

NO REVISIONS SHOWN FOR THIS SHEET

GENERAL NOTES

SPECIFICATIONS:
Connecticut Department of Transportation Form 811 (1974), Interim Specifications and Special Provisions.

DESIGN SPECIFICATIONS:
Standard Specifications for Highway Bridges (AASHTO - 1973), with the Interim Specifications up to and including 1975, as supplemented by the Connecticut Department of Transportation Bridge Manual (1964).

ALLOWABLE DESIGN STRESSES:
Class 'A' Concrete Based on $f'_c = 3000$ psi
Reinforcement (ASTM A615 Grade 40) f_s (tensile) = 20,000 psi

CLASS 'A' CONCRETE:
Class 'A' Concrete shall be used throughout.

JOINT SEAL:
See Special Provisions.

EXPOSED EDGES:
Exposed edges shall be beveled 1"x1" unless dimensioned otherwise.

FOUNDATION PRESSURES:
The various Group Loadings noted on the Substructure plan sheets refer to the Group Loads as given in the AASHTO Std. Specifications for Highway Bridges.

CONSTRUCTION JOINTS:
Construction Joints, other than those shown on the plans, will not be permitted without prior approval of the Engineer.

FUTURE PAVING ALLOWANCE: None

LIVE LOAD: HS20-44

REINFORCEMENT:
Grade 60 bars may be substituted for grade 40 bars. Size and spacing shall be the same as for grade 40 bars.

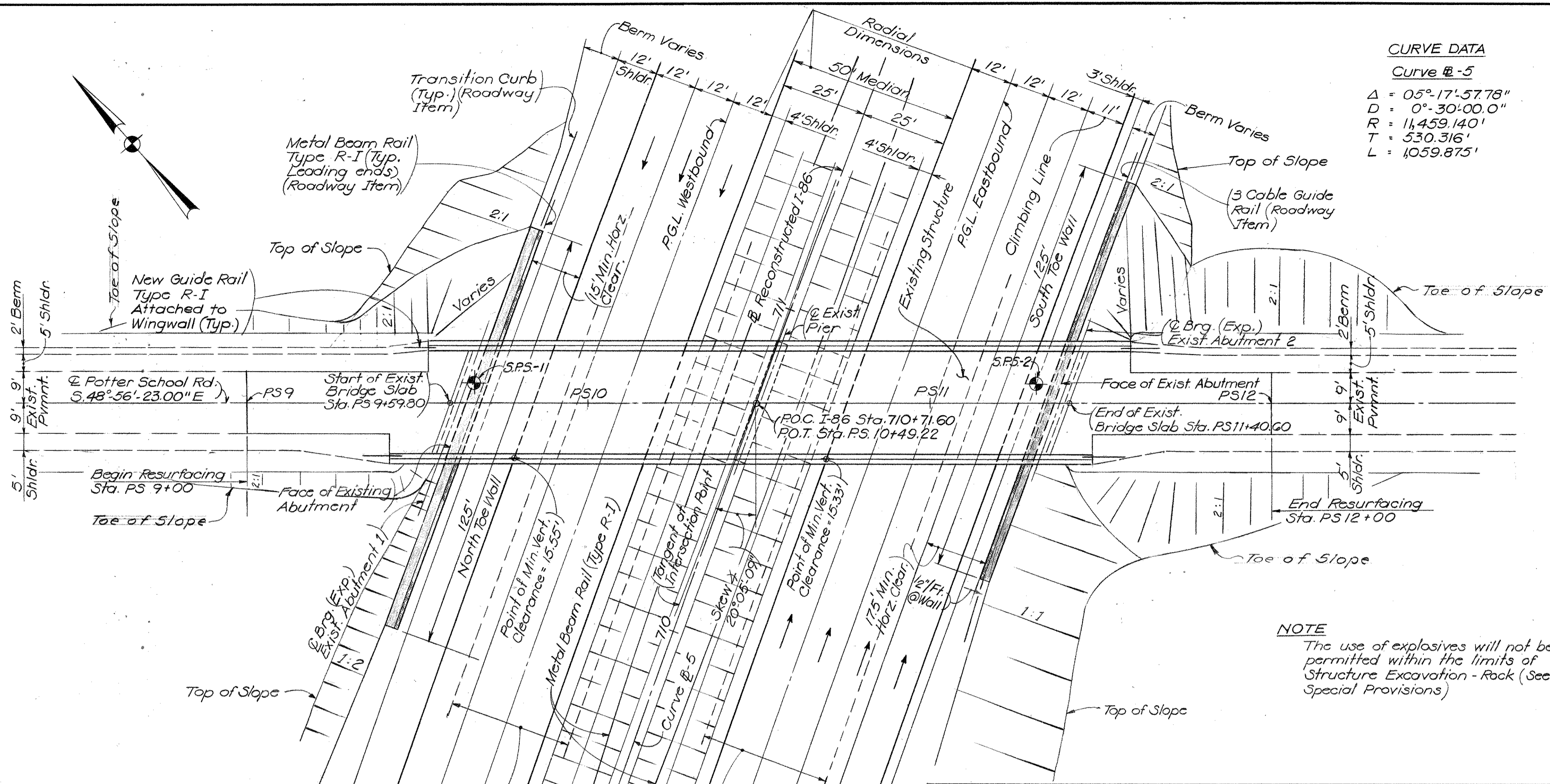
DECIMAL DIMENSIONS:
When dimensions are given to less than three decimal places, the omitted digits shall be assumed to be zeros.

MAINTENANCE OF TRAFFIC:
See Special Provisions

FED. AID PROJECT No. I-19-86-2(35)20

CONNECTICUT DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS	
TOLLAND - WILLINGTON	
RECONSTRUCTION OF I - 86 UNDER POTTER SCHOOL ROAD	
GENERAL PLAN	
ENGINEER DE LEUW, CATHER & COMPANY	
APPROVED <i>J.M. Mulligan Jr.</i>	DATE <i>4/2/76</i>
DRAFTSMAN C.O.	CHECKER C.R.L.
DESIGNER J.M.	
NO.	DATE
REVISIONS	
STRUCTURE NO. 142-110-8	STRUCTURE SHEET 1 OF 8

CURVE DATA
Curve #5
 $\Delta = 05^\circ-17'-57.78"$
 $D = 0^\circ-30'-00.0"$
 $R = 11,459.140'$
 $T = 530.316'$
 $L = 1059.875'$



NOTE
The use of explosives will not be permitted within the limits of Structure Excavation - Rock (See Special Provisions)

TABLE OF QUANTITIES

ITEM	UNIT	QUANTITY
Structure Excavation - Rock (Complete)	C.Y.	350
Structure Excavation - Earth (Complete)	C.Y.	450
Pervious Structure Backfill	C.Y.	150
Class 'A' Concrete	C.Y.	300
1/2" Preformed Expansion Joint Filler for Bridges	S.F.	250
Deformed Steel Bars	Lb.	14,000
Dampproofing	S.Y.	70
8"x13 1/2" Sloped Granite Stone Curbing for Bridges	L.F.	250
Furnishing Rock Bolts (15' Length)	L.F.	555
Installing Rock Bolts	L.F.	555
Sequential Wall Construction and Protection of Existing Abutments (142-110-8)	L.S.	L.S.
1/2" Polyvinyl Chloride Plastic Pipe (Bridge)	L.F.	10
Painting of Bridge - Charcoal Brown (142-110-8)	L.S.	L.S.
Sheet Membrane Waterproofing	S.Y.	650
Bituminous Concrete Wearing Surface	Ton.	92
Cutting & Sealing Joints in Bituminous Concrete Overlay	L.F.	120
Resealing Existing Bridge Joints	L.S.	L.S.
Furnishing & Installing Bridge Anchorage for Roadway Railing on Existing Abutments (142-110-8)	L.S.	L.S.
Drilling Weepholes	Ea.	8

INSPECTION OF FIELD WELD		
METHOD	UNIT	QUANTITY
Radiographic or Ultrasonic	In.	0
Ultrasonic	In.	0
Magnetic Particle	I.F.	0

CONCRETE DISTRIBUTION		
LOCATION	UNIT	QUANTITY
Substructure	C.Y.	180
Footing	C.Y.	120
Total	C.Y.	300

PLAN
Scale: 1" = 20'

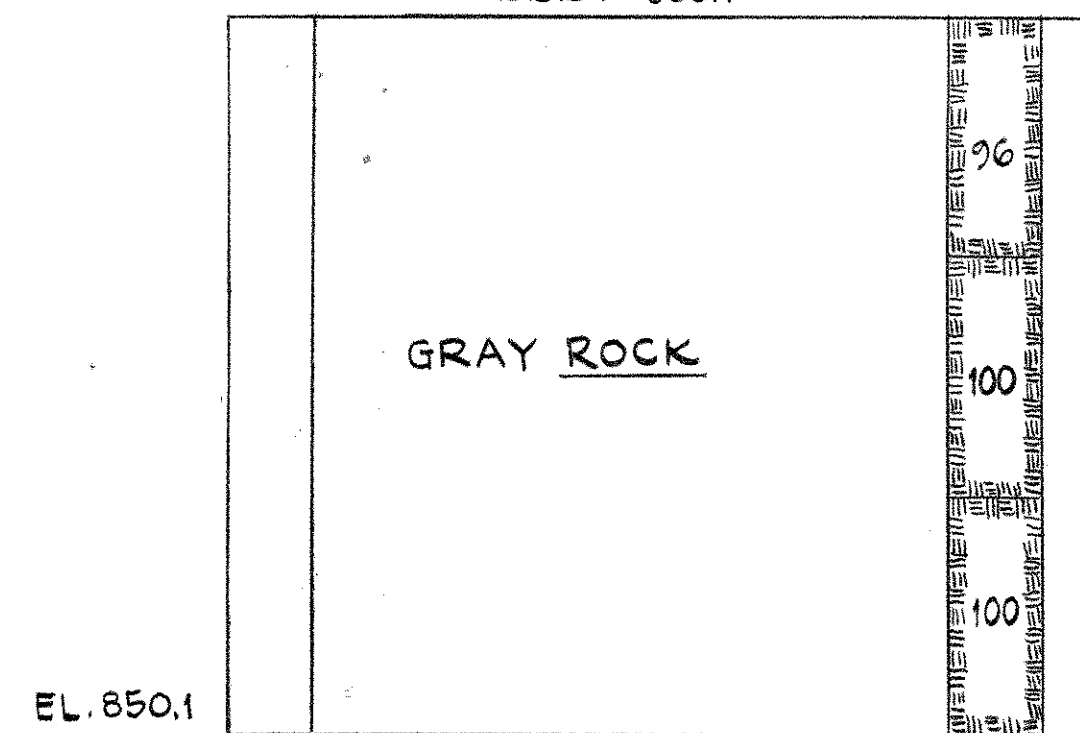
NOTE:
For Longitudinal Section see Potter School Road Profile Str. Sh. 3

⊙ Denotes Location of Borings.

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.

