


**05 - STRUCTURE
INDEX OF DRAWINGS**

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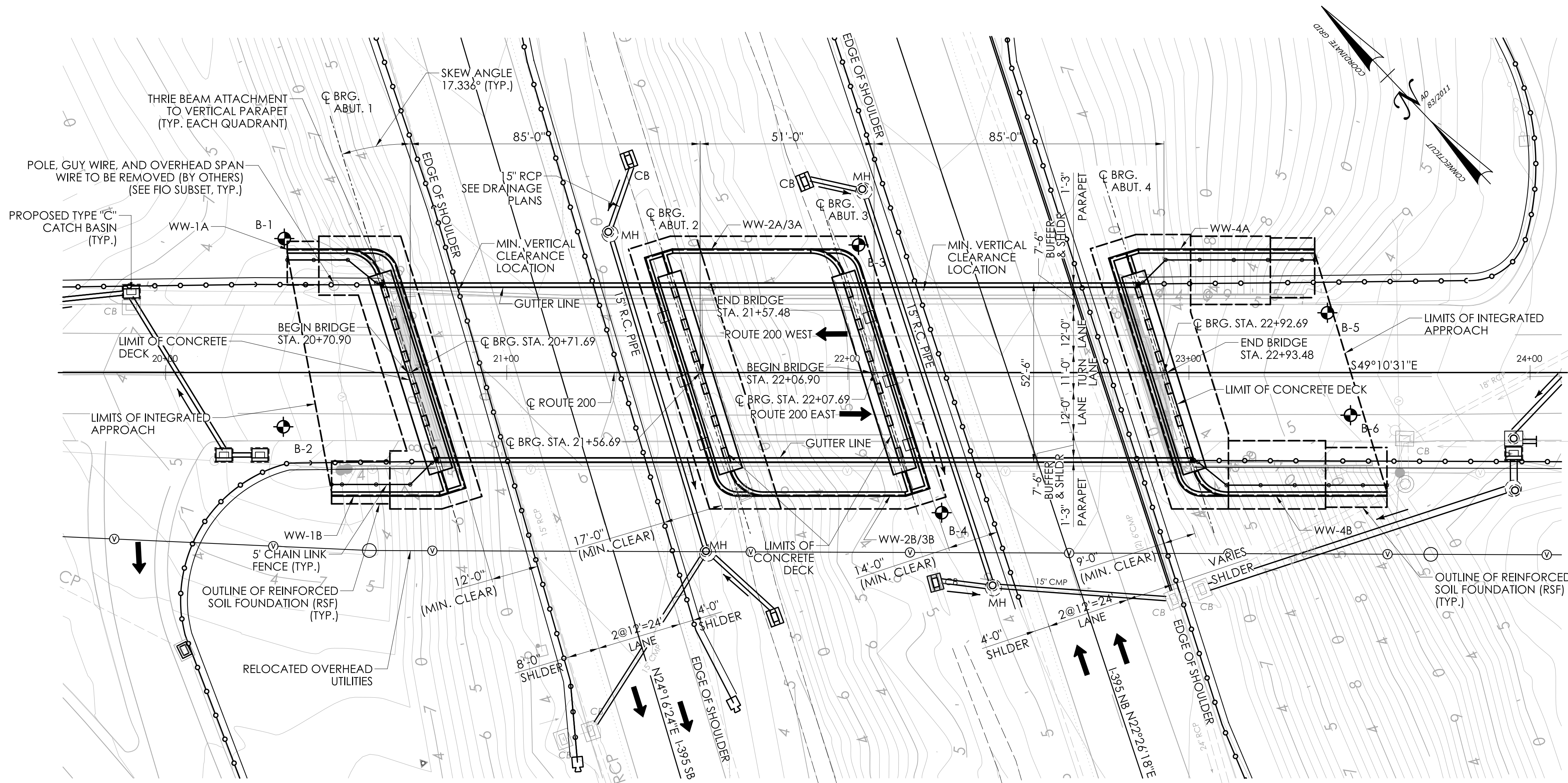
DESIGNED BY:



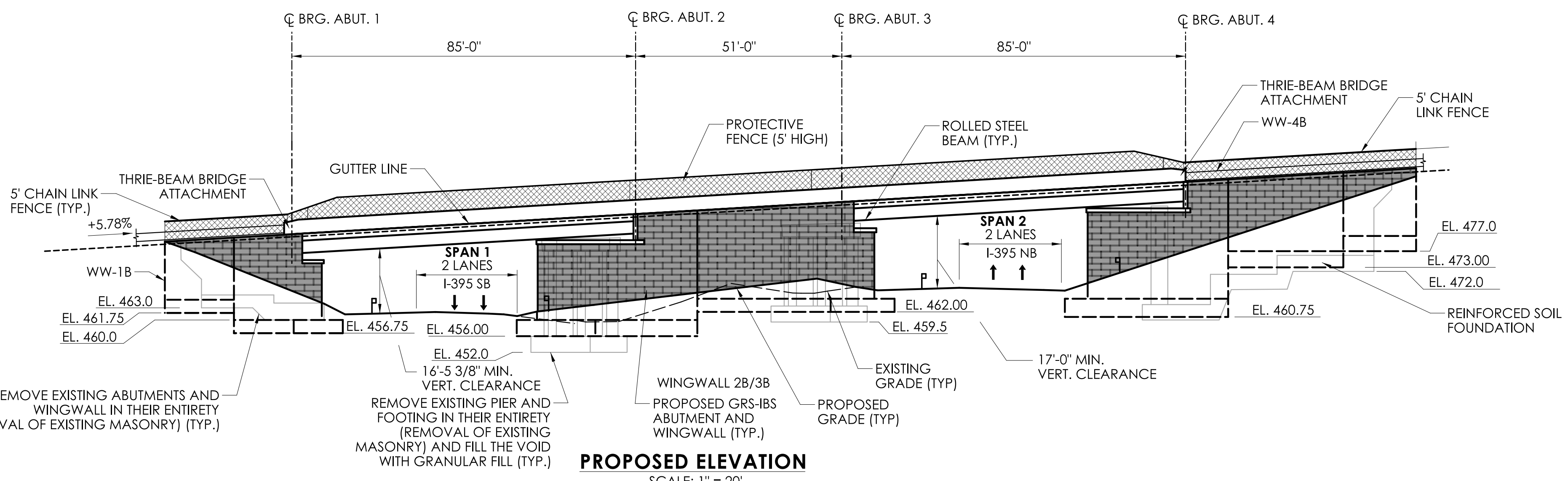
M Mott MacDonald
175 Capital Blvd
4th Floor
Rocky Hill, CT 06067

REV.	DATE	REVISION DESCRIPTION

 <p>DESIGNER/DRAFTER: BPC CHECKED BY: DJL</p>	 <p>CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	<p>PROJECT TITLE: REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395</p>	<p>TOWN(S): TOWN OF THOMPSON</p>	<p>DRAWING TITLE: STRUCTURE INDEX OF DRAWINGS</p>	<p>PROJECT NO.: 0141-0158</p>	<p>DRAWING NO.: SB-01</p>
						<p>SHEET NO.: 05.01</p>



PLAN
SCALE: 1" = 20'



PROPOSED ELEVATION
SCALE: 1" = 20'

GENERAL NOTES:
SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 819 (2024) WITH JULY 2025 SUPPLEMENTS AND SPECIAL PROVISIONS.

DESIGN SPECIFICATION: AASHTO LRFD DESIGN SPECIFICATIONS, 9TH EDITION (2020), WITH THE INTERIM SPECIFICATIONS UP TO AND INCLUDING (2023), AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE AND ROADWAY STRUCTURES DESIGN MANUAL RELEASE 1.1, WITH THE LATEST REVISIONS.

FHWA DESIGN AND CONSTRUCTION GUIDELINES FOR GEOSYNTHETIC REINFORCED SOIL ABUTMENTS AND INTEGRATED BRIDGE SYSTEMS DATED JUNE 2018.

MATERIAL DESIGN STRENGTHS:
CLASS PCC03340 F'C = 3,000 PSI
CLASS PCC04460 F'C = 4,000 PSI
CLASS PCC04462 F'C = 4,000 PSI
REINFORCEMENT (ASTM A615, GRADE 60), F_y = 60,000 psi
STRUCTURAL STEEL (AASHTO M270, GRADE 50WT2), F_y = 50,000 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.

STRUCTURAL STEEL: SEE STRUCTURAL STEEL NOTES ON DWG. SB-24 FOR DESIGNATIONS AND REQUIREMENTS.

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

BITUMINOUS CONCRETE OVERLAY: ON THE BRIDGE DECKS, THIS SHALL CONSIST OF TWO LIFTS - HMA S0.25 (1" THICK, TRAFFIC LEVEL 2) AND HMA S0.5 (2" THICK, TRAFFIC LEVEL 2).

FOUNDATION PRESSURES: THE LIMIT STATES NOTED ON THE SUBSTRUCTURE PLAN SHEETS REFER TO LIMIT STATES AS GIVEN IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

BORING LOGS: FOR BORING LOGS, SEE DWG. SB-06 THROUGH SB-08.

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

GLOBAL LATERAL STABILITY: THE CONTRACTOR NEEDS TO TAKE ADEQUATE PRECAUTIONS TO ENSURE THAT THE LATERAL STABILITY OF THE BEAMS CAN BE MAINTAINED DURING CONSTRUCTION OF THE DECK. THIS WILL INCLUDE TEMPORARY EXTERNAL OR INTERNAL BRACES FOR THE TOP FLANGE.

EXISTING DRAWINGS: PLANS OF THE EXISTING STRUCTURE ARE INCLUDED FOR GENERAL REFERENCE ONLY AND MAY NOT DEPICT AS-BUILT CONDITIONS NOR ALL MODIFICATIONS MADE SINCE ORIGINAL CONSTRUCTION. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISHED WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY.

UTILITIES: OVERHEAD UTILITIES SHALL BE RELOCATED BY OTHERS SOUTH OF THE BRIDGE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. THE FOLLOWING UTILITIES ARE LOCATED WITHIN THE PROJECT LIMITS AND SHALL BE RELOCATED AT THE BEGINNING OF CONSTRUCTION: EVERSOURCE ENERGY, FRONTIER COMMUNICATIONS, AND CROWN CASTLE FIBER. THE CONTRACTOR SHALL COORDINATE ALL WORK RELATED TO UTILITY RELOCATION WITH THE RESPECTIVE UTILITY COMPANIES. THE CONTRACTOR SHALL NOT IMPACT ANY EXISTING UTILITIES WITHIN THE PROJECT LIMITS, UNLESS NOTED OTHERWISE. IF ANY UTILITY IS DAMAGED OR SERVICE IS INTERRUPTED DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING FULL SERVICE IN A SAFE MANNER APPROVED BY THE UTILITY COMPANY AND ENGINEER.

LIVE LOAD: HL-93, LEGAL AND PERMIT VEHICLES.

FUTURE PAVING ALLOWANCE: NONE.

MASH TEST LEVEL: THE VERTICAL CONCRETE PARAPET MEETS THE TL-4 CRITERIA FOR MASH 2016.

CONCRETE NOTES:
SEE SB-04 FOR ADDITIONAL NOTES.
SEE SB-29 FOR BRIDGE PLACARD NOTE.

STEEL GIRDER SHIPPING DATA				
MEMBER	SHIPPING LENGTH	SHIPPING HEIGHT	SHIPPING WIDTH	SHIPPING WEIGHT
G-1 THROUGH G-12	86'-0"	3'-1"	1'-5"	24,000 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 FOR 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 SAFETY AND EVALUATION.

COMPONENT OR DETAIL	STRUCTURE SHEET REFERENCE
FOLLOW NORMAL INSPECTION PROCEDURES	

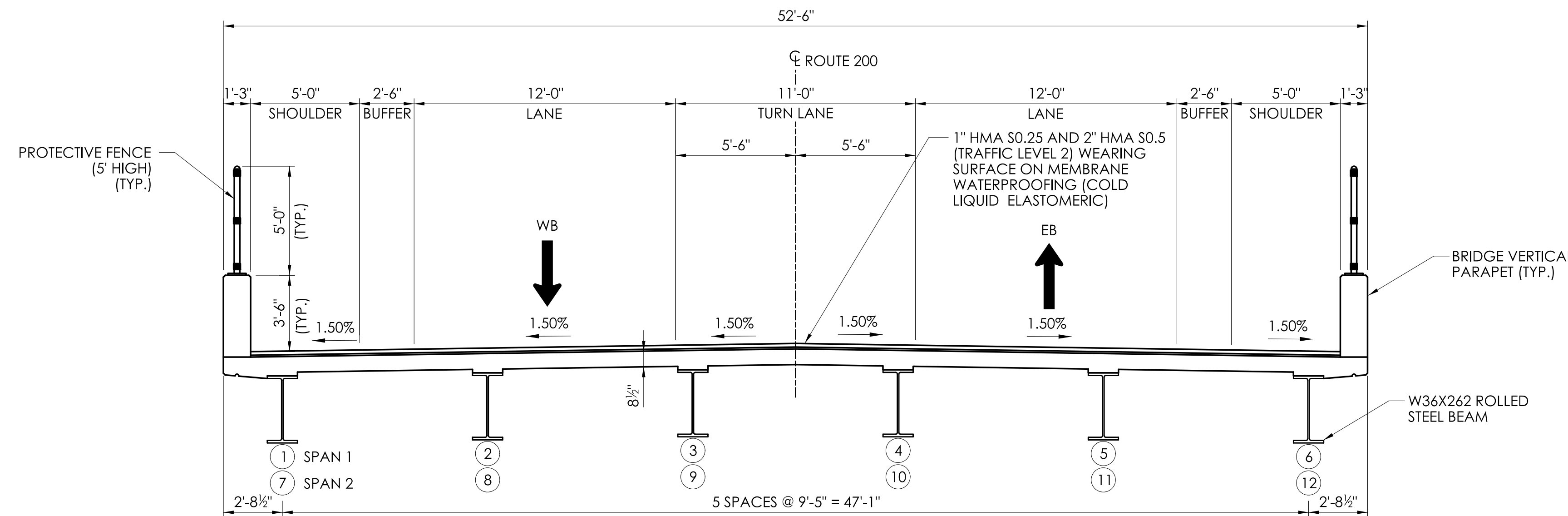
DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
GENERAL PLAN AND ELEVATION	0141-0158	SB-02
		SHEET NO.: 05.02

REVISION DESCRIPTION	SIGNATURE BLOCK:	SCALE: 1" = 20'	CONNECTICUT DEPARTMENT OF TRANSPORTATION	PROJECT TITLE:	TOWN(S):
	 Mott MacDonald 175 Central Street 4th Floor Rocky Hill, CT 06067	 0 20 40 SCALE 1" = 20'	 CONNECTICUT DEPARTMENT OF TRANSPORTATION	REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395	TOWN OF THOMPSON
DESIGNER/DRAFTER: BPC	CHECKED BY: DJL				

LASTED SAVED BY: CAR113054 FILE NAME: c:\users\car113054\appdata\local\projectwise\workdir\mott-use-pw-20\d0162234\SB_CP_0141_0158_GENERAL PLAN.dgn
PLOTTED DATE: 4/16/2026

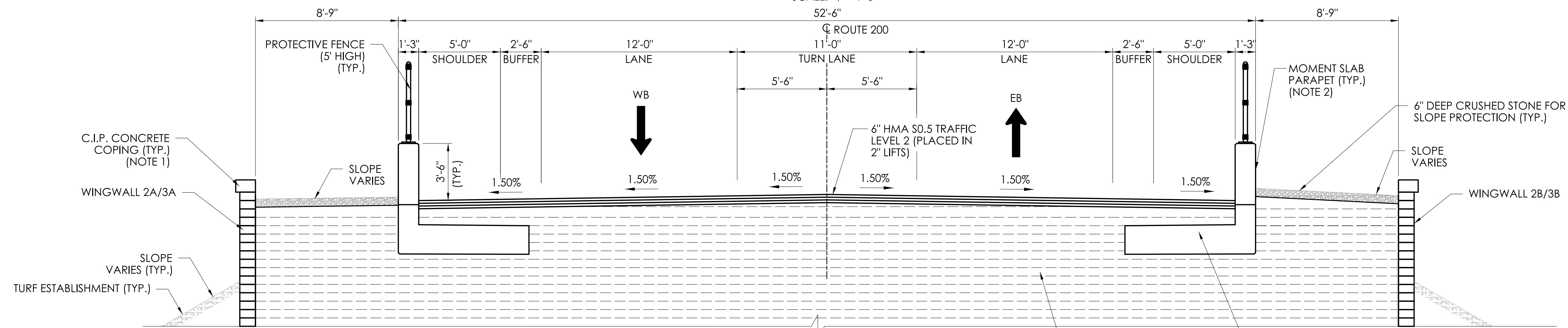
GENERAL NOTES:

1. COPING CONCRETE AT THE TOPS OF ABUTMENTS AND WINGWALLS IS INCLUDED IN THE ITEM FOR ABUTMENT AND WINGWALL CMU WALL FACE.
2. MOMENT SLAB (LOWER SLAB PORTION) SHALL BE CLASS PCC04460, PAID UNDER BARRIER WALL CONCRETE ITEM. THE VERTICAL PARAPET ON THE MOMENT SLAB SHALL BE CLASS PCC04462, PAID UNDER PARAPET CONCRETE ITEM.



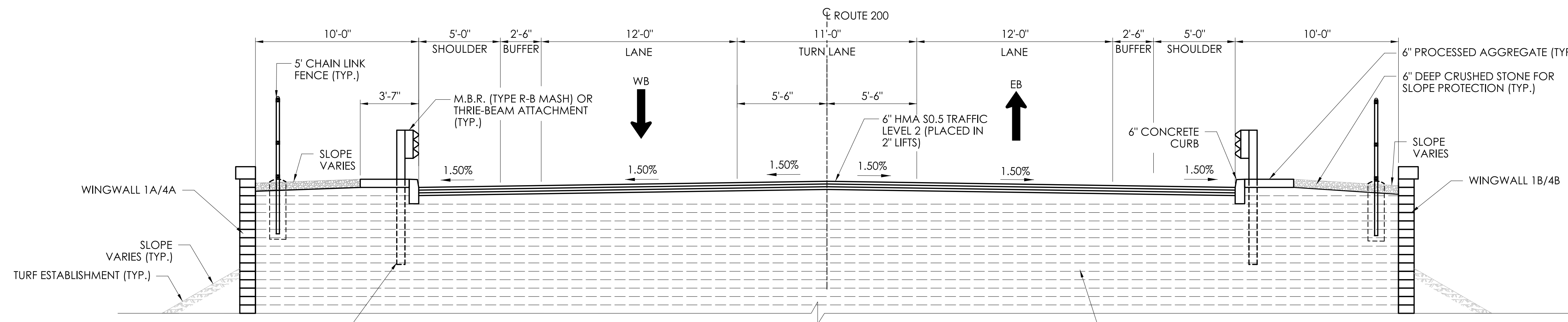
TYPICAL SECTION - BRIDGE

STA. 20+70.90 TO STA. 21+57.48 AND
STA. 22+06.90 TO STA. 22+93.48
SCALE: 1/4" = 1'-0"



TYPICAL SECTION - COMMON ABUTMENT

STA. 21+57.48 TO STA. 22+06.90
SCALE: 1/4" = 1'-0"

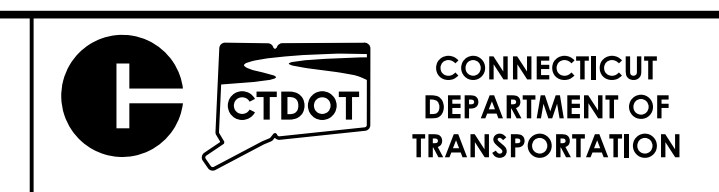
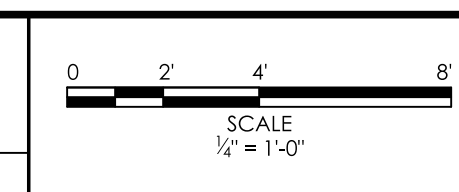


TYPICAL SECTION - INTEGRATED APPROACH

STA. 20+20 TO STA. 20+70.90 AND
STA. 22+93.48 TO STA. 23+43
SCALE: 1/4" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:
 Mott MacDonald
 175 Central Street
 4th Floor
 Rocky Hill, CT 06067
 DESIGNER/DRAFTER: BPC CHECKED BY: DJL

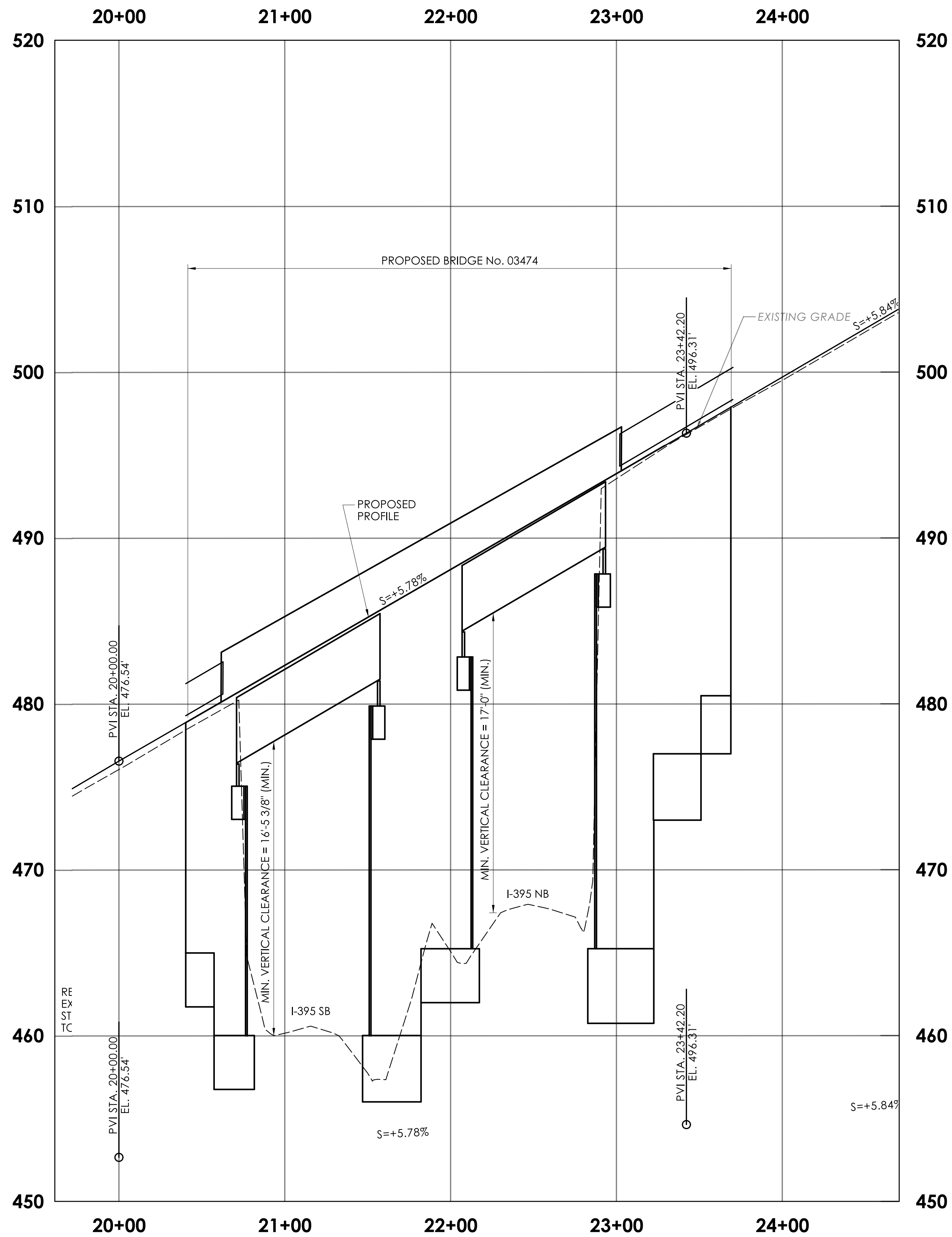


PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
TYPICAL SECTIONS

PROJECT NO.:
0141-0158
 DRAWING NO.:
SB-03
 SHEET NO.:
 05.03



PROFILE
SCALE: 1" = 40' HORIZONTAL
1" = 4' VERTICAL

GRS-IBS FACING BLOCK OPTION NOTES

1. THE CONTRACTOR HAS THE OPTION TO CONSTRUCT THE GRS-IBS SUBSTRUCTURE USING EITHER A SMALL CONCRETE BLOCK OR A BIG CONCRETE BLOCK FOR THE WALL FACING. SEE DRAWING SB-21 FOR DIMENSIONS AND ADDITIONAL INFORMATION.
2. THE PLANS HAVE BEEN DETAILED FOR THE SMALL CONCRETE BLOCK. SHOULD THE CONTRACTOR CHOOSE TO USE THE BIG CONCRETE BLOCK, THEY SHALL BE RESPONSIBLE TO MAKE ALL NECESSARY ADJUSTMENTS SO THAT THE DESIGN INTENT OF THE PLANS AND SPECIFICATIONS IS MET AT NO ADDITIONAL COST TO THE STATE.

GRS-IBS SETTLEMENT NOTES

1. THE CONTRACTOR IS ALERTED TO THE FACT THAT SETTLEMENT IS EXPECTED TO OCCUR DURING CONSTRUCTION OF THE GRS-IBS ABUTMENTS. THE CONTRACTOR WILL BE REQUIRED TO MONITOR THE SETTLEMENT AND MAKE ADJUSTMENTS AS NECESSARY TO ENSURE THAT THE BRIDGE IS CONSTRUCTED IN ITS INTENDED CONFIGURATION AT THE CORRECT ELEVATION.
2. SETTLEMENTS ARE EXPECTED TO OCCUR CONTINUOUSLY DURING CONSTRUCTION. ADJUSTMENTS TO ACCOUNT FOR SETTLEMENTS SHALL BE MADE AS NOTED BELOW:
 - A. SETTLEMENTS DURING CONSTRUCTION OF GRS-IBS ABUTMENT - THE CONTRACTOR SHALL ADDRESS THESE SETTLEMENTS PRIOR TO INSTALLATION OF THE DISTRIBUTION SLAB. THIS SHALL BE DONE BY ADDING ADDITIONAL LAYERS OF FILL/BEARING BED REINFORCEMENT AS NECESSARY TO OBTAIN THE BOTTOM OF DISTRIBUTION SLAB ELEVATION NOTED ON THE PLANS. COST OF THIS WORK IS INCLUDED IN THE GENERAL COST OF THE GRS-IBS ITEMS.
 - B. SETTLEMENTS DURING CONSTRUCTION OF SUPERSTRUCTURE - THE CONTRACTOR SHALL ADDRESS THESE SETTLEMENTS PRIOR TO PLACEMENT OF THE BACKWALL CONCRETE. THIS SHALL BE DONE BY JACKING THE SUPERSTRUCTURE AND INSTALLING SHIM PLATES AS NECESSARY BETWEEN THE BOTTOM OF THE BEVELED SOLE PLATE AND THE TOP OF CONCRETE PEDESTAL AS NECESSARY TO OBTAIN THE TOP OF DECK ELEVATIONS NOTED ON THE PLANS. COST OF THIS WORK IS INCLUDED IN THE ITEM "JACKING AND ADJUSTING SUPERSTRUCTURE". SEE SPECIAL PROVISIONS.
 - C. SETTLEMENTS AT THE TIME OF PAVING - THE CONTRACTOR SHALL MAKE MINOR ADJUSTMENTS TO THE THICKNESS OF THE FIRST COURSE OF PAVEMENT (UP TO 1/2" MAX.) AS NECESSARY TO FACILITATE OBTAINING THE DESIGN PROFILE.

CONCRETE NOTES:

STAY-IN-PLACE FORMS: THE USE OF STAY-IN-PLACE FORMS ON THIS STRUCTURE IS ALLOWED. ASSUMED WEIGHT OF STAY-IN-PLACE FORMS IS 15 PSF. STAY-IN-PLACE FORMS SHALL NOT BE USED FOR OVERHANGS OF FASCIA GIRDERS. LIGHTWEIGHT FOAM FILLER SHALL BE USED TO FILL VALLEYS OF THE STAY-IN-PLACE FORMS

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 CONTRACTOR'S TEST RESULTS SHOW THAT THE CONCRETE HAS REACHED A STRENGTH OF $f_c = 3500$ psi. LIVE LOADS (TRAFFIC) WILL BE PERMITTED ON THE STRUCTURE AFTER THE CONTRACTOR'S TEST RESULTS SHOW THAT THE CONCRETE HAS REACHED A STRENGTH OF $f_c = 4000$ psi.

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

ITEM	BRIDGE COMPONENTS	PCC CLASS
BARRIER WALL CONCRETE	MOMENT SLABS, DISTRIBUTION SLABS (SLAB), PEDESTALS, CONCRETE COPING, FILL IN TOP COURSES OF CMU	PCC04460
BRIDGE DECK CONCRETE (SIP FORMS)	BRIDGE DECK, HAUNCHES, DISTRIBUTION SLAB (STEM)	PCC04462
PARAPET CONCRETE	BRIDGE PARAPET, MOMENT SLAB PARAPET	PCC04462

EXPOSED EDGES: EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 3/4" X 3/4" UNLESS DIMENSIONED OTHERWISE.

CONCRETE COVER: ALL REINFORCEMENT SHALL HAVE 2" 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".

CLOSED CELL ELASTOMER: THE COST OF FURNISHING AND INSTALLING CLOSED CELL ELASTOMER SHALL BE INCLUDED IN THE PAY ITEM "GRS ABUTMENT AND WINGWALL".

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

PARAPETS: PARAPETS SHALL BE CAST IN PLACE.

REVISION DESCRIPTION

REV.	DATE	DESCRIPTION

SIGNATURE BLOCK:

DESIGNER/DRAFTER: BPC CHECKED BY: DJL

Mott MacDonald
 175 Canal Street
 4th Floor
 Rocky Hill, CT 06067

HORIZONTAL SCALE IN FEET
 VERTICAL SCALE IN FEET

CONNECTICUT DEPARTMENT OF TRANSPORTATION

PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

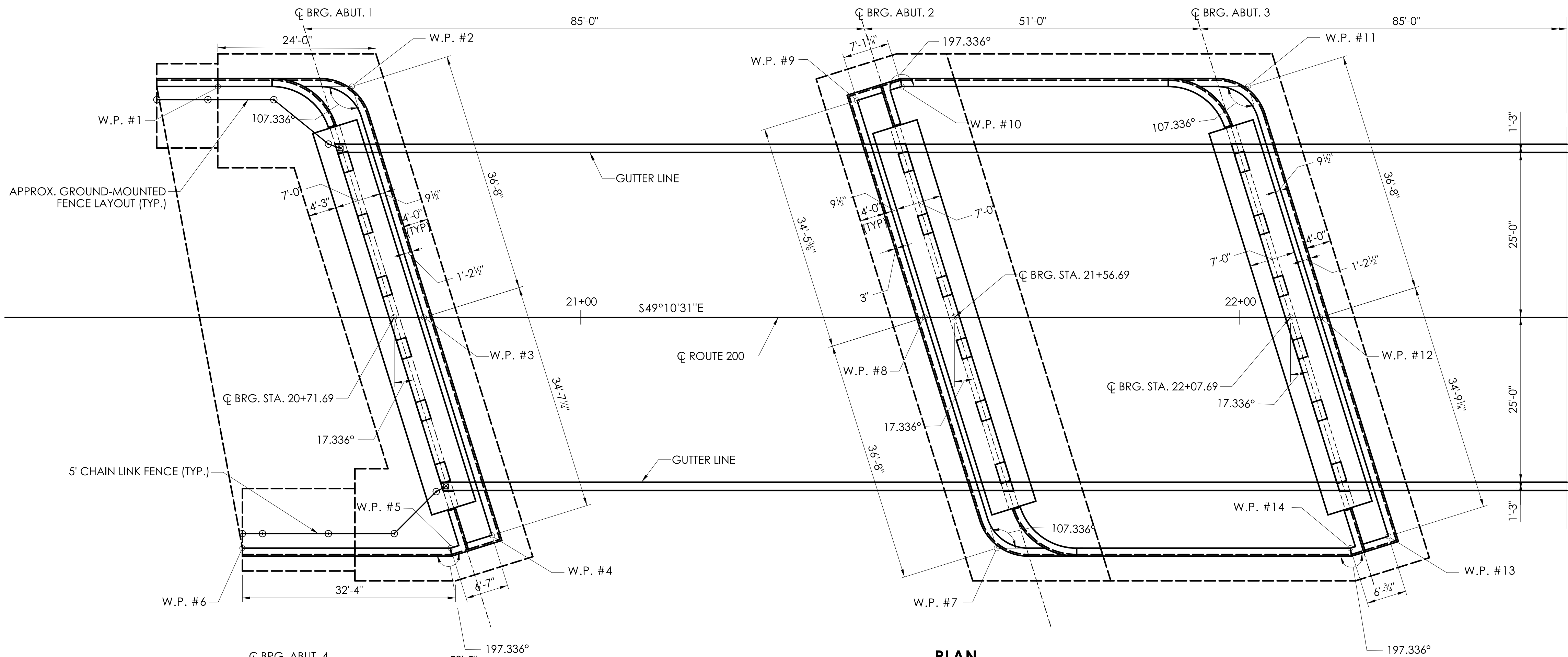
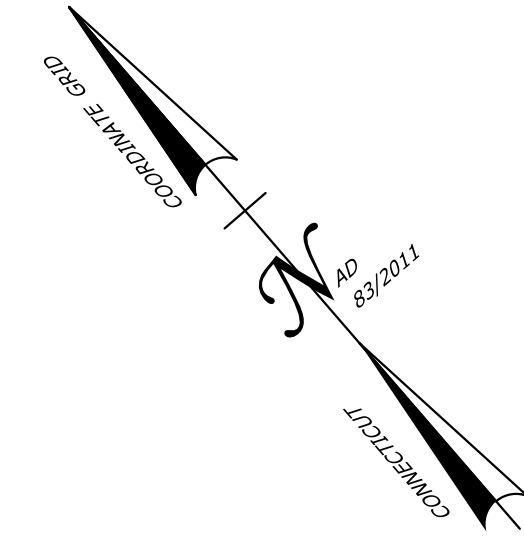
TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
PROFILE AND NOTES

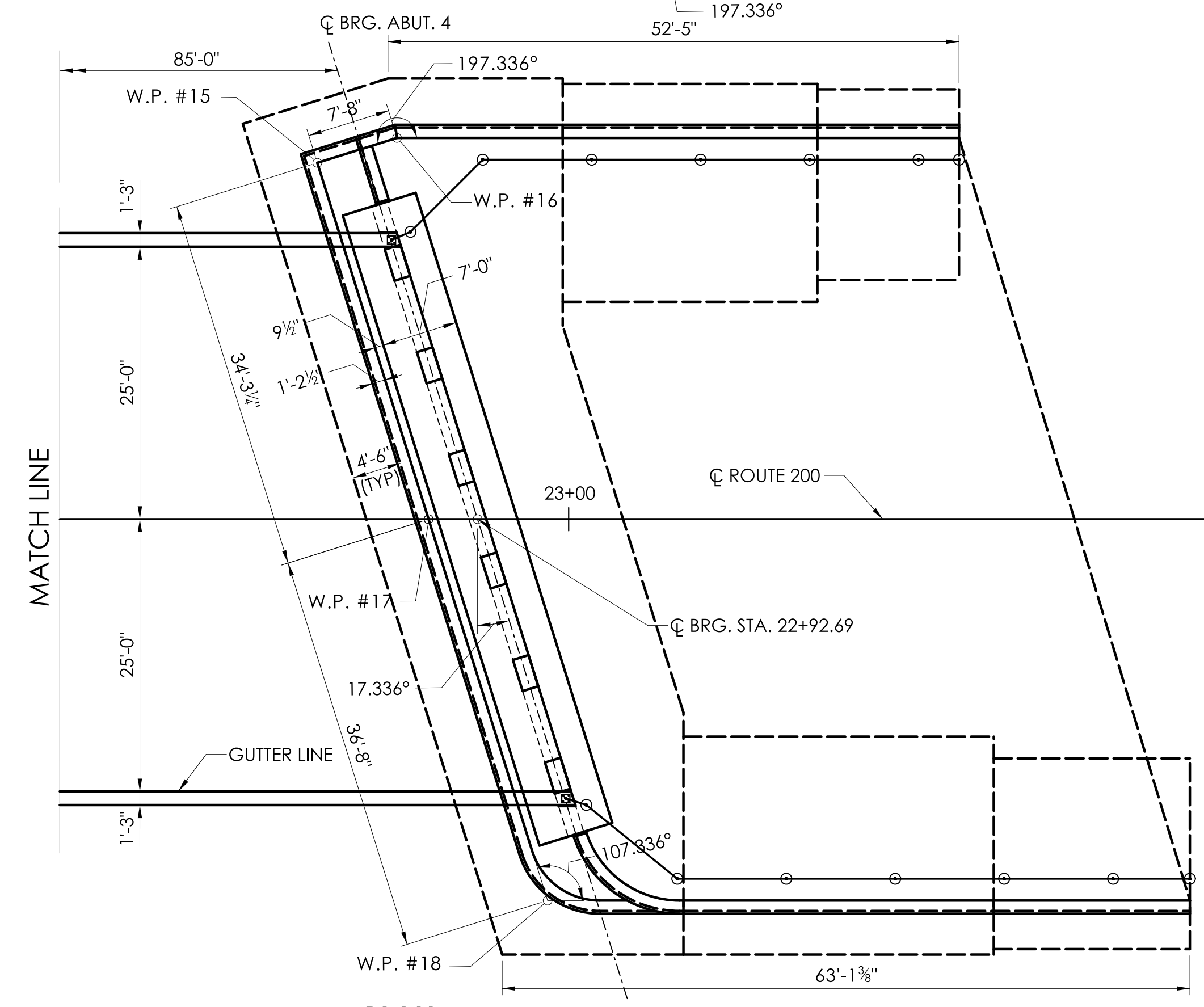
PROJECT NO.:
0141-0158

DRAWING NO.:
SB-04

SHEET NO.:
05.04



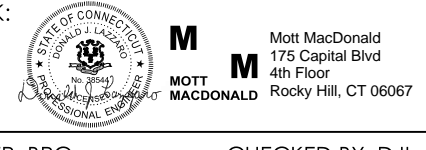
PLAN
SCALE: 1" = 10'

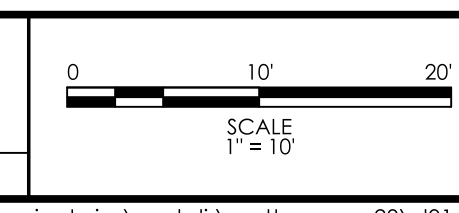


PLAN
SCALE: 1" = 10'

WORKING POINT COORDINATES		
W.P. #	NORTH	EAST
1	914021.910	1238548.290
2	914008.620	1238563.620
3	913974.992	1238549.060
4	913943.247	1238535.264
5	913945.867	1238529.235
6	913966.513	1238505.337
7	913891.675	1238591.399
8	913925.302	1238606.577
9	913956.899	1238620.308
10	913954.071	1238626.814
11	913919.710	1238666.587
12	913886.083	1238651.973
13	913854.189	1238638.113
14	913856.603	1238632.559
15	913943.862	1238486.800
16	913940.806	1238493.831
17	913912.429	1238473.140
18	913578.802	1238458.526

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:

 DESIGNER/DRAFTER: BPC CHECKED BY: DJL



PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
LAYOUT PLAN

PROJECT NO.:
0141-0158

DRAWING NO.:
SB-05

SHEET NO.:
 05.05

Driller:		New England Boring		Connecticut DOT Boring Report		Hole No.:		B-1			
Inspector:		J. Asciola		Town:		Thompson, CT		Stat./Offset:		20+18/33L	
Engineer:		M. Caouette		Project No.:		0141-0158		Northing:		914033.55	
Start Date:		9-20-24		Route No.:		I-395 over Route 200		Easting:		1238536.72	
Finish Date:		9-23-24		Bridge No.:		03474		Surface Elevation:		477 (approx)	
Project Description: Bridge Replacement No. 03474											
Casing Size/Type:		3" ID		Sampler Type/Size:		SS/2" OD		Core Barrel Type:		NX	
Hammer Wt.:		300lb		Fall:		30in.		Hammer Wt.:		140lb	
Fall:		30in.		Hammer Wt.:		140lb		Fall:		30in.	
Groundwater Observations: @28.3 after 135 days hours											
Depth (ft)	SAMPLES						Generalized Strata Description	Material Description and Notes	Elevation (ft)		
	Sample Type/No.	Blows on Sampler per 6 inches				Pen. (in.)				Rec. (in.)	ROD %
0	S-1	4	6	10	14	24	6	Topsoil Miscellaneous Fill	6 inches Topsoil Medium dense, brown, c-f SAND, trace f gravel, trace silt, with grass and roots; moist.		
5	S-2	11	13	19	24	24	18		Dense, brown to light brown, f SAND, trace f gravel, trace silt; moist.		
10	S-3	16	26	25	19	24	24		Very dense, light brown, c-f SAND, and SILT, little f gravel; moist.		
15	S-4	30	31	33	49	24	10	Glacial Till	Very dense, gray, c GRAVEL, and c-f SAND, some silt; moist.		
20	S-5	31	72	100		18	10		Very dense, gray, c-f SAND, little silt, trace f gravel; moist.		
25	S-6	40	52	48	72	24	24		Very dense, gray, c-f SAND and SILT, trace f gravel; moist.		
30	S-7	30	48	41	37	24	18		Very dense, gray, c-f SAND, trace silt, trace f gravel; moist.		
35	S-8	100				0	0	Bedrock			
Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%											
Total Penetration in		Earth: 35ft		Rock: 10ft		NOTES: Likely bedrock at 33 ft. Roller bit to 35 ft. and began core.		Sheet		1 of 2	
No. of		Soil Samples: 7		No. of		Core Runs: 2		SM-001-M REV. 1/02			

Driller:		New England Boring		Connecticut DOT Boring Report		Hole No.:		B-1			
Inspector:		J. Asciola		Town:		Thompson, CT		Stat./Offset:		20+18/33L	
Engineer:		M. Caouette		Project No.:		0141-0158		Northing:		914033.55	
Start Date:		9-20-24		Route No.:		I-395 over Route 200		Easting:		1238536.72	
Finish Date:		9-23-24		Bridge No.:		03474		Surface Elevation:		477 (approx)	
Project Description: Bridge Replacement No. 03474											
Casing Size/Type:		3" ID		Sampler Type/Size:		SS/2" OD		Core Barrel Type:		NX	
Hammer Wt.:		300lb		Fall:		30in.		Hammer Wt.:		140lb	
Fall:		30in.		Hammer Wt.:		140lb		Fall:		30in.	
Groundwater Observations: @28.3 after 135 days hours											
Depth (ft)	SAMPLES						Generalized Strata Description	Material Description and Notes	Elevation (ft)		
	Sample Type/No.	Blows on Sampler per 6 inches				Pen. (in.)				Rec. (in.)	ROD %
35	C-1					60	43	45	Bedrock (cont)	GNEISS, gray to dark gray, fine to medium grained, laminated, intensely to moderately fractured, fresh to slightly weathered, strong.	
40	C-2					60	48	80		GNEISS, gray to dark gray, medium grained, laminated, intensely to highly fractured, slightly weathered, strong.	
45										END OF BORING 45ft	
50											
55											
60											
65											
70											
Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%											
Total Penetration in		Earth: 35ft		Rock: 10ft		NOTES: Likely bedrock at 33 ft. Roller bit to 35 ft. and began core.		Sheet		2 of 2	
No. of		Soil Samples: 7		No. of		Core Runs: 2		SM-001-M REV. 1/02			

Driller:		New England Boring		Connecticut DOT Boring Report		Hole No.:		B-2			
Inspector:		J. Asciola		Town:		Thompson, CT		Stat./Offset:		20+34/16R	
Engineer:		M. Caouette		Project No.:		0141-0158		Northing:		913983.43	
Start Date:		9-26-24		Route No.:		I-395 over Route 200		Easting:		1238505.81	
Finish Date:		9-26-24		Bridge No.:		03474		Surface Elevation:		478 (approx)	
Project Description: Bridge Replacement No. 03474											
Casing Size/Type:		3" ID		Sampler Type/Size:		SS/2" OD		Core Barrel Type:		NX	
Hammer Wt.:		300lb		Fall:		30in.		Hammer Wt.:		140lb	
Fall:		30in.		Hammer Wt.:		140lb		Fall:		30in.	
Groundwater Observations:											
Depth (ft)	SAMPLES						Generalized Strata Description	Material Description and Notes	Elevation (ft)		
	Sample Type/No.	Blows on Sampler per 6 inches				Pen. (in.)				Rec. (in.)	ROD %
0									Pavement Structure Miscellaneous Fill	12 inches Bituminous Pavement	
5	S-1	9	12	10	15	24	10			Medium dense, brown, c-f SAND and f GRAVEL; moist.	
10	S-2	19	50	43	21	24	18			Very dense, gray to white, c-f SAND and f GRAVEL, with rock fragments; moist.	
15	S-3	19	17	21	30	24	12			Dense, light brown, m-f GRAVEL, and c-f SAND, little silt; moist.	
20	S-4	15	20	22	8	24	8			Dense, brown to black, m-f GRAVEL, little c-f SAND, trace silt, with asphalt; moist.	
25	S-5	11	15	18	21	24	2		Glacial Till	Dense, gray, c-f SAND and f GRAVEL, little silt; moist.	
30	S-6	50/3"				3	2			Very dense, gray, f SAND, trace f gravel, little silt; moist.	
35	S-7	50/3"				3	0			No recovery.	
Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%											
Total Penetration in		Earth: 35ft		Rock: 10ft		NOTES: Likely bedrock at 34 ft based on roller bit. Began core at 35 ft.		Sheet		1 of 2	
No. of		Soil Samples: 7		No. of		Core Runs: 2		SM-001-M REV. 1/02			

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:		 Mott MacDonald 175 Canal Blvd 4th Floor Rocky Hill, CT 06067		 CONNECTICUT DEPARTMENT OF TRANSPORTATION		PROJECT TITLE: REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395		TOWN(S): TOWN OF THOMPSON		DRAWING TITLE: BORING LOGS - 1		PROJECT NO.: 0141-0158		DRAWING NO.: SB-06	
DESIGNER/DRAFTER: BPC		CHECKED BY: DJL										SHEET NO.: 05.06			

Driller:		New England Boring		Connecticut DOT Boring Report		Hole No.: B-2		
Inspector:		J. Asciola		Town: Thompson, CT		Stat./Offset: 20+34/16R		
Engineer:		M. Caouette		Project No.: 0141-0158		Northing: 913983.43		
Start Date:		9-26-24		Route No.: I-395 over Route 200		Easting: 1238505.81		
Finish Date:		9-26-24		Bridge No.: 03474		Surface Elevation: 478 (approx)		
Project Description: Bridge Replacement No. 03474								
Casing Size/Type:		3" ID		Sampler Type/Size:		SS/2" OD		
Hammer Wt.:		300lb		Fall:		30in.		
Hammer Wt.:		140lb		Fall:		30in.		
Groundwater Observations:								
Depth (ft)	SAMPLES					Generalized Strata Description	Material Description and Notes	Elevation (ft)
	Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	ROD %			
35	C-1		60	48	48	Bedrock (cont)	GNEISS, gray to dark gray, medium grained, laminated, intensely to highly fractured, slightly weathered, strong.	
40	C-2		60	60	88		GNEISS, gray to dark gray, medium grained, laminated, intensely to highly fractured, slightly weathered, strong.	
45							END OF BORING 45ft	
50								
55								
60								
65								
70								

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test
Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 35ft Rock: 10ft
No. of Soil Samples: 7 No. of Core Runs: 2

NOTES: Likely bedrock at 34 ft based on roller bit. Began core at 35 ft.

