

SUBSET 05 - STRUCTURES

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DESIGNED BY:
PARSONS BRINCKERHOFF



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: G.T.G CHECKED BY: T.R.L	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK:	PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT	TOWN: DARIEN	PROJECT NO. 301-0170 DRAWING NO. SS-00 SHEET NO. 05.01
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016	Filename: 05-STRUCTURE-SSCOVER_0301_0170_SS-00.dgn		

GENERAL STRUCTURAL NOTES:

1. DESIGN CODES AND CRITERIA:

STRUCTURAL DESIGN COMPLIES WITH THE LATEST EDITIONS OF THE FOLLOWING CODES:

AMERICAN CONCRETE INSTITUTE ACI-318-11, ACI-301-10
 AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC) LRFD 13TH EDITION
 AMERICAN SOCIETY OF CIVIL ENGINEERS, MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES, (ASCE7-10) AMERICAN WELDING SOCIETY (AWS), D1.1-2006 STRUCTURAL WELDING CODE - STEEL, D1.4 STRUCTURAL WELDING CODE - REINFORCING STEEL
 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SEVENTH EDITION, 2014 FOR BEARING PAD DESIGN
 CONNECTICUT STATE BUILDING CODE 2005
 INTERNATIONAL CODE COUNCIL, INC; 2003 INTERNATIONAL BUILDING CODE
 AMERICAN RAILWAY ENGINEERING AND MAINTENANCE-OF-WAY ASSOCIATION (AREMA) - 2011
 CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL, 2003, WITH LATEST INTERIMS.

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 816 STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, AND INCIDENTAL CONSTRUCTION, DATED 2004, SUPPLEMENTAL SPECIFICATION DATED JULY 2015.

2. DESIGN LOADS:

A. LIVE LOADS:

- I. RAILROAD PLATFORM 100 PSF
- II. HANDRAILS HF 250 LB, VF 100 PLF

3. STRUCTURAL DRAWINGS SHALL BE USED IN CONJUNCTION WITH SHOP DRAWINGS AND JOB SPECIFICATIONS, ARCHITECTURAL, ELECTRICAL, CIVIL, AND OTHER DRAWINGS.

4. DO NOT SCALE CONTRACT DRAWINGS FOR THE PURPOSE OF ESTABLISHING DIMENSIONS.

5. DETAILS LABELED "TYPICAL DETAILS" ON DRAWINGS APPLY TO SITUATIONS OCCURRING ON THE PROJECT THAT ARE THE SAME OR SIMILAR TO THOSE SPECIFICALLY DETAILED. SUCH DETAILS TO APPLY WHETHER OR NOT THEY ARE KEYED IN AT EACH LOCATION. QUESTIONS REGARDING APPLICABILITY OF "TYPICAL DETAILS", TO BE DETERMINED BY THE ENGINEER.

6. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN SAFEGUARDS NECESSARY TO PROTECT PERSONS AND PROPERTY FROM INJURY OR DAMAGE DURING PERFORMANCE OF THE WORK. OSHA, STATE AND OTHER MUNICIPAL CODES SHALL BE FOLLOWED.

7. GROUNDING AND BONDING SHALL BE INSTALLED AS WORK PROGRESSES TO ASSURE THAT ALL CONSTRUCTED PLATFORM SECTIONS AND PLATFORM APPURTENANCES ARE PROPERLY GROUND DURING ANY PHASE OF CONSTRUCTION.

8. ALL WORK SHALL BE PERFORMED IN STRICT ACCORDANCE WITH THE RECOMMENDATIONS OF THE CONNECTICUT DEPARTMENT OF TRANSPORTATION, OSHA, AREMA (LATEST EDITION), MNR, AND ADA AGENCIES HAVING JURISDICTION OVER ANY PORTION OF WORK SPECIFIED IN THESE DOCUMENTS.

9. CONTRACTOR'S PERSONNEL SHALL ATTEND METRO NORTH STATE SAFETY TRAINING AT OWN EXPENSE.

10. EXISTING UTILITIES SHOWN ON THESE DRAWINGS HAVE BEEN DETERMINED BY STANDARD SURVEYING METHODS AND AVAILABLE RECORDS. THE LOCATIONS SHOWN FOR THESE UTILITIES ARE APPROXIMATE AND MAY BE INCOMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING UTILITIES, SURVEY AND OBTAINING ANY PERMITS REQUIRED.

11. THROUGHOUT THEIR OPERATIONS THE CONTRACTOR SHALL PROPERLY MAINTAIN ANY NEEDED DRAINAGE ALONG THE RAILROAD, INCLUDING DEWATERING, AS DETERMINED BY THE ENGINEER.

12. ALL EXCAVATED MATERIAL NOT USED FOR BACKFILL SHALL BE DISPOSED OF PER THE SPECIAL PROVISIONS.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL POWER AND OTHER UTILITIES NECESSARY TO PERFORM THE WORK. NO POWER OR OTHER UTILITY SERVICES WILL BE PROVIDED.

14. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES BETWEEN THE EXISTING CONDITIONS AND THE CONTRACT DOCUMENTS. FAILURE TO NOTIFY THE ENGINEER WILL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO PERFORM THE WORK AS INTENDED BY THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL CORRECT ANY AND ALL WORK AS A RESULT FROM SUCH FAILURE TO COORDINATE DISCREPANCIES TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO CTDOT.

15. CONSTRUCTION STAGING SHOWN IN THESE CONTRACT DOCUMENTS ARE CONCEPTUAL SUGGESTIONS ONLY. THE CONTRACTOR SHALL SUBMIT A DETAILED CONSTRUCTION STAGING PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF WORK. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ANY PERMITS FOR THE WORK.

16. THE CONTRACTOR SHALL TAKE MEASURES TO WORK SAFELY ADJACENT TO AN ACTIVE RAILROAD. ALL CONTRACTOR PERSONNEL WORKING ON METRO-NORTH'S R.O.W. SHALL MEET METRO-NORTH'S REQUIREMENTS FOR WORK ADJACENT TO AND AFFECTING AN ACTIVE RAILROAD AND BE GIVEN METRO-NORTH SAFETY TRAINING.

17. THE CONTRACTOR SHALL SUBMIT A WORK PLAN FOR METRO-NORTH APPROVAL, SHOWING A DETAILED WORK SCHEDULE AND ALL EQUIPMENT TO BE USED ON CTDOT AND/OR METRO-NORTH'S R.O.W.

18. THE CONTRACTOR SHALL PROTECT FROM DAMAGE ALL MONUMENTS, SURVEY POINTS AND BENCH MARKS NOT DESIGNATED FOR REMOVAL AND SHALL ESTABLISH OFFSET POINTS AS REQUIRED FOR THIS WORK.

GENERAL STRUCTURAL NOTES (CONT'D):

19. THE DIMENSIONS SHOWN ON THE PLANS MAY VARY FROM THE EXISTING DIMENSIONS IN THE FIELD. IT IS, THEREFORE, IMPERATIVE THAT THE CONTRACTOR, PRIOR TO COMMENCEMENT OF THE WORK, TAKE EXACT MEASUREMENTS TO VERIFY ALL DIMENSIONS SHOWN ON THE PLANS AS WELL AS OBTAIN OTHER NECESSARY DIMENSIONS FOR THE PURPOSE OF PREPARING SHOP AND OTHER WORKING DRAWINGS. SHOP DRAWINGS AND ANY OTHER DRAWINGS PREPARED BY THE CONTRACTOR SHALL INCLUDE A STATEMENT CERTIFYING THAT THOSE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE FIELD-MEASURED DIMENSIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE SERVICES OF A SURVEYOR, LICENSED IN THE STATE OF CONNECTICUT, TO VERIFY THE INFORMATION PRESENTED IN THESE CONTRACT DOCUMENTS AND TO COMPLETE THE REQUIRED CONSTRUCTION LAYOUTS.

20. UNLESS OTHERWISE NOTED ON THE PLANS AND SPECIFICATIONS, ALL FACILITIES SHALL REMAIN IN PLACE AND IN SERVICE DURING DEMOLITION/CONSTRUCTION. THE CONTRACTOR SHALL PROTECT, PRESERVE, INCORPORATE AND TEMPORARILY RELOCATE IF REQUIRED AND SUPPORT ALL EXISTING FACILITIES, STRUCTURES, UTILITIES AND ANY OTHER ITEMS TO REMAIN, SUBJECT TO THE APPROVAL OF THE ENGINEER. THE CONTRACTOR IS TO REPAIR OR REPLACE ANY ITEM DAMAGED DURING THE COURSE OF WORK TO THE SATISFACTION AND APPROVAL OF THE ENGINEER AT NO ADDITIONAL COST TO CTDOT.

21. A RAILROAD FLAG MAN SHALL BE ON DUTY AT THE JOB SITE AT ALL TIMES WHILE CONSTRUCTION WORK IS BEING PERFORMED AND/OR WHEN THE ENGINEER OR THE RAILROAD DEEMS IT NECESSARY. THE NUMBER OF FLAGMEN TO BE PROVIDED WILL BE DETERMINED BY METRO-NORTH.

22. THE STOPPING OF TRAIN OPERATIONS DURING CONSTRUCTION WILL NOT BE PERMITTED UNLESS NOTED IN THESE CONTRACT DOCUMENTS OR IF GRANTED SPECIAL PERIODS OF TRACK OUTAGE IN ADVANCE. THE CONTRACTOR SHALL SCHEDULE AND PERFORM THE WORK IN AN APPROVED MANNER THAT DOES NOT INTERFERE WITH TRAIN OPERATIONS.

23. ACCESS TO THE WORK SITE AND STORAGE OF MATERIALS AND EQUIPMENT ON THE WORK SITE OR AS SHOWN IN THE DESIGNATED STAGING AREAS SHALL BE APPROVED BY THE ENGINEER.

24. THE CONTRACTOR SHALL KEEP ADJACENT STREETS, PARKING LOTS, DRIVEWAYS, STAGING AREA AND TRACK ACCESS AREAS CLEAN OF DIRT AND DEBRIS AND WILL BE RESPONSIBLE FOR ALL MAINTENANCE AND CLEANING OF THESE AREAS DURING THE COURSE OF THE PROJECT.

25. METRO-NORTH SHALL INSPECT ANY "HIGH RAIL" EQUIPMENT PROPOSED TO BE USED BY THE CONTRACTOR. ANY EQUIPMENT DEEMED UNSATISFACTORY BY METRO-NORTH SHALL BE REMOVED FROM THE SITE.

26. THE CONTRACTOR IS MADE AWARE THE ELECTRIC TRACTION POWER LINES (CATENARY) ARE ABOVE EACH TRACK IN THE WORK SITE. MINIMUM CLEARANCE OF 10 FEET TO THESE WIRES WHEN LIVE DURING CONSTRUCTION MUST BE MAINTAINED UNLESS PERMISSION IS GIVEN BY MNR.

27. METHODS, PROCEDURES AND SEQUENCES OF CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND IMPLEMENTING THE NECESSARY PRECAUTIONS TO MAINTAIN AND INSURE THE INTEGRITY OF STRUCTURES AT ALL STAGES OF CONSTRUCTION.

28. THE CONTRACTOR SHALL PROTECT ALL REMAINING ABOVE AND BELOW GRADE UTILITIES AND OTHER STRUCTURES FROM DAMAGE RESULTING FROM THIS WORK.

29. THE CONTRACTOR SHALL REPAIR, AT ITS OWN EXPENSE, ANY DAMAGE TO STRUCTURES & APPURTENANCES DUE TO CONSTRUCTION OPERATION.

30. IMPLEMENTATION OF JOB SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

31. THE STRUCTURAL DRAWINGS GOVERN THE WORK FOR STRUCTURAL FEATURES, UNLESS OTHERWISE NOTED. DIMENSIONS SHOWN ON PLANS AND DETAILS ARE TO GOVERN THE STRUCTURAL WORK. THE CONTRACTOR IS TO REFER TO THE ARCHITECTURAL DRAWINGS FOR DIMENSIONS AND DETAILS NOT PROVIDED.

32. DIMENSIONS AND INSTALLATION DETAILS OF PURCHASED EQUIPMENT MUST BE VERIFIED AND COORDINATED WITH THE SUPPORTING STRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING SUCH REQUIREMENTS FROM SUBCONTRACTORS AND EQUIPMENT SUPPLIERS ALONG WITH COORDINATING THE LOCATIONS AND DETAILS FOR THESE ITEMS PRIOR TO FABRICATION OR ERECTION OF THE SUPPORTING STRUCTURE. ANY CONFLICTS BETWEEN THESE ITEMS AND THE BUILDING STRUCTURE ARE TO BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION.

33. THE CONTRACTOR SHALL PROTECT TRAFFIC AND TRACKS DURING CONSTRUCTION IN ACCORDANCE WITH THE REQUIREMENT OF THE LATEST SPECIFICATIONS REGARDING SAFETY AND PROTECTION OF THE RAILROAD TRAFFIC AND PROPERTY BY METRO NORTH RAILROAD.

34. SHOP DRAWINGS:
- A. SHOP DRAWINGS FOR ALL MATERIALS ARE TO BE SUBMITTED TO THE ENGINEER FOR REVIEW PRIOR TO THE START OF FABRICATION OR COMMENCEMENT OF WORK PER THE PROJECT SPECIFICATIONS.
 - B. SHOP DRAWINGS MUST BE CHECKED AND STAMPED BY THE CONTRACTOR PRIOR TO SUBMISSION. THE CONTRACTOR'S STAMP OF APPROVAL WILL CONSTITUTE CERTIFICATION THAT HE HAS VERIFIED ALL FIELD MEASUREMENTS, CONSTRUCTION CRITERIA, MATERIALS AND SIMILAR DATA AND HAS CHECKED EACH DRAWING FOR COMPLETENESS, COORDINATION, AND COMPLIANCE WITH THE CONTRACT DOCUMENTS.
 - C. REPRODUCTION OF ANY PORTION OF THE STRUCTURAL CONTRACT DRAWINGS FOR SUBMITTAL AS SHOP DRAWINGS IS PROHIBITED.
 - D. CHANGES TO SHOP DRAWINGS THAT ARE RE-SUBMITTED MUST BE CLOUDED OR SOMEHOW INDICATE THAT A CHANGE HAS BEEN MADE TO PREVIOUSLY ISSUED REVIEWED DRAWING.
 - E. THE CONTRACTOR IS TO PROVIDE THE ENGINEER WITH WRITTEN NOTICE OF DEVIATIONS OF ANY TYPE FROM THE REQUIREMENTS OF THE CONSTRUCTION DOCUMENTS. THE NOTICE MUST BE RECEIVED PRIOR TO SHOP DRAWING SUBMITTAL. THE CONTRACTOR REMAINS LIABLE FOR ANY DEVIATION UNLESS REVIEWED BY THE ENGINEER AND ACKNOWLEDGED IN WRITING, PRIOR TO THE RECEIPT OF THE SHOP DRAWINGS.

STRUCTURAL STEEL:

- 1. CUTS, HOLES, COPING, ETC. REQUIRED FOR OTHER TRADES MUST BE SHOWN ON THE SHOP DRAWINGS AND MADE IN THE SHOP. CUTS OR BURNING OF HOLES IN THE FIELD WILL NOT BE PERMITTED.
- 2. WELDING TO BE IN ACCORDANCE WITH THE "STRUCTURAL WELDING CODE ANSI/AWS D1.1", AMERICAN WELDING SOCIETY, LATEST EDITION. USE E70XX ELECTRODES UNLESS OTHERWISE INDICATED ON THE DRAWINGS.
- 3. HEADED SHEAR STUD CONNECTORS TO CONFORM TO ASTM A108, GRADE 1015 OR 1020, COLD FINISHED CARBON STEEL.
- 4. DESIGN, FABRICATION AND ERECTION OF STRUCTURAL STEEL SHALL BE IN ACCORDANCE WITH THE 'MANUAL OF STEEL CONSTRUCTION', 13TH EDITION, AND LOAD RESISTANCE FACTOR DESIGN THIRD EDITION, BY THE AMERICA INSTITUTE OF STEEL CONSTRUCTION.
- 5. STRUCTURAL STEEL MEMBERS INDICATED ON DRAWINGS SHALL CONFORM TO THE FOLLOWING:

STRUCTURAL SHAPES: ASTM A992, GRADE 50
 ANCHOR RODS: ASTM F1554, GRADE 55
 HIGH STRENGTH BOLTS: ASTM A325, TYPE 1

6. ALL STEEL MEMBERS AND CONNECTIONS SHALL BE HOT DIP GALVANIZED PER ASTM A153, CLASS B AND C. ANY REPAIRS AND TOUCH UP OF GALVANIZING IN FIELD SHALL CONFORM TO ASTM A780.

7. ALL STRUCTURAL SHOP AND FIELD WELDING SHALL BE MADE WITH ELECTRODES DESIGNATED BY E70XX LOW HYDROGEN AND SHALL BE PERFORMED BY OPERATORS CERTIFIED BY THE STANDARD QUALIFICATION PROCEDURE OF THE AMERICAN WELDING SOCIETY.

CONCRETE NOTES:

- 1. ALL CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH AS FOLLOWS:

 CLASS S: f'c = 7000 PSI; PIER BENT MODIFICATIONS
 CLASS F: f'c = 4400 PSI; PLATFORMS, RAMPS, AND STAIRS

 ALL CONCRETE SHALL BE CLASSIFIED AS NORMAL WEIGHT, EXCEPT AS NOTED, WITH A UNIT WEIGHT OF 150 PCF.
- 2. ALL MAIN STEEL REINFORCEMENT SHALL CONFORM TO ASTM A615, GRADE 60 WITH A YIELD STRENGTH OF Fy = 60,000 PSI. ALL WELDED WIRE FABRIC SHALL CONSIST OF PLAIN BARS AND CONFORM TO ASTM A884 WITH A YIELD STRENGTH OF Fy = 60,000 PSI.
- 3. EPOXY COATED REINFORCING SHALL BE USED IN PROPOSED PLATFORM DECK SECTIONS, PLATFORM STAIRWAYS/LANDINGS AND PLATFORM RAMPS.
- 4. COMPLETE SHOP DRAWINGS AND SCHEDULES OF ALL REINFORCING STEEL SHALL BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO COMMENCEMENT OF THAT PORTION OF THE WORK.
- 5. WHEN CONCRETE IS PLACED AGAINST PREVIOUSLY HARDENED CONCRETE, THE INTERFACE SHALL BE CLEAN, FREE OF LAITANCE, AND INTENTIONALLY ROUGHENED TO A FULL AMPLITUDE OF APPROXIMATELY 3/4" INCH.
- 6. ALL CAST IN PLACE CONCRETE SHALL MAINTAIN MINIMUM CLEAR CONCRETE COVER FOR REINFORCING STEEL OF 2" UNLESS NOTED OTHERWISE.
- 7. PRIOR TO CONCRETE PLACEMENT, THE CONTRACTOR SHALL SUBMIT A CONCRETE MIX DESIGN FOR EACH TYPE OF CONCRETE TO BE USED PREPARED IN ACCORDANCE WITH THE SPECIFICATIONS TO THE STRUCTURAL ENGINEER FOR REVIEW.
- 8. ALL EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED 1"x1" EXCEPT WHERE SHOWN OTHERWISE.

		DESIGNER/DRAFTER: G.T.G		 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK:  PARSONS BRINCKERHOFF 500 WINDING BROOK DR. GLASTONBURY, CT 06033	PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT	TOWN: DARIEN	PROJECT NO. 301-0170
		CHECKED BY: T.R.L					DRAWING TITLE: GENERAL NOTES - 1	DRAWING NO. S-01
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016	Filename: SB_MSH_0301-0170_S_01_GNN.dgn			SHEET NO. 05.02

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PRECAST CONCRETE:

1. PRECAST CONCRETE UNITS MUST BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE PRE-CAST CONCRETE INSTITUTE (PCI) DESIGN HANDBOOK AND ACI 318 (LATEST EDITIONS).
2. PRECAST CONCRETE SHALL USE NORMAL WEIGHT CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH (F_c) OF NOT LESS THAN 4400 PSI AT 28 DAYS.
3. PRIOR TO FABRICATION, THE PRECAST MANUFACTURER IS TO SUBMIT TO THE ENGINEER FOR REVIEW THE FOLLOWING, PREPARED BY OR UNDER THE SUPERVISION OF A PROFESSIONAL ENGINEER REGISTERED IN CONNECTICUT AND BEARING THE SEAL OF THAT PROFESSIONAL ENGINEER:
 - A. DESIGN CALCULATIONS OF PRECAST PLATFORM PANEL CLAMP DOWN CONNECTIONS.
 - B. SHOP DRAWINGS SHOWING ERECTION PLANS, DIMENSIONS, REINFORCING REQUIREMENTS, CONSTRUCTION DETAILS, DESIGN CRITERIA, AND PICK LOCATIONS WITH ASSOCIATED DESIGN COMPUTATIONS.

CONSTRUCTION NOTES:

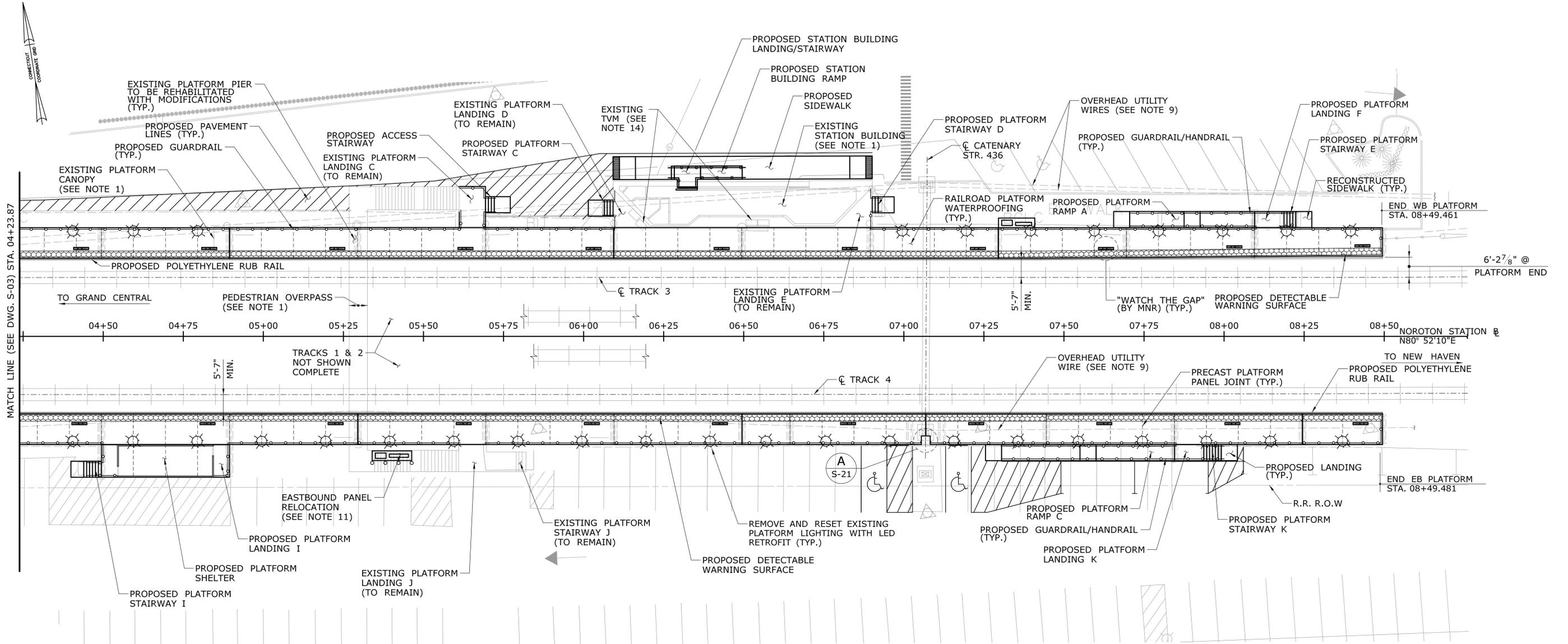
1. ANY DISCREPANCIES ON THESE PLANS, WITH REGARD TO FIELD DIMENSIONS OR CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE PROCEEDING WITH THE AFFECTED PORTION OF WORK.
2. SHORE, SHEET AND BRACE EXCAVATIONS AS REQUIRED TO ASSURE COMPLETE SAFETY AGAINST COLLAPSE OF EARTH AND DAMAGE TO ADJACENT PROPERTY INCLUDING BUT NOT LIMITED TO EXISTING STREETS, BUILDING AND UTILITY LINES.
3. PEDESTRIAN ACCESS TO PEDESTRIAN OVERPASS SHALL BE MAINTAINED AT ALL TIMES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SNOW REMOVAL AND DISPOSAL WITHIN CURRENT STAGE LIMITS OF CONSTRUCTION, AND UTILIZED STAGING AREA.
5. ALL CONDUIT REMOVAL AND INSTALLATION DURING CONSTRUCTION SHALL BE COORDINATED WITH MNR.
6. ANY DETOURS TO COMMUTER ACCESS TO STATION, STATION BUILDING, AND PLATFORMS SHALL REQUIRE TWO WEEK NOTICE BY USE OF INFORMATIONAL SIGNS PRIOR TO START OF DETOUR.
7. MINIMUM 2 WEEKS NOTICE SHALL BE REQUIRED PRIOR TO REMOVAL OF OR RESTRICTING ACCESS TO BIKE RACKS.
8. ALL RECYCLING CENTERS LOCATED ON THE EXISTING PLATFORM SHALL BE REMOVED AND GIVEN TO MNR. NEW RECYCLING CENTERS SHALL MEET CURRENT MNR STANDARDS.
9. ALL EXISTING ADVERTISING SIGNS REMOVED AND REINSTALLED SHALL BE LOCATED ON THE PLATFORMS BY CBS ADVERTISING.
10. THE CONTRACTOR SHALL COORDINATE WITH MNR AND THE TOWN OF DARIEN WHEN UTILITIES WILL BE REMOVED FROM SERVICE AND WHEN THEY WILL BE RETURNED TO SERVICE.
11. THE CONTRACTOR SHALL COORDINATE THE SCHEDULE WITH MNR TWO WEEKS IN ADVANCE OF THE WORK BEING PERFORMED TO ASSURE THAT THE PROPER WINDOW IS MET FOR REQUESTING FLAGMEN AND CLOSURES.
12. FENCING LIMITS SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL MAINTAIN MINIMUM PARKING LOT CLEARANCE DIMENSIONS PER LOCAL STANDARDS DURING PEAK PERIODS. DURING OFF-PEAK NIGHT TIME PERIODS THE CONTRACTOR MAY EXPAND THE FENCE TO WITHIN LOCAL CLEARANCE DIMENSIONS. COORDINATION WITH TOWN SHALL BE DONE PRIOR TO ADJUSTMENT OF FENCES. PLEASE REFER TO "NOTICE TO CONTRACTOR - WORK ON RAILROAD PROPERTY" FOR PEAK PERIODS AND OFF-PEAK PERIODS.
13. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS WITH CALCULATIONS FOR CRANE PICKS AND LAYDOWN AREAS TO ENGINEER FOR APPROVAL PRIOR TO START OF STAGE CONSTRUCTION.
14. CONTRACTOR WILL BE RESPONSIBLE FOR ACQUIRING GRADE CROSSING ACCESS PADS NEEDED TO ACCESS TRACKS WITH TRACK MOUNTED EQUIPMENT. CONTRACTOR SHALL COORDINATE WITH MNR TO INSTALL ACQUIRED ACCESS PADS.
15. MAX DIFFERENCE IN ELEVATION BETWEEN TWO ADJACENT STRUCTURES/PLATFORM SECTIONS SHALL BE 1/4".
16. ALL TEMPORARY GUARDRAIL SHALL BE FASTENED TO LANDINGS AND PLATFORMS. THE CONTRACTOR SHALL PROVIDE PROPOSED FASTENING MECHANISM TO ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
17. THE "WATCH THE GAP" SHOWN ON THE PLANS IS FOR VISUAL REFERENCE ONLY AND DOES NOT DEPICT THE ACTUAL LAYOUT. MNR TO DETERMINE THE REQUIRED SIZE AND SPACING.
18. CONTRACTOR SHALL HAVE AN OPTION OF UTILIZING A "HARD BARRIER" ALONG THE TRACK SIDE EDGE OF REMOVED PLATFORM WITHIN STAGE LIMITS. THE BARRIER MAY ALLOW APPROVED WORK, COORDINATED WITH MNR AND THE ENGINEER, TO BE COMPLETED WITHOUT TRACK OUTAGE AND FLAGMEN. THE CONTRACTOR SHALL COORDINATE THE ACCEPTABLE TYPE AND PLACEMENT OF THE BARRIER WITH MNR. WORKING DRAWINGS AND COMPUTATIONS STAMPED BY A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF CONNECTICUT SHALL BE SUBMITTED TO ENGINEER FOR MNR'S REVIEW AND APPROVAL.

ABBREVIATIONS:

- APPROX = APPROXIMATE
- ARCH = ARCHITECTURAL
- BOTT = BOTTOM
- BRG = BEARING
- CIP = CAST-IN-PLACE CONCRETE
- CL = CENTER LINE
- CLR = CLEAR
- CONC = CONCRETE
- CON = CONNECTION
- CONT = CONTINUOUS
- EB = EASTBOUND
- EC = EPOXY COATED
- EL = ELEVATION
- EXP = EXPANSION
- F_c = CONCRETE 28 DAY COMPRESSIVE STRENGTH
- FIN = FINISH
- GA = GAUGE
- GALV = GALVANIZED
- HP = HIGH POINT
- LG = LONG
- LP = LOW POINT
- MAX = MAXIMUM
- MIN = MINIMUM
- NIC = NOT IN CONTRACT
- NS = NON-SHRINK
- NTS = NOT TO SCALE
- OC = ON CENTER
- OD = OUTER DIAMETER
- PC = PRECAST CONCRETE
- PCF = PER CUBIC FOOT
- PGL = PROFILE GRADE LINE
- PL = PLATES
- PLF = PER LINEAR FOOT
- PSF = POUNDS PER SQUARE FOOT
- PSI = POUNDS PER SQUARE INCH
- REINF = REINFORCING
- SS = STAINLESS STEEL
- STA = STATIONING
- TPCBC = TEMPORARY PRECAST CONCRETE BARRIER CURB
- TVM = TICKET VENDING MACHINE
- TYP = TYPICAL
- UNO = UNLESS NOTED OTHERWISE
- WB = WESTBOUND
- WWF = WELDED WIRE FABRIC

		DESIGNER/DRAFTER: G.T.G		 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	 SIGNATURE/ BLOCK:	PARSONS BRINCKERHOFF 500 WINDING BROOK DR. GLASTONBURY, CT 06033	PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT	TOWN: DARIEN	DRAWING TITLE: GENERAL NOTES - 2	PROJECT NO. 301-0170
		CHECKED BY: T.R.L								DRAWING NO. S-02
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016	Filename: SB_MSH_0301-0170_S_02_GNN2.dgn					SHEET NO. 05.03

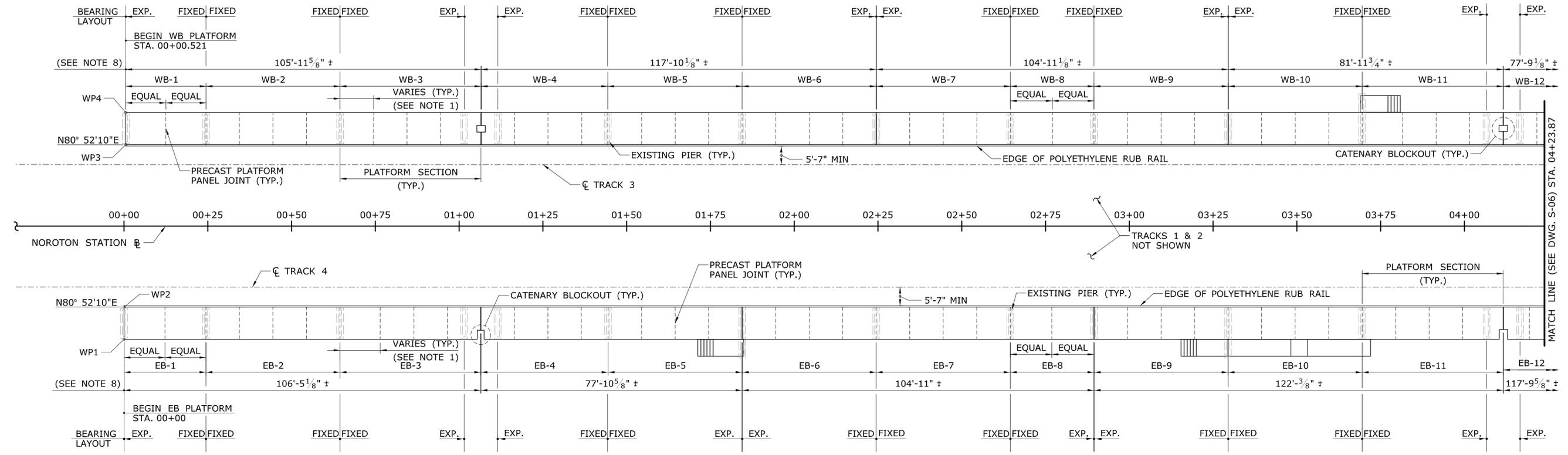
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PLAN
SCALE: 1/16" = 1'-0"

- NOTES:**
1. CONDITION AND REHABILITATION NEEDS OF PLATFORM CANOPY, STATION BUILDING, AND PEDESTRIAN OVERPASS ARE NOT PART OF THIS PROJECT. PLATFORM CANOPY WILL REMAIN IN PLACE DURING CONSTRUCTION.
 2. FOR PLATFORM SHIPPING DATA, SEE DWG S-03.
 3. FOR GENERAL NOTES, SEE DWGS. S01 AND S-02.
 4. FOR DETAIL A, SEE DWG. S-21.
 5. FOR PLATFORM ID LOCATIONS, SEE DWGS. S-05 AND S-06.
 6. FOR FURTHER DETAILS OF GUARDRAIL/HANDRAIL, PLATFORM SHELTER AND OTHER MISCELLANEOUS ARCHITECTURAL DETAILS, SEE ARCHITECTURAL SUBSET.
 7. FOR FURTHER INFORMATION OF PLATFORM SECTIONS, SEE DWG. S-19.
 8. FOR DETAILS OF DETECTABLE WARNING SURFACE AND RUB RAIL, SEE DWGS. S-28 AND S-29.
 9. ALL OVERHEAD WIRES NOT SHOWN FOR CLARITY.
 10. FOR DETAILS OF PROPOSED RAMPS, STAIRWAYS, AND LANDINGS SEE DWGS. S-22 TO S-27.
 11. FOR DETAILS OF ELECTRICAL, COMMUNICATION AND LIGHTING, SEE BUILDING SYSTEMS SUBSET.
 12. "WATCH THE GAP" TO BE APPLIED AFTER APPLICATION OF RAILROAD PLATFORM WATERPROOFING SYSTEM.
 13. RAILROAD PLATFORM WATERPROOFING SYSTEM SHALL BE APPLIED TO ALL PROPOSED PLATFORMS, LANDINGS STAIRWAYS AND RAMPS AS WELL AS EXISTING LANDINGS A, C, D, E AND J PER PRODUCT SPECIFICATIONS.
 14. FOR DETAILS OF TVM RELOCATION TO TEMPORARY AND PERMAMENT LOCATIONS, SEE BUILDING SYSTEM SUBSET.

