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STR-17PIER PLAN AND ELEVATIONImage: Straight of the straight	STR-16	ABUTMENT 2 PLAN AND ELEVATION		
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	STR-22	FRAMING PLAN		

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SIGNATURE BLOCK:









PROJECT TITLE:

<b>REPLACEMENT OF BRIDGE NO. 00848 ROUTE 89 OVER</b>
INTERSTATE 84

TOWN(S):

		PROJECT NO.:	DRAWING NO.: STR-01
INDEX	OF DRAWINGS	0145-0106	SHEET NO.: 04.01

DESIGNED BY: A. DICESARE ASSOCIATES, P.C.



PROJECT NO.:	DRAWING NO.:

### **GENERAL NOTES:**

SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 819 (2024) AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION 2020, AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003), WITH THE LATEST REVISIONS DATED 2/2024.

MATERIAL STRENGTHS:

CONCRETE:	
-CLASS PCC04460	f'c = 4,000 P.S.I
-CLASS PCC04462	f'c = 4,000 P.S.I

THE CONCRETE STRENGTH, f'C, USED IN THE DESIGN OF THE CONCRETE COMPONENTS IS NOTED ABOVE. THE COMPRESSIVE STRENGTH OF THE CONCRETE IN THE CONSTRUCTED COMPONENTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 6.01 - CONCRETE FOR STRUCTURES AND M.03 - PORTLAND CEMENT CONCRETE.

REINFORCEMENT: -ASTM A615 GRADE 60	fy = 60,000 P.S.I
STRUCTURAL STEEL: -AASHTO M270, GRADE 50WT2	Fy = 50,000 P.S.

LIVE LOAD: HL-93, LEGAL AND PERMIT VEHICLES

FUTURE PAVING ALLOWANCES: NONE

STRUCTURAL STEEL: SEE STRUCTURAL STEEL NOTES FOR DESIGNATIONS AND REQUIREMENTS.

PAINT: NO PAINTING OF STRUCTURAL STEEL IS REQUIRED. STEEL SURFACES ARE TO BE PREPARED FOR WEATHERING IN ACCORDANCE WITH THE SPECIFICATIONS.

BITUMINOUS CONCRETE OVERLAY:

SHALL CONSIST OF: 2" HMA S0.5 TRAFFIC LEVEL 2 ON 1" HMA S0.25 TRAFFIC LEVEL 2 ON MEMBRANE WATERPROOFING (COLD LIQUID ELASTOMERIC)

FOUNDATION PRESSURES: THE VARIOUS GROUP LOADINGS NOTED ON THE SUBSTRUCTURE PLAN SHEETS REFER TO THE GROUP LOADS AS GIVEN IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

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

EXISTING DIMENSIONS: DIMENSIONS OF THE EXISTING STRUCTURE SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISHED WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL, THE FIELD MEASUREMENTS SHALL ALSO BE SUBMITTED FOR REFERENCE BY THE REVIEWER.

TRAFFIC: ALL WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 1.08 "PROSECUTION AND PROGRESS" AND ITEM 0971001A "MAINTENANCE AND PROTECTION OF TRAFFIC".

MASH TEST LEVEL: THE SINGLE SLOPE PARAPET MEETS THE TL-4 CRITERIA FOR MASH 2016.

### **CONCRETE NOTES:**

REMAIN-IN-PLACE FORMS: THE USE OF REMAIN-IN-PLACE FORMS SHALL BE ALLOWED BETWEEN GIRDERS ONLY. THE GIRDERS HAVE BEEN DESIGNED FOR THE ADDITIONAL WEIGHT OF 15 POUNDS PER SQUARE FOOT FOR THE REMAIN-IN-PLACE FORMS BETWEEN GIRDERS.

COMPOSITE CONSTRUCTION: NO TEMPORARY INTERMEDIATE SUPPORTS SHALL BE USED DURING THE PLACING AND SETTING OF THE CONCRETE DECK SLAB. TEMPORARY SUPPORTS MAY BE USED FOR STRUCTURAL STEEL ERECTION ONLY. CONSTRUCTION LOADS AND DEAD LOADS SHALL BE PERMITTED WHEN DIRECTED BY THE ENGINEER BUT ONLY WHEN THE CONTRACTOR'S TEST RESULTS SHOW THAT THE CONCRETE HAS REACHED A STRENGTH OF f'C = 3500 PSI. LIVE LOADS (TRAFFIC) WILL BE PERMITTED ON THE STRUCTURE AFTER THE CONTRACTOR'S TEST RESULTS SHOW THAT THE CONCRETE HAS REACHED A STRENGTH OF f'C = 3500 PSI. LIVE LOADS (TRAFFIC) WILL BE PERMITTED ON THE STRUCTURE AFTER THE CONTRACTOR'S TEST RESULTS SHOW THAT THE CONCRETE HAS REACHED A STRENGTH OF f'C = 4000 PSI.

THE FOLLOWING PAY ITEMS AND CONCRETE CLASSES ARE REQUIRED FOR CAST-IN-PLACE BRIDGE COMPONENTS:

ITEM	BRIDGE COMPONENI	<u>PCC CLASS</u>
FOOTING CONCRETE	ABUTMENT FOOTINGS, WINGWALL FOOTINGS, PIER FOOTING	PCC04460
ABUTMENT AND WALL CONCRETE	ABUTMENT STEMS, WINGWALL STEMS, CHEEKWALLS, BACKWALL, PIER STEM, PEDESTALS	PCC04460
BRIDGE DECK CONCRETE	DECK	PCC04462
APPROACH SLAB CONCRETE	APPROACH SLABS	PCC04462
PARAPET CONCRETE	BRIDGE PARAPETS	PCC04462

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

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

REINFORCEMENT: ALL REINFORCEMENT SHALL BE GALVANIZED AFTER FABRICATION UNLESS NOTED OTHERWISE. ALL REINFORCEMENT SHALL CONFORM TO THE REQUIREMENTS OF ASTM A767, CLASS 1, INCLUDING SUPPLEMENTAL REQUIREMENTS. THE COST OF FURNISHING AND PLACING THIS REINFORCEMENT SHALL BE INCLUDED IN THE ITEM "DEFORMED STEEL BARS - GALVANIZED".

FELT: THE COST OF FURNISHING AND PLACING 15-POUND ROOFING FELT IS INCLUDED IN THE ITEM "BRIDGE DECK CONCRETE".

PREFORMED EXPANSION JOINT FILLER: THE COST OF FURNISHING AND INSTALLING PREFORMED EXPANSION JOINT FILLER SHALL BE INCLUDED IN THE COST FOR ITEM "<sup>1</sup>/<sub>2</sub>" PREFORMED EXPANSION JOINT FILLER FOR BRIDGES".

CLOSED CELL ELASTOMER: FURNISHING AND INSTALLING CLOSED CELL ELASTOMER SHALL BE INCLUDED IN THE ITEM "1" CLOSED CELL ELASTOMER".

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

BRIDGE IDENTIFICATION PLACARDS: THE CONTRACTOR SHALL PROVIDE AND INSTALL NEW BRIDGE IDENTIFICATION SIGNS AT THE LEADING END OF EACH BRIDGE PARAPET. THE SIGNS SHALL BE FABRICATED WITH 40 GAUGE ALUMINUM SHEET METAL. THE SIGNS SHALL BE 4" X 12" WITH 3" WHITE REFLECTIVE BLOCK LETTERS ON GREEN REFLECTIVE SHEETING. EACH SIGN SHALL READ: 00848. ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE BRIDGE SIGNS SHALL BE COVERED UNDER ITEM 1208939A SIGN FACE SHEET ALUMINUM (TYPE XI RETROREFLECTIVE SHEETING). THE FINAL LOCATION AND ATTACHMENT METHOD FOR THE SIGNS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.

SIGNATURE BLOCK:	A.DiCesare Associates, P.C. 690 Clinton Avenue Bridgeport, CT 06604 203-696-0444 www.adicesarepc.com		C	СТДОТ	CONNECTICUT DEPARTMENT OF	project title:
DESIGNER/DRAFTER: IGV				e	TRANSPORTATION	







INSPECTION OF FIELD WELDS				
METHOD	UNIT	QUANTITY		
ULTRASONIC	INCH	0		
MAGNETIC PARTICLE	FEET	0		

[OWN(S):

### 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 OF COMPONENTS FOR SPECIFIC ATTENTION SHALL NOT BE CONSTRUED TO REDUCE THE IMPORTANCE 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	DRAWING NUMBER REFERENCE
FOLLOW NORMAL INSPECTION PROCEDURES	_

<b>REPLACEMENT OF BRIDGE NO. 00848 ROUTE 89 OVER</b>
INTERSTATE 84

ASHFORD AND UNION

		WORKING POINTS	
WORKING POINT	NORTHING	EASTING	DESCRIPTION
WP-01	910599.303'	1150871.971'	BEGIN WINGWALL 1A
WP-02	910612.118'	1150877.284'	END WINGWALL 1A
WP-03	910616.534'	1150901.846'	BEGIN APPROACH SLAB AT <b>B</b>
WP-04	910629.012'	1150891.830'	END APPROACH SLAB AT $B_2$
WP-05	910631.391'	1150889.921'	Abutment 1 $Q$ bearing at $B$
WP-06	910657.366'	1150902.908'	END WINGWALL 1B
WP-07	910672.986'	1150916.497'	BEGIN WINGWALL 1B
WP-08	910706.257'	1150829.829'	PIER 1 $Q$ BEARING AT $B_2$
WP-09	910750.174'	1150747.085'	BEGIN WINGWALL 2A
WP-10	910760.586'	1150759.831'	END WINGWALL 2A
WP-11	910781.123'	1150769.737'	Abutment 2
WP-12	910783.432'	1150767.884'	BEGIN APPROACH SLAB AT BE
WP-13	910795.979'	1150757.813'	END APPROACH SLAB AT B
WP-14	910805.835'	1150785.455'	END WINGWALL 2B
WP-15	910831.056'	1150786.587'	BEGIN WINGWALL 2B

ESTIMATED SHIPPING DATA										
MEMBER	SHIPPING HEIGHT	SHIPPING LENGTH	SHIPPING WIDTH	SHIPPING WEIGHT						
G1A-G8A, G1C-G8C	3'-0''	76'-0''	2'-0''	15,600 LBS						
G1B-G8B	4'-0''	42'-0''	2'-0''	9,900 LBS						

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
GENERAL NOTES AND		STR-03
LAYOUT PLAN	0145-0106	SHEET NO.: 04.03

Driller		Dave D	)eAnc	nelis		Co	onne	cticu	t DOT Bori	na Report	Hole No -	R-1		
Inspect	or:	Alec Kf	ourv	Jens	Т	own:		Unior	n. CT	. <u>g</u> p	Stat./Offset:	16+6	5/40'L	
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Start Da	ate: 2	2-27-24	1		R	oute N	lo.:	Rt. 89	Э		Easting:	11509	912.015	
Finish [	Date: 2	2-28-24	1		В	Bridge No.: 00848 Surface Elevation: 989.5								
Project	Descrip	otion: F	Rehat	oilita	tion of	Bridg	e 008	48 ca	rrying Rt. 89 o	ver I-84.	•			
Casing	Size/Ty	/pe: 3"	ID		S	ample	r Type	/Size:	SS/2" OD		Core Barrel 1	ype: N	х	
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Ground	water C	)bserva	tions:	@1	18 ft. 🛛	after 1	8 hou	ırs						
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0-									Topsoil					
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														_
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Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test														
Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%														
Total P	enetrati	on in				NOT	ES:	The tin	ne reported in th	e 'groundwater ob	servations' sec	tion	She	et
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DESIGNER/DRAFTER: JGV CHECKED BY: JVS LASTED SAVED BY: ADA 036 FILE NAME: K:\CT\_Projects\0145-0106\Bridge\Contract\_Plans\SB\_CP\_0145\_0106\_Boring Logs.dgn PLOTTED DATE: 3/21/2025

A.DiCesare Associates, P.C. 690 Clinton Avenue Bridgeport, CT 06604 203-696-0444

www.adicesarepc.com

巴 SIGNATURE BLOCK:

