I-84 Danbury Project Needs and Deficiencies Study

Geotechnical

Appendix

I-84 Danbury Project

State Project Number 34-349

November 2018

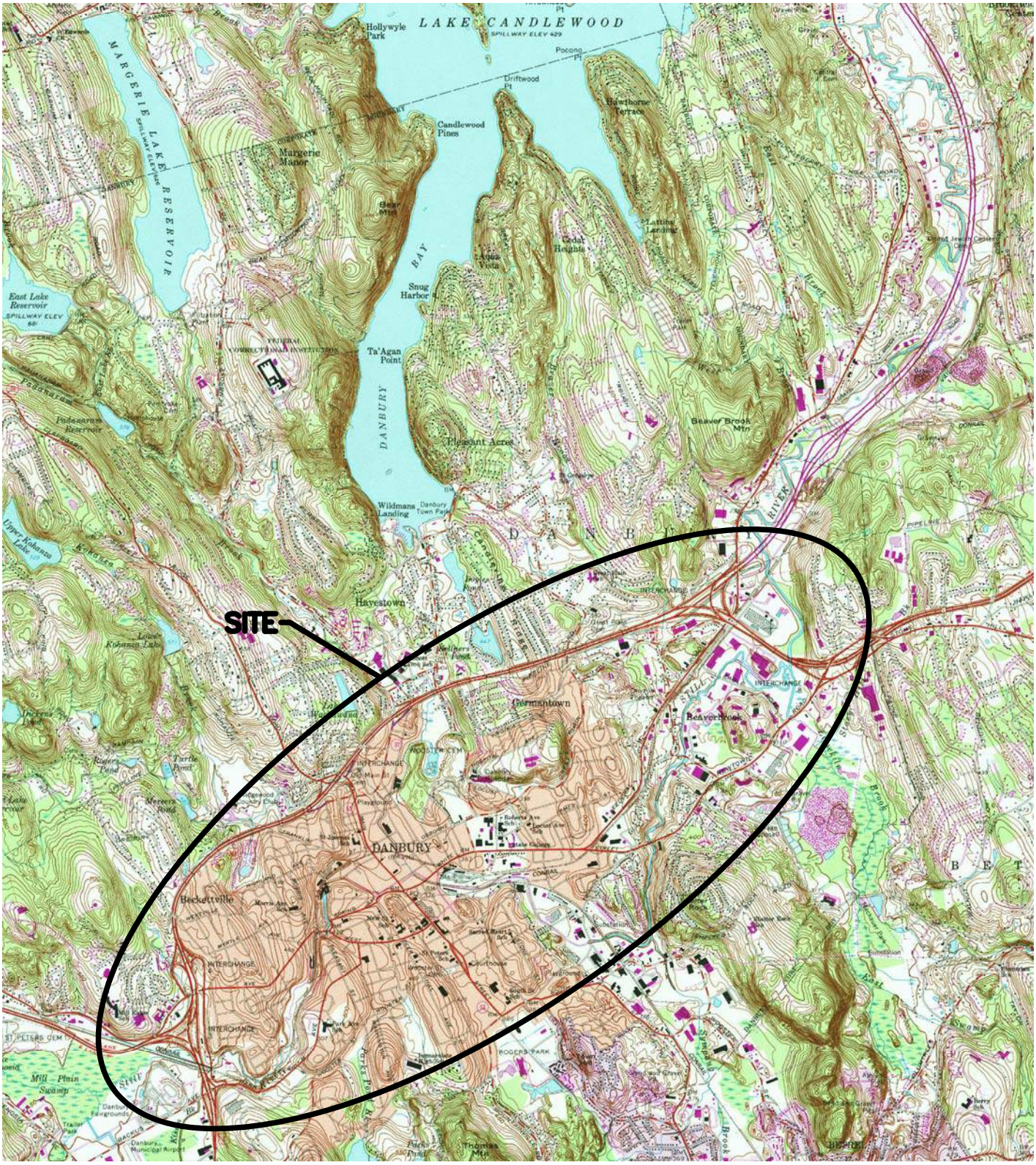
CONNECTICUT DEPARTMENT OF TRANSPORTATION

CDM Smith

APPENDIX 1

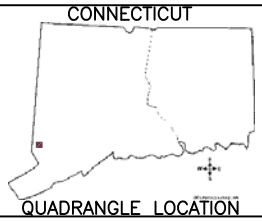
FIGURES

- Figure 1 – Locus Plan
- Figure 2 – Area Plan 1
- Figure 3 – Area Plan 2
- Figure 4 – Area Plan 3
- Figure 5 – Surficial Materials Map
- Figure 6 – Bedrock Map



GEODESIGN INCORPORATED
Geotechnical | Construction | Environmental
Engineers and Scientists
984 SOUTHFORD ROAD • MIDDLEBURY, CONNECTICUT 06762
TELEPHONE: 203.758.8836 • FACSIMILE: 203.758.8842

CONNECTICUT



QUADRANGLE LOCATION

RECONSTRUCTION OF I-84 FROM EXIT 3 TO 8
STATE PROJECT NO. 34-349
DANBURY, CONNECTICUT

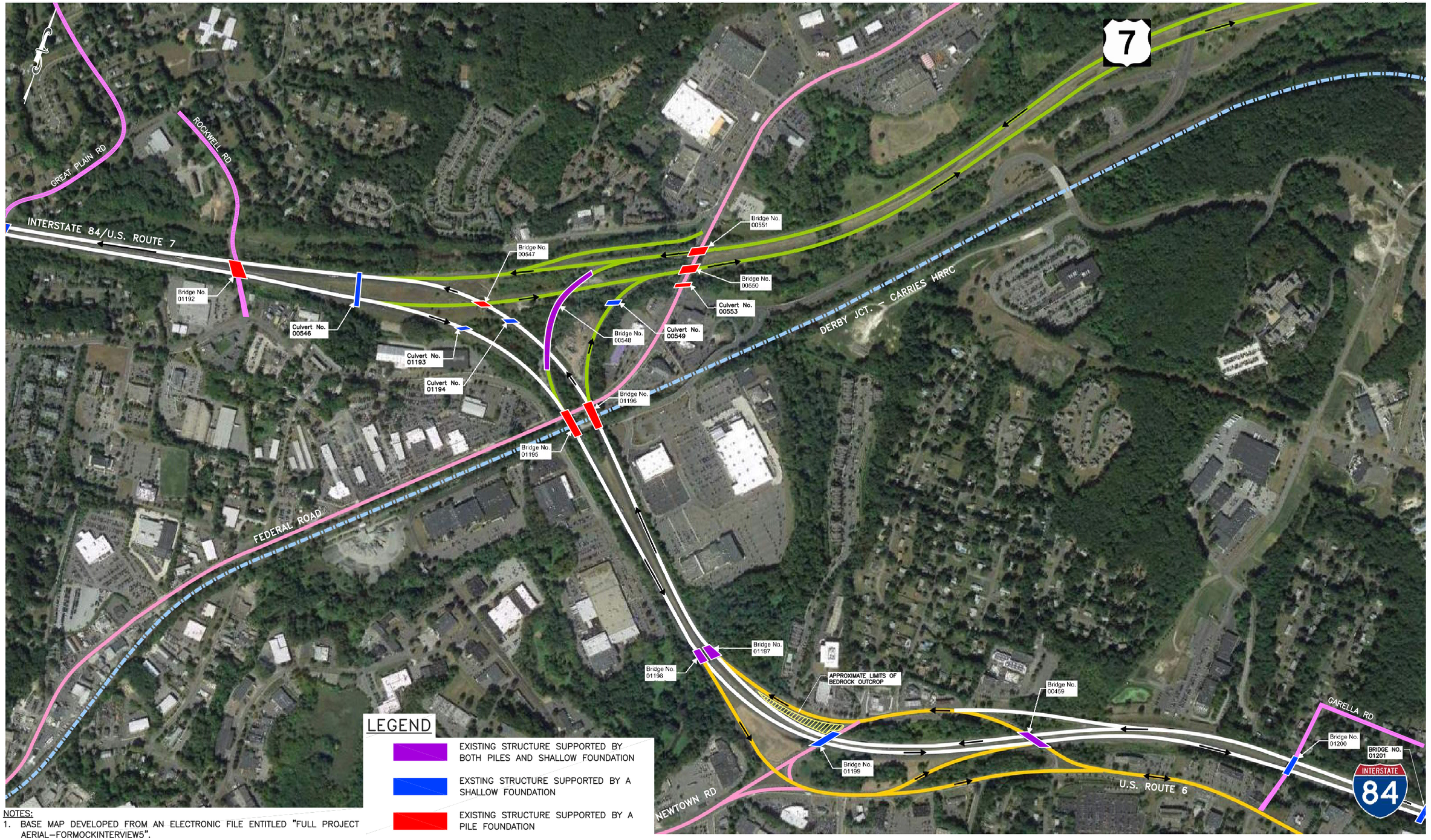
REFERENCE:
U.S.G.S. 7.5 MINUTE QUADRANGLE: DANBURY, CONNECTICUT.
FIGURE WAS CREATED USING U.S.G.S. TOPOGRAPHICAL MAP.

SCALE IN FEET

0 2000 4000 8000

DRAWN BY:	VAM
REVIEWED BY:	DFL
PROJECT NO.	3564-004.00
DATE	1/13/2017
FIGURE NO.	1

M:\CL\3564\04\CAD\I-84 Danbury.dwg Vincent McClelland 1/13/2017 2:36 PM GEO Standard Pen Table.ctb



LEGEND

- EXISTING STRUCTURE SUPPORTED BY BOTH PILES AND SHALLOW FOUNDATION
- EXSTING STRUCTURE SUPPORTED BY A SHALLOW FOUNDATION
- EXISTING STRUCTURE SUPPORTED BY A PILE FOUNDATION

NOTES:

1. BASE MAP DEVELOPED FROM AN ELECTRONIC FILE ENTITLED "FULL PROJECT AERIAL–FORMOCKINTERVIEW5".

DESIGNED BY DFL						
DRAWN BY VAM						
CHECKED BY DFL	NO.	DATE		DRWN	CHKD	APPVD
APPROVED BY TvR	REVISIONS					

SCALE 1" = 700'

700' 350' 0' 700'

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STATE PROJECT NO. 34-349
DANBURY, CONNECTICUT

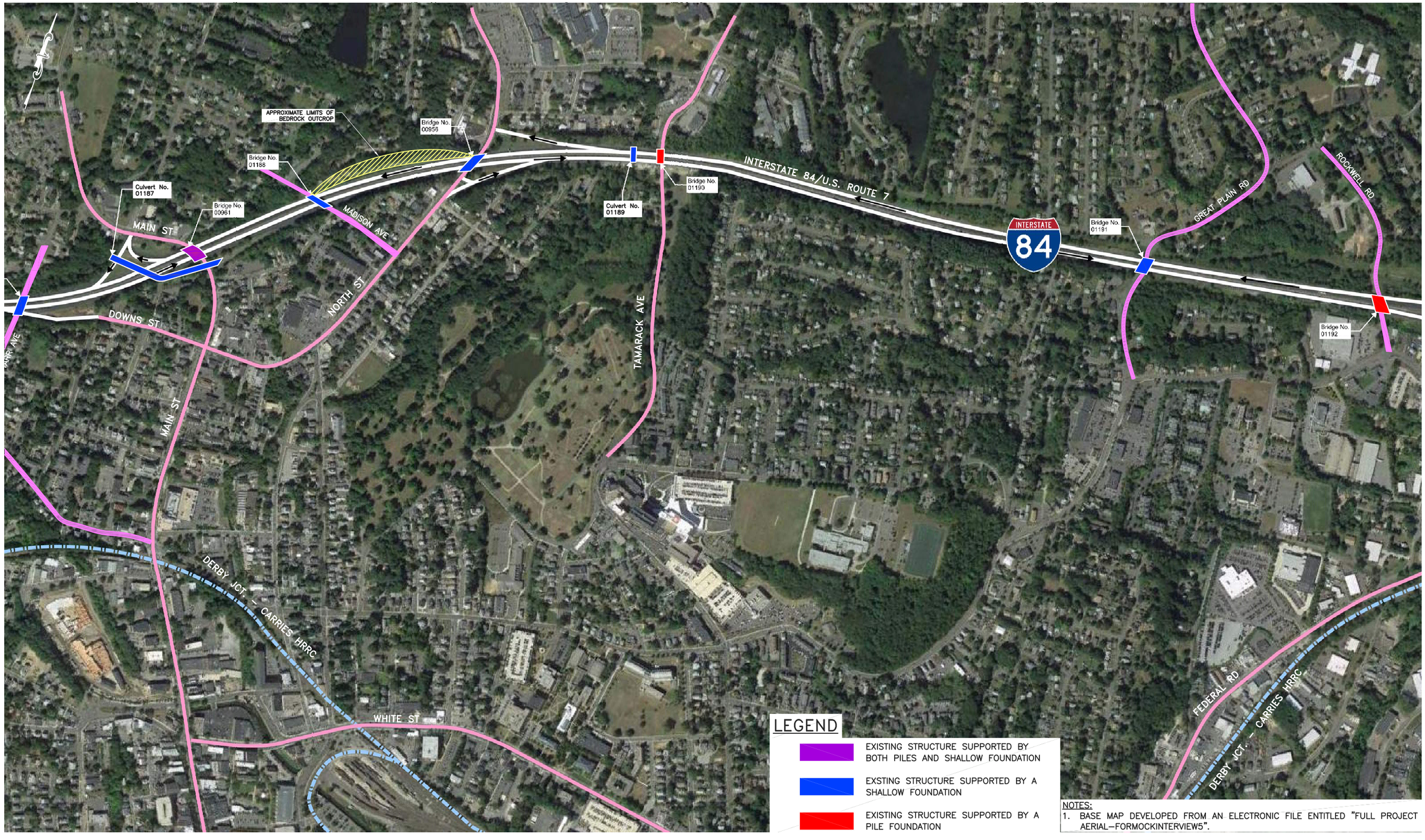
PROJECT NO. 3564-004.00

SCALE AS NOTED DATE 1/13/2017

DWG. TITLE
AREA PLAN 1

FIGURE NO. 2

M:\CL\3564\04\CAD\I-84 Danbury.dwg David Pell 2/8/2017 11:02 AM GEO Standard Pen Table.ctb



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CHECKED BY DFL	NO.	DATE	REVISIONS	DRWN	CHKD	APPVD
APPROVED BY TvR						

SCALE 1" = 700'

700' 350' 0' 700'

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STATE PROJECT NO. 34–349
DANBURY, CONNECTICUT

PROJECT NO. 3564–004.00

SCALE AS NOTED DATE 1/13/2017

DWG. TITLE
AREA PLAN 2

FIGURE NO. 3

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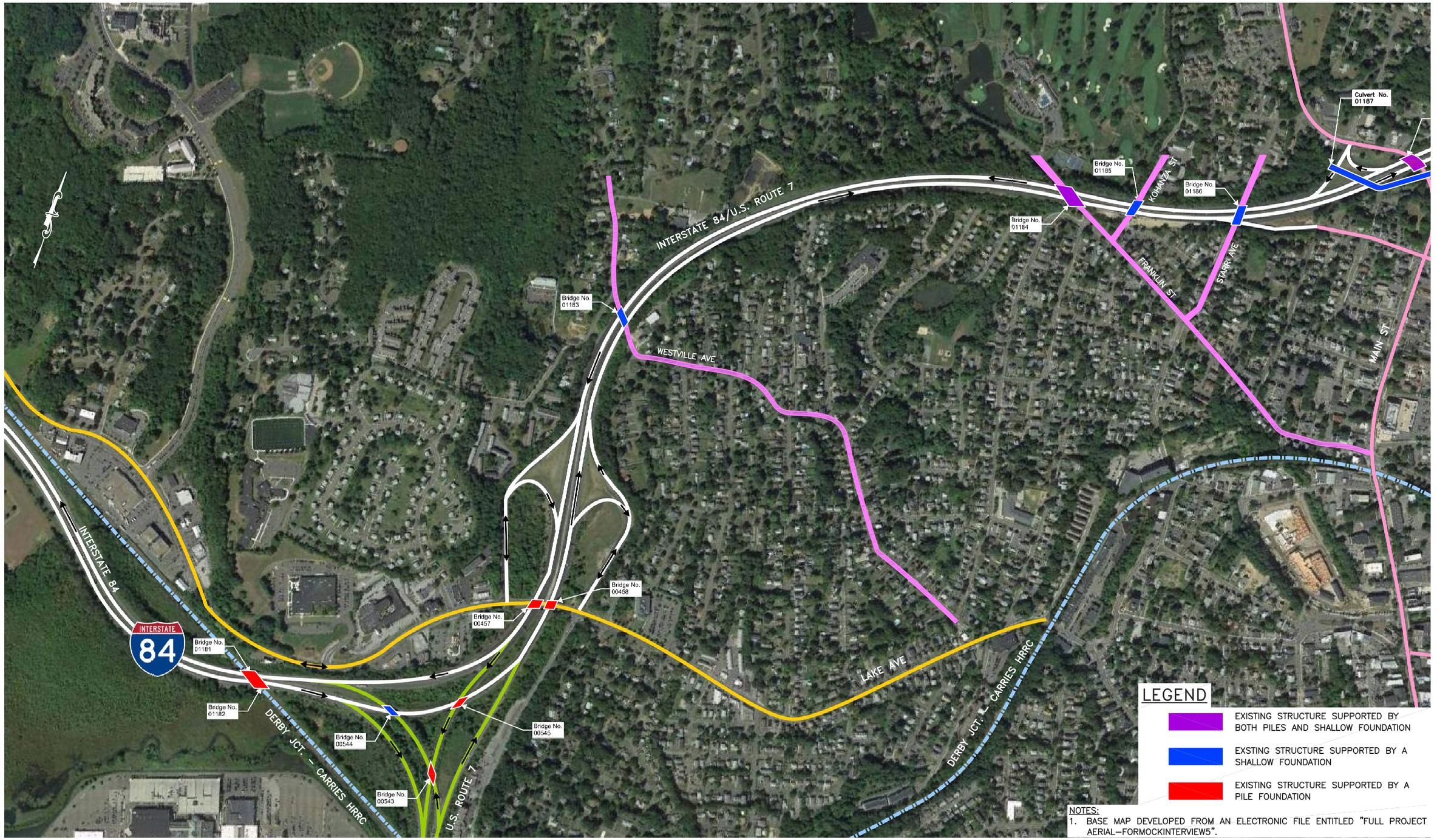

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DRAWN BY VAM						
CHECKED BY DFL	NO.	DATE		DRWN	CHKD	APPVD
APPROVED BY TvR	REVISIONS					

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700' 350' 0' 700'

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DWG. TITLE
AREA PLAN 3

FIGURE NO. 4

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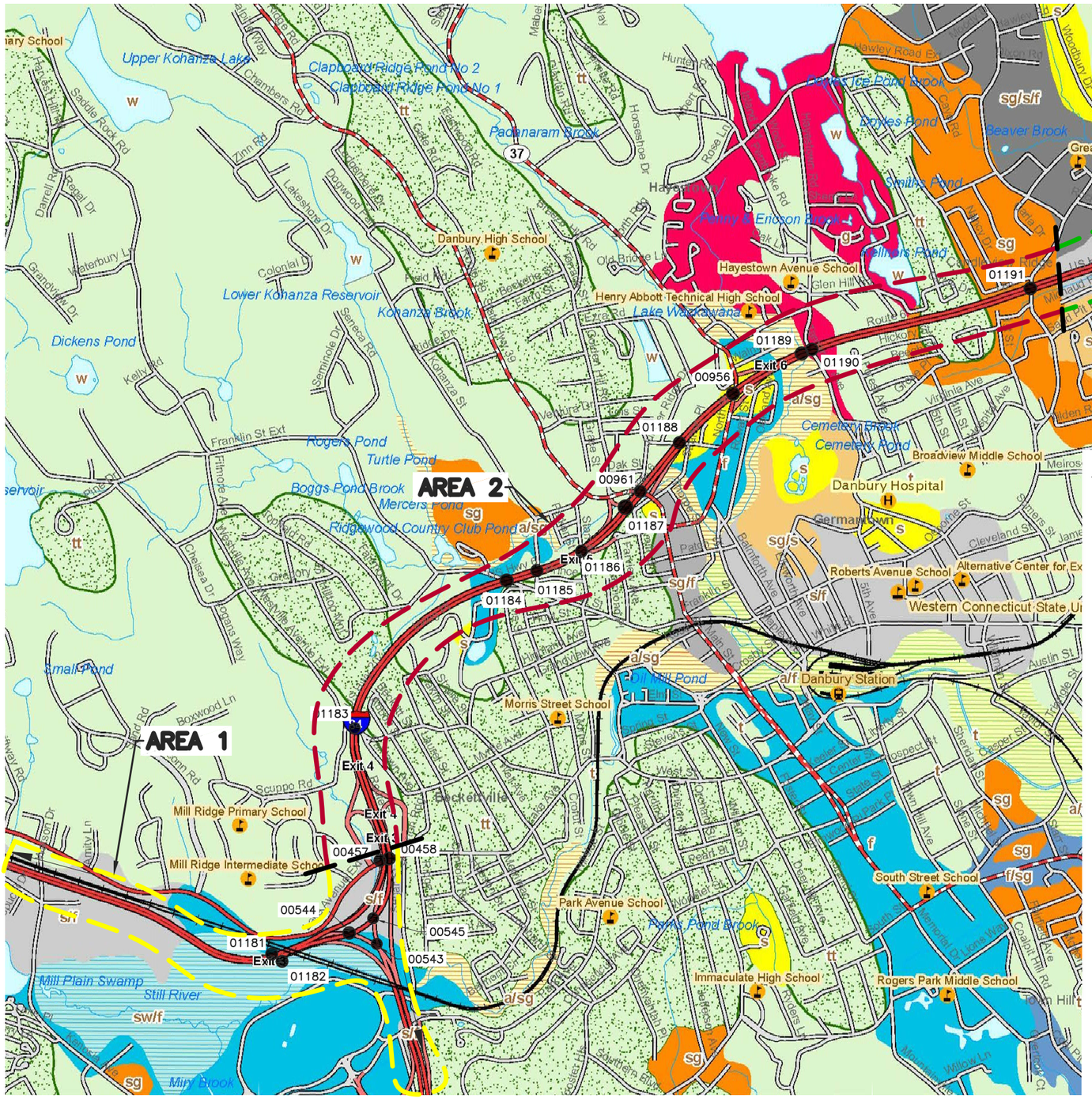

LEGEND

GLACIAL ICE-LAID DEPOSITS

t	Thin Till
tt	Thick Till
ts	End Moraine Deposits

GLACIAL MELTWATER DEPOSITS

Fine Deposits

f	Fines (very fine sand, silt, and clay)

Coarse Deposits

g	Gravel
sg	Sand and Gravel
s	Sand

Stacked Coarse Deposits

g/sg	Gravel overlying Sand and Gravel
g/s	Gravel overlying Sand
sg/s	Sand and Gravel overlying Sand
sg/s/sg	Sand and Gravel overlying Sand overlying Sand and Gravel
s/g	Sand overly ng Gravel
s/sg	Sand overlying Sand and Gravel

Stacked Coarse Deposits Overlying Fine Deposits

g/s/f	Gravel overlying Sand overlying Fines
g/f	Gravel overlying Fines
sg/s/f	Sand and Gravel overlying Sand overlying Fines
sg/f	Sand and Gravel overlying Fines
s/f	Sand overlying Fines

Stacked Fine Deposits Overlying Coarse Deposits

f/sg	Fines overlying Sand and Gravel
f/s	Fines overlying Sand

POSTGLACIAL DEPOSITS

a	Floodplain Alluvium
a/sg *	Alluvium overlying undifferentiated Coarse deposits (g, sg, s)
a/s	Alluvium overlying Sand
a/f	Alluvium overlying Fines
a/s/f *	Alluvium overlying undifferentiated Coarse deposits overlying Fine deposits
a/f/g *	Alluvium overlying undifferentiated Fine deposits overlying Coarse deposits
sw	Swamp deposits
sw/s	Swamp deposits overlying Sand
sw/f	Swamp deposits overlying Fines
sw/s/f	Swamp deposits overlying Sand overlying Fines
sw/f/s	Swamp deposits overlying Fines overlying Sand
sm	Salt-Marsh and Tidal-Marsh deposits
sm/s/f	Salt-Marsh and Tidal-Marsh deposits overlying Sand
sm/f	Salt-Marsh and Tidal-Marsh deposits overlying Fines
ta	Talus
b	Beach deposits
af	Artificial Fill

* Alluvium may be overlying any of the Coarse deposits (g, sg, s)

w	Water

1182 ● EXISTING STRUCTURE LOCATION

PARTICLE DIAMETER											
10	2.5	.16	.08	.04	.02	.01	.005	.0025	.00015	in
256	64	4	2	1	.5	.25	.125	.068	.004	mm
Boulders	Cobbles	Pebbles	Granules	Very Coarse Sand	Coarse Sand	Medium Sand	Fine Sand	Very Fine Sand	Silt	Clay
GRAVEL PARTICLES				SAND PARTICLES				FINE PARTICLES		

Grain-size classification (modified from Wentworth, 1922)

NOTES:

1. BASE MAP DEVELOPED FROM AN ELECTRONIC FILE ENTITLED "SURFICIAL MATERIALS GLACIAL AND POST GLACIAL DEPOSITS, DANBURY CONNECTICUT" BY CTDEP DATED AUGUST 2009. ORIGINAL SCALE 1" = 2000'.
2. EXISTING STRUCTURE LOCATIONS OBTAINED FROM AN ELECTRONIC FILE PROVIDED BY PARSONS BRINCKERHOFF ENTITLED "I84 BRIDGES.KMZ"

DESIGNED BY DFL							
DRAWN BY VAM							
CHECKED BY DFL	NO.	DATE		DRWN	CHKD	APPVD	
APPROVED BY TvR	REVISIONS						

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2000' 1000' 0' 2000'

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PROJECT NO. 3564-004.00

SCALE AS NOTED DATE 1/13/2017

DWG. TITLE
SURFICIAL MATERIALS MAP

FIGURE NO. 5

M:\CL\3564\04\CAD\I-84 Danbury.dwg David Pell 2/14/2017 4:22 PM GEO Standard Pen Table.ctb

AREA 1

AREA 2

AREA 3

AREA 4

APPROXIMATE LIMITS OF I-84 AND ROUTE 7

00544 01181 01182 00545 00543 00457 00458 01183 01184 01185 01186 00961 01187 01188 00956 01189 01190 01191 01192 00546 00547 01194 00551 00550 00553 00549 01196 01193 00548 01195 01197 01198 01199 01200 01201 00459

LEGEND

yg — Younger Granite
Medium to fine-grained foliated biotite granite. Pink to gray. Pegmatite common along margins of plutons.

bps — Brookfield Plutonic Series
A plutonic series including quartz diorite, granodiorite, quartz monzonite, and andesine granite. Prominent megacrysts generally present.

hf / hs — Hartland Formation
Garnet-sillimanite-biotite schist. Biotite quartzite. hs - Amphibolite of the Hartland formation.

mf / ms — Manhattan Formation
Sillimanite-garnet-biotite gneiss. Some quartzite. ms - Amphibolite of the Manhattan formation. Platy hornblende crystals. Contains small quartz-plagioclase segregations.

NEW YORK CITY GROUP

im / imd / imc — Inwood Marble
White, medium-grained marble. im - undifferentiated. imd - Dolomite marble, imc - Calcite marble.

fg — Fordham Gneiss
Hornblende-biotite-andesine gneiss. Very persistent layering.

PRECAMBRIAN HIGHLANDS

dag — Danbury Augen Granite
Megacrysts of microcline embedded in fine-grained mafic-rich material. Well developed foliation and lineation.

hga — Hornblende Gneiss and Amphibolite
Includes all non-granitic rocks of the Precambrian Highlands. Layered hornblende gneiss, amphibolite, hornblende tremolite, diorite, and calc-silicate granulite.

ggt — Gneissic Granite and Trondhjemite
Fine to medium-grained biotite gneissic granite. Generally contains biotite-rich septa.

60 — Strike and dip of foliation

Strike of vertical foliation

Horizontal foliation

70 — Direction and plunge of lineation

Contacts
Accurate where solid, approximate where dashed

1182 — EXISTING STRUCTURE LOCATION

NOTES:
1. BASE MAP DEVELOPED FROM AN ELECTRONIC FILE ENTITLED "GEOLOGIC MAP OF THE DANBURY QUADRANGLE" BY JAMES W. CLARK DATED 1958. ORIGINAL SCALE 1:24000.
2. EXISTING STRUCTURE LOCATIONS OBTAINED FROM AN ELECTRONIC FILE PROVIDED BY PARSONS BRINCKERHOFF ENTITLED "I84 BRIDGES.KMZ"

DESIGNED BY DFL						
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APPROVED BY TvR	NO.	DATE	REVISIONS	DRWN	CHKD	APPVD

SCALE 1" = 2000'
2000' 1000' 0' 2000'

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STATE PROJECT NO. 34-349
DANBURY, CONNECTICUT

PROJECT NO. 3564-004.00
SCALE AS NOTED
DATE 1/13/2017

DWG. TITLE
BEDROCK MAP

FIGURE NO. 6

M:\CL\3564\04\CAD\I-84 Danbury.dwg David Pell 2/14/2017 4:15 PM GEO Standard Pen Table.ctb

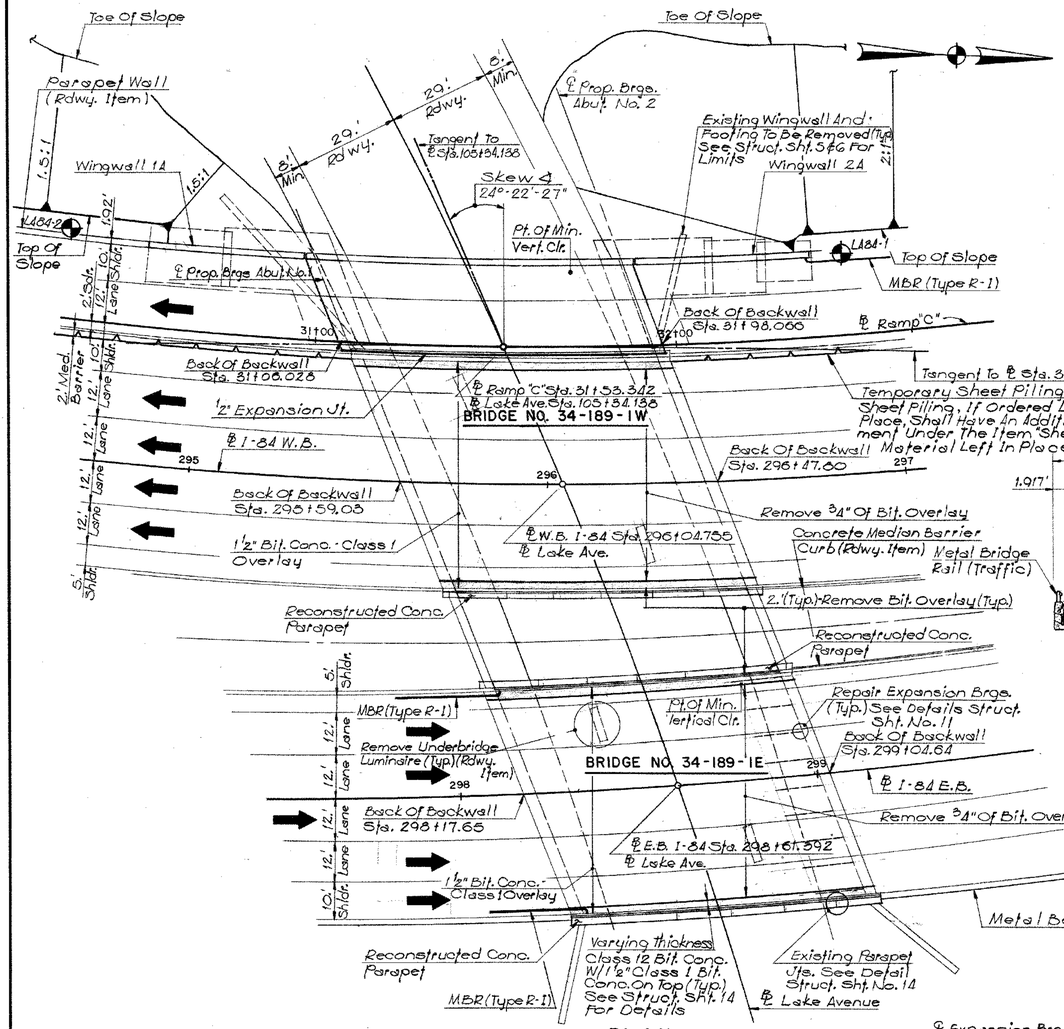
APPENDIX 2

STRUCTURE NOS. 00457 AND 00547 PLANS AND BORING LOGS

STRUCTURE NO. 00457 and 00458

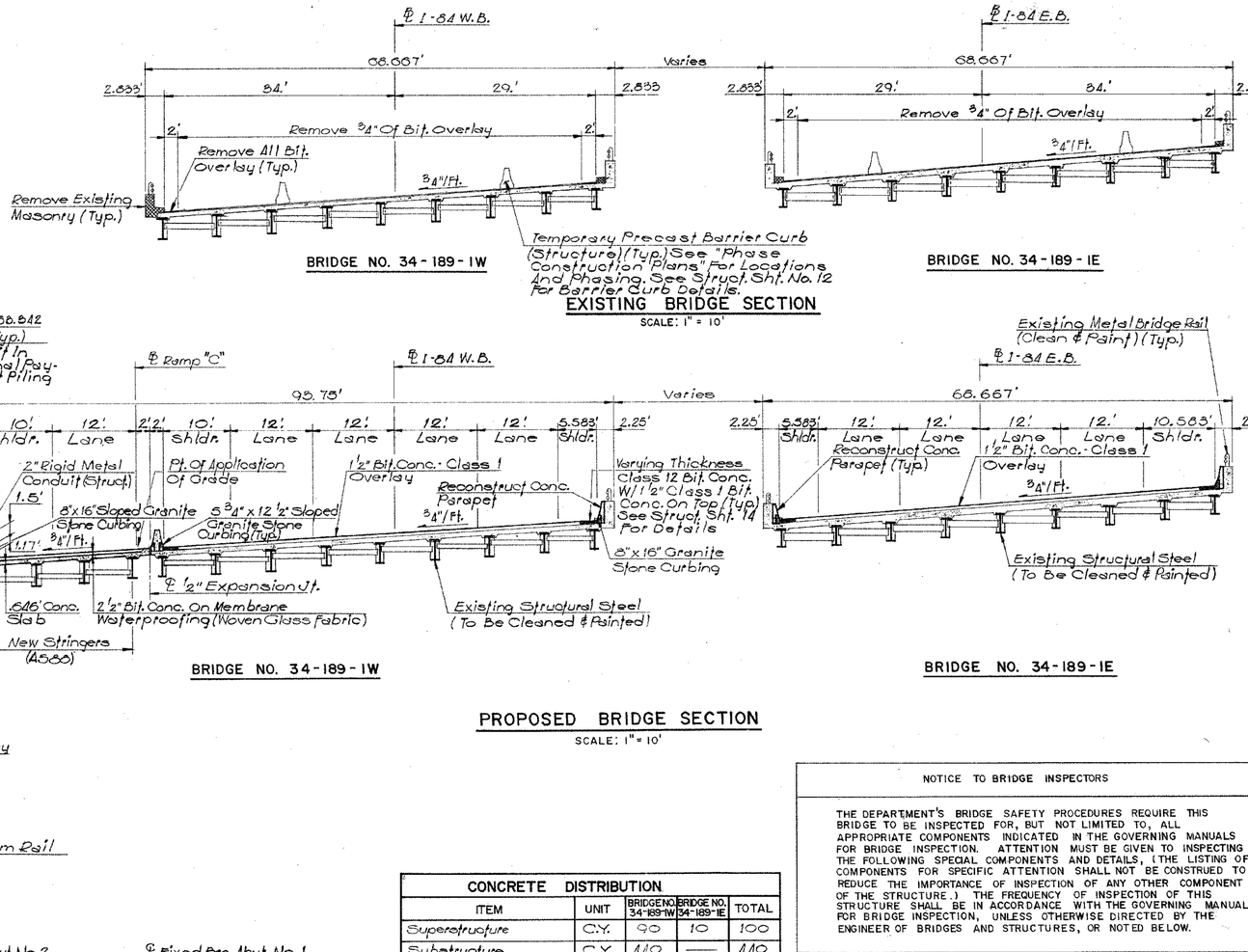
FORM NO. ENG. 15A ED 4-80

FHWA REGION	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	IR-84-1(63)4	34-189	1986	I-84	126	279



PLAN

SCALE: 1" = 20'

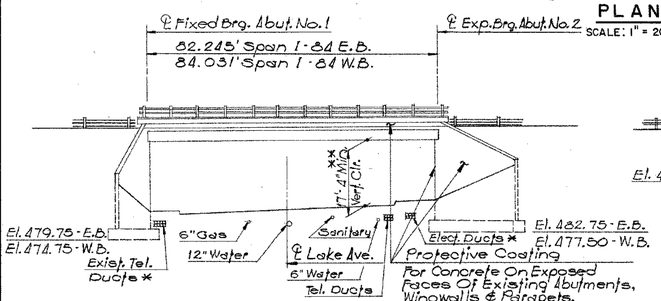


EXISTING BRIDGE SECTION

SCALE: 1" = 10'

PROPOSED BRIDGE SECTION

SCALE: 1" = 10'



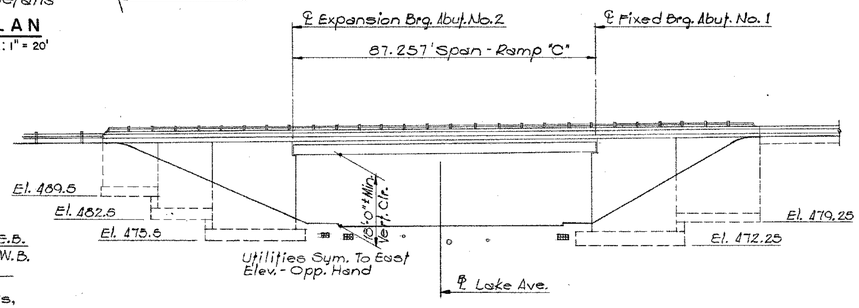
EAST ELEVATION (EXISTING)

BRIDGE NO. 34-189-1E

SCALE: 1" = 20'

* To Be Relocated

** As Shown On The 1958 Contract Plans; State Project 34-103



WEST ELEVATION (PROPOSED)

BRIDGE NO. 34-189-1W

SCALE: 1" = 20'

CONCRETE DISTRIBUTION				
ITEM	UNIT	BRIDGE NO. 34-189-1W	BRIDGE NO. 34-189-1E	TOTAL
Superstructure	C.Y.	90	10	100
Substructure	C.Y.	440	——	440
Footings	C.Y.	350	——	350
Total	C.Y.	880	10	890

INSPECTION OF FIELD WELDS				
METHOD	UNIT	BRIDGE NO. 34-189-1W	BRIDGE NO. 34-189-1E	TOTAL
Radiographic Or Ultrasonic	In.	0	0	0
Ultrasonic	In.	0	0	0
Magnetic Particle	L.F.	0	0	0

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

NO.	DATE	DESCRIPTION

REVISIONS

NOTICE TO BRIDGE INSPECTORS

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

COMPONENT OR DETAIL	BR. SH. REF.
None	

FEDERAL AID PROJECT NO. IR-84-1(63)4

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

DANBURY

INTERSTATE ROUTE 84 OVER LAKE AVENUE

GENERAL PLAN

ENGINEER	JAMES P. PURCELL ASSOCIATES, INC.		
DESIGNER	K.S.	DRAFTER D.J.R.	CHECKER E.L.B.
APPROVED	[signature]	DATE	Jan. 14, 86
STRUCTURE NO.	34-189-1W & 34-189-1E	BRIDGE LOG NO. 00457 & 00458	STRUCTURE SHEET NO. 1 OF 17

34-189

310-01

126

FORM NO. ENG 154 ED 4-80

FED'L REGION	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	IR-84-1(65)6	34-189	1985	I-84	128	279

HOLE NO. LA 84-1

FORM NO. SM-1 ED. 1/71
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
BORING REPORT

SHEET 1 OF 3

BORING FOREMAN: Tierney B. Novinski & J. Valley
INSPECTOR: G. Gonzalez
SOILS ENGINEER
TOWN: Danbury
PROJECT NAME: I - 84 Widening
PROJECT NO.: 34-189-02
LOCATION: State of Conn.
BORING CONTRACTOR: Purcell Associates
CONTRACTING ENGINEER
LOCATION: Lake Avenue Structure

	AUGER	CASING	SAMPLER	CORE BAR	HOLE NO. LA 84-1
SURFACE ELEV. 493.3					
DATE FINISHED 4-26-85	TYPE		Flush Joint S/S	2"	LINE & STATION
GROUND WATER OBSERVATIONS	SIZE I.D.	2 1/2"	1 3/8"	1 3/8"	OFFSET
AT 18 FT. AFTER 24 HRS.	HAMMER WT.	300 lb.	140 lb.	BIT	N. COORDINATE 203,060
AT 30 FT. @ 45' AFTER 18 HRS.	HAMMER FALL	24"	30"	Carbide	E. COORDINATE 400,552

DEPTH	CASING BLOWS PER FOOT	SAMPLE DEPTHS FROM - TO	NO.	PEN. INCH	REC. INCH	TYPE	BLOWS PER 6 INCHES ON SAMPLER 0-6	6-12	12-18	STRATA CHANGE DEPTH ELEV.	FIELD INDENTIFICATION OF SOIL. REMARKS (INCL. COLOR; LOSS OF WASH WATER, SEAMS IN ROCK, ETC.)
										1'	Top Soil
	2									492.3	
	4										Gray f. sand, some silt, some gravel, cobbles, tr. clay
	8										
	12										(Fill)
5	12									6 1/2'	
	12	5' - 6 1/2'	1	18	12	D	3	6	6	486.8	
	15										Gray - tan f. - c. sand, and silt, some f. - m. gravel, cobbles, tr. clay
	30										
	70										(Fill)
10	30									11 1/2'	
	22										
	22	10 1/2' - 12'	2	18	12	D	9	6	5	481.8	
	150										Gray f. -c. sand, and m. -f. gravel, cobbles, little silt, tr. clay
	60										
15	20										(Fill)
	16	15' - 16 1/2'	3	18	6	D	7	5	3	19 1/2'	
	16										
	80									473.8	
	95										Tan f. -c. sand and gravel, little silt, tr. clay, tr. decomposed rock
20	30									23'	
	52	20' - 21 1/2'	4	18	12	D	16	18	22	470.3	Boulder
	65									23'9"	
	125									469.4	
	90										Brown f. -c. sand, little f. gravel, cobbles, some silt, tr. clay, tr. decomposed rock
25	137									29'	
	120	25' - 26 1/2'	5	18	12	D	11	21	18	464.3	
	81										Tan f. - gravel and f. - c. sand, little silt, cobbles
	92										
	95										
30	79										
	41	30' - 31 1/2'	6	6	0	D	50				
	46										
	100										
	108										
35	91										
	45	35' - 35 1/2'	7	6	0	D	87				
	75										
	170										
	135										
	151									40'	453.3 (Hardpan)

FROM GROUND SURFACE TO 79 FEET USED 2 1/2 INCH CASING THEN No INCH CASING FOR 18 1/2 FEET

FOOTAGE IN EARTH 82 1/2 FOOTAGE IN ROCK 15 TYPE NO. OF SAMPLES 9 HOLE NO. LA 84-1

SAMPLE TYPE CODING: D=DRY C=CORE A=AUGER UP=UNDISTURBED, PISTON V=VANE TEST
PROPORTIONS USED: TRACE = 0-10% LITTLE = 10-20% SOME = 20-35% AND = 35-50%

HOLE NO. LA 84-1

FORM NO. SM-1 ED. 1/71
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
BORING REPORT

SHEET 2 OF 3

BORING FOREMAN: Tierney B. Novinski & J. Valley
INSPECTOR: G. Gonzalez
SOILS ENGINEER
TOWN: Danbury
PROJECT NAME: I - 84 Widening
PROJECT NO.: 34-189-02
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	170									41'	Tan f.-gravel and f.-c. sand, little silt, cobbles
	135									452.3	Boulder
	F									43'	
45	L									450.3	
	II	45' - 45 1/2'	8	6	0	D	33				Tan. f.-gravel and f.-c. sand, little silt, cobbles, tr. dec. rock
	S										
	H										Note: Blow count to 42' w/regular 2 1/2" pipe. Bent pipe on boulder, move hole 2', spun Flush Joint Down to 55', then drove to 79'
50	J										
	O	50 - 51 1/2'	9	18	10	D	15	18	22	51 1/2'	
	I									441.8	
	N										Gray-tan clay, some silt, tr. f. sand
	T										
55										56 1/2'	
	10	55' - 56 1/2'	10	18	12	D	14	21	27	436.8	
	12										
	18										Brown-gray f.-m. gravel and f.-c. sand, tr. silt
	25										
60	35										Note: Drilled ahead of pipe from 58'-79'
	65	60 - 61 1/2'	11	18	11	D	10	15	17		
	85										
	95										
	45										
65	95										
	170										
	200										
	220	66 1/2' - 68'	12	18	11	D	17	30	38		
	220										
70	180										
	45										
	90										
	110										
	180										
75	190										
	185										
	260										
	300									78'	
	400									415.3	Brown-gray f.-m. gravel and f.-c. sand tr. silt W/very soft weathered rock frag.
80											

FROM GROUND SURFACE TO 79 FEET USED 2 1/2 INCH CASING THEN No INCH CASING FOR 18 1/2 FEET

FOOTAGE IN EARTH 82 1/2 FOOTAGE IN ROCK 15 TYPE NO. OF SAMPLES 9 HOLE NO. LA 84-1

SAMPLE TYPE CODING: D=DRY C=CORE A=AUGER UP=UNDISTURBED, PISTON V=VANE TEST
PROPORTIONS USED: TRACE = 0-10% LITTLE = 10-20% SOME = 20-35% AND = 35-50%

HOLE NO. LA 84-1

FORM NO. SM-1 ED. 1/71
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
BORING REPORT

SHEET 3 OF 3

BORING FOREMAN: Tierney B. Novinski & J. Valley
INSPECTOR: G. Gonzalez
SOILS ENGINEER
TOWN: Danbury
PROJECT NAME: I- 84 Widening
PROJECT NO.: 34-189-02
LOCATION: State of Conn.
BORING CONTRACTOR: Purcell Associates
CONTRACTING ENGINEER
LOCATION: Lake Avenue Structure

	AUGER	CASING	SAMPLER	CORE BAR	HOLE NO. LA 84-1
SURFACE ELEV. 493.3					
DATE FINISHED 4-26-85	TYPE		Flush Joint S/S	2"	LINE & STATION
GROUND WATER OBSERVATIONS	SIZE I.D.	2 1/2"	1 3/8"	1 3/8"	OFFSET
AT 18 FT. AFTER 24 HRS.	HAMMER WT.	300 lb.	140 lb.	BIT	N. COORDINATE 203,060
AT 30 FT. @ 45' AFTER 18 HRS.	HAMMER FALL	24"	30"	Carbide	E. COORDINATE 400,552

DEPTH	CASING BLOWS PER FOOT	SAMPLE DEPTHS FROM - TO	NO.	PEN. INCH	REC. INCH	TYPE	BLOWS PER 6 INCHES ON SAMPLER 0-6	6-12	12-18	STRATA CHANGE DEPTH ELEV.	FIELD INDENTIFICATION OF SOIL. REMARKS (INCL. COLOR; LOSS OF WASH WATER, SEAMS IN ROCK, ETC.)
										82 1/2'	Brown-gray f.-m. gravel and f.-c. sand tr. silt. W/very soft weathered rock fragments
		82 1/2'-87 1/2'		60	0	C				410.8	
85											Very soft weathered rock w/seams of silt and clay
		87 1/2-92 1/2		60	0	C					
90											
		92 1/2'-97 1/2		60	0	C					
95										97 1/2'	Bottom of Boring
										395.8	
100											

FROM GROUND SURFACE TO 79 FEET USED 2 1/2 INCH CASING THEN 0 INCH CASING FOR 18 1/2 FEET

FOOTAGE IN EARTH 82 1/2 FOOTAGE IN ROCK 15 TYPE NO. OF SAMPLES 9 HOLE NO. LA 84-1

SAMPLE TYPE CODING: D=DRY C=CORE A=AUGER UP=UNDISTURBED, PISTON V=VANE TEST
PROPORTIONS USED: TRACE = 0-10% LITTLE = 10-20% SOME = 20-35% AND = 35-50%

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

NO.	DATE	DESCRIPTION

REVISIONS

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

DANBURY

INTERSTATE ROUTE 84 OVER LAKE AVENUE

BORING SHEET NO. 1

ENGINEER JAMES P. PURCELL ASSOCIATES, INC.
DESIGNER CONN. D.O.T. DRAFTER D.J.R. CHECKER E.L.B.
APPROVED A. Shah DATE Jan. 14, 86
STRUCTURE NO. 34-189-1E & 34-189-1W
Sheet Log No. 00457&00458 STRUCTURE SHEET NO. 3 OF 17

34-189

310-01

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FORM NO. ENG. 15A ED. 4-80

FHWA REGION	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	IR-84-1(63)4	34-189	1986	I-84	129	279

HOLE NO. LA 84-2

FORM NO. SM-1 ED. 1/71
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
BORING REPORT

SHEET 1 OF 2

BORING FOREMAN: B. Novinski
INSPECTOR: G. Gonzalez
SOILS ENGINEER

TOWN: Danbury
PROJECT NAME: I-84 Widening
PROJECT NO.: 34-189-02

LOCATION: State of Conn.
BORING CONTRACTOR: Purcell Associates
CONTRACTING ENGINEER

LOCATION: Lake Avenue Structure
SURFACE ELEV.: 495.8
DATE FINISHED: 4-12-85
GROUND WATER OBSERVATIONS
AT 27 1/2 FT. AFTER 48 HRS.
AT FT. AFTER HRS.

	AUGER	CASING	SAMPLER	CORE BAR
TYPE		Steel	S/S	
SIZE I.D.		2 1/2"	1 3/8"	
HAMMER WT.		300 lb.	140 lb.	BIT
HAMMER FALL		24"	30"	

HOLE NO. LA 84-2
LINE & STATION
OFFSET
N. COORDINATE 202,843
E. COORDINATE 400,550

DEPTH	CASING BLOWS PER FOOT	SAMPLE DEPTHS FROM - TO	SAMPLE NO.	SAMPLE PEN. INCH	SAMPLE REC. INCH	SAMPLE TYPE	BLOWS PER 6 INCHES ON SAMPLER 0-6	6-12	12-18	STRATA CHANGE DEPTH ELEV.	FIELD INDENTIFICATION OF SOIL. REMARKS (INCL. COLOR; LOSS OF WASH WATER, SEAMS IN ROCK, ETC.)
										1'	Topsoil
	4									494.8	
	8										Gray-tan f.-c. sand, some silt, little f.-m. gravel, cobbles
	14										
5	18										
	20										Note: Dug out bank to set machine up and hit 2 boulders 2' boulder & 3' boulder
	11										
	16	5'-6 1/2'	1	18	10	D	5	6	7		
	27										
	30										
10	32										
	10									12'	(Fill)
	17	10' - 11 1/2'	2	18	11	D	7	9	9	483.8	Gray-tan f.-c. sand, little m.-f. gravel, little silt, tr. clay
	22										
	31										
15	39										
	18										
	22	15'-16 1/2'	3	18	10	D	10	13	15		
	31										
	40									20'	(Fill)
20	43									475.8	
	22									22'-473.8	Gray f.-c. sand, some silt, tr m.-f. gravel, tr. clay
	28	20'-21 1/2'	4	18	9	D	17	21	24	23'-472.8	Boulder
	80									24'-471.8	Gray f.-c. sand, some silt, tr. m.-f. gravel
	47									25'-470.8	Boulder
25	93										
	22									27 1/2'	Gray silt and f. sand, little gravel, tr. clay
	24	25'-26 1/2'	5	18	11	D	2	3	3		
	27										
	29										
30	31										
	23										
	27	30'-31 1/2'	6	18	12	D	5	7	7		
	30									33'	
	33									462.8	Gray-black silt, little f.-c. sand
35	37									34 1/2'	
	28									461.3	Black-tan f.-c. sand, little silt, tr. f.-m. gravel, little brown Mica - decomposed rock
	41	35'-36 1/2'	7	18	12	D	10	12	12	37 1/2'	
	45									458.3	
	55									40'	Tan-f.-c. sand, some silt, tr. f.-m. gravel, tr. clay
	62									455.8	

FROM GROUND SURFACE TO 60 FEET USED 2 1/2 INCH CASING THEN INCH CASING FOR FEET

FOOTAGE IN EARTH 60 FOOTAGE IN ROCK 5' TYPE NO. OF SAMPLES 11 HOLE NO. LA 84-4

SAMPLE TYPE CODING: D=DRY C=CORE A=AUGER UP=UNDISTURBED, PISTON V=VANE TEST
PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%

HOLE NO. LA 84-2

FORM NO. SM-1 ED. 1/71
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
BORING REPORT

SHEET 2 OF 2

BORING FOREMAN: B. Novinski
INSPECTOR: G. Gonzalez
SOILS ENGINEER

TOWN: Danbury
PROJECT NAME: I - 84 Widening
PROJECT NO.: 34-189-02

LOCATION: State of Conn.
BORING CONTRACTOR: Purcell Associates
CONTRACTING ENGINEER

LOCATION: Lake Avenue Structure
SURFACE ELEV.: 495.8
DATE FINISHED: 4-12-85
GROUND WATER OBSERVATIONS
AT 27 1/2 FT. 48 AFTER HRS.
AT FT. AFTER HRS.

	AUGER	CASING	SAMPLER	CORE BAR
TYPE		Steel	S/S	
SIZE I.D.		2 1/2"	1 3/8"	
HAMMER WT.		300 lb.	140 lb.	BIT
HAMMER FALL		24"	30"	

HOLE NO. LA 84-2
LINE & STATION
OFFSET
N. COORDINATE 202,843
E. COORDINATE 400,550

DEPTH	CASING BLOWS PER FOOT	SAMPLE DEPTHS FROM - TO	SAMPLE NO.	SAMPLE PEN. INCH	SAMPLE REC. INCH	SAMPLE TYPE	BLOWS PER 6 INCHES ON SAMPLER 0-6	6-12	12-18	STRATA CHANGE DEPTH ELEV.	FIELD INDENTIFICATION OF SOIL. REMARKS (INCL. COLOR; LOSS OF WASH WATER, SEAMS IN ROCK, ETC.)
	37										
	47	40'-41 1/2'	8	18	10	D	17	25	29		Tan f.-c. sand, some silt, tr. f.-m. gravel, tr. clay
	52										
	63										
	67									45'	
45	44									450.8	
	58	45'-46 1/2	9	18	10	D	27	40	47		Tan silt, little f.-c. sand, tr. f.-m. gravel, tr. clay
	63										
	70										
50	74										
	38										
	53	50'-51 1/2'	10	18	9	D	30	43	52		
	67										
	71									55'	
55	77									440.8	
	36										
	52	55'-56 1/2'	11	18	13	D	18	27	32		Grey silt, some clay, tr. f.-c. sand
	87										
	104									60'	
60	114									435.8	Soft rock
											Bottom of Boring
										65'	
65		60'-65'		60	6	C				430.8	Note: Drilled below casing pipe from 40' on
70											
75											

FROM GROUND SURFACE TO 60 FEET USED 2 1/2 INCH CASING THEN INCH CASING FOR FEET

FOOTAGE IN EARTH 60' FOOTAGE IN ROCK 5'TYPE NO. OF SAMPLES 11 HOLE NO. LA 84-4

SAMPLE TYPE CODING: D=DRY C=CORE A=AUGER UP=UNDISTURBED, PISTON V=VANE TEST
PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%

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NO.	DATE	DESCRIPTION

REVISIONS

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

DANBURY

INTERSTATE ROUTE 84
OVER
LAKE AVENUE

BORING SHEET NO. 2

ENGINEER JAMES P. PURCELL ASSOCIATES, INC.
DESIGNER CONN.D.O.T. DRAFTER D.J.R. CHECKER E.L.B.
APPROVED A. DATE Jan. 14, 86
STRUCTURE NO. 34-189-1E & 34-189-1W BRIDGE LOG NO. 00457 & 00458 STRUCTURE SHEET NO. 4 OF 17

34-189

310-01

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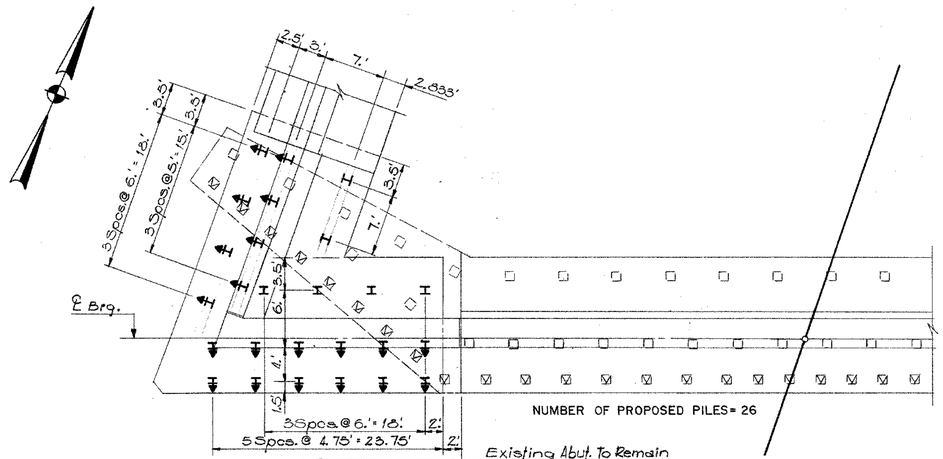
FORM NO. ENG. 154 ED 4-80

F.H.W.A. REGION	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	IR-84-1(63)4	34-189	1986	I-84	130	279

PILE NOTES

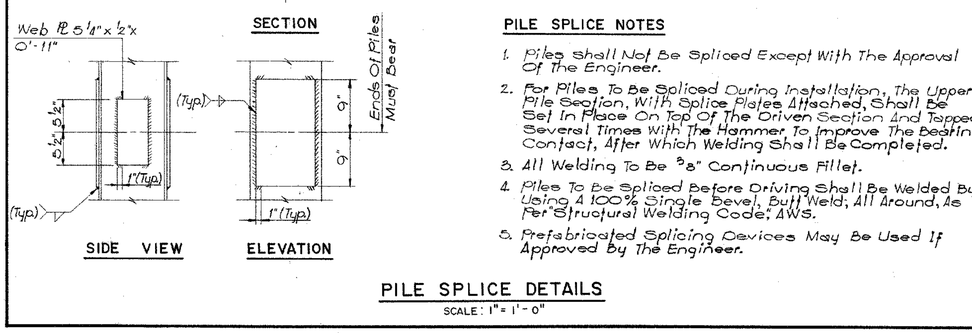
1. All Piles To Be HP 12 x 53 End Bearing Piles.
   Estimated Length Of Pile:
   Abutment No. 1, Wingwall 1A = 55.'
   Abutment No. 2, Wingwall 2A = 55.'
2. H Denotes Vertical Pile.
   H→ Denotes Battered Pile 1:3 In Direction Of Arrow.
3. Piles To Be Driven To Refusal As Directed By Engineer.
4. □ Denotes Existing 12" Precast - Prestressed Concrete Vertical Pile.
   ▨ Denotes Existing 12" Precast - Prestressed Concrete Battered Pile.
   (Batter Being 1:4 In Direction Of Arrow.
5. Where Possible, Utilize Existing 12" Precast - Prestressed Concrete Piles (In Addition To Steel "H" Piles Shown) To Support Proposed Footings.



NUMBER OF PROPOSED PILES = 26

PILE PLAN - ABUTMENT NO. 2

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

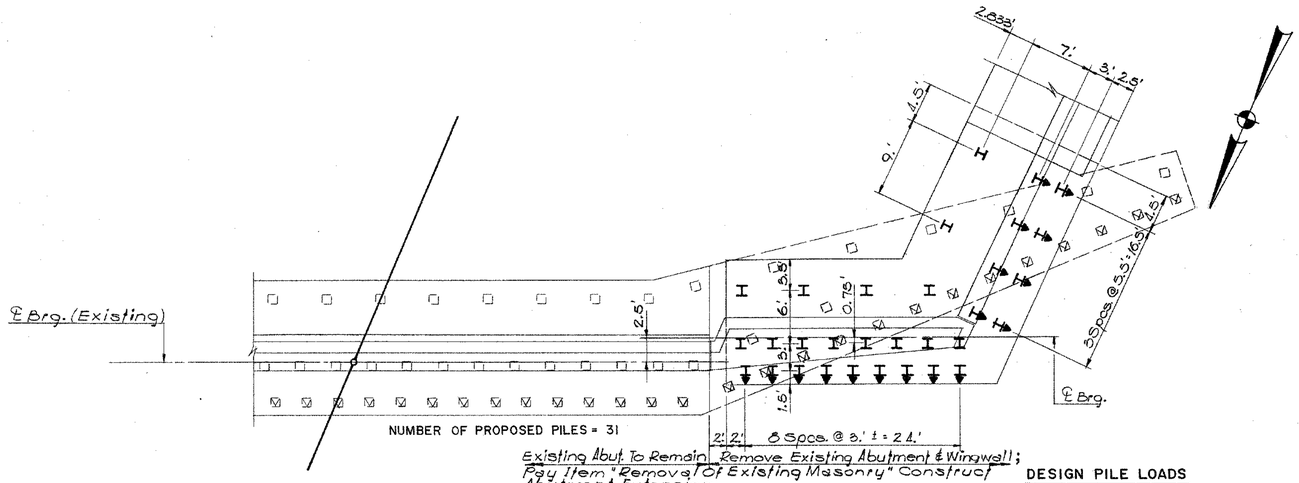


PILE SPLICE NOTES

1. Piles Shall Not Be Spliced Except With The Approval Of The Engineer.
2. For Piles To Be Spliced During Installation, The Upper Pile Section, With Splice Plates Attached, Shall Be Set In Place On Top Of The Driven Section And Tapped Several Times With The Hammer To Improve The Bearing Contact, After Which Welding Shall Be Completed.
3. All Welding To Be 5/16" Continuous Fillet.
4. Piles To Be Spliced Before Driving Shall Be Welded By Using A 100% Single Bevel, Butt Weld; All Around, As Per Structural Welding Code; AWS.
5. Prefabricated Splicing Devices May Be Used If Approved By The Engineer.

PILE SPLICE DETAILS

SCALE: 1" = 1'-0"



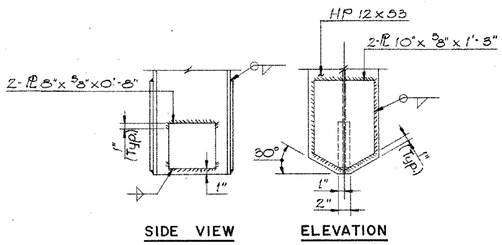
NUMBER OF PROPOSED PILES = 31

PILE PLAN - ABUTMENT NO. 1

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

DESIGN PILE LOADS

Abutments: No. 1 65.6 (Group 1)
No. 2 57.0 (Group 1)
Wingwalls: No. 1A 55.8 (Group 1)
No. 2A 55.8 (Group 1)



POINT REINFORCEMENT NOTES

1. Point Reinforcement For Steel Piles To Be Installed If Directed By The Engineer.
2. All Welding To Be 5/16" Continuous Fillet.
3. Prefabricated Point Reinforcement Devices May Be Used If Approved By The Engineer.

POINT REINFORCEMENT DETAILS

SCALE: 1" = 1'-0"

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NO.	DATE	DESCRIPTION

REVISIONS

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

DANBURY

INTERSTATE ROUTE 84 OVER LAKE AVENUE

FOOTING & PILE PLAN & DETAILS

ENGINEER JAMES P. PURCELL ASSOCIATES, INC.
DESIGNER N.S. | DRAFTER D.J.R. | CHECKER E.L.B.
APPROVED A. Smith DATE Jan. 14, 86
STRUCTURE NO. 34-189-1W & 34-189-1E | BRIDGE LOG NO. 00457800458 | STRUCTURE SHEET NO. 5 OF 17

34-189

310-01

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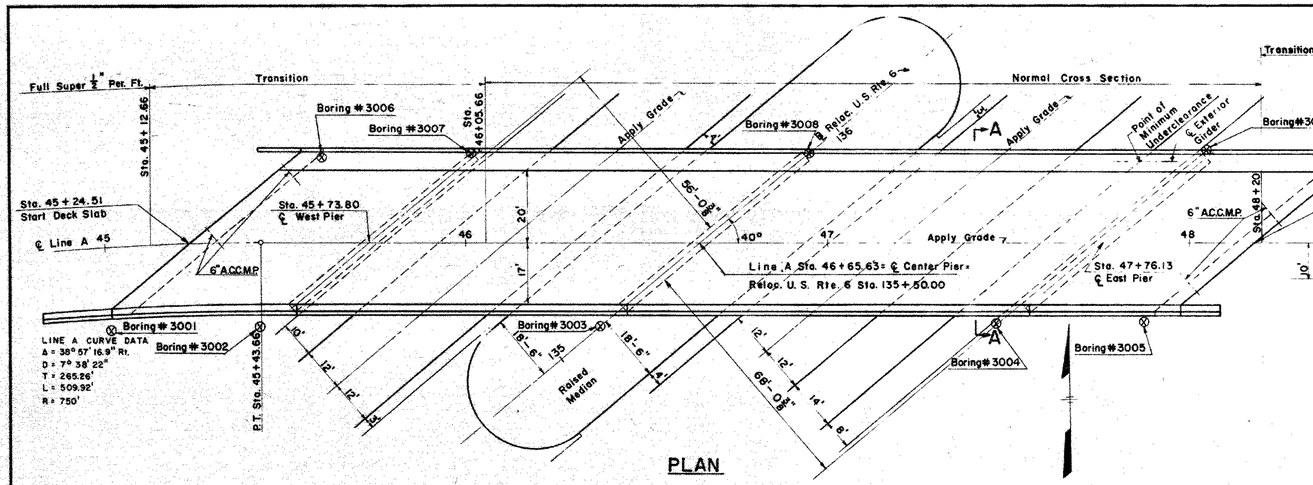
STRUCTURE NO. 00459

FORM NO. BWB-15 REV. 11-52

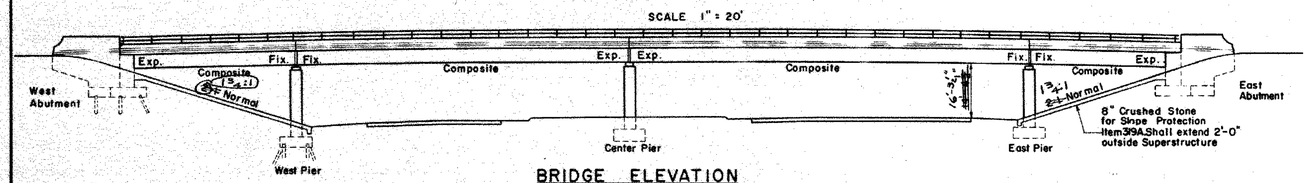
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(5)8	34-94	1958	U.S. 6	116 A	606

This Sheet Supercedes Sheet 116



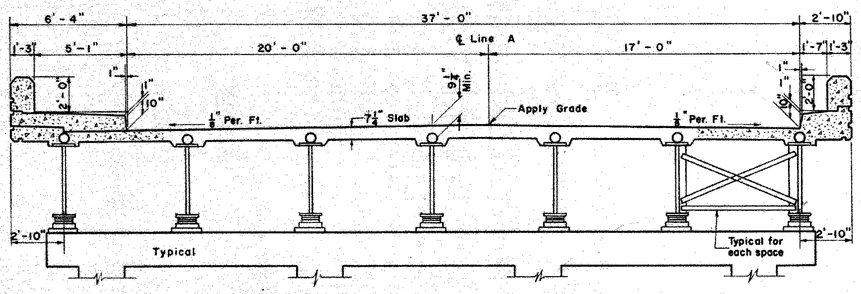
PLAN

SCALE 1" = 20'



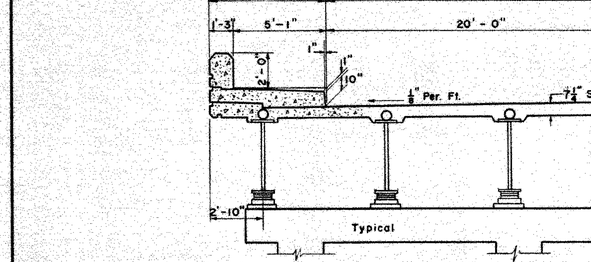
BRIDGE ELEVATION

SCALE 1" = 20'



BRIDGE CROSS SECTION A-A

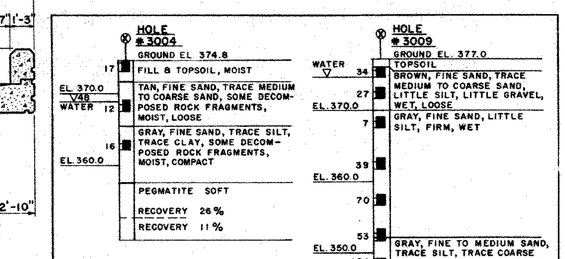
SCALE: ¼" = 1'-0



TEST BORINGS - WEST ABUTMENT

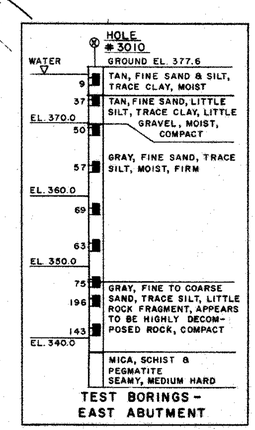
TEST BORINGS - WEST PIER

NO REVISIONS SUBMITTED FOR THIS SHEET

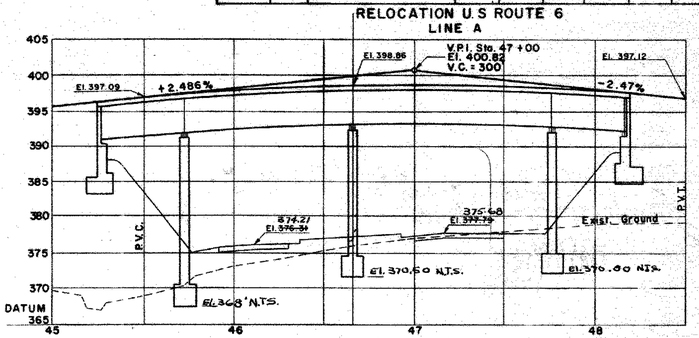


TEST BORINGS - CENTER PIER

TEST BORINGS - EAST PIER

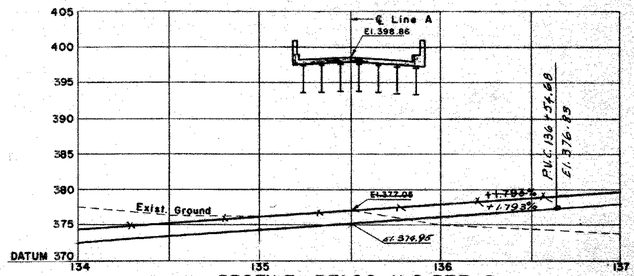


TEST BORINGS - EAST ABUTMENT



PROFILE LINE "A"

SCALES: HORIZ. 1" = 40'
VERT. 1" = 10'

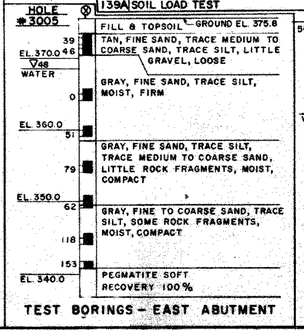


PROFILE - RELOC. U.S. RTE. 6

CLASS "A" CONCRETE QUANTITIES - ITEM 163A		
CLASS "A"	CONCRETE SUPERSTRUCTURE	510
CLASS "A"	CONCRETE SUBSTRUCTURE	~~370~~ 379
CLASS "A"	CONCRETE FOOTINGS	~~380~~ 328
CLASS "A"	CONCRETE TOTAL	~~1200~~ 1217

QUANTITIES

ITEM NO.	ITEM	TOTAL	UNIT
7 A	STRUCTURE EXCAVATION (COMPLETE)	~~588~~ 369	C.Y.
49	6" A.C.C.M. PIPE	82	L.F.
116 A	COPPER TROUGH	63	L.F.
131 C	TEST PILE, STEEL (12BP53-45' LENGTH)	1	EA.
131 D	TEST PILE, STEEL (12BP53-30' LENGTH)	1	EA.
50 A	4" WROUGHT IRON PIPE	26	L.F.
141	FURNISHING STEEL PILES	57,000	LB.
145	DRIVING STEEL PILES	1075	L.F.
149	SPLICING STEEL PILES	5	EACH
163 A	CLASS "A" CONCRETE 1217	~~1200~~	C.Y.
173	½" PREM. BIT. JT. FILLER FOR BRIDGES	288	S.F.
174	¼" PREM. BIT. JT. FILLER FOR BRIDGES	91	S.F.
175	1" PREM. BIT. JT. FILLER FOR BRIDGES	21	S.F.
188	DEFORMED STEEL BARS	194,600	LB.
191	STRUCTURAL STEEL	481,600	LB.
192	SPIRAL SHEAR CONNECTOR BARS ALT. "A"	10,691	LB.
193	WELDED STUD SHEAR CONNECTORS 7" ALT. "B"	8,190	EA.
199	DAMPPROOFING	205	S.Y.
204	METAL BRIDGE RAIL	589	L.F.
208	PERVIOUS STRUCTURE BACKFILL	615	C.Y.
319 A	CRUSHED STONE FOR SLOPE PROT.	175	TON
211 A	COMPACT GRAVEL FILL	700	C.Y.
139 A	SOIL LOAD TEST	1	EA.



TEST BORINGS - EAST ABUTMENT

Cutting Steel Piles — 1.5

NO. OF BLOWS TO DRIVE 1⅜" I.D. SPLIT SPOON. SAMPLER PIPE 12" WITH 140# HAMMER FALLING 30" FOR ALL HOLES.
ALL CORING DONE WITH DIAMOND BIT DRILL.

WATER = WATER & HOURS OBSERVED AFTER HOLE WAS DRILLED

⊗ TEST HOLE LOCATION (SEE PLAN)

GENERAL NOTES

SCALES: HORIZ. 1" = 40'
VERT. 1" = 10'

DESIGN SPECIFICATION: Standard specification for highway bridges (AASHO - 1953 except as modified by the Bureau of Public Roads "Policy on Interstate System Projects" (August 1956) and as supplemented by the Connecticut State Highway Department Standard Bridge Details for Contracting Engineers (February 1956).
Shear Connector Design as per AASHO 1957 Specifications.

SPECIFICATIONS: Connecticut State Highway Department form 808 (January 1955) and special provisions.

LOADING
Live Loading A.A.S.H.O., H20-S16-44 Alt. two 24,000# Axles @ 4'-0" cc. 25#/sf future W.S.

CONCRETE
Class "A" Concrete is to be used throughout. All exposed corners of Concrete are to be chamfered 1" x 1" unless otherwise shown on the plans. For use of air entrained Portland Cement Concrete & natural cement, see special provisions.

QUANTITIES
Quantities are approximate & should be checked by the Contractor before preparing his bid. The cost of furnishing & installing joint seal & the two layers of 3-ply tar paper on top of the backwalls are to be included in the item Class "A" Concrete. For Joint Seal, see special provisions for Class "A" Concrete.

COMPOSITE DESIGN - FOUR SIMPLE SPANS
Superstructure designed for composite action additional* dead load & live load. Spiral or stud shear connectors shall be used. No intermediate supports for stringers shall be used during construction. Shear connectors to take additional horizontal dead load plus live load plus impact shears.
n = 10 for live load & impact, n = 30 for additional dead load.

* Additional dead load includes dead load applied after concrete figured for composite action has set. Concrete shall attain a minimum 10 day strength prior to addition of any superimposed loads.

East & West Piers shall be built & backfilled before excavating for Abutment.

REVISIONS		
NO.	DATE	DESCRIPTION
1	9-2-59	Revised Shear Connector Design as per AASHO 1957 Specifications
		Revised Quantities Items 192, 193
2	3-29-60	CLEARANCE CHANGED TO 8'3" COVERING RC 6 GRADE 2.10 ; CLASS A CONC. & STRUC. EXC. QUANTS CHANGED.
		ITEM: CUTTING STEEL PILES ADDED.

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
LINE A
OVER
RELOCATION OF U.S. RTE. 6
STA. 135 + 50.00
GENERAL PLAN

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY
CHECKED BY G.P. DATE Jan. 58
APPROVED [signature] DATE 11-24-58
PROJECT NO. 34-94
BRIDGE SHEET NO. 1A OF 9

94 94 96 85 m 226 01

THIS SHEET SUPERSEDES SHEET 116

116A

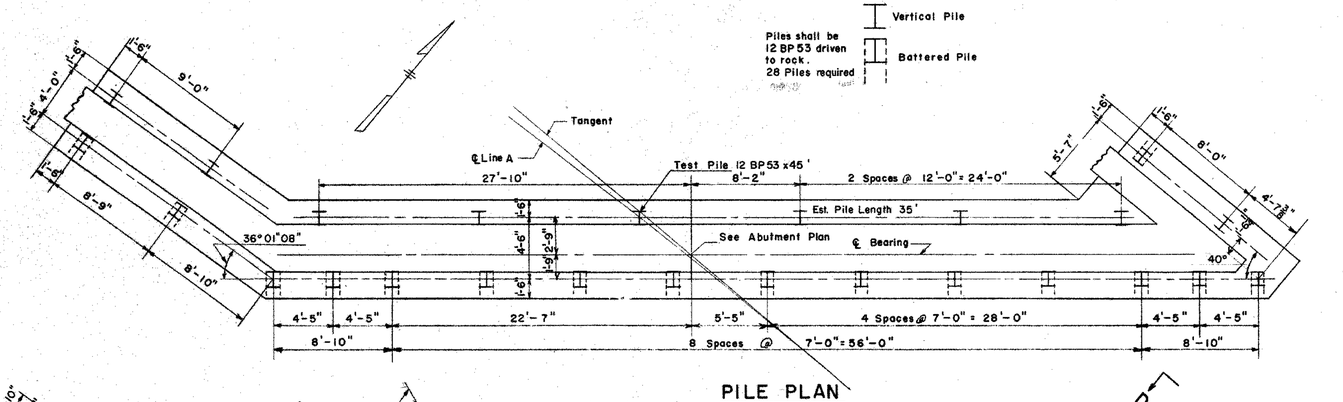
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(5)8	34-94	1958	U.S.6	117	6016

RELOCATION U.S. ROUTE 6
LINE A

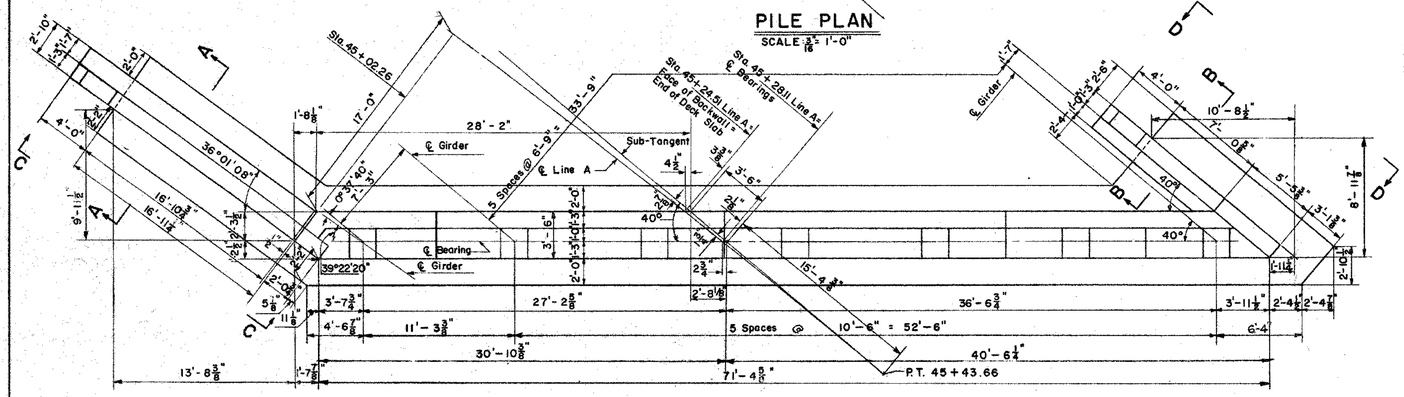
Piles shall be 12 BP 53 driven to rock. 28 Piles required

Vertical Pile

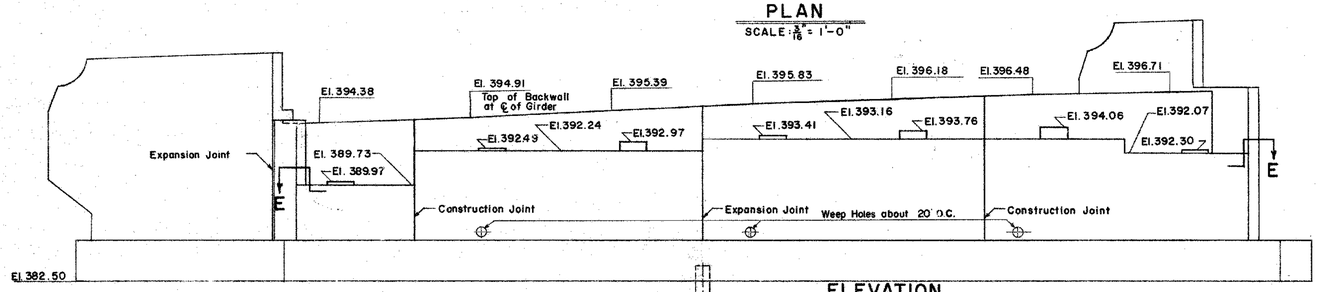
Battered Pile



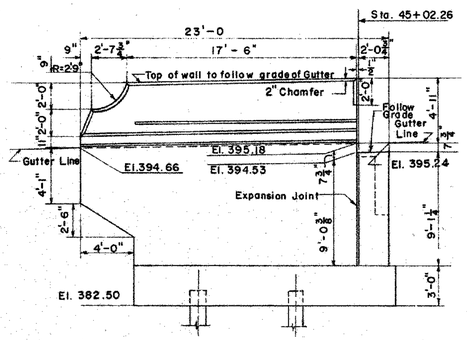
PILE PLAN
SCALE: 3/16" = 1'-0"



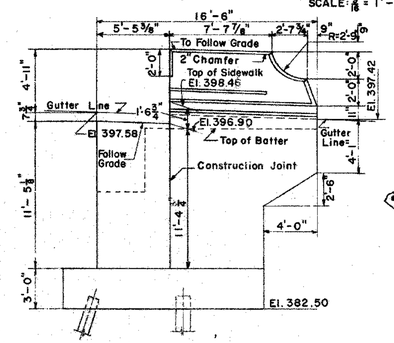
PLAN
SCALE: 3/16" = 1'-0"



ELEVATION
SCALE: 3/16" = 1'-0"

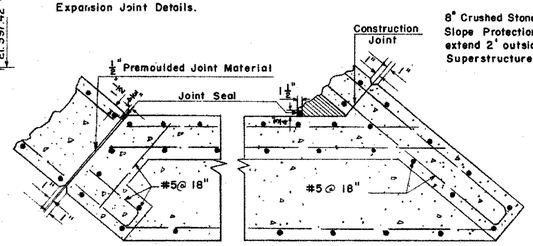


ELEVATION C-C
SCALE: 3/16" = 1'-0"

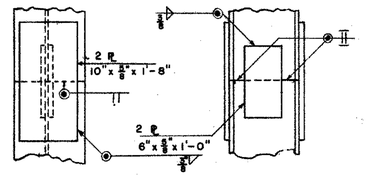


ELEVATION D-D
SCALE: 3/16" = 1'-0"

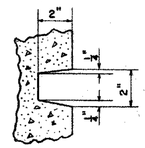
See Sheet 3 for Construction & Expansion Joint Details.



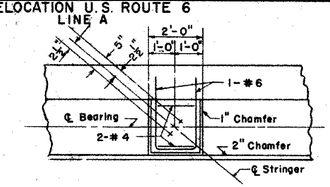
EXPANSION JOINT DETAIL - SECTION E-E
SCALE: 1" = 1'-0"



TYPICAL PILE SPLICE
SCALE: 1" = 1'-0"

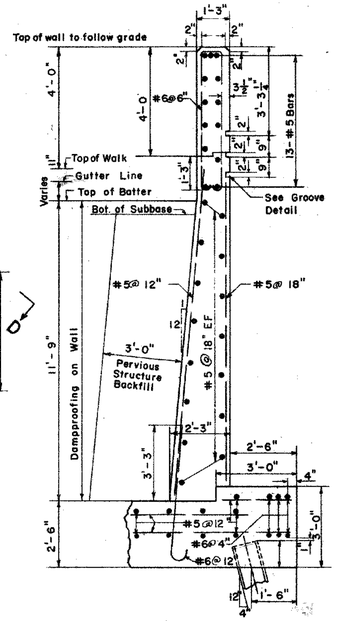


GROOVE DETAIL
SCALE: 3" = 1'-0"

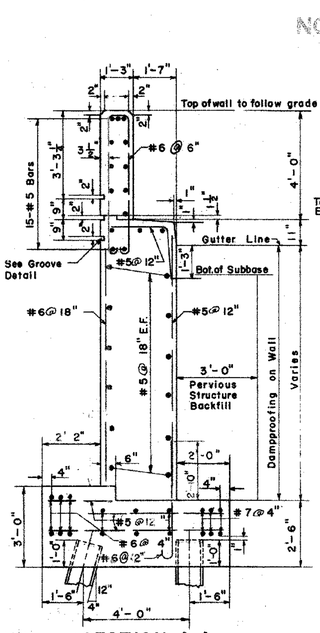


BRIDGE SEAT DETAIL
SCALE: 3/8" = 1'-0"

NO REVISIONS SUBMITTED FOR THIS SHEET

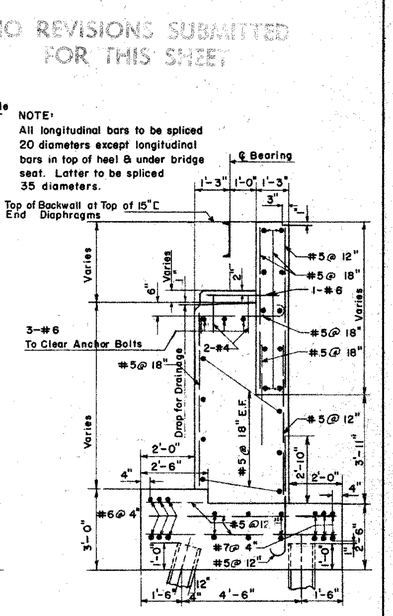


SECTION B-B
SCALE: 3/8" = 1'-0"



SECTION A-A
SCALE: 3/8" = 1'-0"

NOTE:
All longitudinal bars to be spliced 20 diameters except longitudinal bars in top of heel & under bridge seat. Latter to be spliced 35 diameters.

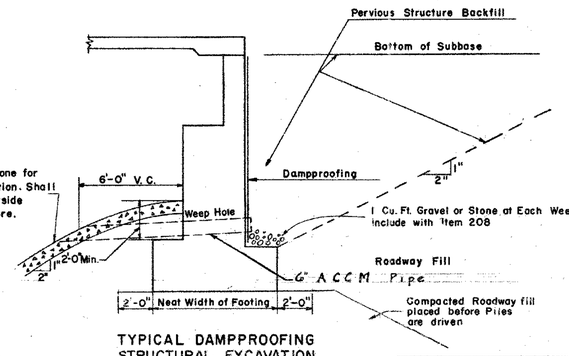


TYPICAL ABUTMENT SECTION
SCALE: 3/8" = 1'-0"

CONCRETE FOUNDATION NOTES

Allowable Stresses: fc = 1000 P.S.I. fs = 18,000 P.S.I.
Reinforcing Steel: Lap vertical bars 35 diameters, except as noted.
Maximum load on Pile: 45 Tons
Chamfer all exposed edges 1" unless noted.
Minimum cover if not given - 3" in footing - 2" in stem.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES, OF WORK, SHOWN ON THESE PLANS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE [illegible] IN ORDER TO INDICATE THE TRUE CHARACTER OF MATERIALS ENCOUNTERED DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.



TYPICAL DAMPPROOFING
STRUCTURAL EXCAVATION
PERVIOUS STRUCTURE BACKFILL
& WEEP HOLE DETAIL

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY

LINE A
OVER
RELOCATION OF U.S. RTE. 6
STA. 135 + 50.00
WEST ABUTMENT

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED [signature] DATE 11-21-58
PROJECT NO. 34-94
BRIDGE SHEET NO. 2 OF [illegible]

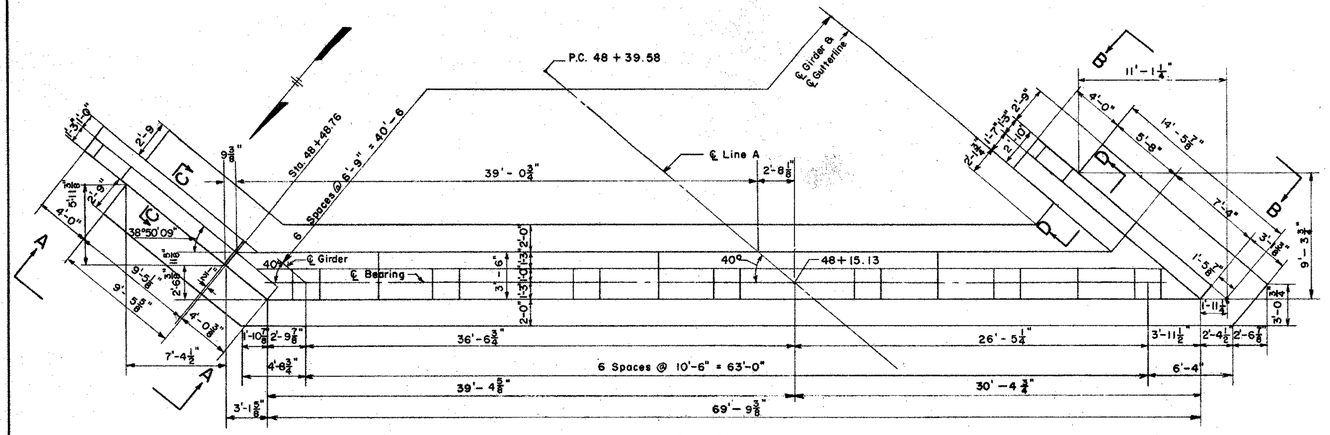
34 94 96 85

M 002 03

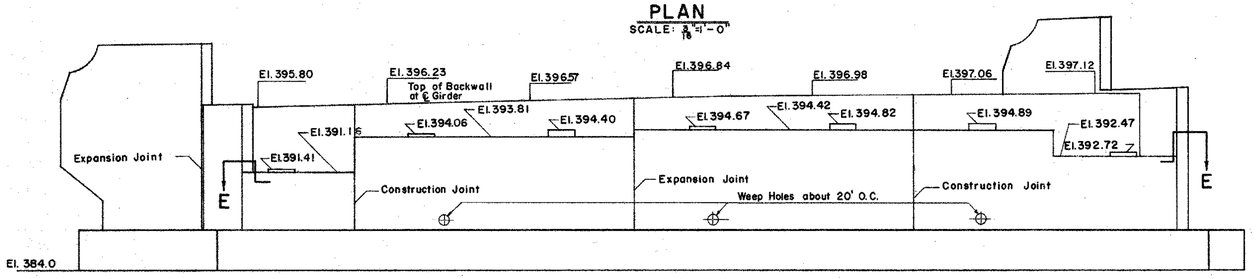
117 117

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(5)8	34-94	1958	U.S.6	118	606

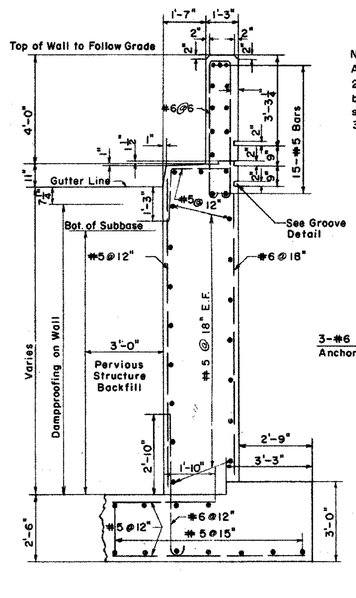
RELOCATION U.S. ROUTE 6
LINE A



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

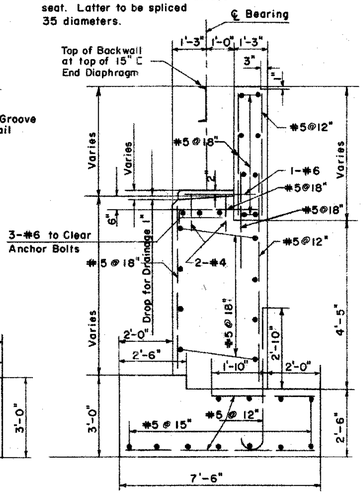


ELEVATION
SCALE: 3/16"=1'-0"

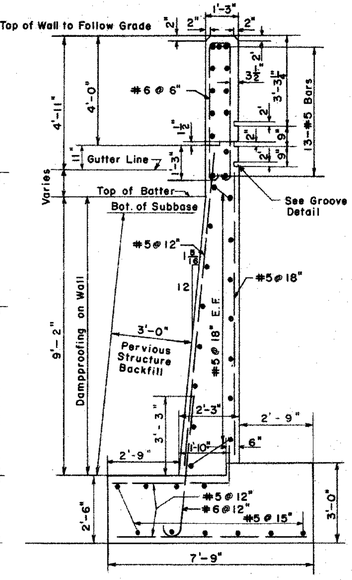


SECTION D-D
SCALE: 3/8"=1'-0"

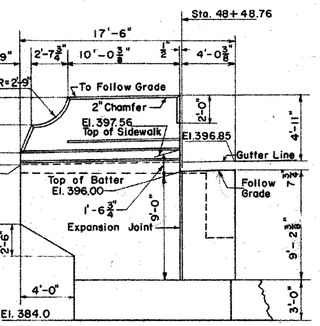
NOTE:
All longitudinal bars to be spliced 20 diameters except longitudinal bars in top of heel & under bridge seat. Latter to be spliced 35 diameters.



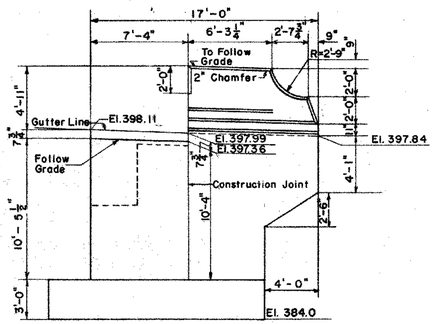
TYPICAL ABUTMENT SECTION
SCALE: 3/8"=1'-0"



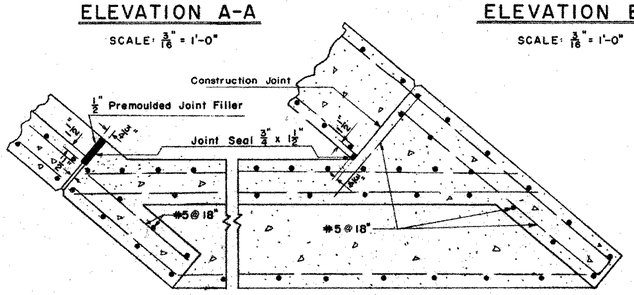
SECTION C-C
SCALE: 3/8"=1'-0"



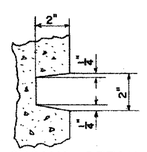
ELEVATION A-A
SCALE: 3/16"=1'-0"



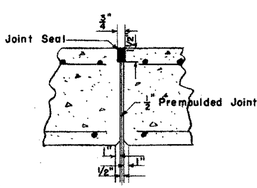
ELEVATION B-B
SCALE: 3/16"=1'-0"



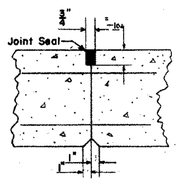
EXPANSION JOINT DETAIL SECTION E-E
SCALE: 1/2"=1'-0"



GROOVE DETAIL
SCALE: 3"=1'-0"

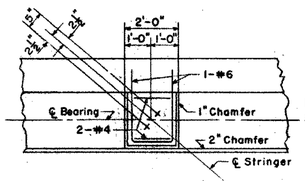


EXPANSION JOINT DETAIL
NOT TO SCALE



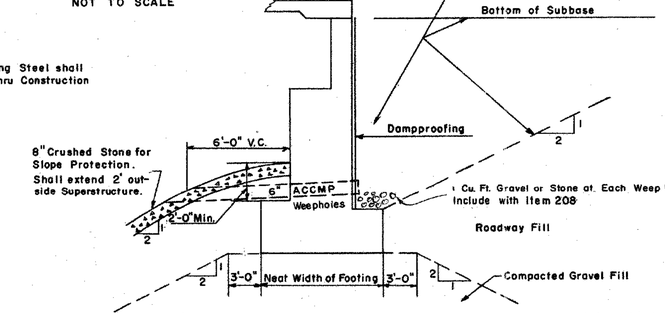
Reinforcing Steel shall extend thru Construction Joints.

CONSTRUCTION JOINT DETAIL



No Reinforcing Steel in Pedestals under 3" in height.

BRIDGE SEAT DETAIL
SCALE: 3/8"=1'-0"



TYPICAL DAMPPROOFING
COMPACTED GRAVEL FILL
PERVIOUS STRUCTURE BACKFILL
& WEEPHOLE DETAILS.

NO REVISIONS SUBMITTED FOR THIS SHEET

REVISIONS		
NO.	DATE	DESCRIPTION

CONCRETE FOUNDATION NOTES

Allowable Stresses: fc = 1000 P.S.I. fs = 18000 P.S.I.

Reinforcing Steel: Lap Vertical Bars 35 diameter, except as noted.
Minimum cover if not given-3" in Footing-2" in Stem.
Maximum Bearing on Soil: 2.0 Tons per Ft.^{2}

Chamfer all exposed edges 1" unless noted.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS NOT TO BE VIEWED AS INDICATIVE OF THE TRUE CONDITIONS FOR FINAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
LINE A
OVER
RELOCATION OF U.S. RTE. 6
STA. 135+50.00
EAST ABUTMENT

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY _____ DATE _____
CHECKED BY G.P. DATE JAN. 58
APPROVED _____ DATE 11-24-58
PROJECT NO. 34-94
BRIDGE SHEET NO. 3 OF 9

118

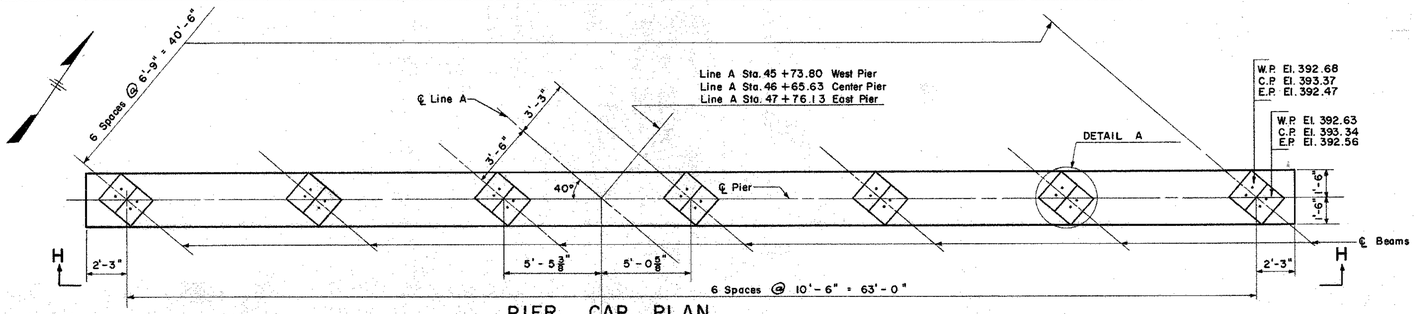
34 94 96 85

m 223 01

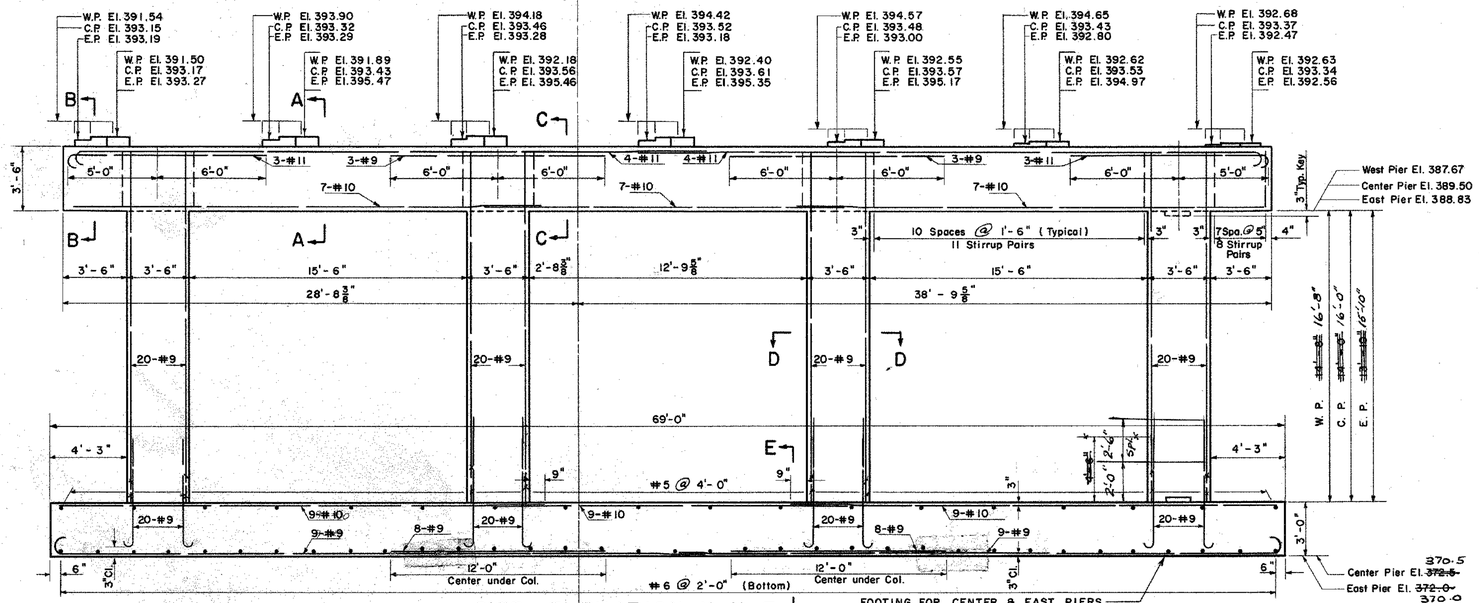
FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(5)8	34-94	1958	U.S.6	119	606

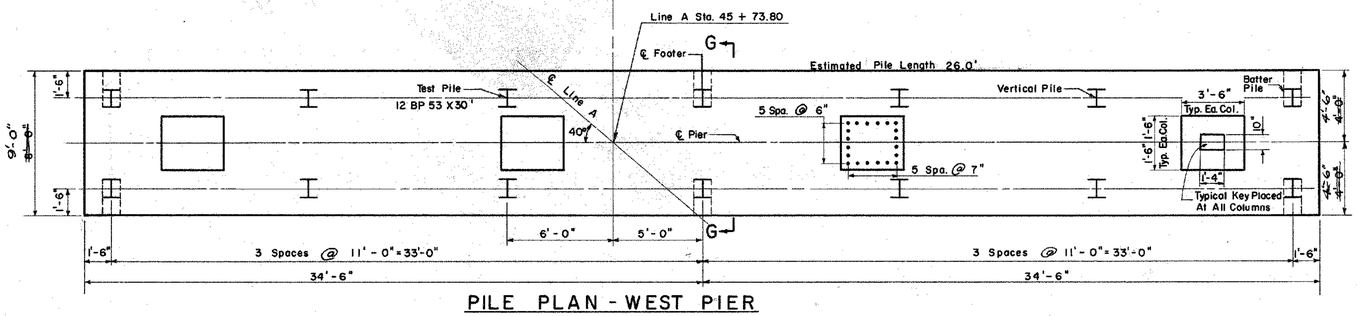
RELOCATION U.S. ROUTE 6
LINE A



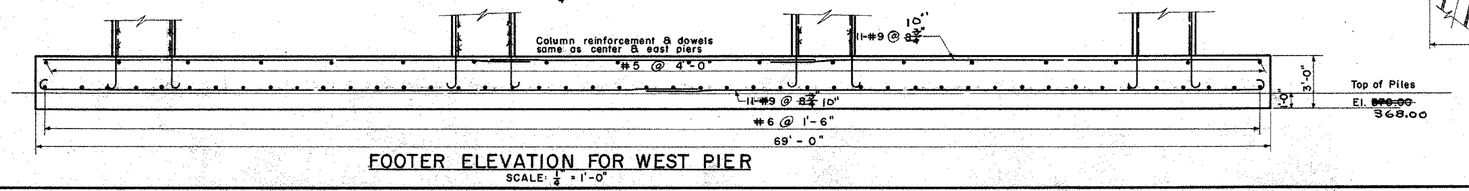
PIER CAP PLAN



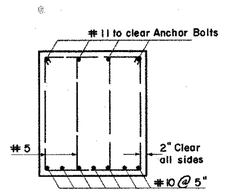
PIER ELEVATION H-H
SCALE: 1/4" = 1'-0"



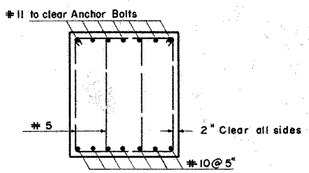
PILE PLAN - WEST PIER
SCALE 1/4" = 1'-0"



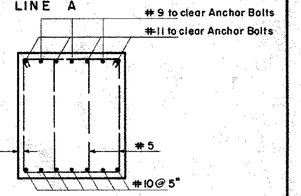
FOOTER ELEVATION FOR WEST PIER
SCALE: 1/4" = 1'-0"



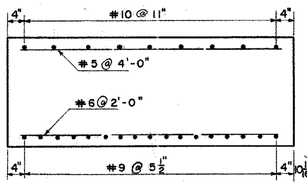
SECTION A-A
SCALE: 1/2" = 1'-0"



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

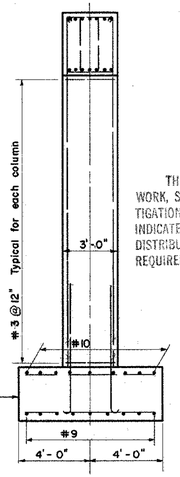


SECTION C-C
SCALE: 1/2" = 1'-0"

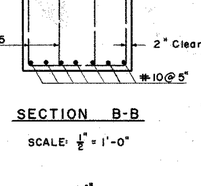


SECTION E-E
SCALE: 1/2" = 1'-0"

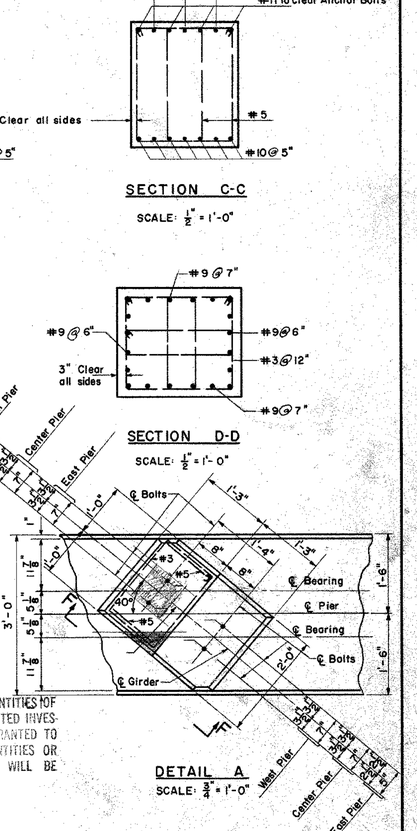
SECTION D-D
SCALE: 1/2" = 1'-0"



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

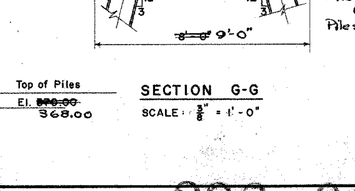


SECTION F-F



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

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.



Pile Note: Cut 2" from top of Piles at West Pier

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

CONCRETE FOUNDATION NOTES

Allowable Stresses: f = 1000 P.S.I. f = 18,000 P.S.I. Reinforcing Steel lap splices 35 Diameters except as noted.

Minimum Cover on Footings 3" unless shown. Minimum Cover on other parts 2" unless shown.

Chamfer all exposed edges 1" unless shown.

Maximum Bearing on Soil. Center & East Piers = 3.0 Kips / Ft.²

Maximum Pile Load West Pier 48 Tons Per Pile.

Piles are Point Bearing on Rock.

NO REVISIONS SUBMITTED FOR THIS SHEET

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
LINE A
OVER
RELOCATION OF U.S. RTE. 6
STA. 135 + 50.00
PIER DETAILS

REVISIONS		
NO.	DATE	DESCRIPTION
1	3-9-60	Pier Footings lowered
		2'0" West. Pier Widened
		to 9'-0" & 2'-0" Cut from
		top of Piles

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY DATE
CHECKED BY G.M.P DATE
APPROVED DATE 11-21-58
PROJECT NO. 34-94
BRIDGE SHEET NO. 4 OF 8

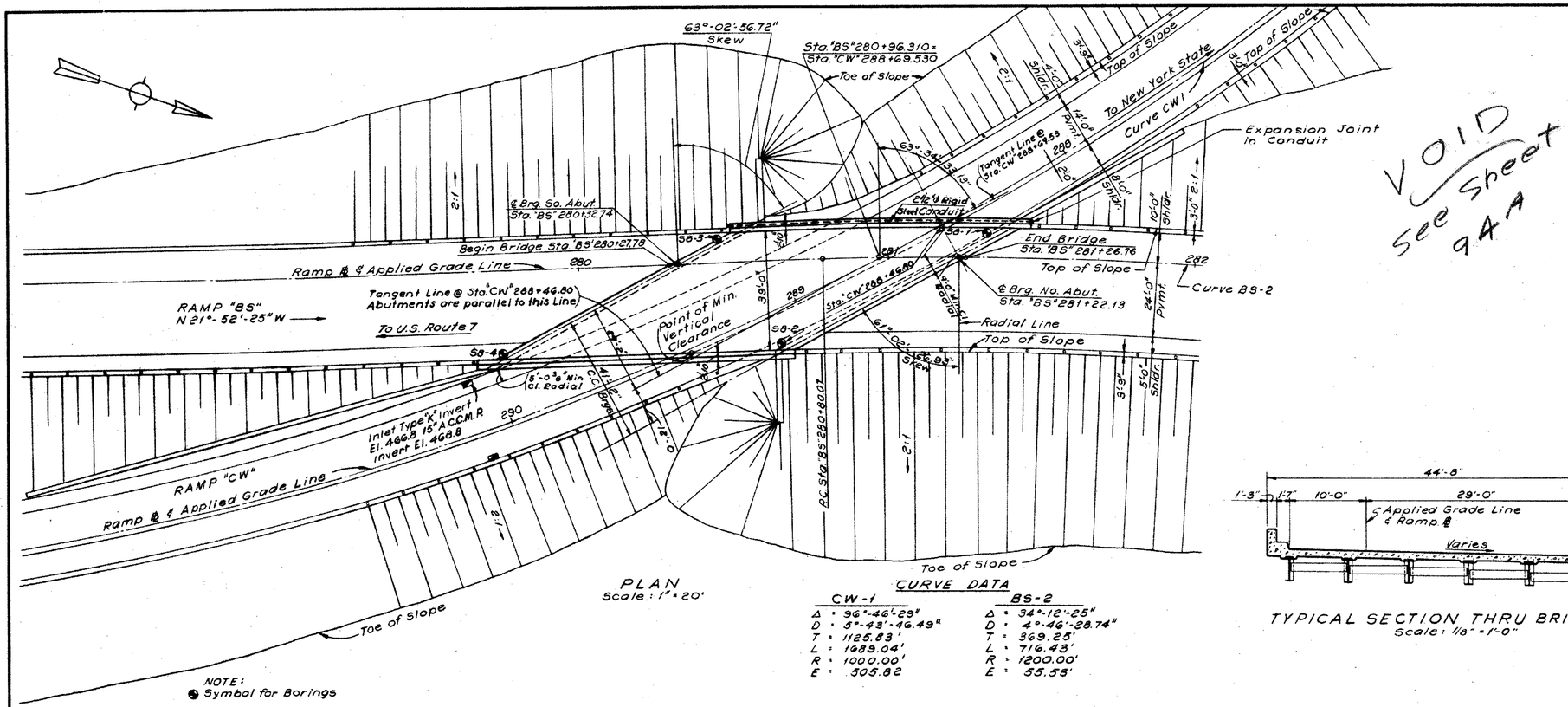
"ARCHIVISTY" TRACING CLOTH JOSEPH MERRITT & CO.

34 94 96 85 m 226 01

STRUCTURE NO. 00543

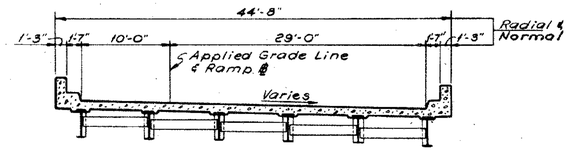
PUB ROAD DIV. NO	STATE	TOWN	FED AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(41)5	34103	1958	US 6	94	308

RELOCATION OF ROUTE US 6



VOID
See Sheet 94A

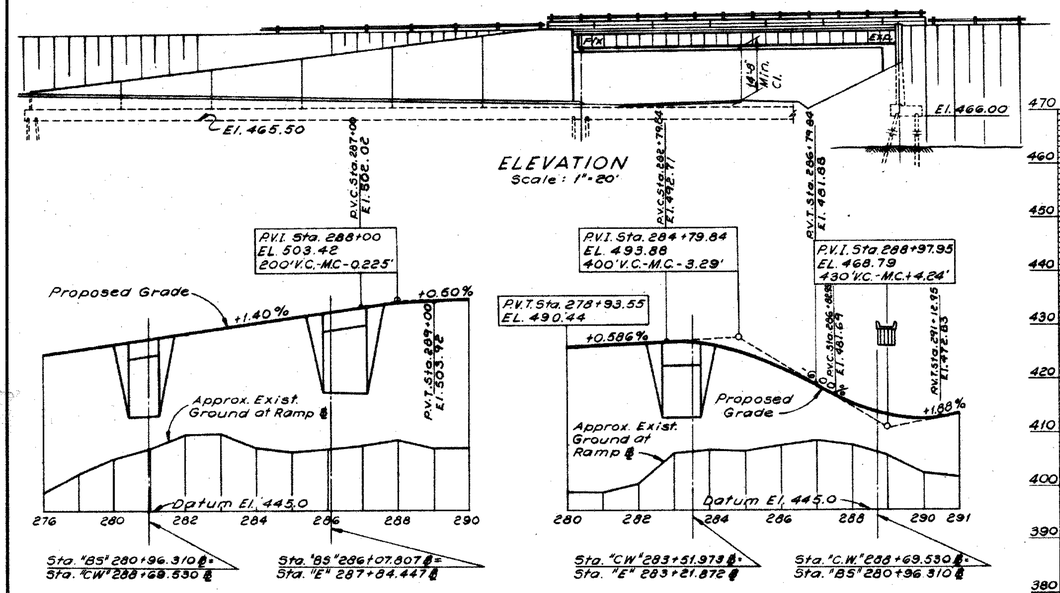
ESTIMATED QUANTITIES		
ITEM	UNIT	QUANTITY
Test Pile (C.I.P. Concrete x 60'-Long)	Ea.	3
Cast-in-Place Concrete Piles	L.F.	12,700
Class "A" Concrete	C.Y.	1,662
¼" Prem. Bit. Jt. Filler for Bridges	S.F.	27
½" " " " " "	S.F.	437
1½" " " " " "	S.F.	10
Deformed Steel Bars	LB.	128,405
Structural Steel	LB.	157,700
Damproofing	S.Y.	926
Metal Bridge Rail	L.F.	210
Pervious Structure Backfill	C.Y.	3,360
2½" Rigid Steel Conduit	L.F.	100
Pile Loading Test -	EA.	1
Alternate "A" Spiral Shear Connector Bars	LB.	1,765
Alternate "B" Welded Stud Shear Connectors (5")	EA.	2,184
Splicing Cast-in Place Concrete Piles	EA.	11



TYPICAL SECTION THRU BRIDGE
Scale: 1/8" = 1'-0"

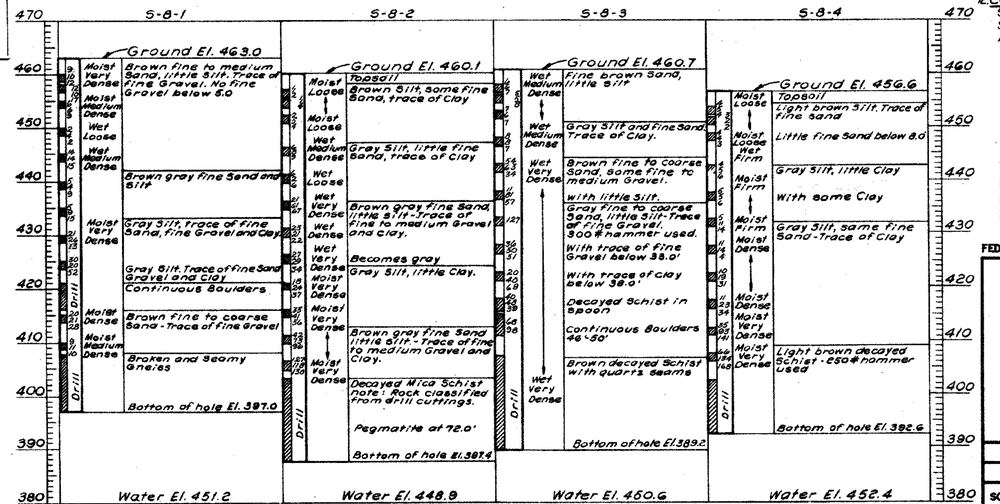
CURVE DATA

CW-1	BS-2
Δ = 96°-46'-29"	Δ = 34°-12'-25"
D = 5°-43'-46.49"	D = 4°-46'-28.74"
T = 1125.83'	T = 369.25'
L = 1683.04'	L = 716.43'
R = 1000.00'	R = 1200.00'
E = 505.82	E = 55.59'



RAMP "BS" PROFILE
Scale: Hor. 1" = 200'
Vert. 1" = 20'

RAMP "CW" PROFILE
Scale: Hor. 1" = 200'
Vert. 1" = 20'



BORING DATA

NOTE: The numbers opposite the samples are the number of blows required to drive a 1⅜" Sampler pipe 6" with a 140 lb. hammer falling 30".

GENERAL NOTES

1. SPECIFICATIONS: Connecticut State Highway Department (Form 808) and special provisions.
2. DESIGN SPECIFICATIONS: Standard Specifications for Highway Bridges (AASHO 1953) except as modified by the Bureau of Public Roads "Policy on Interstate System Projects" (August 1956), and as supplemented by the Connecticut State Highway Department Standard Bridge Details for Contracting Engineers (February 1956)
3. LIVE LOAD - H20-S16-44. Future Paving Allowance 25 P.S.F.
4. COMPOSITE CONSTRUCTION: No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed when directed by the Engineer, but not less than 7 days after slab has been poured.
5. CLASS "A" CONCRETE: Class "A" Concrete shall be used throughout except for Class "C" Concrete used in cast-in-place concrete piles. See Special Provisions.
6. EXPOSED EDGES: Exposed edges shall be beveled 1" x 1" unless otherwise dimensioned.
7. JOINT SEAL: Joint seals shall be included in Item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
8. TAR PAPER: The cost of furnishing and placing 2 layers of 3-ply tar paper at backwalls shall be included in Item for Class "A" Concrete.
9. PAINTING: For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
10. QUANTITIES: Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid
11. STRUCTURAL STEEL: All steel for welded joint shall conform to the requirements of ASTM A-373, all other steel shall conform to ASTM A-7, except as otherwise noted
12. CONCRETE DISTRIBUTION:

Superstructure	750 C.Y.
Substructure	783 C.Y.
Footings	729 C.Y.
Total	1662 C.Y.

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.

FED. AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6

RAMP "BS" OVER RAMP "CW"

GENERAL PLAN AND ELEVATION

DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR Wm. H. McFARLAND - ENGINEER

SCALES	As Shown		PROJECT NO. 34-103
MADE BY	P.S.	DATE 12-17-58	
CHECKED BY	J.K.	DATE 12-17-58	BRIDGE SHEET NO.
APPROVED BY	Wm. H. Farland	DATE 12-17-58	1 OF 8

34 103

34 105

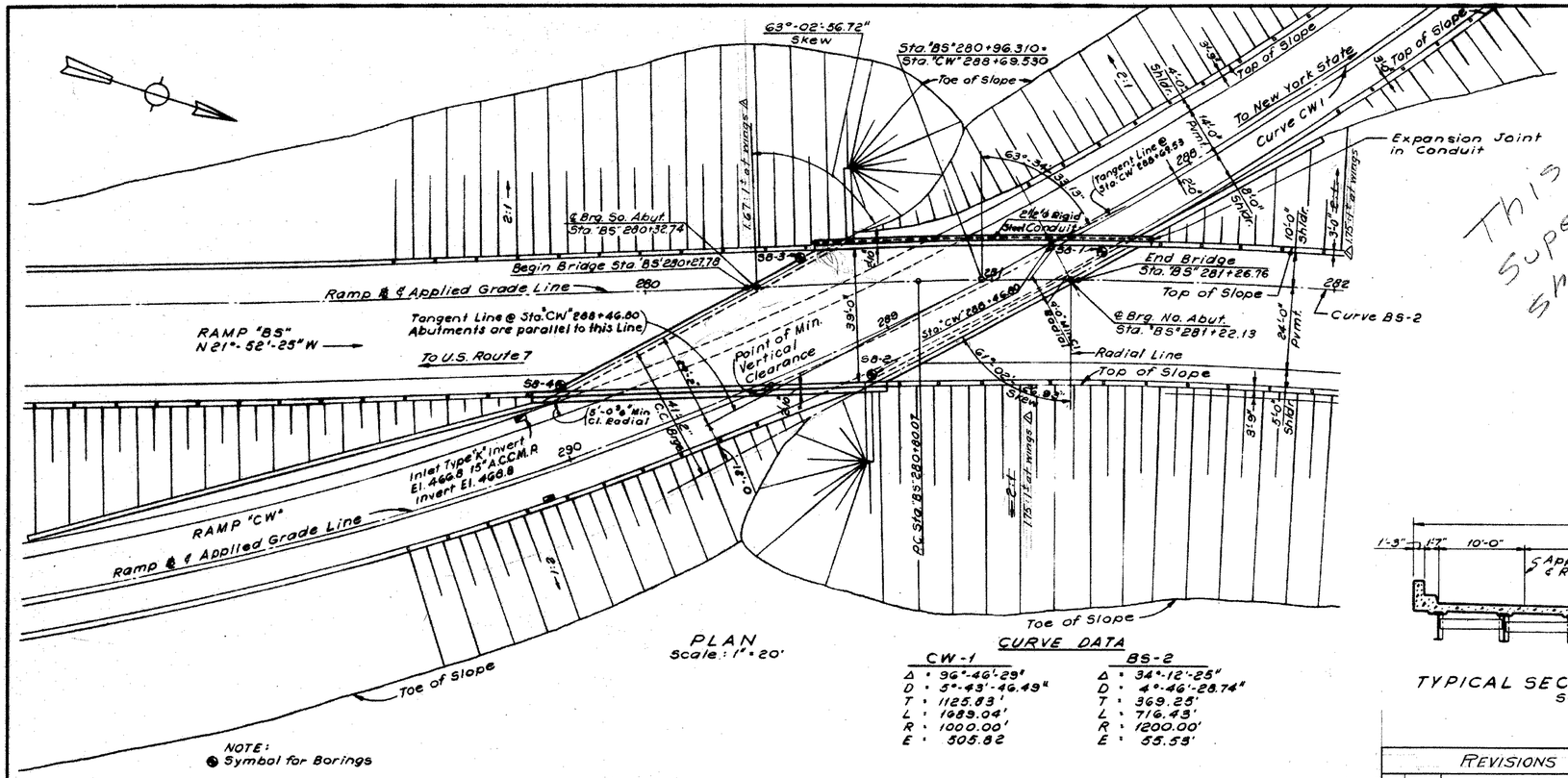
M230 01

Void - See Sh. 94A

94

PUB ROAD DIV. NO.	STATE	TOWN	FED AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(40)5	34103	1958	US 6	94	308

RELOCATION OF ROUTE US 6

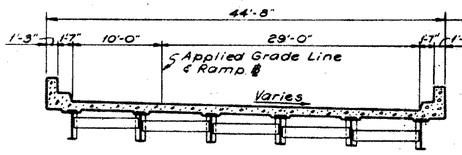


PLAN
Scale: 1" = 20'

This Sheet Supercedes Sheet 94

CURVE DATA

CW-1		BS-2	
Δ	96°-46'-29"	Δ	34°-12'-25"
D	5°-43'-46.49"	D	4°-46'-28.74"
T	1125.83'	T	369.25'
L	1683.04'	L	716.45'
R	1000.00'	R	1200.00'
E	305.82	E	55.59'



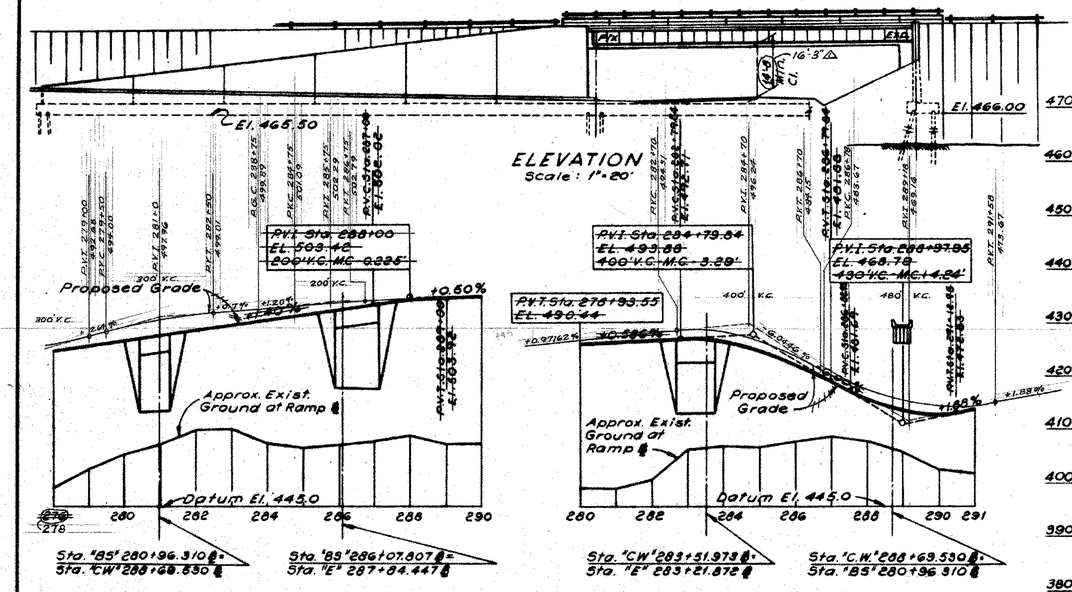
TYPICAL SECTION THRU BRIDGE
Scale: 1/8" = 1'-0"

REVISIONS		
No.	Date	Description
1	3-28-60	B.S. Profile raised to provide a 16'-3" clearance over raised C.W. profile. Abuts. and wings increased in height. Quantity revision.

ESTIMATED QUANTITIES			
	ITEM	UNIT	QUANTITY
	Test Pile (C.I.P. Concrete x 60'-Long)	Ea.	3
	Cast-in-Place Concrete Piles	L.F.	12,700
	Class "A" Concrete △ 1,774	C.Y.	~~1,662~~
	¼" Prem. Bit. Jt. Filler for Bridges	S.F.	27
	½" " " " " " "	S.F.	437
	1½" " " " " " "	S.F.	10
	Deformed Steel Bars △ 133,138	LB.	~~123,405~~
	Structural Steel	LB.	157,700
	Dampproofing △ 1,050	SY.	~~886~~
	Metal Bridge Rail	L.F.	210
	Pervious Structure Backfill △ 4,800	C.Y.	~~3,360~~
	2½" Rigid steel Conduit	L.F.	100
	Pile Loading Test -	E.A.	1
Alternate "A"	Spiral Shear Connector Bars	LB.	3,204
Alternate "B"	Welded Stud Shear Connectors (5")	EA.	2,672
	Splicing Cast-in Place Concrete Piles	EA.	11

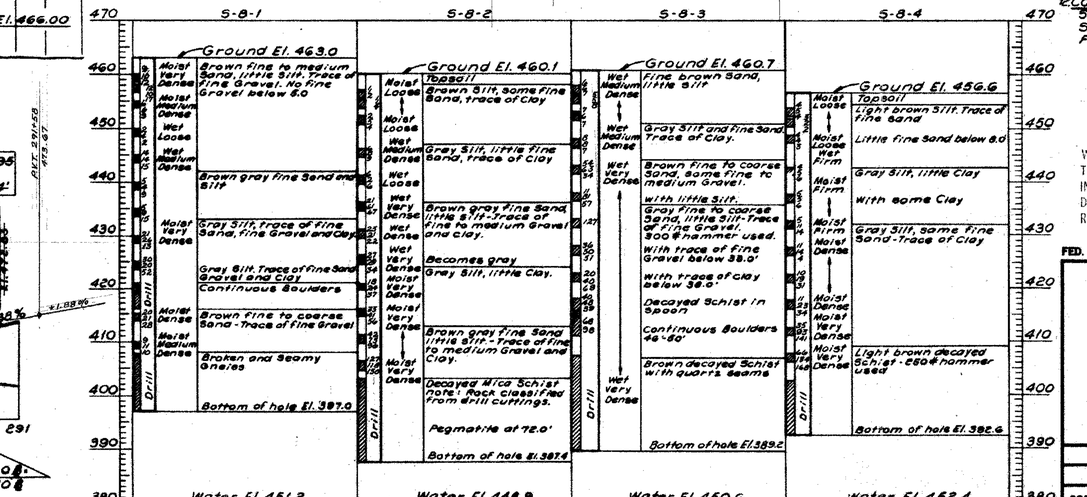
GENERAL NOTES

1. SPECIFICATIONS: Connecticut State Highway Department (Form 808) and special provisions.
2. DESIGN SPECIFICATIONS: Standard Specifications for Highway Bridges (AASHO 1953), except as modified by the Bureau of Public Roads "Policy on Interstate System Projects" (August 1956), and as supplemented by the Connecticut State Highway Department Standard Bridge Details for Contracting Engineers (February 1956)
3. LIVE LOAD - H20-S16-44. Future Paving Allowance 25 P.S.F.
4. COMPOSITE CONSTRUCTION: No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed when directed by the Engineer, but not less than 7 days after slab has been poured.
5. CLASS "A" CONCRETE: Class "A" Concrete shall be used throughout except for Class "C" Concrete used in cast-in-place concrete piles. See Special Provisions.
6. EXPOSED EDGES: Exposed edges shall be beveled 1"x1" unless otherwise dimensioned.
7. JOINT SEAL: Joint seals shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
8. TAR PAPER: The cost of furnishing and placing 2 layers of 3-ply tar paper at backwalls shall be included in item for Class "A" Concrete.
9. PAINTING: For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
10. QUANTITIES: Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid
11. STRUCTURAL STEEL: All steel for welded joint shall conform to the requirements of A.S.T.M. A-373, all other steel shall conform to A.S.T.M. A-7, except as otherwise noted
12. CONCRETE DISTRIBUTION:
Superstructure 750 C.Y.
Substructure ~~383~~ C.Y. 895 C.Y. △
Footings 729 C.Y.
Total ~~1662~~ C.Y.
1774 C.Y. △



RAMP "BS" PROFILE △
Scale: Hor. 1" = 200'
Vert. 1" = 20'

RAMP "CW" PROFILE △
Scale: Hor. 1" = 200'
Vert. 1" = 20'



BORING DATA

NOTE: The numbers opposite the samples are the number of blows required to drive a 1½" sampler pipe 6" with a 140 lb. hammer falling 30".

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE PLANS, BASED ON SUBSURFACE INVESTIGATIONS OF THE STATE, IS IN NO WAY INTENDED TO INDICATE THE TRUE CONDITIONS OR FINAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

FED. AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6 BR. 00543

RAMP "BS" OVER RAMP "CW"

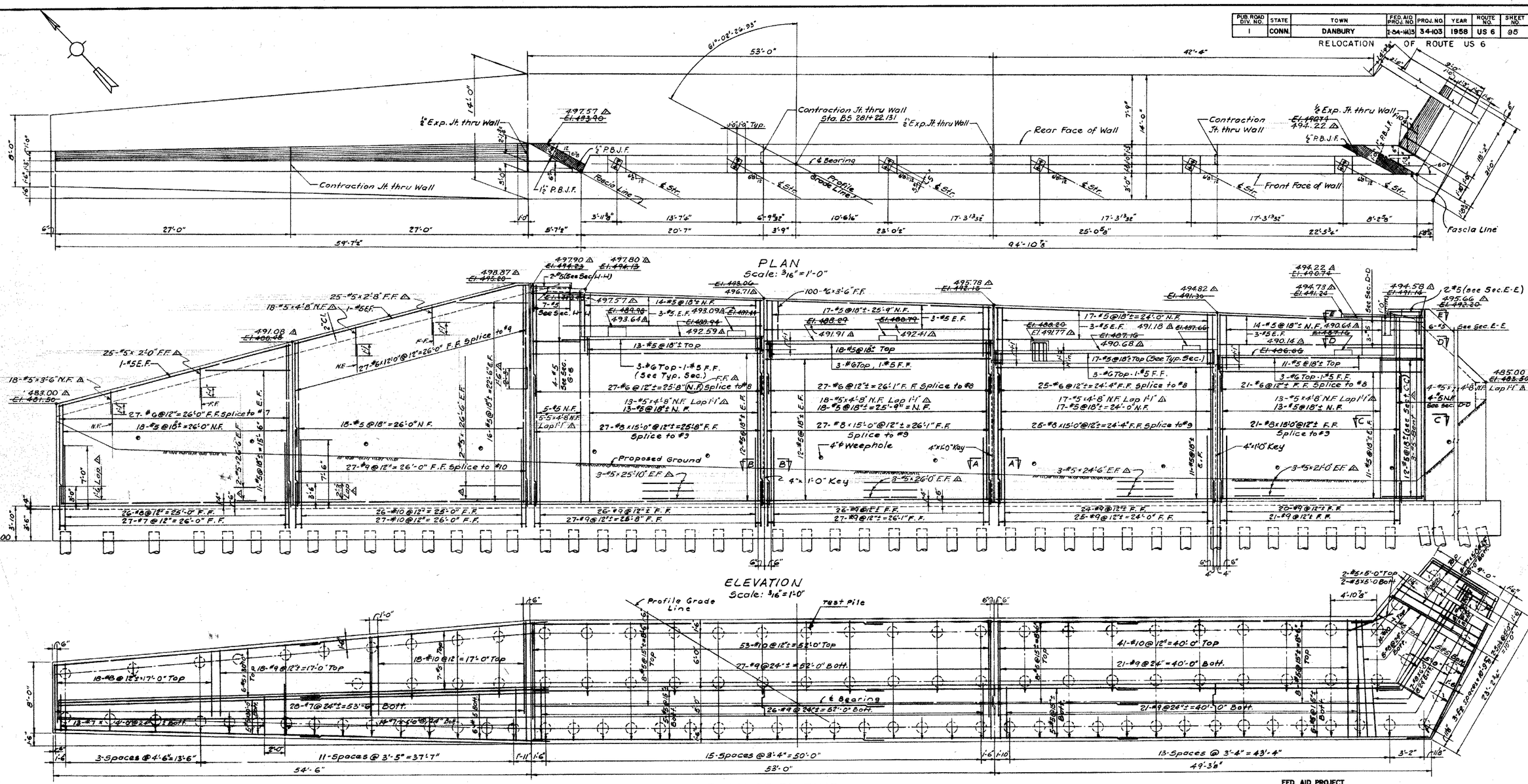
GENERAL PLAN AND ELEVATION

DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR Wm. H. McFARLAND - ENGINEER
SCALES As Shown
MADE BY P.S. DATE 12-17-58
CHECKED BY L.K. DATE 12-17-58
APPROVED BY Wm. H. McFarland DATE 12-17-58
PROJECT NO. 34-103
BRIDGE SHEET NO. 1 OF 8

34 103 34 105 M 230 01 This Sh. Supercedes Sh. 94 A

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(4)13	34-103	1958	US 6	95	308

RELOCATION OF ROUTE US 6



PLAN OF FOOTING
Scale: 3/16" = 1'-0"

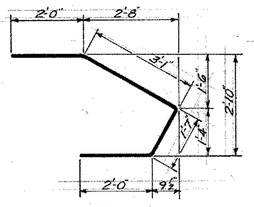
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

108 Cast-in-place Concrete Piles Est. Length = 50'

1 Cast-in-place Concrete Test Pile Est. Length = 60'

Max. Design Pile Load = 39 Tons

REVISIONS		
No.	Date	Description
△	9/15/58	Elevations raised and reinf. steel added.



Type "H" △

Bar List △				
No.	Size	Type	Length	Weight
18	#5	Str.	3'-6"	66
18		↑	4'-8"	88
70			4'-8"	341
25		↓	2'-0"	52
25	#5		2'-8"	69
100	#6		3'-6"	526
8	#5		26'-6"	222
6			25'-10"	161
6			26'-0"	163
6		↑	24'-6"	154
6		Str.	21'-0"	131
3	#5	A	8'-9"	27

Total Weight 2,000

NOTES:

1. For General Notes see Bridge Sh. No. 1
2. For Typical Abutment Section see Bridge Sheet No. 5
3. For Sections A-A to E-E incl. see Bridge Sh. No. 5
4. Pile Details see Bridge Sh. No. 5
5. For Pad Details see Bridge Sheet No. 5.
6. For Details of Anchor Bolts and Bearings see Bridge Sheet No. 8
7. P.B.J.F. = Premoulded Bituminous Joint Filler.

FED. AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6

RAMP "BS" OVER RAMP "CW"
NORTH ABUTMENT

DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR WM. H. McFARLAND - ENGINEER

SCALES	As Noted		PROJECT NO.
MADE BY	J.R., A.N.P.	DATE 12-17-58	34-103
CHECKED BY	W.D.C., J.R.	DATE 12-17-58	BRIDGE SHEET NO.
APPROVED BY	Wm. H. McFarland	DATE 12-17-58	2 OF 8

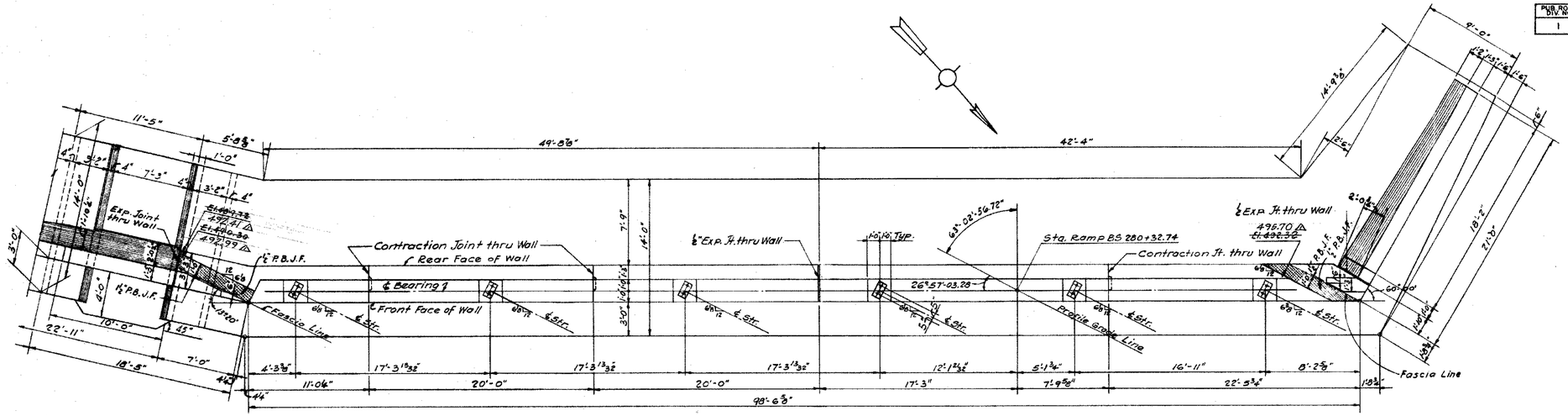
34 103 34 105 M230 01

95

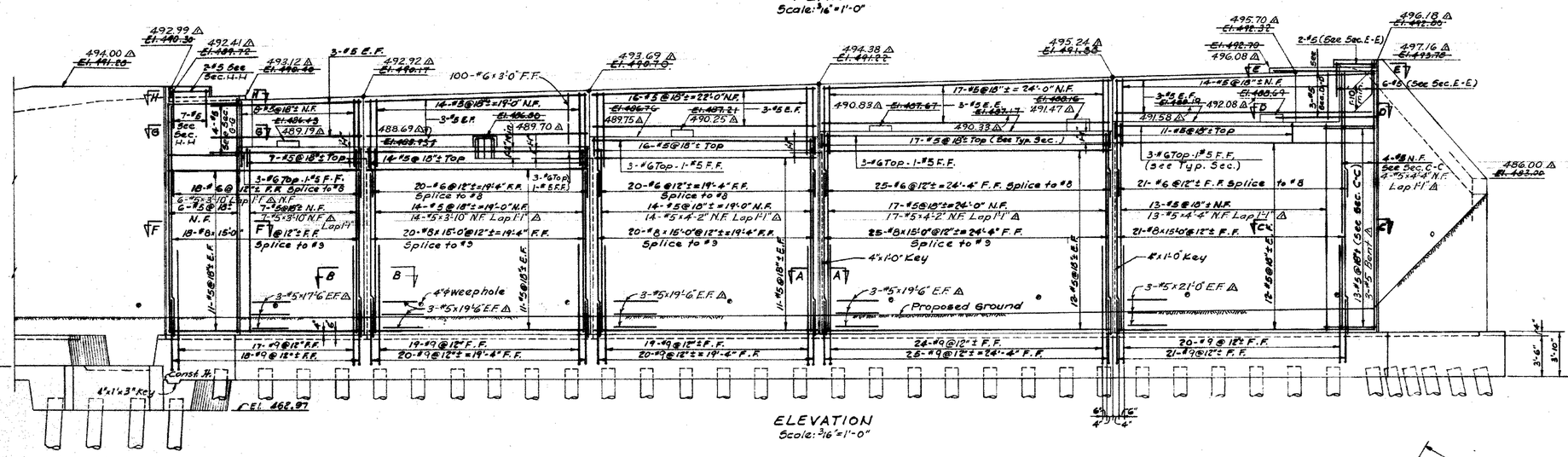
R. CASSELL CO., INC. 21672

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	104-(413)	34-103	1958	US 6	96	308

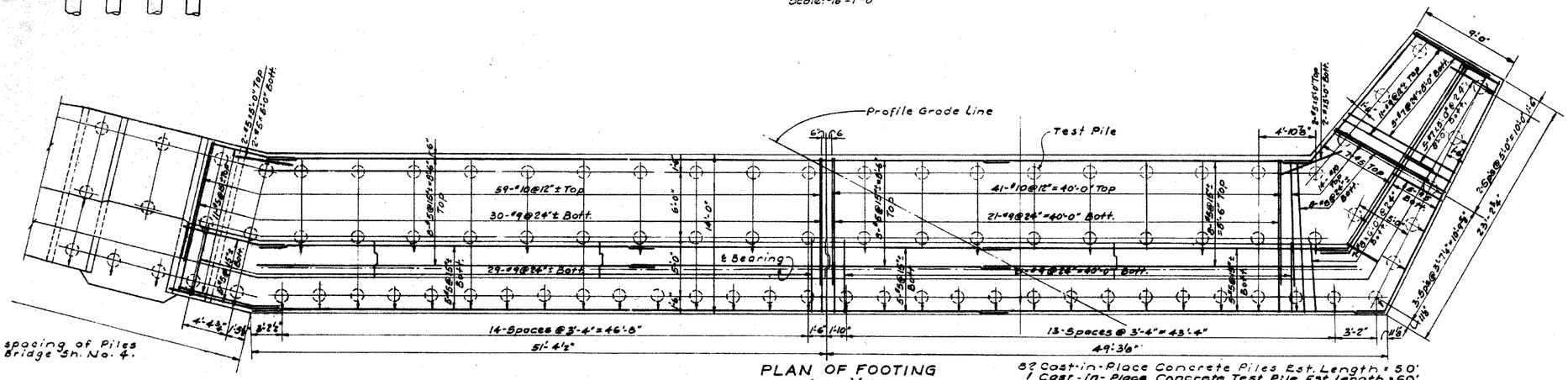
RELOCATION OF ROUTE US 6



PLAN
Scale: 3/16" = 1'-0"



ELEVATION
Scale: 3/16" = 1'-0"

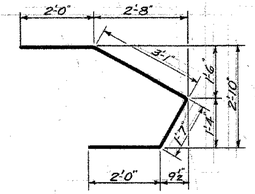


PLAN OF FOOTING
Scale: 3/16" = 1'-0"

82 Cast-in-Place Concrete Piles Est. Length = 50'
1 Cast-in-Place Concrete Test Pile Est. Length = 60'
Max. Design Pile Load = 39 Tons

Bar List △				
No.	Size	Type	Length	Weight
100	#6	Str.	3'-0"	315
27	#5		3'-10"	108
31			4'-2"	135
17			4'-4"	77
6			17'-6"	110
18			19'-6"	366
6		Str.	21'-0"	132
3	#5	A	8'-9"	27

Total Weight 1,270



REVISIONS		
No.	Date	Description
△	9/26/60	Elevations raised and reinf. steel added.

NOTES:
1. For General Notes see Bridge Sheet No. 1.
2. For Typical Abutment Section see Bridge Sheet No. 5.
3. For Sections A-A to E-E incl. see Bridge Sheet No. 5.
4. Pile Detail see Bridge Sheet No. 5.
5. For Pad Detail see Bridge Sheet No. 5.
6. For details of Anchor Bolts and Bearings see Bridge Sheet No. 8.
7. P.B.J.F. = Premoulded Bituminous Joint Filler.

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.

FED. AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6

RAMP "BS" OVER RAMP "CW"
SOUTH ABUTMENT

DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR Wm. H. McFARLAND - ENGINEER

SCALES As Noted
MADE BY J.R. & A.N.P. DATE 12-17-58
CHECKED BY J.R., W.D.C. DATE 12-17-58
APPROVED BY DATE 12-17-58

PROJECT NO. 34-103
BRIDGE SHEET NO. 3 OF 8

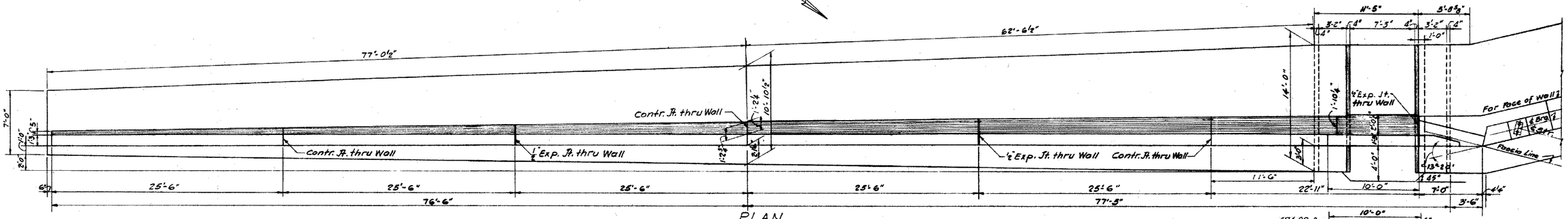
34 103 34 105 M230 01

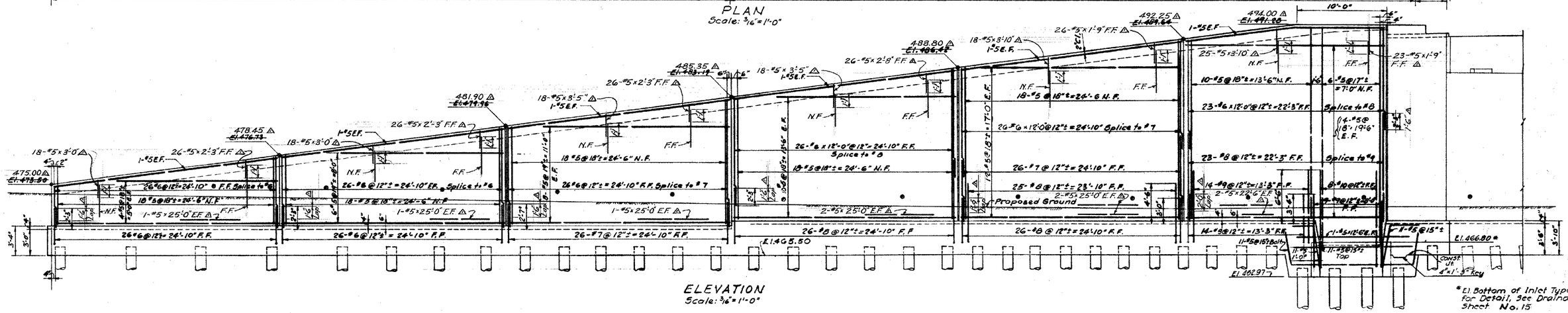
96

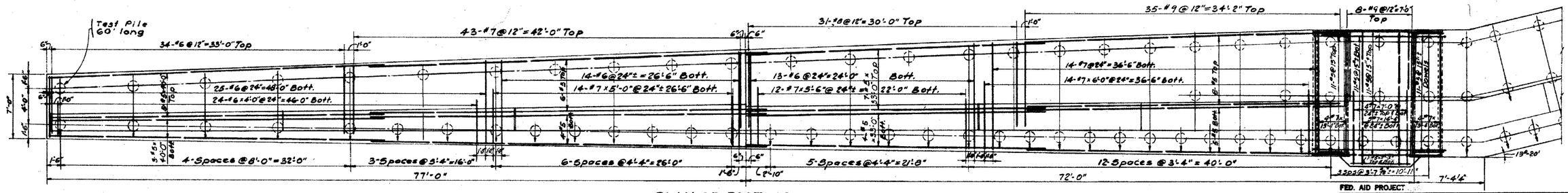
JOHN M. CARROLL CO., INC. 21572

PUB. ROAD DIV. NO.	STATE	TOWN	FED AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(41)5	34-103	1958	US 6	97	308

RELOCATION OF ROUTE US 6







REVISIONS		
No.	Date	Description
△	9/15/58	Elevations raised and reinf. steel added.

