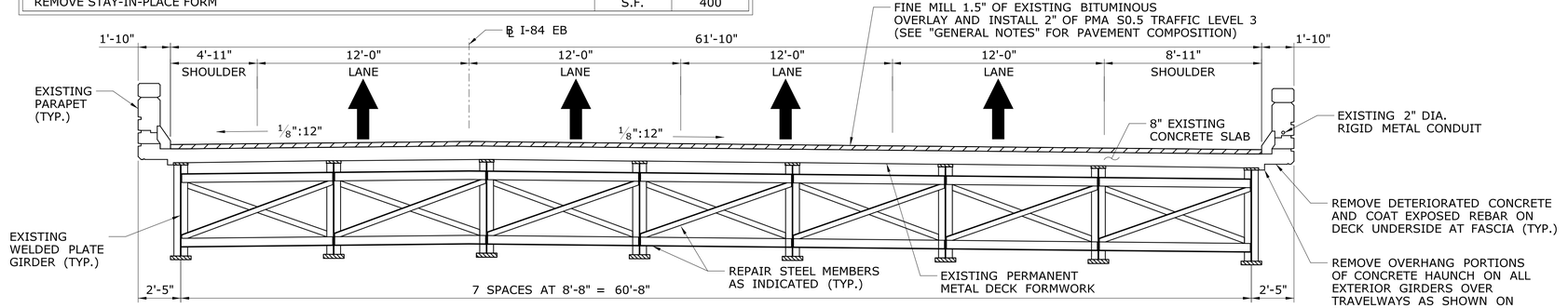
ESTIMATED QUANTITIES

ITEM	UNIT	TOTAL
GUANO ABATEMENT	C.F.	150
LEAD COMPLIANCE FOR ABRASIVE BLAST CLEANING AND MISCELLANEOUS TASKS	L.S.	L.S.
REMOVE DIRT AND DEBRIS	EA.	20
CUT BITUMINOUS CONCRETE PAVEMENT	L.F.	2205
TEMPORARY PAVEMENT	S.Y.	735
PMA S0.5	TON	1345
HMA S0.25	TON	40
JOINT AND CRACK SEALING OF BITUMINOUS CONCRETE PAVEMENT	L.F.	2205
MATERIAL FOR TACK COAT	GAL.	1140
FINE MILLING OF BITUMINOUS CONCRETE (0" TO 4")	S.Y.	11935
REMOVAL OF EXISTING WEARING SURFACE	S.Y.	735
REMOVAL OF BRIDGE DECK CONCRETE	C.Y.	1
JACKING EXISTING SUPERSTRUCTURE (SITE NO. 1)	L.S.	L.S.
CLEAN EXISTING SCUPPERS	EA.	12
BRIDGE SCUPPER - FIBERGLASS HOPPER	EA.	1
REMOVAL AND REPLACEMENT OF EXISTING BRIDGE DRAINAGE SYSTEM	L.F.	30
ELASTOMERIC CONCRETE HEADER	C.F.	625
ASPHALTIC PLUG EXPANSION JOINT SYSTEM	C.F.	420
PREFORMED JOINT SEAL	L.F.	1130
REPLACE JOINT SEAL	L.F.	15
BEARING REPLACEMENT WITH ELASTOMERIC BEARING PADS	EA.	24
CONSTRUCT CONCRETE KEEPER BLOCKS	EA.	3
CLASS "S" CONCRETE	C.Y.	25
REMOVE STAY-IN-PLACE FORM	S.F.	400

