SUBSET 04 - STRUCTURES
INDEX OF DRAWINGS

DRAWING NUMBER	DRAWING TITLE	DRAWING NUMBER	DRAWING TITLE
S-01	STRUCTURES INDEX OF DRAWINGS	S-26	STRUCTURAL STEEL DETAILS (2 OF 3)
S-02	GENERAL PLAN	S-27	STRUCTURAL STEEL DETAILS (3 OF 3)
S-03	TYPICAL BRIDGE CROSS SECTIONS	S-28	DECK PLAN
S-04	GENERAL NOTES AND LAYOUT PLAN	S-29	DECK DETAILS (1 OF 2)
S-05	BORING LOGS (1 OF 2)	S-30	DECK DETAILS (2 OF 2)
S-06	BORING LOGS (2 OF 2)	S-31	MISCELLANEOUS DECK DETAILS
S-07	WATER HANDLING PLAN	S-32	APPROACH SLAB DETAILS
S-08	CONSTRUCTION LAYOUT	S-33	PREFORMED JOINT DETAILS (1 OF 3)
S-09	PAY LIMITS	S-34	PREFORMED JOINT DETAILS (2 OF 3)
S-10	ABUTMENT 1 PILE LAYOUT PLAN	S-35	PREFORMED JOINT DETAILS (3 OF 3)
S-11	ABUTMENT 1 FOUNDATION PLAN	S-36	ASPHALTIC PLUG JOINT DETAILS
S-12	ABUTMENT 1 REINFORCEMENT PLAN	S-37	3-TUBE CURB MOUNTED BRIDGE RAIL DETAILS (1 OF 4)
S-13	ABUTMENT 1 PLAN AND ELEVATION AND WINGWALL ELEVATIONS	S-38	3-TUBE CURB MOUNTED BRIDGE RAIL DETAILS (2 OF 4)
S-14	ABUTMENT 2 PILE LAYOUT PLAN	S-39	3-TUBE CURB MOUNTED BRIDGE RAIL DETAILS (3 OF 4)
S-15	ABUTMENT 2 FOUNDATION PLAN	S-40	3 TUBE CURB MOUNTED BRIDGE RAIL DETAILS (4 OF 4)
S-16	ABUTMENT 2 REINFORCEMENT PLAN		
S-17	ABUTMENT 2 PLAN AND ELEVATION AND WINGWALL ELEVATIONS		
S-18	ABUTMENT DETAILS (1 OF 4)		
S-19	ABUTMENT DETAILS (2 OF 4)		
S-20	ABUTMENT DETAILS (3 OF 4)		
S-21	ABUTMENT DETAILS (3 OF 4)		
S-22	FIXED BEARING DETAILS - ABUTMENT 1		
S-23	EXPANSION BEARING DETAILS - ABUTMENT 2		
S-24	FRAMING PLAN		
S-25	STRUCTURAL STEEL DETAILS (1 OF 3)		

DESIGNED BY:
MCFARLAND JOHNSON

STATE OF CONNECTICUT · JESSE KIEL · 032001 · LICENSED PROFESSIONAL ENGINEER

McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: DRW/SLM CHECKED BY: DMK

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT · JESSE KIEL · 032001 · LICENSED PROFESSIONAL ENGINEER

McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

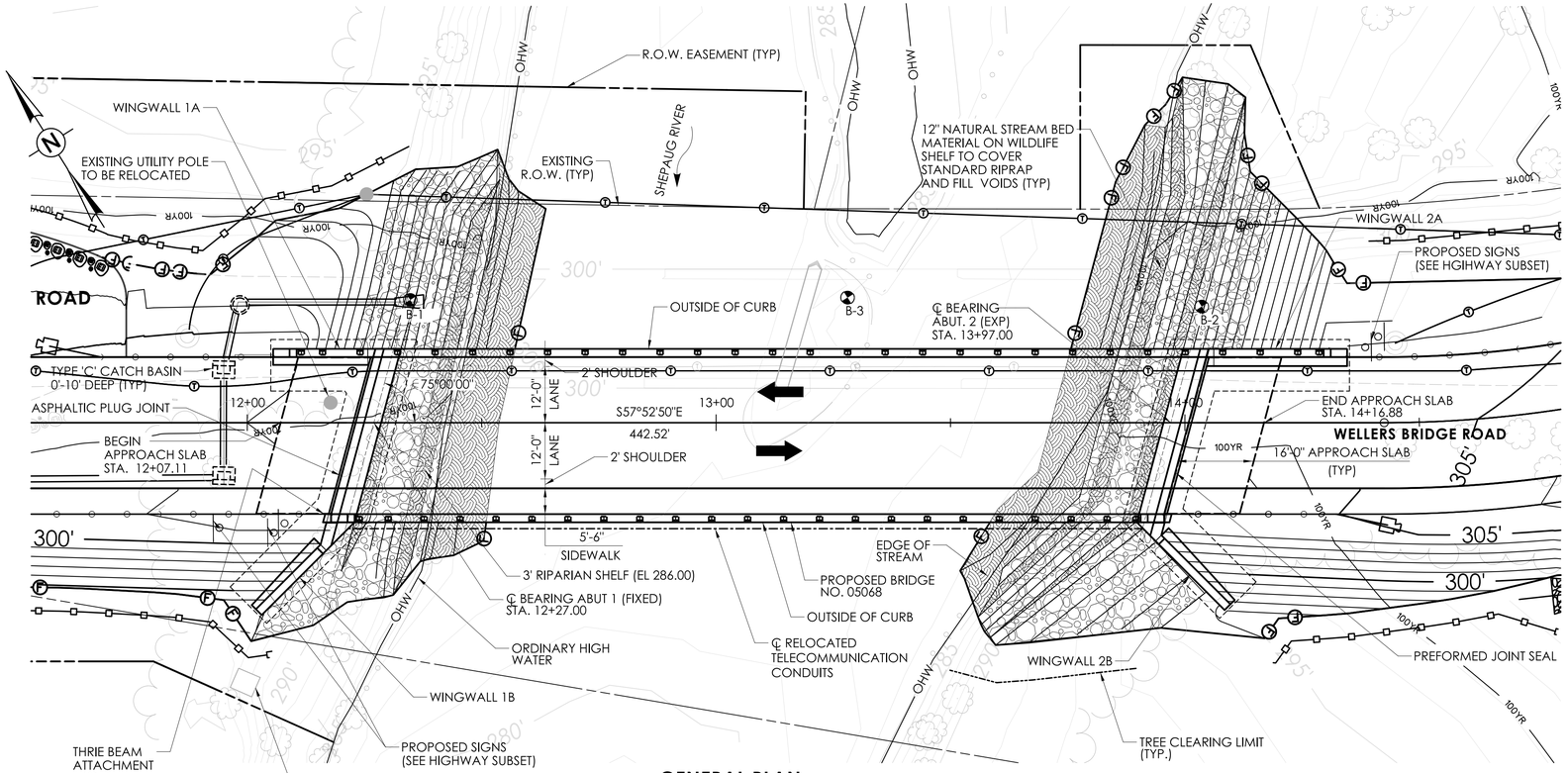
TOWN OF ROXBURY CONNECTICUT

ROXBURY
CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: STRUCTURES INDEX OF DRAWINGS

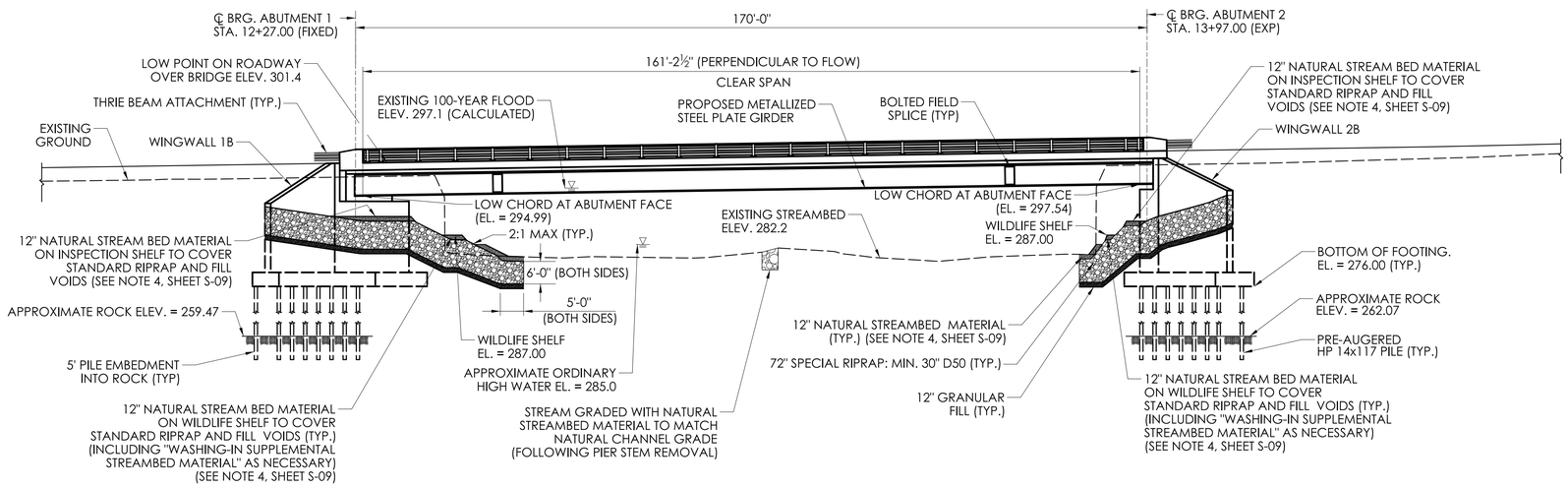
DRAWING NO. S-01
SHEET NO. 04.01

LASTED SAVED BY: MDucharme **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_SubsetCoverSheet.dgn
PLOTTED DATE: 11/21/2025



GENERAL PLAN

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



BRIDGE ELEVATION (LOOKING UPSTREAM)

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

HYDRAULIC DATA	
DRAINAGE AREA	132 SQ. MILES
DESIGN FREQUENCY	100 YEAR
DESIGN DISCHARGE	20,900 CFS
AVERAGE DAILY FLOW ELEVATION	283.5 FT (ESTIMATED)
UPSTREAM DESIGN WATER SURFACE ELEVATION	299.43 (ESTIMATED)
DOWNSTREAM DESIGN WATER SURFACE ELEVATION	296.3 FT
MAXIMUM SCOUR ELEVATION	257.8 (ESTIMATED)
FREQUENCY	500-YEAR
DISCHARGE	37,000 CFS
WORST CASE SCOUR SUB-STRUCTURE UNIT	24.1' (ESTIMATED)

TRANSPORTATION DIMENSIONS AND WEIGHT

MEMBER	SHIPPING LENGTH	SHIPPING HEIGHT	SHIPPING WIDTH	SHIPPING WEIGHT
G-1 - G-7	110'-0" (MAX)	4.65'	2.00'	44500 LBS

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 INSPECTION OF ANY OTHER COMPONENT OF THE STRUCTURE). THE FREQUENCY OF INSPECTION OF THIS STRUCTURE SHALL BE IN ACCORDANCE WITH THE GOVERNING MANUALS FOR BRIDGE INSPECTION, UNLESS OTHERWISE DIRECTED BY THE MANAGER OF BRIDGE SAFETY AND EVALUATION.

COMPONENTS OR DETAIL	STRUCTURE SHEET REFERENCE
NONE	NONE

LEGEND

BORING LOCATION

REVISION DESCRIPTION | DATE | REV.

DESIGNER/DRAFTER: EAP/SLM CHECKED BY: DMK

SIGNATURE/ BLOCK:

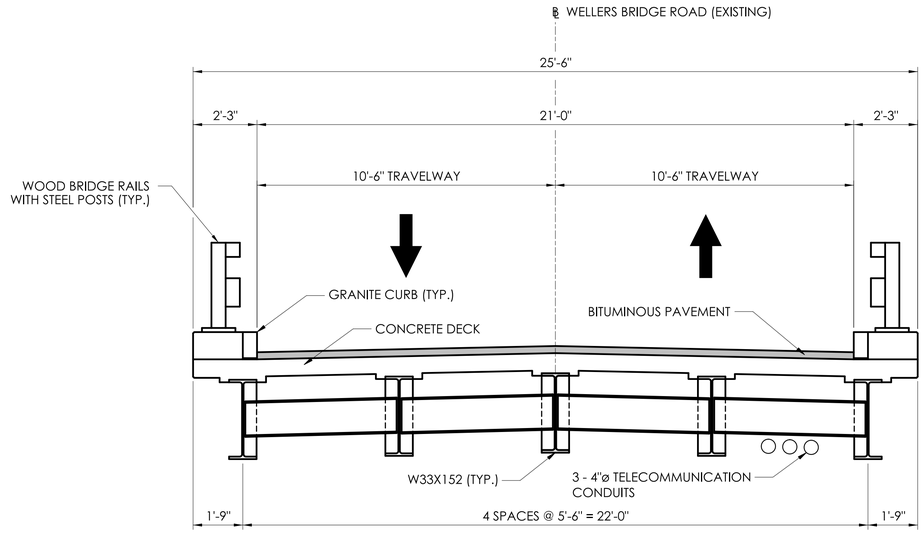
McFarland Johnson
275 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: GENERAL PLAN

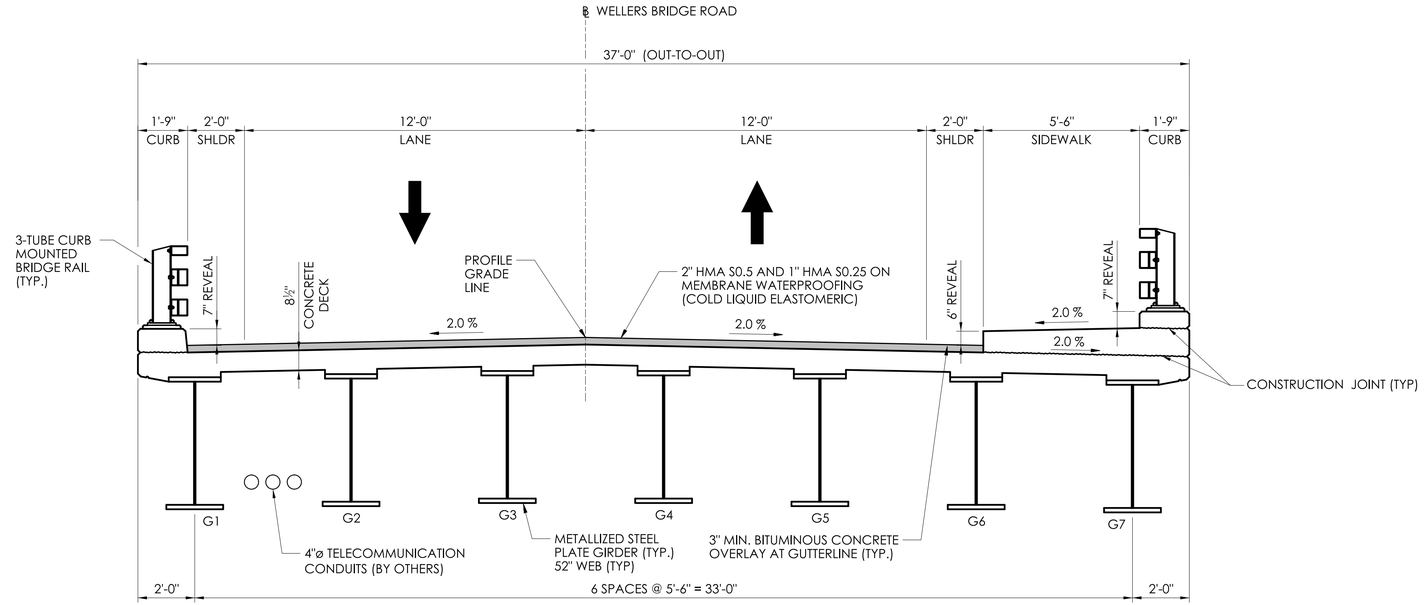
DRAWING NO. S-02
SHEET NO. 04.02

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Gen_Plan.dgn
PLOTTED DATE: 11/21/2025



EXISTING BRIDGE CROSS SECTION

SCALE: 3/8" = 1'-0"



PROPOSED BRIDGE CROSS SECTION

SCALE: 3/8" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: EAP/SLM CHECKED BY: DMK

SIGNATURE/ BLOCK:

McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO 05068 - WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: TYPICAL BRIDGE CROSS SECTIONS

DRAWING NO. S-03
SHEET NO. 04.03

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Typ_Bridge_Sections.dgn
PLOTTED DATE: 11/21/2025

GENERAL NOTES

SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 819 (2024), SUPPLEMENTAL SPECIFICATIONS DATED JANUARY 2025, 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 REVISIONS THROUGH FEBRUARY 2024.

MATERIAL STRENGTHS:

CONCRETE:
CLASS PCC03340 f'c = 3,000 PSI
CLASS PCC04460 f'c = 4,000 PSI
CLASS PCC04462 f'c = 4,000 PSI

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

REINFORCEMENT:
(ASTM A615 GRADE 60) Fy = 60,000 PSI

STRUCTURAL STEEL:
(AASHTO M270, GRADE 50T2) Fy= 50,000 PSI

LIVE LOAD: HL93, LEGAL AND PERMIT VEHICLES

FUTURE PAVING ALLOWANCE: NONE

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

METALLIZING: STRUCTURAL STEEL SHALL BE METALLIZED IN ACCORDANCE WITH THE SPECIAL PROVISION : METALLIZING STRUCTURAL STEEL (SITE NO. 1)." THE COLOR OF THE TOP COAT MATERIAL ON THE STRUCTURAL STEEL SHALL CONFORM TO AMS-STD-595 COLOR NO. 10055 DOT HIGHWAY BROWN (GLOSS).

BITUMINOUS CONCRETE OVERLAY: THIS SHALL CONSIST OF TWO LIFTS, 2" HMA S0.5 TRAFFIC LEVEL 2 ON 1" HMA S0.25 TRAFFIC LEVEL 2 ON WATERPROOFING MEMBRANE (COLD LIQUID ELASTOMERIC).

SALVAGE: NONE

DIMENSIONS AND ELEVATIONS: ALL DIMENSIONS ARE GIVEN IN FEET UNLESS OTHERWISE NOTED. ALL ELEVATIONS GIVEN IN FEET. WHEN DECIMAL DIMENSIONS OR ELEVATIONS 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. THEY HAVE BEEN TAKEN FROM THE ORIGINAL DESIGN DRAWINGS AND ARE NOT GUARANTEED. 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 REVIEW, THE FIELD MEASUREMENTS SHALL ALSO BE SUBMITTED FOR REFERENCE BY THE REVIEWER.

SUBSTRUCTURE AND SUPERSTRUCTURE REMOVAL: BEFORE INITIATING BRIDGE CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PLAN FOR APPROVAL DEFINING THE METHOD FOR CONSTRUCTION AND PROTECTING DEBRIS FROM FALLING INTO EXISTING CHANNEL. COST SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "REMOVAL OF SUPERSTRUCTURE"

GENERAL NOTES (CONTINUED)

UTILITIES: THE FOLLOWING UTILITIES ARE LOCATED WITHIN THE PROJECT LIMITS AND SHALL BE PROTECTED DURING CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE ALL WORK RELATED TO UTILITY RELOCATION WITH THE RESPECTIVE UTILITY COMPANIES:

THE SOUTHERN NEW ENGLAND TELEPHONE COMPANY DBA FRONTIER COMMUNICATIONS OF CONNECTICUT
THE CONNECTICUT LIGHT AND POWER COMPANY DBA EVERSOURCE ENERGYELECTRIC DISTRIBUTION
CROWN CASTLE FIBER, LLC
CHARTER COMMUNICATIONS ENTERTIANMENTI, LLC DBA CHARTER COMMUNICATIONS OF WESTERN CONN.
LEVEL 3 COMMUNICATIONS, LLC AKA WILTEL COMMUNICATIONS, LLC AKA CENTURYLINK COMMUNICATIONS, LLC

MASH TEST LEVEL: THE 3-TUBE CURB MOUNTED BRIDGE RAIL MEETS THE TL-4 CRITERIA FOR MASH 2016.

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

DEWATERING: WATER ENCOUNTERED IN THE EXCAVATION THAT REQUIRES DEWATERING SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF SUBARTICLE 2.04.03-2 OF THE STANDARD SPECIFICATIONS. NO ADDITIONAL PAYMENT WILL BE MADE FOR DEWATERING. THE COST FOR DEWATERING WITHIN THE LIMITS OF EXCAVATION REQUIRED FOR ABUTMENT 1 AND ABUTMENT 2 SHALL BE INCLUDED FOR PAYMENT UNDER ITEM "HANDLING WATER".

BRIDGE IDENTIFICATION PLACARDS: THE CONTRACTOR SHALL PROVIDE AND INSTALL NEW BRIDGE IDENTIFICATION SIGNS AT THE LEADING END OF EACH BRIDGE ENDWALL ON THE TRAFFIC SIDE. 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 SHEETING. EACH SIGN SHALL READ: 05068. ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE BRIDGE SIGNS SHALL BE COVERED UNDER "SIGN FACE-SHEET ALUMINUM (TYPE IX RETROREFLECTIVE SHEETING)". THE FINAL LOCATION AND ATTACHMENT METHOD FOR THE SIGNS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.

CONCRETE NOTES

REMAIN-IN-PLACE FORMS: THE USE OF REMAIN-IN-PLACE FORMS ON THIS STRUCTURE IS NOT ALLOWED.

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 WILL BE PERMITTED WHEN DIRECTED BY THE ENGINEER BUT ONLY WHEN THE CONCRETE HAS REACHED A STRENGTH OF f'c=3500psi. LIVE LOADS (TRAFFIC) WILL BE PERMITTED ON THE STRUCTURE AFTER THE CONCRETE HAS REACHED A STRENGTH OF f'c=4000psi.

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

ITEM NAME	BRIDGE COMPONENT	PCC CLASS
FOOTING CONCRETE	ABUTMENT AND WINGWALL FOOTINGS CONCRETE FOR ROCK SOCKETS	PCC03340
ABUTMENT AND WALL CONCRETE	ABUTMENT STEMS, PEDESTALS AND WINGWALLS	PCC03340
BRIDGE DECK CONCRETE	BRIDGE DECK, CURBS, HAUNCHES ABUTMENT BACKWALLS, CORBELS, PILASTERS	PCC04462
SIDEWALK CONCRETE	BRIDGE SIDEWALKS APPROACH SIDEWALKS	PCC04462
APPROACH SLAB CONCRETE	APPROACH SLABS	PCC04460
PARAPET CONCRETE	CONCRETE END BLOCKS	PCC04462

EXPOSED EDGES: EXPOSED EDGES SHALL BE BEVELED 1"x1" UNLESS DIMENSIONED OTHERWISE.

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

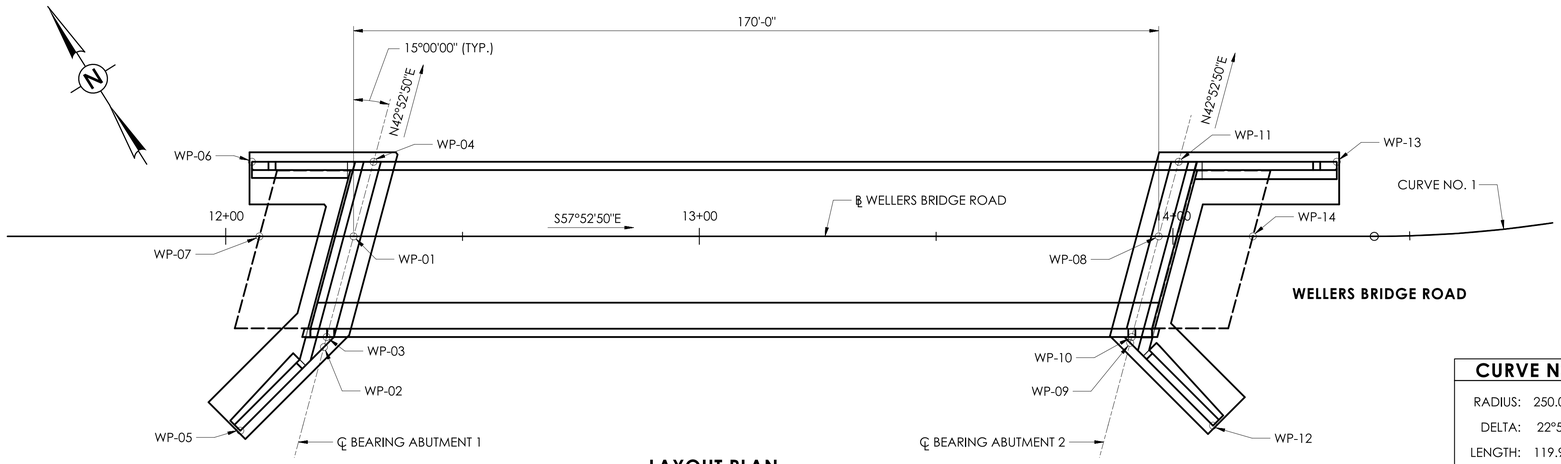
REINFORCEMENT: ALL REINFORCEMENT SHALL BE GALVANIZED AFTER FABRICATION UNLESS NOTED OTHERWISE. ALL REINFORCEMENT SHALL CONFORM TO THE REQUIREMENTS OF ASTM A767, CLASS 1, INCLUDING SUPPLEMENTAL REQUIREMENTS. THE COST OF FURNISHING AND PLACING THIS REINFORCEMENT SHALL BE INCLUDED IN THE ITEM "DEFORMED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

FELT: THE COST OF FURNISHING AND PLACING #15 ROOFING FELT IS INCLUDED IN THE ITEM "1" CLOSED CELL ELASTOMER".

PREFORMED EXPANSION JOINT FILLER: THE COST OF FURNISHING AND INSTALLING PREFORMED EXPANSION JOINT FILLER SHALL BE PAID FOR AS "1/2" PREFORMED EXPANSION JOINT FILLER FOR BRIDGES" AND "1" PREFORMED EXPANSION JOINT FILLER FOR BRIDGES" AS APPROPRIATE.

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 THE PLANS, WILL NOT BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.



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

CURVE NO. 1	
RADIUS:	250.00'
DELTA:	22°55'06" Left
LENGTH:	119.92'
TANGENT:	61.13'
PI N:	761527.56
E:	841625.15

WORKING POINT COORDINATES TABLE

LOCATION	WP #	STA.	OFFSET	NORTH	EAST
ABUTMENT 1	01	12+27.00	0.00 RT	761674.65	841390.85
	02	12+20.74	23.37 RT	761658.19	841373.12
	03	12+21.13	21.25 RT	761659.68	841374.73
	04	12+31.22	15.75 LT	761685.75	841402.80
	05	12+03.08	41.03 RT	761652.62	841348.78
	06	12+05.53	15.75 LT	761699.41	841381.03
	07	12+07.12	0.00 RT	761685.23	841374.01
ABUTMENT 2	08	13+97.00	0.00 RT	761584.27	841534.83
	09	13+90.98	22.48 RT	761568.43	841517.78
	10	13+91.31	21.25 RT	761569.30	841518.71
	11	14+01.22	15.75 LT	761595.36	841546.78
	12	14+08.47	39.96 RT	761544.33	841523.29
	13	14+34.60	15.75 LT	761577.61	841575.05
	14	14+16.88	0.00 RT	761573.70	841551.67

REV. | DATE | REVISION DESCRIPTION

DESIGNER/DRAFTER: EAP/SLM CHECKED BY: DMK

SIGNATURE/ BLOCK:
STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION REGISTERED PROFESSIONAL ENGINEER
McFarland Johnson
275 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: GENERAL NOTES AND LAYOUT PLAN

DRAWING NO. S-04
SHEET NO. 04.04

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Gen_Notes_Layout_Plan.dgn
PLOTTED DATE: 11/21/2025

Driller:	Mike St.John	**Connecticut DOT Boring Report**		Hole No.:	B-1
Inspector:	Robert Jasper	Town:	Roxbury	Stat./Offset:	
Engineer:	CJM - Jim Otis	Project No.:	C17041	Northing:	761,692.7117
Start Date:	2-13-23	Route No.:	Wellers Bridge Rd	Easting:	841,411.3434
Finish Date:	2-13-23	Bridge No.:	05068	Surface Elevation:	299.4705
Project Description:	Wellers Bridge Road over Shepang River				
Casing Size/Type:	4" - HW	Sampler Type/Size:	SS-2"	Core Barrel Type:	NQ
Hammer Wt.:	300lb Fall: 24"in.	Hammer Wt.:	140lb Fall: 30in.		
Groundwater Observations:	@16.75				

Depth (ft)	Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Material Description and Notes	Elevation (ft)
0						ASPHALT	8" ASPHALT	
	S-1	11 8 7 7	24	12		SAND, Gravel, Silt	Brown, fine to medium SAND, little fine to medium Gravel, little Silt.	
5	S-2	12 7 9 13	24	10			Brown, fine to medium SAND, little fine to medium Gravel, little Silt.	
10	S-3	5 11 12 10	24	4			Brown, fine to medium SAND, little fine to medium Gravel, little Silt.	
15	S-4	12 25 24 10	24	5		SAND, Gravel, Silt	Gray / brown coarse SAND, some medium Sand, some fine to coarse Gravel, trace Silt.	
20	S-5	17 18 21 26	24	5			Gray / brown coarse SAND, some medium Sand, some fine to coarse Gravel, trace Silt.	
25	S-6	24 21 21 21	24	0			Gray / brown coarse SAND, some medium Sand, some fine to coarse Gravel, trace Silt.	
30	S-7	31 32 20 32	24	7			Gray / brown coarse SAND, some medium Sand, some fine to coarse Gravel, trace Silt.	
35	S-8	13 12 31 50	24	5			Gray / brown coarse SAND, some medium Sand, some fine to coarse Gravel, trace Silt.	
40	C-1		60	57	53	BEDROCK SCHIST	GRANITE SCHIST	
45	C-2		60	60	76		GRANITE SCHIST	
50							END OF BORING 50ft	

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: End of Boring 50ft	Sheet
Earth: 40ft Rock: 10ft		1 of 1
No. of Soil Samples: 8 No. of Core Runs: 2		SM-001-M REV. 1/02

BORING B-1

Driller:	Mike St.John	**Connecticut DOT Boring Report**		Hole No.:	B-2
Inspector:	Robert Jasper	Town:	Roxbury	Stat./Offset:	
Engineer:	CJM - Jim Otis	Project No.:	C17041	Northing:	761,601.7457
Start Date:	2-14-23	Route No.:	Wellers Bridge Rd	Easting:	841,553.5831
Finish Date:	2-14-23	Bridge No.:	05068	Surface Elevation:	302.0670
Project Description:	Wellers Bridge Road over Shepang River				
Casing Size/Type:	4" - HW	Sampler Type/Size:	SS-2"	Core Barrel Type:	NQ
Hammer Wt.:	300lb Fall: 24"in.	Hammer Wt.:	140lb Fall: 30in.		
Groundwater Observations:	@17				

Depth (ft)	Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Material Description and Notes	Elevation (ft)
0	S	13				ASPHALT	6.5" ASPHALT	
	S-1	17 14 ~~18~~ 16	24	7		SAND, Gravel, Silt	Brown, fine to medium SAND, some fine Gravel, little Silt.	
5	S-2	7 9 13 20	24	13			Brown, fine to medium SAND, some fine Gravel, little Silt.	
10	S-3	4 14 18 10	24	7			Brown, fine to medium SAND, some fine Gravel, little Silt.	
15	S-4	4 6 11 10	24	14			Brown, fine to medium SAND, some fine Gravel, little Silt.	
20	S-5	13 17 21 32	24	9		SAND and GRAVEL, Cobbles, Silt	Brown, fine to coarse SAND and fine to coarse Gravel, some Cobbles, trace Silt.	
25	S-6	6 7 7 11	24	3			Brown, fine to coarse SAND and fine to coarse Gravel, some Cobbles, trace Silt.	
30	S-7	15 18 36 40	24	12			Brown, fine to coarse SAND and fine to coarse Gravel, some Cobbles, trace Silt.	
35	S-8	23 19 21 46	24	11			Brown, fine to coarse SAND and fine to coarse Gravel, some Cobbles, trace Silt.	
40	C-1		60	58	47	BEDROCK SCHIST	GRANITE SCHIST	
45	C-2		60	59	93		GRANITE SCHIST	
50							END OF BORING 50ft	

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: End of Boring 50ft	Sheet
Earth: 40ft Rock: 10ft		1 of 1
No. of Soil Samples: 8 No. of Core Runs: 2		SM-001-M REV. 1/02

BORING B-2

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: EAP/SLM CHECKED BY: DMK

SIGNATURE/BLOCK: McFarland Johnson, 275 Corporate Drive, Suite 200, Portsmouth, NH 03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: BORING LOGS (1 OF 2)

DRAWING NO. S-05
SHEET NO. 04.05

LASTED SAVED BY: MDucharme **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Boring_Logs.dgn
PLOTTED DATE: 11/21/2025

Driller:	Mike St.John	**Connecticut DOT Boring Report**		Hole No.:	B-3
Inspector:	Robert Jasper	Town:	Roxbury	Stat./Offset:	
Engineer:	CJM - Jim Otis	Project No.:	C17041	Northing:	761,643.5312
Start Date:	2-15-23	Route No.:	Wellers Bridge Rd	Easting:	841,490.6183
Finish Date:	2-15-23	Bridge No.:	05068	Surface Elevation:	300.9798
Project Description:	Wellers Bridge Road over Shepang River				
Casing Size/Type:	4" - HW	Sampler Type/Size:	SS-2"	Core Barrel Type:	NQ
Hammer Wt.:	300lb Fall: 24"in.	Hammer Wt.:	140lb Fall: 30in.		
Groundwater Observations:	@17				

Depth (ft)	SAMPLES: Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Material Description and Notes	Elevation (ft)
0						ASPHALT	8" CONCRETE bridge decking	
						AIR	8" - 17' AIR	
20	S-1	44 18 19 20	24	9		SAND, Gravel, Cobbles, Silt	Gray / brown, fine to coarse SAND, some fine to coarse Gravel, some Cobbles, trace Silt.	
25	S-2	5 3 4 5	24	10			Gray / brown, fine to coarse SAND, some fine to coarse Gravel, some Cobbles, trace Silt.	
30	S-3	7 13 21 25	24	7			Gray / brown, fine to coarse SAND, some fine to coarse Gravel, some Cobbles, trace Silt.	
35	S-4	26 26 18 14	24	7			Gray / brown, fine to coarse SAND, some fine to coarse Gravel, some Cobbles, trace Silt.	
40	S-5	38 35 32 45	24	12			Gray / brown, fine to coarse SAND, some fine to coarse Gravel, some Cobbles, trace Silt.	
45	C-1		60	56	50	BEDROCK SCHIST	GRANITE SCHIST	
50								

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: All sample measurements taken from bridge decking.	Sheet
Earth: 25ft Rock: 10ft		1 of 2
No. of Soil Samples: 5 No. of Core Runs: 2		SM-001-M REV. 1/02

BORING B-3

Driller:	Mike St.John	**Connecticut DOT Boring Report**		Hole No.:	B-3
Inspector:	Robert Jasper	Town:	Roxbury	Stat./Offset:	
Engineer:	CJM - Jim Otis	Project No.:	C17041	Northing:	761,643.5312
Start Date:	2-15-23	Route No.:	Wellers Bridge Rd	Easting:	841,490.6183
Finish Date:	2-15-23	Bridge No.:	05068	Surface Elevation:	300.9798
Project Description:	Wellers Bridge Road over Shepang River				
Casing Size/Type:	4" - HW	Sampler Type/Size:	SS-2"	Core Barrel Type:	NQ
Hammer Wt.:	300lb Fall: 24"in.	Hammer Wt.:	140lb Fall: 30in.		
Groundwater Observations:	@17				

Depth (ft)	SAMPLES: Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Material Description and Notes	Elevation (ft)
50	C-2		60	59	72	BEDROCK SCHIST *(con't)*	GRANITE SCHIST	
55							END OF BORING 55ft	
60								
65								
70								
75								
80								
85								
90								
95								
100								

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: All sample measurements taken from bridge decking.	Sheet
Earth: 25ft Rock: 10ft		2 of 2
No. of Soil Samples: 5 No. of Core Runs: 2		SM-001-M REV. 1/02

BORING B-3 (CONTINUED)

REVISION DESCRIPTION | DATE | REV.

