

GENERAL DESCRIPTION OF WORK

1. WIDEN BRIDGE BY CONSTRUCTING ABUTMENT AND PIER EXTENSIONS, PLACING TWO ADDITIONAL BEAMS WITH DIAPHRAGMS AND CONCRETE SLAB WITH PARAPET. MODIFY EXISTING PARAPET TO PROVIDE SLOPED CURB SHAPE.
2. REPLACE EXISTING BRONZE PLATE EXPANSION BEARINGS AT PIER 1 WITH ELASTOMERIC BEARINGS.
3. CONSTRUCT KEEPER BLOCK AT PIER 1. REPAIR EXISTING ABUTMENTS, WINGWALLS AND PIERS.
4. REMOVE OVERLAY, HEADERS AND JOINTS. REPAIR SLAB. PLACE MEMBRANE AND OVERLAY. PLACE ASPHALTIC PLUG EXPANSION JOINTS AT ABUTMENTS AND PIERS.
5. WIDEN APPROACH SLABS, UPGRADE APPROACH RAILING AND ATTACHMENT TO PARAPETS.

GENERAL NOTES

SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 815 (1995), INCLUDING SUPPLEMENTAL SPECIFICATIONS, JANUARY 1998 AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES (AASHTO-1992), WITH THE INTERIM SPECIFICATIONS UP TO AND INCLUDING 1994, AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL (1985).

ALLOWABLE DESIGN STRESSES:

CLASS "A" CONCRETE	BASED ON f'c = 21 MPa
CLASS "F" CONCRETE	BASED ON f'c = 28 MPa
REINFORCEMENT (ASTM A615M GRADE 420)	fs = 160 MPa
STRUCTURAL STEEL (ASTM A709M GRADE 250)	Ft = 138 MPa THICKNESSES UP TO 100 mm INCL.

LIVE LOAD: MS18; 107 KN DUAL AXLES AT 1 200 mm O.C.

FUTURE PAVING ALLOWANCE: NONE

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

COMPOSITE CONSTRUCTION: NO TEMPORARY INTERMEDIATE SUPPORTS SHALL BE USED DURING THE PLACING AND SETTING OF THE CONCRETE SLAB. TEMPORARY SUPPORTS MAY BE USED FOR STRUCTURAL STEEL ERECTION ONLY. LOCATION OF TEMPORARY SUPPORTS SHALL BE IN CONFORMANCE WITH THE MAINTENANCE AND PROTECTION OF TRAFFIC REQUIREMENTS. LIVE AND SUPERIMPOSED DEAD LOADS WILL BE PERMITTED WHEN DIRECTED BY THE ENGINEER BUT NOT LESS THAN 10 DAYS AFTER THE FINAL PORTION OF THE SLAB HAS BEEN PLACED.

CLASS "A" CONCRETE: CLASS "A" CONCRETE SHALL BE USED FOR THE ENTIRE SUBSTRUCTURE WIDENING AND THE PARAPETS OF U-TYPE WINGS.

CLASS "F" CONCRETE: CLASS "F" CONCRETE SHALL BE USED FOR THE BRIDGE SLAB AND PARAPETS.

SLAB REPAIR: SEE NOTES AND DETAILS ON STRUCTURE SHEET 17.

EXISTING BRIDGE SLAB: ACCORDING TO ORIGINAL PLANS, THE EXISTING BRIDGE SLAB WAS CONSTRUCTED USING REINFORCED CONCRETE BASED ON f'c = 21 MPa. THE CONTRACTOR IS ADVISED THAT PORTIONS OF THE BRIDGE SLAB HAVE PREVIOUSLY BEEN PATCHED WITH CEMENTITIOUS MATERIAL OF UNKNOWN STRENGTH. THE ENGINEER SHALL EVALUATE THESE EXISTING PATCHES AND DETERMINE WHETHER THEY SHOULD BE REPLACED UNDER THE APPROPRIATE CONTRACT SLAB PATCHING ITEMS.

SUBSTRUCTURE REPAIR: SEE NOTES AND DETAILS ON STRUCTURE SHEET 11.

JOINT SEAL: SEE SPECIAL PROVISIONS.

EXPOSED EDGES: EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 25 mm X 25 mm UNLESS DIMENSIONED OTHERWISE.

STRUCTURAL STEEL: SEE STRUCTURE SHEET 12 FOR ASTM DESIGNATIONS.

REINFORCEMENT: ALL REINFORCEMENT SHALL BE ASTM A615M GRADE 420.

EPOXY COATED REINFORCING BARS: ALL REINFORCEMENT IN THE SUPERSTRUCTURE INCLUDING THE CONCRETE SLAB AND THE PARAPETS SHALL BE EPOXY COATED UNLESS OTHERWISE NOTED. ALL REINFORCEMENT IN THE PIERS INCLUDING THE DOWELS EXTENDING OUT OF THE FOOTING SHALL BE EPOXY COATED. THESE BARS SHALL BE INCLUDED IN THE PAY ITEM FOR "DEFORMED STEEL BARS (EPOXY COATED)."

ALL REINFORCEMENT IN THE TOP MAT OF THE CONCRETE APPROACH SLABS SHALL BE EPOXY COATED. THESE BARS ARE ROADWAY ITEMS AND SHALL BE INCLUDED IN THE ITEM "DEFORMED STEEL BARS (EPOXY COATED)."

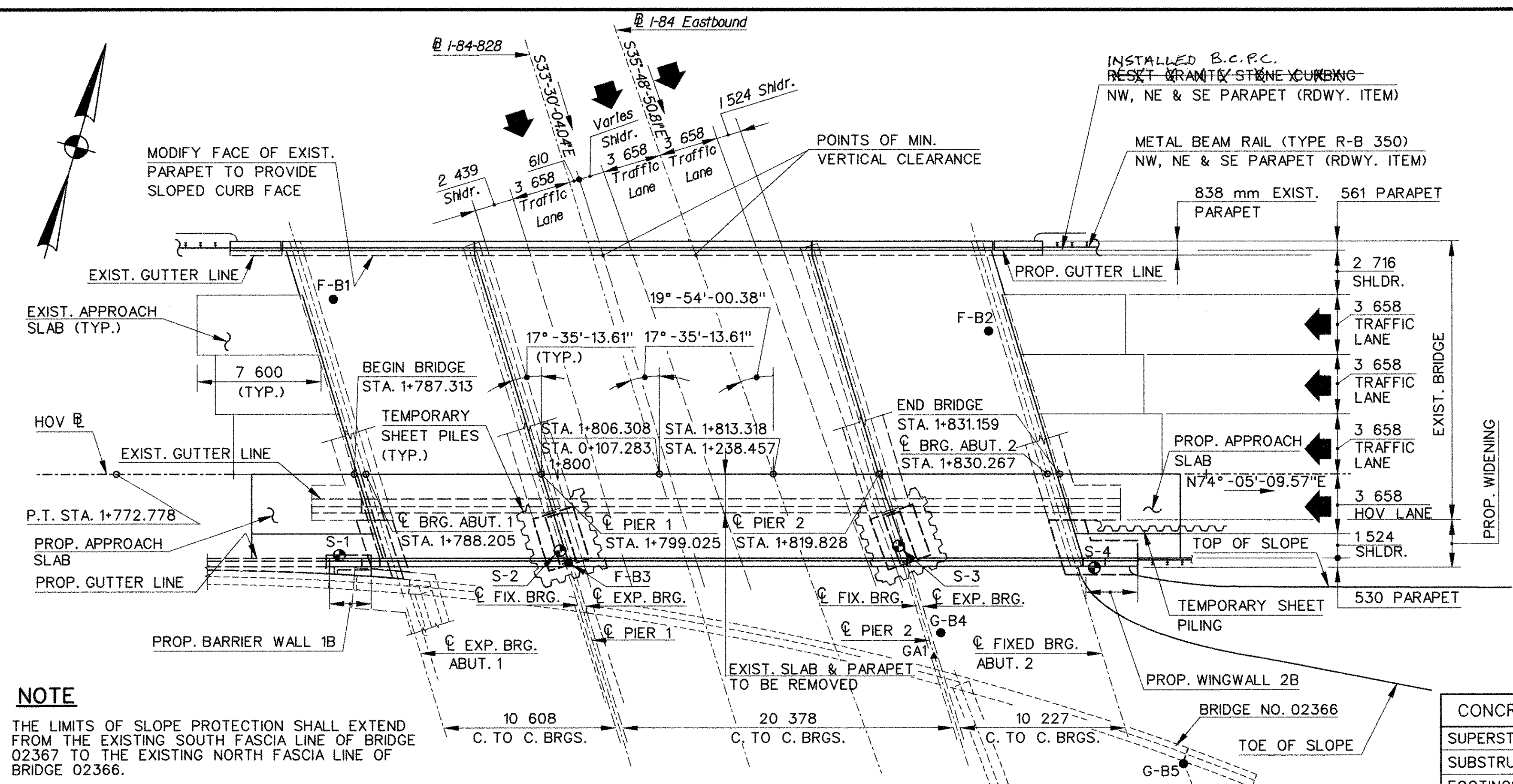
PAINT: PAINTING OF NEW STRUCTURAL STEEL SHALL CONFORM TO SPECIAL PROVISION FOR "STRUCTURAL STEEL." PAINTING OF EXISTING STRUCTURAL STEEL COMPONENTS TO REMAIN SHALL CONFORM TO THE SPECIAL PROVISION, "LOCALIZED PAINT REMOVAL."

FELT: THE COST OF FURNISHING AND PLACING 15# FELT IS INCLUDED IN THE ITEM FOR "CLASS 'A' CONCRETE".

BITUMINOUS CONCRETE OVERLAY: THIS SHALL CONSIST OF TWO LIFTS. THE FIRST SHALL BE BITUMINOUS CONCRETE - CLASS (2) (25 mm MIN. THICK) AND THE SECOND SHALL BE BITUMINOUS CONCRETE - CLASS (1) (40 mm THICK).

FOUNDATION PRESSURES AND PILE LOADS: THE VARIOUS GROUP LOADINGS NOTED ON THE SUBSTRUCTURE PLAN SHEETS REFER TO THE GROUP LOADS AS GIVEN IN THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.

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



NOTE

THE LIMITS OF SLOPE PROTECTION SHALL EXTEND FROM THE EXISTING SOUTH FASCIA LINE OF BRIDGE 02367 TO THE EXISTING NORTH FASCIA LINE OF BRIDGE 02366.

CONCRETE DISTRIBUTION

SUPERSTRUCTURE	80 m ³
SUBSTRUCTURE	57 m ³
FOOTINGS	45 m ³
TOTAL	182 m ³

INSPECTION OF FIELD WELDS

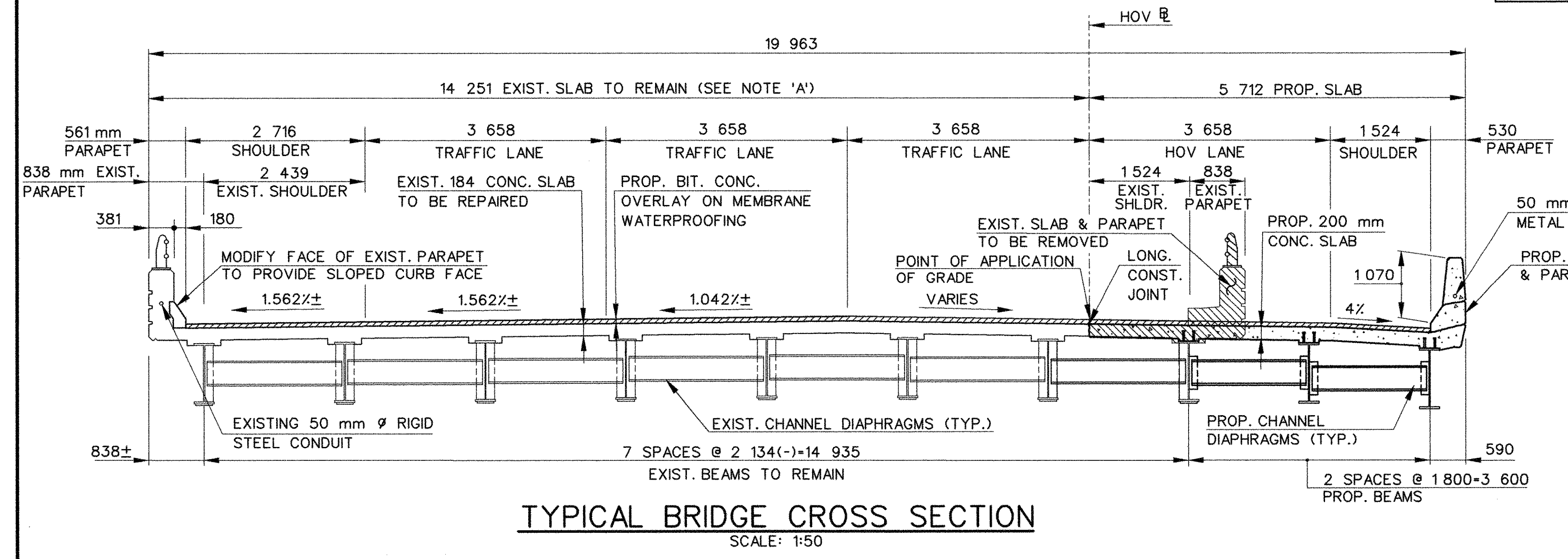
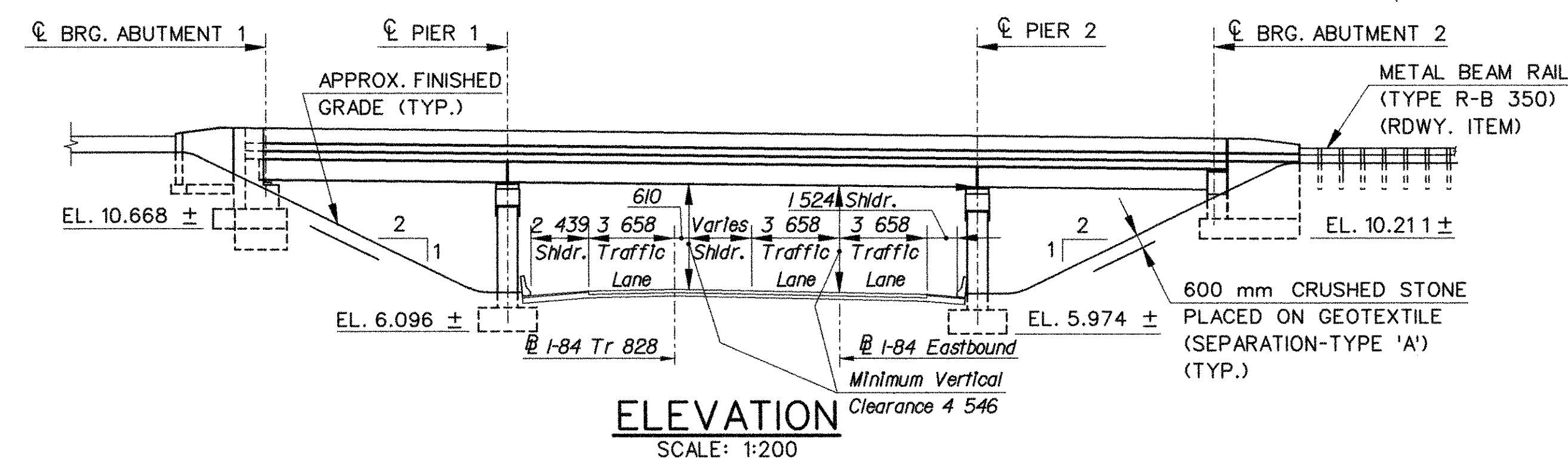
METHOD	UNIT	QUAN.
ULTRASONIC	mm	--
MAGNETIC PARTICLE	mm	--

NOTICE TO BRIDGE INSPECTORS

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

COMPONENT OR DETAIL	BRIDGE SHEET REFERENCE
FIXED AND EXPANSION BEARINGS	STR. SHT. 14
COVER PLATE TERMINATION WELDS	--

NOTE 'A':
NEW BITUMINOUS CONCRETE THICKNESS SHALL MATCH EXISTING DEPTH IN AREA OF SLAB TO REMAIN.



BORING LEGEND

- - 1994 BORING
 - - EXISTING 2 1/2" BORING
 - ▲ - EXISTING AUGER BORING
- NOTE: EXISTING BORING INFORMATION REFERENCED FROM EXISTING PLANS. STATE PROJ. #42-134 DATED 01/09/61.

(SEE STRUCTURE SHEET 2 FOR CONTINUATION OF "GENERAL NOTES.")

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION

EAST HARTFORD

I-84EB & I-84-828 UNDER I-84-829 & HOV

GENERAL PLAN

ENGINEER	PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.		
DESIGNER	R.F.C.	DRAFTER	A.L.H.
CHECKER	A.A.M.	APPROVED	Anthony A. Moratti
DATE	4/22/98	DATE	4/22/98

NO.	DATE	DESCRIPTION	APPROVED	DATE

STRUCTURE NO. 42-265-3 BRIDGE LOG NO. 02367 STRUCTURE SHEET NO. 1 OF 21

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

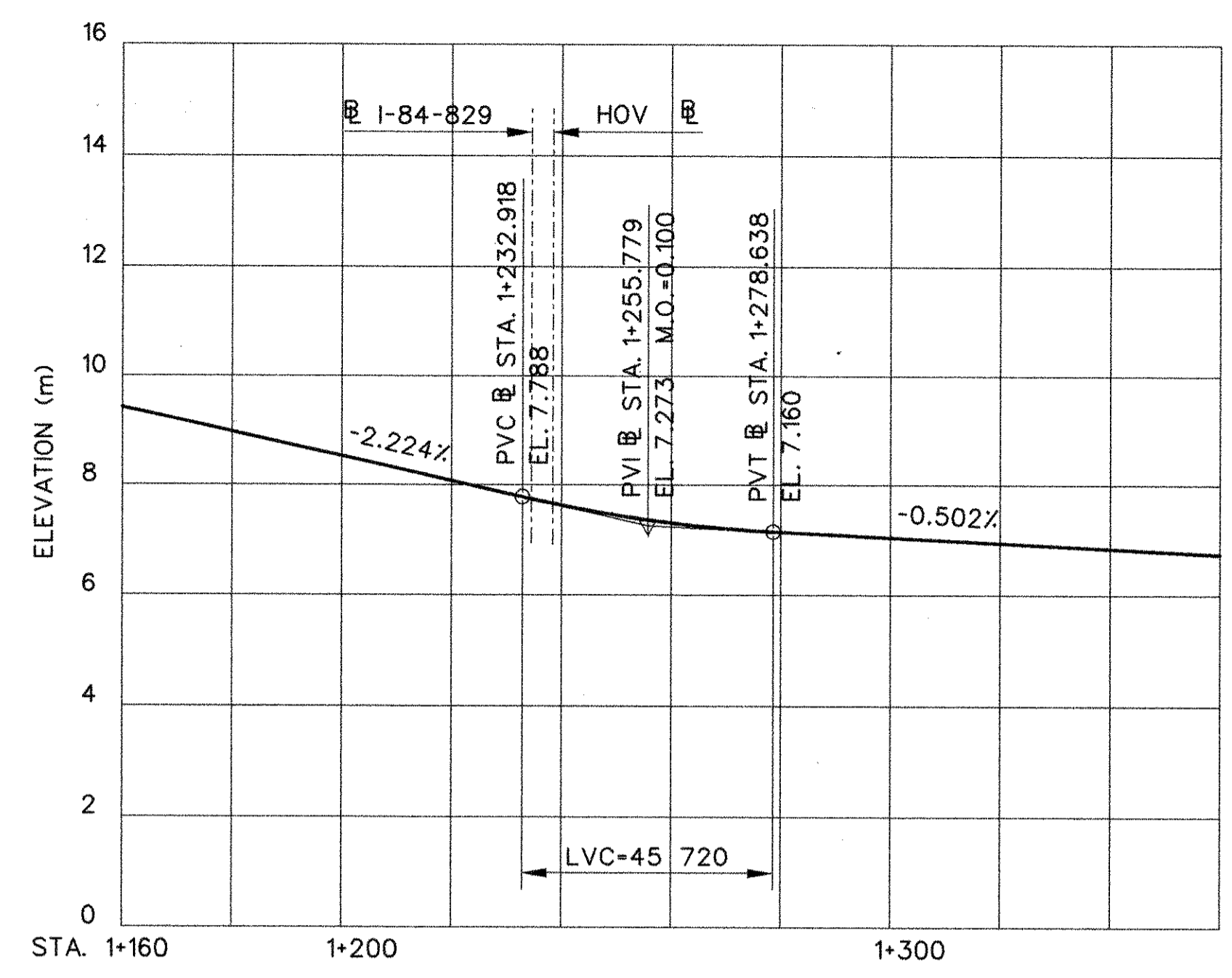
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Date: Apr. 22, 1998

BR2367_2

F.H.W. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	EAST HARTFORD	NH-000S(703)	42-265	1998	I-84	141	252

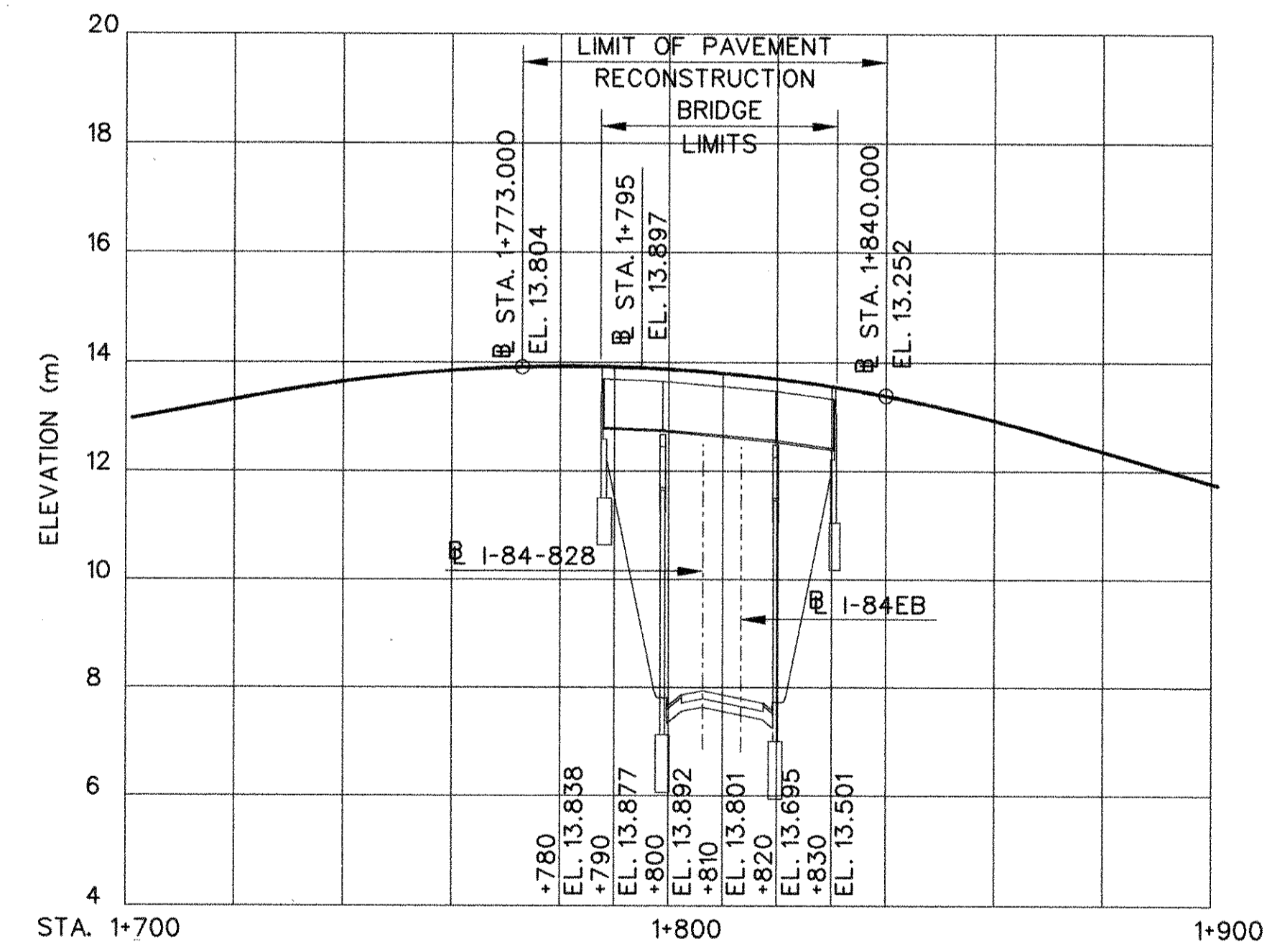
GENERAL NOTES (CONTINUED)

ELEVATIONS: ALL ELEVATIONS ARE GIVEN IN METERS (m).
DIMENSIONS: ALL DIMENSIONS ARE GIVEN IN MILLIMETERS (mm).
DIMENSIONS AND ELEVATIONS: DIMENSIONS OF THE EXISTING STRUCTURE SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY. THEY HAVE BEEN TAKEN FROM THE ORIGINAL DESIGN DRAWINGS AND A LIMITED FIELD SURVEY AND ARE NOT GUARANTEED. THE EXISTING DIMENSIONS HAVE BEEN CONVERTED FROM ENGLISH UNITS TO ITS METRIC EQUIVALENT AND ROUNDED TO THE NEAREST MILLIMETER. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISHED WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL, THE FIELD MEASUREMENTS SHALL ALSO BE SUBMITTED FOR REFERENCE BY THE REVIEWER.

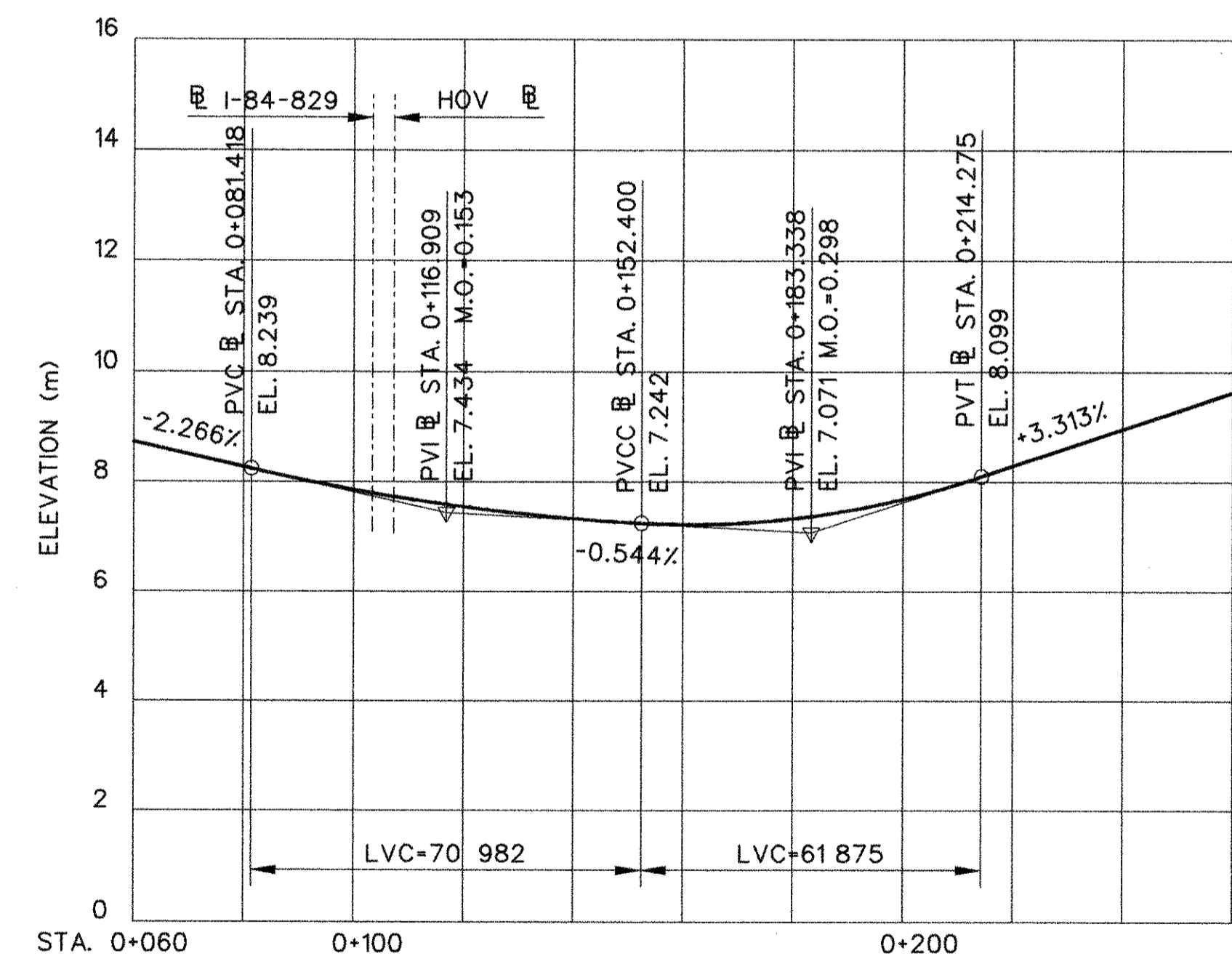


**I-84EB
(LINE NO. 2)***

TABLE OF QUANTITIES		
ITEM	UNIT	QUANTITY
REMOVAL OF BITUMINOUS WEARING SURFACE	m ²	715
STRUCTURE EXCAVATION - EARTH (COMPLETE)	m ³	165
STRUCTURE EXCAVATION - ROCK (COMPLETE)	m ³	9
COMPACTED GRANULAR FILL	m ³	26
PERVIOUS STRUCTURE BACKFILL	m ³	36
PROCESSED AGGREGATE BASE	t	6
BITUMINOUS CONCRETE-CLASS (1)	t	90
BITUMINOUS CONCRETE-CLASS (2)	t	56
REMOVAL OF CONCRETE SLAB (BRIDGE)	m ²	110
JACKING FOR BEARING REPLACEMENT	EA	8
SHEAR CONNECTORS (SITE NO. 3)	LS	LS
BEARING REPLACEMENT WITH ELASTOMERIC BEARING PADS	EA	8
STEEL LAMINATED ELASTOMERIC BEARINGS	dm ³	10
CONSTRUCT CONCRETE KEEPER BLOCKS	EA	1
MODIFY BRIDGE PARAPETS	m	50.0
CLASS "A" CONCRETE	m ³	100
CLASS "F" CONCRETE	m ³	80
CLASS "S" CONCRETE	m ³	2
VARIABLE DEPTH PATCH	m ³	1
PARTIAL DEPTH PATCH	m ³	2
ASPHALTIC PLUG EXPANSION JOINT SYSTEM	m	85
DEFORMED STEEL BARS	kg	3 300
DEFORMED STEEL BARS - EPOXY COATED	kg	18 000
DRILLING HOLES AND GROUTING DOWELS	EA	75
STRUCTURAL STEEL	kg	27 500
DISPOSAL OF LEAD DEBRIS	BBL	1.0
LOCALIZED PAINT REMOVAL	m ²	10
CONCRETE CYLINDER CURING BOX	EA	1
MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)	m ²	900
DAMPPOOFING	m ²	25
TEMPORARY SHEET PILING	m ²	90
SHEET PILING MATERIAL LEFT IN PLACE	m ²	35
CRUSHED STONE FOR SLOPE PROTECTION	t	65
TEMPORARY PRECAST CONCRETE BARRIER CURB (STRUCTURE)	m	50
REMOVAL OF EXISTING MASONRY	m ³	12
50 mm RIGID METAL CONDUIT IN STRUCTURE	m	55
450 mm x 300 mm x 200 mm CAST IRON JUNCTION BOX	EA	3



HOV I-84EB



**I-84-828
(LINE NO. 5)***

PROFILES
SCALE: HORIZ. 1:1000
VERT. 1:100

* LINE NOS. REFER TO EXISTING ALIGNMENTS SHOWN ON THE ORIGINAL CONTRACT PLANS FOR STATE PROJ. NO. 42-134, DATED 1962, AND ARE SHOWN FOR REFERENCE ONLY.

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STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION			
EAST HARTFORD			
I-84EB & I-84-828 UNDER I-84-829 & HOV			
PROFILES AND QUANTITIES			
ENGINEER		PARSONS BRINCKERHOFF QUAE & DOUGLAS, INC.	
DESIGNER	R.F.C.	DRAFTER	A.L.H.
CHECKER	A.A.M.	APPROVED	<i>John A. Martin</i>
DATE	4/22/98	DATE	4/22/98
REVISIONS		STRUCTURE NO.	42-265-3
		BRIDGE LOG NO.	02367
		STRUCTURE SHEET NO.	2 of 21

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Date: Apr. 22, 1998

HOLE S-1
HOV @ STA. 1+786.540
OFFSET = 4 990 RIGHT

HOLE S-2
HOV @ STA. 1+800.138
OFFSET = 4 708 RIGHT

HOLE S-3
HOV @ STA. 1+821.017
OFFSET = 4 422 RIGHT

HOLE S-4
HOV @ STA. 1+833.105
OFFSET = 5 789 RIGHT

Steve Ramadell DRILLER										SM-001-M REV. 1/94 BORING REPORT										Hole No. S - 1			
Ralph Borjeson INSPECTOR										STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION										Line & Station			
Ralph Borjeson SOILS ENGINEER										TOWN: East Hartford, Connecticut										Offset			
PROJECT NAME: I-84 HOV Lane Extension										PROJECT NUMBER: 42-265										N. Coordinate 103,628			
BORING CONTRACTOR: New England Borings of CT										PRIME DESIGNER: Parsons Brinckerhoff										E. Coordinate 190,530			
Surface Elevation: 13.5										Casing Utilized: X										Mud: X			
Date Started: 12/8/94										Type: BW NW HW Pipe Solid Hollow										Sampler: SS B (st) B (dt) NX (st) NX (dt)			
Date Finished: 12/9/94										Size I.D. (mm): 60 76 100 64										Core Barrel: 36 35 35 55 55			
Groundwater Observations										Hammer (kg): 136 136 136 136										Type: Diamond			
@ NE m after hours										Fall (m): 0.6 0.6 0.6 0.6										Bit: 63.5 of Bit Carbide			
D Casing										BLOWS PER 0.15 METERS ON SAMPLER										STRATA CHANGE: DEPTH, ELEV.			
E per										0 - 0.15 0.15 - 0.30 0.30 - 0.45 0.45 - 0.60										FIELD IDENTIFICATION OF SOIL, REMARKS (INCL. COLOR, LOSS OF WASH WATER, ETC.)			
P half										NO. m Type										DEPTH, ELEV.			
T meter										0.00-0.60 1 0.60 0.30 D 2 3 3 3										Red-brown c to f SAND, some m to f gravel, trace silt. (FILL)			
H										1.52-2.12 2 0.60 0.30 D 1 2 3 1										Red-brown SILT, some f sand, trace gravel, trace clay. (FILL)			
										3.05-3.65 3 0.60 0.15 D 4 4 4 12										Red-brown f SAND, little m to f gravel, little silt, trace clay. (FILL)			
										4.57-5.17 4 0.60 0.36 D 5 10 16 21										Red-brown m to f SAND, little m to f gravel, trace silt. (FILL)			
										6.10-6.70 5 0.60 0.36 D 16 27 30 38										Red-brown m to f SAND, little c to f gravel, trace silt. (FILL)			
										7.82-8.22 6 0.60 0.15 D 10 8 6 4										Red-brown SILT and c to m GRAVEL, trace clay. (FILL)			
										9.14-9.74 7 0.60 0.45 D 6 17 25 29										Red-brown clayey SILT, some m to f sand, trace gravel. (FILL)			
																				9.7 Block ASPHALT, some c to f gravel. (FILL)			
																				3.8 Bottom of boring			
Casing Meters of										NOTES: Truck rig, Groundwater not encountered.													
Size From To Earth Rock										No. of Samples													
NW 0 9.1 9.7 m										4													
SAMPLE TYPE CODING: D=Driven C=Core A=Auger UP=Undisturbed Piston V=Vane Test										Hole No. S - 1										Sheet 1 of 1			
PROPORTIONS USED: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%																							

Scott Graves DRILLER										SM-001-M REV. 1/94 BORING REPORT										Hole No. S - 2			
Ralph Borjeson INSPECTOR										STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION										Line & Station			
Ralph Borjeson SOILS ENGINEER										TOWN: East Hartford, Connecticut										Offset			
PROJECT NAME: I-84 HOV Lane Extension										PROJECT NUMBER: 42-265										N. Coordinate 103,632			
BORING CONTRACTOR: New England Borings of CT										PRIME DESIGNER: Parsons Brinckerhoff										E. Coordinate 190,543			
Surface Elevation: 8.4										Casing Utilized: X										Mud: X			
Date Started: 12/9/94										Type: BW NW HW Pipe Solid Hollow										Sampler: SS B (st) B (dt) NX (st) NX (dt)			
Date Finished: 12/9/94										Size I.D. (mm): 60 76 100 64										Core Barrel: 36 35 35 55 55			
Groundwater Observations										Hammer (kg): 136 136 136 136										Type: Diamond			
@ NE m after hours										Fall (m): 0.6 0.6 0.6 0.6										Bit: 63.5 of Bit Carbide			
D Casing										BLOWS PER 0.15 METERS ON SAMPLER										STRATA CHANGE: DEPTH, ELEV.			
E per										0 - 0.15 0.15 - 0.30 0.30 - 0.45 0.45 - 0.60										FIELD IDENTIFICATION OF SOIL, REMARKS (INCL. COLOR, LOSS OF WASH WATER, ETC.)			
P half										NO. m Type										DEPTH, ELEV.			
T meter										1.52-2.12 1 0.60 0.05 D 10 11 5 6										10 m CRUSHED STONE (FILL)			
										3.05-3.65 2 0.60 0.30 D 17 27 29 23										Red-brown SILT and c to f GRAVEL, trace clay. (FILL)			
										4.57-5.17 3 0.60 0.36 D 26 57 88 100										Red-brown c to f SAND and c to f GRAVEL, trace silt. (FILL)			
										5.50-6.10 4 0.60 0.20 D 79 83 97 105										Red-brown c to f SAND and c to f GRAVEL, trace silt. (FILL)			
																				6.1 Bottom of boring			
Casing Meters of										NOTES: Truck rig, Groundwater not encountered.													
Size From To Earth Rock										No. of Samples													
NW 0 5.5 6.1 m										4													
SAMPLE TYPE CODING: D=Driven C=Core A=Auger UP=Undisturbed Piston V=Vane Test										Hole No. S - 2										Sheet 1 of 1			
PROPORTIONS USED: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%																							

Scott Graves DRILLER										SM-001-M REV. 1/94 BORING REPORT										Hole No. S - 3			
Ralph Borjeson INSPECTOR										STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION										Line & Station			
Ralph Borjeson SOILS ENGINEER										TOWN: East Hartford, Connecticut										Offset			
PROJECT NAME: I-84 HOV Lane Extension										PROJECT NUMBER: 42-265										N. Coordinate 103,638			
BORING CONTRACTOR: New England Borings of CT										PRIME DESIGNER: Parsons Brinckerhoff										E. Coordinate 190,563			
Surface Elevation: 8.1										Casing Utilized: X										Mud: X			
Date Started: 12/9/94										Type: BW NW HW Pipe Solid Hollow										Sampler: SS B (st) B (dt) NX (st) NX (dt)			
Date Finished: 12/9/94										Size I.D. (mm): 60 76 100 64										Core Barrel: 36 35 35 55 55			
Groundwater Observations										Hammer (kg): 136 136 136 136										Type: Diamond			
@ NE m after hours										Fall (m): 0.6 0.6 0.6 0.6										Bit: 63.5 of Bit Carbide			
D Casing										BLOWS PER 0.15 METERS ON SAMPLER										STRATA CHANGE: DEPTH, ELEV.			
E per										0 - 0.15 0.15 - 0.30 0.30 - 0.45 0.45 - 0.60										FIELD IDENTIFICATION OF SOIL, REMARKS (INCL. COLOR, LOSS OF WASH WATER, ETC.)			
P half										NO. m Type										DEPTH, ELEV.			
T meter										0.00-0.60 1 0.60 0.20 D 2 2 3 2										Dark brown c to f SAND, little c to m gravel, trace silt. (FILL)			
										1.52-2.12 2 0.60 0.08 D 10 10 11 9										Red-brown c to f GRAVEL, some c to f sand, some silt, trace clay. (FILL)			
										3.05-3.65 3 0.60 0.25 D 14 18 21 24										Red-brown f SAND, little silt. (FILL)			
										4.57-5.17 4 0.60 0.41 D 23 13 13 14										4.5 Green-brown SILT, some f sand, trace clay.			
										5.50-6.10 5 0.60 0.41 D 10 15 14 17										3.6 Green-brown f SAND, some silt, trace clay.			
																				6.1 Bottom of boring			
Casing Meters of										NOTES: Truck rig, Groundwater not encountered.													
Size From To Earth Rock										No. of Samples													
NW 0 5.5 6.1 m										5													
SAMPLE TYPE CODING: D=Driven C=Core A=Auger UP=Undisturbed Piston V=Vane Test										Hole No. S - 3										Sheet 1 of 1			
PROPORTIONS USED: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%																							

Scott Graves DRILLER										SM-001-M REV. 1/94 BORING REPORT										Hole No. S - 4			
Ralph Borjeson INSPECTOR										STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION										Line & Station			
Ralph Borjeson SOILS ENGINEER										TOWN: East Hartford, Connecticut										Offset			
PROJECT NAME: I-84 HOV Lane Extension										PROJECT NUMBER: 42-265										N. Coordinate 103,640			
BORING CONTRACTOR: New England Borings of CT										PRIME DESIGNER: Parsons Brinckerhoff										E. Coordinate 190,575			
Surface Elevation: 11.9										Casing Utilized: X										Mud: X			
Date Started: 12/8/94										Type: BW NW HW Pipe Solid Hollow										Sampler: SS B (st) B (dt) NX (st) NX (dt)			
Date Finished: 12/8/94										Size I.D. (mm): 60 76 100 64										Core Barrel: 36 35 35 55 55			
Groundwater Observations										Hammer (kg): 136 136 136 136										Type: Diamond			
@ NE m after hours										Fall (m): 0.6 0.6 0.6 0.6										Bit: 63.5 of Bit Carbide			
D Casing										BLOWS PER 0.15 METERS ON SAMPLER										STRATA CHANGE: DEPTH, ELEV.			
E per										0 - 0.15 0.15 - 0.30 0.30 - 0.45 0.45 - 0.60										FIELD IDENTIFICATION OF SOIL, REMARKS (INCL. COLOR, LOSS OF WASH WATER, ETC.)			
P half										NO. m Type										DEPTH, ELEV.			
T meter										0.00-0.60 1 0.60 0.25 D 2 7 8 10										0.08 m TOPSOIL Red-brown f SAND, little silt. (FILL)			
										1.52-2.12 2 0.60 0.30 D 11 11 17 34										Red-brown f SAND, little silt. (FILL)			
										3.05-3.65 3 0.60 0.20 D 14 21 14 13										Red-brown f SAND, trace silt. (FILL)			
										4.57-5.17 4 0.60 0.30 D 30 29 35 30										Red-brown c to f SAND, little silt. (FILL)			
										6.10-6.51 5 0.51 0.25 D 13 56 100/0.10m										6.3/5.6 Red-brown c to f SAND, little silt. (FILL)			
																				6.5 Red-brown c to f SAND and m to f GRAVEL. (FILL)			
																				5.4 Bottom of boring			
																				Tripod rig used on this hole, unable to penetrate below this depth.			
Casing Meters of										NOTES: Truck rig, Groundwater not encountered.													
Size From To Earth Rock										No. of Samples													
NW 0 6.1 6.5 m										5													
SAMPLE TYPE CODING: D=Driven C=Core A=Auger UP=Undisturbed Piston V=Vane Test										Hole No. S - 4										Sheet 1 of 1			
PROPORTIONS USED: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%																							

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
EAST HARTFORD
I-84EB & I-84-828
UNDER
I-84-829 & HOV
BORINGS

ENGINEER	PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.		
DESIGNER	R.W.B.	DRAFTER	A.L.H.
CHECKER	A.A.M.		
APPROVED	<i>Anthony A. Moore</i>		
DATE	5/14/96		
BRIDGE LOG NO.	02367		
STRUCTURE SHEET NO.	3 of 21		

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

NO.	DATE	DESCRIPTION
REVISIONS		

THIS SHEET NOT CORRECTED

42-265

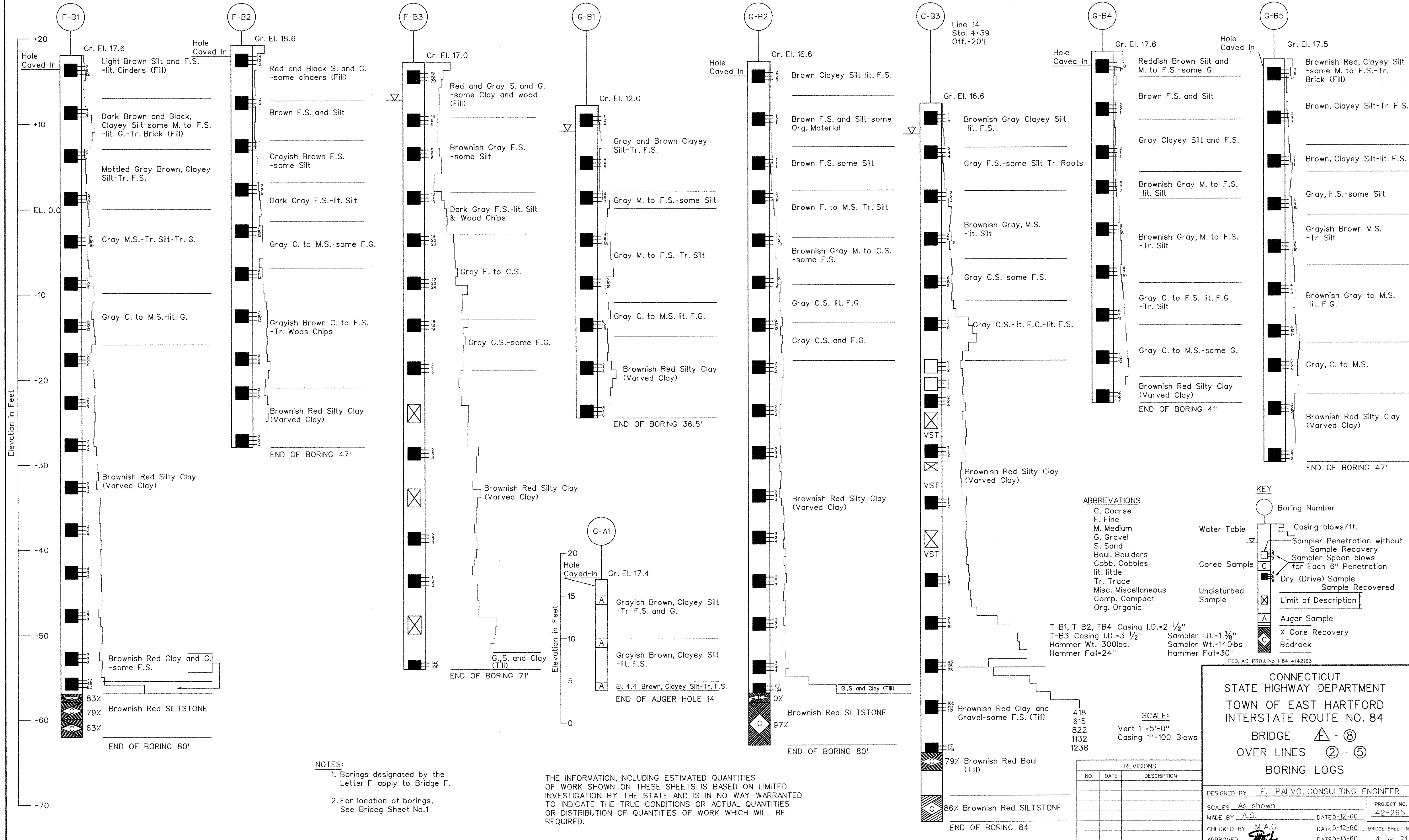
757-01

142

BR236716

THE INFORMATION ON THIS SHEET IS GIVEN IN ENGLISH UNITS. IT IS INCLUDED FOR INFORMATION ONLY, AND IS TAKEN FROM THE ORIGINAL CONTRACT PLANS, STATE PROJECT #42-134 DATED 1962.

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN	EAST HARTFORD	W-000703	42-265	1998	I-84	143	252



NOTES:

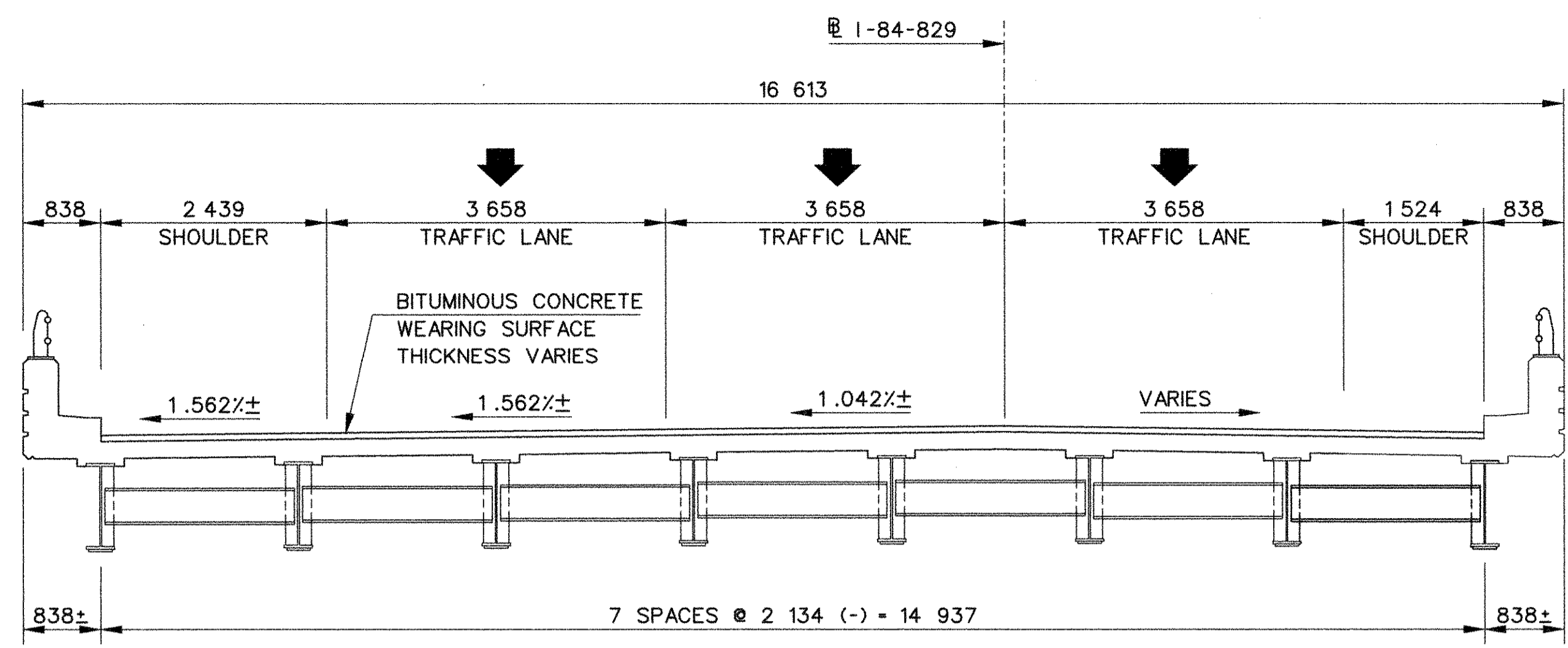
1. Borings designated by the Letter F apply to Bridge F.
2. For location of borings, See Bridge Sheet No.1

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATION BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

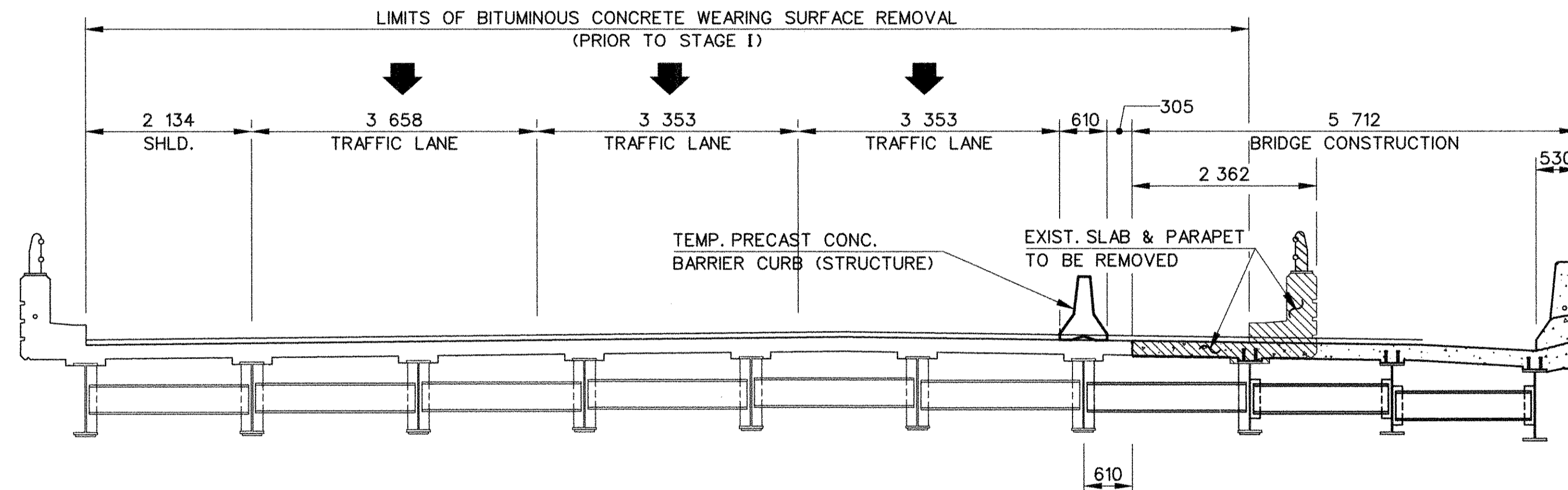
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 Date: Apr. 30, 1998

BR236718

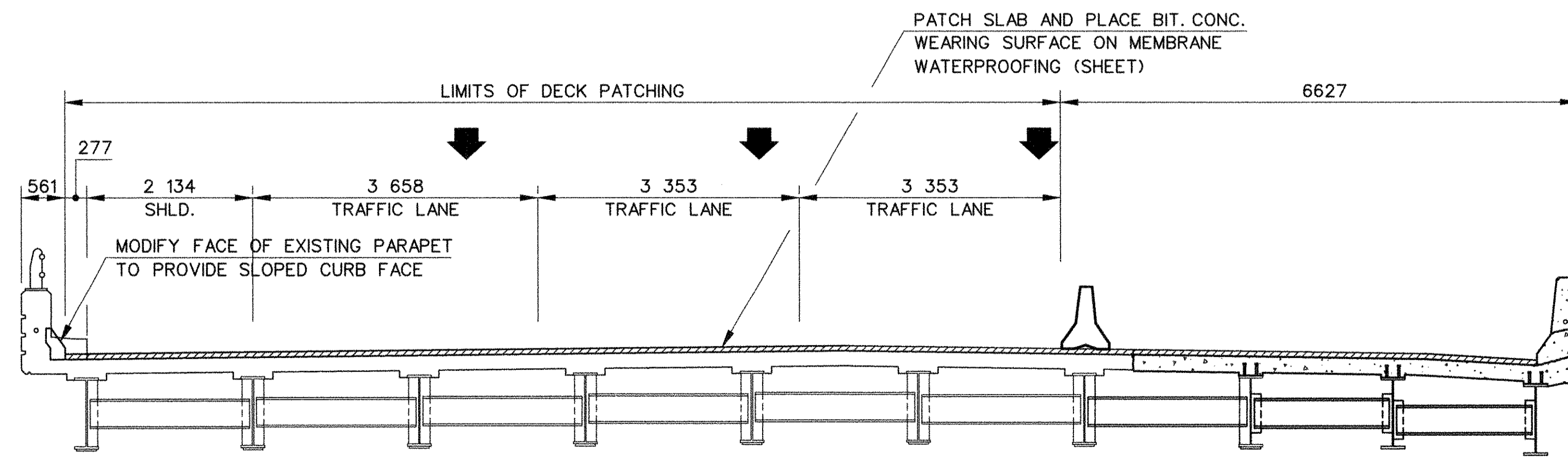
STATE OF CONNECTICUT - DEPT. OF TRANSPORTATION										
F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS		
1	CONN.	EAST HARTFORD	NH-000S(703)	42-265	1998	I-84	144	252		



EXISTING CONDITION



STAGE I



STAGE II

TYPICAL BRIDGE CROSS SECTIONS
SCALE: 1:50

STAGE CONSTRUCTION NOTES

1. THE WORK SHALL BE PERFORMED IN STAGES. THE CONTRACTOR SHALL COMPLETE ALL WORK IN STAGE 1 PRIOR TO BEGINNING ANY WORK IN STAGE 2, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. DURING THE STAGES SHOWN AND DURING THE INTERVALS BETWEEN STAGES, TRAFFIC OPERATIONS SHALL BE MAINTAINED IN ACCORDANCE WITH THE SPECIAL PROVISIONS "MAINTENANCE AND PROTECTION OF TRAFFIC (SITE NO. 3)" AND "PROSECUTION AND PROGRESS".
3. BEFORE THE CONTRACTOR BEGINS WORK TO WIDEN THE BRIDGE, THE BITUMINOUS WEARING SURFACE SHALL BE REMOVED AND THE DETERIORATED SLAB AREAS TO BE PATCHED SHALL BE DELINEATED BY THE ENGINEER.