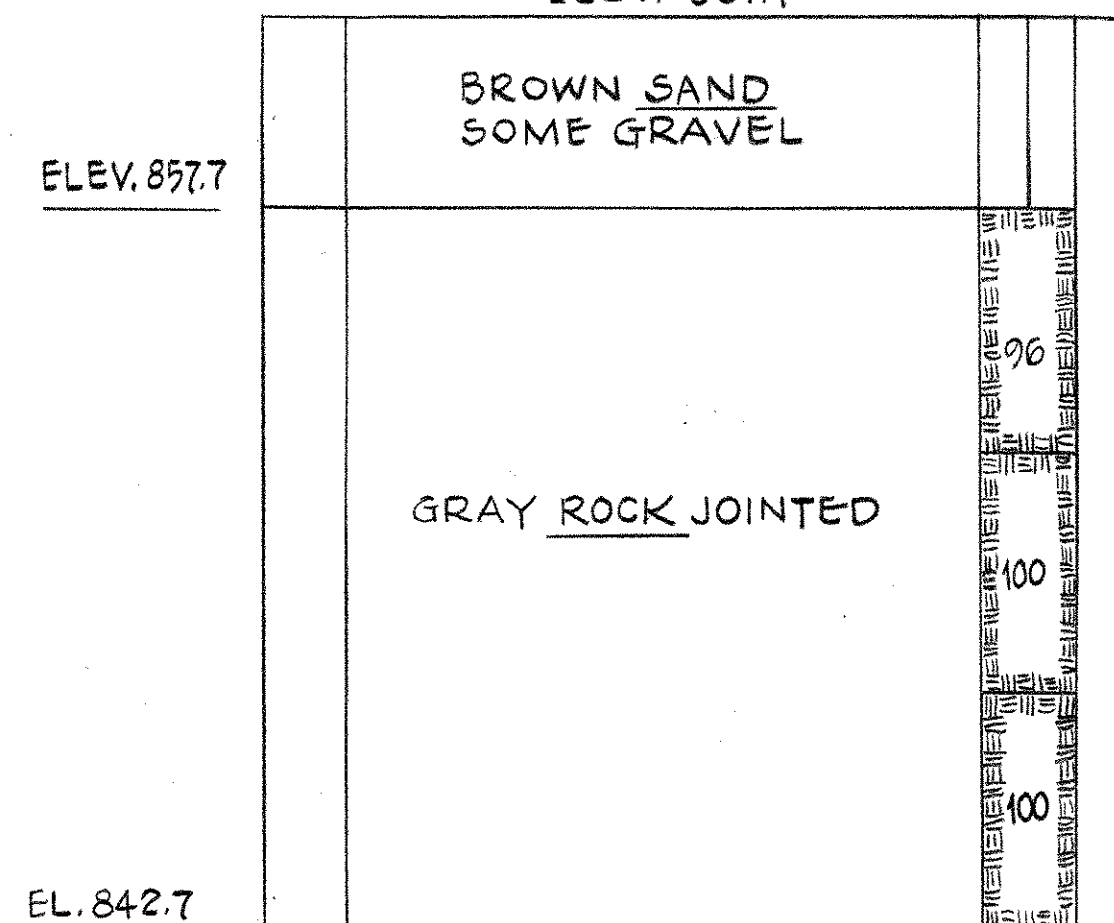
NO REVISIONS SUBMITTED FOR THIS SHEET

S.P.S. - 1
 (STA. 710+49, 80' LEFT)
 N 403145, E 741487
 1971
 ELEV. 865.1



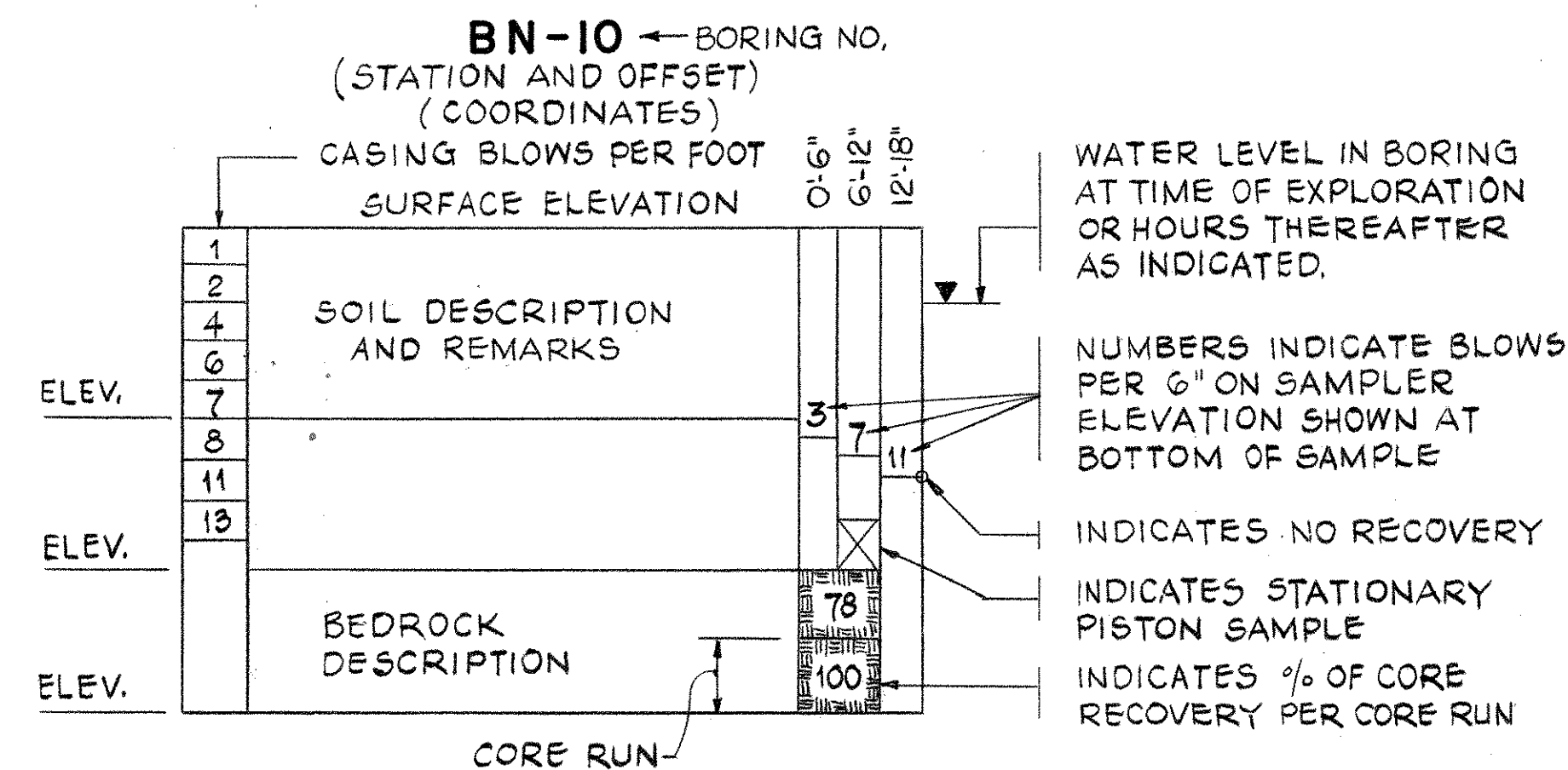
CORE BARREL TYPE = NX
 CORE BARREL SIZE I.D. =
 BIT TYPE = DIAMOND

S.P.S. - 2
 (STA. 711+05, 75' RIGHT)
 N 403036, E 741611
 1971
 ELEV. 861.7



CORE BARREL TYPE = NX
 CORE BARREL SIZE I.D. =
 BIT TYPE = DIAMOND

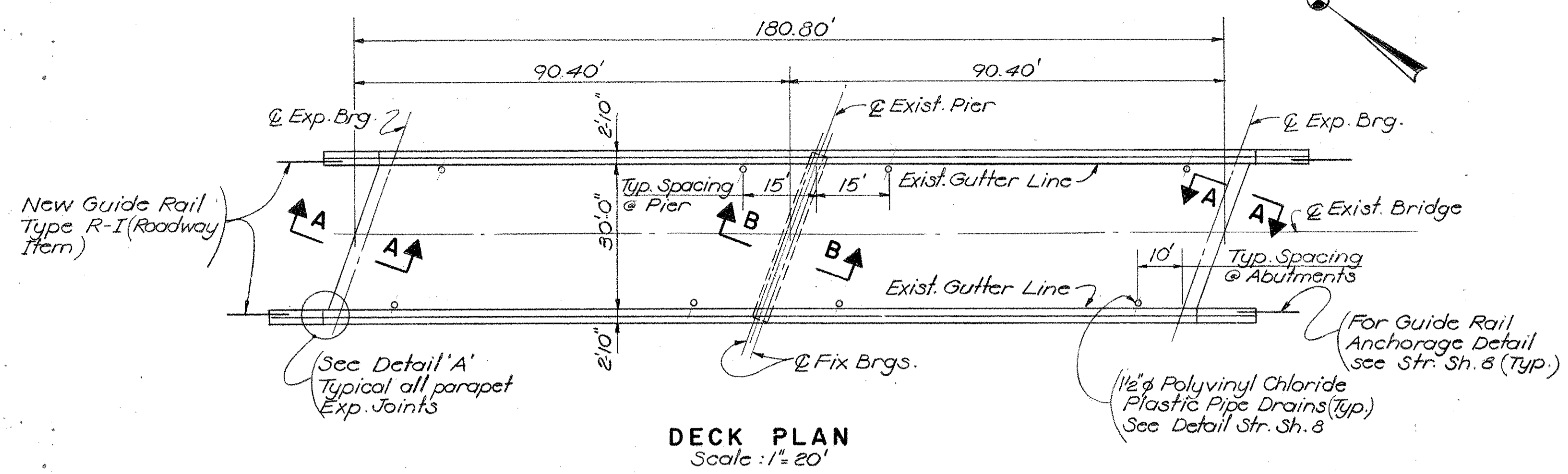
KEY TO BORINGS



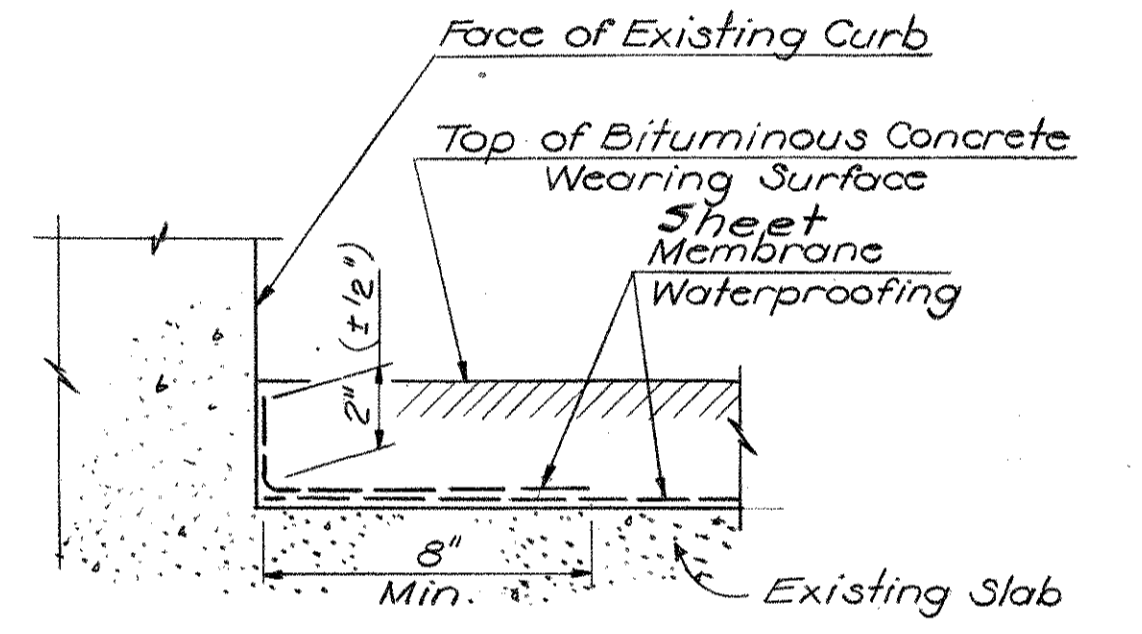
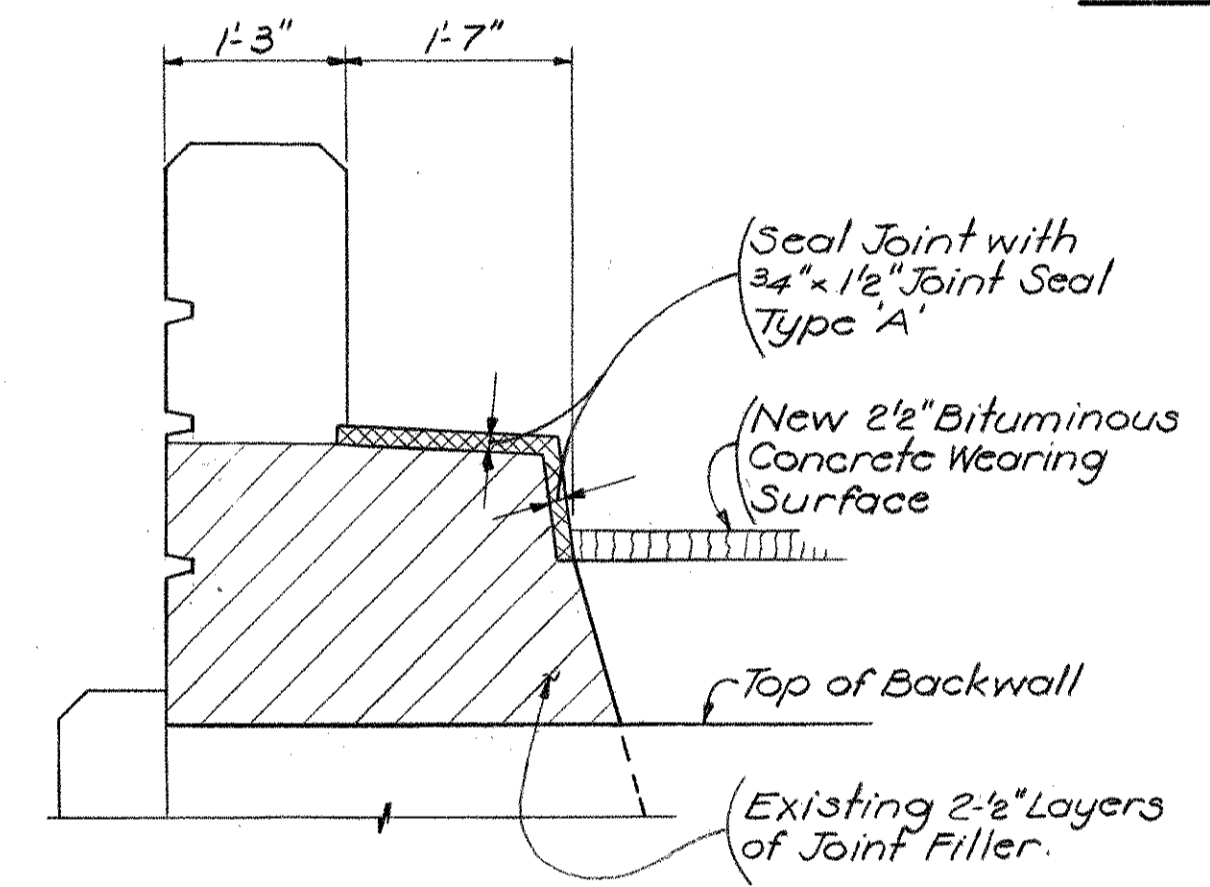
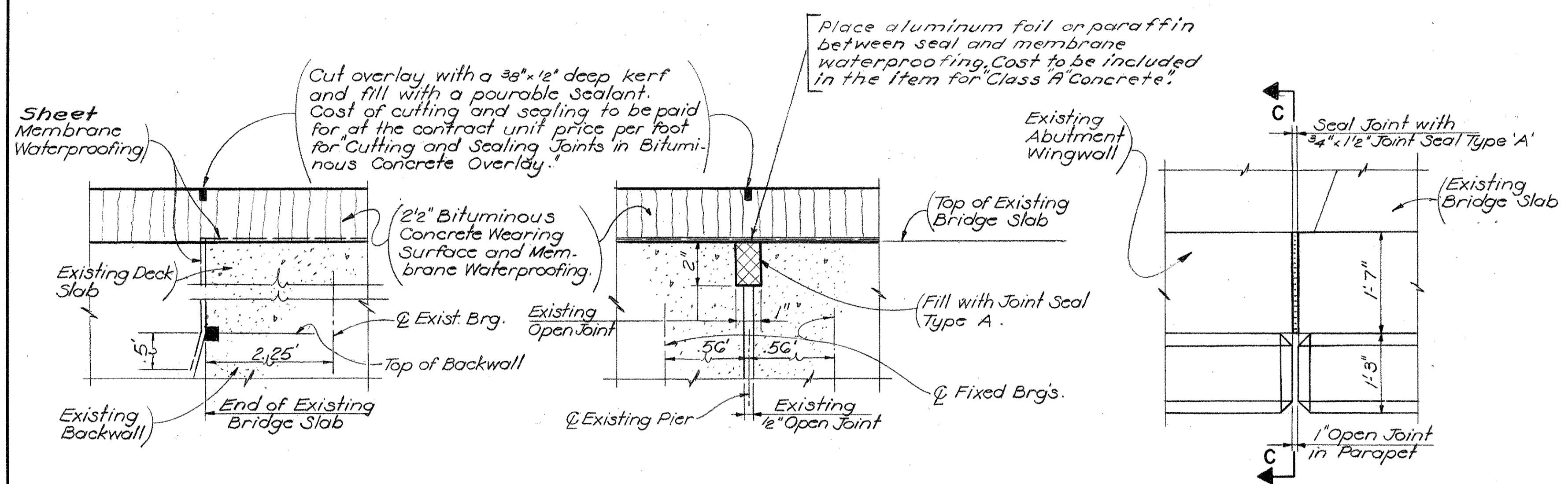
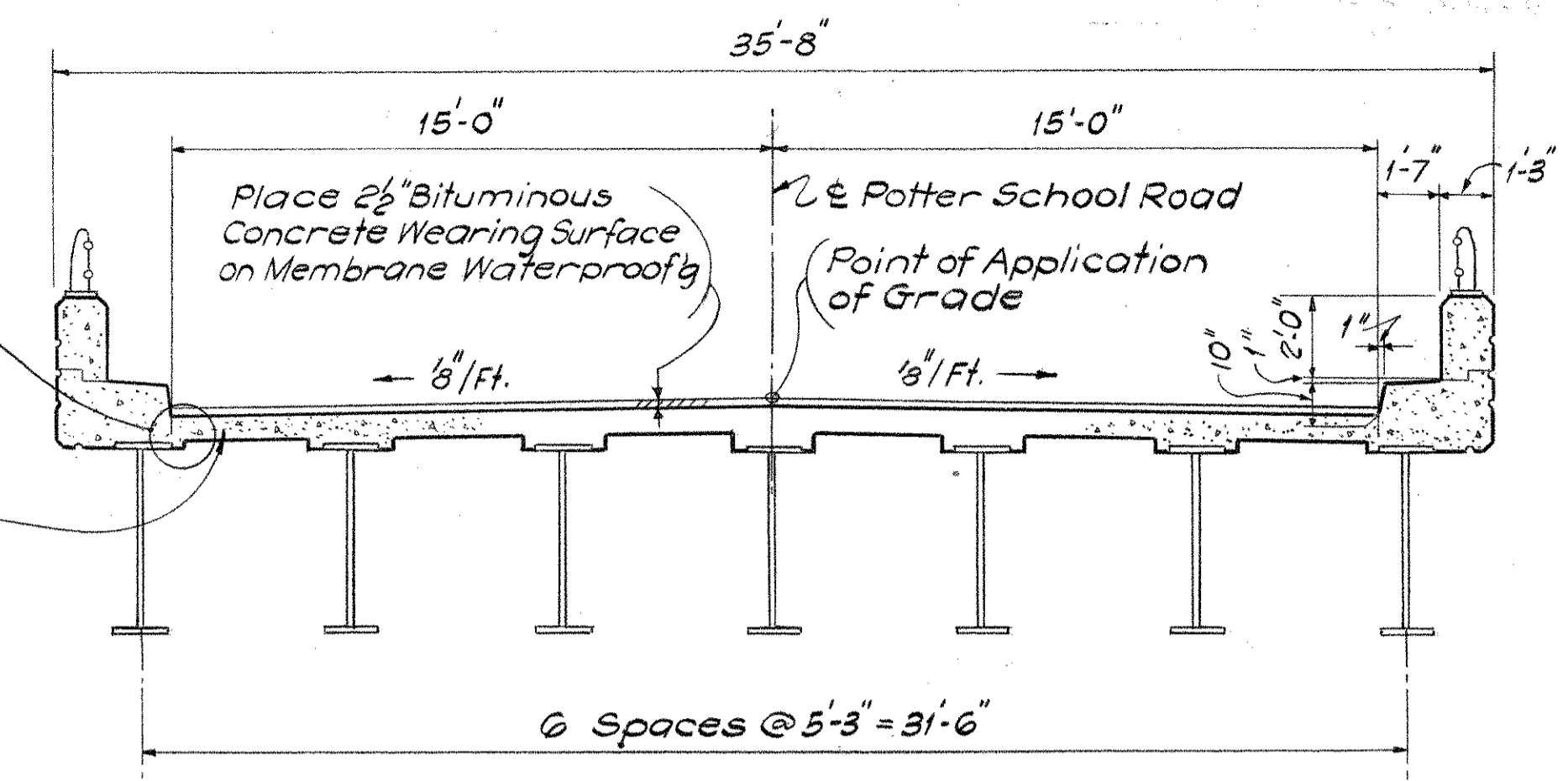
CONNECTICUT			
DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS			
TOLLAND - WILLINGTON			
RECONSTRUCTION OF I - 86 UNDER POTTER SCHOOL ROAD			
BORINGS			
ENGINEER DE LEUW CATHER & COMPANY			
APPROVED <i>J.M. Mullaney Jr.</i>		DATE 4/5/76	
NO.	DATE	DESCRIPTION	DESIGNER
		DRAFTSMAN TAB	CHECKER W.W.
REVISIONS		STRUCTURE NO. 142-110-8	STRUCTURE SHEET 2 OF 8