DESIGNER/DRAFTER: EAP/SLM CHECKED BY: DMK

SIGNATURE/ BLOCK:

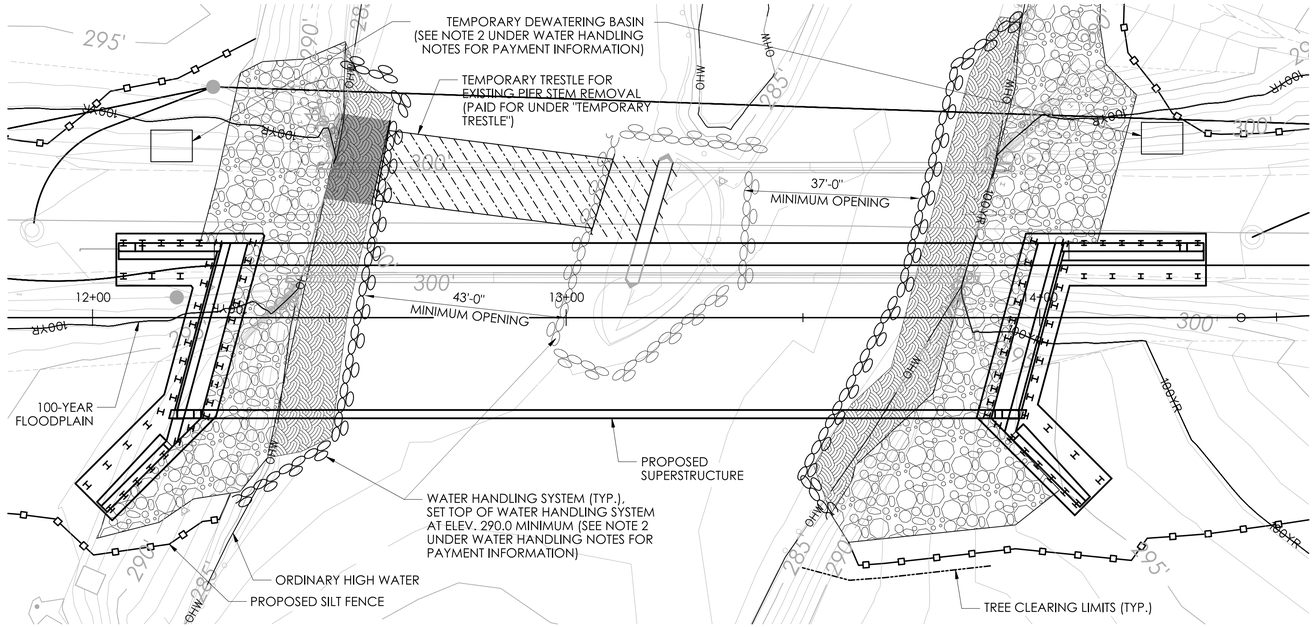
McFarland Johnson
275 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: BORING LOGS (2 OF 2)

DRAWING NO. S-06
SHEET NO. 04.06

LASTED SAVED BY: MDucharme **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Boring_Logs.dgn
PLOTTED DATE: 11/21/2025



WATER HANDLING PLAN

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

WATER HANDLING NOTES

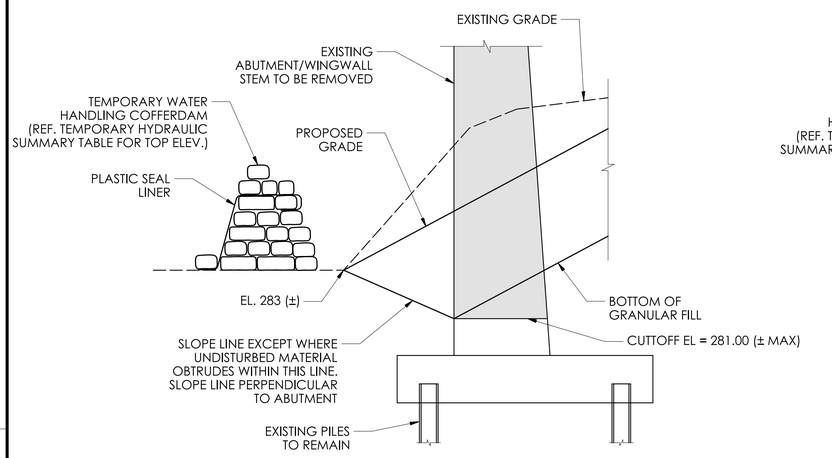
1. THE CONTRACTOR SHALL DESIGN THE TEMPORARY WATER HANDLING COFFERDAMS AND SUBMIT MEANS AND METHODS OF HANDLING WATER TO THE ENGINEER FOR APPROVAL.
2. WATER HANDLING SYSTEM, INCLUDING TEMPORARY DRAINAGE PIPES, DEWATERING BASINS, PUMPS AND ANY OTHER NECESSARY INCIDENTAL APPURTENANCES REQUIRED TO HANDLE THE WATER USED FOR THE CONSTRUCTION OF THE NEW ABUTMENTS AND WINGWALLS SHALL BE PAID FOR UNDER THE ITEM "HANDLING WATER".
3. CONSTRUCTION TO BE PERFORMED IN THE DRY BEHIND TEMPORARY WATER HANDLING COFFERDAM.
4. ALL WORK SHALL BE PERFORMED USING BEST MANAGEMENT PRACTICES.
5. EQUIPMENT SHALL NOT BE PERMITTED IN THE RIVER.
6. THE TEMPORARY ACCESS TRESTLE LOW CHORD SHALL BE A MINIMUM ELEVATION OF 292.6 FEET.

SUGGESTED BRIDGE CONSTRUCTION SEQUENCE

1. INSTALL SEDIMENTATION CONTROL SYSTEM.
2. CLEAR AND GRUB SITE.
3. INSTALL DEBRIS SHIELD (MIN. ELEV. 287.0) AND DEMO EXISTING SUPERSTRUCTURE.
4. INSTALL TEMPORARY DEWATERING BASINS.
5. INSTALL TEMPORARY WATER HANDLING COFFERDAM SYSTEM AS SHOWN FOR BOTH ABUTMENTS.
6. INSTALL TEMPORARY EARTH RETAINING SYSTEM FOR BOTH ABUTMENTS.
7. EXCAVATE AND REMOVE EXISTING ABUTMENTS AND WINGWALLS.
8. PERFORM EXPLORATION TEST BORINGS.
9. PRE-AUGER AND INSTALL PROPOSED PILES.
10. FORM AND POUR FOOTINGS, ABUTMENT AND WINGWALLS.
11. PLACE PORTION OF RIPRAP IN FRONT OF PROPOSED ABUTMENTS.
12. BACKFILL BEHIND ABUTMENTS.
13. REMOVE SOUTHERN PORTION OF EXISTING PIER CAP FOR SUPERSTRUCTURE ERECTION, AS REQUIRED.
14. CONSTRUCT SUPERSTRUCTURE .
15. INSTALL TEMPORARY ACCESS TRESTLE FOR FULL PIER REMOVAL.
16. REMOVE EXISTING PIER STEM.
17. REMOVE TEMPORARY ACCESS TRESTLE AND TURBIDITY CURTAIN.
18. FINAL GRADE AND INSTALL REMAINING RIPRAP.
19. REMOVE TEMPORARY SEDIMENTATION CONTROL SYSTEM FENCE.

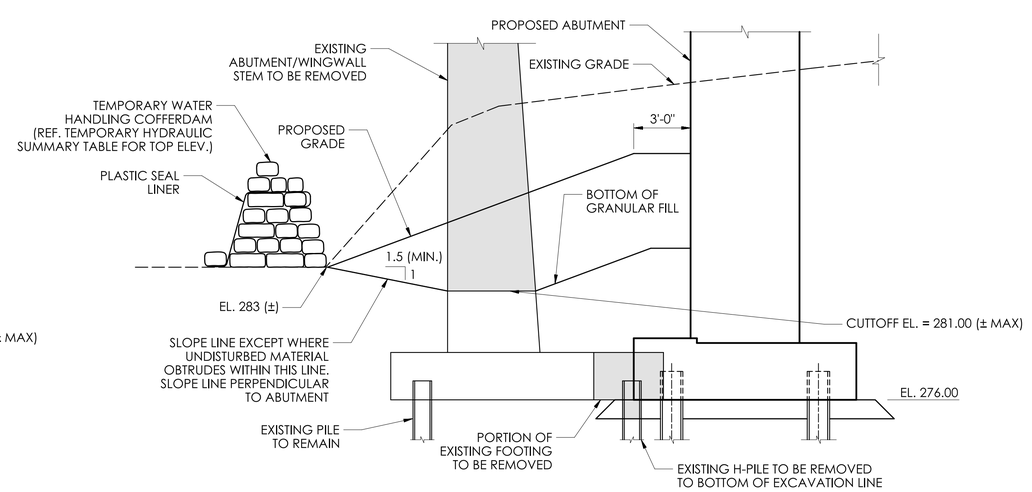
TIME OF YEAR RESTRICTIONS

1. UNCONFINED IN-STREAM WORK WITHIN THE WATERCOURSE IS RESTRICTED TO THE PERIOD FROM JUNE 1ST TO SEPTEMBER 30TH, INCLUSIVE.
2. TREE CUTTING IS RESTRICTED TO THE PERIOD FROM APRIL 1ST TO APRIL 15TH INCLUSIVE. A HERPETOLOGIST SHALL BE ON SITE WHEN TREE CLEARING IS OCCURING WITHIN 100 FEET OF THE WATERCOURSE.
3. THE CONDITIONS AND RESTRICTIONS NOTED IN THE CTDEEP NDDB DETERMINATION LETTER NUMBER: 202412321 DATED JUNE 3, 2025, SHALL BE ADHERED TO. A COPY OF THIS DOCUMENT CAN BE FOUND IN THE CONTRACT DOCUMENTS.



WATER HANDLING SECTION AT EXISTING ABUTMENT

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



WATER HANDLING SECTION AT PROPOSED ABUTMENT

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

TEMPORARY HYDRAULIC SUMMARY DATA	
AVERAGE DAILY FLOW (ADF)	224 CFS
AVERAGE SPRING FLOW (ASF)	451 CFS
2 - YEAR DESIGN FREQUENCY DISCHARGE	3130 CFS
TEMPORARY FREQUENCY	3 YEAR
TEMPORARY DISCHARGE	4000 CFS
TEMPORARY DESIGN SURFACE ELEVATION (UPSTREAM)	289.1 FEET
TEMPORARY DESIGN SURFACE ELEVATION (DOWNSTREAM)	289.0 FEET

LEGEND

36" STANDARD RIPRAP (TYP)

NATURAL STREAMBED MATERIAL

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: EAP/SLM CHECKED BY: DMK

SIGNATURE/ BLOCK:

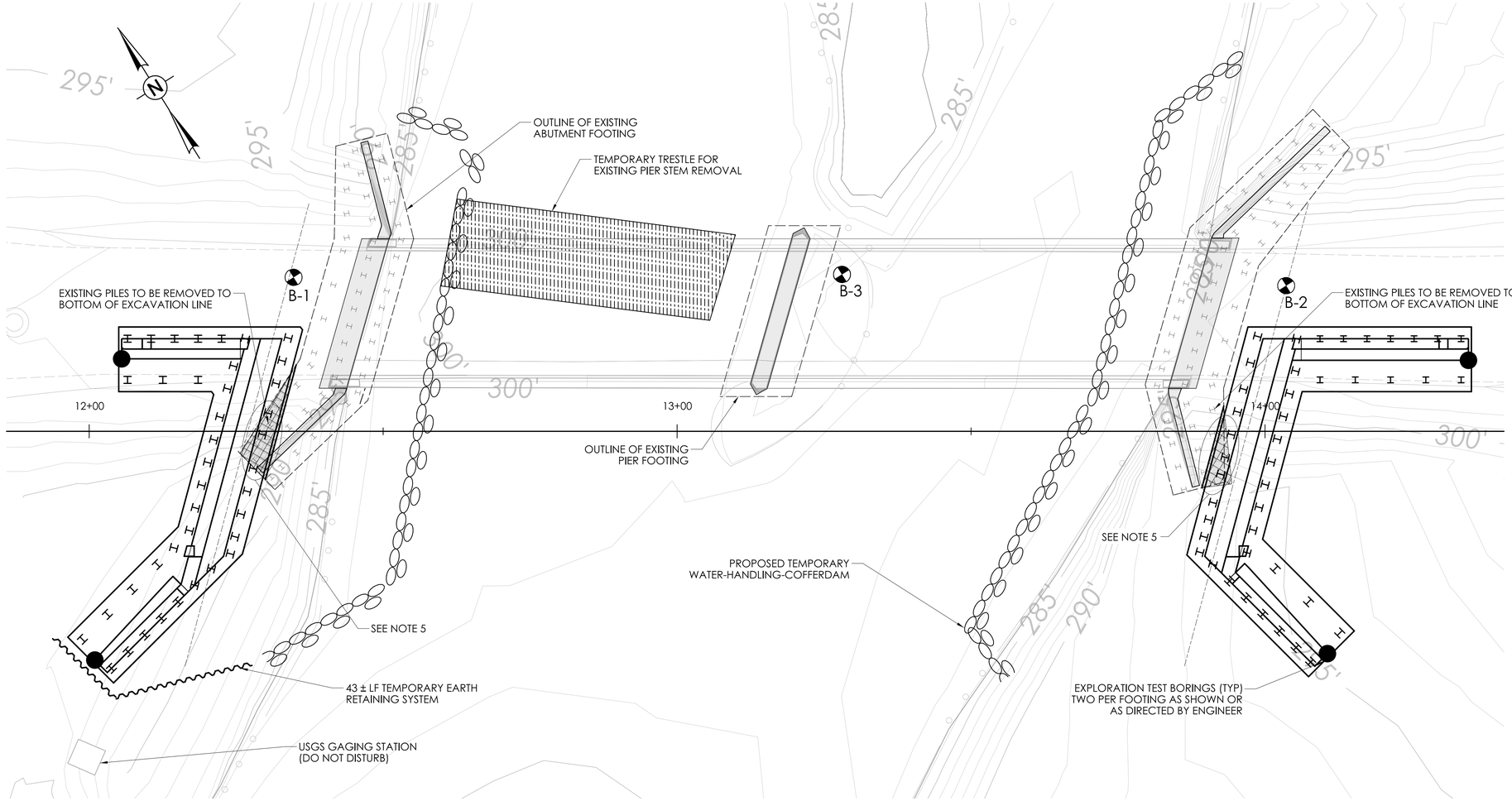
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: WATER HANDLING PLAN

DRAWING NO. S-07
SHEET NO. 04.07

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Water_Handling.dgn
PLOTTED DATE: 11/21/2025



NOTES:

1. TEMPORARY EARTH RETAINING SYSTEMS SHALL BE DESIGNED BY THE CONTRACTOR IN ACCORDANCE WITH THE SPECIAL PROVISION "TEMPORARY EARTH RETAINING SYSTEM".
2. REMOVAL OF THE EXISTING SUPERSTRUCTURE, INCLUDING CONCRETE DECK, BITUMINOUS OVERLAY, CURBS, END BLOCKS, RAILINGS, STEEL GIRDERS DIAPHRAGMS AND BEARINGS, SHALL BE PAID FOR UNDER THE ITEM "REMOVAL OF SUPERSTRUCTURE".
3. REMOVAL OF THE EXISTING ABUTMENTS AND PIER STEM SHALL BE PAID FOR UNDER THE ITEM "REMOVAL OF EXISTING MASONRY". ABUTMENTS SHALL BE REMOVED TO THE EL. 281.0 (MAX) AND PIER SHALL BE REMOVED 2' BELOW THE EXISTING STREAMBED, OR AS DIRECTED BY THE ENGINEER TO AVOID CONFLICT WITH THE PROPOSED ABUTMENTS AND PILES.
4. THE COST TO FURNISH, INSTALL, MAINTAIN, AND REMOVE THE TEMPORARY ACCESS TRESTLE FOR PIER REMOVAL, SHALL BE INCLUDED IN THE COST FOR ITEM #0502188A, "TEMPORARY TRESTLE".
5. PRIOR TO PRE-AUGERING FOR PILE INSTALLATION, THE PILE LAYOUT AND CLEARANCES TO EXISTING PILES SHALL BE CONFIRMED BY THE ENGINEER.

EXPLORATION TEST BORINGS NOTES:

1. BEDROCK ELEVATIONS SHOWN ARE BASED ON LIMITED BORING INFORMATION. THE CONTRACTOR SHALL PROVIDE EXPLORATION TEST BORINGS TO DETERMINE A MORE ACCURATE ROCK PROFILE.

LEGEND

- = TEMPORARY EARTH RETAINING SYSTEM
- = REMOVAL OF EXISTING MASONRY (STEM ONLY)
- = REMOVAL OF EXISTING MASONRY (FOOTING)
- = BORING LOCATION
- = EXPLORATION TEST BORING LOCATION

CONSTRUCTION LAYOUT PLAN

SCALE: $^{3}/_{32}$" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: EAP/SLM CHECKED BY: DMK

SIGNATURE/ BLOCK:

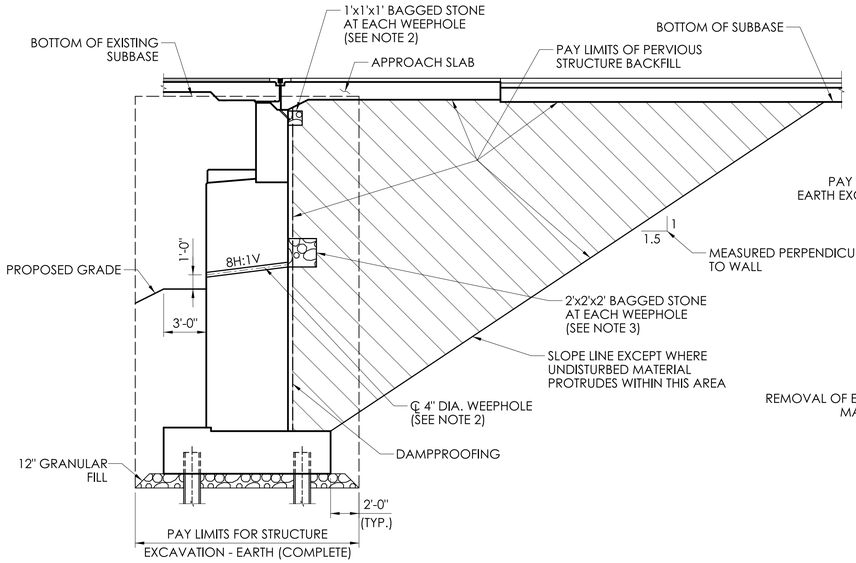
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: CONSTRUCTION LAYOUT

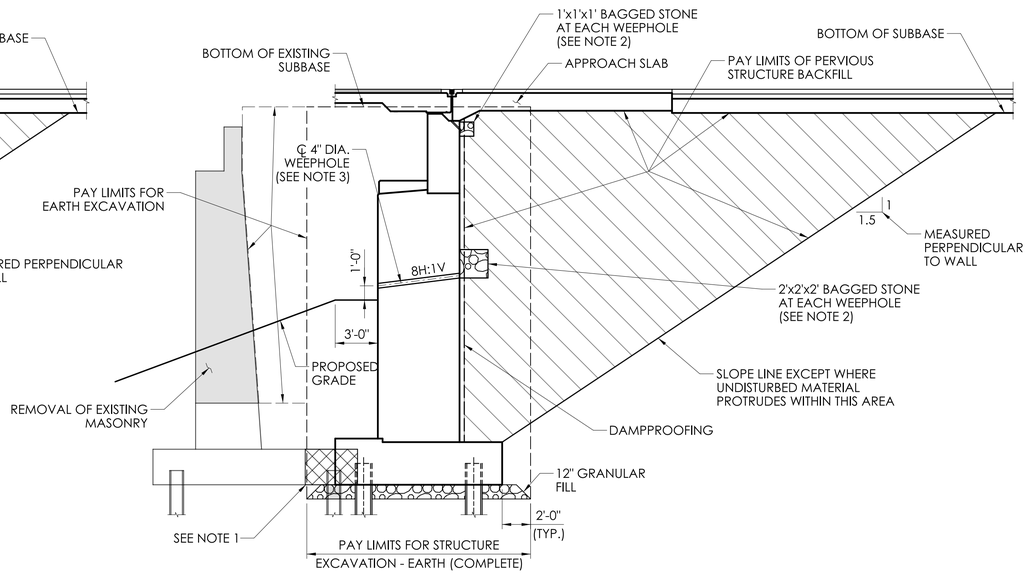
DRAWING NO. S-08
SHEET NO. 04.08

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Pay_Limits.dgn
PLOTTED DATE: 11/21/2025



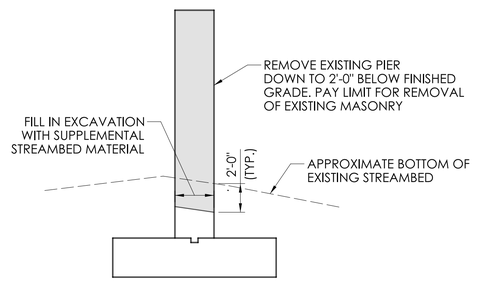
PAY LIMITS AT ABUTMENTS - BEYOND EXISTING ABUTMENT

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



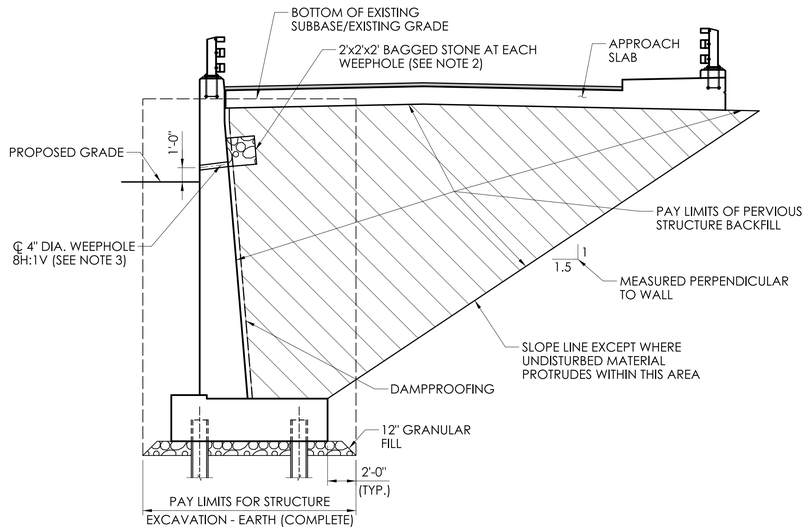
PAY LIMITS AT ABUTMENTS - BEHIND EXISTING ABUTMENT

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



PAY LIMITS AT EXISTING PIER

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



PAY LIMITS AT WINGWALLS

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

NOTES:

1. EXISTING H-PILES WITHIN THE LIMITS OF STRUCTURE EXCAVATION - EARTH (COMPLETE) SHALL BE CUT OFF AT THE BOTTOM OF GRANULAR FILL AND SHALL BE APPROVED BY THE ENGINEER. THE COST TO REMOVE EXISTING FOOTING PILES SHALL BE PAID UNDER ITEM "STRUCTURE EXCAVATION - EARTH (COMPLETE)".
2. THE COST OF BAGGED STONE AT EACH WEEPHOLE TO BE INCLUDED IN THE ITEM "PERVIOUS STRUCTURE BACKFILL".
3. THE COST OF 4" DIA. WEEPHOLES TO BE INCLUDED IN THE ITEM "ABUTMENT AND WALL CONCRETE".
4. NATURAL STREAMBED MATERIAL SHALL BE PAID FOR UNDER THE ITEM "EXCAVATION AND REUSE OF EXISTING CHANNEL BOTTOM MATERIAL". THE ITEM "SUPPLEMENTAL STREAMBED CHANNEL MATERIAL" SHALL BE USED WHEN A SUFFICIENT QUANTITY OF THE EXISTING CHANNEL BOTTOM MATERIAL IS NOT AVAILABLE.

LEGEND:

PERVIOUS STRUCTURE BACKFILL

LIMITS OF EXISTING MASONRY REMOVAL

LIMITS OF EXISTING FOOTING/PILE REMOVAL

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: EAP/SLM CHECKED BY: DMK

SIGNATURE/ BLOCK:

McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

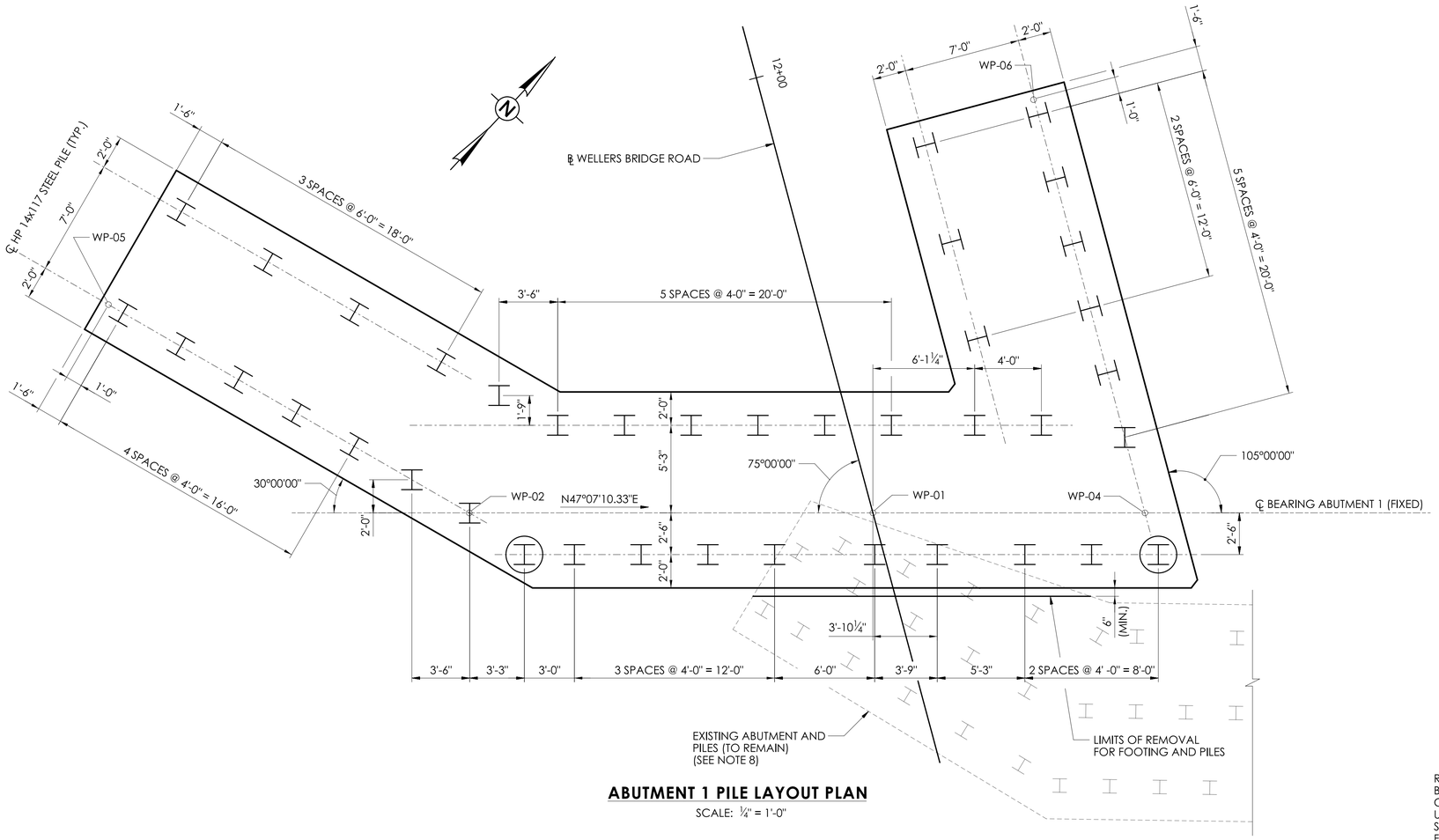
PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: PAY LIMITS

DRAWING NO. S-09
SHEET NO. 04.09

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Pay_Limits.dgn
PLOTTED DATE: 11/21/2025

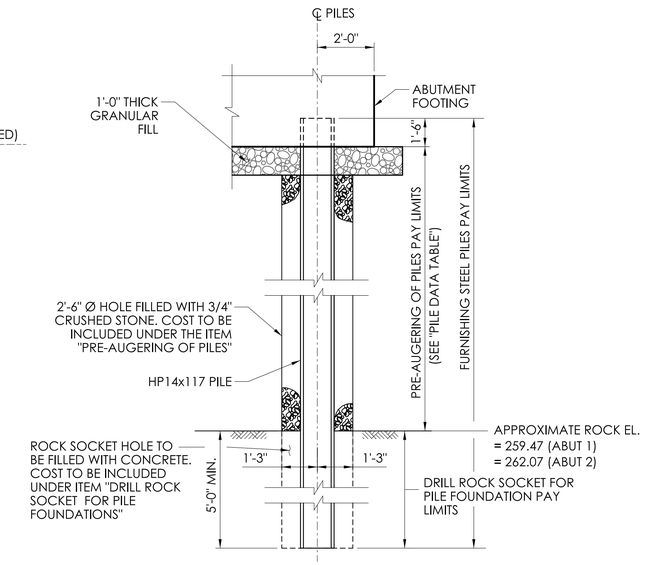
PILE NOTES

1. PRIOR TO DRIVING THE PILES, THE CONTRACTOR SHALL SUBMIT FOR REVIEW AND APPROVAL THE METHOD AND SEQUENCE OF PILE DRIVING.
2. ALL PILES SHALL BE PRE-AUGERED FROM THE BOTTOM OF PROPOSED ABUTMENT THROUGH THE EXISTING FOOTING (IF ENCOUNTERED) AND SHALL BE EMBEDDED A MINIMUM OF DISTANCE IN BEDROCK AS SPECIFIED IN THE "PILE DATA TABLE".
3. FOR ESTIMATING PURPOSES, THE PILE LENGTHS NOTED IN THE "PILE DATA TABLE" ARE BASED ON THE BORING LOGS SHOWN. THE ACTUAL DEPTH TO BEDROCK MAY VARY.
4. ALL PILES SHALL BE HP 14x117 CONFORMING TO THE REQUIREMENTS OF ASTM A709, GRADE 50.
5. DYNAMIC TESTING SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 7.02.03-3(d). A MINIMUM OF ONE DYNAMIC PILE TEST SHALL BE CONDUCTED ON THE FIRST PILE DRIVEN. MORE TESTS MAY BE ORDERED BY THE ENGINEER. ADDITIONAL TEST(S) ORDERED BY THE ENGINEER SHALL BE PAID FOR AT THE UNIT BID PRICE FOR "DYNAMIC PILE DRIVING ANALYSIS (P.D.A.) TEST".
6. THE ESTIMATED PILE LENGTHS ARE TO BE USED AS THE PILE ORDER LENGTH. THERE WILL BE NO SEPARATE PAYMENT FOR THE SPLICING OF PILES TO ATTAIN THE PILE ORDER LENGTH AS SHOWN ON THE PLANS.
7. ALL PILES SHALL BE PRE-AUGERED FROM THE BOTTOM OF FOOTING TO THE DEPTH SPECIFIED IN THE "PILE DATA TABLE".
8. THE EXISTING ABUTMENT FOOTING SHOWN IS BASED OFF OF EXISTING PLANS.
9. THE COST FOR FURNISHING AND PLACING CONCRETE FOR ROCK SOCKETS SHALL BE INCLUDED IN THE ITEM "DRILL ROCK SOCKET FOR PILE FOUNDATIONS".



ABUTMENT 1 PILE LAYOUT PLAN

SCALE: ¼" = 1'-0"



TYPICAL PILE DETAIL
(ABUTMENT 1 AND ABUTMENT 2)

SCALE: ⅜" = 1'-0"

ABUTMENT 1 PILE DATA TABLE

LOCATION	BOTTOM OF FOOTING ELEVATION	PILE CUT-OFF ELEVATION	APPROXIMATE BEDROCK ELEVATION	DEPTH OF PRE-AUGERING (FT)	DEPTH OF ROCK SOCKET (FT)	ESTIMATED PILE LENGTH (FT)	PDA TEST PILE LENGTH (FT)	TOTAL NUMBER OF PILES	ULTIMATE PILE CAPACITY (TONS)	ULTIMATE DESIGN PILE LOAD (TONS)	
										SERVICE I	STRENGTH I
ABUTMENT 1	276.00	277.50	259.50	16.5	5.0	23	23	39	200	101.60	81.14

LEGEND

HP 14x117 VERTICAL STEEL PILE

HP 14x117 PDA TEST PILE

REVISION DESCRIPTION | DATE | REV.