STAGE I CONSTRUCTION

1. JACK THE MIDDLE SPAN AT PIER 1 AND REPLACE THE EXPANSION BEARINGS.
2. CONSTRUCT CONCRETE KEEPER BLOCK AT PIER 1.
3. PLACE TEMPORARY PRECAST CONCRETE BARRIER CURB (STRUCTURE) TO MAINTAIN TRAFFIC ON THREE TRAFFIC LANES.
4. REMOVE CONCRETE SLAB AS SHOWN.
5. CONSTRUCT ABUTMENT AND PIER EXTENSIONS.
6. CONSTRUCT SUPERSTRUCTURE WIDENING.
7. PLACE APPROACH SLABS.

STAGE II CONSTRUCTION

1. MODIFY PARAPET CURB TO SLOPED CURB SHAPE.
2. REMOVE TEMPORARY PRECAST CONCRETE BARRIER CURB (STRUCTURE)
3. PATCH DETERIORATED SLAB AREAS. PLACE MEMBRANE WATERPROOFING AND BITUMINOUS CONCRETE OVERLAY.
4. PLACE ASPHALTIC PLUG EXPANSION JOINT SYSTEM.

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION EAST HARTFORD I-84EB & I-84-828 UNDER I-84-829 & HOV STAGE CONSTRUCTION			
ENGINEER	PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.		
DESIGNER	R.F.C.	DRAFTER	H.G.W./C.C.
CHECKER	A.A.M.	DATE	5/14/96
APPROVED	Anthony A. Mouton		
NO.	DATE	DESCRIPTION	BRIDGE LOG NO. STRUCTURE SHEET NO.
			42-265-3 02367 5 of 21

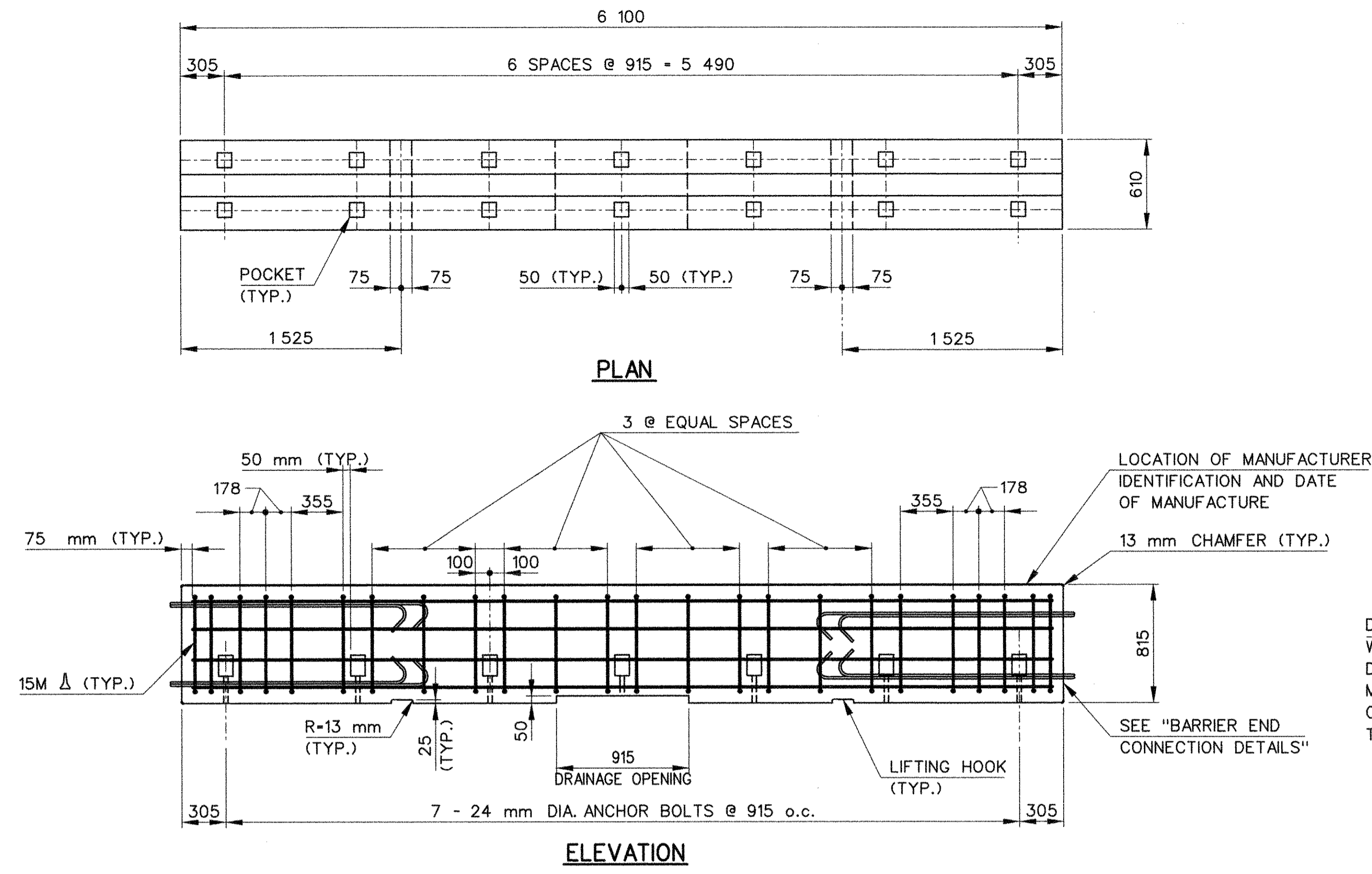
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Date: Apr. 30, 1996

42-265

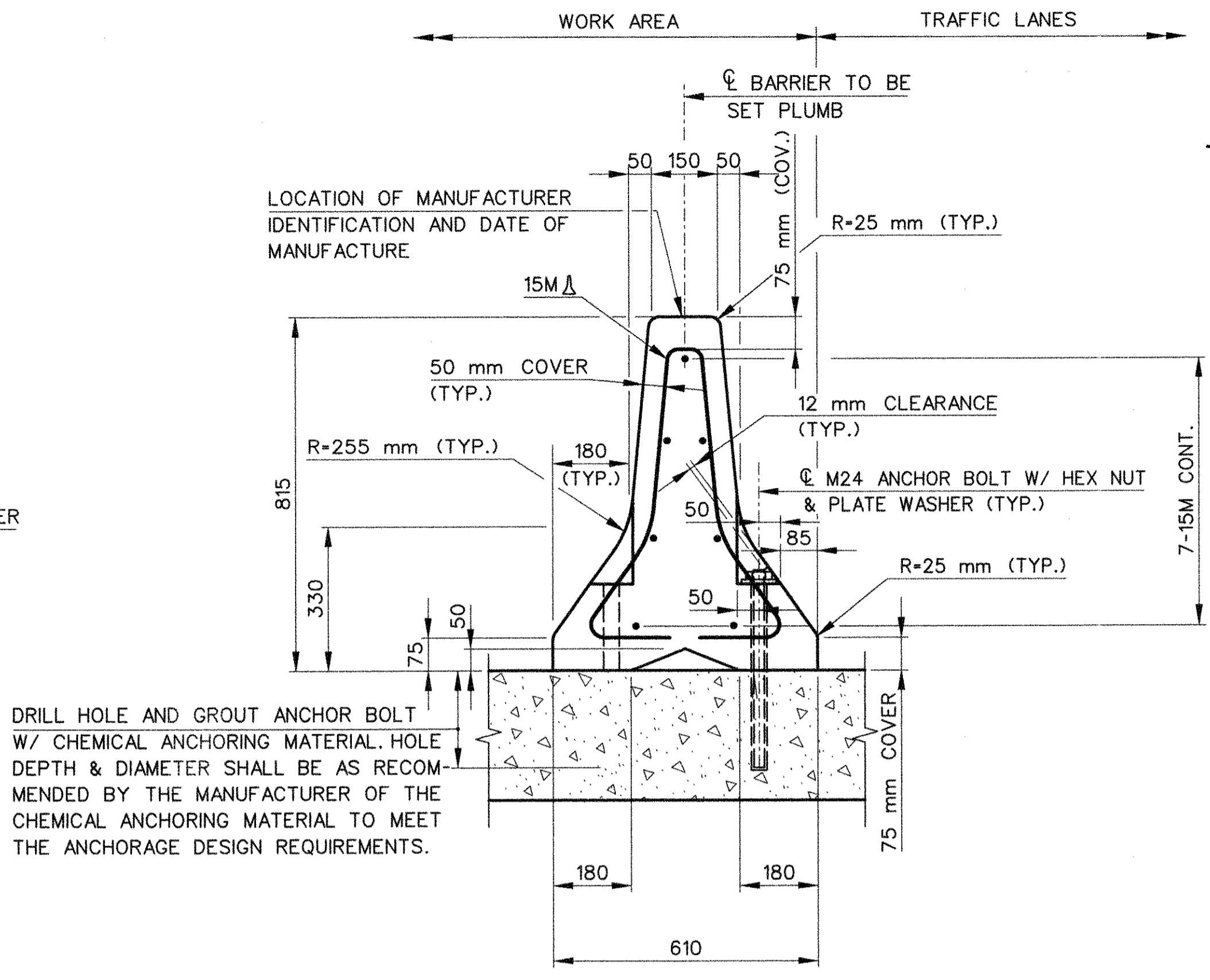
757-01

THIS SHEET NOT CORRECTED

144



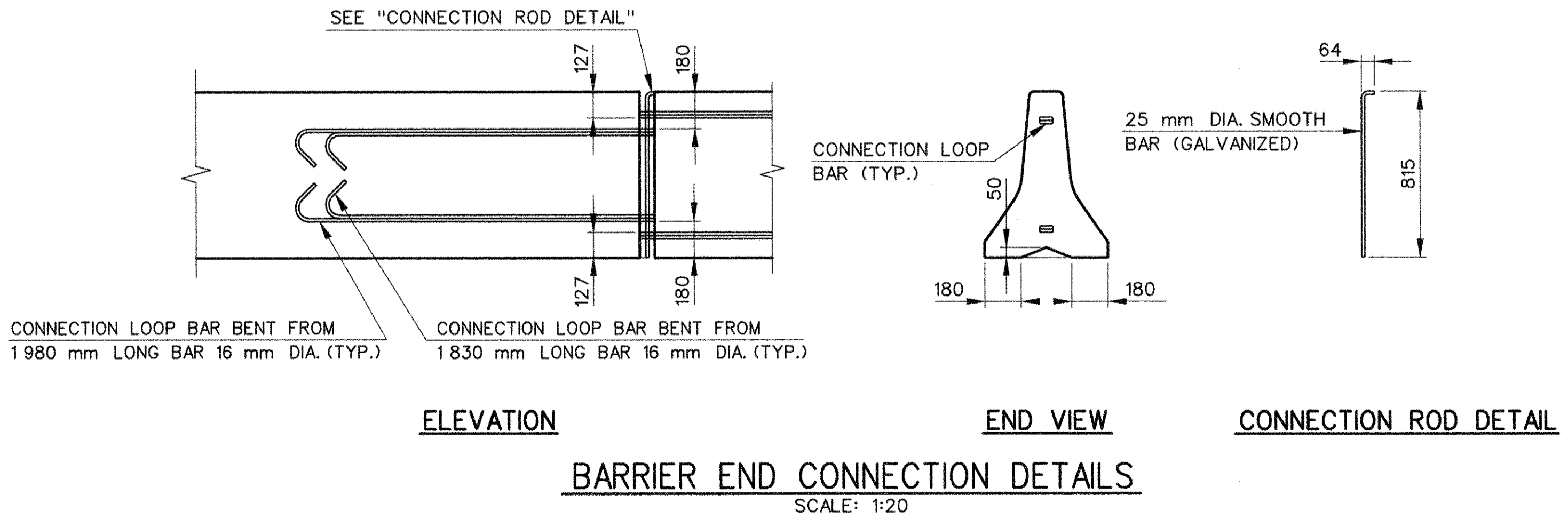
TEMPORARY PRECAST CONCRETE BARRIER CURB (STRUCTURE)
SCALE: 1:25



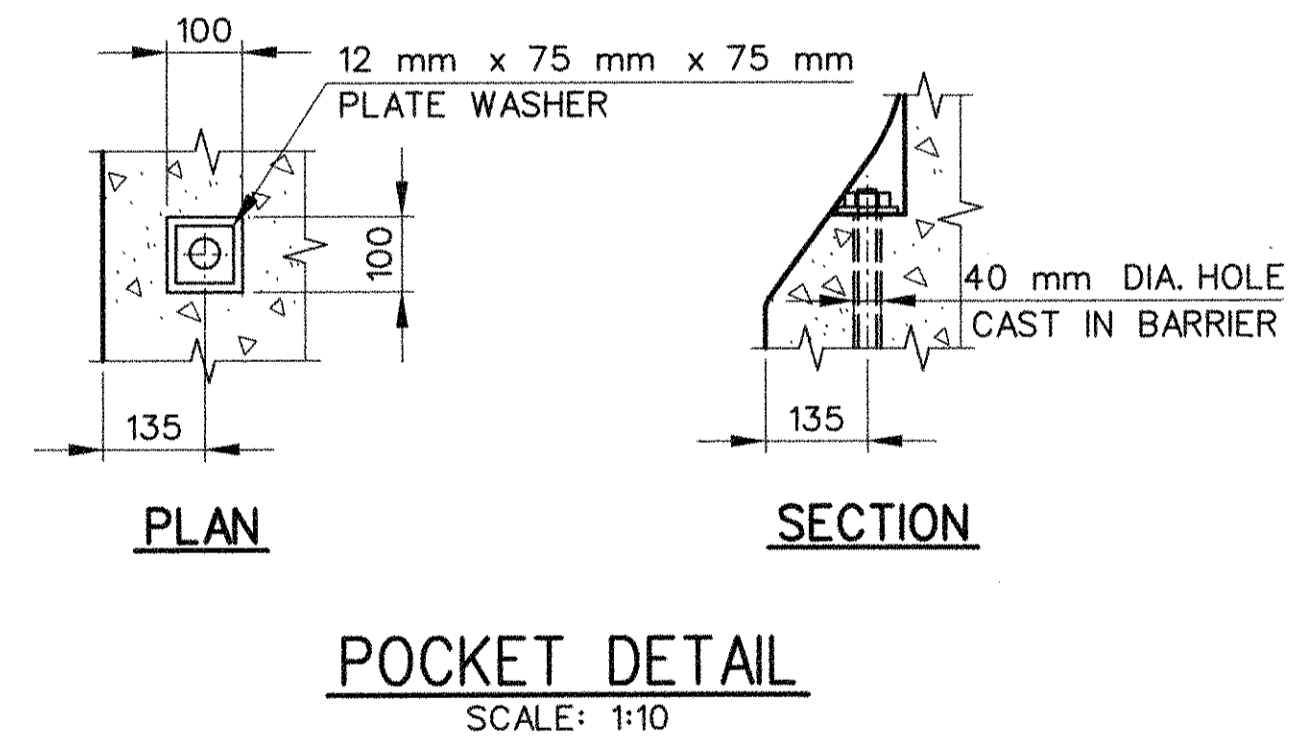
TYPICAL SECTION ANCHORED TO SLAB
SCALE: 1:10

TEMPORARY PRECAST CONCRETE BARRIER CURB NOTES

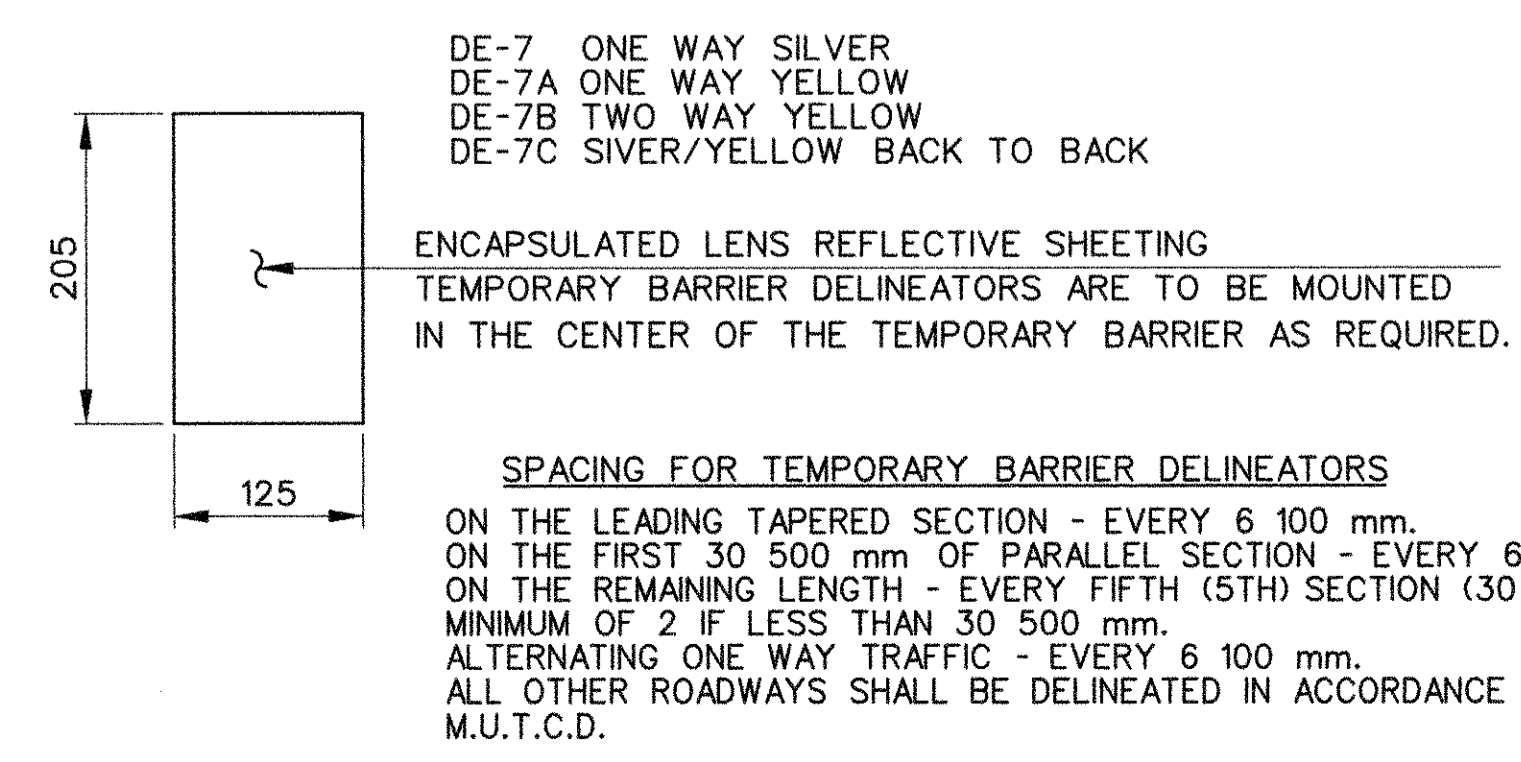
1. THE CONCRETE FOR THE BARRIER SHALL BE A PORTLAND CEMENT CONCRETE WITH A NOMINAL MAXIMUM SIZE COARSE AGGREGATE OF NO. 6 AND A $f_c = 28 \text{ MPa}$ MINIMUM.
2. THE REINFORCING SHALL BE UNCOATED AND CONFORM TO ASTM A615M, GRADE 400.
3. THE ANCHOR BOLTS SHALL BE FULLY THREADED RODS AND CONFORM TO THE REQUIREMENTS OF ASTM A325M. THE NUTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A563M. THE PLATE WASHER SHALL CONFORM TO THE REQUIREMENTS OF ASTM F436M.
4. THE CONNECTION LOOP BARS SHALL BE BENT FROM 16 mm DIAMETER SMOOTH BARS CONFORMING TO AISI HR 1018 OR EQUIVALENT.
5. THE ANCHOR BOLTS, NUTS, WASHERS AND CONNECTION LOOPS SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A153.
6. THE ANCHORAGE OF THE BARRIER TO THE SLAB SHALL BE DESIGNED BY THE CONTRACTOR. THE ANCHORAGE SHALL BE CAPABLE OF SAFELY RESISTING A TRANSVERSE LOAD OF 44.48 kN APPLIED AT THE TOP OF THE BARRIER AND DISTRIBUTED LONGITUDINALLY OVER 1525 mm.
7. THE ANCHOR BOLTS SHALL BE TREATED WITH A RESIN COATING THAT WILL ALLOW THE BOLTS TO BE REMOVED AFTER GROUTING WITH CHEMICAL GROUTING MATERIAL.
8. ALTERNATE ANCHORAGE DESIGNS FOR THE BARRIER MAY BE SUBMITTED TO THE ENGINEER FOR REVIEW.
9. FOR ADDITIONAL REQUIREMENTS, SEE THE SPECIAL PROVISION FOR "TEMPORARY PRECAST CONCRETE BARRIER CURB (STRUCTURE)".



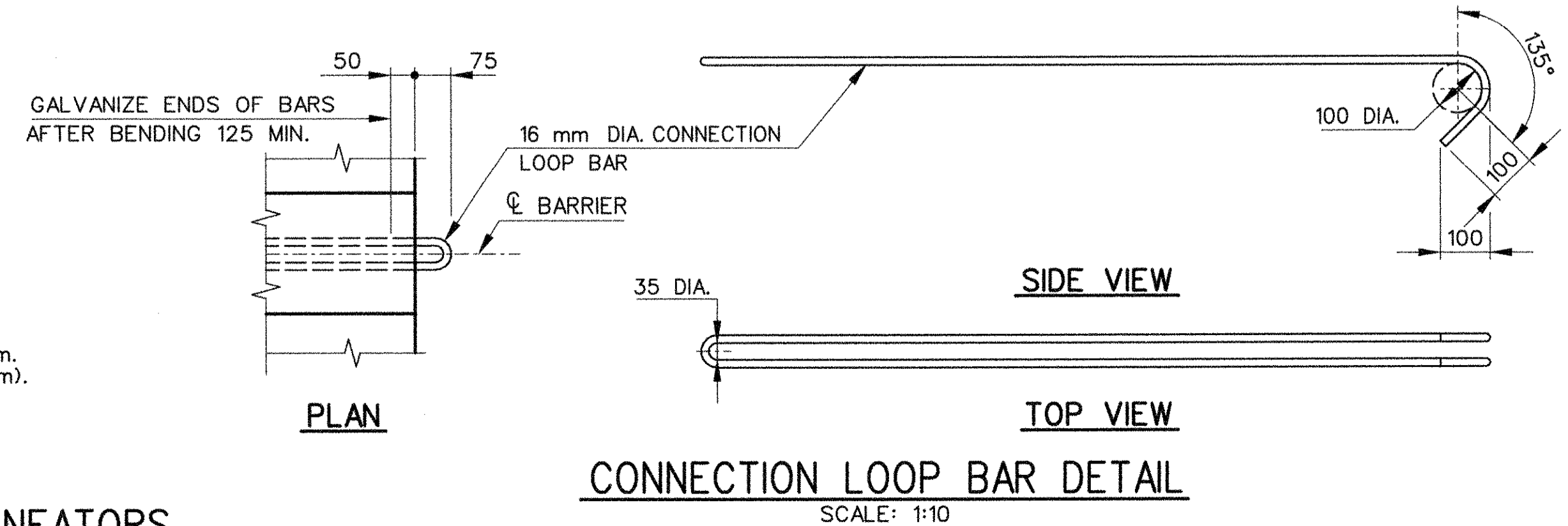
BARRIER END CONNECTION DETAILS
SCALE: 1:20



POCKET DETAIL
SCALE: 1:10



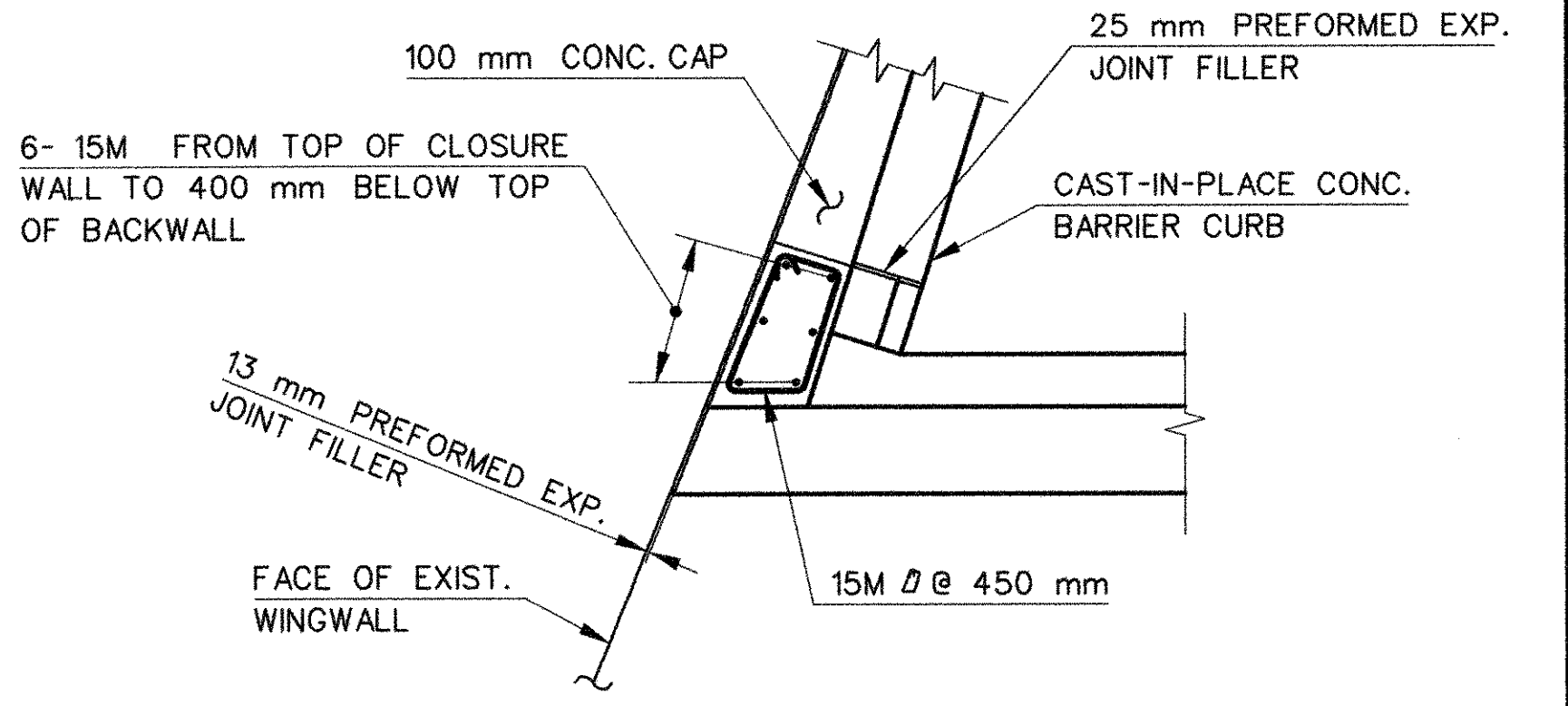
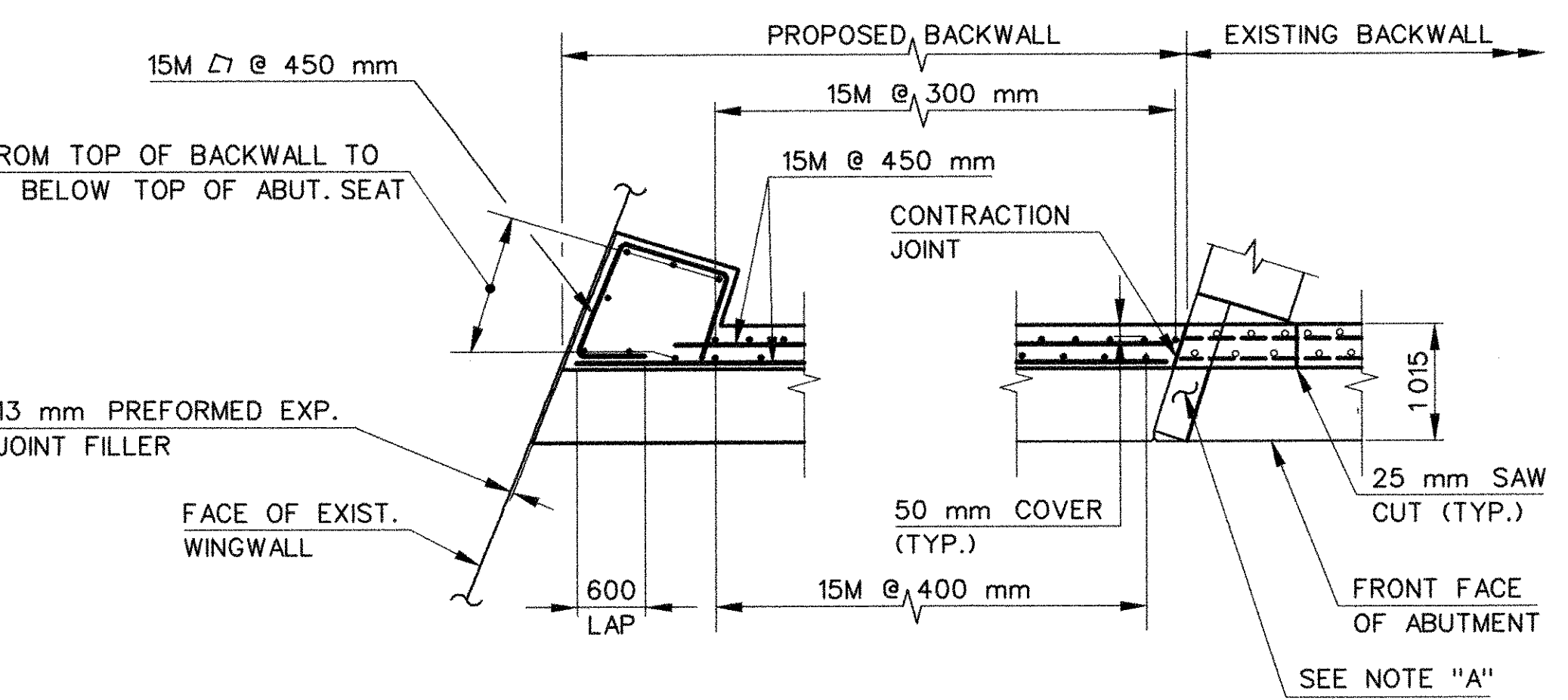
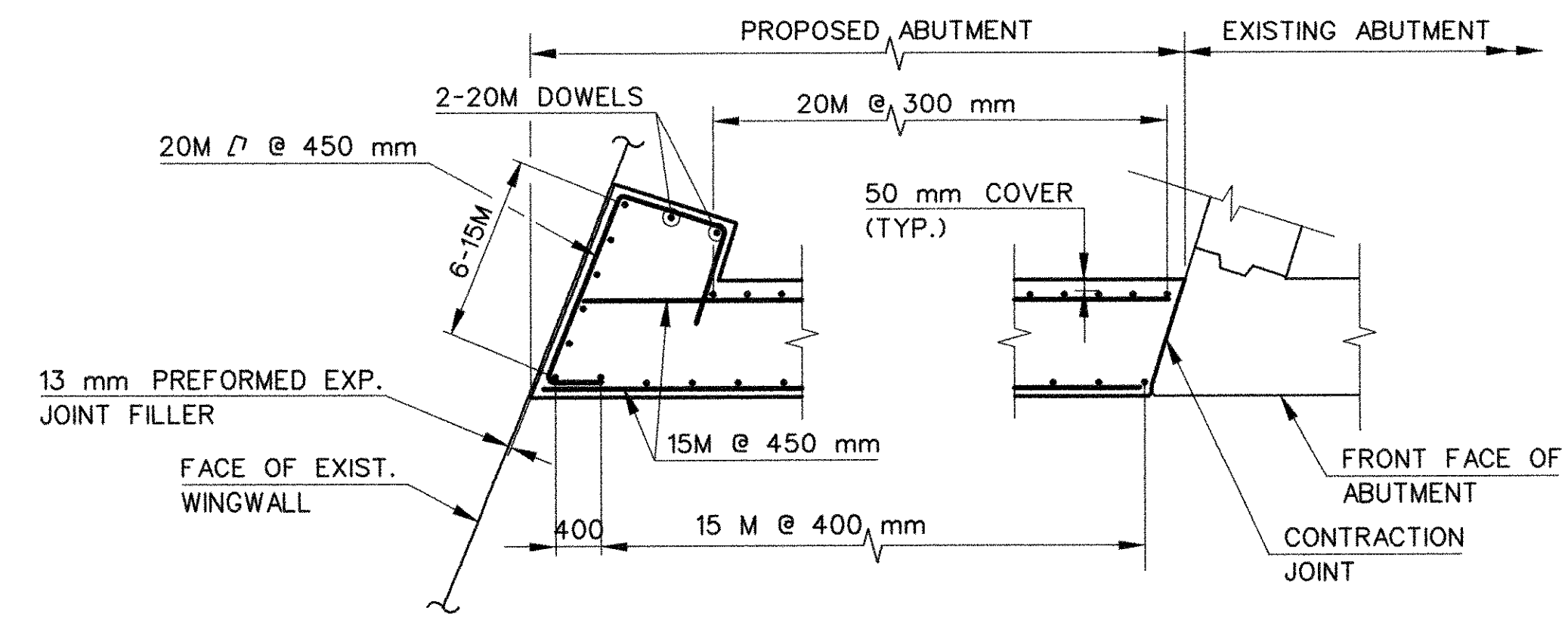
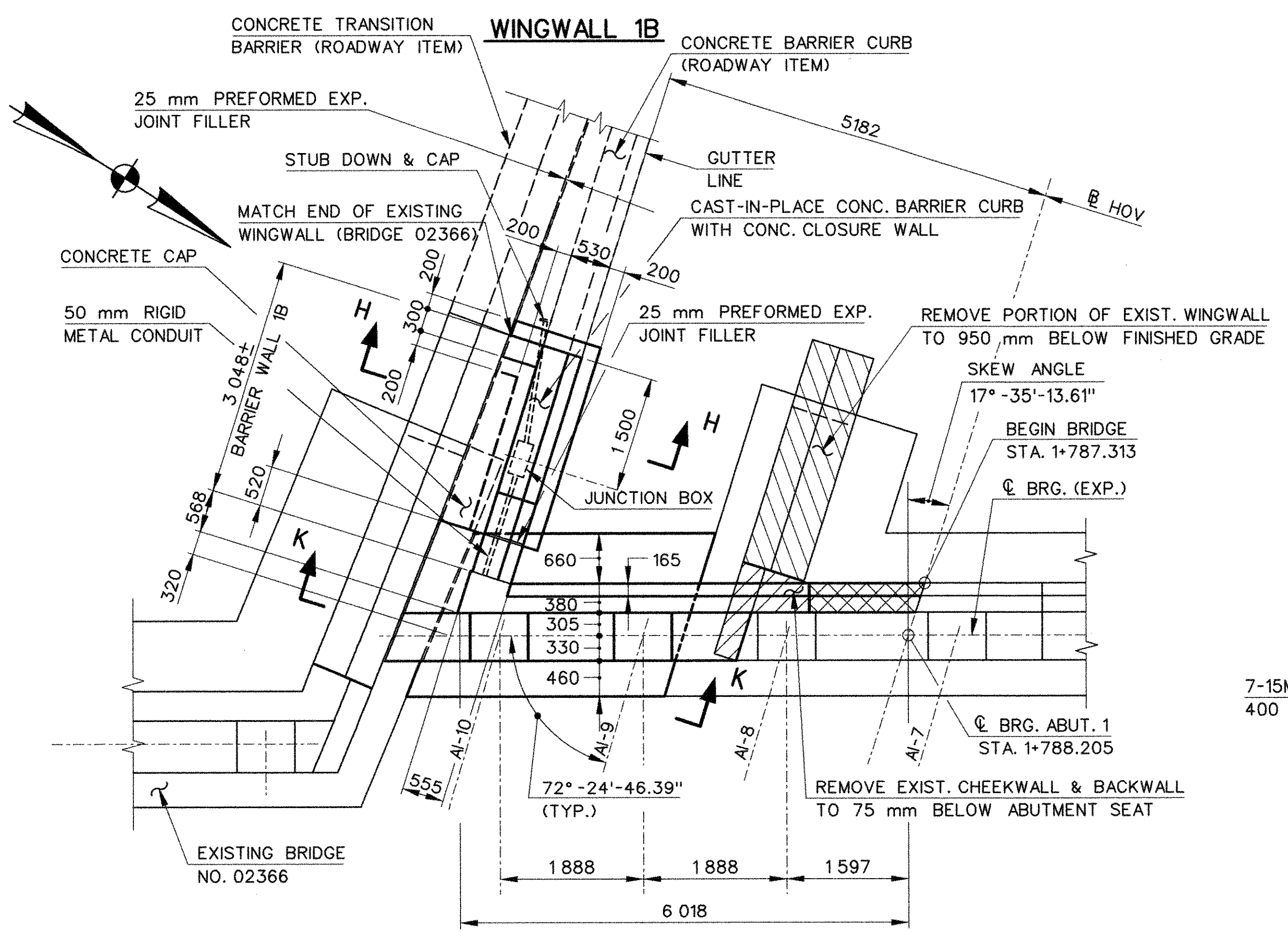
TEMPORARY PRECAST CONCRETE BARRIER CURB DELINEATORS



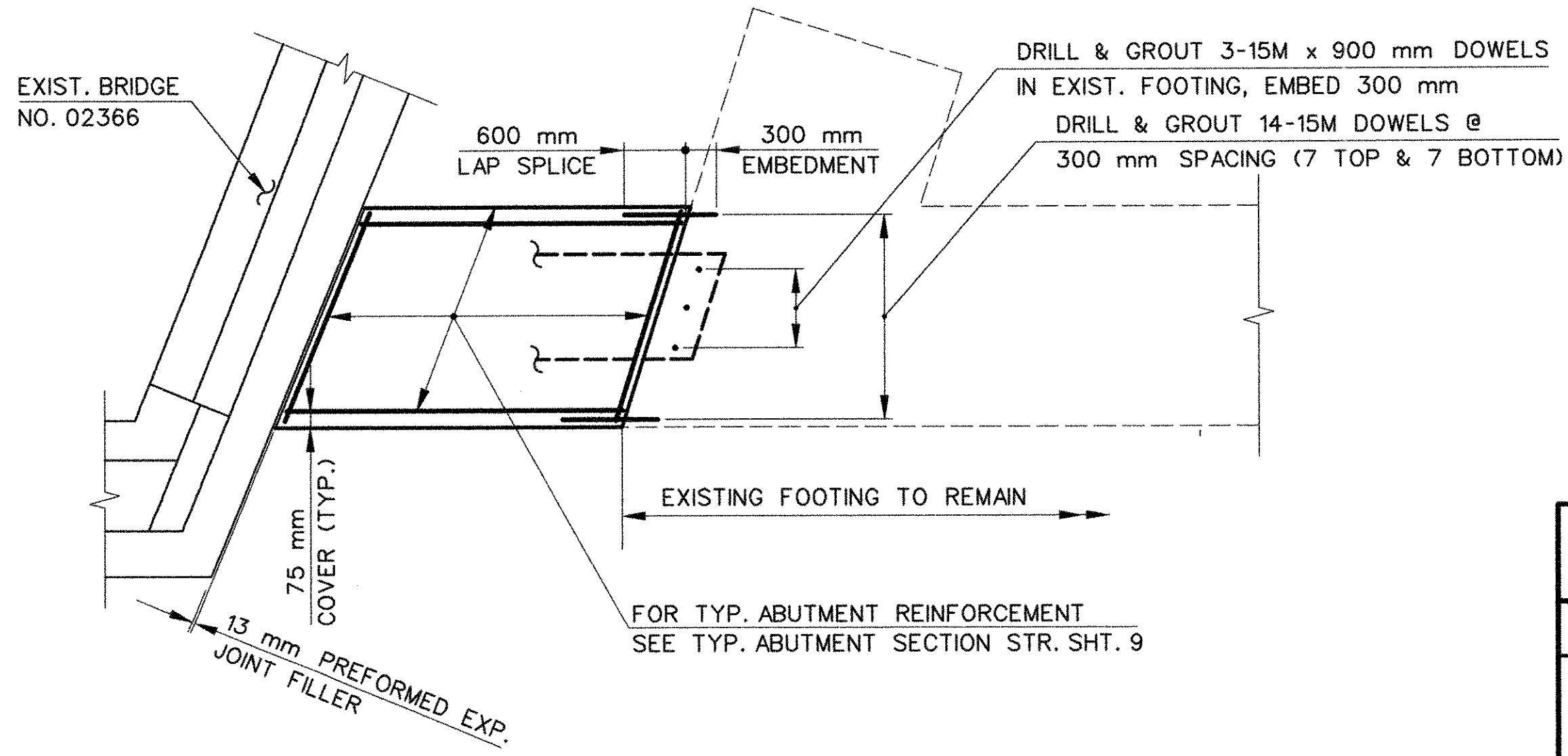
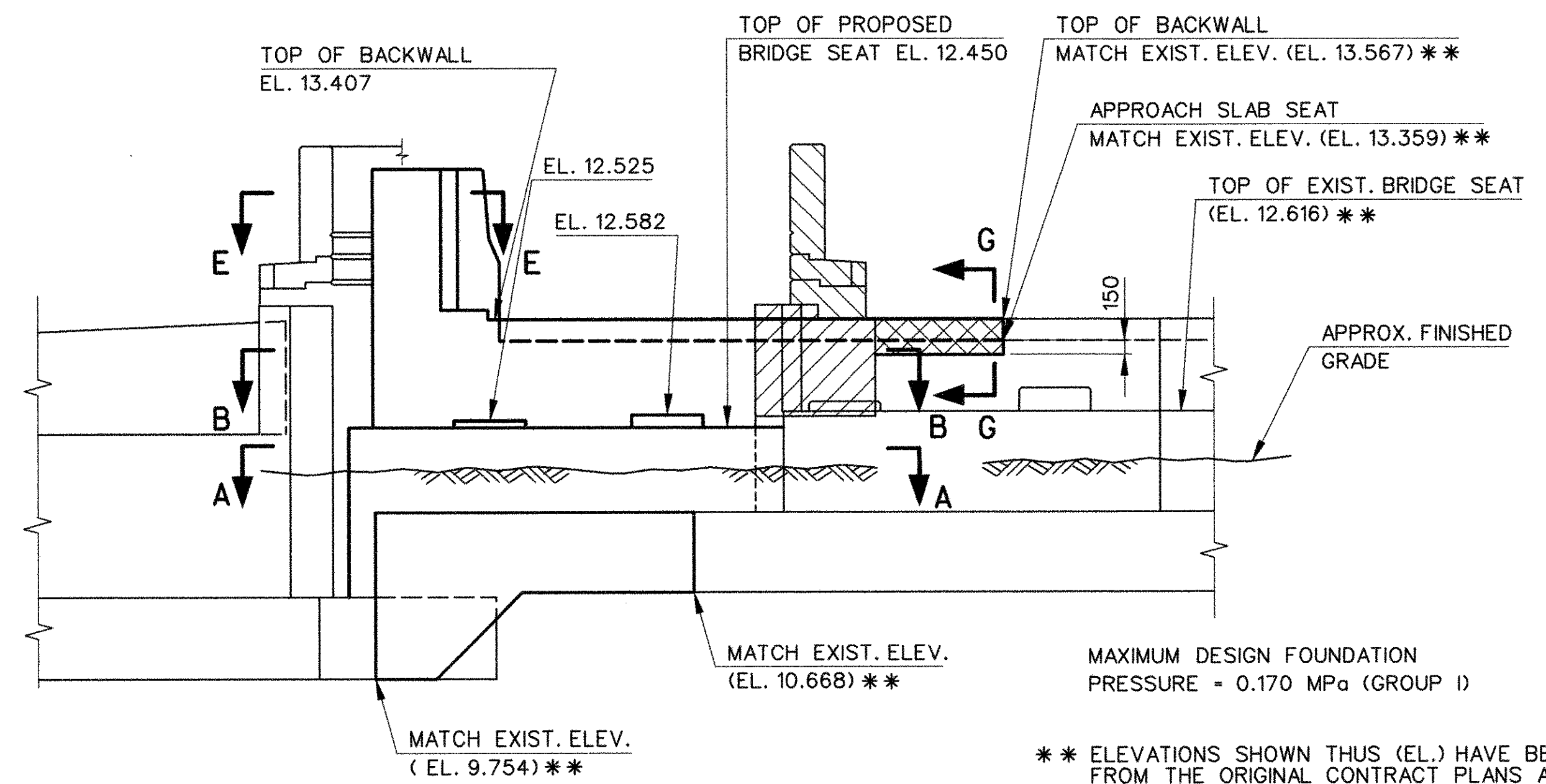
CONNECTION LOOP BAR DETAIL
SCALE: 1:10

STATE OF CONNECTICUT			
DEPARTMENT OF TRANSPORTATION			
EAST HARTFORD			
1-84EB & 1-84-828			
UNDER			
1-84-829 & HOV			
TEMPORARY PRECAST CONCRETE BARRIER CURB (STRUCTURE)			
ENGINEER	PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.		
DESIGNER	R.F.C.	DRAFTER	A.L.H.
CHECKER	A.A.M.		
APPROVED	<i>Anthony A. Moratti</i>		DATE
NO.	DATE	DESCRIPTION	DATE
REVISIONS		STRUCTURE NO.	42-265-3
		BRIDGE LOG NO.	02367
		STRUCTURE SHEET NO.	6 of 21

BR236750
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NOTE "A"
APPLY 75 mm (MIN.) CLASS 'S' CONCRETE TO TOP OF REMAINING CHEEKWALL BEYOND LIMITS OF PROPOSED BACKWALL TO MATCH EXISTING ABUTMENT SEAT.



NOTES
FOR SECTION G-G, SEE STR. SHT. 8.
FOR SECTIONS H-H, K-K, AND TYPICAL ABUTMENT SECTION SEE STR. SHT. 9.
FOR SUBSTRUCTURE REPAIR, BEARING PAD, AND SUBSTRUCTURE PAY LIMIT DETAILS, SEE STR. SHT. 11.
REMOVAL OF THE EXISTING PORTIONS OF THE BACKWALLS, AND WINGWALLS, SAWCUTTING THE CONCRETE, AND CUTTING AND REMOVING REINFORCING SHALL BE PAID FOR UNDER THE ITEM "REMOVAL OF EXISTING MASONRY".

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
EAST HARTFORD
I-84EB & I-84-828
UNDER
I-84-829 & HOV
ABUTMENT 1

ENGINEER		PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.			
DESIGNER	R.F.C.	DRAFTER	A.P./C.C.	CHECKER	A.A.M.
APPROVED	<i>Anthony A. Manno</i>			DATE	4/22/98
REVISIONS		STRUCTURE NO.	42-265-3	BRIDGE LOG NO.	STRUCTURE SHEET NO.
					7 OF 21

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

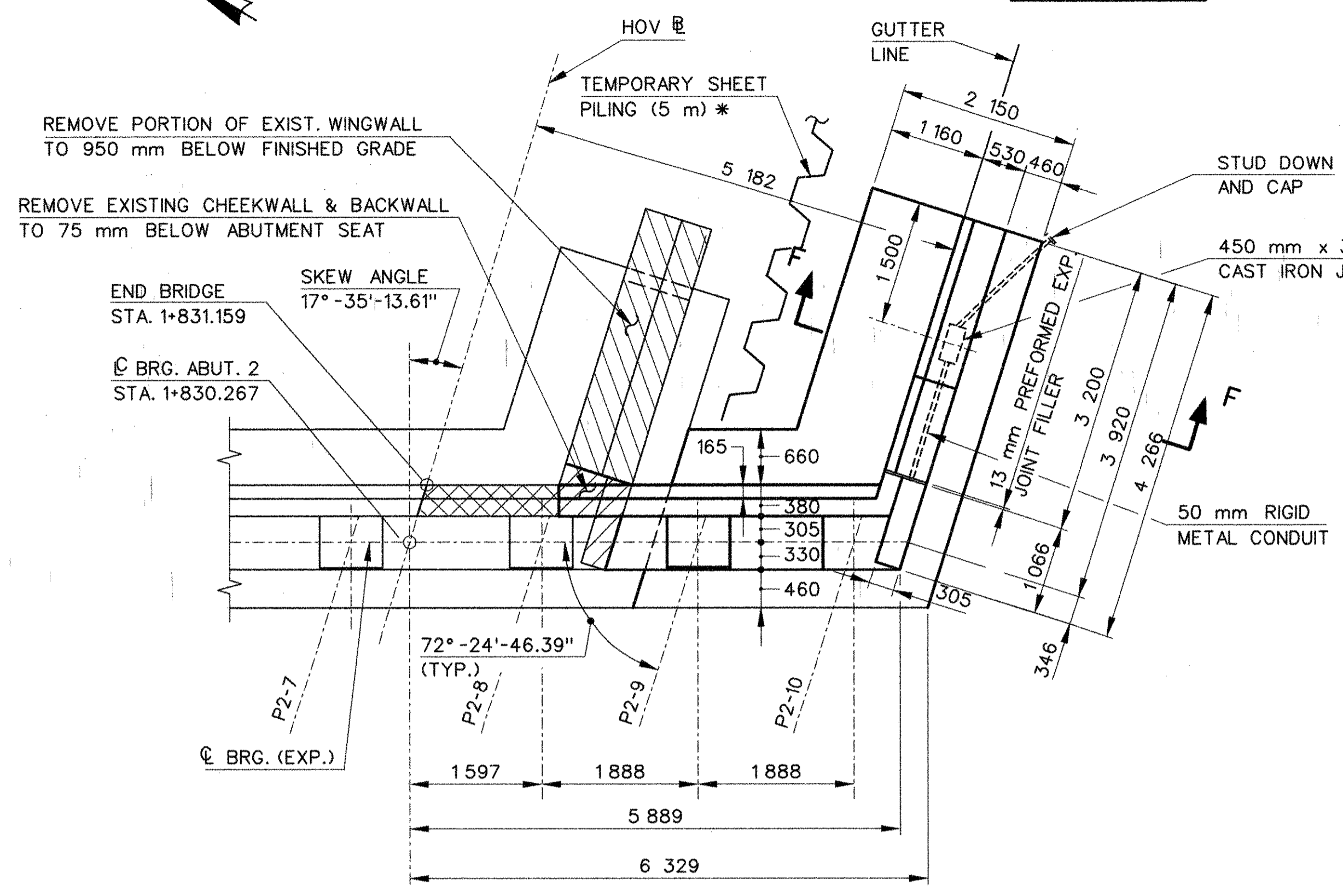
** ELEVATIONS SHOWN THUS (EL.) HAVE BEEN TAKEN FROM THE ORIGINAL CONTRACT PLANS AND SHALL BE VERIFIED BY THE CONTRACTOR.

