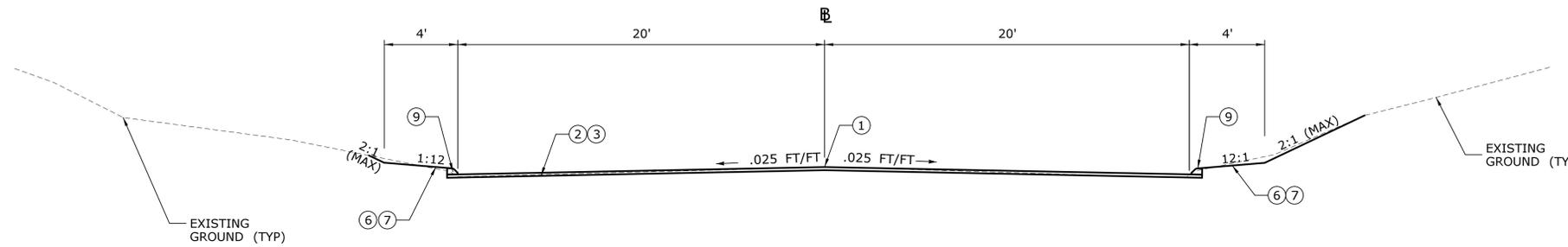




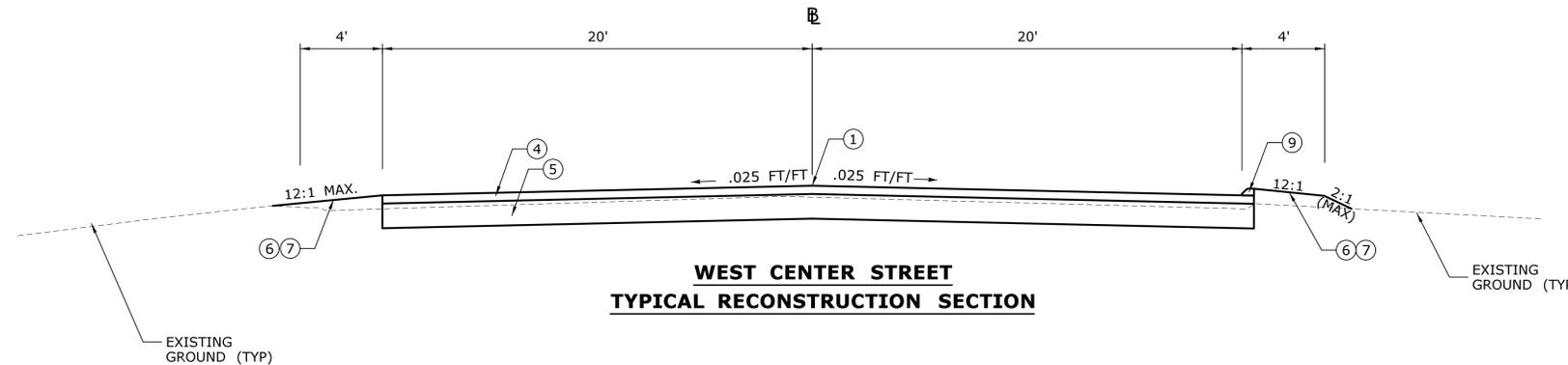


**LEGEND FOR TYPICAL SECTIONS**

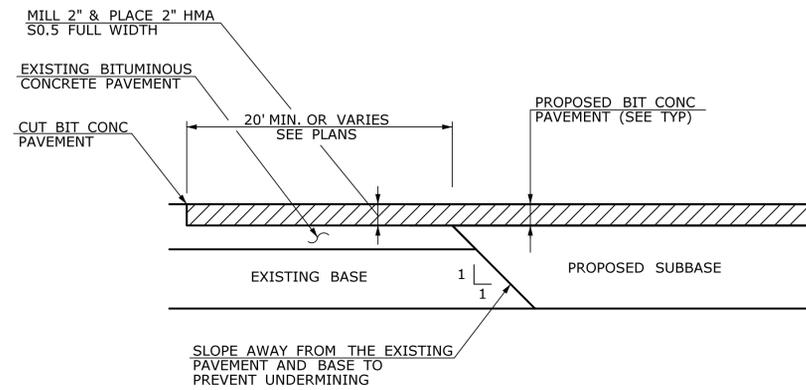
- ① POINT OF APPLICATION OF GRADE
- ② MILL BITUMINOUS CONCRETE PAVEMENT
- ③ 2" HMA s0.5
- ④ 4" HMA s0.5
- ⑤ 12" SUBBASE
- ⑥ TURF ESTABLISHMENT
- ⑦ FURNISH AND PLACE TOPSOIL
- ⑧ METAL BEAM RAIL (TYPE R-B 350)
- ⑨ BITUMINOUS CONCRETE PARK CURBING (BCPC)



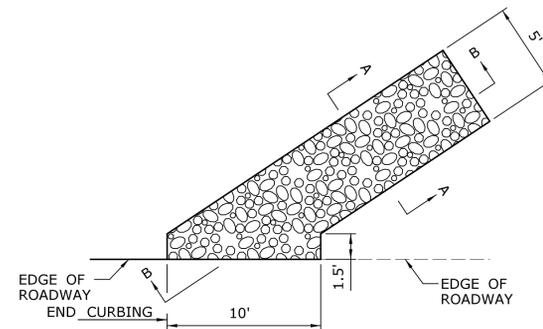
**WEST CENTER STREET  
TYPICAL MILL AND OVERLAY SECTION**  
STA. 1+95 TO STA. 3+40  
STA. 7+40 TO STA. 8+70



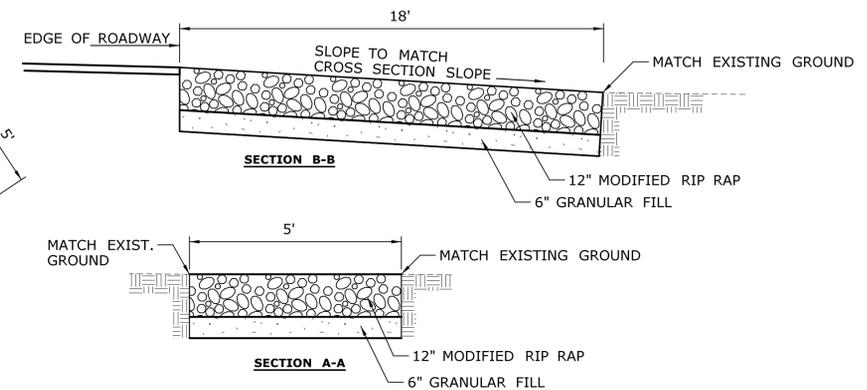
**WEST CENTER STREET  
TYPICAL RECONSTRUCTION SECTION**



**MILLING AND PAVING FOR  
PAVEMENT TIE-IN**  
N.T.S.



**RIP RAP DETAIL**  
N.T.S.



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				SCALE AS NOTED						DRAWING TITLE: <b>TYPICAL SECTION</b>		DRAWING NO. <b>TYP-01</b>		SHEET NO. <b>03</b>	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 10/20/2016		Filename: ...HW_MSH-9131-5535_TYP-01.dgn									

**CONSTRUCTION NOTES:**

1. THE CONTRACTOR SHALL REMOVE ALL EXISTING CABLE GUIDE RAIL AND END ANCHORAGES.
2. FOR DETAILS ON MILLING AND PAVING FOR PAVEMENT TIE-IN SEE SHEET TYP-01.
3. ALL DISTURBED AREAS SHALL BE TURF ESTABLISHED OVER 4" TOPSOIL. SEE DRAWING TYP-01.
4. PLACE SILT FENCING ALONG DISTURBED AREAS TO PROTECT UNDISTURBED AREAS FROM STORM POLLUTION.

**RIGHTS OF WAY LEGEND:**

- (A) RIGHT TO CONSTRUCT DRIVEWAY REQUIRED.
- (B) RIGHT TO GRADE REQUIRED.
- (C) RIGHT TO INSTALL SEDIMENTATION CONTROL SYSTEM REQUIRED.

**CURVE #1**  
 Delta = 32° 31'04.24"  
 R = 818.51  
 T = 238.71  
 L = 464.54  
 PI N 77°48'18.18"  
 PI E 95°58'59.10"

**END PROJECT NO. 9131-5535**

**LIMIT OF CONSTRUCTION**

**STA. 8+70.00**

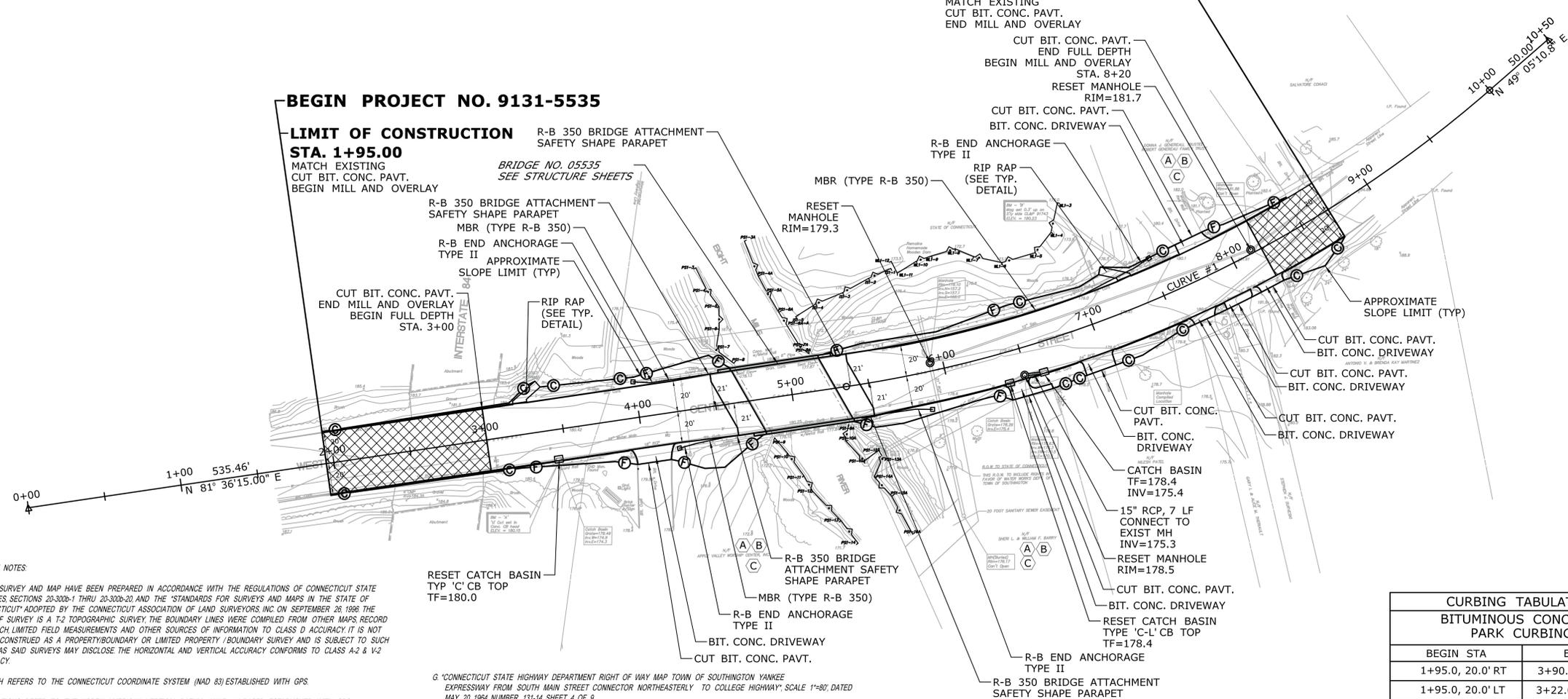
MATCH EXISTING  
 CUT BIT. CONC. PAVT.  
 END MILL AND OVERLAY

**BEGIN PROJECT NO. 9131-5535**

**LIMIT OF CONSTRUCTION**

**STA. 1+95.00**

MATCH EXISTING  
 CUT BIT. CONC. PAVT.  
 BEGIN MILL AND OVERLAY



**SURVEY NOTES:**

1. THIS SURVEY AND MAP HAVE BEEN PREPARED IN ACCORDANCE WITH THE REGULATIONS OF CONNECTICUT STATE AGENCIES, SECTIONS 20-300b-1 THRU 20-300b-20 AND THE "STANDARDS FOR SURVEYS AND MAPS IN THE STATE OF CONNECTICUT" ADOPTED BY THE CONNECTICUT ASSOCIATION OF LAND SURVEYORS, INC. ON SEPTEMBER 26, 1996. THE TYPE OF SURVEY IS A T-2 TOPOGRAPHIC SURVEY. THE BOUNDARY LINES WERE COMPILED FROM OTHER MAPS, RECORD RESEARCH LIMITED FIELD MEASUREMENTS AND OTHER SOURCES OF INFORMATION TO CLASS D ACCURACY. IT IS NOT TO BE CONSTRUED AS A PROPERTY/BOUNDARY OR LIMITED PROPERTY /BOUNDARY SURVEY AND IS SUBJECT TO SUCH FACTS AS SAID SURVEYS MAY DISCLOSE. THE HORIZONTAL AND VERTICAL ACCURACY CONFORMS TO CLASS A-2 & V-2 ACCURACY.
2. NORTH REFERS TO THE CONNECTICUT COORDINATE SYSTEM (NAD 83) ESTABLISHED WITH GPS.
3. ELEVATIONS REFER TO THE NORTH AMERICAN VERTICAL DATUM (NAVD 88) BASED ESTABLISHED WITH GPS.
4. REFERENCE IS MADE TO THE FOLLOWING MAPS:
  - A. "PLAN OF SUNNYBROOK ACRES SECTION ONE LAND OF JOHN JOSEPH & FRANCIS LILLIAN PERVAL WEST CENTER ST. SOUTHWINGTON, CONN.", BY HARRY E. COLE, SCALE 1"=40', DATED MARCH 1956.
  - B. "PLAN OF SUNNYBROOK ACRES LOTS 1 TO 4 INCL LAND OF JOHN JOSEPH & FRANCIS LILLIAN PERVAL WEST CENTER ST. SOUTHWINGTON CONN.", BY HARRY E. COLE, SCALE 1"=40', DATED OCTOBER 1956.
  - C. "TOWN OF SOUTHWINGTON MAP SHOWING EASEMENTS ACQUIRED FROM STEPHEN KILTONIC BY THE STATE OF CONNECTICUT SOUTHWINGTON EXPRESSWAY", SCALE 1"=40', DATED APRIL 1960.
  - D. "TOWN OF SOUTHWINGTON MAP SHOWING LAND EASEMENTS & RIGHTS OF ACCESS ACQUIRED FROM EST. HERMAN SENESCHAL BY THE STATE OF CONNECTICUT SOUTHWINGTON EXPRESSWAY", SCALE 1"=40', DATED APRIL 1960.
  - E. "MAP SHOWING LAND TO BE CONVEYED JOHN F. AND STELLA KILTONIC SOUTHWINGTON, CONN.", BY HARRY E. COLE, SCALE 1"=40', DATED APRIL 24, 1961.
  - F. "MAP SHOWING PROPERTY OF HERMAN J. SENESCHAL WEST CENTER ST. SOUTHWINGTON, CONN.", BY A.W.C. KRATZERT, SCALE 1"=100', DATED JANUARY 1965.

- G. "CONNECTICUT STATE HIGHWAY DEPARTMENT RIGHT OF WAY MAP TOWN OF SOUTHWINGTON YANKEE EXPRESSWAY FROM SOUTH MAIN STREET CONNECTOR NORTHEASTERLY TO COLLEGE HIGHWAY", SCALE 1"=80', DATED MAY 20, 1994, NUMBER 131-14, SHEET 4 OF 9.
- H. "BOUNDARY MAP OF PROPERTY OF THE BETHEL CHURCH OF SOUTHWINGTON, INC. WEST CENTER STREET SOUTHWINGTON, CONN.", BY RUSSELL S. ANDRES, SCALE 1"=40', DATED FEBRUARY 22, 1974.
- I. "KELTONIC MEADOWS SUBDIVISION OF LAND WEST AND WEST CENTER STS. SOUTHWINGTON, CONN. OWNED BY STEPHEN KILTONIC", BY LEPORE & CAGGIANO, P.C., SCALE 1"=40', DATED 8-5-82, REVISED TO 2-8-85.
- J. "MAP OF SUBDIVISION OF LOT #1 WEST CENTER STREET SOUTHWINGTON, CONN. OWNED BY JOHN KILTONIC", BY AUGUSTINE F. LEPORE, JR., SCALE 1"=40', DATED 2/8/88.
- K. "PROPERTY /BOUNDARY SURVEY MAP SHOWING PROPOSED LOT DIVISION AND APPROVED SITE PLAN IMPROVEMENTS PREPARED FOR APPLE VALLEY WORSHIP CENTER 594 WEST CENTER STREET SOUTHWINGTON, CONNECTICUT", BY HARRY E. COLE & SON, SCALE 1"=40', DATED AUGUST 12, 2003, REVISED SEPTEMBER 18, 2003.
- S. UNDERGROUND UTILITY, STRUCTURE AND FACILITY LOCATIONS DEPICTED HEREON HAVE BEEN COMPILED IN PART FROM RECORD MAPPING AND OTHER DATA SUPPLIED BY THE RESPECTIVE UTILITY COMPANIES, GOVERNMENTAL AGENCIES AND/OR OTHER SOURCES. THESE LOCATIONS MUST BE CONSIDERED APPROXIMATE IN NATURE. ADDITIONALLY OTHER SUCH UNDERGROUND FEATURES MAY EXIST ON THE SITE THE EXISTENCE OF WHICH IS UNKNOWN TO AECOM. THE EXISTENCE, SIZE, TYPE AND LOCATION OF ALL SUCH FEATURES MUST BE DETERMINED AND VERIFIED IN THE FIELD BY THE APPROPRIATE AUTHORITIES PRIOR TO CONSTRUCTION CALL BEFORE YOU DIG 1-800-922-4455.

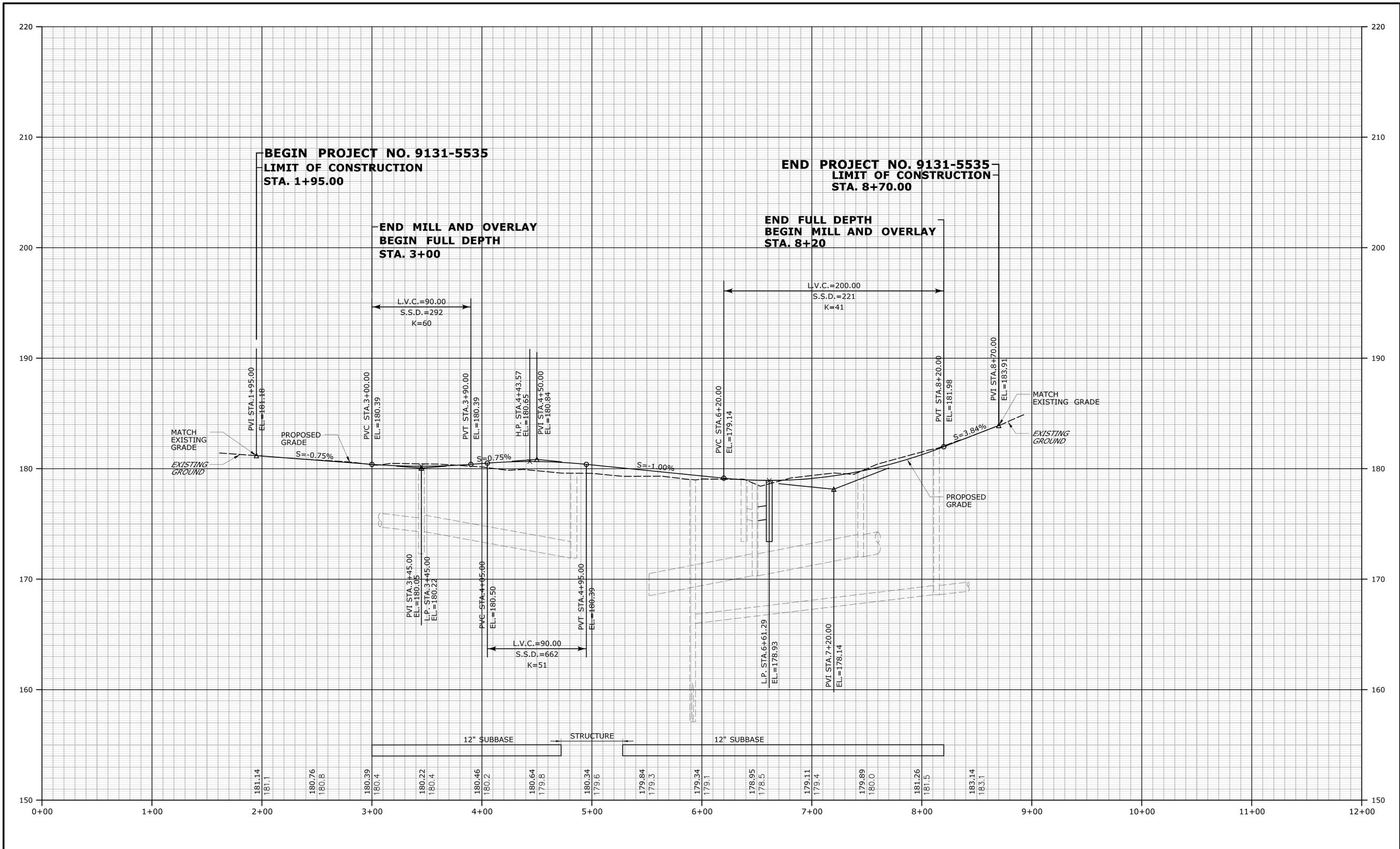
**LEGEND**

Circle with cross	Manhole
Square with cross	Manhole
Circle with dot	Manhole
Circle with 'X'	Manhole
Circle with 'S'	Manhole
Circle with 'L'	Manhole
Circle with 'R'	Manhole
Circle with 'B'	Manhole
Circle with 'C'	Manhole
Circle with 'A'	Manhole
Circle with 'F'	Manhole
Circle with 'E'	Manhole
Circle with 'D'	Manhole
Circle with 'G'	Manhole
Circle with 'H'	Manhole
Circle with 'I'	Manhole
Circle with 'J'	Manhole
Circle with 'K'	Manhole
Circle with 'L'	Manhole
Circle with 'M'	Manhole
Circle with 'N'	Manhole
Circle with 'O'	Manhole
Circle with 'P'	Manhole
Circle with 'Q'	Manhole
Circle with 'R'	Manhole
Circle with 'S'	Manhole
Circle with 'T'	Manhole
Circle with 'U'	Manhole
Circle with 'V'	Manhole
Circle with 'W'	Manhole
Circle with 'X'	Manhole
Circle with 'Y'	Manhole
Circle with 'Z'	Manhole

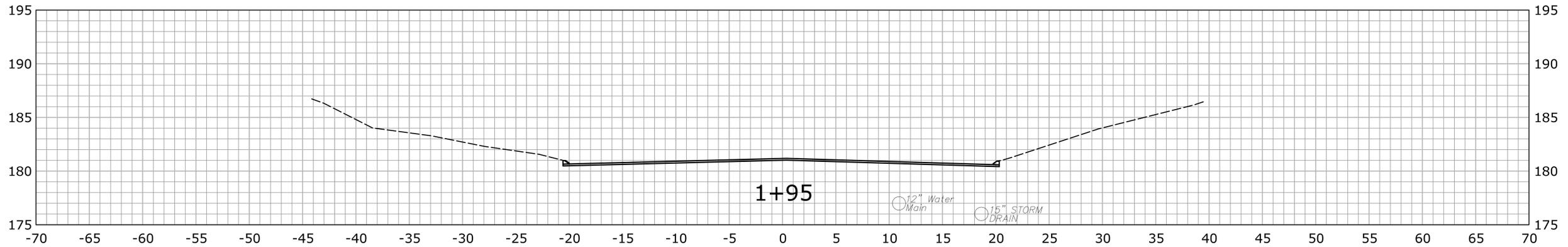
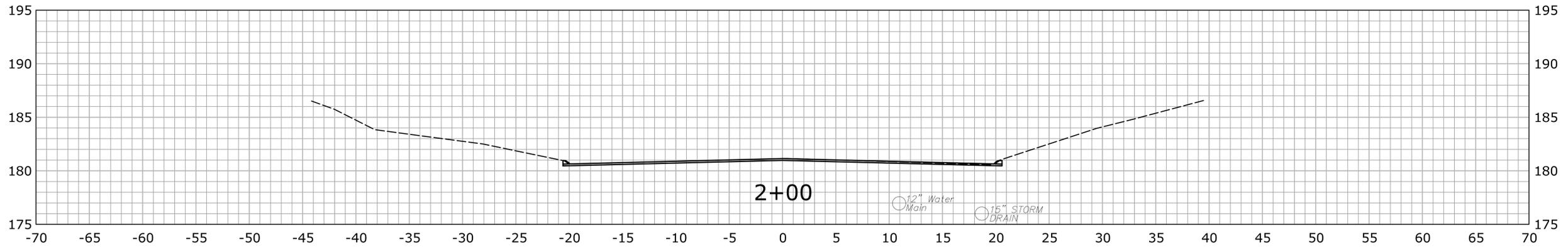
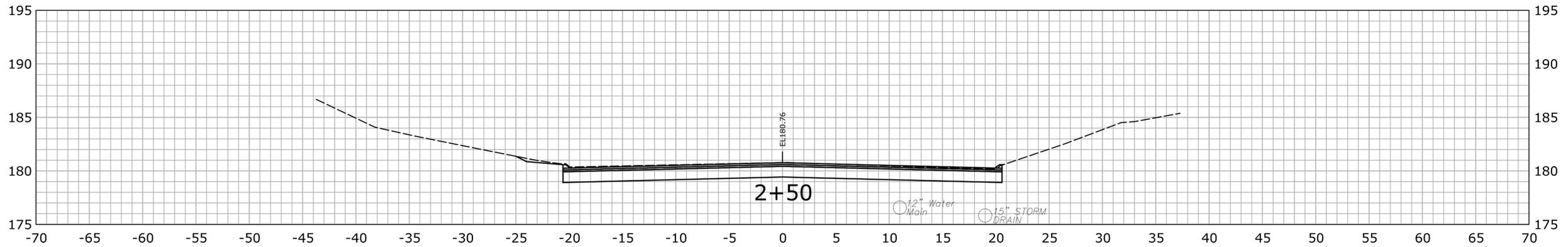
**CURBING TABULATION**  
 BITUMINOUS CONCRETE  
 PARK CURBING