DESIGNER/DRAFTER: CLG/DRW CHECKED BY: DMK

SIGNATURE/ BLOCK:

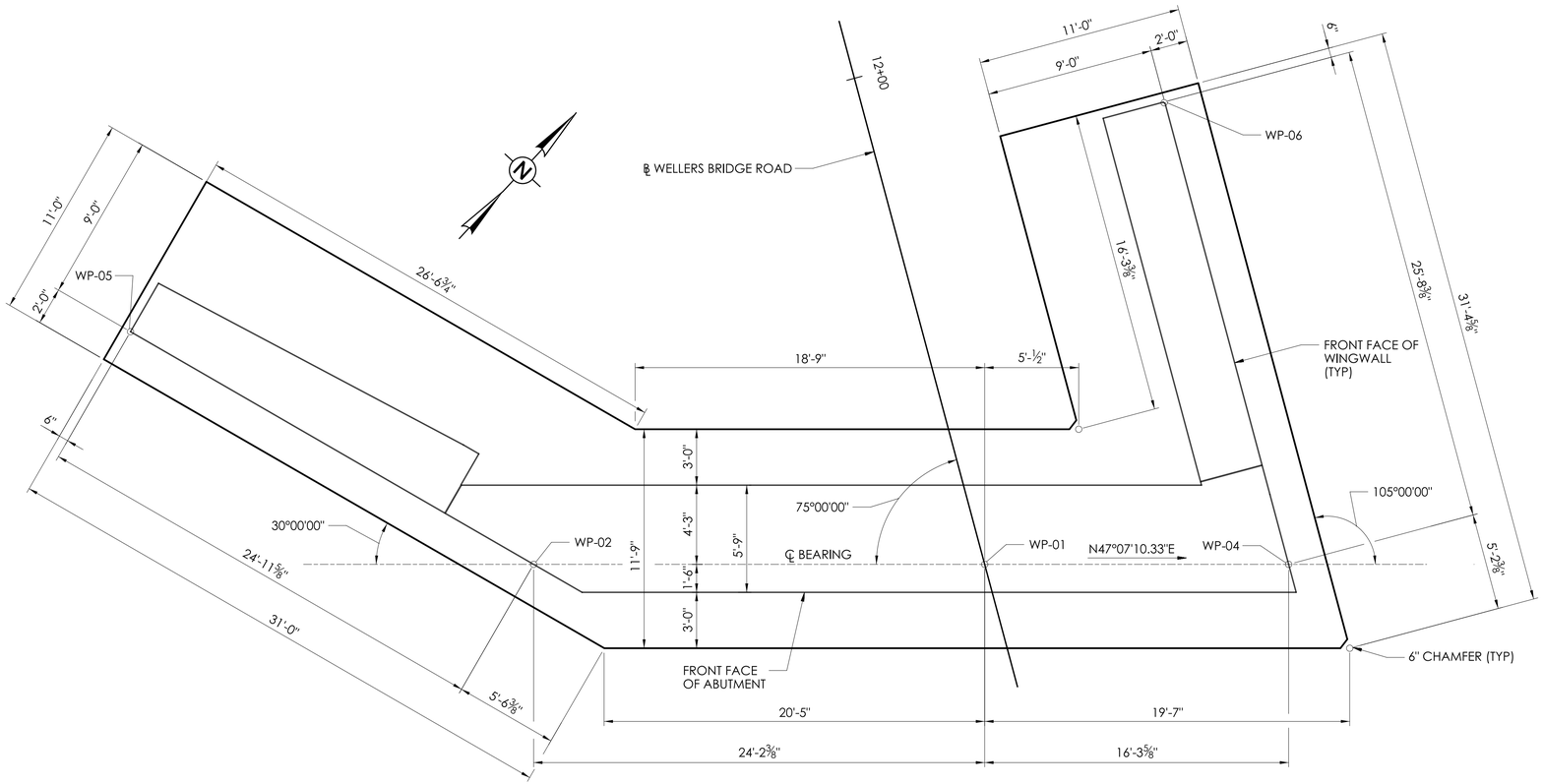
McFarland Johnson
275 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: ABUTMENT 1 PILE LAYOUT PLAN

DRAWING NO. S-10
SHEET NO. 04.10

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Abut.dgn
PLOTTED DATE: 11/21/2025



ABUTMENT 1 FOUNDATION PLAN

SCALE: ¼" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: CLG/DRW CHECKED BY: DMK

SIGNATURE/ BLOCK:

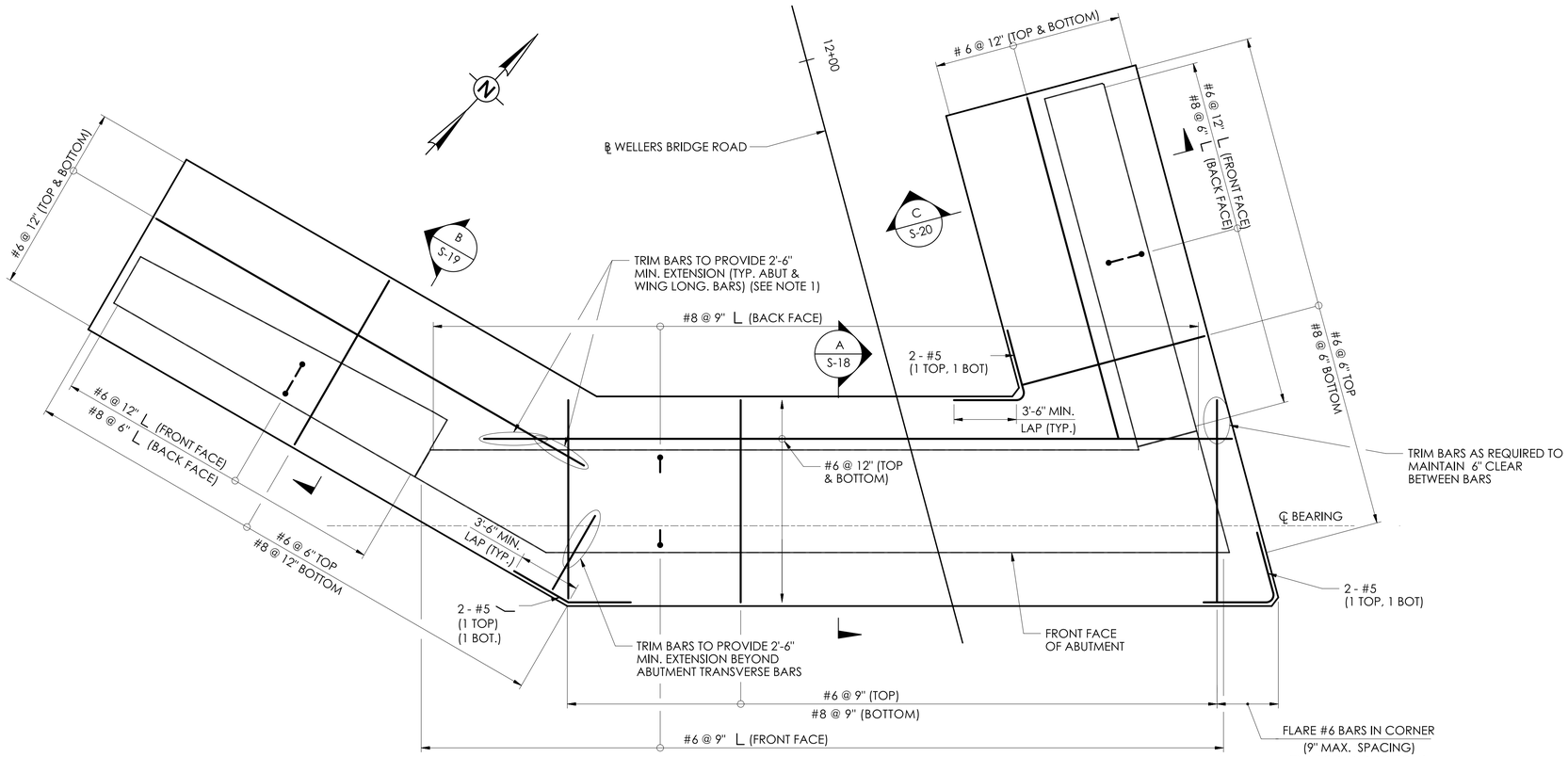
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY
CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: ABUTMENT 1 FOUNDATION PLAN

DRAWING NO. S-11
SHEET NO. 04.11

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Abut.dgn
PLOTTED DATE: 11/21/2025



ABUTMENT 1 FOOTING REINFORCEMENT PLAN

SCALE: ¼" = 1'-0"

NOTES

1. FIELD COAT BARS IN FIELD WITH APPROVED ZINC SPRAY. THE COST FOR PAYMENT SHALL BE INCLUDED UNDER ITEM "DEFORMED STEEL BARS - GALVANIZED".

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: CLG/DRW CHECKED BY: DMK

SIGNATURE/ BLOCK:

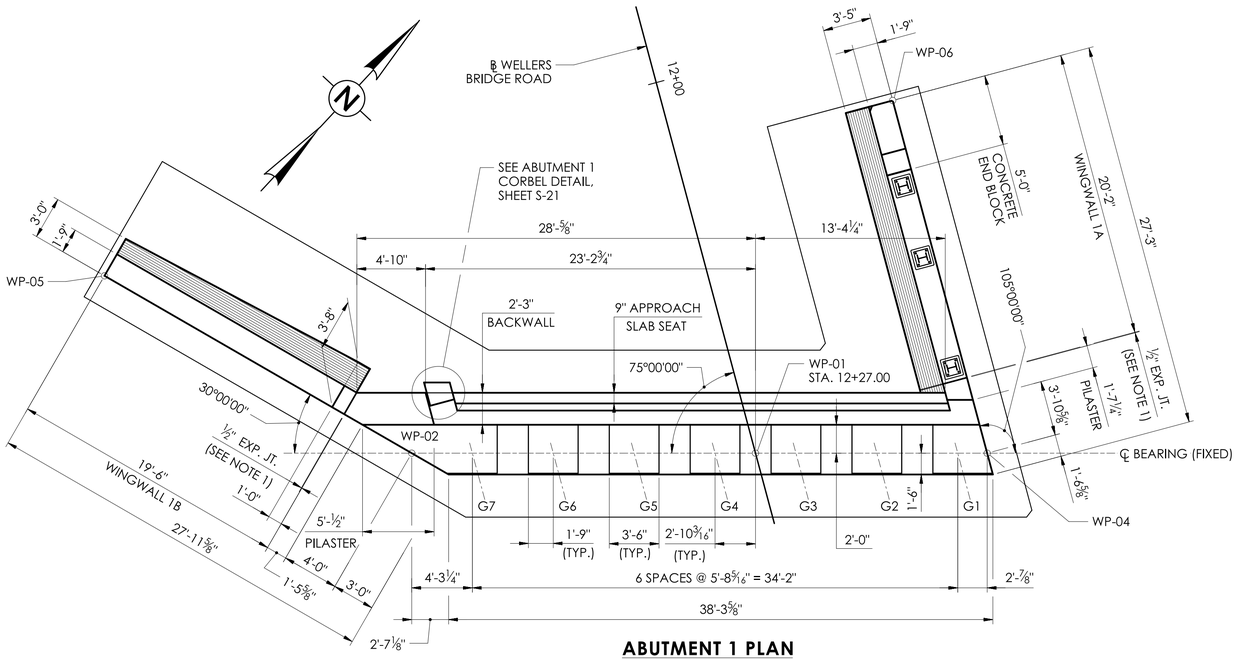
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: ABUTMENT 1 REINFORCEMENT PLAN

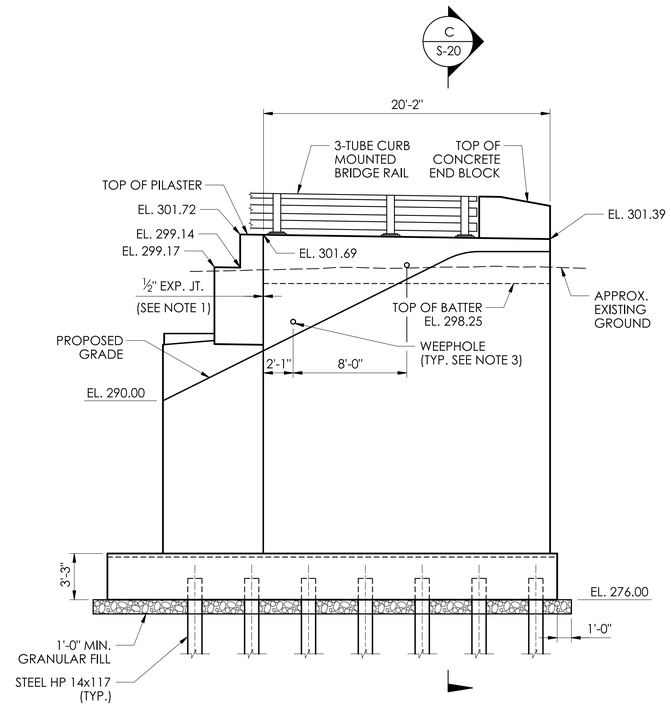
DRAWING NO. S-12
SHEET NO. 04.12

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Abut.dgn
PLOTTED DATE: 11/21/2025



ABUTMENT 1 PLAN

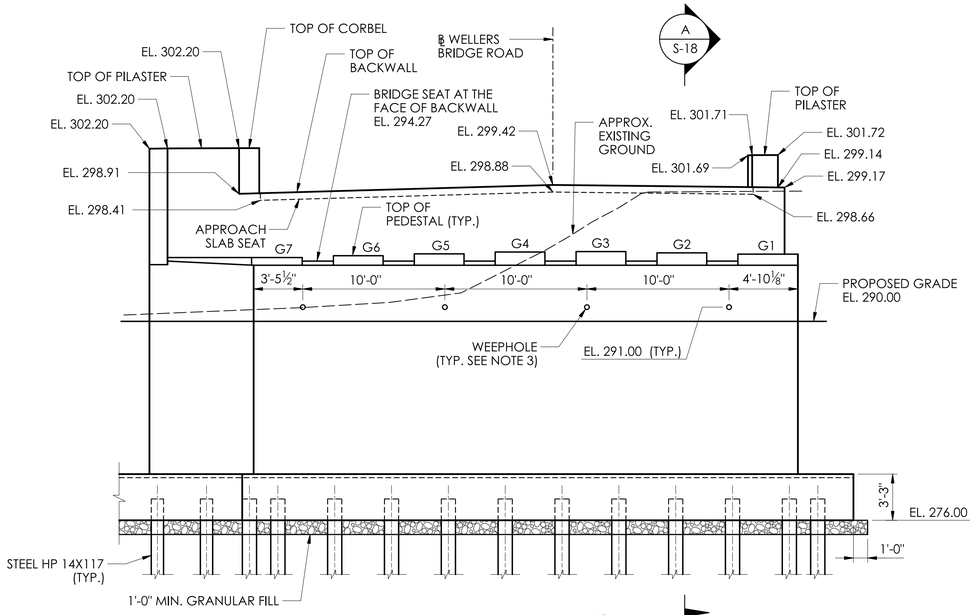
SCALE: 3/16" = 1'-0"



WINGWALL 1A ELEVATION

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

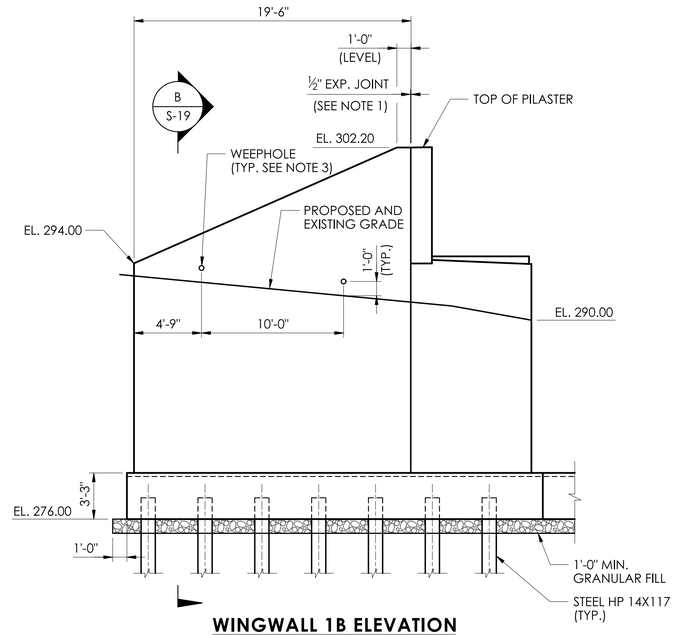
PEDESTAL ELEVATIONS	
LOCATION	ELEVATION
G1	294.76
G2	294.85
G3	294.94
G4	294.91
G5	294.78
G6	294.65
G7	294.52



ABUTMENT 1 ELEVATION

(WINGWALLS NOT SHOWN FOR CLARITY, SEE WINGWALL ELEVATIONS, THIS SHEET)

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



WINGWALL 1B ELEVATION

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

NOTES

1. FILL ½" EXPANSION JOINTS WITH "1/2" PREFORMED EXPANSION JOINT FILLER FOR BRIDGES".
2. THE COST OF BAGGED STONE AT EACH WEEPHOLE TO BE INCLUDED IN THE ITEM "PERVIOUS STRUCTURE BACKFILL".
3. THE COST OF 4" DIA. WEEPHOLES TO BE INCLUDED IN THE ITEM "ABUTMENT AND WALL CONCRETE".

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: CLG/DRW CHECKED BY: DMK

SIGNATURE/ BLOCK:

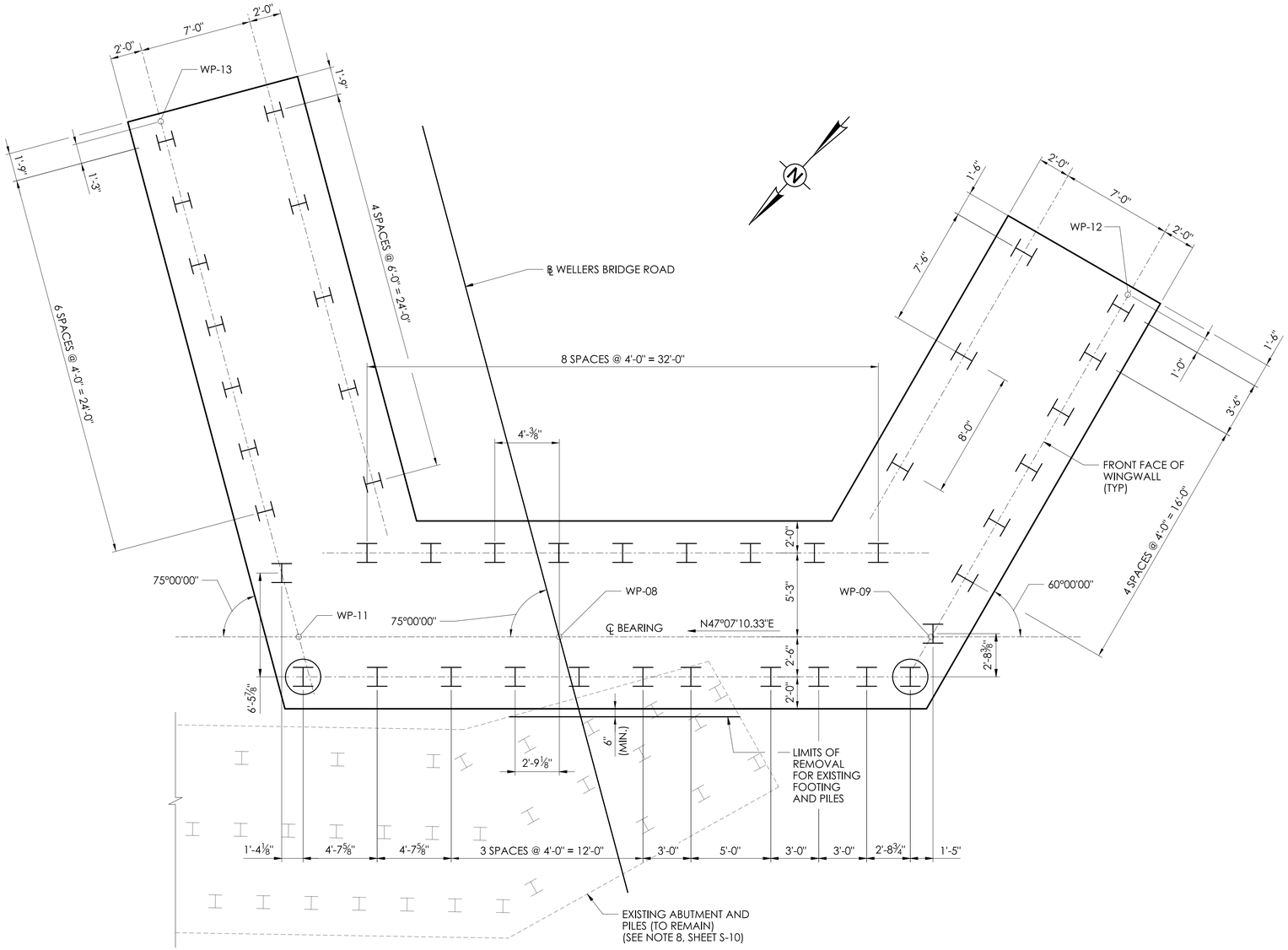
McFarland Johnson
275 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: ABUTMENT 1 PLAN AND ELEVATION AND WINGWALL ELEVATIONS

DRAWING NO. S-13
SHEET NO. 04.13

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Abut.dgn
PLOTTED DATE: 11/21/2025



ABUTMENT 2 PILE LAYOUT PLAN

SCALE: ¼" = 1'-0"

PILE NOTES

1. FOR TYPICAL PILE DETAIL, SEE SHEET S-10.
2. PRIOR TO DRIVING THE PILES, THE CONTRACTOR SHALL SUBMIT FOR REVIEW AND APPROVAL THE METHOD AND SEQUENCE OF PILE DRIVING.
3. ALL PILES SHALL BE PRE-AUGERED FROM THE BOTTOM OF PROPOSED ABUTMENT THROUGH THE EXISTING FOOTING (IF ENCOUNTERED) AND SHALL BE EMBEDDED A MINIMUM OF DISTANCE IN BEDROCK AS SPECIFIED IN THE "PILE DATA TABLE".
4. FOR ESTIMATING PURPOSES, THE PILE LENGTHS NOTED IN THE "PILE DATA TABLE" ARE BASED ON THE BORING LOGS SHOWN. THE ACTUAL DEPTH TO BEDROCK MAY VARY.
5. ALL PILES SHALL BE HP 14x117 CONFORMING TO THE REQUIREMENTS OF ASTM A709, GRADE 50.
6. DYNAMIC TESTING SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 7.02.03-3(d). A MINIMUM OF ONE DYNAMIC PILE TEST SHALL BE CONDUCTED ON THE FIRST PILE DRIVEN. MORE TESTS MAY BE ORDERED BY THE ENGINEER. ADDITIONAL TEST(S) ORDERED BY THE ENGINEER SHALL BE PAID FOR AT THE UNIT BID PRICE FOR "DYNAMIC PILE DRIVING ANALYSIS (P.D.A.) TEST".
7. THE ESTIMATED PILE LENGTHS ARE TO BE USED AS THE PILE ORDER LENGTH. THERE WILL BE NO SEPARATE PAYMENT FOR THE SPLICING OF PILES TO ATTAIN THE PILE ORDER LENGTH AS SHOWN ON THE PLANS.
8. ALL PILES SHALL BE PRE-AUGERED FROM THE BOTTOM OF FOOTING TO THE DEPTH SPECIFIED IN THE "PILE DATA TABLE".
9. THE EXISTING ABUTMENT FOOTING SHOWN IS BASED OFF OF EXISTING PLANS.
10. THE COST FOR FURNISHING AND PLACING CONCRETE FOR ROCK SOCKETS SHALL BE INCLUDED IN THE ITEM "DRILL ROCK SOCKET FOR PILE FOUNDATIONS".

ABUTMENT 2 PILE DATA TABLE

LOCATION	BOTTOM OF FOOTING ELEVATION	PILE CUT-OFF ELEVATION	APPROXIMATE BEDROCK ELEVATION	DEPTH OF PRE-AUGERING (FT)	DEPTH OF ROCK SOCKET (FT)	ESTIMATED PILE LENGTH (FT)	PDA TEST PILE LENGTH (FT)	TOTAL NUMBER OF PILES	ULTIMATE PILE CAPACITY (TONS)	ULTIMATE DESIGN PILE LOAD (TONS)	
										SERVICE I	STRENGTH I
ABUTMENT 2	276.00	277.50	262.00	14.0	5.0	20.5	20.5	43	200	101.60	81.14

LEGEND

HP 14x117 VERTICAL STEEL PILE

HP 14x117 PDA TEST PILE

REVISION DESCRIPTION | DATE | REV

DESIGNER/DRAFTER: CLG/DRW CHECKED BY: DMK

SIGNATURE/ BLOCK:

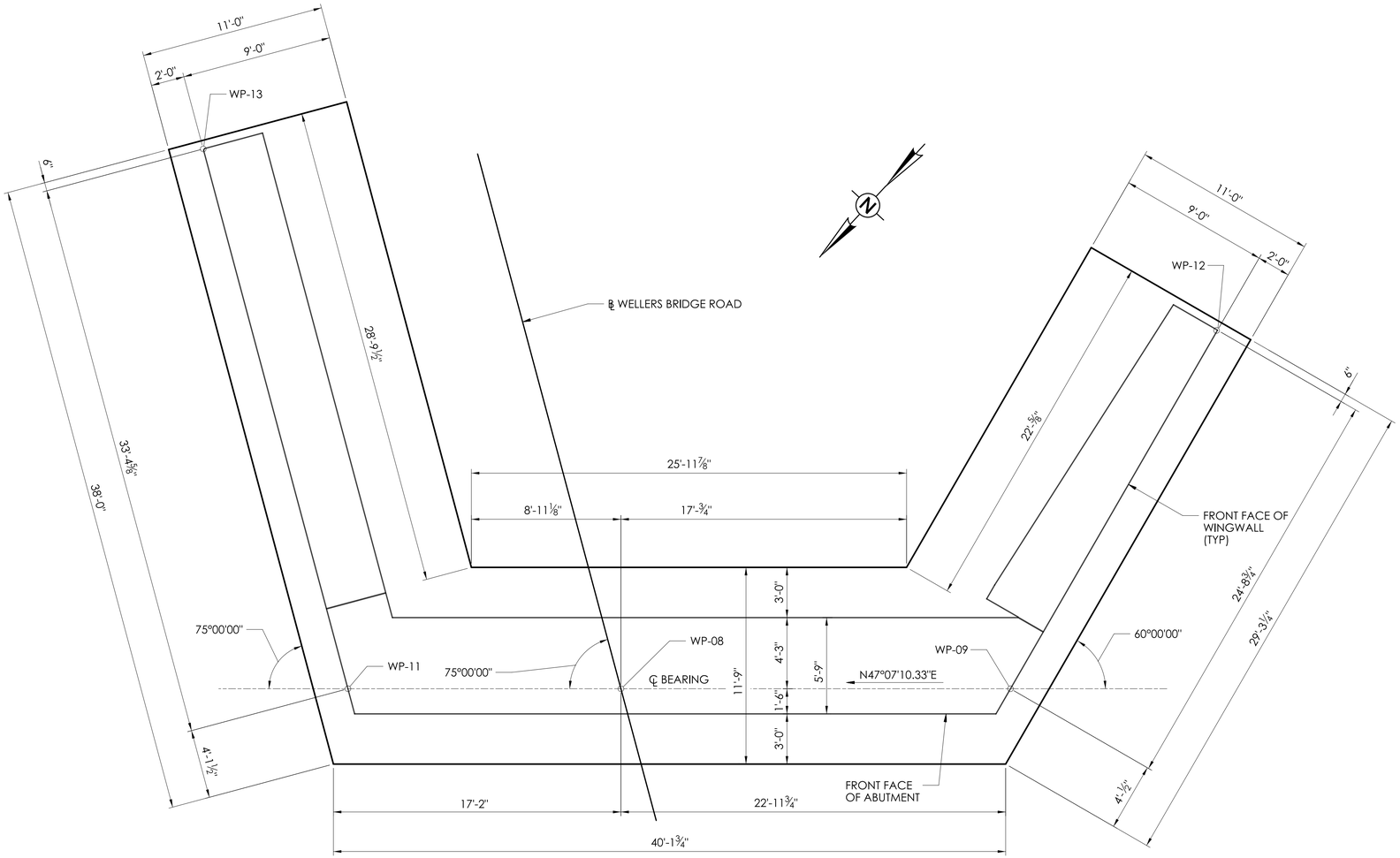
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: ABUTMENT 2 PILE LAYOUT PLAN

DRAWING NO. S-14
SHEET NO. 04.14

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Abut.dgn
PLOTTED DATE: 11/21/2025



ABUTMENT 2 FOUNDATION PLAN

SCALE: ¼" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: CLG/DRW CHECKED BY: DMK

SIGNATURE/ BLOCK:

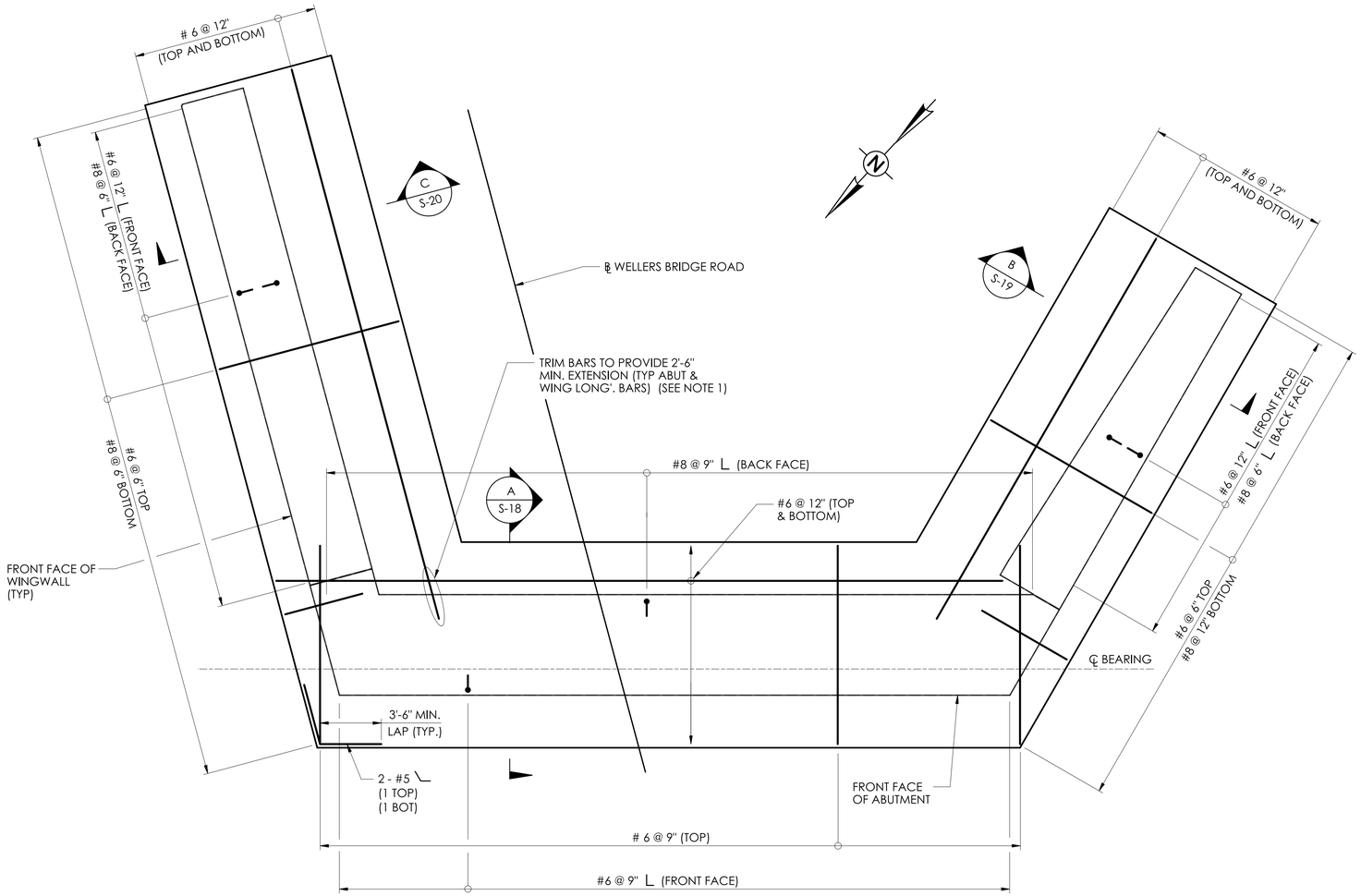
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: ABUTMENT 2 FOUNDATION PLAN

DRAWING NO. S-15
SHEET NO. 04.15

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Abut.dgn
PLOTTED DATE: 11/21/2025



ABUTMENT 2 FOOTING REINFORCEMENT PLAN

SCALE: ¼" = 1'-0"

NOTES

1. FIELD COAT BARS IN FIELD WITH APPROVED ZINC SPRAY. THE COST FOR PAYMENT SHALL BE INCLUDED UNDER ITEM "DEFORMED STEEL BARS - GALVANIZED".

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: CLG/DRW CHECKED BY: DMK

SIGNATURE/ BLOCK:

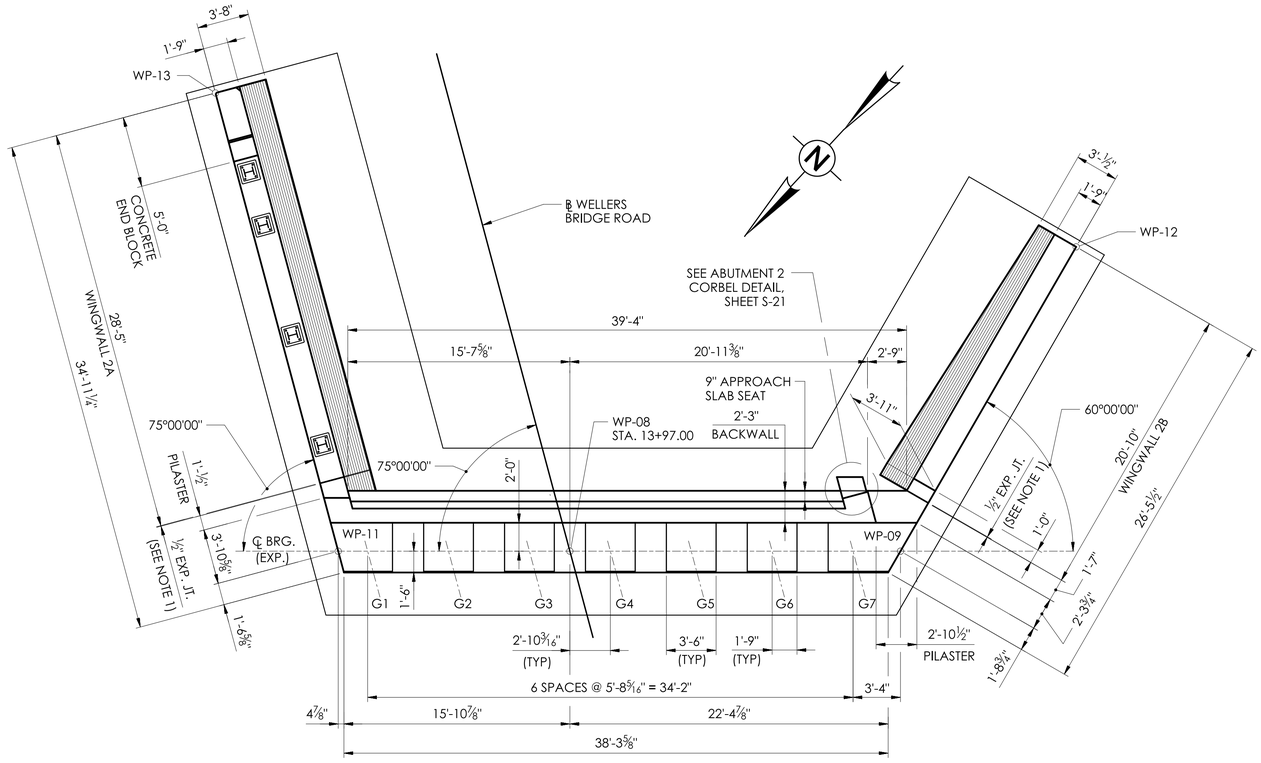
McFarland Johnson
273 Corporate Drive
Suite 205
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: ABUTMENT 2 REINFORCEMENT PLAN

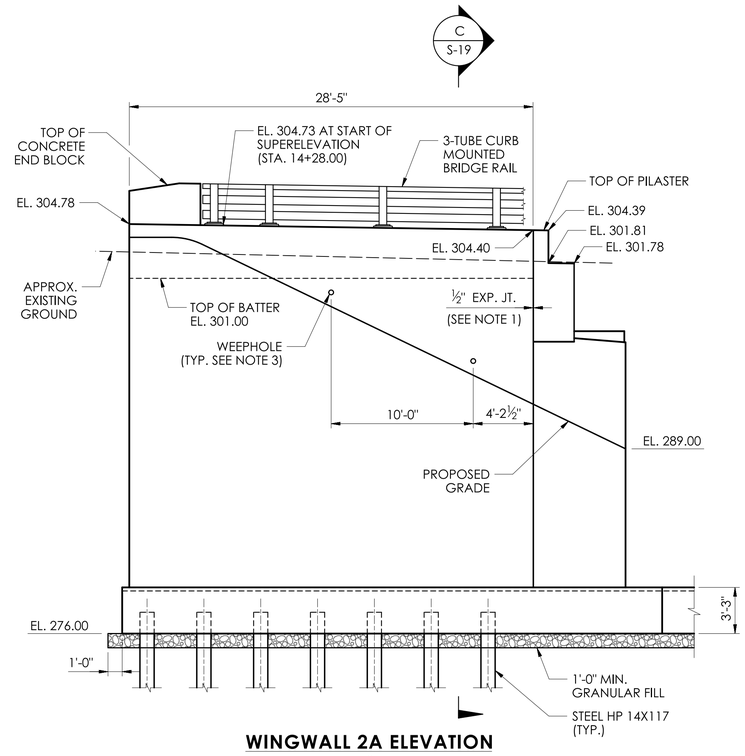
DRAWING NO. S-16
SHEET NO. 04.16

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Abut.dgn
PLOTTED DATE: 11/21/2025



ABUTMENT 2 PLAN

SCALE: $\frac{3}{16}$" = 1'-0"



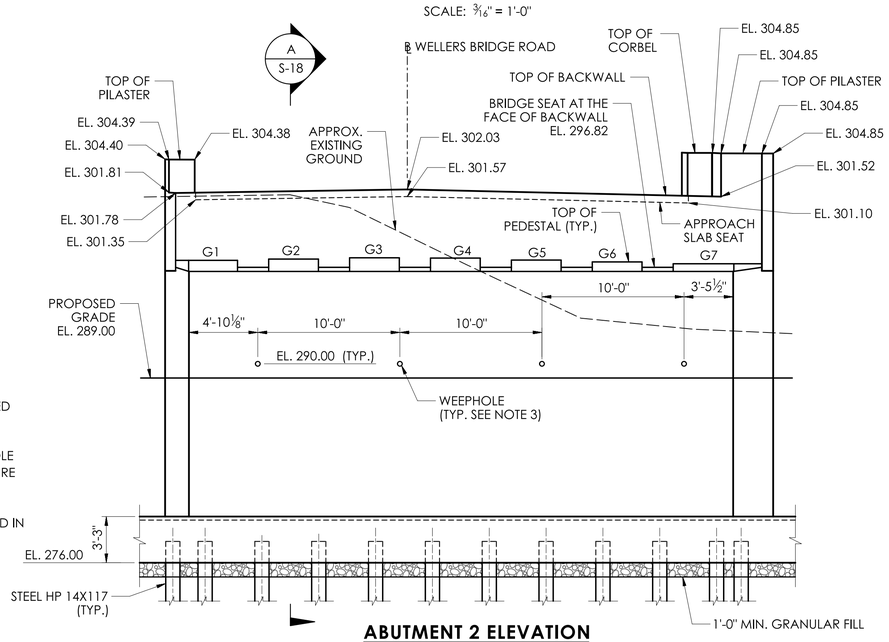
WINGWALL 2A ELEVATION

SCALE: $\frac{3}{16}$" = 1'-0"

PEDESTAL ELEVATIONS	
LOCATION	ELEVATION
G1	297.31
G2	297.40
G3	297.49
G4	297.47
G5	297.34
G6	297.20
G7	297.07

NOTES

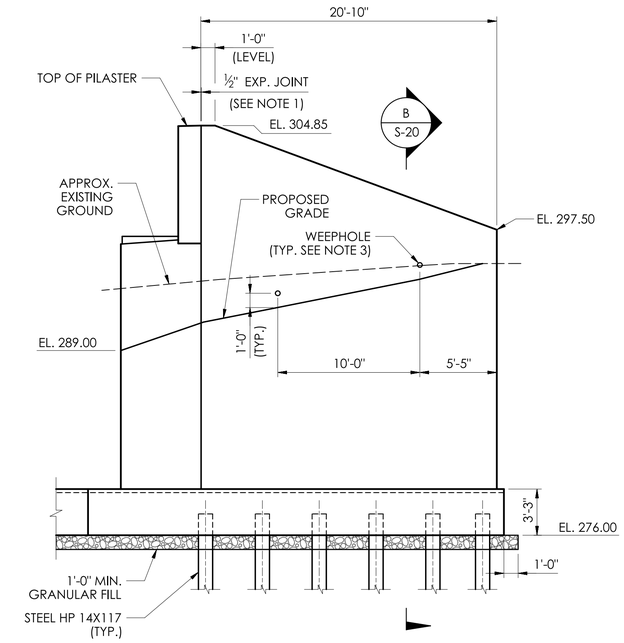
1. FILL ½" EXPANSION JOINTS WITH "1/2" PERFORMED EXPANSION JOINT FILLER FOR BRIDGES".
2. THE COST OF BAGGED STONE AT EACH WEEPHOLE TO BE INCLUDED IN THE ITEM "PERVIOUS STRUCTURE BACKFILL".
3. THE COST OF 4" DIA. WEEPHOLES TO BE INCLUDED IN THE ITEM "ABUTMENT AND WALL CONCRETE".