Date         Date Derived in the Vertice Verti	Drillor			o A no	alie		C	onne	cticu	t DOT Bori	na Report		P_1		
Engineer         Mary Caouette         Project No.:         0.145-0106         Northing.         910541.163           Start Date         2-27-24         Route No.:         Rt. 59         Easting         1150912.015           Finish Date:         2-28-24         Budge No.:         Rt. 59         Easting         1150912.015           Casing StceType: 3* ID         Sampler Type/Size SS/2* OD         Core Barrel Type: NX         Hammer VV.:         Additional Stress Size ND         Core Barrel Type: NX           Hammer VV.:         Jammer VV.:         Jammer VV.:         Additional Size ND         Core Barrel Type: NX           SAMPLES         Sampler Type/Size SS/2* OD         Core Barrel Type: NX         Hammer VV.:         Additional Size ND         Sampler Type/Size SS/2* OD         Core Barrel Type: NX           Sampler Type:         Sampler Type/Size SS/2* OD         Core Barrel Type: NX         Hammer VV.:         Additional Size ND         Sampler Type/Size SS/2* OD         Core Barrel Type: NX           Sampler Type Size SS/2* OD         Sampler Type/Size SS/2* OD         Material Description and Notes         Fill Size Size Size Size Size Size Size Size	Inspect	or A	lec Kf	ourv	Jelis		Town <sup>.</sup>		Unior		ightopoli	Stat /Offset	16+65/4	40'l	
Start Date:         2-27-24         Route No.         Pt. 89         Easting:         1150912.015           Finish Date:         2-28-24         Bridge No.         00448         Surface Elevation 989.5         Project Discription:         Reading No.         00486         Surface Elevation 989.5           Project Discription:         Reading No.         Sampler Typo/Size:         SS/2" OD         Core Barrel Type: NX           Casing Size/Type: 3" ID         Sampler Typo/Size:         SS/2" OD         Core Barrel Type: NX           Groundwater Observations:         Qiff Bit.         after 18 hours         Groundwater Observations:         Qiff Bit R.         Groundwater Observa	Engine	er M	larv Ca	aoue	tte		Project	No ·	0145	-0106		Northing: 9	910541	.163	
Finish Date:         2-28-24         Bridge No:         00848         Surface         Elevation         989.5           Project Description:         Rehabilitation of Bridge 00848 carrying Rt. 89 over I-84.         Core Barrel Type: NX           Casing Size/Type:         3'10         Sampler Type/Size:         SS/2" OD         Core Barrel Type: NX           Finish Date:         300         Fail: 30in.         Hammer WI:         Hours         Core Barrel Type: NX           Finish Date:         90         90         90         90         90         Core Barrel Type: NX           Finish Date:         90         90         90         90         90         Material Description and Notes         90           90 <td>Start Da</td> <td>ate: 2</td> <td>-27-24</td> <td></td> <td></td> <td></td> <td>Route N</td> <td>lo.:</td> <td>Rt. 89</td> <td>9</td> <td></td> <td>Easting:</td> <td>115091</td> <td>2.015</td> <td></td>	Start Da	ate: 2	-27-24				Route N	lo.:	Rt. 89	9		Easting:	115091	2.015	
Project Description: Rehabilitation of Bridge 00848 carrying Rt. 89 over I-84.         Casing StearType: 3* ID       Sampler Type/Ster: SS/2* OD       Core Barrel Type: NX         Homework in the transmitter of transmitter of the transmitter of transmitter of transmitter of transmitter of the transmitter of	Finish D	Date: 2	-28-24			E	Bridge I	No.:	0084	В		Surface Elevati	ion: 989	9.5	
Casing Size/Type: 3' ID         Sampler Type/Size: SS/2' OD         Core Barrel Type: NX           Harmort W1: 300lb         Fall 30ln.         Hammer W1: 140lb         Fall 30ln.         Core Barrel Type: NX           Groundwater Observations:         Qi Bit A. affer 18 hours         Material Description and Notes         Qi Di Sampler Type: Size SS/2'' OD         Core Barrel Type: NX           Qi Guidwater Observations:         Qi Di Sampler Type: Size SS/2'' OD         Core Barrel Type: NX         Participation Structure Structur	Project	Descript	tion: F	Rehal	bilita	tion of	f Bridg	e 008	48 ca	rrying Rt. 89 c	ver I-84.	1			
Hammer WL: 300lb       Fall: 30in.       Hammer WL: 140lb       Fall: 30in.         Groundwater Observations:       @ 218 ft.       after 18 hours         Image: SAMPLES       Image: Sampler per 6 inches       Image: Sample	Casing	Size/Typ	be: 3" I	D			Sample	r Type	/Size:	SS/2" OD		Core Barrel Ty	pe: NX		
Groundwater Observations: @18 ft. after 18 hours         SAMPLES         SAMPLES       Sample       E<	Hamme	er Wt.: 3	00lb	Fall:	30in	1. I	Hamme	r Wt.:	140lb	Fall: 30in.					
SAMPLES         Total Particular         Some filt Partin Partin Particular         Some filt Particular	Ground	water Ol	bservat	ions:	@1	18 ft.	after 1	8 hou	ırs	1	1				
End       Biows on Sampler per 6 inches       End			1		SAM	PLES		1	1	р <sub>с</sub>					(H)
End       Bed       Sampler per 6 inches       E </td <td colspan="6">€ o S Blows on</td> <td>Û.</td> <td>(i</td> <td><u>_</u></td> <td>alize</td> <td>Ma</td> <td>terial Descripti</td> <td>ion</td> <td></td> <td>on</td>	€ o S Blows on						Û.	(i	<u>_</u>	alize	Ma	terial Descripti	ion		on
B         B         per 6 inches         B         C         D         O 5 A <tho 5="" a<="" th=""> <tho 5="" a<="" th=""></tho></tho>	ta a Sampler				i) i	c. (i	ů	nera ata scrij		and Notes			vati		
30         S.7         46         54         43         50/2*         20         20         20         Clacial Till (corit)         Very dense, gray, f-c SAND & SiLT, trace f-m gravel, wet.           35         S.8         18         25         28         37         24         24         Very dense, gray, f-c SAND & SiLT, trace f-m gravel, wet.         -955           40         S.9         28         50         48         50/5*         23         10         Very dense, gray f-m GRAVEL, some f-c sand, some silt, wet.         -950           45         S.10         35         29         53         43         24         24         Very dense, gray f-m GRAVEL, some f-c sand, some silt, wet.         -945           50         S.11         50/3*         3         3         3         Very dense, gray f SAND, little silt, trace f-m gravel, wet.         -945           50         S.11         50/3*         3         3         3         Very dense, gray f SAND, little silt, trace f-m gravel, wet.         -945           50         S.11         50/3*         3         3         3         -946           51         b.0/3*         3         3         -940         -940           52         C.1         60         29         <	De	T yr T	р	er 6	inche	es	Pel	Re	Ro	Den Ce					Ele
-       S.7       46       54       43       50/2*       20       20       (con't)       Very dense, gray, Fc. SAND & SiLT, trace Fm         - <td< td=""><td>30-</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Glacial Till</td><td>Von donco gro</td><td></td><td>LT troc</td><td>ofm</td><td>_</td></td<>	30-									Glacial Till	Von donco gro		LT troc	ofm	_
35       5.8       18       25       28       37       24       24       Vary danse, gray, f-c SAND & SILT, trace f-m gravel; wet.         40       5.9       28       50       48       50/5"       23       10       Very dense, gray, f-c SAND & SILT, trace f-m gravel; wet.         45       5.9       28       50       48       50/5"       23       10       Very dense, gray, f-c SAND, inttle silt, trace f-m gravel; wet.         45       5.10       35       29       53       43       24       24       Very dense, gray, f SAND, inttle silt, trace f-m gravel; wet.         50       5.11       50/3"       3       3       3       Very dense, gray, f SAND, inttle silt, trace f-m gravel; wet.         50       5.11       50/3"       3       3       3       Very dense, gray, f SAND, inttle silt, trace f-m gravel; wet.         50       5.11       50/3"       3       3       3       Very dense, gray, f SAND, inttle silt, trace f-m gravel; wet.         60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong, -930         51       60       29       20       ChEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, Maduum tethe trosenthilling method and the time epoteton the gr		S-7	46	54	43	50/2"	20	20		(con't)	gravel; wet.	, I-C SAND & SI	LT, uace	e I-III	_
35       -															_
35       5.8       18       25       28       37       24       24       Very dense, gray, f.c. SAND & SILT, trace f.m       -955         40       5.9       28       50       48       50/5*       23       10       Very dense, gray, f.c. SAND & SILT, trace f.m       -950         45       5.10       35       29       53       43       24       24       Very dense, gray, f.c. SAND, some f.c. sand, some sit, wet.       -945         50       5.10       35       29       53       43       24       24       Very dense, gray, f.c. SAND, some f.c. sand, some sit, trace f.m       -945         50       5.11       50/3*       3       3       3       Very dense, gray brown f.c. SAND, some sit, trace f.m       -940         55       60       29       20       Bedrock       CNE ISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       -930         Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in       No. of Sol Samples: 11       No. of Sol Samples: 11       No. of Sol Samples: 11       Sole Samples: 11       Sole Sample       Sheat : 20 - 3														_	
S-8       18       25       28       37       24       24       Very dense, gray, fc SAND & SILT, trace f.m         40       S-9       28       50       48       50/5"       23       10       Very dense, gray f.m GRAVEL, some f.c sand, some sitt, wet.         45       S-10       35       29       53       43       24       24       Very dense, gray f.m GRAVEL, some f.c sand, some sitt, wet.         50       S-10       35       29       53       43       24       24       Very dense, gray f.m GRAVEL, some f.c sand, some sitt, wet.         50       S-11       50/3"       3       3       3       Very dense, gray f.m GRAVEL, some f.c sand, some sitt, trace f.m gravel; wet.         50       S-11       50/3"       3       3       3       Very dense, gray brown f.c SAND, some sitt, trace f.m gravel; wet.         940       Some sitt, wet.       Sol Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used:       For Sol Sample Type: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in Earth: 55ft Rock: 10ft No. of Sol Sample: The order of time reported in the "groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Shunth MEry 100	35		_											·	-955
40       S-9       28       50       48       50/5"       23       10       Very dense, gray I-m GRAVEL, some f-c sand, some silt, wet.         45       S-10       35       29       53       43       24       24       Very dense, gray I-m GRAVEL, some f-c sand, some silt, wet.         50       S-10       35       29       53       43       24       24       Very dense, gray f-m GRAVEL, some f-c sand, some silt, trace f-m gravel; wet.         50       S-11       50/3"       3       3       3       Very dense, gray brown f-c SAND, some silt, trace f-m gravel; wet.         55       C-1       60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       935         60       Sample Type: S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       Sheet         Total Penetration in       No. of Soll Samples; 11       No. of Soll Samples; 11       No. of Soll Samples; 11       Sheet       2 of 3         No. of Soll Sample; 11       No. of Soll Sample; 11       No. of Soll Sample; 11       Sheet       2 of 3		S-8	18	25	28	37	24	24			Very dense, gray	/, f-c SAND & SI	LT, trace	e f-m	-
40       S-9       28       50       48       50/5"       23       10       Very dense, gray f-m GRAVEL, some f-c sand, some silt, wet.       950         45       S-10       35       29       53       43       24       24       Very dense, gray f-m GRAVEL, some f-c sand, some silt, wet.       945         50       S-10       35       29       53       43       24       24       Very dense, gray for GRAVEL, some f-c sand, some silt, trace f-m gravel, wet.       945         50       S-11       50/3"       3       3       3       Very dense, gray brown f-c SAND, some silt, trace f-m gravel, wet.       940         55       C-1       60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       930         Sample Type:       S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test Proportions Used:       Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in       No. of Soli Samples 11       No. of Soli Samples 11       No. of Soli Samples 11       Sheat       2 of 3         Soli Samples 11       No. of Soli Samples 11       No. of Soli Samples 11       Sheat       Sheat       Sheat         Soli Samples 11       Core Runs; 2 </td <td>  _</td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>gravel; wet.</td> <td></td> <td></td> <td></td> <td>_</td>	_		-								gravel; wet.				_
40       S-9       28       50       48       50/5"       23       10       Very dense, gray f-m GRAVEL, some f-c sand, some silt, wet.       945         45       S-10       35       29       53       43       24       24       Very dense, gray, f SAND, little silt, trace f-m gravel; wet.       945         50       S-10       35       29       53       43       24       24       Very dense, gray, f SAND, little silt, trace f-m gravel; wet.       940         50       S-11       50/3"       3       3       3       Very dense, gray torwn f-c SAND, some silt, trace f-m gravel; wet.       940         55       C-1       60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       930         Sample Type:       S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test Proportions Used:       Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in       Inters to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet       2 of 3         Soli Samples 11       No. of Soli Samples 11       Sheet       2 of 3	-														
40       S.9       28       50       48       50/5"       23       10       Very dense, gray f.m GRAVEL, some f.c sand,       -945         45       S.10       35       29       53       43       24       24       Very dense, gray, f SAND, little silt, trace f.m       -945         50       S.11       50/3"       3       3       3       Very dense, gray, f SAND, some silt, trace f.m       -945         50       S.11       50/3"       3       3       3       Very dense, gray brown f.c SAND, some silt, trace f.m       -940         55       C.1       60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       -935         60       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       -930         Total Penetration in Earth: 55ft       Rock: 10ft       NOTES: The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Shappel value 2 of 3         Soil Samples: 11       Core Runs; 2       Shappel value 2       Shappel value 2       Shappel value 2	-														-950
-       Signed Finite Structure       SigneStructure       Signed Finite Stru	40-			50	40	50/5"	00	10			Very dense aray	fm GRAVEL s	somo f.c	sand	_
45       5.10       35       29       53       43       24       24       Very dense, gray, f SAND, little silt, trace f-m         50       5.11       50/3"       3       3       3       Very dense, gray brown f-c SAND, some silt, trace f-m         50       5.11       50/3"       3       3       3       Very dense, gray brown f-c SAND, some silt, trace f-m         55       60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.         60       29       20       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       930         60       29       20       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       930         Total Penetration in Earth: 55ft       Rock: 10ft       NO. of Sou Samples: 11       NO. of Sou Samples: 2       Sheet         No. of No. of No. of Sol Samples: 11       No. of Sou Samples: 11       Sheet       2 of 3       Sheet		S-9	28	50	48	50/5"	23	10			some silt; wet.	FIII OKAVEL, 3		. sanu,	_
45       5.10       35       29       53       43       24       24       Very dense, gray, f SAND, little silt, trace f-m       -945         50       5.11       50/3"       3       3       3       Very dense, gray brown f-c SAND, some silt, trace f-m       -940         50       5.11       50/3"       3       3       3       Very dense, gray brown f-c SAND, some silt, trace f-m       -940         55       60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium       -935         60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       -930         60       29       20       Example Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       -930         Total Penetration in       NO. of       No. of       No. of       Sheet         Earth: 55ft       Rock: 10ft       No. of       No. of       Sheet         No. of       No. of       No. of       Sheet       2 of 3         Soli Samples: 11       Core Runs; 2       State of the anount of time between utilizing the drive and wash drilling       2 of 3 <tr< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>_</td></tr<>															_
45       -															_
S-10       35       29       53       43       24       24       24       Very dense, gray, f SAND, little silt, trace f-m         50       S-11       50/3"       3       3       3       3       4       Very dense, gray brown f-c SAND, some silt, trace f-m       -940         50       S-11       50/3"       3       3       3       4       Very dense, gray brown f-c SAND, some silt, trace f-m       -940         55       50/3"       3       3       3       4       Very dense, gray brown f-c SAND, some silt, trace f-m       -940         55       60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium       -935         60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium       -930         Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used:         Total Penetration in       No. of       No. of       Sheet       2 of 3         Retht:       55ft       Rock: 10ft       No. of       Sheet       2 of 3         No. of       No. of       No. of       Sof Amount of time between utilizing the drive and wash drilling       2 of 3         <	45		-												-945
50       S-11       50/3"       3       3       3       3       Very dense, gray brown f-c SAND, some silt, trace f-m gravel; wet. possible top of bedrock at 50.25 ft. Rollerbit to 55       940         55       60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium dedded, highly to intensely fractured, fresh, medium strong.       930         60       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       Sheet Teres to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet 2 of 3         No. of       No. of       Soil Samples; 11       Core Runs; 2       Sheet 107	-	S-10	35	29	53	43	24	24			Very dense, gray	, f SAND, little s	silt, trace	e f-m	_
50       50/3"       3       3       3       3       4       Very dense, gray brown f-c SAND, some silt, trace f-m gravel; wet. possible top of bedrock at 50.25 ft. Rollerbit to 55 ft. to confirm.       -940         55       60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium       -935         60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium       -930         60       29       20       Earth: 55ft       Rock: 10ft       NOTES: The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet         2 of 3       Soli Samples; 11       Core Runs; 2       SMA014 REV 1002	-		-								graver, wet.				_
50       S-11       50/3"       3       3       3       Very dense, gray brown f-c SAND, some silt, trace f-m gravel; wet. possible top of bedrock at 50.25 ft. Rollerbit to 55       940         55       60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       935         60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       -930         60       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       -930         Total Penetration in Earth: 55ft       Rock: 10ft       NOTES: The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet         Soil Samples; 11       Core Runs; 2       Step of the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet 100															_
50       S-11       50/3"       3       3       3       3       3       3       4       Frace Frag ravely wet. possible top of bedrock at 50.25 ft. Rollerbit to 55 ft. to confirm.         55       -       -       60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       -											Von donco grav		D como	cilt	-940
60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.         60       29       20       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.         60       29       20       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.         60       Sample Type:       S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test         930       Sample Type:       S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test         Proportions Used:       Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       Sheet       2 of 3         Total Penetration in       No. of       No. of       No. of       Sheet         Soil Samples:       11       Core Runs; 2       Sheet       2 of 3	50-	S-11	50/3"				3	3			trace f-m gravel;	wet.	D, SUIIIE	, siit,	_
60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.         60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.         60       Sample Type:       S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test         930       Sample Type:       S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test         Proportions Used:       Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       Sheet       2 of 3         Total Penetration in       NO. of       No. of       Sheet       2 of 3         No. of       No. of       Soil Samples; 11       Core Runs; 2       SM-001-M REV 1/02											ft. to confirm.	edrock at 50.25	ft. Rollei	rbit to 55	_
55       -															_
55       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       -930         60       29       20       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.         60       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in Earth: 55ft Rock: 10ft       NOTES: The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.         No. of Soil Samples; 11       No. of Core Runs; 2															- 025
GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium bedded, highly to intensely fractured, fresh, medium bedded, highly to intensely fractured, fresh, medium strong.         GO       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in Earth: 55ft Rock: 10ft       NOTES: The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.         No. of Soil Samples: 11       No. of Soil Samples: 11       SM-001-M REV 1/02	55—		-							Bedrock					-935 -
Image: C-1       60       29       20       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.         60       Sample Type:       S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test         930       Proportions Used:       Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       Sheet         Total Penetration in       NOTES:       The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet         No. of       No. of       No. of       Sheet         Soil Samples:       11       Core Runs; 2       SM-001-M REV 1/02	-											-			_
60       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test         Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in         Earth: 55ft       Rock: 10ft         No. of       No. of         Soil Samples: 11       Core Runs; 2	C-1 60 29							29	20		GNEISS, gray, c highly to intense	oarse-grained, n ly fractured, frest	nedium l h. mediu	bedded, um	_
60											strong.	,	.,		_
Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in Earth: 55ft       NOTES: The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet 2 of 3         No. of Soil Samples: 11       No. of Core Runs: 2       SM-001-M REV 1/02		-930													
Proportions Used:       Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in       NOTES: The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet         No. of       No. of       Soil Samples: 11       Core Runs: 2       SM-001-M REV 1/02	Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test														
Total Penetration in Earth: 55ftNOTES: The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.Sheet 2 of 3No. of Soil Samples: 11No. of Core Runs; 2SM-001-M REV 1/02	Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%														
Earth: 55ft       Rock: 10ft       refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       2 of 3         No. of       No. of       Soil Samples: 11       Core Runs: 2	Total Pe	enetratio	n in				NO	ES:	The tin	ne reported in the	e 'groundwater ob	servations' sections	on	Shee	t
No. of No. of Soli Samples: 11 Core Runs: 2 SM-001-M REV 1/02	Earth:	55ft	Rock:	10ft	t		rete	rs to th hod ar	ne amo	ime of time bet	ween utilizing the d g groundwater.	rive and wash dr	niing	2 01	3
	No. of Soil Sa	mples <sup>.</sup> 1	No 1 Co	o. of ore R	uns-	2							s	M-001-M RF	EV. 1/02



# REPLACEMENT OF BRIDGE NO. 00848 ROUTE 89 OVER INTERSTATE 84

/e DeAngelis	Co	onne	cticu	t DOT Boriı	ng Report	Hole No.:	B-1		
c Kfoury To	own:		Union	, CT		Stat./Offset:	16+6	5/40'L	
ry Caouette Pr	roject l	No.:	0145-	0106		Northing:	91054	11.163	
7-24 Ro	oute N	0.:	Rt. 89	)		Easting:	11509	912.015	
8-24 Br	ridge N	lo.:	00848	3		Surface Eleva	tion: 9	89.5	
n: Rehabilitation of I	Bridge	e 0084	18 car	rying Rt. 89 o	ver I-84.				
: 3" ID Sa	ampler	· Type/	/Size:	SS/2" OD		Core Barrel Ty	ype: N	Х	
Ib Fall: 30in. Ha	amme	r Wt.:	140lb	Fall: 30in.					
ervations: @18 ft. a	after 1	8 hou	rs						
SAMPLES				p c					(Ĵ
Blows on	<u> </u>	- -		alize	Ma	terial Descrip	tion		) uo
Sampler		Ē	0 %	crip Crip		and Notes			/ati
per 6 inches	Pen	Sec	RQI	Ger Des					<u>e</u>
	_	_		Dedreek					
				(con't)					
		40	40		GNEISS, gray to	black, coarse-	grained	l, medium	
	60	48	13		bedded, highly to medium strong	intensely fract	ured, fi	resh,	
					inculari cu chg.				025
									- 925
					END OF BORING	G 65ft			
									-920
									_
									-
									-
									-
									-915
									-
									-
									-
									-
									-910
									F
									F
									-905
									_900
			<u> </u>				ha=- 7	- oot	
ample (ype: S = Sp oportions Lead: Tr	ont Sp	00N	0 = C	vore $UP = Un$	% Some = 20	v = vane S	near I	est 50%	
		T - 10	70, L		70, SUITHE - 20 -	55%, Anu =	- 55 - t	070 01-	-
	refer	⊏5: I stoth	ne tim e amo	ie reported in th unt of time betv	e groundwater obs veen utilizing the dr	ive and wash o	uon drillina	Sne 3 of	er 3
No. of	meth	od an	d the t	ime of recording	g groundwater.		5		
Core Runs: 2								SM-001-M F	REV. 1/02

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
		STR-04
BORING LOGS - 1	0145-0106	SHEET NO.: 04.04

Drillor	r		~ ^ n	nolie		Co	onne	cticu	t DOT Borir	na Report		B 2	
Inspect	or A	lec Kf		yens		Town <sup>.</sup>		Unior		groport	Stat /Offset	16+50/46'R	
Engine	er: N	larv C	aoue	tte		Project	No ·	0145	-0106		Northing:	910583 514	
Start Da	ate <sup>.</sup> 2	-28-24	<u></u>			Route N		Rt. 89	9		Fasting:	1150985.841	
Finish [	Date: 3	-1-24			E	Bridge N	No.:	00848	8 8		Surface Elev	ation: 988	
Project	Descrip	tion: F	Reha	bilitati	on of	f Bridge	e 008	48 ca	rrying Rt. 89 o	ver I-84.			
Casing	Size/Ty	pe: 3"	D		5	Sampler Type/Size: SS/2" OD Core Barrel Type:							
Hamme	er Wt.: 3	00lb	Fall:	30in.	ł	Hamme	ammer Wt.: 140lb Fall: 30in.						
Ground	water O	bservat	tions:	@G	W re	charge	e effe	cted b	y drilling meth	ods. GWT not re	corded.		
				SAMF	PLES				- <u>7</u> -				(H
Depth (ft)	(t) t) t) t) t) t) t) t) t) t)			Pen. (in.)	Rec. (in.)	RQD %	Generalize Strata Description	Material Description and Notes			Elevation (		
0								-					
-     - <td>985 - - - - - - -980 -</td>											985 - - - - - - -980 -		
10	S-3	14	16	49	50	24	22		Glacial Till	Very dense, light trace f-m gravel;	t brown, f-c SA moist.	ND, some silt,	- - - -975
-   15—   -	S-4	36	39	42	46	24	24			Very dense, light trace f-m gravel;	t brown, f-c SA moist.	ND, some silt,	- - - 970
20-	<b>S</b> -5	36	63	50/4"		16	16			Very dense, orar trace f-m gravel;	nge brown, f-c : wet.	SAND, some silt,	- - - - 965
25 <u>S-6</u> 21 39 50/4" 16 16 Very dense, light brown, f-c SAND & SILT, trace f-m gravel; wet. 960										- - - - - - 960			
30-	30 Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%												
Total P	enetratio	on in				NOT	ES:					She	et
Earth:	43ft	Rock	ft									1 of	12
No. of Soil Sa	No. of No. of Soil Samples: 9 Core Runs: SM-001-M REV. 1/02												



Designer/drafter: jgv CHECKED BY: JVS

A.DiCesare Associates, P.C. 690 Clinton Avenue Bridgeport, CT 06604 203-696-0444

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(HHB)

LASTED SAVED BY: ADA 036 FILE NAME: K:\CT\_Projects\0145-0106\Bridge\Contract\_Plans\SB\_CP\_0145\_0106\_Boring Logs.dgn PLOTTED DATE: 3/21/2025

巴 SIGNATURE BLOCK:

D-:				- lie		<u> </u>	nne	cticu	t DOT Bori	na Report			
Uniter.	or: A	lec Kf		jelis		Town:	/////	Union		ig Report	Hole No D-2 Stat /Offsot: 16+5	0/46'R	
Fngine	er M	lary C	aoue	tte		Project	No ·	0145	0106		Northing: 9105	583 514	
Start D	ate <sup>-</sup> 2	-28-24	1			Route N		Rt. 89	)		Fasting: 1150	985.841	
Finish I	Date: 3	-1-24				Bridae N	No.:	00848	3		Surface Elevation:	988	
Project	Descript	ion: F	Rehat	oilitat	ion of	f Bridge	e 008	48 ca	rrying Rt. 89 o	ver I-84.			
Casing	Size/Typ	oe: 3"	ID		,	Sample	r Type	/Size:	SS/2" OD		Core Barrel Type:		
Hamme	er Wt.: 3	00lb	Fall:	30in	. H	Hamme	r Wt.:	140lb	Fall: 30in.				
Ground	water Ol	oserva	tions:	@G	W re	charge	e effec	ted b	y drilling meth	ods. GWT not re	corded.		
			5	SAMF	PLES				σ_				(ff
(ff)	No.		Blow	/s on		(in.)	(in.)	%	ralize a riptior	Ma	terial Description		tion (
ept	amp ype/	r n	Sam er 6 i	npler inche	s	en.	ю.	B	ene trata esci		and notes		leva
Ő	ЗΈ	r			-	ď	Ř	Ř	000				Ξ
30-	S-7	27	44	51	53	24	24		Glacial Till (con't)	Very dense, gray f-m gravel; wet.	/ brown, f-c SAND &	SILT, trace	-
-												-	-955
-												-	-
35-	S-9	21	26	40	41	24	24			Very dense, gray	/ brown, f-c SAND &	SILT, trace	-
-										t-m gravel, wet.		-	-
												-	-950 -
40-	S-10	17	50/4"	I		10	10			Very dense, gray	/, f-c SAND & SILT, tr	race f-m	-
_										Rollerbit does no	ot advance past 43 ft.	after 15	-
-										111113.			-945
45-										END OF BORIN	G 43ft	-	-
-												-	-
-												-	-
													-940
50-													_
												-	-
												-	-
-												-	-935
-												-	-
55-													-
													-
_													-930
_													
60-													
	Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%												
Total P	enetratio	n in				NOT	NOTES:						
Earth:	43ft	Rock	ft									2 of 2	2
No. of	mplac: 0	N	0. of	une:								SM 004 M DE	V 4/00
3011 38	mples. 3		ore R	uns. •								SIM-UUT-MIRE	v. 1/02