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.

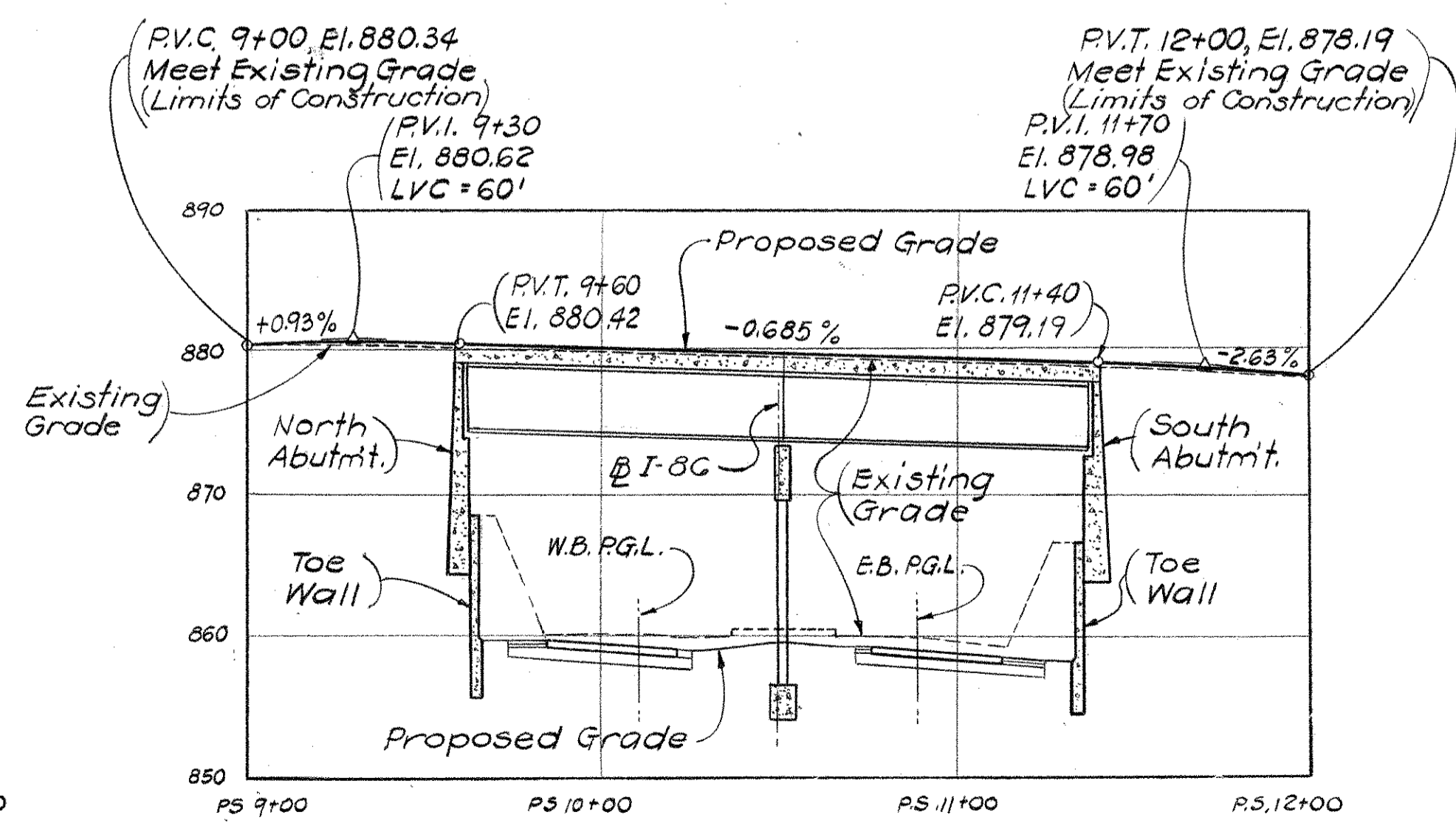
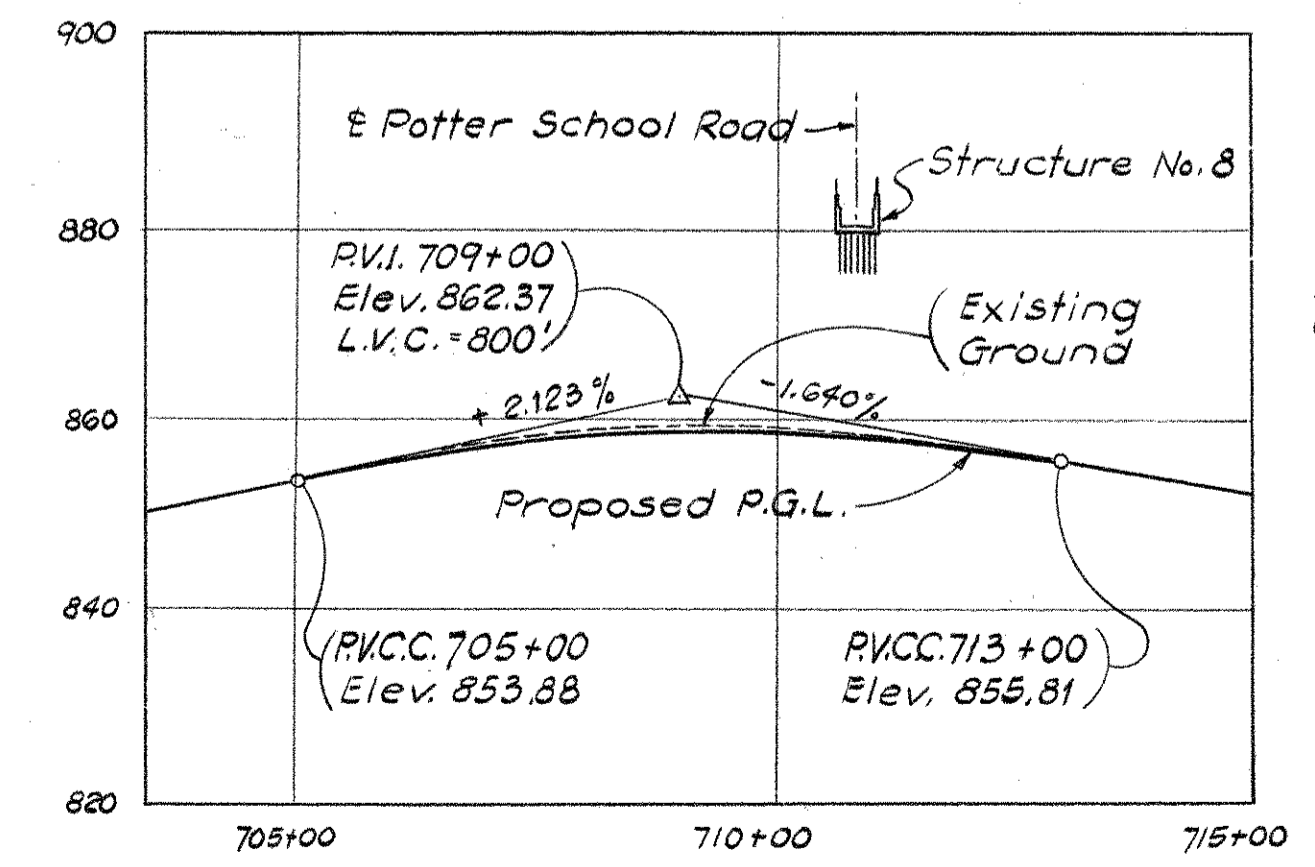
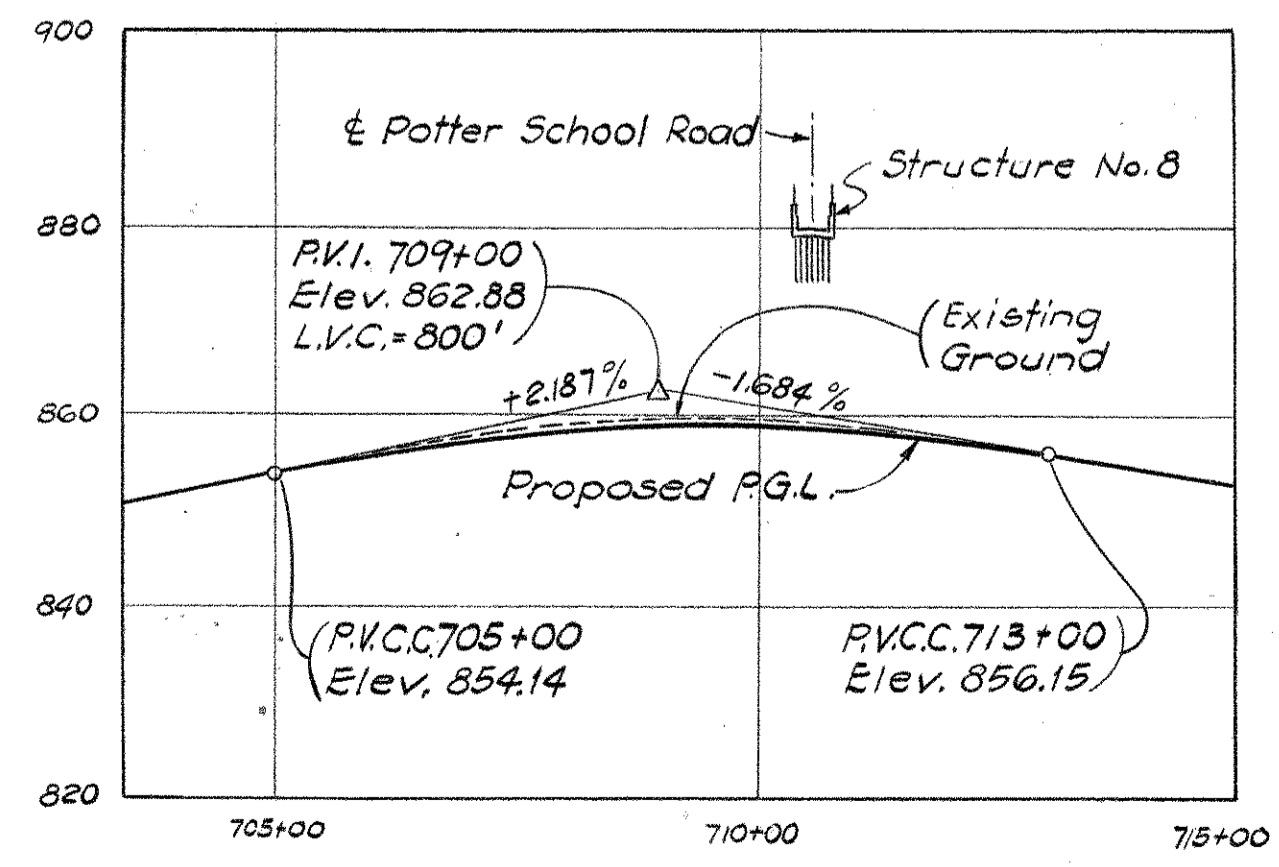
17 REVISIONS SUBMITTED FOR THIS SHEET



