



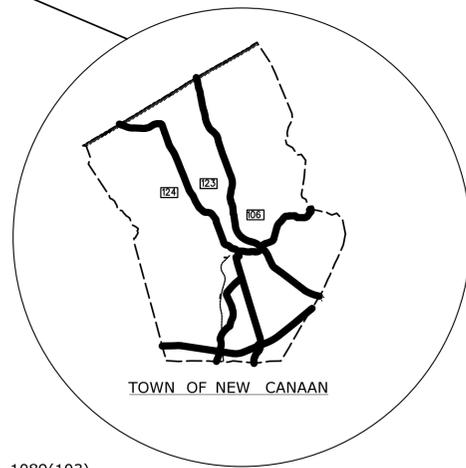
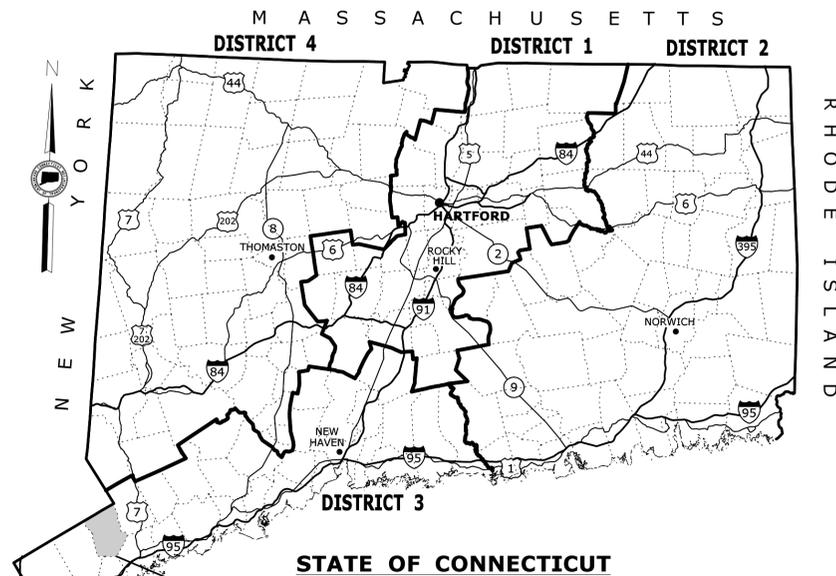
# CONNECTICUT DEPARTMENT OF TRANSPORTATION



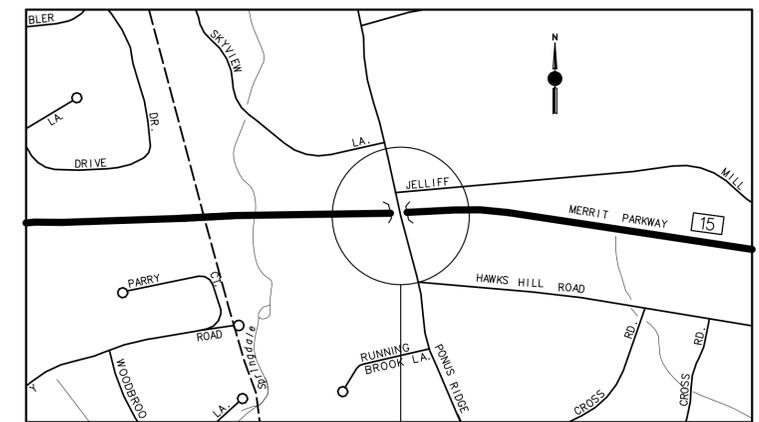
Plans For

## MERRITT PARKWAY (ROUTE 15) SAFETY IMPROVEMENTS, RESURFACING, ENHANCEMENTS, AND BRIDGE IMPROVEMENTS

Town(s)/City of  
**TOWN OF NEW CANAAN**



LIST OF DRAWINGS VOLUME 02, SUBSET 03 - STRUCTURES	
DRAWING TITLE	DRAWING NO.
TITLE SHEET	S-0
GENERAL NOTES AND QUANTITIES PONUS RIDGE ROAD	S-1
GENERAL PLAN BRIDGE NO. 00708 PONUS RIDGE ROAD	S-2
STAGE CONSTRUCTION BRIDGE NO. 00708	S-3
STAGE CONSTRUCTION - MP&T BRIDGE NO. 00708	S-4
TYPICAL CONCRETE REPAIR DETAILS	S-5
TYPICAL CONCRETE REPAIR DETAILS 2	S-6
ORIGINAL PLANS	S-7 TO S-10



BRG. 00708: MERRITT PARKWAY UNDER PONUS RIDGE ROAD

**LOCATION PLAN**  
NOT TO SCALE

**GENERAL NOTES:**

- FEDERAL AID PROJECT NO. 1089(103)
- CONSTRUCTION SPECIFICATIONS:  
CONNECTICUT DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR ROADS, BRIDGES AND INCIDENTAL CONSTRUCTION, FORM 816, DATED 2004; SUPPLEMENTAL SPECIFICATIONS, DATED JANUARY 2013; AND SPECIAL PROVISIONS
- 400 FOOT GRID BASED ON CONNECTICUT COORDINATE SYSTEM N.A.D. 1983
- VERTICAL DATUM BASED ON NGVD OF 1929

THIS PROJECT IS COMBINED WITH THE FOLLOWING PROJECTS:

- PROJECT No. 135-270
- PROJECT No. 89-125
- PROJECT No. 135-304
- PROJECT No. 135-316
- PROJECT No. 303-007

\*THE INITIAL VOLUME & SUBSET SHEET COUNT DOES NOT INCLUDE ADDENDUMS AND CHANGE ORDERS

VOLUME 02 SUBSETS		
SUBSET NO.	SUBSET TITLE	*SUBSET SHEET COUNT
01	PROJECT 135-270	80
02	PROJECT 89-125	12
03	PROJECT 89-126	11
04	PROJECT 135-304	10
05	PROJECT 135-316	12
06	TYPICAL BREAKAWAY SIGNPOST	7

STANDARD CONVENTIONS			
North Arrow W/No. Coord.	Grid Arrow	Chain Link Fence	Riprap
Edge of Road	Limit of Marsh	Rustic Fence	Hedge Row
Concrete Pavement	Stone Wall	Pipe Fence	Tree Line
Dirt Road	Ledge Outcrop	Board Fence	Shrub
B.C.L.C.	Inland Wetland Limits	Water Edge	Evergreen Tree
Granite Curb	STATE LINE	Stream	Deciduous Tree
Guide Rail	Power Line	Ditch	Retaining Wall
Concrete Median Barrier	Swamp	TOWN LINE	Highway Line
Bit. Walk	Building	Transmission Tower	Street Line
Conc. Sidewalk			Property Line
Railroad Tracks			Lot Line
			Easement Line

THE DESIGN APPEARS TO CONFORM TO APPLICABLE CRITERIA. APPROVAL IS NOT TO BE CONSTRUED TO MEAN THAT ALL ASPECTS OF THE DESIGN HAVE BEEN PERSONALLY CHECKED BY THE UNDERSIGNED.

TRANSPORTATION PRINCIPAL ENGINEER

Plans For  
**MERRITT PARKWAY (ROUTE 15)  
SAFETY IMPROVEMENTS, RESURFACING,  
ENHANCEMENTS, AND BRIDGE IMPROVEMENTS**

Town(s)/City  
**TOWN OF NEW CANAAN**

STATE PROJECT NO. **89-126** DRAWING NO. **S-0**  
SHEET NO.

**GENERAL NOTES**

SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 816 (2004), SUPPLEMENTAL SPECIFICATIONS DATED JULY, 2012 AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS (2010), AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL 2003 AND MERRITT PARKWAY BRIDGE RESTORATION GUIDE (2002).

**MATERIAL PROPERTIES:**

CLASS 'S' CONCRETE: F'C = 4000 PSI  
CLASS 'S' CONCRETE FOR HISTORIC BRIDGES: F'C = 3000 PSI  
REINFORCEMENT: ASTM A615 GRADE 60, FY = 60 KSI

FUTURE PAVING ALLOWANCE: NONE

TRAFFIC: ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIAL PROVISIONS 'MAINTENANCE AND PROTECTION OF TRAFFIC' AND 'PROSECUTION AND PROGRESS'

CONCRETE REPAIRS: ALL CONCRETE REPAIRS SHALL BE HISTORIC UNLESS SPECIFIED OTHERWISE.

SALVAGE: NONE

UTILITIES: THE CONTRACTOR SHALL COORDINATE WITH LOCAL UTILITIES BEFORE BRIDGE WORK BEGINS. REFER TO NOTICE TO CONTRACTOR - NOTIFICATION OF UTILITIES.

DIMENSIONS: ALL DIMENSIONS SHOWN ON THE PLANS ARE IN FEET AND INCHES UNLESS NOTED OTHERWISE. ALL ELEVATIONS ARE GIVEN IN FEET. WHEN ELEVATIONS ARE GIVEN TO LESS THAN THREE DECIMAL PLACES, THE OMITTED DIGITS SHALL BE ASSUMED TO BE ZEROS.

EXISTING DIMENSIONS: THE DIMENSIONS SHOWN ARE APPROXIMATE AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY.

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

CONCRETE COVER: ALL REINFORCEMENT SHALL HAVE 2" COVER UNLESS DIMENSIONED OTHERWISE.

REINFORCEMENT: ALL REINFORCEMENT SHALL CONFORM TO THE REQUIREMENTS OF ASTM A615, GRADE 60.

ALL REINFORCEMENT SHALL BE UNCOATED. THE COST OF FURNISHING AND PLACING THIS REINFORCEMENT SHALL BE INCLUDED IN THE ITEM "DEFORMED STEEL BARS".

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

BITUMINOUS CONCRETE OVERLAY: THE PAVEMENT SHALL CONSIST OF HMA S0.5. THE TOP COURSE SHALL HAVE A UNIFORM 2" THICKNESS.

STAGING OF BRIDGE WORK: STAGING ALONG THE MERRITT PARKWAY FOR WORK AT THE BRIDGE SHALL BE COORDINATED WITH THE STAGING ALONG THE MERRITT PARKWAY FOR ROADWAY WORK.

TRAFFIC CONTROL ON BRIDGE: THE CONTRACTOR SHALL NOTIFY THE TOWN OF NEW CANAAN AND THE TOWN'S TRAFFIC AUTHORITY OF HIS INTENTION TO ESTABLISH M&PT CONTROLS A MINIMUM OF ONE MONTH IN ADVANCE OF SUCH TRAFFIC CONTROL. REFER TO PROSECUTION AND PROGRESS FOR CONTACT INFORMATION.

RECONSTRUCTION OF PONUS RIDGE ROAD: PRIOR TO EXCAVATION, THE CONTRACTOR SHALL SURVEY THE EXISTING ROADWAY CENTER LINE AND GUTTER LINE PROFILES TO RE-ESTABLISH THE FINAL ROADWAY TO MATCH THE EXISTING.

INTRADOS AND FRAME UNDERSIDE REPAIRS: THE CONTRACTOR SHALL ENSURE THAT CONSTRUCTION MEANS AND METHODS ARE THOROUGHLY CONSIDERED FOR ANY REPAIRS TO THE INTRADOS OR FRAME UNDERSIDES OF THE BRIDGES. CONSTRUCTION TECHNIQUES SHOULD BE IN PLACE THAT ALLOW FOR QUALITY CONTROL AND QUALITY ASSURANCE AND THOSE TECHNIQUES SHOULD BE SUBMITTED TO THE ENGINEER FOR HIS REVIEW PRIOR TO ANY ATTEMPTED UNDERSIDE REPAIRS. REFER TO THE SPECIAL PROVISIONS FOR REQUIREMENTS REGARDING DETAILS OF THE SUBMITTAL.

EXISTING LOW CLEARANCE: LOW VERTICAL CLEARANCES BETWEEN THE ROADWAY AND THE UNDERSIDE OF BRIDGE FASCIA ARE DENOTED BY "LC". THESE CLEARANCES ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND MUST BE VERIFIED BY THE CONTRACTOR. FORMWORK AND FALSEWORK MUST MAINTAIN MINIMUM VERTICAL CLEARANCES AS DENOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

HEAVY EQUIPMENT: THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A LIST OF PROPOSED EQUIPMENT FOR USE ON THE BRIDGE. THE USE OF VIBRATORY ROLLERS ON THE BRIDGE IS PROHIBITED. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE STRUCTURAL INTEGRITY OF THE BRIDGE DURING CONTRACT OPERATIONS.