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: G.T.G CHECKED BY: T.R.L SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: SB_MSH_0301-0170_S-04_GPN2.dgn	SIGNATURE/BLOCK: PARSONS BRINCKERHOFF 500 WINDING BROOK DR. GLASTONBURY, CT 06033	PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT	TOWN: DARIEN	PROJECT NO. 301-0170 DRAWING NO. S-04 SHEET NO. 05.05
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016			



LAYOUT PLAN

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

LEGEND

- WB-##** - WESTBOUND PLATFORM ID NUMBER
- EB-##** - EASTBOUND PLATFORM ID NUMBER

NOTES:

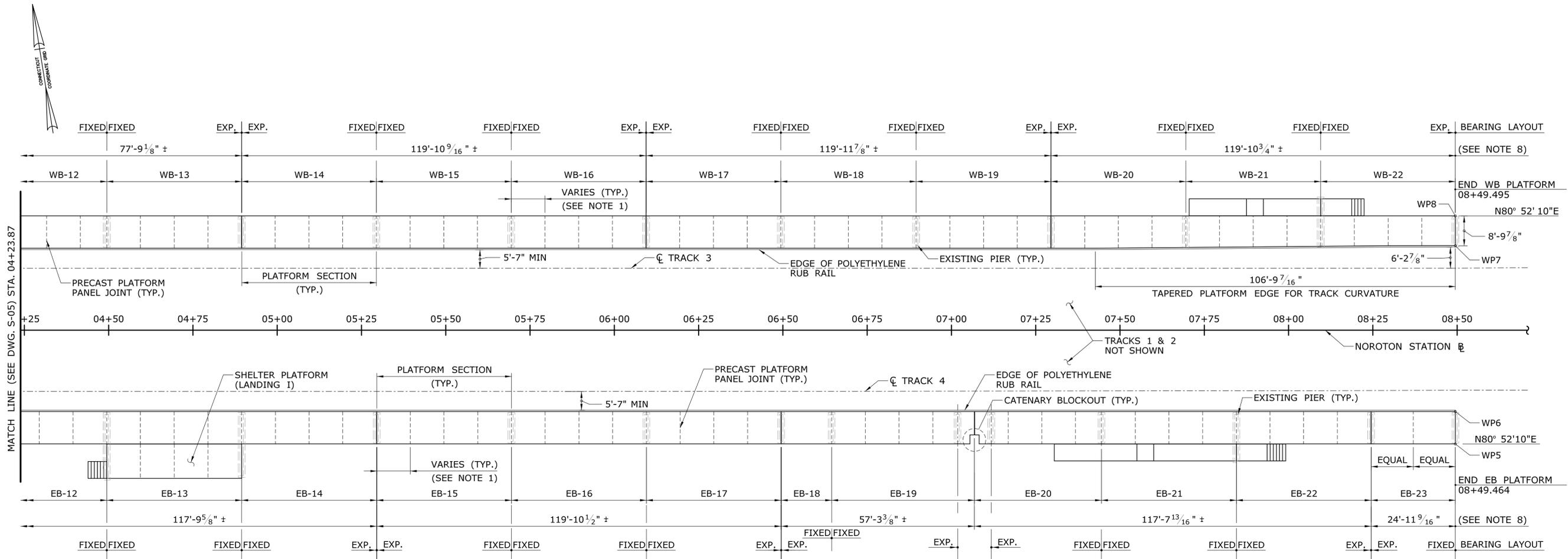
1. THE LENGTH OF PRECAST PLATFORM PANELS ARE SHOWN FOR INFORMATION ONLY AND SHALL BE FINALIZED BY THE CONTRACTOR. THE CONTRACTOR SHOULD DETERMINE THE PANEL LENGTH BASED ON CONSIDERATIONS INCLUDING, BUT NOT LIMITED TO: PRODUCTION, HANDLING, AND FIT-UP IN THE FIELD. THE LONGITUDINAL LENGTH OF THE PRECAST PLATFORMS MAY NOT EXCEED 20'-0" AND MAY NOT BE LESS THAN 10'-0". THE FINAL LAYOUT AND DIMENSIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF FABRICATION.
2. EACH PLATFORM SECTION WILL CONSIST OF A MAXIMUM OF 4 PRECAST PLATFORM PANELS. FOR FURTHER DETAILS OF PLATFORM SECTIONS, SEE DWG. S-19.
3. FOR DETAILING OF CATENARY BLOCKOUTS, SEE DWG. S-21.
4. FOR DETAILS OF ACCESS STRUCTURES INCLUDING RAMPS, STAIRWAYS, AND LANDINGS, SEE DWGS. S-22 TO S-27.
5. FOR FURTHER DETAILS OF BEARINGS, SEE DWGS. S-17 AND S-18.
6. FOR JOINT DETAILS, SEE DWG. S-29.
7. FOR LOCATION OF PLATFORM ELEVATIONS, SEE DWG. S-19.
8. THE DIMENSIONS SHOWN HERE ARE FOR INFORMATION ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY DIMENSIONS IN FIELD PRIOR TO PREPARATION OF SHOP DRAWINGS AND/OR FABRICATION.

EAST BOUND PLATFORM ELEVATIONS*					WEST BOUND PLATFORM ELEVATIONS*						
PLATFORM	PIER	PEDESTAL		TOP OF PLATFORM		PLATFORM	PIER	PEDESTAL		TOP OF PLATFORM	
		NORTH	SOUTH	NORTH	SOUTH			NORTH	SOUTH	NORTH	SOUTH
EB-1W	74.17	74.73	74.65	77.56	77.48	WB-1W	73.76	74.21	74.34	77.09	77.17
EB-1E	74.53	74.95	74.87	N/A	N/A	WB-1E	73.93	74.41	74.49	N/A	N/A
EB-2W	74.53	74.95	74.87	N/A	N/A	WB-2W	73.93	74.41	74.49	N/A	N/A
EB-2E	74.56	75.23	75.15	N/A	N/A	WB-2E	74.19	74.71	74.79	N/A	N/A
EB-3W	74.56	75.23	75.15	N/A	N/A	WB-3W	74.19	74.71	74.79	N/A	N/A
EB-3E	74.76	75.37	75.29	78.23	78.14	WB-3E	74.46	74.95	75.03	77.82	77.90
EB-4W	74.87	75.44	75.34	78.23	78.15	WB-4W	74.53	75.02	75.10	77.82	77.90
EB-4E	75.04	75.60	75.52	N/A	N/A	WB-4E	74.76	75.23	75.31	N/A	N/A
EB-5W	75.04	75.60	75.52	N/A	N/A	WB-5W	74.76	75.23	75.31	N/A	N/A
EB-5E	75.13	75.73	75.65	78.56	78.48	WB-5E	75.03	75.49	75.57	N/A	N/A
EB-6W	75.13	78.73	75.65	78.56	78.48	WB-6W	75.03	75.49	75.57	N/A	N/A
EB-6E	75.44	75.98	75.90	N/A	N/A	WB-6E	75.29	75.76	75.84	78.60	78.68
EB-7W	75.44	75.98	75.90	N/A	N/A	WB-7W	75.29	75.76	75.84	78.60	78.68
EB-7E	75.62	76.18	76.10	N/A	N/A	WB-7E	75.58	76.08	76.16	N/A	N/A
EB-8W	75.62	76.18	76.10	N/A	N/A	WB-8W	75.58	76.08	76.16	N/A	N/A
EB-8E	76.01	76.52	76.44	79.36	79.28	WB-8E	75.72	76.24	76.32	N/A	N/A
EB-9W	76.01	76.52	76.44	79.36	79.28	WB-9W	75.72	76.24	76.32	N/A	N/A
EB-9E	76.34	76.86	76.78	N/A	N/A	WB-9E	76.00	76.46	76.54	79.29	79.37
EB-10W	76.34	76.86	76.78	N/A	N/A	WB-10W	76.00	76.46	76.54	79.29	79.37
EB-10E	76.59	77.16	77.08	N/A	N/A	WB-10E	76.25	76.74	76.82	N/A	N/A
EB-11W	76.59	77.16	77.08	N/A	N/A	WB-11W	76.25	76.74	76.82	N/A	N/A
EB-11E	76.81	77.37	77.29	80.23	80.14	WB-11E	76.49	76.95	77.03	79.82	79.90
EB-12W	76.89	77.45	77.43	80.23	80.16	WB-12W	76.56	77.02	77.10	79.82	79.90

*ELEVATIONS SHOWN AT JOINT LOCATIONS ONLY. ELEVATIONS AT EDGE OF PRECAST PLATFORM PANELS CAN BE DETERMINED BY LINEAR INTERPOLATION.

WORKING POINTS			
WORKING POINT	NORTHING	EASTING	LOCATION
WP1	86755.531	393339.917	SOUTHWEST CORNER OF EASTBOUND PLATFORM
WP2	86764.995	393341.438	NORTHWEST CORNER OF EASTBOUND PLATFORM
WP3	86812.661	393349.625	SOUTHWEST CORNER OF WESTBOUND PLATFORM
WP4	86822.125	393351.146	NORTHWEST CORNER OF WESTBOUND PLATFORM

	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: G.T.G/D.W. CHECKED BY: T.R.L. SCALE AS NOTED	<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	SIGNATURE/BLOCK: 	PARSONS BRINCKERHOFF 500 WINDING BROOK DR. GLASTONBURY, CT 06033	PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT	TOWN: DARIEN	PROJECT NO. 301-0170 DRAWING NO. S-05 SHEET NO. 05.06
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016	Filename: SB_MSH_0301-0170_S_05_LAY1.dgn	PLATFORM LAYOUT PLAN - 1		



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

LEGEND

WB-## - WESTBOUND PLATFORM ID NUMBER
EB-## - EASTBOUND PLATFORM ID NUMBER

NOTES:

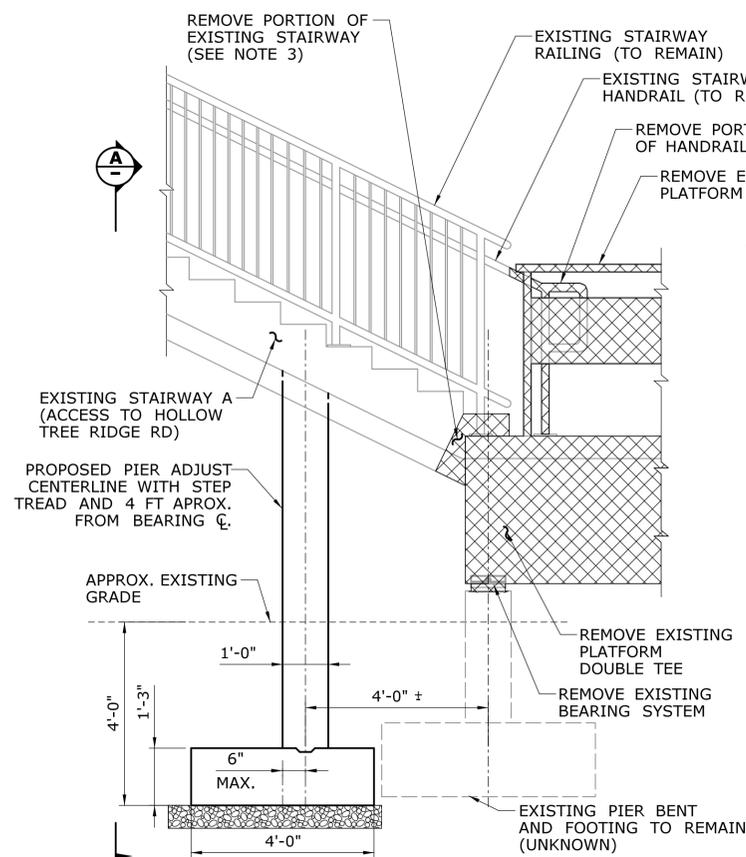
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- EACH PLATFORM SECTION WILL CONSIST OF A MAXIMUM OF 4 PRECAST PLATFORM PANELS. FOR FURTHER DETAILS OF PLATFORM SECTIONS, SEE DWG. S-19.
- FOR DETAILING OF CATENARY BLOCKOUTS, SEE DWG. S-21.
- FOR DETAILS OF ACCESS STRUCTURES INCLUDING RAMPS, STAIRWAYS, AND LANDINGS, SEE DWGS. S-22 TO S-27.
- FOR FURTHER DETAILS OF BEARINGS SEE DWGS. S-17 AND S-18.
- FOR JOINT DETAILS, SEE DWG. S-27.
- FOR LOCATION OF PLATFORM ELEVATIONS, SEE DWG. S-19.
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EAST BOUND PLATFORM ELEVATIONS*					WEST BOUND PLATFORM ELEVATIONS*						
PLATFORM	PIER	PEDESTAL		TOP OF PLATFORM		PLATFORM	PIER	PEDESTAL		TOP OF PLATFORM	
		NORTH	SOUTH	NORTH	SOUTH			NORTH	SOUTH	NORTH	SOUTH
EB-12E	77.10	77.64	77.56	N/A	N/A	WB-12E	76.77	77.25	77.33	N/A	N/A
EB-13E	77.10	77.64	77.56	N/A	N/A	WB-13E	76.77	77.25	77.33	N/A	N/A
EB-14E	77.36	77.91	77.83	N/A	N/A	WB-14E	77.00	77.51	77.59	80.35	80.43
EB-15E	77.36	77.91	77.83	N/A	N/A	WB-15E	77.00	77.51	77.59	80.35	80.43
EB-16E	77.60	78.18	78.10	81.02	80.94	WB-16E	77.27	77.71	77.79	N/A	N/A
EB-17E	77.60	78.18	78.10	81.02	80.94	WB-17E	77.27	77.71	77.79	N/A	N/A
EB-18E	77.68	78.24	78.16	N/A	N/A	WB-18E	77.51	77.93	78.01	N/A	N/A
EB-19E	77.68	78.24	78.16	N/A	N/A	WB-19E	77.51	77.93	78.01	N/A	N/A
EB-20E	77.90	78.44	78.36	N/A	N/A	WB-20E	77.72	78.17	78.25	81.01	81.09
EB-21E	77.90	78.44	78.36	N/A	N/A	WB-21E	77.72	78.17	78.25	81.01	81.09
EB-22E	78.13	78.66	78.58	81.50	81.42	WB-22E	77.92	78.37	78.45	N/A	N/A
EB-23E	78.13	78.66	78.58	81.50	81.42	WB-23E	77.92	78.37	78.45	N/A	N/A
EB-12W	78.23	78.81	78.73	N/A	N/A	WB-12W	78.13	78.60	78.68	N/A	N/A
EB-13W	78.23	78.81	78.73	N/A	N/A	WB-13W	78.13	78.60	78.68	N/A	N/A
EB-14W	78.23	78.81	78.73	N/A	N/A	WB-14W	78.13	78.60	78.68	N/A	N/A
EB-15W	78.44	78.96	78.88	81.81	81.72	WB-15W	78.31	78.77	78.85	81.61	81.69
EB-16W	78.44	78.96	78.88	81.81	81.72	WB-16W	78.31	78.77	78.85	81.61	81.69
EB-17W	78.47	79.02	79.00	81.81	81.74	WB-17W	78.31	78.77	78.85	81.61	81.69
EB-18W	78.58	79.14	79.06	N/A	N/A	WB-18W	78.56	79.03	79.11	N/A	N/A
EB-19W	78.58	79.14	79.06	N/A	N/A	WB-19W	78.56	79.03	79.11	N/A	N/A
EB-20W	78.75	79.31	79.23	N/A	N/A	WB-20W	78.42	78.92	79.00	N/A	N/A
EB-21W	78.75	79.31	79.23	N/A	N/A	WB-21W	78.42	78.92	79.00	N/A	N/A
EB-22W	78.93	79.46	79.38	82.30	82.22	WB-22W	78.66	79.14	79.22	81.97	82.05
EB-23W	78.93	79.46	79.38	82.30	82.22	WB-23W	78.66	79.14	79.22	81.97	82.05
EB-24W	79.04	79.61	79.53	82.44	82.36	WB-24W	78.66	79.14	79.22	81.97	82.05

WORKING POINTS			
WORKING POINT	NORTHING	EASTING	LOCATION
WP5	86620.750	394178.526	SOUTHEAST CORNER OF EASTBOUND PLATFORM
WP6	86630.208	394180.047	NORTHEAST CORNER OF EASTBOUND PLATFORM
WP7	86678.718	394187.821	SOUTHEAST CORNER OF WESTBOUND PLATFORM
WP8	86687.427	394189.219	NORTHEAST CORNER OF WESTBOUND PLATFORM

*ELEVATIONS SHOWN AT JOINT LOCATIONS ONLY. ELEVATIONS AT EDGE OF PRECAST PLATFORM PANELS CAN BE DETERMINED BY LINEAR INTERPOLATION.

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	CHECKED BY: T.R.L					DRAWING TITLE: PLATFORM LAYOUT PLAN - 2
SCALE AS NOTED	SHEET NO. 05.07	FILENAME: SB_MSH_0301-0170_S_06_LAY2.dgn				



EXISTING PLATFORM REMOVAL AT STAIRWAY

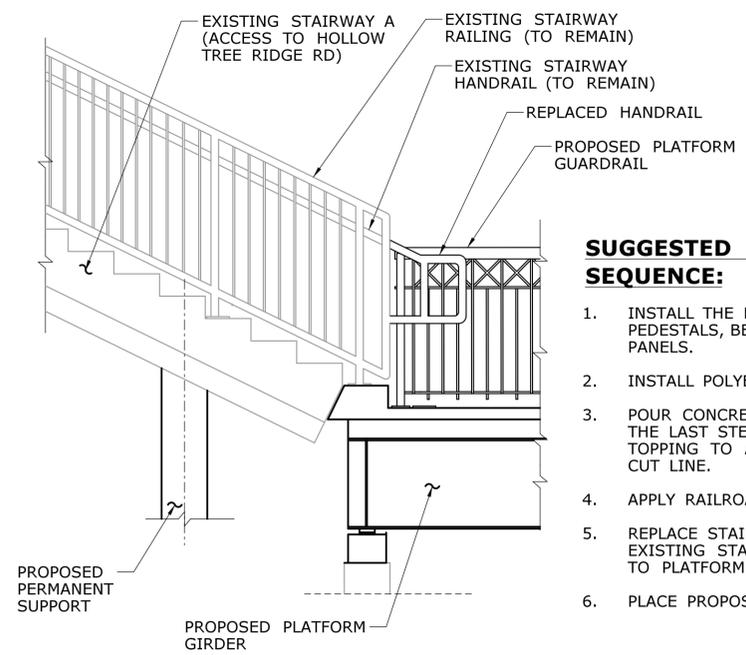
SCALE: 3/4" = 1'-0"
(NOTE: EXISTING STAIRWAY A SHOWN, EXISTING STAIRWAY F SIMILAR)

SUGGESTED CONSTRUCTION SEQUENCE:

1. INSTALL BARRICADE AND RESTRICT ACCESS TO EXISTING STAIRWAY.
2. EXCAVATE GROUND FOR PROPOSED SUPPORT PIER.
3. CONSTRUCT THE PROPOSED FOOTING AND PIER WALL.
4. CORE 3" HOLE IN STAIR AND GROUT THE TOP OF THE COLUMN 72 HRS AFTER CASTING AS SHOWN.
5. FILL AND COMPACT THE EXCAVATION AFTER CURING.
6. REMOVE CONNECTION OF EXISTING STAIRWAY RAILING AND HANDRAIL FROM EXISTING PLATFORM DOUBLE TEE. REMOVE PORTION OF HANDRAIL.
7. REMOVE PLATFORM GUARDRAIL.
8. SAWCUT STAIRWAY FROM EXISTING DOUBLE TEE ON THE LAST STEP AS SHOWN.
9. CUT ANCHOR RODS, AND REMOVE EXISTING PLATFORM DOUBLE TEE.
10. REMOVE EXISTING BEARING PLATE AND EXISTING CONCRETE PEDESTAL.

LEGEND:

- REMOVAL LIMITS

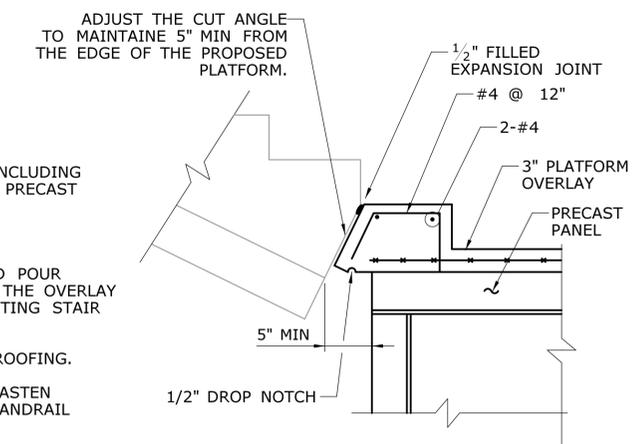


PROPOSED PLATFORM/EXISTING STAIR CONNECTION

SCALE: 3/4" = 1'-0"
(NOTE: EXISTING STAIRWAY A SHOWN, EXISTING STAIRWAY F SIMILAR)

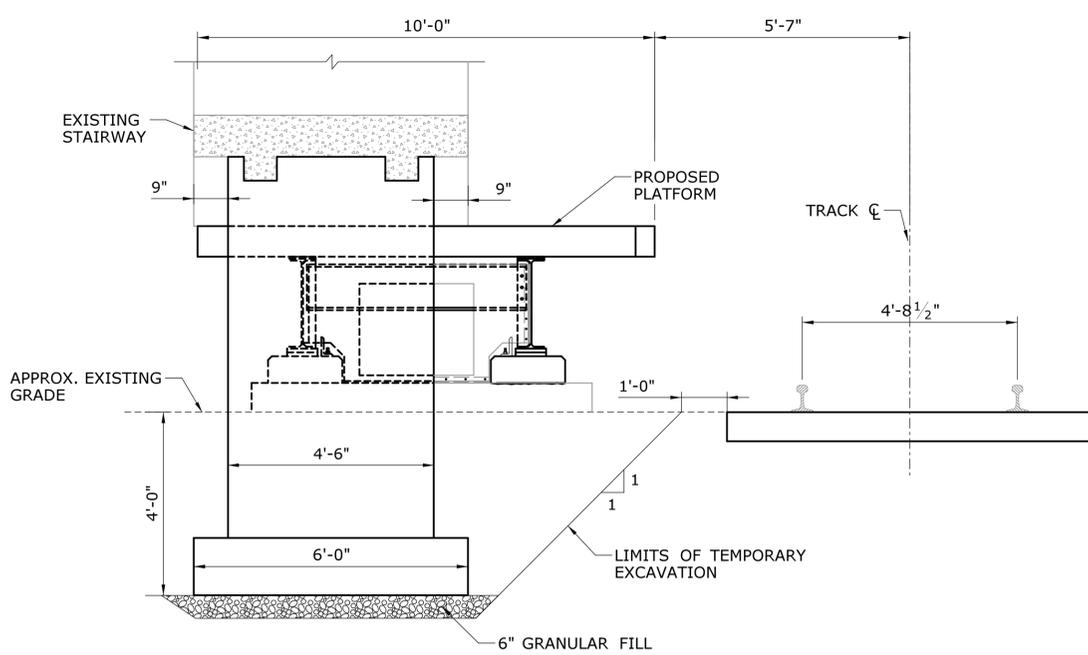
SUGGESTED CONSTRUCTION SEQUENCE:

1. INSTALL THE PROPOSED PLATFORM INCLUDING PEDESTALS, BEARINGS, GIRDERS AND PRECAST PANELS.
2. INSTALL POLYETHYLENE RUB RAIL.
3. POUR CONCRETE OVERLAY. FORM AND POUR THE LAST STEP OF THE STAIR WITH THE OVERLAY TOPPING TO ADJUST WITH THE EXISTING STAIR CUT LINE.
4. APPLY RAILROAD PLATFORM WATERPROOFING.
5. REPLACE STAIRWAY HANDRAIL AND FASTEN EXISTING STAIRWAY RAILING AND HANDRAIL TO PLATFORM SECTION.
6. PLACE PROPOSED PLATFORM GUARDRAIL.

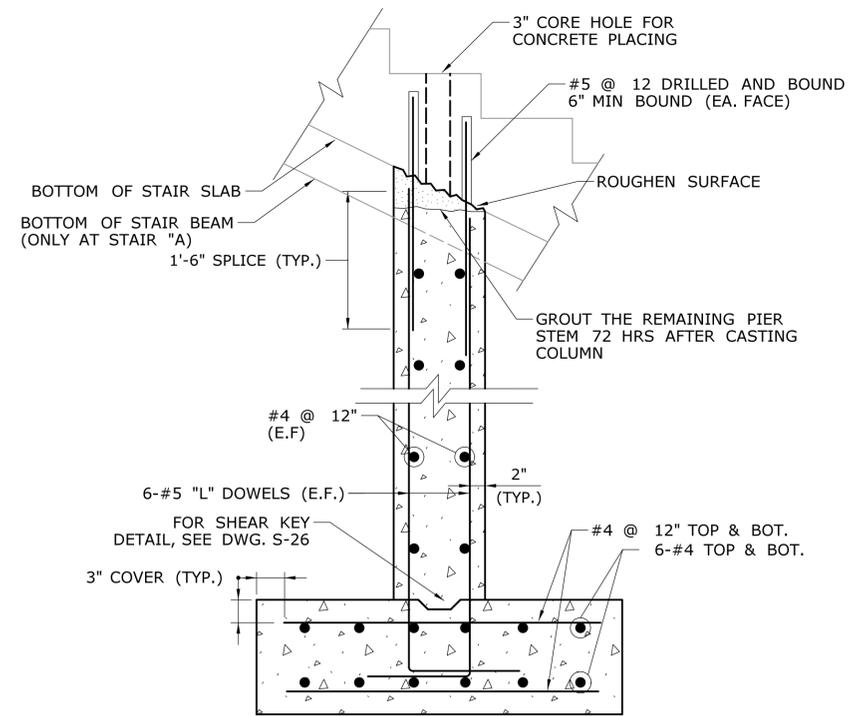


EXISTING STAIR AND PROPOSED PLATFORM INTERSECTION

SCALE: 3/8" = 1'-0"
(NOTE: EXISTING STAIRWAY A SHOWN, EXISTING STAIRWAY F SIMILAR)



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

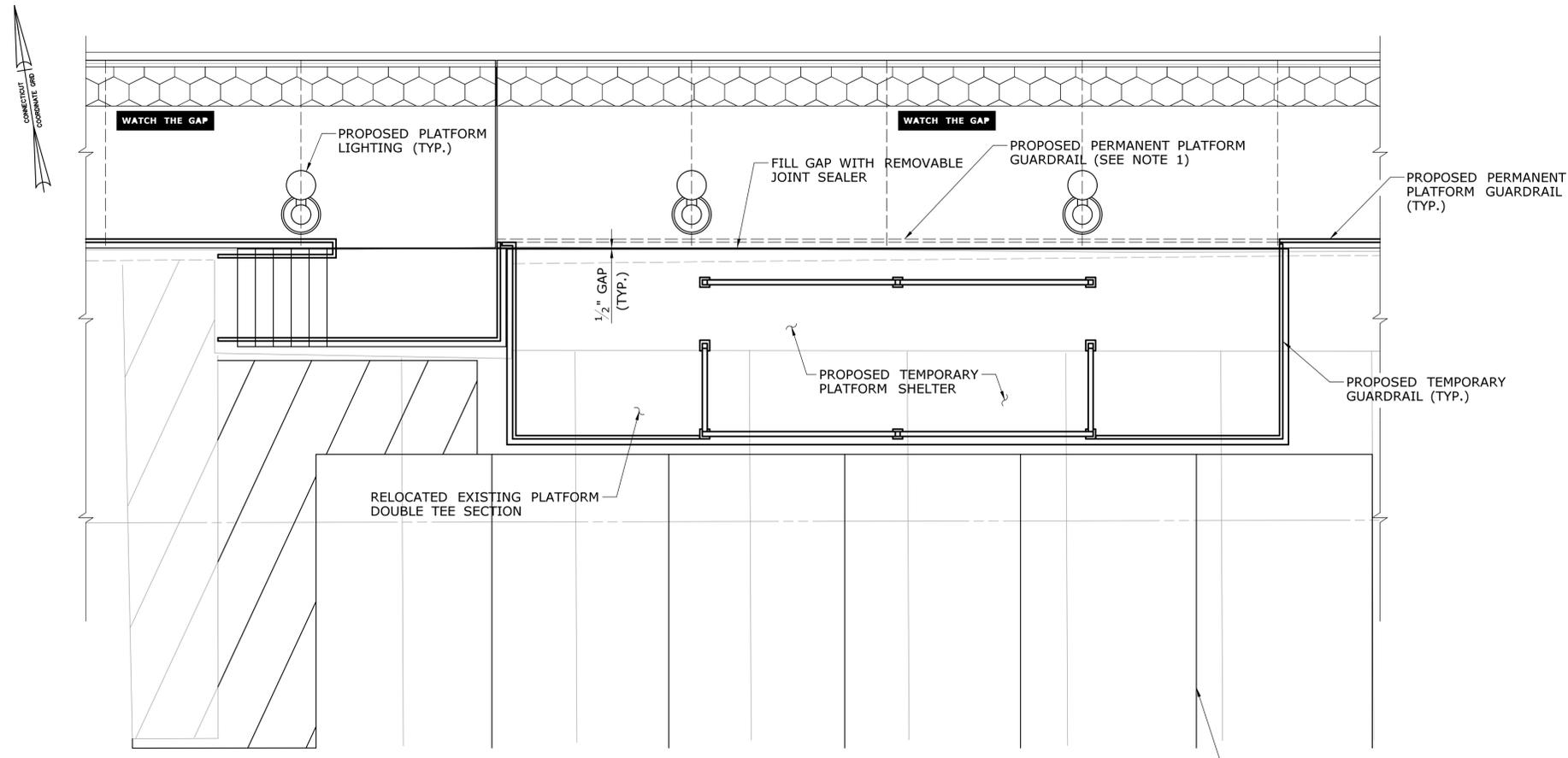


STAIR PIER REINFORCEMENT
SCALE: 3/8" = 1'-0"

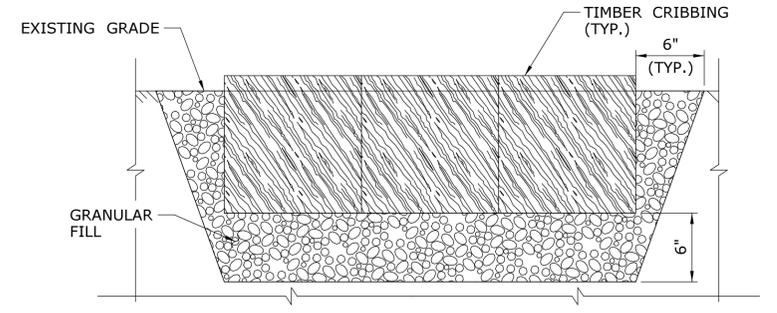
NOTES:

1. EXISTING PIER BENT SHALL BE CLEANED OF ALL LOOSE MATERIALS PRIOR TO PLACEMENT OF BEARING PEDESTAL.
2. CARE SHALL BE TAKEN BY CONTRACTOR NOT TO DAMAGE THE EXISTING STAIRWAYS A & F AS WELL AS STAIRWAY RAILING AND HANDRAIL DURING REMOVAL OF EXISTING AND PLACEMENT OF PROPOSED PLATFORM SECTIONS. CONTRACTOR SHALL MONITOR THE EXISTING STAIRWAY A & F DURING THE RECONSTRUCTION OF THE STAIRWAY. ANY DAMAGE SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE DEPARTMENT.
3. EXISTING STAIRWAY SHALL BE REMOVED TO POINT OF FIRST TREAD INTERSECTING WITH RISER. THE REMOVAL SHALL BE PERPENDICULAR TO THE STAIR SLAB.
4. FOR FURTHER DETAILS OF PROPOSED GUARDRAIL AND LIMITS OF HANDRAIL, SEE ARCHITECTURAL SUBSET.
5. FOR FURTHER INFORMATION OF BEARING PEDESTAL, ELASTOMERIC BEARING PAD AND BEARING PLATE, SEE DWG. S-17 AND S-18.
6. FOR FURTHER INFORMATION OF PROPOSED PLATFORM SECTIONS, SEE DWG. S-19.
7. PROPOSED BEARINGS, STRUCTURAL STEEL, STAIRWAY, PIER, PLATFORM PANELS, GUARDRAILS, AND REINFORCING SHALL BE PAID UNDER ITEM, "RAIL FACILITY UPGRADE (SITE NO. 1)."
8. REMOVAL OF EXISTING PIER BEARING PADS AND CONCRETE PEDESTALS, AS WELL AS PROPOSED BEARING PEDESTALS AND REINFORCING SHALL BE PAID UNDER ITEM, "RAIL FACILITY UPGRADE (SITE NO. 1)."
9. ALL PROPOSED REINFORCING IN PLATFORM, STAIRWAY, AND STAIRWAY SUPPORT WALL SHALL BE EPOXY COATED.