Bar List △				
No.	Size	Type	Length	Weight
36	#5	Str.	3'-0"	112
36			3'-5"	128
43			3'-10"	172
78			2'-3"	183
26			2'-8"	73
49			1'-9"	89
12	↓	↓	25'-0"	313
4	#5	Str.	22'-6"	94
Total Weight				1,164

64 C.I.P. Piles Est. Length = 50'
Max. Design Pile Load = 39 Tons
1 Cast-in place Concrete Test Pile, Est. length = 60'

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.

FED. AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6

RAMP "BS" OVER RAMP "CW"
SOUTHEAST WINGWALL

DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR Wm. H. McFARLAND - ENGINEER

SCALES As Noted
MADE BY J. R. DATE 8/1/58
CHECKED BY J.R., W.D.C. DATE 8/1/58
APPROVED BY Wm. H. McFarland DATE 12/1/58

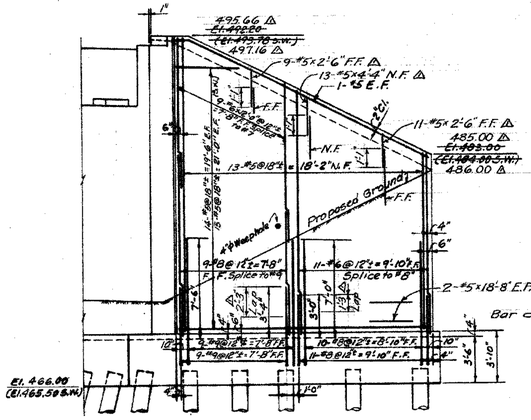
PROJECT NO. 34-103
BRIDGE SHEET NO. 4 OF 8

34 103 34 105 M230 01

97

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	164-1413	34-103	1958	US 6	98	302

RELOCATION OF ROUTE US 6

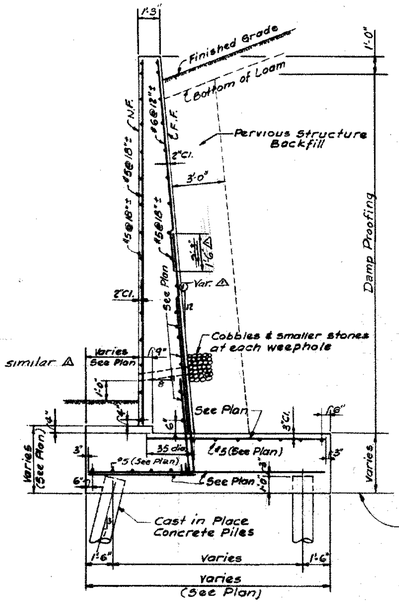


N.E. WINGWALL ELEVATION

S.W. WINGWALL SIMILAR EXCEPT AS NOTED

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

Bar changes in S.W. Wing similar △



WING-WALL SECTION (TYPICAL)

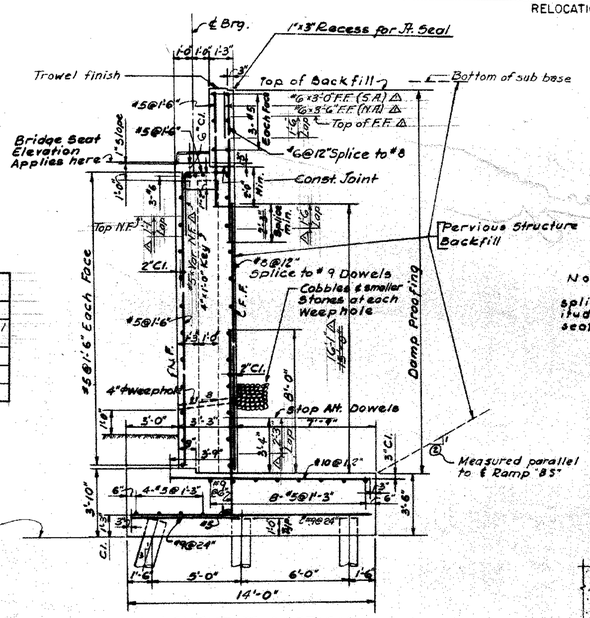
Scale: 1/4" = 1'-0"

BAR LIST				
No.	Size	Type	Length	Weight
26	#5	Str.	4'-4"	117
40	#5	Str.	2'-6"	104
8	#5	Str.	18'-8"	78

Total 299#

REVISIONS		
No.	Date	Description
△	9/24/58	Elevations raised and reinf. steel added.

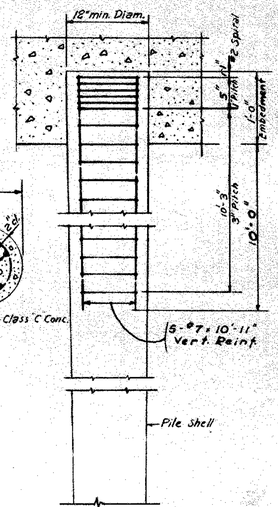
NOTE: Embankment shall be placed to bottom of footing prior to driving piles.



ABUTMENT SECTION (TYPICAL)

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

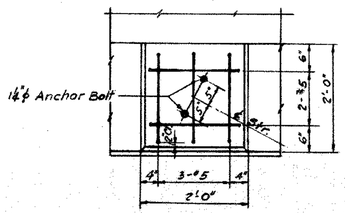
Note: All longitudinal bars to be spliced 20 diameters except longitudinal bars in heel and under bridge seat to be spliced 35 diameters.



C.I.P. CONCRETE PILE REINFORCING

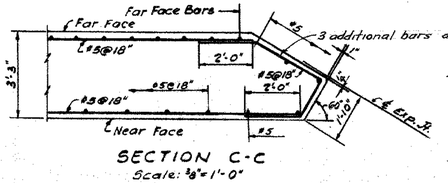
(To be used if shell is thinner than #9 gage)

Scale: 1" = 1'-0"



PEDESTAL REINF.

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

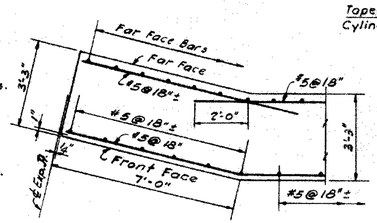


SECTION C-C

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

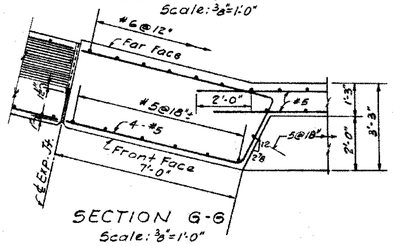
NOTE:
Abutment keys to extend from top of Footing to within 1'-0" of the Bridge Seat. No key required in the "Back Wall."
No key required in Wing Wall Joints.

JOINT SEAL NOTE:
Abutment - Joint Seal to extend from top of Footing to top of Back Wall.
Wingwalls - Joint Seal to extend from top of Footing to top of Wall.



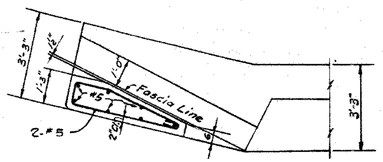
SECTION F-F

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



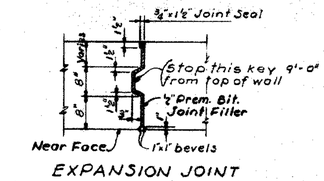
SECTION G-G

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



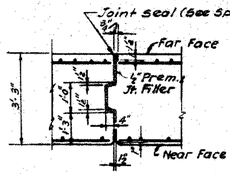
SECTION H-H

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



EXPANSION JOINT

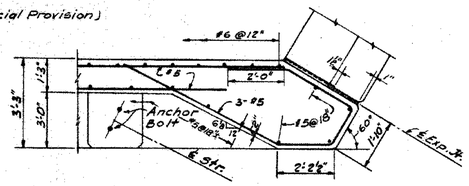
(Between Abutment and Wing Wall)



SECTION A-A

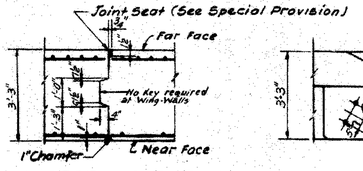
(Expansion Joint)

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



SECTION D-D

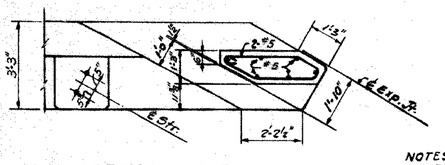
Scale: 3/8" = 1'-0"



SECTION B-B

(Contraction Joint)

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



SECTION E-E

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

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.

NOTES

For General Notes see Bridge Sheet No. 1.
For Location of Secs. A-A to H-H inclusive see Bridge Sheet Nos. 2 & 3

FED. AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6

RAMP "BS" OVER RAMP "CW"

ABUTMENT DETAILS

DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR Wm. H. McFARLAND - ENGINEER

SCALES As noted
MADE BY J.R. & A.N.P. DATE 12/17/58
CHECKED BY W.O.C., J.R. DATE 12-17-58
APPROVED BY Wm. H. McFarland DATE 12-17-58

PROJECT NO. 34-103
BRIDGE SHEET NO. 5 OF 8

34 103 34 105 230 01

93

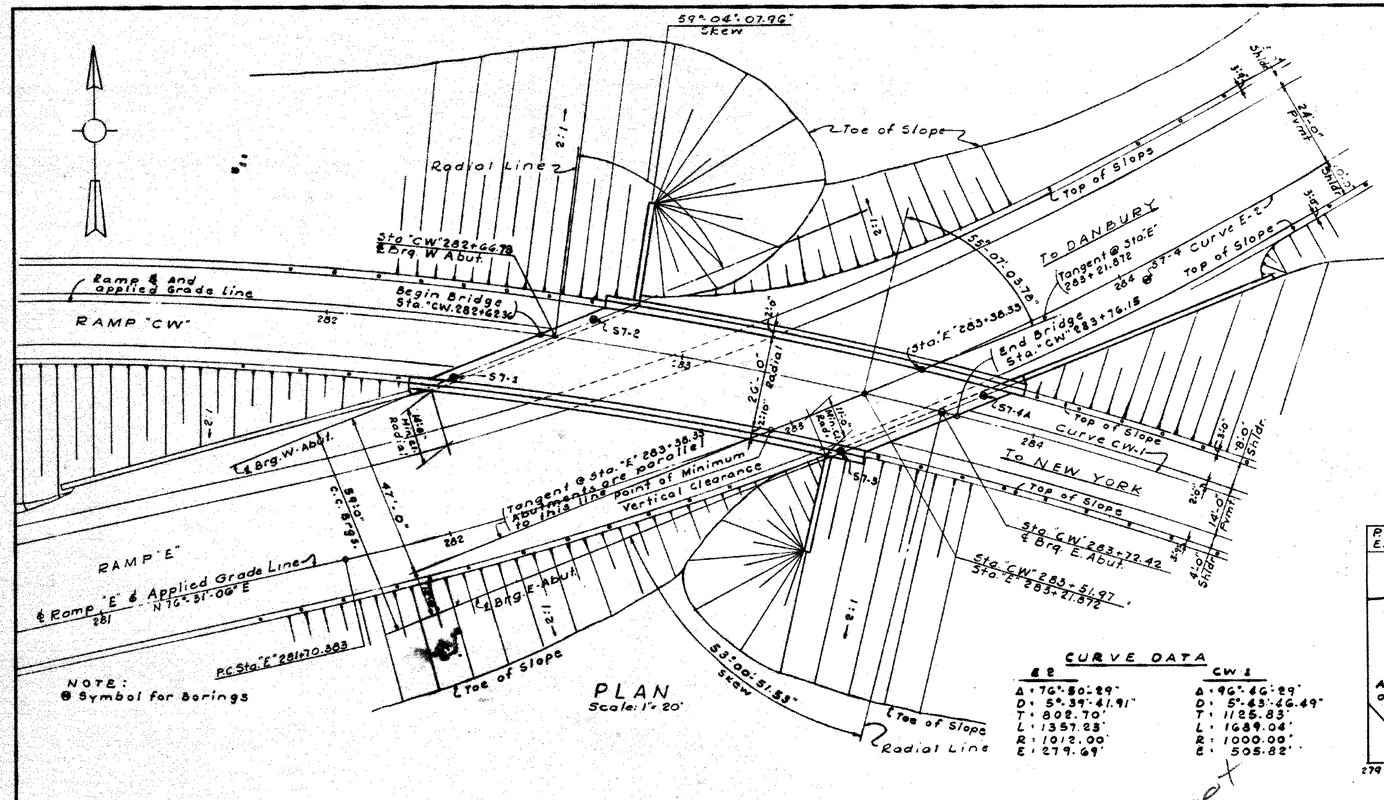
STRUCTURE NO. 00544

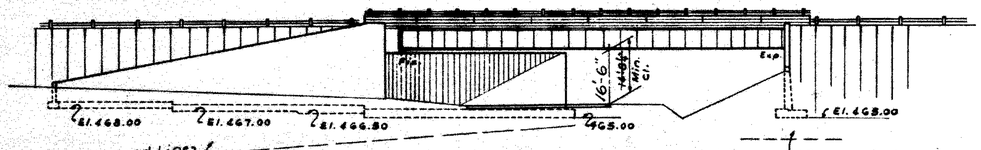
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(13)	34-103	1958	US 6	87	308

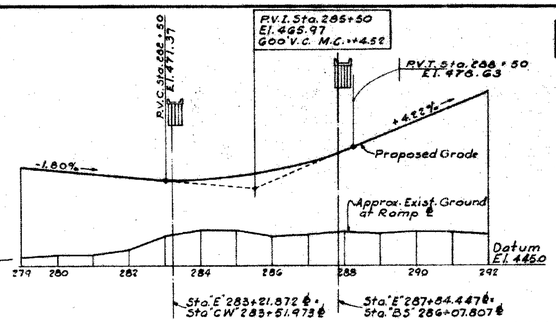
RELOCATION OF ROUTE US 6

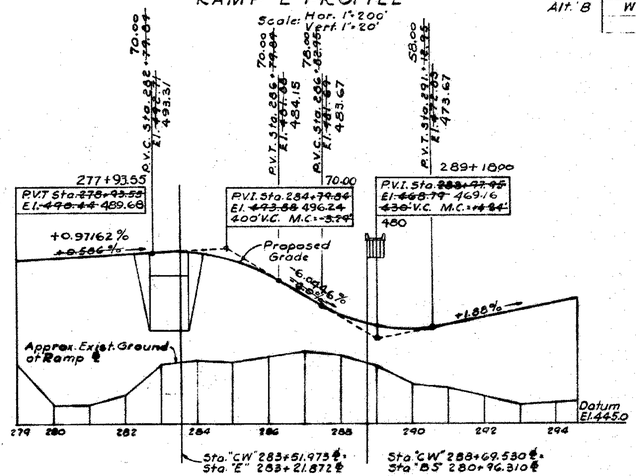
ESTIMATED QUANTITIES

ITEM		UNIT	QUANTITY
Class 'A' Concrete	1156	C.Y.	~~1130~~
¼" Prem. Bit. Jt. Filler for Bridges		S.F.	32
½" Prem. Bit. Jt. Filler for Bridges		S.F.	290
1½" Prem. Bit. Jt. Filler for Bridges	25	S.F.	~~10~~
Deformed Steel Bars	104,060	Lb.	~~111160~~
Structural Steel		Lb.	184850
Dampproofing	713	S.Y.	~~693~~
Metal Bridge Rail	245	L.F.	~~240~~
Pervious Structure Backfill	3035	C.Y.	~~2700~~
Compacted Gravel Fill		C.Y.	9300
Soil Loading Test		Ea.	1
Spiral Shear Connector Bars		Lb.	1952
Welded Stud Shear Connectors (5")		Ea.	1617



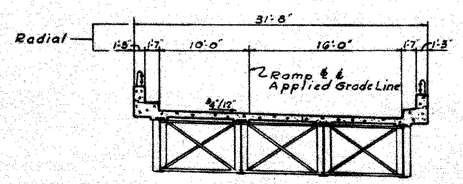


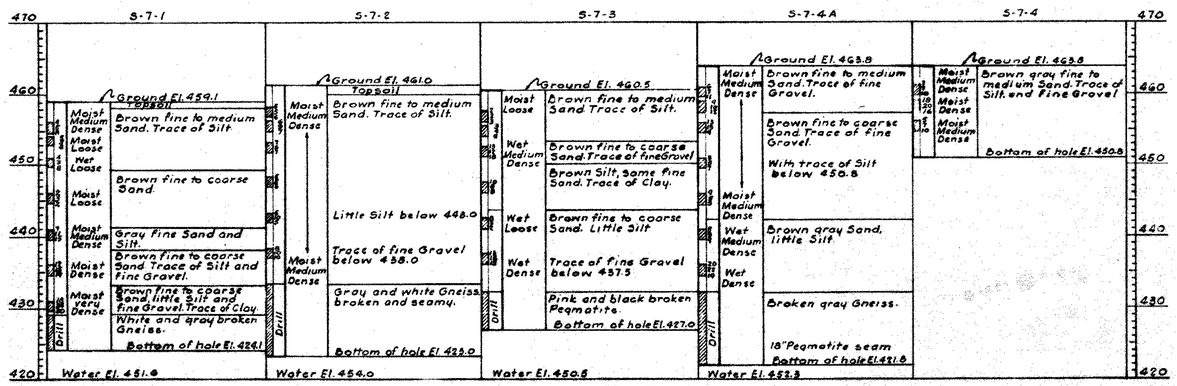




CURVE DATA

E ℄	CW ℄
Δ = 76°-50'-29"	Δ = 96°-46'-29"
D = 5°-39'-41.91"	D = 5°-43'-46.49"
T = 808.70'	T = 1125.83'
L = 1357.28'	L = 1689.04'
R = 1012.00'	R = 1000.00'
E = 279.69'	E = 505.82'





BORING DATA

NOTE: The numbers opposite the samples are the number of blows required to drive a 1⅜" sampler pipe 6" with a 140 lb. hammer falling 30"

GENERAL NOTES:

1. SPECIFICATIONS: Connecticut State Highway Department (Form 808) and Special Provisions.
2. DESIGN SPECIFICATIONS: Standard Specifications for Highway Bridges (AASHO 1953) except as modified by the Bureau of Public Roads 'Policy on Interstate System Projects (Aug. 1956) and as supplemented by the Connecticut State Highway Department Standard Bridge Details for Contracting Engineers (February 1956)
3. LIVE LOAD: H20-S16-44 Future Paving Allowance 25 P.S.F.
4. COMPOSITE CONSTRUCTION: No temporary intermediate supports shall be used during construction. Superimposed loads shall be placed when directed by the Engineer, but not less than 7 days after slab has been poured.
5. CLASS 'A' CONCRETE: Class 'A' Concrete shall be used throughout. See Special Provisions.
6. EXPOSED EDGES: Exposed edges shall be beveled 1"x1" unless otherwise dimensioned.
7. JOINT SEAL: Joint seals shall be included in item for Class 'A' Concrete. See Special Provisions for Class 'A' Concrete.
8. TAR PAPER: The cost of furnishing and placing 2 layers of 3-ply tar paper at backwalls shall be included in item for 'Class 'A' Concrete.
9. PAINTING: For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
10. QUANTITIES: Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
11. STRUCTURAL STEEL: All steel for welded girders shall conform to the requirements of ASTM A-373. All other steel shall conform to ASTM A-7 except as otherwise shown.
12. CONCRETE DISTRIBUTION:

Superstructure	~~134~~	C.Y. 134
Substructure	~~563~~	C.Y. 585
Footings	~~457~~	C.Y. 437
TOTAL	~~1154~~	C.Y. 1156 C.Y.

REVISIONS		
1	3/26/60	Revised profile Ramp "CW" to provide 16'-3" Clearance Quantities revised

This sheet Supercedes Sheet 87

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.

FED. AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6

RAMP "CW" OVER RAMP "E"

GENERAL PLAN AND ELEVATION

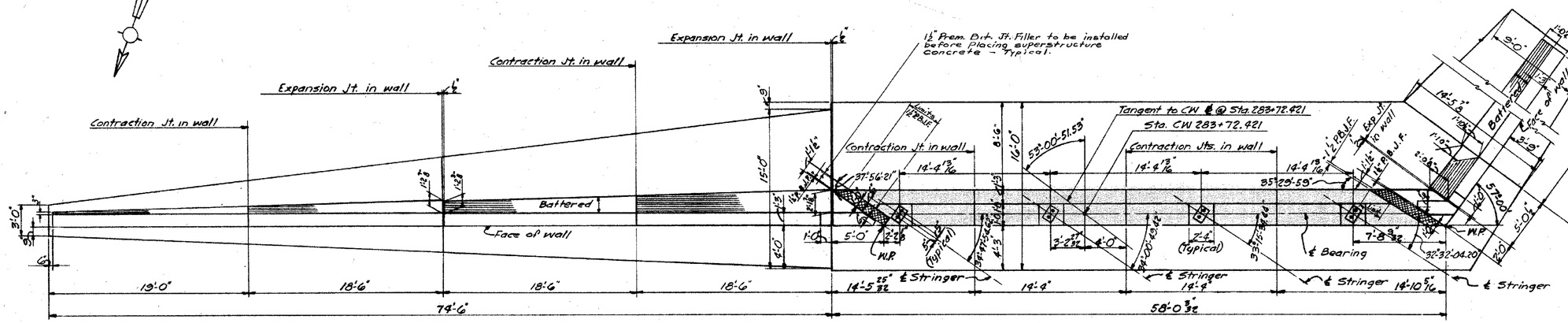
DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR Wm. H. McFARLAND - ENGINEER
SCALES AS SHOWN
MADE BY M.B.D. DATE 12-17-58
CHECKED BY J.R. DATE 12-17-58
APPROVED BY Wm. H. McFarland DATE 12-17-58
PROJECT NO. 34-103
BRIDGE SHEET NO. 1 of 7

34 103 34 105

230 01 This Sh. Supercedes Sh. 87 14

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(41)3	34-103	1958	U.S.6	88	308

RELOCATION OF ROUTE U.S. 6



BAR LIST

	Size	Type	A	B	C	Length	Weight
48	5	2	1'-3	2'-9	1'-6"	5'-6"	275
14	5	Str.				14'-0"	204
3	5	Str.				11'-0"	35
4	5	Str.				10'-6"	44
4	5	Str.				9'-0"	38
3	5	Str.				8'-0"	25
84	5	Str.				3'-1"	270
12	5	2	1'-0"	1'-8"	1'-0"	3'-8"	46
12	5	2	1'-0"	2'-0"	1'-0"	4'-0"	50
						Total	987#

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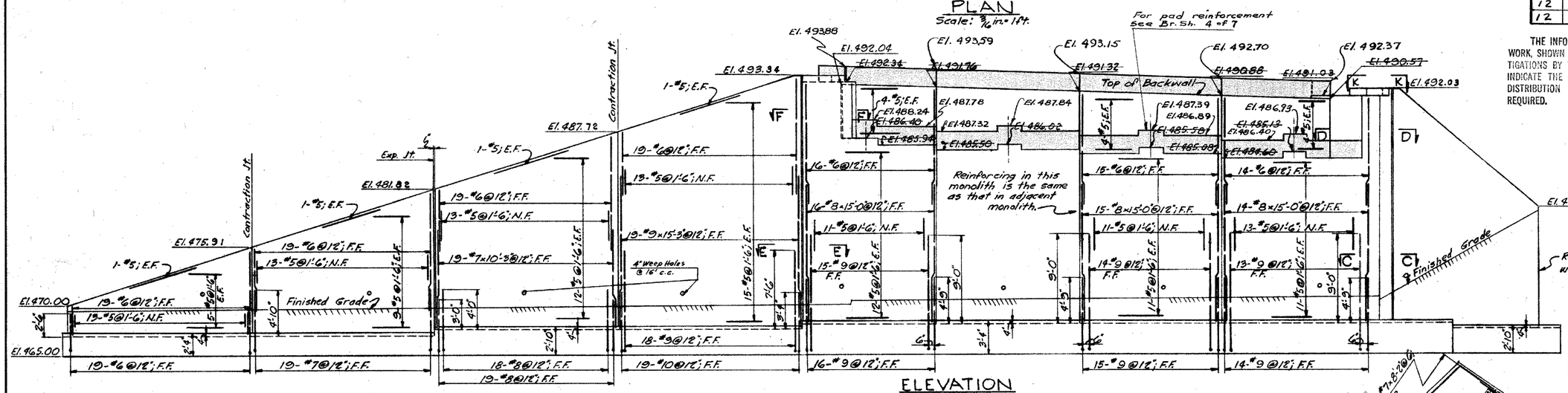
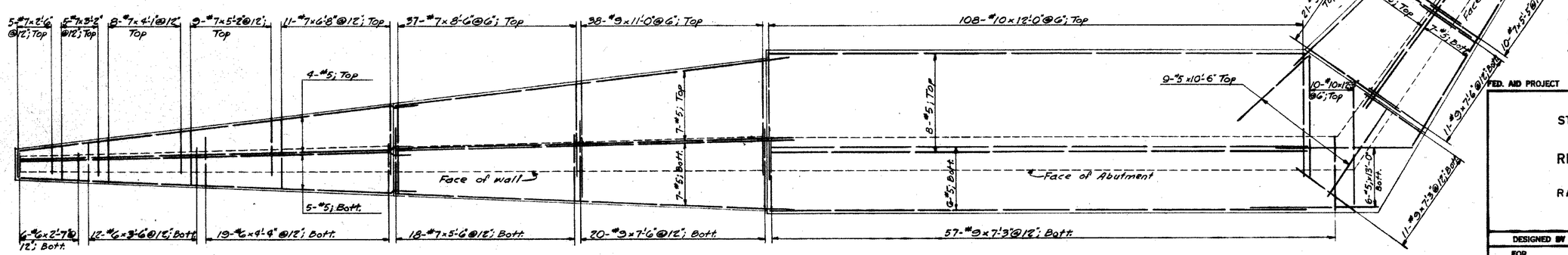
PLAN
Scale: 3/16 in. = 1 ft.



ELEVATION
Scale: 3/16 in. = 1 ft.



FOOTING REINFORCEMENT PLAN
Scale: 3/16 in. = 1 ft.

NOTE: Max. Design Soil Bearing Pressure is 8000 p.s.f.

REVISIONS		
1	3/26/60	Added Concrete to Bridge Seat and backwall.

NOTES:
For General Notes see Bridge Sheet No. 1
For Anchor Bolts and Bearing Details see Bridge Sheet No. 7
For Typical Abutment and Wingwall Sections and Sections E-E, F-F, G-G & H-H see Bridge Sh. No. 4.
P.B.J.F.: Premoulded Bituminous Joint Filler.

FED. AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6

RAMP "CW" OVER RAMP "E"

EAST ABUTMENT

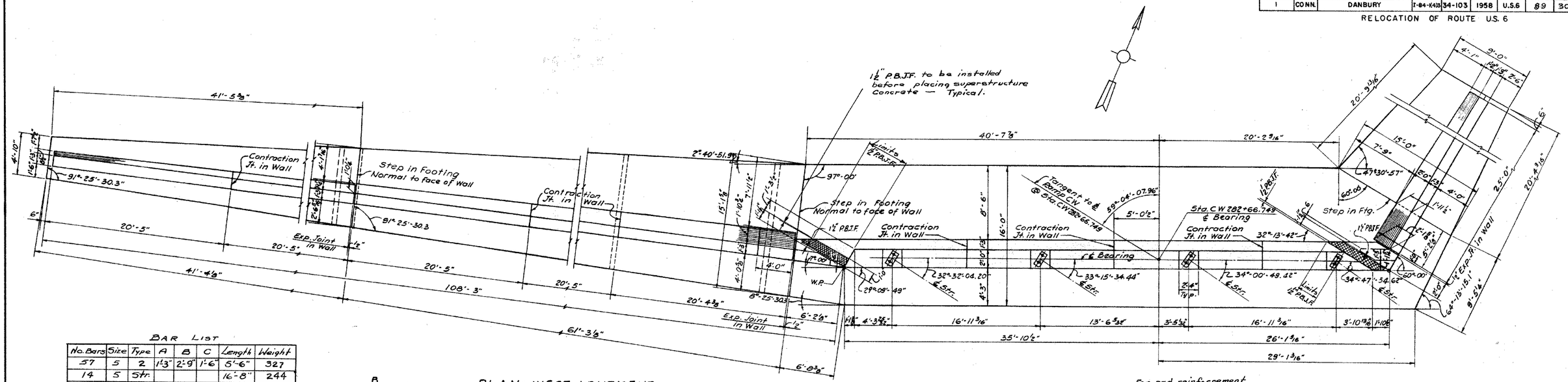
DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR Wm. H. McFARLAND - ENGINEER
SCALES As Noted
MADE BY J.M. DATE 12-17-58
CHECKED BY J.R. DATE 12-17-58
APPROVED BY Wm. H. McFarland DATE 12-17-58
PROJECT NO. 34-103
BRIDGE SHEET NO. 2 OF 7

34 103 34 105 M230 01

88

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	T-84-1(43)	34-103	1958	U.S.6	89	308

RELOCATION OF ROUTE U.S. 6

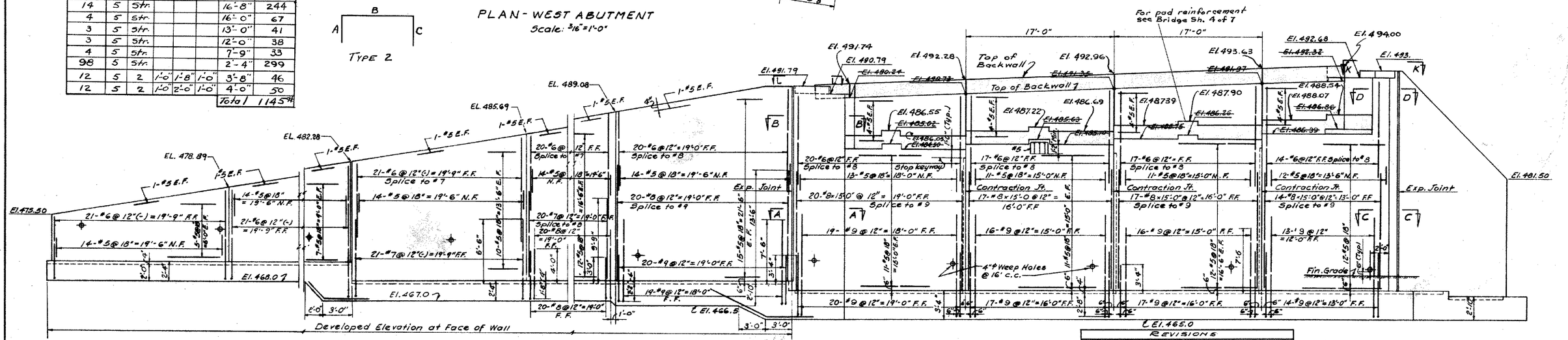


BAR LIST

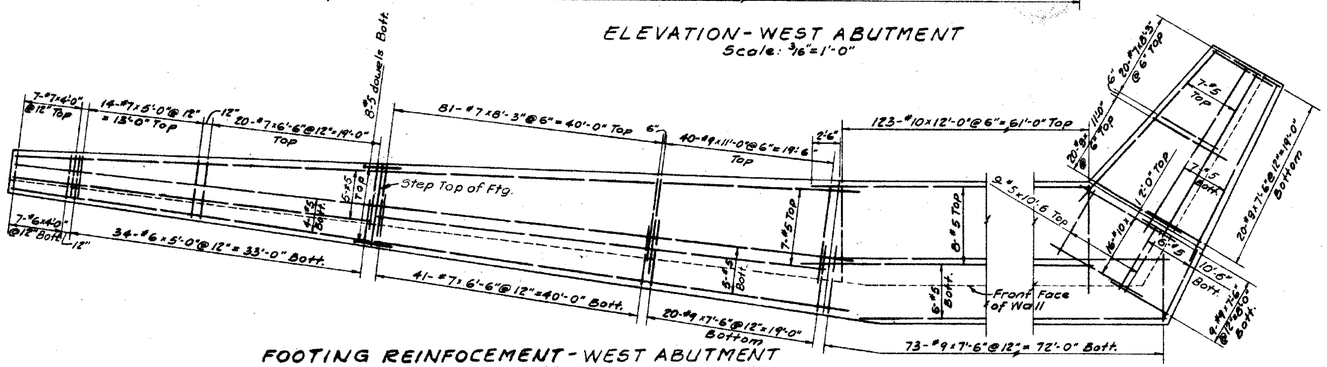
No. Bars	Size	Type	A	B	C	Length	Weight
57	5	2	1'-3"	2'-9"	1'-6"	5'-6"	327
14	5	Str.				16'-8"	244
4	5	Str.				16'-0"	67
3	5	Str.				13'-0"	41
3	5	Str.				12'-0"	38
4	5	Str.				7'-9"	33
98	5	Str.				2'-4"	299
12	5	2	1'-0"	1'-8"	1'-0"	3'-8"	46
12	5	2	1'-0"	2'-0"	1'-0"	4'-0"	50
						Total	1145#

TYPE 2

PLAN - WEST ABUTMENT
Scale: 3/16"=1'-0"



ELEVATION - WEST ABUTMENT
Scale: 3/16"=1'-0"



FOOTING REINFOCEMENT - WEST ABUTMENT
Scale: ½"=1'-0"

REVISIONS		
1	3/26/60	Added Concrete to bridge Seat and backwall.

NOTES

For General Notes see Bridge Sheet No. 1
For Anchor Bolts and Bearing Details see Bridge Sheet No. 4
Maximum design soil bearing pressure is 5000 p.s.f.
P.B.J.F.- Premolded Bituminous Joint Filler

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FED. AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6

RAMP "CW" OVER RAMP "E"

WEST ABUTMENT

DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR Wm. H. McFARLAND - ENGINEER

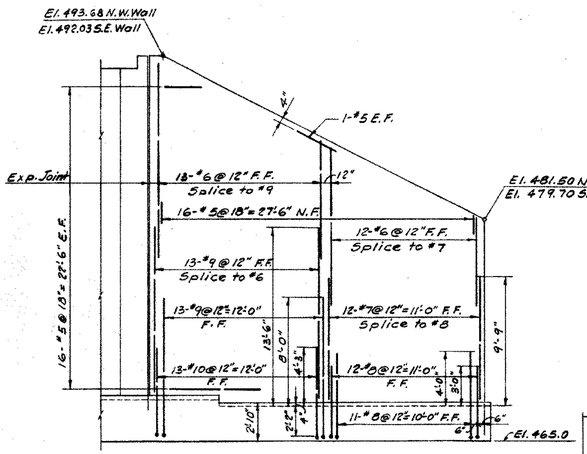
SCALES	As Shown		PROJECT NO. 34-103
MADE BY	P.C.	DATE 12-17-58	
CHECKED BY	J.R.	DATE 12-17-58	BRIDGE SHEET NO. 3 of 7
APPROVED BY	Wm. H. McFarland	DATE 12-17-58	

34 103 34 105 M230 01

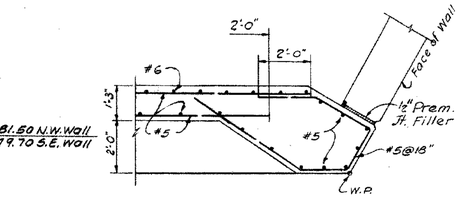
89

FED. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(43)	34403	1958	US 6	90	302

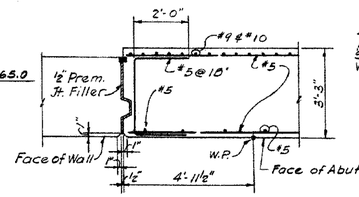
RELOCATION OF ROUTE US 6



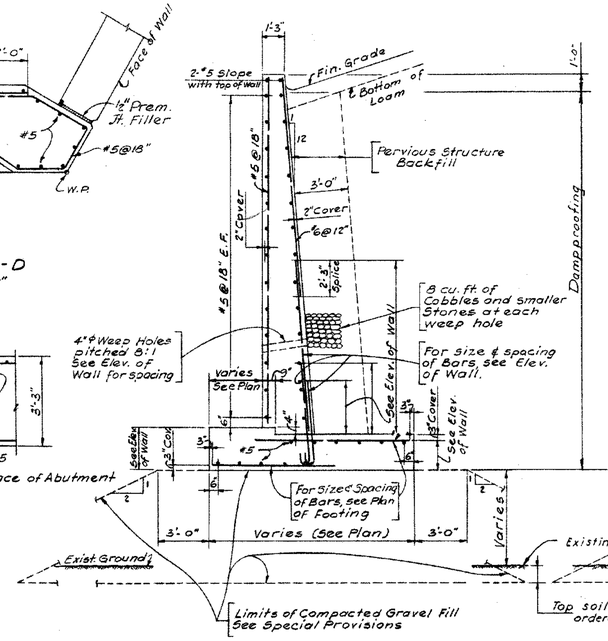
ELEVATION - NORTHWEST WINGWALL
SOUTHEAST WINGWALL AS NOTED
Scale: 3/16" = 1'-0"

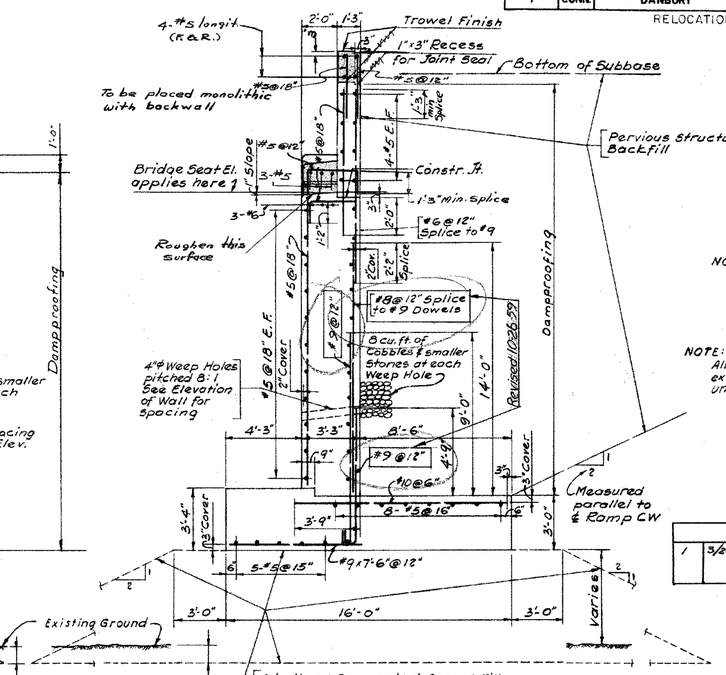


SECTION D-D
Scale: 3/8" = 1'-0"



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





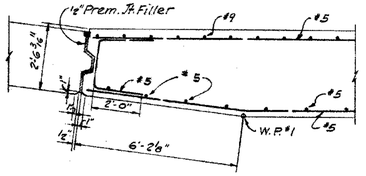
TYPICAL SECTION - WING WALL
Scale: 1/4" = 1'-0"

TYPICAL SECTION - ABUTMENTS
Scale: 1/4" = 1'-0"

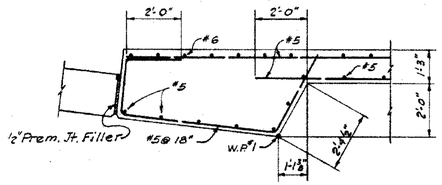
NOTE:
At each abutment one soil loading test shall be made as per special provisions.

NOTE:
All longitudinal bars to be spliced 20 dia. except longitudinal bars in heel and under bridge seat to be spliced 35 dia.

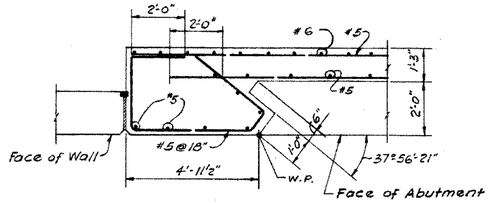
REVISIONS		
1	3/26/60	Added concrete to bridge seat & backwall.



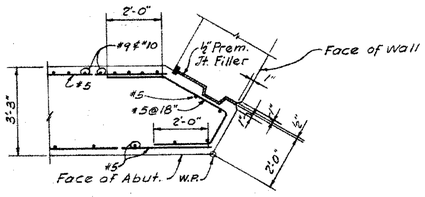
SECTION A-A
Scale: 3/8" = 1'-0"



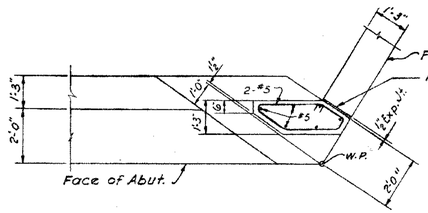
SECTION B-B
Scale 3/8" = 1'-0"



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



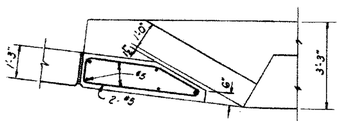
SECTION C-C
Scale: 3/8" = 1'-0"



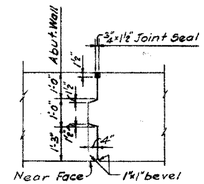
SECTION K-K
Scale: 3/8" = 1'-0"

Note
Abutment keys to extend from top of Footing to within 1'-0" of the Bridge seat. No key required in the Backwall.
No key required in Wing Wall Joints

NOTES: For General Notes see Bridge Sheet No. 1.
For Location of Sections see Bridge Sheets 2 & 3.

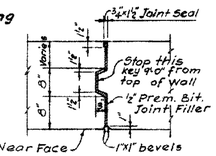


SECTION L-L
Scale: 3/8" = 1'-0"



CONTRACTION JOINT

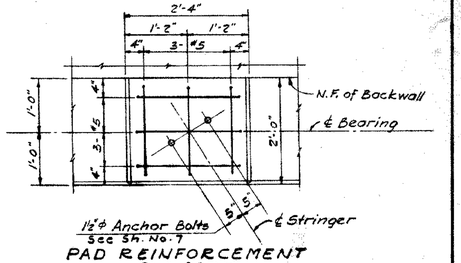
Steel Reinforcement not to extend thru Joints.



EXPANSION JOINT
(Between Abutment and Wing Wall)

JOINT DETAILS
Scale: 3/8" = 1'-0"

JOINT SEAL NOTE:
Abutment - Joint Seal to extend from top of Footing to top of Back Wall.
Wingwalls - Joint Seal to extend from top of Footing to top of Wall.



PAD REINFORCEMENT
Scale: 3/4" = 1'-0"

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.

FED. AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6

RAMP "C W" OVER RAMP "E"

ABUTMENT AND WINGWALL DETAILS

DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR Wm. H. McFARLAND - ENGINEER

SCALES As Noted
MADE BY P.C., A.N.P. DATE 12-17-58
CHECKED BY J.J.G. DATE 12-17-58
APPROVED BY Wm. H. McFarland DATE 12-17-58

PROJECT NO. 34-105
BRIDGE SHEET NO. 4 OF 7

34 103 34 105

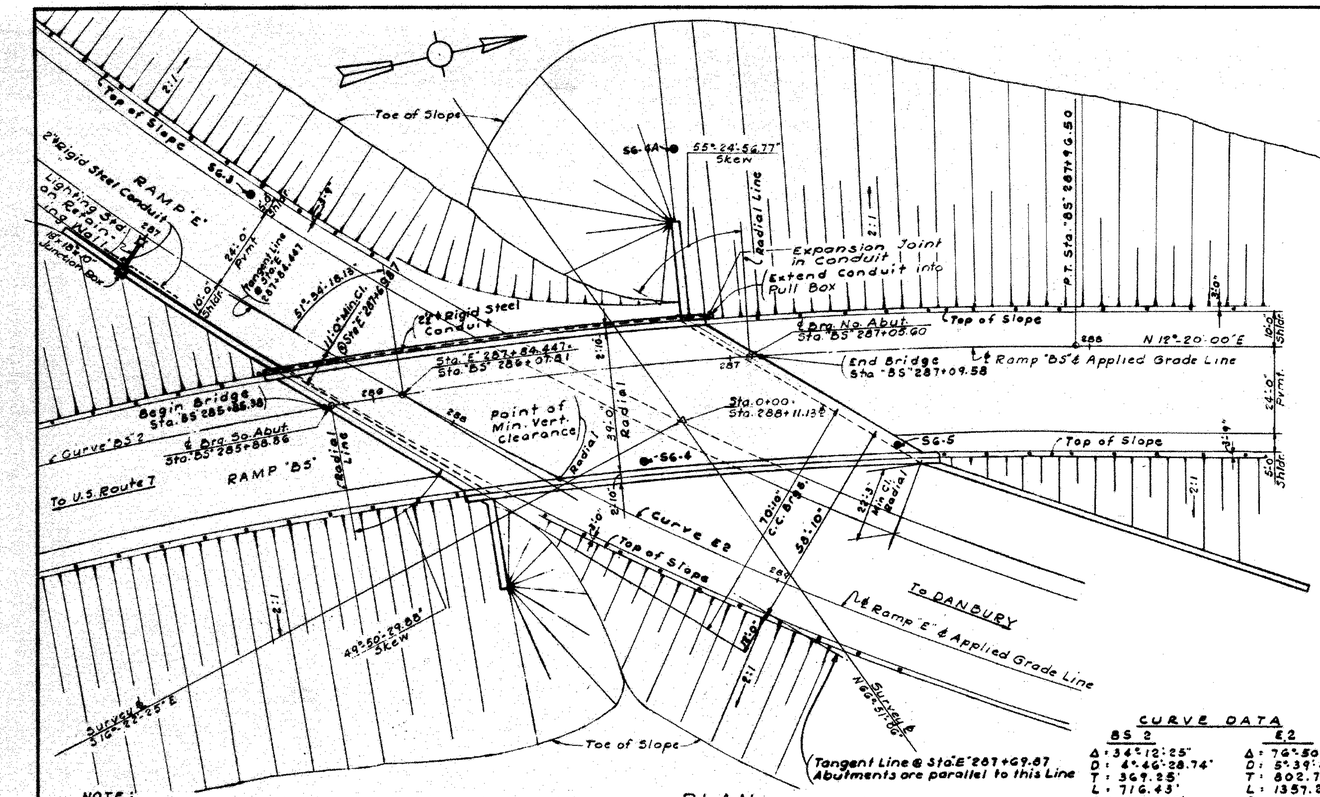
M 230 01

90

STRUCTURE NO. 00545

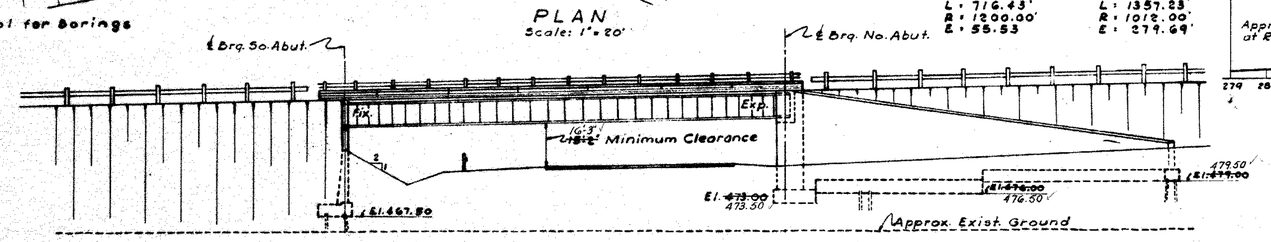
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	S-84-1413	34-103	1958	U.S.6	102	328

RELOCATION OF ROUTE U.S.6

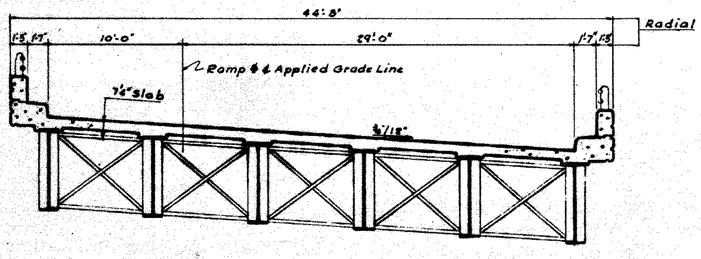


NOTE:
● Symbol for Borings

PLAN
Scale: 1"=20'



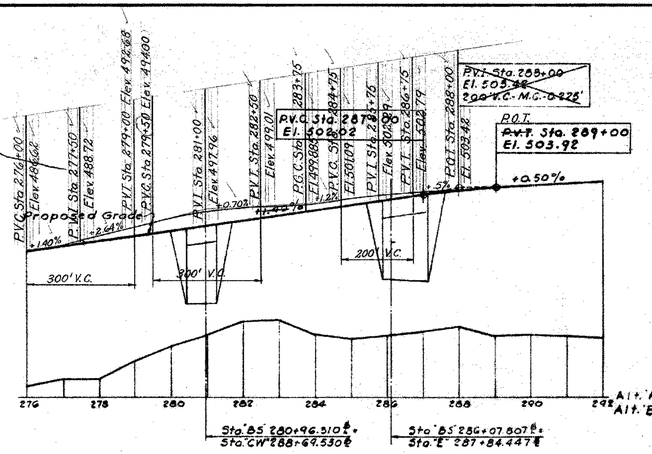
ELEVATION
Scale: 1"=20'



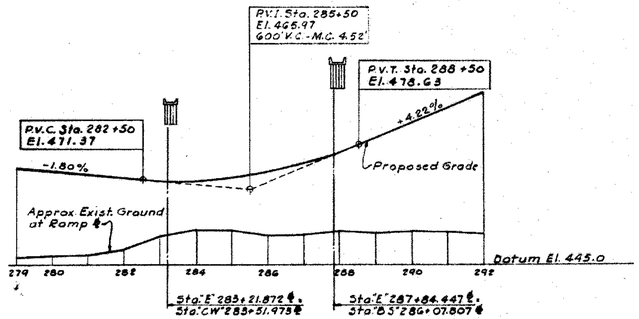
TYPICAL SECTION THRU BRIDGE
Scale: 3/16"=1'-0"

CURVE DATA

BS 2	E2
Δ = 34°-12'-25"	Δ = 76°-50'-29"
D = 4°-46'-28.74"	D = 5°-39'-41.91"
T = 349.25'	T = 802.70'
L = 716.43'	L = 1357.23'
R = 1200.00'	R = 1012.00'
E = 55.53	E = 279.69'

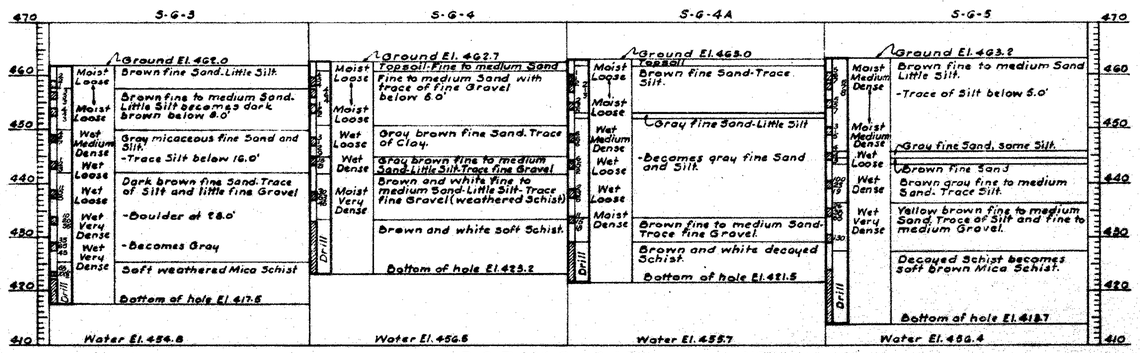


RAMP "BS" PROFILE
Scale: Hor. 1"=200'
Vert. 1"=20'



RAMP "E" PROFILE
Scale: Hor. 1"=200'
Vert. 1"=20'

REVISIONS		
No.	Date	Description
1	3-25-60	Ramp BS Profile
		Quantities - Footing Elev.



BORING DATA

NOTE:
The numbers opposite the samples are the number of blows required to drive a 1⅜" sampler pipe 6" with a 140 lb. hammer falling 30"

ESTIMATED QUANTITIES

ITEM		UNIT	QUANTITY
Test Pile (Steel 12 BP 53 × 70' Long)		Ea.	1
Test Pile (Steel 12 BP 53 × 55' Long)		Ea.	2
Furnishing Steel Piles	590,636#	Lb.	~~587615~~
Driving Steel Piles	11,147'	L.F.	~~11090~~
Splicing Steel Piles		Ea.	11
Timber Sheet Piles		M.B.F.	0.36
Class 'A' Concrete	1558 C.Y.	C.Y.	~~1583~~
¼" Prem. Bit. Jt. Filler for Bridges		S.F.	36
½" Prem. Bit. Jt. Filler for Bridges	298'	S.F.	~~273~~
1½" Prem. Bit. Jt. Filler for Bridges		S.F.	10
Deformed Steel Bars	141000	Lb.	~~138900~~
Structural Steel		Lb.	235300
Dampproofing		S.Y.	864
Metal Bridge Rail	264'	L.F.	~~263~~
Pervious Structure Backfill	4050 C.Y.	C.Y.	~~4030~~
2½" ø Rigid Steel Conduit		L.F.	175
2½" ø Rigid Steel Conduit		L.F.	126
Spiral Shear Connector Bars		Lb.	2,997
Welded Stud Shear Connectors (3")		Ea.	2448
Junction Box (18"×18"×10")		Ea.	1
Luminaire, Transformer & Lamp-250 Watt		Ea.	1
Lighting Standard, Bridge (12 Foot Arm)		Ea.	1

GENERAL NOTES:

1. SPECIFICATIONS: Connecticut State Highway Department (Form 1958) and Special Provisions.
2. DESIGN SPECIFICATIONS: Standard Specifications for Highway Bridges (AASHO) except as modified by the Bureau of Public Roads "Policy on Interstate System Projects" (August 1956) and as supplemented by the Connecticut State Highway Department Standard Bridge Details for Contracting Engineers (February 1956).
3. LIVE LOAD: H20-S16-44 Future Paving Allowance 25 P.S.F.
4. COMPOSITE CONSTRUCTION: No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed, when directed by the Engineer, but not less than 7 days after slab has been poured.
5. CLASS 'A' CONCRETE: Class 'A' Concrete shall be used throughout. See Special Provisions.
6. EXPOSED EDGES: Exposed edges shall be beveled 1"x1" unless otherwise dimensioned.
7. JOINT SEAL: Joint seals shall be included in item for Class 'A' Concrete. See Special Provisions for Class 'A' Concrete.
8. TAR PAPER: The cost of furnishing and placing 2 layers of 3-ply tar paper at backwalls shall be included in item for Class 'A' Concrete.
9. PAINTING: For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
10. QUANTITIES: Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
11. STRUCTURAL STEEL: All steel for welded Girders shall conform to the requirements of ASTM A-373. All other steel shall conform to ASTM A-7, except as otherwise noted.
12. CONCRETE DISTRIBUTION:

Superstructure	~~1583~~ C.Y.	792 c.y.
Substructure	~~733~~ C.Y.	750
Footings	61 C.Y.	616
TOTAL	~~2377~~ C.Y.	1658 c.y.

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FED. AID PROJECT
BR. 00545

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6
RAMP "BS" OVER RAMP "E"
GENERAL PLAN AND ELEVATION

DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR Wm. H. McFARLAND - ENGINEER
SCALES As Shown
MADE BY M.S.D.
CHECKED BY J.R.
APPROVED BY

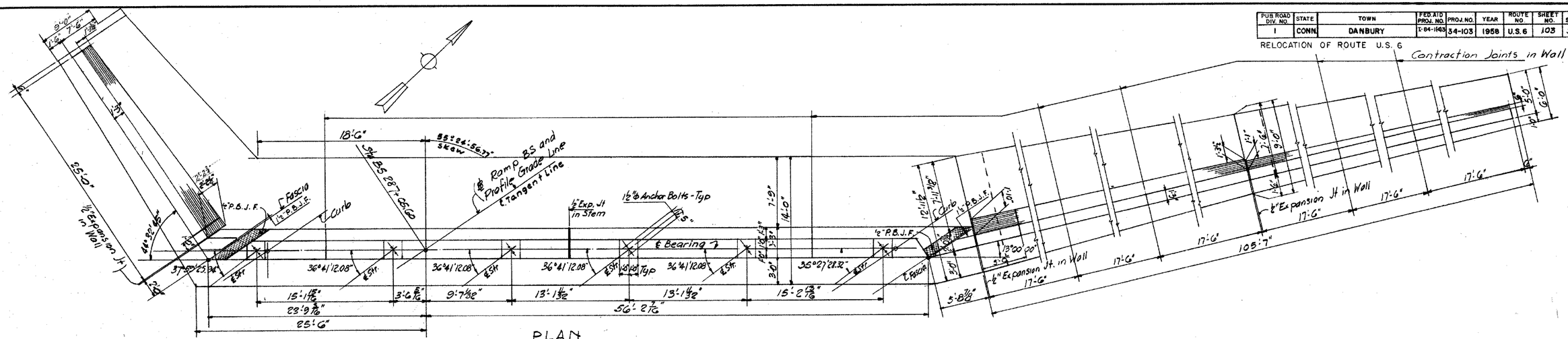
34 103 34 105

M230 01 This Sh. Supercedes Sh. 102

102A

PUB ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(43)	34-103	1958	U.S. 6	103	308

RELOCATION OF ROUTE U.S. 6



PLAN
Scale 3/16"=1'-0"

ELEVATION (Piles not shown)
Scale 3/16"=1'-0"

FOOTING PLAN
Scale 1/8"=1'-0"

NOTES

1. See Bridge Sheet No. 1 for General Notes
2. For Anchor Bolts and Bearing Details see Bridge Sheet No. 7
3. For Typical Abutment and Wingwall Sections and Sections A-A, B-B, C-C, D-D, E-E, and F-F see Bridge Sh. No. 4
4. P.B.J.F. = Premoulded Bituminous Joint Filler.

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PILE GROUP 1
75-12 BP53 Est. Length - 55'
1-12 BP53 Test Pile Est. Length - 70'

PILE GROUP 2
27-12BP53 Est. Length - 58'

PILE GROUP 3
11-12 BP53 Est. Length - 70'

Max. Design Pile Load = 45 Tons

REVISION		
No.	Date	Description
1	3-25-60	Elevations

FED. AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6

RAMP "BS" OVER RAMP "E"
NORTH ABUTMENT

DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR Wm. H. McFARLAND - ENGINEER

SCALES As Noted
MADE BY M.K. DATE 12-17-58
CHECKED BY J.R. DATE 12-17-58
APPROVED BY Wm. H. McFarland DATE 12-17-58

PROJECT NO. 34-103
BRIDGE SHEET NO. 2 OF 7

34 103 34 105

M230 01

103

PUB. ROAD DIV. NO.	STATE	TOWN	FED.AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(43)	34-103	1958	U.S. 6	104	302

RELOCATION OF ROUTE U.S. 6

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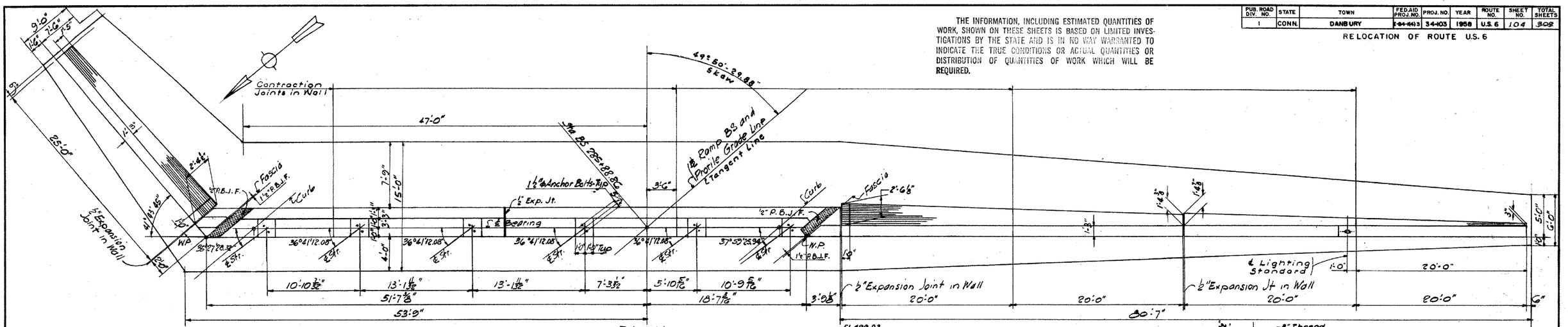
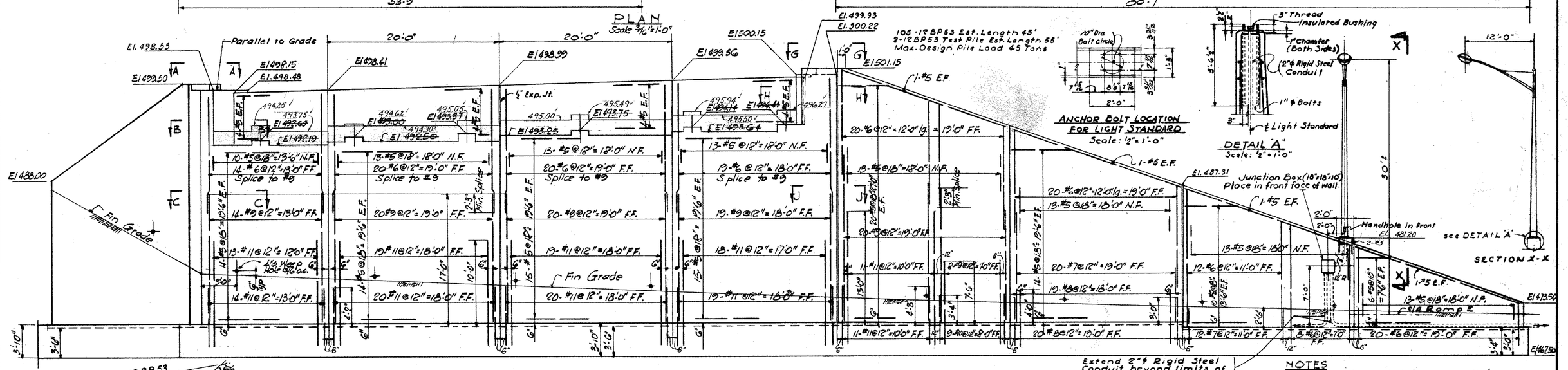
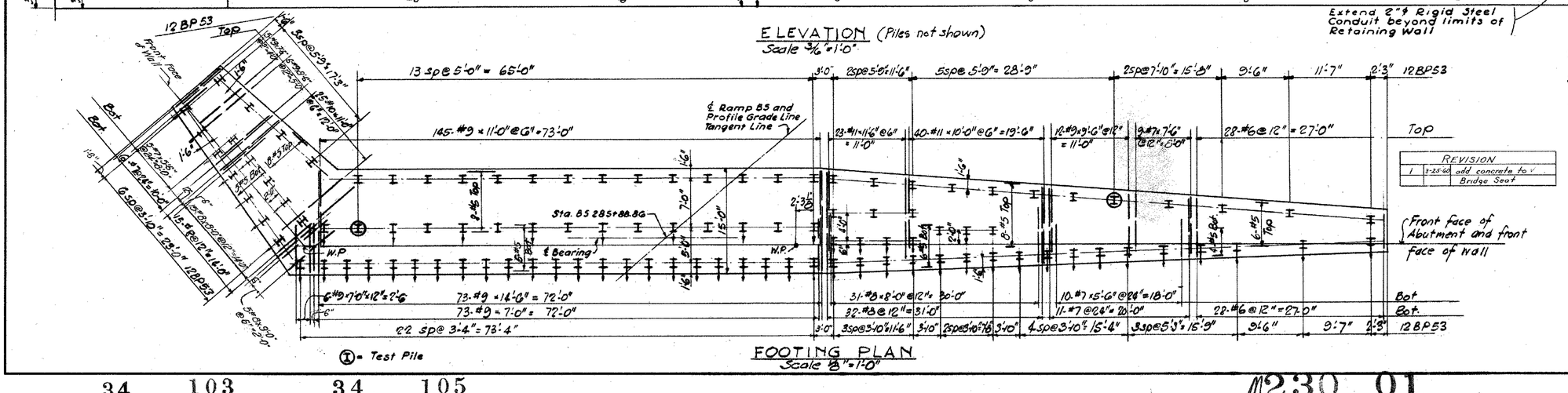




105-12BP53 Est. Length 45'
2-12BP53 Test Pile Est. Length 55'
Max. Design Pile Load 45 Tons

ANCHOR BOLT LOCATION FOR LIGHT STANDARD
Scale: ½"=1'-0"

DETAIL 'A'
Scale: ½"=1'-0"



NOTES
1. See Bridge Sheet No.1 for General Notes
2. For Anchor Bolts and Bearing Details see Bridge Sheet No. 7
3. For Typical Abutment and Wingwall Sections and Sections A-A, B-B, C-C, G-G, H-H, and J-J see Bridge Sh. No.4
4. P.B.J.F.= Premoulded bituminous joint filler

REVISION		
1	3-25-60	add concrete to Bridge Seat

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6

RAMP "BS" OVER RAMP "E"

SOUTH ABUTMENT

DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR Wm. H. McFARLAND - ENGINEER

SCALES	As Noted		PROJECT NO. 34-103
MADE BY	M.K.	DATE 12-17-58	
CHECKED BY	J.B.	DATE 12-17-58	BRIDGE SHEET NO. 3 OF 7
APPROVED BY	Wm. H. McFarland	DATE 12-17-58	

34 103 34 105 M230 01

PUB ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ.NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(41)	34103	1958	U.S.6	105	302

RELOCATION OF ROUTE U.S. 6

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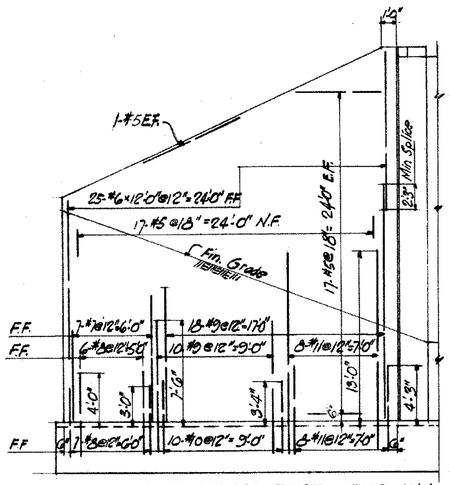
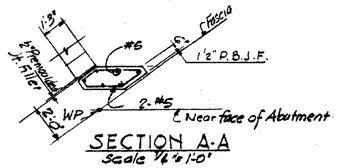
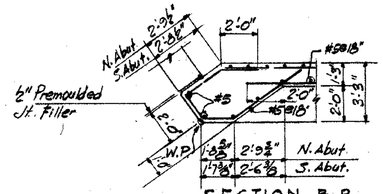


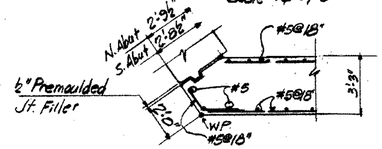
ELEVATION - EAST WINGWALL (Piles not shown)
SOUTH ABUTMENT
Scale 3/16" = 1'-0"



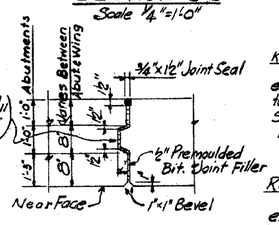
SECTION A-A
Scale 1/4" = 1'-0"



SECTION B-B
Scale 1/4" = 1'-0"



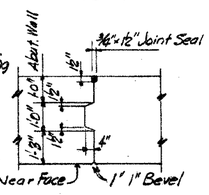
SECTION C-C
Scale 1/4" = 1'-0"



For Joint between Abut. and Wingwall Stop this key 9'-0" from top of wall

EXPANSION JOINTS

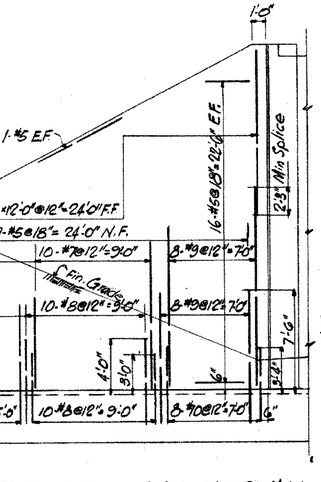
KEYS: Abutment keys to extend from top of footing to within 1'-0" of Bridge Seat. No key required in Backwall. No key required in Wingwall Joints.
REINF. Steel Reinf. not to extend through joints



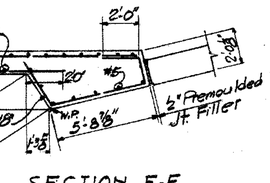
CONTRACTION JOINT

JOINT SEAL NOTE:
Abutment - Joint Seal to extend from top of Footing to top of Back Wall.
Wingwalls - Joint Seal to extend from top of Footing to top of Wall.

JOINT DETAILS
Scale 3/8" = 1'-0"

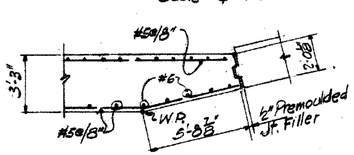


ELEVATION - WEST WINGWALL (Piles not shown)
NORTH ABUTMENT
Scale 3/16" = 1'-0"

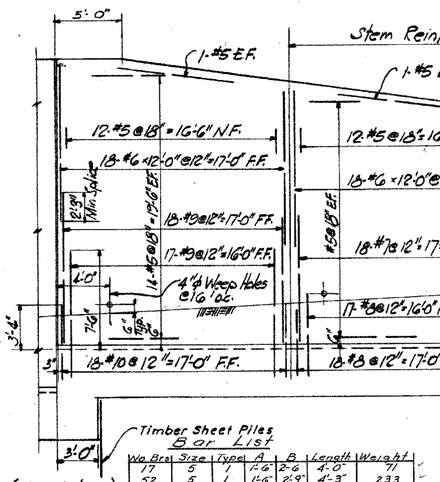


SECTION D-D
Scale 1/4" = 1'-0"

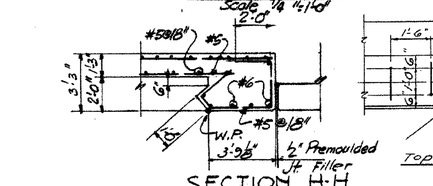
SECTION E-E
Scale 1/4" = 1'-0"



SECTION F-F
Scale 1/4" = 1'-0"

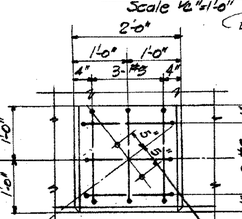


Wg. Brg.	Size	Type	A	B	Length	Weight
17	5	1	1'-6"	2'-6"	4'-0"	71
52	5	1	1'-6"	2'-9"	4'-3"	233
20	5	1	1'-6"	2'-10"	4'-4"	90
18	5	2	1'-3"	1'-4"	3'-10"	72
18	5	2	1'-3"	1'-6"	4'-0"	75
3	6				10'-6"	47
6	6				19'-6"	176
3	6				14'-0"	63

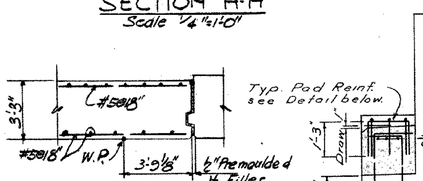


SECTION G-G
Scale 1/4" = 1'-0"

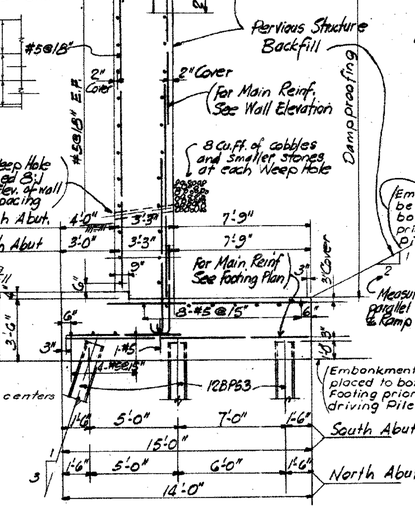
SECTION H-H
Scale 1/4" = 1'-0"



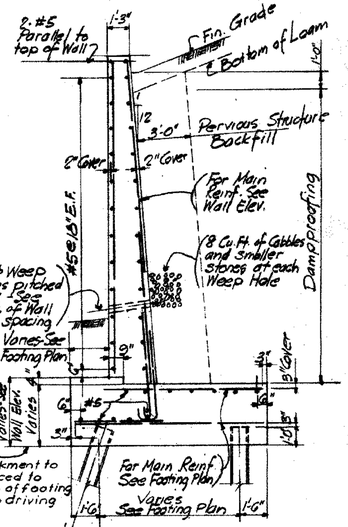
SECTION J-J
Scale 1/2" = 1'-0"



PAD REINFORCEMENT
Scale 1/4" = 1'-0"



TYPICAL SECTION - ABUTMENTS
Scale 1/4" = 1'-0"



TYPICAL SECTION - WINGWALLS
Scale 1/4" = 1'-0"

NOTES:
1-For General Notes see Sheet No. 1.
2-For Location of Sections A-A, B-B, C-C, D-D, E-E, F-F, G-G, H-H see Sheets No. 2 and 3.
3-P.B.J.F. = Premoulded Bituminous Joint Filler.

Splice Notes:
All longitudinal bars to be spliced 20 dia. except longitudinal bars in heel and under bridge seat to be spliced 33 dia.

REVISION			
No.	Date	Description	
1	9/29/58	Bar List	
"	"	Plan - Top of Abut.	
"	"	Section D'-D'	
"	"	Typ. Sect - Abut.	

FED. AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6

RAMP "BS" OVER RAMP "E"

ABUTMENT DETAILS

DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR Wm. H. McFARLAND - ENGINEER

SCALES As Noted		PROJECT NO. 34-103
MADE BY M.K.	DATE 12-17-58	
CHECKED BY J.R.	DATE 12-17-58	BRIDGE SHEET NO. 4 OF 7
APPROVED BY Wm. H. McFarland	DATE 12-17-58	

105

34 103 34 105

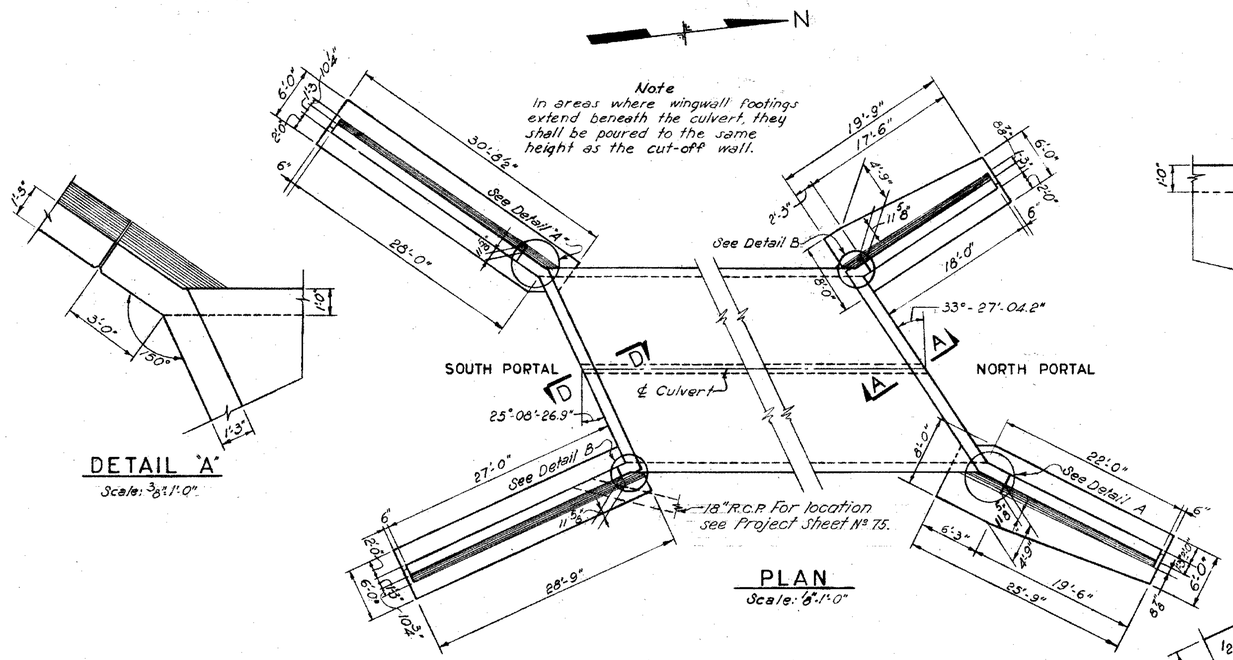
M230 01

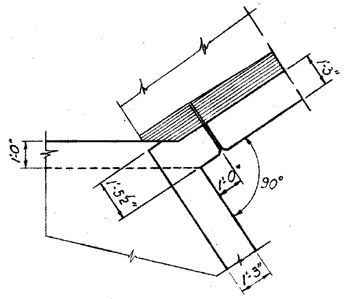
R. CARBELL CO., INC. 51672

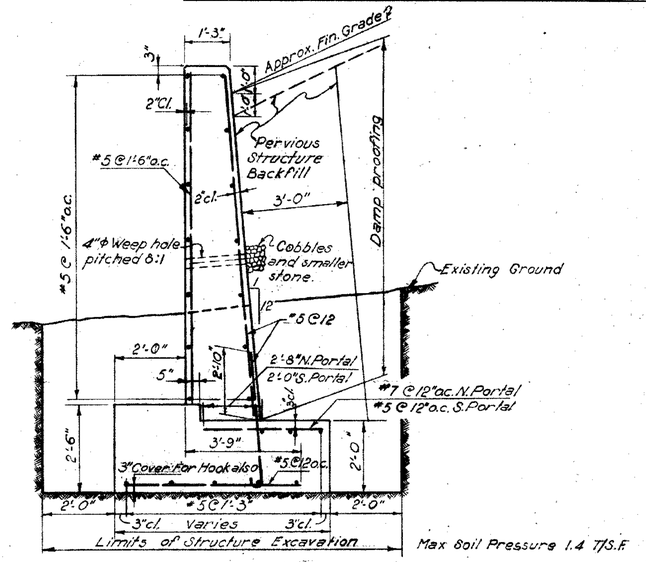
STRUCTURE NO. 00546

FORM NO. ENG. 19 ED. 11-52

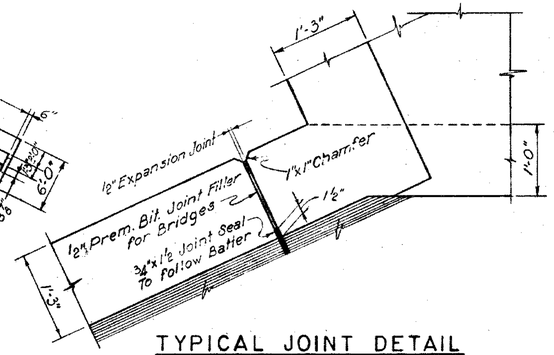
FUR. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-84(3)4	34-84	1958	U.S. 6	218	662



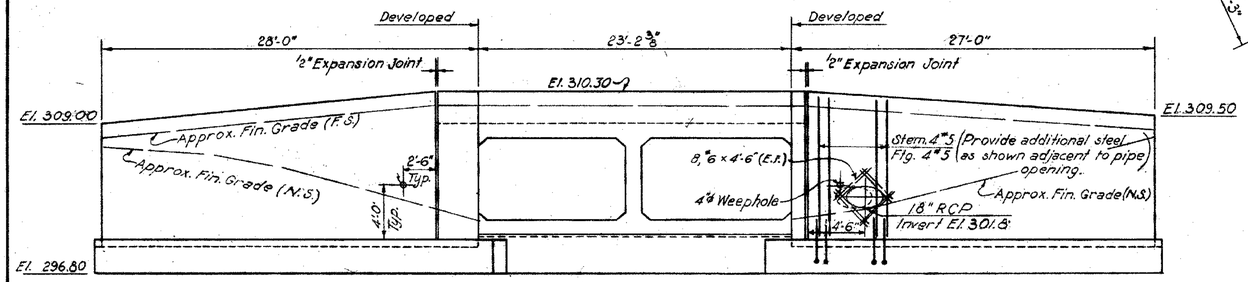




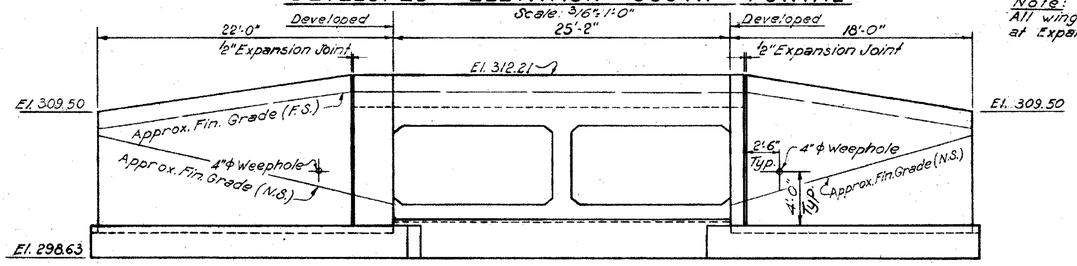
TYPICAL WINGWALL SECTION
Scale: 1/2"=1'-0"



TYPICAL JOINT DETAIL
Scale: 1"=1'-0"



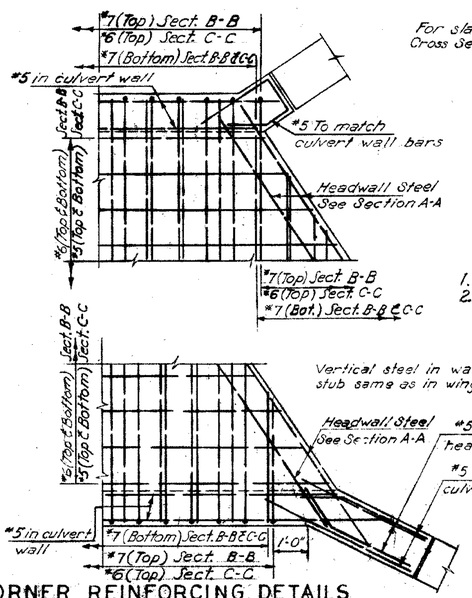
DEVELOPED ELEVATION SOUTH PORTAL
Scale: 3/16"=1'-0"



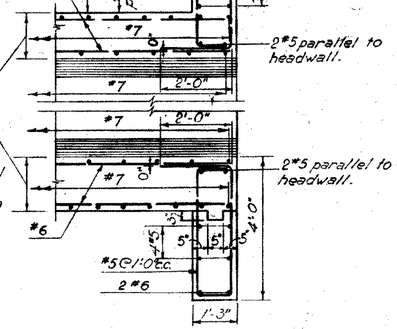
DEVELOPED ELEVATION NORTH PORTAL
Scale: 3/16"=1'-0"

Note:
All wingwall slopes start at Expansion Joint.

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.



TYPICAL CORNER REINFORCING DETAILS
TOP SLAB
Reinforcing for Bottom Slab Similar
Scale: 1/2"=1'-0"



For slab depth see Typical Cross Section.

Extend longitudinal cut-off wall reinf. into wingwall footing

SECTION A A
Section D-D Similar
-Scale 1/2"=1'-0"-

NOTES
1. For General Notes see Sheet No.1
2. For Sections B-B & C-C see Sheet No.1.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
RELOCATED BEAVER BROOK
CULVERT DETAILS

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY A.T. DATE 12-2-57
CHECKED BY R.A.R. DATE 12-9-57
APPROVED TRK DATE 2-21-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 2 OF 3

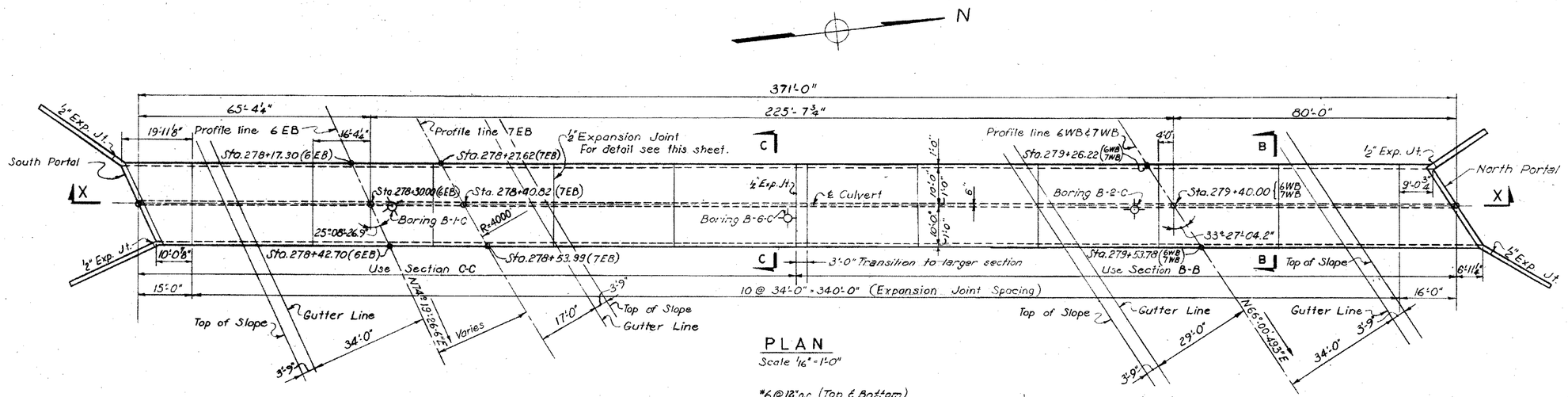
LOUIS FREY CO., INC.

34 84 34 106 M223 01

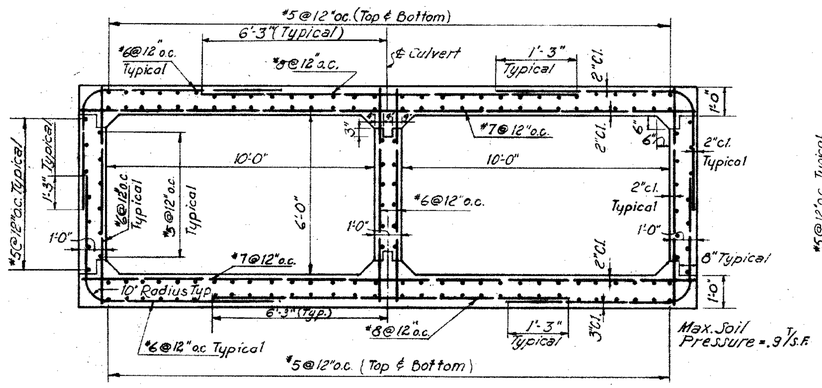
00546

FORM NO. ENG. 18 ED. 11-58

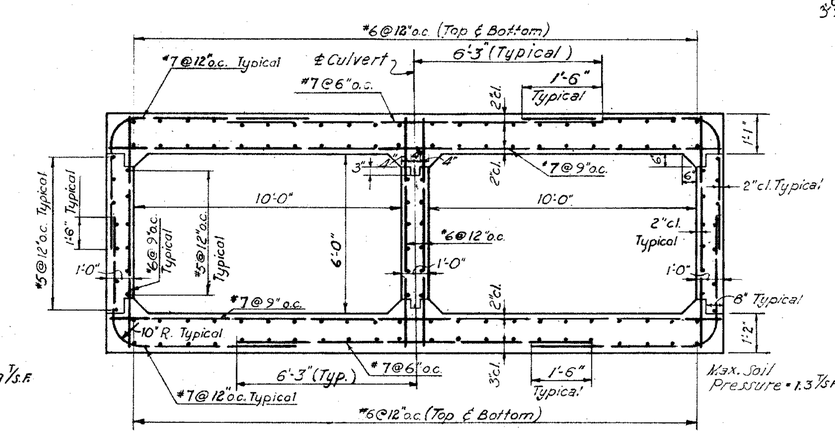
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	584(10)4	34-84	1958	U.S.6	217	662



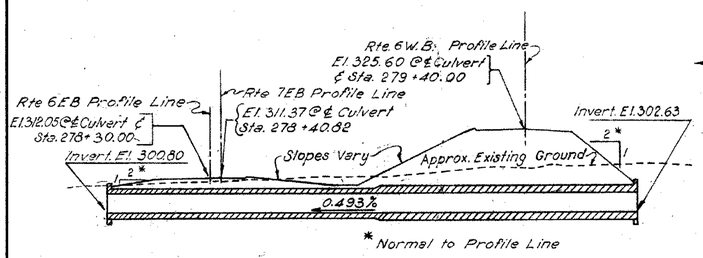
PLAN
Scale 1/16" = 1'-0"



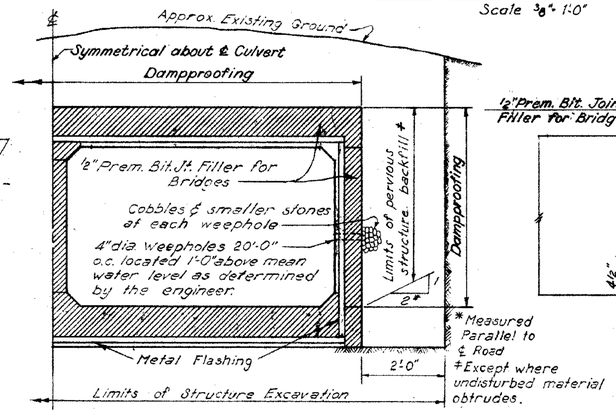
TYPICAL CROSS SECTION C-C
Scale 3/8" = 1'-0"



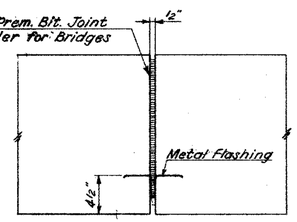
TYPICAL CROSS SECTION B-B
Scale 3/8" = 1'-0"

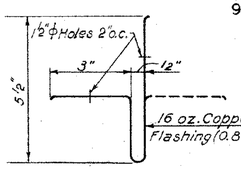


LONGITUDINAL SECTION X-X
Scale: Hor. 1"=50'-0" Vert. 1"=20'-0"



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





QUANTITIES		
ITEM	UNIT	TOTAL
STRUCTURE EXCAVATION (COMPLETE)	C.Y.	5000
CLASS A CONCRETE	C.Y.	1058
DEFORMED STEEL BARS	LB.	196,000
PERVIOUS STRUCTURE BACKFILL	C.Y.	1,400
DAMPPROOFING	S.Y.	1,650
METAL FLASHING	LB.	550
½" PREM. BIT. JOINT FILLER FOR BRIDGES	S.F.	710

GENERAL NOTES

1. SPECIFICATIONS Connecticut State Highway Department Form 808 January, 1955 and Special Provisions.
2. DESIGN SPECIFICATIONS: "Standard Specifications for Highway Bridges" (AASHO-1953) except as modified by Bureau of Public Roads "Policy on Interstate System Projects" (August 1956) and as supplemented by Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers" (Feb. 1956).
3. Class "A" concrete to be used for entire structure. See Special Provisions.
4. All exposed edges of concrete to be chamfered 1"x1" unless otherwise noted.
5. SPLICES Unless otherwise noted all longitudinal reinforcing bars shall be spliced a minimum of 20 diameters except the top longitudinal bars in the top & bottom culvert slabs which shall be spliced a minimum of 35 diameters.
6. JOINT SEAL: Joint Seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
7. ALL BARS shall have 2" cover except bottom bars of bottom slab and bars in cutoff walls and footings. These bars shall have 3" cover.
8. QUANTITIES: Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
9. BORINGS: For Boring Log See Sheet No. 3

EXPANSION JOINT DETAILS

~~NOTE~~ 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.

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
RELOCATED BEAVER BROOK

CULVERT PLAN AND DETAILS

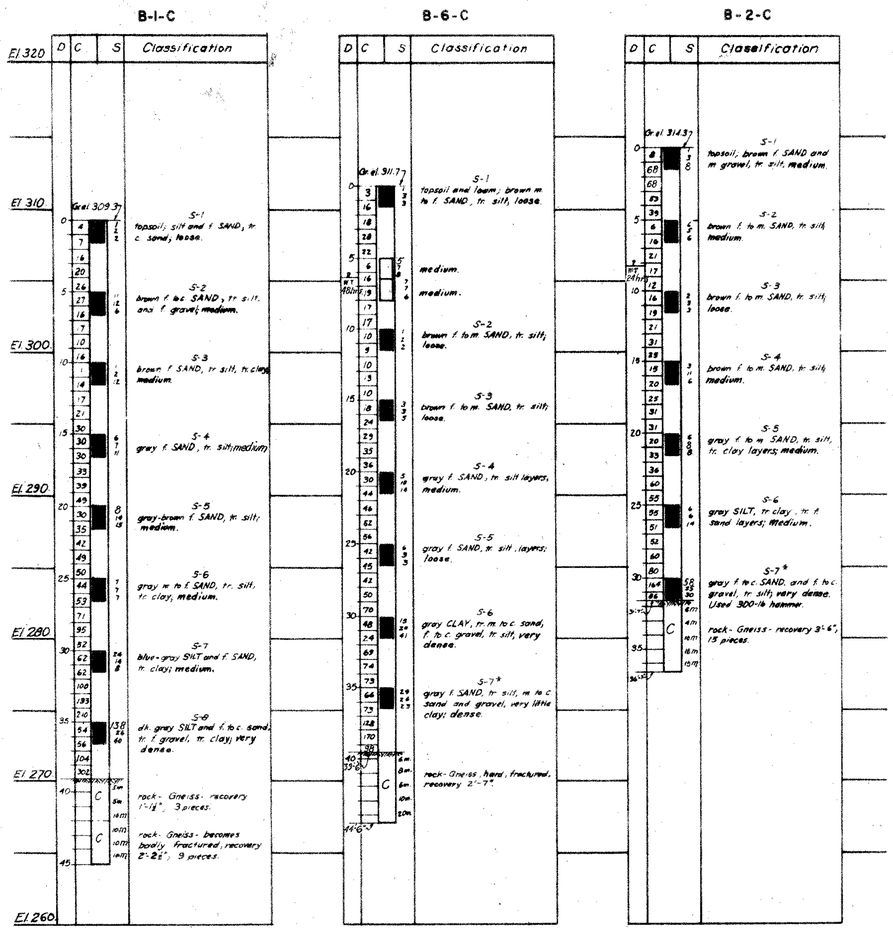
DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY E.P.L. & A.T. DATE 10-2-57
CHECKED BY R.W.H. & R.A.R. DATE 11-22-57
APPROVED TRK DATE 2-21-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 1 OF 3

LOUIS FREY CO., INC.

34 84 34 106 M228 01 00546 217

FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	FBH(1)4	34-84	1958	U.S. 6	219	662



LEGEND

D Depth of Stratum.

C Blows per foot on 2½" I.D. casing with 300-lb hammer falling 2'-0", except B-5-C.

S Blows per 6" on 1⅜" I.D. split spoon sampler with 140-lb. hammer falling 2'-6", except B-5-C.

S- Drive sample number.

Drive sample.

Drive sample, no recovery.

C Core sample with drilling time in minutes.

Water Table with time of observation.

NOTES

(*) = Open A-rod.

Corn Barrel = 1⅜" I.D. Double Tube core barrel with diamond bit.

For location of borings see sheet No. 1

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.

FEDERAL AID PROJECT

BORING	STATION	OFFSET	DATE COMPLETED
B-1-C	EEB 278+33	5'L	6-22-57
B-2-C	EWB 279+35	10'R	5-28-57
B-6-C	EEB 278+80	10'L	6-27-57

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
RELOCATED BEAVER BROOK
BORINGS

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL = 1" = 5'-0"

MADE BY WFL (A.D. CO.) DATE 9-30-57

CHECKED BY [illegible] (A.D. CO.) DATE 11-19-57

APPROVED T.R.K. DATE 2-20-58

PROJECT NO. 34-84

BRIDGE SHEET NO. 3 OF 3

LOUIS FEIT CO., INC.

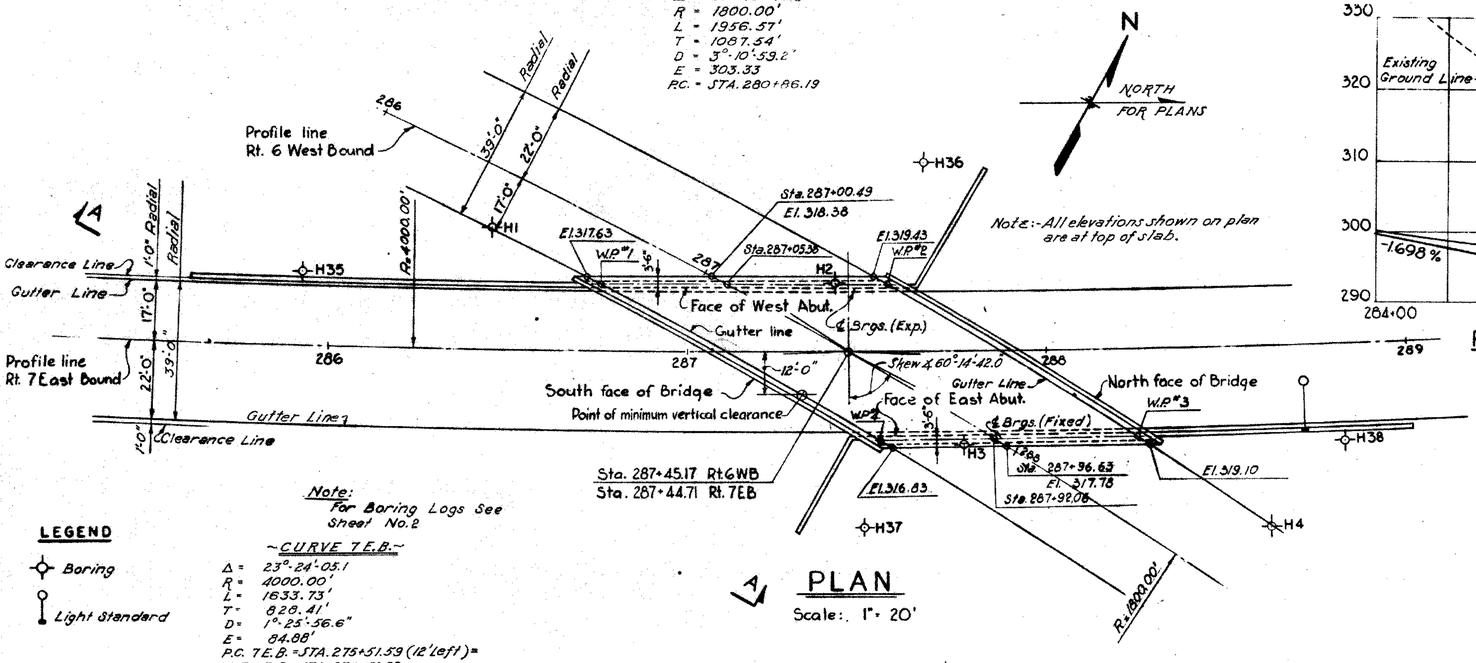
34 84 34 106 M228 01 00546 219

STRUCTURE NO. 00547

FORM NO. ENG. 10 ED. 11-56

PUB. ROAD SEV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	FAI-(10)4	34-84	1958	U.S.6	220A	222

~CURVE 6 Rt. S.~
Δ = 62°-16'-46.8"
R = 1800.00'
L = 1956.57'
T = 1087.54'
D = 3°-10'-59.2"
E = 303.33
P.C. = STA. 280+86.19



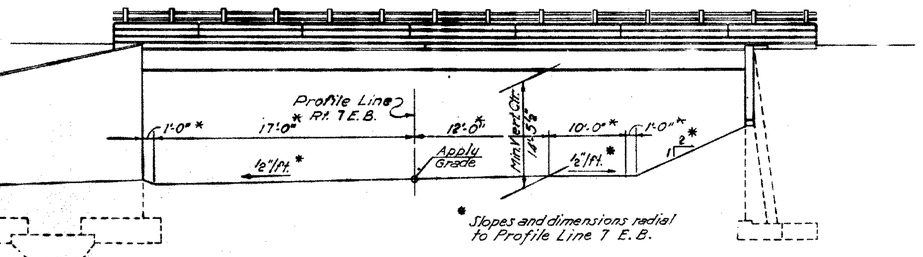
Note:- All elevations shown on plan are at top of slab.

Note: For Boring Logs See Sheet No. 2

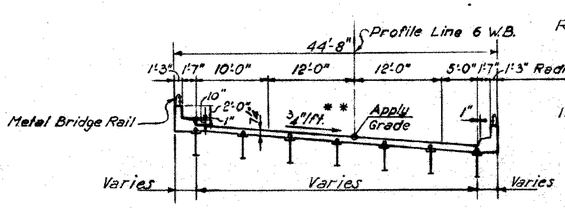
LEGEND
- Boring
- Light Standard

~CURVE 7 E.B.~
Δ = 23°-24'-05.1
R = 4000.00'
L = 1633.73'
T = 820.41'
D = 1°-25'-56.6"
E = 84.88'
P.C. 7 E.B. = STA. 275+51.53 (12' Left) =
P.O.T. 6 E.B. STA. 275+51.53

PLAN
Scale: 1" = 20'

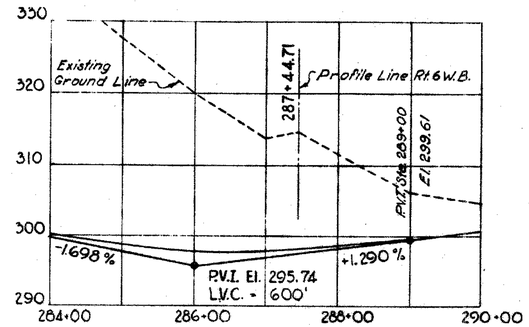


ELEVATION A-A
Scale: 1" = 10'

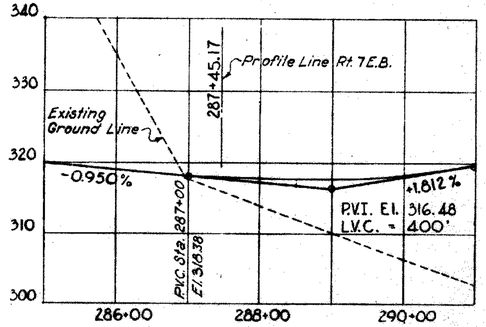


TYPICAL CROSS SECTION
Scale: 1" = 10'

* * Slope radial to Profile line 6 W.B.



PROFILE ROUTE 7 E.B.
Scale: Hor. 1"=100' Vert. 1"=10'



PROFILE ROUTE U.S. 6 W.B.
Scale: Hor. 1"=100' Vert. 1"=10'

This Sheet Supercedes Sheet 220

REV. 2	QUANTITIES ITEM	UNITS	TOTAL
1860	Structure Excavation (Complete)	C.Y.	~~1,200~~
	6" Perf. A.C.C.M. Pipe	L.F.	426
1340	Class "A" Concrete	C.Y.	~~1464~~
124,700	Deformed Steel Bars	Lb.	~~125,000~~
	Structural Steel	Lb.	198,000
⚠	Spiral Shear Connector Bars Alter. "A"	Lb.	2420
⚠	Welded Stud Shear Connector (4 inch) Alter. "B"	Ea.	3040
795	Dampproofing	S.Y.	~~880~~
	Metal Bridge Rail	L.F.	202
	Gravel Fill	C.Y.	20
1880	Pervious Structure Backfill	C.Y.	~~2200~~
	1/4" Premoulded Bit. Joint Filler for Bridges	S.F.	25
420	1/2" Premoulded Bit. Joint Filler for Bridges	S.F.	~~460~~
	3/4" Premoulded Bit. Joint Filler for Bridges	S.F.	20
	Soil Loading Test 3.75 Tons per sq. ft.	Ea.	1
344765	Furnishing Steel Piles	Lb.	
6505	Driving Steel Piles	L.F.	
8	Splicing Steel Piles	Ea.	
8	Point Reinforcement for Steel Piles	Ea.	

QUANTITIES ITEM	UNITS	TOTAL
Lighting Standard Type P-12 B	Ea.	1
2 1/2" Rigid Steel Conduit	L.F.	120
2" Rigid Steel Conduit	L.F.	20
Cable, 1/c #12, 600V Neoprene Jacketed	L.F.	100
Cable, 1/c #4, 600V Neoprene Jacketed	L.F.	360
Luminaire, 250 Watt	Ea.	1
C.I. Pull Box, 18"x18"x10" D	Ea.	1
Handhole, 30"x18"x42" D	Ea.	1

GENERAL NOTES

1. **SPECIFICATIONS:** Connecticut State Highway Department Form 808 - January, 1955, and Special Provisions.
2. **DESIGN SPECIFICATIONS:** "Standard Specifications for Highway Bridges" (A.A.S.H.O. - 1953) except as modified by Bureau of Public Roads "Policy on Interstate System Projects" (Aug. 1956) and as supplemented by Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers" (Feb. 1956).
3. **LOADING:** Non-516-AA and future wearing surface 25 lbs./sq. ft.
4. **COMPOSITE CONSTRUCTION:** No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed when directed by the Engineer, but not less than 7 days after slab has been poured. Design based on n=10 for live load and n=30 for additional dead load.
5. **CLASS "A" CONCRETE:** Class "A" Concrete shall be used throughout. See Special Provisions.
6. **EXPOSED EDGES:** Exposed Edges shall be beveled 1" x 1" unless otherwise dimensioned.
7. **JOINT SEAL:** Joint Seal shall be included in item for Class "A" concrete. See Special Provisions for Class "A" Concrete.
8. **TAR PAPER:** The cost of furnishing and placing 2 layers of 3 ply tar paper at backwalls shall be included in item for Class "A" Concrete.
9. **CAULKING COMPOUND:** Gray caulking Compound shall be included in the appropriate item for Premoulded Bituminous Joint Filler for Bridges.
10. **STRUCTURAL STEEL:** All main material of rolled beams with welded cover plates shall conform to A.S.T.M. designation A-373. All other steel shall conform to A.S.T.M. designation A-7, unless otherwise noted.
11. **PAINTING:** For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
12. **REINFORCING STEEL:** Unless otherwise noted, all splices of vertical bars shall be lapped 35 diameters, and splices of longitudinal bars shall be lapped 20 diameters except that longitudinal bars in tops of footing heels and under bridge seats shall be spliced 35 diameters. Cover shall be 2" above footings and 3" in footings, unless otherwise noted.
13. **QUANTITIES:** Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
14. **CROSS REFERENCES:** All sheet numbers indicated for reference refer to bridge sheet numbers shown in the lower right hand corner of title box.

CLASS 'A' CONCRETE DISTRIBUTION

Superstructure	135 C.Y.	REV. 2
Substructure	~~665~~ C.Y.	785
Footings	~~466~~ C.Y.	420
Total	~~1464~~ C.Y.	1340

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
ROUTE U.S. 6 WESTBOUND
OVER
ROUTE U.S. 7 EASTBOUND
GENERAL PLAN AND ELEVATION

REVISIONS NO.	DATE	DESCRIPTION
⚠	9-17-59	REV. FINAL CONNECTOR QUANTITIES
2	5-17-60	Installed Piles under Substructure at Raised Pier 2'-0" except at Shewline Supplemented Sheet 220A

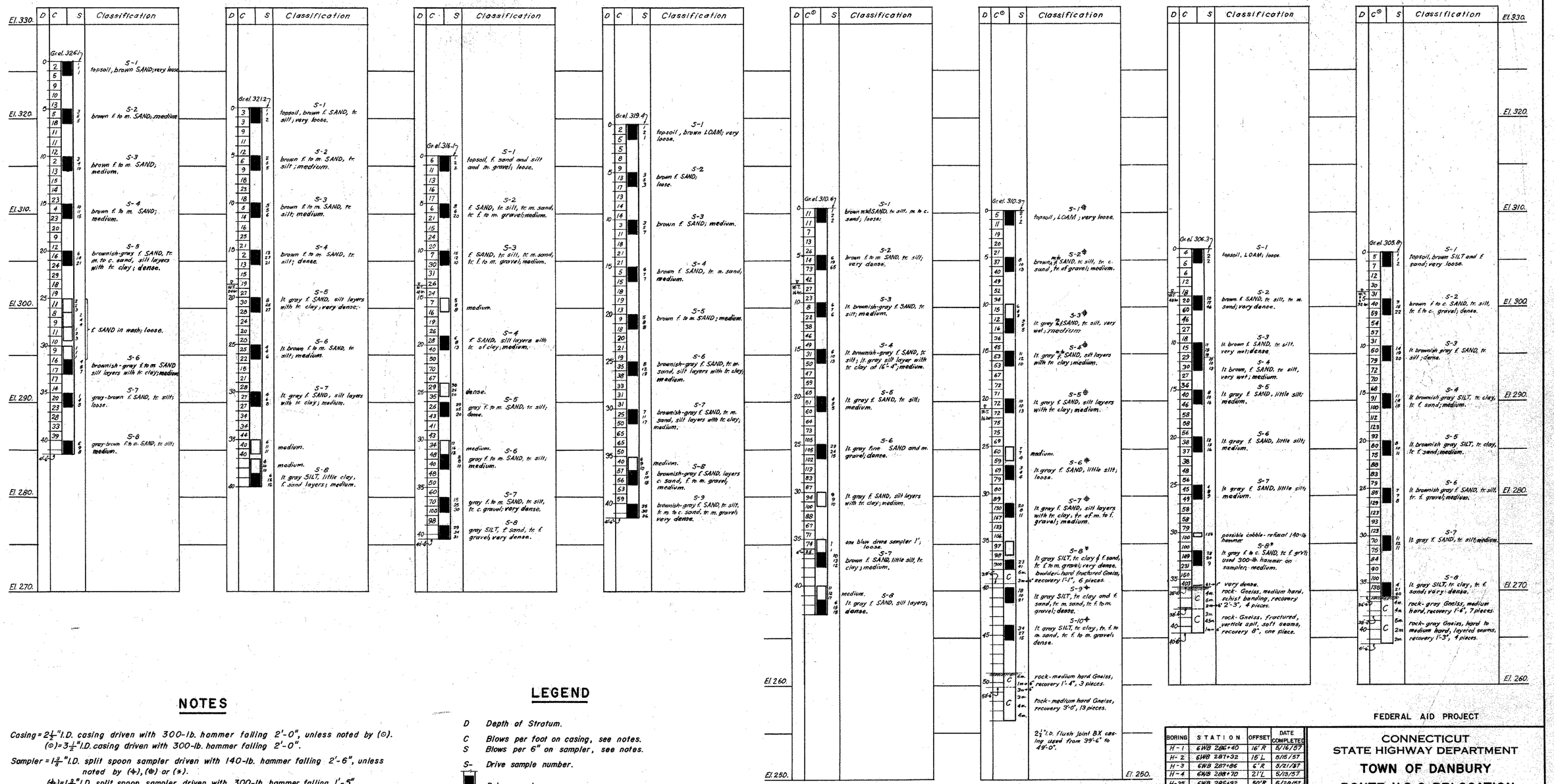
DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY P.B.C. & A.T. DATE 1-17-58
CHECKED BY H.M.M. DATE 1-20-58
APPROVED T.R.K. DATE 2-20-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 1 OF 9

LOUIS FIRST CO., INC.

34 84 34 106 m228 01 This Sh. Supercedes Sh 220 #00547 220A

FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(31)4	34-84	1958	U.S.6	221	662



NOTES

Casing = $2\frac{1}{2}$"I.D. casing driven with 300-lb. hammer falling 2'-0", unless noted by (⊙).
(⊙) = $3\frac{1}{2}$"I.D. casing driven with 300-lb. hammer falling 2'-0".

Sampler = $1\frac{3}{8}$"I.D. split spoon sampler driven with 140-lb. hammer falling 2'-6", unless noted by (✣), (⊕) or (*).
(✣) = $1\frac{3}{8}$"I.D. split spoon sampler driven with 300-lb. hammer falling 1'-5".
(⊕) = $2\frac{1}{2}$"I.D. split spoon sampler driven with 300-lb. hammer falling 1'-5".
(*) = Open A-rod.

Core barrel = $1\frac{3}{8}$"I.D. Double Tube core barrel with diamond bit used on all corings except on boring H-3, sample S-8, where $2\frac{1}{4}$"I.D. D.T. core barrel was used on boulder just beneath drive sample.

For location of borings see Sheet No. 1.

LEGEND

D Depth of Stratum.
C Blows per foot on casing, see notes.
S Blows per 6" on sampler, see notes.
S- Drive sample number.
Drive sample.
Drive sample, no recovery.
C 8m. 6m. Cored sample with drilling time in minutes.
W.T. 24 Hr. Water Table with time of observation.

BORING	STATION	OFFSET	DATE COMPLETED
H-1	6WB 286+40	16' R	5/16/57
H-2	6WB 287+32	15' L	5/15/57
H-3	6WB 287+86	6' R	5/21/57
H-4	6WB 288+70	21' L	5/13/57
H-35	6WB 285+92	50' R	5/28/57
H-36	6WB 287+36	57' L	5/27/57
H-37	6WB 287+74	45' R	5/23/57
H-38	6WB 288+74	53' L	5/23/57

REVISIONS		
NO.	DATE	DESCRIPTION

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.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
ROUTE U.S. 6 WESTBOUND
OVER
ROUTE U.S. 7 EASTBOUND
BORINGS

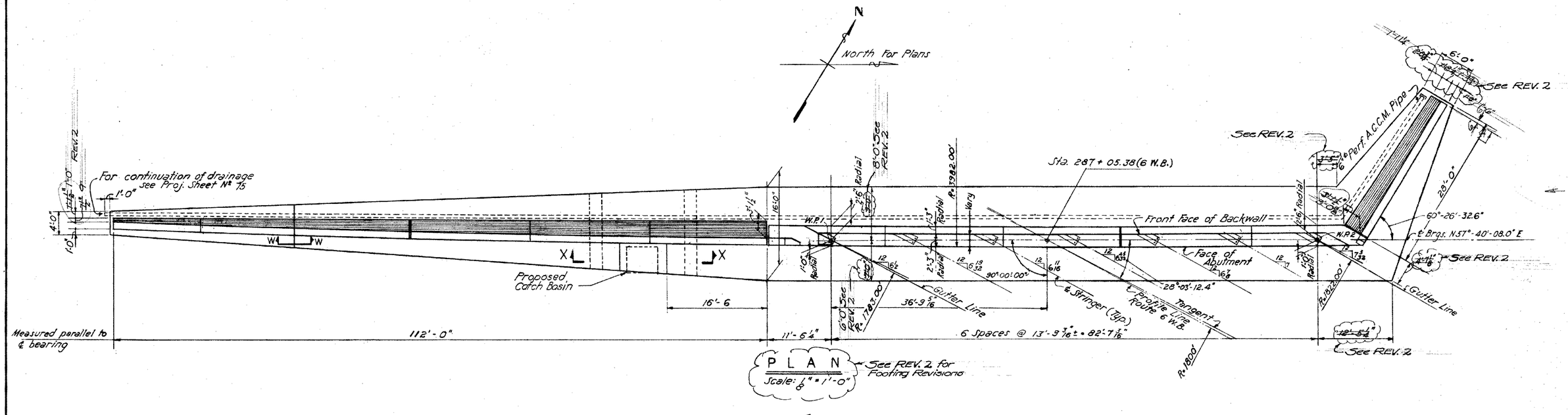
DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

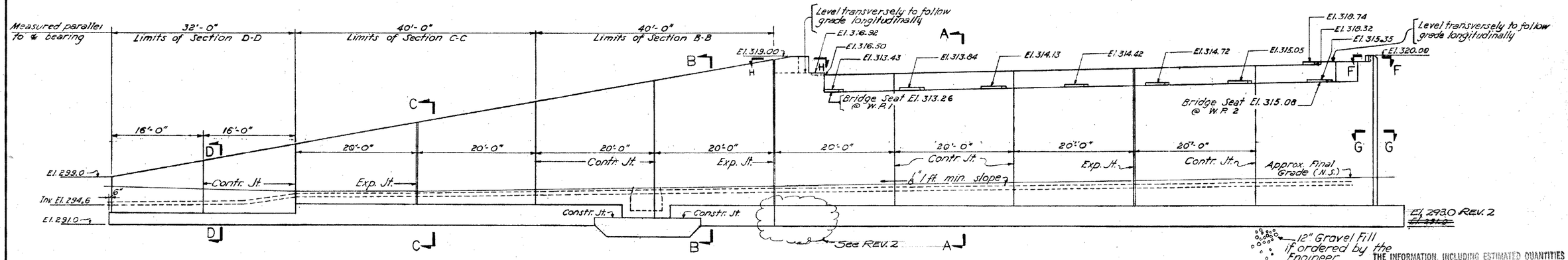
SCALES VERTICAL = 1" = 5'-0"
MADE BY WFL (A.D. CO.) DATE 11/13/57
CHECKED BY Kim (A.D. CO.) DATE 9-23-57
APPROVED T.R.K. DATE 2-20-58

PROJECT NO. 34-84
BRIDGE SHEET NO. 2 OF 9

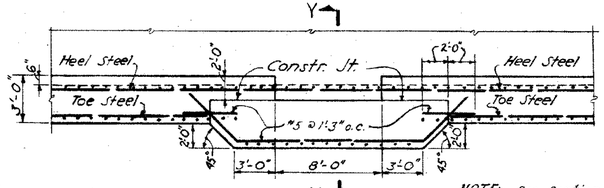
FORM NO. ENG. 19 ED. 11-52

FED. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	FAH(3)4	34-84	1958	U.S.6	222	662



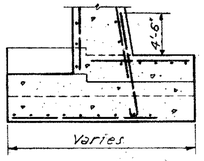


ELEVATION
Scale: 1/8" = 1'-0"



SECTION X-X
Scale: 3/16" = 1'-0"

NOTE:- See Section B-B Sheet No 5 for Reinforcement Size & Spacing.



SECTION Y-Y
Scale: 3/16" = 1'-0"

NOTES:-
1. For General Notes, see Sheet No 1.
2. For Sections A-A, B-B, C-C, D-D, footing corner reinforcing and abutment corner details, see Sheet No 5.
3. For wingwall elevations and sections, expansion and contraction joint details, and pad details, see Sheet No 5.
4. For typical pay lines, see Sheet No 4.
5. For Sections F-F, G-G, H-H, and W-W see Sheet No 4.

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REVISIONS		
NO.	DATE	DESCRIPTION
2	6-7-60	Piles installed. Footings raised 2'-0" except at S.W. Wing. See S. supplemental Sheet 4 detail.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
ROUTE U.S. 6 WESTBOUND
OVER
ROUTE U.S. 7 EASTBOUND
WEST ABUTMENT

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

SCALES As shown — PROJECT NO. 34 - 84
MADE BY J.S. — DATE 1-15-58
CHECKED BY R.A.R. — DATE 2-4-58
APPROVED T.R.K. — DATE 2-20-58
BRIDGE SHEET NO. 3 OF 9

LOUIS FREY CO., INC. 30489

34 84 34 106 M228 01

222

FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84(1)4	34-84	1958	U.S. 6	223	662

See detail of anchor bolt location for light standard

Frame and cover 30"x18" O.Z. Type Y58E or Spring City Electrical Mfg. Co. Type ST or approved equal

Grout

Galv. Conduit

3-#4 E.F.

6" all around

Provide two 1" ϕ drain holes

Gravel

1" ϕ Pipe well greased

3-#4 B

*Provide 6" Haunch for Frame

Ground Rod - ⅝" ϕ x 12'

SECTION K-K

Scale: ½"=1'-0"

Cost of furnishing & setting to be included in item "Deformed Steel Bars"

3" thread

1" Chamfer (Both Sides)

1" ϕ Bolt

North for Plans

ANCHOR BOLT LOCATION FOR LIGHT STANDARD

Scale: 1" = 1'-0"

For continuation of drainage see Proj. Sheet No. 75.

Sta. 287+92.06 (6 W.B.)

Front Face of Backwall

℄ Brgs. N 56°-35'-55.6" E

Face of Abutment

W.P. 3

W.P. 4

℄ Stringer (Typ.)

Gutter Line

℄ Gutter Line

R=1783.00

R=1800'

Tangent

31°52'-57.3"

6" ϕ Perf. A.C.C.M. Pipe

See REV. 2

Profile Line Route 6 W.B.

65'-0"

8'-5¾"

6 Spaces @ 12'-3¼" = 73'-7⅞"

4'-0¼"

PLAN

Scale: ⅛" = 1'-0"

See REV. 2 for Footings Revisions

Bottom of Subbase

Limits of pervious structure backfill except where undisturbed material obtrudes.

Bottom of highway excavation or existing ground whichever is lower.

*Parallel to Route U.S. 6 W.B.

6" Perf. A.C.C.M. Pipe. Connect to highway drainage.

Limits of structure excavation

TYPICAL PAY LINES FOR ABUTMENTS

-Not to scale-

Finished Grade

Bottom of Loam

Pervious Structure Backfill

Bottom of highway excavation or existing ground whichever is lower.

6" Perf. A.C.C.M. Pipe. Connect to highway drainage.

Limits of structure excavation

TYPICAL PAY LINES FOR WINGWALLS

-Not to scale-

Level transversely to follow grade longitudinally

Limits of Section D-D

Limits of Section C-C

Limits of Section B-B

℄ Lighting Standard

E1.320.00

E1.318.44

E1.318.02

E1.315.13

E1.314.75

E1.314.36

E1.313.98

E1.313.61

E1.313.25

E1.316.13

E1.315.71

E1.312.77

℄ E1.319.00

Bridge Seat El. 314.91 @ W.P. 3

Bridge Seat El. 312.60 @ W.P. 4

Level transversely to follow grade longitudinally.

Contr. Jt.

Exp. Jt.

Approx. Final Grade (N.S.)

22'-0"

21'-0"

24'-0"

7'-10"

1'-9"

⅛" /ft. min. slope

E1.301.00

Rev. 2 296.0'6"

Inv. El. 295.0

El. 294.0 Rev. 2

12" Gravel Fill if ordered by the Engineer.

ELEVATION

Scale: ⅛"=1'-0"

SECTION F-F

Scale ⅜" = 1'-0"

SECTION G-G

Scale ⅜"=1'-0"

SECTION H-H

Scale: ⅜"=1'-0"

SECTION W-W

Scale: ⅜"=1'-0"

Heel Steel

Toe Steel

Transverse Steel Not Shown

Note: For location see Plan, this sheet and Sheet No. 3.

NOTES:-

1. For General Notes, see Sheet No. 1
2. For Sections A-A', B-B, C-C, D-D, footing corner reinforcing and abutment corner details, see Sheet No. 5.
3. For wingwall elevations and sections, expansion and contraction joint details, and pad details, see Sheet No. 5.

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FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
ROUTE U.S. 6 WESTBOUND
OVER
ROUTE U.S. 7 EASTBOUND
EAST ABUTMENT

REVISIONS		
NO.	DATE	DESCRIPTION
2	5-17-60	Piles Installed and Footing raised 1'-0". See Supplemental Sheet 223A.

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

SCALES As shown

MADE BY J.J. DATE 1-15-58

CHECKED BY R.A.R. DATE 2-7-58

APPROVED T.R.K. DATE 2-20-58

PROJECT NO. 34-84

BRIDGE SHEET NO. 4 OF 9

223

LOUIS FREY CO., INC.

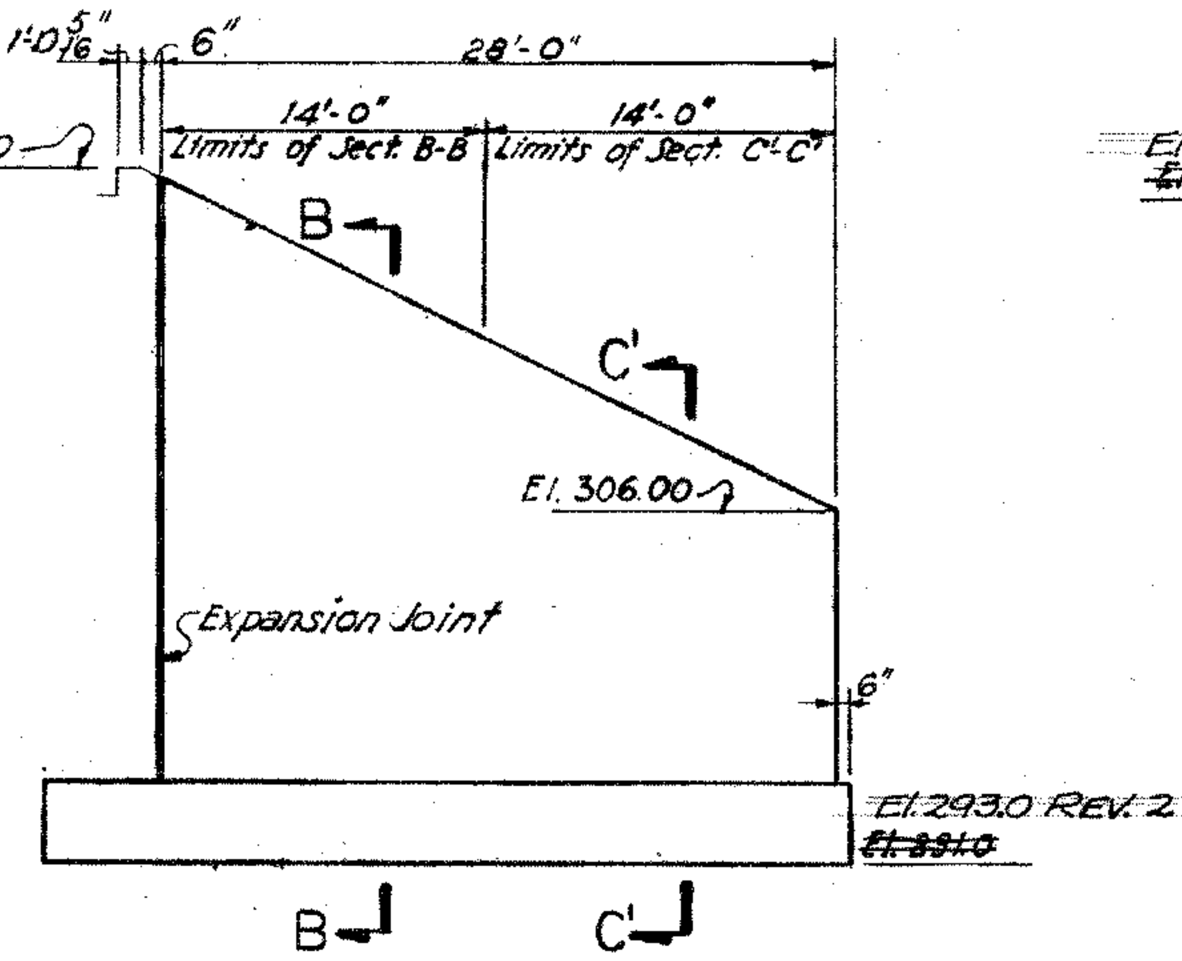
34 84

34 106

M 228 01

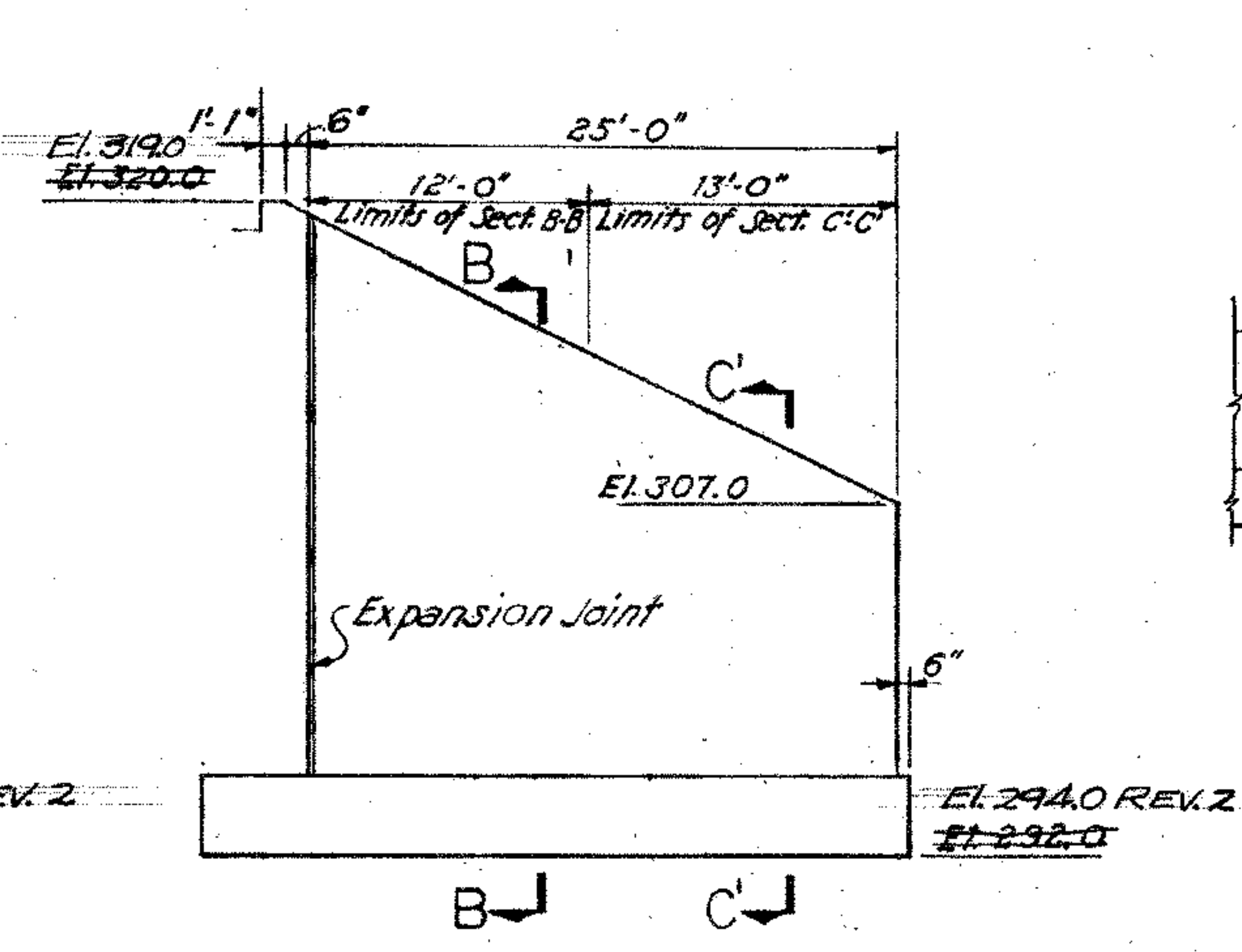
FORM NO. ENG. 15 ED. 11-62

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-84-1(3)4	34-84	1958	U.S. 6	224	662



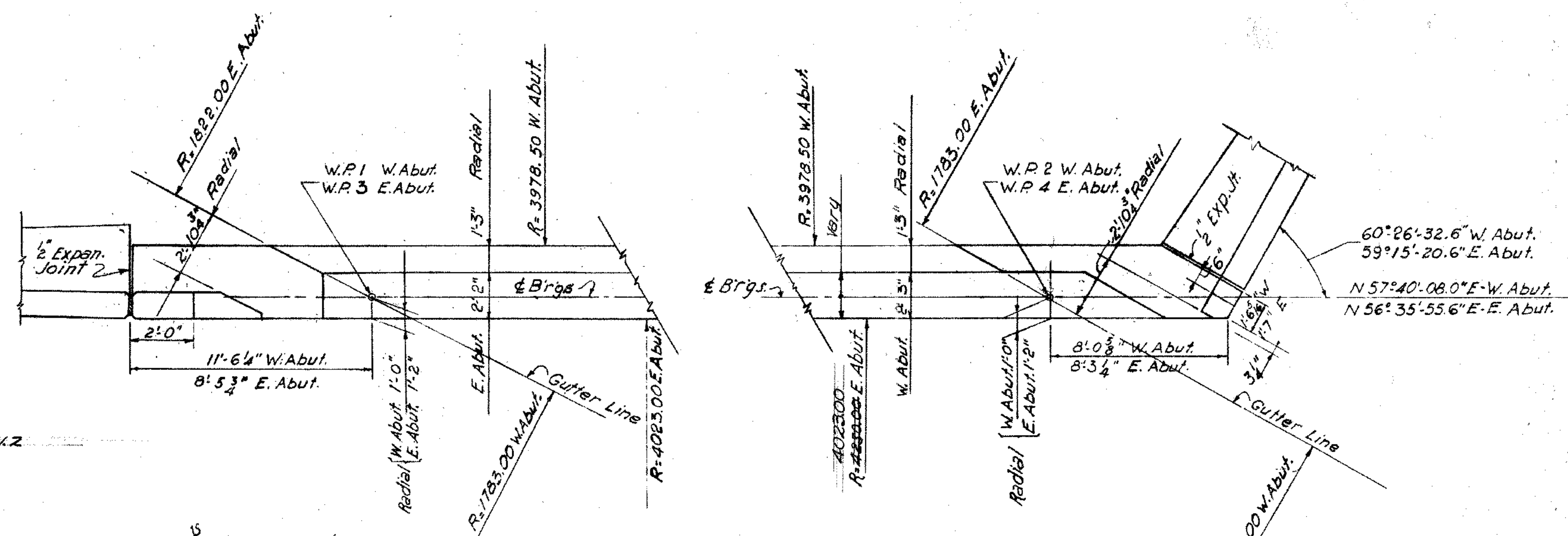
ELEVATION NW WINGWALL

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



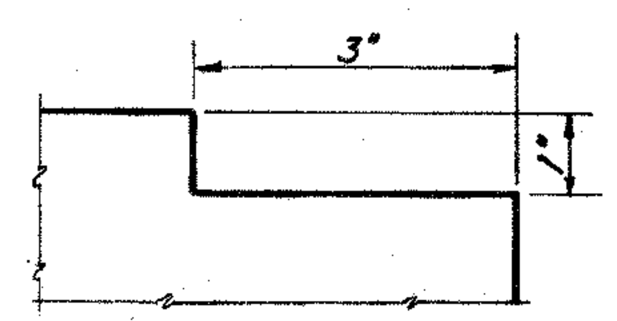
ELEVATION NE WINGWALL

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

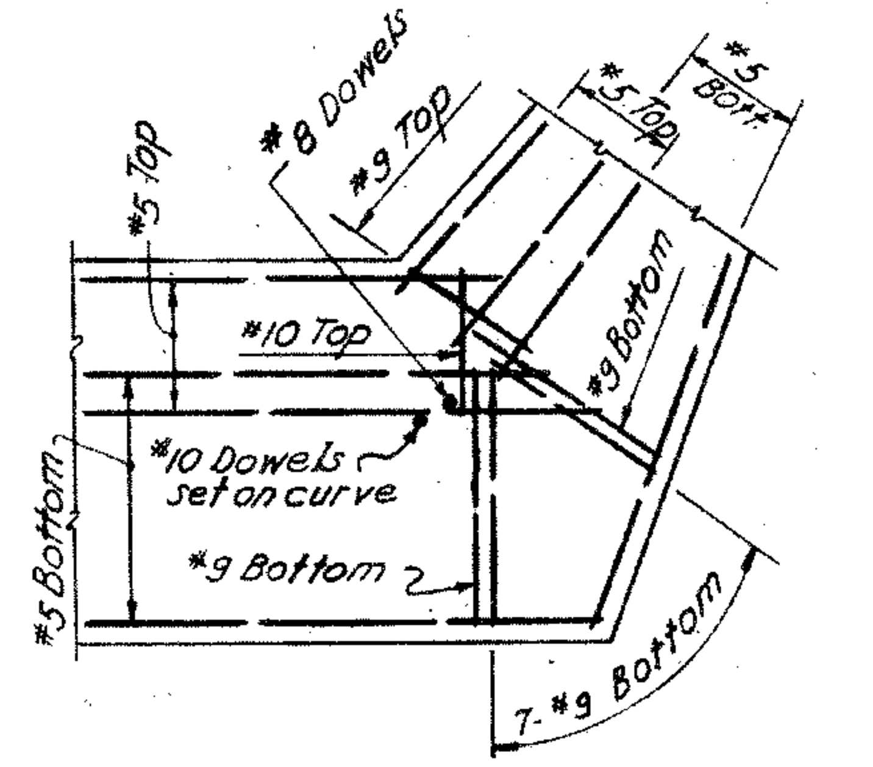


ABUTMENT CORNER DETAILS

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



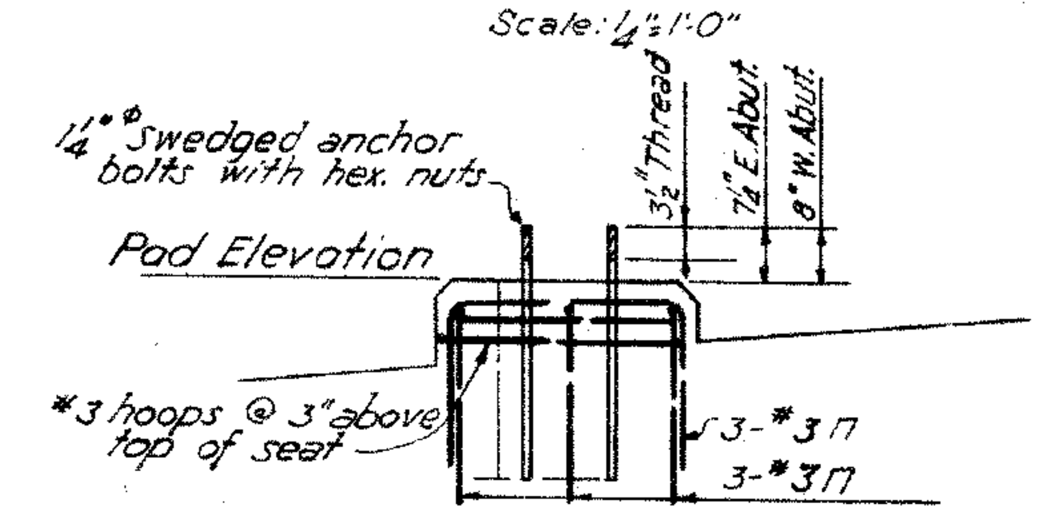
DETAIL "E"



NORTH WEST FOOTING CORNER

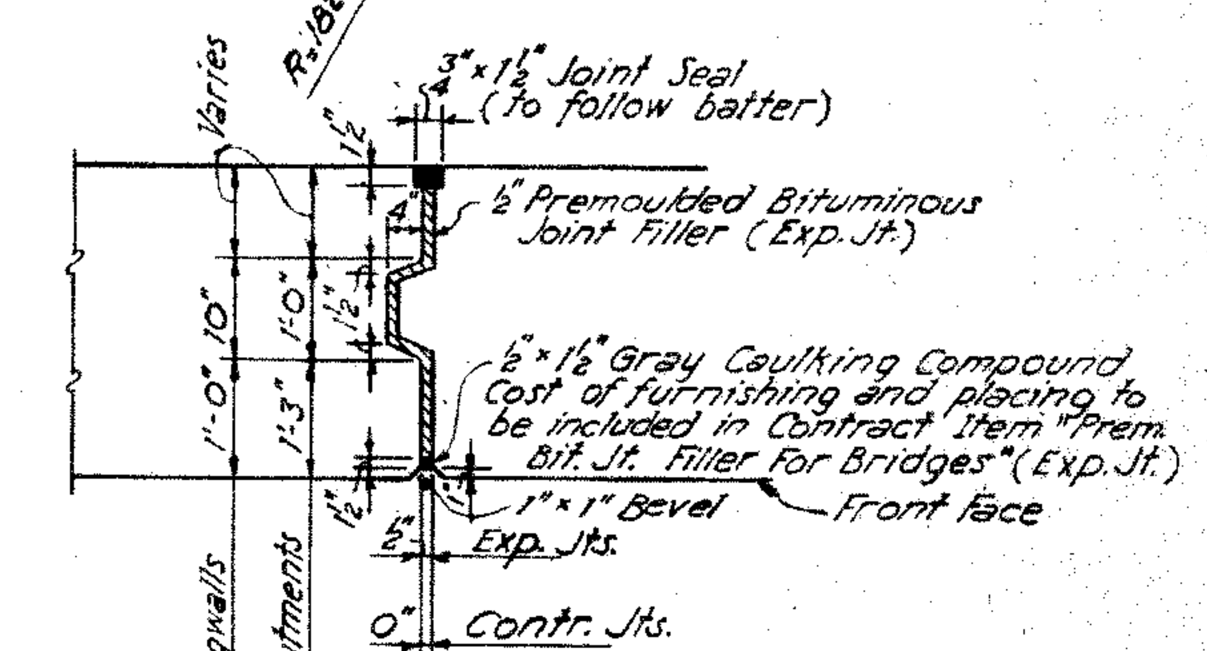
South East Footing Corner Similar

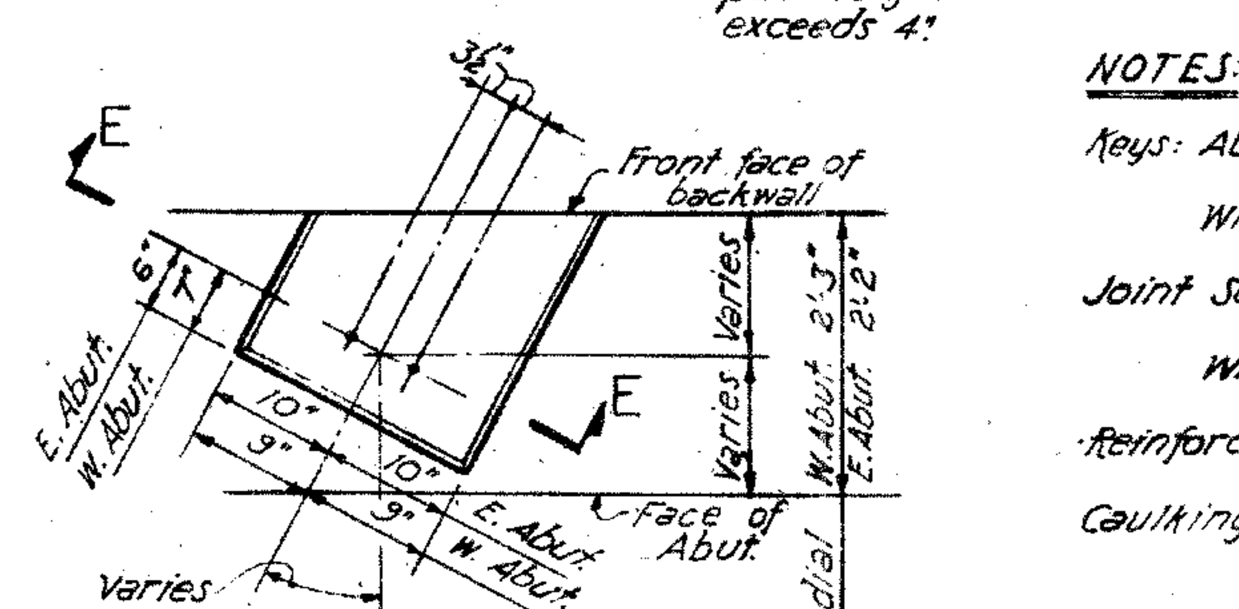
Scale: 1/8" = 1'-0"



SECTION E-E

NOTE:- Reinforcement to be used only when pad height exceeds 4".





PLAN

PAD DETAILS

~Not to scale~

NOTES:-

1. For General Notes, see Sheet No 1
2. For locations of abutment & wingwall sections, see Sheets No 3 & 4.
3. For typical pay lines, see Sheet No 4.

NOTES:-

Keys: Abutment - Keys to extend from top of footing to within 1'-0" of the bridge seat. No key required in backwall.

Wingwalls - Keys to extend from top of footing to elevation at which width of wall is equal to 2'-10"

Joint Seal: Abutment - Joint seal to extend from top of footing to top of backwall.

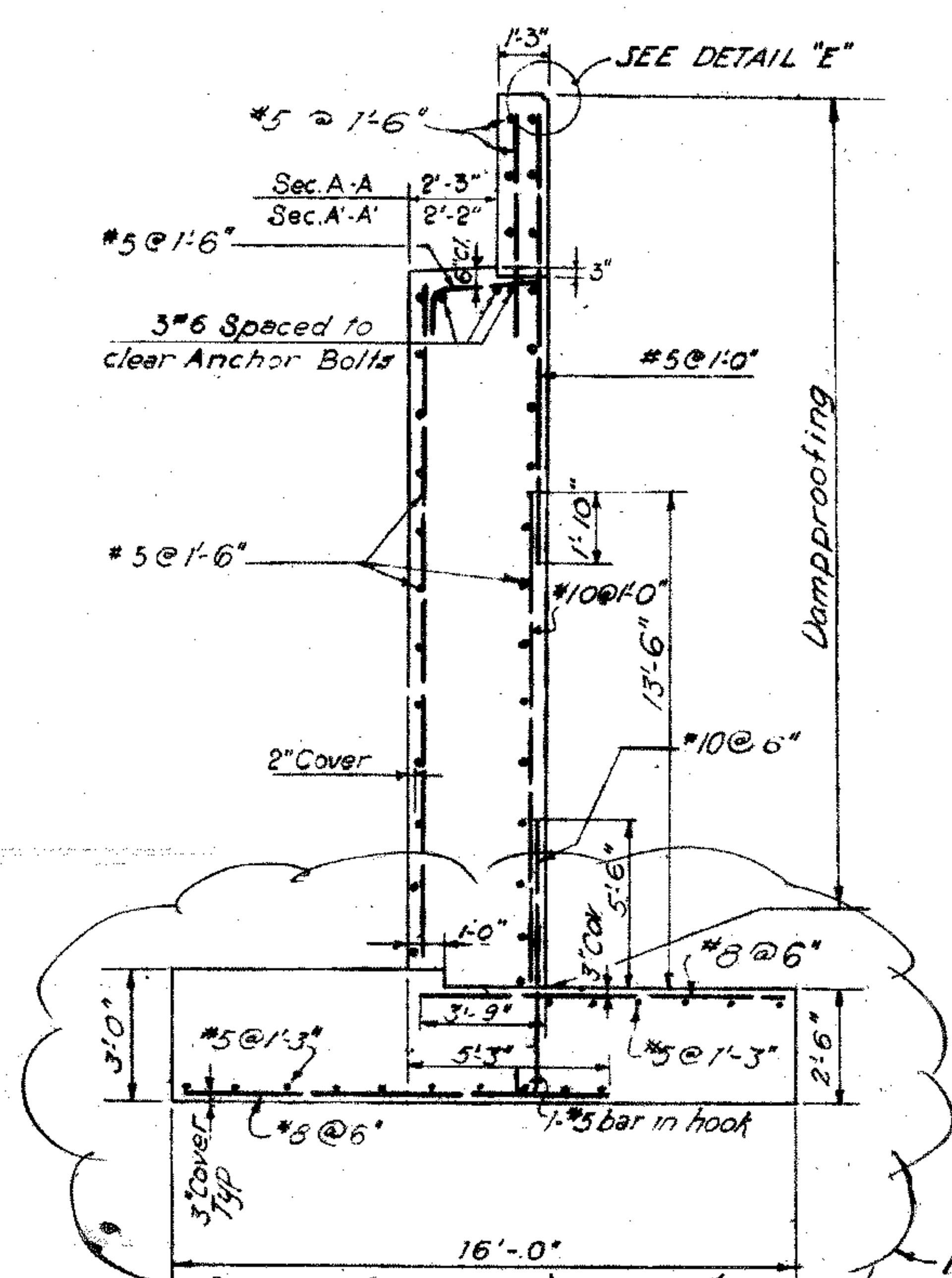
Wingwalls - Joint seal to extend from top of footing to top of wall.

Reinforcement - shall be discontinuous at expansion and contraction joints.

Caulking Compound - shall extend 1'-0" below finished grade.