Sheet 2 of 2
SM-001-M REV. 1/02

Driller:		New England Boring		Connecticut DOT Boring Report		Hole No.: B-3		
Inspector:		J. Asciola		Town: Thompson, CT		Stat./Offset: 22+02/37L		
Engineer:		M. Caouette		Project No.: 0141-0158		Northing: 913920.35		
Start Date:		10-3-24		Route No.: I-395 over Route 200		Easting: 1238670.93		
Finish Date:		10-4-24		Bridge No.: 03474		Surface Elevation: 465 (approx)		
Project Description: Bridge Replacement No. 03474								
Casing Size/Type:		3" ID		Sampler Type/Size:		SS/2" OD		
Hammer Wt.:		300lb		Fall:		30in.		
Hammer Wt.:		140lb		Fall:		30in.		
Groundwater Observations: @5 after 1 hr hours								
Depth (ft)	SAMPLES					Generalized Strata Description	Material Description and Notes	Elevation (ft)
	Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	ROD %			
0	S-1	7 9 12 13	24	15		Topsoil Miscellaneous Fill	4 inches Topsoil Medium dense, brown, c-f SAND and f GRAVEL, trace silt; moist.	
5	S-2	31 50/2"	8	8		Glacial Till	Very dense, brown, c-f SAND and f GRAVEL, little silt; wet.	
10	S-3	32 32 29 36	24	20			Very dense, gray, SILT, some c-f sand, little gravel; wet.	
15	S-4	50/3"	3	3			Very dense, brown, c-f SAND and f GRAVEL, little silt; wet.	
20	C-1		60	60	63	Bedrock	GNEISS, gray to dark gray, medium grained, laminated, intensely to moderately fractured, slightly weathered, strong.	
25	C-2		60	60	93		GNEISS, gray to dark gray, medium grained, laminated, intensely to moderately fractured, slightly weathered, strong.	
30							END OF BORING 28ft	
35								

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test
Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 18ft Rock: 10ft
No. of Soil Samples: 4 No. of Core Runs: 2

NOTES:

Sheet 1 of 1
SM-001-M REV. 1/02

Driller:		New England Boring		Connecticut DOT Boring Report		Hole No.: B-4		
Inspector:		J. Asciola		Town: Thompson, CT		Stat./Offset: 22+27/40R		
Engineer:		M. Caouette		Project No.: 0141-0158		Northing: 913845.51		
Start Date:		10-2-24		Route No.: I-395 over Route 200		Easting: 1238636.51		
Finish Date:		10-3-24		Bridge No.: 03474		Surface Elevation: 466 (approx)		
Project Description: Bridge Replacement No. 03474								
Casing Size/Type:		3" ID		Sampler Type/Size:		SS/2" OD		
Hammer Wt.:		300lb		Fall:		30in.		
Hammer Wt.:		140lb		Fall:		30in.		
Groundwater Observations: @6 after 1 hr hours								
Depth (ft)	SAMPLES					Generalized Strata Description	Material Description and Notes	Elevation (ft)
	Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	ROD %			
0	S-1	4 9 19 19	24	13		Topsoil Miscellaneous Fill	5 inches Topsoil Medium dense, brown to light brown, c-f SAND and f GRAVEL; moist.	
5	S-2	27 25 35 24	24	15		Glacial Till	Very dense, gray, c-f SAND and f GRAVEL, little silt; wet.	
10	S-3	26 35 50/3"	15	15			Very dense, gray to orange, c-f SAND and SILT, trace f gravel; wet.	
15	S-4	50	0	0		Bedrock		
20	C-1		60	45	53		GNEISS, gray to dark gray, medium grained, laminated, intensely to highly fractured, slightly weathered, strong.	
25	C-2		60	59	78		GNEISS, gray to dark gray, medium grained, laminated, intensely to highly fractured, slightly weathered, strong.	
30							END OF BORING 25ft	
35								

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test
Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 15ft Rock: 10ft
No. of Soil Samples: 4 No. of Core Runs: 2

NOTES: Likely bedrock at 13 ft. Roller bit to 15 ft. and began core.

Sheet 1 of 1
SM-001-M REV. 1/02

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:		 Mott MacDonald 175 Canal Blvd 4th Floor Rocky Hill, CT 06067	 CONNECTICUT DEPARTMENT OF TRANSPORTATION	PROJECT TITLE:	TOWN(S):	DRAWING TITLE:	PROJECT NO.:	DRAWING NO.:
DESIGNER/DRAFTER: BPC	CHECKED BY: DJL			REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395	TOWN OF THOMPSON	BORING LOGS - 2	0141-0158	SB-07

Driller:		New England Boring		Connecticut DOT Boring Report		Hole No.:		B-5			
Inspector:		J. Asciola		Town:		Thompson, CT		Stat./Offset:		23+41/17L	
Engineer:		M. Caouette		Project No.:		0141-0158		Northing:		913813.72	
Start Date:		9-24-24		Route No.:		I-395 over Route 200		Easting:		1238760.03	
Finish Date:		9-24-24		Bridge No.:		03474		Surface Elevation:		496 (approx)	
Project Description: Bridge Replacement No. 03474											
Casing Size/Type:		3" ID		Sampler Type/Size:		SS/2" OD		Core Barrel Type:		NX	
Hammer Wt.:		300lb		Fall:		30in.		Hammer Wt.:		140lb	
Fall:		30in.		Hammer Wt.:		140lb		Fall:		30in.	
Groundwater Observations:											
Depth (ft)	SAMPLES					Generalized Strata Description	Material Description and Notes	Elevation (ft)			
	Sample Type/No.	Blows on Sampler per 6 inches							Pen. (in.)	Rec. (in.)	ROD %
0	S-1	14	13	14	11	24	12		Pavement Structure Miscellaneous Fill	12 inches Bituminous Pavement Medium dense, light brown, c-f SAND and f GRAVEL, trace silt; moist.	
5	S-2	4	11	20	28	24	20			Dense, light brown, c-f SAND and m-f GRAVEL, trace silt; moist.	
10										Drilled through boulder at 10-feet. Advanced casing to 15 ft and sampled from 15-17 ft.	
15	S-3	20	21	30	30	24	16		Glacial Till	Very dense, gray to orange, c-f SAND and f GRAVEL, trace silt; moist.	
20	C-1					60	60	93	Bedrock	GNEISS, gray to dark gray, medium grained, laminated, intensely to moderately fractured, slightly weathered, strong.	
25	C-2					60	55	72		GNEISS, gray to dark gray, medium grained, laminated, intensely to slightly fractured, slightly weathered, strong.	
30										END OF BORING 30ft	
35											

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test
Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 20ft	Rock: 10ft	NOTES:	Sheet 1 of 1
No. of Soil Samples: 5	No. of Core Runs: 2		

SM-001-M REV. 1/02

Driller:		New England Boring		Connecticut DOT Boring Report		Hole No.:		B-6				
Inspector:		J. Asciola		Town:		Thompson, CT		Stat./Offset:		23+47/13R		
Engineer:		M. Caouette		Project No.:		0141-0158		Northing:		913787.48		
Start Date:		9-25-24		Route No.:		I-395 over Route 200		Easting:		1238745.80		
Finish Date:		9-25-24		Bridge No.:		03474		Surface Elevation:		496 (approx)		
Project Description: Bridge Replacement No. 03474												
Casing Size/Type:		3" ID		Sampler Type/Size:		SS/2" OD		Core Barrel Type:		NX		
Hammer Wt.:		300lb		Fall:		30in.		Hammer Wt.:		140lb		
Fall:		30in.		Hammer Wt.:		140lb		Fall:		30in.		
Groundwater Observations: @13.8 after 133 days hours												
Depth (ft)	SAMPLES					Generalized Strata Description	Material Description and Notes	Elevation (ft)				
	Sample Type/No.	Blows on Sampler per 6 inches							Pen. (in.)	Rec. (in.)	ROD %	
0	S-1	23	23	21	20	24	15		Pavement Structure Miscellaneous Fill	12 inches Bituminous Pavement Dense, light brown, c-f SAND and f GRAVEL, trace silt; moist.		
5	S-2	8	10	5	4	24	8			Medium dense, light brown, c-f SAND and m-f GRAVEL, little silt; moist.		
10	S-3	40	50/1"				7	5			Very dense, brown, c-f SAND and f GRAVEL, with rock fragments; moist.	
15	S-4	2	2	1	1	24	0			No recovery.		
20	S-5	50/4"				4	2		Deposited Rock	Very dense, gray, c-f SAND and SILT, with highly decomposed rock; moist.		
25	C-1					60	48	50	Bedrock	GNEISS, gray to dark gray, medium grained, laminated, intensely to highly fractured, slightly weathered, strong.		
30	C-2					60	60	90		GNEISS, gray to dark gray, medium grained, laminated, intensely to highly fractured, slightly weathered, strong.		
35										END OF BORING 31ft		

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test
Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 21ft	Rock: 10ft	NOTES:	Sheet 1 of 1
No. of Soil Samples: 5	No. of Core Runs: 2		

SM-001-M REV. 1/02

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:  Mott MacDonald 175 Canal Blvd 4th Floor Rocky Hill, CT 06067	 CONNECTICUT DEPARTMENT OF TRANSPORTATION	PROJECT TITLE:	REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395	TOWN(S):	TOWN OF THOMPSON	DRAWING TITLE:	BORING LOGS - 3	PROJECT NO.:	0141-0158	DRAWING NO.:	SB-08
		DESIGNER/DRAFTER: BPC	CHECKED BY: DJL								

SUGGESTED CONSTRUCTION SEQUENCE OF SUPERSTRUCTURE REMOVAL

STEP ①

- PERFORM CLEARING AND GRUBBING AND THE INSTALLATION OF ACCESS ROADS FOR TEMPORARY UTILITY RELOCATION PRIOR TO ANY OTHER WORK. PROVIDE ACCESS TO THE UTILITY RELOCATION AREAS UNDER THE "CONSTRUCTION ACCESS" SPECIAL PROVISION AND IN ACCORDANCE WITH DETAILS PROVIDED ON TRAFFIC DRAWINGS.
- RELOCATE EXISTING OVERHEAD UTILITIES (BY OTHERS) TO TEMPORARY LOCATION. SEE HIGHWAY GENERAL PLAN FOR LIMITS OF GUIDERAILING REMOVAL. SEE TRAFFIC PLAN FOR DETAILS OF TEMPORARY BARRIER PROTECTION OF OPENING FOR ACCESS TO UTILITY RELOCATION AREA.
- SET UP THOMPSON HILL ROAD DETOUR IN ACCORDANCE WITH DRAWING DTR-01. SET UP TRAFFIC CONTROL FOR CLOSURE OF NORTHBOUND AND SOUTHBOUND LEFT LANES AND LEFT SHOULDERS OF I-395. IN ACCORDANCE WITH MPT PATTERN 2. MAINTAIN TWO LANES OF TRAVEL IN EACH DIRECTION USING RIGHT LANES AND RIGHT SHOULDERS.
- REMOVE EXISTING BRIDGE RAILINGS AND CURBS.
- REMOVE EXISTING WEARING SURFACE FROM BRIDGE DECK.
- USING EXCAVATORS ON EXISTING BRIDGE DECK, REMOVE SPAN 2 BRIDGE DECK. REMOVE DEBRIS FROM MEDIAN AREA.
- USING EXCAVATORS ON EXISTING BRIDGE DECK, REMOVE PORTION OF SPAN 1 AND SPAN 3 BRIDGE DECK OVER CLOSED LANES OF I-395. CATCH AND REMOVE ALL DEBRIS AND PREVENT DAMAGE TO I-395 PAVEMENT.

STEP ②

- CONSTRUCT TEMPORARY PAVEMENT, AS SHOWN, IN BETWEEN I-395 SB OFF-RAMP AND ON-RAMP.
- MAINTAIN MPT PATTERN 2 AND SET UP TEMPORARY FULL CLOSURE OF SOUTHBOUND I-395 FOR NIGHTTIME OPERATIONS IN ACCORDANCE WITH MPT PATTERN 1. DIVERT I-395 SOUTHBOUND TRAFFIC ONTO THOMPSON HILL ROAD OFF-RAMP, AND BACK ONTO I-395 SOUTHBOUND ON-RAMP. MAINTAIN TWO LANES OF THROUGH TRAFFIC ON NORTHBOUND I-395 DURING NIGHTTIME OPERATIONS OVER SOUTHBOUND I-395.
- DURING NIGHTTIME OPERATIONS, DEMOLISH REMAINING PORTION OF SPAN 1 BRIDGE DECK CONCRETE OVER I-395 SB. USING EXCAVATORS FROM ON EXISTING BRIDGE DECK AND APPROACH. CATCH AND REMOVE ALL DEBRIS AND PREVENT DAMAGE TO I-395 PAVEMENT.
- REMOVE MPT PATTERN 1 AND RESTORE TWO LANES OF TRAFFIC ON I-395 SOUTHBOUND. MPT PATTERN 2 REMAINS IN EFFECT.
- SIMILAR FOR I-395 NORTHBOUND, USING NIGHTTIME OPERATIONS, UNTIL FULL BRIDGE DECK REMOVAL IS COMPLETE. MAINTAIN TWO LANES OF THROUGH TRAFFIC ON SOUTHBOUND I-395 DURING NIGHTTIME OPERATIONS OVER NORTHBOUND I-395.

LEGEND

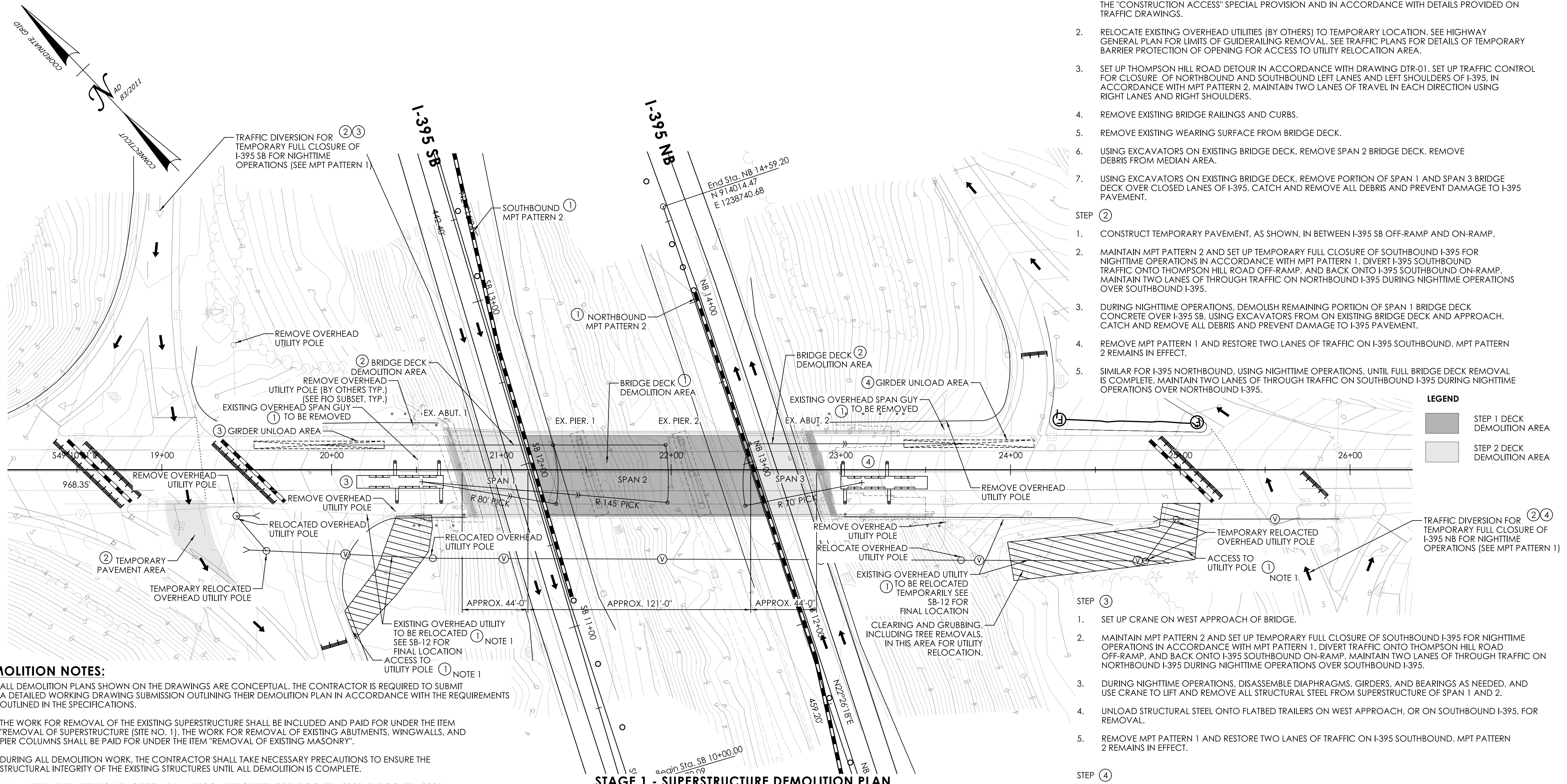
- STEP 1 DECK DEMOLITION AREA
- STEP 2 DECK DEMOLITION AREA

STEP ③

- SET UP CRANE ON WEST APPROACH OF BRIDGE.
- MAINTAIN MPT PATTERN 2 AND SET UP TEMPORARY FULL CLOSURE OF SOUTHBOUND I-395 FOR NIGHTTIME OPERATIONS IN ACCORDANCE WITH MPT PATTERN 1. DIVERT TRAFFIC ONTO THOMPSON HILL ROAD OFF-RAMP, AND BACK ONTO I-395 SOUTHBOUND ON-RAMP. MAINTAIN TWO LANES OF THROUGH TRAFFIC ON NORTHBOUND I-395 DURING NIGHTTIME OPERATIONS OVER SOUTHBOUND I-395.
- DURING NIGHTTIME OPERATIONS, DISASSEMBLE DIAPHRAGMS, GIRDERS, AND BEARINGS AS NEEDED, AND USE CRANE TO LIFT AND REMOVE ALL STRUCTURAL STEEL FROM SUPERSTRUCTURE OF SPAN 1 AND 2.
- UNLOAD STRUCTURAL STEEL ONTO FLATBED TRAILERS ON WEST APPROACH, OR ON SOUTHBOUND I-395, FOR REMOVAL.
- REMOVE MPT PATTERN 1 AND RESTORE TWO LANES OF TRAFFIC ON I-395 SOUTHBOUND. MPT PATTERN 2 REMAINS IN EFFECT.

STEP ④

- SET UP CRANE ON EAST APPROACH OF BRIDGE.
- MAINTAIN MPT PATTERN 2 AND SET UP TEMPORARY FULL CLOSURE OF NORTHBOUND I-395 FOR NIGHTTIME OPERATIONS IN ACCORDANCE WITH MPT PATTERN 1. DIVERT TRAFFIC ONTO THOMPSON HILL ROAD OFF-RAMP, AND BACK ONTO I-395 NORTHBOUND ON-RAMP. MAINTAIN TWO LANES OF THROUGH TRAFFIC ON SOUTHBOUND I-395 DURING NIGHTTIME OPERATIONS OVER NORTHBOUND I-395.
- DURING NIGHTTIME OPERATIONS, DISASSEMBLE DIAPHRAGMS, GIRDERS, AND BEARINGS AS NEEDED, AND USE CRANE TO LIFT AND REMOVE ALL STRUCTURAL STEEL FROM SUPERSTRUCTURE OF SPAN 3.
- UNLOAD STRUCTURAL STEEL ONTO FLATBED TRAILERS ON EAST APPROACH, OR ON NORTHBOUND I-395, FOR REMOVAL.
- REMOVE MPT PATTERN 1 AND RESTORE TWO LANES OF TRAFFIC ON I-395 NORTHBOUND. MPT PATTERN 2 REMAINS IN EFFECT.



STAGE 1 - SUPERSTRUCTURE DEMOLITION PLAN
SCALE: 1" = 30'

ANTICIPATED MAXIMUM LOADS DURING DEMOLITION FOR EACH SPAN:

SECTION	WEIGHT (LBS)	RADIUS (FT.)
SPAN 1	18,670	80'-0"
SPAN 2	11,137	145'-0"
SPAN 3	18,670	70'-0"

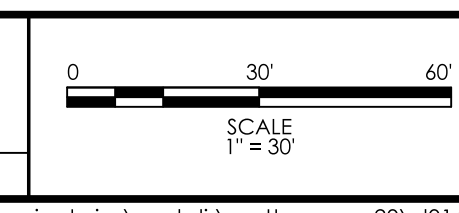
NOTES:
THE WEIGHTS NOTED HERE INCLUDE WEIGHT OF STEEL GIRDERS ONLY.

DEMOLITION NOTES:

- ALL DEMOLITION PLANS SHOWN ON THE DRAWINGS ARE CONCEPTUAL. THE CONTRACTOR IS REQUIRED TO SUBMIT A DETAILED WORKING DRAWING SUBMISSION OUTLINING THEIR DEMOLITION PLAN IN ACCORDANCE WITH THE REQUIREMENTS OUTLINED IN THE SPECIFICATIONS.
- THE WORK FOR REMOVAL OF THE EXISTING SUPERSTRUCTURE SHALL BE INCLUDED AND PAID FOR UNDER THE ITEM "REMOVAL OF SUPERSTRUCTURE (SITE NO. 1)". THE WORK FOR REMOVAL OF EXISTING ABUTMENTS, WINGWALLS, AND PIER COLUMNS SHALL BE PAID FOR UNDER THE ITEM "REMOVAL OF EXISTING MASONRY".
- DURING ALL DEMOLITION WORK, THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO ENSURE THE STRUCTURAL INTEGRITY OF THE EXISTING STRUCTURES UNTIL ALL DEMOLITION IS COMPLETE.
- ALL MATERIALS RELATED TO DEMOLITION SHALL BECOME PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL REMOVE ALL MATERIAL FROM THE JOB SITE AND LEGALLY DISPOSE OF IT. THE METHOD OF DEBRIS REMOVAL, TRANSPORTATION AND DISPOSAL SHALL BE APPROVED BY THE ENGINEER.
- ALL DEMOLITION WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND THE SPECIAL PROVISION "PROSECUTION AND PROGRESS".
- THE CONTRACTOR SHALL TAKE PRECAUTIONS TO ENSURE THAT NO DEBRIS WILL FALL ON I-395 DURING DEMOLITION.
- CONCRETE FOR THE SUPERSTRUCTURE AND SUBSTRUCTURE SHALL BE REMOVED BY CUTTING, SPLITTING OR IMPACT HAMMER METHODS. BLASTING WILL NOT BE ALLOWED.
- THE CONTRACTOR SHALL REMOVE THE SUBSTRUCTURES IN THEIR ENTIRETY.
- TRAFFIC CLOSURES ON ROUTE 200 AND I-395 SHALL BE IN ACCORDANCE WITH THE MAINTENANCE AND PROTECTION OF TRAFFIC PLANS AND IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
- THE PROJECT SITE IS LOCATED IN A RURAL AND RESIDENTIAL AREA ALONG I-395. THERE ARE SEVERAL OPEN SPACE AREAS BETWEEN THE RAMPS AND THE MAINLINE; ON THOMPSON HILL RD, APPROACHES; AND IN THE MEDIAN BETWEEN I-395NB AND I-395SB, WHICH MAY SERVE AS STAGING, LAYDOWN, AND PARKING AREAS.
- NO TRIMMING, CUTTING, OR REMOVAL OF TREES WITH A 3" DBH OR GREATER FROM APRIL 15 TO OCTOBER 31. SEE SECTION 1.10 - ENVIRONMENTAL COMPLIANCE.

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:
 Mott MacDonald
 175 Central Street
 4th Floor
 Rocky Hill, CT 06067
 DESIGNER/DRAFTER: BPC CHECKED BY: DJL



CONNECTICUT DEPARTMENT OF TRANSPORTATION

PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

TOWN(S):
TOWN OF THOMPSON


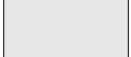


DRAWING TITLE:
CONSTRUCTION SEQUENCE SUPERSTRUCTURE REMOVAL

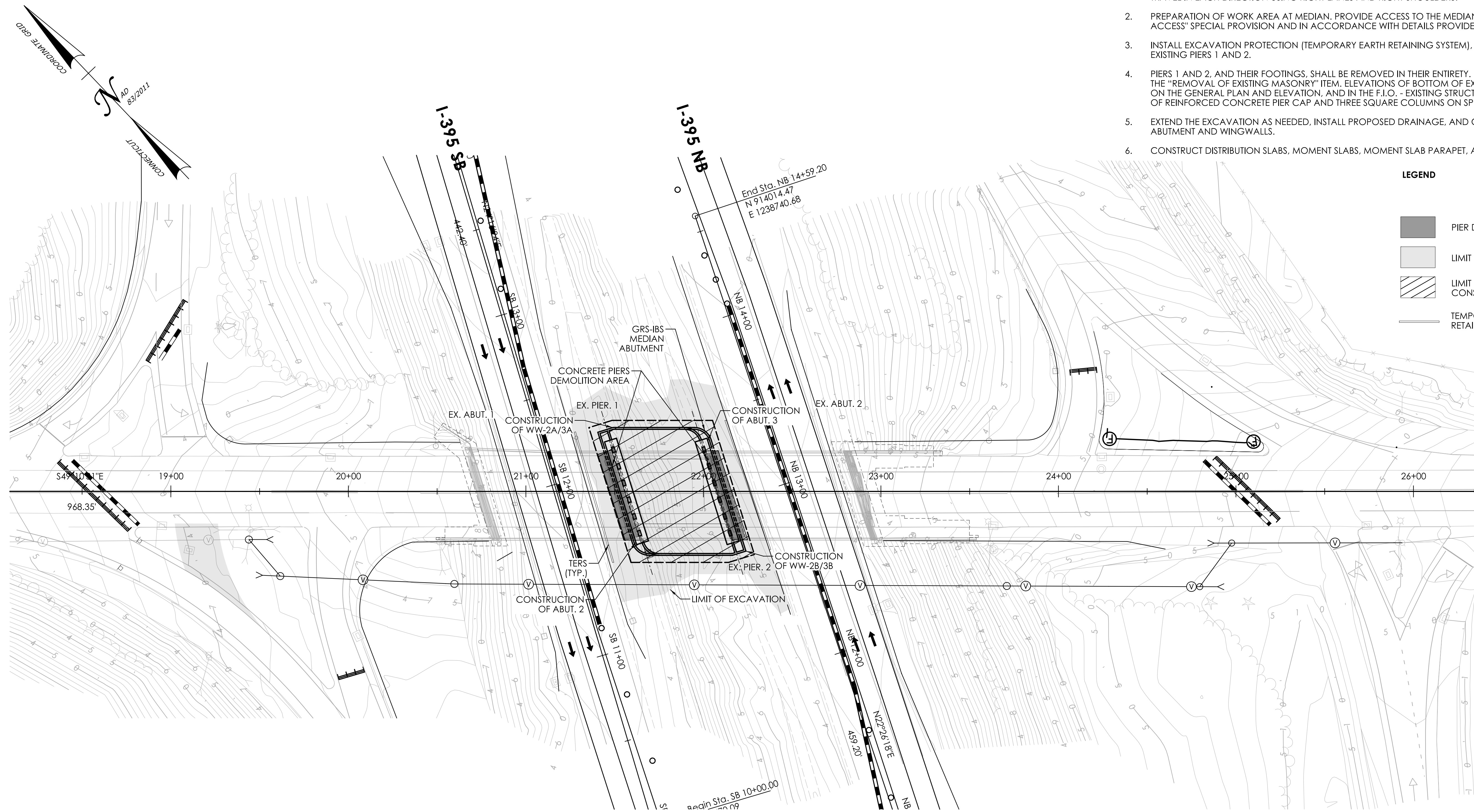
PROJECT NO.: **0141-0158**
 DRAWING NO.: **SB-09**
 SHEET NO.: **05.09**

SUGGESTED SEQUENCE OF MEDIAN SUBSTRUCTURE REMOVAL AND RECONSTRUCTION

1. MAINTAIN THOMPSON HILL RD. DETOUR, AND MAINTAIN CLOSURE OF NB AND SB LEFT LANES AND LEFT SHOULDERS OF I-395 IN ACCORDANCE WITH MPT PATTERN 2. MAINTAIN TWO LANES OF TRAVEL IN EACH DIRECTION USING RIGHT LANES AND RIGHT SHOULDERS.
2. PREPARATION OF WORK AREA AT MEDIAN. PROVIDE ACCESS TO THE MEDIAN AREA UNDER THE "CONSTRUCTION ACCESS" SPECIAL PROVISION AND IN ACCORDANCE WITH DETAILS PROVIDED ON TRAFFIC DRAWINGS.
3. INSTALL EXCAVATION PROTECTION (TEMPORARY EARTH RETAINING SYSTEM), AND EXCAVATE AROUND EXISTING PIERS 1 AND 2.
4. PIERS 1 AND 2, AND THEIR FOOTINGS, SHALL BE REMOVED IN THEIR ENTIRETY. PAYMENT WILL BE MADE UNDER THE "REMOVAL OF EXISTING MASONRY" ITEM. ELEVATIONS OF BOTTOM OF EXISTING FOOTINGS ARE SHOWN ON THE GENERAL PLAN AND ELEVATION, AND IN THE F.I.O. - EXISTING STRUCTURE PLAN SUBSET. PIERS CONSIST OF REINFORCED CONCRETE PIER CAP AND THREE SQUARE COLUMNS ON SPREAD FOOTINGS.
5. EXTEND THE EXCAVATION AS NEEDED, INSTALL PROPOSED DRAINAGE, AND CONSTRUCT GRS-IBS MEDIAN ABUTMENT AND WINGWALLS.
6. CONSTRUCT DISTRIBUTION SLABS, MOMENT SLABS, MOMENT SLAB PARAPET, AND BACKFILL EXCAVATED AREAS.

LEGEND

-  PIER DEMOLITION AREA
-  LIMIT OF EXCAVATION
-  LIMIT OF PROPOSED STRUCTURE CONSTRUCTED IN THIS STAGE
-  TEMPORARY EARTH RETAINING SYSTEM (TERS)



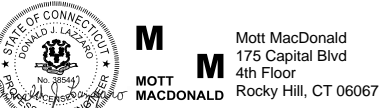
DEMOLITION NOTES:

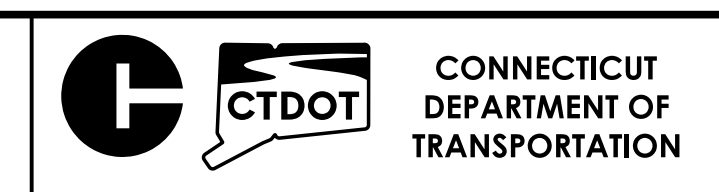
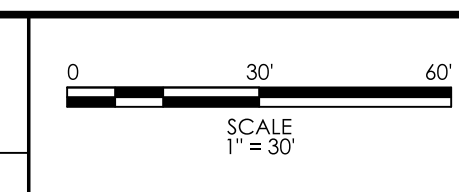
1. FOR DEMOLITION NOTES, SEE DRAWING SB-09.

STAGE 2 - MEDIAN SUBSTRUCTURE DEMOLITION AND GRS-IBS CONSTRUCTION PLAN

SCALE: 1" = 30'

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:

 DESIGNER/DRAFTER: BPC CHECKED BY: DJL



PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
**CONSTRUCTION SEQUENCE
 MEDIAN SUBSTRUCTURES**

PROJECT NO.:
0141-0158



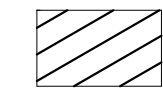

DRAWING NO.:
SB-10

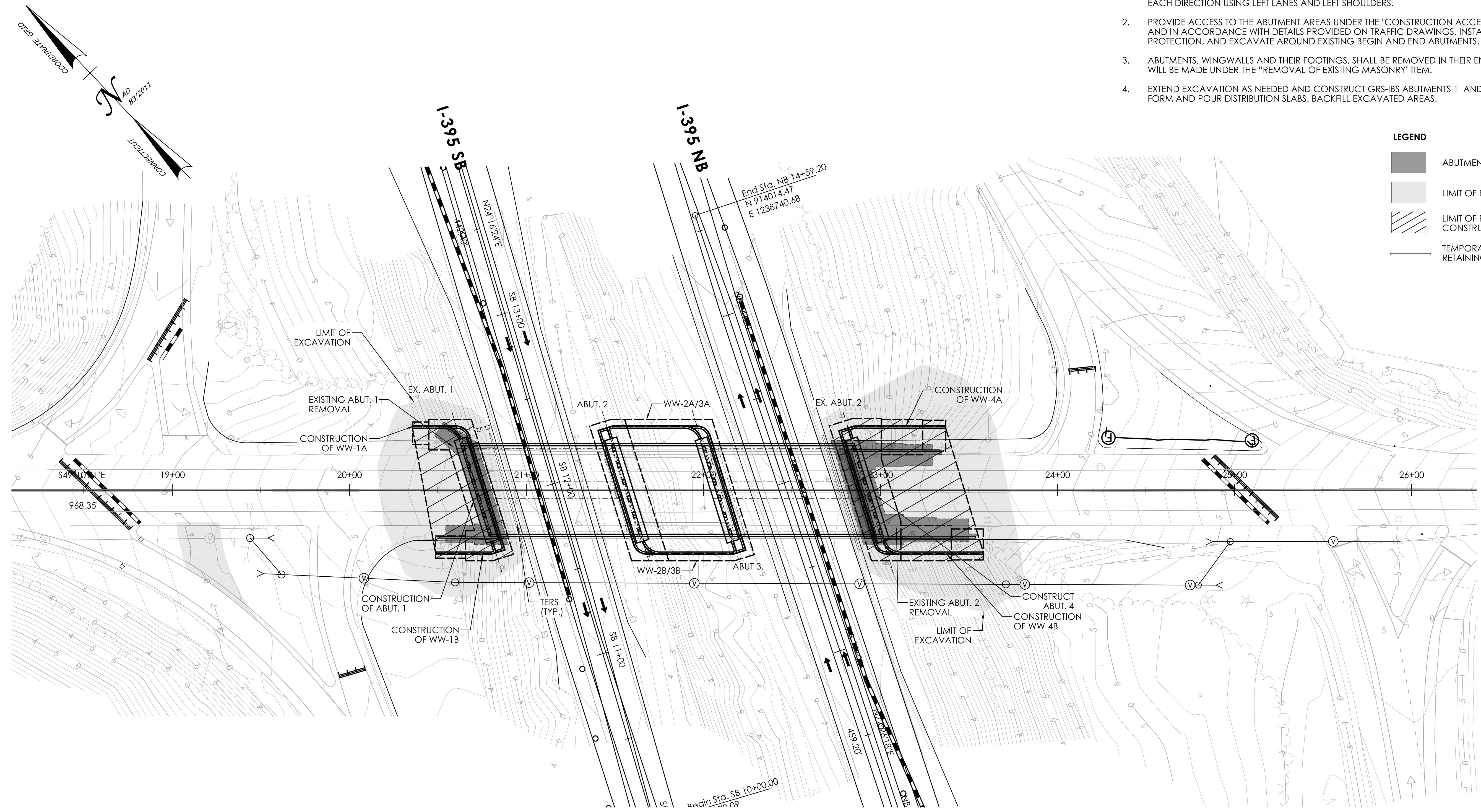
SHEET NO.:
 05.10

SUGGESTED SEQUENCE OF BEGIN/END ABUTMENT REMOVAL AND RECONSTRUCTION

1. MAINTAIN THOMPSON HILL RD. DETOUR, AND SETUP CLOSURE OF NB AND SB RIGHT SHOULDERS OF I-395 IN ACCORDANCE WITH MPT PATTERN 3. MAINTAIN TWO LANES OF TRAVEL IN EACH DIRECTION USING LEFT LANES AND LEFT SHOULDERS.
2. PROVIDE ACCESS TO THE ABUTMENT AREAS UNDER THE "CONSTRUCTION ACCESS" SPECIAL PROVISION AND IN ACCORDANCE WITH DETAILS PROVIDED ON TRAFFIC DRAWINGS. INSTALL EXCAVATION PROTECTION, AND EXCAVATE AROUND EXISTING BEGIN AND END ABUTMENTS.
3. ABUTMENTS, WINGWALLS AND THEIR FOOTINGS, SHALL BE REMOVED IN THEIR ENTIRETY. PAYMENT WILL BE MADE UNDER THE "REMOVAL OF EXISTING MASONRY" ITEM.
4. EXTEND EXCAVATION AS NEEDED AND CONSTRUCT GRS-IBS ABUTMENTS 1 AND 4 AND WINGWALLS. FORM AND POUR DISTRIBUTION SLABS, BACKFILL EXCAVATED AREAS.

LEGEND

-  ABUTMENT DEMOLITION AREA
-  LIMIT OF EXCAVATION
-  LIMIT OF PROPOSED STRUCTURE CONSTRUCTED IN THIS STAGE
-  TEMPORARY EARTH RETAINING SYSTEM (TERS)




STAGE 3 - BEGIN/END ABUTMENT DEMOLITION AND GRS-IBS CONSTRUCTION PLAN

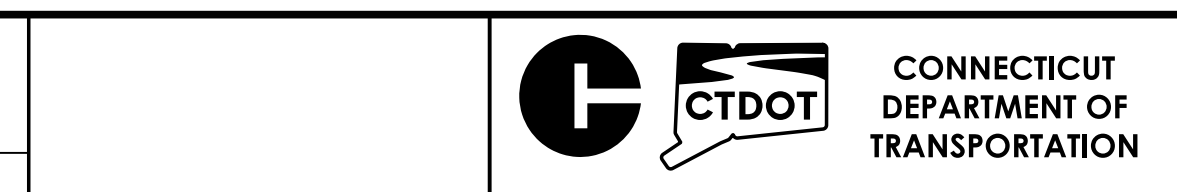
SCALE: 1" = 30'

DEMOLITION NOTES:

1. FOR DEMOLITION NOTES, SEE DRAWING SB-09.

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:

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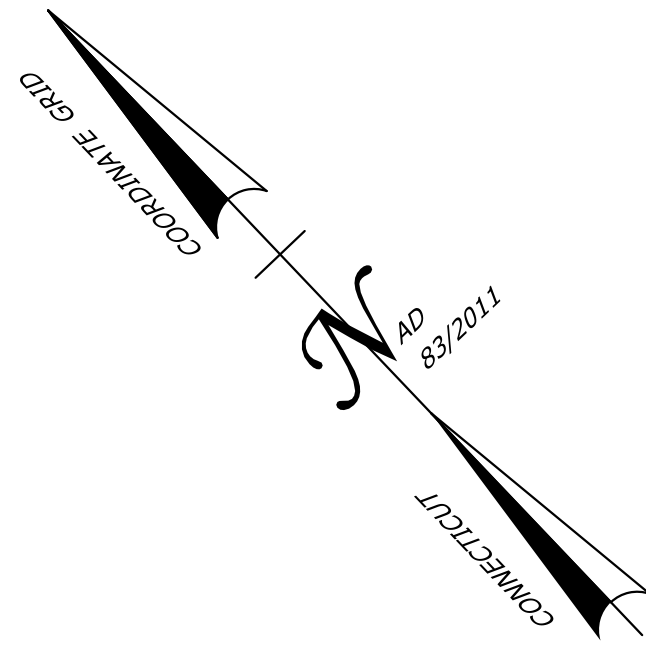


PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
CONSTRUCTION SEQUENCE BEGIN/END ABUTMENTS

PROJECT NO.:
0141-0158
 DRAWING NO.:
SB-11
 SHEET NO.:
 05.11



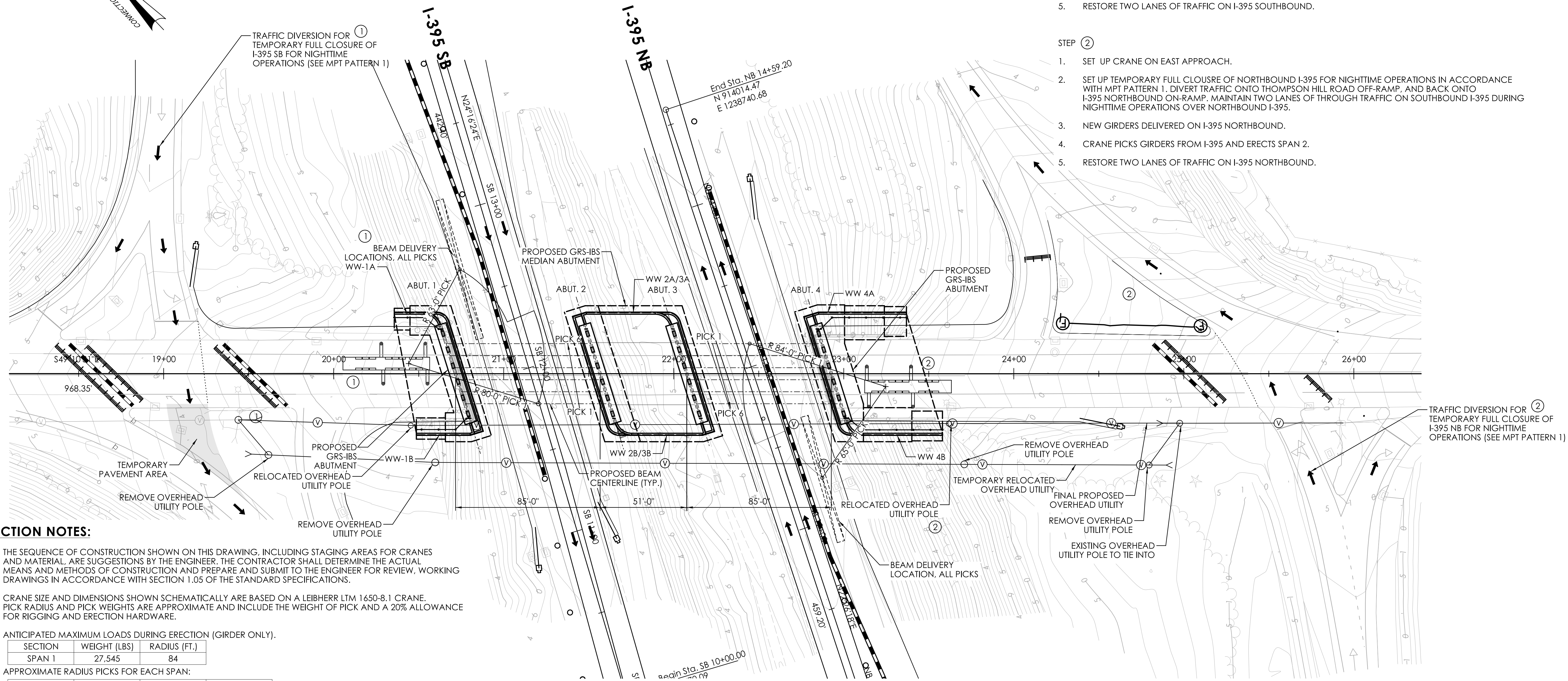
SUGGESTED CONSTRUCTION SEQUENCE OF SUPERSTRUCTURE ERECTION

STEP ①

1. SET UP CRANE ON WEST APPROACH.
2. SET UP TEMPORARY FULL CLOSURE OF SOUTHBOUND I-395 FOR NIGHTTIME OPERATIONS IN ACCORDANCE WITH MPT PATTERN 1. DIVERT TRAFFIC ONTO THOMPSON HILL ROAD OFF-RAMP, AND BACK ONTO I-395 SOUTHBOUND ON-RAMP. MAINTAIN TWO LANES OF THROUGH TRAFFIC ON NORTHBOUND I-395 DURING NIGHTTIME OPERATIONS OVER SOUTHBOUND I-395.
3. NEW GIRDERS DELIVERED ON I-395 SOUTHBOUND.
4. CRANE PICKS GIRDERS FROM I-395 AND ERECTS SPAN 1.
5. RESTORE TWO LANES OF TRAFFIC ON I-395 SOUTHBOUND.

STEP ②

1. SET UP CRANE ON EAST APPROACH.
2. SET UP TEMPORARY FULL CLOSURE OF NORTHBOUND I-395 FOR NIGHTTIME OPERATIONS IN ACCORDANCE WITH MPT PATTERN 1. DIVERT TRAFFIC ONTO THOMPSON HILL ROAD OFF-RAMP, AND BACK ONTO I-395 NORTHBOUND ON-RAMP. MAINTAIN TWO LANES OF THROUGH TRAFFIC ON SOUTHBOUND I-395 DURING NIGHTTIME OPERATIONS OVER NORTHBOUND I-395.
3. NEW GIRDERS DELIVERED ON I-395 NORTHBOUND.
4. CRANE PICKS GIRDERS FROM I-395 AND ERECTS SPAN 2.
5. RESTORE TWO LANES OF TRAFFIC ON I-395 NORTHBOUND.



ERECTION NOTES:

1. THE SEQUENCE OF CONSTRUCTION SHOWN ON THIS DRAWING, INCLUDING STAGING AREAS FOR CRANES AND MATERIAL, ARE SUGGESTIONS BY THE ENGINEER. THE CONTRACTOR SHALL DETERMINE THE ACTUAL MEANS AND METHODS OF CONSTRUCTION AND PREPARE AND SUBMIT TO THE ENGINEER FOR REVIEW, WORKING DRAWINGS IN ACCORDANCE WITH SECTION 1.05 OF THE STANDARD SPECIFICATIONS.

2. CRANE SIZE AND DIMENSIONS SHOWN SCHEMATICALLY ARE BASED ON A LEIBHERR LTM 1650-8.1 CRANE. PICK RADIUS AND PICK WEIGHTS ARE APPROXIMATE AND INCLUDE THE WEIGHT OF PICK AND A 20% ALLOWANCE FOR RIGGING AND ERECTION HARDWARE.

3. ANTICIPATED MAXIMUM LOADS DURING ERECTION (GIRDER ONLY).

SECTION	WEIGHT (LBS)	RADIUS (FT.)
SPAN 1	27,545	84

4. APPROXIMATE RADIUS PICKS FOR EACH SPAN:

SPAN 1	RADIUS (FT.)	PICK 1	RADIUS (FT.)
PICK 1	80	PICK 1	84
PICK 2	76	PICK 2	80
PICK 3	72	PICK 3	76
PICK 4	70	PICK 4	74
PICK 5	67	PICK 5	71
PICK 6	65.5	PICK 6	69.5

5. ALL MATERIALS TO REMAIN IN USE AFTER SUPERSTRUCTURE ERECTION SHALL BE PROTECTED DURING ERECTION OPERATIONS. GROUND IMPROVEMENTS AND/OR BASE PADS MAY BE REQUIRED (TO BE DESIGNED BY THE CONTRACTOR) TO SUPPORT THE OUTRIGGER LOADS.