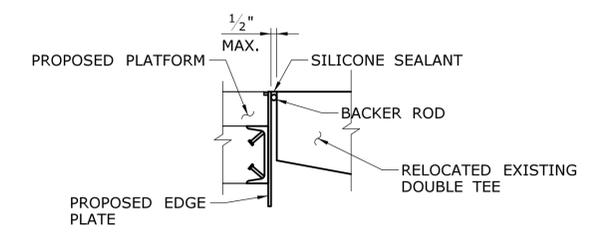
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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016	DRAWING TITLE: PLATFORM STAGING DETAILS - 1		



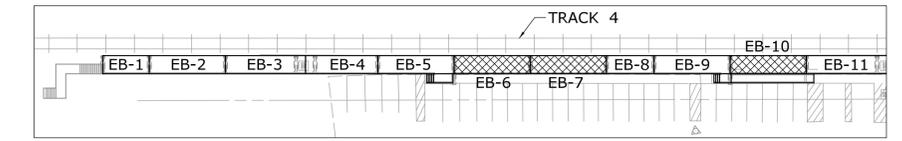
TEMPORARY PLATFORM PLAN - STAGE 1C
SCALE : 1/4" = 1'-0"



TEMPORARY PLATFORM SUPPORT
NOT TO SCALE



REMOVABLE JOINT DETAIL
SCALE: 1 1/2" = 1'-0"

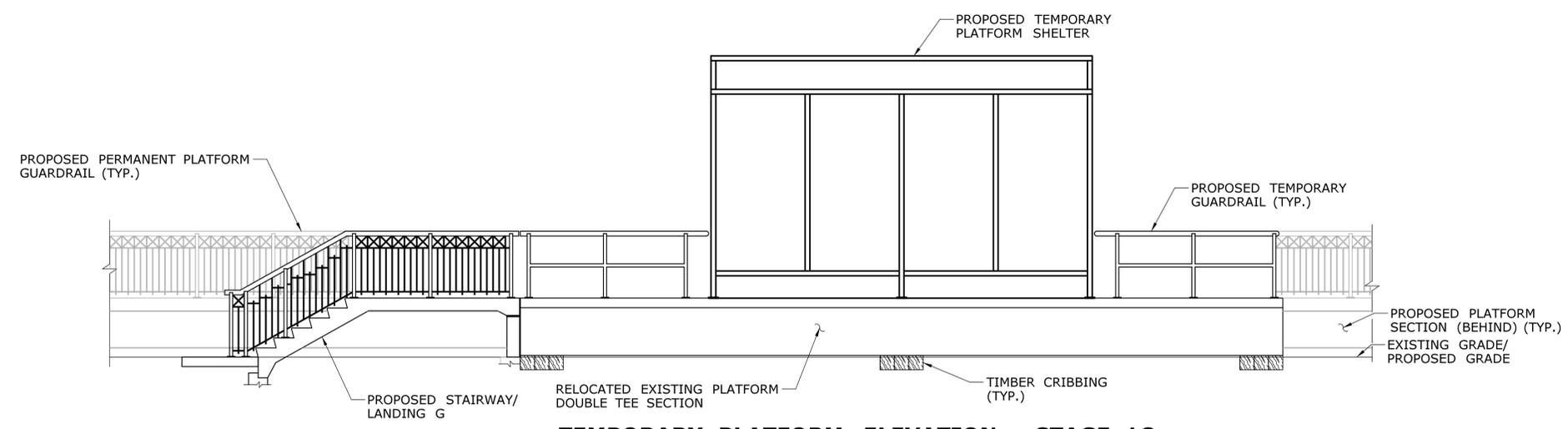


KEY PLAN
NOT TO SCALE

LEGEND:
 - PRE-APPROVED REUSABLE PLATFORM SECTION

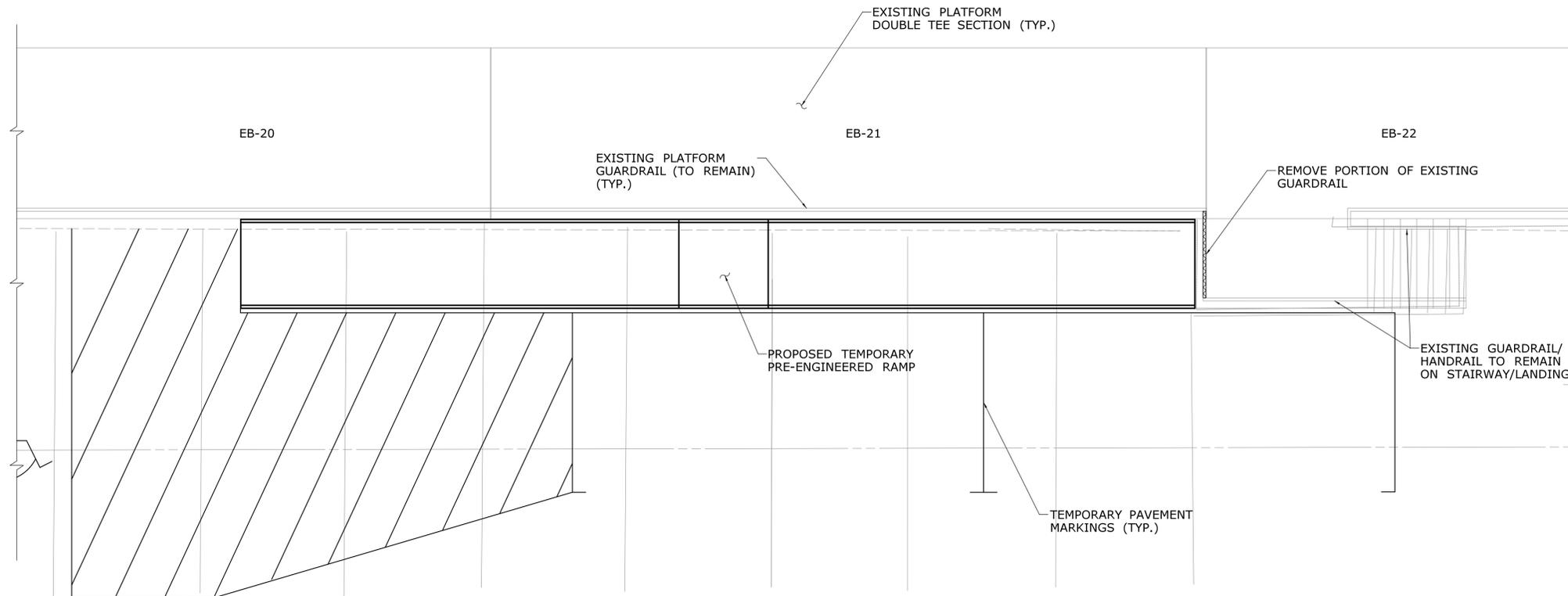
NOTES:

1. PROPOSED PERMANENT PLATFORM GUARDRAIL TO BE INSTALLED AFTER REMOVAL OF TEMPORARY PLATFORM SHELTER WITH TEMPORARY PLATFORM AND GUARDRAIL. PREVIOUSLY INSTALLED PLATFORM GUARDRAIL (TO BE CONNECTED) SHALL HAVE BEEN INSTALLED SO THAT CONNECTION SHALL BE POSSIBLE WITHOUT MODIFICATIONS TO INSTALLED GUARDRAIL OR GUARDRAIL TO BE INSTALLED.
2. CONTRACTOR SHALL SUBMIT PLANS FOR THE TEMPORARY SUPPORT OF THE TEMPORARY PLATFORM AND PLATFORM SHELTER TO ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. APPROXIMATE WEIGHT OF EXISTING PLATFORM SECTION WITH TEMPORARY SHELTER AND GUARDRAIL IS 60 KIPS, CONTRACTOR SHALL VERIFY WEIGHTS. TEMPORARY SUPPORT PROPOSED SHALL LIMIT SOIL BEARING PRESSURE TO 2 KSF.
3. THE CONTRACTOR SHALL HAVE 1/4" METAL SHIMS FOR LEVELING ON SITE DURING INSTALLATION OF TEMPORARY PLATFORM. THE MAXIMUM DIFFERENCE IN ELEVATION BETWEEN TEMPORARY PLATFORM AND PROPOSED STATION PLATFORM IS 1/4".
4. THE MAXIMUM GAP BETWEEN THE TEMPORARY PLATFORM AND PROPOSED STATION PLATFORM IS 1/2". THIS GAP SHALL BE FILLED WITH REMOVABLE JOINT SEALER. CARE SHALL BE TAKEN BY CONTRACTOR DURING PLACEMENT AND REMOVAL OF TEMPORARY PLATFORM AND JOINT SEALER AS TO NOT DAMAGE THE PROPOSED PLATFORM EDGE PLATE. ANY DAMAGE CAUSED SHALL BE REPAIRED BY CONTRACTOR AT NO ADDITIONAL COST TO THE DEPARTMENT.
5. THE CONTRACTOR MAY UTILIZE EXISTING PLATFORM DOUBLE TEE SECTIONS EB-6, EB-7 OR EB-10 FOR THE TEMPORARY PLATFORM. A CONDITION ASSESSMENT OF THE THREE SPECIFIED PLATFORM SECTIONS SHALL BE DONE BY THE CONTRACTOR AND SUBMITTED TO ENGINEER FOR REVIEW. THE PLATFORM SECTION FOUND BY ENGINEER TO BE IN MOST SATISFACTORY CONDITION SHALL BE USED. SPECIAL CARE SHALL BE TAKEN BY CONTRACTOR DURING REMOVAL OF THIS PLATFORM SECTION SO AS NOT TO CAUSE DAMAGE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING A LOCATION TO STORE THE PLATFORM SECTION TO BE RE-USED PRIOR TO INSTALLATION.
6. ALL TEMPORARY GUARDRAIL SHALL BE FASTENED TO PLATFORM WITH TAMPER PROOF SCREWS.
7. TEMPORARY PLATFORM SHELTER SHALL BE FASTENED TO PLATFORM WITH 5/8" Ø STAINLESS STEEL THROUGH BOLTS. BOLTS SHALL BE FASTENED WITH 5/8" Ø HEX HEAD S.S. NUT WITH 2 WASHERS. AT LOCATIONS WHERE THROUGH BOLTING IS NOT FEASIBLE 5/8" Ø S.S. MECHANICAL ANCHORS SHALL BE UTILIZED.
8. CONTRACTOR SHALL RETURN THE AREA AFFECTED BY THE TEMPORARY PLATFORM SHELTER/PLATFORM TO CONDITION MATCHING EXISTING.
9. THE TEMPORARY SHELTER SHOWN IS FOR VISUAL REFERENCE ONLY AND DOES NOT DEPICT THE SHELTER PROPOSED. FOR DETAILS OF TEMPORARY PLATFORM SHELTER AND TEMPORARY GUARDRAIL, SEE ARCHITECTURAL SUBSET.



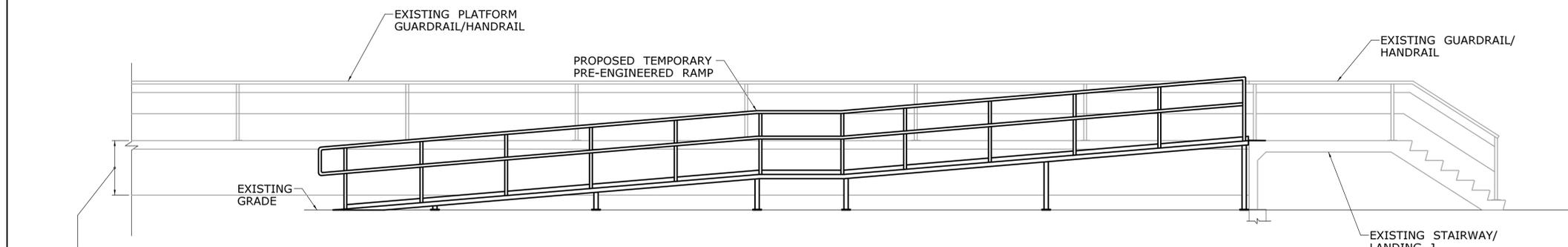
TEMPORARY PLATFORM ELEVATION - STAGE 1C
SCALE : 1/4" = 1'-0"

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: G.T.G CHECKED BY: T.R.L SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: SB_MSH_0301-0170_S_08_STGDETS2.dgn	SIGNATURE/BLOCK: PARSONS BRINCKERHOFF 500 WINDING BROOK DR. GLASTONBURY, CT 06033	PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT	TOWN: DARIEN	PROJECT NO. 301-0170 DRAWING NO. S-08 SHEET NO. 05.09
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016			



TEMPORARY PLATFORM PLAN - STAGE 1A

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



TEMPORARY PLATFORM ELEVATION - STAGE 1A

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

NOTES:

1. PROPOSED TEMPORARY PRE-ENGINEERED RAMP TO BE INSTALLED PRIOR TO RESTRICTING ACCESS TO RAMP B LOCATED WITHIN THE STAGE 1 LIMITS.
2. CONTRACTOR SHALL COORDINATE WITH RAMP FABRICATOR AND SUBMIT PLANS FOR TEMPORARY PRE-ENGINEERED RAMP TO ENGINEER FOR APPROVAL PRIOR TO PROCUREMENT. THE CONTRACTOR SHALL ALSO SUBMIT LAYOUT PLANS AND CONNECTION DETAILS AS TO HOW THE PRE-ENGINEERED RAMP WILL BE FASTENED. THE CONTRACTOR SHALL LIMIT THE SOIL BEARING PRESSURE TO 2 KSF.
3. THE MAXIMUM DIFFERENCE IN ELEVATION BETWEEN TEMPORARY PRE-ENGINEERED RAMP AND EXISTING LANDING IS 1/4". THE CHOSEN PRE-ENGINEERED RAMP SHALL BE ABLE TO ADJUST ELEVATIONS TO ACHIEVE THIS, OR THE CONTRACTOR SHALL HAVE 1/4" SHIMS ON SITE DURING INSTALLATION TO ASSURE THAT THE MAXIMUM ELEVATION DIFFERENCE CAN BE MET.
4. THE MAXIMUM HORIZONTAL GAP BETWEEN THE TEMPORARY PRE-ENGINEERED RAMP AND EXISTING PLATFORM LANDING IS 1/2". THE JOINT SHALL BE PROTECTED OR FILLED WITH JOINT FILLER.
5. THE GAP BETWEEN EXISTING RAILING AND PROPOSED TEMPORARY PRE-ENGINEERED RAMP RAILING SHALL MEET THE PROVISIONS OF THE LATEST ADA REQUIREMENTS. FOR FURTHER INFORMATION OF RAIL REQUIREMENTS, SEE ARCHITECTURAL SUBSET.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016

DESIGNER/DRAFTER:
G.T.G
CHECKED BY:
T.R.L
SCALE AS NOTED


STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: SB_MSH_0301-0170_S_09_STGDETS3.dgn

SIGNATURE/
BLOCK:


PARSONS BRINCKERHOFF
 500 WINDING BROOK DR.
 GLASTONBURY, CT 06033

PROJECT TITLE:

**NOROTON HEIGHTS
RAILROAD STATION
PLATFORM REPLACEMENT**

TOWN:

DARIEN

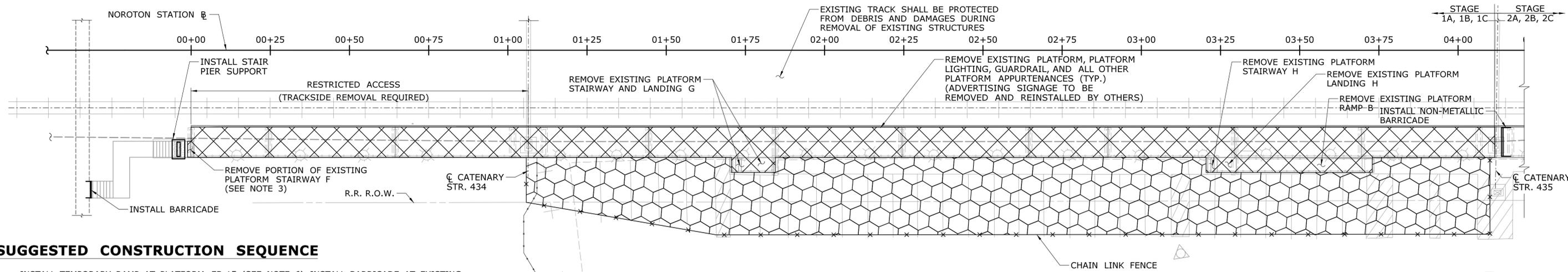
DRAWING TITLE:

**PLATFORM STAGING
DETAILS - 3**

PROJECT NO.
301-0170

DRAWING NO.
S-09

SHEET NO.
05.10



SUGGESTED CONSTRUCTION SEQUENCE

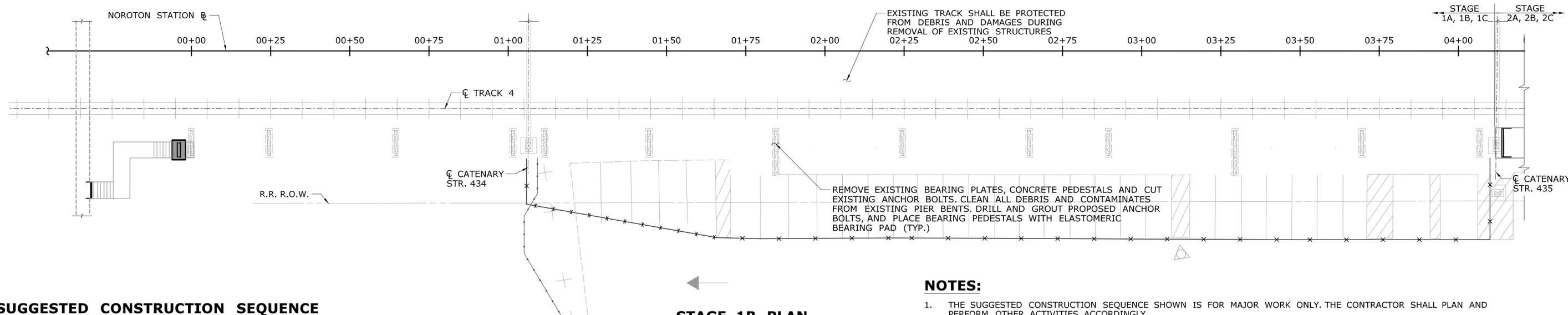
1. INSTALL TEMPORARY RAMP AT PLATFORM EB-15 (SEE NOTE 6). INSTALL BARRICADE AT EXISTING PLATFORM STAIRWAY F AND STAGE LIMIT ON PLATFORM. INSTALL FENCING TO ENCLOSE STAGING AREA AND SILT SOCK ALONG TRACKS. RE-GRADE EXISTING GROUND UNDER THE EXISTING PLATFORM STAIRWAY F AND INSTALL STAIR PIER SUPPORT FOR EXISTING STAIRWAY F. REMOVE STAIRWAY F HANDRAIL CONNECTION TO PLATFORM EB-1, SAWCUT CONCRETE AND REMOVE PORTION OF STAIRWAY F AFTER STAIR PIER HAS BEEN CAST.
2. REMOVE EXISTING GUARDRAIL, PLATFORM LIGHTING, SPEAKERS AND VMS WITH ALL CORRESPONDING CONDUITS AND CONDUIT RUNS, AND ALL OTHER APPURTENANCES LOCATED ON THE PLATFORM AND ACCESS STRUCTURES. THE LIGHT POLES SHALL BE STORED FOR REUSE AND LED RETROFIT, SEE BUILDING SYSTEMS SUBSET.
3. REMOVE EXISTING ACCESS STRUCTURES; LANDING G AND H, STAIRWAY G AND H, AND RAMP B.
4. CUT EXISTING ANCHOR BOLTS OF PLATFORM SECTIONS AND REMOVE EXISTING PLATFORM DOUBLE TEE SECTIONS EB-1 TO EB-11. RELOCATE AND STORE ON SITE A SINGLE EXISTING PLATFORM DOUBLE TEE AS SPECIFIED ON DWG. S-08 TO BE UTILIZED FOR TEMPORARY SHELTER.

STAGE 1A PLAN

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

LEGEND:

- STRUCTURE REMOVAL
- WORK COMPLETED WITHIN STAGE
- STAGE LAYDOWN AREA
- WORK COMPLETED IN PREVIOUS STAGE



SUGGESTED CONSTRUCTION SEQUENCE

1. PERFORM LED RETROFIT TO REMOVED PLATFORM LIGHTING.
2. REPAIR EXISTING PIERS, PERFORM VARIABLE DEPTH PATCH AND EPOXY INJECTION CRACK REPAIR.
3. REMOVE EXISTING BEARING PLATES, CONCRETE PEDESTALS AND CUT EXISTING ANCHOR BOLTS. CLEAN ALL DEBRIS AND CONTAMINATES FROM EXISTING PIER BENTS. DRILL AND GROUT PROPOSED ANCHOR BOLTS, AND PLACE BEARING PEDESTAL WITH ELASTOMERIC BEARING PAD AT ALL PIER BENTS WITHIN STAGE.

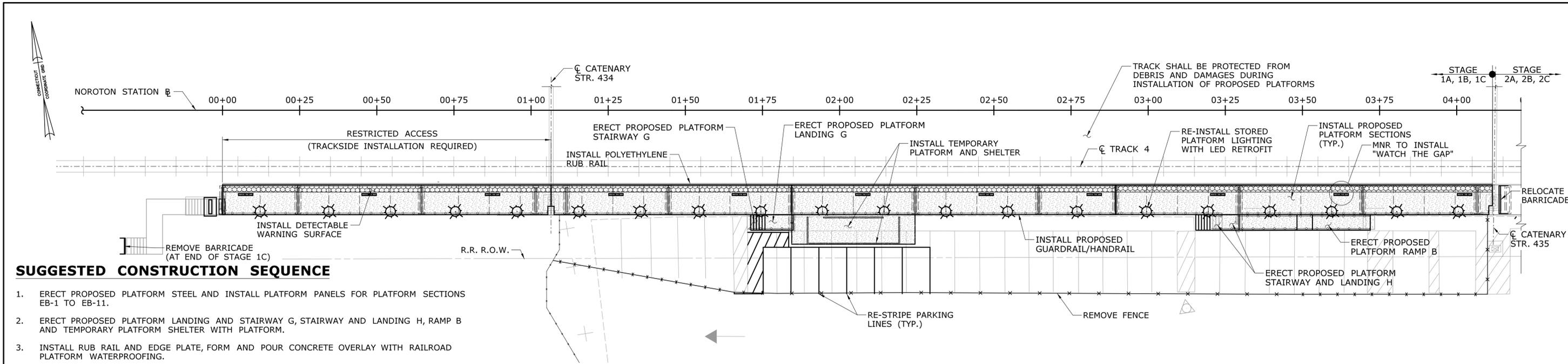
STAGE 1B PLAN

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

NOTES:

1. THE SUGGESTED CONSTRUCTION SEQUENCE SHOWN IS FOR MAJOR WORK ONLY. THE CONTRACTOR SHALL PLAN AND PERFORM OTHER ACTIVITIES ACCORDINGLY.
2. THE CONTRACTOR IS TO PERFORM SIMULTANEOUS ACTIVITIES WHEREVER POSSIBLE.
3. FOR LIMITS OF STAIRWAY F REMOVAL, SEE DWG. S-07.
4. ONLY NON-METALLIC FENCES OR BARRICADES SHALL BE USED ON PLATFORM OR WITHIN TRACK ENVELOPE.
5. NO WORK SHALL BE PERFORMED WITHIN 10'-0" OF THE OVERHEAD WIRES WITHOUT DENERGIZING WIRES.
6. FOR DETAILS OF TEMPORARY RAMP, SEE DWG. S-09.
7. CONTRACTOR SHALL ESTABLISH SETTLEMENT MONITORING OF CATENARY STRUCTURES PRIOR TO REMOVAL & SHALL REMAIN UNTIL AFTER INSTALLATION.
8. FOR CIVIL STAGING PLANS, SEE DWGS. STG-01 TO STG-06.
9. FOR DETAILS OF TEMPORARY ACCESS RAMP, SEE DWG. S-09.

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: G.T.G/C.Y.L CHECKED BY: T.R.L SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/BLOCK: PARSONS BRINCKERHOFF 500 WINDING BROOK DR. GLASTONBURY, CT 06033	PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT	TOWN: DARIEN	PROJECT NO. 301-0170 DRAWING NO. S-10 SHEET NO. 05.11
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016	Filename: SB_MSH_0301-0170_S-10_STAG1AB.dgn	CONSTRUCTION STAGING 1 OF 6	



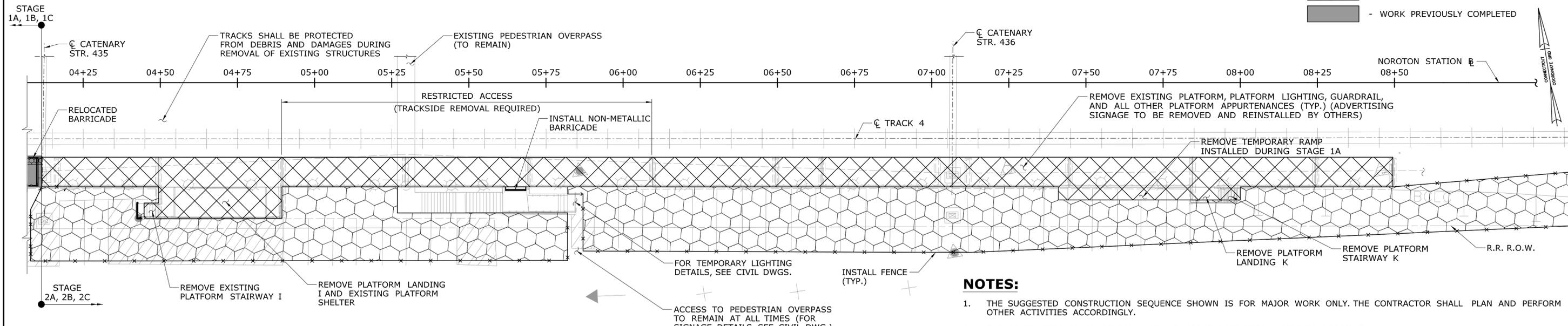
STAGE 1C PLAN
SCALE: 1/16" = 1'-0"

SUGGESTED CONSTRUCTION SEQUENCE

1. ERECT PROPOSED PLATFORM STEEL AND INSTALL PLATFORM PANELS FOR PLATFORM SECTIONS EB-1 TO EB-11.
2. ERECT PROPOSED PLATFORM LANDING AND STAIRWAY G, STAIRWAY AND LANDING H, RAMP B AND TEMPORARY PLATFORM SHELTER WITH PLATFORM.
3. INSTALL RUB RAIL AND EDGE PLATE, FORM AND POUR CONCRETE OVERLAY WITH RAILROAD PLATFORM WATERPROOFING.
4. INSTALL PROPOSED GUARDRAIL ON PLATFORMS, LANDINGS, AND STAIRS. INSTALL PREVIOUSLY REMOVED PLATFORM LIGHTING WITH CORRESPONDING CONDUITS. INSTALL JOINT SYSTEM BETWEEN PROPOSED PLATFORM SECTIONS.
5. RE-STRIPE PARKING SPACES AT TEMPORARY SHELTER LOCATION AND REMOVE STAGE LAYDOWN AREA FENCING.
6. REMOVE BARRICADE AT STAIRWAY F AND RELOCATE BARRICADE TO PLATFORM FOR STAGE 2A.

LEGEND:

- STRUCTURE REMOVAL
- WORK COMPLETED WITHIN STAGE
- STAGE LAYDOWN AREA
- WORK PREVIOUSLY COMPLETED



STAGE 2A PLAN
SCALE: 1/16" = 1'-0"

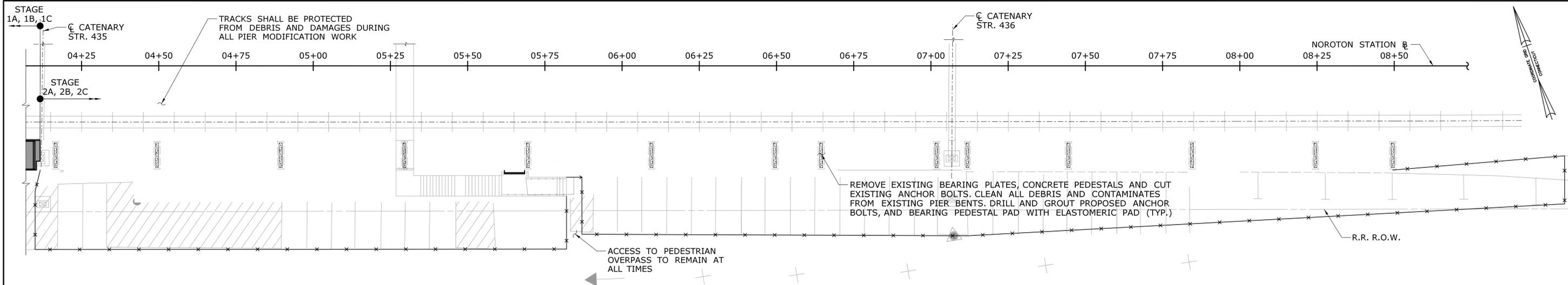
SUGGESTED CONSTRUCTION SEQUENCE

1. INSTALL NON-METALLIC BARRICADE ON EXISTING PLATFORM, FENCING TO ENCLOSE STAGING AREA AND SILT SOCK ALONG TRACKS.
2. REMOVE EXISTING GUARDRAIL, PLATFORM LIGHTING, SPEAKERS AND VMS WITH ALL CORRESPONDING CONDUITS AND CONDUIT RUNS, AND ALL OTHER APPURTENANCES LOCATED ON THE PLATFORM AND ACCESS STRUCTURES. THE LIGHT POLES SHALL BE STORED FOR REUSE AND LED RETROFIT, SEE BUILDING SYSTEMS SUBSET.
3. REMOVE EXISTING ACCESS STRUCTURES; LANDING K AND I, STAIRWAY I AND K, TEMPORARY RAMP, AND EXISTING SHELTER.
4. CUT EXISTING ANCHOR BOLTS OF PLATFORM SECTIONS AND REMOVE EXISTING PLATFORM DOUBLE TEE SECTIONS EB-12 TO EB-23. PLATFORM SECTIONS EB-14 TO EB-16 WILL REQUIRE TRACKSIDE REMOVAL.

NOTES:

1. THE SUGGESTED CONSTRUCTION SEQUENCE SHOWN IS FOR MAJOR WORK ONLY. THE CONTRACTOR SHALL PLAN AND PERFORM OTHER ACTIVITIES ACCORDINGLY.
2. THE CONTRACTOR IS TO PERFORM SIMULTANEOUS ACTIVITIES WHEREVER POSSIBLE.
3. CONTRACTOR SHALL RESTRIPE ANY DAMAGED PARKING SPACES.
4. ONLY NON-METALLIC FENCES OR BARRICADES SHALL BE USED ON PLATFORM OR WITHIN TRACK ENVELOPE.
5. PREFABRICATED PLATFORM SECTIONS EB-1 THROUGH EB-11 SHALL BE EQUIPPED WITH 7" Ø BOLT CIRCLE TEMPLATE FOR ERECTING LIGHTPOLES IN LOCATIONS MATCHING EXISTING CONDITIONS.
6. NO WORK SHALL BE PERFORMED WITHIN 10'-0" OF THE OVERHEAD WIRES WITHOUT DENERGIZING WIRES.
7. CONTRACTOR SHALL ESTABLISH SETTLEMENT MONITORING OF CATENARY STRUCTURES PRIOR TO REMOVAL & SHALL REMAIN UNTIL AFTER INSTALLATION.
8. FOR CIVIL STAGING PLANS, SEE DWGS. STG-01 TO STG-06.

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: G.T.G./C.Y.L. CHECKED BY: T.R.L. SCALE AS NOTED		STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION		SIGNATURE/BLOCK: PARSONS BRINCKERHOFF 500 WINDING BROOK DR. GLASTONBURY, CT 06033
PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT			TOWN: DARIEN		PROJECT NO. 301-0170		DRAWING NO. S-11
SHEET NO. 05.12			DRAWING TITLE: CONSTRUCTION STAGING 2 OF 6		SHEET NO. 05.12		
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016	Filename: SB_MSH_0301-0170_S_11-STAG1C2A.dgn		



SUGGESTED CONSTRUCTION SEQUENCE

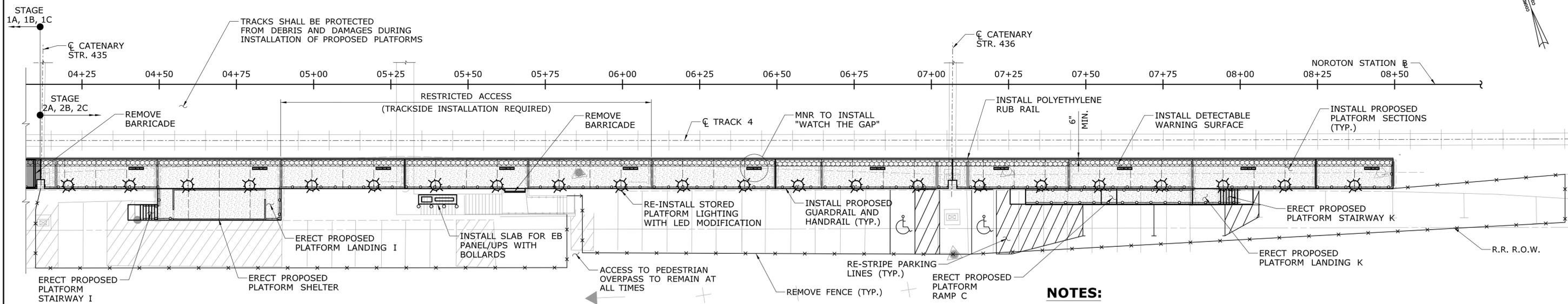
1. PERFORM LED RETROFIT TO REMOVED PLATFORM LIGHTING.
2. REPAIR EXISTING PIERS, PERFORM VARIABLE DEPTH PATCH AND EPOXY INJECTION CRACK REPAIR.
3. REMOVE EXISTING BEARING PLATES, CONCRETE PEDESTALS AND CUT EXISTING ANCHOR BOLTS. CLEAN ALL DEBRIS AND CONTAMINATES FROM EXISTING PIER BENTS. DRILL AND GROUT PROPOSED ANCHOR BOLTS, AND PLACE BEARING PEDESTAL WITH ELASTOMERIC BEARING PAD AT PIER BENTS EB-12 TO EB-23.

STAGE 2B PLAN

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

LEGEND:

- WORK COMPLETED WITHIN STAGE
- WORK COMPLETED IN PREVIOUS STAGE



SUGGESTED CONSTRUCTION SEQUENCE

1. ERECT PROPOSED PLATFORM STEEL AND INSTALL PLATFORM PANELS FOR PLATFORM SECTIONS EB-12 TO EB-23.
2. ERECT PROPOSED PLATFORM LANDING I AND K, STAIRWAY I AND K, RAMP C AND PROPOSED PLATFORM SHELTER.
3. INSTALL RUB RAIL AND EDGE PLATE, FORM AND POUR CONCRETE OVERLAY WITH RAILROAD PLATFORM WATERPROOFING.
4. INSTALL GUARDRAILS ON PLATFORMS, LANDINGS, STAIRS AND RAMPS. INSTALL PREVIOUSLY REMOVED AND STORED PLATFORM LIGHTING WITH CORRESPONDING CONDUITS. INSTALL JOINT SYSTEM BETWEEN PROPOSED PLATFORM SECTIONS AND JOINT FILLER WITH EXISTING PLATFORM LANDING I.
5. INSTALL CONCRETE SLAB WITH RELOCATED EB ELECTRICAL PANEL AND PROPOSED UPS CABINET.
6. RE-STRIPE PARKING SPACES AT PROPOSED RAMP C LOCATION AND REMOVE STAGE LAYDOWN AREA FENCING.
7. REMOVE BARRICADE PLATFORM STAGE LINE AND EXISTING PLATFORM LANDING J.
8. REMOVE TEMPORARY PLATFORM SHELTER TO WEST, RESTRIPE PARKING LINES.

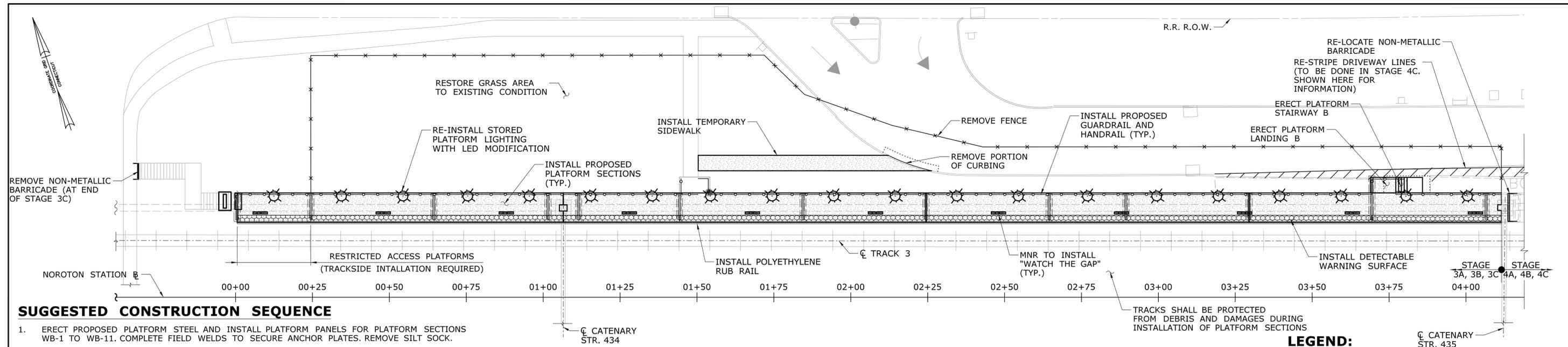
STAGE 2C PLAN

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

NOTES:

1. THE SUGGESTED CONSTRUCTION SEQUENCE SHOWN IS FOR MAJOR WORK ONLY. THE CONTRACTOR SHALL PLAN AND PERFORM OTHER ACTIVITIES ACCORDINGLY.
2. THE CONTRACTOR IS TO PERFORM SIMULTANEOUS ACTIVITIES WHEREVER POSSIBLE.
3. CONTRACTOR SHALL RE-STRIPE ANY DAMAGED PARKING SPACES.
4. ONLY NON-METALIC FENCES OR BARRICADES SHALL BE USED ON PLATFORM OR WITHIN TRACK ENVELOPE.
5. PREFABRICATED PLATFORM SECTIONS EB-12 THROUGH EB-23 SHALL BE EQUIPPED WITH 7" Ø BOLT CIRCLE TEMPLATE FOR ERECTING LIGHTPOLES IN LOCATIONS MATCHING EXISTING CONDITIONS.
6. NO WORK SHALL BE PERFORMED WITHIN 10'-0" OF THE OVERHEAD WIRES WITHOUT DENERGIZING WIRES.
7. CONTRACTOR SHALL ESTABLISH SETTLEMENT MONITORING OF CATENARY STRUCTURES PRIOR TO REMOVAL AND SHALL REMAIN UNTIL AFTER INSTALLATION.
8. FOR CIVIL STAGING PLANS, SEE DWGS. STG-01 TO STG-06.