EXPANSION & CONTRACTION JOINT DETAILS

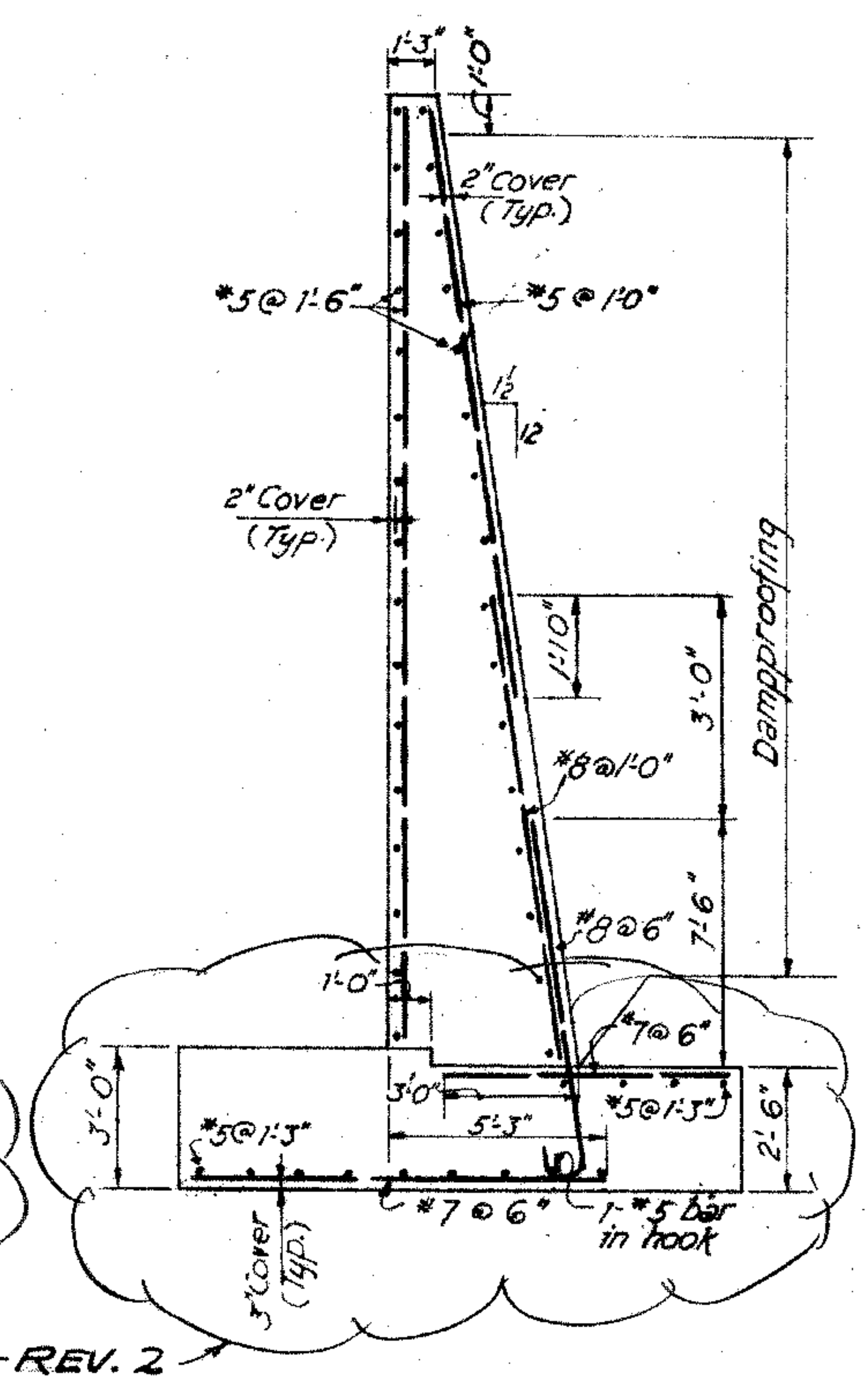
~Not to scale~



SECTIONS A-A & A'-A'

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

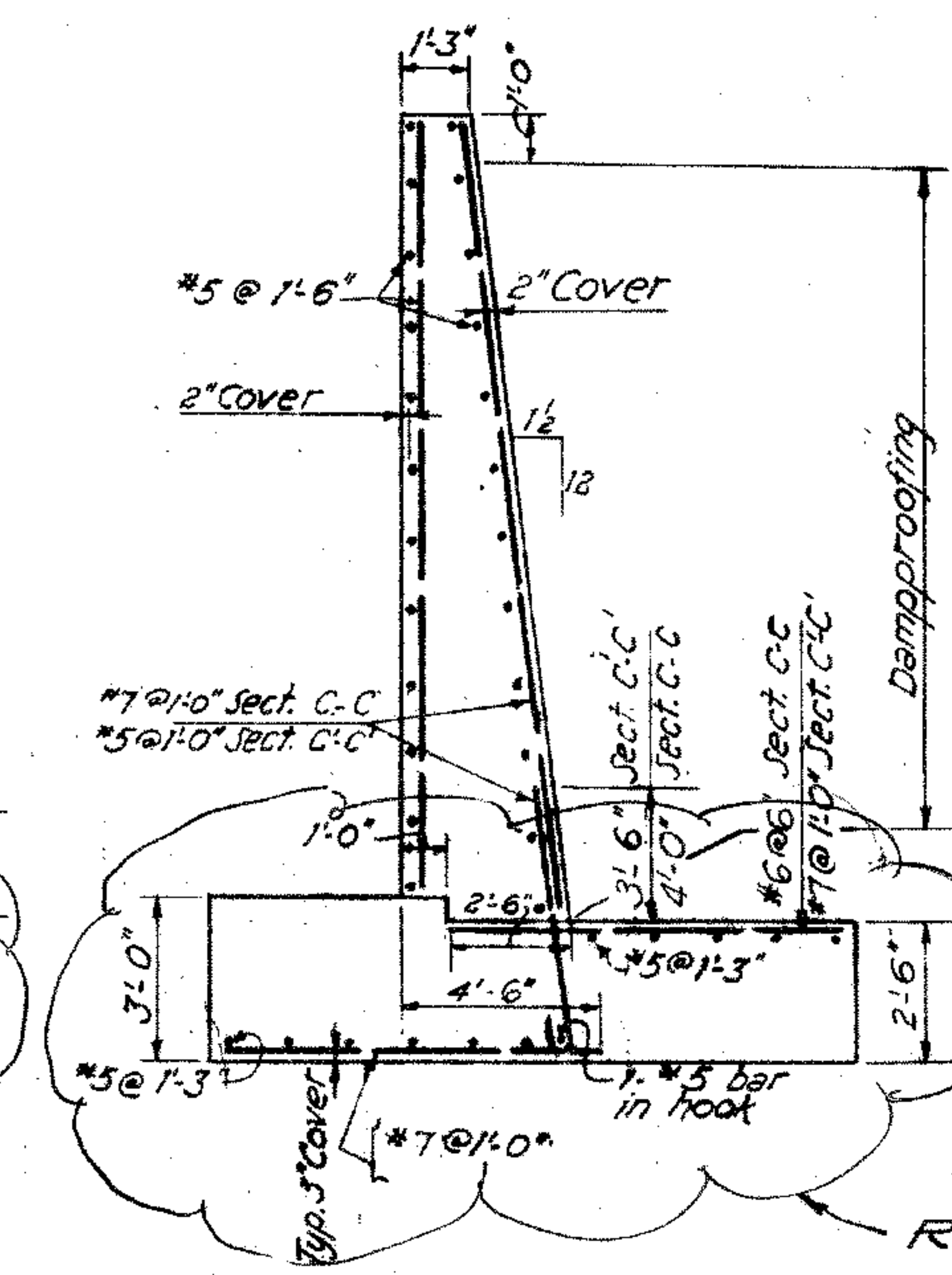
Max. Soil Pressure 2.3 T./S.F.



SECTION B-B

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

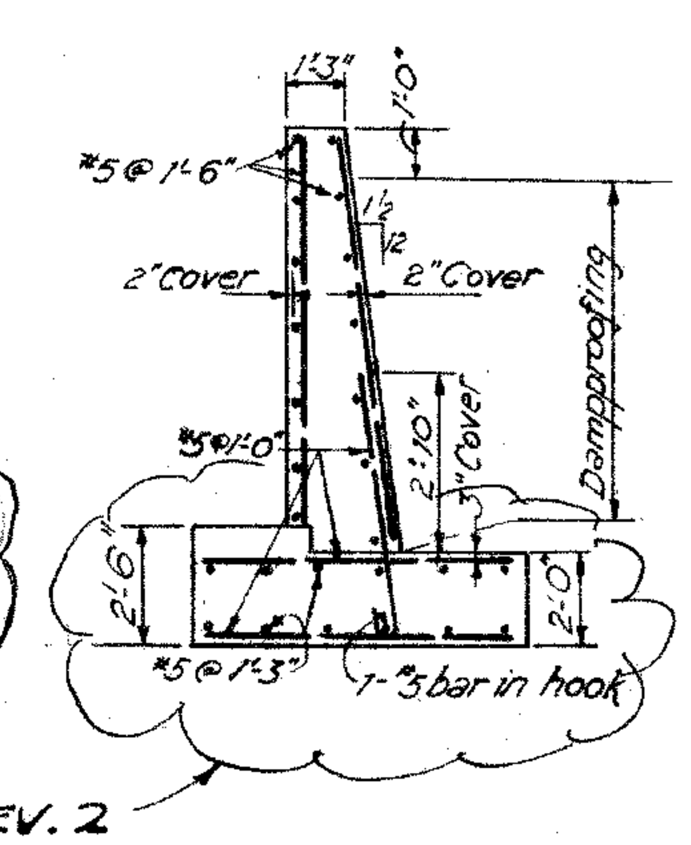
Max. Soil Pressure 1.8 T./S.F.



SECTIONS C-C & C'-C'

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

Max. Soil Pressure 1.6 T./S.F.



SECTION D-D

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

Max. Soil Pressure 0.6 T./S.F.

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REVISIONS		
NO.	DATE	DESCRIPTION
2	5-17-60	See Supplemental Sheet 224A.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY

ROUTE U.S. 6 RELOCATION
ROUTE U.S. 6 WESTBOUND
OVER
ROUTE U.S. 7 EASTBOUND

SUBSTRUCTURE SECTIONS & DETAILS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

SCALES As shown
MADE BY S. S. & A. T. DATE 1-15-58
CHECKED BY R. A. R. DATE 2-7-58
APPROVED T. R. K. DATE 2-20-58

PROJECT NO. 34-84
BRIDGE SHEET NO. 5 OF 9

LOUIS FREY CO. INC.

34 84 34 106

M228 01

224

PUB ROAD ON NO	STATE	TOWN	FED.AID PROJ.NO.	PROJ.NO.	YEAR	ROUTE NO.	SHEET NO	TOTAL SHEETS
1	CONN.	DANBURY	104-1(9)4	34-84	1960	U.S.6	228A	

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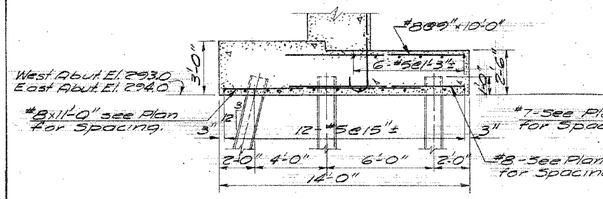
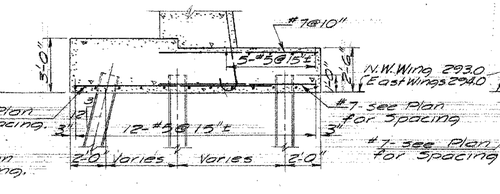
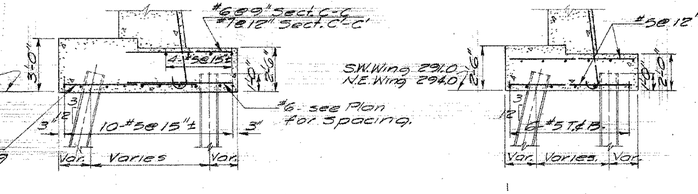


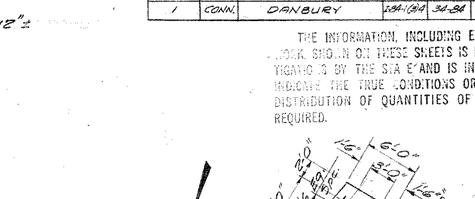
SECTION A-A & A'-A'
Scale 4"=1'-0"



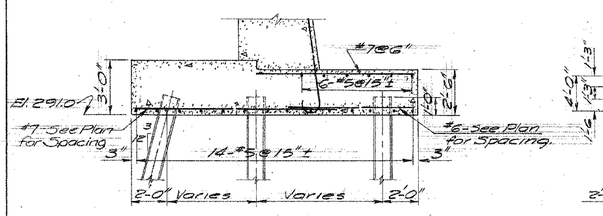
SECTION B-B
Scale 4"=1'-0"



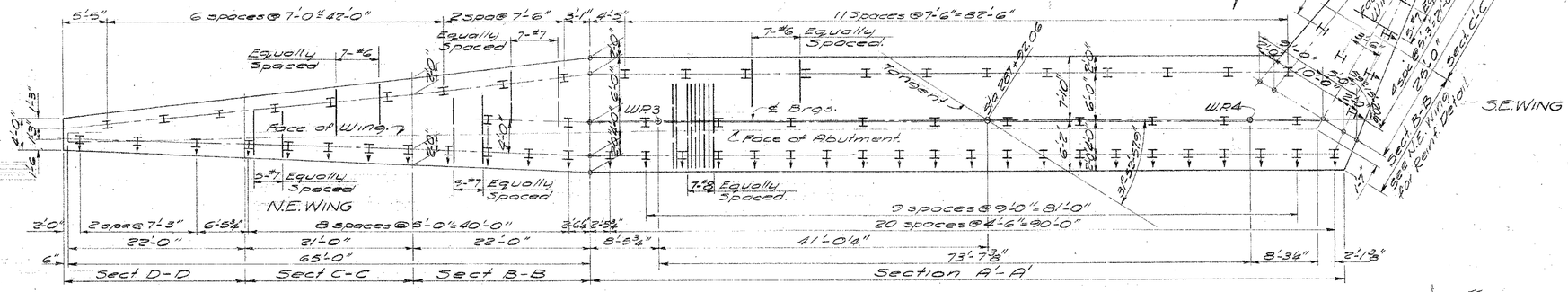
SECTION C-C & C'-C'
Scale 4"=1'-0"



SECTION D-D
Scale 4"=1'-0"

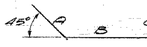


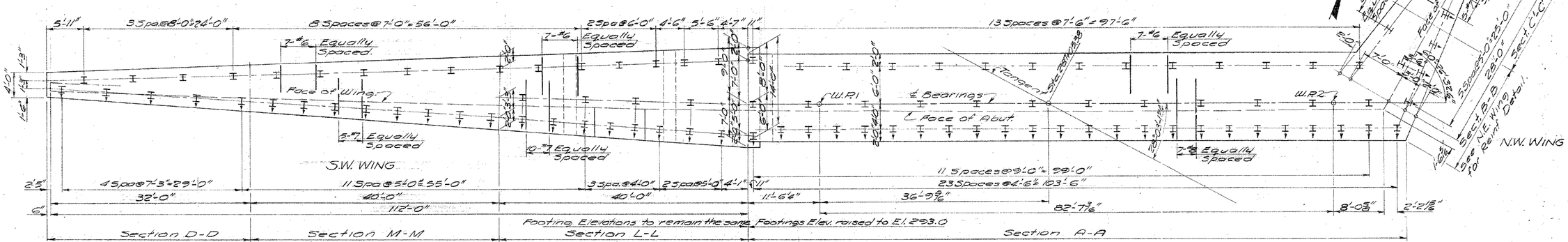
SECTION L-L
Scale 4"=1'-0"



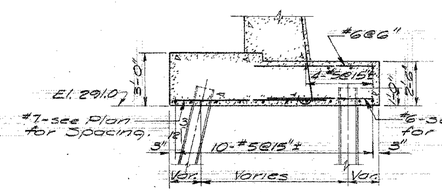
PLAN - EAST ABUTMENT
Scale 8"=1'-0"

BAR LIST							
No.	Size	Length	A	B	C	Weight	Location
20	6	7-0				421 #	E-E
68	6	6-0				612	C-C' & L-L
12	5	30-0				376	A-A & A'-A'
2	5	23-6				59	A-A
6	5	15-0				94	L-L & A'-A'
3	5	21-9	5'-6"	13'-0"	5'-6"	129	X-X

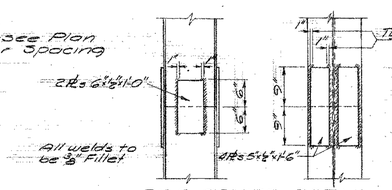




PLAN - WEST ABUTMENT
Scale 8"=1'-0"



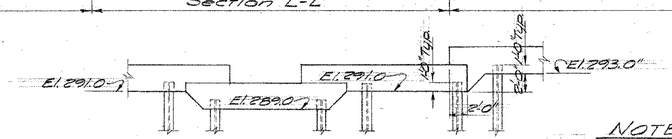
SECTION M-M
Scale 4"=1'-0"



Note

The upper pile section with splice plates attached should be set in place on top of the driven section and tapped several times with the hammer to improve the bearing contact.

Alternate Splice: If so desired the contractor may splice the pile sections directly by a single bevel butt weld all around.



NOTES

This sheet to be worked with Br. Sh's. 3, 4 & 5 of 9

Bars detailed and fabricated from original footing layouts are to be used, where necessary, as shown on original sheets. Bars not required in new design are to be utilized as indicated on this sheet. A quantity of new steel has been estimated and shown in the Bar List on this sheet.

Piles

All piles to be 12 BP 53, end bearing, driven to bedrock.

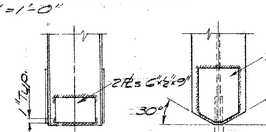
Max. design load : 46 Tons

All piles in front row to be battered 3:12

Pile Point Reinforcement and Pile Splice Details are shown and are to be used if and as directed by the Engineer.

Estimated Pile Lengths

N.W. Wing	10 piles at	42'
S.E. Wing & West Abut.	56 "	40'
East Abut.	43 "	38'
N.E. & S.W. Wings	67 "	33'



REVISION 2

REVISIONS		
NO.	DATE	DESCRIPTION

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S.6 RELOCATION
ROUTE U.S.6 WESTBOUND
OVER
ROUTE U.S.7 EASTBOUND
REVISED SUBSTRUCTURE

DESIGNED BY Conn. Hwy Dept
SCALES As shown
MADE BY A.T.O. DATE 3-19-60
CHECKED BY M.Q.J DATE 5-23-60
APPROVED V.F. Hagen DATE 6/3/60
PROJECT NO. 34-84
BRIDGE SHEET NO. 5A OF

224-A

34 84 34 106 M228 01

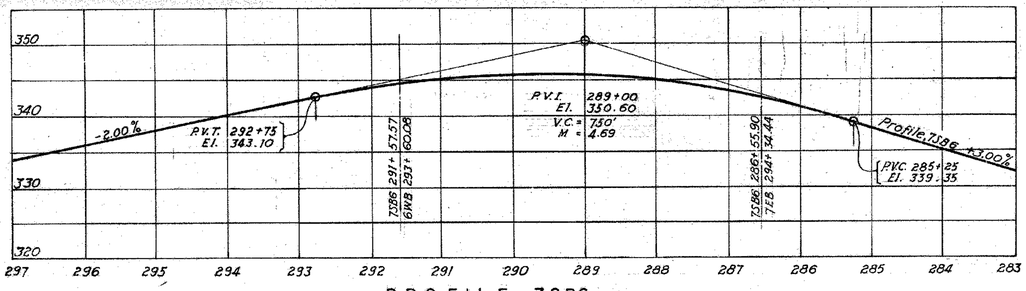
APPENDIX 3

STRUCTURE NOS. 00548 AND 01184 PLANS AND BORING LOGS

STRUCTURE NO. 00548

FORM NO. ENG. 12 ED. 11-52

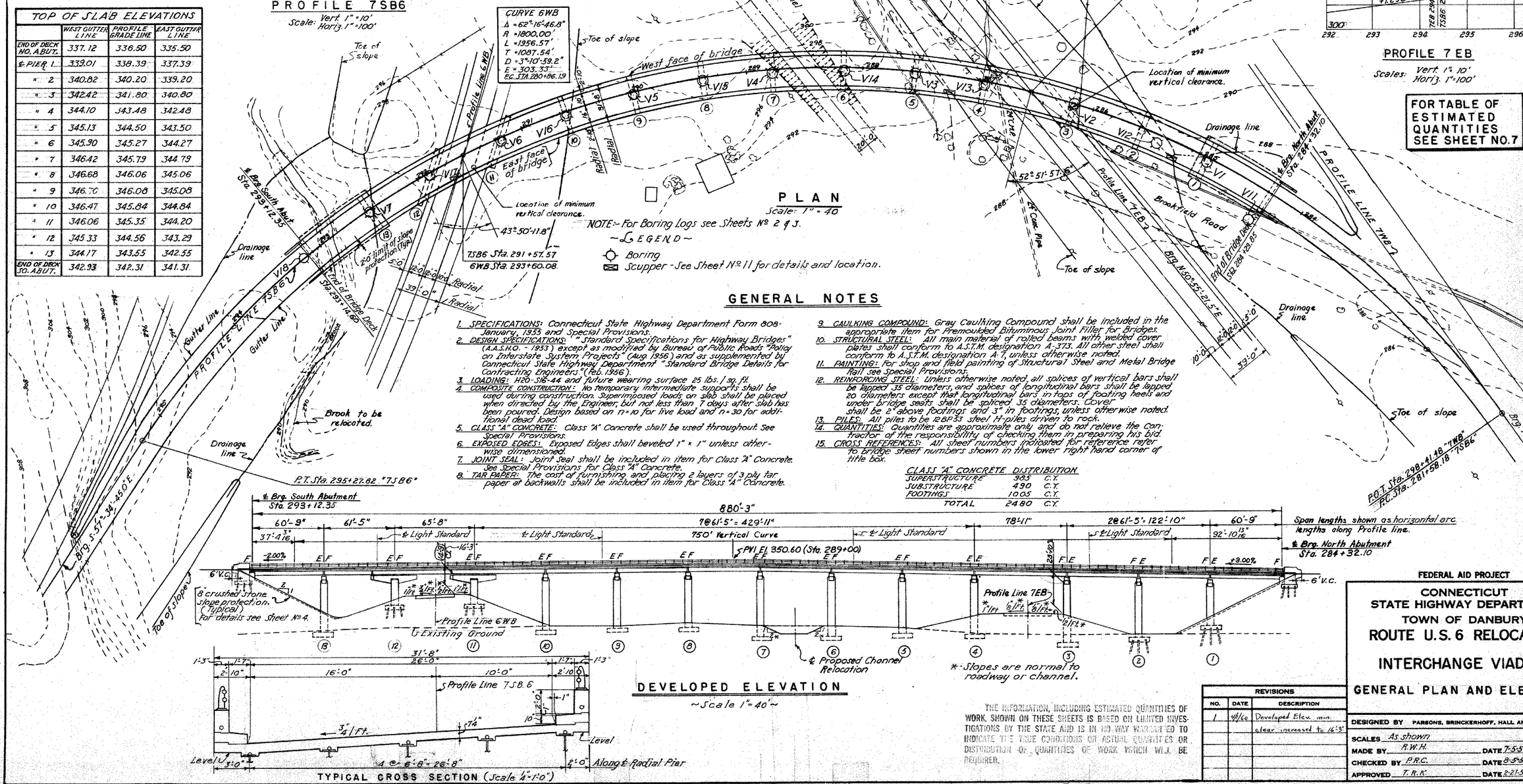
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	691(3)4	34-84	1958	U.S.6	245	662



PROFILE 7SB6

Scale: Vert. 1" = 10'
Horiz. 1" = 100'

TOP OF SLAB ELEVATIONS	WEST GUTTER LINE	PROFILE GRADE LINE	EAST GUTTER LINE
END OF DECK NO. ABUT.	337.12	336.50	335.50
℄ PIER 1	339.01	338.39	337.39
" 2	340.82	340.20	339.20
" 3	342.42	341.80	340.80
" 4	344.10	343.48	342.48
" 5	345.13	344.50	343.50
" 6	345.90	345.27	344.27
" 7	346.42	345.79	344.79
" 8	346.68	346.06	345.06
" 9	346.70	346.08	345.08
" 10	346.47	345.84	344.84
" 11	346.06	345.35	344.20
" 12	345.33	344.56	343.29
" 13	344.17	343.55	342.55
END OF DECK SO. ABUT.	342.93	342.31	341.31



PLAN

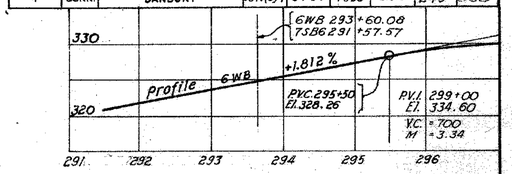
Scale: 1" = 40'

NOTE:- For Boring Logs see Sheets Nº 2 & 3.

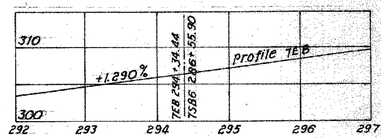
LEGEND

Boring

Scupper - See Sheet Nº 11 for details and location.



PROFILE 6 WB



PROFILE 7 EB

Scales: Vert. 1" = 10'
Horiz. 1" = 100'

FOR TABLE OF ESTIMATED QUANTITIES SEE SHEET NO. 7

GENERAL NOTES

1. SPECIFICATIONS: Connecticut State Highway Department Form 808-January, 1955 and Special Provisions.
2. DESIGN SPECIFICATIONS: "Standard Specifications for Highway Bridges" (A.A.S.H.O. - 1953) except as modified by Bureau of Public Roads "Policy on Interstate System Projects" (Aug. 1956) and as supplemented by Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers" (Feb. 1956).
3. LOADING: H20-S16-44 and future wearing surface 25 lbs./sq. ft.
4. COMPOSITE CONSTRUCTION: No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed when directed by the Engineer, but not less than 7 days after slab has been poured. Design based on n=10 for live load and n=30 for additional dead load.
5. CLASS "A" CONCRETE: Class "A" Concrete shall be used throughout. See Special Provisions.
6. EXPOSED EDGES: Exposed Edges shall beveled 1" x 1" unless otherwise dimensioned.
7. JOINT SEAL: Joint Seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
8. TAR PAPER: The cost of furnishing and placing 2 layers of 3 ply tar paper at backwalls shall be included in item for Class "A" Concrete.
9. CAULKING COMPOUND: Gray Caulking Compound shall be included in the appropriate item for Premoulded Bituminous Joint Filler for Bridges.
10. STRUCTURAL STEEL: All main material of rolled beams with welded cover plates shall conform to A.S.T.M. designation A-373. All other steel shall conform to A.S.T.M. designation A-7, unless otherwise noted.
11. PAINTING: For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
12. REINFORCING STEEL: Unless otherwise noted, all splices of vertical bars shall be lapped 35 diameters, and splices of longitudinal bars shall be lapped 20 diameters except that longitudinal bars in laps of footing heels and under Bridge seats shall be spliced 35 diameters. Cover shall be 2" above footings and 3" in footings, unless otherwise noted.
13. PILES: All piles to be 12BP53 steel H-piles driven to rock.
14. QUANTITIES: Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
15. CROSS REFERENCES: All sheet numbers indicated for reference refer to bridge sheet numbers shown in the lower right hand corner of title box.

CLASS "A" CONCRETE DISTRIBUTION		
SUPERSTRUCTURE	985	C.Y.
SUB-STRUCTURE	490	C.Y.
FOOTINGS	1005	C.Y.
TOTAL	2480	C.Y.

DEVELOPED ELEVATION

~Scale 1"=40'~

TYPICAL CROSS SECTION (Scale 1/4"-1'-0")

REVISIONS		
NO.	DATE	DESCRIPTION
1	4/1/60	Developed Elev. min. clear. increased to 16'-3"

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.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION

INTERCHANGE VIADUCT

GENERAL PLAN AND ELEVATION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

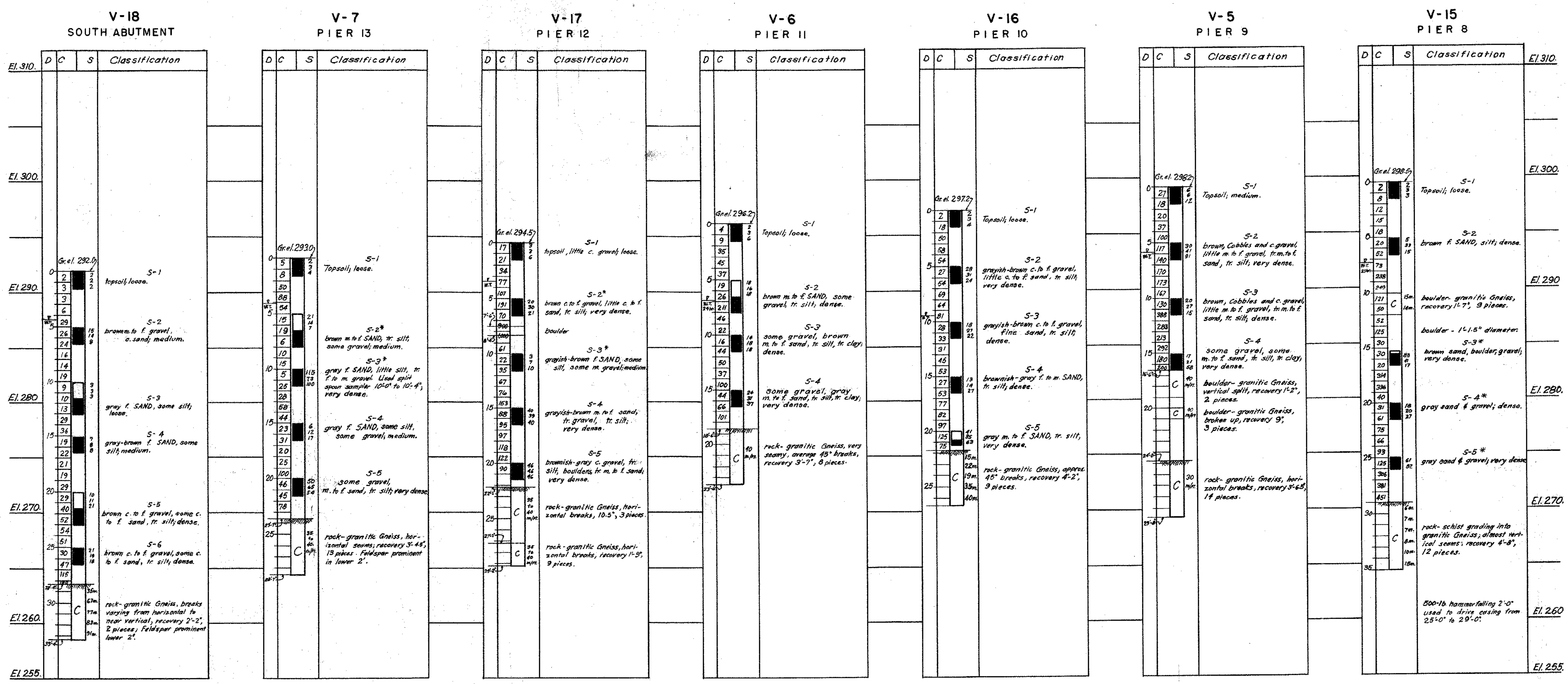
SCALES As shown
MADE BY R.W.H. DATE 7-5-57
CHECKED BY P.R.C. DATE 8-5-57
APPROVED T.R.K. DATE 2-21-58

PROJECT NO. 34-84
BRIDGE SHEET NO. 1 OF 12

"LEXAPRINT" TRACING CLOTH — JOSEPH HERRITT & CO. — 11618

34 84 34 106 M 220 01

BR. NO. 00548 245



For **LEGEND** and **NOTES** see Sheet No. 3.

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.

FEDERAL AID PROJECT

BORING	STATION	OFFSET	DATE COMPLETED
V-18	7SB6 293+18	℄	5/13/57
V-7	7SB6 292+49	3'L	5/10/57
V-17	7SB6 291+88	3'L	5/8/57
V-6	7SB6 291+20	3'L	5/12/57
V-16	7SB6 290+60	3'L	5/8/57
V-5	7SB6 289+98	3'L	5/17/57
V-15	7SB6 289+38	3'L	5/6/57

REVISIONS		
NO.	DATE	DESCRIPTION

CONNECTICUT
STATE HIGHWAY DEPARTMENT

TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
INTERCHANGE VIADUCT
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL = 1" = 5'-0"

MADE BY W.F.L. (A.D. CO.) DATE 8/20/57

CHECKED BY Kim (A.D. CO.) DATE 9-23-57

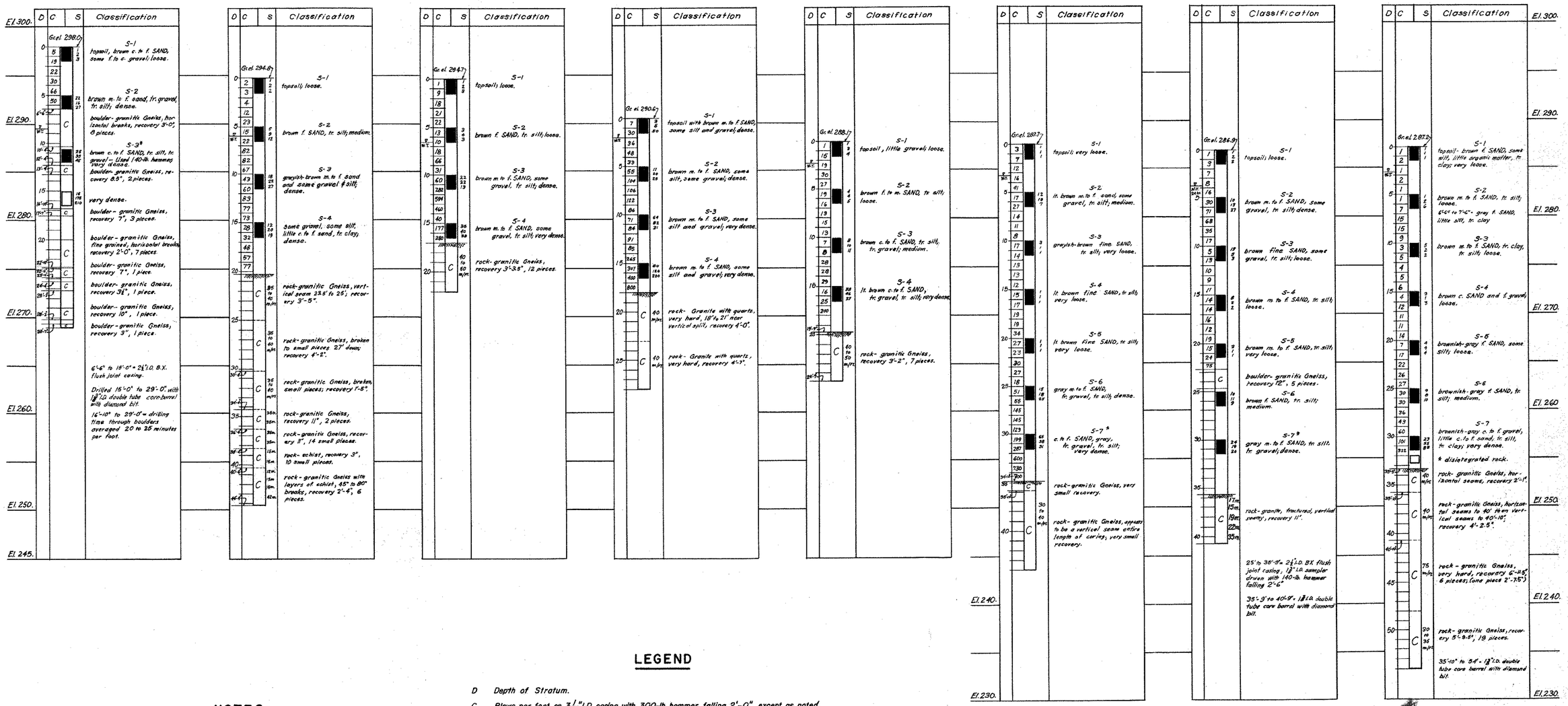
APPROVED T.R.K. DATE 2-21-58

PROJECT NO. 34-84

BRIDGE SHEET NO. 2 OF 12

FORM NO. ENG. 13 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	1841(3)4	34-84	1958	U.S.6	247	662



NOTES

Casing= For V-6 and V-7 2 1/2" I.D. casing was driven with 300-lb. hammer falling 2'-0". For V-11 3 1/2" I.D. casing was driven with 500-lb. hammer falling 2'-0".

Sampler = For V-6 and V-7 1 3/8" I.D. split spoon sampler was driven with 140-lb. hammer falling 2'-6". (*)= Open A-rod.

Core barrel = 2 1/8" I.D. Double Tube core barrel with diamond bit was used to obtain all core samples except where noted and on V-6 and V-7 which used 1 3/8" I.D. DT. core barrel with diamond bit.

For location of borings see Sheet No. 1.

LEGEND

D Depth of Stratum.

C Blows per foot on 3 1/2" I.D. casing with 300-lb. hammer falling 2'-0", except as noted.

S Blows per 6" on 2 1/2" I.D. split spoon sampler with 300-lb. hammer falling 1'-5", except as noted.

S- Drive sample number.

Drive sample.

Drive sample, no recovery

C 5m. 6m. Cored sample with drilling time in minutes.

W.T. 24 hr. Water Table with time of observation.

BORING	STATION	OFFSET	DATE COMPLETED
V-4	788+78	3' L	5/24/57
V-14	788+16	3' L	4/30/57
V-3	787+55	3' L	5/27/57
V-13	786+94	3' L	4/9/57
V-2	786+16	3' L	5/28/57
V-12	785+39	8' L	5/6/57
V-11	784+92	3' L	5/1/57
V-1	784+83	3' L	6/2/57

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REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT

TOWN OF DANBURY
ROUTE U.S.6 RELOCATION
INTERCHANGE VIADUCT
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL = 1" = 5'-0"

PROJECT NO. 34-84

MADE BY W.F.L. (A.D. CO.) DATE 2/25/57

CHECKED BY [illegible] (A.D. CO.) DATE 2-23-57

APPROVED T.R.K. DATE 2-21-58

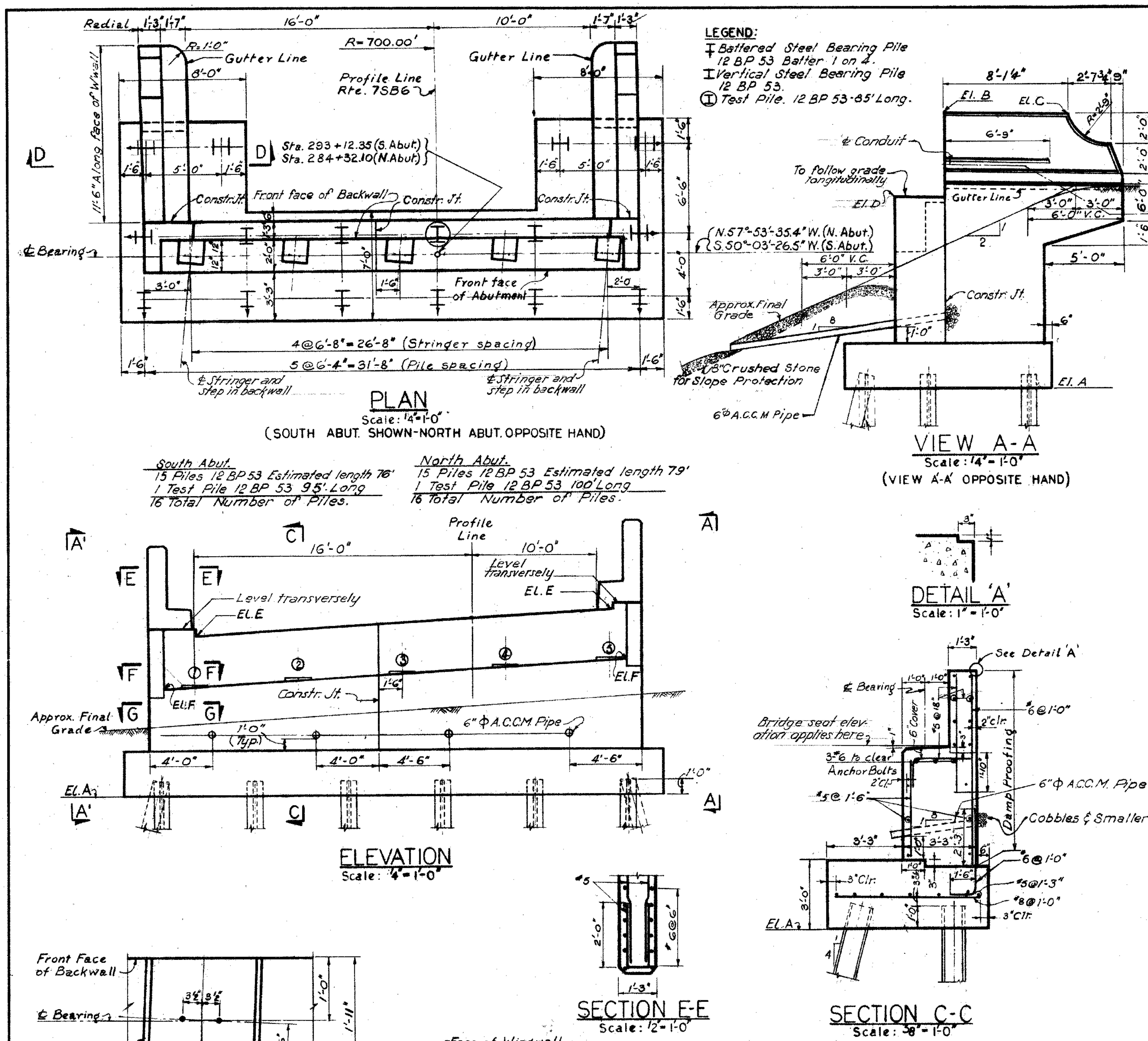
BRIDGE SHEET NO. 3 OF 12

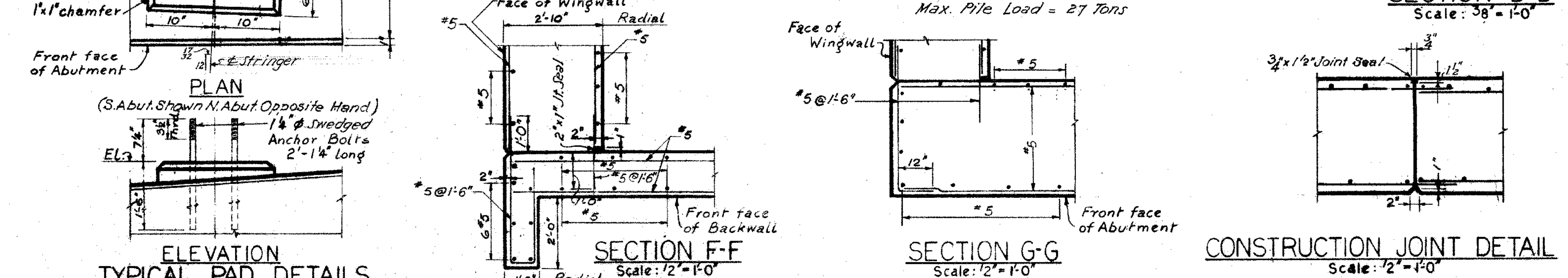
247

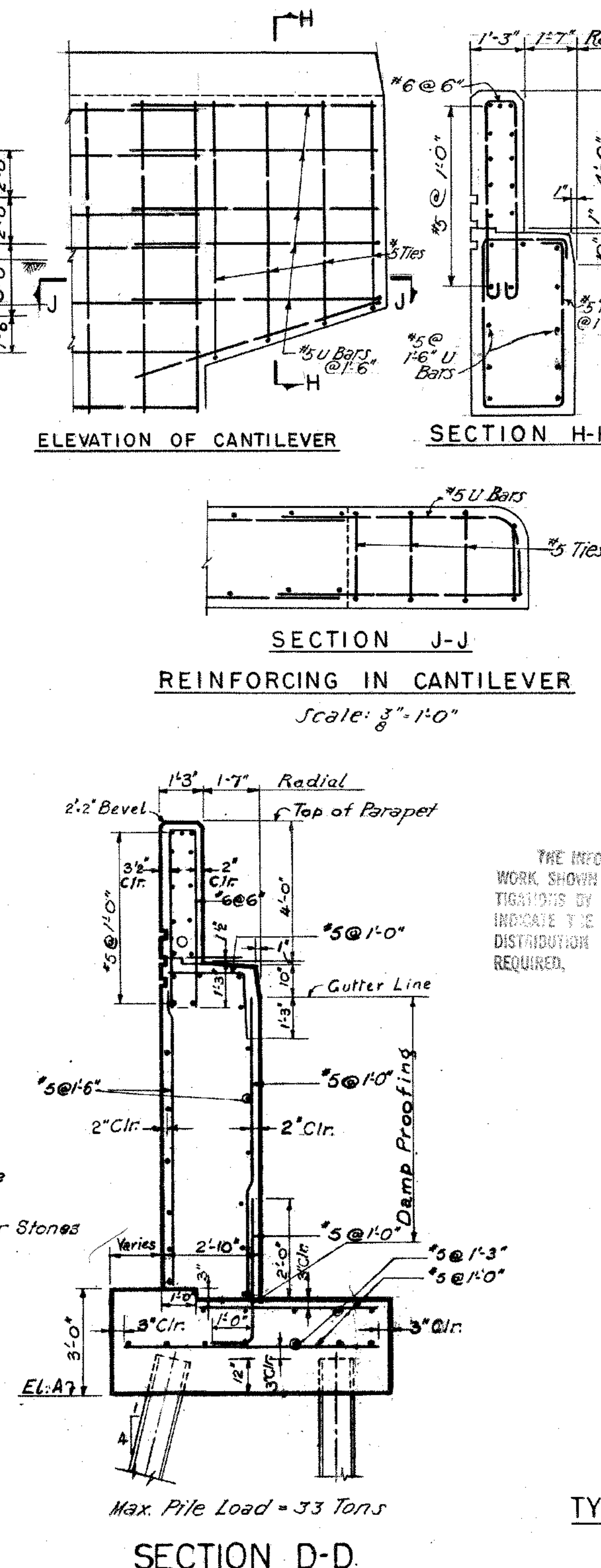
34 84 34 106 228 01

FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(3)4	34-84	1958	U.S.6	248	662



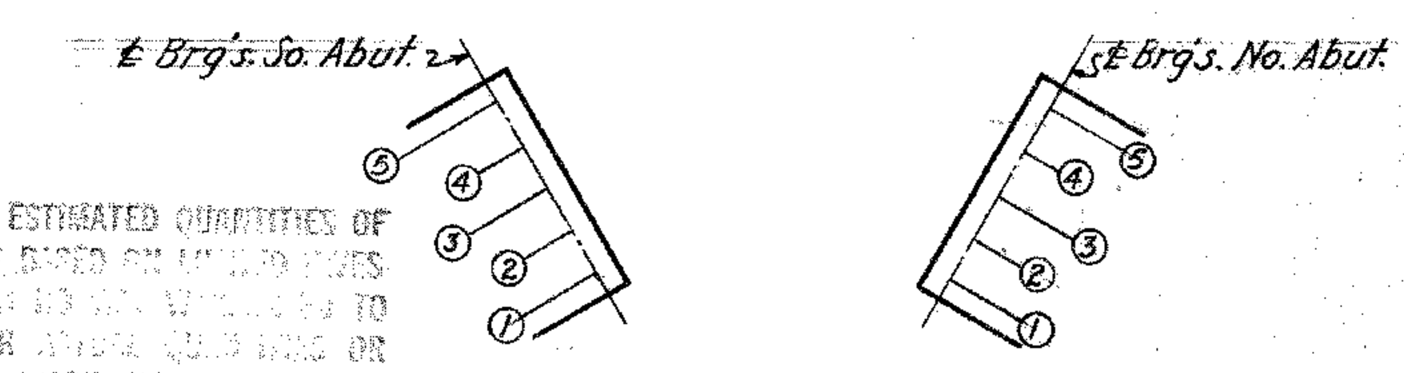




THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY INTENDED TO INDICATE THE SITE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

TABLE OF ELEVATIONS

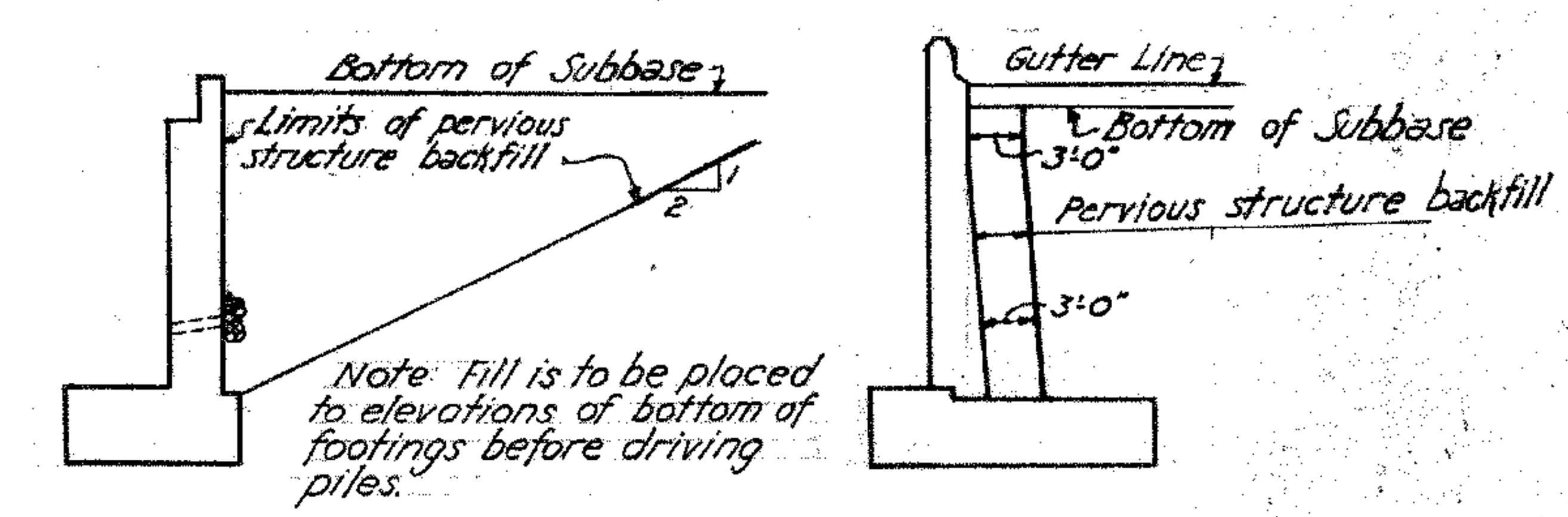
EL.	S.WEST WINGWALL	S.EAST WINGWALL	N.WEST WINGWALL	N.EAST WINGWALL	SOUTH ABUT.	NORTH ABUT.
A	330.00	330.00	324.00	324.00	330.00	324.00
B	347.85	346.22	342.04	340.41	—	—
C	347.69	346.06	341.80	340.17	—	—
D	342.35	340.73	336.58	334.95	—	—
E	341.98	340.35	336.19	334.56	—	—
F	338.93	337.08	333.14	331.29	—	—



PAD KEY PLAN

PAD ELEVATIONS

PAD No.	①	②	③	④	⑤
N. ABUT.	331.63	332.04	332.46	332.88	333.29
S. ABUT.	337.42	337.83	338.25	338.67	339.08



TYPICAL PAY LINES FOR ABUTMENTS AND WINGWALLS
Not to scale

NOTES:-
1. For General Notes & Location Plan see Sheet No. 1.
2. For details of deck joints at abutment corners see Sheet No. 8.
3. For pile splice & Built-up pile tip see sheet No. 6.
4. For electrical details see Sheet No. 12.

REVISIONS		
NO.	DATE	DESCRIPTION
1	12/21/59	Corrections are in

FEDERAL AID PROJECT

CONNECTICUT STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
INTERCHANGE VIADUCT
ABUTMENTS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY B.C. & A.T. DATE 6-4-57
CHECKED BY D.G. DATE 9-18-57
APPROVED T.R.K. DATE 2-21-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 4 of 12

LOUIS FREY CO., INC.

34 84 34 106 M22 01

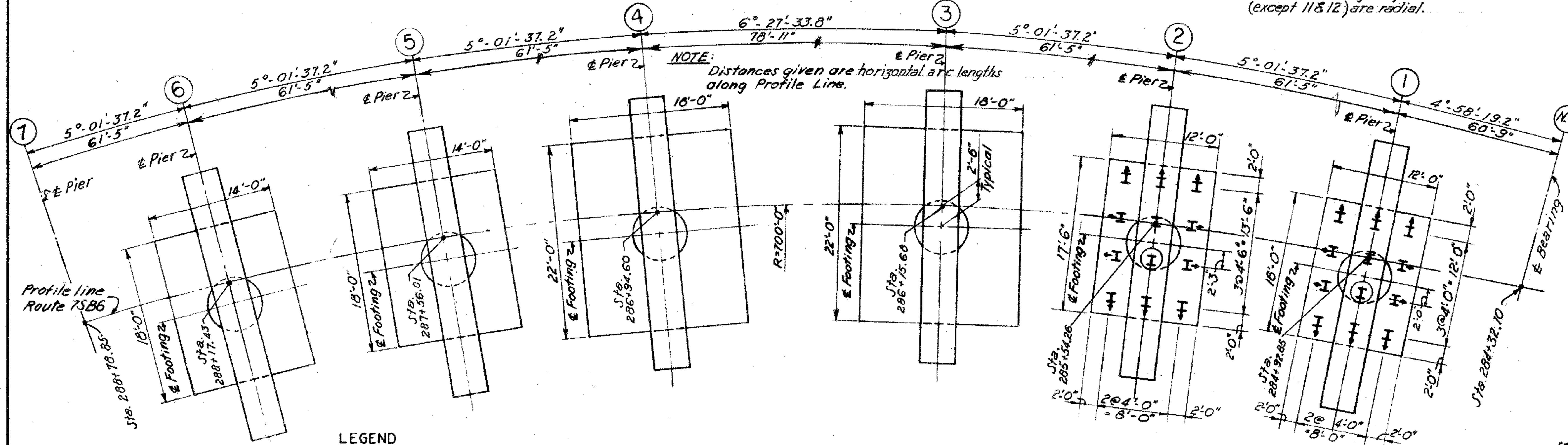
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(3)4	34-84	1958	U.S.6	249	662

PAD ELEVATIONS

	1	2	3	4	5	6	7	8	9	10	11	12	13
A	333.47	335.28	336.87	338.50	339.51	340.28	340.80	341.06	341.08	340.83	340.29	339.29	338.54
B	333.88	335.70	337.29	338.91	339.93	340.70	341.21	341.48	341.49	341.25	340.67	339.61	338.95
C	334.30	336.11	337.70	339.33	340.35	341.11	341.63	341.90	341.91	341.67	341.15	340.33	339.37
D	334.72	336.53	338.12	339.75	340.76	341.53	342.05	342.31	342.33	342.06	341.63	340.85	339.79
E	335.13	336.95	338.54	340.16	341.18	341.95	342.46	342.73	342.74	342.51	342.10	341.36	340.20
F	333.36	335.18	336.78	338.46	339.55	340.33	340.85	341.12	341.14	340.91	340.28	339.38	338.63
G	333.78	335.60	337.20	338.87	339.97	340.75	341.27	341.54	341.56	341.33	340.76	339.90	339.04
H	334.20	336.01	337.61	339.29	340.39	341.16	341.68	341.96	341.97	341.74	341.23	340.42	339.46
J	334.62	336.43	338.03	339.71	340.81	341.58	342.10	342.37	342.39	342.16	341.68	340.94	339.88
K	335.03	336.85	338.45	340.12	341.22	342.00	342.52	342.79	342.81	342.58	342.18	341.45	340.29

Note: Chamfer all edges of pad 1"

NOTE: Transverse ℄'s of all piers (except 11 & 12) are radial.

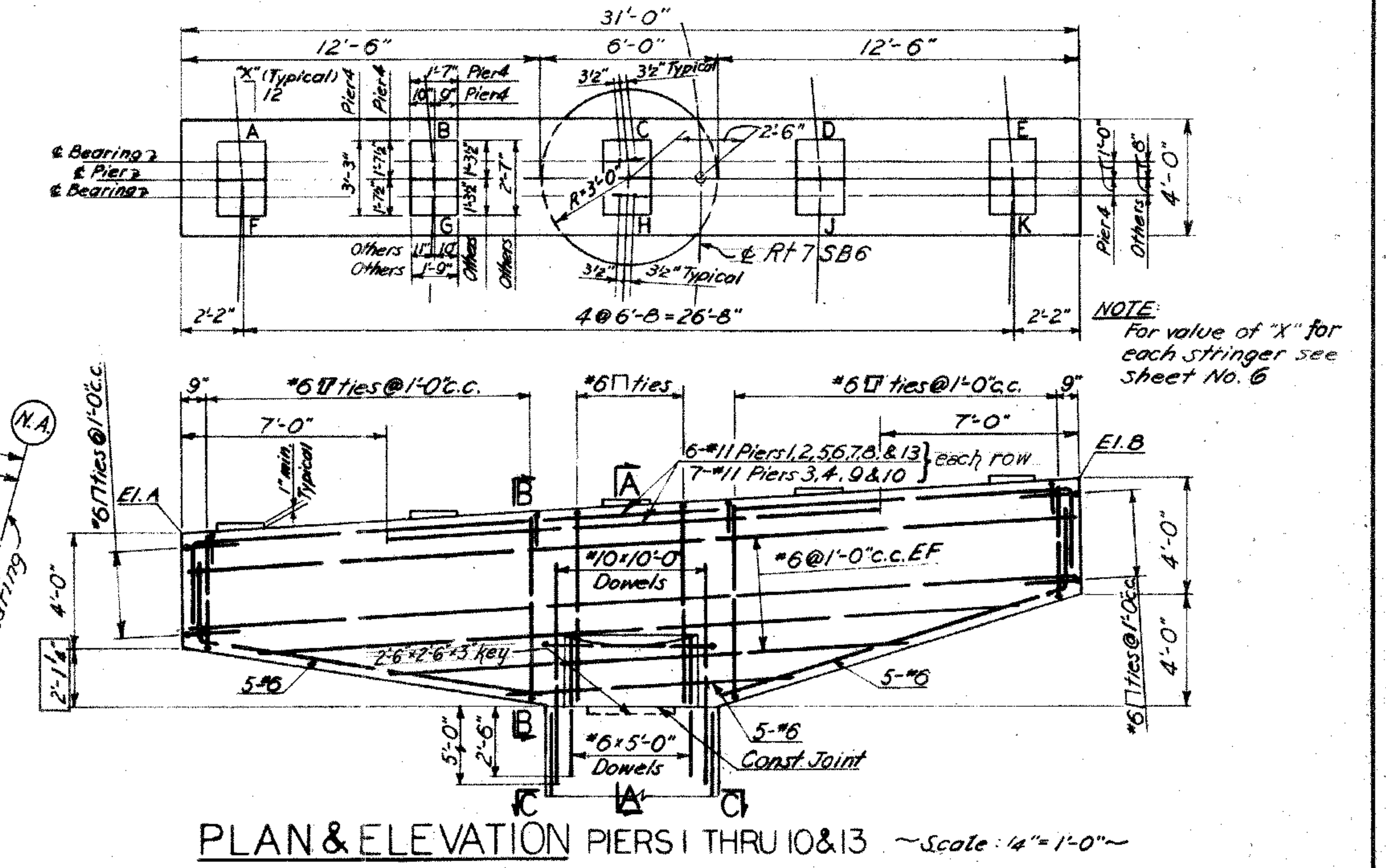


LEGEND
- Battered Steel Bearing pile 12 BP 53 Batter 1 on 6
- Vertical Steel Bearing pile 12 BP 53.
- Test Pile 12 BP-53 For Estimated Length see Appropriate Footing.

PLAN ~Scale: 1/8"=1'-0"~

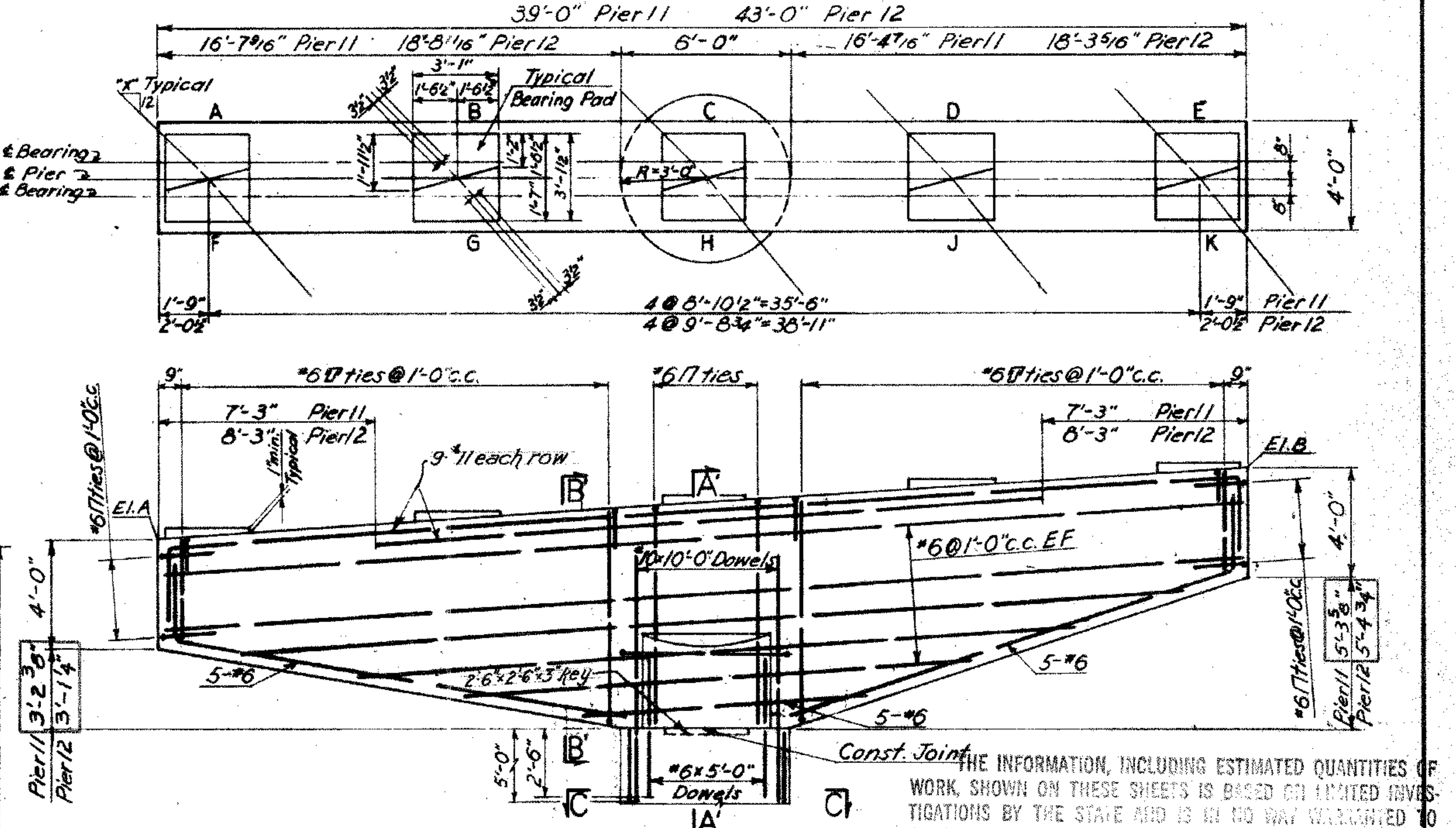
Pier 2
11-Piles 12 BP 53 Estimated Length 37'
1-Test Pile 12 BP 53 45' Long
12 Total Number of Piles

Pier 1
11-Piles 12 BP 53 Estimated Length 51'
1-Test Pile 12 BP 53 65' Long
12 Total Number of Piles

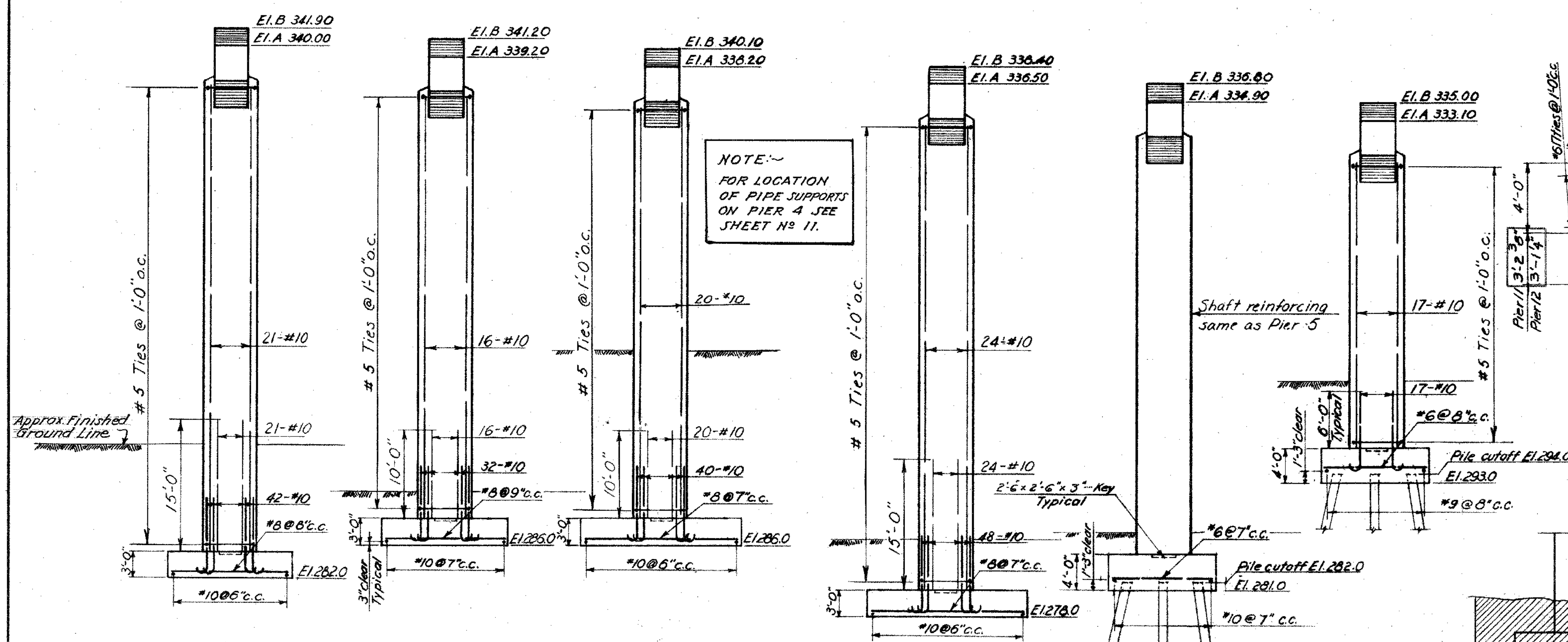


NOTE: For value of "X" for each stringer see sheet No. 6

PLAN & ELEVATION PIERS 1 THRU 10 & 13 ~Scale: 1/4"=1'-0"~



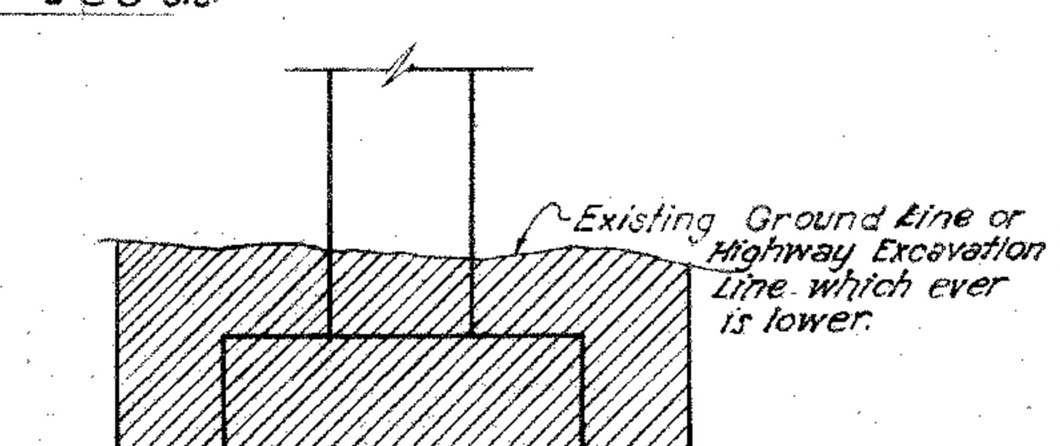
PLAN & ELEVATION PIERS 11 & 12 ~Scale: 1/4"=1'-0"~



NOTE:~ FOR LOCATION OF PIPE SUPPORTS ON PIER 4 SEE SHEET № 11.

ELEVATION ~ Scale: 1/8"=1'-0"~

PIER 6 — Max. Soil Pressure = 3.3 TSF
PIER 5 — Max. Soil Pressure = 3.2 TSF
PIER 4 — Max. Soil Pressure = 3.0 TSF
PIER 3 — Max. Soil Pressure = 3.0 TSF
PIER 2 — Max. Pile Load = 46.2 Tons
PIER 1 — Max. Pile Load = 45 Tons



Fill is to be placed to elevations of bottom of footings before driving piles.

TYPICAL PAY LINES FOR PIERS

NOTES:
1. For General Notes see Sheet No. 1
2. For Sections A-A, A'-A', B-B, B'-B' and C-C see Sheet No. 6
3. For Anchor Bolt Details see Sheet № 9.

REVISIONS		
NO.	DATE	DESCRIPTION
1	12-9-59	Corrections are in

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION

INTERCHANGE VIADUCT

PIERS 1 - 6

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

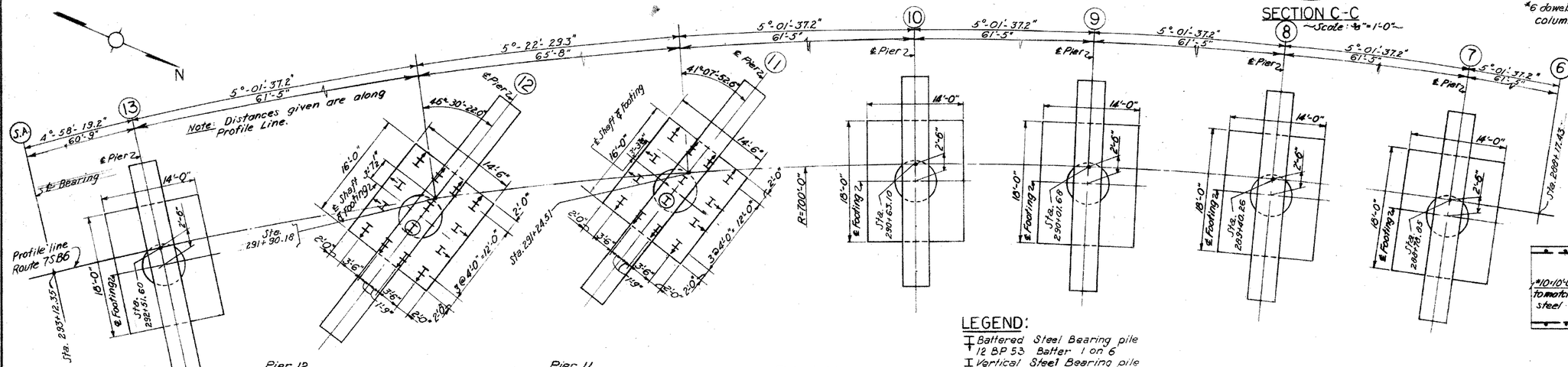
SCALES As Shown — PROJECT NO. 34-84
MADE BY G.P.S. & R.L. DATE 8-18-57
CHECKED BY P.R.C. DATE 9-11-57
APPROVED T.R.K. DATE 2-21-58 — BRIDGE SHEET NO. 5 of 12

FORM NO. ENG. 19 ED. 11-56

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	FBS-1(2)4	34-84	1959	U.S.6	250	662

STRINGER SLOPES AT BEARINGS

PIERS	4&13	1,2,5,6,7,8&9	3-10	3	4	10					11										12										13				
PADS	ATHRUE	ATHRUK	FTHRUK	ATHRUE	FTHRUK	A	B	C	D	E	A	B	C	D	E	F	G	H	J	K	A	B	C	D	E	F	G	H	J	K	F	G	H	J	K
"X"	1'-7 3/2"	1'-7 3/2"	1'-7 3/2"	1'-1 1/16"	1'-1 1/16"	2'-1 3/2"	5 3/8"	9 1/16"	1'-2"	7 1/16"	1'-2 13/32"	1'-1 23/32"	1'-1 5/16"	1'-1 3/8"	1'-1 3/16"	9'-2 5/32"	9'-2 5/32"	9'-2 1/32"	9 1/16"	9 15/32"	1'-3 1/16"	1'-2 23/32"	1'-2 23/32"	1'-2 3/4"	1'-2 3/4"	1'-2 3/4"	1'-2 3/32"	1'-1 27/32"	1'-1 5/8"	1'-1 3/16"	1'-1 3/16"	3 3/8"	15/32"	1'-3 2"	1'-8 3/2"	5/8"

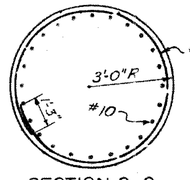


Pier 12
13 Piles 12BP53 Estimated Length 46'
1 Test Pile 12BP53 60' Long
14 Total Number of Piles

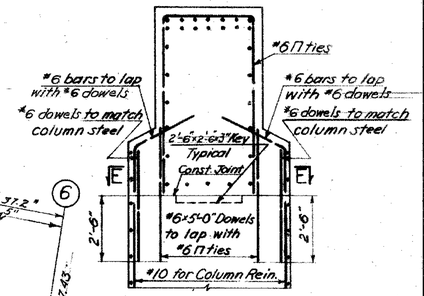
Pier 11
13 Piles 12BP53 Estimated Length 41'
1 Test Pile 12BP53 50' Long
14 Total Number of Piles

PLAN
Scale: 1/8"=1'-0"

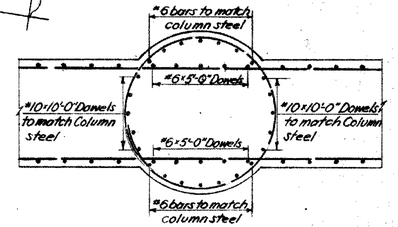
LEGEND:
- ⊥ Battered Steel Bearing pile 12 BP 53 Batter 1 on 6
- I Vertical Steel Bearing pile 12 BP 53.
- (T) Test Pile 12BP53 For Estimated Length see Appropriate Footing



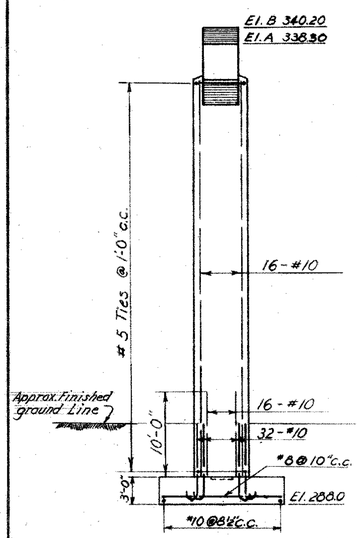
SECTION C-C
Scale: 3/8"=1'-0"



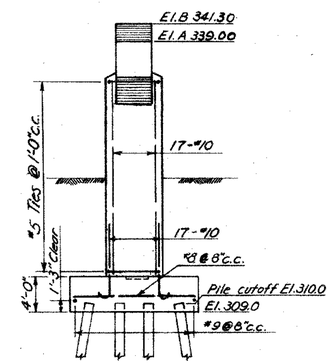
SECTION A-A
Section A'-A' similar
Scale: 3/8"=1'-0"



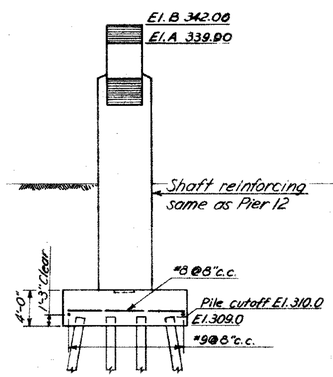
SECTION E-E
Scale: 3/8"=1'-0"



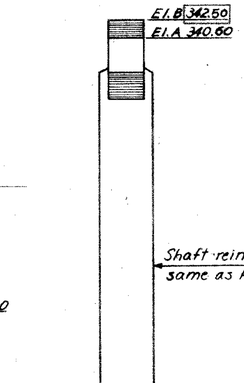
PIER 13
Max. Soil Pressure 3.5 TSF



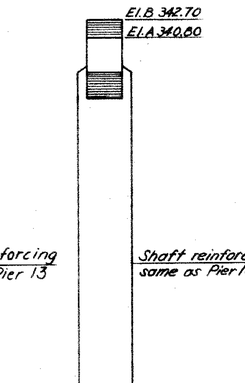
Max. Pile Load = 44.2 Tons
PIER-12



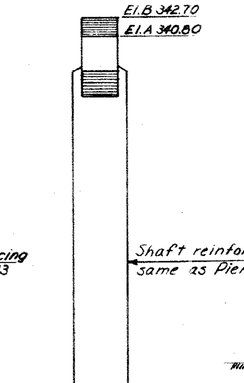
Max. Pile Load = 44.2 Tons
PIER-11



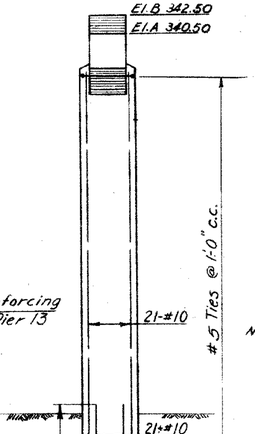
PIER 10
Max. Soil Pressure = 2.9 TSF



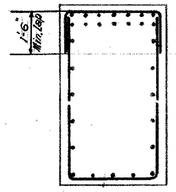
PIER 9
Max. Soil Pressure = 2.9 TSF



PIER 8
Max. Soil Pressure = 2.9 TSF



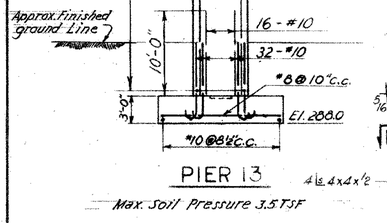
Max. Soil Pressure = 3.3 TSF
PIER 7



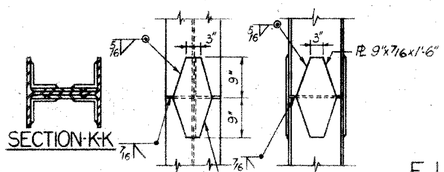
SECTION B-B
Section B'-B' similar
Scale: 3/8"=1'-0"

NOTES:
1. For General Notes see Sheet No. 1.
2. For locations of Sections A-A, A'-A', B-B, B'-B', and C-C see Sheet No. 5.
3. For bearing pad plan and details, and Pad Elevations see Sheet No. 5.
4. For Anchor Bolt Details see Sheet No. 9.
5. For typical pay lines see Sheet No. 5

FEDERAL AID PROJECT



TYPICAL DETAIL OF REINFORCING FOR 12BP53 STEEL PILE TIPS
Scale: 3/4"=1'-0"



SPLICE DETAIL FOR 12BP53 PILES
Scale: 3/4"=1'-0"

ELEVATION
Scale: 1/8"=1'-0"

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.

REVISIONS		
NO.	DATE	DESCRIPTION
1	12-9-59	Corrections as in

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
INTERCHANGE VIADUCT
PIERS 7-13

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES AS shown
MADE BY G.P.S. & R.L.&A.T. DATE 8-10-57
CHECKED BY P.R.C. DATE 9-19-57
APPROVED T.R.K. DATE 2-21-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 6 of 12

LOUIS FREY CO., INC. 20488

34 84 34 106 M228 01

250

STRUCTURE NO. 00549

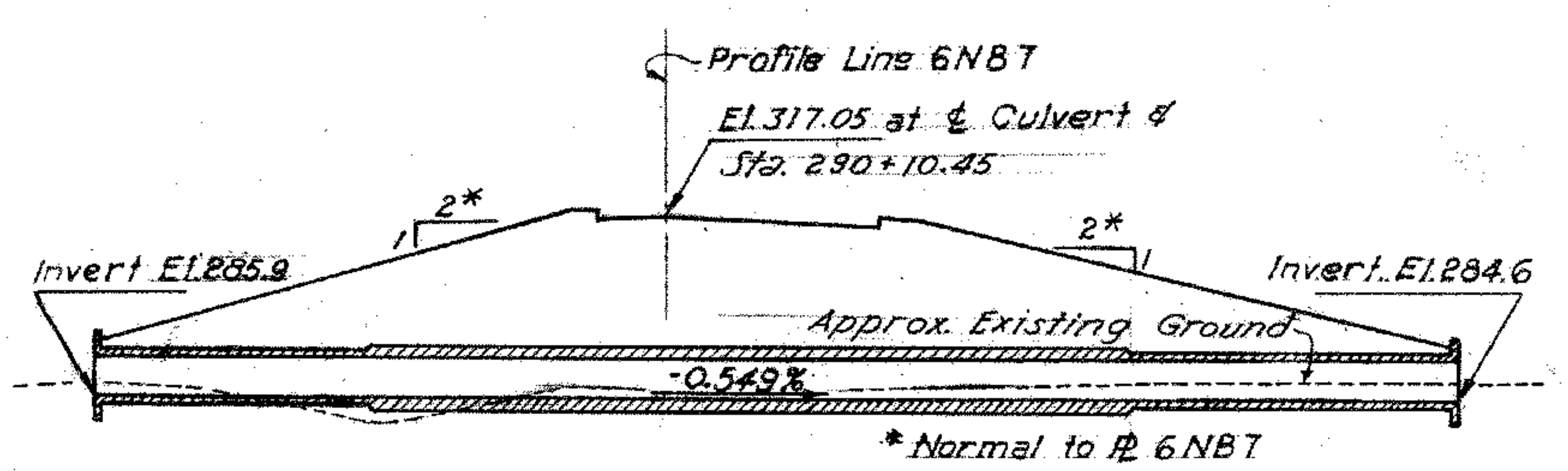
FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-841(3)4	34-84	1958	U.S. 6	274	662

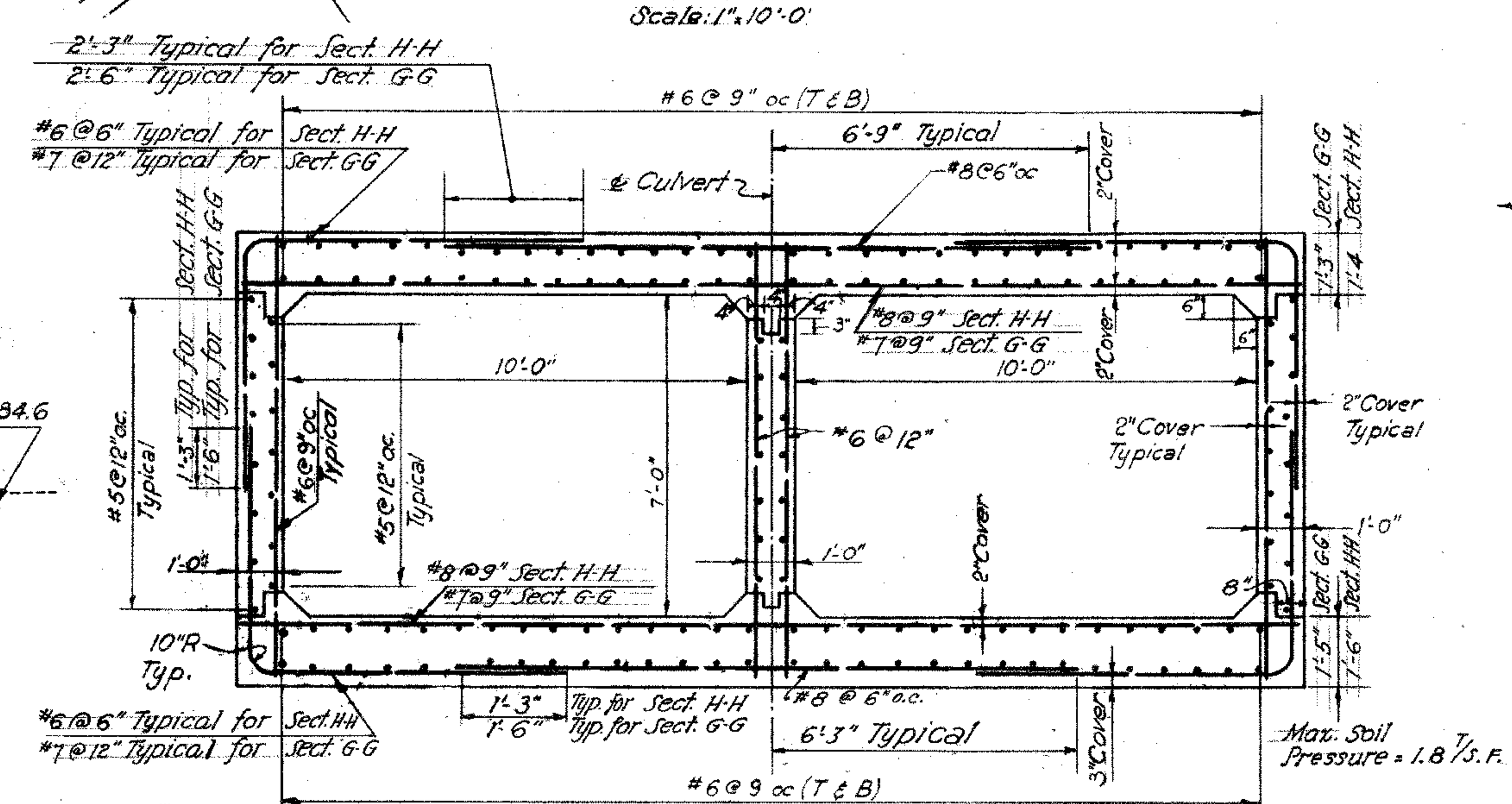
PLAN
Scale: 1" = 10'-0'

TYPICAL PAY LINES
~ Not to Scale ~

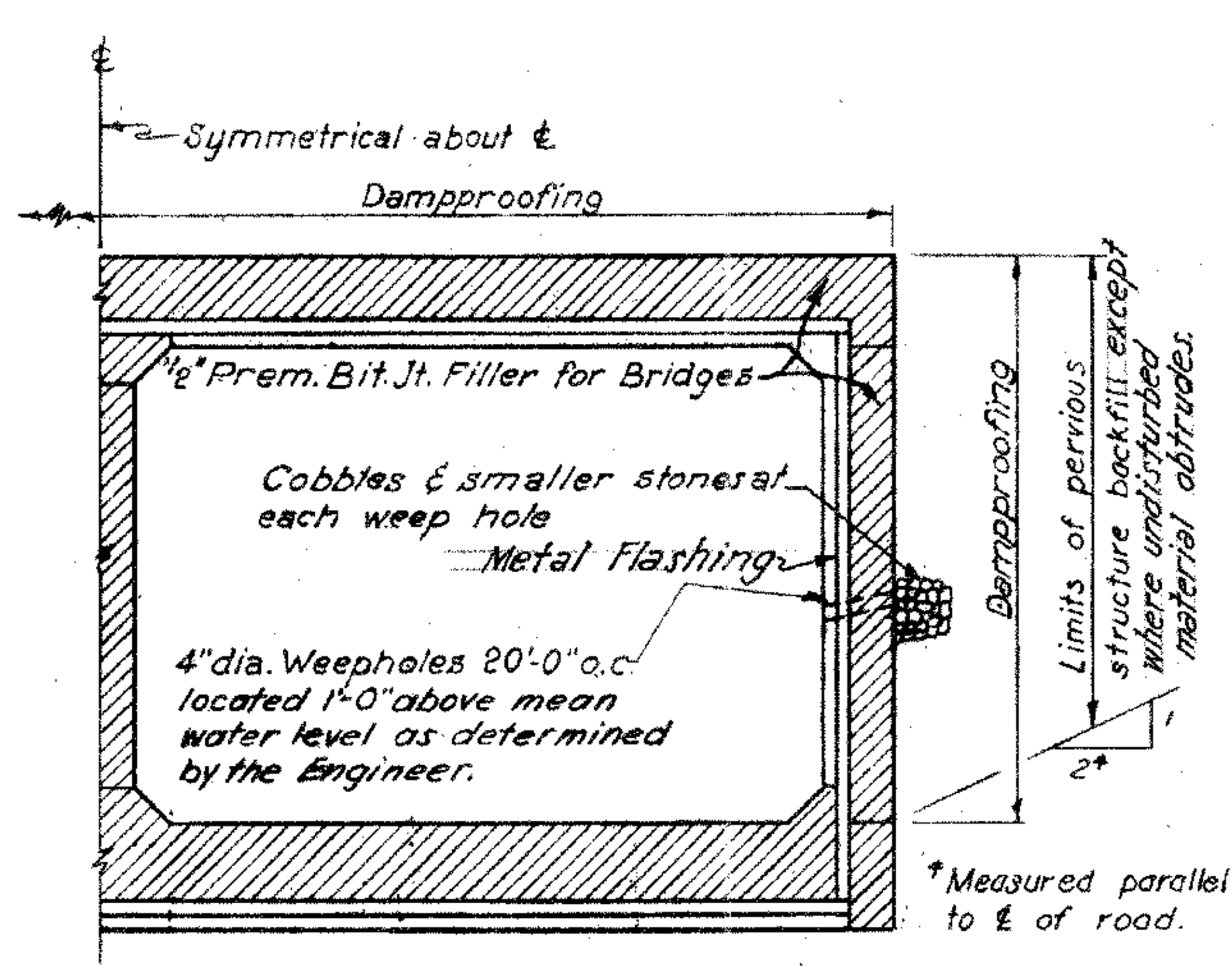
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.



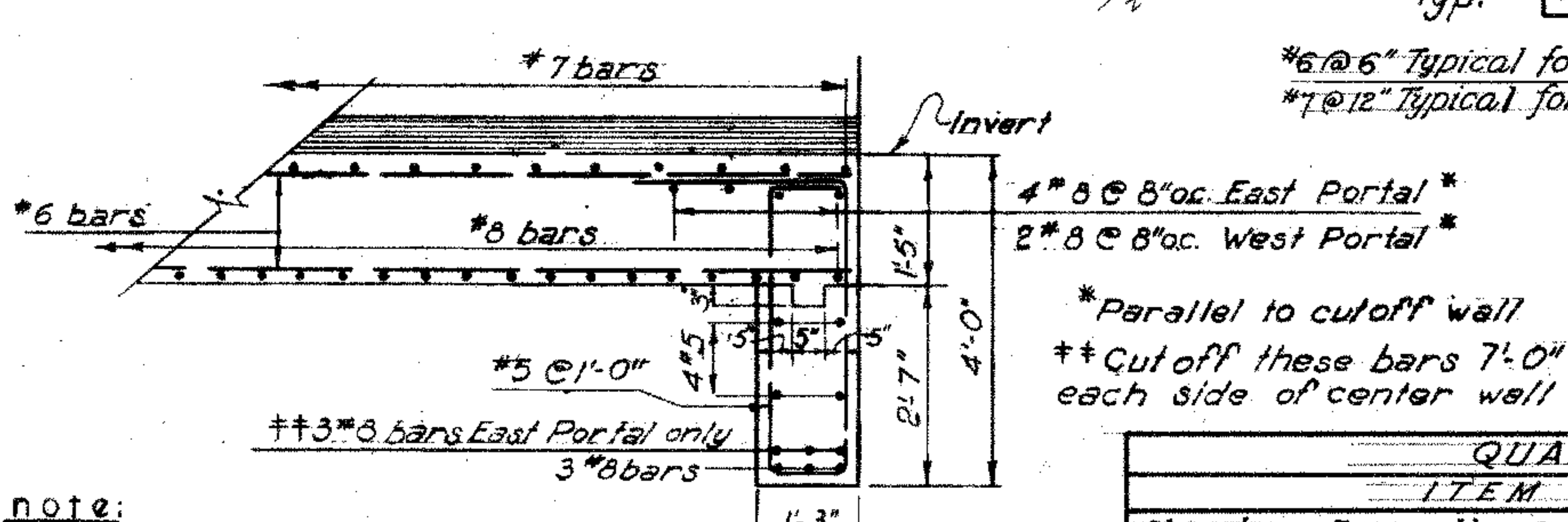
LONGITUDINAL SECTION X-X
Scale: 1" = 30'



TYPICAL CROSS SECTION H-H
Section G-G Similar Except as Noted
Scale: 3/8" = 1'-0"



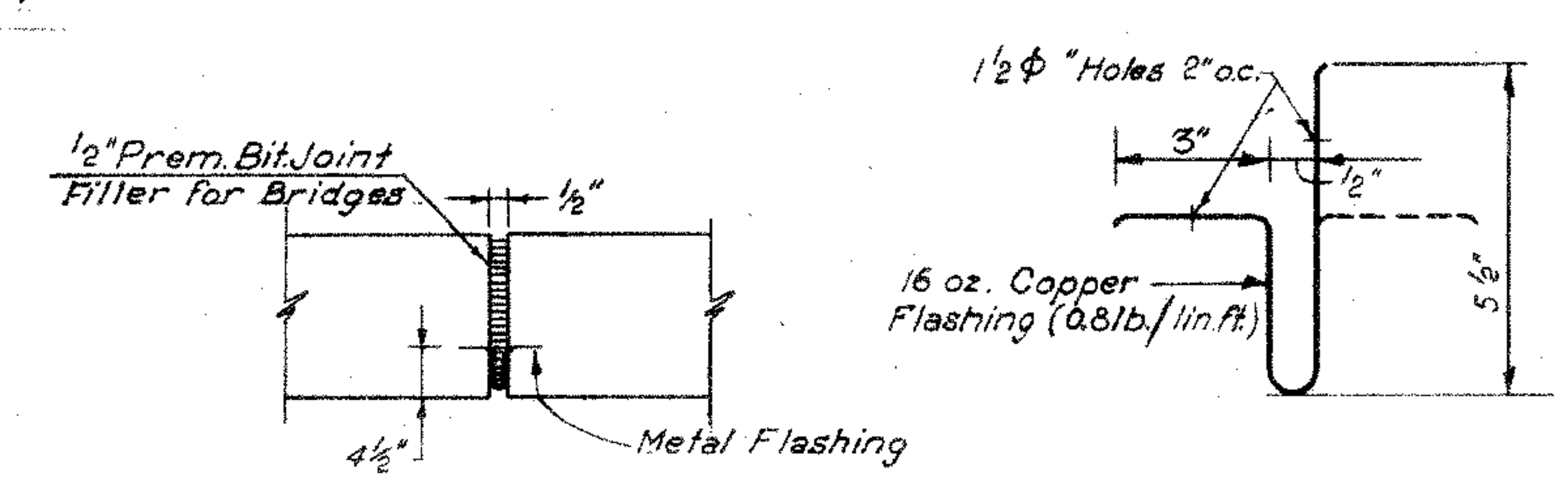
SECTION AT EXPANSION JOINT
Scale: 3/8" = 1'-0"



note:
Extend longitudinal cutoff-wall reinforcing into wingwall footings.

SECTION A-A
Scale: 1/2" = 1'-0"

QUANTITIES		
ITEM	UNIT	TOTAL
Structure Excavation Complete	C.Y.	900
Class "A" Concrete	C.Y.	930
Deformed Steel Bars	Lbs	182,000
Pervious Structure Backfill	C.Y.	790
Dampproofing	S.Y.	1,210
Metal Flashing	Lb.	330
1/2" Premoulded Bit. Jt. Filler for Bridges	S.F.	530
6" Perf. A.C.C.M. Pipe	L.F.	76
6" A.C.C.M. Pipe	L.F.	10



EXPANSION JOINT DETAILS
~ No Scale ~

GENERAL NOTES

1. Specifications: Connecticut State Highway Department Form 808 January 1955 and Special Provisions.
2. Design Specifications: "Standard Specifications for Highway Bridges" (A.A.S.H.O.-1953) except as modified by the Bureau of Public Roads "Policy on Interstate System Projects" (August 1956) and as supplemented by the Connecticut State Highway Dept. "Standard Bridge Details for Contracting Eng." (Feb. 1956).
3. Class "A" Concrete to be used for entire structure. ◇
4. All exposed edges of concrete to be chamfered 1"x1" unless otherwise noted.
5. Splices: Unless otherwise noted, all longitudinal reinforcing shall be spliced a minimum of 20 diameters except the top longitudinal bars in the Top & bottom culvert slabs which shall be spliced a minimum of 35 diameters.
6. Joint Seal: Joint Seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
7. All bars shall have 2" cover except bottom bars of bottom slab and bars in cut-off walls and footings. These bars shall have 3" cover.
8. Quantities: Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.

◇ See Special Provisions.

REVISIONS		
NO.	DATE	DESCRIPTION

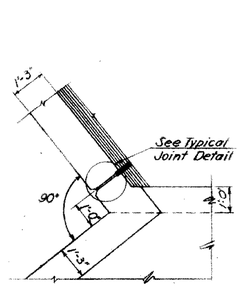
FEDERAL AID PROJECT

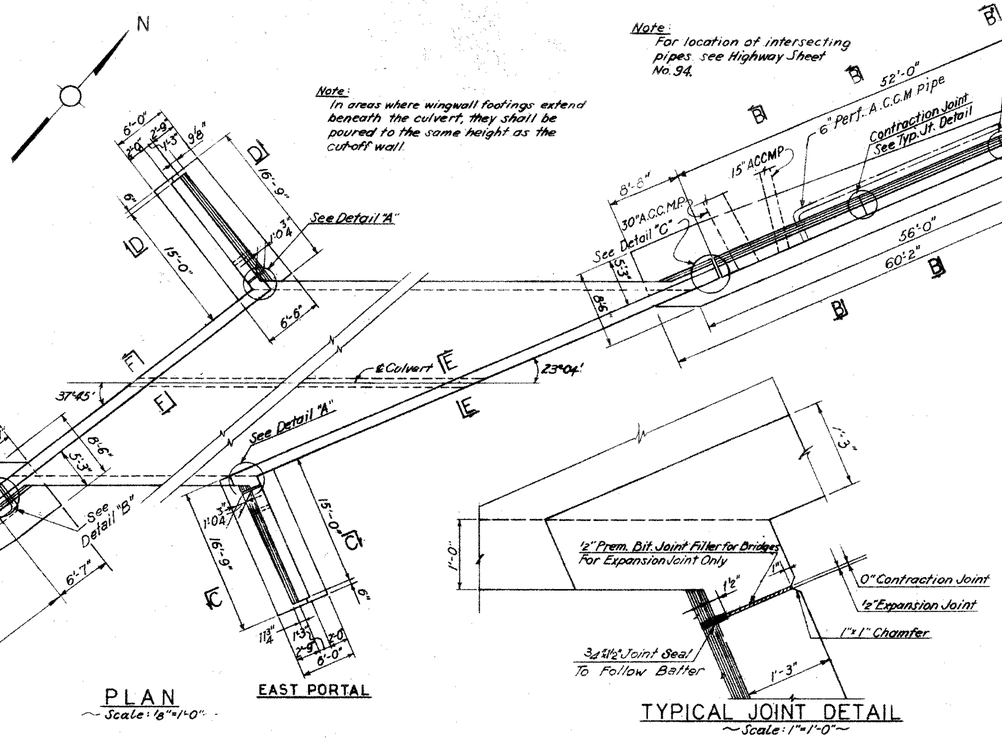
CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
INTERCHANGE CULVERT
UNDER
NORTHBOUND CONNECTION
ROUTE U.S. 6 TO ROUTE U.S. 7
PLAN AND DETAILS

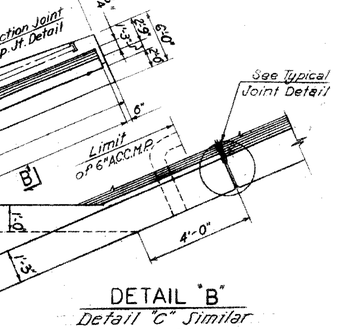
DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY A.T. DATE 8-8-57
CHECKED BY R.W.H. & R.A.R. DATE 11-18-57
APPROVED T.R.K. DATE 2-20-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 1 of 3

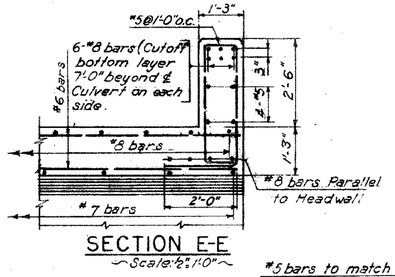
FORM NO. ENG. 18 ED. 11-52

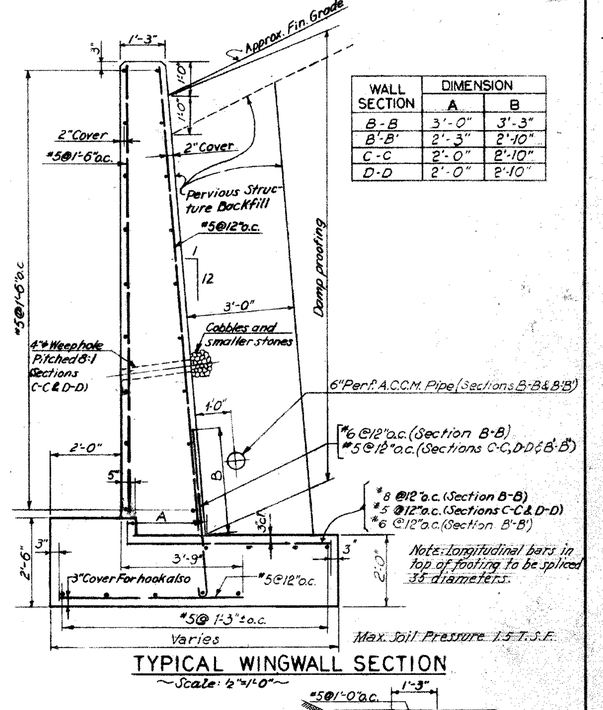
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(5)4	34-84	1958	U.S. 6	275	662



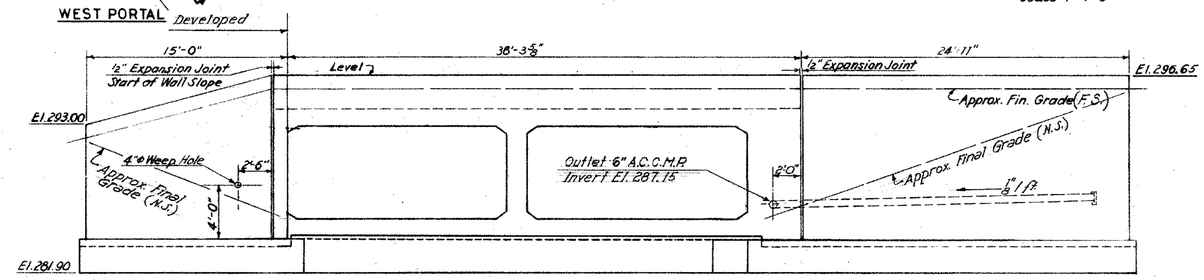


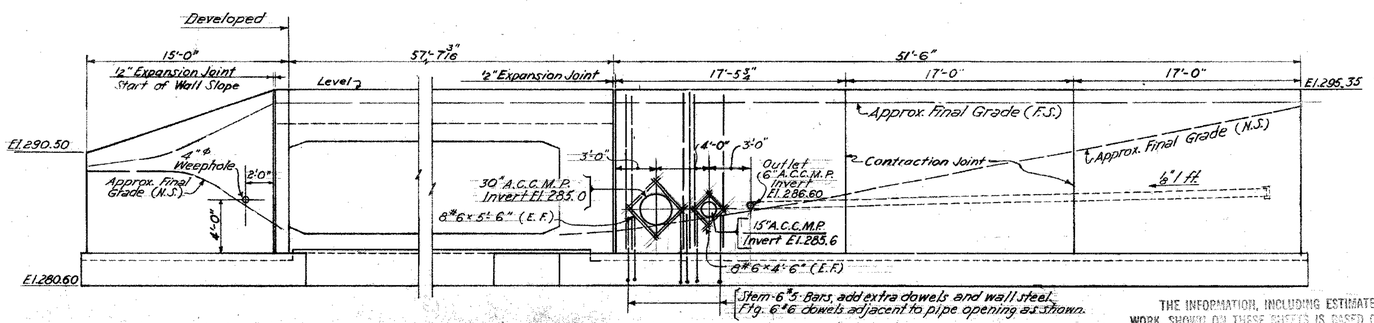


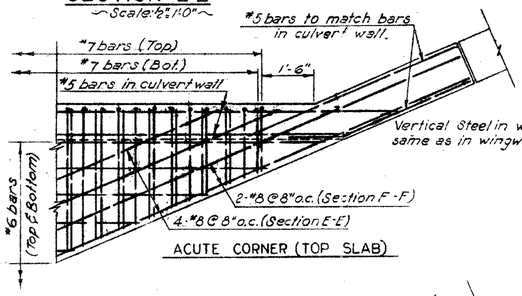


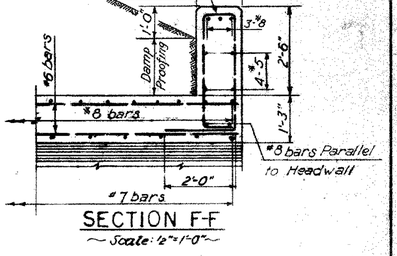


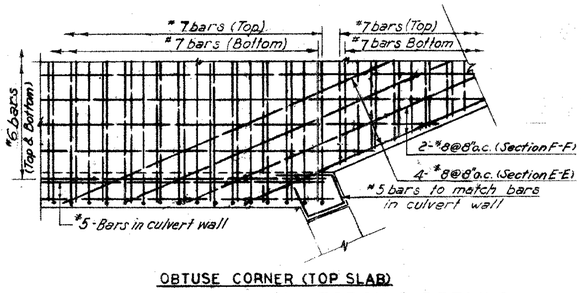
WALL SECTION	DIMENSION A	DIMENSION B
B-B	3'-0"	3'-3"
B'-B'	2'-3"	2'-10"
C-C	2'-0"	2'-10"
D-D	2'-0"	2'-10"











TYPICAL CORNER REINFORCING DETAILS

Reinforcing for Bottom Slab Similar
Scale: 1"=1'-0"

NOTES

1. For General Notes see sheet No. 1

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.

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY

ROUTE U.S. 6 RELOCATION INTERCHANGE CULVERT UNDER NORTHBOUND CONNECTION ROUTE U.S. 6 TO ROUTE U.S. 7

DETAILS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY R.L. & A.T. DATE 9-16-57
CHECKED BY R.W.H. & R.A.R. DATE 11-13-57
APPROVED T.R.K. DATE 2-20-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 2 OF 3

LOUIS FREY CO., INC. 23498

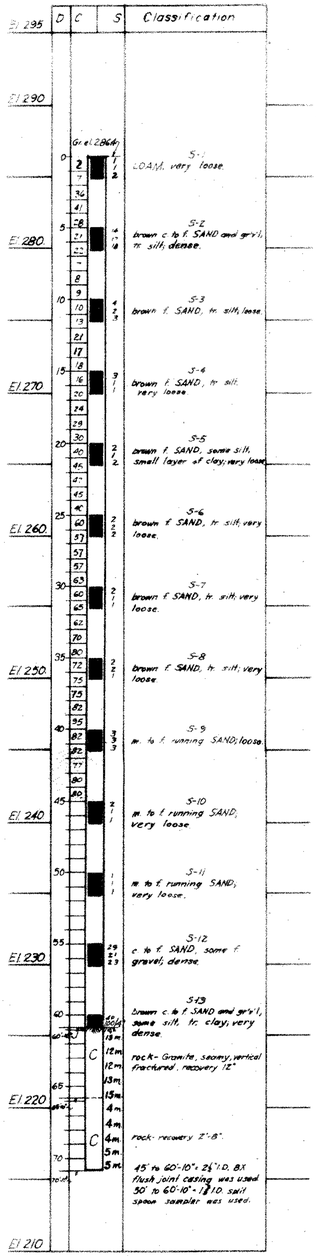
34 84 34 106 M228 01

275

FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY		34-84	1958	U.S. 6	276	662

B-5-C



LEGEND

D Depth of Stratum.

C Blows per foot on 3½" I.D. casing with 300-lb. hammer falling 2'-0".

S Blows per 6" on 2½" I.D. split spoon sampler with 300 lb. hammer falling 1'-5"

S- Drive sample number.

Drive sample.

Drive sample, no recovery.

C 5m Core sample with drilling time in minutes.

Water Table with time of observation.

NOTES

Core Barrel = 2⅛" I.D. Double Tube core barrel with diamond bit.

For location of borings see sheet No. 1

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FEDERAL AID PROJECT

BORING	STATION	OFFSET	DATE COMPLETED
B-5-C	6N 87 290+10	12'R	6-4-57

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
INTERCHANGE CULVERT
UNDER
NORTHBOUND CONNECTION
ROUTE U.S. 6 TO ROUTE U.S. 7
BORING

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL 1" = 5'-0"

MADE BY WFL (A.D. CO.) DATE 8-30-57

CHECKED BY [illegible] (A.D. CO.) DATE 11-19-57

APPROVED T. R. K. DATE 2-20-58

PROJECT NO. 34-84

BRIDGE SHEET NO. 3 OF 3

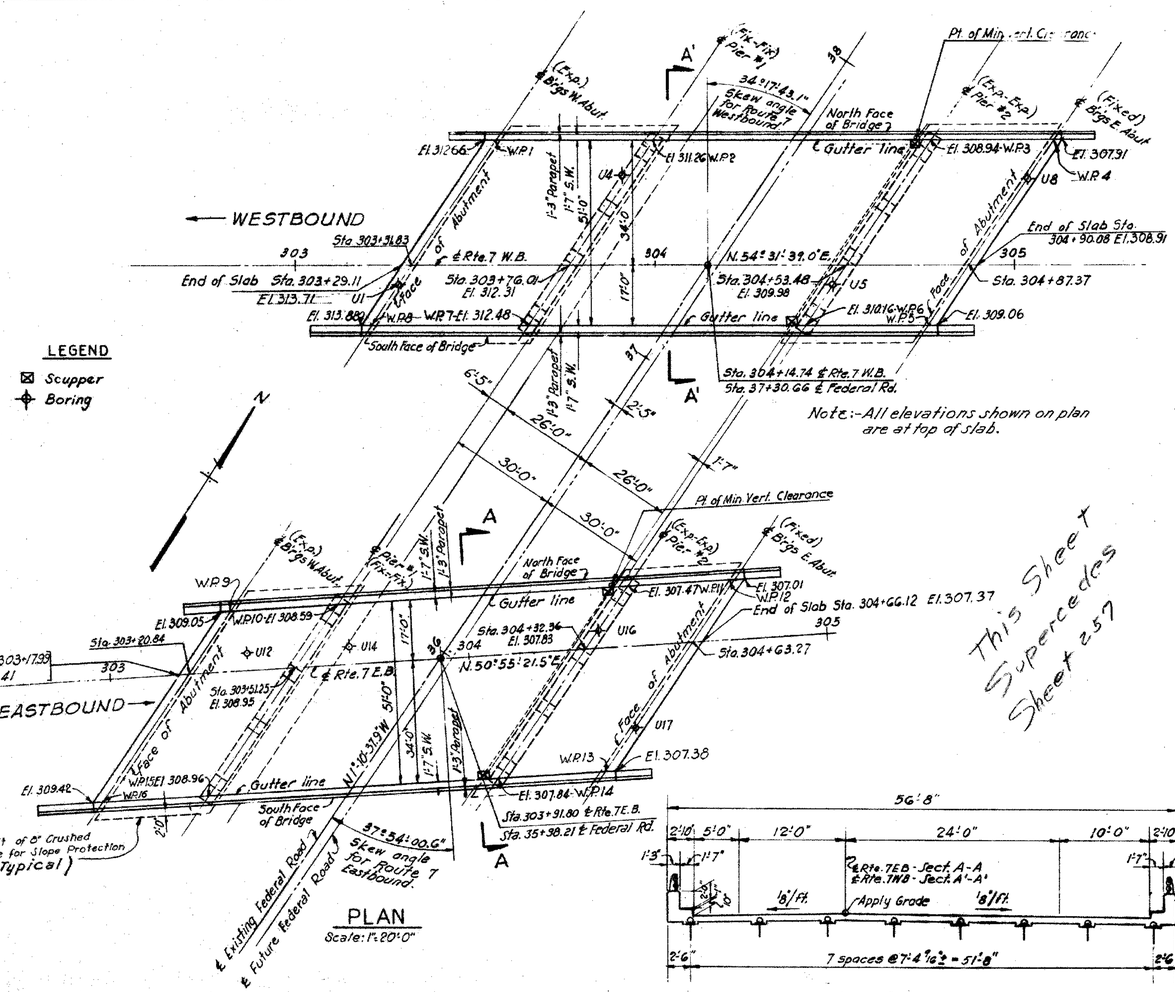
LOUIS FREY CO., INC.

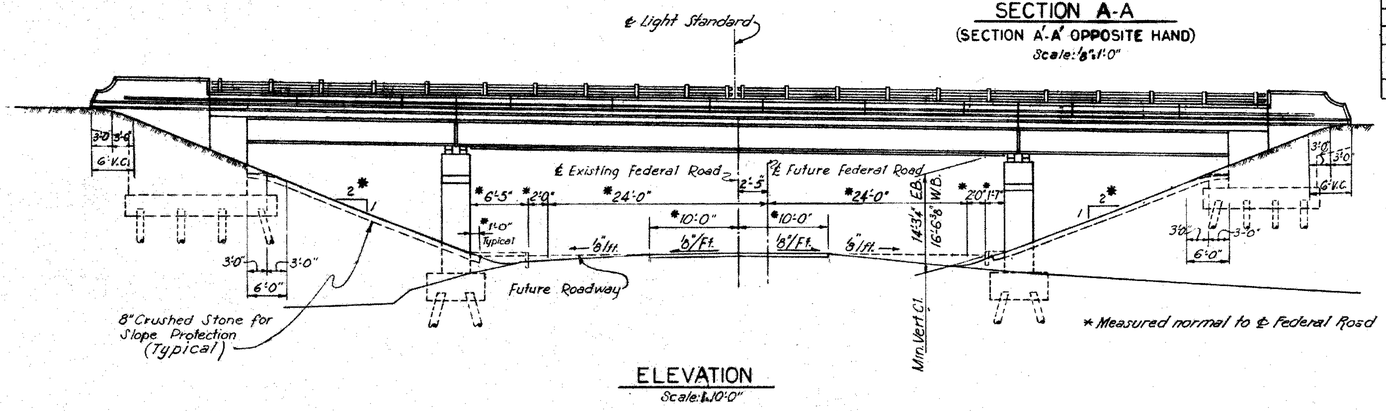
34 84 34 106 M228 01

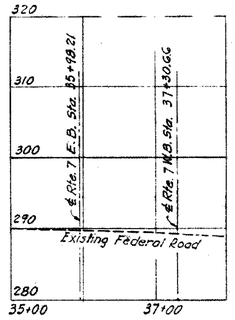
BRIDGE NO. 00550 and 00551

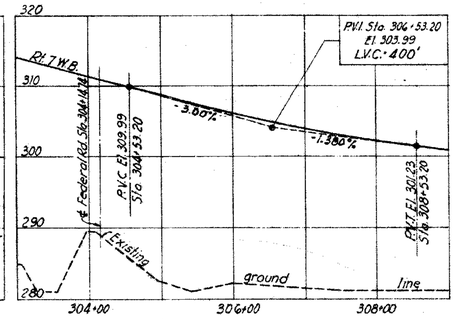
FORM NO. ENG. 12 ED. 11-55

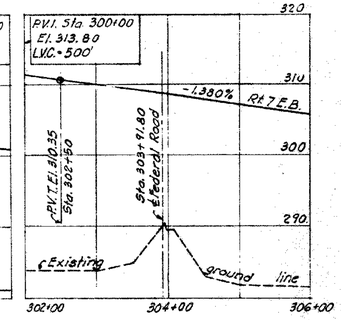
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-50(1)	34-84	1958	U.S.7	25-A	66











QUANTITIES

ITEM	UNITS	TOTAL
Structure Excavation (Complete)	C.Y.	200
6" A.C.C.M. Pipe	L.F.	126
6" Wrought Iron Pipe	L.F.	173
Test Piles, Cast-in-Place Concrete 60' long	Ea.	8
Class "A" Concrete	C.Y.	1,717
Deformed Steel Bars	Lb.	239,000
Structural Steel	Lb.	570,000
⚠ Spiral Shear Connector Bars - Alt. A	Lb.	6,940
⚠ Welded Stud Shear Connector - Alt. B (4 inch)	Ea.	8,900
Cast Steel Scuppers	Ea.	4
Dampproofing	S.Y.	300
Metal Bridge Rail	L.F.	620
Pervious Structure Backfill	C.Y.	850
1/2" Premoulded Bit. Jt. Filler for Bridges	S.F.	112
1/2" Premoulded Bit. Jt. Filler for Bridges	S.F.	110
3/4" Premoulded Bit. Jt. Filler for Bridges	S.F.	85
Cast-in-Place Concrete Piles	L.F.	8700
Crushed Stone for Slope Protection	Ton	340
Splicing Cast-in-place Concrete Piles	Ea.	8
Pile Loading Test (70 Tons)	Ea.	2
Copper Drainage Gutter	L.F.	150
Lighting Standard Type P-10B	Ea.	1
2 1/2" Rigid Steel Conduit	L.F.	380
2" Rigid Steel Conduit	L.F.	20
Cable, 1/c #12, 600V Neoprene Jacketed	L.F.	100
Cable, 1/c #6, 600V Neoprene Jacketed	L.F.	575
Cable, 1/c #4, 600V Neoprene Jacketed	L.F.	605
Luminaire, 400 Watt	Ea.	1
C.I. Pull Box, 18"×18"×10" D	Ea.	2
Grounding Provisions	L.F.	210

GENERAL NOTES

1. **SPECIFICATIONS:** Connecticut State Highway Department Form 808 - January, 1955, and Special Provisions.
2. **DESIGN SPECIFICATIONS:** "Standard Specifications for Highway Bridges" (A.A.S.H.O.-1953) and as supplemented by Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers" (Feb. 1956).
3. **LOADING:** H20-S16-44 and future wearing surface 25 lbs. / sq. ft.
4. **COMPOSITE CONSTRUCTION:** No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed when directed by the Engineer, but not less than 7 days after slab has been poured. Design based on n=10 for live load and n=30 for additional dead load.
5. **CLASS "A" CONCRETE:** Class "A" Concrete shall be used throughout except for Class "C" Concrete used in Cast-in-Place Concrete Piles. See Special Provisions.
6. **EXPOSED EDGES:** Exposed Edges shall be beveled 1" × 1" unless otherwise dimensioned.
7. **JOINT SEAL:** Joint Seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
8. **TAR PAPER:** The cost of furnishing and placing 2 layers of 3 ply tar paper at backwalls shall be included in item for Class "A" Concrete.
9. **CAULKING COMPOUND:** Gray Caulking Compound shall be included in the appropriate item for Premoulded Bituminous Joint Filler for Bridges.
10. **STRUCTURAL STEEL:** All main material of rolled beams with welded cover plates shall conform to A.S.T.M. designation A-373. All other steel shall conform to A.S.T.M. designation A-7, unless otherwise noted.
11. **PAINTING:** For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
12. **REINFORCING STEEL:** Unless otherwise noted, all splices of vertical bars shall be lapped 35 diameters, and splices of longitudinal bars shall be lapped 20 diameters except that longitudinal bars in tops of footing heels and under bridge seats shall be spliced 35 diameters. Cover shall be 2" above footings and 3" in footings, unless otherwise noted.
13. **PILES:** All piles to be cast-in-place concrete piles.
14. **QUANTITIES:** Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
15. **CROSS REFERENCES:** All sheet numbers indicated for reference refer to bridge sheet numbers shown in the lower right hand corner of title box.

CLASS "A" CONCRETE DISTRIBUTION

Superstructure	522 C.Y.
Substructure	616 C.Y.
Footings	579 C.Y.
	1,717 C.Y.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY

ROUTE U.S. 6 RELOCATION

ROUTE U.S. 7 OVER FEDERAL ROAD

GENERAL PLAN AND ELEVATION

REVISIONS		
NO.	DATE	DESCRIPTION
⚠	9-17-59	REV. SHEAR CONNECTOR QUANTITIES

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

SCALES As shown — PROJECT NO. 34-84

MADE BY R. Arents & A.T. — DATE 7-22-57

CHECKED BY D.G. — DATE 8-5-57

APPROVED T.R.K. — DATE 2-20-58 — BRIDGE SHEET NO. 1 of 11

LOUIS FREY CO., INC.

34-84

34-106

M228 01

This Sheet Supercedes 56.257

25-A

FORM NO. ENG. 1B ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-50(1)	34-84	1958	U.S.7	258	662

U-1

El.	D	C	S	Classification
El. 290.				
	0	2	1/12	S-1 brown sandy topsoil; very loose.
		2		
		3		
El. 280.		14		Gr. el. 279.7
	5	16	2/4	S-2 m. to f. SAND, little c. gravel; loose.
		8		
		10		
El. 270.		6		
	10	4	3/4/4	
		10		
		12		loose.
		11		
		11		
		12		
	15	12		
		9	2/5/4	S-3 brown c. SAND; loose; tr. of silt.
		18		
		20		
El. 260.		22		
	20	26		S-4 f. to c. SAND, tr. f. gravel; medium.
		19	3/5/7	
		24		
		28		
		30		
	25	36		
		30	4/5/6	S-5 SILT, some f. to c. sand; medium.
El. 250.		28		
		18		
		46		
	30	49		
		32	3/5/6	S-6 f. to c. SAND, tr. f. gravel; medium.
		30		
		49		
		53		
		60		S-7
	35	41	5/7/9	f. to c. SAND, tr. f. gravel; medium.
		49		
		68		
		73		
El. 240.		71		
	40	46	8/10	S-8 SILT, tr. f. sand ; medium.
		39		
		67		
		83		
	45	71		S-9
		44	6/8	SILT, tr. f. sand, medium.
		59		
		80		
El. 230.		76		
	50	83		S-10
		61	4/7/9	SILT, little f. sand; medium.
		78		
		93		
		97		
	55	88		S-11
		62	4/5/5	SILT, little f. sand; medium.
		79		
		99		
El. 220.		85		
	60	103	5/5/5	S-12 f. SAND, some silt; medium.
		64.3		

U-4

El.	D	C	S	Classification
El. 290.				
		Gr. el. 284.2		
	0	4	1/1/2	S-1 dk. brown f. SAND and silty; very loose.
		13		
		12		
		8		
El. 280.	5 W.S. 24 hr.	7		
		14	2/2/4	S-2 dk. brown SILT, tr. f. sand; loose.
		22		
		32		
		54		
	10	57		
		11	10/6	S-3 gray f. SAND, tr. silt; medium.
		19		
		20		
El. 270.		15		
	15	20		S-4 gray f. to m. SAND, tr. silt; medium.
		35	11/8/6	
		46		
		36		
		51		
	20	63		S-5
		55	6/8/8	gray f. to m. SAND, tr. silt; loose.
		61		
		66		
		89		
El. 260.		92		
	25	76		
		97	6/4/7	medium.
		97		
		103		
		112		
	30	71		S-6
		73	7/6/5	gray f. to m. SAND; medium.
		84		
		89		
El. 250.		101		
	35	72	41/23/11	S-7 c. to m. SAND; dense.
		89		
		94		
		92		
		100		
	40	92		S-8
		130	17/11/6	gray f. to m. SAND; medium.
		106		
		97		
El. 240.		96		
	45	92	11/8/6	S-9 brown f. to c. SAND, some f. to m. gravel; medium.
		130		
		108		
		110		
	50	103		S-10
		128	10/6/5	gray f. to m. SAND; medium.
		131		
		133		
El. 230.		140		
	55	147		S-11
		114	11/6/5	brown f. to m. gravel, little silt and m. to c. sand; medium.
		154		
		173		
		228		
	60	168		S-12
		173	12/9/9	brown f. to c. gravel, some m. to c. sand; medium.
		188		
		156		
El. 220.		169		

U-4 (Ctd.)

El.	D	C	S	Classification
El. 230.				
El. 220				
	65	177		
		151	24/20/14	S-13 gray f. to c. SAND, some m. to c. gravel, tr. silt; dense.
		159		
		155		
		167		
	70	188		S-14
		136	20/24/22	gray f. to c. SAND; dense.
		185		
		177		
El. 210.		197		
	75	224		S-15
		205	24/29/34	gray-brown f. to c. gravel, some f. to m. sand; very dense.
		286		
		301		
		269		
	80	240		S-16
		121	22/18/12	gray f. to c. SAND, some m. gravel; dense.
		137		
		122		
El. 200.		151		
	85	192		S-17
		141	11/11/8	brown f. to c. sand and f. to m. gravel; medium.
		174		
		186		
		267		
	90	270		80' to 91' = 3½" I.D. casing driven with 300-lb. hammer falling 2'-0".
		278	48/100	very dense.
El. 190.				

Continued

U-5

El.	D	C	S	Classification
El. 290.				
		Gr. el. 285.0		
	0	2	1/2/2	S-1 loamy topsoil; loose.
		4		
		5		
		4		
El. 280.	5 W.S. 12 hr.	2	1/2	S-2 brown m. to f. SAND; very loose.
		2		
		3		
		7		
	10	4		S-3
		5	1/2/3	f. to c. SAND, tr. silt; loose.
		20		
		19		
		14		
El. 270.		24		
	15	19	4/4/3	S-4 m. to f. SAND; loose.
		12		
		13		
		10		
		10		
	20	11	3/3/4	S-5 f. to m. SAND, tr. silt; loose.
		16		
		18		
		16		
El. 260.		16		
	25	18	4/5/6	S-6 f. to m. SAND, tr. silt; medium.
		19		
		24		
		26		
		32		
	30	20	7/10/9	S-7 brown f. to m. SAND, tr. silt; medium.
		24		
		29		
		38		
El. 250.		43		
	35	34	6/8/11	S-8 f. to m. SAND, tr. silt; medium.
		48		
		46		
		39		
		43		S-9
	40	29	5/7/10	brown f. to m. SAND, tr. silt; medium.
		39		
		28		
		36		
El. 240.		41		
	45	30	4/3/4	S-10 c. to f. SAND, little m. to f. gravel; loose.
		46		
		29		
		38		
	50	43		S-11
		40	4/5/7	f. SAND, little m. gravel; medium.
		57		
		58		
		43		
El. 230.	55	69		S-12
		34	5/8/3	c. SAND, little f. gravel, tr. m. to f. sand; loose.
		56		
		79		
		84		
	60	76		S-13
		34	3/4/4	m. to f. SAND; loose.
El. 220.		64.3		

U-8

El.	D	C	S	Classification
El. 290.				
		Gr. el. 288.6		
	0	5	2/3/4	S-1 brown, sandy topsoil; very loose.
		6		
		4		
		2		
El. 280.	5 W.S. 24hr.	2		
		3	1/0/1	S-2 f. SAND, little silt; very loose.
		2		
		4		
		8		
	10	10		
		18	4/6/5	S-3 f. to m. SAND, some m. to f. gravel, tr. silt; medium.
		16		
		30		
El. 270.		34		
	15	31		
		34	22/9/7	S-4 f. to m. SAND, tr. silt, piece of boulder; medium.
		26		
		25		
		27		
	20	20	4/6/7	S-5 f. to m. SAND, tr. silt; medium.
		24		
		31		
El. 260.		30		
	25	28		
		19	2/3/5	S-6 f. to m. SAND, tr. silt; loose.
		31		
		30		
		29		
	30	27		
		18	4/6/6	S-7 f. SAND, tr. silt; medium.
		35		
		35		
		30		
		26		
	35	19	5/8/7	S-8 f. SAND, little silt; medium.
		29		
		38		
		37		
		41		
	40	29	3/5/9	S-9 f. SAND, little silt; medium.
		34		
		46		
El. 240		48		
	45	53		
		35	8/9/7	S-10 f. SAND, little silt; medium.
		35		
		30		
		36		
	50	99		S-11
		58	8/10/10	m. to f. SAND; medium.
		55		
El. 230.		93		
	55	93		medium.
		60		
		60	6/8/10	S-12 m. to f. SAND, tr. silt; medium.
El. 220.		64.3		

LEGEND

D Depth of Stratum.

C Blows per foot on 2½" I.D. casing with 300-lb. hammer falling 2'-0", except as noted.

S Blows per 6" on 1⅜" I.D. split spoon sampler with 140-lb. hammer falling 2'-6", except as noted.

S- Drive sample number.

Drive sample.

Drive sample, no recovery.

W.S. 24hr. Water Table with time of observation.

NOTES

Casing = U-4 = 3½" I.D. casing driven with 300-lb. hammer falling 2'-0".

Sampler = U-4 = 2½" I.D. split spoon sampler driven with 300-lb. hammer falling 1'-6".

For location of borings see Sheet No. 1.
For additional borings see Sheet No. 3

Note: Proposed Borings U-2, U-3, U-6, and U-7 were not taken.

BORING	STATION	OFFSET	DATE COMPLETED
U-1	7WB 303+38	6'R	6/25/57
U-4	7WB 303+90	23'L	6/19/57
U-5	7WB 304+51	6'R	6/21/57
U-8	7WB 305+03	23'L	6/23/57

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

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT

TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
ROUTE U.S. 7
OVER
FEDERAL ROAD
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL = 1" = 5'-0"

MADE BY W.A. (A.D. CO.) DATE 8/24/57

CHECKED BY [illegible] (A.D. CO.) DATE 8-23-57

APPROVED T.R.K. DATE 2-20-58

PROJECT NO. 34-84

BRIDGE SHEET NO. 2 OF 11

"ARKWRIGHT" TRACING CLOTH JOSEPH MERRITT & CO. 11810

34 84 34 106 M228 01

253

FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-50(1)	34-84	1958	U.S.7	259	662

U-12

Gr. el. 283.6

Elev.	D	C	S	Classification
El. 290.	0	1		
		3	1	S-1 black loamy silt; loose.
		5		
El. 280.		7		
	W.T. 6Jun	8		
		6	3	S-2 black SILT and sand, tr. peat, tr. mica; loose.
		18	5	
	10	23		
		19		
		24		S-3
		5	3	gray f. SAND, tr. silt; loose.
El. 270.		9	5	
		14		
		9		
	15	5		
		3	1	S-4 m. to c. SAND, tr. f. gravel; loose.
		10	3	
		14		
		19		
	20	18		
		11	4	S-5 m. to f. SAND, tr. f. gravel; loose.
		16	5	
El. 260.		26		
		24		
	25	28		
		14	4	S-6 m. to f. SAND, tr. f. gravel; loose.
		31	3	
		46		
		47		
	30	45		
		47	5	S-7 m. to f. SAND, tr. silt; medium.
		65	5	
El. 250.		78		
		86		
	35	74		
		64	4	S-8 gray m. SAND, tr. silt; loose.
		72	5	
		86		
		90		
		82		
	40	94		
		74	10	S-9 gray f. SAND, tr. f. to m. gravel; dense.
El. 240.		86	29	
		79		
		86		
	45	75		
		74	8	S-10 gray f. to m. SAND, tr. silt; medium.
		74	13	
		79		
		83		
	50	61		
		79	10	S-11 f. to m. SAND; dense.
El. 230.		80	16	
		92		
		88		
	55	93		
		50	16	S-12 f. to m. SAND; dense.
		84	25	
		80		
		86		
	60	74		
			7	dense.
			28	S-13 f. to m. SAND, tr. silt; dense.
El. 220			14	
			12	
El. 210.			24	

U-14

Gr. el. 288.6

Elev.	D	C	S	Classification
	0	3	1	S-1 topsoil fill; very loose.
		10	1	
		13		gravel and boulder fill.
		42		
		14		S-2
	5	5	3	loamy black SILT and f. sand; loose.
		4	2	
	W.T. 7Jun	3		
		6		
	10	6		S-3
		12	3	f. black SILT and sand; loose.
		6	5	
		11		
		24		
	15	30		
		35	9	S-4 m. to f. SAND, some silt; medium.
		13	10	
		12		
		16		
	20	15		
		13	1	S-5 m. to f. SAND, some silt; loose.
		17	3	
		20		
		24		
	25	28		
		31	3	S-6 f. to m. SAND and silt; loose.
		29	3	
		34		
	30	62		
		49	9	S-7 f. to m. SAND, and silt; medium.
		60	9	
		66		
	35	58		
		50	7	S-8 f. to m. SAND, and silt; medium.
		55	5	
		69		
		63		
	40	59		
		86	4	S-9 f. to m. SAND, tr. silt; medium.
		87	9	
		92		
		82		
	45	97		
		64	4	S-10 f. to m. SAND, tr. silt; medium.
		73	8	
		85		
		99		
	50	104		
		118	7	S-11 f. to m. SAND, tr. silt; medium.
		130	10	
		114		
		109		
	55	126		
		104	11	S-12 f. to m. SAND, tr. silt; medium.
		97	14	
		103	11	
		110		
	60	109		
			12	S-13 f. to m. SAND, tr. silt; dense.
			16	
			19	

U-16

Gr. el. 284.7

Elev.	D	C	S	Classification
	0	2	2	S-1 topsoil, brown f. SAND; loose.
		3	3	
	W.T.	5		
		6		
	5	4		S-2
		10	4	f. SAND and silt; loose.
		11	4	
		11		
		27		
	10	26		
		20	10	S-3 f. SAND, tr. silt, tr. gravel, medium.
		16	12	
		9		
		9		
	15	8		
		19	3	S-4 c. to m. SAND, tr. silt; loose.
		21	2	
		34		
		36		
	20	41		
		36	4	S-5 f. to c. SAND, tr. silt, loose.
		38	5	
		38		
		40		
	25	38		
		30	4	S-6 f. to c. SAND; medium.
		40	6	
		42		
		42		
	30	40		
		42	12	S-7 m. to f. SAND, tr. silt; medium.
		44	12	
		44		
	35	36		
		34	8	S-8 f. SAND, little silt; medium.
		36	8	
		38		
		36		
	40	40		
		42	9	S-9 f. SAND, little silt; medium.
		48	7	
		50		
		54		
	45	50		
		58	10	S-10 f. SAND, some silt; medium.
		60	8	
		62	7	
		64		
	50	60		
		68	11	S-11 f. SAND, little silt; medium.
		68	12	
		70	13	
		72		
	55	74		
		70	10	S-12 SILT, some f. sand; medium.
		76	12	
		78	14	
		80		
	60	80		
			12	S-13 SILT, little f. sand, tr. clay; dense.
			14	
			16	

U-17

Gr. el. 282.0

Elev.	D	C	S	Classification
El. 290.	0	6	1	S-1 SILT, little f. sand; loose.
		7	2	
		13		
El. 280.		12		
		8		
	5	18	5	S-2 SILT, little f. sand; medium.
		32	12	
		65		
		30		
	10	39		
		29	9	S-3 f. to m. SAND, some m. gravel; loose.
El. 270.		13	4	
		10		
		31		
	15	36		
		30	9	S-4 c. SAND, little m. gravel; loose.
		33	4	
		30		
		40		
	20	46		
		41	6	S-5 f. SAND, some silt; loose.
El. 260.		31	4	
		50		
		75		
	25	72		
		101	9	S-6 SILT, little f. sand; medium.
		84	8	
		104		
		104		
	30	116		
		90	10	S-7 f. SAND and silt; medium.
El. 250.		113	12	
		116		
		110		
	35	110		
		140	10	S-8 f. SAND, little silt; dense.
		186	18	
		250		
		213		
		210		
	40	270		
		274	12	S-9 f. SAND, little silt; dense.
El. 240.		294	19	
		300		
		350		
	45	200		
		260	7	S-10 f. SAND, little silt; medium.
		220	9	
		170		
		220		
	50	200		
		230	10	S-11 f. SAND, tr. silt, dense.
El. 230.		220	18	
		230		
		170		
	55	200	11	S-12 f. running SAND, tr. silt; sand ran 5' up inside casing; medium.
		220	14	
		230		
		240		
	60	260	7	S-13 f. running SAND, tr. silt; medium.
El. 220.		280	8	
		290	9	
		300		
	65	310		
		320	4	S-14 f. running SAND; loose.
		340	4	
		360		
		400		
	70	340	4	S-15 f. running SAND; medium.
		251	8	
El. 210.		220		
		230		
		280		
	75	340	5	S-16 sand ran 9' up inside casing; medium.
		370	7	
		420	8	
		700		
		1000		
	90		18	very dense.
			25	
El. 200.			27	

U-17 (Ctd.)

Elev.	D	C	S	Classification
El. 210.				
				80' to 105' - 24" I.D. BX flush joint casing used.
El. 200.				
	85			
	90			
El. 190.				
	95			
	100			
El. 180.				
	105	20		S-17*
		26		
		30		SAND, silt, gravel; very dense
		40		
		27		
		48		very dense.
El. 170.	109'6"			

Continued

LEGEND

D Depth of Stratum.

C Blows per foot on 2½" I.D. casing with 300-lb. hammer falling 2'-0", except as noted.

S Blows per 6" on 1⅜" I.D. split spoon sampler with 140-lb. hammer falling 2'-6", except as noted.

S- Drive sample number.

Drive sample.

Drive sample, no recovery.

W.T. 2-Nov 24Hr Water Table with time of observation.

NOTES

Casing = U-17 = 3½" I.D. casing driven with 300-lb. hammer falling 2'-0".

Sampler = U-17 = 2⅜" I.D. split spoon sampler driven with 300-lb. hammer falling 1'-5".

(*)= Open A-rod.

For additional borings, see Sheet No. 2.

For location of borings see Sheet No. 1.

Proposed Borings U-11, U-13, U-15 and U-18 were not taken.

FEDERAL AID PROJECT

BORING	STATION	OFFSET	DATE COMPLETED
U-12	7EB 303+42	6'L	6/21/57
U-14	7EB 303+64	6'L	6/17/57
U-16	7EB 304+37	6'L	6/26/57
U-17	7EB 304+36	23'R	6/19/57

REVISIONS		
NO.	DATE	DESCRIPTION

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.

CONNECTICUT
STATE HIGHWAY DEPARTMENT

TOWN OF DANBURY
ROUTE U.S.6 RELOCATION
ROUTE U.S.7
OVER
FEDERAL ROAD
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL = 1" = 5'-0"

MADE BY W.F.L. (A.D. CO.) DATE 8/23/57

CHECKED BY [illegible] (A.D. CO.) DATE 9-23-57

APPROVED T.R.K. DATE 2-20-58

PROJECT NO. 34-84

BRIDGE SHEET NO. 3 OF 11

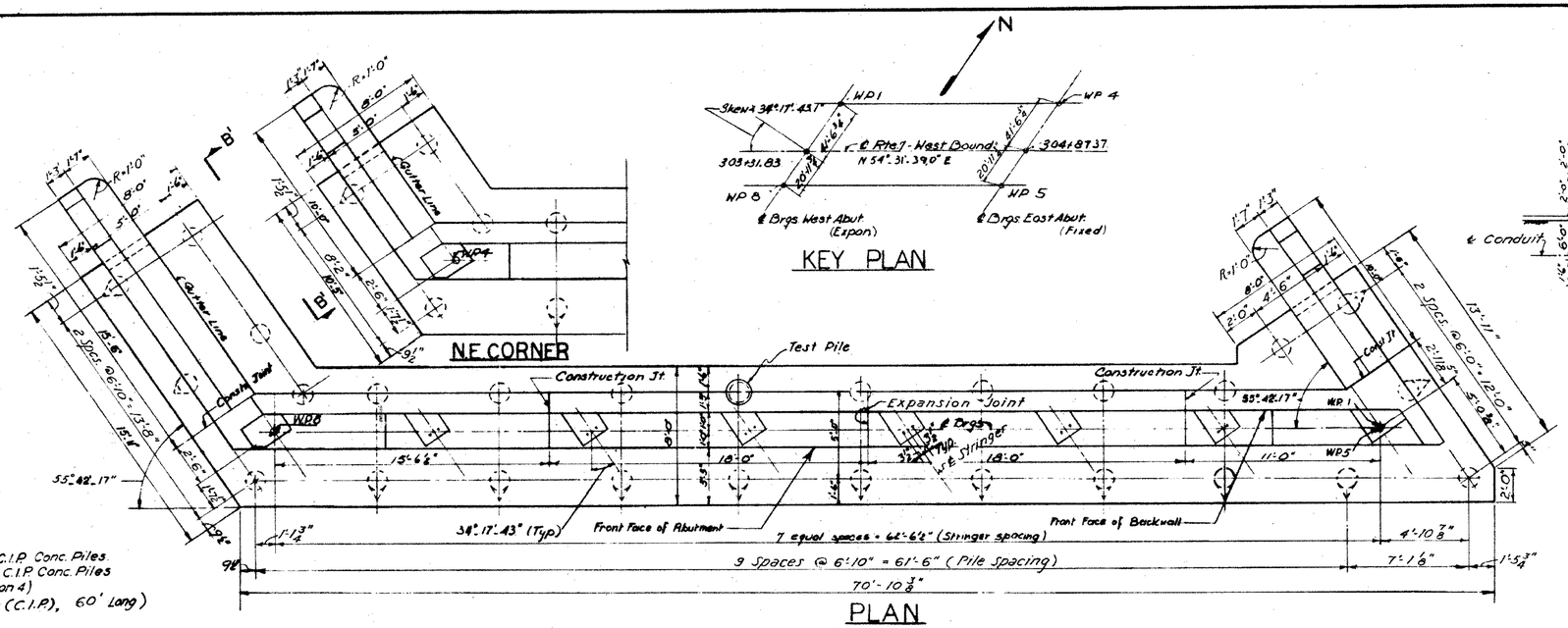
"ARNIGHT" TRACING CLOTH JOSEPH MERRITT & CO. 11310

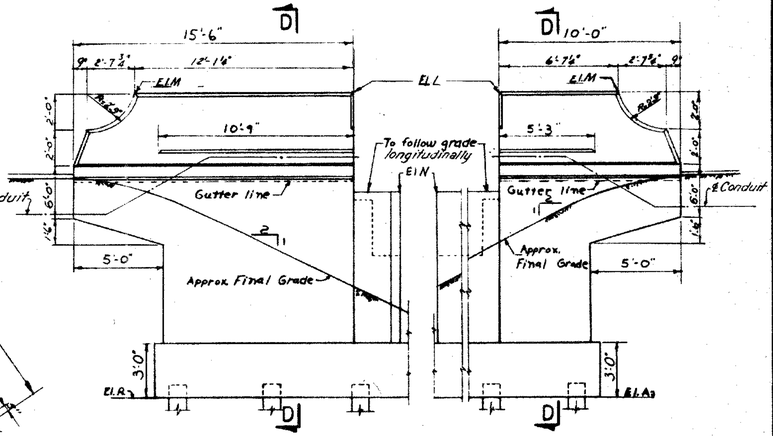
34 84 34 106 11228 01

259

FORM NO. ENG. 15 ED. 11-62

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F 50(1)	34-84	1958	U.S.7	260	662





PAD ELEVATIONS

Pad	1	2	3	4	5	6	7	8
W.Abut.	309.80	309.95	309.88	309.70	309.47	309.25	309.02	308.56
E.Abut.	304.02	304.73	304.95	305.17	305.39	305.55	305.62	305.20

WINGWALL ELEVATIONS

EL.	Southwest	Northwest	Southeast	Northeast
A	302.00	302.00	297.00	297.00
L	318.80	317.58	313.98	312.82
M	319.16	317.78	313.79	312.64
N	313.16	311.84	308.58	307.32

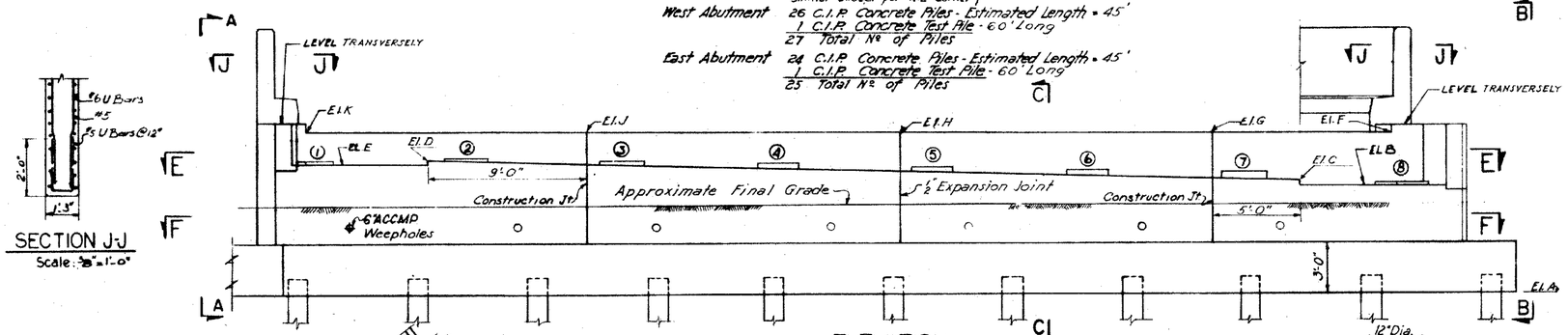
ABUTMENT ELEVATIONS

EL.	W.Abut.	E.Abut.
A	302.00	297.00
B	306.38	305.01
C	308.86	305.42
D	309.79	304.56
E	309.63	303.84
F	311.54	308.05
G	311.88	307.92
H	312.33	307.54
J	312.58	307.17
K	312.77	306.88

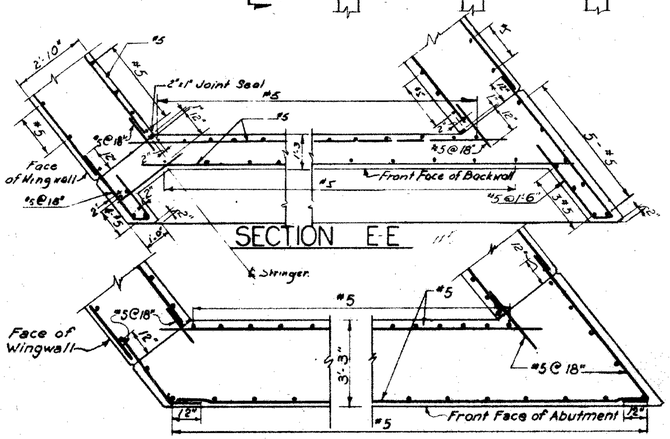
West Abutment: 26 C.I.P. Concrete Piles - Estimated Length = 45'; 1 C.I.P. Concrete Test Pile - 60' Long; 27 Total Nº of Piles

East Abutment: 24 C.I.P. Concrete Piles - Estimated Length = 45'; 1 C.I.P. Concrete Test Pile - 60' Long; 25 Total Nº of Piles

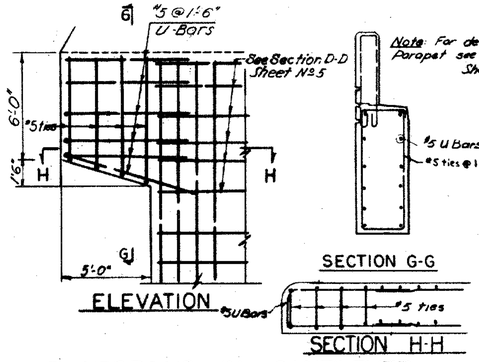
(West Abutment shown - East Abutment similar except for N.E. Corner)



SECTION J-J
Scale: ⅜"=1'-0"



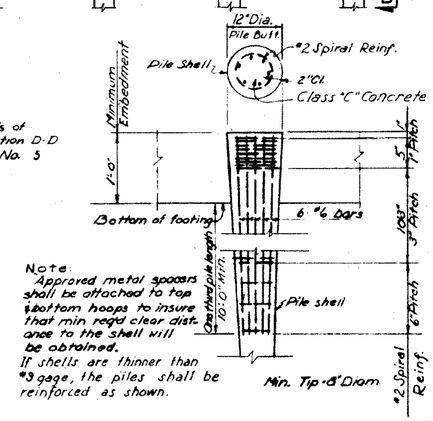
SECTION E-E
SECTION F-F
Scale: ⅜"=1'-0"



ELEVATION
Scale ½"=1'-0"
(West Abutment shown East Abutment similar)

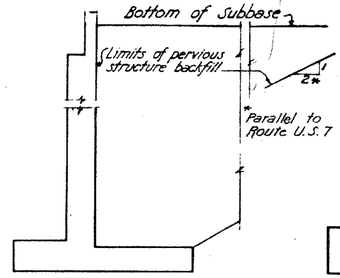
Note: For details of Parapet see Section D-D Sheet No. 3

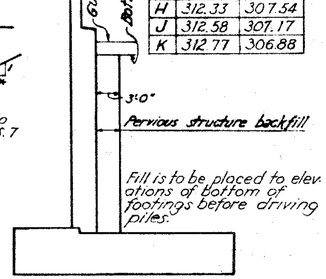
REINFORCING IN CANTILEVER
Scale: ½"=1'-0"



Note:
Approved metal spacers shall be attached to top & bottom hoops to insure that min. reqd. clear distance to the shell will be obtained.
If shells are thinner than #3 gage, the piles shall be reinforced as shown.

DETAIL OF CAST-IN-PLACE CONCRETE PILES
No Scale





TYPICAL PAY LINES FOR ABUTMENTS & WINGWALLS
Not to scale

NOTES:
1. For General Notes & Location Plan see sheet Nº 1.
2. For Sections C-C & D-D, Pad Details, Construction Joint detail & reinforcing in corner of Footing see sheet Nº 5.
3. All exposed concrete edges to be chamfered 1" unless otherwise noted.

REVISIONS		
NO.	DATE	DESCRIPTION
1	10/9/59	Elevations Revised
2	11/2/59	Elevations Revised

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
ROUTE U.S.7
OVER
FEDERAL ROAD
ABUTMENTS, ROUTE U.S.7 WESTBOUND

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY L.T.T. & A.Z. DATE 7-12-57
CHECKED BY D.G. DATE 9-18-57
APPROVED T.R.K. DATE 2-20-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 4 OF 11

LOUIS PREY CO., INC. 3400

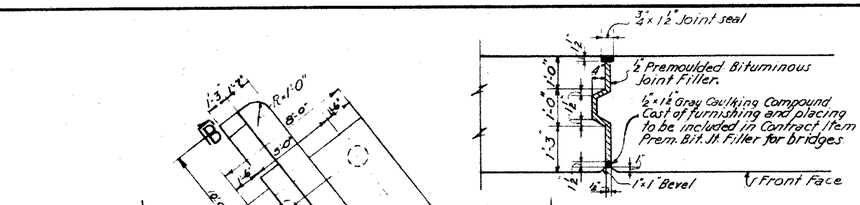
34 84 34 106 M228 01

260

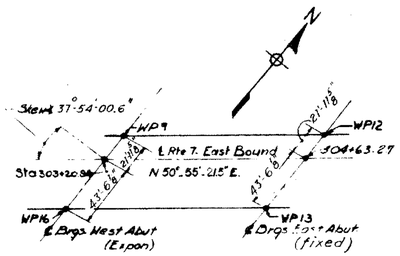
FORM NO. ENG. 18 ED. 11-62

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-50(11)	34-84	1958	U.S. 7	261-A	49E

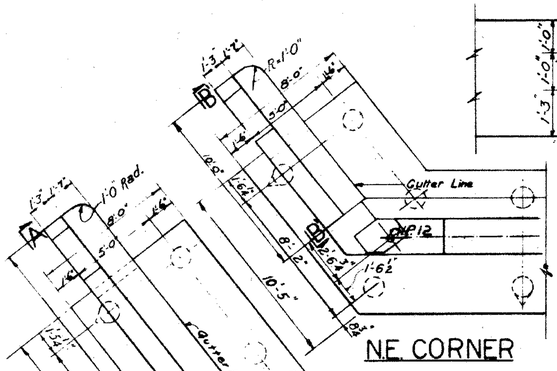
This Sheet Supercedes Sheet 261

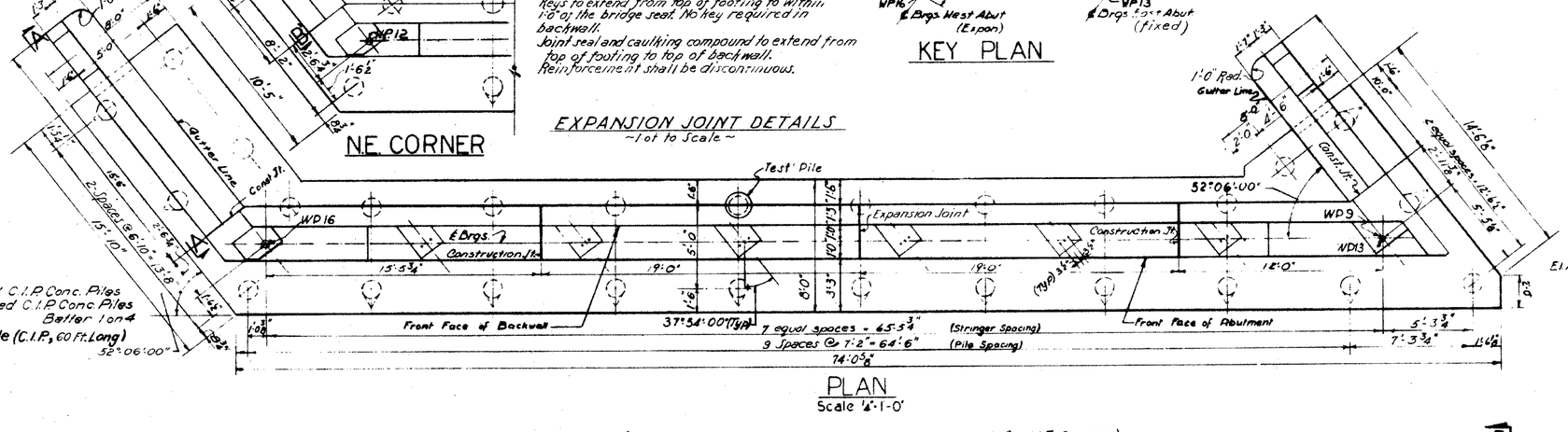


EXPANSION JOINT DETAILS
~1ot to Scale~

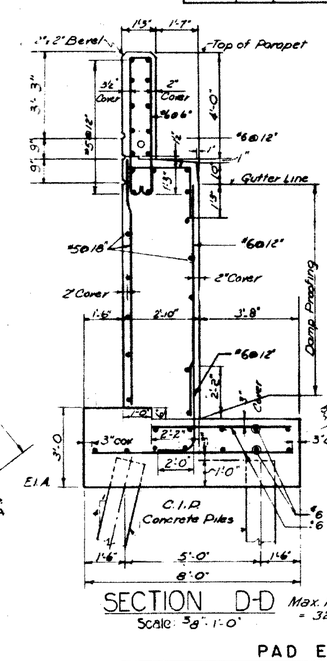


KEY PLAN



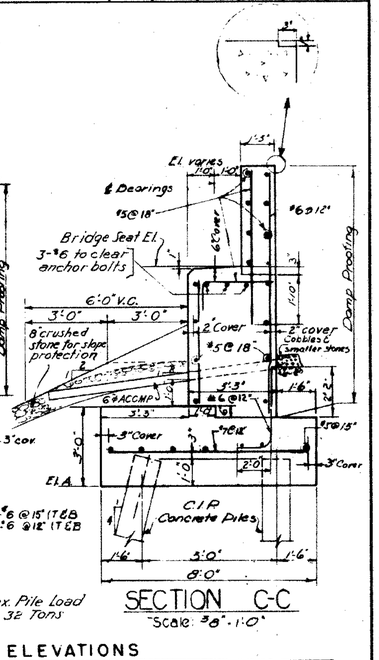


PLAN
Scale 1/4"-1'-0"



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

Max. Pile Load = 32 Tons

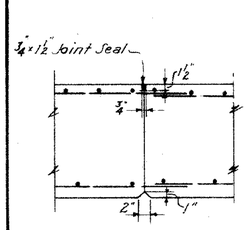


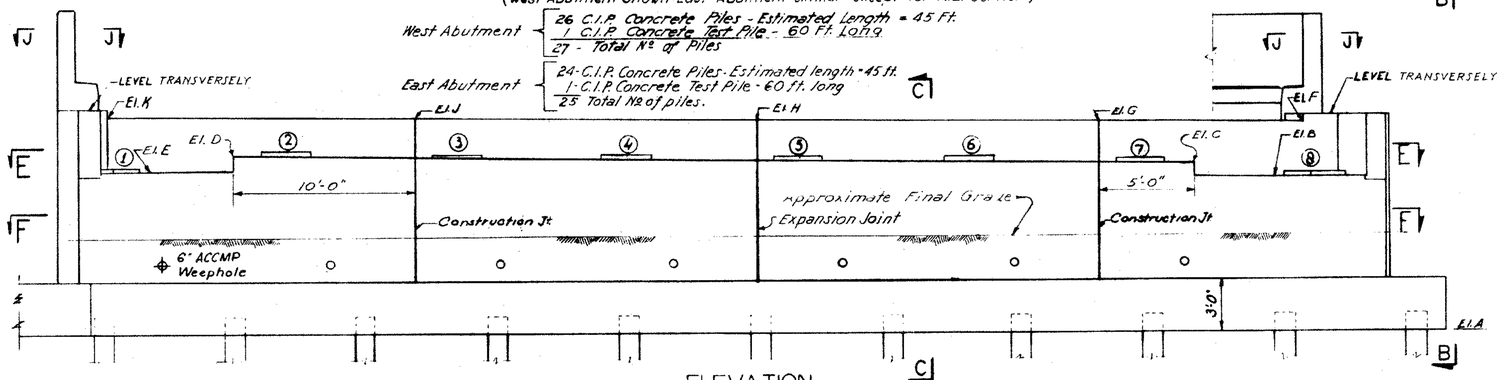
SECTION C-C
Scale: 3/8"-1'-0"

(West Abutment Shown-East Abutment similar except for N.E. Corner)

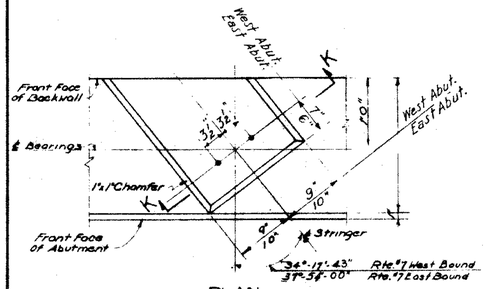
West Abutment — 26 C.I.P. Concrete Piles - Estimated Length = 45 Ft.
1 C.I.P. Concrete Test Pile - 60 Ft. Long
27 - Total No. of Piles

East Abutment — 24-C.I.P. Concrete Piles - Estimated length = 45 ft.
1-C.I.P. Concrete Test Pile - 60 ft. long
25 Total No. of piles.

