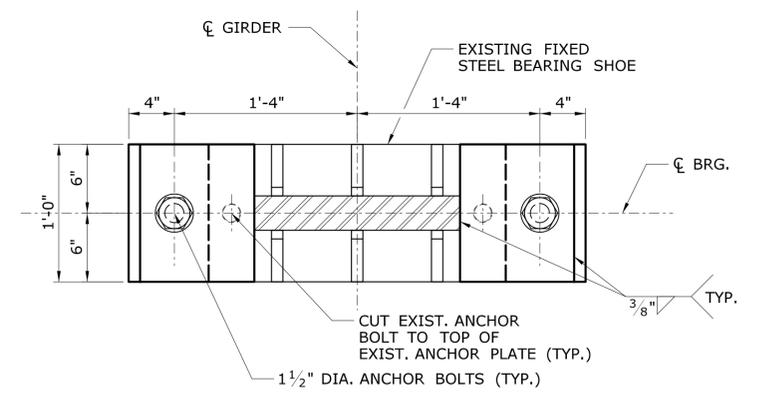
A SECTION



END ELEVATION

EXISTING FIXED STEEL BEARING SHOE DETAILS

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



PLAN

BEARING LOCATIONS			
SPAN	GIRDERS	QUANTITY	LOCATION
1	6	1	PIER 1
3	3-11	9	PIER 2
5	3-11	9	PIER 5
6	6 & 7	2	PIER 6
7	7 & 8	2	PIER 7
8	5, 7, 9 & 11	4	PIER 7
12	4-10	7	ABUT. 2

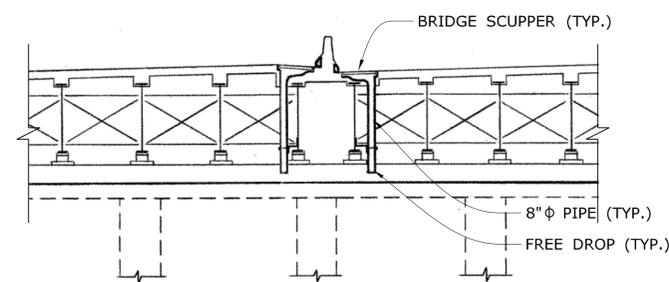
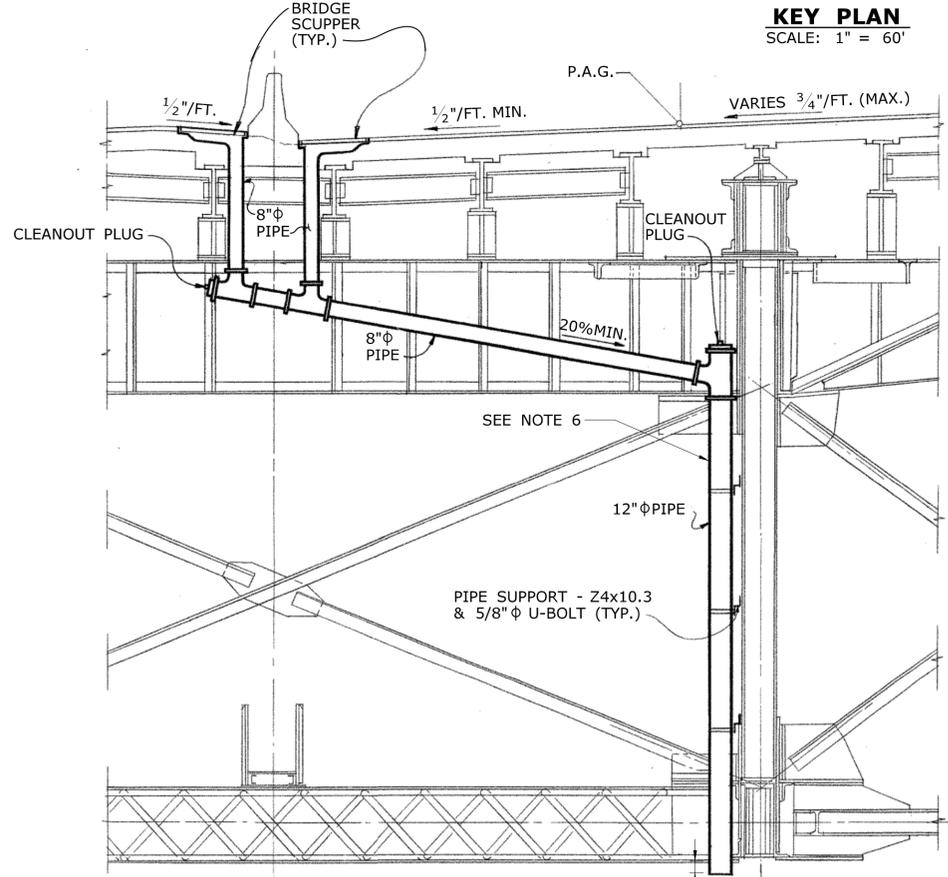
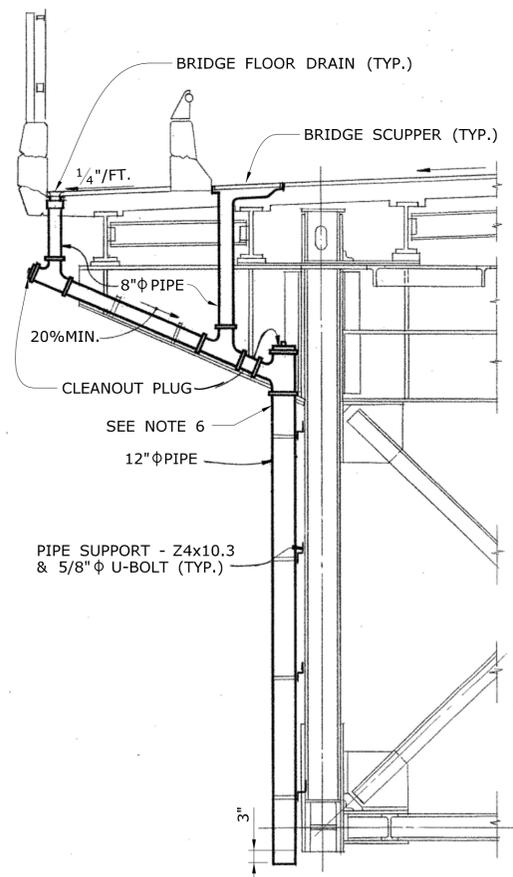
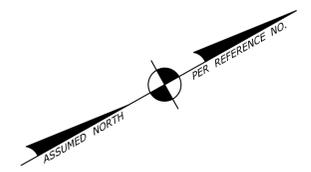
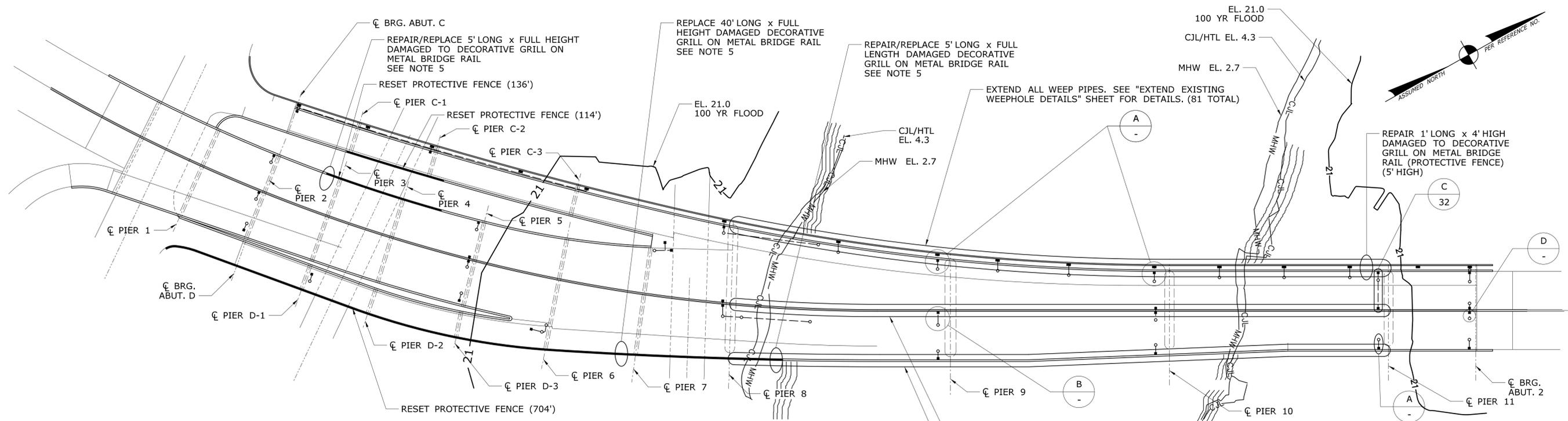
FIXED BEARING RESTRAINER DETAILS

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

NOTES:

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISION "KEEPER ASSEMBLY".
2. ALL STEEL PLATE SHALL CONFORM TO AASHTO M270, GRADE 50 T2.
3. ANCHOR BOLTS AND NUTS SHALL BE ASTM F1554, GRADE 55, ANCHOR BOLTS AND NUTS SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH THE ASTM B695, CLASS 50.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: KAB/ALH CHECKED BY: CC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...SB_MSH_Br00571A_126-170_BRS3.dgn	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-30 SHEET NO.
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016	DRAWING TITLE: FIXED BEARING RESTRAINTS AT APPROACH SPANS		



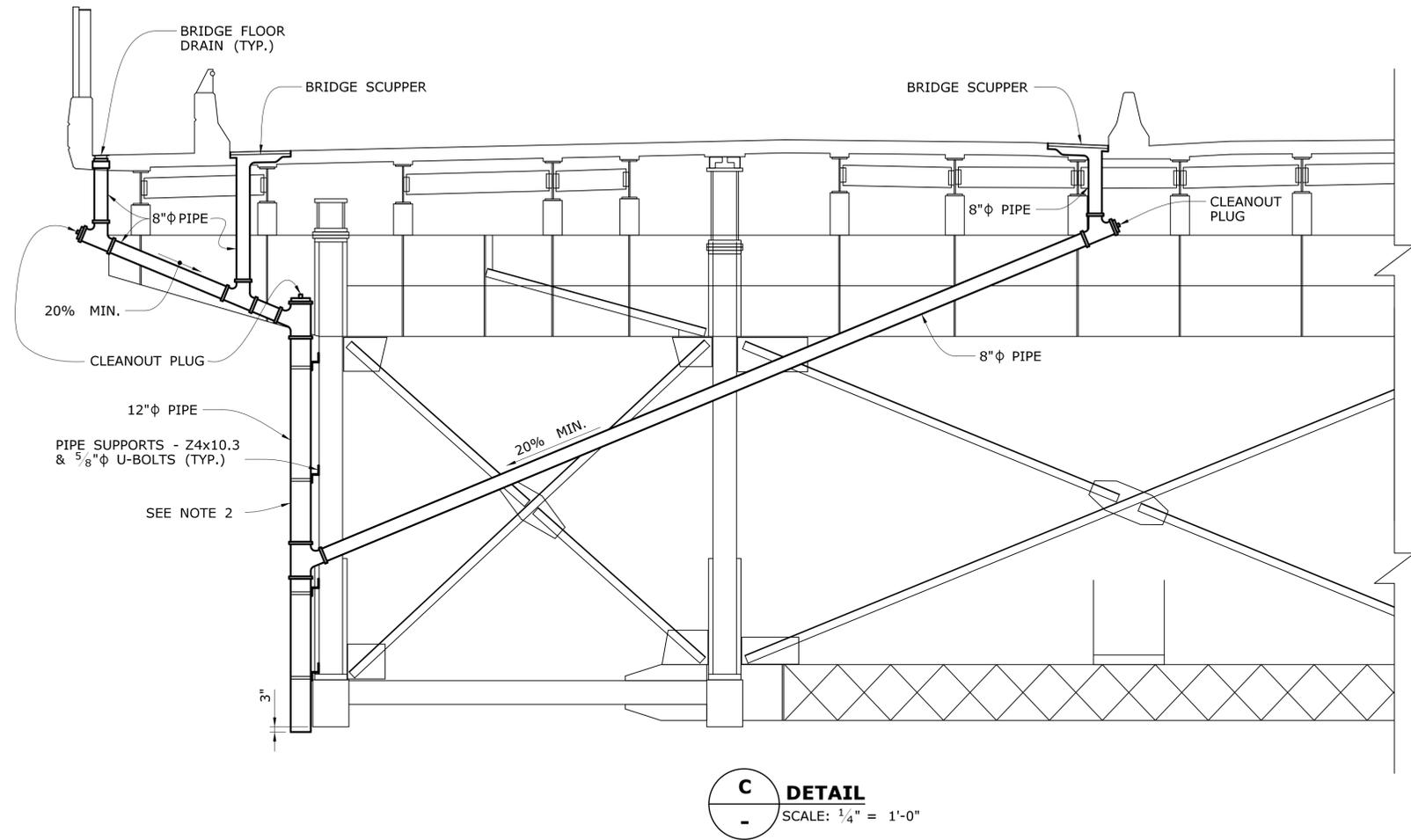
- LEGEND**
- FLOOR DRAIN
 - SCUPPER - UNBLOCKING/CLEANING (30 TOTAL)
 - DOWNSPOUT
 - PIPE

- NOTES:**
1. SCUPPER UNBLOCKING AND CLEANING WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISION "CLEAN EXISTING SCUPPERS".
 2. REPLACE BROKEN DRAIN PIPE WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISION "REMOVAL AND REPLACEMENT OF EXISTING BRIDGE DRAINAGE SYSTEM".
 3. EXTEND WEEP PIPES WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISION "EXTEND EXISTING WEEPHOLES"
 4. DETAIL A, B & D ARE TYPICAL DRAINAGE SYSTEM DETAILS. ONLY BROKEN PIPE SHALL BE REPLACED.
 5. REPAIRS TO METAL BRIDGE RAIL PROTECTIVE FENCE SHALL BE COMPLETED IN ACCORDANCE WITH THE SPECIAL PROVISION "REPAIR METAL BRIDGE RAIL". FOR DETAILS SEE DWG. "FENCE REPAIR DETAILS".
 6. LIMITS OF WORK SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: NM/ALH CHECKED BY: CC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...\\SB_MSH_Br00571A_126-170_DRN1.dgn	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-31 SHEET NO.
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016	LIMITS OF FENCING AND DRAINAGE REPAIRS		

NOTES:

1. SEE "LIMITS OF FENCING AND DRAINAGE REPAIRS" SHEET FOR LOCATION OF DETAIL C AND DESCRIPTION OF WORK.
2. DETAIL C IS A TYPICAL DRAINAGE SYSTEM DETAIL. ONLY BROKEN PIPE SHALL BE REPLACED. LIMITS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