BEGIN STA	END STA
1+95.0, 20.0' RT	3+90.3, 20.0' RT
1+95.0, 20.0' LT	3+22.0, 20.0' LT
5+42.2, 21.0' RT	6+32.2, 20.0' RT
6+52.9, 20.0' RT	6+83.2, 20.0' RT
7+08.5, 20.0' RT	7+57.4, 20.0' RT
7+33.9, 20.0' LT	7+68.9, 20.0' LT
7+94.0, 20.0' LT	8+48.5, 20.0' LT
8+26.0, 20.0' RT	8+70.0, 19.9' RT

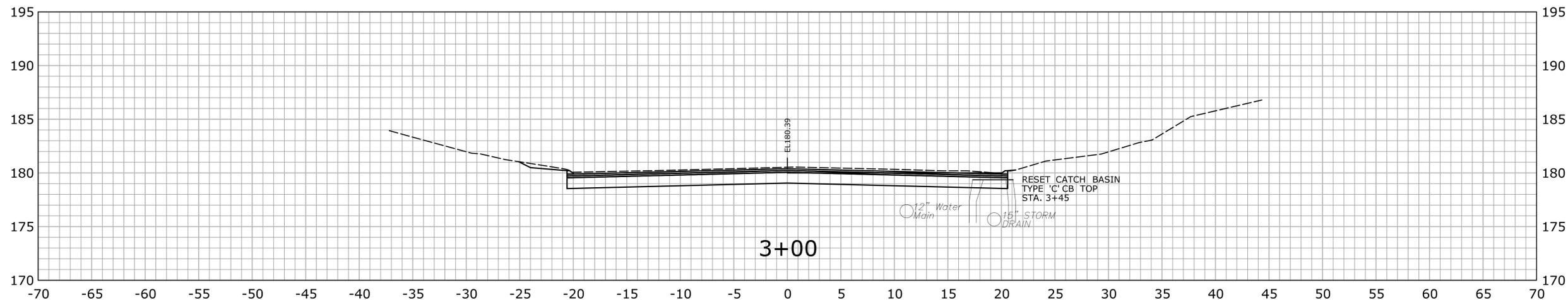
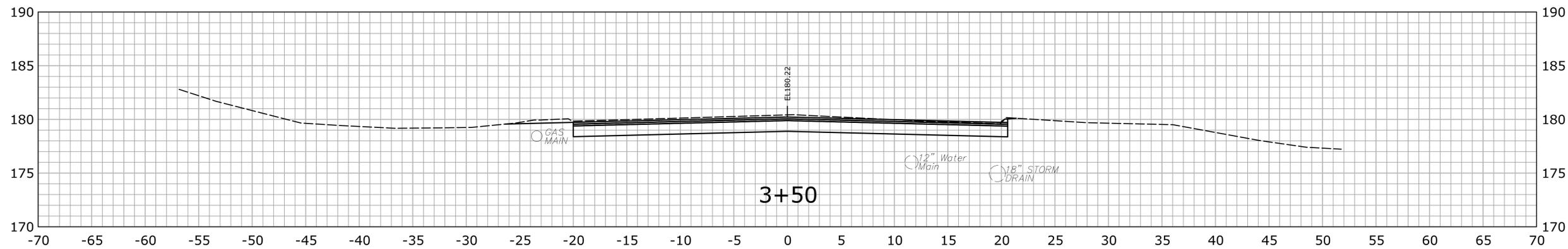
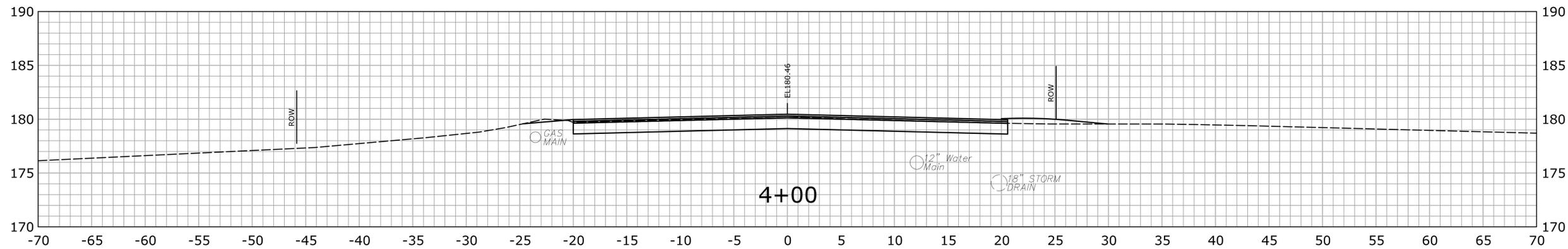
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TOWN OF SOUTHWINGTON					SIGNATURE/BLOCK:	PROJECT TITLE: <b>BRIDGE REHABILITATION WEST CENTER STREET OVER EIGHT MILE RIVER</b>	TOWN: <b>SOUTHWINGTON</b>
							DRAWING TITLE: <b>ROADWAY PLAN</b>
							PROJECT NO. <b>9131-5535</b>
							DRAWING NO. <b>PLN-01</b>
							SHEET NO. <b>04</b>



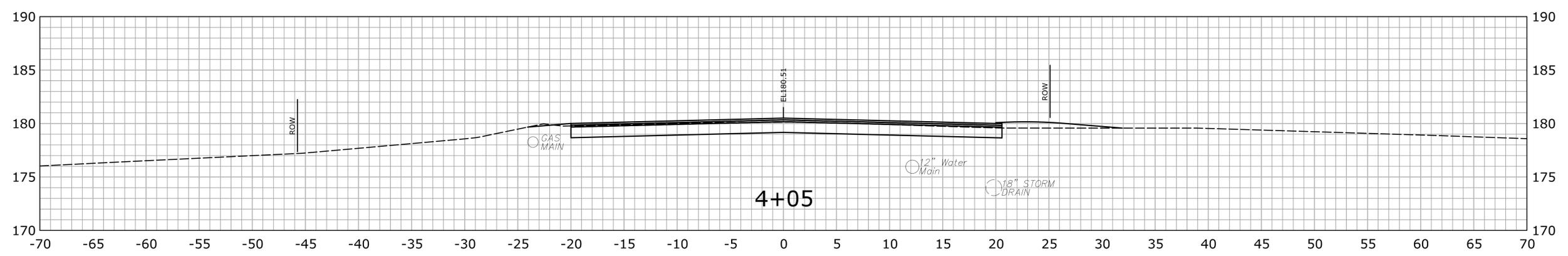
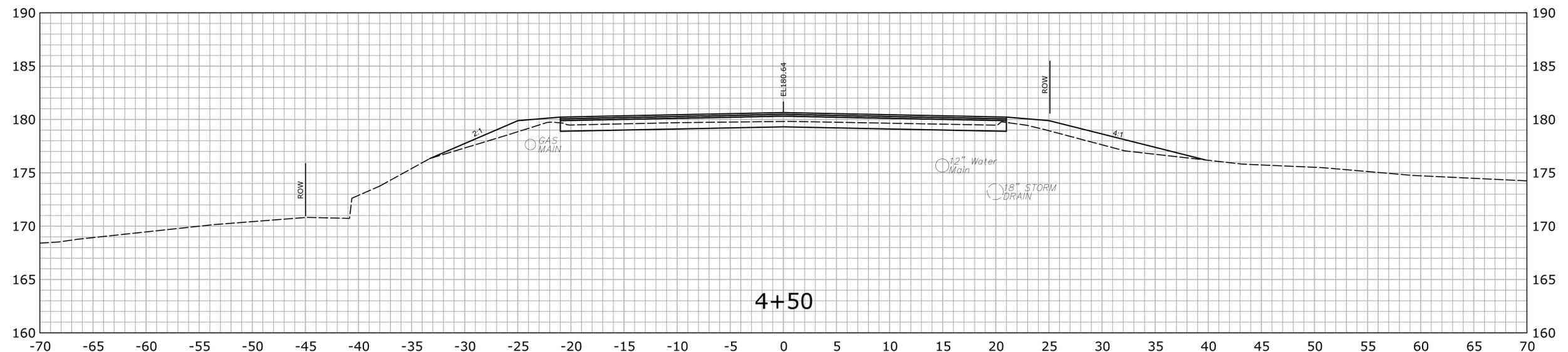
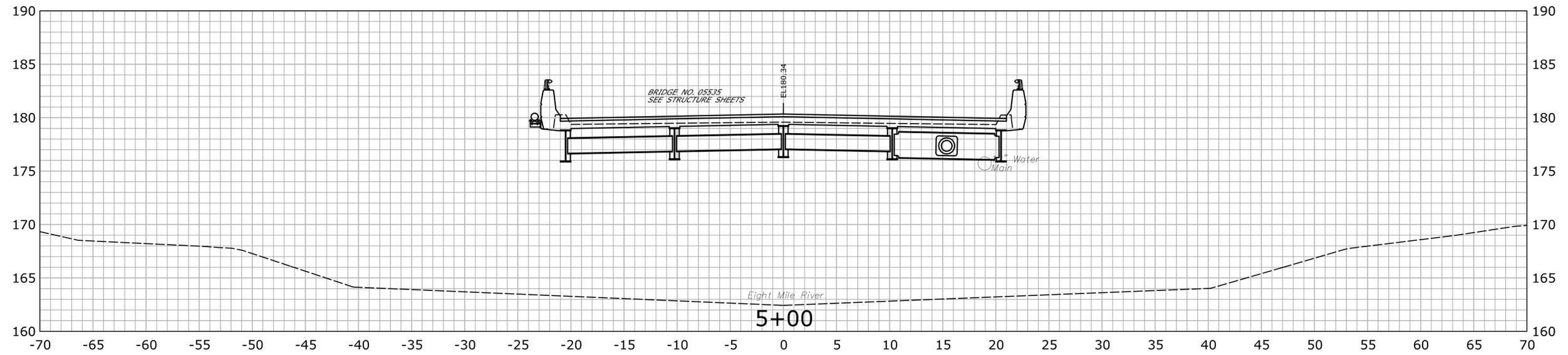
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: <b>NPR</b> CHECKED BY: <b>JS</b>	<b>TOWN OF SOUTHTON</b>	SIGNATURE/ BLOCK:	PROJECT TITLE: <b>BRIDGE REHABILITATION          WEST CENTER STREET OVER          EIGHT MILE RIVER</b>	TOWN: <b>SOUTHTON</b>	PROJECT NO. <b>9131-5535</b>
REV. DATE REVISION DESCRIPTION SHEET NO.	Plotted Date: 10/20/2016	HORIZ. SCALE IN FEET 0 40 80 VERT. SCALE IN FEET 0 4 8	FILENAME: ...JHW_MSH_9131_5535_PRO-01.dgn		DRAWING TITLE: <b>ROADWAY PROFILE</b>	DRAWING NO. <b>PRO-01</b>	SHEET NO. <b>05</b>



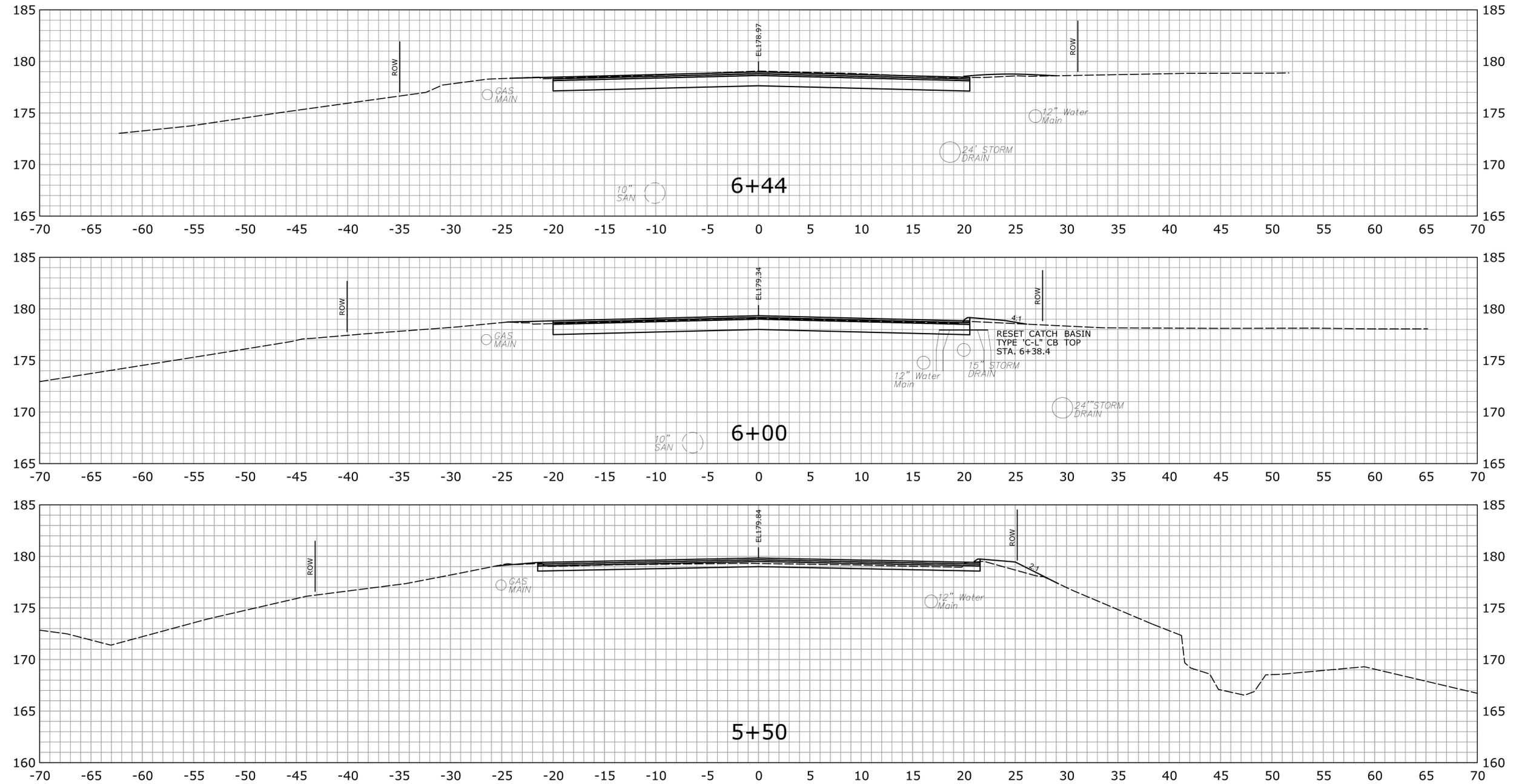
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		CHECKED BY: <b>JS</b>							DRAWING NO. <b>XSC-01</b>
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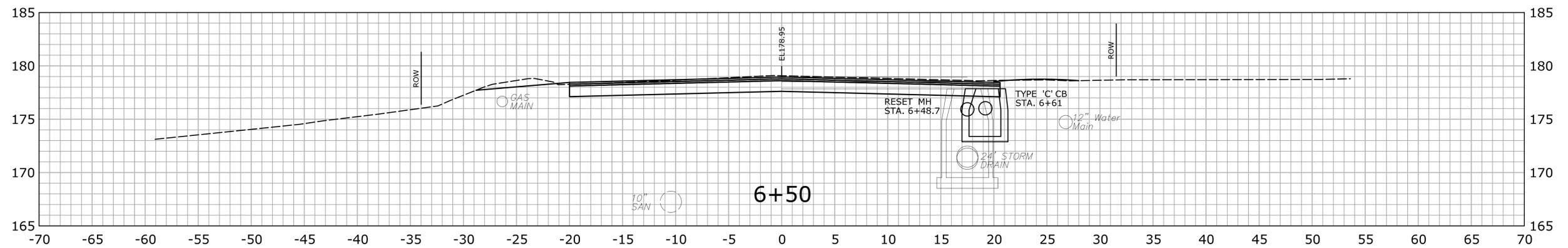
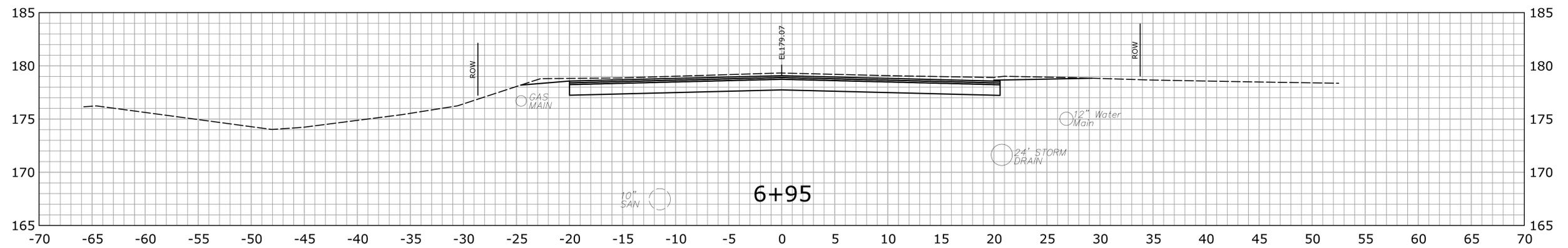
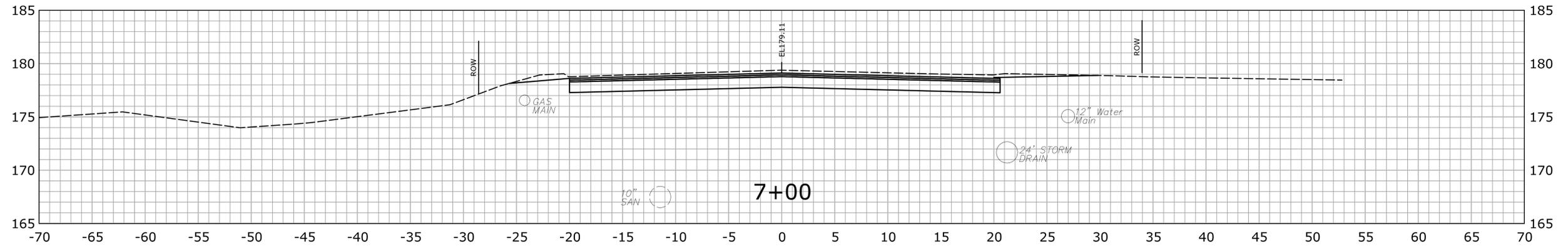
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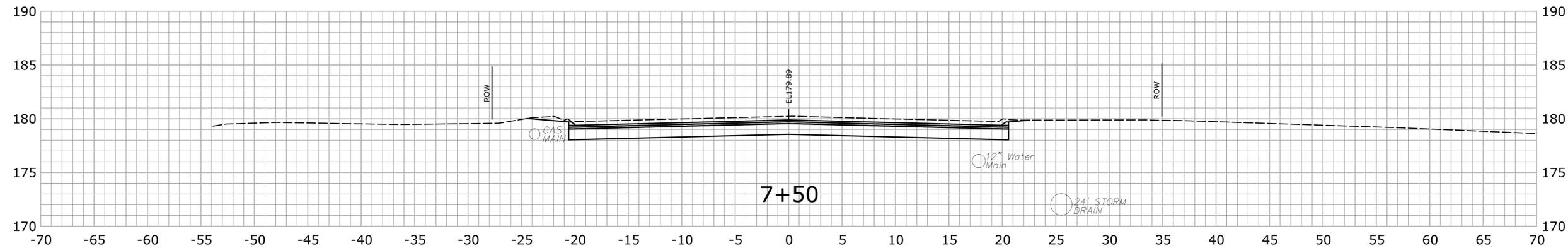
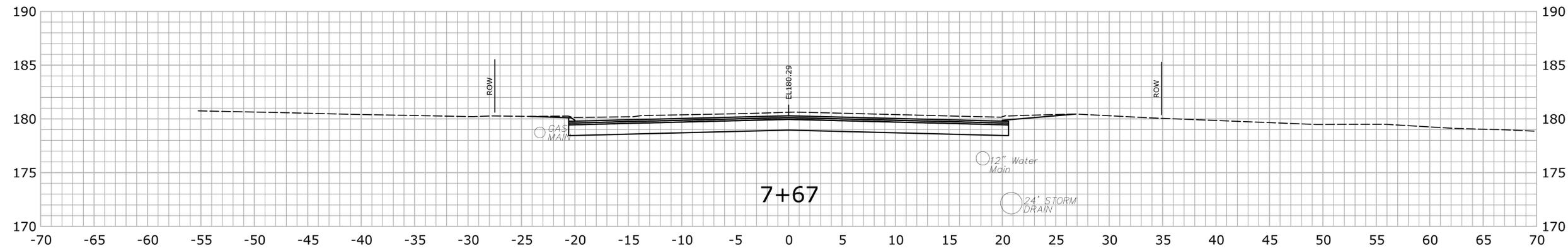
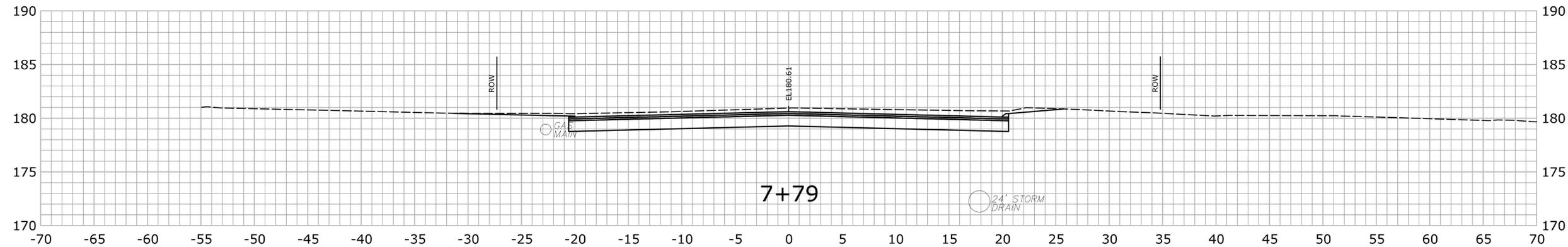
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CHECKED BY: <b>JS</b>		SCALE IN FEET SCALE 1" = 5'						
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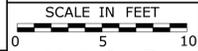


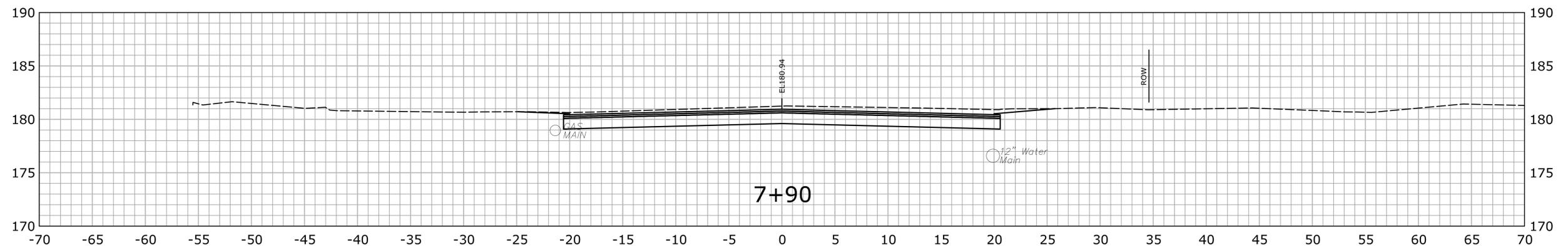
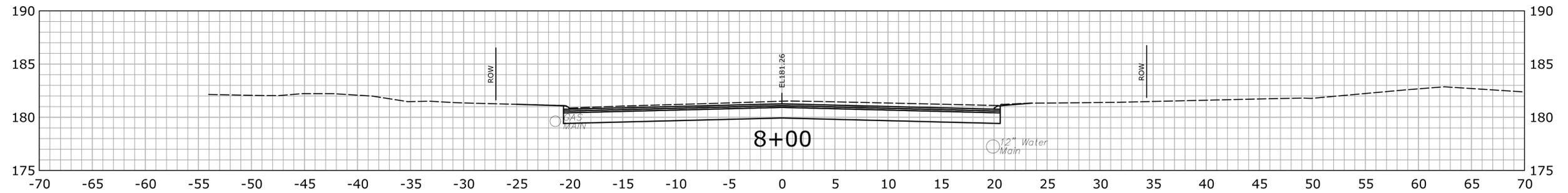
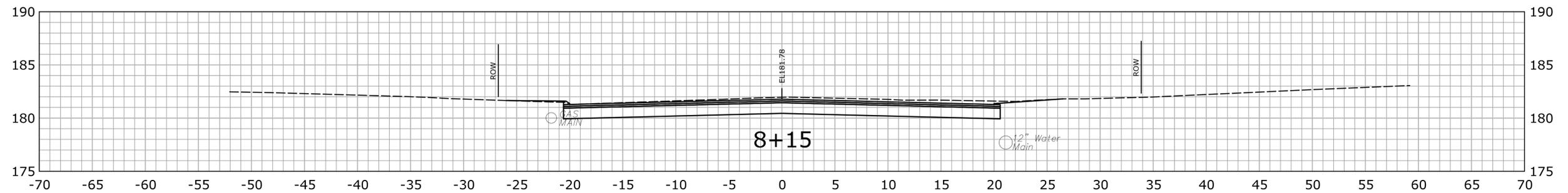
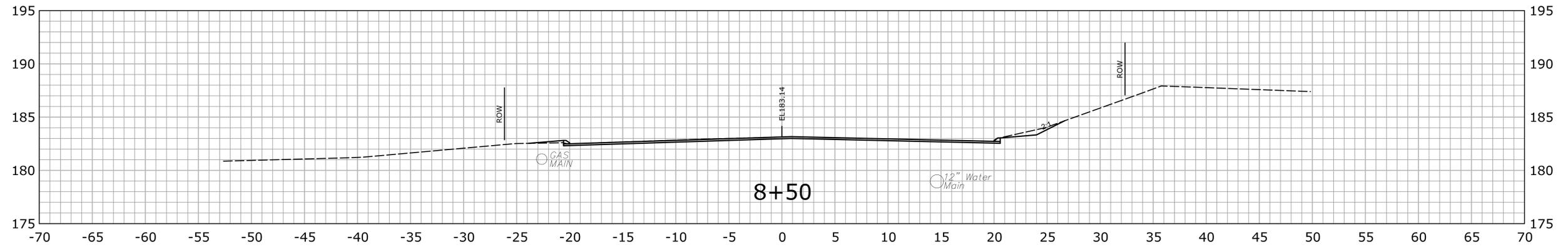
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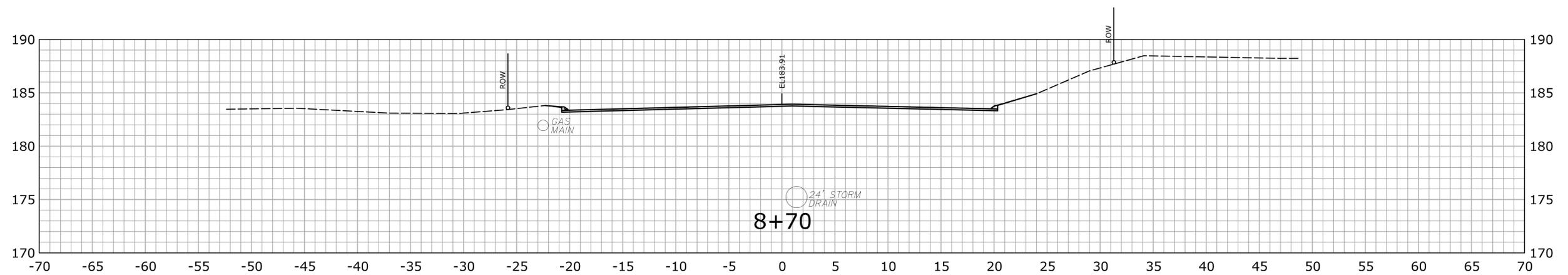
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CHECKED BY: <b>JS</b>		SCALE IN FEET SCALE 1" = 5'						
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 10/20/2016	Filename: ...JHW_MSH_9131_5535_XSC-05.dgn	DRAWING TITLE: <b>CROSS SECTION</b>		SHEET NO. <b>10</b>