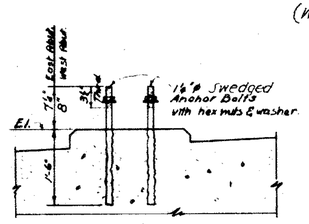




ELEVATION
Scale: 1/4"-1'-0"
(West Abutment shown-East Abutment similar)

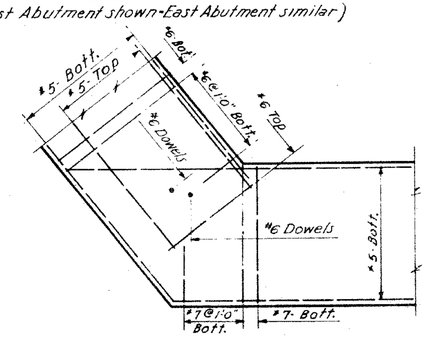


PLAN

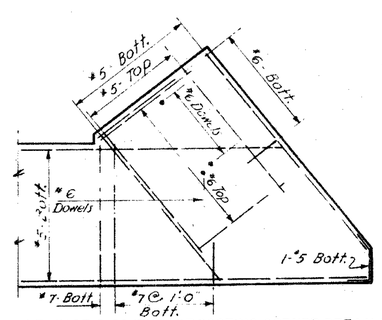


SECTION K-K

TYPICAL PAD DETAILS
Scale: 1"=1'-0"



NORTHEAST & SOUTHWEST FOOTING CORNER DETAILS
~Scale 1/4"-1'-0"~



NORTHWEST & SOUTHEAST FOOTING CORNER DETAILS
~Scale 1/4"-1'-0"~

PAD ELEVATIONS

Pad	1	2	-3	4	5	6	7	8
W. Abut	305.37	305.87	305.87	305.87	305.86	305.81	305.65	305.00
E. Abut	303.09	303.75	303.90	303.96	303.96	303.97	303.97	303.47

WINGWALL ELEVATIONS

El.	Southwest	Northwest	Southeast	Northeast
A	296.00	296.00	295.00	295.00
L	314.34	313.97	312.30	311.92
M	314.51	314.06	312.20	311.83
N	308.73	308.30	306.82	306.39

ABUTMENT ELEVATIONS

El.	W. Abut.	E. Abut.
A	296.00	295.00
B	304.80	303.30
C	305.47	303.72
D	305.64	303.55
E	305.18	302.93
F	307.95	306.33
G	308.08	306.33
H	308.33	306.33
J	308.33	306.13
K	308.33	305.97

NOTES:
1. For General Notes & Location Plan see Sheet No. 1
2. For Elevations A-A, B-B & B'-B' sections E-E, F-F & Reinforcing in Cantilever & Detail of C.I.P. Concrete Piles see Sheet No. 4
3. All exposed Concrete edges to be chamfered 1" unless otherwise noted
4. For rustication details see Sheet No. 9
5. For Pervious Backfill Pay Lines see Sheet No. 4

FEDERAL AID PROJECT
CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
ROUTE U.S.7
OVER
FEDERAL ROAD
ABUTMENTS, ROUTE U.S.7 EASTBOUND

REVISIONS		
NO.	DATE	DESCRIPTION
1	10/19/59	Elevations Revised

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY L.W.J. DATE 7-12-57
CHECKED BY O.G. DATE 9-18-57
APPROVED T.R.K. DATE 2-20-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 5 OF 11

LOUIS FREY CO., INC.

34 84 34 106

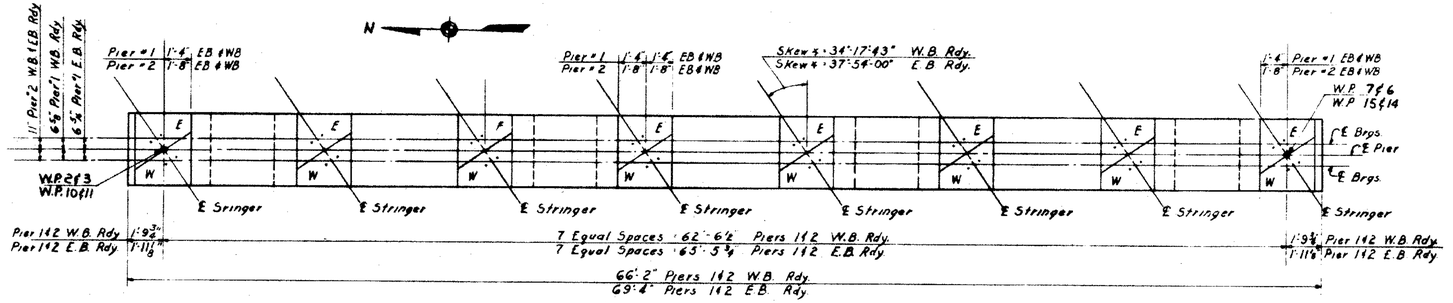
11223 01

This Sh. Supercedes Sh. 261

261-A

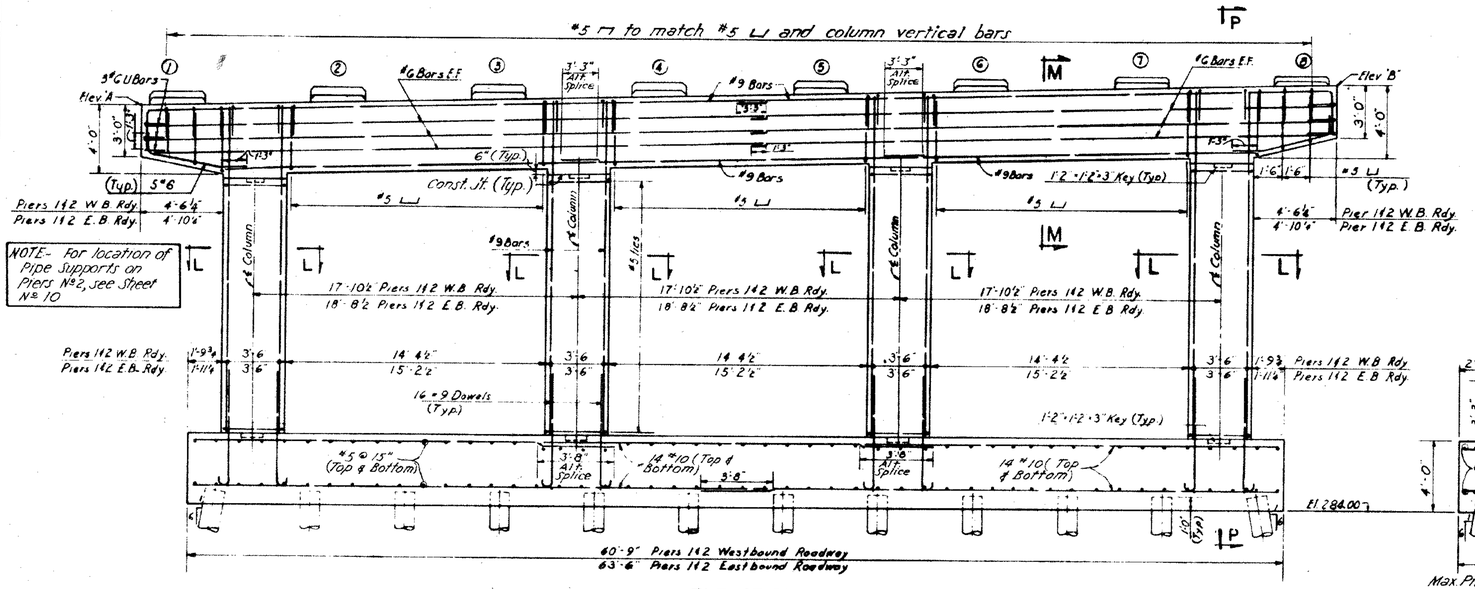
FORM NO. ENG. 15 ED. 11-56

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-50(1)	34-84	1958	U.S. 7	262	662



PLAN

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

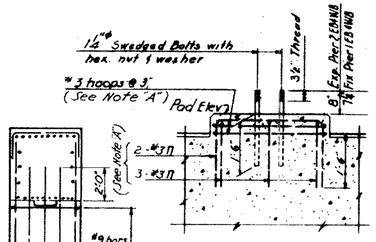


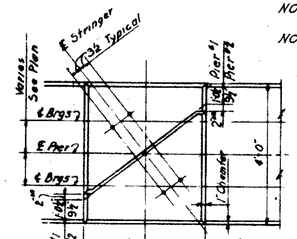
ELEVATION (LOOKING EAST)

Scale 1/4" = 1'-0"

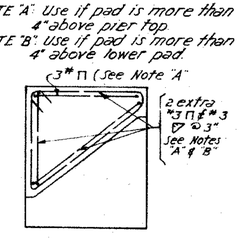
TABLE OF ELEVATIONS

		PAD NUMBER	1	2	3	4	5	6	7	8	PIER CAP ELEVATIONS "A"	PIER CAP ELEVATIONS "B"
WEST BOUND ROADWAY	PIER №1	W. Pad	307.32	307.78	308.00	308.23	308.46	308.63	308.71	308.55	306.90	308.20
		E. Pad	307.28	307.51	307.73	307.96	308.19	308.36	308.44	308.51		
	PIER №2	W. Pad	304.96	305.18	305.40	305.63	305.86	306.03	306.10	306.18	304.60	305.80
		E. Pad	304.89	305.60	305.83	306.05	306.28	306.45	306.53	306.11		
EAST BOUND ROADWAY	PIER №1	W. Pad	304.65	305.30	305.46	305.52	305.52	305.52	305.52	305.03	304.23	304.65
		E. Pad	304.63	304.79	304.94	305.00	305.00	305.00	305.00	305.01		
	PIER №2	W. Pad	303.47	303.63	303.78	303.84	303.84	303.85	303.85	303.85	303.10	303.50
		E. Pad	303.44	304.10	304.25	304.31	304.31	304.31	304.32	303.82		





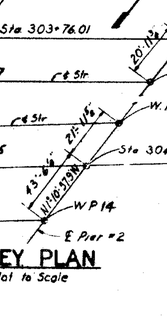
NOTE "A" Use if pad is more than 4" above pier top.
NOTE "B" Use if pad is more than 4" above lower pad.

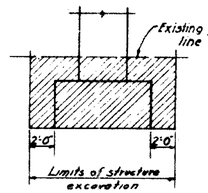


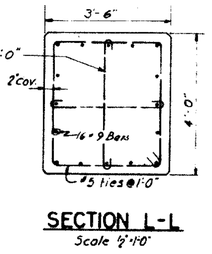
** Chamfer pad 2 on high side only.

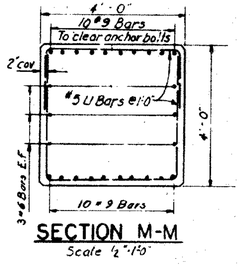
PAD DETAILS

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





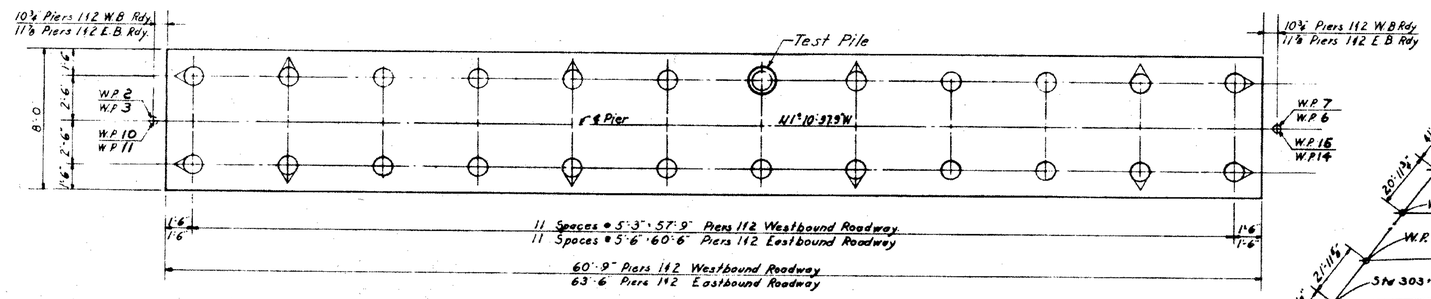




NOTES

1. For General Notes & Location Plan see Sheet No. 1
2. All exposed concrete edges to be chamfered 1".
3. For detail of Cast-in-Place Concrete Piles see Sheet No. 4

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.



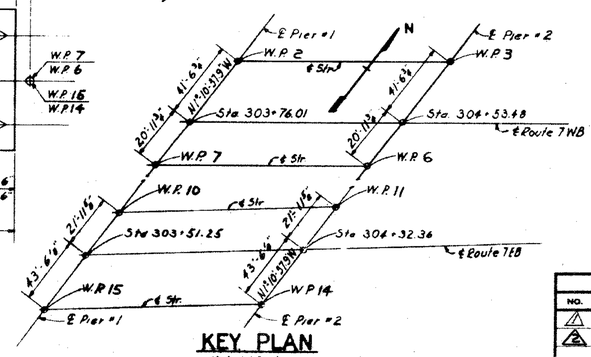
PILE PLAN

Scale 1/4" = 1'-0"

23 C.I.P. Concrete Piles - Estimated Length = 45 Ft.
1 C.I.P. Concrete Test Pile - 60 Ft. Long
24 Total №. of Piles (Each Pier)

LEGEND

- Vertical Cast-in-Place Concrete Pile
- Battered Cast-in-Place Concrete Pile. Battered 1 on 6.
- Test Pile (Cast In Place, 60 Ft. Long)



KEY PLAN

Not to Scale

REVISIONS		
NO.	DATE	DESCRIPTION
1	10/9/58	Elevations Revised
2	12/8/58	Elevations Revised

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY

ROUTE U.S. 6 RELOCATION

ROUTE U.S. 7 OVER FEDERAL ROAD

PIERS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY M.S. DATE 8-2-57
CHECKED BY D.G. DATE 8-9-57
APPROVED T.R.K. DATE 8-20-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 6 of 11

LOUIS PFEIL CO., INC.

34 84 34 106

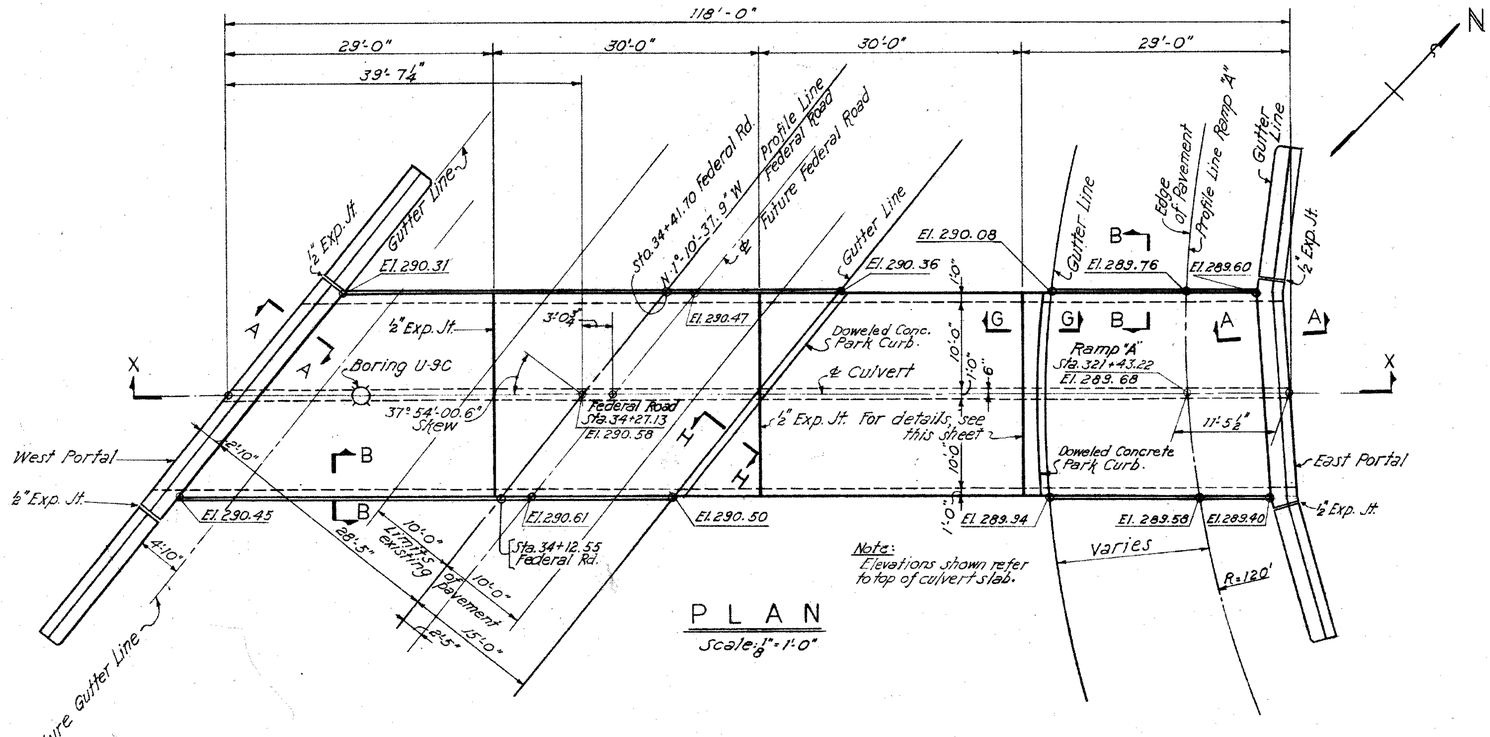
M 228 01

262

STRUCTURE NO. 00553

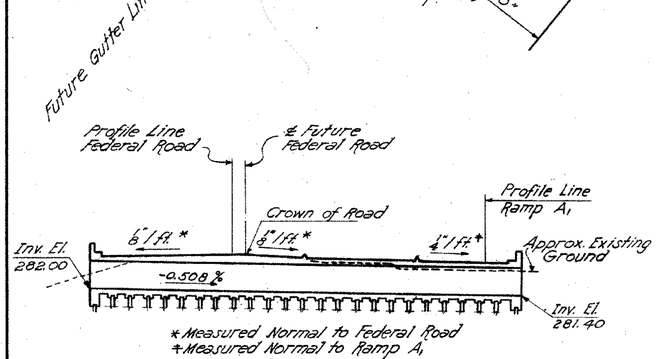
FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-50(1)	34-106	1958	U.S.7	277	662



PLAN

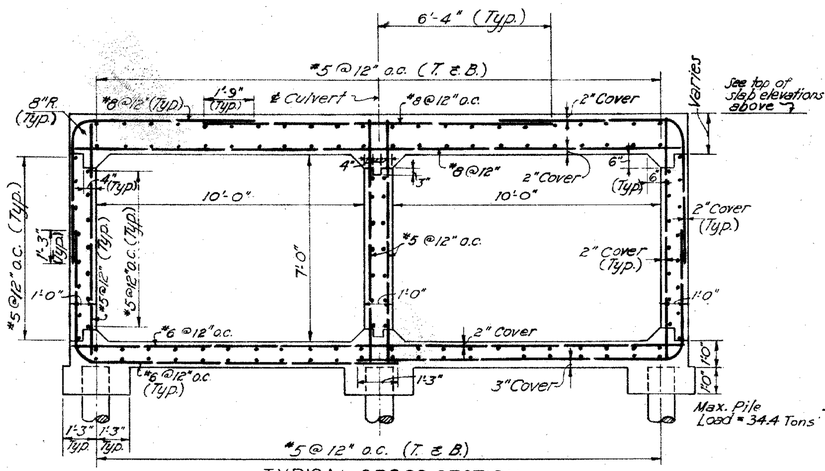
Scale: 1" = 1'-0"



LONGITUDINAL SECTION X-X

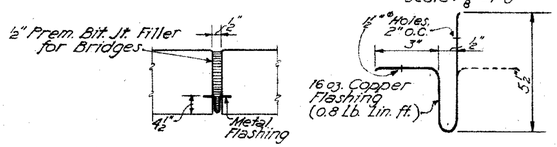
Scale: 1" = 20'-0"

QUANTITIES		
ITEM	UNIT	TOTAL
Structure Excavation (Complete)	C.Y.	1,500
Pile Loading Test, (70 Tons)	Ea.	1
Test Piles, Cast-in-Place Concrete 60' Long	Ea.	2
Cast-in-Place Concrete Piles	L.F.	3,700
Class "A" Concrete	C.Y.	550
Deformed Steel Bars	Lb.	62,000
Pervious Structure Backfill	C.Y.	500
Dampproofing	S.Y.	400
Metal Bridge Rail	L.F.	122
Metal Flashing	Lb.	150
¼" Prem. Bit. Jt. Filler for Bridges	S.F.	10
½" Prem. Bit. Jt. Filler for Bridges	S.F.	350
Doweled Concrete Park Curbing	L.F.	52
Splicing Cast-in-place Concrete Piles	Ea.	4



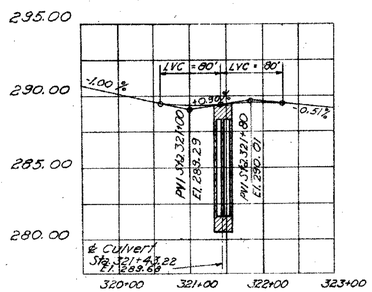
TYPICAL CROSS SECTION

Scale: ⅜" = 1'-0"



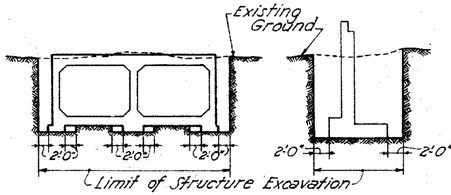
EXPANSION JOINT DETAIL

~Not to scale~



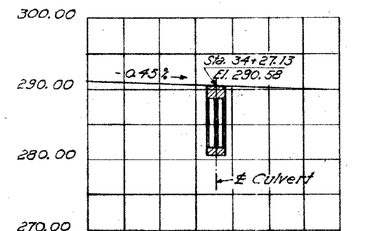
PROFILE OF RAMP "A"

Scale: Vert. 1" = 5'
Horiz. 1" = 100'



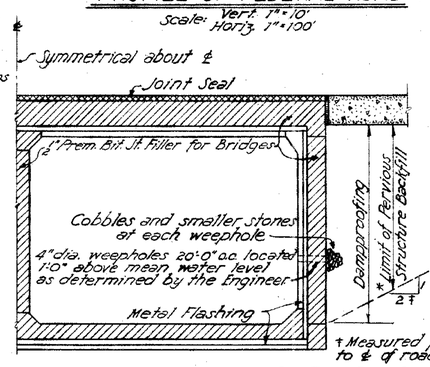
TYPICAL PAY LINES

Not to scale



PROFILE OF FEDERAL ROAD

Scale: Vert. 1" = 10'
Horiz. 1" = 100'



SECTION AT EXPANSION JOINT

Scale: ⅜" = 1'-0"

† Measured parallel to ℄ of road.
* Except where undisturbed material obtrudes.

GENERAL NOTES

1. SPECIFICATIONS: Connecticut State Highway Department Form 808 January 1955 and Special Provisions.
2. DESIGN SPECIFICATIONS: "Standard Specifications for Highway Bridges" (A.A.S.H.O.-1953) as supplemented by the Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers (Feb. 1956).
3. LOADING: H20-S16-44 and future wearing surface 25 Lbs./sq. ft.
4. CLASS "A" CONCRETE: Class "A" concrete shall be used throughout, except for Class "C" concrete used in Cast-in-Place Concrete Piles. See Special Provisions.
5. ALL EXPOSED edges of concrete to be chamferred 1" x 1" unless otherwise noted.
6. SPLICES: Unless otherwise noted, all longitudinal reinforcing shall be spliced a minimum of 20 diameters except the top longitudinal bars in the top and bottom culvert slabs which shall be spliced a minimum of 35 diameters.
7. JOINT SEAL: Joint seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
8. ALL BARS shall have 2" cover except bottom bars of bottom slab and bars in cut-off walls and footings. These bars shall have 3" cover.
9. PILES: All piles to be Cast-in-Place Concrete Piles.
10. QUANTITIES: Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
11. BORING LOG: for Boring Log see Sheet No. 3.

NOTES:-
1. For Section A-A see Sh. No. 2.
2. For Section B-B see Sh. No. 3.
3. For Section C-C & D-D see Sh. No. 2.

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.

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY

ROUTE U.S. 6 RELOCATION
CULVERT
UNDER
FEDERAL ROAD
PLAN AND DETAILS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY S.S. DATE 5-22-58
CHECKED BY R.A.R. DATE 9-2-58
APPROVED T.R.K. DATE 9-3-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 1 OF 4

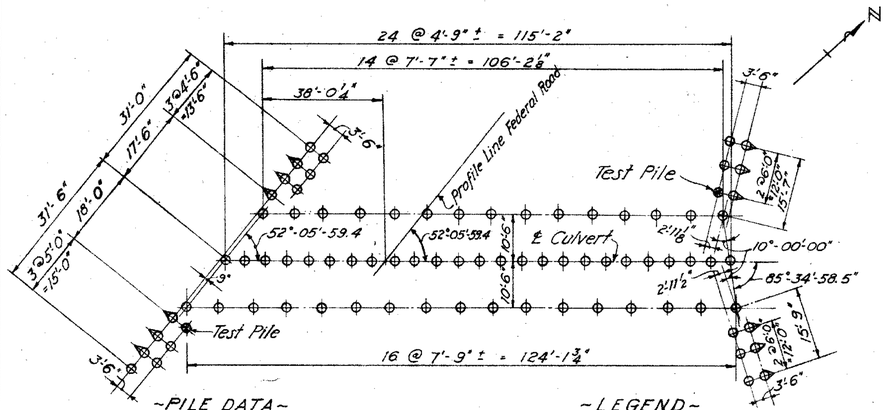
LOUIS FREY CO., INC.

34 84 34 106

N228 01

277

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-50(1)	34-106	1958	U.S.	278	662



~PILE DATA~

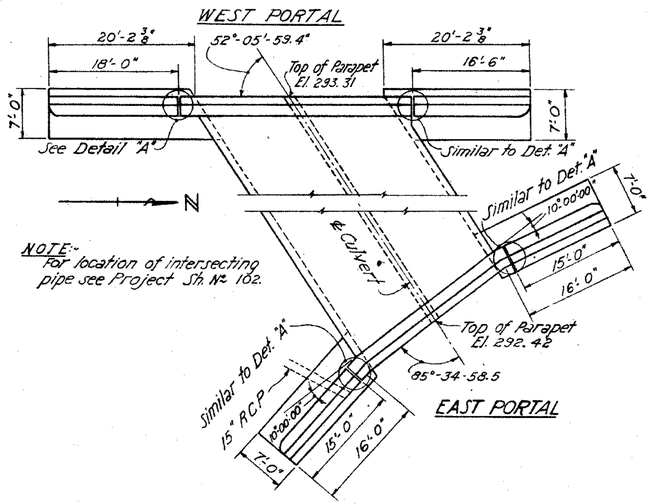
61 C.I.P. Concrete Piles Est. Length 45'
2 C.I.P. Concrete Test Piles Length 60'
83 Total Nº of Piles

~LEGEND~

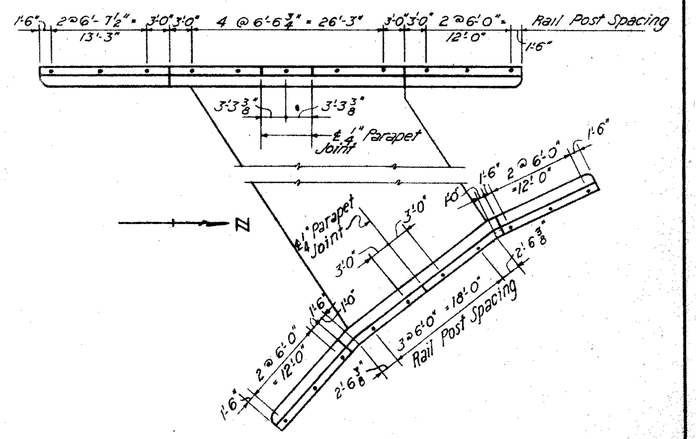
○ Vertical C.I.P. Concrete Pile
◁ Battered C.I.P. Concrete Pile (Batter 1:4)
⊗ Test Pile

PILE PLAN
Scale: 1/16" = 1'-0"

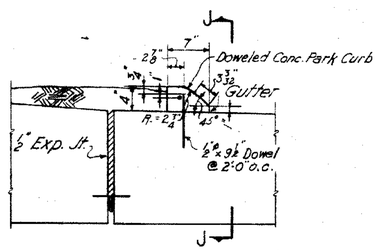
NOTE:- In areas where wingwall footings extend beneath the culvert, they shall be poured to the same height as the cut-off wall.



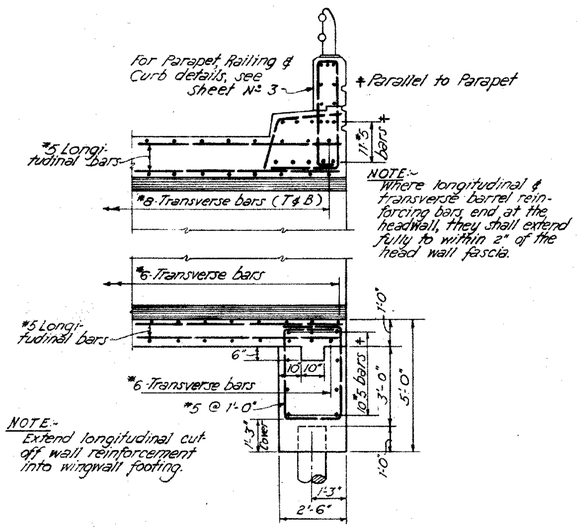
PLAN
Scale: 1" = 10'-0"



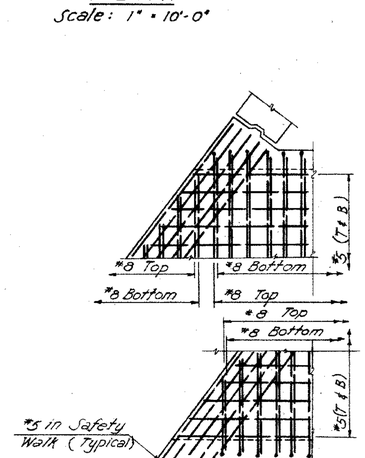
RAIL POST AND PARAPET JOINT SPACING
Scale: 1" = 10'-0"



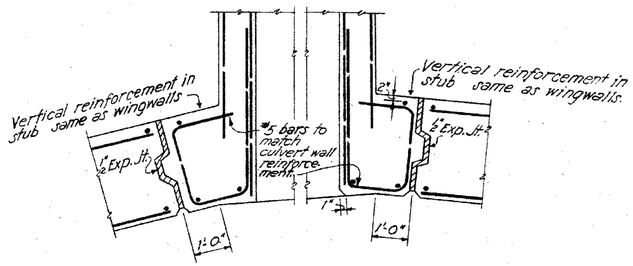
SECTION G-G
Section H-H Similar
Scale: 1"=1'-0"



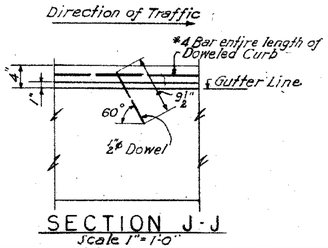
SECTION A-A
Scale: ⅜" = 1'-0"



TYPICAL CORNER REINFORCING DETAILS
TOP SLAB - WEST PORTAL
REINFORCING FOR BOTTOM SLAB SIMILAR
Scale: ¼" = 1'-0"



EAST PORTAL WINGWALL STUB REINFORCING DETAILS
Scale: ½" = 1'-0"



SECTION J-J
Scale 1"=1'-0"

NOTES:-
1. For General Notes see Sh. Nº 1.
2. For locations of Sections A-A, C-C, & D-D, see Sh. Nº 1.

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REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY

ROUTE U.S. 6 RELOCATION
CULVERT
UNDER
FEDERAL ROAD
DETAILS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES As Shown — PROJECT NO. 34-84
MADE BY J.S. — DATE 5-22-58
CHECKED BY R.A.R. — DATE 9-2-58 — BRIDGE SHEET NO.
APPROVED T.R.K. — DATE 9-3-58 — 2 OF 4

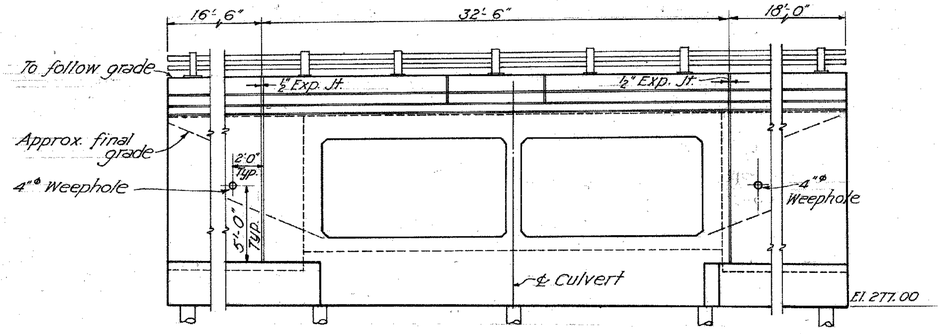
34 84 34 106

M228 01

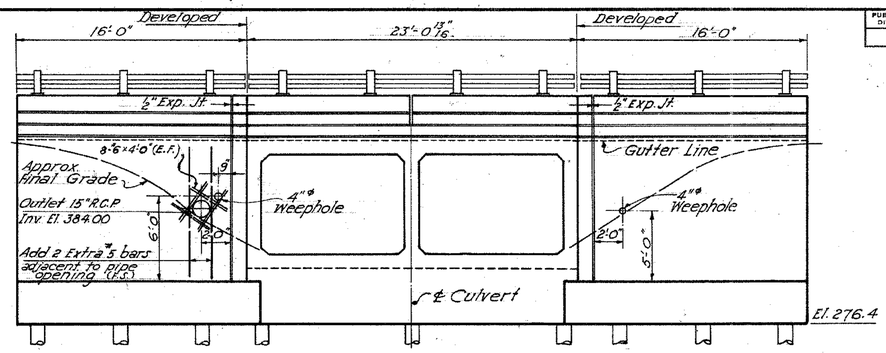
278

FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-50(1)	34-106	1958	U.S.7	279	662

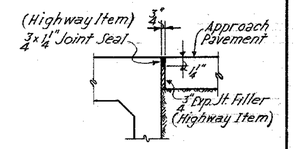


ELEVATION WEST PORTAL
Scale: 1" = 5'-0"



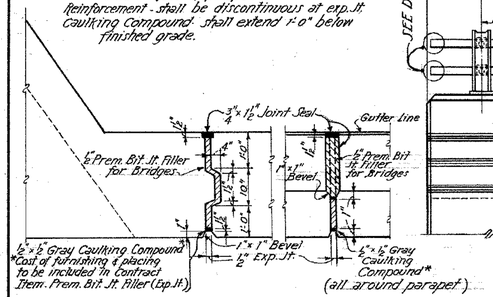
DEVELOPED ELEVATION - EAST PORTAL
Scale: 1" = 5'-0"

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-50(1)	34-106	1958	U.S.7	279	662

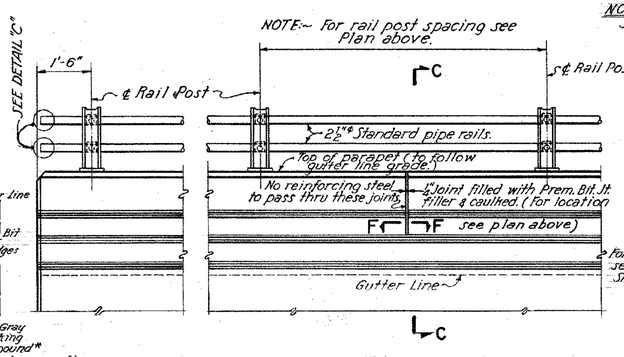


SECTION B-B
Scale: ⅜" = 1'-0"

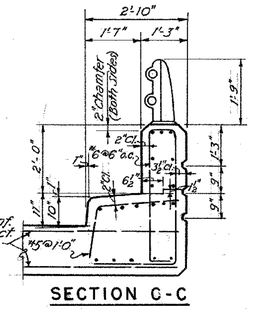
NOTES:-
Keys: Wingwall keys to extend from top of footing to the gutter line.
Joint seal: Joint seal to extend from top of footing to top of curb and horizontally along joint to inside face of parapet.
Reinforcement: shall be discontinuous at exp. Jt.
Caulking Compound: shall extend 1'-0" below finished grade.



WALL PARAPET & CURB

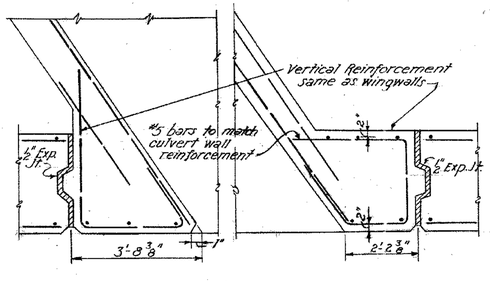


NOTE:- All longitudinal bars shown to be #5 bars.

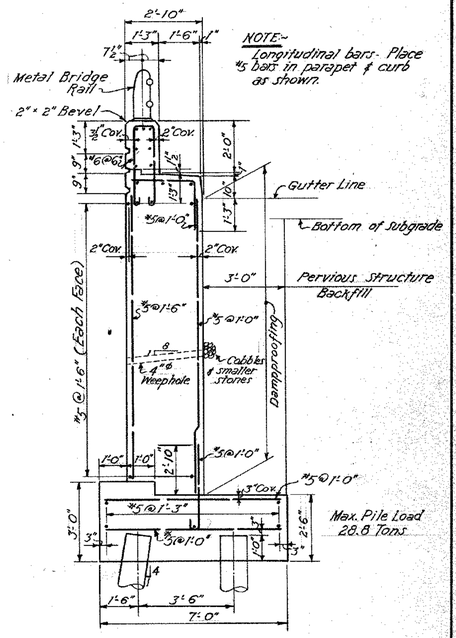


SECTION C-C

PARAPET AND RAILING DETAILS
Scale: ½" = 1'-0"



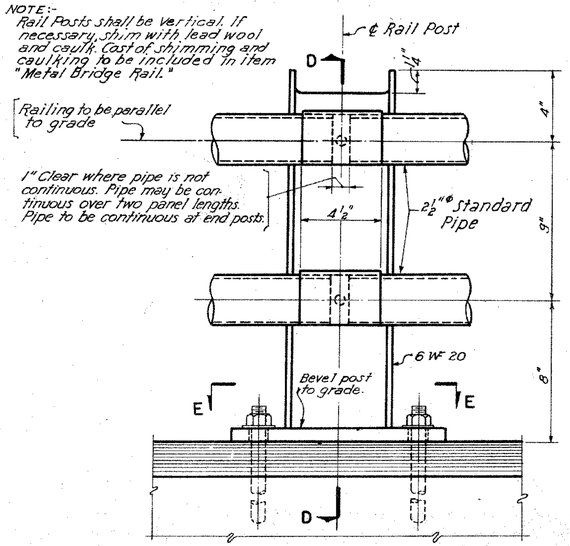
WEST PORTAL WINGWALL STUB REINFORCING DETAILS
Scale: ½" = 1'-0"



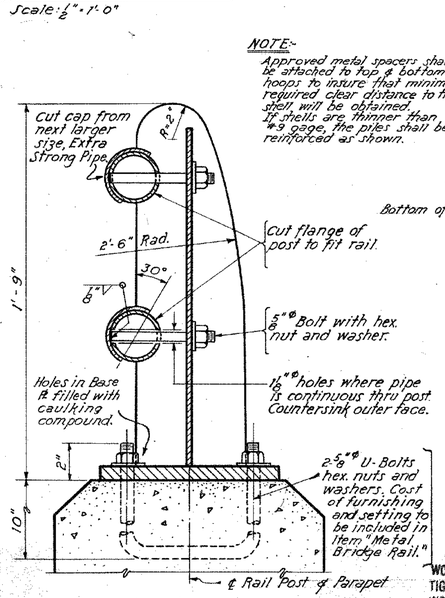
TYPICAL WINGWALL SECTION
Scale: ⅜" = 1'-0"

DETAIL "A"

NOTE:-
Rail Posts shall be vertical. If necessary, shim with lead wool and caulk. Cost of shimming and caulking to be included in Item "Metal Bridge Rail."

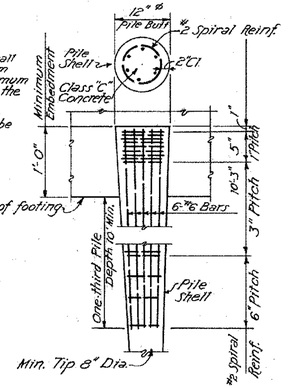


VIEW OF TYPICAL RAIL POST
~ Scale 3" = 1'-0" ~



SECTION D-D
~ Scale 3" = 1'-0" ~

NOTE:-
Approved metal spacers shall be attached to top & bottom hoops to insure that minimum required clear distance to the shell, will be obtained. If shells are thinner than #9 gage, the piles shall be reinforced as shown.



DETAIL OF CAST-IN-PLACE CONCRETE PILES
Not to scale

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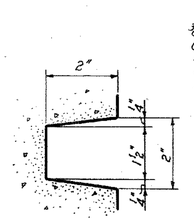
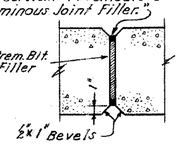
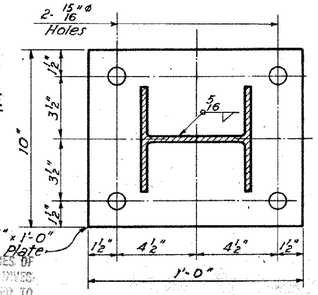


RUSTICATION DETAIL
(Half Size)

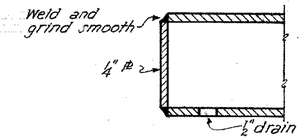
¼" Gray Caulking Compound. Cost of furnishing and placing compound to be included in Contract Item "4" Premoulded Bituminous Joint Filler."



SECTION F-F
~ Scale 1" = 1'-0" ~



SECTION E-E
~ Scale 3" = 1'-0" ~



DETAIL "C"
Half Size
This detail to be typical at all exposed ends of rails.

NOTES:-
1. For General Notes, see Sheet No 1.
2. Rail Posts and base plates shall be carbon steel conforming to the requirements of A.S.T.M. Designation A7.
3. For Section B-B see Sheet No 1.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
CULVERT
UNDER
FEDERAL ROAD
RAILING AND CONCRETE DETAILS

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY S.S. DATE 5-10-57
CHECKED BY R.A.R. DATE 5-10-57
APPROVED T.R.K. DATE 2-19-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 3 OF 4

"ARMORIGHT" TRAC NO CLOTH JOSEPH MERRITT & CO. 11210

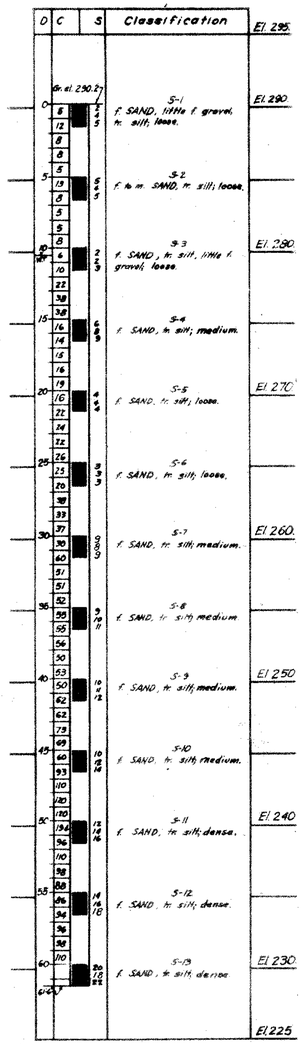
34 84 34 106

M228 01

FORM NO. ENG. 15 ED. 11-58

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-30(1)	34-106	1958	U.S. 7	280	662

U-9-C



LEGEND

D Depth of Stratum.

C Blows per foot on 2½" I.D. casing with 300-lb. hammer falling 2'-0", except B-5-C.

S Blows per 6" on 1⅜" I.D. split spoon sampler with 140-lb. hammer falling 2'-6", except B-5-C.

S- Drive sample number.

Drive sample.

Drive sample, no recovery.

C Core sample with drilling time in minutes.

Water Table with time of observation.

Note:
For location of borings see sheet No. 1

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BORING	STATION	OFFSET	DATE COMPLETED
U-9-C	7EB 302+60	135' R	6-11-57

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
CULVERT
UNDER
FEDERAL ROAD
BORING

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL: 1" = 5'-0"

MADE BY [illegible] (A.D. CO.) DATE 10-2-57

CHECKED BY [illegible] (A.D. CO.) DATE 11-19-57

APPROVED T. R. K. DATE 2-20-58

PROJECT NO. 34-84

BRIDGE SHEET NO. 4 OF 4

LOUIS PFEY CO., INC.

34 84 34 106

M228 01

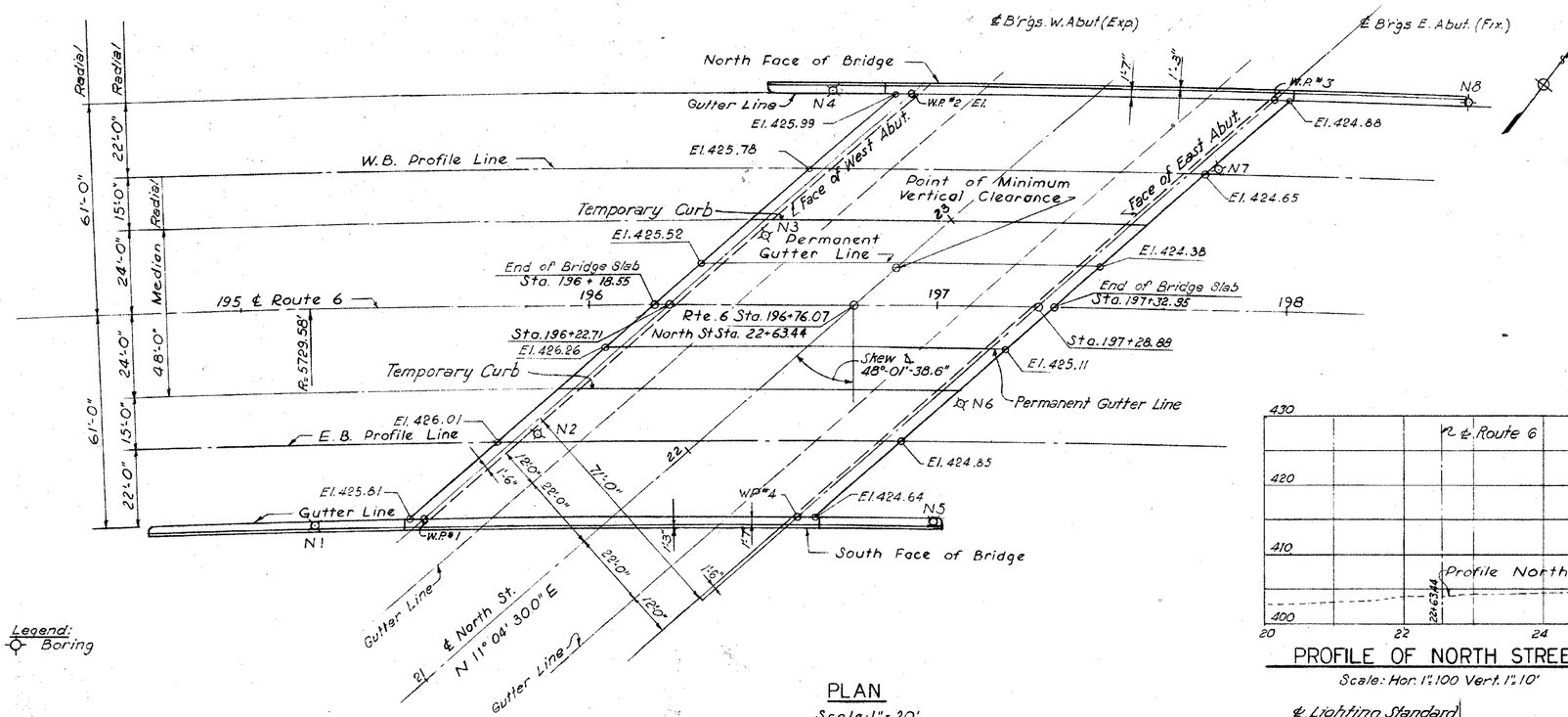
280

280

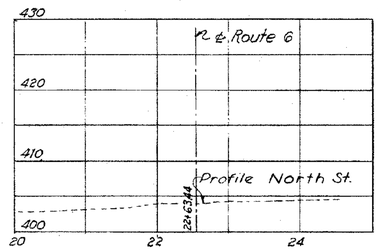
STRUCTURE NO. 00956

FORM NO. ENG. 18 ED. 11-52

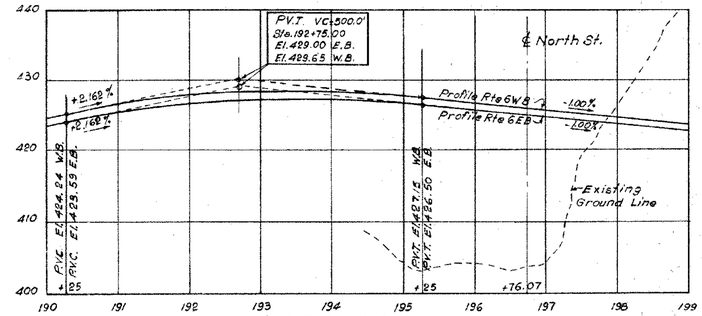
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	784(3)4	34-84	1958	U.S.6	196	662



PLAN
Scale: 1" = 20'



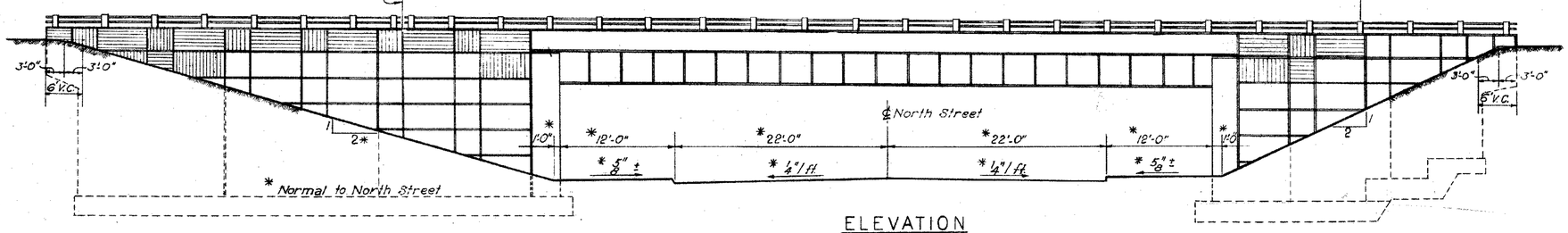
PROFILE OF NORTH STREET
Scale: Hor. 1" = 100 Vert. 1" = 10'



PROFILE OF ROUTE 6
Scales: Hor. 1" = 100 Vert. 1" = 10'

GENERAL NOTES

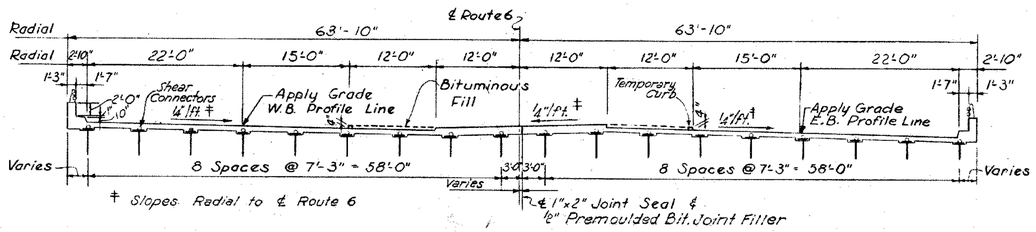
1. **SPECIFICATIONS:** Connecticut State Highway Department Form 808 - January, 1955, and Special Provisions.
2. **DESIGN SPECIFICATIONS:** "Standard Specifications for Highway Bridges" (A.A.S.H.O.-1953) except as modified by Bureau of Public Roads "Policy on Interstate System Projects" (Aug. 1956) and as supplemented by Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers" (Feb. 1956).
3. **LOADING:** H20-S16-44 and future wearing surface 25 lbs./sq. ft.
4. **COMPOSITE CONSTRUCTION:** No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed when directed by the Engineer, but not less than 7 days after slab has been poured. Design based on n=10 for live load and n=30 for additional dead load.
5. **CLASS "A" CONCRETE:** Class "A" Concrete shall be used throughout. See Special Provisions.
6. **EXPOSED EDGES:** Exposed Edges shall be beveled 1" x 1" unless otherwise dimensioned.
7. **JOINT SEAL:** Joint Seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
8. **TAR PAPER:** The cost of furnishing and placing 2 layers of 3 ply tar paper at backwalls shall be included in item for Class "A" Concrete.
9. **CAULKING COMPOUND:** Gray caulking Compound shall be included in the appropriate item for Premoulded Bituminous Joint Filler for Bridges.
10. **STRUCTURAL STEEL:** All steel for welded stringers shall conform to A.S.T.M. designation A-373. All other steel shall conform to A.S.T.M. designation A-7 unless otherwise noted.
11. **PAINTING:** For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
12. **REINFORCING STEEL:** Unless otherwise noted, all splices of vertical bars shall be lapped 35 diameters, and splices of longitudinal bars shall be lapped 20 diameters except that longitudinal bars in tops of footing heels and under bridge seats shall be spliced 35 diameters. Minimum cover shall be 2" above footings and 3" in footings, unless otherwise noted.
14. **QUANTITIES:** Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
15. **CROSS REFERENCES:** All sheet numbers indicated for reference refer to bridge sheet numbers shown in the lower right hand corner of title box.



ELEVATION
Scale: 1" = 10'

QUANTITIES		
ITEM	UNIT	TOTAL
Pervious Structure Backfill	C.Y.	3,700
Lighting Standard Type P-12B	Ea.	2
Cable, 1/c #12 600V Neoprene Jacketed	L.F.	100
Cable, 1/c #6 600V Neoprene Jacketed	L.F.	795
Cable, 1/c #4 600V Neoprene Jacketed	L.F.	725
Luminaire, 250 Watt	Ea.	2
Grounding Provisions	L.F.	505

NOTE:- Bridge work under this contract at this site consists only of furnishing and installing those items shown in "Quantities" above. For limits of placement of Pervious Structure Backfill and for plan of West Abutment, see Sheet No. 2. For electrical details, see Project Sheet No. 113.



TYPICAL CROSS SECTION
Scale: 1" = 10'

REVISIONS		
NO.	DATE	DESCRIPTION

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

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
NORTH STREET
GENERAL PLAN AND ELEVATION

DESIGNED BY	PARSONS, BRINCKERHOFF, HALL AND MACDONALD		
SCALES	As Shown		PROJECT NO. 34-84
MADE BY	E.B. & A.T.	DATE 1-2-58	
CHECKED BY	D.G.	DATE 1-22-58	BRIDGE SHEET NO. 1 OF 2
APPROVED	T.R.K.	DATE 5-1-58	

LOUIS PREY CO., INC.

34 84

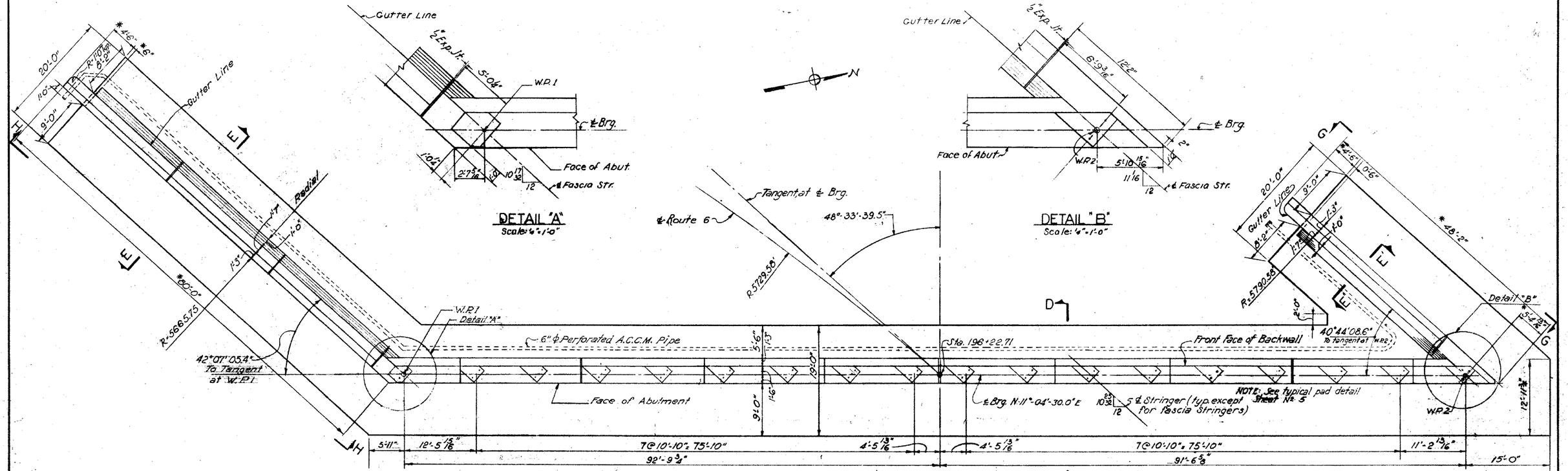
34 106

M228 01

196

FORM NO. ENG. 19 ED. 11-52

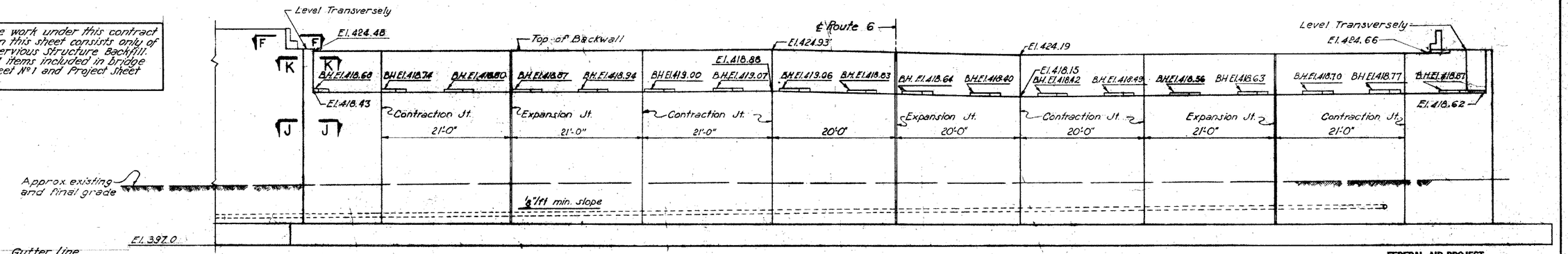
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	184/104	34-84	1958	U.S.6	197	662



PLAN
Scale: ⅛"=1'-0"

* Distance to be measured along face of wingwall.

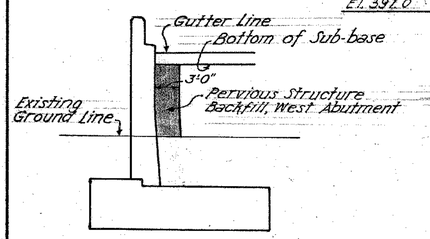
NOTE:- Bridge work under this contract as outlined on this sheet consists only of placing of Pervious Structure Backfill. For electrical items included in bridge work, see Sheet No. 1 and Project Sheet No. 113.



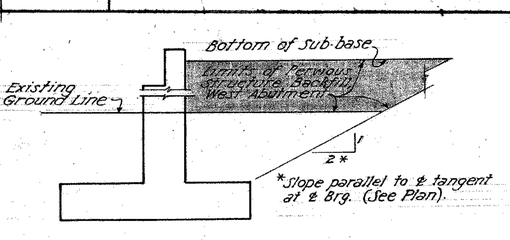
ELEVATION
Scale: ⅛"=1'-0"

NOTES:
1. For general notes, see Sheet No. 1
2. For Sections D-D, E-E, E'-E'; elevations G-G, H-H, reinforcing in cantilever, N.W. corner of footing, joint details, typical pay lines, cheekwall section, & pad details, see Sheet No. 5
3. For reinforcing in S.W. corner of footing, see Sheet No. 7
4. For expansion and contraction joint details see Sheet No. 5.

NOTE:- Horizontal dimensions are given along face of Abutment. Pads are to be poured ½" above Bush Hammered Elevation and Bush Hammered to exact elevations shown.



TYPICAL PAY LINES FOR WINGWALLS
Not to scale



TYPICAL PAY LINES FOR ABUTMENT
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 TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
NORTH STREET
WEST ABUTMENT

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

SCALES As Shown — PROJECT NO. 34-102
MADE BY A.T. & A.G. — DATE 12-26-57
CHECKED BY P.R.C. — DATE 2-5-58 — BRIDGE SHEET NO. 2 OF 2
APPROVED T.R.K. — DATE

LOUIS PRAT CO., INC.

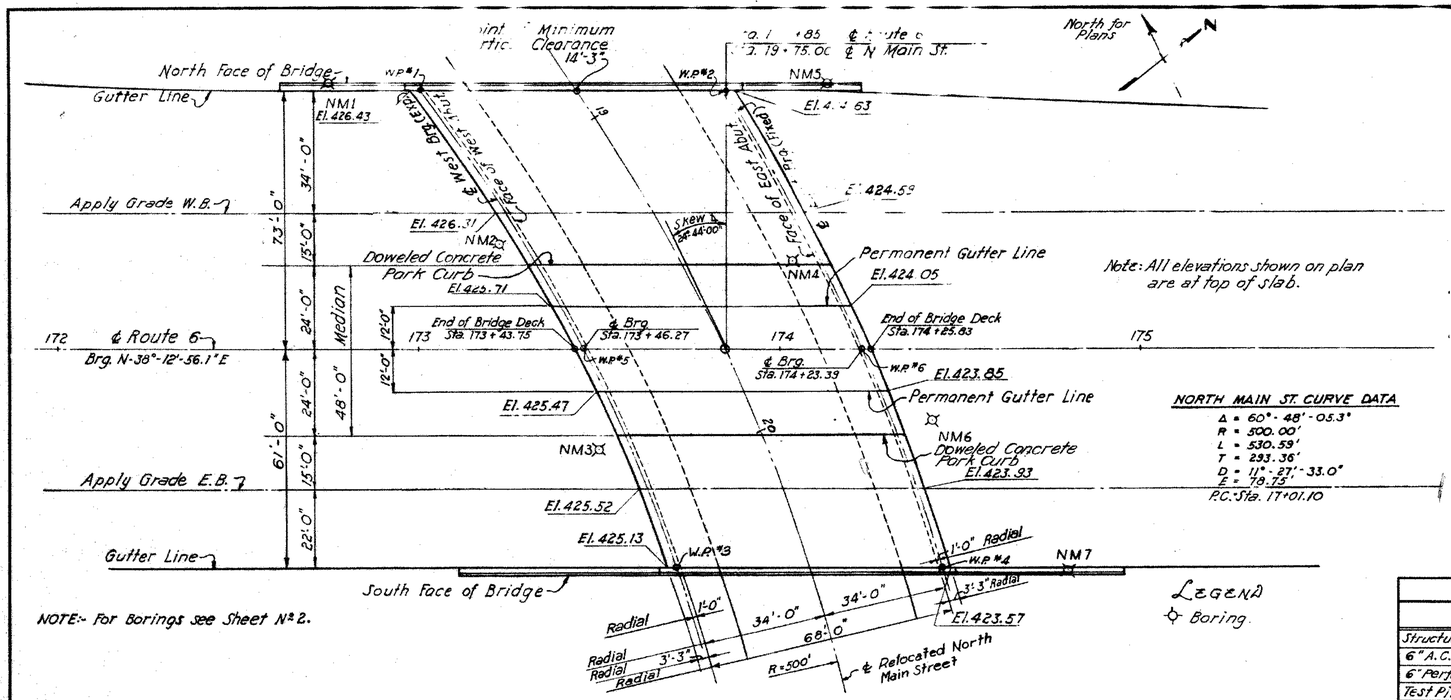
34 84 34 106 M228 01

197

STRUCTURE NO. 00961

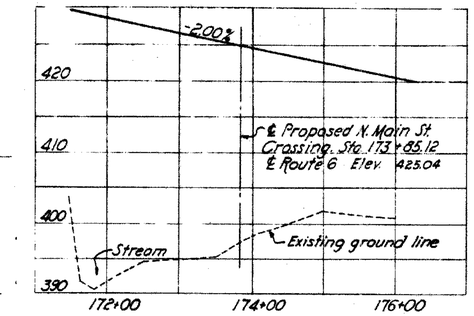
FORM NO. ENG. 18 ED. 11-56

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	(84)(3)4	34-84	1958	U.S. 6	175A	662



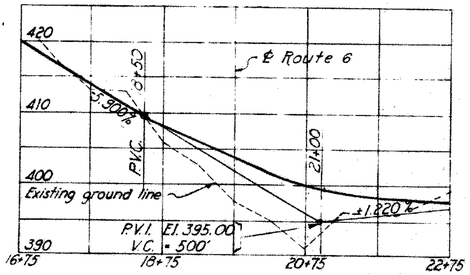
PLAN

Scale: 1" = 20'



PROFILE OF ROUTE 6

Scale: Hor. 1" = 100'
Vert 1" = 10'



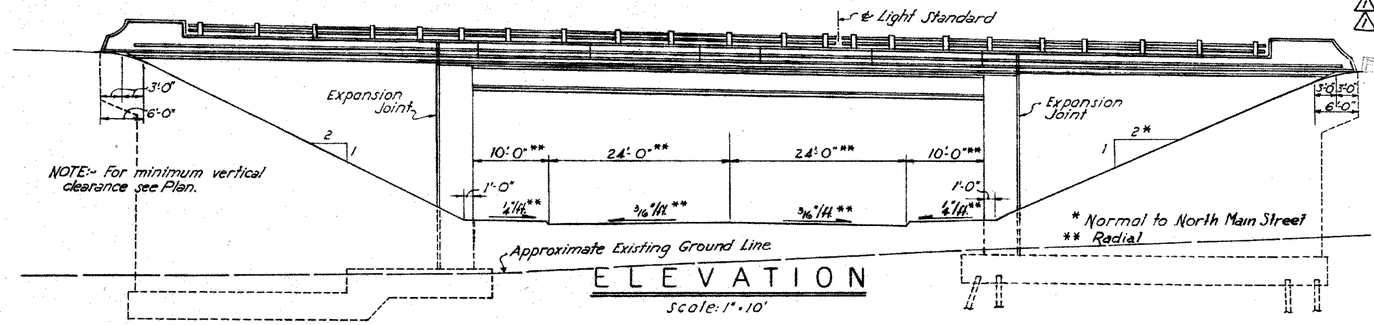
PROFILE OF RELOCATED N. MAIN ST.

Scale: Hor. 1" = 100'
Vert. 1" = 10'

This Sheet Supercedes Sheet 175

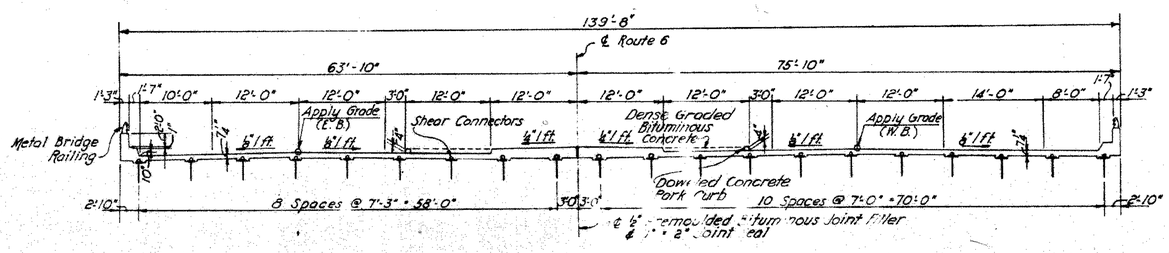
NORTH MAIN ST. CURVE DATA

Δ = 60°-48'-05.3"
R = 500.00'
L = 530.59'
T = 293.36'
D = 11°-27'-33.0"
Z = 19.75'
P.C. Sta. 17+01.10



ELEVATION

Scale: 1" = 10'



TYPICAL CROSS SECTION

Scale: 1" = 10'

QUANTITIES

ITEM	UNITS	TOTAL
Structure Excavation (Complete)	C.Y.	2,000
6" A.C.C.M. Pipe	L.F.	14
6" Perf. A.C.C.M. Pipe	L.F.	442
Test Piles, (Steel, 12"BP53, 50 Ft. Long)	Each	2
Furnishing Steel Piles	Lb.	193,000
Driving Steel Piles	L.F.	3,640
Splicing Steel Piles	Each	2
Point Reinforcement for Steel Piles	Each	10
Class "A" Concrete	C.Y.	2,924
Deformed Steel Bars	Lb.	292,000
Structural Steel	Lb.	454,000
Spiral Shear Connector Bars - Alt. A	Lb.	7110
Welded Stud Shear Connector, Alt. B (4 inch)	Each	6830
Welded Stud Shear Connector, Alt. B (6 inch)	Each	1820
Dampproofing	S.Y.	1,370
Metal Bridge Rail	L.F.	304
Pervious Structure Backfill	C.Y.	8,200
¼" Premoulded Bit. Jt. Filler for Bridges	S.F.	20
½" Premoulded Bit. Jt. Filler for Bridges	S.F.	100
¾" Premoulded Bit. Jt. Filler for Bridges	S.F.	3
1" Premoulded Bit. Jt. Filler for Bridges	S.F.	26
Dense Graded Bituminous Concrete.	Ton	48
Doweled Concrete Park Curbing	L.F.	165
Gravel Fill	C.Y.	50
Pile Loading Test (34 Tons)	Each	1
Soil Loading Test 3.75 tons per Sq. Ft.	Each	1
Lighting Standard Type P-12B	Each	2
2½" Rigid Steel Conduit	L.F.	520
2" Rigid Steel Conduit	L.F.	20
Cable, 1/c #12, 600V Neoprene Jacketed	L.F.	200
Cable, 1/c #8, 600V Neoprene Jacketed	L.F.	795
Cable, 1/c #4, 600V Neoprene Jacketed	L.F.	835
Luminaire, 400 Watt	Each	2
C.I. Pull Box, 18" x 18" x 10" D	Each	2
Grounding Provisions	L.F.	420

GENERAL NOTES

1. **SPECIFICATIONS:** Connecticut State Highway Department Form 808 - January, 1955, and Special Provisions.
2. **DESIGN SPECIFICATIONS:** "Standard Specifications for Highway Bridges" (A.A.S.H.O. - 1953) except as modified by Bureau of Public Roads "Policy on Interstate System Projects" (Aug. 1956) and as supplemented by Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers" (Feb. 1956).
3. **LOADING:** H20-S16-44 and future wearing surface 25 lbs. / sq. ft.
4. **COMPOSITE CONSTRUCTION:** No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed when directed by the Engineer, but not less than 7 days after slab has been poured. Design based on n=10 for live load and n=30 for additional dead load.
5. **CLASS "A" CONCRETE:** Class "A" Concrete shall be used throughout. See Special Provisions.
6. **EXPOSED EDGES:** Exposed Edges shall be beveled 1" x 1" unless otherwise dimensioned.
7. **JOINT SEAL:** Joint Seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
8. **TAR PAPER:** The cost of furnishing and placing 2 layers of 3 ply tar paper at backwalls shall be included in item for Class "A" Concrete.
9. **CAULKING COMPOUND:** Gray caulking compound shall be included in the appropriate item for Premoulded Bituminous Joint Filler for Bridges.
10. **STRUCTURAL STEEL:** All main material of rolled beams with welded cover plates shall conform to A.S.T.M. designation A-373. All other steel shall conform to A.S.T.M. designation A-7, unless otherwise noted.
11. **PAINTING:** For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
12. **REINFORCING STEEL:** Unless otherwise noted, all splices of vertical bars shall be lapped 35 diameters, and splices of longitudinal bars shall be lapped 20 diameters except that longitudinal bars in tops of footing heels and under bridge seats shall be spliced 35 diameters. Cover shall be 2" above footings and 3" in footings, unless otherwise noted.
13. **PILES:** All piles to be 12BP53 steel H-piles driven to rock.
14. **QUANTITIES:** Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
15. **CROSS REFERENCES:** All sheet numbers indicated for reference refer to bridge sheet numbers shown in the lower right hand corner of title box.

CLASS "A" CONCRETE DISTRIBUTION

Superstructure	314 C.Y.
Substructure	1,649 C.Y.
Footings	959 C.Y.
Total	2,924 C.Y.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
NORTH MAIN STREET
GENERAL PLAN AND ELEVATION

REVISIONS		
NO.	DATE	DESCRIPTION
1	9-17-59	REV. SHEAR CONNECTOR QUANTITIES

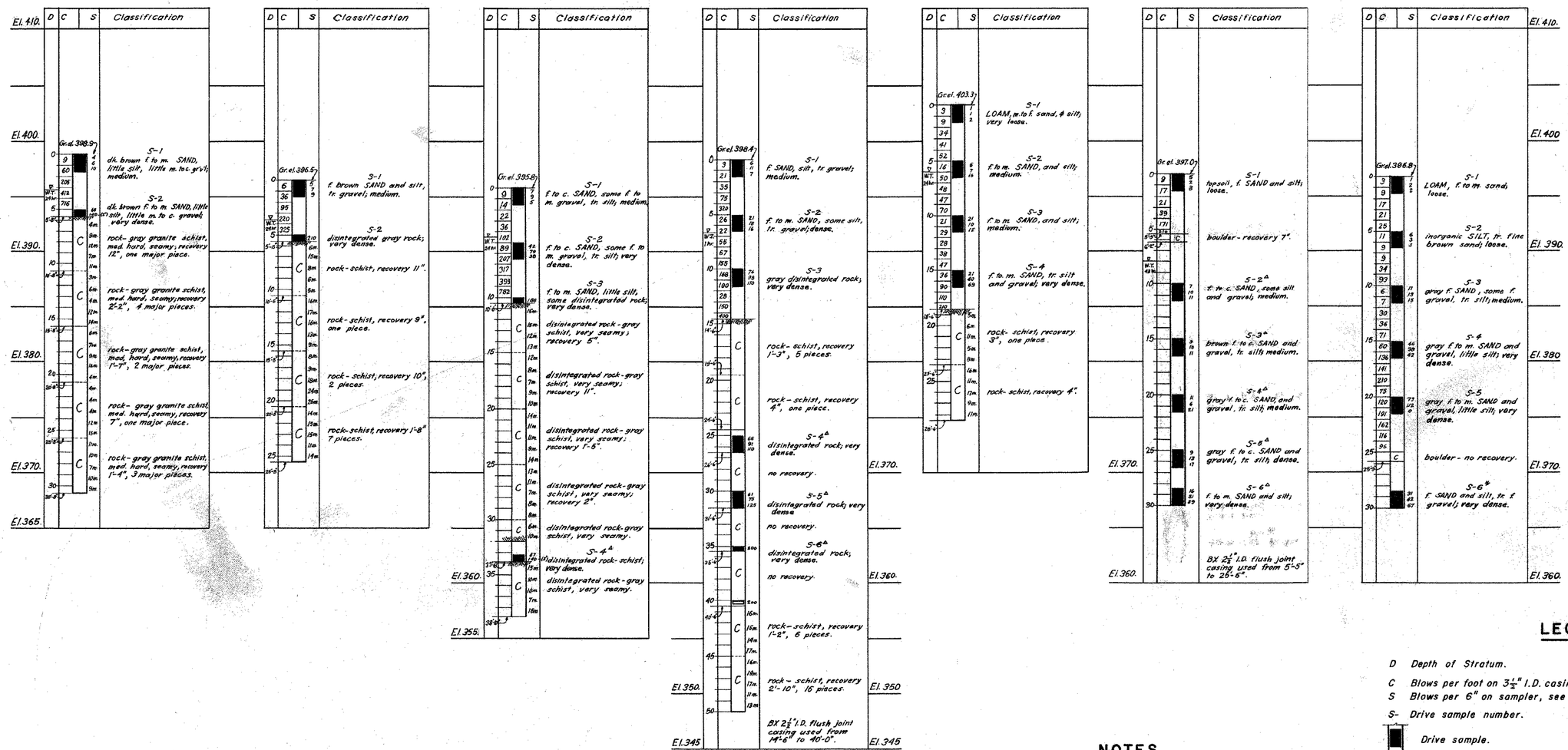
DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY S.S. DATE 10-10-57
CHECKED BY P.R.C. DATE 11-4-57
APPROVED T.R.K. DATE 2-18-58
PROJECT NO 34-84
BRIDGE SHEET NO. 1 OF 10

LOUIS FREY CO., INC.

34 84 34 106 M228 01 This Sh. Supercedes Sh. 175

FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F.84(3)A	34-84	1958	U.S.6	176	662



LEGEND

D Depth of Stratum.
C Blows per foot on 3 1/2" I.D. casing with 300-lb. hammer falling 2'-0".
S Blows per 6" on sampler, see notes.
S- Drive sample number.
Drive sample.
Drive sample, no recovery.
Core sample, with drilling time in minutes.
Water Table, with time of observation.

NOTES

Sampler = 2 1/2" I.D. split spoon sampler with 300-lb. hammer falling 1'-5", except as noted by (△) or (*).
(△) = 2" I.D. split spoon sampler with 140-lb. hammer falling 2'-6".
(*) = Open A-rod.

Core barrel = 2 1/8" Double Tube core barrel with diamond bit.

For location of borings see Sheet No. 1.

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FEDERAL AID PROJECT

BORING	STATION	OFFSET	DATE COMPLETED
NM-1	172 + 75	75'L	5/21/57
NM-2	173 + 22	30'L	5/16/57
NM-3	173 + 49	28'R	5/16/57
NM-4	174 + 03	25'L	5/15/57
NM-5	174 + 13	75'L	5/23/57
NM-6	174 + 42	20'R	6/11/57
NM-7	174 + 80	62'R	5/22/57

REVISIONS		
NO.	DATE	DESCRIPTION

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
NORTH MAIN STREET
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD
SCALES VERTICAL = 1" = 5'-0"
MADE BY W.F.L. (A.D.CO.) DATE 7/26/57
CHECKED BY Kim (A.D.CO.) DATE 8-4-57
APPROVED T.R.K. DATE 2-18-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 2 OF 10

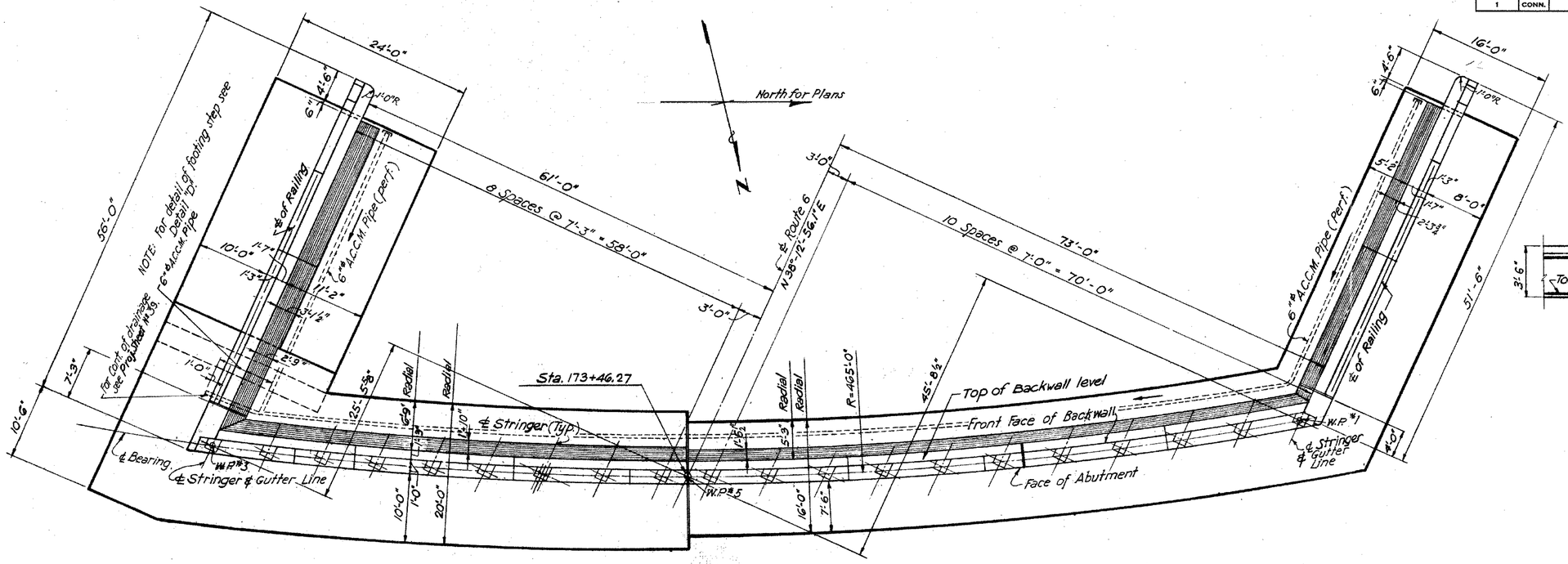
"ARCHIVOLITE" TRACING CLOTH JOSEPH MERRITT & CO. 11810

34 84 34 106 M228 01

176

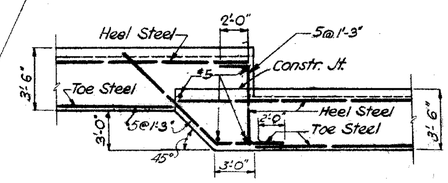
FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(3)4	34-84	1958	U.S.6	177	662



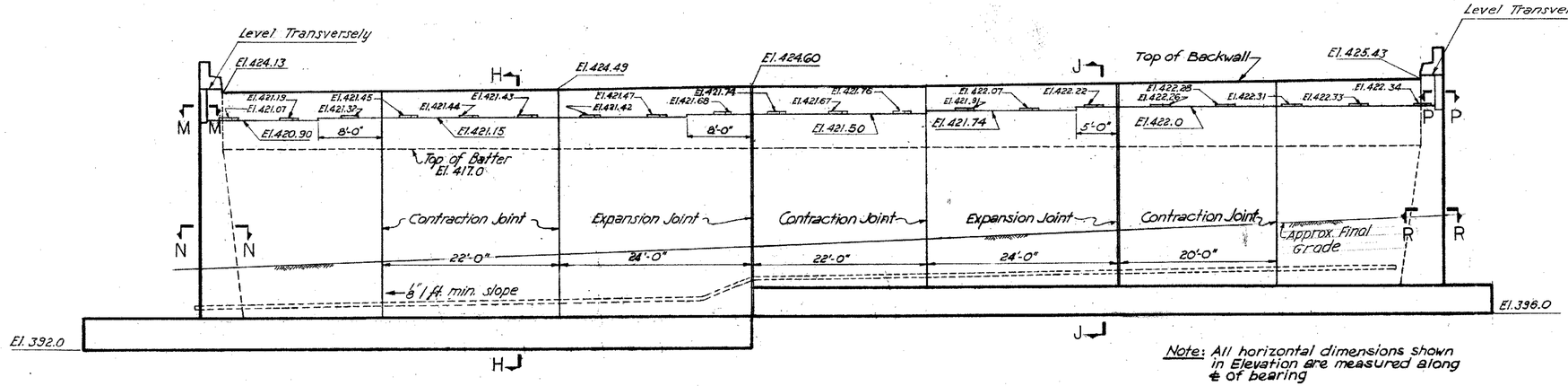
PLAN

Scale: ⅛" = 1'-0"



DETAIL "D"

Scale: ⅜" = 1'-0"



ELEVATION

Scale: ⅛" = 1'-0"

NOTE:
If rock is encountered in the structure excavation it shall be removed to a depth of one foot below the bottom of footing and be replaced with gravel fill.

Notes:

1. For General Notes and Location Plan see Sheet No. 1
2. For Sections H-H, J-J, M-M, N-N, P-P, R-R, Section through Cheekwall and footing corner reinforcing see Sheet No. 6.
3. For details at end of wingwalls and rustication, and rail post spacing and details see Sheet No. 9
4. For wingwall elevations and sections, expansion and contraction joint details, and pad details, see Sheet No. 5
5. For typical pay lines see Sheet No. 6.

Note: All horizontal dimensions shown in Elevation are measured along ℄ of bearing

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.

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
NORTH MAIN STREET
WEST ABUTMENT

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

SCALES As Noted — PROJECT NO. 34-84

MADE BY J.S. — DATE 10-1-57

CHECKED BY R.W.H. — DATE 11-1-57

APPROVED T.R.K. — DATE 2-18-58 — BRIDGE SHEET NO. 3 OF 10

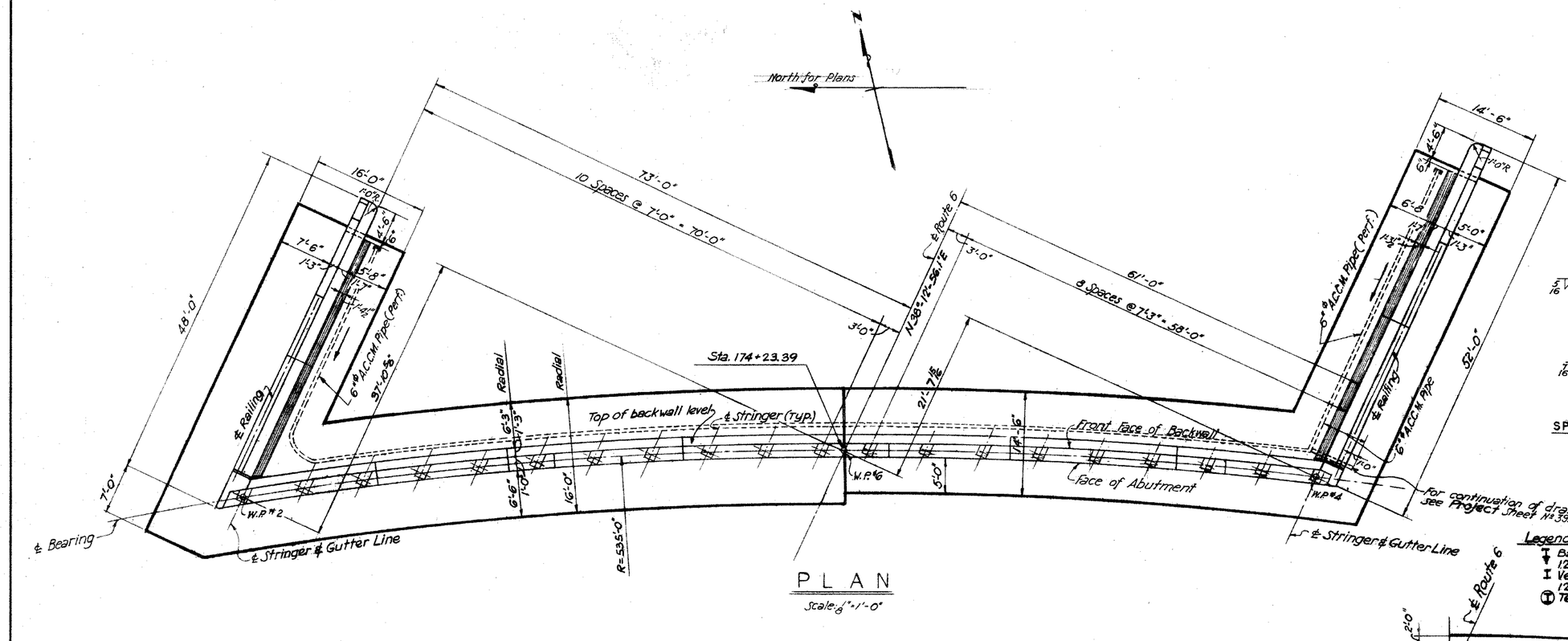
LOUIS FREY CO., INC. 61488

34 84 34 106

M228 01

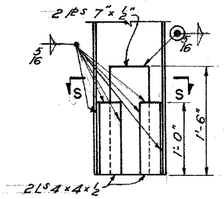
FORM NO. ENG. 18 ED. 11-56

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-(1)4	34-84	1958	U.S.6	178	662



PLAN

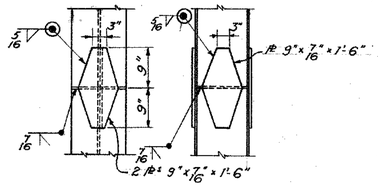
Scale: 1/8" = 1'-0"



SECTION S-S

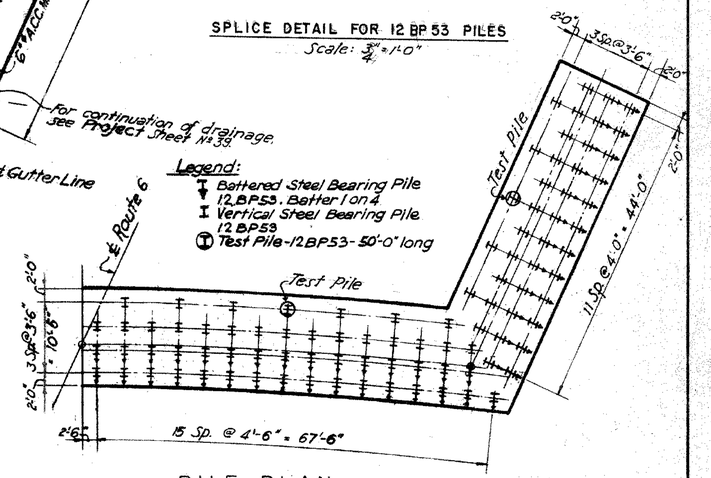
TYPICAL DETAIL OF REINFORCING FOR 12 BP 53 STEEL PILE TIPS

Scale: 1" = 1'-0"



SPLICE DETAIL FOR 12 BP 53 PILES

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



Legend:

- Battered Steel Bearing Pile 12 BP 53. Batter 1 on 4
- I Vertical Steel Bearing Pile 12 BP 53
- (T) Test Pile - 12 BP 53 - 50'-0" long

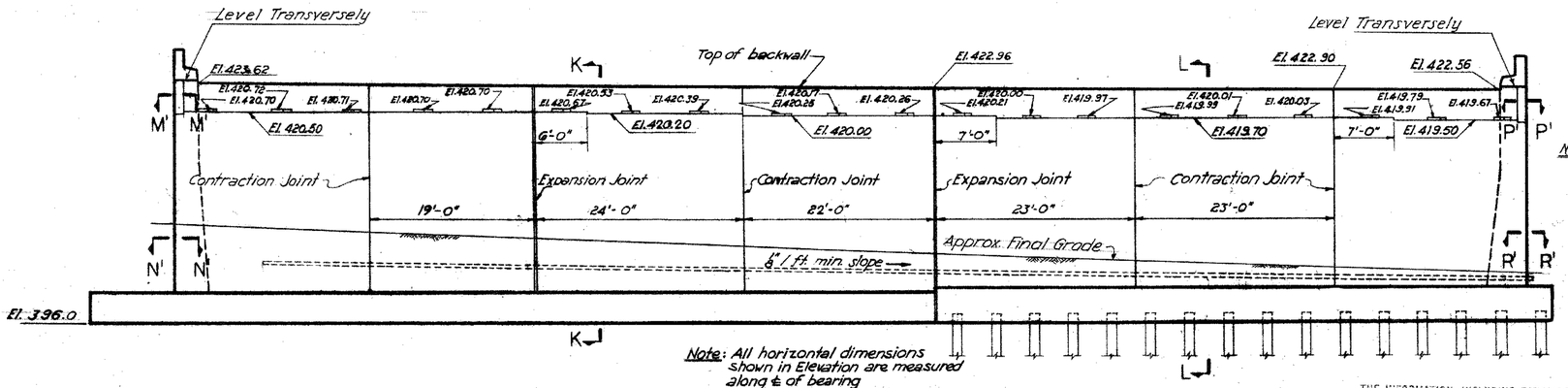
PILE PLAN

~ Not to scale ~

91 Piles, 12 BP 53 - Estimated Length = 40'-0"

2 Test Piles, 12 BP 53 - 50'-0" long

93 Total No. of Piles



Note: All horizontal dimensions shown in Elevation are measured along ℄ of bearing

ELEVATION

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

NOTES:-

1. For General Notes and Location Plan see Sheet No. 1.
2. For Sections K-K, L-L, M'-M', N'-N', P'-P', R'-R', Section through cheekwall and footing corner reinforcing see Sheet No. 6.
3. For details at end of wingwalls and rustication, and rail post spacing and details, see Sheet No. 9.
4. For wingwall elevations and sections, expansion and contraction joint details, and pad details, see Sheet No. 5.
5. For typical Pay lines see Sheet No. 6.

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.

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
NORTH MAIN STREET
EAST ABUTMENT

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

SCALES As Noted — PROJECT NO. 34 - 84

MADE BY J.S.S. — DATE 10-12-57

CHECKED BY R.W.H. — DATE 11-1-57

APPROVED T.R.K. — DATE 2-18-58 — BRIDGE SHEET NO. 4 of 10

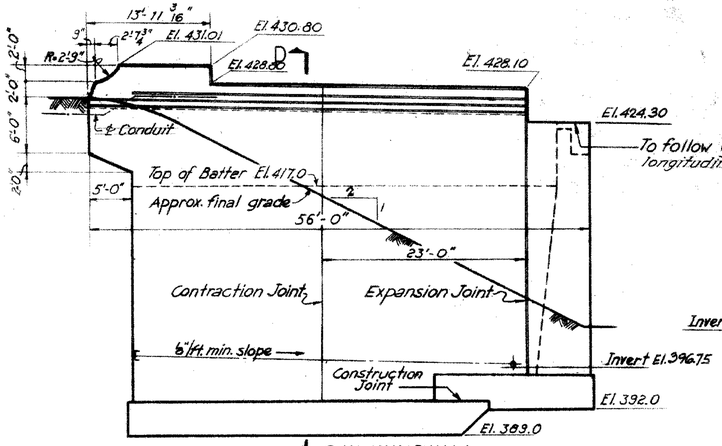
LOUIS FREY CO., INC.

34 84 34 106 M228 01

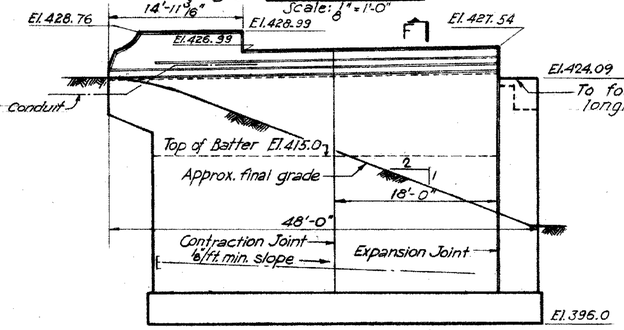
178

FORM NO. ENG. 18 ED. 11-52

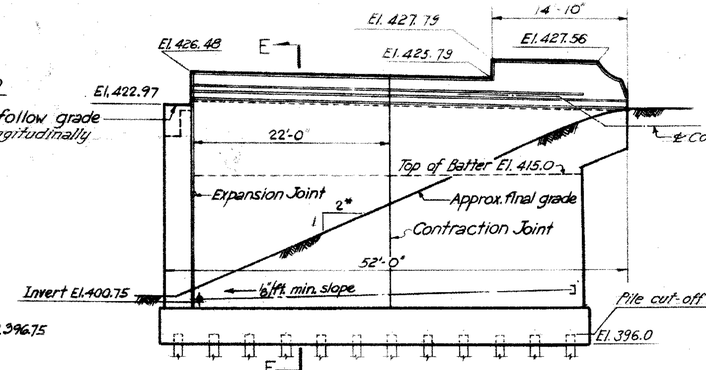
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	S-84-(10)4	34-84	1959	U.S. 6	179	662



D S.W. WINGWALL
Scale: 1/8" = 1'-0"

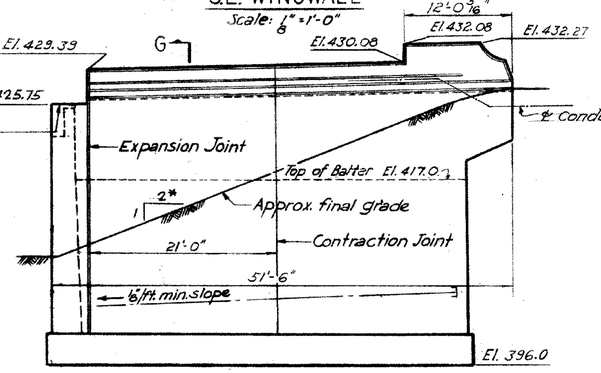


F N.E. WINGWALL
Scale: 1/8" = 1'-0"



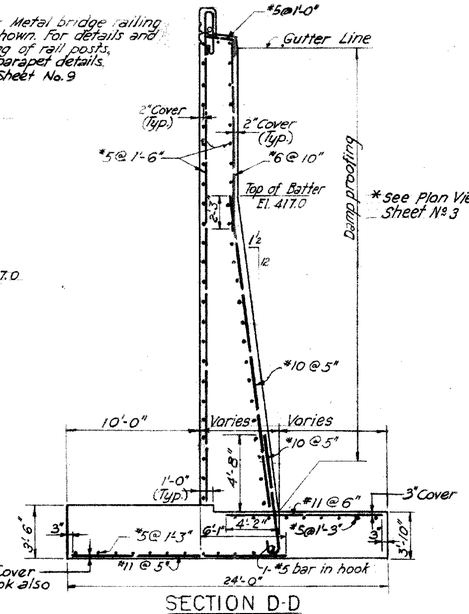
*Normal to North Main Street

S.E. WINGWALL
Scale: 1/8" = 1'-0"



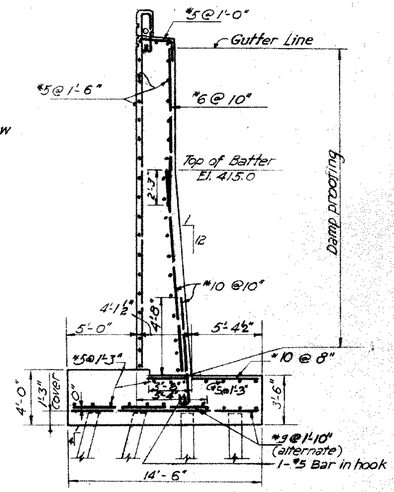
G N.W. WINGWALL
Scale: 1/8" = 1'-0"

NOTE:- Metal bridge railing not shown. For details and spacing of rail posts, and parapet details, see Sheet No. 9

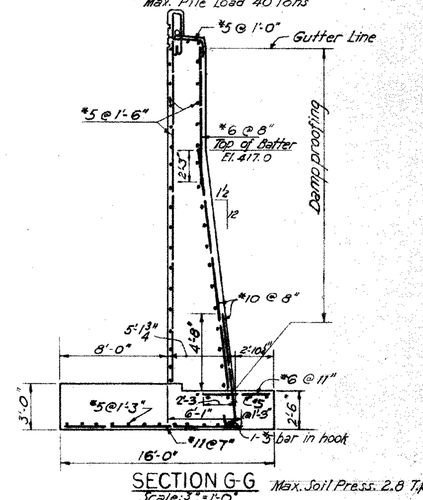


SECTION D-D
Scale: 3/16" = 1'-0"
Max. Soil Pressure 3.0 T/S.F.

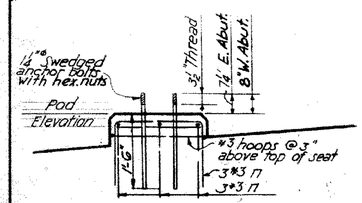
Note: Details and dimensions not shown in Sections E-E, F-F and G-G are the same as in Section D-D



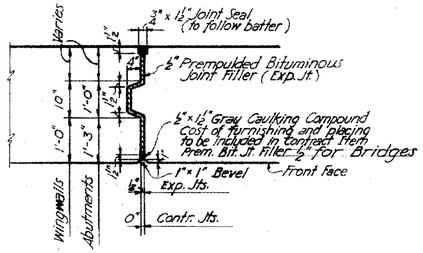
SECTION E-E
Scale: 3/16" = 1'-0"
Max. Pile Load 40 Tons

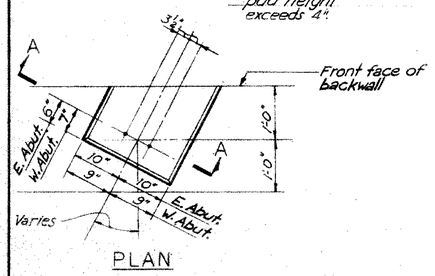


SECTION G-G
Scale: 3/16" = 1'-0"
Max. Soil Press. 2.8 T/S.F.



SECTION A-A NOTE:- Reinforcement to be used only when pad height exceeds 4".



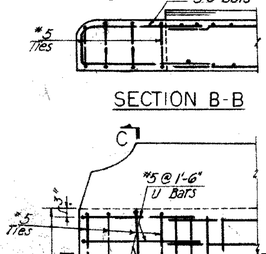


PLAN

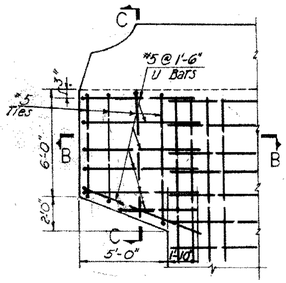
PAD DETAILS
Not to Scale

NOTES:-
Keys: Abutment - Keys to extend from top of footing to within 1'-6" of the bridge seat. No key required in backwall.
Wingwalls - Keys to extend from top of footing to the gutter line.
Joint Seal: Abutment - Joint seal to extend from top of footing to top of backwall.
Wingwalls - Joint seal to extend from top of footing to top of curb and horizontally along joint to inside face of parapet.
Reinforcement - shall be discontinuous at expansion and contraction joints.
Caulking Compound - shall extend 1'-0" below finished grade.

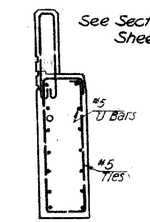
EXPANSION & CONTRACTION JOINT DETAILS
~ Not to scale ~



SECTION B-B

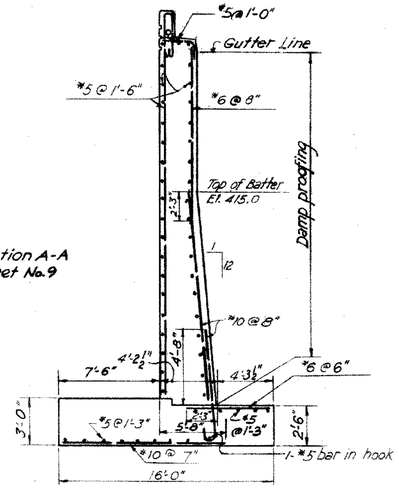


ELEVATION



SECTION G-G

REINFORCING IN CANTILEVER
Scale: 1" = 1'-0"



SECTION F-F
Scale: 3/16" = 1'-0"
Max. Soil Pressure 2.9 T/S.F.

THE INFORMATION, MONTHLY 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.

NOTES:
1. For General Notes and Location Plan, see Sheet No. 1
2. For pay lines, backfill and drainage details in section, see Sheet No. 6
3. For details at end of wingwalls and rustication, see Sheet No. 9
4. For electrical details see Sheet No. 10.

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
NORTH MAIN STREET
WINGWALLS & DETAILS

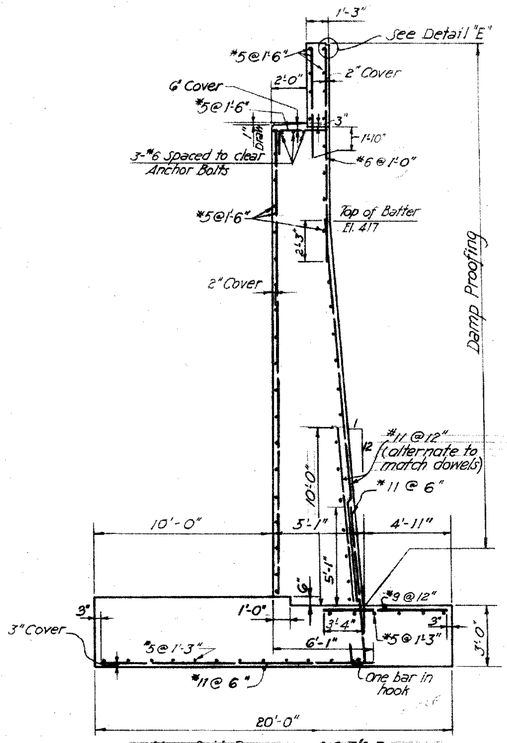
DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY S.S. DATE 10-21-57
CHECKED BY R.W.H. DATE 11-4-57
APPROVED T.R.K. DATE 2-18-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 5 OF 10

LOUIS FREY CO., INC.

34 84 34 106 M228 01

FORM NO. ENG. 18 ED. 11-62

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	184-(5)4	34-84	1958	U.S. 6	180	662

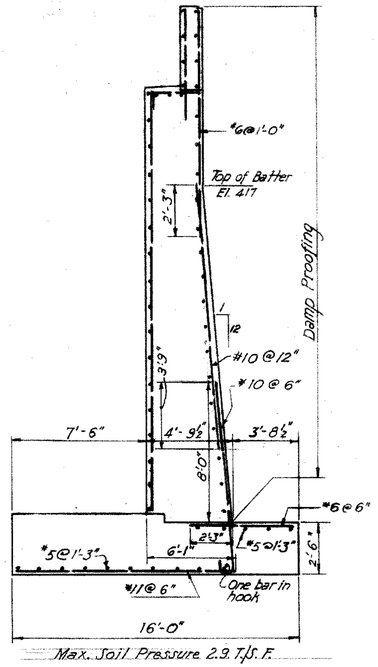


Max. Soil Pressure 2.6 T/S.F.

SECTION H-H

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

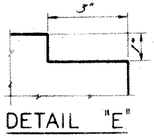
NOTE:- Dimensions and details not shown on Sections J-J, K-K & L-L are the same as Section H-H.



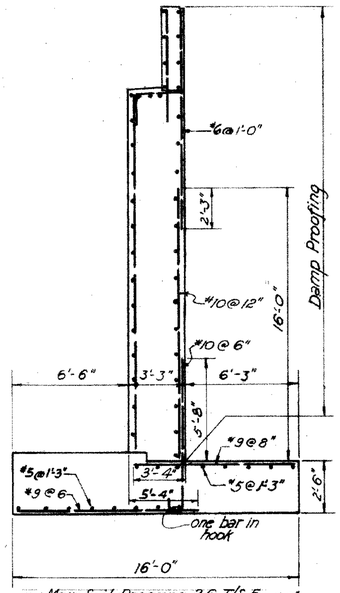
Max. Soil Pressure 2.9 T/S.F.

SECTION J-J

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



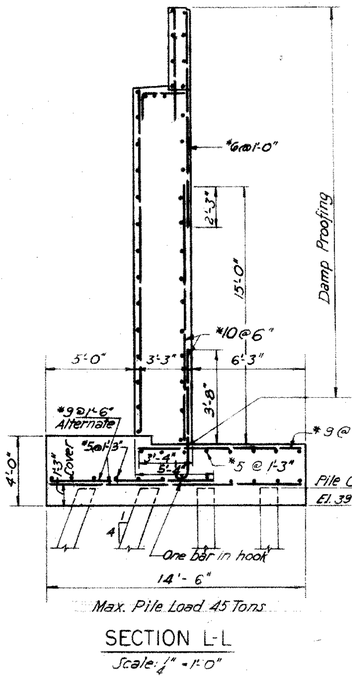
DETAIL "E"



Max. Soil Pressure 2.6 T/S.F.

SECTION K-K

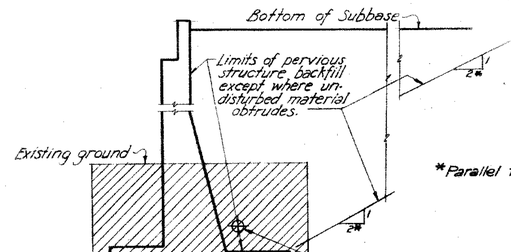
Scale: 1/4"=1'-0"



Max. Pile Load 45 Tons

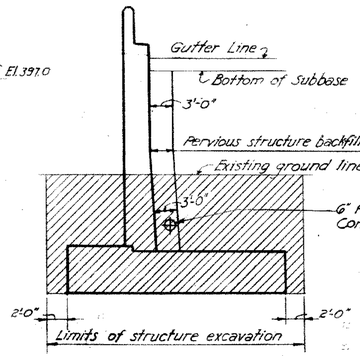
SECTION L-L

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



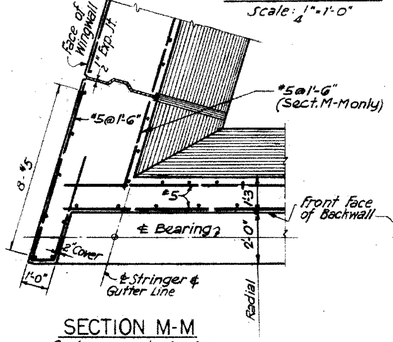
TYPICAL PAY LINES FOR ABUTMENTS

Not to scale



TYPICAL PAY LINES FOR WINGWALLS

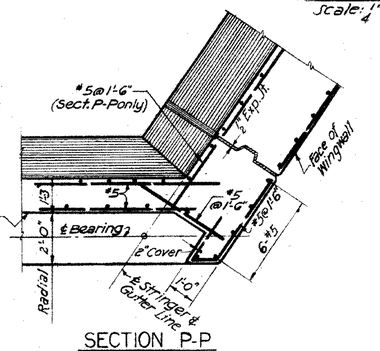
Not to scale



SECTION M-M

Section M'-M' Similar

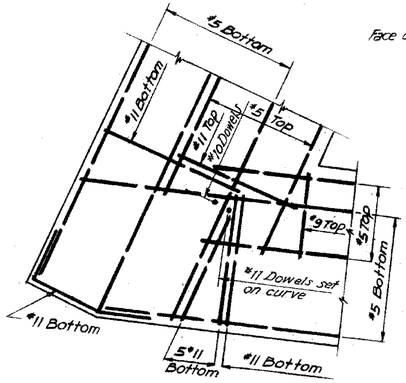
Scale: 3/8"=1'-0"



SECTION P-P

Section P'-P' Similar

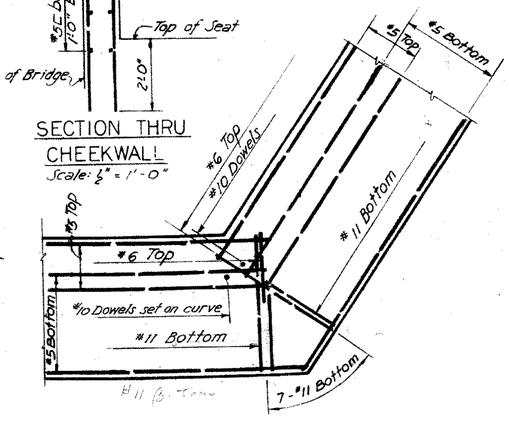
Scale: 3/8"=1'-0"



SOUTH WEST FOOTING CORNER

North East Footing Corner Similar

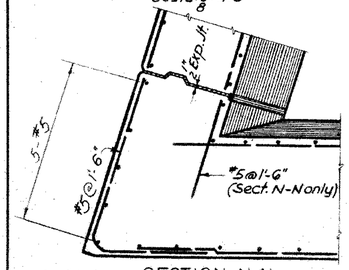
Scale: 1/8"=1'-0"



NORTH WEST FOOTING CORNER

South East Footing Corner Similar

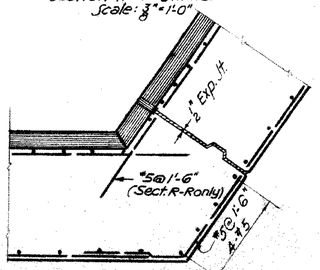
Scale: 1/8"=1'-0"



SECTION N-N

Section N'-N' Similar

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



SECTION R-R

Section R'-R' Similar

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

NOTES:

1. For General Notes and Location Plan see Sheet No. 1
2. For Location of sections see Sheets No. 3 and 4.

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FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
NORTH MAIN STREET

SUBSTRUCTURE SECTIONS & DETAILS

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

SCALES As Noted — PROJECT NO. 34-84

MADE BY S.S. DATE 10-21-57

CHECKED BY R.W.H. DATE 11-5-57 — BRIDGE SHEET NO. 6 OF 10

APPROVED T.R.K. DATE 2-19-58

LOUIS FREY CO., INC.

34 84 34 106

M228 01

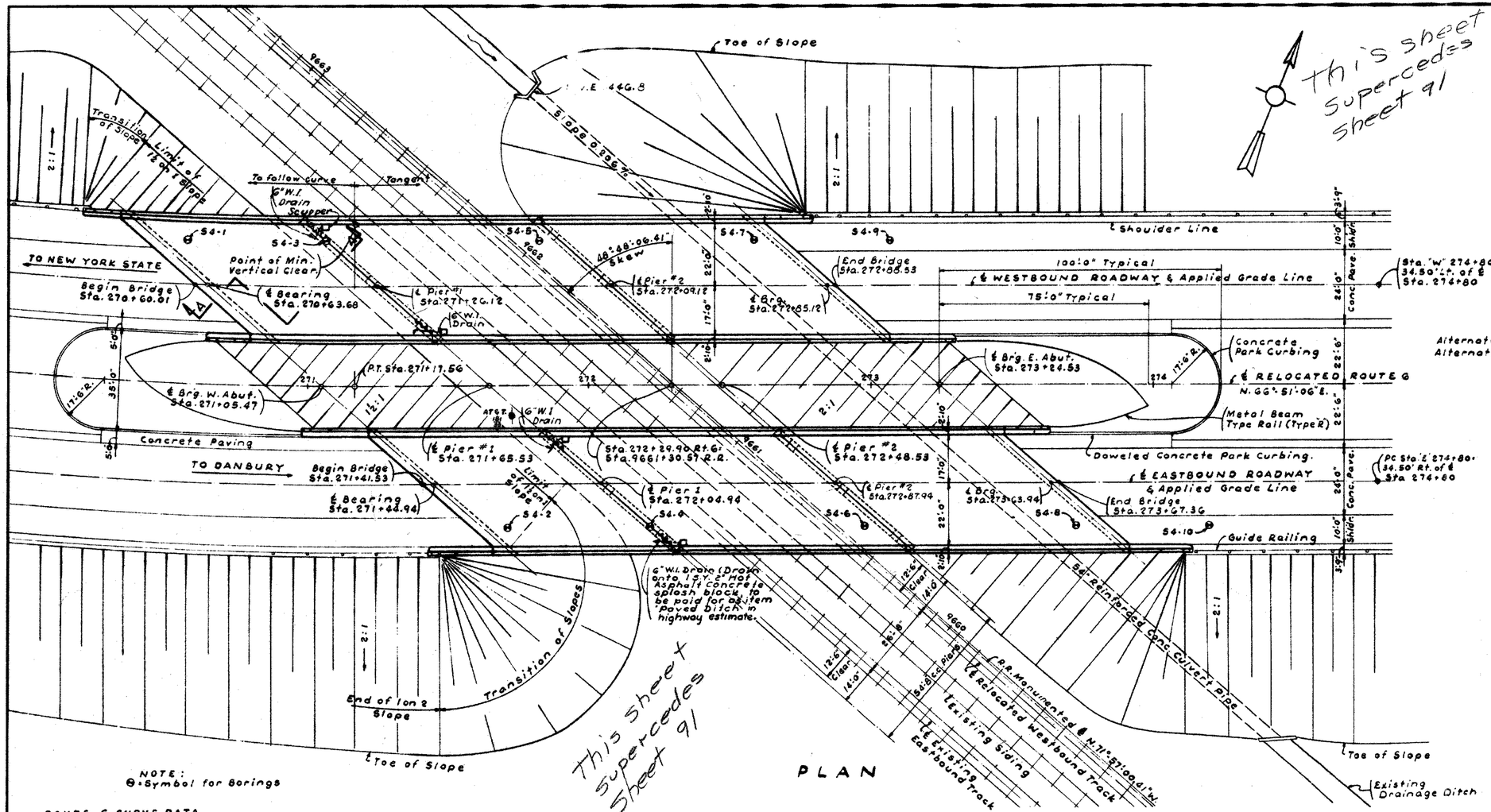
180

STRUCTURE NO. 01181 and 01182

FED ROAD DIV NO	STATE	TOWN	FED AID PROJ NO	PROJ NO	YEAR	ROUTE NO	SHEET NO	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(7)10	34-93	1958	US 6	91A	290

RELOCATION OF ROUTE US 6

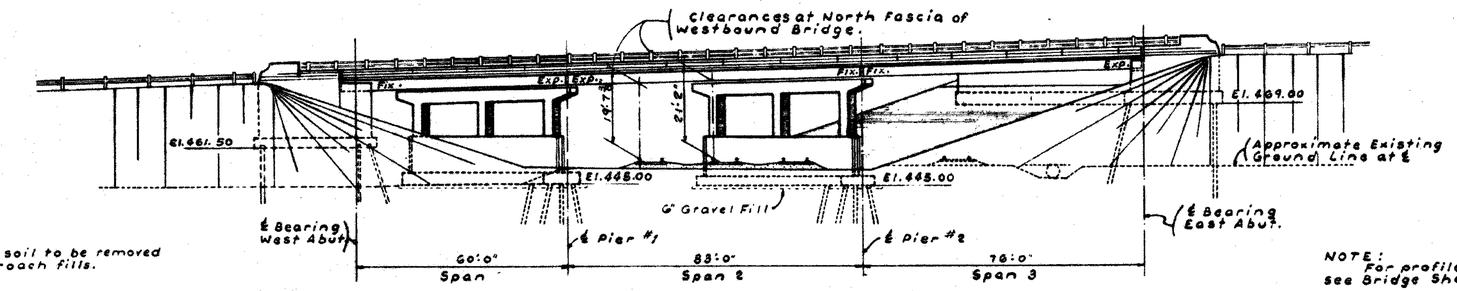
This sheet supercedes sheet 91



PLAN

NOTE:
⊖ Symbol for Borings

ROUTE G CURVE DATA
Δ = 55°-09'-13"
D = 4°
T = 748.10'
L = 1378.84'
R = 1432.40'
E = 183.59'



ELEVATION

NOTE:
Organic soil to be removed under approach fills.

NOTE:
For profiles, cross section A-A, see Bridge Sheet No. 2.

ESTIMATED QUANTITIES

ITEM	UNIT	QUANTITY
Structure Excavation (Complete)	C.Y.	650
6" A.C.C.M. Pipe	L.F.	120
Test Pile (Steel 12 BP 53 - 63' Long.)	Ea.	1
Test Pile (Steel 12 BP 53 - 65' Long.)	Ea.	1
Test Pile (Steel 12 BP 53 - 58' Long.)	Ea.	1
Test Pile (Steel 12 BP 53 - 73' Long.)	Ea.	2
Test Pile (Steel 12 BP 53 - 99' Long.)	Ea.	1
Furnishing Steel Piles	Lb.	738,510
Driving Steel Piles	L.F.	13,935
Splicing Steel Piles	Ea.	9
Class 'A' Concrete	C.Y.	2,115
½" Premoulded Bitum. Joint Filler for Bridges	S.F.	100
½" Premoulded Bitum. Joint Filler for Bridges	S.F.	605
1" Premoulded Bitum. Joint Filler for Bridges	S.F.	60
Deformed Steel Bars.	Lb.	317,150
Structural Steel	Lb.	787,000
Dampproofing	S.Y.	700
Metal Bridge Rail	L.F.	980
Pervious Structure Backfill	C.Y.	860
Gravel Fill	C.Y.	60
Test Pile (Steel 12 BP 53 - 95' Long)	Ea.	1
Spiral Shear Connector Bars	Lb.	17,950
Welded Stud Shear Connectors (5")	Ea.	15,136
6" Wrought Iron Pipe	L.F.	165
Copper Trough	L.F.	125
Bridge Scupper	ea.	4
Test Pile (Steel 12 BP 53 - 60' Long)	Ea.	1

GENERAL NOTES

1- **SPECIFICATIONS**: Connecticut State Highway Department (Form 808) and Special Provisions.

2- **DESIGN SPECIFICATIONS**: Standard Specifications for Highway Bridges (AASHO-1953) except as modified by The Bureau of Public Roads "Policy on Interstate System Projects" (August 1956) and as supplemented by The Connecticut State Highway Department Standard Bridge Details for Contracting Engineers (February 1956)

3- **LIVE LOAD**: H20-S16-44, Future paving allowance 25 P.S.F.

4- **COMPOSITE CONSTRUCTION**: No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed when directed by the Engineer, but not less than 7days after slab has been poured.

5- **CLASS 'A' CONCRETE**: Class 'A' Concrete shall be used throughout. See Special Provisions.

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

7- **JOINT SEAL**: Joint seal shall be included in item for Class 'A' Concrete. See Special Provisions for Class 'A' Concrete.

8- **TAR PAPER**: The cost of furnishing and placing 2 layers of 3-ply Tar paper at backwalls shall be included in item for Class 'A' Concrete.

9- **PAINTING**: For shop and field painting of structural steel and metal bridge rail see Special Provisions.

10- **QUANTITIES**: Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.

11- **STRUCTURAL STEEL**: All beams and cover plates shall conform to the requirements of ASTM A-373, all other steel shall conform to ASTM A-7 except as otherwise noted

12- **CONCRETE DISTRIBUTION**:

Superstructure	661 C.Y.
Substructure	883 C.Y.
Footings	571 C.Y.
TOTAL	2115 C.Y.

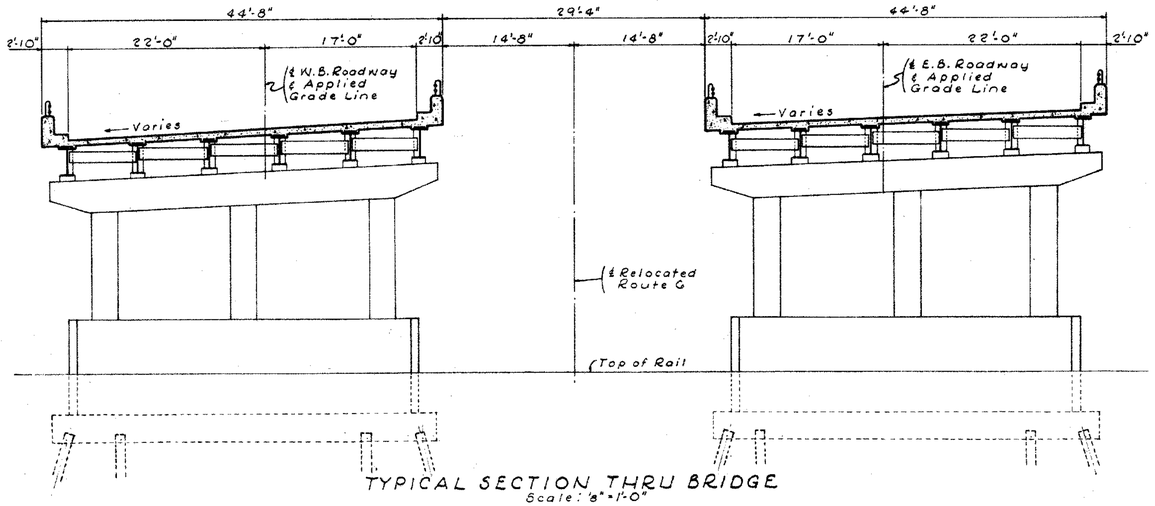
FED. AID PROJECT - I 84-1(7)0

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6
OVER
NEW YORK, NEW HAVEN & HARTFORD R.R.
GENERAL PLAN AND ELEVATION

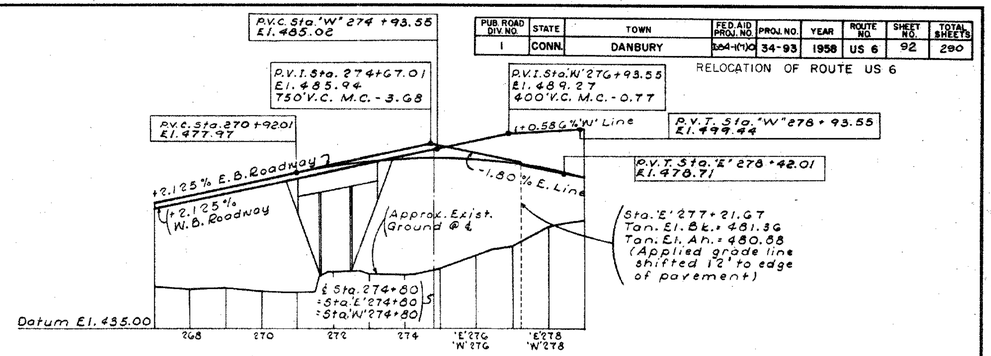
DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR Wm. H. McFARLAND - ENGINEER
SCALES 1" = 20'
MADE BY E.F.V. DATE 12-18-58
CHECKED BY L.K. DATE 12-18-58
APPROVED BY [signature] DATE 12-18-58
PROJECT NO. 34-93
BRIDGE SHEET NO. 1 of 10

34-93

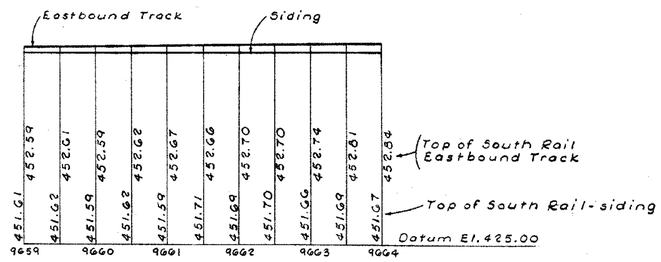
M229 01 This Sh. Supercedes Sh. 91 91A



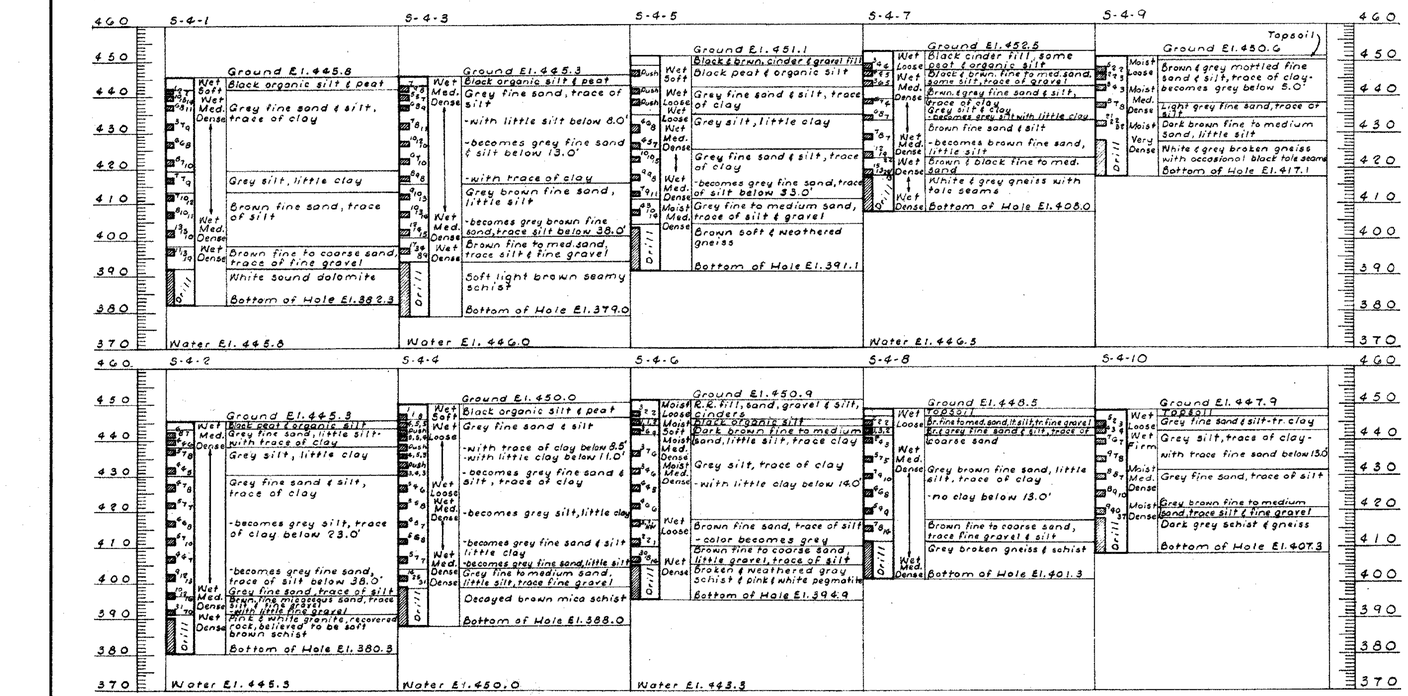
TYPICAL SECTION THRU BRIDGE
Scale: 3/8"=1'-0"



RELOCATED ROUTE 6 - PROFILE
Scales; Horiz. 1"=200'
Vert. 1"=20'

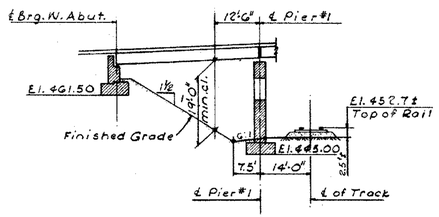


PROFILE-NEW HAVEN R.R.
Scales; Horiz. 1"=100'
Vert. 1"=10'



BORING DATA

NOTE:
The numbers opposite the samples are number of blows required to drive a 1⅜" sampler pipe 6" with a 140# hammer falling 30" unless otherwise noted.



SECTION A-A
Scale: 1"=20'

NOTES:
General Notes see Bridge Sheet No. 1
For location of Section A-A see Bridge Sh. No 2.

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

FED. AID PROJECT - I-84-1(17)0

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(17)0	34-93	1958	US 6	92	290

RELOCATION OF ROUTE US 6

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION OF ROUTE 6
OVER
NEW YORK, NEW HAVEN & HARTFORD R.R.
TYPICAL CROSS SECTION - PROFILES AND BORING DATA

DESIGNED BY BARSTOW, MULLIGAN & VOLLMER - ENGINEERS
FOR Wm. H. McFARLAND - ENGINEER

SCALES As Shown
MADE BY M.W. DATE 12-18-58
CHECKED BY L.K. DATE 12-18-58
APPROVED BY Wm H McFarland DATE 12-18-58

PROJECT NO. 34-93
BRIDGE SHEET NO. 2 OF 10

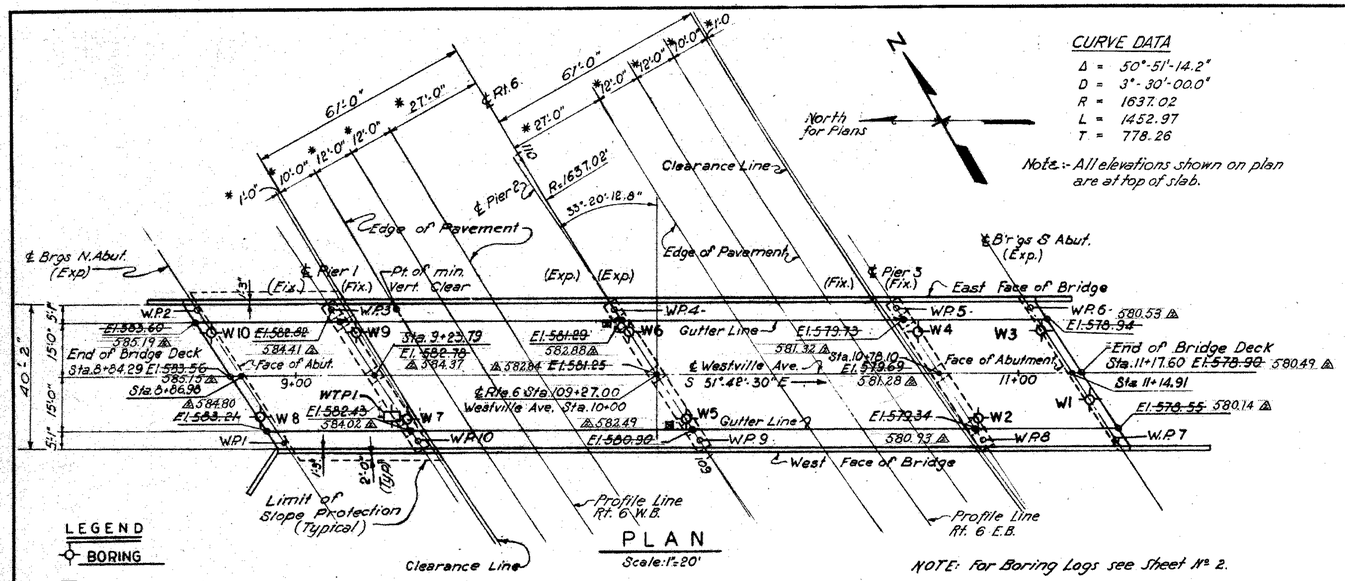
34 93

M229 01

STRUCTURE NO. 01183

FORM NO. ENG. 18 ED. 11 52

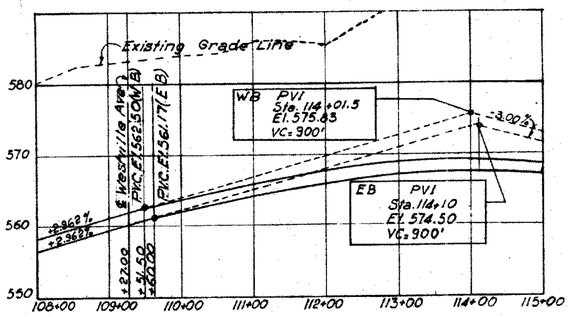
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(9)4	34-84	1958	U.S. 6	125A	162



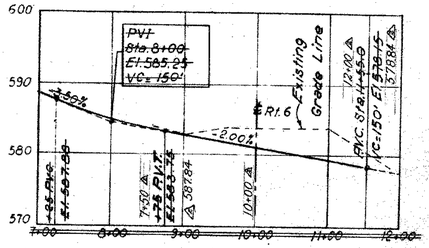
PLAN
Scale: 1"=20'

NOTE: For Boring Logs see Sheet No. 2.

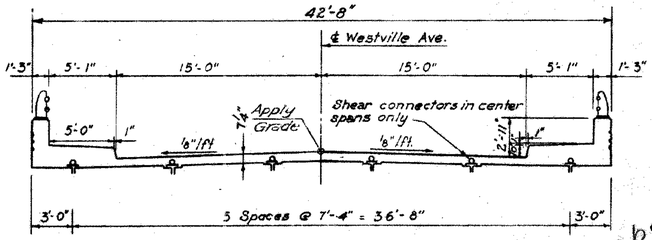
LEGEND
- BORING
- SCUPPER
- * DIMENSIONS RADIAL TO ℄ RT.6
- TEST PIT



PROFILE OF ROUTE 6
Scales: Vert. 1"=10' Hor. 1"=100'

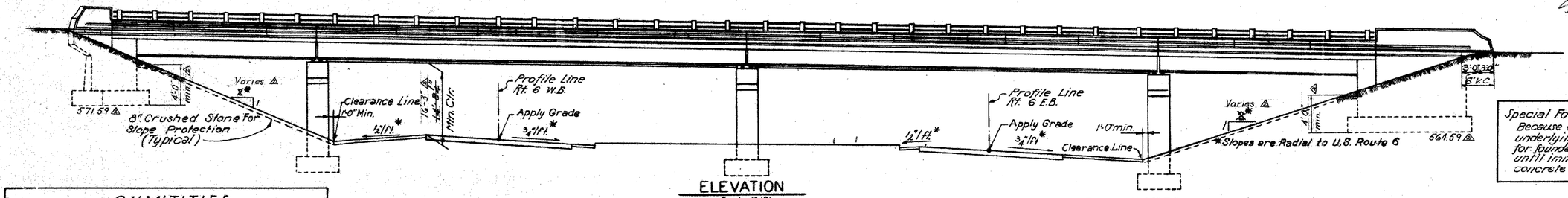


PROFILE OF WESTVILLE AVE.
Scales: Vert. 1"=10' Hor. 1"=100'



TYPICAL BRIDGE CROSS SECTION
Scale: 3/16"=1'-0"

This Sheet Supercedes Sheet 125



ELEVATION
Scale: 1"=10'

Special Foundation Note:
Because of the nature of the material underlying the foundations, excavations for foundations shall not be completed until immediately before foundation concrete is to be poured.

QUANTITIES

ITEM	UNIT	TOTAL	
Structure Excavation (Complete)	C.Y.	~~2,980~~	⚠ 2800
6" A.C.C.M. Pipe	L.F.	10	
6" Wrought Iron Pipe	L.F.	70	
6" Perf. A.C.C.M. Pipe	L.F.	130	
Class "A" Concrete	C.Y.	~~898~~	⚠ 906
Deformed Steel Bars	Lb.	133,000	
Structural Steel	Lb.	352,000	
Spiral Shear Connector Bars-Alt. A	Lb.	4,320	⚠
Welded Stud Shear Connector -Alt. B (4 inch)	Ea.	3,400	⚠
Welded Stud Shear Connector - Alt. B (6 inch)	Ea.	1,620	⚠
Dampproofing	S.Y.	170	
Metal Bridge Rail	L.F.	467	
Pervious Structure Backfill	C.Y.	310	
¼" Prem. Bit. Jt. Filler for Bridges	S.F.	65	
½" Prem. Bit. Jt. Filler for Bridges	S.F.	110	
¾" Prem. Bit. Jt. Filler for Bridges	S.F.	15	
Copper Drainage Gutter	L.F.	40	
Crushed Stone For Slope Protection	Ton	130	
Cast Steel Scuppers	Ea.	2	

GENERAL NOTES

1. **SPECIFICATIONS:** Connecticut State Highway Department Form 808 - January, 1955, and Special Provisions.
2. **DESIGN SPECIFICATIONS:** "Standard Specifications for Highway Bridges" (A.A.S.H.O - 1953) and as supplemented by Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers" (Feb. 1956).
3. **LOADING:** H20-S16-44 and future wearing surface 25 lbs./sq.ft.
4. **COMPOSITE CONSTRUCTION:** No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed when directed by the Engineer, but not less than 7 days after slab has been poured. Design based on n=10 for live load and n=30 for additional dead load.
5. **CLASS "A" CONCRETE:** Class "A" Concrete shall be used throughout. See Special Provisions.
6. **EXPOSED EDGES:** Exposed Edges shall be beveled 1" x 1" unless otherwise dimensioned.
7. **JOINT SEAL:** Joint Seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
8. **TAR PAPER:** The cost of furnishing and placing 2 layers of 3 ply tar paper at backwalls shall be included in item for Class "A" Concrete.
9. **CAULKING COMPOUND:** Gray Caulking Compound shall be included in the appropriate item for Premoulded Bituminous Joint Filler for Bridges.
10. **STRUCTURAL STEEL:** All main material of rolled beams with welded cover plates shall conform to A.S.T.M. designation A-373. All other steel shall conform to A.S.T.M. designation A-7, unless otherwise noted.
11. **PAINTING:** For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
12. **REINFORCING STEEL:** Unless otherwise noted, all splices of vertical bars shall be lapped 35 diameters, and splices of longitudinal bars shall be lapped 20 diameters except that longitudinal bars in tops of footing heels and under bridge seats shall be spliced 35 diameters. Cover shall be 2" above footings and 3" in footings, unless otherwise noted.
13. **QUANTITIES:** Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
14. **CROSS REFERENCES:** All sheet numbers indicated for reference refer to bridge sheet numbers shown in the lower right hand corner of title box.

CLASS "A" CONCRETE DISTRIBUTION

SUPERSTRUCTURE	374	C.Y.
SUBSTRUCTURE	334 ~~326~~	C.Y. ⚠
FOOTINGS	198	C.Y.
TOTAL	~~898~~ 906	C.Y. ⚠

REVISIONS		
NO.	DATE	DESCRIPTION
⚠	9-17-59	REV. SHEAR CONNECTOR QUANTITIES
⚠	3-23-60	ELEVATION: Abut. & Wing footing elev. revised, side slopes revised 4:1 0" min. cover read on top.
		PLAN: min. vertical clear revised
		PLAN: slab elev. revised.
		PROFILE: Westville Ave. rev.
		QUANTITIES: revised

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
UNDER
WESTVILLE AVENUE
GENERAL PLAN AND ELEVATION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As shown
MADE BY A.T. DATE 5-6-57
CHECKED BY DG & PRC DATE 11-4-57
APPROVED T.R.K. DATE 2-18-58
PROJECT NO. 34 - 84
BRIDGE SHEET NO. 1 OF 9

LOUIS FREY CO., INC.

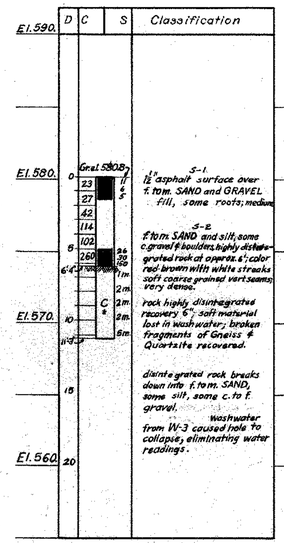
34 84 34 106 M228 01

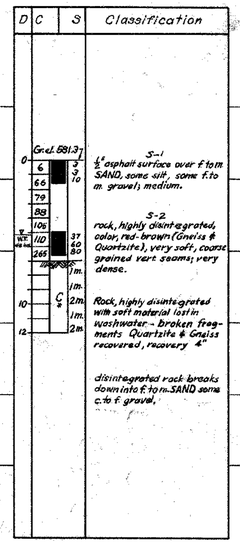
This Sh Supercedes Sh. 125

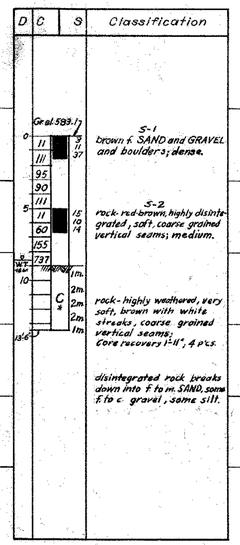
125-A

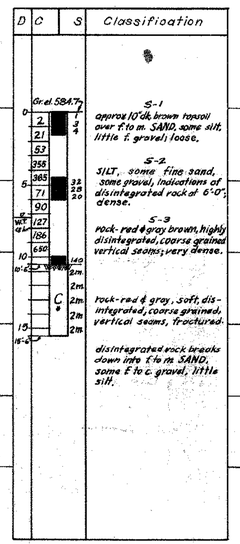
FORM NO. ENG. 19 ED. 11-52

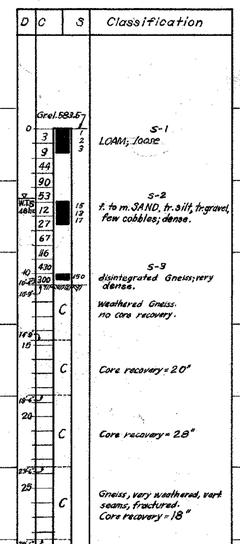
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84(10)4	34-84	1958	U.S. 6	126	662

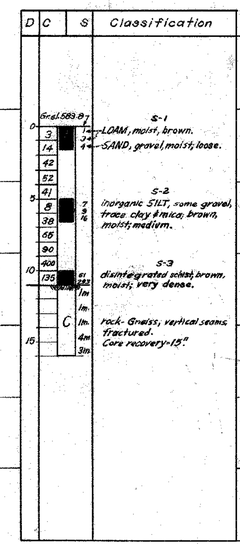








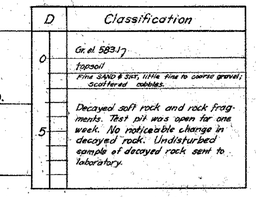


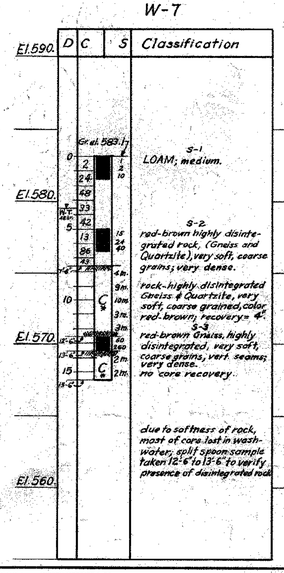


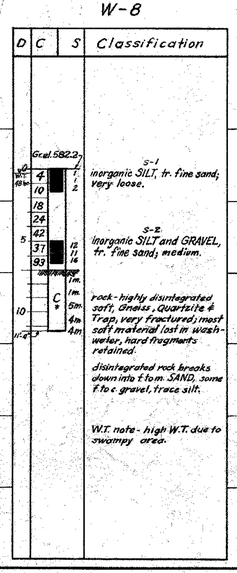
TEST PIT WTP-1

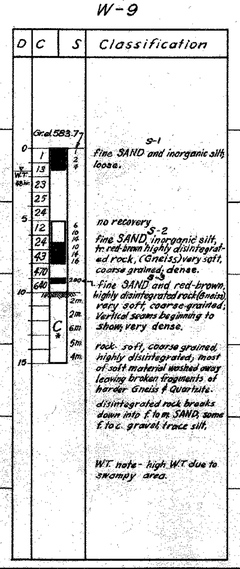
Station 109+56, 68' L

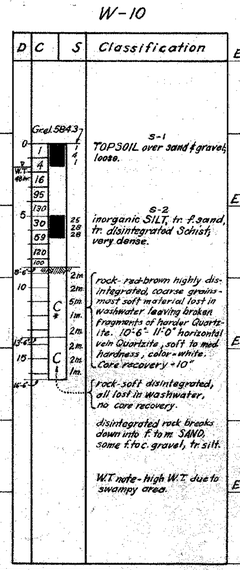
Dimensions 5' x 3' x 9'











LEGEND

D Depth of Stratum.
C Blows per foot on 3½" casing with 300-lb. hammer falling 2'-0".
S Blows per 6" on 2½" I.D. split spoon sampler with 300-lb. hammer falling 1'-5".
S- Drive sample number.
Drive sample.
Drive sample, no recovery.
C 1m. 2m. Cored sample with drilling time in minutes.
W.T. 48 hr. Water Table with time of observation.

NOTES

Drill = Double Tube 2½" I.D. with diamond bit, except as noted by (*).
(*) = Series M core barrel.

For location of borings see Sheet No 1.