**NOTICE TO BRIDGE INSPECTORS**

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

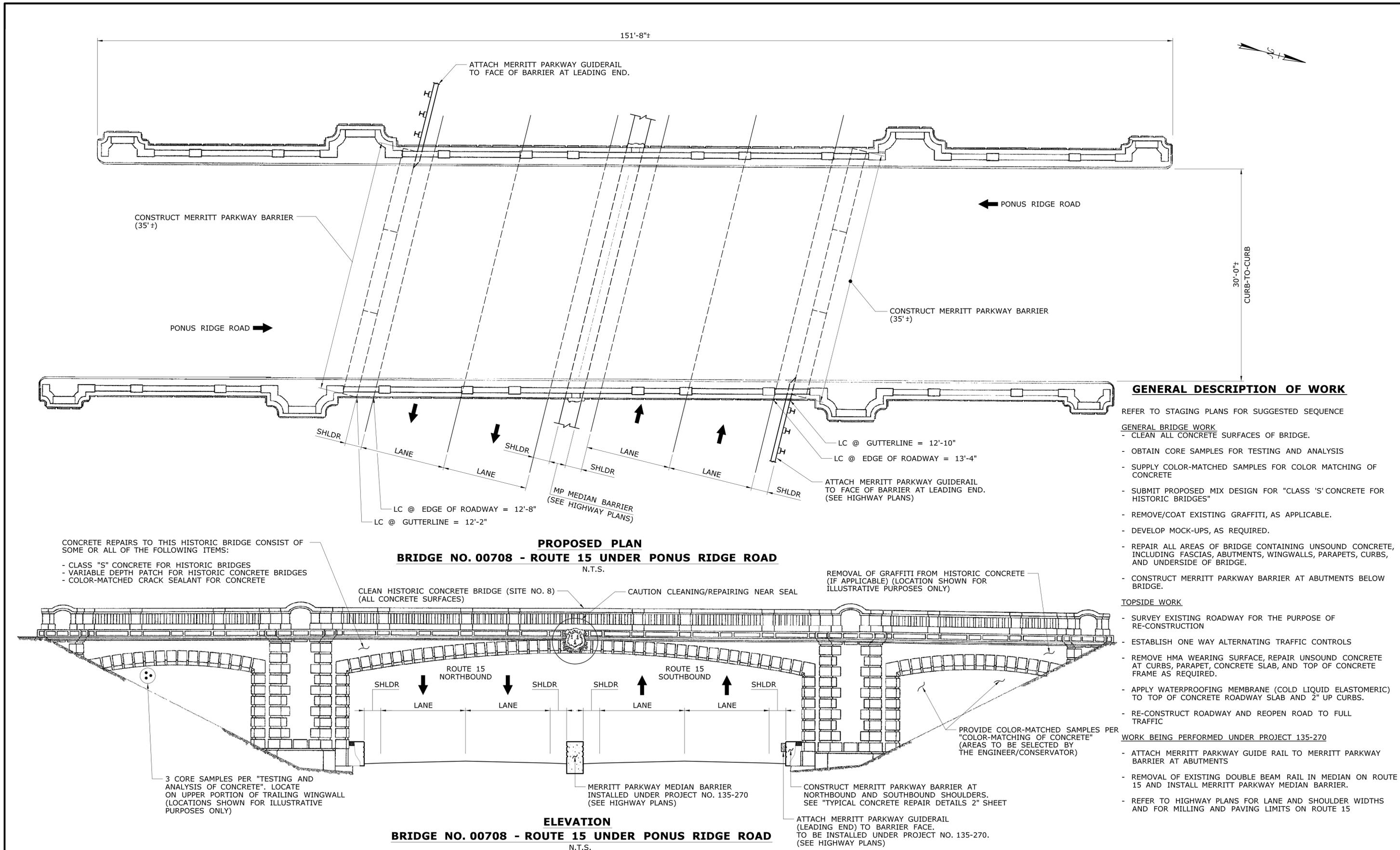
COMPONENT OR DETAIL	BRIDGE SHEET REFERENCE
FOLLOW NORMAL INSPECTION PROCEDURES	-

INSPECTION OF FIELD WELDS		
METHOD	UNIT	AMOUNT
ULTRASONIC	IN	0
MAGNETIC PARTICLE	FT	0

CONCRETE DISTRIBUTION		
ITEM	UNIT	AMOUNT
SUPERSTRUCTURE	FT <sup>3</sup>	-
SUBSTRUCTURE	FT <sup>3</sup>	-
FOOTINGS	FT <sup>3</sup>	-
TOTAL	FT <sup>3</sup>	-

PROJECT	SITE LOCATION	ITEM NO.	BRIDGE ITEMS																						
			EARTH EXCAVATION	REMOVAL OF HMA WEARING SURFACE	CUT BITUMINOUS CONCRETE PAVEMENT	HMA S0.5	MATERIAL FOR TACK COAT	CLEAN HISTORIC CONCRETE BRIDGE (SITE NO. 8)	PARTIAL DEPTH PATCH	CLASS 'S' CONCRETE FOR HISTORIC BRIDGES	COLOR MATCHING OF CONCRETE	COLOR-MATCHED CRACK SEALANT FOR CONCRETE	VARIABLE DEPTH PATCH FOR HISTORIC CONCRETE BRIDGES	TESTING AND ANALYSIS OF HISTORIC CONCRETE	DRILLING HOLES AND GROUTING DOWELS	EMBEDDED GALVANIC ANODE	MEMBRANE WATERPROOFING (COLD LIQUID ELASTOMERIC)	MERRITT PARKWAY BARRIER	TEMPORARY PRECAST CONCRETE BARRIER CURB	RELOCATED TEMPORARY PRECAST CONCRETE BARRIER CURB	TEMPORARY IMPACT ATTENUATION SYSTEM TYPE A MODULE 700 LB	TEMPORARY IMPACT ATTENUATION SYSTEM TYPE A MODULE 1400 LB	TEMPORARY IMPACT ATTENUATION SYSTEM TYPE A MODULE 2100 LB	RELOCATION OF TEMPORARY IMPACT ATTENUATION SYSTEM TYPE A	
089-126	SITE NO. 8: BRG 00708 - MP UNDER PONUS RIDGE RD	0202000	C.Y.	S.Y.	L.F.	TON	GAL	L.S.	C.F.	C.F.	EA.	L.F.	C.F.	EA.	EA.	EA.	S.Y.	L.F.	L.F.	L.F.	EA.	EA.	EA.	EA.	
		0202479A																							
		0202529																							
		0406171A																							
		0406236																							
		0503258A																							
		0601318A																							
		0601426A																							
		0601887A																							
		0601892A																							
		0601893A																							
		0601988A																							
		0602910A																							
		0603726A																							
		0707009A																							
		0821019A																							
		0822001																							
		0822002																							
		1807012																							
		1807013																							
		1807014																							
		1807101																							
			SUBTOTAL	3	285	215	95	10	L.S.	50	65	3	15	10	1	24	200	245	70	200	200	2	8	4	2
			UNASSIGNED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			TOTAL	3	285	215	95	10	L.S.	50	65	3	15	10	1	24	200	245	70	200	200	2	8	4	2

REV. DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 2/20/2013	DESIGNER/DRAFTER: <b>MC</b>	CHECKED BY: <b>KVB</b>	SCALE AS NOTED	 <b>STATE OF CONNECTICUT</b> <b>DEPARTMENT OF TRANSPORTATION</b>	SIGNATURE/BLOCK: <b>OFFICE OF ENGINEERING</b> APPROVED BY:	PROJECT TITLE: <b>MERRITT PARKWAY (ROUTE 15)</b> <b>SAFETY IMPROVEMENTS, RESURFACING,</b> <b>ENHANCEMENTS AND BRIDGE IMPROVEMENTS</b>	TOWN: <b>NEW CANAAN</b>	DRAWING TITLE: <b>GENERAL NOTES</b> <b>AND QUANTITIES</b> <b>PONUS RIDGE ROAD</b>	PROJECT NO. <b>089-126</b>	DRAWING NO. <b>S-1</b>	SHEET NO.
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**GENERAL DESCRIPTION OF WORK**

- REFER TO STAGING PLANS FOR SUGGESTED SEQUENCE
- GENERAL BRIDGE WORK**
- CLEAN ALL CONCRETE SURFACES OF BRIDGE.
  - OBTAIN CORE SAMPLES FOR TESTING AND ANALYSIS
  - SUPPLY COLOR-MATCHED SAMPLES FOR COLOR MATCHING OF CONCRETE
  - SUBMIT PROPOSED MIX DESIGN FOR "CLASS 'S' CONCRETE FOR HISTORIC BRIDGES"
  - REMOVE/COAT EXISTING GRAFFITI, AS APPLICABLE.
  - DEVELOP MOCK-UPS, AS REQUIRED.
  - REPAIR ALL AREAS OF BRIDGE CONTAINING UNSOUND CONCRETE, INCLUDING FASCIAS, ABUTMENTS, WINGWALLS, PARAPETS, CURBS, AND UNDERSIDE OF BRIDGE.
  - CONSTRUCT MERRITT PARKWAY BARRIER AT ABUTMENTS BELOW BRIDGE.
- TOPSIDE WORK**
- SURVEY EXISTING ROADWAY FOR THE PURPOSE OF RE-CONSTRUCTION
  - ESTABLISH ONE WAY ALTERNATING TRAFFIC CONTROLS
  - REMOVE HMA WEARING SURFACE, REPAIR UNSOUND CONCRETE AT CURBS, PARAPET, CONCRETE SLAB, AND TOP OF CONCRETE FRAME AS REQUIRED.
  - APPLY WATERPROOFING MEMBRANE (COLD LIQUID ELASTOMERIC) TO TOP OF CONCRETE ROADWAY SLAB AND 2" UP CURBS.
  - RE-CONSTRUCT ROADWAY AND REOPEN ROAD TO FULL TRAFFIC
- WORK BEING PERFORMED UNDER PROJECT 135-270**
- ATTACH MERRITT PARKWAY GUIDE RAIL TO MERRITT PARKWAY BARRIER AT ABUTMENTS
  - REMOVAL OF EXISTING DOUBLE BEAM RAIL IN MEDIAN ON ROUTE 15 AND INSTALL MERRITT PARKWAY MEDIAN BARRIER.
  - REFER TO HIGHWAY PLANS FOR LANE AND SHOULDER WIDTHS AND FOR MILLING AND PAVING LIMITS ON ROUTE 15

CONCRETE REPAIRS TO THIS HISTORIC BRIDGE CONSIST OF SOME OR ALL OF THE FOLLOWING ITEMS:

- CLASS "S" CONCRETE FOR HISTORIC BRIDGES
- VARIABLE DEPTH PATCH FOR HISTORIC CONCRETE BRIDGES
- COLOR-MATCHED CRACK SEALANT FOR CONCRETE

**PROPOSED PLAN**  
**BRIDGE NO. 00708 - ROUTE 15 UNDER PONUS RIDGE ROAD**  
 N.T.S.

CLEAN HISTORIC CONCRETE BRIDGE (SITE NO. 8)  
 CAUTION CLEANING/REPAIRING NEAR SEAL

REMOVAL OF GRAFFITI FROM HISTORIC CONCRETE (IF APPLICABLE) (LOCATION SHOWN FOR ILLUSTRATIVE PURPOSES ONLY)

**ELEVATION**  
**BRIDGE NO. 00708 - ROUTE 15 UNDER PONUS RIDGE ROAD**  
 N.T.S.

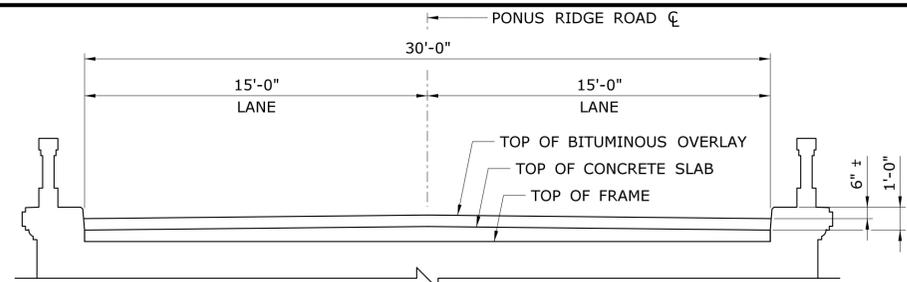
3 CORE SAMPLES PER "TESTING AND ANALYSIS OF CONCRETE". LOCATE ON UPPER PORTION OF TRAILING WINGWALL (LOCATIONS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY)

MERRITT PARKWAY MEDIAN BARRIER INSTALLED UNDER PROJECT NO. 135-270 (SEE HIGHWAY PLANS)