ABUTMENT 2 ELEVATION

(WINGWALLS NOT SHOWN FOR CLARITY, SEE WINGWALL ELEVATIONS, THIS SHEET)

SCALE: $\frac{3}{16}$" = 1'-0"



WINGWALL 2B ELEVATION

SCALE: $\frac{3}{16}$" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: CLG/DRW CHECKED BY: DMK

SIGNATURE/ BLOCK:

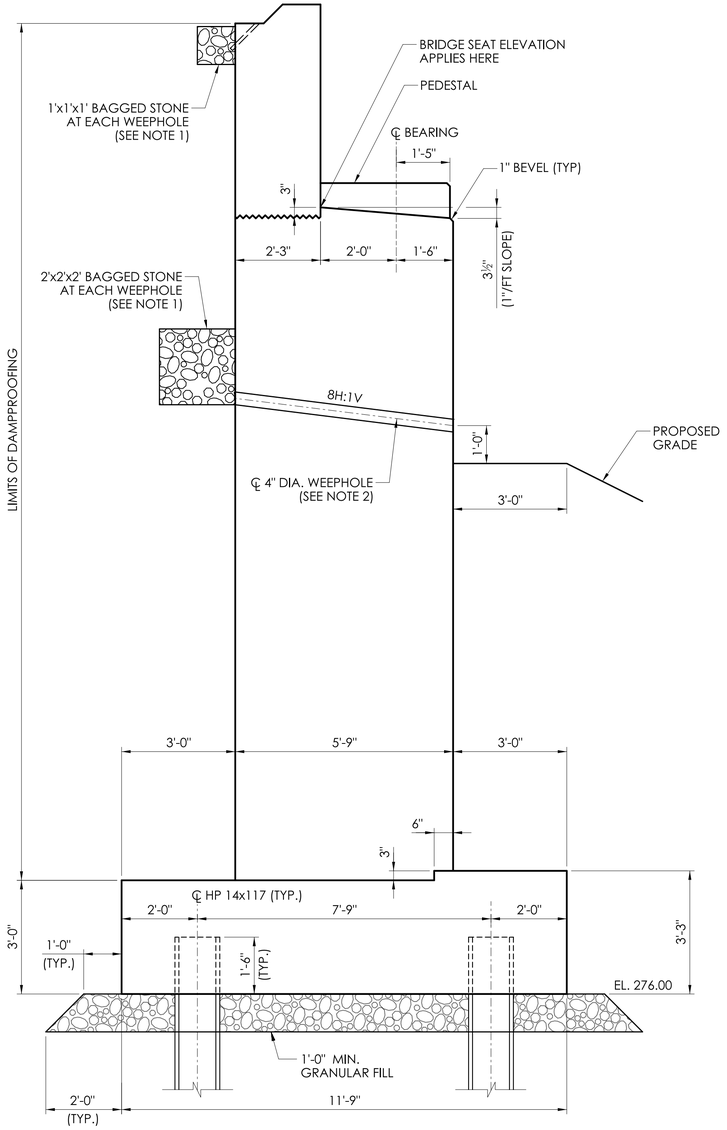
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: ABUTMENT 2 PLAN AND ELEVATION AND WINGWALL ELEVATIONS

DRAWING NO. S-17
SHEET NO. 04.17

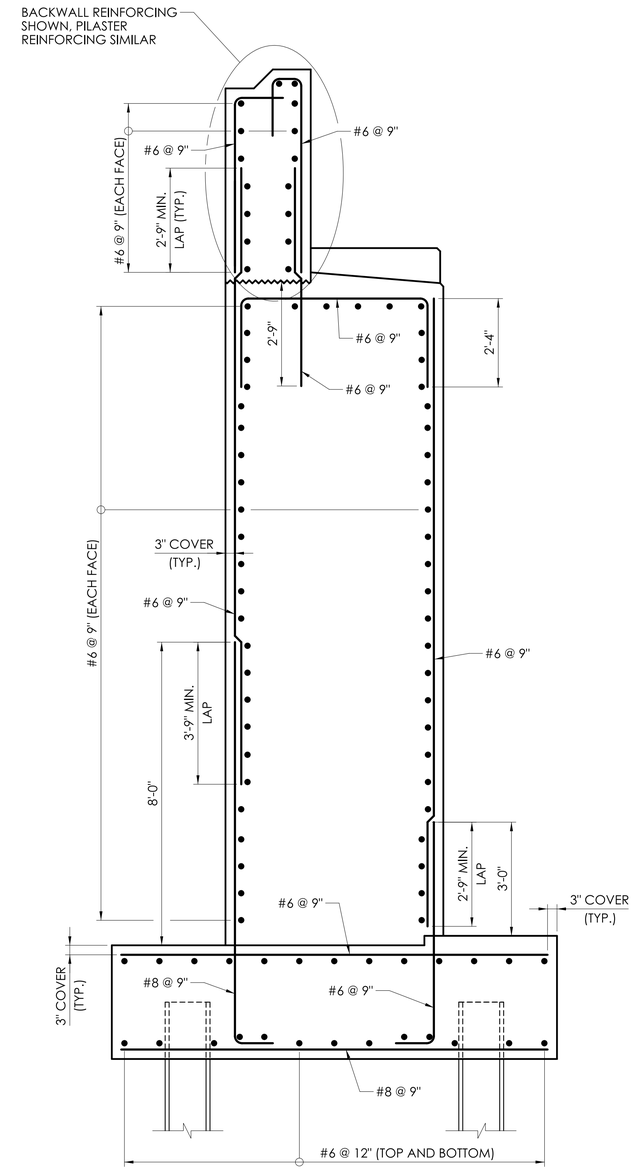
LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Abut.dgn
PLOTTED DATE: 11/21/2025



A
S-13
S-17

TYPICAL ABUTMENT SECTION

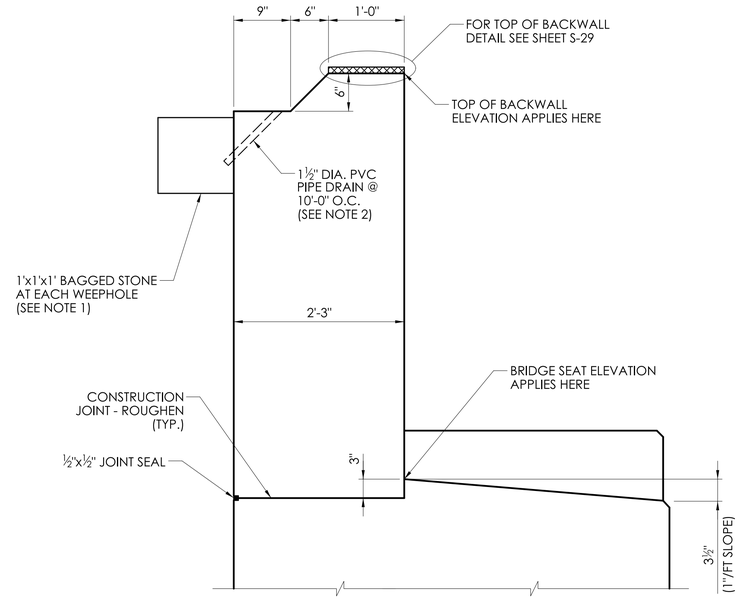
SCALE: ½" = 1'-0"



A
S-13
S-17

TYPICAL ABUTMENT REINFORCEMENT SECTION

SCALE: ½" = 1'-0"



TYPICAL BACKWALL SECTION

SCALE: 1" = 1'-0"

NOTES

1. THE COST FOR PAYMENT TO FURNISH AND INSTALL BAGGED STONE SHALL BE INCLUDED IN THE ITEM "PERVIOUS STRUCTURE BACKFILL".
2. THE COST FOR PAYMENT TO FURNISH AND INSTALL WEEPHOLES IN THE PROPOSED ABUTMENTS SHALL BE INCLUDED IN THE ITEM "ABUTMENT AND WALL CONCRETE".
3. THE COST FOR PAYMENT TO FURNISH AND INSTALL ½" x ½" JOINT SEAL SHALL BE INCLUDED IN THE ITEM "ABUTMENT AND WALL CONCRETE".

REV. | DATE | REVISION DESCRIPTION

DESIGNER/DRAFTER: CLG/DRW CHECKED BY: DMK

SIGNATURE/ BLOCK:

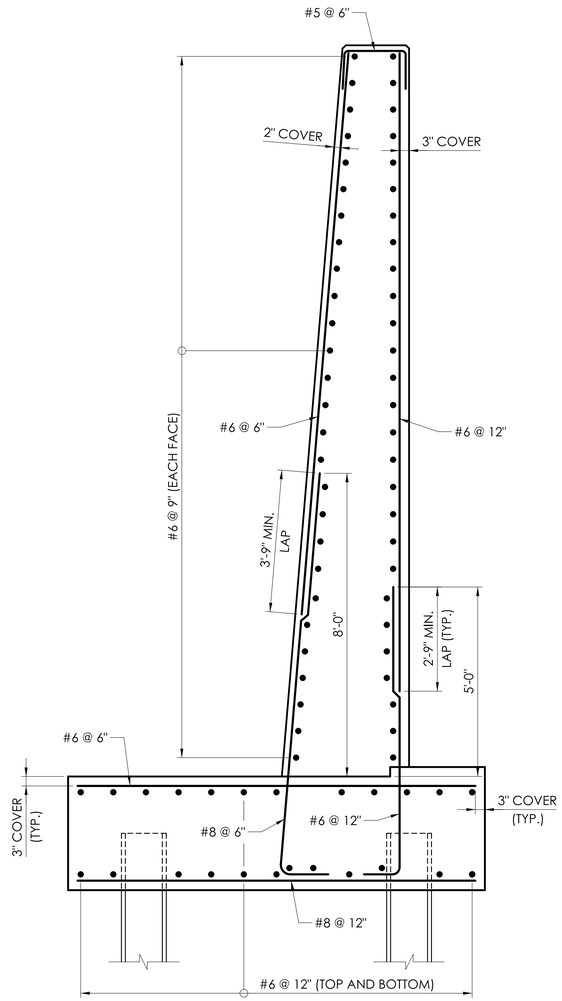
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: ABUTMENT DETAILS (1 OF 4)

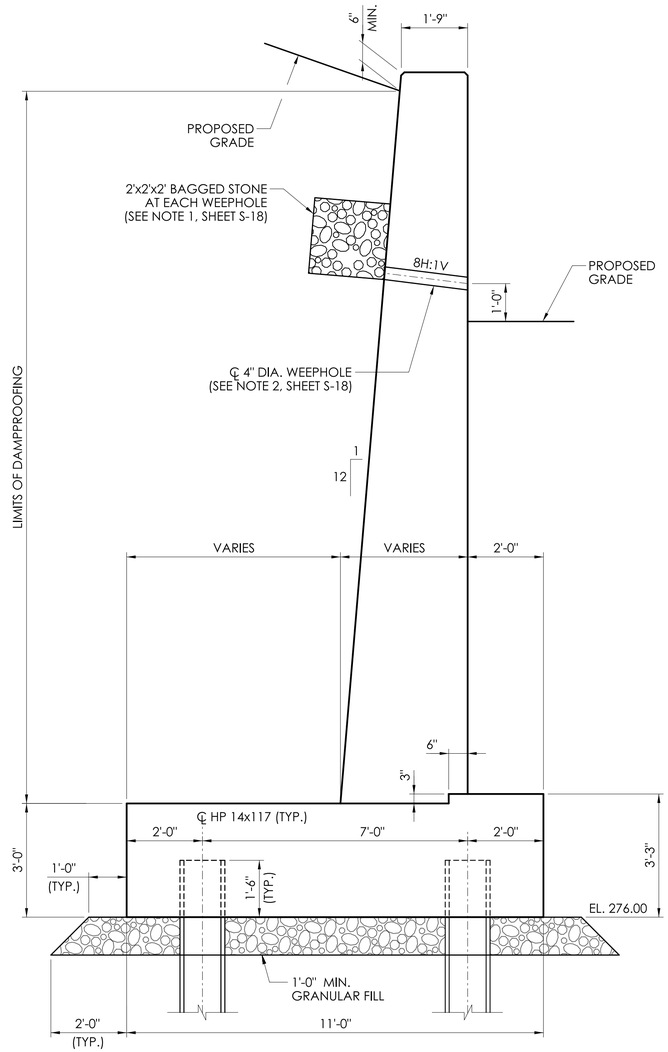
DRAWING NO. S-18
SHEET NO. 04.18

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Abut.dgn
PLOTTED DATE: 11/21/2025



B S-13 S-17 **TYPICAL WINGWALL REINFORCEMENT SECTION (FLARED)**

SCALE: ½" = 1'-0"



B S-13 S-17 **TYPICAL WINGWALL SECTION (FLARED)**

SCALE: ½" = 1'-0"

NOTES

1. THE COST FOR PAYMENT TO FURNISH AND INSTALL BAGGED STONE SHALL BE INCLUDED IN THE ITEM "PERVIOUS STRUCTURE BACKFILL".
2. THE COST FOR PAYMENT TO FURNISH AND INSTALL WEEPHOLES IN THE PROPOSED WINGWALLS SHALL BE INCLUDED IN THE ITEM "ABUTMENT AND WALL CONCRETE".

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: CLG/DRW CHECKED BY: DMK

SIGNATURE/ BLOCK:

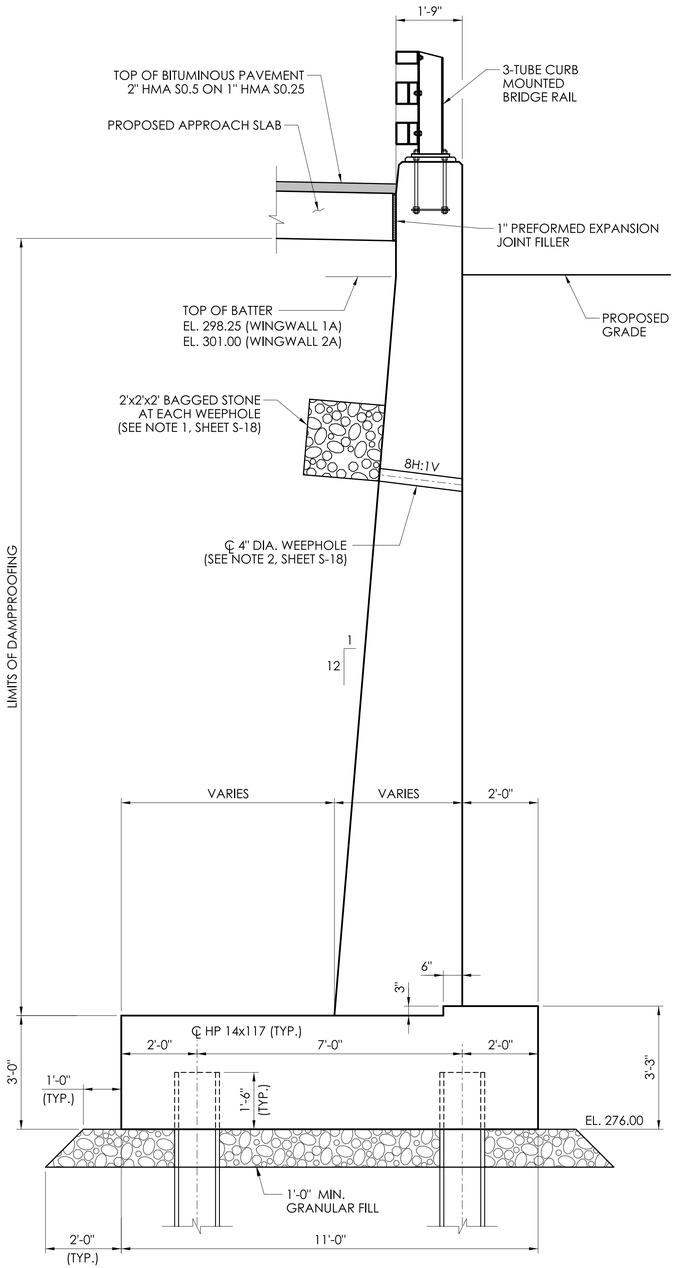
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: ABUTMENT DETAILS (2 OF 4)

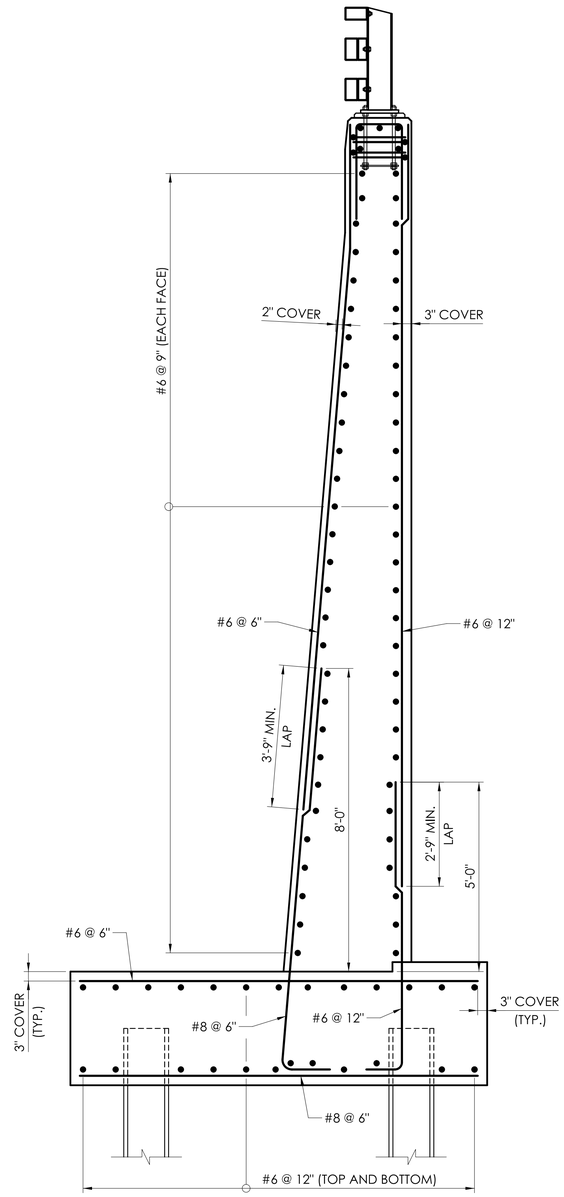
DRAWING NO. S-19
SHEET NO. 04.19

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Abut.dgn
PLOTTED DATE: 11/21/2025



C S-13 S-17 **TYPICAL WINGWALL SECTION (U-BACK)**

SCALE: ½" = 1'-0"



C S-13 S-17 **TYPICAL WINGWALL REINFORCEMENT SECTION (U-BACK)**

SCALE: ½" = 1'-0"

NOTES

1. THE COST FOR PAYMENT TO FURNISH AND INSTALL BAGGED STONE SHOULD BE INCLUDED IN THE ITEM "PERVIOUS STRUCTURE BACKFILL".
2. THE COST FOR PAYMENT TO FURNISH AND INSTALL WEEPHOLES IN THE PROPOSED WINGWALLS SHALL BE INCLUDED IN THE ITEM "ABUTMENT AND WALL CONCRETE".

REV. | DATE | REVISION DESCRIPTION

DESIGNER/DRAFTER: CLG/DRW CHECKED BY: DMK

SIGNATURE/ BLOCK:

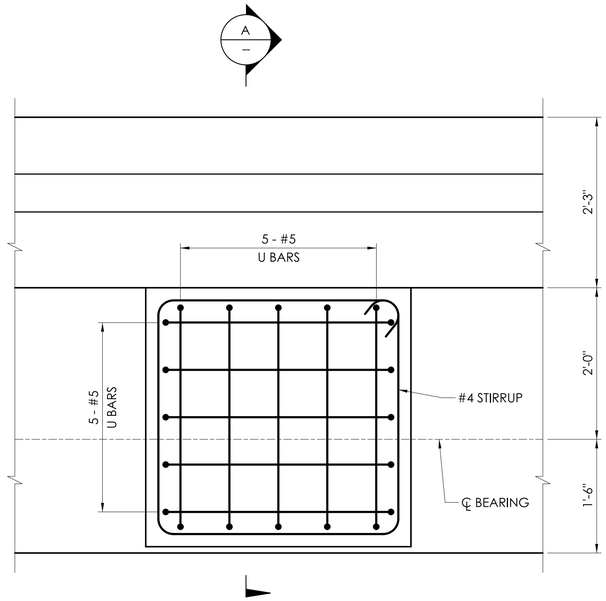
McFarland Johnson
275 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: ABUTMENT DETAILS (3 OF 4)

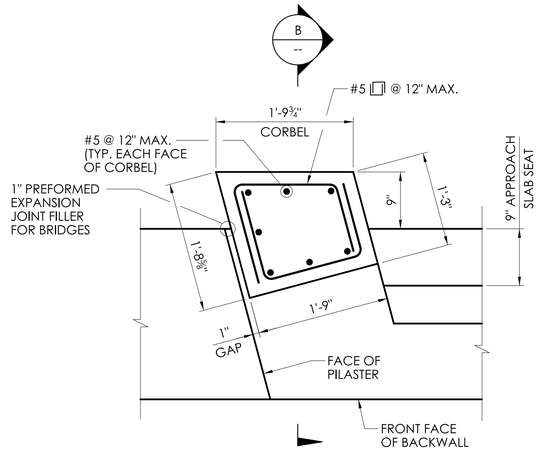
DRAWING NO. S-20
SHEET NO. 04.20

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Abut.dgn
PLOTTED DATE: 11/21/2025



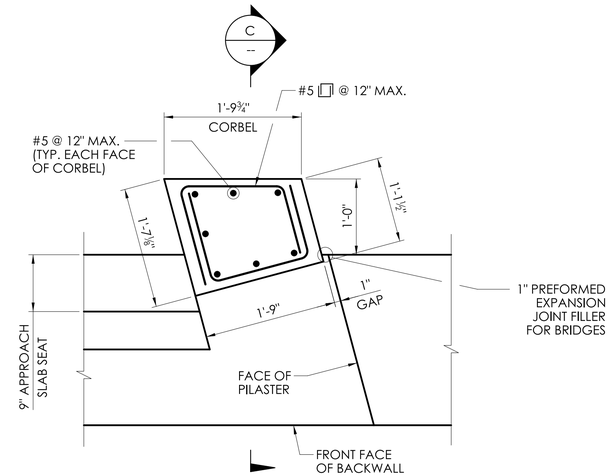
PROPOSED PEDESTAL REINFORCEMENT DETAIL

SCALE: 1" = 1'-0"



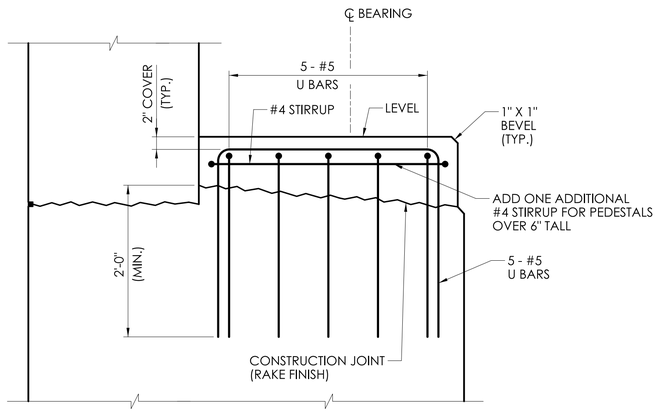
ABUTMENT 1 CORBEL DETAIL

SCALE: 1" = 1'-0"



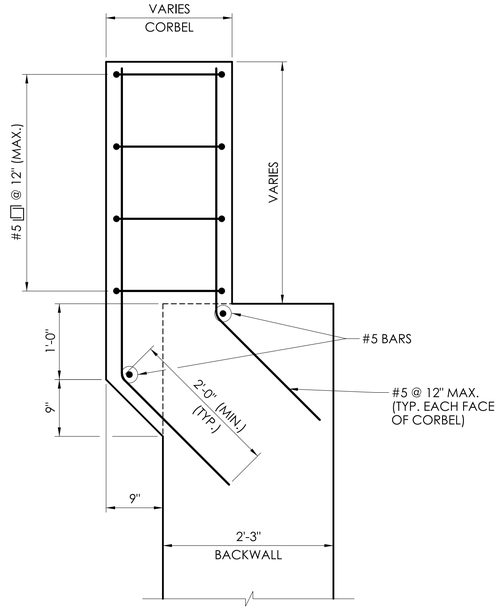
ABUTMENT 2 CORBEL DETAIL

SCALE: 1" = 1'-0"



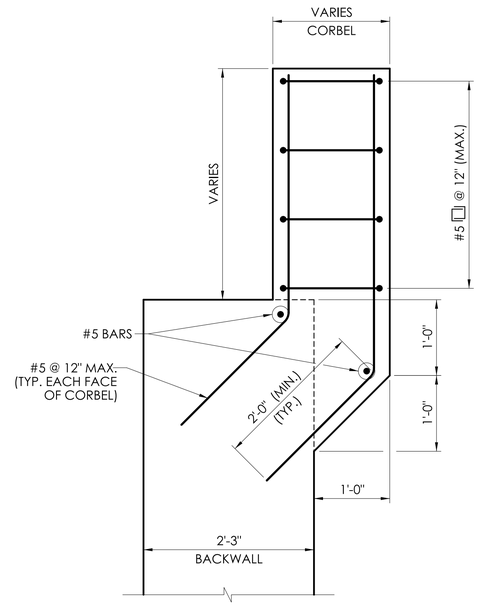
A
--
PROPOSED PEDESTAL SECTION

SCALE: 1" = 1'-0"



B
--
ABUTMENT 1 CORBEL SECTION

SCALE: 1" = 1'-0"



C
--
ABUTMENT 2 CORBEL SECTION

SCALE: 1" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: CLG/DRW CHECKED BY: DMK

SIGNATURE/ BLOCK:

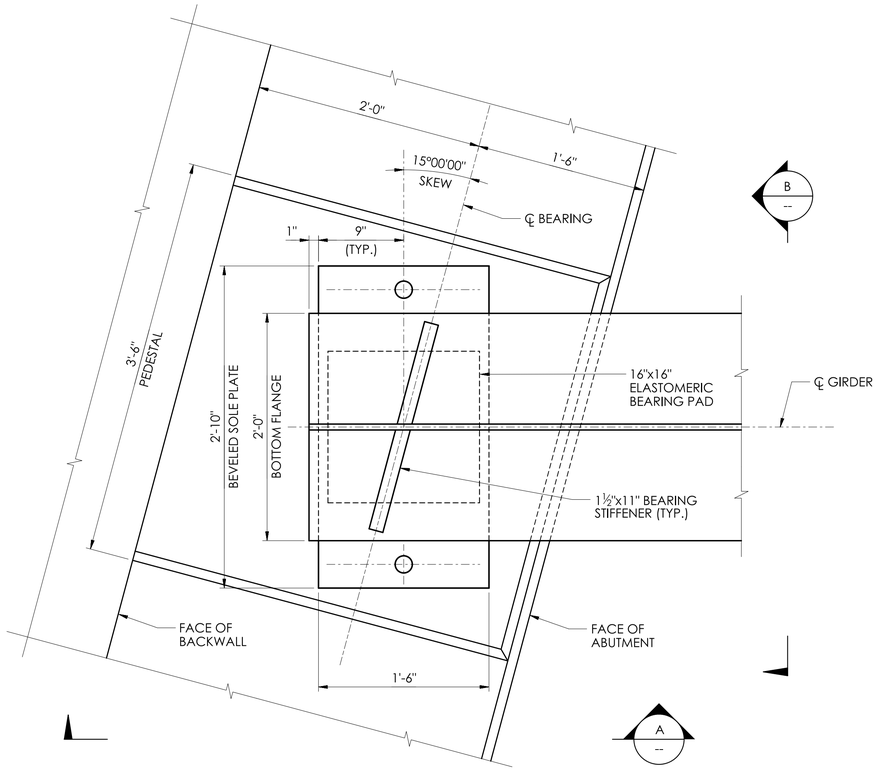
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY
CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: ABUTMENT DETAILS (4 OF 4)

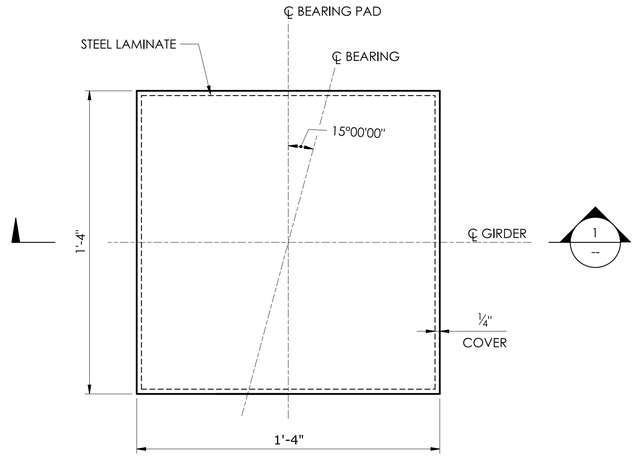
DRAWING NO. S-21
SHEET NO. 04.21

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Abut.dgn
PLOTTED DATE: 11/21/2025



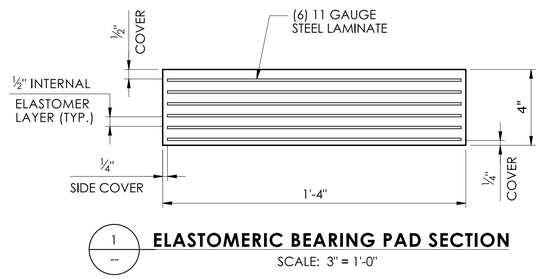
FIXED BEARING PLAN - ABUTMENT 1

SCALE: 1½" = 1'-0"



ELASTOMERIC BEARING PAD PLAN

SCALE: 3" = 1'-0"



1 -- **ELASTOMERIC BEARING PAD SECTION**

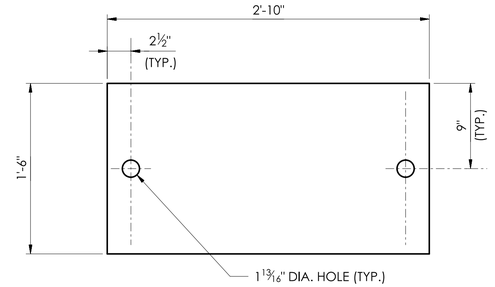
SCALE: 3" = 1'-0"

BEARING NOTES:

1. THE ELASTOMERIC BEARINGS ARE DESIGNED USING METHOD A OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
2. THE STEEL FOR THE EXTERNAL SOLE PLATES SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M270,GRADE 50 T2, AND SHALL BE METALLIZED.
3. THE ELASTOMER SHALL BE VIRGIN NEOPRENE (POLYCHLOROPRENE). THE ELASTOMER COMPOUND SHALL BE HARDNESS (SHORE A) 60 AND HAVE A SHEAR MODULUS RANGE OF 0.130 TO 0.200 KSI AND MEET THE REQUIREMENTS OF AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS, SECTION 18.
4. THE STEEL LAMINAE SHALL CONFORM TO ASTM A36 OR APPROVED EQUAL. ALL LAMINAE SHALL HAVE A ¼" (MIN.) SIDE COVER.
5. THE MAXIMUM DESIGN LOAD (DL + LL WITHOUT IMPACT) FOR EACH BEARING ARE NOTED ON THE BEARING DETAILS. THIS INFORMATION IS PROVIDED FOR THE PROOF LOAD TEST DESCRIBED IN THE SPECIAL PROVISION "STEEL-LAMINATED ELASTOMERIC BEARINGS".
6. THE ELASTOMERIC BEARINGS SHALL BE INSTALLED WHEN THE AMBIENT AIR AND BEARING TEMPERATURES IS BETWEEN 40°F TO 80°F AND HAS BEEN WITHIN THIS RANGE FOR AT LEAST TWO HOURS.
7. THE COST OF FURNISHING AND INSTALLING THE ELASTOMERIC BEARINGS SHALL BE PAID FOR UNDER ITEM "STEEL-LAMINATED ELASTOMERIC BEARINGS".
8. THE COMPRESSION IN THE ELASTOMERIC BEARINGS SHALL BE NO GREATER THAN 1/8".
9. ANCHOR BOLTS SHALL BE STAINLESS STEEL AND CONFORM TO ASTM F1554, GRADE 105, THREADED BOLTS.
10. THE COST OF FURNISHING AND INSTALLING THE ELASTOMERIC BEARINGS, INCLUDING THE BEVELED SOLE PLATE, SHALL BE PAID FOR UNDER THE ITEM "STEEL-LAMINATED ELASTOMERIC BEARINGS". THE COST OF THE ANCHOR BOLTS, NUTS AND PLATE WASHERS SHALL BE PAID FOR UNDER THE ITEM "STRUCTURAL STEEL".
11. THE GIRDER BOTTOM FLANGE SHALL NOT BE FIELD WELDED TO THE TOP OF THE STEEL SOLE PLATE UNTIL THE CONCRETE DECK IS POURED.
12. THE STEEL FABRICATOR IS RESPONSIBLE FOR DETERMINING THE SOLE PLATE BEVEL BASED ON SITE GEOMETRY AND MEMBER CAMBER. THE BEVELED SOLE PLATE THICKNESS AT ℄ OF BEARING STATED ON THE PLANS OF SHALL NOT BE ADJUSTED.