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		CHECKED BY: <b>JS</b>						DRAWING NO. <b>XSC-06</b>
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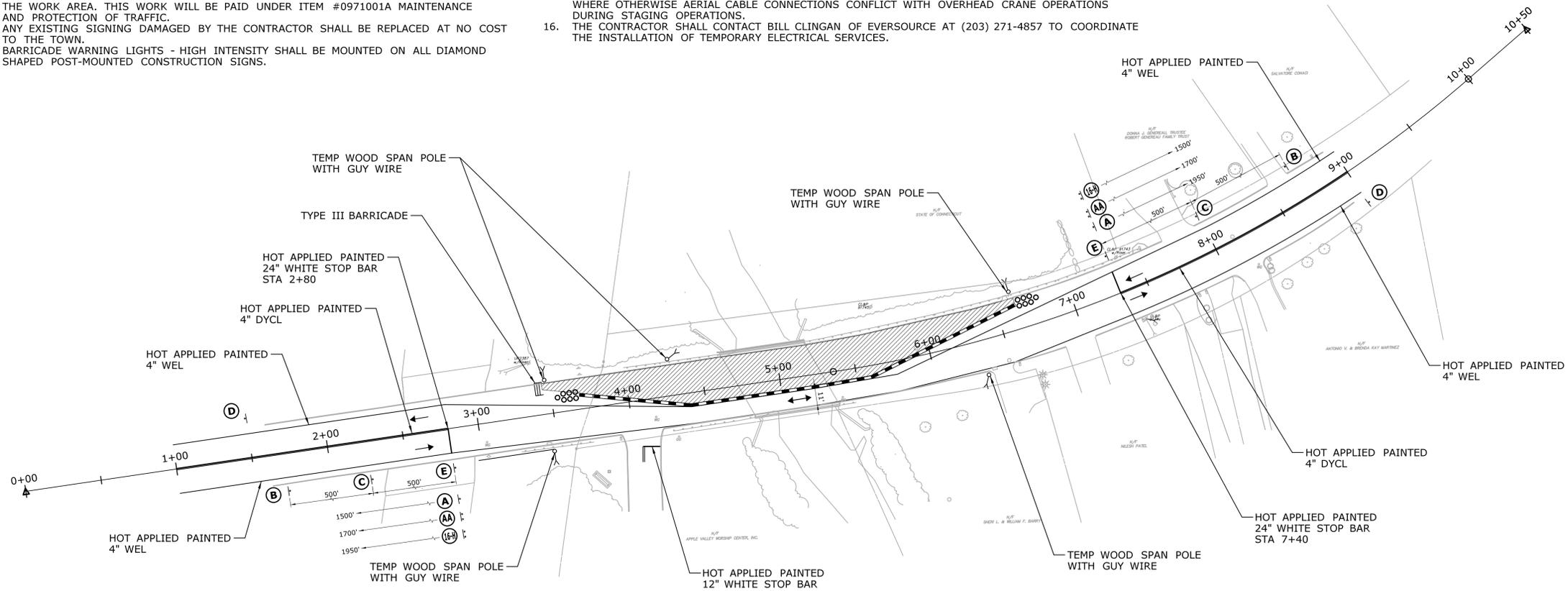
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CHECKED BY: <b>JS</b>		<b>TOWN OF SOUTHINGTON</b>					
SCALE IN FEET SCALE 1" = 5'		Plotted Date: 10/20/2016		SHEET NO. <b>12</b>		SHEET NO. <b>12</b>	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Filename: ...VHW_MSH_9131_5535_XSC-07.dgn			



REV.		DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 10/20/2016	DESIGNER/DRAFTER: <b>NPR</b>	CHECKED BY: <b>JS</b>	<b>TOWN OF SOUTHINGTON</b> 	SIGNATURE/ BLOCK:	PROJECT TITLE: <b>BRIDGE REHABILITATION WEST CENTER STREET OVER EIGHT MILE RIVER</b>	TOWN: <b>SOUTHINGTON</b>	PROJECT NO. <b>9131-5535</b>
<small>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.</small>						SCALE IN FEET 0 5 10 SCALE 1" = 5'	FILENAME: ...VHW_MSH_9131_5535_XSC-08.dgn			DRAWING TITLE: <b>CROSS SECTION</b>	DRAWING NO. <b>XSC-08</b>	SHEET NO. <b>13</b>

**GENERAL NOTES:**

- LOCATIONS OF TEMPORARY SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER SO AS TO NOT CONFLICT WITH EXISTING PERMANENT SIGNS. EXISTING SIGNS IN CONFLICT WITH TEMPORARY SIGNS SHALL BE COVERED OR ADJUSTED TO MEET FIELD CONDITIONS.
- ALL TRAFFIC SIGNS, INCLUDING ADVANCE WARNING SIGNS, SHALL BE POST MOUNTED, UNLESS AUTHORIZED BY THE ENGINEER.
- ALL TEMPORARY CONSTRUCTION SIGNS TO BE INSTALLED ON BREAKAWAY POSTS PER TRAFFIC STANDARD SHEETS, TR-1208 01, TR-1208 02, AND TR-1220 02.
- CONTRACTOR SHALL REMOVE OR COVER EXISTING CONFLICTING PAVEMENT MARKINGS, INCLUDING THOSE PAVEMENT MARKINGS OUTSIDE OF THE TRAVELWAY.
- INSTALL SERIES "16" SIGNS AS DIRECTED BY THE ENGINEER.
- EXISTING SIGNS ARE TO BE RELOCATED AS NEEDED AND AS DIRECTED BY THE ENGINEER DURING CONSTRUCTION SO THAT THEY ARE IN APPROPRIATE LOCATION AND VISIBLE TO MOTORISTS. SOME SIGNS MAY HAVE TO BE TEMPORARILY LOCATED WITHIN THE WORK AREA. THIS WORK WILL BE PAID UNDER ITEM #0971001A MAINTENANCE AND PROTECTION OF TRAFFIC.
- ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE TOWN.
- BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON ALL DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS.
- SEE TEMPORARY TRAFFIC SIGNAL PLAN DRAWING NUMBER MPT-03 FOR NOTES, DETAILS, AND ADDITIONAL TEMPORARY SIGNALIZATION INFORMATION.
- THE APPROPRIATE TYPE DE-7C DELINEATORS SHALL BE INSTALLED ON THE TPCBC AS SPECIFIED ON THE STANDARD SHEET, "DELINEATIONS, ELINEATORS, AND OBJECT MARKER DETAILS", TR-1204 01.
- COORDINATE THE INSTALLATION OF TEMPORARY WOOD SPAN POLES AND GUYING REQUIREMENTS WITH EXISTING AND PROPOSED OVERHEAD UTILITIES LINES AND POLES TO FACILITATE MAINTAINING THE SPANWIRE DURING CONSTRUCTION.
- INSTALL GUY WIRE AT EACH TEMPORARY WOOD SPAN POLE LOCATION SEE "SIDEWALK ANCHOR" DETAIL ON STANDARD DRAWING TR-1114.01.
- THE CONTRACTOR SHALL PROVIDE FENCING ON TOP OF TEMPORARY PRECAST BARRIER CURB.
- SHOULD ANY UTILITY COMPANY OWNED STREET LIGHT LOCATED WITHIN THE PROJECT LIMITS FAIL TO OPERATE, THE CONTRACTOR SHALL CONTACT EVERSOURCE (860) 947-2000 TO ARRANGE FOR THE REPAIR/REPLACEMENT OF THE LUMINAIRE.
- TEMPORARY ILLUMINATION UNITS SHALL UTILIZE BARRIER MOUNTED CABLE IN DUCT AT LOCATIONS WHERE OTHERWISE AERIAL CABLE CONNECTIONS CONFLICT WITH OVERHEAD CRANE OPERATIONS DURING STAGING OPERATIONS.
- THE CONTRACTOR SHALL CONTACT BILL CLINGAN OF EVERSOURCE AT (203) 271-4857 TO COORDINATE THE INSTALLATION OF TEMPORARY ELECTRICAL SERVICES.

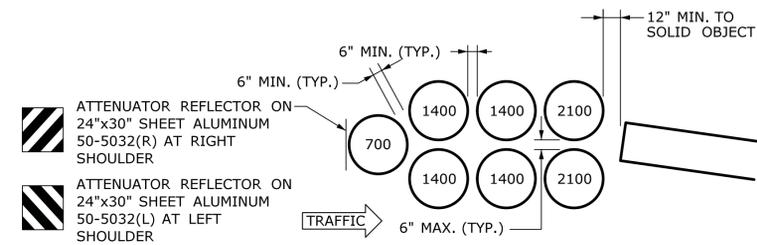
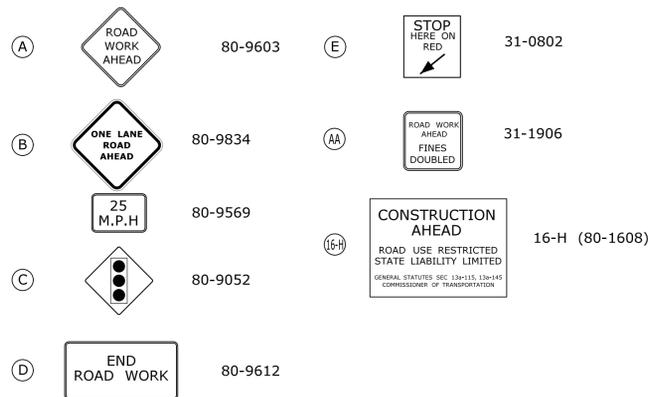


- LEGEND**
- † POST MOUNTED SIGN
  - ▨ WORK ZONE
  - TRAFFIC FLOW ARROWS
  - ▧ CONSTRUCTION BARRICADE TYPE III
  - ▬ TEMPORARY PRECAST CONCRETE BARRIER CURB
  - ⊙ TEMPORARY TRAFFIC IMPACT ATTENUATION SYSTEM (TYPE A)
  - TEMPORARY WOOD SPAN POLE WITH GUYWIRE

**CONSTRUCTION SIGN INDEX**

**SIGN LEGEND**

- (HP) INSTALL "CONSTRUCTION AHEAD, STATE LIABILITY LIMITED" SIGN CONNDOT #80-1608
- (AA) INSTALL "ROAD WORK AHEAD, FINES DOUBLED" SIGN CONNDOT #31-1906
- (A) INSTALL "ROAD WORK AHEAD" SIGN (W20-1) CONNCOT #80-9603
- (B) INSTALL "ONE LANE ROAD AHEAD" SIGN (W20-4) CONNDOT #80-9834 & "25 MPH" SUBPLATE CONNDOT #80-9569
- (C) INSTALL "SIGNAL AHEAD" SIGN (W3-3) CONNDOT #80-9052
- (D) INSTALL "END ROAD WORK" SIGN (G20-2A) CONNDOT #80-9612
- (E) INSTALL "STOP HERE ON RED" SIGN (R10-6) CONNDOT #31-0802

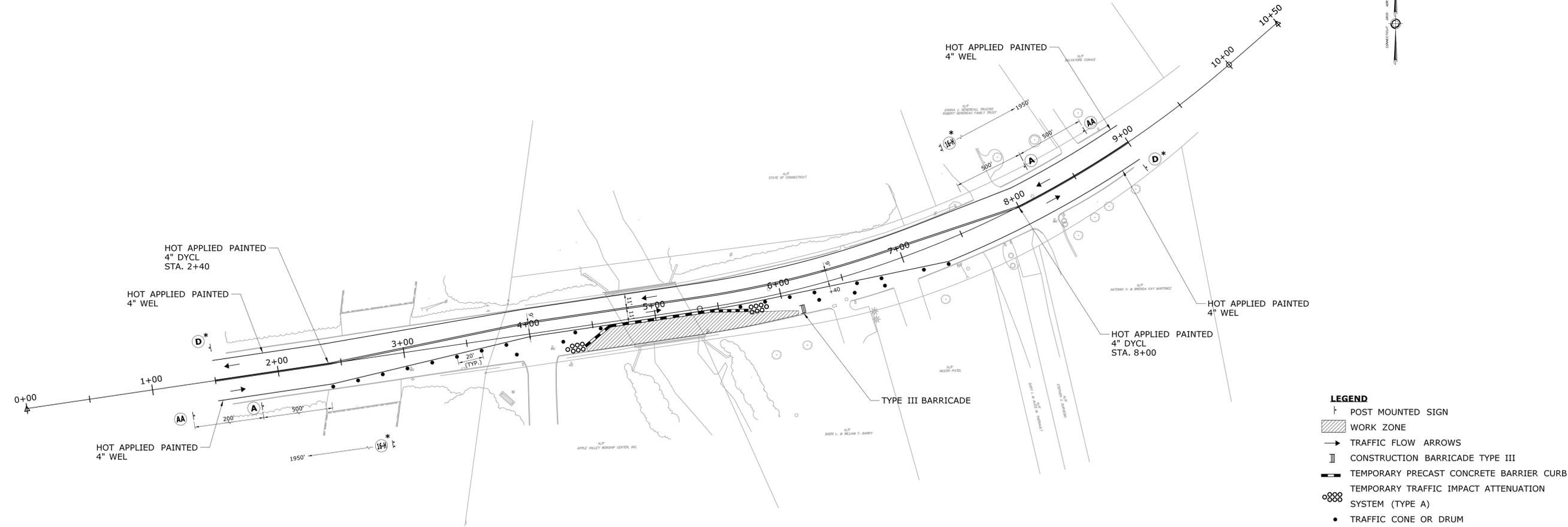


**TEMPORARY IMPACT ATTENUATION SYSTEM (TYPE A) DETAIL**  
**30 MPH DESIGN SPEED**  
 (NOT TO SCALE)

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.		DESIGNER/DRAFTER: <b>NPR</b>	CHECKED BY: <b>JS</b>	TOWN OF SOUTHINGTON	SIGNATURE/BLOCK: 	PROJECT TITLE: <b>BRIDGE REHABILITATION WEST CENTER STREET OVER EIGHT MILE RIVER</b>	TOWN: <b>SOUTHINGTON</b>	PROJECT NO. <b>9131-5535</b>
REV. DATE REVISION DESCRIPTION SHEET NO.	Plotted Date: 10/24/2016	SCALE IN FEET 0 40 80 SCALE 1"=40'	Filename: ...HW_MSH-9131-5535-STG-01.dgn	DRAWING TITLE: <b>M&amp;PT STAGE 1</b>	DRAWING NO. <b>MPT-01</b>	SHEET NO. <b>14</b>		

GENERAL NOTES:

- LOCATIONS OF TEMPORARY SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER SO AS TO NOT CONFLICT WITH EXISTING PERMANENT SIGNS. EXISTING SIGNS IN CONFLICT WITH TEMPORARY SIGNS SHALL BE COVERED OR ADJUSTED TO MEET FIELD CONDITIONS.
- ALL TRAFFIC SIGNS, INCLUDING ADVANCE WARNING SIGNS, SHALL BE POST MOUNTED, UNLESS AUTHORIZED BY THE ENGINEER.
- ALL TEMPORARY CONSTRUCTION SIGNS TO BE INSTALLED ON BREAKAWAY POSTS PER TRAFFIC STANDARD SHEETS, TR-1208 01, TR-1208 02, AND TR-1220 02.
- CONTRACTOR SHALL REMOVE OR COVER EXISTING CONFLICTING PAVEMENT MARKINGS, INCLUDING THOSE PAVEMENT MARKINGS OUTSIDE OF THE TRAVELWAY.
- INSTALL SERIES "16" SIGNS AS DIRECTED BY THE ENGINEER.
- EXISTING SIGNS ARE TO BE RELOCATED AS NEEDED AND AS DIRECTED BY THE ENGINEER DURING CONSTRUCTION SO THAT THEY ARE IN APPROPRIATE LOCATION AND VISIBLE TO MOTORISTS. SOME SIGNS MAY HAVE TO BE TEMPORARILY LOCATED WITHIN THE WORK AREA. THIS WORK WILL BE PAID UNDER ITEM #0971001A MAINTENANCE AND PROTECTION OF TRAFFIC.
- ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE TOWN.
- BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON ALL DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS.
- SEE TEMPORARY TRAFFIC SIGNAL PLAN DRAWING NUMBER MPT-03 FOR NOTES, DETAILS, AND ADDITIONAL TEMPORARY SIGNALIZATION INFORMATION.
- THE APPROPRIATE TYPE DE-7C DELINEATORS SHALL BE INSTALLED ON THE TPCBC AS SPECIFIED ON THE STANDARD SHEET, "DELINEATIONS, ELINEATORS, AND OBJECT MARKER DETAILS", TR-1204 01.
- COORDINATE THE INSTALLATION OF TEMPORARY WOOD SPAN POLES AND GUYING REQUIREMENTS WITH EXISTING AND PROPOSED OVERHEAD UTILITIES LINES AND POLES TO FACILITATE MAINTAINING THE SPANWIRE DURING CONSTRUCTION.
- INSTALL GUY WIRE AT EACH TEMPORARY WOOD SPAN POLE LOCATION SEE "SIDEWALK ANCHOR" DETAIL ON STANDARD DRAWING TR-1114-01.
- THE CONTRACTOR SHALL PROVIDE FENCING ON TOP OF TEMPORARY PRECAST BARRIER CURB.
- SHOULD ANY UTILITY COMPANY OWNED STREET LIGHT LOCATED WITHIN THE PROJECT LIMITS FAIL TO OPERATE, THE CONTRACTOR SHALL CONTACT EVERSOURCE (860) 947-2000 TO ARRANGE FOR THE REPAIR/REPLACEMENT OF THE LUMINAIRE.
- TEMPORARY ILLUMINATION UNITS SHALL UTILIZE BARRIER MOUNTED CABLE IN DUCT AT LOCATIONS WHERE OTHERWISE AERIAL CABLE CONNECTIONS CONFLICT WITH OVERHEAD CRANE OPERATIONS DURING STAGING OPERATIONS.
- THE CONTRACTOR SHALL CONTACT BILL CLINGAN OF EVERSOURCE AT (203) 271-4857 TO COORDINATE THE INSTALLATION OF TEMPORARY ELECTRICAL SERVICES.



- LEGEND**
- † POST MOUNTED SIGN
  - ▨ WORK ZONE
  - TRAFFIC FLOW ARROWS
  - ▤ CONSTRUCTION BARRICADE TYPE III
  - ▬ TEMPORARY PRECAST CONCRETE BARRIER CURB
  - ⊗ TEMPORARY TRAFFIC IMPACT ATTENUATION SYSTEM (TYPE A)
  - TRAFFIC CONE OR DRUM

**SIGN LEGEND**

- 16-H INSTALL "CONSTRUCTION AHEAD, STATE LIABILITY LIMITED" SIGN CONNDOT #80-1608
- AA INSTALL "ROAD WORK AHEAD, FINES DOUBLED" SIGN CONNDOT #31-1906
- A INSTALL "ROAD WORK AHEAD" SIGN (W20-1) CONNCOT #80-9603
- D INSTALL "END ROAD WORK" SIGN (G20-2A) CONNDOT #80-9612

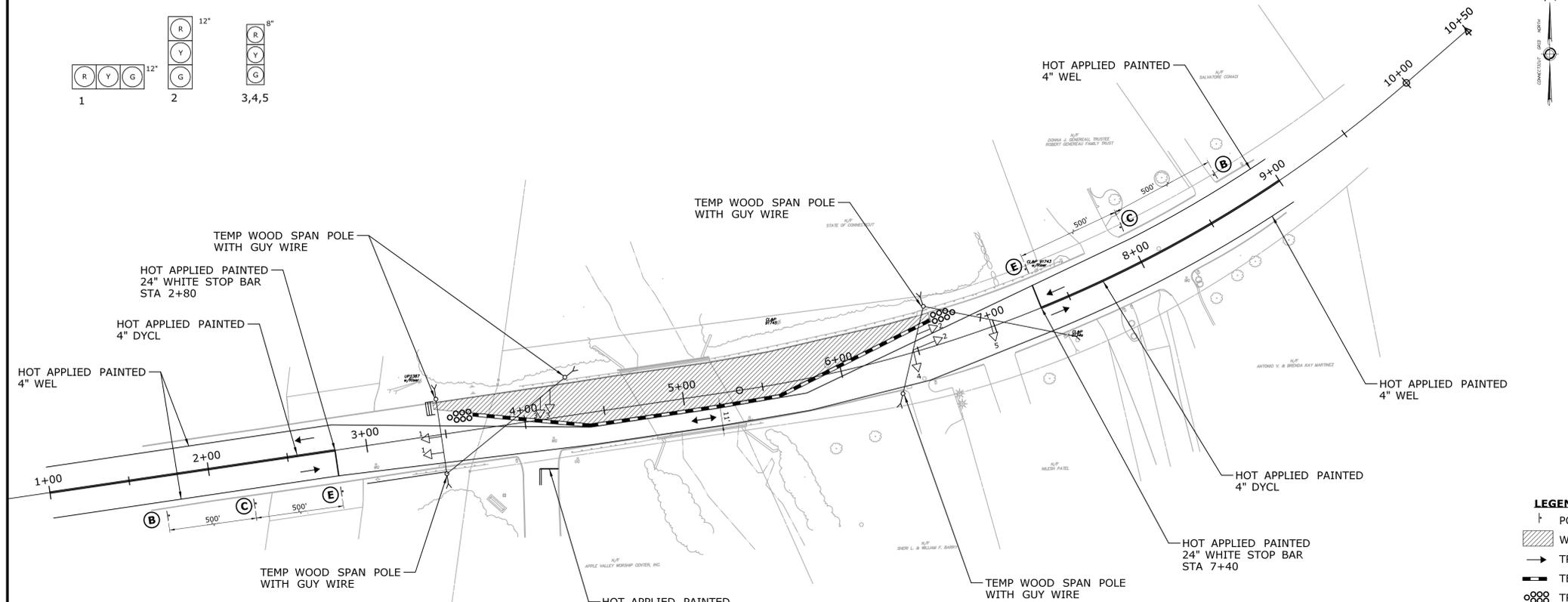
\* SIGN INSTALLED DURING STAGE 1

DESIGNER/DRAFTER: <b>NPR</b>		SIGNATURE/ BLOCK:		PROJECT TITLE: <b>BRIDGE REHABILITATION WEST CENTER STREET OVER EIGHT MILE RIVER</b>		TOWN: <b>SOUTHINGTON</b>		PROJECT NO. <b>9131-5535</b>	
CHECKED BY: <b>JS</b>		TOWN OF SOUTHINGTON				DRAWING TITLE: <b>M&amp;PT STAGE 2</b>		DRAWING NO. <b>MPT-02</b>	
SCALE IN FEET 0 40 80 SCALE 1"=40'		Plotted Date: 10/24/2016				SHEET NO. <b>15</b>			
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Filename: ...\\HW.MSH.9131.5535.STG-02.dgn					

MOVEMENT DIAGRAM																								
NTOR	PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
	FLASH	GRN	CL	GRN	CL	CL																		
F A C E #	1	R	G	Y	R	R	R	R	R	R	R	R	R	R										
	2	R	R	R	R	G	Y	R	R	R	R	R	R	R										
	3	R	R	R	R	R	R	R	G	Y	R	R	R	R										
	4	R	R	R	R	R	R	R	R	R	R	G	Y	R										
	5	R	R	R	R	R	R	R	R	R	R	G	Y	R										
I N T E R V A L S	MIN GRN																							
	WALK																							
	PED CLR																							
	VEH EXT																							
	MAX 1																							
	MAX 2																							
	YELLOW																							
	RED																							
	ADD INIT																							
	MAX INIT																							
TBR																								
TTR																								
MIN GAP																								
MODE																								
INT START																								

TECHNICAL NOTES		OFFICE RECORD	
STANDARD OVERLAP SKIP FEATURES APPLY		REV #	TIR #
		SM #	SIGNAL REVISED:

- GENERAL NOTES:**
- LOCATIONS OF TEMPORARY SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER SO AS TO NOT CONFLICT WITH EXISTING PERMANENT SIGNS. EXISTING SIGNS IN CONFLICT WITH TEMPORARY SIGNS SHALL BE COVERED OR ADJUSTED TO MEET FIELD CONDITIONS.
  - ALL TRAFFIC SIGNS, INCLUDING ADVANCE WARNING SIGNS, SHALL BE POST MOUNTED, UNLESS AUTHORIZED BY THE ENGINEER.
  - ALL TEMPORARY CONSTRUCTION SIGNS TO BE INSTALLED ON BREAKAWAY POSTS PER TRAFFIC STANDARD SHEETS, TR-1208 01, TR-1208 02, AND TR-1220 02.
  - CONTRACTOR SHALL REMOVE OR COVER EXISTING CONFLICTING PAVEMENT MARKINGS, INCLUDING THOSE PAVEMENT MARKINGS OUTSIDE OF THE TRAVELWAY.
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  - EXISTING SIGNS ARE TO BE RELOCATED AS NEEDED AND AS DIRECTED BY THE ENGINEER DURING CONSTRUCTION SO THAT THEY ARE IN APPROPRIATE LOCATION AND VISIBLE TO MOTORISTS. SOME SIGNS MAY HAVE TO BE TEMPORARILY LOCATED WITHIN THE WORK AREA. THIS WORK WILL BE PAID UNDER ITEM #0971001A MAINTENANCE AND PROTECTION OF TRAFFIC.
  - ANY EXISTING SIGNING DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE TOWN.
  - BARRICADE WARNING LIGHTS - HIGH INTENSITY SHALL BE MOUNTED ON ALL DIAMOND SHAPED POST-MOUNTED CONSTRUCTION SIGNS. THE CONTRACTOR MAY UTILIZE HIS CHOICE OF EQUIPMENT TO PROVIDE THE TYPE OF DETECTION SHOWN AT THE LOCATION SHOWN, WITH THE EXCEPTION THAT LOOP VEHICLE DETECTORS SHALL NOT BE UTILIZED SEE ITEM NO. 1111201 - TEMPORARY DETECTION (SITE NO.1) FOR ADDITIONAL INFORMATION.
  - SEE MAINTENANCE AND PROTECTION OF TRAFFIC DRAWING MPT-01 FOR ADDITIONAL INFORMATION.
  - ENSURE THAT A MINIMUM OF 16 FEET OVERHEAD CLEARANCE FOR THE SIGNAL HEADS ABOVE THE ROADWAY IS MAINTAINED PER THE DEPARTMENT'S TRAFFIC CONTROL SIGNAL DESIGN MANUAL.
  - THE CONTRACTOR SHALL TRIM ALL TREE BRANCHES OBSTRUCTING ANY TRAFFIC SIGNAL EQUIPMENT OR VISIBILITY OF SIGNAL HEADS. BRANCHES SHALL BE TRIMMED BACK TO THE CURB LINE FOR A MINIMUM OF 500' BACK FROM EACH STOP BAR. THIS WORK SHALL BE PAID FOR UNDER CLEARING AND GRUBBING.
  - THE CONTRACTOR SHALL CONTACT BILL CLINGAN OF EVERSOURCE AT (203) 271-4857 TO COORDINATE THE INSTALLATION OF A TEMPORARY ELECTRICAL SERVICE.
  - CONTRACTOR SHALL MAINTAIN AND PROTECT EXISTING TREES ADJACENT TO TEMPORARY WOOD SPAN POLES.