STAGE 4 - SUPERSTRUCTURE ERECTION PLAN
SCALE: 1" = 30'

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:

 Mott MacDonald
 175 Central Street
 4th Floor
 Rocky Hill, CT 06067

0 30 60
 SCALE
 1" = 30'

CONNECTICUT DEPARTMENT OF TRANSPORTATION

PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

TOWN(S):
TOWN OF THOMPSON

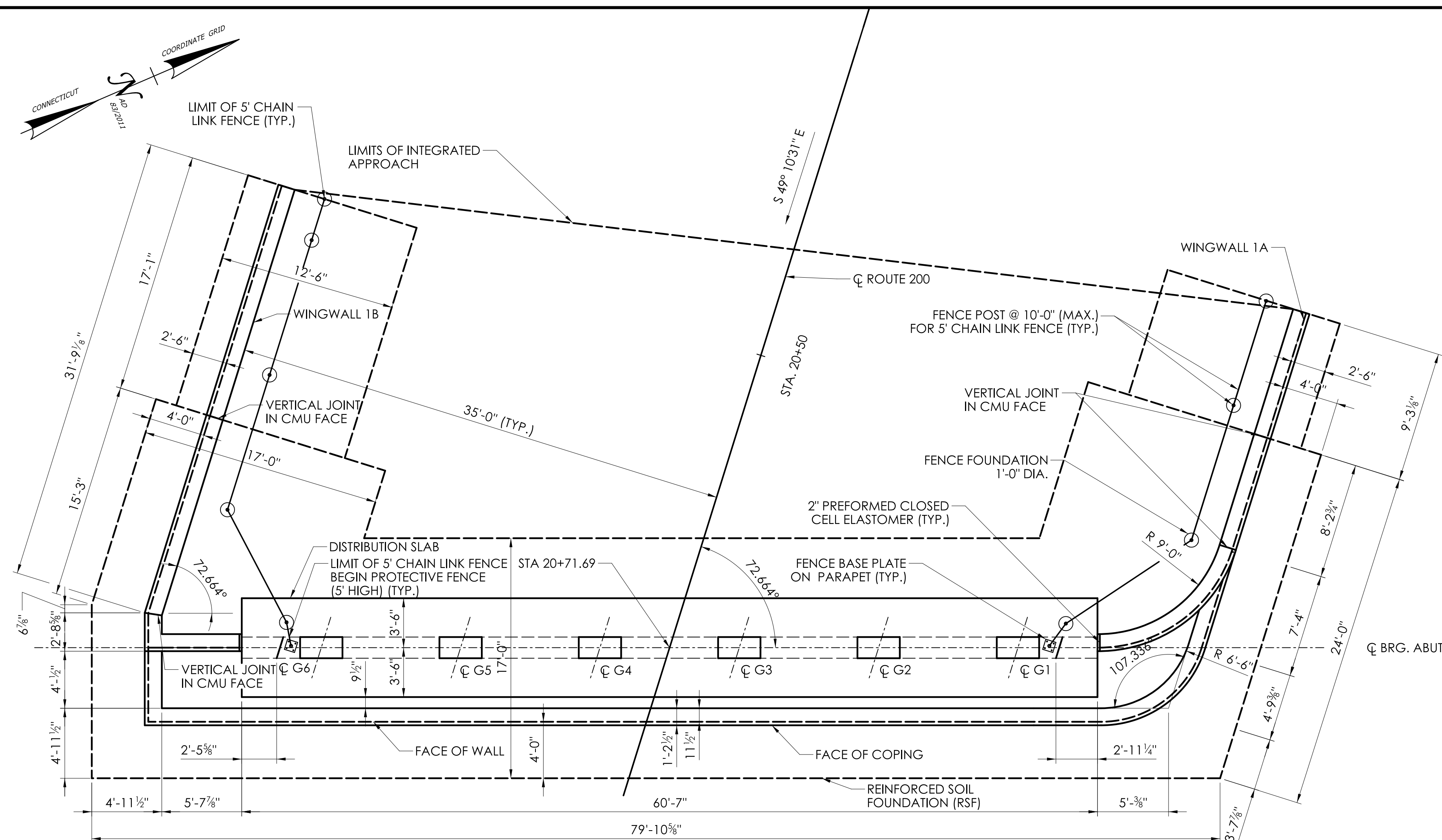
DRAWING TITLE:
CONSTRUCTION SEQUENCE SUPERSTRUCTURE ERECTION

PROJECT NO.:
0141-0158

DRAWING NO.:
SB-12

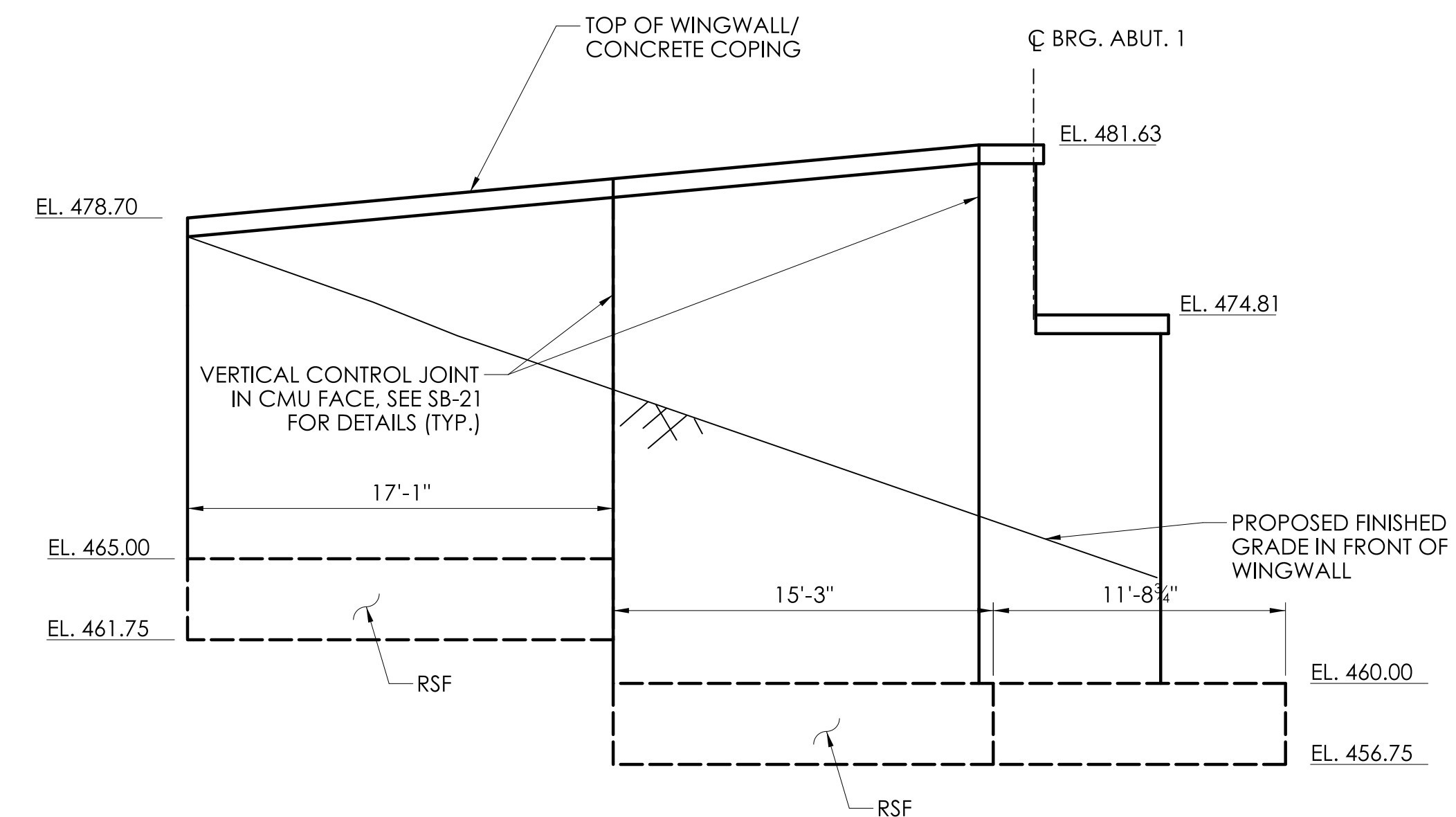
SHEET NO.:
 05.12

- NOTES:**
- FRONT FACE ELEVATIONS OF BACKWALL SHOWN. TOP OF BACKWALL SLOPE SHALL MATCH SLOPE OF ROADWAY
 - CMU PATTERN NOT SHOWN FOR CLARITY.



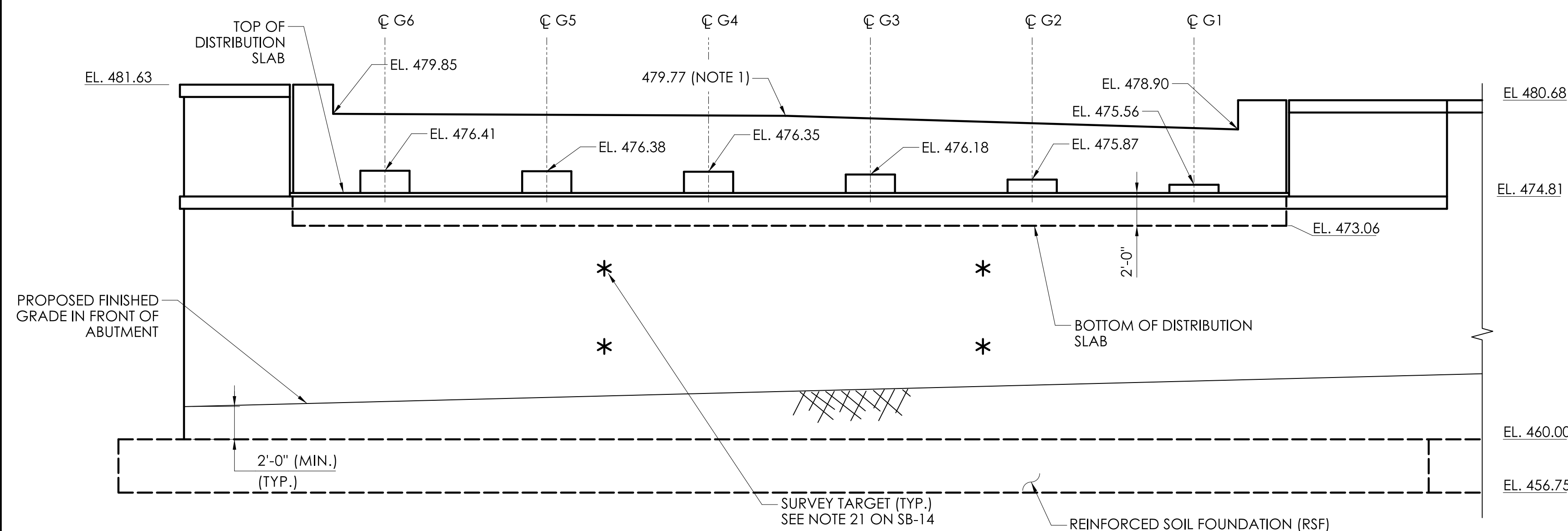
PLAN - ABUTMENT NO. 1

SCALE 3/16" = 1'-0"



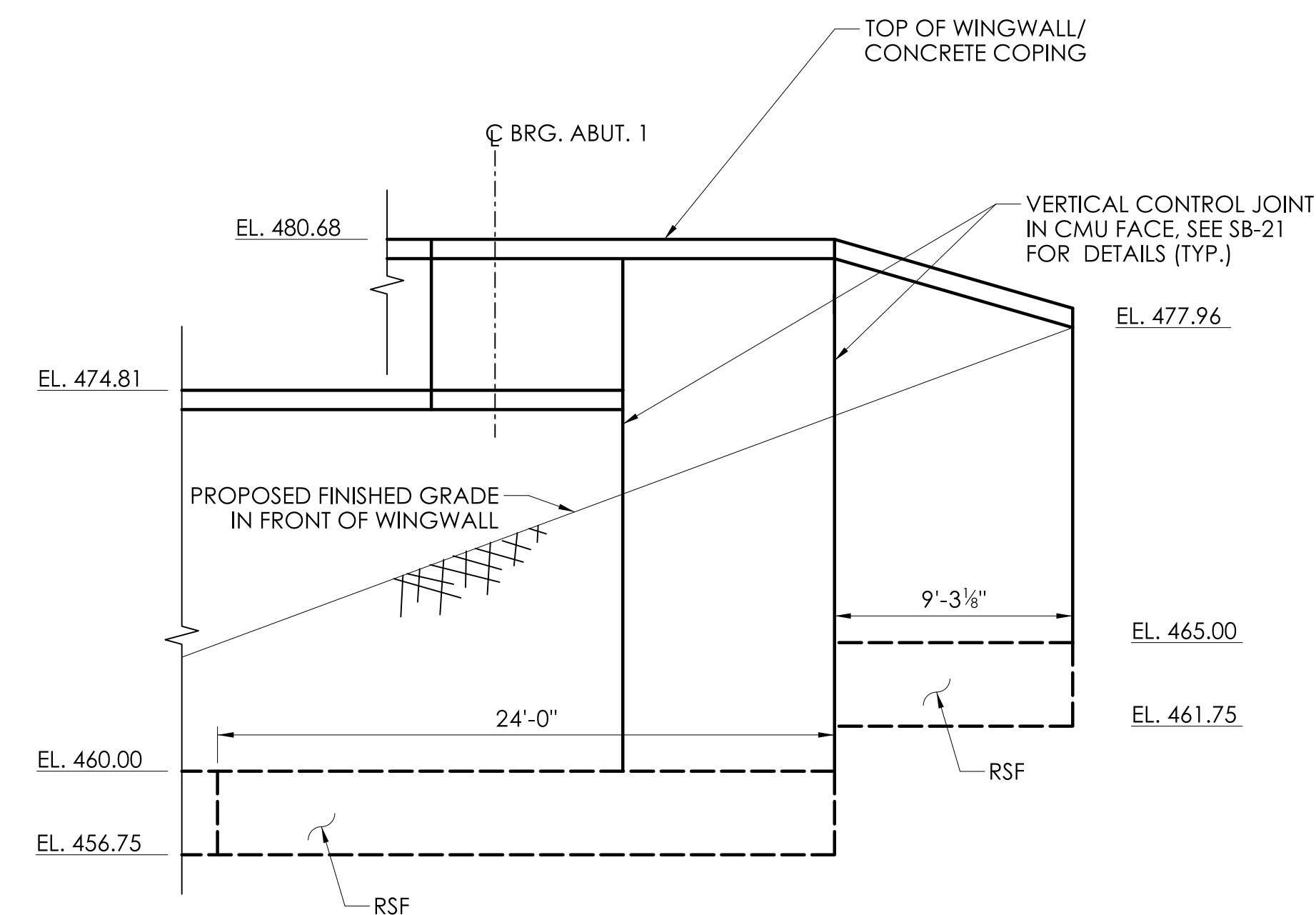
ELEVATION - WINGWALL 1B

SCALE 3/16" = 1'-0"



ELEVATION - ABUTMENT NO. 1

SCALE 3/16" = 1'-0"



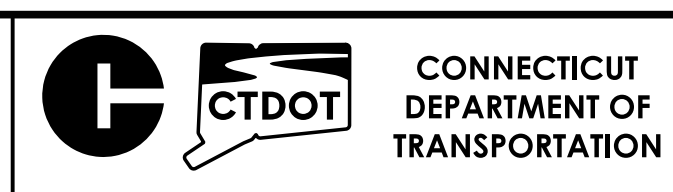
ELEVATION - WINGWALL 1A

SCALE 3/16" = 1'-0"

REVISION DESCRIPTION

SIGNATURE BLOCK:
 DESIGNER/DRAFTER: BPC
 CHECKED BY: DJL

0 5 10'
 SCALE 3/16" = 1'-0"



PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

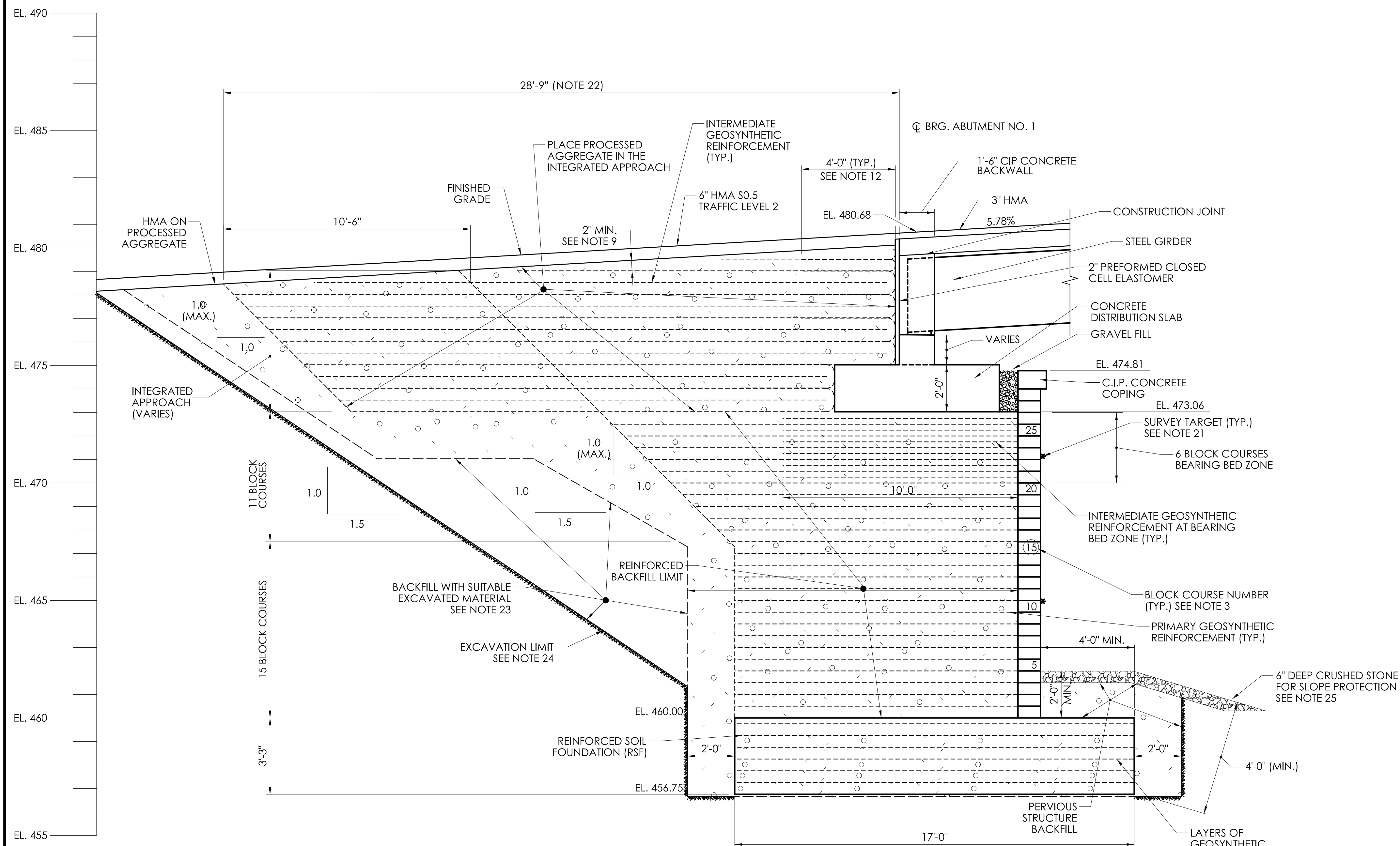
TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
**ABUTMENT NO. 1
 PLAN AND ELEVATIONS**

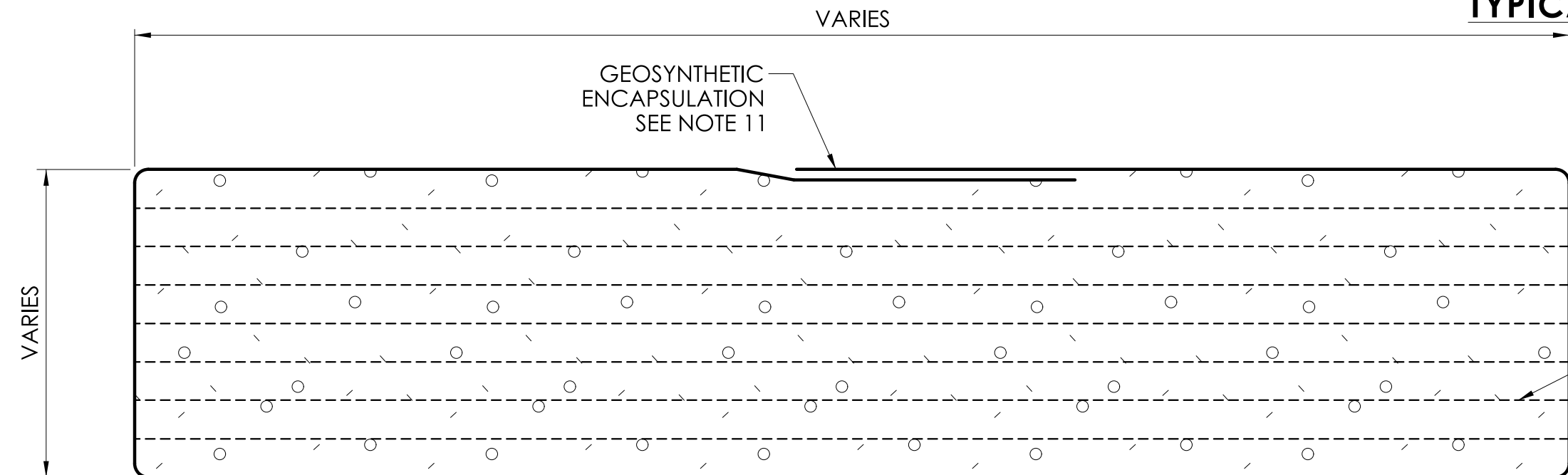
PROJECT NO.:
0141-0158

DRAWING NO.:
SB-13

SHEET NO.:
 05.13



TYPICAL SECTION - ABUTMENT NO. 1
SCALE: 3/8" = 1'-0"



REINFORCED SOIL FOUNDATION DETAIL
NOT TO SCALE


ADDITIONAL GRS-IBS NOTES (ABUTMENT NO. 1)

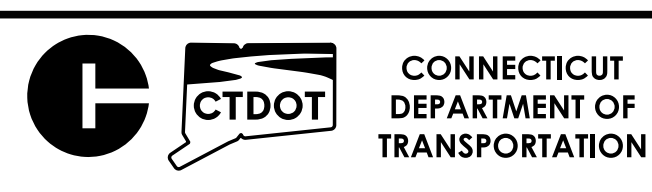
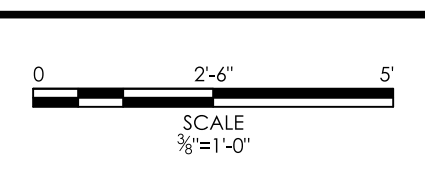
- THE BEARING RESISTANCE AT THE BOTTOM OF THE RSF FOR ABUTMENT NO. 1 IS AS FOLLOWS:
- STRENGTH LIMIT STATE: 30 KSF
- SERVICE LIMIT STATE: 20 KSF

GRS-IBS NOTES (ALL ABUTMENTS)

- SEE SPECIAL PROVISIONS ITEM NO. 0712021A, ITEM NO. 0712022A, ITEM NO. 0712023A AND ITEM NO. 0712024A FOR MASONRY BLOCK FACING, GRS FILL AND GEOSYNTHETIC REINFORCEMENT REQUIREMENTS.
- GEOSYNTHETIC REINFORCEMENT SHALL EXTEND BETWEEN BLOCK COURSES TO COVER 85% OF THE BLOCK AND SHALL NOT BE VISIBLE AT THE FRONT FACE.
- A SMALL CONCRETE BLOCK AND GEOSYNTHETIC REINFORCEMENT AT THE TOP OF THE BLOCK MAKE UP ONE BLOCK COURSE. CONTRACTOR SHALL ADJUST AS NECESSARY TO INCORPORATE A BIG CONCRETE BLOCK.
- THE BLOCK WALL SHALL BE CONSTRUCTED PLUMB.
- THE BEARING BED ZONE SHALL BE 6 BLOCK COURSES IN HEIGHT AND CONSIST OF PRIMARY REINFORCEMENT ALONG WITH INTERMEDIATE BEARING BED REINFORCEMENT AT THE LENGTHS SHOWN.
- VERTICAL SPACING OF PRIMARY WRAP REINFORCEMENT FOR INTEGRATED APPROACH IS A MAXIMUM OF 12" (2 BLOCK COURSES). INTERMEDIATE REINFORCEMENT SHALL BE PLACED MIDWAY BETWEEN PRIMARY WRAP REINFORCEMENT LAYERS.
- NOT USED
- REINFORCEMENT LENGTHS MAY BE EXTENDED TO ALLOW THE USE OF STANDARD ROLL WIDTHS.
- A MINIMUM OF 2" SHALL BE MAINTAINED BETWEEN HMA AND GEOSYNTHETIC REINFORCEMENT OF THE INTEGRATED APPROACH.
- A MINIMUM OF 1" SHALL BE MAINTAINED BETWEEN THE DISTRIBUTION SLAB AND BEARING BED REINFORCEMENT.
- THE REINFORCED SOIL FOUNDATION SHALL BE COMPLETELY ENCAPSULATED IN ALL DIRECTIONS BY THE GEOSYNTHETIC REINFORCEMENT.
- TURN PRIMARY WRAP REINFORCEMENT TO CREATE A 4'-0" TAIL AT THE BRIDGE BACKWALL.
- THE SEATING ELEVATION OF DISTRIBUTION SLABS SHALL BE VERIFIED PRIOR TO INSTALLATION. ADDITIONAL LAYERS OF BEARING BED REINFORCEMENT MAY BE ADDED TO OBTAIN THE REQUIRED BOTTOM OF DISTRIBUTION SLAB ELEVATION.
- COMPACTED GRANULAR FILL SHALL CONFORM TO ARTICLE M.02.02 OF FORM 819.
- FOR FOOTINGS IN GRANULAR SOIL (PREDOMINANTLY SAND), LOOSE OR DISTURBED SOIL SHALL BE REMOVED FROM THE BOTTOM OF THE FOOTING EXCAVATIONS, AND THE SUBGRADE SHALL BE PREPARED IN ACCORDANCE WITH THE STANDARD SPECIFICATION.
- BEARING SURFACES SHALL BE FREE OF STANDING WATER, FROST, AND LOOSE SOIL BEFORE PLACEMENT OF THE RSF.
- AREAS OF THE SUBGRADE DISTURBED BY TRAFFIC OR SURFACE WATER SHALL BE RE-COMPACTED.
- FOR THE GRS AND RSF BACKFILL, COMPACT EACH LAYER USING A VIBRATORY ROLLER OR OTHER SUITABLE COMPACTOR UNTIL THERE IS NO VISIBLE EVIDENCE OF FURTHER COMPRESSION. A MINIMUM OF FOUR PASSES SHALL BE APPLIED PER LIFT, WITHIN 3' OF THE FRONT OF THE WALL FACE. HAND-OPERATED EQUIPMENT SUCH AS LIGHTWEIGHT MECHANICAL TAMPERS, PLATES, OR ROLLERS SHALL BE USED TO AVOID DAMAGE OR DISPLACEMENT OF FACING ELEMENTS.
- SPICE SEAMS SHALL BE STAGGERED TO AVOID A CONTINUOUS BREAK IN THE REINFORCEMENT THROUGHOUT THE GRS STRUCTURE.
- ADJACENT SECTIONS OF THE GEOTEXTILE SHALL NOT BE OVERLAPPED.
- SEE SPECIAL PROVISIONS ITEM NO. 0202634A FOR GEOTECHNICAL INSTRUMENTATION REQUIREMENTS.
- LENGTH OF INTEGRATED APPROACH IS MEASURED ALONG THE CENTERLINE OF ROAD. FULL LIMITS OF INTEGRATED APPROACH ARE AS SHOWN ON SB-02.
- PAYMENT FOR BACKFILL OUTSIDE OF THE LIMITS OF THE INTEGRATED APPROACH AND GRS ABUTMENTS AND WINGWALLS SHALL BE MADE UNDER "STRUCTURE EXCAVATION EARTH (COMPLETE)" IF MATERIAL IS SUITABLE. IF UNSUITABLE, PAYMENT FOR BACKFILL SHALL BE MADE UNDER "GRANULAR FILL".
- EXCAVATION TO BE PAID UNDER "STRUCTURE EXCAVATION EARTH (COMPLETE)".
- CRUSHED STONE USED SHALL BE NO. 67 STONE AND CONFORM TO M.01.02 ON FORM 819.

REV.	DATE	REVISION DESCRIPTION

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PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

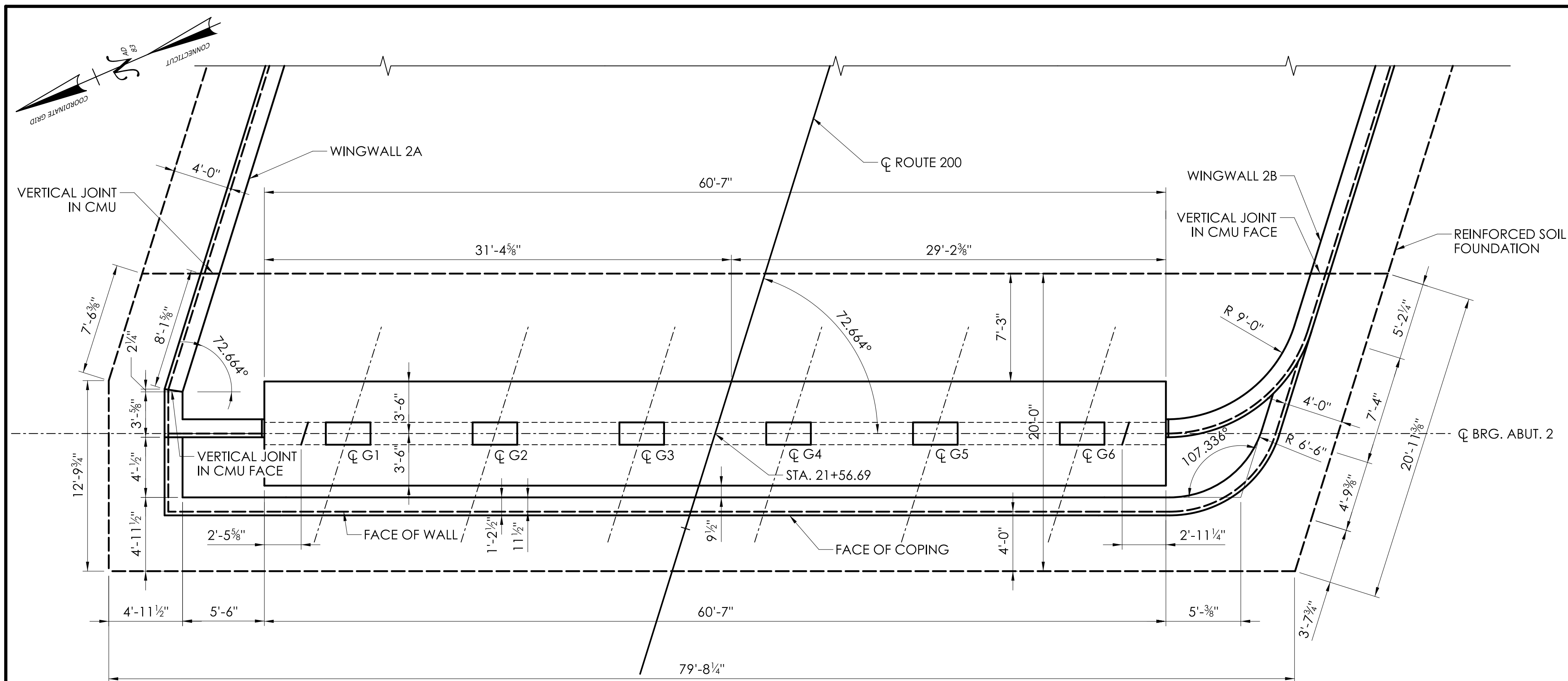
TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
ABUTMENT NO. 1 SECTION

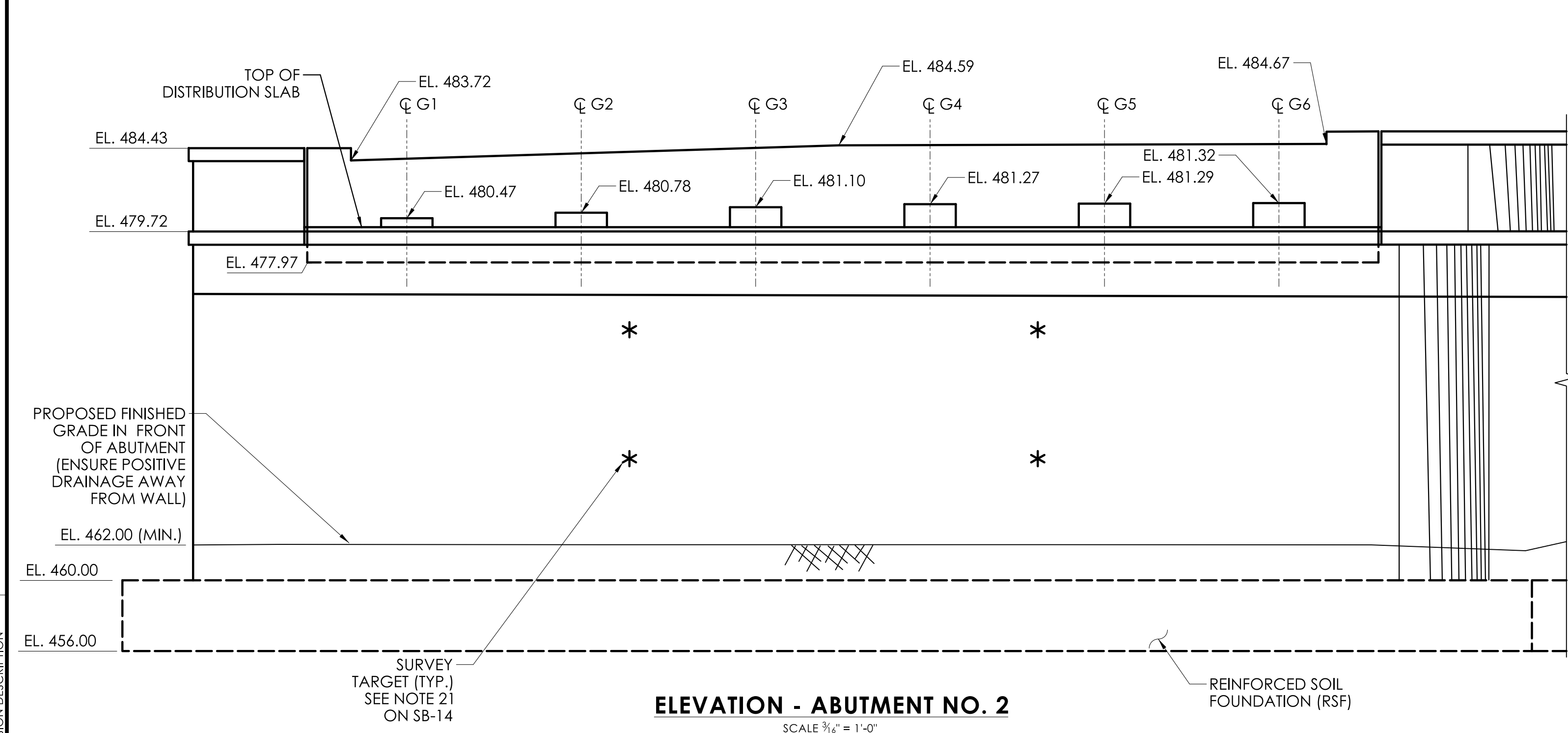
PROJECT NO.:
0141-0158

DRAWING NO.:
SB-14

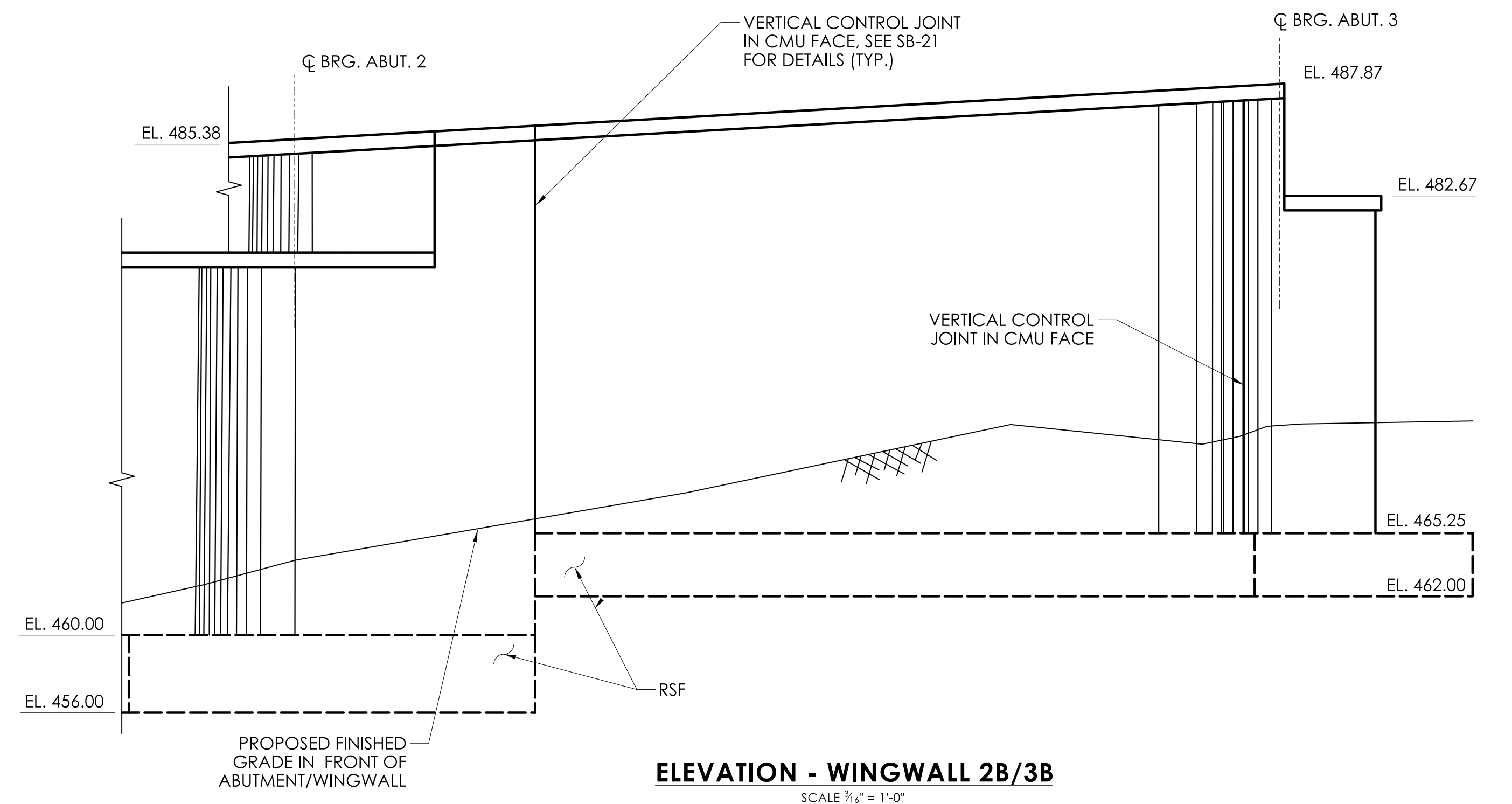
SHEET NO.:
 05.14



PLAN - ABUTMENT NO. 2
SCALE 3/8" = 1'-0"

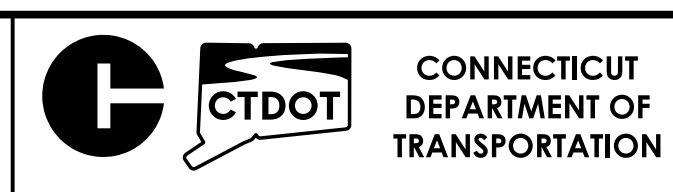
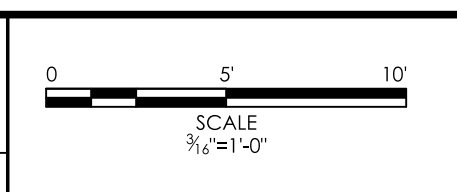


ELEVATION - ABUTMENT NO. 2
SCALE 3/8" = 1'-0"



ELEVATION - WINGWALL 2B/3B
SCALE 3/8" = 1'-0"

SIGNATURE BLOCK:
DESIGNER/DRAFTER: BPC
CHECKED BY: DJL



PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

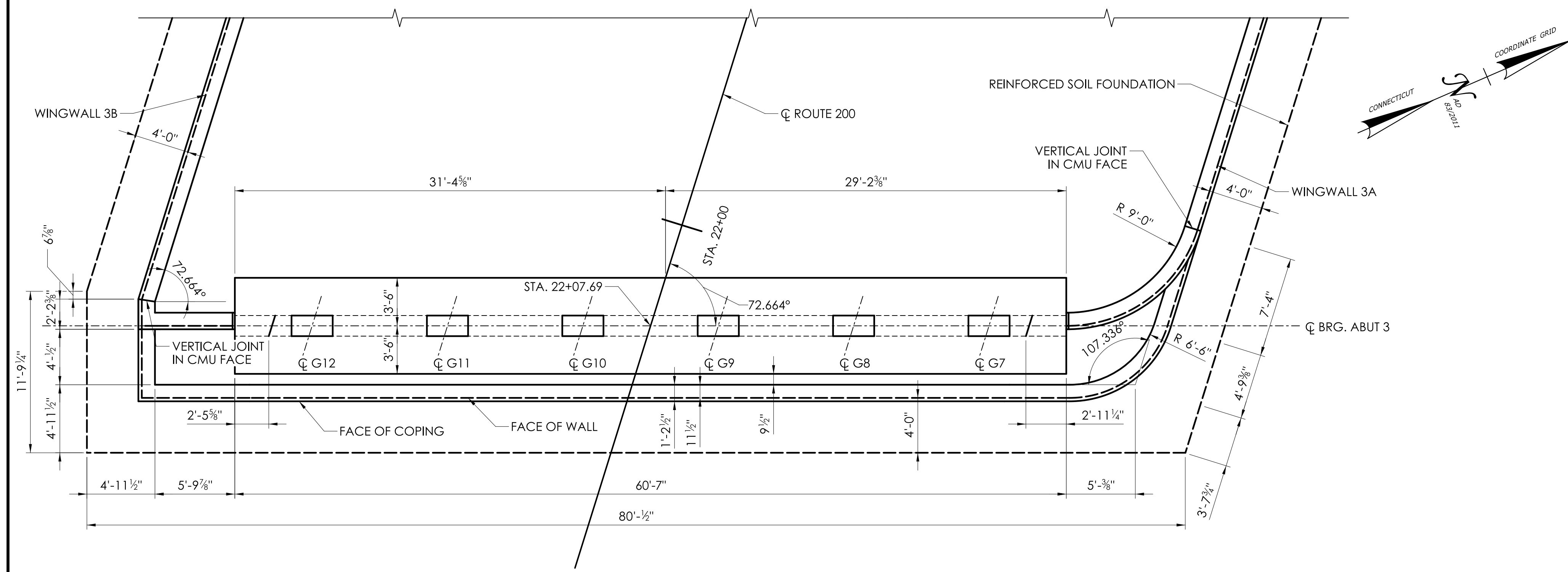
TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
**ABUTMENT NO. 2
PLAN AND ELEVATIONS**

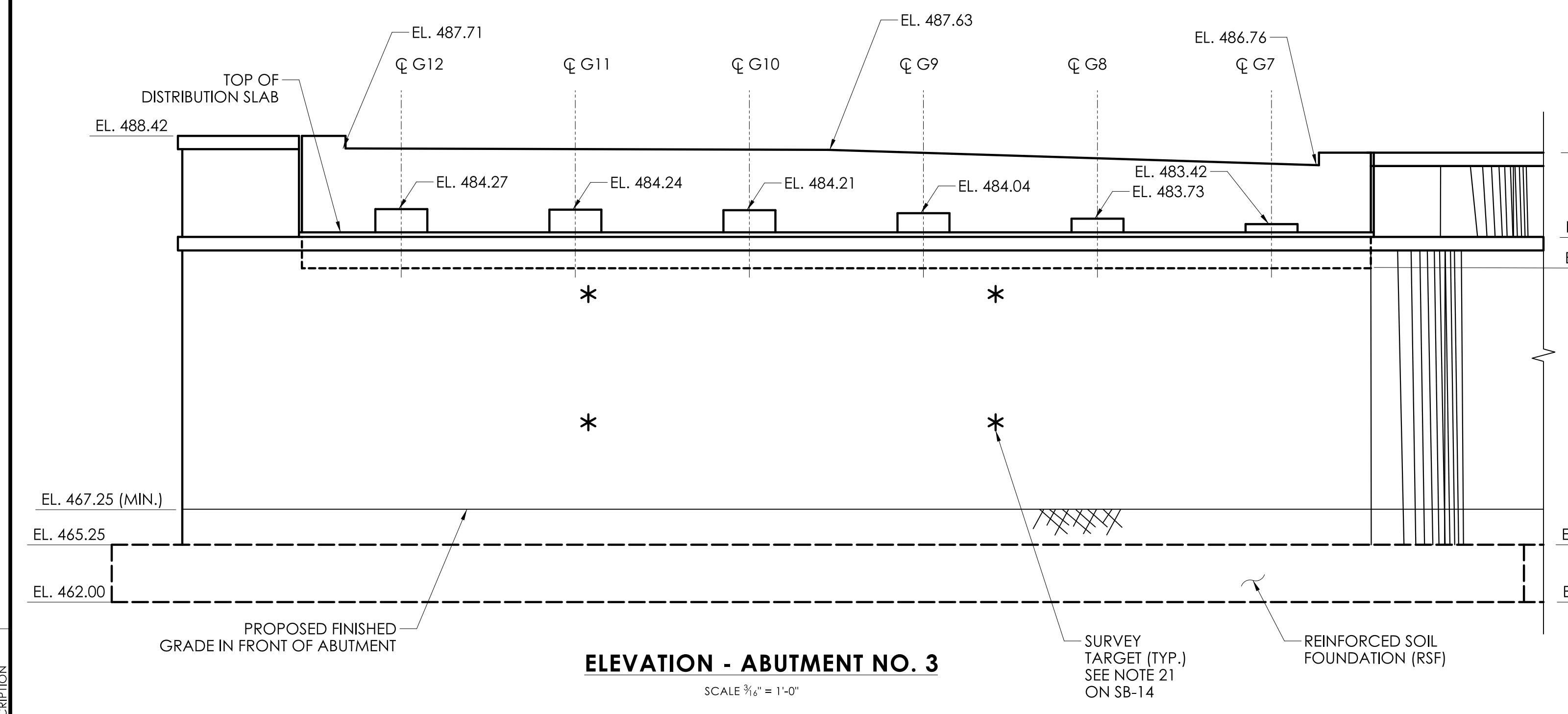
PROJECT NO.:
0141-0158

DRAWING NO.:
SB-15

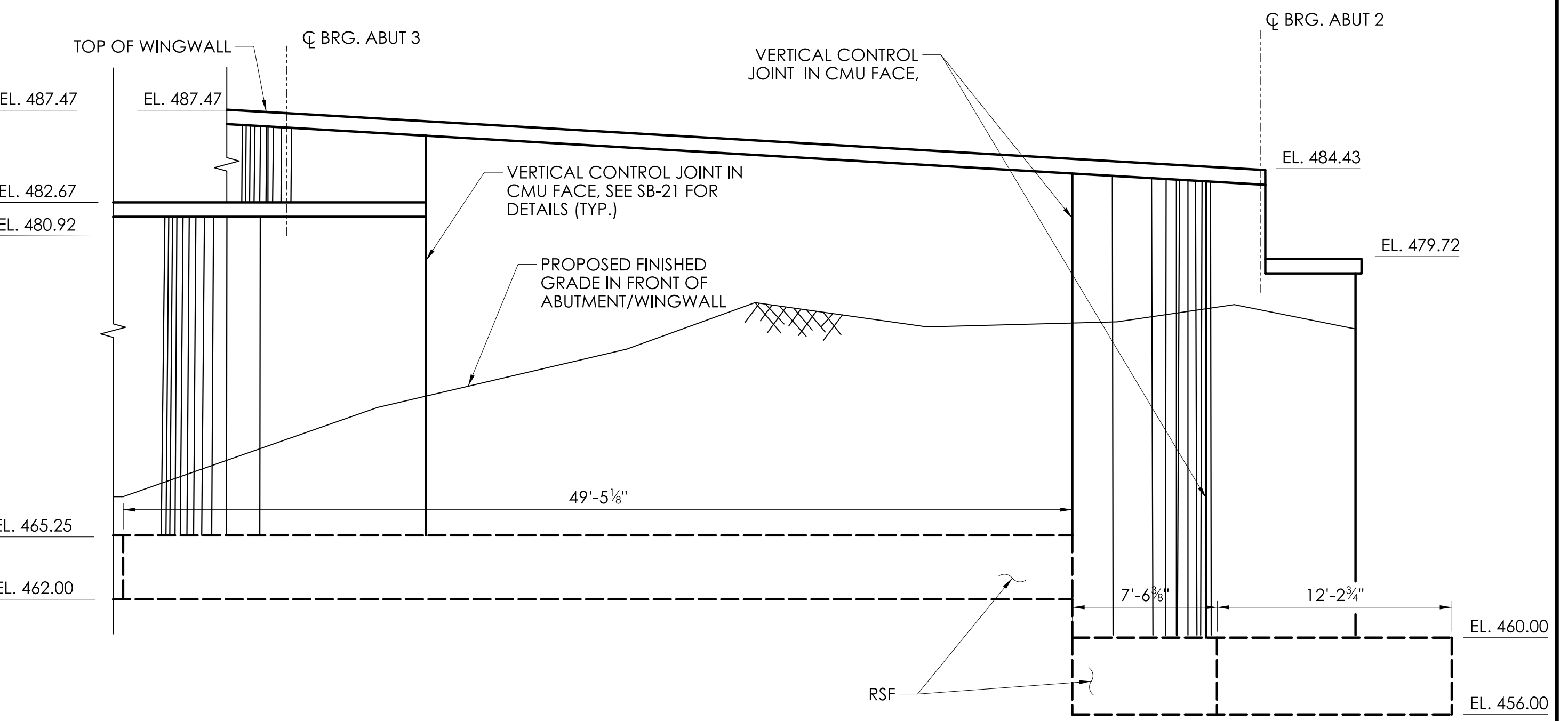
SHEET NO.:
05.15



PLAN - ABUTMENT NO. 3
SCALE 3/16" = 1'-0"



