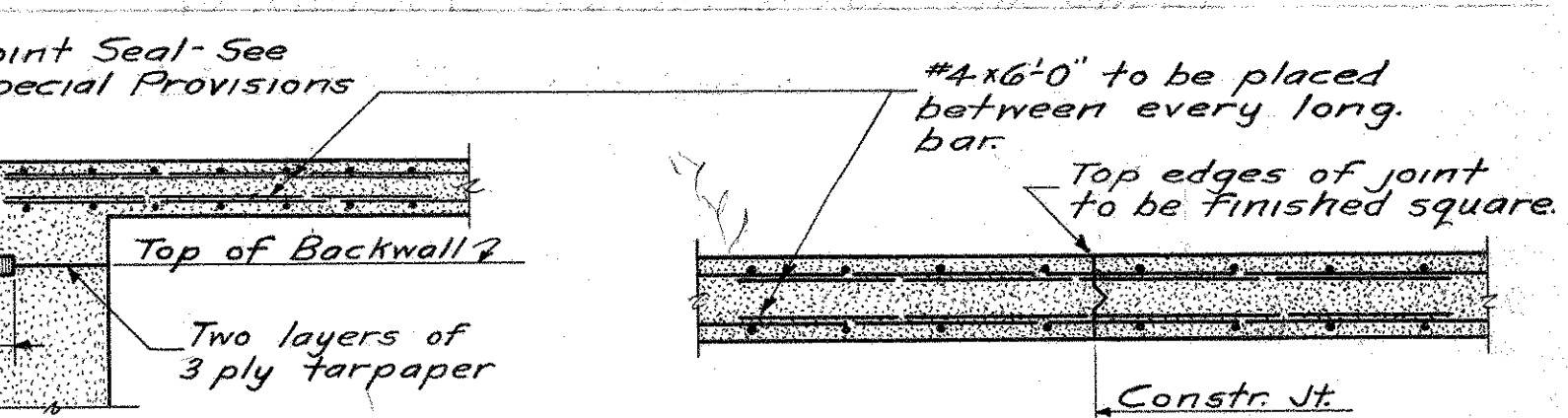
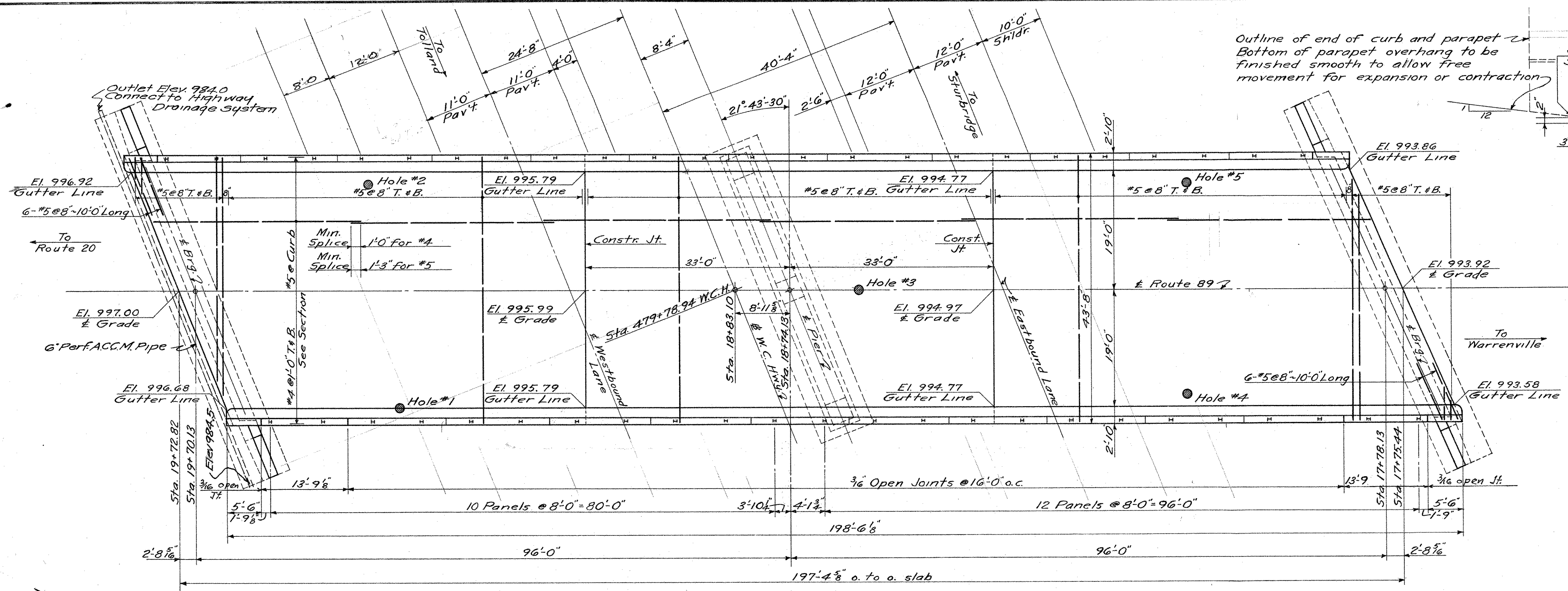
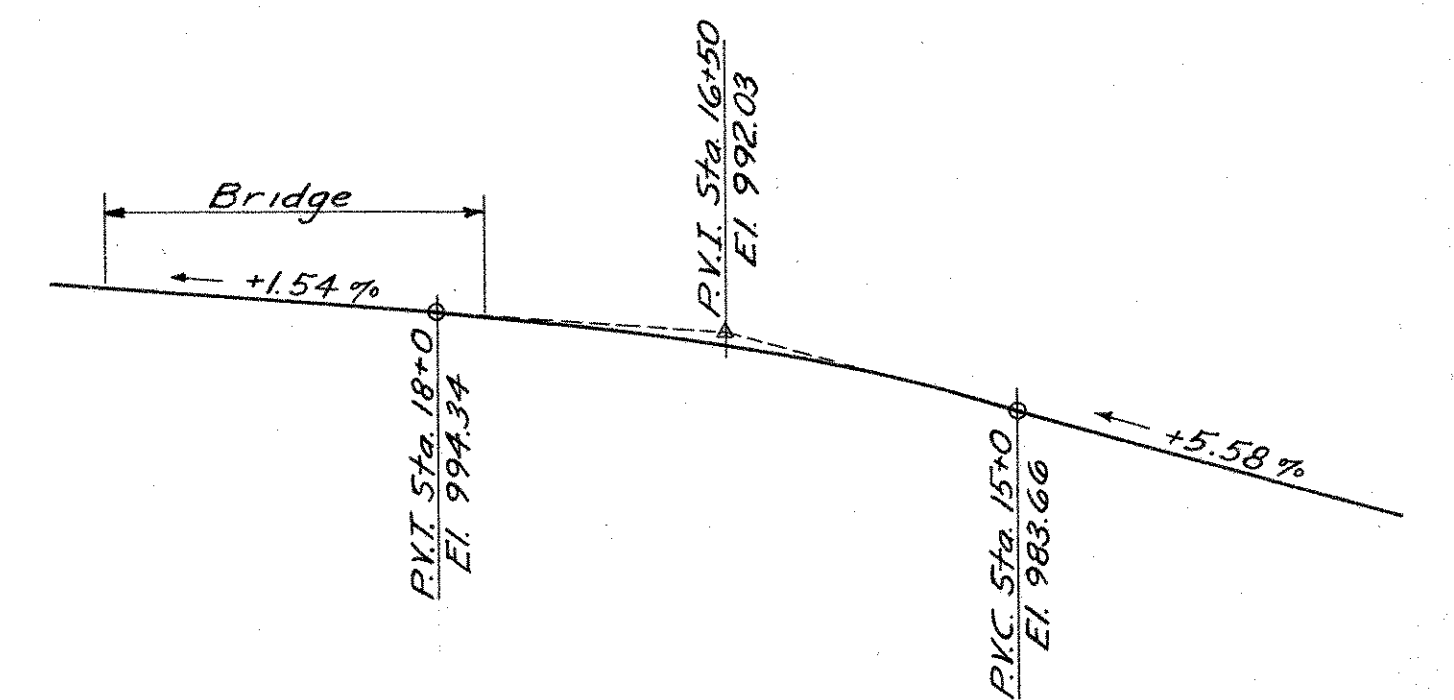