Drill Holes through the Exist. Deck Slab at the locations shown on DECK PLAN for 1/2" PVC Pipe - See Special Provisions.



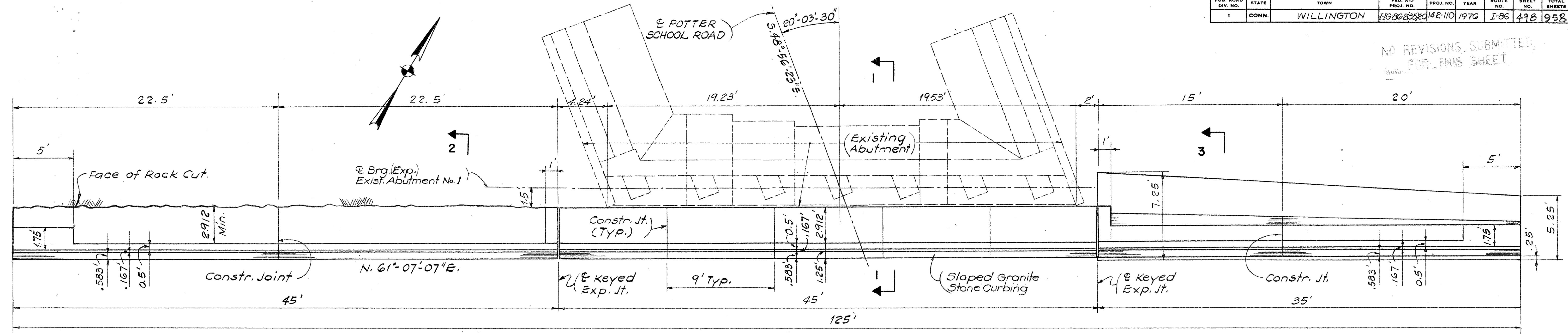
NOTE:
The cost of Resealing Existing Deck Joint & Parapet Exp. Joint shall be paid for at the Contract Lump Sum Price for Resealing Existing Bridge Joints."



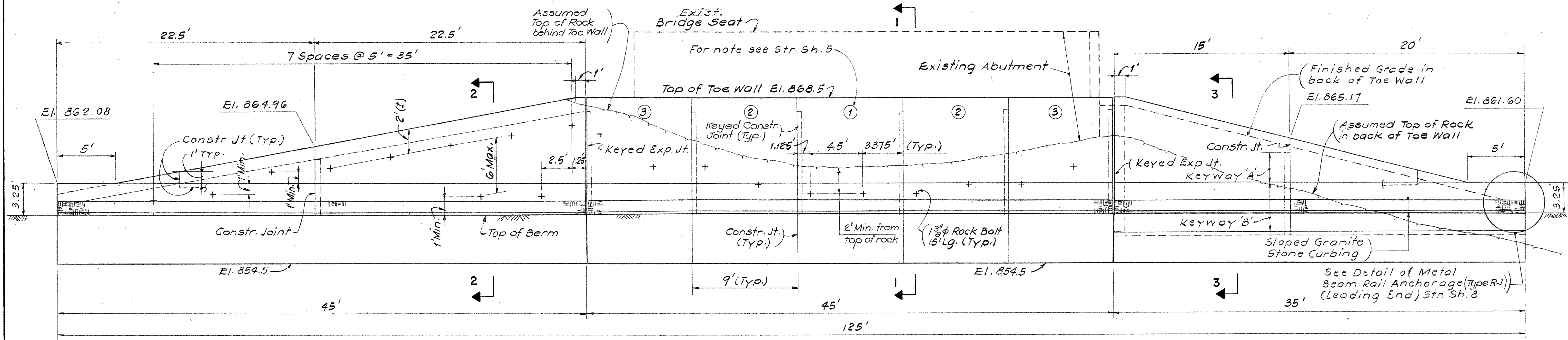
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CONNECTICUT			
DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS			
TOLLAND-WILLINGTON			
RECONSTRUCTION OF I-86 UNDER POTTER SCHOOL ROAD			
PROFILES & SECTIONS			
ENGINEER DE LEUW CATHER & COMPANY			
APPROVED <i>J.W. Mullany Jr.</i>		DATE 4/1/76	
NO.	DATE	DESCRIPTION	DESIGNER
		DRAFTSMAN TAB	CHECKER J.M.
REVISIONS		STRUCTURE NO. 142-110-8	
		STRUCTURE SHEET 3 OF 8	

NO REVISIONS SUBMITTED FOR THIS SHEET



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



ELEVATION
Scale: 1/4" = 1'-0"

Note: For Sections 1-1, 2-2 & 3-3 and Joint Details see Str. Sh. 6.

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NO.	DATE	DESCRIPTION

CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TOLLAND - WILLINGTON

RECONSTRUCTION OF I-86
UNDER
POTTER SCHOOL ROAD

TOE WALL - EXIST ABUTMENT No. 1

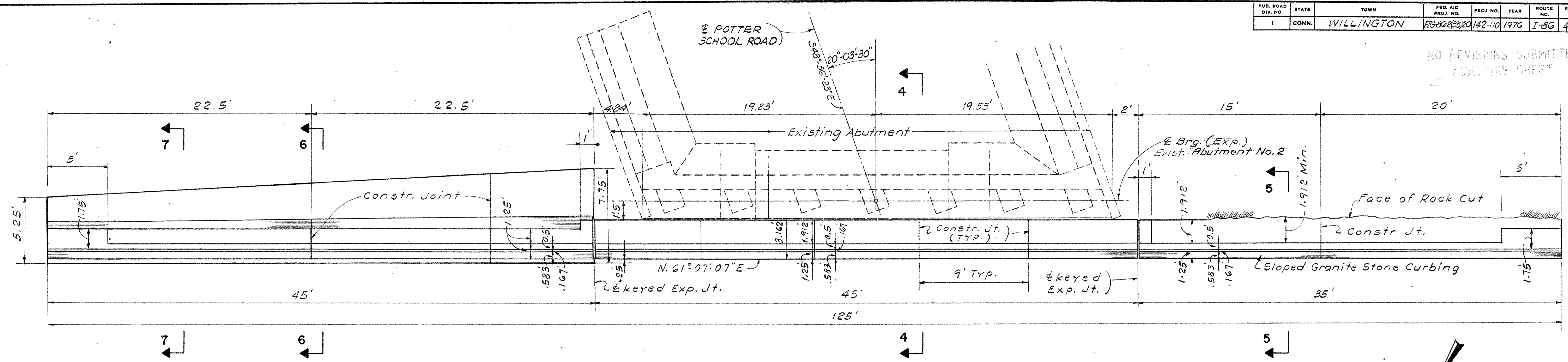
ENGINEER DE LEUW CATHER & COMPANY

APPROVED *[Signature]* DATE *[Date]*

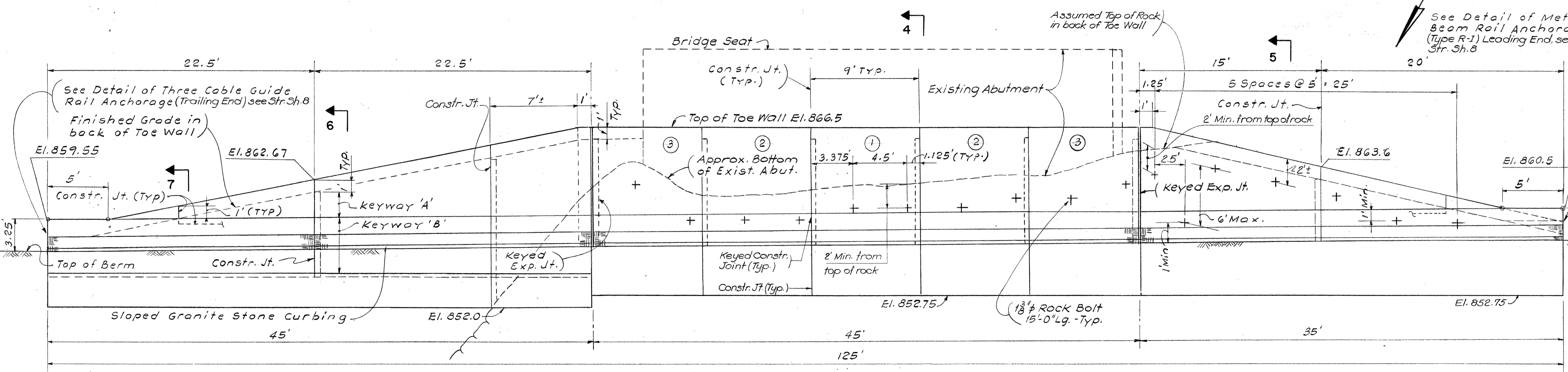
DRAFTSMAN TAB CHECKER C.C. DESIGNER L.U.

STRUCTURE NO. 142-110-8 STRUCTURE SHEET 4 OF 8

NO REVISIONS SUBMITTED FOR THIS SHEET



PLAN
Scale: 4" = 1'-0"



ELEVATION
Scale: 4" = 1'-0"