# REPLACEMENT OF BRIDGE NO. 00848 ROUTE 89 OVER INTERSTATE 84

e St. John	<b>C</b>	Conne	cticu	t DOT Borir	ng Report	Hole No.: B	3-3				
c Kfoury	Town:		Unior	n, CT		Stat./Offset: 2	0+27/50'L				
y Caouette	Projec	t No.:	0145-	-0106		Northing: 9	10815.948				
2-24	Route	No.:	Rt. 89	9		Easting: 1	150674.465				
5-24	Bridge	No.:	00848	В		Surface Elevation	on: 997				
: Rehabilitation	of Brid	ge 008	48 cai	rrying Rt. 89 o	ver I-84.						
3" ID	Samp	ler Type	/Size:	SS/2" OD		Core Barrel Typ	De:				
lb Fall: 30in.	Hamm	ner Wt.:	140lb	Fall: 30in.							
ervations: @22 ft	. after	2 hour	s								
Blows on Sampler per 6 inches	en. (in.)	ec. (in.)	QD %	eneralized trata escription	Ma	Material Description and Notes					
F	٩	R	R	DVD				ш			
5698	24	orown f-c SAND,	little silt, trace	 995 							
33 50/4"	10	7	e f-m gravel,	- - - 990							
15 21 29 36	ð 24	18			Very dense, brow little silt; moist.	/n f-c SAND, son	ne f-m gravel,	- - - 985 -			
52 56 50/4"	16	16		Glacial Till	Very dense, gray some silt; moist.	f-m GRAVEL &	f-c SAND,	- - - 980			
27 28 42 36	5 24	22			Very dense, gray gravel; moist.	f-c SAND, some	e silt, trace f-m	- - - -975 -			
24 26 41 5 <sup>.</sup>	1 24	24		Very dense, gray f-c SAND, some silt, little f-m gravel; wet.							
ample Type: S =	nple Type: S = Split Spoon C = Core UP = Undisturbed Piston $\lor$ = $\lor$ ane Shear Test										
portions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%											
n ock: ft	NC ref me	DTES: 1 Ters to the ethod an	The tim le amo d the t	ne reported in the punt of time betw time of recording	e 'groundwater obs veen utilizing the dr g groundwater.	servations' sectio ive and wash dri	on Sh illing 1 d	eet of 2			
Core Runs:							SM-001-M	REV. 1/02			

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
		STR-05
BORING LOGS - 2	0145-0106	SHEET NO.: 04.05

Driller	Mike St. John	Co	nne	cticu	t DOT Bori	na Report Hole No B-3						
Inspector	Alec Kfoury	Town <sup>.</sup>		Unior		Stat /Offset: 20+2	7/50'L					
Engineer:	Mary Caouette	Project N	No.:	0145-	0106	Northing: 9108	15.948					
Start Date:	2-22-24	Route No	0.:	Rt. 89	)	Easting: 1150674.465						
Finish Date	e: 2-26-24	Bridge N	idge No.: 00848 Surface Elevation: 997									
Project Des	scription: Rehabilitation	of Bridge	008	48 cai	rying Rt. 89 o	ver I-84.						
Casing Size	e/Type: 3" ID	Sampler	Type	/Size:	SS/2" OD	Core Barrel Type:						
Hammer W	/t.: 300lb Fall: 30in.	Hammer	Wt.:	140lb	Fall: 30in.							
Groundwat	er Observations: @22 ft.	after 2	hour	s								
	SAMPLE	S			τ_		£					
<del>Ĵ</del>		()	(;		otior	Material Description	) uc					
th (	Sampler	. (ir	Ü	0%	iera crip	and Notes	/atio					
Dep	per 6 inches	Pen	Rec	RQI	Ger Stra Des		Ele					
30			_	_								
- s	6-7 25 46 57 57	24	22		(con't)	Very dense, gray f-c SAND, some silt,	little f-m					
						gravei; wet.	-965					
-							_					
35 5	5-8 , 50/5"	5	4			Very dense, gray f-c SAND, some f-m	gravel, –					
						Some sin, wet.	-					
							-960					
							_					
40												
40	<u> </u>	24	22			Very dense, gray, f-c SAND & SILT, tra	ace f-m					
		24	22			gravel; wet.	-955					
							_					
45							_					
_ S-	-10 29 31 43 50/3	8" 21	14			Very dense, gray, f-c SAND & SILT, lit gravel: wet	tle f-m					
						gratol, not	-950					
							-					
50 <u>S</u>	-11 / 100/2"	2	2			very dense, gray, f-c SAND & f-m GR/ silt; wet. (Weathered Rock)	AVEL, little					
						possible top of Weathered Rock at 50.	1 ft., Use					
							-945					
55	50/0"	n	0									
<sup>33</sup>   S	-12		5			No recovery. Probable bedrock at 55 f	t.					
						END OF BORING 55ft	-940					
							_					
60	60 Sample Type: S = Split Spoop C = Core LIB = Lindisturbed Distan V = Vana Shaar Tast											
Sample Type: S = Split Spoon C = Core $OP$ = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10% Little = 10 - 20% Some = 20 - 35% And = 35 - 50%												
Total Dara	Proportions Used:		1 - 10	J%, L	_ittle = 10 - 20	70,  Some - 20 - 35%,  And = 35 - 3						
Total Pene		refers	⊏5: I stoth	ne tim ne amo	e reported in th unt of time betw	e groundwater observations' section veen utilizing the drive and wash drilling	2 of 2					
Earth: 55ft	No. of	meth	od an	d the t	ime of recording	g groundwater.						
Soil Sample	o. of No. of SM-001-M REV 1/02											



CHECKED BY: JVS LASTED SAVED BY: ADA 036 FILE NAME: K:\CT\_Projects\0145-0106\Bridge\Contract\_Plans\SB\_CP\_0145\_0106\_Boring Logs.dgn PLOTTED DATE: 3/21/2025

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DESIGNER/DRAFTER: JGV

巴 SIGNATURE BLOCK:

- ···	Difference in the Connecticut DOT Pering Pepert												
Driller:	or		t. Joh	n		Town: Union CT Stat /Offsat:				B-4			
Engino	or.	Many C	bury	#0		Drojoct	No :	01/15	0106		Stat./Offset.	910907 507	
Start D	er.	2-21-2/	400e	elle		Projeci Douto N	NO	D145	-0106		Facting:	1150762 /51	
Finish	Date:	2-21-2-				Bridge I	No <sup>.</sup>	0084	8		Surface Flev	ation: 997	
Project	Descrip	otion: F	Rehal	bilitat	tion o	f Bridg	Bridge 00848 carrying Rt. 89 over I-84.						
Casing	Sizo/Ty	/no <sup>.</sup> 3"	חו			Samplo							
Hamme	er Wt : :	300lb	Fall <sup>.</sup>	30in		Hamme	rWt <sup>.</sup>	140lb	Fall: 30in.			Type. NA	
Ground	lwater C	Observa	tions:	@1	7 ft.	after 0	).25 h	ours					
			5	SAM	PLES	;			ъ				ť)
£	ö					(·	(.		lize	Ma	torial Descrip	ation	n (f
t)	e/N		San	vs or npler	1	i.	. (ji	% (	era ta crip	IVIC	and Notes	5001	atic
Dep	San	F	ber 6	inche	es	Pen	Sec	2 2	Gen Stra Des				<u>le</u>
0-	•/1					-	_	_	Devement	<b>D</b> ''		<u></u>	
_		_							Structure	Bituminous Cond	crete (4 inches	)	-
-	S-1	22	15	15	11	24	18		Miscellaneous	Dense, brown, f-	m GRAVEL, s	ome f-c sand,	-995
-		-								trace sit, moist.			-
													-
5-			~	4.0			10			Medium dense J	brown f_c SAN	D some f-m	-
-	S-2	6	9	18	30	24	16			gravel, little silt;	moist.	D, 30mc 1-m	- 000
													- 990
_													
10-		_											_
	S-3	15	20	27	36	24	18			Dense, orange b	rown f-c SANE	), little silt, trace	-
		-								i-m gravel, moisi	L		-985
													-
-													-
15-	S.4A	20	29	50	50/4"	22	0			No rocovon/			-
	S-4B	20	20	00	50/4	24	24			Very dense, brow	wn f-c SAND, li	ittle silt, trace f-m	_ 080
_										gravel; moist.			_ 500
									Glacial Till				
20-		_											_
	S-5	16	38	43	50/4"	22	18			Very dense, brow	wn, f-c SAND &	& SILT, little f-m	-
		-								giuroi, not.			-975
-													-
-													F
25-	6.6	46	26	44	EF	24	24			Very dense grav	/. f-c SAND &	SILT. little f-m	
	5-0	10	20	41	55	24	24			gravel; wet.	,, , , , , , , , , , , , , , , , , , ,		
_													
										Dense, gray, f-c	SAND & SILT,	, little f-m gravel;	_
30-										wet.			$\bot$
Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test													
_		Propo	rtions	s Use	ed: T	race =	1 - 10	J%,	Little = 10 - 20	%, Some = 20	- 35%, And	= 35 - 50%	
Total P	enetrati	on in				NOT of S	ES: I	NEBC ke off	Begins installing at the bottom of	g 3" casing to 10 ft the hole, affecting	for next samp	ble.Tip She NEBC 1 ∩f	et 3
Earth:	55ft	Rock	: 15ft	t		Utiliz	zes an	other	S.S in attempt to	collect sample fro	om 15-17 ft. Bl	ow	-
Soil Sa	mples:	12 C	o. of ore R	uns:	3	cour The	time r	eporte	d in the 'ground	a attempt. water observations	s' section refers	s to SM-001-M F	REV. 1/02
						the and	amour	nt of tin	ne between utiliz	zing the drive and v Iwater	wash drilling m	lethod	
						and	and un		soording ground				



REPLACEMENT OF BRIDGE NO. 00848 ROUTE 89 OVER INTERSTATE 84

e St. John	C	onne	cticu	ıt DOT Boriı	ng Report	Hole No.:	B-4			
c Kfoury	Town:		Unior	n, CT		Stat./Offset:	19+6	5/12'R		
y Caouette	Project	No.:	0145	-0106		Northing:	91080	07.507		
1-24	Route N	No.:	Rt. 89	9		Easting:	11507	762.451		
2-24	Bridge	No.:	00848	8		Surface Eleva	ation: 9	97		
: Rehabilitation	of Bridg	e 008	48 ca	rrying Rt. 89 o	ver I-84.	1				
3" ID	Sample	er Type	/Size:	SS/2" OD		Core Barrel T	ype: N	Х		
lb Fall: 30in.	Hamme	er Wt.:	140lb	Fall: 30in.						
ervations: @17 ft.	after (	J.25 h	ours							
Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Ma	terial Descrip and Notes	otion		Elevation (ft)	
12 16 16 17	24	24		Glacial Till (con't)	TOP 12": Dense, f-m gravel; wet. BOTTOM 12": De little f-c sand; wet	gray SILT, litt ense, gray SIL t.	le f-c sa T, little	and, trace f-m gravel,	_ _ _965	
7 25 24 14	24	22			Dense, gray, f-c s wet.	SAND & SILT,	little f-r	n gravel;	- - - -960 -	
7 11 17 23	24	24			Medium dense, g gravel; wet.	jray, f-c SAND	& SILT	, trace f-m	- - 955 -	
46 37 50/1"	13	13			Very dense, gray gravel; wet.	;, f-c SAND & S	SILT, lit	tle f-m	- - -950	
55 54 49 23	24	14			Very dense, gray some silt; wet. (W possible top of be 55 ft. to confirm.	f-m GRAVEL Veathered Roc edrock at 53 ft	, some t ck) . Use ro	f-c sand, Illerbit to	- - -945 -	
				Bedrock					F	
	60	20	0		GNEISS, gray to bedded, highly to medium strong.	black, coarse intensely frac	-grainec tured, fi	l, medium resh,	- 940 	
ample Type: S =	Split S		C = C	Core LIP = Lin	disturbed Pieton	V = Vano 9	hear T	est	<u></u>	
portions Used	Trace =	= 1 - 1	0% I	Little = 10 - 20	%. Some = $20$ -	35% And :	= 35 - 5	50%		
n			VERC	Begins installing	1.3" casing to 10 ft	for next same	le Tin	Shee	ət	
ock: 15ft	of S	S.S bro	ke off	at the bottom of	the hole, affecting	blow counts. N	NEBC	2 of	3	
No. of	Utili	zes an nts not	other S	S.S in attempt to ded from second	o collect sample fro d attempt.	m 15-17 ft. Blo	DW			
Core Runs: 3	The	time r	eporte	d in the 'ground	water observations	section refers	s to	SM-001-M R	EV. 1/02	
	the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.									

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
		STR-06
BORING LOGS - 3	0145-0106	SHEET NO.: 04.06

Bioschur       Alec Kloury       Town:       Union, CT       Stat/Offset:       19+65/12/R         Engineer:       Mary Cacuette       Project No:       0145-0106       Northing:       91080-7507         Stat/Date:       2-21-24       Bridge No:       0048       Surface Elevation:       91080-7507         Stat/Date:       2-22-24       Bridge No:       0048       Surface Elevation:       997         Project Description:       Rehabilitation of Bridge 00848 carrying RI. 89 over 1-84.       Casang Size/Type: S1 D       Sampler Type: S7 D       Core Barrel Type: NX         Hammer Wt:       300b       Fail: 30in.       Hammer Wt:       140b       Partice Description       90         Groundwater Observations:       @17       @1       @1       @1       @1       @1         Groundwater Observations:       @1	Driller	N	like St. John	C	onne	cticu	t DOT Bori	na Report	Hole No .	B-4		
Engineer:       Mary Cacuette       Project No:       0145-0106       Northing:       9 10807.507         Start Date:       2-21-24       Route No:       Rt 89       Easting:       1150762.451         Finish Date:       2-22-24       Bridge No:       Start Date:       St	Inspect	or: A	lec Kfourv	Town:		Unior	n. CT		Stat./Offset:	19+65/12'R		
Start Date       2-21-24       Route No.:       Rt. 89       Easting:       1150762.451         Frinst Date       2-22-24       Dindgo No.:       00848       Surface Elevation:       997         Project Description       Rehabilitation of Bridge 00848 carrying Rt. 89 over I-84.       Core Barrel Type: NX       Easting:       1150762.451         Casing Size/Type: 3" ID       Sampler Type/Size:       SS/2" OD       Core Barrel Type: NX       Entry NX         Hammer Wt. 300b       Fait 30in.       Core Barrel Type: NX       Fait 30in.       Core Barrel Type: NX         Croundwater Observation:       G17 ft. after 0.25 hours       SAMPLES       Starting Starting and Notes       Starting Starting Starting and Notes       Starting Starting and Notes       Starting Starting and Notes       Starting Starting Starting Starting Starting Starting Starting and Notes       Starting Startin	Engine	er: N	lary Caouette	Project	No.:	0145	-0106		Northing:	910807.507		
Finish Date:       2-22-24       Bridge No::       00848       Surface Elevation:       997         Project Description:       Rehabilitation of Bridge 00848 carrying Rt. 89 over 1-84.       Core Barrel Type: NX       Sampler Type:Size:       SSIZ: 20 D       Core Barrel Type: NX         Groundwater Observations:       @17.1t.       after 0.25 hours       Biows on Sampler Type:Size:       SSIZ: 20 D       Core Barrel Type: NX       Ender 0.25 hours         @ good for the second state of t	Start Da	ate: 2	-21-24	Route N	lo.:	Rt. 89	Э		Easting:	1150762.451		
Project Description: Rehabilitation of Bridge 00848 carrying Rt. 89 over I=84.         Casing Size/Type: 3* ID       Sampler Type/Size: SS/2* OD       Core Barrel Type: NX         mammer WL: 300b       Fail: 30in.         Groundwater Observations: @17 ft. after 0.25 hours         SAMPLES         SAMPLES         SAMPLES         OB division of Biology of Sampler Type (Size: S)(2* OD)       Core Barel Type: NX         SAMPLES         SAMPLES         Sample Type: Size: S)(2* OD)       Material Description and Notes         OB division of Biology of Sampler Type: Size: S)(2* OD)         Geoder Sample Type: Sample Type: Size: S)(2* OD)         Core Barel Type: NX         Material Description and Notes         OB division of Biology of Sample Type: Samp	Finish [	Date: 2	-22-24	Bridge I	No.:	0084	8		Surface Elev	ation: 997		
Casing Size/Type: 3' ID       Sampler Type/Size: SS/2' OD       Core Barrel Type: NX         Hammer VV. 3001b       Fall: 30in.       Hammer VI.: 1401b       Fall: 30in.       Fall: 30in.         Groundwiser Observations:       GY       SAMPLES       SAMPLES       Sampler Type: Second Secon	Project	Descript	ion: Rehabilitation	of Bridg	e 008	48 ca	rrying Rt. 89 o	over I-84.				
Hammer WI: 3001b Fait 301n. Hammer WI: 1401b Fait 301n. Groundwater Observations: @17 ft. after 0.25 hours Sampler per 6 inches C-2 C-2 C-3	Casing	Size/Typ	be: 3" ID	Sample	ampler Type/Size: SS/2" OD Core Barrel Type: NX							
Groundwater Observations: @17 ft. after 0.25 hours         SAMPLES         Sampler       Sampler       Set (S)       Set (S)       Material Description and Notes       Set (S)         60       40       27       Bedrock (cont)       GNEISS, gray to black, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       930         65       -       -       60       40       27       Bedrock (cont)       GNEISS, gray to black, coarse-grained, medium bedded, highly to intensely fractured, sightly to moderately weathered, medium strong.       930         70       -       -       60       35       17       GNEISS, gray to black, coarse-grained, medium bedded, highly to intensely fractured, sightly to moderately weathered, medium strong.       930         70       -       -       60       35       17       END OF BORING 70t       -925         80       -       -       -       -       -       -       -       -         80       -       -       -       -       -       -       -       -       -       -         65       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	Hamme	er Wt.: 3	00lb Fall: 30in.	Hamme	r Wt.:	140lb	Fall: 30in.					
SAMPLES         and Notes       Material Description and Notes       Material Description and Notes       and Notes         00       -       <	Ground	water Ol	oservations: @17 ft.	after 0	).25 h	ours		1				
Image: Section of the section of th			SAMPLE	s							(Ħ)	
End       Barbon       Sampler get 6 inches       G       G       Bedrock get 2       and Notes       Total Period         60	(ft)	e و ع	Blows on	Û.	Ú.	%	aliz	Ma	terial Descrip	otion	UO	
B       Ø F       per 6 inches       Q       Q       Ø F Ø       Ø F Ø         60       -       -       60       40       27       Ø F Ø Ø       Bodrock (con1)       GNEISS, gray to black, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       -	pth	mpl pe/l	Sampler			g	ata scri		and Notes		evat	
60       C-2       60       40       27       Bedrock (corr)       GNEISS, gray to black, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       -935         65       C-3       60       35       17       GNEISS, gray to black, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       -930         70       -       60       35       17       GNEISS, gray to black, coarse-grained, medium bedded, highly to intensely fractured, sightly to moderately weathered, medium strong.       -930         70       -       -       -       -       -       -         70       -       -       -       -       -       -         70       -       -       -       -       -       -       -         70       - <td>De</td> <td>За Туј</td> <td>per 6 inches</td> <td>Ре</td> <td>Re</td> <td>R S</td> <td>Brage</td> <td></td> <td></td> <td></td> <td>Ш</td>	De	За Туј	per 6 inches	Ре	Re	R S	Brage				Ш	
60       40       27       (con1)       GNEISS, gray to black, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       -935         65       -       -       60       35       17       GNEISS, gray to black, coarse-grained, medium strong.       -930         70       -       -       60       35       17       GNEISS, gray to black, coarse-grained, medium strong.       -         70       -       -       60       35       17       GNEISS, gray to black, coarse-grained, medium strong.       -         70       -       -       -       -       -       -       -         70       -       -       -       -       -       -       -       -         70       -	60-						Bedrock				-	
-       C-2       60       40       27       GNEISS, gray to black, coarse-grained, medium       -935         65       -       -       60       35       17       GNEISS, gray to black, coarse-grained, medium       -         70       -       -       60       35       17       GNEISS, gray to black, coarse-grained, medium       -       -         70       -       -       60       35       17       GNEISS, gray to black, coarse-grained, medium       -	-						(con't)			·····	-	
65       60       35       17       ONEISS, gray to black, coarse-grained, medium strong.         70       60       35       17       ONEISS, gray to black, coarse-grained, medium strong.         70       60       35       17       END OF BORING 70ft       930         75       60       35       17       END OF BORING 70ft       925         80       90       910       910       910         90       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       910         Total Penetration in Earth: 55ft       NOTES: NEBC Begins installing 3" casing to 10 ft, for next sample. Tip Sheet Utilizes another S S in attempt to collect sample for not S. Tit. Blow Counts for the coord attempt.       Sheet 3 or 3	-	C-2		60	40	27		bedded, highly to	) black, coarse () intensely frac	-grained, medium tured, fresh,	-935	
65       -								medium strong.	-		-	
C-3       60       35       17       CMEISS, gray to black, coarse-grained, medium bedded, highly to intensely fractured, slightly to moderately weathered, medium strong.       -930         70       -<	65											
C.3       60       35       17       GNEISS, gray to black, coarse-grained, medium bedded, highly to intensely fractured, slightly to incorrectly weathered, medium strong.       -930         70       -												
C-3       60       35       17       bedded, highly to intensely fractured, slightly to moderately weathered, medium strong.         70	_							GNEISS, gray to	black, coarse	grained, medium	-930	
70       Indentisity Weathered, meaning strong.         70       Indentisity Weathered, meaning strong.         75       Indentisity Weathered, meaning strong.         75       Indentisity Weathered, meaning strong.         76       Indentisity Weathered, meaning strong.         77       Indentisity Weathered, meaning strong.         78       Indentisity Weathered.         79       Indentisity Weathered.         78       Indentisity Weathered.         79       Indentisity Weathered.         79       Indentisity Weathered.         79       Indentisity Weathered.         79       Indentisity Weathered.         70	_	C-3		60	35	17		bedded, highly to	b intensely frac	tured, slightly to	_	
70	_							moderately weat	nereu, meulun	i Suong.	-	
Image: Second State Sta	70-										<u> </u>	
75-       -925         80-       -920         90-       -920         85-       -910         90       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in Earth: 55ft Rock: 15ft       NO. of S.S broke off at the bottom of the hole, affecting blow counts. NEBC Utilizes another S.S in attempt to collect sample Trom 15-17 ft. Blow counts not recorded from second attempt.	-							END OF BORIN	G 70ft		-	
75-       -	-										-925	
75-       -	-										-	
75-       -											-	
80       -920         80       -915         85       -915         90       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in Earth: 55ft       NO. of No. of No. of No. of         No. of No. of       No. of No. of         No. of No. of       No. of No. of	/5-											
80       -											920	
80-       -	_										_ 220	
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	80-										_	
	-										$\vdash$	
85-       -	-										-915	
85-       -	-										F	
85       -											F	
90       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in Earth: 55ft       NOTES: NEBC Begins installing 3" casing to 10 ft. for next sample. Tip of S.S broke off at the bottom of the hole, affecting blow counts. NEBC Utilizes another S.S in attempt to collect sample from 15-17 ft. Blow counts not recorded from second attempt.       Sheet	85-										F	
90       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test         Proportions Used:       Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in       NOTES: NEBC Begins installing 3" casing to 10 ft. for next sample. Tip of S.S broke off at the bottom of the hole, affecting blow counts. NEBC Utilizes another S.S in attempt to collect sample from 15-17 ft. Blow counts not recorded from second attempt.       Sheet         No. of       No. of       No. of       Sheet         0xit 0       No. of       No. of       No. of												
90       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in Earth: 55ft       NOTES: NEBC Begins installing 3" casing to 10 ft. for next sample. Tip of S.S broke off at the bottom of the hole, affecting blow counts. NEBC Utilizes another S.S in attempt to collect sample from 15-17 ft. Blow counts not recorded from second attempt.       Sheet 3 of 3												
90       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in Earth: 55ft       NOTES: NEBC Begins installing 3" casing to 10 ft. for next sample. Tip of S.S broke off at the bottom of the hole, affecting blow counts. NEBC Utilizes another S.S in attempt to collect sample from 15-17 ft. Blow counts not recorded from second attempt.       Sheet 3 of 3	_											
Sample Type:       S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test         Proportions Used:       Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in       NOTES:       NEBC Begins installing 3" casing to 10 ft. for next sample. Tip of S.S broke off at the bottom of the hole, affecting blow counts. NEBC Utilizes another S.S in attempt to collect sample from 15-17 ft. Blow counts not recorded from second attempt.       Sheet         No. of       No. of       No. of       State Properties 12       Sheet	90-	90										
Proportions Used:       Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in       NOTES: NEBC Begins installing 3" casing to 10 ft. for next sample. Tip of S.S broke off at the bottom of the hole, affecting blow counts. NEBC Utilizes another S.S in attempt to collect sample from 15-17 ft. Blow counts not recorded from second attempt.       Sheet 3 of 3         No. of       No. of       No. of       counts not recorded from second attempt.		Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston $\lor$ = $\lor$ ane Shear Test										
Total Penetration inNOTES: NEBC Begins installing 3" casing to 10 ft. for next sample. Tip of S.S broke off at the bottom of the hole, affecting blow counts. NEBC Utilizes another S.S in attempt to collect sample from 15-17 ft. Blow counts not recorded from second attempt.Sheet 3 of 3		Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%										
Earth:     55ft     Rock:     15ft     Utilizes another S.S in attempt to collect sample from 15-17 ft. Blow counts not recorded from second attempt.     3 of 3       No. of     No. of     No. of     counts not recorded from second attempt.     0 of 3	Total P	enetratio	n in	NO	ES: N	NEBC	Begins installing	g 3" casing to 10 ft	for next same	le. Tip She	et	
No. of No. of counts not recorded from second attempt.	Earth:	55ft	Rock: 15ft	Utiliz	.s droi zes an	other \$	S.S in attempt to	o collect sample fro	om 15-17 ft. Bl	NEDC 301 DW	3	
Soll Samples 12 Core Runs 3   The time reported in the 'aroundwater observations' section refers to SM-001-M REV 1/02	No. of Soil Sa	mples <sup>.</sup> 1	No. of 2 Core Runs: 3	COUI	nts not	record	ded from secon d in the 'around	d attempt. water observations	' section refer	s to SM-001-M	REV 1/02	
the amount of time between utilizing the drive and wash drilling method	2011 00		V	the	amoun	t of tin	ne between utili	zing the drive and	wash drilling m	ethod		