CONSTRUCT MERRITT PARKWAY BARRIER AT NORTHBOUND AND SOUTHBOUND SHOULDERS. SEE "TYPICAL CONCRETE REPAIR DETAILS 2" SHEET

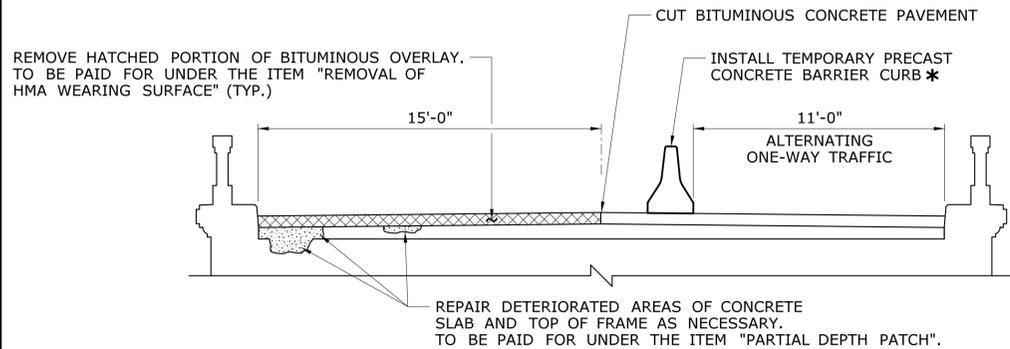
ATTACH MERRITT PARKWAY GUIDERAIL (LEADING END) TO BARRIER FACE. TO BE INSTALLED UNDER PROJECT NO. 135-270. (SEE HIGHWAY PLANS)

DESIGNER/DRAFTER: <b>MC</b>	<p><b>STATE OF CONNECTICUT</b>  <b>DEPARTMENT OF TRANSPORTATION</b></p>	SIGNATURE/BLOCK: <b>OFFICE OF ENGINEERING</b>	PROJECT TITLE: <b>MERRITT PARKWAY (ROUTE 15)</b> <b>SAFETY IMPROVEMENTS, RESURFACING,</b> <b>ENHANCEMENTS AND BRIDGE IMPROVEMENTS</b>	TOWN: <b>NEW CANAAN</b>	PROJECT NO. <b>89-126</b>
CHECKED BY: <b>KVB</b>		APPROVED BY:	<b>GENERAL PLAN</b> <b>BRIDGE NO. 00708</b> <b>PONUS RIDGE ROAD</b>	DRAWING NO. <b>S-2</b>	
SCALE AS NOTED	Filename: ...SB-89-126-Brg708-General_Plan.dgn				
REV. DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 2/19/2013		



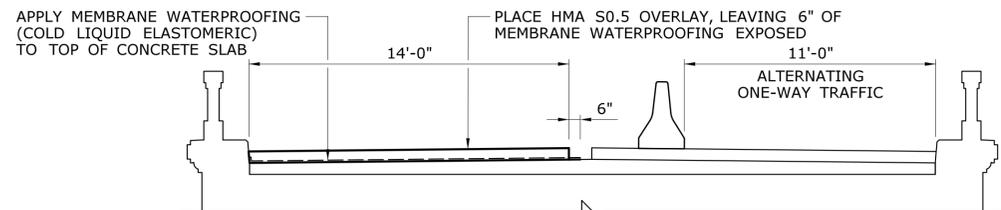
**SECTION - EXISTING CONDITION**

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



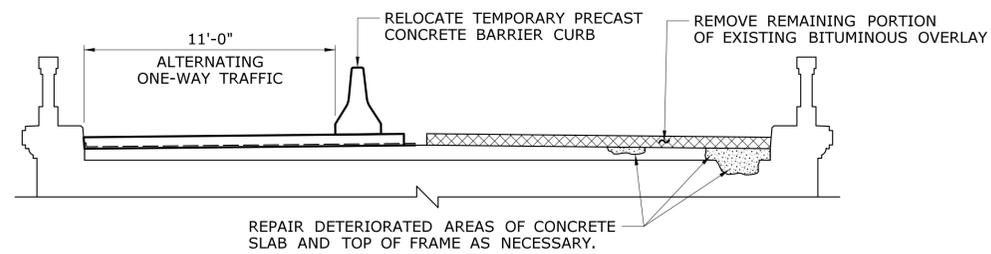
**STAGE 1A**

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



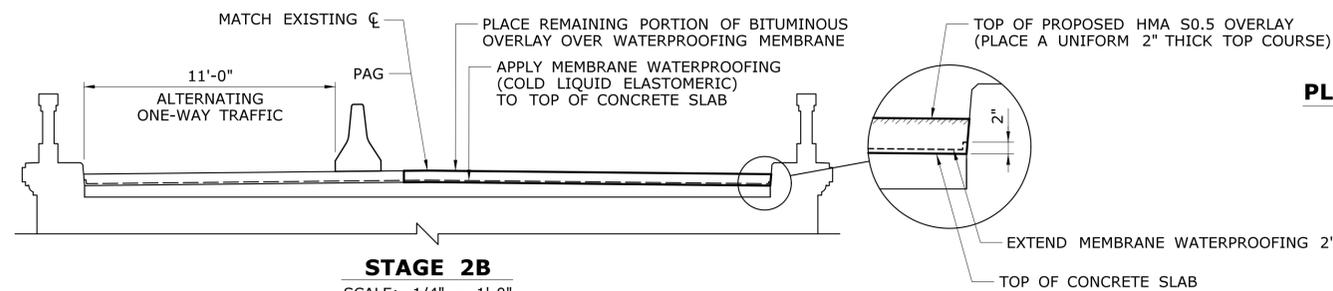
**STAGE 1B**

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



**STAGE 2A**

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



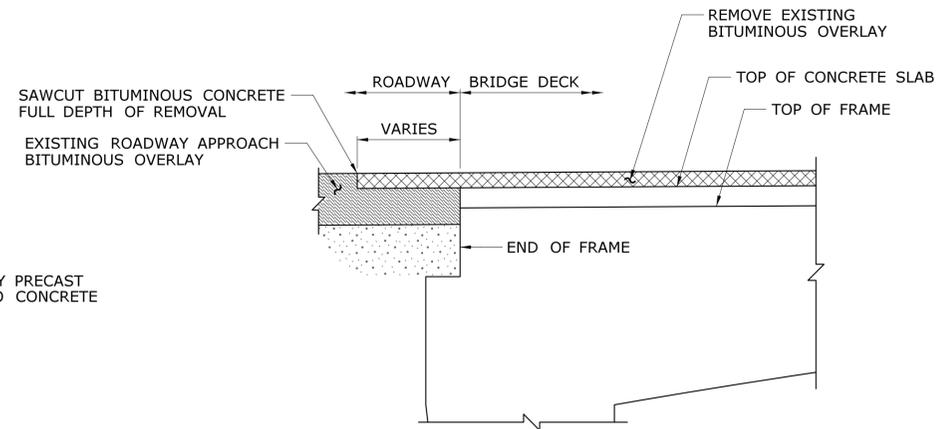
**STAGE 2B**

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

**\*NOTE:** DO NOT ANCHOR TEMPORARY PRECAST CONCRETE BARRIER CURB TO CONCRETE ROADWAY PAVEMENT

**NOTES:**

1. AT LOCATIONS WHERE THE CONCRETE SLAB IS DETERIORATED FULL DEPTH AND TOP OF FRAME REPAIRS ARE NECESSARY, THE PATCH MATERIAL MAY BE POURED MONOLITHICALLY.
2. LOCATIONS AND AREAS OF DETERIORATED CONCRETE AT SLAB AND TOP OF FRAME ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. TO BE FIELD DETERMINED BY ENGINEER.



**SECTION - END OF FRAME**

N.T.S.



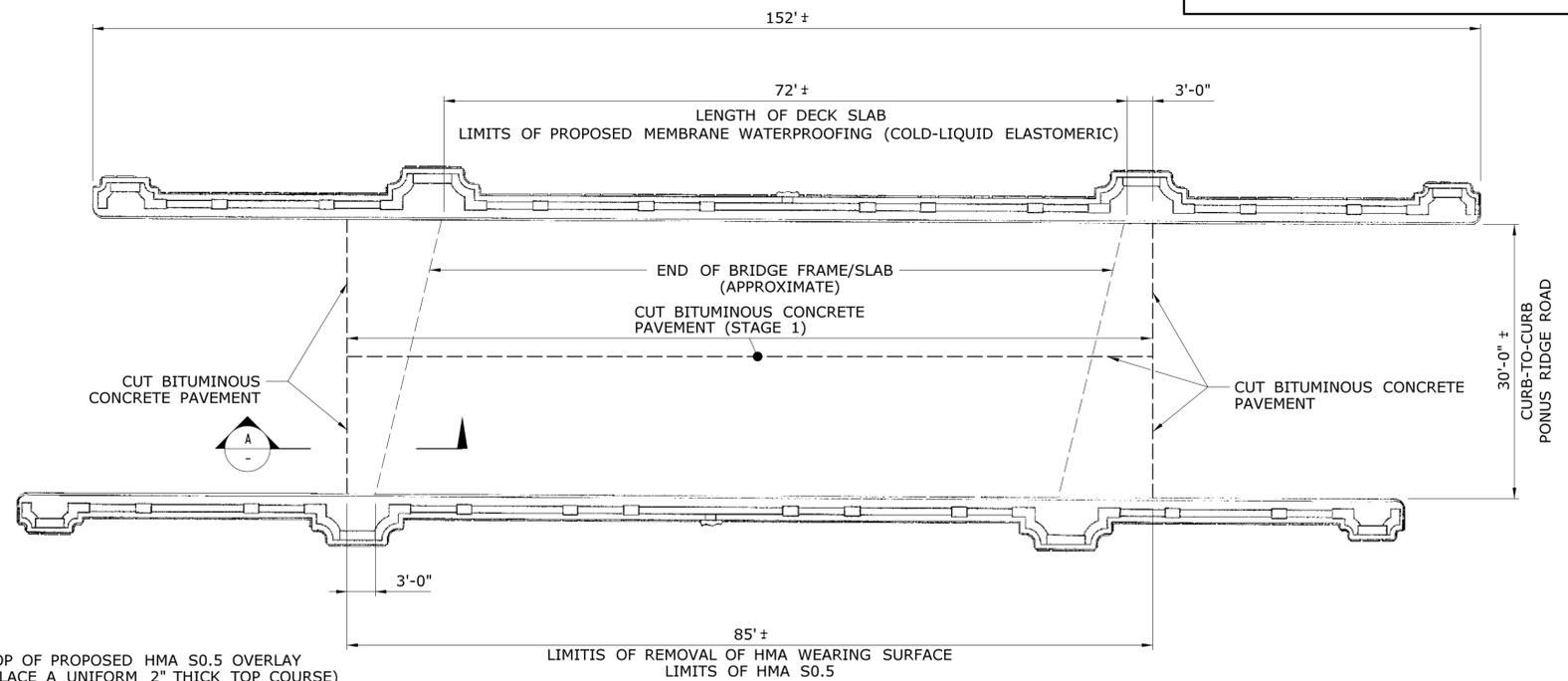
**PROPOSED SEQUENCE OF STAGE CONSTRUCTION (TOPSIDE WORK)**

**STAGE 1**

1. SURVEY EXISTING ROADWAY FOR RE-ESTABLISHMENT OF FINAL PROFILE ALONG CENTERLINE
2. INSTALL TEMPORARY PRECAST CONCRETE BARRIER CURB AND ESTABLISH M & PT.
3. REMOVE STAGE 1 HMA WEARING SURFACE
4. REPAIR REINFORCED CONCRETE SLAB AND TOP OF FRAME AS NECESSARY.
5. APPLY MEMBRANE WATERPROOFING WITHIN LIMITS SHOWN.
6. PLACE HMA S0.5 OVERLAY WITHIN LIMITS SHOWN TO MATCH APPROACH PAVEMENT. PROVIDE UNIFORM 2 INCH HMA S0.5 FOR FINAL LIFT.