See Detail of Metal Beam Rail Anchorage (Type R-1) Leading End, see Str. Sh. 8

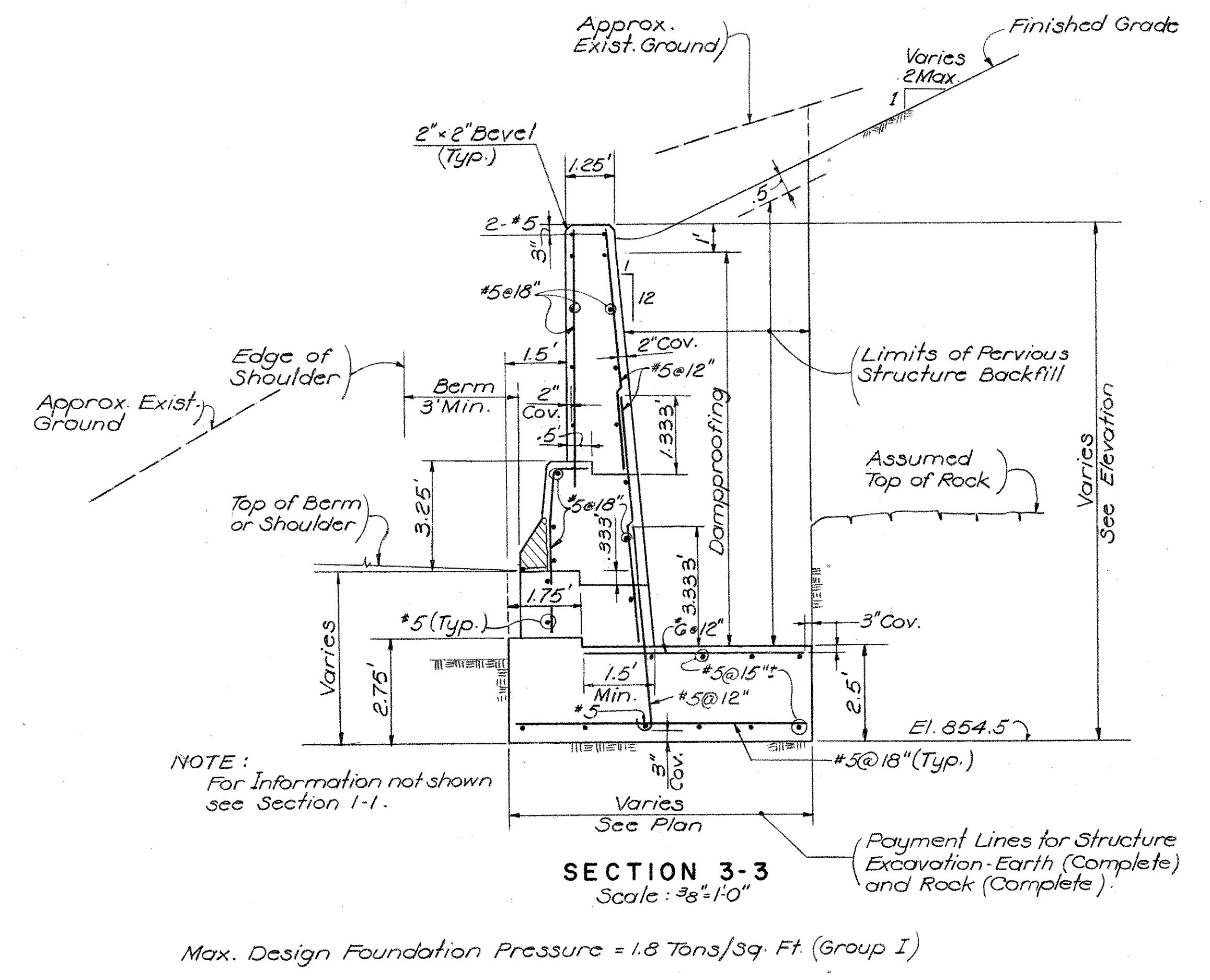
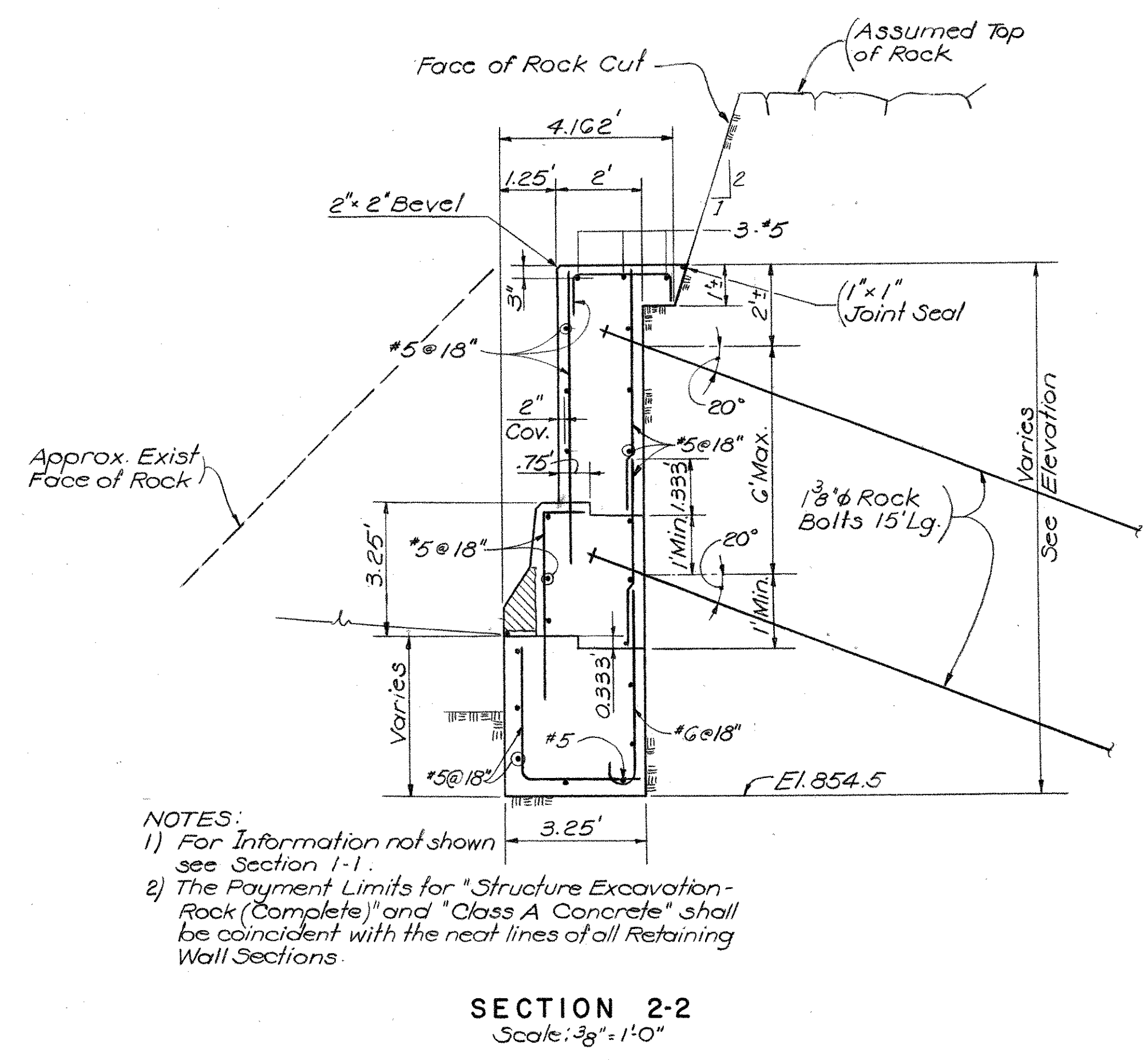
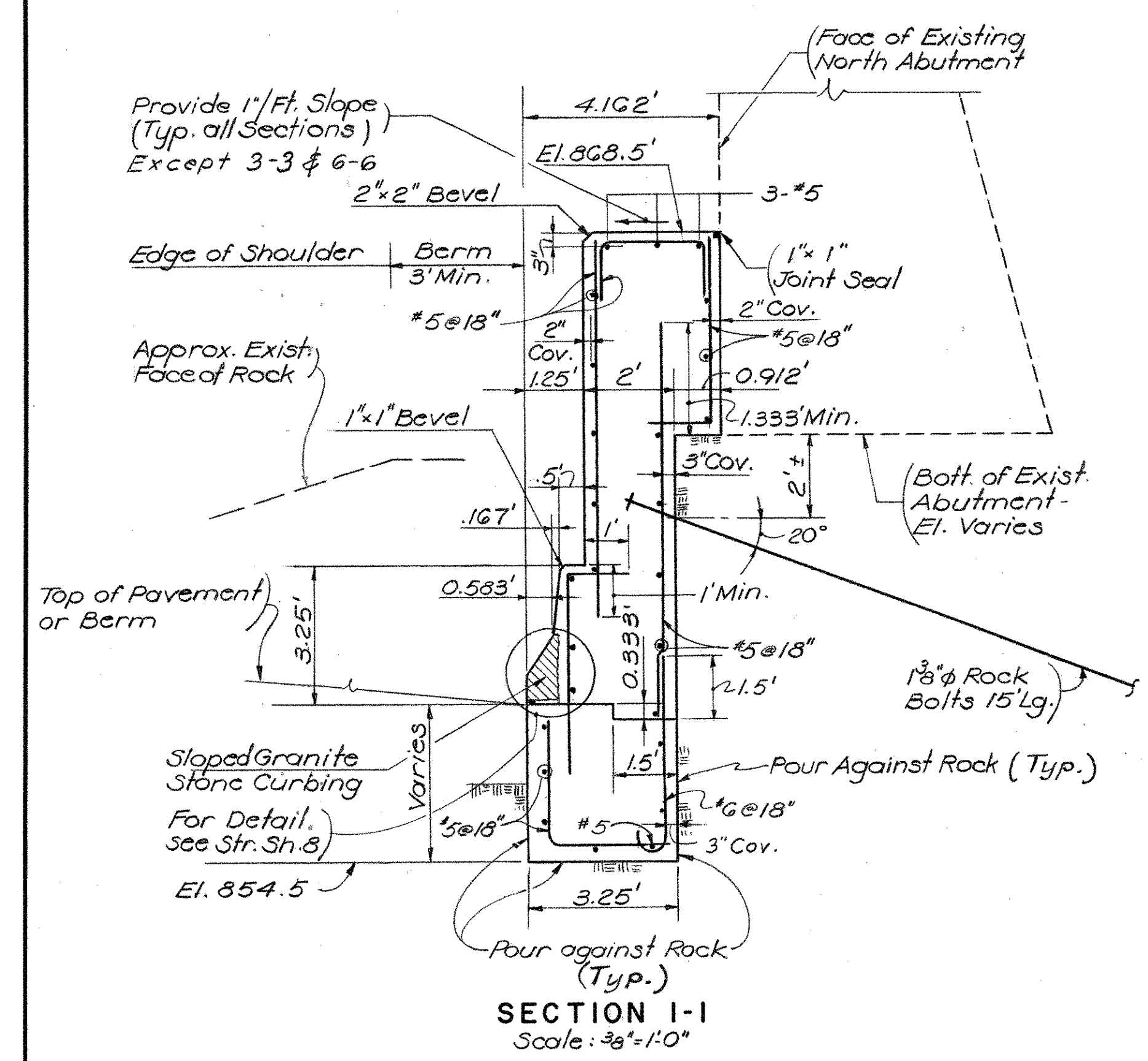
Notes:
Number in \circ indicates sequence of construction for Toe Walls. Allow seven days from completion of previous sequential work before excavation for the next.

For Sections 4-4, 5-5, 6-6 & 7-7 see Str. Sh. 7
For Joint Details see Str. Sh. 6

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CONNECTICUT			
DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS			
TOLLAND-WILLINGTON			
RECONSTRUCTION OF I-86 UNDER POTTER SCHOOL ROAD			
TOE WALL-EXIST ABUTMENT No. 2			
ENGINEER DE LEUW CATHER & COMPANY			
APPROVED <i>J.M. McManis Jr.</i>		DATE 4/5/76	
DRAFTSMAN T.A.B.	CHECKER J.C.	DESIGNER L.U.	
NO. DATE DESCRIPTION		STRUCTURE NO. 142-110-8	
REVISIONS		STRUCTURE SHEET 5 OF 8	

NO REVISIONS SUBMITTED FOR THIS SHEET

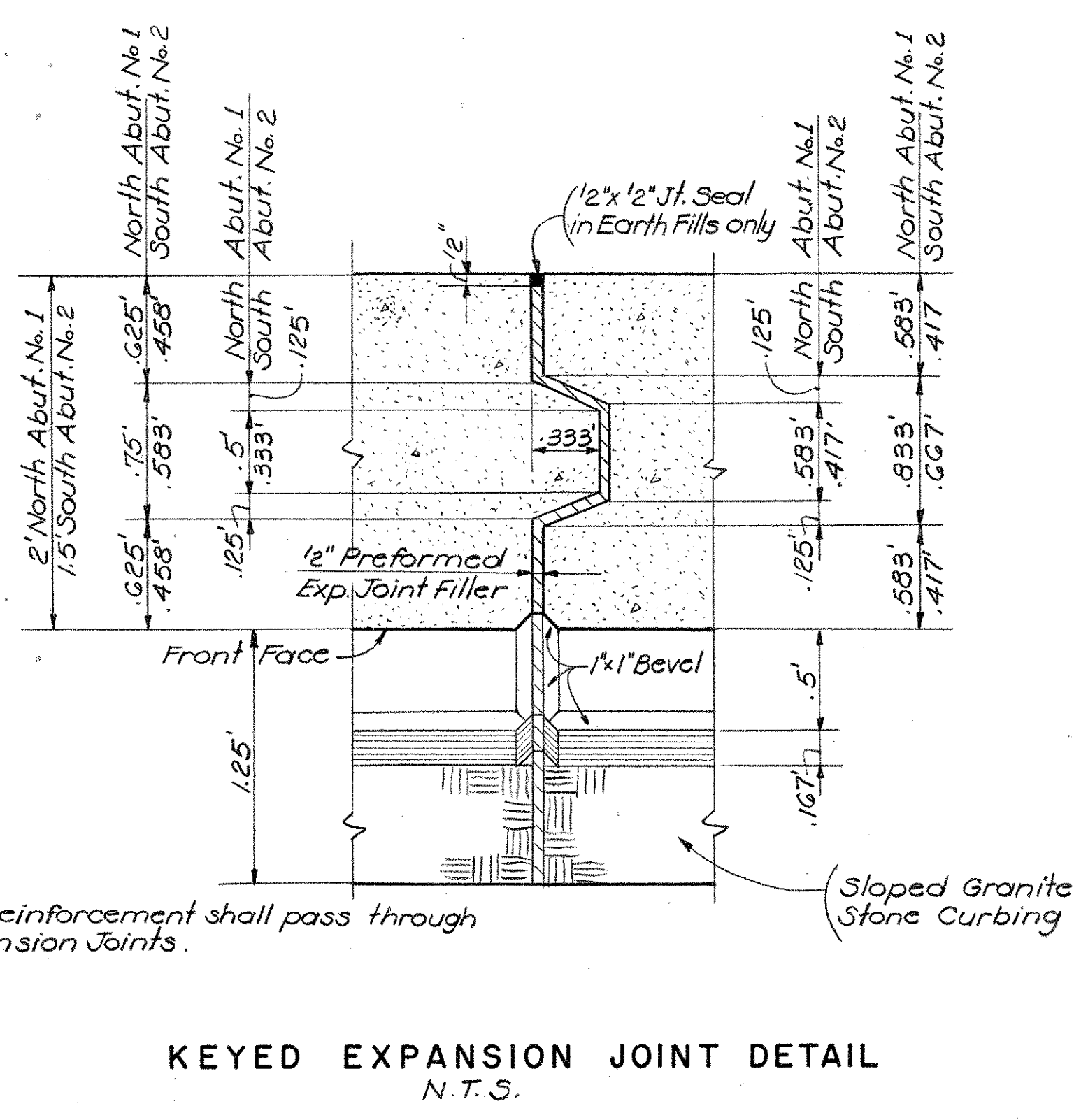


NOTES:
 1) For Information not shown see Section 1-1.
 2) The Payment Limits for "Structure Excavation-Rock (Complete)" and "Class A Concrete" shall be coincident with the neat lines of all Retaining Wall Sections.