**JOINT DETAILS**  
Scale 1/2"=1'-0"



**PROFILE - RTE. 89**

| CONCRETE DISTRIBUTION |              |                |
|-----------------------|--------------|----------------|
| Footings              | Substructure | Superstructure |
| 145 C.Y.              | 145 C.Y.     | 286 C.Y.       |

| QUANTITIES                               |         |      |
|------------------------------------------|---------|------|
| Item                                     | Total   | Unit |
| Structure Excavation (Complete)          | 575     | C.Y. |
| 6" PerF.A.C.C.M. Pipe                    | 86      | LF   |
| Class A Concrete                         | 595     | C.Y. |
| 1/2" Prem. Bit. Joint Filler for Bridges | 36      | S.F. |
| Deformed Steel Bars                      | 84,000  | Lbs. |
| Structural Steel                         | 350,000 | Lbs. |
| Damp Proofing                            | 140     | S.Y. |
| Metal Bridge Rail                        | 374     | L.F. |
| Gravel Fill                              | 45      | C.Y. |
| Pervious Structure Backfill              | 530     | C.Y. |

**PLAN**  
Scale 1/4"=1'-0"

**ELEVATION**

**HALF - SECTION**  
Scale 1/2"=1'-0"

**GENERAL NOTES**

Specifications: Conn. State Highway Department Form 808 and A.A.S.H.O. (1953).  
Live Load: H20-S16-44.  
Class A Concrete to be used thruout.  
All reinforcing steel bars shall conform to A.S.T.M. Specifications A-305-50. Bar lists have been omitted.  
For painting Structural Steel & Metal Bridge Rail-see Special Provisions.  
No paint on surfaces to be welded or surfaces in contact with Concrete.

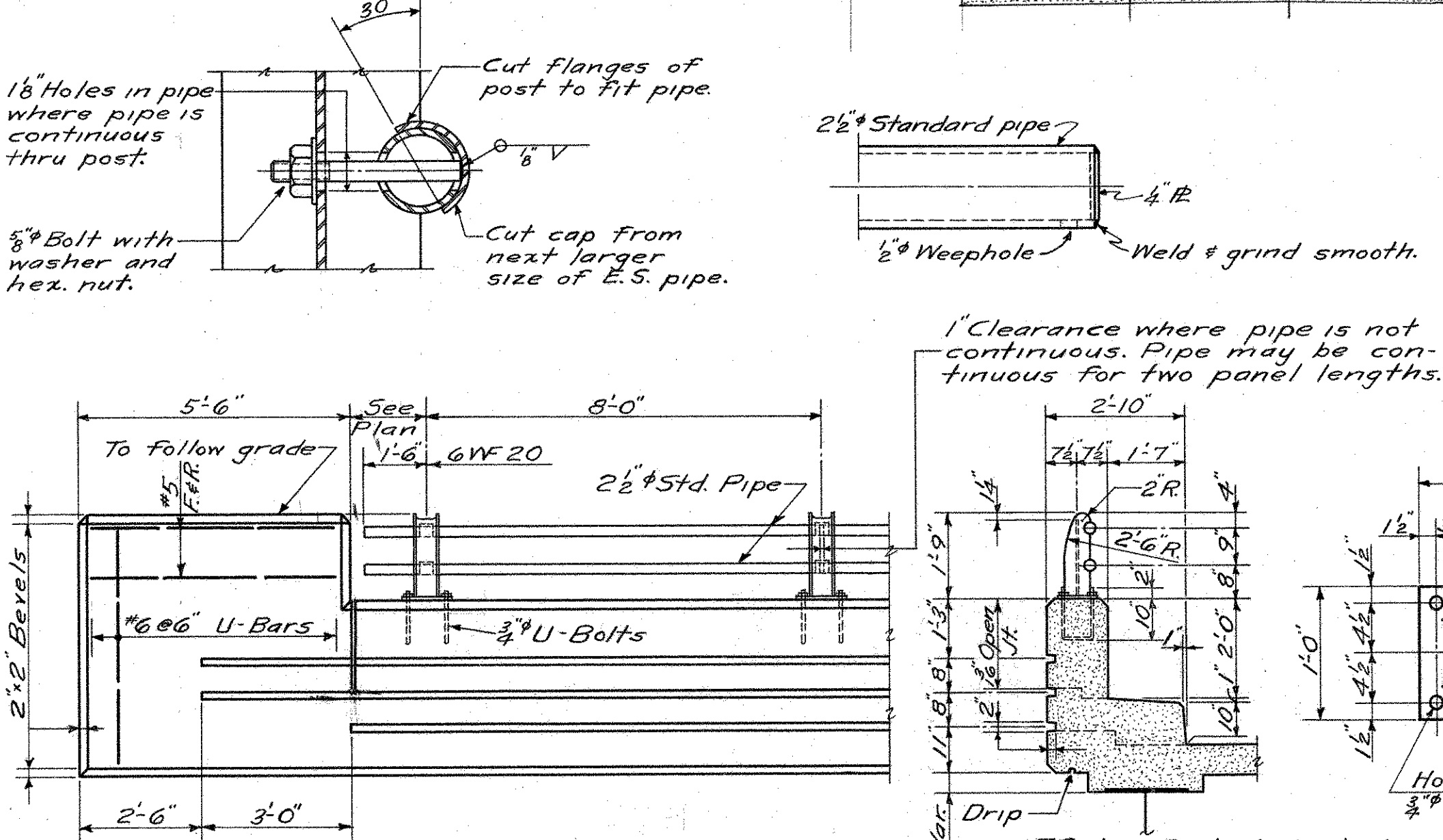
The cost of furnishing and placing 2 layers of 3 ply tarpaper to be included in the unit price bid for Class A Concrete.  
All exposed edges of concrete to be beveled 1"x1" unless otherwise noted.  
Joint Seal shall be included in unit price bid for "Class A" Concrete. See Special Provisions for Class A Concrete.  
All masonry and sole plates of fixed bearings and complete assembly of rocker type expansion bearings to be Mayari-R steel, Cor-Ten steel, or equivalent.  
Quantities given are approximate only and do not relieve the contractor of the responsibility of checking them in preparing his bid.