FEDERAL AID PROJECT

BORING	STATION	OFFSET	DATE COMPLETED
W-1	108+53	93'R	4/29/57
W-2	108+70	63'R	4/29/57
W-3	108+77	93'R	5/1/57
W-4	108+99	63'R	4/25/57
W-5	109+13	℄	4/18/57
W-6	109+40	℄	4/18/57
W-7	109+56	68'L	4/19/57
W-8	109+74	98'L	4/24/57
W-9	109+82	68'L	4/23/57
W-10	110+00	98'L	4/24/57

REVISIONS		
NO.	DATE	DESCRIPTION

CONNECTICUT
STATE HIGHWAY DEPARTMENT

TOWN OF DANBURY
ROUTE U.S.6 RELOCATION
UNDER
WESTVILLE AVENUE

BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL = 1" = 5'-0"

MADE BY W.F.L. (A.D.CO.) DATE 7/19/57

CHECKED BY [illegible] (A.D.CO.) DATE 9/23/57

APPROVED T.P.K. DATE 2-18-58

PROJECT NO. 34-84

BRIDGE SHEET NO. 2 OF 9

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE PLANS IS BASED ON FINISHED INVESTIGATIONS OF THE SITE AND IS IN NO WAY WARRANTED TO INDICATE THE FINAL CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

"ARCHIVOLITE" TRACING CLOTH JOSEPH NERRITT & CO. 11848

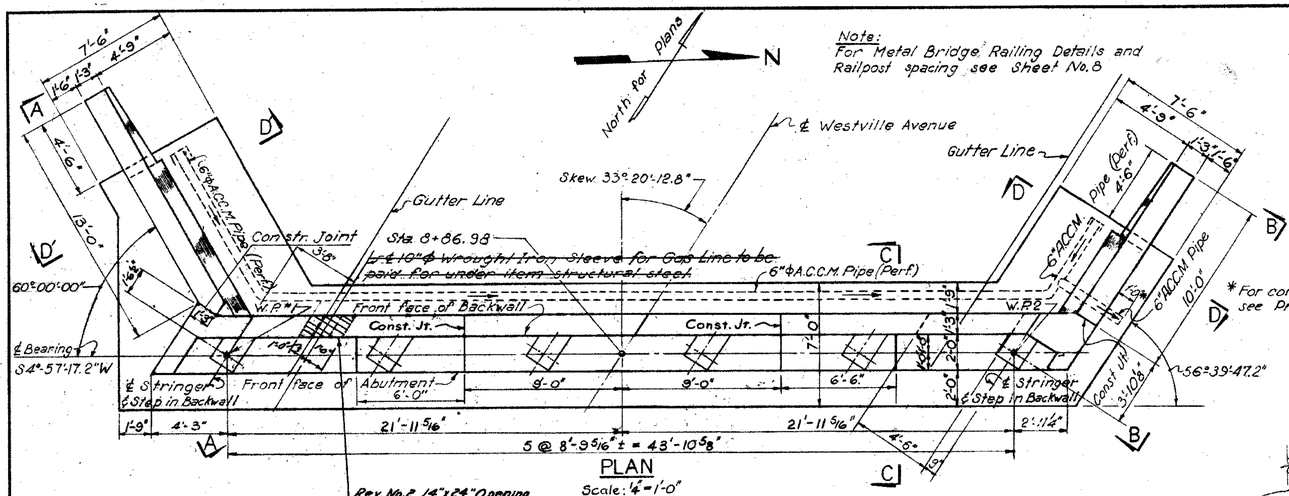
34 84 34 106 228 01

126

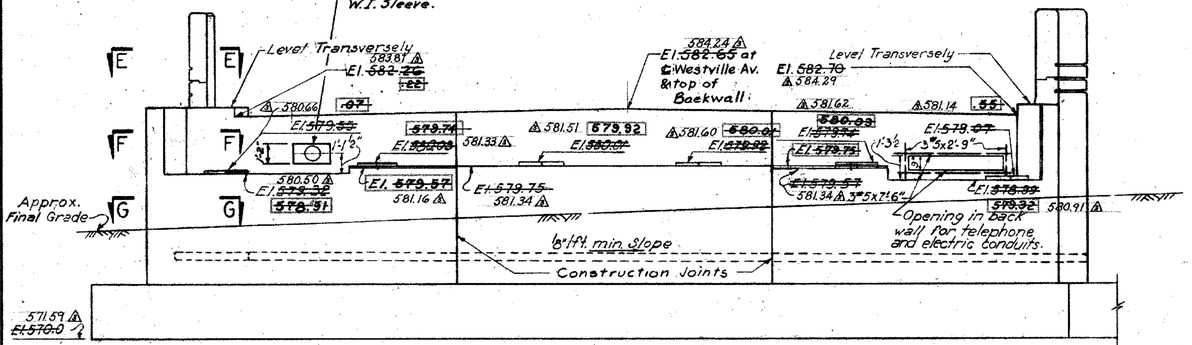
FORM NO. ENG. 18 ED. 11-52.

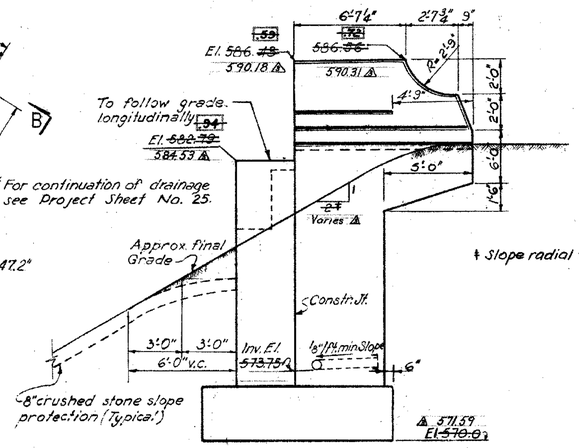
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	S-84-1(5)4	34-84	1958	U.S. 6	127	

Note:
For Metal Bridge Railing Details and Railpost spacing see Sheet No. 8



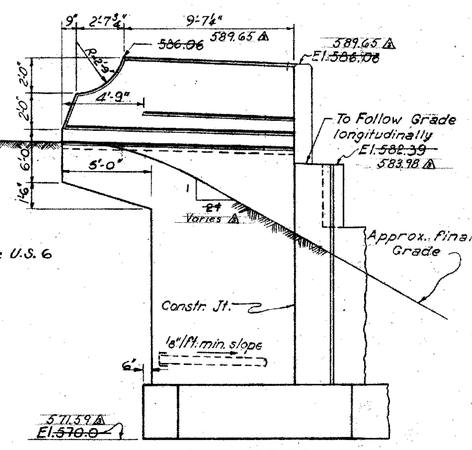
Rev. No. 2 14"x24" Opening in backwall Eliminate 10"ϕ W.I. Sleeve.

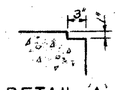


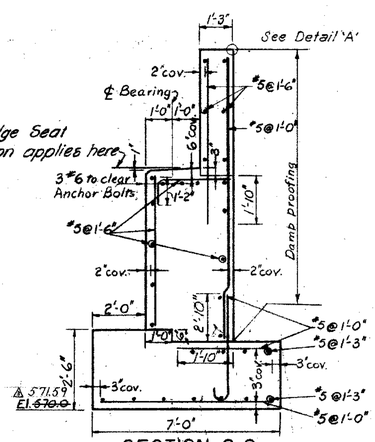


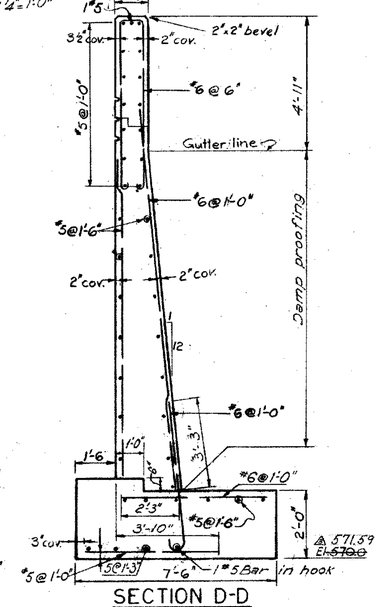
* For continuation of drainage see Project Sheet No. 25.

℄ Slope radial to ℄ Route U.S. 6









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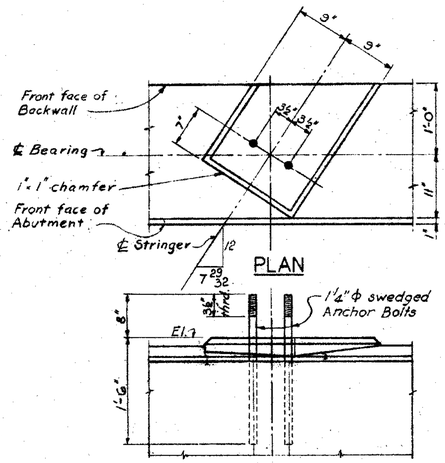
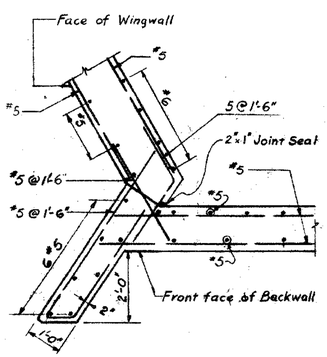
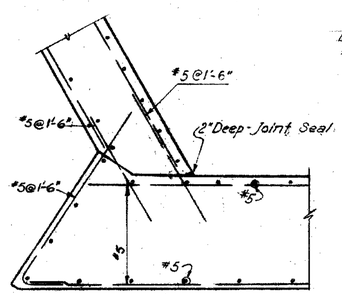
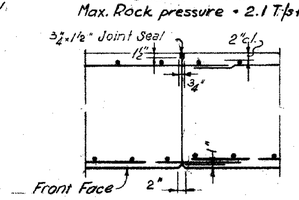
NOTES:

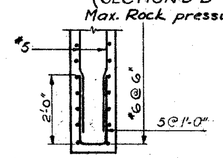
1. For general notes see Sheet No. 1
2. For footing reinforcement details see Sheet No. 4
3. For typical reinforcement at ends of Wingwall see Sheet No. 4.
4. For typical Pay Lines see Sheet No. 4.











REVISIONS		
NO.	DATE	DESCRIPTION
1	2/14/60	Revised Elev's. ☐
2	3-1-60	Opening in Backwall for Gas Line Revised To 14"x 24" Opening Eliminate 10"ϕ W.I. Sleeve.
⚠	3-23-60	No. Abut. raised 1.59'; changes made on ELEVATION & ELEV. B-B, C-C & D-D.
		Top of Wings raised 3.59' on ELEV. A-A & B-B.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
UNDER
WESTVILLE AVENUE
NORTH ABUTMENT

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY A.T. & B.C. DATE 10-1-57
CHECKED BY A.R.C. DATE 12-5-57
APPROVED T.R.K. DATE 2-18-58

PROJECT NO. 34-84
BRIDGE SHEET NO. 3 OF 9

LOUIS FREY CO., INC. 20-58

34 84 34 106 M223 01

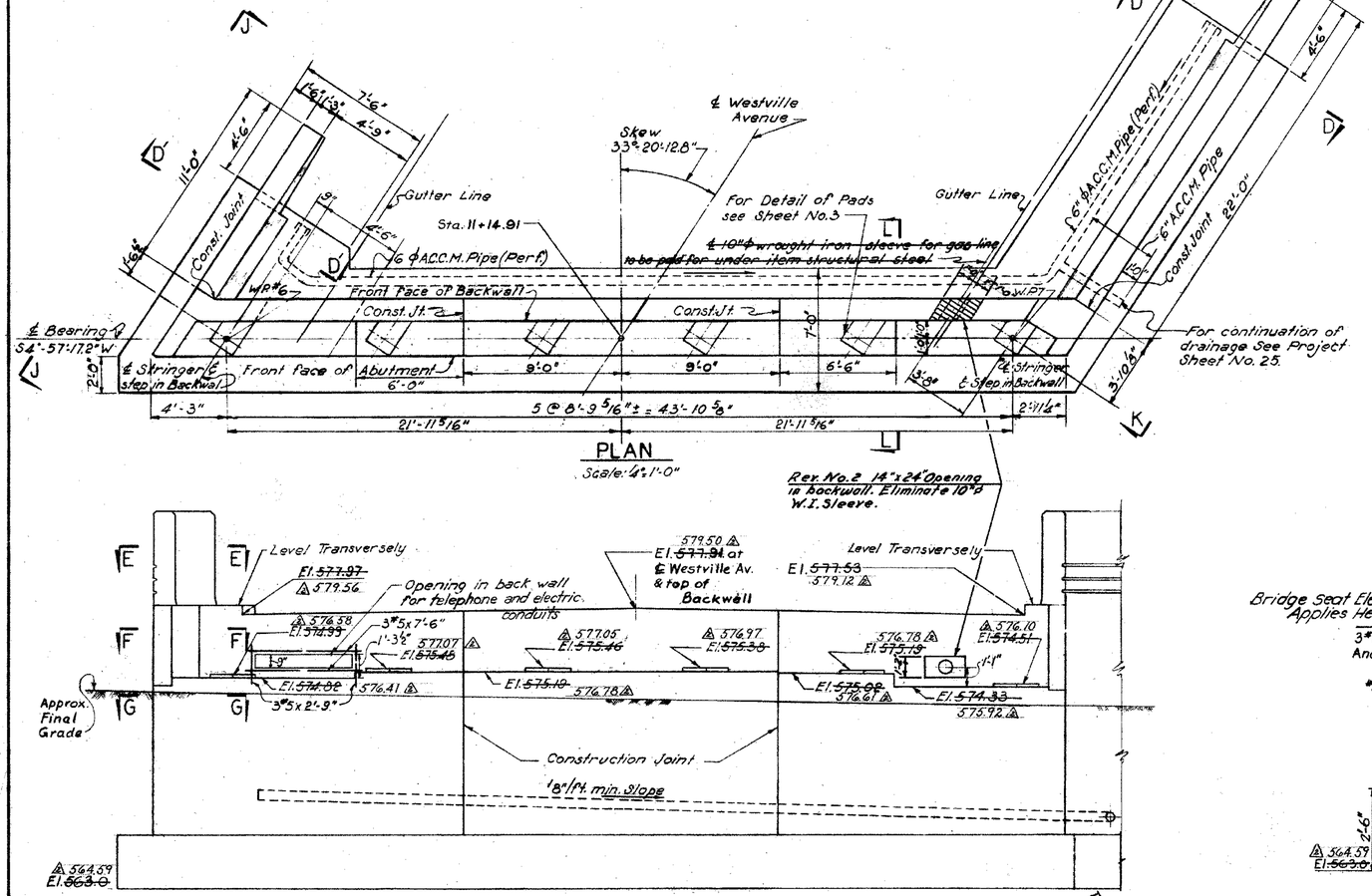
FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	184-(5)4	34-84	1958	U.S.6	128	662

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.

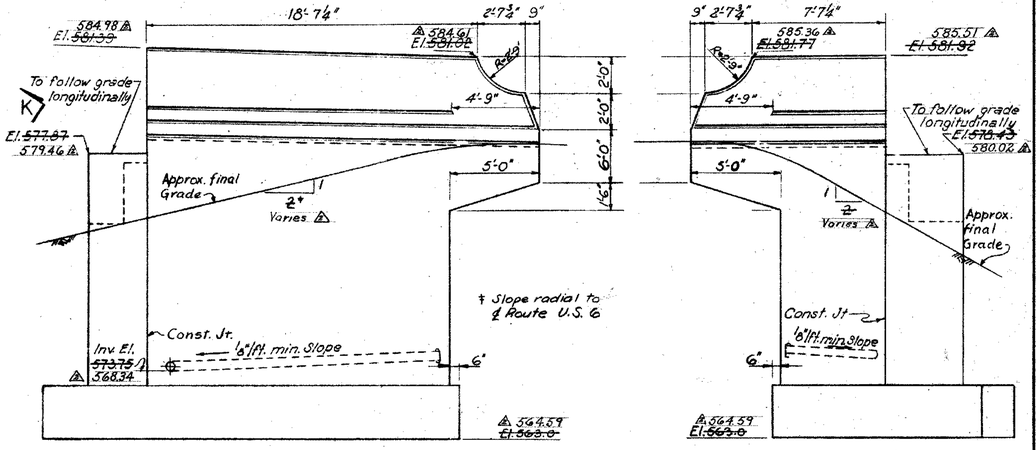
N — North for plans

Note: For Metal Bridge Railing Details and Railpost spacing see Sheet No. 8



PLAN
Scale: 4" = 1'-0"

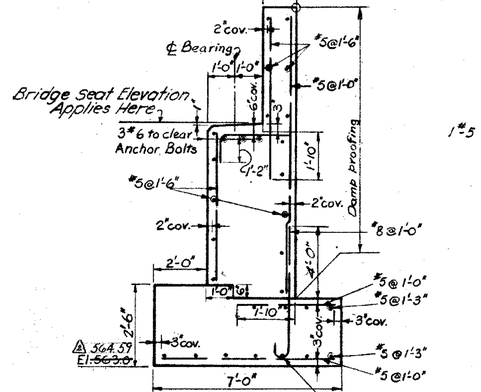
Rev. No. 2 14"x24" Opening in Backwall. Eliminate 10"ϕ W.I. Sleeve.



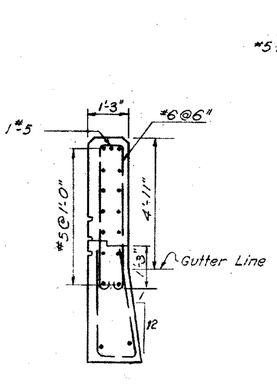
ELEVATION K-K
Scale: 1" = 1'-0"

ELEVATION J-J
Scale: 1" = 1'-0"

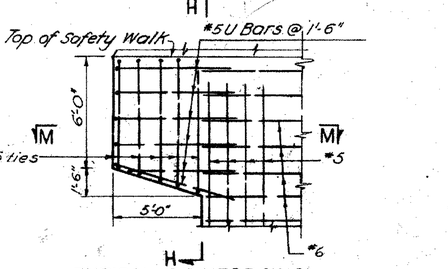
ELEVATION
Scale: 1" = 1'-0"



SECTION L-L
Scale: ⅜" = 1'-0"



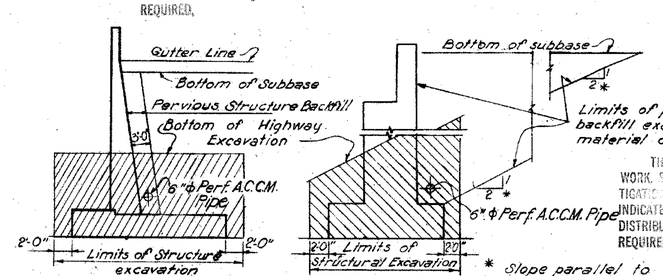
SECTION H-H
Scale: ⅜" = 1'-0"



TYPICAL REINFORCING AT ENDS OF WINGWALLS
Scale: ½" = 1'-0"

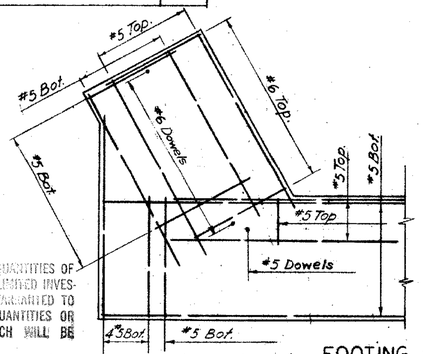
NOTES

1. For general notes see Sheet No. 1
2. For Sections D-D, D'-D', E-E, F-F & G-G see Sheet No. 3.
3. For typical Bearing Pad detail see Sheet No. 3.
4. For Construction Joint Detail see Sheet No. 3.

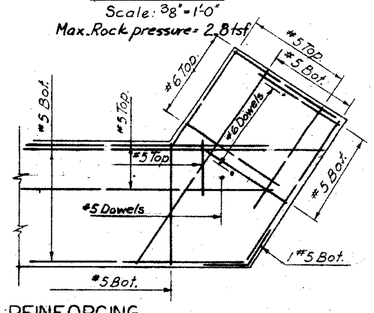


TYPICAL PAY LINES FOR WINGWALLS — Not to Scale — TYPICAL PAY LINES FOR ABUTMENTS

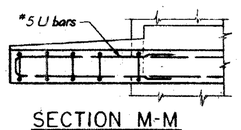
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.



N.W. CORNER NORTH ABUTMENT
Scale: ½" = 1'-0"



FOOTING REINFORCING
NE CORNER NORTH ABUTMENT (S. ABUT SIMILAR)
Scale: ½" = 1'-0"



SECTION M-M
Scale: ⅜" = 1'-0"

REVISIONS		
NO.	DATE	DESCRIPTION
1	3-1-60	Opening in Backwall For Gas Line Revised To 14"x 24" Opening. Eliminate 10"ϕ W.I. Sleeve
△	3-23-60	So. Abut raised 1.59' changes made on ELEV. J on ELEV. JJ-KK & LL
		Top of wing raised 3.39' on ELEV. KK & JJ

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
UNDER
WESTVILLE AVENUE
SOUTH ABUTMENT

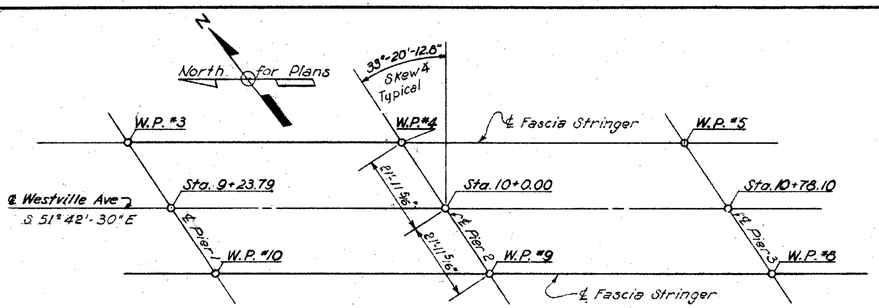
DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY A.T & B.C. DATE 10-1-57
CHECKED BY PRC DATE 12-5-57
APPROVED T.R.K DATE 2-10-58
PROJECT NO. 34 - 84
BRIDGE SHEET NO. 4 OF 9

34 84 34 106 M228 01

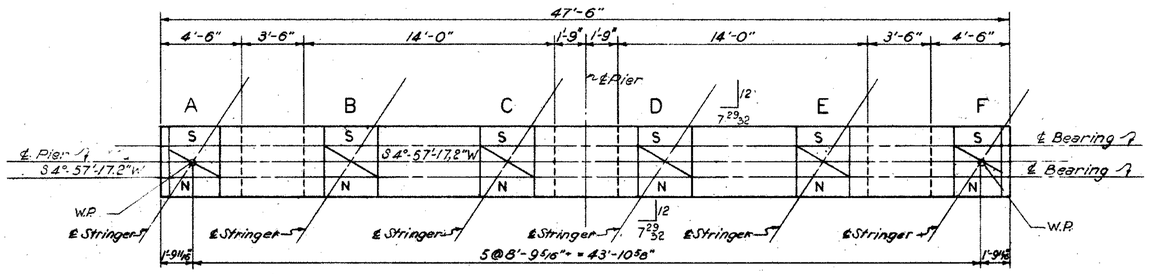
128

FORM NO. ENG. 18 ED. 11-62

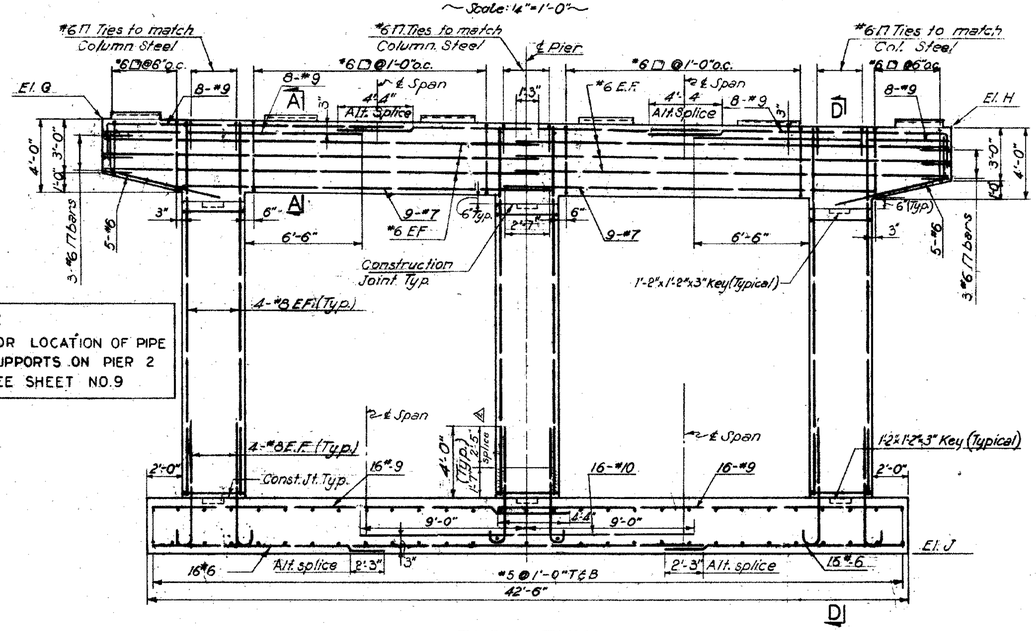
FUR. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84(3)4	34-84	1958	U.S.6	129	662



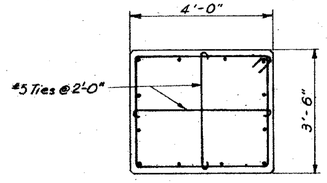
KEY PLAN
Scale: 1"=20'-0"



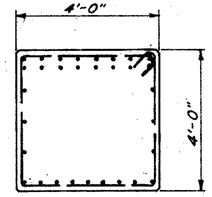
PLAN
Scale: 1/4"=1'-0"



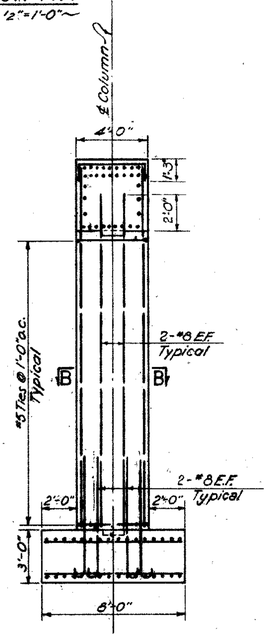
ELEVATION
Scale: 1/4"=1'-0"



SECTION B-B
Scale: 1/2"=1'-0"



SECTION A-A
Scale: 1/2"=1'-0"



SECTION D-D
Scale: 1/4"=1'-0"

Max. Rock pressure = 2.5 T/sf

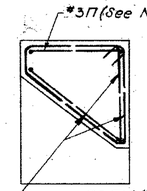


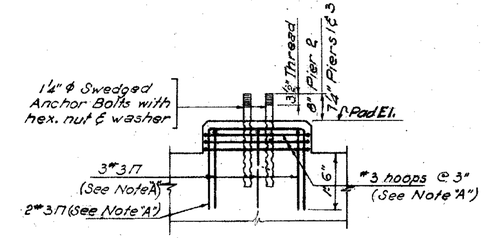
TABLE OF ELEVATIONS

PIER	PAD	PAD ELEVATIONS A	B	C	D	E	F	PIER CAP G	H	FTG. J
1	N	578.89	579.37	579.36	579.26	579.08	578.41	578.68	578.20	556.0
	S	578.85	578.86	578.84	578.75	578.57	578.37			
2	N	577.28	577.29	577.27	577.18	577.00	576.80	577.07	~~576.73~~	553.0
	S	577.24	577.25	577.23	577.13	576.96	576.76		576.59 ⚠	
3	N	~~575.82~~	575.78	575.76	575.67	575.49	575.29	575.57	575.12	551.0
	S	575.78	576.26	576.24	576.14	575.97	575.30			

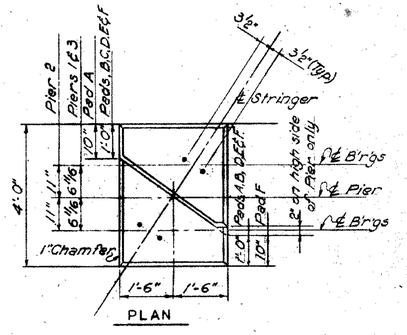
575.77 ⚠ All enclosed Elevations to be increased by 1.59' ⚠

HIGHER PAD REINFORCING

Note "A": Use if pad is more than 4" above pier top.
Note "B": Use if pad is more than 4" above lower pad.

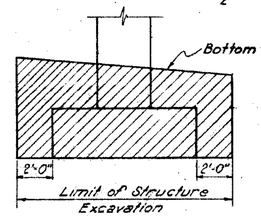


LOWER PAD REINFORCING



PLAN

PAD DETAILS
Scale: 1/2"=1'-0"



TYPICAL PAY LINES FOR PIERS

NOTES

1. For General Notes see Sheet No. 1
2. All exposed concrete edges to be chamfered 1".

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REVISIONS NO.	DATE	DESCRIPTION
⚠1	1-14-60	Table of El. Pier "2 (H) Pier "3 N.(A).
△	3-23-60	TABLE OF ELEV. (A, B, C, D, E, F, & H) increased 1.59'. ELEVATION: Length of splice reduced from 4'-0 to 2'-5".

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
UNDER
WESTVILLE AVENUE
PIERS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY R.L. & A.T. DATE 11-7-57
CHECKED BY D.G. & P.R.C. DATE 11-21-57
APPROVED T.R.K. DATE 2-19-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 5 of 9

LOUIS FREY CO., INC. 34-84

34 84

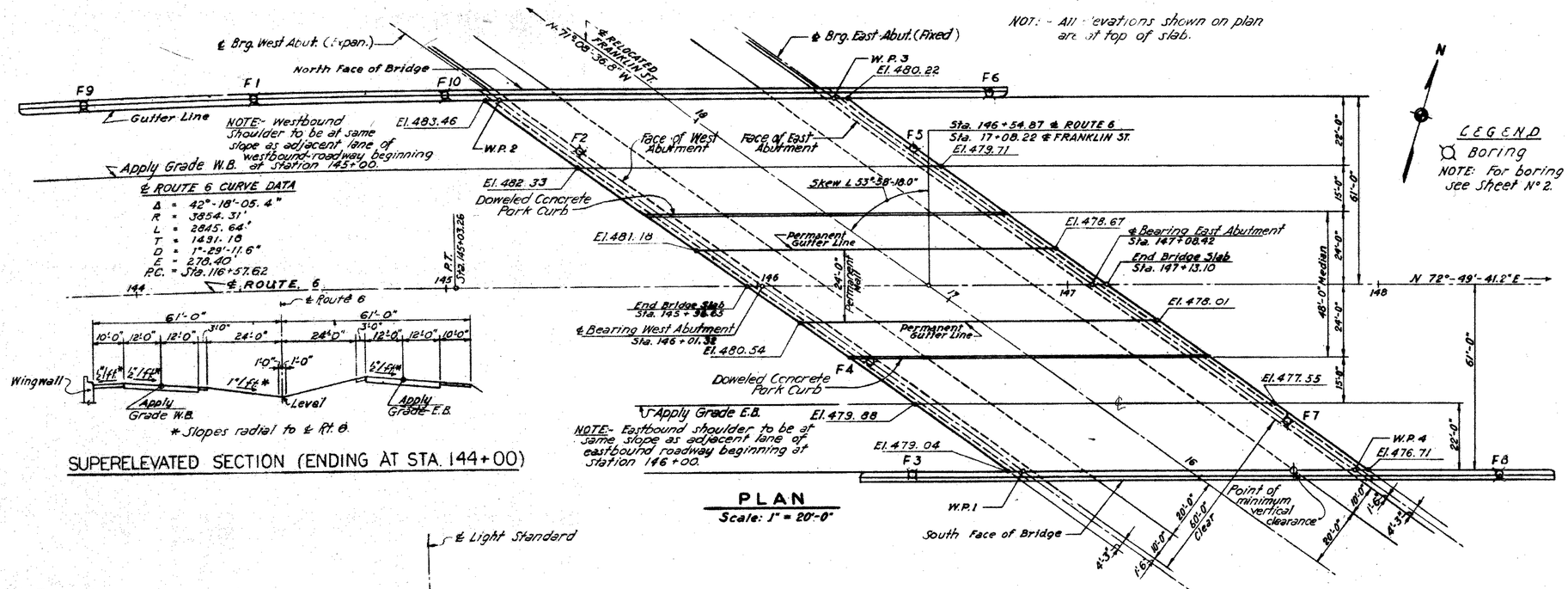
34 106

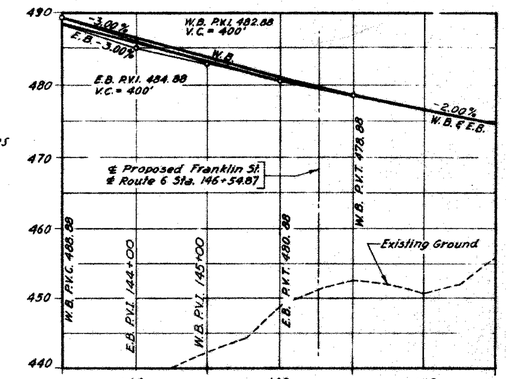
M228 01

STRUCTURE NO. 01184

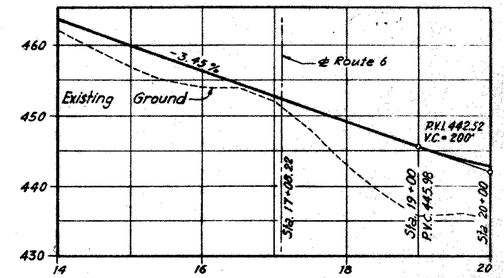
FORM NO. ENG. 19 ED. 11-58

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	1841(3)4	34-84	1958	U.S. 6	13A	662



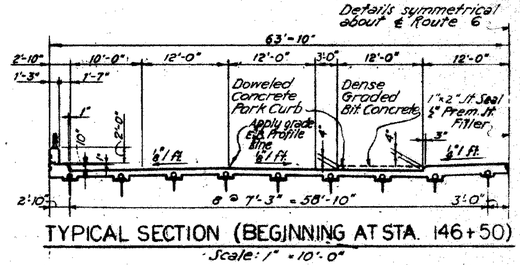


PROFILE OF ROUTE 6



PROFILE OF RELOCATED FRANKLIN STREET

Scales: Horiz. 1"=100'
Vert. 1"=10'



TYPICAL SECTION (BEGINNING AT STA. 146+50)

Scale: 1" = 10'-0"

QUANTITIES

ITEM	UNIT	TOTAL
Structure Excavation (Complete)	C.Y.	3,200
6" A.C.C.M. Pipe	L.F.	16
6" Perf. A.C.C.M. Pipe	L.F.	610
Test Pile Cast-in-Place Concrete 45' Long	Ea.	1
Test Pile Cast-in-Place Concrete 60' Long	Ea.	1
Test Pile Cast-in-Place Concrete 90' Long	Ea.	1
Pile Loading Test (70 Tons)	Ea.	1
Soil Loading Test 4.5 tons per sq. ft.	Ea.	1
Cast-in-Place Concrete Piles	L.F.	6,400
Class "A" Concrete	C.Y.	5,712
Deformed Steel Bars	Lb.	444,000
Structural Steel	Lb.	595000
Spiral Shear Connector Bars Alt. A	Lb.	6140
Welded Stud Shear Connector Alt. B (4 inch)	Ea.	4670
Welded Stud Shear Connector Alt. B. (6 inch)	Ea.	1420
Dampproofing	S.Y.	2,260
Metal Bridge Rail	L.F.	549
Pervious Structure Backfill	C.Y.	11,200
4" Prem. Bit. Jt. Filler for Bridges	S.F.	36

QUANTITIES

ITEM	UNIT	TOTAL
½" Prem. Bit. Jt. Filler for Bridges	S.F.	1,480
¾" Prem. Bit. Jt. Filler for Bridges	S.F.	3
4" Prem. Bit. Jt. Filler for Bridges	S.F.	27
Dense Graded Bituminous Concrete	Ton	70
Doweled Concrete Park Curbing	L.F.	233
Timber Sheet Piles	M.F.B.	2.5
Lighting Standard, Type P-12 B	Ea.	3
2½" Rigid Steel Conduit	L.F.	720
2" Rigid Steel Conduit	L.F.	20
Cable, 1/c #12, 600 V Neoprene Jacketed	L.F.	300
Cable, 1/c #8, 600 V Neoprene Jacketed	L.F.	2,265
Luminaire 250 Watt	Ea.	3
C.I. Pull Box 18" x 18" x 10" D	Ea.	3
Grounding Provisions	L.F.	645
Splicing Cast-in-place Concrete Piles	Ea.	6

GENERAL NOTES

1. **SPECIFICATIONS:** Connecticut State Highway Department Form 808 - January, 1955, and Special Provisions.
2. **DESIGN SPECIFICATIONS:** "Standard Specifications for Highway Bridges" (A.A.S.H.O - 1953) except as modified by Bureau of Public Roads "Policy on Interstate System Projects" (Aug. 1956) and as supplemented by Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers" (Feb. 1956).
3. **LOADING:** H20 - S16-44 and future wearing surface 25 lbs./sq. ft.
4. **COMPOSITE CONSTRUCTION:** No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed when directed by the Engineer, but not less than 7 days after slab has been poured. Design based on n=10 for live load and n=30 for additional dead load.
5. **CLASS "A" CONCRETE:** Class "A" Concrete shall be used throughout except for Class "C" Concrete used in Cast-in-Place Concrete Piles. See Special Provisions.
6. **EXPOSED EDGES:** Exposed Edges shall be beveled 1" x 1" unless otherwise dimensioned.
7. **JOINT SEAL:** Joint Seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
8. **TAR PAPER:** The cost of furnishing and placing 2 layers of 3 ply tar paper at backwalls shall be included in item for Class "A" Concrete.
9. **CAULKING COMPOUND:** Gray Caulking Compound shall be included in the appropriate item for Premoulded Bituminous Joint Filler for Bridges.
10. **STRUCTURAL STEEL:** All steel for welded stringers shall conform to A.S.T.M. designation A-373. All other steel shall conform to A.S.T.M. designation A-7 unless otherwise noted.
11. **PAINTING:** For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
12. **REINFORCING STEEL:** Unless otherwise noted, all splices of vertical bars shall be lapped 35 diameters and splices of longitudinal bars shall be lapped 20 diameters except that longitudinal bars in tops of footing heels and under bridge seats shall be spliced 35 diameters. Cover shall be 2" above footings and 3" on footings, unless otherwise noted.
13. **PILES:** All piles to be cast-in-place concrete piles.
14. **QUANTITIES:** Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
15. **CROSS REFERENCES:** All sheet numbers indicated for reference refer to bridge sheet numbers shown in the lower right hand corner of title box.

CLASS "A" CONCRETE DISTRIBUTION

SUPERSTRUCTURE	452	C.Y.
SUBSTRUCTURE	3,267	C.Y.
FOOTINGS	1,973	C.Y.
Total	5,712	C.Y.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
FRANKLIN STREET
GENERAL PLAN AND ELEVATION

REVISIONS		
NO.	DATE	DESCRIPTION
1	9-17-59	REV. SHEAR CONNECTOR QUANTITIES

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY M.N. DATE 1-2-58
CHECKED BY P.R.C. DATE 2-3-58
APPROVED T.R.K. DATE 2-21-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 1 OF 13

LUCAS PAINT CO., BOSTON

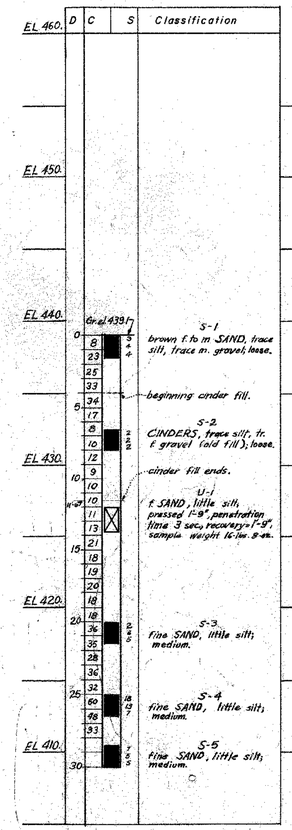
34 84 34 106

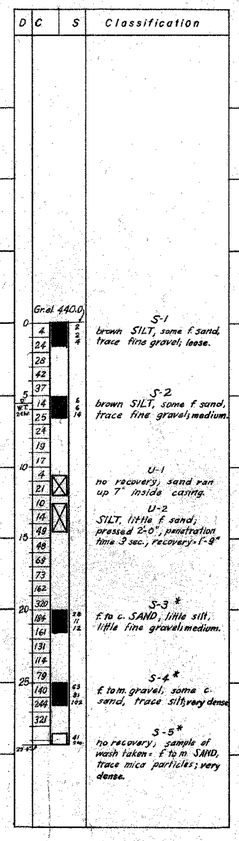
M 228 01 #01181 this Sh. Supercedes Sh. 13A

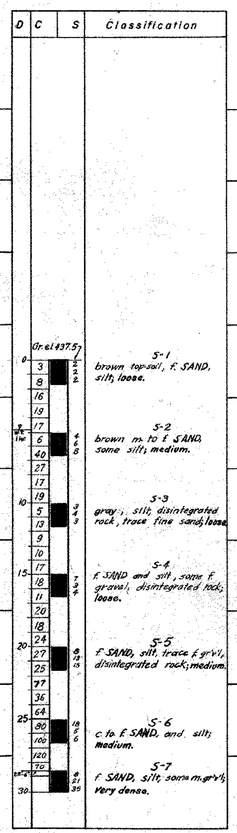
13A

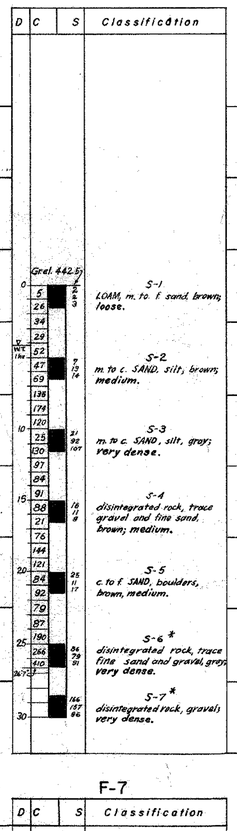
FORM NO. ENG. 15 ED. 11-52

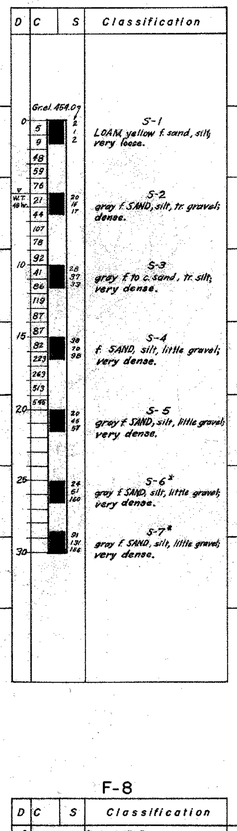
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	[84-1(13)4	34-84	1958	U.S.6	135	662

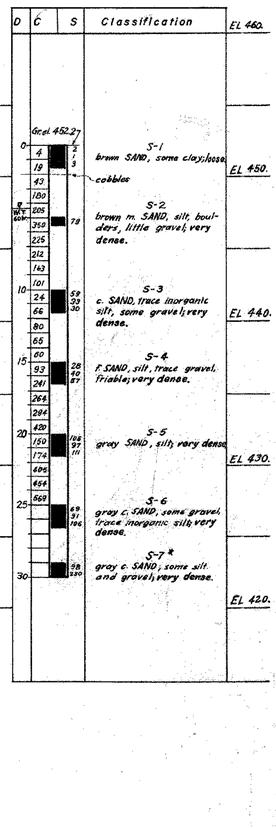


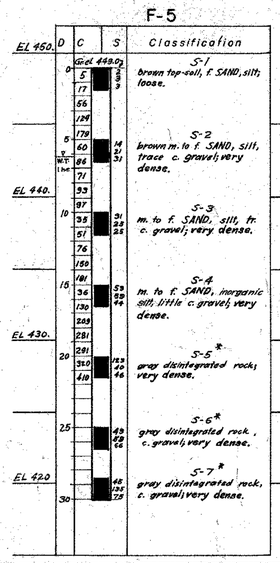


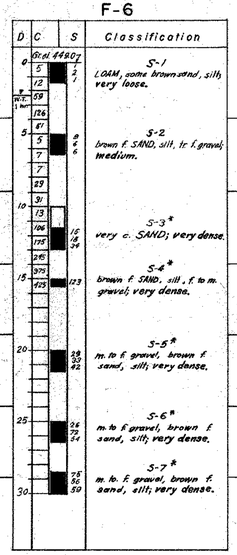


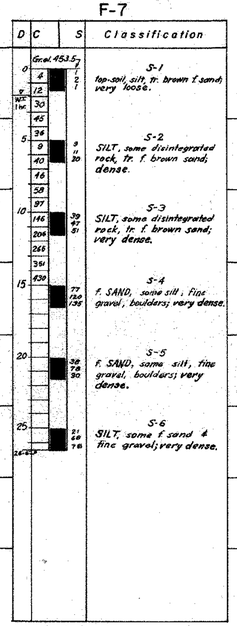


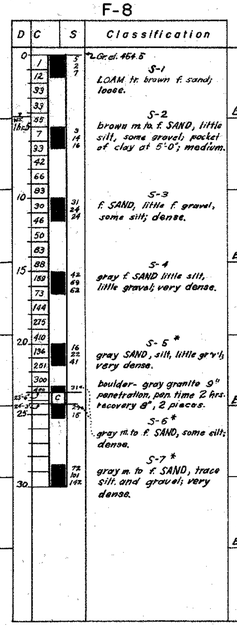












LEGEND

D Depth of Stratum.
C Blows per foot on 3½" casing with 300-lb. hammer falling 2'-0".
S Blows per 6" on 2½" I.D. split spoon sampler with 300-lb. hammer falling 1'-5".

S- Drive sample number.
U- Undisturbed sample number.

Drive sample.
Drive sample, no recovery.
Undisturbed sample.
C Cored sample.
▽ Water Table with time of observation.
24 hr.

NOTES

(*) Sample obtained with open A-Rod.
Undisturbed samples pressed with yoke and 3"O.D. stationary piston.
For location of Borings see sheet No. 1.

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FEDERAL AID PROJECT

BORING	STATION	OFFSET	DATE COMPLETED
F-1	144+39	62'L	6/9/57
F-2	145+43	45'L	5/8/57
F-3	146+50	62'R	4/29/57
F-4	146+36	25'R	4/25/57
F-5	146+50	45'L	5/7/57
F-6	146+75	62'L	5/6/57
F-7	147+21	45'R	5/2/57
F-8	148+40	62'R	5/1/57
F-9	143+85	62'L	6/6/57
F-10	145+00	62'L	6/5/57

REVISIONS

NO.	DATE	DESCRIPTION

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
FRANKLIN STREET
BORINGS

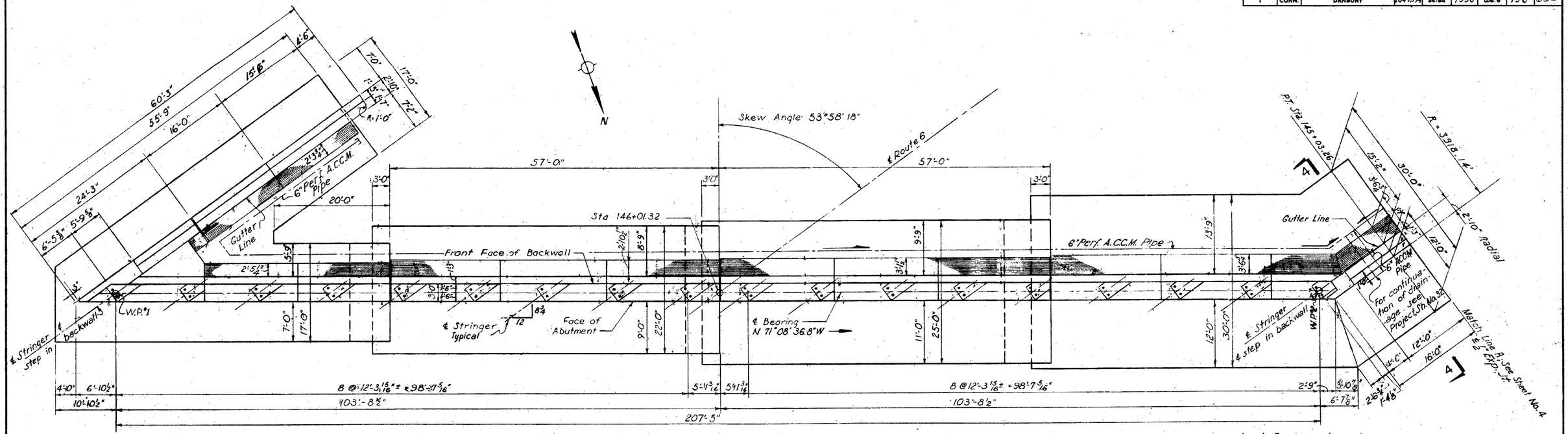
DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD
SCALES VERTICAL = 1" = 5'-0"
MADE BY W.F.L. (A.D. CO.) DATE 7/15/57
CHECKED BY Kim (A.D. CO.) DATE 9-4-57
APPROVED T.R.K. DATE 2-21-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 2 OF 13

"ARRANWRIGHT" TRACING CLOTH JOSEPH MARRITT & CO. 11210

34 84 34 106 228 01

FORM NO. ENG. 15 ED. 11-56

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	1844(3)4	34-84	1958	U.S. 6	136	662



1. For General Notes see Sheet No. 1
2. For abutment sections, see Sheet No. 8
3. For expansion and contraction joint details, pad details, footing reinforcement and footing step detail, see Sheet No. 8
4. For excavation and backfill pay limits see Sheet No. 4
5. For wingwall elevations, see Sheets No. 4 & 5
6. Section 4-4 is shown on Sheet No. 5.

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REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
FRANKLIN STREET
WEST ABUTMENT

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As shown
MADE BY E.A.L. DATE 2-11-57
CHECKED BY G.P.S. DATE 1-8-58
APPROVED T.R.K. DATE 2-24-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 3 OF 13

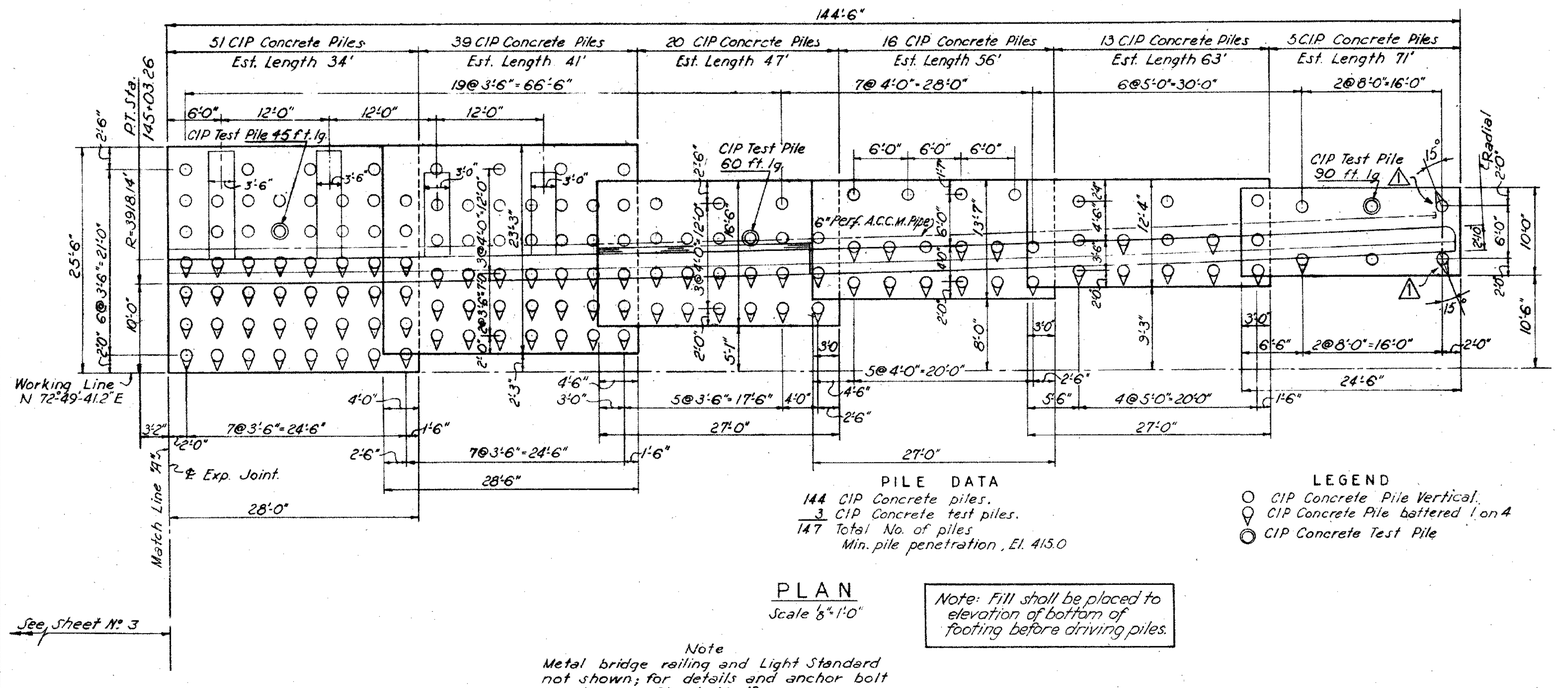
LOUIS-FREY CO., INC.

34 84 34 106

A1 228 01

FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(34)	34-84	1958	U.S. 6	137	662



PILE DATA

144 CIP Concrete piles.
3 CIP Concrete test piles.
147 Total No. of piles
Min. pile penetration, El. 415.0

LEGEND

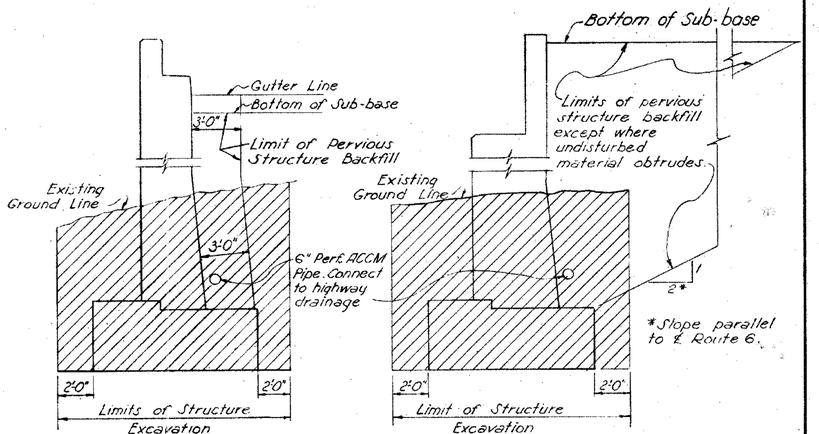
○ CIP Concrete Pile Vertical.
◊ CIP Concrete Pile battered 1 on 4
◎ CIP Concrete Test Pile

PLAN

Scale 1/8"=1'-0"

Note: Fill shall be placed to elevation of bottom of footing before driving piles.

Note
Metal bridge railing and Light Standard not shown; for details and anchor bolt spacing see Sheet No. 12.

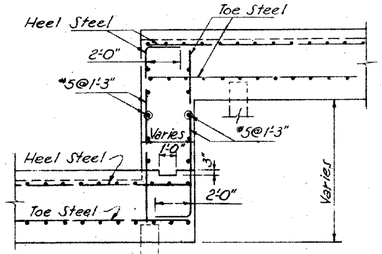


TYPICAL PAY LINES FOR WINGWALLS

Not to Scale

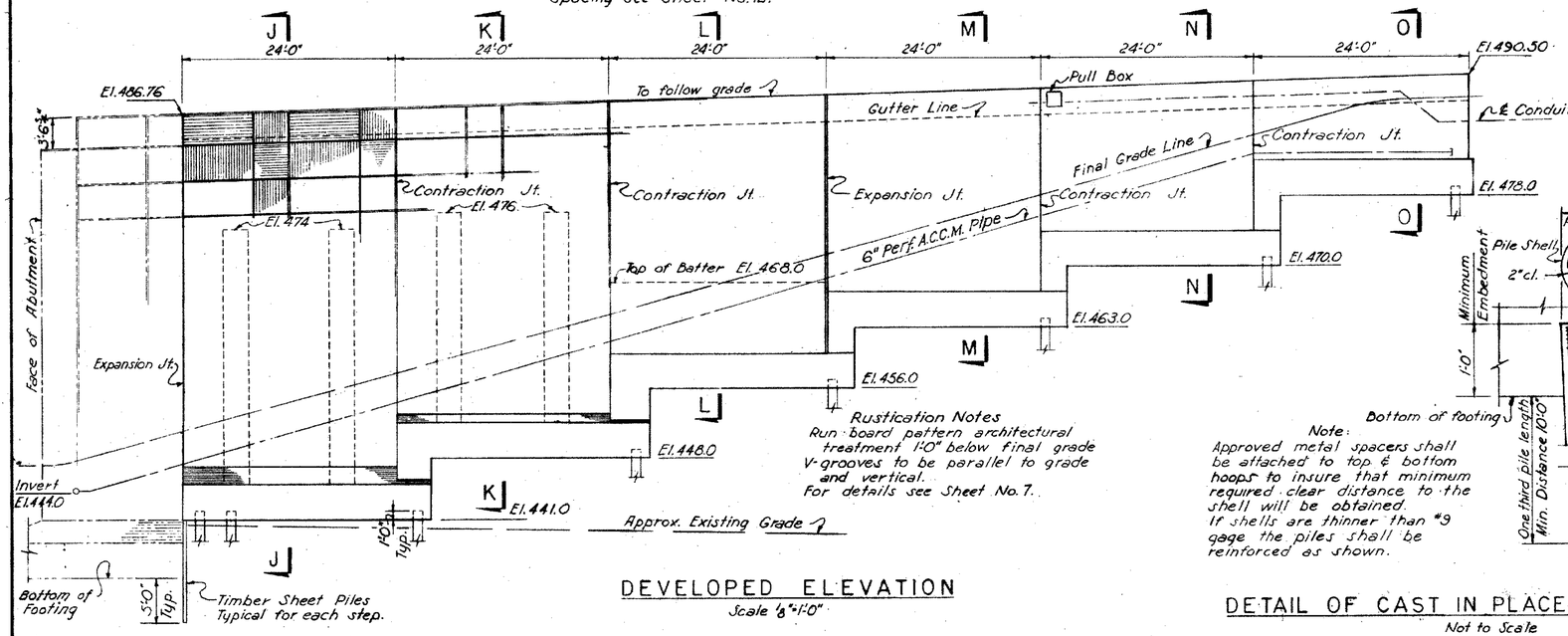
TYPICAL PAY LINES FOR ABUTMENTS

Not to Scale



TYPICAL STEP DETAIL FOR PILE FOOTINGS

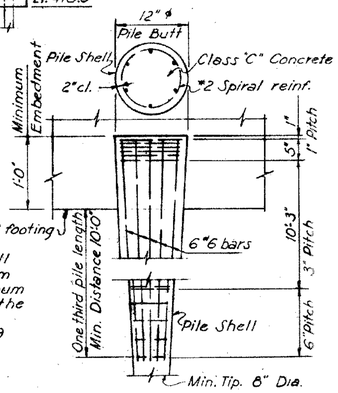
Scale 1/4"=1'-0"



DEVELOPED ELEVATION

Scale 1/8"=1'-0"

Rustication Notes
Run board pattern architectural treatment 1'-0" below final grade V-grooves to be parallel to grade and vertical.
For details see Sheet No. 7.



Note:
Approved metal spacers shall be attached to top & bottom hoops to insure that minimum required clear distance to the shell will be obtained.
If shells are thinner than #9 gage the piles shall be reinforced as shown.

DETAIL OF CAST IN PLACE CONCRETE PILES

Not to Scale

NOTES

1. For General Notes see Sheet No. 1.
2. Sections J-J thru O-O are shown on Sheet No. 5
3. For Parapet Details see Sheet No. 12.
4. For details of expansion and contraction joints and at abutment corners see Sheet No. 8.

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REVISIONS		
NO.	DATE	DESCRIPTION
1	1/29/60	CHANGED PILE BATTER & ADD PILES.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
FRANKLIN STREET
NORTHWEST WINGWALL

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

SCALES As shown
MADE BY EAL DATE 1-2-58
CHECKED BY J.B.T. DATE 2-11-58
APPROVED T.R.K. DATE 2-20-58

PROJECT NO. 34-84
BRIDGE SHEET NO. 4 OF 13

LOUIS FREY CO., INC.

34 84

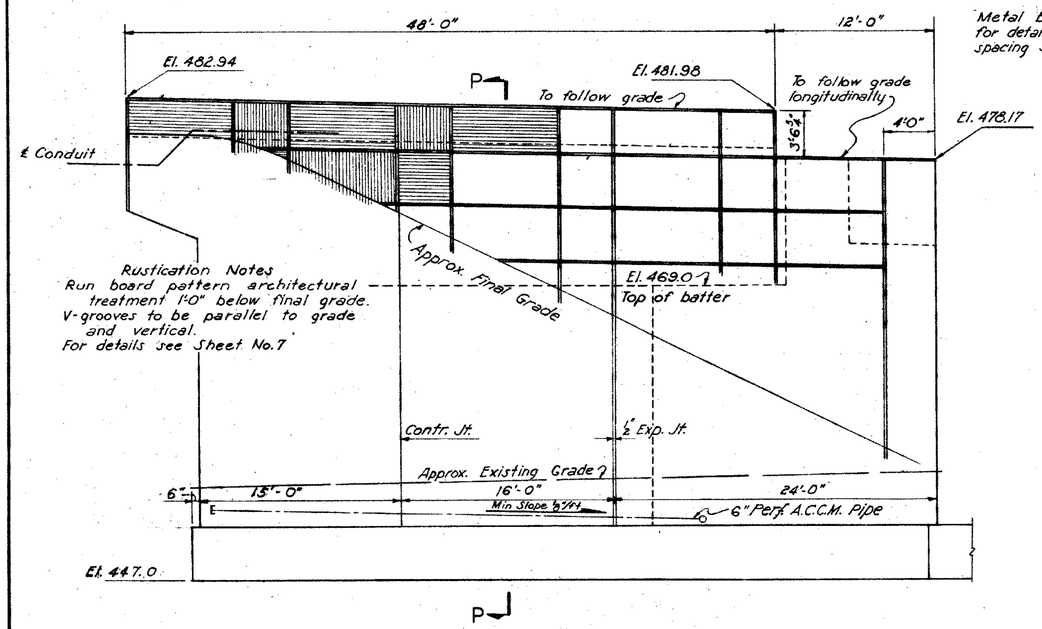
34 106

228 01

137

FORM NO. ENG. 19 ED. 11-58

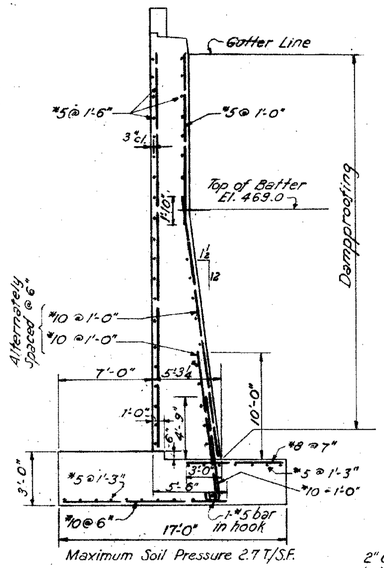
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	184-1(3)4	34-84	1958	U.S. 6	138	662



SOUTHWEST WINGWALL ELEVATION

Scale: 3/16" = 1'-0"

Note
Metal bridge railing not shown, for details and rail post spacing see Sheet No. 12

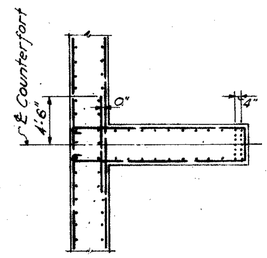


Maximum Soil Pressure 2.7 T/S.F.

SECTION P-P

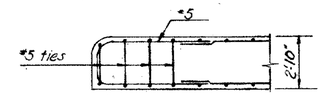
Scale 3/16"=1'-0"

SECTION	A	B	C	D	E	F	G	HEEL STEEL	TOE STEEL	DOWELS	W1	W2
L-L	16'6"	3'6½"	4'-0"	3'-0"	8'6"	3'-9"	15'-0"	*8@7½"	*8@8"	*10@6"	*10@1'-0"	*5@1'-0"
M-M	13'7"	2'1-0"	3'-0"	3'-0"	10'0"	1'-10"	—	*8@5"	*8@1'-0"	*8@6"	—	*5@1'-0"
N-N	12'4"	2'1-0"	3'-0"	3'-4"	1'-10"	1'-10"	—	*9@1'-0"	*8@1'-0"	*8@1'-0"	—	*5@1'-0"
O-O	10'-0"	2'1-0"	3'-0"	1'-0"	1'-10"	1'-10"	—	*8@1'-0"	*5@1'-0"	*8@1'-0"	—	*5@1'-0"

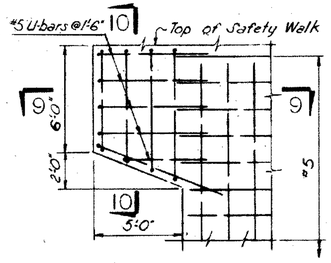


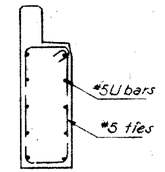
SECTION W-W

Section W'-W' Similar
Scale: 3/16"=1'-0"



SECTION 9-9

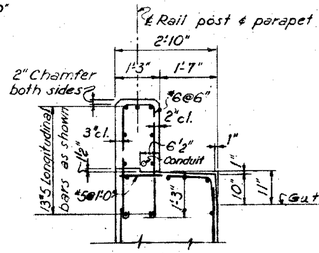




SECTION 10-10

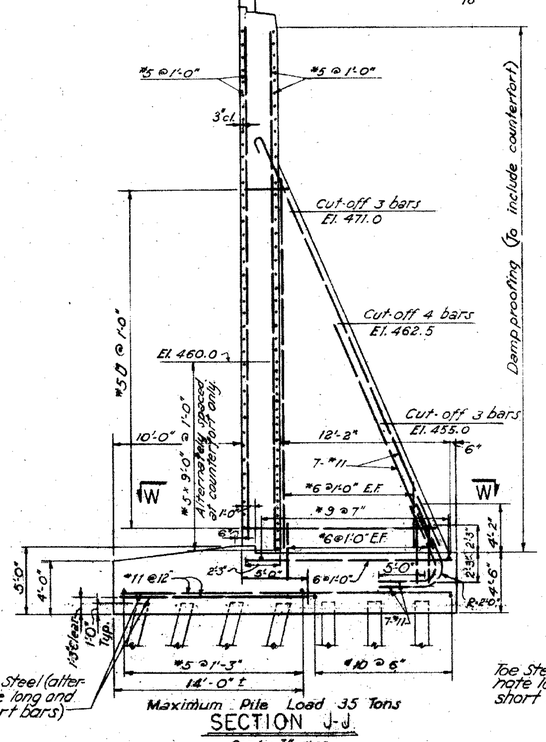
REINFORCING IN S.W. & S.E. WINGWALL CANTILEVERS

Scale 4"-1'-0"



PARAPET DETAIL

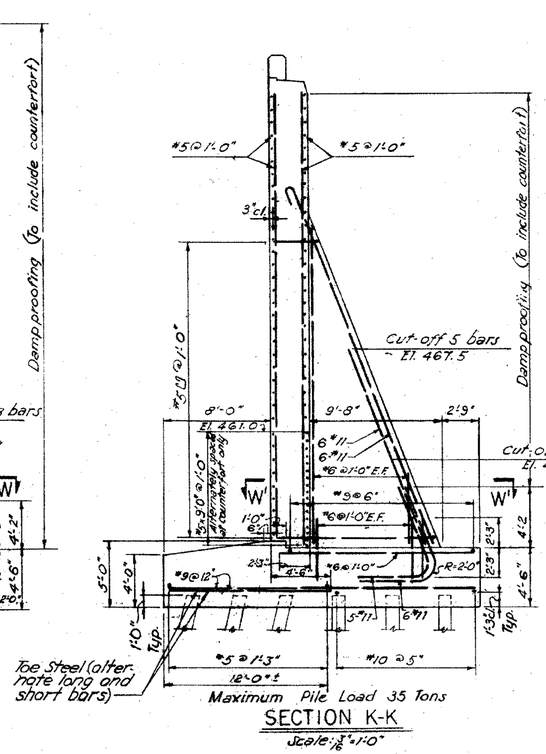
Scale ½"=1'-0"



Maximum Pile Load 35 Tons

SECTION J-J

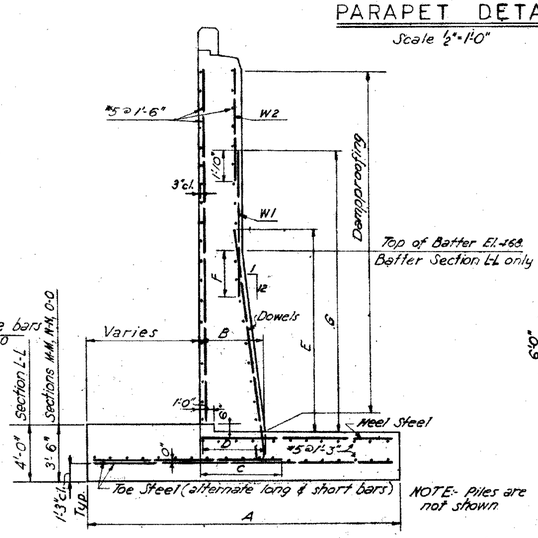
Scale: 3/16"=1'-0"



Maximum Pile Load 35 Tons

SECTION K-K

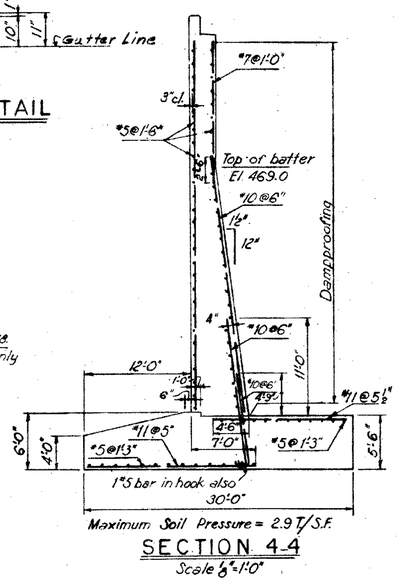
Scale: 3/16"=1'-0"



Maximum Pile Load .35 Tons

SECTIONS L-L, M-M, N-N, & O-O

Scale: 3/16"=1'-0"



Maximum Soil Pressure = 2.9 T/S.F.

SECTION 4-4

Scale ½"=1'-0"

NOTES

1. For General Notes see Sheet No. 1
2. For location of Sections J-J thru O-O see Sheet No. 4. For location of Section 4-4 see Sheet No. 3
3. For details of expansion and contraction joints and at abutment corners see Sheet No. 8
4. For excavation and backfill pay limits see Sheet No. 4

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FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
FRANKLIN STREET
SOUTHWEST WINGWALL
WINGWALL SECTIONS AND DETAILS.

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

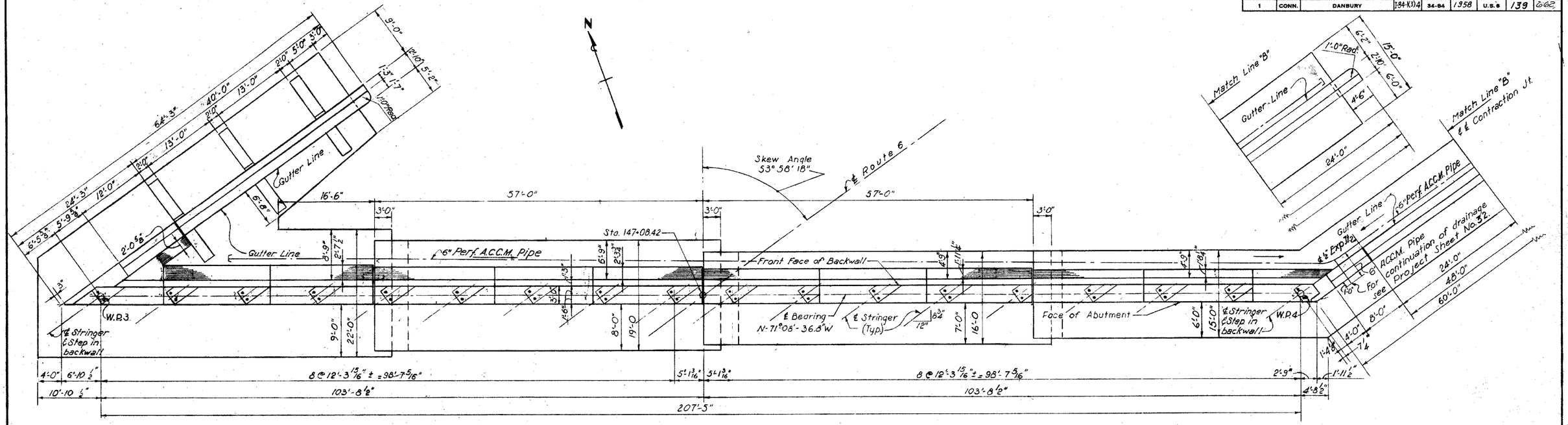
SCALES	As shown		PROJECT NO. 34-84
MADE BY	J.J.	DATE 1-3-58	
CHECKED BY	J.B.T.	DATE 2-12-58	BRIDGE SHEET NO. 5 OF 13
APPROVED	T.R.K.	DATE 2-24-58	

LOUIS FREY CO., INC.

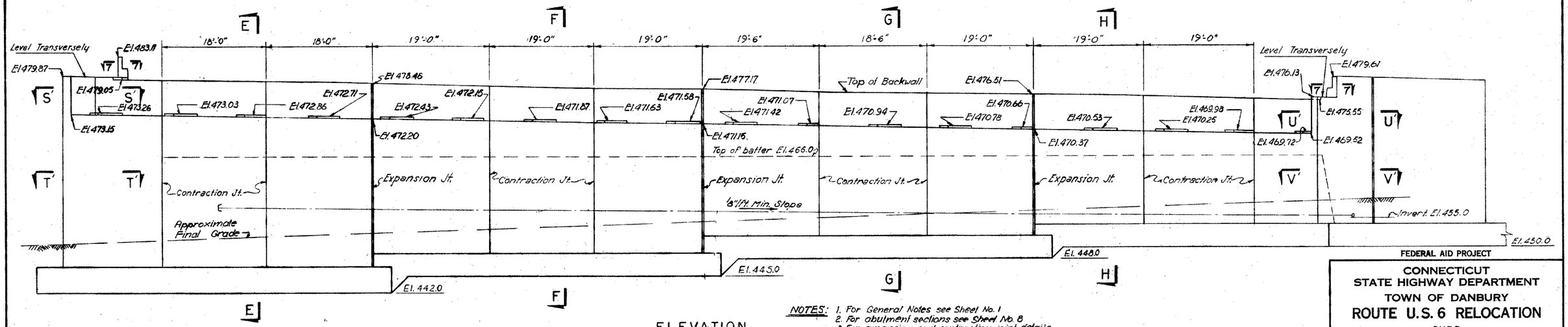
34 84 34 106 M228 01

FORM RO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-(3)4	34-84	1958	U.S. 6	139	662



PLAN
Scale 8"=1'-0"



ELEVATION
Scale 8"=1'-0"

NOTES:
1. For General Notes see Sheet No. 1
2. For abutment sections see Sheet No. 8
3. For expansion and contraction joint details, pad details, footing corner reinforcement and footing step detail see Sheet No. 8.
4. For excavation and backfill pay limits see Sheet No. 4
5. For wingwall elevations see sheet No. 7

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REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
FRANKLIN STREET
EAST ABUTMENT

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As shown
MADE BY E.A.L. & A.T. DATE 2-11-58
CHECKED BY G.P.S. DATE 2-17-58
APPROVED T.R.K. DATE 2-20-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 6 OF 13

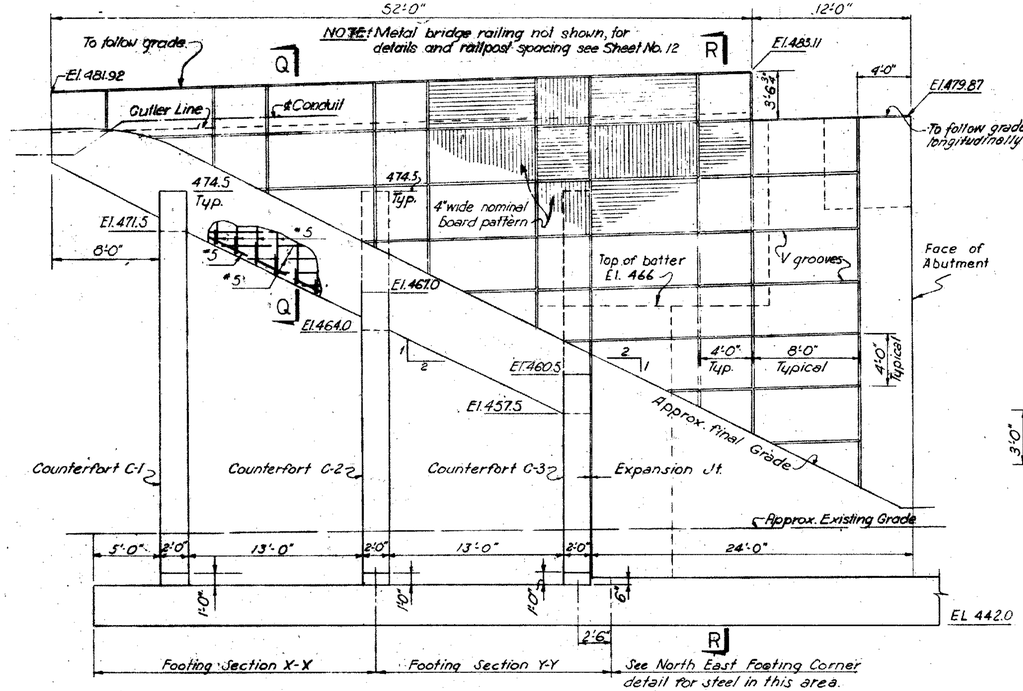
LOUIS FREY CO., INC.

34 84 34 106 M228 01

139

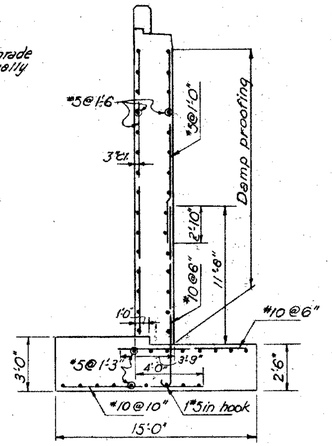
FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(134)	34-84	1958	U.S.6	140	1602



NORTHEAST WINGWALL ELEVATION

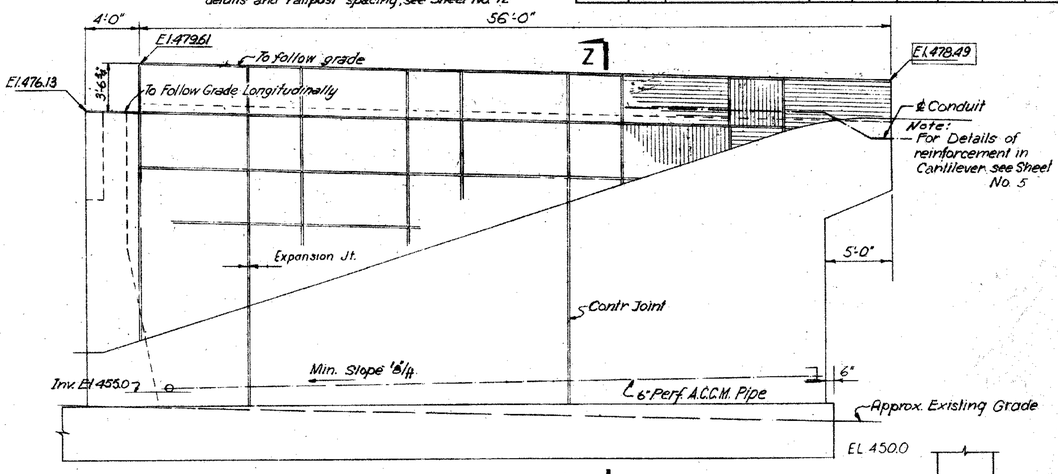
Rustication Notes:
Run board pattern architectural treatment 1'-0" below final grade V-grooves to be parallel to grade and vertical



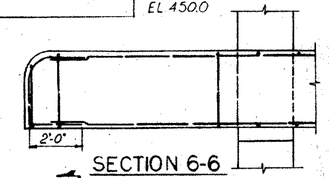
SECTION Z-Z

Maximum Soil Pressure 2.6 T.S.F.

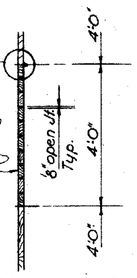
NOTE: Metal bridge railing not shown, for details and railpost spacing, see Sheet No. 12



SOUTHEAST WINGWALL ELEVATION

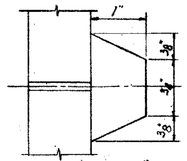


SECTION 6-6



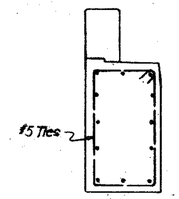
TYPICAL FORM BOARD ARRANGEMENT

Scale ½" = 1'-0"



DETAIL "F"

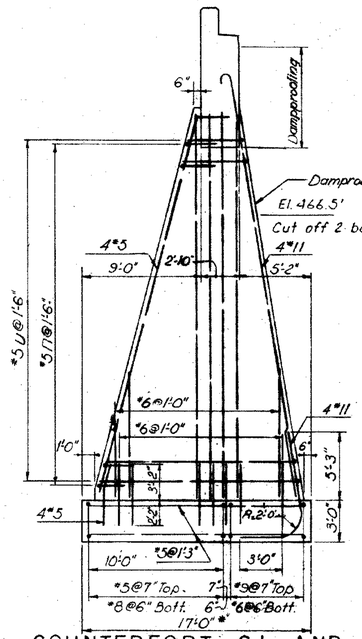
Full size.



SECTION 5-5

REINF. IN N.E. WINGWALL CANTILEVER

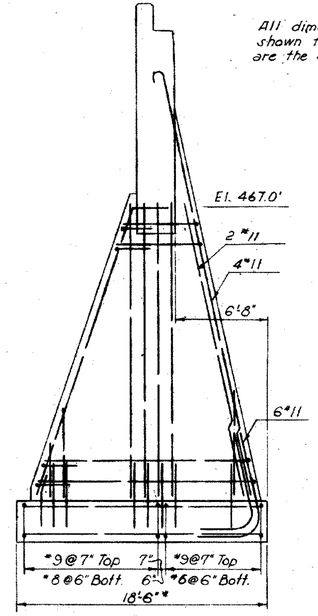
Scale: 3/8" = 1'-0"



COUNTERFORT C-1 AND FOOTING SECTION X-X

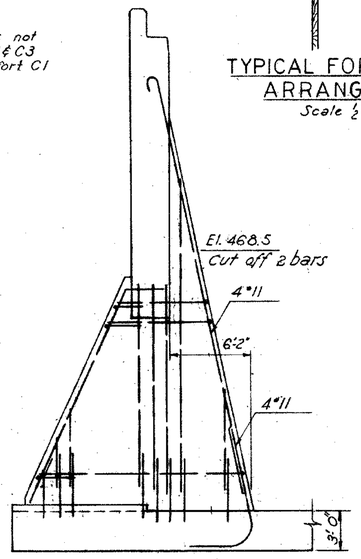
Maximum Soil Pressure 2.6 T.S.F.

Note
All dimensions and details not shown for Counterfort C2 & C3 are the same as Counterfort C1

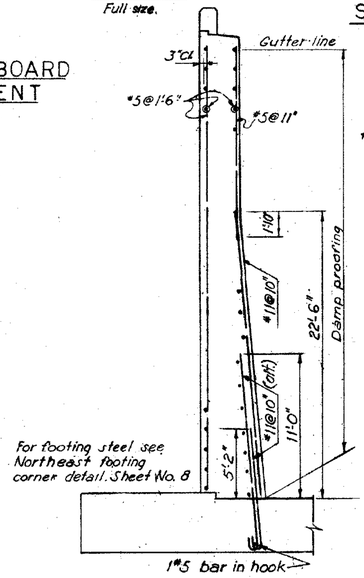


COUNTERFORT C-2 AND FOOTING SECTION Y-Y

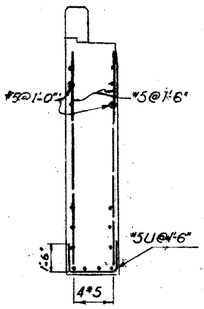
Maximum Soil Pressure 3.0 T.S.F.



COUNTERFORT C-3



SECTION R-R



SECTION Q-Q

Scale ¼" = 1'-0"

NOTES:

1. For General Notes see Sheet No.1
2. For details of expansion and contraction joints and at abutment corners see Sheet No. 8
3. For parapet details see Sheet No. 12
4. For excavation and backfill pay limits see Sheet No. 4

* Footing dimensions given at ℄ Counterfort see plan for variation.

REVISIONS		
NO.	DATE	DESCRIPTION
1	10/19/59	Corrections are in

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
FRANKLIN STREET
WINGWALLS AT EAST ABUTMENT

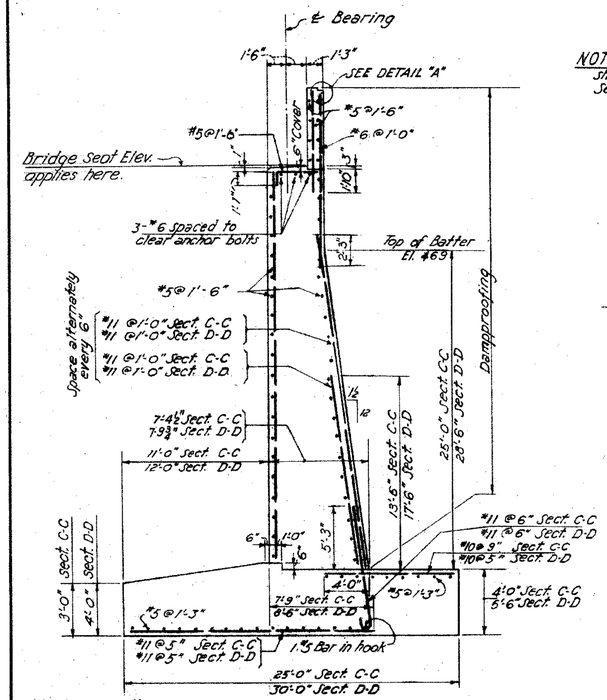
DESIGNED BY	PARSONS, BRINCKERHOFF, HALL AND MACDONALD	
SCALES	3/16" = 1'-0" unless noted	PROJECT NO. 34-84
MADE BY	E.A.L. DATE 1/16/58	
CHECKED BY	J.B.T. DATE 2/1/58	BRIDGE SHEET NO. 7 OF 13
APPROVED	T.R.K. DATE 2/20/58	

LOUIS FREY CO., INC. 20450

34 84 34 106 M228 01

FORM NO. ENG. 15 ED. 11-62

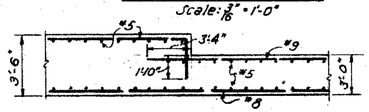
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(3)4	34-84	1958	U.S. 6	141	662



Maximum Soil Pressure 3.0 T.S.F.

SECTIONS C-C & D-D

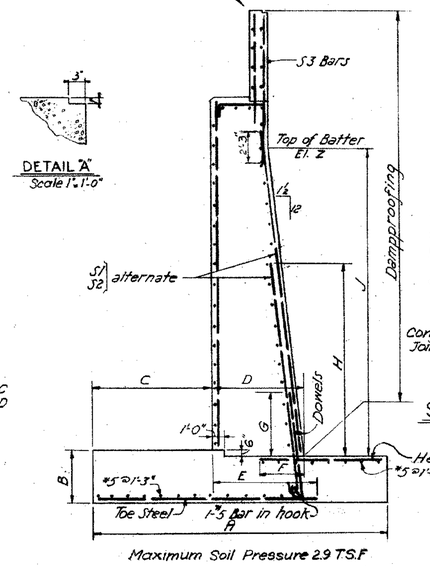
Scale: 3/16" = 1'-0"



SECTION 3-3

Scale: 3/16" = 1'-0"

NOTE:- Dimensions and details not shown are the same as Sections C-C. & D-D.

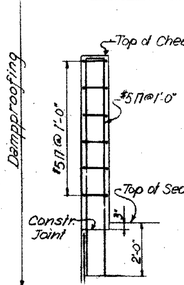


Maximum Soil Pressure 2.9 T.S.F

SECTIONS A-A, B-B, E-E, F-F, G-G & H-H

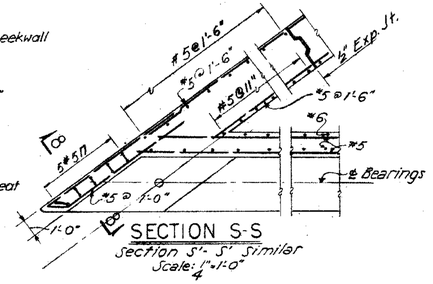
Scale: 3/16" = 1'-0"

SECTION	A	B	C	D	E	F	G	H	J	TOE STEEL	HEEL STEEL	DOWELS	S1	S2	S3	EL. Z
A-A	17'-0"	3'-0"	7'-0"	6'-8¼"	7'-0"	2'-3"	4'-4"	7'-0"	13'-6"	#10@ 6"	#7@ 9"	#9@ 1'-0"	#9@1'-0"	#9@1'-0"	#6@1'-0"	469.0
B-B	22'-0"	3'-6"	9'-0"	7'-1½"	7'-6"	4'-0"	4'-9"	10'-0"	23'-6"	#11@5½"	#9@ 7"	#10@1'-0"	#10@1'-0"	#10@1'-0"	#6@1'-0"	469.0
E-E	22'-0"	3'-6"	9'-0"	6'-10½"	7'-3"	4'-0"	4'-9"	9'-6"	21'-0"	#11@5½"	#9@ 7"	#10@ 1'-0"	#10@1'-0"	#10@1'-0"	#6@1'-0"	466.0
F-F	19'-0"	3'-0"	8'-0"	6'-6¾"	6'-8"	4'-0"	4'-4"	7'-6"	18'-6"	#10@ 5"	#9@ 10"	#9@1'-0"	#9@1'-0"	#9@1'-0"	#6@1'-0"	466.0
G-G	16'-0"	3'-0"	7'-0"	6'-2¼"	6'-3"	2'-0"	4'-0"	7'-6"	15'-6"	#10@7"	#6@1'-0"	#8@1'-0"	#8@1'-0"	#8@1'-0"	#6@1'-0"	466.0
H-H	15'-0"	3'-0"	6'-0"	5'-11¼"	6'-0"	2'-0"	4'-4"	—	13'-6"	#10@ 8"	#6@ 1'-0"	#9@1'-0"	—	#9@1'-0"	#6@1'-0"	466.0



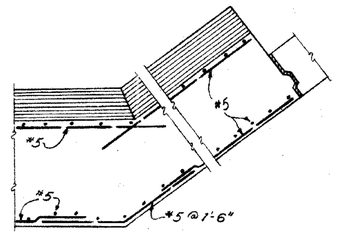
SECTION 8-8

Scale: ⅜"=1'-0"



SECTION S-S

Section S'-S' Similar
Scale: 1/4"=1'-0"

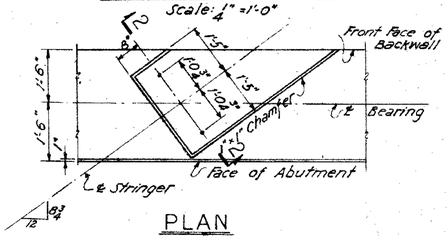


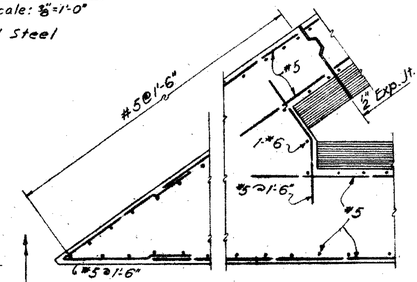
SECTION V-V

Section V'-V' Similar
Scale: 1/4"=1'-0"

TYPICAL STEP DETAIL FOR SPREAD FOOTING

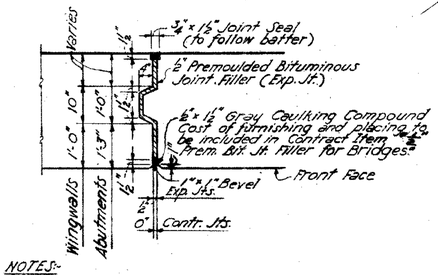
Scale: 1/4" = 1'-0"



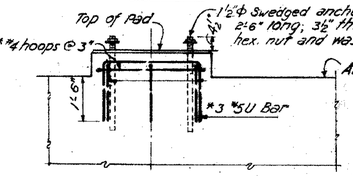


SECTION T-T

Section T'-T' Similar
Scale: 1/4"=1'-0"



PLAN

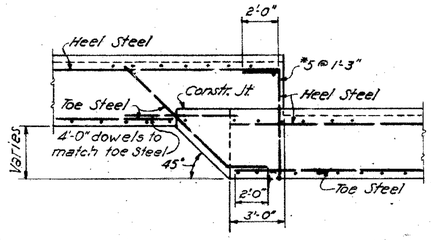


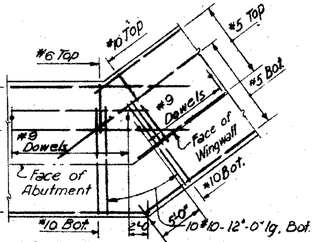
SECTION 2-2

TYPICAL PAD DETAILS

Scale: 1"=1'-0"

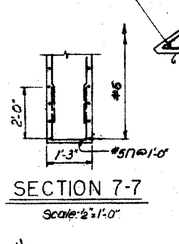
*Reinforcement to be used only when pad exceeds 4" in height.





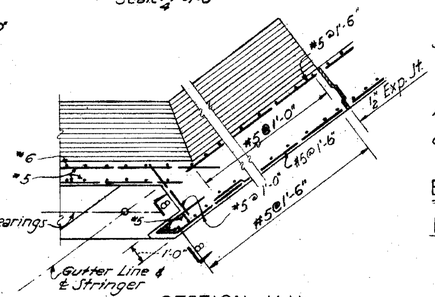
SOUTHEAST FOOTING CORNER DETAIL

Scale: ⅛" = 1'-0"



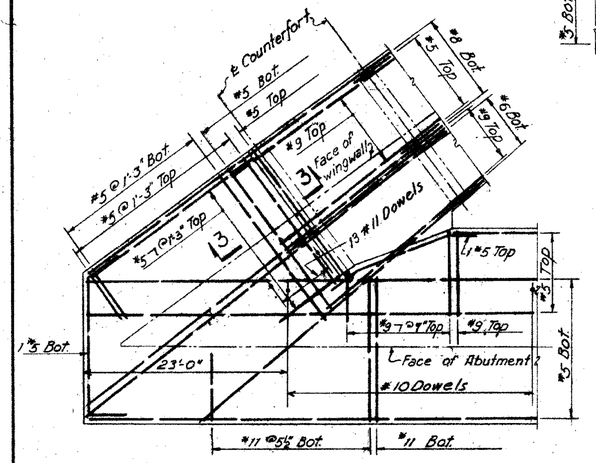
SECTION 7-7

Scale: ½"=1'-0"



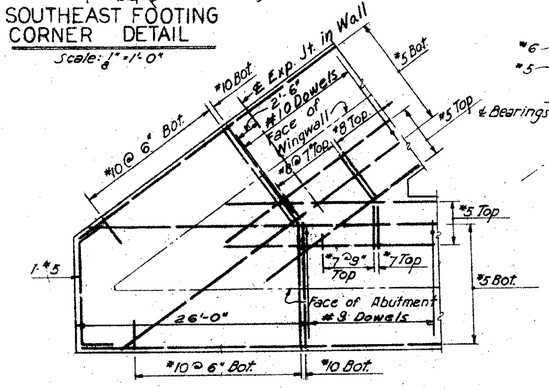
SECTION U-U

Section U'-U' Similar
Scale: 1/4"=1'-0"



NORTHEAST FOOTING CORNER DETAIL

Scale: ⅛" = 1'-0"



SOUTHWEST FOOTING CORNER DETAIL

Scale: ⅛" = 1'-0"

NOTES:-

Keys: Abutment - Keys to extend from top of footing to within 1'-0" of the bridge seat. No key required in backwall.
Wingwalls - Keys to extend from top of footing or bottom of wall to the gutter line.
Joint Seal: Abutment - Joint seal to extend from top of footing to top of backwall.
Wingwalls - Joint seal to extend from top of footing to top of curb and horizontally along joint to inside face of parapet.
Reinforcement - shall be discontinuous at expansion and contraction joints.
Caulking compound - shall extend from top of safety walk around parapet to 1'-0" below finished grade.

EXPANSION & CONTRACTION JOINT DETAILS

- Not to scale -

NOTES:

1. For General Notes see Sheet No. 1
2. For location of Sections A-A thru D-D, S-S thru V-V and 7-7 see Sheet No. 3
   For location of Sections E-E thru H-H, S'-S' thru V'-V' and 7-7 see Sheet No. 6
3. For parapet details see Sheet No. 12

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.

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
FRANKLIN STREET
ABUTMENT SECTIONS AND DETAILS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY S.S. DATE 12-3-57
CHECKED BY J.B.T. DATE 2-7-58
APPROVED T.R.K. DATE 2-21-58
PROJECT NO. 34 - 84
BRIDGE SHEET NO. 8 OF 13

LOUIS PREY CO., INC.

34 84 34 106

M228 01

APPENDIX 4

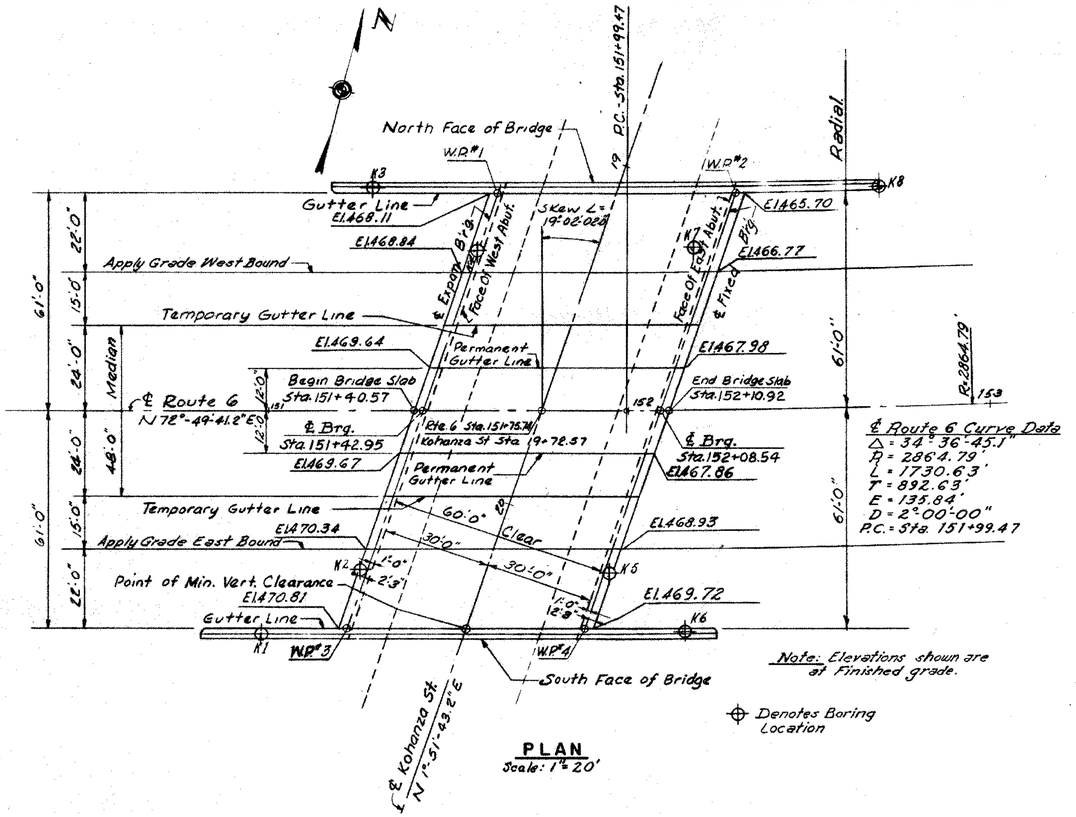
STRUCTURE NOS. 01185 AND 01193 PLANS AND BORING LOGS

STRUCTURE NO. 01185

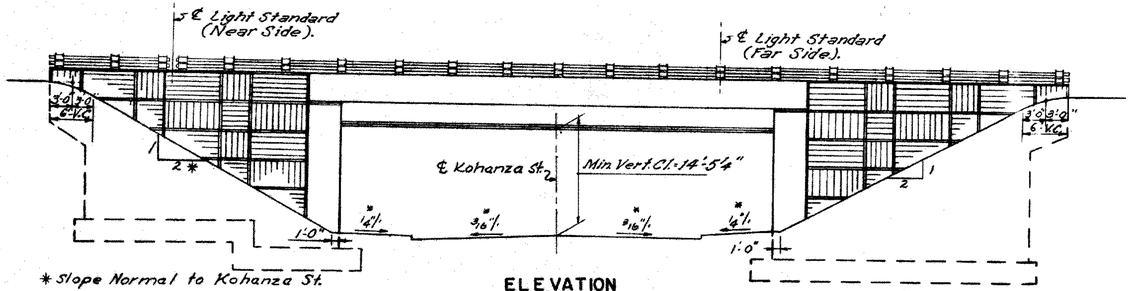
FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	R84-1(3)14	34-84	1958	U.S.6	147A	662

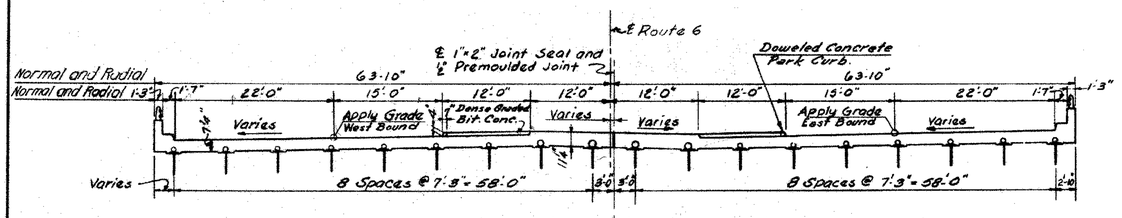
This sheet Supercedes Sheet 147



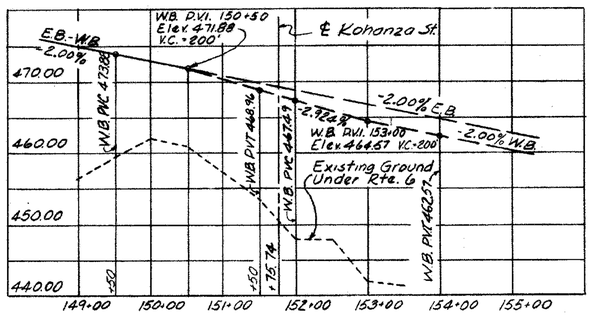
PLAN
Scale: 1" = 20'



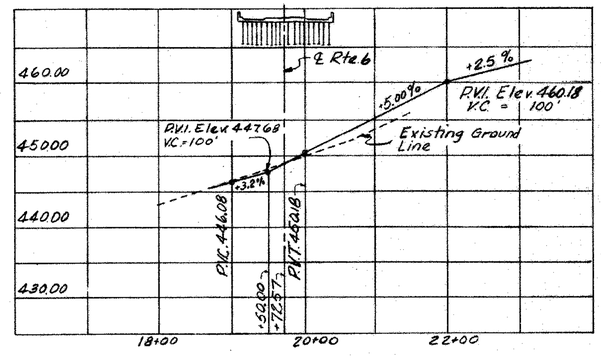
ELEVATION
Scale: 1" = 10'



TYPICAL BRIDGE CROSS SECTION
Scale: 1" = 10'



PROFILE OF ROUTE 6
Horiz. 1" = 100'
Vert. 1" = 10'



PROFILE OF KOHANZA STREET
Horiz. 1" = 100'
Vert. 1" = 10'

GENERAL NOTES

1. **SPECIFICATIONS:** Connecticut State Highway Department Form 808 - January, 1955, and Special Provisions.
2. **DESIGN SPECIFICATIONS:** "Standard Specifications for Highway Bridges" (A.A.S.H.O. - 1953) except as modified by Bureau of Public Roads "Policy on Interstate System Projects" (Aug. 1955) and as supplemented by Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers" (Feb. 1956).
3. **LOADING:** H20-S16-44 and future wearing surface 25 lbs. / sq. ft.
4. **COMPOSITE CONSTRUCTION:** No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed when directed by the Engineer, but not less than 7 days after slab has been poured. Design based on n=10 for live load and n=30 for additional dead load.
5. **CLASS "A" CONCRETE:** Class "A" concrete shall be used throughout. See Special Provisions.
6. **EXPOSED EDGES:** Exposed Edges shall be beveled 1" x 1" unless otherwise dimensioned.
7. **JOINT SEAL:** Joint Seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
8. **TAR PAPER:** The cost of furnishing and placing 2 layers of 3 ply tar paper at backwalls shall be included in item for Class "A" Concrete.
9. **CAULKING COMPOUND:** Gray caulking Compound shall be included in the appropriate item for Premoulded Bituminous Joint Filler for Bridges.
10. **STRUCTURAL STEEL:** All main material of rolled beams with welded cover plates shall conform to A.S.T.M. designation A 373. All other steel shall conform to A.S.T.M. designation A 7, unless otherwise noted.
11. **PAINTING:** For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
12. **REINFORCING STEEL:** Unless otherwise noted, all splices of vertical bars shall be lapped 35 diameters, and splices of longitudinal bars shall be lapped 20 diameters except that longitudinal bars in tops of footing heels and under bridge seats shall be spliced 35 diameters. Cover shall be 2" above footings and 3" in footings, unless otherwise noted.
13. **QUANTITIES:** Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
14. **CROSS REFERENCES:** All sheet numbers indicated for reference refer to bridge sheet numbers shown in the lower right hand corner of title box.

* * Class "A" Concrete Distribution:

Footing	693	C.Y.
Substructure	4,057	C.Y.
Superstructure	245	C.Y.
Total =	1,995	C.Y.

QUANTITIES

ITEM	UNIT	TOTAL
Structure Excavation (Complete)	C.Y.	2100
6" ACCM Pipe	L.F.	12
6" Perforated ACCM Pipe	L.F.	380
Soil Loading Test - 4½ Tons/S.F.	Ea.	1
Class "A" Concrete **	C.Y.	1,995
¼" Premoulded Bit. Jt. Filler for Bridges	S.F.	20
½" Premoulded Bit. Jt. Filler for Bridges	S.F.	460
¾" Premoulded Bit. Jt. Filler for Bridges	S.F.	30
Deformed Steel Bars.	Lb.	178,000
Structural Steel	Lb.	250,000
Dampproofing	S.Y.	1,020
Metal Bridge Rail	L.F.	301
Gravel Fill	C.Y.	20
Pervious Structure Backfill	C.Y.	6200
Alt. "A" Spiral Shear Conn. Bars	Lb.	5,960 ⚠
Alt. "B" Welded Stud Shear Conn. (4 inch)	Ea.	3,430 ⚠
Welded Stud Shear Conn. (6 inch)	Ea.	1,630 ⚠
Dense Graded Bituminous Conc.	Ton	42
Doweled Concrete Park Curbing	L.F.	136
Lighting Standard Type P-12B	Ea.	2
2½" Rigid Steel Conduit	L.F.	340
2" Rigid Steel Conduit	L.F.	20
Cable, 1/c #12, 600V. Neoprene Jacketed	L.F.	200
Cable, 1/c #8, 600V. Neoprene Jacketed	L.F.	500
Cable, 1/c #6,600 Neoprene Jacketed	L.F.	560
Luminaire, 400 Watt	Ea.	1
Luminaire, 250 Watt	Ea.	1
Grounding Provisions	L.F.	370
C.I. Pull Box, 18"x18"x10"D.	Ea.	2

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
KOHANZA STREET
GENERAL PLAN AND ELEVATION

REVISIONS		
NO.	DATE	DESCRIPTION
⚠	9-17-59	REV. SHEAR CONNECTOR QUANTITIES

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES AS SHOWN
MADE BY R.A.V. DATE 4-10-57
CHECKED BY J.L.G. DATE 5-10-57
APPROVED T.R.K. DATE 2-14-58
PROJECT NO. 34 - 84
BRIDGE SHEET NO. 1 of 10

LOUIS FREY CO., INC. 24-58

34 84 34 106

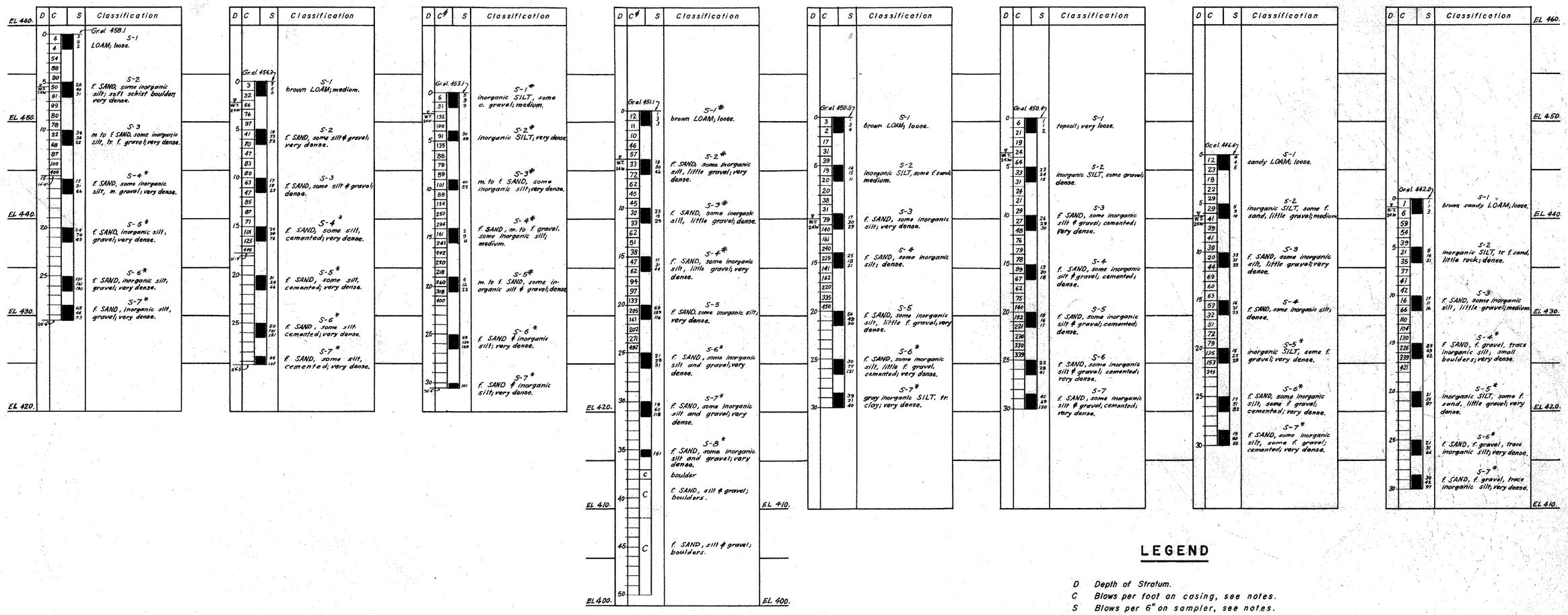
M228 01

This Sh. Supercedes Sh. 147

147A

FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I84-1(53)4	34-84	1958	U.S. 6	148	662



NOTES

Casing = 3½" I.D. casing driven with 300-lb. hammer falling 2'-0", unless noted by (ϕ).
(ϕ)= 3½" I.D. casing driven with 300-lb. hammer falling 2'-6".

Sampler = 2½" I.D. split spoon sampler driven with 300-lb. hammer falling 1'-5" unless noted by (*) or (#).
(#)= 2½" I.D. split spoon sampler driven with 140-lb. hammer falling 2'-6".
(*)= Open A-Rod.

Core barrel= 2¼" I.D. Double Tube core barrel with diamond bit.

LEGEND

D Depth of Stratum.
C Blows per foot on casing, see notes.
S Blows per 6" on sampler, see notes.
S- Drive sample number.
Drive sample.
C Cored sample.
Water Table with time of observation.

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FEDERAL AID PROJECT

BORING	STATION	OFFSET	DATE COMPLETED
K-1	150+90	62' R	4/17/57
K-2	151+26	45' R	4/16/57
K-3	151+26	62' L	4/12/57
K-4	151+57	45' L	4/11/57
K-5	151+94	45' R	4/19/57
K-6	152+17	62' R	4/17/57
K-7	152+26	45' L	4/23/57
K-8	152+70	62' L	4/22/57

REVISIONS		
NO.	DATE	DESCRIPTION

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S.6 RELOCATION
OVER
KOHANZA STREET
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD
SCALES Vertical = 1" = 5'-0"
MADE BY W.F.L. (A.D. CO.) DATE 7/15/57
CHECKED BY [illegible] (A.D. CO.) DATE 9-4-57
APPROVED T.R.K. DATE 2-14-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 2 OF 10

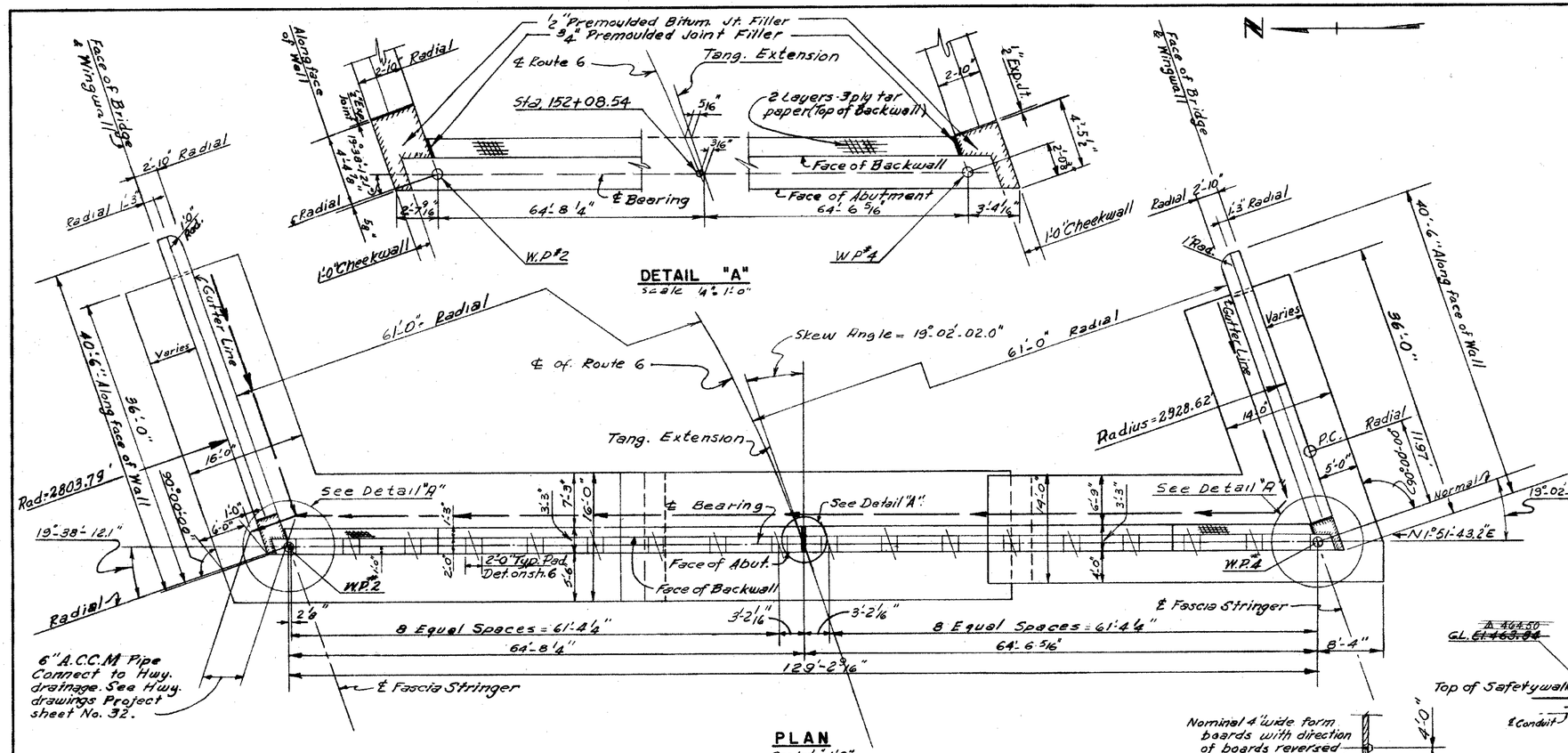
"ARCHRIGHT" TRACING CLOTH JOSEPH MERRITT & CO. 11819

34 84 34 106 M228 01

148

FORM NO. ENG. 19 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	284(13)4	34-84	1958	U.S.6	149	662



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"C.J." denotes Contraction. Jt

NOTES:

1. For General Notes see sheet 1.
2. For Exp. & Cont. Jt. Details see sheet 6.
3. For Parapet Details see sheet 9.
4. For Railing Details see sheet 9.
5. For Bearing Pad Details see sheet 6.
6. For Abut. & Wingwall sections see sheet 5.
7. For Elec. Details see sheet 10.

REVISIONS		
NO.	DATE	DESCRIPTION
1	5-17-60	Revised Gutter Line Elev. on S.E. Wingwall & N.E. Wingwall Details.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
KOHANZA STREET
EAST ABUTMENT

DESIGNED BY	PARSONS, BRINCKERHOFF, HALL AND MACDONALD		
SCALES	As Shown		PROJECT NO. 34-84
MADE BY	A.G.	DATE 1-14-57	
CHECKED BY	J.L.G.	DATE 5-14-57	BRIDGE SHEET NO. 3 of 10
APPROVED	F.R.K.	DATE 2-14-58	

LOUIS FREY CO., INC. 60469

34 84 34 106

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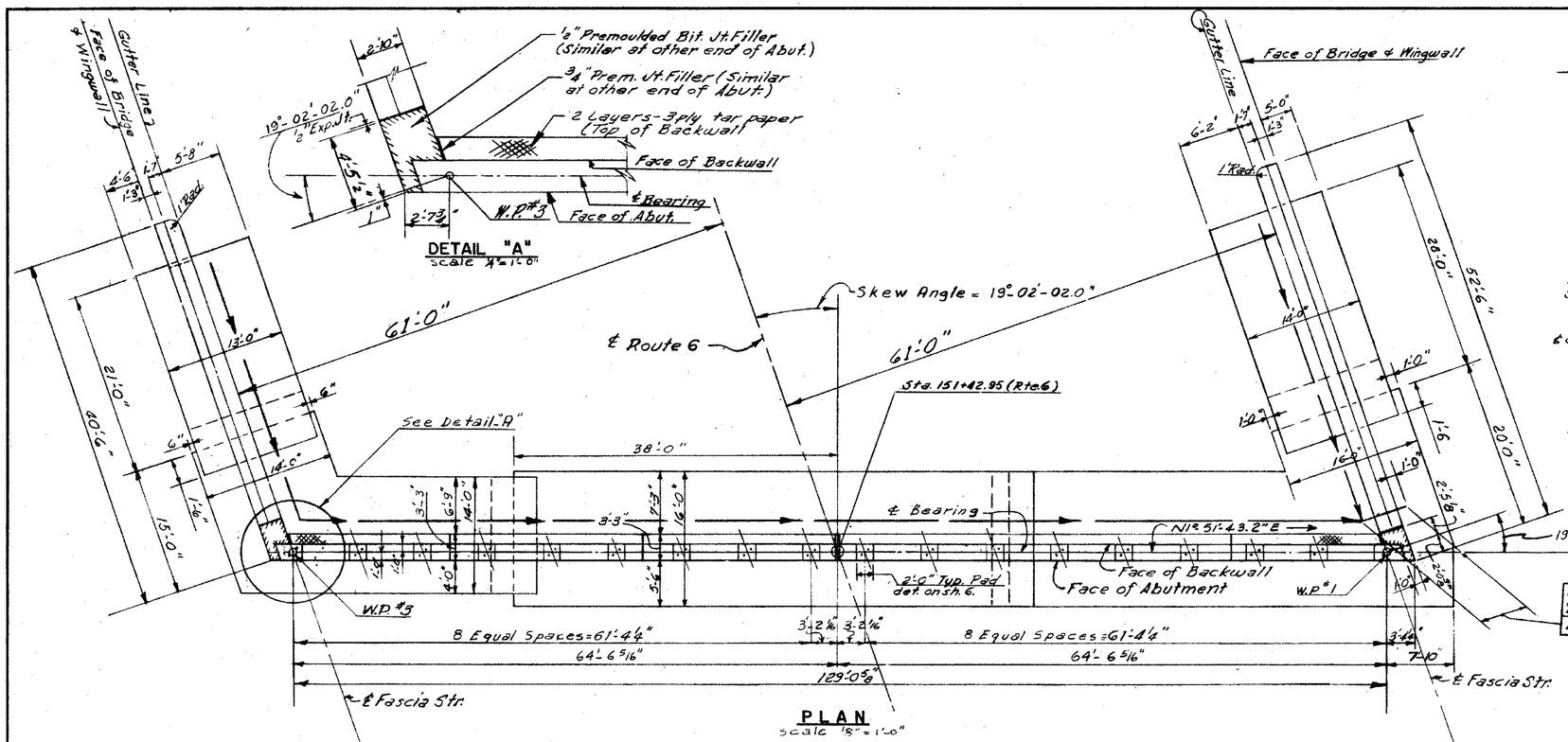
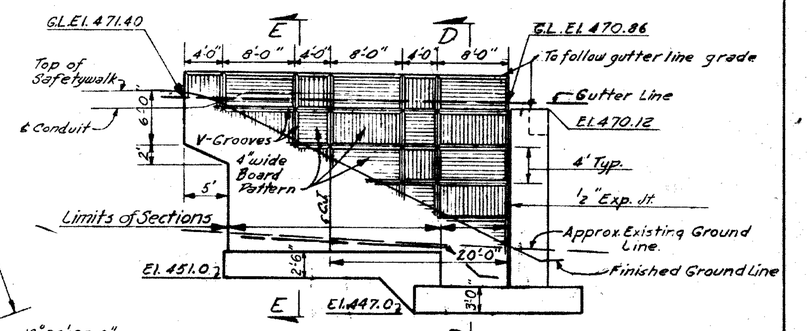
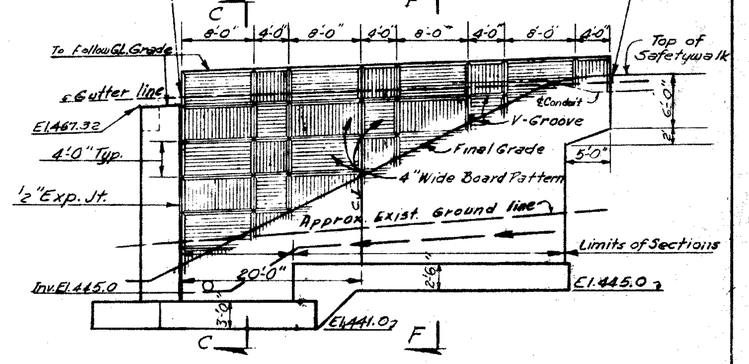
149

FORM NO. ENG 1M ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	184-1(3)4	34-84	1958	U.S. 6	150	662







NOTES

1. For General Notes see sh. 1.
2. For Exp. & Cont. Jt. Details see sh. 6.
3. For Parapet Details see sh. 9.
4. For Railing Details see sh. 9.
5. For Bearing Pad Details see sh. 6.
6. For Abut. & Wingwall sections see sh. 5.
7. For Form Board arrangement see sh. 3.
8. For Elec. Details see sheet 10.

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"C.J." denotes Contraction Jt.

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
KOHANZA STREET
WEST ABUTMENT

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown — PROJECT NO. 34-84
MADE BY A.G. — DATE 4-18-57
CHECKED BY J.L.G. — DATE 5-18-57
APPROVED T.R.K. — DATE 7-14-58 — BRIDGE SHEET NO. 4 of 10

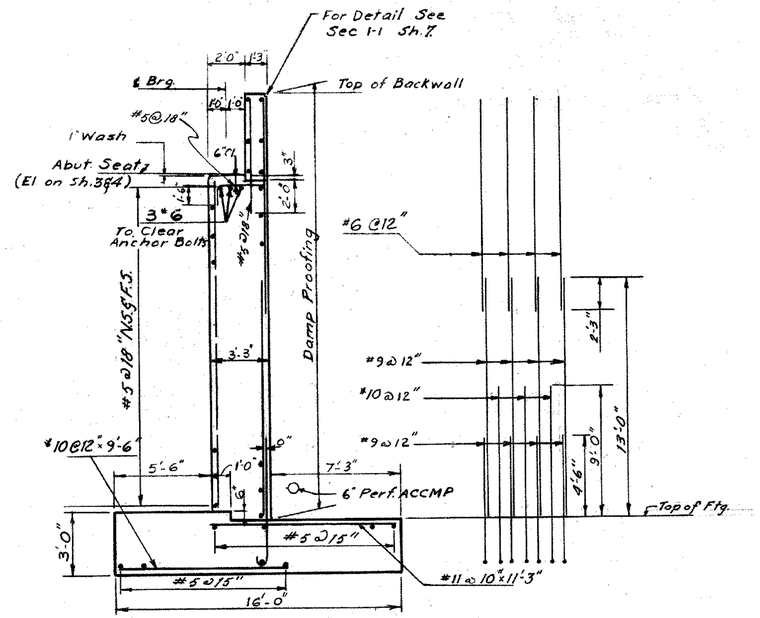
LOUIS FREY CO., INC. 26480

34 84 34 106 111228 01

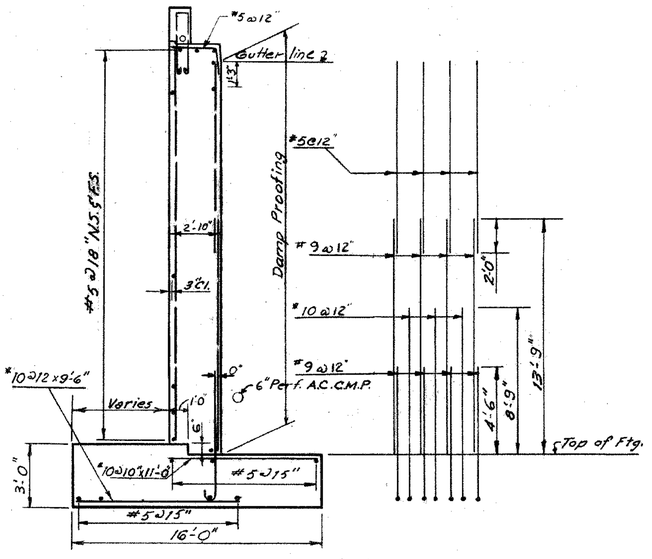
150

FORM NO. ENG. 10 EFF. 11-52

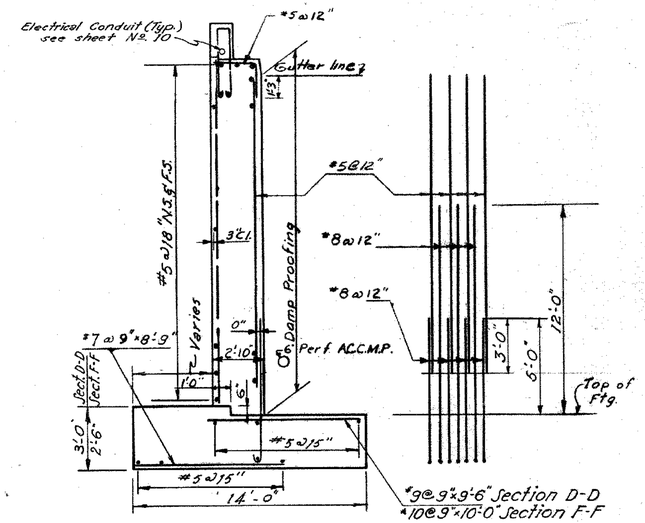
PUB. ROAD DIV. NO	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	184-1(5)4	34-84	1958	U.S. 6	151	662



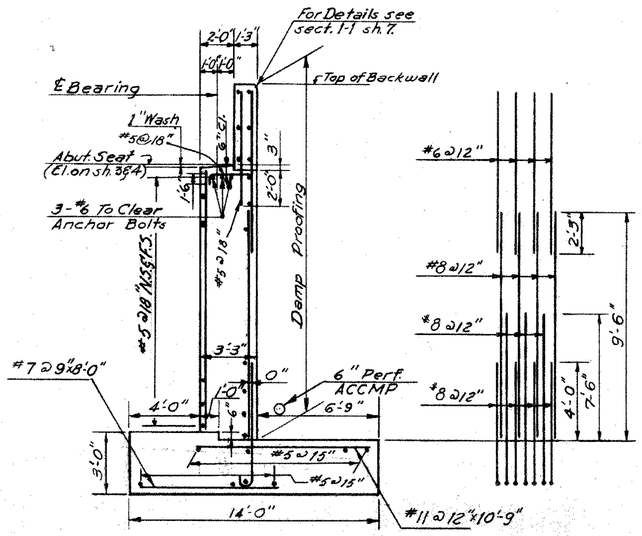
SECTION A-A
Scale 1/4"=1'-0"



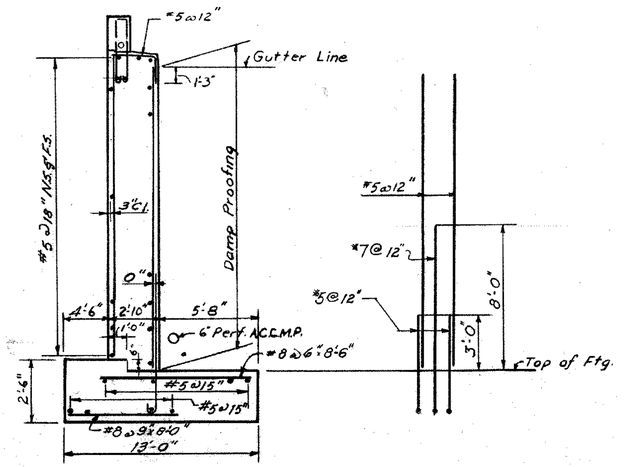
SECTION C-C
Scale 1/4"=1'-0"



SECTION D-D
(Section F-F Similar Except as Noted)
~Scale 1/4"=1'-0"~



SECTION B-B
Scale 1/4"=1'-0"



SECTION E-E
Scale: 1/4"=1'-0"

NOTES:
1. General Notes on Sheet 1.
2. Location of Wall & Abutment Sections shown on sh. 384.
3. Perf. ACCMP. denotes Perforated Asphalt Coated Corrugated Metal Pipe.
4. Parapet and Safetywalk Details and Reinforcement on sheet 9.
5. "Perforated ACCMP" denotes Perforated Asphalt Coated Corrugated Metal Pipe.

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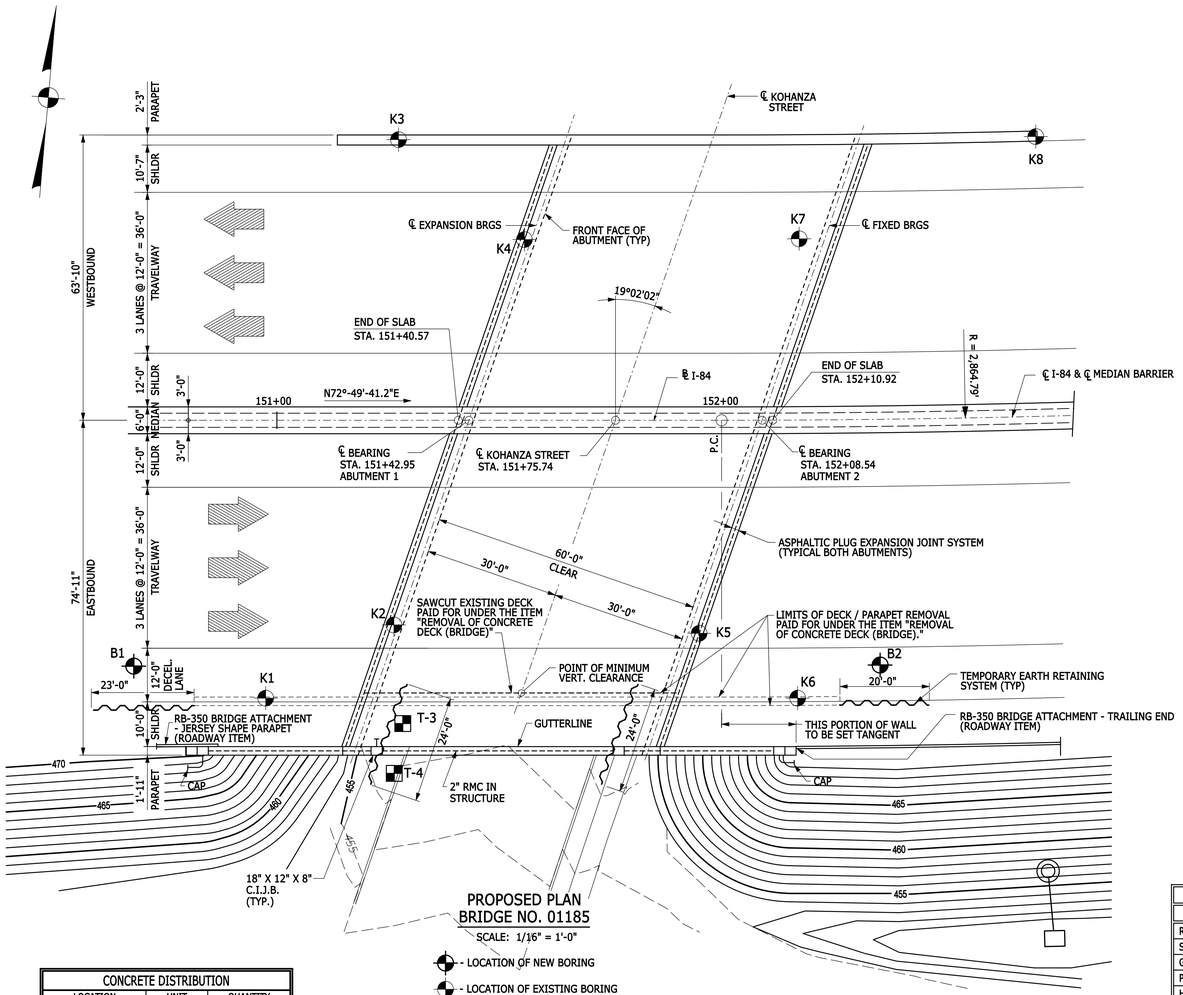
FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
KOHANZA STREET
SUBSTRUCTURE SECTIONS

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY J.L.G. & R.J.H. DATE 12/19/57
CHECKED BY R.A.V. DATE 1-8-58
APPROVED T.R.K. DATE 2-14-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 5 of 10

34 84 34 106 M 228 01

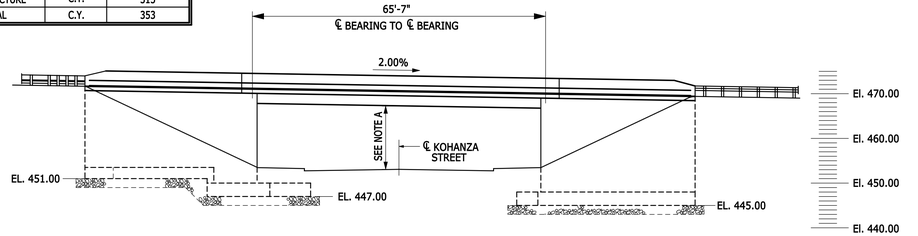


PROPOSED PLAN
BRIDGE NO. 01185

SCALE: 1/16" = 1'-0"

- ℄ LOCATION OF NEW BORING
- ℄ LOCATION OF EXISTING BORING
- LOCATION OF UTILITY TEST PIT, SEE CIVIL DRAWINGS

CONCRETE DISTRIBUTION		
LOCATION	UNIT	QUANTITY
SUPERSTRUCTURE	C.Y.	38
SUBSTRUCTURE	C.Y.	315
TOTAL	C.Y.	353

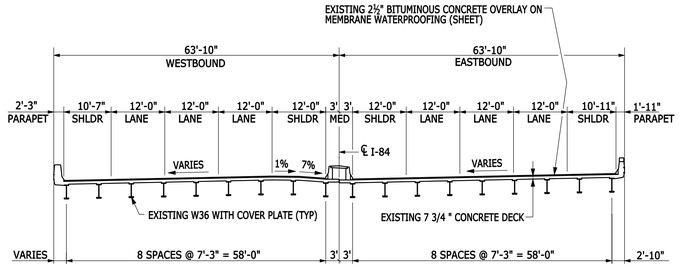


PROPOSED ELEVATION
BRIDGE NO. 01185

SCALE: 1/16" = 1'-0"

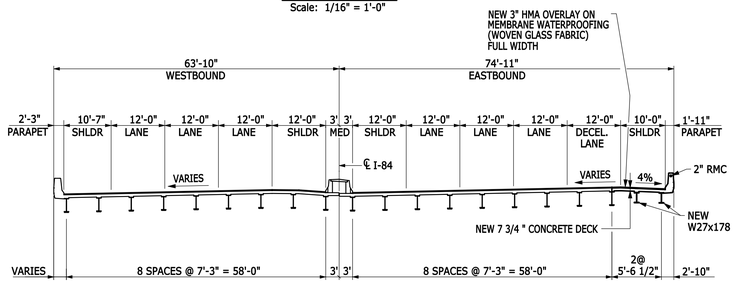
INSPECTION OF FIELD WELDS		
METHODS	UNIT	QUANTITY
Ultrasonic	inch	0
Magnetic Particle	feet	0

NOTE A: MINIMUM VERTICAL CLEARANCE FOR THE WIDENED STRUCTURE IS EQUAL TO THE EXISTING MINIMUM VERTICAL CLEARANCE OF 14'-2".



EXISTING SECTION

Scale: 1/16" = 1'-0"



PROPOSED SECTION

SCALE: 1/16" = 1'-0"

NOTE: AFTER SAWCUTTING DECK, TOP OF CONCRETE ELEVATIONS SHALL BE GIVEN TO THE ENGINEER TO CONFIRM ELEVATIONS FOR TOP OF PROPOSED ABUTMENT BEARING PADS.

TRANSPORTATION DIMENSIONS AND MASS				
MEMBER	SHIPPING LENGTH	SHIPPING HEIGHT	SHIPPING WIDTH	SHIPPING MASS
G19	66'-9"	27"	12"	11,882 lbs.
G20	66'-9"	27"	12"	11,882 lbs.

QUANTITIES		
ITEM DESCRIPTION	UNIT	QUANTITY
Removal of HMA Wearing Surface	S.Y.	930
Structure Excavation - Earth (Complete)	C.Y.	625
Granular Fill	C.Y.	85
Pervious Structure Backfill	C.Y.	450
HMA S0.5	ton	106
HMA S0.25	ton	53
Removal of Concrete Deck (Bridge)	S.Y.	23
Shear Connectors	L.S.	L.S.
1-½" Polyvinyl Chloride Plastic Pipe	L.F.	5
Asphaltic Plug Expansion Joint System	C.F.	115
Partial Depth Patch	C.F.	20
Class "A" Concrete	C.Y.	315
Class "F" Concrete	C.Y.	38
Deformed Steel Bars	LB	27,000
Deformed Steel Bars - Epoxy Coated	LB	9,850
Drilling Holes and Grouting Dowels	Ea.	230
Structural Steel (Site No. 1)	L.S.	L.S.
Localized Paint Removal and Field Painting of Existing Steel	S.F.	15
Membrane Waterproofing (Woven Glass Fabric)	S.Y.	1,010
Dampproofing	S.Y.	220
Temporary Earth Retaining System	S.F.	730
Temporary Precast Concrete Barrier Curb (Structure)	L.F.	71
Removal of Existing Masonry	C.Y.	75
2" Rigid Metal Conduit in Structure	L.F.	170
18"x12"x8" Cast Iron Junction Box	EA.	4

LIST OF DRAWINGS	
DRAWING NO.	TITLE
S1-01	GENERAL PLAN BRIDGE NO. 01185
S1-02	BORING LOGS I
S1-03	BORING LOGS II
S1-04	TEMPORARY PRECAST CONCRETE BARRIER CURB (STR.)
S1-05	STAGE CONSTRUCTION
S1-06	ABUTMENT NO. 1
S1-07	ABUTMENT NO. 2
S1-08	ABUTMENT DETAILS
S1-09	WINGWALLS
S1-10	WINGWALL DETAILS
S1-11	FRAMING PLAN
S1-12	STEEL DETAILS
S1-13	SLAB PLAN
S1-14	SLAB DETAILS
S1-15	DECK PATCHING DETAILS
S1-16	RAIL ATTACHMENT DETAILS
S1-17	EXPANSION FITTINGS
S1-18	ELECTRICAL DETAILS

GENERAL NOTES:

SPECIFICATIONS: Connecticut Department of Transportation Form 816, Supplemental Specification dated January 2014 and Special Provisions.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications 6th Edition (2012) with 2013 interims, as supplemented by the Connecticut Department of Transportation Bridge Design Manual (2003).

ALLOWABLE DESIGN STRESSES:
- Class "A" Concrete: Based on f'c = 3,000 psi
- Class "F" Concrete: Based on f'c = 4,000 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 the special provision "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: Paint shall conform to the requirements of the special provision, "Structural Steel (Site No. 1)." The item "Field Touch-up Painting" shall be used for painting existing structural steel.

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).

FOUNDATION PRESSURES: The various Group Loadings noted on the substructure plan sheets refer to the Group Loads as given in the AASHTO LRFD Bridge Design Specifications.

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.

REMAIN-IN-PLACE FORMS: The use of remain-in-place forms on this structure is not allowed.

COMPOSITE CONSTRUCTION: No temporary intermediate supports shall be used during the placing and setting of the concrete deck slab. Temporary supports may be used for structural steel erection only. Construction loads and dead loads will be permitted when directed by the Engineer, but only when the concrete has reached a strength of f'c = 3,500 psi. Live loads (traffic) will be permitted on the structure after the concrete has reached a strength of f'c = 4,000 psi.

CLASS "A" CONCRETE: Class "A" Concrete shall be used for the entire substructure and the parapets of U-Type Wings.

CLASS "F" CONCRETE: Class "F" Concrete shall be used for the bridge decks including parapets.

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.

EPOXY COATED REINFORCING BARS: All reinforcement in the superstructure including the concrete deck slab and the parapets shall be epoxy coated unless otherwise noted. These bars shall be included in the pay item for "Deformed Steel Bars (Epoxy Coated)".

PREFORMED EXPANSION JOINT FILLER: The cost of furnishing and installing Preformed Expansion Joint Filler 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 prior approval of the Engineer.

GENERAL DESCRIPTION OF WORK

1. INSTALL TEMPORARY EARTH RETAINING SYSTEM.
2. REMOVE BRIDGE DECK AT SOUTH SIDE OF BRIDGE.
3. EXTEND ABUTMENTS AND CONSTRUCT NEW SOUTH WINGWALLS.
4. INSTALL NEW GIRDERS AND CONSTRUCT NEW DECK AND PARAPET.
5. MILL EXISTING BITUMINOUS OVERLAY, PATCH DECK AS NECESSARY, INSTALL BITUMINOUS CONCRETE OVERLAY AND INSTALL ASPHALTIC PLUG EXPANSION JOINTS FULL WIDTH OF BRIDGE.

NOTICE TO BRIDGE INSPECTORS

The Department's Bridge Safety procedures require this bridge to be inspected for, but not limited to, all appropriate components indicated in the governing manuals for bridge inspection. Attention must be given to inspecting the following special components and details. (The listing for components for specific attention shall not be construed to reduce the importance of inspection of any other component of the structure.) The frequency of inspection of this structure shall be in accordance with the governing manuals for bridge inspection, unless otherwise directed by the Manager of Bridge Safety and Evaluation.

COMPONENT OR DETAIL	STRUCTURE SHEET REFERENCE
Follow Normal Inspection Procedures	——

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
Filename: 063-SB_MSH_Br034_0308_GPN.dgn	6/23/2014	Border Version: 6/1/05	

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DESIGNER/DRAFTER: Y. ESTRADA/P. ARZENO
CHECKED BY: J. HAPKIEWICZ
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ENGINEER: AECOM Technical Services, Inc.
APPROVED BY: J.T. HAPKIEWICZ, P.E. DATE: 06/11/2014

STATE OF CONNECTICUT · JOHN T. HAPKIEWICZ · 25270 · LICENSED PROFESSIONAL ENGINEER

PROJECT TITLE:
I-84 INTERCHANGES 5 & 6 IMPROVEMENTS

TOWN: **DANBURY**

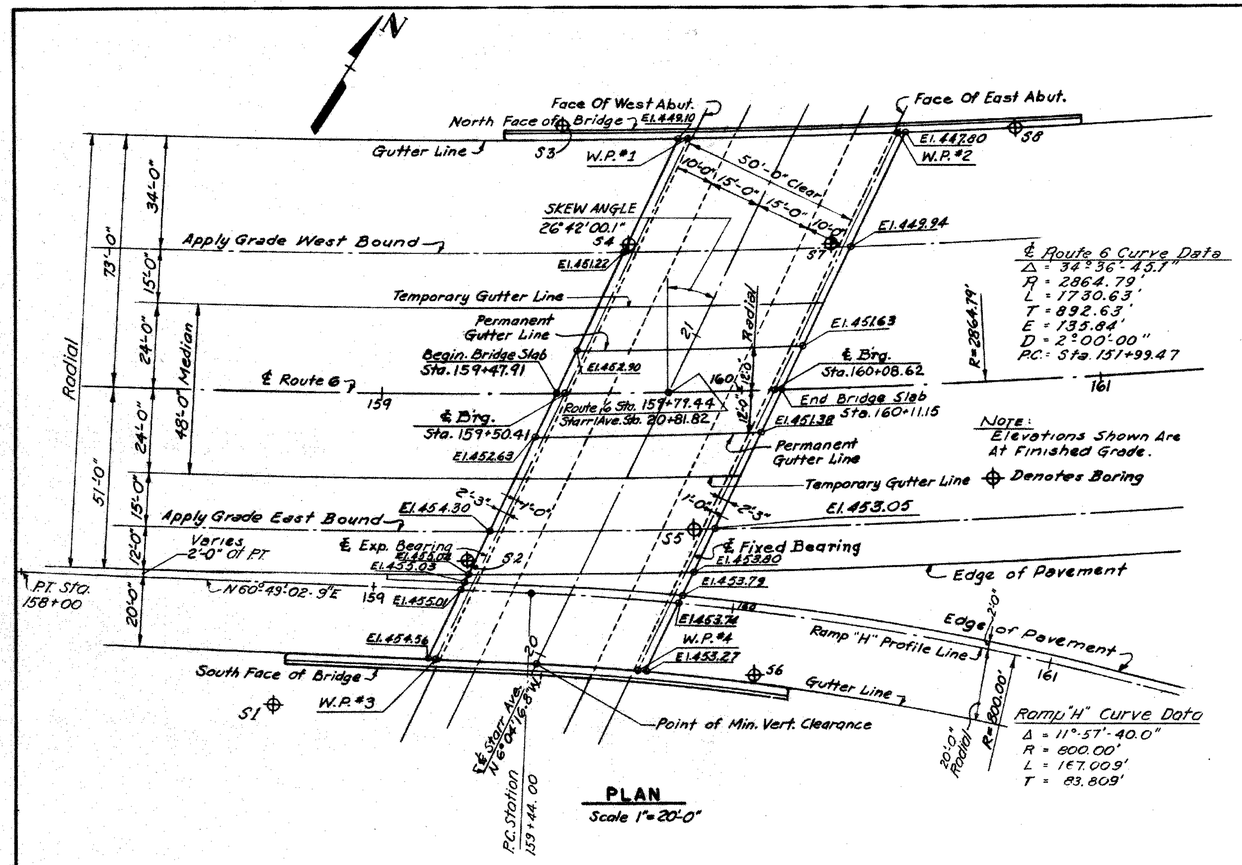
DRAWING TITLE: **GENERAL PLAN BRIDGE NO. 01185**

PROJECT NO. **34-313**
DRAWING NO. **S1-01**
SHEET NO. **05.02**

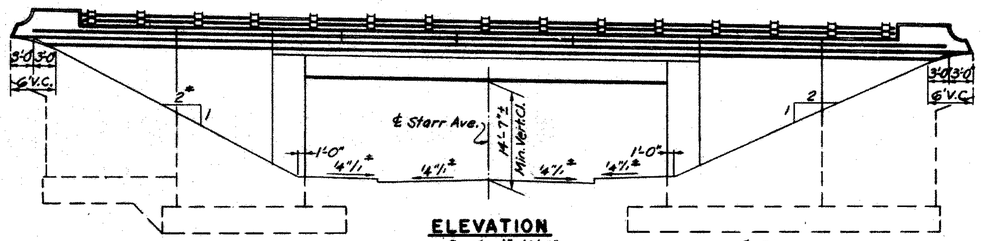
STRUCTURE NO. 01186

FORM NO. ENG. 15 ED. 11-58

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	[64](3)4	34-84	1958	U.S. 6	157A	662

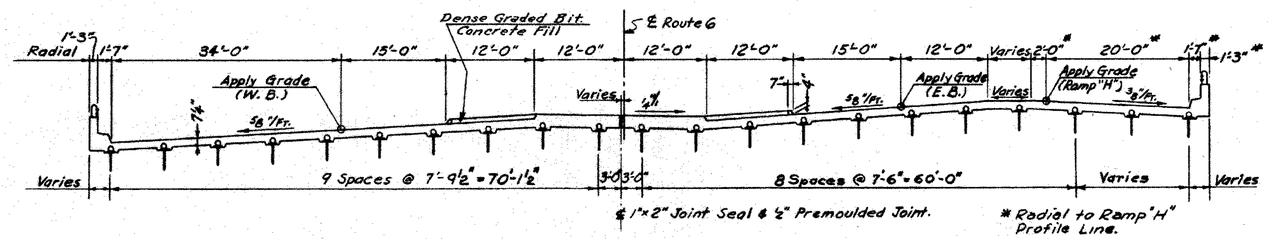


PLAN
Scale 1"=20'-0"



ELEVATION
Scale 1"=10'-0"

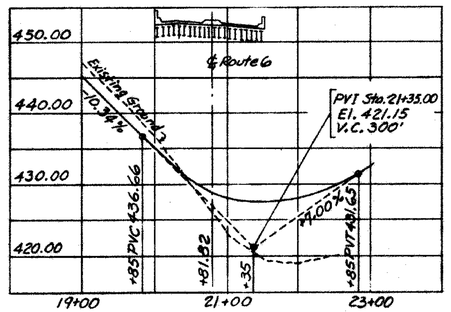
* Normal to ℄ Starr Ave.