NOTE:
 For Information not shown see Section 1-1.

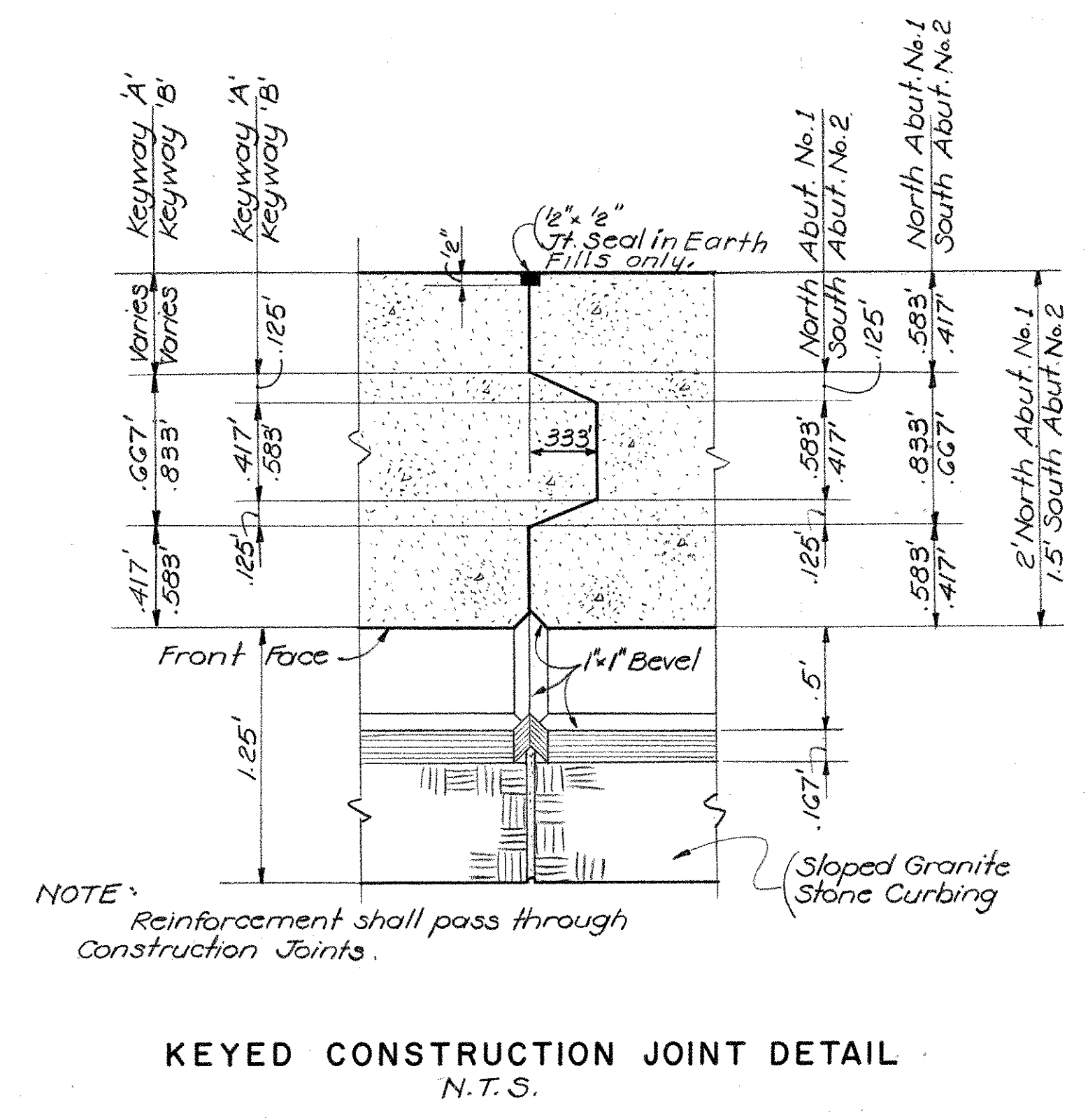
Max. Design Foundation Pressure = 1.8 Tons/Sq. Ft. (Group I)

SECTION 3-3
 Scale: 3/8"=1'-0"



NOTE:
 No Reinforcement shall pass through Expansion Joints.
 (Sloped Granite Stone Curbing)

KEYED EXPANSION JOINT DETAIL
 N.T.S.



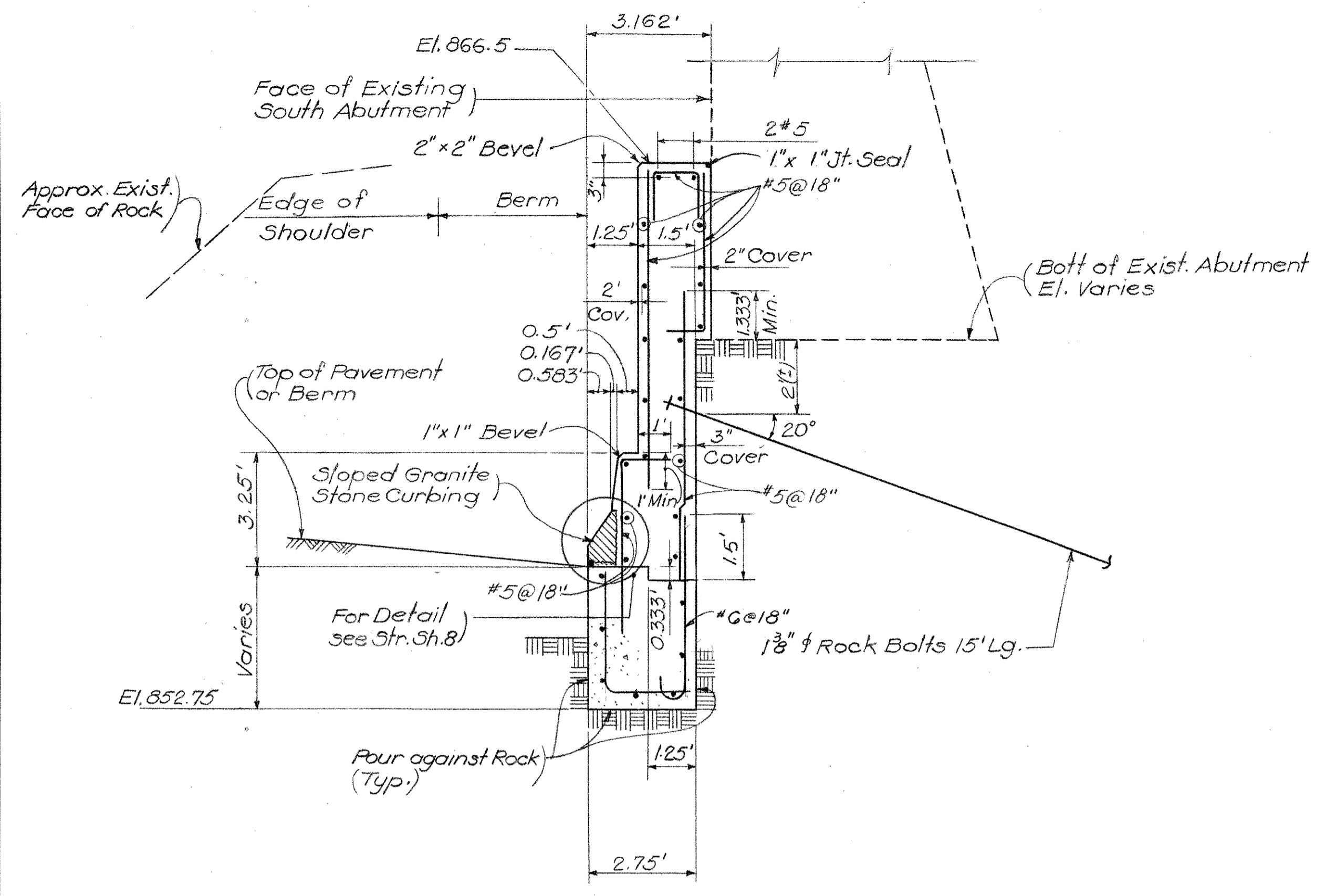
NOTE:
 Reinforcement shall pass through Construction Joints.
 (Sloped Granite Stone Curbing)

KEYED CONSTRUCTION JOINT DETAIL
 N.T.S.

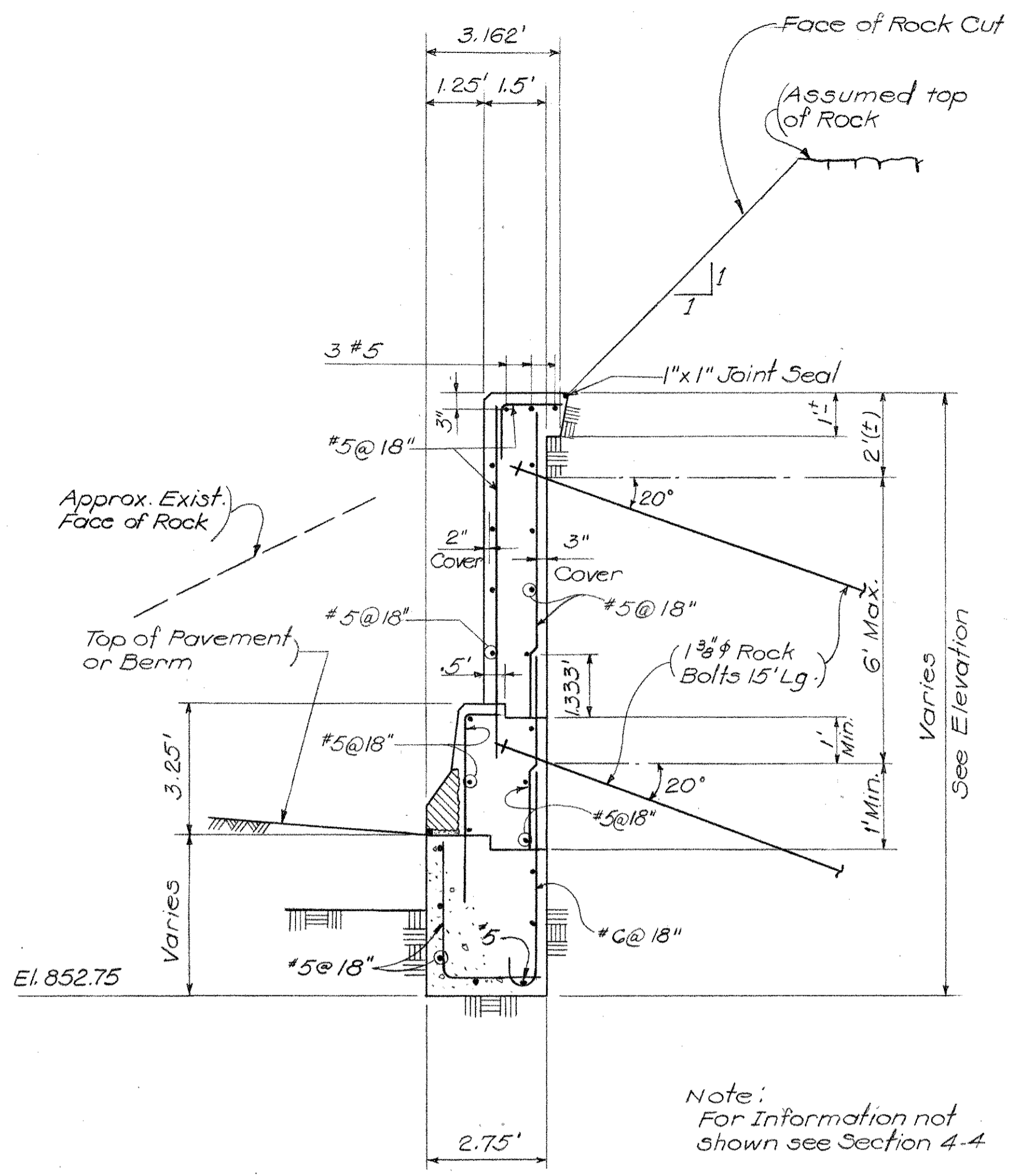
NOTE:
 For Location of Sections see Str. Sh. 4.