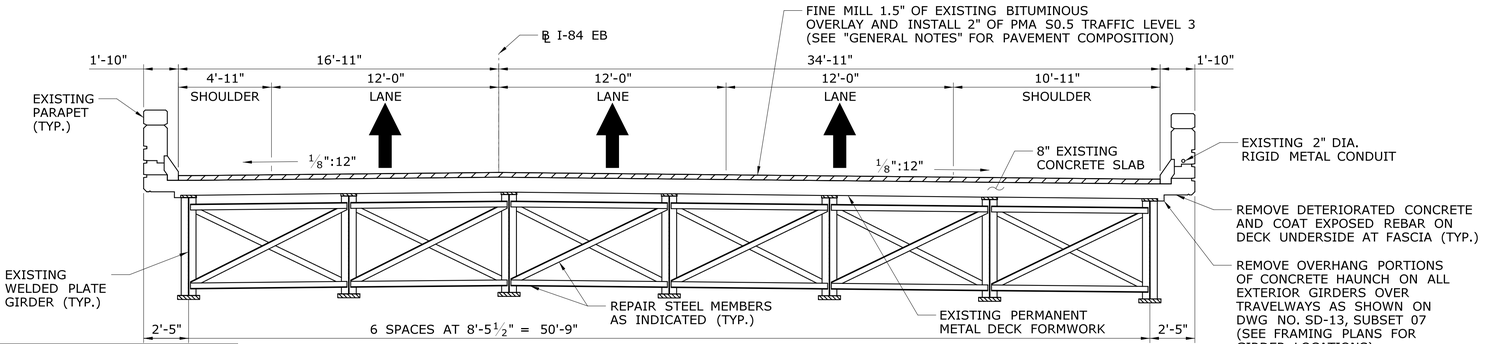
ESTIMATED QUANTITIES (CONT.)

ITEM	UNIT	TOTAL
CLASS "F" CONCRETE	C.Y.	15
FULL DEPTH PATCH (HIGH EARLY STRENGTH CONCRETE)	C.Y.	18
PARTIAL DEPTH PATCH	C.F.	972
REPAIR OF BEARING PAD	EA.	5
½" PREFORMED EXPANSION JOINT FILLER FOR BRIDGES	S.F.	5
EPOXY INJECTION CRACK REPAIR	L.F.	10
DEFORMED STEEL BARS	LB.	1350
DEFORMED STEEL BARS - EPOXY COATED	LB.	1800
DRILLING AND GROUTING REINFORCING BARS	L.F.	134
CLEAN AND COAT EXPOSED REINFORCING STEEL	L.F.	330
REPAIR DEFECTIVE WELDS	L.F.	20
STRUCTURAL STEEL REPAIRS (SITE NO. 1)	CWT	89
DISPOSAL OF LEAD DEBRIS FROM ABRASIVE BLAST CLEANING	TON	5
DISPOSAL OF CRW LEAD DEBRIS FROM ABRASIVE BLAST CLEANING	TON	3
STRUCTURAL PIN ASSEMBLY (STAINLESS STEEL)	EA.	1
ABRASIVE BLAST CLEANING AND FIELD PAINTING OF BEAM ENDS (SITE NO. 1)	L.S.	L.S.
CLASS 1 CONTAINMENT AND COLLECTION OF SURFACE PREPARATION DEBRIS (SITE NO. 1)	L.S.	L.S.
LOCALIZED PAINT REMOVAL & FIELD PAINTING OF EXISTING STEEL	S.F.	2230
MEMBRANE WATERPROOFING (SHEET) (TORCH APPLIED)	S.Y.	555
REMOVAL OF EXISTING MASONRY	C.Y.	5
CONCRETE HAUNCH REMOVAL	L.F.	1680
LIGHT STANDARD ANCHORAGE COVER	EA.	4
REMOVE CONDUIT	L.F.	105



TYPICAL CROSS SECTION WITH 4 LANES

SCALE: ¼" = 1'-0"
NOTE: SECTION FOR SPANS 1-5 SHOWN



TYPICAL CROSS SECTION WITH 3 LANES

SCALE: ¼" = 1'-0"

NOTE: SECTION FOR SPAN 10 SHOWN, SECTIONS FOR SPANS 6-9 AND 11-18 SIMILAR

CONCRETE DISTRIBUTION

SUPERSTRUCTURE	C.Y.	0
SUBSTRUCTURE (CLASS "F" & "S")	C.Y.	40
FOOTINGS	C.Y.	0
TOTAL	C.Y.	40

GENERAL NOTES:

SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 817 (2016), SUPPLEMENTAL SPECIFICATIONS DATED JANUARY 2017 AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: ALL NEW ELEMENTS TO BE DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2014 7TH EDITION AND AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003).

ALLOWABLE DESIGN STRESSES:
CLASS 'F' CONCRETE BASED ON F'c = 4000 PSI
CLASS 'S' CONCRETE BASED ON F'c = 3000 PSI
REINFORCEMENT (ASTM A615 GRADE 60) Fy = 60,000 PSI
STRUCTURAL STEEL (AASHTO M270, GRADE 50) Fy = 50,000 PSI

THE SPECIFIED CONCRETE STRENGTH USED IN DESIGN, f'c, OF THE CONCRETE COMPONENTS IS NOTED ABOVE. THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE IN THE CONSTRUCTED COMPONENTS SHALL CONFORM TO THE REQUIREMENTS OF "SECTION 6.01 CONCRETE FOR STRUCTURES."