CONNECTICUT  
STATE HIGHWAY DEPARTMENT  
TOWNS OF ASHFORD-UNION  
RELOCATION OF RT. 89  
OVER  
WILBUR CROSS HIGHWAY  
TWO SPAN CONT. GIRDER BRIDGE  
GENERAL PLAN AND  
SUPERSTRUCTURE

Note:  
All reinforcing to have 2" cover except as noted.

| REVISIONS |      |             |
|-----------|------|-------------|
| NO.       | DATE | DESCRIPTION |
|           |      |             |
|           |      |             |
|           |      |             |

|                     |                        |
|---------------------|------------------------|
| DESIGNED BY H.W.W.  | PROJECT NO. 145-58-03A |
| MADE BY W.F.D.      | DATE 12-23-53          |
| CHECKED BY H.W.W.   | DATE 1/18/54           |
| APPROVED J.D. Drury | DATE 1-26-54           |

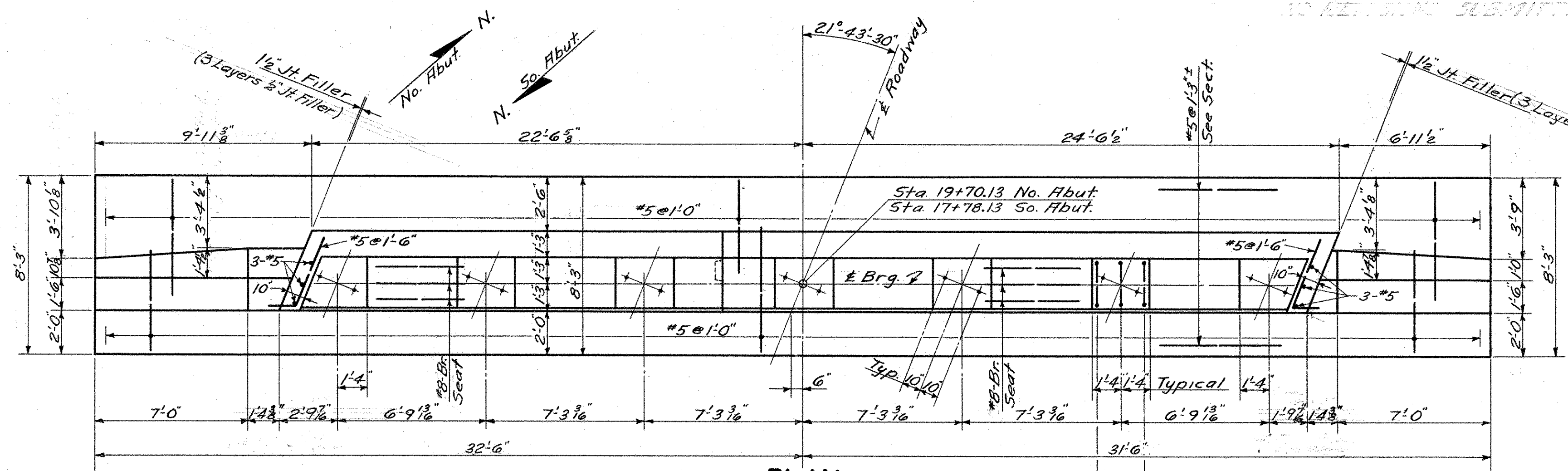


**RAILING DETAILS**  
Scale 3/8"=1'-0"

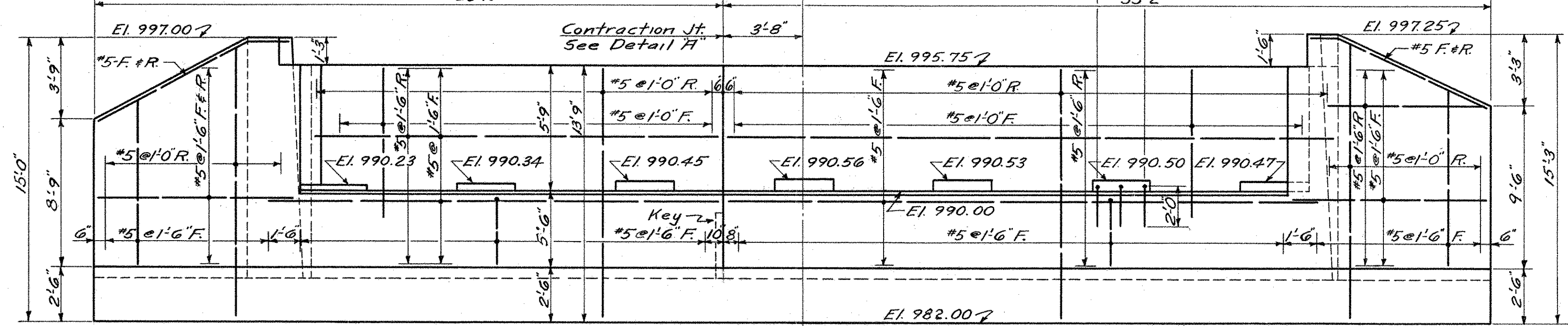
Railing Posts to be truly vertical Railing to follow grade.  
Posts to be shimmed with lead wool and caulked with compound,  
or as directed by the Engr. Cost to be included in price bid for "Metal Bridge Rail."  
3/4" U-Bolts & Hex. nuts to be included in price bid for "Metal Bridge Rail."

10 KEYS SUBMITTED FOR THIS SHEET

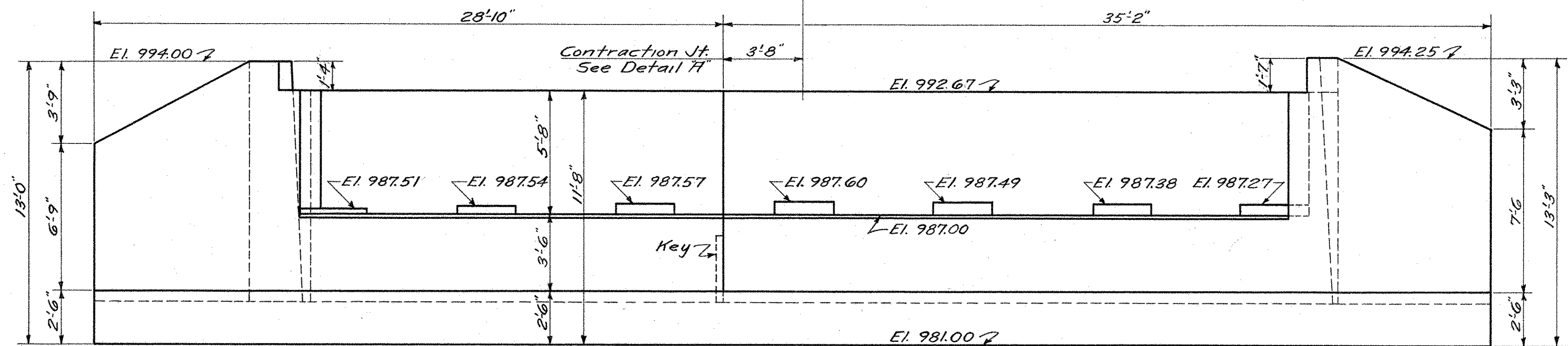
| FED. AID PROJ. NO. | STATE | TOWN          | PROJECT NO. | YEAR | ROUTE NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|---------------|-------------|------|-----------|-----------|--------------|
| 1-1N (30.27)       | CONN. | ASHFORD-UNION | 145-58      | 1956 | 156.89    | 17        | 52           |