Unite:         Date Date Date (Source         Control Control         Dot of the Date (Source)         Total No.:         B-3           Inspector         May Cacuette         Project No.:         0145-0106         Northing:         91693.748           Stat Date:         3-12-24         Bridge No.:         0145-0106         Northing:         91693.748           Stat Date:         3-12-24         Bridge No.:         00448         Easting:         91150792.853           Casing Size/Type: 8'1D         Sampler Type: N2         Sampler Type: N2         CO         Core Barrel Type: NX           Hammer Wt:         300b         Fail: Solin:         Hammer Wt:         140b         Fail: Solin:         Material Description           Groundwater Observations         @3.5.ft.         after 18 hours           975           SAMPLES          Bidrock           975          974           10         S.1         4         8         17         9         4         Topsoil         Medium donso, light brown fc SAND & SILT, little f-m         975           5         S.2         14         16         24         24         22         Donso, light brown fc SAND & SILT, little f-m         976	D :!!			- 4			<u> </u>	nno	cticu		na Penort				
Import         Mark         Online         Online <td>Driller:</td> <td></td> <td>ave D</td> <td></td> <td>gelis</td> <td></td> <td></td> <td colspan="5"></td> <td>8-5 19±5</td> <td>9/30'I</td> <td></td>	Driller:		ave D		gelis								8-5 19±5	9/30'I	
Lighten         mail / Educative         Projective         Projecive         Projecive         Projec	Engineer	1. A	lec Nit	aouo	#0		Droioct	No :	01/0	-0106		Stat./Onset.	9106	0/30 L 03 7/8	
Stant Date:         0.112         Disk No.         0.024         Surface         Control         Contro         Control         Control <t< td=""><td>Start Dat</td><td>to 3.</td><td>-12-24</td><td>aoue</td><td>ue</td><td></td><td></td><td></td><td>1-84</td><td>-0100</td><td></td><td>Fasting:</td><td>1150</td><td>792 853</td><td></td></t<>	Start Dat	to 3.	-12-24	aoue	ue				1-84	-0100		Fasting:	1150	792 853	
Impact Description:       Rehabilitation of Bridge 00848 carrying Rt. 89 over I-84.         Casing SteeType: 3" ID       Sampler TypeSize: SS/2" OD       Core Barrel Type: NX         Hammer WL: 300bl Fail: 30in.       Hammer WL: 1400b Fail: 30in.       Core Barrel Type: NX         Conundwater Observation:       ©3.5 ft. after 18 hours       Impact Description and Notes       Impact Description and Notes       Impact Description and Notes       Impact Description and Notes         Impact Description       Sample Type: S = Spit Spot       Impact Description and Notes       Impact Description and Notes       Impact Description and Notes       Impact Description and Notes         Impact Description       Sample Type: S = Spit Spot       Impact Description and Notes       Impact Description and Notes       Impact Description and Notes       Impact Description and Notes         Impact Description       Sample Type: S = Spit Spot       Impact Description and Notes       Impact Description and Notes       Impact Description and Notes       Impact Description and Notes         Impact Description       Sample Type: S = Spit Spot       Impact Description and Notes       Impact Description and Notes       Impact Description and Notes       Impact Description and Notes         Impact Description       Impact Description and Notes       Impact Description and Notes       Impact Description and Notes       Impact Description and Notes       Impact Description and Notes <t< td=""><td>Finish Da</td><td>ate 3</td><td>-13-24</td><td><u> </u></td><td></td><td></td><td>Bridge I</td><td>No <sup>.</sup></td><td>0084</td><td>8</td><td></td><td>Surface Flev</td><td>ation: 9</td><td>7<u>52.000</u></td><td></td></t<>	Finish Da	ate 3	-13-24	<u> </u>			Bridge I	No <sup>.</sup>	0084	8		Surface Flev	ation: 9	7 <u>52.000</u>	
Casing Size/Type: 3* ID       Sampler Type/Size SS/2* OD       Core Barrel Type: NX         Hammer WI: 300lb Fail: 30In.       Hammer WI: 140lb Fail: 30In.         Core Barrel Type: NX         Groundwater Observations: @SAMPLES         E       Blows on Sampler per 6 inches       E       E       E       E       E       E       E       E         E       Bio       Blows on Sampler       E <td>Project D</td> <td>Descript</td> <td>ion: R</td> <td>Rehat</td> <td>oilitat</td> <td>ion of</td> <td>f Bridg</td> <td>e 008</td> <td>48 ca</td> <td>- rrying Rt. 89 o</td> <td>ver I-84.</td> <td></td> <td></td> <td></td> <td></td>	Project D	Descript	ion: R	Rehat	oilitat	ion of	f Bridg	e 008	48 ca	- rrying Rt. 89 o	ver I-84.				
Construction       Constructin       Constructin       C	Casing S	Sizo/Tyr	o. 3" I				Samplo	r Typo	Sizo.	<u>, , , , , , , , , , , , , , , , , , , </u>		Coro Barrol 1		IX	
Groundwater Observations:       Q3.5 ft. after 18 hours         SAMPLES         Image: Solution of the second se	Hammer	Wt · 3	00lb	Fall	30in		Jamme	rWt <sup>.</sup>	140lb	55/2 00 Fall: 30in			ype. N		
SAMPLES         Exampler       Blows on g G       Sampler g G       Blows on g G       Exampler g G       Sampler g G       Material Description and Notes       Material Description and Notes         0       -       S.1       4       8       17       9       24       14       Topsol Miscellaneous       Medium dense, light brown, I-m GRAVEL & I-c SAND, trace siti, most.       -	Groundw	vater Ot	oservat	ions:	@3	.5 ft.	after	18 ho	urs						
E       g g g       Blows on sampler per 6 inches       g g				5	SAMF	PLES				-					(j
E       Biows on Sampler B       E	£	ö					·	·		lized	Ma	torial Descrip	tion		n (f
B         B         B         C         B         B         C         B         C         B         C         B         C         B         C         B         C         B         C         B         C         B         C         B         C         B         C <thc< th=""> <thc< th=""> <thc< th=""> <thc< th=""></thc<></thc<></thc<></thc<>	th (j	e/N		Sam	/s on Ibler		Ë.	E	% (	era ta crip	IVId	and Notes	Juon		atic
B         C         L <thl< th="">         L         <thl< th=""> <thl< th=""></thl<></thl<></thl<>	Ge	ype	р	er 6 i	inche	s	en	Sec	ğ	Stra					lev
S-1       4       8       17       9       24       14       Imposed in the solution of the solu		0F					-	ш.	<u> </u>	000					-975
-       -		S-1	4	8	17	9	24	14		Topsoil Miscellaneous Fill	Medium dense, I SAND, trace silt;	ight brown, f-m moist.	n GRAV	/EL & f-c	
3-2       14       16       24       24       22       Glacial Tril       Pense, light brown f-c SAND & SILT, little f-m       970         10       5-3       16       50/3"       9       4       Pense, light brown f-c SAND & SILT, little f-m       965         10       5-3       16       50/3"       9       4       Pense, light brown f-c SAND & SILT, trace       965         15       C-1       60       54       58       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       960         20       C-2       60       57       78       GNEISS, gray, coarse-grained, medium bedded, highly to moderately fractured, fresh to slightly weathered, medium strong.       950         20       C-2       60       57       78       END OF BORING 23tt       950         25       58       Fraperiod in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       945         26       10 d       Total Penetration in       NOTE: Significant increase in weathering beyond 20 ft. The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet       1 of 1         26       Soi															-
5         5         2         14         16         24         34         24         22         Dense, light brown f-c SAND & SILT, little f-m         -970           10         5.3         16         50/3"         9         4         Very dense, light brown f-c SAND & SILT, little f-m         -965           15         C-1         60         54         58         Very dense, light brown f-c SAND & SILT, trace         -965           15         C-1         60         54         58         GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium         -960           20         C-2         60         57         78         GNEISS, gray, coarse-grained, medium bedded, highly to indensely fractured, fresh to slightly weathered, medium strong.         -950           25         60         57         78         END OF BORING 23ft         -950           26         Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         -950           Total Penetration in Earth: 13ft Rock: 10ft No. of Sol Samples 3. Core Runs: 2         NOTES: NOTE: Significant increase in weathering beyond 20 ft. The time reported in the 'groundwater observations' section refers to the amount of time terve end wash drilling method and the time of recording groundwater.         Stheet 1 of 1										Glacial Till					-
-       S-2       14       16       24       24       22         10       - <td< td=""><td>5</td><td></td><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>5 F.141</td><td></td><td></td><td></td><td>-970</td></td<>	5		-								5 F.141				-970
10       S.3       16       50/3"       9       4       Very dense, light brown f-c SAND & SILT, trace f-m gravel; wet, more than be determined by the devock at 10.75 ft. Use rollerbit to 13 ft. to confirm.       965         15       C-1       60       54       58       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       960         20       C-2       60       57       78       GNEISS, gray, coarse-grained, medium bedded, highly to indensely fractured, fresh to slightly weathered, medium strong.       955         20       C-2       60       57       78       END OF BORING 23ft       950         30       Sample Type: S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test       945         30       Sample Type: S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test       945         30       Sample Type: S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test       945         30       Sample Type: S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test         70       No. of       No. of       No. of       No. of       Sol Samples       Son of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Shoot -		S-2	14	16	24	34	24	22			Dense, light brov gravel; wet.	vn f-c SAND &	SILT, I	ittle f-m	-
10       5.3       16 50/3"       9       4       Very dense, light brown f-c SAND & SILT, trace f-m gravel, wet. possible top of bedrock at 10.75 ft. Use rollerbit to 13 ft. to confirm.       965         15       C-1       60       54       58       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       960         20       C-2       60       57       78       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh to slightly weathered, medium strong.       955         25       60       57       78       END OF BORING 23ft       950         30       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       Sheet 1 of 1         Total Penetration in Earth: 13ft       Rock: 10ft       NOTES: NOTE: Significant increase in weathering beyond 20 ft. The time reported in the groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet 1 of 1			1								5 ,				-
10       5.3       16 50/3"       9       4       Very dense, light brown f-c SAND & SILT, trace f-m gravel; wet possible top of bedrock at 10.75 ft. Use rollerbit to 13 ft. to confirm.       -965         15       C-1       60       54       58       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       -960         20       C-2       60       57       78       GNEISS, gray, coarse-grained, medium bedded, highly to moderately fractured, fresh to slightly weathered, medium strong.       -955         20       C-2       60       57       78       END OF BORING 23ft       -950         25       Sample Type:       S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test       -950         30       Sample Type:       S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test       -950         30       Sample Type:       S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test       -950         Total Penetration in       NOTES:       NOTE: Significant increase in weathering beyond 20 ft. The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       StM-001-M REV. 1002															-
10       S.3       16       50/3"       9       4       Periode set, light brown Fc. SAND & SILT, trace market,															005
15-       C-1       60       54       58       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       -960         20-       C-2       60       57       78       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh to slightly weathered, medium strong.       -955         20-       C-2       60       57       78       END OF BORING 23ft       -950         30       Sample Type: S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       -945         Total Penetration in       NOTES: NOTE: Significant increase in weathering beyond 20 ft. The time reported in the "groundwater observations" section refers to the time out of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet 1 of 1	10	S-3	16	50/3"			9	4			Very dense, light f-m gravel: wet	brown f-c SA	ND & S	ILT, trace	-965
15-       C-1       60       54       58       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       -960         20-       C-2       60       57       78       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh to slightly weathered, medium strong.       -955         25-       60       57       78       END OF BORING 23ft       -950         30       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       945         Total Penetration in Earth: 13ft       NO: of											possible top of b	edrock at 10.7	5 ft. Us	e rollerbit	
15-       C-1       60       54       58       Bedrock       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium       -960         20-       C-2       60       57       78       GNEISS, gray, coarse-grained, medium bedded, highly to indensely fractured, fresh to slightly       -955         25-       60       57       78       GNEISS, gray, coarse-grained, medium bedded, highly to moderately fractured, fresh to slightly       -955         30       Sample Type:       S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test         945       Sample Type:       S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test         70tal Penetration in       NOTES: NOTE: Significant increase in weathering beyond 20 ft. The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet       1 of 1         No. of       No. of       No. of       Sheet       1 of 1											to 13 ft. to confin	n.			
15       C-1       60       54       58       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh, medium strong.       -960         20       C-2       60       57       78       GNEISS, gray, coarse-grained, medium bedded, highly to intensely fractured, fresh to slightly weathered, medium strong.       -955         25       60       57       78       GNEISS, gray, coarse-grained, medium bedded, highly to moderately fractured, fresh to slightly weathered, medium strong.       -955         30       Sample Type: S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test         Proportions Used:       Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       Sheet       1 of 1         No. of       No. of       No. of       Sheet       1 of 1         Soil Samples: 3       No. of       Store Runs; 2       Stheet       1 of 1										Bedrock					
C-1       60       54       58       highly to intensely fractured, fresh, medium         20       C-2       60       57       78       GNEISS, gray, coarse-grained, medium bedded, highly to moderately fractured, fresh to slightly weathered, medium strong.         20       C-2       60       57       78       END OF BORING 23ft       -950         30       Sample Type: S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test Proportions Used:       -945         Total Penetration in       Ent: 13ft       Rock: 10ft       NOTES: NOTE: Significant increase in weathering beyond 20 ft. The time reported in the "groundwater observations" section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet 1 of 1	15-										GNEISS, gray, c	oarse-grained,	mediu	m bedded,	-960
20       C-2       60       57       78       GNEISS, gray, coarse-grained, medium bedded, highly to moderately fractured, fresh to slightly weathered, medium strong.       -955         25       60       57       78       END OF BORING 23ft       -950         30       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       945         Total Penetration in Earth: 13ft       Rock: 10ft       NOTES: NOTE: Significant increase in weathering beyond 20 ft. The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Stepset       Stepset		C-1					60	54	58		highly to intensel	y fractured, fre	esh, me	dium	-
20-       C-2       60       57       78       GNEISS, gray, coarse-grained, medium bedded, highly to moderately fractured, fresh to slightly weathered, medium strong.       -955         25-       60       57       78       END OF BORING 23ft       -950         30       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       -945         Total Penetration in Earth: 13ft       Rock: 10ft       NOTES: NOTE: Significant increase in weathering beyond 20 ft. The time reported in the "groundwater observations" section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet											Strong.				-
20-       C-2       60       57       78       GNEISS, gray, coarse-grained, medium bedded, highly to moderately fractured, fresh to slightly weathered, medium strong.         25-       60       57       78       END OF BORING 23ft       -950         30       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       945         Total Penetration in Earth: 13ft       Rock: 10ft       NOTES: NOTE: Significant increase in weathering beyond 20 ft. The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet 1 of 1	+		-												-
20- -       C-2       60       57       78       GNEISS, gray, coarse-grained, medium bedded, highly to moderately fractured, fresh to slightly weathered, medium strong.       -955         25- - - - - - - - - -       60       57       78       END OF BORING 23ft       -950         30       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       -945         Total Penetration in Earth: 13ft       NOTES: NOTE: Significant increase in weathering beyond 20 ft. The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet 1 of 1															+
25-       -	20-	C-2					60	57	78		GNEISS, gray, c	oarse-grained,	mediu	m bedded,	-955
25-		02					00	0,	10		weathered, medi	um strong.	11051110	siigituy	-
25-       -															F
25-       -			1												Ť
23	25										END OF BORIN	G 23ft			050
30       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       945         Total Penetration in Earth: 13ft       NOTES: NOTE: Significant increase in weathering beyond 20 ft. The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet	25														-950
30       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test       945         30       Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test       945         Proportions Used:       Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%       And = 35 - 50%         Total Penetration in       NOTES: NOTE: Significant increase in weathering beyond 20 ft.       Sheet         Earth: 13ft       Rock: 10ft       NOTES: NOTE: Significant increase in weathering beyond 20 ft.       Sheet         No. of       No. of       and the time of recording groundwater.       1 of 1         Soil Samples: 3       Core Runs: 2       SM-001-M REV. 1/02															
945         30         Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in Earth: 13ft       NOTES: NOTE: Significant increase in weathering beyond 20 ft. The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet         No. of Soil Samples: 3       Core Runs: 2       SM-001-M REV. 1/02															
30       945         Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in Earth: 13ft       NOTES: NOTE: Significant increase in weathering beyond 20 ft. The time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.       Sheet         NO. of Soil Samples: 3       Core Runs: 2       SM-001-M REV. 1/02															F
Sample Type:       S = Split Spoon       C = Core       UP = Undisturbed Piston       V = Vane Shear Test         Proportions Used:       Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in       NOTES:       NOTES: NOTE: Significant increase in weathering beyond 20 ft.       Sheet         Earth:       13ft       Rock:       10ft       1 of 1         No. of       No. of       and the time of recording groundwater.       SM-001-M REV.       1/02	30														945
Proportions Used:       Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%         Total Penetration in       NOTES: NOTE: Significant increase in weathering beyond 20 ft.       Sheet         Earth:       13ft       Rock:       10ft       1 of 1         No. of       No. of       and the time of recording groundwater.       SM-001-M REV.       1/02		Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test													
Total Penetration inNOTES: NOTE: Significant increase in weathering beyond 20 ft.SheetEarth: 13ftRock: 10ftThe time reported in the 'groundwater observations' section refers to the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.1 of 1No. of Soil Samples: 3No. of Core Runs: 2SM-001-M REV. 1/02		Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%													
Earth: 13ftRock: 10ftIf the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.If of the amount of time between utilizing the drive and wash drilling method and the time of recording groundwater.No. of Soil Samples: 3No. of Core Runs: 2SM-001-M REV. 1/02	Total Per	netratio	n in				NOT	ES: N	NOTE:	Significant incr	ease in weathering	beyond 20 ft.	e to	She 1 of	et 1
No. of Soil Samples: 3     No. of Core Runs: 2     and the time of recording groundwater.	Earth: 13	3ft	Rock:	10ft			the a	amoun	t of tin	ne between utiliz	zing the drive and v	wash drilling m	ethod		1
	No. of No. of and the tim Soil Samples: 3 Core Runs: 2							the tin	ne of re	ecording ground	lwater.			SM-001-M F	REV. 1/02