**STAGE 2**

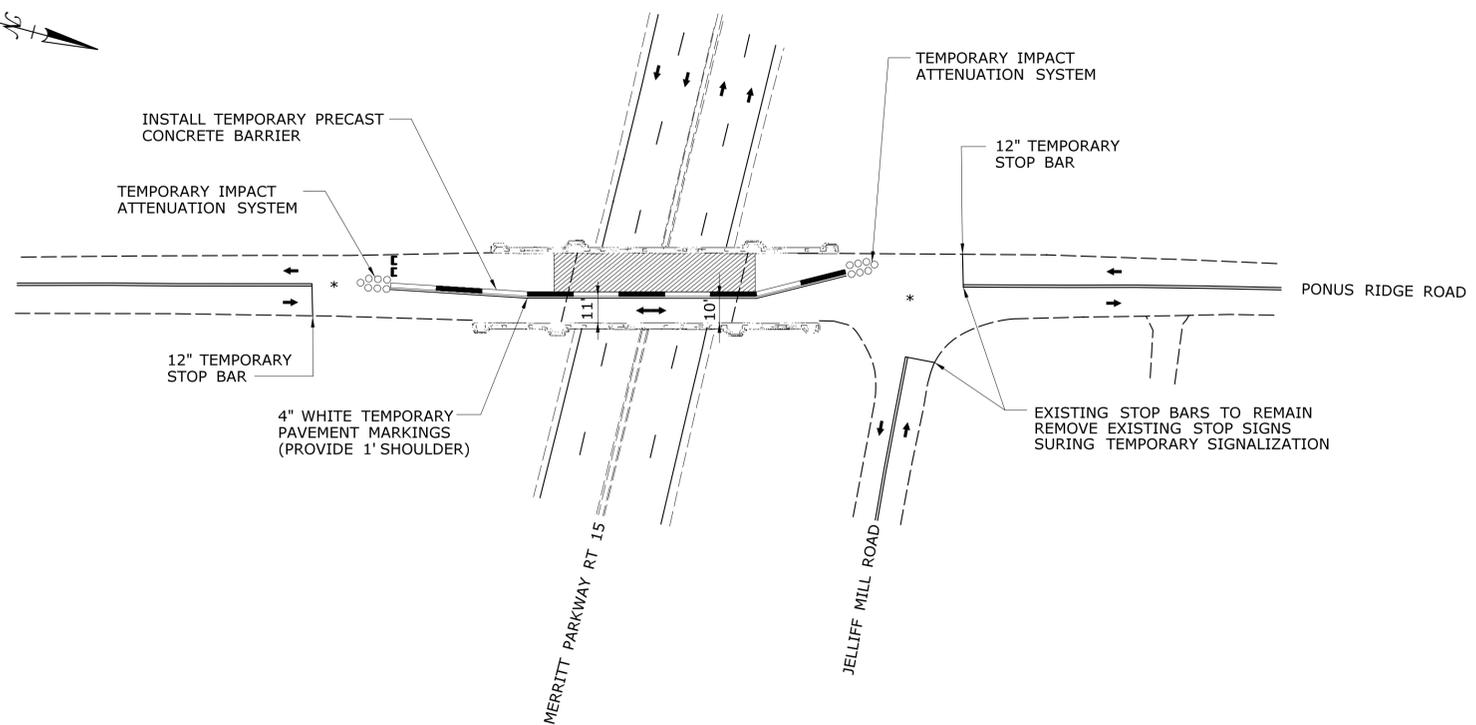
6. RELOCATE TEMPORARY PRECAST CONCRETE BARRIER CURB AND SHIFT TRAFFIC ONTO RECONSTRUCTED PORTION OF ROADWAY.
7. REMOVE REMAINING PORTION OF BITUMINOUS OVERLAY.
8. REPAIR REINFORCED CONCRETE SLAB AND TOP OF FRAME AS NECESSARY.
9. APPLY MEMBRANE WATERPROOFING WITHIN LIMITS SHOWN.
10. PLACE HMA S0.5 WITHIN LIMITS SHOWN TO MATCH APPROACH PAVEMENT. RE-ESTABLISH CENTERLINE PROFILE FROM SURVEY. PROVIDE UNIFORM 2 INCH HMA S0.5 FINAL LIFT.



**PLAN - LIMITS FOR REMOVAL OF EXISTING BITUMINOUS OVERLAY AND LIMITS FOR PROPOSED MEMBRANE WATERPROOFING**

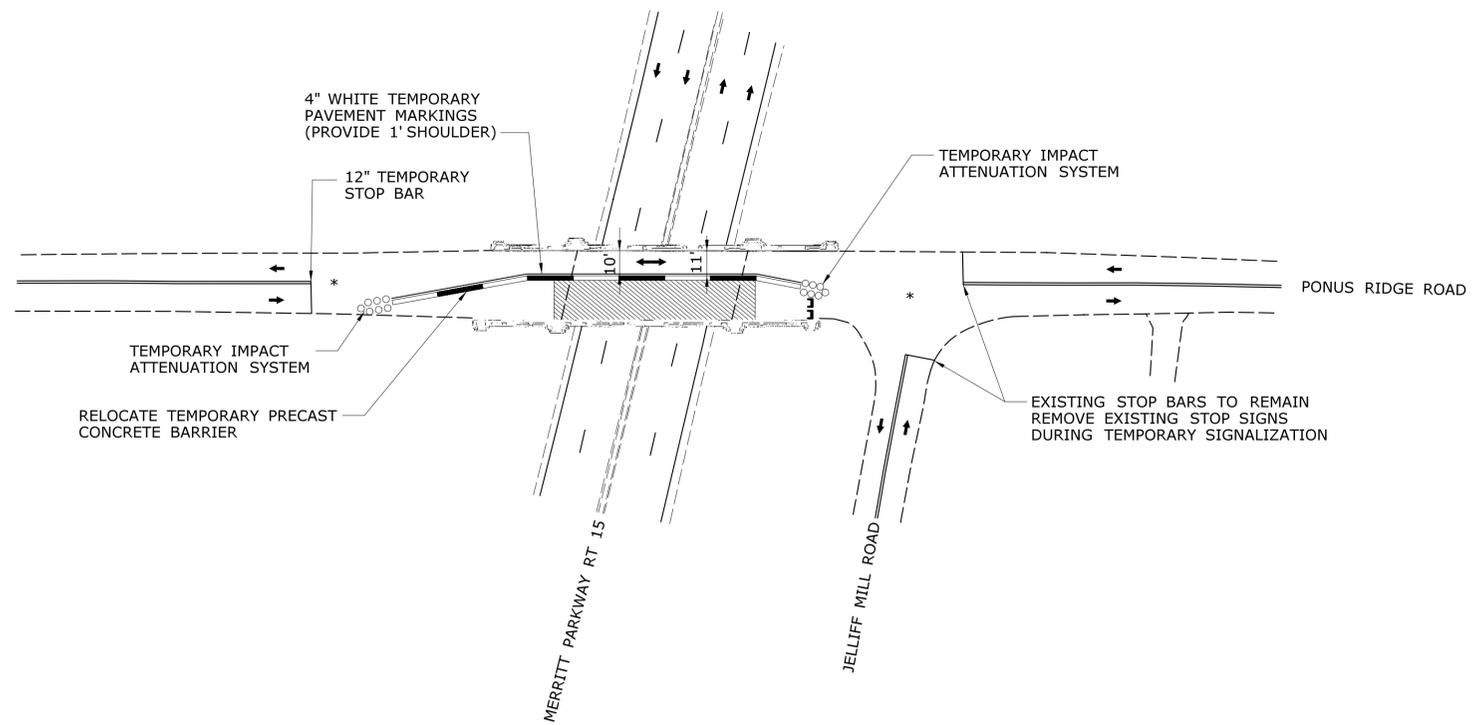
N.T.S.

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				CHECKED BY: -		OFFICE OF ENGINEERING		DRAWING NO. <b>S-3</b>	SHEET NO.
				SCALE AS NOTED	Filename: ...SB-89-126-Brq708_Stage_Construction.dgn	APPROVED BY:	DATE:	DRAWING TITLE: <b>STAGE CONSTRUCTION</b> BRIDGE NO. 00708	



**STAGE 1 PLAN - PONUS RIDGE OVER ROUTE 15**

SCALE: 1" = 40'

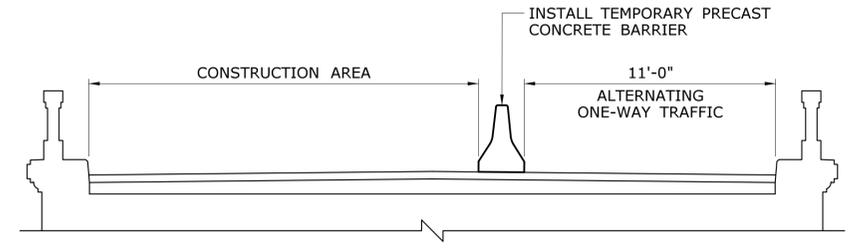


**STAGE 2 PLAN - PONUS RIDGE OVER ROUTE 15**

SCALE: 1" = 40'

**STAGE CONSTRUCTION NOTES:**

- MAINTAIN TRAFFIC OPERATIONS AT ALL TIMES IN ACCORDANCE WITH CONTRACT SPECIAL PROVISIONS SECTION 1.08 - PROSECUTION AND PROGRESS AND ITEM NO. 0971001A - MAINTENANCE AND PROTECTION OF TRAFFIC.
- EACH STAGE SHALL BE FUNCTIONALLY COMPLETE, AS DETERMINED BY THE ENGINEER, BEFORE ANY SUBSEQUENT STAGES MAY BE IMPLEMENTED.
- THE CONTRACTOR SHALL SUBMIT ANY PROPOSED VARIATIONS TO THE STAGE CONSTRUCTION PLANS TO THE ENGINEER FOR APPROVAL AT LEAST 30 DAYS BEFORE THE NEXT SCHEDULED STAGE CHANGE.
- ALL TPCBC SHALL BE INSTALLED IN ACCORDANCE WITH THE STANDARD DRAWING.
- EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED WITHIN THE PROJECT LIMITS. BLACK LINE MASK PAVEMENT MARKING TAPE SHALL BE USED TO COVER EXISTING CONFLICTING PAVEMENT MARKINGS OUTSIDE OF THE LIMITS. CONFLICTING MARKINGS TO BE COVERED OR REMOVED INCLUDES THOSE OUTSIDE THE TRAVELWAY.



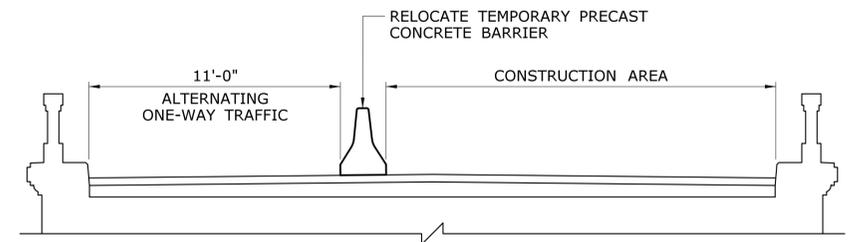
**STAGE 1**

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

**NOTE:**

**LEGEND:**

- DIRECTION OF TRAVEL
- CONSTRUCTION BARRICADE TYPE III
- CONSTRUCTION AREA
- TEMPORARY PRECAST CONCRETE BARRIER CURB (W/DE-7C DELINEATORS)
- TEMPORARY IMPACT ATTENUATOR (W/DE-9 DELINEATORS) (NUMBERS INDICATES MASS OF SAND IN LBS IN EACH BARREL)

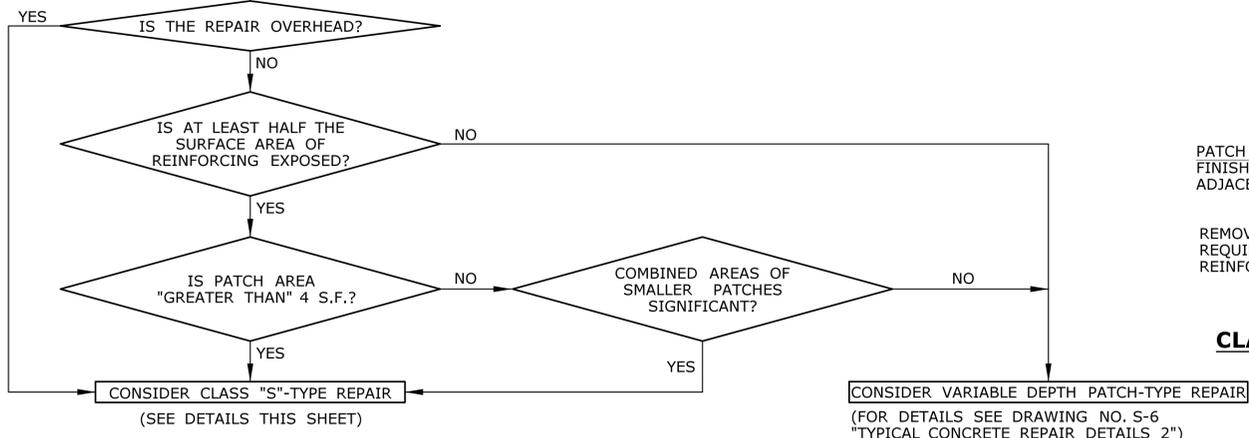


**STAGE 2**

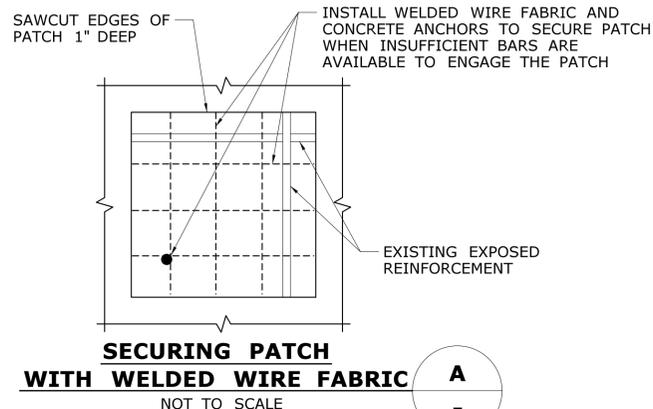
SCALE: 1/4" = 1'-0"