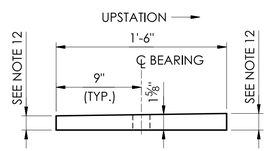
BEARING DESIGN LOADS:

DEAD LOAD	135 KIPS
LIVE LOAD	100 KIPS
TOTAL LOAD	235 KIPS



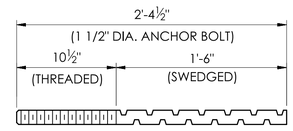
BEVELED SOLE PLATE DETAIL

SCALE: 1½" = 1'-0"



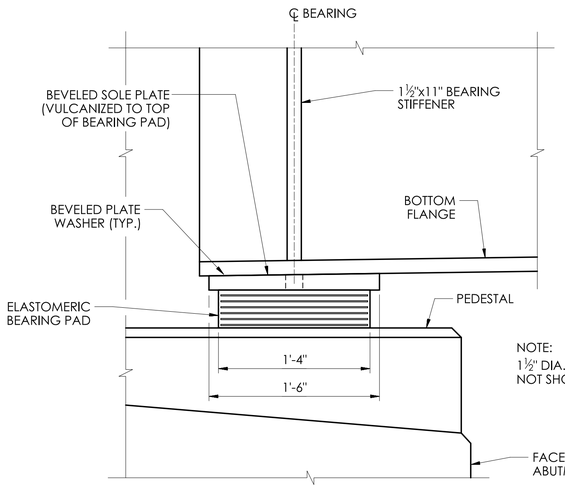
BEVELED SOLE PLATE SECTION

SCALE: 1½" = 1'-0"



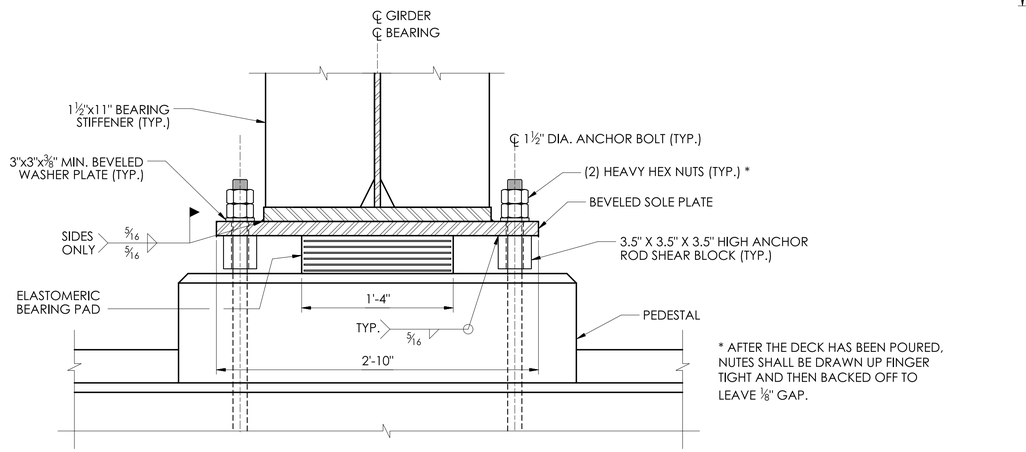
ANCHOR BOLT DETAIL

SCALE: 1½" = 1'-0"



A -- **SIDE VIEW**

SCALE: 1½" = 1'-0"



* AFTER THE DECK HAS BEEN POURED, NUTES SHALL BE DRAWN UP FINGER TIGHT AND THEN BACKED OFF TO LEAVE ⅛" GAP.

B -- **FRONT VIEW**

SCALE: 1½" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: RB/CLG CHECKED BY: D. KULL

SIGNATURE/ BLOCK:

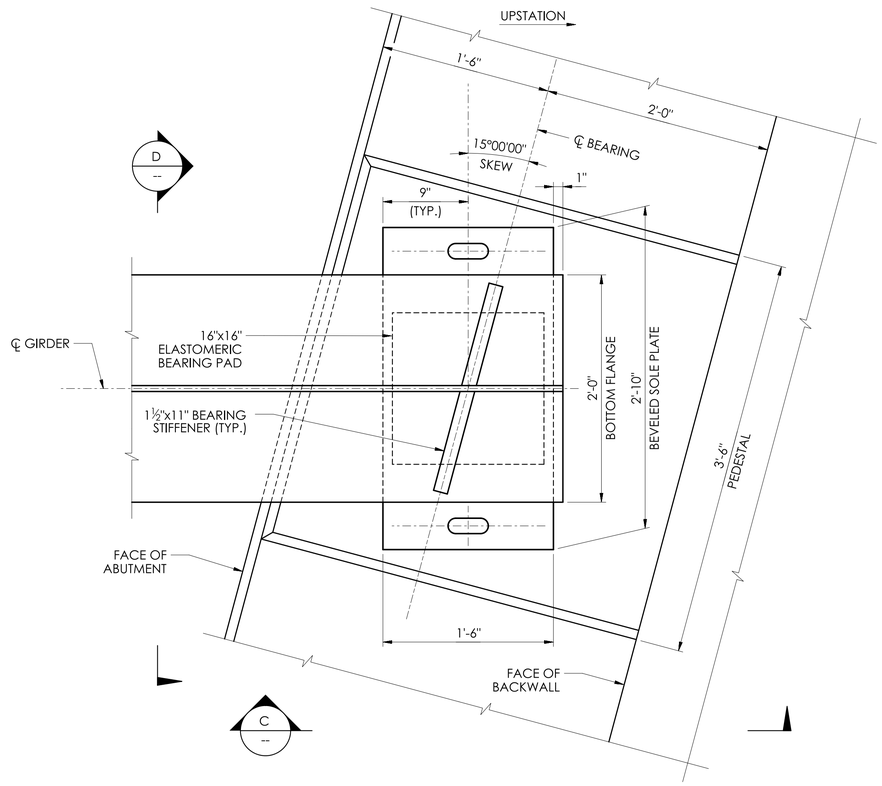
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: FIXED BEARING DETAILS - ABUTMENT 1

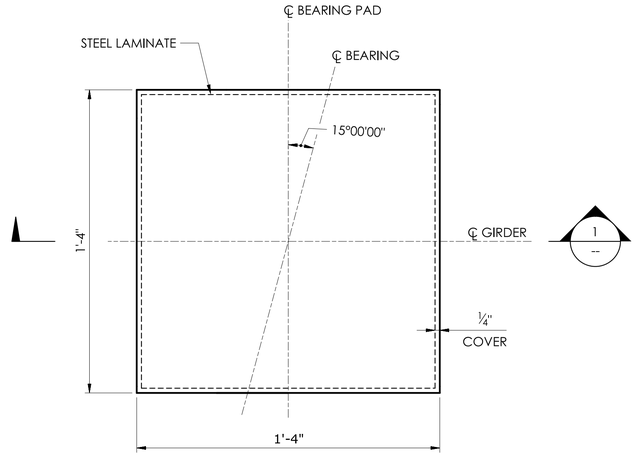
DRAWING NO. S-22
SHEET NO. 04.22

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Bearing_Details.dgn
PLOTTED DATE: 11/21/2025



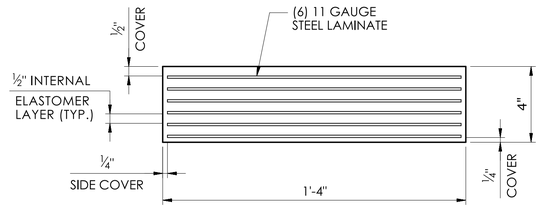
EXPANSION BEARING PLAN - ABUTMENT 2

SCALE: 1½" = 1'-0"



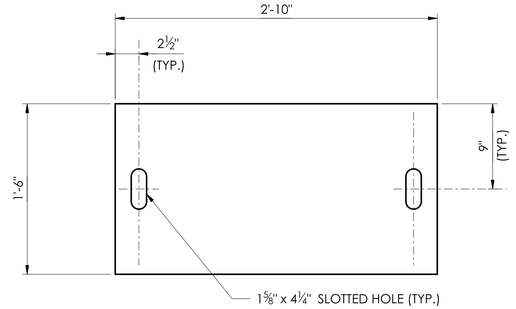
ELASTOMERIC BEARING PAD PLAN

SCALE: 3" = 1'-0"



1 -- **ELASTOMERIC BEARING PAD SECTION**

SCALE: 3" = 1'-0"

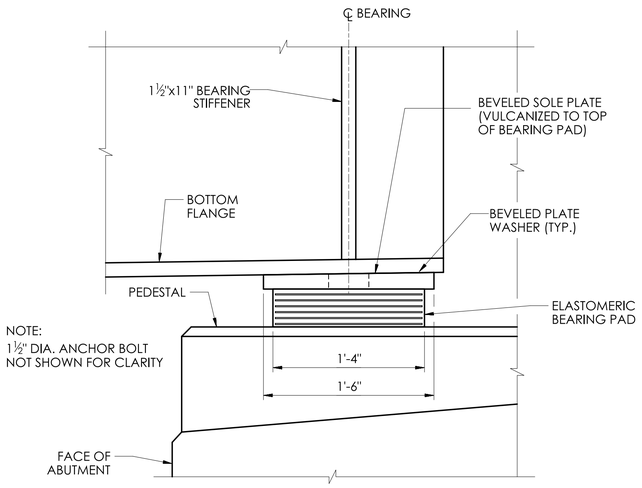


BEVELED SOLE PLATE DETAIL

SCALE: 1½" = 1'-0"

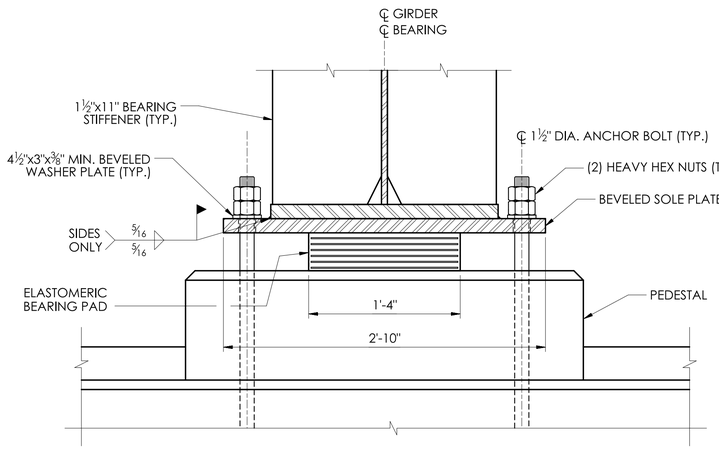
BEVELED SOLE PLATE SECTION

SCALE: 1½" = 1'-0"



C -- **SIDE VIEW**

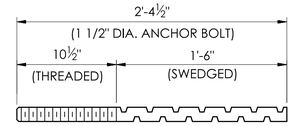
SCALE: 1½" = 1'-0"



D -- **FRONT VIEW**

SCALE: 1½" = 1'-0"

* AFTER THE DECK HAS BEEN POURED, NUTS SHALL BE DRAWN UP FINGER TIGHT AND THEN BACKED OFF TO LEAVE ⅛" GAP.



ANCHOR BOLT DETAIL

SCALE: 1½" = 1'-0"

NOTES:

1. FOR BEARING NOTES AND BEARING LOADS, SEE SHEET S-22.

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: RB/CLG CHECKED BY: D. KULL

SIGNATURE/ BLOCK:

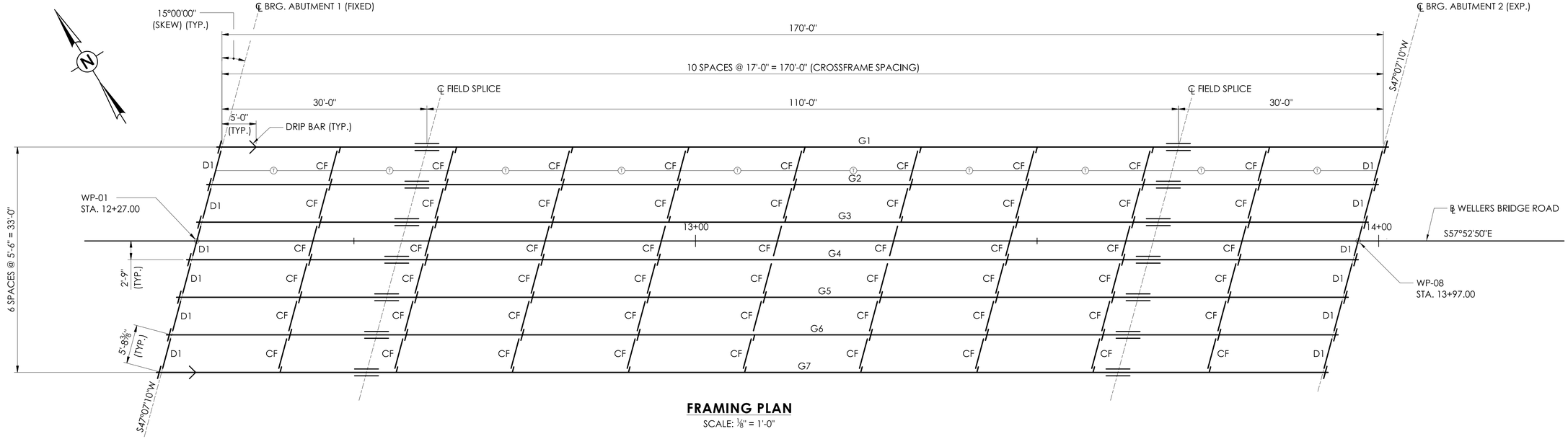
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: EXPANSION BEARING DETAILS - ABUTMENT 2

DRAWING NO. S-23
SHEET NO. 04.23

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Bearing_Details.dgn
PLOTTED DATE: 11/21/2025



FRAMING PLAN

SCALE: ⅛" = 1'-0"

GIRDER ELEVATION

NOT TO SCALE

STRUCTURAL STEEL NOTES

1. ALL STRUCTURAL STEEL (LOW ALLOY) SHALL CONFORM TO AASHTO M270 GRADE 50 T2 AND SHALL BE METALLIZED.
2. WELDING, WELDING PROCEDURES, WELDING INSPECTION, AND TESTING METHODS SHALL MEET THE ANSI/AASHTO/AWS D1.5 - BRIDGE WELDING CODE, UNLESS OTHERWISE NOTED ON THE PLANS. THE FREQUENCY, QUANTITY, AND TYPE OF NON-DESTRUCTIVE TESTING OF SHOP AND FIELD WELDS SHALL BE IN ACCORDANCE WITH D1.5 AND ANY ADDITIONAL REQUIREMENTS SPECIFICALLY INDICATED IN THE CONTRACT DOCUMENTS.
3. BOLTED FIELD SPLICES, OTHER THAN THOSE INDICATED ON THE PLANS, WILL NOT BE ALLOWED EXCEPT WITH THE WRITTEN PERMISSION OF THE ENGINEER PRIOR TO THE SUBMISSION OF SHOP DRAWINGS. IF ALLOWED, THESE SPLICES SHALL BE DESIGNED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE COST OF THESE SPLICES, INCLUDING THE COST OF DESIGN, SHALL BE AT NO EXTRA EXPENSE TO THE TOWN. WELDED FIELD SPLICES WILL NOT BE ALLOWED.
4. ALL WEB TO FLANGE, WEB TO BEARING STIFFENER AND BEARING STIFFENER TO FLANGE FILLET WELDS SHALL BE INSPECTED BY THE MAGNETIC PARTICLE METHOD.
5. MULTIPLE PASS WELDS, INSPECTED BY THE MAGNETIC PARTICLE METHOD, SHALL HAVE EACH PASS OR LAYER INSPECTED AND ACCEPTED BEFORE PROCEEDING TO THE NEXT PASS OR LAYER, AS DETERMINED BY THE ENGINEER.
6. SHOP FLANGE SPLICES SHALL BE LOCATED A MINIMUM OF 6 INCHES FROM WEB SPLICES.
7. FLANGE OR WEB SPLICES SHALL BE LOCATED A MINIMUM OF 6 INCHES FROM STIFFENERS AND CONNECTION PLATES.
8. ENDS OF BEAMS SHALL BE VERTICAL AFTER THE APPLICATION OF FULL DEAD LOADS.
9. THE STRUCTURAL STEEL FABRICATORS SHALL BE CERTIFIED UNDER THE AISC CERTIFICATION PROGRAM CATEGORY BRIDGE FABRICATOR INTERMEDIATE (IBR).
10. THE CONTRACTOR SHALL TAKE THE PROPER PRECAUTIONS TO ENSURE STABILITY OF THE GIRDERS UNTIL THE BRIDGE DECK HAS ACHEIVED REQUIRED DESIGN STRENGTH.
11. THE TOP OF THE TOP FLANGE OF THE GIRDER SHALL BE MASKED OFF FROM METALLIZING, SEALING AND TOPCOATS. THIS SURFACE SHALL BE COATED WITH ZINC-RICH PRIMER ONLY.
12. BEARING PLATES FOR ELASTOMERIC BEARINGS SHALL BE METALLIZED, SEALED AND TOP COATED AFTER VULCANIZATION. ELASTOMERIC BEARING PADS SHALL BE MASKED PROPERLY TO AVOID DAMAGE DURING THE METALLIZING, SEALER AND TOPCOAT APPLICATION.

LEGEND

D1	DENOTES END DIAPHRAGMS
CF	DENOTES INTERIOR CROSSFRAME

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: EAP/SLM CHECKED BY: DMK

SIGNATURE/ BLOCK:

McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: FRAMING PLAN

DRAWING NO. S-24
SHEET NO. 04.24

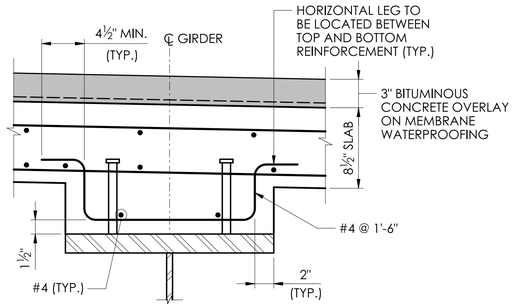
LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Framing_Plan.dgn
PLOTTED DATE: 11/21/2025

CAMBER TABLE (INCHES)

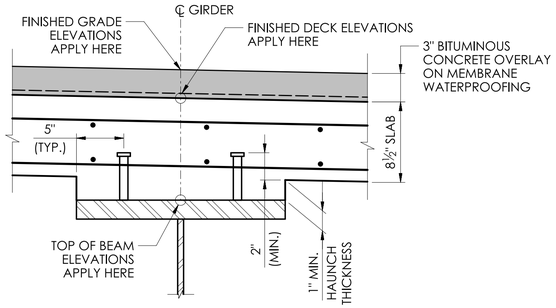
GIRDER MARK		CL BRG. ABUT. 1	0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	0.35 L	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	0.80 L	0.85 L	0.90 L	0.95 L	CL BRG. ABUT. 2
G1	STRUCTURAL STEEL DEFLECTION	0.00	0.70	1.37	2.00	2.57	3.06	3.49	3.82	4.07	4.22	4.27	4.22	4.07	3.82	3.49	3.06	2.57	2.00	1.37	0.70	0.00
	ADDITIONAL DEAD LOAD DEFLECTION (D)	0.00	0.46	0.91	1.33	1.71	2.04	2.32	2.55	2.71	2.82	2.85	2.82	2.71	2.55	2.32	2.04	1.71	1.33	0.91	0.46	0.00
	COMPOSITE DEAD LOAD DEFLECTION (E)	0.00	0.92	1.81	2.64	3.38	4.04	4.60	5.05	5.38	5.58	5.64	5.58	5.38	5.05	4.60	4.04	3.38	2.64	1.81	0.92	0.00
	TOTAL DEAD LOAD CAMBER	0.00	2.08	4.09	5.96	7.65	9.15	10.41	11.43	12.16	12.61	12.76	12.61	12.16	11.43	10.41	9.15	7.65	5.96	4.09	2.08	0.00
	EXTRA CAMBER	0.00	0.32	0.61	0.87	1.09	1.28	1.43	1.55	1.63	1.68	1.70	1.68	1.63	1.55	1.43	1.28	1.09	0.87	0.61	0.32	0.00
	TOTAL CAMBER	0.00	2.40	4.70	6.83	8.74	10.42	11.84	12.97	13.80	14.30	14.46	14.30	13.80	12.97	11.84	10.42	8.74	6.83	4.70	2.40	0.00
G2	STRUCTURAL STEEL DEFLECTION	0.00	0.72	1.41	2.06	2.64	3.15	3.59	3.94	4.19	4.35	4.40	4.35	4.19	3.94	3.59	3.15	2.64	2.06	1.41	0.72	0.00
	ADDITIONAL DEAD LOAD DEFLECTION (D)	0.00	0.45	0.88	1.29	1.66	1.98	2.26	2.48	2.64	2.74	2.77	2.74	2.64	2.48	2.26	1.98	1.66	1.29	0.88	0.45	0.00
	COMPOSITE DEAD LOAD DEFLECTION (E)	0.00	1.01	1.98	2.89	3.70	4.43	5.04	5.53	5.89	6.10	6.18	6.10	5.89	5.53	5.04	4.43	3.70	2.89	1.98	1.01	0.00
	TOTAL DEAD LOAD CAMBER	0.00	2.17	4.27	6.23	8.00	9.56	10.89	11.95	12.72	13.19	13.34	13.19	12.72	11.95	10.89	9.56	8.00	6.23	4.27	2.17	0.00
	EXTRA CAMBER	0.00	0.32	0.61	0.87	1.09	1.28	1.43	1.55	1.63	1.68	1.70	1.68	1.63	1.55	1.43	1.28	1.09	0.87	0.61	0.32	0.00
	TOTAL CAMBER	0.00	2.50	4.88	7.10	9.09	10.84	12.31	13.49	14.35	14.87	15.04	14.87	14.35	13.49	12.31	10.84	9.09	7.10	4.88	2.50	0.00
G3	STRUCTURAL STEEL DEFLECTION	0.00	0.72	1.41	2.06	2.64	3.15	3.59	3.94	4.19	4.35	4.40	4.35	4.19	3.94	3.59	3.15	2.64	2.06	1.41	0.72	0.00
	ADDITIONAL DEAD LOAD DEFLECTION (D)	0.00	0.45	0.88	1.29	1.66	1.98	2.26	2.48	2.64	2.74	2.77	2.74	2.64	2.48	2.26	1.98	1.66	1.29	0.88	0.45	0.00
	COMPOSITE DEAD LOAD DEFLECTION (E)	0.00	1.01	1.98	2.89	3.70	4.43	5.04	5.53	5.89	6.10	6.18	6.10	5.89	5.53	5.04	4.43	3.70	2.89	1.98	1.01	0.00
	TOTAL DEAD LOAD CAMBER	0.00	2.17	4.27	6.23	8.00	9.56	10.89	11.95	12.72	13.19	13.34	13.19	12.72	11.95	10.89	9.56	8.00	6.23	4.27	2.17	0.00
	EXTRA CAMBER	0.00	0.32	0.61	0.87	1.09	1.28	1.43	1.55	1.63	1.68	1.70	1.68	1.63	1.55	1.43	1.27	1.09	0.87	0.61	0.32	0.00
	TOTAL CAMBER	0.00	2.50	4.88	7.10	9.09	10.84	12.31	13.49	14.35	14.87	15.04	14.87	14.35	13.49	12.31	10.84	9.09	7.10	4.88	2.50	0.00
G4	STRUCTURAL STEEL DEFLECTION	0.00	0.72	1.41	2.06	2.64	3.15	3.59	3.94	4.19	4.35	4.40	4.35	4.19	3.94	3.59	3.15	2.64	2.06	1.41	0.72	0.00
	ADDITIONAL DEAD LOAD DEFLECTION (D)	0.00	0.45	0.88	1.29	1.66	1.98	2.26	2.48	2.64	2.74	2.77	2.74	2.64	2.48	2.26	1.98	1.66	1.29	0.88	0.45	0.00
	COMPOSITE DEAD LOAD DEFLECTION (E)	0.00	1.01	1.98	2.89	3.70	4.43	5.04	5.53	5.89	6.10	6.18	6.10	5.89	5.53	5.04	4.43	3.70	2.89	1.98	1.01	0.00
	TOTAL DEAD LOAD CAMBER	0.00	2.17	4.27	6.23	8.00	9.56	10.89	11.95	12.72	13.19	13.34	13.19	12.72	11.95	10.89	9.56	8.00	6.23	4.27	2.17	0.00
	EXTRA CAMBER	0.00	0.32	0.61	0.87	1.09	1.28	1.43	1.55	1.63	1.68	1.70	1.68	1.63	1.55	1.43	1.28	1.09	0.87	0.61	0.32	0.00
	TOTAL CAMBER	0.00	2.50	4.88	7.10	9.09	10.84	12.31	13.49	14.35	14.87	15.04	14.87	14.35	13.49	12.31	10.84	9.09	7.10	4.88	2.50	0.00
G5	STRUCTURAL STEEL DEFLECTION	0.00	0.72	1.41	2.06	2.64	3.15	3.59	3.94	4.19	4.35	4.40	4.35	4.19	3.94	3.59	3.15	2.64	2.06	1.41	0.72	0.00
	ADDITIONAL DEAD LOAD DEFLECTION (D)	0.00	0.45	0.88	1.29	1.66	1.98	2.26	2.48	2.64	2.74	2.77	2.74	2.64	2.48	2.26	1.98	1.66	1.29	0.88	0.45	0.00
	COMPOSITE DEAD LOAD DEFLECTION (E)	0.00	1.01	1.98	2.89	3.70	4.43	5.04	5.53	5.89	6.10	6.18	6.10	5.89	5.53	5.04	4.43	3.70	2.89	1.98	1.01	0.00
	TOTAL DEAD LOAD CAMBER	0.00	2.17	4.27	6.23	8.00	9.56	10.89	11.95	12.72	13.19	13.34	13.19	12.72	11.95	10.89	9.56	8.00	6.23	4.27	2.17	0.00
	EXTRA CAMBER	0.00	0.32	0.61	0.87	1.09	1.28	1.43	1.55	1.63	1.68	1.70	1.68	1.63	1.55	1.43	1.28	1.09	0.87	0.61	0.32	0.00
	TOTAL CAMBER	0.00	2.50	4.88	7.10	9.09	10.84	12.31	13.49	14.35	14.87	15.04	14.87	14.35	13.49	12.31	10.84	9.09	7.10	4.88	2.50	0.00
G6	STRUCTURAL STEEL DEFLECTION	0.00	0.72	1.41	2.06	2.64	3.15	3.59	3.94	4.19	4.35	4.40	4.35	4.19	3.94	3.59	3.15	2.64	2.06	1.41	0.72	0.00
	ADDITIONAL DEAD LOAD DEFLECTION (D)	0.00	0.45	0.88	1.29	1.66	1.98	2.26	2.48	2.64	2.74	2.77	2.74	2.64	2.48	2.26	1.98	1.66	1.29	0.88	0.45	0.00
	COMPOSITE DEAD LOAD DEFLECTION (E)	0.00	1.01	1.98	2.89	3.70	4.43	5.04	5.53	5.89	6.10	6.18	6.10	5.89	5.53	5.04	4.43	3.70	2.89	1.98	1.01	0.00
	TOTAL DEAD LOAD CAMBER	0.00	2.17	4.27	6.23	8.00	9.56	10.89	11.95	12.72	13.19	13.34	13.19	12.72	11.95	10.89	9.56	8.00	6.23	4.27	2.17	0.00
	EXTRA CAMBER	0.00	0.32	0.61	0.87	1.09	1.28	1.43	1.55	1.63	1.68	1.70	1.68	1.63	1.55	1.43	1.28	1.09	0.87	0.61	0.32	0.00
	TOTAL CAMBER	0.00	2.50	4.88	7.10	9.09	10.84	12.31	13.49	14.35	14.87	15.04	14.87	14.35	13.49	12.31	10.84	9.09	7.10	4.88	2.50	0.00
G7	STRUCTURAL STEEL DEFLECTION	0.00	0.70	1.37	2.00	2.57	3.06	3.49	3.82	4.07	4.22	4.27	4.22	4.07	3.82	3.49	3.06	2.57	2.00	1.37	0.70	0.00
	ADDITIONAL DEAD LOAD DEFLECTION (D)	0.00	0.46	0.91	1.33	1.71	2.04	2.32	2.55	2.71	2.82	2.85	2.82	2.71	2.55	2.32	2.04	1.71	1.33	0.91	0.46	0.00
	COMPOSITE DEAD LOAD DEFLECTION (E)	0.00	0.92	1.81	2.64	3.38	4.04	4.60	5.05	5.38	5.58	5.64	5.58	5.38	5.05	4.60	4.04	3.38	2.64	1.81	0.92	0.00
	TOTAL DEAD LOAD CAMBER	0.00	2.08	4.09	5.96	7.65	9.15	10.41	11.43	12.16	12.61	12.76	12.61	12.16	11.43	10.41	9.15	7.65	5.96	4.09	2.08	0.00
	EXTRA CAMBER	0.00	0.32	0.61	0.87	1.09	1.28	1.43	1.55	1.63	1.68	1.70	1.68	1.63	1.55	1.43	1.28	1.09	0.87	0.61	0.32	0.00
	TOTAL CAMBER	0.00	2.40	4.70	6.83	8.74	10.42	11.84	12.97	13.80	14.30	14.46	14.30	13.80	12.97	11.84	10.42	8.74	6.83	4.70	2.40	0.00

CAMBER DATA NOTES:

1. THE TABULATED DEFLECTIONS ARE GIVEN AND ARE MEASURED AT 20TH POINTS ALONG THE GIRDER SPAN FROM ℄ BEARING TO ℄ BEARING.
2. STRUCTURAL STEEL DEFLECTION INCLUDES NONCOMPOSITE DEFLECTIONS DUE TO THE GIRDER SELF-WEIGHT, A 5% DETAIL FACTOR, AND CROSS FRAMES.
3. ADDITIONAL DEAD LOAD DEFLECTION INCLUDES NONCOMPOSITE DEFLECTIONS DUE TO THE DECK SLAB POUR AND HAUNCHES.
4. COMPOSITE DEAD LOAD DEFLECTION INCLUDES COMPOSITE DEFLECTIONS DUE TO UTILITIES, BRIDGE RAILS, THE SIDEWALK, THE CLOSURE POUR, THE WEARING SURFACE, AND THE INSTALLATION AND REMOVAL OF TEMPORARY TRAFFIC CONTROL LOADS.



HAUNCH REINFORCEMENT DETAIL - GREATER THAN 4"
SCALE: 1½" = 1'-0"



HAUNCH DETAIL - LESS THAN 4"
SCALE: 1½" = 1'-0"

HAUNCH NOTES:

1. PRIOR TO PLACING SLAB FORMS, THE CONTRACTOR SHALL TAKE ELEVATIONS ALONG THE TOP OF THE BEAMS AT POINTS SHOWN IN THE TABLE.
2. THE HAUNCH THICKNESS SHALL BE DETERMINED AS FOLLOWS:

FINISHED SLAB ELEVATION	= REFERENCE SHEET S-29
SLAB THICKNESS	= 8-1/2"
TOP OF BEAM ELEVATION	= C (FIELD MEASURE)
ADDITIONAL DEAD LOAD DEFLECTION	= D
COMPOSITE DEAD LOAD DEFLECTION	= E
HAUNCH THICKNESS	= (A - B) + D + E - C

3. THE MINIMUM HAUNCH THICKNESS SHALL BE 1". IF IT IS DETERMINED THAT THE MINIMUM HAUNCH CANNOT BE MAINTAINED, THEN THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY.
4. ADDITIONAL HAUNCH REINFORCEMENT IS REQUIRED FOR HAUNCHES THAT EXCEEDS 4". SEE DETAIL TO LEFT.

REV. | DATE | REVISION DESCRIPTION

DESIGNER/DRAFTER: EAP/SLM CHECKED BY: CLG

SIGNATURE/ BLOCK:

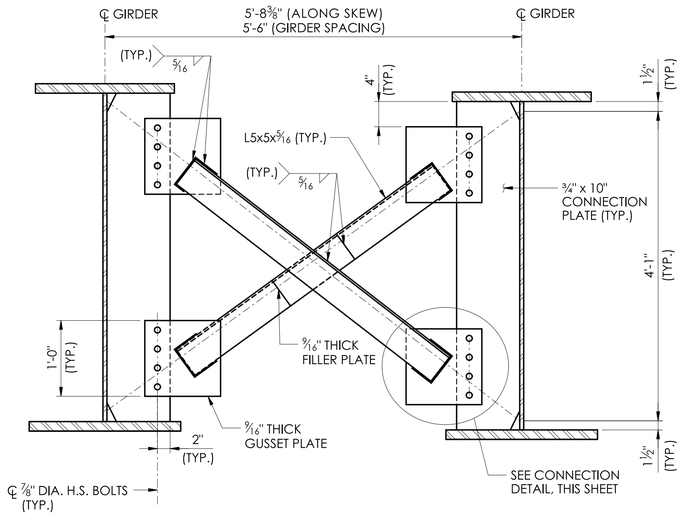
McFarland Johnson
275 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: STRUCTURAL STEEL DETAILS (1 OF 3)

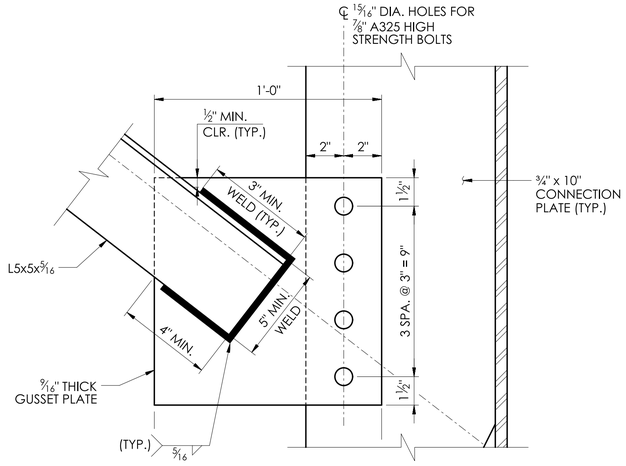
DRAWING NO. S-25
SHEET NO. 04.25

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Steel_Detls.dgn
PLOTTED DATE: 11/21/2025



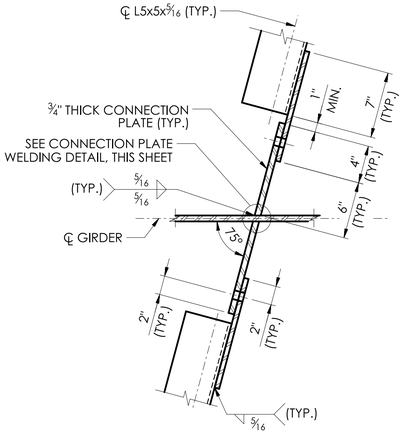
INTERMEDIATE CROSS FRAME - CF

SCALE 1"=1'-0"



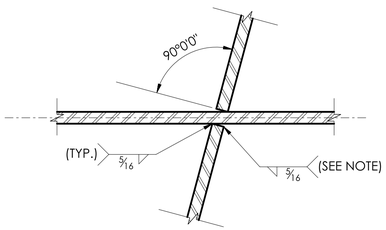
CONNECTION DETAIL

SCALE: 3" = 1'-0"



CROSS MEMBER CONNECTION PLATE DETAIL

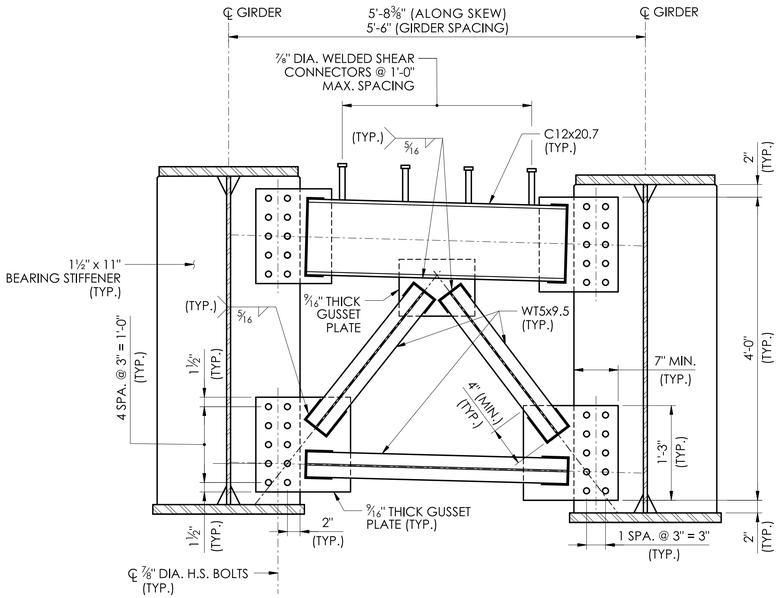
SCALE: 1½" = 1'-0"



NOTE: WELD SIZE MUST BE INCREASED BY GAP OF CONNECTION ℄ TO WEB.