**PLAN**  
North and South Abutments

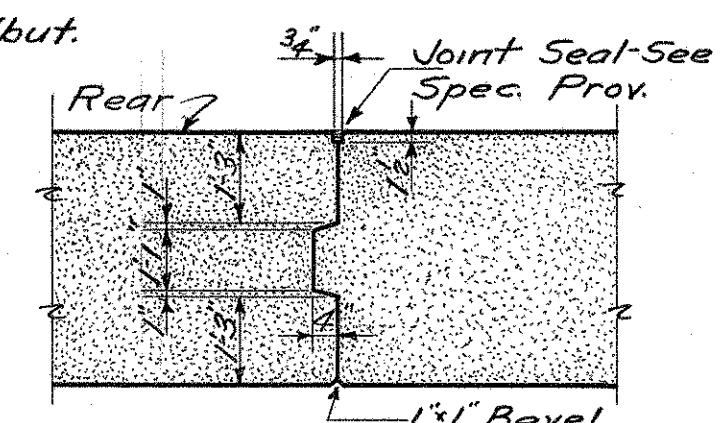


**ELEVATION**  
North Abutment

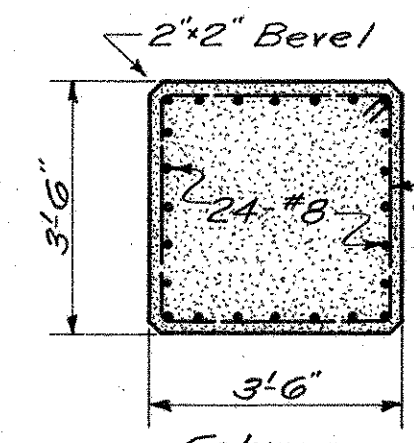
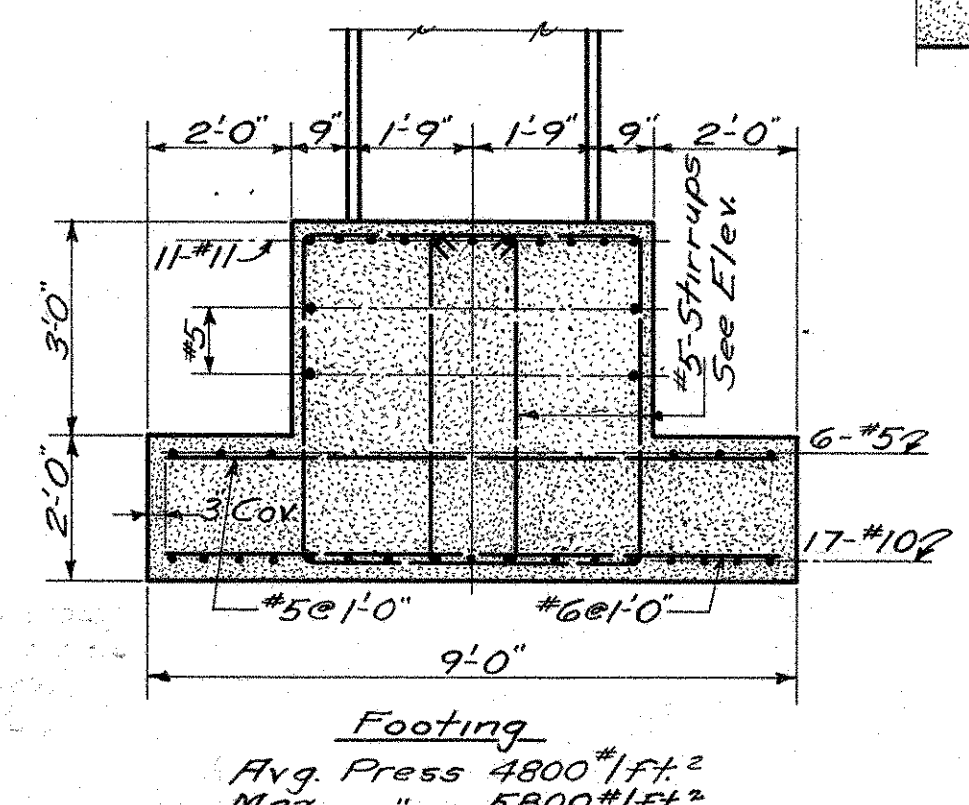
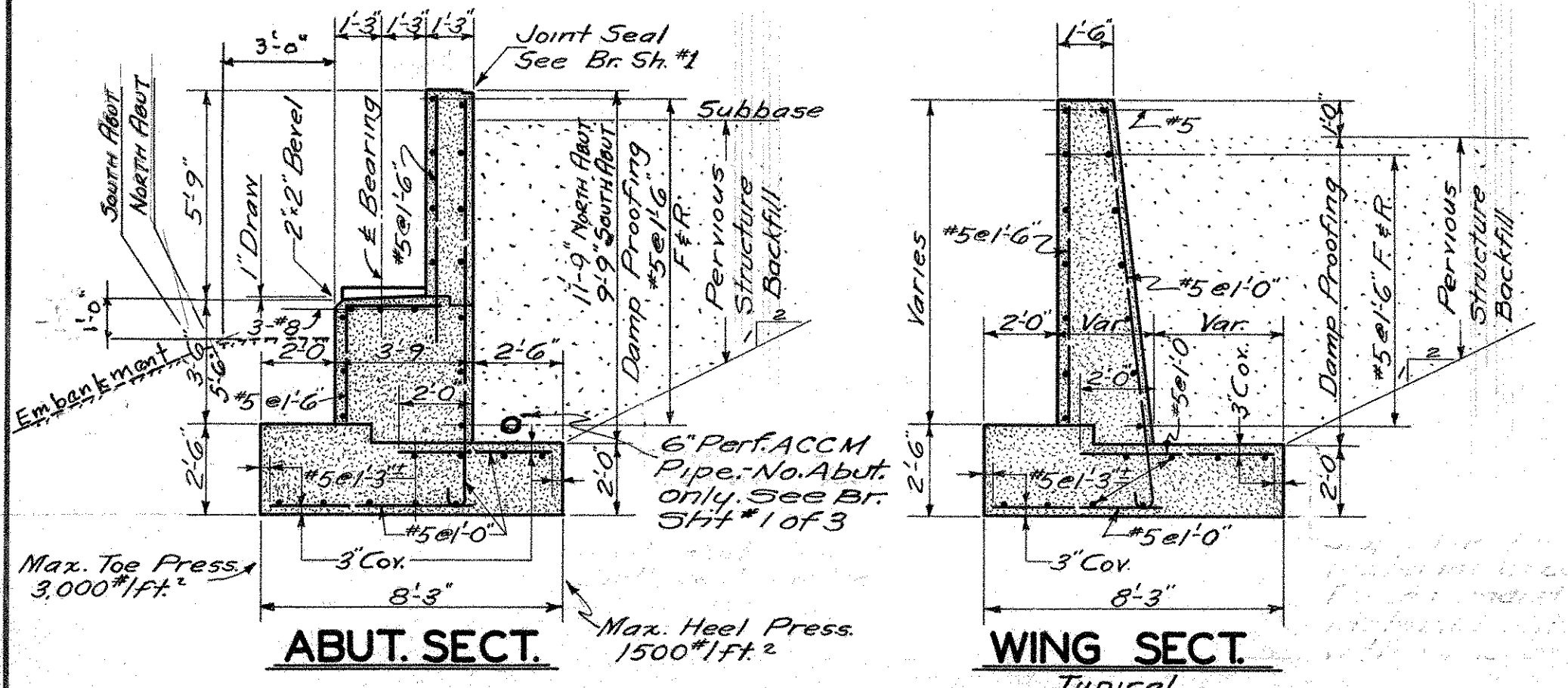