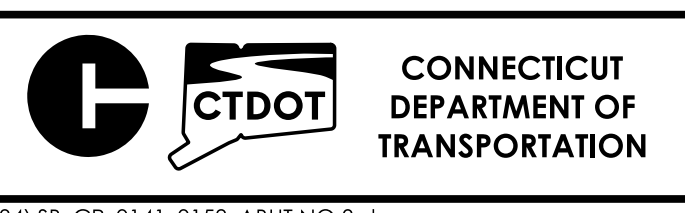
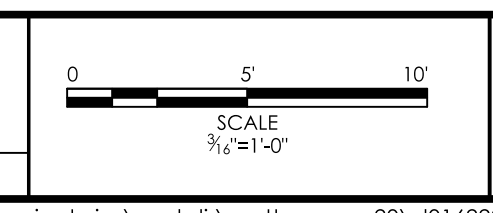
ELEVATION - ABUTMENT NO. 3
SCALE 3/16" = 1'-0"



ELEVATION - WINGWALL 2A/3A
SCALE 3/16" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:
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 175 Central Street
 4th Floor
 Rocky Hill, CT 06067
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PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

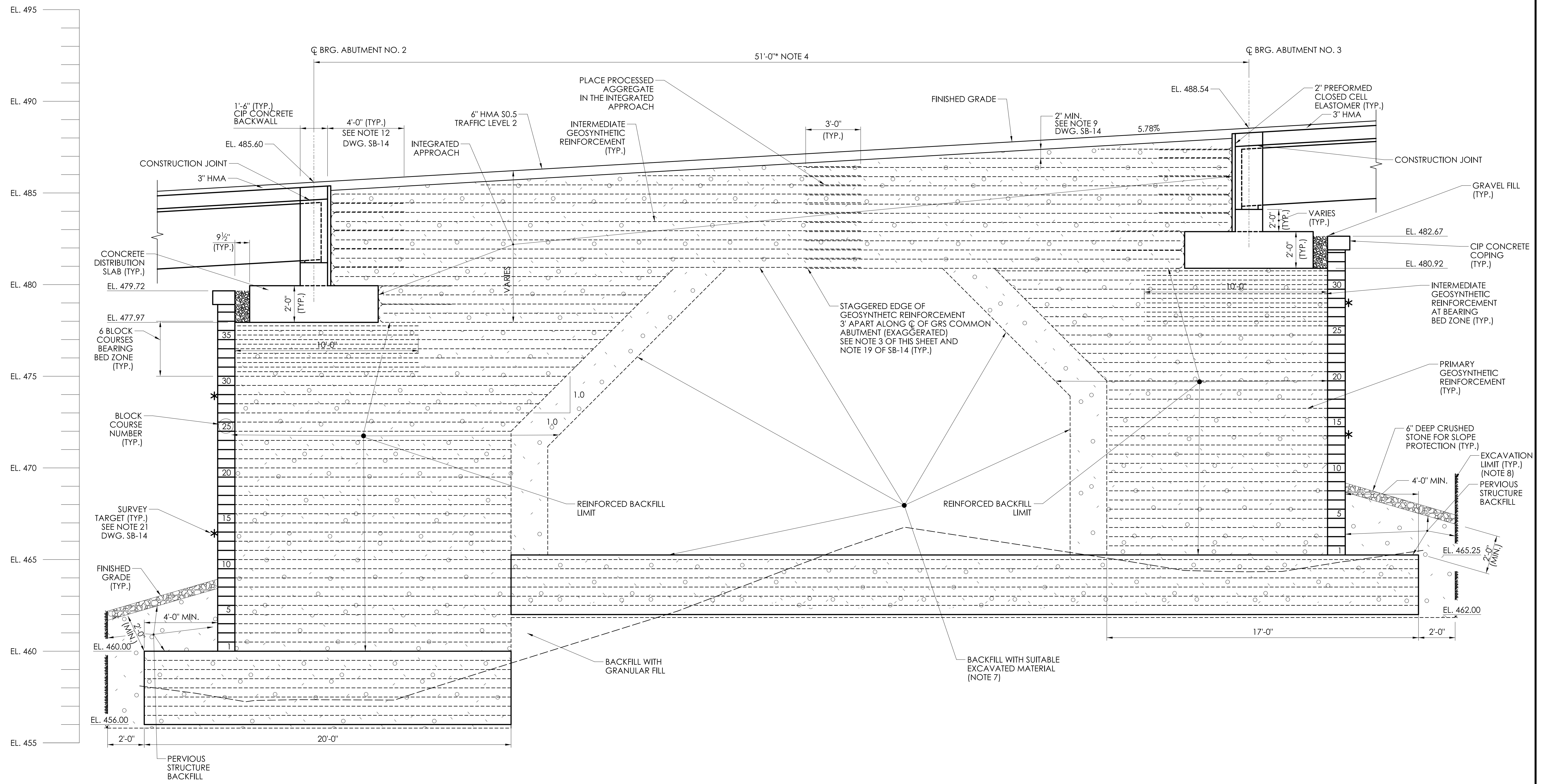
TOWNSHIP:
TOWN OF THOMPSON

DRAWING TITLE:
ABUTMENT NO. 3 PLAN AND ELEVATIONS

PROJECT NO.:
0141-0158
 DRAWING NO.:
SB-16
 SHEET NO.:
 05.16

ADDITIONAL GRS-IBS NOTES (ABUTMENTS 2 & 3)

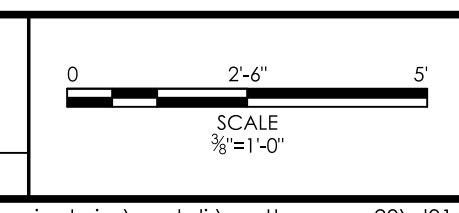
- SEE DRAWING SB-10 FOR GRS-IBS NOTES.
- THE BEARING RESISTANCE AT THE BOTTOM OF THE RSF FOR ABUTMENT 2 & ABUTMENT 3 IS AS FOLLOWS:
 - STRENGTH LIMIT STATE: 30 KSF
 - SERVICE LIMIT STATE: 20 KSF
- AT THE CENTER OF GRS MASS IN THE COMMON ABUTMENT, THE EDGE OF THE GEOSYNTHETIC REINFORCEMENT TRANSVERSE TO THE BASELINE NEEDS TO BE STAGGERED A MINIMUM OF 3'-0" BETWEEN LAYERS BUT WITHOUT OVERLAP.
- SECTION IS TAKEN PERPENDICULAR TO THE FACE OF ABUTMENT AND DISTRIBUTION SLAB. 51'-0" IS THE DISTANCE BETWEEN CENTERLINE OF BEARINGS AS MEASURED ALONG THE CENTERLINE OF RT. 200.
- RSF FOR WINGWALLS IS NOT SHOWN.
- EXCAVATE MEDIAN TO ELEVATIONS AND LIMITS NEEDED FOR REINFORCED SOIL FOUNDATIONS FOR ABUTMENT 2, ABUTMENT 3, WINGWALL 2A/3A, AND WINGWALL 2B/3B.
- PAYMENTS FOR BACKFILL OUTSIDE OF LIMITS ON THE INTEGRATED APPROACH AND GRS ABUTMENTS AND WINGWALLS SHALL BE MADE UNDER "STRUCTURE EXCAVATION EARTH (COMPLETE)" IF MATERIAL IS SUITABLE. IF UNSUITABLE, PAYMENT FOR BACKFILL SHALL BE MADE UNDER "GRANULAR FILL".
- EXCAVATION TO BE PAID UNDER "STRUCTURE EXCAVATION EARTH (COMPLETE)". USE TERS TO LIMIT IMPACT TO SHOULDER OF I-395 (TYP.)



TYPICAL SECTION ABUTMENTS NO. 2 AND NO. 3
 SCALE: 3/8" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:
 DESIGNER/DRAFTER: BPC
 CHECKED BY: DJL



PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
ABUTMENT NO. 2 AND NO. 3 SECTION

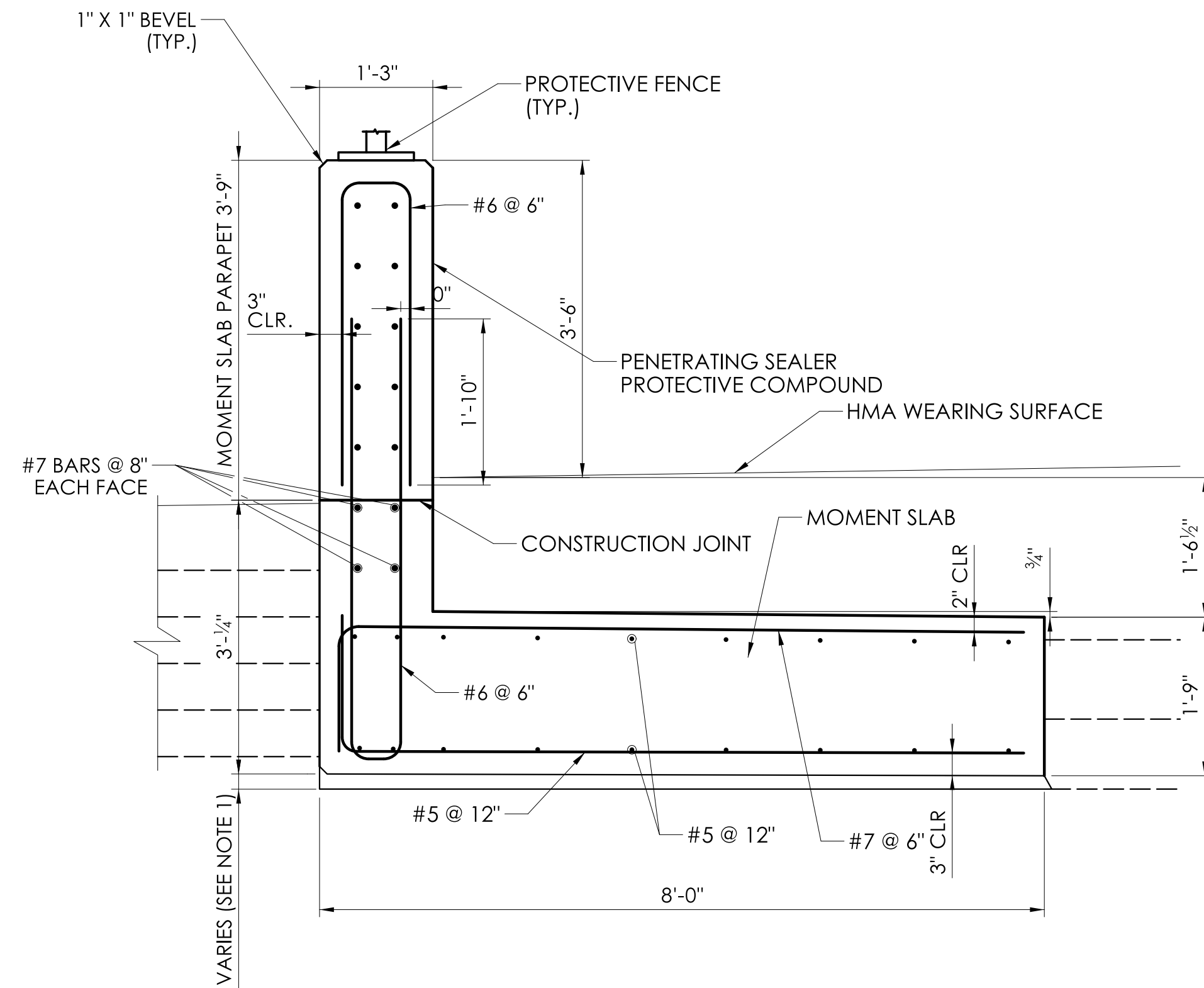
PROJECT NO.:
0141-0158

DRAWING NO.:
SB-17

SHEET NO.:
 05.17

NOTES:


1. THE THICKNESS OF THIS LAYER OF FILL SHALL BE ADJUSTED AS NECESSARY TO OBTAIN THE NECESSARY GRADE FOR THE BOTTOM OF THE MOMENT SLAB. 2" MIN OF FILL IS REQUIRED.
2. MOMENT SLAB (LOWER SLAB PORTION) SHALL BE CLASS PCC04460, PAID UNDER BARRIER WALL CONCRETE ITEM. THE VERTICAL PARAPET ON THE MOMENT SLAB SHALL BE CLASS PCC04462, PAID UNDER PARAPET CONCRETE ITEM.
3. PROVIDE 2" PREFORMED CLOSED CELL ELASTOMER BETWEEN THE MOMENT SLAB AND BACKWALL, AND BETWEEN THE MOMENT SLAB PARAPET AND THE BRIDGE PARAPET

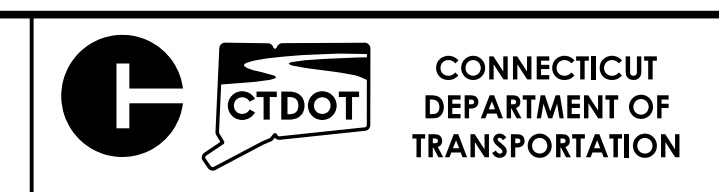
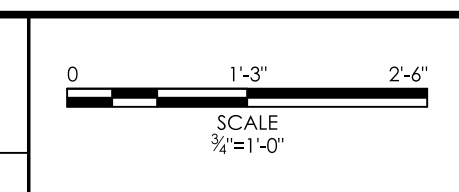


MOMENT SLAB TYPICAL SECTION

SCALE: 3/4" = 1'

REV.	DATE	REVISION DESCRIPTION

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 DESIGNER/DRAFTER: BPC CHECKED BY: DJL

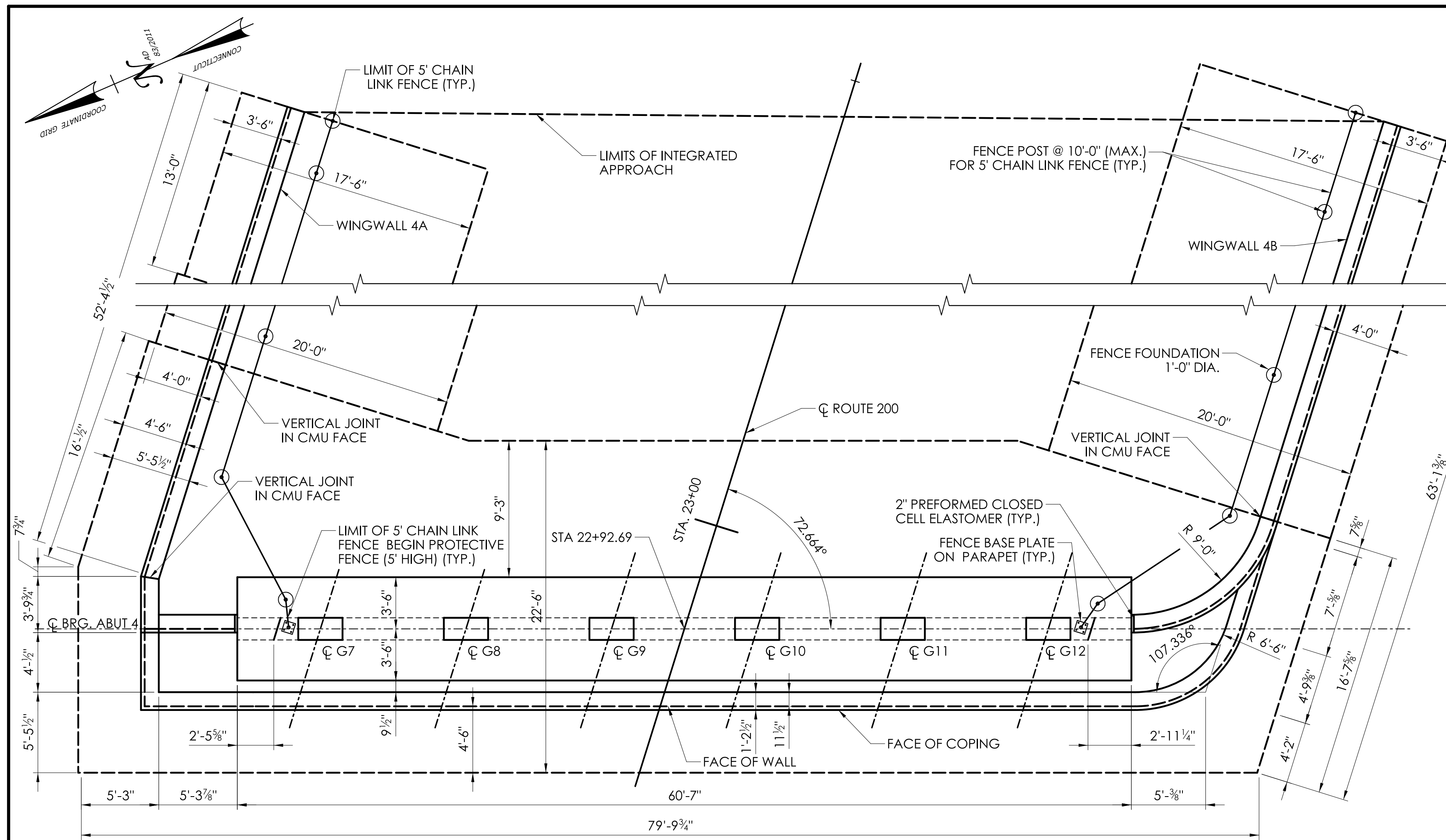


PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

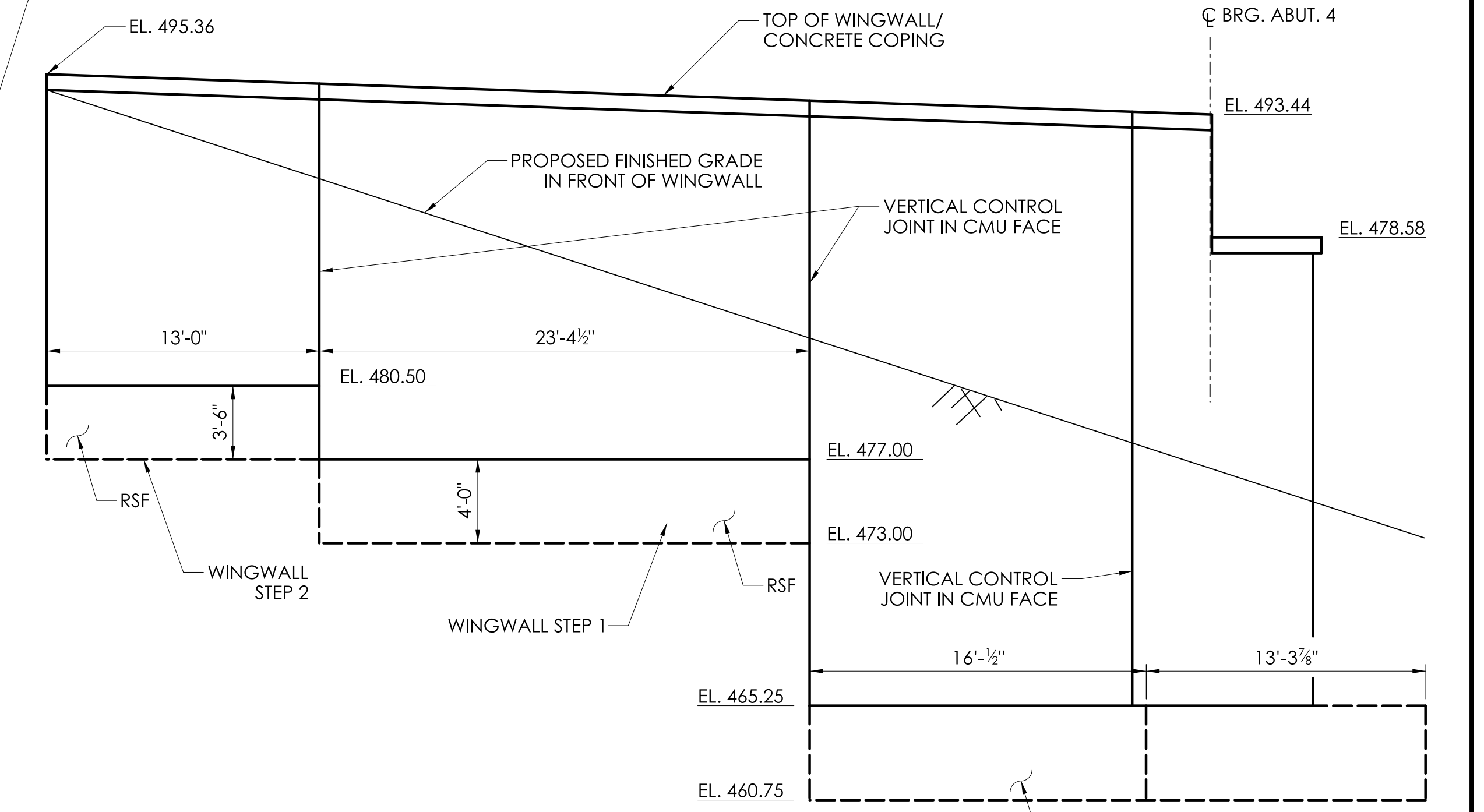
TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
ABUTMENT NO. 2 AND NO. 3 DETAILS

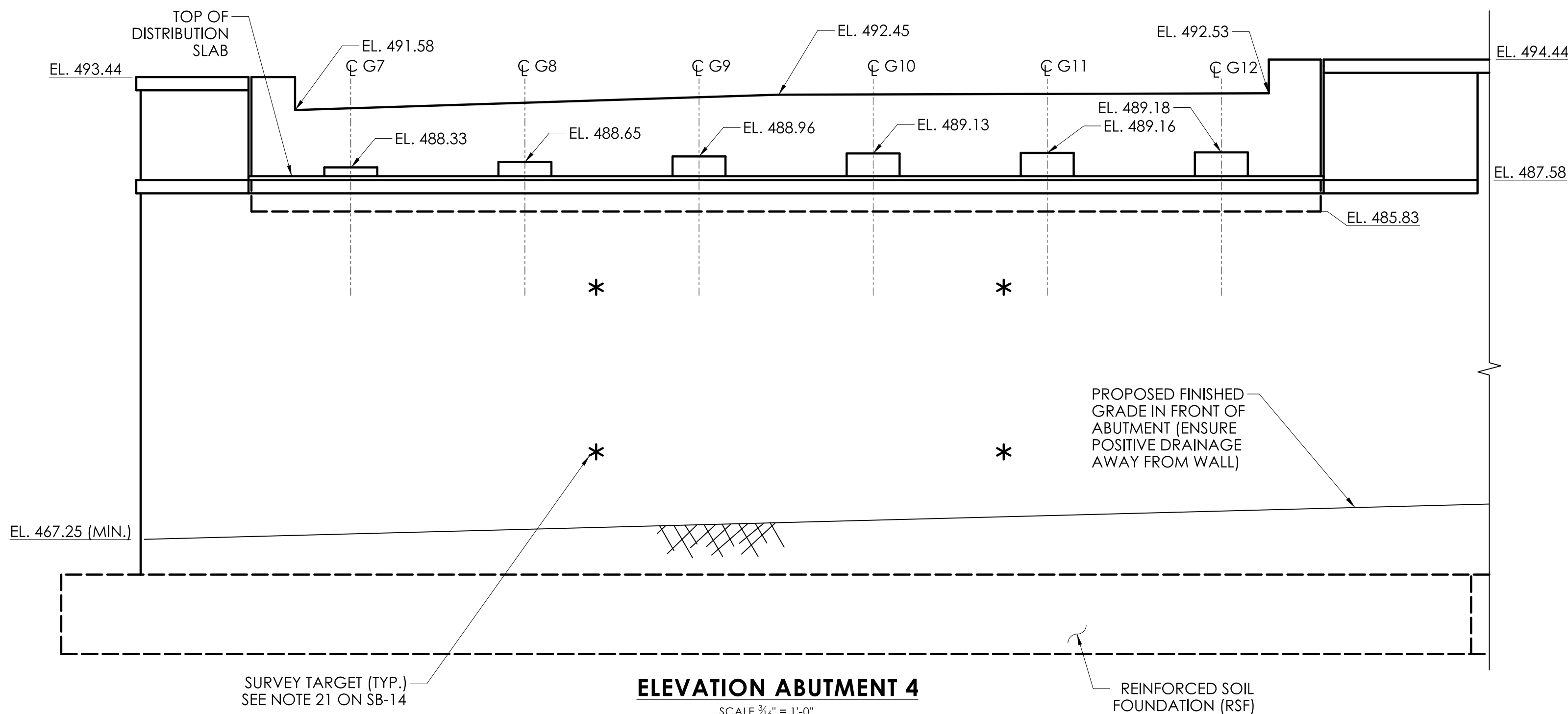
PROJECT NO.:
0141-0158
 DRAWING NO.:
SB-18
 SHEET NO.:
 05.18



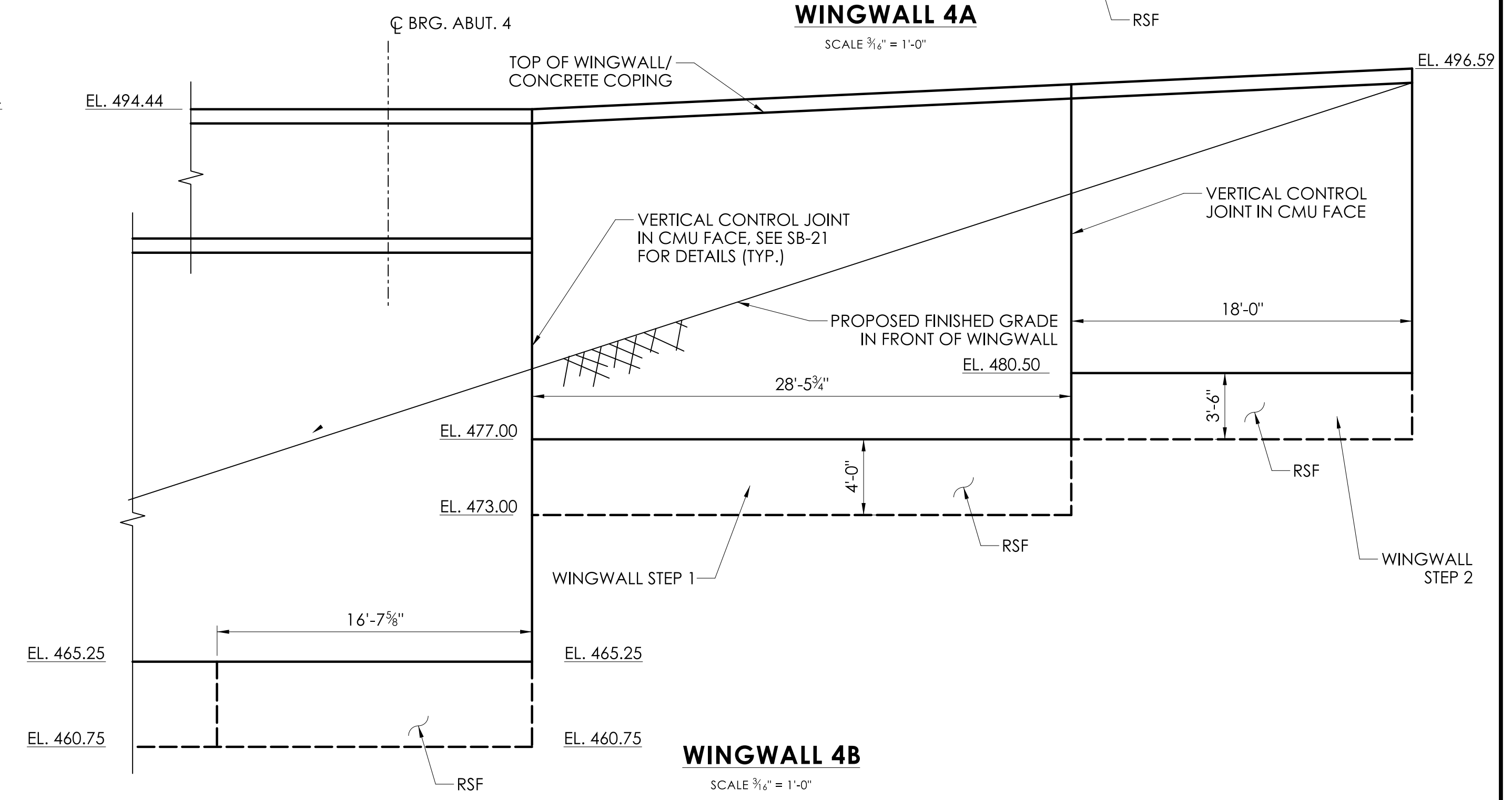
PLAN ABUTMENT 4
SCALE 3/16" = 1'-0"



WINGWALL 4A
SCALE 3/16" = 1'-0"




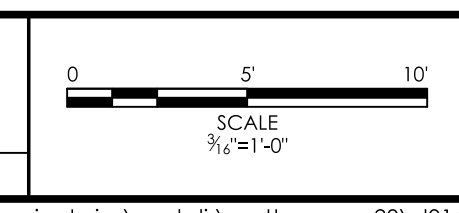
ELEVATION ABUTMENT 4
SCALE 3/16" = 1'-0"



WINGWALL 4B
SCALE 3/16" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:

 DESIGNER/DRAFTER: BPC CHECKED BY: DJL



PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
ABUTMENT NO. 4 PLAN AND ELEVATIONS

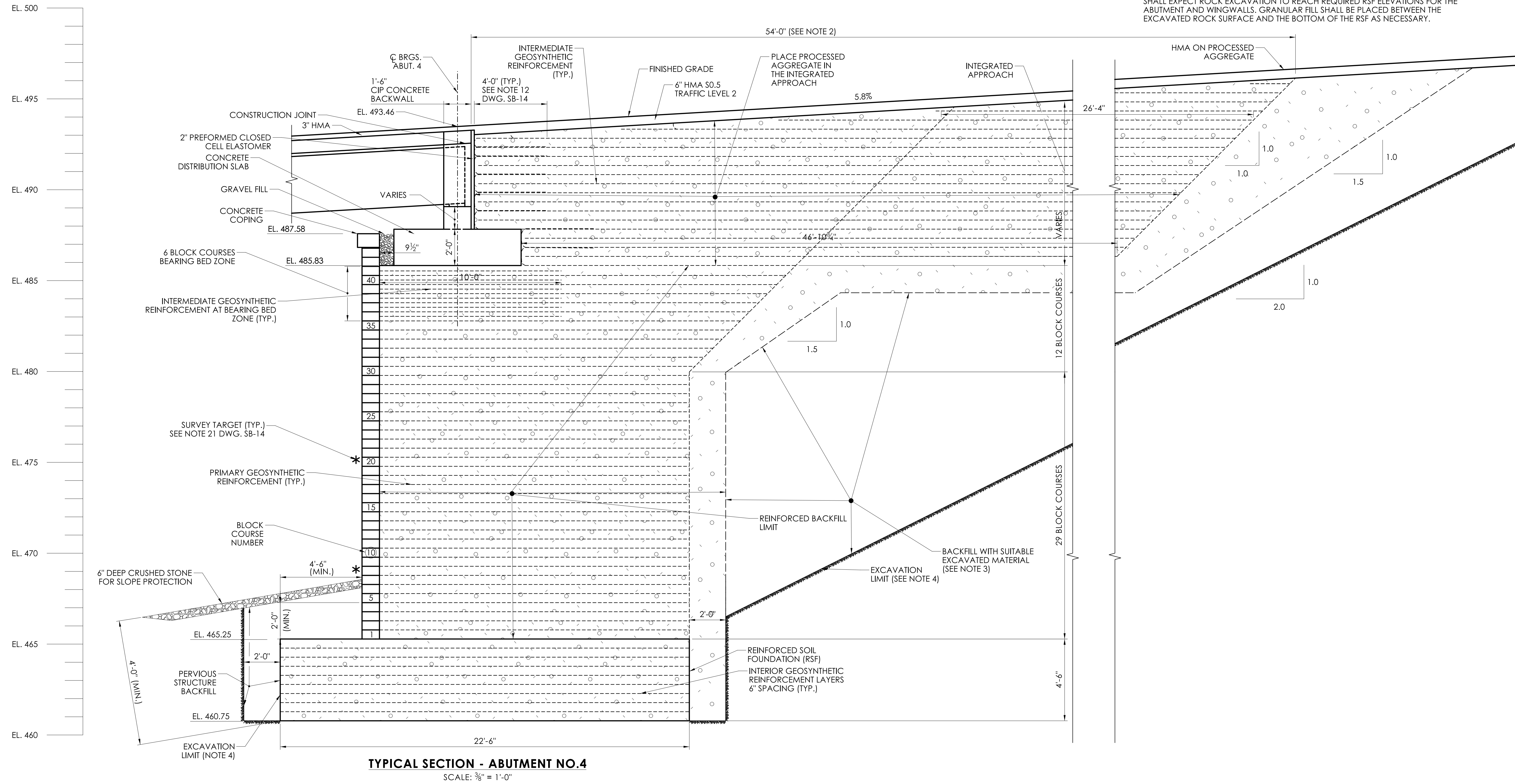
PROJECT NO.:
0141-0158

DRAWING NO.:
SB-19

SHEET NO.:
 05.19

ADDITIONAL GRS-IBS NOTES (ABUTMENT 4)

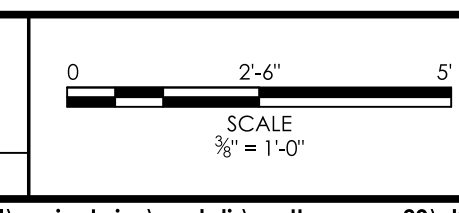
- THE BEARING RESISTANCE AT THE BOTTOM OF THE RSF FOR ABUTMENT NO. 4 IS AS FOLLOWS:
 - STRENGTH LIMIT STATE: 30 KSF
 - SERVICE LIMIT STATE: 20 KSF
- LENGTH OF INTEGRATED APPROACH IS MEASURED ALONG THE CENTERLINE OF ROAD. FULL LIMITS OF INTEGRATED APPROACH ARE AS SHOWN ON SB-02.
- PAYMENT FOR BACKFILL OUTSIDE OF THE LIMITS OF THE INTEGRATED APPROACH AND GRS ABUTMENTS AND WINGWALLS SHALL BE MADE UNDER "STRUCTURE EXCAVATION EARTH (COMPLETE)" IF MATERIAL IS SUITABLE. IF UNSUITABLE, PAYMENT FOR BACKFILL SHALL BE MADE UNDER "GRANULAR FILL".
- EXCAVATION TO BE PAID UNDER "STRUCTURE EXCAVATION EARTH (COMPLETE)". USE TERS TO LIMIT IMPACT TO I-395 SHOULDERS (TYP.).
- BEDROCK IS ANTICIPATED AT THE BEARING LEVEL OF THE RSF. THE CONTRACTOR SHALL EXPECT ROCK EXCAVATION TO REACH REQUIRED RSF ELEVATIONS FOR THE ABUTMENT AND WINGWALLS. GRANULAR FILL SHALL BE PLACED BETWEEN THE EXCAVATED ROCK SURFACE AND THE BOTTOM OF THE RSF AS NECESSARY.



TYPICAL SECTION - ABUTMENT NO. 4
 SCALE: 3/8" = 1'-0"

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:
 DESIGNER/DRAFTER: BPC
 CHECKED BY: DJL



PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
ABUTMENT NO. 4 SECTION

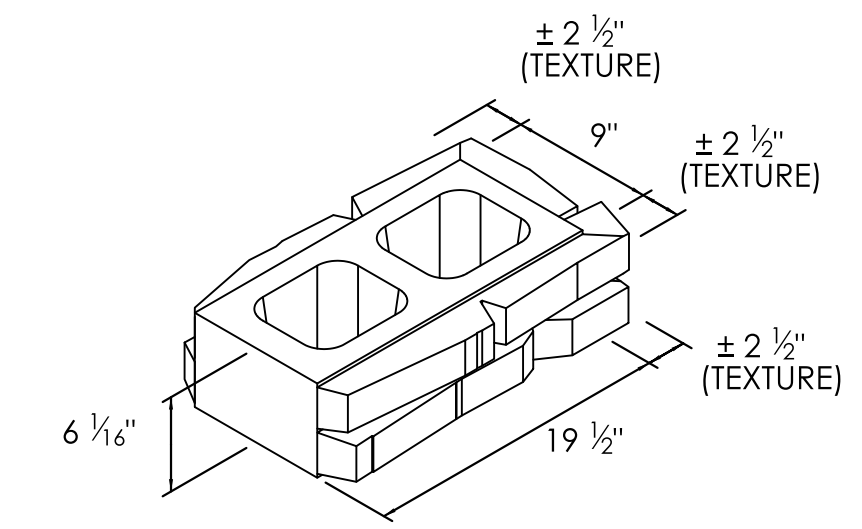
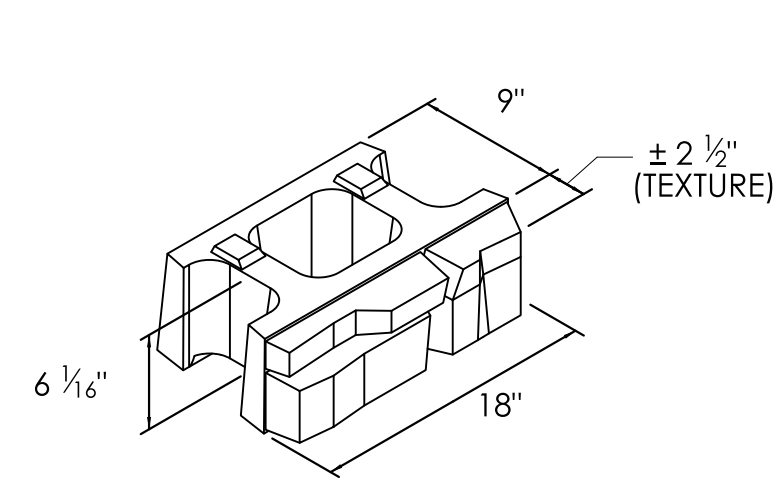
PROJECT NO.:
0141-0158

DRAWING NO.:
SB-20

SHEET NO.:
 05.20

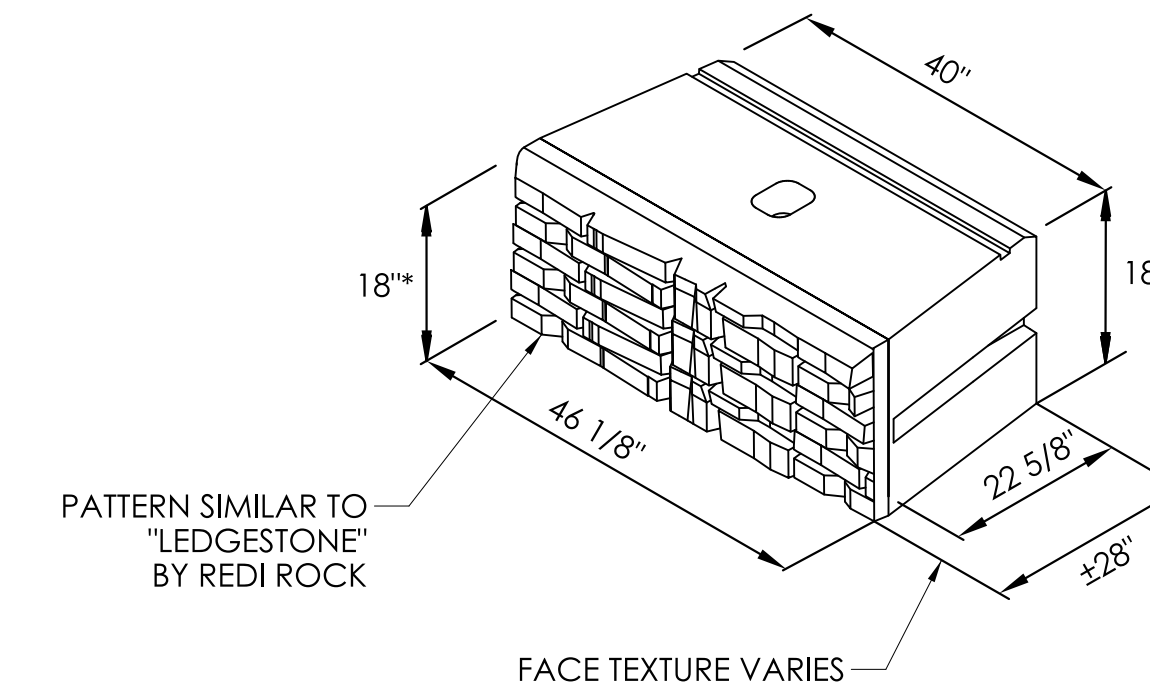
NOTES:

1. GEOSYNTHETIC REINFORCEMENT SHALL EXTEND BETWEEN BLOCK COURSES TO COVER 85% OF THE BLOCK AND SHALL NOT BE VISIBLE AT THE FRONT FACE.
2. THE TOP THREE COURSES OF ALL GRS-IBS ABUTMENTS AND WINGWALLS SHALL BE FILLED WITH REINFORCED CLASS PCC04460 CONCRETE.
3. LONGITUDINAL BARS IN CONCRETE COPING SHALL BE DISCONTINUOUS AT ALL VERTICAL CONTROL JOINTS.
4. CONTRACTOR SHALL ORDER THE CMU BLOCKS TO BE FABRICATED WITHOUT THE SHEAR KNOBS/TABS TO ENSURE BLOCK FACE CAN BE INSTALLED PLUMB.
5. THE CMU BLOCKS SHALL BE MANUFACTURED WITH A NATURAL ARCHITECTURE FINISH ON THE EXPOSED FACE THAT RESEMBLES REDI-ROCK'S "LEDGESTONE", OR APPROVED SIMILAR.
6. CONTRACTOR SHALL SUBMIT CMU CORNER BLOCK LAYOUT DETAILS FOR APPROVAL.
7. INTERMEDIATE REINFORCEMENT AT BEARING BED SHALL EXTEND TO THE BACK FACE OF THE BLOCK.
8. THE CONTRACTOR SHALL CONSTRUCT CONTRACTION JOINTS IN THE COPING AT A UNIFORM SPACING NOT TO EXCEED 10'.
9. THE CONTRACTOR SHALL APPLY PENETRATING SEALER PROTECTIVE COMPOUND TO THE CMU AFTER INSTALLATION.



SMALL CONCRETE BLOCKS

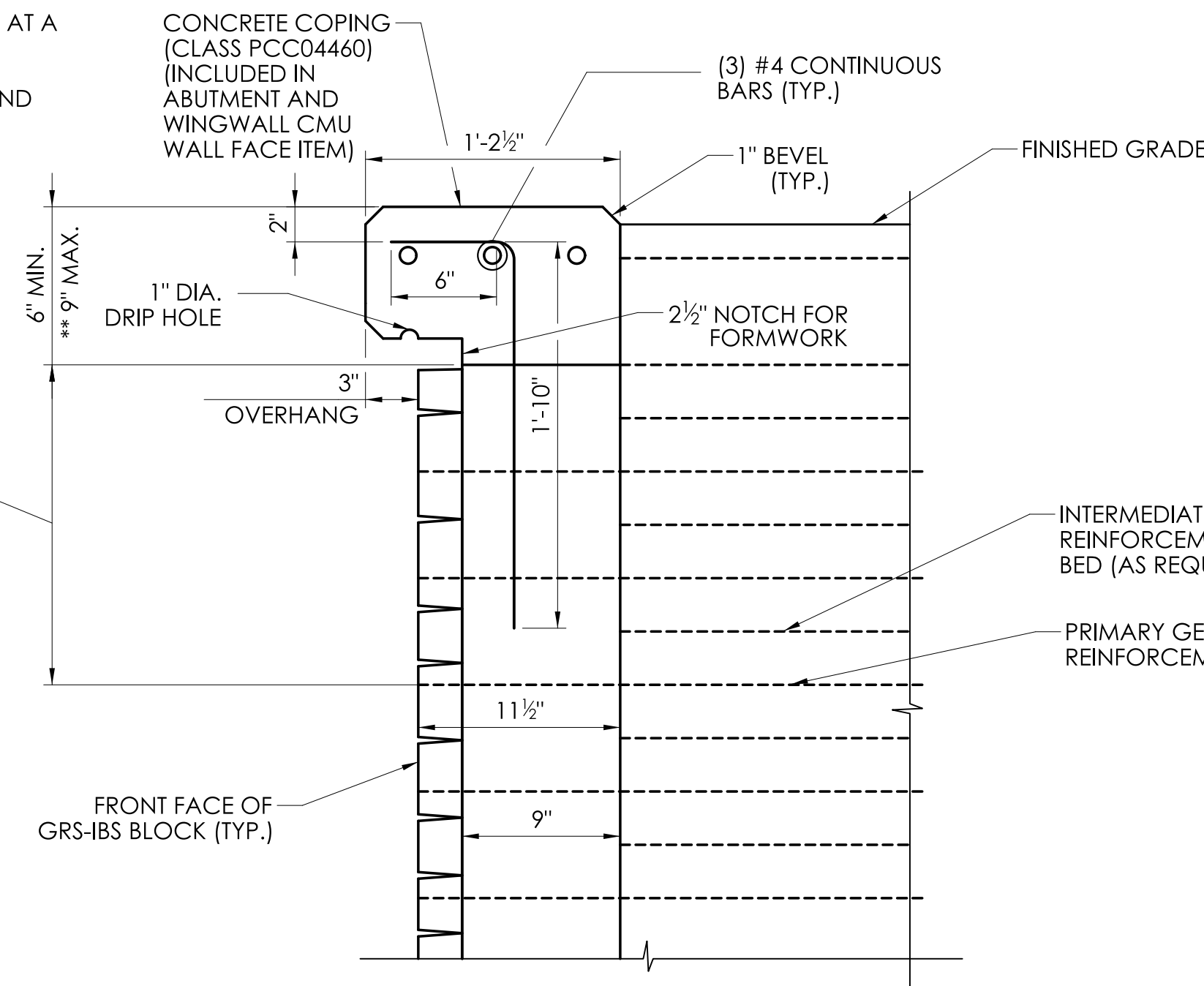
NOT TO SCALE



BIG CONCRETE BLOCKS

NOT TO SCALE

** THICKNESS OF CONCRETE COPING SHALL BE AS REQUIRED TO MAINTAIN TOP OF COPING ELEVATION AS SHOWN ON DEVELOPED ABUTMENT ELEVATION VIEWS. ELEVATION OF THE TOP COURSE OF CMU'S WILL VARY DUE TO CONSTRUCTION TOLERANCES.