MAXIMUM DESIGN FOUNDATION PRESSURE = 0.170 MPa (GROUP I)

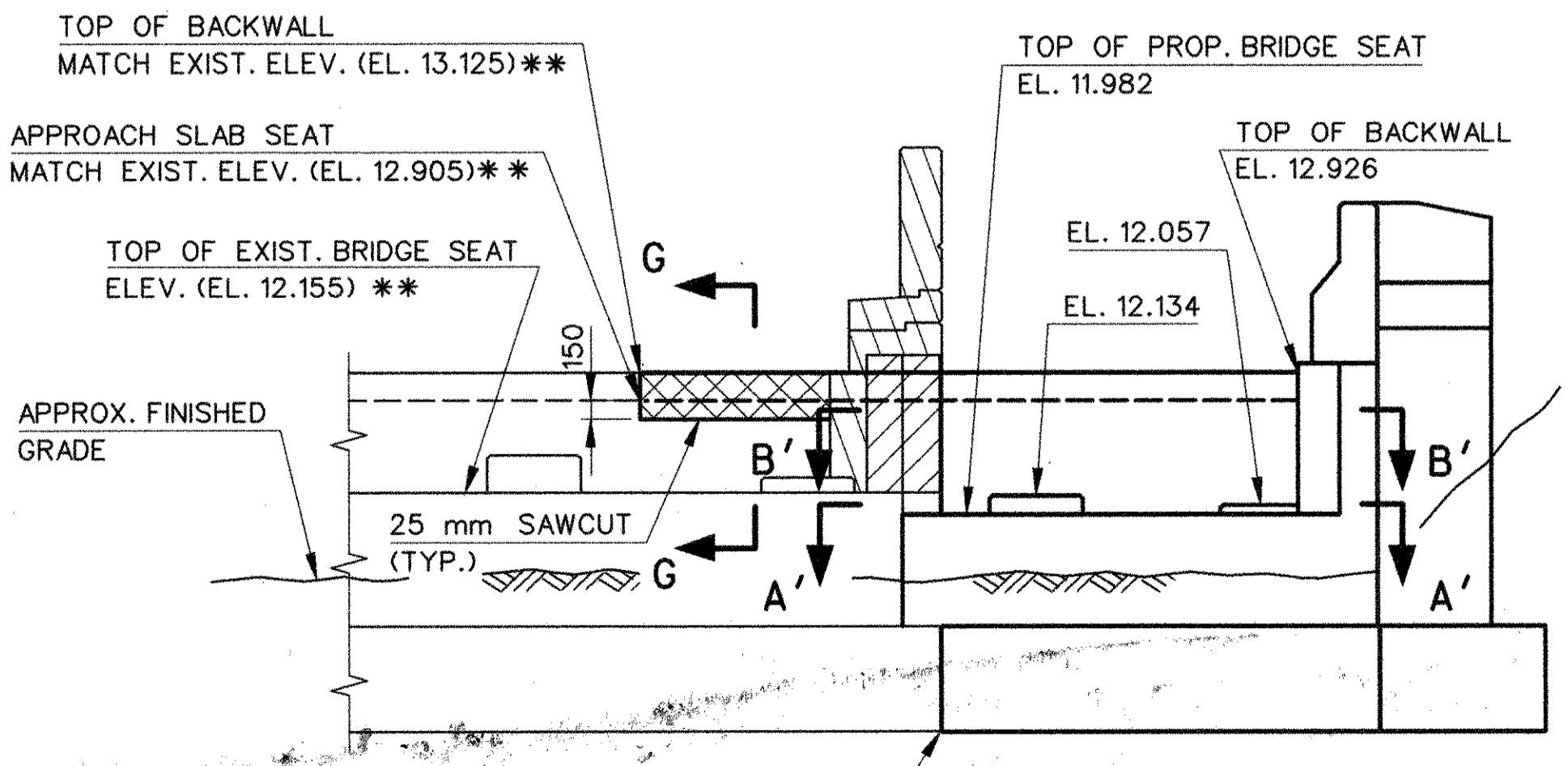
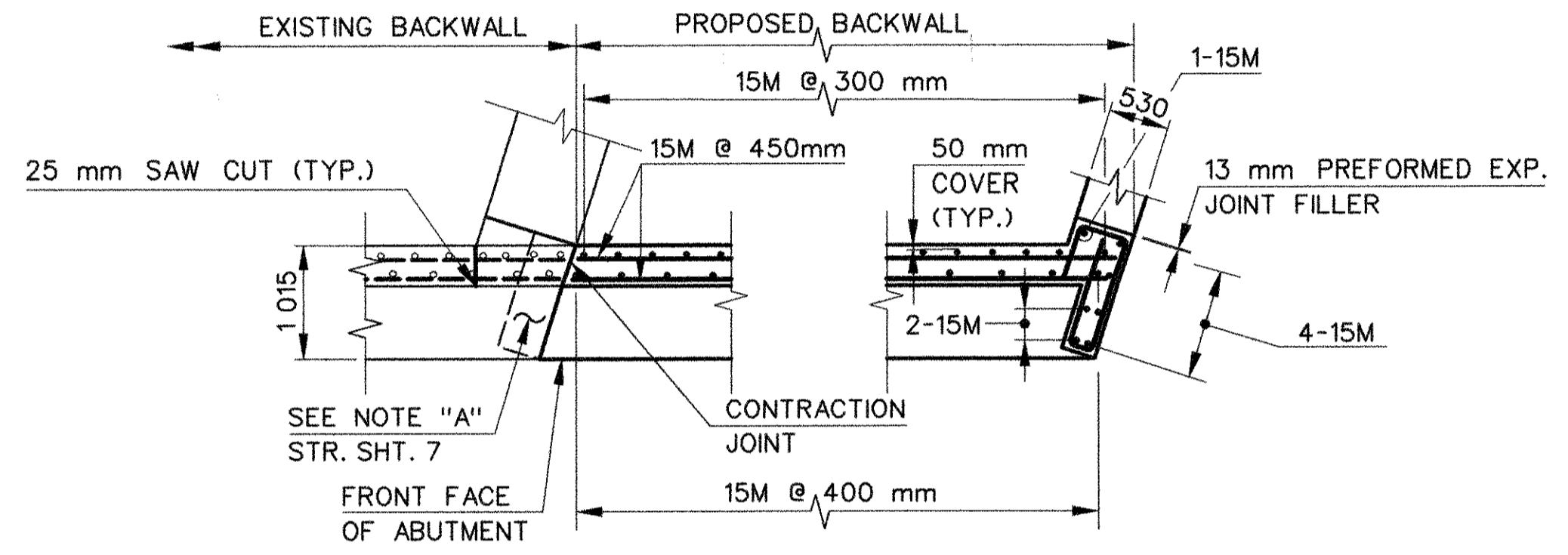
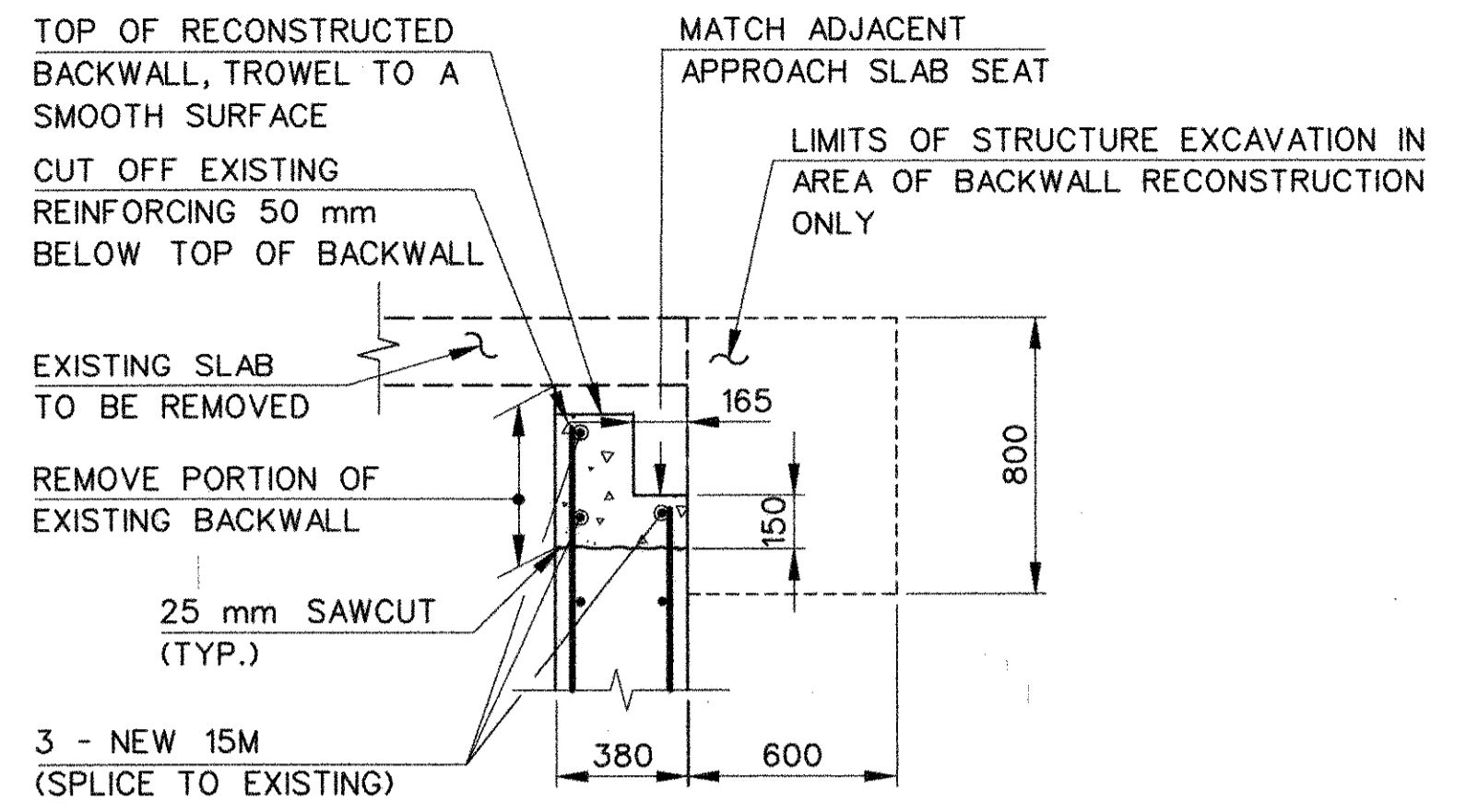
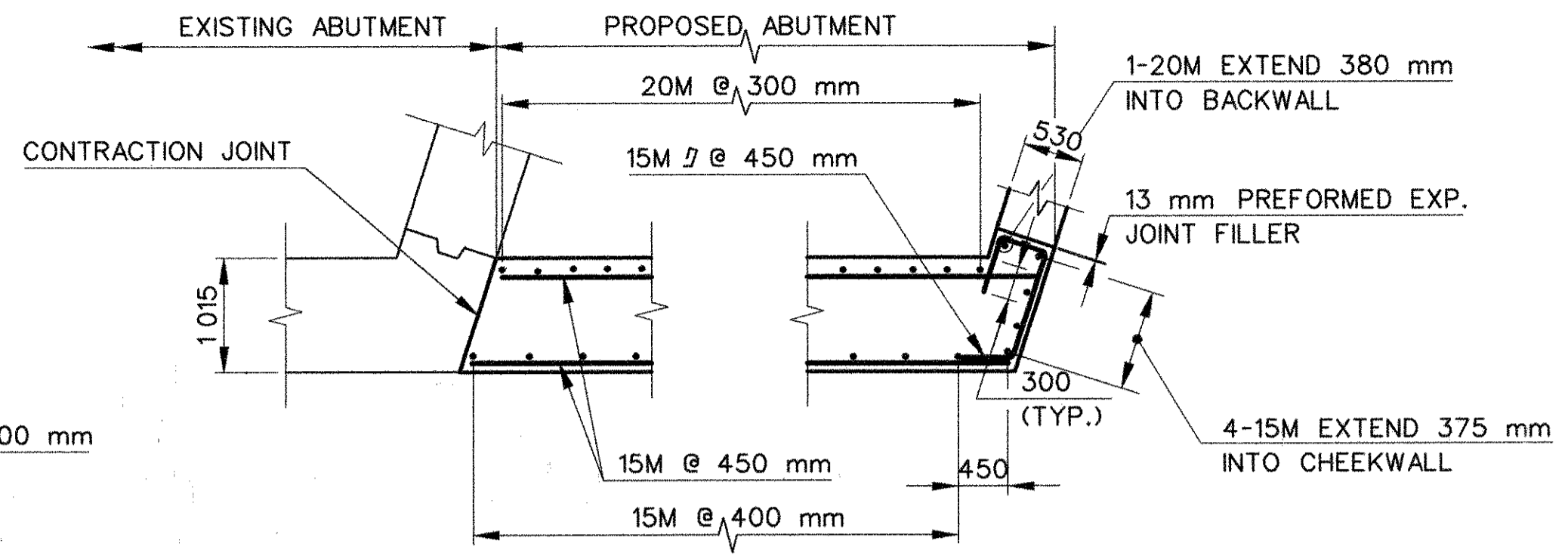
BR236706

147

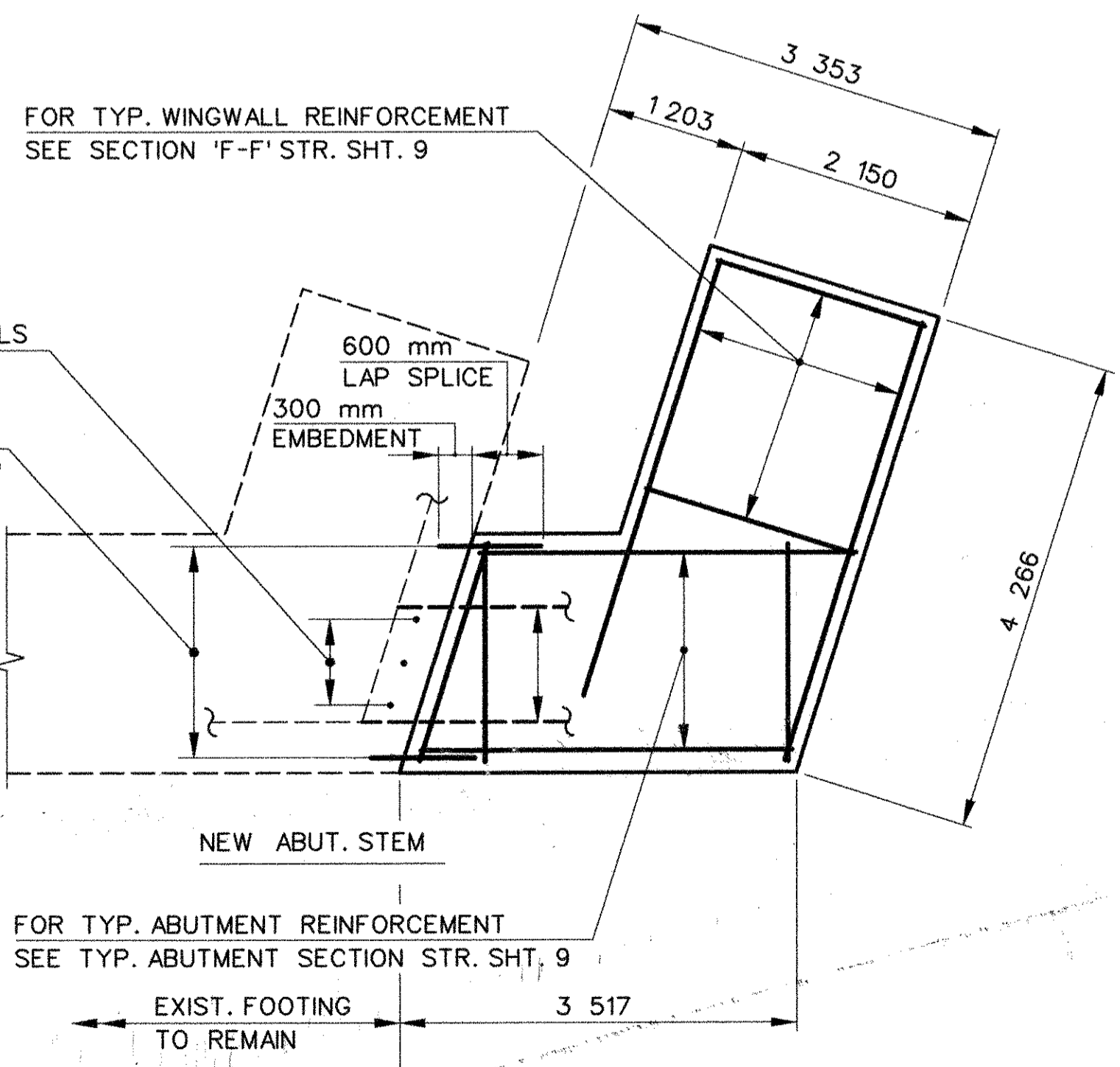
* SHEET PILING, IF ORDERED LEFT IN PLACE, SHALL HAVE AN ADDITIONAL PAYMENT UNDER THE ITEM "SHEET PILING MATERIAL LEFT IN PLACE".



PLAN
SCALE: 1:50



** ELEVATIONS SHOWN THUS (EL.) HAVE BEEN TAKEN FROM THE ORIGINAL CONTRACT PLANS AND SHALL BE VERIFIED BY THE CONTRACTOR.



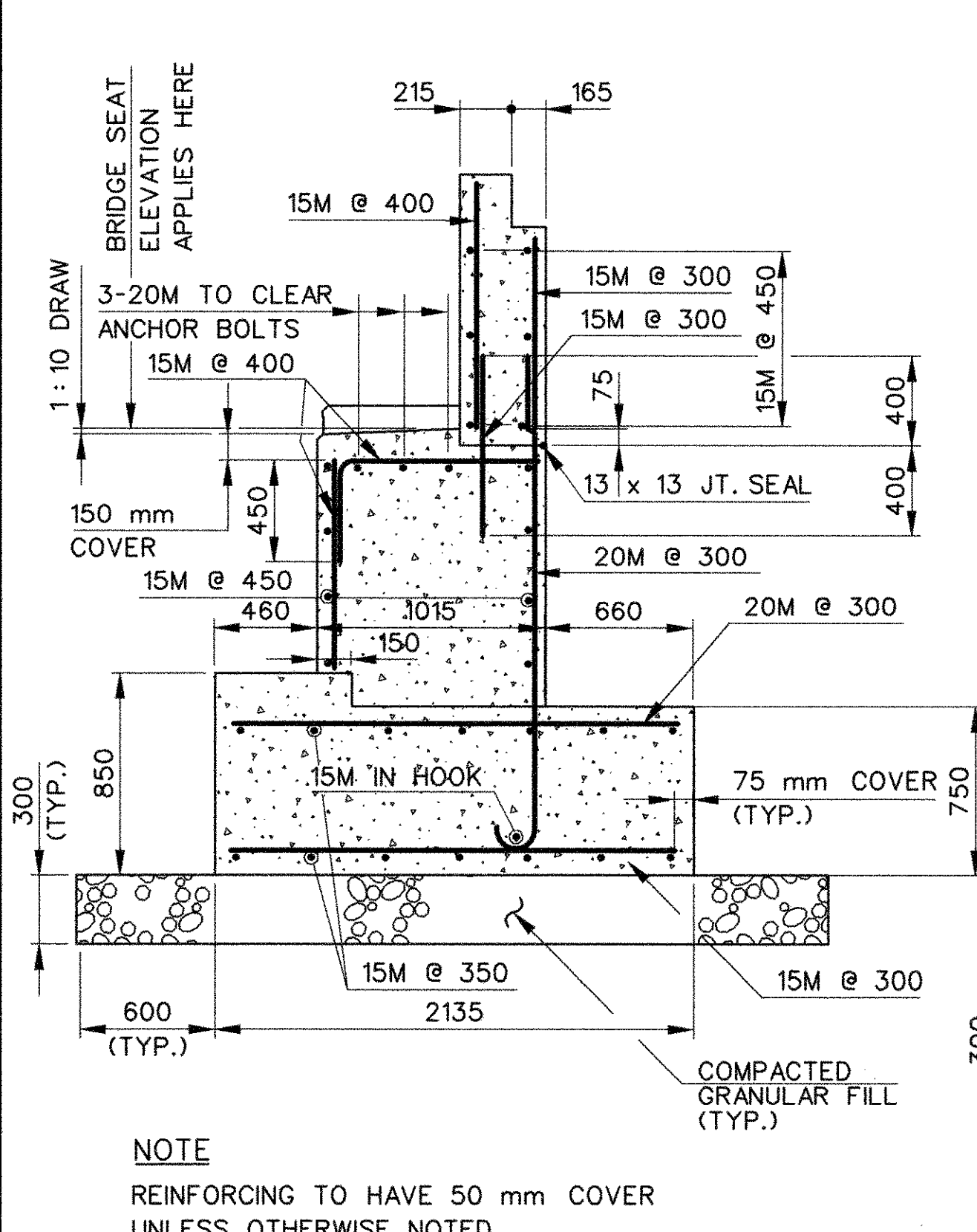
NOTES

- CARE SHALL BE TAKEN DURING REMOVAL OF EXISTING MASONRY NOT TO DAMAGE EXISTING REINFORCEMENT WHICH IS TO REMAIN.
- ALL EXISTING REINFORCEMENT WHICH REMAINS SHALL BE THOROUGHLY CLEANED PRIOR TO PLACEMENT OF NEW CONCRETE.
- FOR SECTION F-F AND TYPICAL ABUTMENT SECTION, SEE STR. SHT. 9.
- FOR SUBSTRUCTURE REPAIR, BEARING PAD AND SUBSTRUCTURE PAY LIMIT DETAILS, SEE STR. SHT. 11.

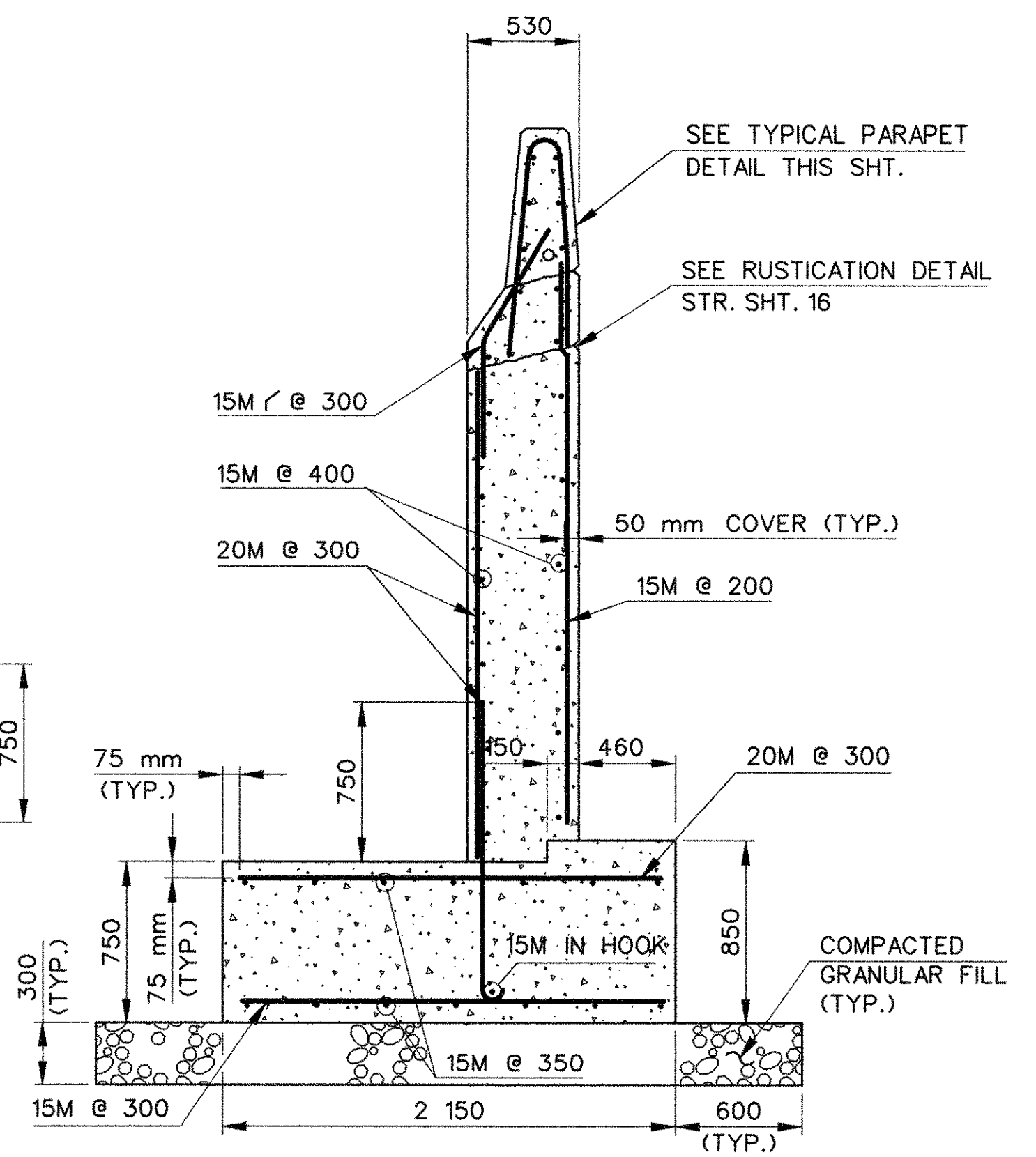
STATE OF CONNECTICUT			
DEPARTMENT OF TRANSPORTATION			
EAST HARTFORD			
1-84EB & 1-84-828			
UNDER			
1-84-829 & HOV			
ABUTMENT 2			
ENGINEER		PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.	
DESIGNER	R.F.C.	DRAFTER	A.P./C.C.
CHECKER	A.A.M.	APPROVED	<i>Anthony A. Motta</i>
DATE	4/22/98	DATE	4/22/98
REVISIONS		STRUCTURE NO.	42-265-3
		BRIDGE LOG NO.	02367
		STRUCTURE SHEET NO.	8 of 21

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

BR236710

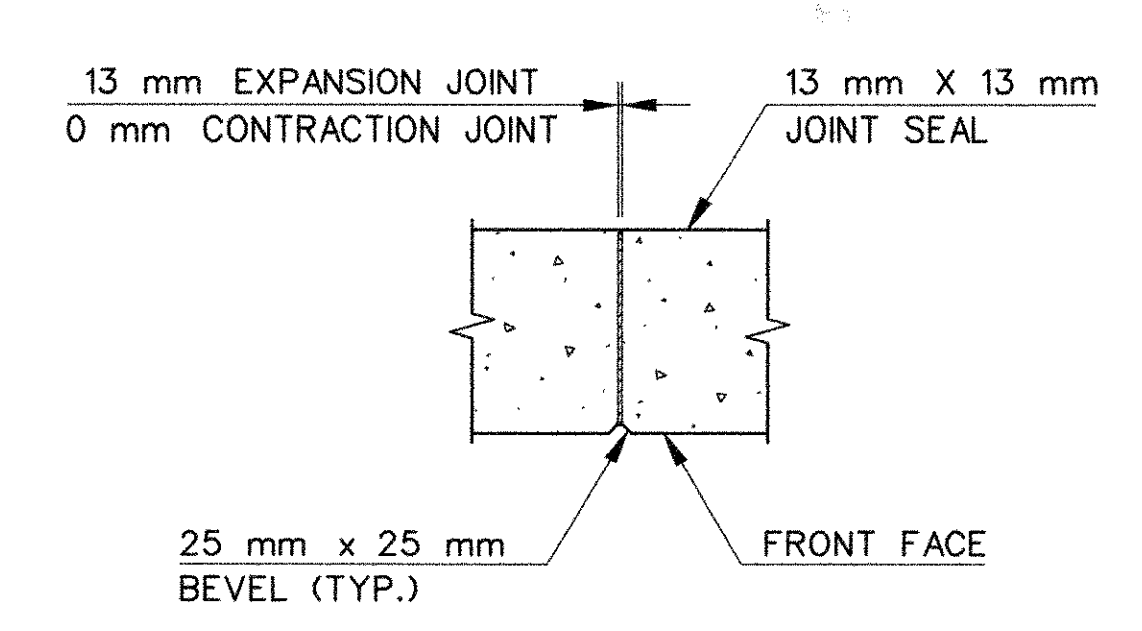
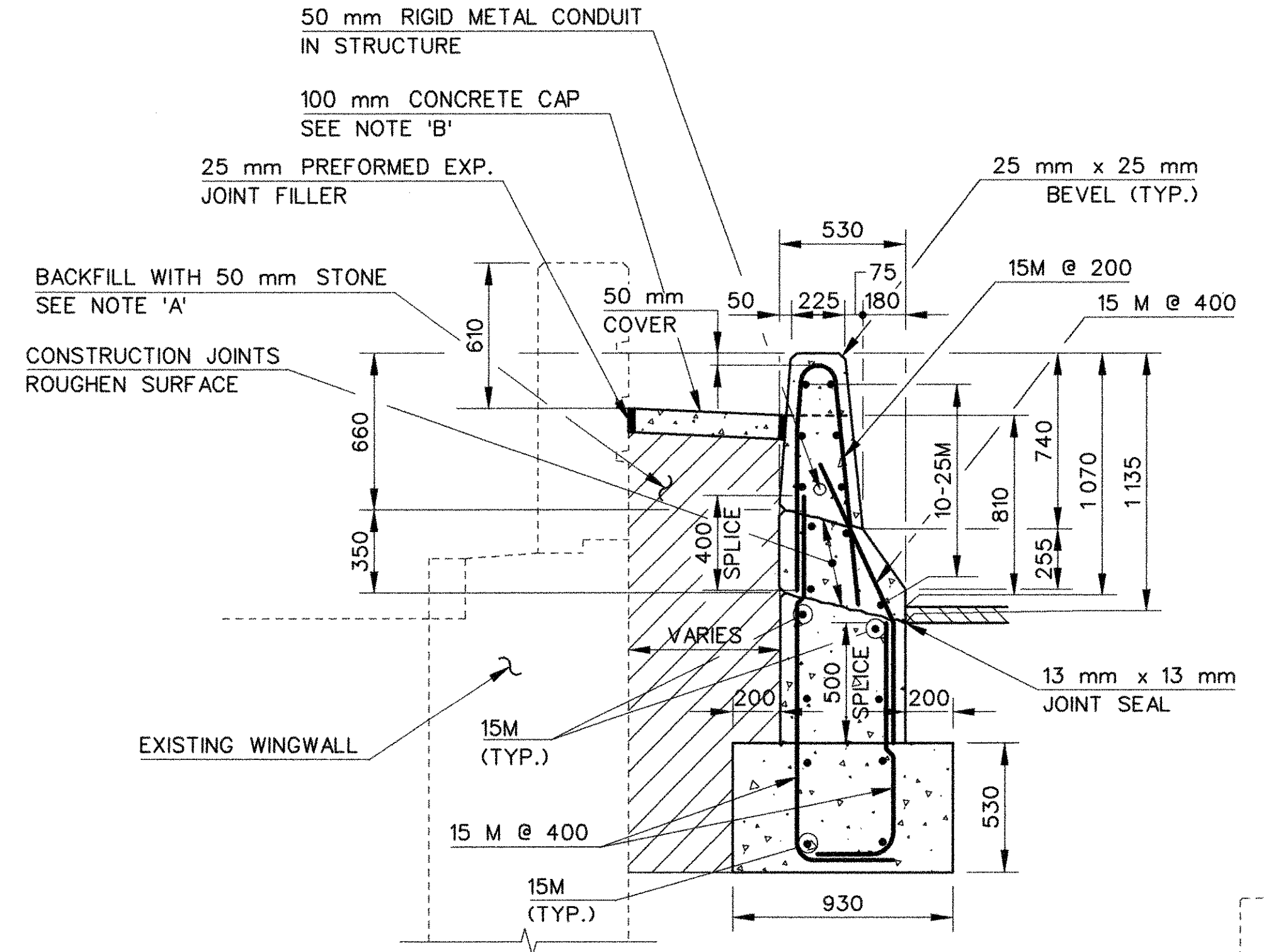


NOTE
REINFORCING TO HAVE 50 mm COVER UNLESS OTHERWISE NOTED.



NOTE 'A':
BACKFILL SHALL BE PAID FOR UNDER "PROCESSED AGGREGATE BASE".

NOTE 'B':
CONCRETE CAP SHALL BE PAID FOR UNDER CLASS "F" CONCRETE.



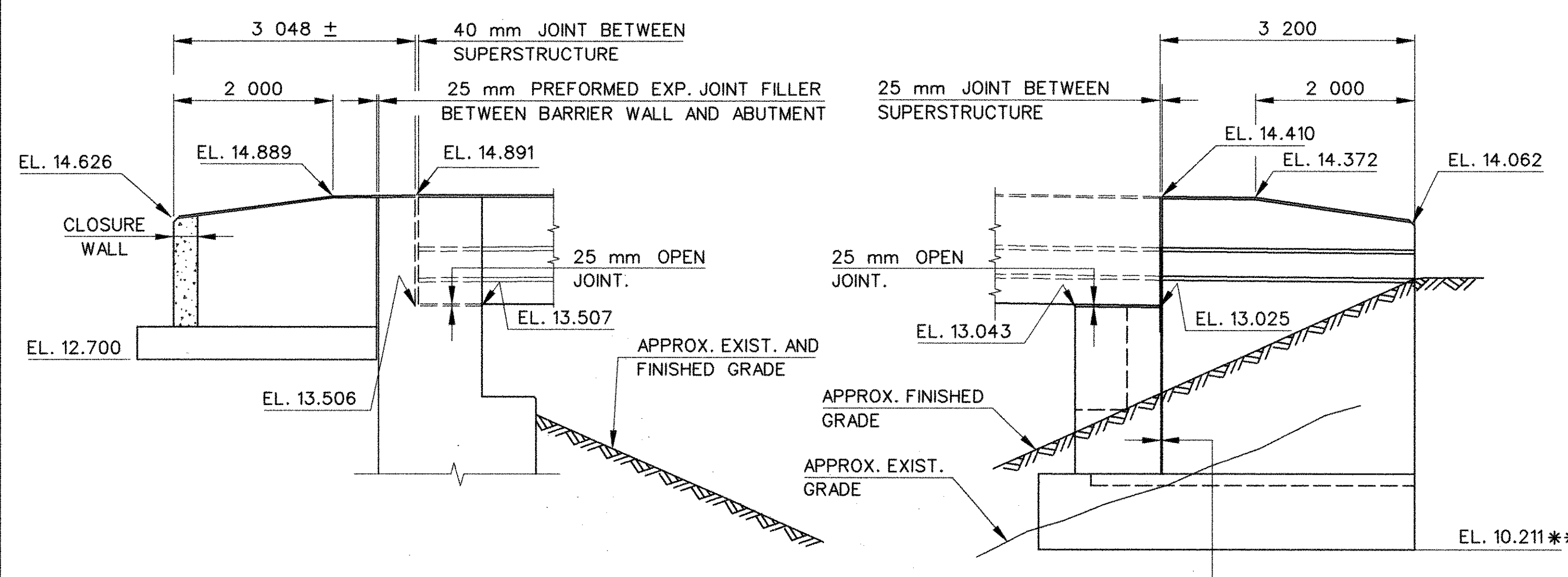
JOINT NOTES

JOINT SEAL AND PREFORMED JOINT FILLER SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER FOR "CLASS A CONCRETE".

EXPANSION JOINT: JOINT SEAL TO EXTEND FROM TOP OF FOOTING TO TOP OF BACKWALL.

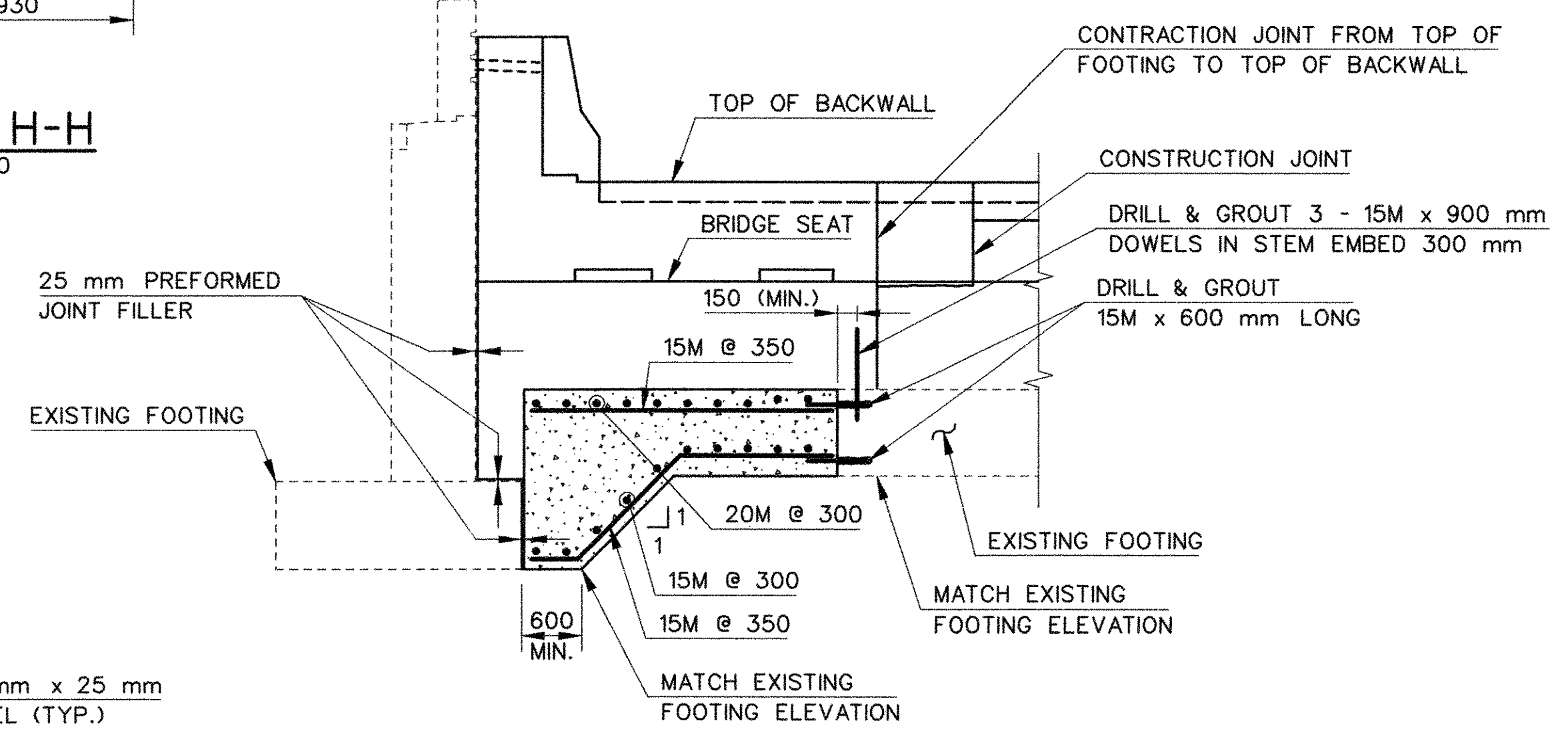
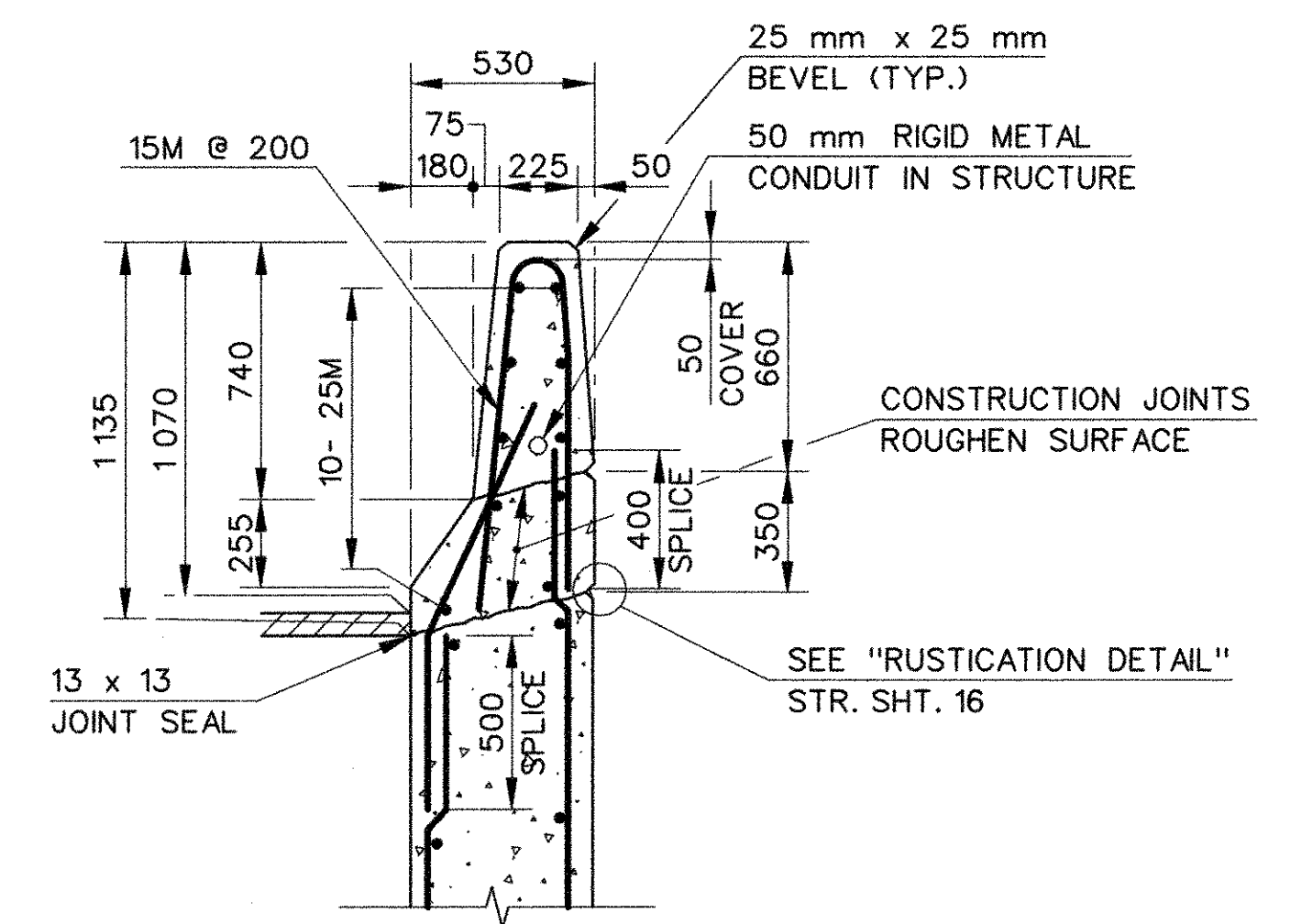
CONTRACTION JOINT: JOINT SEAL TO EXTEND FROM TOP OF FOOTING TO TOP OF BACKWALL AND HORIZONTALLY ALONG TOP OF BACKWALL.

REINFORCEMENT: NO REINFORCEMENT SHALL PASS THRU EXPANSION OR CONTRACTION JOINTS. REINFORCEMENT SHALL PASS THRU CONSTRUCTION JOINTS.



** ELEVATIONS SHOWN THUS (EL.) HAVE BEEN TAKEN FROM THE ORIGINAL CONTRACT PLANS AND SHALL BE VERIFIED BY THE CONTRACTOR.

MAXIMUM DESIGN FOUNDATION PRESSURE = 0.153 MPa (GROUP I)