CONNECTICUT			
DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS			
TOLLAND - WILLINGTON			
RECONSTRUCTION OF I-86 UNDER POTTER SCHOOL ROAD			
TOE WALL DETAILS			
ENGINEER DE LEUW CATHER & COMPANY			
APPROVED <i>[Signature]</i>		DATE 4/5/76	
NO.	DATE	DESCRIPTION	DESIGNER
			LIU
REVISIONS		STRUCTURE NO. 142-110-8	STRUCTURE SHEET 6 OF 8

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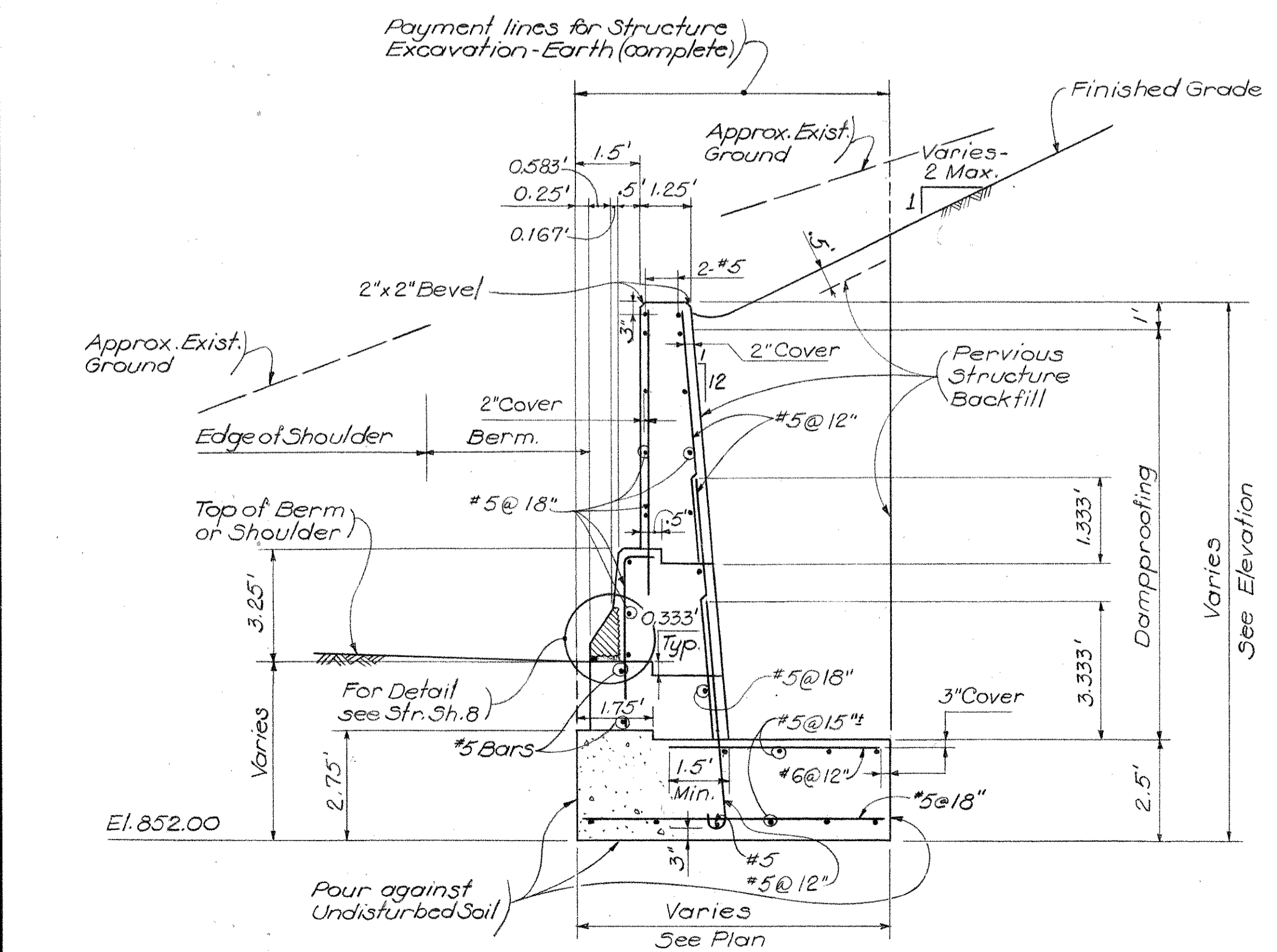


SECTION 4-4
Scale: 3/8" = 1'-0"



SECTION 5-5
Scale: 3/8" = 1'-0"

Note:
For information not shown see Section 4-4



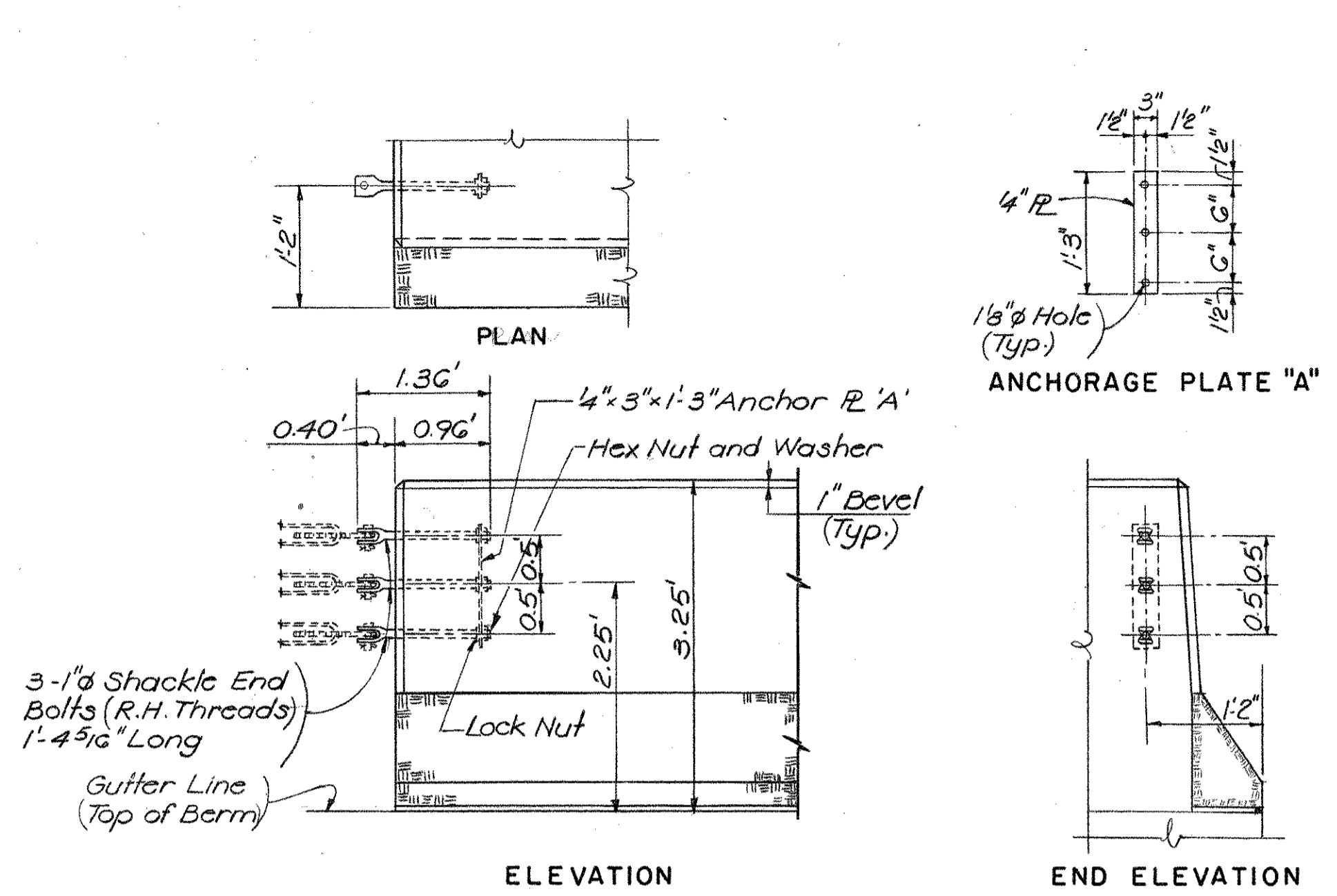
SECTION 6-6
SECTION 7-7 (Similar)
Scale: 3/8" = 1'-0"

Max. Design Foundation Pressure = 1.8 Tons/Sq. Ft. (Group 1)

- NOTES:**
1. For Location of Sections see Str. Sh. 5
 2. The payment limits for "Structure Excavation - Rock (complete) and Earth (complete)" and Class A Concrete shall be coincident with the neat lines of all retaining wall sections.

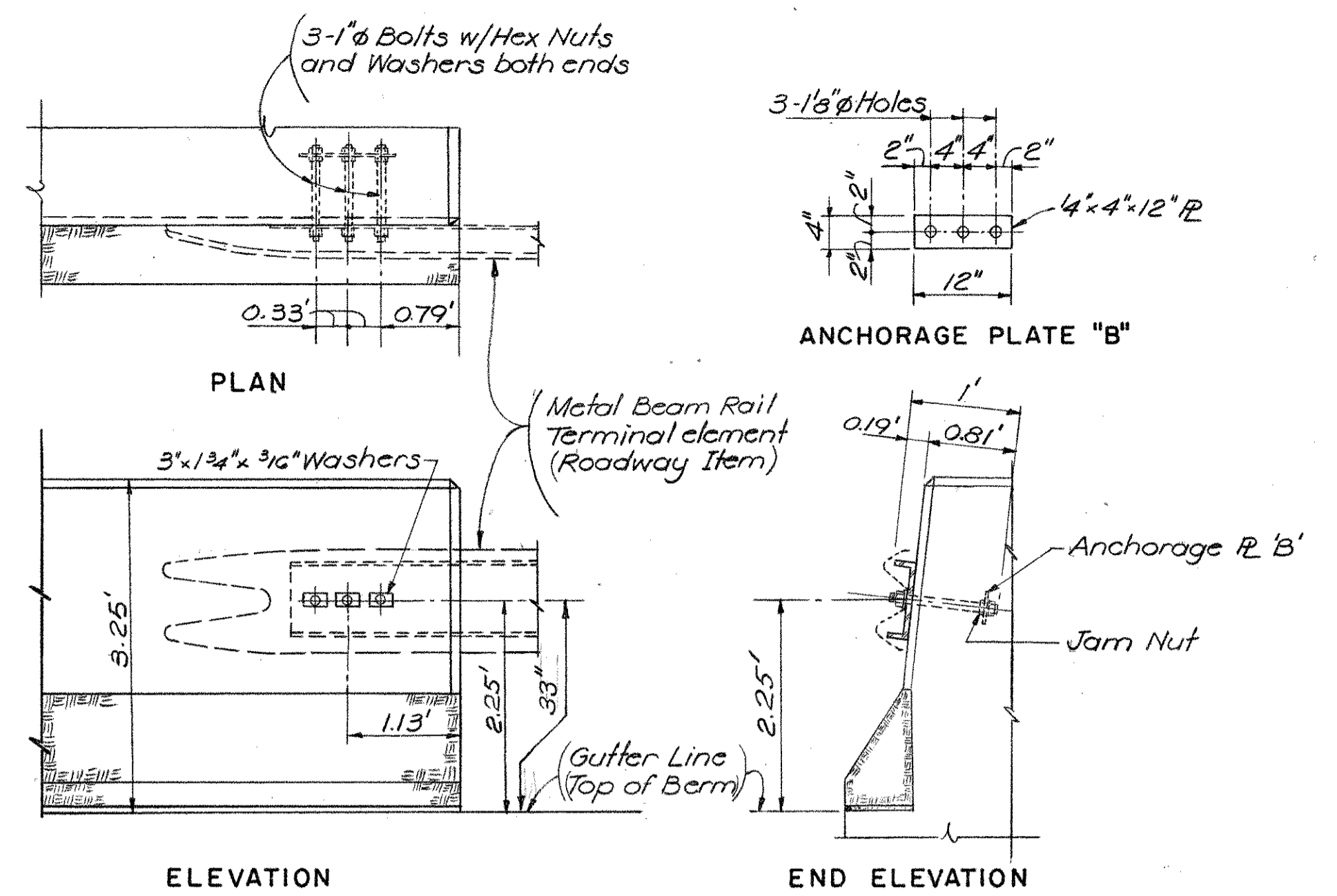
CONNECTICUT			
DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS			
TOLLAND - WILLINGTON			
RECONSTRUCTION OF I-86 UNDER POTTER SCHOOL ROAD			
TOE WALL DETAILS			
ENGINEER DE LEUW CATHER & COMPANY			
APPROVED <i>J. W. Mullany Jr.</i>		DATE 4/1/76	
NO.	DATE	DESCRIPTION	DESIGNER LIU
REVISIONS		STRUCTURE NO. 142-110-8	STRUCTURE SHEET 7 OF 8