CONNECTION PLATE WELDING DETAIL

SCALE: 3" = 1'-0"



END DIAPHRAGM - D1

SCALE 1"=1'-0"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: CHECKED BY:

SIGNATURE/ BLOCK:

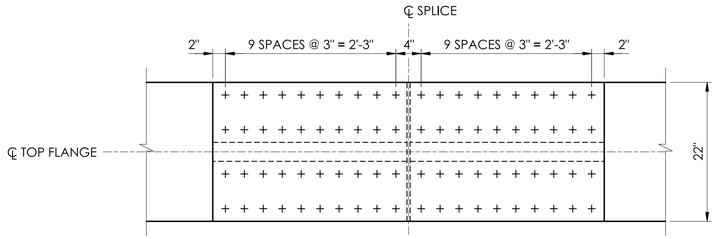
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY
CONNECTICUT

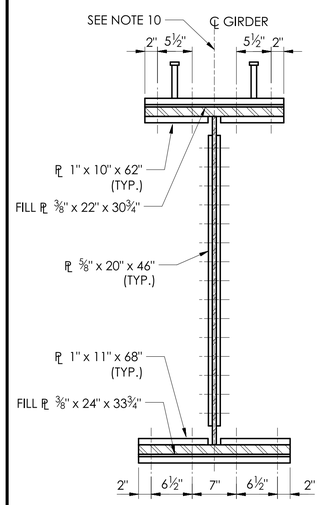
PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: STRUCTURAL STEEL DETAILS (2 OF 3)

DRAWING NO. S-26
SHEET NO. 04.26

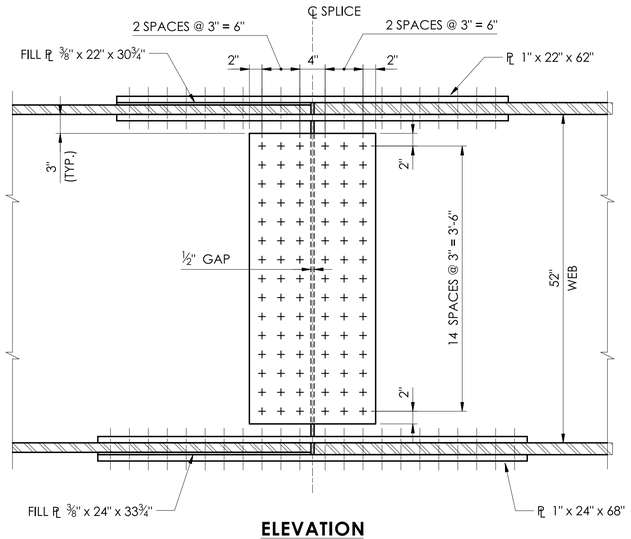
LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Steel_Detls.dgn
PLOTTED DATE: 11/21/2025



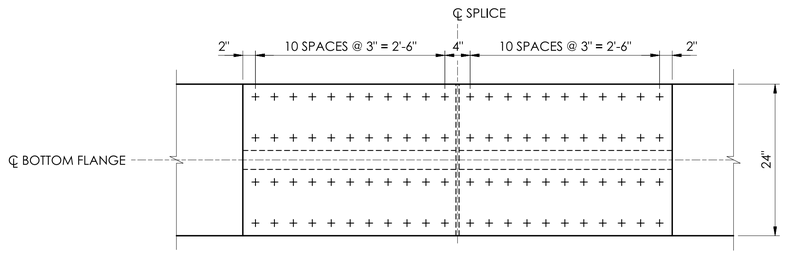
TOP FLANGE



SECTION



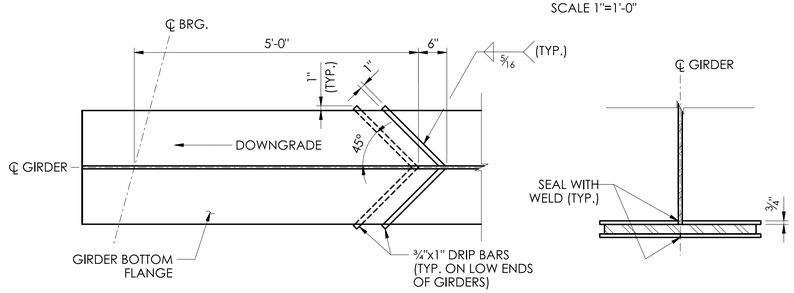
ELEVATION



BOTTOM FLANGE

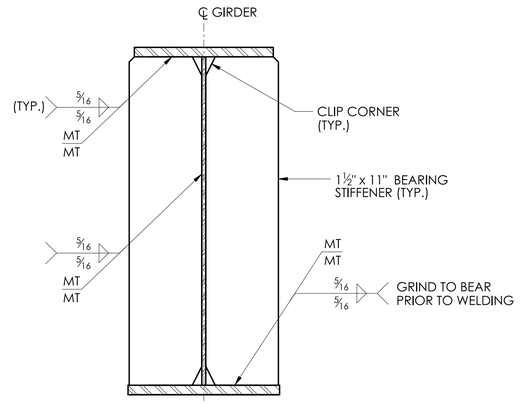
SPLICE DETAIL

SCALE 1"=1'-0"



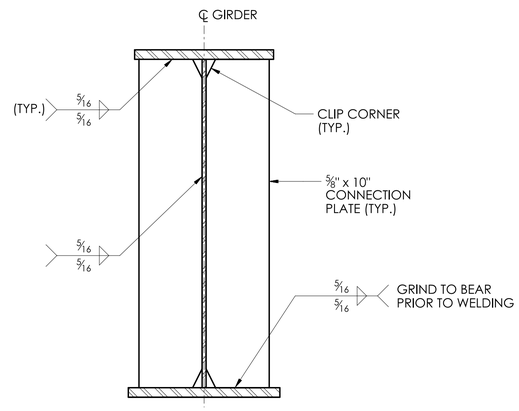
DRIP BAR DETAIL

SCALE: ¾" = 1'-0"



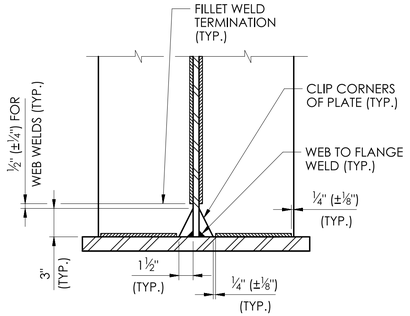
BEARING STIFFENER DETAIL

SCALE 1"=1'-0"



CONNECTION PLATE DETAIL

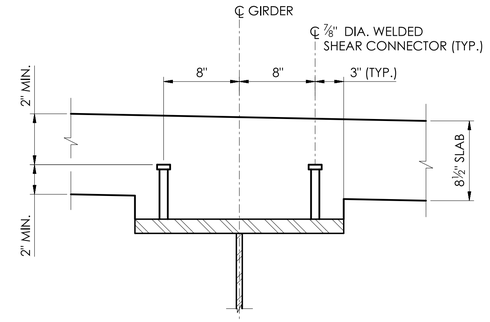
SCALE 1"=1'-0"



CLIP AND WELD TERMINATION DETAIL

SCALE: 1½" = 1'-0"

NOTE:
DETAILS ARE SHOWN FOR BOTTOM FLANGE, TOP FLANGE IS SIMILAR



WELDED SHEAR CONNECTOR DETAIL

SCALE: 1½" = 1'-0"

SHEAR CONNECTOR NOTES

1. SHEAR CONNECTOR DIAMETER SHALL BE 7/8".
2. THE CONTRACTOR SHALL DETERMINE THE SHEAR CONNECTOR LENGTH AFTER THE GIRDERS HAVE BEEN SURVEYED AND HAUNCH DEPTHS HAVE BEEN CALCULATED.
3. THE MAXIMUM UNSTACKED SHEAR CONNECTOR LENGTH SHALL BE 8".
4. THE MINIMUM SHEAR CONNECTOR LENGTH SHALL BE 4".

BOLTED CONNECTION NOTES

1. FOR LOCATION OF FIELD SPLICE, SEE GIRDER ELEVATION, SHEET NO. S-24.
2. ALL BOLTS SHALL BE 7/8" DIA. AND CONFORM TO ASTM F3125 GRADE A325, TYPE 1 AND BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM F2329 OR MECHANICALLY GALVANIZED IN ACCORDANCE WITH ASTM B695, CLASS 55. NUTS SHALL CONFORM TO ASTM A563 GRADE DH. WASHERS SHALL CONFORM TO "ASTM F3125" 6.4.3.1.3. THESE COMPONENTS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM F2329 OR MECHANICALLY GALVANIZED IN ACCORDANCE WITH ASTM B695, CLASS 55.
3. ALL BOLT HOLES FOR GIRDER SPLICES, SHALL BE DRILLED TO A FINISHED DIAMETER OF 15/16".
4. BOLTS, NUTS AND WASHERS, FOR THE FASCIA GIRDER SPLICES, SHALL BE COATED AFTER INSTALLATION TO MATCH THE FINISH COLOR OF THE SURROUNDING METALIZED ELEMENTS. PROPER SURFACE PREPARATION OF THE FASTENER IS REQUIRED FOR ADHESION OF THE TOP COAT IN ACCORDANCE WITH PAINT MANUFACTURER'S WRITTEN INSTRUCTIONS.
5. ALL BOLTED CONNECTIONS SHALL BE "SLIP CRITICAL" CONNECTIONS WITH CLASS 'B' SURFACE CONDITIONS. FAYING SURFACES FOR BOLTED CONNECTIONS OF METALLIZED COMPONENTS SHALL BE METALLIZED, BUT NOT SHOP SEALED OR TOPCOATED. SEALER AND TOPCOAT MAY NOT BE SHOP APPLIED WITHIN 1" OF ANY BOLT HOLE AND WITHIN THE BOLT PATTERN.
6. ALL FASTENERS SHALL HAVE ONE HEAVY HEX NUT AND ONE HARDENED WASHER UNDER THE TURNED ELEMENT.
7. ALL BOLT HOLES FOR CROSS FRAMES SHALL BE DRILLED. THE FINISHED HOLE DIAMETER SHALL BE 15/16" (STANDARD).
8. ALL SPLICE AND FILLER PLATES SHALL BE FREE FROM BURRS, NICKS AND GOUGES.
9. BOLT HEADS SHALL FACE DOWNWARD ON BOTTOM FLANGE SPLICES AND SHALL FACE OUTWARD ON FASCIA GIRDER WEB SPLICES. BOLT HEADS SHALL FACE UPWARD ON TOP FLANGES.
10. PLACE SHEAR CONNECTORS IN A ROW ON THE OUTER SPLICE PLATE AS SHOWN. SPACING TO EQUAL SPECIFIED SPACING ON SHEET S-24.

DRIP BAR NOTES

1. DRIP BAR ON TOP OF BOTTOM FLANGE SHALL BE SEALED AGAINST FLANGE, WEB AND FILLET WELD WITH SILICONE JOINT SEALANT AND SHALL BE PAID FOR UNDER ITEM "STRUCTURAL STEEL".

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: CHECKED BY:

SIGNATURE/ BLOCK:

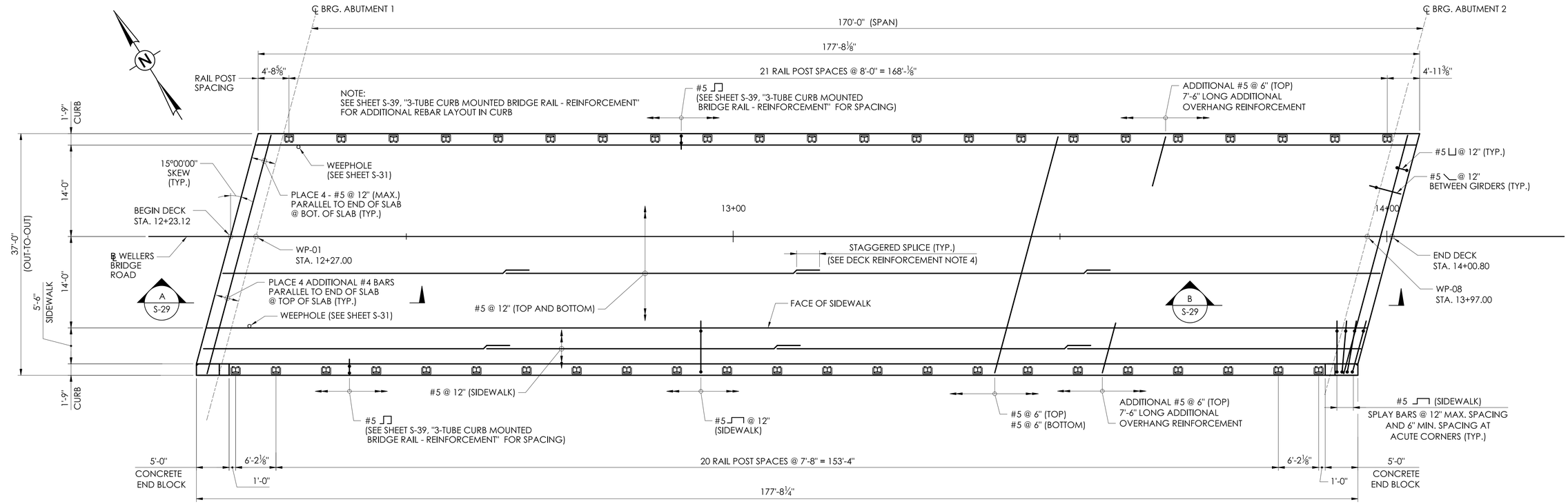
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: STRUCTURAL STEEL DETAILS (3 OF 3)

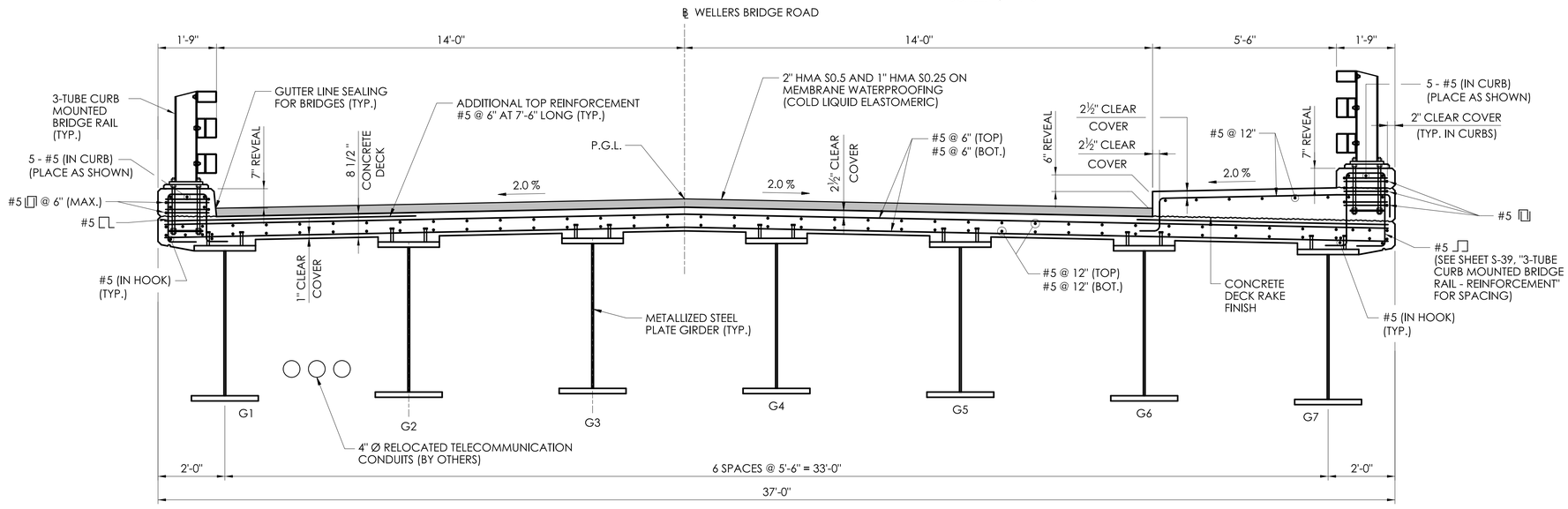
DRAWING NO. S-27
SHEET NO. 04.27

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Steel_Detls.dgn
PLOTTED DATE: 11/21/2025



DECK PLAN

SCALE: ⅛" = 1'-0"



TYPICAL DECK REINFORCEMENT SECTION

SCALE: ½" = 1'-0"

NOTE: TIE DOWN BARS, CROSSFRAMES, AND UTILITIES NOT SHOWN FOR CLARITY

DECK PLAN NOTES

1. CONCRETE FOR THE DECK SHALL BE PLACED IN A UNIFORM MANNER ACROSS THE WIDTH OF THE DECK. NO HEAVY CONCENTRATION OF PLASTIC CONCRETE WILL BE ALLOWED.
2. NO TEMPORARY INTERMEDIATE SUPPORTS SHALL BE USED DURING THE PLACING/SETTING OF THE CONCRETE DECK. CONSTRUCTION LOADS AND DEAD LOADS WILL BE PERMITTED WHEN DIRECTED BY THE ENGINEER BUT ONLY WHEN CONCRETE HAS ATTAINED A MINIMUM STRENGTH OF f'c = 3000 PSI. VEHICULAR LIVE LOADS ARE PERMITTED ON THE STRUCTURE AFTER CONCRETE HAS ACHIEVED A STRENGTH OF f'c = 4000 PSI.
3. FOR FINISHED GRADE ELEVATIONS AT DECK END POINTS, SEE "DECK END FINISHED GRADE ELEVATION TABLE" ON SHEET S-29.

DECK REINFORCEMENT NOTES

1. FOR SPACING AND LAYOUT OF BARS IN CURB, SEE "3-TUBE CURB MOUNTED BRIDGE RAIL - REINFORCEMENT", SHEET S-39.
2. AT AREAS WHERE EXACT REBAR SPACING SHOWN IN PLANS CANNOT BE ACHIEVED, REINFORCEMENT SHALL BE PLACED EVENLY AND SHALL NOT EXCEED MAXIMUM REBAR SPACING SHOWN ON THE PLANS.
3. SPLICES SHALL BE STAGGERED AND ALTERNATED SO NO MORE THAN ⅓ OF SPLICES OCCUR AT ANY SPECIFIC LOCATION.
4. THE SPLICE LENGTHS FOR THE REINFORCEMENT IN THE DECK, SIDEWALK AND CURBS SHALL BE AS FOLLOWS UNLESS DIMENSIONED OTHERWISE:

BAR SIZE	SPLICE LENGTH
#4	2'-0"
#5	2'-6"
#6	2'-10"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: RHB/EBM CHECKED BY: DMK

SIGNATURE/ BLOCK:

McFarland Johnson
275 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

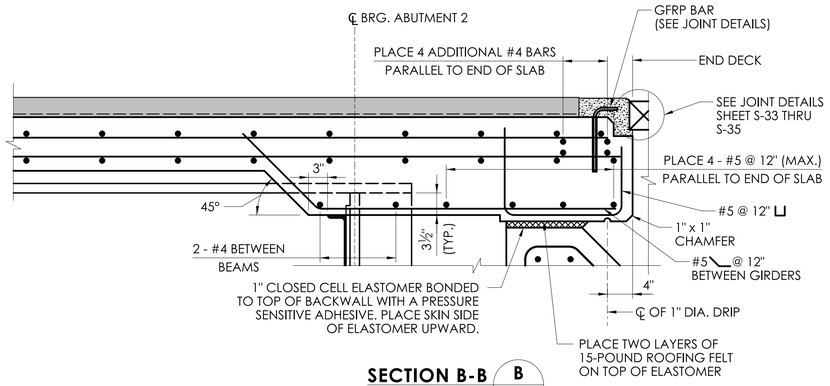
PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: DECK PLAN

DRAWING NO. S-28
SHEET NO. 04.28

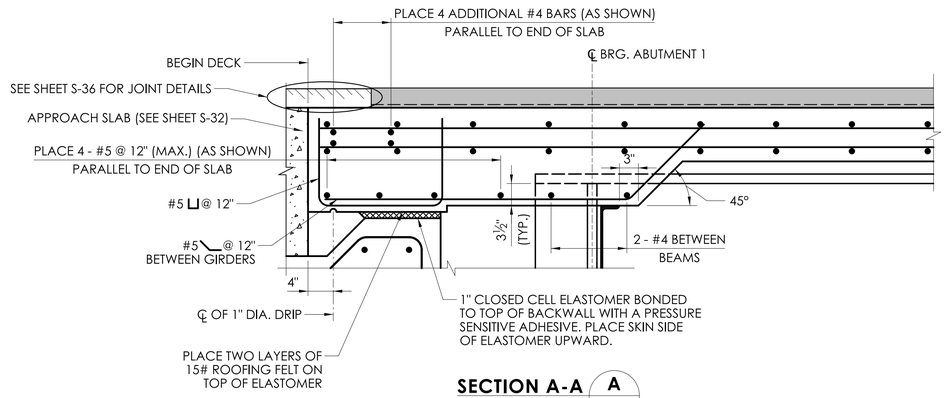
LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Deck_Plan_Details.dgn
PLOTTED DATE: 11/21/2025

TOP OF CONCRETE DECK ELEVATIONS ALONG CENTERLINE OF GIRDER																					
GIRDER MARK	CL BRG. ABUT. 1	0.05 L	0.10 L	0.15 L	0.20 L	0.25 L	0.30 L	0.35 L	0.40 L	0.45 L	0.50 L	0.55 L	0.60 L	0.65 L	0.70 L	0.75 L	0.80 L	0.85 L	0.90 L	0.95 L	CL BRG. ABUT. 2
G1	300.93	301.05	301.18	301.31	301.44	301.57	301.69	301.82	301.95	302.08	302.20	302.33	302.46	302.59	302.71	302.84	302.97	303.10	303.23	303.35	303.48
G2	301.02	301.14	301.27	301.40	301.53	301.65	301.78	301.91	302.04	302.16	302.29	302.42	302.55	302.67	302.80	302.93	303.06	303.19	303.31	303.44	303.57
G3	301.10	301.23	301.36	301.49	301.61	301.74	301.87	302.00	302.12	302.25	302.38	302.51	302.64	302.76	302.89	303.02	303.15	303.27	303.40	303.53	303.66
G4	301.08	301.21	301.34	301.46	301.59	301.72	301.85	301.97	302.10	302.23	302.36	302.49	302.61	302.74	302.87	303.00	303.12	303.25	303.38	303.51	303.63
G5	300.95	301.08	301.20	301.33	301.46	301.59	301.71	301.84	301.97	302.10	302.23	302.35	302.48	302.61	302.74	302.86	302.99	303.12	303.25	303.37	303.50
G6	300.82	300.94	301.07	301.20	301.33	301.45	301.58	301.71	301.84	301.97	302.09	302.22	302.35	302.48	302.60	302.73	302.86	302.99	303.11	303.24	303.37
G7	300.68	300.81	300.94	301.07	301.20	301.32	301.45	301.58	301.71	301.83	301.96	302.09	302.22	302.34	302.47	302.60	302.73	302.86	302.98	303.11	303.24

DECK END FINISHED GRADE ELEVATION TABLE		
DECK END LOCATION		ELEVATION
ABUTMENT 1	LEFT GUTTER	301.13
	PROFILE GRADE LINE	301.35
	RIGHT GUTTER	301.01
ABUTMENT 2	LEFT GUTTER	303.79
	PROFILE GRADE LINE	304.02
	RIGHT GUTTER	303.68

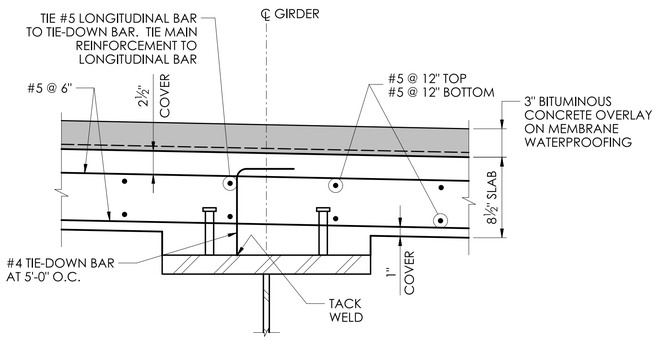


SECTION B-B (B / S-28)
SCALE: 1" = 1'-0"



SECTION A-A (A / S-28)
SCALE: 1" = 1'-0"

DECK END SECTIONS



TIE-DOWN FOR SLAB REINFORCEMENT

SCALE: 1½" = 1'-0"

TIE-DOWN NOTES:

1. TIE-DOWN BARS DO NOT EXCLUDE THE USE OF CHAIRS FOR SUPPORTING THE REINFORCING MAT.
2. THE COST OF FURNISHING AND PLACING TIE-DOWN BARS SHALL BE INCLUDED IN THE CONTRACT ITEM "DEFORMED STEEL BARS - GALVANIZED".
3. TIE-DOWN BARS AND LONGITUDINAL BARS SHALL CLEAR SHEAR CONNECTORS.

NOTES:

1. THE COST FOR FURNISHING AND PLACING 15# ROOFING FELT SHALL BE INCLUDED IN THE ITEM "1" CLOSED CELL ELASTOMER".

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: RHB/EBM CHECKED BY: DMK

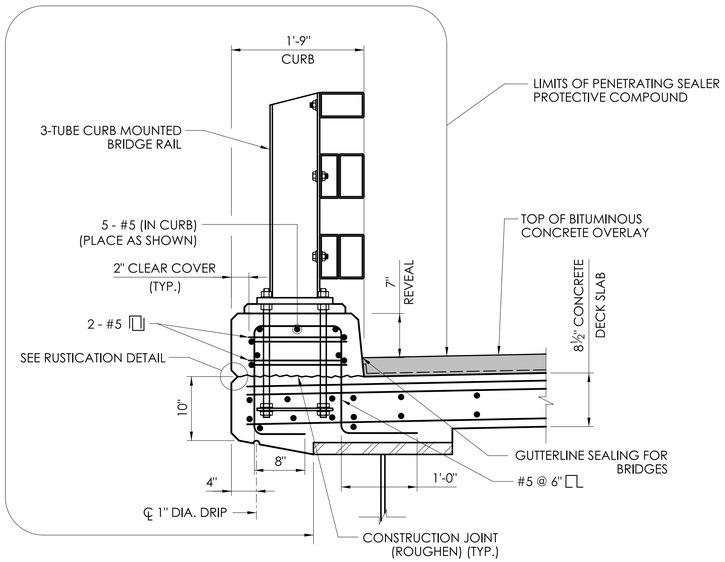
SIGNATURE/BLOCK: McFarland Johnson, 273 Corporate Drive, Suite 200, Portsmouth, NH 03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: DECK DETAILS (1 OF 2)

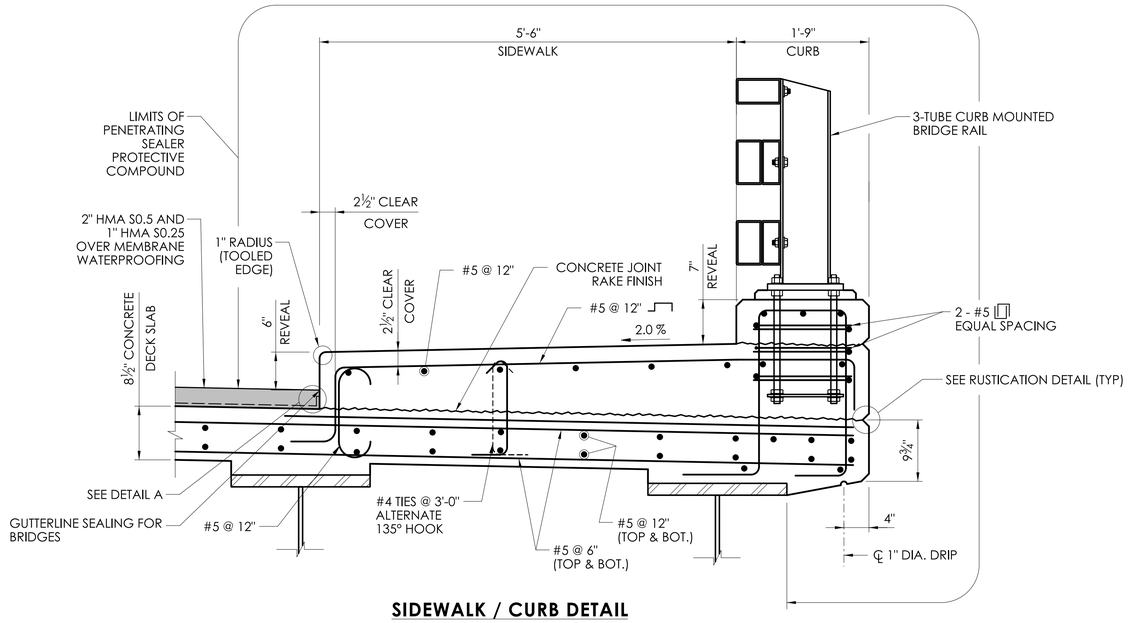
DRAWING NO. S-29
SHEET NO. 04.29

LASTED SAVED BY: PSurprenant FILE NAME: M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Deck_Plan_Details.dgn
PLOTTED DATE: 11/21/2025



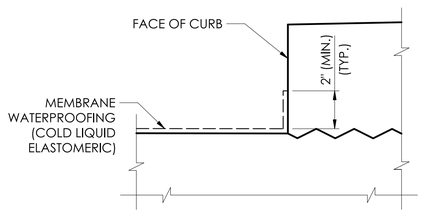
CURB DETAIL

SCALE: 1" = 1'-0"



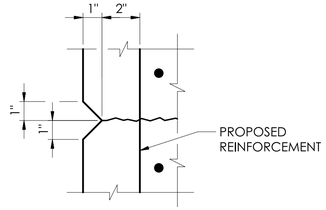
SIDEWALK / CURB DETAIL

SCALE: 1" = 1'-0"



DETAIL A - MEMBRANE DETAIL AT SIDEWALK

SCALE: 3" = 1'-0"



RUSTICATION DETAIL

SCALE: 3" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: RHB/EBM CHECKED BY: DMK

SIGNATURE/ BLOCK:

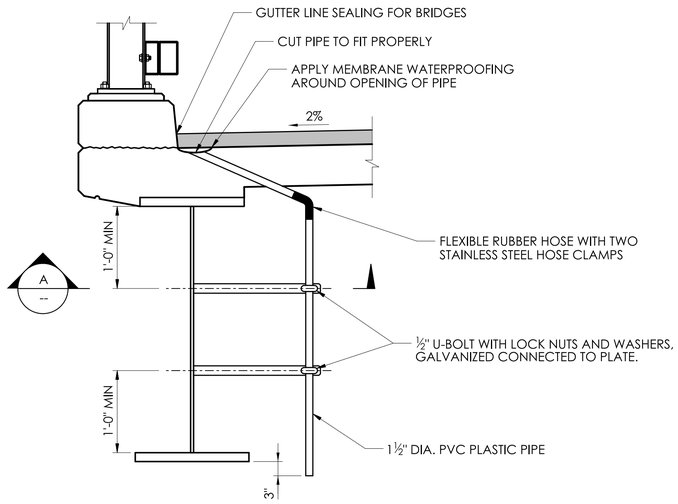
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: DECK DETAILS (2 OF 2)

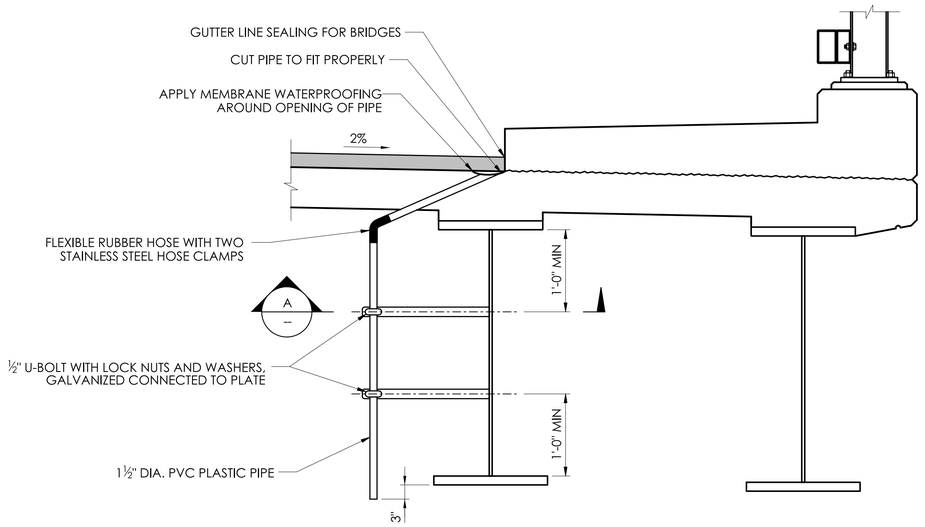
DRAWING NO. S-30
SHEET NO. 04.30

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Deck_Plan_Details.dgn
PLOTTED DATE: 11/21/2025



DECK WEEPHOLE DETAIL AT BRUSH CURB

SCALE: ¾" = 1'-0"

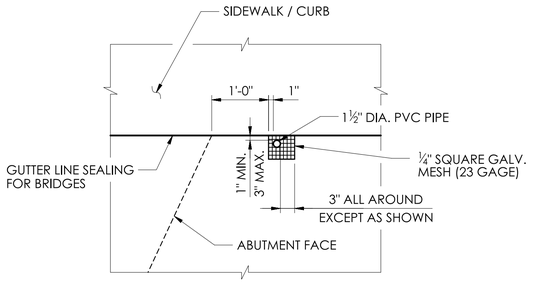


DECK WEEPHOLE DETAIL AT SIDEWALK

SCALE: ¾" = 1'-0"

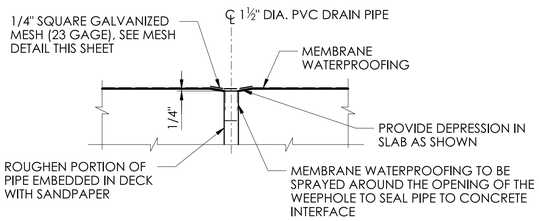
DECK WEEPHOLE NOTES

1. PAYMENT FOR THE PVC PIPE AND FLEXIBLE RUBBER HOSE SHALL BE INCLUDED UNDER ITEM "1½" POLYVINYL CHLORIDE PLASTIC PIPE".
2. PAYMENT FOR MISCELLANEOUS STEEL HARDWARE FOR ATTACHING 1½" DIA. WEEPHOLES SHALL BE INCLUDED UNDER ITEM "STRUCTURAL STEEL (SITE NO. 1)".
3. PAYMENT FOR GALVANIZED STEEL MESH SHALL BE INCLUDED UNDER ITEM "HMA S0.5".