		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: <b>MC/OF/JMF</b> CHECKED BY: <b>KVB/PJC</b>	 <b>STATE OF CONNECTICUT</b> <b>DEPARTMENT OF TRANSPORTATION</b>	SIGNATURE/ BLOCK: <b>OFFICE OF ENGINEERING</b> APPROVED BY: _____ DATE: _____	PROJECT TITLE: <b>MERRITT PARKWAY (ROUTE 15)</b> <b>SAFETY IMPROVEMENTS, RESURFACING,</b> <b>ENHANCEMENTS AND BRIDGE IMPROVEMENTS</b>	TOWN: <b>NEW CANAAN</b> DRAWING TITLE: <b>STAGE CONSTRUCTION MP&amp;T</b> <b>BRIDGE NO. 00708</b>	PROJECT NO. <b>89-126</b> DRAWING NO. <b>S-4</b> SHEET NO.	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 2/19/2013	SCALE AS NOTED	Filename: ...\\SB-89-126-Brq708_Stage_Construction_MP&T.dgn			

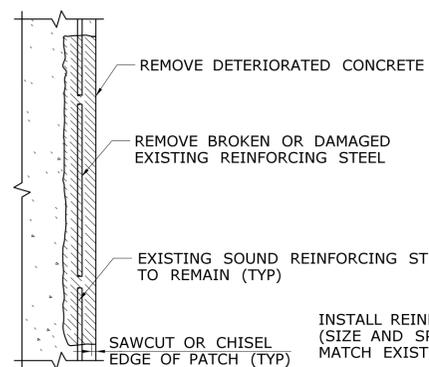
DELINEATE AND REMOVE AREAS OF UNSOUND CONCRETE



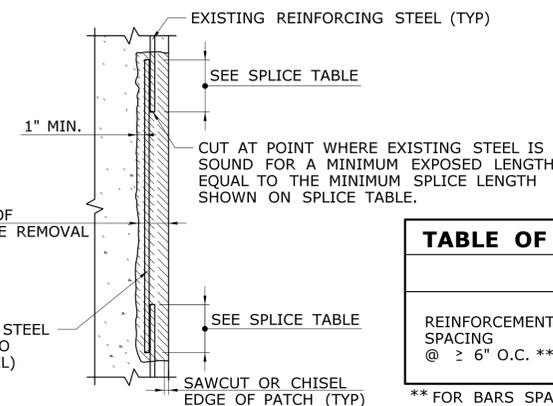
**FLOWCHART TO DETERMINE TYPE OF CONCRETE REPAIR**



**SECURING PATCH WITH WELDED WIRE FABRIC**  
NOT TO SCALE



**TYPICAL SECTION DAMAGED REINFORCING**

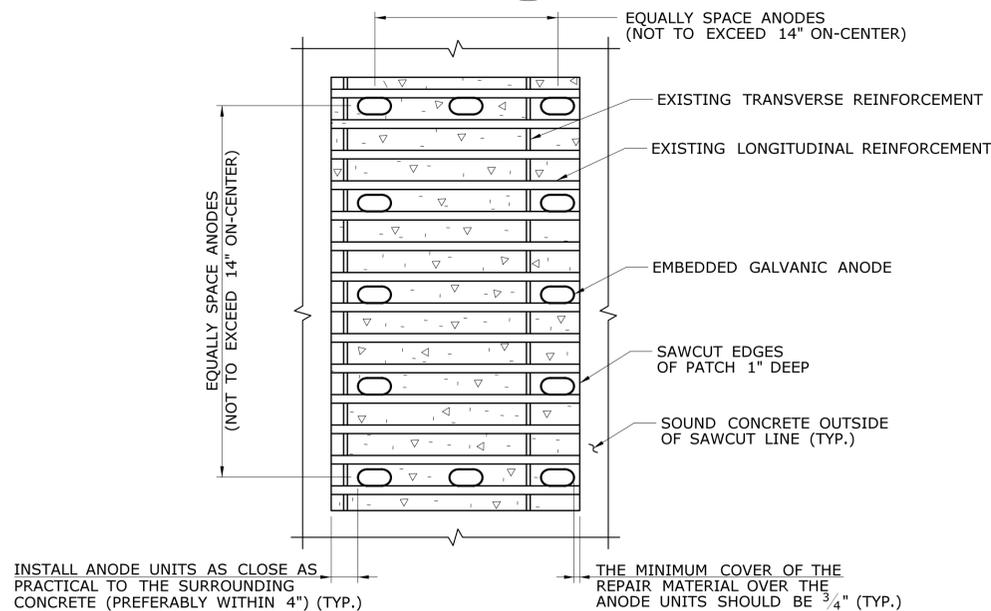


**TYPICAL SPLICE DETAIL**

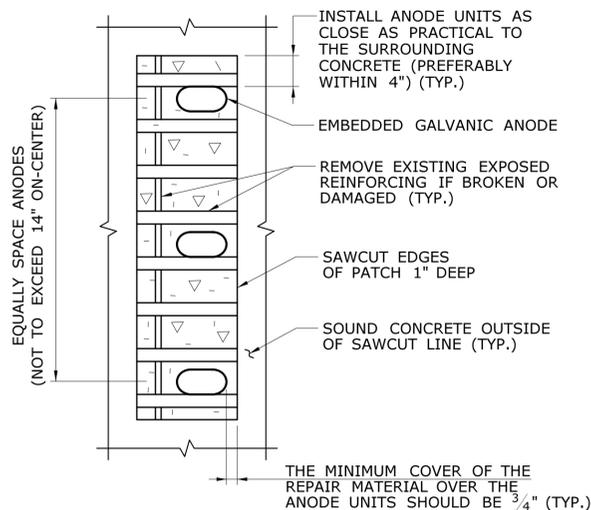
TABLE OF SPLICE LENGTHS		
	BAR SIZE	MIN. SPLICE LENGTH
REINFORCEMENT SPACING @ ≥ 6" O.C. **	#4	1'-4"
	#5	1'-4"
	#6	1'-9"
	#7	2'-4"
	#8	3'-0"

\*\* FOR BARS SPACED "LESS THAN" 6" O.C. MULTIPLY TABLE VALUES BY 1.25

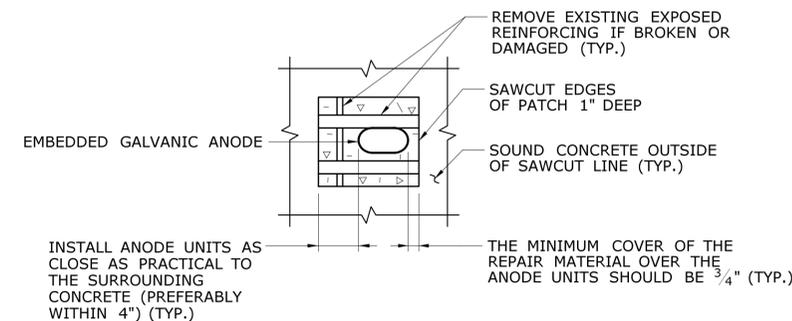
**REINFORCING REPAIR DETAIL**  
NOT TO SCALE



**ANODE PLACEMENT - LARGE RECTANGULAR-TYPE PATCH**



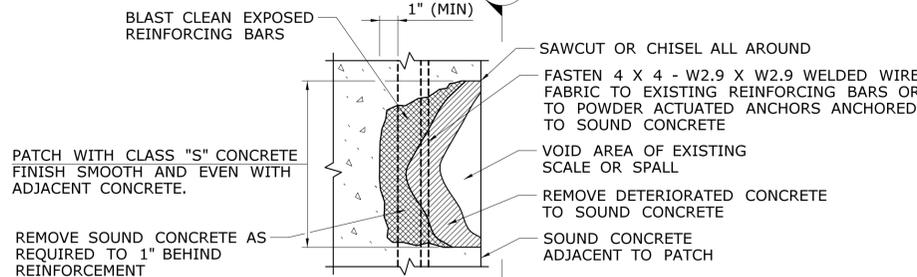
**ANODE PLACEMENT - NARROW-TYPE PATCH**



**ANODE PLACEMENT - SMALL PATCH**

**INSTALLATION OF EMBEDDED GALVANIC ANODES**  
NOT TO SCALE

**CLASS "S" CONCRETE AND CLASS "S" CONCRETE FOR HISTORIC BRIDGES REPAIR**  
NOT TO SCALE



**CONCRETE REPAIR NOTES:**

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

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

THE CONTRACTOR SHALL SUPPLY WHATEVER MEANS NECESSARY, INCLUDING BUT NOT LIMITED TO LADDERS, LIFTS AND TRAFFIC PROTECTION FOR THE ENGINEER TO SAFELY ACCESS VARIOUS AREAS FOR INSPECTION. THE COST OF PROVIDING ACCESS FOR THE INSPECTION IS INCLUDED IN THE GENERAL COST OF THE PROJECT.

CLASS "S" CONCRETE / CLASS "S" CONCRETE FOR HISTORIC BRIDGES (CLASS "S" TYPE)

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

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

BEFORE APPLYING THE PATCHING MATERIAL, THE REINFORCING BARS SHALL BE BLAST CLEANED AND EMBEDDED GALVANIC ANODES INSTALLED.

**REINFORCING BAR REPAIRS**

REINFORCING WHICH IS DETERMINED BY THE ENGINEER TO BE IN NEED OF REPLACEMENT, SHALL BE REMOVED TO A POINT WHERE IT IS SOUND. THE PATCH SHALL EXTEND A SUFFICIENT DISTANCE BEYOND THIS POINT TO DEVELOP A SPLICE LENGTH SPECIFIED IN THE TABLE ON THIS SHEET.

**EMBEDDED GALVANIC ANODES**

ANODES ARE TO BE INSTALLED IN "CLASS 'S' CONCRETE" AND "CLASS 'S' CONCRETE FOR HISTORIC BRIDGES" CONCRETE REPAIRS.

INSTALLATION OF ANODES SHALL BE AS DETAILED ON THIS PLAN AND PER THE RECOMMENDATIONS OF THE ANODE MANUFACTURER'S REPRESENTATIVE AND AS DIRECTED BY THE ENGINEER.

**RESTRICTIONS**

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

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

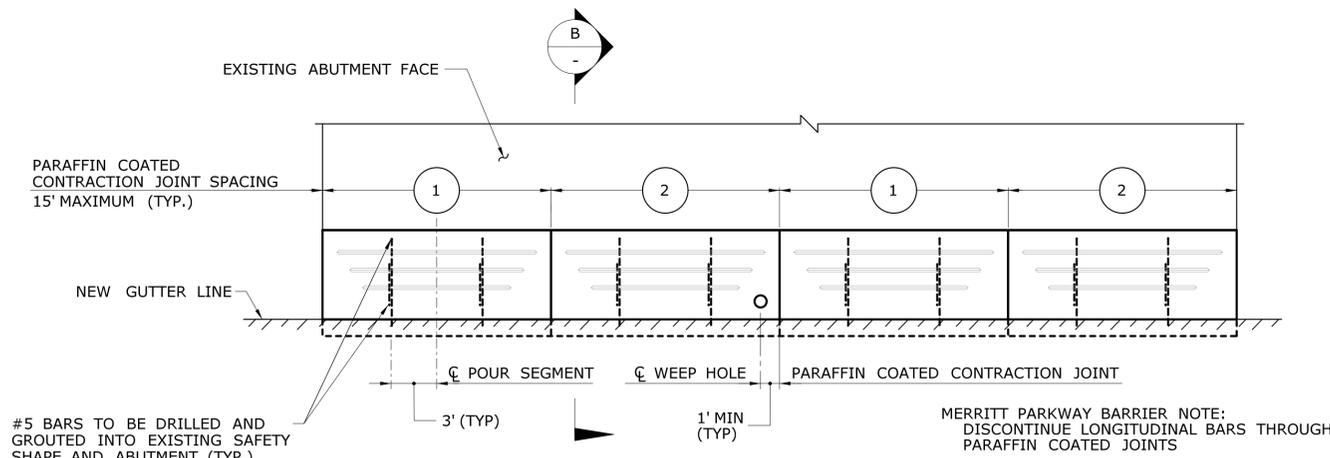
IF REMOVAL EXTENDS MORE THAN 1 1/2" BEHIND THE MAIN REINFORCING BARS, THE REMOVAL WORK SHALL BE STOPPED AND THE ENGINEER NOTIFIED IMMEDIATELY.