- SIGN LEGEND**
- (B) INSTALL "ONE LANE ROAD AHEAD" SIGN (W20-4) CONNDOT #80-9834 & "25 MPH" SUBPLATE CONNDOT #80-9569
  - (C) INSTALL "SIGNAL AHEAD" SIGN (WS-3) CONNDOT #80-9052
  - (E) INSTALL "STOP HERE ON RED" SIGN (R10-6) CONNDOT #80-9075

- LEGEND**
- ↑ POST MOUNTED SIGN
  - ▨ WORK ZONE
  - TRAFFIC FLOW ARROWS
  - ▬ TEMPORARY PRECAST CONCRETE BARRIER CURB
  - ⊗ TRAFFIC IMPACT ATTENUATION SYSTEM
  - TEMP WOOD SPAN POLE WITH GUYWIRE

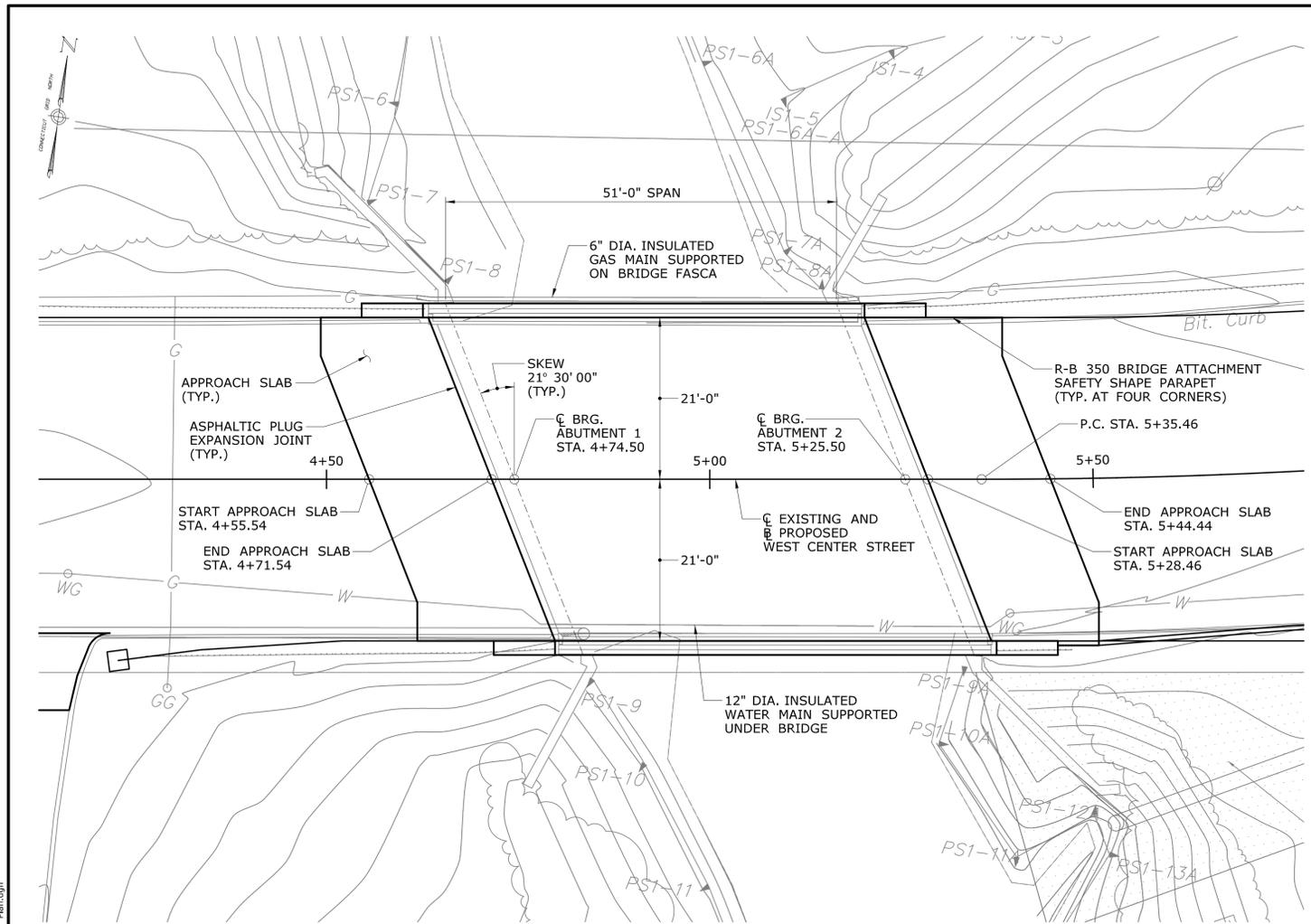
LEGEND:	TRAFFIC SIGNAL FACE	PROPOSED CONTROLLER	SIDEWALK RAMP
○ PROPOSED WOOD SPAN POLE	□ PEDESTRIAN SIGNAL FACE	□ EXISTING CONTROLLER	▭ CABLE CLOSURE
● EXISTING WOOD SPAN POLE	□ DET. LEADS IN SAW CUT	□ EXISTING LOOP DETECTOR	▭ WIRELESS SENSOR
□ PROPOSED STEEL SPAN POLE	▬ PROPOSED RMC (RIGID METAL CONDUIT)	□ SD SYSTEM DETECTOR	▭ WIRELESS RECEIVER
□ EXISTING STEEL SPAN POLE	▬ EXISTING RMC (RIGID METAL CONDUIT)	▭ MAGNETIC DETECTOR	▭ WIRELESS TRANSMITTER
○ PROPOSED UTILITY POLE	□ AUXILIARY TERMINATION CABINET	▭ OPTICAL DETECTOR	▭ GUY WIRE
● EXISTING UTILITY POLE	□ AUXILIARY EQUIPMENT CABINET	▭ VIDEO DETECTOR	▭ PROPOSED HANDHOLE
□ PEDESTAL MOUNTING	▭ VIDEO DETECTION ZONE	▭ AUDIO DETECTOR	▭ EXISTING HANDHOLE
□ PEDESTRIAN PUSH BUTTON & SIGN			
▭ DIRECTIONAL ARW. FOR PUSH BUTTON			

ENGINEER	TRAFFIC	DATE	ELECTRICAL	DATE	REV #	INTERSECTION #
NPR	NPR	9/16				
NPR	NPR	9/16				
SM	SM	10/16				
TOWN:					PROJECT NO.	
SOUTHINGTON					9131-5535	
DRAWING TITLE:					DRAWING NO.	
TEMP. TRAFFIC CONTROL SIGNAL PLAN - STAGE 1					MPT-03	
					SHEET NO.	
					16	

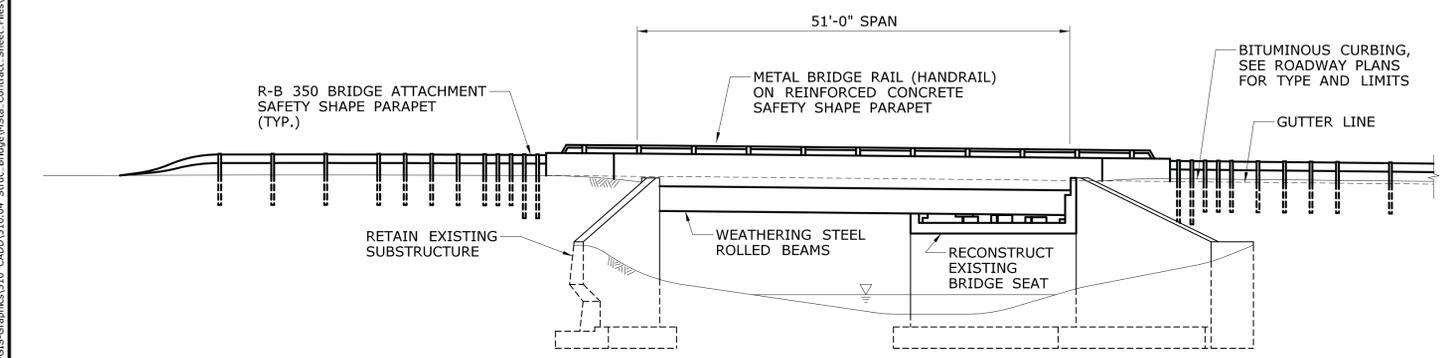
NO.	DATE	REVISION DESCRIPTION

TOWN OF SOUTHLINGTON  
 BRIDGE REHABILITATION  
 WEST CENTER STREET OVER  
 EIGHT MILE RIVER  
 SCALE 1" = 40'

DATE PLOTTED : 10/24/2016 X:\CTDOT\_Projects\60438868\Highways\MSSta\_Contract\_Sheet\_Files\Plan\TR\_MSH\_MPT-01\_9131\_5535.dgn



**GENERAL PLAN**  
SCALE: 1" = 10'



**ELEVATION**  
SCALE: 1" = 10'

**GENERAL NOTES:**

**SPECIFICATIONS:** CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 817 (2016) AND SPECIAL PROVISIONS.

**DESIGN SPECIFICATIONS:** AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION (2014), WITH INTERIM SPECIFICATIONS UP TO AND INCLUDING 2016, AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003).

**DESIGN STRESSES:**  
 CONCRETE:  
 CLASS "A" CONCRETE BASED ON  $f_c = 3000$  PSI  
 CLASS "F" CONCRETE BASED ON  $f_c = 4000$  PSI  
 REINFORCEMENT:  
 ASTM A615, GRADE 60 BASED ON  $f_y = 60,000$  PSI  
 STRUCTURAL STEEL:  
 AASHTO M270, GRADE 50 WT2 BASED ON  $F_y = 50,000$  PSI

THE SPECIFIED CONCRETE STRENGTH USED IN DESIGN OF THE CONCRETE COMPONENTS,  $f_c$ , 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

**FUTURE PAVING ALLOWANCE:** NONE.

**STRUCTURAL STEEL:** SEE STRUCTURE SHEET NOTES FOR DESIGNATIONS AND REQUIREMENTS.

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

**BITUMINOUS CONCRETE OVERLAY:** THIS SHALL CONSIST OF TWO LIFTS. THE FIRST SHALL BE HMA S0.25 (1" THICK) AND THE SECOND SHALL BE HMA S0.5 (2" THICK).

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

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

**CONCRETE NOTES:** SEE LAYOUT PLAN.

**ENVIRONMENTAL PROTECTION NOTES:**

**SILT FENCING:** SILT FENCING SHALL BE INSTALLED AROUND ALL DISTURBED AREAS.

**FUEL AND OTHER HAZARDOUS MATERIALS:** FUEL AND OTHER HAZARDOUS MATERIALS SHALL NOT BE STORED AT OR NEAR THE SITE. REFUELING OF MACHINERY SHALL TAKE PLACE AT AN UPLAND AREA, ON AN IMPERVIOUS PAD WITH SECONDARY CONTAINMENT DESIGNED TO CONTAIN FUELS. ANY FUEL OR HAZARDOUS MATERIALS THAT MUST BE KEPT ON-SITE DURING WORKING HOURS SHALL BE STORED ON AN IMPERVIOUS SURFACE UTILIZING SECONDARY CONTAINMENT. A FUEL SPILL REMEDIATION KIT SHALL BE STORED ON-SITE SO THAT ANY SPILLS MAY BE CONTAINED AND CLEANED QUICKLY.

**DEBRIS:** DEBRIS NETTING OR SHIELDING SHALL BE USED UNDER THE WORK AREA TO PROTECT THE WATERWAY.

**DEWATERING:** ALL DEWATERING SHALL INCORPORATE THE USE OF FILTER BAGS ON DISCHARGE ENDS.

**CONCRETE DISTRIBUTION**

SUPERSTRUCTURE	C.Y.	162
SUBSTRUCTURE	C.Y.	54
FOOTINGS	C.Y.	0
TOTAL	C.Y.	216

**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 COMPONENTS AND DETAILS. THE LISTING OF COMPONENTS FOR SPECIFIC ATTENTION SHALL NOT BE CONSTRUED TO REDUCE THE IMPORTANCE OF INSPECTION OF ANY OTHER COMPONENT OF THE STRUCTURE. THE FREQUENCY OF INSPECTION OF THIS STRUCTURE SHALL BE IN ACCORDANCE WITH THE GOVERNING MANUALS FOR BRIDGE INSPECTION, UNLESS OTHERWISE DIRECTED BY THE MANAGER OF BRIDGE SAFETY AND EVALUATION.

**GIRDER SHIPPING DATA**

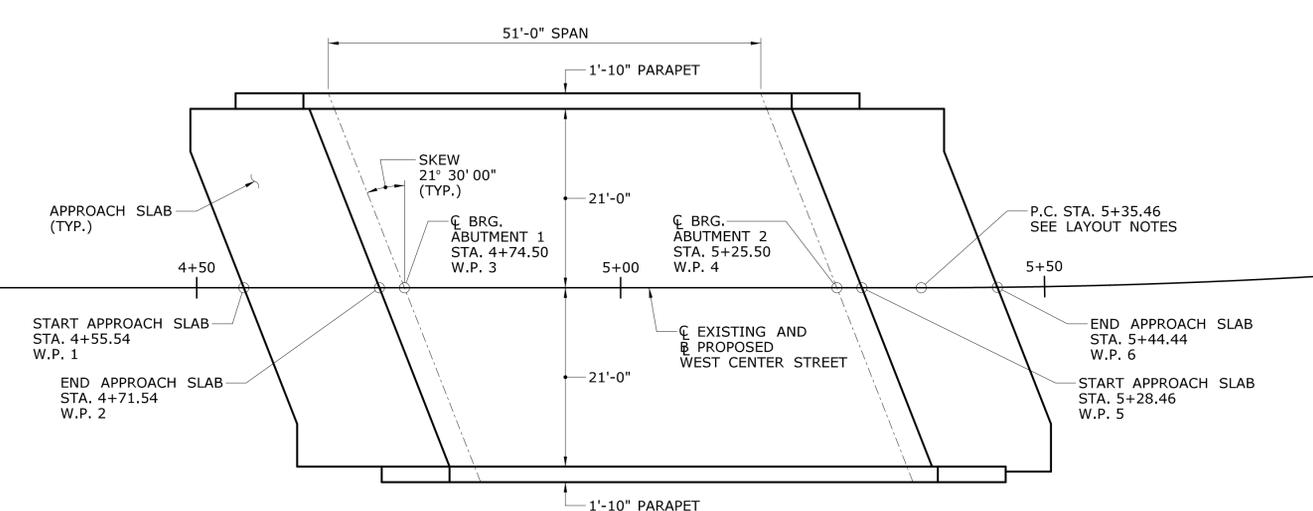
MEMBER	LENGTH	HEIGHT	WIDTH	WEIGHT
G4	52'-6"	3'-0"	1'-0"	8300 LB

**INSPECTION OF FIELD WELDS**

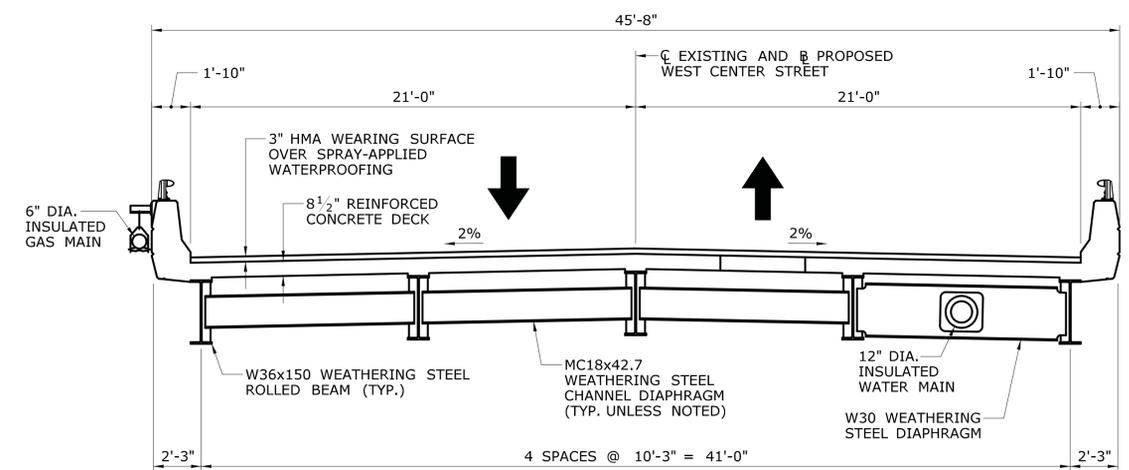
METHOD	UNIT	QUANTITY
ULTRASONIC	IN	0
MAGNETIC PARTICLE	IN	0

10/26/2016 P:\Projects\CT\_Towns\Southington\60423868\500\_CADD-GIS-Graphics\510\_CADD\510.dwg Struc\_Bridge\MSB\_Contract\_Sheet\_Sheet\_Files\SB\_MSH\_9131\_5535\_Gen\_Plan.dgn

<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>REV.</th> <th>DATE</th> <th>REVISION DESCRIPTION</th> <th>SHEET NO.</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	REV.	DATE	REVISION DESCRIPTION	SHEET NO.																																									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: 10/26/2016	DESIGNER/DRAFTER: <b>N. MAJANCIK</b> CHECKED BY: <b>J. IVES</b>  SCALE AS NOTED	<b>TOWN OF SOUTHINGTON</b>  Filename: ...\\SB_MSH_9131_5535_Gen_Plan.dgn	SIGNATURE/ BLOCK:  	PROJECT TITLE:  <b>BRIDGE REHABILITATION          WEST CENTER STREET OVER          EIGHT MILE RIVER</b>	TOWN: <b>SOUTHINGTON</b>  DRAWING TITLE: <b>GENERAL PLAN          &amp; ELEVATION</b>	PROJECT NO. <b>9131-5535</b> DRAWING NO. <b>S-01</b> SHEET NO. <b>17</b>
REV.	DATE	REVISION DESCRIPTION	SHEET NO.																																																



**LAYOUT PLAN**  
SCALE: 1" = 10'



**TYPICAL SECTION**  
SCALE: 1/4" = 1'-0"

**LAYOUT NOTES:**

**HORIZONTAL GEOMETRY:** THE HORIZONTAL CURVATURE OF THE WEST CENTER STREET BASELINE MAY BE NEGLECTED AS IT PERTAINS TO THE LAYOUT OF THE WEST CENTER STREET BRIDGE.  
**VERTICAL GEOMETRY:** FOR VERTICAL GEOMETRY, SEE ROADWAY PLANS.

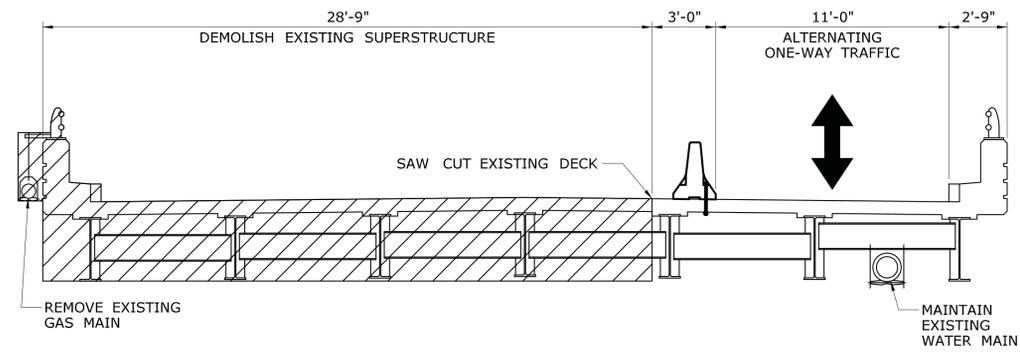
WORKING POINTS			
NO.	DESCRIPTION	NORTHING	EASTING
1	START APPROACH SLAB	778,441.660	958,343.891
2	END APPROACH SLAB	778,443.996	958,359.719
3	C BRG. ABUT. 1	778,444.427	958,362.643
4	C BRG. ABUT. 2	778,451.874	958,413.097
5	START APPROACH SLAB	778,452.305	958,416.021
6	END APPROACH SLAB	778,454.687	958,431.823

**CONCRETE NOTES:**

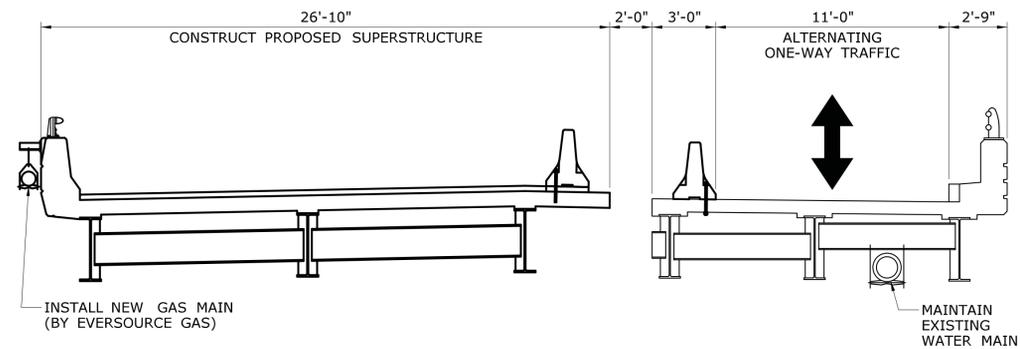
**REMAIN-IN-PLACE FORMS:** THE USE OF REMAIN-IN-PLACE FORMS SHALL BE ALLOWED AT INTERIOR BAYS WITH NO CLOSURE POURS ONLY. THE GIRDERS HAVE BEEN DESIGNED FOR THE ADDITIONAL WEIGHT OF 15 POUNDS PER SQUARE FOOT FOR THE REMAIN-IN-PLACE FORMS.  
**COMPOSITE CONSTRUCTION:** NO TEMPORARY INTERMEDIATE SUPPORTS SHALL BE USED DURING THE PLACING AND SETTING OF THE CONCRETE DECK SLAB. CONSTRUCTION LOADS AND DEAD LOADS WILL BE PERMITTED WHEN DIRECTED BY THE ENGINEER BUT ONLY WHEN THE CONCRETE HAS REACHED A STRENGTH OF  $f'_c = 3500$  PSI. LIVE LOADS (TRAFFIC) WILL BE PERMITTED ON THE STRUCTURE AFTER THE CONCRETE HAS REACHED A STRENGTH OF  $f'_c = 4000$  PSI.  
**CLASS "A" CONCRETE:** CLASS "A" CONCRETE SHALL BE USED FOR THE ENTIRE SUBSTRUCTURE WITH THE EXCEPTION OF THE CLASS "F" CONCRETE USED IN THE ABUTMENT BEARING PEDESTALS AND KEEPER BLOCKS.  
**CLASS "F" CONCRETE:** CLASS "F" CONCRETE SHALL BE USED FOR THE ABUTMENT BEARING PEDESTALS, KEEPER BLOCKS, BRIDGE DECK, PARAPETS AND APPROACH SLABS.  
**JOINT SEAL:** SEE SPECIAL PROVISIONS.  
**EXPOSED EDGES:** EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 1" x 1" UNLESS DIMENSIONED OTHERWISE.  
**REINFORCEMENT:** ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.  
**EPOXY COATED REINFORCING BARS:** ALL REINFORCEMENT IN THE BRIDGE DECK AND PARAPETS SHALL BE EPOXY COATED. ALL REINFORCEMENT IN THE TOP MATS AND HEADERS OF THE CONCRETE APPROACH SLABS SHALL BE EPOXY COATED. THESE BARS SHALL BE INCLUDED IN THE PAY ITEM "DEFORMED STEEL BARS (EPOXY COATED)."  
**FELT:** THE COST OF FURNISHING AND PLACING 15-POUND ROOFING FELT SHALL BE INCLUDED IN THE COST OF THE ITEM "CLASS 'A' CONCRETE."  
**CLOSED CELL ELASTOMER:** THE COST OF FURNISHING AND INSTALLING CLOSED CELL ELASTOMER SHALL BE INCLUDED IN THE COST OF THE ITEM "CLASS 'A' CONCRETE."  
**CONSTRUCTION JOINTS:** CONSTRUCTION JOINTS, OTHER THAN THOSE SHOWN ON THE PLANS, WILL NOT BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.