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: G.T.G CHECKED BY: T.R.L SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION File name: SB_MSH_0301-0170_S-12_STAG2BC.dgn	SIGNATURE/BLOCK: PARSONS BRINCKERHOFF 500 WINDING BROOK DR. GLASTONBURY, CT 06033	PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT	TOWN: DARIEN	PROJECT NO. 301-0170 DRAWING NO. S-12 SHEET NO. 05.13
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016	DRAWING TITLE: CONSTRUCTION STAGING 3 OF 6		



SUGGESTED CONSTRUCTION SEQUENCE

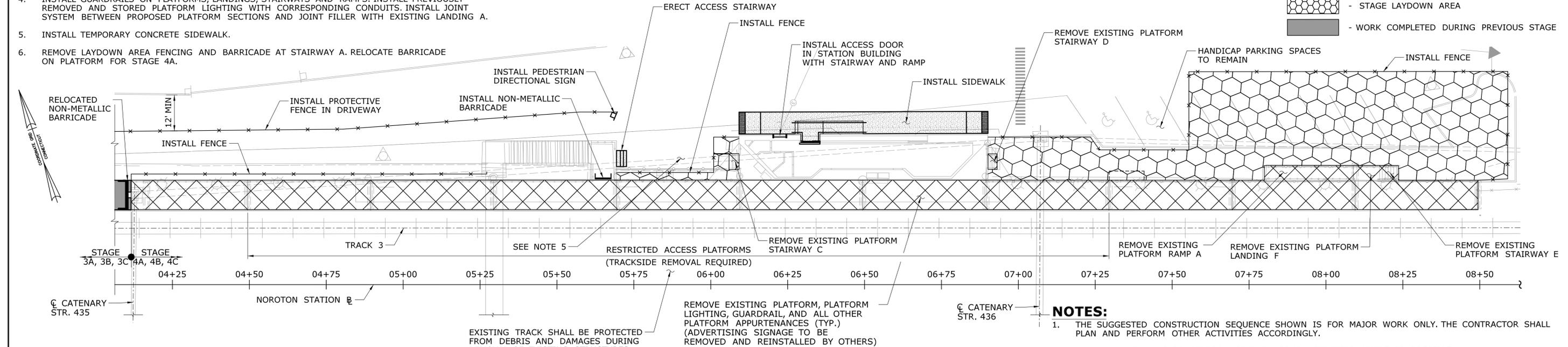
1. ERECT PROPOSED PLATFORM STEEL AND INSTALL PLATFORM PANELS FOR PLATFORM SECTIONS WB-1 TO WB-11. COMPLETE FIELD WELDS TO SECURE ANCHOR PLATES. REMOVE SILT SOCK.
2. ERECT PROPOSED PLATFORM LANDING B, STAIRWAY B AND RAMP C.
3. INSTALL RUB RAIL AND EDGE PLATE, FORM AND POUR CONCRETE OVERLAY WITH RAILROAD PLATFORM WATERPROOFING.
4. INSTALL GUARDRAILS ON PLATFORMS, LANDINGS, STAIRWAYS AND RAMPS. INSTALL PREVIOUSLY REMOVED AND STORED PLATFORM LIGHTING WITH CORRESPONDING CONDUITS. INSTALL JOINT SYSTEM BETWEEN PROPOSED PLATFORM SECTIONS AND JOINT FILLER WITH EXISTING LANDING A.
5. INSTALL TEMPORARY CONCRETE SIDEWALK.
6. REMOVE LAYDOWN AREA FENCING AND BARRICADE AT STAIRWAY A. RELOCATE BARRICADE ON PLATFORM FOR STAGE 4A.

STAGE 3C PLAN

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

LEGEND:

- STRUCTURE REMOVAL
- WORK COMPLETED WITHIN STAGE
- STAGE LAYDOWN AREA
- WORK COMPLETED DURING PREVIOUS STAGE



SUGGESTED CONSTRUCTION SEQUENCE

1. INSTALL ACCESS STAIRWAY AT PLATFORM LANDING C (PEDESTRIAN OVERPASS) AND REMOVE PORTION OF EXISTING GUARDRAIL. INSTALL ACCESS DOOR IN STATION BUILDING WITH RAMP/STAIRWAY. RELOCATE TVMS (BY MNR). INSTALL NON-METALLIC BARRICADE AT EXISTING PLATFORM LANDING C AND ON PLATFORM AT STAGE LIMITS.
2. PLACE FENCE ENCLOSING STAGE LAYDOWN AREA AND FORMING PROTECTED TRAVEL PATH FOR PEDESTRIAN TO WESTERN LIMITS OF PLATFORM.
3. REMOVE EXISTING GUARDRAIL, HANDRAIL, PLATFORM LIGHTING, SPEAKERS AND VMS WITH CORRESPONDING CONDUITS AND CONDUIT RUNS, AND ALL OTHER APPURTENANCES LOCATED ON THE PLATFORM AND ACCESS STRUCTURES. THE LIGHT POLES SHALL BE STORED FOR REUSE AND LED RETROFIT, SEE BUILDING SYSTEMS SUBSET.
4. REMOVE EXISTING PLATFORM RAMP A, LANDING F, AND STAIRWAY C, D AND E.
5. CUT EXISTING ANCHOR BOLTS OF PLATFORM SECTIONS AND REMOVE EXISTING PLATFORM SECTIONS WB-12 TO WB-22. PLATFORM SECTIONS WB-14 TO WB-19 REQUIRE TRACKSIDE REMOVAL.

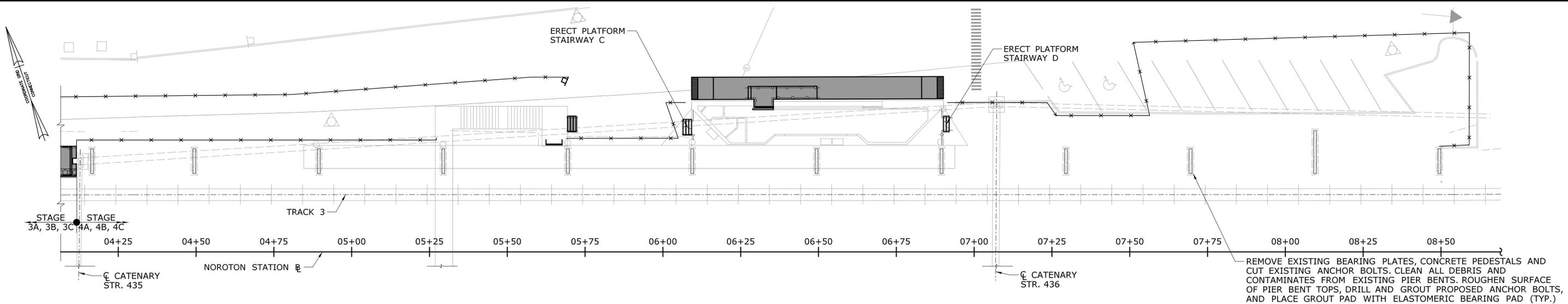
STAGE 4A PLAN

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

NOTES:

1. THE SUGGESTED CONSTRUCTION SEQUENCE SHOWN IS FOR MAJOR WORK ONLY. THE CONTRACTOR SHALL PLAN AND PERFORM OTHER ACTIVITIES ACCORDINGLY.
2. THE CONTRACTOR IS TO PERFORM SIMULTANEOUS ACTIVITIES WHEREVER POSSIBLE.
3. PEDESTRIAN ACCESS TO PEDESTRIAN OVERPASS SHALL REMAIN AT ALL TIMES DURING CONSTRUCTION.
4. ONLY NON-METALLIC FENCES OR BARRICADES SHALL BE USED ON PLATFORM OR WITHIN TRACK ENVELOPE.
5. MINIMUM TWO WEEKS NOTICE SHALL BE REQUIRED PRIOR TO RESTRICTING ACCESS TO BIKE RACKS.
6. PREFABRICATED PLATFORM SECTIONS WB-1 THROUGH WB-11 SHALL BE EQUIPPED WITH 7" Ø BOLT CIRCLE TEMPLATE FOR ERECTING LIGHTPOLES IN LOCATIONS MATCHING EXISTING CONDITIONS.
7. NO WORK SHALL BE PERFORMED WITHIN 10'-0" OF THE OVERHEAD WIRES WITHOUT DENERGIZING WIRES.
8. FOR CIVIL STAGING PLANS, SEE DWGS. STG-01 TO STG-06.
9. FOR DETAILS OF TVM RELOCATIONS, SEE DWG. M-02, BUILDING SYSTEMS SUBSET.
10. CONTRACTOR SHALL ESTABLISH SETTLEMENT MONITORING OF CATENARY STRUCTURES PRIOR TO REMOVAL AND SHALL REMAIN UNTIL AFTER INSTALLATION.

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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016			



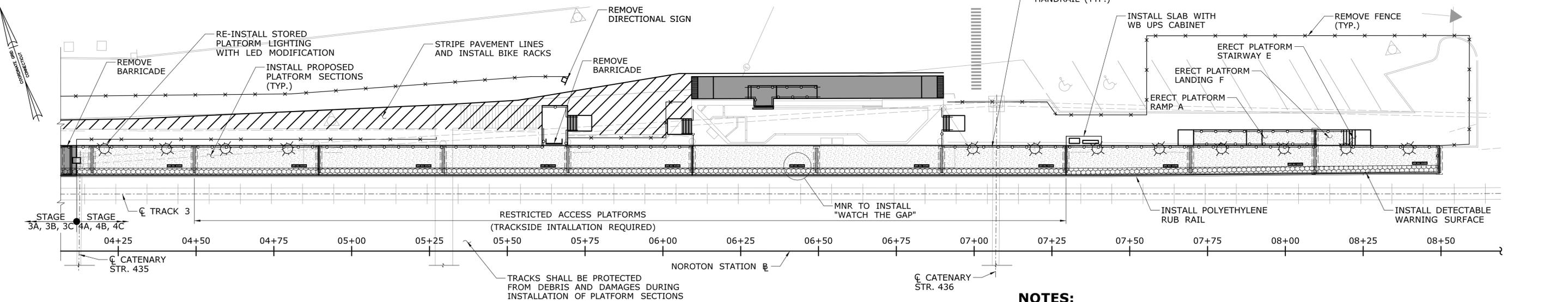
SUGGESTED CONSTRUCTION SEQUENCE

1. PERFORM LED RETROFIT TO REMOVED PLATFORM LIGHTING.
2. REPAIR EXISTING PIERS, PERFORM VARIABLE DEPTH PATCH AND EPOXY INJECTION CRACK REPAIR.
3. REMOVE EXISTING BEARING PLATES, CONCRETE PEDESTALS AND CUT EXISTING ANCHOR BOLTS. CLEAN ALL DEBRIS AND CONTAMINATES FROM EXISTING PIER BENTS. DRILL AND GROUT PROPOSED ANCHOR BOLTS, AND PLACE GROUT PAD WITH ELASTOMERIC BEARING PAD AT ALL PIER BENTS WITHIN STAGE.
4. ERECT STAIRWAY C & D.

STAGE 4B PLAN
SCALE: 1/16" = 1'-0"

LEGEND:

- STRUCTURE REMOVAL
- WORK COMPLETED WITHIN STAGE
- WORK COMPLETED DURING PREVIOUS STAGE



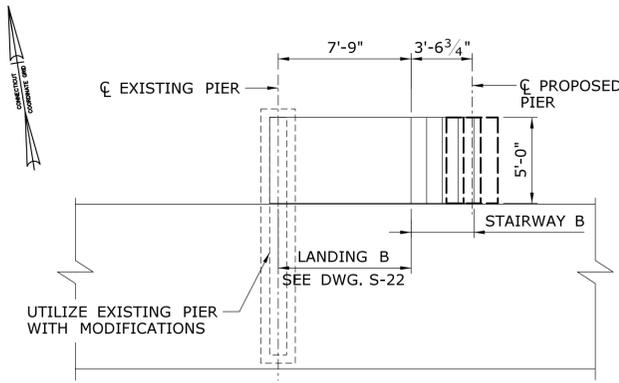
SUGGESTED CONSTRUCTION SEQUENCE

1. ERECT PROPOSED PLATFORM SECTIONS WB-12 TO WB-22, PLATFORM SECTIONS WB-14 TO WB-19 REQUIRE TRACKSIDE INSTALLATION. COMPLETE FIELD WELDS TO SECURE ANCHOR PLATES. REMOVE SILT SOCK.
2. ERECT PROPOSED PLATFORM LANDING F, RAMP A AND STAIRWAY E.
3. INSTALL GUARDRAILS ON PLATFORMS, LANDINGS, STAIRS AND RAMPS. INSTALL PREVIOUSLY REMOVED AND STORED PLATFORM LIGHTING WITH CORRESPONDING CONDUITS. INSTALL RUB RAIL. INSTALL JOINT FILLER MATERIAL BETWEEN PROPOSED PLATFORM SECTIONS AT JOINT WITH EXISTING PLATFORM LANDING C.
4. INSTALL NEW SLAB AND CABINETS FOR UP SYSTEM.
5. RE-STRIPE PAVEMENT LINES AND INSTALL BIKE RACKS UNDER OVERPASS STAIRWAY.
6. REMOVE BARRICADE AT PLATFORM STAGE LINE AND AT PLATFORM LANDING C. REMOVE STAGE LAYDOWN FENCING.

STAGE 4C PLAN
SCALE: 1/16" = 1'-0"

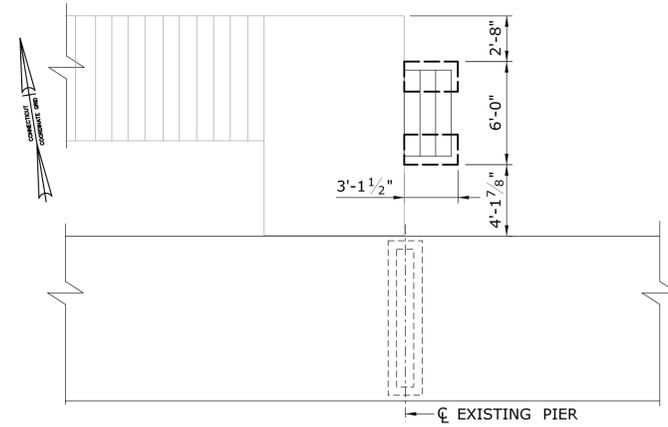
- NOTES:**
1. THE SUGGESTED CONSTRUCTION SEQUENCE SHOWN IS FOR MAJOR WORK ONLY. THE CONTRACTOR SHALL PLAN AND PERFORM OTHER ACTIVITIES ACCORDINGLY.
 2. THE CONTRACTOR IS TO PERFORM SIMULTANEOUS ACTIVITIES WHEREVER POSSIBLE.
 3. THE CONTRACTOR SHALL RE-STRIPE ANY DAMAGED PARKING SPACES.
 4. ONLY NON-METALLIC FENCES OR BARRICADES SHALL BE USED ON PLATFORM OR WITHIN TRACK ENVELOPE.
 5. PREFABRICATED PLATFORM SECTIONS WB-12 THROUGH WB-22 SHALL BE EQUIPPED WITH 7" Ø BOLT CIRCLE TEMPLATE FOR ERECTING LIGHTPOLES IN LOCATIONS MATCHING EXISTING CONDITIONS.
 6. NO WORK SHALL BE PERFORMED WITHIN 10'-0" OF THE OVERHEAD WIRES WITHOUT DENERGIZING WIRES.
 7. CONTRACTOR SHALL ESTABLISH SETTLEMENT MONITORING OF CATENARY STRUCTURES PRIOR TO REMOVAL AND SHALL REMAIN UNTIL AFTER INSTALLATION.
 8. FOR CIVIL STAGING PLANS, SEE DWGS. STG-01 TO STG-06.
 9. FOR DETAILS OF TVMS RELOCATION, SEE DWG. M-02, BUILDING SYSTEMS SUBSET.

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: G.T.G CHECKED BY: T.R.L SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION File name: SB_MSH_0301-0170_S_15_STAG4BC.dgn	SIGNATURE/BLOCK: PARSONS BRINCKERHOFF 500 WINDING BROOK DR. GLASTONBURY, CT 06033	PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT	TOWN: DARIEN	PROJECT NO. 301-0170 DRAWING NO. S-15 SHEET NO. 05.16
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016	CONSTRUCTION STAGING 6 OF 6		



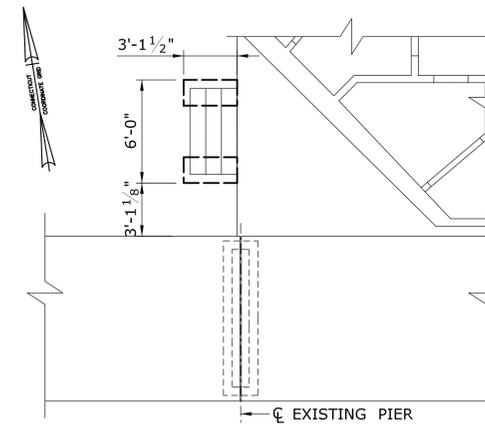
STAIRWAY B / LANDING B

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



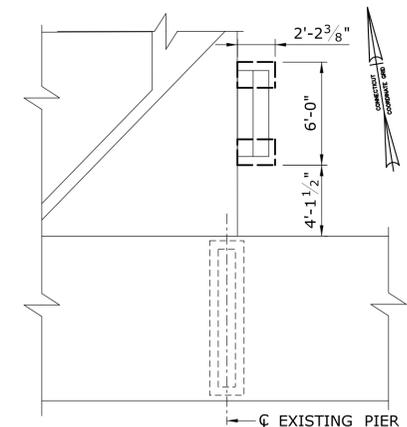
ACCESS STAIRWAY

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



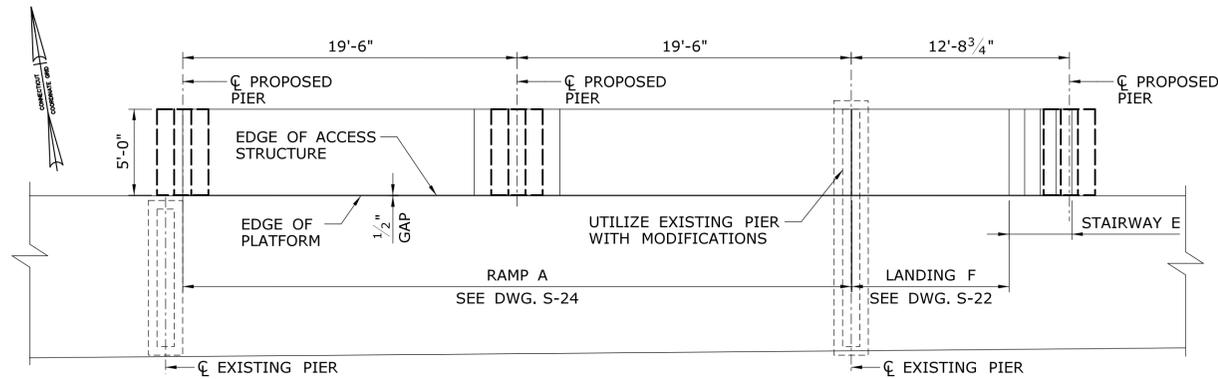
STAIRWAY C

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



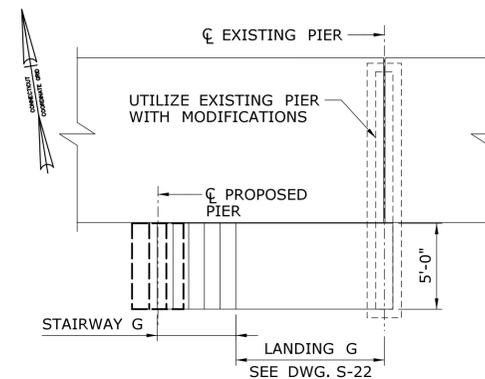
STAIRWAY D

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



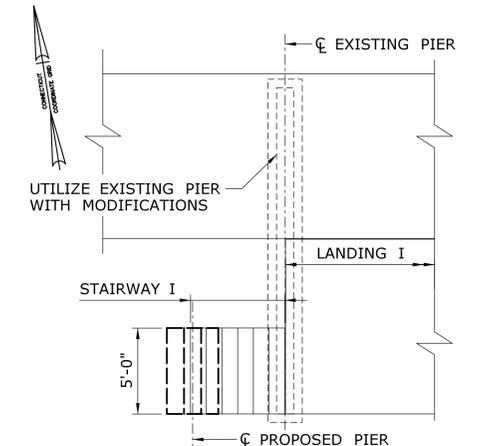
STAIRWAY E / LANDING F / RAMP A

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



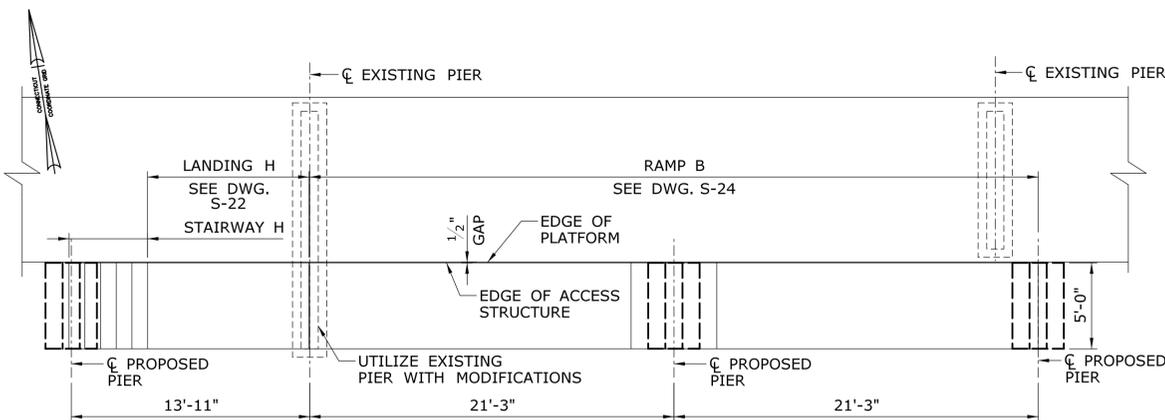
STAIRWAY G / LANDING G

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



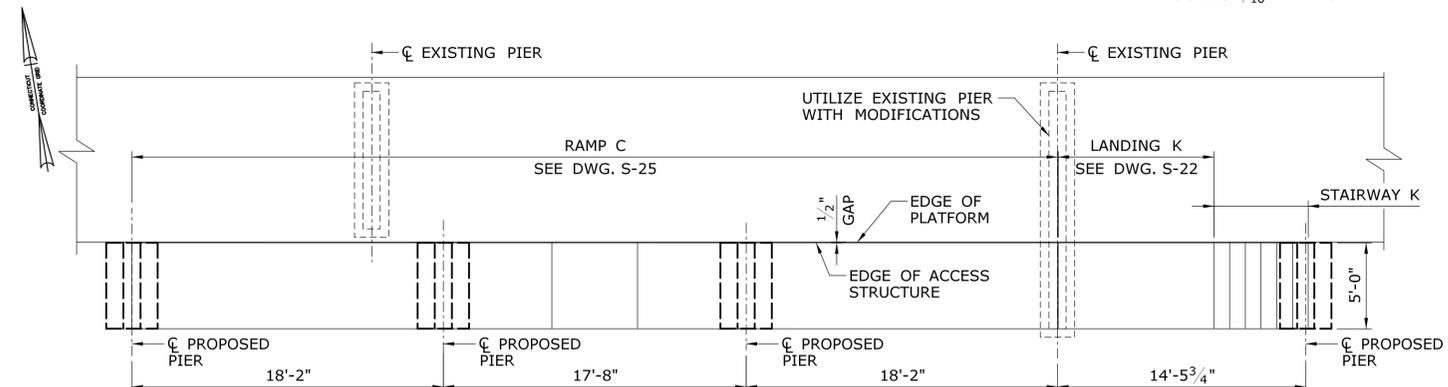
STAIRWAY I / LANDING I

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



STAIRWAY H / LANDING H / RAMP B

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



STAIRWAY K / LANDING K / RAMP C

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

NOTES:

1. CAST IN PLACE CONCRETE, PRECAST CONCRETE, ALL REINFORCEMENT SHALL BE PAID UNDER ITEM, "RAIL FACILITY UPGRADE (SITE NO. 1)."
2. ALL REQUIRED EXCAVATION SHALL BE PAID UNDER ITEM "STRUCTURE EXCAVATION - EARTH (COMPLETE)."

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:
G.T.G/C.Y.L
CHECKED BY:
T.R.L
SCALE AS NOTED



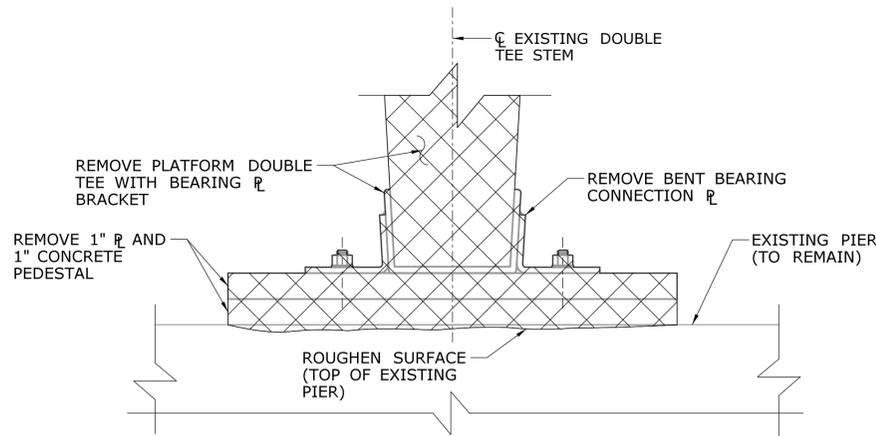
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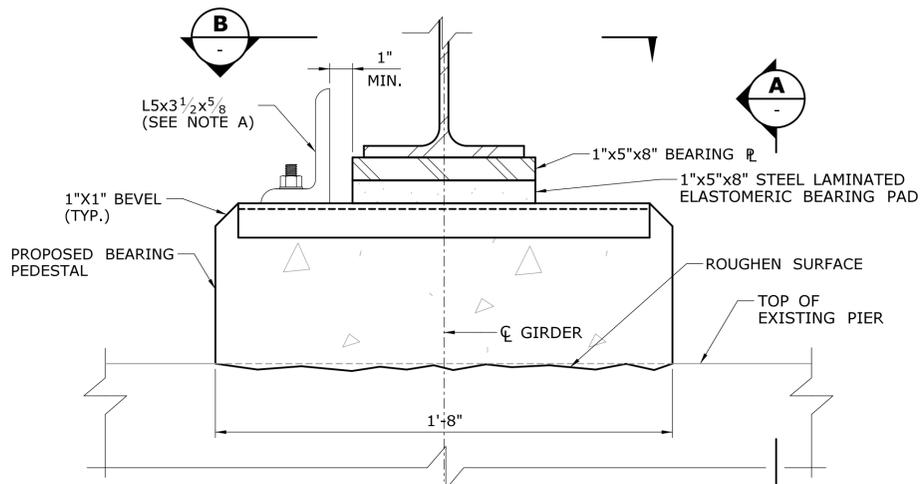
PARSONS BRINCKERHOFF
500 WINDING BROOK DR.
GLASTONBURY, CT 06033

PROJECT TITLE:
**NOROTON HEIGHTS
RAILROAD STATION
PLATFORM REPLACEMENT**

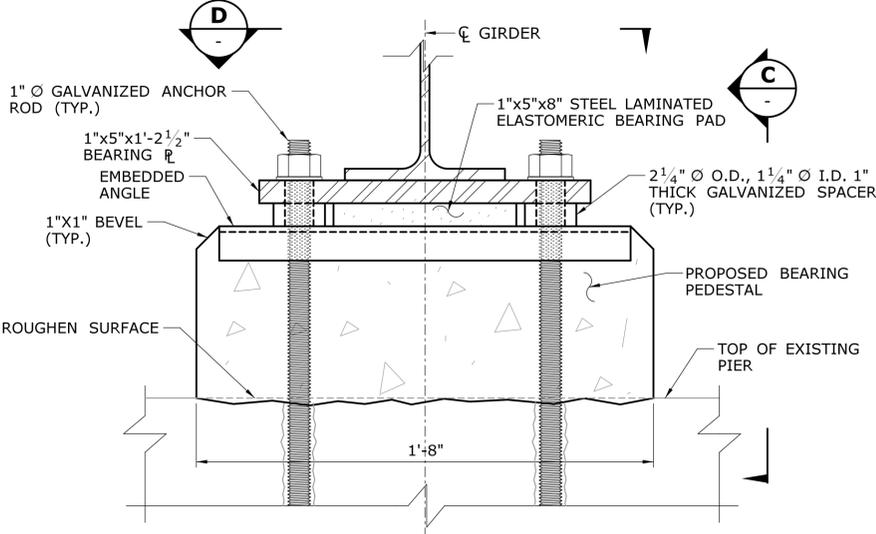
TOWN:
DARIEN
DRAWING TITLE:
**ACCESS STRUCTURE
FOUNDATION LAYOUT**
PROJECT NO.
301-0170
DRAWING NO.
S-16
SHEET NO.
05.17



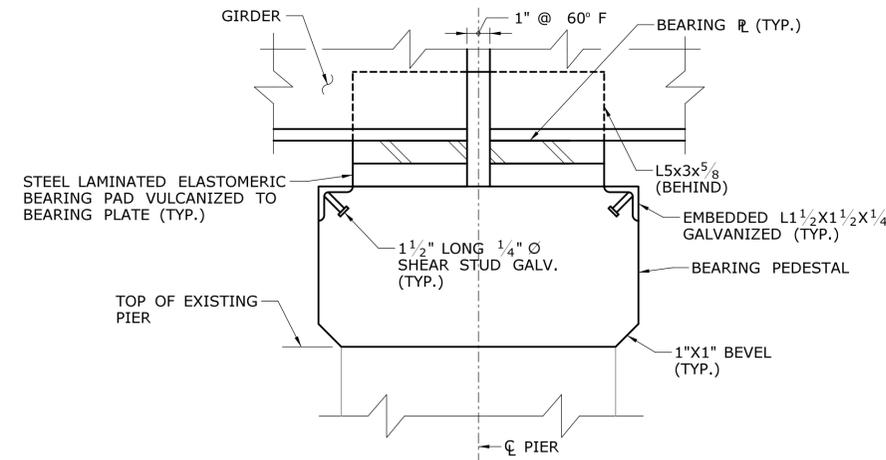
EXISTING BEARING REMOVAL DETAIL
SCALE: 3" = 1'-0"



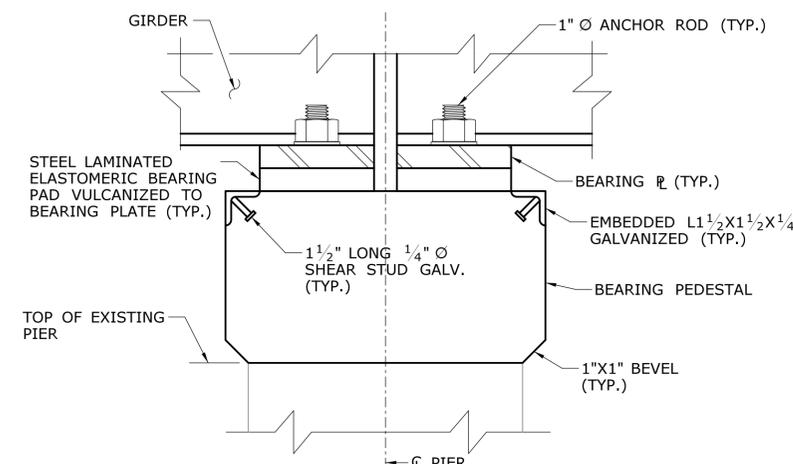
NOTE A: KEEPER ANGLE TO BE LOCATED TO INTERIOR OF EACH GIRDER.
TYPICAL EXPANSION BEARING DETAIL
SCALE: 3" = 1'-0"



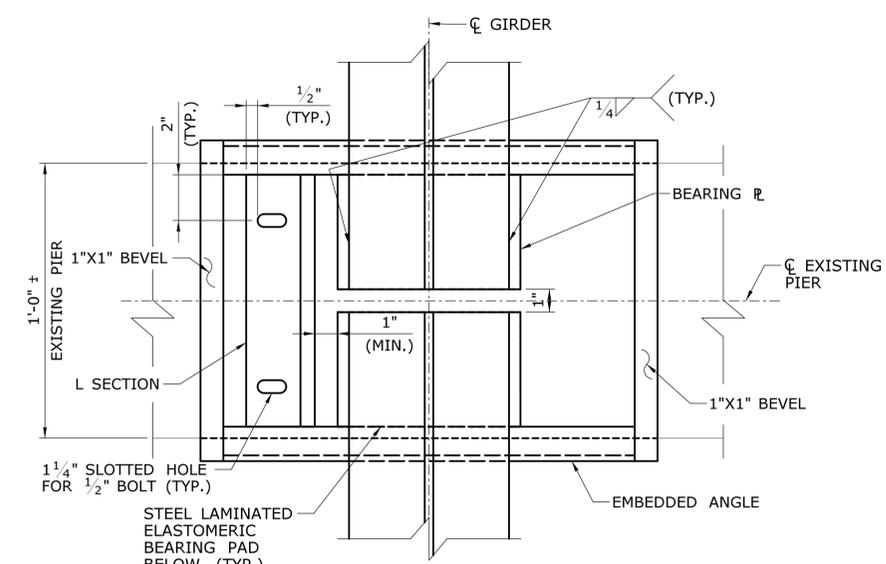
TYPICAL FIXED BEARING DETAIL
SCALE: 3" = 1'-0"



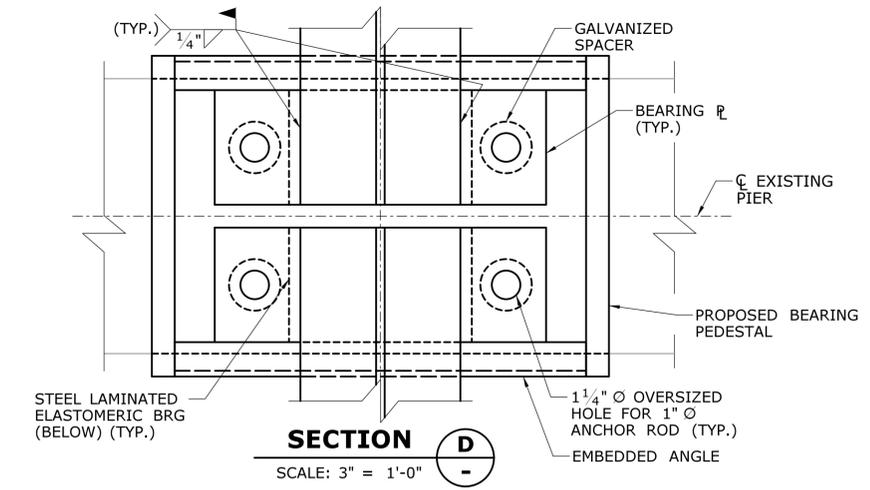
SECTION A
SCALE: 3" = 1'-0"



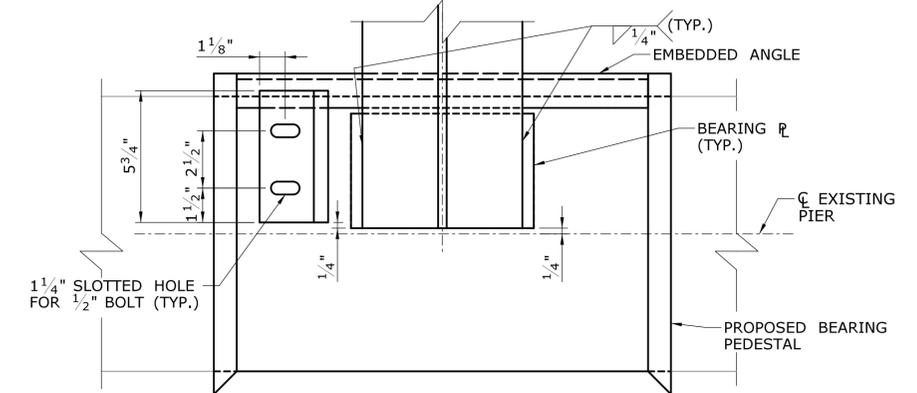
SECTION C
SCALE: 3" = 1'-0"