IF THE AREA OR DEPTH OF REMOVAL IS DEEMED TO BE EXCESSIVE, THE ENGINEER SHALL BE IMMEDIATELY NOTIFIED BEFORE CONTINUING REMOVAL WORK.

**PAY ITEM NOTES**

1. ANODES SHALL BE PAID FOR UNDER THE ITEM "EMBEDDED GALVANIC ANODES".
2. THE 1" DEEP SAW CUT SHALL BE INCLUDED IN THE CONTRACT BID PRICE OF THE APPLICABLE REPAIR PAY ITEM.
3. REINFORCING BARS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "DEFORMED STEEL BARS".

DESIGNER/DRAFTER: <b>MC</b>	<p><b>STATE OF CONNECTICUT</b> <b>DEPARTMENT OF TRANSPORTATION</b></p>	SIGNATURE/ BLOCK: <b>OFFICE OF ENGINEERING</b>	PROJECT TITLE: <b>MERRITT PARKWAY (ROUTE 15)</b> <b>SAFETY IMPROVEMENTS, RESURFACING,</b> <b>ENHANCEMENTS AND BRIDGE IMPROVEMENTS</b>	TOWN: <b>NEW CANAAN</b>	PROJECT NO. <b>89-126</b>
CHECKED BY: <b>-</b>		APPROVED BY:	<b>SAFETY IMPROVEMENTS, RESURFACING,</b> <b>ENHANCEMENTS AND BRIDGE IMPROVEMENTS</b>	DRAWING TITLE: <b>TYPICAL CONCRETE</b> <b>REPAIR DETAILS</b>	DRAWING NO. <b>S-5</b>
SCALE AS NOTED	Plotted Date: 2/20/2013	Filename: ...;SB;89-126;Brq708;Typical Concrete Repair Details.dgn			SHEET NO.



PARAFFIN COATED CONTRACTION JOINT SPACING 15' MAXIMUM (TYP.)

NEW GUTTER LINE

EXISTING ABUTMENT FACE

1 2 1 2

POUR SEQUENCE

1 - DENOTES FIRST CONCRETE POUR

2 - DENOTES SECOND CONCRETE POUR

MERRITT PARKWAY BARRIER NOTE: DISCONTINUE LONGITUDINAL BARS THROUGH PARAFFIN COATED JOINTS

THE FOLLOWING BRIDGE NOS. TO RECEIVE THIS TREATMENT:

00704
05810
00712
00708
00702

**ELEVATION - CONCRETE POUR SEQUENCE OF MERRITT PARKWAY BARRIER ALONG FACE OF ABUTMENTS**  
N.T.S.

**VARIABLE DEPTH PATCH / VARIABLE DEPTH PATCH FOR HISTORIC CONCRETE BRIDGES**

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

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

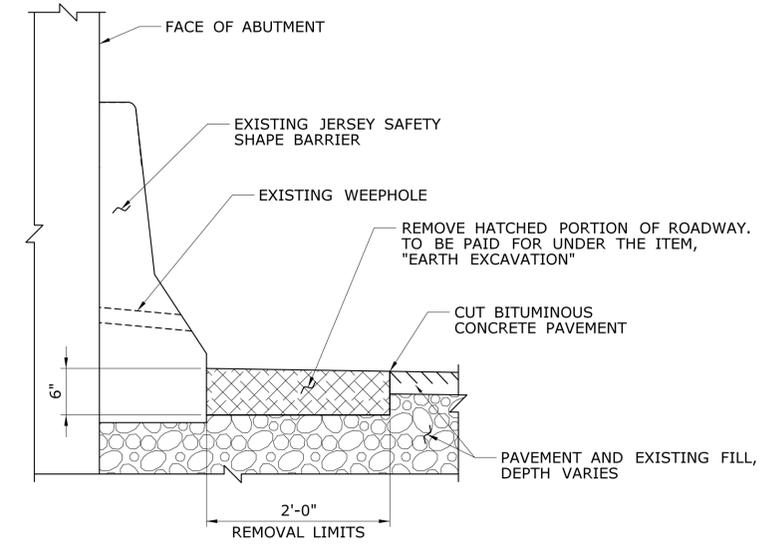
SEE SPECIAL PROVISIONS FOR MORE INFORMATION REGARDING APPLICATION OF EACH REPAIR MATERIAL.

**SEALING CRACKS IN CONCRETE**

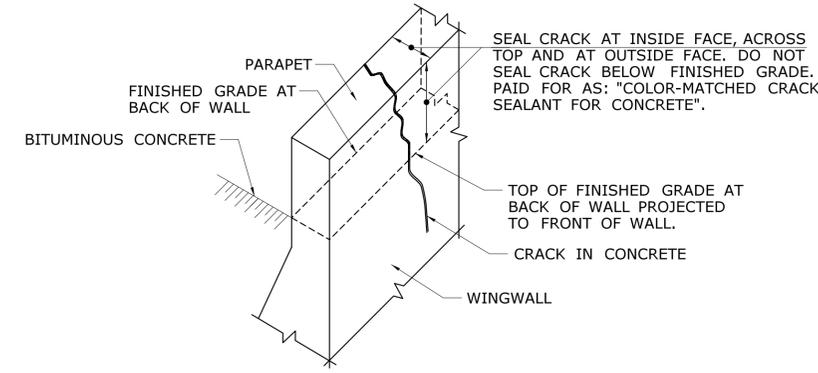
IN GENERAL, CRACKS SHALL BE SEALED ONLY WHERE THERE IS NO EARTH FILL BEHIND THE CONCRETE FEATURE. WHERE EARTH IS BEING REMOVED, THE CRACK MAY BE SEALED WHEREVER THE CRACK IS ACCESSIBLE.

**PAY ITEM NOTES**

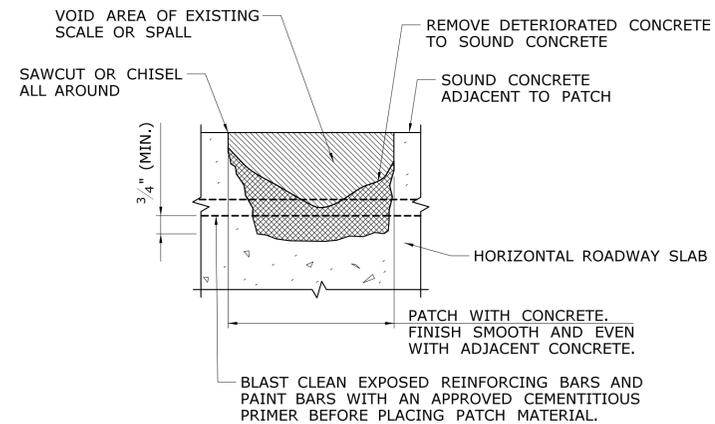
1. IN AREAS WHERE THE REINFORCING STEEL, AFTER REMOVAL OF DETERIORATED CONCRETE, HAS LESS THAN HALF OF ITS SURFACE EXPOSED, THE REINFORCEMENT SHALL BE COATED WITH A CEMENTITIOUS PRIMER PRIOR TO PLACING THE PATCHING MATERIAL. THE COST OF THIS COATING IS INCLUDED IN THE APPLICABLE REPAIR PAY ITEM.
2. THE 1" DEEP SAW CUT SHALL BE INCLUDED IN THE CONTRACT BID PRICE OF THE APPLICABLE REPAIR PAY ITEM.
3. THE REPAIR OF CONCRETE PAVEMENT ABOVE BRIDGE FRAME SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "PARTIAL DEPTH PATCH".
4. CRACK SEALING WILL BE PAID FOR UNDER "COLOR-MATCHED CRACK SEALANT FOR CONCRETE" WHERE USED ON EXPOSED SURFACES.



**SECTION - TYPICAL EXISTING SECTION WITH ROADWAY REMOVAL LIMITS**  
SCALE: 1" = 1'-0"



**TYPICAL LIMITS OF COLOR-MATCHED CRACK SEALANT FOR CONCRETE**  
NOT TO SCALE

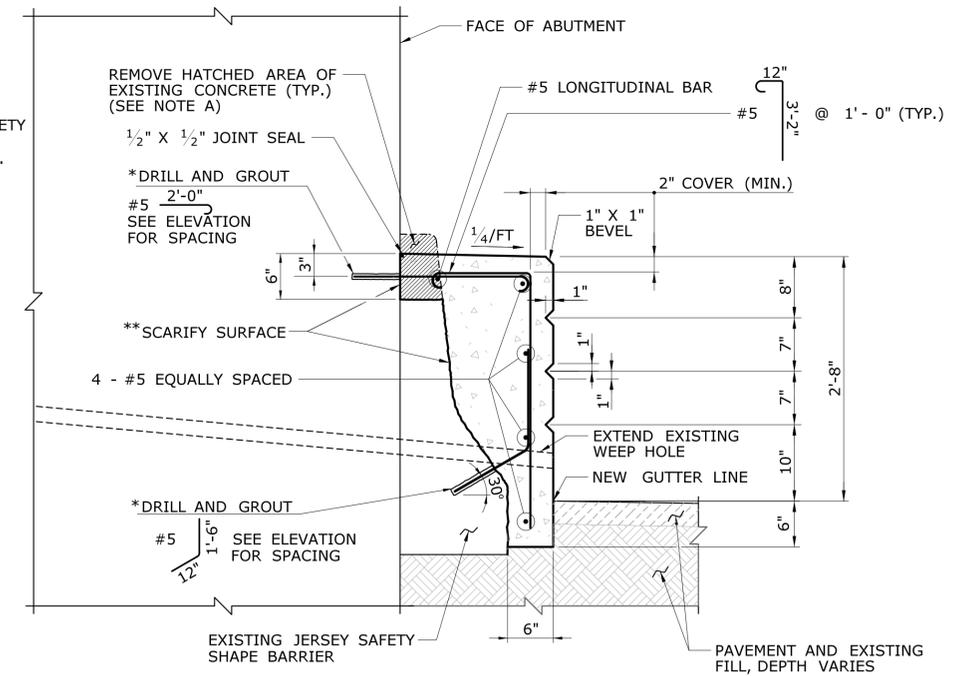


**REPAIR OF CONCRETE ROADWAY PAVEMENT ABOVE BRIDGE FRAME**  
NOT TO SCALE

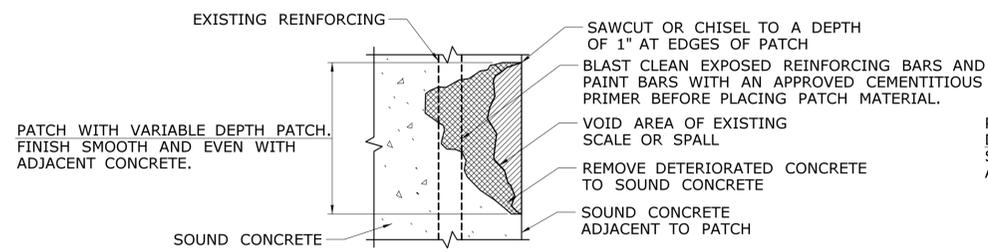
\* THE DEPTH AND DIAMETER OF THE HOLE SHALL BE A MINIMUM OF 6" AND DETERMINED BY THE MANUFACTURER OF THE CHEMICAL ANCHOR TO DEVELOP THE STRENGTH OF THE BAR. THE COST OF DRILLING AND GROUTING SHALL BE INCLUDED UNDER THE ITEM "DRILLING HOLES AND GROUTING DOWELS"

\*\*SAWCUTTING & SCARIFYING TO BE PAID FOR UNDER THE HIGHWAY ITEM "MERRITT PARKWAY BARRIER"

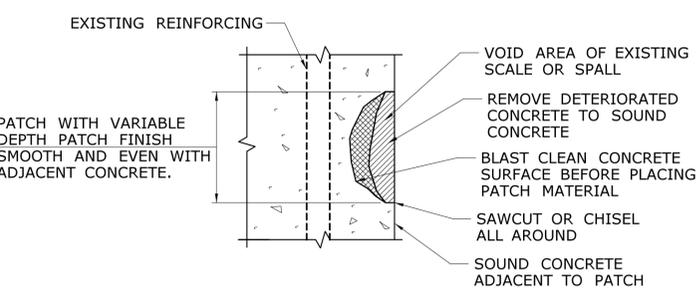
NOTE A: REMOVE TOP OF EXISTING JERSEY SAFETY SHAPE BARRIER TO 6" BELOW TOP OF PROPOSED MERRITT PARKWAY BARRIER.