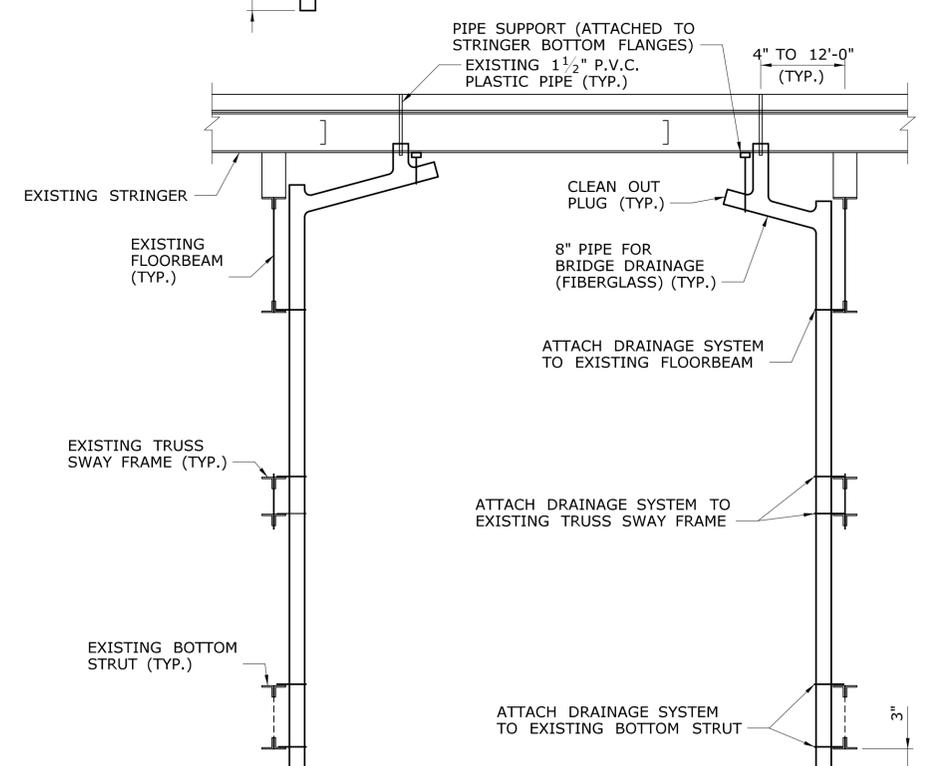
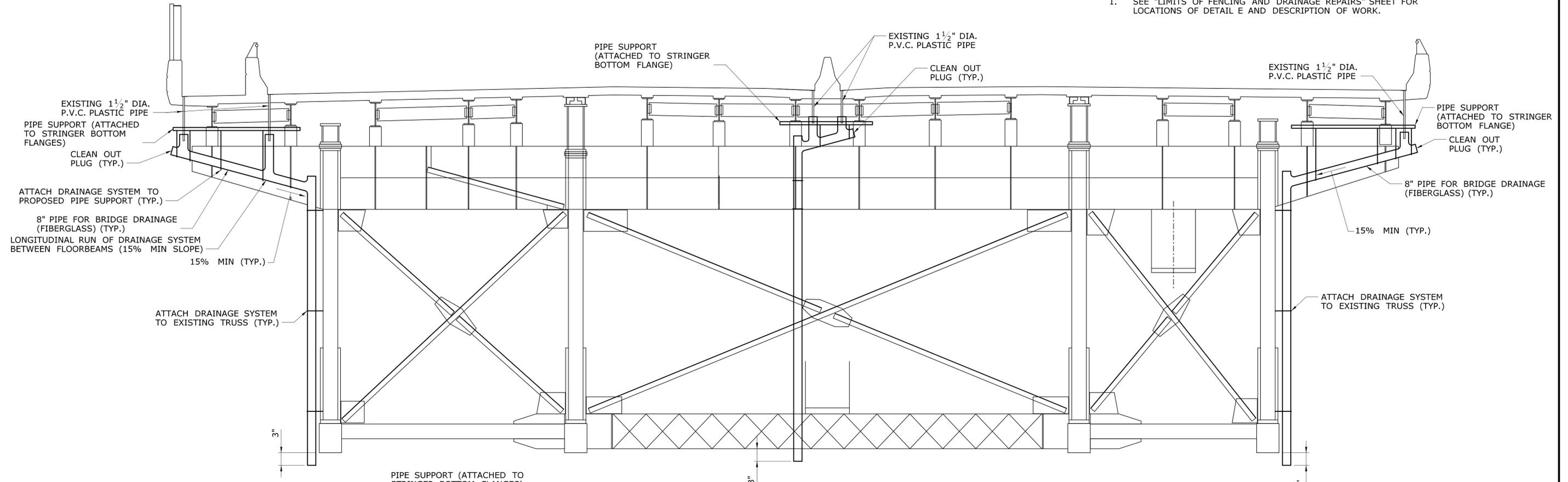


C DETAIL
SCALE: 1/4" = 1'-0"

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: NM/ALH CHECKED BY: CC SCALE AS NOTED	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...SB_MSH_Br00571A_126-170_DRN2.dgn	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY DRAWING TITLE: DECK DRAINAGE REPAIR DETAILS	PROJECT NO. 126-170 DRAWING NO. S-32 SHEET NO.
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016			

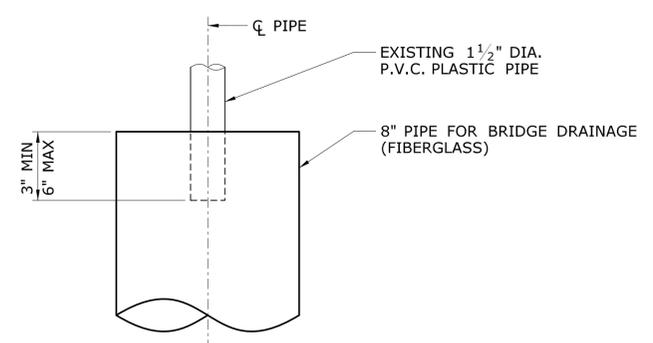
NOTES:

- SEE "LIMITS OF FENCING AND DRAINAGE REPAIRS" SHEET FOR LOCATIONS OF DETAIL E AND DESCRIPTION OF WORK.



LONGITUDINAL SECTION
SCALE: 1/4" = 1'-0"

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



TOP OF PIPE DETAIL
SCALE: 1/4" = 1'-0"

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

DESIGNER/DRAFTER:
NM/ALH
CHECKED BY:
CC
SCALE AS NOTED


STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...SB_MSH_Br00571A_126-170_DRN3.dgn

SIGNATURE/
BLOCK:



PROJECT TITLE:
**COMMODORE HULL BRIDGE
PAINTING AND STEEL REPAIRS**

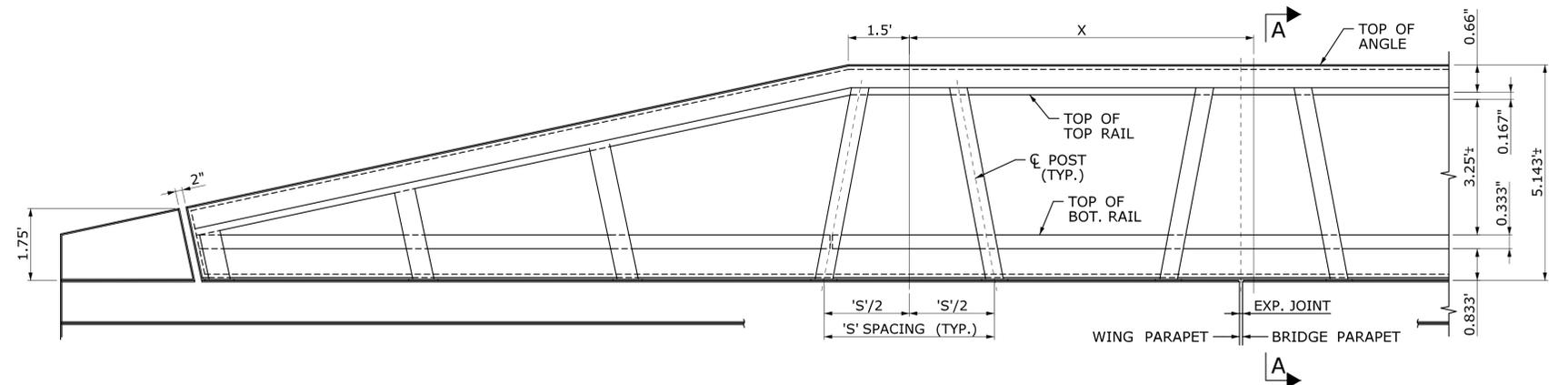
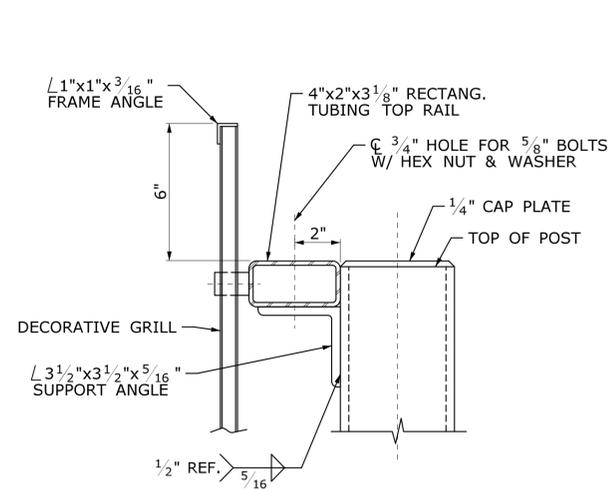
TOWN:
**SHELTON
DERBY**

DRAWING TITLE:
**EXTEND EXISTING
WEEPHOLE DETAILS**

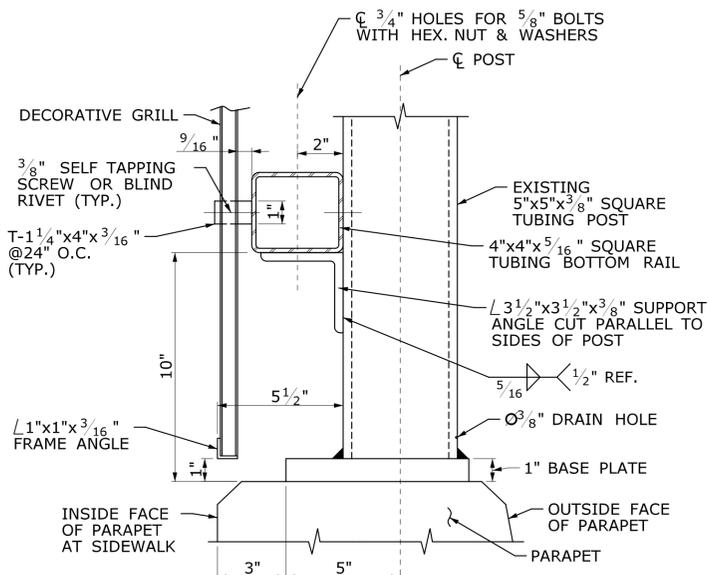
PROJECT NO.
126-170

DRAWING NO.
S-33

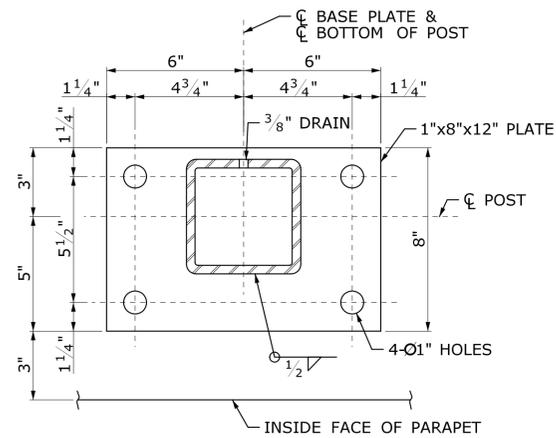
SHEET NO.



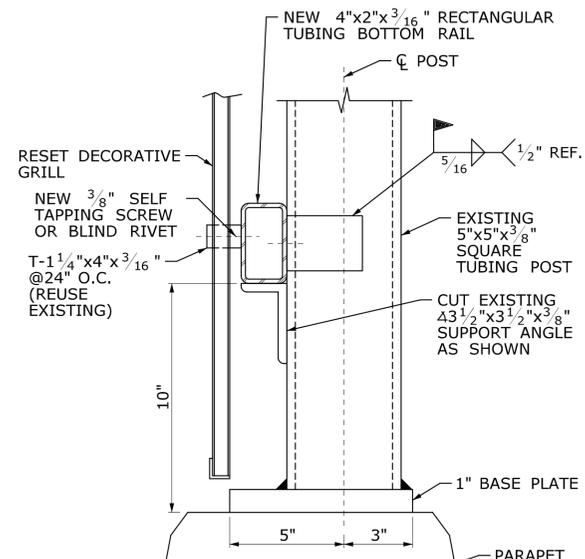
TYPICAL EXISTING ELEVATION LOOKING AT OUTSIDE OF PARAPET
SCALE: $\frac{1}{2}$ "=1'-0"



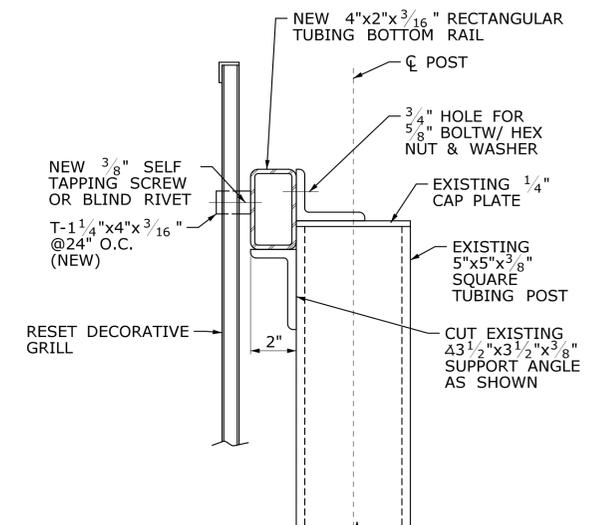
EXISTING SECTION A-A
SCALE: 3"=1'-0"



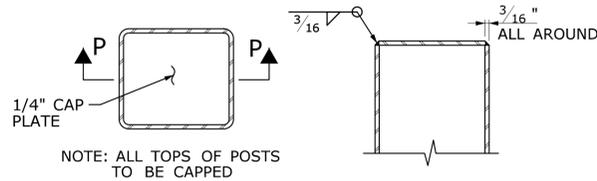
EXISTING BASE PLATE
SCALE: 3"=1'-0"



RESET BOTTOM RAIL SECTION A-A
SCALE: 3"=1'-0"

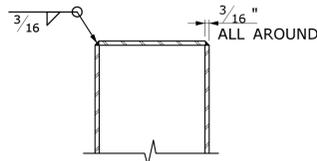


RESET TOP RAIL SECTION A-A
SCALE: 3"=1'-0"

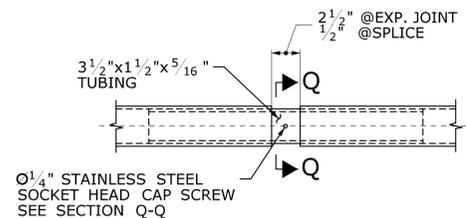


CAP DETAIL

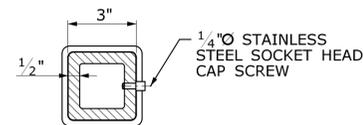
POST DETAILS
SCALE: 3"=1'-0"