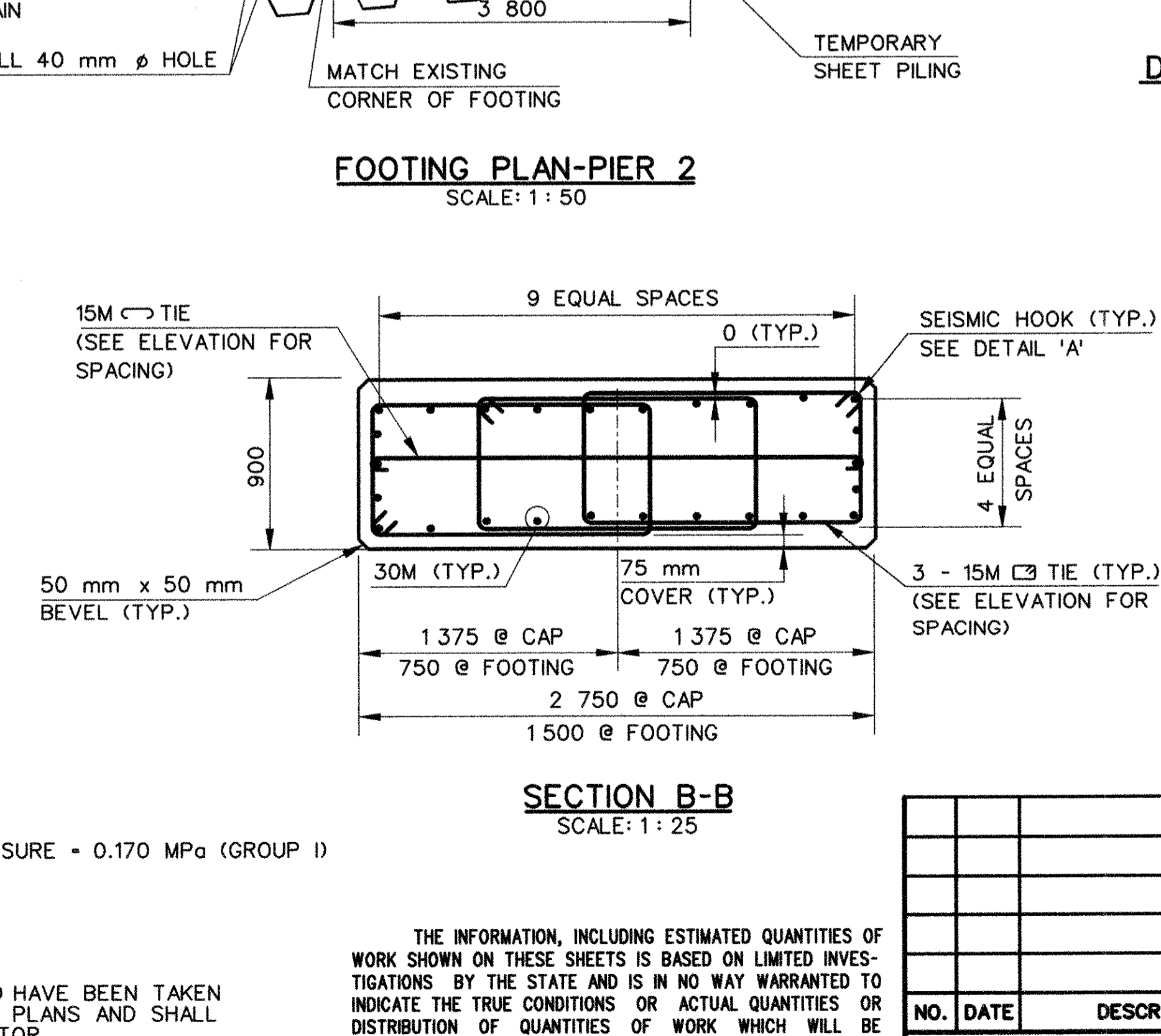
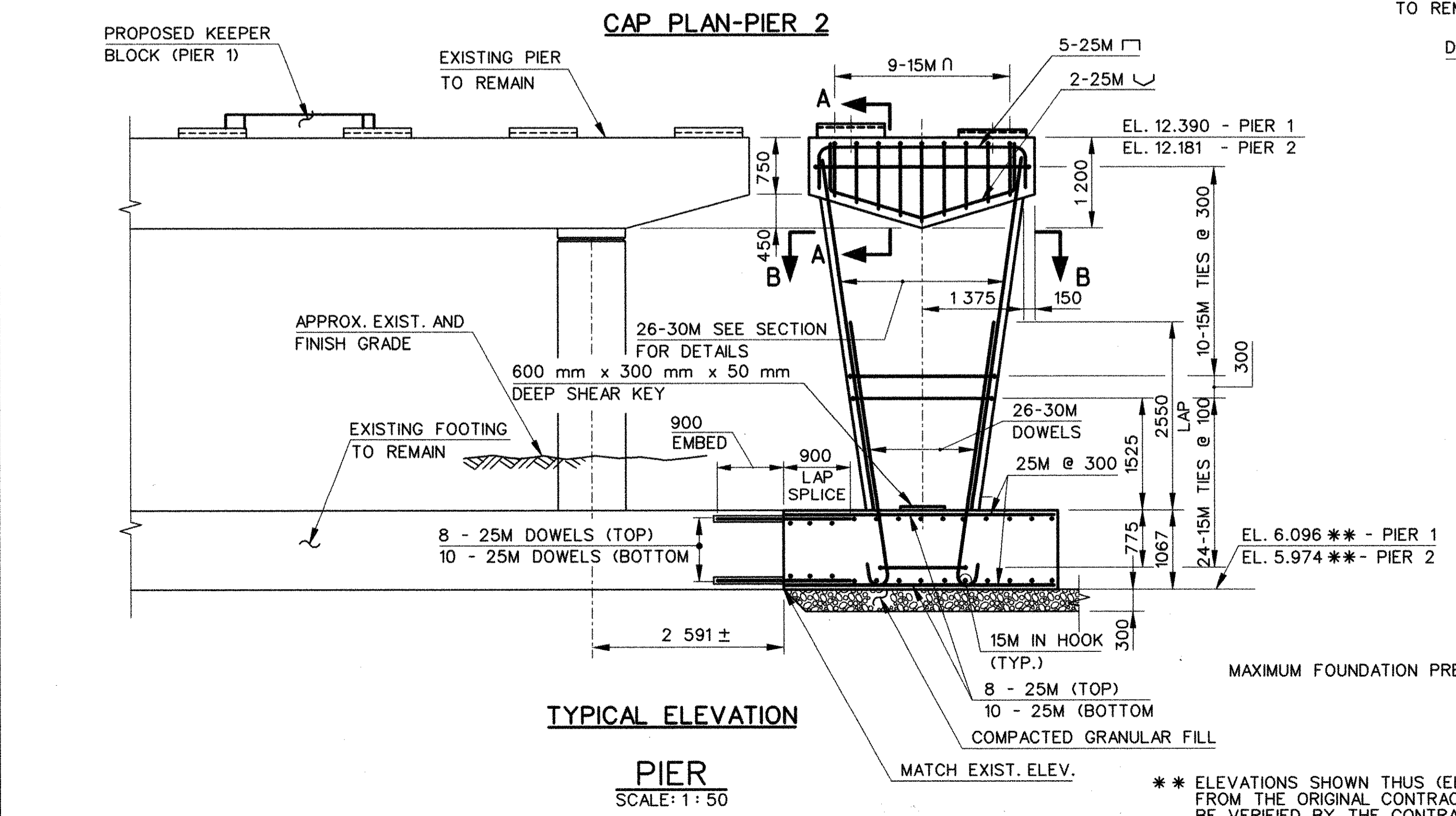
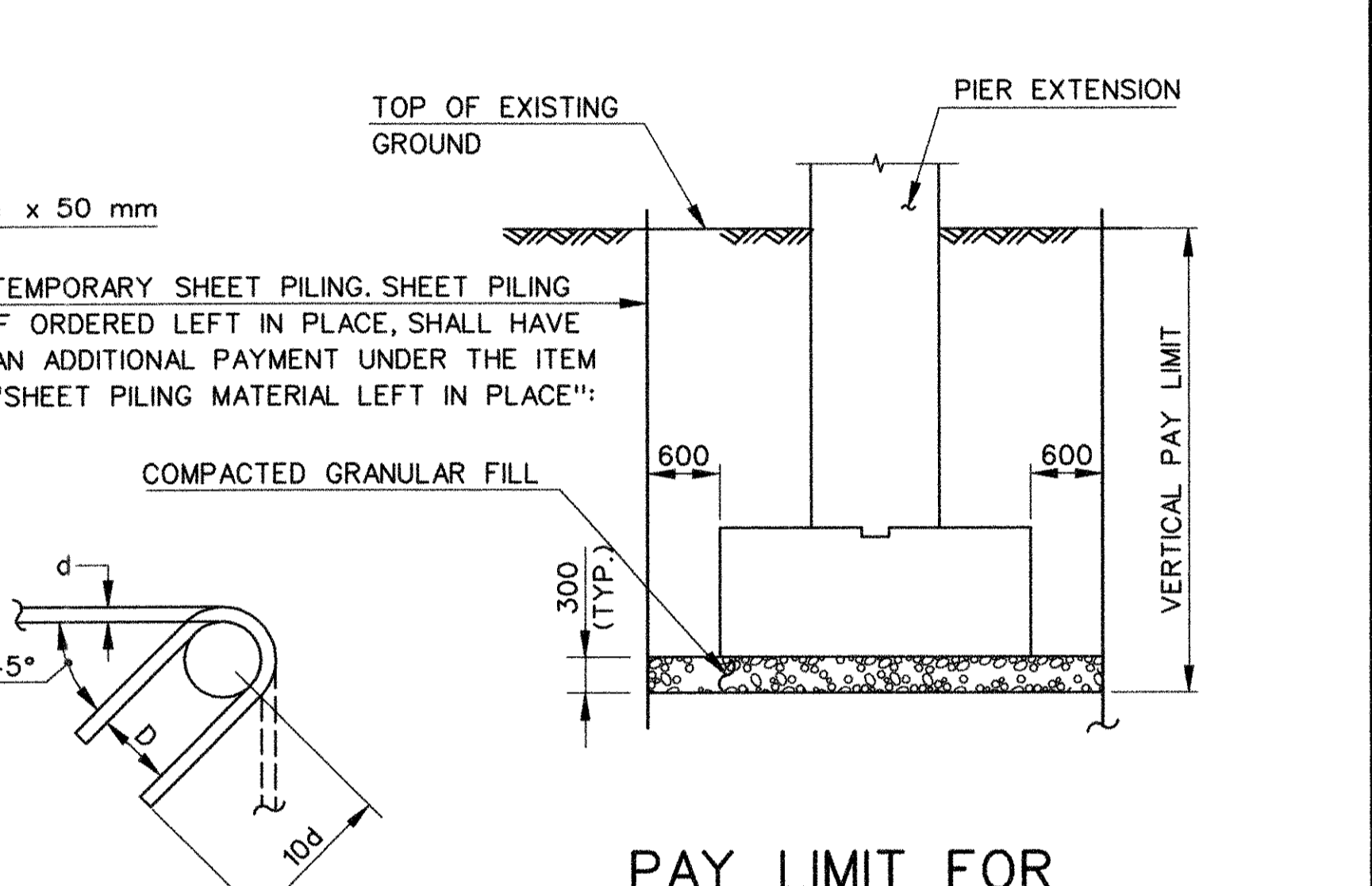
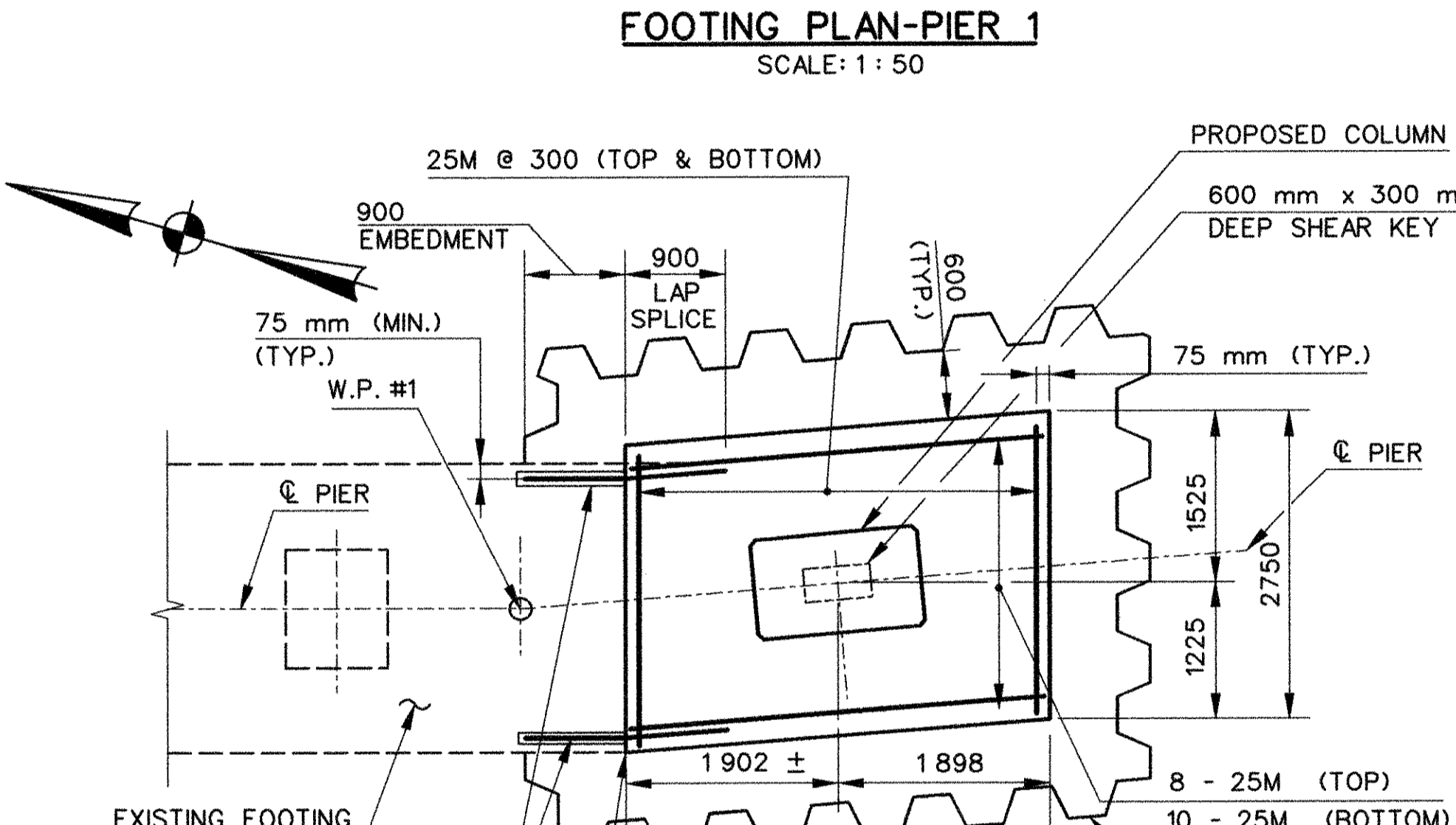
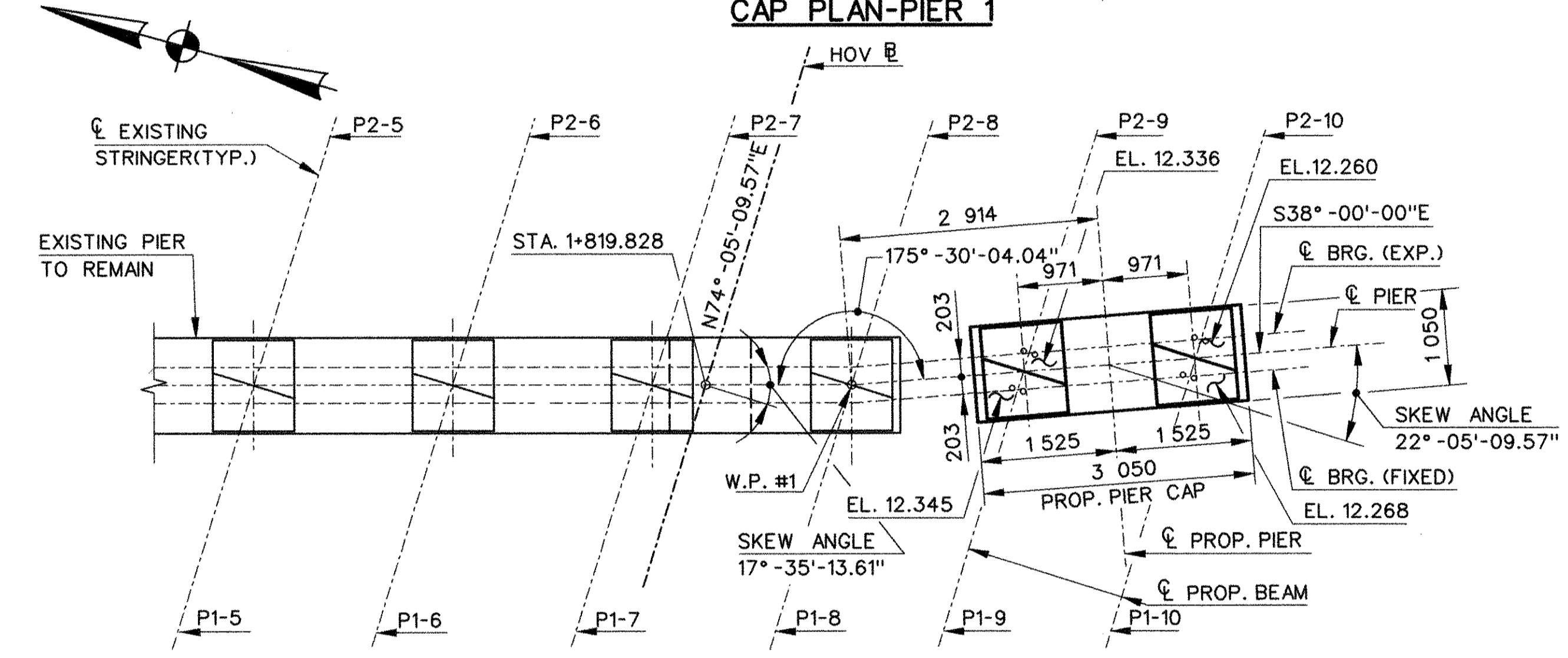
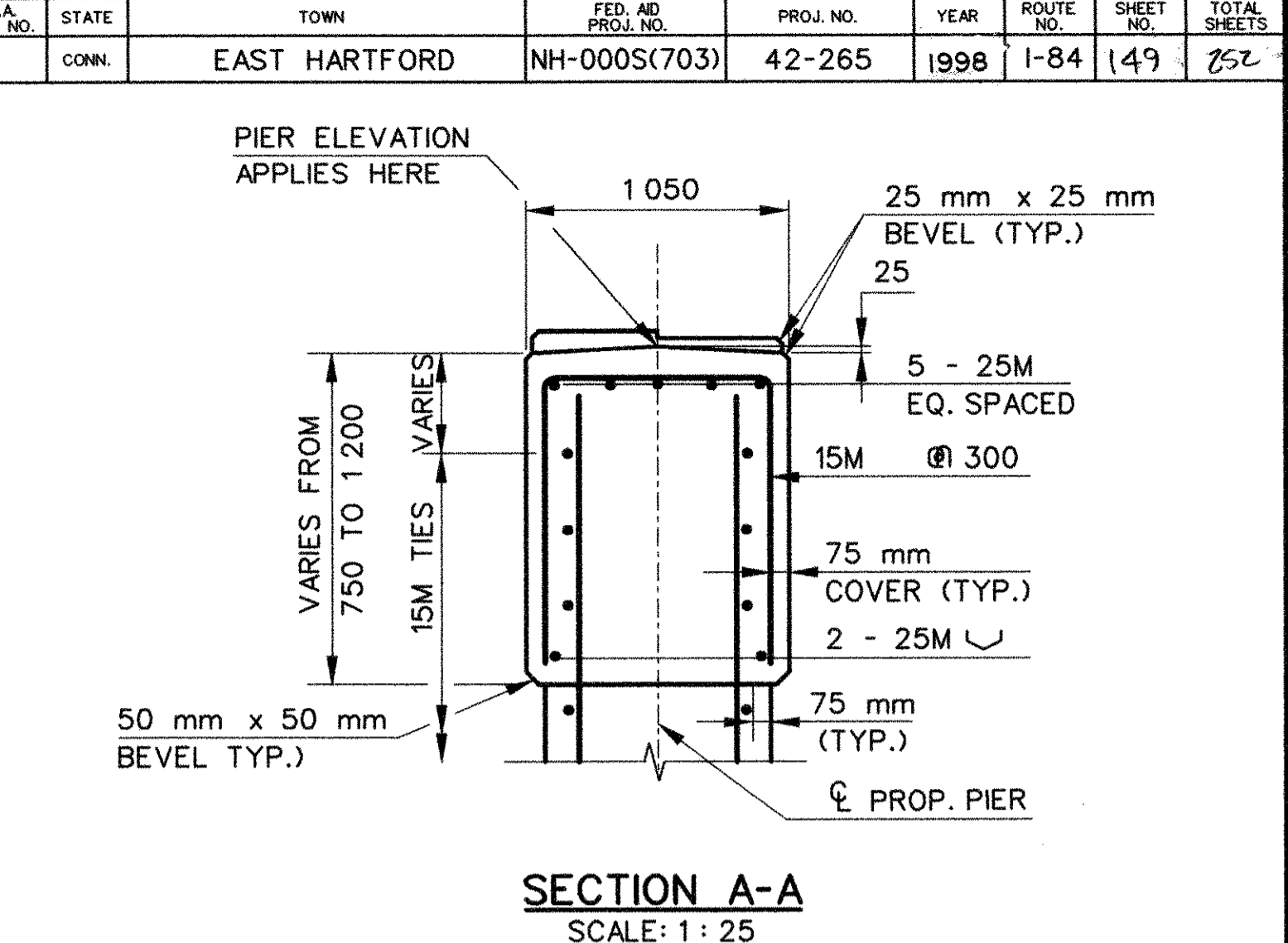
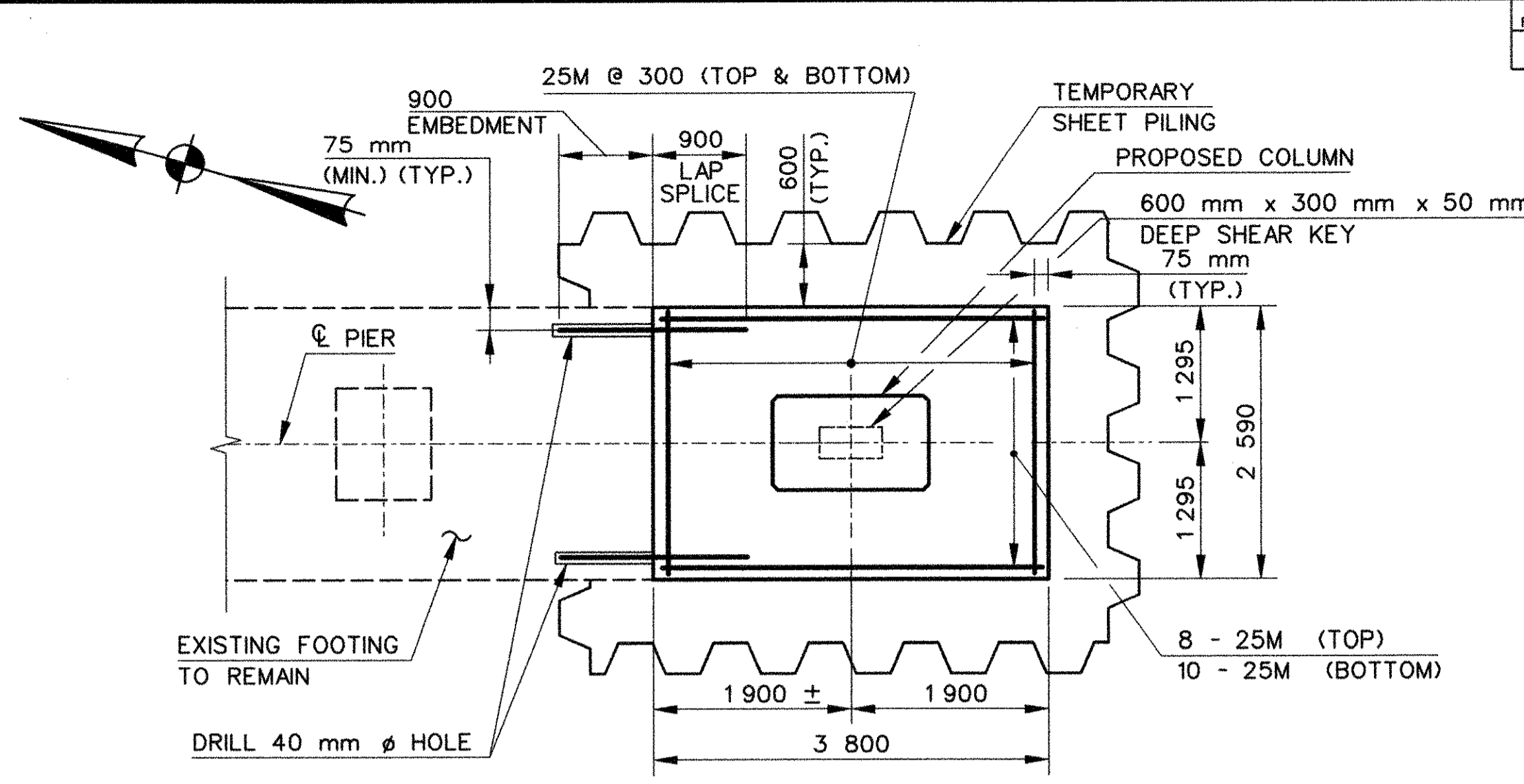
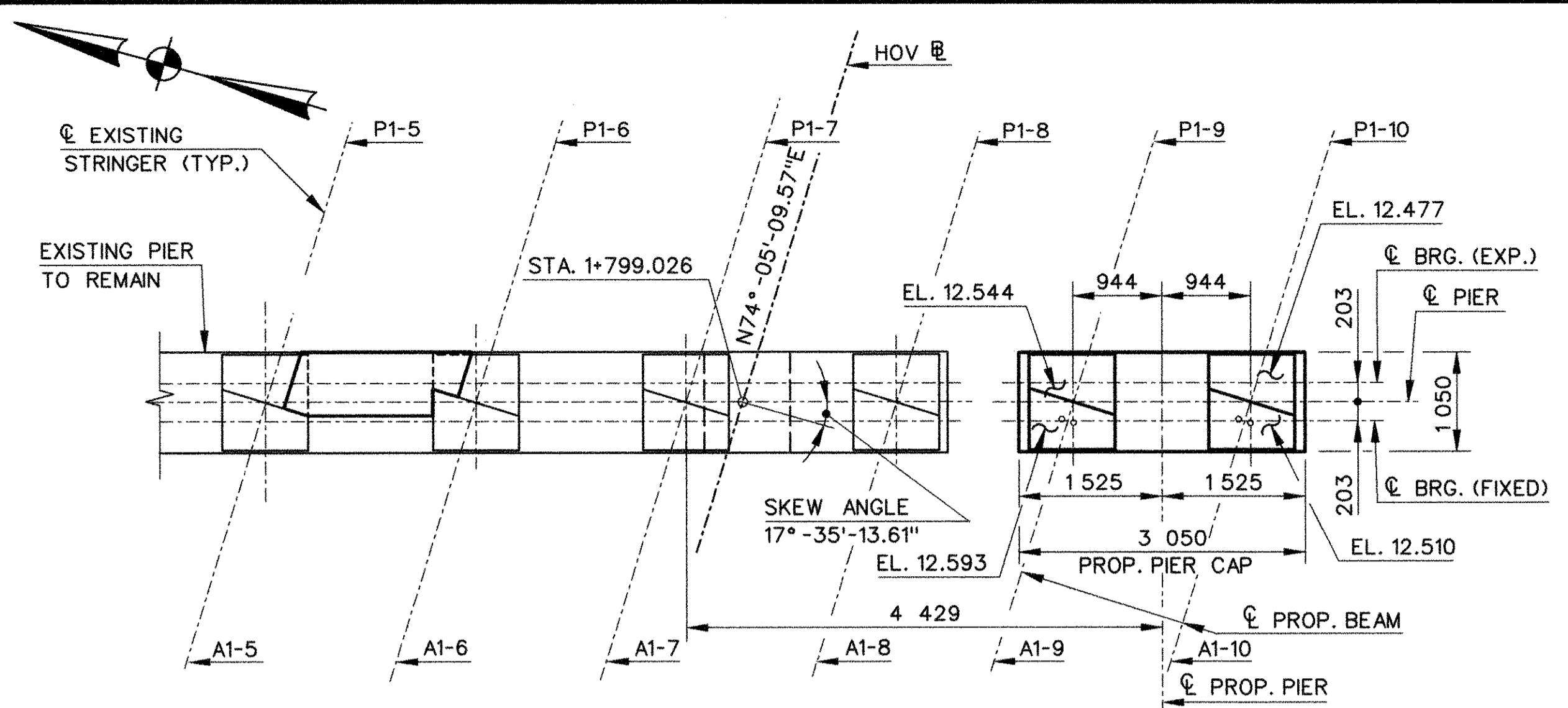
NOTES
FOR REINFORCING AT END OF WINGWALLS SEE STR. SHT. 18.

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION			
EAST HARTFORD			
1-84EB & 1-84-828 UNDER 1-84-829 & HOV			
ABUTMENT DETAILS			
ENGINEER		PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.	
DESIGNER	R.F.C.	DRAFTER	C.C./A.P.
APPROVED <i>Arden A. Mott</i>		CHECKER	A.A.M.
DATE		DATE	4/2/98
NO.		REVISIONS	
STRUCTURE NO.		42-265-3	
BRIDGE LOG NO.		02367	
STRUCTURE SHEET NO.		9	of 21

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

BR2367070

F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	EAST HARTFORD	NH-000S(703)	42-265	1998	I-84	149	252

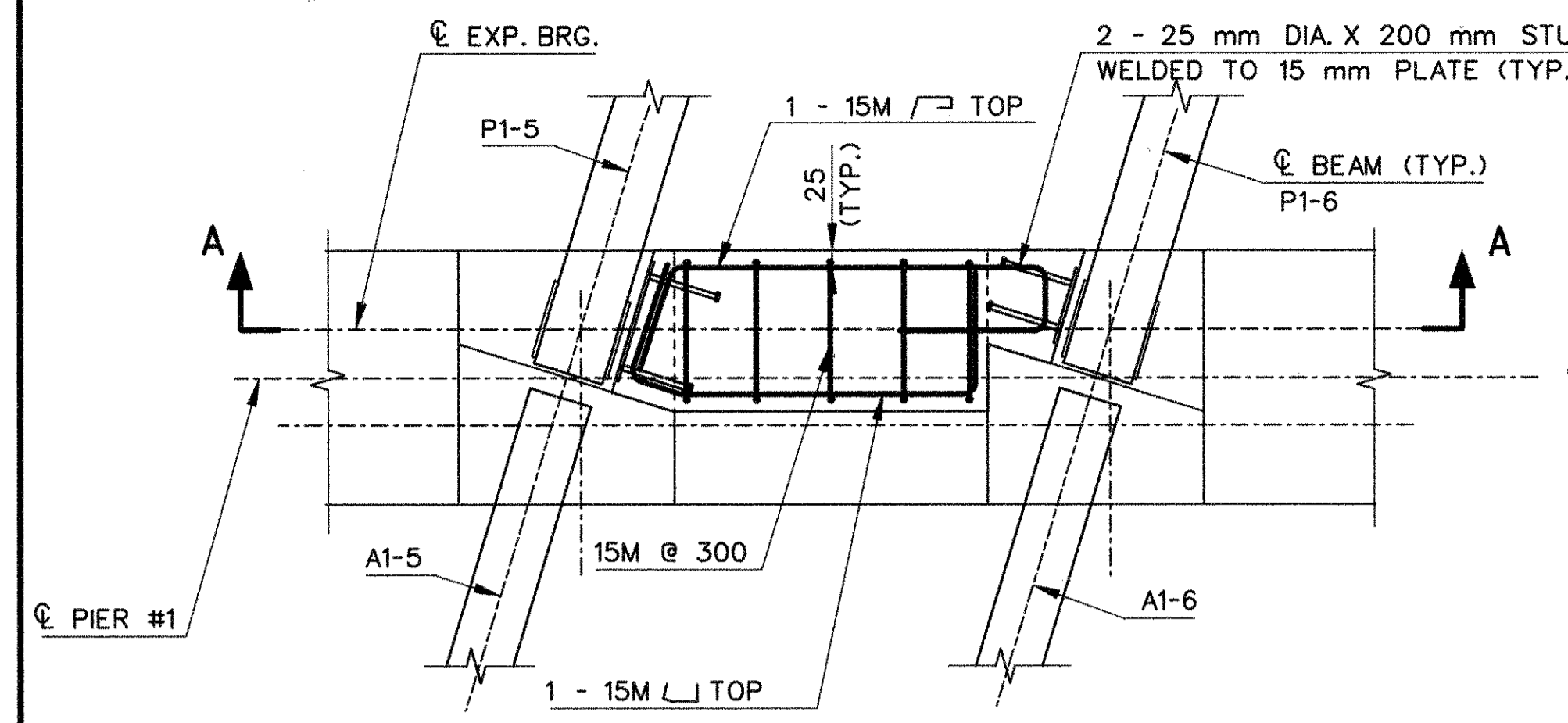


NOTE:
FOR SUBSTRUCTURE REPAIR, BEARING PAD, AND KEEPER BLOCK DETAILS, SEE STR. SHT. 11

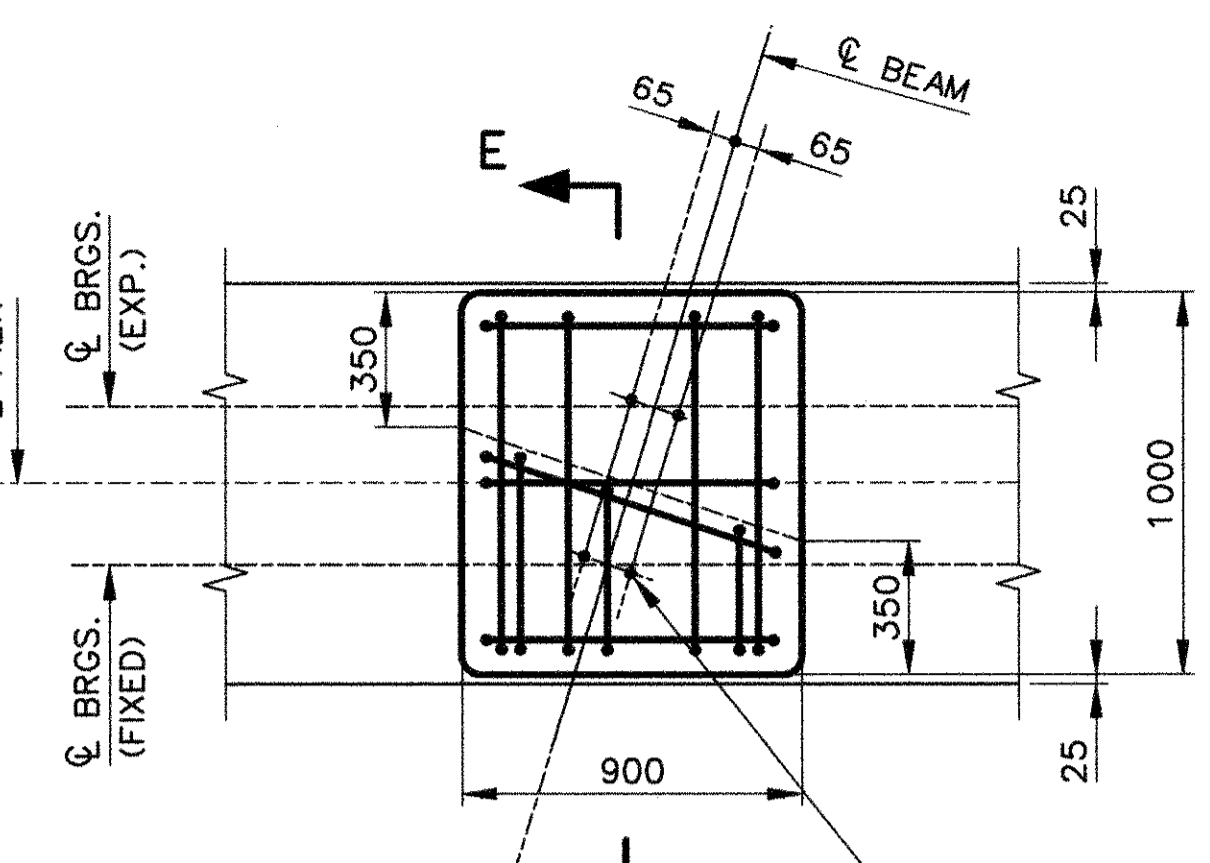
STATE OF CONNECTICUT	
DEPARTMENT OF TRANSPORTATION	
EAST HARTFORD	
I-84EB & I-84-828	
UNDER	
I-84-829 & HOV	
PIER WIDENING	
ENGINEER	PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.
DESIGNER	R.F.C.
DRAFTER	A.P./C.C./A.L.H.
CHECKER	A.A.M.
APPROVED	<i>Anthony A. Morita</i>
DATE	9/18/96
NO.	DATE
DESCRIPTION	
REVISIONS	
STRUCTURE NO.	42-265-3
BRIDGE LOG NO.	02367
STRUCTURE SHEET NO.	10 OF 21

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

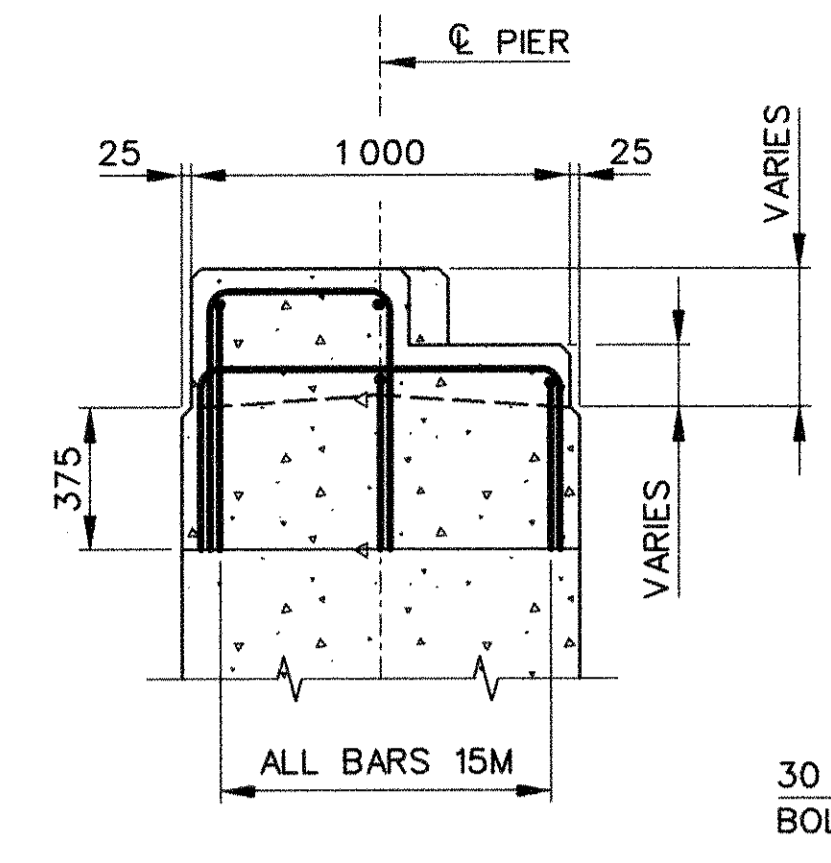
** ELEVATIONS SHOWN THUS (EL.) HAVE BEEN TAKEN FROM THE ORIGINAL CONTRACT PLANS AND SHALL BE VERIFIED BY THE CONTRACTOR.



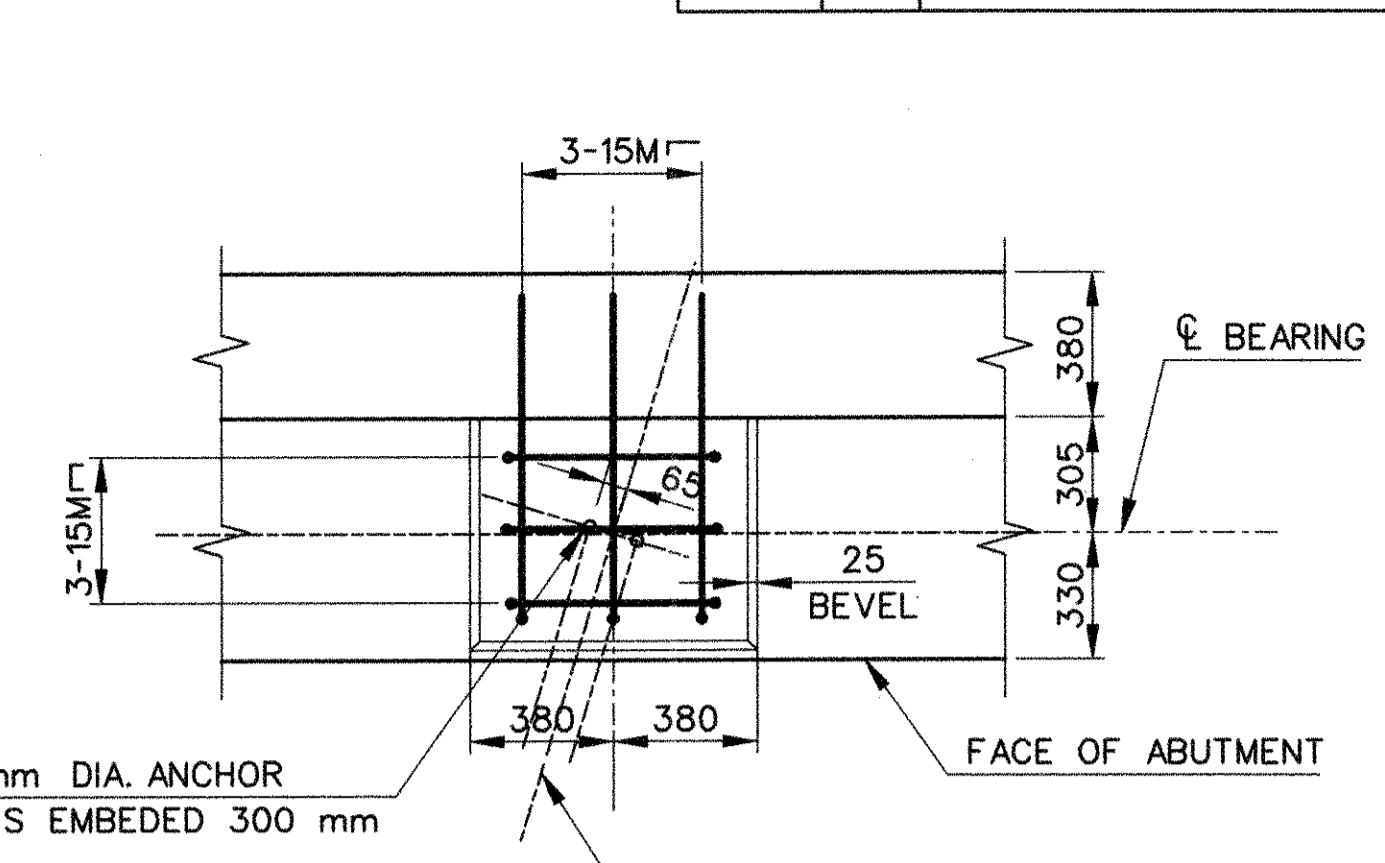
PLAN



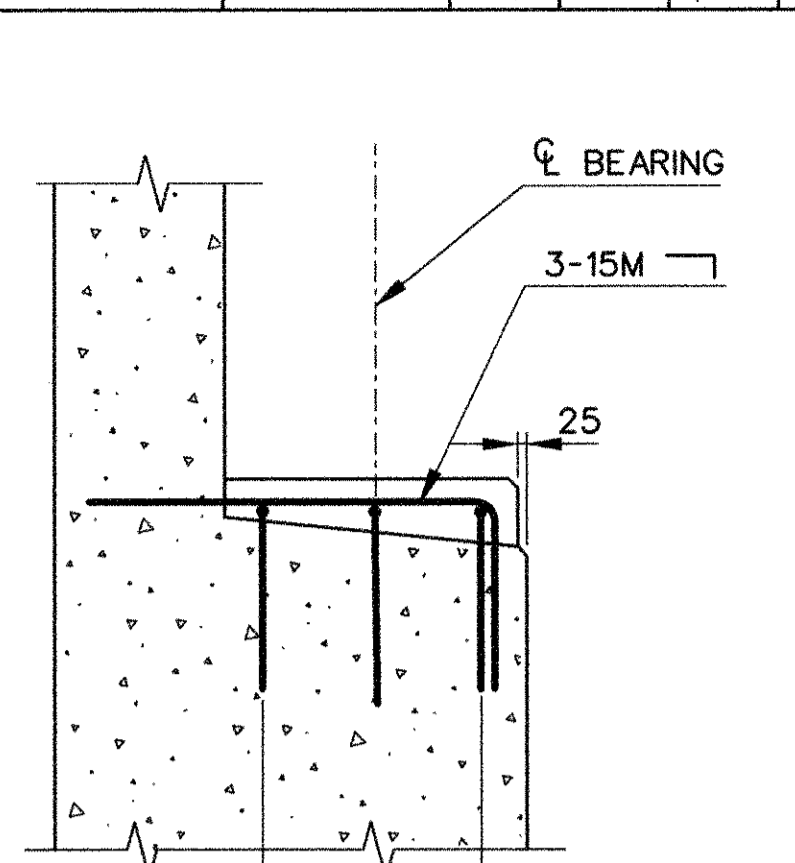
(AT PIER)



SECTION E-E

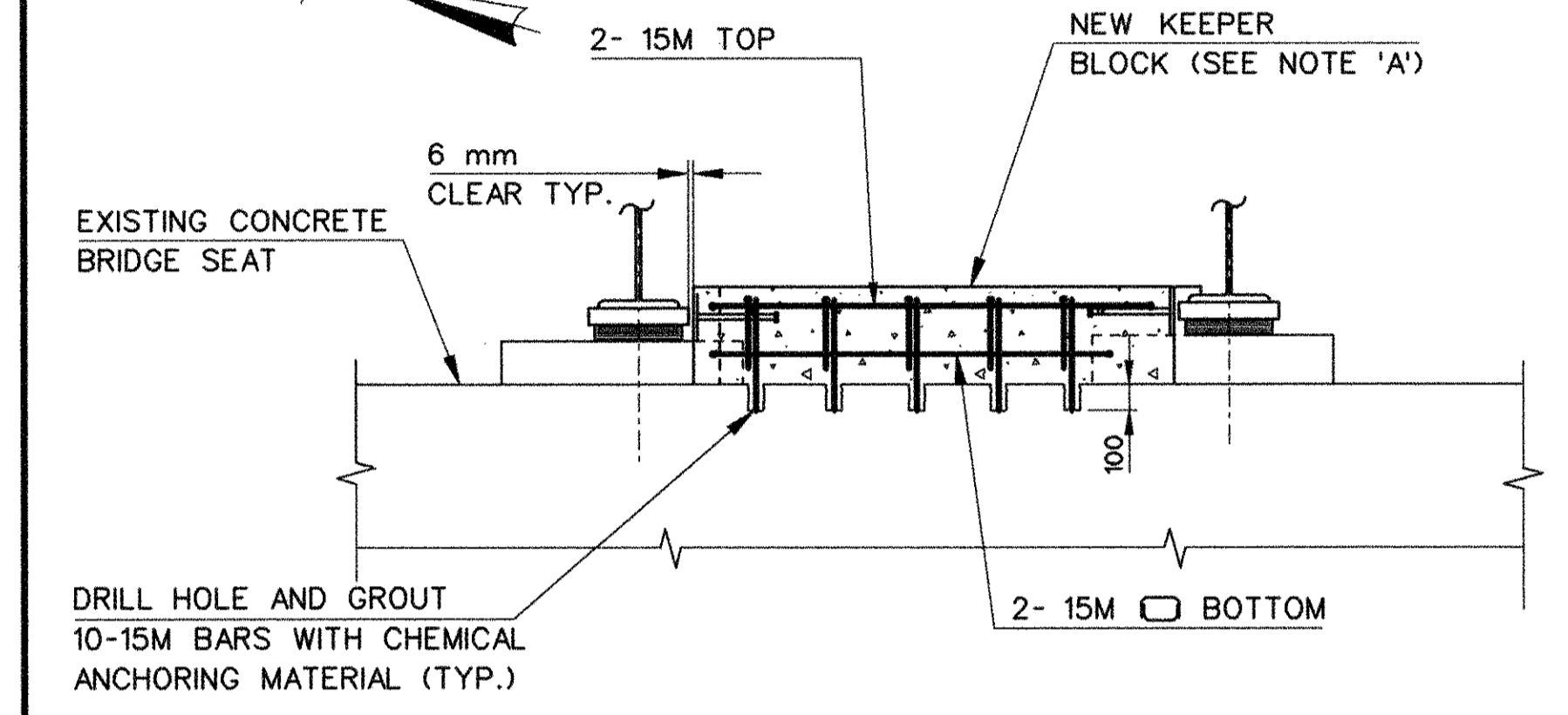


PLAN



SECTION

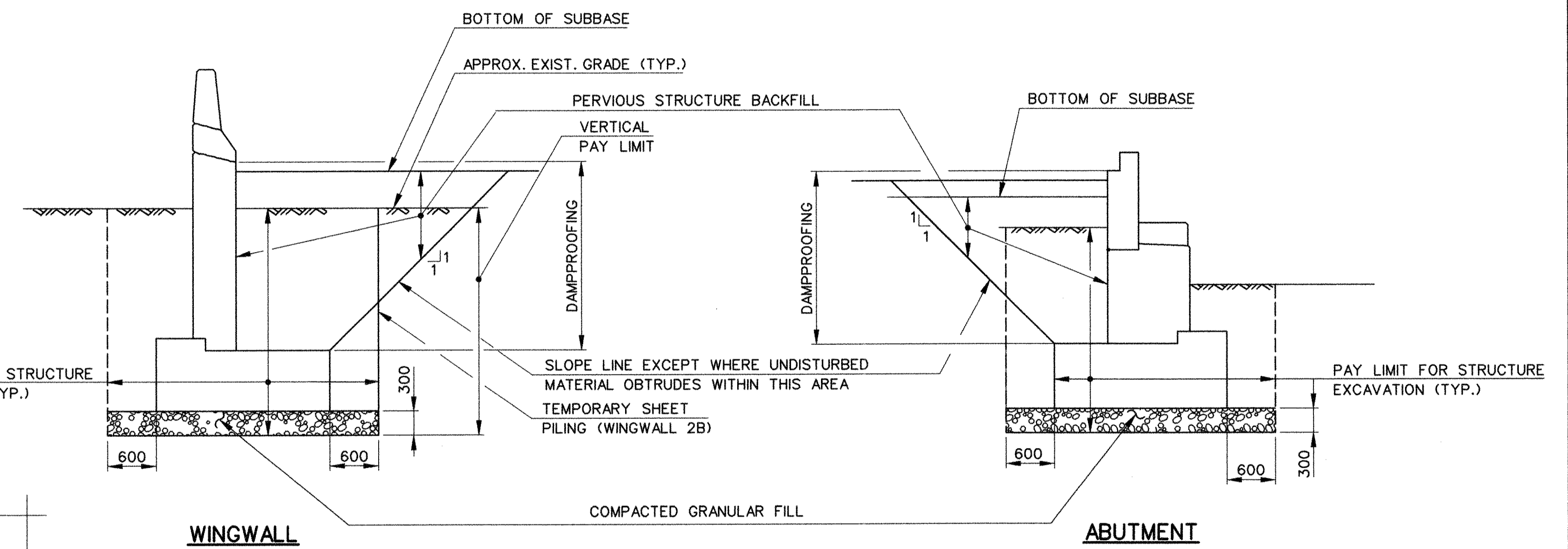
BEARING PAD DETAILS
SCALE: 1:50



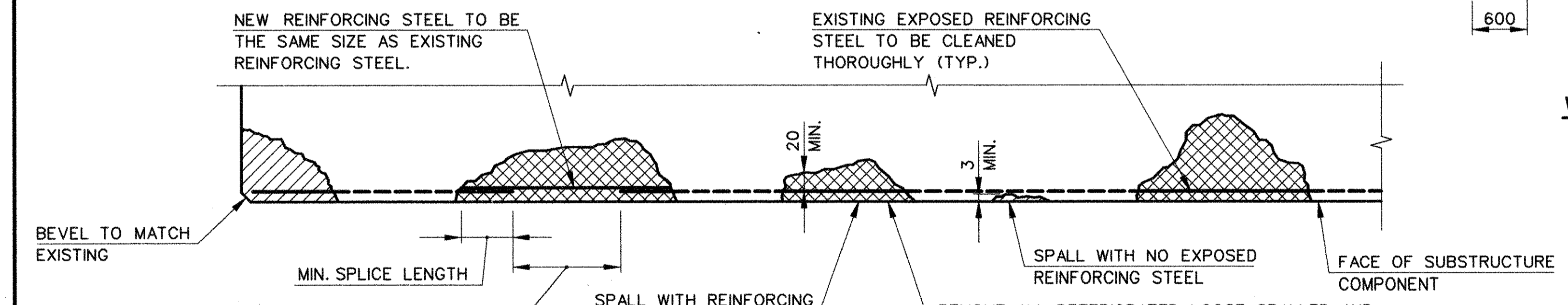
SECTION A-A

KEEPER BLOCK DETAILS - PIER #1
SCALE: 1:25

NOTE: 'A'
TOP OF KEEPER BLOCK TO BE SET 150 mm ABOVE HIGH BEAM SEAT. DO NOT DRILL THRU REBAR.



SUBSTRUCTURE PAY LIMITS
NOT TO SCALE



PLAN
SUBSTRUCTURE REPAIR DETAIL
NOT TO SCALE

SUBSTRUCTURE REPAIR NOTES

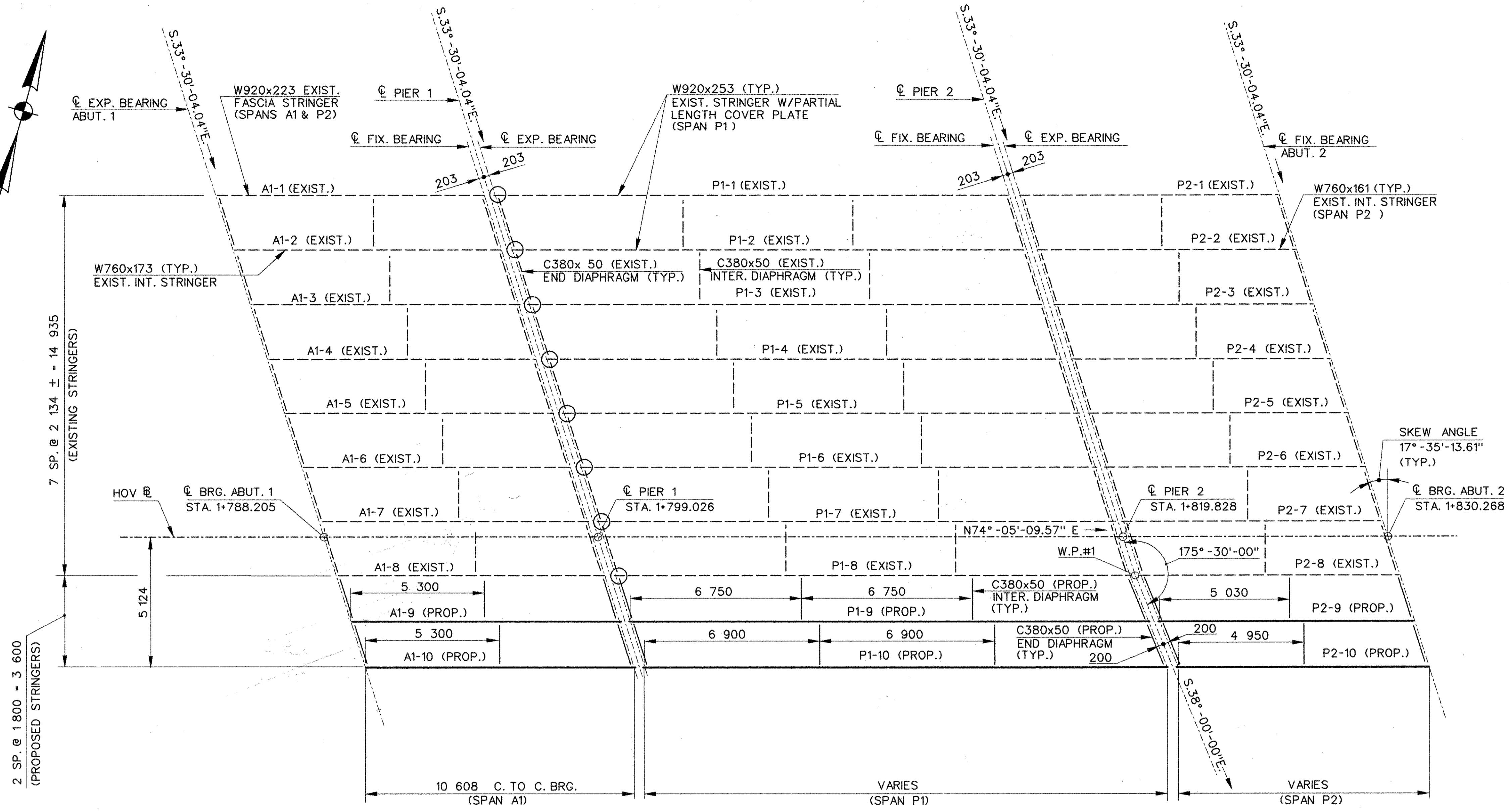
1. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION. THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT PRIOR APPROVAL OF THE ENGINEER.
2. "VARIABLE DEPTH PATCH" SHALL BE USED ON PATCHES LESS THAN 1/2 SQ. METER IN AREA AND/OR LESS THAN 25 mm IN DEPTH.
3. "CLASS 'S' CONCRETE" SHALL BE USED ON PATCHES GREATER THAN 1/2 SQ. METER IN AREA AND/OR GREATER THAN 25 mm IN DEPTH.
4. PNEUMATIC TOOLS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL. CHIPPING HAMMERS SHALL WEIGH LESS THAN 14 kg WITH THE BIT REMOVED. 7 kg HAMMERS SHALL BE USED BEHIND REINFORCING STEEL. ONLY CHISEL AND GAD POINT BITS WILL BE ALLOWED.
5. WHEN DIRECTED BY THE ENGINEER, AREAS TO BE PATCHED SHALL BE FORMED.
6. WHEN CLASS "S" CONCRETE IS USED, THE EXIST. CONCRETE MUST BE CHIPPED AWAY TO A DEPTH OF 20 mm MIN. BELOW THE EXISTING REINF. TO PROVIDE ADEQUATE BONDING TO THE EXISTING CONCRETE.
7. DURING CONCRETE REPAIRS TO THE ABUTMENTS AND PIERS, TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE PLANS AND SPECIAL PROVISIONS FOR "MAINTENANCE AND PROTECTION OF TRAFFIC" OR AS DIRECTED BY THE ENGINEER.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

STATE OF CONNECTICUT			
DEPARTMENT OF TRANSPORTATION			
EAST HARTFORD			
1-84EB & 1-84-828			
UNDER			
1-84-829 & HOV			
SUBSTRUCTURE DETAILS			
ENGINEER	PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.		
DESIGNER	R.F.C.	DRAFTER	G.L.L./A.L.H.
CHECKER	A.A.M.		
APPROVED	<i>Anthony J. Moratti</i>		DATE 9/18/96
NO.	DATE	DESCRIPTION	REVISIONS
STRUCTURE NO.		42-265-3	BRIDGE LOG NO. 02367
			STRUCTURE SHEET NO. 11 of 21

STRUCTURAL STEEL NOTES

- STRUCTURAL STEEL SHALL CONFORM TO ASTM A709M (GRADE 250).
- WELDING DETAILS, PROCEDURES AND TESTING METHODS SHALL CONFORM TO THE AWS D 1.5-(1988) AS MODIFIED BY THE AASHTO STANDARD SPECIFICATIONS FOR WELDING OF STRUCTURAL STEEL HIGHWAY BRIDGES, UNLESS OTHERWISE NOTED ON THE PLANS.
- ENDS OF BEAMS SHALL BE VERTICAL AFTER THE APPLICATION OF FULL DEAD LOADS.
- THE STRUCTURAL STEEL FABRICATORS SHALL BE CERTIFIED UNDER THE AISC QUALITY CONTROL PROGRAM, CATEGORY III, MAJOR STEEL BRIDGES.
- INDICATES LOCATION OF EXPANSION BEARING REPLACEMENT.
- ALL EXISTING STRUCTURAL STEEL THAT HAS PAINT REMOVED IN ORDER TO REPLACE EXISTING BEARINGS, WELD CONNECTION PLATES AND OTHER WORK ORDERED BY THE ENGINEER SHALL BE REPAINTED. SEE SPECIAL PROVISION "LOCALIZED PAINT REMOVAL". COLOR SHALL MATCH EXISTING.
- THE COLOR OF THE TOP COAT MATERIAL ON NEW STRUCTURAL STEEL SHALL CONFORM TO FEDERAL STANDARD COLOR NO. 24084 (GREEN).

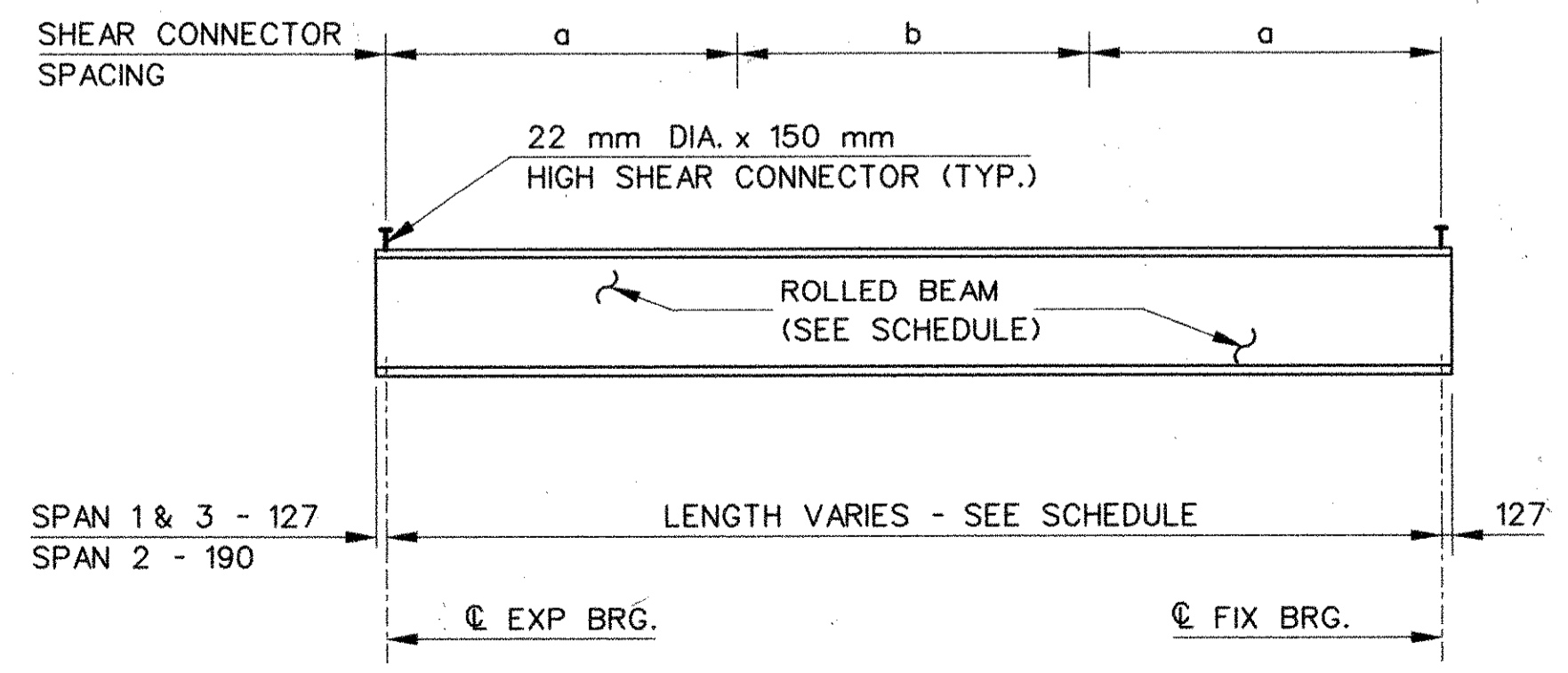


FRAMING PLAN
SCALE: 1:100

NOTES
FOR STRUCTURAL STEEL DETAILS, SEE STR. SHT. 13.
FOR BEARING DETAILS, SEE STR. SHT. 14.