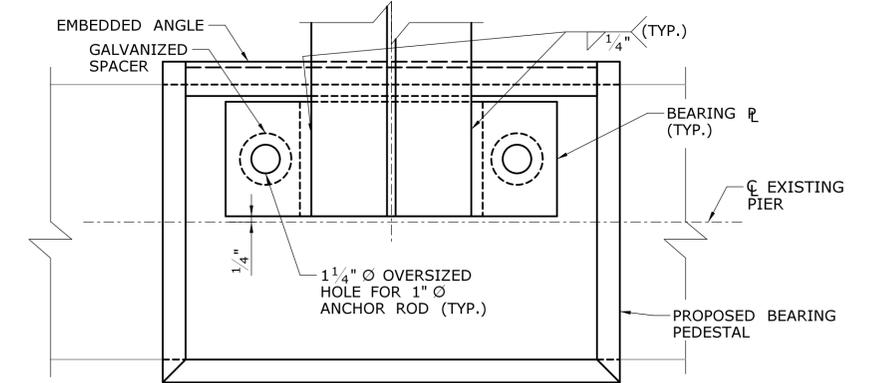
SECTION B
SCALE: 3" = 1'-0"



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



TYPICAL EXPANSION BEARING AT PLATFORM END
SCALE: 3" = 1'-0"



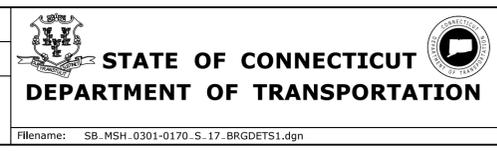
TYPICAL FIXED BEARING AT PLATFORM END
SCALE: 3" = 1'-0"

NOTES:

- FOR FIXED AND EXPANSION BEARING LOCATIONS, SEE DWGS. S-05 AND S-06.
- FOR STRUCTURAL STEEL NOTES, SEE DWG. S-19.
- ELASTOMERIC BEARING PAD SHALL BE VULCANIZED TO BEARING PLATE.
- BEARING PLATES, ANCHOR RODS, ANGLES, AND ANCHOR NUTS SHALL BE HOT DIP GALVANIZED.
- BEARING PADS, BEARING PLATES, ANCHOR RODS, ANGLES, BEARING PEDESTALS AND REINFORCING SHALL BE PAID UNDER ITEM, "RAIL FACILITY UPGRADE (SITE NO. 1)."
- REINFORCING IN BEARING PEDESTAL SHALL BE EPOXY COATED.
- A 6"x9" AREA OF BEARING PLATE UNDERSIDE ALIGNED WITH 5"x8" STEEL LAMINATED ELASTOMERIC BEARING PAD SHALL NOT BE FREE OF ALL GALVANIZING PRIOR TO VULCANIZING.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016

DESIGNER/DRAFTER: **G.T.G**
CHECKED BY: **T.R.L**
SCALE AS NOTED

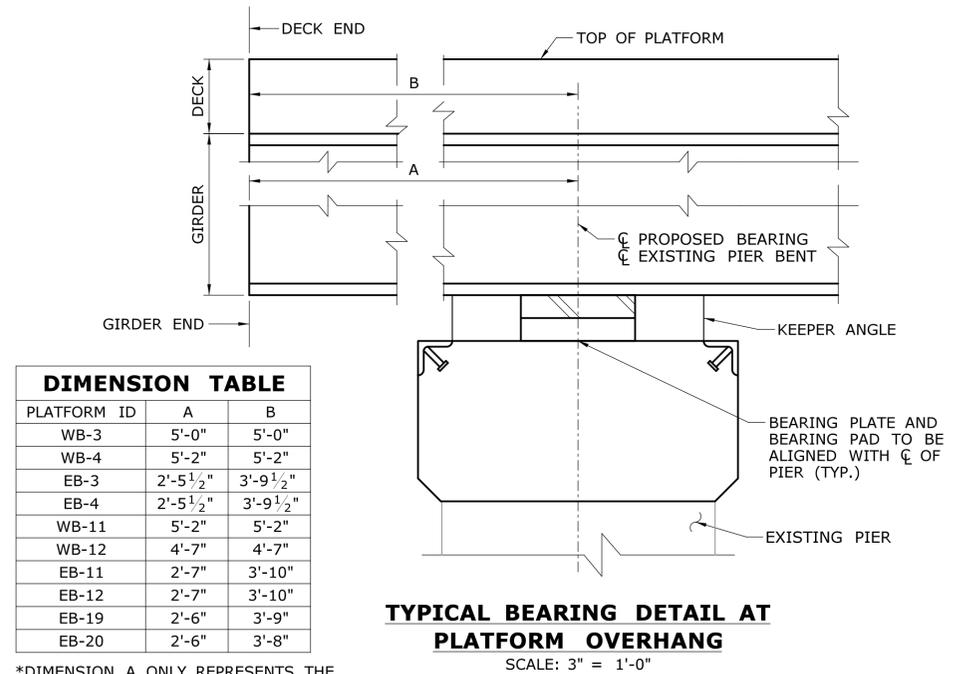
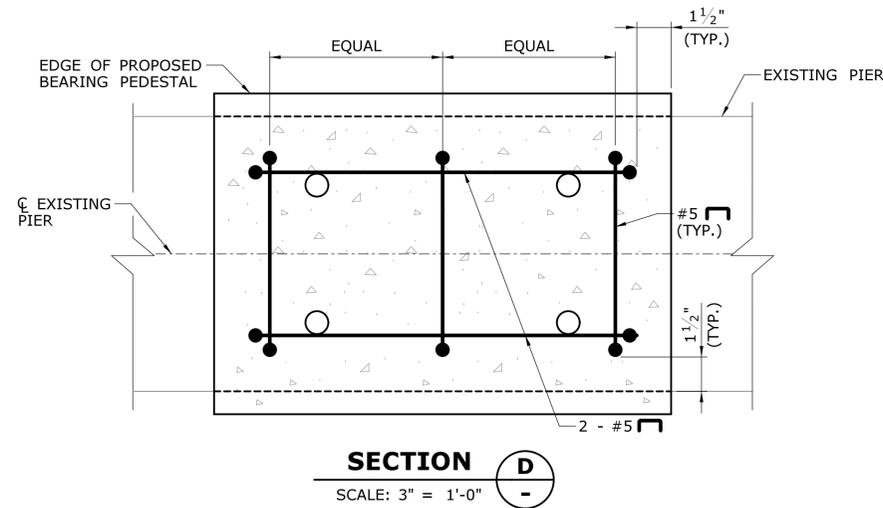
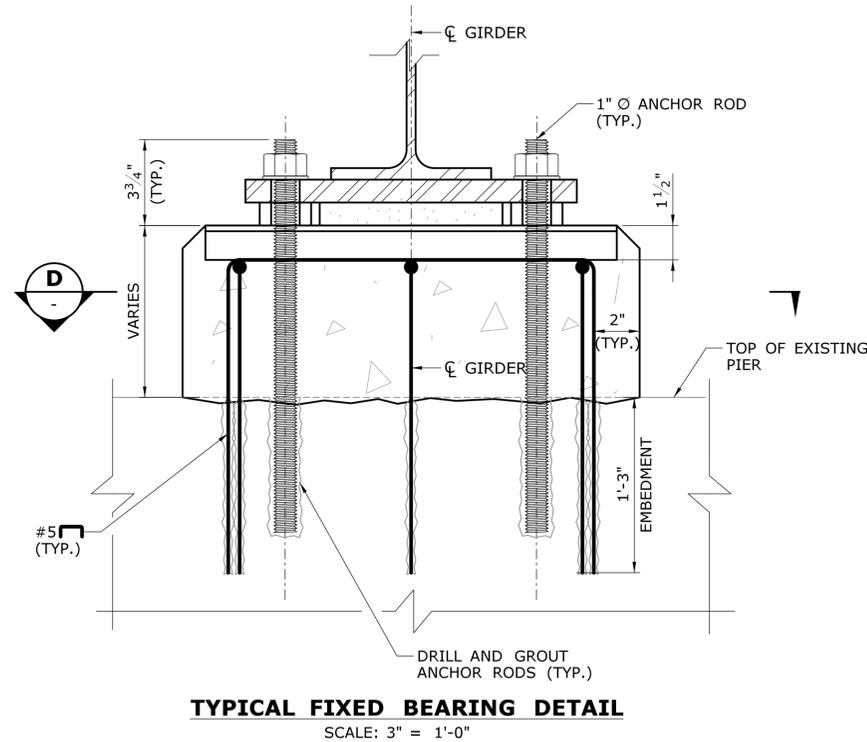
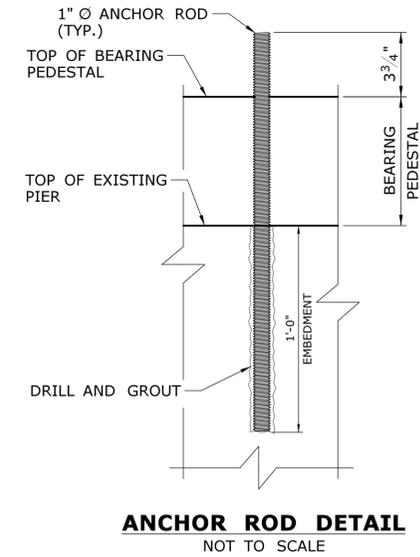
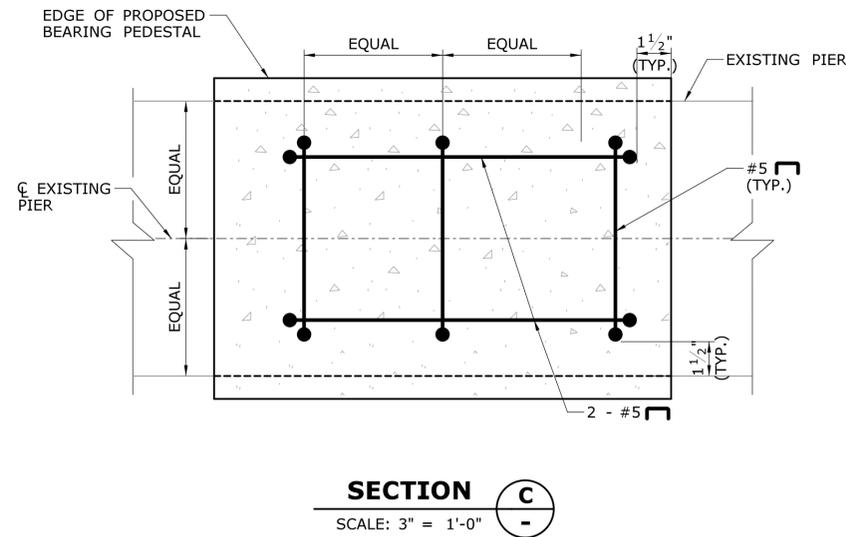
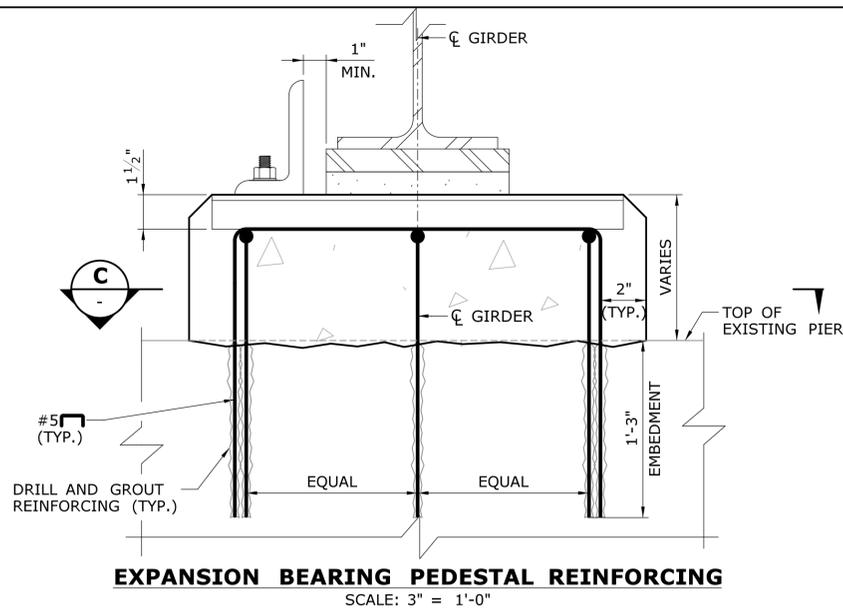


SIGNATURE/BLOCK: [Signature]
PARSONS BRINCKERHOFF
500 WINDING BROOK DR.
GLASTONBURY, CT 06033

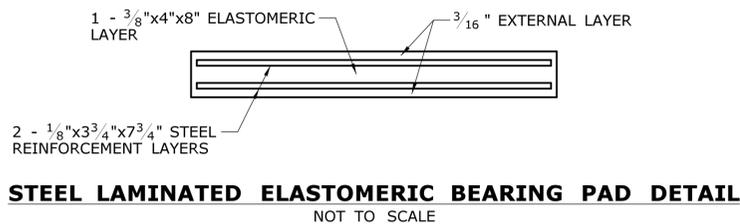
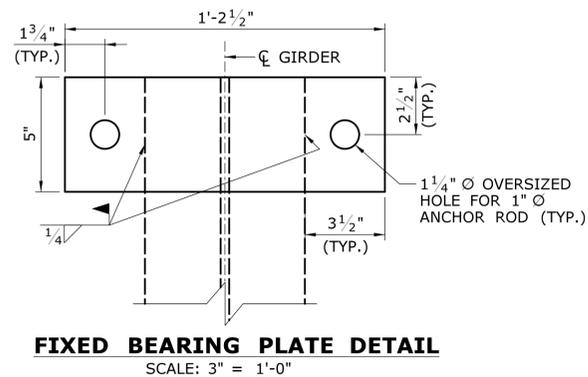
PROJECT TITLE: **NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT**

TOWN: **DARIEN**
DRAWING TITLE: **BEARING DETAILS - 1**

PROJECT NO. **301-0170**
DRAWING NO. **S-17**
SHEET NO. **05.18**

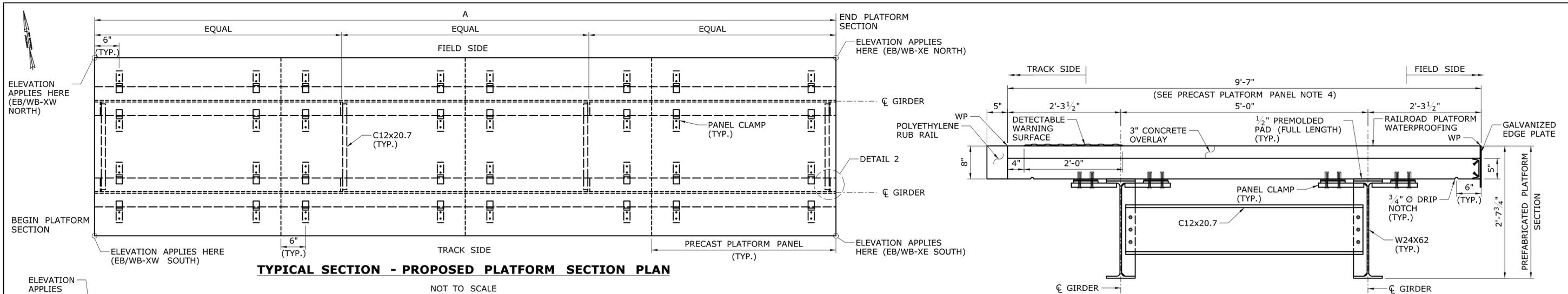


*DIMENSION A ONLY REPRESENTS THE FIELD SIDE GIRDER. FOR TRACK SIDE GIRDER DIMENSION A=B.



NOTES:

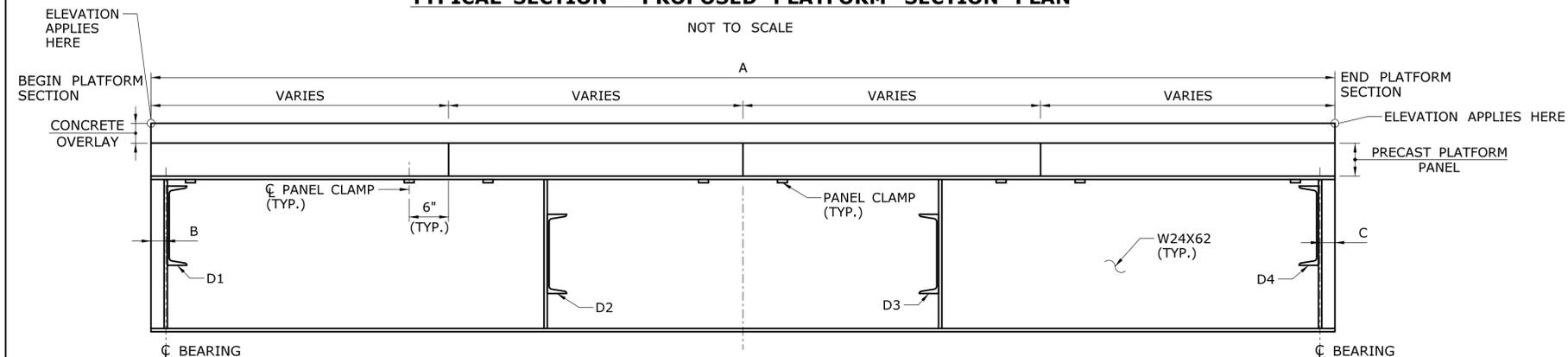
- FOR FIXED AND EXPANSION BEARING LOCATIONS, SEE DWGS. S-05 AND S-06.
- FOR STRUCTURAL STEEL NOTES, SEE DWG. S-14.
- ELASTOMERIC BEARING PAD SHALL BE VULCANIZED TO BEARING PLATE.
- BEARING PLATES, LOAD PLATES, ANCHOR RODS, ANGLES, ANCHOR BOLTS SHALL BE HOT DIP GALVANIZED.
- BEARING PADS, PREMOLDED PADS, BEARING PLATES, LOAD PLATES, ANCHOR RODS, ANGLES, ANCHOR BOLTS, BEARING PEDESTALS AND REINFORCING SHALL BE PAID UNDER ITEM, "RAIL FACILITY UPGRADE (SITE NO. 1)".
- REINFORCING IN BEARING PEDESTAL SHALL BE EPOXY COATED.



TYPICAL SECTION - PROPOSED PLATFORM SECTION PLAN

PROPOSED PLATFORM SECTION

SCALE: 1" = 1'-0"



PROPOSED PLATFORM ELEVATION

NOT TO SCALE

STRUCTURAL STEEL NOTES:

1. STRUCTURAL STEEL (LOW ALLOY) SHALL CONFORM TO AASHTO M270, GRADE 50.
2. WELDING DETAILS, PROCEDURES AND TESTING METHODS SHALL CONFORM TO THE ANSI-AASHTO/AWS D1.5-2010 BRIDGE WELDING CODE, 6TH EDITION WITH 2011 AND 2012 INTERIM REVISIONS, UNLESS OTHERWISE NOTED ON THE PLANS.
3. FIELD SPLICES AND SHOP SPLICES IN IN STRUCTURAL STEEL ARE NOT ALLOWED ON THE STEEL COMPONENTS OF THE PLATFORMS.
4. ALL WEB TO CONNECTION PLATE AND FLANGE TO BEARING PLATE WELDS SHALL BE INSPECTED BY MAGNETIC PARTICLE METHOD.
5. MULTIPLE PASS WELDS, INSPECTED BY THE MAGNETIC PARTICLE METHOD SHALL HAVE EACH PASS OR LAYER INSPECTED AND ACCEPTED PRIOR TO PROCEEDING TO THE NEXT PASS OR LAYER, AS DETERMINED BY THE ENGINEER.
6. CONNECTION PLATES SHALL BE VERTICAL AFTER APPLICATION OF FULL DEAD LOADS.
7. THE STRUCTURAL STEEL FABRICATOR SHALL BE CERTIFIED UNDER THE AISC QUALITY CONTROL PROGRAM AS NOTED: CATEGORY SBR - SIMPLE STEEL BRIDGE STRUCT.
8. ALL STRUCTURAL STEEL INCLUDING THE PLATFORM GIRDERS, CONNECTION PLATES, DIAPHRAGMS, HOLD DOWN CLAMPS, BEARING PLATES, KEEPER ANGLES, AND LOAD PLATES SHALL BE HOT DIP GALVANIZED PER ASTM A153, CLASS B AND C. ANY REPAIRS AND FIELD TOUCH UP OF GALVANIZING AT FIELD WELD LOCATIONS SHALL BE IN ACCORDANCE WITH ASTM A780.

PRECAST PLATFORM PANEL NOTES

1. FOR DETAILS OF PANEL CONNECTIONS, SEE DWG. S-20.
2. FOR JOINT DETAILS OF EXPANSION, FIXED AND CONCRETE OVERLAY JOINTS, SEE DWG. S-29.
3. FOR TOLERANCES OF PRECAST PLATFORM PANELS, SEE DWG. S-30.
4. FOR DIMENSIONS OF TAPERED PANEL WIDTHS AT EASTERN END OF WESTBOUND PLATFORM, SEE DWG. S-06. APPLIES TO PANELS WB-20 (9'-7") TO WB-22 (8'-9 7/8").
5. PRECAST PLATFORM PANELS SHALL BE MATCH CAST AND SHALL BE DRY FIT PRIOR TO INSTALLATION TO ASSURE PROPER CONNECTION AND JOINT WILL OCCUR IN ERECTED POSITION.

NOTES:

1. FOR GENERAL NOTES, SEE DWG. S-01 AND S-02.
2. FOR LOCATIONS OF PLATFORM SECTIONS, SEE DWGS. S-05 AND S-06.
3. FOR FURTHER DETAILS OF PLATFORM SECTIONS, SEE DWG. S-20 & S-21.
4. FOR DETAILS OF DETECTABLE WARNING SURFACE SEE DWG. S-28, FOR POLYETHYLENE RUB RAIL SEE DWG. S-29.
5. THE DIMENSIONS SHOWN HERE ARE FOR INFORMATION ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY DIMENSIONS IN FIELD PRIOR TO PREPARATION OF SHOP DRAWINGS AND/OR FABRICATION.
6. ALL WORK SHOWN HERE TO BE PAID UNDER ITEM, "RAIL FACILITY UPGRADE (SITE NO. 1)".
7. CONTRACTOR SHALL COORDINATE AND CORE DRILL HOLES IN PLATFORM IN FIELD FOR METRO NORTH TELEPHONE SYSTEM. THE LOCATION OF SYSTEM SHALL BE COORDINATED WITH MNR DURING CONSTRUCTION. FOR FURTHER DETAILS OF TELEPHONE SYSTEM, SEE BUILDING SYSTEM SUBSET.

HIGH STRENGTH BOLT NOTES

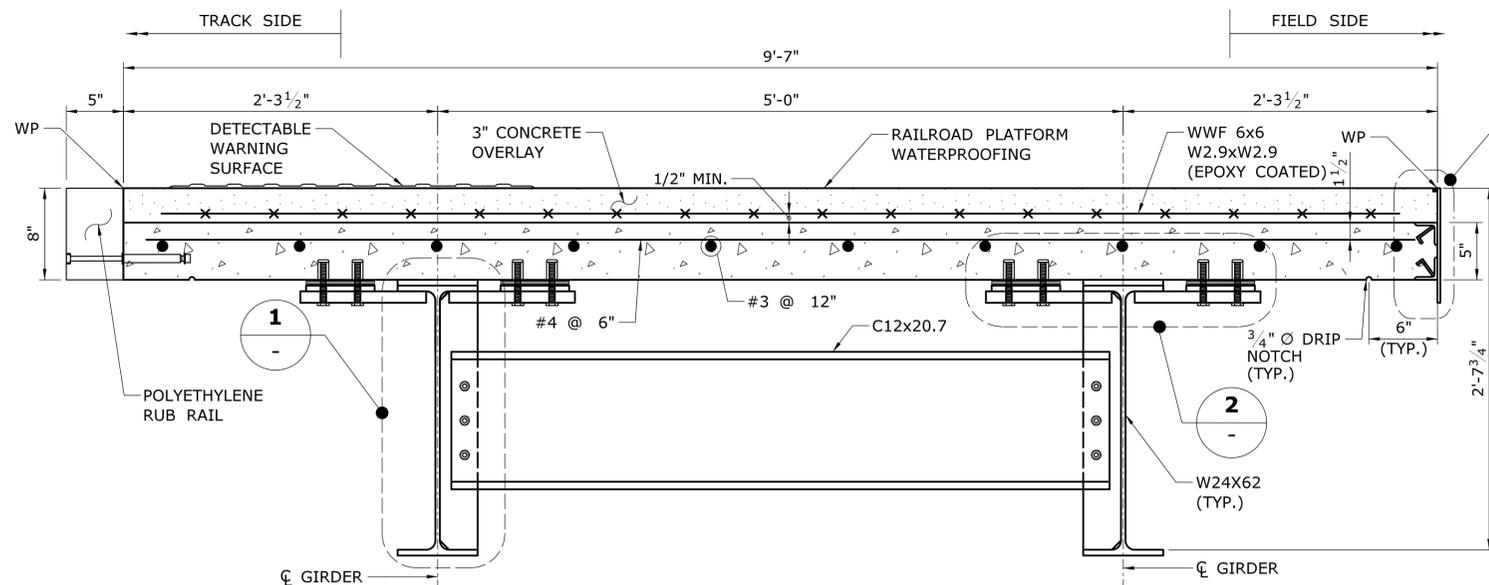
1. ALL BOLTED CONNECTIONS SHALL BE "SLIP CRITICAL" CONNECTIONS WITH CLASS 'B' SURFACE CONDITIONS.
2. ALL HIGH STRENGTH BOLTS SHALL BE ASTM A325 TYPE BOLTS IN HOLES. BOLTS, NUTS AND WASHERS SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH ASTM B695, CLASS 5A.

PROPOSED PLATFORM DIMENSIONS			
DIMENSIONS (SEE NOTE 5)			
PLATFORM ID	A	B	C
EB-1	24'-4 5/8"	4"	2 1/2"
EB-2	39'-11 1/16"	2 1/2"	2 1/2"
EB-3	41'-11 7/16"	2 1/2"	2 1/2"
EB-4	37'-10 5/8"	2 1/2"	2 1/2"
EB-5	39'-10 15/16"	2 1/2"	2 1/2"
EB-6	39'-10 7/8"	2 1/2"	2 1/2"
EB-7	39'-11 1/8"	2 1/2"	2 1/2"
EB-8	24'-11"	2 1/2"	2 1/2"
EB-9	39'-11"	2 1/2"	2 1/2"
EB-10	39'-11"	2 1/2"	2 1/2"
EB-11	42'-3/8"	2 1/2"	2 1/2"
EB-12	37'-8 3/4"	2 1/2"	2 1/2"
EB-13	39'-11 1/4"	2 1/2"	2 1/2"
EB-14	39'-11 5/8"	2 1/2"	2 1/2"
EB-15	39'-10 1/2"	2 1/2"	2 1/2"
EB-16	39'-11 7/16"	2 1/2"	2 1/2"
EB-17	39'-10 1/2"	2 1/2"	2 1/2"
EB-18	14'-10 3/4"	2 1/2"	2 1/2"
EB-19	42'-3 5/8"	2 1/2"	2 1/2"
EB-20	37'-6 5/8"	2 1/2"	2 1/2"
EB-21	39'-11 3/16"	2 1/2"	2 1/2"
EB-22	39'-10 1/2"	2 1/2"	2 1/2"
EB-23	24'-11 9/16"	2 1/2"	2 1/2"
LANDING I	40'-0"	2 1/2"	2 1/2"

DIMENSIONS (SEE NOTE 5)			
PLATFORM ID	A	B	C
WB-1	23'-10 7/8"	4"	2 1/2"
WB-2	39'-10 13/16"	2 1/2"	2 1/2"
WB-3	41'-11 7/8"	2 1/2"	2 1/2"
WB-4	37'-8 13/16"	2 1/2"	2 1/2"
WB-5	40'-1/4"	2 1/2"	2 1/2"
WB-6	39'-11 1/16"	2 1/2"	2 1/2"
WB-7	39'-11 1/8"	2 1/2"	2 1/2"
WB-8	24'-10 3/8"	2 1/2"	2 1/2"
WB-9	39'-11 5/8"	2 1/2"	2 1/2"
WB-10	39'-10 3/16"	2 1/2"	2 1/2"
WB-11	42'-9/16"	2 1/2"	2 1/2"
WB-12	37'-9 5/16"	2 1/2"	2 1/2"
WB-13	39'-10 7/8"	2 1/2"	2 1/2"
WB-14	39'-10 9/16"	2 1/2"	2 1/2"
WB-15	39'-11 1/16"	2 1/2"	2 1/2"
WB-16	39'-11"	2 1/2"	2 1/2"
WB-17	39'-10 5/8"	2 1/2"	2 1/2"
WB-18	40'-7/16"	2 1/2"	2 1/2"
WB-19	39'-10 13/16"	2 1/2"	2 1/2"
WB-20	39'-11"	2 1/2"	2 1/2"
WB-21	39'-11"	2 1/2"	2 1/2"
WB-22	39'-10 3/4"	2 1/2"	2 1/2"

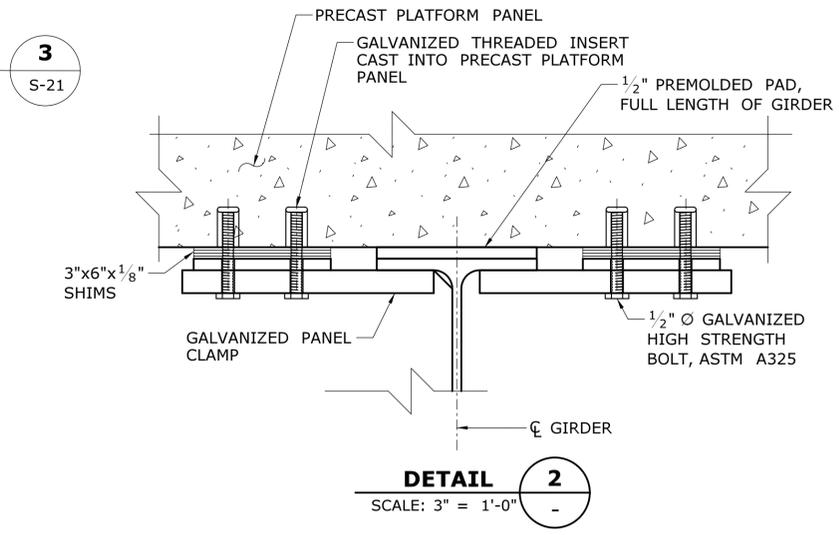
PLATFORM ID	CAMBER @ C.L. OF SPAN	
	TOTAL	
EB-1	N/A	
EB-2	1.00"	
EB-3	1.00"	
EB-4	N/A	
EB-5	1.00"	
EB-6	1.00"	
EB-7	1.00"	
EB-8	N/A	
EB-9	1.00"	
EB-10	1.00"	
EB-11	1.00"	
EB-12	N/A	
EB-13	1.00"	
EB-14	1.00"	
EB-15	1.00"	
EB-16	1.00"	
EB-17	1.00"	
EB-18	N/A	
EB-19	1.00"	
EB-20	N/A	
EB-21	1.00"	
EB-22	1.00"	
EB-23	N/A	

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: G.T.G CHECKED BY: T.R.L SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: SB_MSH_0301-0170_S_19_SCTNS.dgn	SIGNATURE/BLOCK: PARSONS BRINCKERHOFF 500 WINDING BROOK DR. GLASTONBURY, CT 06033	PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT	TOWN: DARIEN	PROJECT NO. 301-0170 DRAWING NO. S-19 SHEET NO. 05.20
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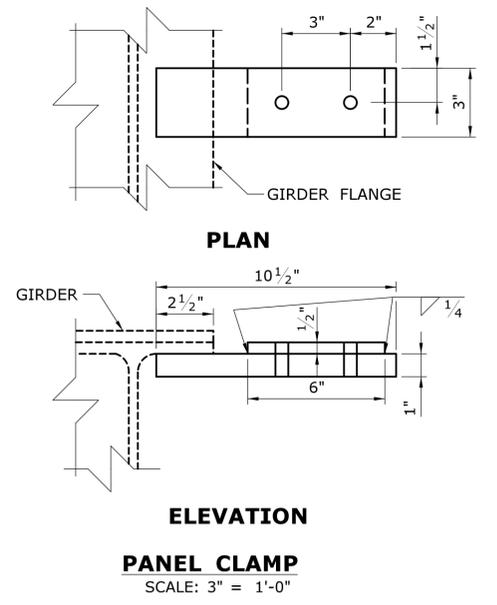


PROPOSED PLATFORM SECTION

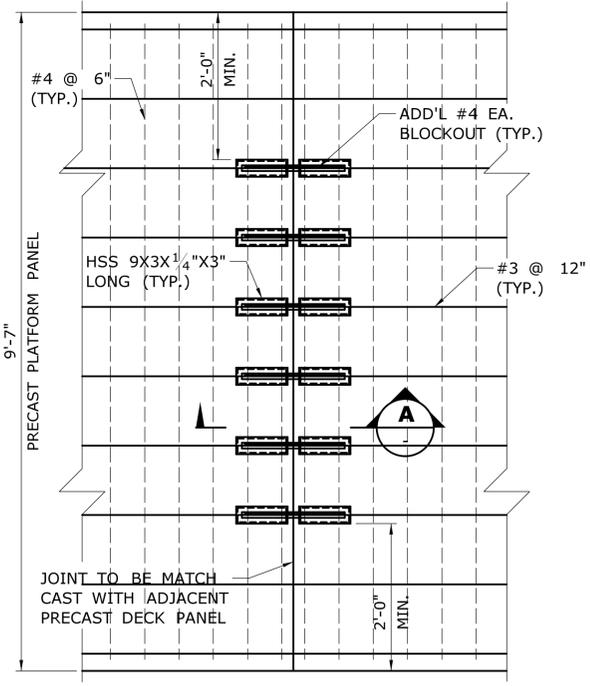
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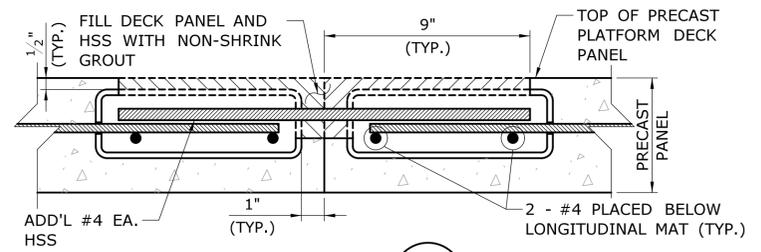
DETAIL 2
SCALE: 3" = 1'-0"



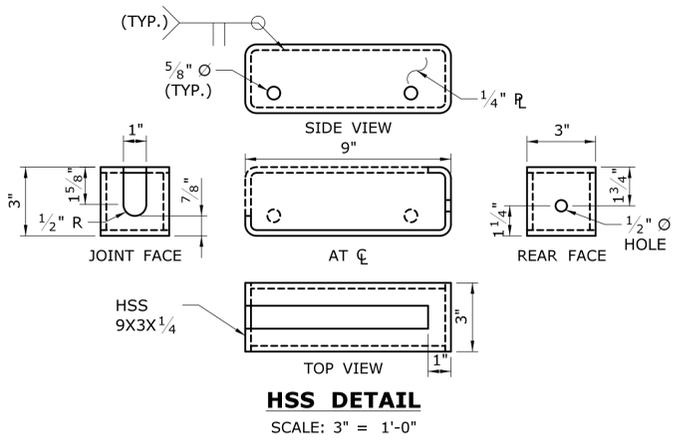
PANEL CLAMP
SCALE: 3" = 1'-0"



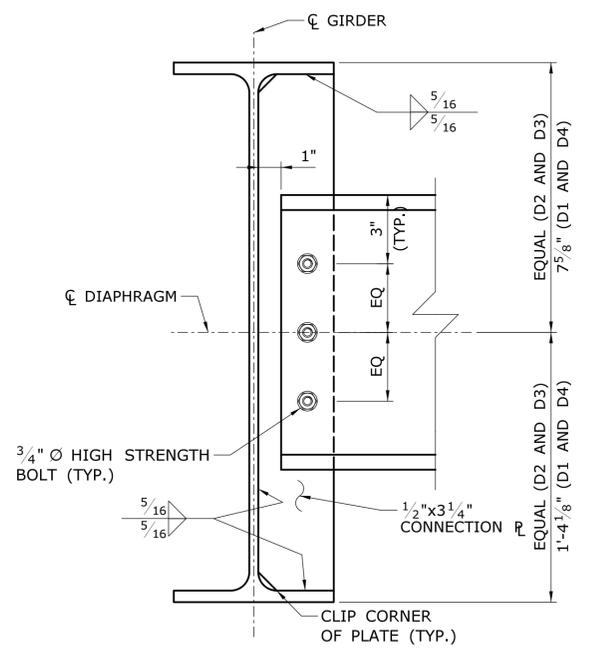
PANEL JOINT CONNECTION PLAN
SCALE: 3/4" = 1'-0"