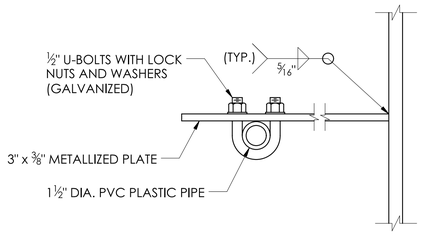
DECK WEEPHOLE AT ABUTMENT

SCALE: ¾" = 1'-0"



TYPICAL DRAIN DETAIL

NOT TO SCALE



SECTION A--

SCALE: 3" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: CHECKED BY:

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT — DEPARTMENT OF TRANSPORTATION — ENGINEER

McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

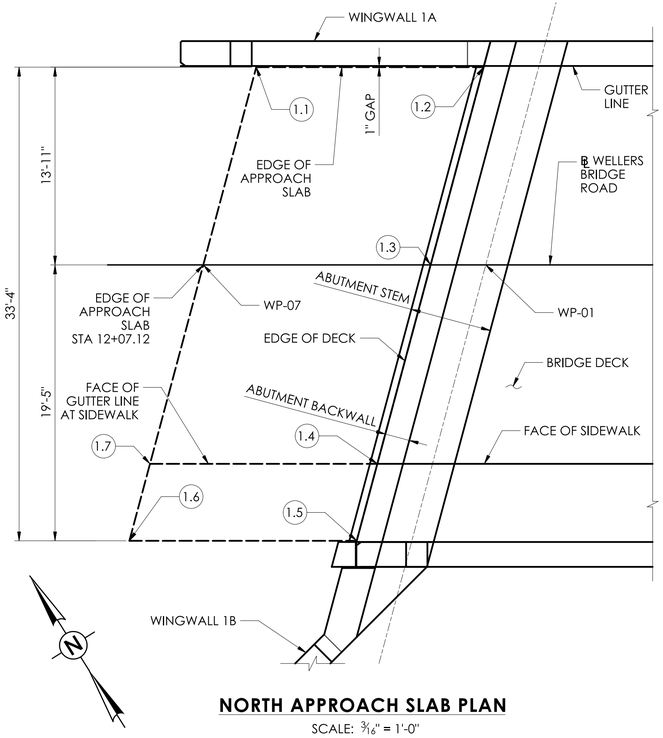
TOWN OF ROXBURY CONNECTICUT

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: MISCELLANEOUS DECK DETAILS

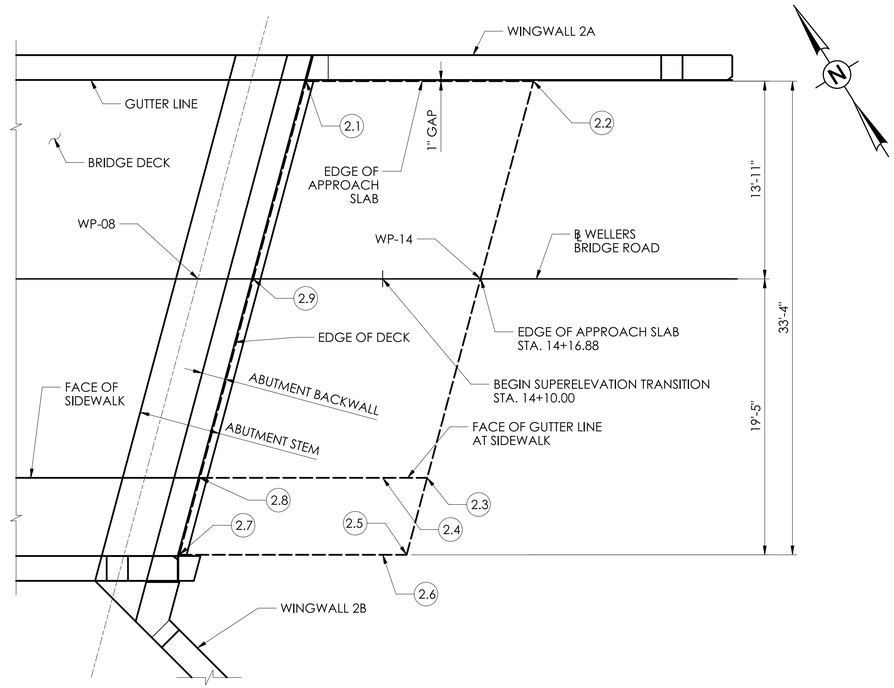
DRAWING NO. S-31
SHEET NO. 04.31

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Deck_Plan_Details.dgn
PLOTTED DATE: 11/21/2025



NORTH APPROACH SLAB PLAN

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



SOUTH APPROACH SLAB PLAN

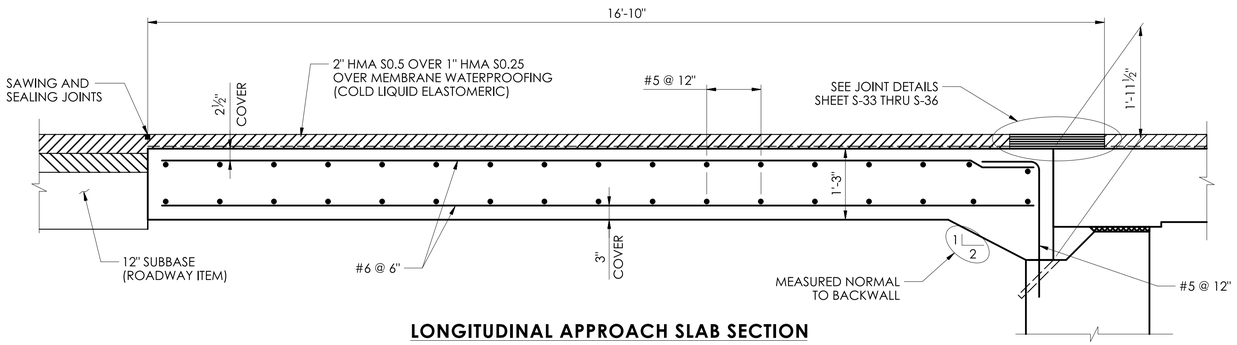
SCALE: 3/16" = 1'-0"

TOP OF APPROACH SLAB ELEVATION TABLE

LOCATION	WP #	ELEVATION
APPROACH SLAB 1	1.1	300.63
	1.2	300.87
	1.3	301.09
	1.4	300.75
	1.5	300.62
	1.6	300.38
	1.7	300.51
	WP-07	300.85
APPROACH SLAB 2	2.1	303.54
	2.2	303.78
	2.3	303.69
	2.4	303.62
	2.5	303.55
	2.6	303.51
	2.7	303.29
	2.8	303.42
	2.9	303.76
	WP-14	304.00

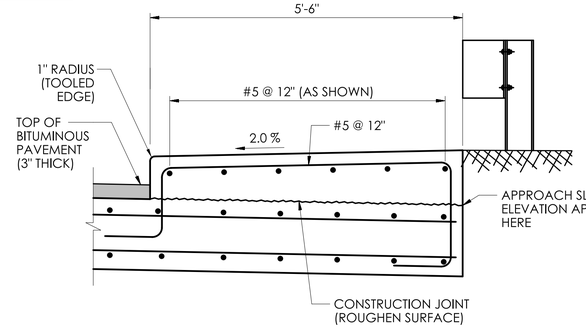
APPROACH SLAB FINISHED GRADE ELEVATION TABLE

LOCATION		WP #	ELEVATION
APPROACH SLAB 1	L GUTTER @ END	1.1	300.89
	L GUTTER @ ABUT.	1.2	301.13
	PGL @ ABUT.	1.3	301.35
	R GUTTER @ ABUT.	1.4	301.01
	R GUTTER @ END	1.7	300.77
	PGL @ END	WP-07	301.11
APPROACH SLAB 2	L GUTTER @ ABUT.	2.1	303.80
	L GUTTER @ END	2.2	304.04
	R GUTTER @ END	2.3	303.95
	R GUTTER @ ABUT.	2.8	303.68
	PGL @ ABUT.	2.9	304.02
	PGL @ END	WP-14	304.26



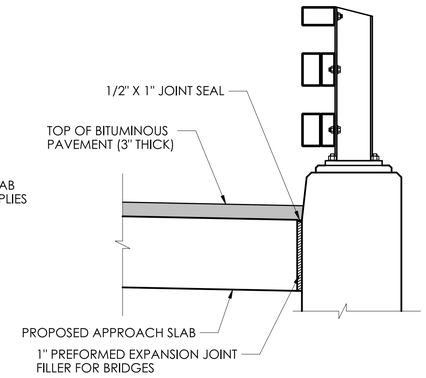
LONGITUDINAL APPROACH SLAB SECTION

SCALE: 3/4" = 1'-0"
ABUTMENT 1 SHOWN, ABUTMENT 2 SIMILAR



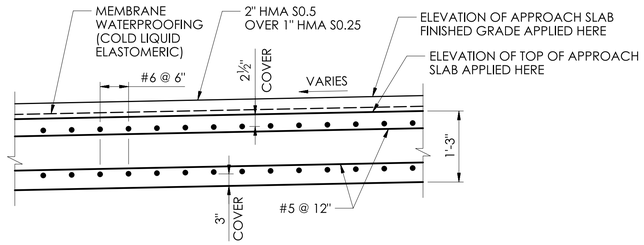
APPROACH SLAB AT SIDEWALK

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



APPROACH SLAB AT WINGWALL

NOTE: REINFORCEMENT NOT SHOWN FOR CLARITY
SCALE: 3/4" = 1'-0"



TRANSVERSE APPROACH SLAB SECTION

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

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: RHB/EBM CHECKED BY: DMK

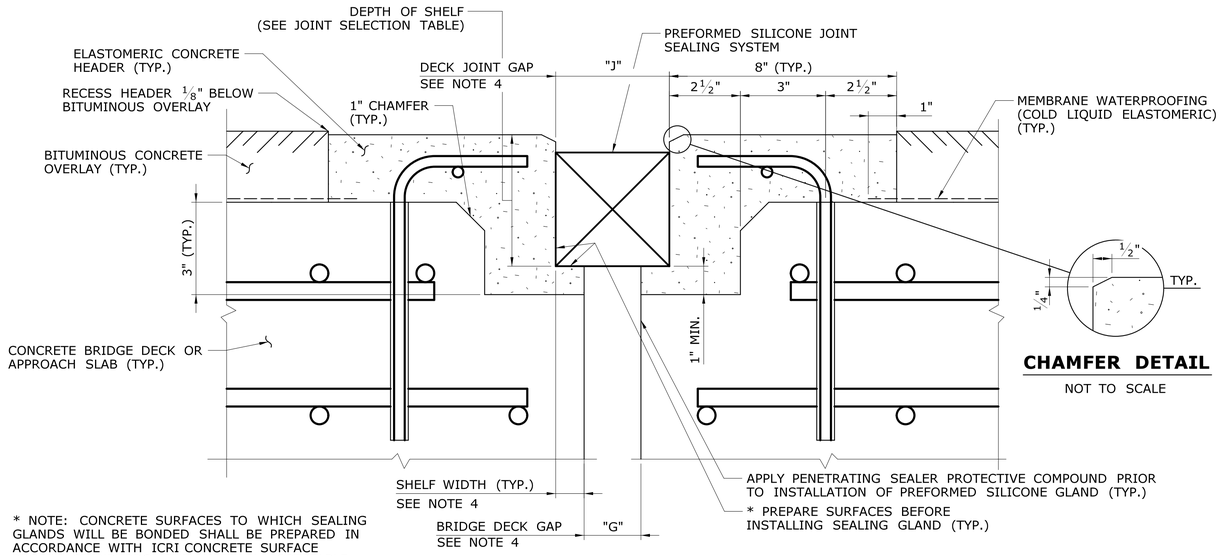
SIGNATURE/BLOCK: McFarland Johnson, 273 Corporate Drive, Suite 200, Portsmouth, NH 03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: APPROACH SLAB DETAILS

DRAWING NO. S-32
SHEET NO. 04.32

LASTED SAVED BY: eproulx **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Appr_Slab.dgn
PLOTTED DATE: 11/21/2025



CHAMFER DETAIL

NOT TO SCALE

* NOTE: CONCRETE SURFACES TO WHICH SEALING GLANDS WILL BE BONDED SHALL BE PREPARED IN ACCORDANCE WITH ICRI CONCRETE SURFACE PROFILE STANDARDS. THE MINIMUM ACCEPTABLE SURFACE PROFILE IS CSP2 (GRINDING), BUT CSP3 (LIGHT ABRASIVE BLAST) IS PREFERRED. THE GLAND SHALL NOT BE INSTALLED UNTIL THE SURFACE IS CLEAN, DRY AND ACCEPTED BY THE ENGINEER.

JOINT AND HEADER NOTES

1) THE ELASTOMERIC CONCRETE HEADER AND PREFORMED JOINT SEAL SHALL BE INSTALLED AFTER THE PAVEMENT HAS BEEN PLACED.

2) ELASTOMERIC CONCRETE HEADERS WILL BE PAID FOR UNDER THE ITEM "ELASTOMERIC CONCRETE HEADER". THE PREFORMED SILICONE JOINT SEAL GLAND WILL BE PAID FOR UNDER ITEM, "PREFORMED JOINT SEAL."

3) DRILLING AND GROUTING GFRP DOWELS AND FURNISHING AND INSTALLING TRANSVERSE GFRP BARS ARE INCLUDED IN THE UNIT PRICE FOR "ELASTOMERIC CONCRETE HEADER".

4) DIMENSIONS "J", "G" AND SHELF WIDTH ARE MEASURED PERPENDICULAR TO THE DECK END. SEE JOINT SELECTION TABLE FOR VALUES.

5) THE PREFORMED JOINT SEAL SHALL BE INSTALLED IN ACCORDANCE WITH THE PLANS, WITH THE MANUFACTURER'S WRITTEN INSTRUCTIONS AND AS DIRECTED BY THE ENGINEER.

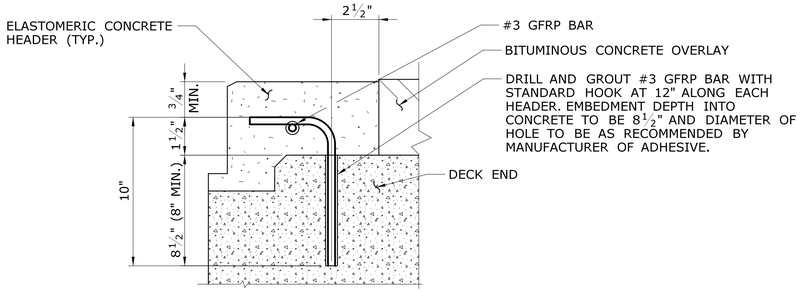
6) SURFACE PREPARATION IS CRITICAL FOR ADHESION OF ELASTOMERIC CONCRETE TO THE BRIDGE DECK AND FOR ADHESION OF THE PREFORMED GLAND WITHIN THE JOINT OPENING. THE CONTRACTOR SHALL NOT PROCEED WITH THE INSTALLATION OF THE HEADERS OR PREFORMED GLANDS WITHOUT AUTHORIZATION FROM THE ENGINEER.

7) THE CONTRACTOR MUST INSTALL ONE OF THE PREFORMED JOINT SEAL GLANDS SHOWN IN THE JOINT SELECTION TABLE. (SEE SHEET S-34)

8) THE THERMAL MOVEMENT RANGE USED FOR DESIGN OF THE PREFORMED JOINT SEAL IS 1.875 INCHES.

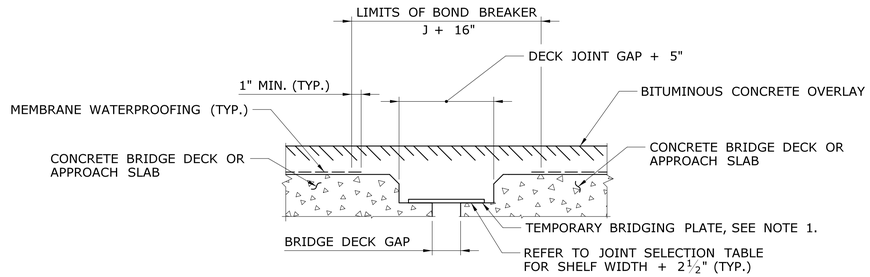
SECTION - ELASTOMERIC CONCRETE HEADERS AND PREFORMED JOINT SEAL

1
S-34



SECTION - HOOKED BAR EMBEDMENT AT HEADER

NOT TO SCALE



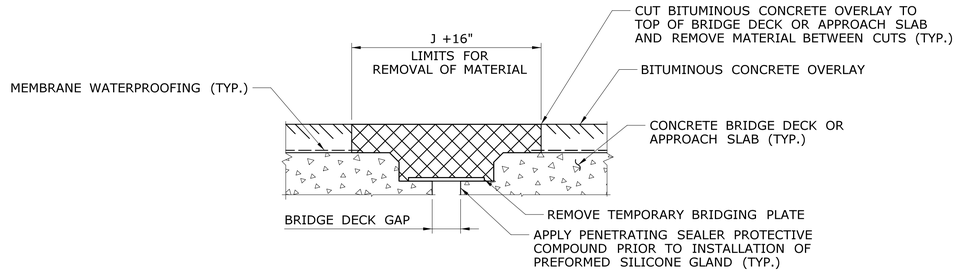
CONSTRUCT NEW BRIDGE DECK AND SHELF, AND APPLY OVERLAY

NOT TO SCALE

SEQUENCE NOTES:

1) A TEMPORARY BACKER ROD MAY BE USED IN LIEU OF A TEMPORARY BRIDGING PLATE IF THE BRIDGE DECK GAP WIDTH IS LESS THAN 3 INCHES.

2) FOR DETAIL OF COMPLETED HEADERS AND PREFORMED JOINT SEAL, SEE SECTION-1.



REMOVE OVERLAY FOR CONSTRUCTION OF HEADERS

NOT TO SCALE

PROPOSED SEQUENCE FOR DECK PREPARATION FOR INSTALLATION OF ELASTOMERIC CONCRETE HEADERS AND PREFORMED JOINT SEAL

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: CHECKED BY:

SIGNATURE/ BLOCK:

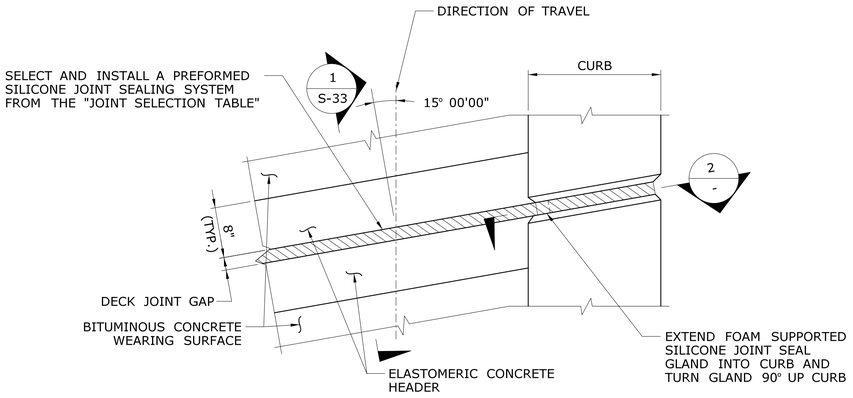
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY
CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: PREFORMED JOINT DETAILS (1 OF 3)

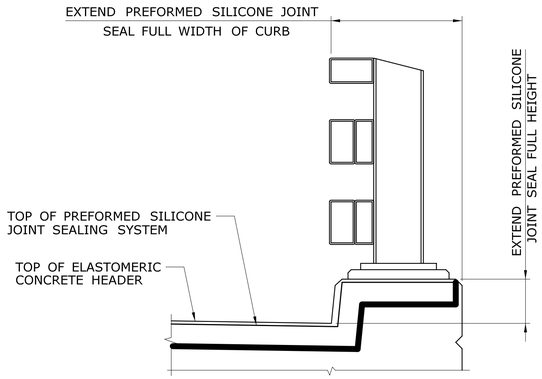
DRAWING NO. S-33
SHEET NO. 04.33

LASTED SAVED BY: eproulx **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Preformed Joint Details.dgn
PLOTTED DATE: 11/21/2025



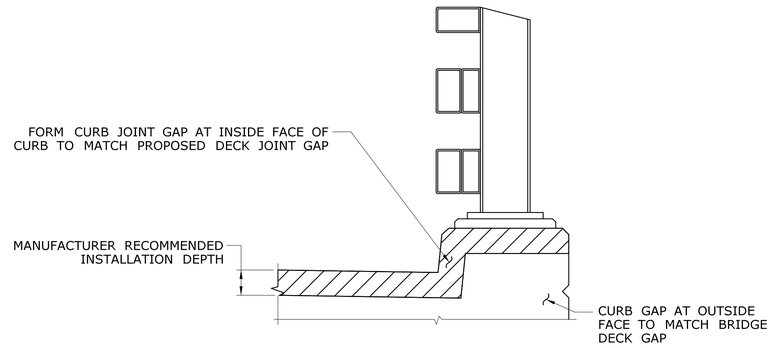
PLAN - EXPANSION JOINT AT BRUSH CURB

SCALE: 1" = 1'-0"



DECK AND CURB GLAND PLACEMENT

2A
-



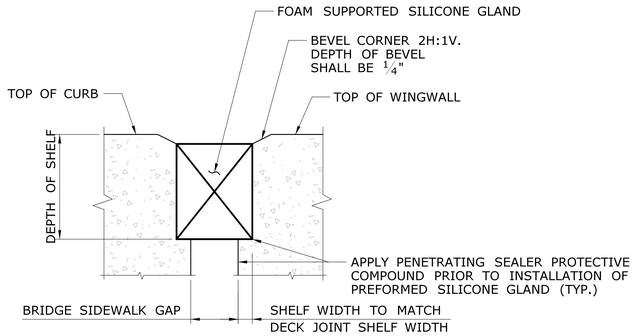
SHELF CONSTRUCTION IN DECK AND CURB JOINT

2B
-

SECTION THROUGH CURB

2
-

SCALE: 1" = 1'-0"



SECTION - CURB/WINGWALL EXPANSION JOINT

SCALE: 6" = 1'-0"

JOINT SELECTION TABLE

DESCRIPTION OF JOINT LOCATION:			ABUTMENT 2								
THERMAL MOVEMENT RANGE:			1.875 INCHES								
PRODUCT		NOMINAL MOVEMENT CAPACITY	MFR. RECOMMENDED MINIMUM DECK JOINT GAP J_min, AT 110° F. (INCHES)	WIDTH OF SHELF (INCHES)	MINIMUM BRIDGE DECK GAP AT 110° F. G (INCHES)	DECK JOINT GAP, "J" AT INSTALLATION (INCHES) 40° F.	50° F.	60° F.	70° F.	80° F.	DEPTH OF SHELF (INCHES)
DECK AND SIDEWALK EXPANSION JOINT											
SKEW: 15											
EMSEAL	BEJS-225	2.250"	0.245	0.500	1.245	2.302	2.151	2	1.849	1.698	3.125
WABO FS Bridge Seal	FS-225	2.250"	0.245	0.5	1.245	2.052	2.151	2	1.849	1.698	3.5

REV. | DATE | REVISION DESCRIPTION

DESIGNER/DRAFTER: CHECKED BY:

SIGNATURE/ BLOCK:

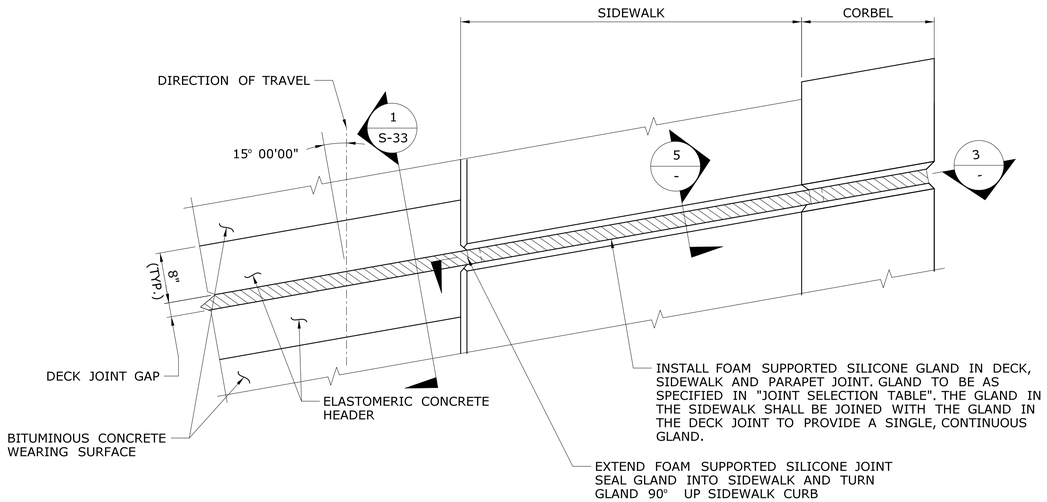
McFarland Johnson
273 Corporate Drive
Suite 205
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: PREFORMED JOINT DETAILS (2 OF 3)

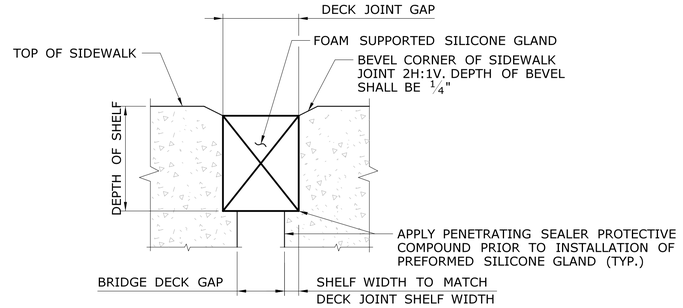
DRAWING NO. S-34
SHEET NO. 04.34

LASTED SAVED BY: eproulx **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Preformed Joint Details.dgn
PLOTTED DATE: 11/21/2025



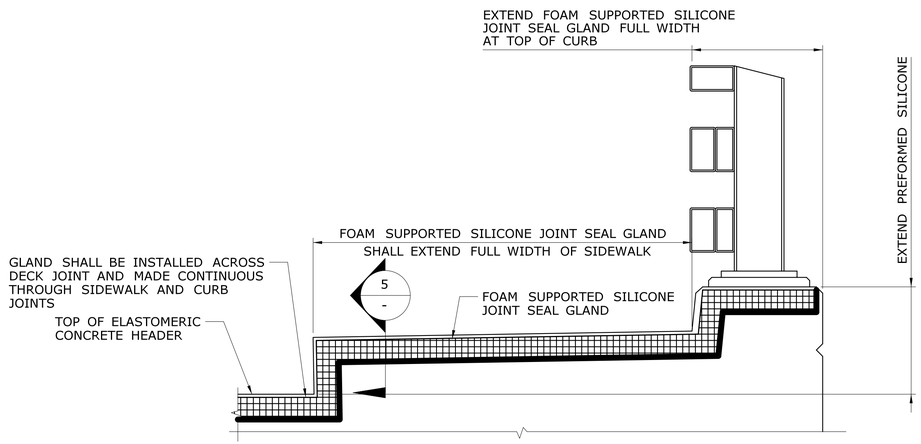
PLAN - EXPANSION JOINT AT SIDEWALK

SCALE: 1" = 1'-0"



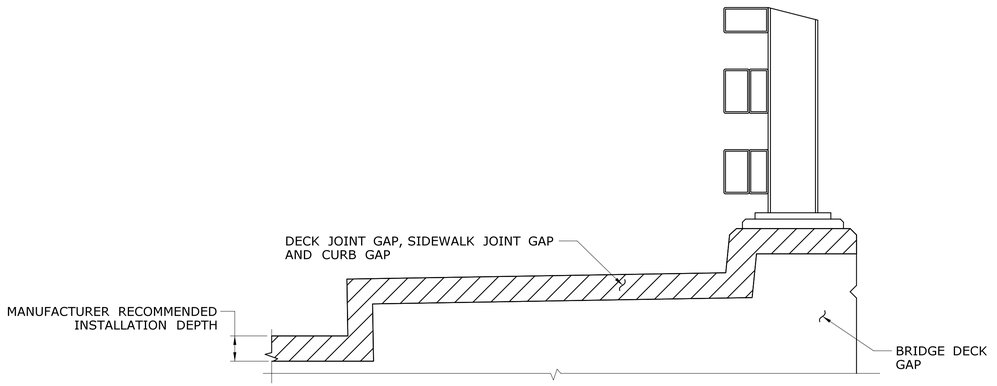
SECTION - SIDEWALK EXPANSION JOINT 5 / -

SCALE: 6" = 1'-0"



SECTION THROUGH CURB WITH SIDEWALK 3 / -

SCALE: 1" = 1'-0"



SECTION THROUGH CURB WITH SIDEWALK - GAP DIAGRAM 3 / -

SCALE: 1" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: CHECKED BY:

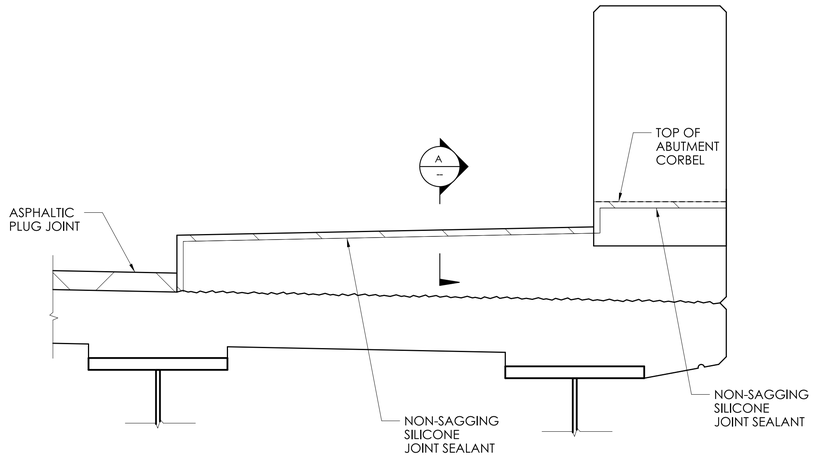
SIGNATURE/ BLOCK: McFarland Johnson, 273 Corporate Drive, Suite 200, Portsmouth, NH 03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: PREFORMED JOINT DETAILS (3 OF 3)

DRAWING NO. S-35
SHEET NO. 04.35

LASTED SAVED BY: eproulx **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Preformed Joint Details.dgn
PLOTTED DATE: 11/21/2025



SCHEMATIC OF ASPHALTIC PLUG JOINT AT SIDEWALK/ END BLOCK

SCALE: 1" = 1'-0"

BITUMINOUS CONCRETE PLACEMENT AT ASPHALTIC PLUG JOINTS (APJ)

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

2. TOP LIFT MUST BE UNIFORM THICKNESS; INTERMEDIATE LIFTS CAN BE PLACED AT $1\frac{1}{4}$" TO $2\frac{1}{2}$"COMPACTED.

3. REQUIREMENTS FOR PROPER COMPACTION:

   a. MINIMUM 265° F DELIVERY TEMPERATURE OF MATERIAL. PLACE AND SPREAD MATERIAL BEFORE IT COOLS TO 260° F. MATERIAL BELOW TEMPERATURE REQUIREMENT WILL BE REJECTED.

   b. COMPACT NON-SURFACE LIFTS WITH VIBRATORY PLATE COMPACTOR MEETING THE FOLLOWING REQUIREMENTS:

      i. DESIGNED TO COMPACT ASPHALT
      ii. EQUIPPED WITH A WATER TANK
      iii. CENTRIFUGAL FORCE 3200 LBS TO 6000 LBS
      iv. WEIGHS MINIMUM 160 LBS (WITHOUT WATER)
      v. MINIMUM 4400 VIBRATIONS PER MINUTE

   c. COMPACT TOP LIFT WITH 3 1/2 TO 4 1/2 TON DOUBLE DRUM ROLLER, DESIGNED TO COMPACT BITUMINOUS CONCRETE.

   d. PROVIDE NUMBER OF PASSES BASED ON LIFT THICKNESS AS FOLLOWS:

LIFT THICKNESS (INCHES)	NUMBER OF PASSES
1 1/4 TO 1 1/2	8
1 1 /2 TO 2	10
2 TO 2 1/2	12

   e. ADDITIONAL COMPACTING EQUIPMENT MAY BE REQUIRED TO COMPLETE LIFT COMPACTION BEFORE MATERIAL COOLS TO 180° F.

   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.

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" SPECIAL PROVISION.

3. NEW STEEL BRIDGING PLATES SHALL BE A MINIMUM OF $\frac{1}{4}$" THICK BY 8" WIDE. FOR JOINT OPENINGS WHICH EXCEED 3", A $\frac{3}{8}$" THICK BY 12" WIDE PLATE WILL BE REQUIRED.

4. INSTALLATION OF MEMBRANE WITHIN THE LIMITS SHOWN TO BE PAID UNDER THE ITEM, "MEMBRANE WATERPROOFING (COLD LIQUID ELASTOMERIC)".

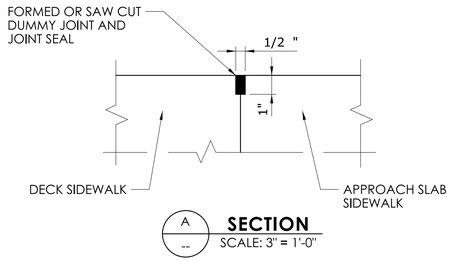
5. THE FURNISHING AND PLACING OF HMA S0.50 AND S0.25 SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEMS "HMA S0.50" AND "HMA S0.25".

6. SAW-CUTTING AND REMOVAL OF PAVEMENT FOR JOINT INSTALLATION TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".

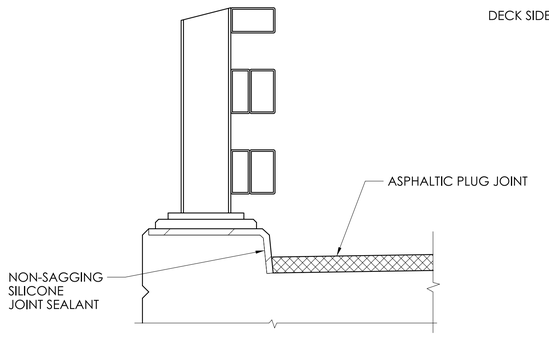
7. INSTALLATION OF FOAM SUPPORTED SILICONE GLAND TO BE PAID UNDER THE ITEM "PREFORMED JOINT SEAL".

8. ASPHALTIC PLUG EXPANSION JOINT SYSTEMS MAY BE INSTALLED ONLY WITHIN THE TEMPERATURE RANGE SPECIFIED IN THE SPECIAL PROVISION "ASPHALTIC PLUG EXPANSION JOINT SYSTEM". REFERENCE THE RANGE OF THERMAL MOVEMENT FOR THE SELECTED JOINT PRODUCT IN THE TABLE FOR "INSTALLATION RESTRICTIONS" IN THE SPECIAL PROVISION.

9. INSTALL CRACK SEAL AT THE CURB LINE ALONG THE LENGTH OF THE BRIDGE, BOTH SIDES. CRACK SEALING SHALL BE INCLUDED FOR PAYMENT UNDER ITEM "GUTTER LINE SEALING FOR BRIDGES".