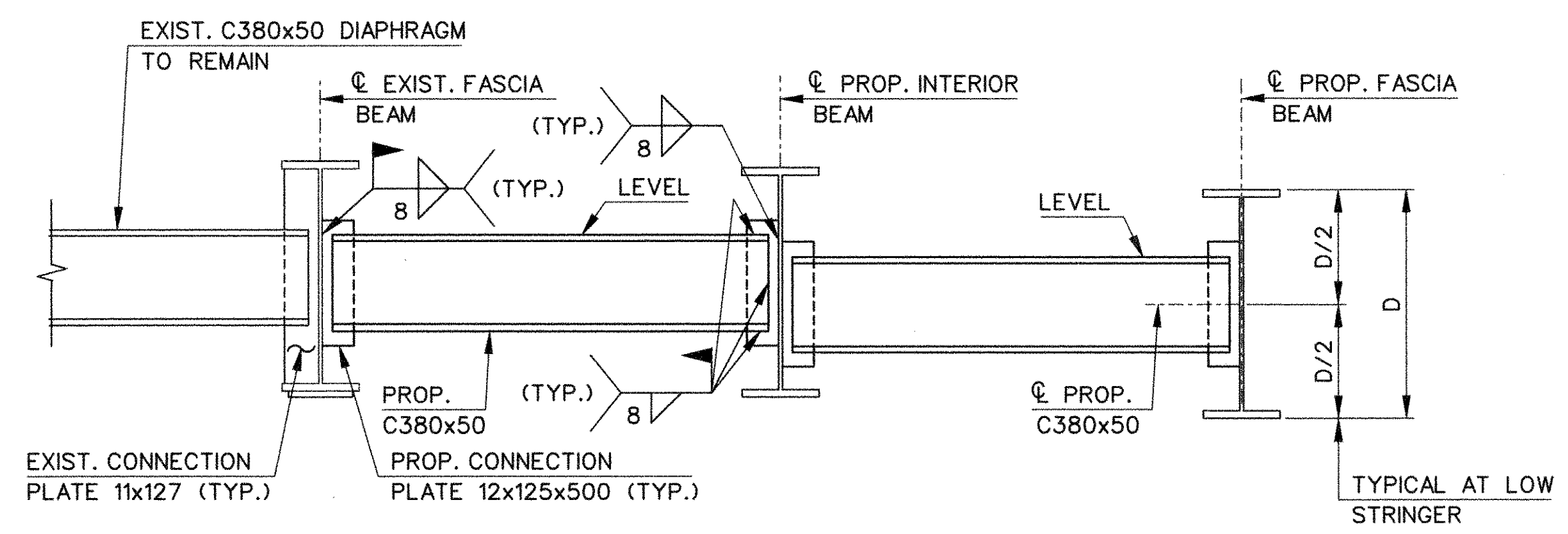
MARK	STRINGER SIZE	LENGTH	SHEAR CONNECTOR SPACING				CAMBER AT CENTER LINE OF SPAN			
			a		b		TOTAL DEAD LOAD	VERTICAL CURVE ORDINATE	EXTRA	TOTAL
			SPACES	PITCH	SPACES	PITCH				
A1-8 *	W920X223	10 608	-	-	-	-	-	-	-	-
A1-9	W920X223	10 608	-	-	-	-	4	12	-	12
A1-10	W920X223	10 608	-	-	-	-	3	14	-	14
P1-8 *	W920X253	20 377	30	175	44	225	-	-	-	-
P1-9	W920X313	20 531	26	200	45	225	32	-	17	17
P1-10	W920X313	20 695	26	200	46	225	30	-	17	17
P2-8 *	W920X223	10 227	-	-	-	-	-	-	-	-
P2-9	W920X223	10 058	-	-	-	-	3	-	8	8
P2-10	W920X223	9 896	-	-	-	-	2	-	8	8

* EXIST. STRINGER

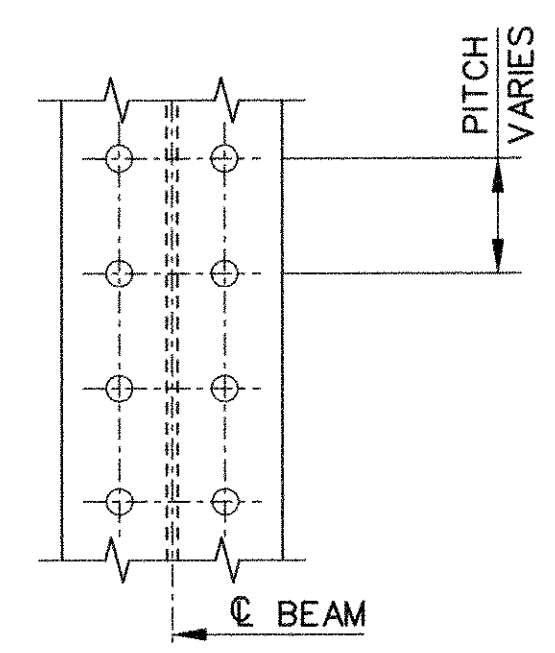


BEAM ELEVATION
NOT TO SCALE

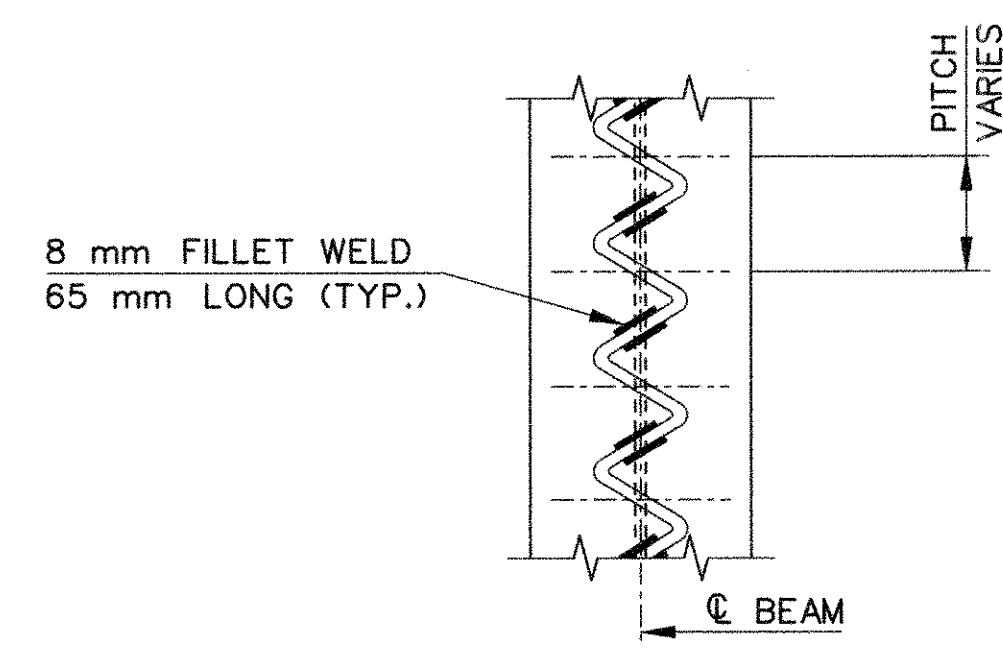
STATE OF CONNECTICUT			
DEPARTMENT OF TRANSPORTATION			
EAST HARTFORD			
1-84EB & 1-84-828			
UNDER			
1-84-829 & HOV			
FRAMING PLAN			
ENGINEER PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.			
DESIGNER R.F.C.	DRAFTER A.P.	CHECKER A.A.M.	
NO.	DATE	DESCRIPTION	APPROVED <i>Anthony A. Motta</i> DATE 4/22/98
REVISIONS		STRUCTURE NO. 42-265-3	BRIDGE LOG NO. 02367
			STRUCTURE SHEET NO. 12 OF 21



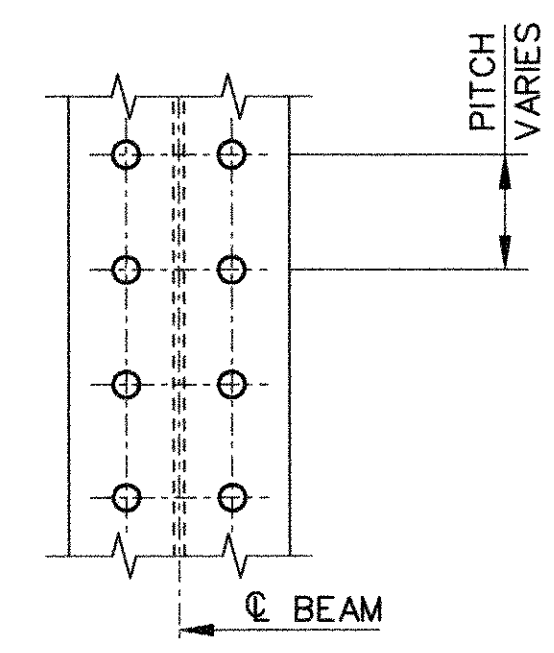
INTERMEDIATE DIAPHRAGM DETAIL
SCALE: 1:20



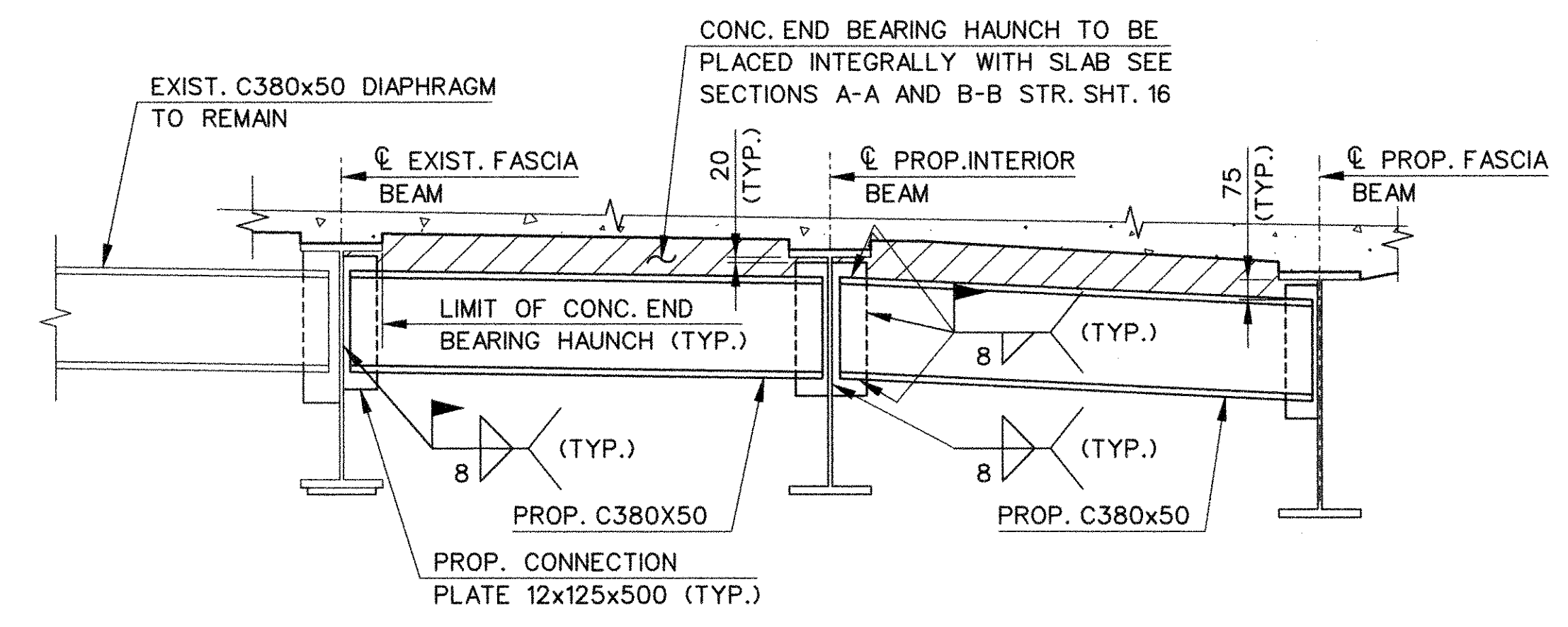
PLAN



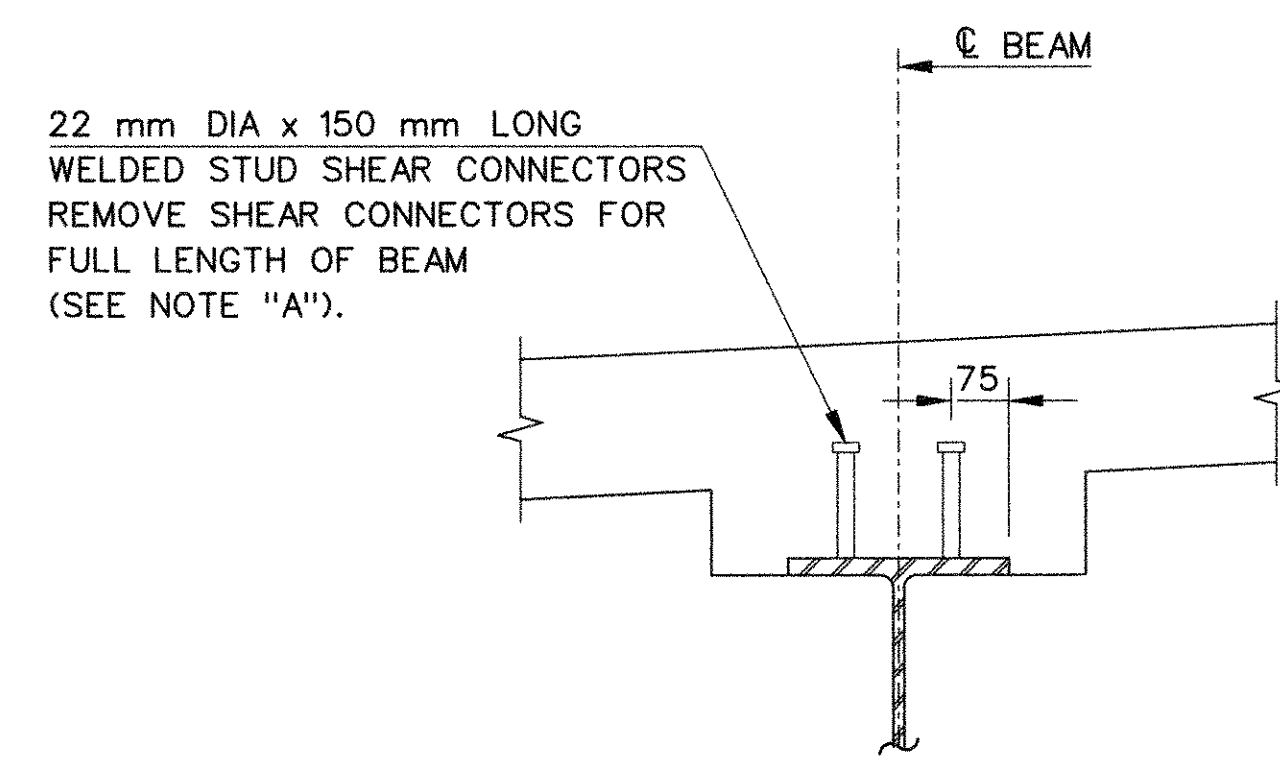
PLAN



PLAN

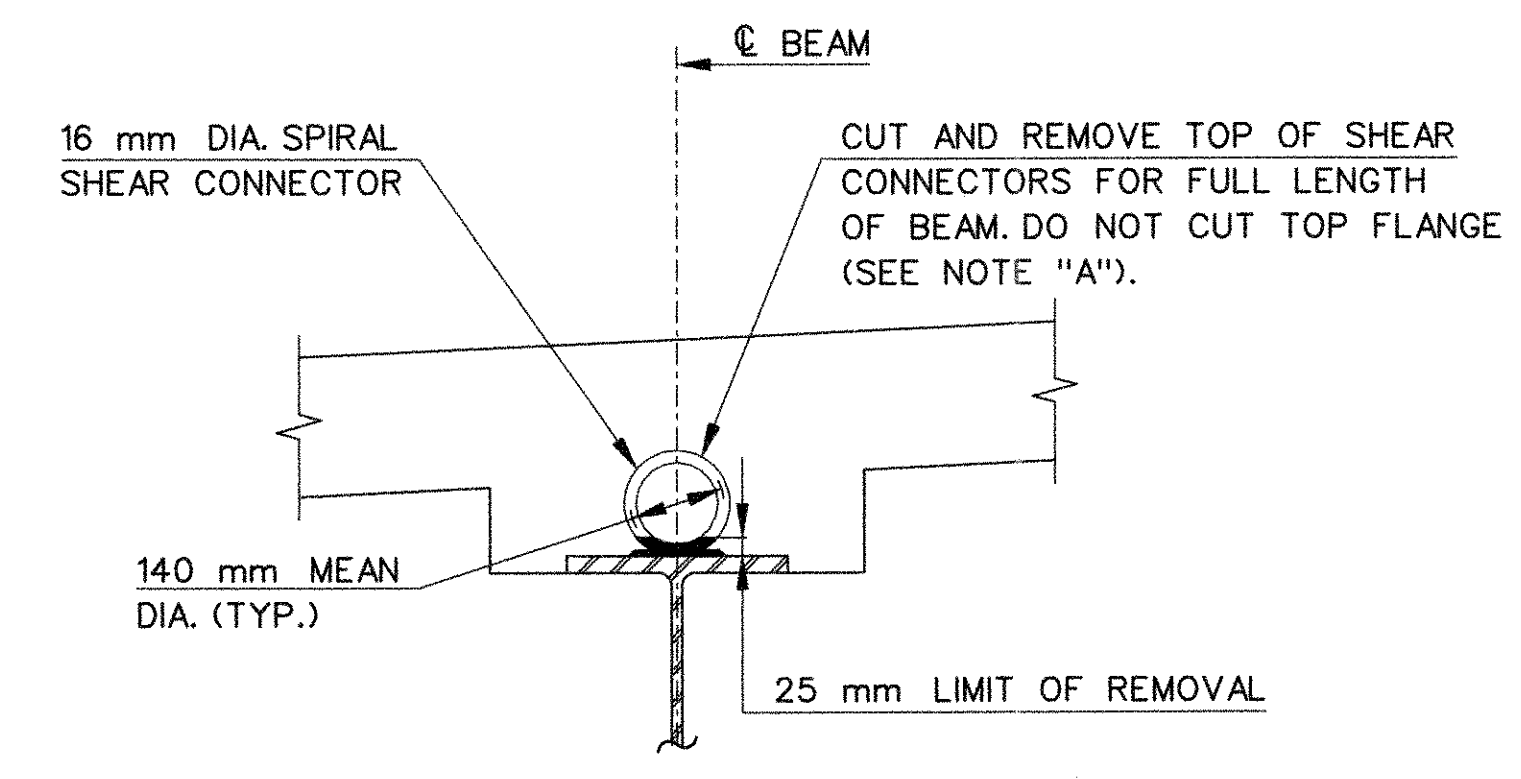


END DIAPHRAGM DETAIL
SCALE: 1:20



ESTIMATED NUMBER OF STUDS - 3 470

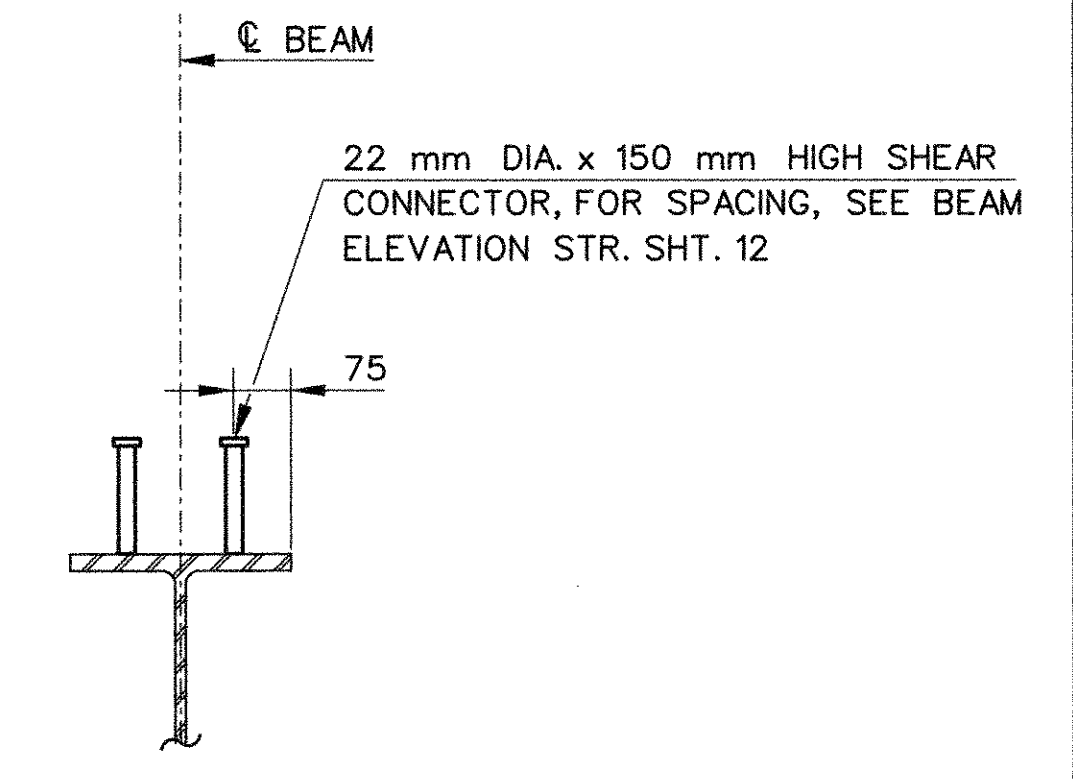
SECTION



ESTIMATED MASS OF SPIRALS - 2 042 kg

SECTION

(EXISTING)



SECTION

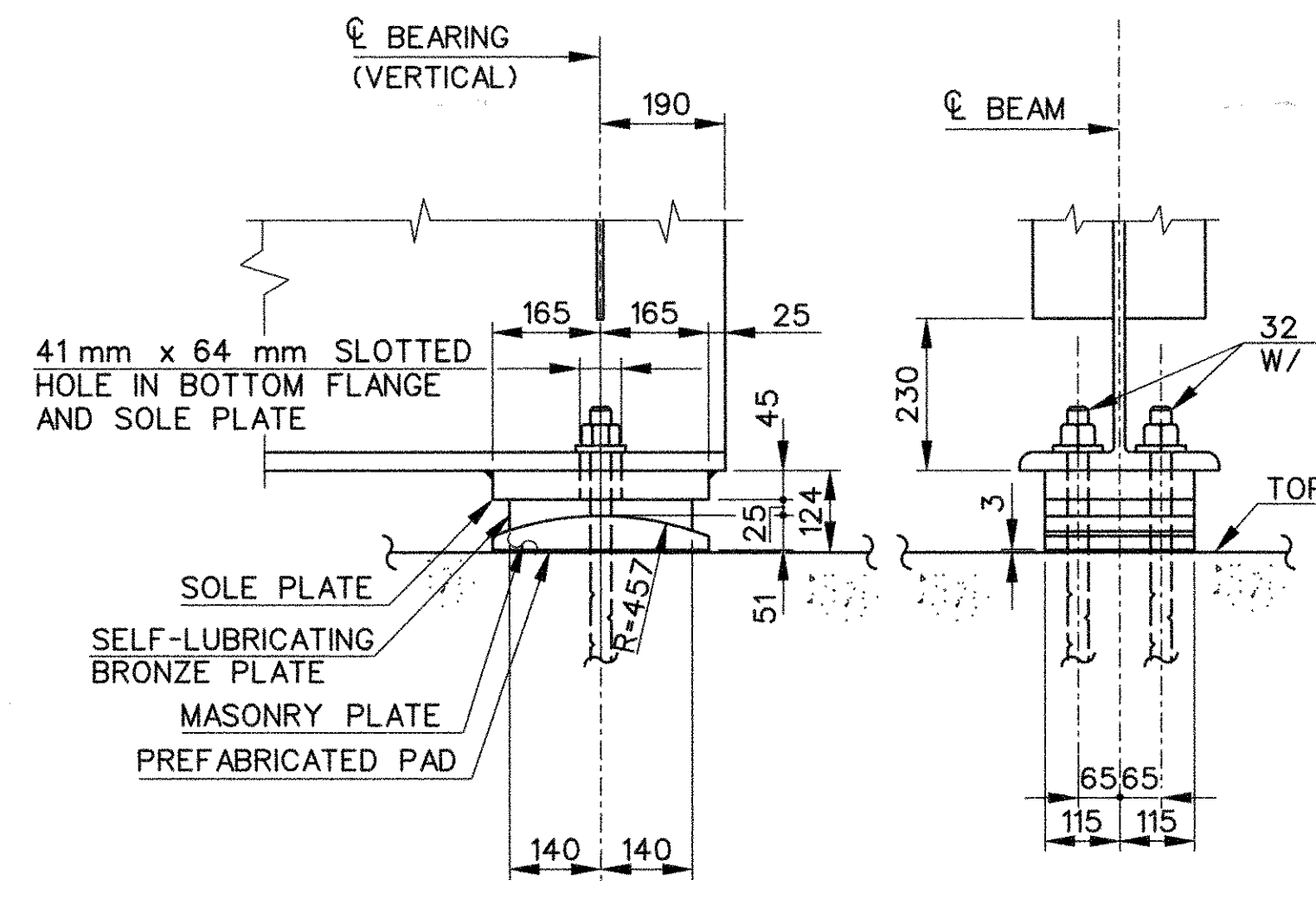
(PROPOSED)

SHEAR CONNECTOR DETAILS
SCALE: 1:10

NOTE "A"
REMOVAL OF SHEAR CONNECTORS SHALL BE PAID FOR UNDER THE ITEM "REMOVAL OF CONCRETE DECK (BRIDGE)."

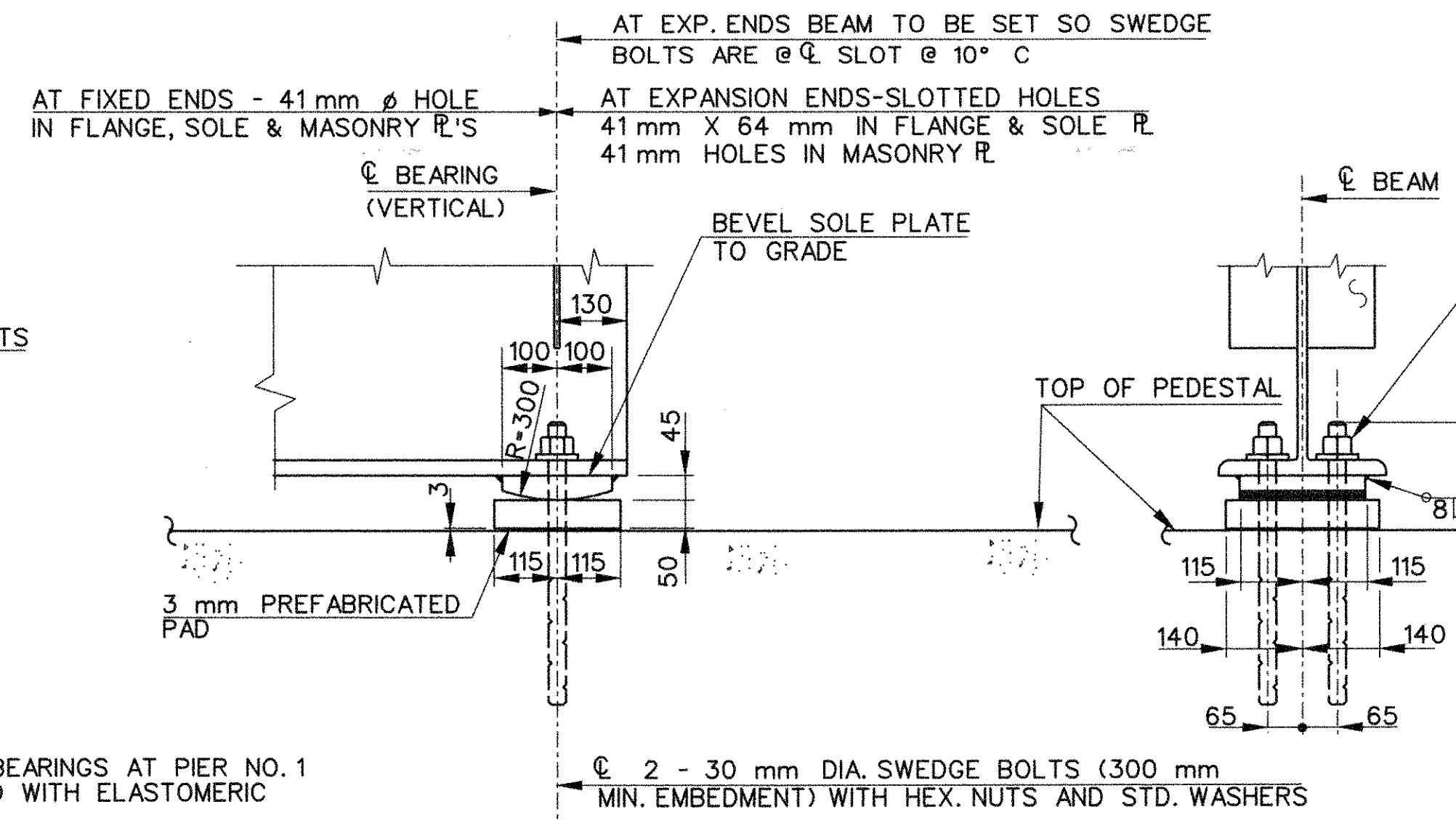
NO.	DATE	DESCRIPTION

STATE OF CONNECTICUT			
DEPARTMENT OF TRANSPORTATION			
EAST HARTFORD			
1-84EB & 1-84-828			
UNDER			
1-84-829 & HOV			
STRUCTURAL STEEL DETAILS			
ENGINEER PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.			
DESIGNER R.F.C.		DRAFTER C.C./H.G.W	
CHECKER A.A.M.		DATE 5/14/96	
APPROVED <i>Anthony A. Wozniak</i>			
STRUCTURE NO. 42-265-3		BRIDGE LOG NO. 02367	
		STRUCTURE SHEET NO. 13 of 21	



ELEVATION END VIEW

EXISTING CONDITION
(BEAMS P1-1 THRU P1-8)



ELEVATION END VIEW

EXPANSION BEARING
ABUTMENT NO.1 & PIER NO.2

FIXED BEARING
ABUTMENT NO.2,
PIER NO.1 & PIER NO.2

PROPOSED BEARING

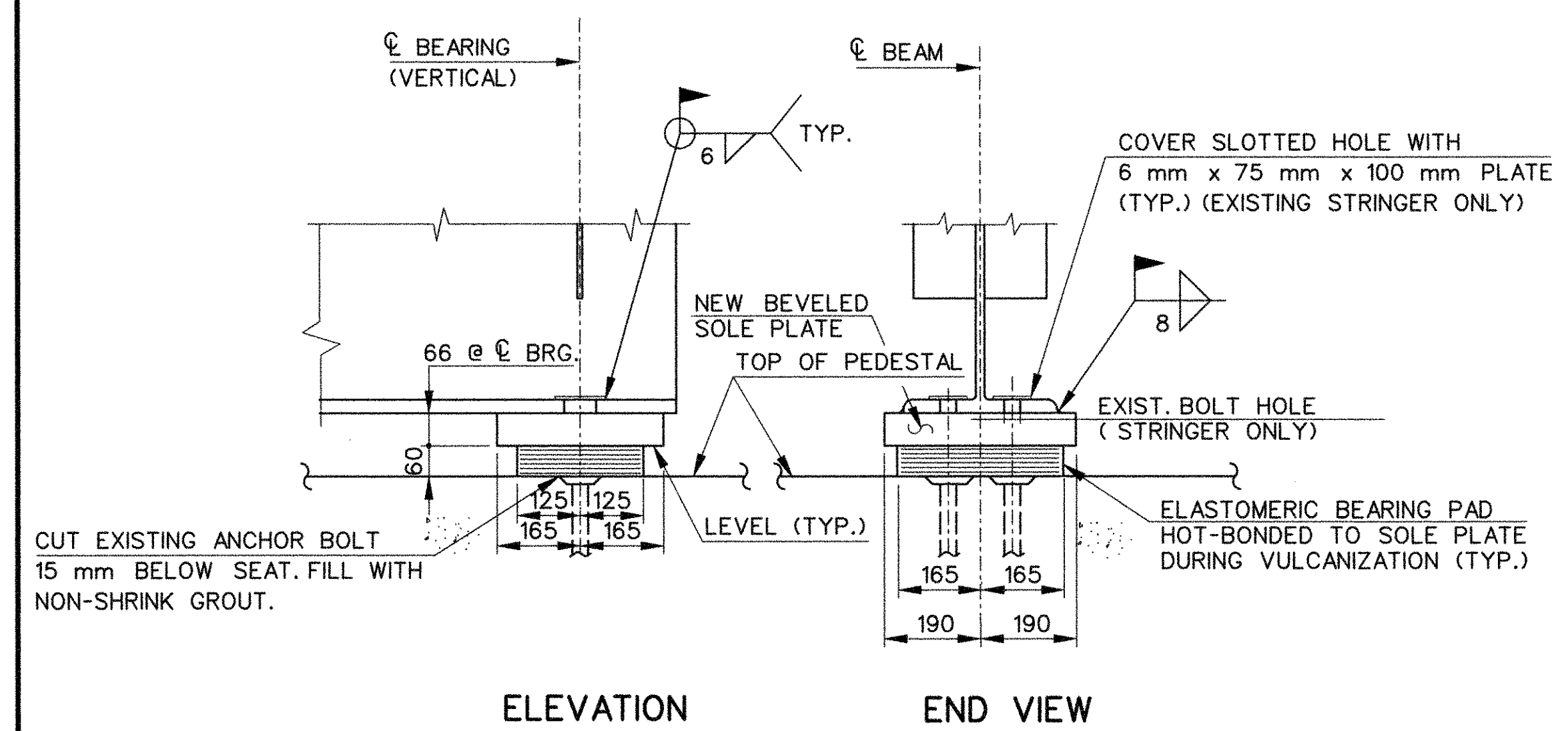
SCALE: 1 : 10
(BEAMS A1-9, A1-10, P1-9, P1-10, P2-9, P2-10)

NOTES

- ELASTOMERIC BEARING**
- BEARINGS DESIGNED USING DESIGN METHOD "A" WITH THE MAXIMUM DESIGN LOAD ON AN INDIVIDUAL PAD - 422 kN (DEAD LOAD PLUS LIVE LOAD WITHOUT IMPACT)
 - DUROMETER 50 ELASTOMER WAS ASSUMED TO HAVE A SHEAR MODULUS OF 0.77 MPa @ 23° C FOR DESIGN.
 - SOLE PLATES IN CONTACT WITH THE ELASTOMERIC PADS SHALL BE BEVELED AN AMOUNT WHICH INCLUDES THE ROADWAY GRADE AND DEAD LOAD ROTATION OF STRINGERS (D.L. ROTATION = 0.003 RADIAN). THE BOTTOM SURFACE OF THE SOLE PLATE SHALL BE LEVEL AFTER APPLICATION OF FULL DEAD LOAD.

SUGGESTED SEQUENCE OF JACKING OPERATIONS

- JACK BEAMS SIMULTANEOUSLY BY 6 mm MAXIMUM TO PROVIDE CLEARANCE FOR CUTTING ANCHOR BOLTS.
- FREE ALL PLATES FROM EACH OTHER.
- LIFT MASONRY PLATE AND CUT ANCHOR BOLTS AT THE TOP OF THE CONCRETE BRIDGE SEAT. REMOVE ALL PLATES. MARK LOCATION OF EXISTING SOLE PLATE ON THE BOTTOM FLANGE OF THE BEAM. REMOVE WELDS HOLDING SOLE PLATE TO BEAM BOTTOM FLANGE AND REMOVE SOLE PLATE.
- REMOVE REMAINING PORTION OF THE ANCHOR BOLT TO THE LEVEL SHOWN.
- WELD 6 mm PLATES OVER SLOTTED HOLES IN THE BEAM BOTTOM FLANGE.
- CLEAN ALL DEBRIS FROM THE SEAT AND PLACE THE BEARING UNDER THE BEAM. WELD THE NEW SOLE PLATE TO THE BEAM BOTTOM FLANGE.
- LOWER BEAMS SIMULTANEOUSLY ONTO THE BEARINGS.
- TOUCH-UP PAINTED AREAS WHICH MAY HAVE BEEN DAMAGED DURING THE JACKING OPERATION. SEE SPECIAL PROVISIONS.



ELEVATION END VIEW

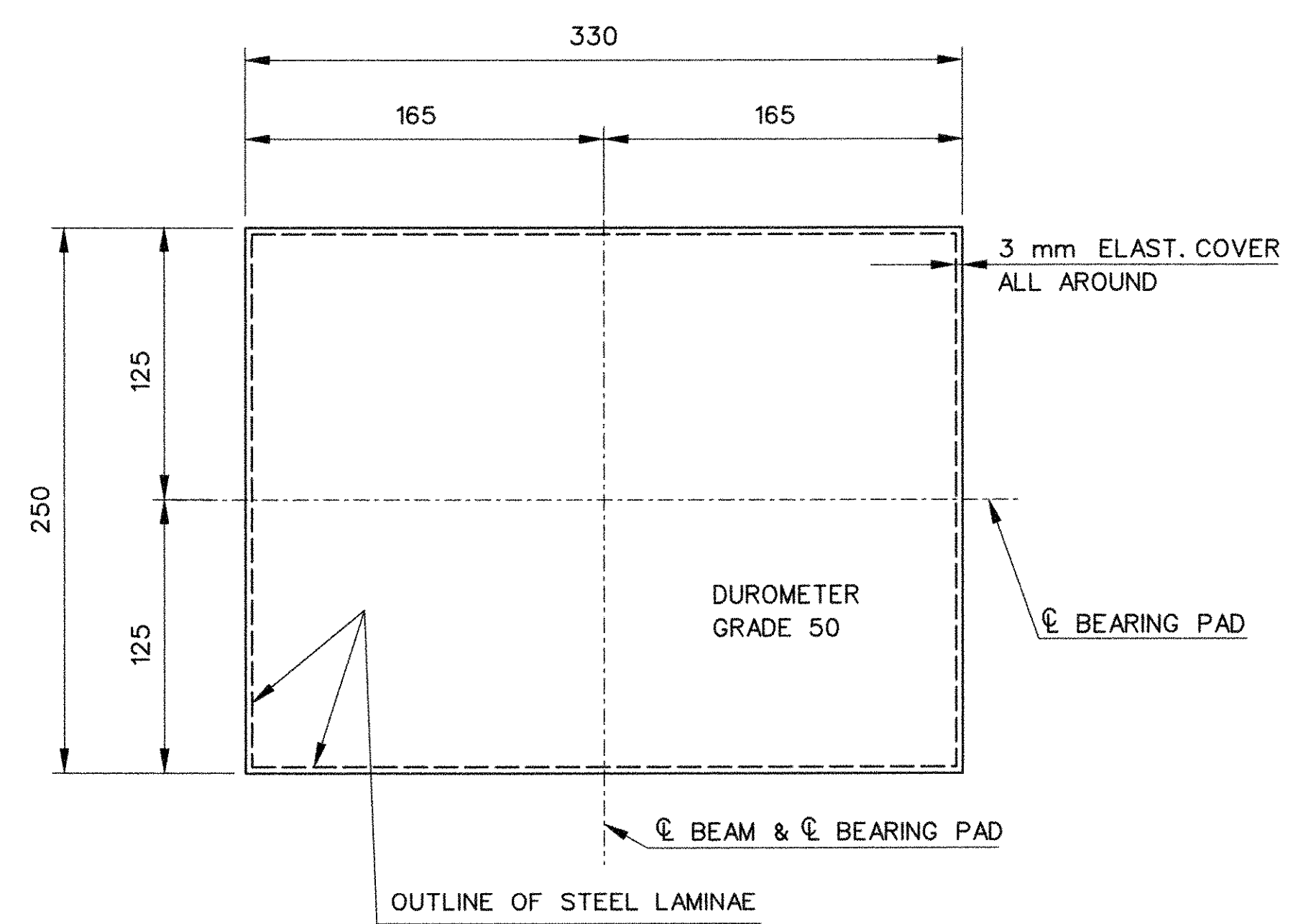
FINAL CONDITION

NOTE FINAL CONDITION FOR EXISTING STRINGER SHOWN (P1-1 THRU P1-8)
FINAL CONDITION FOR PROPOSED STRINGERS SIMILAR (P1-9, P1-10)

EXPANSION BEARING MODIFICATION DETAIL-PIER 1

SCALE: 1 : 10

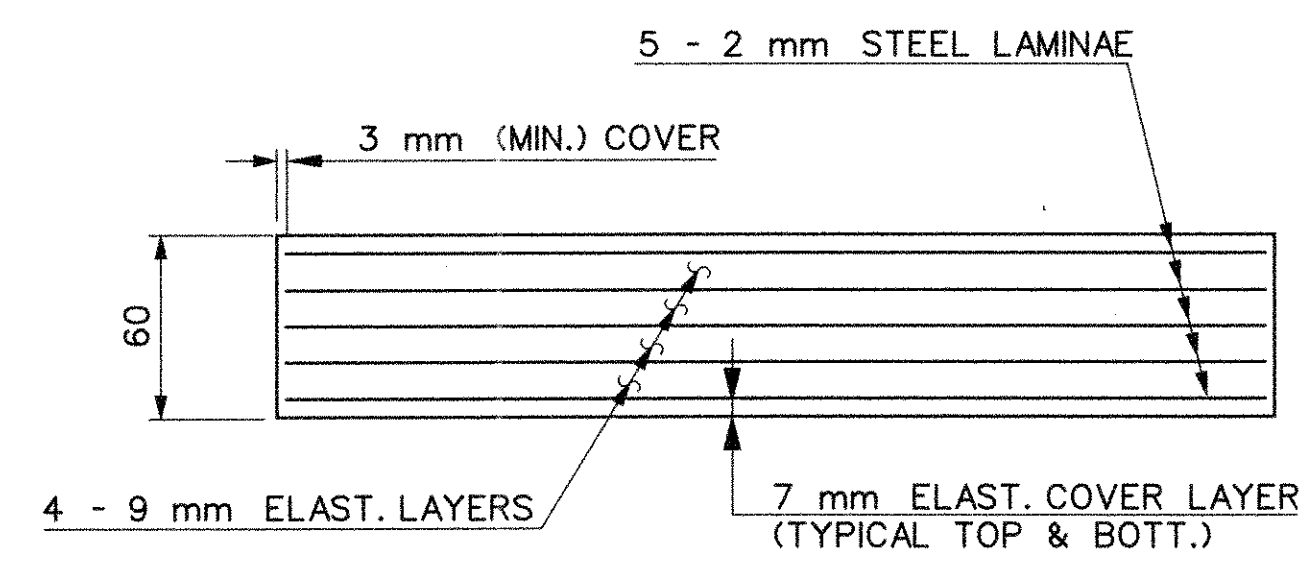
NOTE
ELASTOMERIC PADS SHALL NOT BE EXPOSED TO INSTANTANEOUS TEMPERATURES GREATER THAN 204°C DURING FIELD WELDING OF SOLE PLATE TO BEAM.



PLAN

ELASTOMERIC PAD DETAIL

SCALE: 1 : 2.5

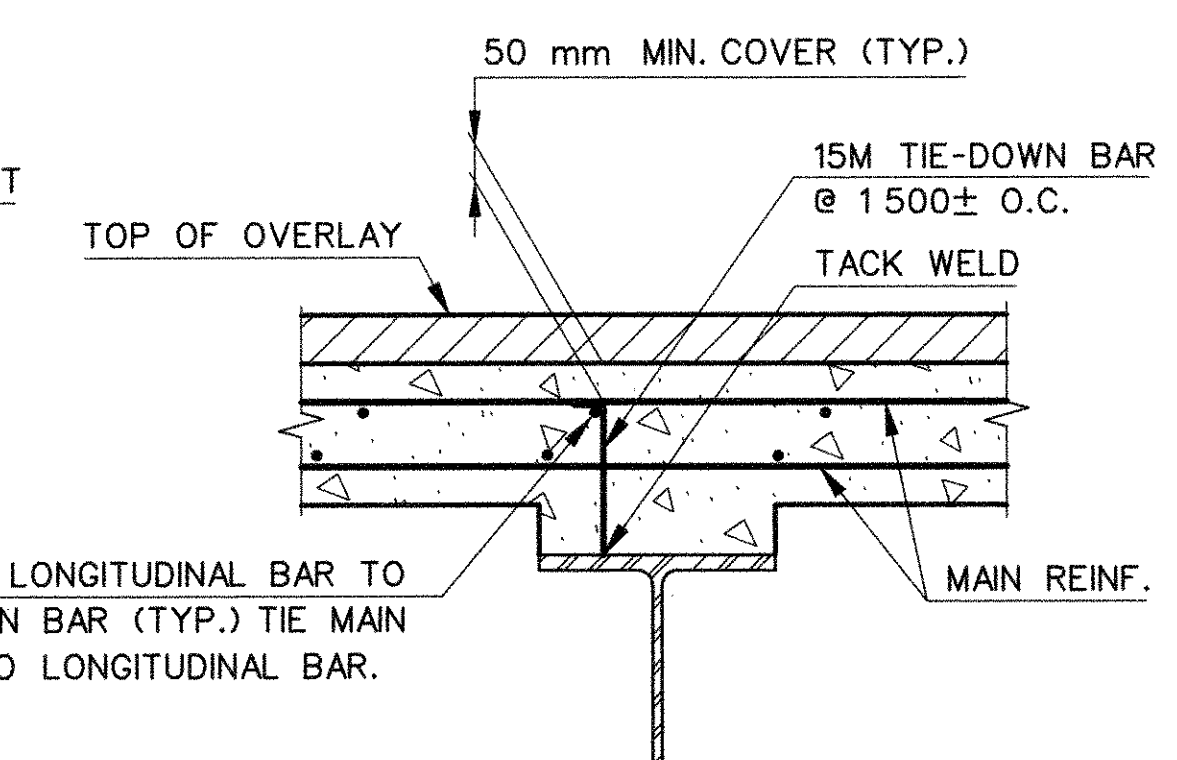
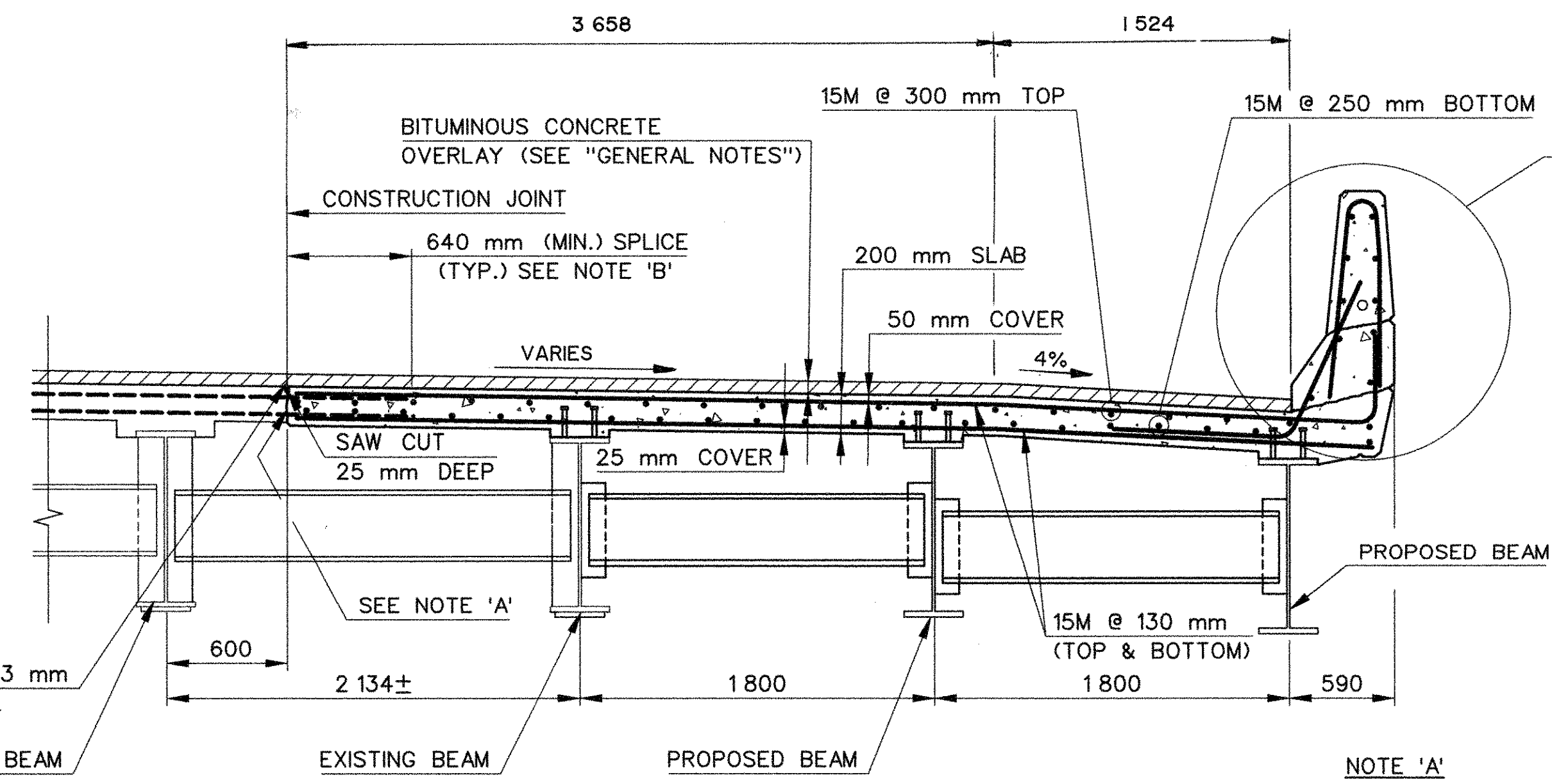
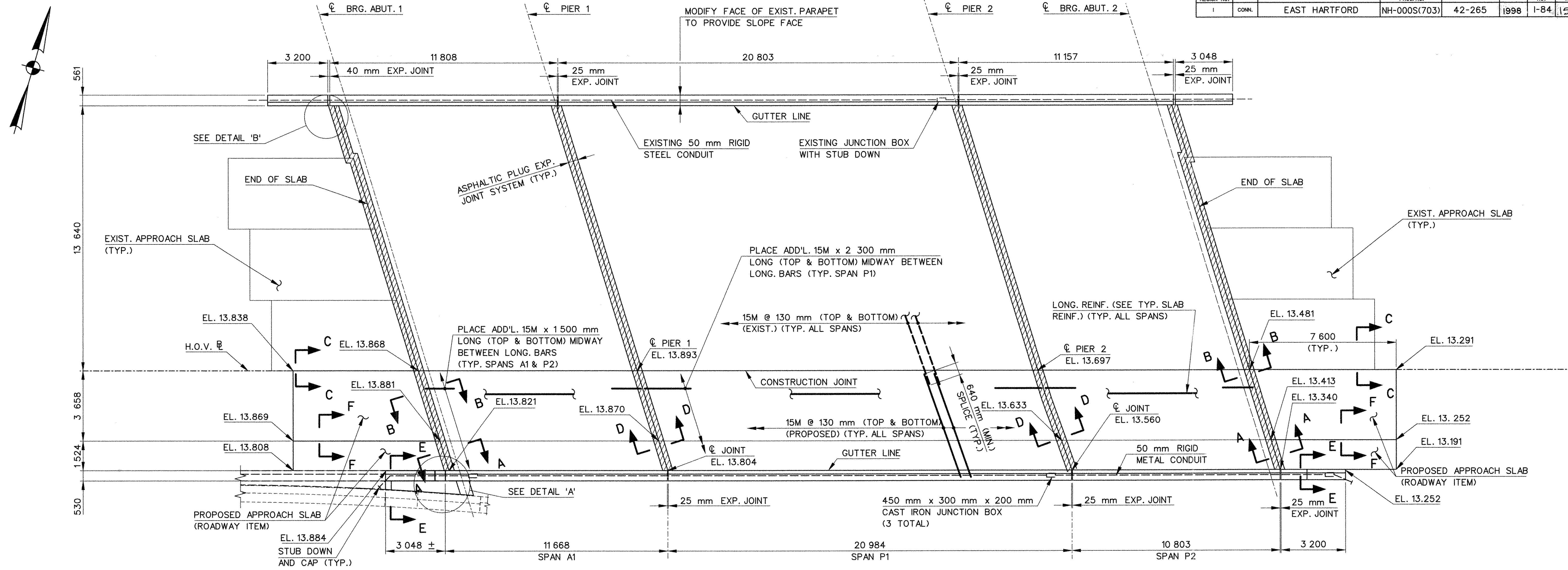


SECTION

STATE OF CONNECTICUT			
DEPARTMENT OF TRANSPORTATION			
EAST HARTFORD			
I-84EB & I-84-828			
UNDER			
I-84-829 & HOV			
BEARING DETAILS			
ENGINEER		PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.	
DESIGNER	R.F.C.	DRAFTER	H.G.W./A.P.
CHECKER	A.A.M.	DATE	5/14/96
APPROVED	<i>Anthony A. Moratti</i>		
NO.	DATE	DESCRIPTION	
REVISIONS		STRUCTURE NO.	42-265-3
		BRIDGE LOG NO.	02367
		STRUCTURE SHEET NO.	14 of 21

BR2367_4

STATE OF CONNECTICUT - DEPT. OF TRANSPORTATION									
F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS	
1	CONN.	EAST HARTFORD	NH-000S(703)	42-265	1998	I-84	154	252	



NOTES

FOR SECTION A-A , B-B AND D-D SEE STR. SHT.16.

FOR APPROACH SLAB SECTIONS AND SLAB REPAIR DETAILS SEE STR. SHT. 17.

FOR PARAPET MODIFICATION DETAILS OF EXISTING NORTH WINGWALL AND SLAB PARAPET, SEE STR. SHT. 18

FOR JUNCTION BOX AND ELECTRICAL DETAILS, SEE STR. SHT. 23.

FOR DETAILS 'A', 'B' AND SLAB JOINT DETAILS, SEE STR. SHT. 20.

NOTES

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

NOTE 'A'
BLAST CLEAN THEN APPLY A NEAT CEMENT GROUT OR OTHER BONDING MATERIAL IMMEDIATELY PRIOR TO PLACING ADJACENT POUR.

NOTE 'B'
EXISTING TRANSVERSE REINFORCING TO BE THOROUGHLY CLEANED AND STRAIGHTENED.