LIVE LOAD:
HL-93 (NEW ELEMENTS ONLY - BEARINGS)
EXISTING MEMBERS - H-20-S16-44 ALT. 24,000# DUAL AXLE AT 4'-0" o.c.
(AS PER 1962 PLANS).

FUTURE PAVING ALLOWANCE: NONE

STRUCTURAL STEEL: SEE DWG. NO. SD-09, SUBSET 07 FOR DESIGNATIONS AND REQUIREMENTS.

PAINT: THE END 1.5 x DEPTH OF THE EXISTING GIRDERS IN ALL SPANS (INCLUDING ALL EXPOSED STEEL SURFACES WITHIN THESE LIMITS - DIAPHRAGMS, CAP GIRDERS, FIXED BEARINGS, CONNECTION PLATES, ETC.) SHALL BE CLEANED AND PAINTED. THIS WORK SHALL BE PAID UNDER "ABRASIVE BLAST CLEANING AND FIELD PAINTING OF BEAM ENDS (SITE NO. 1)." SEE DWG. NO SD-09, SUBSET 07. THE CONTRACTOR SHALL ALSO PERFORM LOCALIZED FIELD PAINTING OF THE EXISTING GIRDERS AS SHOWN AND AS DIRECTED BY THE ENGINEER, WHICH WILL BE PAID FOR UNDER THE ITEM "LOCALIZED PAINT REMOVAL AND FIELD PAINTING OF EXISTING STEEL." THE COLOR OF THE TOP COAT SHALL CONFORM TO THE FEDERAL STANDARD 595 COLOR NO. 24277 (GREEN) OR AS APPROVED BY ENGINEER.

BITUMINOUS CONCRETE OVERLAY: THIS SHALL CONSIST OF ONE LIFT OF PMA S 0.5 TRAFFIC LEVEL 3 (2 INCHES THICK). PAVEMENT THICKNESS SHALL BE TAPERED AT ENDS TO MATCH PAVEMENT THICKNESS AT CONSTRUCTION LIMITS. SEE HIGHWAY PLANS, SUBSET 03.

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

SUBSTRUCTURE ELEVATIONS: LISTED SUBSTRUCTURE ELEVATIONS ARE BASED ON ORIGINAL DESIGN DRAWINGS DATED 1962 (ORIGINAL PLANS REFERENCE U.S.C. & G.S. VERTICAL DATUM).

EXISTING DIMENSIONS: DIMENSIONS OF THE EXISTING STRUCTURE SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY. THEY ARE BASED ON ROUGH FIELD MEASUREMENTS OR EXISTING DRAWINGS AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISHED WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL, THE FIELD MEASUREMENTS SHALL ALSO BE SUBMITTED FOR REFERENCE BY THE REVIEWER.

UTILITIES: EXISTING BRIDGE ILLUMINATION SHALL BE MAINTAINED IN SERVICE DURING CONSTRUCTION.

EXISTING BRIDGE PLANS: PLANS FOR THE EXISTING BRIDGE (STATE PROJECT NOS. 63-184 AND 63-395) ARE AVAILABLE FOR CONTRACTOR REVIEW AT THE CTDOT RECORD CENTER LOCATED AT 160 PASCONE PLACE NEWINGTON, CT 06111.