SECTION P-P

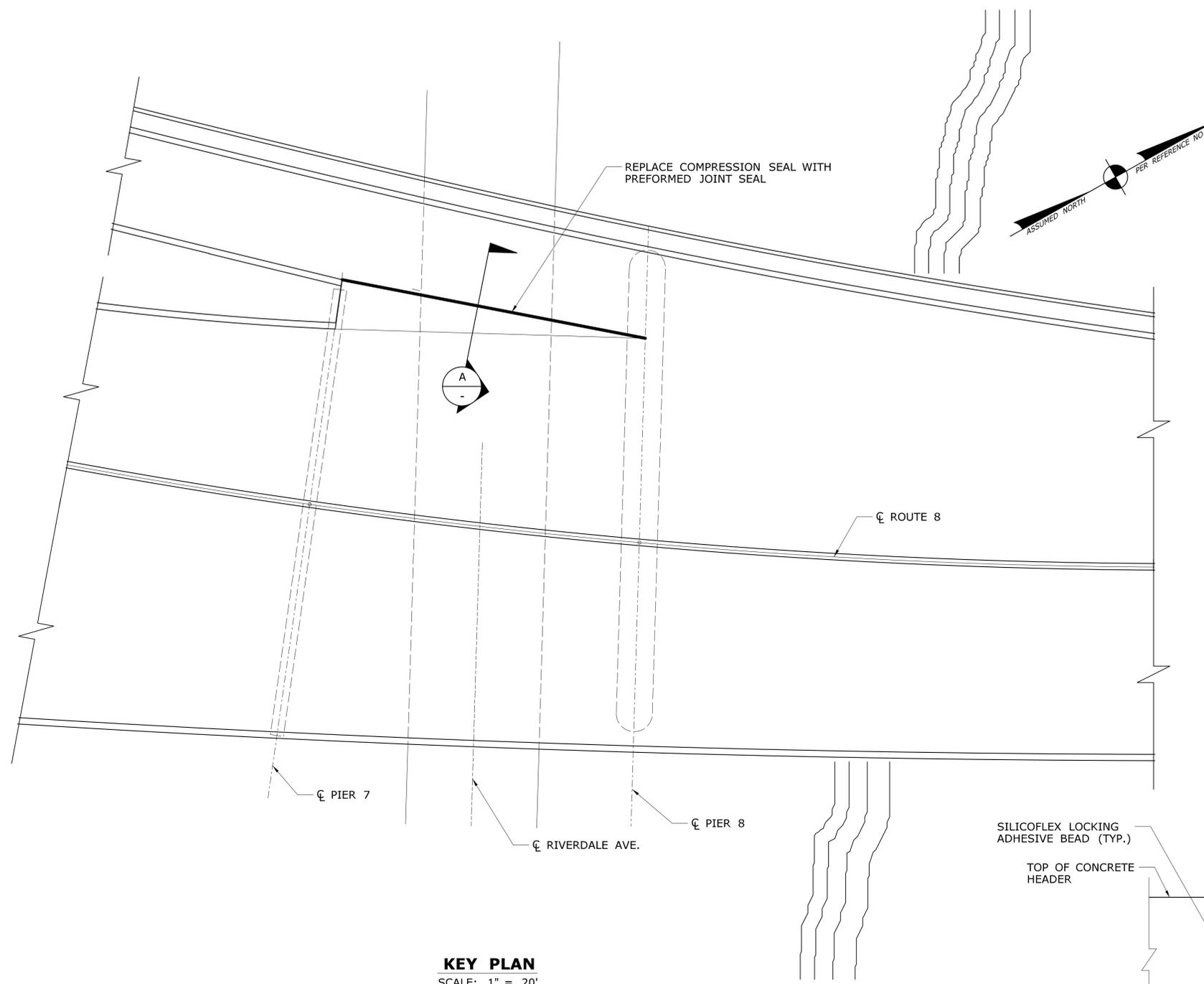


TOP & BOTTOM RAIL SPLICE
SCALE: $1 \frac{1}{2}$ "=1'-0"



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

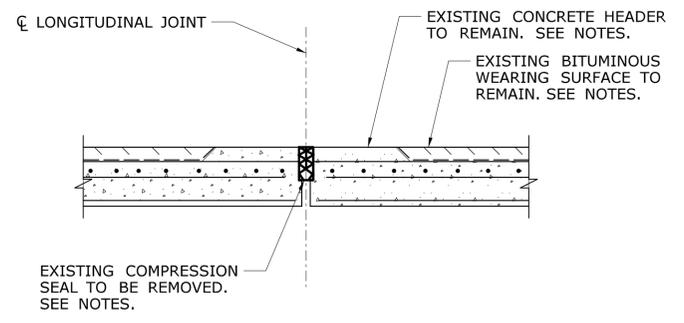
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: KAB/ALH CHECKED BY: CC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ... \SB_MSH_Br00571A_126-170_RLD1.dgn	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-34 SHEET NO.
REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 6/14/2016	FENCE RESET DETAILS						



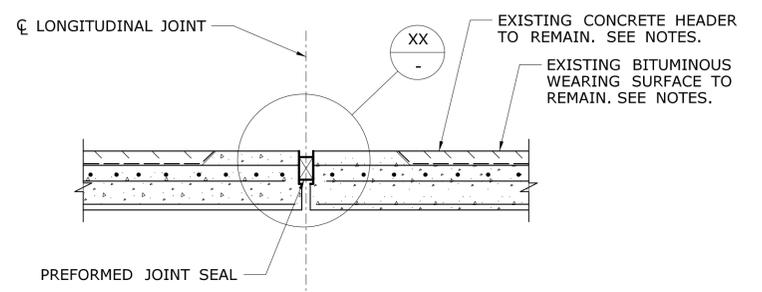
KEY PLAN
SCALE: 1" = 20'

PREFORMED JOINT SEAL NOTES:

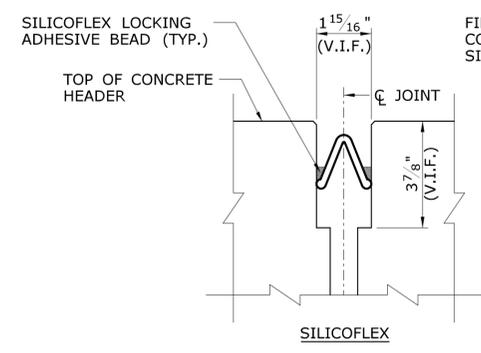
1. ALL MATERIALS SHALL BE INSTALLED PER MANUFACTURERS RECOMMENDATIONS.
2. THE EXISTING CONCRETE HEADERS SHALL BE BEVELED $\frac{1}{8}$ " ALONG THE OPENING OF THE JOINT.
3. THE CONTRACTOR SHALL FIELD VERIFY JOINT OPENING PRIOR TO ORDERING JOINT MATERIALS.
4. THE CONTRACTOR SHALL REMOVE EXISTING IMPACT ATTENUATOR AND INSTALL TEMPORARY IMPACT ATTENUATOR PRIOR TO THE WORK. SEE DETAILS IN M&PT SET.



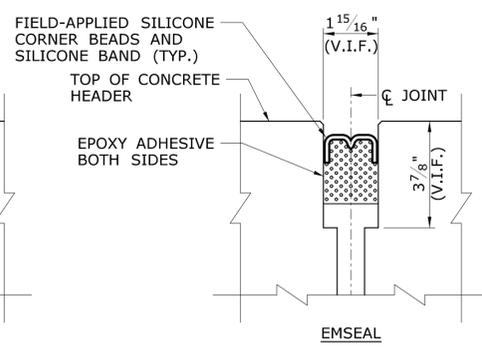
EXISTING JOINT A
N.T.S.



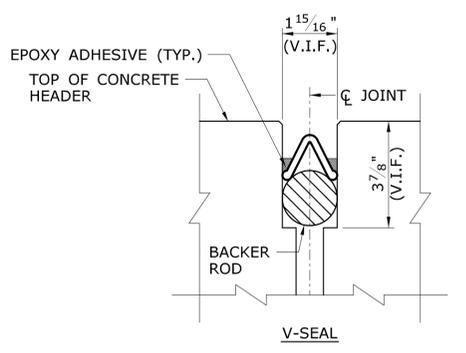
PROPOSED JOINT A
N.T.S.



SILICOFLEX



EMSEAL



V-SEAL

PREFORMED JOINT SEAL XX XX
N.T.S. - S-37

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016

DESIGNER/DRAFTER: **KAB/ALH**
CHECKED BY: **CC**
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

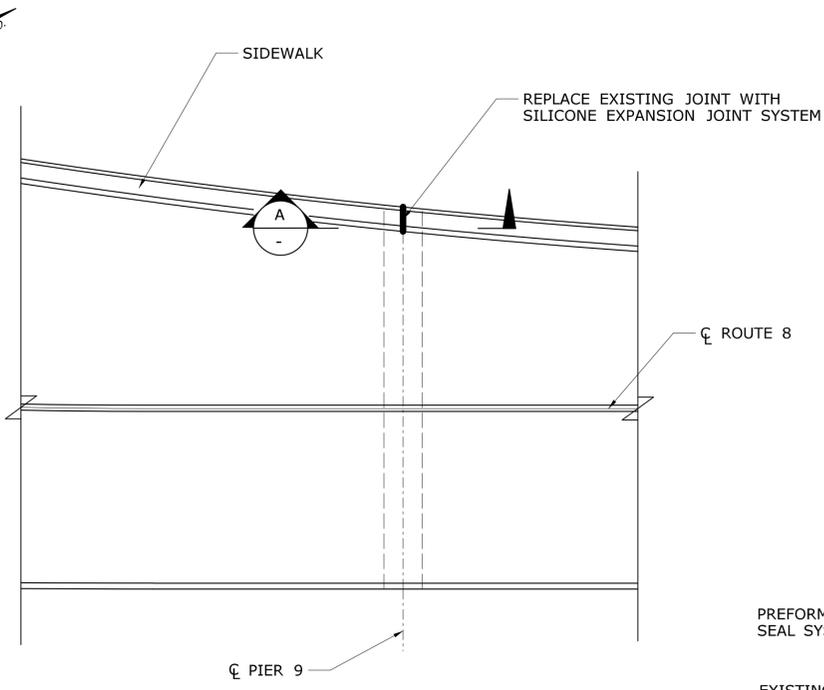
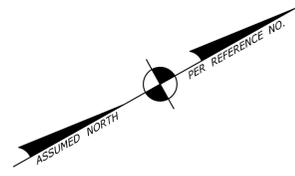
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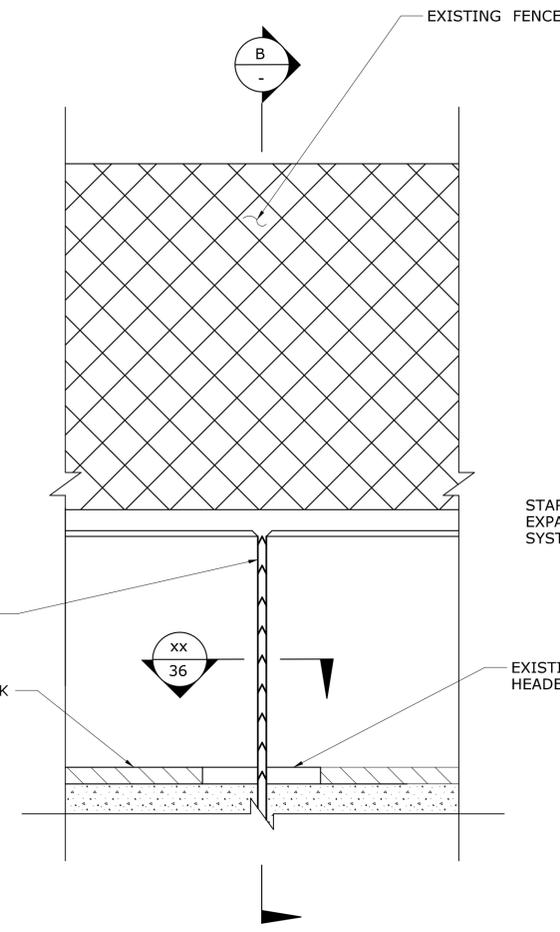
PROJECT TITLE:
**COMMODORE HULL BRIDGE
PAINTING AND STEEL REPAIRS**

TOWN: **SHELTON
DERBY**
DRAWING TITLE:
**EXPANSION JOINT
DETAILS 1**

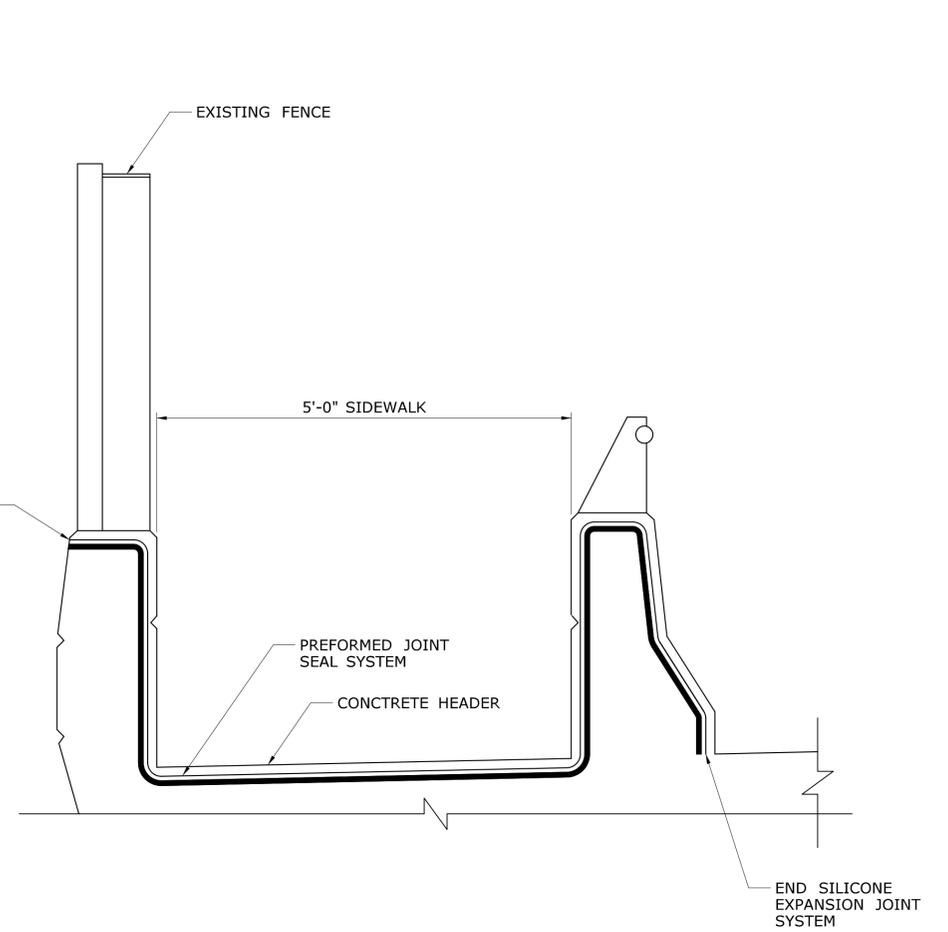
PROJECT NO. **126-170**
DRAWING NO. **S-36**
SHEET NO.



KEY PLAN
N.T.S.



ELEVATION A
N.T.S.



TYPICAL SECTION B
N.T.S.

PREFORMED JOINT SEAL NOTES:

1. ALL MATERIALS SHALL BE INSTALLED PER MANUFACTURERS RECOMMENDATIONS.
2. THE EXISTING CONCRETE HEADERS SHALL BE BEVELED $\frac{1}{8}$ " ALONG THE OPENING OF THE JOINT.
3. THE CONTRACTOR SHALL FIELD VERIFY JOINT OPENING PRIOR TO ORDERING JOINT MATERIALS.