STATE OF CONNECTICUT			
DEPARTMENT OF TRANSPORTATION			
EAST HARTFORD			
I-84EB & I-84-828			
UNDER			
I-84-829 & HOV			
SLAB PLAN			
ENGINEER	PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.		
DESIGNER	R.F.C.	DRAFTER	C.C.
CHECKER	A.A.M.		
APPROVED	Anthony A. Masetti		DATE 6/14/96
NO.	DATE	DESCRIPTION	REVISIONS
STRUCTURE NO.	42-265-3	BRIDGE LOG NO.	02367
		STRUCTURE SHEET NO.	15 OF 21

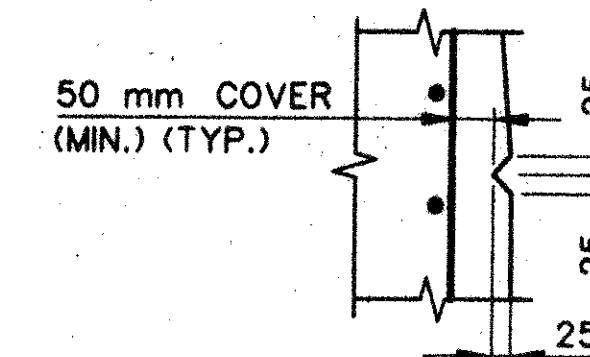
F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	EAST HARTFORD	NH-0005(703)	42-265	1998	I-84	155	252

FINISHED SLAB ELEVATIONS AND DEAD LOAD DEFLECTIONS

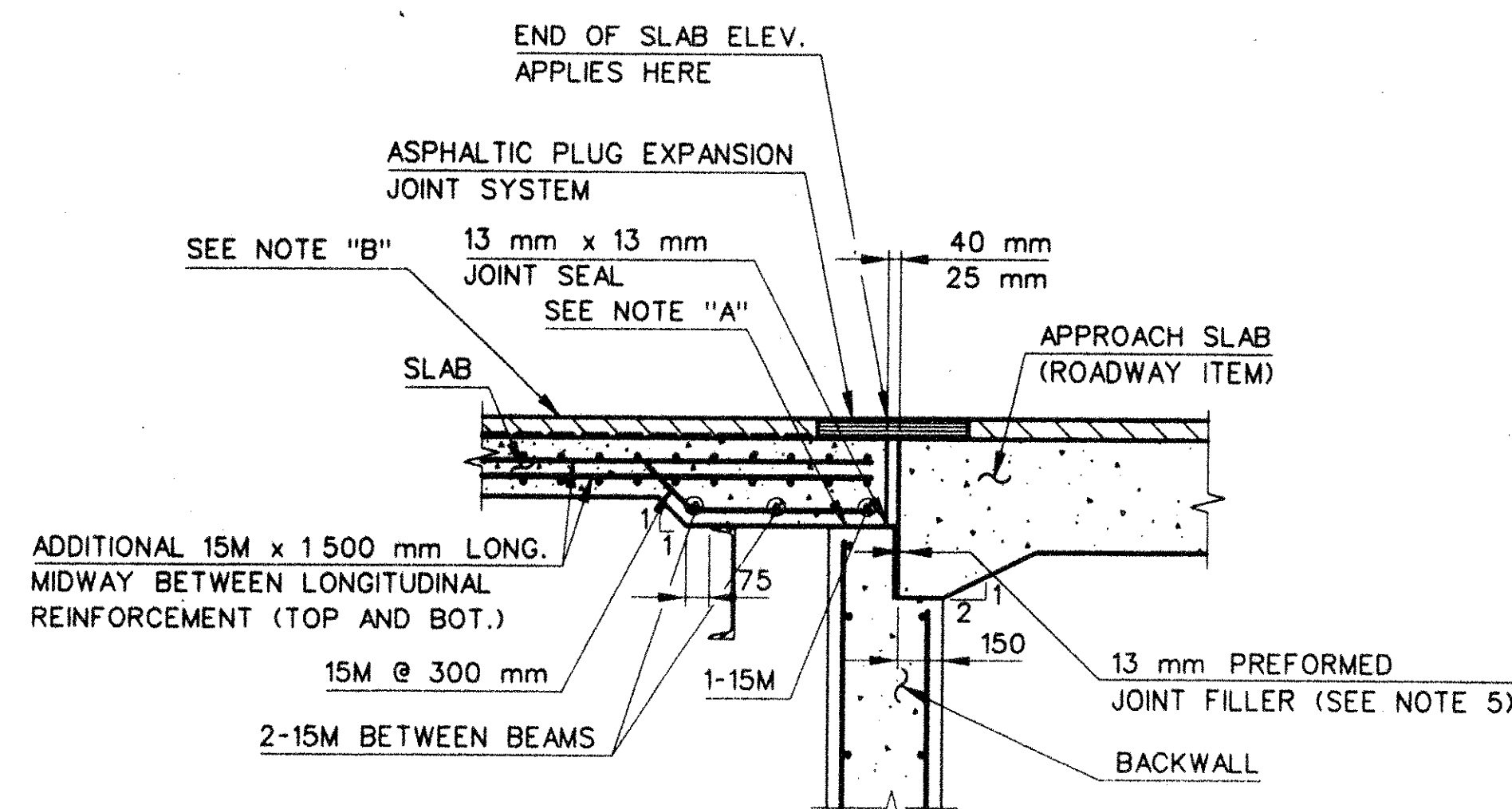
BEAM		CL BRG ABUT 1	1/4 L	2/4 L	3/4 L	CL BRG BK PIER 1	BEAM	CL BRG AHD PIER 1	1/6 L	2/6 L	3/6 L	4/6 L	5/6 L	CL BRG BK PIER 2	BEAM	CL BRG AHD PIER 2	1/4 L	2/4 L	3/4 L	CL BRG ABUT 2
A1-8	SLAB ELEVATION	13.811	13.818	13.826	13.826	13.820	P1-8	13.819	13.787	13.753	13.721	13.685	13.649	13.612	P2-8	13.604	13.554	13.504	13.455	13.401
	STRUCTURAL STEEL	-	-	-	-	-		-	-	-	-	-	-	-		-	-	-	-	-
	OTHER DEAD LOADS	-	.002	.003	.002	-		-	.013	.022	.026	.022	.013	-		-	.002	.003	.002	-
A1-9	SLAB ELEVATION	13.816	13.820	13.825	13.818	13.810	P1-9	13.806	13.767	13.728	13.695	13.659	13.622	13.579	P2-9	13.570	13.521	13.473	13.424	13.368
	STRUCTURAL STEEL	-	-	.001	-	-		-	.003	.006	.007	.006	.003	-		-	-	-	-	-
	OTHER DEAD LOADS	-	.002	.003	.002	-		-	.013	.022	.025	.022	.013	-		-	.001	.002	.001	-
A1-10	SLAB ELEVATION	13.759	13.763	13.766	13.757	13.744	P1-10	13.739	13.699	13.659	13.626	13.589	13.553	13.502	P2-10	13.494	13.446	13.398	13.350	13.291
	STRUCTURAL STEEL	-	-	.001	-	-		-	.003	.006	.007	.006	.003	-		-	-	-	-	-
	OTHER DEAD LOADS	-	.002	.003	.002	-		-	.012	.020	.023	.020	.012	-		-	.001	.002	.001	-

NOTES

1. SLAB ELEVATIONS ARE GIVEN OVER THE CL BEAM AT TOP OF CONCRETE SLAB. (METERS)
2. OTHER DEAD LOAD DEFLECTIONS ARE DUE TO CONCRETE SLAB, PARAPETS AND BITUMINOUS CONCRETE WEARING SURFACE.
3. L-SPAN LENGTH, CL TO CL BEARING.

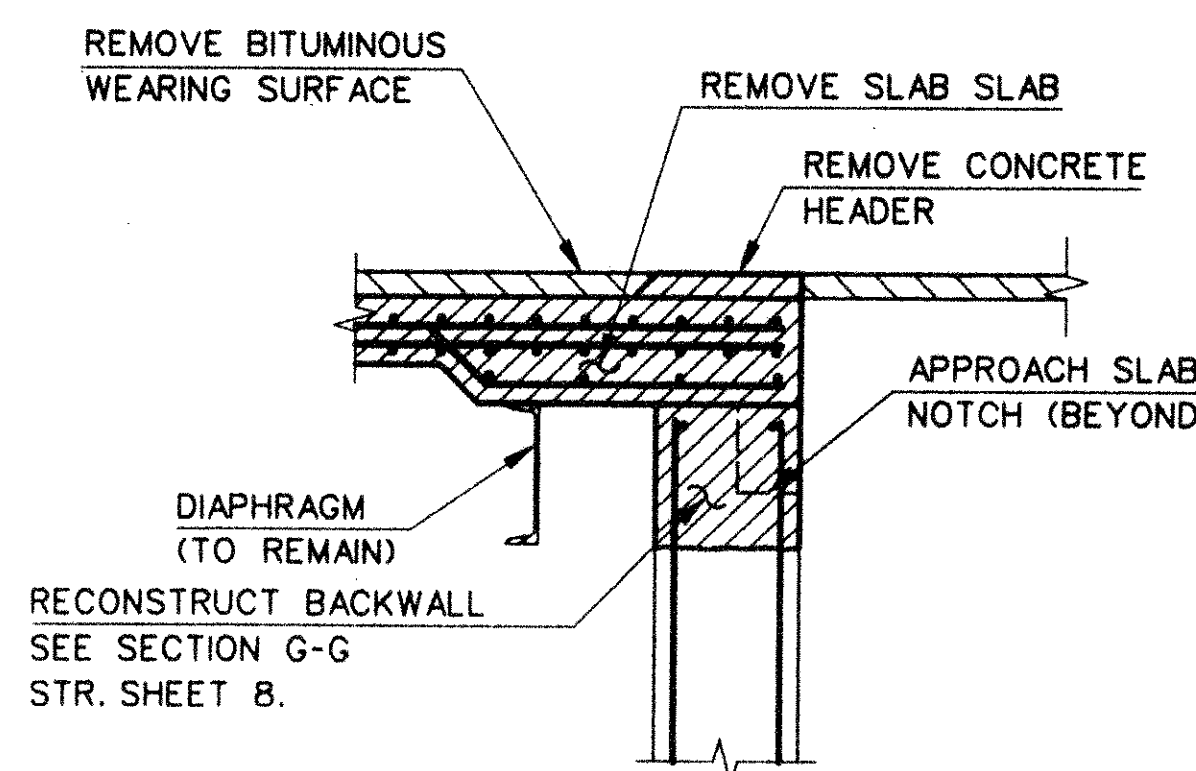


RUSTICATION DETAIL
SCALE: 1:10



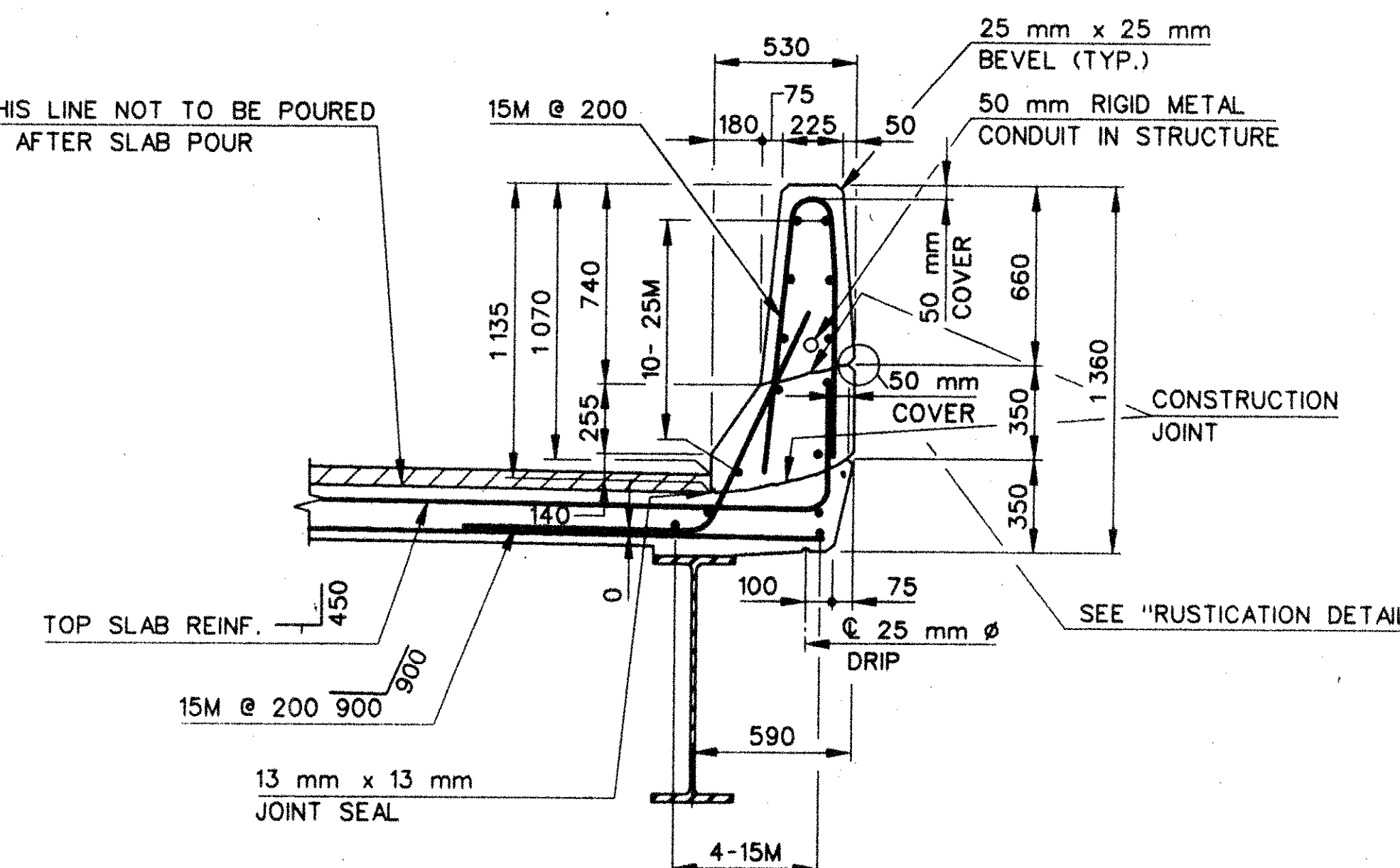
SECTION A-A AT WIDENING
SCALE: 1:20

- NOTE "A":
PROVIDE 2 LAYERS OF 15# ROOFING FELT ON TOP OF BACKWALL.
- NOTE "B":
BITUMINOUS WEARING SURFACE ON MEMBRANE WATERPROOFING.



EXISTING

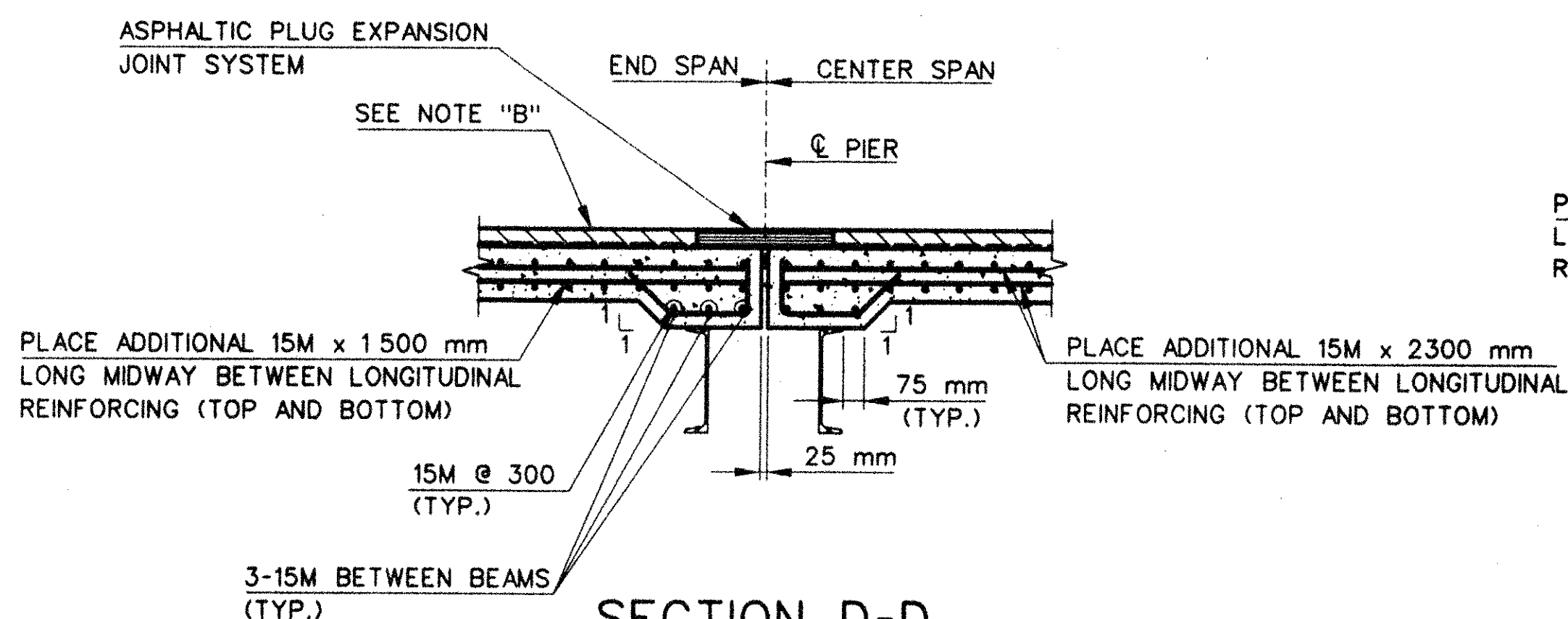
CONCRETE ABOVE THIS LINE NOT TO BE POURED LESS THEN 10 DAYS AFTER SLAB POUR



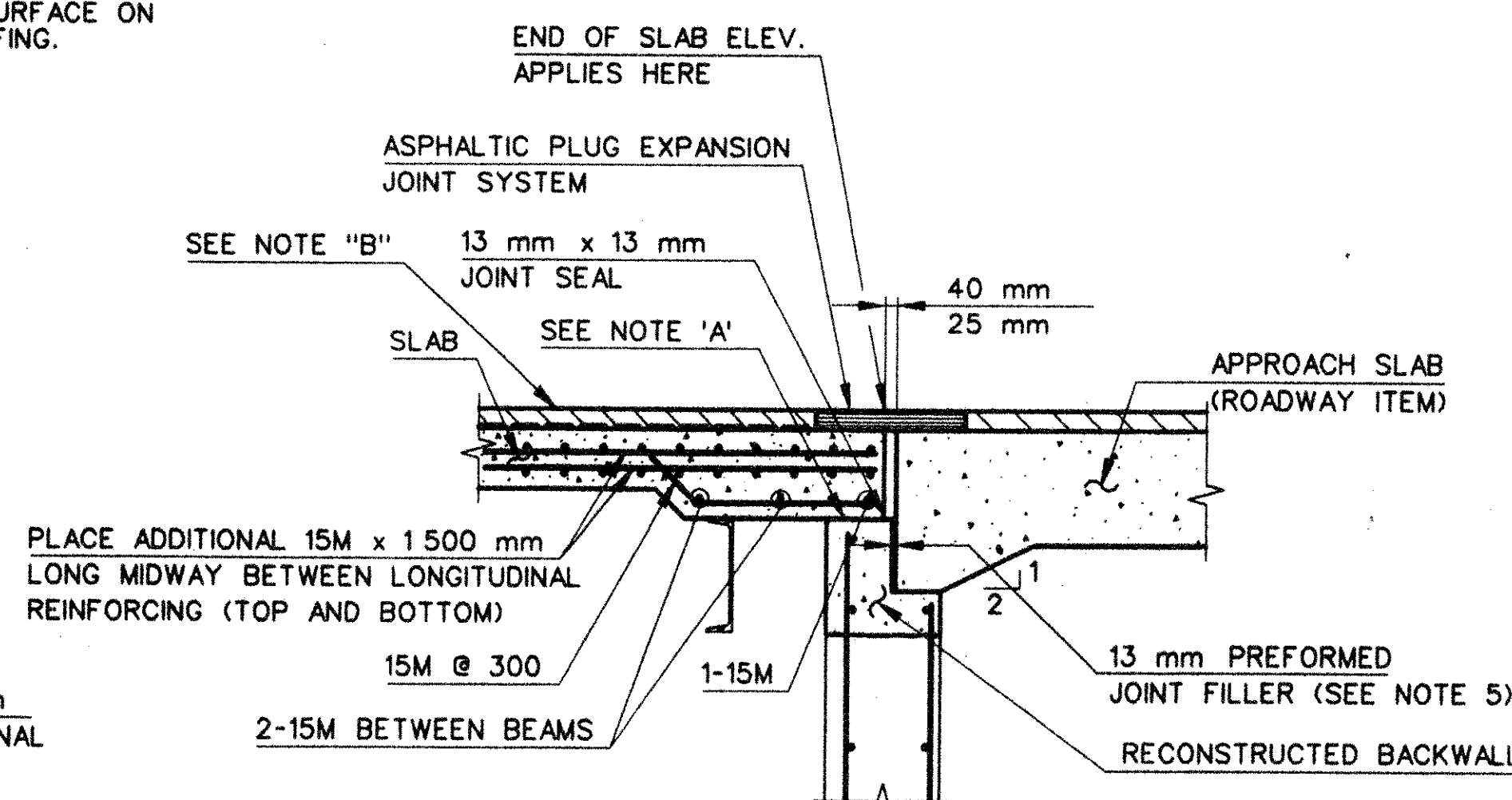
TYPICAL BRIDGE PARAPET SECTION
SCALE: 1:20

NOTES

1. THE PARAPET CONCRETE SHALL BE PLACED CONTINUOUS WITHOUT VERTICAL JOINTS.
2. HORIZONTAL CONSTRUCTION JOINTS ARE REQUIRED AND SHALL BE PLACED AS SHOWN.
3. LONGITUDINAL REINFORCEMENT SHALL BE CONTINUOUS WITH MINIMUM LAP SPLICES OF 1000 mm.
4. ALL PARAPET REINFORCEMENT SHALL HAVE 50 mm COVER, EXCEPT AS NOTED.
5. THE COST OF FURNISHING AND PLACING PREFORMED EXPANSION JOINT FILLER SHALL BE PAID FOR UNDER THE ITEM "CLASS 'A' CONCRETE".



SECTION D-D AT WIDENING
SCALE: 1:20



PROPOSED SECTION B-B AT RECONSTRUCTED SLAB
SCALE: 1:20

NO.		DATE	DESCRIPTION
REVISIONS		STRUCTURE NO.	42-265-3

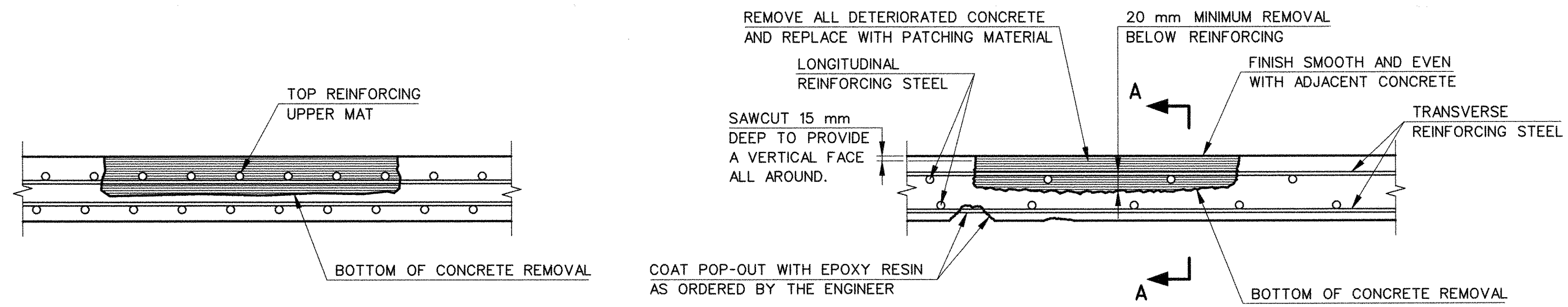
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
EAST HARTFORD
I-84EB & I-84-828
UNDER
I-84-829 & HOV
SLAB DETAILS I

ENGINEER PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.
DESIGNER R.F.C. DRAFTER A.P. CHECKER A.A.M.
APPROVED *Autery A. Wozniak* DATE 4/22/98
STRUCTURE NO. 42-265-3

File: g:\dgn\4779\str\fd\br2367\4779s011.dgn
Time: 09:36:58
Date: Apr. 22, 1998

BR236714

STATE OF CONNECTICUT - DEPT. OF TRANSPORTATION									
F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS	
1	CONN.	EAST HARTFORD	NH-000S(703)	42-265	1998	I-84	156	252	



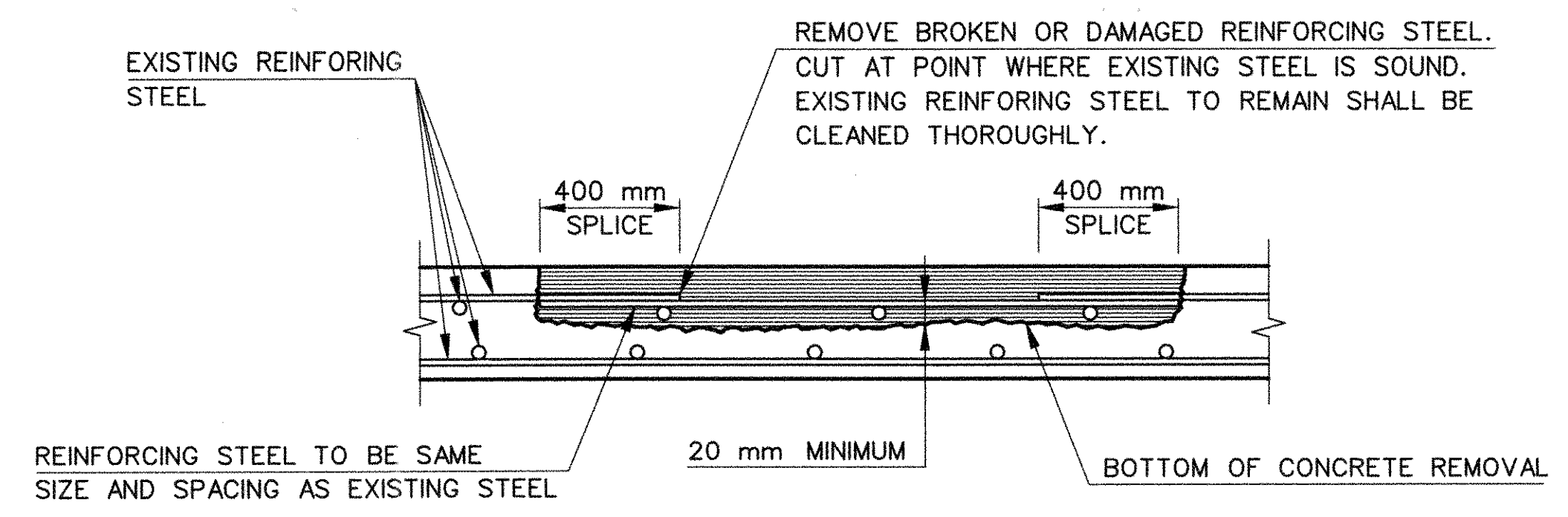
SECTION A-A

TYPICAL PATCH REPAIR

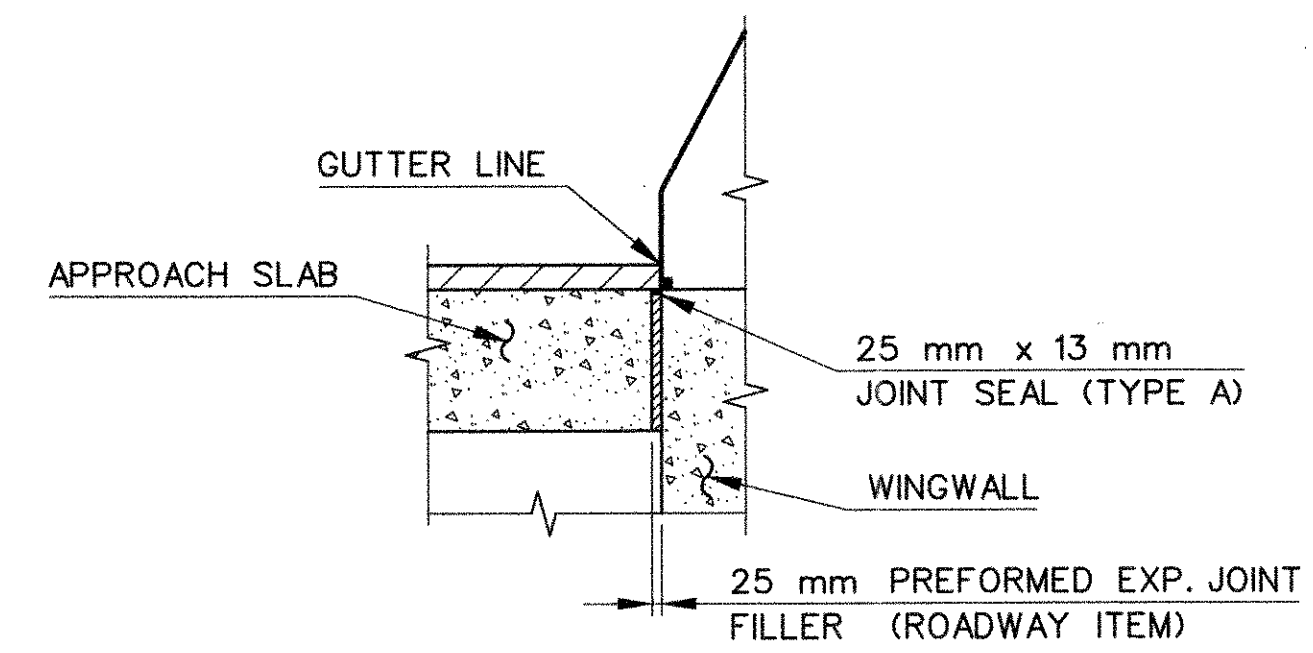
PARTIAL DEPTH PATCH
NOT TO SCALE

SLAB PATCHING NOTES

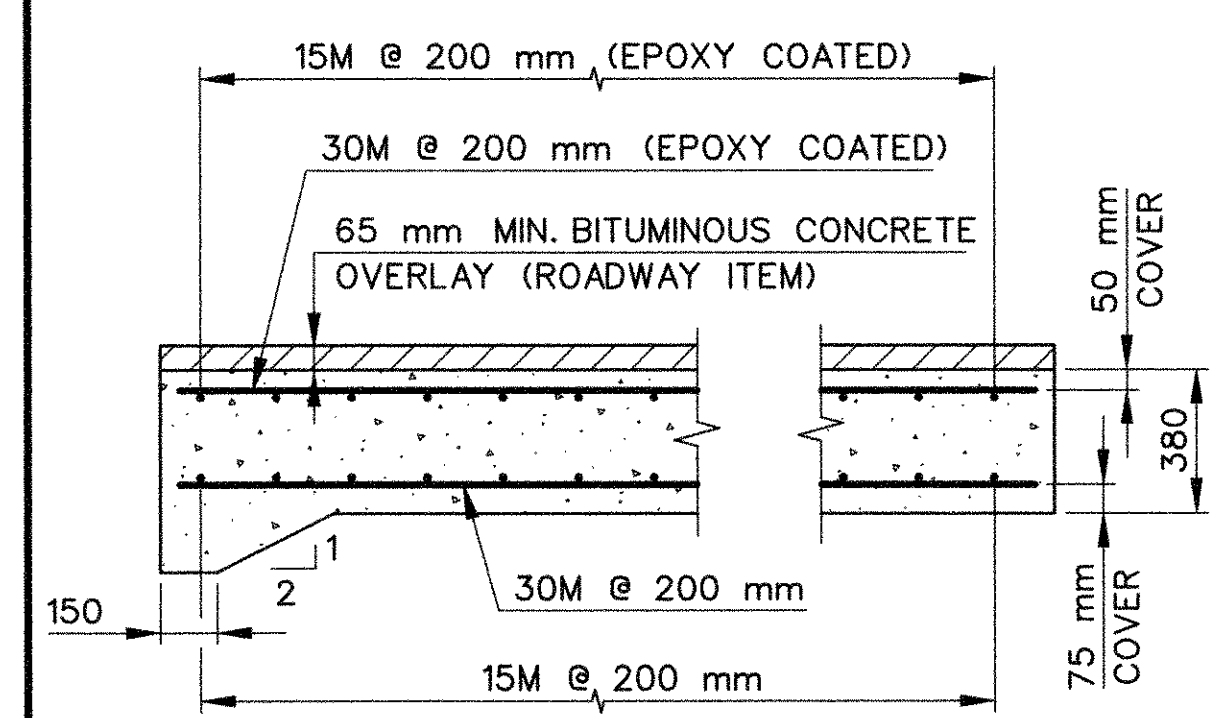
1. THE REINFORCEMENT SHALL BE UNCOATED AND CONFORM TO ASTM 615M GRADE 400.
2. THE EXACT LOCATION AND EXTENT OF ALL DETERIORATED SLAB AREAS TO BE REPAIRED WILL BE DETERMINED BY THE ENGINEER. AFTER REMOVAL OF THE EXISTING OVERLAY, THE ENGINEER SHALL CHAIN DRAG AND/OR HAMMERTAP THE SLAB TO DELINEATE THE DETERIORATED AREAS. THE DETERIORATED SLAB AREAS SHALL BE REPAIRED BY THE CONTRACTOR UNDER THE ITEM "PARTIAL DEPTH PATCH".
3. THE COST OF REMOVAL OF THE DETERIORATED CONCRETE, INCLUDING THE 15 mm SAW CUT, AND THE FURNISHING AND PLACING THE PATCHING MATERIAL SHALL BE PAID FOR UNDER THE ITEM "PARTIAL DEPTH PATCH".
4. THE COST OF FURNISHING AND PLACING THE REINFORCEMENT SHALL BE PAID FOR UNDER THE ITEM "DEFORMED STEEL BARS".



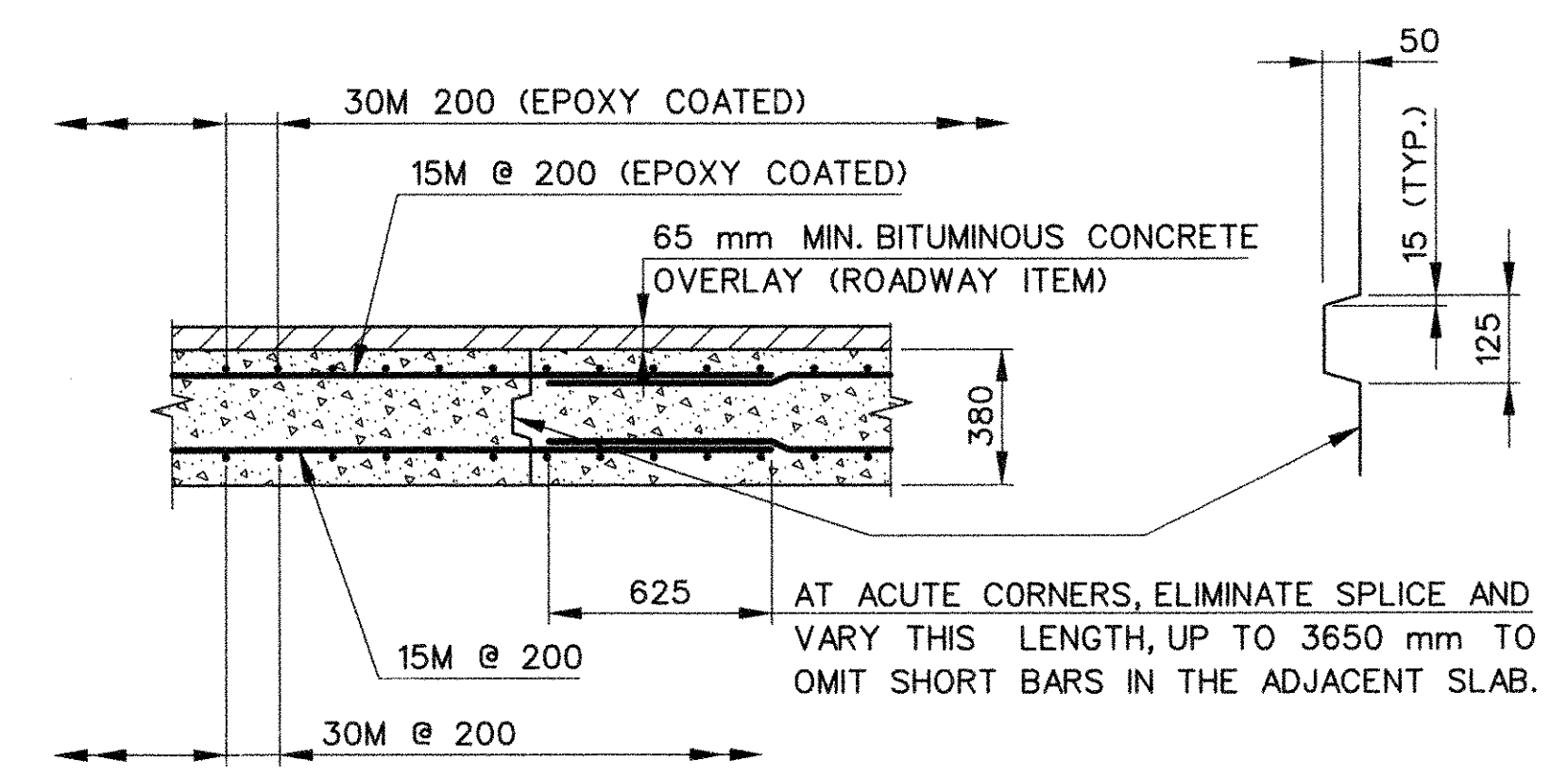
REPAIR OF DAMAGED REINFORCING STEEL
NOT TO SCALE



SECTION E-E



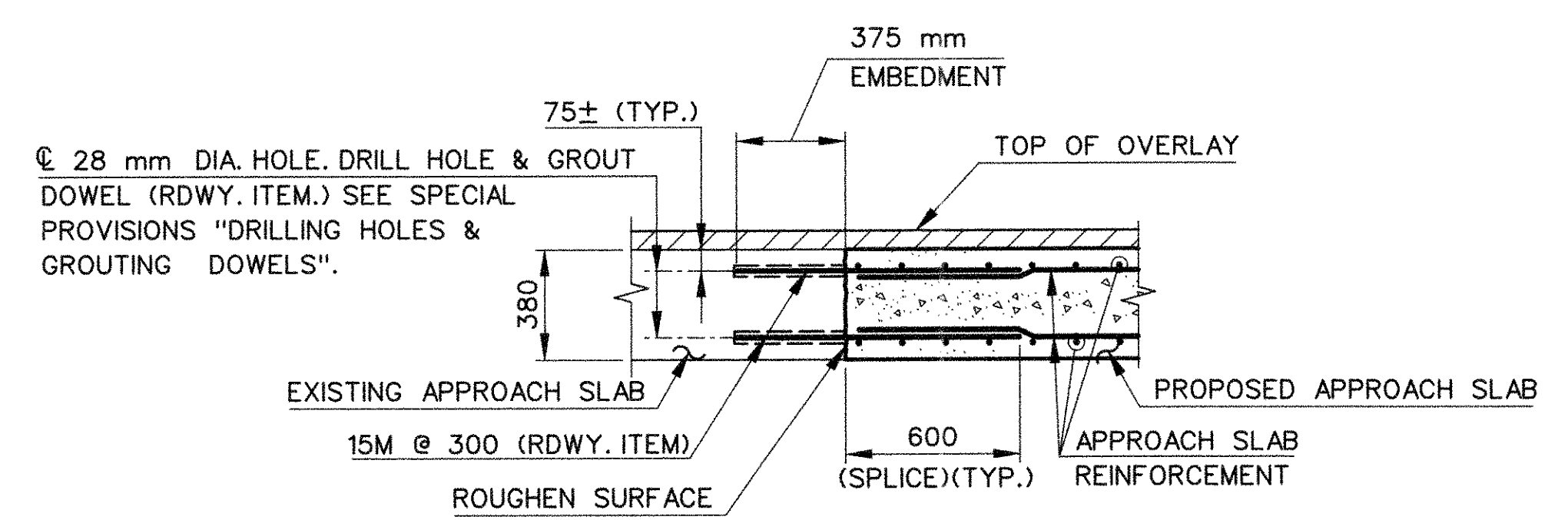
APPROACH SLAB SECTION



SECTION F-F

APPROACH SLAB DETAILS
SCALE: 1:20

- NOTES
1. CLASS "A" CONCRETE, DEFORMED STEEL BARS AND DEFORMED STEEL BARS (EPOXY COATED) IN THE APPROACH SLABS ARE ROADWAY ITEMS.
 2. THE COST OF FURNISHING AND PLACING JOINT SEAL AND PREFORMED EXPANSION JOINT FILLER SHALL BE PAID FOR UNDER THE ROADWAY ITEM "CLASS A CONCRETE".



SECTION C-C

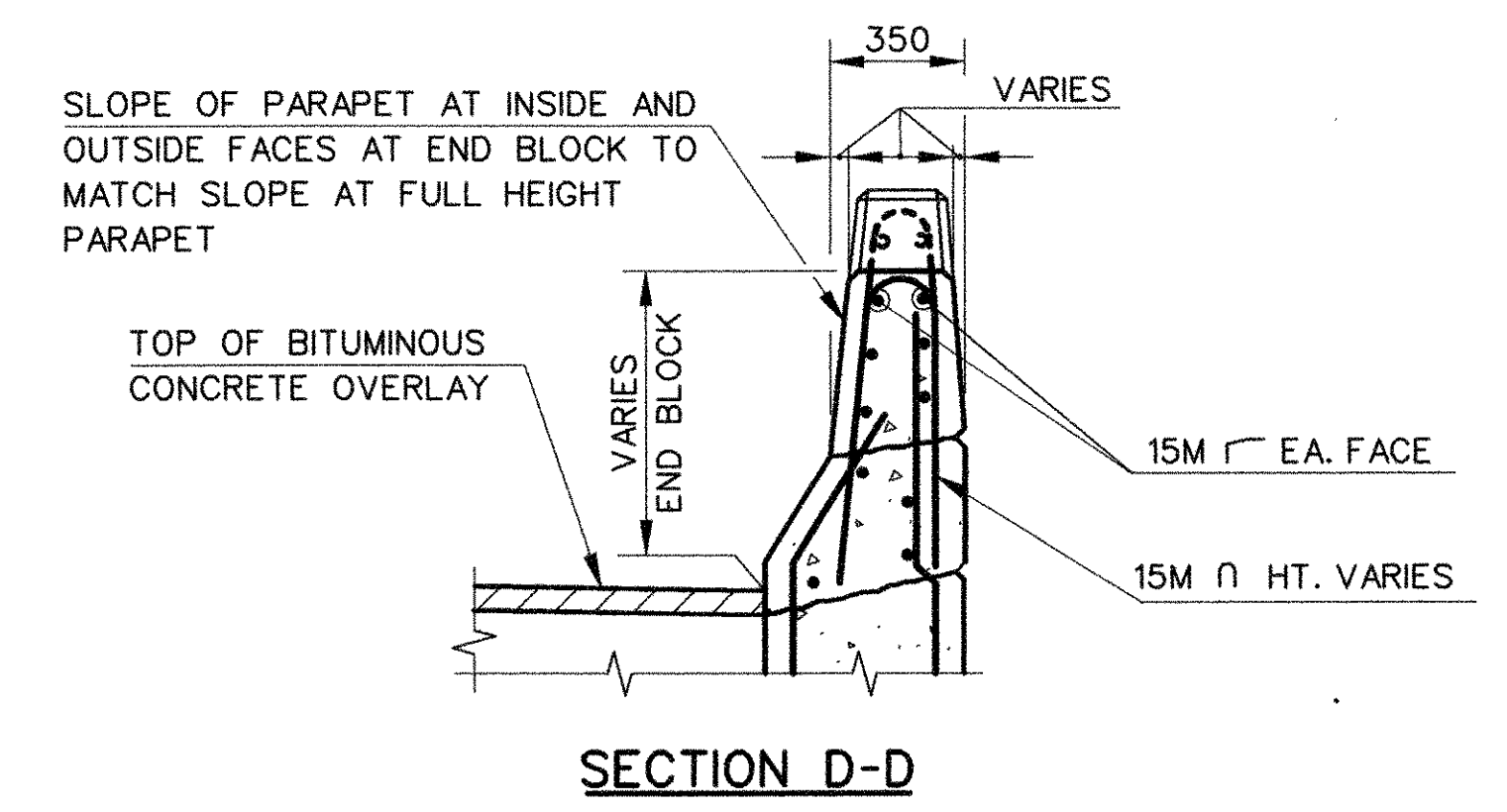
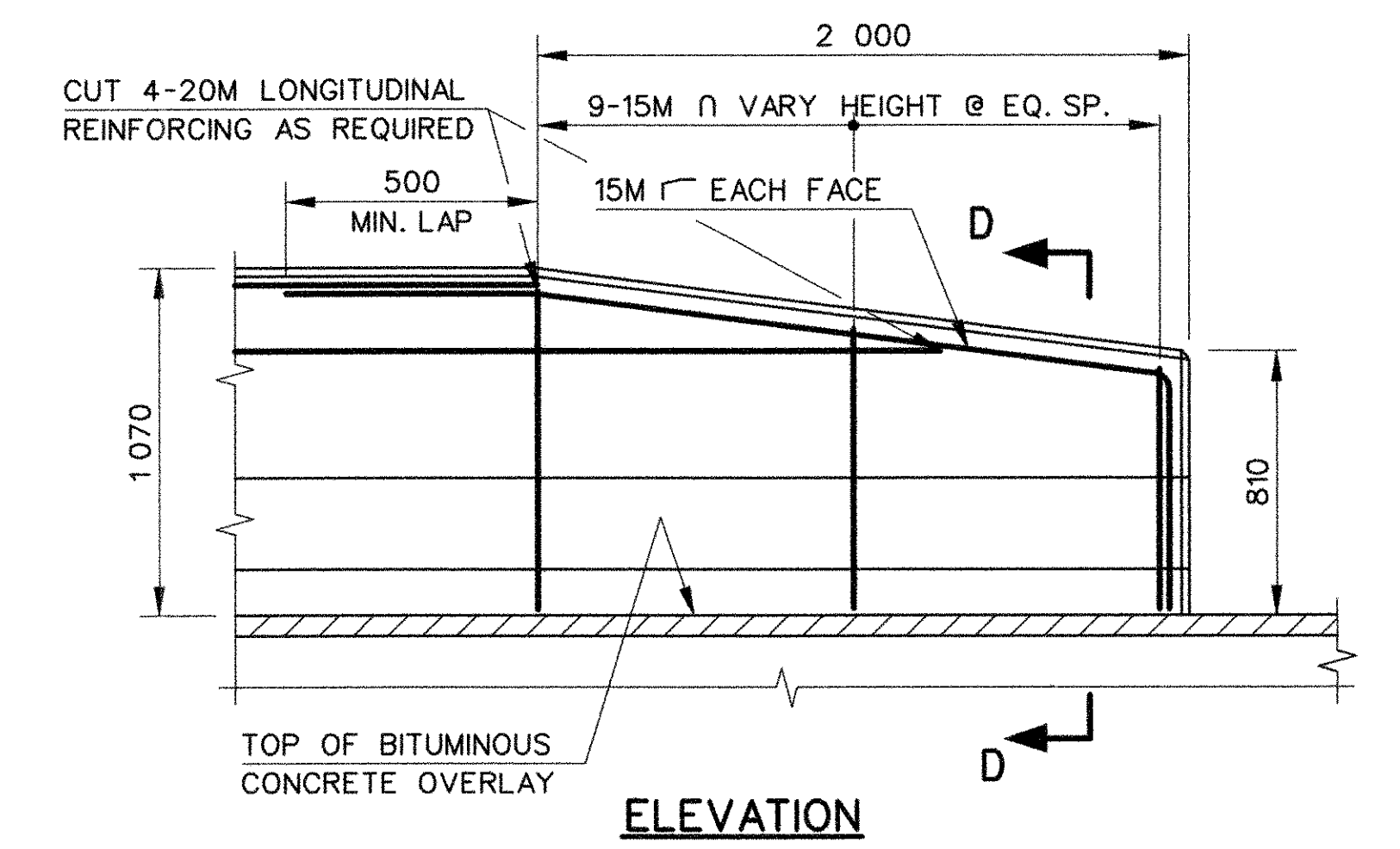
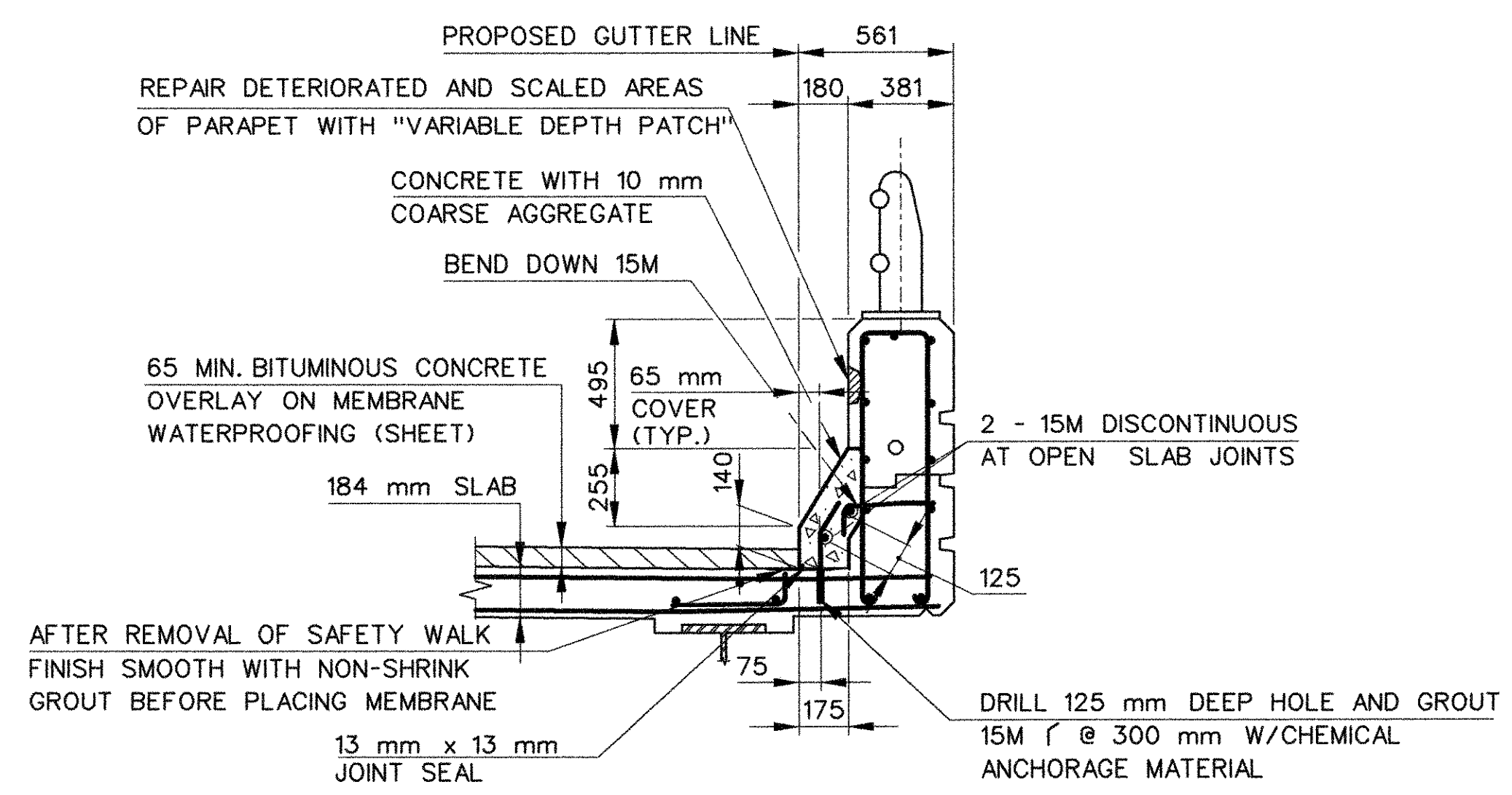
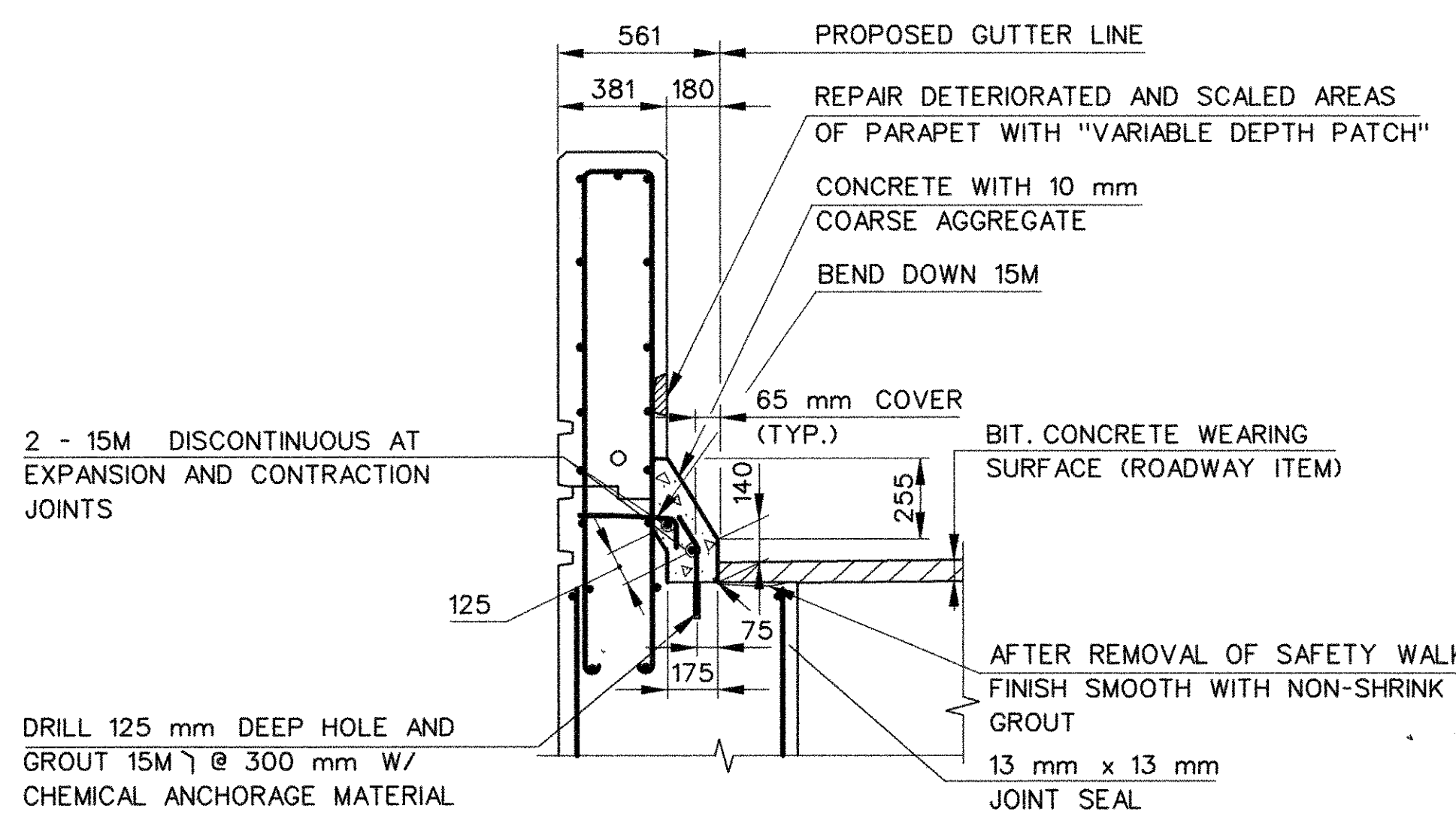
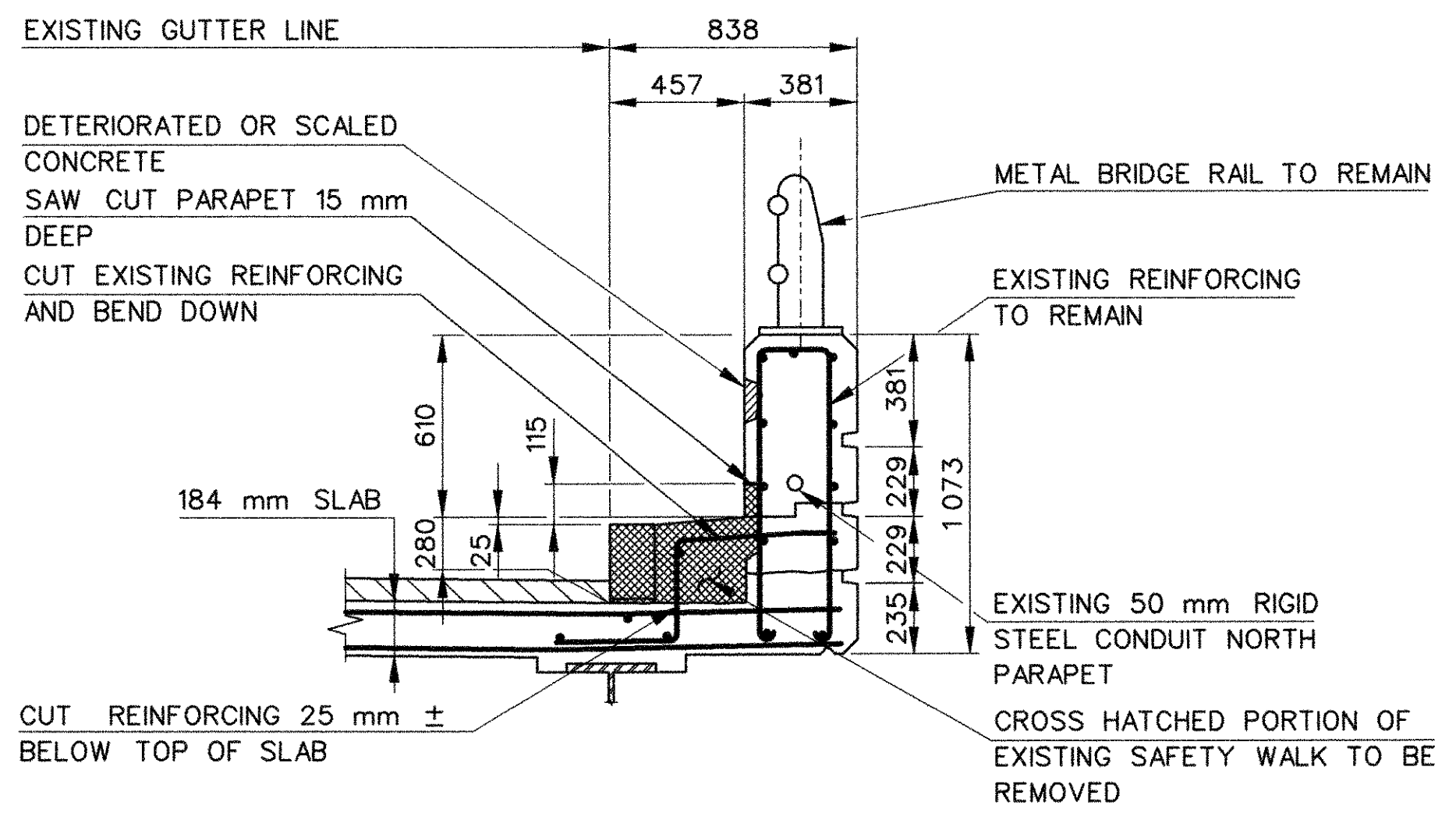
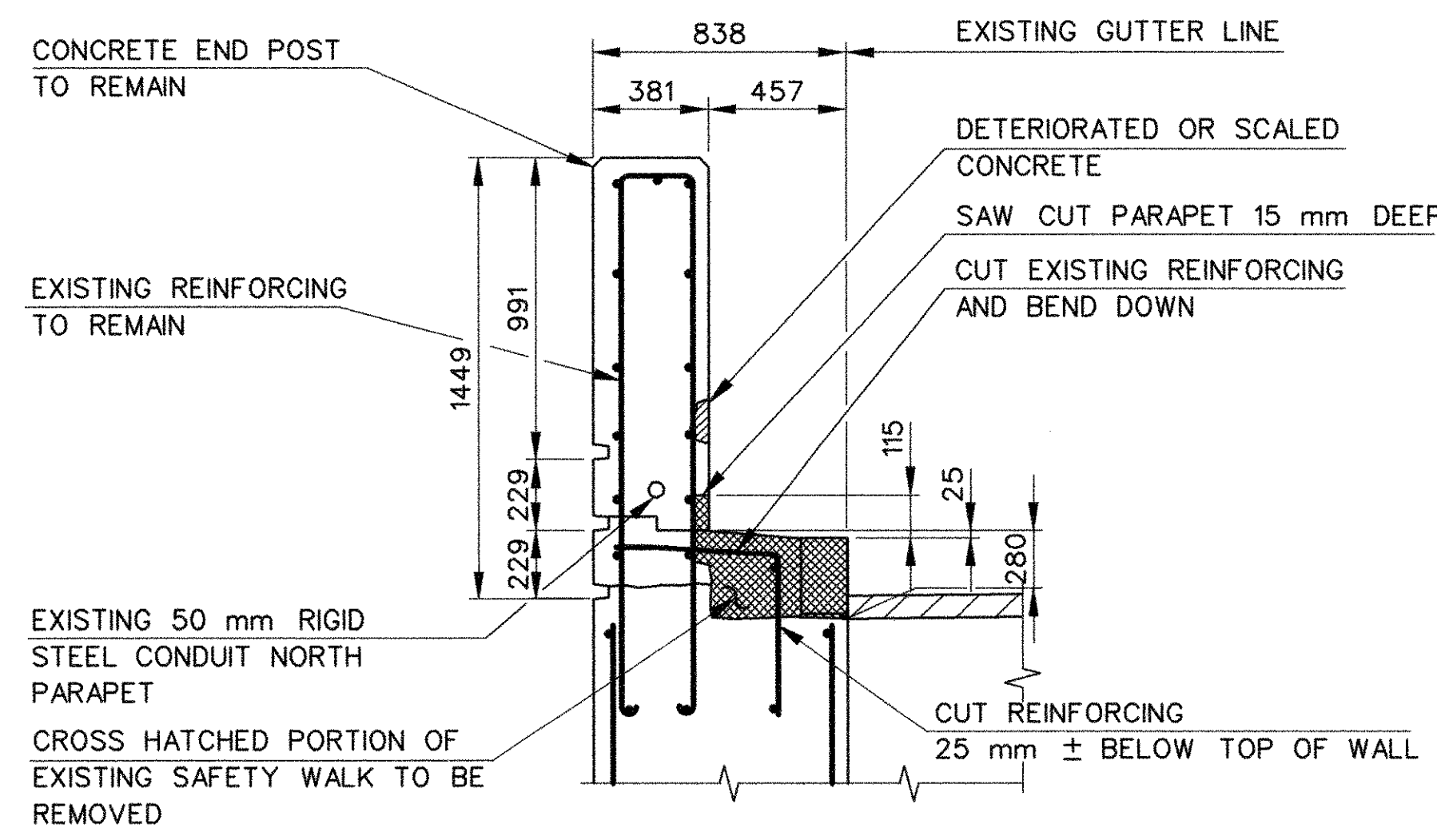
STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION			
EAST HARTFORD			
I-84EB & I-84-828 UNDER I-84-829 & HOV			
SLAB DETAILS II			
ENGINEER		PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.	
DESIGNER	R.F.C.	DRAFTER	A.L.H./A.P.
CHECKER	A.A.M.	DATE	5/14/96
NO.	DATE	DESCRIPTION	APPROVED <i>Avellan A. Mouton</i>
REVISIONS		STRUCTURE NO.	42-265-3
		BRIDGE LOG NO.	02367
		STRUCTURE SHEET NO.	17 of 21