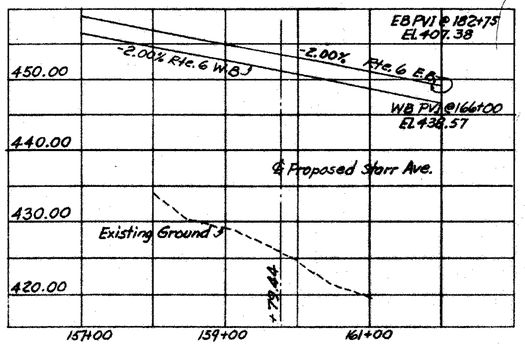
℄ 1"×2" Joint Seal & ½" Premoulded Joint.

* Radial to Ramp "H" Profile Line.

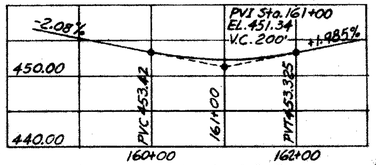
TYPICAL BRIDGE CROSS SECTION
Scale 1"=10'-0"



PROFILE OF STARR AVE.
Scales Vert. 1"=10'
Hor. 1"=100'



PROFILE OF ROUTE 6
Scales Vert. 1"=10'
Hor. 1"=100'



PROFILE OF RAMP "H"
Scales Vert. 1"=10'
Hor. 1"=100'

This sheet supercedes sheet 157

GENERAL NOTES

1. **SPECIFICATIONS:** Connecticut State Highway Department Form 808 - January, 1955, and Special Provisions.
2. **DESIGN SPECIFICATIONS:** "Standard Specifications for Highway Bridges" (A.A.S.H.O.-1953) except as modified by Bureau of Public Roads "Policy on Interstate System Projects" (Aug. 1956) and as supplemented by Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers" (Feb. 1956).
3. **LOADING:** H20-S16-44 and future wearing surface 25 lbs./sq. ft.
4. **COMPOSITE CONSTRUCTION:** No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed when directed by the Engineer, but not less than 7 days after slab has been poured. Design based on n=10 for live load and n=30 for additional dead load.
5. **CLASS "A" CONCRETE:** Class "A" Concrete shall be used throughout. See Special Provisions.
6. **EXPOSED EDGES:** Exposed Edges shall be beveled 1" × 1" unless otherwise dimensioned.
7. **JOINT SEAL:** Joint Seal shall be included in item for Class "A" Concrete. See special Provisions for Class "A" Concrete.
8. **TAR PAPER:** The cost of furnishing and placing 2 layers of 3 ply tar paper at backwalls shall be included in item for Class "A" Concrete.
9. **CAULKING COMPOUND:** Gray caulking Compound shall be included in the appropriate item for Premoulded Bituminous Joint Filler for Bridges.
10. **STRUCTURAL STEEL:** All main material of rolled beams with welded cover plates shall conform to A.S.T.M. designation A-373. All other steel shall conform to A.S.T.M. designation A-7, unless otherwise noted.
11. **PAINTING:** For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
12. **REINFORCING STEEL:** Unless otherwise noted, all splices of vertical bars shall be lapped 35 diameters, and splices of longitudinal bars shall be lapped 20 diameters except that longitudinal bars in tops of footing heels and under bridge seats shall be spliced 35 diameters. Cover shall be 2" above footings and 3" in footings, unless otherwise noted.
13. **QUANTITIES:** Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
14. **CROSS REFERENCES:** All sheet numbers indicated for reference refer to bridge sheet numbers shown in the lower right hand corner of title box.

QUANTITIES

ITEM	UNIT	TOTAL
Structure Excavation (Complete)	C.Y.	3100
6" ACCM Pipe	L.F.	16
6" Perforated ACCM Pipe	L.F.	496
Soil Loading Test -3.75 Tons/s.f.	Ea.	2
Class "A" Concrete **	C.Y.	2,973
¼" Premoulded Bit. Jt. Filler for Bridges	S.F.	20
½" Premoulded Bit. Jt. Filler for Bridges	S.F.	910
¾" Premoulded Bit. Jt. Filler for Bridges	S.F.	28
Deformed Steel Bars	Lb.	317,000
Structural Steel	Lb.	240,000
Dampproffing	S.Y.	1,230
Metal Bridge Rail	L.F.	240
Pervious Structure Backfill	C.Y.	10,500
Alt. "A" Spiral Shear Conn. Bars	Lb.	6,150
Alt. "B" Welded Stud Shear Conn. (4 inch)	Ea.	5900
Welded Stud Shear Conn. (6 inch)	Ea.	1,500
Dense Graded Bituminous Concrete	Ton	40
Doweled Concrete Park Curbing	L.F.	128
Compacted Gravel Fill	C.Y.	2280
2½" Rigid Steel Conduit	L.F.	340
Cable, 1/c #8, 600V. Neoprene Jacketed	L.F.	500
Cable, 1/c #6, 600V. Neoprene Jacketed	L.F.	585
C.I. Pull Box, 18"×18"×10" D.	Ea.	2

** Class 'A' Concrete Distribution:

Footings	1,008 C.Y.
Substructure	1695 C.Y.
Superstructure	270 C.Y.
Total =	2,973 C.Y.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
STARR AVENUE
GENERAL PLAN AND ELEVATION

REVISIONS		
NO.	DATE	DESCRIPTION
1	9-17-59	REV. SHEAR CONNECTOR QUANTITIES

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

SCALES	As Shown		PROJECT NO. 34-84
MADE BY	E.H.	DATE 4-21-57	
CHECKED BY	A.S.C.	DATE 11-14-57	SHEET NO. 1 OF 10
APPROVED	T.R.K.	DATE 2-14-58	

LOUIS PAET CO., INC. Boston

34 84 34 106

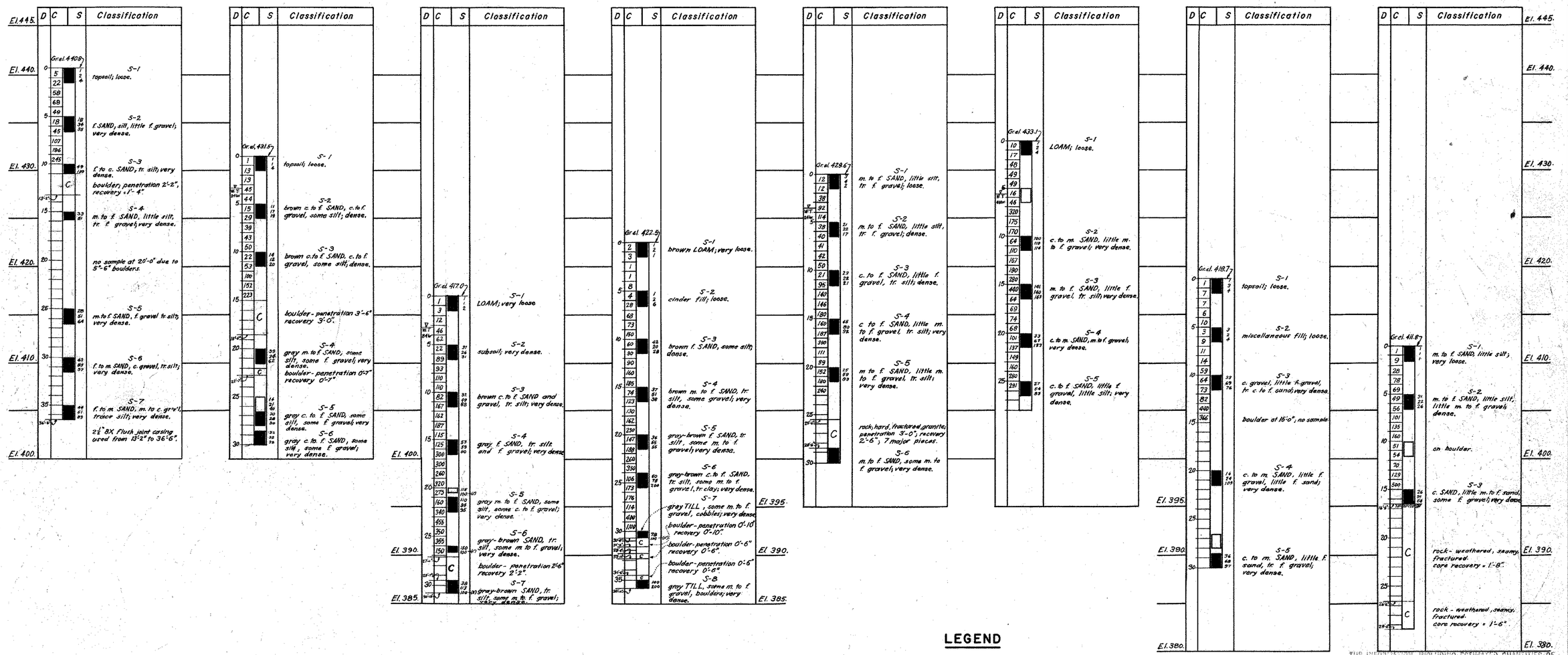
M 228 01

This Sh. Supercedes Sh. 157

157A

FORM NO. ENG. 18 ED. 11-55

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I84-1(5)4	34-84	1958	U.S. 6	158	662



NOTE

Core Barrel = 2½" I.D. Double Tube core barrel with diamond bit.

LEGEND

D Depth of Stratum.

C Blows per foot on 3½" I.D. casing with 300-lb. hammer falling 2'-0".

S Blows per 6" on 2½" I.D. split spoon sampler with 300-lb. hammer falling 1'-5".

S- Drive sample number.

Drive sample.

Drive sample, no recovery.

C Core sample.

W.T. 24 hr. Water Table with time of observation.

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FEDERAL AID PROJECT

BORING	STATION	OFFSET	DATE COMPLETED
S-1	158+72	89'R	6/4/57
S-2	159+21	60'R	5/27/57
S-3	159+52	76'L	5/17/57
S-4	159+66	40'L	4/16/57
S-5	159+87	40'R	4/16/57
S-6	159+95	80'R	5/22/57
S-7	160+28	40'L	6/27/57
S-8	160+73	70'L	6/28/57

REVISIONS		
NO.	DATE	DESCRIPTION

CONNECTICUT
STATE HIGHWAY DEPARTMENT

TOWN OF DANBURY
ROUTE U.S.6 RELOCATION
OVER
STARR AVENUE
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES Vertical = 1" = 5'-0"

MADE BY W.F.L. (A.D.CO.) DATE 7/24/57

CHECKED BY K.F. (A.D.CO.) DATE 9-4-57

APPROVED F.R.K. DATE 2/10/58

PROJECT NO. 34-84

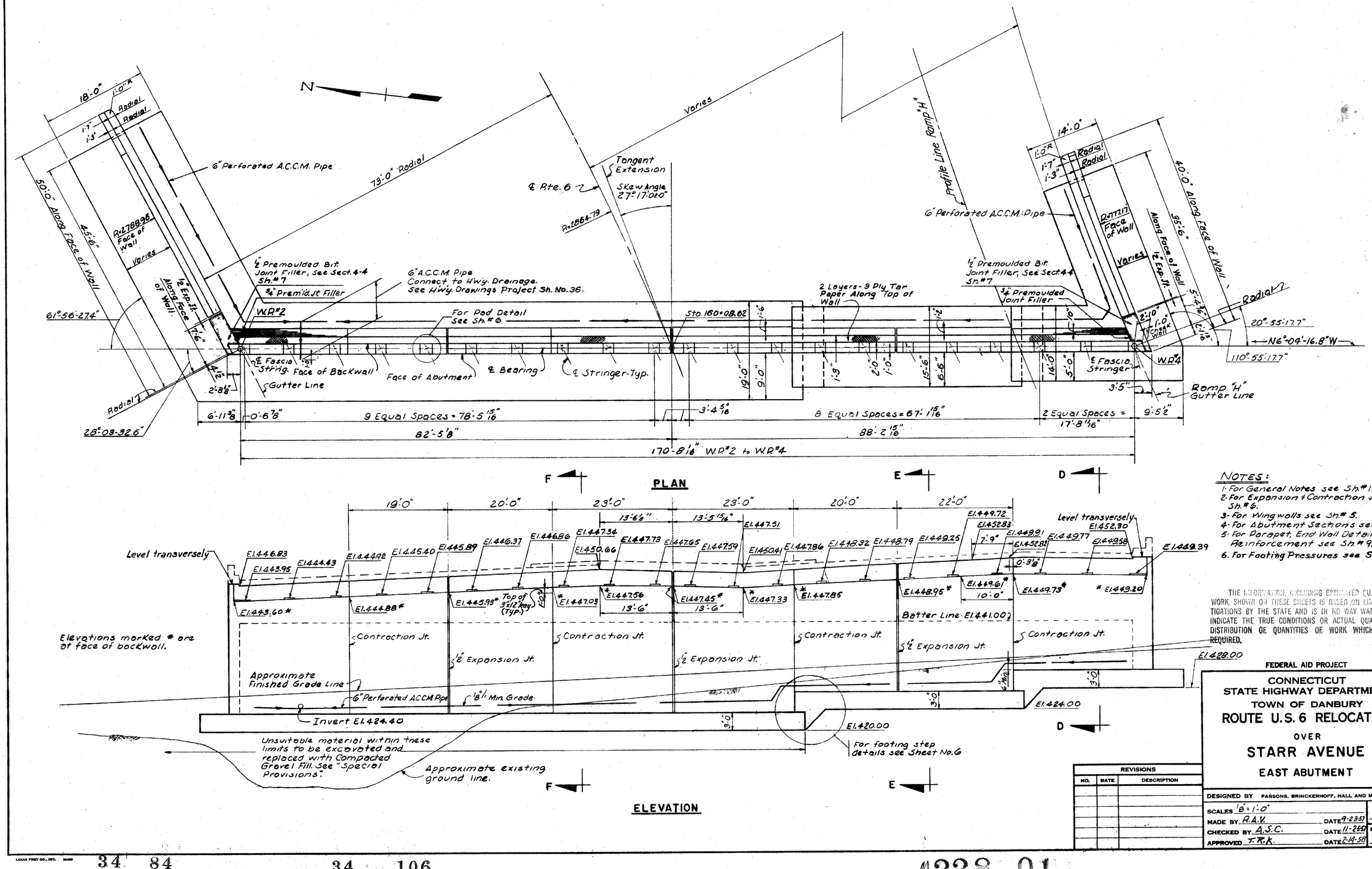
BRIDGE SHEET NO. 2 OF 10

"ARCHRIGHT" TRACING CLOTH JOSEPH MERRITT & CO. 11810

34 84 34 106 M228 01

FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	S841(33)4	34-84	1958	U.S.6	159	602



NOTES:

1. For General Notes see Sh. # 1.
2. For Expansion & Contraction Jts. see Sh. # 6.
3. For Wing walls see Sh. # 5.
4. For Abutment Sections see Sh. # 5.
5. For Parapet, End Wall Details and Reinforcement see Sh. # 9.
6. For Footing Pressures see Sh. # 5.

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FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY

ROUTE U.S. 6 RELOCATION
OVER
STARR AVENUE
EAST ABUTMENT

REVISIONS		
NO.	DATE	DESCRIPTION

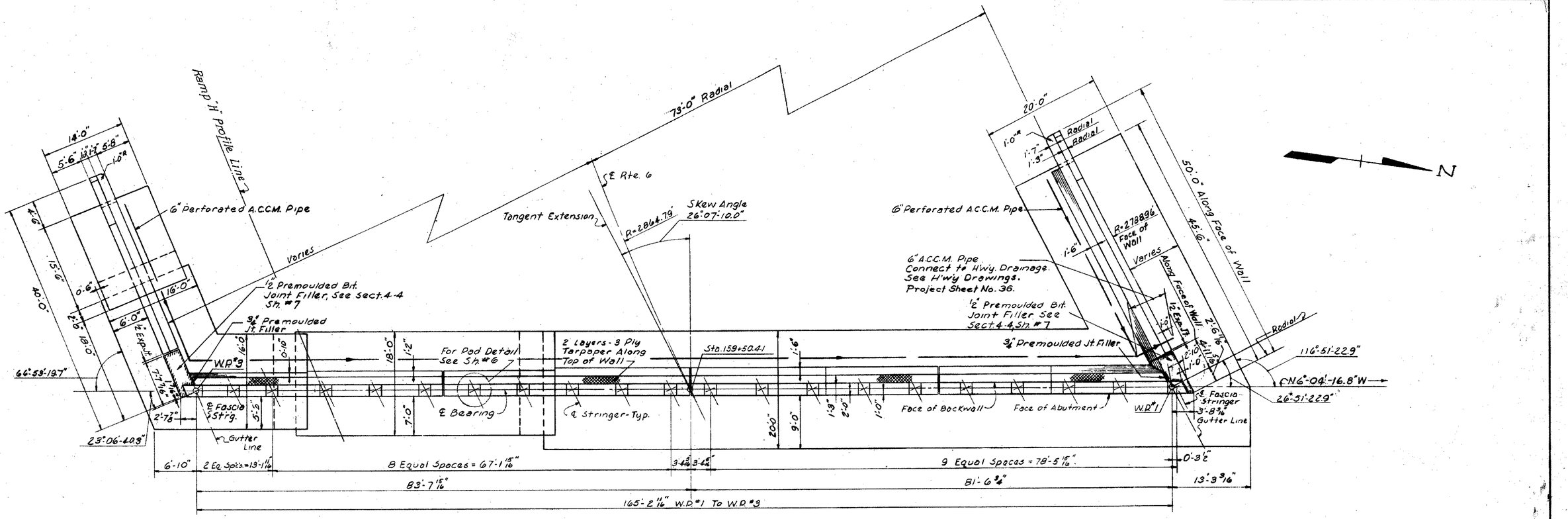
DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES 1/8" = 1'-0"
MADE BY R.A.V. DATE 9-23-57
CHECKED BY A.S.C. DATE 11-26-57
APPROVED T.R.K. DATE 2-14-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 3 OF 10

LOUIS FREY CO., INC.

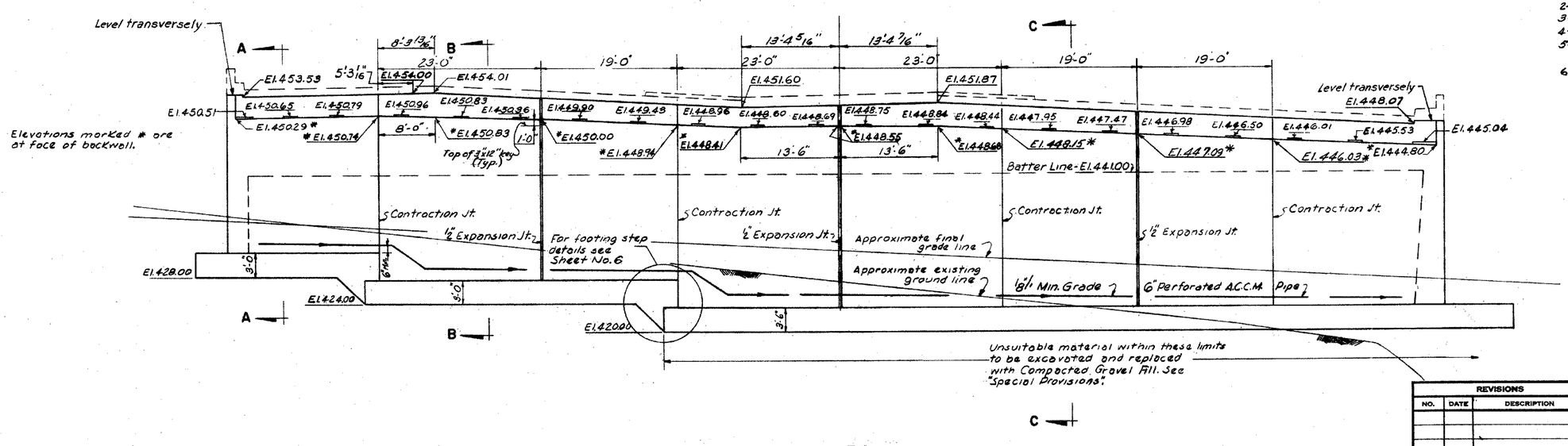
34 84 34 106 M228 01

FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	384-(3)4	34-84	1958	U.S. 6	160	662



PLAN



ELEVATION

NOTES:
1. For General Notes see Sh. #1.
2. For Expansion & Contraction Jts. see Sh. #6.
3. For Wingwalls see Sh. #5.
4. For Abutment Sections see Sh. #5.
5. For Parapet, End Wall Details & Reinforcement see Sh. #9.
6. For Footing Pressures see Sh. #5.

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.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
STARR AVENUE
WEST ABUTMENT

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES 1/8" = 1'-0"
MADE BY R.A.V. DATE 9-16-57
CHECKED BY A.S.C. DATE 11-19-57
APPROVED T.R.K. DATE 2-19-58
PROJECT NO. 34 - 84
BRIDGE SHEET NO. 4 OF 10

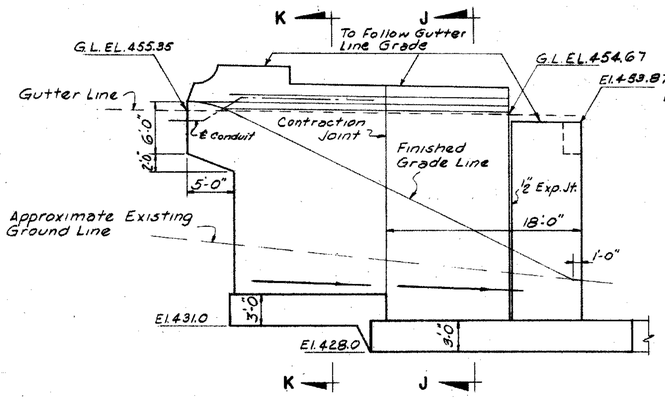
LOUIS FEIST CO., INC.

34 84 34 106 M228 01

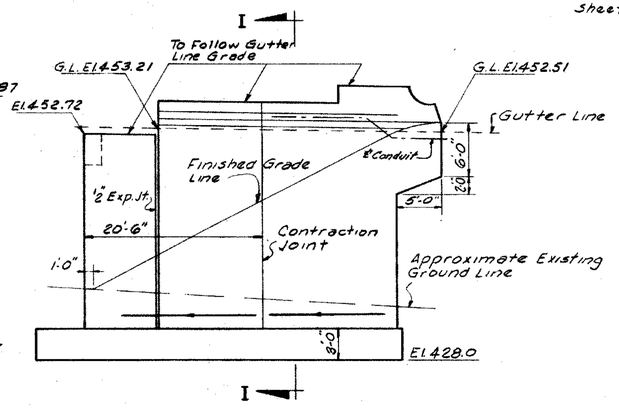
160

FORM NO. ENG. 18 ED. 11-62

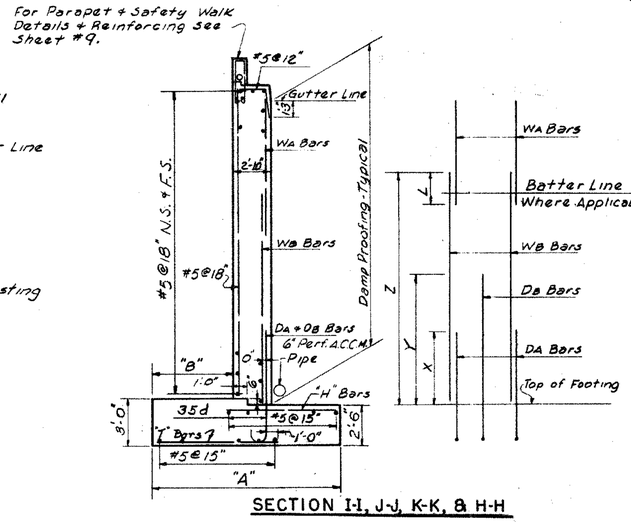
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84(3)4	34-84	1958	U.S. 6	161	662



S. W. WINGWALL

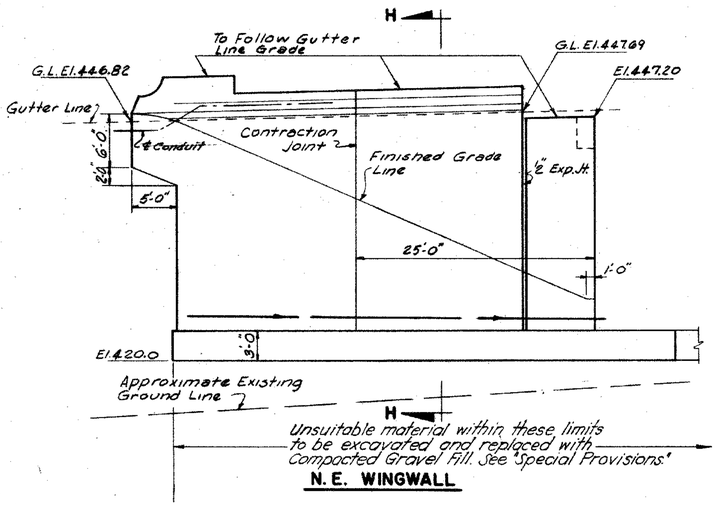


S. E. WINGWALL

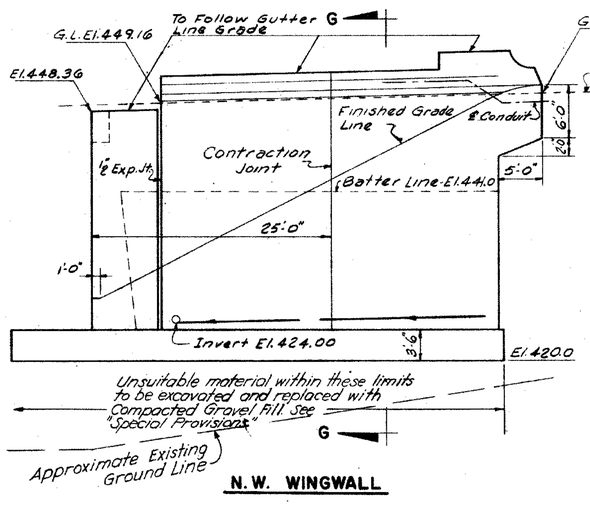


SECTION I-I, J-J, K-K, & H-H

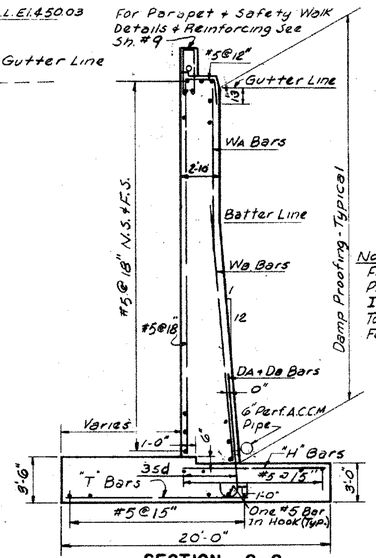
WINGWALLS									Max. Soil Press.
SECT.	"H" BARS	"T" BARS	DOWEL BARS DA	DOWEL BARS DB	STEM BARS WA	STEM BARS WB	"A"	"B"	
I-I	#9@10"	#9@9"	#9@12" X=4'-6"	#9@12" Y=7'-3"	#5@12" L=2'-0"	#9@12" Z=12'0"	14'-0"	Varies	2.76 T/□'
J-J	#10@10"	#10@12"	#9@12" X=4'-6"	#10@12" Y=9'-0"	#5@12" L=2'-0"	#9@12" Z=13'-9"	16'-0"	6'-0"	2.50 T/□'
G-G	#9@8"	#9@6"	#9@12" X=4'-6"	#9@12" Y=9'-9"	#5@12" L=2'-0"	#9@12" Z=15'-6"	20'-0"	Varies	2.39 T/□'
H-H	#10@7"	#10@8"	#10@12" X=5'-0"	#10@12" Y=8'-0"	#5@12" L=2'-0"	#10@12" Z=14'-0"	18'-0"	Varies	2.43 T/□'
K-K	#8@7"	#8@8"	#8@12" X=4'-0"	#9@12" Y=7'-9"	#5@12" L=2'-0"	#8@12" Z=11'-0"	14'-0"	5'-6"	2.39 T/□'



N. E. WINGWALL

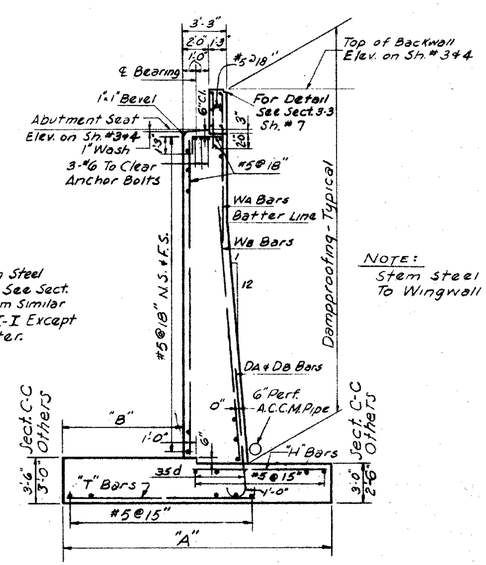


N. W. WINGWALL



SECTION G-G
Scale 3/16" = 1'-0"

NOTE:
For Stem Steel Pattern See Sect. I-I. Stem Similar To Sect I-I Except For Batter.



SECTION A-A, B-B, D-D, E-E & F-F

NOTE:
Stem Steel Pattern Similar To Wingwall Section I-I.

SECTION C-C SIMILAR EXCEPT AS NOTED

NOTES:
1. For General Notes See Sh. #1.
2. For East Abutment & Wingwalls See Sh. #3.
3. For West Abutment & Wingwalls See Sh. #4.
4. All Longitudinal Bars to be Spliced 20d except Longitudinal Bars in Top of Heel and Under Bridge Seat. Latter to be Spliced 35d.
5. For Electrical Details see Sh. #10.

ABUTMENTS									Max. Soil Pressure
SECTION	"A"	"B"	"H" BARS	"T" BARS	DOWELS DA	DOWELS DB	STEM BARS WA	STEM BARS WB	
A-A	16'-0"	5'-6"	#9@6"	#9@9"	#8@12" X=4'-0"	#8@12" Y=7'-6"	#6@12" L=2'-3"	#8@12" Z=11'-6"	2.48 T/□'
B-B	18'-0"	7'-0"	#10@8"	#10@7"	#10@12" X=5'-0"	#10@12" Y=8'-6"	#6@12" L=2'-3"	#10@12" Z=15'-6"	2.4 T/□'
C-C	20'-0"	9'-0"	#11@12"	#11@7"	#11@12" X=5'-6"	#11@12" Y=11'-0"	#6@12" L=2'-3"	#10@12" Z=19'-6"	2.39 T/□'
D-D	14'-0"	5'-0"	#8@9"	#8@7"	#7@12" X=3'-9"	#8@12" Y=8'-6"	#6@12" L=2'-3"	#7@12" Z=11'-6"	2.75 T/□'
E-E	15'-6"	6'-6"	#10@12"	#10@7"	#9@18" X=4'-6"	#10@12" Y=9'-3"	#6@12" L=2'-3"	#9@12" Z=15'-6"	2.89 T/□'
F-F	19'-0"	9'-0"	#10@11"	#10@5"	#10@12" X=5'-0"	#10@12" Y=9'-0"	#6@12" L=2'-3"	#10@12" Z=19'-6"	2.21 T/□'

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REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
STARR AVENUE
WINGWALLS
& SUBSTRUCTURE SECTIONS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES 1/8" = 1'-0" Unless Noted
MADE BY R.A.V. DATE 10-4-57
CHECKED BY A.S.C. DATE 11-20-57
APPROVED T.R.K. DATE 2-1958

PROJECT NO. 34-84
BRIDGE SHEET NO. 5 OF 10

LOUIS FREY CO., INC. 30488

34 84 34 106 M228 01

161

STRUCTURE NO. 01187

FORM NO/ENG. 12 ED. 11-52

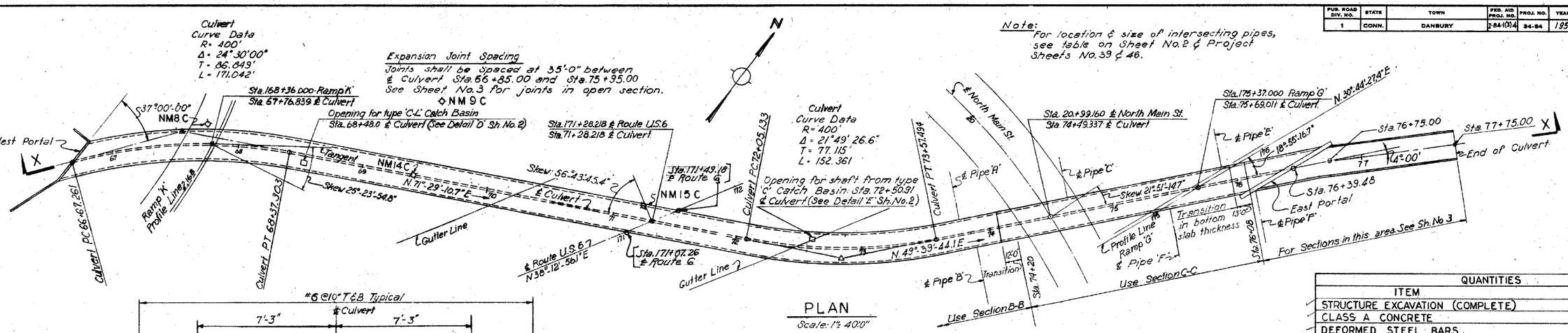
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	284-1(13)4	34-84	1958	U.S. 6	170	662

Culvert
Curve Data
R = 400'
Δ = 24°30'00"
T = 86.849'
L = 171.042'

Expansion Joint Spacing
Joints shall be spaced at 35'-0" between ℄ Culvert Sta. 66+85.00 and Sta. 75+95.00
See Sheet No. 3 for joints in open section.

Note:
For location & size of intersecting pipes, see table on Sheet No. 2 & Project Sheets No. 39 & 46.

Culvert
Curve Data
R = 400'
Δ = 21°49'26.6"
T = 77.115'
L = 152.361

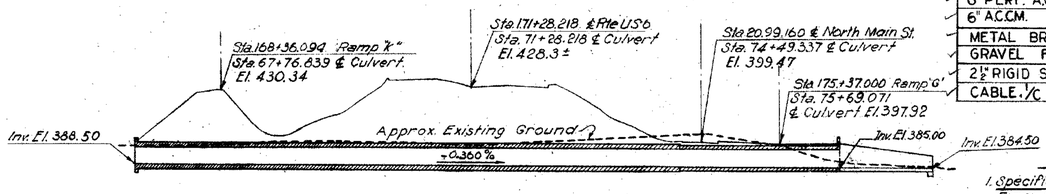


PLAN
Scale: 1" = 40'-0"

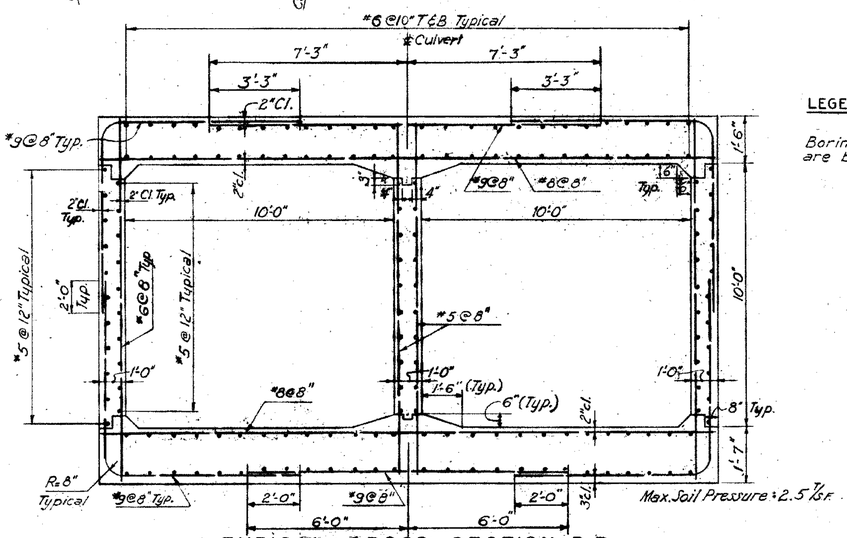
QUANTITIES		
ITEM	UNIT	TOTAL
STRUCTURE EXCAVATION (COMPLETE)	C.Y.	18,500
CLASS A CONCRETE	C.Y.	4,000
DEFORMED STEEL BARS	LB.	882,000
PERVIOUS STRUCTURE BACKFILL	C.Y.	9,950
DAMPPROOFING	S.Y.	5,310
METAL FLASHING	LB.	1,500
½" PREM. BIT. JOINT FILLER FOR BRIDGES	S.F.	2,450
¼" PREM. BIT. JOINT FILLER FOR BRIDGES	S.F.	15
6" PERF. A.C.C.M. PIPE	L.F.	46
6" A.C.C.M. PIPE	L.F.	4
METAL BRIDGE RAIL	L.F.	80
GRAVEL FILL	C.Y.	50
2½" RIGID STEEL CONDUIT	L.F.	85
CABLE, 1/C #8, 600V. NEOPRENE JACKETED	L.F.	175

LEGEND ⊹ Boring

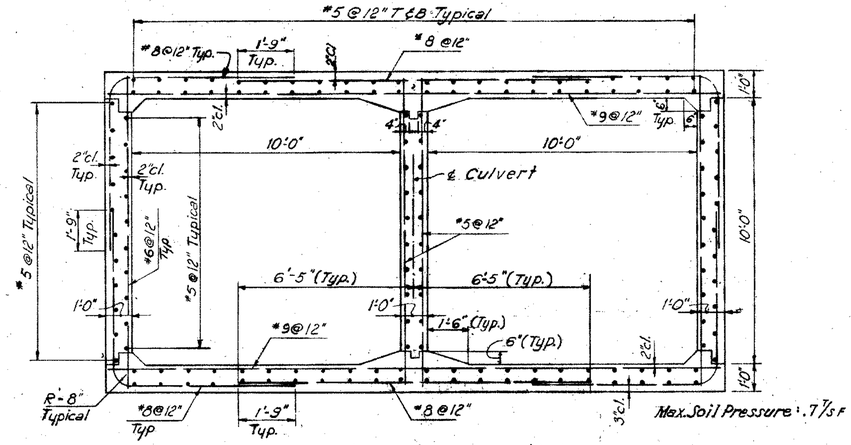
Borings NM 10 C, NM 11C, NM 12C & NM 13C are beyond limits of plan.



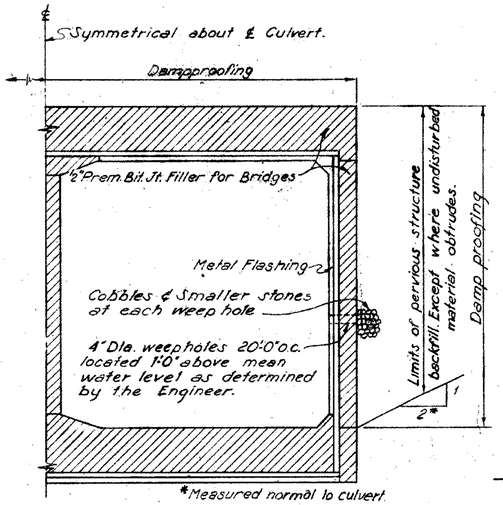
DEVELOPED LONGITUDINAL SECTION X X
Scales: Vert. 1" = 40'-0" Hor. 1" = 100'-0"



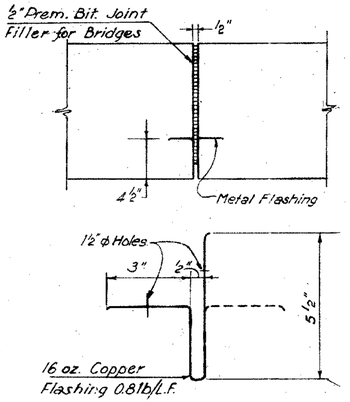
TYPICAL CROSS SECTION B-B
Scale ⅜"=1'-0"



TYPICAL CROSS SECTION C-C
Scale ⅜"=1'-0"



SECTION AT EXPANSION JOINT
Scale: ⅜"=1'-0"



EXPANSION JOINT DETAILS
~ No Scale ~

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GENERAL NOTES

1. Specifications: Connecticut State Highway Department Form 808 January 1955 and Special Provisions.
2. Design Specifications: "Standard Specifications for Highway Bridges" (A.A.S.H.O.-1953) as supplemented by Connecticut State Highway Dept. "Standard Bridge Details for Contracting Engineers" (Feb. '56).
3. All exposed edges of concrete to be chamfered 1"x1" unless otherwise noted.
4. Splices: Unless otherwise noted, all longitudinal reinforcing shall be spliced a minimum of 20 diameters except the top longitudinal bars in the top & bottom culvert slabs which shall be spliced a minimum of 35 diameters.
5. Joint Seal: Joint Seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
6. All bars shall have 2" cover except bottom bars of bottom slab and bars in cutoff walls & ftgs. These bars shall have 3" cover.
7. Quantities: Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
8. Borings: For Boring Logs see Sheet No. 5
9. Class "A" Concrete to be used for entire structure. See Special Provisions.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION

CULVERT AT NORTH MAIN STREET

PLAN AND SECTIONS

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown — PROJECT NO. 34-84
MADE BY E.A.L & A.T. — DATE 1-28-58
CHECKED BY R.A.R. — DATE 2-19-58 — BRIDGE SHEET NO. 1 OF 5
APPROVED TRK — DATE 2-21-58

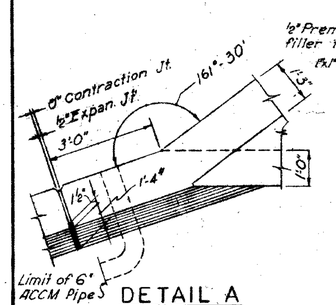
LOUIS FREY CO., INC.

34 84 34 106 M228 01

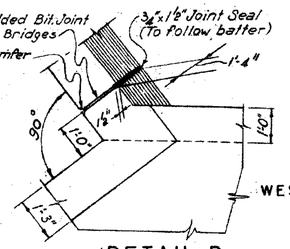
170

FORM NO. ENG. 18 ED. 11-58

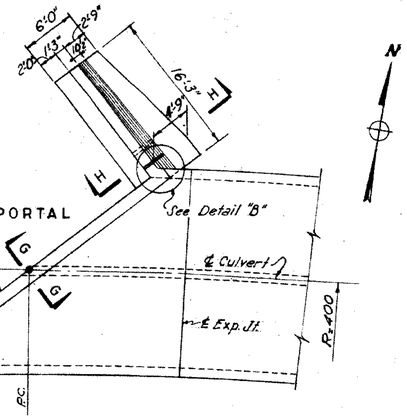
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-84-1(3)4	34-84	1958	U.S.6	171	662

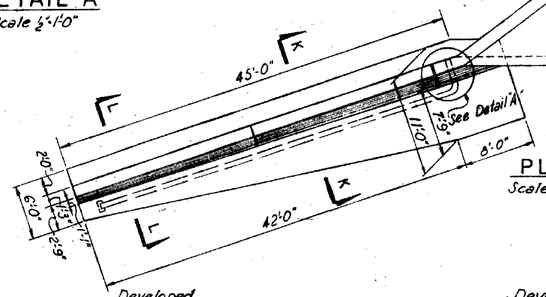


DETAIL A
Scale ½"=1'-0"



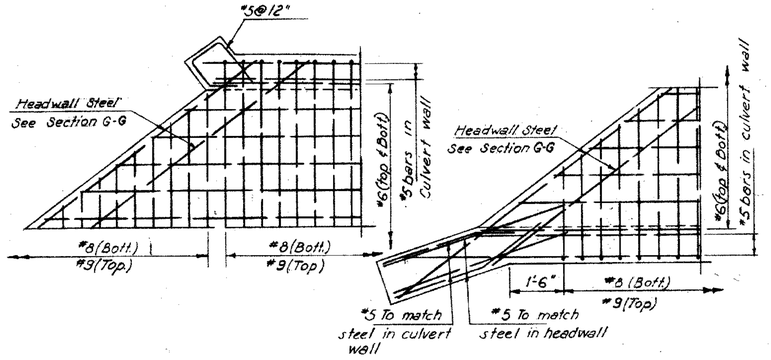
DETAIL B
Scale ½"=1'-0"





PLAN
Scale ⅛"=1'-0"

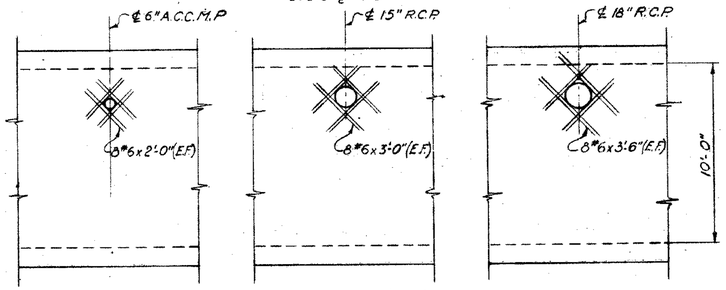
Note:
In areas where wingwall footings extend beneath the culvert they shall be poured to the same height as the cut off wall.



WEST PORTAL REINFORCING DETAILS

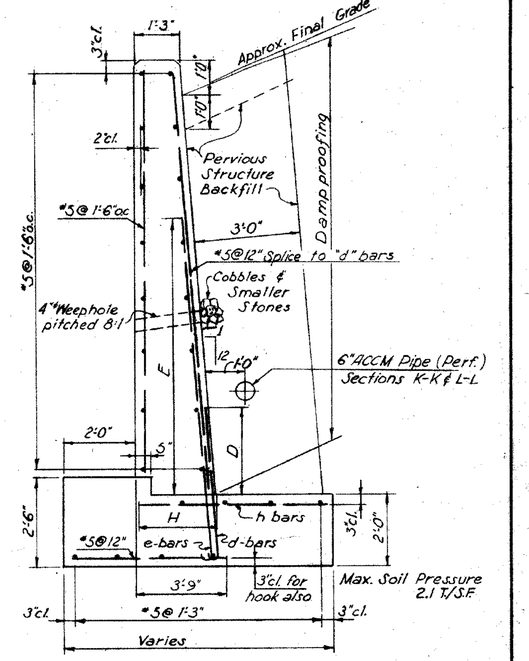
TOP SLAB

Reinforcing For Bottom Slab Similiar
Scale ½"=1'-0"



PIPE OPENING REINFORCING

Scale: ½"=1'-0"



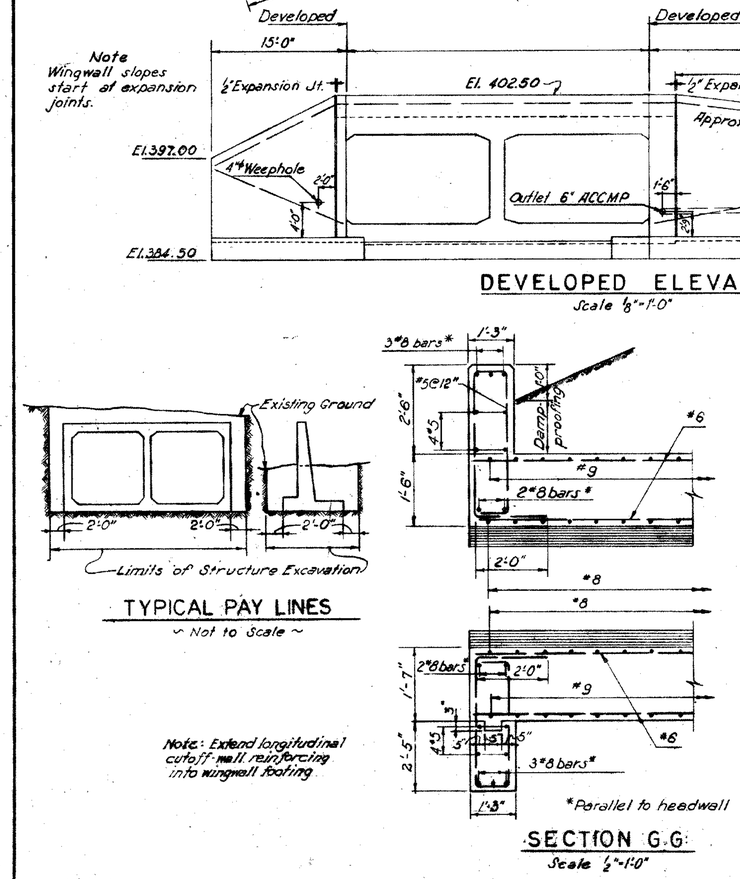
TYPICAL WINGWALL SECTION

Scale ½"=1'-0"

	H	h-bars	E	e-bars	D	d-bars
Section H-H	2'-3"	#6@18"	—	—	3'-6"	#7@12
Section K-K	3'-9"	#10@6	7'-9"	#6@12	3'-3"	#8@12
Section L-L	3'-0"	#10@9	—	—	3'-6"	#7@12

INTERSECTING PIPE DATA‡				
PIPE	DIA.	TYPE	INV. El.	STA.
A	6"	A.C.C.M.P.	349.3	73+77
B	15"	R.C.P.	393.5	73+89
C	15"	R.C.P.	393.6	74+65
D	18"	R.C.P.	393.0	75+44
E	15"	R.C.P.	393.1	75+91
F	18"	R.C.P.	390.3	76+12

‡ See Sheet No.1



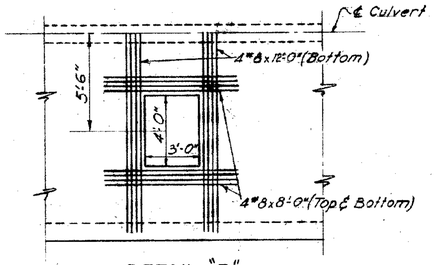
DEVELOPED ELEVATION
Scale ⅛"=1'-0"

TYPICAL PAY LINES
~ Not to Scale ~

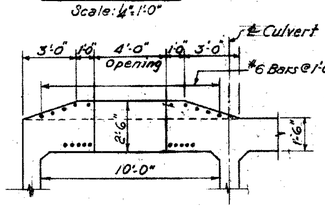
Note: Extend longitudinal cutoff wall reinforcing into wingwall footing.

*Parallel to headwall

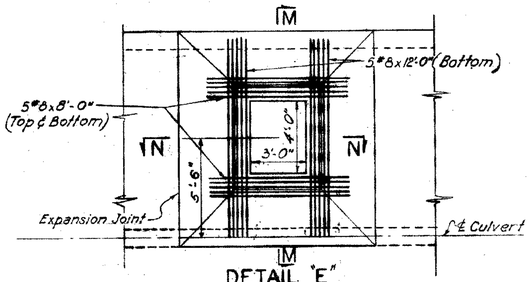
SECTION G-G
Scale ½"=1'-0"



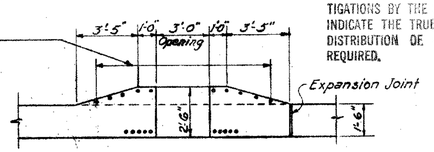
DETAIL "D"
Scale: ½"=1'-0"



SECTION M-M
Scale: ½"=1'-0"



DETAIL "E"
Scale: ½"=1'-0"



SECTION N-N
Scale: ½"=1'-0"

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.

REVISIONS		
NO.	DATE	DESCRIPTION

For General Notes see Sheet No.1.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION

CULVERT AT NORTH MAIN STREET

WEST PORTAL AND DETAILS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY A.Z. & E.A.L. DATE 2-16-58
CHECKED BY R.A.R. DATE 2-19-58
APPROVED T.R.K. DATE 2-21-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 2 OF 5

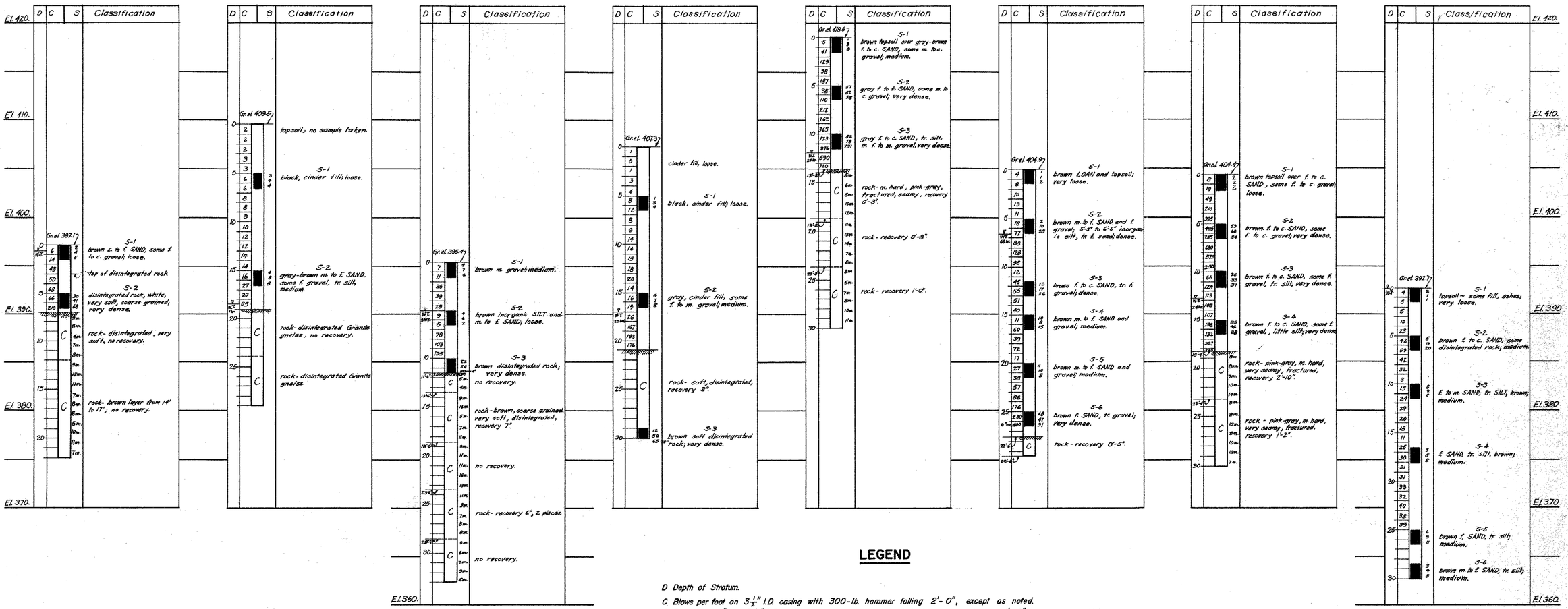
Lotus Print Co., Inc.

34 84 34 106 M228 01

171

FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	1841(6)4	34-84	1958	U.S. 6	174	662



LEGEND

D Depth of Stratum.

C Blows per foot on 3½" I.D. casing with 300-lb. hammer falling 2'-0", except as noted.

S Blows per 6" on 2⅛" I.D. split spoon sampler with 300-lb. hammer falling 1'-5", except as noted.

S- Drive sample number.

Drive sample.

C Core sample with drilling time in minutes.

Water Table with time of observation.

NOTES

Borings NM-14-C and NM-15-C; Casing = 2½" I.D. casing driven with 300-lb. hammer falling 2'-0"; Sampler = 1⅜" I.D. split spoon sampler driven with 140-lb. hammer falling 2'-6", Core barrel = 1⅜" I.D. Double Tube core barrel with diamond bit.

All core samples, except those from NM-14-C and NM-15-C, were obtained with 2⅛" I.D. Double Tube core barrel with diamond bit.

THE INFORMATION REGARDING 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.

BORING	STATION	OFFSET	DATE COMPLETED
NM-8-C	168+32	205' L	5/29/57
NM-9-C	170+15	150' L	5/29/57
NM-10-C	172+72	140' L	5/23/57
NM-11-C	174+95	110' L	5/24/57
NM-12-C	176+95	82' L	5/28/57
NM-13-C	178+53	33' R	5/27/57
NM-14-C	169+70	100' L	7/2/57
NM-15-C	171+27	12' L	7/2/57

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT

TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
CULVERT AT NORTH MAIN STREET

BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL 1" = 5'-0".

MADE BY WBL (A.D. CO.) DATE 9-24-57

CHECKED BY Kmm (A.D. CO.) DATE 11-19-57

APPROVED T.R.K. DATE 2-20-58

PROJECT NO. 34-84

BRIDGE SHEET NO. 5 OF 5

"ARCHRIGHT" TRACING CLOTH JOSEPH MERRITT & CO. 11810

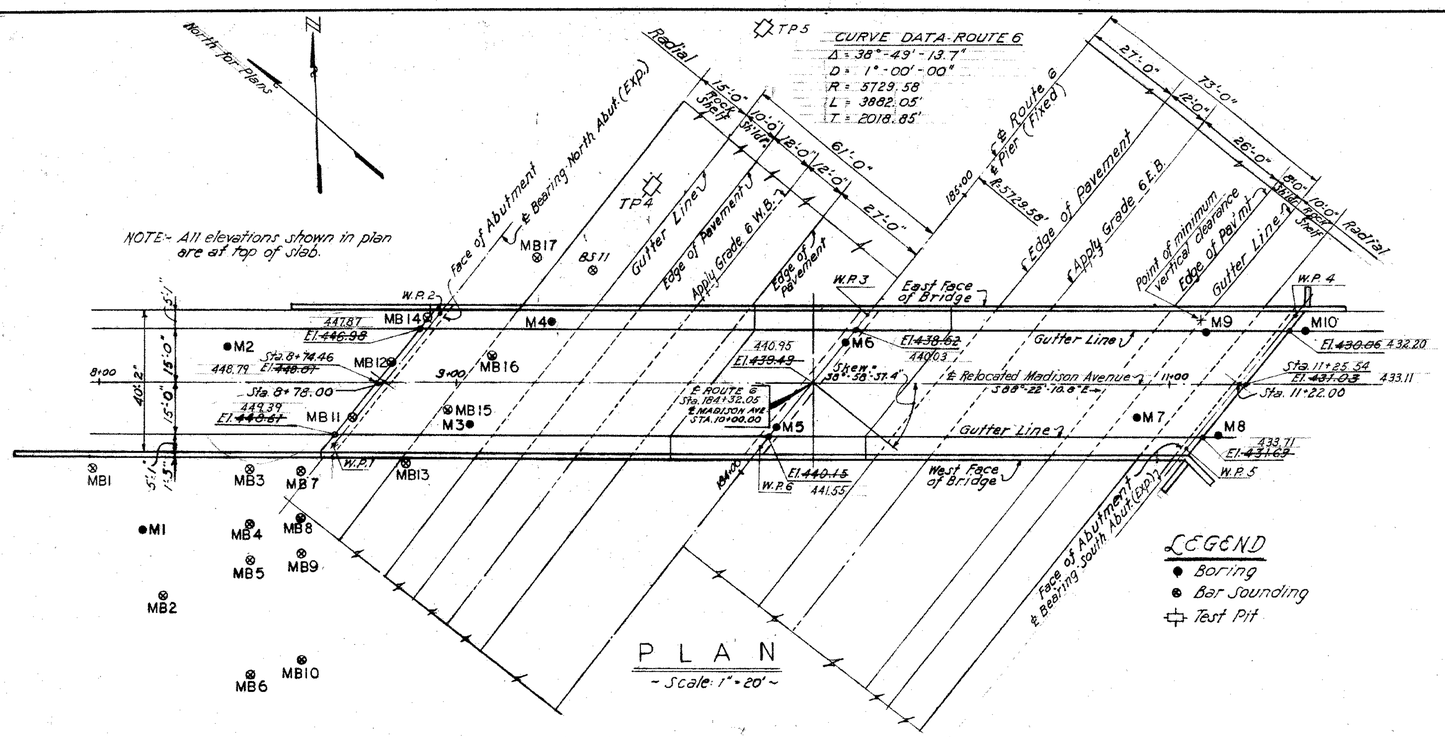
34 84 34 106

m228 01

STRUCTURE NO. 01188

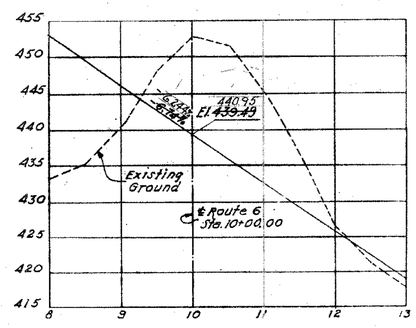
FORM NO. ENG. 16 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	184(5)4	34-84	1958	U.S.6	185	662



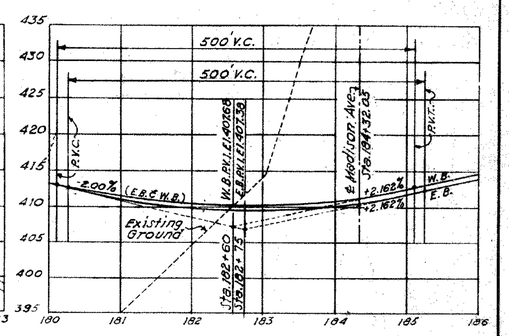
PLAN

~ Scale: 1" = 20' ~



PROFILE RELOCATED MADISON AVENUE

Scales { Horiz. 1" = 100' Vert. 1" = 10'



PROFILE ROUTE 6

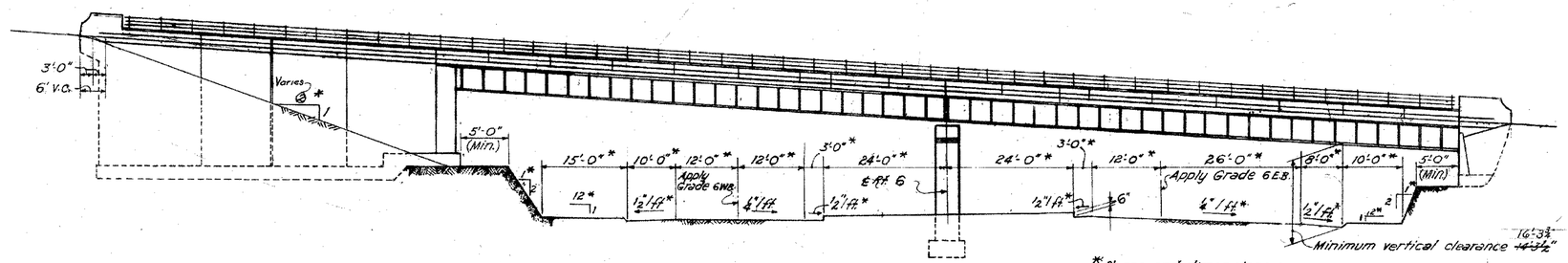
Scales { Horiz. 1" = 100' Vert. 1" = 10'

GENERAL NOTES

1. **SPECIFICATIONS**: Connecticut State Highway Department Form 808 January, 1955 and Special Provisions.
2. **DESIGN SPECIFICATIONS**: Standard Specifications for Highway Bridges" (A.A.S.H.O.-1953) and as supplemented by Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers" (Feb. 1956).
3. **LOADING**: H20-S16-44 and future wearing surface 25 lbs. /sq. ft.
4. **CLASS "A" CONCRETE**: Class "A" Concrete shall be used throughout. See Special Provisions.
5. **EXPOSED EDGES**: Exposed Edges shall be beveled 1" × 1" unless otherwise dimensioned.
6. **JOINT SEAL**: Joint Seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
7. **TAR PAPER**: The cost of furnishing and placing 2 layers of 3 ply tar paper at backwalls shall be included in item for Class "A" Concrete.
8. **CAULKING COMPOUND**: Gray caulking Compound shall be included in the appropriate item for Premoulded Bituminous Joint Filler for Bridges.
9. **STRUCTURAL STEEL**: All steel for welded stringers shall conform to A.S.T.M. designation A-373. All other steel shall conform to A.S.T.M. designation A-7 unless otherwise noted.
10. **PAINTING**: For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
11. **REINFORCING STEEL**: Unless otherwise noted, all splices of vertical bars shall be lapped 35 diameters, and splices of longitudinal bars shall be lapped 20 diameters except that longitudinal bars in tops of footing heels and under bridge seats shall be spliced 35 diameters. Cover shall be 2" above footings and 3" in footings unless otherwise noted.
12. **QUANTITIES**: Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
13. **CROSS REFERENCES**: All sheet numbers indicated for reference refer to bridge sheet numbers shown in the lower right hand corner of title box.

CLASS "A" CONCRETE DISTRIBUTION

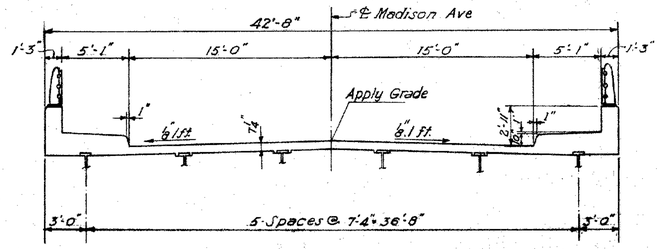
SUPERSTRUCTURE	411 C.Y.
SUBSTRUCTURE	~~464~~ C.Y. 508
FOOTINGS	313 C.Y.
Total	~~1186~~ C.Y. 1232



ELEVATION

~ Scale 1" = 10'-0" ~

*Slopes and dimensions are radial to ℄ Route 6.



TYPICAL BRIDGE CROSS SECTION

~ Scale 3/16" = 1'-0" ~

QUANTITIES

ITEM	UNIT	TOTAL	
Structure Excavation (Complete)	C.Y.	1,400	
6" Perf. A.C.C.M. Pipe	L.F.	212	
6" A.C.C.M. Pipe	L.F.	12	
Class "A" Concrete	C.Y.	~~1186~~	1232
¼" Prem. Bit. Jt. Filler for Bridges	S.F.	68	
½" Prem. Bit. Jt. Filler for Bridges	S.F.	~~350~~	338
¾" Prem. Bit. Jt. Filler for Bridges	S.F.	3	
Deformed Steel Bars	Lb.	~~158,000~~	152,904
Structural Steel	Lb.	555,000	
Dampproofing	S.Y.	~~440~~	472
Metal Bridge Rail (3'-6" high)	L.F.	604	
Pervious Structure Backfill	C.Y.	~~960~~	936
1¼" Prem. Bit. Jt. Filler for Bridges	S.F.	18	

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REVISIONS		
NO.	DATE	DESCRIPTION
1	9-26-60	PLAN slab elevs.
		PROFILE Madison Ave. Grade & Elev. change
		ELEVATION Min. clear. & slope
		QUANTITIES
		DISTRIBUTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
UNDER
MADISON AVENUE
GENERAL PLAN AND ELEVATION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

SCALES As Shown — PROJECT NO. 34-84

MADE BY A. H. R. — DATE 2-14-58

CHECKED BY P.R.C. — DATE 2-17-58 — BRIDGE SHEET NO. 1 OF 11

APPROVED T.R.K. — DATE 2-24-58

LOUIS FREY CO., INC.

34 84

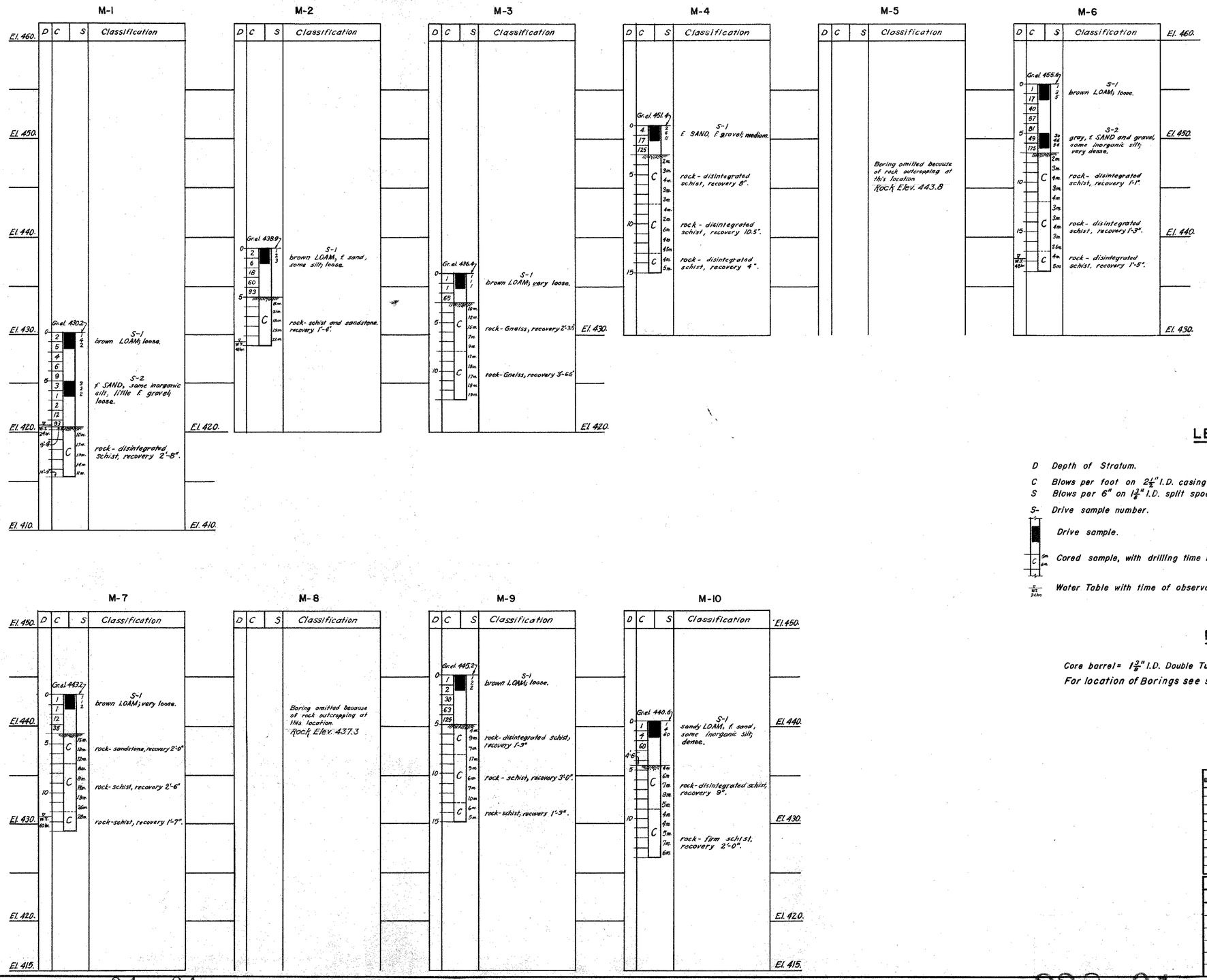
34 106

M228 01

185

FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(3)4	34-84	1958	U.S.6	186	662



LEGEND

D Depth of Stratum.

C Blows per foot on 2½" I.D. casing with 300-lb. hammer falling 2'-0".

S Blows per 6" on 1⅜" I.D. split spoon sampler with 140-lb. hammer falling 2'-6".

S- Drive sample number.

Drive sample.

Cored sample, with drilling time in minutes,

Water Table with time of observation

NOTE

Core barrel = 1⅞" I.D. Double Tube core barrel with diamond bit.

For location of Borings see sheet No. 1.

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FEDERAL AID PROJECT

BORING	STATION	OFFSET	DATE COMPLETED
M-1	182 + 85	122'L	4/10/57
M-2	183 + 39	135'L	4/8/57
M-3	183 + 63	68'L	4/9/57
M-4	184 + 00	68'L	4/10/57
M-5	184 + 16	℄	Omitted
M-6	184 + 47	℄	4/10/57
M-7	184 + 81	77'R	4/25/57
M-8	184 + 92	98'R	Omitted
M-9	185 + 13	77'R	4/26/57
M-10	185 + 31	98'R	4/9/57

REVISIONS		
NO.	DATE	DESCRIPTION

CONNECTICUT STATE HIGHWAY DEPARTMENT

TOWN OF DANBURY

ROUTE U.S. 6 RELOCATION UNDER MADISON AVENUE

BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES Vertical = 1" = 5'-0"

MADE BY W.E.L. (A.D.CO.) DATE 7/29/57

CHECKED BY [illegible] (A.D.CO.) DATE 9-4-57

APPROVED T.R.K. DATE 2-24-58

PROJECT NO. 34-84

BRIDGE SHEET NO. 2 OF 11

"KENWRIGHT" TRACING CLOTH JOSEPH MERRITT & CO. 11810

34 84

34 - 106

M 223 01

186

FORM NO. ENG. 15 ED 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	184(13)A	34-84	1958	U.S.6	187	662

MB-1

El. 435.

Depth	Blows	Remarks
	Gr. el. 430.3	
1.0	5	
2.0	10 10	
3.0	8 13	
4.0	11 5	
5.0	17 10	
6.0	19 21	
	69 34	

El. 430.

6.3' + 0.2 point = 6.5'

MB-2

Depth	Blows	Remarks
	Gr. el. 423.6	
1.0	4	
2.0	7 9	
3.0	12 23	
4.0	9 15	
5.0	8 20	
6.0	65 85	red brown disintegrated rock.
	118	

El. 420.

6.3' + 0.2 point = 6.5'

MB-3

Depth	Blows	Remarks
	Gr. el. 428.6	
1.0	4 5	
2.0	6 9	
3.0	17 12+	disintegrated rock in end of rod.
4.0	81 79	

4.4'

MB-4

Depth	Blows	Remarks
	Gr. el. 425.7	
1.0	1	
2.0	1 2	
3.0	2 3	
4.0	5 12	disintegrated rock in end of rod.
5.0	41 116/.81	

El. 420.

5.3'

MB-5

Depth	Blows	Remarks
	Gr. el. 424.1	
1.0	2	
2.0	4 6	
3.0	5 12	
4.0	18 14	disintegrated rock in end of rod.
	40	

4.5'

MB-6

El. 435.

Depth	Blows	Remarks
	Gr. el. 420.3	
1.0	6 1	
2.0	7 4	
3.0	4 6	
4.0	10 6	
5.0	4 6	
6.0	6 18	
7.0	34 55	
8.0		

El. 430.

El. 420.

8.0'

MB-3, MB-4, MB-5, MB-6: Open A-rod driven with 10-lb. sledge hammer with full overhead swing.

TEST PIT TP-4

Station 184+50 70'L
5-15-57
Dimensions 6' x 3' x 3.9'

El. 470.

Depth of Stratum	Classification
	Gr. el. 465.7
0	
0.5	dark brown topsoil & roots.
1.0	gray-brown f. to m. SAND, little m. gravel, tr. silt, roots.
2.6	
3.9	dark brown f. SAND and silt, little gravel.
3.3	
5	pink-gray weathered Granite. red-brown disintegrated rock, f. SAND and silt, little f. to m. gravel, many rock fragments.

El. 465.

El. 460.

MB-7

El. 440.

Depth	Blows	Remarks
	Gr. el. 429.9	
1.0	1	
2.0	6 1	
3.0	5 6	
4.0	8 78	tan disintegrated rock.

El. 430.

3.8' + 0.2' point = 4.0'

MB-8

Depth	Blows	Remarks
	Gr. el. 427.4	
1.0	6 2	
2.0	6 6	
3.0	4 10	
4.0	19 35	grayish-white disintegrated rock.
5.0	56 75	

4.9' + 0.2' point = 5.1'

MB-9

Depth	Blows	Remarks
	Gr. el. 424.2	
1.0	4 7	
2.0	25 34	
3.0	38 35	
4.0	30 44	gray-brown disintegrated rock.
	146	

El. 420.

4.5' + 0.2' point = 4.7'

MB-10

Depth	Blows	Remarks
	Gr. el. 422.7	
1.0	4	
2.0	9 8	
3.0	10 26	
4.0	12 14	
5.0	5 6	
6.0	5 7	
7.0	7 15	
8.0	28 101/.50	gray-brown disintegrated rock.

El. 420.

8.0' + 0.2' point = 8.2'

MB-11

El. 440.

Depth	Blows	Remarks
	Gr. el. 439.6	
1.0	8	
2.0	6 4	
3.0	6 6	
4.0	14 95/.49	pink-tan disintegrated rock.

El. 430.

4.0' + 0.2' point = 4.2'

MB-12

Depth	Blows	Remarks
	Gr. el. 438.9	
1.0	4 6	
2.0	11 6	
3.0	9 4	
4.0	17 49/.192	pink-brown disintegrated rock.
5.0		

El. 440.

5.1' + 0.2' point = 5.3'

TEST PIT TP-5

Station 185+00 73'L
5-15-57
Dimensions 6.5' x 3' x 3.6'

El. 475.

Depth of Stratum	Classification
	473.9 – Gr. elevs. – 472.9
0	
0.4	dark brown topsoil & roots.
1.4	red-brown f. SAND and silt, tr. m. gravel, roots.
3.0	
3.2	red-brown disintegrated rock, f. SAND and silt, many rock fragments.
3.6	gray disintegrated rock, f. to m. SAND, little silt, rock fragments.
5	pink-gray weathered Granite.

El. 470.

MB-13

El. 460.

Depth	Blows	Remarks
	Gr. el. 432.5	
1.0	3	
2.0	3 4	
3.0	4 28 42	pink-brown disintegrated rock.

El. 450.

El. 440.

El. 430.

3.3' + 0.2 point = 3.5'

MB-14

Depth	Blows	Remarks
	Gr. el. 448.7	
1.0	30	
2.0	6 10	
3.0	5 12	
4.0	12 37	
5.0	102 159	pink-white rock.
	168	

5.3' + 0.2 point = 5.5'

MB-15

Depth	Blows	Remarks
	Gr. el. 436.8	
1.0	1	
2.0	2 9	
3.0	5 13	
4.0	26 83	dark brown disintegrated rock.
	91 82	

4.6' + 0.2 point = 4.8'

MB-16

Depth	Blows	Remarks
	Gr. el. 444.2	
1.0	5 13	
2.0	3 4	
3.0	4 4	
4.0	10 8	
5.0	20 20	
6.0	24 72/.90	pink-brown disintegrated rock.

El. 440.

6.0' + 0.2 point = 6.2'

MB-17

Depth	Blows	Remarks
	Gr. el. 454.9	
1.0	6 7	
2.0	7 8	
3.0	7 9	
4.0	24 124	
5.0	38 123/.89	

El. 450.

5.3' + 0.2' point = 5.5'

BS-11

El. 460.

Depth	Blows	Remarks
	Gr. el. 457.7	
1.0	2	
2.0	3 3	
3.0	12 139/.108	

3.0' + 0.2' point = 3.2'

*NOTE: Bar soundings MB-1 through MB-17 are located with respect to Madison Ave. BS-11 is located with respect to ℄ Route 6.

NOTE

1¼" O.D. E-rod driven with 35-lb. hammer falling 2'-0"; ½" I.D. coupling used for point.
For location of Bar Soundings see sheet No. 1.

BAR SOUND.	STATION *	OFFSET *	DATE COMPLETED	BAR SOUND.	STATION *	OFFSET *	DATE COMPLETED
MB-1	7+98	25'R	5-5-57	MB-10	8+57	78'R	5-3-57
MB-2	8+18	60'R	5-5-57	MB-11	8+71	10'R	5-3-57
MB-3	8+42	25'R	5-1-57	MB-12	8+82	6'L	5-3-57
MB-4	8+42	40'R	5-1-57	MB-13	8+86	23'R	5-3-57
MB-5	8+42	50'R	5-1-57	MB-14	8+92	18'L	5-3-57
MB-6	8+42	82'R	5-1-57	MB-15	8+98	8'R	5-3-57
MB-7	8+57	25'R	5-3-57	MB-16	9+10	8'L	5-5-57
MB-8	8+57	38'R	5-3-57	MB-17	9+23	35'L	5-5-57
MB-9	8+57	48'R	5-3-57	BS-11	184+20	68'L	5-5-57

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
UNDER
MADISON AVENUE
BAR SOUNDINGS & TEST PITS

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD
SCALES VERTICAL: 1" = 5'-0"
MADE BY WFL (A.D. CO.) DATE 10-23-57
CHECKED BY [illegible] (A.D. CO.) DATE 12-4-57
APPROVED T.R.K DATE 2-24-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 3 OF 11

"ARKNIGHT" TWONG CLOTH JOSEPH HERRITT & CO. 10031

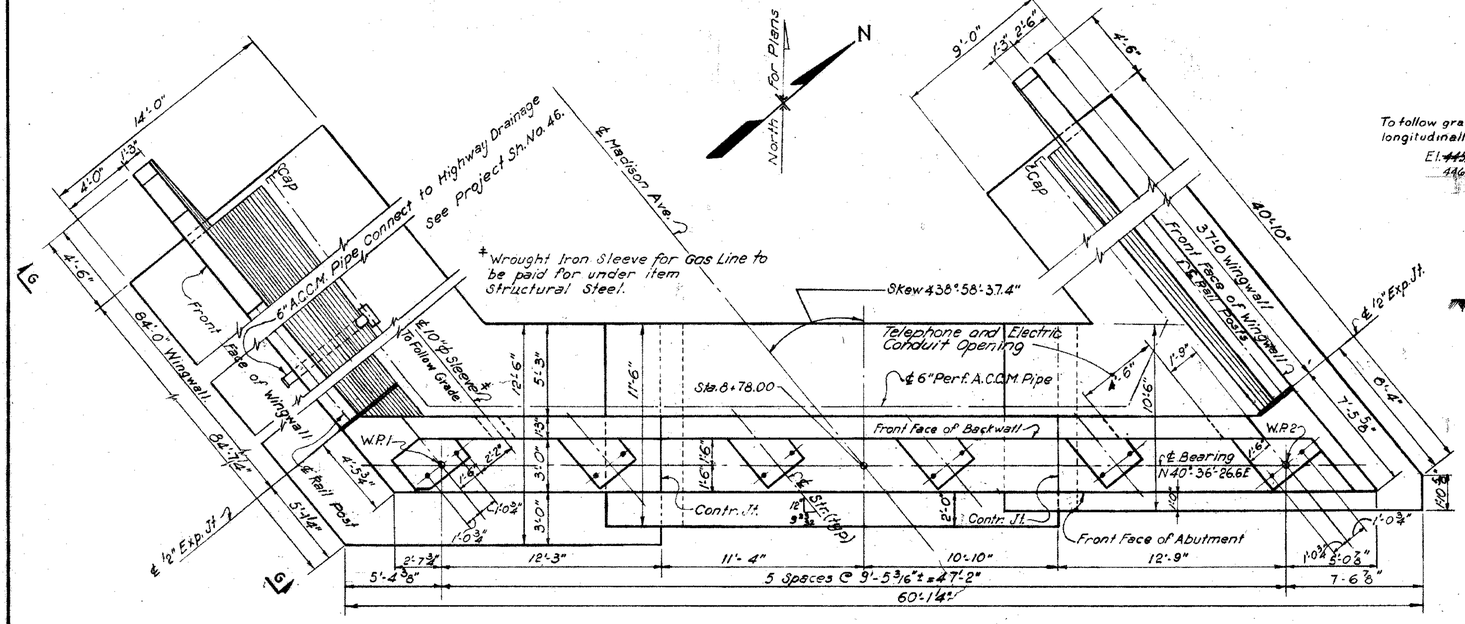
34 84 34 106

M228.01

187

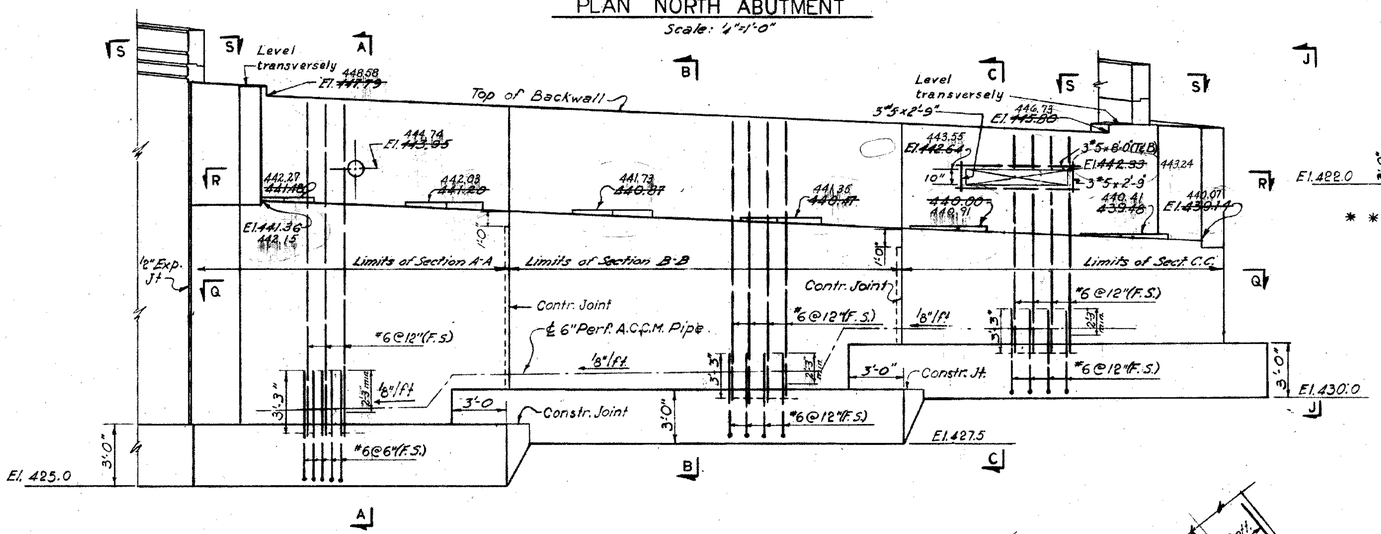
FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-84-1(3)4	34-84	1958	U.S.6	188	662



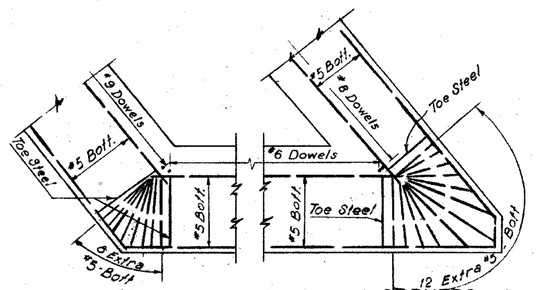
PLAN NORTH ABUTMENT

Scale: ¼"=1'-0"



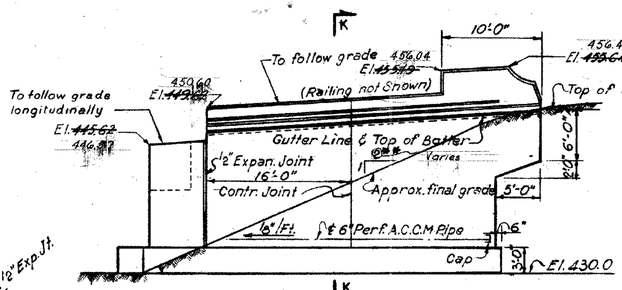
ELEVATION

Scale: ¼"=1'-0"



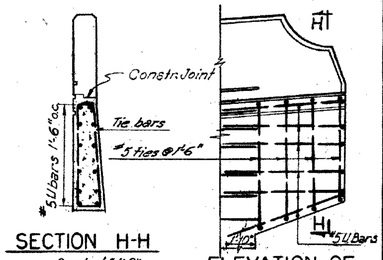
REINFORCING AT FOOTING CORNERS

Not to Scale



ELEVATION J-J NE WINGWALL

Scale: ⅛"=1'-0"



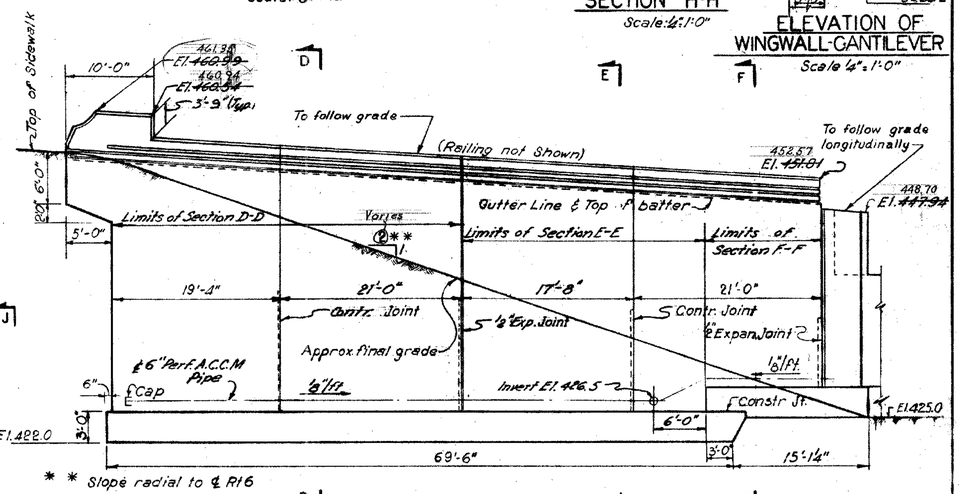
SECTION H-H

Scale: ½"=1'-0"

ELEVATION OF WINGWALL-CANTILEVER

Scale ½"=1'-0"

For Reinf. & Det of Conc. End Post see Section K-K Sheet No. 6 & Details on Sheet No. 11



ELEVATION G-G NW WINGWALL

Scale: ⅛"=1'-0"

NOTES

1. For General Notes & Location Plan See Sheet No. 1
2. For Sections A-A thru F-F, K-K, Q-Q, R-R & S-S; Section thru Cheekwall; and details of Pads, Footing Step, Joint Details & Typical Pay Lines see Sheet No. 6
3. For details of End of Wingwall & rustication, and railpost spacing & details see sheet No. 11
4. All footings shall be founded on rock. Line drilling shall be provided at abutment to prevent overbreak of rock (See Special Provisions).

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.

FEDERAL AID PROJECT

CONNECTICUT STATE HIGHWAY DEPARTMENT

TOWN OF DANBURY

ROUTE U.S. 6 RELOCATION

UNDER

MADISON AVENUE

NORTH ABUTMENT

REVISIONS		
NO.	DATE	DESCRIPTION
1	3-26-60	ELEVATION ; elevs. except Footing & dowel splice. ELEV. 99.1 ; U elevs. except Footing & slope

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

SCALES As Shown — PROJECT NO. 34-84

MADE BY A.T. — DATE 10-14-57

CHECKED BY D.G. & R.A.R. — DATE 2-18-58

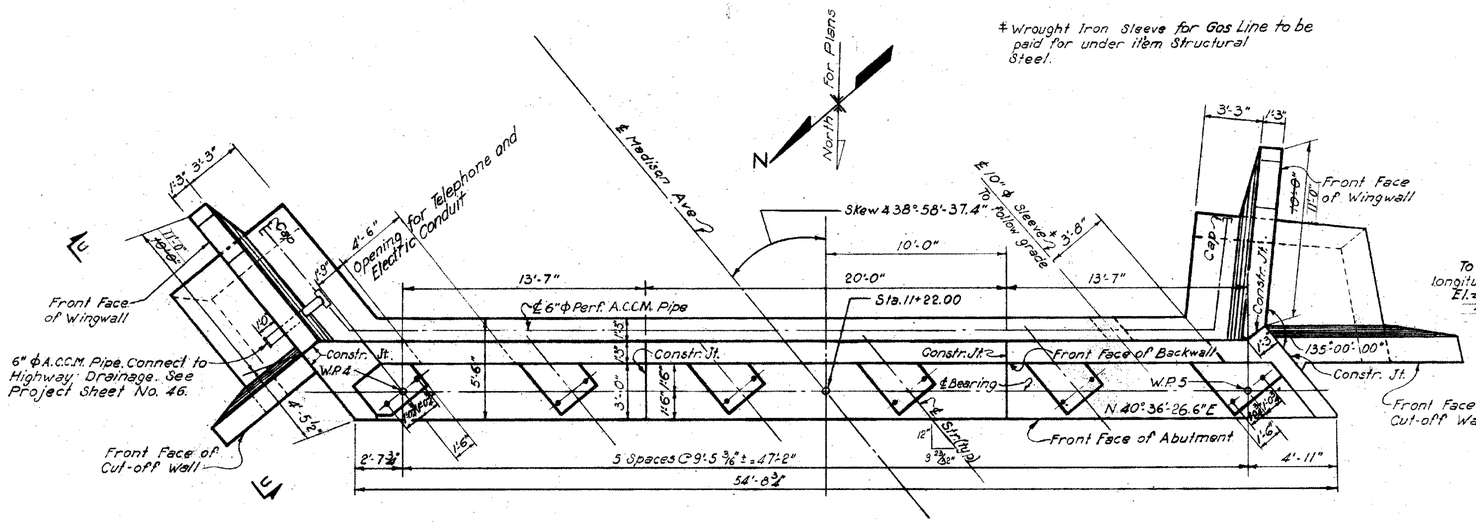
APPROVED T.R.K. — DATE 2-24-58 — BRIDGE SHEET NO. 4 OF 11

LOUIS PREY CO., INC. 60489

34 84 34 106 M 228 01

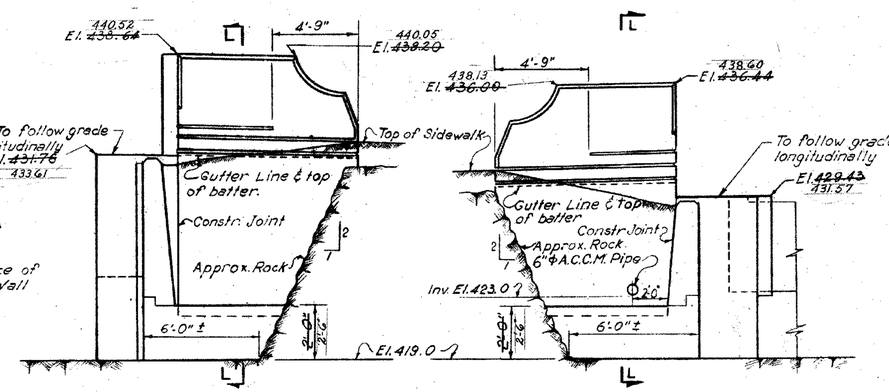
FORM NO. ENG. 19 ED. 11-58

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	284(3)4	34-84	1958	U.S. 6	189	662



PLAN - SOUTH ABUTMENT

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

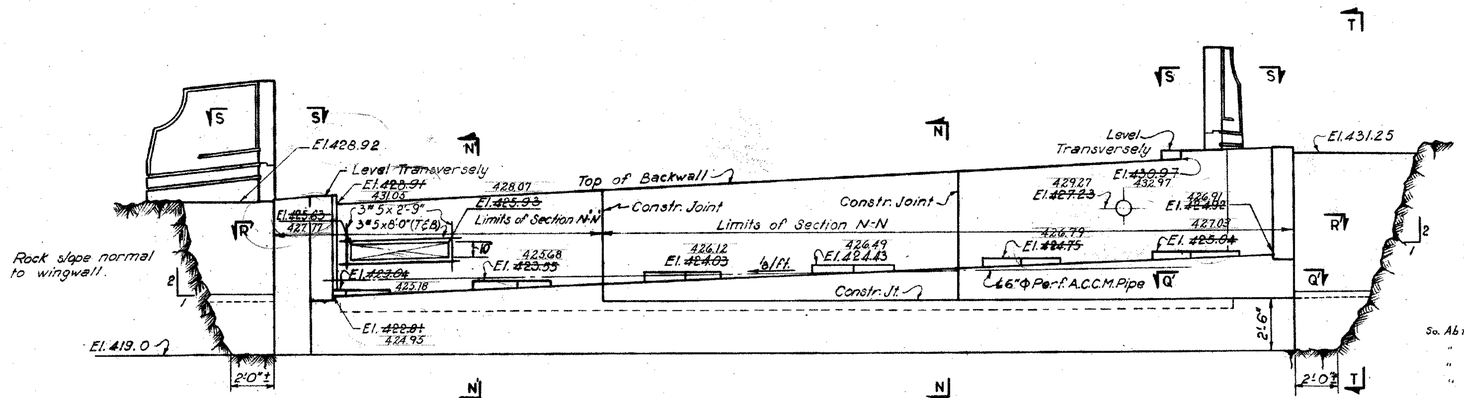


ELEVATION T-T SW WINGWALL

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

ELEVATION U-U SE WINGWALL

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



ELEVATION

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

NOTES

1. For General Notes & Location Plan see Sheet No. 1
2. For Sections L-L, N-N, N'-N', Q-Q, R-R', S-S, sect thru Cut-off wall & Cheekwall; details of Pads, Joint Details & Typical Pay Lines see Sheet No. 6
3. For details of End of Wingwall & rustication see Sheet No. 11.
4. All footings shall be founded on rock. Line drilling shall be provided at abutment to prevent over break of rock. (See special provisions). Wingwalls & Cut-off walls & their footings shall be poured against and keyed into rock slope.

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.

Bar List For Additional Steel

	Size	Type	No.	Length	Weight
So. Abt.	#5	Str.	3	54'-0"	169
"			92	3'-6"	336
"			8	3'-6"	29
"	#6		4	14'-0"	84
Pier	#5		3	16'-0"	50
No. Abt.	#5	Str.	113	2'-0"	236
				Total	904#

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
UNDER
MADISON AVENUE
SOUTH ABUTMENT

REVISIONS		
NO.	DATE	DESCRIPTION
1	3-26-60	PLAN. Wing Lengths
		ELEVATION & Wing Elev. T-T & U-U elevs.
		except footing & cut off Wings.

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD

SCALES As Shown — PROJECT NO. 34-84

MADE BY A.T. — DATE 10-16-57

CHECKED BY R.A.R. — DATE 2-14-58 — BRIDGE SHEET NO. 5 of 11

APPROVED T.R.K. — DATE 2-24-58

LOUIS FREY CO., INC.

34 84

34 106

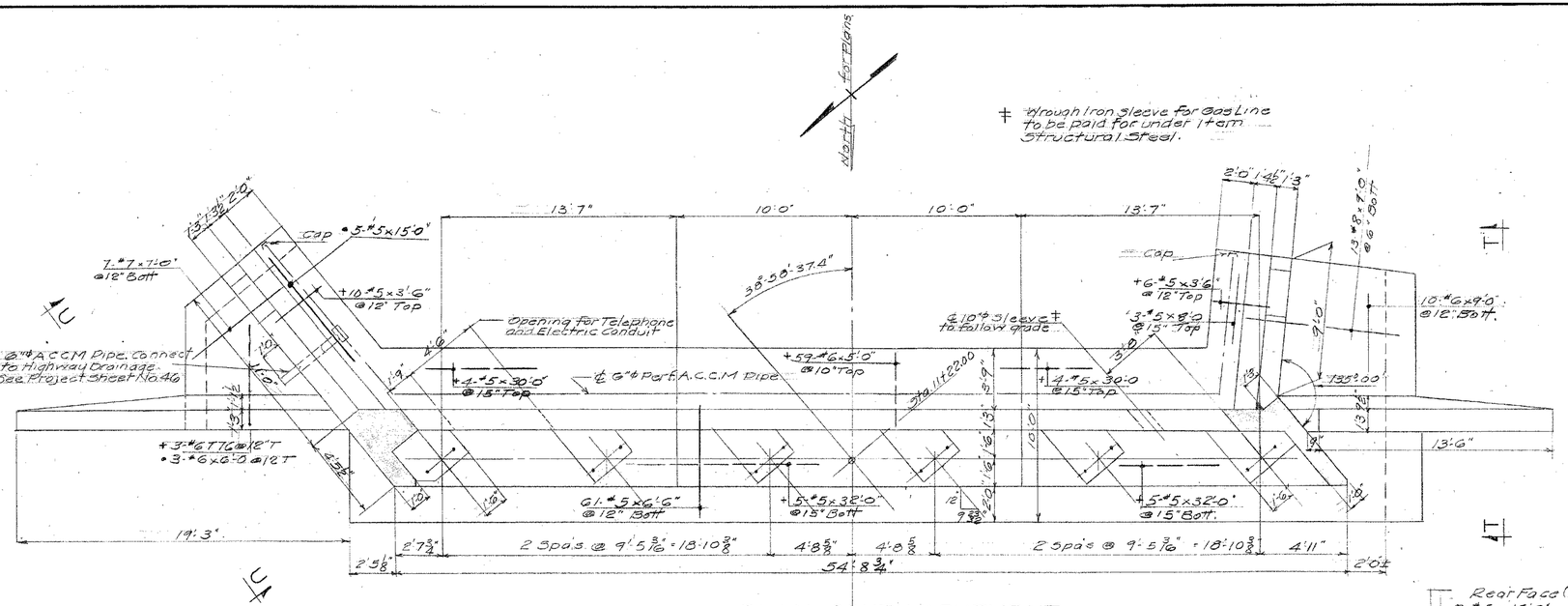
M 228 01

189

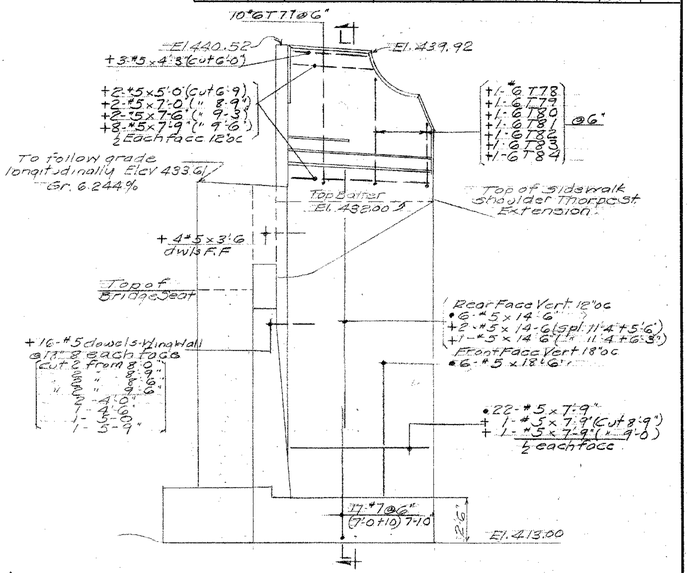
FORM NO. ENG. 19A

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	Danbury	I 84(84)	34-84	1960	US 6	189A	

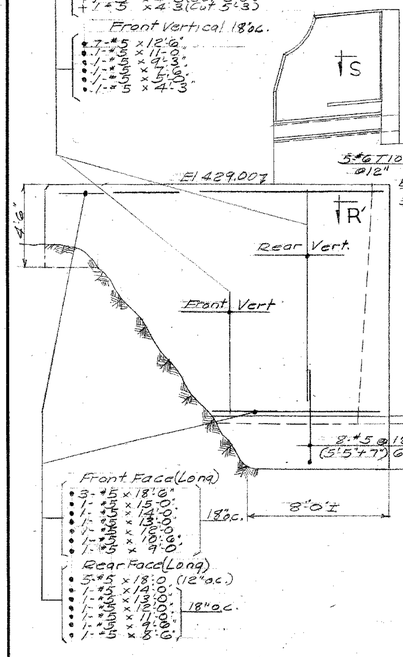
‡ Wrought Iron Sleeve for Gas Line to be paid for under Item Structural Steel.

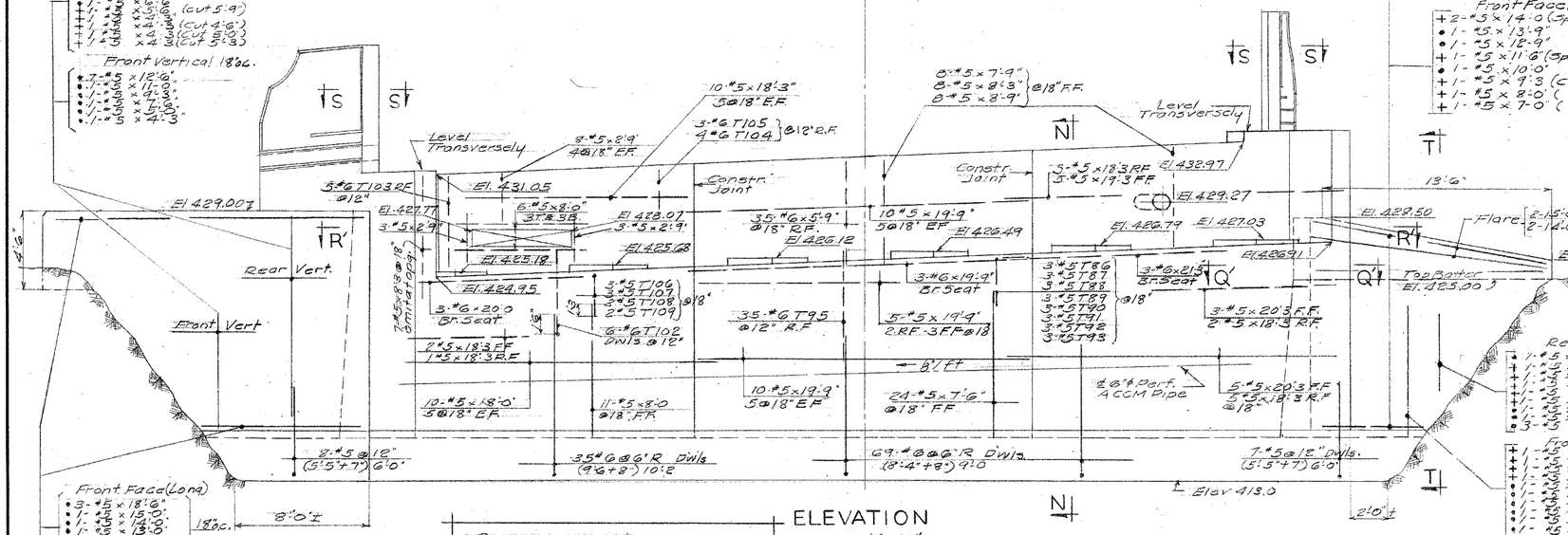


PLAN- SOUTH ABUTMENT
Scale 1/4"=1'-0"

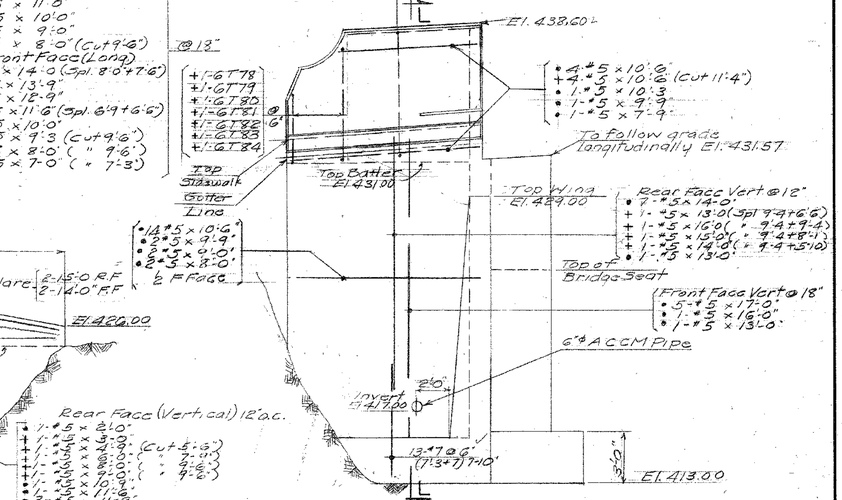


ELEVATION T-T S.W. WINGWALL
Scale 1/4"=1'-0"





ELEVATION
Scale 1/2"=1'-0"



ELEVATION U-U SE WINGWALL
Scale 1/4"=1'-0"

CONTRACTOR—NOTE
Bridge Sheets 5A & 6A are to be worked with Dwg No. 59DB-45 United States Steel Supply Division.

For General Notes & Location Plan see Bridge Sheet #1
For Sections thru Abutment, Wings, Cheekwalls, detail of Pads, Joint Details and Typical pay lines see Bridge Sheet #6A.
For details of end of wingwalls and rustication see Bridge Sheet #11.
All footings shall be founded on rock. Cut off Walls and footings (as shown) shall be poured and keyed into rock Slope.

LEGEND
——— + Reinforcing bars at Site for Sta. Abut.
——— • Additional reinforcing bars required.

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.

REVISIONS		
NO.	DATE	DESCRIPTION
1	9/6/60	Sewing & Tapping Steel added

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
UNDER
MADISON AVENUE
SOUTH ABUTMENT

DESIGNED BY
SCALES As Noted.
MADE BY H.E.J. DATE 9-2-60
CHECKED BY H.J.K. DATE 9-6-60
APPROVED V.F. Pagani DATE 9-6-60
PROJECT NO. 34-84
BRIDGE SHEET NO. 5A OF 11

DIETZGEN 1584-3 Approof Drafting Film 6867

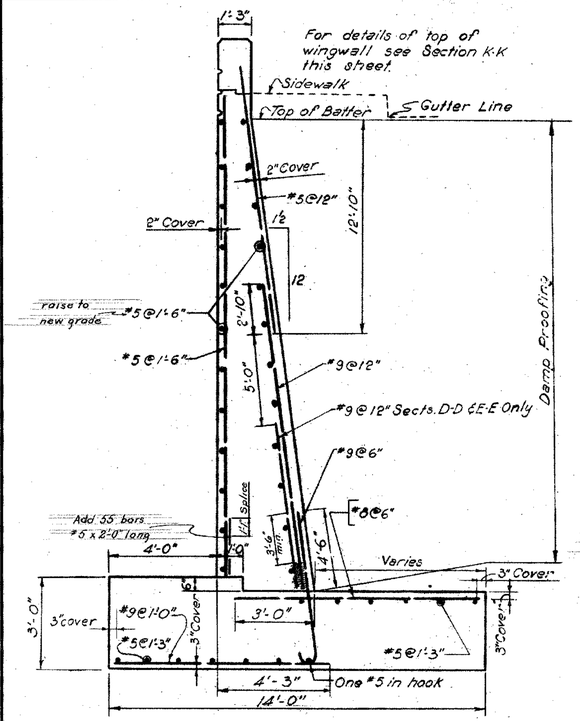
34-84 34 106

M228 01

189A

FORM NO. ENG. 18 ED. 11-52

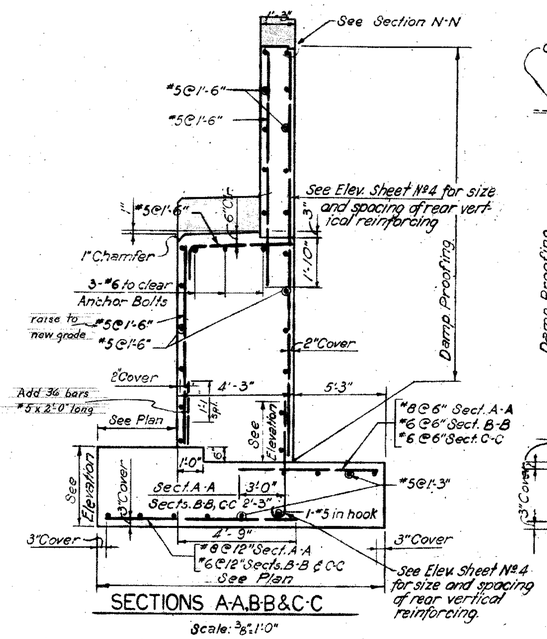
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F84(5)4	34-84	1958	U.S.6	190	662



SECTIONS D-D E-E & F-F

Scale $\frac{3}{8}$"=1'-0"

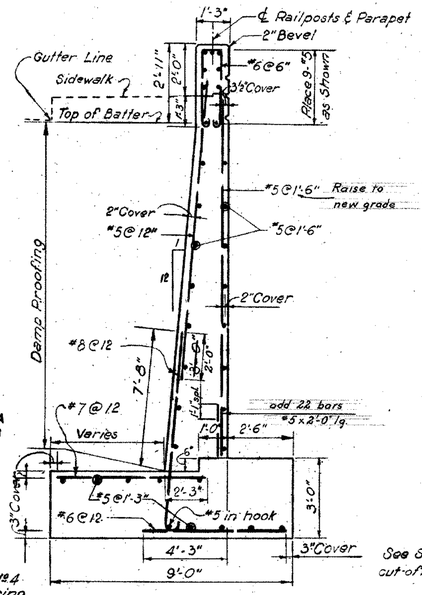
Max. Rock pressure = 4.5 T/S.F.



SECTIONS A-A, B-B & C-C

Scale: $\frac{3}{8}$"=1'-0"

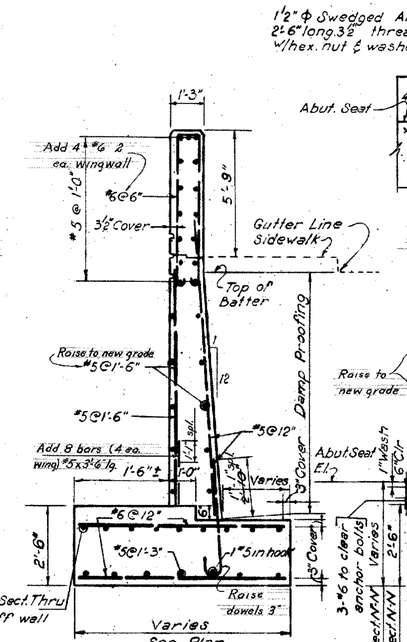
Max. Rock Pressure = 3.5 T/S.F.



SECTION K-K

Scale: $\frac{3}{8}$"=1'-0"

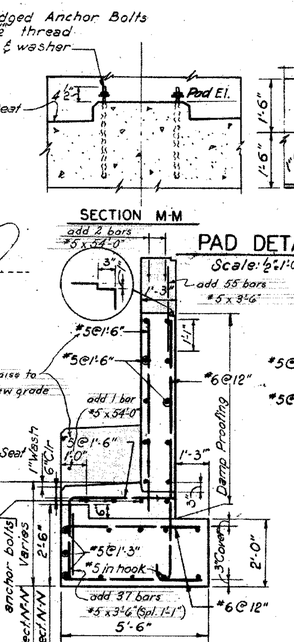
Max. Rock pressure = 2.6 T/SF



SECTION L-L

Scale: $\frac{3}{8}$"=1'-0"

Max. Rock Pressure 1.6 T/S.F.



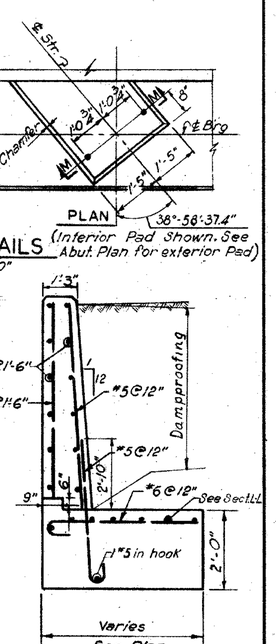
PAD DETAILS (Interior Pad Shown. See Abut. Plan for exterior Pad)

Scale: ½"=1'-0"

SECTIONS N-N & N'-N'

Scale: $\frac{3}{8}$"=1'-0"

Max. Rock pressure = 2.0 T/S.F.

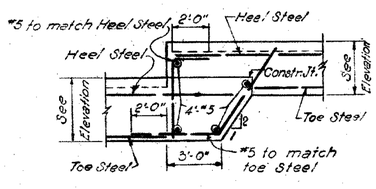


SECTION THRU CUT-OFF WALL

Scale: $\frac{3}{8}$"=1'-0"

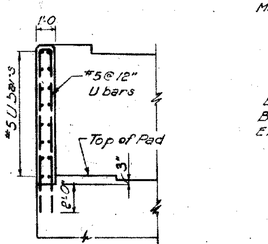
Max. Rock pressure = 1.4 T/S.F.

Note: Transverse Footing Steel Not Shown



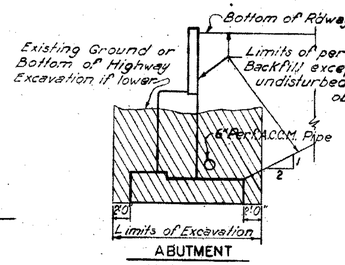
TYPICAL FOOTING STEP

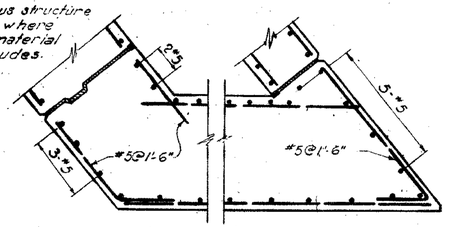
Scale: 1½"=1'-0"



SECTION THRU CHEEKWALL

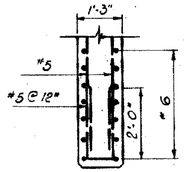
Scale: 1½"=1'-0"





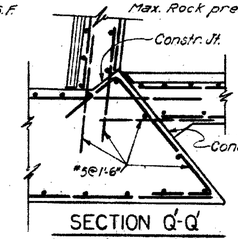
SECTION Q-Q

Scale: $\frac{3}{8}$"=1'-0"



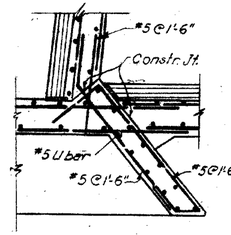
SECTION S-S

Scale: ½"=1'-0"



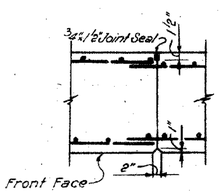
SECTION Q'-Q'

Scale: $\frac{3}{8}$"=1'-0

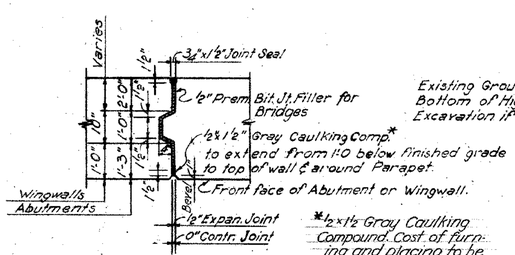


NOTES

1. For General Notes see Sheet No. 1.
2. All exposed Concrete edges shall be chamfered 1" except where noted otherwise.



VERTICAL CONSTRUCTION JOINT



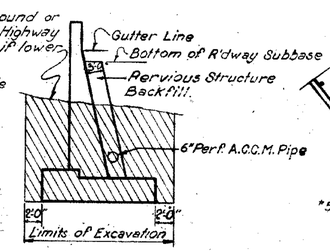
EXPANSION & CONTRACTION JOINTS

*½"x½" Gray Caulking Compound. Cost of furnishing and placing to be included in Contract Item ½" Prem. Bit. Jt. Filler (for Bridges.)

JOINT DETAILS

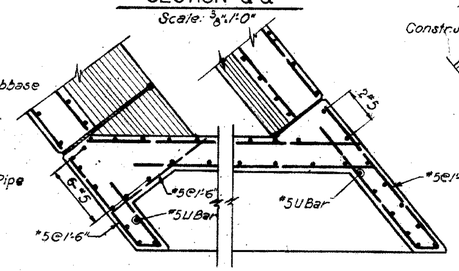
Not to Scale.

JOINT NOTES:
1. Start Wingwall Key 13'-0" below Gutter Line.
2. Reinf. to be discontinuous at expansion and contraction joints.
3. Joint Seal: Abutment-Joint Seal to extend from top of Ftg. to top of backwall & Wwalls-Jt. Seal to extend from top of Ftg. to the gutter Line.



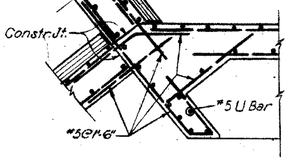
TYPICAL PAY LINE

Not to Scale



SECTION R-R

Scale: $\frac{3}{8}$"=1'-0"



SECTION R'-R'

Scale: $\frac{3}{8}$"=1'-0"

REVISIONS		
NO.	DATE	DESCRIPTION
1	3-1960	Sects. D-D, E-E, F-F
		Sects K-K, L-L, N-N & N'-N'
		Raised Bridge Seats
		& added reinforcing.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
UNDER
MADISON AVENUE
ABUTMENTS-SECTIONS & DETAILS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY A.T. DATE 12-21-57
CHECKED BY D.G. & R.A.R. DATE 10-25-57
APPROVED T.R.K. DATE 2-24-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 6 OF 11

LOUIS FREY CO., INC. 34-84

34 84

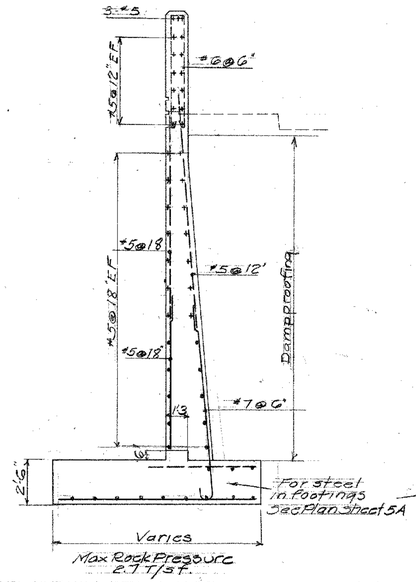
34 106

M228 01

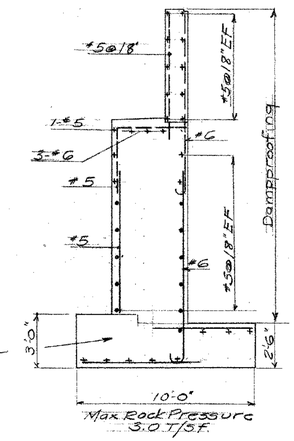
190

FORM NO. ENG. 15A

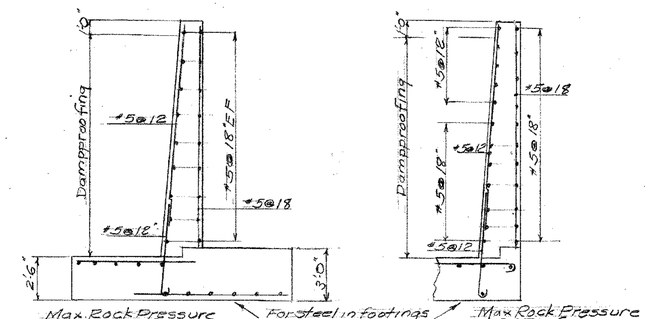
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	Danbury	I-84-(13)8	34-84	1960	U.S. 6	190A	



SECTION L-L
Scale 1/4"=1'-0"

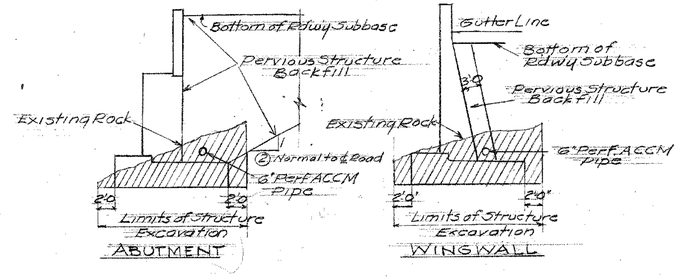


SECTION N-N
Scale 1/4"=1'-0"

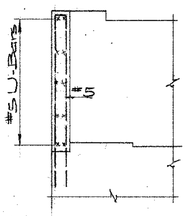


SEC. THRU CUTOFF WALL S.E. WING
Scale 1/4"=1'-0"

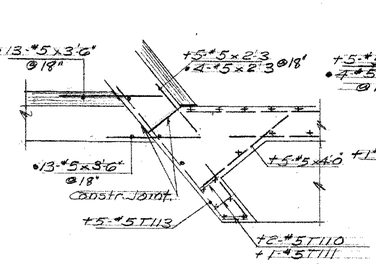
SEC. THRU CUTOFF WALL S.W. WING



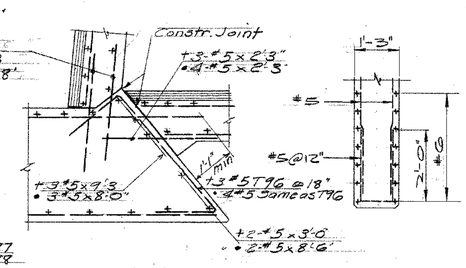
TYPICAL PAY LINE
Not to Scale



SECTION THRU CHEEKWALL
Scale: 1/4"=1'-0"

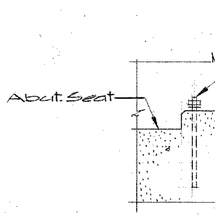


SECTION
Scale: 3/8"=1'-0"

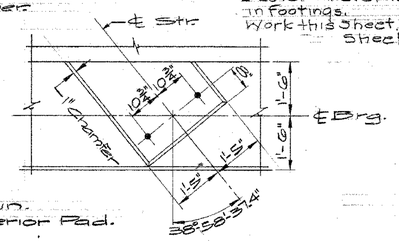


SECTION
Scale: 3/8"=1'-0"

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



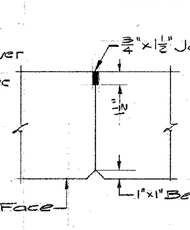
SECTION



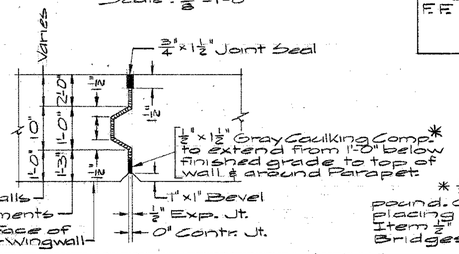
PLAN

PAD DETAILS
Scale 1/2"=1'-0"

Note
Reinforcing bars shall have 2" cover in stems and 3" cover in footings.
Work this Sheet with Bridge Sheet #5A.



VERTICAL CONSTRUCTION JOINT



EXPANSION & CONTRACTION JOINTS

* ½"x1½" Gray Caulking Compound. Cost of furnishing and placing to be included in Contract Item ½" Prem. Bit. Jt. Filler (For Bridges).

Joint Notes:
1. Start Wingwall Key below Gutter Line.
2. Reinf. to be discontinuous at Expansion and Contraction Jts.
3. Joint Seal: Abutment- Jt. Seal to extend from top of footing to top of backwall; Wingwalls - Jt. Seal to extend from top of footing to Gutter Line.

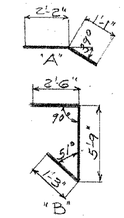
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

ADDITIONAL REINF. STEEL REQUIRED

	No.	Size	Length	Type	Weight
ABUTMENT					
	29	#6	(8'-4"+8")90	⌒	933
	24	#5	7'-6"	Str.	188
	35	#6	(9'-6"+8")10'-2"	⌒	555
	17	#5	8'-0"	Str.	142
	5		20'-3"		106
	5		18'-3"		95
	10		19'-9"		206
	10	#5	18'-0"	Str.	188
	18	#5	5'-0"	"	94
	18	#5	2'-3"	"	42
So. West Cutoff Wall					
	2	#5	15'-0"	Str.	31
	1		14'-9"		15
Long. R.F.	1		13'-6"		14
	1		12'-6"		13
	1		11'-0"		11
	1		10'-0"		10
Long F.F.	1		13'-9"		14
	1		12'-9"		13
	1		10'-0"		10
	1		21'-0"		2
	1		10'-9"		11
	1		11'-6"		12
Vert. R.F.	1		11'-9"		12
	1		12'-0"		13
	1		12'-3"		13
	1		12'-6"		13
	3		12'-9"		13
	1		10'-9"		11
Vert. F.F.	1		11'-9"		12
	1		12'-0"		13
	1		12'-3"		13
	1		12'-6"		13
	1	#5	12'-9"	Str.	13
So. West Wingwall					
Vert. F.F.	6	#5	17'-0"	Str.	106
Vert. F.F.	6	#5	18'-6"	Str.	116
Long. R.F.	22	#5	7'-9"	Str.	178
Vert. F.F.	17	#7	(7'-0"+10")7'-10"	⌒	272
Dwls.	16	#5	4'-0"	Str.	67
So. East Cutoff Wall					
Dwls.	15	#5	(5'-5"+7")6'-0"	⌒	94
	7		12'-6"	Str.	91
	1		11'-0"		11
Vert. F.F.	1		9'-3"		10
	1		7'-6"		8
	1		5'-0"		5
	2		4'-3"		9
	5		12'-0"		63
	1		13'-0"		14
Vert. R.F.	1		12'-0"		13
	1		9'-6"		8
	1		8'-0"		8
	1		6'-6"		7
	3		18'-0"		56
	1		14'-0"		15
	1		13'-0"		14
Long. F.F.	1		12'-0"		13
	1		11'-0"		11
	1		9'-6"		10
	1	#5	8'-6"	Str.	9

	No.	Size	Length	Type	Weight
Between Cutoff Wall & Wing					
Dwls.	20	#5	3'-6"	Str.	73
So. East Wingwall					
Vert. R.F.	13	#7	(7'-3"+7")7'-10"		208
	16	#5	4'-3"	Str.	81
Long. R.F.	7		10'-6"		77
	1		9'-9"		10
	1		9'-0"		9
	1		8'-0"		8
Vert. F.F.	5		17'-0"		89
	1		16'-0"		17
	1		13'-0"		14
Long. F.F.	7		10'-6"		77
	1		9'-9"		10
	1		9'-0"		9
	1	#5	8'-0"	Str.	8
Abutment & S.W. Wing					
	2	#5	8'-6"	Str.	18
"A"	4	#5	3'-3"	⌒	14
"B"	4	#5	9'-6"	⌒	69
V.25	1	#5	13.0	Str.	
Footings					
	7	#7	7'-0"	Str.	100
	3	#6	6'-0"		27
	10	#6	9'-0"		135
	13	#8	9'-0"		312
	3	#5	8'-0"		25
	61	#5	6'-6"	Str.	414
	5	#5	15'-0"		78
Long R.F.	5	#5	18'-0"	Str.	94
			14'-0"		15
			13'-0"		14
			12'-0"		13
			11'-0"		11
			9'-6"		10
		#5	8'-6"	Str.	9

Total Weight 6080



CONNECTICUT STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
UNDER
MADISON AVENUE
ABUTMENTS-SECTIONS & DETAILS

REVISIONS		
NO.	DATE	DESCRIPTION
1	10/6/60	Bar List Revised

DESIGNED BY
SCALES As shown
MADE BY H.J.K. DATE 9-2-60
CHECKED BY H.E.J. DATE 9-6-60
APPROVED V.F. Raymond DATE 9-6-60
PROJECT NO. 34-84
BRIDGE SHEET NO. 6A OF 11

DIETZGEN 1384-3 Aperoof Drafting Film 6867

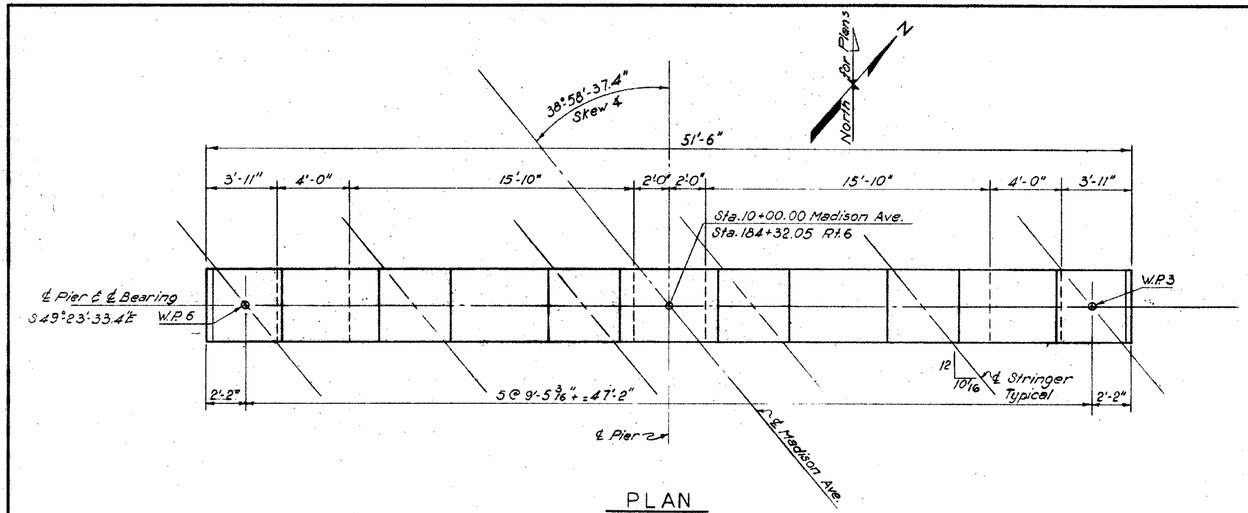
34 84 34 106

M228 01

190A

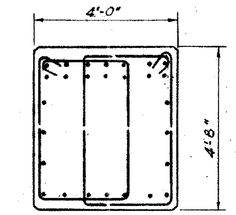
FORM NO. ENG. 18 ED. 11-58

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	284-1(3)4	34-84	1958	U.S.6	191	662



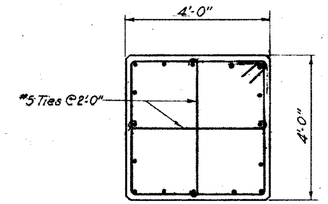
PLAN

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



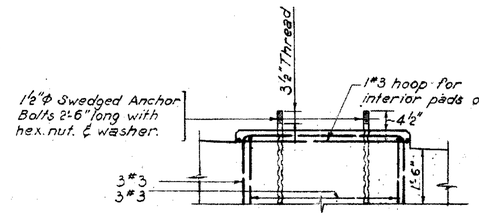
SECTION A-A

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



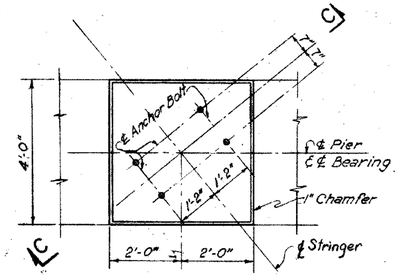
SECTION B-B

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



SECTION C-C

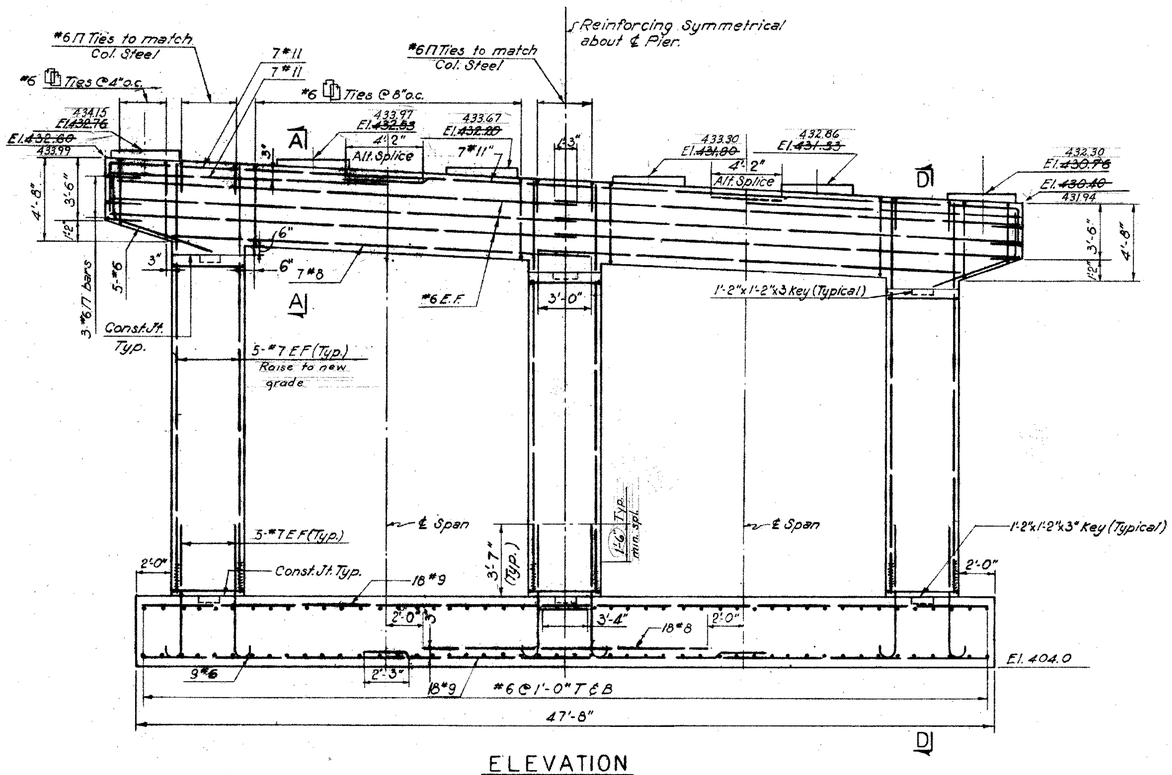
Scale: 1/2"=1'-0"



PLAN

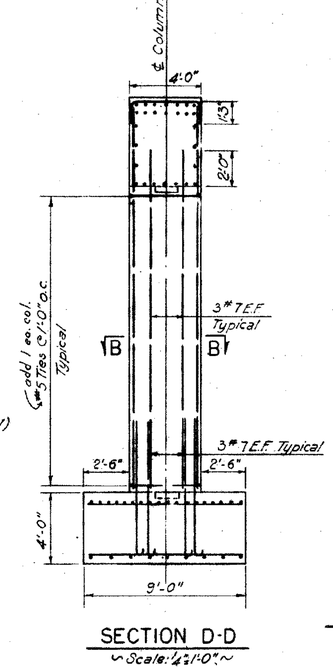
Scale: 1/2"=1'-0"

PAD DETAILS



ELEVATION

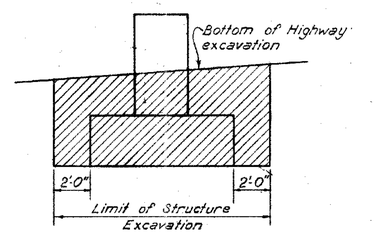
Scale: 1/4"=1'-0"



SECTION D-D

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

Max. rock pressure = 2.5 t.s.f.



TYPICAL PAY LINES FOR PIERS

NOTES

1. For General Notes See Sheet No. 1

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FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
UNDER
MADISON AVENUE
PIER

REVISIONS		
NO.	DATE	DESCRIPTION
1	3-26-59	"ELEVATION" Pad & cap elevs. & dowel splices

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY A.T. DATE 1-22-58
CHECKED BY P.R.C. DATE 2-11-58
APPROVED T.R.K. DATE 2-24-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 7 OF 11

LOUIS FREY CO., INC. 34-84

34 84

34 106

191

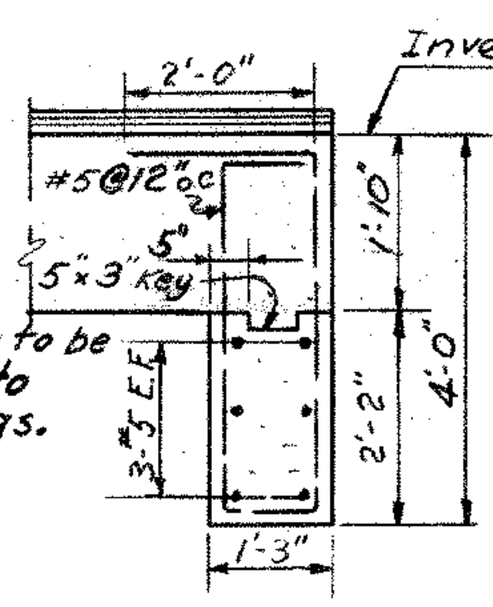
228 01

STRUCTURE NO. 01189

NO REVISIONS SUBMITTED FOR THIS SHEET

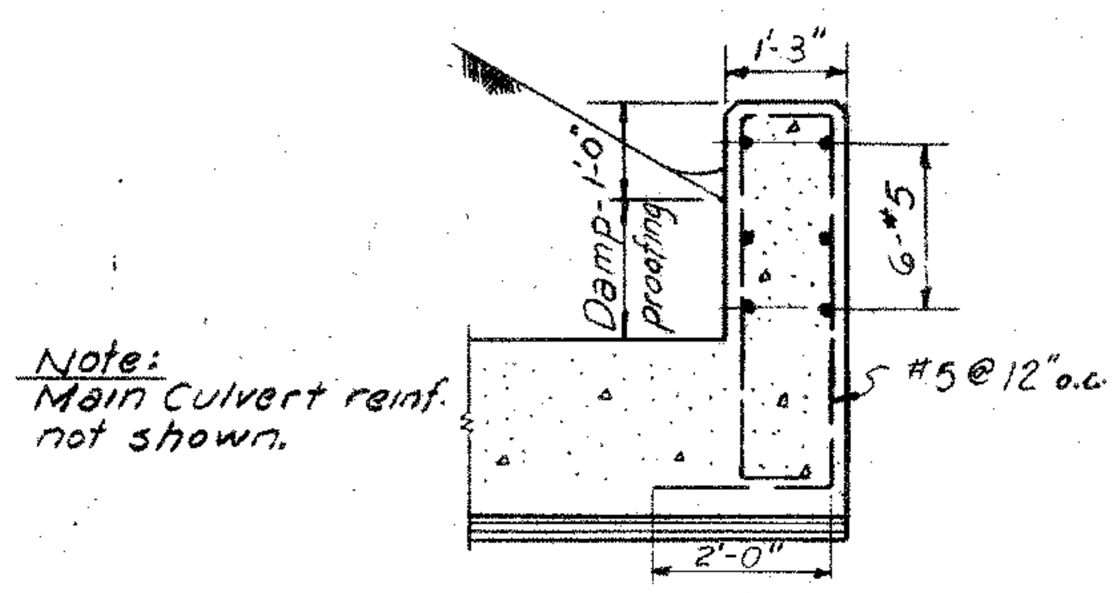
PLAN
SCALE: 1" = 10'

Notes:
1. Main Culvert reinforcing not shown.
2. Longitudinal reinforcing shown to be extended 2'-6" into wingwall footings.

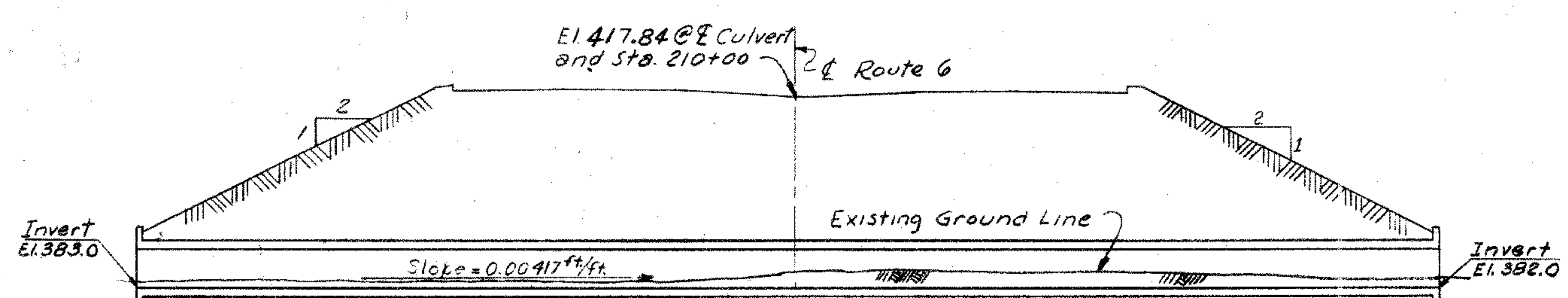


TYPICAL CUTOFF WALL DETAIL
SCALE: ½" = 1'-0"

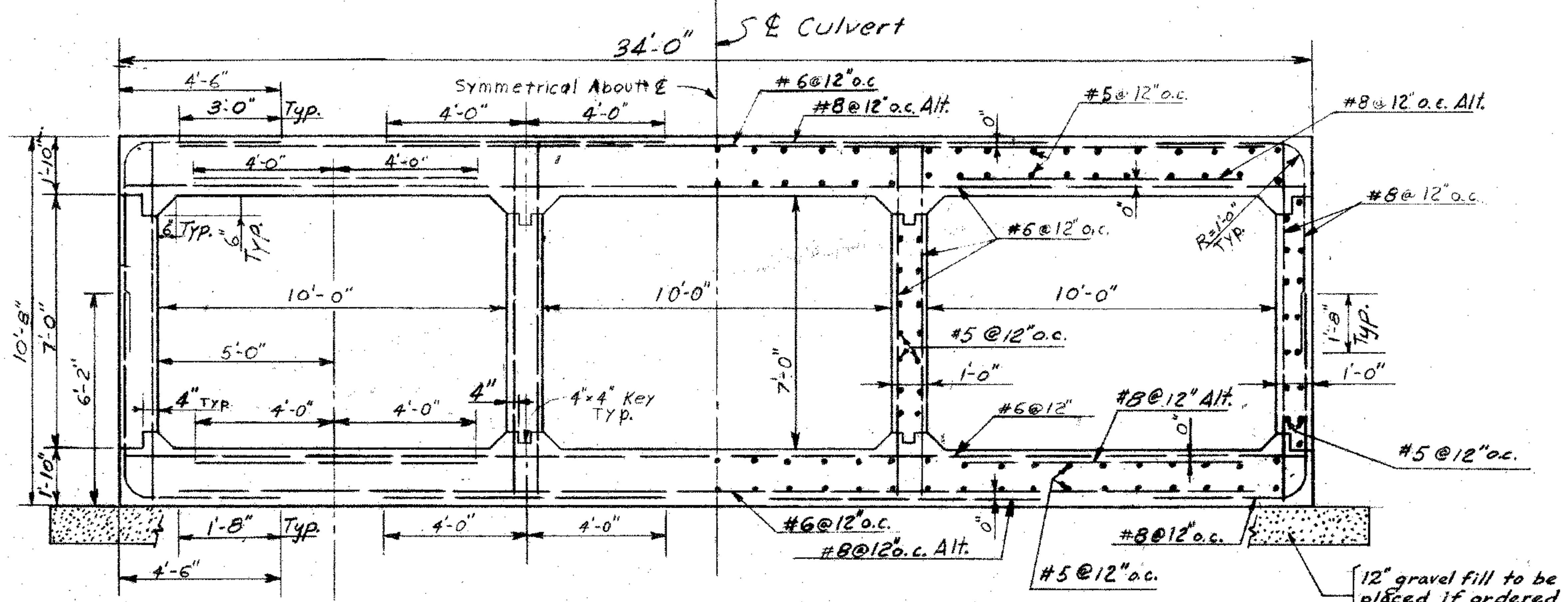
Note:
Main Culvert reinf. not shown.



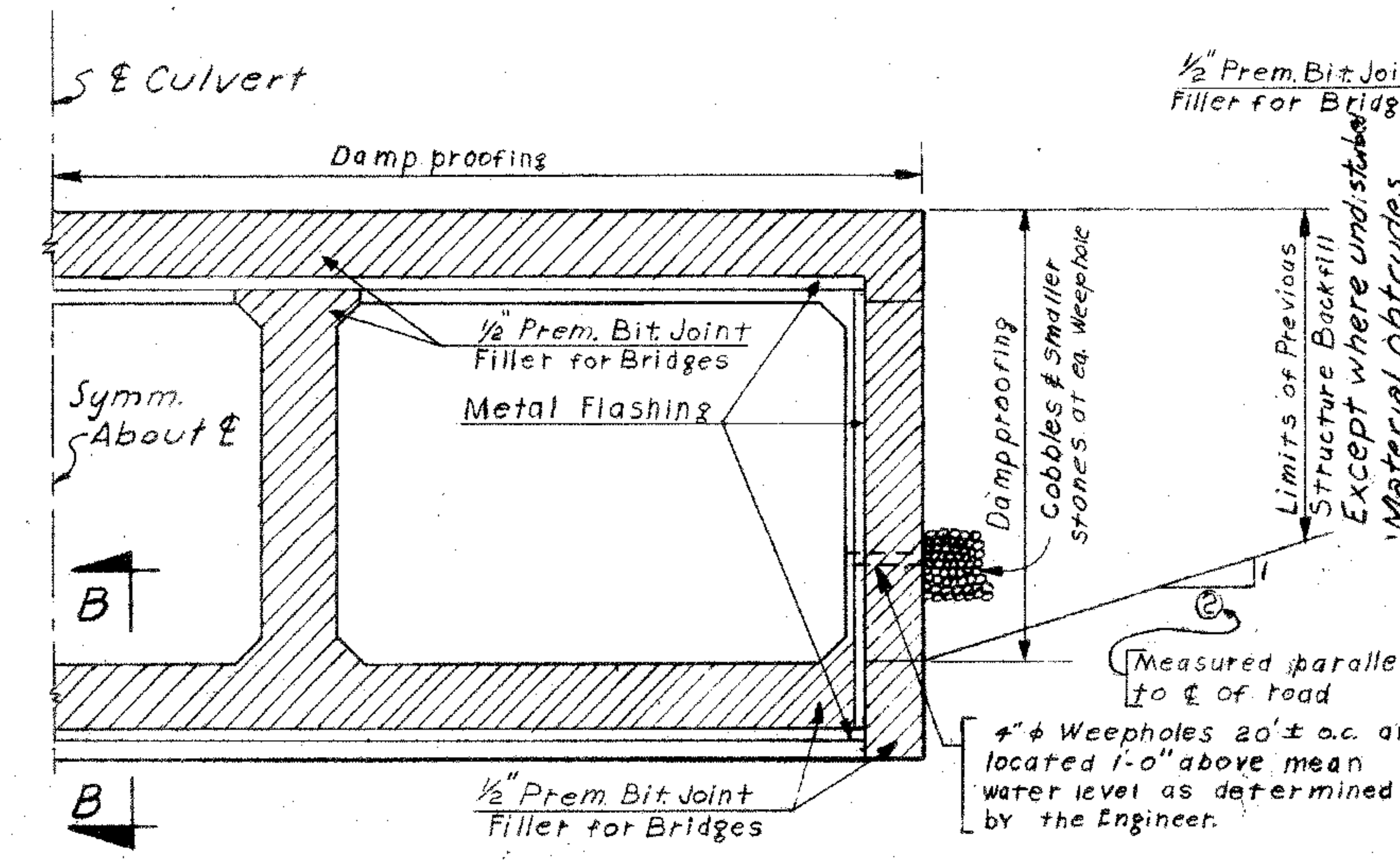
TYPICAL HEADWALL DETAIL
SCALE: ½" = 1'-0"



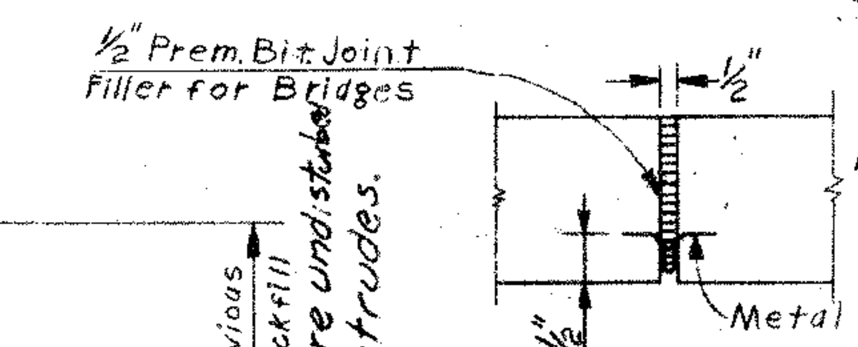
LONGITUDINAL SECTION A-A
SCALE: 1" = 20'-0"



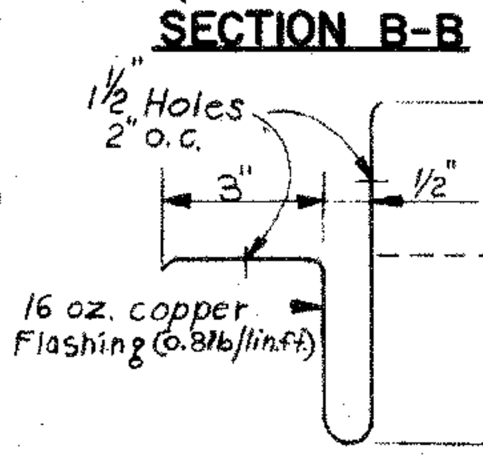
TYPICAL CULVERT SECTION
Scale: 1" = 3'-0"



EXPANSION JOINT DETAIL
NO SCALE



SECTION B-B



FLASHING DETAIL

GENERAL NOTES:

1. Specifications:- Connecticut State Highway Department Form 808-Jan. 1955, and Special Provisions.
2. Design Specifications:- Standard Spec's. for Highway Bridges (A.A.S.H.O.-1953) except as modified by Bureau of Public Roads "Policy on Interstate System Projects" (Aug. 56) and as supplemented by Conn. State Hwy. Dept. "Std. Brdg. Details for Contracting Engineers (Feb. 56)
3. Class "A" Concrete:- Class "A" Concrete shall be used throughout. See Special Provisions.
4. All exposed edges - of concrete to be chamfered 1"x1" unless otherwise noted.
5. All bars unless noted, shall have 2" min. cover, except bottom bars of bottom slab and bars in cutoff walls and footings. These bars shall have 3" min cover.
6. Splices. - Unless otherwise noted all longitudinal bars shall be spliced a min. of 20 diameters, except longitudinal bars in top of culvert slabs when the concrete thickness under these bars exceeds 12", and also in top of footing heels. These splices shall be a minimun of 35 diameters.
7. Joint Seal:- Joint seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
8. Quantites:- Quantites are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid. See Sh. #2.
9. Borings: For Boring Logs see Sh. #3.
10. Quantities: For Quantities see Sh. #2.