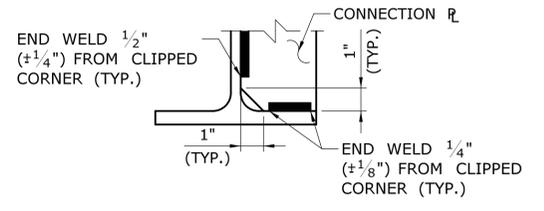
SECTION A
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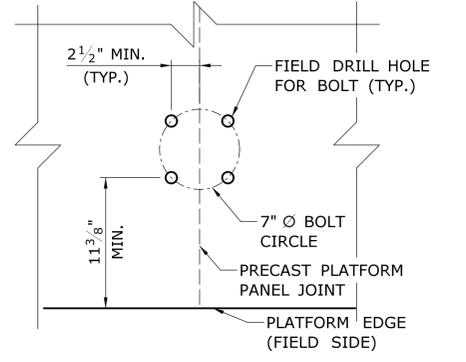
HSS DETAIL
SCALE: 3" = 1'-0"



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



WELD TERMINATION DETAIL
SCALE: 3" = 1'-0"

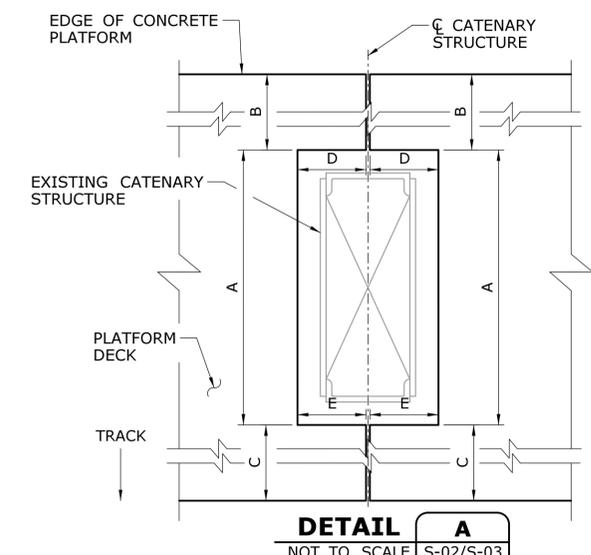
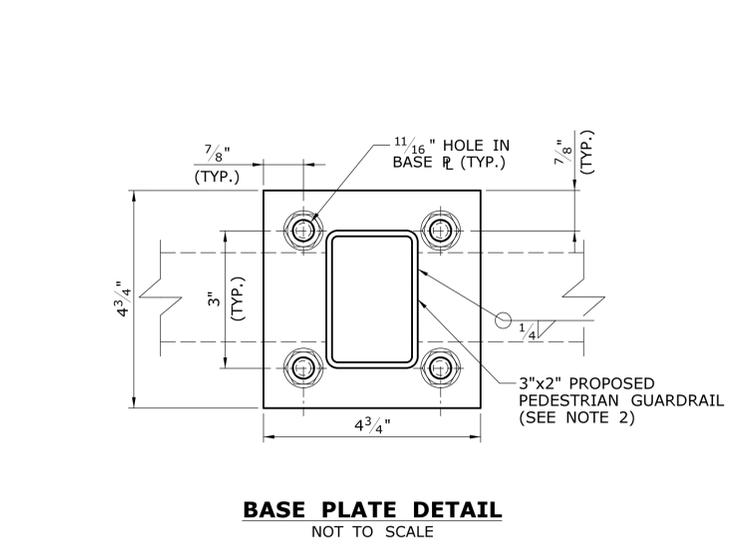
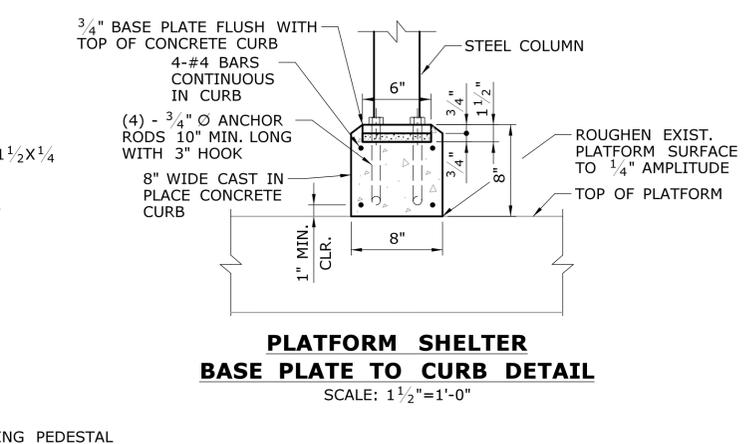
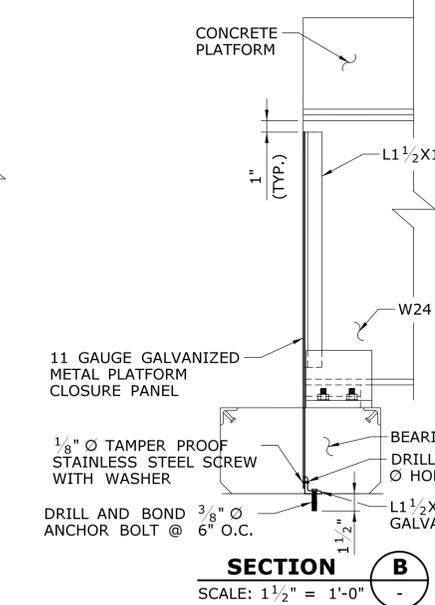
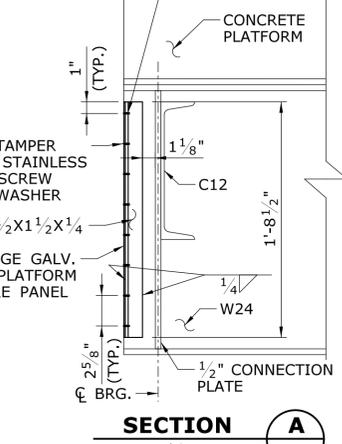
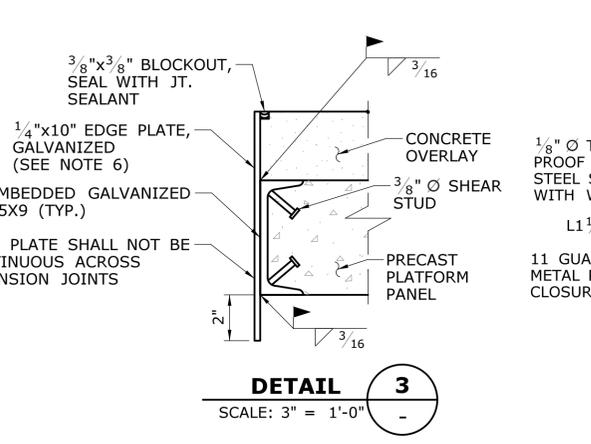
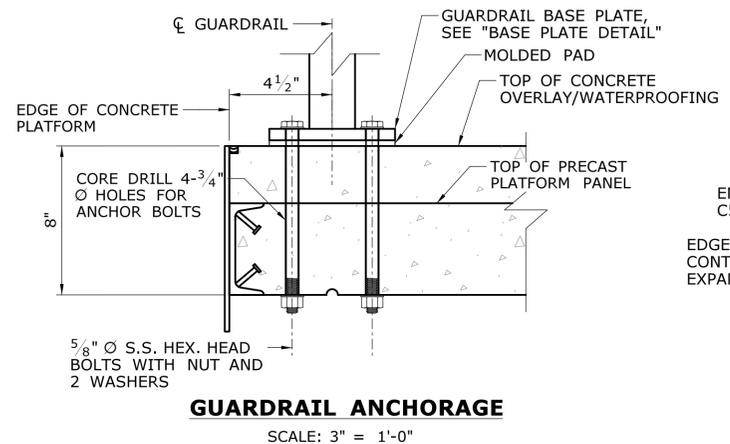
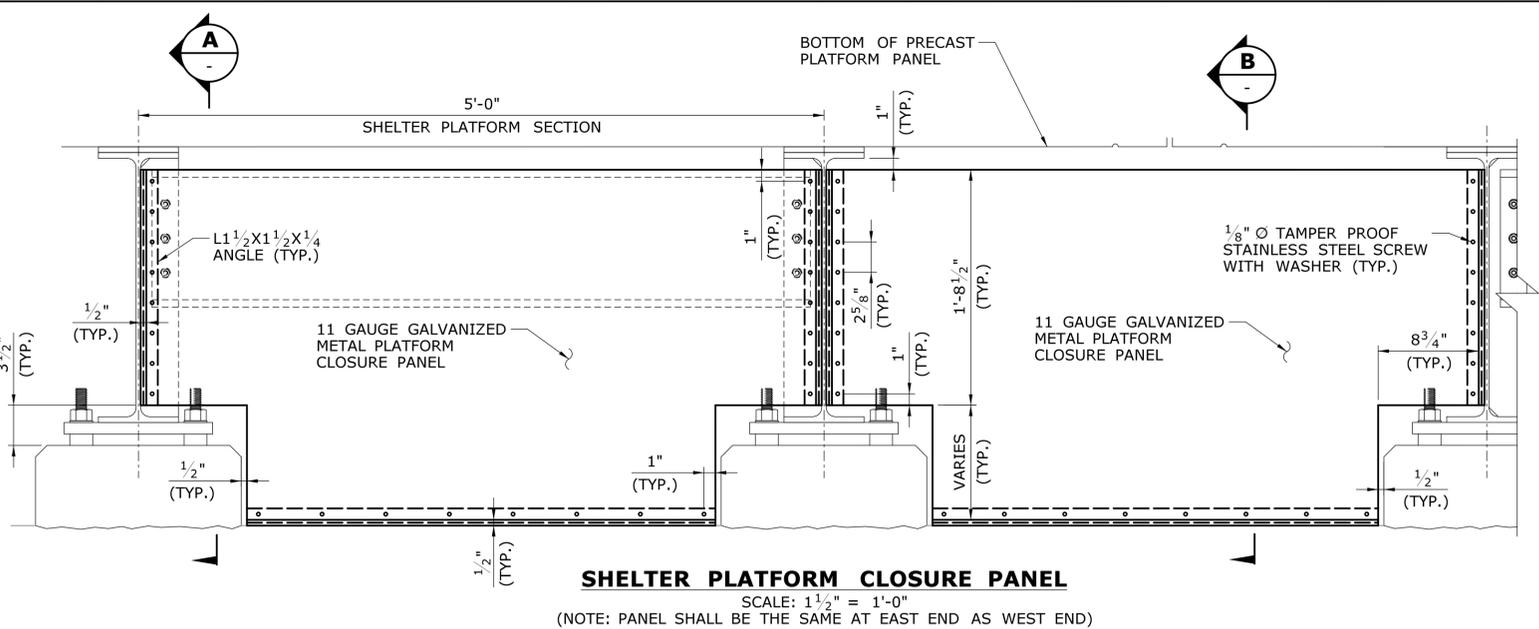
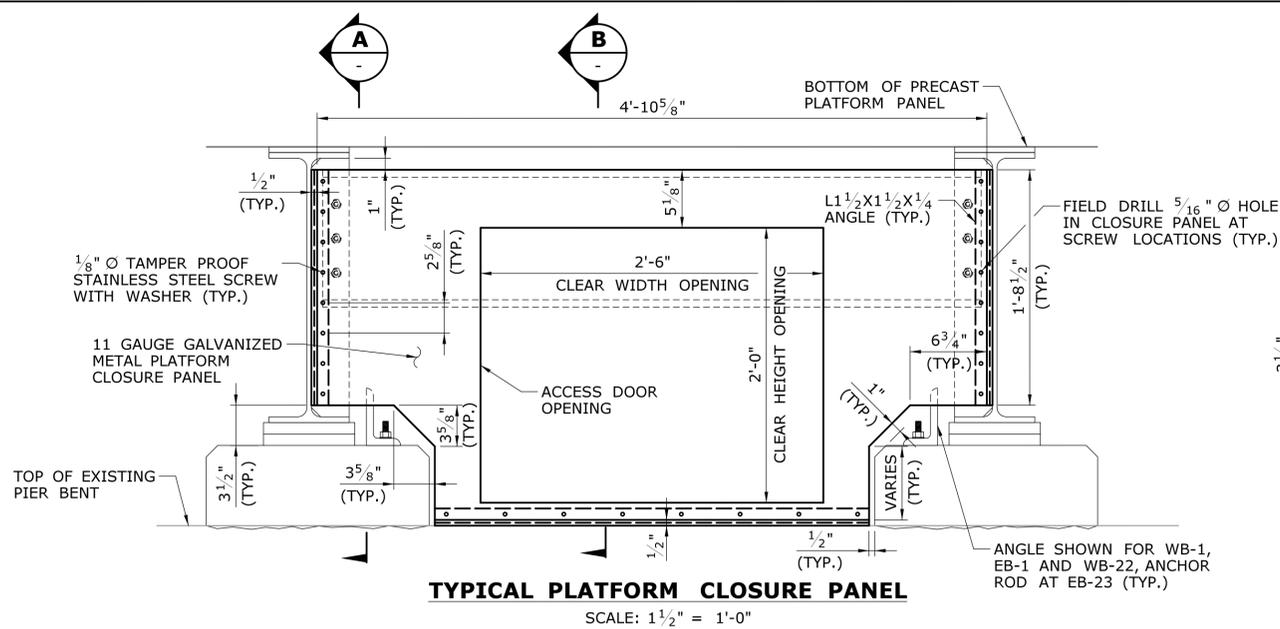


LIGHT POLE ANCHORAGE
SCALE: 3" = 1'-0"

NOTES:

- FOR FURTHER DETAILS OF BEARINGS AND BEARING ASSEMBLY, SEE DWG. S-17 AND S-18.
- HSS SHALL BE GALVANIZED, ADDITIONAL #4 FOR DECK PANEL CONNECTION SHALL BE EPOXY COATED.
- FOR DETAILS OF PLATFORM GIRDER AND CROSS FRAME LAYOUT, SEE DWG. S-19.
- FOR DETAILS OF DETECTABLE WARNING SURFACE, SEE DWG. S-28.
- THREADED INSERTS FOR GALVANIZED HOLD-DOWN CLAMPS SHALL HAVE A MINIMUM PULLOUT STRENGTH OF 2.5 KIPS.
- 1/2" Ø BOLTS FOR GALVANIZED HOLD-DOWN CLAMPS SHALL BE TIGHTENED TO "SNUG-TIGHT" AFTER INITIAL PLACEMENT OF PRECAST PLATFORM PANELS ONTO THE GIRDERS. THE BOLTS SHALL NOT BE FULLY TIGHTENED TO PRODUCT SPECIFICATION PRIOR TO APPLICATION OF FULL DEAD LOAD INCLUDING 3" CONCRETE OVERLAY, WATERPROOFING, GUARDRAIL/HANDRAIL, AND ALL PLATFORM APPURTENANCES.
- ALL CONCRETE, REINFORCEMENT, CLAMP DOWN ASSEMBLIES, EDGE PLATES, AND STRUCTURAL STEEL SHALL BE PAID UNDER THE ITEM "RAIL FACILITY UPGRADE (SITE NO. 1)".

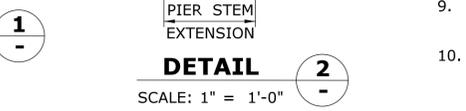
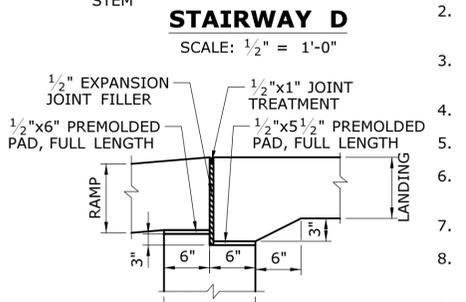
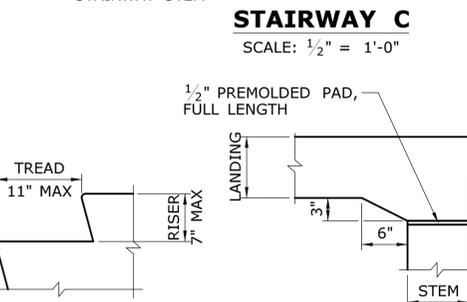
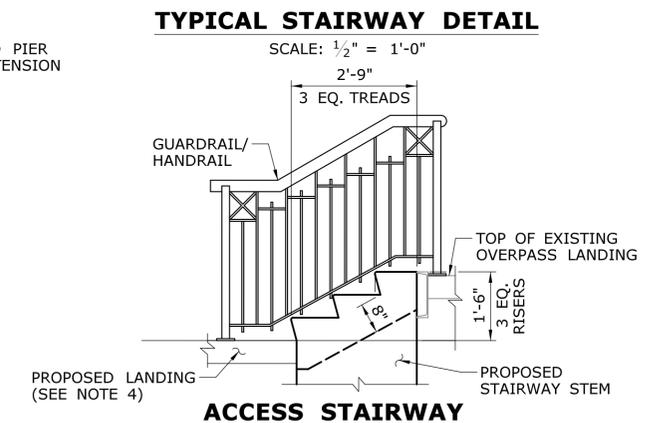
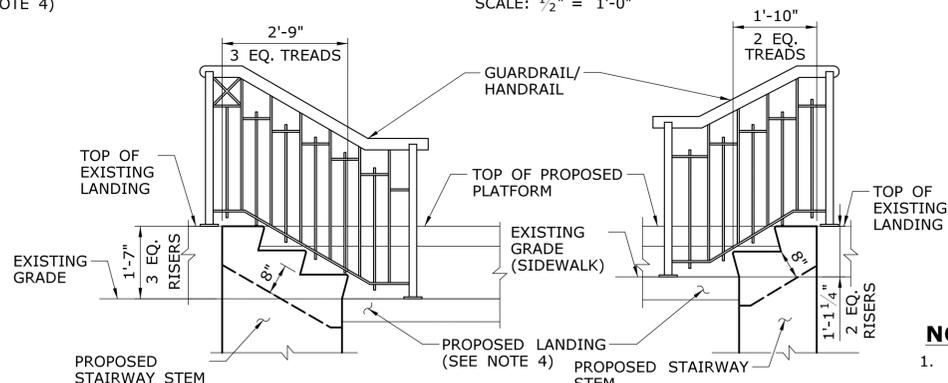
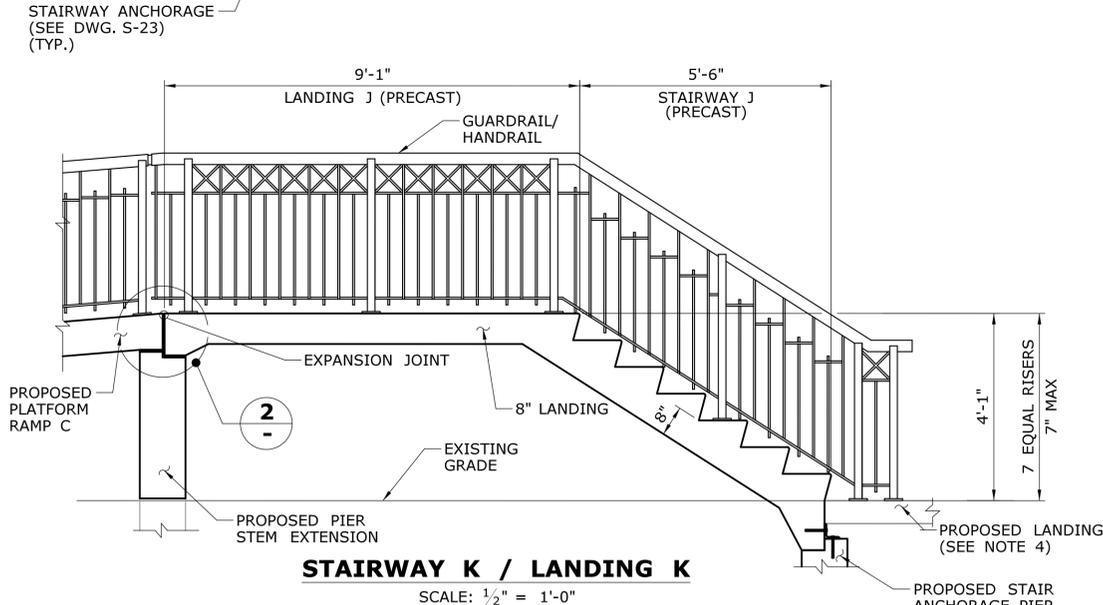
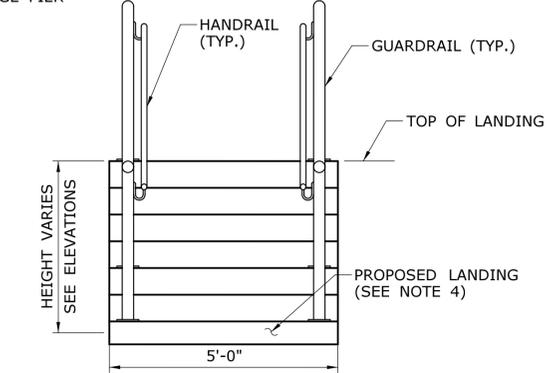
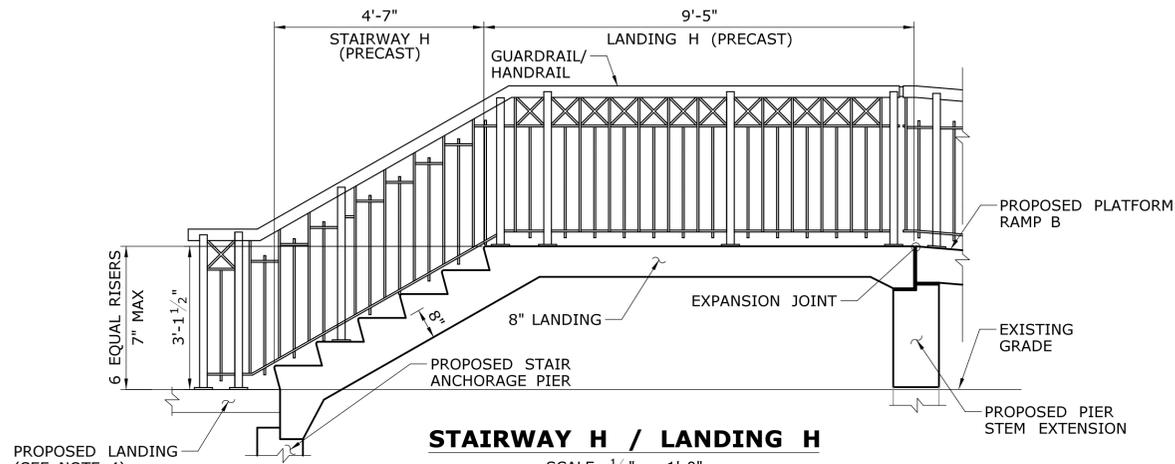
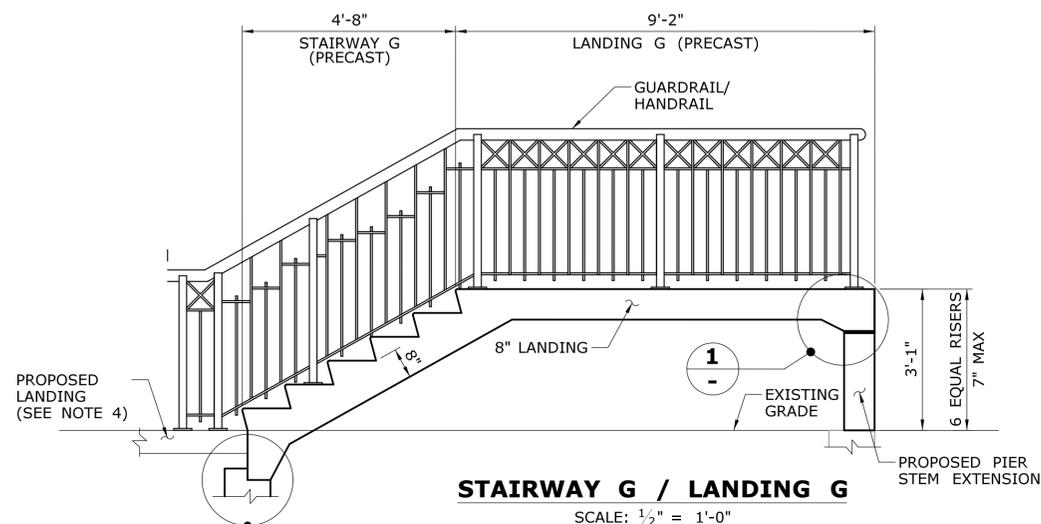
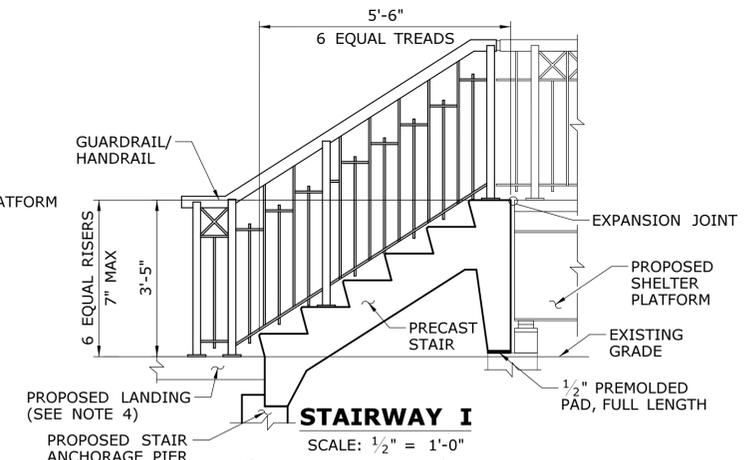
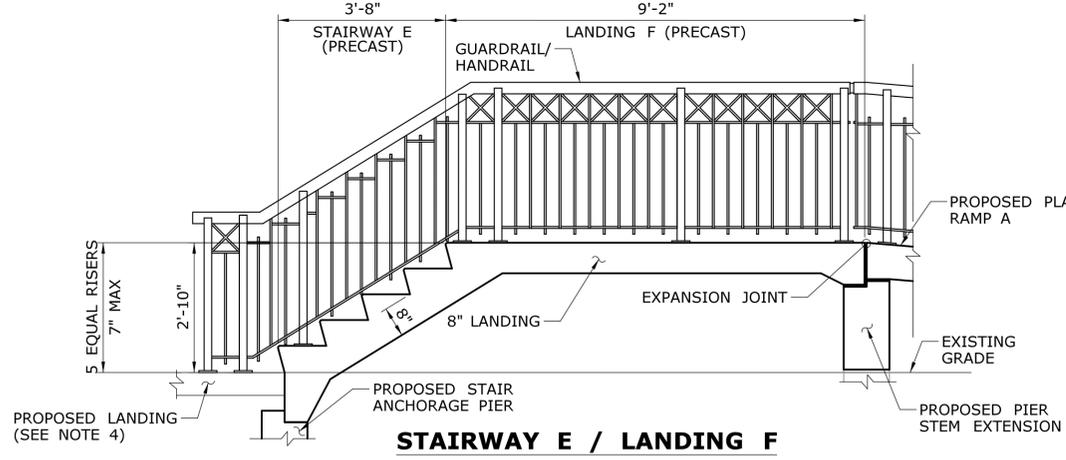
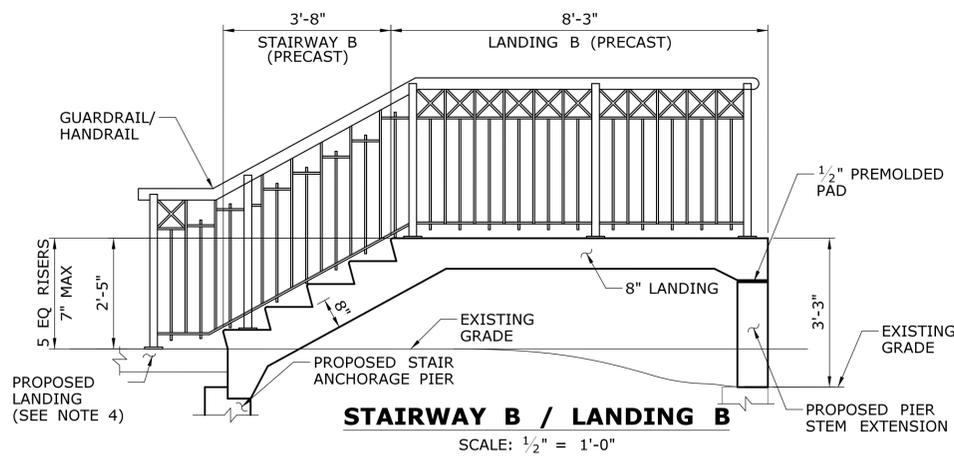
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: G.T.G CHECKED BY: T.R.L SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: SB_MSH_0301-0170_S_20_DET51.dgn	SIGNATURE/BLOCK: PARSONS BRINCKERHOFF 500 WINDING BROOK DR. GLASTONBURY, CT 06033	PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT	TOWN: DARIEN	PROJECT NO. 301-0170 DRAWING NO. S-20 SHEET NO. 05.21
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016			



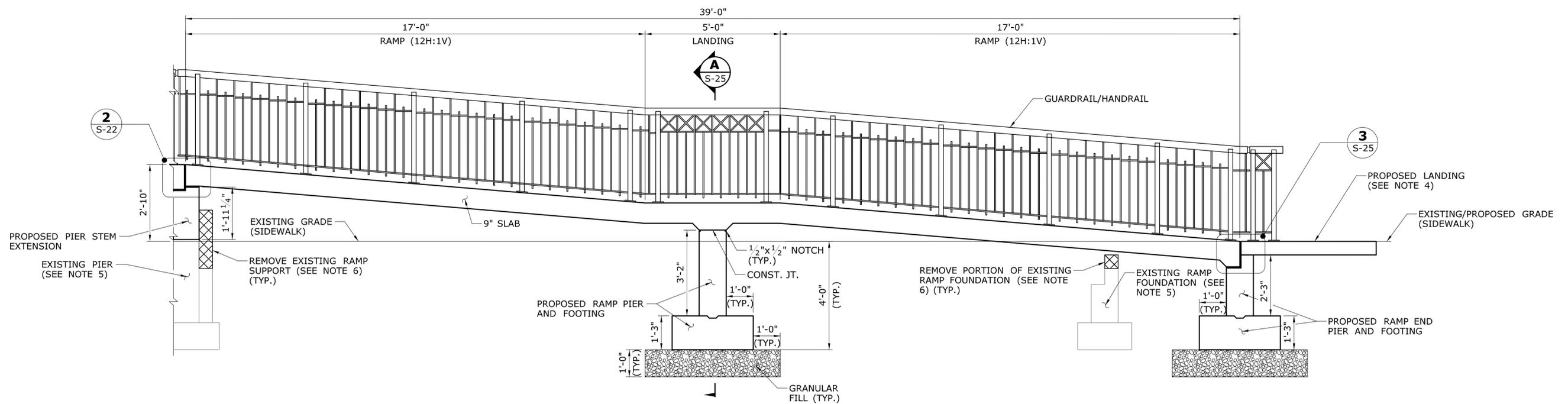
DIMENSION TABLE						
CAT. STR.	PLATFORM ID	A	B	C	D	E
434	WB-3	2'-0"	3'-10 1/2"	3'-8 1/2"	1'-3"	1'-3"
	WB-4	2'-0"	3'-10 1/2"	3'-8 1/2"	1'-3"	1'-3"
	EB-3	1'-6"	1'-2"	6'-11"	0	1'-0 1/2"
435	EB-4	1'-6"	1'-2"	6'-11"	0	0'-11 1/2"
	WB-11	1'-10"	3'-10"	3'-11"	1'-3"	1'-3"
	WB-12	1'-10"	3'-10"	3'-11"	1'-3"	1'-3"
436	EB-11	1'-10 1/2"	1'-0"	6'-8 1/2"	0	1'-2 1/2"
	EB-12	1'-10 1/2"	1'-0"	6'-8 1/2"	0	1'-3"
	EB-19	2'-0 1/2"	0'-8"	6'-10 1/2"	0	1'-4"
	EB-20	2'-0 1/2"	0'-8"	6'-10 1/2"	0	1'-5"

- NOTES:**
- FOR LOCATIONS OF CATENARY STRUCTURES, SEE DWGS. S-03 AND S-04.
 - FOR FURTHER DETAILS OF GUARDRAIL, SEE ARCHITECTURAL SUBSET.
 - GALVANIZED EDGE CHANNEL AT FIELD SIDE EDGE OF PRECAST PLATFORM PANELS SHALL BE CAST WITH THE PRECAST PLATFORM PANELS AND SHALL BE THE FULL LENGTH OF EACH PANEL.
 - ACCESS DOOR SHALL BE STAINLESS STEEL. DOOR SHALL BE CHOSEN BY CONTRACTOR TO MEET CLEAR HEIGHT AND WIDTH OPENING SHOWN ON PLANS AND SHALL BE SUBMITTED TO ENGINEER PRIOR TO PROCUREMENT FOR APPROVAL. THE ACCESS DOOR SHALL BE LOCKABLE, AND KEYS SHALL BE PROVIDED TO TOWN ENGINEER PRIOR TO END OF CONSTRUCTION.
 - FOR MORE DETAILS OF PLATFORM SHELTER AND CURBING, SEE ARCHITECTURAL SUBSET.
 - AREAS OF EDGE PLATE AND EMBEDDED CHANNEL TO BE WELDED SHALL BE REMOVED OF GALVANIZING PRIOR TO INSTALLATION. TOUCH UP OF GALVANIZING SHALL BE PERFORMED AFTER COMPLETION OF WELDS PRIOR TO PLACEMENT OF CONCRETE OVERLAY.