6/14/2016 P:\Projects\ConnDot\60319519_CommHullB\Cmndot\500_CADD\GIS-Graphics\510_CADD\510.04_Struct\Bridge\MSSta_Sheet_Files\SB_MSH_Br00571A_126-170_JNT2.dgn

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016

DESIGNER/DRAFTER: **CAR/GH**
 CHECKED BY: **CC**
 SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...SB_MSH_Br00571A_126-170_JNT2.dgn

SIGNATURE/BLOCK:

PROJECT TITLE:
COMMODORE HULL BRIDGE
PAINTING AND STEEL REPAIRS

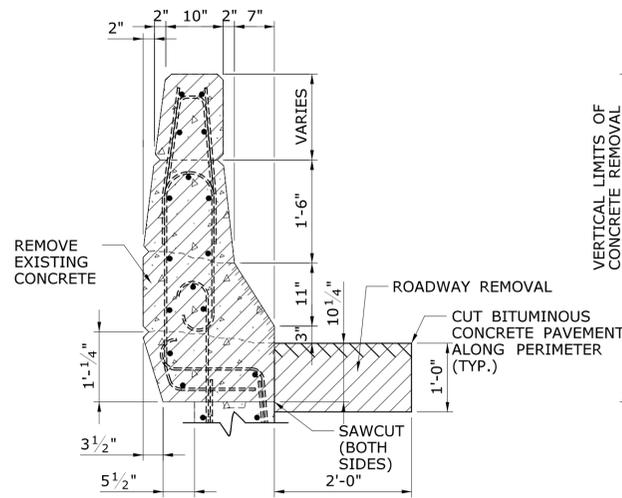
TOWN: **SHELTON**
DERBY

DRAWING TITLE:
EXPANSION JOINT
DETAILS 2

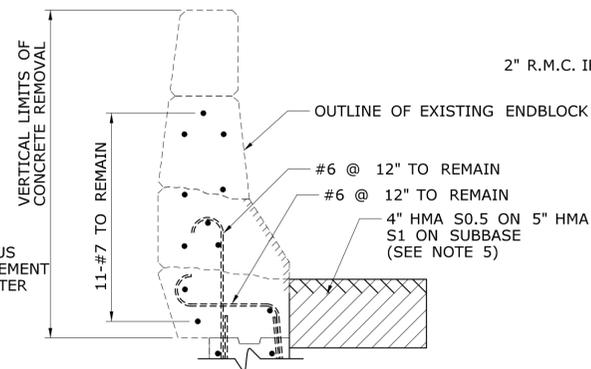
PROJECT NO. **126-170**
 DRAWING NO. **S-37**
 SHEET NO.

NOTES:

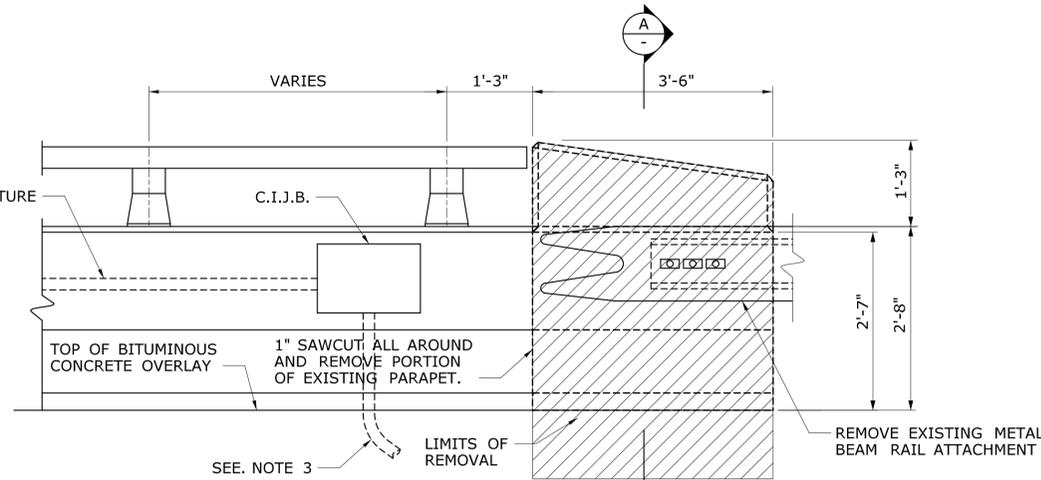
1. SEE "GENERAL PLAN AND ELEVATION" SHEET FOR RECONSTRUCTION LOCATION. TOTAL 1 LOCATION.
2. ALL STEEL MATERIALS INCLUDING THE ANCHOR PLATE AND 7/8" DIA. BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENT OF ASTM A123.
3. LOCATION OF CONDUIT BETWEEN C.I.J.B. & LIGHT STANDARD UNKNOWN. CONTRACTOR TO FIELD VERIFY LOCATION OF CONDUIT AND TAKE CARE NOT TO DAMAGE CONDUIT DURING REMOVAL AND RECONSTRUCTION OF END BLOCK AND INSTALLATION OF GUIDERAIL BRIDGE ATTACHMENT. ANY DAMAGE TO CONDUIT SHALL BE REPAIRED BY CONTRACTOR AT NO EXPENSE TO THE STATE.
4. ALL DRILL AND GROUT DOWELS SHALL BE PAID FOR UNDER THE ITEM "DRILLING HOLES AND GROUTING DOWELS".
5. MATCH EXISTING PAVEMENT TYPE AND DEPTH.



SECTION A



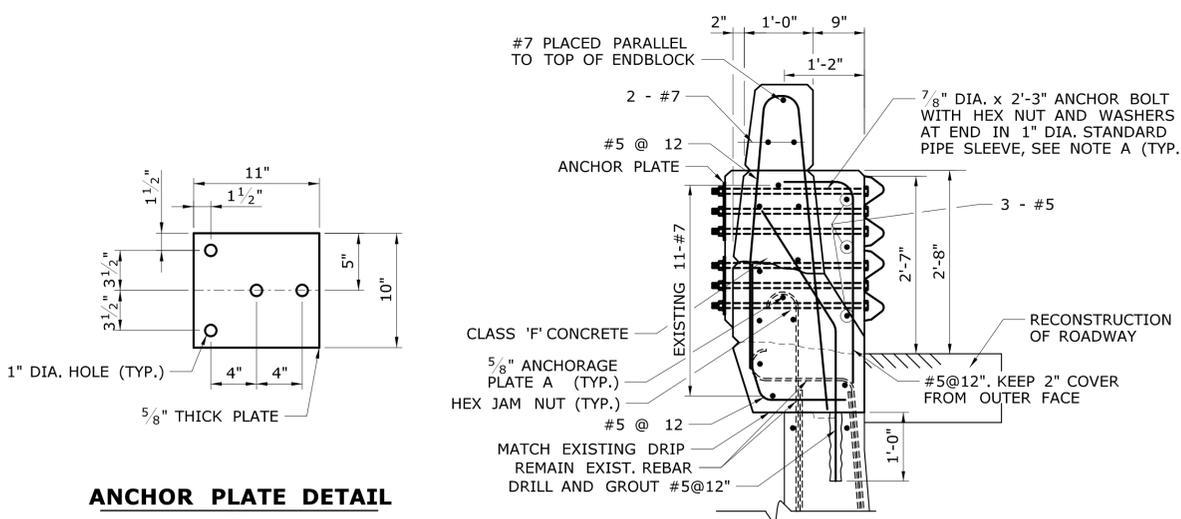
SECTION (AFTER REMOVAL) A



ELEVATION

EXISTING ENDBLOCK

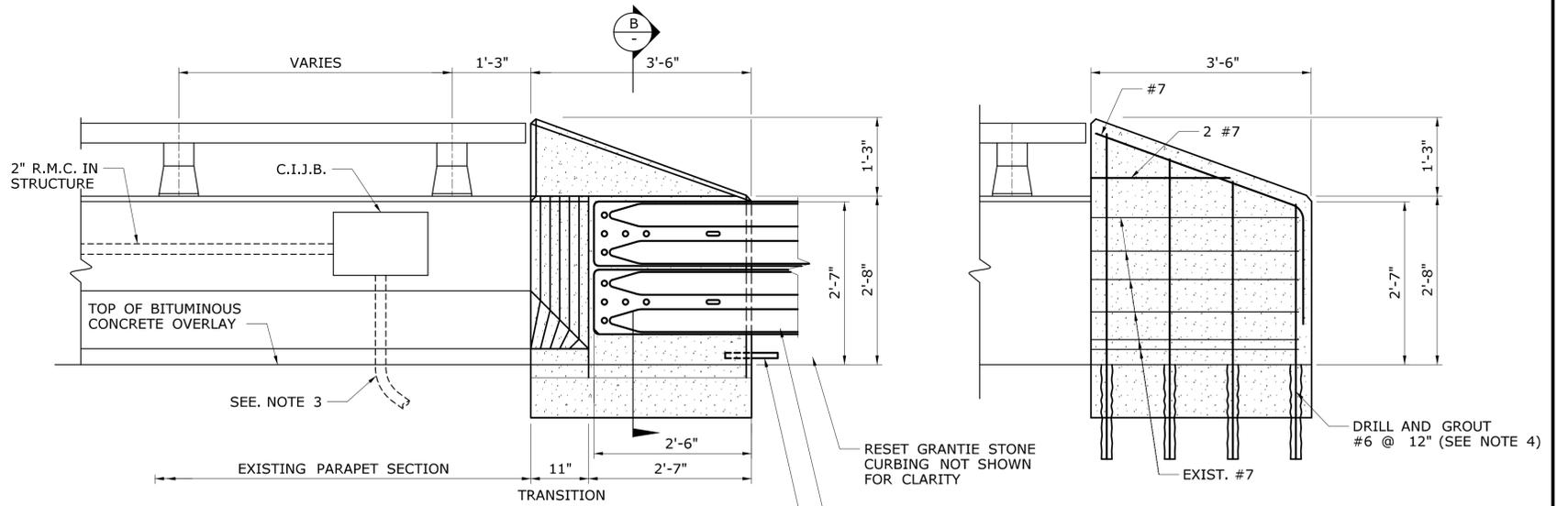
SCALE: 3/4" = 1'-0"



ANCHOR PLATE DETAIL

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

SECTION B



ELEVATION

END BLOCK DETAIL

NOTE A:
1" DIA. PIPE SHALL CONFORM TO ASTM A53 GR. B OR ASTM A501 AND SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A123.

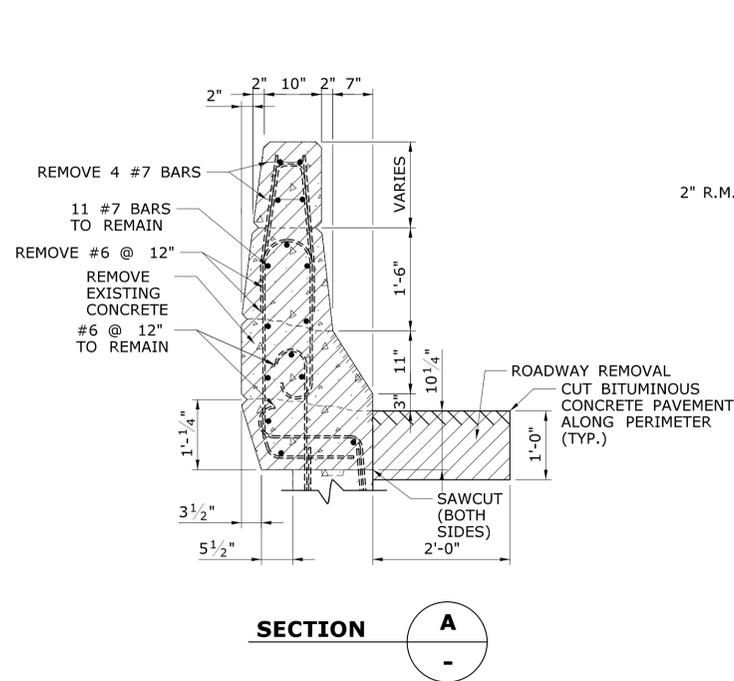
R-B 350 BRIDGE ATTACHMENT-VERTICAL SHAPE PARAPET 10GA

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

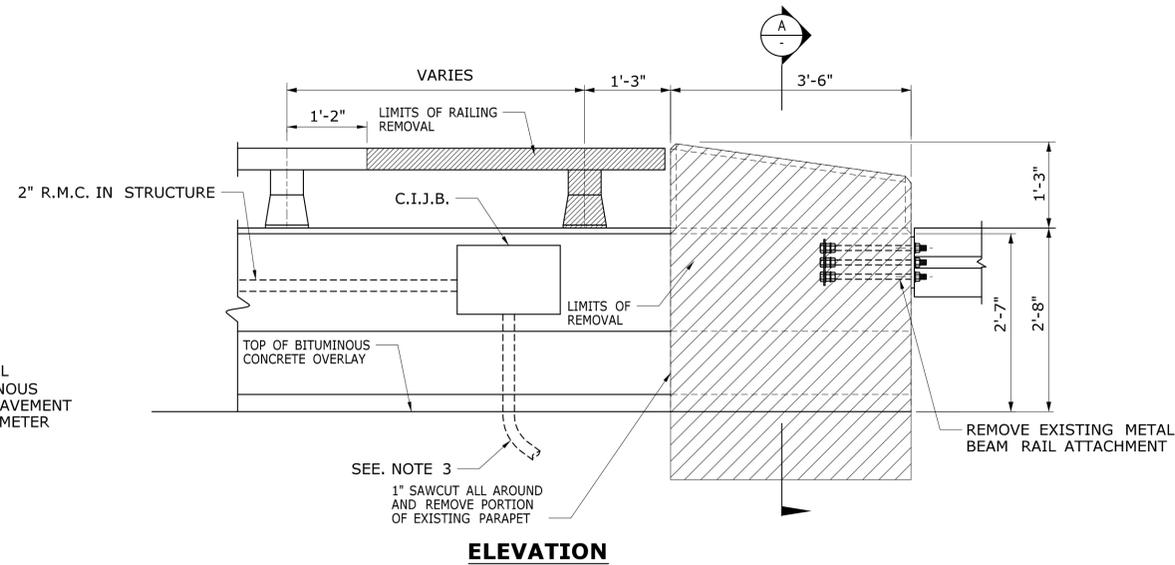
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: KAB/ALH CHECKED BY: CC SCALE AS NOTED	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...SB_MSH_Br00571A_126-170_RLD2.dgn	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-38 SHEET NO.
REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 6/14/2016	DRAWING TITLE: PARAPET ANCHORAGE DETAILS 1 OF 2						

NOTES:

1. SEE "GENERAL PLAN AND ELEVATION" SHEET FOR RECONSTRUCTION LOCATION. TOTAL 2 LOCATIONS.
2. ALL STEEL MATERIALS INCLUDING THE ANCHOR PLATE AND 7/8" DIA. BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENT OF ASTM A123.
3. LOCATION OF CONDUIT BETWEEN C.I.J.B. & LIGHT STANDARD UNKNOWN. CONTRACTOR TO FIELD VERIFY LOCATION OF CONDUIT AND TAKE CARE NOT TO DAMAGE CONDUIT DURING REMOVAL AND RECONSTRUCTION OF END BLOCK AND INSTALLATION OF GUIDERAIL BRIDGE ATTACHMENT. ANY DAMAGE TO CONDUIT SHALL BE REPAIRED BY CONTRACTOR AT NO EXPENSE TO THE STATE.
4. ALL DRILL AND GROUT DOWELS SHALL BE PAID FOR UNDER THE ITEM "DRILLING HOLES AND GROUTING DOWELS".