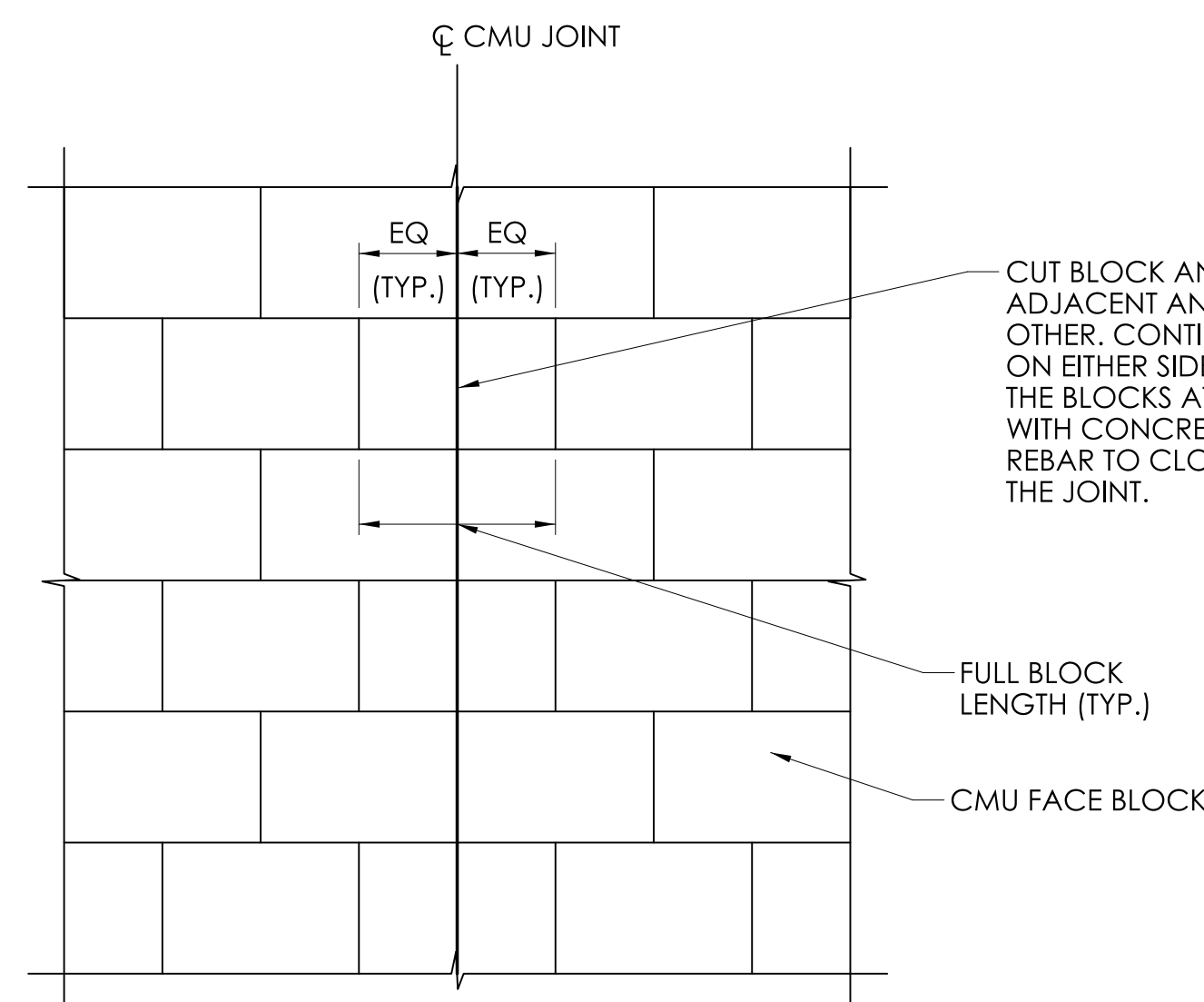
NOTE: COPING WITH SMALL BLOCK SHOWN. CONTRACTOR SHALL SUBMIT COPING DETAIL FOR REVIEW IF SELECTED BLOCK HAS ALTERNATE DIMENSIONS

CONCRETE COPING

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

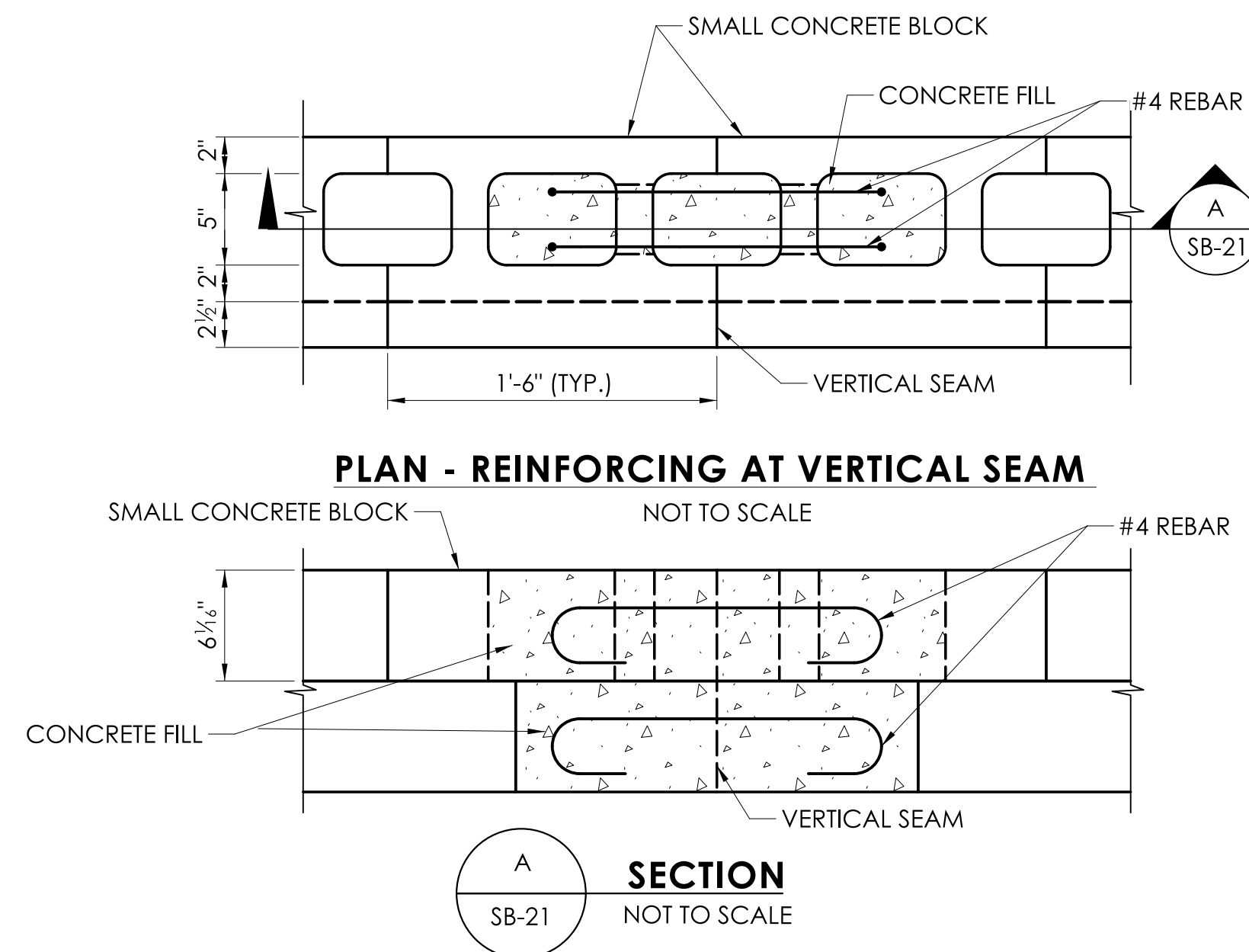
NOTE:

* BLOCK SHOWN IS REDI-ROCK 28" BLOCK. CONTRACTOR MAY USE ALTERNATE BLOCKS PROVIDED ALL THE REQUIREMENTS IN THE PLANS AND SPECIFICATIONS ARE MET.



TYPICAL VERTICAL CMU JOINT

NOT TO SCALE



PLAN - REINFORCING AT VERTICAL SEAM

NOT TO SCALE

SECTION

NOT TO SCALE

CMU JOINT NOTES:

1. VERTICAL JOINTS SHALL BE CONSTRUCTED PROVIDING A CONTINUOUS VERTICAL JOINT BETWEEN BLOCK COURSES FOR THE ENTIRE HEIGHT OF THE GRS-IBS WALL.
2. REINFORCING IN CONCRETE COPING TO BE DISCONTINUOUS THROUGH CMU WALL VERTICAL JOINTS.
3. JOINT AT CMU WALL FACE SHALL NOT EXTEND TO GEOSYNTHETIC REINFORCING BEYOND.

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:
 M Mott MacDonald
 175 Central Street
 4th Floor
 Rocky Hill, CT 06067
 DESIGNER/DRAFTER: BPC CHECKED BY: DJL

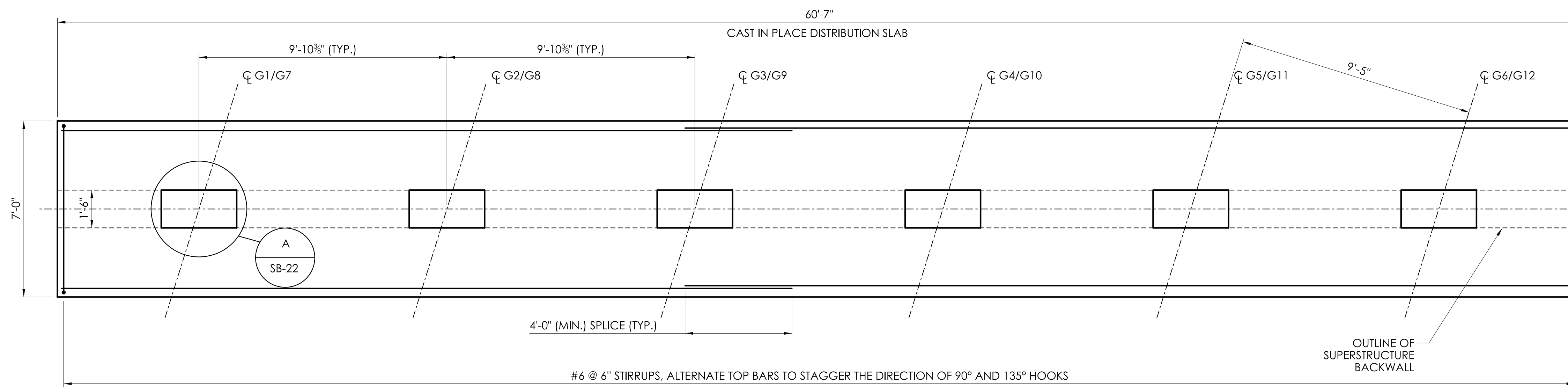
SCALE AS NOTED
 CONNECTICUT DEPARTMENT OF TRANSPORTATION

PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

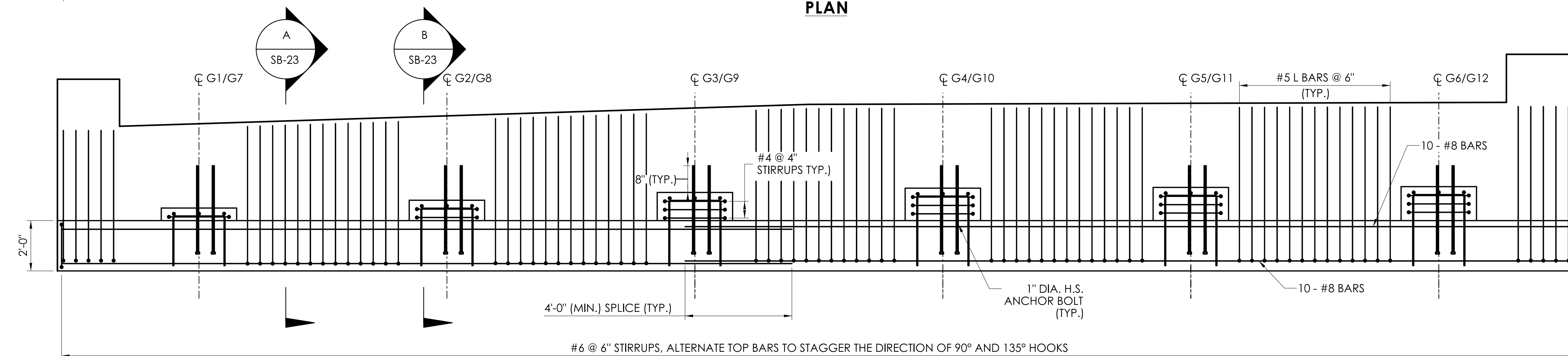
TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
TYPICAL GRS-IBS DETAILS

PROJECT NO.:
0141-0158
 DRAWING NO.:
SB-21
 SHEET NO.:
 05.21

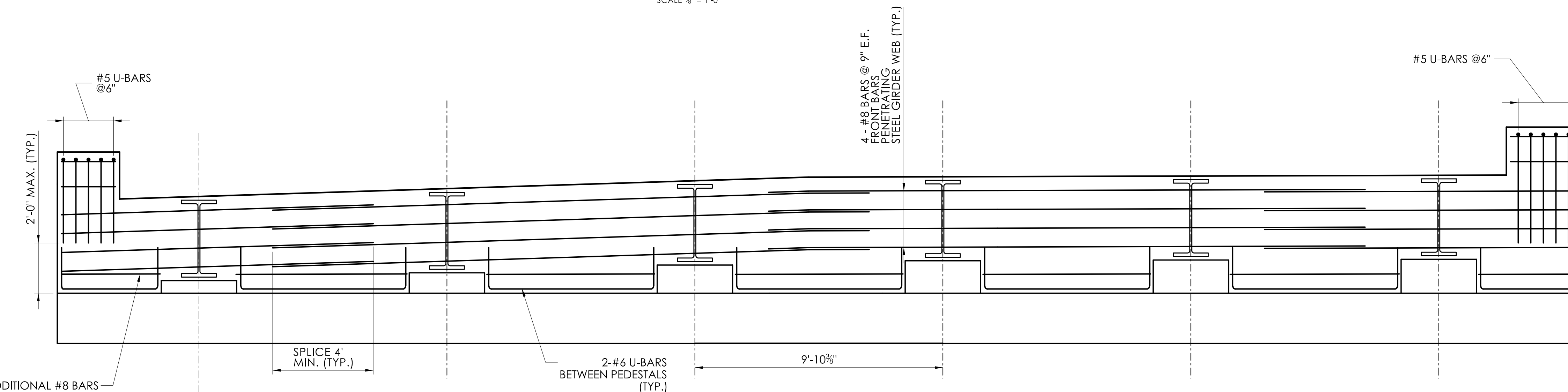


PLAN



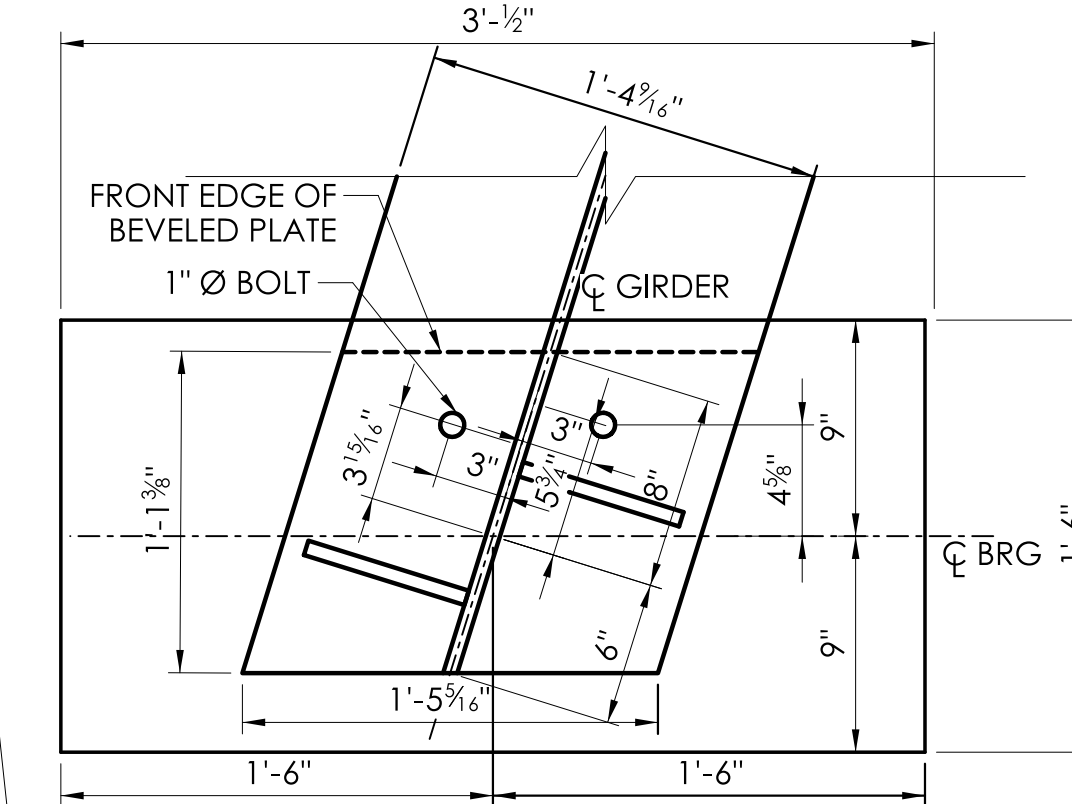
TYPICAL REINFORCEMENT DETAIL IN CIP DISTRIBUTION SLAB

SCALE 3/8" = 1'-0"



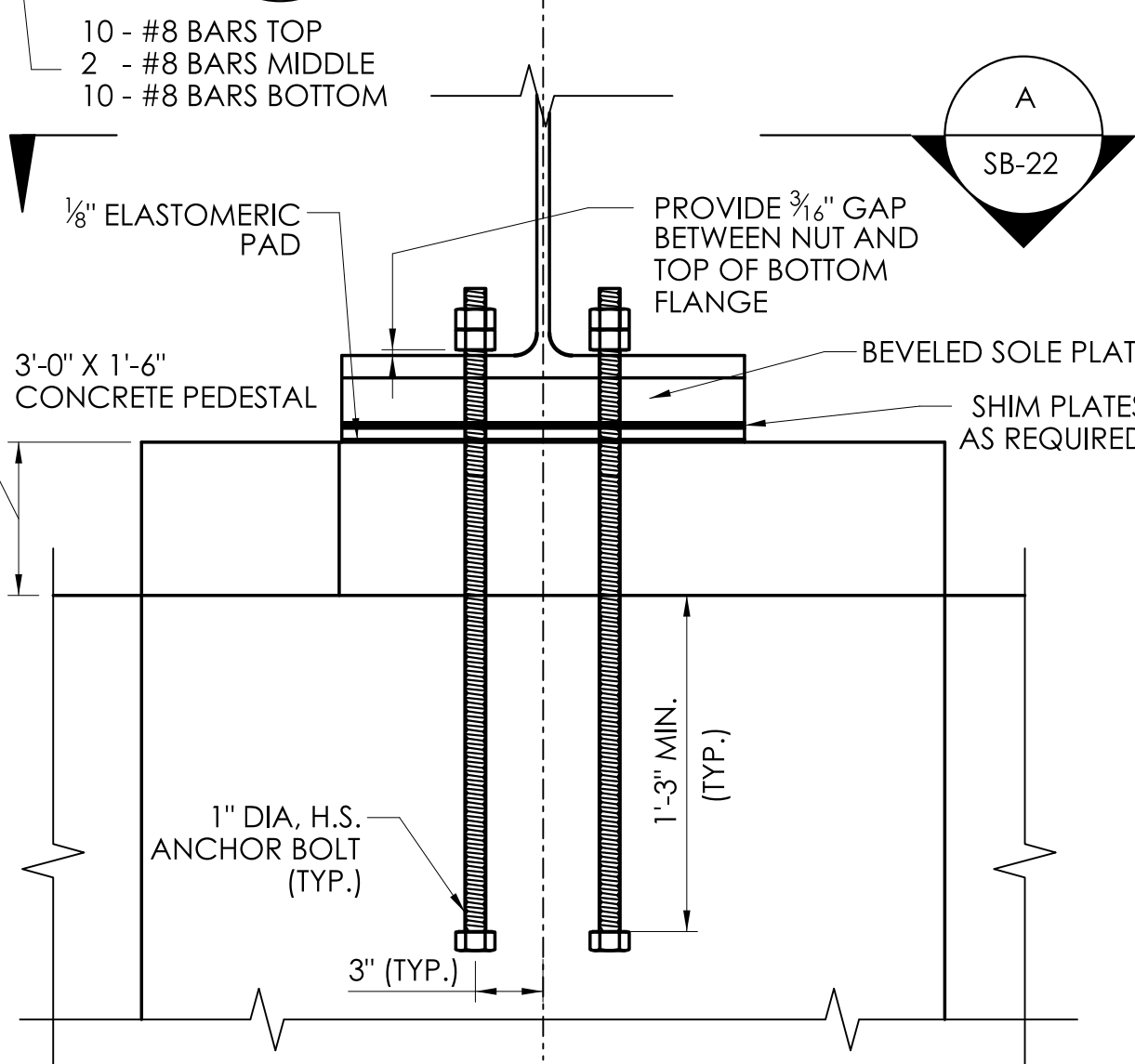
TYPICAL REINFORCEMENT DETAIL IN CIP CONCRETE BACKWALL

SCALE 3/8" = 1'-0"
 * REINFORCEMENTS FROM DECK IS NOT SHOWN FOR CLARITY
 ABUTMENT 3 IS SHOWN, OTHER ABUTMENTS ARE SIMILAR



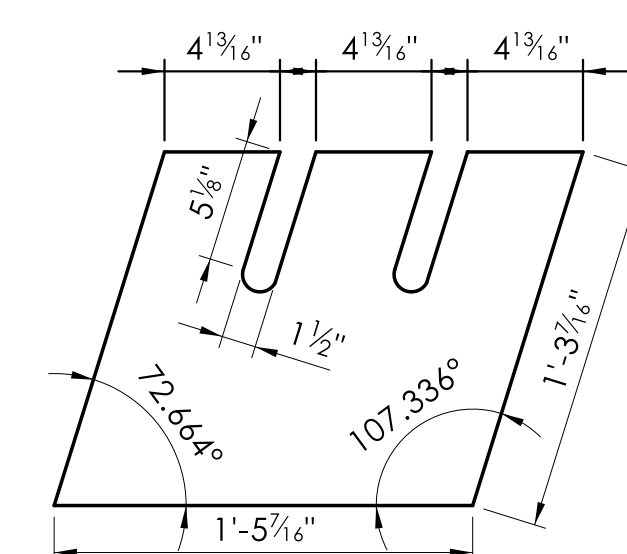
PEDESTAL PLAN

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



PEDESTAL ELEVATION

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



NOTE:
 MAXIMUM SHIMMING
 HEIGHT IS 3".

SHIM PLATE PLAN

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

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:
 Mott MacDonald
 175 Central Street
 4th Floor
 Rocky Hill, CT 06067
 DESIGNER/DRAFTER: BPC CHECKED BY: DJL

SCALE AS NOTED
 CONNECTICUT DEPARTMENT OF TRANSPORTATION

PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

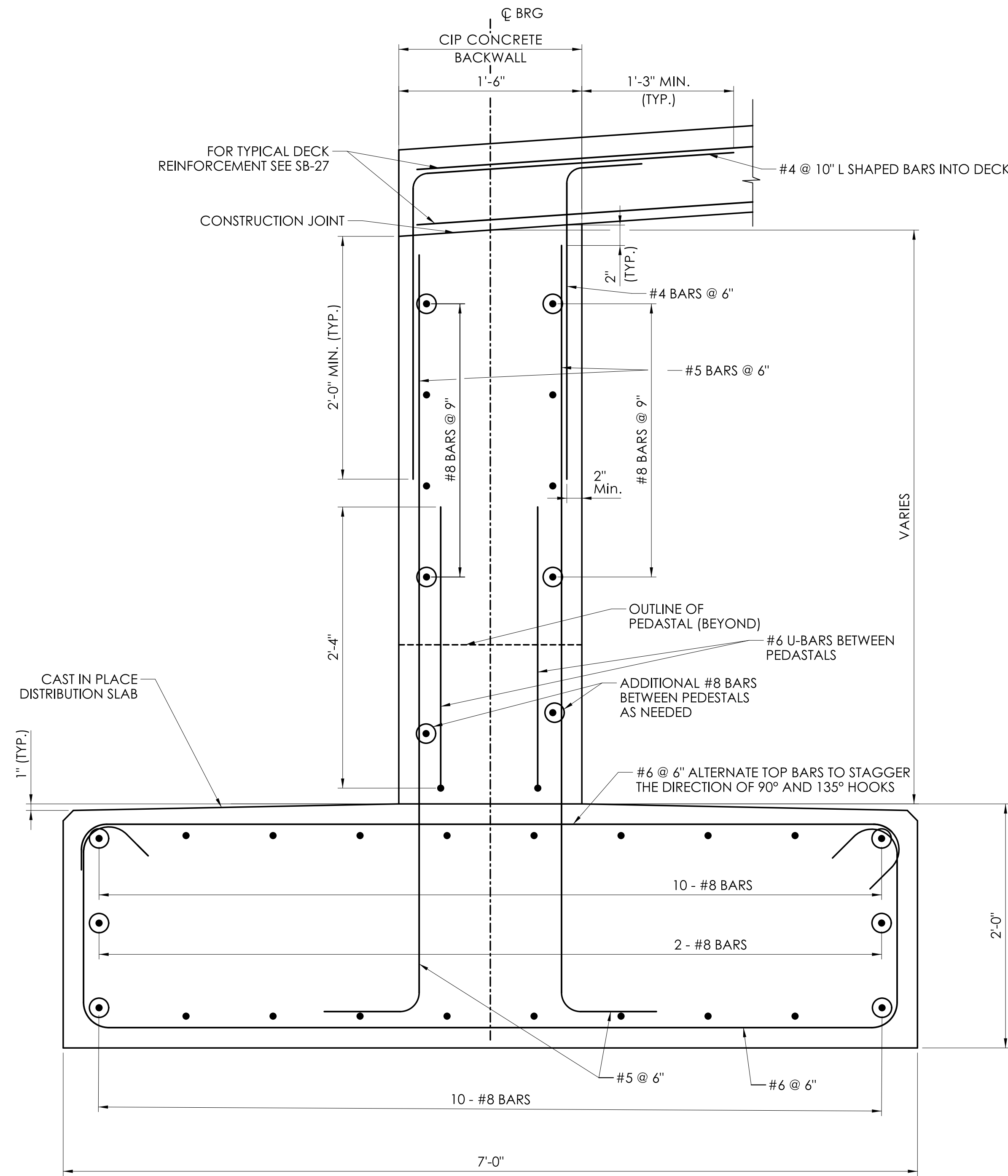
TOWNSHIP:
TOWN OF THOMPSON

DRAWING TITLE:
DISTRIBUTION SLAB DETAILS - 1

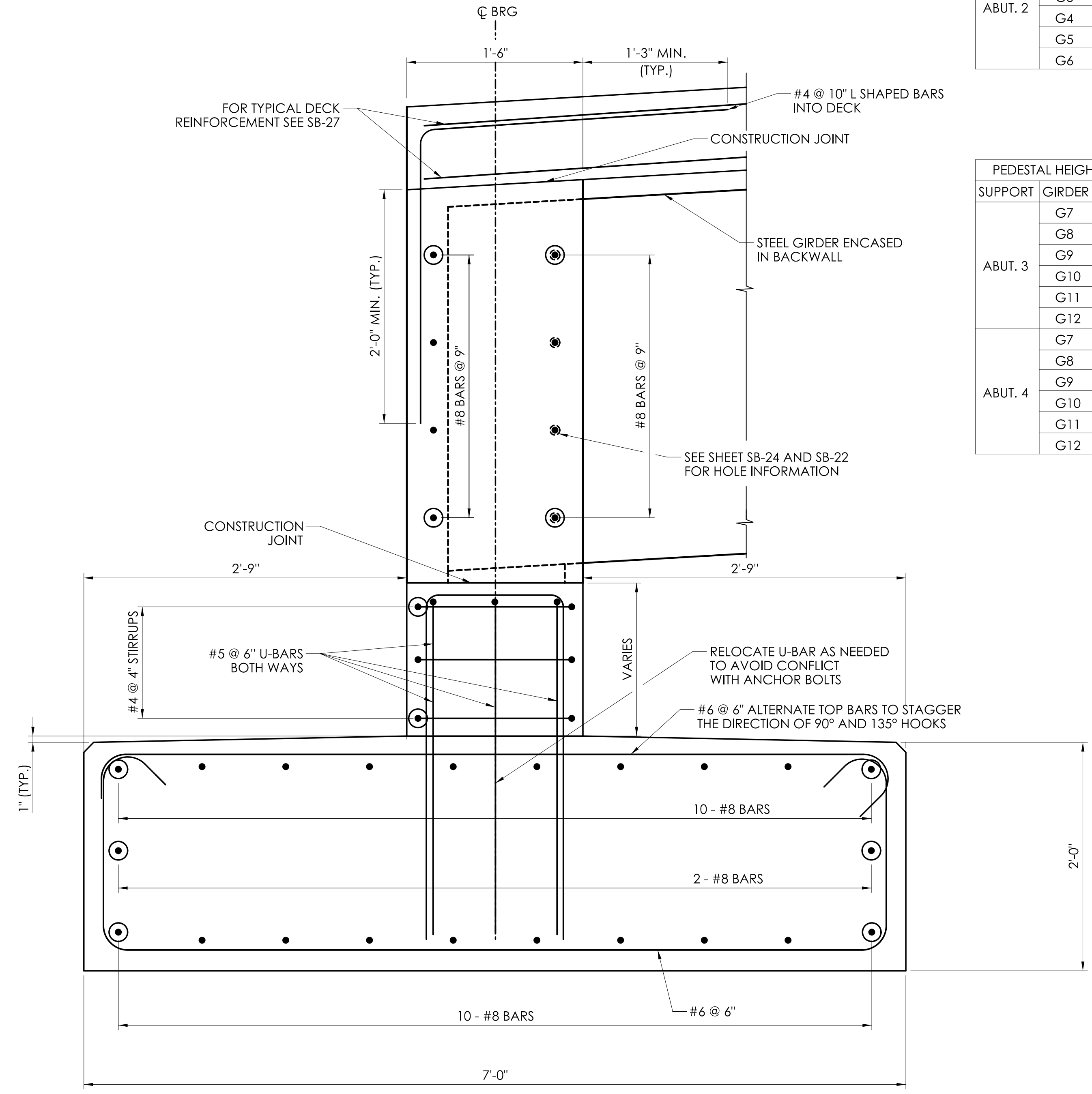
PROJECT NO.:
0141-0158
 DRAWING NO.:
SB-22
 SHEET NO.:
 05.22

PEDESTAL HEIGHT TABLE SPAN 1		
SUPPORT	GIRDER	HEIGHT (FT.)
ABUT. 1	G1	0.50
	G2	0.81
	G3	1.12
	G4	1.29
	G5	1.32
	G6	1.35
ABUT. 2	G1	0.50
	G2	0.81
	G3	1.12
	G4	1.29
	G5	1.32
	G6	1.35

PEDESTAL HEIGHT TABLE SPAN 2		
SUPPORT	GIRDER	HEIGHT (FT.)
ABUT. 3	G7	0.50
	G8	0.81
	G9	1.12
	G10	1.29
	G11	1.32
	G12	1.35
ABUT. 4	G7	0.50
	G8	0.82
	G9	1.13
	G10	1.30
	G11	1.33
	G12	1.35




A SECTION
SB-22 SCALE: 1 1/2"=1'-0"



B SECTION
SB-22 SCALE: 1 1/2"=1'-0"

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:

 DESIGNER/DRAFTER: BPC CHECKED BY: DJL

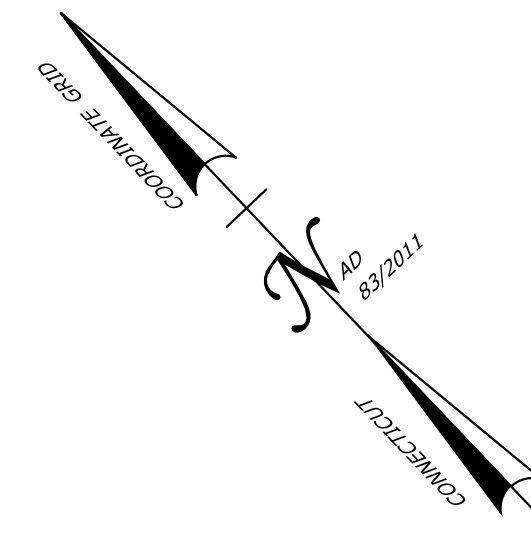
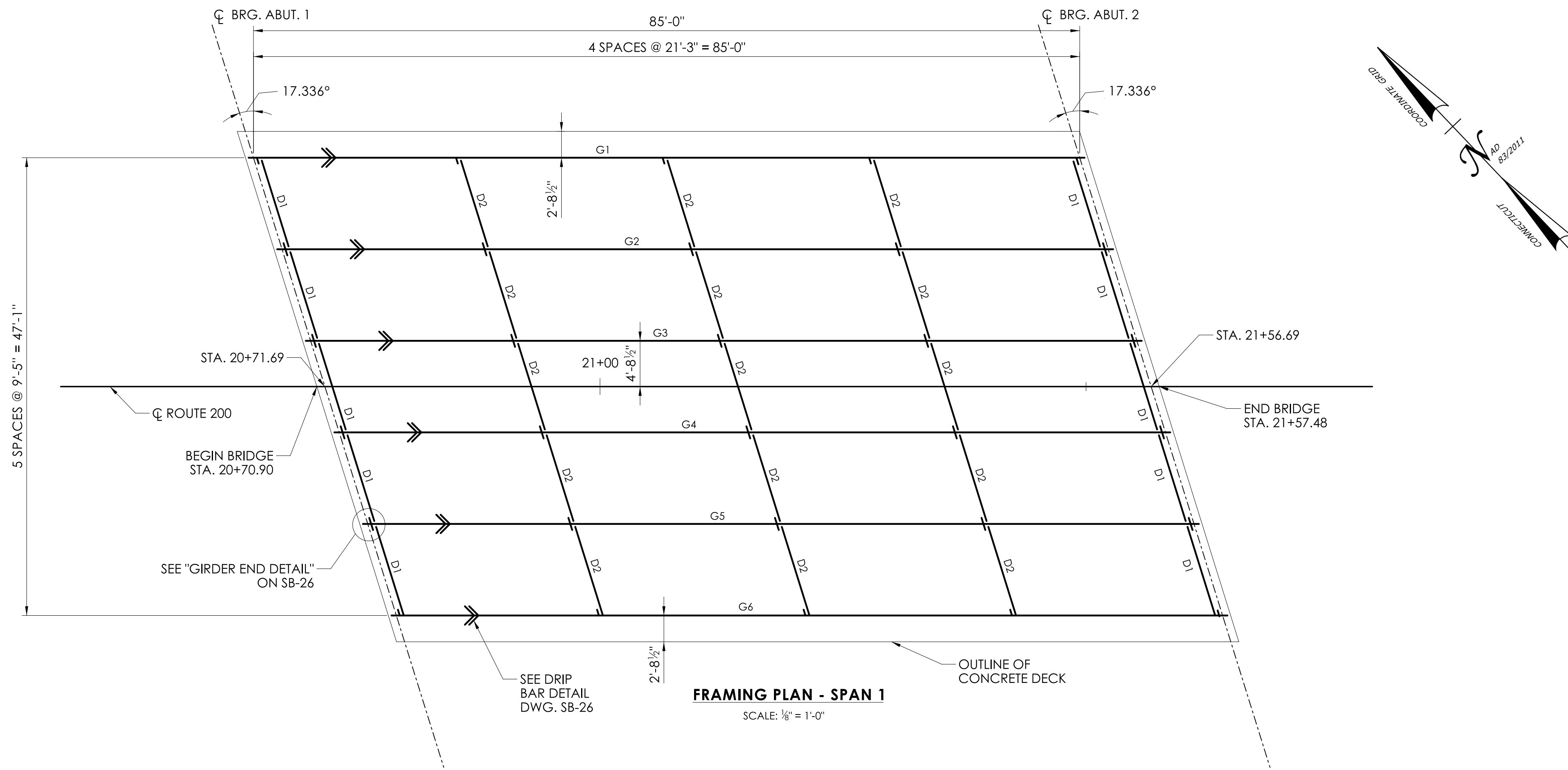
SCALE AS NOTED
 CONNECTICUT DEPARTMENT OF TRANSPORTATION

PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
DISTRIBUTION SLAB DETAILS - 2

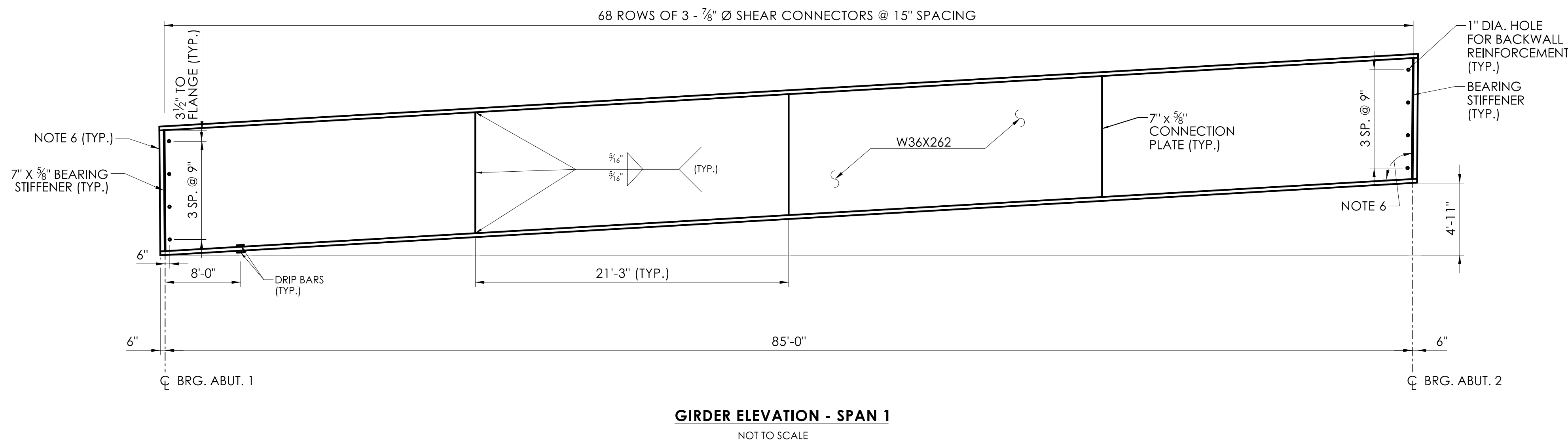
PROJECT NO.:
0141-0158
 DRAWING NO.:
SB-23
 SHEET NO.:
 05.23



STRUCTURAL STEEL NOTES

- ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO M270 GRADE 50WT2.
- WELDING DETAILS, PROCEDURES AND TESTING METHODS SHALL CONFORM TO THE CURRENT EDITION OF THE AASHTO/AWS D1.5M/D1.5 BRIDGE WELDING CODE, UNLESS OTHERWISE NOTED ON THE PLANS.
- FIELD SPLICES WILL NOT BE ALLOWED.
- ALL BEARING STIFFENER AND CONNECTION PLATE WELDS SHALL BE INSPECTED BY THE MAGNETIC PARTICLE METHOD.
- 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.
- BEARING STIFFENERS AND THE ENDS OF GIRDERS SHALL BE VERTICAL AFTER THE APPLICATION OF FULL DEAD LOADS AND ACCOUNTING FOR ROADWAY GRADE.
- THE STRUCTURAL STEEL FABRICATORS SHALL BE CERTIFIED UNDER THE AISC CERTIFICATION PROGRAM, CATEGORY BRIDGE FABRICATOR INTERMEDIATE (IBR).
- THE CONTRACTOR SHALL TAKE PROPER PRECAUTIONS TO ENSURE THE STABILITY OF ALL STRUCTURAL ELEMENTS UNTIL THE TOTAL STRUCTURE IS IN BEING.
- NO ATTACHMENTS OTHER THAN THOSE SHOWN ON THE PLANS SHALL BE FILLET WELDED, PLUG WELDED, OR TACK WELDED TO THE GIRDERS.
- A PLATE GIRDER ALTERNATIVE DESIGN BY THE CONTRACTOR IS ACCEPTABLE. SIMILAR FLANGE AND WEB SIZES SHALL BE USED AS WITH THE ROLLED GIRDER. IF THE DEPTH OF THE PLATE GIRDER IS DIFFERENT THAN THE ROLLED SECTION, CONTRACTOR SHALL ADJUST ANY CRITICAL ELEVATIONS THAT DEPEND ON THE DEPTH OF THE GIRDER. NO REDUCTION IN THE VERTICAL CLEARANCE OVER I-395 SHALL BE PERMITTED. NO CHANGE IN PAYMENT WILL BE MADE IF THE PLATE GIRDER ALTERNATIVE IS SELECTED.
- IT SHALL BE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ANY ADDITIONAL TEMPORARY BRACING REQUIRED TO MAINTAIN THE GEOMETRY OF THE INDIVIDUAL GIRDERS, AS WELL AS THE TOTAL STEEL STRUCTURE, THROUGHOUT ALL PHASES OF CONSTRUCTION INCLUDING PLACEMENT OF THE CONCRETE DECK.