**ELEVATION**  
South Abutment

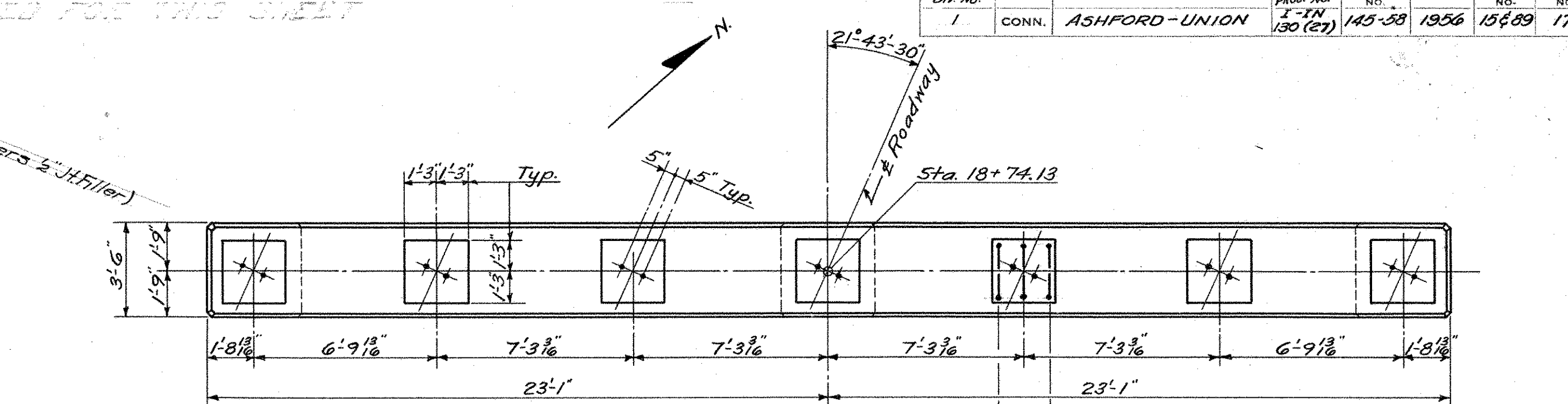
Note: Reinforcing similar to No. Abut.



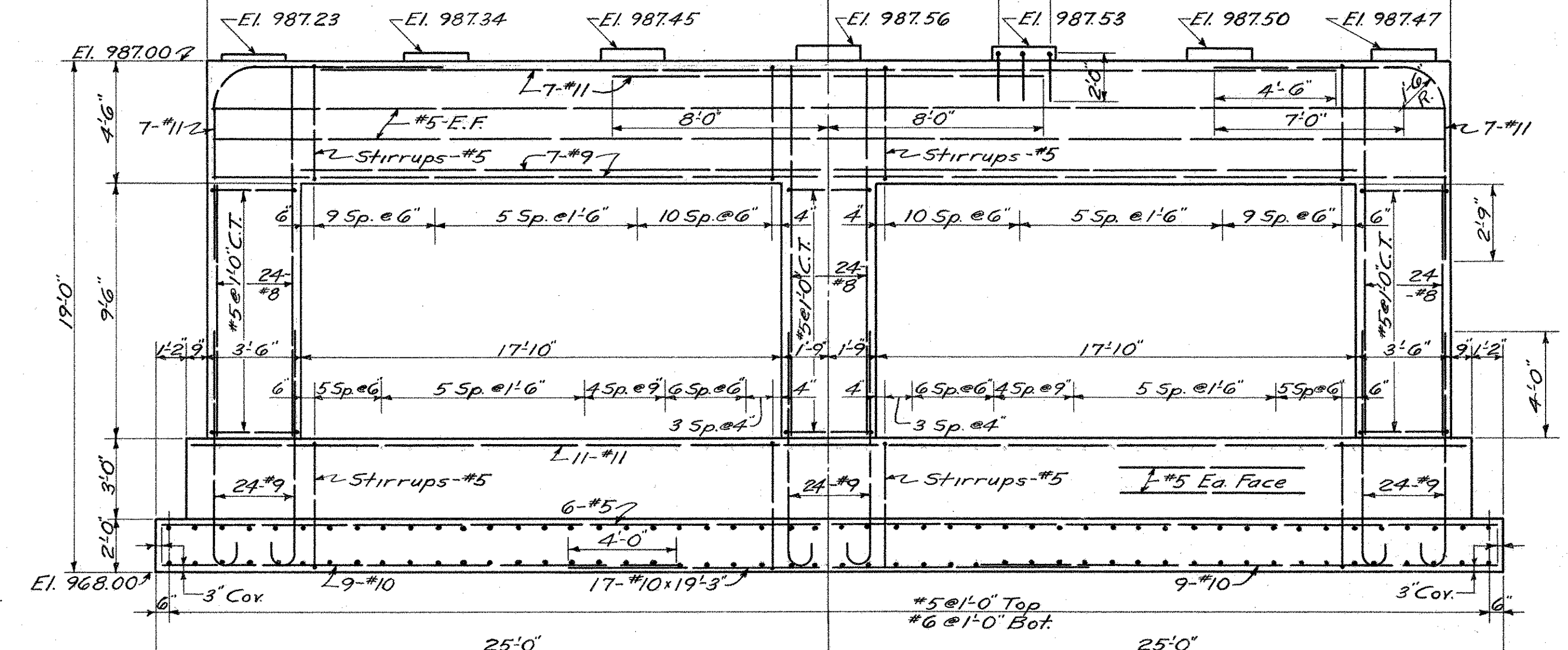
**DETAIL 'A'**  
Scale 3/8"=1'-0"