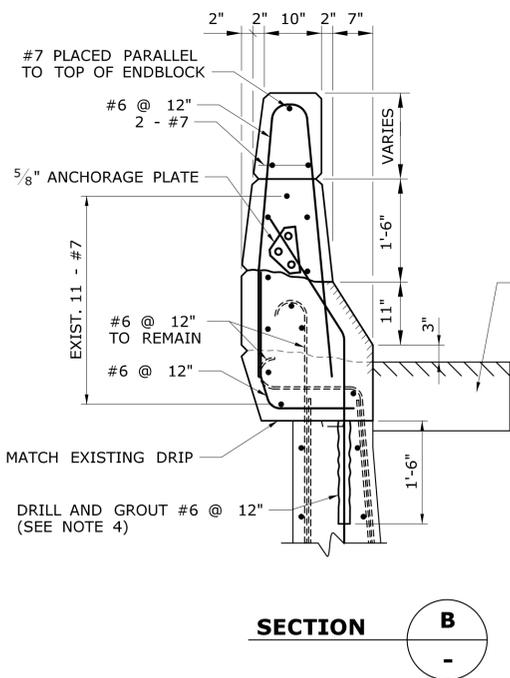
SECTION A



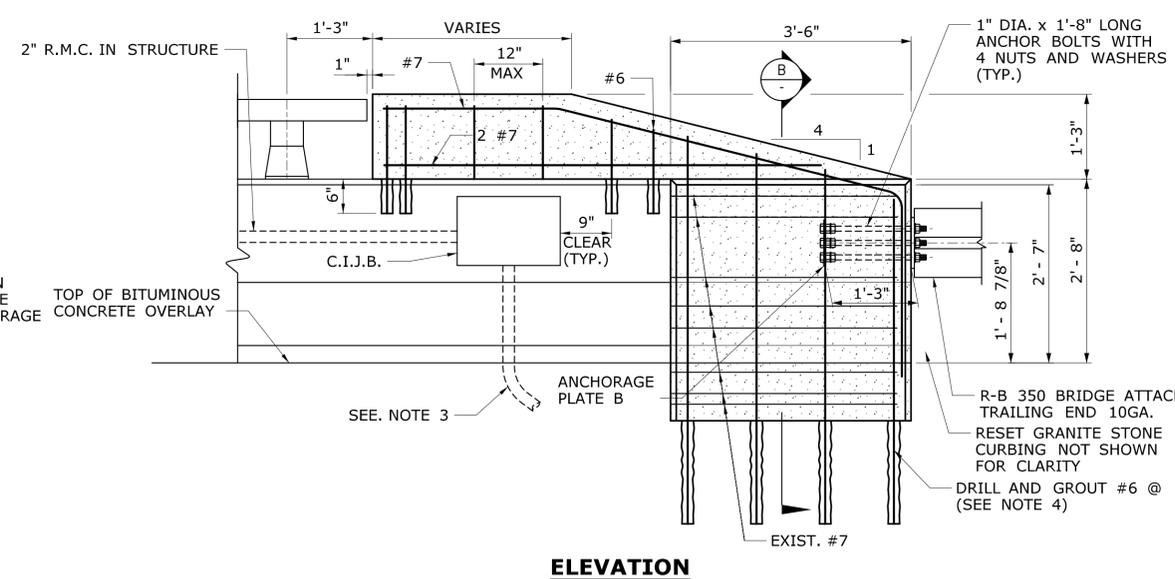
ELEVATION

EXISTING ENDBLOCK

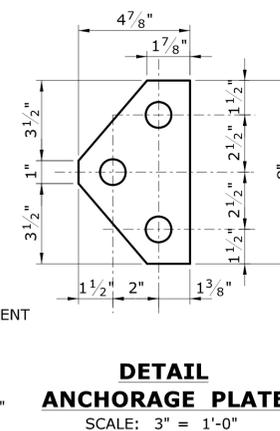
SCALE: 3/4" = 1'-0"



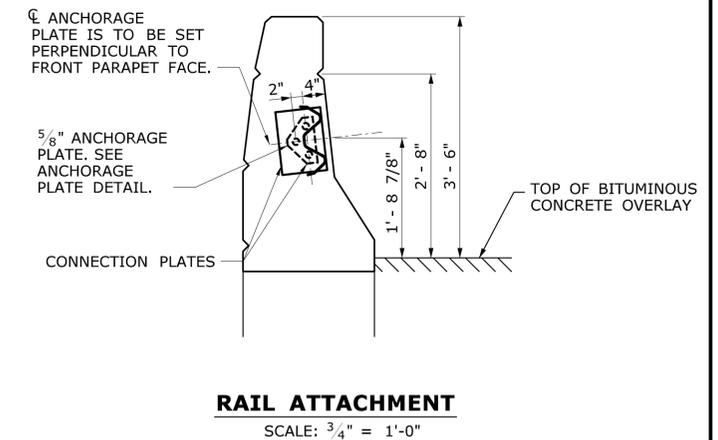
SECTION B



ELEVATION



DETAIL ANCHORAGE PLATE
SCALE: 3" = 1'-0"

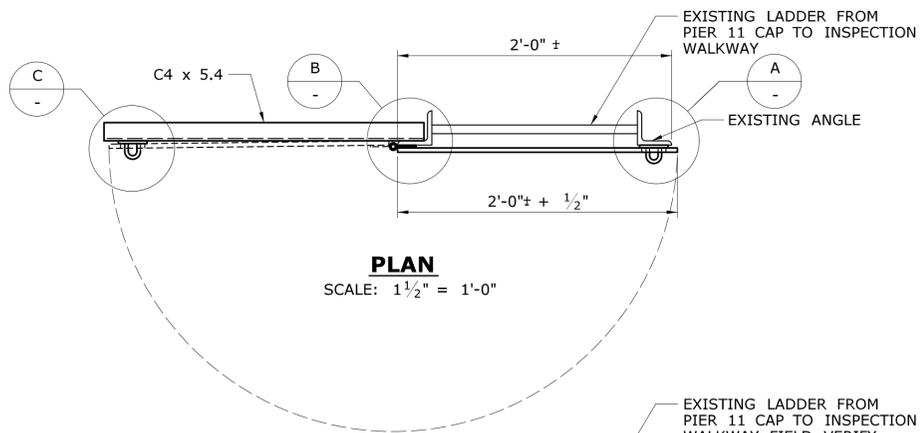


RAIL ATTACHMENT
SCALE: 3/4" = 1'-0"

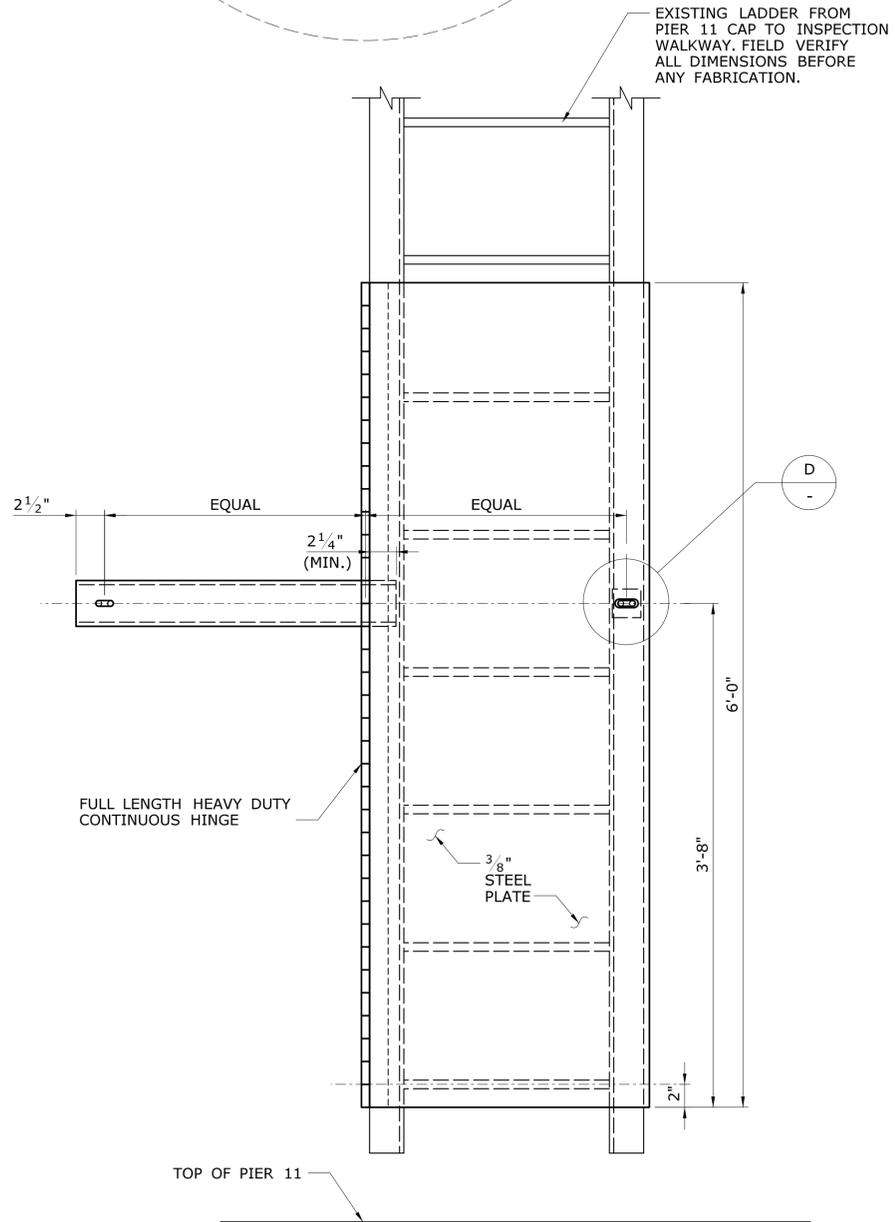
R-B 350 BRIDGE ATTACHMENT TRAILING END 10GA.

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

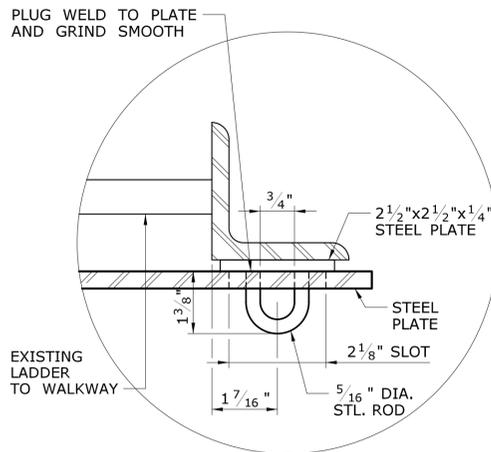
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: KAB/ALH CHECKED BY: CC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...\\SB_MSH_Br00571A_126-170_RLD3.dgn	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-39 SHEET NO.
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016	DRAWING TITLE: PARAPET ANCHORAGE DETAILS 2 OF 2		



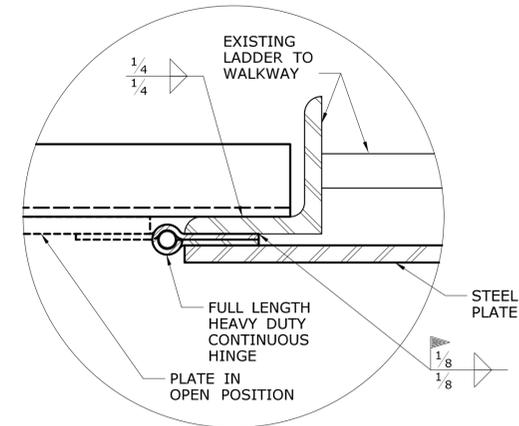
PLAN
SCALE: 1 1/2" = 1'-0"



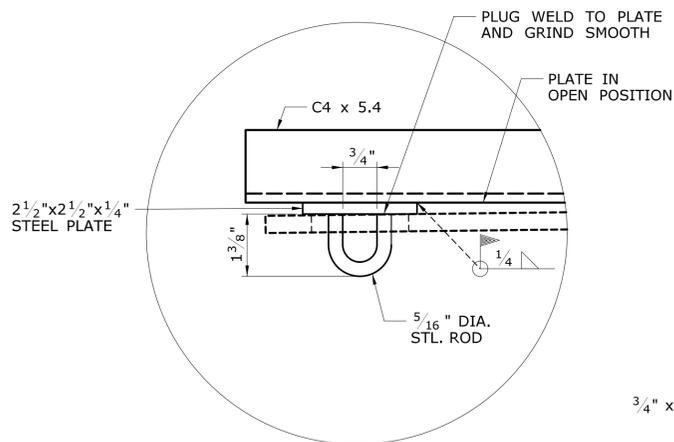
ELEVATION
SCALE: 1 1/2" = 1'-0"
LADDER RUNG GUARD



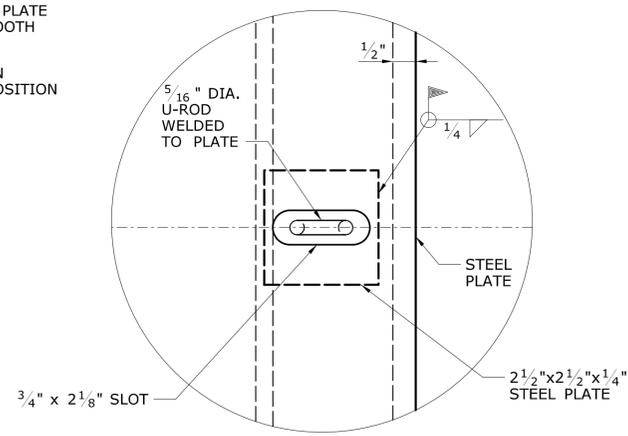
A **DETAIL**
SCALE: 6" = 1'-0"



B **DETAIL**
SCALE: 6" = 1'-0"



C **DETAIL**
SCALE: 6" = 1'-0"



D **DETAIL**
SCALE: 6" = 1'-0"

NOTES:

- FURNISHING AND INSTALLING LOCKABLE SECURITY LADDER RUNG GUARD SHALL BE PAID FOR UNDER THE ITEM "STRUCTURE STEEL (SITE NO. 11)".
- SEE "STEEL REPAIR DETAIL 1" SHEET FOR STRUCTURAL STEEL REQUIREMENTS.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016

DESIGNER/DRAFTER:
KAB/ALH
CHECKED BY:
CC
SCALE AS NOTED


STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
 Filename: ...SB_MSH_Br00571A_126-170_MDS3.dgn

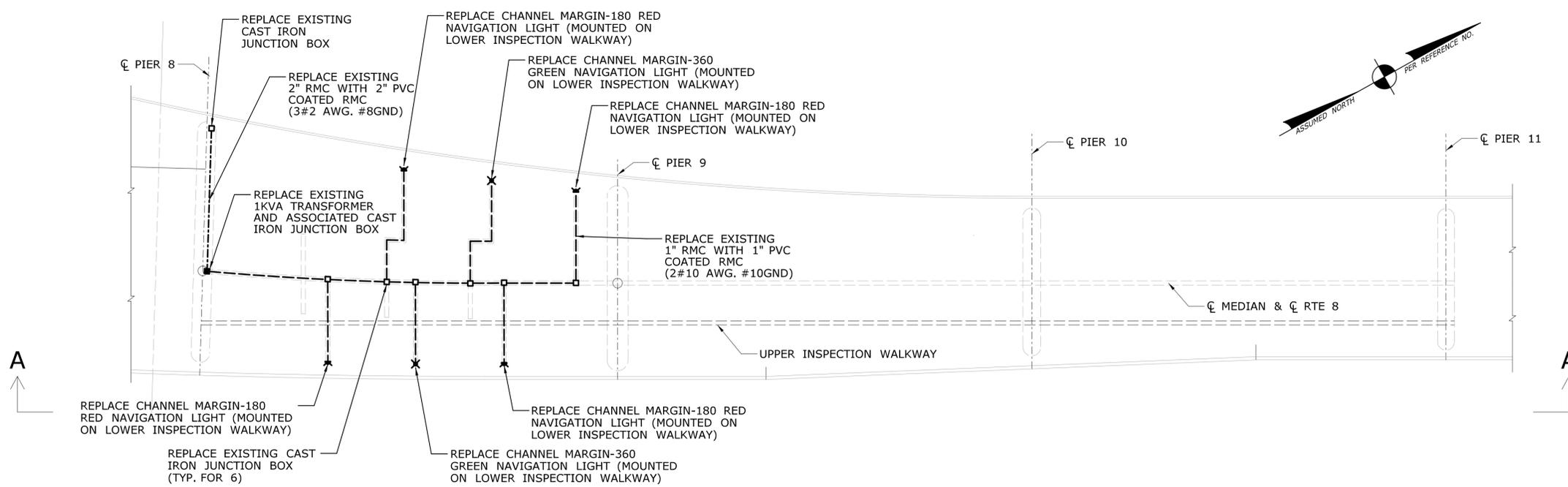
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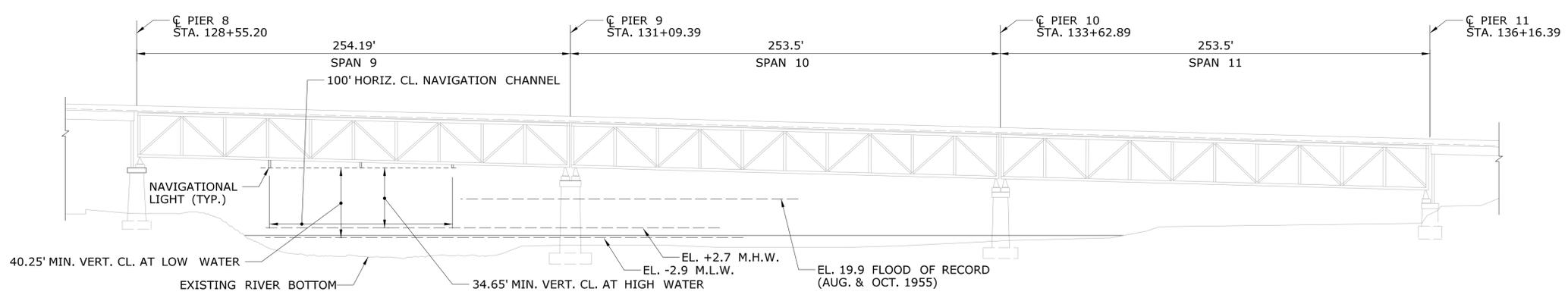
PROJECT TITLE:
COMMODORE HULL BRIDGE
PAINTING AND STEEL REPAIRS

TOWN:
SHELTON
DERBY
DRAWING TITLE:
MISCELLANEOUS DETAILS

PROJECT NO.
126-170
DRAWING NO.
S-40
SHEET NO.