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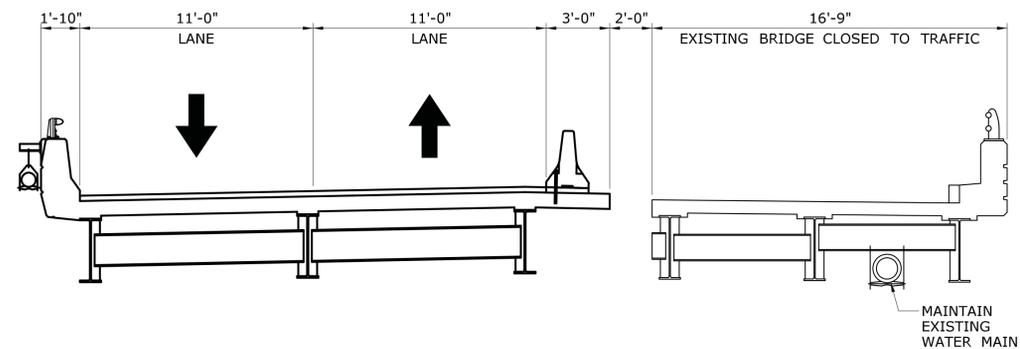
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REV.	DATE	REVISION DESCRIPTION	SHEET NO.												



**STAGE 1 DEMOLITION**  
SCALE: 1/4" = 1'-0"



**STAGE 1 CONSTRUCTION**  
SCALE: 1/4" = 1'-0"



**TRAFFIC SHIFT**  
SCALE: 1/4" = 1'-0"

**STAGE 1 DEMOLITION**

1. INSTALL TEMPORARY SIGNAGE, STRIPING, BARRIER CURB, BARREL ARRAYS AND SIGNALIZATION PER DRAWINGS "M&PT STAGE 1" AND "TEMP. TRAFFIC CONTROL SIGNAL PLAN STAGE 1."
2. COORDINATE WITH EVERSOURCE GAS TO SHUT OFF EXISTING GAS MAIN. REMOVE EXISTING GAS MAIN.
3. SAW CUT EXISTING DECK.
4. DEMOLISH EXISTING SUPERSTRUCTURE TO LIMITS SHOWN.

**STAGE 1 CONSTRUCTION**

1. MODIFY EXISTING SUBSTRUCTURE AS REQUIRED TO SUPPORT PROPOSED SUPERSTRUCTURE.
2. CONSTRUCT PROPOSED SUPERSTRUCTURE TO LIMITS SHOWN.
3. INSTALL TPCBC-STRUCTURE ON THE NEW SUPERSTRUCTURE. RELOCATION OF THE STRUCTURE-MOUNTED TPCBC FROM THE EXISTING STRUCTURE WILL NOT BE PERMITTED.
4. CONSTRUCT UTILITY HANGERS FOR PROPOSED GAS MAIN.
5. COORDINATE WITH EVERSOURCE GAS TO FACILITATE INSTALLATION OF THE PROPOSED GAS MAIN. INSTALLATION, TESTING AND REESTABLISHMENT OF SERVICE TO BE PERFORMED BY EVERSOURCE GAS PRIOR TO OPENING THE NEW BRIDGE TO TRAFFIC.
6. CONSTRUCT METAL BRIDGE RAIL (HANDRAIL) ON PROPOSED SUPERSTRUCTURE AFTER INSTALLATION OF PROPOSED GAS MAIN.

**TRAFFIC SHIFT**

1. INSTALL TEMPORARY SIGNAGE, STRIPING, BARRIER CURB AND BARREL ARRAYS PER DRAWING "M&PT STAGE 2". REMOVE STAGE 1 TEMPORARY SIGNALIZATION.
2. MAINTAIN EXISTING WATER MAIN OVER EXISTING BRIDGE.

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DESIGNER/DRAFTER:  
**N. MAJANCIK**

CHECKED BY:  
**J. IVES**

**TOWN OF SOUTHINGTON**

SCALE AS NOTED

Plotted Date: 10/26/2016

Filename: ...SB\_MSH\_9131\_5535\_Stage 1 Construction.dgn

SIGNATURE/  
BLOCK:

PROJECT TITLE:  
**BRIDGE REHABILITATION  
WEST CENTER STREET OVER  
EIGHT MILE RIVER**

TOWN:  
**SOUTHINGTON**

DRAWING TITLE:  
**STAGE 1  
CONSTRUCTION**

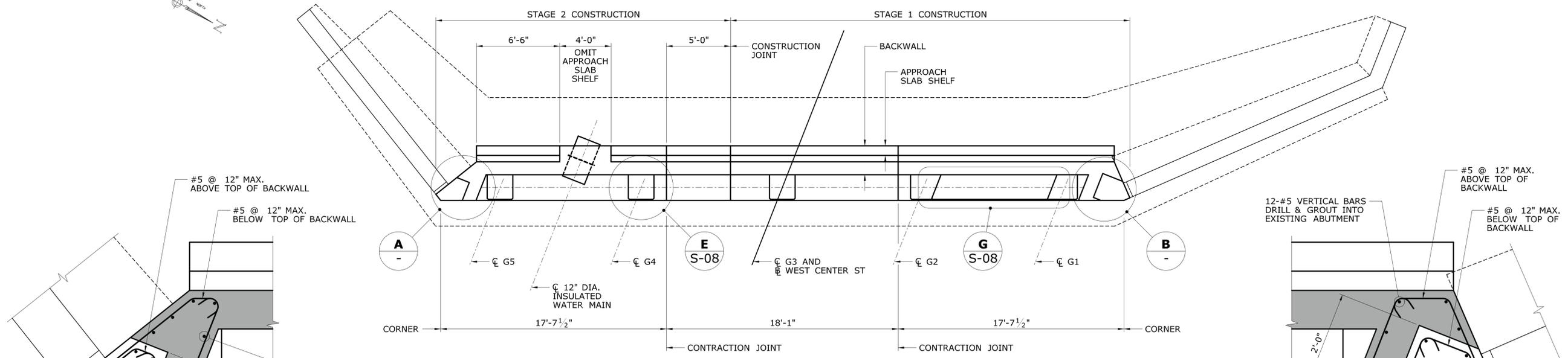
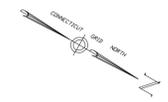
PROJECT NO.  
**9131-5535**

DRAWING NO.  
**S-03**

SHEET NO.  
**19**







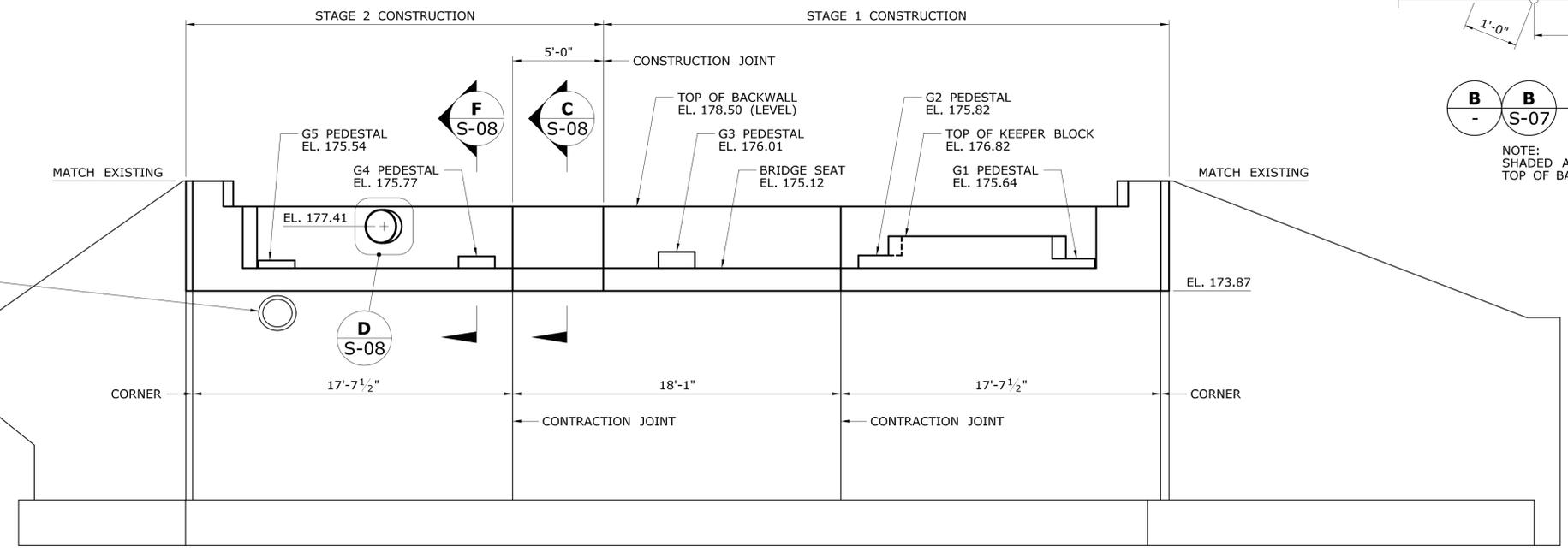
**PLAN**  
SCALE: 1/4" = 1'-0"

**A A CORNER DETAIL**  
S-07 SCALE: 3/4" = 1'-0"

NOTE:  
SHADED AREA FLUSH WITH  
TOP OF BACKWALL.

**B B CORNER DETAIL**  
S-07 SCALE: 3/4" = 1'-0"

NOTE:  
SHADED AREA FLUSH WITH  
TOP OF BACKWALL.



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

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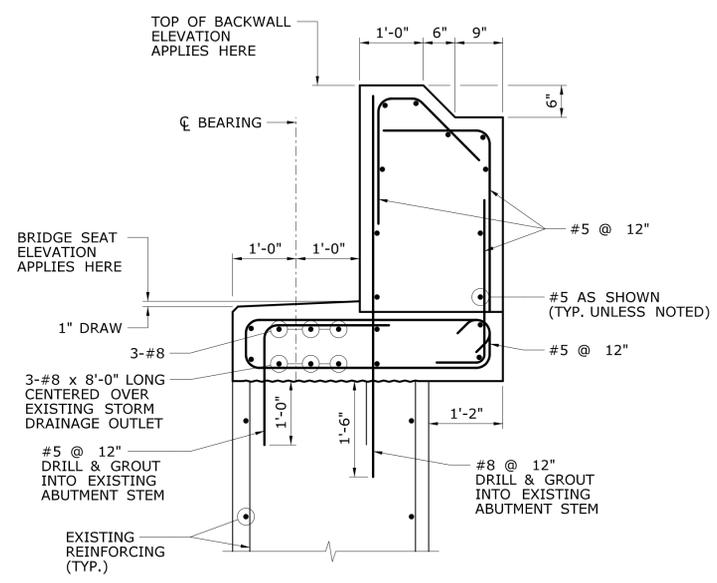
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CHECKED BY: <b>J. IVES</b>		
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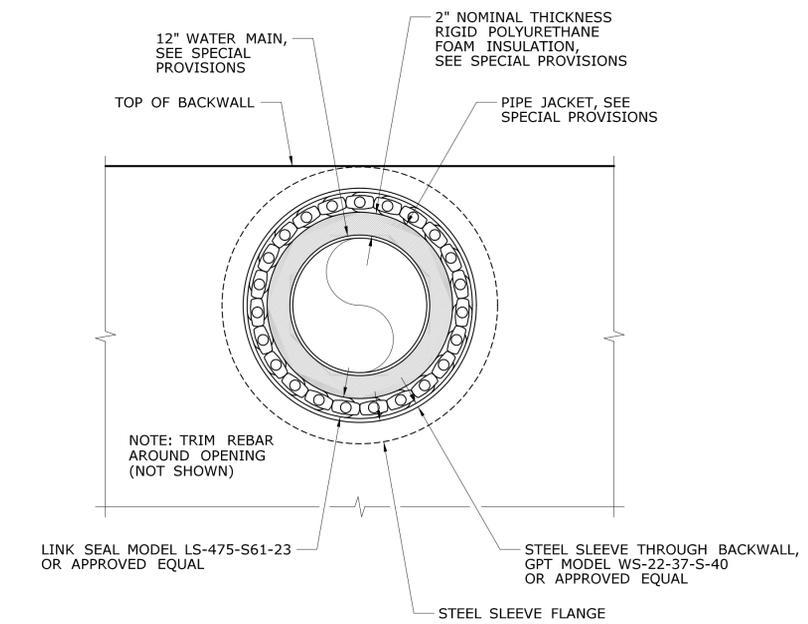
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TOWN: <b>SOUTHINGTON</b>	PROJECT NO. <b>9131-5535</b>
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	SHEET NO. <b>22</b>

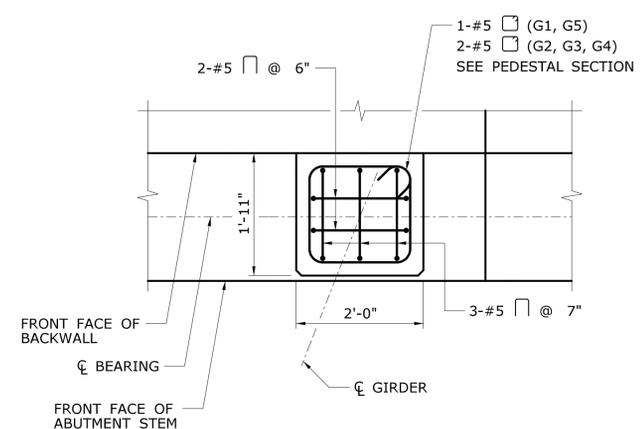




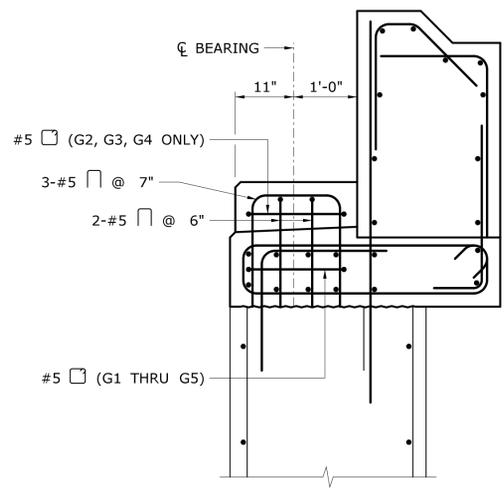
**C C TYPICAL ABUTMENT SECTION**  
S-06 S-07 SCALE: 3/4" = 1'-0"



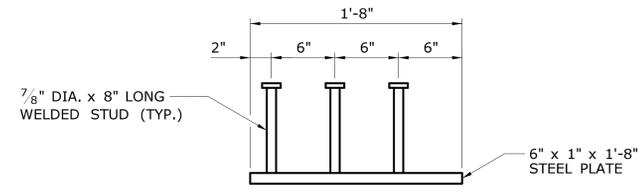
**D D WATER MAIN PENETRATION DETAIL**  
S-06 S-07 SCALE: 1 1/2" = 1'-0"



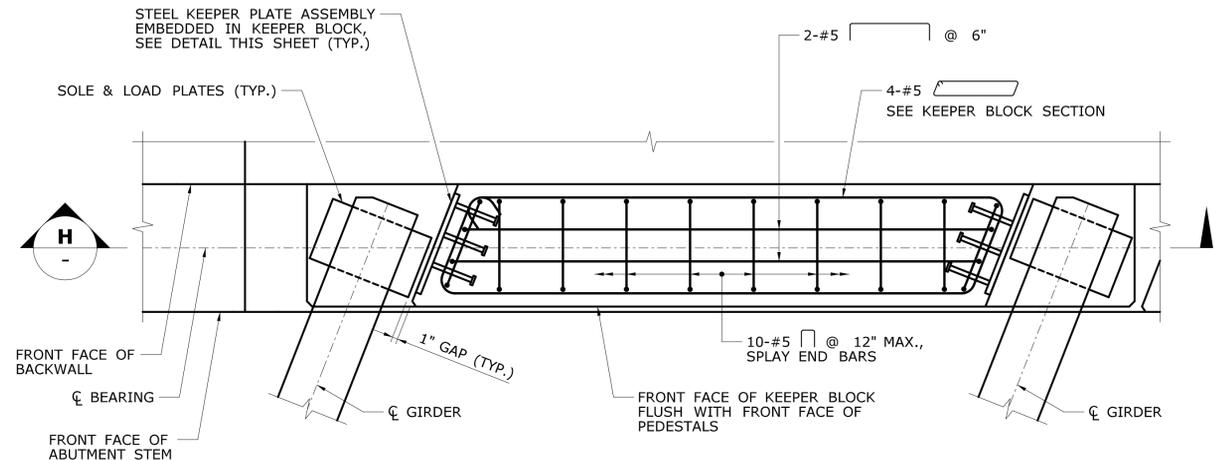
**E E PEDESTAL PLAN**  
S-06 S-07 SCALE: 3/4" = 1'-0"



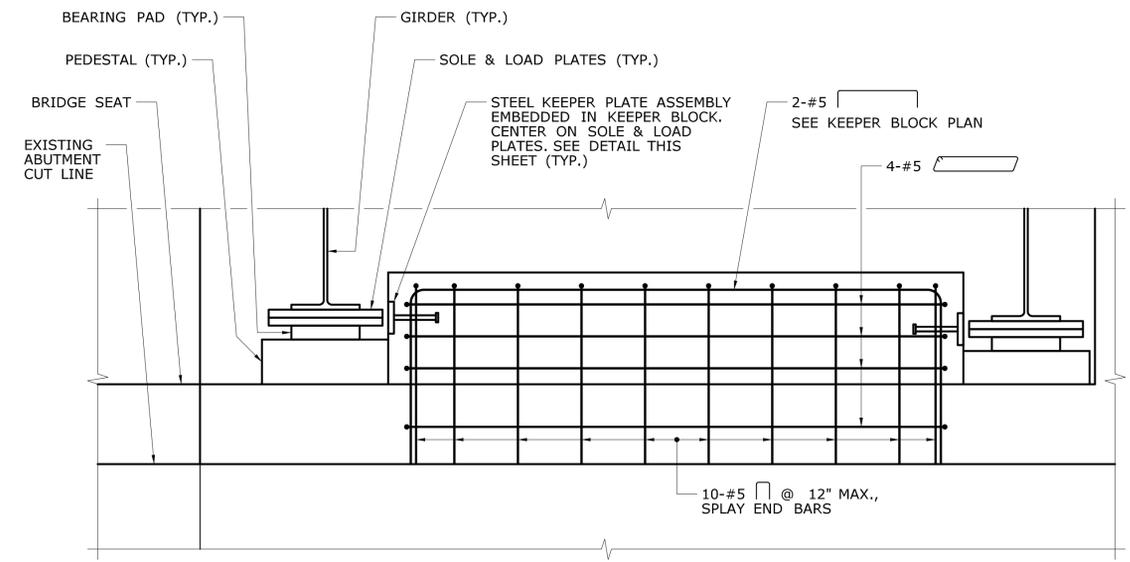
**F F PEDESTAL SECTION**  
S-06 S-07 SCALE: 3/4" = 1'-0"



**KEEPER PLATE ASSEMBLY DETAIL**  
SCALE: 1 1/2" = 1'-0"



**G G KEEPER BLOCK PLAN**  
S-06 S-07 ABUTMENT 1 SHOWN, ABUTMENT 2 SIMILAR  
SCALE: 3/4" = 1'-0"



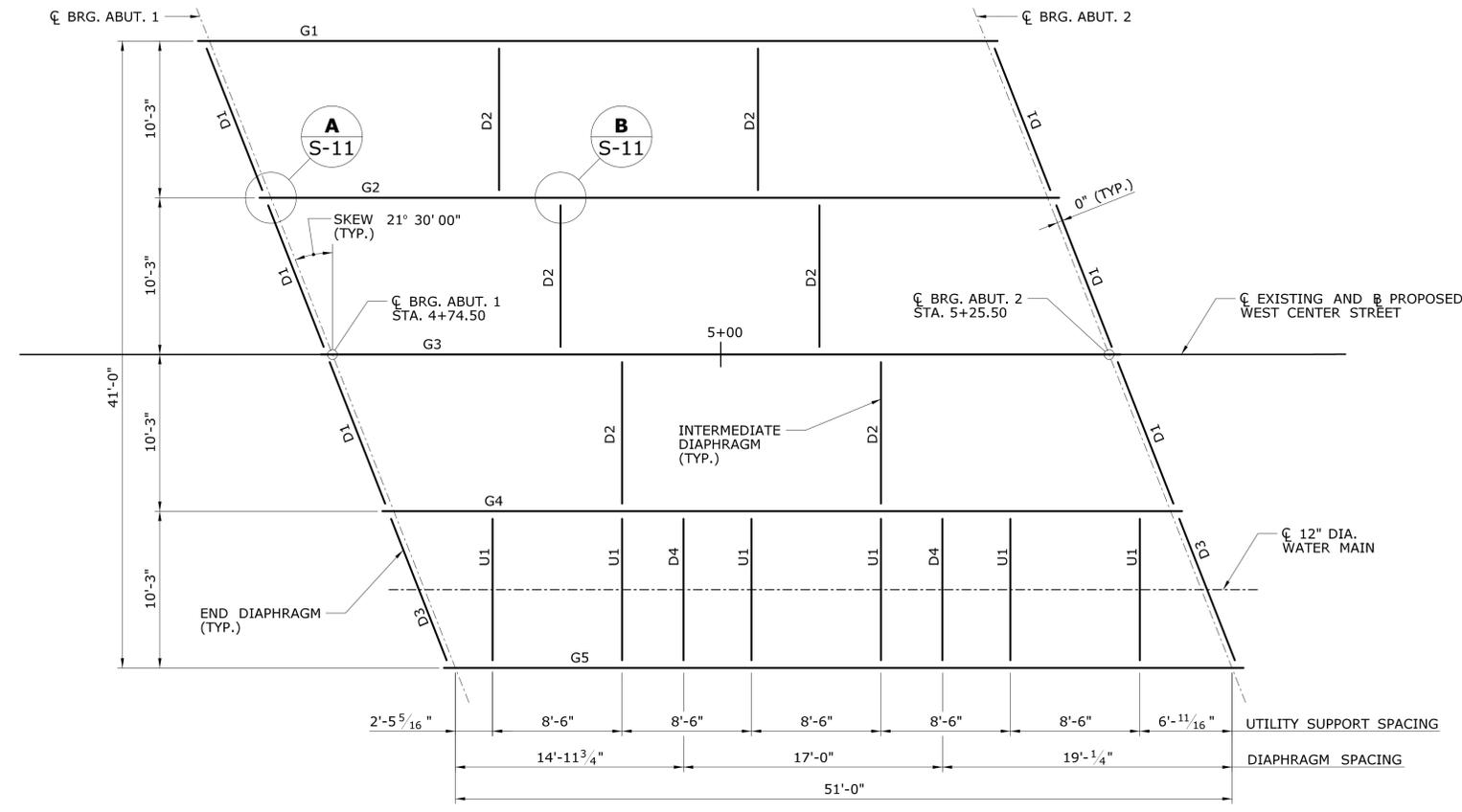
**H KEEPER BLOCK SECTION**  
S-06 S-07 ABUTMENT 1 SHOWN, ABUTMENT 2 SIMILAR  
SCALE: 3/4" = 1'-0"

**KEEPER PLATE ASSEMBLY NOTES:**

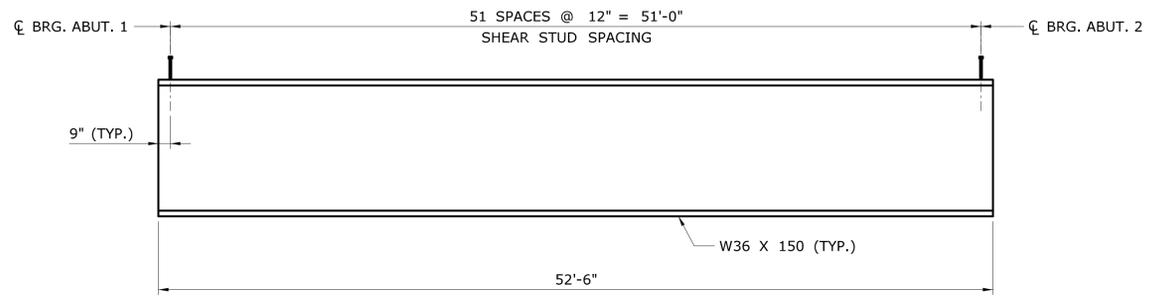
1. STRUCTURAL STEEL FOR KEEPER PLATE ASSEMBLIES SHALL CONFORM TO AASHTO M270, GRADE 50 WT2.
2. STEEL PLATES FOR KEEPER PLATE ASSEMBLIES SHALL BE PAID FOR UNDER THE ITEM "STRUCTURAL STEEL".
3. WELDED STUDS FOR KEEPER PLATE ASSEMBLIES SHALL BE PAID FOR UNDER THE ITEM "WELDED STUDS".

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DESIGNER/DRAFTER: <b>N. MAJANCIK</b>	TOWN OF SOUTHINGTON	SIGNATURE/BLOCK: 	PROJECT TITLE: <b>BRIDGE REHABILITATION WEST CENTER STREET OVER EIGHT MILE RIVER</b>	TOWN: <b>SOUTHINGTON</b>	PROJECT NO. <b>9131-5535</b>
CHECKED BY: <b>J. IVES</b>					
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REV. DATE	REVISION DESCRIPTION	SHEET NO.			