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



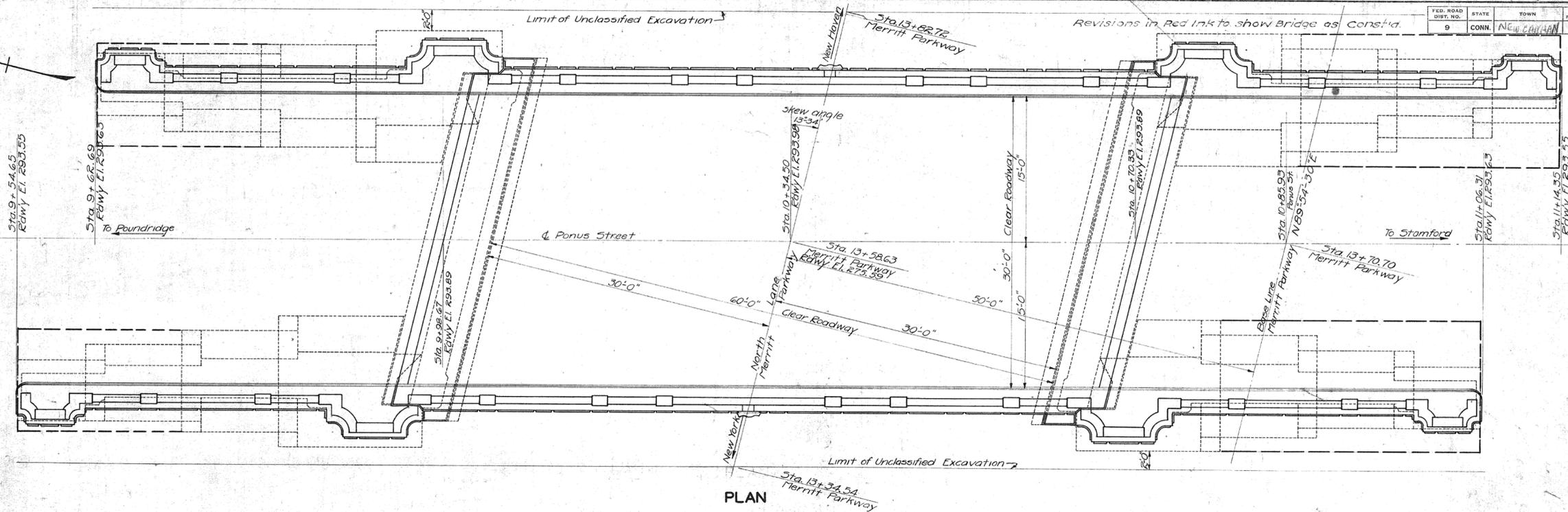
**VARIABLE DEPTH PATCH TYPE REPAIRS (REINFORCING PARTIALLY EXPOSED)**  
NOT TO SCALE



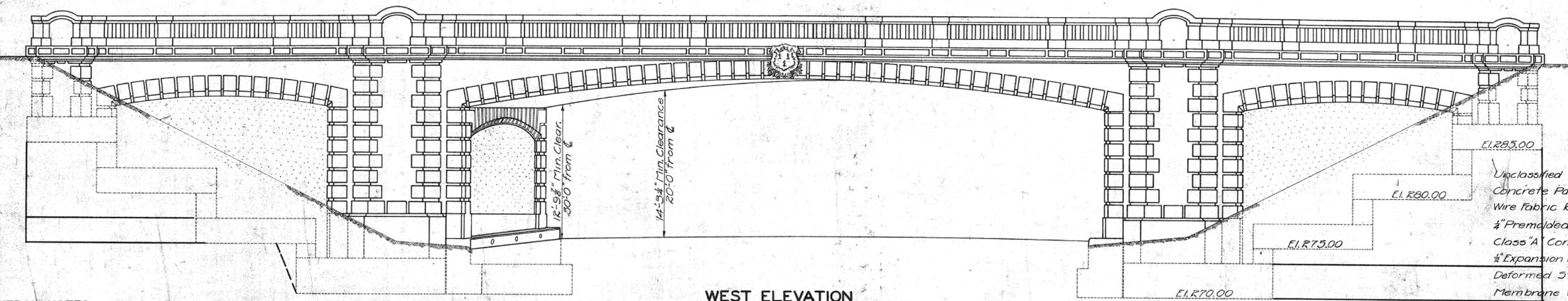
**VARIABLE DEPTH PATCH TYPE REPAIRS (NO REINFORCING EXPOSED)**  
NOT TO SCALE

DESIGNER/DRAFTER: <b>JPC/TDC</b>	<p><b>STATE OF CONNECTICUT</b> <b>DEPARTMENT OF TRANSPORTATION</b></p>	SIGNATURE/ BLOCK: <b>OFFICE OF ENGINEERING</b>	PROJECT TITLE: <b>MERRITT PARKWAY (ROUTE 15) SAFETY IMPROVEMENTS, RESURFACING, ENHANCEMENTS AND BRIDGE IMPROVEMENTS</b>	TOWN: <b>NEW CANAAN</b>	PROJECT NO. <b>89-126</b>
CHECKED BY: <b>KVB</b>		APPROVED BY:	<b>MERRITT PARKWAY (ROUTE 15) SAFETY IMPROVEMENTS, RESURFACING, ENHANCEMENTS AND BRIDGE IMPROVEMENTS</b>	DRAWING TITLE: <b>TYPICAL CONCRETE REPAIR DETAILS 2</b>	DRAWING NO. <b>S-6</b>
SCALE AS NOTED	Plotted Date: 2/19/2013	Filename: ...SB_89-126_Brg708_Typical_Concrete_Repair_Details 2.dgn			
REV. DATE	REVISION DESCRIPTION	SHEET NO.			

FED. ROAD DIST. NO.	STATE	TOWN	FED. AID PROJ. NO.	FISCAL YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
9	CONN.	NEW CANAAN		1936	15	7	11



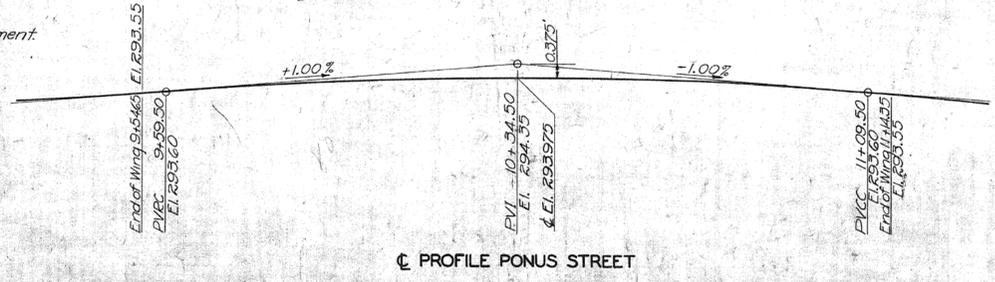
PLAN



Unclassified Excavation	400 C.Y.
Concrete Pavement	63 C.Y.
Wire fabric Reinforcement	240 C.Y.
1/2" Premolded Expansion Joint	360 LF.
Class "A" Concrete	1,053 C.Y.
1/2" Expansion Joint Filler (cork)	750 SF.
Deformed Steel Bars	84,300 Lbs.
Membrane Waterproofing	280 SF.
Concrete Bridge Rail	327.5 LF.
Precast Concrete Ornaments	2
Portland Cement	1,760 Bbls.
Waterproof Painting	340 S.Y.

GENERAL NOTES-

Designed for H-20 Loading - CHD Specifications, 1935.  
 Class "A" (1:2:4) Concrete to be used throughout except for Railing and Pavement.  
 Class "C" (1:2:3) Concrete to be used for Concrete Bridge Rail.  
 Reinforcing Steel to consist of deformed bars of an approved type.  
 Membrane Waterproofing, with copper flashing at curbs, to be placed over top of frame as shown.  
 Backfill to be placed in such a manner as to maintain approximately equal heights on both sides, and shall be thoroughly tamped in layers. No boulders or rock shall be permitted in the fill around this structure. Falsework and forms on the inside of frame shall not be removed until backfilling is complete.  
 Drains to be placed as shown on plans.  
 Model of precast keystone ornament to be submitted to the engineer for approval.  
 The quantities are approximate only and do not relieve the contractor of the responsibility of checking them in preparing his bid.  
 The quantity "Unclassified Excavation" includes all excavation for bridge only grading to lines as shown done by previous contract.  
 The length of "Concrete Bridge Rail" is to be taken as the actual center-line length of the railing and Pylon Pediments.



APPROVED May 14 1936  
 J. F. Williams  
 ENGINEER OF BRIDGE DESIGN

APPROVED May 15th 1936  
 R. J. Dennis  
 ENGINEER OF BRIDGES AND STRUCTURES

APPROVED May 15 1936  
 J. H. ...  
 DEPUTY HIGHWAY COMMISSIONER

CONNECTICUT  
 STATE HIGHWAY DEPARTMENT  
 TOWN OF NEW CANAAN  
**MERRITT PARKWAY**  
 UNDER  
 PONUS STREET  
 REINF. CONCRETE FRAME  
 GENERAL DRAWING

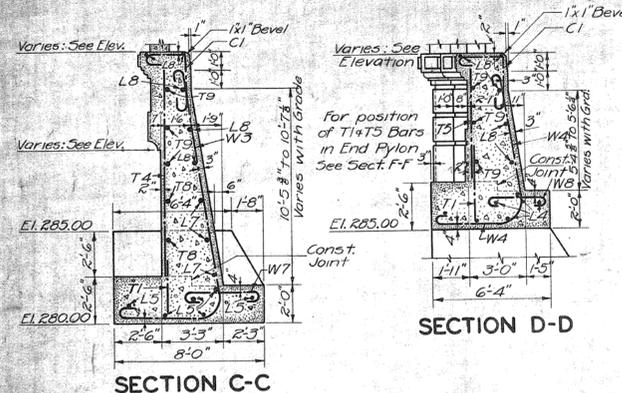
SCALES 3/4" = 1'-0"	PROJECT NUMBER
MADE BY R.A.N. Traced G.S.B. DATE 3/3/36	180-069
CHECKED BY G.S.B. DATE 4/24/36	SHEET NO.
APPROVED DATE 7-25-36	7 OF 11

STANDARD No.

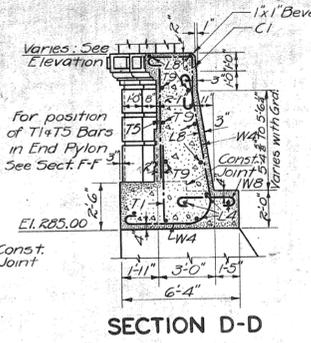
REV. DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 2/20/2013	DESIGNER/DRAFTER: <b>MC</b>	CHECKED BY: -	NOT TO SCALE	<p>STATE OF CONNECTICUT          DEPARTMENT OF TRANSPORTATION</p>	SIGNATURE/ BLOCK: <b>OFFICE OF ENGINEERING</b> APPROVED BY: DATE:	PROJECT TITLE: <b>MERRITT PARKWAY (ROUTE 15)          SAFETY IMPROVEMENTS, RESURFACING,          ENHANCEMENTS AND BRIDGE IMPROVEMENTS</b>	TOWN: <b>NEW CANAAN</b>	PROJECT NO. <b>089-126</b> DRAWING NO. <b>S-7</b> SHEET NO.
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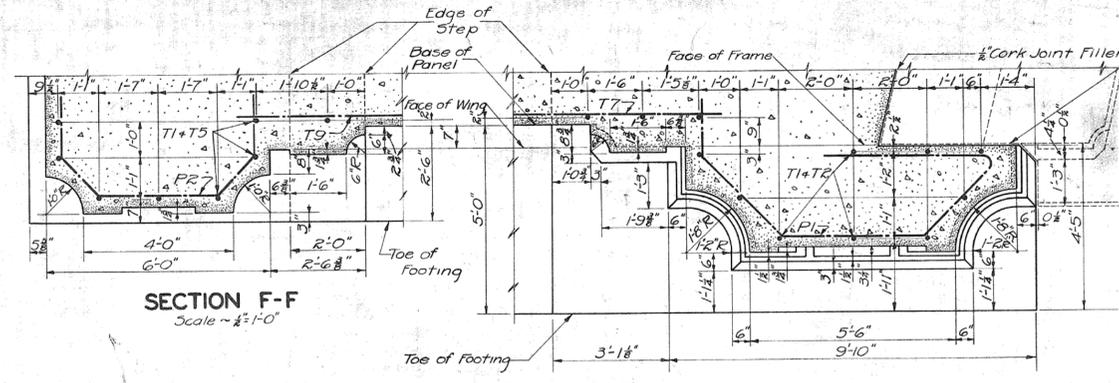
FED. ROAD DIST. NO.	STATE	TOWN	FED. AID FISCAL YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
9	CONN.					