PLAN
SCALE: 1" = 40'



ELEVATION A-A
SCALE: 1" = 40'

LEGEND:

- 1" SURFACE MOUNTED PVC COATED RIGID METAL CONDUIT (2#10 AWG + #10GND)
- 2" SURFACE MOUNTED PVC COATED RIGID METAL CONDUIT (3#2 AWG + #8GND)
- JUNCTION BOX 8"x8"x8" CAST IRON (SURFACE MOUNTED)
- TRANSFORMER JUNCTION BOX 18"x18"x10" 1-1 KVA TRANSFORMER 480V PRI. FOR NAVIGATION LIGHTS 240/120V SEC.
- ▼ 180 DEGREE RED LED NAVIGATION LIGHT
- × 360 DEGREE GREEN LED NAVIGATION LIGHT

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

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Plotted Date: 6/14/2016

DESIGNER/DRAFTER: **LL**
 CHECKED BY: **IF**
 SCALE AS NOTED


STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...\\SB_MSH_Br00571A_126-170_NAV1.dgn

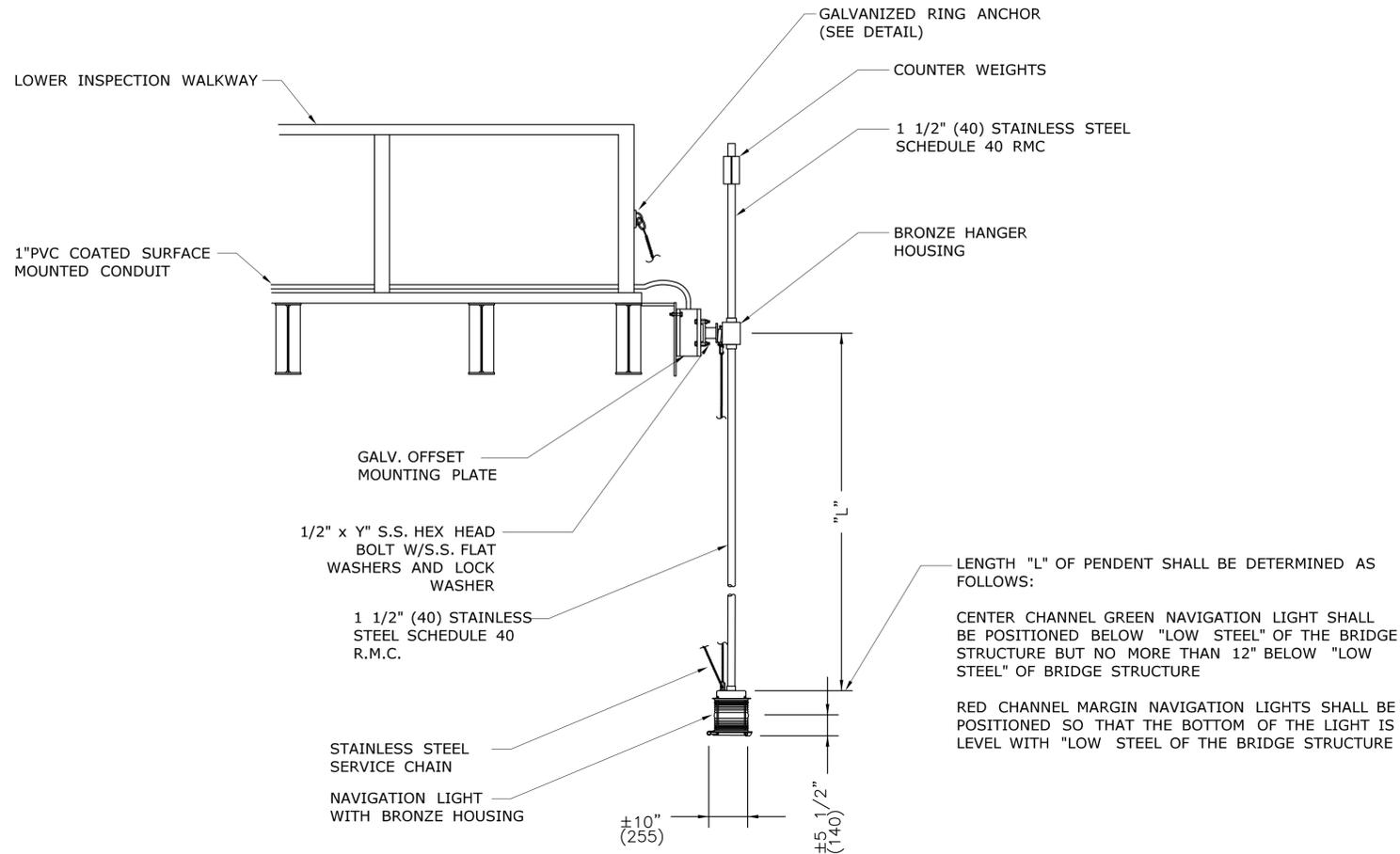
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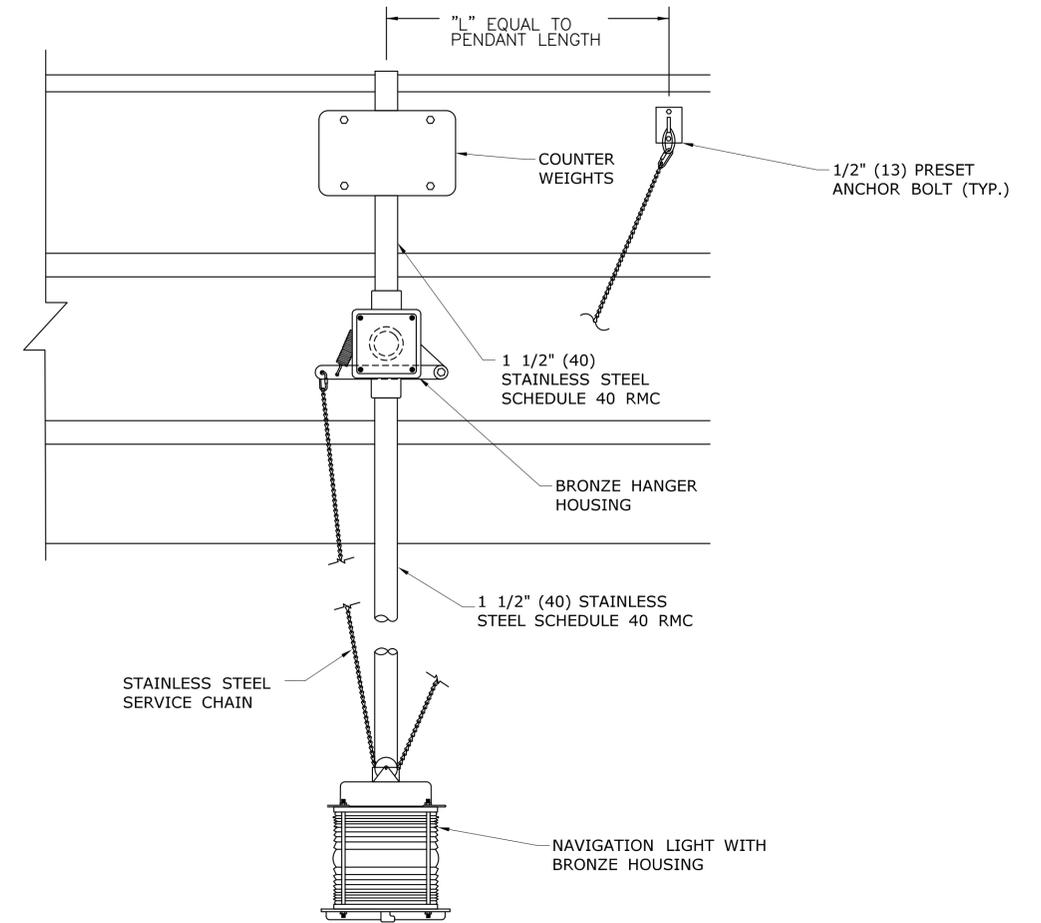
PROJECT TITLE:
**COMMODORE HULL BRIDGE
 PAINTING AND STEEL REPAIRS**

TOWN: **SHELTON
 DERBY**
 DRAWING TITLE:
**ELECTRICAL
 LIGHTING PLAN**

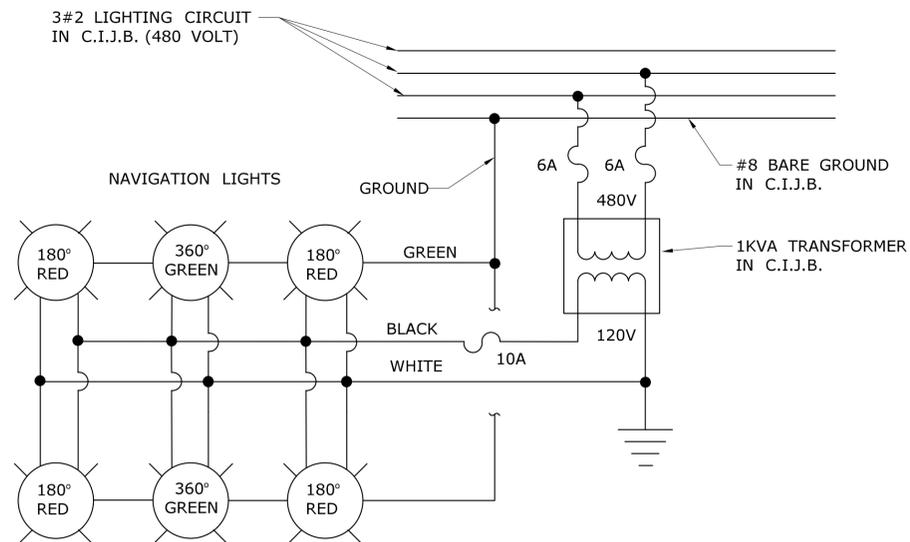
PROJECT NO. **126-170**
 DRAWING NO. **S-41**
 SHEET NO.



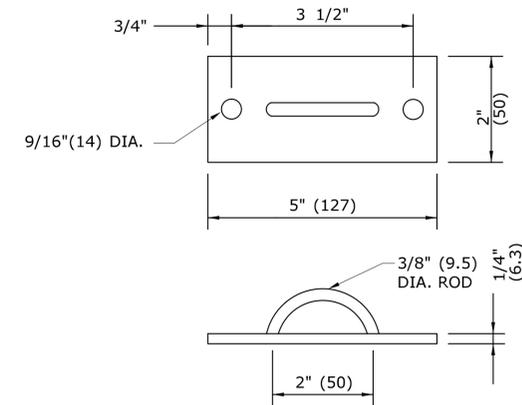
PENDANT MOUNTED NAVIGATION LIGHT



ELEVATION VIEW

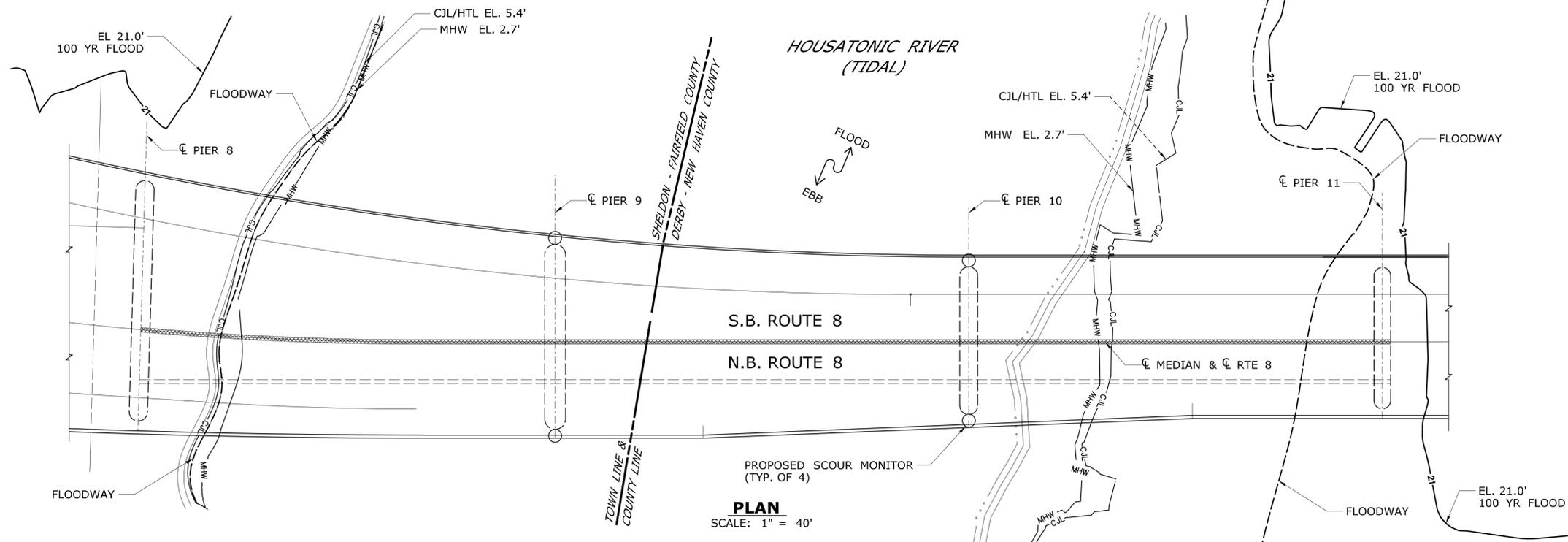


WIRING DIAGRAM

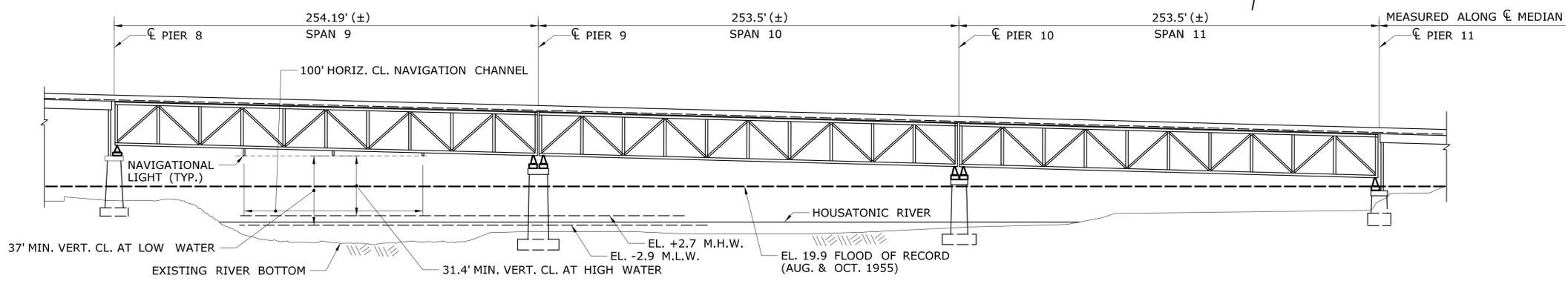


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THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: LL CHECKED BY: IF SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...\\SB_MSH_Br00571A_126-170_NAV2.dgn	SIGNATURE/ BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY DRAWING TITLE: ELECTRICAL DETAILS	PROJECT NO. 126-170 DRAWING NO. S-42 SHEET NO.
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016			