# REPLACEMENT OF BRIDGE NO. 00848 ROUTE 89 OVER INTERSTATE 84

	<u> </u>		-+:		a Donort				
		onne			ід кероп	Hole No.:	B-6		
	TOWN:					Stat./Offset:	18+35	0/50'R	
	Project	NO	0145	-0106		Norming.	11509	260 475	
+-24 1-24	Bridge	10 No <sup>.</sup>	0084	8		Surface Flove	ation 9	72 5	
• Rehabilitation (	of Brida	•0 e 008	48 cai	rrving Rt. 89 ov	ver I-84	Sunace Lieve		12.0	
2" 10	Comple		/Ci=c:	SS/2" OD		Care Derrol T			
5 ID Ib Fall: 30in	Hammo	rWt·	140lh	Eall: 30in		Cole Dallel I	ype.		
ervations: @55ft	after	0 25 h	ours						
SAMPLES	S			_					
Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Mat	terial Descrip and Notes	otion		Elevation (ft
2 7 8 3	24	16		Topsoil Miscellaneous Fill	Medium dense, brown f-c SAND, some f-m gravel, some silt; moist.				- - 970
25 25 23 50/3	" 21	21		Glacial Till	Dense, light brow little silt; wet.	n f-c SAND, li	ttle f-m	gravel,	
18 22 30 40	24	24			Very dense, light gravel, little silt; w	brown f-c SAN vet.	ND, little	⊧f-m	- - - -960
17 50/5"	11	11			Very dense, light <u>f-m gravel; wet.</u> Rollerbit does not minutes. Probable	brown, f-c SA advance pas bedrock at 1	ND & S t 16 ft. a 6 ft.	ILT, trace after 15	- - - -955
					END OF BORING	5 16ft			- - - - - - - - - - - 945 -
ample Type: S = oportions Used:	Split Sp Trace =	000n 1 - 1(	C = C )%, l	Core UP = Un Little = $10 - 20^{\circ}$	disturbed Piston %, Some = 20 -	V = Vane S 35%, And =	hear T = 35 - 5	est 50%	ot
refers to the amount of time between utilizing the drive and wash drilling 1 of 1								ยเ 1	
ock: π No. of	met	nod an	d the t	time of recording	g groundwater.		Ũ		
Core Runs:								SM-001-M F	EV 1/02

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
		STR-07
BORING LOGS - 4	0145-0106	SHEET NO.: 04.07

### SUGGESTED CONSTRUCTION SEQUENCE

STAGE 1 DEMOLITION

- 1. TEMPORARILY CLOSE ROUTE 89 AND I-84, IMPLEMENT DETOUR IN ACCORDANCE WITH MAINTENANCE AND PROTECTION OF TRAFFIC PLANS MPT-04 THROUGH MPT-09.
- 2. SAW-CUT ALONG DECK AND REMOVE EXISTING DECK, PARAPET AND RAILING AT WEST SIDE OF EXISTING BRIDGE.
- 3. PLACE TEMPORARY TRAFFIC BARRIER ALONG I-84 AND REMOVE EXISTING METAL BEAM RAIL TO EXTENTS SHOWN ON MPT PLANS.
- 4. PLACE TEMPORARY SUPPORTS FOR EXISTING SUPERSTRUCTURE AS SHOWN ON THE PLAN.
- 5. CUT EXISTING GIRDERS G1, G2 AND G3 AT PIER INTO TWO EQUAL SEGMENTS AND REMOVE.

RELOCATED OVERHEAD UTILITIES (TYP.)

### **GENERAL NOTES:**

- 1. THE METHOD OF REMOVAL AND ERECTION SHOWN ON THESE PLANS ARE SUGGESTED. THE CONTRACTOR SHALL DETERMINE THE ACTUAL METHOD OF CONSTRUCTION AND SUBMIT TO THE ENGINEER FOR APPROVAL.
- 2. ALL RELOCATED UTILITIES SHOWN ARE APPROXIMATE AND SHALL BE RELOCATED BY OTHERS PRIOR TO BEGINNING OF WORK.
- 3. CRANE SIZE AND DIMENSIONS SHOWN SCHEMATICALLY ARE BASED ON A TADANO ATF220G-5 CRANE WITH FULLY-EXTENDED OUTRIGGERS (27'-3").
- 4. REMOVAL AND SALVAGING OF EXISTING CONCRETE BARRIER SHALL BE PAID FOR UNDER ITEM 0824052A REMOVE EXISTING CONCRETE BARRIER CURB.
- 5. REMOVAL AND SALVAGING OF EXISTING SAND BARREL ARRAYS SHALL BE PAID FOR UNDER ITEM 1809001A REMOVE IMPACT ATTENUATION DEVICE (SAND INERTIAL BARRIER MODULE).

ANTICIPATED LOADS DURING STAGE 1 DEMOLITION

SECTION	WEIGHT	MAX RADIUS
GIRDER 1,2,3 (SPAN 1)	26,000 LBS*	79'
GIRDER 1,2,3 (SPAN 2)	26,000 LBS*	82'

\*INCLUDES 20% ASSUMED WEIGHT FOR RIGGING

REVISION DESCRIPTION						
DATE	SIGNATURE BLOCK:	ADA A.DiCesare Associates, P.C. 690 Clinton Avenue Bridgeport, CT 06604 203-696-0444			С СТРОТ	CONNECTICUT DEPARTMENT OF
REV.	DESIGNER/DRAFTER: JGV	CHECKED BY: JVS	يهاري كالالمول	-		TRANSPORTATION
	LASTED SAVED BY: ADA039 FIL PLOTTED DATE: 3/21/2025	ENAME: K:\CT_Projects\0145-0106\Bi	idge\Contrac	t_Plans\0145-0106_CP_Demo and Erectior	n Plan Stage 1.dgn	



- PLAN AND ESTABLISH CONTRACTOR ACCESS TO EXISTING SUBSTRUCTURE ELEMENTS.
- PIER.
- PLAN.
- PLANS MPT-04 THROUGH MPT-09.
- GIRDERS.
- WEARING SURFACE.

- THE METHOD OF REMOVAL AND ERECTION SHOWN ON THESE PLANS ARE SUGGESTED. THE CONTRACTOR SHALL DETERMINE THE ACTUAL METHOD OF CONSTRUCTION AND SUBMIT TO THE ENGINEER FOR APPROVAL.
- PRIOR TO BEGINNING OF WORK.

ANTICIPATED LOADS DURING STAGE 1 ERECTION OF "B" GIRDERS

SECTION	WEIGHT	MAX PICK RADIUS			
G1B AND G2B (COMBINED)	22,000 LBS**	130'			
G3B	10,000 LBS*	130'			

SECTION	WEIGHT	MAX PICK RADIUS		
G1A, G2A, G3A	17,200 LBS*	79'		
G1C, G2C, G3C	17,200 LBS*	74'		



LASTED SAVED BY: ADA039 FILE NAME: K:\CT\_Projects\0145-0106\Bridge\Contract\_Plans\0145-0106\_CP\_Demo and Erection Plan Stage 1.dgn PLOTTED DATE: 3/21/2025

### SUGGESTED CONSTRUCTION SEQUENCE

STAGE 2 DEMOLITION

- 1. TEMPORARILY CLOSE ROUTE 89 AND I-84, IMPLEMENT DETOUR IN ACCORDANCE WITH MAINTENANCE AND PROTECTION OF TRAFFIC PLANS MPT-04 THROUGH MPT-09.
- 2. REMOVE EXISTING DECK, PARAPET AND RAILING AT EAST SIDE OF EXISTING BRIDGE.
- 3. CUT EXISTING GIRDERS G4, G5, G6 AND G7 AT PIER INTO TWO Equal segments and remove.

RELOCATE TEMPORARY TRAFFIC BARRIER -IN CONFLICT WITH CRANE AS DIRECTED BY THE ENGINEER (TYP.)

### **GENERAL NOTES:**

- 1. THE METHOD OF REMOVAL AND ERECTION SHOWN ON THESE PLANS ARE SUGGESTED. THE CONTRACTOR SHALL DETERMINE THE ACTUAL METHOD OF CONSTRUCTION AND SUBMIT TO THE ENGINEER FOR APPROVAL.
- 2. ALL RELOCATED UTILITIES SHOWN ARE APPROXIMATE AND SHALL BE RELOCATED BY OTHERS PRIOR TO BEGINNING OF WORK.
- 3. CRANE SIZE AND DIMENSIONS SHOWN SCHEMATICALLY ARE BASED ON A TADANO ATF180G-5 CRANE WITH FULLY-EXTENDED OUTRIGGERS (27'-3").

ANTICIPATED LOADS DURING STAGE 1 DEMOLITION

SECTION	WEIGHT	MAX RADIUS
GIRDER 4,5,6 AND 7 (SPAN 1)	26,000 LBS*	93'
GIRDER 4,5,6 AND 7 (SPAN 2)	26,000 LBS*	80'

\*INCLUDES 20% ASSUMED WEIGHT FOR RIGGING

REVISION DESCRIPTION						
, DATE	SIGNATURE BLOCK:	ADDA A. DiCesare Associates, P.C. 690 Clinton Avenue Bridgeport, CT 06604 203-696-0444 www.adicesarepc.com			Строт	CONNECTICUT DEPARTMENT OF
	DESIGNER/DRAFTER: JGV LASTED SAVED BY: ADA039 FI	CHECKED BY: JVS <b>E NAME:</b> K:\CT_Projects\0145-0106\Br	idge\Contract_P	lans\0145-0106_CP_Demo and Erection	Plan Stage 2.dgn	IRANSPORTATION





STAGE 2 DEMOLITION	0145-0106	STR-10
PLAN AND SECTION		SHEET NO.: 04.10

Ш Ш SIGNATURE BLOCK:	ADA A.DiCes 690 Brid	are Associates, P.C. D Clinton Avenue geport, CT 06604 203-696-0444	SCALE: 1" =	= 5'			
VISION DESCRIF		STAGE 2	2 ERECTIO	N SECTIO	N		
ZOL	⊥ _ G1 G	_ ⊥ 2 G3	 G4	L G5	 G6	 G7	 G8
			T	 T	 	T	
			W(	JRK ZONE DUR	ing stage 2 CC	ONSTRUCTION -	
1'-0'' Should	1'-0" S ER 11'-0"	Shoulder	— TEMPORARY	TRAFFIC BARR	IER		
	*Includes 20% Assu	IMED WEIGHT FOR RI	GGING				
	G7A, G8A G4C, G5C, G6C, G7C, G8A	17,200 LBS*	77'				
	SECTION G4A, G5A, G6A,	WEIGHT MA	X PICK RADIUS				
	ANTICIPATED LOADS	DURING STAGE 2 ER	ECTION OF UNII	ORM GIRDER	S		
	*INCLUDES 20% ASSU	IMED WEIGHT FOR RI	GGING				
	G4B,G5B,G6B,G7B,C	G8B 10,000 LBS*	128'	05			
		DURING STAGE 2 ER	ECTION OF HAU		ERS		
3.	CRANE SIZE AND DIME 220G-5 CRANE WITH F	ENSIONS SHOWN SCH ULLY-EXTENDED OUTI	IEMATICALLY A RIGGERS (27'-3'')	re based on , ).	A TADANO ATF		
2.	ALL RELOCATED UTILIT	IES SHOWN ARE APPF OF WORK.	OXIMATE AND	SHALL BE RELC	DCATED BY OTHE	RS	
1.	THE METHOD OF REMO CONTRACTOR SHALL I THE ENGINEER FOR AP	OVAL AND ERECTION DETERMINE THE ACTU PROVAL.	SHOWN ON TH AL METHOD OF	ESE PLANS AR	e suggested. Th On and submit	ie To	
GE	ENERAL NOTES:						
8	. CONSTRUCT CONC WEARING SURFACE	RETE DECK, PARAPET	, APPROACH SI	ABS AND			TEMPOR
7	. REMOVE TEMPORA	ry supports adjac	ENT TO PIER.			ANT	I-TRACKING PAE
6	. INSTALL REMAINING AND/OR ANY REMA	GIRDERS AND FIELD	SPLICES. ATTAC IS TO GIRDERS.	CH DIAPHRAG <i>I</i>	٨S		
5	. INSTALL GIRDER G4 INSTALLED GIRDER ( AND G8B.	B AND CONNECT WI G3B. REPEAT FOR GIR	TH DIAPHRAGM DER SECTIONS	s to previou: G5B, G6B, G7E	SLY 3		
4	ACCORDANCE WIT	TH MAINTENANCE AND 1-82 TH MAINTENANCE AN DUGH MPT-09.	D PROTECTION	OF TRAFFIC			
	CONFLICT WITH NEV CONSTRUCT REMAIN	W ABUTMENT 1, 2 ANI NING PORTIONS OF 1	D PIER AS SHOW	N ON THE PLA S AND PIER.	۱N.		
3	PIER. . REMOVE PORTIONS		TH RETAINING S				
	PIER.			JTMENTS AND			
	ON THE PLAN ESTAL	BLISH CONTRACTOR			•		

![](_page_10_Figure_1.jpeg)

![](_page_11_Figure_0.jpeg)

LASTED SAVED BY: ADA039 FILE NAME: K:\CT\_Projects\0145-0106\Bridge\Contract\_Plans\SB\_CP\_0145\_0106\_Substructure Staging.dgn PLOTTED DATE: 3/21/2025

<b>REPLACEMENT OF BRIDGE NO. 00848 ROUTE 89 OVER</b>	
INTERSTATE 84	

SCALE: 1/8"=1'-0"		
ELEVATION		
	EL. 975	5.00
	EL. 989	2.00
	EL. 993	8.75
PLAN		
	PROPOSED FOOTING ABUTMENT 1	
		D WINGWALL 1A

![](_page_12_Figure_0.jpeg)

REPLACEMENT OF BRIDGE NO. 00848 ROUTE 89 OVER	
INTERSTATE 84	

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:	
ABUTMENT 2		STR-13	
CONSTRUCTION STAGING	0145-0106	SHEET NO.: 04.13	

![](_page_13_Figure_0.jpeg)

LASTED SAVED BY: ADA039 FILE NAME: K:\CT\_Projects\0145-0106\Bridge\Contract\_Plans\SB\_CP\_0145\_0106\_Substructure Staging.dgn PLOTTED DATE: 3/21/2025

![](_page_13_Figure_3.jpeg)

![](_page_13_Figure_4.jpeg)

PROJECT NO.: DRAWING NO.: STR-14 PIER 1 CONSTRUCTION STAGING 0145-0106 SHEET NO.: 04.14

![](_page_14_Figure_0.jpeg)

![](_page_15_Figure_0.jpeg)

![](_page_16_Figure_0.jpeg)

Gl \_\_\_\_\_\_\_ 2'-0''

	СТРОТ	
U		T

![](_page_16_Figure_4.jpeg)

PEDEST	PEDESTAL ELEVATIONS					
G1	989.44					
G2	989.71					
G3	989.84					
G4	989.96					
G5	989.91					
G6	989.84					
G7	989.65					
G8	989.46					

	REVISION DESCRIPTION						
	DATE	SIGNATURE BLOCK:	ADDA A.DiCesare Associates, P.C. 690 Clinton Avenue Bridgeport, CT 06604 203-696-0444				
			www.adicesarepc.com	SOUNAL ENGLISH			
		DESIGNER/DRAFTER: JGV	CHECKED BY: JVS				
		LASTED SAVED BY: ADA 036 FI PLOTTED DATE: 4/7/2025	<b>LE NAME:</b> K:\CT_Projects\0145-0106\B	ridge\Contract	_Plans\SB_CP_0145_0106	_Substructure Plar	and Elevation.dgn

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

![](_page_16_Figure_8.jpeg)

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

REPLACEMENT OF BRIDGE NO. 00848 ROUTE 89 OVER INTERSTATE 84

ASHFORD AND UNION

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:	
PIFR PLAN AND		STR-17	
ELEVATION	0145-0106	SHEET NO.: 04.17	

![](_page_17_Figure_0.jpeg)

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

FINISHED GRADE		
2' X 2' X 2' BAGGED STONE AT EACH WEEPHOLE		
SEE STR-19 FOR		
REINFORCEMENT #5 @ 12" 		
<u>RIES (5'-0" TO 10'-0")</u> <u>GEOTEXTILE</u> (SEPARATION - CLA <u>SETAIL</u>	ASS 1)	
DRAWING TITLE: SUBSTRUCTURE DETAILS - 1	PROJECT NO.: 0145-0106	DRAWING NO.: <b>STR-18</b> SHEET NO.: 04.18

![](_page_18_Figure_0.jpeg)

LASTED SAVED BY: ADA 036 FILE NAME: K:\CT\_Projects\0145-0106\Bridge\Contract\_Plans\SB\_CP\_0145\_0106\_Abutment Details.dgn PLOTTED DATE: 3/21/2025

![](_page_18_Picture_9.jpeg)

WINGWALL 1B

![](_page_18_Figure_11.jpeg)

WINGWALL 2A

TOWN(S):

### WINGWALL FOOTING REINFORCEMENT

<b>REPLACEMENT OF</b>	<b>BRIDGE NO.</b>	00848	<b>ROUTE 89</b>	
	INTERSTATE	84		

ASHFORD AND UNION

![](_page_18_Figure_19.jpeg)

![](_page_19_Figure_0.jpeg)

![](_page_19_Figure_10.jpeg)

NOTE: ABUTMENT REINFORCEMENT NOT SHOWN FOR CLARITY.