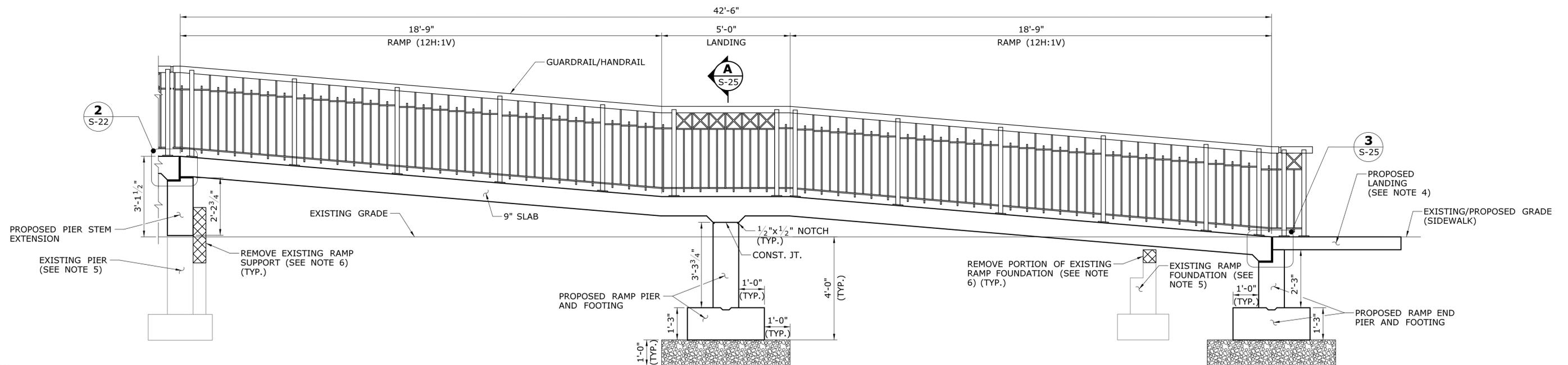
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DESIGNER/DRAFTER: G.T.G CHECKED BY: T.R.L SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: SB_MSH_0301-0170_S-21_DET52.dgn	SIGNATURE/BLOCK: PARSONS BRINCKERHOFF 500 WINDING BROOK DR. GLASTONBURY, CT 06033	PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT	TOWN: DARIEN	PROJECT NO. 301-0170 DRAWING NO. S-21 SHEET NO. 05.22
REV. DATE REVISION DESCRIPTION SHEET NO. Plotted Date: 6/10/2016						



- NOTES:**
- FOR LOCATIONS OF STAIRWAYS, RAMPS AND LANDINGS, SEE DWGS. S-03 AND S-04.
 - FOR FURTHER DETAILS OF STAIR FINISHINGS, HANDRAILS AND GUARDRAILS, SEE ARCHITECTURAL SUBSET.
 - HANDRAIL/GUARDRAIL SHOWN IS FOR VISUAL REFERENCE ONLY. FOR DETAILS OF HANDRAIL/GUARDRAIL SEE ARCHITECTURAL SUBSET.
 - FOR DETAILS OF PROPOSED LANDING AT STAIRWAY AND RAMP LOCATIONS, SEE CIVIL SUBSET.
 - FOR REINFORCING DETAILS OF STAIRWAYS & LANDINGS, SEE DWG S-23.
 - FOR REINFORCING DETAILS OF PROPOSED STAIRWAY ANCHORAGE PIER AND PROPOSED PIER STEM EXTENSION, SEE DWG S-24 AND S-25.
 - ALL WORK SHOWN SHALL BE PAID UNDER "RAIL FACILITY UPGRADE (SITE NO. 1)".
 - PROPOSED STAIRWAYS B, E, G, H, I, K, LANDINGS B, F, G, H AND K SHALL BE PRECAST. STAIRWAY C, D, AND ACCESS STAIRWAY SHALL BE CAST-IN-PLACE.
 - DIMENSIONS SHOWN FOR TOP OF LANDING TO EXISTING GRADE ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO START OF CONSTRUCTION.
 - RAILROAD PLATFORM WATERPROOFING SHALL BE APPLIED TO ALL PROPOSED LANDINGS AND STAIRWAYS. AT STAIRWAY LOCATIONS THE WATERPROOFING SHALL BE APPLIED TO TREAD AND VERTICAL FACE OF RISER PRIOR TO INSTALLATION OF GUARDRAIL ANCHORAGE AND ALL STAIR FINISHINGS.



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



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

NOTES:

- FOR LOCATIONS OF STAIRWAYS, RAMPS AND LANDINGS, SEE DWGS. S-03 AND S-04.
- FOR FURTHER DETAILS OF STAIR FINISHINGS, SEE ARCHITECTURAL SUBSET.
- HANDRAIL/GUARDRAIL SHOWN FOR VISUAL REFERENCE ONLY. FOR DETAILS OF HANDRAIL/GUARDRAIL, SEE ARCHITECTURAL SUBSET.
- FOR DETAILS OF PROPOSED LANDING AT STAIRWAY AND RAMP LOCATIONS, SEE CIVIL SUBSET.
- DETAILS OF EXISTING FOUNDATIONS ARE UNKNOWN. DETAILS OF EXISTING SUBSTRUCTURES AND FOUNDATIONS SHOWN ON THE PLANS ARE ESTIMATED AND FOR VISUAL REFERENCE ONLY.
- EXISTING RAMP/STAIRWAY SUPPORTS THAT ARE NOT TO BE UTILIZED FOR PROPOSED SHALL BE SAWCUT AND REMOVED TO A MINIMUM DEPTH OF 1'-6" BELOW GRADE.
- FOR REINFORCING DETAILS OF PROPOSED RAMP, PIER AND FOOTING, SEE DWG. S-26.
- FOR DETAILS OF PROPOSED PIER STEM EXTENSION, SEE DWG. S-25.
- ALL WORK SHOWN SHALL BE PAID FOR UNDER "RAIL FACILITY UPGRADE (SITE NO. 1)".
- PROPOSED RAMPS AND ASSOCIATED SUBSTRUCTURES SHALL BE CAST-IN-PLACE.
- RAILROAD PLATFORM WATERPROOFING SHALL BE APPLIED TO ENTIRE TOP SURFACE OF PROPOSED RAMPS.

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:
G.T.G
CHECKED BY:
T.R.L
SCALE AS NOTED

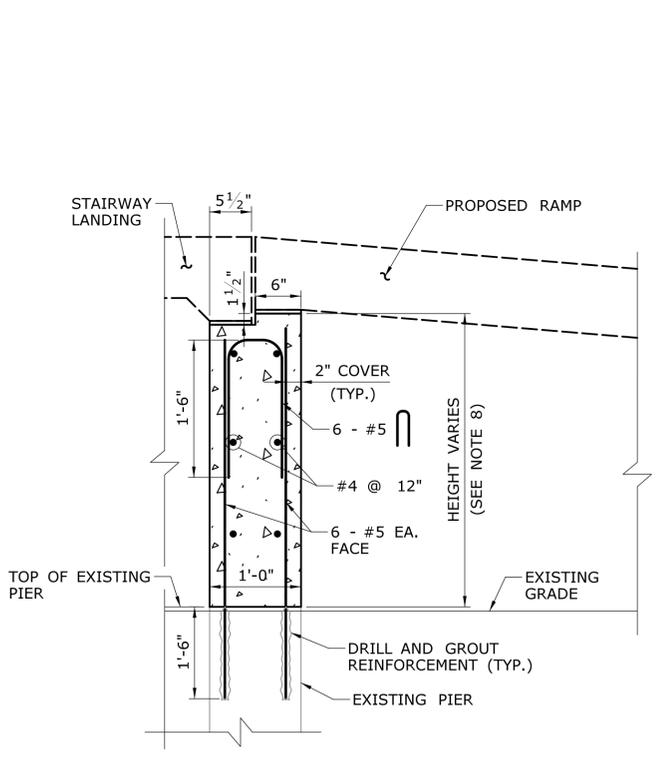
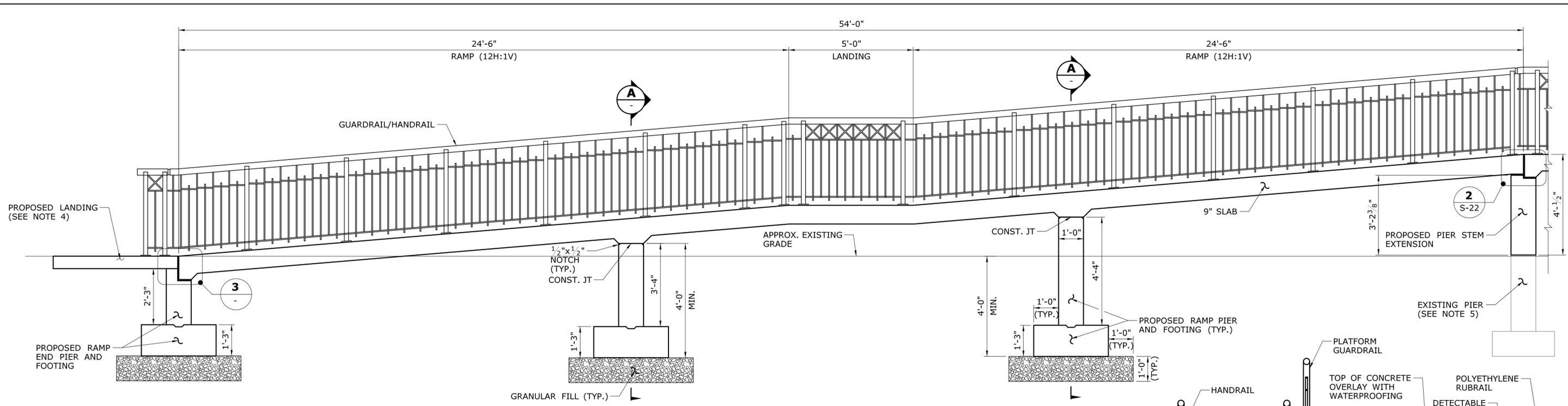


SIGNATURE/BLOCK:
PARSONS BRINCKERHOFF
500 WINDING BROOK DR.
GLASTONBURY, CT 06033

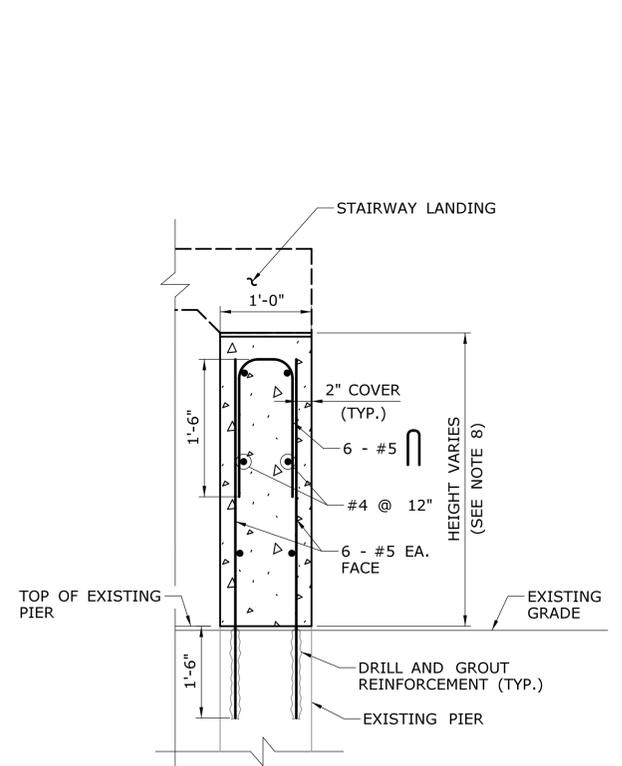
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**NOROTON HEIGHTS
RAILROAD STATION
PLATFORM REPLACEMENT**

TOWN:
DARIEN
DRAWING TITLE:
**ACCESS STRUCTURE
DETAILS - 3**

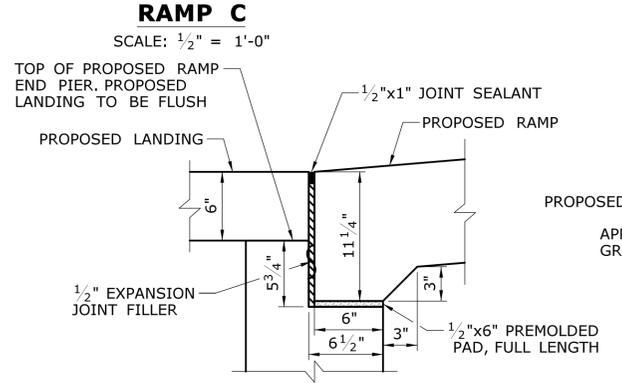
PROJECT NO.
301-0170
DRAWING NO.
S-24
SHEET NO.
05.25



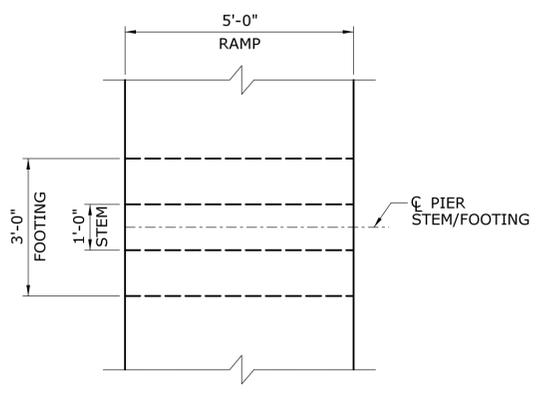
TYPICAL LANDING/RAMP STEM EXTENSION REINFORCEMENT
SCALE: 1" = 1'-0"



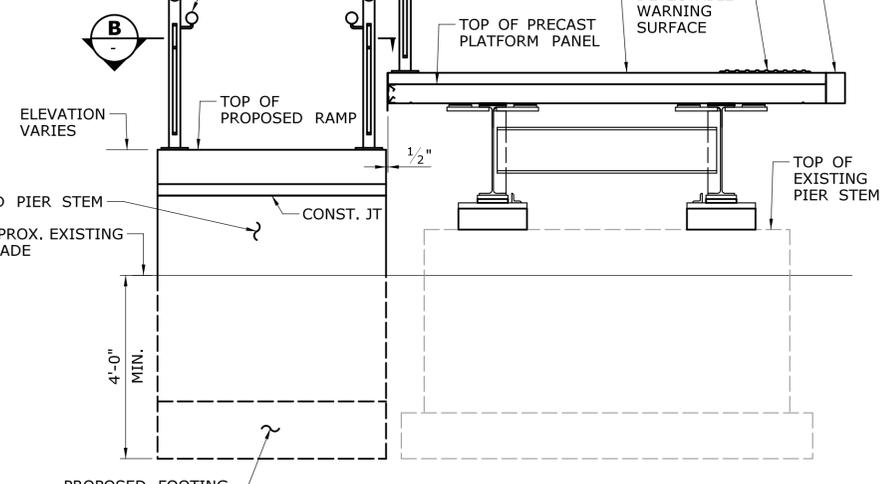
TYPICAL STAIRWAY LANDING PIER STEM EXTENSION REINFORCEMENT
SCALE: 1" = 1'-0"



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



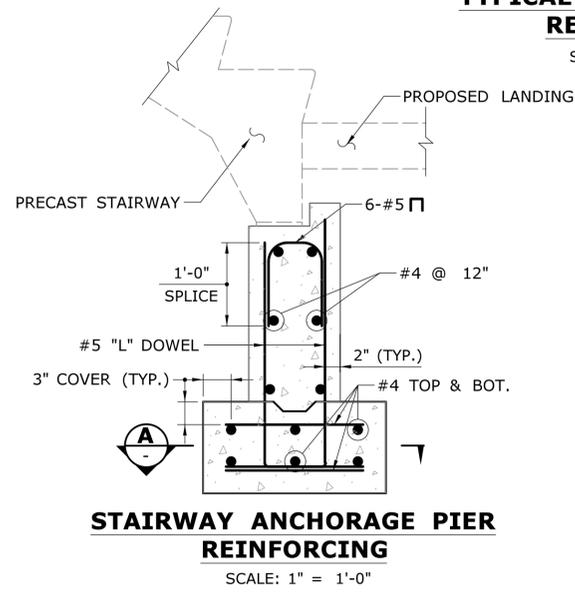
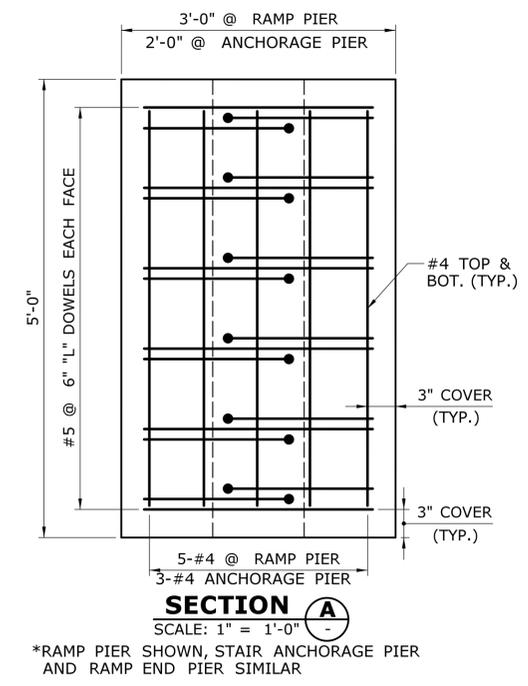
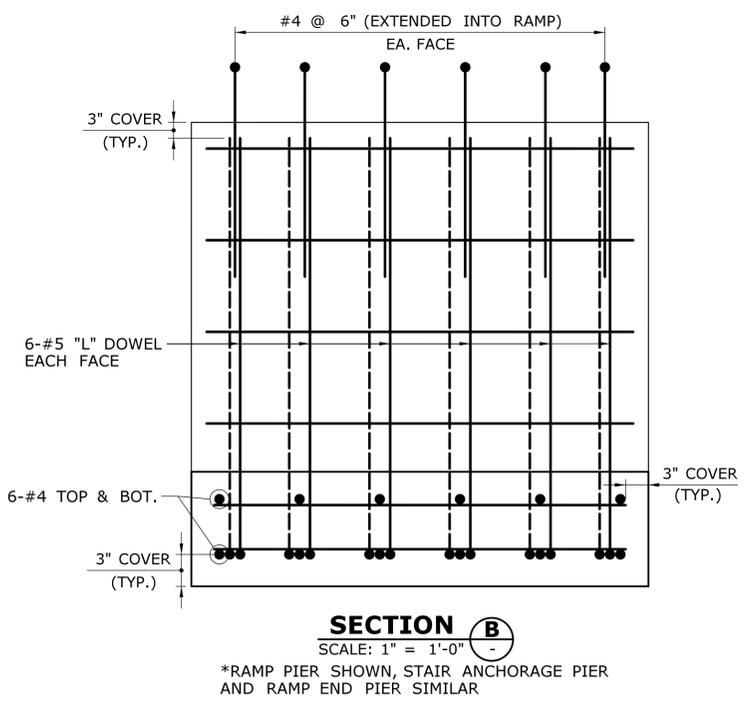
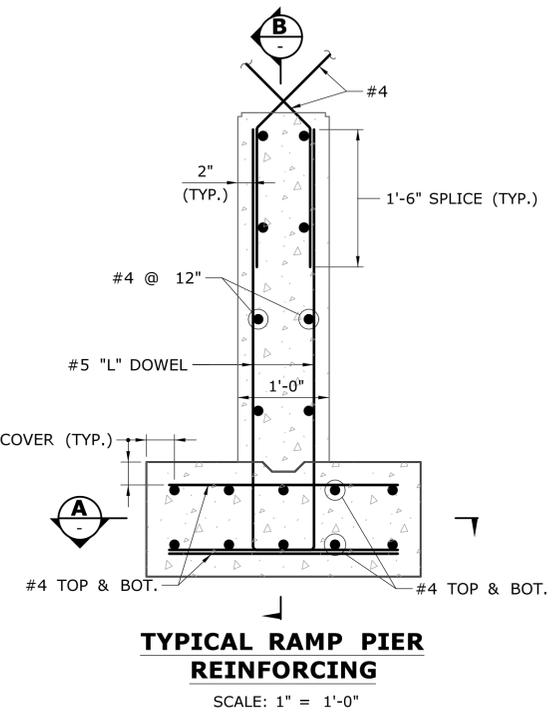
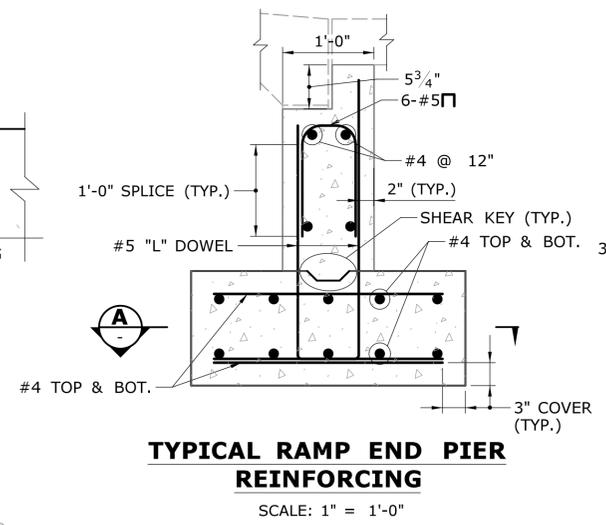
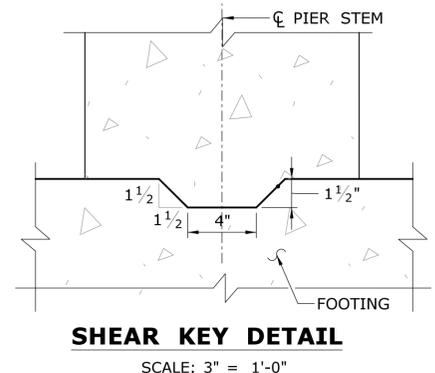
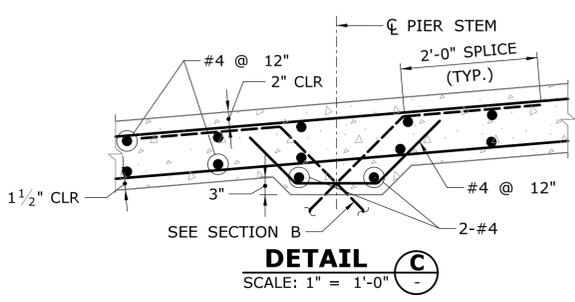
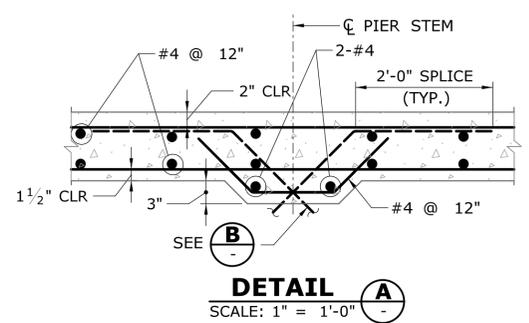
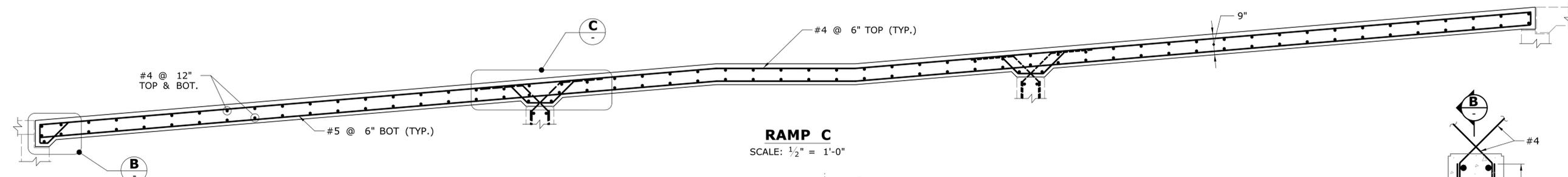
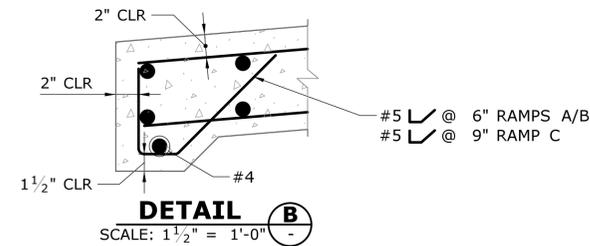
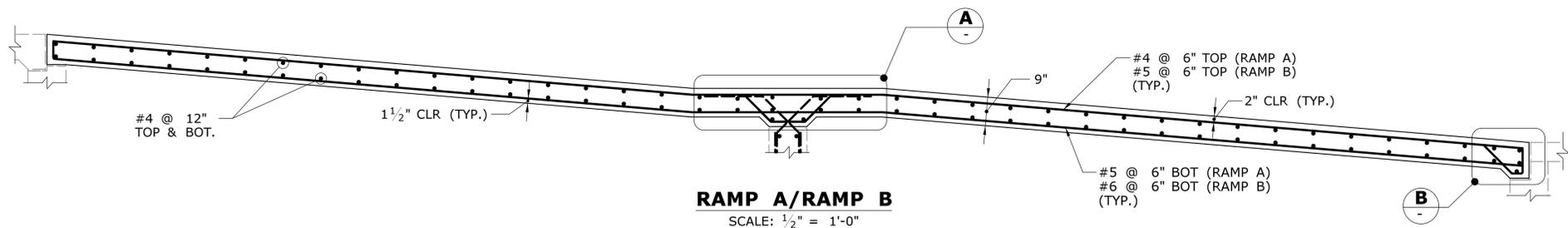
SECTION B
SCALE: 1/2" = 1'-0"



NOTES:

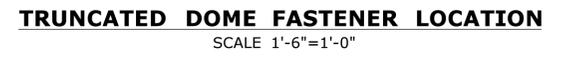
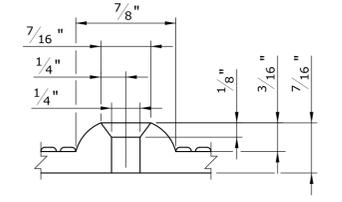
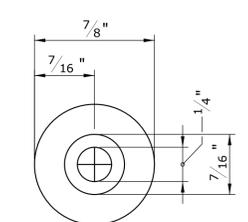
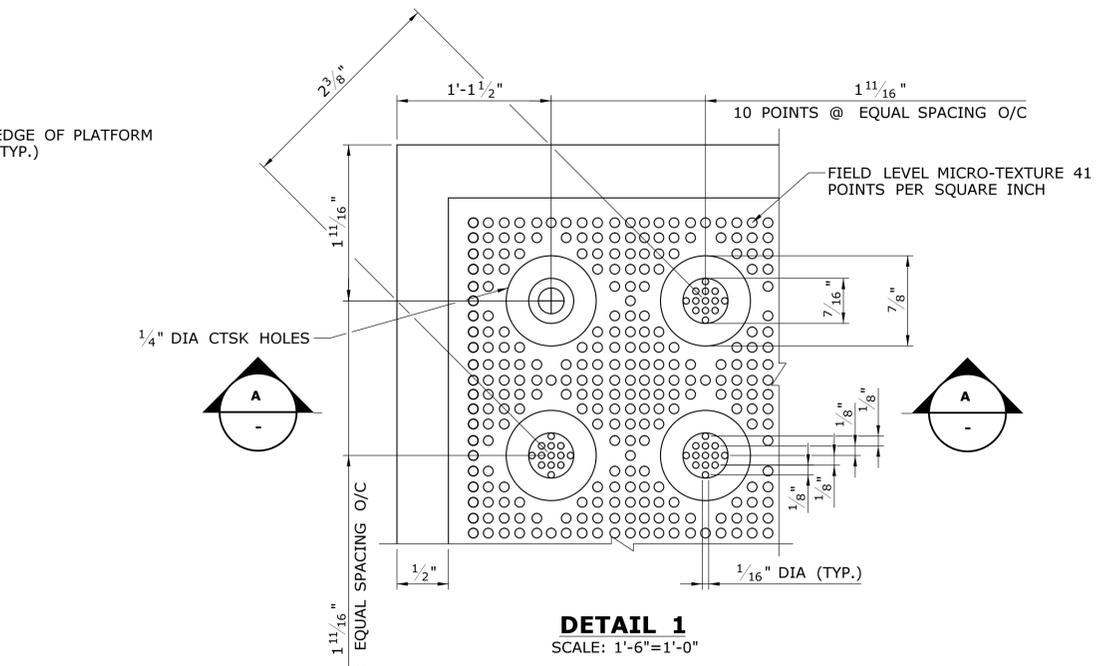
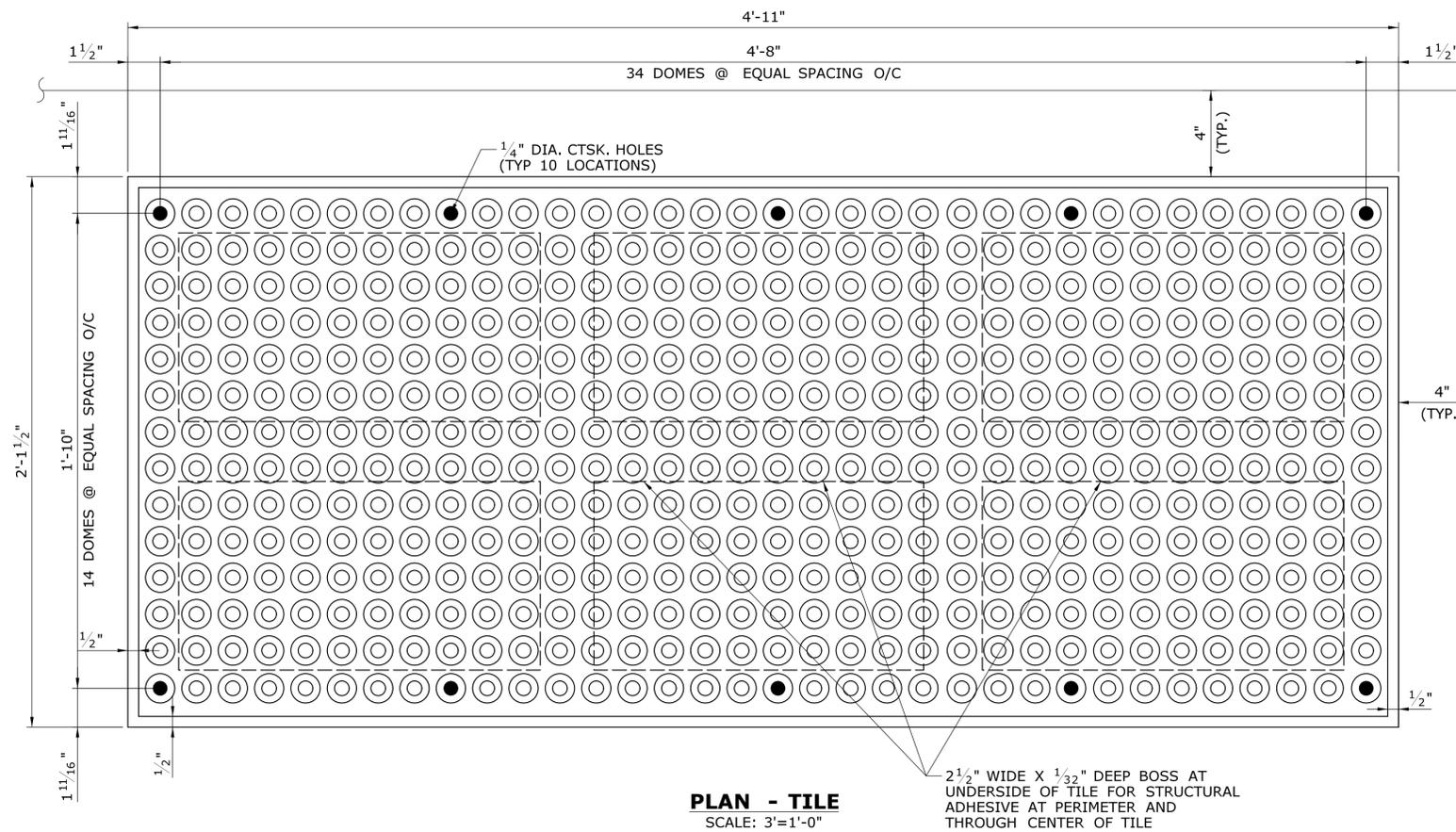
- FOR LOCATIONS OF STAIRWAYS, RAMPS AND LANDINGS, SEE DWGS. S-03 AND S-04.
- FOR FURTHER DETAILS OF STAIR FINISHINGS, SEE ARCHITECTURAL SUBSET.
- HANDRAIL/GUARDRAIL SHOWN IS FOR VISUAL REFERENCE ONLY. FOR DETAILS OF HANDRAIL/GUARDRAIL, SEE ARCHITECTURAL SUBSET.
- FOR DETAILS OF PROPOSED LANDING AT STAIRWAY AND RAMP LOCATIONS, SEE CIVIL SUBSET.
- DETAILS OF EXISTING FOUNDATIONS ARE UNKNOWN. DETAILS OF EXISTING SUBSTRUCTURES AND FOUNDATIONS SHOWN ON THE PLANS ARE ESTIMATED AND FOR VISUAL REFERENCE ONLY.
- FOR DETAILS OF PROPOSED RAMP PIER AND FOOTING, SEE DWG. S-26.
- FOR REINFORCING DETAILS OF PROPOSED RAMP, SEE DWG. S-26.
- FOR HEIGHTS OF LANDING/RAMP PIER STEM EXTENSION, SEE DWGS. S-22, S-23, S-24, and 2-25.
- ALL WORK SHOWN SHALL BE PAID FOR UNDER "RAIL FACILITY UPGRADE (SITE NO. 1)".
- PROPOSED RAMPS AND ASSOCIATED SUBSTRUCTURES SHALL BE CAST-IN-PLACE.
- RAILROAD PLATFORM WATERPROOFING SHALL BE APPLIED TO ENTIRE TOP SURFACE OF PROPOSED RAMPS.

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: G.T.G CHECKED BY: T.R.L SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION File name: SB_MSH_0301-0170_S_25_STRDETS4.dgn	SIGNATURE/BLOCK: PARSONS BRINCKERHOFF 500 WINDING BROOK DR. GLASTONBURY, CT 06033	PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT	TOWN: DARIEN	PROJECT NO. 301-0170 DRAWING NO. S-25 SHEET NO. 05.26
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016			



- NOTES:**
1. ALL REINFORCEMENT LOCATED IN RAMPS AND EXTENDING FROM THE PIER STEM TO RAMP SHALL BE EPOXY-COATED.
 2. ALL WORK SHOWN ON THIS PLAN SHALL BE PAID UNDER "RAIL FACILITY UPGRADE (SITE NO. 1)".
 3. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR RAMPS AND FOOTINGS TO ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.