**FRAMING PLAN**  
SCALE: 3/16" = 1'-0"



**GIRDER ELEVATION**  
NOT TO SCALE

**STRUCTURAL STEEL NOTES:**

1. STRUCTURAL STEEL (LOW ALLOY) SHALL CONFORM TO AASHTO M270, GRADE 50 WT2.
2. WELDING DETAILS, PROCEDURES AND TESTING METHODS SHALL CONFORM TO THE CURRENT EDITION OF THE ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE.
3. FIELD SPLICES WILL NOT BE ALLOWED.
4. ALL WEB TO BEARING STIFFENER AND BEARING STIFFENER TO FLANGE FILLET WELDS SHALL BE INSPECTED BY THE MAGNETIC PARTICLE METHOD.
5. MULTIPLE PASS WELDS, INSPECTED BY THE MAGNETIC PARTICLE METHOD SHALL HAVE EACH PASS OR LAYER INSPECTED AND ACCEPTED BEFORE PROCEEDING TO THE NEXT PASS OR LAYER, AS DETERMINED BY THE ENGINEER.
6. BEARING STIFFENERS AND THE ENDS OF GIRDERS SHALL BE VERTICAL AFTER THE APPLICATION OF FULL DEAD LOADS.
7. THE STRUCTURAL STEEL FABRICATORS SHALL BE CERTIFIED UNDER THE AISC QUALITY CONTROL PROGRAM, CATEGORY SBF - SIMPLE STEEL BRIDGE STRUCTURES.
8. THE CONTRACTOR SHALL TAKE THE PROPER PRECAUTIONS TO ENSURE THE STABILITY OF ALL STRUCTURAL ELEMENTS UNTIL THE TOTAL STRUCTURE IS IN BEING.

DEAD LOAD DEFLECTION AND CAMBER TABLE							
GIRDER	STRUCTURAL STEEL	ADDITIONAL DEAD LOAD	COMPOSITE DEAD LOAD	TOTAL DEAD LOAD	VERTICAL CURVE ORDINATE	EXTRA CAMBER	TOTAL
G1	0.10"	0.52"	0.11"	0.73"	0.47"	0.09"	1.29"
G2	0.11"	0.73"	0.11"	0.95"	0.35"	0.21"	1.51"
G3	0.11"	0.73"	0.11"	0.95"	0.25"	0.31"	1.51"
G4	0.17"	0.73"	0.11"	1.01"	0.16"	0.40"	1.57"
G5	0.16"	0.52"	0.11"	0.79"	0.09"	0.47"	1.35"

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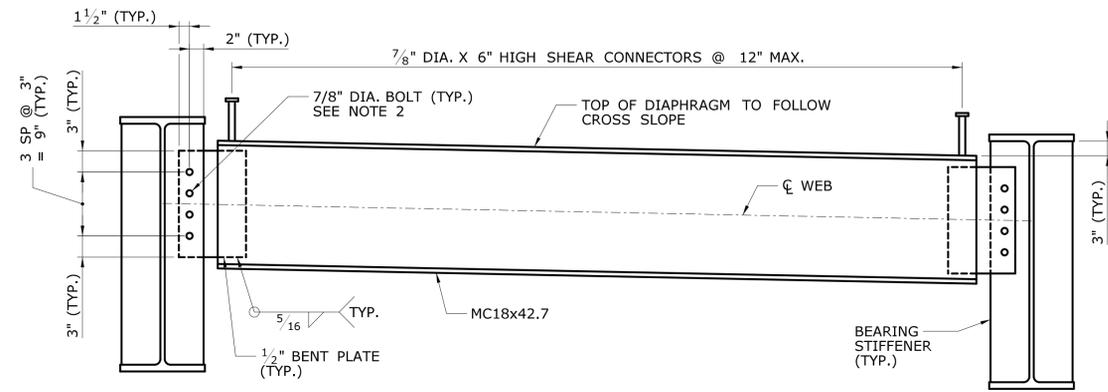
DESIGNER/DRAFTER: **N. MAJANCIK**  
 CHECKED BY: **J. IVES**  
**TOWN OF SOUTHINGTON**  
 SCALE AS NOTED

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**BRIDGE REHABILITATION  
 WEST CENTER STREET OVER  
 EIGHT MILE RIVER**

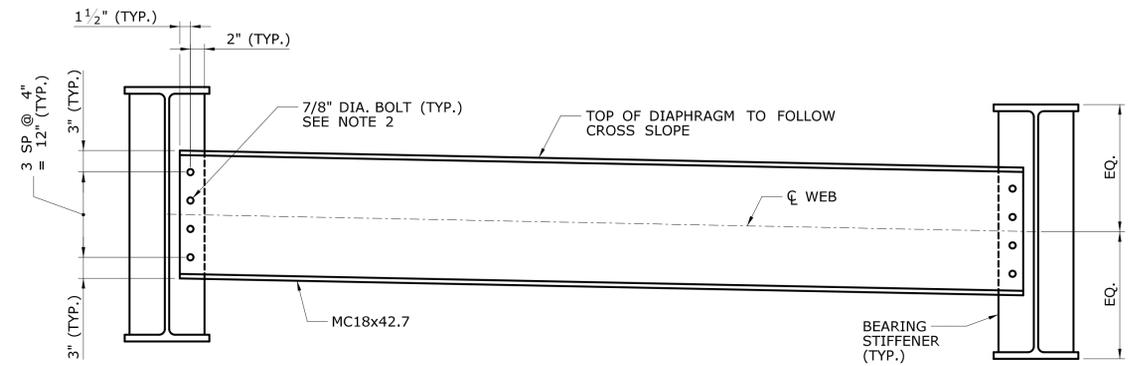
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**SOUTHINGTON**  
 DRAWING TITLE:  
**FRAMING PLAN**

PROJECT NO.  
**9131-5535**  
 DRAWING NO.  
**S-09**  
 SHEET NO.  
**25**



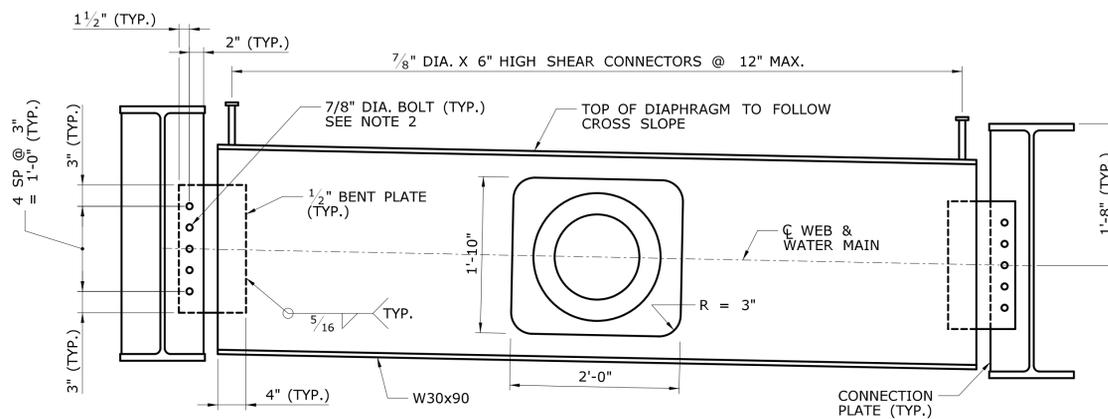
**END BEARING DIAPHRAGM D1**

SCALE: 1" = 1'-0"



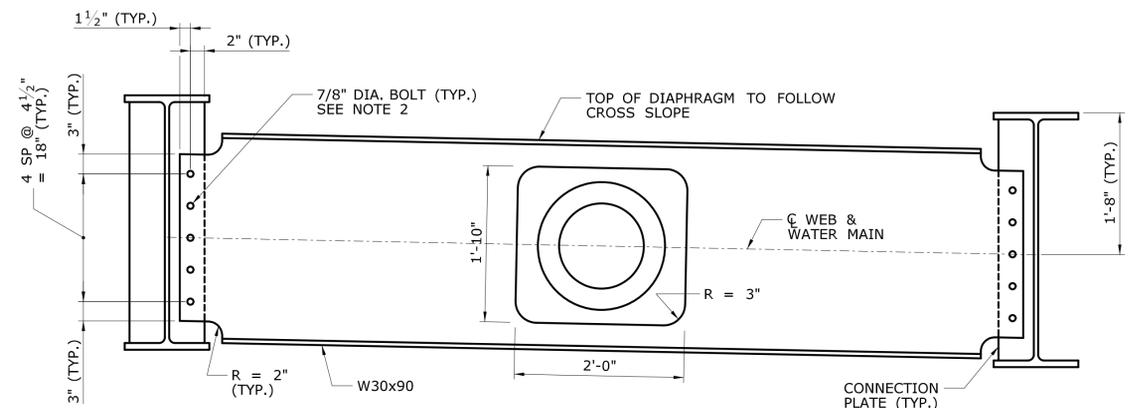
**INTERMEDIATE DIAPHRAGM D2**

SCALE: 1" = 1'-0"



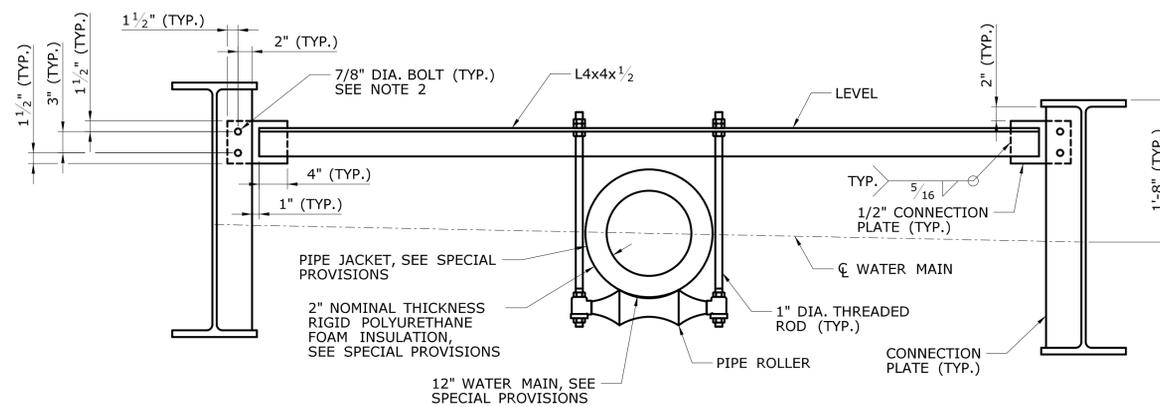
**END BEARING DIAPHRAGM D3**

SCALE: 1" = 1'-0"



**INTERMEDIATE DIAPHRAGM D4**

SCALE: 1" = 1'-0"



**UTILITY SUPPORT U1**

SCALE: 1" = 1'-0"

**NOTES**

1. ALL BEARING STIFFENERS AND CONNECTION PLATES SHALL BE PLUMB.
2. BOLT HOLES IN DIAPHRAGMS SHALL BE  $\frac{15}{16}$ " DIAMETER (STANDARD) FOR  $\frac{7}{8}$ " DIA. BOLTS. BOLT HOLES IN CONNECTION OR STIFFENER PLATES SHALL BE  $\frac{1}{16}$ " DIAMETER (OVERSIZED).
3. BEARING STIFFENERS SHALL BE PLACED ON BOTH SIDES OF THE WEB. CONNECTION PLATES SHALL BE PLACED ON BOTH SIDES OF THE WEB FOR INTERIOR GIRDERS AND ON THE INSIDE FACE ONLY FOR FASCIA GIRDERS.

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REV.	DATE	REVISION DESCRIPTION	SHEET NO.

Plotted Date: 10/26/2016

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DESIGNER/DRAFTER:  
**N. MAJANCIK**

CHECKED BY:  
**J. IVES**

**TOWN OF SOUTHINGTON**

SCALE AS NOTED

Filename: ...SB\_MSH\_9131\_5535\_Diaphragm\_Details.dgn

SIGNATURE/  
BLOCK:

PROJECT TITLE:  
**BRIDGE REHABILITATION  
WEST CENTER STREET OVER  
EIGHT MILE RIVER**

TOWN:  
**SOUTHINGTON**

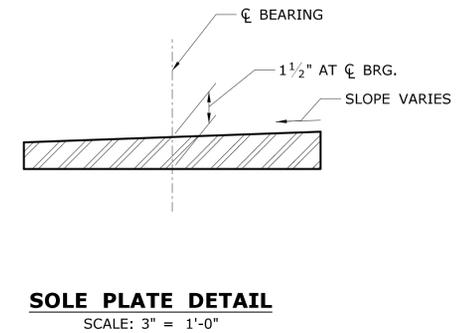
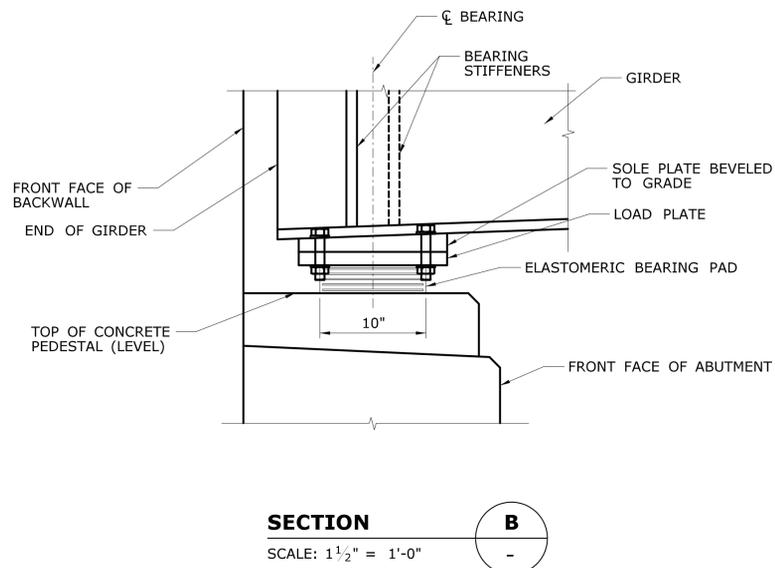
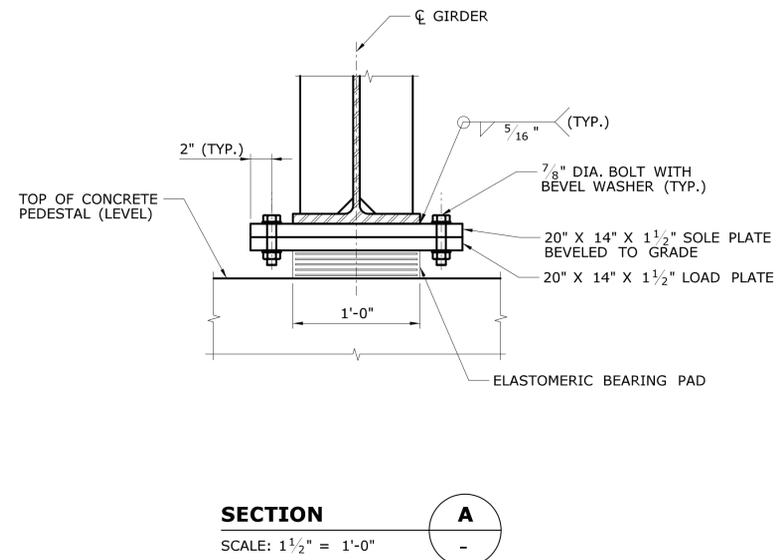
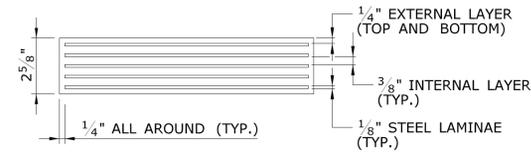
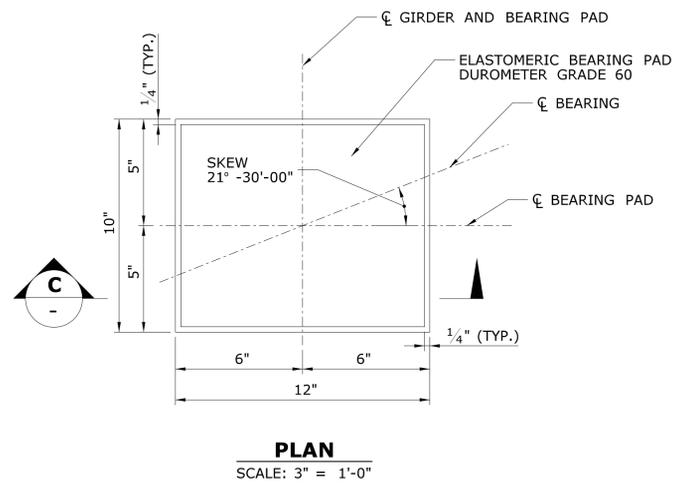
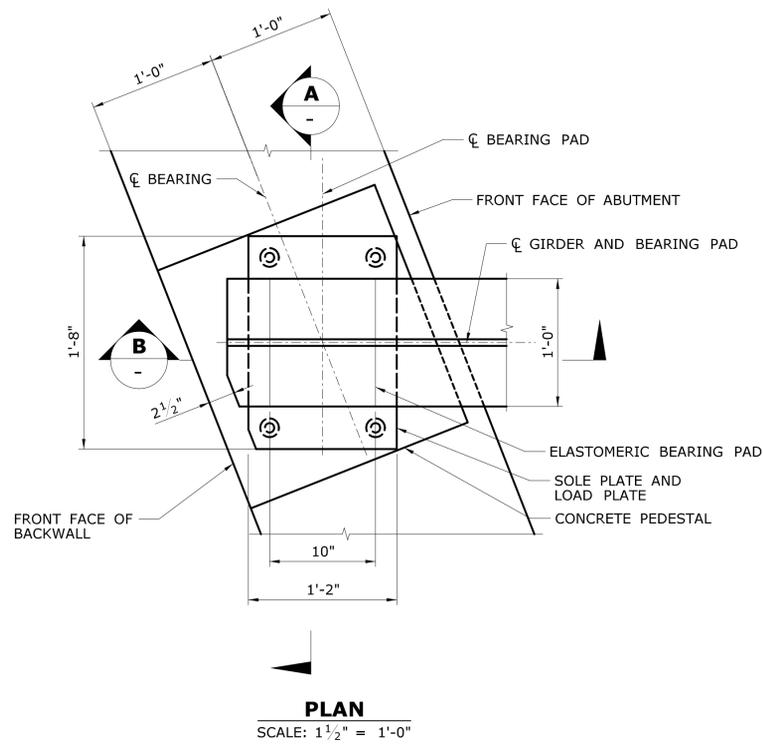
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**DIAPHRAGM & UTILITY  
HANGER DETAILS**

PROJECT NO.  
**9131-5535**

DRAWING NO.  
**S-10**

SHEET NO.  
**26**





**ELASTOMERIC BEARING PAD NOTES:**

1. BEARINGS DESIGNED BY METHOD "A" OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
2. THE ELASTOMER SHALL BE TYPE CR, GRADE 3 AS DEFINED BY ASTM D4014 AND SHALL HAVE A SHORE "A" DUROMETER HARDNESS OF 60 +/- 5 AND A SHEAR MODULUS BETWEEN 130 AND 200 PSI.
3. THE STEEL LAMINATE SHALL CONFORM TO ASTM A570, GRADE 36 OR 40, ASTM A611, GRADE C OR D OR APPROVED EQUAL.
4. TESTING OF ELASTOMERIC BEARINGS SHALL CONFORM TO AASHTO M251, LEVEL II.
5. THE ELASTOMERIC BEARINGS SHALL BE INSTALLED WHEN THE AMBIENT AIR TEMPERATURE IS BETWEEN 40° F AND 80° F AND HAS BEEN WITHIN THIS RANGE FOR MORE THAN 2 HOURS. IF INSTALLATION BECOMES NECESSARY OUTSIDE OF THIS RANGE THEN THE CONTRACTOR SHALL SUBMIT A WRITTEN INSTALLATION PROCEDURE TO THE ENGINEER FOR REVIEW AND COMMENT PRIOR TO THE OPERATION.
6. STEEL FOR SOLE PLATES AND LOAD PLATES SHALL CONFORM TO AASHTO M270, GRADE 50 WT2.
7. ALL SOLE PLATES SHALL BE BEVELED TO GRADE.

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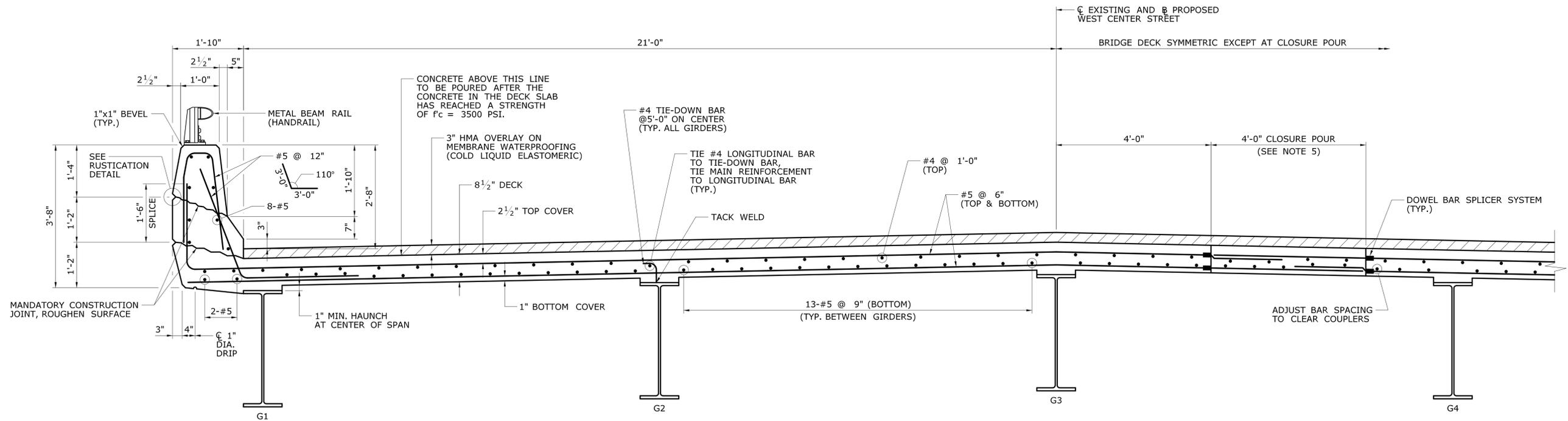
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CHECKED BY: <b>J. IVES</b>				DRAWING NO. <b>S-12</b>
SCALE AS NOTED				SHEET NO. <b>28</b>



TOWN: <b>SOUTHINGTON</b>	PROJECT NO. <b>9131-5535</b>
DRAWING TITLE: <b>BEARING DETAILS</b>	DRAWING NO. <b>S-12</b>
	SHEET NO. <b>28</b>

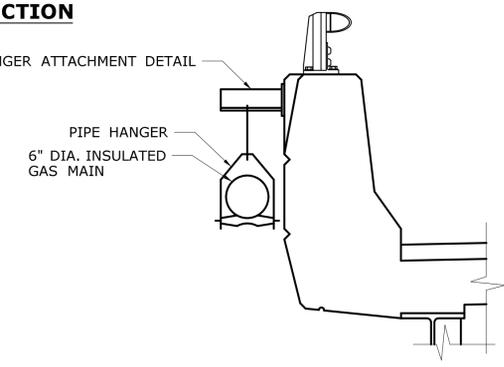
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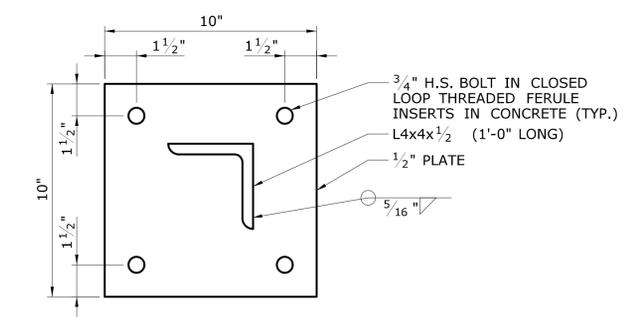