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

-LIMITS OF STRUCTURE EXCAVATION - EARTH

SEE PIER ELEVATION FOR PEDESTAL ELEVATIONS

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
		STR-20
SUBSTRUCTURE DETAILS - 3	0145-0106	SHEET NO.: 04.20

![](_page_20_Figure_0.jpeg)

LASTED SAVED BY: ADA 036 FILE NAME: K:\CT\_Projects\0145-0106\Bridge\Contract\_Plans\SB\_CP\_0145\_0106\_Bearing Details.dgn PLOTTED DATE: 3/21/2025

![](_page_20_Figure_4.jpeg)

![](_page_20_Figure_5.jpeg)

![](_page_20_Figure_6.jpeg)

BEARING DESIGN LOADS								
	ABUTMENT	PIER						
DEAD LOAD	47 KIPS	160 KIPS						
LIVE LOAD	78 KIPS	139 KIPS						

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
		STR-21
BEARING DETAILS	0145-0106	SHEET NO.: 04.21

![](_page_21_Figure_0.jpeg)

![](_page_22_Figure_0.jpeg)

![](_page_23_Figure_0.jpeg)

TOWN(S):

8. ALL SPLICE CONNECTIONS INCLUDING MATERIALS SHALL BE PAID FOR UNDER

7. BOLT HEADS SHALL FACE DOWNWARD ON FLANGE SPLICES AND SHALL FACE

ALL SPLICE PLATES SHALL CONFORM TO AASHTO M270, GRADE 50 WT2 AND SHALL BE SMOOTH AND FREE FROM BURNS, NICKS, AND GOUGES.

5. BOLTED FIELD SPLICES SHALL BE SLIP-CRITICAL CONNECTIONS WITH FAYING

DRAWING TITLE:	PROJECT NO.:	drawing no.: STR-24
STEEL DETAILS - 2	0145-0106	SHEET NO.: 04.24

	BRG.	1	0	n	Α	SPAN I	1	7	0	0	ØRG.	1	n	<b>o</b>	A	SPAN 2	,	7	o	0	
ABUT.	. NO. 1		2	3	4	9.6	6		8	9	PIER		2	3	4	9.6	6	/	8	9	
DEFLECTIONS (IN)	I	0151	0.07/	0.050	0.001	0.070	0.000	0.005	0.100	0.007		0.007	0.100	0.005	0.000	0.070	0.001	0.050	0.07/	<u> </u>	
		0.131	0.276	0.359	1.063	1.001	0.302	0.205	0.103	0.026		0.026	0.103	0.205	0.302	1 001	1.063	0.357	0.276	0.151	
COMPOSITE DEAD LOAD		0.144	0.264	0.343	0.374	0.353	0.290	0.198	0.100	0.026		0.026	0.100	0.198	0.290	0.353	0.374	0.343	0.264	0.144	
CAMBER (IN)					_	1	1	1			1	1	I	1	1				1		
OTAL DEAD LOAD		0.707	1.295	1.682	1.828	1.723	1.408	0.955	0.479	0.123		0.123	0.479	0.955	1.408	1.723	1.828	1.682	1.295	0.707	
		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
		0.707	1.295	1.682	1.828	1./23	1.408	0.955	0.479	0.123		0.123	0.479	0.955	1.408	1./23	1.828	1.682	1.295	0.707	
ELEVATION AT <i>Q</i> GIRDER 993	3.42	993.57	993.72	993.87	994.03	994.18	994.33	994.48	994.63	994.78	994.94	995.09	995.24	995.39	995.54	995.69	995.85	996.00	996.15	996.30	
	BRG.	1	2	3	4	5 SPAN I	6	7	8	9	<b>E</b> BRG.	1	2	3	4	5 SPAN 2	6	7	8	9	
NCREMENT LENGTH (FT)	. NO. 1					9.6										9.6					
		015/	0.007	0.272	0.405	0.000	0.010	0.012	0.107	0.000		0.000	0.107	0.012	0.212	0.202	0.405	0.070	0.007	015/	
		0.156	0.287	0.373	0.405	0.383	0.313	0.213	0.107	0.028		0.028	0.107	0.213	0.313	0.383	0.405	0.373	0.287	0.156	
COMPOSITE DEAD LOAD		0.137	0.252	0.328	0.357	0.338	0.277	0.189	0.096	0.025		0.025	0.096	0.189	0.277	0.338	0.357	0.328	0.252	0.137	
CAMBER (IN)																					
IOTAL DEAD LOAD		0.784	1.438	1.869	2.028	1.914	1.562	1.060	0.532	0.139		0.139	0.532	1.060	1.562	1.914	2.028	1.869	1.438	0.784	
VERT. CURVE ORDINATE		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
		0.784	1.438	1.869	2.028	1.914	1.562	1.060	0.532	0.139		0.139	0.532	1.060	1.562	1.914	2.028	1.869	1.438	0.784	
ELEVATION AT <b>C</b> GIRDER 993	3.69	993.84	993.99	994.14	994.29	994.44	994.60	994.75	994.90	995.05	995.20	995.35	995.51	995.66	995.81	995.96	996.11	996.26	996.42	996.57	
GIRDER 3						SPAN 1					I					SPAN 2					
	BRG.	1	0	3	1	5	6	7	8	0	<b>Ç</b> BRG.	1	2	3	1	5	6	7	Q	0	
	. NO. 1	I	L	5	4		0		0		PIER		Ĺ	5	4	<u>_</u>	0	/	0	/	
						9.6										9.6					
STEEL DEAD LOAD		0.156	0.287	0.373	0.405	0.383	0.313	0.213	0.107	0.028		0.028	0.107	0.213	0.313	0.383	0.405	0.373	0.287	0.156	
		0.491	0.899	1.168	1.266	1.193	0.972	0.658	0.329	0.086		0.086	0.329	0.658	0.972	1.193	1.266	1.168	0.899	0.491	
COMPOSITE DEAD LOAD		0.137	0.252	0.328	0.357	0.338	0.277	0.189	0.096	0.025		0.025	0.096	0.189	0.277	0.338	0.357	0.328	0.252	0.137	
CAMBER (IN)										-										<b>• - - ·</b>	
		0.784	<u>ا.438</u>	1.869	2.028	1.914	1.562	1.060	0.532	0.139		0.139	0.532	1.060	1.562	1.914	2.028	1.869	1.438	0.784	
		0.784	1 4.38	1 869	2 028	1 914	1.562	1 060	0.532	0 1.39		0 1.39	0.532		1.562	1914	2 028	1 869	1 438	0 784	
OP OF WEARING SURFACE	2 00		004.10	004.07	004.40	004.50	004.70	004.00	0.002	005.10	00 - 22	005.40	0.002	005.70	005.04	00/ 00	007.04	007.40	00/ 55	007.70	
ELEVATION AT <b>Ç</b> GIRDER 993.	J.0Z	773.7/	774.12	774.2/	774.4Z	774.38	774./3	774.88	775.03	yyo.18	773.33	773.47	770.64	773./7	773.74	770.07	776.24	776.40	776.33	776./U	
GIRDER 4						SPAN 1										SPAN 2					
<u></u>	BRG.	1	2	3	4	5	6	7	8	9		1	2	3	4	5	6	7	8	9	
	. IVU. I			-		9 4					L LIEK					- 			_		
DEFLECTIONS (IN)						/.0										7.0					
TEEL DEAD LOAD		0.156	0.287	0.373	0.405	0.383	0.313	0.213	0.107	0.028		0.028	0.107	0.213	0.313	0.383	0.405	0.373	0.287	0.156	
ADDITIONAL DEAD LOAD		0.491	0.899	1.168	1.266	1.193	0.972	0.658	0.329	0.086		0.086	0.329	0.658	0.972	1.193	1.266	1.168	0.899	0.491	
		0.137	0.252	0.328	0.357	0.338	0.277	0.189	0.096	0.025		0.025	0.096	0.189	0.277	0.338	0.357	0.328	0.252	0.137	
CAMBER (IN)		0.704	1 400	1.0/0	0.000	1.01.4	1 5 / 0	1.0/0	0.500	0.100		0.100	0.500	1.0/0	1 5 / 0	1 01 4	0.000	1.070	1 400	0.70.4	
		0.784	I.438 ∩	1.867 N	2.028 0	і.УI4 О	1.562 0	1.060 0	0.532	0.139		0.139	0.532	1.060 0	1.56Z	۱.۶۱4 ۸	2.028 0	1.867	1.438 N	0./84	
OTAL CAMBER		0.784	1.438	1.869	2.028	1.914	1.562	1.060	0.532	0.139		0.139	0.532	1.060	1.562	1.914	2.028	1.869	1.438	0.784	
OP OF WEARING SURFACE	3.94	994.09	994.24	994.39	994.54	994.70	994.85	995.00	995.15	995.30	995.45	995.61	995.76	995.91	996.06	996.21	996.36	996.52	996.67	996.82	
LEVATION AT & GIRDER																					
		🧲 BRG. ABUT.	NO. 1			🖉 BRG. PIER				🧲 BRG. ABUT.	NO. 2				С	CAMBER NOTES:					
															1.	. STEEL DEAD	LOAD DEFLECTION	ON INCLUDES DEF	LECTION DUE TO	) GIRDERS, DIA	JAP
									8/10						2.	. ADDITIONAI	l dead load de Ches.	FLECTION INCLU	DES DEFLECTION	s due to unc	CUI
					8/		⅔10 \ _ 410								^						
			4/	%10	710			EK REFERENCE L	INE						3.	. COMPOSITE BITUMINOUS	OVERLAY.	FLECTION INCLU	JES DEFLECTIONS	DUE IO PARA	кар
		2	/10	J		LEVEL LINE									4						יד דא
							~ ~ ~								4.	BEARINGS.	lkeinge liine 13 A		LIVEEN IOP OF	VED FLAIE AI	AL H
					CAME		H /V								۲			FI TINE AND CIPI			)NC
																PEDESTAL EL	EVATIONS ON A	BUTMENT PLAN A	ND ELEVATION S	HEETS.	

<sup>∞</sup> designer/drafter: jgv LASTED SAVED BY: ADA 036 FILE NAME: K:\CT\_Projects\0145-0106\Bridge\Contract\_Plans\SB\_CP\_0145\_0106\_Camber.dgn PLOTTED DATE: 3/21/2025

CHECKED BY: JVS

\_\_\_\_

REPLACEMENT	OF	BRIDGE	NO.	00848	ROUTE	89 OVER
		INTERS	TATE	84		

![](_page_24_Figure_6.jpeg)

![](_page_24_Figure_7.jpeg)

BUT. NO. 2		

CAI	MBER
1.	sti Co
2.	A

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
DEAD LOAD DEFLECTIONS		STR-25
AND CAMBERS - 1	0145-0106	SHEET NO.: 04.25