**PIER SECTIONS**  
Scale 3/8"=1'-0"



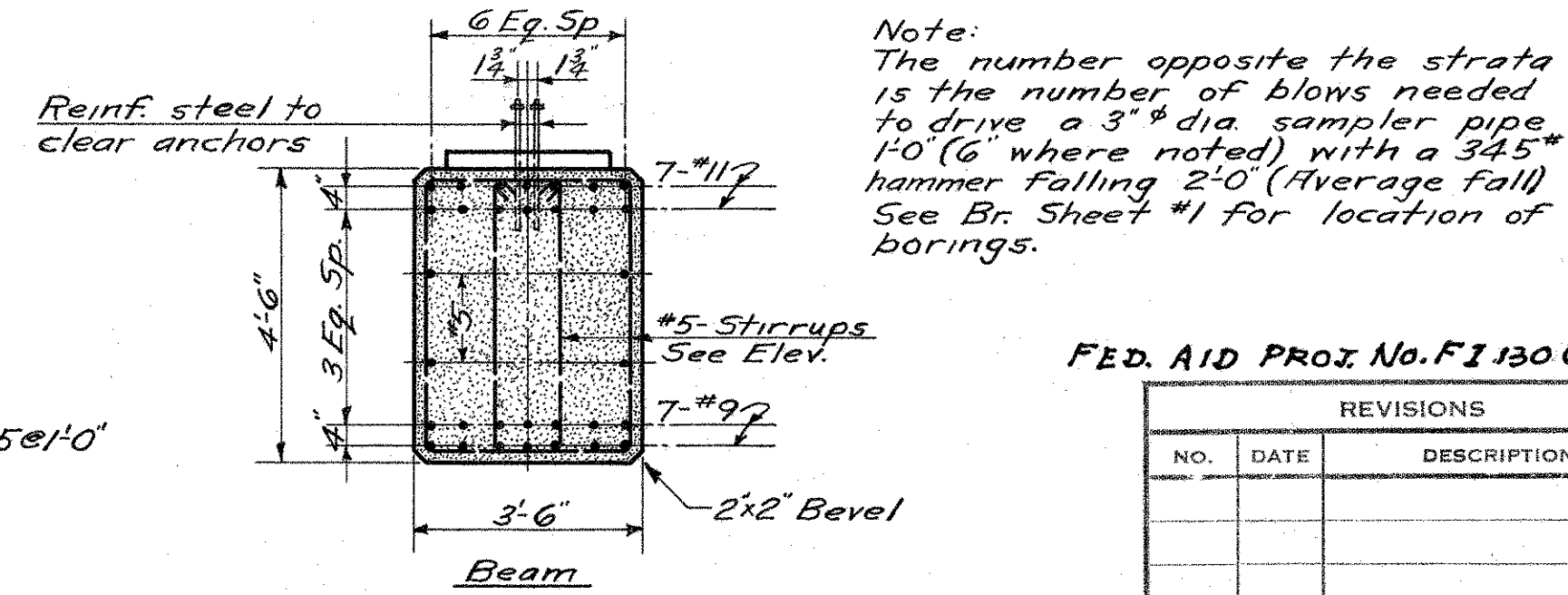
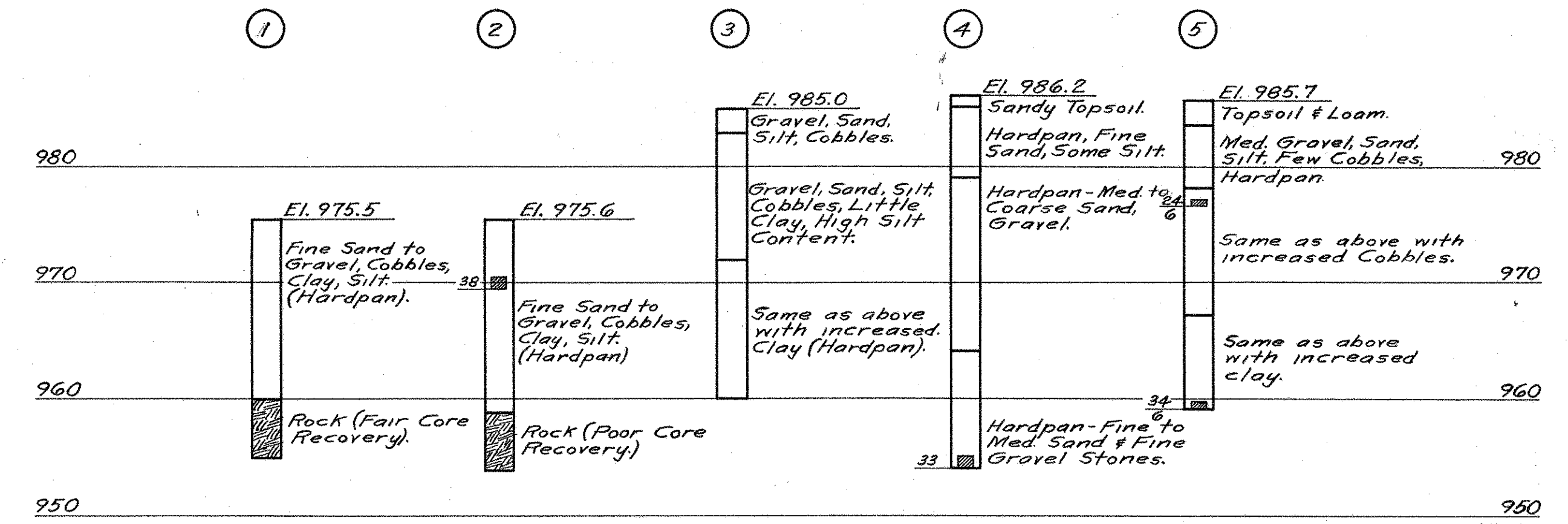
**PLAN**  
Pier Seat



**ELEVATION**

Note: All reinf. to have 2" cover except as noted.

**BORINGS**

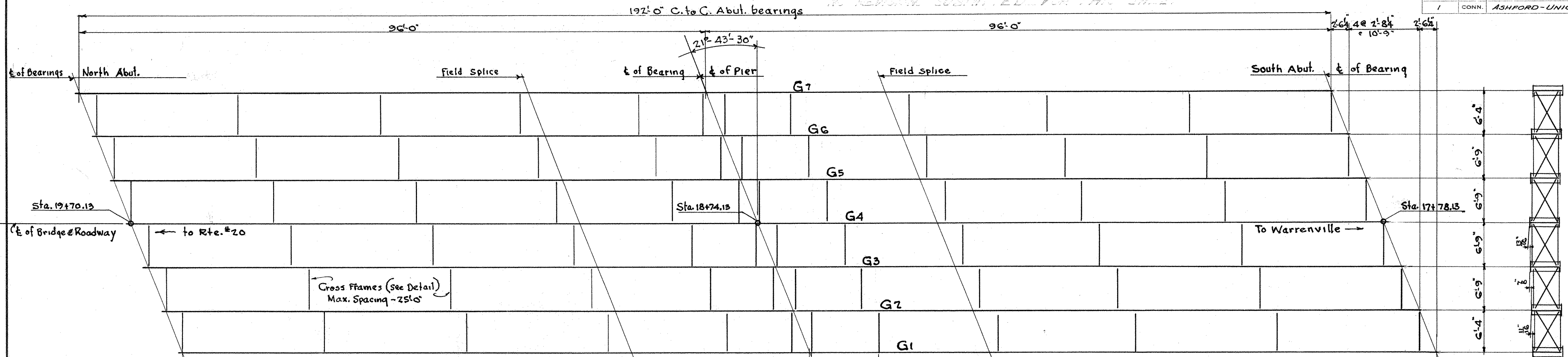


Note: The number opposite the strata is the number of blows needed to drive a 3" dia. sampler pipe 1'-0" (6" where noted) with a 345# hammer falling 2'-0" (Average fall) See Br. Sheet #1 for location of borings.