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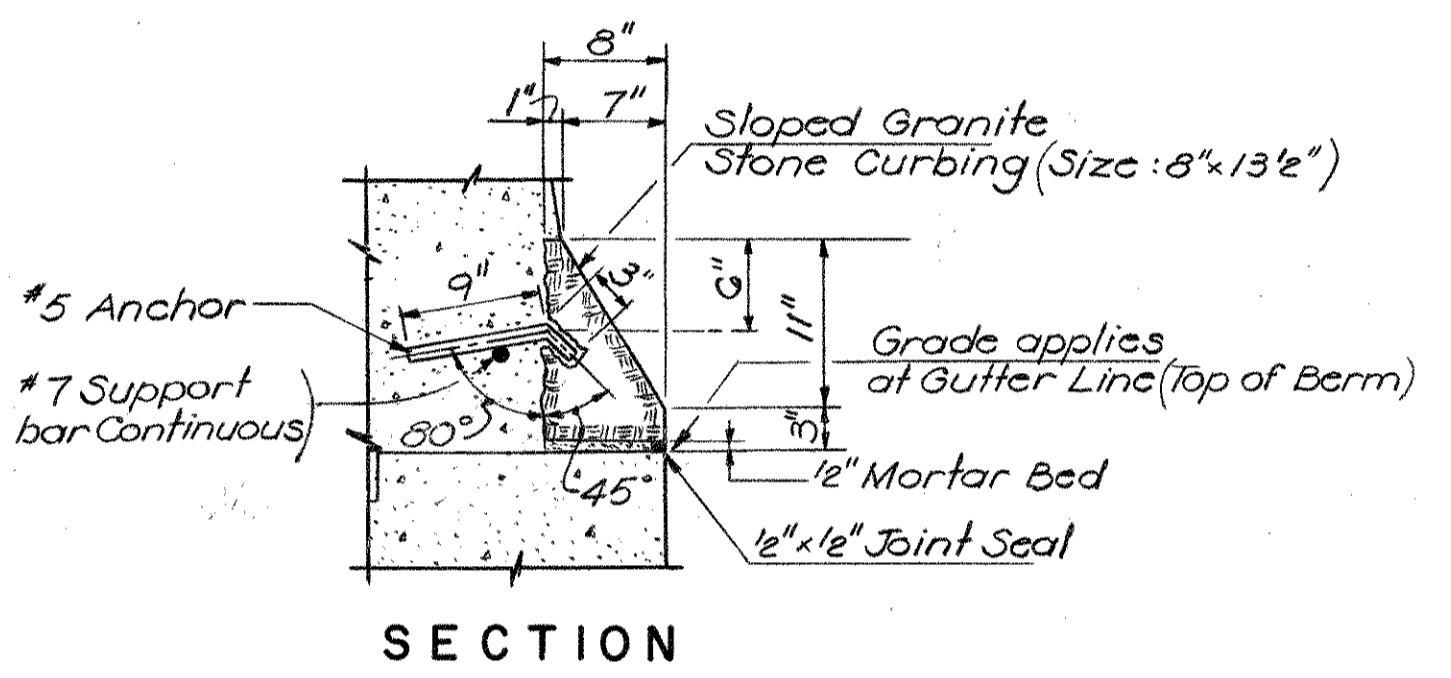
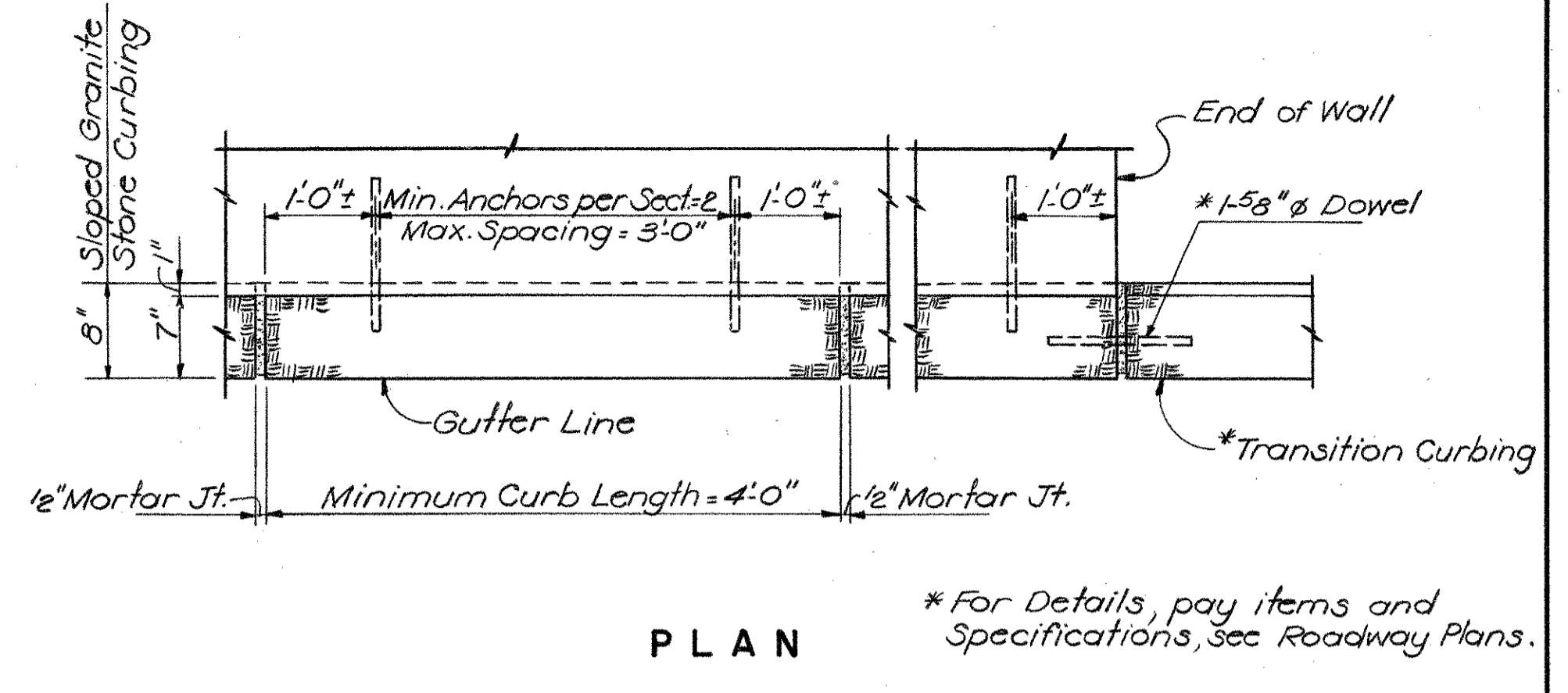
TRAILING END DETAIL
THREE CABLE GUIDE RAIL ANCHORAGE AT TOE WALL (ABUTMENT 2 ONLY)
 Scale: 3/4" = 1'-0"

NOTES:
 The shackle end Bolts shall conform to the requirements of ASTM A235 Class F1 or AISI 1035 forged Steel galvanized in accordance with the requirements of ASTM A153. The standard Hex. Nuts, Anchor Plates and Lock Nuts shall conform to the requirements of ASTM A36.
 Longitudinal Reinforcement in Toe Wall to clear Anchorage Plate. All anchorage material will be paid for at the contract unit price per pound for Deformed Steel Bars.



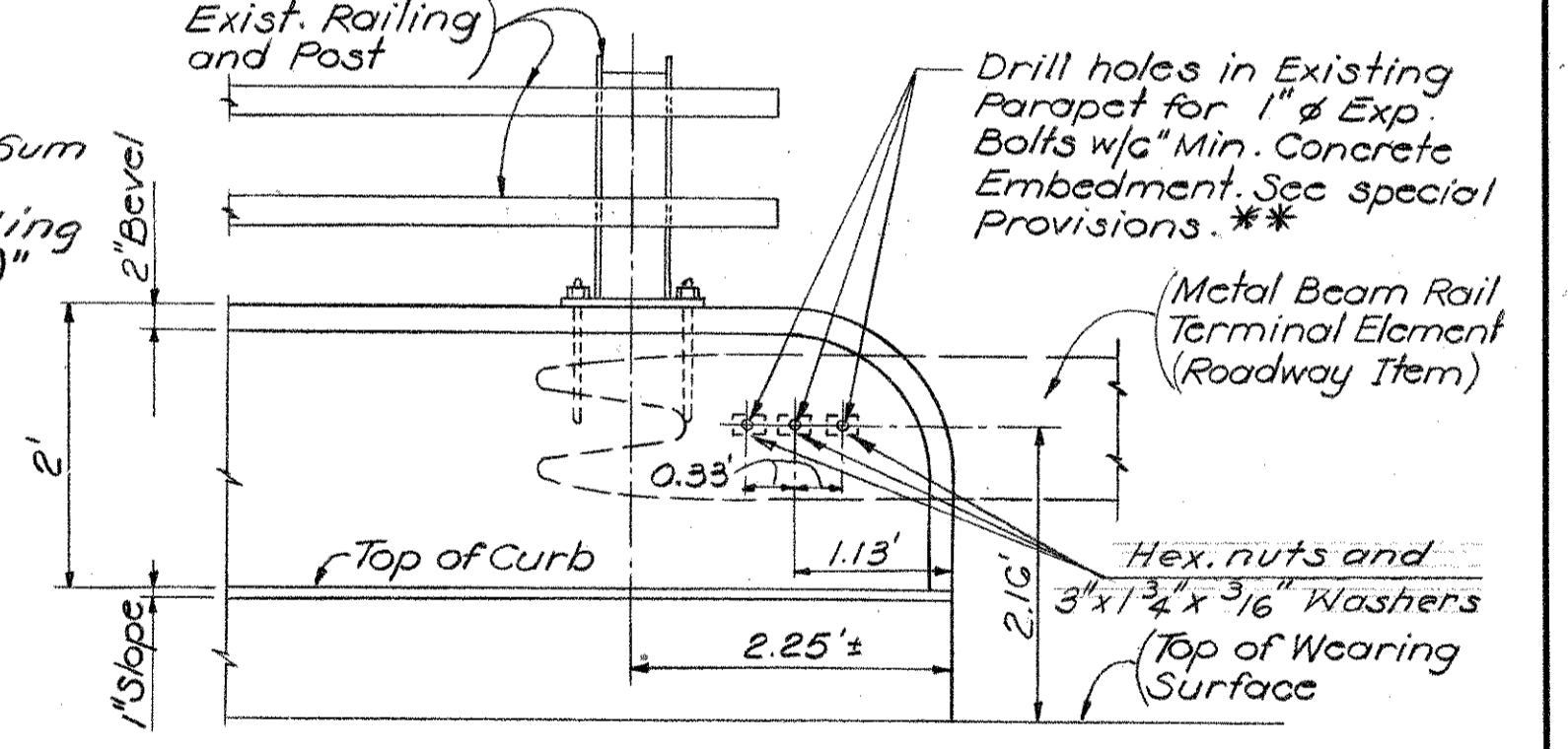
LEADING END DETAIL
METAL BEAM RAIL ANCHORAGE AT TOE WALL (TYPE R-1 RAIL)
 Scale: 3/4" = 1'-0"

NOTES:
 Anchor Bolts, Hex. Nuts and Washers shall conform to the Physical requirements of ASTM A325 or AISI 4140 (Annealed and Cold Drawn). Anchor Bolts, Nuts & Washers shall be galvanized in accordance with the requirements of ASTM A153.
 Anchorage Plates shall conform to the requirements of ASTM A36.
 Longitudinal Reinforcement in Toe Wall to clear anchorage Plate. All anchorage material will be paid for at the contract unit price per pound for Deformed Steel Bars.

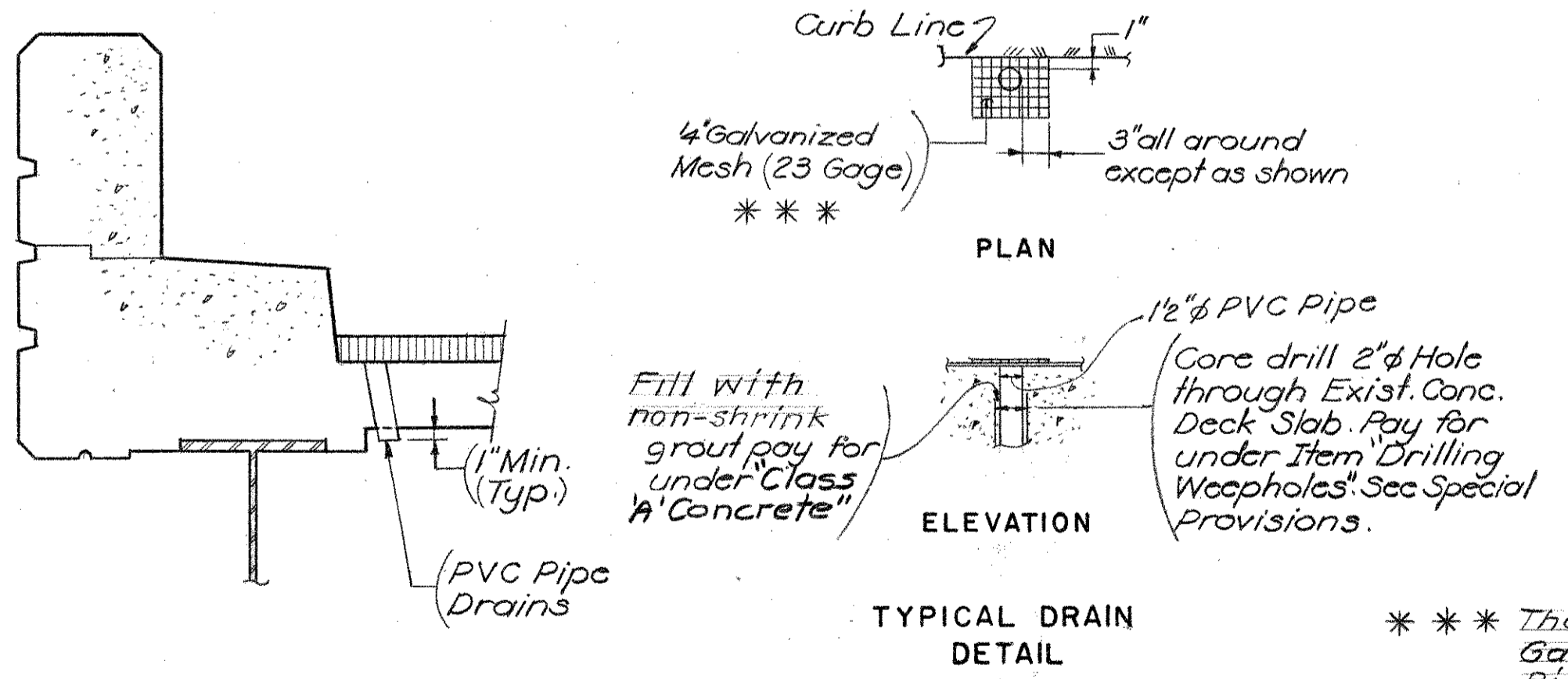


SLOPED GRANITE STONE CURBING DETAILS

* * * Payment for Drilling Holes, furnishing and installing Anchor Bolts, hex nuts & washers to be included in the Lump Sum price for "Furnishing and Installing Bridge Anchorage for Roadway Railing on Existing Abutments (142-110-B)" See Special Provisions.



(LEADING & TRAILING END DETAIL)
METAL BEAM RAIL ANCHORAGE AT EXISTING BRIDGE PARAPET
 Scale: 3/4" = 1'-0"



WEARING SURFACE INTERFACE DRAINAGE DETAILS

* * * The cost of furnishing and installing 1/4" square Galvanized Mesh shall be included in the contract. Bid price per ton for "Bituminous Concrete Wearing Surface."

CONNECTICUT
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF HIGHWAYS
TOLLAND - WILLINGTON
 RECONSTRUCTION OF I-86
 UNDER
 POTTER SCHOOL ROAD
TOE WALL DETAILS

ENGINEER DE LEUW CATHER & COMPANY				
APPROVED <i>J.M. Mullen Jr.</i>			DATE 4/5/76	
NO.	DATE	DESCRIPTION	CHECKER C.W.V.	DESIGNER C.L.
REVISIONS			STRUCTURE NO. 142-110-8	STRUCTURE SHEET 8 OF 8