PLAN
SCALE: 1" = 40'

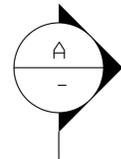


ELEVATION
SCALE: 1" = 40'

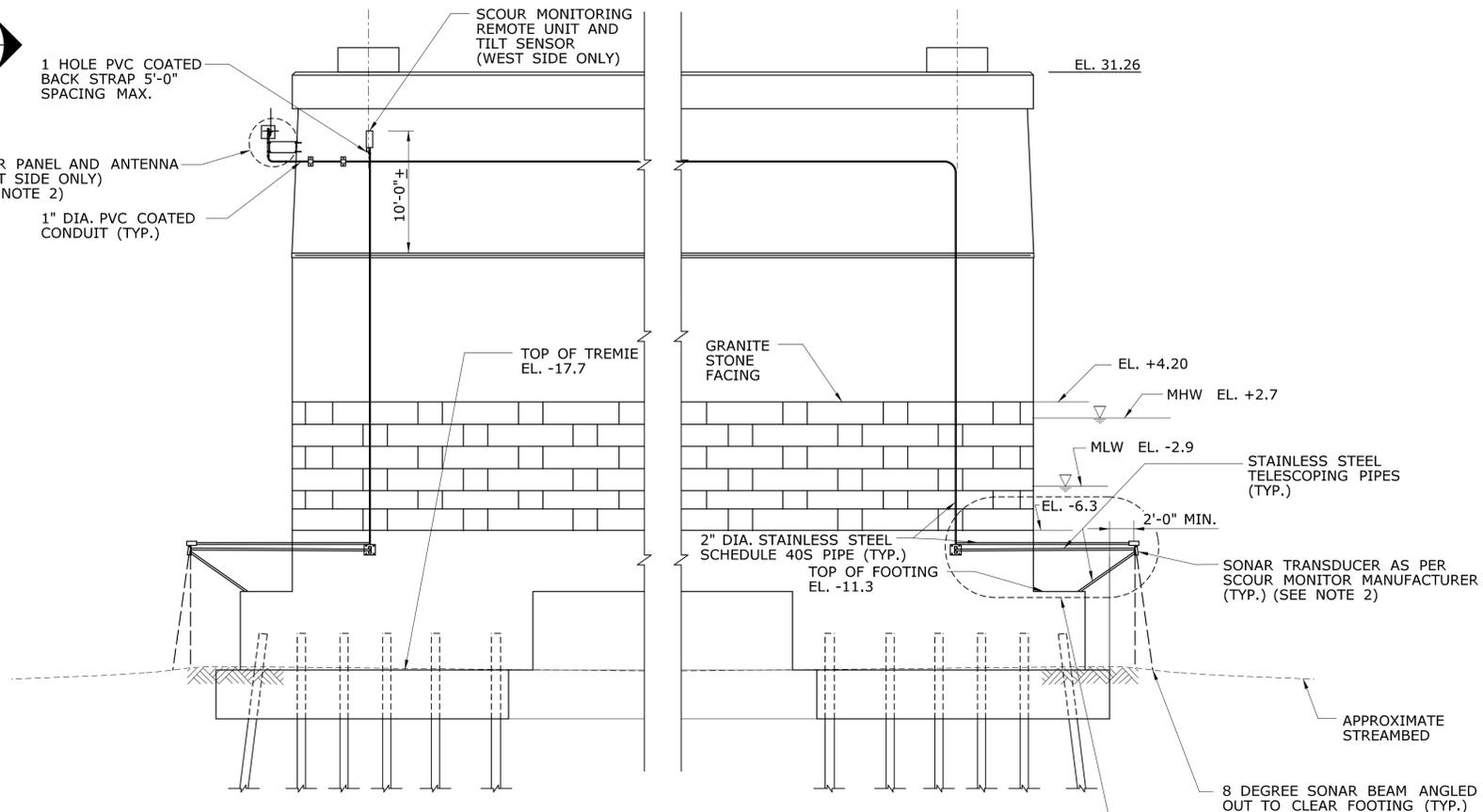
SCOUR MONITORING SYSTEM NOTES

- ALL ITEMS IN THIS CONTRACT ASSOCIATED WITH THE INSTALLATION OF THE SCOUR MONITORING SYSTEM SHALL BE DONE UNDER ITEM "SCOUR MONITORING SYSTEM". PAYMENT FOR THE INSTALLATION OF THE SCOUR MONITORING SYSTEM IS INCLUDED IN THE PRICE BID FOR THIS ITEM. THIS COMMENT APPLIES WHENEVER THIS ITEM IS SHOWN IN THE PLANS.
- THE SCOUR MONITORING SYSTEM SHALL NOT BE INSTALLED UNTIL AFTER THE COMPLETION OF THE OTHER REPAIRS AT THE BRIDGE, OR AS DIRECTED BY THE ENGINEER.
- ALL STAINLESS STEEL PIPES SHALL BE ASTM A312M GRADE TP316.
- ALL STAINLESS STEEL TUBES SHALL BE ASTM A269 GRADE TP316.
- ALL STAINLESS STEEL PLATES SHALL BE ASTM A240M GRADE 316.
- THE STAINLESS STEEL CONNECTING PRODUCTS SHALL BE ASTM A193M GRADE B8.
- ALL 1/2" DIA. EXPANSION BOLTS SHALL BE TYPE 316 S.S. RAWL-STUD CAT. NO. 7626 USA OR EQUIVALENT. MIN. DEPTH OF EMBEDMENT SHALL BE 6", UNLESS OTHERWISE NOTED.
- PIER SURFACE AT MOUNTING LOCATION TO BE CLEARED OF ANY DEBRIS AND RIPRAP PRIOR TO INSTALLATION OF BRACKET.
- ALL WELDS SHALL BE 3/16" MINIMUM.
- ALL REMOTE SCOUR UNITS, SOLAR PANELS AND ANTENNAS TO BE MOUNTED ON WEST OR SOUTH SIDE OF PIER 9 AND 10.
- CONDUIT AT ALL PIERS TO BE ATTACHED TO CONCRETE OR GRANITE FACING.
- TRANSDUCERS TO BE A MINIMUM OF 3'-0" ABOVE TOP OF STREAMBED OR AS DIRECTED BY THE ENGINEER. AS-BUILT ELEVATIONS SHALL BE REPORTED TO THE ENGINEER.
- GROUT SUITABLE FOR UNDERWATER APPLICATION SHALL BE APPLIED TO PROVIDE AN EVEN SURFACE AT PIER LOCATIONS WHERE THE PLATES ARE TO BE INSTALLED ON GRANITE FACING OR ANY UNEVEN SURFACE.
- CONDUIT ADAPTER SHALL BE STAINLESS STEEL LOCATED 3'-3" ABOVE M.H.W. (MIN.)
- THE LOCATION OF THE MASTER STATION AND WATER STAGE UNIT SHALL BE AS SHOWN OR AS DETERMINED IN THE FIELD BY THE ENGINEER.
- THE DATA FROM THIS SYSTEM SHALL BE INTEGRATED WITH AND TRANSMITTED TO THE EXISTING CTDOT BRIDGEWATCH SYSTEM.
- ONE WATER STAGE SENSOR SHALL BE PLACED ON THE UNDERSIDE OF THE DECK AS DIRECTED BY THE ENGINEER. IT SHALL BE CONNECTED TO THE REMOTE STATION AT THE CLOSEST PIER LOCATION.
- THE ABOVE WATER STRAPS USED TO SUPPORT THE CONDUIT SHALL BE SPACED AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

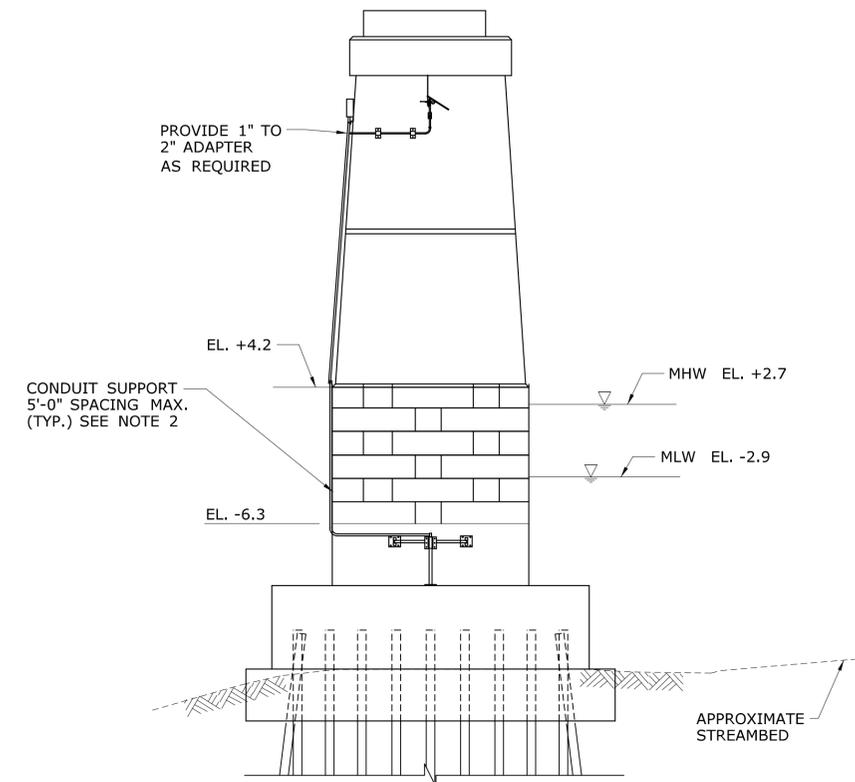
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: BEH/AK CHECKED BY: EL SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...\\SB_MSH_Br00571A_126-170_SMS1.dgn	SIGNATURE/BLOCK: 	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170 DRAWING NO. S-43 SHEET NO.
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/14/2016	PLAN AND ELEVATION OF SCOUR MONITORING SYSTEM		



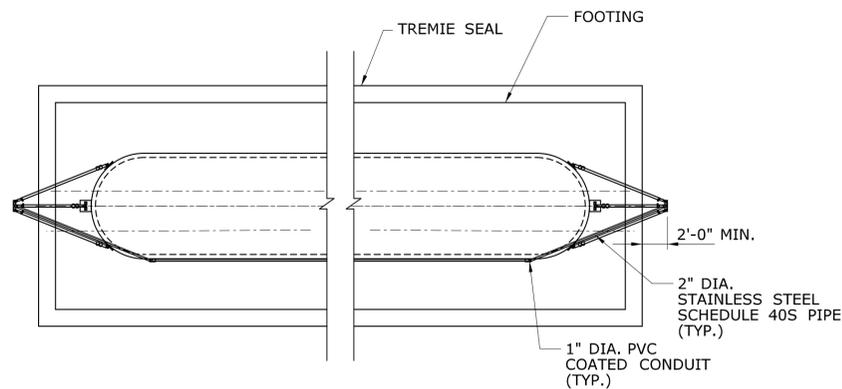
1 HOLE PVC COATED BACK STRAP 5'-0" SPACING MAX.
SOLAR PANEL AND ANTENNA (WEST SIDE ONLY) (SEE NOTE 2)
1" DIA. PVC COATED CONDUIT (TYP.)



PIER ELEVATION
N.T.S.
(PIER 9 SHOWN, PIER 10 SIMILAR)



A VIEW
N.T.S.



TYPICAL PIER PLAN
N.T.S.

NOTES:

- EXACT LOCATION OF TRANSDUCER AND TRIPOD BRACKET WILL VARY BASED ON STREAMBED ELEVATIONS AT THE TIME OF INSTALLATION. ELEVATIONS AND LOCATION SHALL BE AS DIRECTED BY THE ENGINEER.
- FOR SCOUR MONITOR DETAIL INFORMATION, SEE "SCOUR MONITOR DETAILS 2".

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

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DESIGNER/DRAFTER:
BH/AK
CHECKED BY:
EL
SCALE AS NOTED


STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
 File name: ...\\SB_MSH_Br00571A_126-170_SMS2.dgn

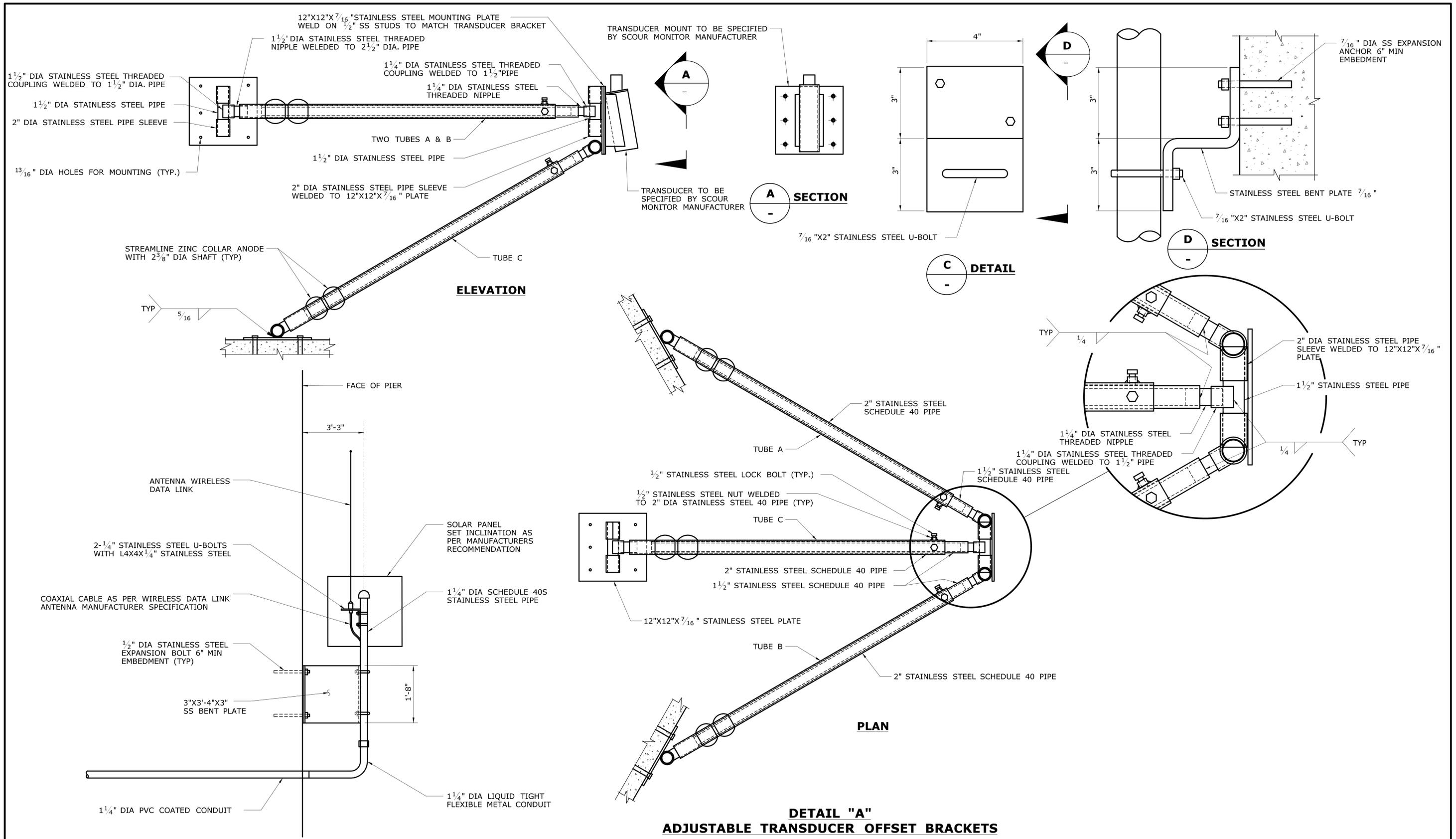
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PROJECT TITLE:
COMMODORE HULL BRIDGE
PAINTING AND STEEL REPAIRS

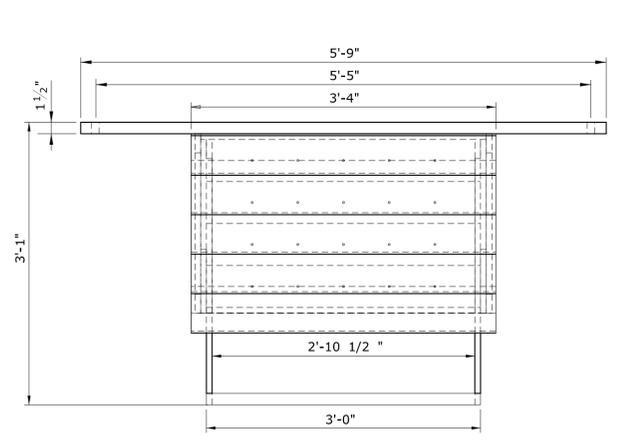
TOWN:
SHELTON
DERBY
DRAWING TITLE:
SCOUR MONITOR
DETAILS 1

PROJECT NO.
126-170
DRAWING NO.
S-44
SHEET NO.