REVISIONS		
NO.	DATE	DESCRIPTION

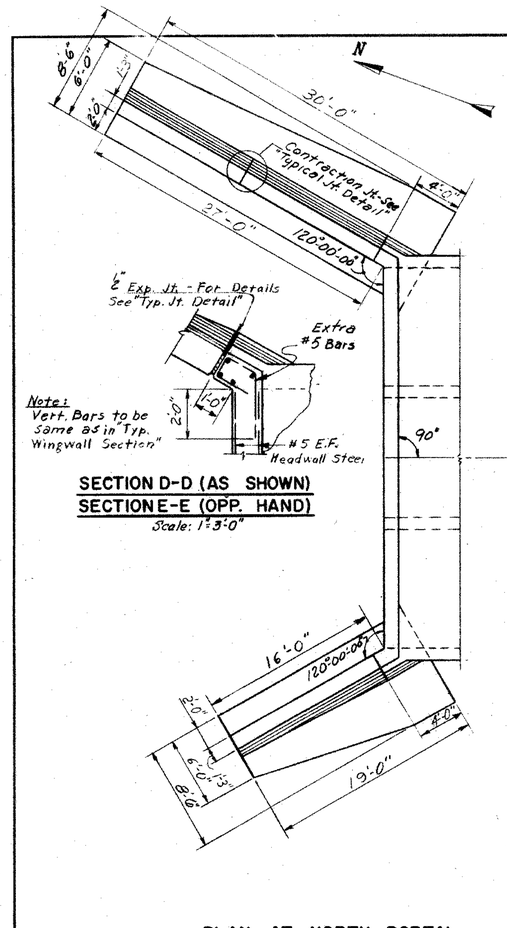
FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
PADANARAM RESERVOIR BROOK
CULVERT PLAN AND DETAILS

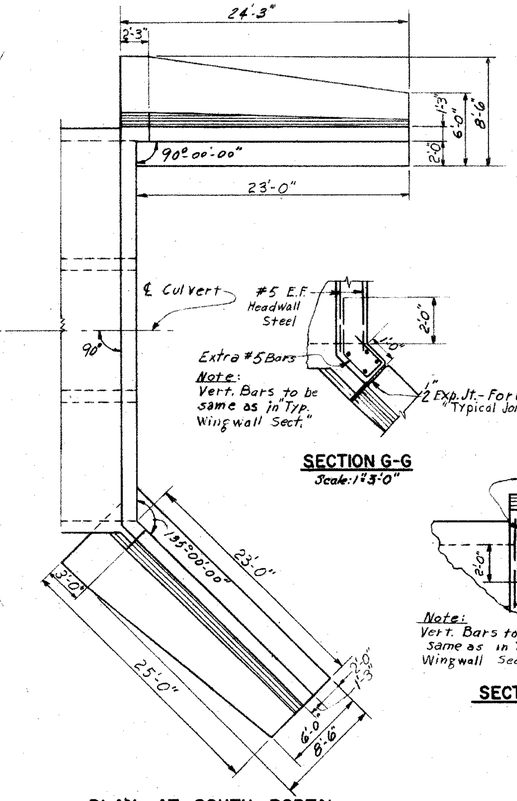
DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY J.D.A. DATE 8/1/57
CHECKED BY R.A.V. DATE 8/19/57
APPROVED T.R.K. DATE 2-14-58
PROJECT NO. 34-102
BRIDGE SHEET NO. 1 OF 3

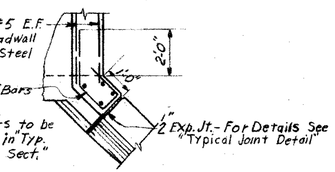
FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(10)5	34-102	1958	U.S.6	30	71

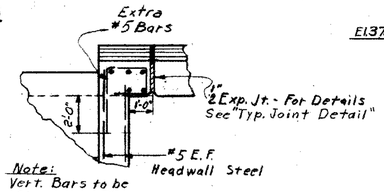


SECTION D-D (AS SHOWN)
SECTION E-E (OPP. HAND)
Scale: 1"=1'-0"

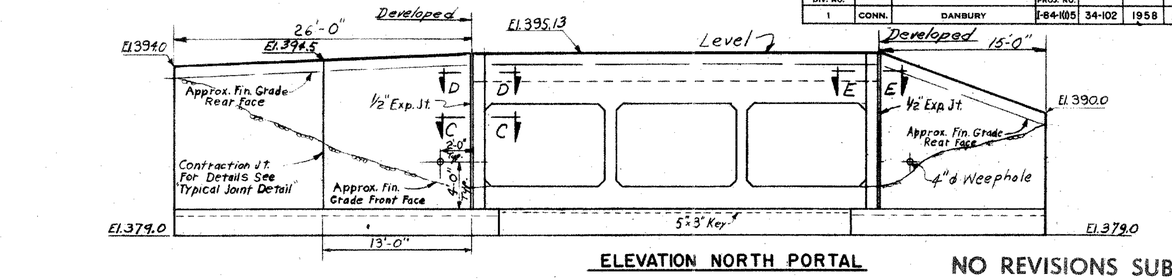




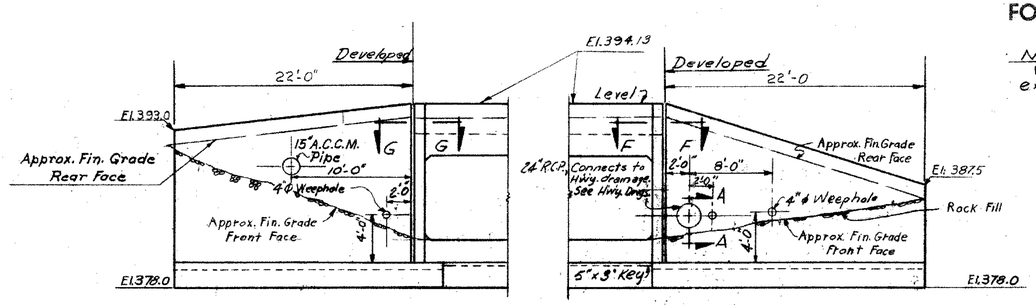
SECTION G-G
Scale: 1"=1'-0"



SECTION F-F



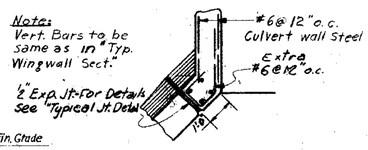
ELEVATION NORTH PORTAL



ELEVATION SOUTH PORTAL

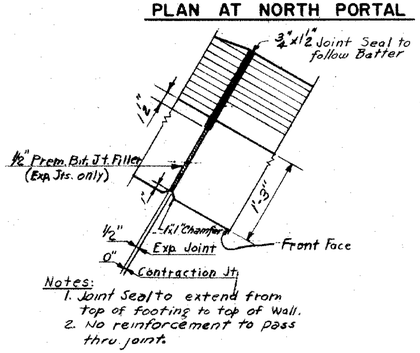
NO REVISIONS SUBMITTED FOR THIS SHEET

Note: Wingwall slopes start at expansion joints.



SECTION C-C

QUANTITIES		
ITEM	UNIT	TOTAL
STRUCTURE EXCAVATION (COMPLETE)	C.Y.	2500
DEFORMED STEEL BARS	LBS.	200,000
PERVIOUS STRUCTURE BACKFILL	C.Y.	1500
DAMPPROOFING	S.Y.	1480
METAL FLASHING	LBS.	500
1/2" PREMOLDED BIT. JT. FILLER (FOR BRIDGES)	S.F.	1160
CLASS "A" CONCRETE	C.Y.	1510
GRAVEL FILL	C.Y.	400

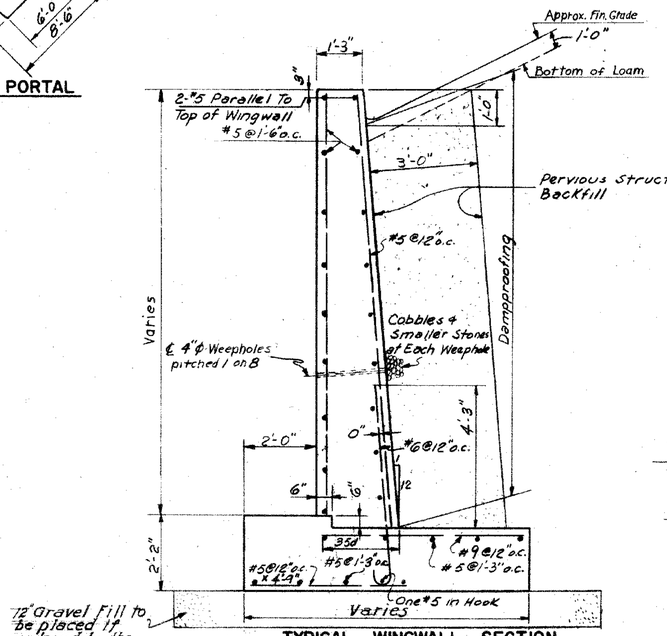


Notes:
1. Joint Seal to extend from top of footing to top of Wall.
2. No reinforcement to pass thru joint.

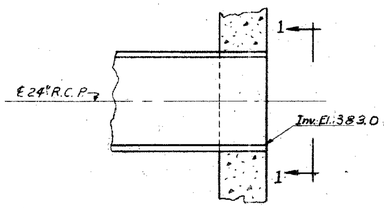
TYPICAL JOINT DETAIL
Scale: 1"=1'-0"

PLAN AT NORTH PORTAL

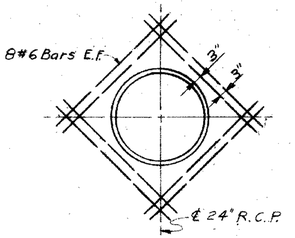
PLAN AT SOUTH PORTAL



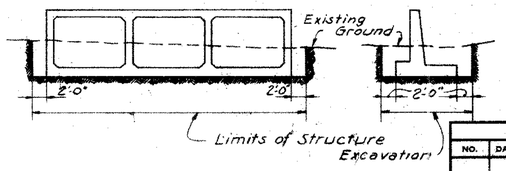
TYPICAL WINGWALL SECTION
Scale: 1/2"=1'-0"



SECTION A-A
No Scale.



VIEW I-I
No Scale.



TYPICAL PAY LINES
Not to Scale

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
PADANARAM RESERVOIR BROOK
DETAILS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES 1"=6' U.N.
MADE BY J.D.A. DATE 9/1/57
CHECKED BY R.A.V. DATE 9/9/57
APPROVED T.R.K. DATE 2-14-58
PROJECT NO. 34-102
BRIDGE SHEET NO. 2 OF 3 Sh.

LOUIS FREY CO., INC. 36409

34 102

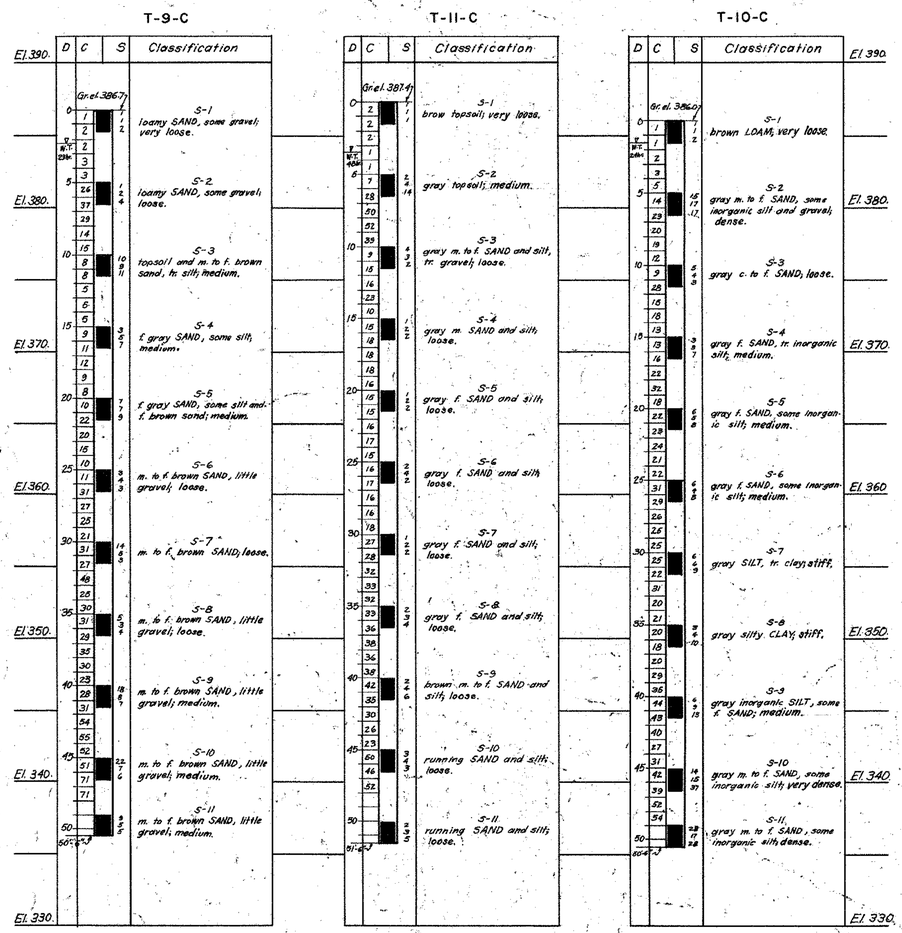
M 214 01

30

FORM NO. ENG. 1B ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(10)5	34-102	1958	U.S. 6	31	71

NO REVISIONS SUBMITTED FOR THIS SHEET



LEGEND

D Depth of Stratum.

C Blows per foot on 2 1/2" I.D. casing with 300-lb. hammer falling 2'-0".

S Blows per 6" on 1 3/8" I.D. split spoon sampler with 140-lb. hammer falling 2'-6".

S- Drive sample number.

Drive sample.

Water Table with time of observation.

BORING	STATION	OFFSET	DATE COMPLETED
T-9-C	209+79	76'L	4/22/57
T-10-C	209+90	80'R	4/18/57
T-11-C	210+00	℄	4/25/57

Soils Data Obtained by American Drilling Co., Inc. East Providence, R. I. from 4/18/57 to 4/25/57

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
PADANARAM RESERVOIR BROOK
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL 1" = 5'-0"

MADE BY WR (A.D.CO.) DATE 9-26-57

CHECKED BY [illegible] (A.D.CO.) DATE 11-19-57

APPROVED T.R.K. DATE 2-14-58

PROJECT NO. 34-102

BRIDGE SHEET NO. 3 OF 3

"ARNAWOOD" TRACING CLOTH JOSEPH MERRITT & CO. 11810

34 1021

M 214 01

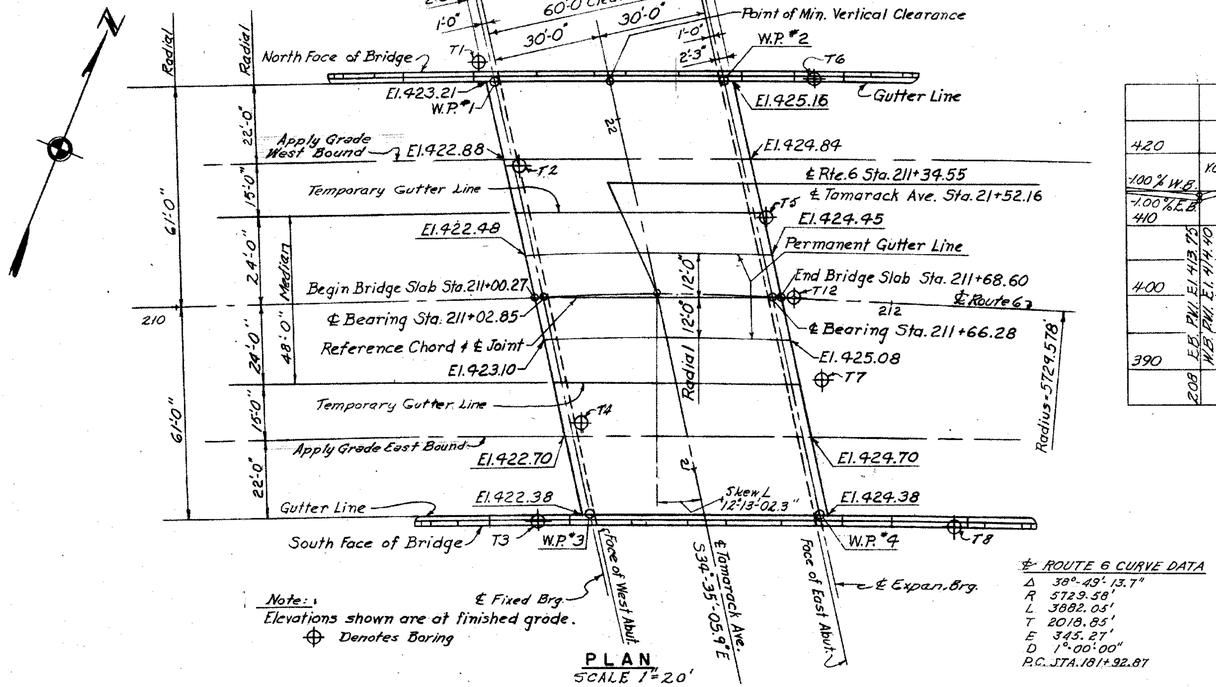
31

STRUCTURE NO. 01190

FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(05)	34-102	1958	U.S. 6	32	171

NO REVISIONS SUBMITTED FOR THIS SHEET

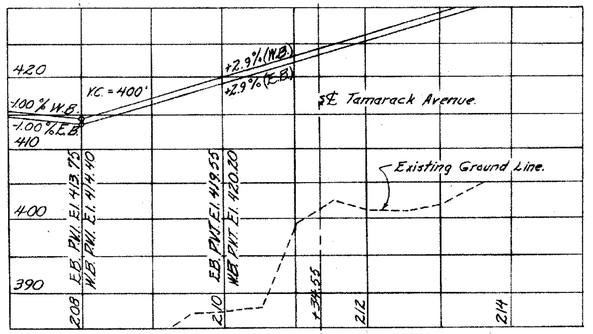


Note: Elevations shown are at finished grade.
⊕ Denotes Boring

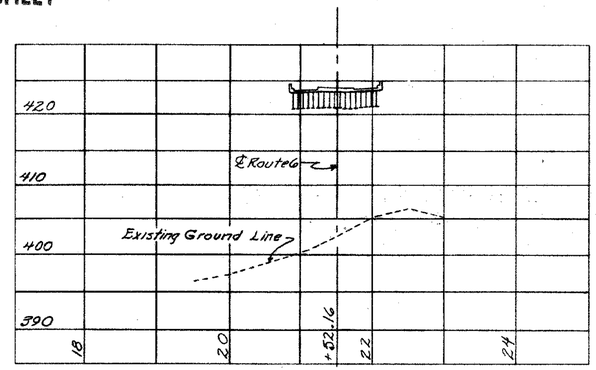
PLAN
SCALE 1"=20'

℄ ROUTE 6 CURVE DATA

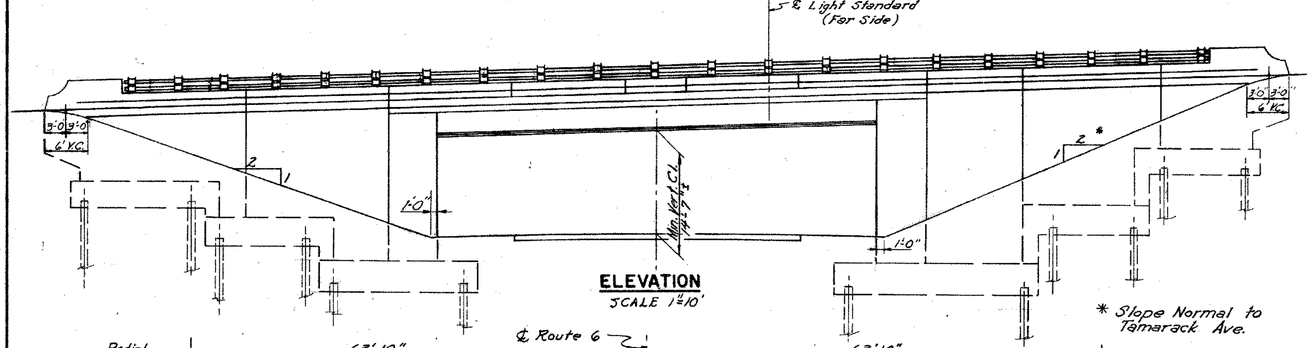
Δ	38°-49'-13.7"
R	5729.58'
L	3882.03'
T	2018.65'
E	345.27'
D	1°-00'-00"
P.C.	STA. 181+92.87



PROFILE ROUTE 6
SCALE. Horiz. 1" = 100'
VERT. 1" = 10'

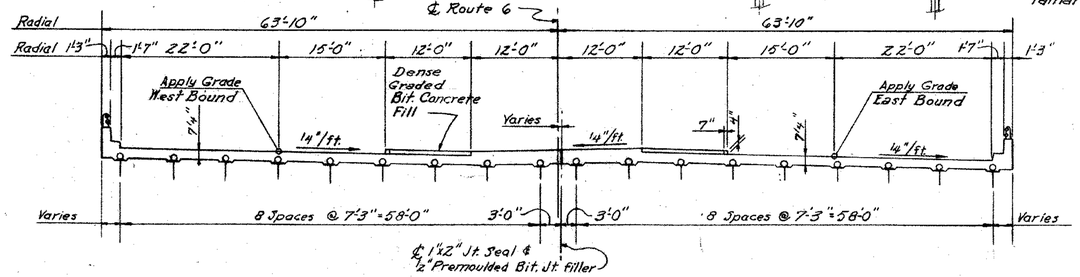


PROFILE OF TAMARACK AVENUE
SCALE: Horiz. 1" = 100'
VERT. 1" = 10'



ELEVATION
SCALE 1"=10'

* Slope Normal to Tamarack Ave.



TYPICAL BRIDGE CROSS SECTION
SCALE 1"=10'

GENERAL NOTES

1. **SPECIFICATIONS:** Connecticut State Highway Department Form 808 - January, 1955 and Special Provisions.
2. **DESIGN SPECIFICATIONS:** "Standard Specifications for Highway Bridges" (A.A.S.H.O - 1953) except as modified by Bureau of Public Roads "Policy on Interstate System Projects" (Aug. 1956) and as supplemented by Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers" (Feb. 1956).
3. **LOADING:** H20 - S16-44 and future wearing surface 25 lbs./sq. ft.
4. **COMPOSITE CONSTRUCTION:** No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed when directed by the Engineer, but not less than 7 days after slab has been poured. Design based on n=10 for live load and n=30 for additional dead load.
5. **CLASS "A" CONCRETE:** Class "A" Concrete shall be used throughout except for Class "C" Concrete used in Cast-in-Place Concrete Piles. See Special Provisions.
6. **EXPOSED EDGES:** Exposed Edges shall be beveled 1" x 1" unless otherwise dimensioned.
7. **JOINT SEAL:** Joint Seal shall be included in item for Class "A" Concrete. See special Provisions for Class "A" Concrete.
8. **TAR PAPER:** The cost of furnishing and placing 2 layers of 3 ply tar paper at backwalls shall be included in item for Class "A" Concrete.
9. **CAULKING COMPOUND:** Gray Caulking Compound shall be included in the appropriate item for Premoulded Bituminous Joint Filler for Bridges.
10. **STRUCTURAL STEEL:** All main material of rolled beams with welded cover plates shall conform to A.S.T.M. designation A-373. All other steel shall conform to A.S.T.M. designation A-7, unless otherwise noted.
11. **PAINTING:** For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
12. **REINFORCING STEEL:** Unless otherwise noted, all splices of vertical bars shall be lapped 35 diameters, and splices of longitudinal bars shall be lapped 20 diameters except that longitudinal bars in tops of footing heels and under bridge seats shall be spliced 35 diameters. Minimum cover shall be 2" above footings and 3" in footings, unless otherwise noted.
13. **PILES:** All piles to be cast-in-place concrete piles.
14. **QUANTITIES:** Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
15. **CROSS REFERENCES:** All sheet numbers indicated for reference refer to bridge sheet numbers shown in the lower right hand corner of title box.

** Class "A" Concrete Distribution:

1. Footings	1,195 C.Y.
2. Substructure	1,270 C.Y.
3. Superstructure	235 C.Y.
Total =	2,700 C.Y.

Note: Footing elevations for the Abutments and North Wingwalls have been set to allow for lowering the grade of Tamarack Avenue at the North end of the Bridge by 3 feet.

QUANTITIES

ITEM	UNIT	TOTAL
Structure Excavation (Complete)	C.Y.	2,700
6" A.C.C.M. Pipe	L.F.	12
6" Perforated A.C.C.M. Pipe	L.F.	450
Pile Loading Test - 70 Tons	E.a.	2
Cast in Place Concrete Piles	L.F.	19,000
Timber Sheet Piles	M.B.F.	3.5
Class "A" Concrete **	C.Y.	2,700
¼" Premoulded Bit. Jt. Filler for Bridges	S.F.	40
½" Premoulded Bit. Jt. Filler for Bridges	S.F.	610
¾" Premoulded Bit. Jt. Filler for Bridges	S.F.	30
Deformed Steel Bars	Lbs.	212,000
Structural Steel	Lbs.	252,000
Damp Proofing	S.Y.	1,050
Metal Bridge Rail	L.F.	290
Pervious Structure Backfill	C.Y.	4,450
Alt. ¼" Spiral Shear Conn. Bars	Lbs.	3,100
Alt. "B" Welded Stud Shear Conn. 4" High	Ea.	3,000
Welded Stud Shear Conn. 6" High	Ea.	1,100
Dense Graded Bituminous Concrete	Tons.	21
Doweled Concrete Park Curb	L.F.	137
Test Piles C.I.P. 50' Long	Ea.	2
Test Piles C.I.P. 60' Long	Ea.	1
2½" Rigid Steel Conduit	L.F.	380
2" Rigid Steel Conduit	L.F.	20
C.I. Pull Box 18" x 18" x 10" D	Ea.	2

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
TAMARACK AVENUE
GENERAL PLAN AND ELEVATION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY R.J.H. DATE 3/13/57
CHECKED BY J.L.C. DATE 5/5/57
APPROVED T.R.K. DATE 5/6/58
PROJECT NO. 34-102
BRIDGE SHEET NO. 1 OF 11

34 102

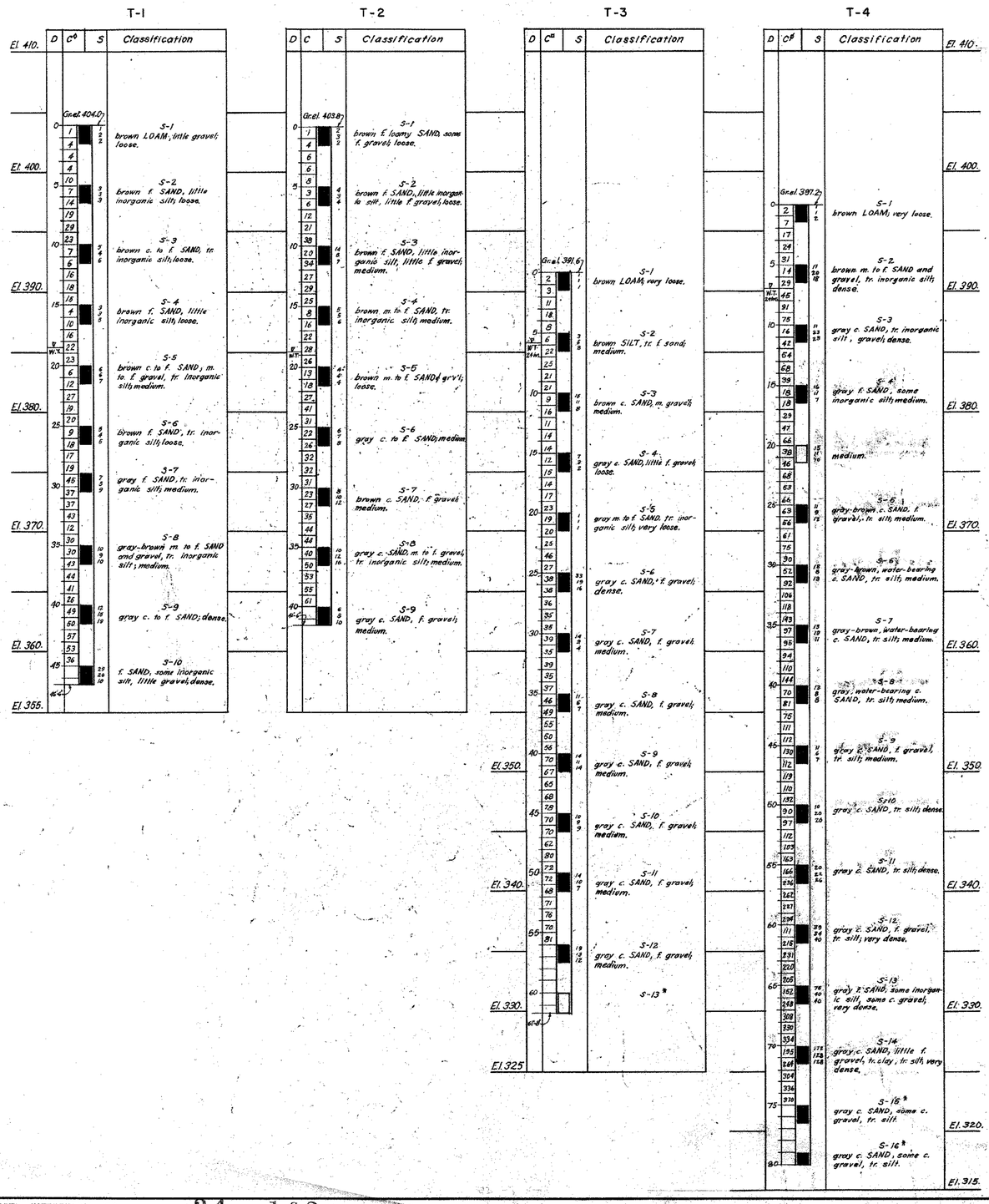
M214 01

32

FORM NO. ENG. 19 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-84-1015	34-102	1958	U.S.6	33	71

NO REVISIONS SUBMITTED FOR THIS SHEET



For LEGEND & NOTES see Sheet No. 3.

BORING	STATION	OFFSET	DATE COMPLETED
T-1	210 + 87	68L	4/24/57
T-2	210 + 97	37L	4/23/57
T-3	211 + 00	62R	4/17/57
T-4	211 + 13	95R	4/12/57

Soils Data Obtained by American Drilling Co., Inc. East Providence, R.I. from 4/12/57 to 4/24/57

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT

TOWN OF DANBURY
ROUTE U.S.6 RELOCATION
OVER
TAMARACK AVENUE
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL = 1" = 5'-0"

MADE BY W.F.L. (A.D. CO.) DATE 8/14/57

CHECKED BY Kmc (A.D. CO.) DATE 9-4-57

APPROVED T.R.K. DATE 2/6/58

PROJECT NO. 34-102

BRIDGE SHEET NO. 2 OF 11

"ARNWRIGHT" TRACING CLOTH JOSEPH MERRITT & CO. 11810

34 102

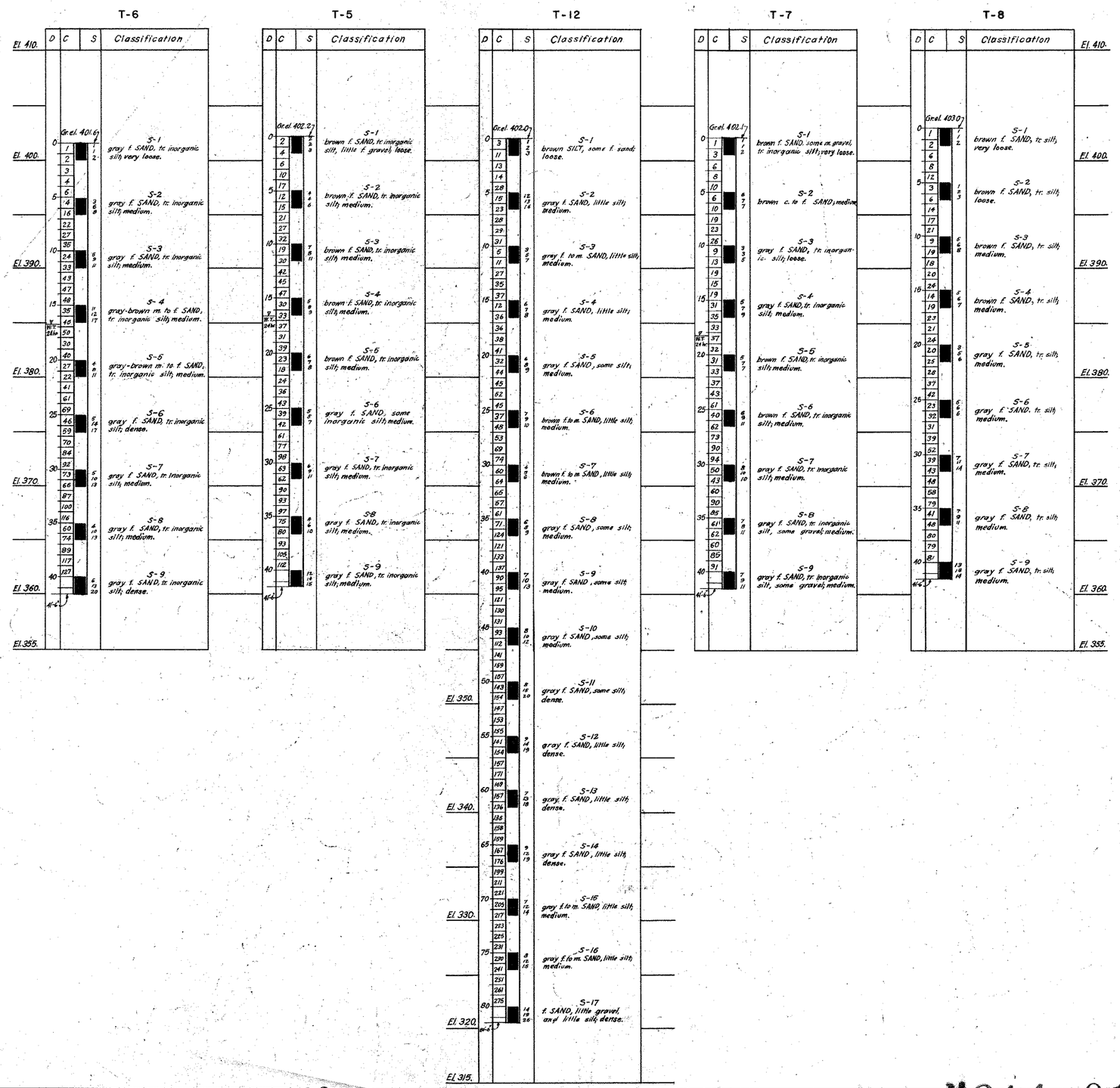
M 214 01

33

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(10)5	34-102	1958	U.S.6	34	11

FORM NO. ENG. 18 ED. 11-52

NO REVISIONS SUBMITTED FOR THIS SHEET



LEGEND

D Depth of Stratum.
C Blows per foot on casing; see notes.
S Blows per 6" on sampler; see notes.
S- Drive sample number.

Drive sample.

Drive sample, no recovery.

W.T. 2.4 Hr. Water Table with time of observation.

NOTES

Casing = $3\frac{1}{2}$" I.D. casing driven with 300-lb. hammer falling 2'-0", unless noted by (◇), (□) or (◁).
(◇)= $3\frac{1}{2}$" I.D. casing driven with 500-lb. hammer falling 1'-2".
(□)= $3\frac{1}{2}$" I.D. casing driven with 500-lb. hammer falling 2'-0".
(◁)= $3\frac{1}{2}$" I.D. casing driven with 300-lb. hammer falling 2'-6".

Sampler = $2\frac{1}{2}$" I.D. split spoon sampler driven with 300-lb. hammer falling 1'-5", unless noted by (*).
(*)= Open A-rod.

FEDERAL AID PROJECT

BORING	STATION	OFFSET	DATE COMPLETED
T-5	211 + 65	32' L	4/17/57
T-6	211 + 78	62' L	4/16/57
T-7	211 + 80	32' R	4/18/57
T-8	212 + 21	62' R	4/22/57
T-12	211 + 70	℄	6/21/57

Soils Data Obtained by American Drilling Co., Inc. East Providence, R.I. from 4/12/57 to 6/21/57

REVISIONS		
NO.	DATE	DESCRIPTION

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
TAMARACK AVENUE
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD
SCALES VERTICAL = 1" = 5'-0"
MADE BY W.G.L. (A.D. CO.) DATE 8/5/57
CHECKED BY [illegible] (A.D. CO.) DATE 9-4-57
APPROVED T.P.K. DATE 2/6/58
PROJECT NO. 34-102
BRIDGE SHEET NO. 3 OF 11

"ARCHRITE" TRACING CLOTH JOSEPH MERRITT & CO. 11810

34 102

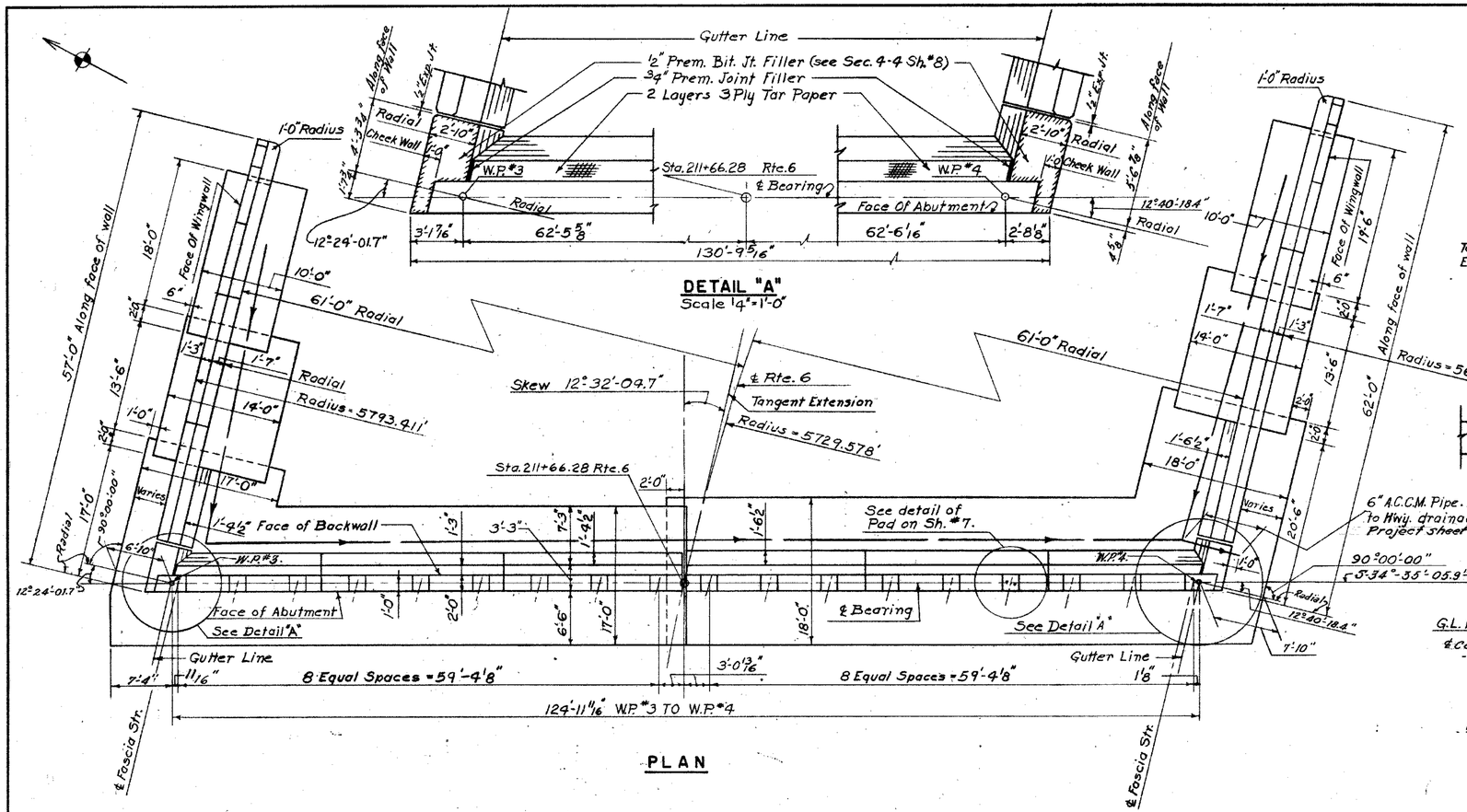
M214 01

34

FORM NO. ENG. 15 ED. 11-52

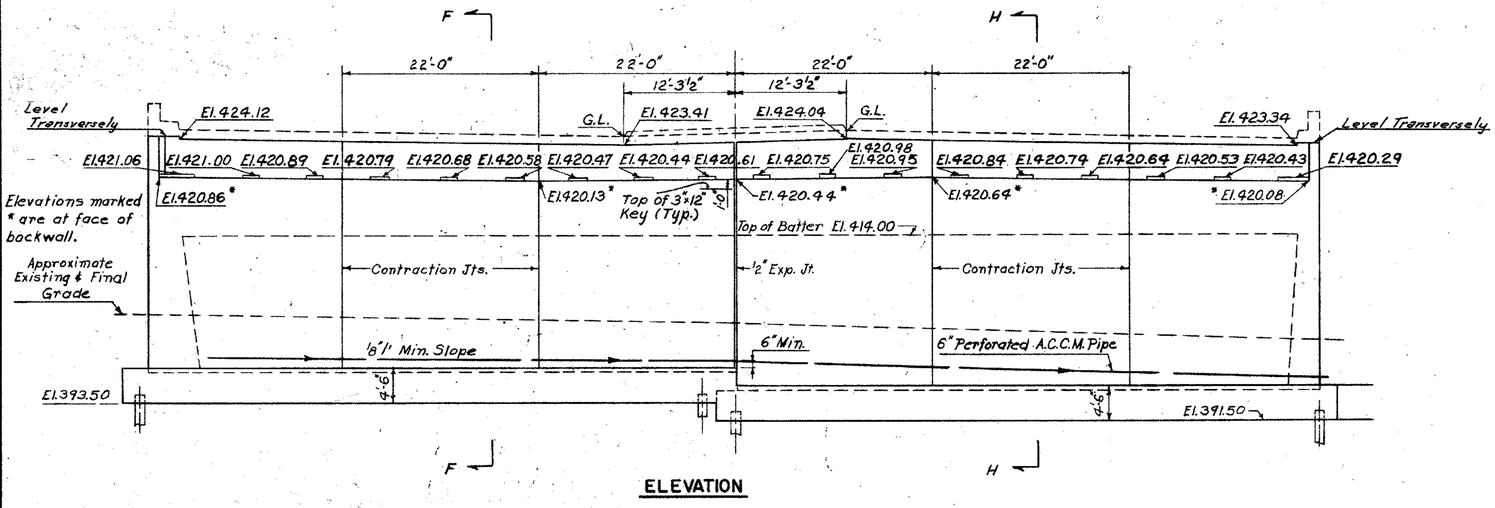
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(105	34-102	1958	U.S. 6	35	71

NO REVISIONS SUBMITTED FOR THIS SHEET

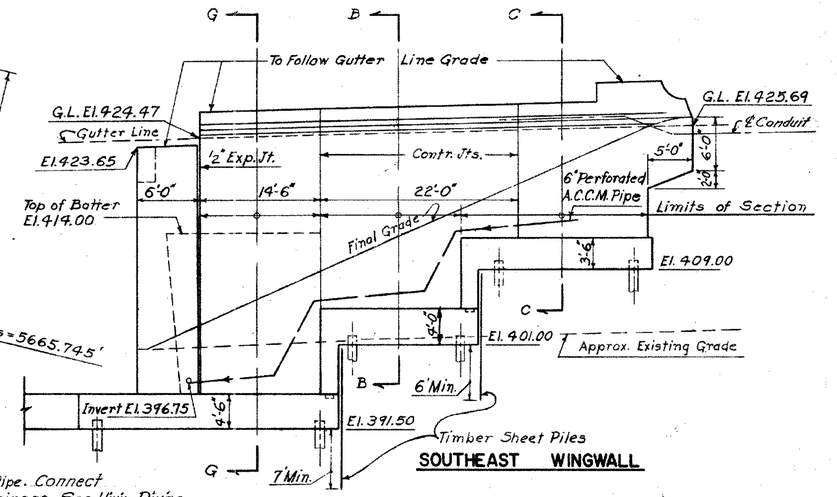


DETAIL "A"
Scale 1"=1'-0"

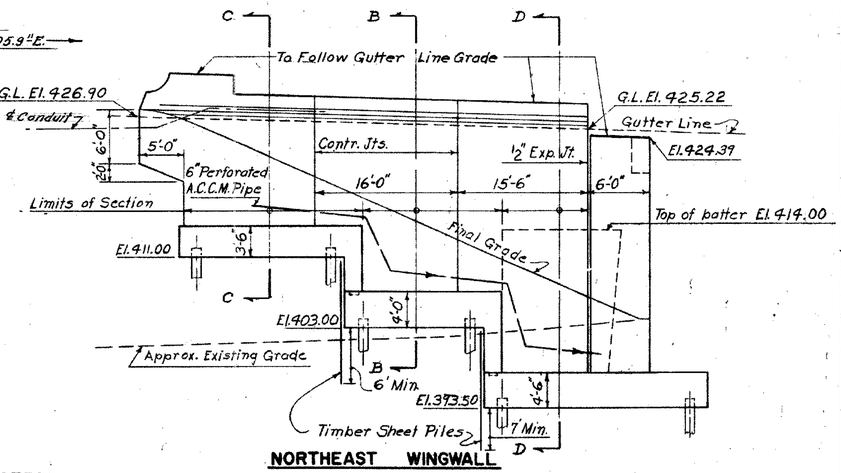
PLAN



ELEVATION



SOUTHEAST WINGWALL



NORTHEAST WINGWALL

NOTES:

1. For General Notes see Sh. #1.
2. For Expan. & Contr. Jts. see Sh. #7.
3. For Pile Plan, Abutment & Wall Sections see Sh. #6.
4. For Parapet, End Wall Details & Reinforcement see Sh. #10.
5. For Railing Details see Sh. #10.
6. For electrical details see sh. #11.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
TAMARACK AVENUE
EAST ABUTMENT

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES 1/8"=1'-0" EXCEPT AS NOTED
PROJECT NO. 34-102
MADE BY A.S.C. DATE 4/17/57
CHECKED BY J.L.L. DATE 5/19/57
APPROVED T.R.K. DATE 2/6/58
BRIDGE SHEET NO. 4 OF 11

LOUIS FREY CO., INC. 56469

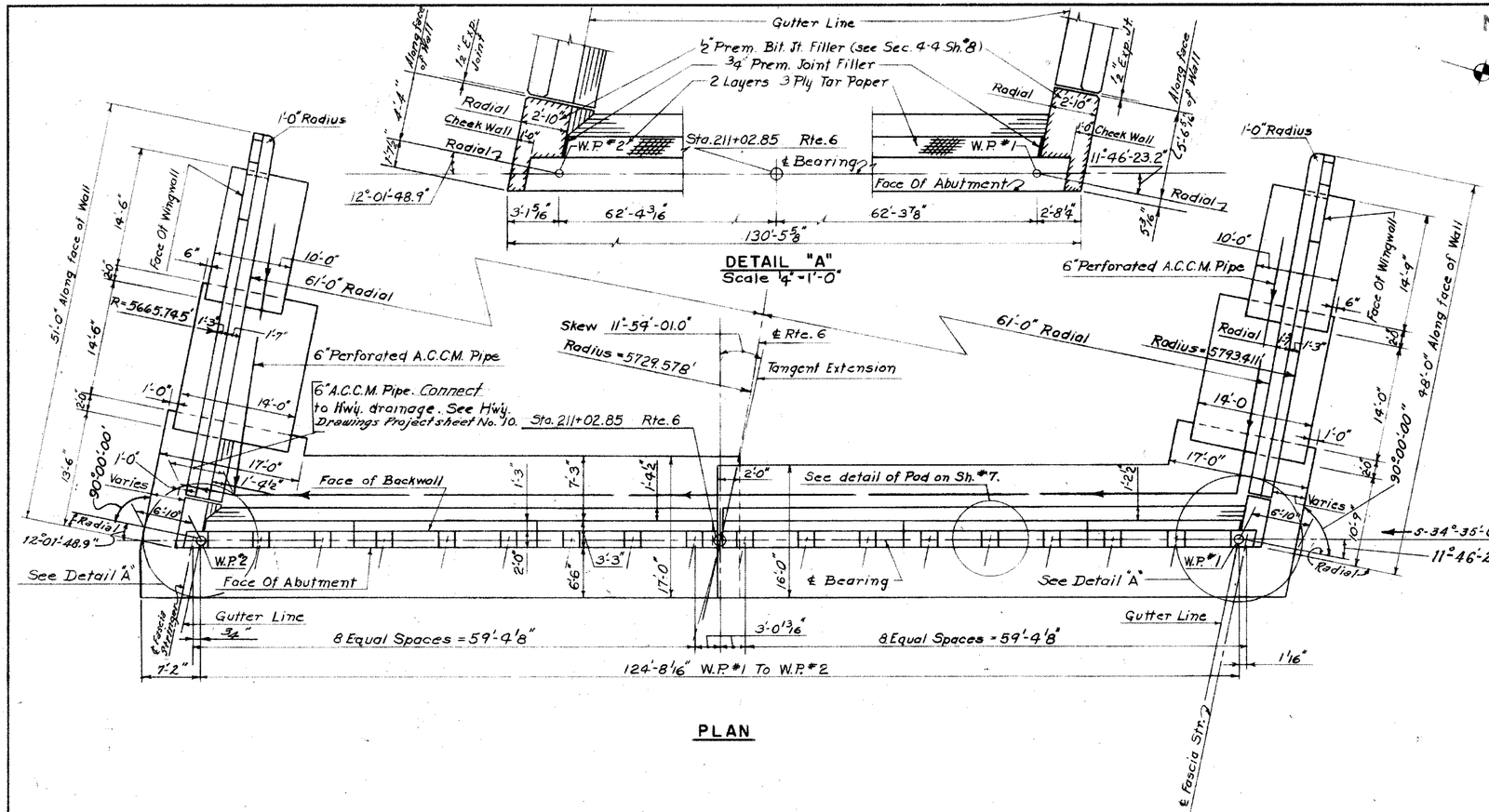
34 102

M214 01

FORM NO. ENG. 15 ED. 11-62

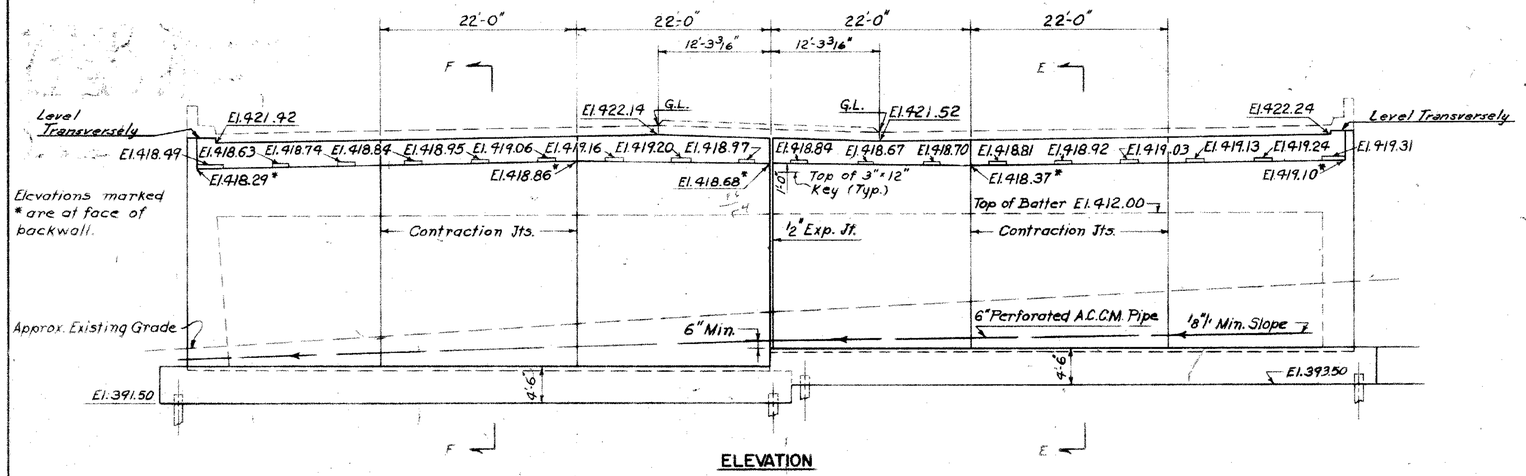
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(105)	34-102	1958	U.S. 6	36	71

NO REVISIONS SUBMITTED FOR THIS SHEET

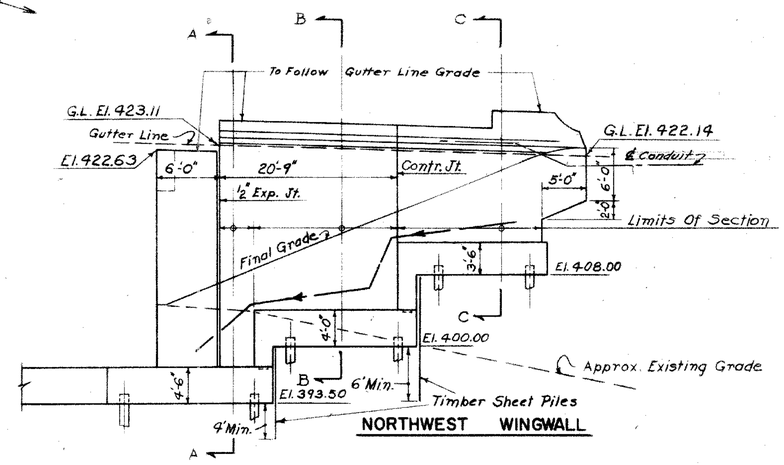


DETAIL "A"
Scale 4"=1'-0"

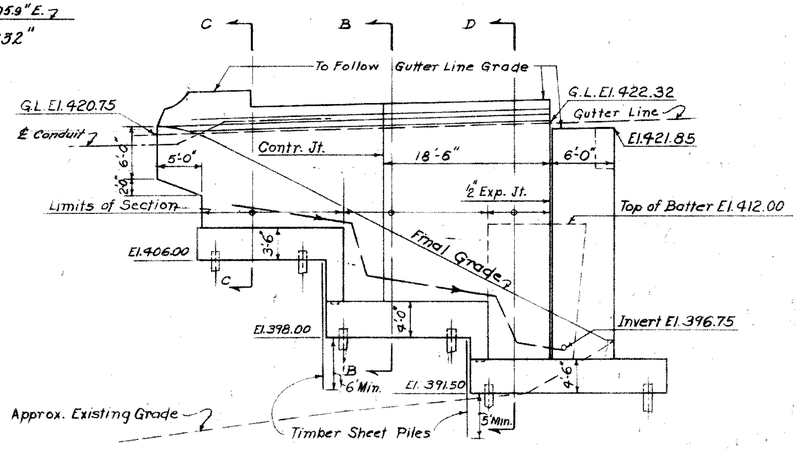
PLAN



ELEVATION



NORTHWEST WINGWALL



SOUTHWEST WINGWALL

NOTES:

1. For General Notes see Sh.#1.
2. For Expan. & Contr. Jts. see Sh.#7.
3. For Pile Plan and Abutment & Wingwall Sections see Sh.#6.
4. For Parapet, End Wall Details & Reinforcement see Sh.#10.
5. For Railing Details see Sh.#10.
6. For Electrical Details see sh.#11.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
TAMARACK AVENUE
WEST ABUTMENT

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES 1/8"=1'-0" Except as Noted — PROJECT NO. 34-102
MADE BY A.S.C. — DATE 5/1/57
CHECKED BY J.L.G. — DATE 7/3/57
APPROVED T.R.K. — DATE 2/4/58 — BRIDGE SHEET NO. 5 OF 11

LOUIS FREY CO., INC. 32429

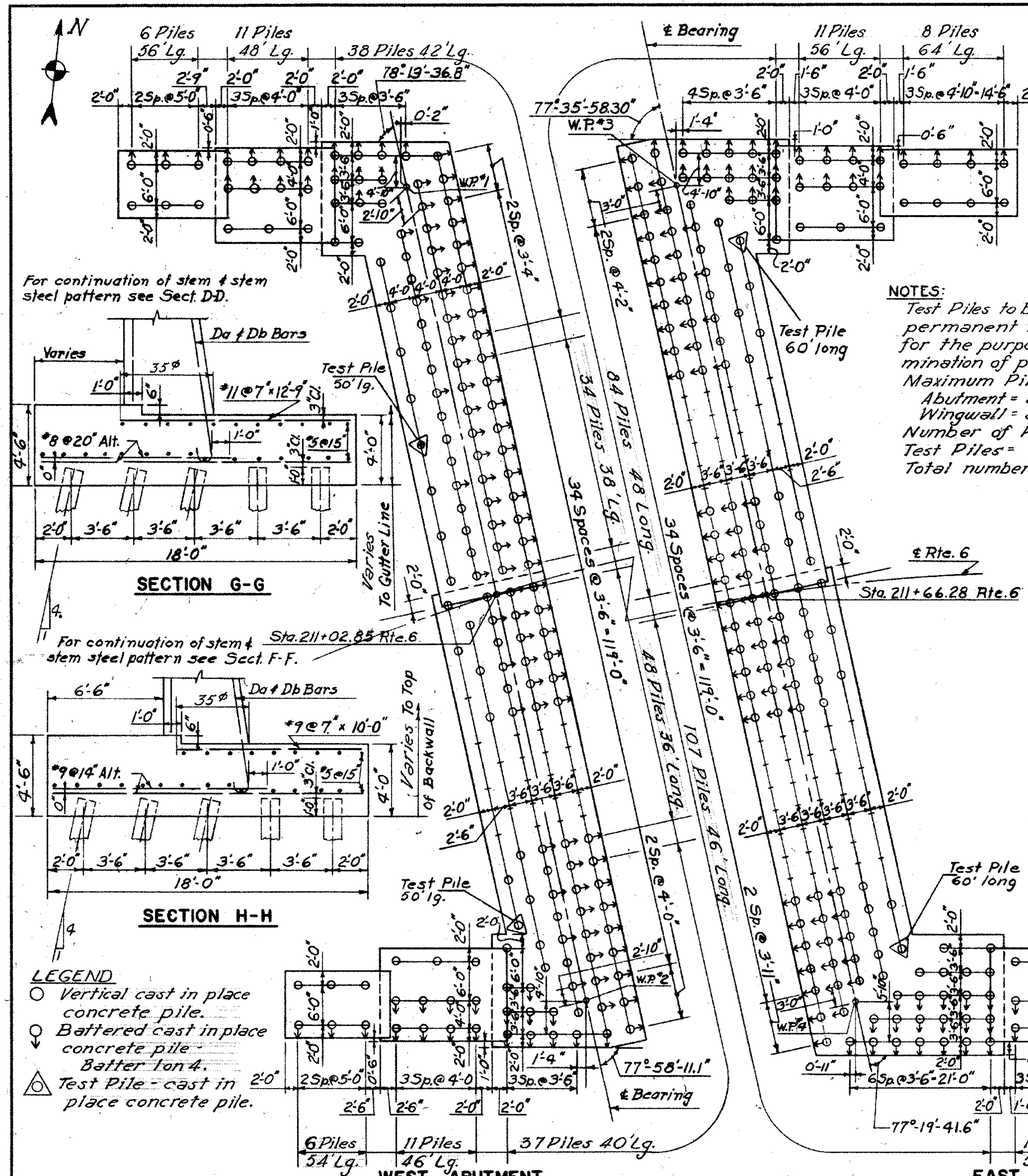
34 102

M214 01

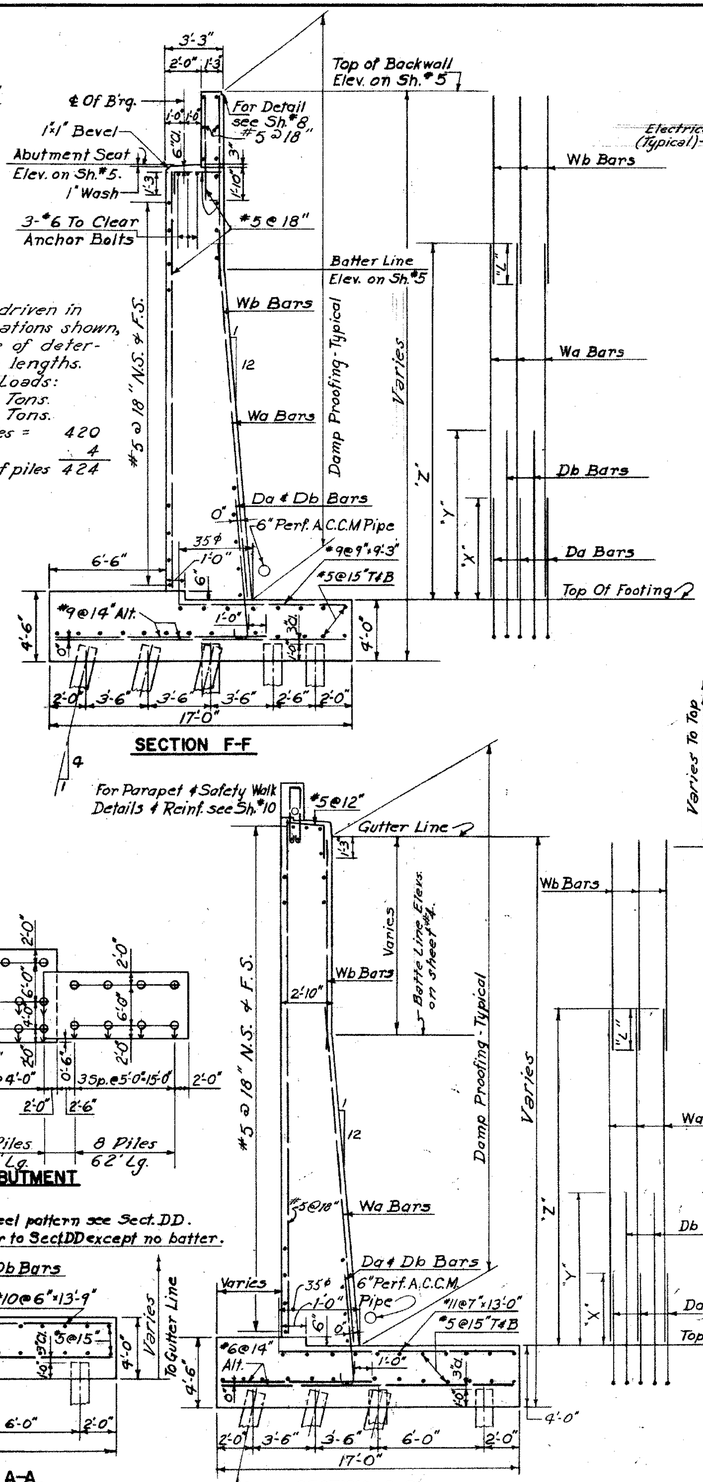
FORM NO. ENG. 19 ED. 11-62

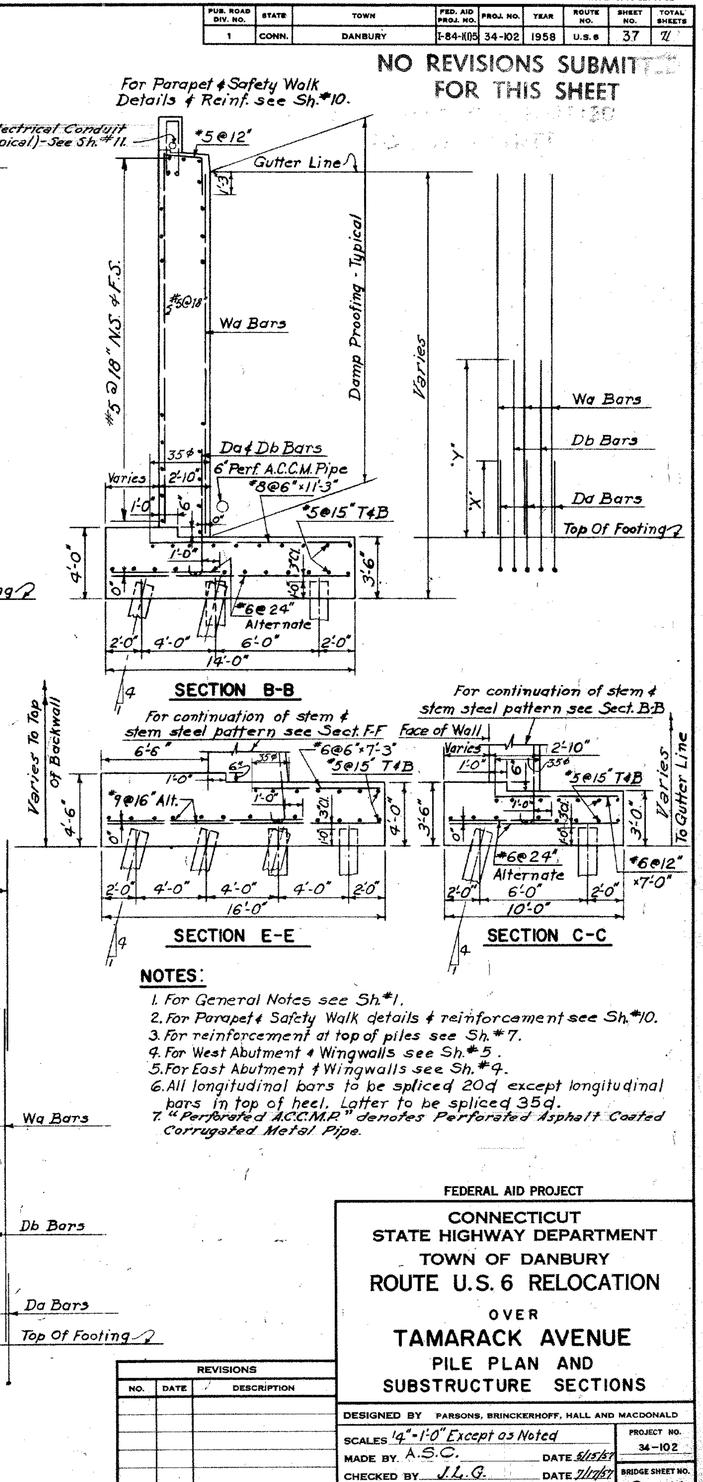
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(105)	34-102	1958	U.S.6	37	71

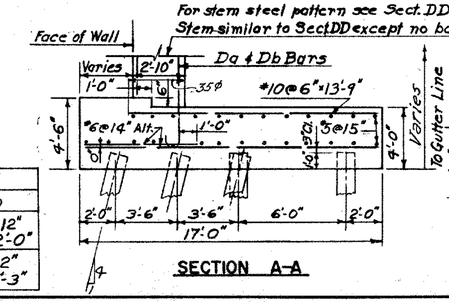
NO REVISIONS SUBMITTED FOR THIS SHEET

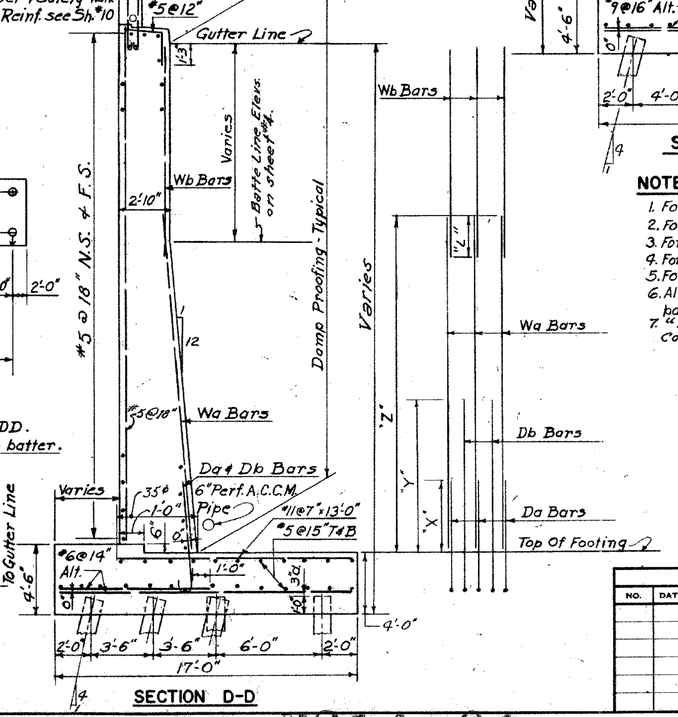


NOTES:
Test Piles to be driven in permanent locations shown, for the purpose of determination of pile lengths.
Maximum Pile Loads:
Abutment = 35 Tons.
Wingwall = 35 Tons.
Number of Piles = 420
Test Piles = 4
Total number of piles 424









NOTES:
1. For General Notes see Sh.#1.
2. For Parapet & Safety Walk details & reinforcement see Sh.#10.
3. For reinforcement at top of piles see Sh.#7.
4. For West Abutment & Wingwalls see Sh.#5.
5. For East Abutment & Wingwalls see Sh.#4.
6. All longitudinal bars to be spliced 20d except longitudinal bars in top of heel. Latter to be spliced 35d.
7. "Perforated A.C.C.M.P." denotes Perforated Asphalt Coated Corrugated Metal Pipe.

PILE PLAN
Scale 3/32" = 1'-0"

Stem Steel

Section	Dowel Bars Da	Dowel Bars Db	Stem Bars Wa	Stem Bars Wb
F-F Abut.	*9 @12" X=3'-6"	*10@12" Y=9'-0"	*9@12" Z=18'-0"	*6@12" L=2'-3"
E-E Abut.	*8@12" X=3'-0"	*9@12" Y=8'-9"	*8@12" Z=16'-0"	*6 @12" L=2'-3"
D-D WW.	*9@12" X=3'-6"	*10@12" Y=10'-6"	*9@12" Z=18'-0"	*5@12" L=2'-0"
A-A WW.	*10@12" X=4'-0"	*11@12" Y=8'-3"	*10@12" Z=15'-0"	*5@12" L=2'-0"
B-B WW.	*8@12" X=4'-3"	*8@12" Y=10'-0"	*5@12"	—
C-C WW.	*6@12" X=2'-6"	—	*5@12"	—

Section	Dowel Bars Da	Dowel Bars Db	Stem Bars Wa	Stem Bars Wb
G-G WW.	*9@12" X=3'-6"	*11@12" Y=11'-0"	*9@12" Z=20'-0"	*5@12" L=2'-0"
H-H Abut.	*9@12" X=3'-6"	*11@12" Y=10'-0"	*9@12" Z=20'-0"	*6@12" L=2'-3"

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT
CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
TAMARACK AVENUE
PILE PLAN AND SUBSTRUCTURE SECTIONS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES 1/4"-1'-0" Except as Noted
MADE BY A.S.C. DATE 8/15/57
CHECKED BY J.L.G. DATE 9/11/57
APPROVED T.R.K. DATE 2/6/58
PROJECT NO. 34-102
BRIDGE SHEET NO. 6 OF 11

LOUIS FREY CO., INC. 20498

34 102

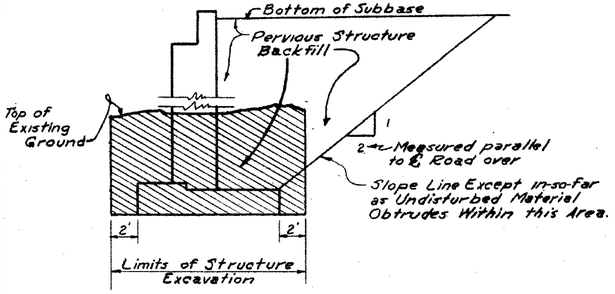
M214 01

37

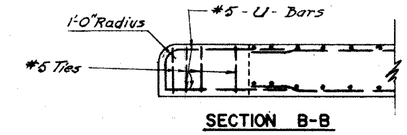
FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(05)	34-102	1958	U.S.6	38	71

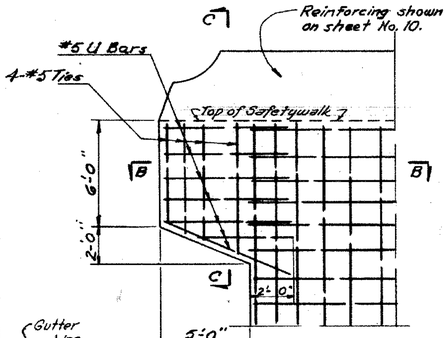
NO REVISIONS SUBMITTED FOR THIS SHEET



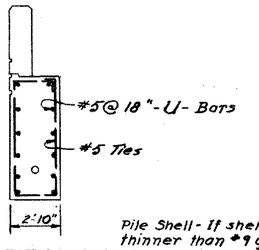
TYPICAL PAY LINE FOR STRUCTURE EXCAVATION AND BACKFILL FOR ABUTMENT



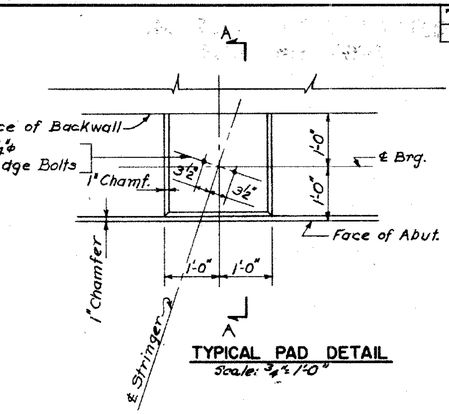
SECTION B-B



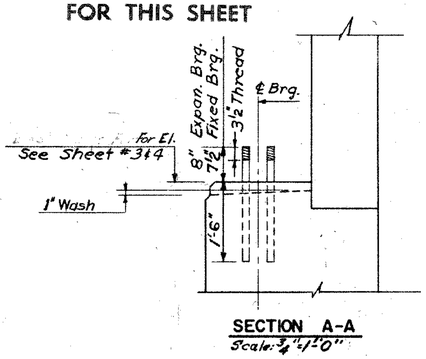
ELEVATION
Scale 1/4"=1'-0"



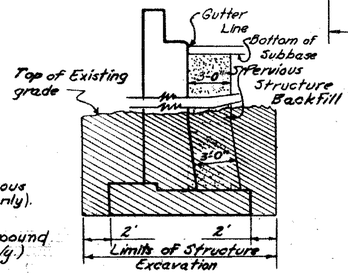
SECTION C-C



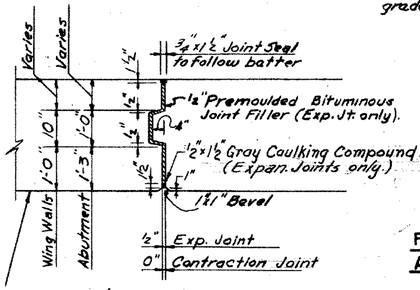
TYPICAL PAD DETAIL
Scale: 3/4"=1'-0"



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



TYPICAL PAY LINE FOR STRUCTURE EXCAVATION AND BACKFILL FOR WINGWALL

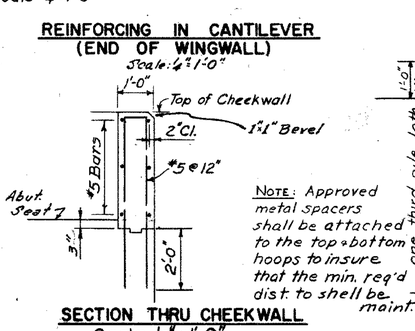


No reinforcement to pass through Joint.

Keys: *Abutment:* Keys to Extend From top of Footing to Within 1'0" of the Bridge Seat. No Key required in Back Wall.
Wing Wall: Keys to Extend From top of Footing to the Gutter Line.

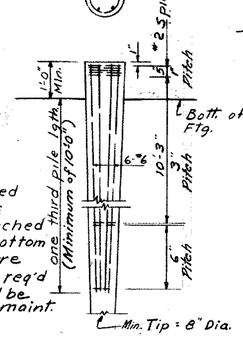
Joint Seal: *Abutment:* Joint Seal to Extend From top of Footing to Top of Back Wall.
Wing Wall: Joint Seal to Extend From top of Footing to top of Curb and Horizontally Along Joint to Inside Face of Parapet.

EXPANSION & CONTRACTION JOINT DETAILS

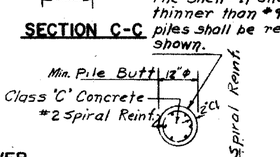


SECTION THRU CHEEKWALL
Scale 1/2"=1'-0"

NOTE: Approved metal spacers shall be attached to the top & bottom hoops to insure that the min. req'd dist. to shell be maint.

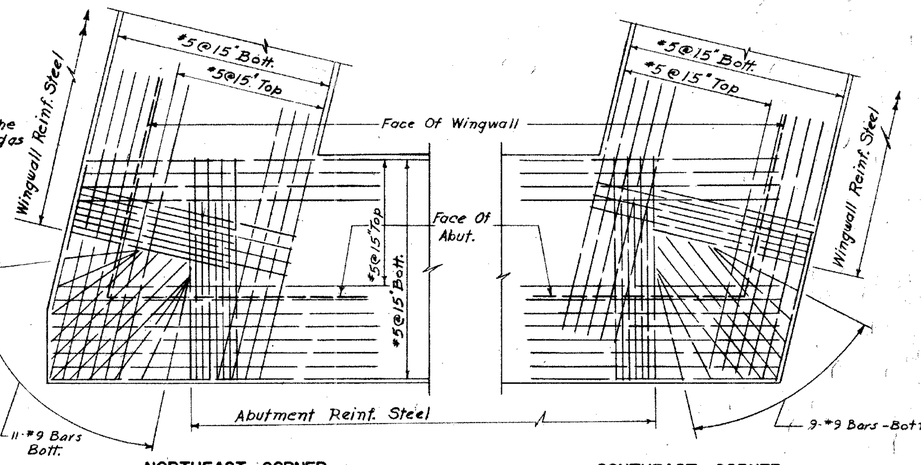


Pile Shell - If shells are thinner than #9 gage, the piles shall be reinforced as shown.

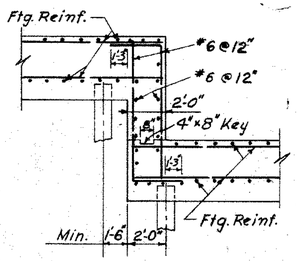


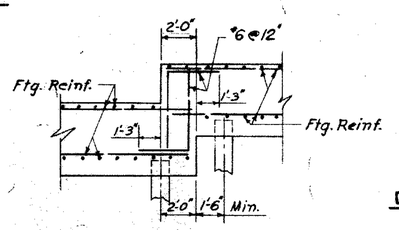
REINFORCING IN CANTILEVER (END OF WINGWALL)
Scale: 1/4"=1'-0"

DETAIL OF CAST IN PLACE CONCRETE PILES (TAPERED)

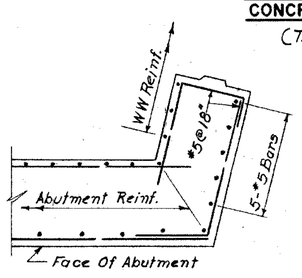


NORTHEAST CORNER LAYOUT OF REINFORCING STEEL IN EAST ABUTMENT - WEST ABUTMENT SIMILAR
Scale 3/16"=1'-0"

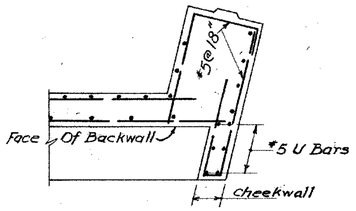




REINFORCING AT FOOTING STEPS
Scale 1/4"=1'-0"



DETAIL OF ABUTMENT CORNER BELOW ABUTMENT SEAT
Scale 3/8"=1'-0"



DETAIL OF ABUTMENT CORNER ABOVE ABUTMENT SEAT
Scale 3/8"=1'-0"

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
TAMARACK AVENUE
MISCELLANEOUS SUBSTRUCTURE DETAILS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY R.J.H & A.S.C. DATE 5/29/57
CHECKED BY J.L.G. DATE 7/31/57
APPROVED T.R.K. DATE 2/6/58
PROJECT NO. 34-102
BRIDGE SHEET NO. 7 OF 11

LOUIS FREY CO., INC. 6-686

34 102 1

M214 01

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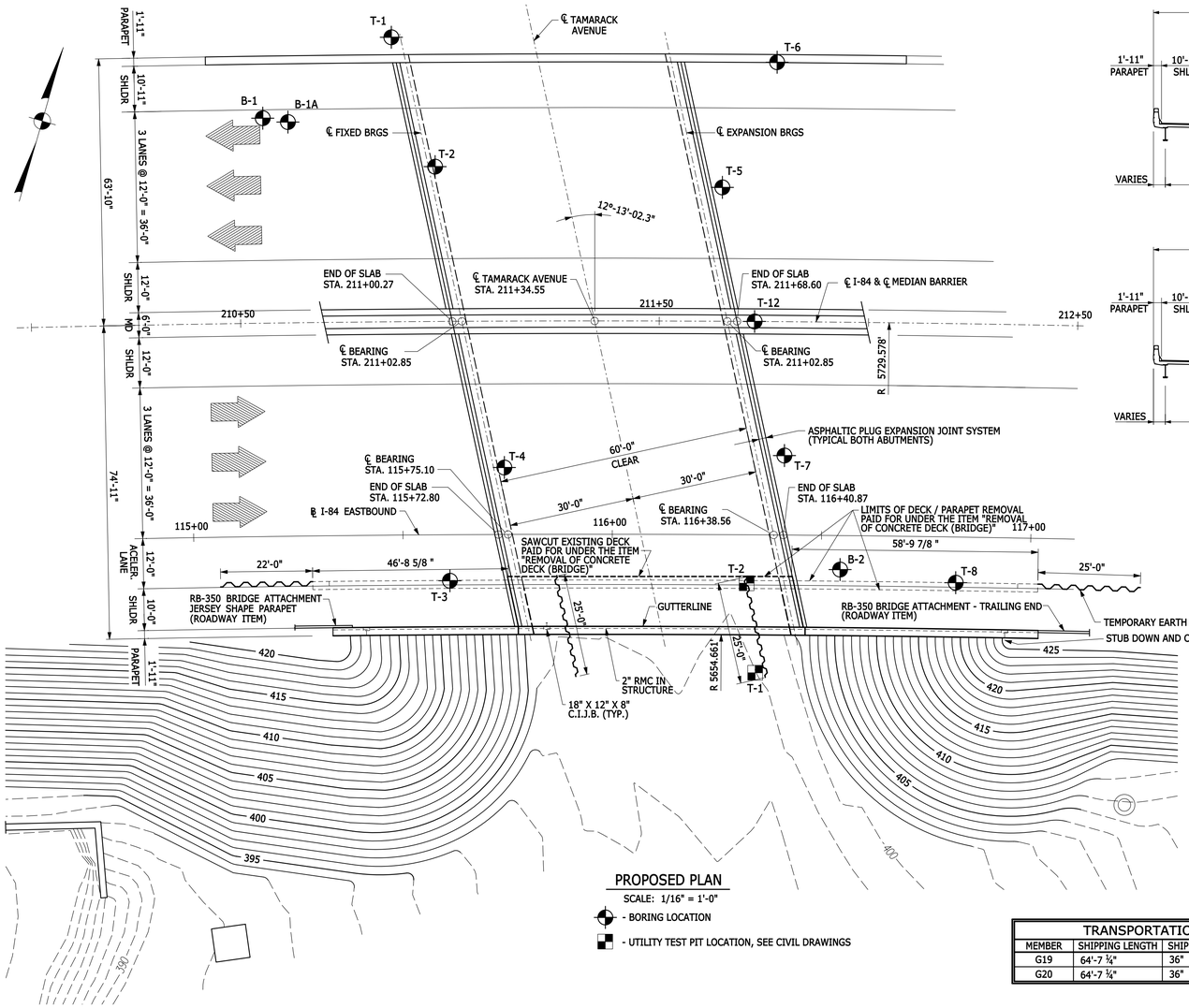
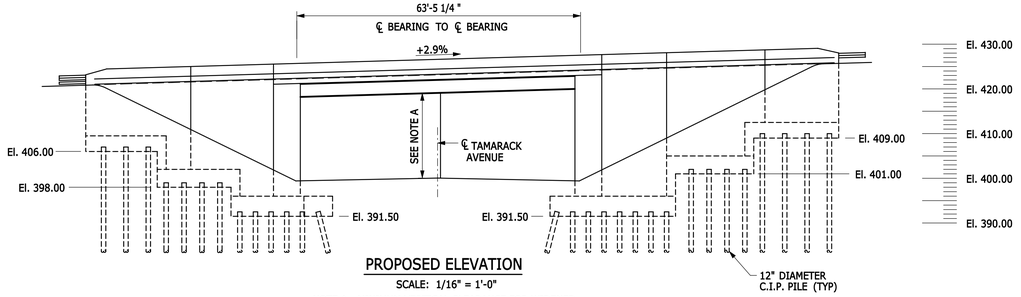


PROPOSED PLAN

SCALE: 1/16" = 1'-0"

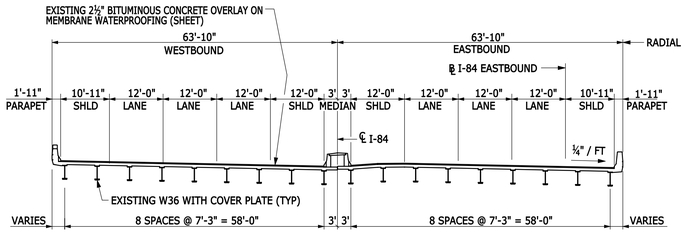
- ℄ - BORING LOCATION
- ■ - UTILITY TEST PIT LOCATION, SEE CIVIL DRAWINGS



PROPOSED ELEVATION

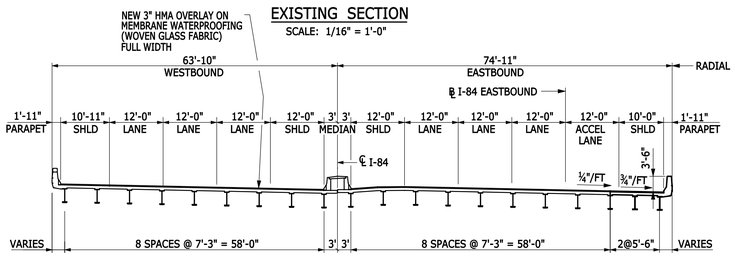
SCALE: 1/16" = 1'-0"

NOTE A: MINIMUM VERTICAL CLEARANCE FOR WIDENED STRUCTURE IS GREATER THAN CONTROLLING CLEARANCE AT NORTH SIDE



EXISTING SECTION

SCALE: 1/16" = 1'-0"



PROPOSED SECTION

SCALE: 1/16" = 1'-0"

CONCRETE DISTRIBUTION - BRIDGE NO. 01190		
LOCATION	UNIT	QUANTITY
SUPERSTRUCTURE	C.Y.	40
SUBSTRUCTURE	C.Y.	555
TOTAL	C.Y.	595

INSPECTION OF FIELD WELDS		
METHODS	UNIT	QUANTITY
Ultrasonic	inch	000
Magnetic Particle	feet	000

TRANSPORTATION DIMENSIONS AND MASS				
MEMBER	SHIPPING LENGTH	SHIPPING HEIGHT	SHIPPING WIDTH	SHIPPING MASS
G19	64'-7 ¾"	36"	12"	9691 lbs.
G20	64'-7 ¾"	36"	12"	9691 lbs.

LIST OF DRAWINGS	
DRAWING NO.	TITLE
S2-01	GENERAL PLAN BRIDGE NO. 01190
S2-02	BORING LOGS I
S2-03	BORING LOGS II
S2-04	TEMPORARY PRECAST CONCRETE BARRIER CURB (STR.)
S2-05	STAGE CONSTRUCTION
S2-06	PILE LAYOUT PLAN
S2-07	ABUTMENT NO. 1
S2-08	ABUTMENT NO. 2
S2-09	ABUTMENT DETAILS I
S2-10	WINGWALLS
S2-11	WINGWALL DETAILS I
S2-12	WINGWALL DETAILS II
S2-13	FRAMING PLAN
S2-14	STEEL DETAILS
S2-15	SLAB PLAN
S2-16	SLAB DETAILS
S2-17	DECK PATCHING DETAILS
S2-18	RAIL ATTACHMENT DETAILS
S2-19	EXPANSION FITTINGS
S2-20	ELECTRICAL DETAILS

QUANTITIES		
ITEM DESCRIPTION	UNIT	BRIDGE
Removal of HMA Wearing Surface	S.Y.	905
Structure Excavation - Earth (Complete)	C.Y.	980
Pervious Structure Backfill	C.Y.	575
HMA S0.5	ton	105
HMA S0.25	ton	52
Removal of Concrete Deck (Bridge)	S.Y.	23
Shear Connectors	L.S.	L.S.
1-½" Polyvinyl Chloride Plastic Pipe	L.F.	10
Asphaltic Plug Expansion Joint System	C.F.	110
Partial Depth Patch	C.F.	40
Class "A" Concrete	C.Y.	555
Class "F" Concrete	C.Y.	40
Deformed Steel Bars	LB	52,000
Deformed Steel Bars - Epoxy Coated	LB	9,750
Drilling Holes and Grouting Dowels	Ea.	286
Structural Steel (Site No. 2)	L.S.	L.S.
Localized Paint Removal and Field Paint of Existing Steel	S.F.	15
Pre-Augering of Piles	L.F.	138
Cast-in-Place Concrete Piles	L.F.	4,982
Test Pile (Cast-In-Place Concrete 50' Long)	Ea.	2
Test Pile (Cast-In-Place Concrete 65' Long)	Ea.	2
Dynamic Pile Driving Analysis (P.D.A.) Test	Ea.	4
Membrane Waterproofing (Woven Glass Fabric)	S.Y.	980
Dampproofing	S.Y.	260
Temporary Earth Retaining System	S.F.	1,080
Monitoring Structures	L.S.	L.S.
6" Structure Underdrain	L.F.	40
Temporary Precast Concrete Barrier Curb (Structure)	L.F.	70
Removal of Existing Masonry	C.Y.	95
2" Rigid Metal Conduit in Structure	L.F.	170
18"x12"x8" Cast Iron Junction Box	Ea.	3

GENERAL NOTES:

SPECIFICATIONS: Connecticut Department of Transportation Form 816, Supplemental Specification dated January 2014 and Special Provisions.

DESIGN SPECIFICATIONS: AASHTO LRFD Bridge Design Specifications 6th Edition (2012) with 2013 interims, as supplemented by the Connecticut Department of Transportation Bridge Design Manual (2003).

ALLOWABLE DESIGN STRESSES:

Class "A" Concrete:	Based on f'c = 3,000 psi
Class "F" Concrete:	Based on f'c = 4,000 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 the special provision "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: Paint shall conform to the requirements of the special provision, "Structural Steel (Site No. 1)." The color of the topcoat material on the structural steel shall match the existing steel.

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).

FOUNDATION PRESSURES: The various Group Loadings noted on the substructure plan sheets refer to the Group Loads as given in the AASHTO LRFD Bridge Design Specifications.

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.

REMAIN-IN-PLACE FORMS: The use of remain-in-place forms on this structure is not allowed.

COMPOSITE CONSTRUCTION: No temporary intermediate supports shall be used during the placing and setting of the concrete deck slab. Temporary supports may be used for structural steel erection only. Construction loads and dead loads will be permitted when directed by the Engineer, but only when the concrete has reached a strength of f'c = 3,500 psi. Live loads (traffic) will be permitted on the structure after the concrete has reached a strength of f'c = 4,000 psi.

CLASS "A" CONCRETE: Class "A" Concrete shall be used for the entire substructure and the parapets of U-Type Wings.

CLASS "F" CONCRETE: Class "F" Concrete shall be used for the bridge deck including parapets.

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.

EPOXY COATED REINFORCING BARS: All reinforcement in the superstructure including the concrete deck slab and the parapets shall be epoxy coated unless otherwise noted. These bars shall be included in the pay item for "Deformed Steel Bars (Epoxy Coated)".

PREFORMED EXPANSION JOINT FILLER: The cost of furnishing and installing Preformed Expansion Joint Filler 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 prior approval of the Engineer.

GENERAL DESCRIPTION OF WORK

1. INSTALL TEMPORARY EARTH RETAINING SYSTEM.
2. REMOVE BRIDGE DECK AT SOUTH SIDE OF BRIDGE.
3. EXTEND ABUTMENTS AND CONSTRUCT NEW SOUTH WINGWALLS.
4. INSTALL NEW GIRDERS AND CONSTRUCT NEW DECK AND PARAPET.
5. MILL EXISTING BITUMINOUS OVERLAY, PATCH DECK AS NECESSARY, INSTALL BITUMINOUS CONCRETE OVERLAY AND INSTALL ASPHALTIC PLUG EXPANSION JOINTS FULL WIDTH OF BRIDGE.

NOTICE TO BRIDGE INSPECTORS

The Department's Bridge Safety procedures require this bridge to be inspected for, but not limited to, all appropriate components indicated in the governing manuals for bridge inspection. Attention must be given to inspecting the following special components and details. (The listing for components for specific attention shall not be construed to reduce the importance of inspection of any other component of the structure.) The frequency of inspection of this structure shall be in accordance with the governing manuals for bridge inspection, unless otherwise directed by the Manager of Bridge Safety and Evaluation.

COMPONENT OR DETAIL	STRUCTURE SHEET REFERENCE
Follow Normal Inspection Procedures	——

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
Filename: 034_0313_BRDG_GP.dgn		6/23/2014	Border Version: 8/1/05

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: **Y. ESTRADA**
CHECKED BY: **J. HAPKIEWICZ**
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ENGINEER: **AECOM Technical Services, Inc.**
APPROVED BY: **J.T. HAPKIEWICZ, P.E.** DATE: 06/11/2014

STATE OF CONNECTICUT · DEPARTMENT OF TRANSPORTATION · JOHN T. HAPKIEWICZ · 25079 · LICENSED PROFESSIONAL ENGINEER

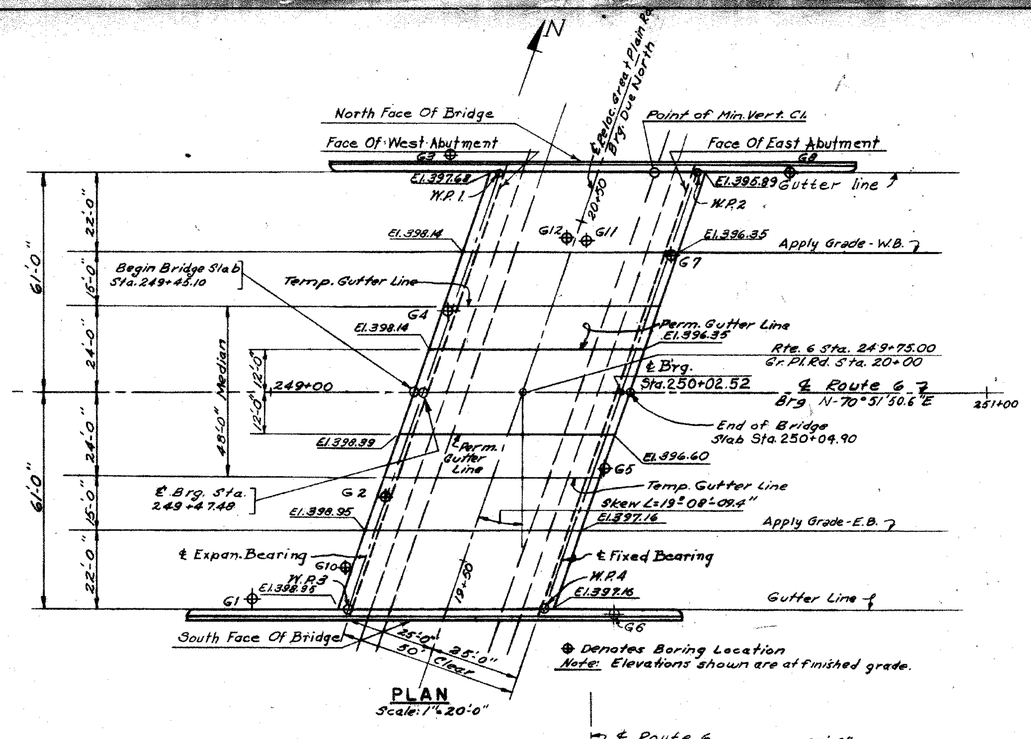
PROJECT TITLE:
I-84 INTERCHANGES 5 & 6 IMPROVEMENTS

TOWN: **DANBURY**

DRAWING TITLE:
GENERAL PLAN BRIDGE NO. 01190

PROJECT NO. **34-313**
DRAWING NO. **S2-01**
SHEET NO. **05.20**

STRUCTURE NO. 01191



GENERAL NOTES

1. **SPECIFICATIONS:** Connecticut State Highway Department Form 808 - January, 1955, and Special Provisions.
2. **DESIGN SPECIFICATIONS:** "Standard Specifications for Highway Bridges" (A.A.S.H.O. - 1953) except as modified by Bureau of Public Roads "Policy on Interstate System Projects" (Aug. 1956) and as supplemented by Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers" (Feb. 1956).
3. **LOADING:** H20-S16-44 and future wearing surface 25 lbs./sq.ft.
4. **COMPOSITE CONSTRUCTION:** No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed when directed by the Engineer, but not less than 7 days after slab has been poured. Design based on n=10 for live load and n=30 for additional dead load.
5. **CLASS "A" CONCRETE:** Class "A" Concrete shall be used throughout. See Special Provisions.
6. **EXPOSED EDGES:** Exposed Edges shall be beveled 1" x 1" unless otherwise dimensioned.
7. **JOINT SEAL:** Joint Seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
8. **TAR PAPER:** The cost of furnishing and placing 2 layers of 3 ply tar paper at backwalls shall be included in Item for Class "A" Concrete.
9. **CAULKING COMPOUND:** Gray Caulking Compound shall be included in the appropriate item for Premoulded Bituminous Joint Filler for Bridges.
10. **STRUCTURAL STEEL:** All main material of rolled beams with welded cover plates shall conform to A.S.T.M. designation A-373. All other steel shall conform to A.S.T.M. designation A-7, unless otherwise noted.
11. **PAINTING:** For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
12. **REINFORCING STEEL:** Unless otherwise noted, all splices of vertical bars shall be lapped 35 diameters, and splices of longitudinal bars shall be lapped 20 diameters except that longitudinal bars in tops of footing heels and under bridge seats shall be spliced 35 diameters. Minimum cover shall be 2" above footings and 3" in footings, unless otherwise noted.
13. **QUANTITIES:** Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
14. **CROSS REFERENCES:** All sheet numbers indicated for reference refer to bridge sheet numbers shown in the lower right hand corner of title box.

QUANTITIES

ITEM	UNIT	TOTAL
Structure Excavation (Complete)	C.Y.	5,200
6" A.C.C.M. Pipe	L.F.	12
6" Perforated ACCM Pipe	L.F.	436
Soil Loading Test, 3.75 T/s.f.	Ea	1
Class "A" Concrete **	C.Y.	1,955
¼" Premoulded Bit. Jt. Filler for Bridges	S.F.	20
½" Premoulded Bit. Jt. Filler for Bridges	S.F.	460
¾" Premoulded Bit. Jt. Filler for Bridges	S.F.	30
Deformed Steel Bars	Lbs.	173,000
Structural Steel	Lbs.	188,000
Damp Proofing	S.Y.	950
Metal Bridge Rail	L.F.	230
Gravel Fill	C.Y.	100
Pervious Structure Backfill	C.Y.	5,000
Alt. "A" Spiral Shear Conn. Bars	Lbs.	2,720
Alt. "B" Welded Stud Shear Conn. 4" High	Ea.	3,040
Welded Stud Shear Conn. 6" High	Ea.	960
Dense Graded Bituminous Concrete	Tons	36
Doweled Concrete Park Curb	L.F.	120
2½" Rigid Steel Conduit	L.F.	340
C.I. Pull Box, 18"x18"-10" D	Ea.	2
2" Rigid Steel Conduit	L.F.	10

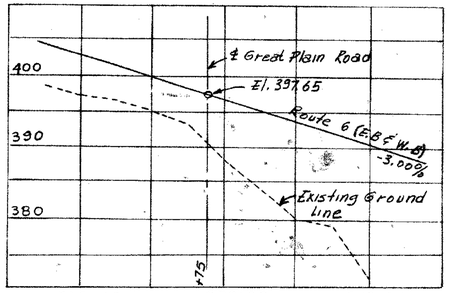
** Class "A" Concrete Distribution:

1. Footing	770	C.Y.
2. Substructure	970	C.Y.
3. Superstructure	215	C.Y.
Total =	1,955	C.Y.

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	184-(1)5	34-102	1958	U.S. 6	43	71

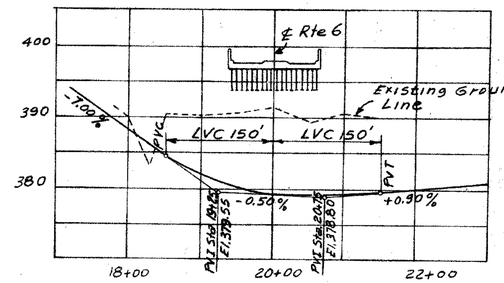
FORM NO. ENG. 15 ED. 11-52

NO REVISIONS SUBMITTED FOR THIS SHEET



PROFILE OF ROUTE 6

scales Vert 1" = 10'-0"
Hor. 1" = 100'-0"



PROFILE OF GREAT PLAIN ROAD

Scales: Vert 1" = 10'-0"
Hor. 1" = 100'-0"

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
GREAT PLAIN ROAD
GENERAL PLAN AND ELEVATION

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY AG DATE 9-14-57
CHECKED BY J.L.G. DATE 12-14-57
APPROVED T.R.K. DATE 2-14-57
PROJECT NO. 34-102
BRIDGE SHEET NO. 1 OF 11

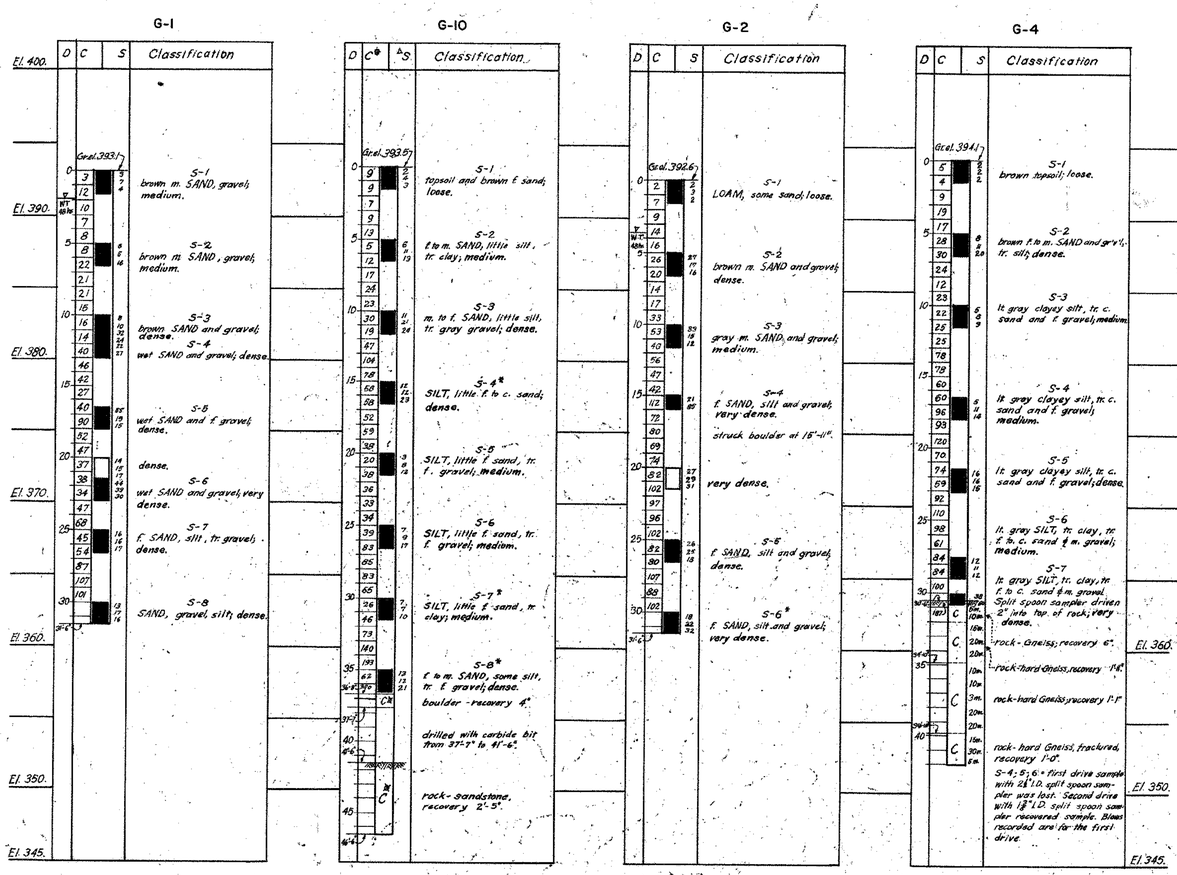
LOUIS FREY CO., INC. 34-102

M214 01

FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(10)5	34-102	1958	U.S. 6	44	77

NO REVISIONS SUBMITTED FOR THIS SHEET



For **LEGEND** and **NOTES** see Sheet No. 3.

BORING	STATION	OFFSET	DATE COMPLETED
G-1	249+00	68'R	4/30/57
G-2	249+36	30'R	6/1/57
G-3	249+55	67'L	6/7/57
G-4	249+55	23'L	6/1/57
G-10	249+25	39'R	6/21/57
G-11	249+92	43'L	6/27/57
G-12	249+87	43'L	7/3/57

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S.6 RELOCATION
OVER
GREAT PLAIN ROAD
BORINGS

REVISIONS		
NO.	DATE	DESCRIPTION

Soils Data Obtained by American Drilling Co., Inc. East Providence, R. I. from 4/30/57 to 6/27/57

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD
SCALES VERTICAL = 1" = 5'-0"
MADE BY W.F.L. (A.D. CO.) DATE 11/7/57
CHECKED BY [illegible] (A.D. CO.) DATE 9-4-58
APPROVED T.R.K. DATE 2-12-58
PROJECT NO. 34-102
BRIDGE SHEET NO. 2 OF 11

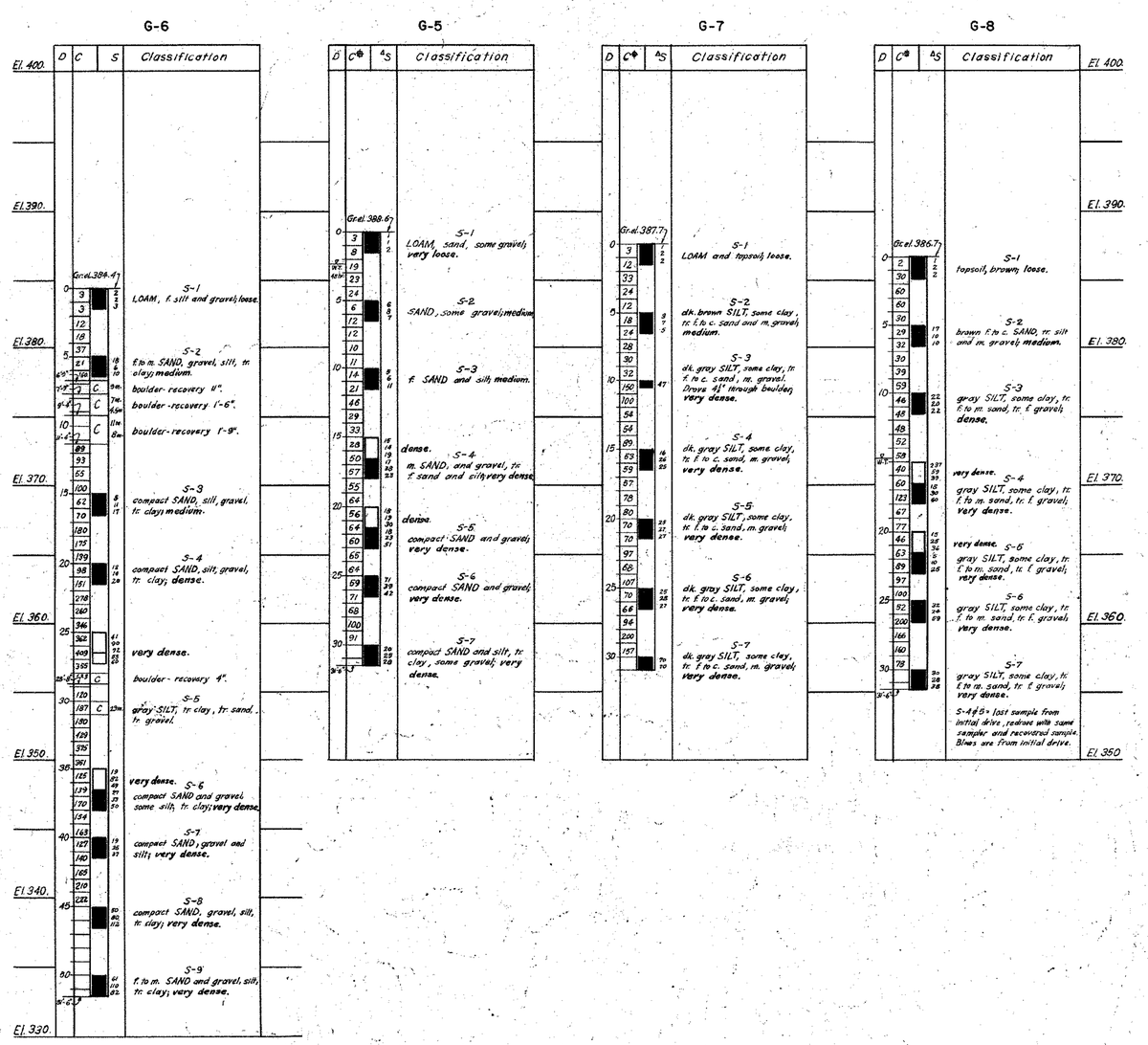
34 102

M214 01

FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(105)	34-102	1958	U.S. 6	45	71

NO REVISIONS SUBMITTED FOR THIS SHEET



LEGEND

- D Depth of Stratum.
- C Blows per foot on casing, see notes.
- S Blows per 6" on sampler, see notes.
- S- Drive sample number.
- U- Undisturbed sample number.
- Drive sample.
- Drive sample, no recovery.
- Undisturbed sample.
- C 6m / 6m Cored sample with drilling time in minutes.
- WT 24 hrs. Water Table with time of observation.

NOTES

Casing= $3\frac{1}{2}$"I.D. casing driven with 300-lb. hammer falling 2'-0", unless noted by (✱).
(✱)= $2\frac{1}{4}$"I.D. casing driven with 300-lb. hammer falling 2'-0".

Sampler= $2\frac{1}{2}$"I.D. split spoon sampler driven with 300-lb. hammer falling 1'-5" unless noted by (△) or (*).
(△)= $1\frac{3}{8}$"I.D. split spoon sampler driven with 140-lb. hammer falling 2'-6".
(*)= Open A-rod.
Undisturbed sample taken with 3" thinwall piston type sampler.

Core barrel= $2\frac{1}{2}$"I.D. Double Tube core barrel with diamond bit unless noted by (✱).
(✱)= $1\frac{3}{8}$"I.D. Double Tube core barrel with diamond bit.

BORING	STATION	OFFSET	DATE COMPLETED
G-5	249 +97	21' R.	5/3/57
G-6	250 +00	62' R.	5/8/57
G-7	250 +17	38' L.	5/3/57
G-8	250 +50	62' L.	5/6/57

Soils Data Obtained by American Drilling Co., Inc. East Providence, R.I. from 4/30/57 to 6/27/57

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT

TOWN OF DANBURY
ROUTE U.S.6 RELOCATION
OVER
GREAT PLAIN ROAD
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD
SCALES VERTICAL = 1" = 5'-0"
MADE BY H.F.L. (A.D. CO.) DATE 8/8/57
CHECKED BY [illegible] (A.D. CO.) DATE 8-6-57
APPROVED T.R.K. DATE 2-14-58

PROJECT NO. 34-102
BRIDGE SHEET NO. 3 OF 11

"ARGHOSCOTT" TRACING CLOTH JOSEPH MERRITT & CO. 11210

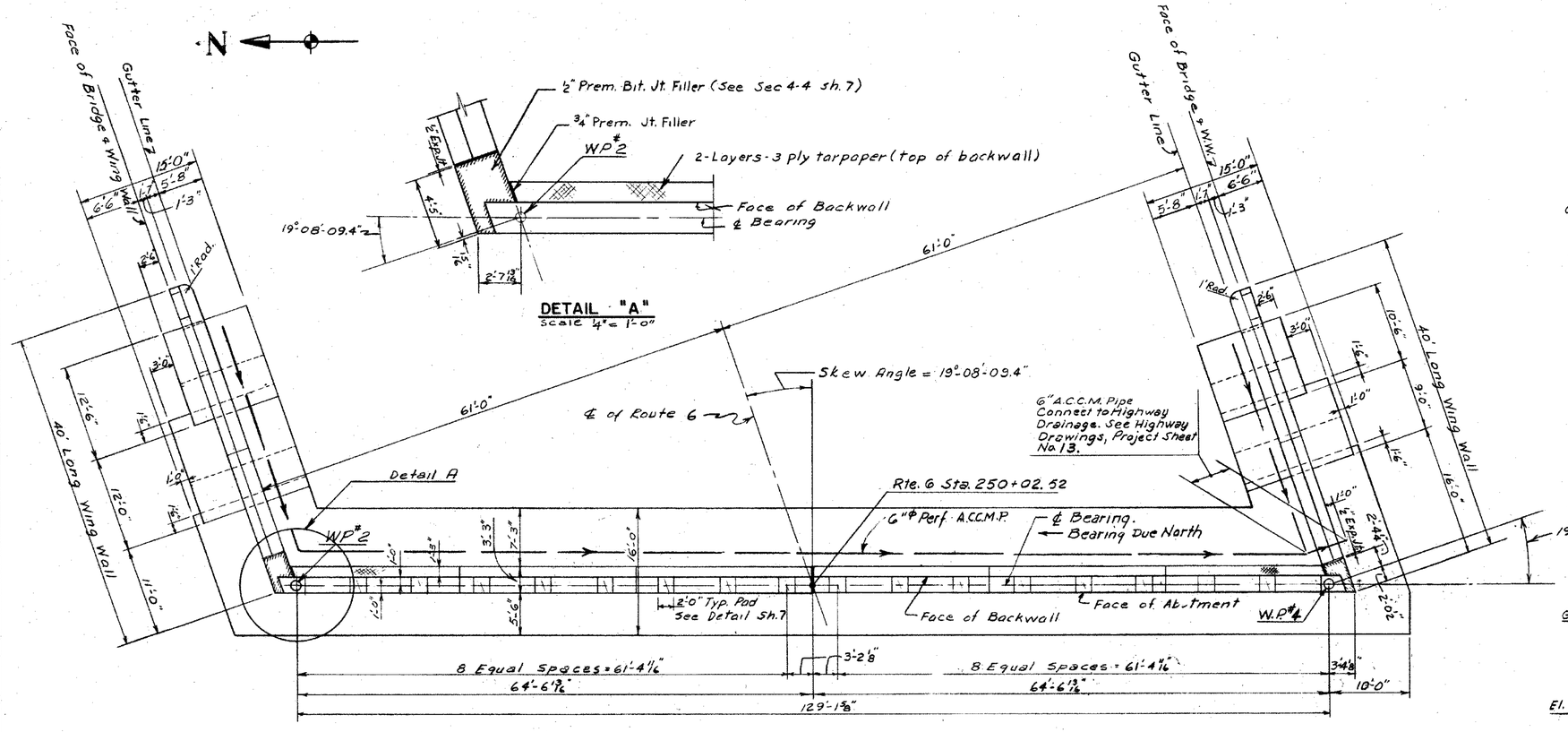
34 102

M214 01

FORM NO. ENG. 18 ED. 11-52

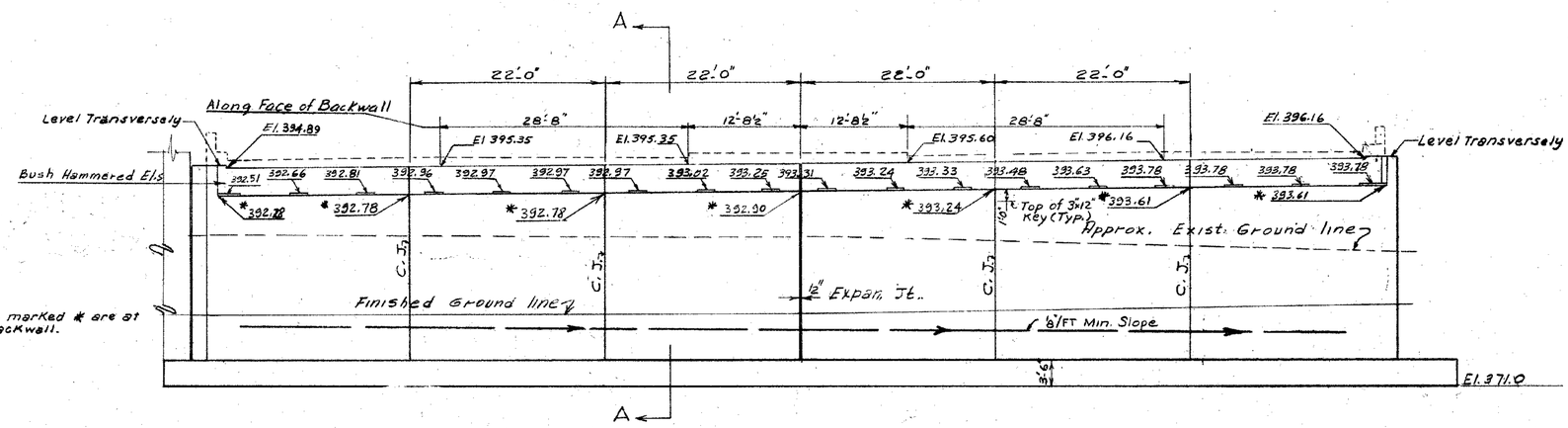
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(15	34-102		U.S.6	46	71

NO REVISIONS SUBMITTED FOR THIS SHEET



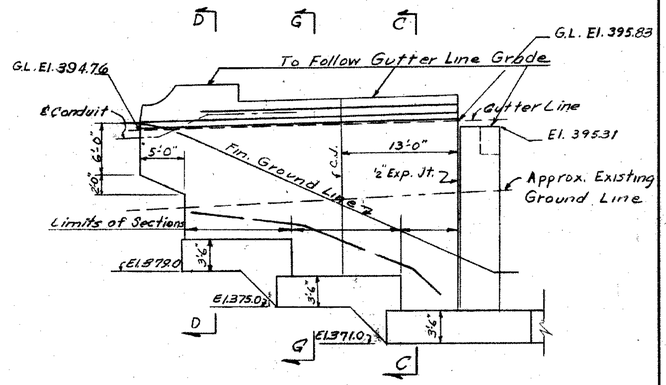
DETAIL "A"
Scale 1/4" = 1'-0"

PLAN
Scale: 1/8" = 1'-0"

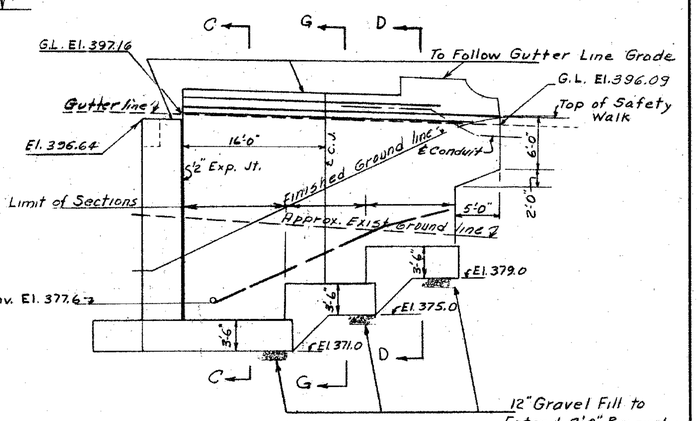


ELEVATION
Scale 1/8" = 1'-0"

Max. Soil Pressure = 2.5 T.S.F.



NORTHEAST WINGWALL
Scale 1/8" = 1'-0"



SOUTHEAST WINGWALL
Scale: 1/8" = 1'-0"

NOTES:

1. General Notes on Sh. 1.
2. Exp. & Contr. Jt Details on Sh. 7.
3. Abut. & Wing Wall Sect. on Sh. 6.
4. Parapet, End Wall Details & Reinf. on Sh 7 & 10.
5. Rail Spacing & Details on Sh. 10.
6. Anchor Bolt Details on Sh. 9.
7. "C.J." Denotes Contraction Joint.
8. For Electrical Details See Sh. #11.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
GREAT PLAIN ROAD
EAST ABUTMENT

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY A.G. DATE 9-14-57
CHECKED BY J.L.G. DATE 10-14-57
APPROVED T.R.K DATE 2-14-58
PROJECT NO. 34-102
BRIDGE SHEET NO. 4 OF 11

LOUIS FREY CO., INC. 50628

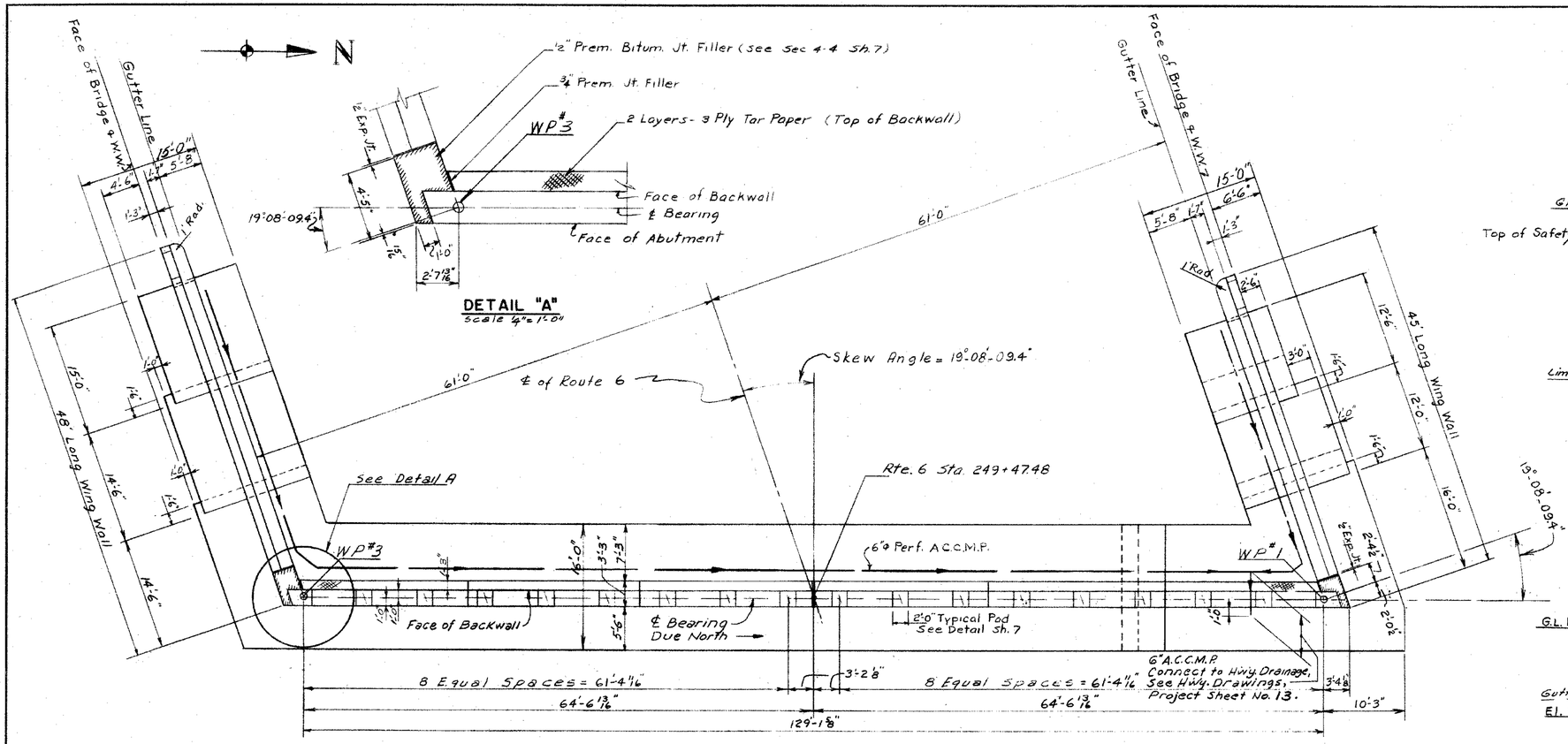
34 102

214 01

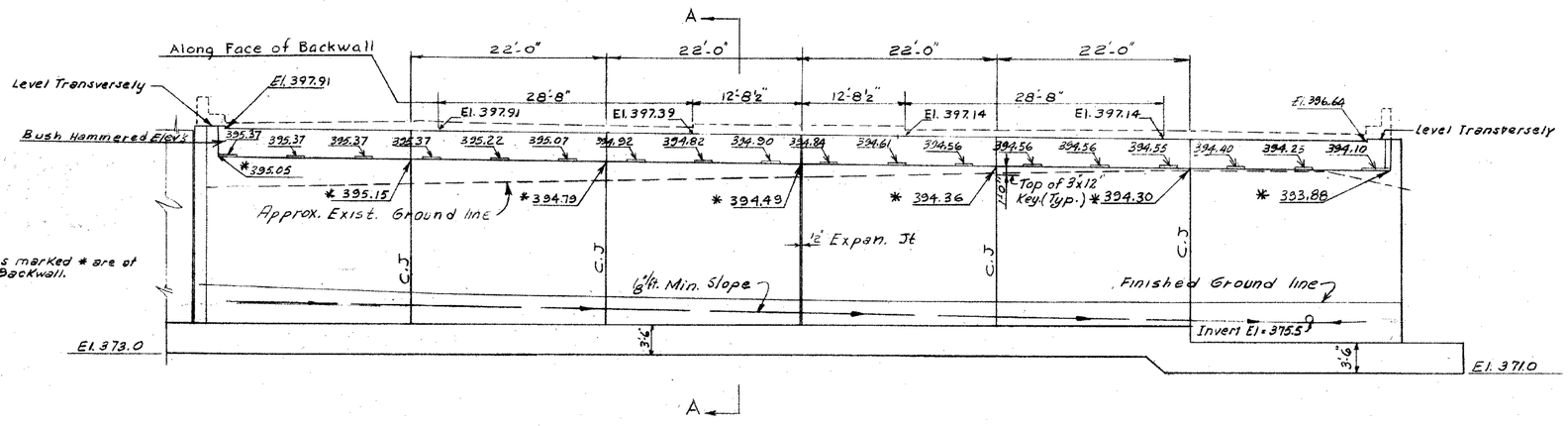
FORM NO. ENG. 19 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-84-105	34-102	1958	U.S. 6	47	71

NO REVISIONS SUBMITTED FOR THIS SHEET

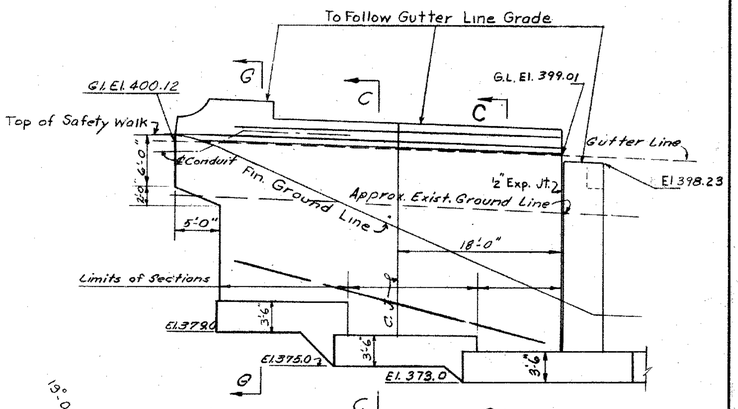


PLAN
Scale: 1/8"=1'-0"

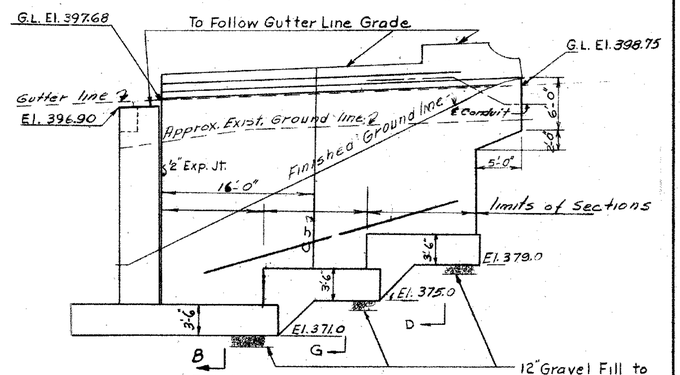


ELEVATION
Scale: 1/8"=1'-0"

Max. Soil Pressure = 2.5 T/S.F.



SOUTHWEST WINGWALL
Scale: 1/8"=1'0"



NORTHWEST WINGWALL
Scale: 1/8"=1'-0"

12" Gravel Fill to Extend 2'-0" Beyond Ftg. Perimeter. (Typ. For All Abut. & Wing Wall Ftgs.) If ordered by the Engineer.

NOTES:
1. General Notes on Sh. 1.
2. Expan. & Contr. Jt. Details on Sh. 7.
3. Abut. & Wing Wall Sections on Sh. 6.
4. Parapet & End Wall Details on Sh. 10.
5. Rail Spacing & Details on Sh. 10.
6. Anchor Bolt Detail on Sh. 9.
7. "C.J." Denotes Contraction Joint.
8. For Electrical Details See Sh. #11.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
GREAT PLAIN ROAD
WEST ABUTMENT

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY A.G. DATE 9-18-57
CHECKED BY J.L.G. DATE 10-18-57
APPROVED T.R.K. DATE 2-14-58
PROJECT NO. 34-102
BRIDGE SHEET NO. 5 OF 11

LOUIS FREY CO., INC. 36489

34 102

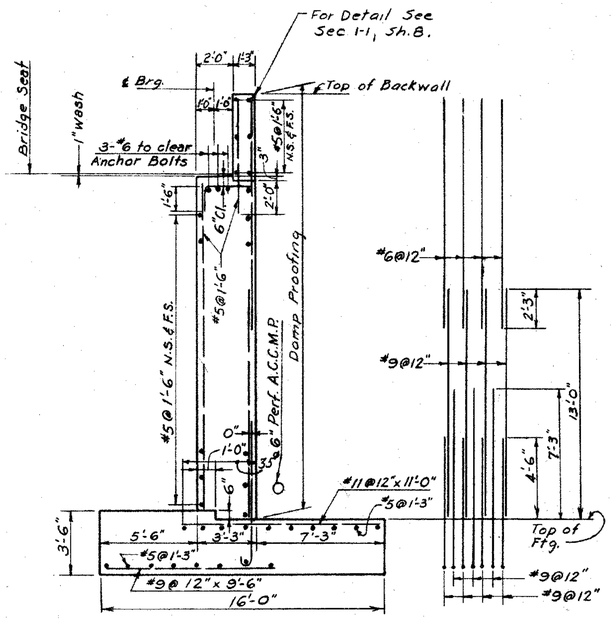
M214 01

47

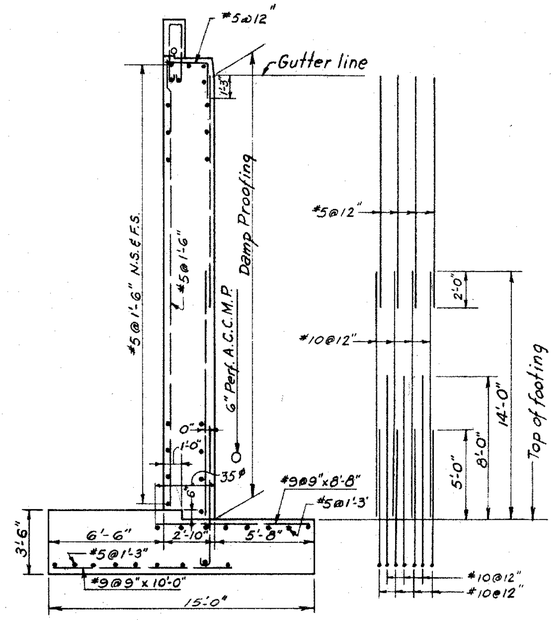
FORM NO. ENG. 19 ED. 11-58.

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(10)5	34-102	1958	U.S.6	48	71

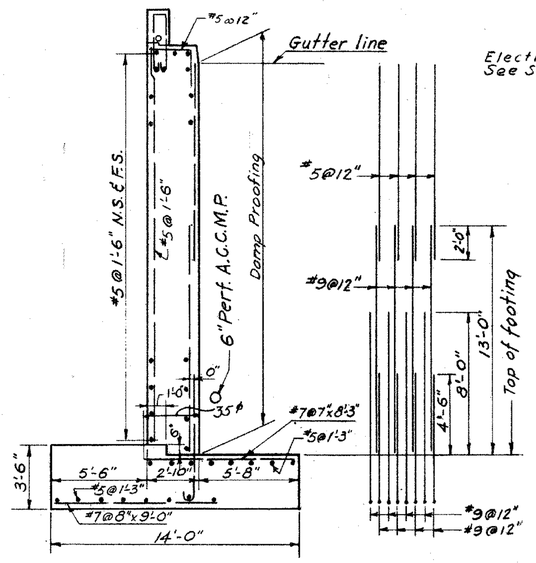
NO REVISIONS SUBMITTED FOR THIS SHEET



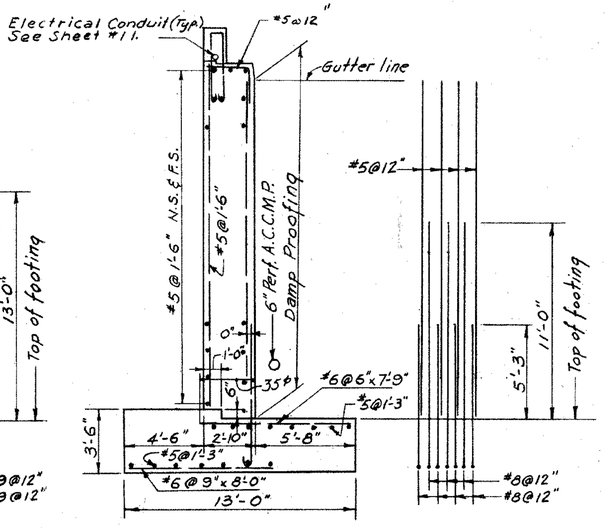
SECTION A-A
Scale 1/4"= 1'-0"



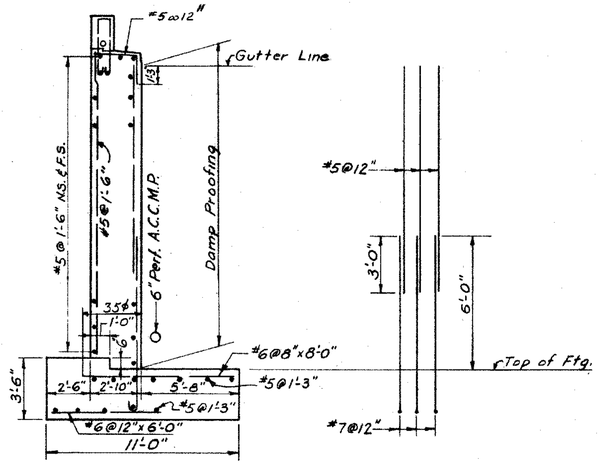
SECTION B-B
Scale 1/4"= 1'-0"



SECTION C-C
Scale 1/4"= 1'-0"



SECTION G-G
Scale 1/4"= 1'-0"



SECTION D-D
Scale: 1/4"=1'-0"

Notes
1. General Notes on Sh. 1
2. Location of Wall & Abut. Sections Shown on Sh. 4 & 5.
3. "Perf. A.C.C.M.P." denotes Perforated Asphalt Coated Corrugated Metal Pipe.
4. For Parapet and Safety Walk Details and Reinforcing see Sheet No. 10.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
GREAT PLAIN ROAD
SUBSTRUCTURE SECTIONS

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY A.G. DATE 7-12-57
CHECKED BY L.G.S. DATE 10-22-57
APPROVED T.R.K. DATE 2-14-58
PROJECT NO. 34-102
BRIDGE SHEET NO. 6 OF 11

LOUIS FREY CO., INC.

34 102

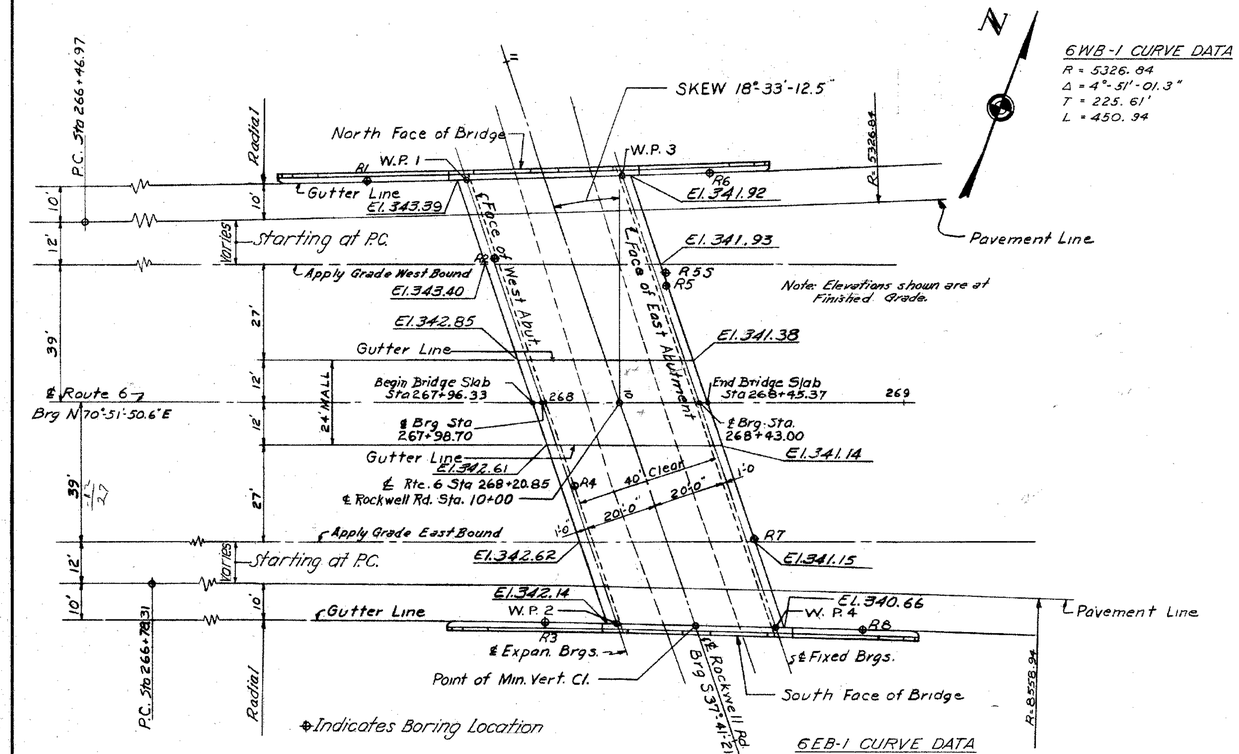
M214 01

48

STRUCTURE NO. 01192

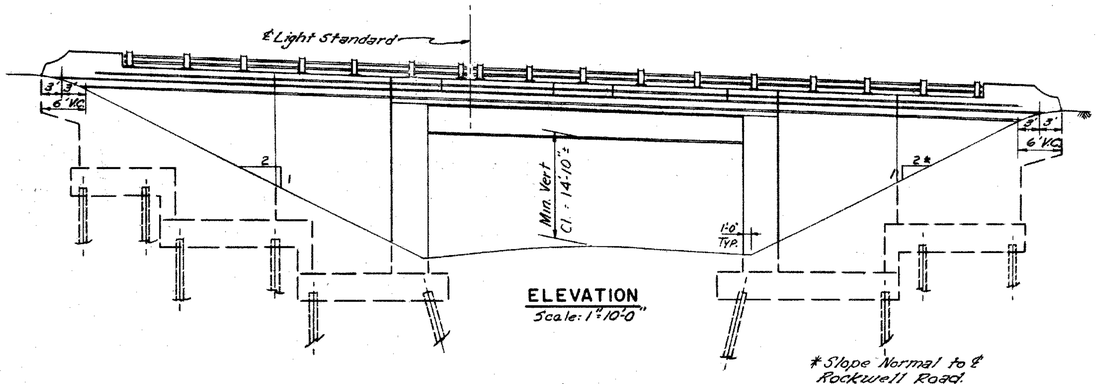
FORM NO. ENG. 19 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-84(3)4	34-84	1958	U.S. 6	204	662



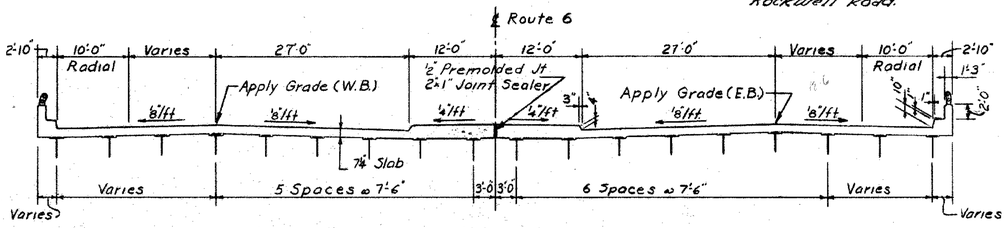
PLAN
Scale: 1"=20'-0"

6EB-1 CURVE DATA
R = 8558.94
Δ = 3°-27'-36.0"
T = 258.51'
L = 516.86

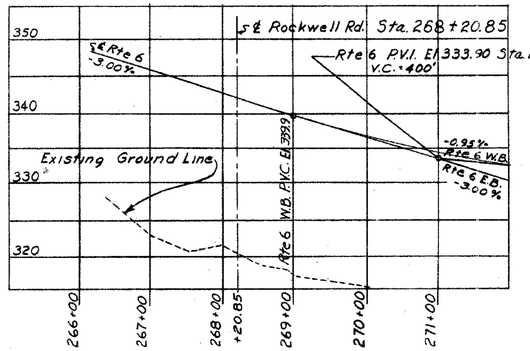


ELEVATION
Scale: 1"=10'-0"

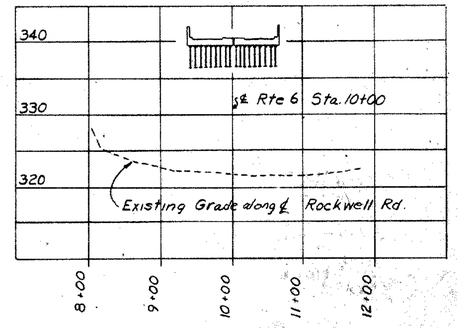
* Slope Normal to ℄ Rockwell Road.



TYPICAL BRIDGE CROSS SECTION
Scale: 1"=10'-0"



PROFILE OF ROUTE 6
Scale: Vert. 1"=10'
Horiz. 1"=100'



PROFILE OF ROCKWELL ROAD
Scale: Vert. 1"=10'
Horiz. 1"=100'

GENERAL NOTES

1. **SPECIFICATIONS:** Connecticut State Highway Department Form 808 - January, 1955, and Special Provisions.
2. **DESIGN SPECIFICATIONS:** "Standard Specifications for Highway Bridges" (A.A.S.H.O.-1953) except as modified by Bureau of Public Roads "Policy on Interstate System Projects" (Aug. 1956) and as supplemented by Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers" (Feb. 1956).
3. **LOADING:** H20-S16-44 and future wearing surface 25 lbs./sq.ft.
4. **CLASS "A" CONCRETE:** Class "A" Concrete shall be used throughout. See Special Provisions.
5. **EXPOSED EDGES:** Exposed Edges shall be beveled 1" x 1" unless otherwise dimensioned.
6. **JOINT SEAL:** Joint Seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
7. **TAR PAPER:** The cost of furnishing and placing 2 layers of 3 ply tar paper at backwalls shall be included in item for Class "A" Concrete.
8. **CAULKING COMPOUND:** Gray Caulking Compound shall be included in the appropriate item for Premoulded Bituminous Joint Filler for Bridges.
9. **STRUCTURAL STEEL:** All steel shall conform to A.S.T.M. designation A-7, unless otherwise noted.
10. **PAINTING:** For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
11. **REINFORCING STEEL:** Unless otherwise noted, all splices of vertical bars shall be lapped 35 diameters, and splices of longitudinal bars shall be lapped 30 diameters except that longitudinal bars in tops of footing heels and under Bridge seats shall be spliced 35 diameters. Cover shall be 2" above footings and 3" in footings, unless otherwise noted.
12. **PILES:** All piles to be 12"BP53 #steel H-piles driven to rock.
13. **QUANTITIES:** Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
14. **CROSS REFERENCES:** All sheet numbers indicated for reference refer to bridge sheet numbers shown in the lower right hand corner of title box.

** Class "A" Concrete Distribution:

Footings	815 C.Y.
Substructure	1040 C.Y.
Superstructure	205 C.Y.
Total	2,060 C.Y.

QUANTITIES

ITEM	UNIT	TOTAL
Structure Excavation (Complete)	C.Y.	1,700
Pile Loading Test - (94 Tons)	Ea.	1
Furnishing Steel Piles	Lb.	452,000
Driving Steel Piles	L.F.	8,330
Splicing Steel Piles	Ea.	6
Point Reinforcement for Steel Piles	Ea.	30
Timber Sheet Piles	M.B.F.	2.5
Class "A" Concrete **	C.Y.	2060
¼" Premoulded Bit. Jt. Filler for Bridges	S.F.	20
½" Premoulded Bit. Jt. Filler for Bridges	S.F.	480
¾" Premoulded Bit. Jt. Filler for Bridges	S.F.	45
Deformed Steel Bars	Lb.	161,000
Structural Steel	Lb.	156,000
Dampproofing	S.Y.	960
Metal Bridge Rail	L.F.	220
Gravel Fill	C.Y.	230
Pervious Structure Backfill	C.Y.	6,000
Test Pile Steel 12"BP53 # 33' Long	Ea.	2
Test Pile Steel 12"BP53 # 38' Long	Ea.	2
Lighting Standard, Type P-12B	Ea.	1
2½" Rigid Steel Conduit	L.F.	320
2" Rigid Steel Conduit	L.F.	20
Cable 1/c #12, 600V. Neoprene Jacketed	L.F.	100
Cable 1/c #2, 600V. Neoprene Jacketed.	L.F.	1000
Luminaire, 400 Watt	Ea.	1
Grounding Provisions	L.F.	165
C.I. Pull Box, 18"x18"x10" D.	Ea.	2

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FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
ROCKWELL ROAD
GENERAL PLAN AND ELEVATION

REVISIONS		
NO.	DATE	DESCRIPTION

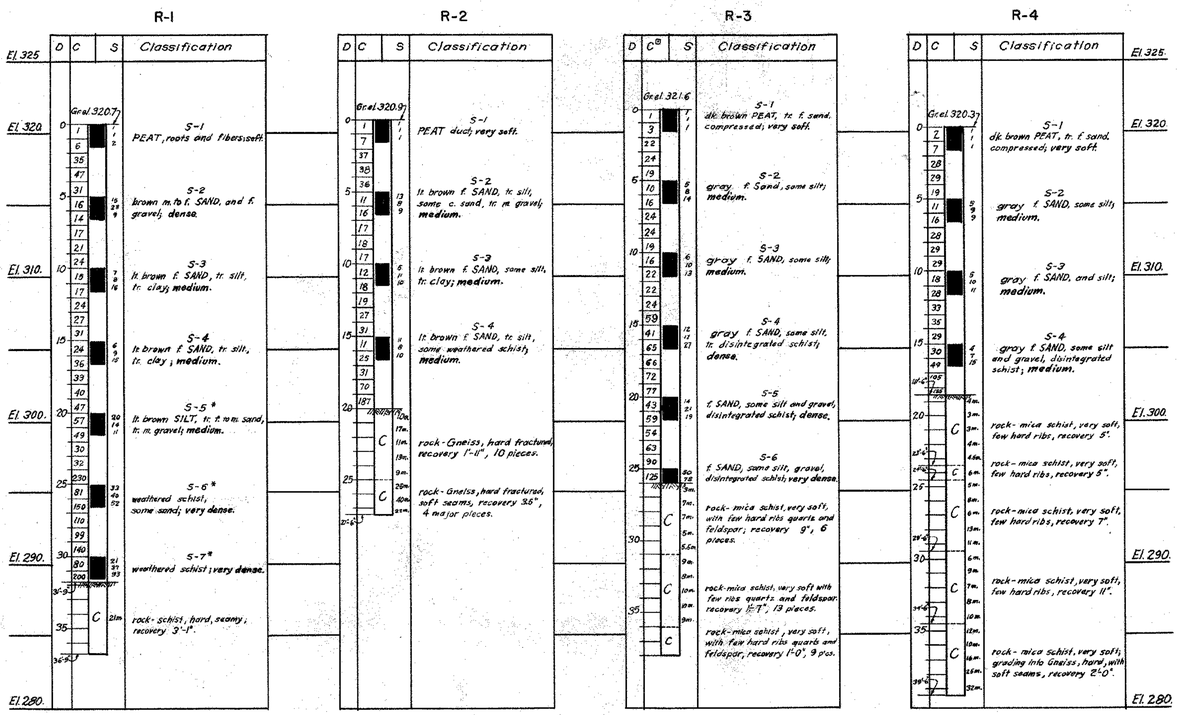
DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY JLG DATE 7-9-57
CHECKED BY SM DATE 9-9-57
APPROVED T.E.K. DATE 2-7-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 1 OF 10

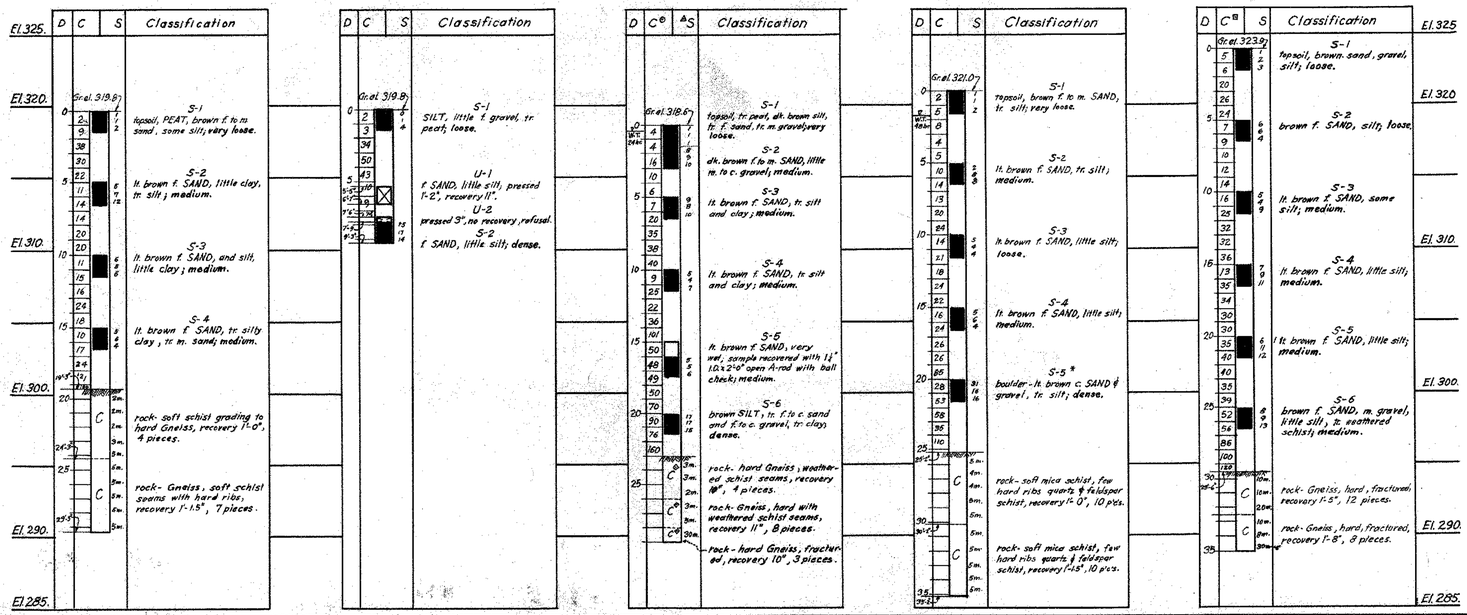
LOUIS FEET CO., INC. 20488

34 84 34 106 M223 01

FORM NO. ENG. 18 REV. 11-55

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	1841(3)4	34-84	1958	U.S.6	205	662





LEGEND

D Depth of Stratum.