**A TYPICAL DECK SECTION**  
S-13 SCALE: 3/4" = 1'-0"

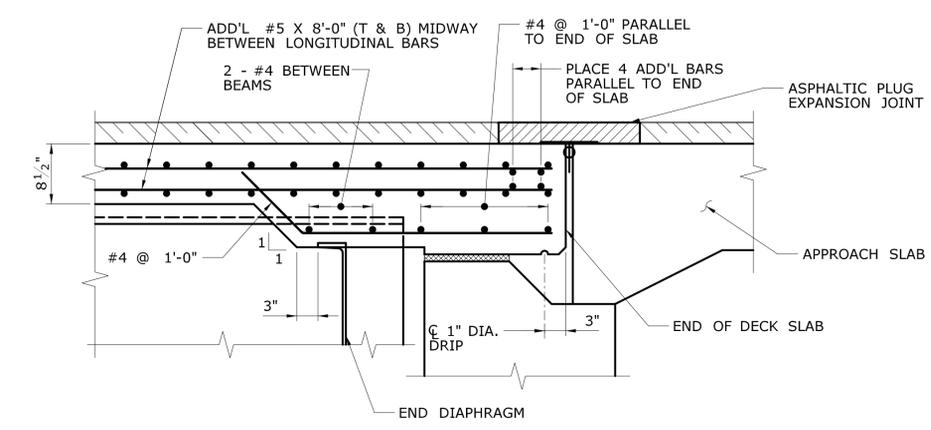
SEE HANGER ATTACHMENT DETAIL



**GAS MAIN SUPPORT DETAIL**  
SCALE: 3/4" = 1'-0"

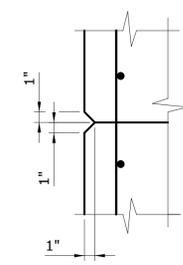


**HANGER ATTACHMENT DETAIL**  
SCALE: 3" = 1'-0"



**B END OF DECK LONGITUDINAL SECTION**  
S-13 ABUTMENT 2 SHOWN, ABUTMENT 1 SIMILAR  
SCALE: 1" = 1'-0"

**RUSTICATION DETAIL**  
SCALE: 1 1/2" = 1'-0"

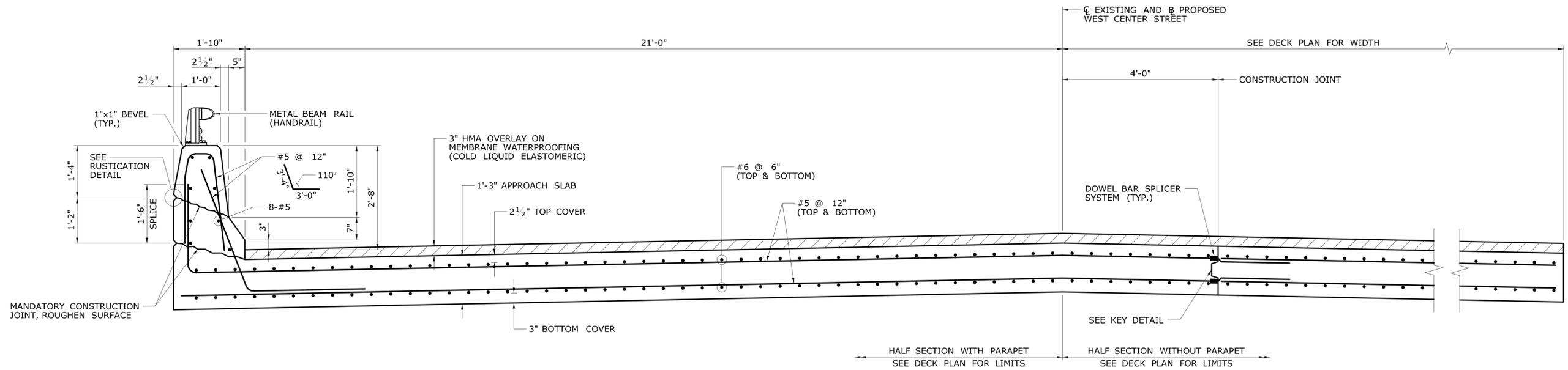


**NOTES:**

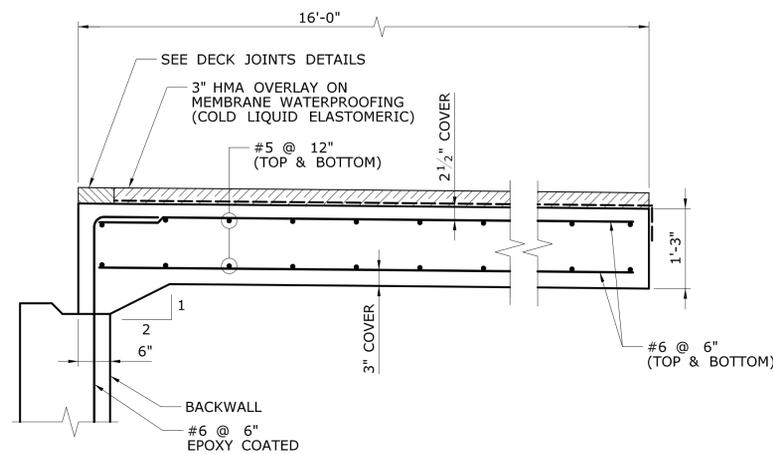
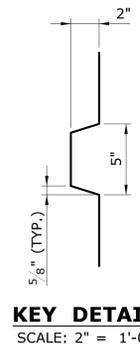
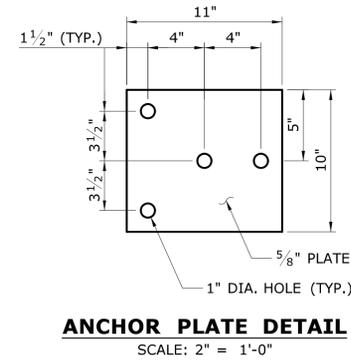
1. THE PARAPET SHALL BE CAST CONTINUOUS WITHOUT JOINTS. LONGITUDINAL REINFORCEMENT SHALL BE CONTINUOUS WITH MINIMUM LAP SPLICES OF 3'-0".
2. TIE-DOWN BARS DO NOT EXCLUDE THE USE OF CHAIRS FOR SUPPORTING THE REINFORCEMENT MAT.
3. THE COST OF FURNISHING AND INSTALLING TIE-DOWN BARS IS TO BE INCLUDED IN THE CONTRACT ITEM "DEFORMED STEEL BARS".
4. TIE-DOWN BARS AND LONGITUDINAL BARS SHALL CLEAR SHEAR CONNECTORS.
5. AT THE CLOSURE POUR LOCATION: ROUGHEN VERTICAL SURFACES, BLAST CLEAN, THEN APPLY A NEAT CEMENT GROUT OR OTHER SUITABLE BONDING MATERIAL IMMEDIATELY PRIOR TO PLACING.
6. PIPE HANGER, HANGER ATTACHMENT, H.S. BOLTS AND INSERTS SHALL BE PAID UNDER ITEM "STRUCTURAL STEEL (MISCELLANEOUS)".

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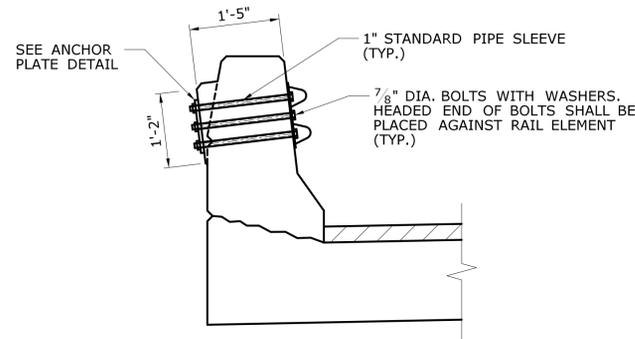
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 10/26/2016	DESIGNER/DRAFTER: <b>N. MAJANCIK</b>	TOWN OF SOUTHINGTON	SIGNATURE/ BLOCK: 	PROJECT TITLE: <b>BRIDGE REHABILITATION WEST CENTER STREET OVER EIGHT MILE RIVER</b>	TOWN: <b>SOUTHINGTON</b>	DRAWING TITLE: <b>DECK DETAILS</b>	PROJECT NO. <b>9131-5535</b>
				CHECKED BY: <b>J. IVES</b>	DRAWING NO. <b>S-14</b>						
					SCALE AS NOTED	Filename: ...SB_MSH_9131_5535_Deck_Details.dgn					SHEET NO. <b>30</b>



**C TYPICAL APPROACH SLAB SECTION**  
 S-13 SCALE: 3/4" = 1'-0"



**D APPROACH SLAB LONGITUDINAL SECTION**  
 S-13 SCALE: 3/4" = 1'-0"



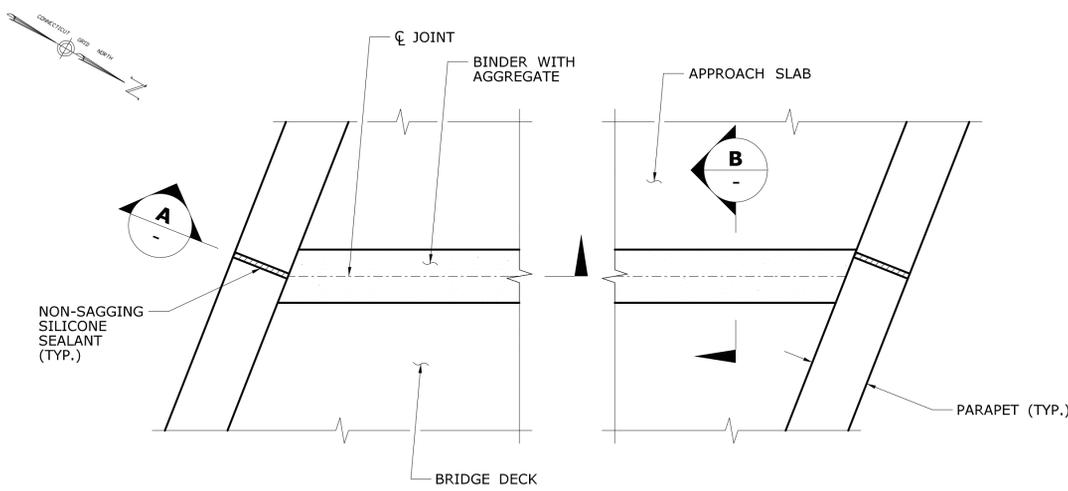
**R-B 350 ATTACHMENT DETAIL**  
 SCALE: 3/4" = 1'-0"

**NOTES:**

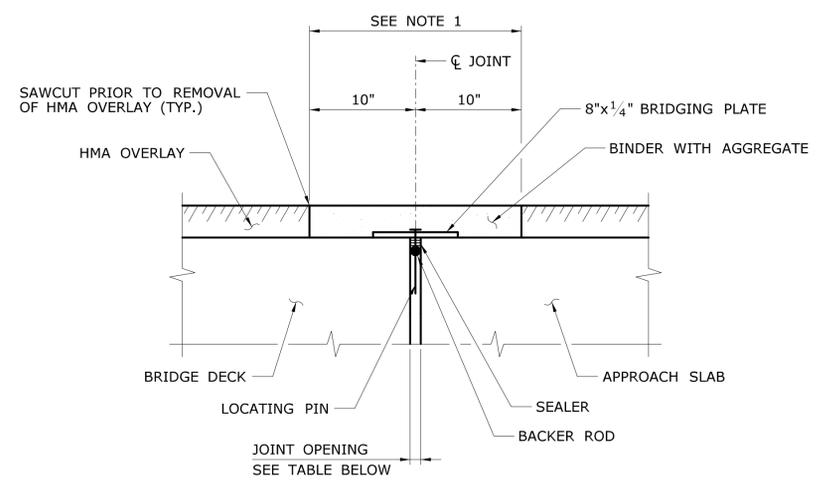
1. ANCHOR BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A325.
2. NUTS SHALL BE HEAVY HEX AND CONFORM TO THE REQUIREMENTS OF ASTM A563, PROPERTY CLASS 10S.
3. WASHERS SHALL BE CIRCULAR, HARDENED WASHERS CONFORMING TO THE REQUIREMENTS OF ASTM F436.
4. ALL ANCHOR BOLTS, NUTS AND WASHERS SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH ASTM B695.
5. STEEL PLATES SHALL CONFORM TO THE REQUIREMENT OF AASHTO M270 GRADE 36. THE STEEL PLATES SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A123.
6. 1" DIA. PIPE SHALL CONFORM TO A53 GRADE B OR ASTM A501 AND SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A123.
7. RAIL ELEMENTS, INCLUDING TERMINAL CONNECTORS, SHALL BE PAID FOR UNDER THE APPLICABLE ROADWAY ITEMS.
8. ALL RAIL ANCHORAGE MATERIAL REQUIRED FOR END ATTACHMENTS, INCLUDING BOLTS, NUTS, WASHERS, PIPES AND ANCHOR PLATES, SHALL BE PAID FOR UNDER THE APPLICABLE ROADWAY ITEMS.
9. SEE DRAWING "R-B 350 BRIDGE ATTACHMENT TO SAFETY SHAPE PARAPET" FOR ADDITIONAL DETAILS. RUB RAIL ATTACHMENT TO BE MADE USING THREE 5/8" x 6" CHEMICALLY ANCHORED BOLTS WITH WASHERS. MAXIMUM BOLT PROJECTION SHALL BE 1/2".

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DESIGNER/DRAFTER: <b>N. MAJANCIK</b>	TOWN OF SOUTHINGTON	SIGNATURE/ BLOCK: 	PROJECT TITLE: <b>BRIDGE REHABILITATION WEST CENTER STREET OVER EIGHT MILE RIVER</b>	TOWN: <b>SOUTHINGTON</b>	PROJECT NO. <b>9131-5535</b>
CHECKED BY: <b>J. IVES</b>					
SCALE AS NOTED	Plotted Date: 10/26/2016	Filename: ...SB_MSH_9131_5535_Approach_Slab_Details.dgn	DRAWING TITLE: <b>APPROACH SLAB DETAILS</b>	DRAWING NO. <b>S-15</b>	SHEET NO. <b>31</b>
REV. DATE	REVISION DESCRIPTION	SHEET NO.			

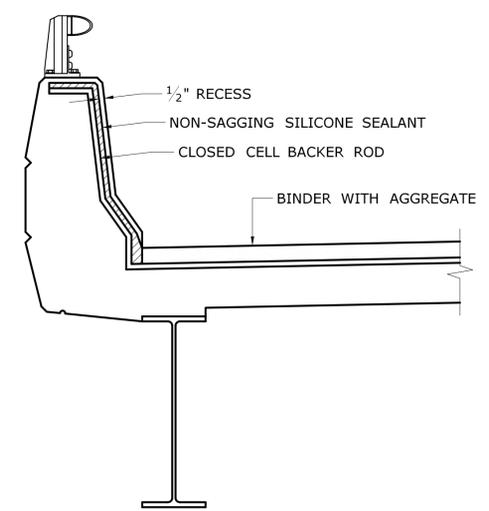


**ASPHALTIC PLUG JOINT PLAN**  
 ABUTMENT 1 JOINT SHOWN, ABUTMENT 2 JOINT SIMILAR  
 SCALE: 3/8" = 1'-0"



**B JOINT TREATMENT AT ROADWAY**  
 SCALE: 1 1/2" = 1'-0"

JOINT OPENING TABLE	
TEMPERATURE	OPENING
45° F	1 3/16" "
55° F	1 1/8" "
65° F	1 1/8" "
75° F	1 1/8" "
85° F	1 1/16" "
95° F	1 1/16" "



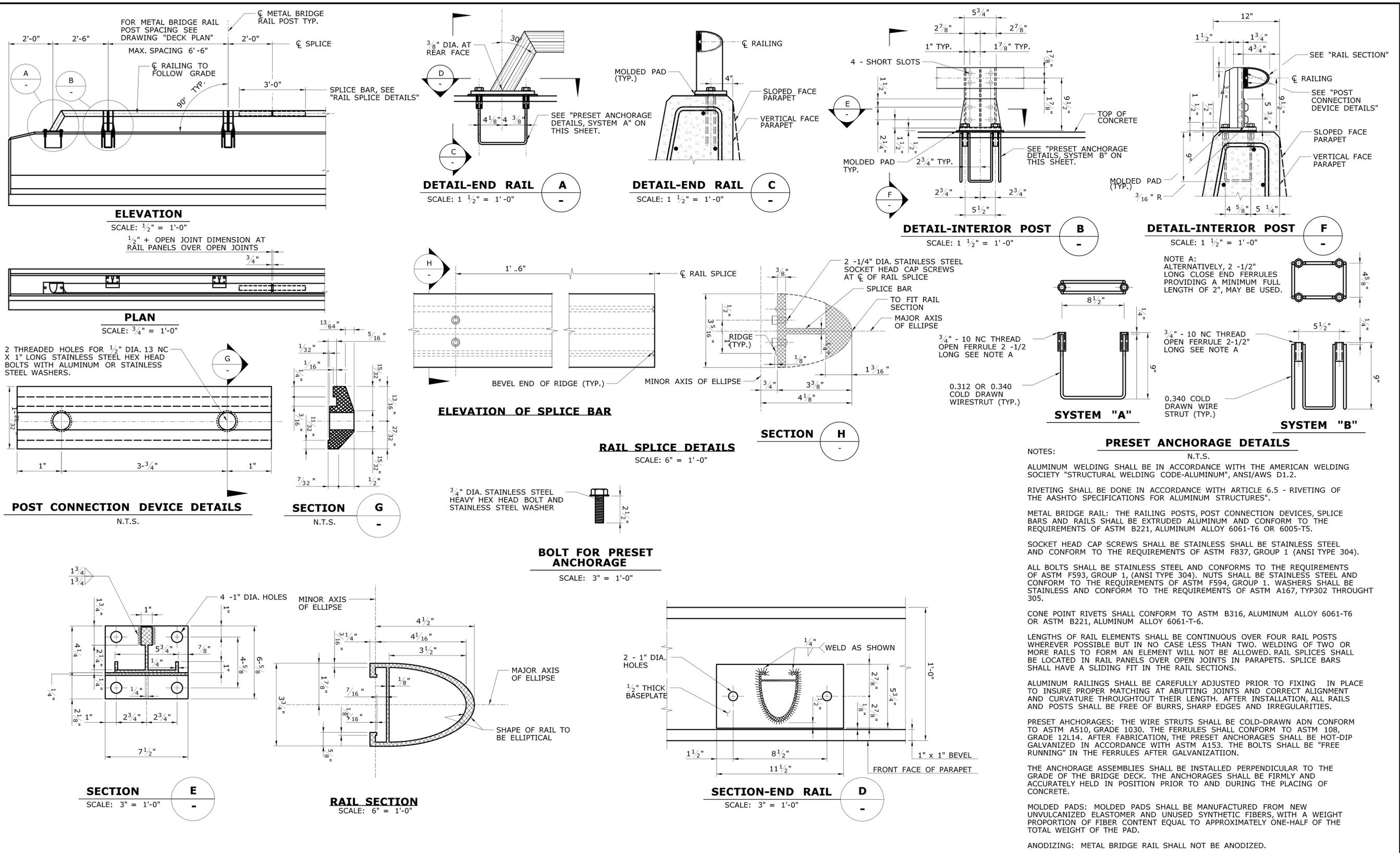
**A JOINT TREATMENT AT PARAPET**  
 SCALE: 3/4" = 1'-0"

**NOTES:**

- REMOVE NEW HMA OVERLAY AND MEMBRANE WATERPROOFING. REPLACE WITH ASPHALTIC PLUG EXPANSION JOINT SYSTEM. TO BE PAID FOR UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM." SEE SPECIAL PROVISIONS.
- THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM" SHALL BE MEASURED FOR PAYMENT BASED ON THE QUANTITY OF THE BINDER WITH AGGREGATE AS PER THE SPECIAL PROVISIONS.
- THE FOLLOWING COSTS SHALL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE GENERAL COST OF THE WORK: SAWCUTTING AND REMOVING HMA OVERLAY AND WATERPROOFING ALONG THE ROADWAY; FURNISHING AND INSTALLING CLOSED CELL BACKER ROD, LOCATING PIN, AND BRIDGING PLATE ALONG THE ROADWAY; SANDBLASTING ALONG THE PARAPETS; AND FURNISHING AND INSTALLING CLOSED CELL BACKER ROD AND NON-SAGGING SILICONE SEALANT ALONG THE PARAPETS AS SHOWN.
- THE CLOSED CELL BACKER ROD SHALL BE PLACED A MINIMUM OF 2" FROM THE OUTSIDE FACE OF THE PARAPET.
- THE NON-SAGGING SILICONE SEALANT SHALL BE PLACED ON THE BACKER ROD 1/2" THICK. AT THE GUTTER, THE SILICONE SEALANT SHALL BE PLACED FLUSH WITH THE OUTSIDE FACE OF CONCRETE.
- PRIOR TO INSTALLING THE SILICONE SEALANT, CLEAN JOINT SIDES BY SANDBLASTING. DUST SHALL BE REMOVED BY THE METHOD APPROVED BY THE ENGINEER.

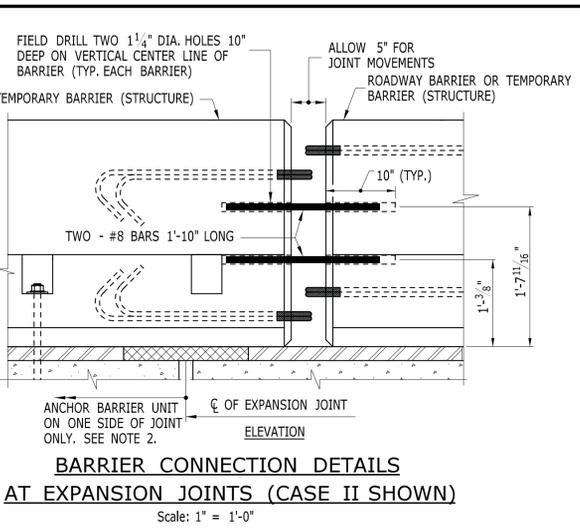
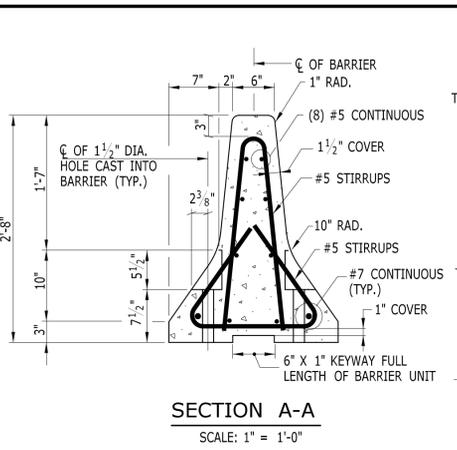
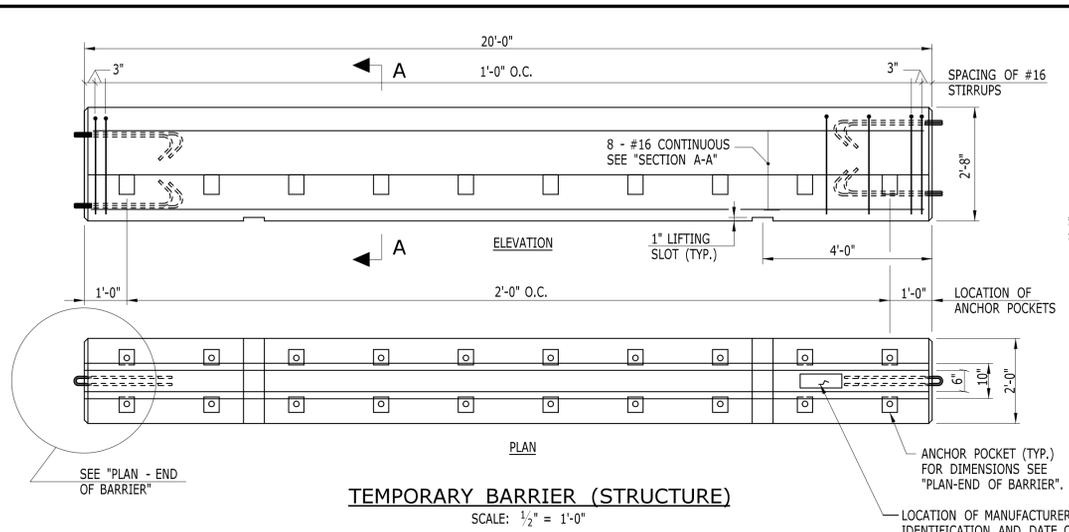
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REV.	DATE	REVISION DESCRIPTION	SHEET NO.																																								
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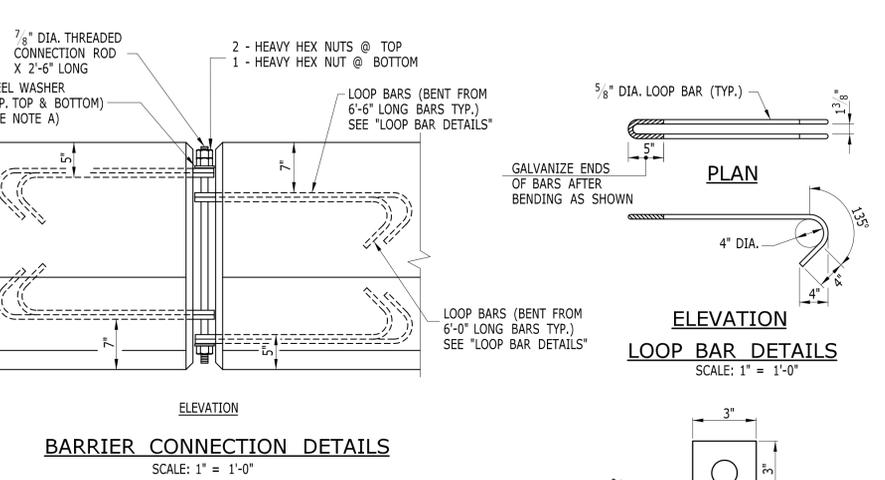
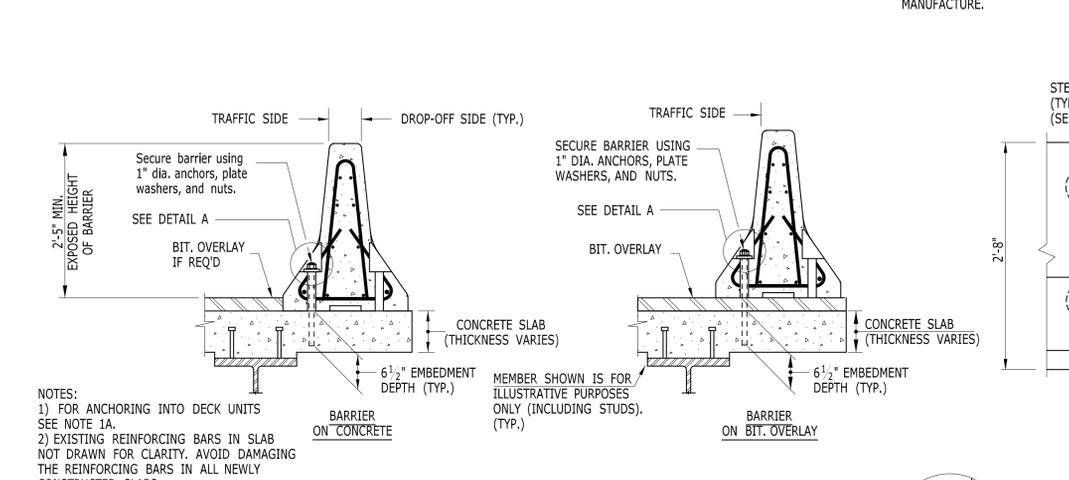
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REV.	DATE	REVISION DESCRIPTION	SHEET NO.												