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Date: Apr. 30, 1996

F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	EAST HARTFORD	NH-000S(703)	42-265	1998	I-84	157	252

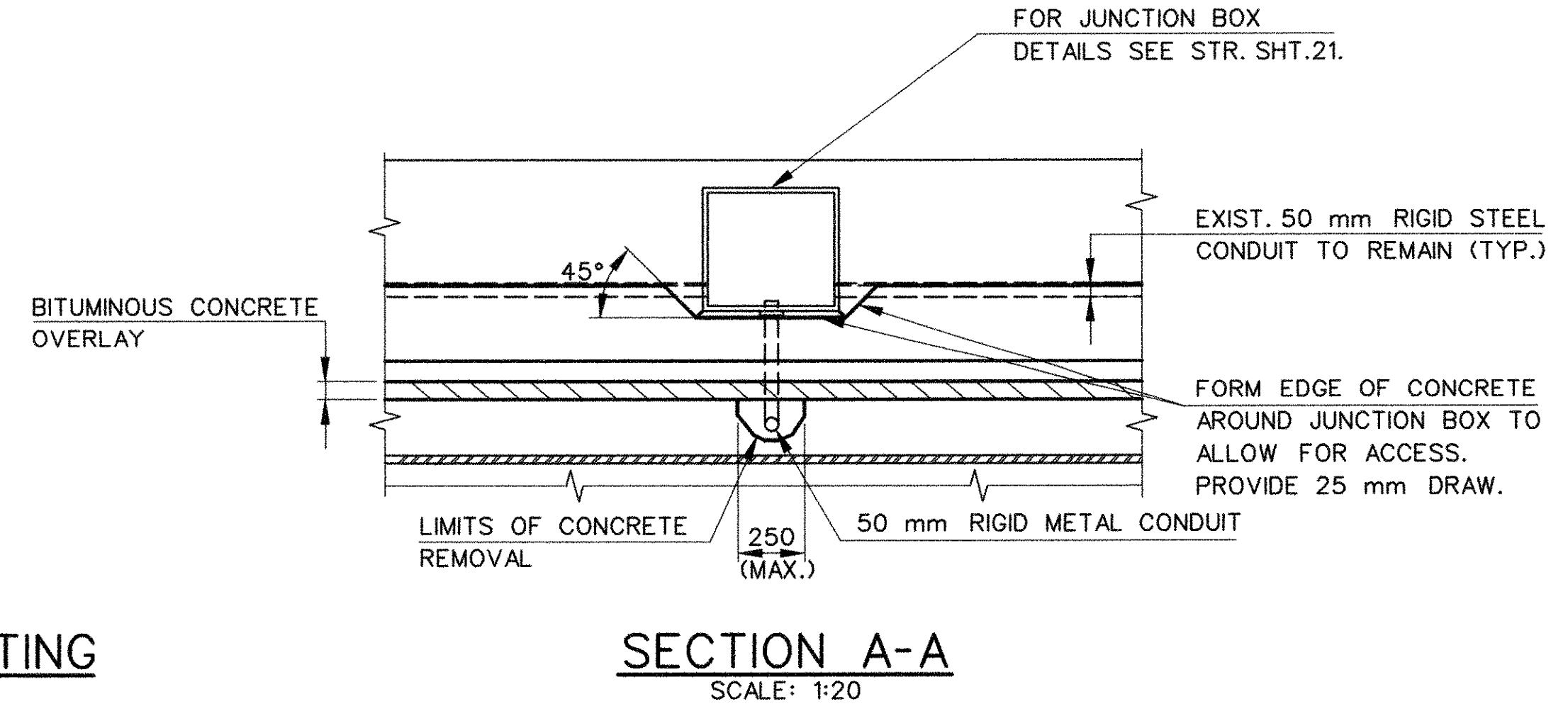
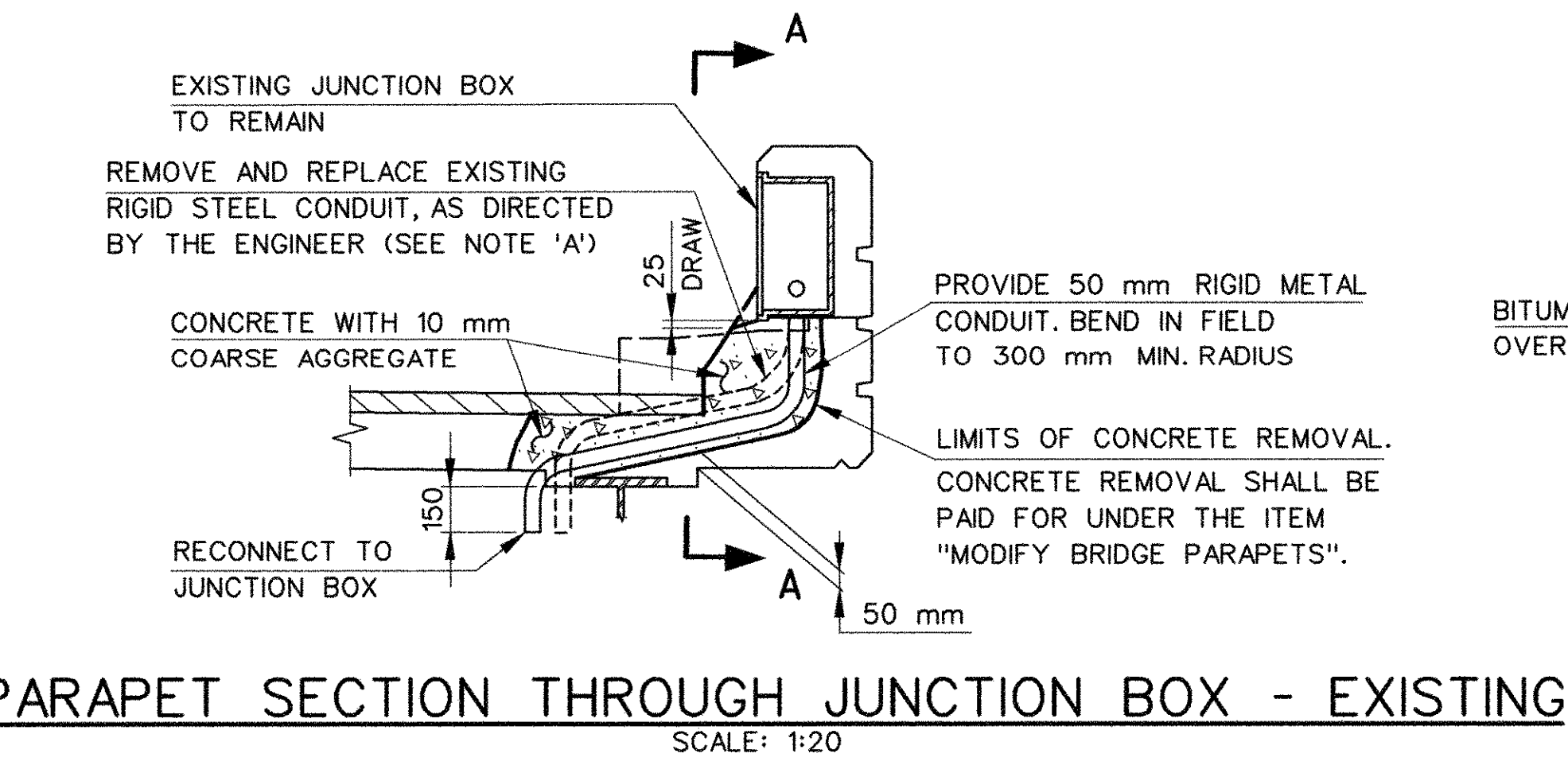
PARAPET MODIFICATION NOTES

1. THE CONCRETE FOR THE PARAPET MODIFICATIONS SHALL BE A PORTLAND CEMENT CONCRETE WITH MAXIMUM SIZE COARSE AGGREGATE OF 10mm AND A f'c-28 MPa AND SHALL BE DESIGNED BY THE CONTRACTOR.
2. THE REINFORCEMENT SHALL BE UNCOATED AND CONFORM TO ASTM A615M, GRADE 420.
3. JOINTS SHALL BE FORMED IN THE SLOPED CURB AT THE JOINTS BETWEEN THE BRIDGE SLAB AND WINGWALL PARAPETS, AND AT THE EXPANSION AND CONTRACTION JOINTS IN THE WINGWALLS, AS REQUIRED. THE JOINT WIDTH SHALL MATCH THAT OF THE EXISTING ADJACENT JOINT.
4. THE DETERIORATED AND SCALED AREAS ON THE PARAPETS SHALL BE REPAIRED WITH "VARIABLE DEPTH PATCH". THE EXACT LOCATION AND EXTENT OF ALL AREAS TO BE REPAIRED WILL BE DETERMINED BY THE ENGINEER. ESTIMATED QUANTITIES FOR "VARIABLE DEPTH PATCH" ARE NOT ASSIGNED TO ANY SPECIFIC PARAPET AREAS BUT SHALL BE USED AS NECESSARY WHERE DIRECTED BY THE ENGINEER.
5. THE REMOVAL OF CONCRETE SAFETY CURB, FURNISHING AND PLACING REINFORCEMENT, AND PLACING AND FINISHING THE CONCRETE SHALL BE PAID FOR UNDER THE ITEM "MODIFY BRIDGE PARAPETS".
6. THE MASS OF PNEUMATIC HAMMERS, USED TO REMOVE THE CONCRETE CURB, SHALL NOT EXCEED 14 kg.



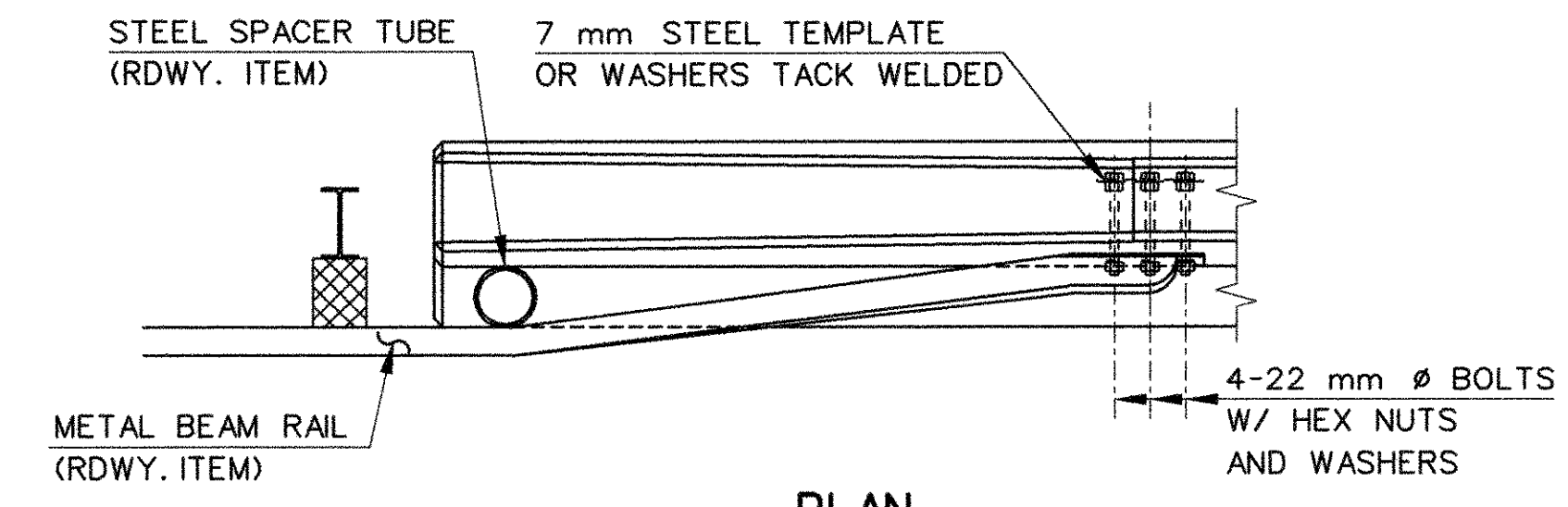
NOTE: 'A'
THE REMOVAL AND REPLACEMENT OF STUB DOWN AT THE EXISTING JUNCTION BOX SHALL BE PAID FOR UNDER THE ITEM "MODIFY BRIDGE PARAPETS"

PARAPET MODIFICATION DETAILS
SCALE: 1:20

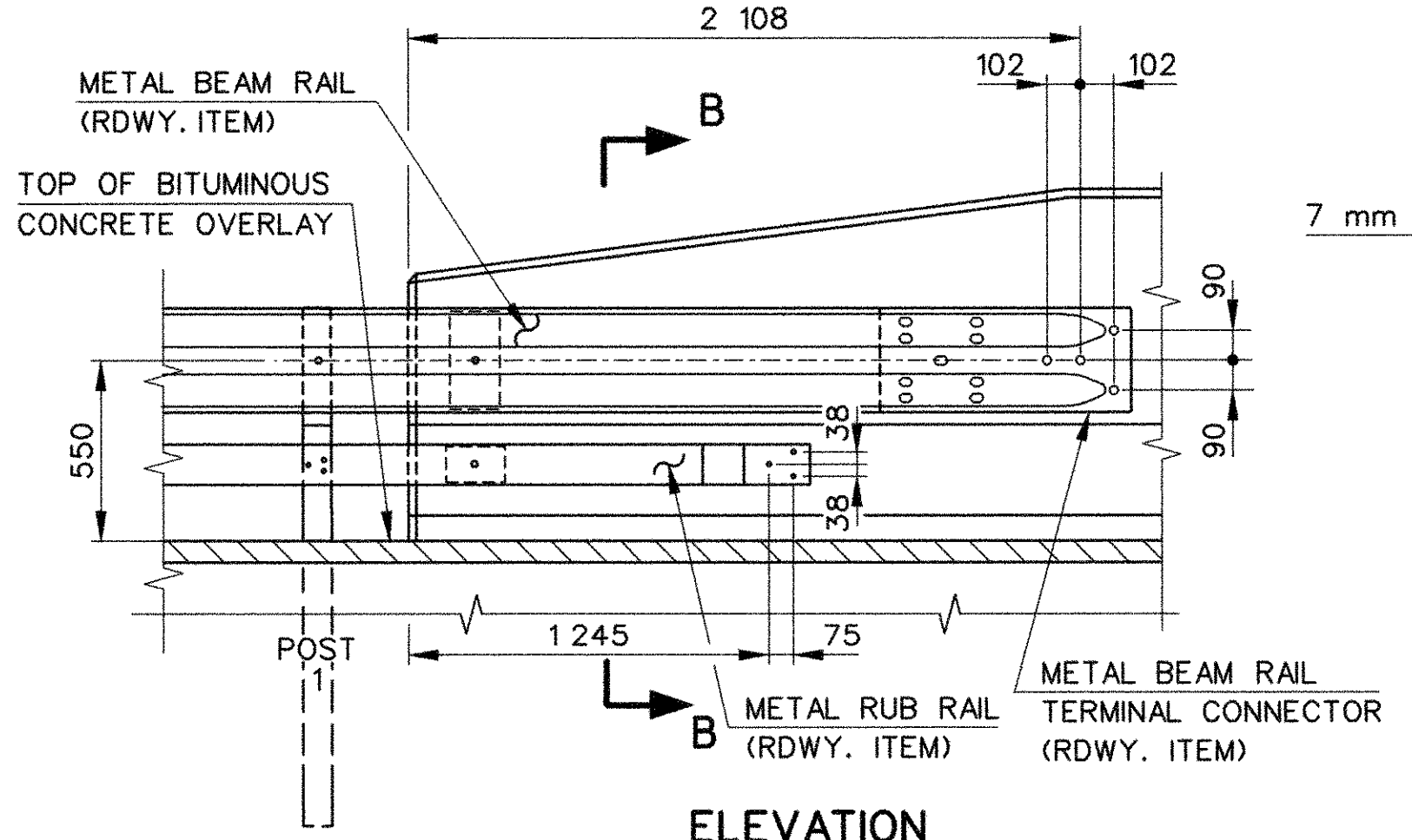


PARAPET END BLOCK DETAIL
SCALE: 1:20

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION EAST HARTFORD I-84EB & I-84-828 UNDER I-84-829 & HOV PARAPET DETAILS I			
ENGINEER PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.			
DESIGNER R.F.C.	DRAFTER A.P.	CHECKER A.A.M.	
APPROVED Anthony A. Unetta	DATE 4/22/98		
NO. DATE	DESCRIPTION	BRIDGE LOG NO.	STRUCTURE SHEET NO.
	REVISIONS	42-265-3	02367 18 of 21

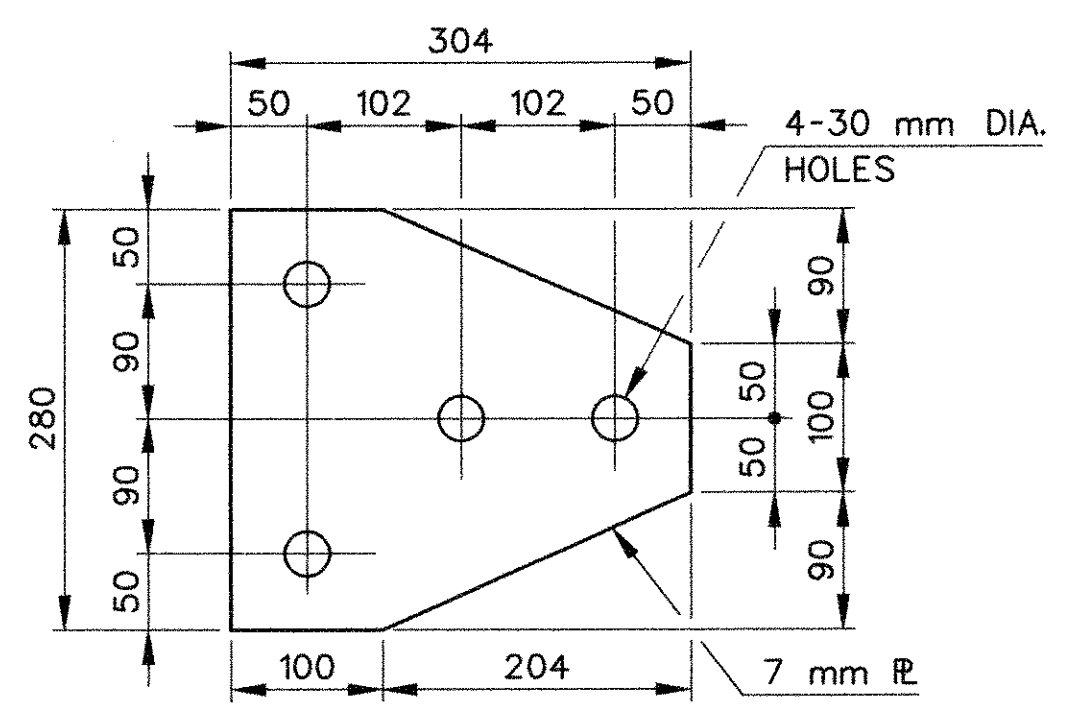


PLAN

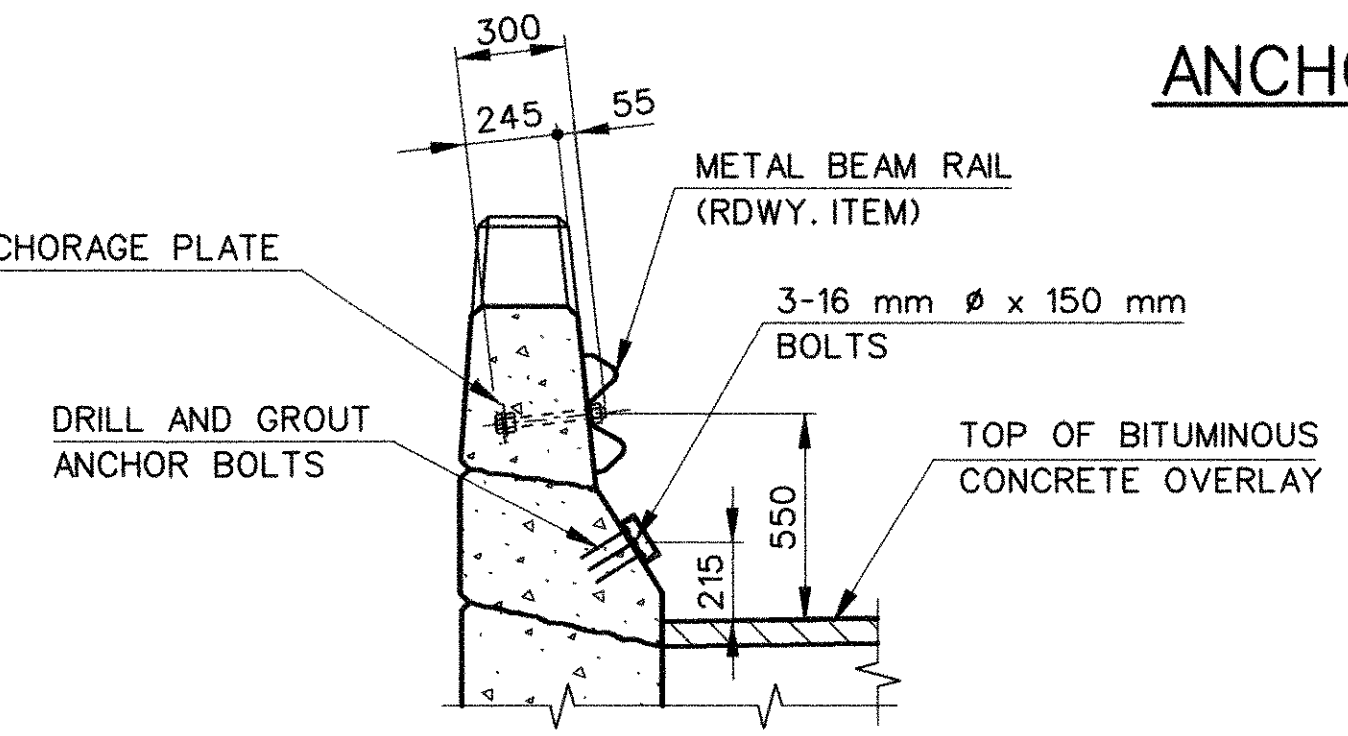


ELEVATION

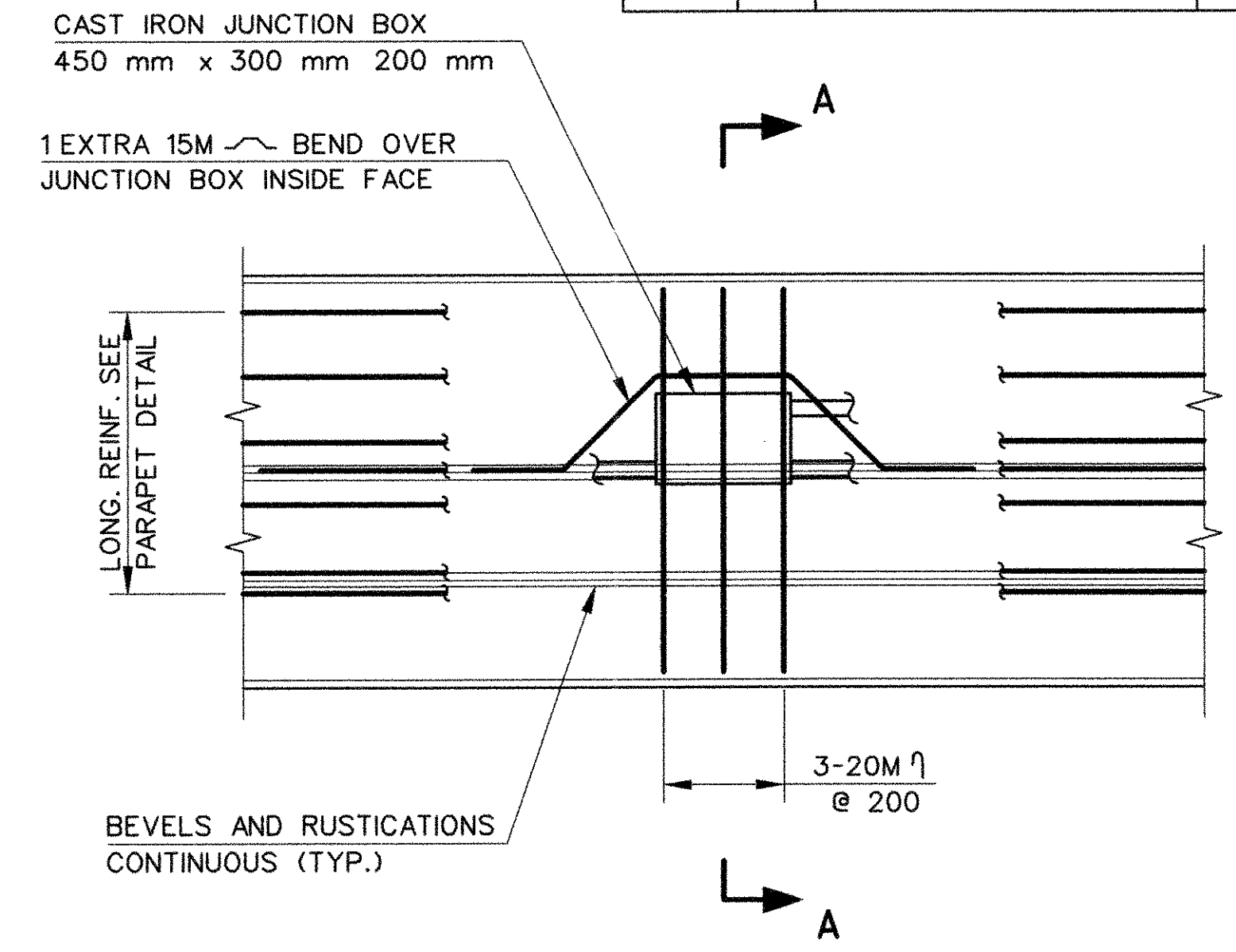
**METAL BEAM RAIL (TYPE R-B 350 LEADING END)
END ANCHORED TO FACE OF PARAPET**
SCALE: 1:20



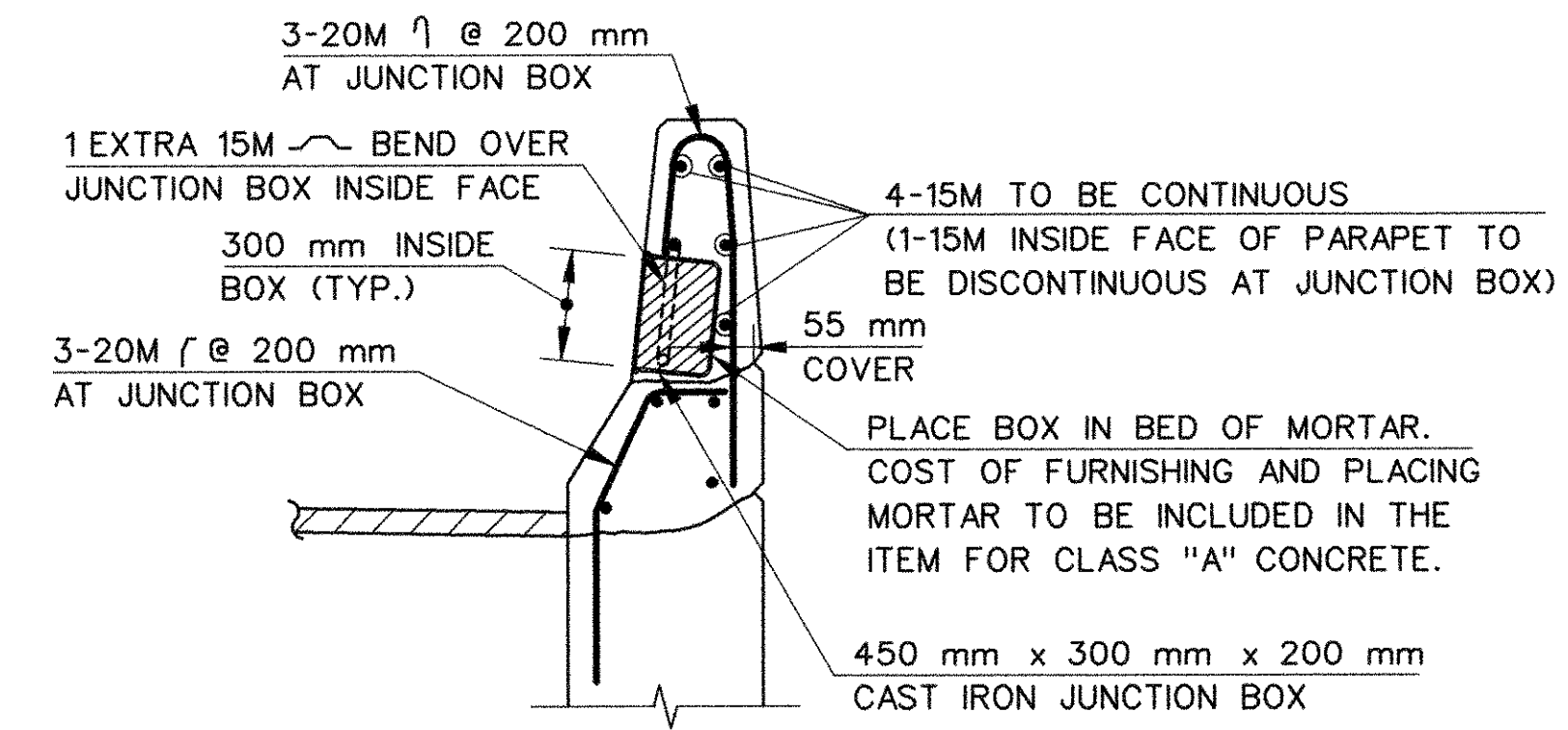
ANCHORAGE PLATE
SCALE: 1:5



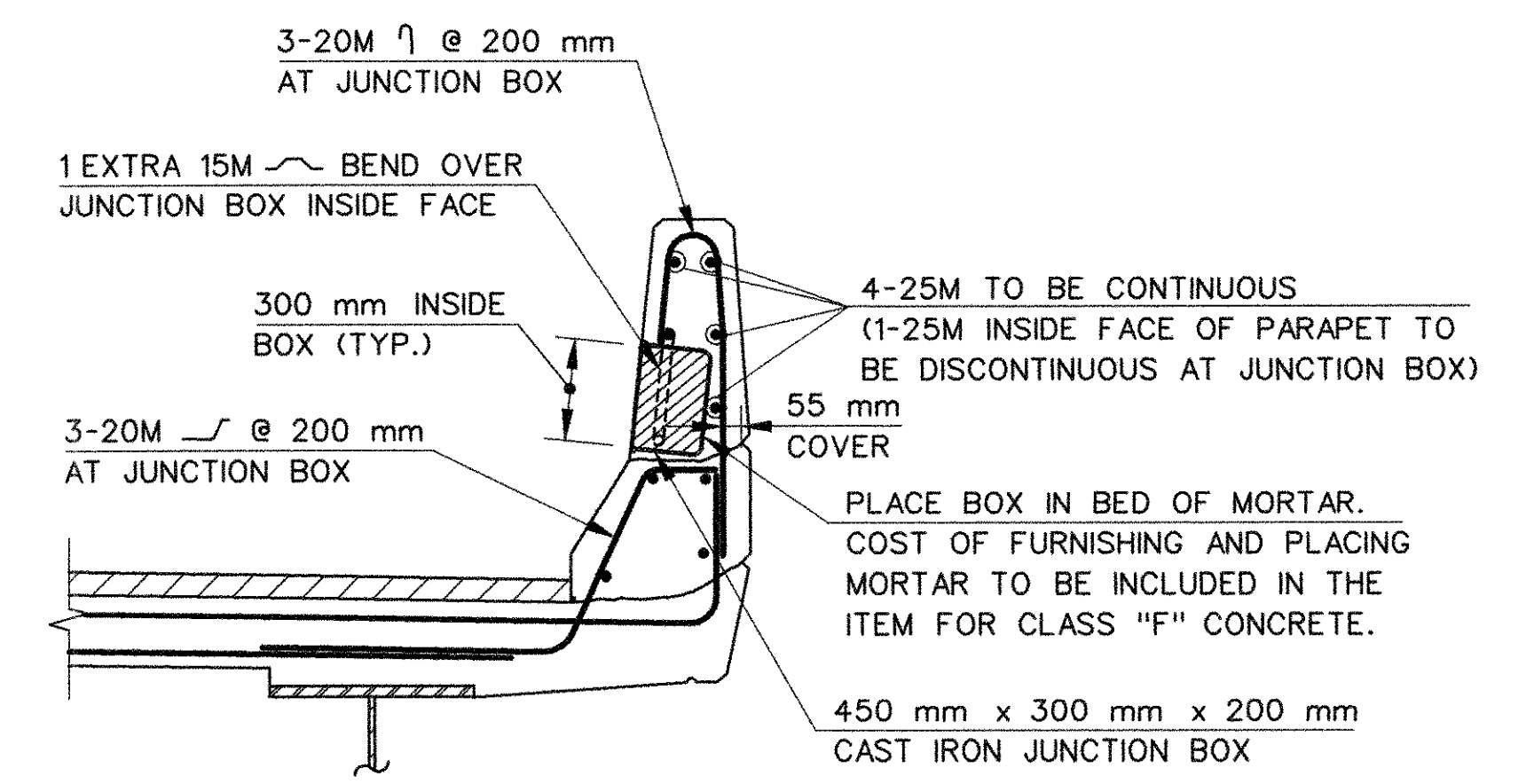
SECTION B-B



ELEVATION

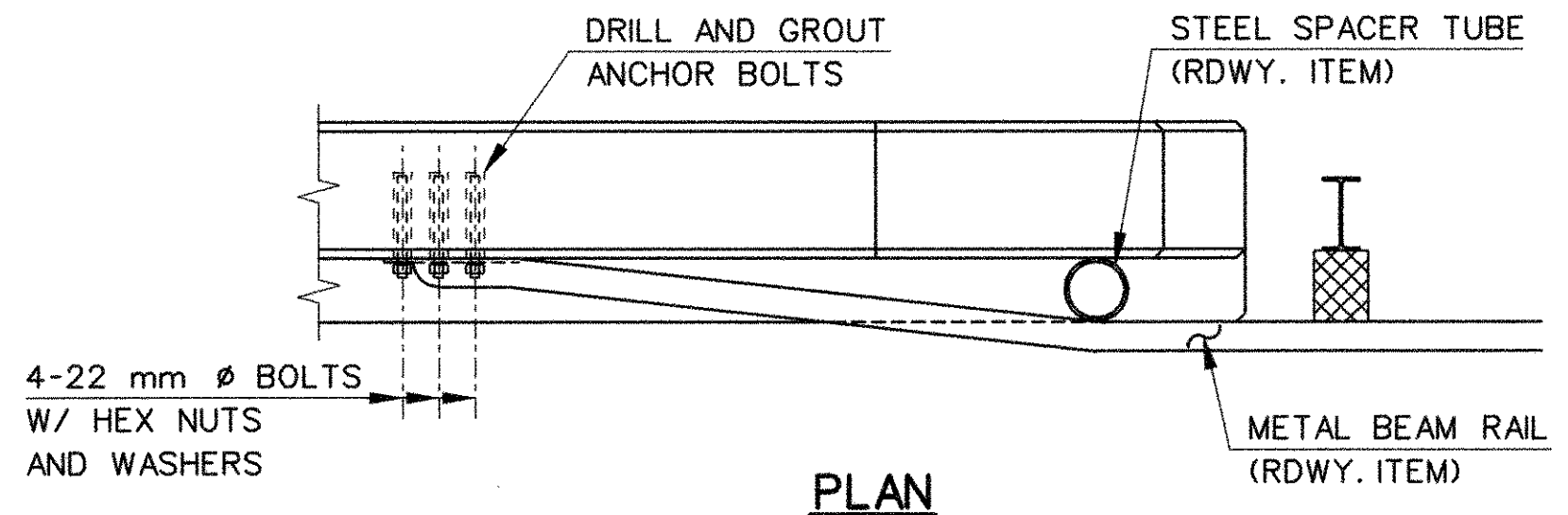


(WINGWALL)
SECTION A-A

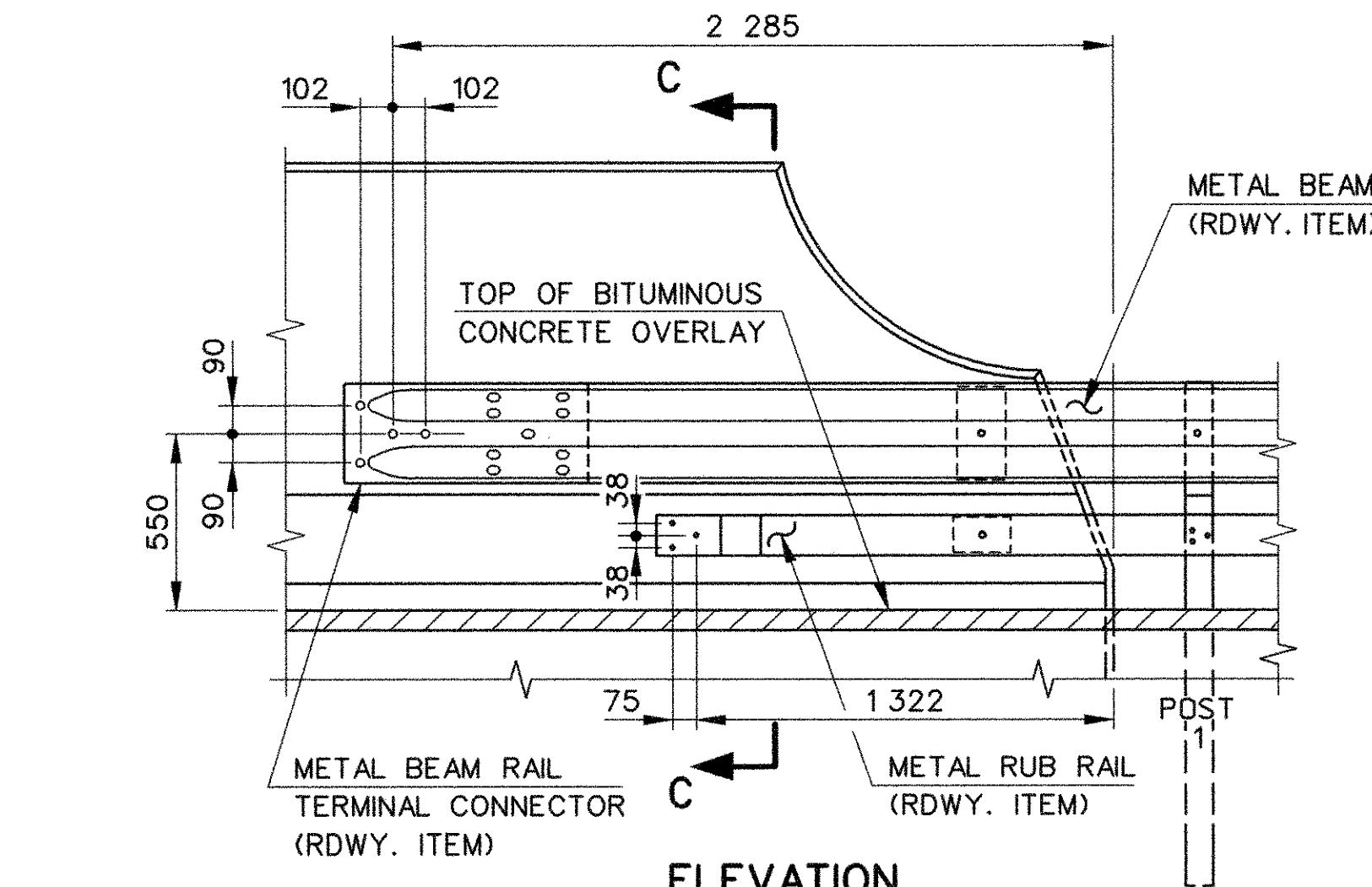


(SLAB)
SECTION A-A

PARAPET REINFORCEMENT AT JUNCTION BOX DETAILS
SCALE: 1:20

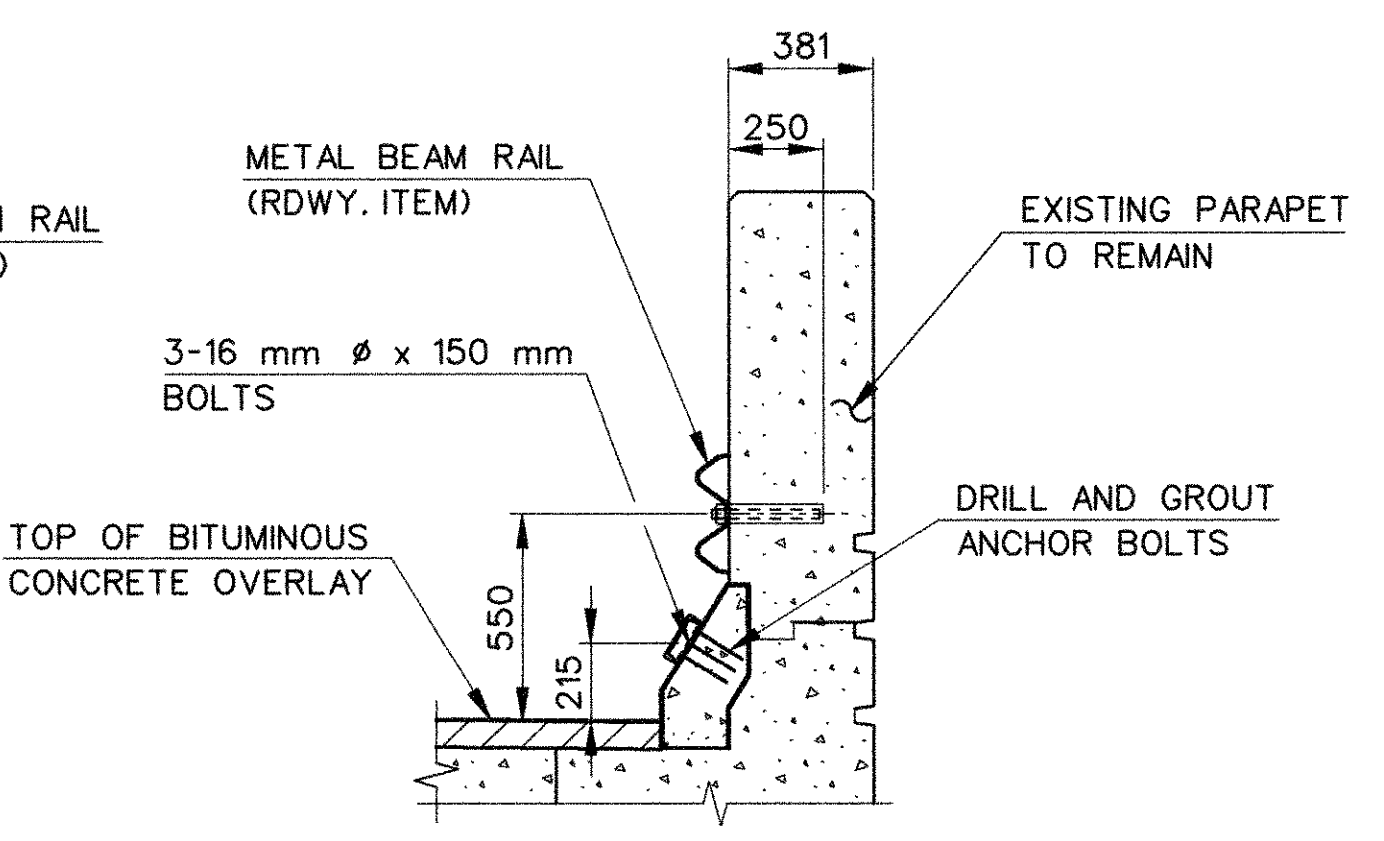


PLAN



ELEVATION

**METAL BEAM RAIL (TYPE R-B 350 LEADING END)
ANCHORED TO FACE OF PARAPET-NORTH SIDE**
SCALE: 1:20



SECTION C-C

NOTES

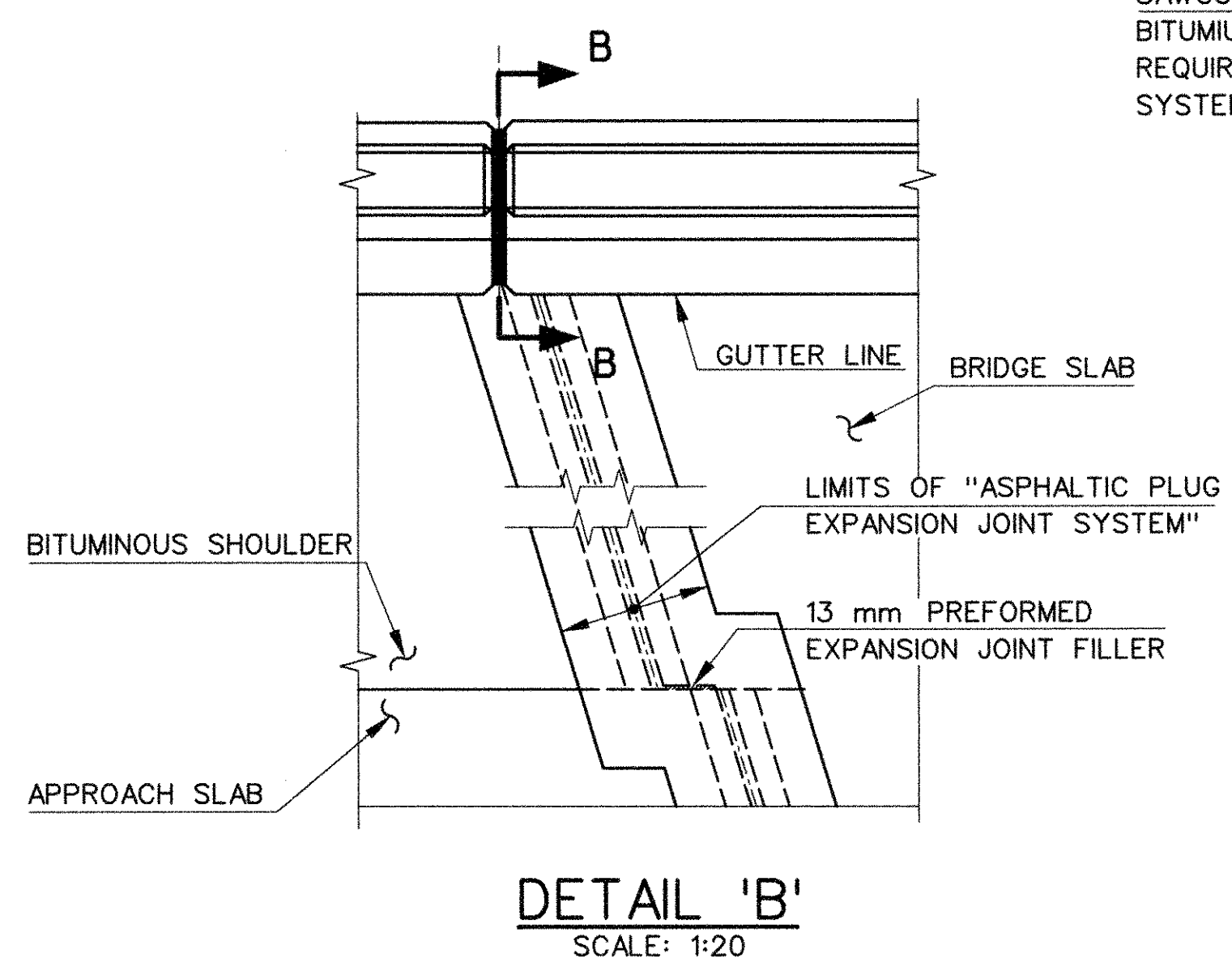
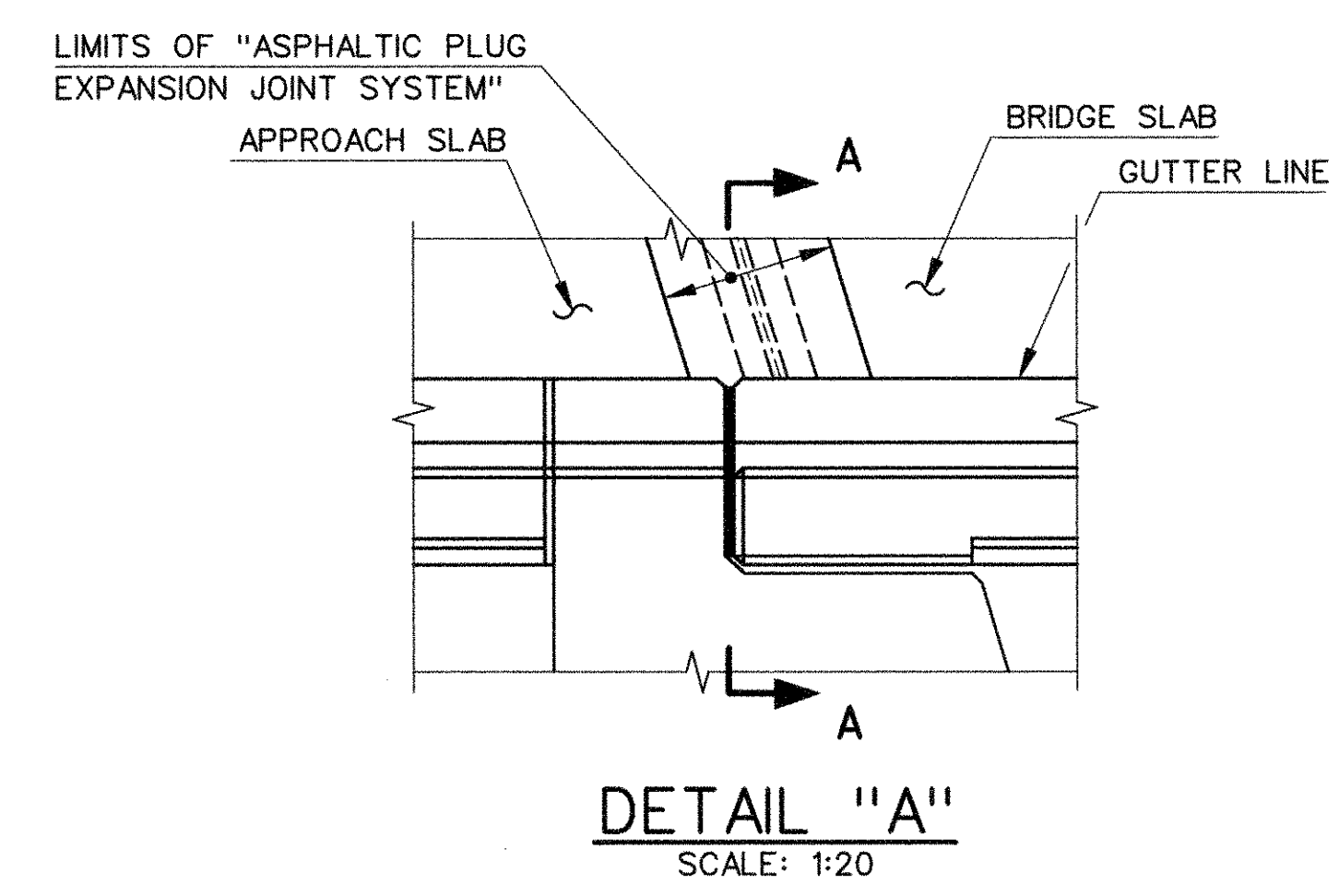
ANCHOR BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A449M. NUTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A563, GRADE C. CIRCULAR HARDENED WASHERS SHALL CONFORM TO ASTM F436. THE ANCHOR BOLTS, NUTS AND WASHERS SHALL BE HOT-DIP GALVANIZED IN CONFORMANCE WITH THE REQUIREMENTS OF ASTM A153.