DEAD LOAD DEFLECTIONS AND CAMBER TABLE (INCHES)		
GRIDER MARK		MID-SPAN
G1	STRUCTURAL STEEL DEFLECTION	0.62
	ADDITIONAL DEAD LOAD DEFLECTION	2.15
	COMPOSITE DEAD LOAD DEFLECTION	0.72
	TOTAL DEAD LOAD CAMBER	3.49
	VERTICAL CURVE ORDINATE	0.00
	TOTAL CAMBER	4.34
G2	STRUCTURAL STEEL DEFLECTION	0.62
	ADDITIONAL DEAD LOAD DEFLECTION	2.72
	COMPOSITE DEAD LOAD DEFLECTION	0.67
	TOTAL DEAD LOAD CAMBER	4.01
	VERTICAL CURVE ORDINATE	0.00
	TOTAL CAMBER	4.86
G3	STRUCTURAL STEEL DEFLECTION	0.62
	ADDITIONAL DEAD LOAD DEFLECTION	2.72
	COMPOSITE DEAD LOAD DEFLECTION	0.67
	TOTAL DEAD LOAD CAMBER	4.01
	VERTICAL CURVE ORDINATE	0.00
	TOTAL CAMBER	4.86
G4	STRUCTURAL STEEL DEFLECTION	0.62
	ADDITIONAL DEAD LOAD DEFLECTION	2.72
	COMPOSITE DEAD LOAD DEFLECTION	0.67
	TOTAL DEAD LOAD CAMBER	4.01
	VERTICAL CURVE ORDINATE	0.00
	TOTAL CAMBER	4.86
G5	STRUCTURAL STEEL DEFLECTION	0.62
	ADDITIONAL DEAD LOAD DEFLECTION	2.72
	COMPOSITE DEAD LOAD DEFLECTION	0.67
	TOTAL DEAD LOAD CAMBER	4.01
	VERTICAL CURVE ORDINATE	0.00
	TOTAL CAMBER	4.86
G6	STRUCTURAL STEEL DEFLECTION	0.62
	ADDITIONAL DEAD LOAD DEFLECTION	2.15
	COMPOSITE DEAD LOAD DEFLECTION	0.72
	TOTAL DEAD LOAD CAMBER	3.49
	VERTICAL CURVE ORDINATE	0.00
	TOTAL CAMBER	4.34



REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:

 Mott MacDonald
 175 Central Street
 4th Floor
 Rocky Hill, CT 06067

SCALE AS NOTED

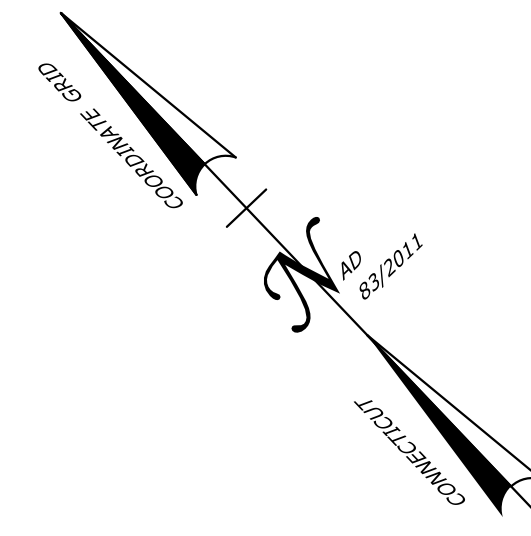
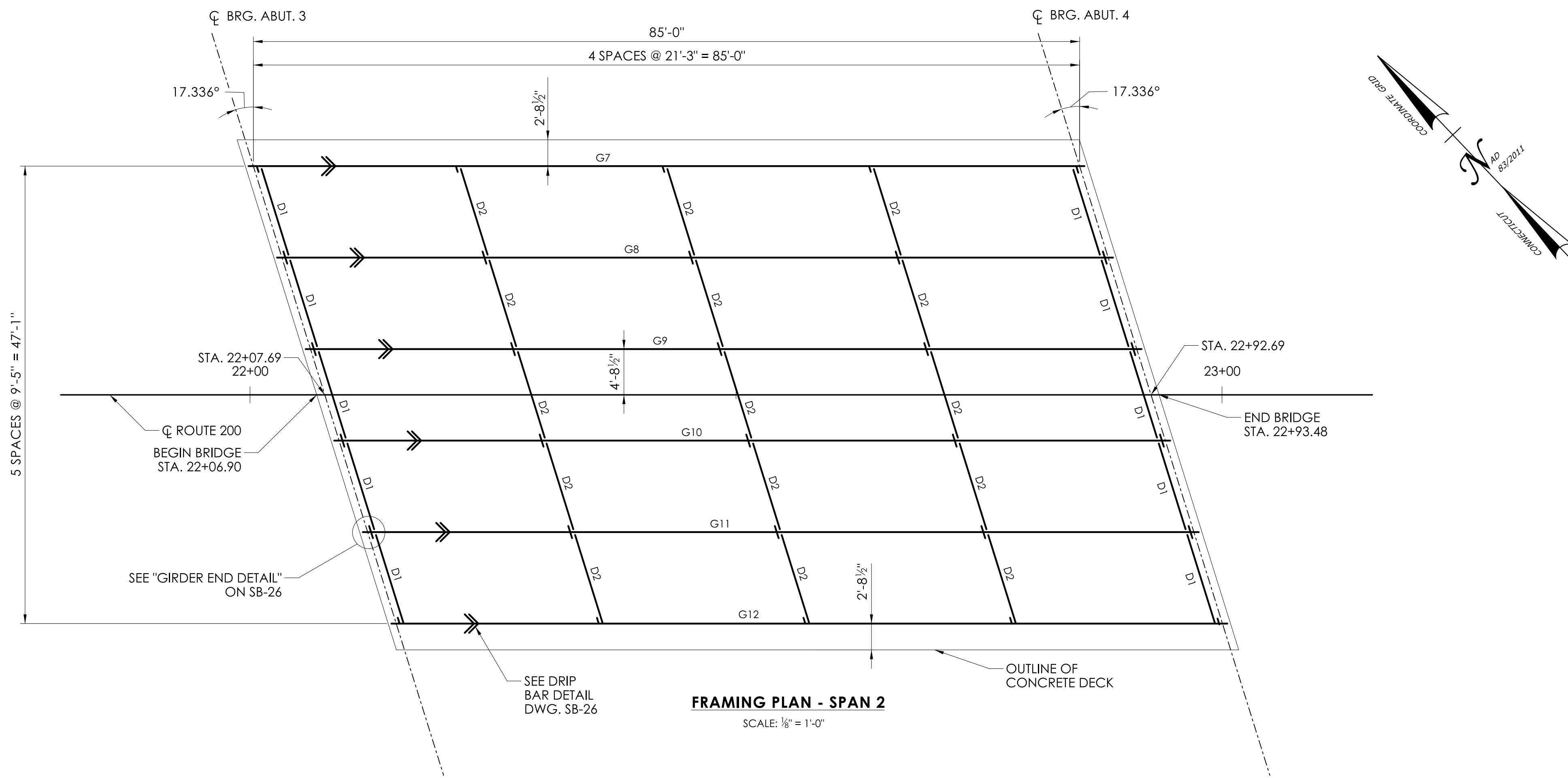
 CONNECTICUT
 DEPARTMENT OF
 TRANSPORTATION

PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

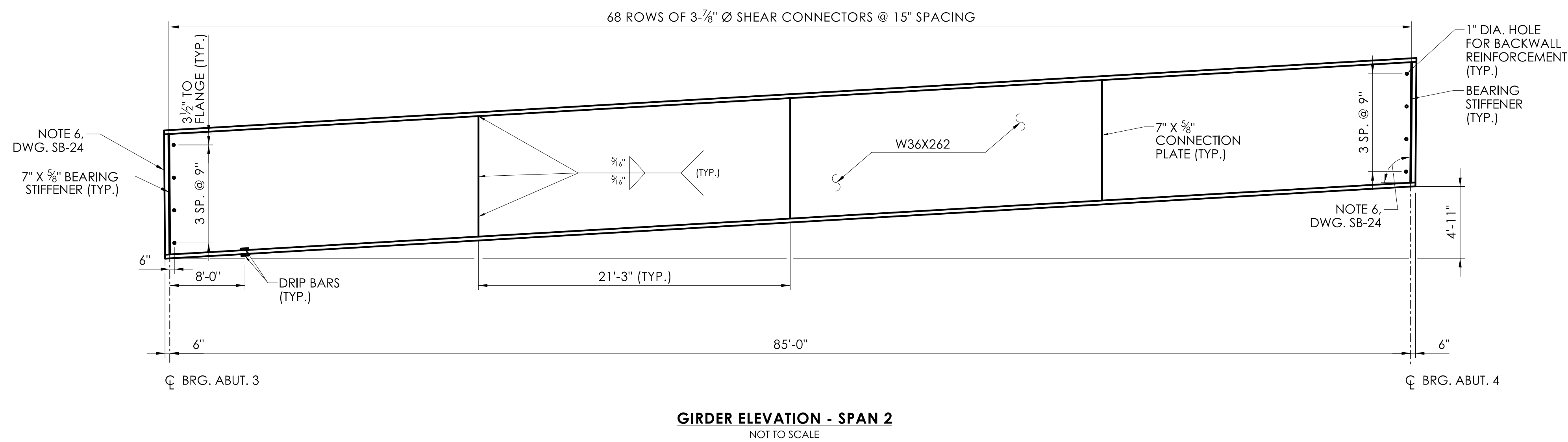
TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
FRAMING PLAN - SPAN 1

PROJECT NO.:
0141-0158
 DRAWING NO.:
SB-24
 SHEET NO.:
 05.24



FRAMING PLAN - SPAN 2
SCALE: 1/8" = 1'-0"



GIRDER ELEVATION - SPAN 2
NOT TO SCALE

DEAD LOAD DEFLECTIONS AND CAMBER TABLE (INCHES)		
GRIDER MARK		MID-SPAN
G7	STRUCTURAL STEEL DEFLECTION	0.62
	ADDITIONAL DEAD LOAD DEFLECTION	2.15
	COMPOSITE DEAD LOAD DEFLECTION	0.72
	TOTAL DEAD LOAD CAMBER	3.49
	VERTICAL CURVE ORDINATE	0.00
	TOTAL CAMBER	4.34
G8	STRUCTURAL STEEL DEFLECTION	0.62
	ADDITIONAL DEAD LOAD DEFLECTION	2.72
	COMPOSITE DEAD LOAD DEFLECTION	0.67
	TOTAL DEAD LOAD CAMBER	4.01
	VERTICAL CURVE ORDINATE	0.00
	TOTAL CAMBER	4.86
G9	STRUCTURAL STEEL DEFLECTION	0.62
	ADDITIONAL DEAD LOAD DEFLECTION	2.72
	COMPOSITE DEAD LOAD DEFLECTION	0.67
	TOTAL DEAD LOAD CAMBER	4.01
	VERTICAL CURVE ORDINATE	0.00
	TOTAL CAMBER	4.86
G10	STRUCTURAL STEEL DEFLECTION	0.62
	ADDITIONAL DEAD LOAD DEFLECTION	2.72
	COMPOSITE DEAD LOAD DEFLECTION	0.67
	TOTAL DEAD LOAD CAMBER	4.01
	VERTICAL CURVE ORDINATE	0.00
	TOTAL CAMBER	4.86
G11	STRUCTURAL STEEL DEFLECTION	0.62
	ADDITIONAL DEAD LOAD DEFLECTION	2.72
	COMPOSITE DEAD LOAD DEFLECTION	0.67
	TOTAL DEAD LOAD CAMBER	4.01
	VERTICAL CURVE ORDINATE	0.00
	TOTAL CAMBER	4.86
G12	STRUCTURAL STEEL DEFLECTION	0.62
	ADDITIONAL DEAD LOAD DEFLECTION	2.15
	COMPOSITE DEAD LOAD DEFLECTION	0.72
	TOTAL DEAD LOAD CAMBER	3.49
	VERTICAL CURVE ORDINATE	0.00
	TOTAL CAMBER	4.34

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:

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 175 Central Street
 4th Floor
 Rocky Hill, CT 06067

SCALE AS NOTED

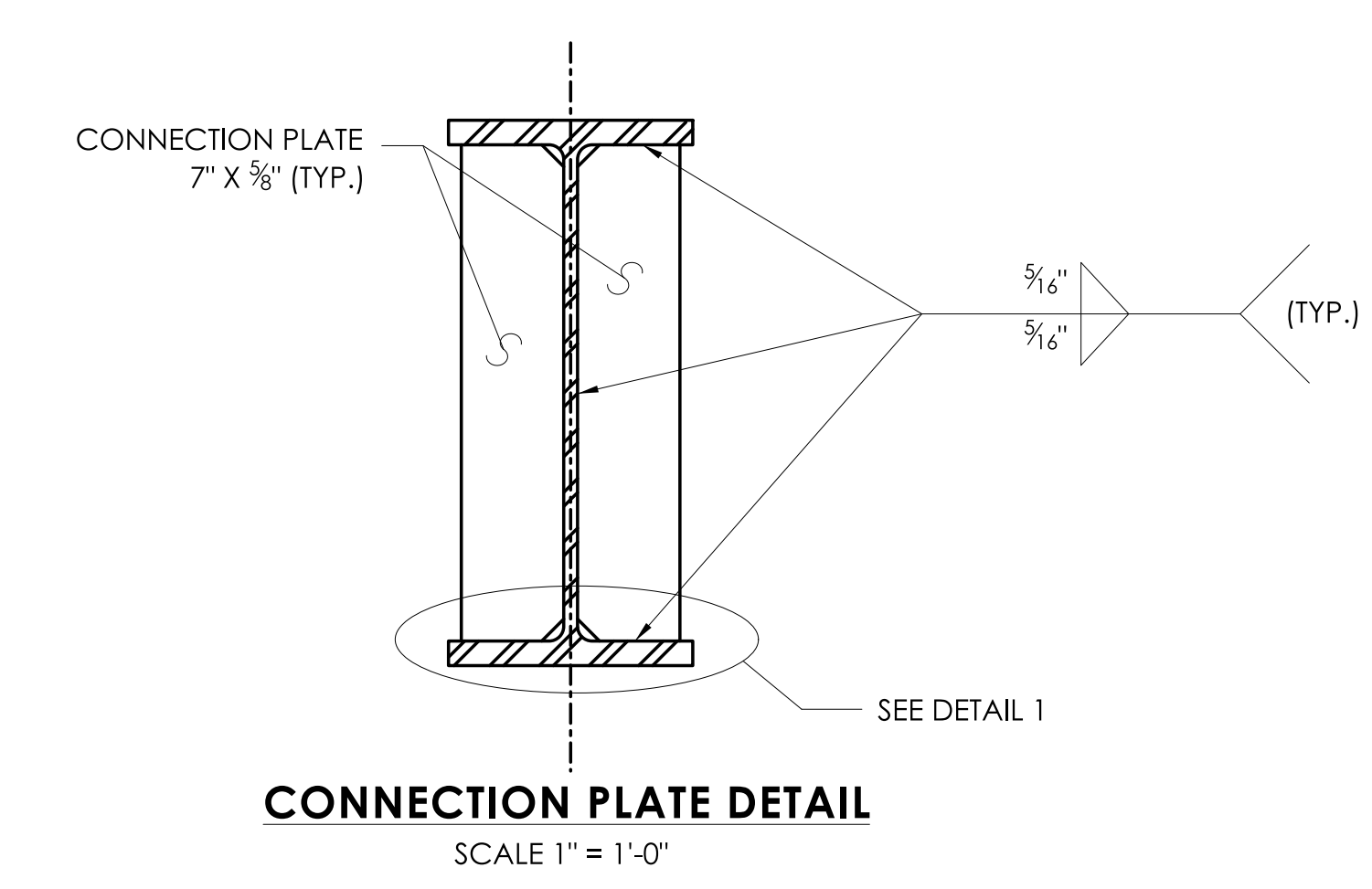
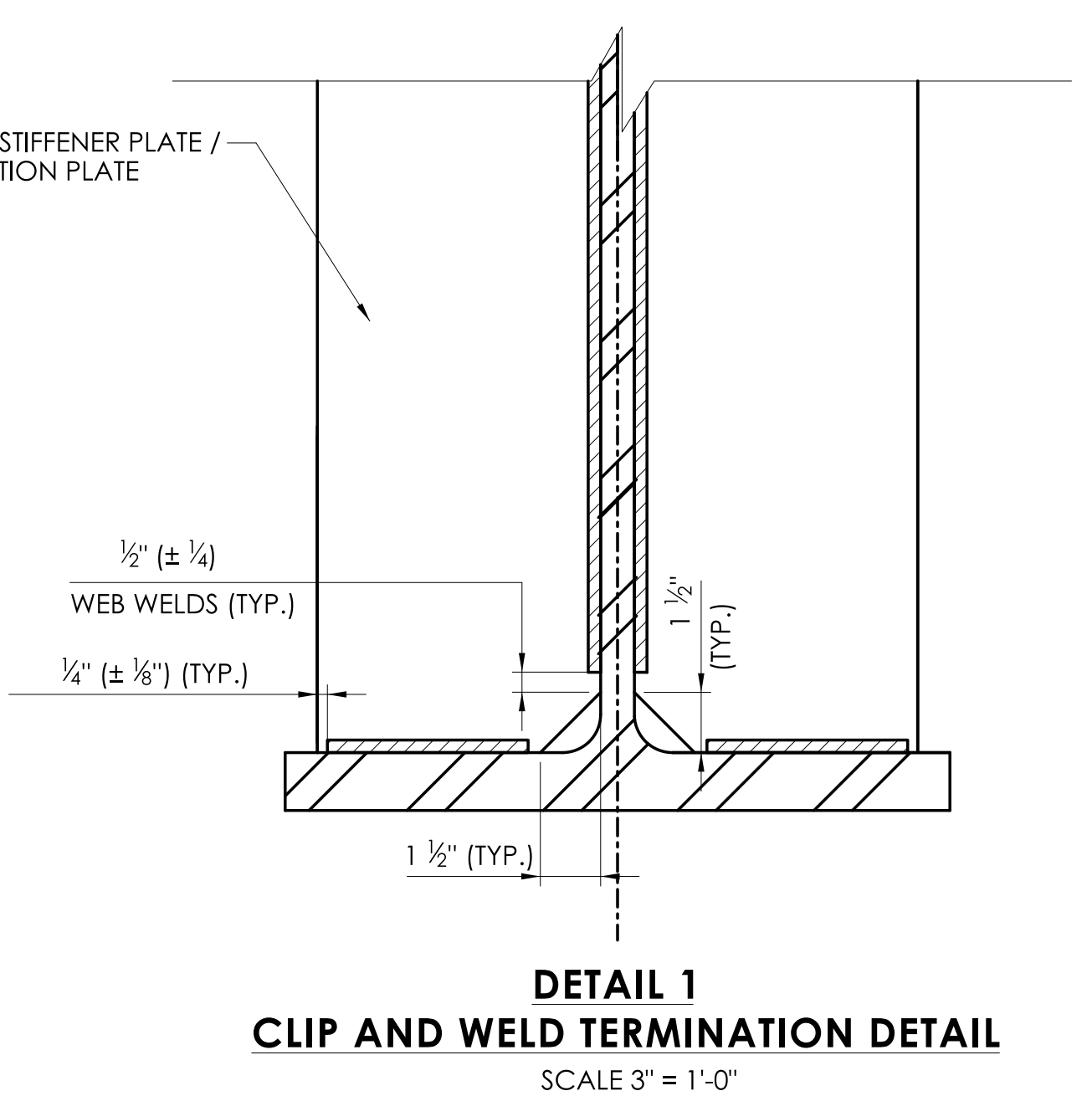
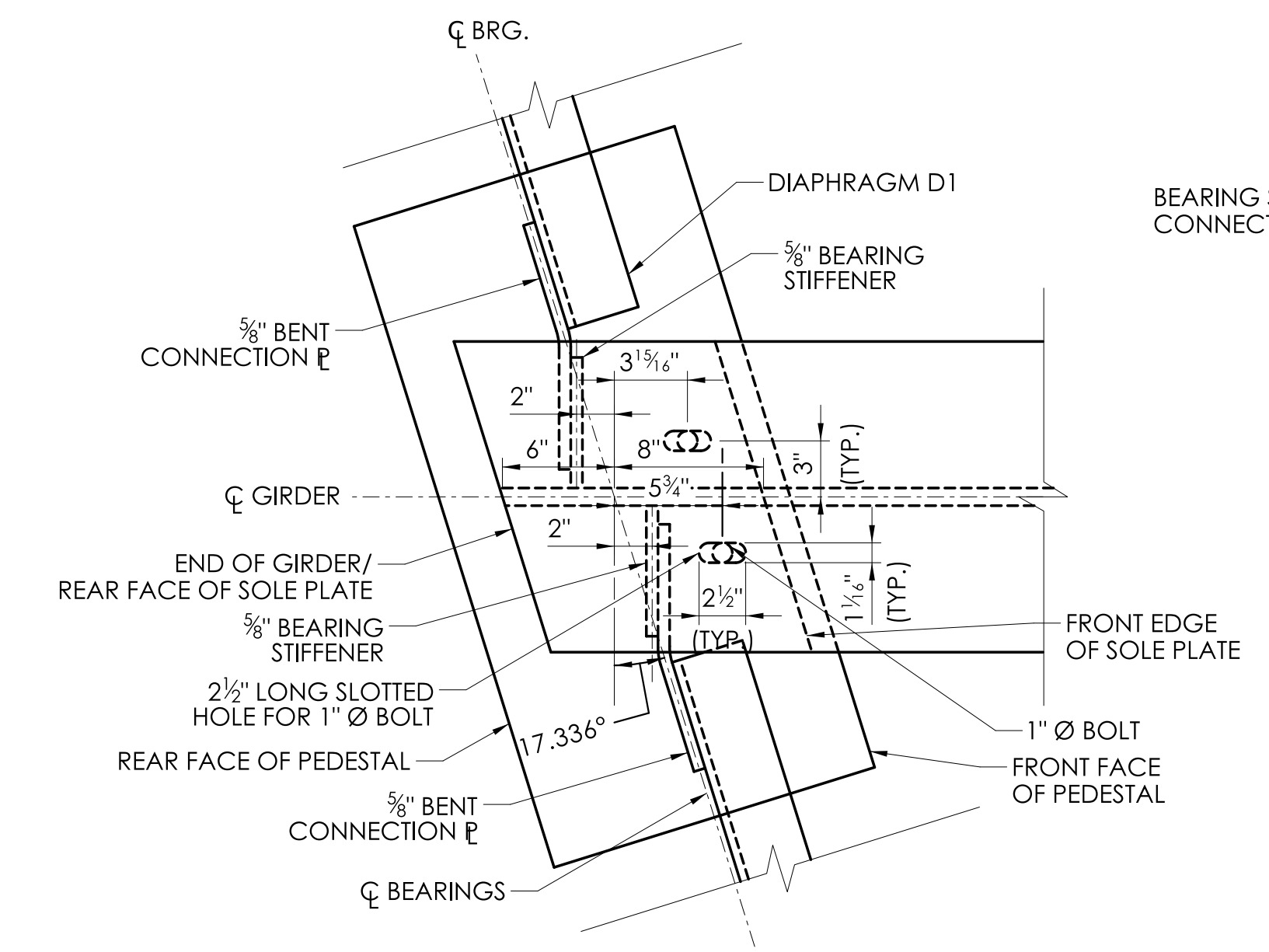
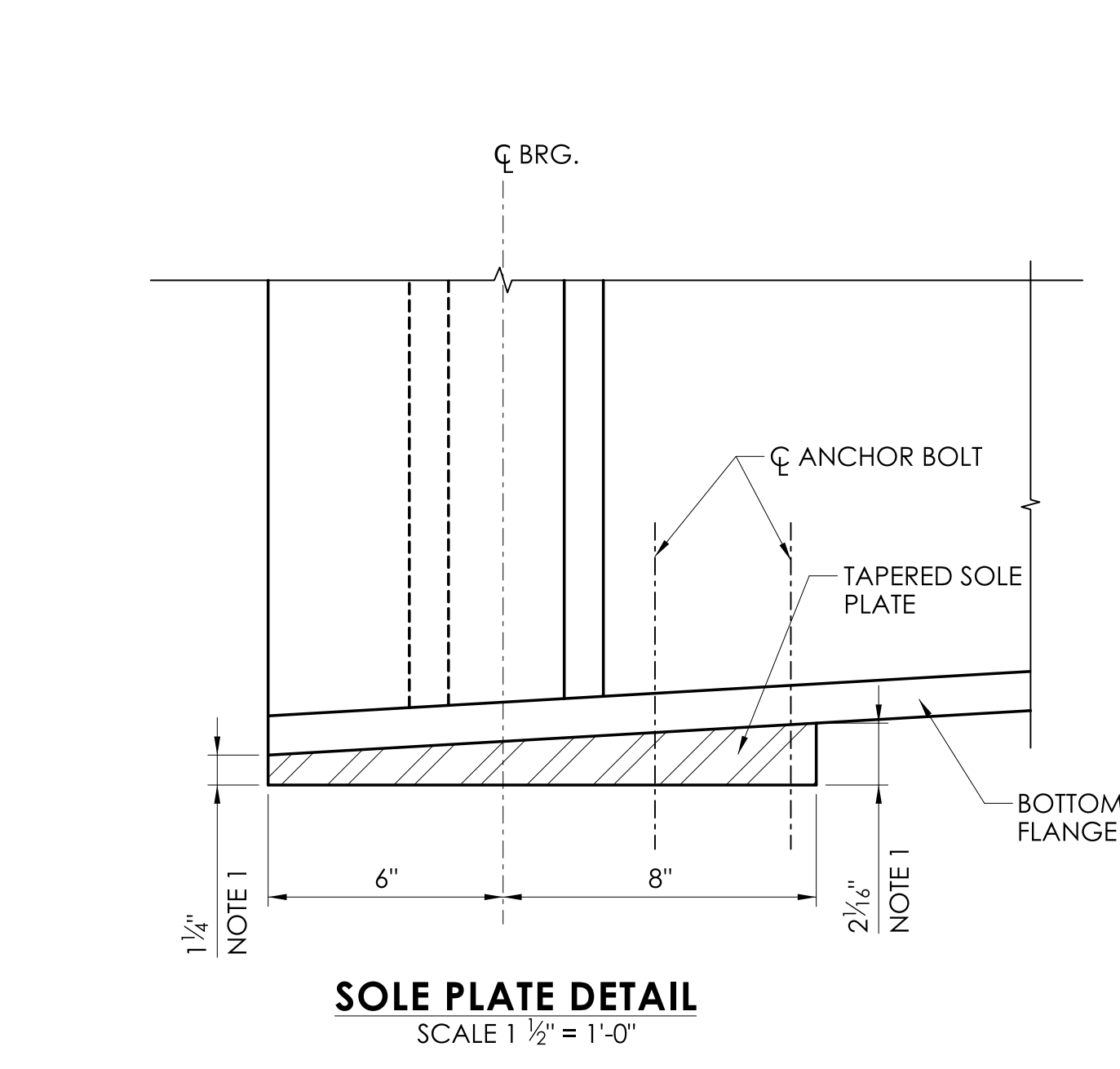
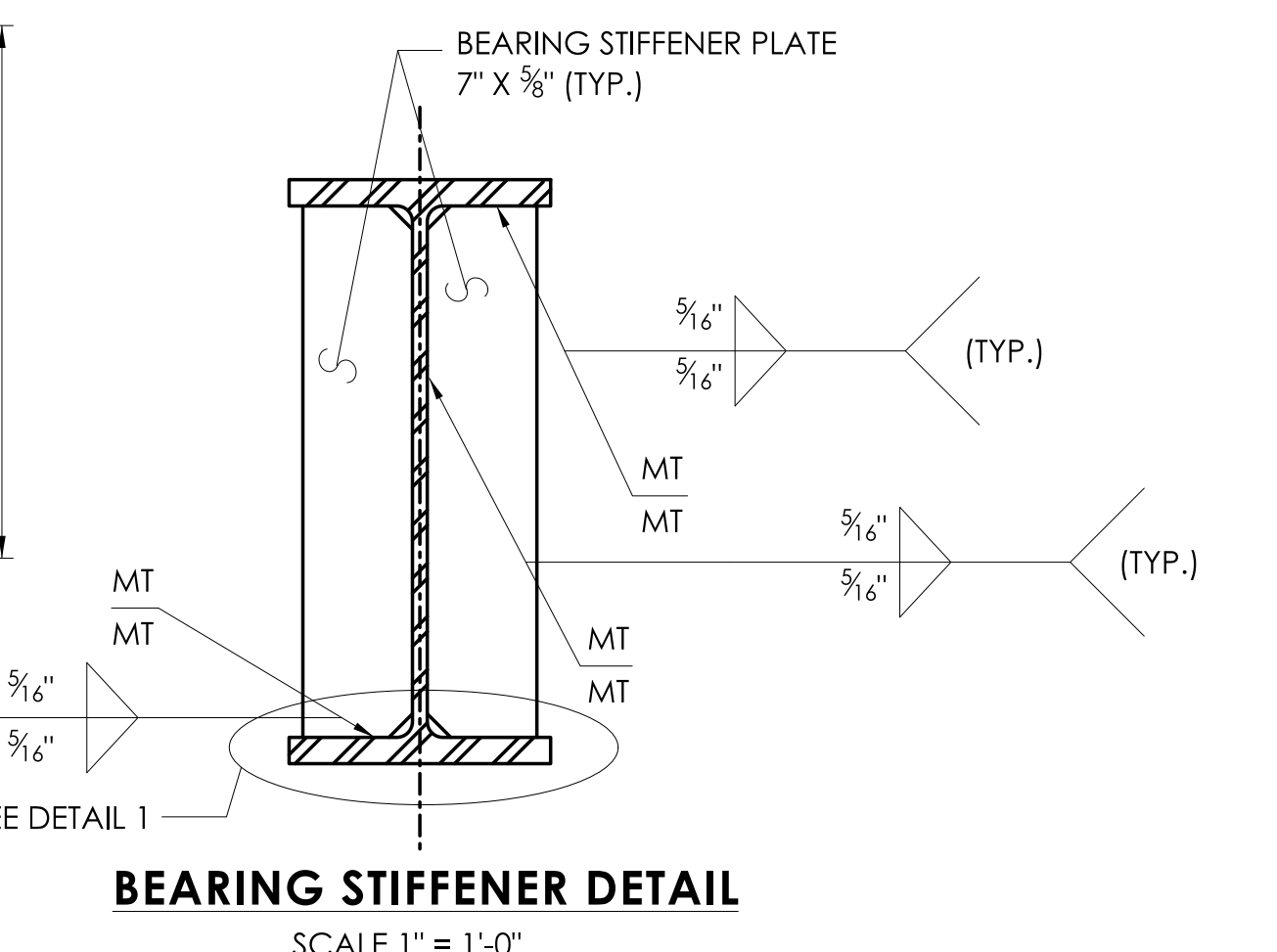
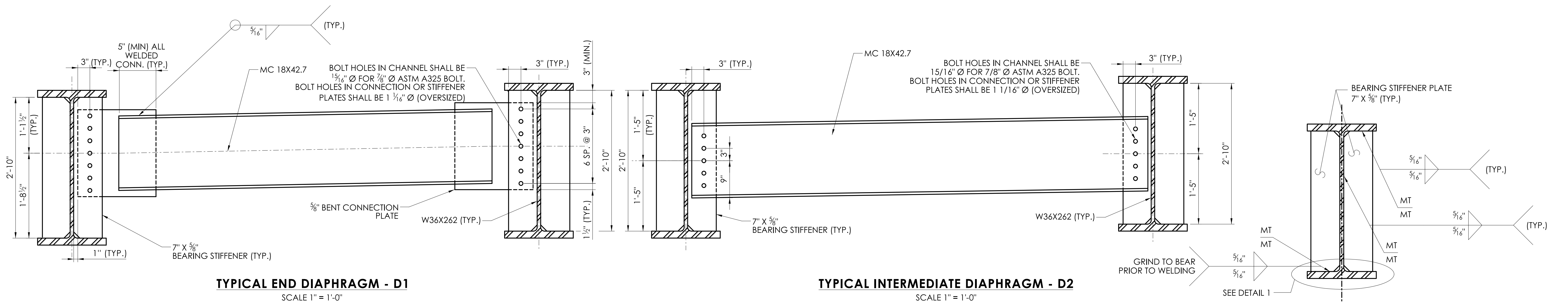
CONNECTICUT DEPARTMENT OF TRANSPORTATION

PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

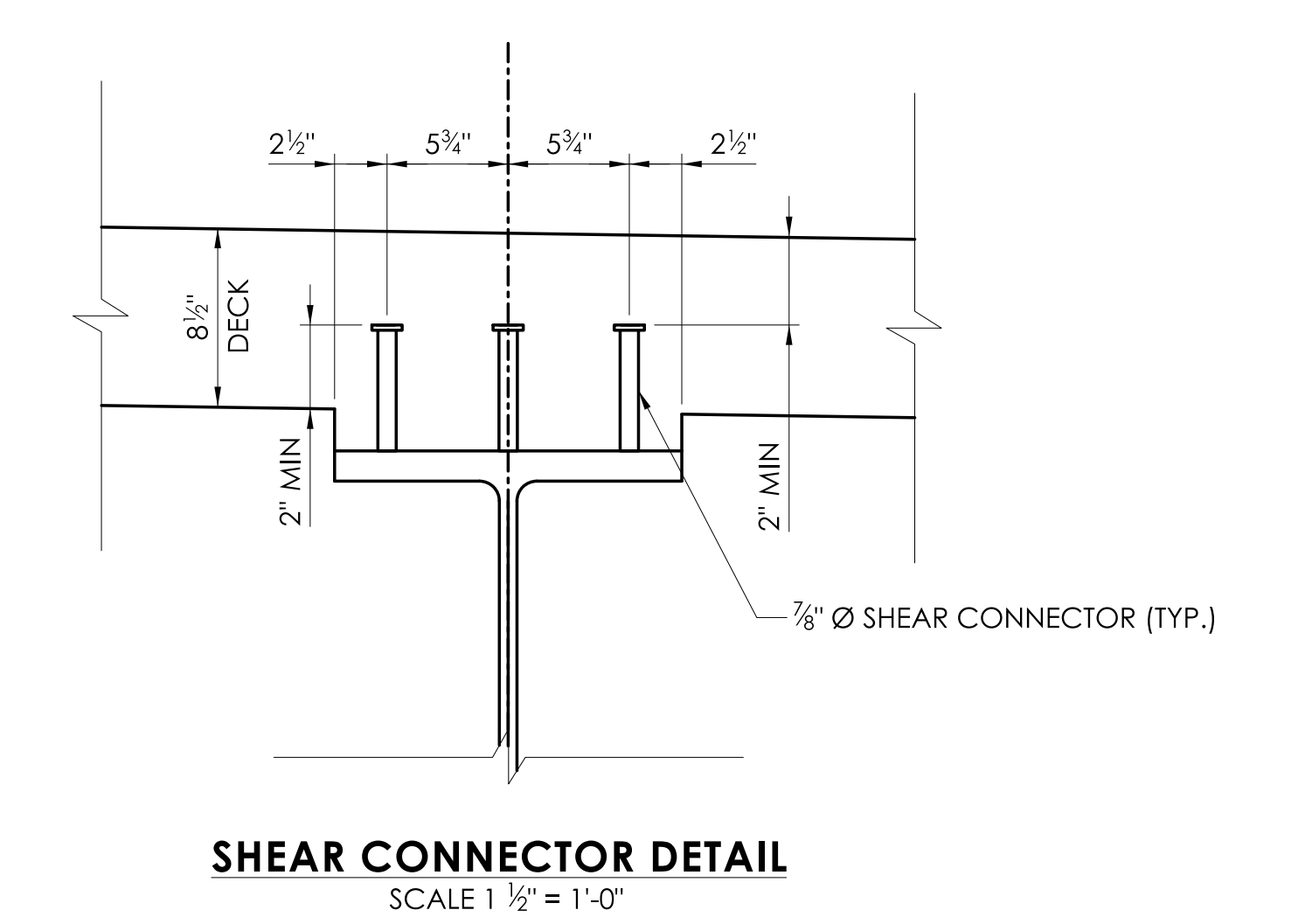
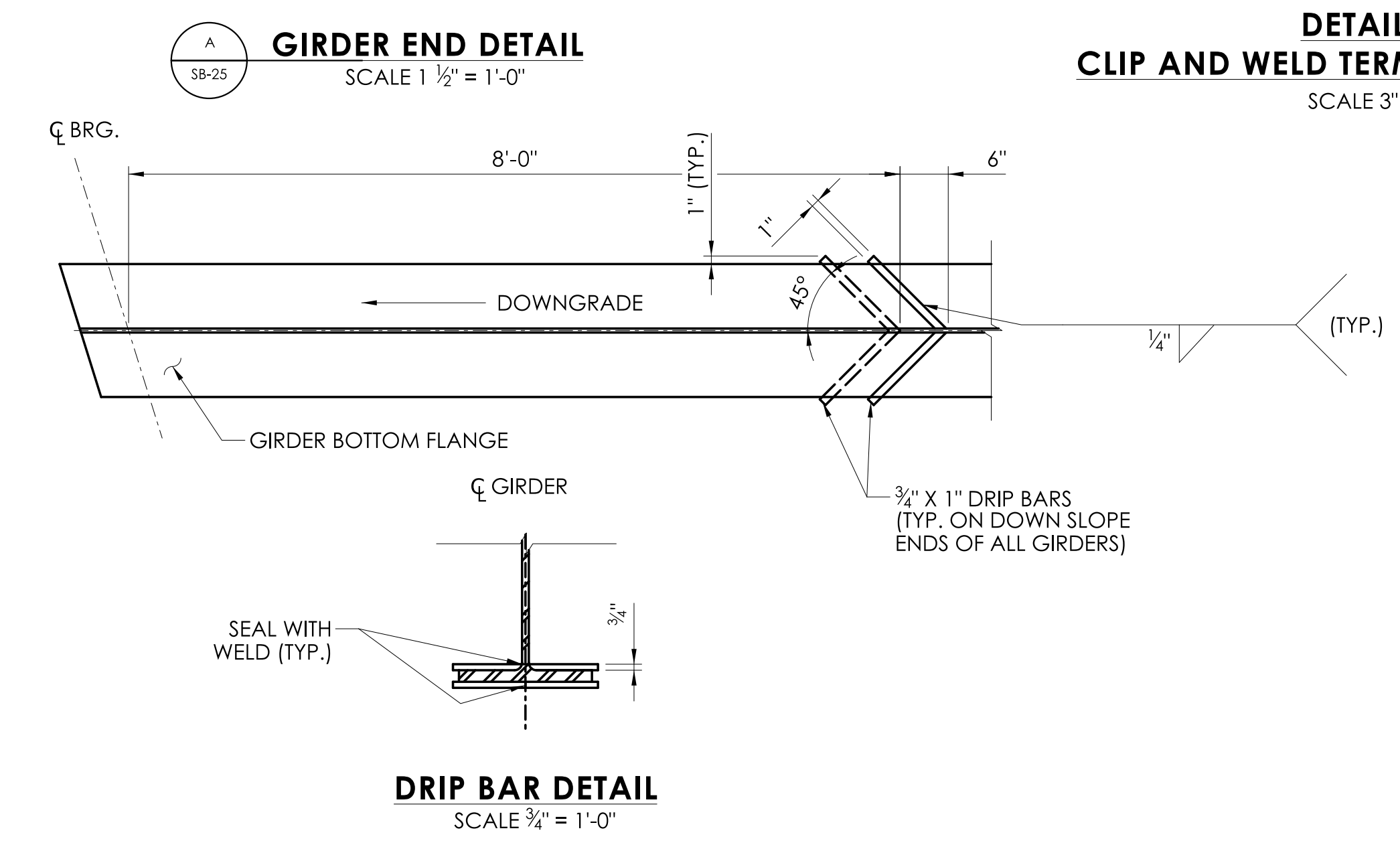
TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
FRAMING PLAN - SPAN 2

PROJECT NO.:
0141-0158
 DRAWING NO.:
SB-25
 SHEET NO.:
 05.25

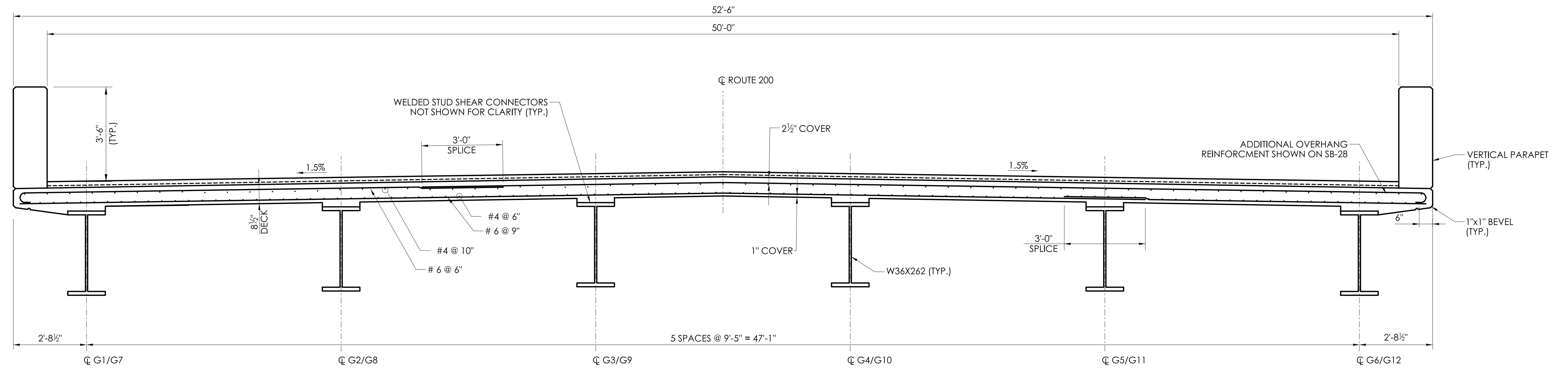


NOTES:
 1. ABUTMENTS 1/3 SHOWN. ABUTMENTS 2/4 SIMILAR. AT ALL ABUTMENTS, THE DOWNHILL (OR WEST, OR DOWNSTATION) END OF THE SOLE PLATE SHALL BE THE THINNER DIMENSION.
 2. AT ALL ABUTMENTS, 6" SHALL BE THE DISTANCE FROM THE CENTERLINE OF BEARING TO THE END OF GIRDER/REAR FACE OF SOLE PLATE, AS MEASURED ALONG THE CENTERLINE OF THE GIRDER.



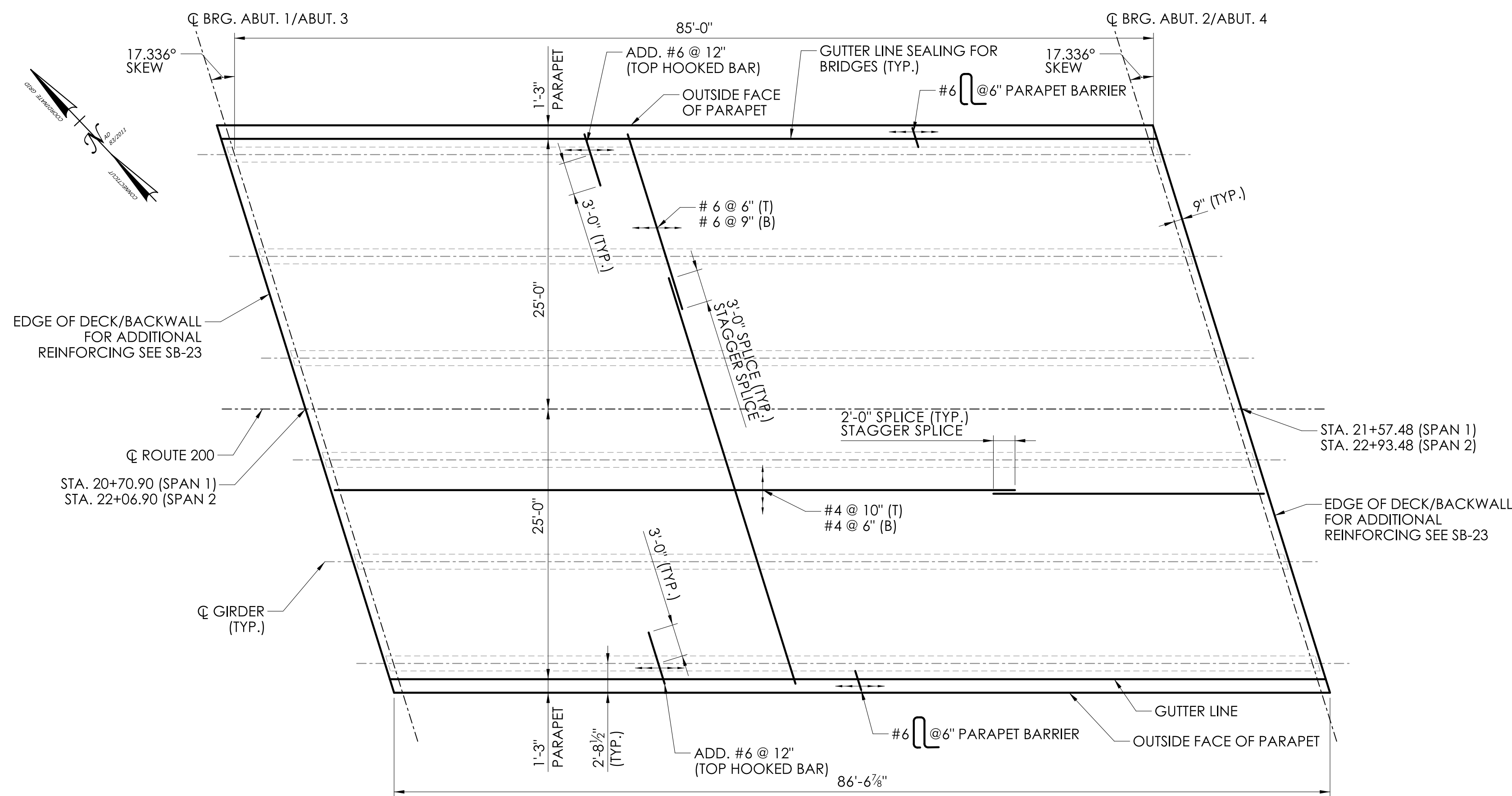
REVISION DESCRIPTION REV. DATE	SIGNATURE BLOCK: Mott MacDonald 175 Canal Street 4th Floor Rocky Hill, CT 06067		CONNECTICUT DEPARTMENT OF TRANSPORTATION	PROJECT TITLE: REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395	TOWN(S): TOWN OF THOMPSON	DRAWING TITLE: STEEL DETAILS	PROJECT NO.: 0141-0158	DRAWING NO.: SB-26
	DESIGNER/DRAFTER: BPC CHECKED BY: DJL	SCALE AS NOTED		SHEET NO.: 05.26				

LASTED SAVED BY: CAR113054 FILE NAME: c:\users\car113054\appdata\local\projectwise\workdir\mott-use-pw-20\vd0162234\SB_CP_0141_STEEL DETAILS.dgn
 PLOTTED DATE: 3/27/2026



TYPICAL SECTION - DECK

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



DECK PLAN (SPAN 1 AND SPAN 2)

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

SPAN 1 FINISHED DECK ELEVATIONS ALONG CL GIRDERS											
GIRDER	CL BRG. ABUT. 1	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CL BRG. ABUT. 2
G1	479.66	480.15	480.64	481.13	481.62	482.11	482.60	483.09	483.59	484.08	484.57
G2	479.97	480.46	480.95	481.44	481.93	482.42	482.91	483.41	483.90	484.39	484.88
G3	480.28	480.77	481.26	481.75	482.24	482.73	483.23	483.72	484.21	484.70	485.19
G4	480.45	480.94	481.43	481.92	482.41	482.90	483.40	483.89	484.38	484.87	485.36
G5	480.48	480.97	481.46	481.95	482.44	482.93	483.42	483.92	484.41	484.90	485.39
G6	480.51	481.00	481.49	481.98	482.47	482.96	483.45	483.94	484.44	484.93	485.42

SPAN 2 FINISHED DECK ELEVATIONS ALONG CL GIRDERS											
GIRDER	CL BRG. ABUT. 3	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CL BRG. ABUT. 4
G7	487.52	488.01	488.50	489.99	489.48	489.97	490.46	490.96	491.45	491.94	492.43
G8	487.83	488.32	488.81	489.30	489.79	490.28	490.78	491.27	491.76	492.25	492.74
G9	488.14	488.63	489.12	489.61	490.10	490.60	491.09	491.58	492.07	492.56	493.05
G10	488.31	488.80	489.29	489.78	490.27	490.77	491.26	491.75	492.24	492.73	493.22
G11	488.34	488.83	489.32	489.81	490.30	490.79	491.29	491.78	492.27	492.76	493.25
G12	488.37	488.86	489.35	489.84	490.33	490.82	491.31	491.81	492.30	492.79	493.28

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:

DESIGNER/DRAFTER: BPC CHECKED BY: DJL

SCALE AS NOTED



PROJECT TITLE: **REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395**

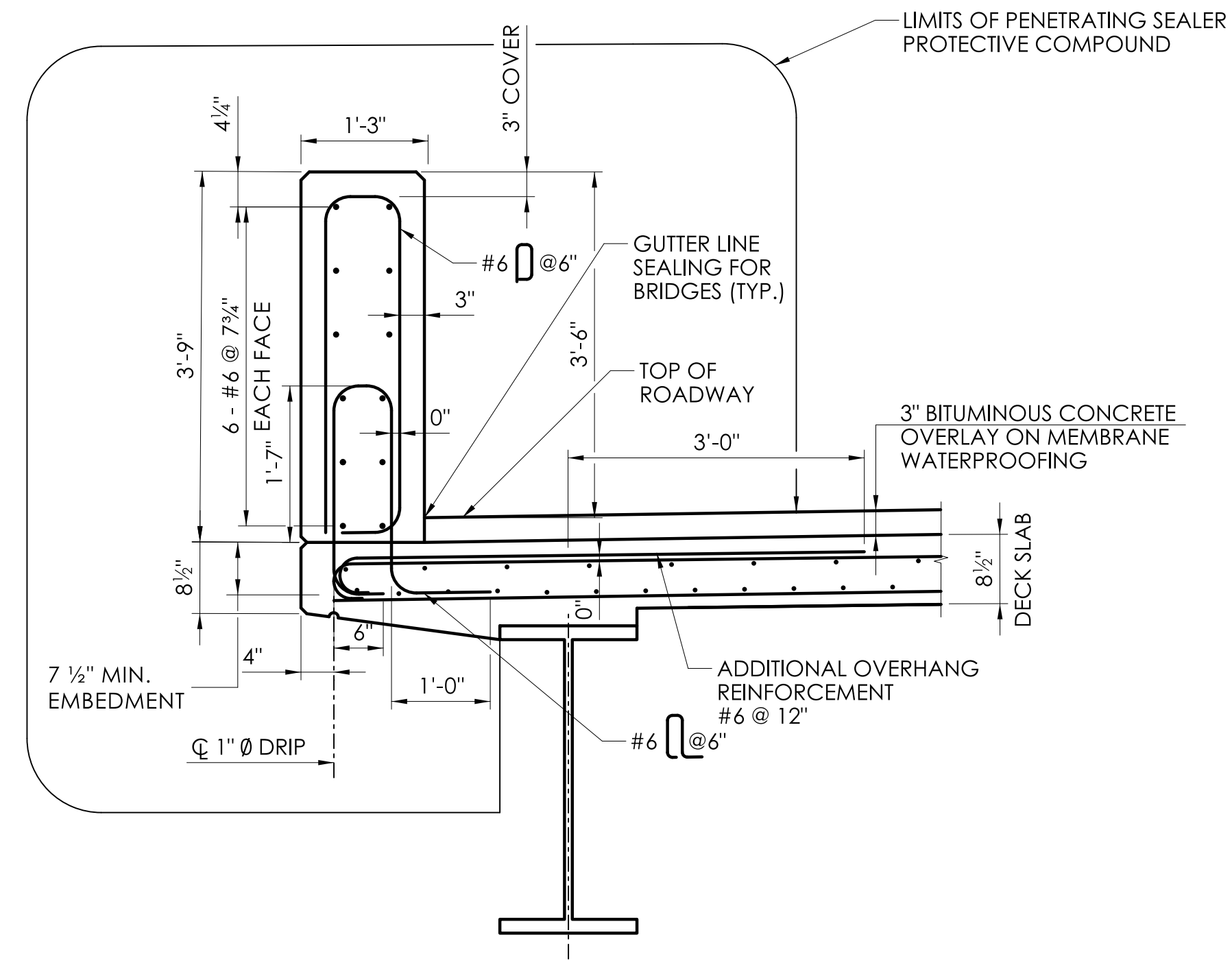
TOWN(S): **TOWN OF THOMPSON**

DRAWING TITLE: **DECK DETAILS - 1**

PROJECT NO.: **0141-0158**

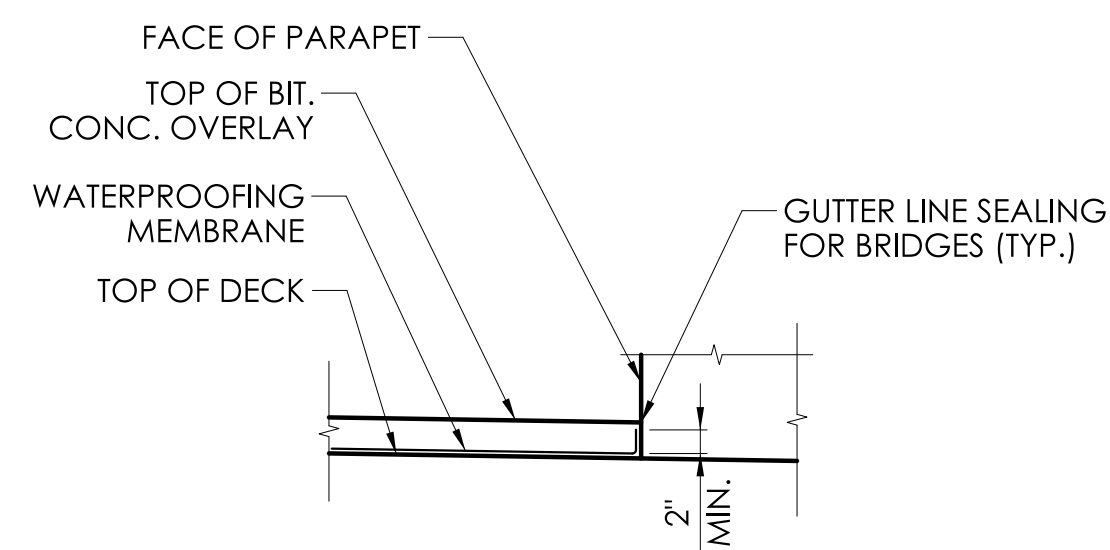
DRAWING NO.: **SB-27**

SHEET NO.: **05.27**



DECK OVERHANG

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



TREATMENT OF MEMBRANE WATERPROOFING AT GUTTER

NOT TO SCALE

STAY-IN-PLACE FORM NOTES

1. USE OF STAY-IN-PLACE FORMS IS OPTIONAL.
2. SUPPORT ANGLES SHALL BE PLACED IN THE "LEG DOWN" POSITION WHERE POSSIBLE. WHERE THE "LEG UP" POSITIONS IS NECESSARY, THE UPPER-MOST PORTION OF THE ANGLES SHALL NOT PROJECT THAN 1" ABOVE THE TOP FLANGE. THE CONTRACTOR SHALL HAVE AN ASSORTMENT OF ANGLES OF VARIOUS SIZES AVAILABLE ON SITE TO CONFORM TO THIS REQUIREMENT.
3. CONTRACTOR SHALL DESIGN AND DETAIL ALL ELEMENTS OF THE FORMING SYSTEM AND SHALL SUBMIT TO THE ENGINEER FOR APPROVAL.
4. STAY-IN-PLACE FORMS WILL NOT BE ALLOWED AT THE OVERHANG.