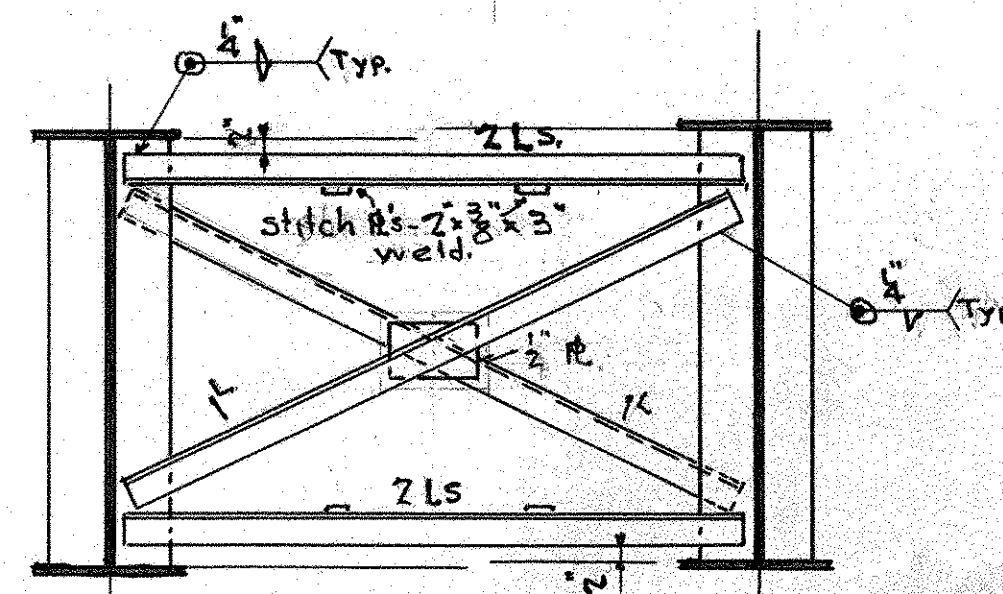
CONNECTICUT  
STATE HIGHWAY DEPARTMENT  
TOWNS OF ASHFORD - UNION  
RELOCATION OF RT. 89  
OVER  
WILBUR CROSS HIGHWAY  
TWO SPAN CONT. GIRD. BRIDGE  
SUBSTRUCTURE

|                                     |                     |                      |
|-------------------------------------|---------------------|----------------------|
| DESIGNED BY <i>H. W. W.</i>         |                     |                      |
| SCALES <i>4"=0'</i> except as noted |                     | PROJECT NO.          |
| MADE BY <i>W. F. D.</i>             | DATE <i>1-15-54</i> | <i>145-58-03H</i>    |
| CHECKED BY <i>H. W. W.</i>          | DATE <i>1-22-54</i> | BRIDGE SHEET NO.     |
| APPROVED <i>J. D. Dwyer</i>         | DATE <i>2-26-54</i> | <i>2</i> OF <i>3</i> |

| REVISIONS |             |
|-----------|-------------|
| NO.       | DESCRIPTION |
|           |             |
|           |             |
|           |             |

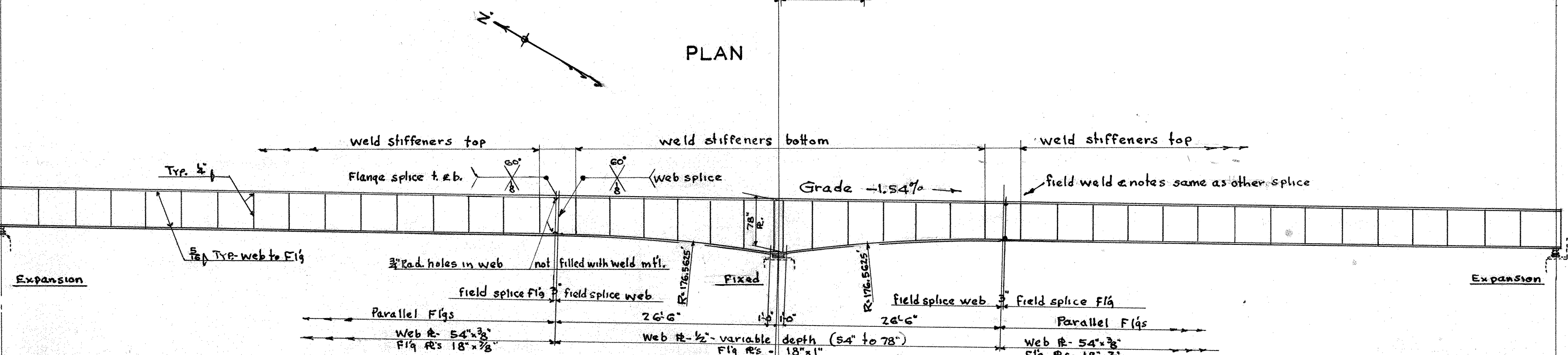


TYPICAL CROSS SECTION



All bracing is 4" x 4" x 3/8".  
Adjust for various depths.  
Cross frames in outer bays shall be bolt connected & welded after bridge slab has been poured & set.

DETAILS CROSS FRAME  
Scale: 1/2" = 1'-0"



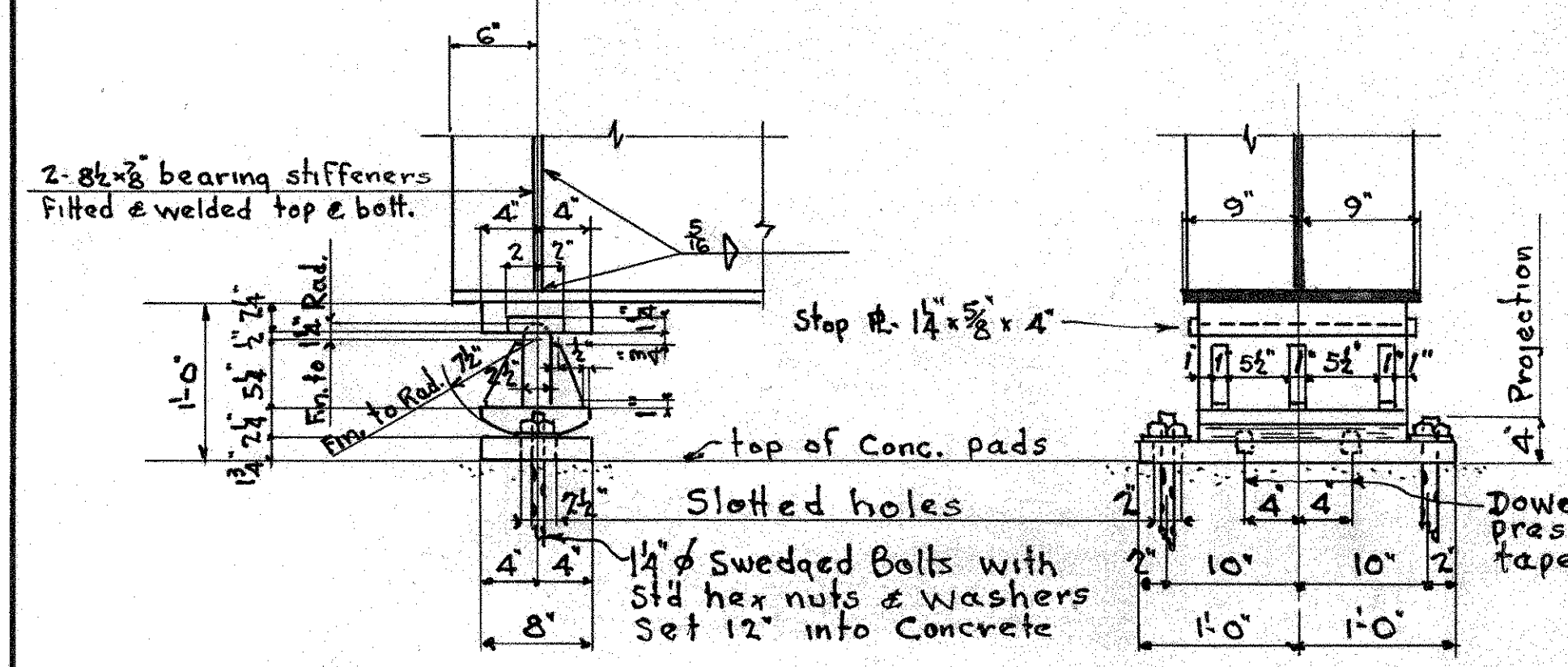
**NOTES**  
All stiffeners to stand vertical.  
For bearing stiffeners see details below.  
All intermediate stiffeners to be 7" x 1/2" R. fitted top & bottom and welded to flange plates top or bottom as indicated.  
Space stiffeners as shown for outside of G1-G7.  
All other stiffeners to be spaced to suit fabrication but nowhere to exceed 4'-6".  
All welding shall conform to Specifications of American Welding Society (Shielded electric arc process)