ANCHORAGE PLATES AND RECTANGULAR WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709M GRADE 250 AND SHALL BE HOT-DIP GALVANIZED IN CONFORMANCE WITH THE REQUIREMENTS OF ASTM A123.

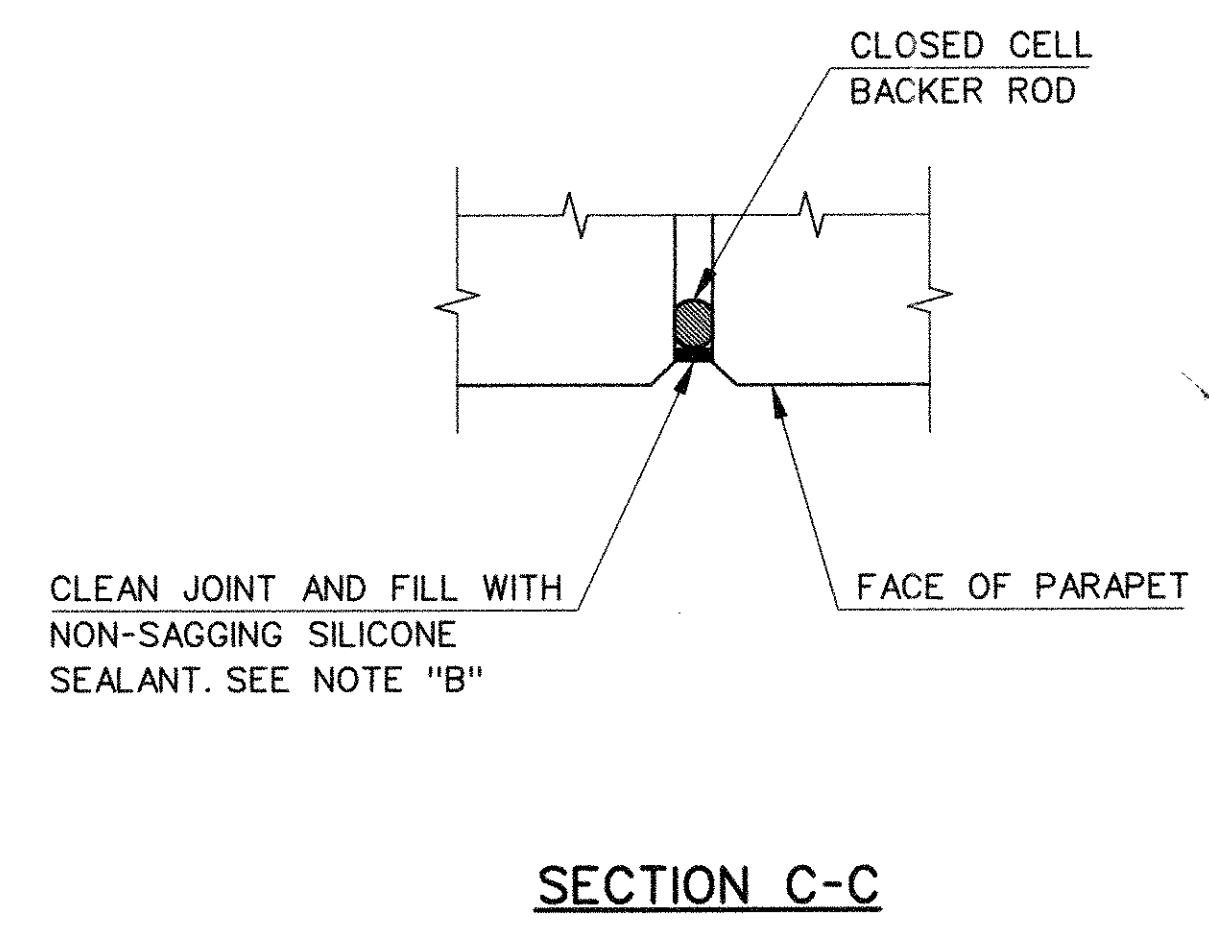
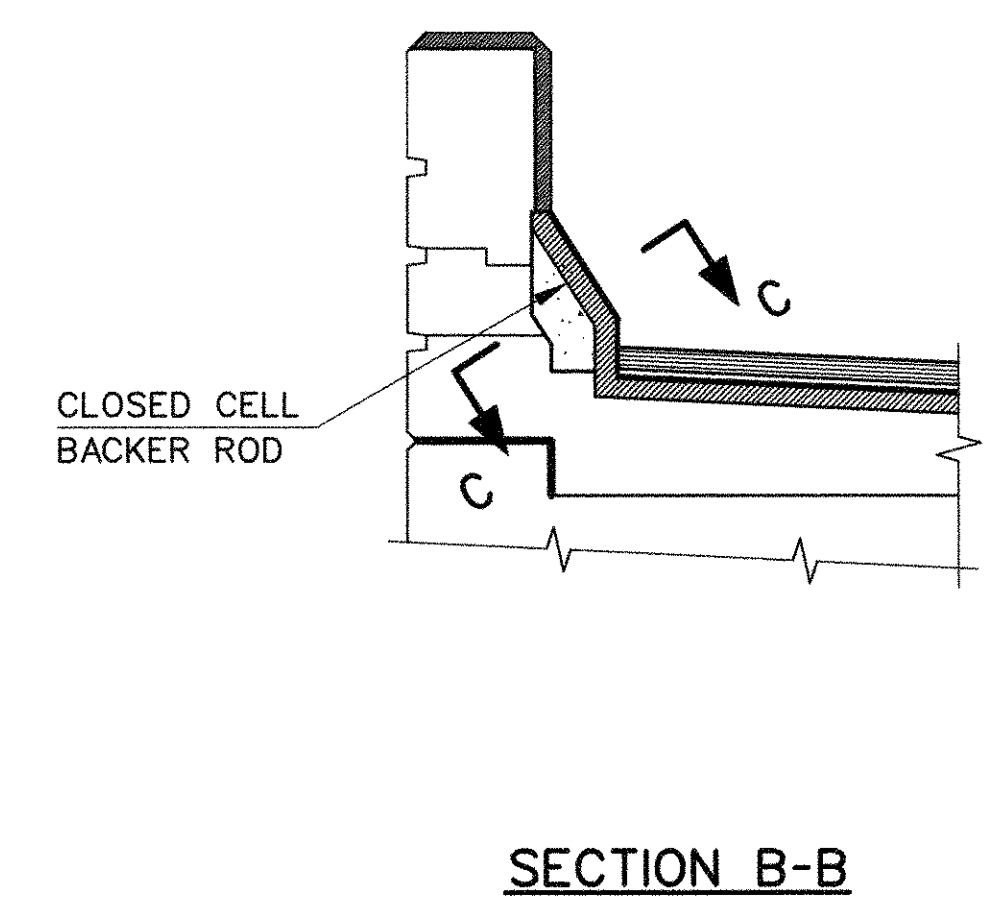
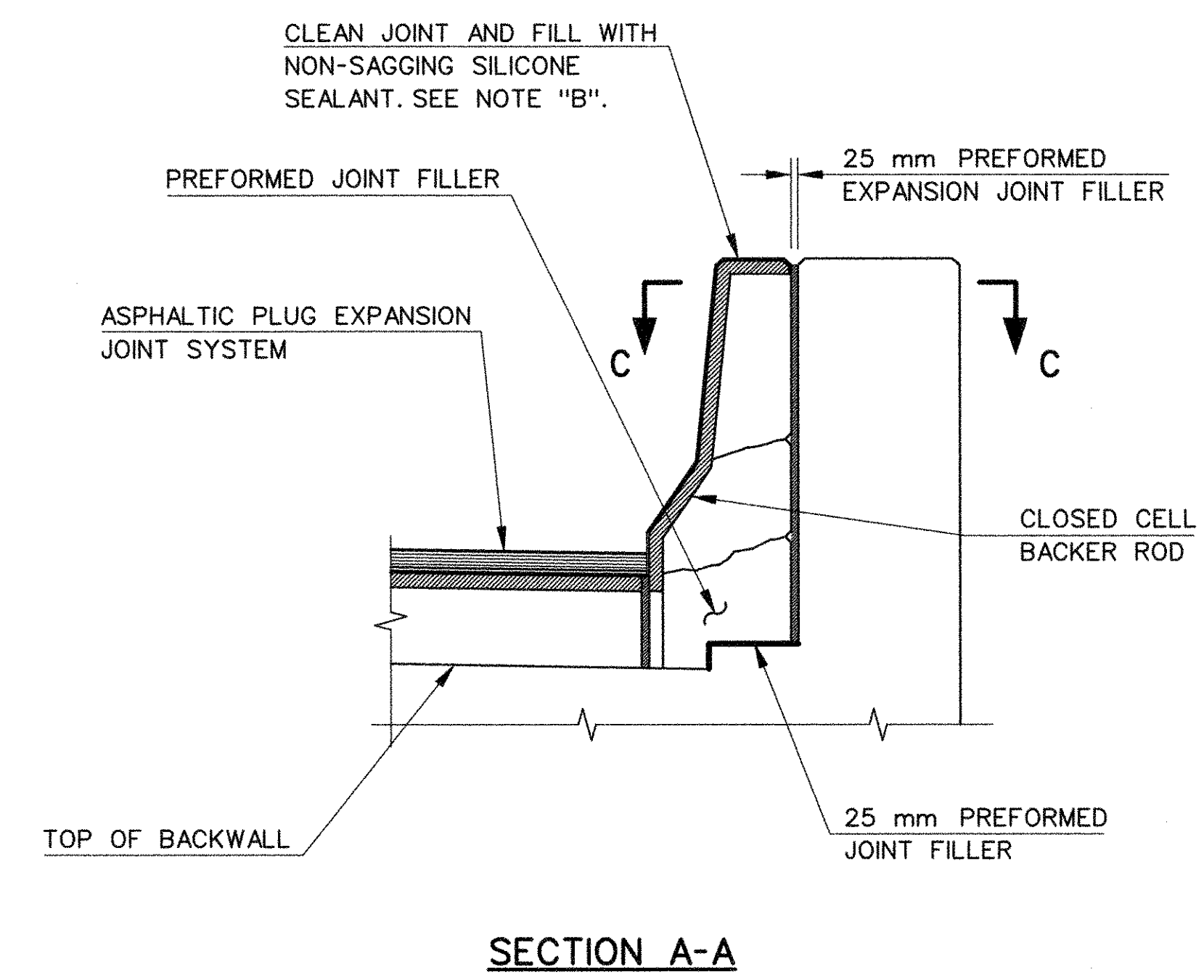
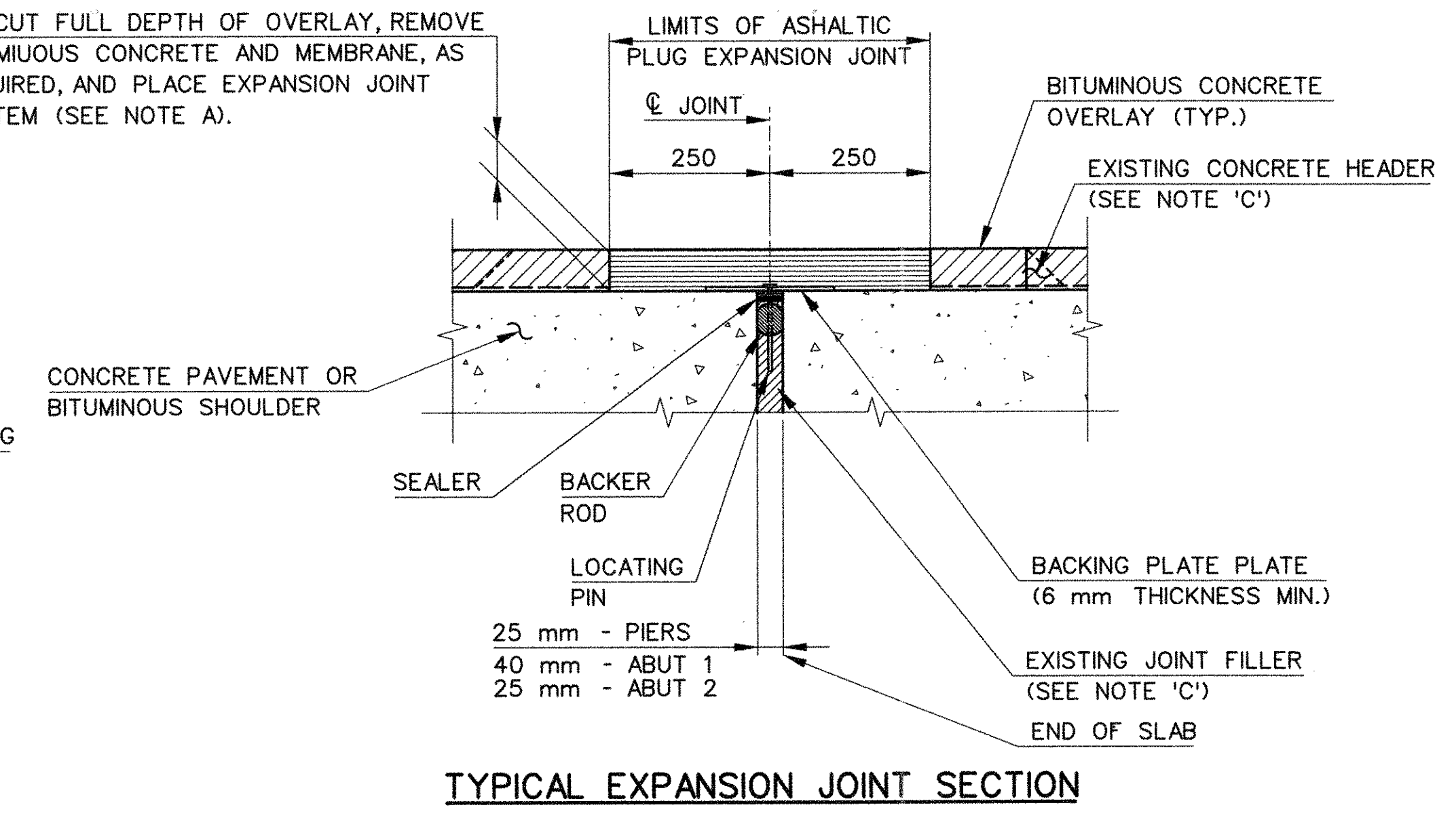
ALL ANCHORAGE MATERIALS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER KILOGRAM FOR "DEFORMED STEEL BARS".

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION			
EAST HARTFORD			
I-84EB & I-84-828 UNDER I-84-829 & HOV			
PARAPET DETAILS II			
ENGINEER	PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.		
DESIGNER	R.F.C.	DRAFTER	C.C.
CHECKER	A.A.M.		DATE
APPROVED	<i>Anthony A. Motti</i>		DATE 4/22/98
STRUCTURE NO.		42-265-3	BRIDGE LOG NO. 02367
REVISIONS			STRUCTURE SHEET NO. 19 of 21

BR236712

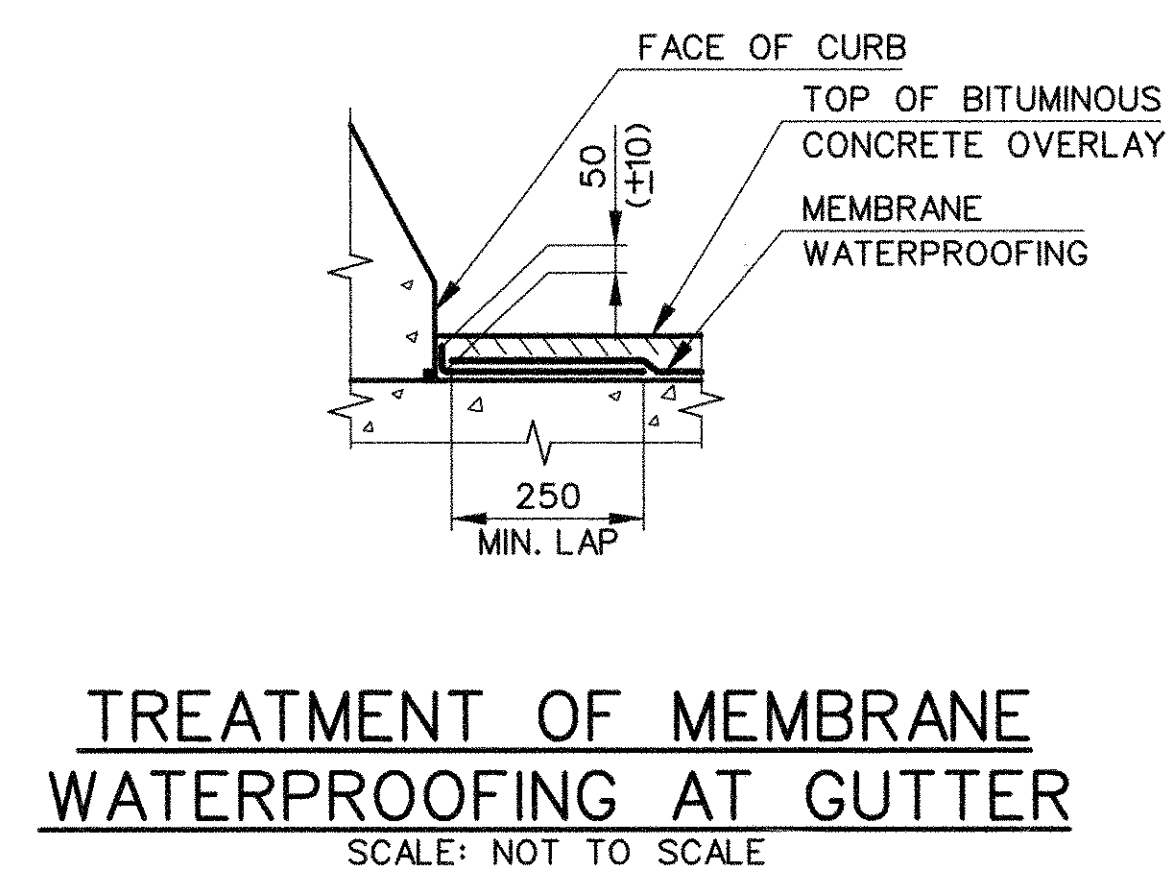


SAWCUT FULL DEPTH OF OVERLAY, REMOVE BITUMINOUS CONCRETE AND MEMBRANE, AS REQUIRED, AND PLACE EXPANSION JOINT SYSTEM (SEE NOTE A).



ASPHALTIC PLUG EXPANSION JOINT DETAILS
NOT TO SCALE

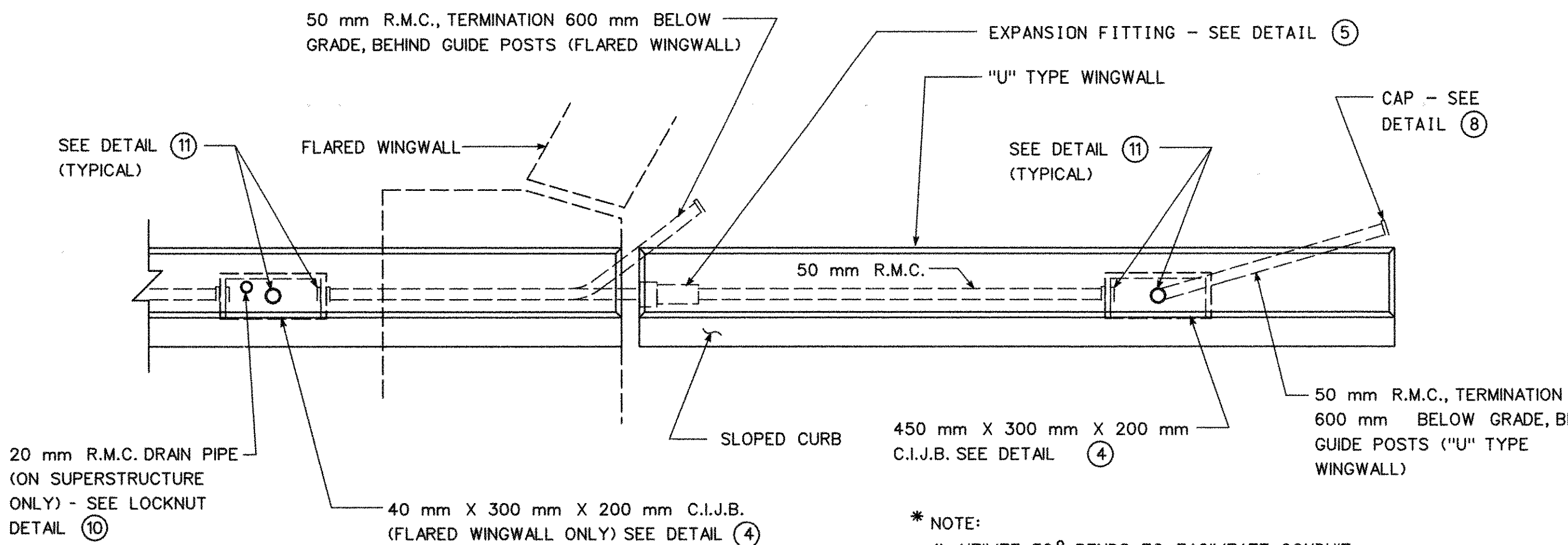
- NOTE 'A'**
REMOVE NEW BITUMINOUS CONCRETE OVERLAY AND MEMBRANE WATERPROOFING. REPLACE WITH ASPHALTIC PLUG EXPANSION JOINT SYSTEM. TO BE PAID FOR UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
- NOTE 'B'**
PRIOR TO INSTALLING THE SILICONE SEALANT, CLEAN JOINT SIDES BY SANDBLASTING. DUST SHALL BE REMOVED BY THE METHOD APPROVED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
- NOTE 'C'**
REMOVE EXISTING CONCRETE HEADERS AND JOINT FILLER AS REQUIRED. SEE SPECIAL PROVISIONS.



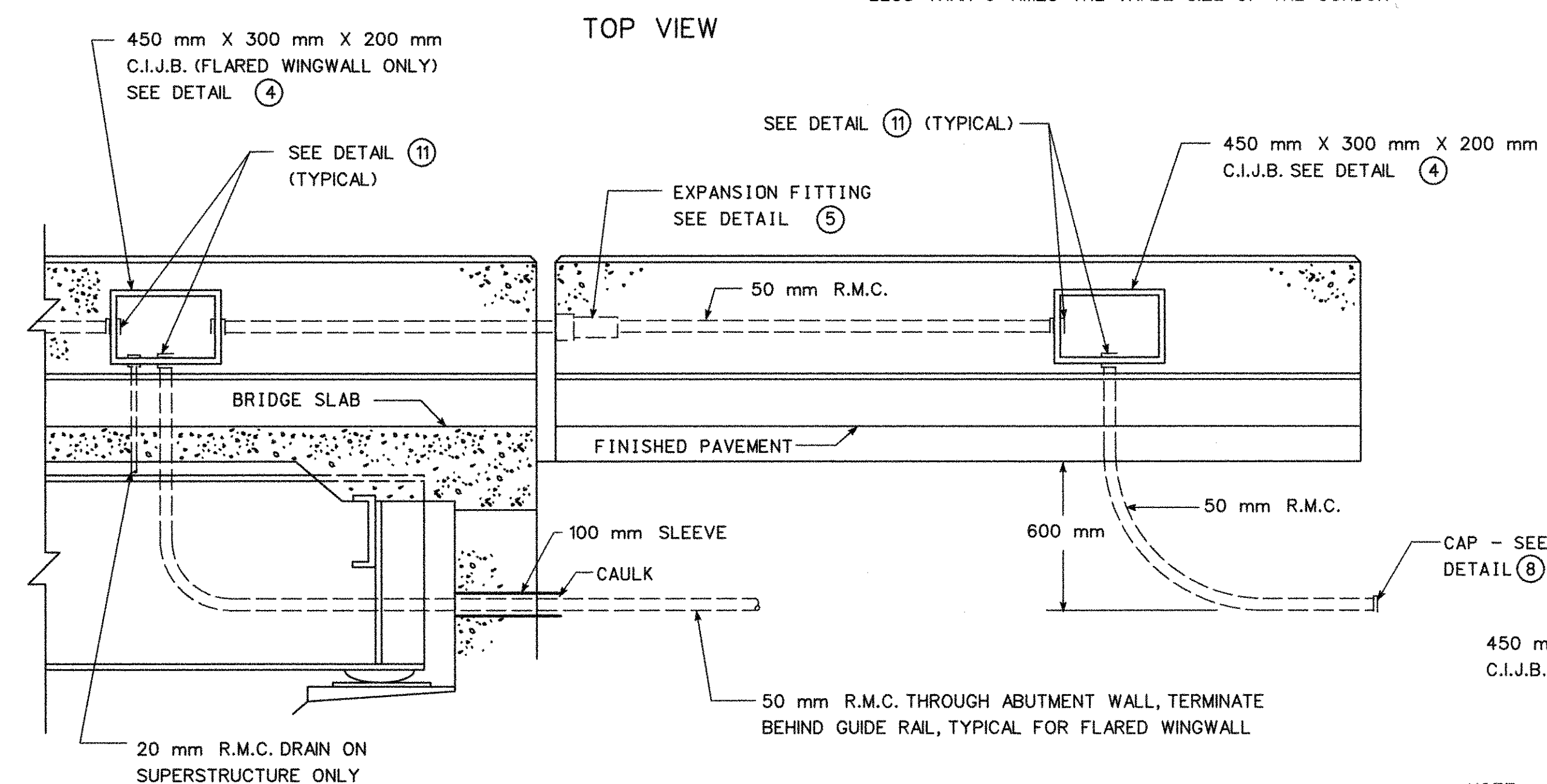
STATE OF CONNECTICUT			
DEPARTMENT OF TRANSPORTATION			
EAST HARTFORD			
I-84EB & I-84-828			
UNDER			
I-84-829 & HOV			
JOINT DETAILS			
ENGINEER		PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.	
DESIGNER	R.F.C.	DRAFTER	C.C.
CHECKER	A.A.M.		
NO.	DATE	DESCRIPTION	DATE
			5/14/96
REVISIONS		STRUCTURE NO.	42-265-3
		BRIDGE LOG NO.	02367
		STRUCTURE SHEET NO.	20 OF 21

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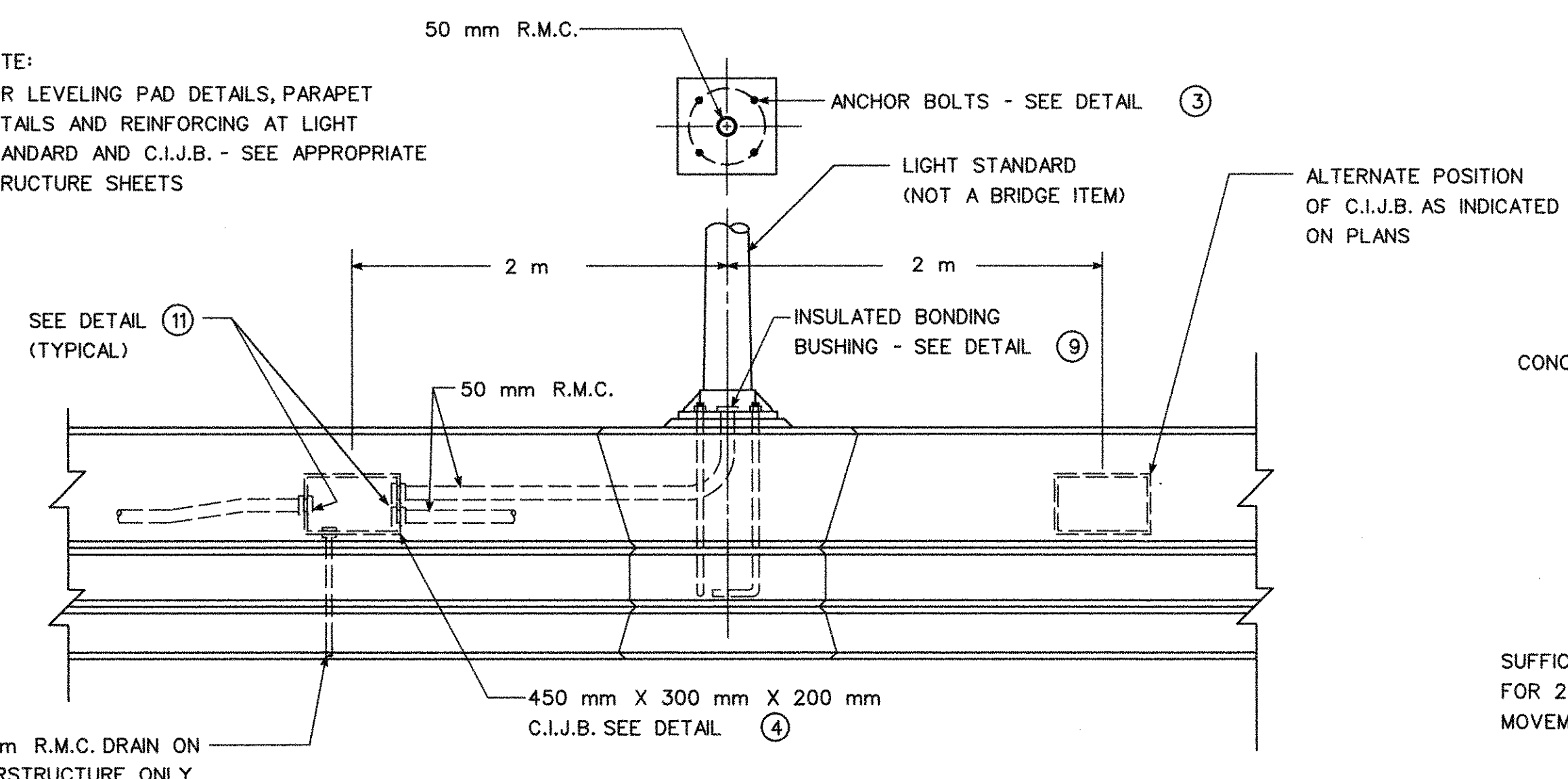


* NOTE:
 1) UTILIZE 30° BENDS TO FACILITATE CONDUIT LEAVING WINGWALL AT 600 mm BELOW GRADE
 2) CONDUIT BENDS SHALL HAVE A RADIUS OF NOT LESS THAN 6 TIMES THE TRADE SIZE OF THE CONDUIT

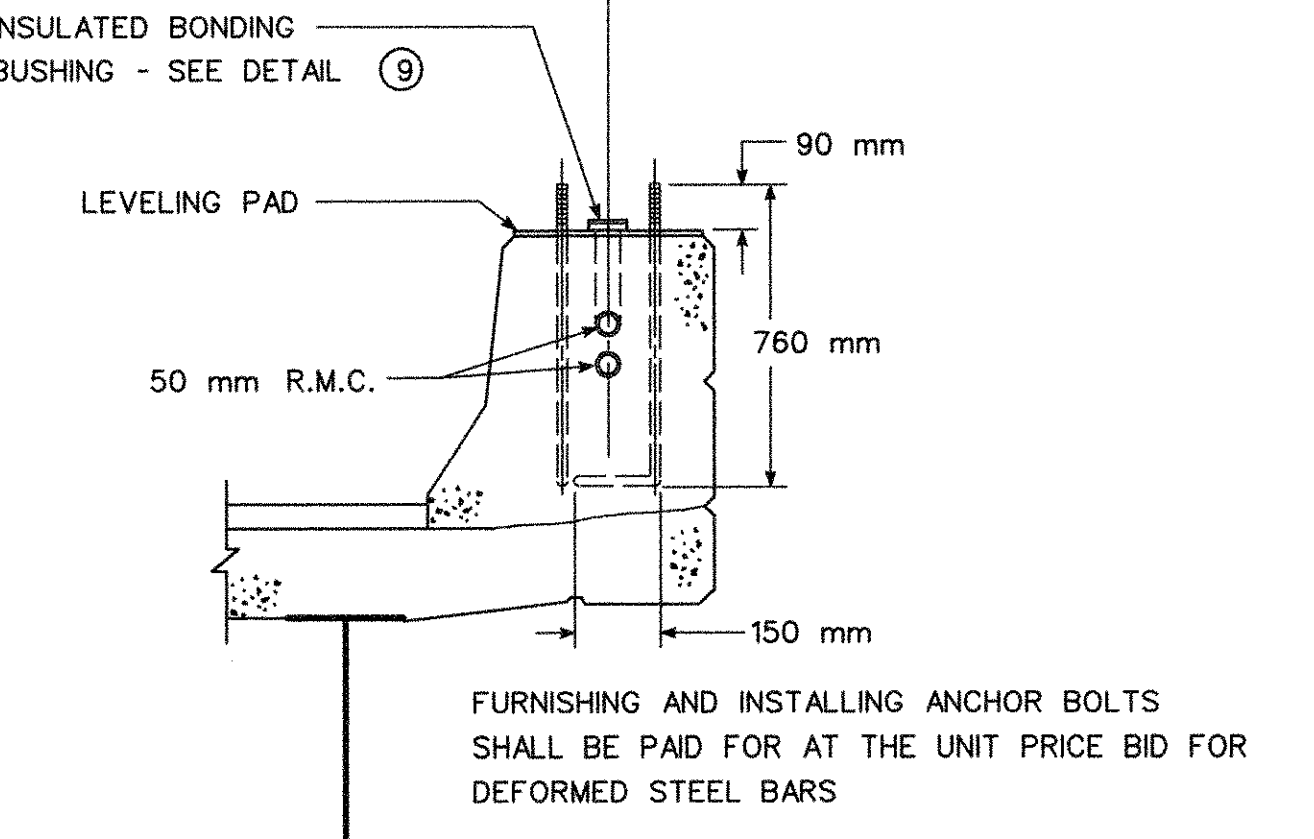
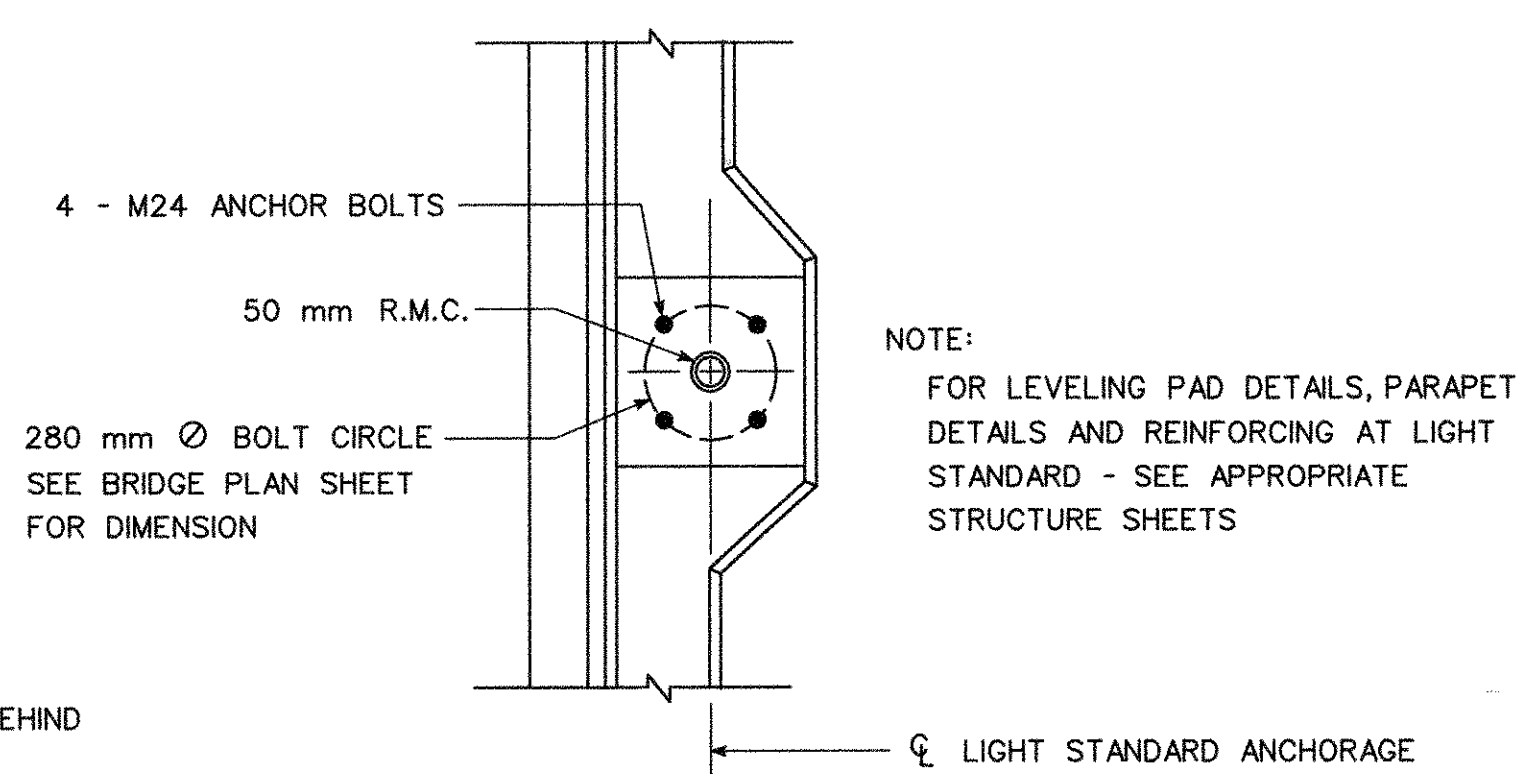


1 CONDUIT PARAPET TO FILL

* NOTE:
 FOR LEVELING PAD DETAILS, PARAPET DETAILS AND REINFORCING AT LIGHT STANDARD AND C.I.J.B. - SEE APPROPRIATE STRUCTURE SHEETS



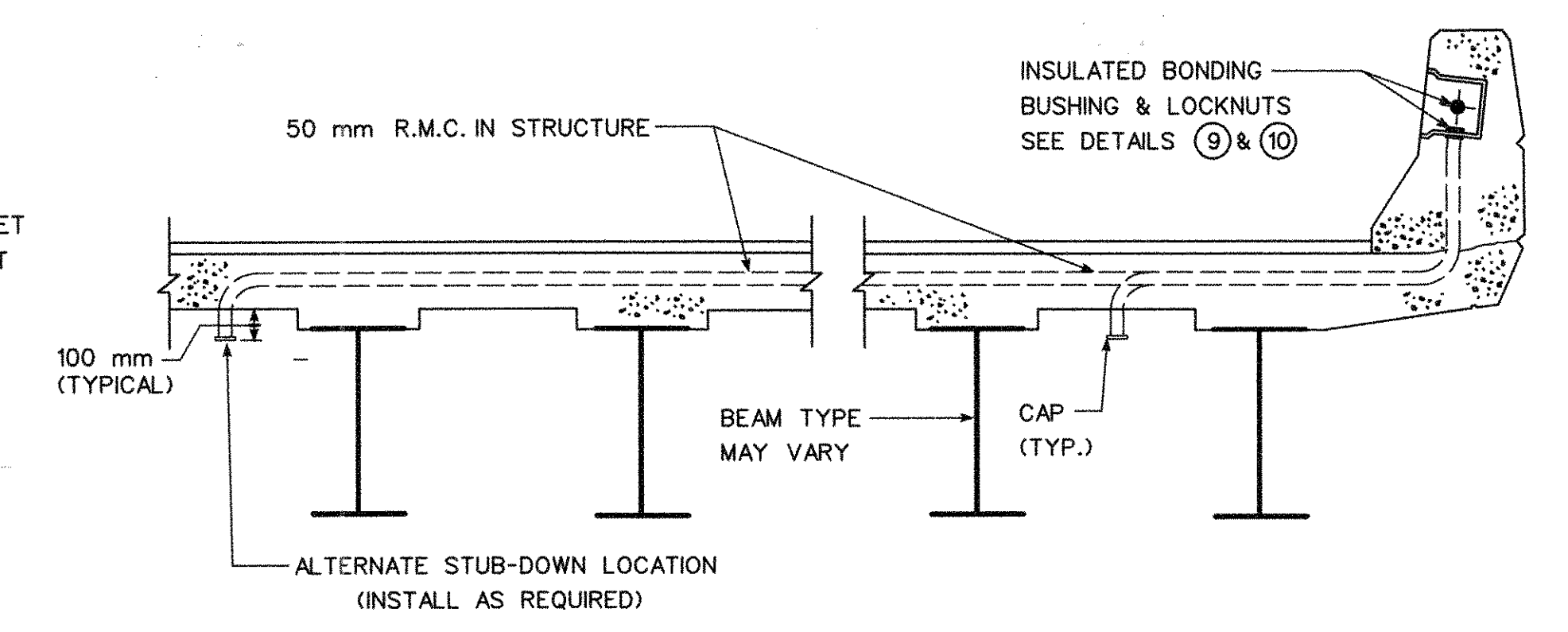
2 LIGHT STANDARD ON PARAPET WALL



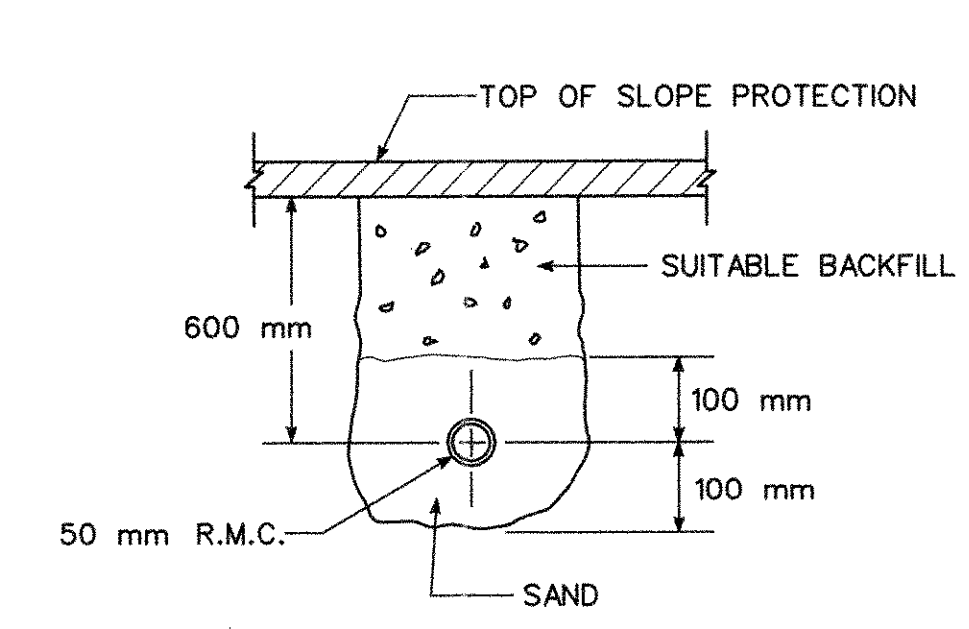
3 PARAPET TREATMENT AT LIGHT STANDARD

4 JUNCTION BOX INSTALLATION

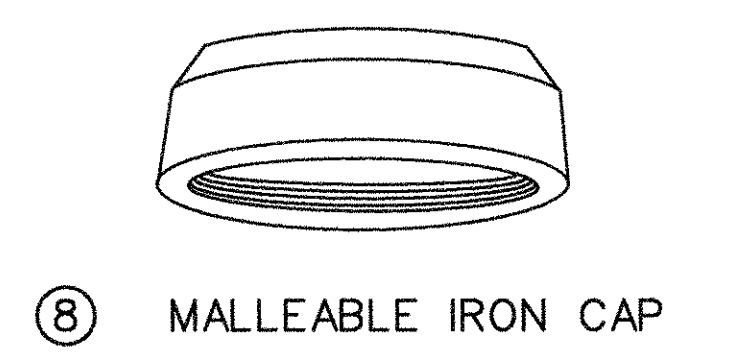
5 EXPANSION FITTING (200 mm MOVEMENT) TO BE USED AT ALL EXPANSION JOINTS



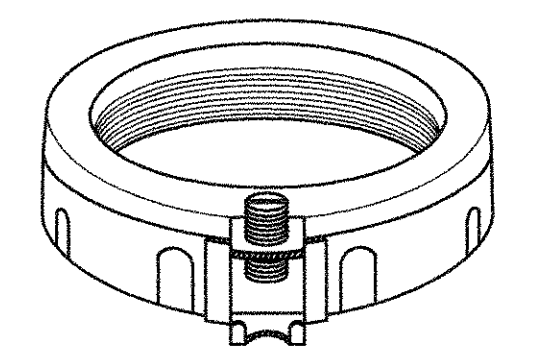
6 SERVICE TO LUMINAIRE UNDER STRUCTURE



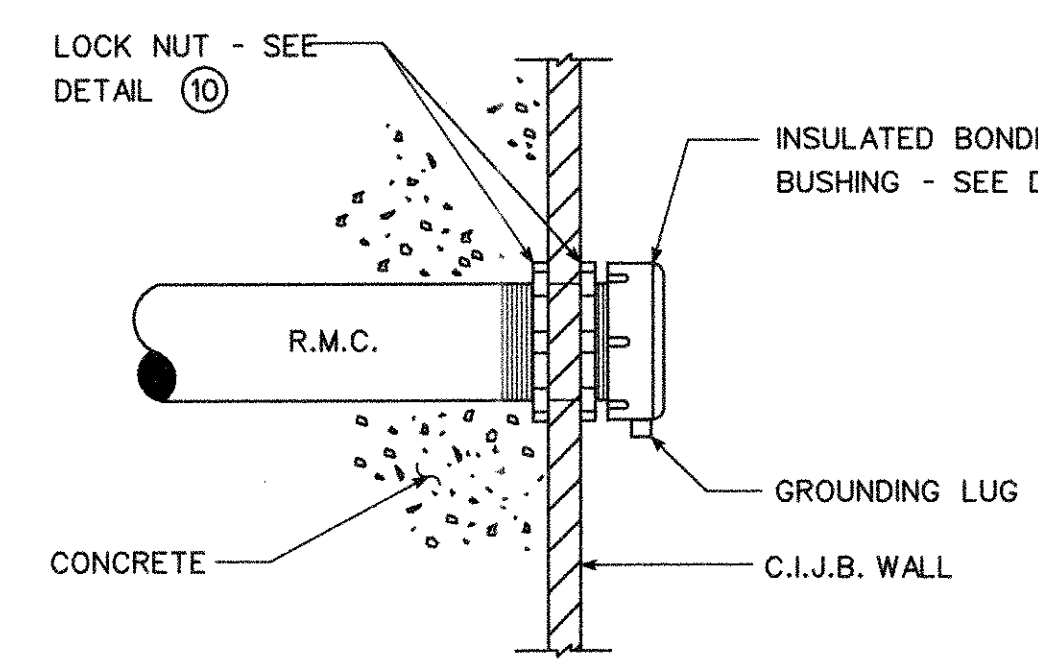
7 RIGID METAL CONDUIT UNDER SLOPE PROTECTION



8 MALLEABLE IRON CAP



9 INSULATED BONDING BUSHING WITH GROUND LUG



10 LOCK NUT

11 CONDUIT ENTRY INTO CAST IRON JUNCTION BOX

NOTE: SEE BRIDGE PLANS FOR SPECIFIC CONSTRUCTION DETAILS AND LOCATIONS

TABLE OF DETAILS		CONNECTICUT DEPARTMENT OF TRANSPORTATION BUR. ENGINEERING & HWY. OPERATIONS DIVISION OF TRAFFIC ENGINEERING EAST HARTFORD 1-84EB & 1-84-828 UNDER 1-84-829 & HOV ELECTRICAL DETAILS	
* 1	CONDUIT PARAPET TO FILL	SUBMITTED BY _____ DATE _____	STRUCTURAL SHEET NO. 21
* 2	LIGHT STANDARD ON PARAPET WALL	APPROVED _____ DATE _____	OF 21
* 3	PARAPET TREATMENT AT LIGHT STANDARD	PRINCIPAL ENG. - ELECTRICAL	
* 4	JUNCTION BOX INSTALLATION	STRUCTURE NO. 42-265-3	
* 5	EXPANSION FITTING		
* 6	SERVICE TO LUMINAIRE UNDER STRUCTURE		
* 7	RIGID METAL CONDUIT UNDER SLOPE PROTECTION		
* 8	MALLEABLE IRON CAP		
* 9	INSULATED BONDING BUSHING WITH GROUND LUG		
* 10	LOCK NUT		
* 11	CONDUIT ENTRY INTO CAST IRON JUNCTION BOX		

SCALE: NONE

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