NOTES

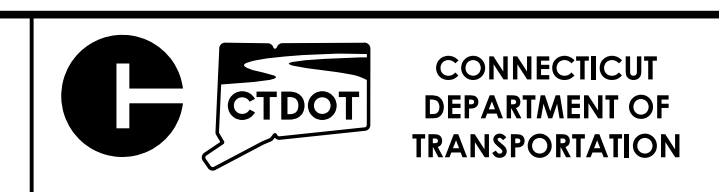
1. TIE-DOWN BARS DO NOT EXCLUDE THE USE OF CHAIRS FOR SUPPORTING THE REINFORCEMENT MAT.
2. THE COST OF FURNISHING AND PLACING TIE-DOWN BARS TO BE INCLUDED IN THE CONTRACT ITEM "DEFORMED STEEL BARS - "GALVANIZED".
3. TIE-DOWN BARS AND LONGITUDINAL BARS SHALL CLEAR SHEAR CONNECTORS.

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:

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SCALE AS NOTED



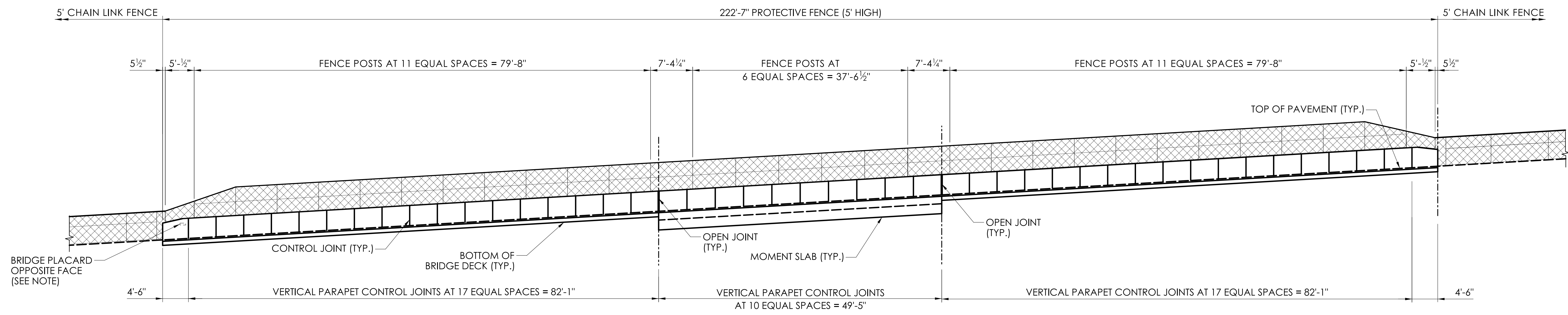
PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
DECK DETAILS - 2

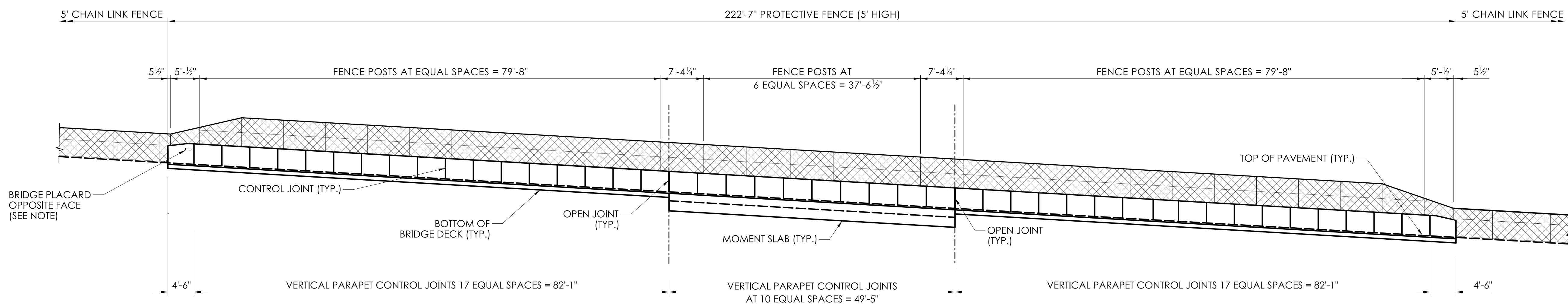
PROJECT NO.:
0141-0158

DRAWING NO.:
SB-28
SHEET NO.: 05.28



SOUTH PARAPET ELEVATION (OUTSIDE FACE)

SCALE: 1" = 10'



NORTH PARAPET ELEVATION (OUTSIDE FACE)

SCALE: 1" = 10'

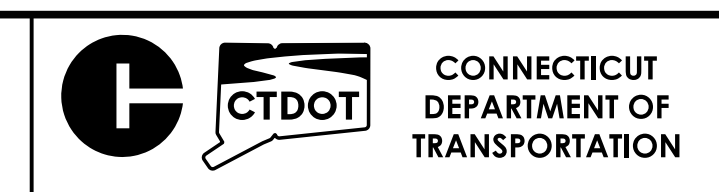
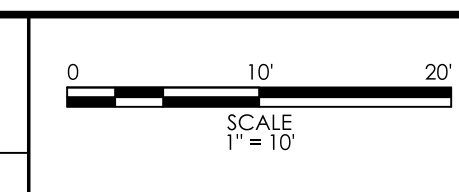
BRIDGE PLACARDS

BRIDGE NUMBER PLACARDS: THIS SIGN IS 4" X 12" ALUMINUM SHEET METAL WITH WHITE REFLECTIVE LETTERS ON A GREEN REFLECTIVE BACKGROUND WITH 5 NUMERALS (03474). IT SHALL BE INSTALLED AT THE LEADING END OF THE PARAPETS (SOUTHWEST AND NORTHEAST CORNERS) AND BE MOUNTED ON THE INSIDE FACE TO BE VISIBLE FROM ROUTE 200, WITH THE SIGN AND LEGEND READING HORIZONTALLY. ALL COSTS ASSOCIATED WITH PROCURING AND INSTALLING THE BRIDGE PLACARDS SHALL BE COVERED UNDER THE ITEM "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.

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:

DESIGNER/DRAFTER: BPC CHECKED BY: DJL



PROJECT TITLE: **REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395**

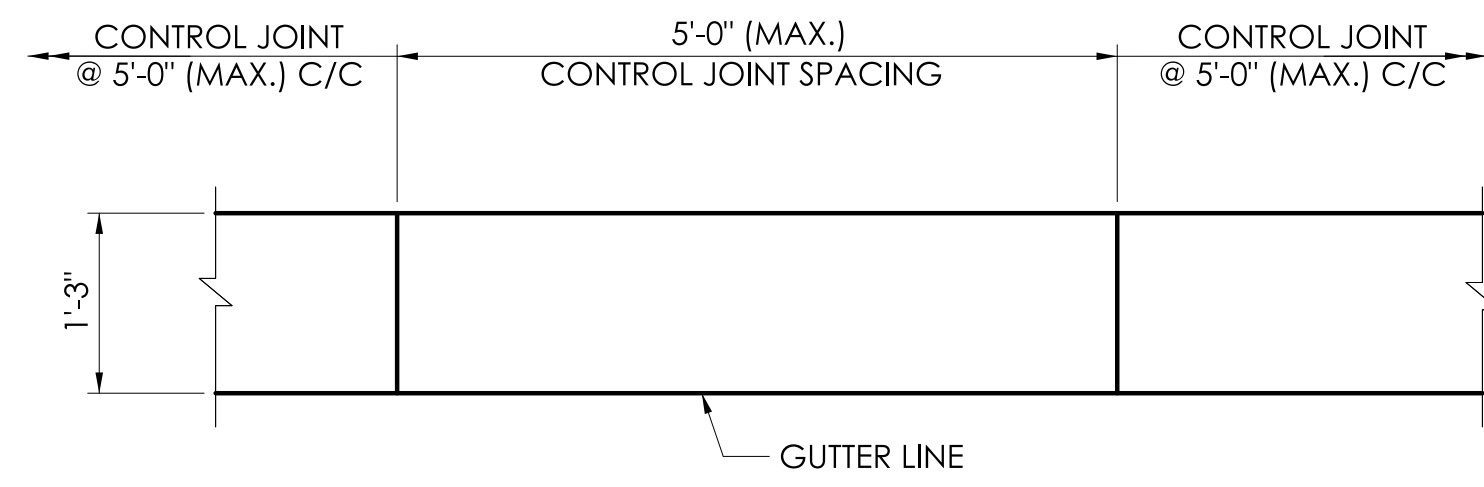
TOWN(S): **TOWN OF THOMPSON**

DRAWING TITLE: **PARAPET JOINT AND POST SPACING DETAILS**

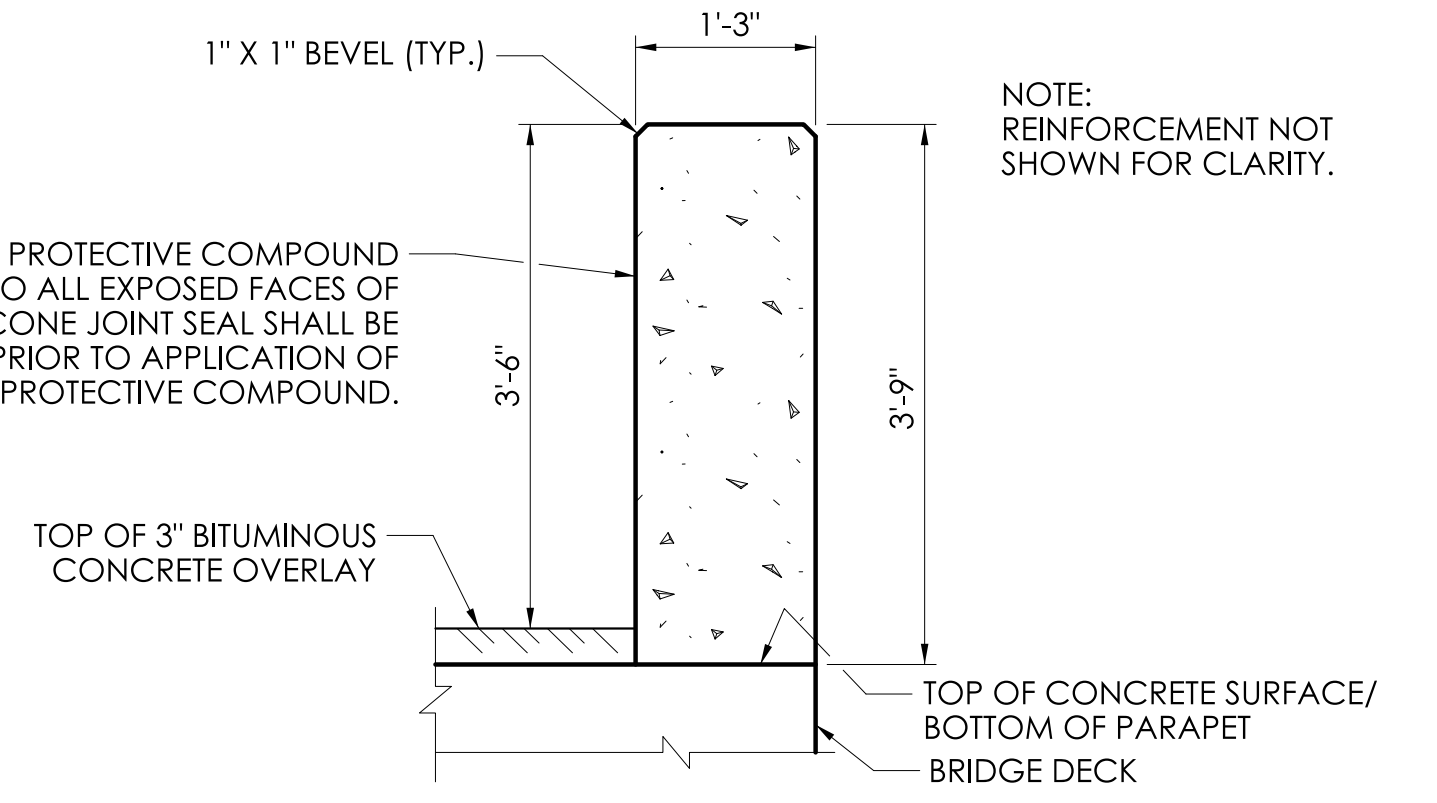
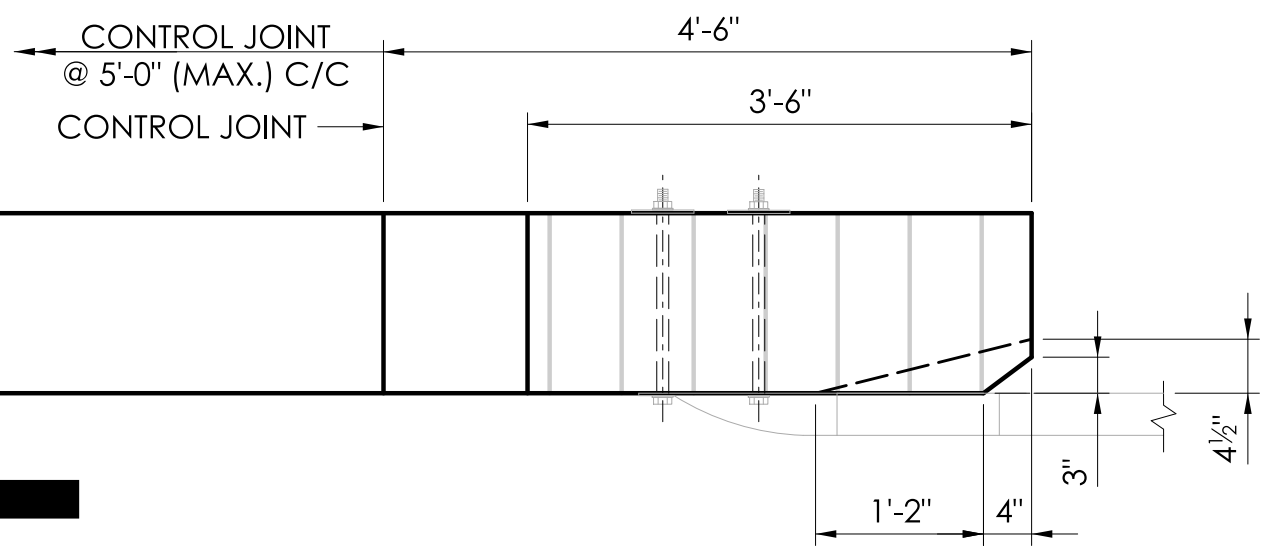
PROJECT NO.: **0141-0158**

DRAWING NO.: **SB-29**

SHEET NO.: **05.29**

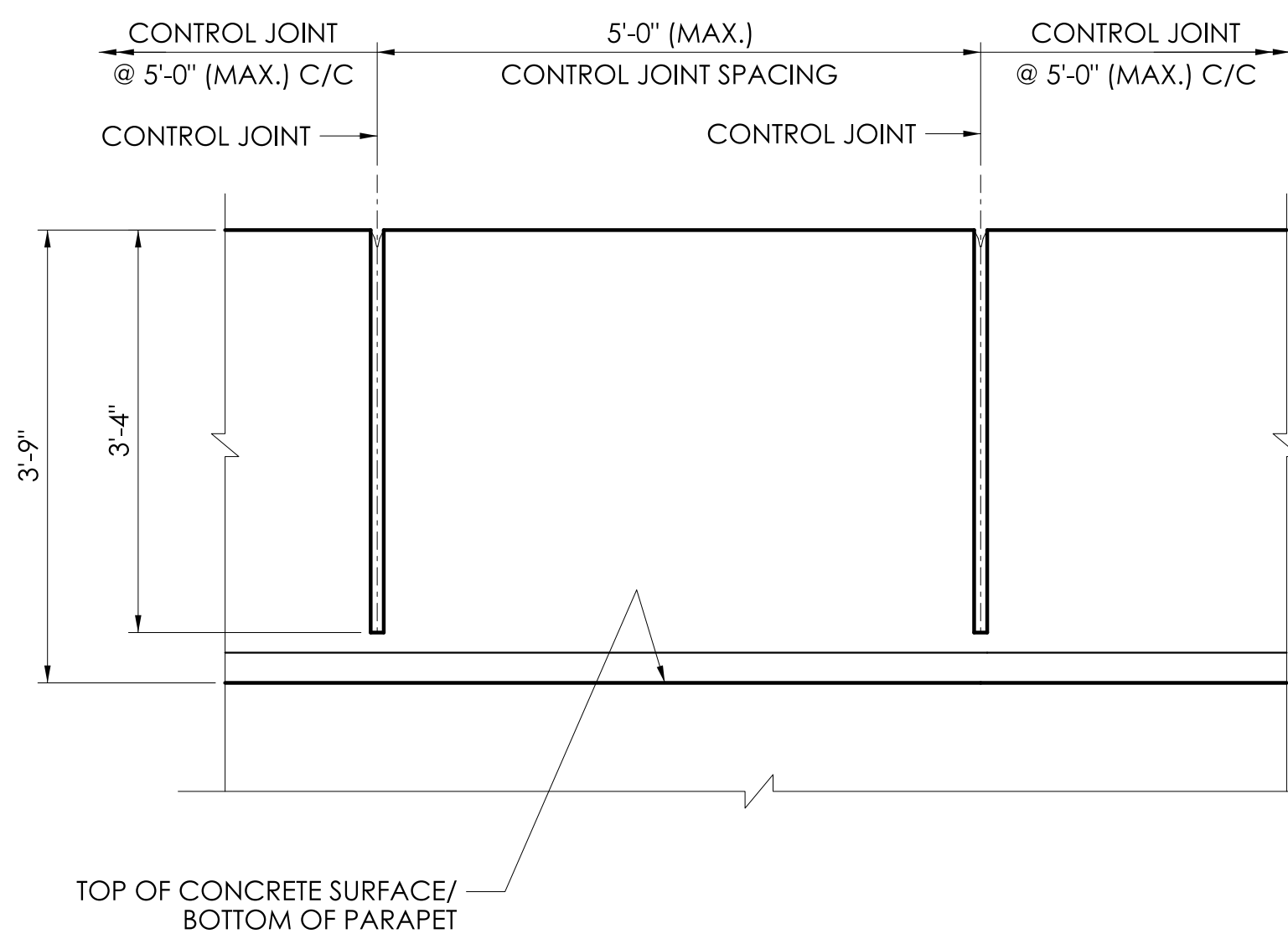


PARTIAL PLAN
SCALE: 3/4" = 1'-0"

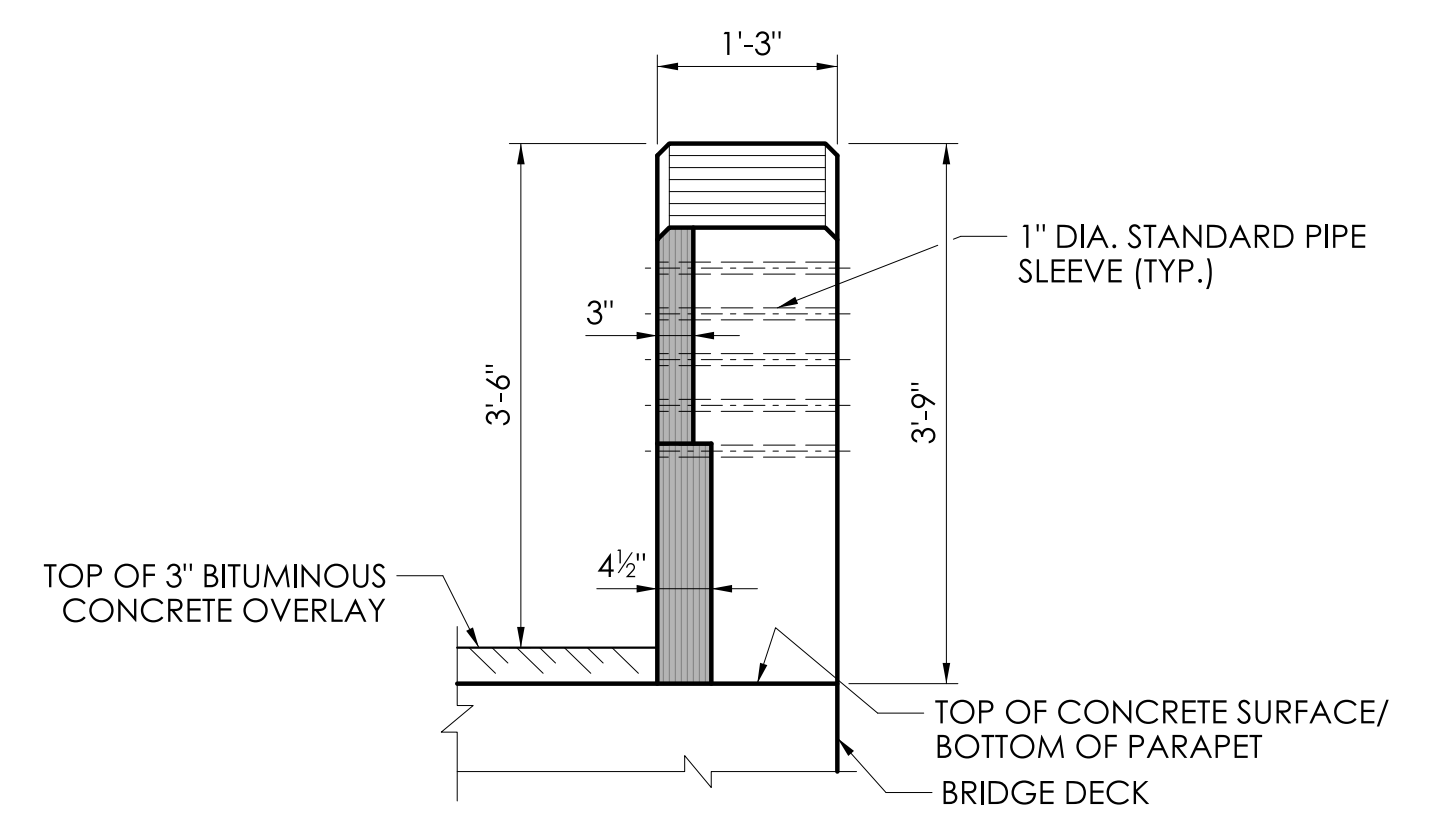
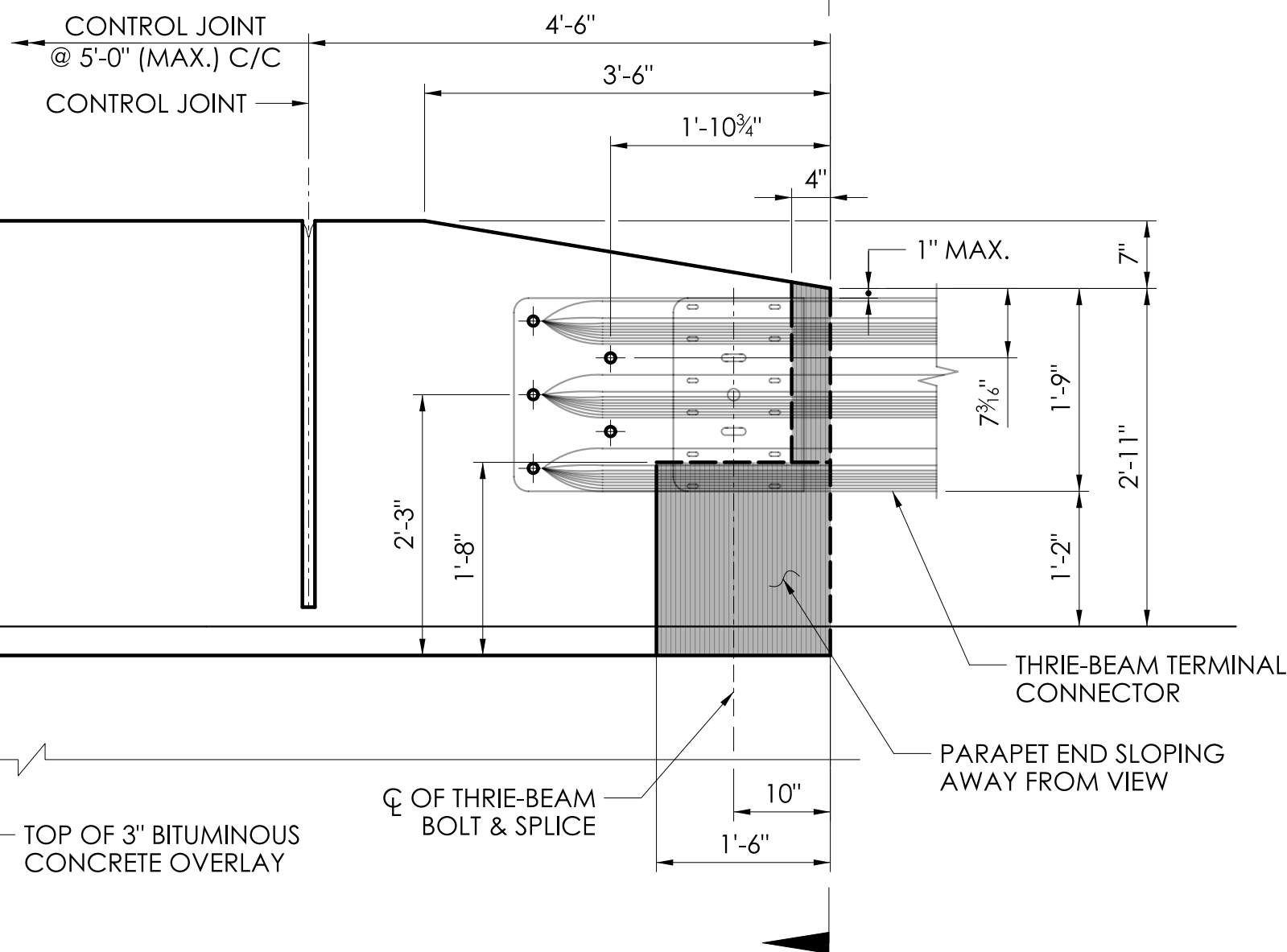


SECTION - VERTICAL PARAPET
SCALE: 3/4" = 1'-0"

A
SB-30

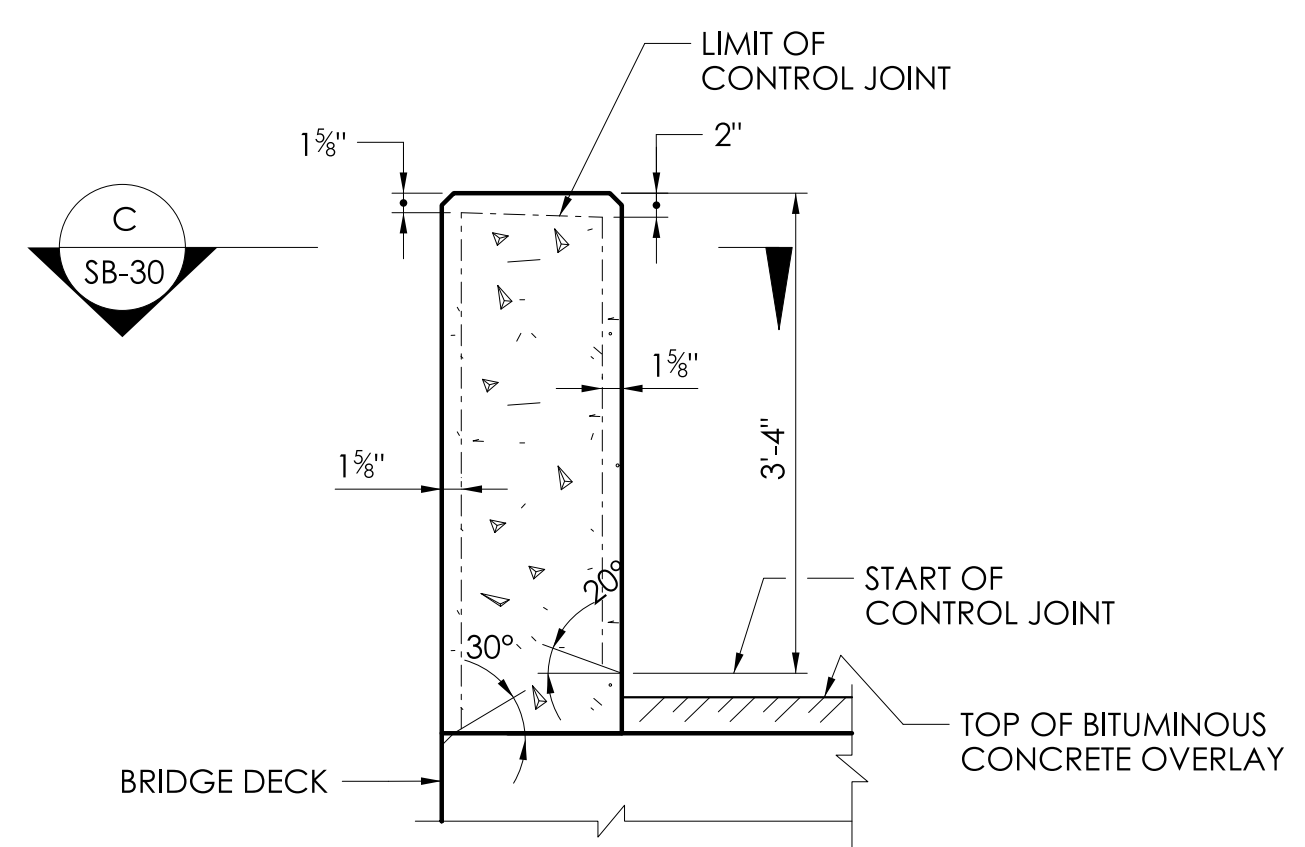


PARTIAL ELEVATION
SCALE: 3/4" = 1'-0"

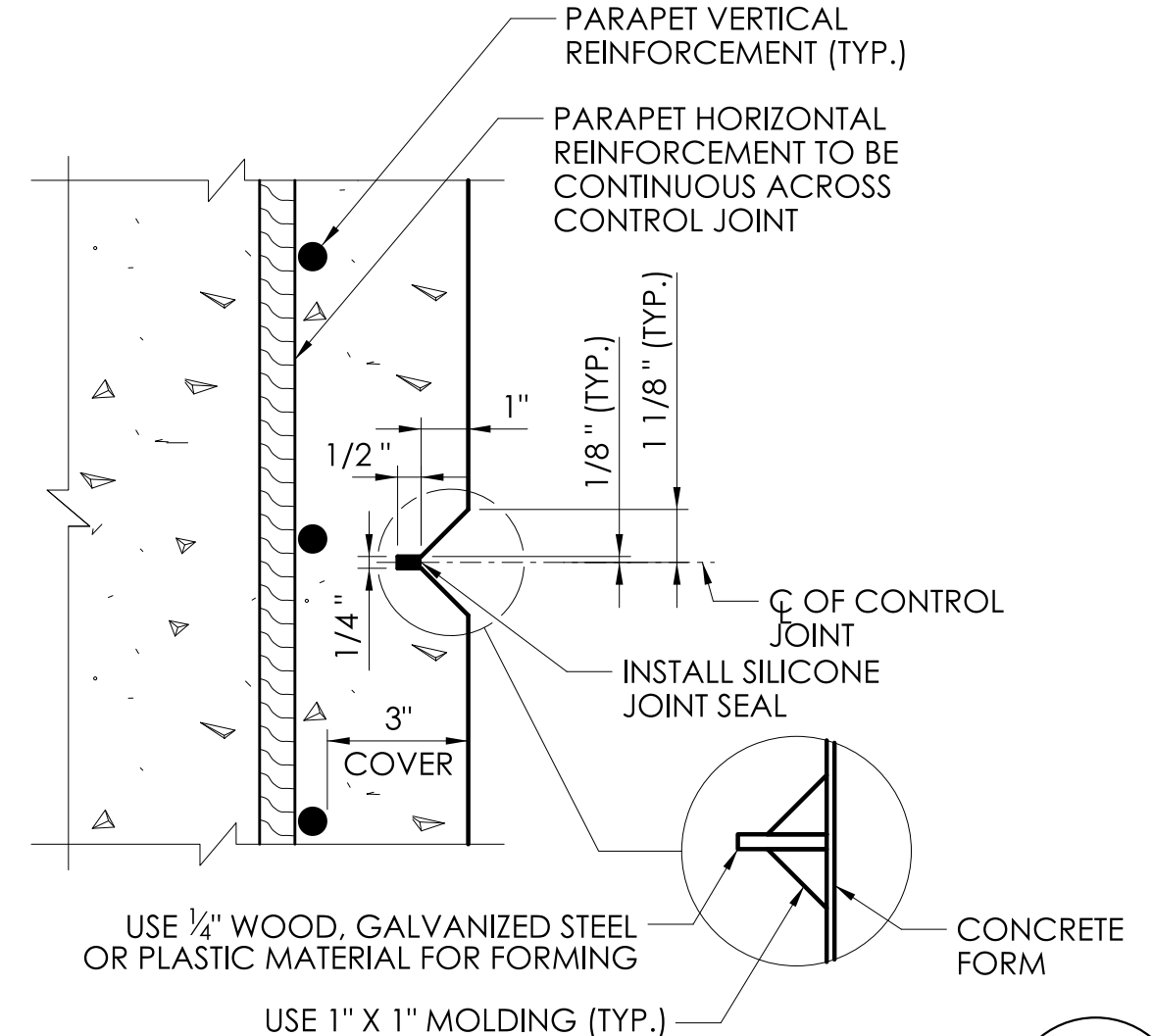


END VIEW
SCALE: 3/4" = 1'-0"

B
SB-30

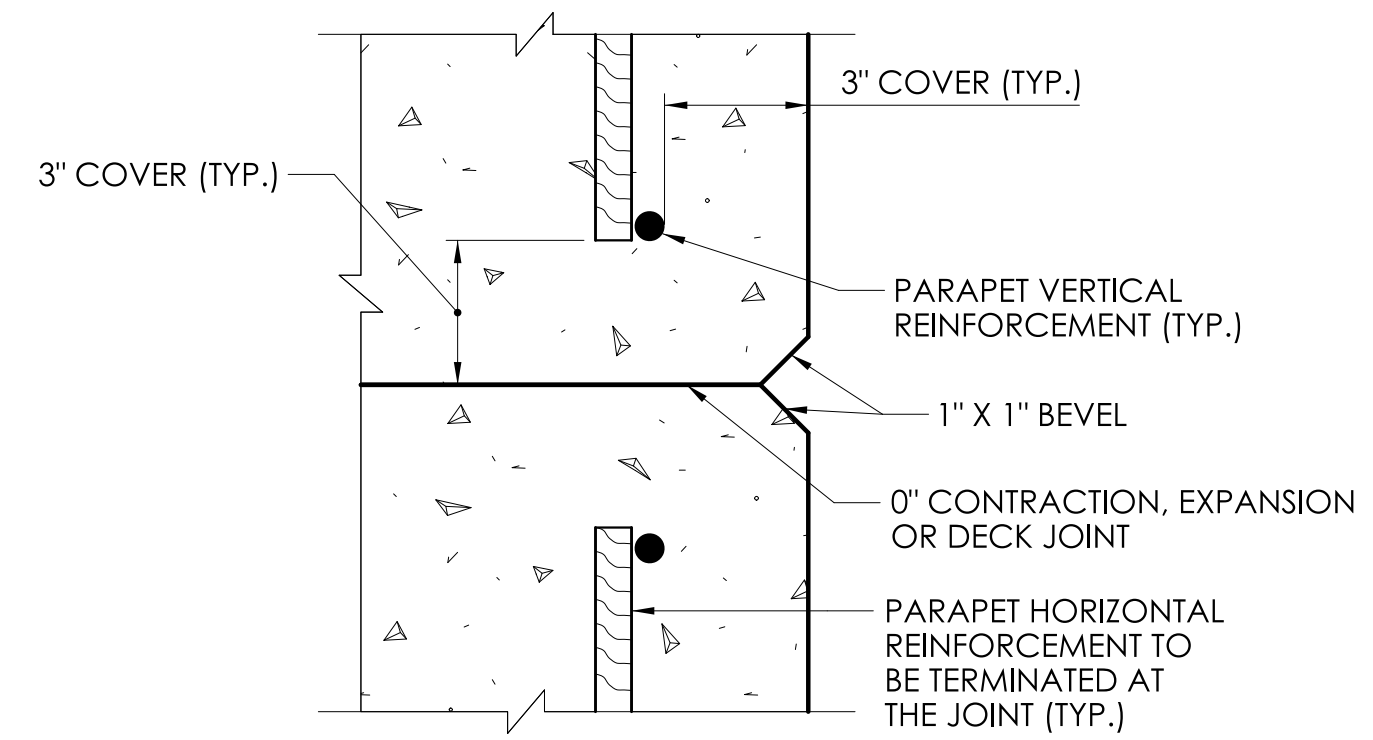


SECTION - PARAPET CONTROL JOINT DETAIL
SCALE: 3/4" = 1'-0"



PLAN SECTION - CONTROL JOINT DETAIL
SCALE: N.T.S.

C
SB-30



PLAN SECTION - PARAPET JOINT DETAIL
SCALE: N.T.S.

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:

DESIGNER/DRAFTER: BPC

CHECKED BY: DJL

SCALE AS NOTED



PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

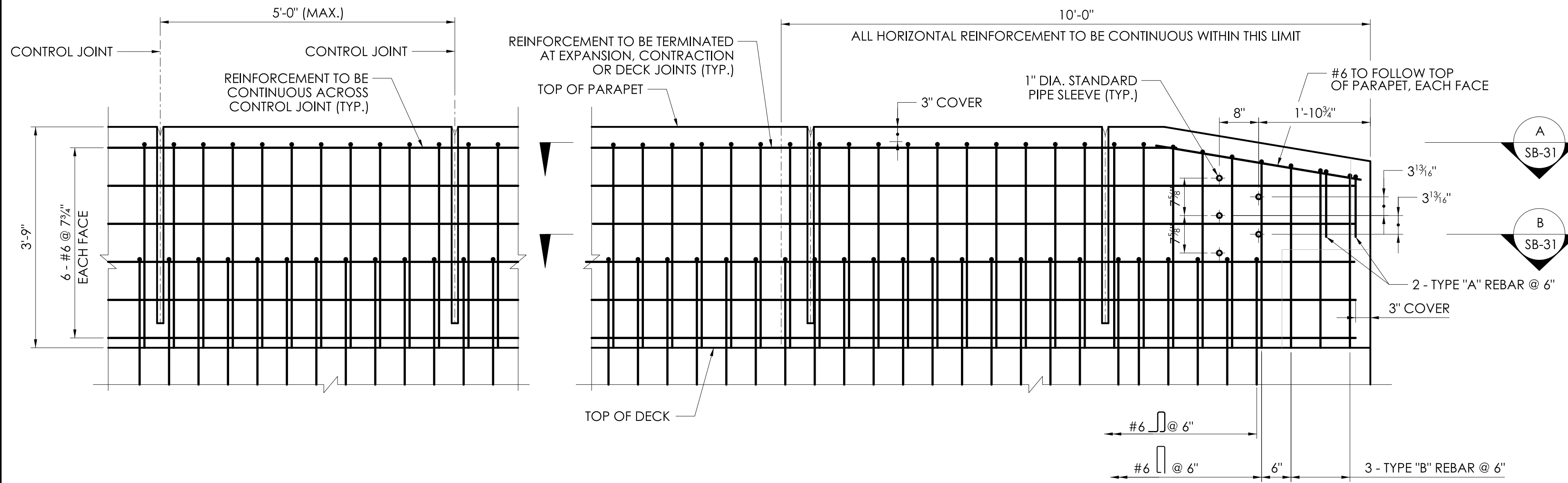
TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
VERTICAL SHAPE PARAPET DETAILS - 1

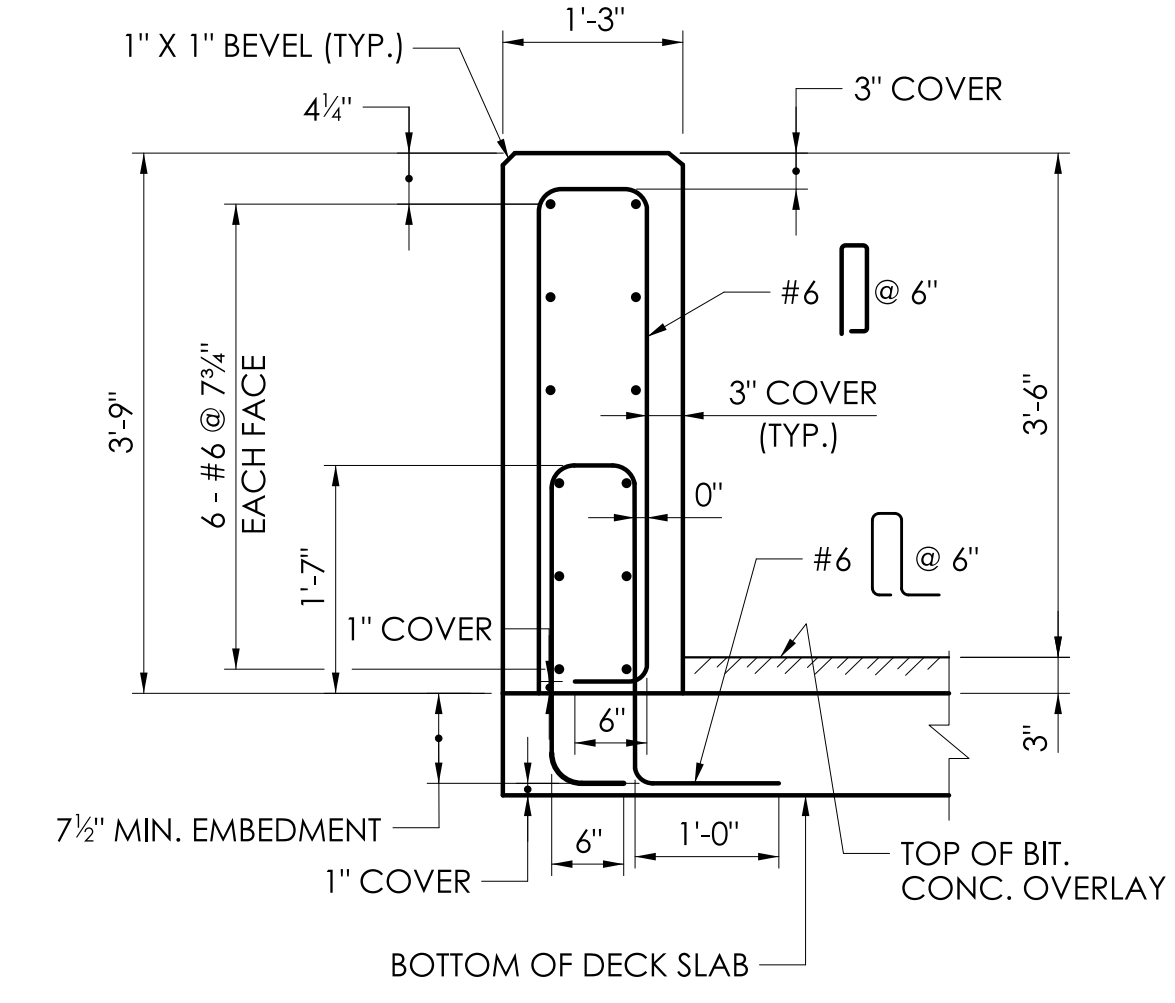
PROJECT NO.:
0141-0158

DRAWING NO.:
SB-30

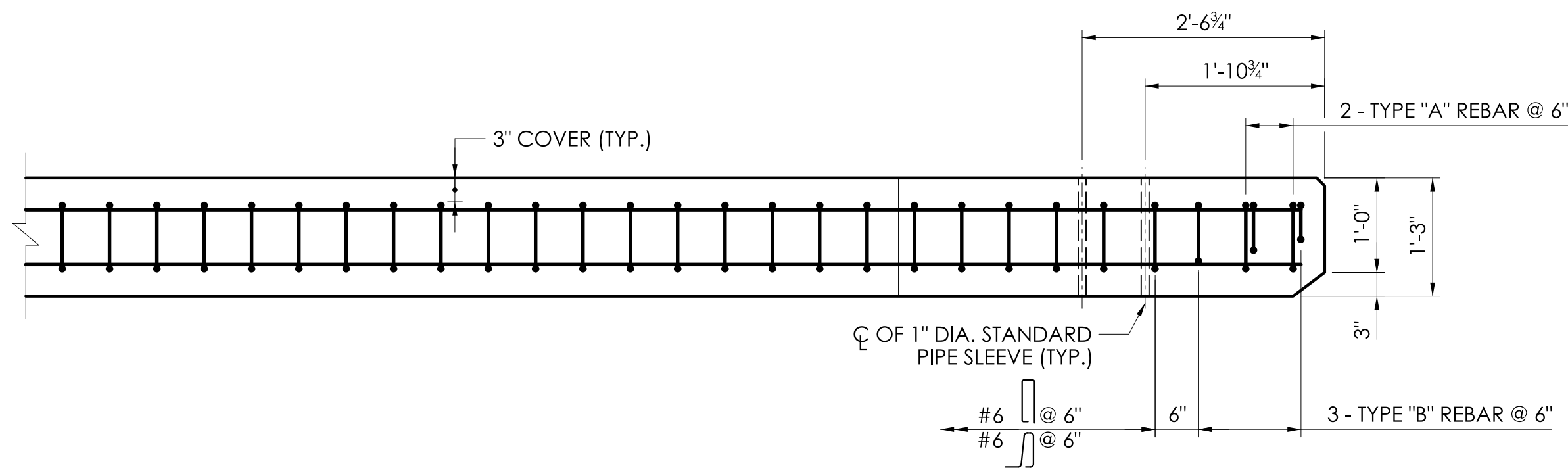
SHEET NO.:
05.30



PARTIAL ELEVATION - TYPICAL REINFORCED CONCRETE PARAPET DETAILS
SCALE: 3/4" = 1'-0"



PARTIAL ON DECK SLAB
SCALE: 3/4" = 1'-0"



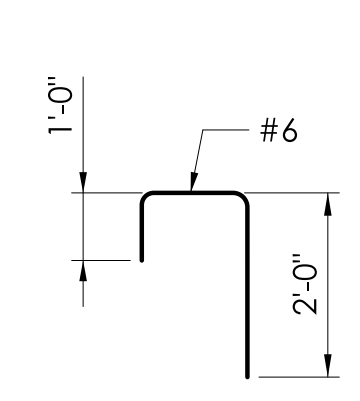
PLAN SECTION - PARAPET END REINFORCEMENT
SCALE: 3/4" = 1'-0"

REINFORCEMENT SPLICE NOTES:

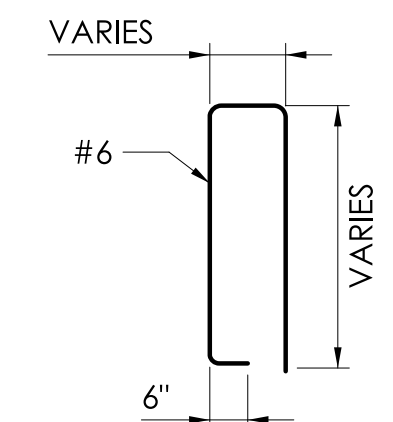
1. THE SPLICE LENGTH FOR THE REINFORCEMENT IN THE PARAPETS SHALL BE AS FOLLOWS UNLESS DIMENSIONED OTHERWISE:

BAR SIZE	SPLICE LENGTH
#6	2'-6"

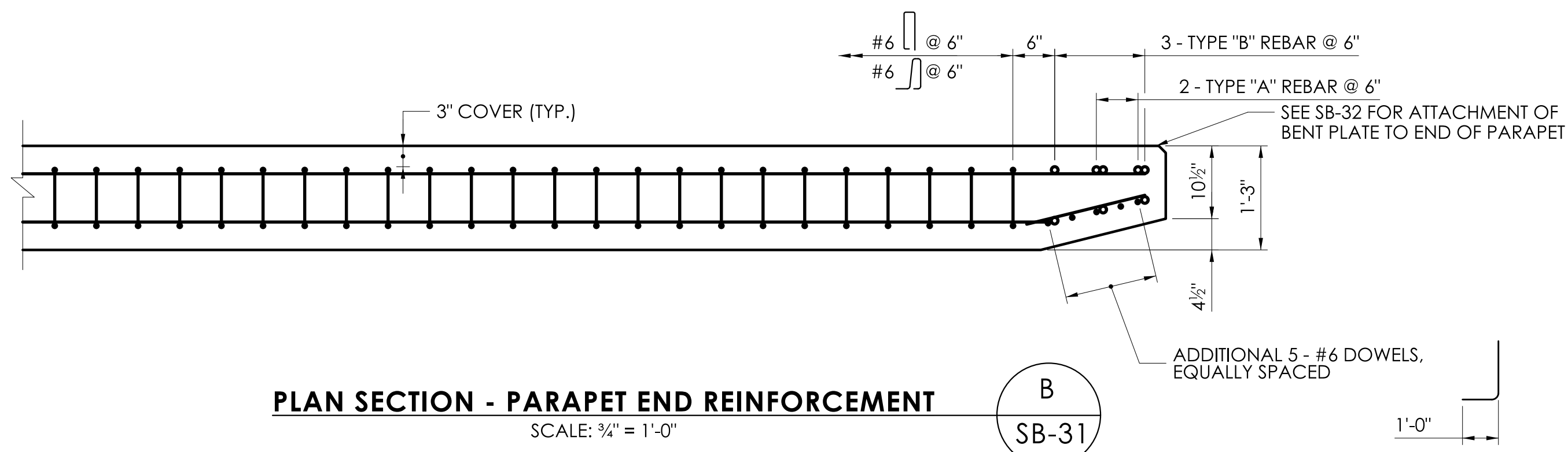
2. THE SPLICES SHALL BE ALTERNATED SO THAT 50% OR LESS OF THE LONGITUDINAL BARS ARE SPLICED AT THE SAME LOCATION.