GIRDER 5						SPAN 1										SPAN 2					
	<b>¢</b> BRG.	1	2	3	4	5	6	7	8	9	ØRG.	]	2	3	4	5	6	7	8	9	C BRG.
INCREMENT LENGTH (FT)	Abul. NO. 1					9.6										9.6					Ab01. NO. 2
DEFLECTIONS (IN)						,,,,,										,					
STEEL DEAD LOAD		0.156	0.287	0.373	0.405	0.383	0.313	0.213	0.107	0.028		0.028	0.107	0.213	0.313	0.383	0.405	0.373	0.287	0.156	
ADDITIONAL DEAD LOAD		0.491	0.899	1.168	1.266	1.193	0.972	0.658	0.329	0.086		0.086	0.329	0.658	0.972	1.193	1.266	1.168	0.899	0.491	
COMPOSITE DEAD LOAD		0.137	0.252	0.328	0.357	0.338	0.277	0.189	0.096	0.025		0.025	0.096	0.189	0.277	0.338	0.357	0.328	0.252	0.137	
CAMBER (IN)				-			-			1			1	1			1				
TOTAL DEAD LOAD		0.784	1.438	1.869	2.028	1.914	1.562	1.060	0.532	0.139		0.139	0.532	1.060	1.562	1.914	2.028	1.869	1.438	0.784	
VERT. CURVE ORDINATE		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
TOTAL CAMBER		0.784	1.438	1.869	2.028	1.914	1.562	1.060	0.532	0.139		0.139	0.532	1.060	1.562	1.914	2.028	1.869	1.438	0.784	
TOP OF WEARING SURFACE ELEVATION AT	993.89	994.04	994.19	994.34	994.49	994.64	994.80	994.95	995.10	995.25	995.40	995.55	995.71	995.86	996.01	996.16	996.31	996.46	996.62	996.77	996.92
						SPAN 1										SPAN 2					
		•	2	2				_	2	2	<i>C</i> BRG		2	2			,	-	2	2	<b>C</b> BRG
	ABŪT. NO. 1		2	3	4	5	6		8	9	PIER	l	2	3	4	5	6		8	9	ABŪT. NO. 2
INCREMENT LENGTH (FT)						9.6										9.6					
DEFLECTIONS (IN)																					
STEEL DEAD LOAD		0.156	0.287	0.373	0.405	0.383	0.313	0.213	0.107	0.028		0.028	0.107	0.213	0.313	0.383	0.405	0.373	0.287	0.156	
		0.491	0.899	1.168	1.266	1.193	0.972	0.658	0.329	0.086		0.086	0.329	0.658	0.972	1.193	1.266	1.168	0.899	0.491	
COMPOSITE DEAD LOAD CAMBER (IN)		0.137	0.252	0.328	0.357	0.338	0.277	0.189	0.096	0.025		0.025	0.096	0.189	0.277	0.338	0.357	0.328	0.252	0.137	
TOTAL DEAD LOAD		0.784	1.438	1.869	2.028	1.914	1.562	1.060	0.532	0.139		0.139	0.532	1.060	1.562	1.914	2.028	1.869	1.438	0.784	
VERT. CURVE ORDINATE		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
TOTAL CAMBER		0.784	1.438	1.869	2.028	1.914	1.562	1.060	0.532	0.139		0.139	0.532	1.060	1.562	1.914	2.028	1.869	1.438	0.784	
TOP OF WEARING SURFACE ELEVATION AT <b>¢</b> GIRDER	993.82	993.75	993.90	994.06	994.21	994.36	994.51	994.66	994.81	994.97	995.12	995.27	995.42	995.57	995.72	995.88	996.03	996.18	996.33	996.48	996.63
GIRDER 7						SPAN 1										SPAN 2					
GIRDER 7	<b>Ç</b> BRG. ABUT. NO. 1	1	2	3	4	SPAN 1 5	6	7	8	9	¢ BRG. PIER	1	2	3	4	SPAN 2 5	6	7	8	9	<b>Ç</b> BRG. ABUT. NO. 2
GIRDER 7	€ BRG. ABUT. NO. 1	1	2	3	4	SPAN 1 5 9.6	6	7	8	9	€ BRG. PIER	1	2	3	4	SPAN 2 5 9.6	6	7	8	9	€ BRG. ABUT. NO. 2
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN)	€ BRG. ABUT. NO. 1	1	2	3	4	SPAN 1 5 9.6	6	7	8	9	€ BRG. PIER	1	2	3	4	SPAN 2 5 9.6	6	7	8	9	€ BRG. ABUT. NO. 2
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD	Ç BRG. ABUT. NO. 1	0.156	0.287	0.373	4	SPAN 1 5 9.6 0.383	6	0.213	8	9	€ BRG. PIER	0.028	0.107	0.213	4	SPAN 2 5 9.6 0.383	6	0.373	0.287	9	C BRG. ABUT. NO. 2
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD	<b>@</b> BRG. ABUT. NO. 1	1 0.156 0.491	2 0.287 0.899	3 0.373 1.168	4 0.405 1.266	SPAN 1 5 9.6 0.383 1.193	6 0.313 0.972	7 0.213 0.658	8 0.107 0.329	9 0.028 0.086	© BRG. PIER	1 0.028 0.086	2 0.107 0.329	3 0.213 0.658	4 0.313 0.972	SPAN 2 5 9.6 0.383 1.193	6 0.405 1.266	7 0.373 1.168	8 0.287 0.899	9 0.156 0.491	€ BRG. ABUT. NO. 2
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD	¢ BRG. ABUT. NO. 1	1 0.156 0.491 0.137	2 0.287 0.899 0.252	3 0.373 1.168 0.328	4 0.405 1.266 0.357	SPAN 1 5 9.6 0.383 1.193 0.338	6 0.313 0.972 0.277	7 0.213 0.658 0.189	8 0.107 0.329 0.096	9 0.028 0.086 0.025	ØBRG. PIER	1 0.028 0.086 0.025	2 0.107 0.329 0.096	3 0.213 0.658 0.189	4 0.313 0.972 0.277	SPAN 2 5 9.6 0.383 1.193 0.338	6 0.405 1.266 0.357	7 0.373 1.168 0.328	8 0.287 0.899 0.252	9 0.156 0.491 0.137	E BRG. ABUT. NO. 2
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN)	¢ BRG. ABUT. NO. 1	1 0.156 0.491 0.137	2 0.287 0.899 0.252	3 0.373 1.168 0.328	4 0.405 1.266 0.357	SPAN 1 5 9.6 0.383 1.193 0.338	6 0.313 0.972 0.277	7 0.213 0.658 0.189	8 0.107 0.329 0.096	9 0.028 0.086 0.025	ØBRG. PIER	1 0.028 0.086 0.025	2 0.107 0.329 0.096	3 0.213 0.658 0.189	4 0.313 0.972 0.277	SPAN 2 5 9.6 0.383 1.193 0.338	6 0.405 1.266 0.357	7 0.373 1.168 0.328	8 0.287 0.899 0.252	9 0.156 0.491 0.137	¢ BRG. ABUT. NO. 2
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD	¢ BRG. ABUT. NO. 1	1 0.156 0.491 0.137 0.784	2 0.287 0.899 0.252 1.438	3 0.373 1.168 0.328 1.869	4 0.405 1.266 0.357 2.028	SPAN 1 5 9.6 0.383 1.193 0.338 1.914	6 0.313 0.972 0.277 1.562	7 0.213 0.658 0.189 1.060	8 0.107 0.329 0.096 0.532	9 0.028 0.086 0.025 0.139	¢ BRG. PIER	1 0.028 0.086 0.025 0.139	2 0.107 0.329 0.096 0.532	3 0.213 0.658 0.189 1.060	4 0.313 0.972 0.277 1.562	SPAN 2 5 9.6 0.383 1.193 0.338 1.914	6 0.405 1.266 0.357 2.028	7 0.373 1.168 0.328 1.869	8 0.287 0.899 0.252 1.438	9 0.156 0.491 0.137 0.784	¢ BRG. ABUT. NO. 2
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE	¢ BRG. ABUT. NO. 1	1 0.156 0.491 0.137 0.784 0	2 0.287 0.899 0.252 1.438 0	3 0.373 1.168 0.328 1.869 0	4 0.405 1.266 0.357 2.028 0	SPAN 1 5 9.6 0.383 1.193 0.338 1.914 0	6 0.313 0.972 0.277 1.562 0	7 0.213 0.658 0.189 1.060 0	8 0.107 0.329 0.096 0.532 0	9 0.028 0.086 0.025 0.139 0	© BRG. PIER	1 0.028 0.086 0.025 0.139 0	2 0.107 0.329 0.096 0.532 0	3 0.213 0.658 0.189 1.060 0	4 0.313 0.972 0.277 1.562 0	SPAN 2 5 9.6 0.383 1.193 0.338 1.914 0	6 0.405 1.266 0.357 2.028 0	7 0.373 1.168 0.328 1.869 0	8 0.287 0.899 0.252 1.438 0	9 0.156 0.491 0.137 0.784 0	¢ BRG. ABUT. NO. 2
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE TOTAL CAMBER	¢ BRG. ABUT. NO. 1	1 0.156 0.491 0.137 0.784 0 0.784	2 0.287 0.899 0.252 1.438 0 1.438	3 0.373 1.168 0.328 1.869 0 1.869	4 0.405 1.266 0.357 2.028 0 2.028	SPAN 1 5 9.6 0.383 1.193 0.338 1.914 0 1.914	6 0.313 0.972 0.277 1.562 0 1.562	7 0.213 0.658 0.189 1.060 0 1.060	8 0.107 0.329 0.096 0.532 0 0.532	9 0.028 0.086 0.025 0.139 0 0.139	ØBRG. PIER	1 0.028 0.086 0.025 0.139 0 0.139	2 0.107 0.329 0.096 0.532 0 0.532	3 0.213 0.658 0.189 1.060 0 1.060	4 0.313 0.972 0.277 1.562 0 1.562	SPAN 2 5 9.6 0.383 1.193 0.338 1.914 0 1.914	6 0.405 1.266 0.357 2.028 0 2.028	7 0.373 1.168 0.328 1.869 0 1.869	8 0.287 0.899 0.252 1.438 0 1.438	9 0.156 0.491 0.137 0.784 0 0.784	
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE TOTAL CAMBER TOP OF WEARING SURFACE ELEVATION AT & GIRDER	¢ BRG. ABUT. NO. 1 993.63	1 0.156 0.491 0.137 0.784 0 0.784 993.78	2 0.287 0.899 0.252 1.438 0 1.438 993.93	3 0.373 1.168 0.328 1.869 0 1.869 994.08	4 0.405 1.266 0.357 2.028 0 2.028 994.23	SPAN 1 5 9.6 0.383 1.193 0.338 1.914 0 1.914 994.39	6 0.313 0.972 0.277 1.562 0 1.562 994.54	7 0.213 0.658 0.189 1.060 0 1.060 994.69	8 0.107 0.329 0.096 0.532 0 0.532 994.84	9 0.028 0.086 0.025 0.139 0 0.139 994.99	© BRG. PIER	1 0.028 0.086 0.025 0.139 0 0.139 995.30	2 0.107 0.329 0.096 0.532 0 0.532 995.45	3 0.213 0.658 0.189 1.060 0 1.060 995.60	4 0.313 0.972 0.277 1.562 0 1.562 995.75	SPAN 2 5 9.6 0.383 1.193 0.338 1.914 0 1.914 995.90	6 0.405 1.266 0.357 2.028 0 2.028 996.05	7 0.373 1.168 0.328 1.869 0 1.869 996.21	8 0.287 0.899 0.252 1.438 0 1.438 996.36	9 0.156 0.491 0.137 0.784 0 0.784 996.51	© BRG. ABUT. NO. 2
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE TOTAL CAMBER TOP OF WEARING SURFACE ELEVATION AT & GIRDER 8	¢ BRG. ABUT. NO. 1 993.63	1 0.156 0.491 0.137 0.784 0 0.784 993.78	2 0.287 0.899 0.252 1.438 0 1.438 993.93	3 0.373 1.168 0.328 1.869 0 1.869 994.08	4 0.405 1.266 0.357 2.028 0 2.028 994.23	SPAN 1 5 9.6 0.383 1.193 0.338 1.914 0 1.914 994.39 SPAN 1	6 0.313 0.972 0.277 1.562 0 1.562 994.54	7 0.213 0.658 0.189 1.060 0 1.060 994.69	8 0.107 0.329 0.096 0.532 0 0.532 994.84	9 0.028 0.086 0.025 0.139 0 0.139 994.99	€ BRG. PIER 995.14	1 0.028 0.086 0.025 0.139 0 0.139 995.30	2 0.107 0.329 0.096 0.532 0 0.532 995.45	3 0.213 0.658 0.189 1.060 0 1.060 995.60	4 0.313 0.972 0.277 1.562 0 1.562 995.75	SPAN 2 5 9.6 0.383 1.193 0.338 1.914 0 1.914 995.90 SPAN 2	6 0.405 1.266 0.357 2.028 0 2.028 996.05	7 0.373 1.168 0.328 1.869 0 1.869 996.21	8 0.287 0.899 0.252 1.438 0 1.438 996.36	9 0.156 0.491 0.137 0.784 0 0.784 996.51	© BRG. ABUT. NO. 2
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE TOTAL CAMBER TOP OF WEARING SURFACE ELEVATION AT & GIRDER	¢ BRG. ABUT. NO. 1 993.63 ¢ BRG. ABUT. NO. 1	1 0.156 0.491 0.137 0.784 0 0.784 993.78	2 0.287 0.899 0.252 1.438 0 1.438 993.93 2	3 0.373 1.168 0.328 1.869 0 1.869 994.08	4 0.405 1.266 0.357 2.028 0 2.028 994.23 4	SPAN 1 5 9.6 0.383 1.193 0.338 1.914 0 1.914 994.39 SPAN 1 5	6 0.313 0.972 0.277 1.562 0 1.562 994.54 6	7 0.213 0.658 0.189 1.060 0 1.060 994.69 7	8 0.107 0.329 0.096 0.532 0 0.532 994.84 8	9 0.028 0.086 0.025 0.139 0 0.139 994.99	© BRG. PIER 995.14 © BRG. PIER	1 0.028 0.086 0.025 0.139 0 0.139 995.30	2 0.107 0.329 0.096 0.532 0 0.532 995.45 2	3 0.213 0.658 0.189 1.060 0 1.060 995.60 3	4 0.313 0.972 0.277 1.562 0 1.562 995.75 4	SPAN 2 5 9.6 0.383 1.193 0.338 1.914 0 1.914 995.90 SPAN 2 5	6 0.405 1.266 0.357 2.028 0 2.028 996.05 6	7 0.373 1.168 0.328 1.869 0 1.869 996.21 7	8 0.287 0.899 0.252 1.438 0 1.438 996.36 8	9 0.156 0.491 0.137 0.784 0 0.784 996.51	© BRG. ABUT. NO. 2 996.66
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE TOTAL CAMBER TOP OF WEARING SURFACE ELEVATION AT & GIRDER	© BRG. ABUT. NO. 1 993.63 © BRG. ABUT. NO. 1	1 0.156 0.491 0.137 0.784 0 0.784 993.78 1	2 0.287 0.899 0.252 1.438 0 1.438 993.93 2	3 0.373 1.168 0.328 1.869 0 1.869 994.08 3	4 0.405 1.266 0.357 2.028 0 2.028 994.23 4	SPAN 1 5 9.6 0.383 1.193 0.338 1.914 0 1.914 994.39 SPAN 1 5 9.6	6 0.313 0.972 0.277 1.562 0 1.562 994.54 6	7 0.213 0.658 0.189 1.060 0 1.060 994.69 7	8 0.107 0.329 0.096 0.532 0 0.532 994.84 8	9 0.028 0.086 0.025 0.139 0 0.139 994.99 9	© BRG. PIER 995.14 @ BRG. PIER	1 0.028 0.086 0.025 0.139 0 0.139 995.30	2 0.107 0.329 0.096 0.532 0 0.532 995.45 2	3 0.213 0.658 0.189 1.060 0 1.060 995.60 3	4 0.313 0.972 0.277 1.562 0 1.562 995.75 4	SPAN 2 5 9.6 0.383 1.193 0.338 1.914 0 1.914 995.90 SPAN 2 5 9.6	6 0.405 1.266 0.357 2.028 0 2.028 996.05 6	7 0.373 1.168 0.328 1.869 0 1.869 996.21 7	8 0.287 0.899 0.252 1.438 0 1.438 996.36 8	9 0.156 0.491 0.137 0.784 0 0.784 996.51	© BRG. ABUT. NO. 2
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE TOTAL CAMBER TOP OF WEARING SURFACE ELEVATION AT & GIRDER GIRDER 8 INCREMENT LENGTH (FT) DEFLECTIONS (IN)	¢ BRG. ABUT. NO. 1 993.63 ¢ BRG. ABUT. NO. 1	1 0.156 0.491 0.137 0.784 0 0.784 993.78 1	2 0.287 0.899 0.252 1.438 0 1.438 993.93 2	3 0.373 1.168 0.328 1.869 0 1.869 994.08 3	4 0.405 1.266 0.357 2.028 0 2.028 994.23 4	SPAN 1 5 9.6 0.383 1.193 0.338 1.914 0 1.914 994.39 SPAN 1 5 9.6	6 0.313 0.972 0.277 1.562 0 1.562 994.54 6	7 0.213 0.658 0.189 1.060 0 1.060 994.69 7	8 0.107 0.329 0.096 0.532 0 0.532 994.84 8	9 0.028 0.086 0.025 0.139 0 0.139 994.99 9	© BRG. PIER 995.14	1 0.028 0.086 0.025 0.139 0 0.139 995.30	2 0.107 0.329 0.096 0.532 0 0.532 995.45 2	3 0.213 0.658 0.189 1.060 0 1.060 995.60 3	4 0.313 0.972 0.277 1.562 0 1.562 995.75 4	SPAN 2 5 9.6 0.383 1.193 0.338 1.914 0 1.914 995.90 SPAN 2 5 9.6	6 0.405 1.266 0.357 2.028 0 2.028 996.05 6	7         0.373         1.168         0.328         1.869         0         1.869         996.21	8 0.287 0.899 0.252 1.438 0 1.438 996.36 8	9 0.156 0.491 0.137 0.784 0 0.784 996.51 9	© BRG. ABUT. NO. 2 996.66 996.66
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE TOTAL CAMBER TOP OF WEARING SURFACE ELEVATION AT & GIRDER INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD	¢ BRG. ABUT. NO. 1 993.63 ¢ BRG. ABUT. NO. 1	1 0.156 0.491 0.137 0.784 0 0.784 993.78 1 1	2 0.287 0.899 0.252 1.438 0 1.438 993.93 2 2	3 0.373 1.168 0.328 1.869 0 1.869 994.08 3 3	4 0.405 1.266 0.357 2.028 0 2.028 994.23 4 4	SPAN 1 5 9.6 0.383 1.193 0.338 1.914 0 1.914 994.39 SPAN 1 5 9.6 9.6	6 0.313 0.972 0.277 1.562 0 1.562 994.54 6 6	7 0.213 0.658 0.189 1.060 0 1.060 994.69 7 7	8 0.107 0.329 0.096 0.532 0 0.532 994.84 8 8	9 0.028 0.086 0.025 0.139 0 0.139 994.99 9 9	© BRG. PIER 995.14 @ BRG. PIER	1 0.028 0.086 0.025 0.139 0 0.139 995.30 1	2 0.107 0.329 0.096 0.532 0 0.532 995.45 2 2	3 0.213 0.658 0.189 1.060 0 1.060 995.60 3 3	4 0.313 0.972 0.277 1.562 0 1.562 995.75 4 4	SPAN 2 5 9.6 0.383 1.193 0.338 1.914 0 1.914 995.90 SPAN 2 5 5 9.6 0.369	6 0.405 1.266 0.357 2.028 0 2.028 996.05 6	7 0.373 1.168 0.328 1.869 0 1.869 996.21 7 7	8 0.287 0.899 0.252 1.438 0 1.438 996.36 8 8	9 0.156 0.491 0.137 0.784 0 0.784 996.51 9 9 0.151	© BRG. ABUT. NO. 2
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE TOTAL CAMBER TOP OF WEARING SURFACE ELEVATION AT & GIRDER GIRDER 8 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD	¢ BRG. ABUT. NO. 1 993.63 ¢ BRG. ABUT. NO. 1	1 0.156 0.491 0.137 0.784 0 0.784 993.78 1 1 0.151 0.412	2 0.287 0.899 0.252 1.438 0 1.438 993.93 2 2 0.276 0.755	3 0.373 1.168 0.328 1.869 0 1.869 994.08 3 3	4 0.405 1.266 0.357 2.028 0 2.028 994.23 4 0.391 1.063	SPAN 1 5 9.6 0.383 1.193 0.338 1.914 0 1.914 994.39 SPAN 1 5 9.6 0.369 1.001	6 0.313 0.972 0.277 1.562 0 1.562 994.54 6 6 0.302 0.816	7 0.213 0.658 0.189 1.060 0 1.060 994.69 7 7 0.205 0.552	8 0.107 0.329 0.096 0.532 0 0.532 994.84 8 8 0.103 0.276	9 0.028 0.086 0.025 0.139 0 0.139 994.99 994.99 9 9 9 9 0.026 0.026 0.071	¢BRG. PIER 995.14	1 0.028 0.086 0.025 0.139 0 0.139 995.30 1 1	2 0.107 0.329 0.096 0.532 0 0.532 995.45 2 2 0.103 0.276	3 0.213 0.658 0.189 1.060 0 1.060 995.60 3 3 0.205 0.552	4 0.313 0.972 0.277 1.562 0 1.562 995.75 4 4 0.302 0.816	SPAN 2 5 9.6 0.383 1.193 0.338 1.914 0 1.914 995.90 SPAN 2 5 5 9.6 0.369 1.001	6 0.405 1.266 0.357 2.028 0 2.028 996.05 6 6 0.391 1.063	7         0.373         1.168         0.328         1.869         0         1.869         0         1.869         0         7         7         0.359         0.980	8 0.287 0.899 0.252 1.438 0 1.438 996.36 8 8 0 0.276 0.276 0.755	9 0.156 0.491 0.137 0.784 0 0.784 996.51 9 9 0.151 0.412	© BRG. ABUT. NO. 2 996.66 996.66
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE TOTAL CAMBER TOP OF WEARING SURFACE ELEVATION AT & GIRDER GIRDER 8 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD	¢ BRG. ABUT. NO. 1 993.63 ¢ BRG. ABUT. NO. 1	1 0.156 0.491 0.137 0.784 0 0.784 993.78 1 1 0.151 0.412 0.144	2 0.287 0.899 0.252 1.438 0 1.438 993.93 2 2 0.276 0.755 0.264	3 0.373 1.168 0.328 1.869 0 1.869 994.08 3 3 0.359 0.980 0.343	4 0.405 1.266 0.357 2.028 0 2.028 994.23 4 0 0.391 1.063 0.374	SPAN 1 5 9.6 0.383 1.193 0.338 1.914 0 1.914 994.39 SPAN 1 5 99.6 0.369 1.001 0.353	6 0.313 0.972 0.277 1.562 0 1.562 994.54 6 6 0.302 0.302 0.816 0.290	7 0.213 0.658 0.189 1.060 0 1.060 994.69 7 0.205 0.205 0.552 0.198	8 0.107 0.329 0.096 0.532 0 0.532 994.84 8 8 0.103 0.276 0.100	9 0.028 0.086 0.025 0.139 0 0.139 994.99 994.99 9 9 9 0.026 0.026	© BRG. PIER 995.14 @ BRG. PIER	1 0.028 0.086 0.025 0.139 0 0.139 995.30 1 1 0.026 0.026 0.071 0.026	2 0.107 0.329 0.096 0.532 0 0.532 995.45 2 2 0.103 0.276 0.100	3 0.213 0.658 0.189 1.060 0 1.060 995.60 3 3 0.205 0.552 0.198	4 0.313 0.972 0.277 1.562 0 1.562 995.75 4 4 0 .302 0.302 0.816 0.290	SPAN 2 5 9.6 0.383 1.193 0.388 1.193 0.338 1.914 0 1.914 995.90 SPAN 2 5 5 9.6 0.369 1.001 0.353	6 0.405 1.266 0.357 2.028 0 2.028 996.05 6 6 0 .391 1.063 0.374	7         0.373         1.168         0.328         1.869         0         1.869         0         1.869         0         1.869         0         1.869         0         0.328	8 0.287 0.899 0.252 1.438 0 1.438 996.36 8 8 0 0 2.276 0.276 0.755 0.264	9 0.156 0.491 0.137 0.784 0 0.784 996.51 9 9 0.151 0.412 0.144	€ BRG. ABUT. NO. 2 996.66 996.66
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE TOTAL CAMBER TOP OF WEARING SURFACE ELEVATION AT & GIRDER GIRDER 8 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD COMPOSITE DEAD LOAD	¢ BRG. ABUT. NO. 1 993.63 ¢ BRG. ABUT. NO. 1	1 0.156 0.491 0.137 0.784 0 0.784 993.78 1 1 0.151 0.412 0.144	2 0.287 0.899 0.252 1.438 0 1.438 993.93 2 2 0.276 0.755 0.264	3 0.373 1.168 0.328 1.869 0 1.869 994.08 3 3 0.359 0.980 0.343	4 0.405 1.266 0.357 2.028 0 2.028 994.23 4 0 0.391 1.063 0.374	SPAN 1 5 9.6 0.383 1.193 0.338 1.914 0 1.914 994.39 SPAN 1 5 9.6 0.369 1.001 0.353	6 0.313 0.972 0.277 1.562 0 1.562 994.54 6 6 0.302 0.816 0.290	7 0.213 0.658 0.189 1.060 0 1.060 994.69 7 7 0.205 0.552 0.198	8 0.107 0.329 0.096 0.532 0 0.532 994.84 8 8 0.103 0.276 0.100	9 0.028 0.086 0.025 0.139 0 0.139 994.99 9 9 0 0.026 0.026 0.026	© BRG. PIER 995.14 © BRG. PIER	1 0.028 0.086 0.025 0.139 0 0.139 995.30 1 1 0.026 0.071 0.026	2 0.107 0.329 0.096 0.532 0 0.532 995.45 2 2 0.103 0.276 0.100	3 0.213 0.658 0.189 1.060 0 1.060 995.60 3 3 0.205 0.552 0.198	4 0.313 0.972 0.277 1.562 0 1.562 995.75 4 4 0.302 0.816 0.290	SPAN 2 5 9.6 0.383 1.193 0.338 1.193 0.338 1.914 0 1.914 995.90 SPAN 2 5 5 9.6 0.369 1.001 0.353	6 0.405 1.266 0.357 2.028 0 2.028 996.05 6 6 0.391 1.063 0.374	7         0.373         1.168         0.328         1.869         0         1.869         996.21         7         0.359         0.359         0.343	8 0.287 0.899 0.252 1.438 0 1.438 996.36 8 8 0 0.276 0.276 0.755 0.264	9 0.156 0.491 0.137 0.784 0 0.784 996.51 996.51 9 9	© BRG. ABUT. NO. 2
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE TOTAL CAMBER TOP OF WEARING SURFACE ELEVATION AT & GIRDER GIRDER 8 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD COMPOSITE DEAD LOAD	¢ BRG. ABUT. NO. 1 993.63 ¢ BRG. ABUT. NO. 1	1 0.156 0.491 0.137 0.784 0 0.784 993.78 1 1 0.151 0.412 0.144 0.707	2 0.287 0.899 0.252 1.438 0 1.438 993.93 2 2 0.276 0.755 0.264 1.295	3 0.373 1.168 0.328 1.869 0 1.869 994.08 3 0.359 0.980 0.343 1.682	4 0.405 1.266 0.357 2.028 0 2.028 994.23 4 0.391 1.063 0.374 1.828	SPAN 1 5 9.6 0.383 1.193 0.338 1.914 0 1.914 994.39 SPAN 1 5 9.6 0.369 1.001 0.353	6 0.313 0.972 0.277 1.562 0 1.562 994.54 6 6 0.302 0.816 0.290	7 0.213 0.658 0.189 1.060 0 1.060 994.69 7 0.205 0.552 0.198 0.955	8 0.107 0.329 0.096 0.532 0 0.532 994.84 8 8 0.103 0.276 0.100	9 0.028 0.086 0.025 0.139 0 0.139 994.99 9 9 0.026 0.026 0.071 0.026 0.026	© BRG. PIER 995.14 © BRG. PIER	1 0.028 0.086 0.025 0.139 0 0.139 995.30 1 1 0.026 0.071 0.026 0.071 0.026	2 0.107 0.329 0.096 0.532 0 0.532 995.45 2 2 0.103 0.276 0.100	3 0.213 0.658 0.189 1.060 0 1.060 995.60 995.60 3 0.205 0.552 0.198	4 0.313 0.972 0.277 1.562 0 1.562 995.75 4 4 0.302 0.816 0.290	SPAN 2 5 9.6 0.383 1.193 0.338 1.914 0 1.914 0 1.914 995.90 SPAN 2 5 5 9.6 0.369 1.001 0.353	6 0.405 1.266 0.357 2.028 0 2.028 996.05 6 0 0 2.028 996.05	7         0.373         1.168         0.328         1.869         0         1.869         0         1.869         0         1.869         0         1.869         0         0.328	8         0.287         0.899         0.252         1.438         0         1.438         996.36         8         0.276         0.755         0.264	9 0.156 0.491 0.137 0.784 0 0.784 996.51 9 9 0.151 0.412 0.144	General Control of Control o
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE TOTAL CAMBER TOP OF WEARING SURFACE ELEVATION AT <b>Q</b> GIRDER GIRDER 8 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD COMPOSITE DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE	¢ BRG. ABUT. NO. 1 993.63 ¢ BRG. ABUT. NO. 1	1 0.156 0.491 0.137 0.784 0 0.784 993.78 1 0.151 0.412 0.144 0.707 0 0.707 0	2 0.287 0.899 0.252 1.438 0 1.438 993.93 2 2 0.276 0.755 0.264 1.295 0	3 0.373 1.168 0.328 1.869 0 1.869 994.08 3 0.359 0.980 0.343 1.682 0	4 0.405 1.266 0.357 2.028 0 2.028 994.23 4 0.391 1.063 0.374 1.828 0 1.828 0	SPAN 1 5 9.6 0.383 1.193 0.338 1.914 0 1.914 994.39 SPAN 1 5 9.6 0.369 1.001 0.353 1.723 0	6 0.313 0.972 0.277 1.562 0 1.562 994.54 6 0 0.302 0.816 0.290 1.408 0	7 0.213 0.658 0.189 1.060 0 1.060 994.69 7 0.205 0.552 0.198 0.955 0 0.255 0	8 0.107 0.329 0.096 0.532 0 0.532 994.84 8 8 0.103 0.276 0.100 0.479 0	9 0.028 0.086 0.025 0.139 0 0.139 994.99 994.99 9 9 9 0.026 0.071 0.026 0.071 0.026	PIER      P	1 0.028 0.086 0.025 0.139 0 0.139 995.30 1 1 0.026 0.071 0.026 0.071 0.026	2 0.107 0.329 0.096 0.532 0 0.532 995.45 2 2 0.103 0.276 0.100 0.479 0	3 0.213 0.658 0.189 1.060 0 1.060 995.60 3 0.205 0.552 0.198 0.955 0 0.955 0	4 0.313 0.972 0.277 1.562 0 1.562 995.75 4 4 0.302 0.816 0.290 1.408 0	SPAN 2 5 9.6 0.383 1.193 0.388 1.193 0.338 1.914 0 1.914 995.90 SPAN 2 5 5 9.6 0.369 1.001 0.353 1.723 0	6 0.405 1.266 0.357 2.028 0 2.028 996.05 6 6 0.391 1.063 0.374 1.828 0	7         0.373         1.168         0.328         1.869         0         1.869         0         1.869         0         1.869         0         1.869         0         0.328	8         0.287         0.899         0.252         1.438         0         1.438         996.36         8         0.276         0.755         0.264         1.295         0         1.295         0	9 0.156 0.491 0.137 0.784 0 0.784 996.51 9 0.151 0.412 0.144 0.707 0 0	
GIRDER 7 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE TOTAL CAMBER TOP OF WEARING SURFACE ELEVATION AT & GIRDER GIRDER 8 INCREMENT LENGTH (FT) DEFLECTIONS (IN) STEEL DEAD LOAD ADDITIONAL DEAD LOAD COMPOSITE DEAD LOAD COMPOSITE DEAD LOAD COMPOSITE DEAD LOAD CAMBER (IN) TOTAL DEAD LOAD VERT. CURVE ORDINATE TOTAL CAMBER TOP OF WEARING SURFACE	¢ BRG. ABUT. NO. 1 993.63 ¢ BRG. ABUT. NO. 1	1 0.156 0.491 0.137 0.784 0 0.784 993.78 1 0.151 0.412 0.144 0.707 0 0.707 0 0.707	2 0.287 0.899 0.252 1.438 0 1.438 993.93 2 2 0.276 0.755 0.264 1.295 0 1.295	3 0.373 1.168 0.328 1.869 0 1.869 994.08 3 0.359 0.980 0.343 1.682 0 1.682	4 0.405 1.266 0.357 2.028 0 2.028 994.23 4 0.391 1.063 0.374 1.828 0 1.828 0 1.828	SPAN 1         5         9.6         0.383         1.193         0.338         1.914         0         1.914         994.39         SPAN 1         5         9.6         0.369         1.001         0.353         1.723         0         1.723	6 0.313 0.972 0.277 1.562 0 1.562 994.54 6 0 0.302 0.816 0.290 1.408 0 1.408	7 0.213 0.658 0.189 1.060 0 1.060 994.69 7 0.205 0.552 0.198 0.955 0 0.955 0 0.955	8 0.107 0.329 0.096 0.532 0 0.532 994.84 8 8 0.103 0.276 0.100 0.479 0 0.479 0	9 0.028 0.086 0.025 0.139 0 0.139 994.99 994.99 9 9 0.026 0.026 0.071 0.026 0.026	© BRG. PIER 995.14 © BRG. PIER	1 0.028 0.086 0.025 0.139 0 0.139 995.30 1 1 0.026 0.071 0.026 0.071 0.026	2 0.107 0.329 0.096 0.532 0 0.532 995.45 2 2 0.103 0.276 0.100 0.479 0 0.479	3 0.213 0.658 0.189 1.060 0 1.060 995.60 3 3 0.205 0.552 0.198 0.955 0 0.955	4 0.313 0.972 0.277 1.562 0 1.562 995.75 4 4 0.302 0.816 0.290 1.408 0 1.408	SPAN 2 5 9.6 0.383 1.193 0.388 1.193 0.338 1.914 0 1.914 995.90 SPAN 2 5 5 9.6 0.369 1.001 0.353 1.723 0 1.723	6 0.405 1.266 0.357 2.028 0 2.028 996.05 6 0 0.391 1.063 0.374 1.828 0 1.828	7         0.373         1.168         0.328         1.869         0         1.869         0         1.869         0         1.869         0         1.869         0         1.869         0         0.359         0.359         0.343         1.682         0         1.682         0         1.682	8 0.287 0.899 0.252 1.438 0 1.438 996.36 8 0 0.276 0.276 0.755 0.264 1.295 0 1.295	9 0.156 0.491 0.137 0.784 0 0.784 996.51 9 9 0.151 0.412 0.144 0.144	C BRG. ABUT. NO. 2