ELEVATION

|     |     |     |     |     |       |       |       |       |     |     |     |                 |
|-----|-----|-----|-----|-----|-------|-------|-------|-------|-----|-----|-----|-----------------|
| 03  | 105 | 307 | 572 | 85  | 1,089 | 1,238 | 1,273 | 1,118 | 959 | 629 | 22  | Girders - G1-G7 |
| 015 | 068 | 196 | 369 | 55  | 709   | 832   | 828   | 768   | 624 | 409 | 143 | " - G2-G6       |
| 015 | 074 | 201 | 378 | 57  | 725   | 85    | 848   | 786   | 638 | 419 | 146 | " - G3-G4-G5    |
| 92' | 84' | 76' | 68' | 60' | 52'   | 44'   | 36'   | 28'   | 20' | 12' | 4'  |                 |

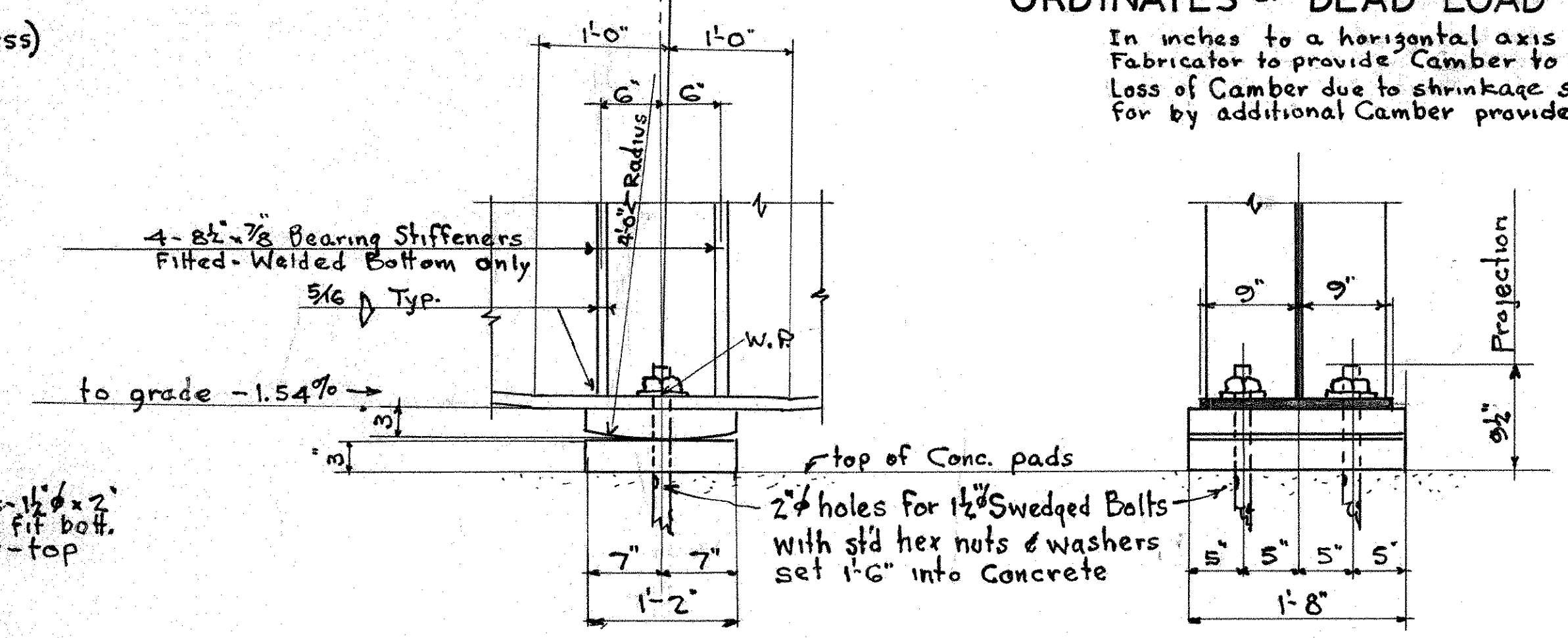
ORDINATES OF DEAD LOAD DEFLECTION

In inches to a horizontal axis  
Fabricator to provide Camber to offset DL deflection  
Loss of Camber due to shrinkage shall be compensated for by additional Camber provided by fabricator



EXPANSION SHOE AT ABUTMENTS

Scale 1" = 1'-0"  
Grade not shown.



FIXED SHOE AT PIER

Scale 1" = 1'-0"

**NOTE:** All welds for shoes to be 1/2" continuous fillet.

FED. AID PROJ. NO. F1 130 C

| REVISIONS |      |             |
|-----------|------|-------------|
| NO.       | DATE | DESCRIPTION |
|           |      |             |
|           |      |             |
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|           |      |             |

CONNECTICUT  
STATE HIGHWAY DEPARTMENT  
TOWNS OF ASHFORD-UNION  
RELOCATION OF RT. 89  
OVER  
WILBUR CROSS HIGHWAY  
TWO SPAN-CONT. GIRD. BRIDGE  
STRUCTURAL STEEL

DESIGNED BY: H.W.W.  
SCALES: 1/8" = 1'-0" and noted  
MADE BY: H.W.W. DATE: 1/6/53  
CHECKED BY: W.F.D. DATE: 1/9/54  
APPROVED: J.D. Drury DATE: 1/26/54  
PROJECT NO. 145-58-03A  
BRIDGE SHEET NO. 3 OF 3