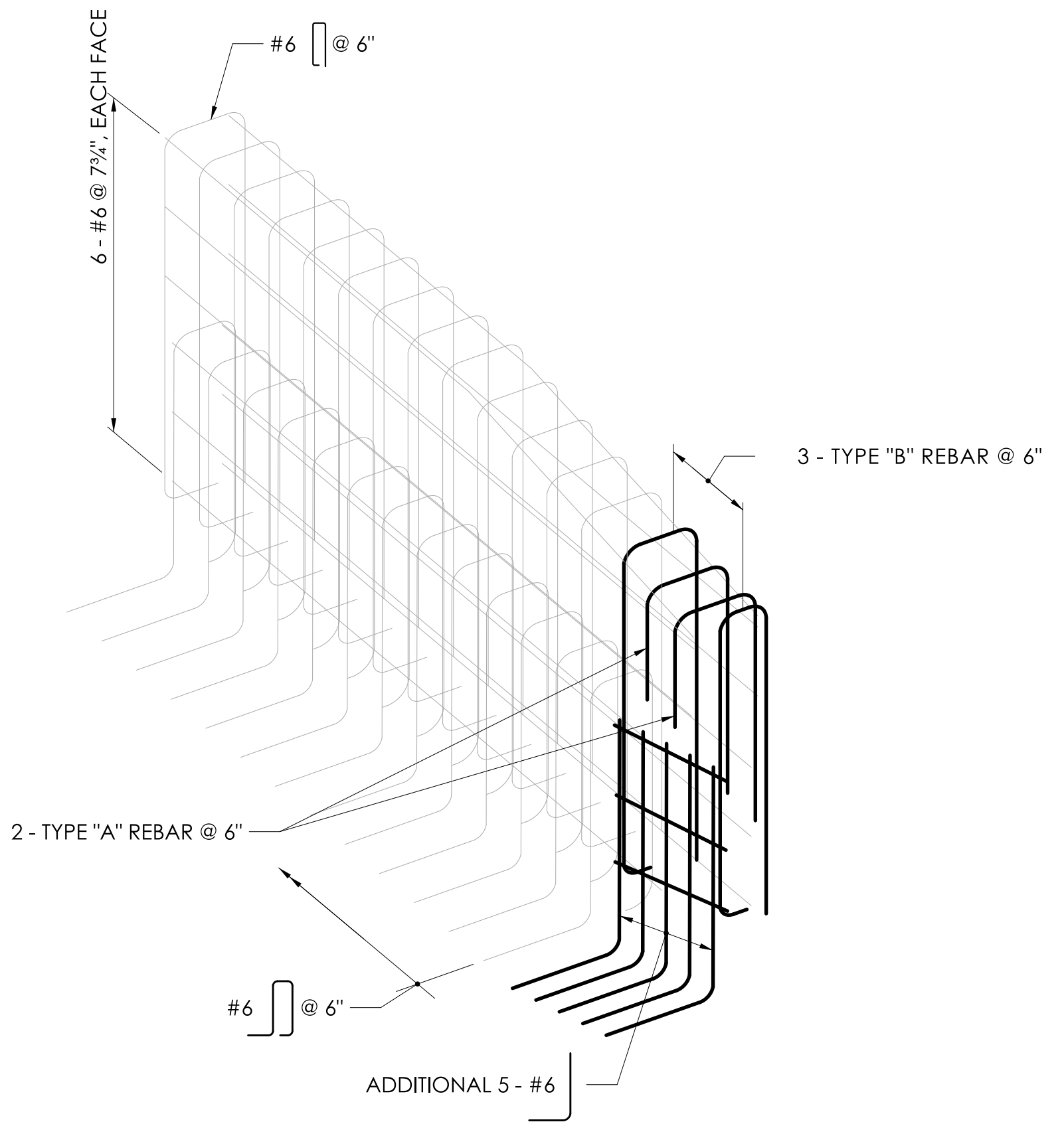
TYPE "A" REBAR
SCALE: N.T.S.



TYPE "B" REBAR
SCALE: N.T.S.



PLAN SECTION - PARAPET END REINFORCEMENT
SCALE: 3/4" = 1'-0"



ISOMETRIC VIEW - REINFORCEMENT DETAIL AT PARAPET END
SCALE: N.T.S.

REV.	DATE	REVISION DESCRIPTION

SIGNATURE BLOCK:
 Mott MacDonald
 175 Central Street
 4th Floor
 Rocky Hill, CT 06067
 DESIGNER/DRAFTER: BPC CHECKED BY: DJL

SCALE AS NOTED

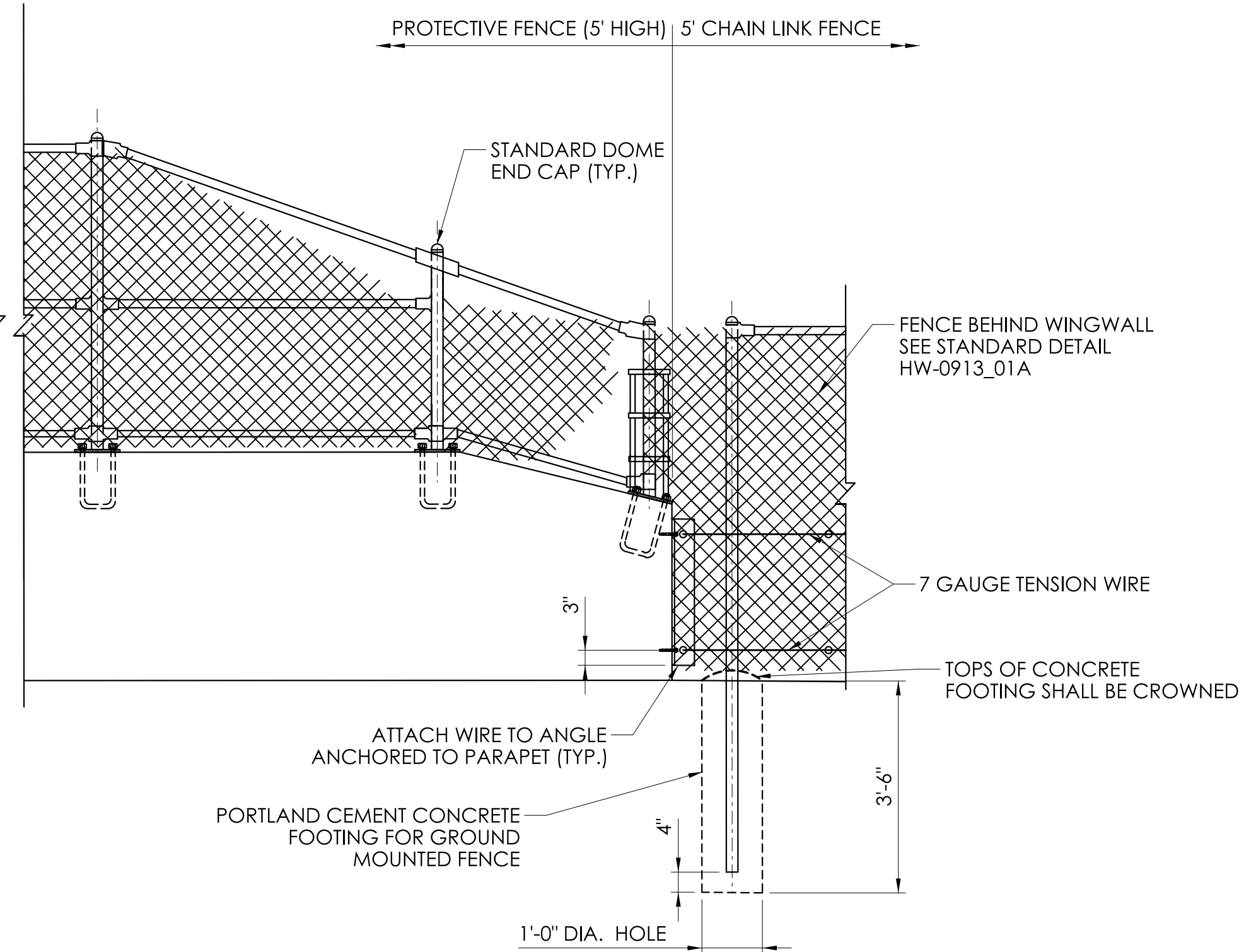
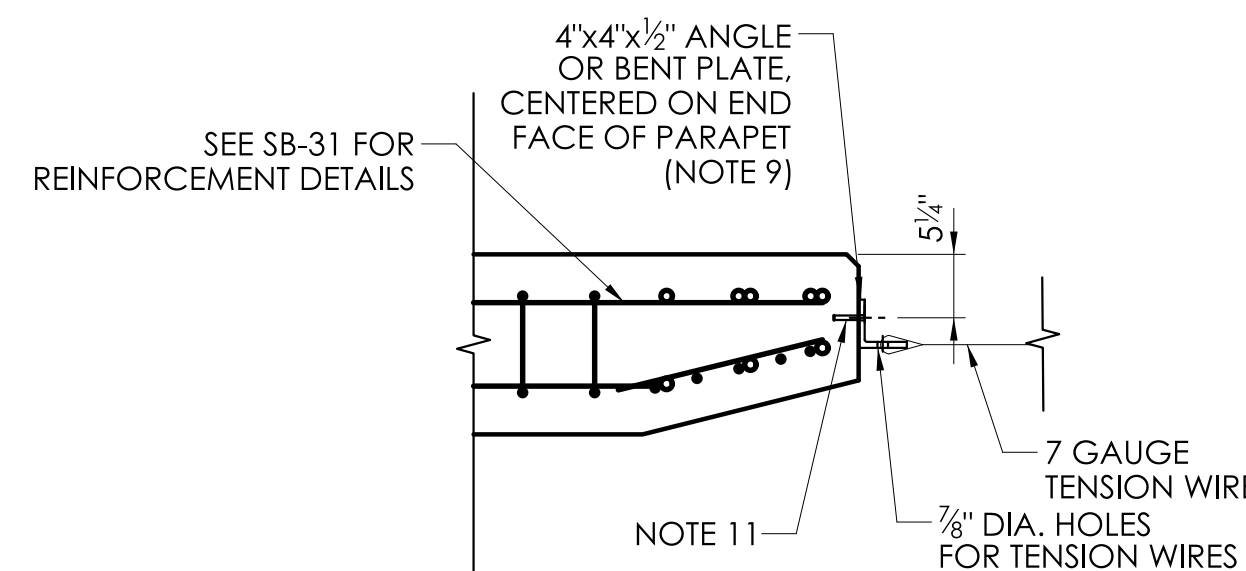
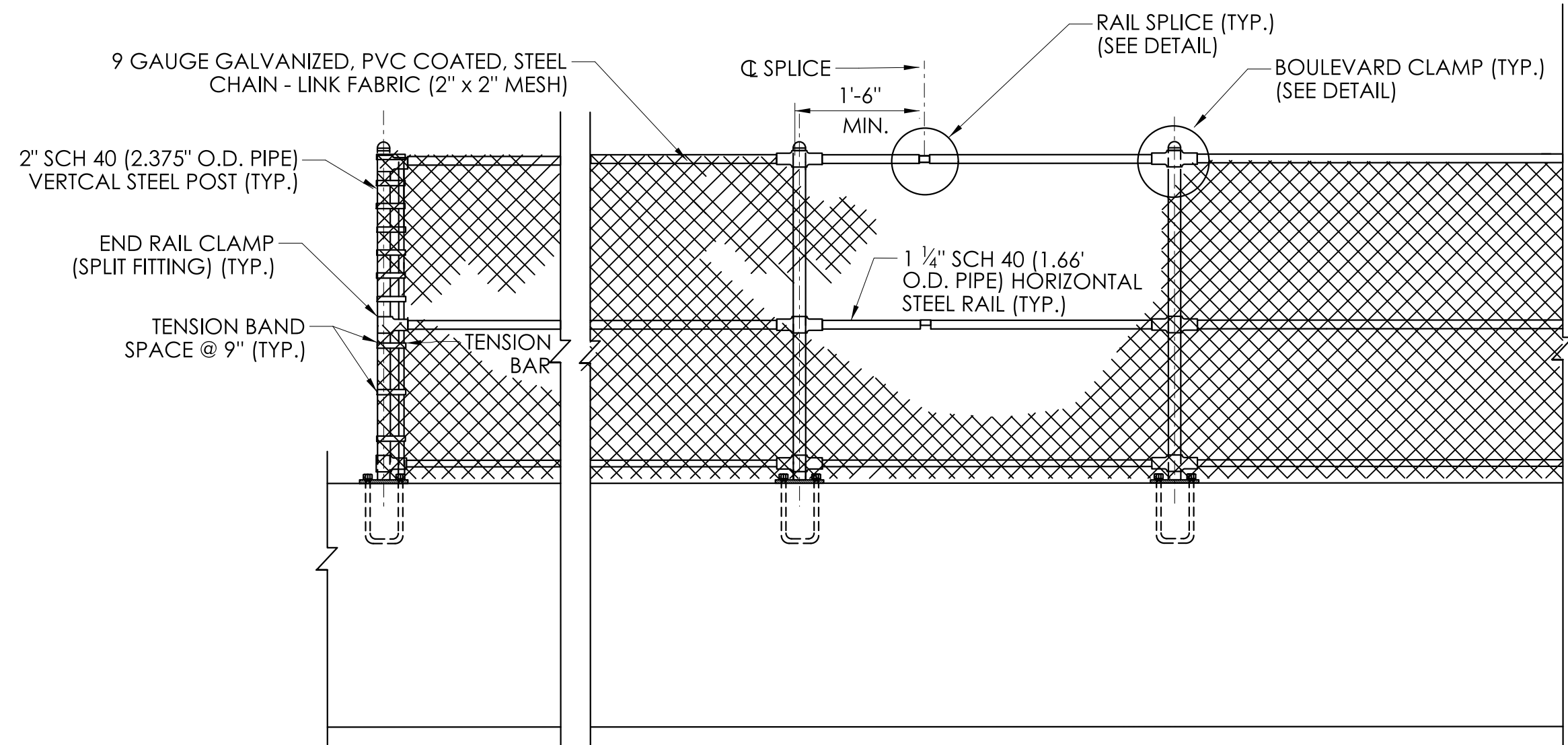
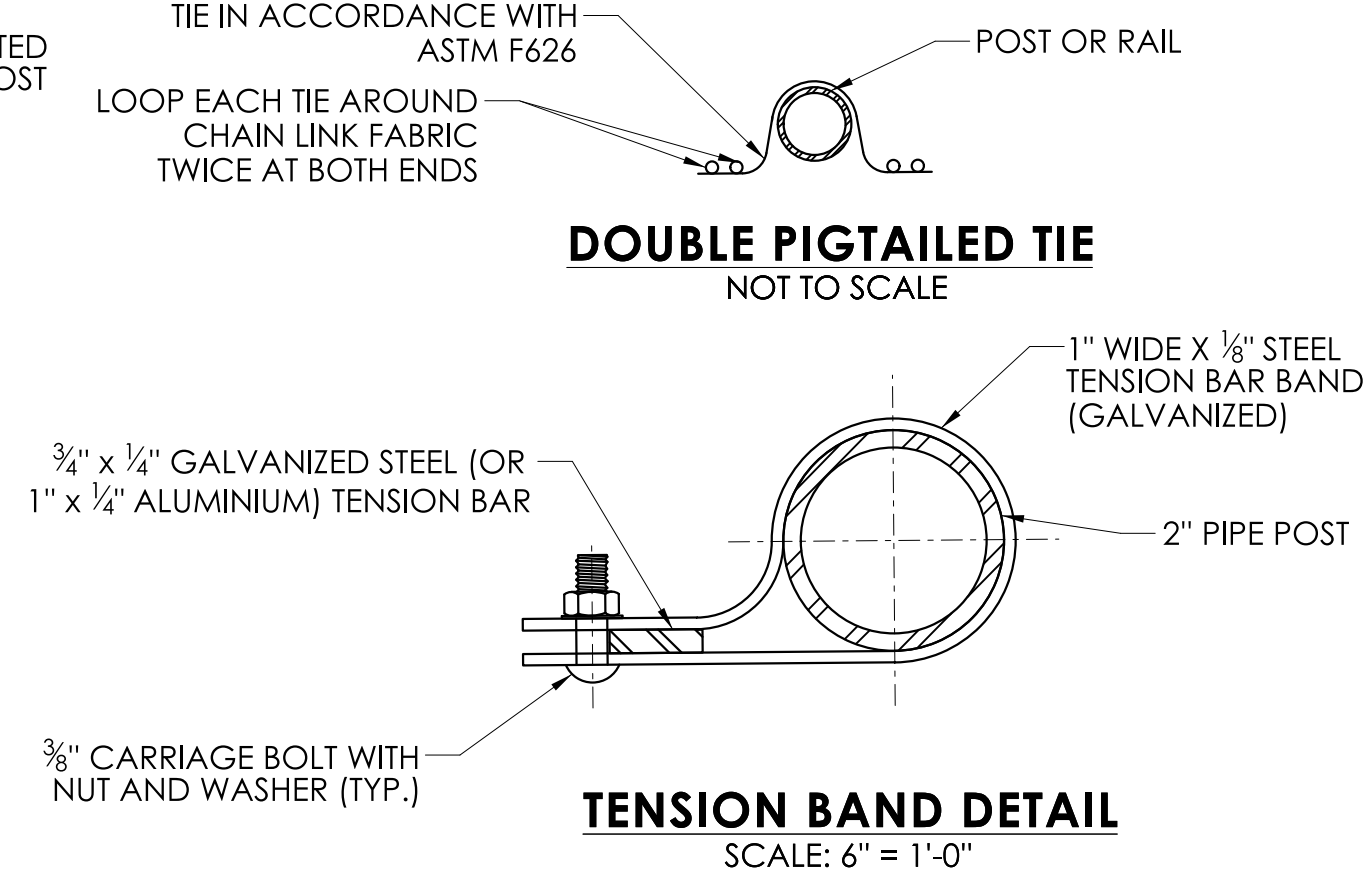
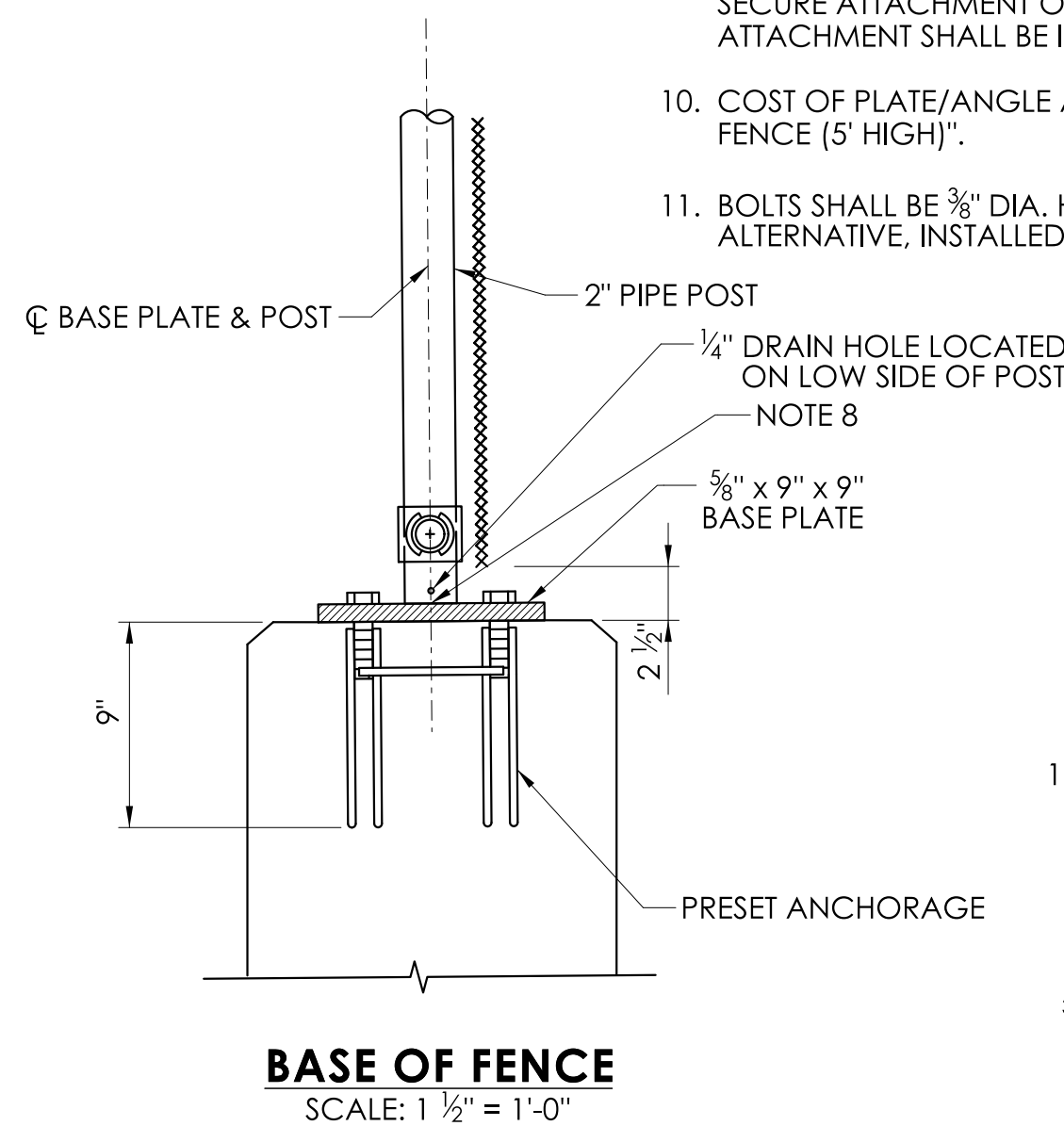
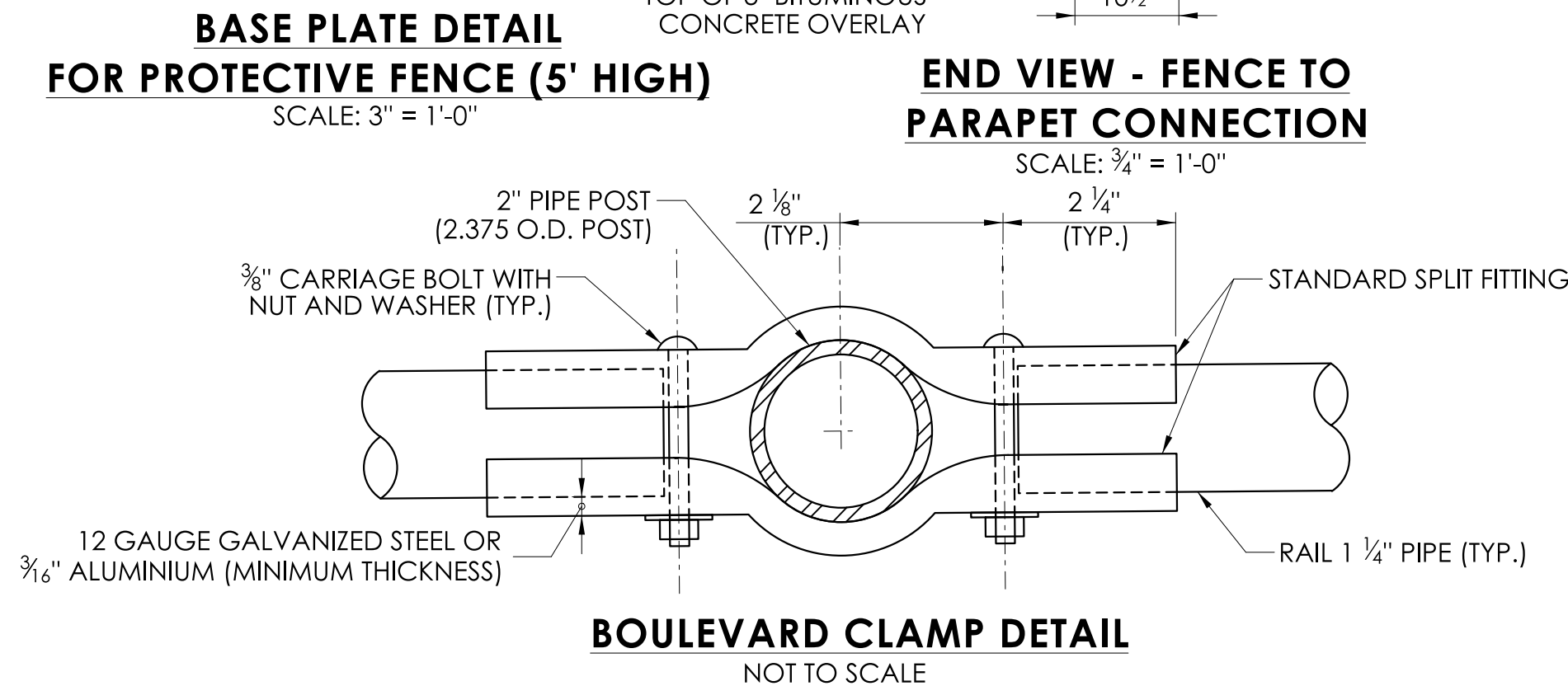
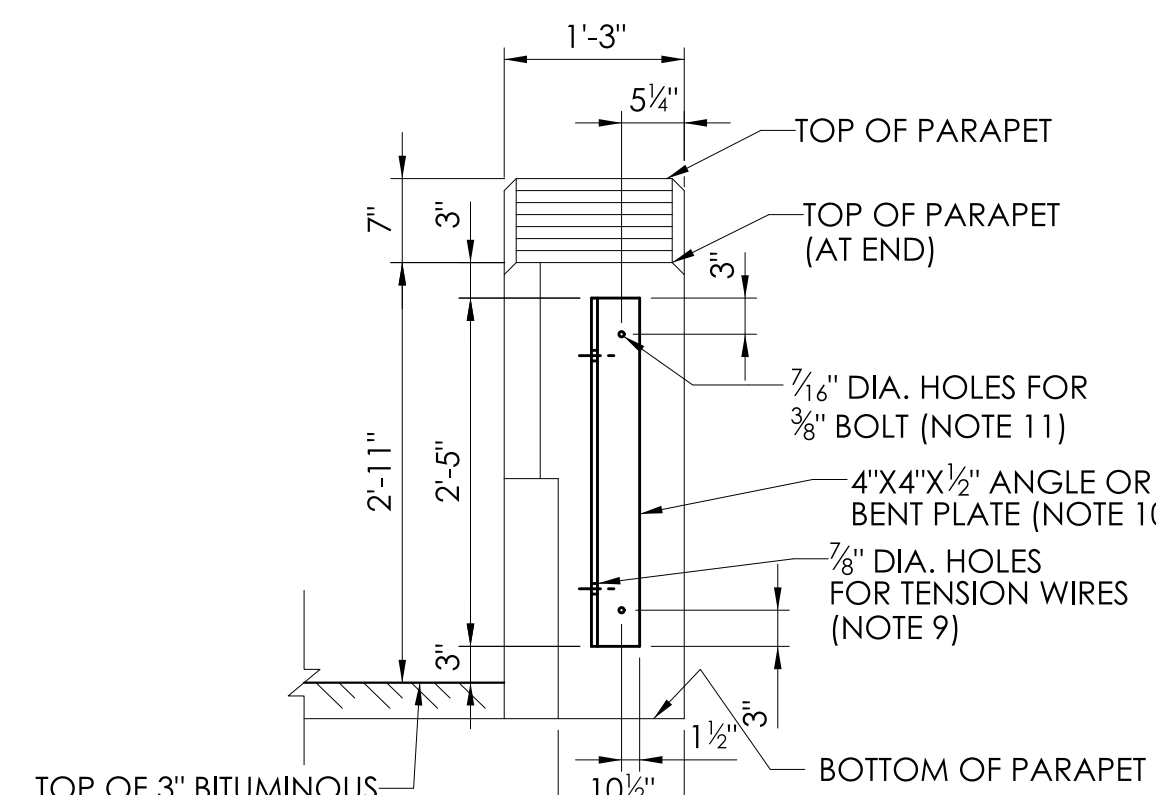
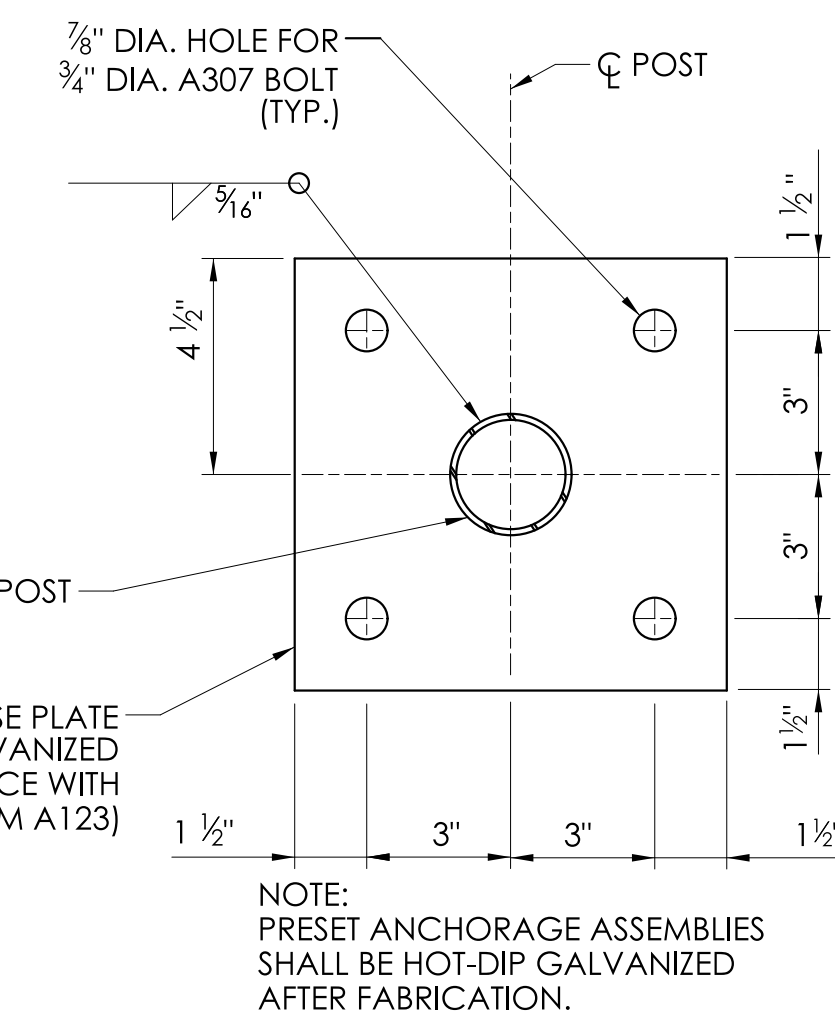
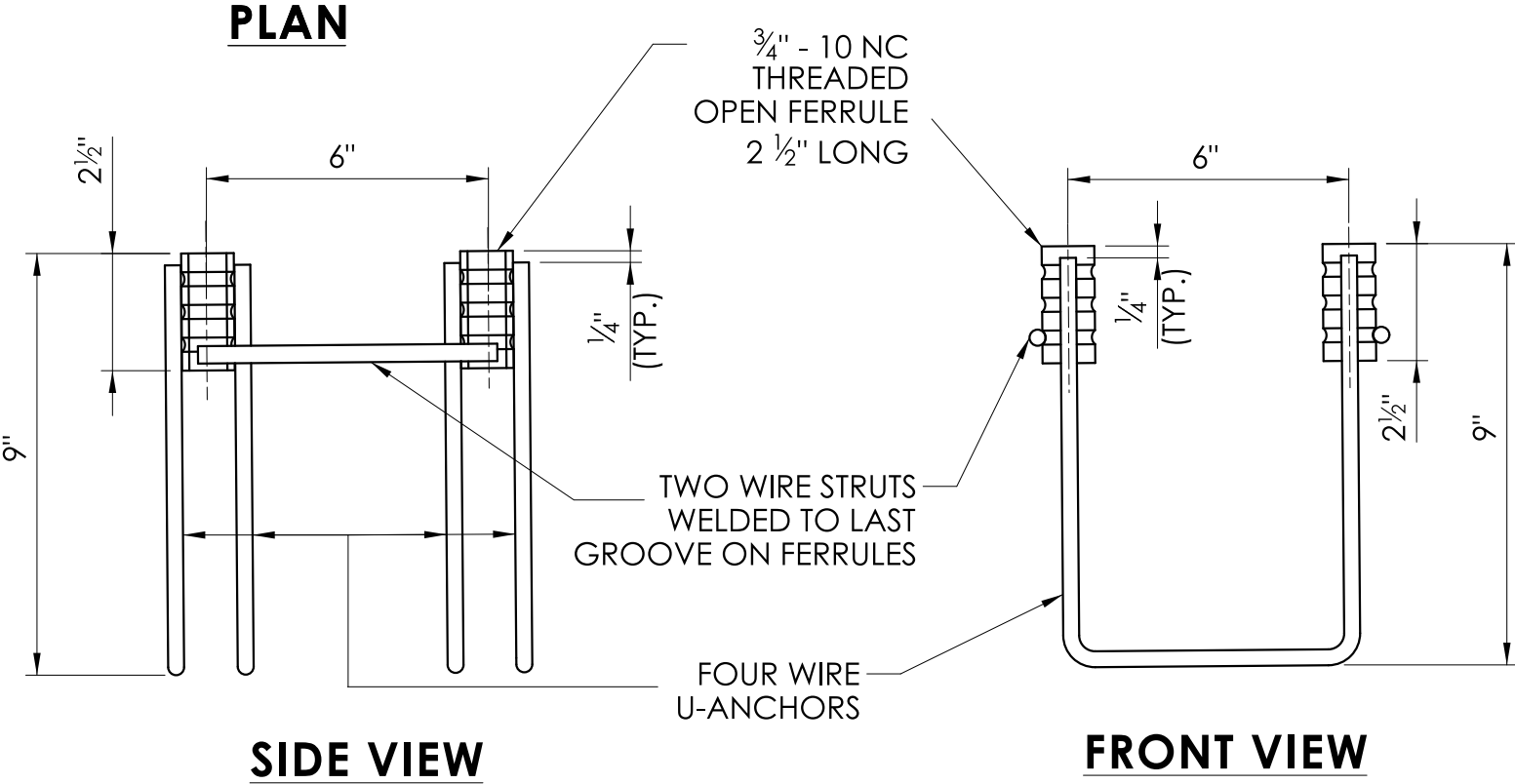
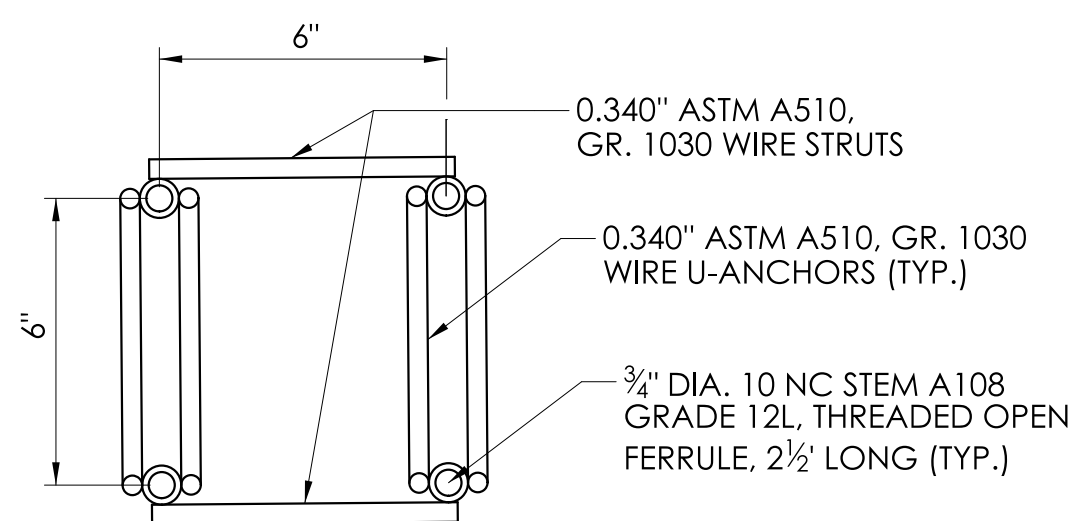
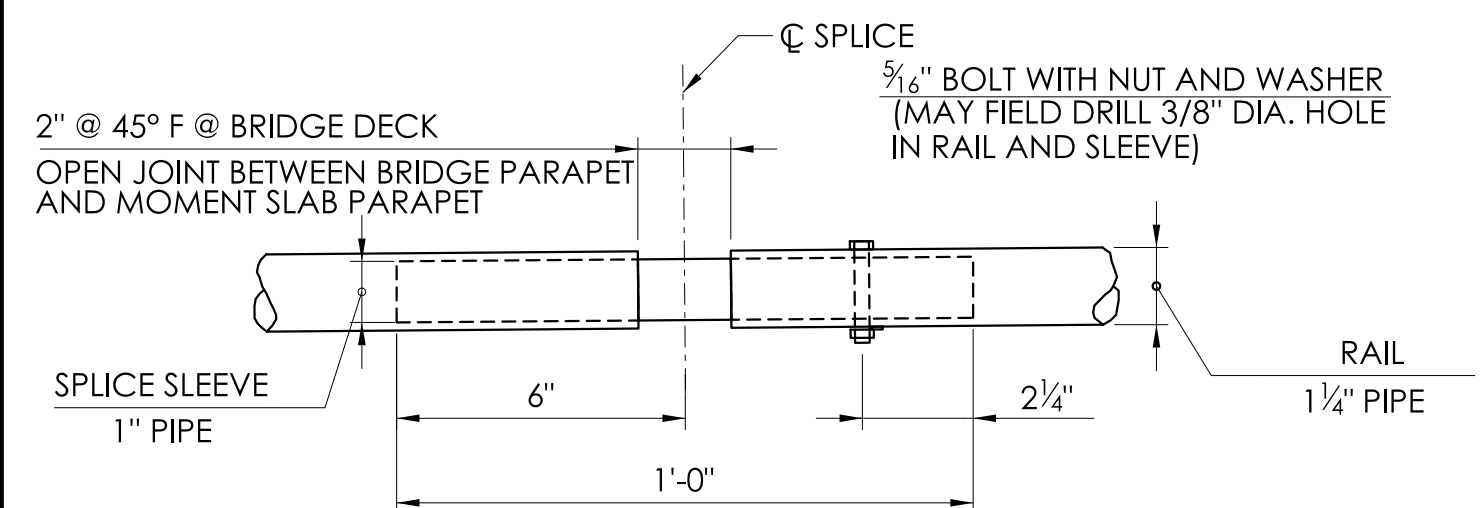
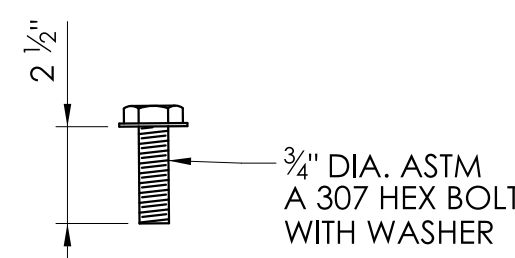
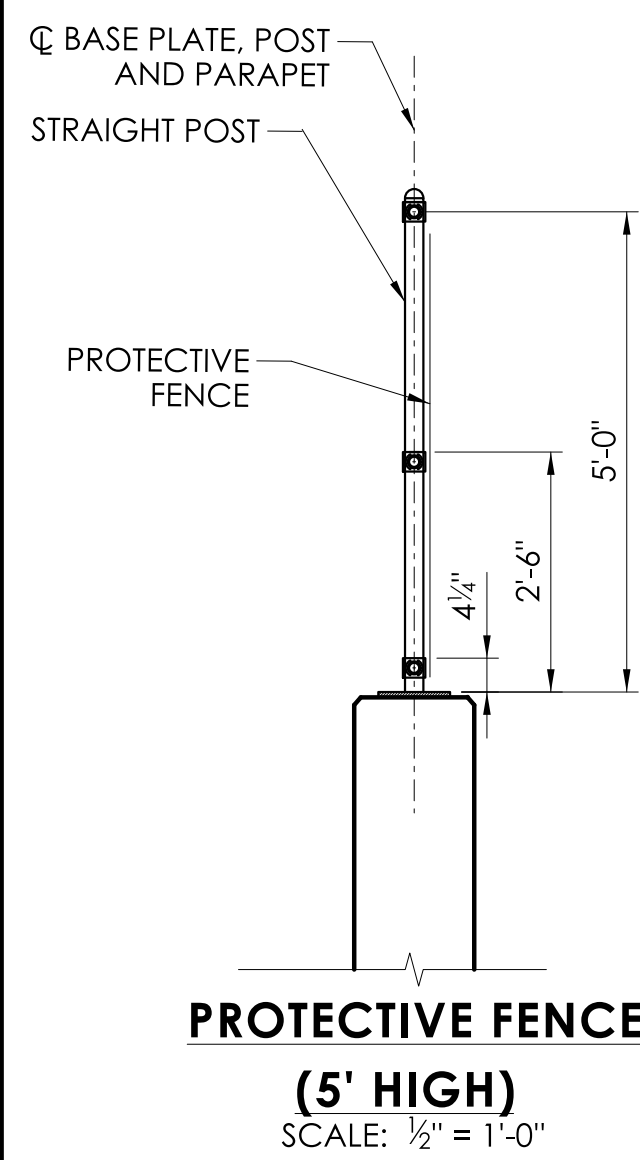


PROJECT TITLE:
REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395

TOWN(S):
TOWN OF THOMPSON

DRAWING TITLE:
VERTICAL SHAPE PARAPET DETAILS - 2

PROJECT NO.:
0141-0158
 DRAWING NO.:
SB-31
 SHEET NO.:
 05.31



NOTES:

1. ALL POSTS, RAILS AND BASE PLATES SHALL BE GALVANIZED. CHAIN-LINK FABRIC SHALL BE PVC-COATED.
2. FOR ADDITIONAL INFORMATION AND MATERIAL REQUIREMENTS SEE SPECIAL PROVISIONS FOR "PROTECTIVE FENCE (5' HIGH)".
3. ALL RAILS AND FENCING TO BE PREFABRICATED AND ERECTED SO THAT THE RAILS ARE PARALLEL TO EACH OTHER AND TO THE TOP OF PARAPET. ALL POSTS SHALL BE VERTICAL (PLUMB).
4. EXPOSED SURFACES OF POSTS, RAILS, POST CAPS, COVER PLATES, BASE PLATES, BOLTS AND STEEL MESH SHALL BE FREE OF NICKS, BURRS AND SHARP EDGES.
5. FOR FENCE POST SPACING SEE DWG. SB-29.
6. BOLT SPACING SHALL ACCOMMODATE BOLTING THROUGH OPENINGS IN CHAIN LINK FABRIC.
7. PROTECTIVE FENCE MOUNTED ON THE BRIDGE PARAPET AND ON THE MOMENT SLAB PARAPET SHALL BE PAID UNDER ITEM "PROTECTIVE FENCE (5' HIGH)". GROUND-MOUNTED FENCE SHALL BE PAID FOR UNDER ITEM "5' CHAIN LINK FENCE".
8. TOP OF PARAPET IS SLOPED. BOTTOM OF POSTS SHALL BE BEVELED TO COMPENSATE FOR THE PARAPET SLOPE, SO THAT POSTS WILL BE PLUMB. FOR THE MAIN PORTION OF THE PARAPET, THE BEVEL SHALL ACCOUNT FOR THE TOP OF PARAPET SLOPE BEING 5.78% (EQUAL TO THE ROADWAY SLOPE), OR 3.3 DEGREES FROM LEVEL. AT THE ENDS OF THE PARAPET, THE BEVEL SHALL FURTHER ACCOUNT FOR THE SLOPING PORTION OF THE PARAPET (1V:6H), COMBINED WITH THE ROADWAY SLOPE.
9. PLATE/ANGLE FABRICATION DETAILS SHALL BE COORDINATED WITH FENCE DETAILS IN ORDER TO PROVIDE SECURE ATTACHMENT OF FENCE FABRIC AND TENSION WIRE TO END OF PARAPET WALL. DETAILS FOR ATTACHMENT SHALL BE INCLUDED WITH FENCE SHOP DRAWINGS.
10. COST OF PLATE/ANGLE AND ANCHORING SHALL BE INCLUDED IN COST OF 0913952A "PROTECTIVE FENCE (5' HIGH)".
11. BOLTS SHALL BE 3/8" DIA. HILTI STAINLESS STEEL KWIK BOLT TZ2 EXPANSION ANCHORS, OR APPROVED ALTERNATIVE, INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

SIGNATURE BLOCK: M. MacDonald 175 Central Street 4th Floor Rocky Hill, CT 06067	SCALE AS NOTED	 CONNECTICUT DEPARTMENT OF TRANSPORTATION	PROJECT TITLE: REPLACEMENT OF BRIDGE No. 03474, ROUTE 200 OVER INTERSTATE 395	TOWN(S): TOWN OF THOMPSON	DRAWING TITLE: PROTECTIVE FENCE DETAILS	PROJECT NO.: 0141-0158	DRAWING NO.: SB-32 SHEET NO.: 05.32
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