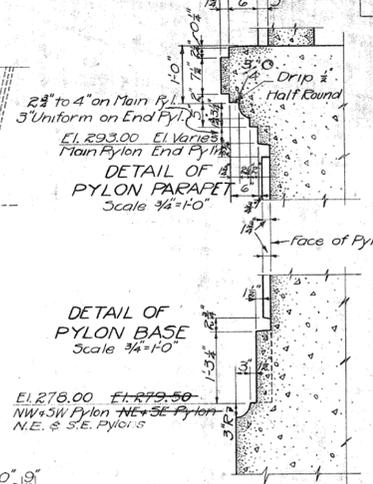
SECTION C-C



SECTION D-D

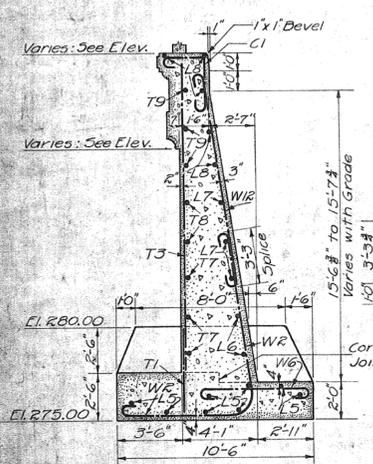


SECTION E-E

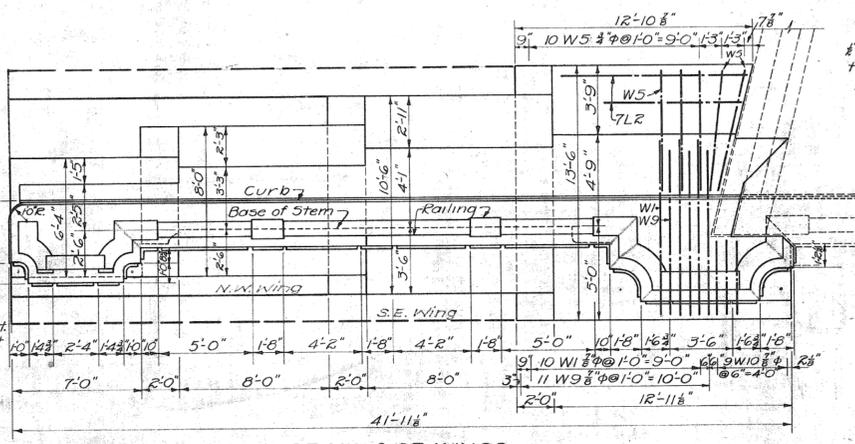


DETAIL OF PYLON PARAPET

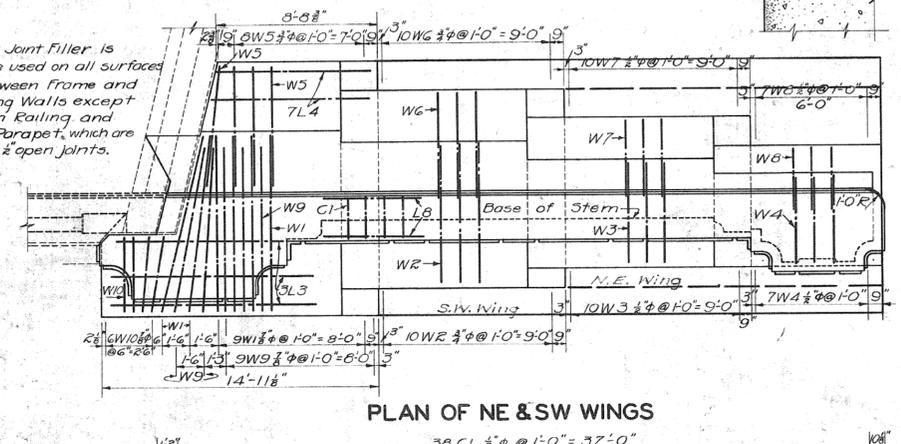
DETAIL OF PYLON BASE



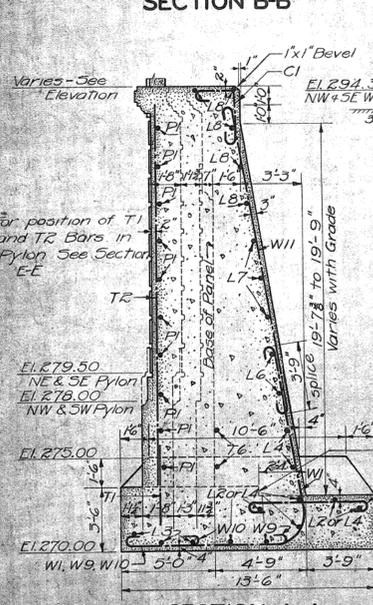
SECTION B-B



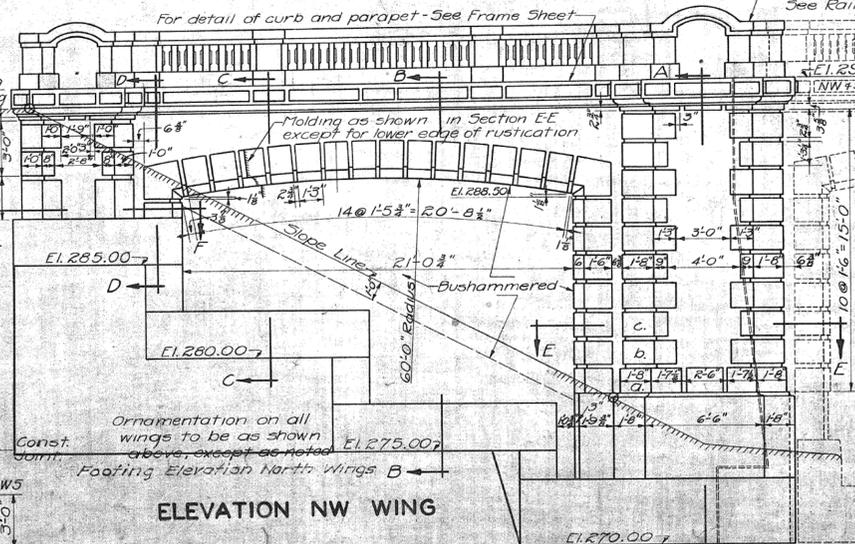
PLAN OF NW & SE WINGS



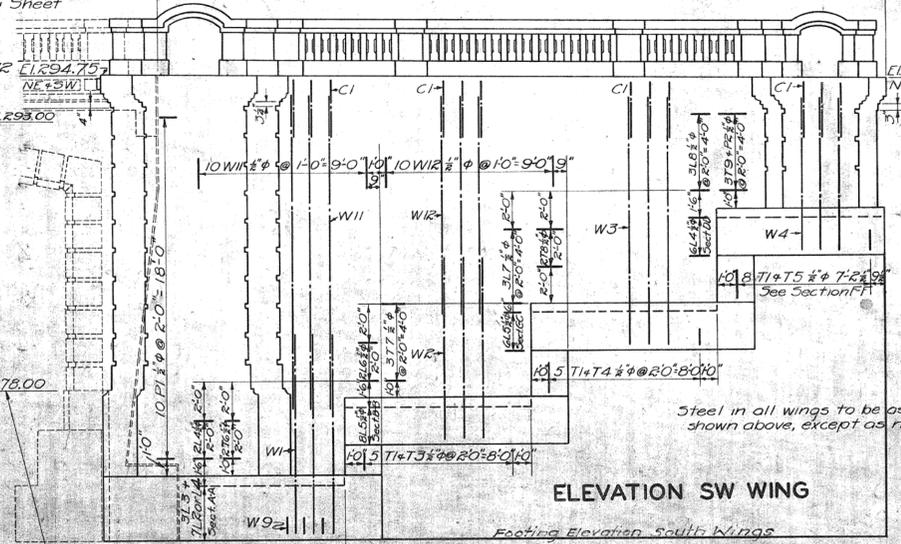
PLAN OF NE & SW WINGS



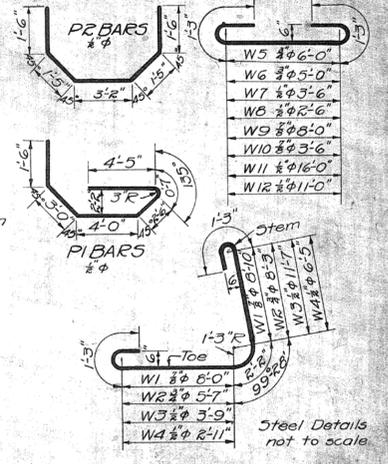
SECTION A-A



ELEVATION NW WING



ELEVATION SW WING



Steel Details not to scale

BAR BILL						
WINGS & PYLONS						
Mark	Size	No.	Length	Weight	Remarks	
W1	3/8"	42	21'-6"	1,869	See Detail	
W2	3/8"	40	18'-6"	1,125		
W3	3/8"	40	20'-0"	544		
W4	3/8"	28	14'-0"	267		
W5	3/8"	42	8'-6"	543		
W6	3/8"	40	7'-6"	456		
W7	3/8"	40	6'-0"	163		
W8	3/8"	28	5'-0"	95		
W9	3/8"	44	10'-6"	956		
W10	3/8"	30	6'-0"	373		
W11	3/8"	40	18'-6"	503		
W12	3/8"	40	13'-6"	367		
L2	3/8"	14	10'-0"	95	Straight	
L3	3/8"	12	14'-6"	118		
L4	3/8"	46	8'-6"	266		
L5	3/8"	56	11'-6"	438		
L6	3/8"	8	19'-0"	103		
L7	3/8"	12	29'-0"	237		
L8	3/8"	20	37'-0"	503		
T1	3/8"	120	4'-0"	326		
T2	3/8"	48	20'-0"	653		
T3	3/8"	20	16'-0"	218		
T4	3/8"	20	11'-0"	150		
T5	3/8"	32	6'-0"	131		
T6	3/8"	8	4'-6"	24		
T7	3/8"	12	14'-0"	114		
T8	3/8"	8	24'-0"	131		
T9	3/8"	12	28'-0"	228		
C1	3/8"	152	7'-0"	724	See Frim Sh	
P1	3/8"	40	16'-0"	435	See Detail	
PR	3/8"	12	9'-0"	73		
				Total	12,228	Lbs.

CONNECTICUT  
STATE HIGHWAY DEPARTMENT  
TOWN OF NEW CANAAN  
**MERRITT PARKWAY**  
UNDER  
PONUS STREET  
REIN. CONCRETE FRAME  
WING WALL & PYLON DETAILS

SCALES: 1/4"=1'-0" or as shown  
MADE BY: E.A.N. Traced G.S.B. DATE: 3/18/36  
CHECKED BY: G.S.B. DATE: 4/24/36  
APPROVED: J.F. Walker DATE: 4/14/36

PROJECT NO. 089-126  
DRAWING NO. S-9  
SHEET NO. 10 OF 10

STANDARD NO.

Note: Slope line on all wings is to pass thru corner of Main Pylon base and End Pylon parapet as shown above.

Note: On NE & SE Main Pylons scores to be omitted and the Pylon bases are raised from 276.00 to 279.50

DESIGNER/DRAFTER: <b>MC</b>	CHECKED BY: -	NOT TO SCALE	FILENAME: ...SB-089-126-Brg708-OriginalDrawing-Wingwall&Pylon-Details.dgn	SIGNATURE/BLOCK: <b>OFFICE OF ENGINEERING</b>	APPROVED BY: DATE:	PROJECT TITLE: <b>MERRITT PARKWAY (ROUTE 15) SAFETY IMPROVEMENTS, RESURFACING, ENHANCEMENTS AND BRIDGE IMPROVEMENTS</b>	TOWN: <b>NEW CANAAN</b>	PROJECT NO. <b>089-126</b>
REV. DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 2/20/2013	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.		DRAWING TITLE: <b>WINGWALL &amp; PYLON DETAILS BRIDGE NO. 00708</b>		SHEET NO. 10 OF 10