NOTE: FOR CAMBER NOTES, SEE STR-25.

A.DiCesare Associates, P.C. 690 Clinton Avenue Bridgeport, CT 06604 203-696-0444 www.adicesarepc.com

![](_page_25_Picture_2.jpeg)

PROJECT TITLE:

DESIGNER/DRAFTER: JGV	CHECKED BY: J
ASTED SAVED BY: ADA 036	FILE NAME: K:\CT_Projects

PLOTTED DATE: 3/21/2025

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REV. D.

REPLACEMENT OF BRIDGE NO. 00848 ROUTE 89 OVER INTERSTATE 84

	PROJECT NO.:	DRAWING NO.: STR_74
DEAD LOAD DEFLECTIONS AND CAMBERS - 2	0145-0106	SHEET NO.: 04.26

![](_page_26_Figure_0.jpeg)

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.: STR-27
DECK PLAN	0145-0106 SHEET NO.:	SHEET NO.: 04.27

![](_page_27_Figure_0.jpeg)

PLOTTED DATE: 3/21/2025

	PROJECT NO.:	drawing no.: <b>STR-28</b>
DECK DETAILS	0145-0106 SH	SHEET NO.: 04.28

![](_page_28_Figure_0.jpeg)

LASTED SAVED BY: ADA039 FILE NAME: K:\CT\_Projects\0145-0106\Bridge\Contract\_Plans\SB\_CP\_0145\_0106\_Approach Slab.dgn PLOTTED DATE: 3/21/2025

ROJECT IIILE:	IOWN(S):
REPLACEMENT OF BRIDGE NO. 00848 ROUTE 89 OVER INTERSTATE 84	ASHFORD AND UNION

![](_page_28_Figure_5.jpeg)

DRAWING TITLE:	PROJECT NO.:	drawing no.: STR-29
APPROACH SLAB DETAILS	0145-0106	SHEET NO.: 04.29

![](_page_28_Figure_10.jpeg)

KEY DETAIL

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

### **BITUMINOUS CONCRETE PLACEMENT** AT ASPHALTIC PLUG JOINTS (APJ) NOTES

1 - REQUIREMENTS FOR BITUMINOUS CONCRETE OVERLAY AT JOINT REPLACEMENT (SEE DETAIL TITLED "PLACEMENT OF PAVEMENT IN JOINT CUT-OUT"):

TOP LIFT SHALL BE UNIFORM THICKNESS WITHIN THE ALLOWABLE RANGES BELOW:

A. HMA \$0.375 - 1<sup>1</sup>/<sub>2</sub>" MIN. TO 2" MAX.

BOTTOM LIFT SHALL BE UNIFORM THICKNESS WITHIN THE ALLOWABLE RANGES BELOW:

FOR BRIDGES WITH WOVEN GLASS FABRIC WATERPROOFING MEMBRANE

A. HMA \$0.25 - <sup>3</sup>/<sub>4</sub>" MIN. TO 1" MAX.

FOR BRIDGES WITH SPRAY-APPLIED COLD LIQUID ELASTOMERIC WATERPROOFING MEMBRANE

A. HMA SO.25 -  $\frac{3}{4}$ " MIN. TO 1 $\frac{1}{4}$ " MAX. B. HMA SO.375 -  $1\frac{1}{4}$ " MIN. TO 2" MAX.

INTERMEDIATE LIFTS, IF REQUIRED, MAY VARY IN THICKNESS WITHIN THE ALLOWABLE RANGES BELOW:

A. HMA S0.25 - 0.0" MIN. TO  $1\frac{1}{2}$ " MAX. (PER LIFT) B. HMA SO.375 -  $\frac{1}{2}$ " MIN. TO 2 $\frac{1}{2}$ " MAX. (PER LIFT)

2 - THE REQUIREMENTS OF SECTION 4.06 SHALL BE MET EXCEPT IN LIEU OF DENSITY TESTING, THE METHODS DESCRIBED BELOW SHALL BE FOLLOWED TO ASSURE PROPER COMPACTION.

3 - REQUIREMENTS FOR PROPER COMPACTION:

LIFT

a. MINIMUM DELIVERY TEMPERATURE OF MATERIAL

HMA - 265 °F PMA - 285 °F WHEN AMBIENT TEMPERATURE IS LESS THAN 50 °F AND AFTER OCTOBER 15 - 300 °F

PLACE AND SPREAD MATERIAL BEFORE IT COOLS TO 260°F. MATERIAL BELOW TEMPERATURE REQUIREMENTS SHALL NOT BE PLACED AND WILL BE REJECTED.

- COMPACT NON-SURFACE LIFTS WITH VIBRATORY PLATE COMPACTOR b. MEETING THE FOLLOWING REQUIREMENTS:
  - DESIGNED TO COMPACT ASPHALT
  - EQUIPPED WITH A WATER TANK CENTRIFUGAL FORCE 3200 LBS TO 6000 LBS iii.
  - WEIGHS MINIMUM 160 LBS (WITHOUT WATER) iv.
  - MINIMUM 4400 VIBRATIONS PER MINUTE ν.
- COMPACT TOP LIFT WITH  $3\frac{1}{2}$  TO  $4\frac{1}{2}$  TON DOUBLE DRUM ROLLER, C. DESIGNED TO COMPACT BITUMINOUS CONCRETE.
- d. PROVIDE NUMBER OF PASSES BASED ON LIFT THICKNESS AS FOLLOWS:

THICKNESS (INCHES)	NUMBER OF PASSES
0 TO 1½	8
1½ TO 2	10
2 to $3\frac{1}{2}$	12

- ADDITIONAL COMPACTING EQUIPMENT MAY BE REQUIRED TO COMPLETE е LIFT COMPACTION BEFORE MATERIAL COOLS TO 180°F.
- AT CORNERS OR OTHER AREAS INACCESSIBLE TO PLATE TAMPER, HAND TAMP 20 TIMES MINIMUM BEFORE MATERIAL COOLS TO 180°F.

4 - ALTERNATE EQUIPMENT MAY BE REQUESTED AS A SUPPLEMENT TO CONTRACTOR'S QC PLAN. THE EQUIPMENT AND PROCEDURES MUST BE APPROVED BY THE ENGINEER PRIOR to use.

5 - IF THESE METHODS ARE NOT PERFORMED TO THE SATISFACTION OF THE ENGINEER, DENSITY VERIFICATION MAY BE REQUIRED WHEREIN THE CONTRACTOR SHALL PROVIDE DENSITY TESTING WITH A QC NUCLEAR DENSITY GAUGE OR COLLECT CORE SAMPLES AS SPECIFIED IN SECTION 4.06.

### VARIABLE APJ WIDTH BASED ON SKEW

width of apj (Inches)	skew range	
20	$\theta \leq 35^{\circ}$	
16	$35 > \theta \le 45^{\circ}$	
14	$45 > \theta \le 55^{\circ}$	

![](_page_29_Picture_30.jpeg)

PROJECT TITLE:

CHECKED BY: JVS

ADA

A.DiCesare Associates, P.C.

690 Clinton Avenue Bridgeport, CT 06604 203-696-0444

1 Augustan El

SIGNATURE BLOCK

DESIGNER/DRAFTER: JGV

## ASPHALTIC PLUG EXPANSION JOINT SYSTEM NOTES

1 - A BRIDGING PLATE SHALL BE USED TO SPAN THE GAP BETWEEN TWO DECK ENDS OR THE JOINT BETWEEN A DECK END AND A CONCRETE APPROACH SLAB.

2 - DISCONTINUE THE INSTALLATION OF THE BRIDGING PLATE WHERE THE APPROACH SLAB IS DISCONTINUED (TYPICALLY IN THE ROADWAY SHOULDERS). SEE "ASPHALTIC PLUG EXPANSION JOINT SYSTEM" SPECIFICATION.

3 - BRIDGING PLATES: JOINT OPENINGS ≤ 3 INCHES, USE 1/4" THICK X 8" WIDE

JOINT OPENINGS > 3 INCHES, USE  $\frac{3}{8}$ " THICK X 12" WIDE

4 - NO BRIDGING PLATE SHALL BE USED AT THE FOLLOWING LOCATIONS:

- A. JOINT BETWEEN A DECK END AND A CONCRETE APPROACH PAVEMENT
- WHERE A BRIDGE DECK END MEETS A BITUMINOUS APPROACH PAVEMENT Β.

5 - TEMPORARY CLOSED CELL BACKER ROD SHALL BE 25% LARGER THAN THE JOINT OPENING.

6 - ASPHALTIC PLUG EXPANSION JOINT SYSTEMS SHALL BE INSTALLED ONLY WITHIN THE TEMPERATURE RANGE SPECIFIED IN THE SPECIFICATION "ASPHALTIC PLUG EXPANSION JOINT SYSTEM". REFERENCE THE RANGE OF THERMAL MOVEMENT FOR THE SELECTED JOINT PRODUCT IN THE TABLE FOR "INSTALLATION RESTRICTIONS" IN THE SPECIFICATION.

7 - CONTRACTOR SHALL NOTIFY THE ENGINEER IF THE EXISTING PAVEMENT IS DETERMINED TO BE LESS THAN 2" OR GREATER THAN 6" WITHIN THE BRIDGE LIMITS.

8 - THE DEPTH OF PROPOSED ASPHALTIC PLUG JOINT IS ESTIMATED TO BE 3" AVERAGE.

9 - AT LOCATIONS WHERE THE APPROACH SLAB DOES NOT EXTEND THE ENTIRE WIDTH OF THE BRIDGE, TERMINATE THE FOAM SUPPORTED GLAND AT THE EDGE OF THE APPROACH SLAB.

OVERLAY.

2 - TACK COAT SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "NON-TRACKING ASPHALT TACK COAT."

3 - MATERIALS FOR THE BITUMINOUS CONCRETE OVERLAY WITHIN JOINT CUT-OUT SHALL BE HMA S0.25, HMA S0.375, OR AN EQUIVALENT PMA MEETING THE REQUIREMENTS OF SECTIONS 4.06 AND M.04. ALL HMA OR PMA SHALL BE TRAFFIC LEVEL 2 UNLESS INDICATED OTHERWISE ON THE PLANS, OR DIRECTED BY THE ENGINEER.

4 - SAW-CUTTING, REMOVAL AND DISPOSAL OF BITUMINOUS CONCRETE OVERLAY AND TEMPORARY BACKER ROD SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM."

5 - PREFORMED JOINT SEALS ARE ONLY TO BE INSTALLED BELOW THE APJ IN AN OPEN JOINT BETWEEN DECK ENDS OR BETWEEN DECK ENDS AND APPROACH SLAB ENDS AND SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "PREFORMED JOINT SEAL."

6 - HOT-APPLIED ASPHALT CRACK SEALANT PLACED ALONG THE CURB AND AT THE PARAPET JOINT TO SEAL THE ASPHALTIC PLUG JOINT AT THE GUTTER LINE SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "GUTTER LINE SEALING FOR BRIDGES."

TOWN(S):

## **JOINT WORK FOR BRIDGES**

1 - MEMBRANE WATERPROOFING SHALL BE "MEMBRANE WATERPROOFING (COLD LIQUID ELASTOMERIC)" AND SHALL BE PLACED PRIOR TO PLACEMENT OF PERMANENT

DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
ASPHALTIC PLUG		STR-30
EXPANSION JOINT NOTES	0145-0106	SHEET NO.: 04.30

![](_page_30_Figure_0.jpeg)

LASTED SAVED BY: ADA 036 FILE NAME: K:\CT\_Projects\0145-0106\Bridge\Contract\_Plans\SB\_CP\_0145\_0106\_APJ Details.dgn PLOTTED DATE: 3/21/2025

![](_page_30_Figure_4.jpeg)

<b>REPLACEMENT OF BRIDGE NO. 00848 ROUTE 89 OVER</b>
INTERSTATE 84

PLACE BITUMINOUS CONCRETE OVERLAY OVER SUBBASE

- ROADWAY SUBBASE

### SUGGESTED SEQUENCE OF WORK

### **STAGE 1: MEASURE**

	STEP 1.	THE CONTRACTOR SHALL MEASURE AND DOCUMENT THE DECK JOINT GAP OPENING, PARAPET GAP OPENING AND TEMPERATURE AT THE TIME OF MEASUREMENT FOR SIZING OF THE FOAM SUPPORTED GLAND. DOCUMENTATION SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW
		STAGE II: INSTALL MEMBRANE AND WEARING SURFACE
	STEP 1.	INSTALL TEMPORARY BACKER ROD FLUSH WITH THE BRIDGE DECK(S) OR APPROACH SLAB (AS APPLICABLE)
	STEP 2:	BLAST CLEAN THE DECK TO PREPARE THE SURFACE FOR INSTALLATION OF MEMBRANE WATERPROOFING
	STEP 3.	INSTALL MEMBRANE WATERPROOFING TO THE TOP OF DECK, BACKWALL AND APPROACH SLAB WITHIN THE LIMITS SHOWN
AND INSTALL REGATE	STEP 4.	PLACE BITUMINOUS CONCRETE OVERLAY IN ACCORDANCE WITH THE STRUCTURE PLANS
		STAGE III: INSTALL ASPHALTIC PLUG EXPANSION JOINT SYSTEM
us concrete (typ.)	STEP 1.	SAW-CUT OVERLAY FULL DEPTH TO DELINEATE LIMITS OF APJ AND REMOVE ALL BITUMINOUS CONCRETE OVERLAY BETWEEN SAW-CUTS INCLUDING THE TEMPORARY BACKER ROD
	STEP 2.	INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM WITH FOAM SUPPORTED SILICONE GLAND AND BRIDGING PLATE. LOCATING PINS SHALL NOT BE USED TO SECURE THE BRIDGING PLATE
	STEP 3.	PLACE CRACK SEAL AT GUTTER LINE ALONG THE LENGTH OF THE BRIDGE BOTH SIDES

	DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
	APJ SEQUENCE		STR-31
		0145-0106	SHEET NO.: 04.31

![](_page_31_Figure_0.jpeg)

![](_page_32_Figure_0.jpeg)

PROJECT NO.: DRAWING NO.:	DRAWING NO.:
STR-33	STR-33
0145-0106 SHEET NO.: 04.33	HEET NO.: 04.33
	HEEI NO.:

![](_page_33_Figure_0.jpeg)

<b>REPLACEMENT OF BRIDGE NO. 00848 ROUTE 89 OVER</b>
INTERSTATE 84