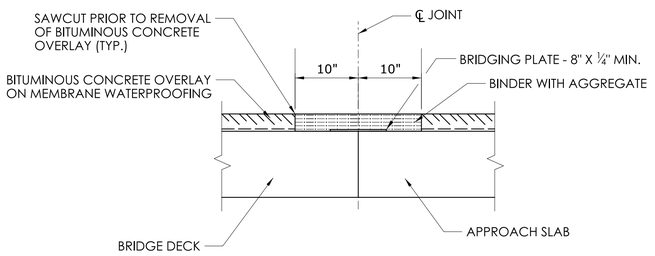


A
--
SECTION
SCALE: 3" = 1'-0"



SCHEMATIC OF ASPHALTIC PLUG JOINT AT CURB

SCALE: 1" = 1'-0"



TYPICAL SECTION ASPHALTIC PLUG JOINT

SCALE: 1" = 1'-0"

REV	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: CHECKED BY:

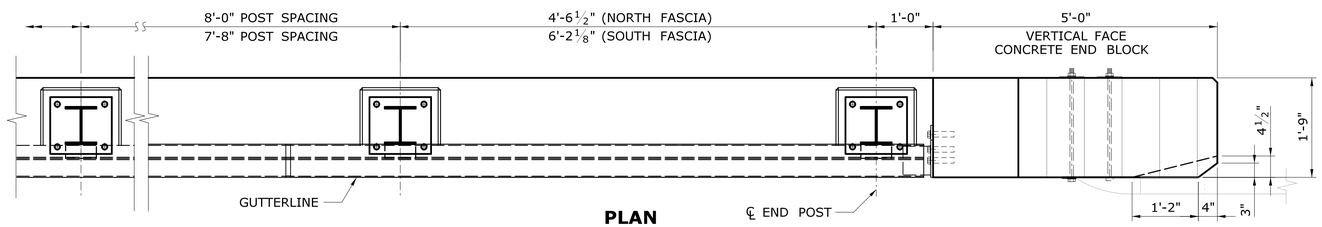
SIGNATURE/ BLOCK: McFarland Johnson, 273 Corporate Drive, Suite 200, Portsmouth, NH 03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: ASPHALTIC PLUG JOINT DETAILS

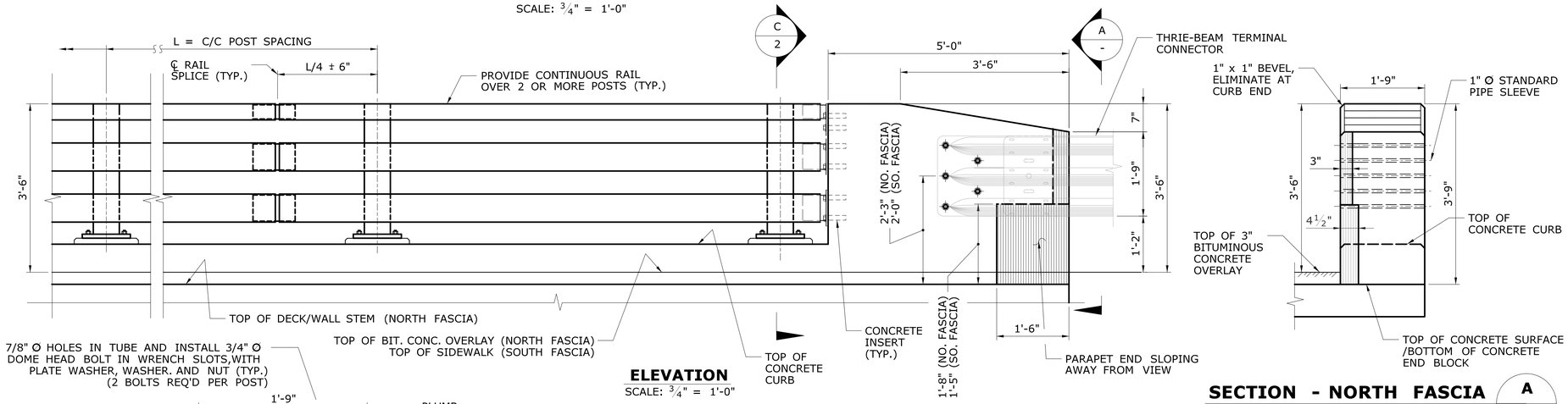
DRAWING NO. S-36
SHEET NO. 04.36

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Asphaltic Plug Joint.dgn
PLOTTED DATE: 11/21/2025



PLAN

SCALE: ¾" = 1'-0"

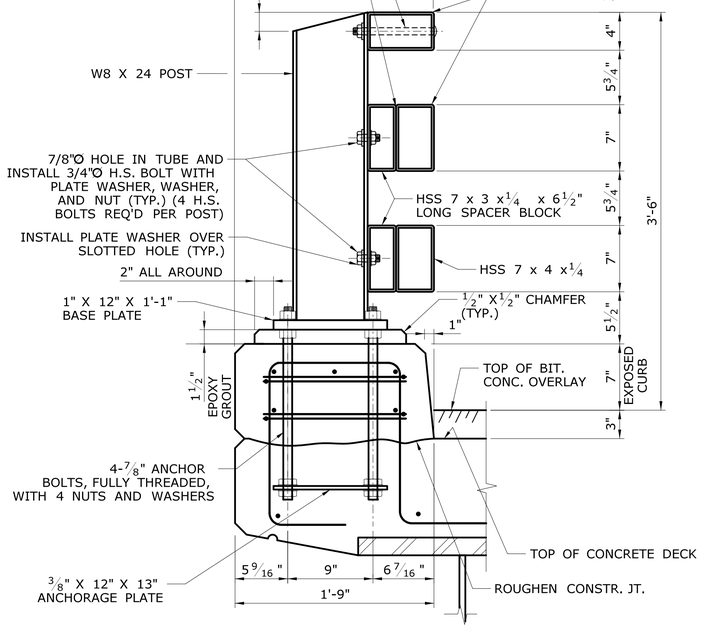


ELEVATION

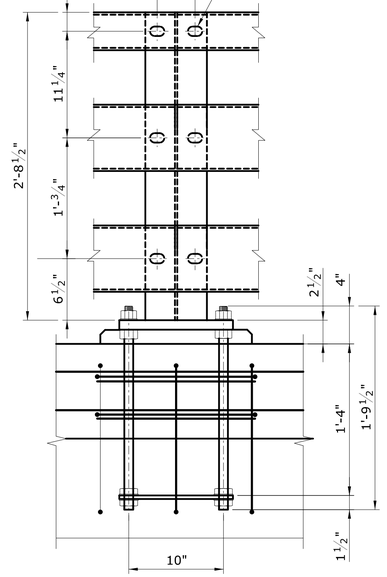
SCALE: ¾" = 1'-0"

SECTION - NORTH FASCIA (A / -)

SCALE: ¾" = 1'-0"



TYPICAL SECTION AT POST

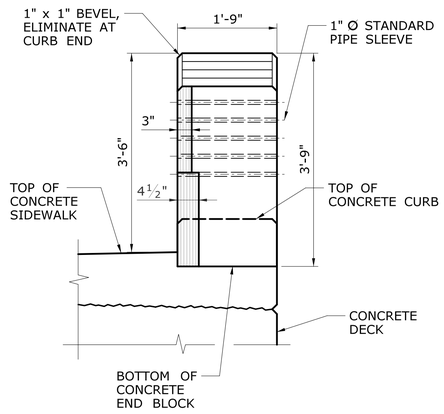


ELEVATION AT POST

CURB AND POST DETAILS

(NORTH FASCIA SHOWN, SOUTH FASCIA SIMILAR)

SCALE: 1½" = 1'-0"



SECTION - SOUTH FASCIA (A / -)

SCALE: ¾" = 1'-0"

BRIDGE RAIL NOTES

THE 3-TUBE CURB MOUNTED BRIDGE RAIL HAS BEEN EVALUATED AT TEST LEVEL 4 (TL-4) AND COMPLIES WITH MASH 2016.

CONCRETE FOR THE CURB AND END BLOCK SHALL BE CLASS PCC04462. THE COMPRESSIVE STRENGTH OF THE CONCRETE, BASED ON TEST CYLINDERS, SHALL BE NO LESS THAN 4,000 PSI PRIOR INSTALLING THE EPOXY GROUT BELOW THE BASEPLATES.

PRIOR TO ALLOWING THE RAIL, CURB AND END BLOCK TO BE PLACED IN SERVICE FOR THE PROTECTION OF VEHICULAR TRAFFIC, THE COMPRESSIVE STRENGTH OF THE GROUT, BASED ON STRENGTH GAIN OVER TIME LISTED IN THE GROUT MANUFACTURER'S DATA SHEET, SHALL BE NO LESS THAN 5,000 PSI.

THE REINFORCEMENT SHALL CONFORM TO ASTM A615, GRADE 60 AND BE HOT-DIP GALVANIZED.

THE 1 IN. DIAMETER PIPE SHALL CONFORM TO ASTM A53, GRADE B OR ASTM A501 AND SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A123.

HOLLOW STRUCTURAL SHAPES SHALL CONFORM TO ASTM A500 GRADE C OR ASTM A501, GRADE B.

ALL OTHER STEEL SHALL CONFORM TO ASTM A572, GRADE 50 UNLESS NOTED OTHERWISE.

THE SILICON CONTENT OF THE STEEL USED FOR THE EXPOSED MEMBERS AND PLATE COMPONENTS SHALL FALL WITHIN THE RANGE OF 0 TO 0.04% OR 0.15% TO 0.25%.

ALL STEEL SHAPES, PLATES AND HOLLOW STRUCTURAL SECTIONS SHALL BE METALLIZED IN ACCORDANCE WITH "METALLIZING STRUCTURAL STEEL (SITE NO. 2)".

THE ANCHOR BOLTS SHALL CONFORM TO ASTM F1554, GRADE 105. THE NUTS SHALL CONFORM TO ASTM A563, GRADE DH. THE WASHERS SHALL CONFORM TO ASTM F436. THE BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM F2329, OR ASTM B695, CLASS 55.

ALL HIGH STRENGTH BOLTS SHALL CONFORM TO ASTM F3125 GRADE A325, TYPE 1. NUTS SHALL CONFORM TO ASTM A563, GRADE DH. CIRCULAR, FLAT, HARDENED STEEL WASHERS SHALL CONFORM TO ASTM F436. THE BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM F2329, OR ASTM B695, CLASS 55.

DOME HEAD BOLTS WITH WRENCH SLOTS USED FOR THE TOP RAIL SHALL CONFORM TO ASTM F3125 GRADE A325, TYPE 1 OR ASTM A449, GRADE 1. SUBSTITUTION OF DOME HEAD BOLTS WITH BOLTS MEETING DIFFERENT MATERIAL REQUIREMENTS IS NOT PERMITTED. NUTS SHALL CONFORM TO ASTM A563, GRADE DH. CIRCULAR, FLAT, HARDENED STEEL WASHERS SHALL CONFORM TO ASTM F436. THE BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM F2329 OR ASTM B695, CLASS 55.

RAIL ELEMENTS SHALL BE FABRICATED TO THE HORIZONTAL AND VERTICAL ALIGNMENT OF THE STRUCTURE. POSTS SHALL BE INSTALLED NORMAL TO GRADE IN THE LONGITUDINAL DIRECTION AND VERTICAL IN THE TRANSVERSE DIRECTION.

ALL BRIDGE RAIL MATERIALS, INCLUDING ANCHOR PLATES, ANCHOR BOLTS, CONCRETE INSERTS, HARDWARE AND EPOXY GROUT, SHALL BE PAID FOR UNDER THE ITEM "3-TUBE CURB MOUNTED BRIDGE RAIL".

3-TUBE CURB MOUNTED BRIDGE RAIL COLOR SHALL BE IN ACCORDANCE WITH AMS-STD-595-10055 DOT HIGHWAY BROWN (GLOSS).

ALL EXPOSED GALVANIZED BOLT HEADS, WASHERS AND NUTS SHALL BE HAND TOOL CLEANED TO THE SATISFACTION OF THE ENGINEER PRIOR TO FIELD COLOR TOP COAT APPLICATION.

THE COLORED TOPCOAT USED TO PAINT THE EXPOSED GALVANIZED BOLT HEADS, WASHERS AND NUTS SHALL BE FROM THE SAME MANUFACTURER AND LOT OF COLORED TOP COAT THAT WAS SHOP APPLIED TO THE METALLIZED STEEL POSTS, TUBES AND PLATES.

THE METALLIZING ALONG WITH THE FIELD TOUCH UP PAINTING AND SEALING OF THE STEEL PLATES, POSTS AND RAILS ARE INCLUDED FOR PAYMENT UNDER THE ITEM "METALLIZING STRUCTURAL STEEL (SITE NO. 2)".

THE FIELD TOUCH UP PAINTING OF THE GALVANIZED FASTENERS IS INCLUDED FOR PAYMENT UNDER THE ITEM "METALLIZING STRUCTURAL STEEL (SITE NO. 2)".

REVISION DESCRIPTION | DATE | REV.

DESIGNER/DRAFTER: CHECKED BY:

SIGNATURE/ BLOCK: McFarland Johnson, 273 Corporate Drive, Suite 200, Portsmouth, NH 03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121

PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER

TOWN(S): ROXBURY

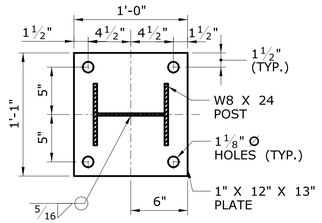
DRAWING TITLE: 3-TUBE CURB MOUNTED BRIDGE RAIL DETAILS (1 OF 4)

DRAWING NO. S-37

SHEET NO. 04.37

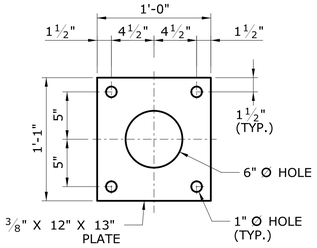
LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Rail Details.dgn

PLOTTED DATE: 11/21/2025



BASE PLATE DETAIL

SCALE: ½" = 1'-0"



ANCHOR PLATE DETAIL

SCALE: ½" = 1'-0"

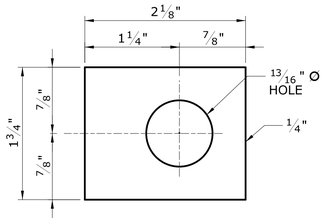
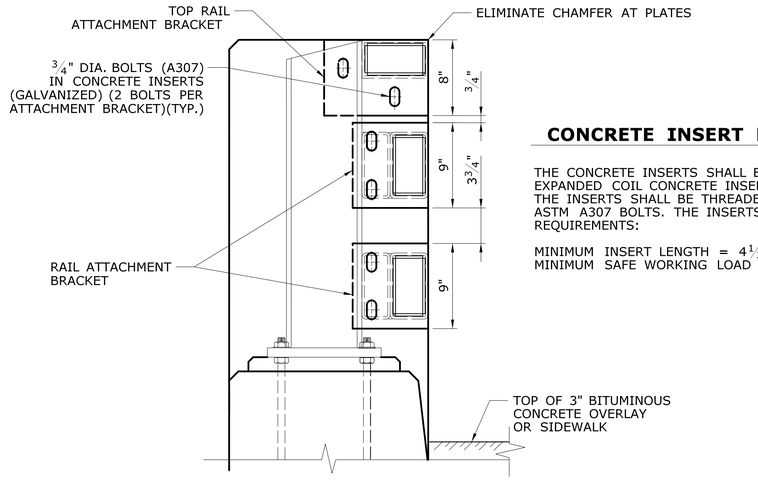


PLATE WASHER "C"

SCALE: FULL SCALE



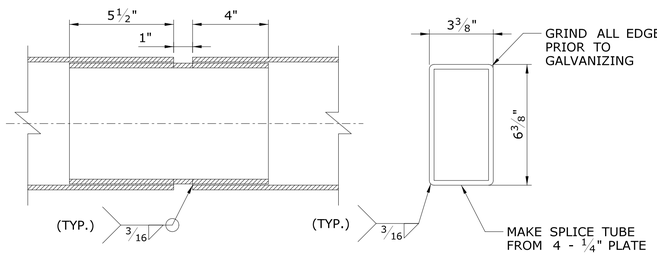
SECTION C-1

SCALE: 1½" = 1'-0"

CONCRETE INSERT NOTES

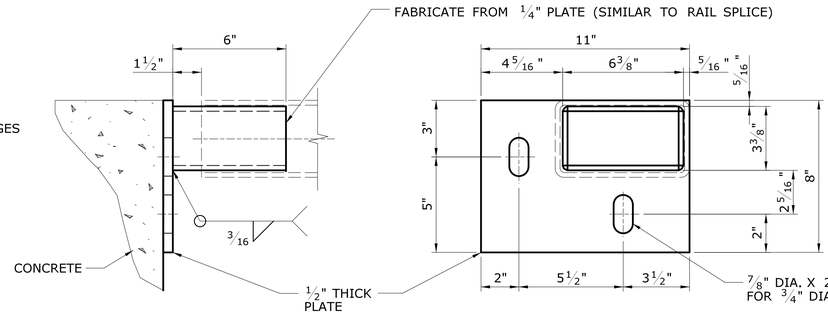
THE CONCRETE INSERTS SHALL BE HOT-DIP GALVANIZED, EXPANDED COIL CONCRETE INSERTS WITH A CLOSED-BACK. THE INSERTS SHALL BE THREADED TO RECEIVE ¾" DIA. ASTM A307 BOLTS. THE INSERTS SHALL MEET THE FOLLOWING REQUIREMENTS:

MINIMUM INSERT LENGTH = 4½"
MINIMUM SAFE WORKING LOAD IN TENSION = 4000 LBS.



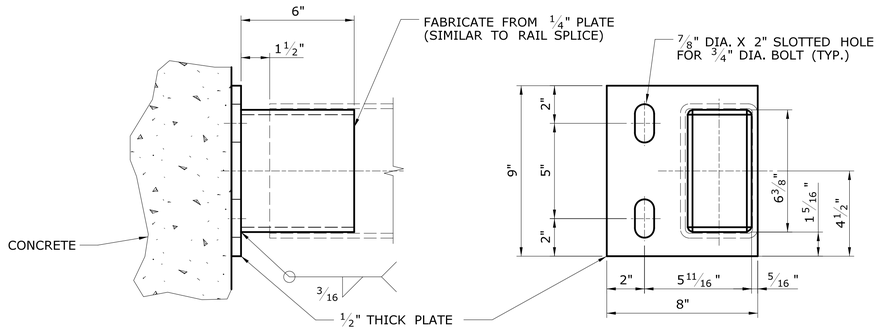
RAIL SPLICE DETAILS

SCALE: 3" = 1'-0"



TOP RAIL ATTACHMENT BRACKET

SCALE: 3" = 1'-0"



RAIL ATTACHMENT BRACKET

SCALE: 3" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER:
CHECKED BY:

SIGNATURE/ BLOCK:

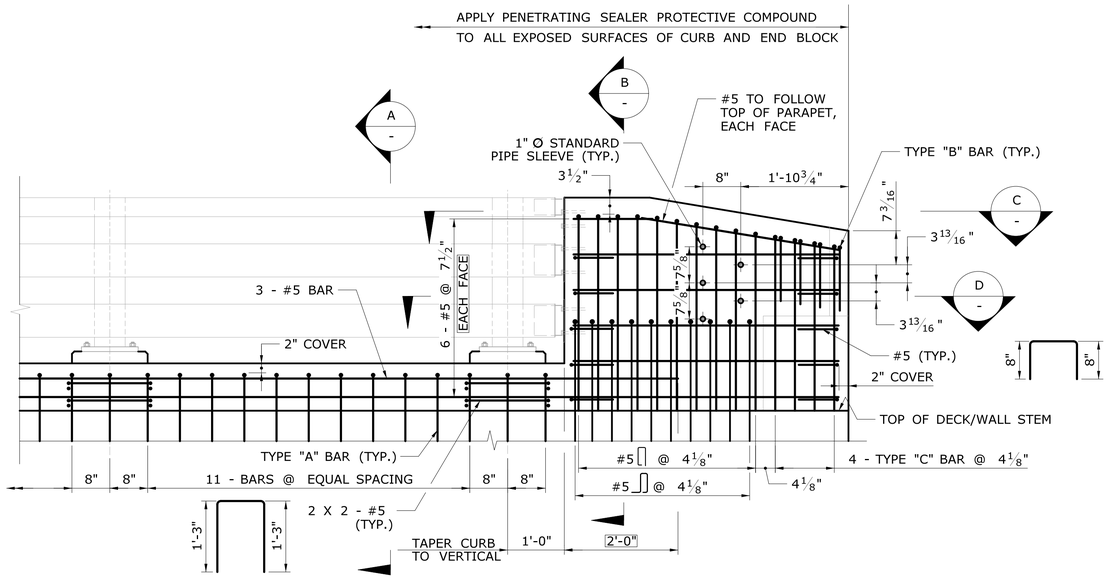
McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY
CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: 3-TUBE CURB MOUNTED BRIDGE RAIL DETAILS (2 OF 4)

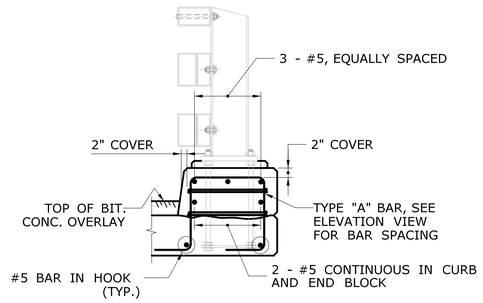
DRAWING NO. S-38
SHEET NO. 04.38

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Rail Details.dgn
PLOTTED DATE: 11/21/2025



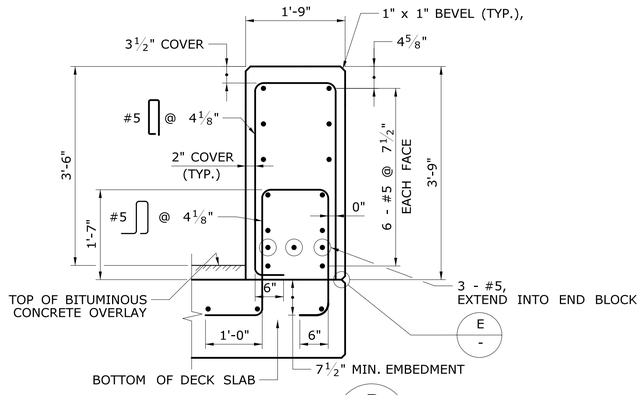
ELEVATION - CURB AND END BLOCK REINFORCEMENT - SOUTH FASCIA

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



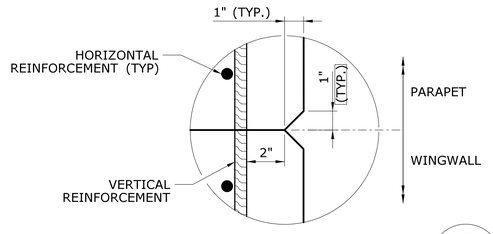
SECTION A

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



SECTION B

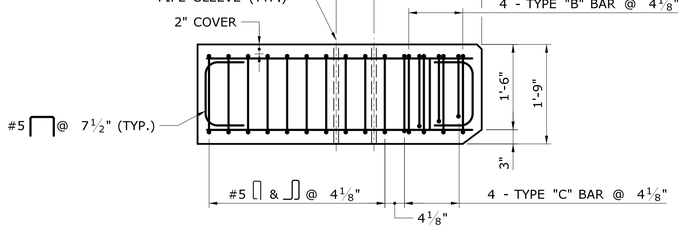
SCALE: 3/4" = 1'-0"



TYPICAL RUSTICATION DETAIL

SCALE: 3" = 1'-0"

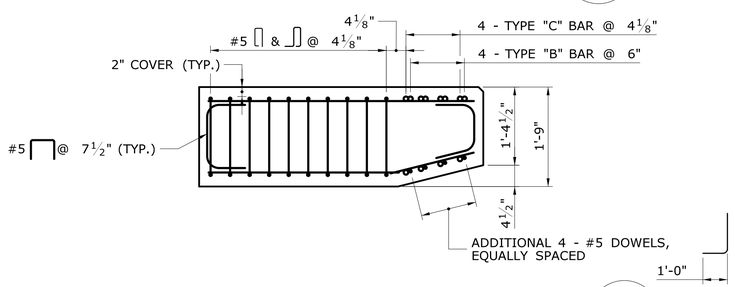
E



PLAN SECTION - END BLOCK REINFORCEMENT

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

C



PLAN SECTION - END BLOCK REINFORCEMENT

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

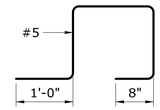
D

REINFORCEMENT SPLICE NOTES:

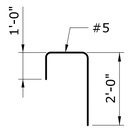
1. THE SPLICE LENGTH FOR THE LONGITUDINAL REINFORCEMENT IN THE CURB AND END BLOCK SHALL BE AS FOLLOWS UNLESS DIMENSIONED OTHERWISE:

BAR SIZE	SPLICE LENGTH
#5	2'-4"

2. THE SPLICES SHALL BE ALTERNATED SO THAT 50% OR LESS OF THE LONGITUDINAL BARS ARE SPLICED AT THE SAME LOCATION.

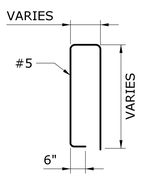


TYPE "A" BAR



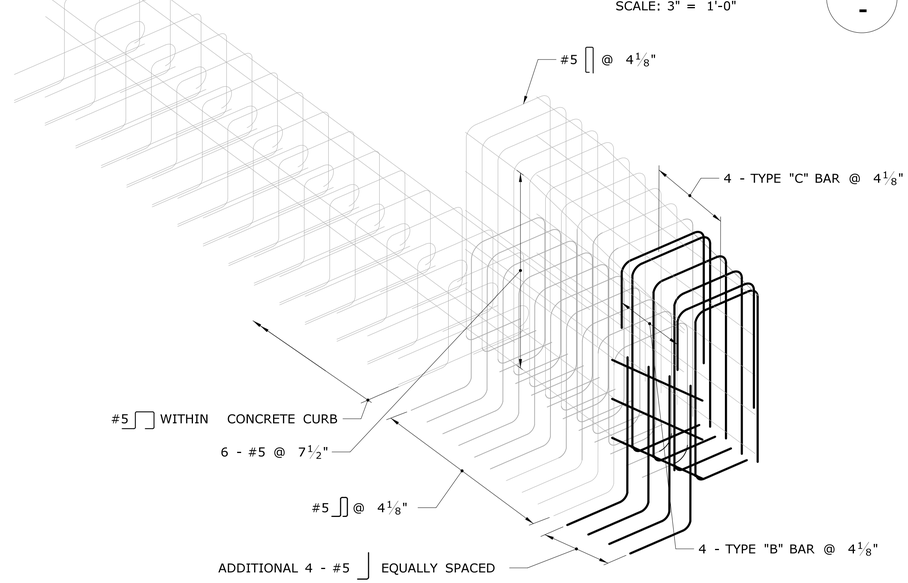
TYPE "B" BAR

SCALE: N.T.S.



TYPE "C" BAR

SCALE: N.T.S.



ISOMETRIC VIEW - REINFORCEMENT DETAIL AT END BLOCK

SCALE: N.T.S.

REV.	DATE	REVISION DESCRIPTION

DESIGNER/DRAFTER: CHECKED BY:

SIGNATURE/ BLOCK: McFarland Johnson, 273 Corporate Drive, Suite 200, Portsmouth, NH 03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121

PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER

TOWN(S): ROXBURY

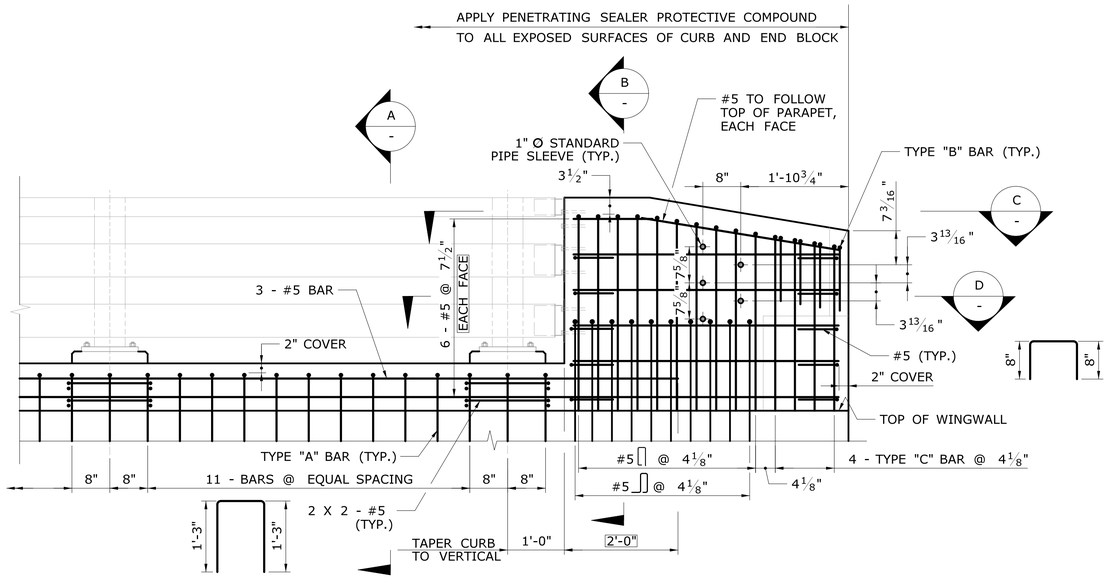
DRAWING TITLE: 3-TUBE CURB MOUNTED BRIDGE RAIL DETAILS (3 OF 4)

DRAWING NO. S-39

SHEET NO. 04.39

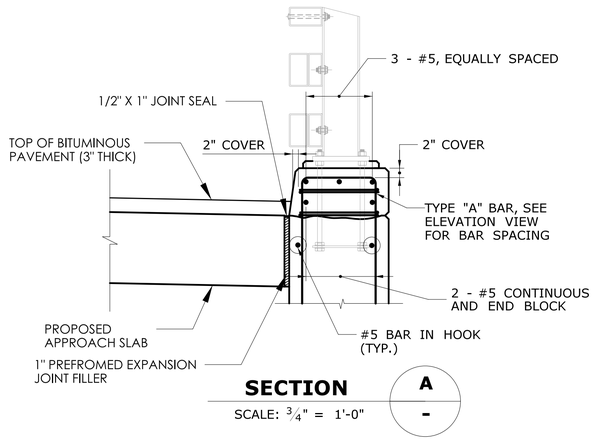
LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Rail Details.dgn

PLOTTED DATE: 11/21/2025



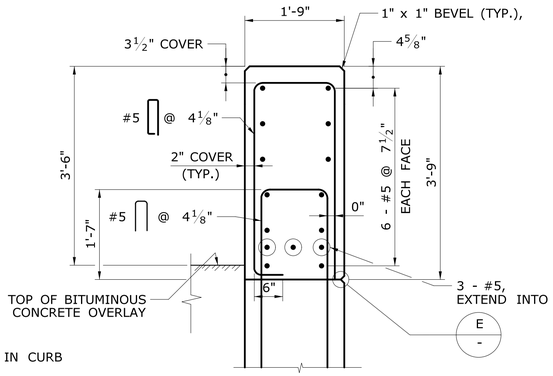
ELEVATION - CURB AND END BLOCK REINFORCEMENT - NORTH FASCIA

SCALE: ¾" = 1'-0"



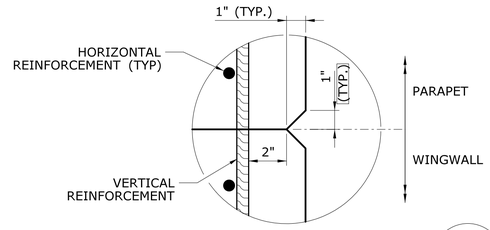
SECTION A

SCALE: ¾" = 1'-0"



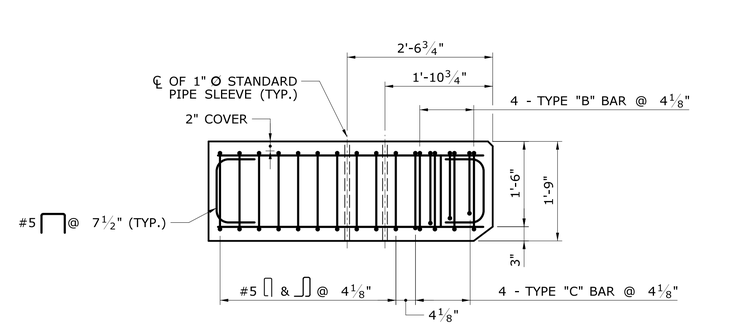
SECTION B

SCALE: ¾" = 1'-0"



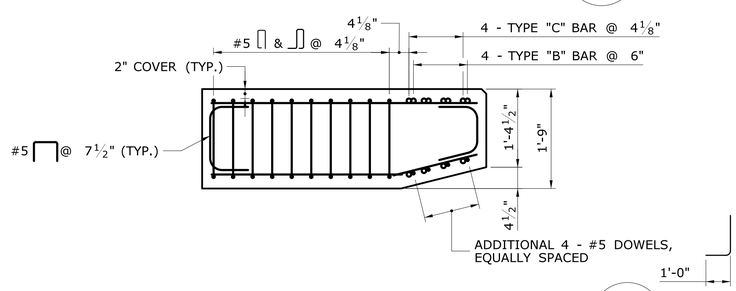
TYPICAL RUSTICATION DETAIL E

SCALE: 3" = 1'-0"



PLAN SECTION - END BLOCK REINFORCEMENT C

SCALE: ¾" = 1'-0"



PLAN SECTION - END BLOCK REINFORCEMENT D

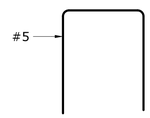
SCALE: ¾" = 1'-0"

REINFORCEMENT SPLICE NOTES:

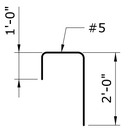
1. THE SPLICE LENGTH FOR THE LONGITUDINAL REINFORCEMENT IN THE CURB AND END BLOCK SHALL BE AS FOLLOWS UNLESS DIMENSIONED OTHERWISE:

BAR SIZE	SPLICE LENGTH
#5	2'-4"

2. THE SPLICES SHALL BE ALTERNATED SO THAT 50% OR LESS OF THE LONGITUDINAL BARS ARE SPLICED AT THE SAME LOCATION.

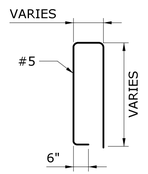


TYPE "A" BAR



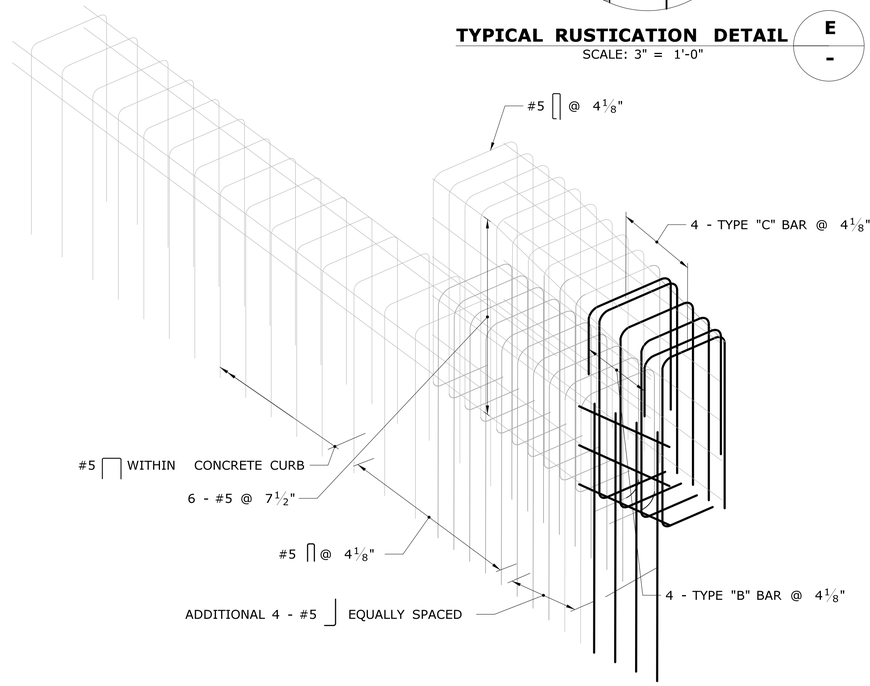
TYPE "B" BAR

SCALE: N.T.S.



TYPE "C" BAR

SCALE: N.T.S.



ISOMETRIC VIEW - REINFORCEMENT DETAIL AT END BLOCK

SCALE: N.T.S.

REVISION DESCRIPTION | DATE | REV.

DESIGNER/DRAFTER: CHECKED BY:

SIGNATURE/ BLOCK:

McFarland Johnson
273 Corporate Drive
Suite 200
Portsmouth, NH
03801

ROXBURY CONNECTICUT

PROJECT NUMBER: 0119-0121
PROJECT DESCRIPTION: REPLACEMENT OF BRIDGE NO. 05068-WELLERS BRIDGE ROAD OVER SHEPAUG RIVER
TOWN(S): ROXBURY
DRAWING TITLE: 3-TUBE CURB MOUNTED BRIDGE RAIL DETAILS (4 OF 4)

DRAWING NO. S-40
SHEET NO. 04.40

LASTED SAVED BY: PSurprenant **FILE NAME:** M:\DDE\Worksets\CTDOT\0119-0121\Bridge\Contract_Plans\SB_CP_0119_0121_Rail Details.dgn
PLOTTED DATE: 11/21/2025