ALL UNDERGROUND UTILITIES, CABLE, AND FACILITIES MUST BE LOCATED AND PROTECTED BEFORE ANY EXCAVATING, DRILLING, BORING/DIRECTIONAL DRILLING, GROUND PENETRATING ACTIVITIES, OR CONSTRUCTION TAKES PLACE. THIS INCLUDES RAILROAD AND COMMERCIAL UTILITIES, CABLES, DUCT LINES, AND FACILITIES. THESE ACTIVITIES WILL NOT BE PERFORMED IN CLOSE PROXIMITY TO THE AMTRAK DUCT LINES UNLESS MONITORED BY ON-SITE AMTRAK COMMUNICATIONS AND SIGNAL (C&S) DEPARTMENT PERSONNEL. HAND DIGGING MAY BE REQUIRED, AS DIRECTED BY AMTRAK THROUGH THE ON-SITE AMTRAK C&S PERSONNEL. AMTRAK MAINTAINS THE RIGHT TO ACCESS ALL EXISTING CABLES AND CONDUITS THROUGHOUT CONSTRUCTION. AMTRAK ALSO RESERVES THE RIGHT TO UPGRADE AND INSTALL NEW CABLES AND CONDUITS IN THE AFFECTED AREA. THE "ONE-CALL" PROCESS MUST BE FOLLOWED. BE AWARE THAT AMTRAK IS NOT A PART OF THE "ONE-CALL" PROCESS; CONTACT AMTRAK ENGINEERING TO HAVE ALL AMTRAK UNDERGROUND UTILITIES AND ASSETS LOCATED. PRECAUTIONS MUST BE TAKEN TO PREVENT ANY INTERRUPTION TO AMTRAK'S OPERATION.

ALL CONTRACTORS MUST EXECUTE THE THEN CURRENT VERSION OF AMTRAK'S "TEMPORARY PERMIT TO ENTER UPON PROPERTY" WHICH REQUIRES ALL PERSONS THAT ARE ON OR ADJACENT TO AMTRAK PROPERTY SUCCESSFULLY COMPLETE THE CONTRACT ORIENTATION TRAINING. ALL CONTRACTORS MUST CARRY THEIR "AMTRAK CONTRACTOR ROADWAY WORKER PROTECTION" CARD WITH THEM AT ALL TIMES WHILE ON OR ADJACENT TO AMTRAK PROPERTY.

THE WORK ON AND ADJACENT TO AMTRAK PROPERTY SHALL CONFORM TO THE AMTRAK ENGINEERING PRACTICES EP3014.

CONCRETE NOTES:

CLASS "F" CONCRETE: CLASS "F" CONCRETE SHALL BE USED FOR KEEPER BLOCKS, ~~AND CONCRETE BEARING PADS,~~ COMPLETE RECONSTRUCTION OF CONCRETE BEARING PADS AND BRIDGE DECK RECONSTRUCTION INCIDENTAL TO SCUPPER REPLACEMENT. (1)

CLASS "S" CONCRETE: CLASS "S" CONCRETE SHALL BE USED FOR PATCHING SUBSTRUCTURE COMPONENTS.

DECK REPAIRS: SURFACE REPAIRS TO THE DECK UNDERSIDE SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISION "CLEAN AND COAT EXPOSED REINFORCING STEEL". FULL DEPTH PATCHING AT DECK ENDS/JOINTS (AS REQUIRED) AS DIRECTED BY THE ENGINEER SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISION "FULL DEPTH PATCH (HIGH EARLY STRENGTH CONCRETE)". PARTIAL DEPTH PATCHING AT DECK ENDS/JOINTS (AS REQUIRED) BY THE ENGINEER SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISION "PARTIAL DEPTH PATCH".

JOINT SEAL: SEE SPECIAL PROVISIONS.

EXPOSED EDGES: EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 1" X 1" UNLESS DIMENSIONED OTHERWISE.

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

REINFORCEMENT: ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.

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

DESIGNED BY: ALFRED BENESCH & CO.

STATE OF CONNECTICUT · STEVEN J. DRECHSLER · No. 23441 · LICENSED PROFESSIONAL ENGINEER

Steven Drechsler
2017.10.25
15:14:19-04'00'

ADDENDUM NO. 2

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
1	10/20/17	CLASS "F" CONCRETE NOTE ADJUSTMENT	05.05.A2

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 CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 10/24/2017

DESIGNER/DRAFTER: M. HABEK
CHECKED BY: S. DRECHSLER
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...\SB_MSH_Br03367_063_705_SECTION.dgn

SIGNATURE/ BLOCK:
Alfred Benesch & Company
90 National Drive
Glastonbury, CT

PROJECT TITLE:
REHABILITATION OF BRIDGE NOS. 03367 & 03368

TOWN: HARTFORD

DRAWING TITLE: SECTIONS AND NOTES BRIDGE NO. 03367

PROJECT NO. 063-705
DRAWING NO. S1-05
SHEET NO. 05.05.A2