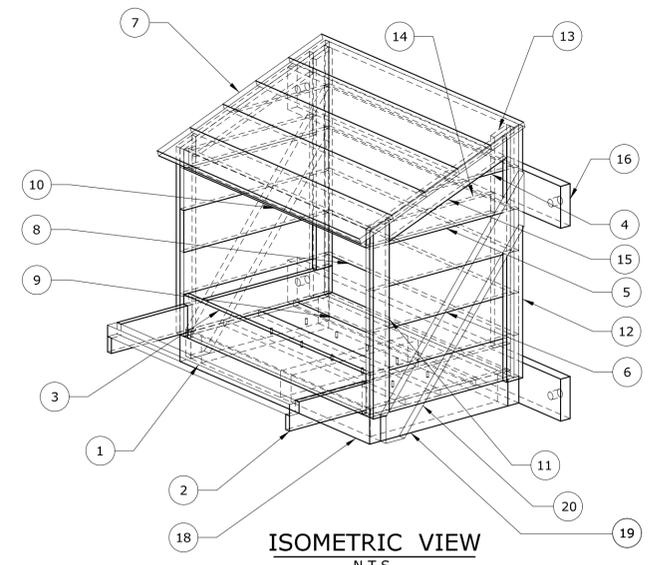


DETAIL "B" REMOTE UNIT MAST ASSEMBLY

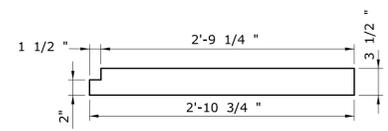
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: BH/AK CHECKED BY: EL	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK:	PROJECT TITLE: COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS	TOWN: SHELTON DERBY	PROJECT NO. 126-170
REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 6/14/2016	SCALE AS NOTED	FILENAME: ...SB_MSH_Br00571A_126-170_SMSS.dgn		DRAWING TITLE: SCOUR MONITOR DETAILS 2		SHEET NO. S-45	



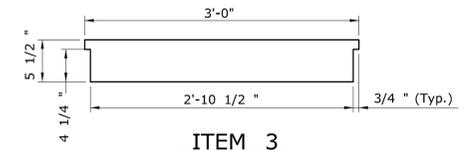
PLAN
Scale: 1"=1'-0"



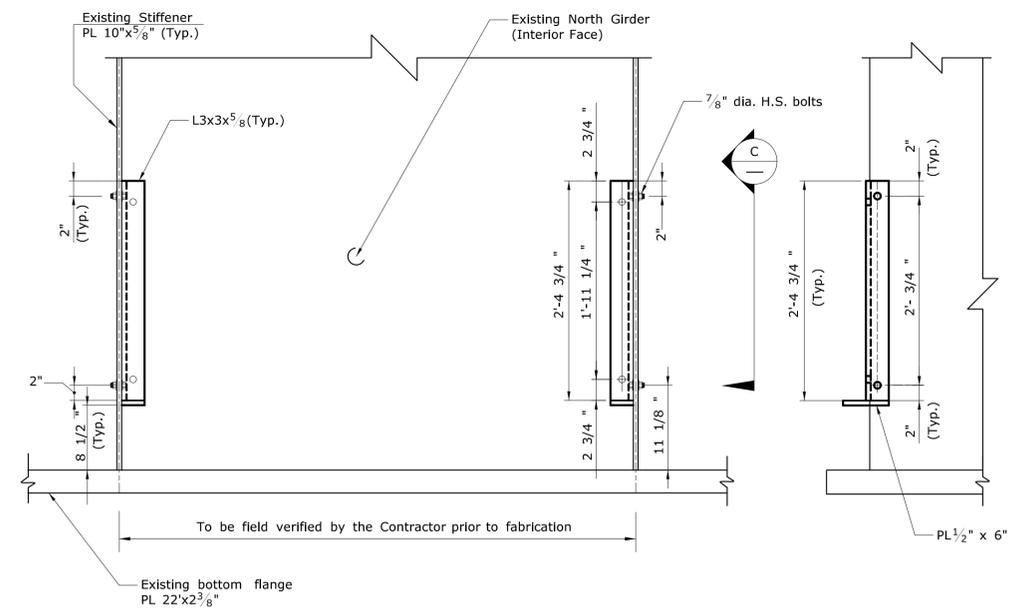
ISOMETRIC VIEW
N.T.S.



ITEM 2
Scale: 1"=1'-0"



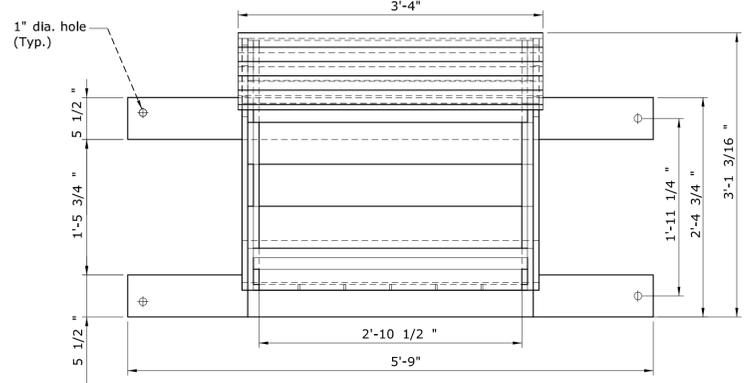
ITEM 3
Scale: 1"=1'-0"



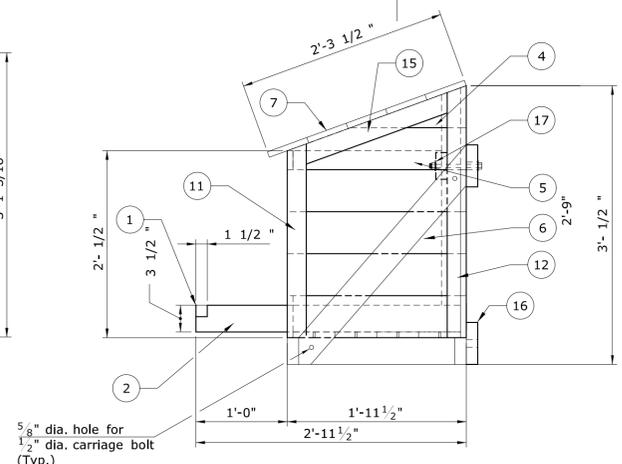
SUPPORT DETAILS FOR AVIAN NESTING BOX

Scale: 1" = 1'-0"

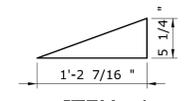
SECTION C
Scale: 1"=1'-0"



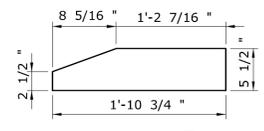
ELEVATION
Scale: 1" = 1'-0"



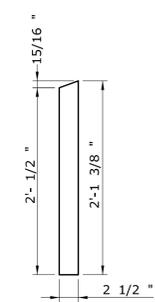
SIDE VIEW
Scale: 1"=1'-0"



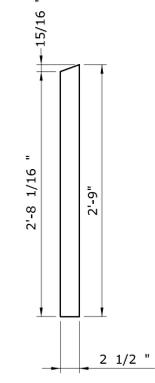
ITEM 4
Scale: 1"=1'-0"



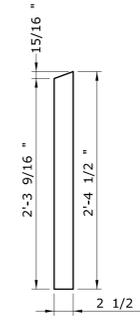
ITEM 5
Scale: 1"=1'-0"



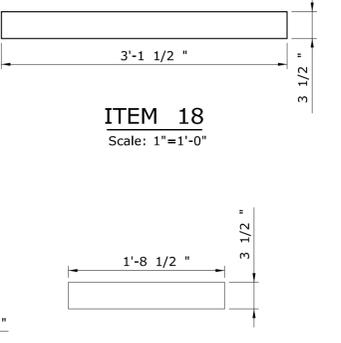
ITEM 11
Scale: 1"=1'-0"



ITEM 12
Scale: 1"=1'-0"

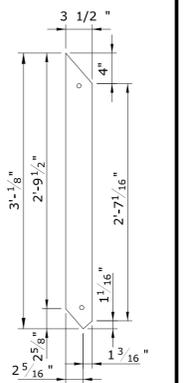


ITEM 13
Scale: 1"=1'-0"

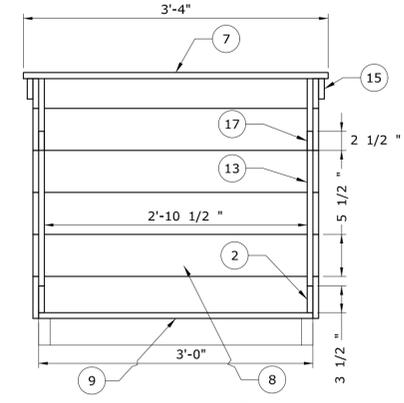


ITEM 18
Scale: 1"=1'-0"

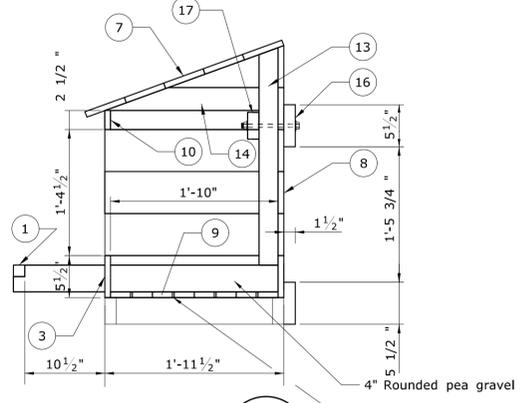
ITEM 19
Scale: 1"=1'-0"



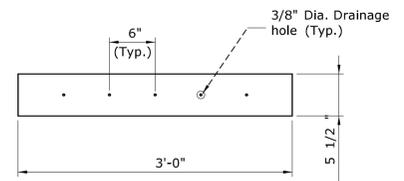
ITEM 20
Scale: 1"=1'-0"



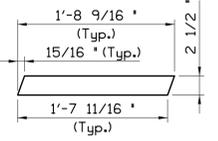
SECTION A
Scale: 1"=1'-0"



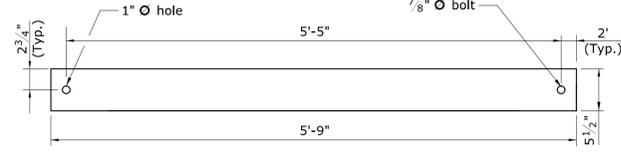
SECTION B
Scale: 1" = 1'-0"



ITEM 9
Scale: 1"=1'-0"



ITEM 15
Scale: 1"=1'-0"



ITEM 16
Scale: 1"=1'-0"

ITEM	SIZE	DESCRIPTION	QUANTITY
20	2 X 4 X 3'-1 1/8"	SUPPORT	2
19	2 X 4 X 1'-8 1/2"	SUPPORT	3
18	2 X 4 X 3'-1 1/2"	SUPPORT	2
17	2 X 4 X 3'-0"	SUPPORT	1
16	2 X 6 X 5'-9"	SUPPORT	2
15	1 X 3 X 1'-8 5/8"	OUTSIDE BRACE	2
14	1 X 3 X 1'-7 1/2"	INSIDE BRACE	2
13	1 X 3 X 2'-4 1/2"	INSIDE BACK VERT POST	2
12	2 X 4 X 2'-9"	BACK VERT POST	2
11	1 X 3 X 2'-1 3/8"	FRONT VERT POST	2
10	1 X 3 X 3'-0"	FRONT TOP LIP	1
9	1 X 6 X 3'-1 1/2"	FLOOR	4
8	1 X 6 X 3'-1 1/2"	BACK	6
7	1 X 6 X 3'-4"	ROOF	5
6	1 X 6 X 1'-10 3/4"	SIDE-3	8
5	1 X 6 X 1'-10 3/4"	SIDE-2	2
4	1 X 6 X 1'-2 3/8"	SIDE-1	2
3	1 X 6 X 3'-0"	FRONT BOTTOM LIP	1
2	1 X 4 X 2'-10 3/4"	SIDE PERCH	2
1	2 X 2 X 3'-0"	FRONT PERCH	1

ALL HARDWARE SHALL BE STAINLESS STEEL
WOOD: T-111 RED CEDAR

AVIAN NESTING BOX NOTES:

All angles shall conform to the following requirements of ASTM A36 or ASTM A709 and shall be hot-dip galvanized after fabrication, in accordance with ASTM A123.

All high strength bolts shall conform to ASTM A325, Type 1. Nuts shall conform to ASTM A563, Grade DH or DH3. The washers shall conform to ASTM F436. The bolts, nuts and washers shall be hot-dip galvanized in accordance with ASTM A153.

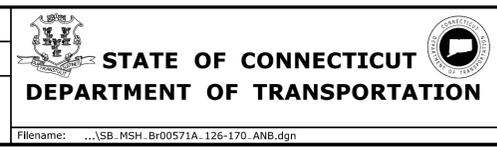
Unless otherwise specified all other fasteners shall be stainless steel and conform to the requirements of A 193 Class 2 Grade B8. Nuts shall conform to ASTM A194 and washers shall be stainless steel and conform to ASTM A276 Type 304, annealed.

All bolts holes shall be standard holes (1/16" larger than the bolt diameter), unless otherwise noted.

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DESIGNER/DRAFTER:
CTDOT
CHECKED BY:
CTDOT
SCALE AS NOTED



SIGNATURE/BLOCK:

PROJECT TITLE:
COMMODORE HULL BRIDGE PAINTING AND STEEL REPAIRS

TOWN:
SHELTON DERBY
DRAWING TITLE:
AVIAN NESTING BOX DETAILS

PROJECT NO.
126-170
DRAWING NO.
S-46
SHEET NO.

Plotted Date: 6/14/2016

Filename: ...\\SB_MSH_Br00571A_126-170_ANB.dgn