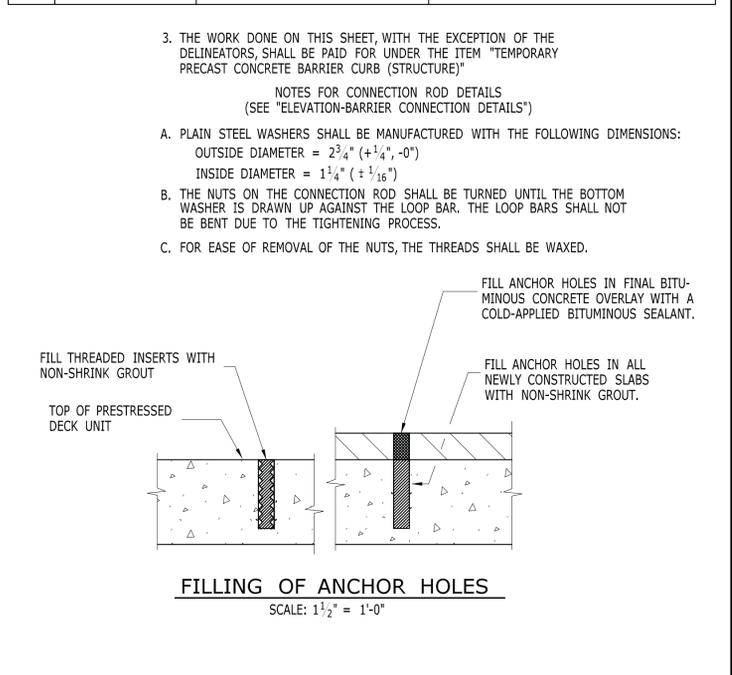
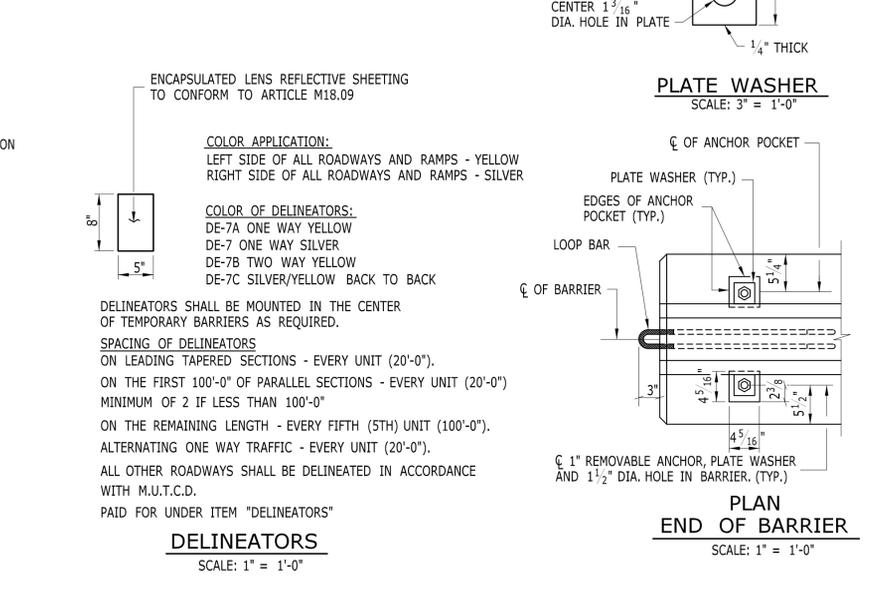
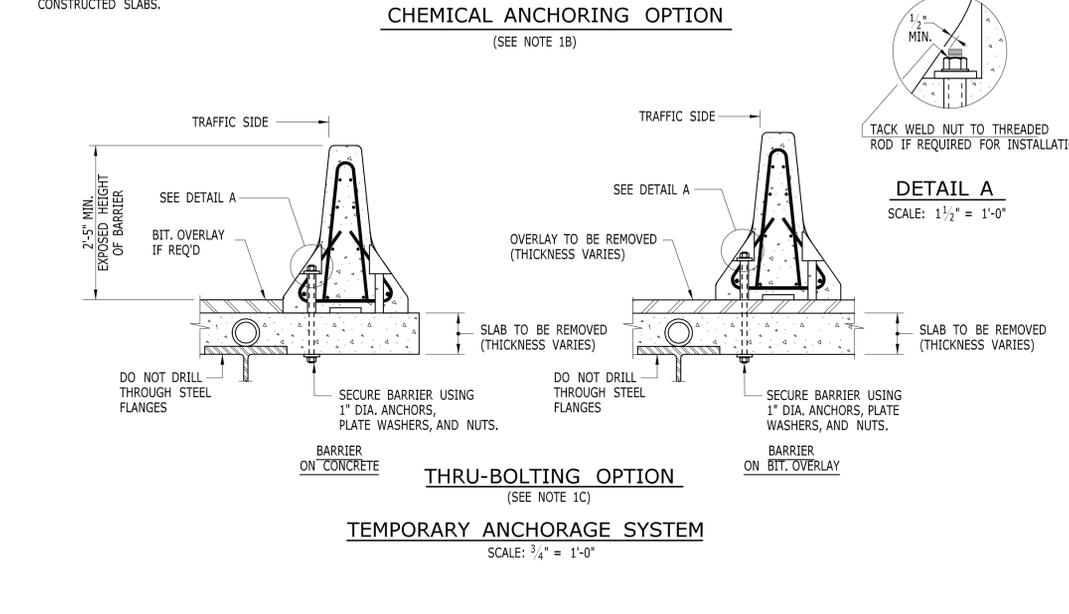


**NOTES**

- THE TEMPORARY BARRIER SHOWN ON THIS SHEET SHALL BE ANCHORED ONTO BRIDGE DECKS (SEE "TEMPORARY ANCHORAGE SYSTEM") WHEN IT IS USED TO PROTECT A VERTICAL DROP-OFF. THE TEMPORARY ANCHORAGE SYSTEM SHALL CONFORM TO THE FOLLOWING:
  - PRESTRESSED DECK UNITS: THREADED INSERTS SHALL BE USED FOR SECURING TEMPORARY BARRIER (STRUCTURE) TO PRESTRESSED DECK UNITS. THE THREADED INSERTS SHALL BE CAST INTO THE DECK UNITS DURING FABRICATION, AND SHALL BE LOCATED AS REQUIRED TO ACCOMMODATE THE STAGE CONSTRUCTION. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
  - CHEMICAL ANCHORING: THIS CONSISTS OF DRILLING HOLES IN NEW OR EXISTING CONCRETE, PLACING REMOVABLE ANCHORS IN THE HOLES, AND SECURING THE ANCHORS WITH A PRE-APPROVED CHEMICAL ANCHOR MATERIAL WHICH CONFORMS TO M.03.01-15 OF THE STANDARD SPECIFICATIONS. HOLE DIAMETER SHALL BE DETERMINED BY THE MANUFACTURER OF THE CHEMICAL ANCHORING MATERIAL.
  - THROUGH-BOLTING: THIS CONSISTS OF DRILLING THROUGH DECK SLABS AND SECURING REMOVABLE ANCHORS ON THE UNDERSIDE WITH PLATE WASHERS AND NUTS. THROUGH-BOLTING IS NOT PERMITTED ON NEW CONSTRUCTION OR PRESTRESSED CONCRETE. MAXIMUM HOLE SIZE IN SLAB = 1 1/2".
- NUMBER OF ANCHORS: ON THE TRAFFIC SIDE OF A TYPICAL BARRIER, ANCHORS SHALL BE INSTALLED IN ALL POCKETS. AT BARRIER UNITS WHICH STRADDLE BRIDGE EXPANSION JOINTS THE ANCHOR AND CONNECTION DETAILS SHALL CONFORM TO TABLE "A".

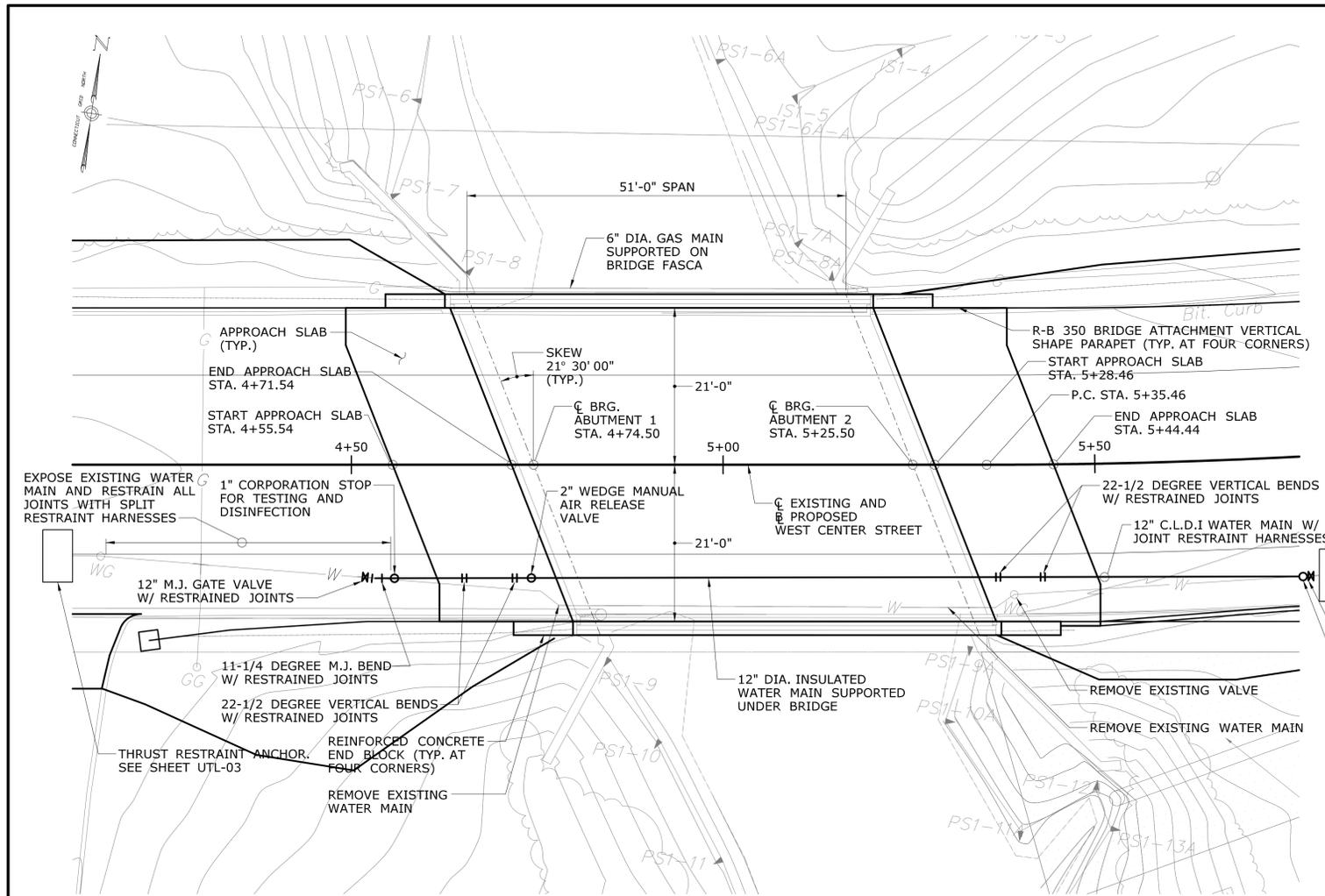


CASE	SPAN LENGTH CONTRIBUTING TO MOVEMENT AT THE EXPANSION JOINT.	METHOD OF END CONNECTION TO ABUTTING BARRIER UNIT. (WHERE MOVEMENT WILL OCCUR)	ANCHOR REQUIREMENTS FOR THE BARRIER UNIT WHICH STRADDLES THE BRIDGE JOINT
I.	UP TO 100 FEET	USE 7/8" CONNECTION ROD BUT DO NOT OVER TIGHTEN THE NUTS AND ALLOW "SLOP" AROUND THE ROD AND LOOPS.	ON ONE SIDE OF THE JOINT ONLY, INSTALL AS MANY ANCHORS AS POSSIBLE ON THE TRAFFIC SIDE OF THE JOINT. DO NOT INSTALL ANCHORS ON THE DROP-OFF SIDE.
II.	100 TO 420 FEET	FIELD DRILL HOLES IN ENDS OF BOTH UNITS AND CONNECT WITH 2-#25 BARS. FOR DETAILS SEE "BARRIER CONNECTION DETAILS".	ON ONE SIDE OF THE JOINT ONLY, INSTALL A TOTAL OF 10 ANCHORS. FILL THE POCKETS ON THE TRAFFIC SIDE BEFORE FILLING THE POCKETS ON THE DROP-OFF SIDE. IF THIS CANNOT BE ACHIEVED SEE III BELOW.
III.	OVER 420 FEET AND BARRIER LAYOUTS WHICH DO NOT SATISFY II.	TO BE DESIGNED BY CONTRACTOR AND REVIEWED BY ENGINEER. COST OF DESIGNING AND FURNISHING SPECIAL BARRIER UNITS OR ATTACHMENTS PAID FOR UNDER "TPCBC (STRUCTURE)".	TO BE DESIGNED BY CONTRACTOR AND REVIEWED BY ENGINEER. COST OF DESIGNING AND FURNISHING SPECIAL BARRIER UNITS OR ATTACHMENTS PAID FOR UNDER "TPCBC (STRUCTURE)".



<p>DESIGNER/DRAFTER: <b>M. DALICKAS</b></p> <p>CHECKED BY: <b>J. IVES</b></p> <p>SCALE AS NOTED</p>	<p>TOWN OF SOUTHWINGTON</p>	<p>SIGNATURE/BLOCK:</p>	<p>PROJECT TITLE: <b>BRIDGE REHABILITATION WEST CENTER STREET OVER EIGHT MILE RIVER</b></p>	<p>TOWN: <b>SOUTHWINGTON</b></p> <p>DRAWING TITLE: <b>TPCBC (STRUCTURE)</b></p>	<p>PROJECT NO. <b>9131-5535</b></p> <p>DRAWING NO. <b>S-18</b></p> <p>SHEET NO. <b>34</b></p>
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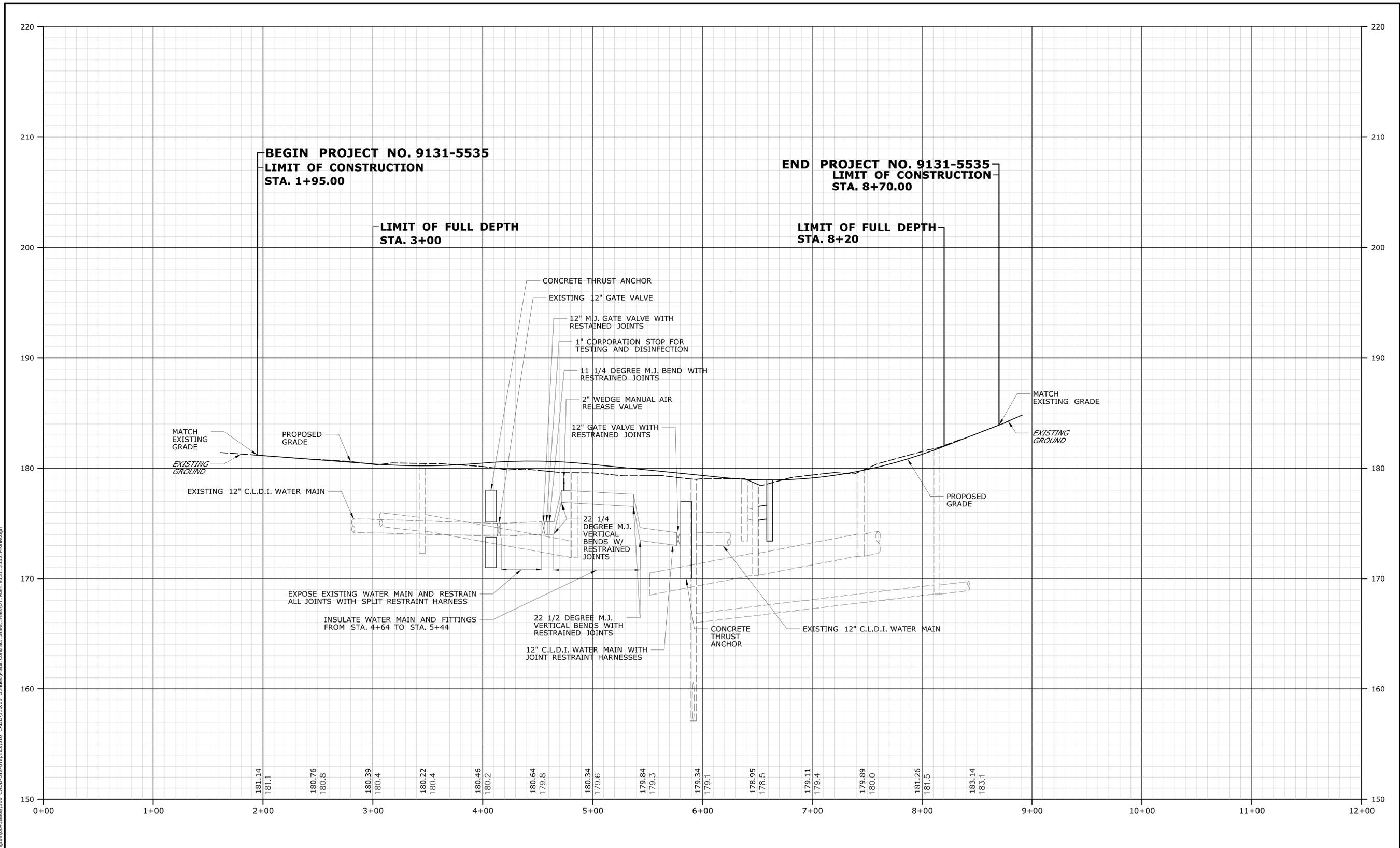
**SUGGESTED WATER MAIN CONSTRUCTION SEQUENCE:**

1. CONSTRUCT THRUST ANCHORS ON EACH SIDE OF BRIDGE.
2. INSTALL RESTRAINT TIE RODS FROM THRUST ANCHOR TO EXISTING 12" GATE VALVE AT STA. 4+16 AND CLOSE VALVE.
3. CUT IN AND INSTALL NEW 12" GATE VALVE AT STA. 5+77 AND INSTALL TIE RODS TO THRUST ANCHOR. CLOSE AND INSTALL TEMPORARY M.J. PLUG AT WEST SIDE OF NEW GATE VALVE.
4. INSTALL NEW 12" GATE VALVE AT STA. 4+54 AND INSTALL TEMPORARY M.J. PLUG IN EAST SIDE OF VALVE.
5. EXPOSE EXISTING WATER MAIN FROM STA. 4+16 TO STA. 4+54 AND INSTALL SPLIT RESTRAINT HARNESSSES ON ALL WATER MAIN JOINTS.
6. DEMOLISH AND REMOVE EXISTING WATER MAIN FROM STA. 4+54 TO STA. 5+77.
7. INSTALL NEW INSULATED AND RESTAINED WATER MAIN UNDER NEW BRIDGE DECK.
8. REMOVE PLUG FROM VALVE AT STA. 4+54 AND INSTALL 11-1/4 DEGREE M.J. BEND, NEW 12" WATER MAIN WITH JOINT RESTRAINT HARNESSSES, 22-1/2 DEGREE M.J. VERTICAL BENDS, AND CONNECT TO NEW WATER MAIN AT BACK OF WEST ABUTMENT BACK WALL.
9. REMOVE PLUG FROM VALVE AT STA. 5+77 AND INSTALL NEW 12" WATER MAIN WITH JOINT RESTRAINT HARNESSSES, 22-1/2 DEGREE M.J. VERTICAL BENDS, AND CONNECT TO NEW WATER MAIN AT BACK OF EAST ABUTMENT BACKWALL.
10. FLUSH, DISINFECT, AND TEST NEW WATER MAIN.

**PLAN**  
SCALE: 1" = 10'

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REV. DATE REVISION DESCRIPTION SHEET NO.									



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REV.	DATE	REVISION DESCRIPTION	SHEET NO.

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 Plotted Date: 10/21/2016

DESIGNER/DRAFTER:  
**P. DEACON**  
 CHECKED BY:  
**R. BERLANDY**  
**TOWN OF SOUTHINGTON**

HORIZ. SCALE IN FEET  
 0 40 80  
 VERT. SCALE IN FEET  
 0 4 8

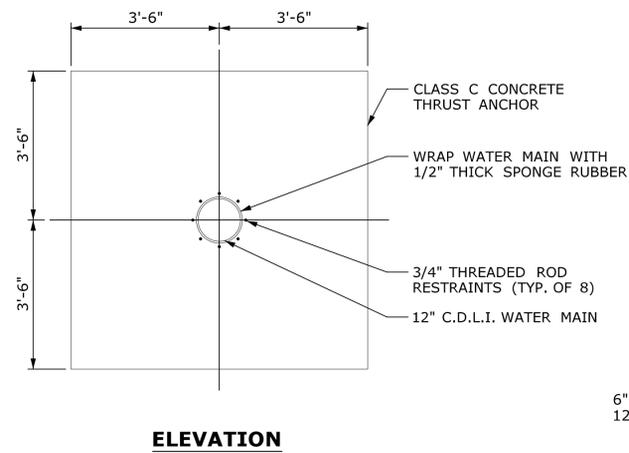
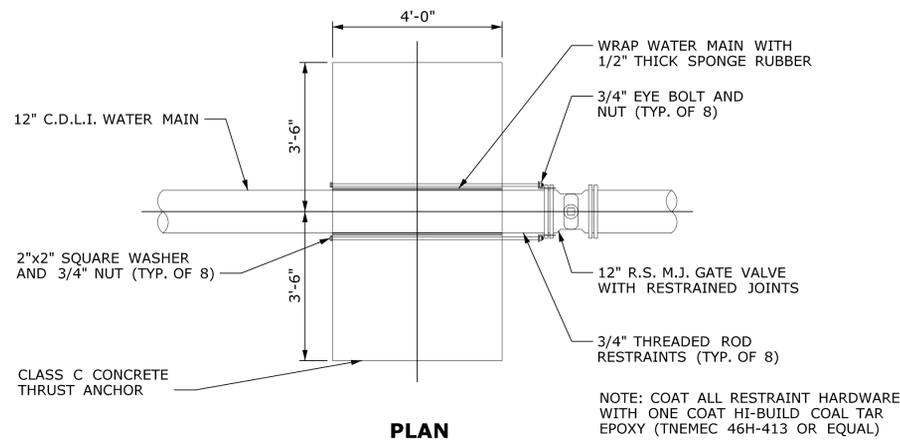
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SIGNATURE/BLOCK:  

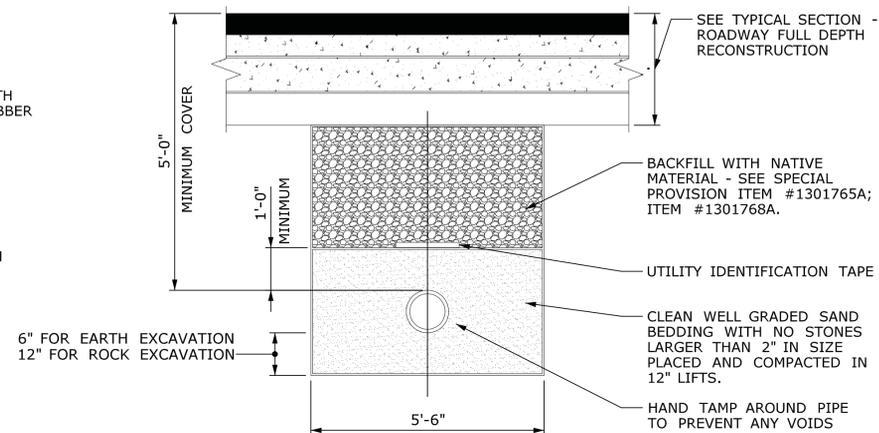

PROJECT TITLE:  
**BRIDGE REHABILITATION  
 WEST CENTER STREET OVER  
 EIGHT MILE RIVER**

TOWN:  
**SOUTHINGTON**  
 DRAWING TITLE:  
**WATER MAIN PROFILE**

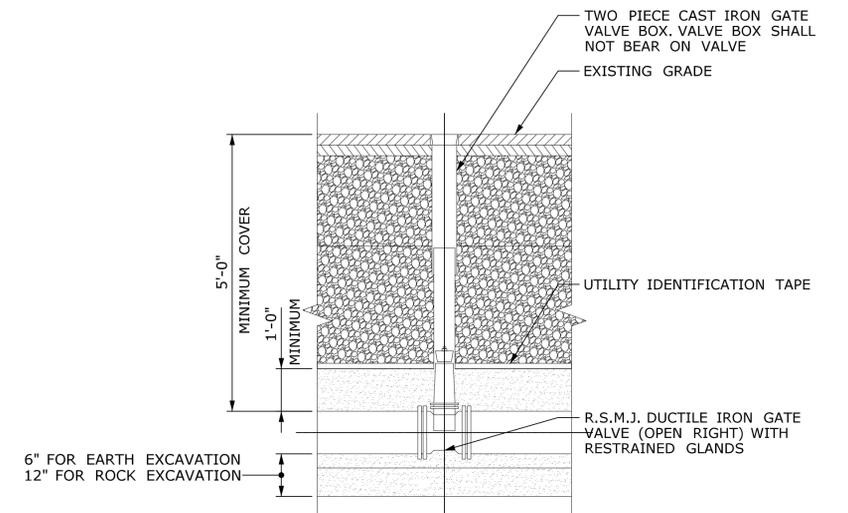
PROJECT NO.  
**9131-5535**  
 DRAWING NO.  
**UTL-02**  
 SHEET NO.  
**36**



**THRUST ANCHOR DETAIL**  
SCALE: 1/2" = 1'-0"



**WATER MAIN TRENCH DETAIL**  
SCALE: 1/2" = 1'-0"



**GATE VALVE DETAIL**  
SCALE: 1/2" = 1'-0"

10/21/2016 P:\Projects\CT\_Towns\Southington\60423868\500 CAD-D-GIS-Graphics\510 CAD\510.05 Utilities\Sta. Contract\_Sheet\_Files\UT\_MSH\_9131\_5535\_Details.dgn

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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-	-	-	-
-	-	-	-
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-	-	-	-
-	-	-	-

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: 10/21/2016

DESIGNER/DRAFTER:  
**P. DEACON**

CHECKED BY:  
**R. BERLANDY**

SCALE AS NOTED

**TOWN OF SOUTHINGTON**

Filename: ...UT\_MSH\_9131\_5535\_Details.dgn

SIGNATURE/BLOCK:

PROJECT TITLE:  
**BRIDGE REHABILITATION  
WEST CENTER STREET OVER  
EIGHT MILE RIVER**

TOWN:  
**SOUTHINGTON**

DRAWING TITLE:  
**WATER MAIN DETAILS**

PROJECT NO.  
**9131-5535**

DRAWING NO.  
**UTL-03**

SHEET NO.  
**37**