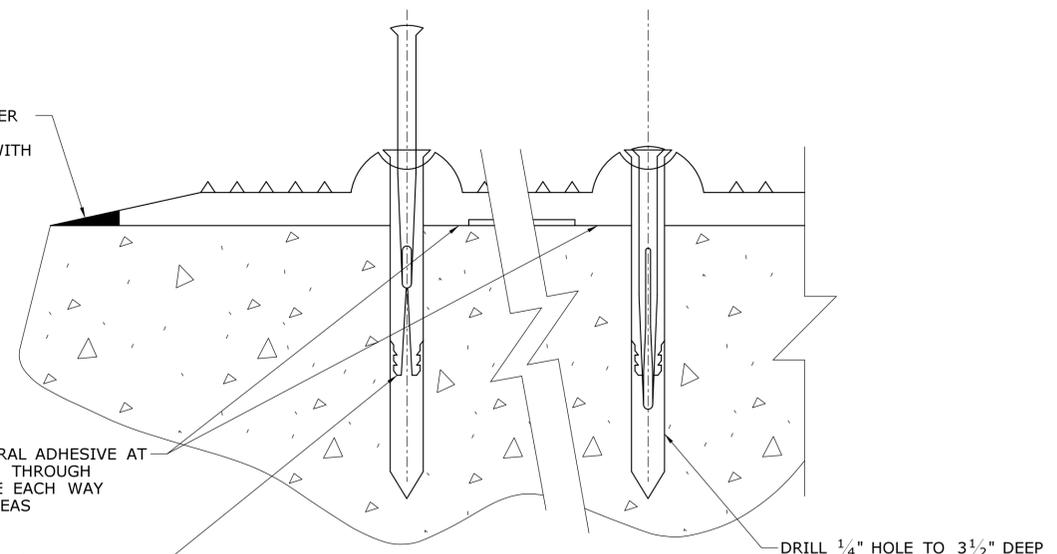
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: G.T.G CHECKED BY: T.R.L SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION File name: SB_MSH_0301-0170_S-26_STRDETSS.dgn	SIGNATURE/BLOCK: PARSONS BRINCKERHOFF 500 WINDING BROOK DR. GLASTONBURY, CT 06033	PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT	TOWN: DARIEN	PROJECT NO. 301-0170 DRAWING NO. S-26 SHEET NO. 05.27
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016			



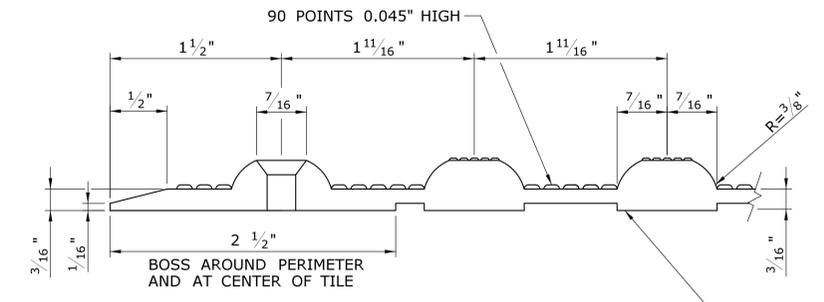
APPLY PERIMETER SEALANT AT PERIMETER OF TILE AFTER INSTALLING FASTENERS. TOOL SMOOTH TO BLEND TILE EDGE WITH ADJACENT SURFACE

APPLY STRUCTURAL ADHESIVE AT PERIMETER AND THROUGH CENTER OF TILE EACH WAY ON BOSSED AREAS

1/4" X 1 1/2" LG COLOR MATCHED EXPANSION ANCHOR



DRILL 1/4" HOLE TO 3 1/2" DEEP



SOUNDS-ON-CANE AMPLIFYING SYSTEM TYPICAL THROUGHOUT 1/32" x 7/8" DIA. TYP @ 1 1/2" / 1 3/4" O/C OFFSET PAID FOR BY ITEM "TACTILE WARNING STRIP", INCLUDING CONCRETE SURFACE PREPARATION, ADHESIVES, ANCHORS, SEALANT AND TILES

NOTES:

- CONTRACTOR SHALL COORDINATE PLACEMENT OF TILE WITH RESURFACING OPERATION TO ENSURE THAT SURFACES MATCH UP IN ACCORDANCE WITH ALL CODES AND REGULATIONS.
- SUBMIT WRITTEN REPLACEMENT PROCEDURE WITH TILE SHOP DRAWINGS.
- DETECTABLE WARNING SURFACE SHALL BE PLACED AFTER INSTALLATION OF RAILROAD PLATFORM WATERPROOFING.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016

DESIGNER/DRAFTER: **G.T.G**
CHECKED BY: **T.R.L**
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

SIGNATURE/BLOCK: [Signature]

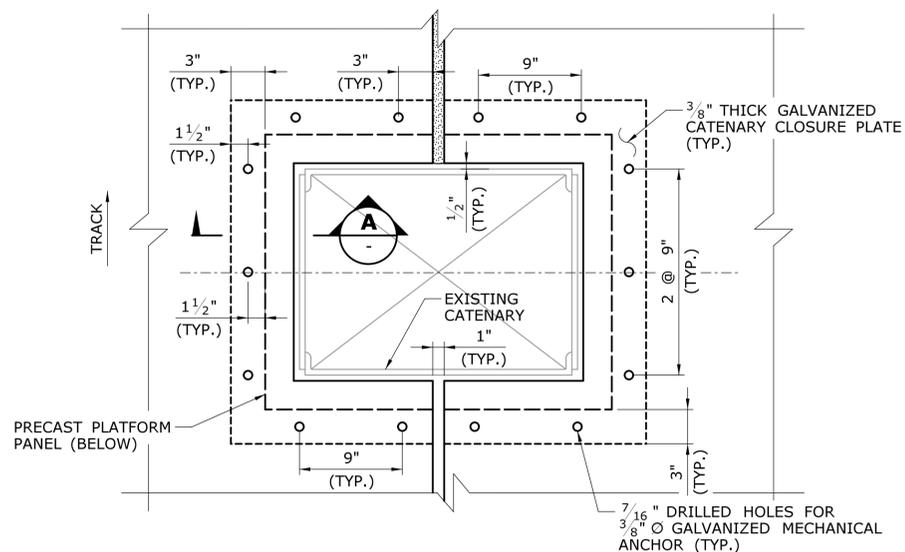
PARSONS BRINCKERHOFF
500 WINDING BROOK DR.
GLASTONBURY, CT 06033

PROJECT TITLE: **NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT**

TOWN: **DARIEN**

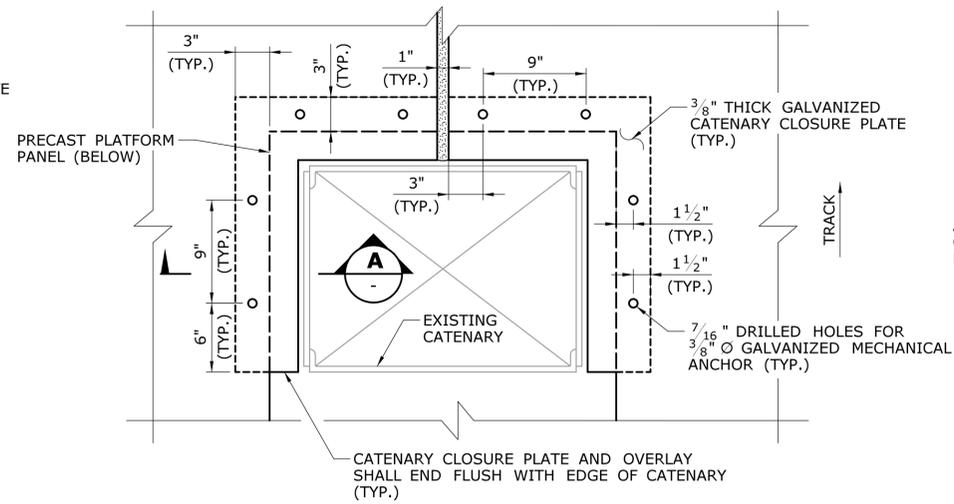
DRAWING TITLE: **DETECTABLE WARNING SURFACE DETAILS**

PROJECT NO. **301-0170**
DRAWING NO. **S-28**
SHEET NO. **05.29**



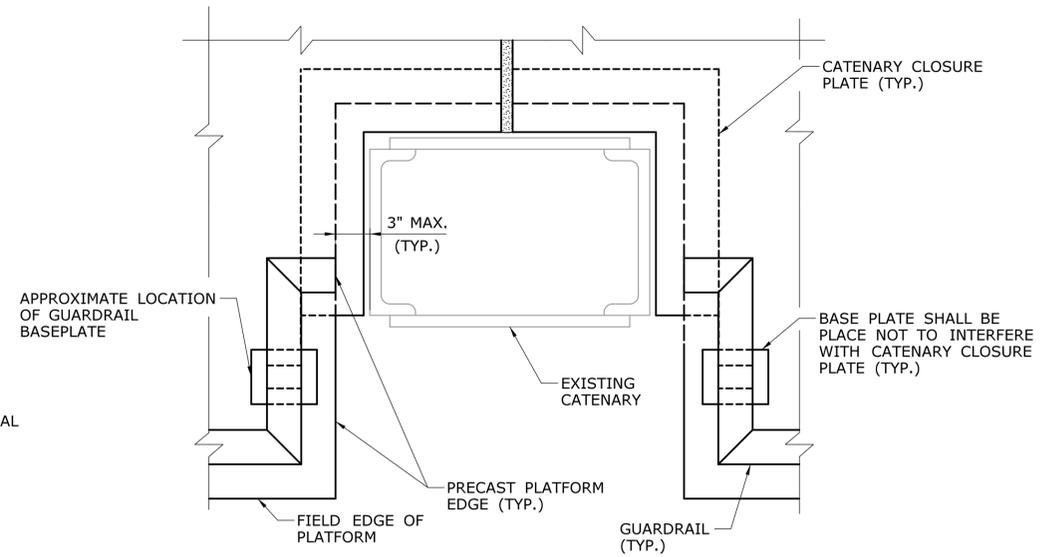
**CATENARY CLOSURE PLATE DETAIL
(WESTBOUND PLATFORM)**

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



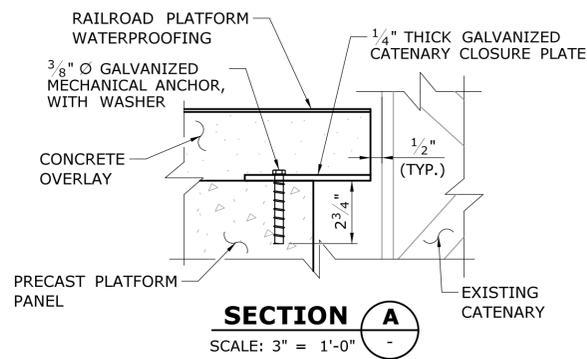
**CATENARY CLOSURE PLATE DETAIL
(EASTBOUND PLATFORM)**

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



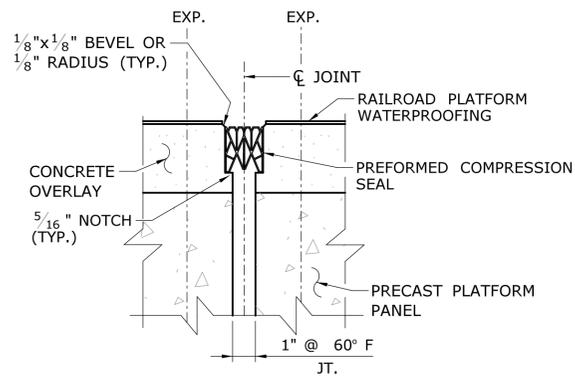
**TYPICAL GAURDRAIL DETAIL AT CATENARY
(EASTBOUND PLATFORM)**

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



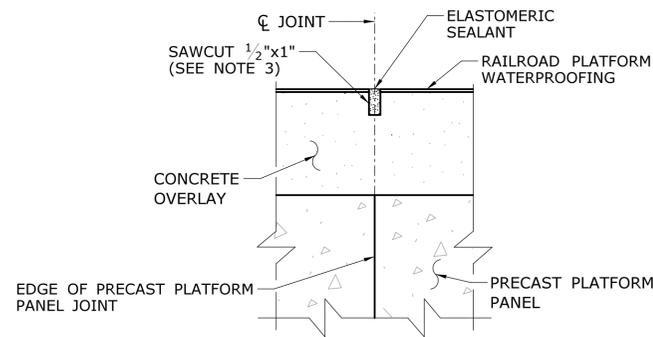
SECTION A

SCALE: 3" = 1'-0"



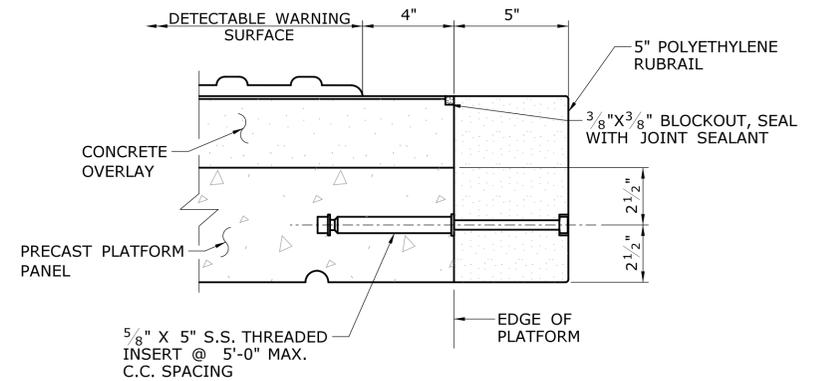
PLATFORM EXPANSION JOINT SYSTEM

NOT TO SCALE



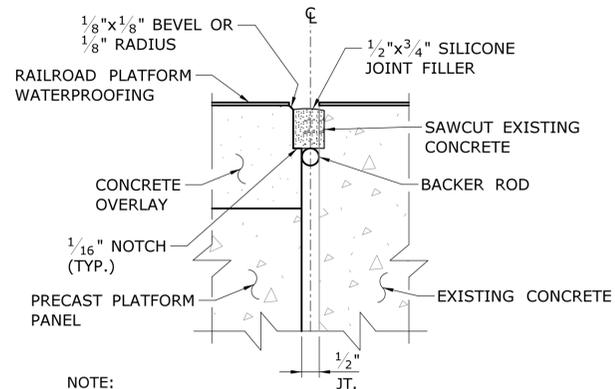
CONCRETE OVERLAY JOINT DETAIL

NOT TO SCALE
(HSS NOT SHOWN)



PLATFORM RUB RAIL ANCHORAGE

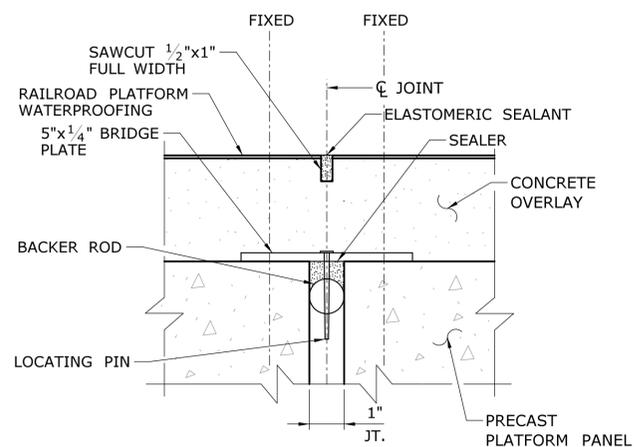
SCALE: 3" = 1'-0"



LONGITUDINAL JOINT SYSTEM

NOT TO SCALE

*PROPOSED TO EXISTING JT. SHOWN,
PROPOSED TO PROPOSED JT. SIMILAR



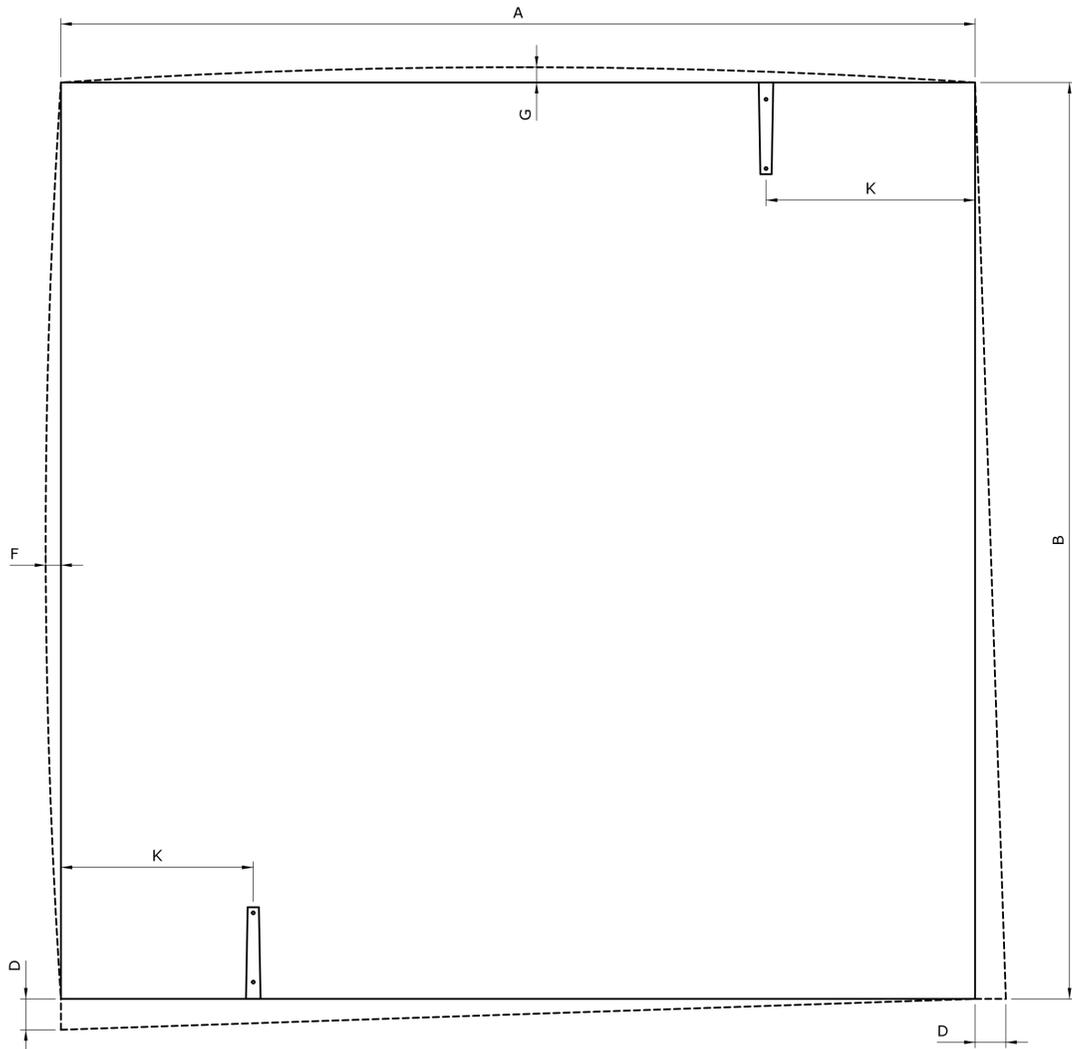
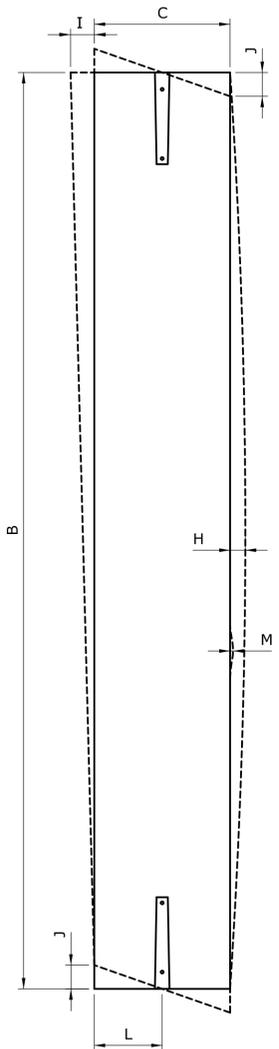
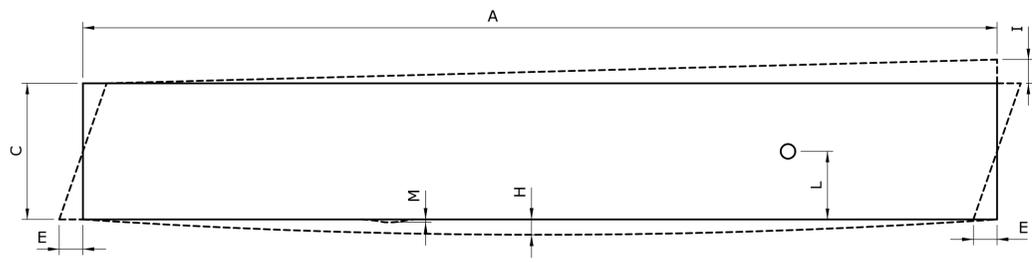
FIXED JOINT DETAIL

NOT TO SCALE

NOTES:

1. GALVANIZED STEEL CATENARY CLOSURE PLATES, MECHANICAL ANCHORS, POLYETHYLENE RUBRAIL, ELASTOMERIC JOINT FILLER AND SEALANT, BACKER RODS, BRIDGE PLATES, LOCATING PINS AND SAWCUTTING CONCRETE OVERLAY SHALL BE PAID FOR UNDER ITEM, "RAIL FACILITY UPGRADE (SITE NO. 1)".
2. CATENARY CLOSURE PLATES, MECHANICAL ANCHORS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM B695.
3. CONCRETE OVERLAY JOINTS SHALL BE PLACED AT EVERY OTHER PRECAST PLATFORM PANEL JOINT LOCATION. THE TYPICAL PRECAST PLATFORM PANEL IS 10'-0" ON LENGTH. THIS WILL RESULT IN A TYPICAL JOINT SPACING OF 20'-0". AT LOCATIONS WHERE THE PRECAST PLATFORM PANEL LENGTHS VARY, THE JOINT SPACING SHALL ALSO VARY AS NEEDED.
4. FOR LOCATIONS OF EXPANSION JOINTS AND FIXED JOINTS, SEE DWGS. S-05 AND S-06.
5. THE CONTRACTOR SHALL MEASURE, FABRICATE AND MAKE NECESSARY ADJUSTMENTS TO THE CATENARY CLOSURE PLATES SHOWN TO MATCH FIELD CONDITIONS. THE CONTRACTOR SHALL SUBMIT DETAILS TO ENGINEER FOR REVIEW PRIOR TO FABRICATION AND INSTALLATION OF CATENARY CLOSURE PLATES.
6. EACH CATENARY CLOSURE PLATE SHALL BE CONNECTED TO CATENARY STRUCTURE BY #4 AWG STANDARD COPPER WIRE TYPE HIGHLUG CAT. NO YA4CA1 OF BURNDY OR APPROVED EQUAL.

DESIGNER/DRAFTER: G.T.G		<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>		SIGNATURE/ BLOCK: PARSONS BRINCKERHOFF 500 WINDING BROOK DR. GLASTONBURY, CT 06033	PROJECT TITLE: NOROTON HEIGHTS RAILROAD STATION PLATFORM REPLACEMENT	TOWN: DARIEN	DRAWING TITLE: MISCELLANEOUS PLATFORM DETAILS	PROJECT NO. 301-0170
CHECKED BY: T.R.L								DRAWING NO. S-29
SCALE AS NOTED		File name: SB_MSH_0301-0170_S_29_MISC.dgn						SHEET NO. 05.30
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 6/10/2016				



PRECAST PLATFORM PANEL TOLERANCES

A	LENGTH	±1/4"
B	WIDTH (OVERALL)	±1/4"
C	DEPTH (OVERALL)	±1/4"
D	VARIATION FROM SPECIFIED PLAN END SQUARENESS OR SKEW	±1/4"
E	VARIATION FROM SPECIFIED ELEVATION END SQUARENESS OR SKEW	±1/4"
F	SWEEP OVER MEMBER LENGTH	±1/2"
G	SWEEP OVER MEMBER WIDTH	± 1/2"
H	LOCAL SMOOTHNESS OF ANY SURFACE	±1/4"
I	TOP ELEVATION FROM NOMINAL TOP ELEVATION	1/4"
J	MAXIMUM PLUMB VARIATION OVER HEIGHT OF PANEL	1/2"
K	HORIZONTAL LOCATION OF SPLICERS/COUPLERS MEASURED FROM A COMMON POINT	±1/4"
L	VERTICAL LOCATION OF SPLICERS/COUPLERS MEASURED FROM A COMMON POINT	±1/4"
M	LOCAL SMOOTHNESS OF ANY SURFACE (PER 3 FEET)	±1/4"

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

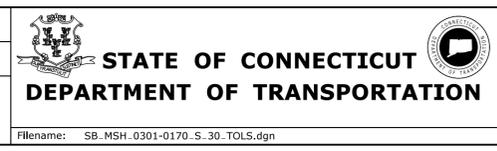
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 6/10/2016

DESIGNER/DRAFTER:
G.T.G

CHECKED BY:
T.R.L

SCALE AS NOTED



SIGNATURE/BLOCK:

PARSONS BRINCKERHOFF
500 WINDING BROOK DR.
GLASTONBURY, CT 06033

PROJECT TITLE:
**NOROTON HEIGHTS
RAILROAD STATION
PLATFORM REPLACEMENT**

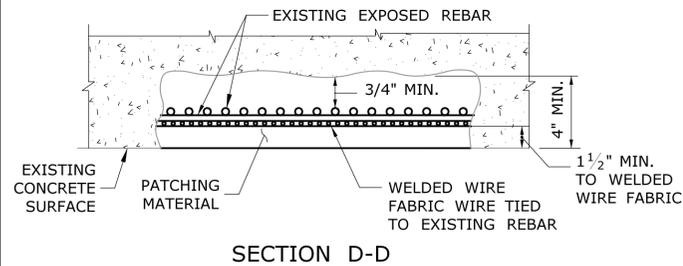
TOWN:
DARIEN

DRAWING TITLE:
**PRECAST PLATFORM
PANEL TOLERANCES**

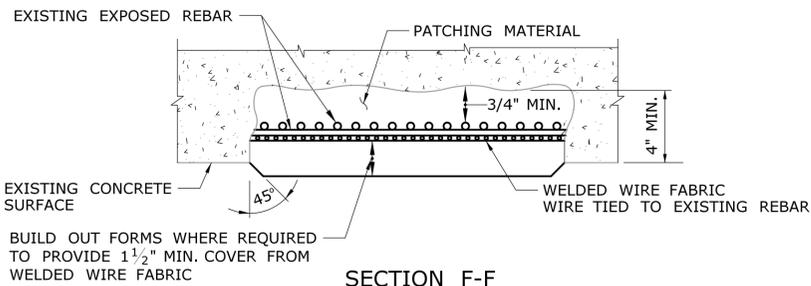
PROJECT NO.
301-0170

DRAWING NO.
S-30

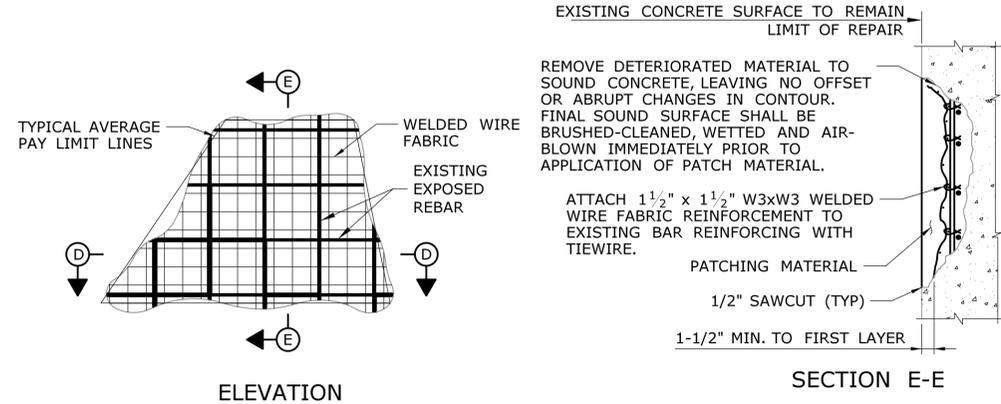
SHEET NO.
05.31



SECTION D-D



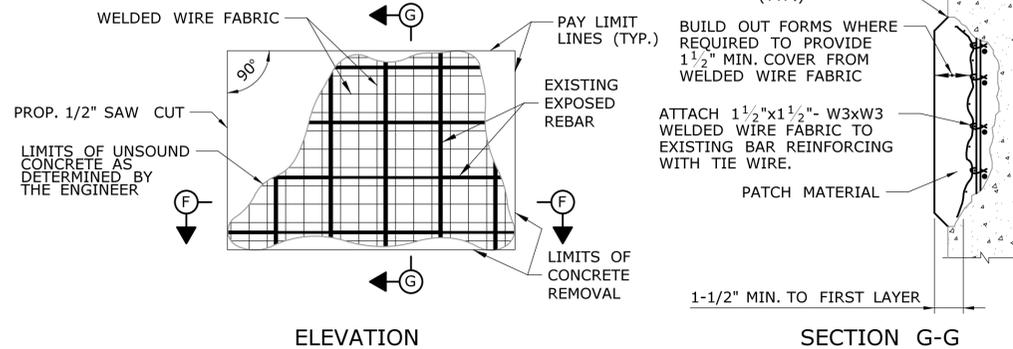
SECTION F-F



ELEVATION

SECTION E-E

WITHOUT BUILD-OUT

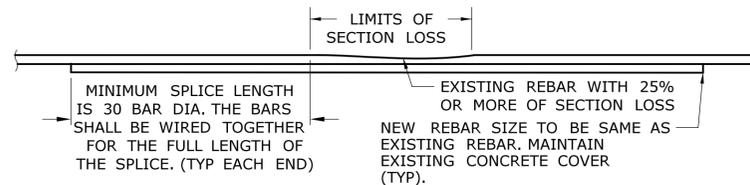


ELEVATION

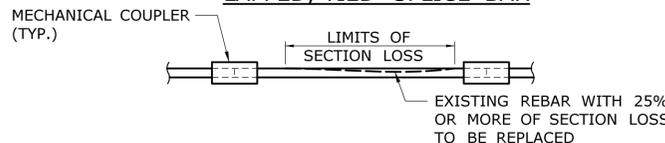
SECTION G-G

WITH BUILD-OUT

1 DEEP PATCH DETAIL NOT TO SCALE

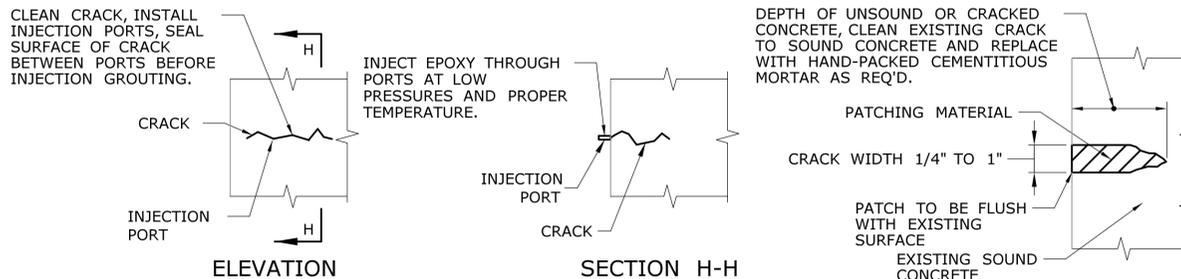


LAPPED, TIED SPLICE BAR



MECHANICAL SPLICE DETAIL

3 REINFORCEMENT SPLICE DETAIL NOT TO SCALE



ELEVATION

SECTION H-H

CRACKS 1/8"-1/4"

CRACKS OR JOINTS GREATER THAN 1/4"

4 CRACK REPAIR DETAIL NOT TO SCALE

GENERAL NOTES:

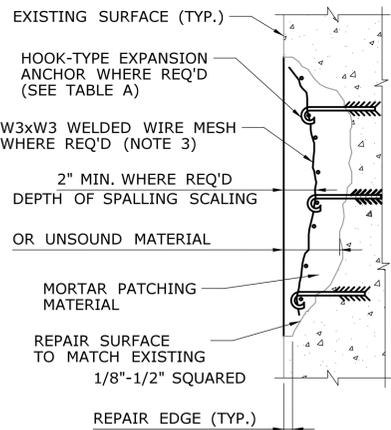
1. THE REMOVAL OF DETERIORATED CONCRETE SHALL PROCEED AS DIRECTED BY THE ENGINEER. IF THE REMOVAL OF DETERIORATED CONCRETE BECOMES EXCESSIVE, THE REMOVAL WORK SHALL BE STOPPED AT THE LOCATION AND THE ENGINEER NOTIFIED IMMEDIATELY.
2. SURFACE PREPARATION, PROPORTIONING AND MIXING OF MATERIALS, APPLICATION OF MATERIALS AND REPAIR PROCEDURES SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
3. NEW CONCRETE PATCHES SHALL MATCH SHAPE OF EXISTING CONCRETE SURFACES. UNLESS NOTED OTHERWISE, COLOR OF NEW PATCH CONCRETE SHALL MATCH COLOR OF THE ADJACENT SURFACES AS CLOSELY AS POSSIBLE.
4. EXPOSED REINFORCING BARS SHALL BE BLAST CLEANED AND A SINGLE COMPONENT ZINC PRIMER APPLIED BEFORE APPLYING THE PATCHING MATERIAL.
5. MECHANICAL COUPLER TO BE USED WHERE REQUIRED LAP LENGTH IS NOT AVAILABLE.
6. AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UNLESS OTHERWISE NOTED OR AS ORDERED BY ENGINEER.
7. DEEP PATCH REPAIR SHALL BE USED FOR ALL AREAS WITH EXPOSED REBAR. CLASS "S" CONCRETE SHALL BE USED FOR ALL DEEP PATCH REPAIRS.
8. SHALLOW PATCH REPAIR SHALL BE USED FOR ALL UNREINFORCED CONCRETE REPAIR AREAS OR AREAS WHERE NO REINFORCING IS EXPOSED. SHALLOW PATCH REPAIR SHALL USE CEMENTITIOUS MORTAR.
9. DEEP PATCH AND SHALLOW PATCH REPAIR SHALL BE PAID FOR UNDER ITEM, "RAIL FACILITY UPGRADE (SITE NO. 1)"

DEEP PATCH REPAIR PROCEDURE:

1. REMOVE DETERIORATED MATERIAL TO SOUND CONCRETE LEAVING NO OFFSET OR ABRUPT CHANGES IN CONTOUR.
2. CLEAN EXISTING REINFORCING STEEL AND CONCRETE (NEWLY EXPOSED) BY ABRASIVE BLASTING, SEE SPECIFICATIONS. MISSING OR DETERIORATED REINFORCING STEEL SHALL BE REPLACED AS SHOWN IN DETAIL OR AS DIRECTED BY THE ENGINEER.
3. INSTALL WELDED WIRE FABRIC AND APPLY ZINC PRIMER TO EXISTING AND NEW REINFORCING STEEL.
4. FORM AND PLACE PATCHING CONCRETE IMMEDIATELY FOLLOWING CURING OF THE ZINC PRIMER.
5. ALL NEW EXPOSED CONCRETE SURFACES WITHIN AREA TO BE REPAIRED SHALL BE RUBBED TO PRODUCE A SMOOTH FINISH.

CRACK REPAIR PROCEDURE (1/8"-1/4"):

1. PRIOR TO SEALING, THE CRACK SHALL BE CLEANED FREE OF DUST, SILT AND ANY OTHER MATERIAL WHICH WOULD IMPAIR BONDING. CLEANING SHALL BE DONE WITH OIL-FREE AIR JETS OR INDUSTRIAL VACUUM CLEANER.
2. SET GROUT PRESSURE INJECTION PORTS INTO PLACE ACCORDING TO EPOXY MANUFACTURER'S RECOMMENDATIONS.
3. SEAL SURFACE OF CRACKS BETWEEN INJECTION PORTS WITH TAPE OR OTHER TEMPORARY SURFACE SEALANT CAPABLE OF RETAINING THE EPOXY ADHESIVE DURING PRESSURE INJECTION.
4. PUMP EPOXY ADHESIVE INTO CRACKS THROUGH THE INJECTION PORTS.
5. ALLOW THE INJECTED EPOXY TO SET THEN CUT INJECTION PORTS FLUSH WITH SURFACE OF CONCRETE.
6. ANY CRACK LESS THAN 1/8" SHALL NOT BE PATCHED UNLESS DIRECTED BY THE ENGINEER.
7. ANY CRACK OVER 1/4" SHALL BE HAND-PACKED WITH CEMENTITIOUS MORTAR AS REQUIRED.



SHALLOW PATCH REPAIR NOTES:

1. SHALLOW PATCH REPAIR DETAIL APPLIES TO DETERIORATED AREAS OF UNREINFORCED CONCRETE OR REPAIR AREAS WHERE NO REINFORCING IS EXPOSED.
2. REPAIR DEPTH SHALL BE 1/2" (MIN.) OR GREATER. REPAIR DEPTHS LESS THAN 1/2" NEED NOT BE REPAIRED.
3. FOR AREAS WHERE THE CONCRETE REPAIR EXCEEDS 4" IN DEPTH, A SINGLE LAYER OF WIRE MESH SHALL BE USED TO REINFORCE EACH 2" THICKNESS OF PATCHING MATERIAL.
4. THE PERIMETER OF EACH DETERIORATED AREA SHALL BE SQUARED-OFF BY CHISELING OR SAWCUTTING.
5. SURFACE PREPARATION
 - A. REMOVE LOOSE AND DETERIORATED CONCRETE, INCLUDING DIRT, OIL, GREASE AND ALL BOND-INHIBITING MATERIALS FROM SURFACE, LEAVING NO OFFSET OR ABRUPT CHANGES IN CONTOUR. SURFACE PREPARATION SHALL BE DONE BY SCABBLER, CHISELING, WIRE BRUSHING OR OTHER APPROPRIATE MECHANICAL MEANS.
 - B. ROUGHEN CONTACT SURFACE WITH A MINIMUM PROFILE OF APPROXIMATELY 1/16" FOR BONDING WITH PATCHING MATERIAL.
 - C. SATURATE WITH CLEAN WATER PRIOR TO APPLYING MORTAR. SUBSTRATE SHOULD BE SATURATED SURFACE DRY (SSD) WITH NO STANDING WATER DURING APPLICATION OF PATCHING MORTAR.
6. CEMENTITIOUS MORTAR SHALL BE USED FOR ALL SHALLOW PATCH REPAIRS. SEE SPECIAL PROVISION "VARIABLE DEPTH PATCH".
7. HOOK-TYPE EXPANSION ANCHOR BOLTS SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH ASTM B695, CLASS 50, TYPE 1.

TABLE A SIZE AND SPACING OF HOOK-TYPE BOLTS	
THICKNESS OF PATCH MAT'L	SIZE AND SPACING
2" +/-	1/4" DIA. AT 18" +/- CTRS.
4" +/-	1/2" DIA. AT 24" +/- CTRS.
5" +/-	1/2" DIA. AT 22" +/- CTRS.
6" +/-	1/2" DIA. AT 20" +/- CTRS.

2 SHALLOW PATCH DETAILS NOT TO SCALE