C Blows per foot on casing, see notes.

S Blows per 6" on sampler, see notes.

S-Drive sample number.

U-Undisturbed sample number.

Drive sample.

Undisturbed sample.

Undisturbed sample, no recovery.

C 6m. 6m. Cored sample with drilling time in minutes.

Water Table with time of observation.

NOTES

Casing = 2½"I.D. casing driven with 300-lb. hammer falling 2'-0", unless noted by (▣) or (⊙).
(▣)= 2½"I.D. casing driven with 300-lb. hammer falling 1'-6".
(⊙)= 3½"I.D. casing driven with 300-lb. hammer falling 2'-0".

Sampler = 1⅜"I.D. split spoon sampler driven with 140-lb. hammer falling 2'-6", unless noted by (△) or (*).
(△)= 2½"I.D. split spoon sampler driven with 300-lb. hammer falling 1'-5".
(*)= Open A-rod.
Undisturbed sample pressed with 3" thinwall piston type sampler and yoke.

Core barrel = 1⅜"I.D. Double Tube core barrel with diamond bit, unless noted by (◈).
(◈)= 2⅛"I.D. Double Tube core barrel with diamond bit.

Water Table = All bore holes released artesian flows except borings R-6 and R-7.

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FEDERAL AID PROJECT

BORING	STATION	OFFSET	DATE COMPLETED
R-1	267 + 50	62'L	4/29/57
R-2	267 + 86	40'L	4/24/57
R-3	268 + 00	63'R	4/19/57
R-4	268 + 07	24'R	4/17/57
R-5	268 + 36	33'L	4/24/57
R-5S	268 + 36	34'L	6/13/57
R-6	268 + 46	64'L	4/26/57
R-7	268 + 60	39'R	4/23/57
R-8	268 + 91	65'R	4/19/57

REVISIONS		
NO.	DATE	DESCRIPTION

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
ROCKWELL ROAD
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL = 1" = 5'-0"

MADE BY WFL (A.D. CO.) DATE 7/19/57

CHECKED BY [illegible] (A.D. CO.) DATE 9-4-57

APPROVED T.E.K. DATE 2-7-58

PROJECT NO. 34-84

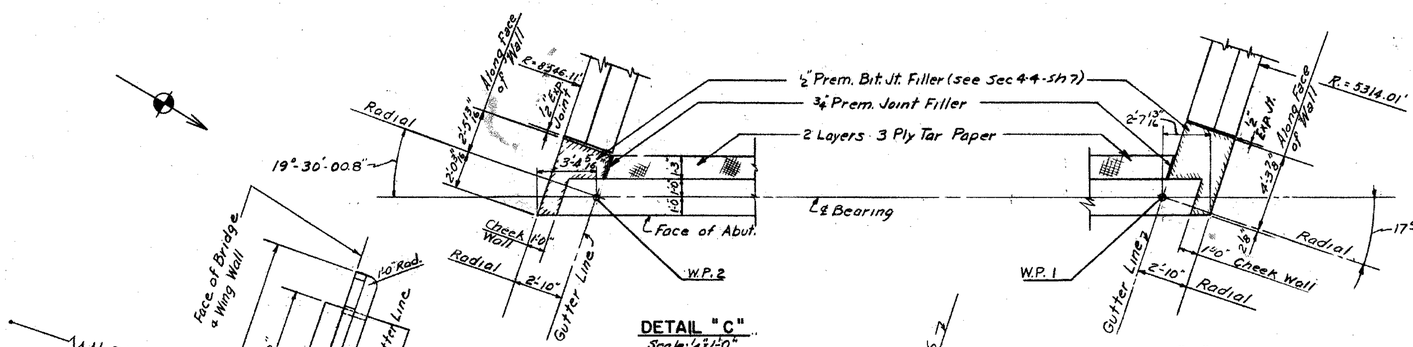
BRIDGE SHEET NO. 2 OF 10

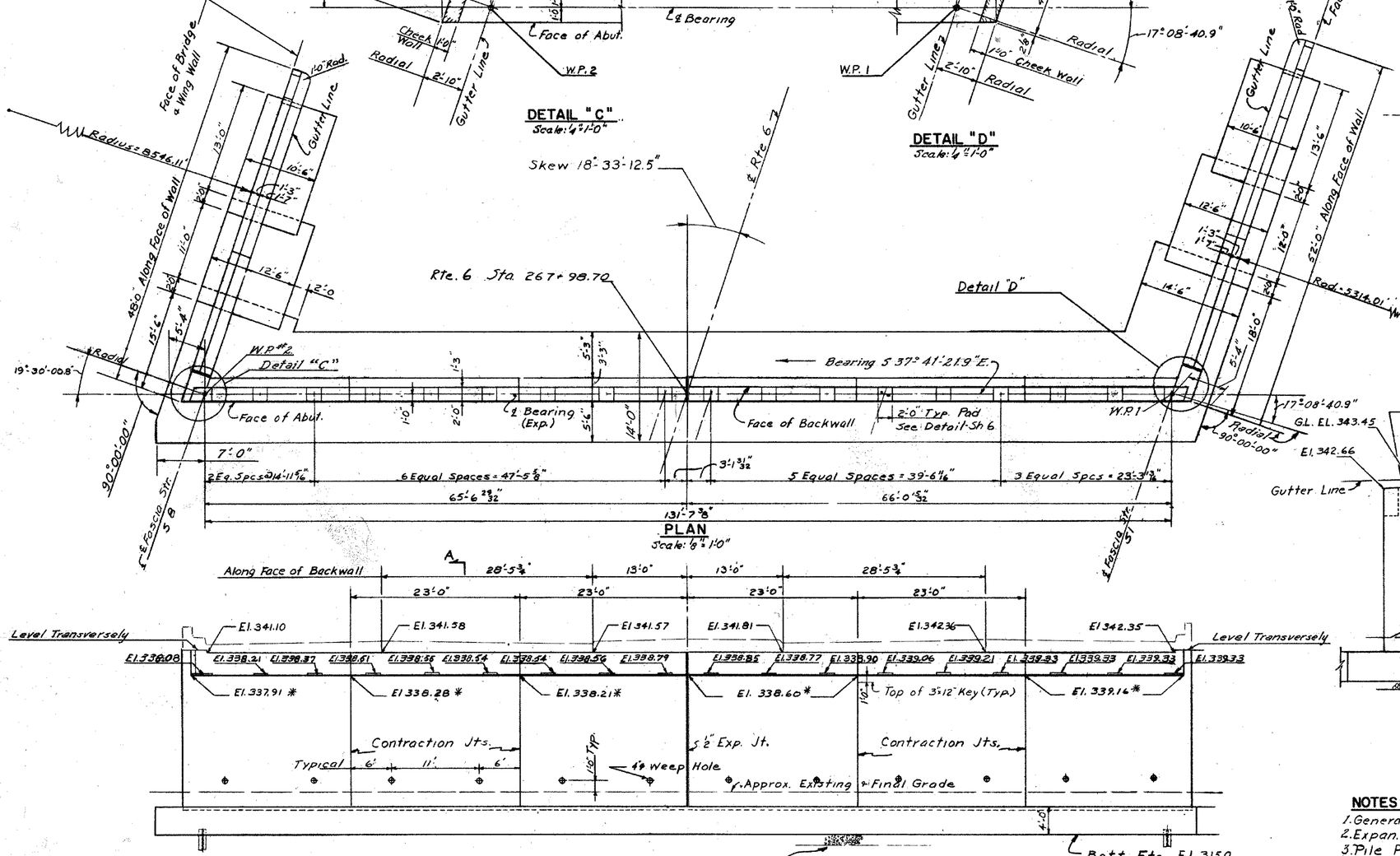
"ARKWRIGHT" TRACING CLOTH JOSEPH MERRITT & CO. 11816

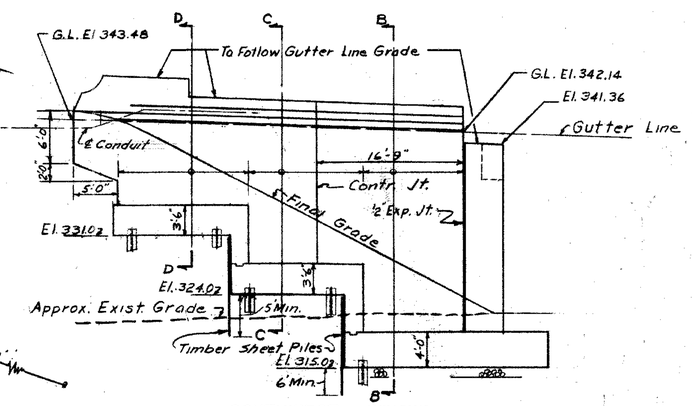
34 84 34 106 11228 01

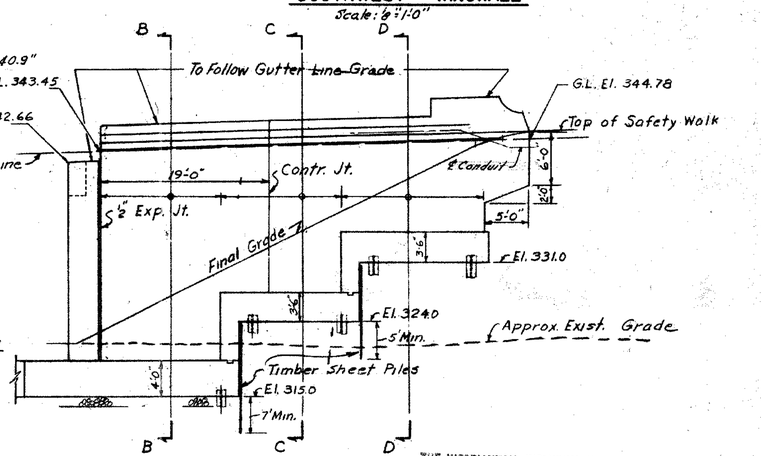
FORM NO. ENG. 18 ED. 11-56

FUR. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	084(3)4	34-84	1958	U.S. 6	206	662









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NOTES:

1. General Notes on Sh. 1.
2. Expan. & Contr. Jt. Details on Sh. 6.
3. Pile Plan, Abut & Wall Section on Sh. 5.
4. Parapet & End Wall Details & Reinf on Sh. 9.
5. Rail Spacing & Details on Sh. 9.
6. Anchor Bolt Detail on Sh. 8.
7. For electrical details see sh. 10

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
ROCKWELL ROAD
WEST ABUTMENT

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY JLG DATE 7-14-57
CHECKED BY SM DATE 9-9-57
APPROVED FRK DATE 2-7-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 3 OF 10

LOUIS FREY CO., INC. 26488

34 84

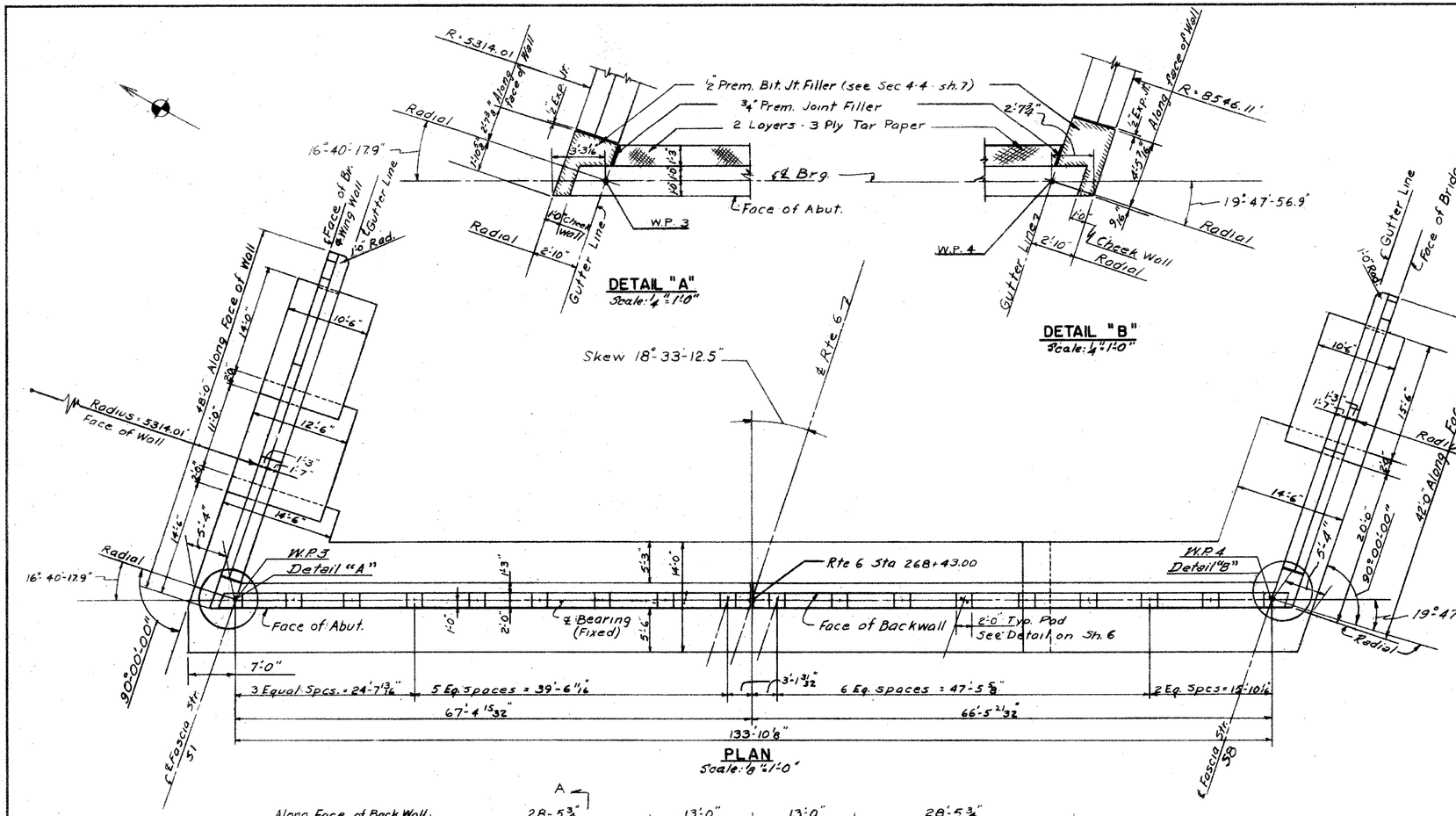
34 106

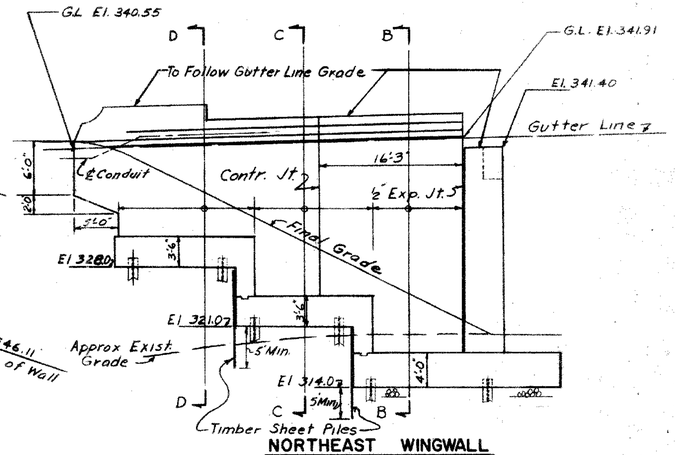
M223 01

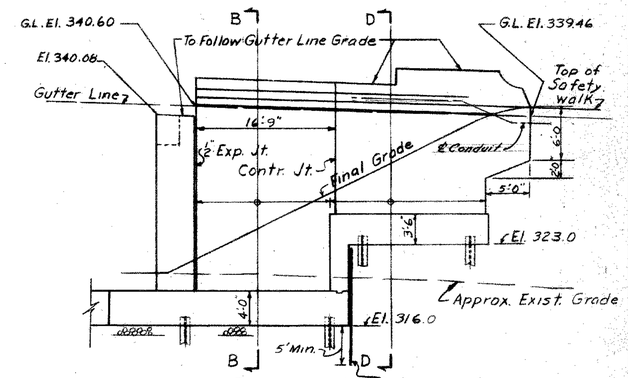
205

FORM NO. ENG. 15 ED. 11-62

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F84-1(3)4	34-84	1958	U.S. 6	207	662







NOTES:

1. General Notes on Sh. 1.
2. Expan. & Contr. Jt. Details on Sh. 6.
3. Pile Plan, Abut. & Wall Sections on Sh. 5.
4. Parapet, End Wall Details & Reinf on Sh. 9.
5. Rail Spacing & Details on Sh. 9.
6. Anchor Bolts Detailed on Sh. 8.
7. For Elec. Details see sheet No. 10.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY

ROUTE U.S. 6 RELOCATION
OVER
ROCKWELL ROAD
EAST ABUTMENT

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY J.L.G. DATE 7-23-57
CHECKED BY J.M. DATE 9-12-57
APPROVED T.R.L. DATE 2-7-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 4 OF 10

LOUIS PREY CO., INC. 34-84

34 84

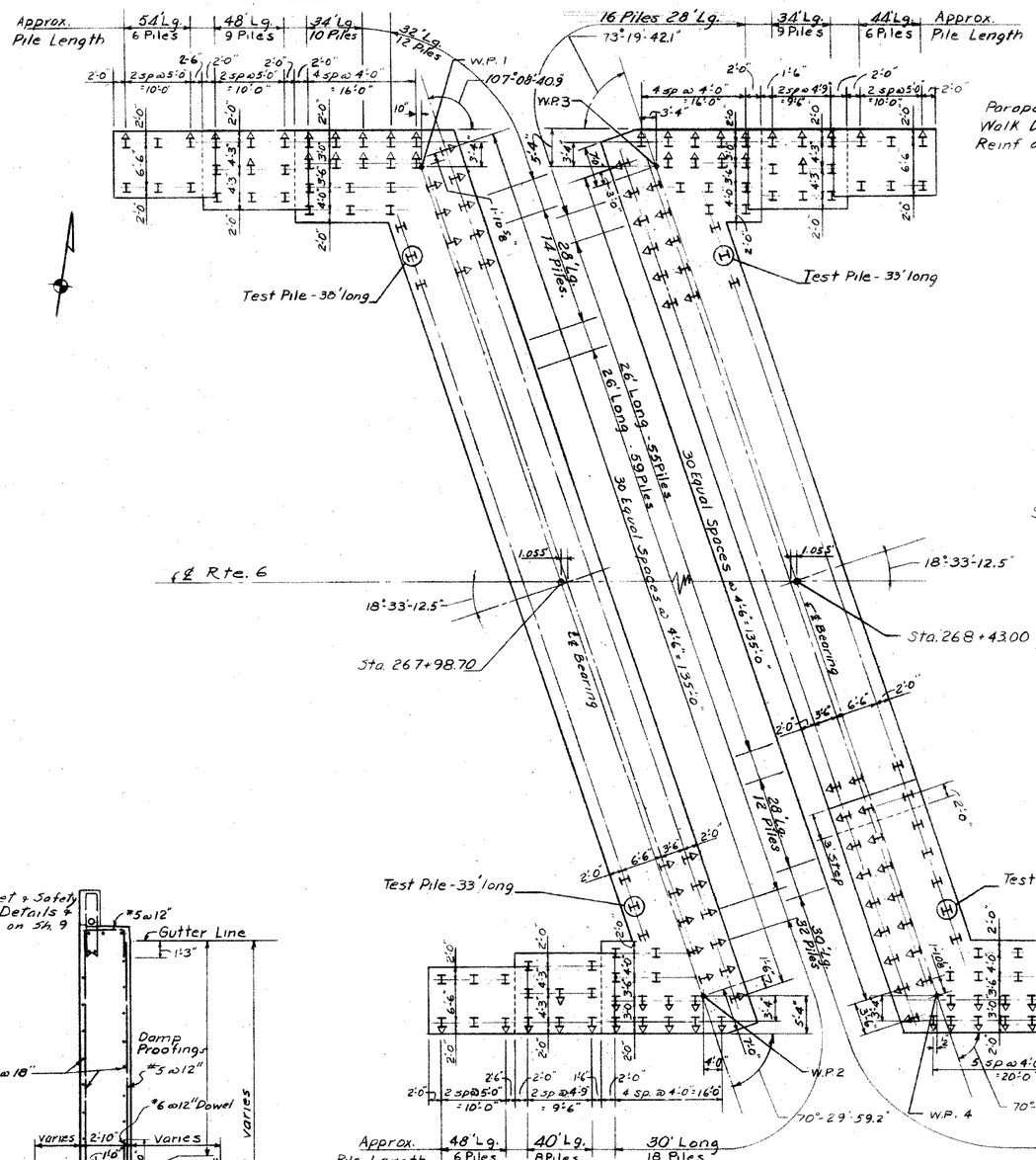
34 106

M228 01

207

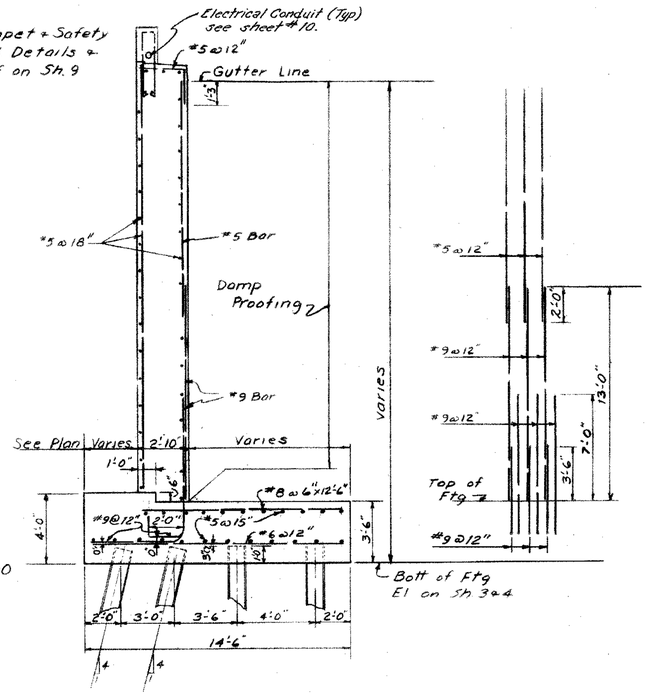
FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F.A.P.(3)14	34-84	1958	U.S. 6	208	662

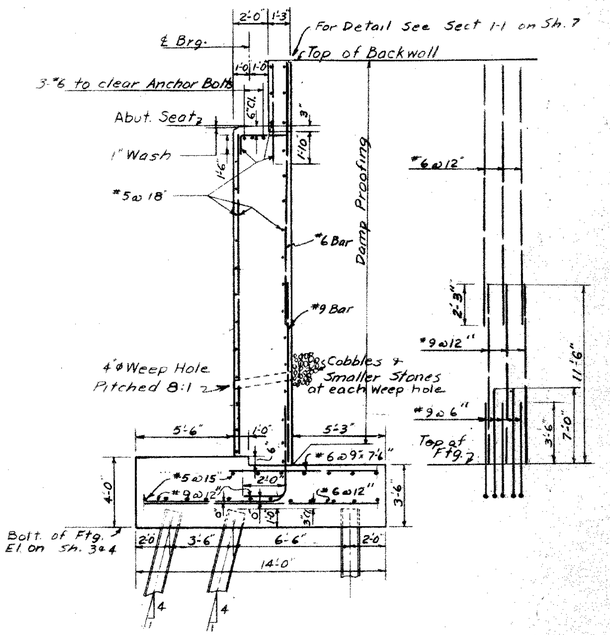


WEST ABUTMENT

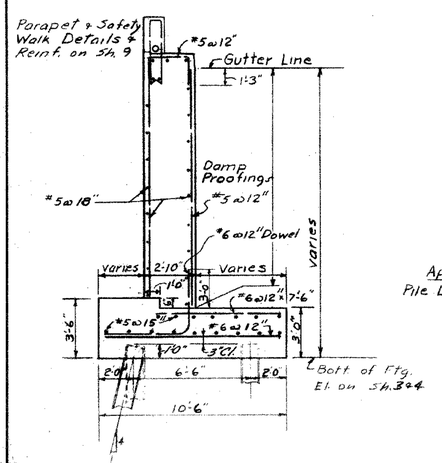
EAST ABUTMENT



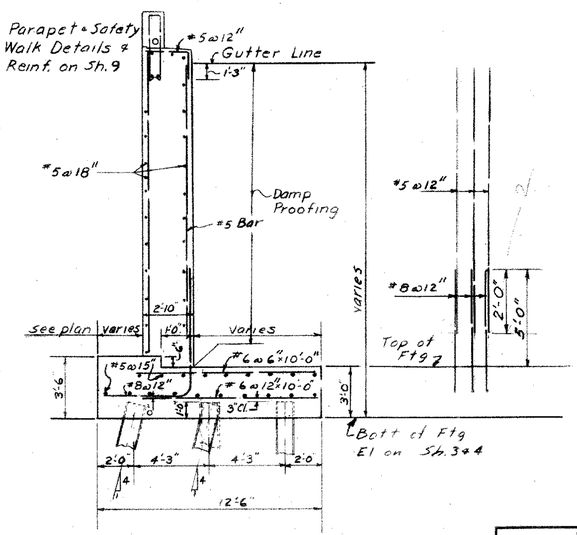
SECTION B-B
Scale 1/4"=1'-0"



SECTION A-A
Scale 1/4"=1'-0"



SECTION D-D
Scale: 1/4"=1'-0"



SECTION C-C
Scale 1/4"=1'-0"

PILE PLAN

Scale 3/32"=1'-0"

All Piles to be 12 BP 53 — ↓ Indicates Battered Pile 1:4

Number of Piles - 278
Test Piles - 4
Total Piles - 282

NOTE: Test Piles to be driven to rock in permanent locations shown for the purpose of determining pile length. Test Piles to be 12 BP 53

Max. Pile Load:
Abutment 45 TONS
Wing Wall 39 TONS

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FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
ROCKWELL ROAD
PILE PLAN AND SUBSTRUCTURE SECTIONS

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES AS Shown
MADE BY J.L.G. DATE 7-30-57
CHECKED BY S.M. DATE 9-25-57
APPROVED M.R.K. DATE 2-7-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 5 OF 10

LOUIS FREY CO., INC.

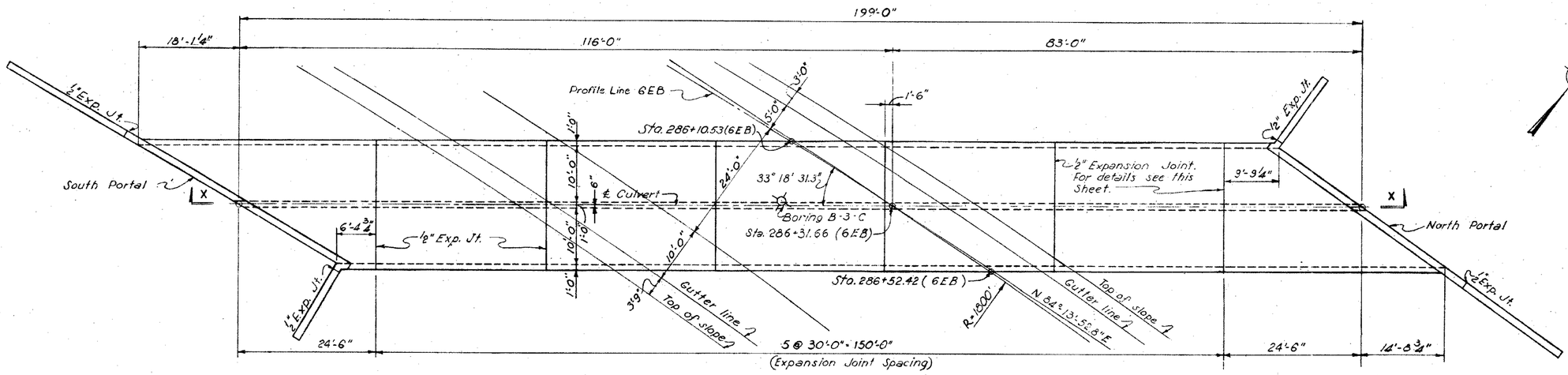
34 84 34 106

M223 01

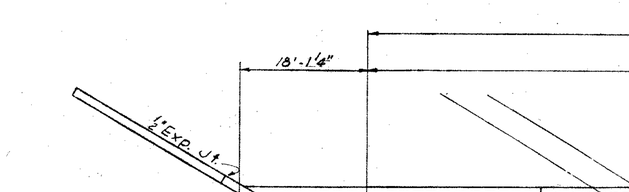
STRUCTURE NO. 01193

FORM NO. ENG. 18 ED. 11-56

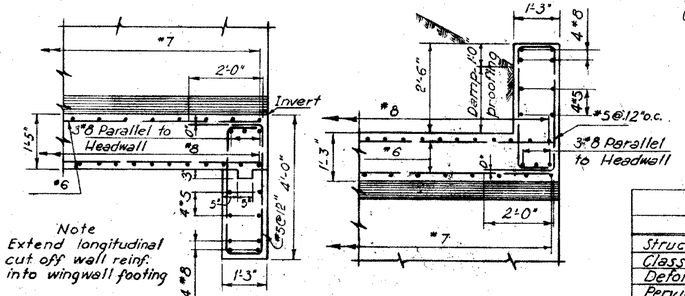
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84(13)4	34-84	1958	U.S. 6	268	662



PLAN
Scale 1"=10'-0"



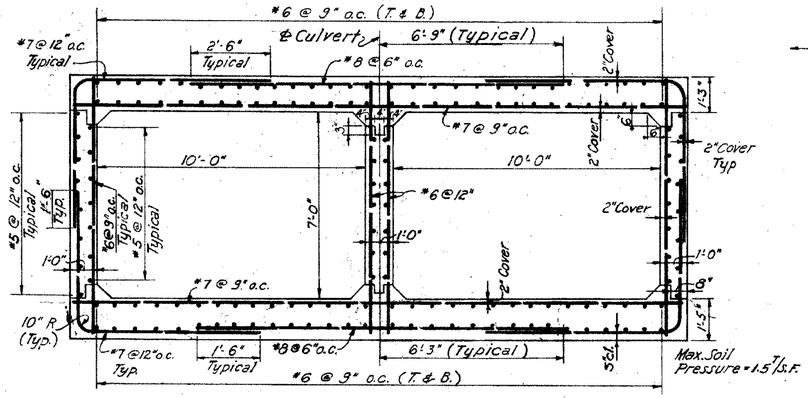
LONGITUDINAL SECTION X-X
Scale 1"=30'-0"



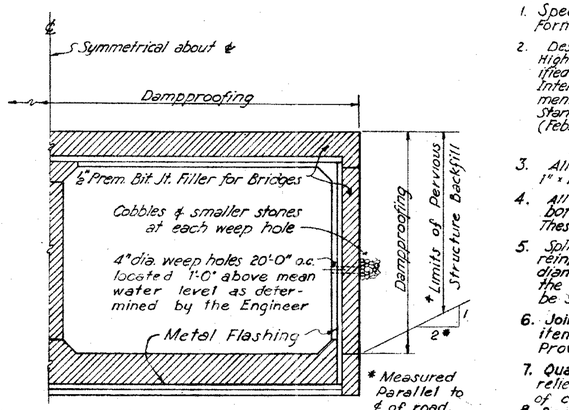
SECTION A A
Scale 1/2"=1'-0"

SECTION B B
Scale 1/2"=1'-0"

For Location of Sections A-A & B-B See Sheet No. 2



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



SECTION AT EXPANSION JOINT
Scale 3/8"=1'-0"

QUANTITIES		
ITEM	UNIT	TOTAL
Structure Excavation (Complete)	C.Y.	3900
Class "A" Concrete	C.Y.	747
Deformed Steel Bars	Lb.	142000
Pervious Structure Backfill	C.Y.	660
Dampproofing	S.Y.	960
Metal Flashing	Lb.	330
1/2" Prem. Bit. Jt. Filler For Bridges	S.F.	320

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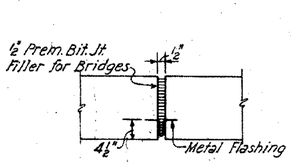
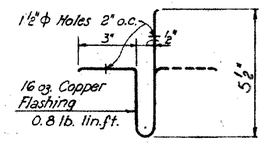




EXPANSION JOINT DETAILS
Not to Scale

GENERAL NOTES

1. Specifications: Connecticut State Highway Dept. Form 808, January 1955, and Special Provisions.
2. Design Specifications: "Standard Specifications for Highway Bridges" (A.A.S.H.O.-1953) except as modified by the Bureau of Public Roads "Policy on Interstate Projects" (August 1956) and as supplemented by the Connecticut State Highway Dept. Standard Bridge Details for Contracting Eng. (Feb. 1956).
3. All exposed edges of concrete to be chamfered 1" x 1" unless otherwise noted.
4. All bars shall have 2" cover except bottom bars of bottom slab and bars in cutoff walls and footings. These bars shall have 3" cover.
5. Splices: Unless otherwise noted, all longitudinal reinforcing shall be spliced a minimum of 20 diameters except the top longitudinal bars in the top of bottom culvert slabs which shall be spliced a minimum of 35 diameters.
6. Joint Seal: Joint Seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
7. Quantities are approximate only and do not relieve the contractor of the responsibility of checking them in preparing his bid.
8. Boring - For Boring Log See Sheet No. 3
9. Class "A" Concrete to be used for entire structure. See Special Provisions.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY

ROUTE U.S. 6 RELOCATION
INTERCHANGE CULVERT
UNDER
ROUTE U.S. 6 EASTBOUND
PLAN AND DETAILS

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY E.A.L. & S.S. DATE 12-17-57
CHECKED BY R.A.R. DATE 12-17-57
APPROVED T.P.K. DATE 2-19-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 1 OF 3

LOUIS FAST CO., INC. 20-888

34 84 34 106

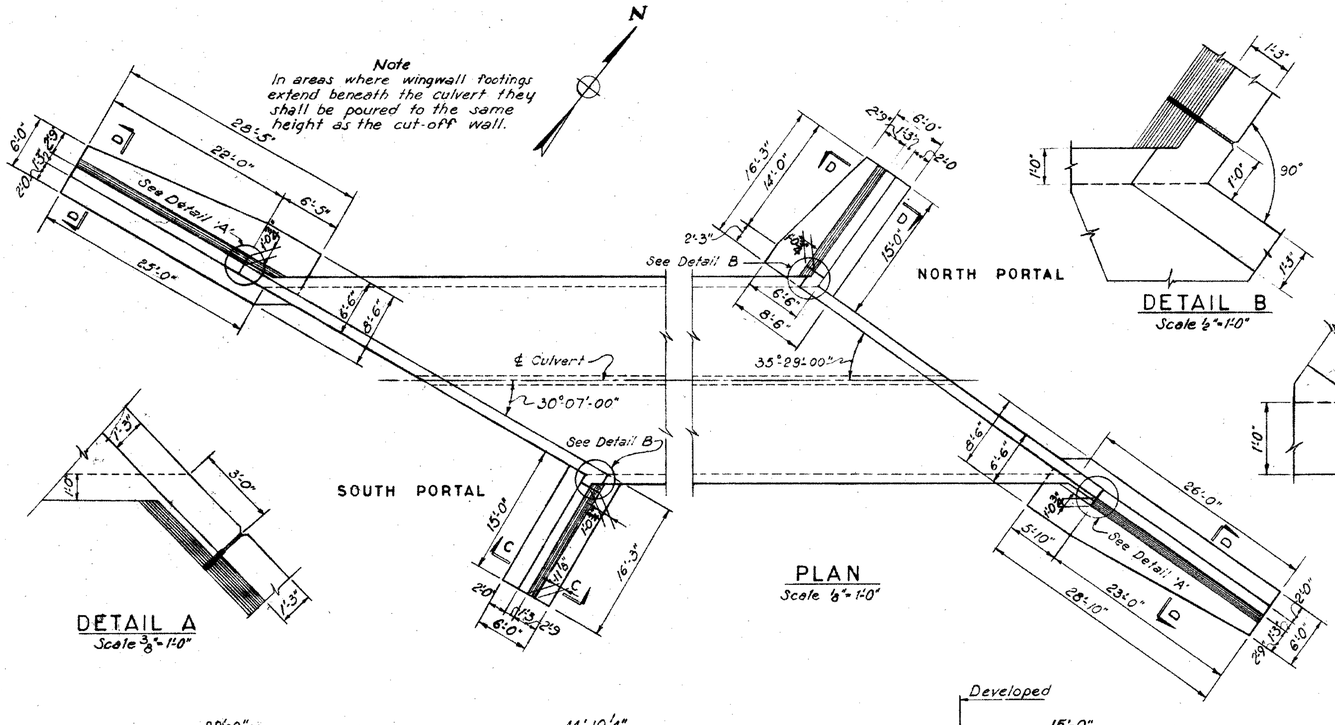
M228 01

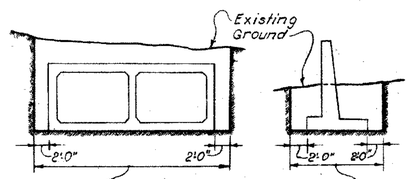
01193

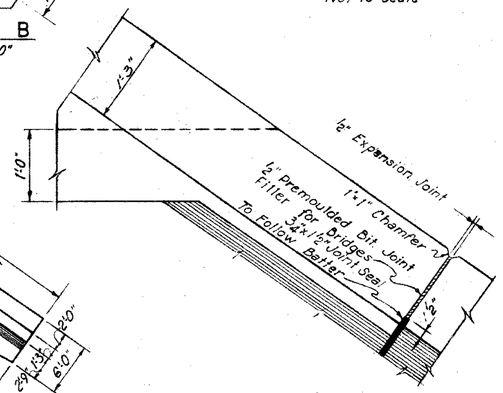
FORM NO. ENG. 19 ED. 11-56

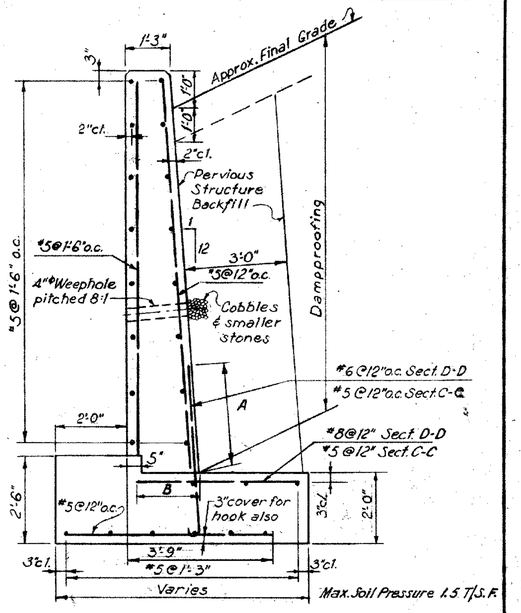
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F84(13)4	34-84	1958	U.S.6	269	662

Note
In areas where wingwall footings extend beneath the culvert they shall be poured to the same height as the cut-off wall.

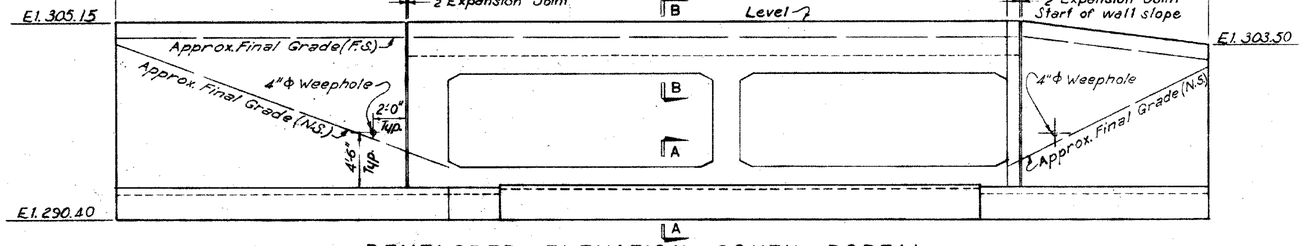


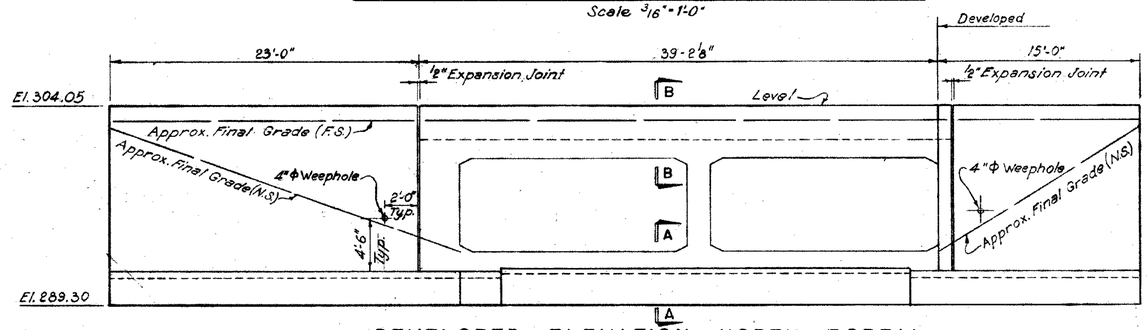


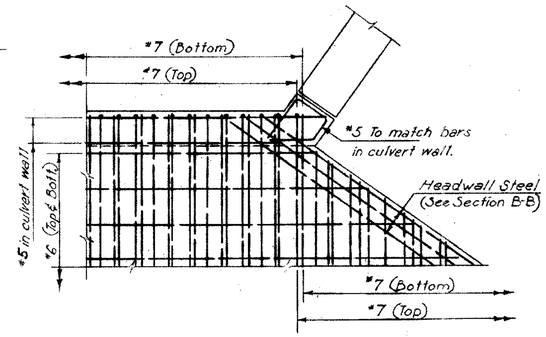


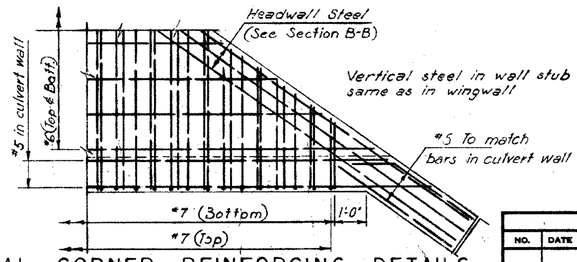


WALL SECTION	DIMENSION A	DIMENSION B
C-C	2'-10"	2'-0"
D-D	3'-3"	3'-0"









NOTES:
1. For General Notes see Sheet No.1
2. For Sections A-A & B-B see Sheet No.1

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.

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
INTERCHANGE CULVERT
UNDER
ROUTE U.S. 6 EASTBOUND
DETAILS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY E.A.L. & A.T. DATE 12-17-57
CHECKED BY R.A.R. DATE 12-19-57
APPROVED T.R.K. DATE 2-19-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 2 OF 3

LOUIS PREY CO., INC. 10-58

34 84 34 106 M228 01

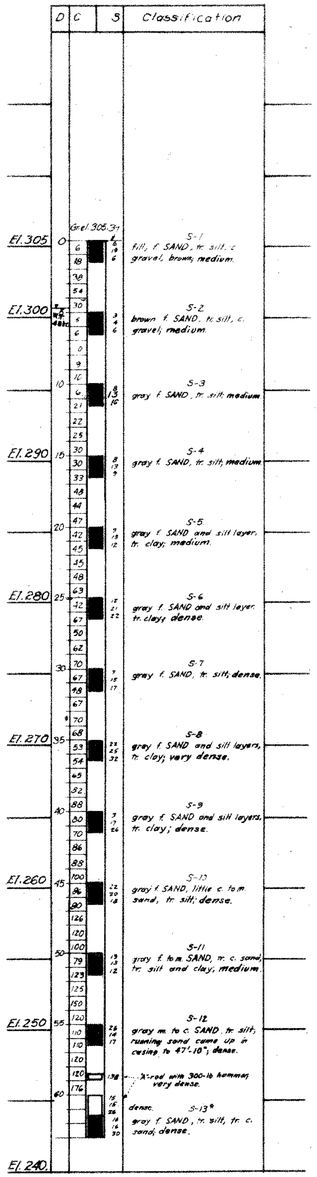
269

01193

FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	184(13)A	34-84	1958	U.S. 6	270	662

B-3-C



LEGEND

D Depth of Stratum.

C Blows per foot on 2½" I.D. casing with 300-lb. hammer falling 2'-0", except B-5-C.

S Blows per 6" on 1⅜" I.D. split spoon sampler with 140-lb. hammer falling 2'-6", except B-5-C.

S- Drive sample number.

Drive sample.

Drive sample, no recovery.

C 5m 6m Core sample with drilling time in minutes.

S W.T. 24Hr. Water Table with time of observation.

NOTES

(*) = Open A-rod.

For location of borings see sheet No. 1

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.

FEDERAL AID PROJECT

BORING	STATION	OFFSET	DATE COMPLETED
B-3-C	6EB 286+15	10'R	5-21-57

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
INTERCHANGE CULVERT
UNDER
ROUTE U.S. 6 EASTBOUND
BORING

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL: 1" = 5'-0"

MADE BY WFL (A.D. CO.) DATE 8-30-57

CHECKED BY [illegible] (A.D. CO.) DATE 11-19-57

APPROVED T.R.K. DATE 2-20-58

PROJECT NO. 34-84

BRIDGE SHEET NO. 3 OF 3

LOUIS FREY CO., INC.

34 84 34 106 M228 01

270

01193

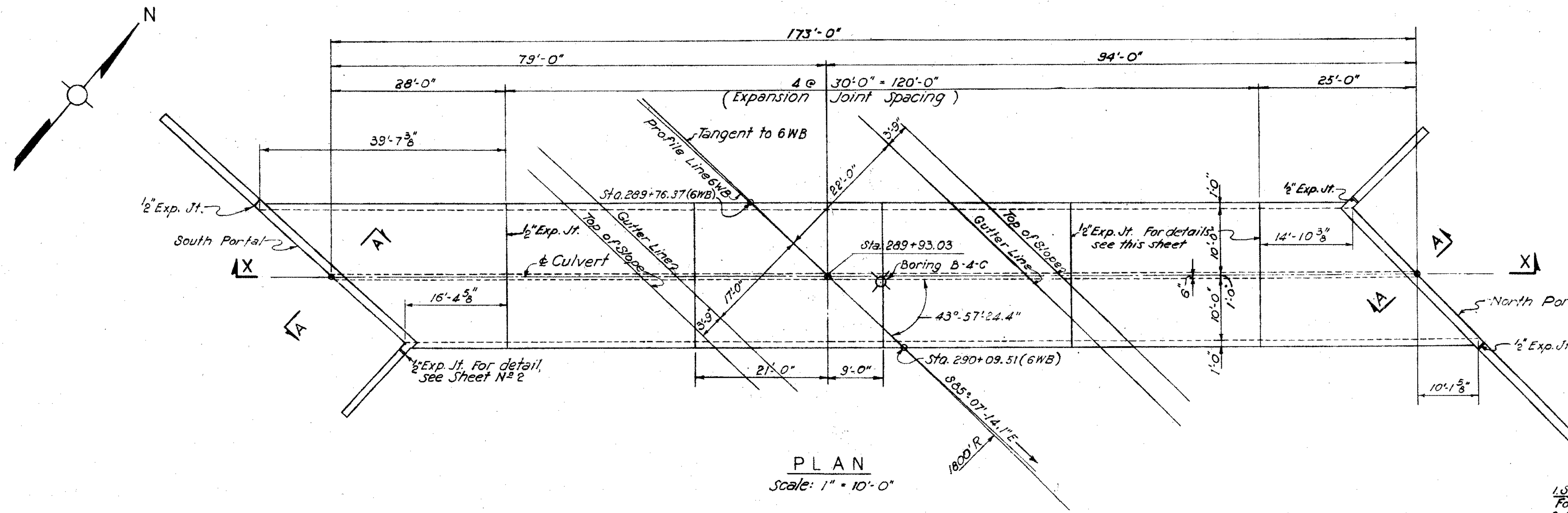
APPENDIX 5

STRUCTURE NOS. 01194 AND 01201 PLANS AND BORING LOGS

STRUCTURE NO. 01194

FORM NO. ENG. 18 ED. 11-52

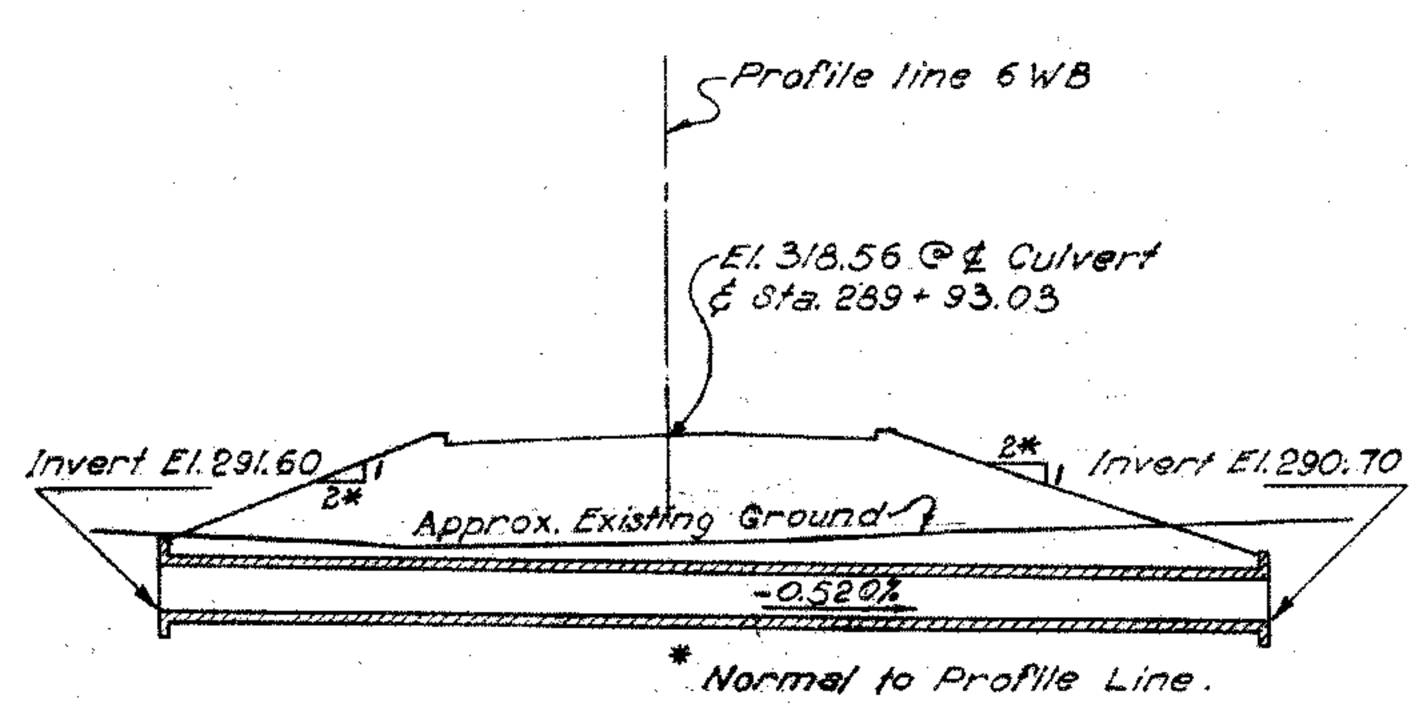
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F84-1(3)4	34-84	1958	U.S. 6	271	662

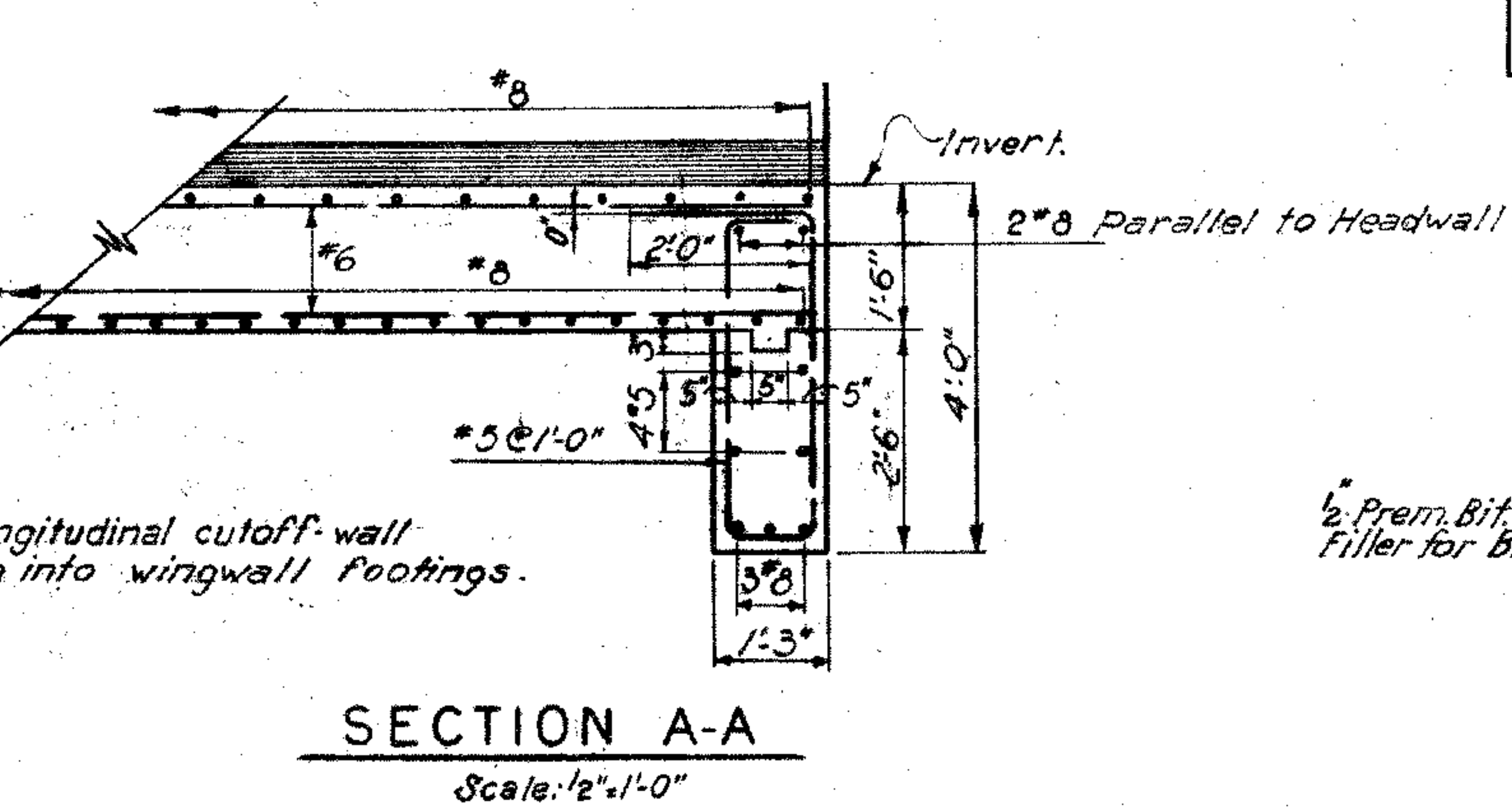


THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

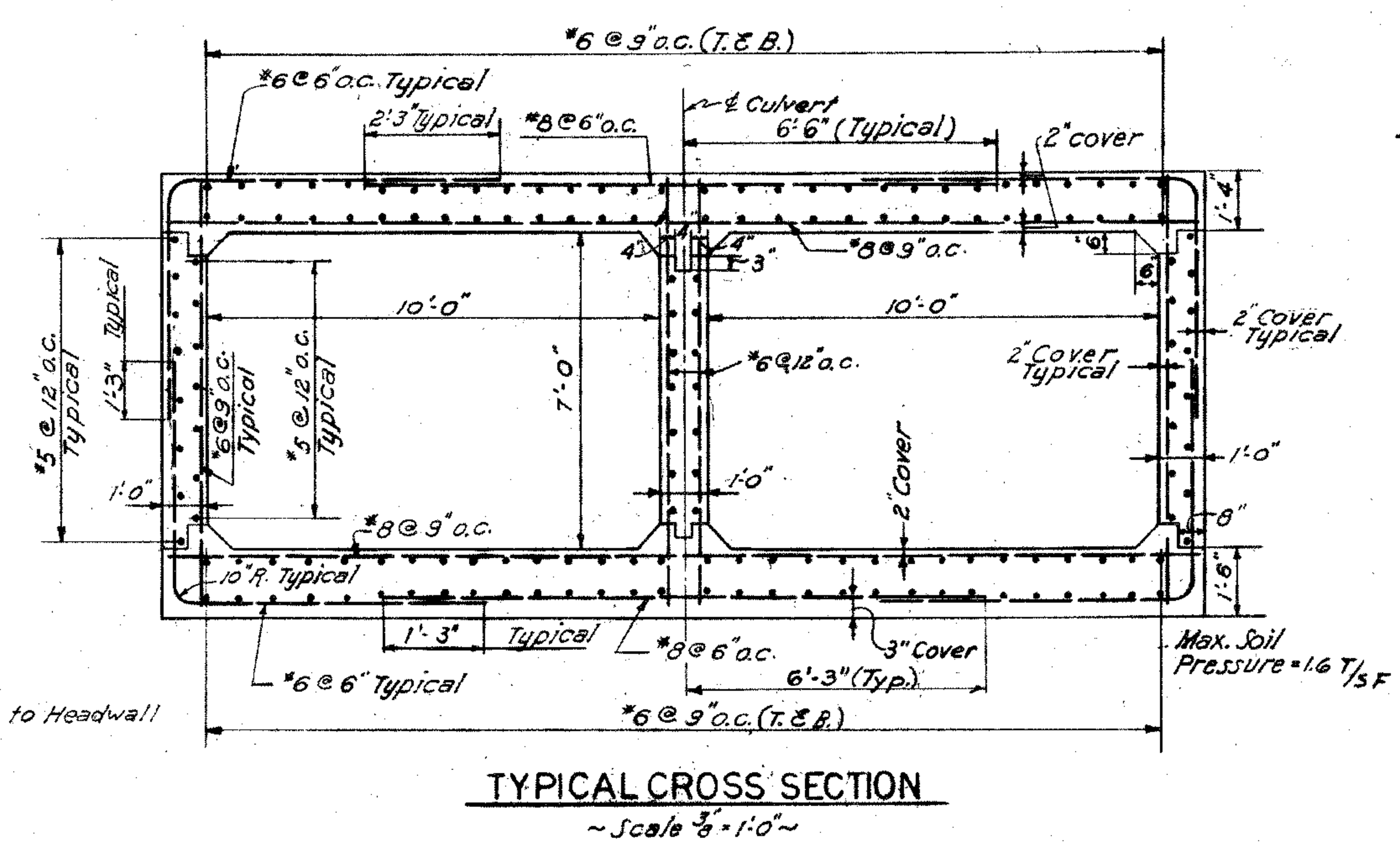
GENERAL NOTES

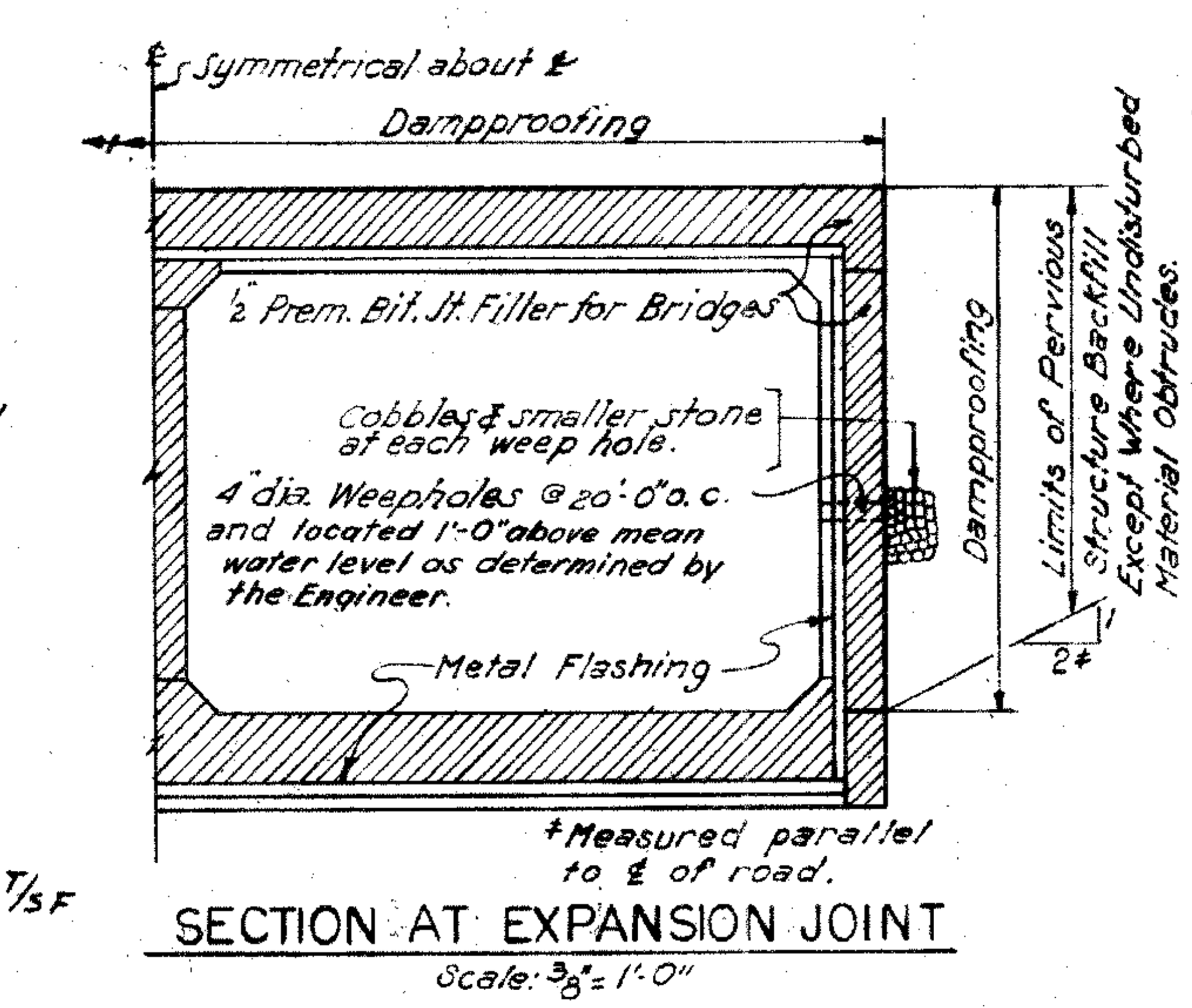
1. Specifications: Connecticut State Highway Department Form 808 January 1955 and Special Provisions.
2. Design Specifications: Standard Specifications for Highway Bridges"(A.A.S.H.O.-1953) exept as modified by the Bureau of Public Roads "Policy on Interstate System Projects"(August 1956) and as supplemented by the Connecticut State Highway Dept. "Standard Bridge Details for Contracting Eng. (Feb. 1956).
3. All exposed edges of concrete to be chamfered 1x1" unless otherwise noted.
4. Splices: Unless otherwise noted, all longitudinal reinforcing shall be spliced a minimum of 20 diameters except the top longitudinal bars in the top & bottom culvert slabs which shall be spliced a minimum of 35 diameters.
5. Joint Seal: Joint Seal shall be included in item for Class "A" Concrete. See Special Provisions for Class "A" Concrete.
6. All bars shall have 2" cover except bottom bars of bottom slab and bars in cutoff walls and footings. These bars shall have 3" cover.
7. Quantities: Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
8. Boring: For Boring Log See Sheet No. 3.
9. Class "A" Concrete to be used for entire structure. See Special Provisions.

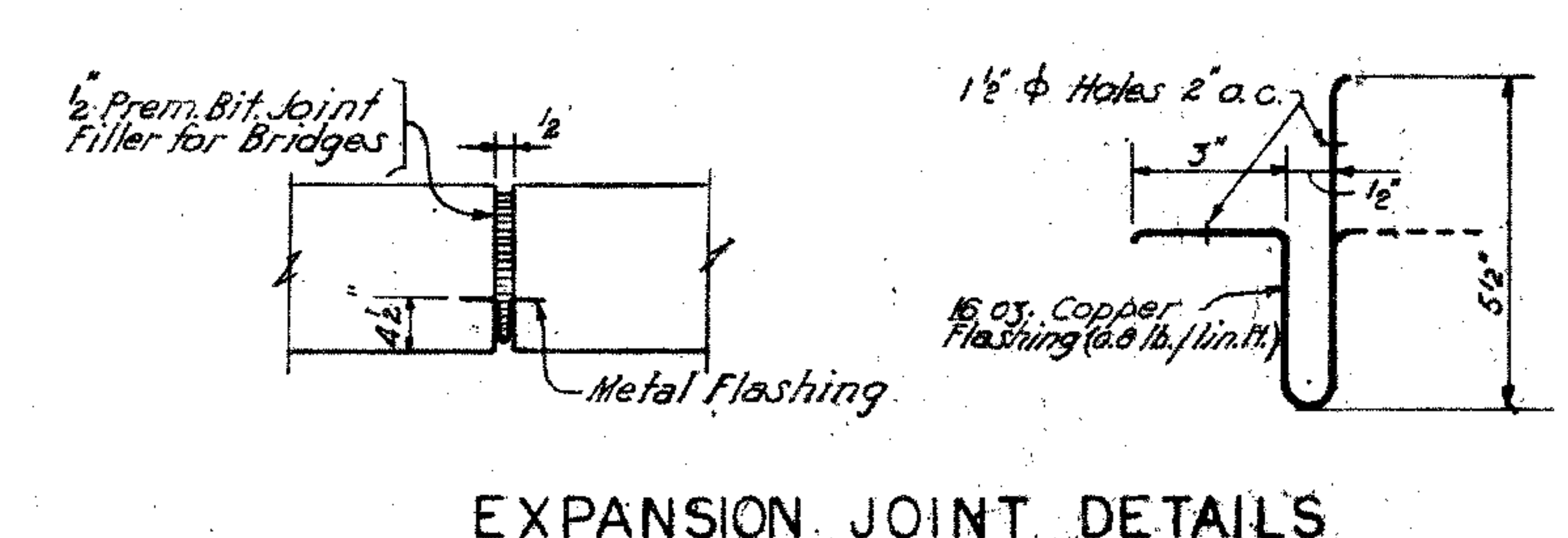




NOTE: Extend longitudinal cutoff wall reinforcing into wingwall footings.







QUANTITIES		
ITEM	UNIT	TOTAL
Structure Excavation (complete)	C.Y.	3200
Class "A" Concrete	C.Y.	685
Deformed Steel Bars	Lb.	137,000
Pervious Structure Backfill	C.Y.	720
Dampproofing	S.Y.	860
Metal Flashing	Lb.	280
½" Premoulded Bit. Jt. Filler for Bridges	S.F.	460

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
INTERCHANGE CULVERT
UNDER
ROUTE U.S. 6 WESTBOUND
PLAN AND DETAILS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY A.H.R. & A.T. DATE 8-8-57
CHECKED BY R.W.H. & R.A.R. DATE 9-4-57
APPROVED T.R.K. DATE 2-19-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 1 of 3

34 84 34 106

M228 01

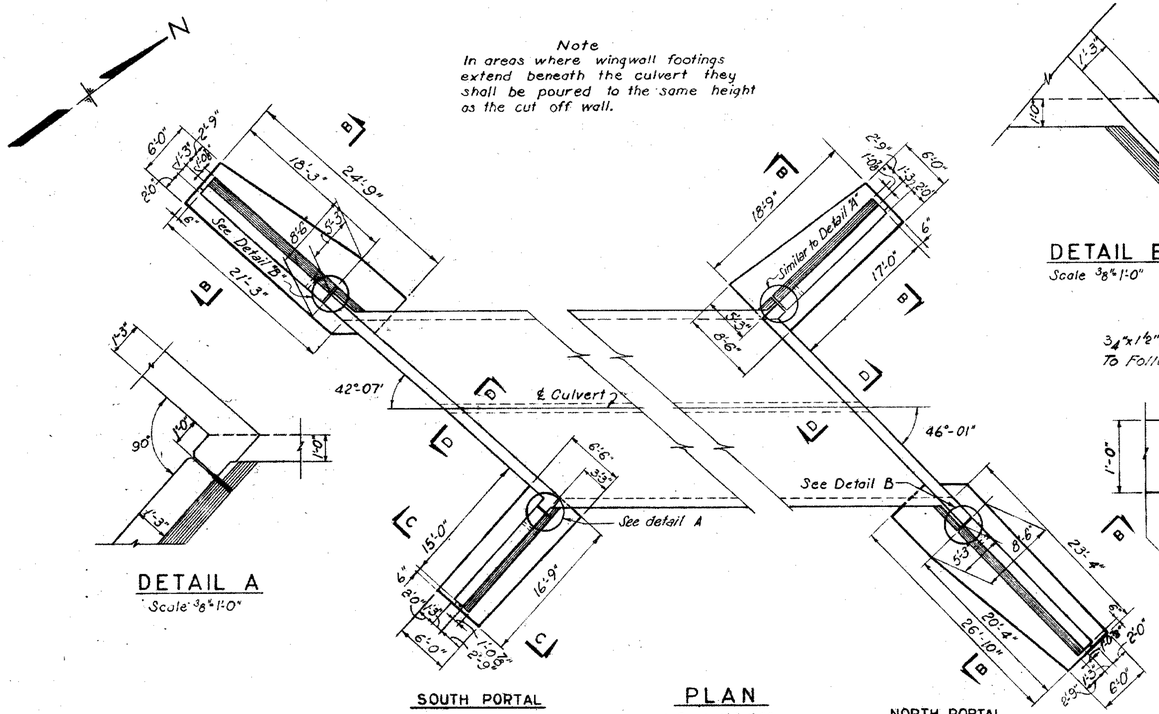
271

01194

FORM NO. ENG. 12 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84(3)4	34-84	1958	U.S. 6	272	662

Note
In areas where wingwall footings extend beneath the culvert they shall be poured to the same height as the cut off wall.

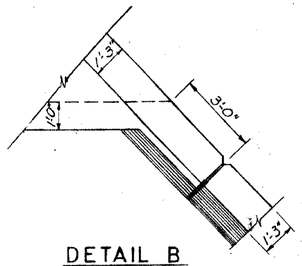


DETAIL A
Scale 3/8"=1'-0"

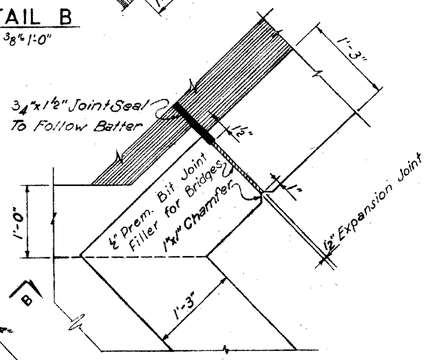
SOUTH PORTAL

PLAN
Scale 1/8"=1'-0"

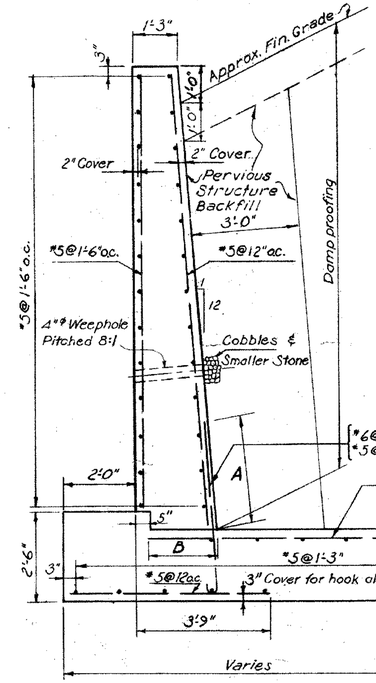
NORTH PORTAL



DETAIL B
Scale 3/8"=1'-0"

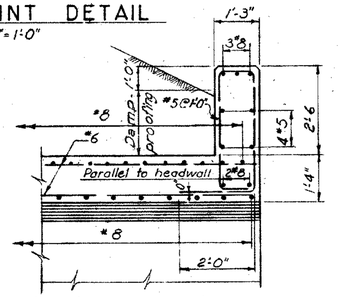


TYPICAL JOINT DETAIL
Scale 1"=1'-0"

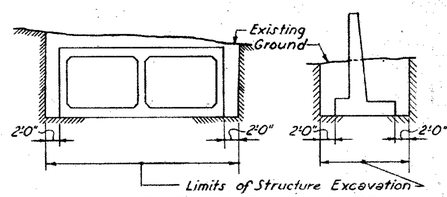


WALL SECTION	DIMENSION A	DIMENSION B
B-B	3'-3"	3'-0"
C-C	2'-10"	2'-0"

TYPICAL WINGWALL SECTION
Scale 1/2"=1'-0"



SECTION D-D
Scale 1/2"=1'-0"



TYPICAL PAY LINES
Not to Scale

DEVELOPED ELEVATION SOUTH PORTAL
Scale 3/16"=1'-0"

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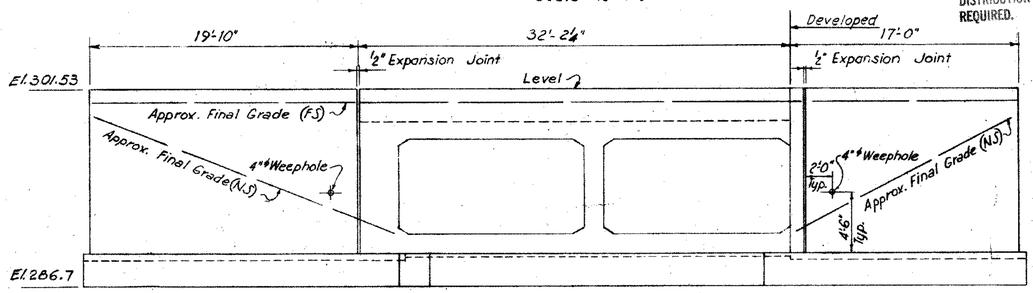
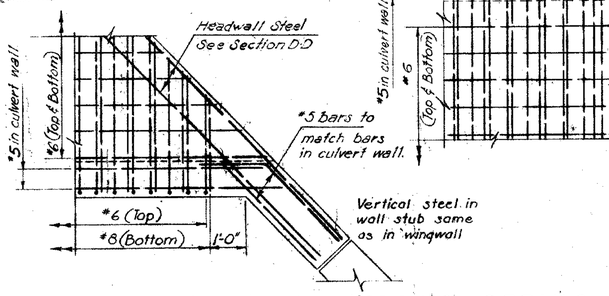
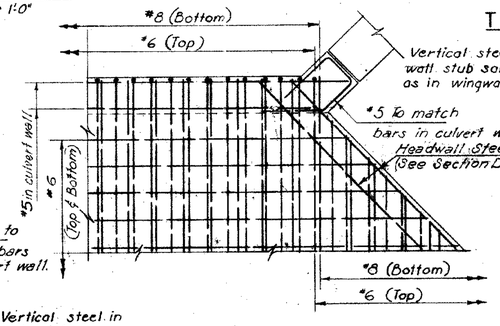


DEVELOPED ELEVATION NORTH PORTAL
Scale 3/16"=1'-0"



TYPICAL CORNER REINFORCING DETAILS
~ TOP SLAB ~
Reinforcing For Bottom Slab Similar
Scale 1/2"=1'-0"



NOTES
1. For General Notes See Sheet No.1

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
INTERCHANGE CULVERT
UNDER
ROUTE U.S. 6 WESTBOUND
DETAILS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY E.A.L & A.T. DATE 2-20-57
CHECKED BY P.W.H. R.A.R. DATE 10-1-57
APPROVED T.R.K. DATE 2-19-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 2 OF 3

LOUIS PRAT CO., INC. 20-58

34 84 34 106

M228 01

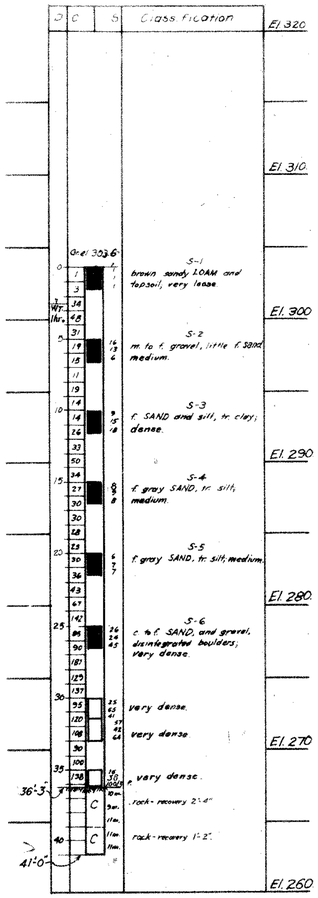
272

01194

FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	184(13)A	34-84	1958	U.S. 6	273	662

B-4-C



LEGEND

D Depth of Stratum.

C Blows per foot on 2½" I.D. casing with 300-lb. hammer falling 2'-0", except B-5-C.

S Blows per 6" on 1⅜" I.D. split spoon sampler with 140-lb. hammer falling 2'-6", except B-5-C.

S- Drive sample number.

Drive sample.

Drive sample, no recovery.

C 5m. 6m. Core sample with drilling time in minutes.

WT. 24 hrs. Water Table with time of observation.

NOTES

Core Barrel = 1⅜" I.D. Double Tube core barrel with diamond bit.

For location of borings see sheet No. 1.

BORING	STATION	OFFSET	DATE COMPLETED
B-4-C	6WB 290+00	5'L	6-5-57

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
INTERCHANGE CULVERT
UNDER
ROUTE U.S. 6 WESTBOUND
BORING

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL = 1" = 5'-0"

MADE BY WFL (A.D. CO.) DATE 9-30-57

CHECKED BY [illegible] (A.D. CO.) DATE 11-19-57

APPROVED T.R.K. DATE 2-20-58

PROJECT NO. 34-84

BRIDGE SHEET NO. 3 OF 3

LOUIS FREY CO., INC.

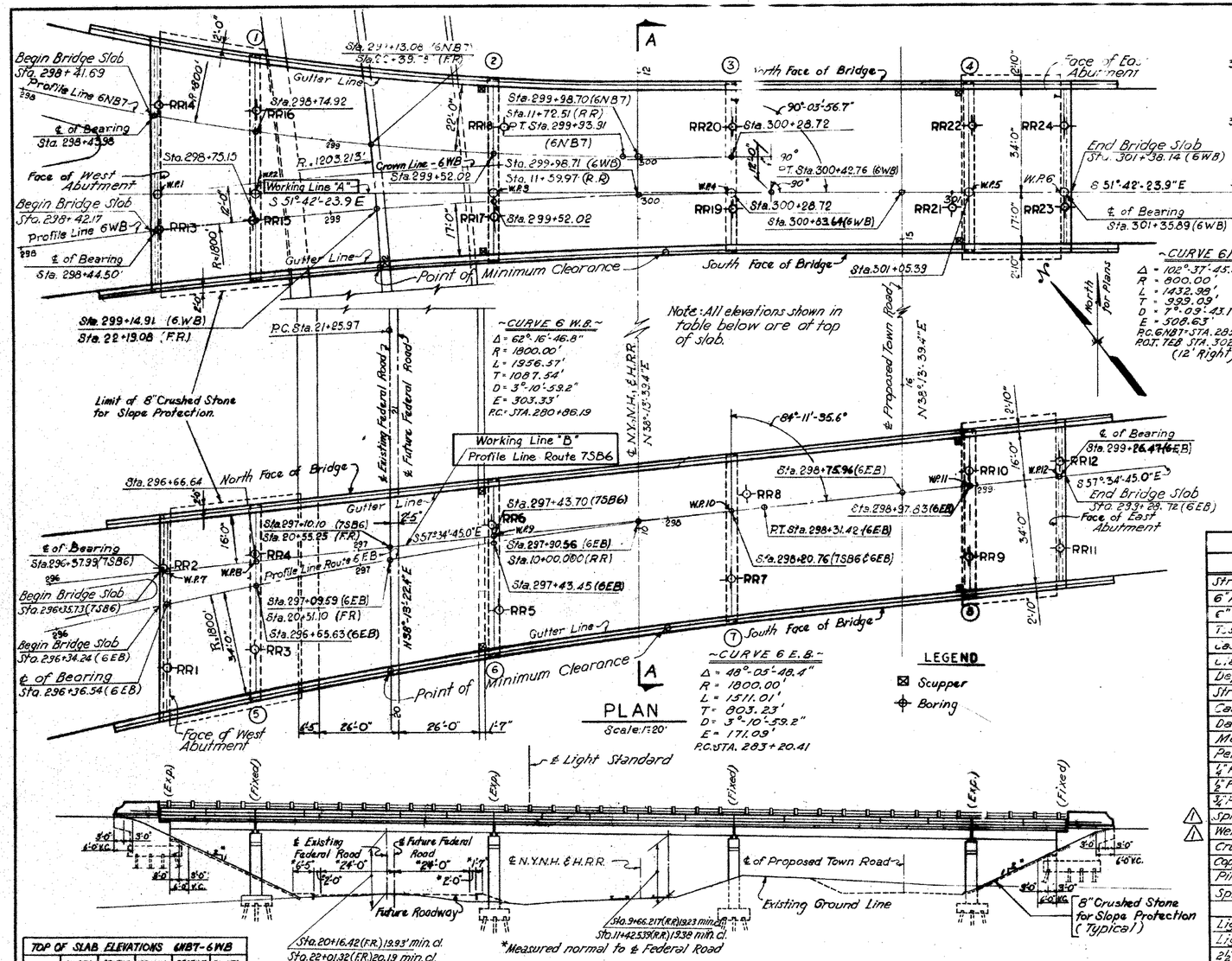
34 84 34 106 M228 01 01194

273

STRUCTURE NO. 01195 and 01196

FORM NO. ENG. 19 ED. 11-48

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(14)	34-84	1958	U.S. 6	229	662



PLAN
Scale: 1"=20'

~CURVE 6 W.B.~
Δ = 62°-16'-46.8"
R = 1800.00'
L = 1956.57'
T = 1087.54'
D = 3°-10'-59.2"
E = 303.33'
P.C. Sta. 280+86.19

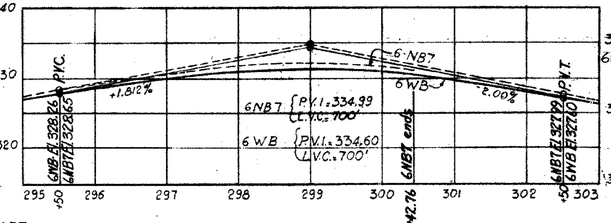
~CURVE 6 E.B.~
Δ = 48°-05'-48.4"
R = 1800.00'
L = 1511.01'
T = 803.23'
D = 3°-10'-59.2"
E = 171.09'
P.C. Sta. 283+20.41

~CURVE 6NB7~
Δ = 102°-37'-45.4"
R = 600.00'
L = 1432.98'
T = 959.09'
D = 7°-09'-43.1"
E = 508.63'
P.C. 6NB7 = STA. 285+60.94
P.O.T. 7EB STA. 302+24.03 (12' Right)

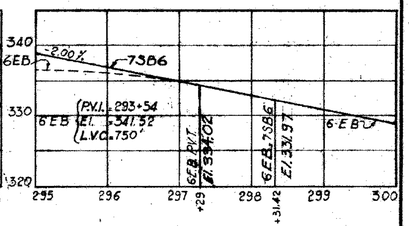
Note: All elevations shown in table below are of top of slab.

LEGEND
⊠ Scupper
⊕ Boring

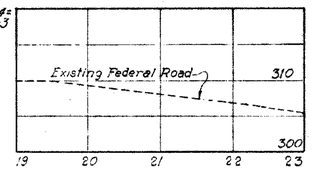
ELEVATION
Scale: 1"=20



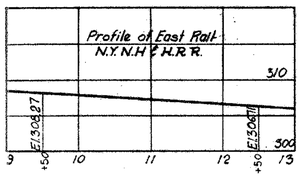
PROFILE 6WB-6NB7
Horiz. 1"=100' Vert. 1"=10'



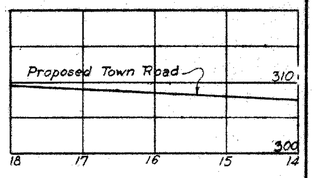
PROFILE 6EB-7SB6
Horiz. 1"=100' Vert. 1"=10'



PROFILE FEDERAL ROAD
Scales: Horiz. 1"=100' Vert. 1"=10'



PROFILE N.Y.N.H.& H.R.R.
Scales: Horiz. 1"=100' Vert. 1"=10'



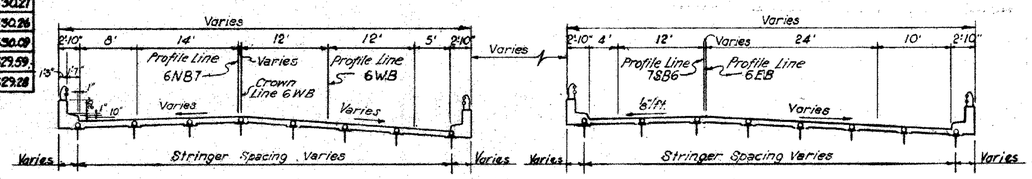
PROFILE TOWN ROAD
Scales: Horiz. 1"=100' Vert. 1"=10'

TOP OF SLAB ELEVATIONS 6NB7-6WB

	NORTH GUTTER LINE	PROFILE ROUTE 6NB7	CROWN LINE 6WB	PROFILE ROUTE 6WB	SOUTH GUTTER LINE
END OF DECK W. ABUT.	330.40	331.62	331.98	331.25	330.46
℄ Pier 1	330.61	331.66	332.02	331.29	330.21
℄ Pier 2	330.85	331.53	331.78	331.14	330.26
℄ Pier 3	330.76	331.08	331.12	330.69	330.09
℄ Pier 4	329.93	—	330.16	329.92	329.59
END OF DECK E. ABUT.	329.62	—	329.65	329.50	329.28

TOP OF SLAB ELEVATIONS 7SB6-6EB

	NORTH GUTTER LINE	PROFILE ROUTE 7SB6	PROFILE ROUTE 6EB	SOUTH GUTTER LINE
END OF DECK W. ABUT.	335.64	335.88	335.62	333.59
℄ Pier 5	335.07	335.27	335.15	333.13
℄ Pier 6	333.65	333.72	333.73	331.98
℄ Pier 7	331.98	332.18	332.18	330.96
℄ Pier 8	330.44	—	330.64	329.96
END OF DECK E. ABUT.	329.82	—	330.02	329.56



All roadway dimensions are shown normal to a tangent to the profile line.

TYPICAL CROSS SECTION A-A
Scale 1"

TABLE OF SUPERELEVATIONS

6NB7 FROM	6NB7 TO	6NB7 in/ft	6WB FROM	6WB TO	6WB in/ft	7SB6 FROM	7SB6 TO	7SB6 in/ft	6EB FROM	6EB TO	6EB in/ft
—	298+00	½	W. Abut	299+00	½	—	296+00	½	W. Abut	297+00	½
298+00	300+50	Transition	299+00	302+50	Transition	296+00	296+50	Transition	297+00	299+50	Transition
300+50	E. Abut	½	302+50	—	½	296+50	E. Abut	½	299+50	—	½

QUANTITIES

ITEM	UNITS	TOTAL
Structure Excavation (Complete)	C.Y.	2,700
6" A.C.C.M. Pipe	L.F.	314
6" Wrought Iron Pipe	L.F.	204
Test Piles (Cast-in-Place, concrete go'long)	Each	12
Cast-In-Place Concrete Piles	L.F.	16,300
Class "A" Concrete	C.Y.	2,980
Deformed Steel Bars	Lb.	387,000
Structural Steel	Lb.	1,310,000
Cast Steel Scuppers	Ea.	8
Dampproofing	S.Y.	410
Metal Bridge Rail	L.F.	1,188
Pervious Structure Backfill	C.Y.	1,340
½" Premoulded Bituminous Joint Filler for Bridges	S.F.	145
½" Premoulded Bituminous Joint Filler for Bridges	S.F.	190
¾" Premoulded Bituminous Joint Filler for Bridges	S.F.	60
Spiral Shear Connector Bars - Alt. A	Lb.	17,050
Welded Stud Shear Connector Alt. B (4 inch)	Ea.	20,990
Crushed Stone for Slope Protection	Ton	370
Copper Drainage Gutter	L.F.	130
Pile Loading Test - 70 Tons	Each	4
Splicing Cast-in-place Concrete Piles	Ea.	15
Lighting Standard - Type P-8B	Ea.	1
Lighting Standard - Type P-10B	Ea.	1
2½" Rigid Steel Conduit	L.F.	740
2" Rigid Steel Conduit	L.F.	20
Cable ⅛" 12, 600 V. Neoprene Jacketed	L.F.	200
Cable ⅛" 6, 600 V. Neoprene Jacketed	L.F.	2315
Luminaire, 400 Watt	Ea.	2
C.I. Pull box - 18"x 18"x 10" D.	Ea.	6
Grounding Provisions	L.F.	750

CLASS "A" CONCRETE DISTRIBUTION

Superstructure	1042 C.Y.
Substructure	1364 C.Y.
Footings	574 C.Y.
Total	2,980 C.Y.

GENERAL NOTES

1. **SPECIFICATIONS:** Connecticut State Highway Department Form 808 - January, 1955, and Special Provisions.
2. **DESIGN SPECIFICATIONS:** "Standard Specifications for Highway Bridges" (A.A.S.H.O. - 1953) except as modified by Bureau of Public Roads "Policy on Interstate System Projects" (Aug. 1956) and as supplemented by Connecticut State Highway Department "Standard Bridge Details for Contracting Engineers" (Feb. 1956).
3. **LOADING:** H20-S16-44 and future wearing surface 25 lbs./sq. ft.
4. **COMPOSITE CONSTRUCTION:** No temporary intermediate supports shall be used during construction. Superimposed loads on slab shall be placed when directed by the Engineer, but not less than 7 days after slab has been poured. Design based on n=10 for live load and n=30 for additional dead load.
5. **CLASS "A" CONCRETE:** Class "A" concrete shall be used throughout except for Class "C" concrete used in Cast-in-Place Concrete Piles. See Special Provisions.
6. **EXPOSED EDGES:** Exposed Edges shall be beveled 1" x 1" unless otherwise dimensioned.
7. **JOINT SEAL:** Joint Seal shall be included in item for Class "A" concrete. See Special Provisions for Class "A" Concrete.
8. **TAR PAPER:** The cost of furnishing and placing 2 layers of 3 ply tar paper at backwalls shall be included in item for Class "A" concrete.
9. **CAULKING COMPOUND:** Gray caulking compound shall be included in the appropriate item for Premoulded Bituminous Joint Filler for Bridges.
10. **STRUCTURAL STEEL:** All main material of rolled beams with welded cover plates shall conform to A.S.T.M. designation A-373. All other steel shall conform to A.S.T.M. designation A-7, unless otherwise noted.
11. **PAINTING:** For shop and field painting of Structural Steel and Metal Bridge Rail see Special Provisions.
12. **REINFORCING STEEL:** Unless otherwise noted, all splices of vertical bars shall be lapped 35 diameters, and splices of longitudinal bars shall be lapped 20 diameters except that longitudinal bars in tops of footing heels and under bridge seats shall be spliced 35 diameters. Cover shall be 2" above footings and 3" in footings, unless otherwise noted.
13. **PILES:** All piles to be cast-in-place concrete piles.
14. **QUANTITIES:** Quantities are approximate only and do not relieve the Contractor of the responsibility of checking them in preparing his bid.
15. **CROSS REFERENCES:** All sheet numbers indicated for reference refer to bridge sheet numbers shown in the lower right hand corner of title box.

This sheet Supercedes Sheet 229

REVISIONS		
NO.	DATE	DESCRIPTION
1	9-17-59	REV. SHEAR CONNECTOR QUANTITIES

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
FEDERAL ROAD; N.Y., N.H., & H.R.R.
AND PROPOSED TOWN ROAD
GENERAL PLAN AND ELEVATION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY A.T. DATE 6-26-57
CHECKED BY R.W.H. DATE 7-16-57
APPROVED T.R.K. DATE 2-24-58
PROJECT NO. 34 - 84
BRIDGE SHEET NO. 1 OF 16

LOUIS FREY CO., INC. 20429

34 84 34 106 M228 01 This Sh. Supercedes Sh 229 #01196 229A

FORM NO. ENG. 19 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(3)4	34-84	1958	U.S.6	230	662

RR-1

Gr. el. 307.7

El.	D	C	S	Classification
	0	4	1 2 2	S-1 topsoil; loose.
		3		
		10		
		17		
	5	14		
El. 300.		18		
		14		...pushing cobble.
		13		
		11		
	10	9	6 6	S-2 brown SAND and silt, fr. m. to f. gravel; medium.
		4		
		6		
		12		
	15	19	4 6 8	S-3 brown f. SAND and silt, fr. m. to c. gravel; medium.
		24		
El. 290.		9	7 11 13	S-4 brownish-gray f. SAND, some silt; medium.
		16		
		19		
		18		
	20	16	6 6 7	S-5 gray f. to m. SAND, some silt; medium.
		13		
		19		
	W.T.	20		
		21		
	25	36	7 9 9	S-6 gray f. to m. SAND, some silt; medium.
El. 280.		34		
		36		
		37		
	30	31	6 6 10	S-7 gray f. to m. SAND, some silt; medium.
		47		
		47		
		52		
		55		
	36	32	9 10 11	S-8 gray f. to m. SAND, some silt; medium.
El. 270.		29		
		28		
		31		
	40	35	8 11 14	S-9 gray f. to m. SAND, some silt; medium.
		33		
		45		
		39		
		40		
	45	59	6 18 18	S-10 gray f. to m. SAND, little silt; dense.
El. 260.		57		
		50		
		50		
	50	57		
		59	9 12 16	S-11 gray f. SAND and silt, fr. clay; medium.
		49		
		54		
		56		
	55	59	8 10 11	S-12 gray f. SAND and silt, fr. clay; medium.
El. 250.		50		
		58		
		67		
		67		
	60	69	8 10 11	S-13 gray f. SAND and silt, fr. clay; medium.
		61-2-3		
El. 240				

RR-2

Gr. el. 306.6

El.	D	C	S	Classification
	0	3	2 2 3	S-1 topsoil; medium
		5		
		6		
		7		
	5	11	6 9 9	S-2 fill; loose.
		9		
		8		
		9		
	10	5	3 3 3	S-3 brown f. SAND, some silt; loose.
		6		
		7		
		14		
	15	15	8 10 12	S-4 brown f. SAND, some silt, medium.
		19		
		19		
		19		
	20	16	7 9 11	S-5 brown f. SAND, some silt; medium.
		12		
		15		
		20		
	25	19	6 7 8	S-6 brown f. SAND, some silt; medium.
	W.T.	24		
		26		
		22		
	30	31	7 8 11	S-7 gray f. SAND, silt, tr. clay; medium.
		35		
		37		
		35		
	35	27	8 8 6	S-8 gray f. to m. SAND and silt; medium.
		31		
		34		
		37		
	40	38	8 11 12	S-9 gray f. SAND and silt; medium.
		34		
		37		
		34		
		33		
	45	40	9 10 12	S-10 gray f. SAND and silt; medium.
		42		
		48		
		49		
	50	36	7 8 9	S-11 gray f. SAND and silt; medium.
		45		
		49		
		44		
	55	43	7 10 14	S-12 gray f. SAND and silt, fr. clay; medium.
		62		
		56		
		52		
	60	53	6 19 28	S-13 gray f. SAND and silt, little clay; dense.
		61-2-3		

RR-3

Gr. el. 308.0

El.	D	C	S	Classification
	0	4	3 3 4	S-1 topsoil; loose.
		11		
		22		
		30		
	5	25		
		8	6 6 3	S-2 brown m. to f. SAND, fr. silt, fr. gravel; loose.
		12		
		15		
		13		
	10	14	4 4 4	S-3 brown f. SAND, fr. silt; loose.
		16		
		12		
		22		
		28		
	15	36		
		13	8 10 12	S-4 brown f. SAND, fr. silt, medium.
		24		
		31		
		32		
	20	20		
		12	6 6 7	S-5 brown f. SAND, fr. silt; medium.
		23		
		22		
		17		
	W.T.	19		
	Hr.	40	4 6 7	S-6 brown f. SAND, fr. silt, medium.
		47		
		50		
		57		
	30	56		
		30	4 5 7	S-7 f. SAND and silt, fr. clay; medium.
		34		
		38		
		50		
	35	60		
		40	6 8 9	S-8 f. SAND and silt; medium.
		60		
		62		
		61		
	40	64		
		41	6 7 10	S-9 f. SAND and silt; medium.
		67		
		62		
		59		
	45	82		
		57	5 7 8	S-10 f. SAND and silt, fr. clay; medium.
		69		
		65		
		72		
	50	91		
		60	8 10 11	S-11 f. SAND and silt, fr. clay; medium.
		71		
		81		
		70		
	55	91		
		95	5 9 10	S-12 f. SAND and silt, fr. clay; medium.
		98		
		108		
		118		
	60	125	4 6 7	S-13 f. SAND and silt, fr. clay, medium.
		130		
		121		
		144		
		112		
	65	115	6 6 8	S-14 f. SAND and silt, fr. clay; medium.
		118		
		119		
		121		
		125		
	70	131	8 10 12	S-15 f. SAND and silt, fr. clay, medium.
		144		
		117		
		130		
	75	145		
		145	4 6 7	S-16 f. SAND and silt, fr. clay; medium.
El. 230.		142		
		90		
		91		
		114		
	80	156	11 25 49	S-17 c. to f. gravel, little c. to f. sand, fr. silt, fr. clay; very dense.
342		82-3		
		80m.		
		7m.		
	85	C 11m.		rock - Granite, recovery 2'-8", 6 pieces.
		20m.		
		19m.		
El. 220.		82-3		
		22m.		
		27m.		
	90	C 33m.		rock - Granite, recovery 2'-7" 5 pieces.
		46m.		
		85m.		
El. 215.		92-3		

RR-4

Gr. el. 307.9

El.	D	C	S	Classification
	0	3	1 1 2	S-1 topsoil; loose.
		3		
		8		
		10		
		11		
	5	8	4 5 6	S-2 brown c. to f. SAND, some f. to c. gravel, fr. silt; medium.
		9		
		12		
		13		
	10	14		
		6	3 3 4	S-3 brown f. SAND, little silt; loose.
		5		
		14		
		16		
	15	21		
		9	7 10 12	S-4 brown f. SAND, some silt; medium.
		16		
		16		
		18		
	20	21		
		12	3 4 5	S-5 brownish-gray f. SAND and silt; loose.
		14		
		13		
		18		
	25	22		
		14	7 7 8	S-6 brownish-gray f. SAND, and silt; medium.
	W.T.	21		
		24		
		28		
	30	27		
		25	4 6 7	S-7 gray f. SAND and silt; medium.
		34		
		33		
		35		
	35	27	4 6 8	S-8 gray f. SAND and silt; medium.
		31		
		31		
		38		
	40	35		
		41	8 11 12	S-9 gray f. SAND and silt; medium.
		46		
		36		
		40		
	45	43		
		33	7 9 12	S-10 gray f. SAND and silt; medium.
		37		
		39		
		41		
	50	40		
		47	9 11 13	S-11 gray f. SAND and silt; medium.
		45		
		43		
		47		
	55	51		
		57	10 12 13	S-12 gray f. SAND and silt; medium.
		67		
		68		
		65		
	60	71		
		67	11 12 18	S-13 gray f. SAND and silt, fr. clay; dense.
		61-2-3		

RR-5

Gr. el. 305.3

El.	D	C	S	Classification
	0	3	1 1 2	S-1 topsoil; very loose.
		7		
		6		
		10		
	5	10		
		18	4 6 10	S-2 brownish-gray f. SAND, some silt; medium.
		21		
		23		
	10	27		
		12	8 15 17	S-3 brownish-gray f. SAND, some silt; dense.
		23		
		32		
		29		
	15	23		
		24	7 11 14	S-4 brownish-gray f. SAND, fr. silt, medium.
		23		
		24		
		20		
	20	18	4 6 7	S-5 brownish-gray f. SAND, fr. silt; medium.
		28		
		27		
	W.T.	27		
		29		
	25	19	3 5 7	S-6 gray f. SAND, fr. silt, used ball check; medium.
		20		
		21		
		24		
	30	29	4 6 8	S-7 gray f. SAND, fr. silt, used ball check; medium.
		33		
		32		
		27		
	35	25		
		31	4 4 5	S-8 gray f. SAND, little silt; loose.
		34		
		36		
		34		
	40	33		
		41	6 7 12	S-9 gray f. SAND, little silt; medium.
		46		
		45		
		43		
	45	55	10 12 14	S-10 gray f. SAND, little silt; medium.
		50		
		51		
		57		
	50	58		
		47	9 10 13	S-11 gray f. SAND and silt; medium.
		54		
		57		
		59		
	55	53		
		49	8 13 16	S-12 gray f. SAND and silt, medium.
		54		
		57		
		60		
	60	63		
		57	17 16 17	S-13 gray f. SAND and silt; dense.
		61-2-3		

RR-6

Gr. el. 305.7

El.	D	C	S	Classification
El. 310.	0	2	1 1 2	S-1 topsoil; very loose.
		5		
		5		
		6		
	5	6		
		10	4 6 7	S-2 brown f. SAND, little silt; medium.
El. 300.		14		
		19		
		21		
	10	26		
		9	10 14 15	S-3 brownish-gray f. SAND, little silt; medium.
		23		
		30		
		29		
	15	27		
		10	11 12 15	S-4 brownish-gray f. SAND, little silt; medium.
El. 290.		22		
		23		
		18		
		16		
	20	16	7 9 11	S-5 brownish-gray m. to f. SAND, fr. silt; medium.
		18		
	W.T.	17		
		19		
	25	15	6 6 9	S-6 brownish-gray m. to f. SAND, fr. silt; medium.
El. 280.		27		
		24		
		25		
	30	23		
		29	9 11 15	S-7 gray f. SAND and silt; medium.
		28		
		34		
		36		
	35	28		
		24	4 6 8	S-8 gray f. SAND and silt; medium.
El. 270.		23		
		22		
		35		
	40	36		
		40	5 6 11	S-9 gray f. SAND and silt, fr. clay; medium.
		38		
		48		
		54		
	45	48		
		40	8 11 14	S-10 gray f. SAND and silt, fr. clay; medium.
El. 260		53		
		51		
		57		
	50	45		
		45	6 8 13	S-11 gray f. SAND and silt, fr. clay; medium.
		49		
		51		
		55		
	55	45		
El. 250.		77	7 12 15	S-12 gray f. SAND and silt, fr. clay; medium.
		53		
		61		
		63		
	60	67		
		76	14 13 15	S-13 gray f. SAND and silt, fr. clay; medium.
El. 240.		64-3		

For **LEGEND** and **NOTES** see Sheet No. 3.

For location of borings, see Sheet No. 1.

For additional borings, see Sheets No. 2, 4, & 5.

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

BORING	STATION	OFFSET	DATE COMPLETED
RR-1	6EB 296+32	21'R	5/22/57
RR-2	6EB 296+39	12'L	5/23/57
RR-3	6EB 296+61	20'R	5/17/57
RR-4	6EB 296+68	10'L	5/28/57
RR-5	6EB 297+42	22'R	5/28/57
RR-6	6EB 297+44	6'L	5/28/57

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S.6 RELOCATION
OVER
FEDERAL ROAD; N.Y., N.H., & H. R.R.
AND PROPOSED TOWN ROAD
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL 1"=5'-0"

MADE BY WFL (A.D. CO.) DATE 3/13/57

CHECKED BY Kum (A.D. CO.) DATE 10-4-57

APPROVED T.R.K. DATE 2-24-58

PROJECT NO. 34-84

BRIDGE SHEET NO. 2 OF 16

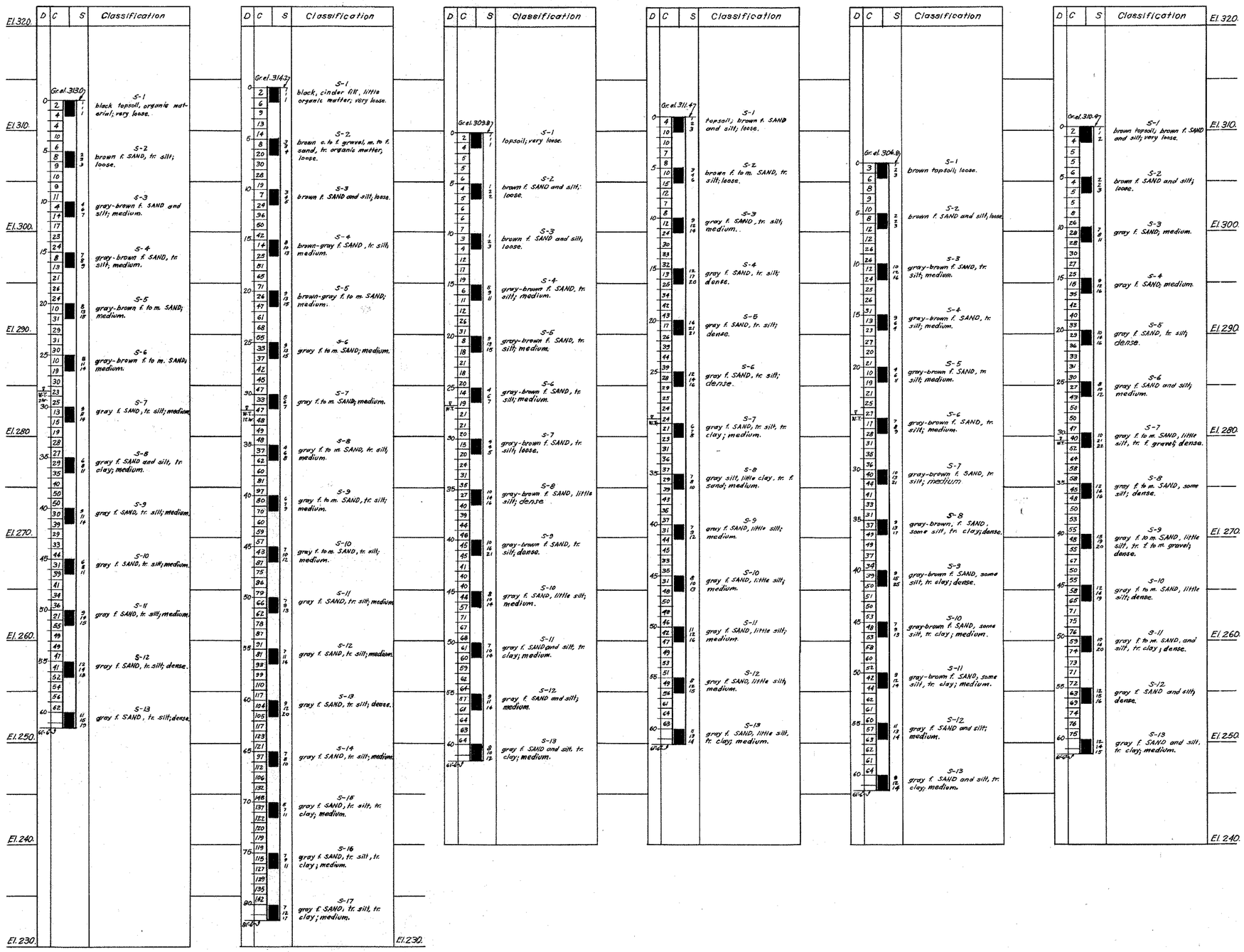
"ARKNIGHT" TRACING CLOTH JOSEPH MERRITT & CO. 11910

34 84 34 106 m228 01

230

FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	T-84(13)A	34-84	1958	U.S.6	231	662



LEGEND

D Depth of Stratum.

C Blows per foot on 2½" I.D. casing with 300-lb. hammer falling 2'-0", except as noted.

S Blows per 6" on 1⅜" I.D. split spoon sampler with 140-lb. hammer falling 2'-6", except as noted.

S- Drive sample number.

Drive sample.

Drive sample, no recovery.

C 6m. / 6m. Core sample with drilling time in minutes.

W.T. 24 hr. Water Table with time of observation.

NOTES

Borings RR-3 and RR-8 = casing = 3½" I.D. casing driven with 300-lb. hammer falling 2'-0"; sampler = 2½" I.D. split spoon sampler driven with 300-lb. hammer falling 1'-5"; core barrel = 2⅛" I.D. core barrel with diamond bit.

For location of borings, see Sheet No 1.

For additional borings, see Sheets Nos 2, 4, & 5.

BORING	STATION	OFFSET	DATE COMPLETED
RR-7	6EB 298+18	22'R	6/15/57
RR-8	6EB 298+26	5'L	6/9/57
RR-9	6EB 298+95	23'R	6/6/57
RR-10	6EB 298+98	5'L	6/11/57
RR-11	6EB 299+24	23'R	6/10/57
RR-12	6EB 299+27	5'L	6/11/57

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S.6 RELOCATION
OVER
FEDERAL ROAD; N.Y., N.H. & H. R.R.
AND PROPOSED TOWN ROAD
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL = 1" = 5'-0"

MADE BY WFL (A.D. CO.) DATE 9-12-57

CHECKED BY Kew (A.D. CO.) DATE 10-4-57

APPROVED T.R.K. DATE 2-24-58

PROJECT NO. 34-84

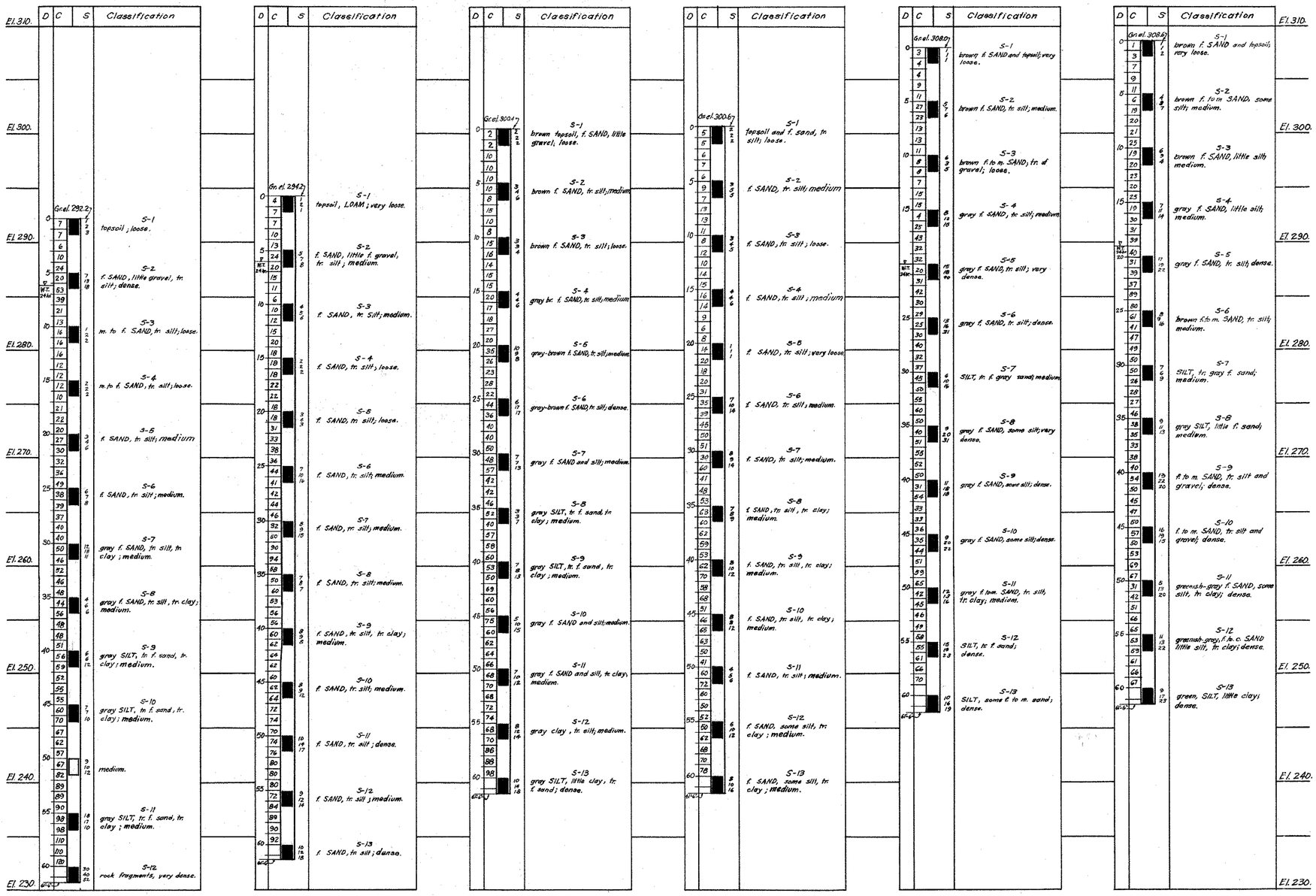
BRIDGE SHEET NO. 3 OF 16

34 84 34 106 m228 01

231

FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	084-(9)4	34-84	1958	U.S.6	232	662



For **LEGEND** and **NOTES** see Sheet No.3.

For location of borings, see Sheet No.1.

For additional borings, see sheets No. 2, 3, & 5.

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FEDERAL AID PROJECT

BORING	STATION	OFFSET	DATE COMPLETED
RR-13	6WB 298+48	E	4/23/57
RR-14	6NB7 298+44	4'L	6/10/57
RR-15	6WB 298+75	E	4/15/57
RR-16	6NB7 298+76	7'L	4/7/57
RR-17	6WB 299+52	5'R	6/19/57
RR-18	6NB7 299+65	9'L	6/19/57

REVISIONS

NO.	DATE	DESCRIPTION

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S.6 RELOCATION
OVER
FEDERAL ROAD; N.Y., N.H., & H. R.R.
AND PROPOSED TOWN ROAD
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL = 1" = 5'-0" | PROJECT NO. 34-84

MADE BY W.F.L. (A.D. CO.) DATE 3/19/57

CHECKED BY [illegible] (A.D. CO.) DATE 8-23-57 | BRIDGE SHEET NO. 4 OF 16

APPROVED T.R.K. DATE 2-24-58

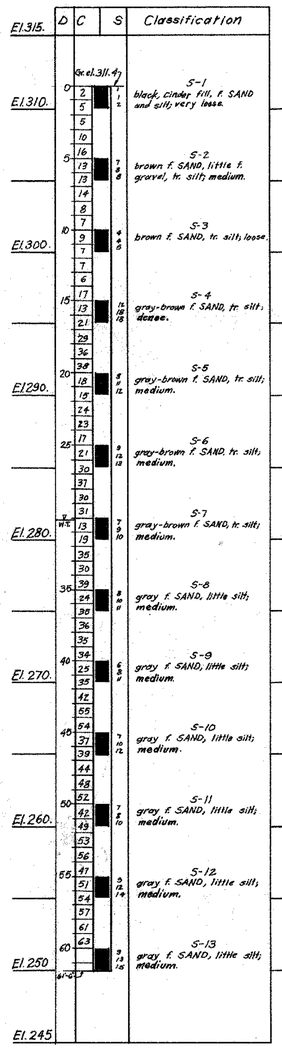
"KEUFFEL&ESSER" TRACING CLOTH JOSEPH HERRITT & CO. 11810

34 84 34 106 m223 01

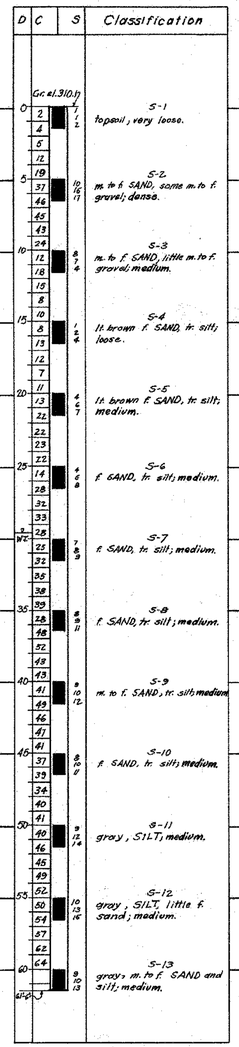
FORM NO. ENG. 18 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-84-1(10)4	34-84	1958	U.S.6	233	662

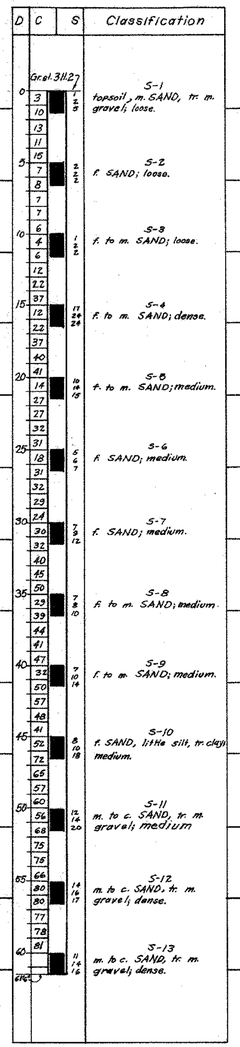
RR-19



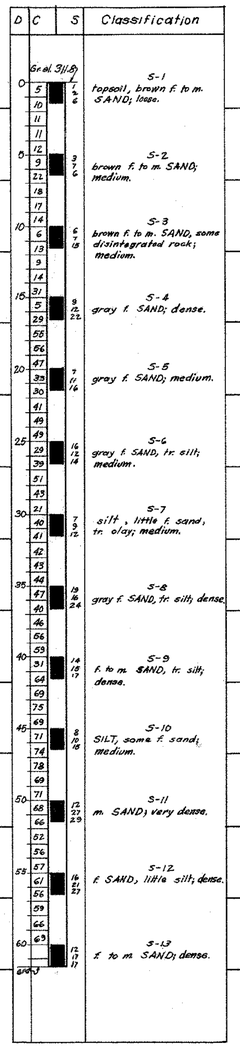
RR-20



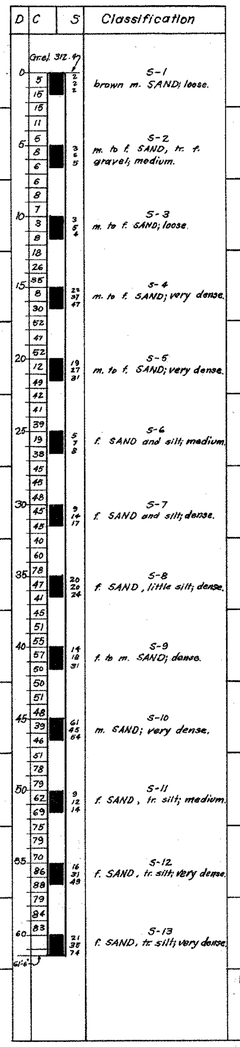
RR-21



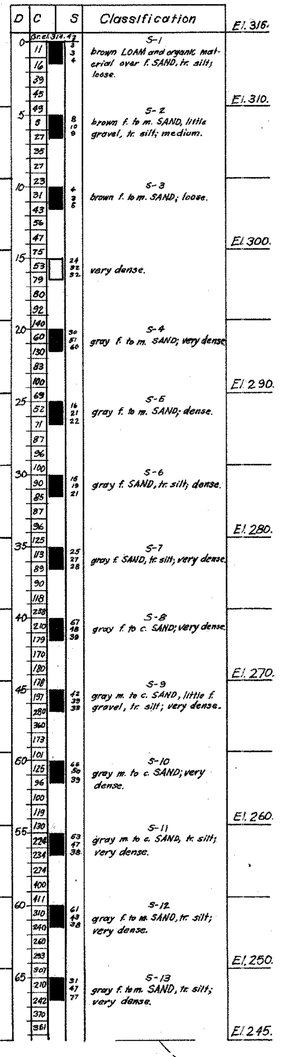
RR-22



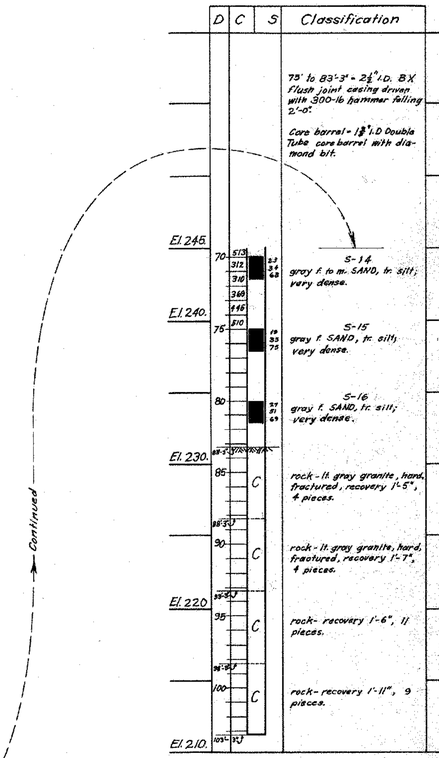
RR-23



RR-24



RR-24 (Ctd.)



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NOTE

Boring RR-24: 3 1/2" I.D. casing driven with 300-lb. hammer falling 2'-0"; 2 1/2" I.D. split spoon sampler driven with 300-lb. hammer falling 1'-5".

For location of borings, see Sheet No. 1.

For additional borings, see Sheets Nos. 2, 3, & 4.

LEGEND

D Depth of Stratum.

C. Blows per foot on 2 1/2"I.D. casing with 300-lb. hammer falling 2'-0", except as noted.

S Blows per 6" on 1 3/8" I.D. split spoon sampler with 140-lb. hammer falling 2'-6", except as noted.

S- Drive sample number.

Drive sample.

Drive sample, no recovery.

C Cored sample.

W.T. 24 Hr. Water Table with time of observation.

BORING	STATION	OFFSET	DATE COMPLETED
RR-19	6WB 300+29	5'R	6/12/57
RR-20	6NBT 300+29	10'L	6/13/57
RR-21	6WB 301+06	5'R	6/17/57
RR-22	6WB 301+06	22'L	6/18/57
RR-23	6WB 301+36	5'R	6/17/57
RR-24	6WB 301+36	22'L	6/12/57

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S.6 RELOCATION
OVER
FEDERAL ROAD; N.Y., N.H., & H. R.R.
AND PROPOSED TOWN ROAD
BORINGS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL & MACDONALD

SCALES VERTICAL = 1" = 5'-0"

MADE BY W.E.L. (A.D.CO.) DATE 8/21/57

CHECKED BY [illegible] (A.D.CO.) DATE 9-23-57

APPROVED T.R.K. DATE 2-24-58

PROJECT NO. 34-84

BRIDGE SHEET NO. 5 OF 16

"ARCHRIGHT" TRACING CLOTH JOSEPH MERRITT & CO. 13210

34 84 34 106 m228 01

233

FORM NO. ENG. 10 ED. 11-52

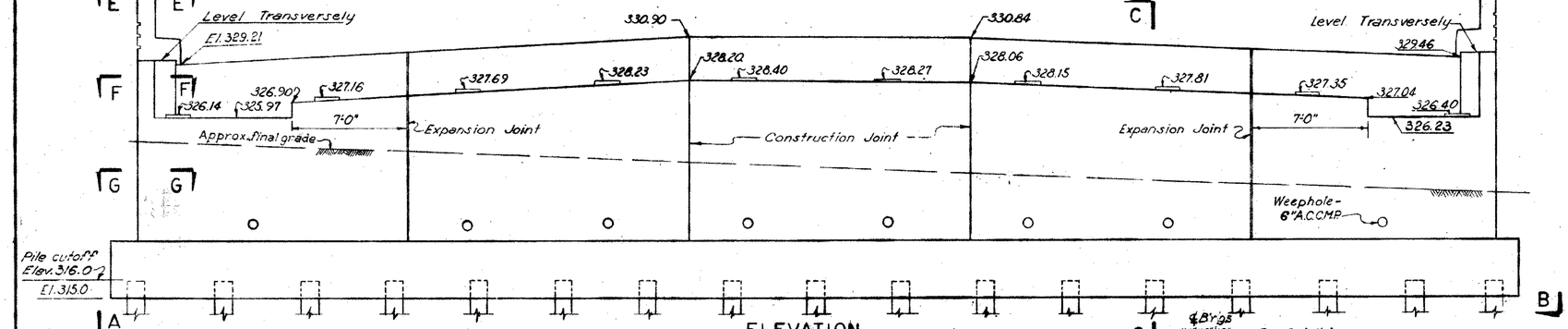
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(24)	34-84	1958	U.S. 6	234	662

Pile Data:
47 - C.I.P. Concrete Piles · Est. Length = 45'
1 - C.I.P. Test Pile · 60' Long
48 Total No. of Piles

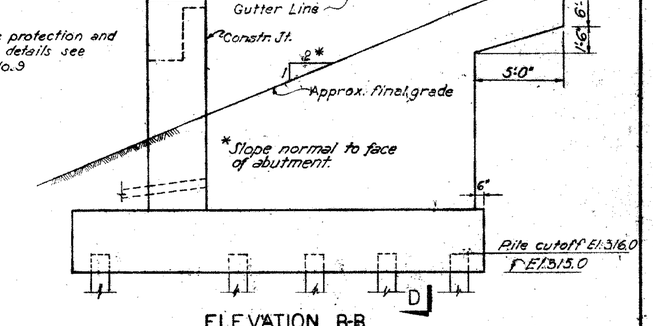
LEGEND:
- Vertical C.I.P. Concrete Piles
- Battered C.I.P. Concrete Piles (batter 1 on 4)
- Test Pile (C.I.P.) - 60' Long.

R=1780.167' Radial
R=1800.0
℄ Rt. 6WB
R=800.0'
℄ Rt. 6NB7
R=775.167' Radial
N 51°-42'-39" W
Working Line "A"
0°-03'-56.7"
North for Plans
Gutter Line
Face of Wingwall
Constr. Jt.
Front Face of Abutment
Front Face of Backwall
W.P.-1
℄ Bearings
(N 38°-13'-39.45" E)
℄ Piles
Test Pile
Joint Spacing
℄ Stringer ℄ Step in backwall
℄ Stringer ℄ Step in back wall
Sta. 298+44.59 (6WB)
Sta. 298+43.98 (6NB7)
3 @ 17'-0" = 51'-0"
3 @ 4'-6" = 13'-6"
20'-0" Along Face of Wingwall
10'-10 15/16"
0'-11 1/4"
5'-0"
10'-0"
7'-0"
1'-6"
2'-0"
17'-0" Along Face of Wingwall
2 @ 4'-6" = 9'-0"
83°-32'
78°-23'
Stringer Spacing
Pile Spacing
3 @ 8'-6 13/16" = 25'-8 7/16"
2'-7 3/4"
5'-11 1/16"
5 @ 8'-6 13/16" = 42'-10 7/16"
16 @ 4'-6" = 72'-0"
84'-7 1/2"
5'-0 3/8"
1'-2 3/4"

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



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



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

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

SECTION E-E
Scale: 1/2" = 1'-0"

SECTION F-F
Scale: 1/2" = 1'-0"

SECTION G-G
Scale: 1/2" = 1'-0"

DETAIL "A"
Scale 1" = 1'-0"

Maximum Pile Load = 35 Tons

SECTION C-C
Scale: 1/4" = 1'-0"

NOTES

1. For General Notes and Location Plan See Sheet No. 1
2. For Section D-D see Sheet No. 8
3. For Pad Details and Reinforcing in wingwall cantilever see Sheet No. 7
4. For expansion and construction joint details see Sheet No. 8
5. For details at end of wingwall and rustication see Sheet No. 14
6. For C.I.P. pile details see Sheet No. 9
7. For footing corner reinforcing see Sheet No. 9
8. For backfill pay limits see Sheet No. 7.

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REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
FEDERAL ROAD; N.Y., N.H., & H.R.R.
AND PROPOSED TOWN ROAD
WEST ABUTMENT
ROUTE U.S. 6 WESTBOUND

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY A.T.&E.L. DATE 8-2-57
CHECKED BY J.B. R.W.H. D.C. DATE 12-3-57
APPROVED T.R.K. DATE 2-24-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 6 OF 16

34 84 34 106 m228 01

FORM NO. ENG. 18 ED. 11-52

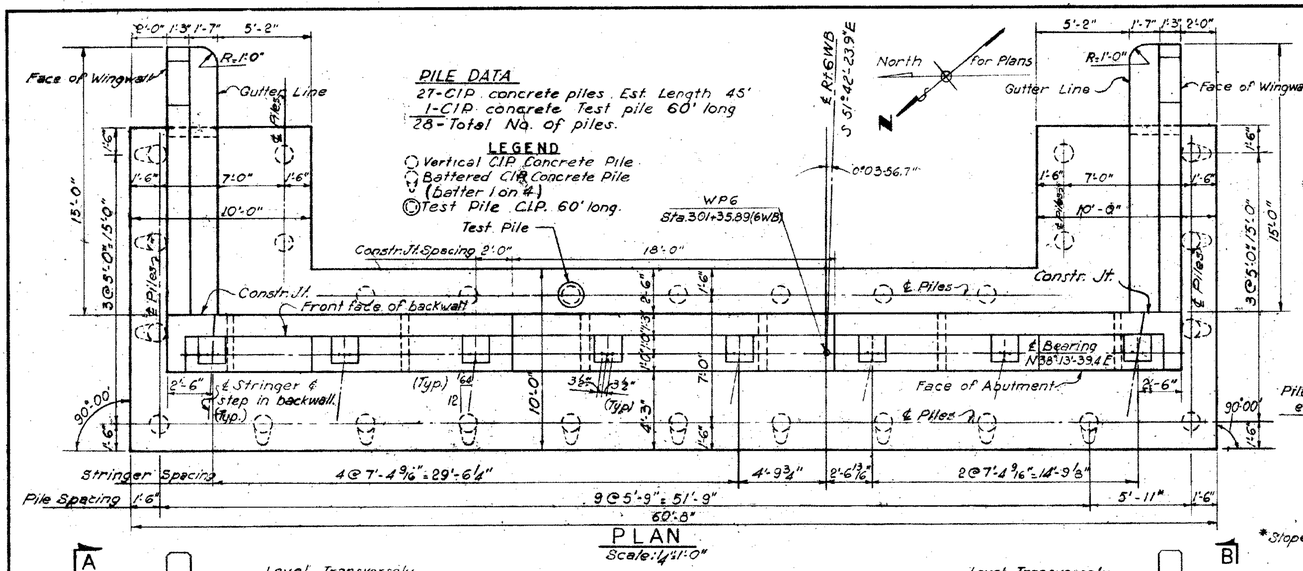
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F-84-(3)4	34-84	1958	U.S. 6	235	662

PILE DATA

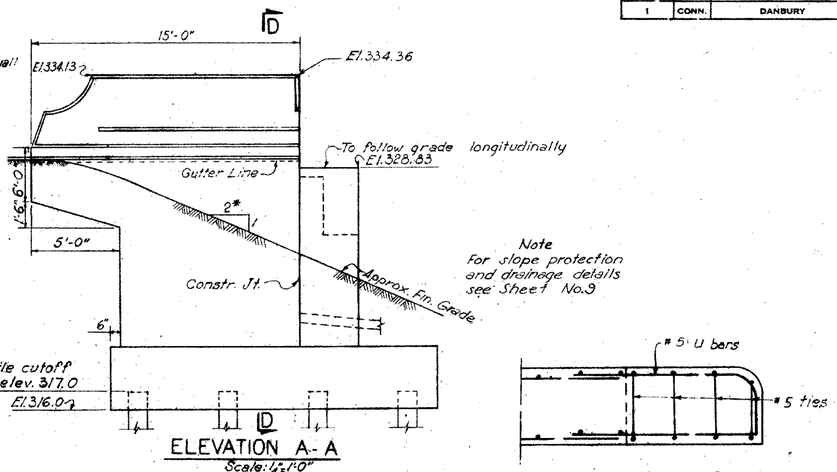
27-C.I.P. concrete piles. Est. Length 45'
1-C.I.P. concrete Test pile 60' long
28-Total No. of piles.

LEGEND

- Vertical C.I.P. Concrete Pile
- Battered C.I.P. Concrete Pile (batter 1 on 4)
- Test Pile C.I.P. 60' long.



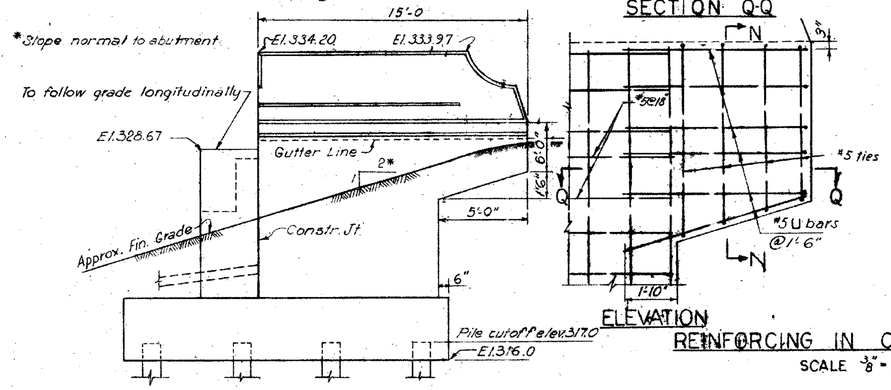
PLAN
Scale: 1/4"=1'-0"



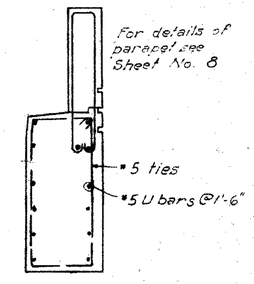
Note
For slope protection and drainage details see Sheet No. 9

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

SECTION Q-Q

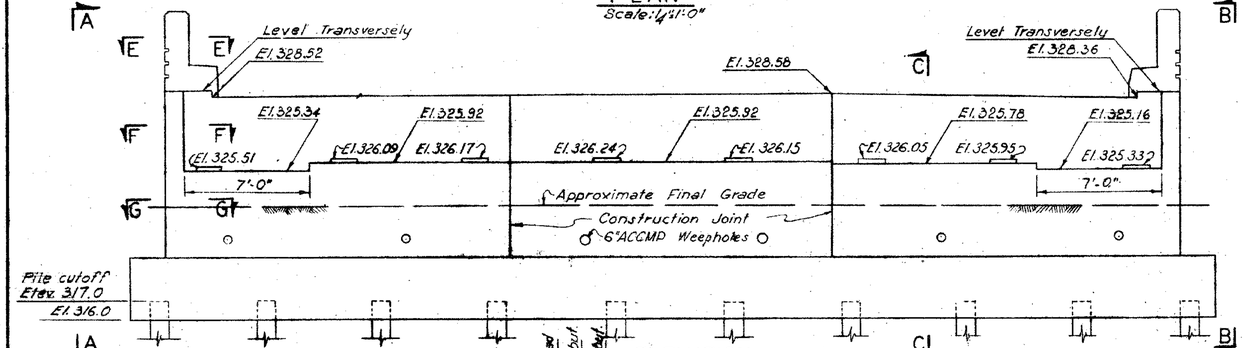


ELEVATION
ELEVATION B-B
Scale 1/4"=1'-0"

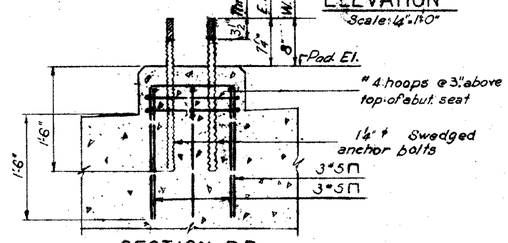


SECTION N-N

REINFORCING IN CANTILEVER
SCALE 3/8"=1'-0"

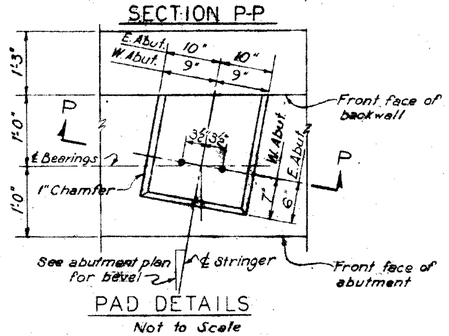


ELEVATION
Scale: 1/4"=1'-0"

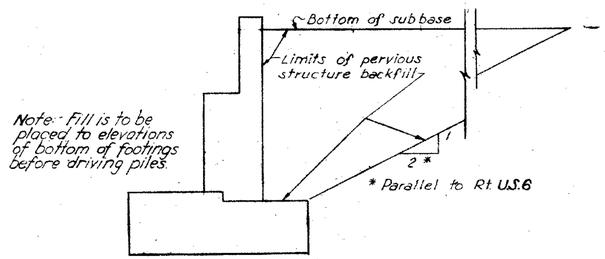


SECTION P-P

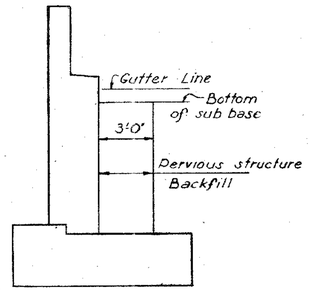
Note
Pad reinforcing to be used only when pad height exceeds 4".



PAD DETAILS
Not to Scale



TYPICAL PAY LINES FOR ABUTMENTS
Not to scale



TYPICAL PAY LINES FOR WINGWALLS
Not to scale

Notes

1. For General Notes and Location Plan see Sheet No. 1
2. For Section C-C, D-D and construction joint details, see Sheet No. 8.
3. For Sections E-E, F-F and G-G, see Sheet No. 6.
4. For details at end of wingwall and rustication, see Sheet No. 14.
5. For C.I.P. pile details and footing corner reinforcing see Sheet No. 9

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FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
FEDERAL ROAD; N.Y., N.H., & H.R.R.
AND PROPOSED TOWN ROAD
EAST ABUTMENT
ROUTE U.S.6 WESTBOUND

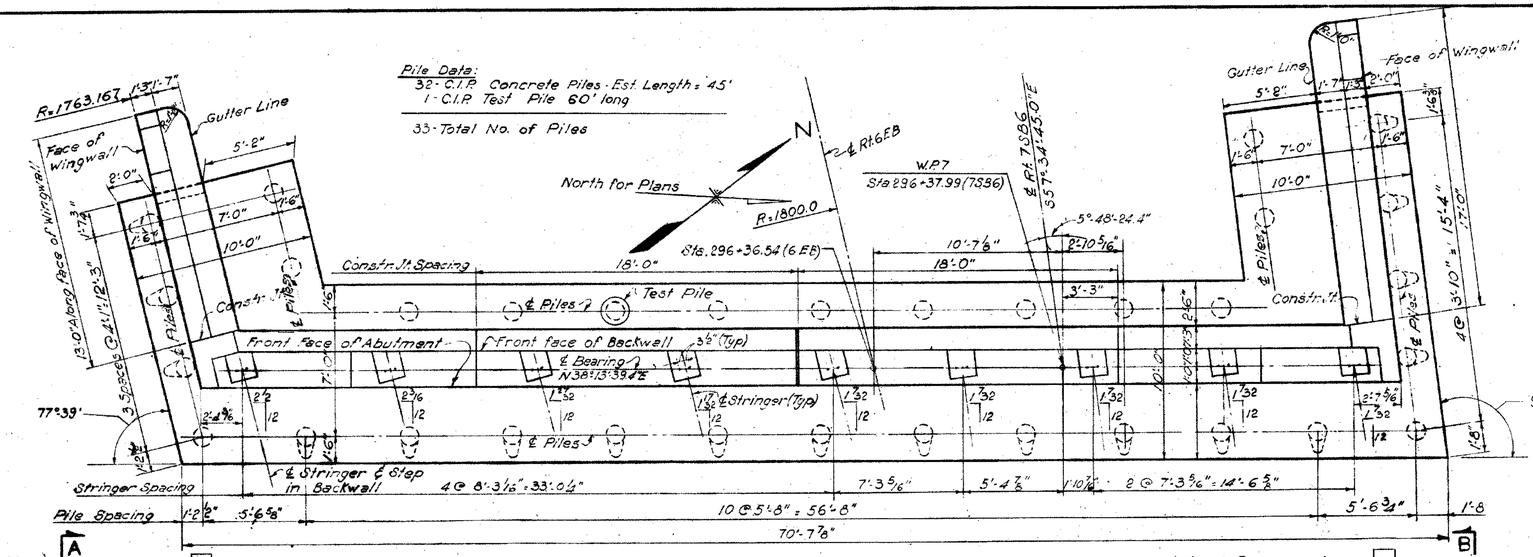
REVISIONS		
NO.	DATE	DESCRIPTION

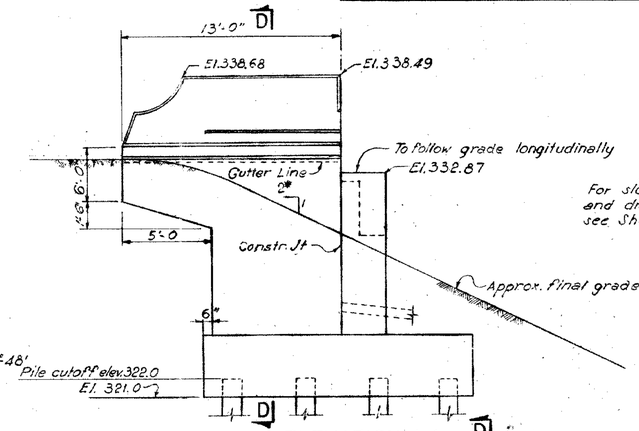
DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY A.T. DATE 8-2-57
CHECKED BY D.G. J.B. R.W.H. DATE 10-11-57
APPROVED T.R.K. DATE 2-24-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 7 OF 16

34 84 34 106 m228 01

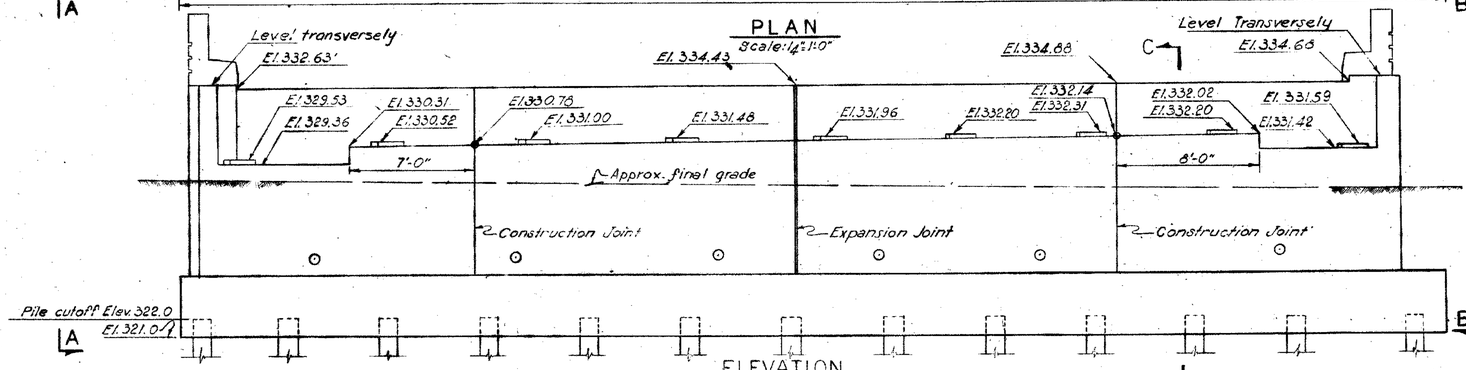
FORM NO. ENG. 18 ED. 11-52

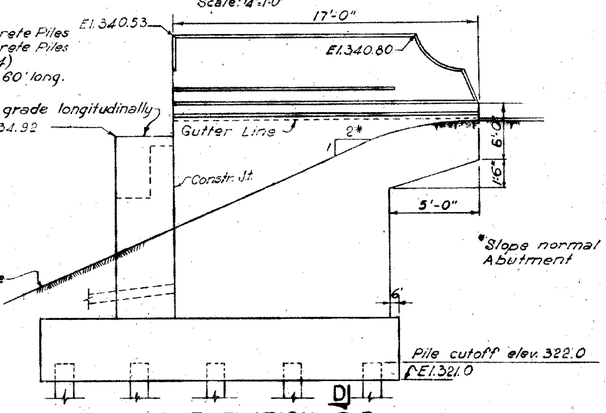
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	228(01)4	34-84	1958	U.S.6	236	662



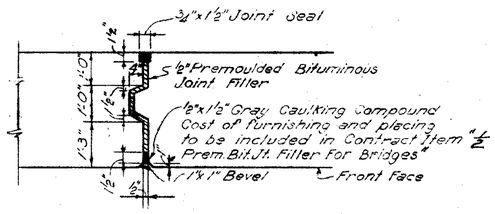


NOTE
For slope protection and drainage details see Sheet No. 9





LEGEND
- Vertical C.I.P. Concrete Piles
- Battered C.I.P. Concrete Piles (batter 1 on 4)
- Test Pile (C.I.P.) - 60' long.



EXPANSION JOINT DETAILS
Not to Scale

NOTE
Keys to extend from top of footing to within 1'-0" of the bridge seat. No key required in backwall.
Joint seal and caulking compound to extend from top of footing to top of backwall.
Reinforcement shall be discontinuous.

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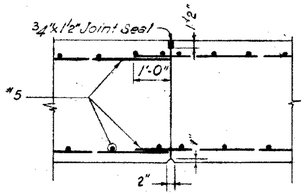
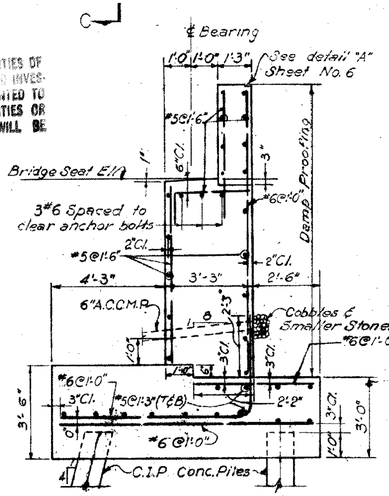
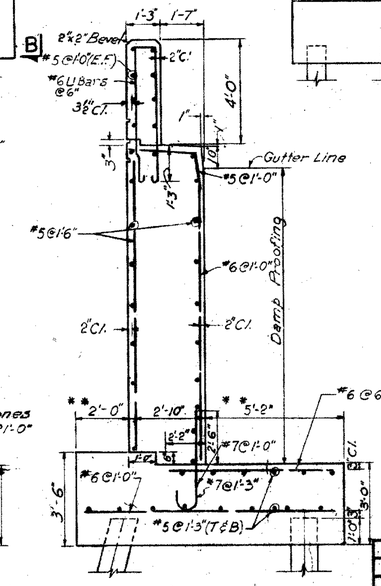


CONSTRUCTION JOINT DETAIL
Scale: ½" = 1'-0"



Maximum Pile Load = 35 Tons

SECTION C C
Scale: ⅜" = 1'-0"



Maximum Pile Load = 35 Tons

** Varies on curved walls

SECTION D D
Scale: ⅜" = 1'-0"

NOTES
1. For General Notes and Location Plan, see Sheet No. 1
2. For Sections E-E, F-F and G-G, see Sheet No. 6.
3. For pad details, see Sheet No. 7.
4. For reinforcing in wingwall cantilever, see Sheet No. 7
5. For details at end of wingwall and rustication, see Sheet No. 14.
6. For C.I.P. pile details and footing corner reinforcing, see Sheet No. 2.
7. For backfill pay limits see Sheet No. 7.

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
FEDERAL ROAD; N.Y., N.H. & H.R.R.
AND PROPOSED TOWN ROAD
WEST ABUTMENT
ROUTE U.S.6 EASTBOUND

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY AT DATE 9-5-57
CHECKED BY D.G. J.B. R.W.H. DATE 12-3-57
APPROVED T.R.K. DATE 2-24-58
PROJECT NO. 34 - 84
BRIDGE SHEET NO. 8 OF 16

LOUIS FREY CO., INC.

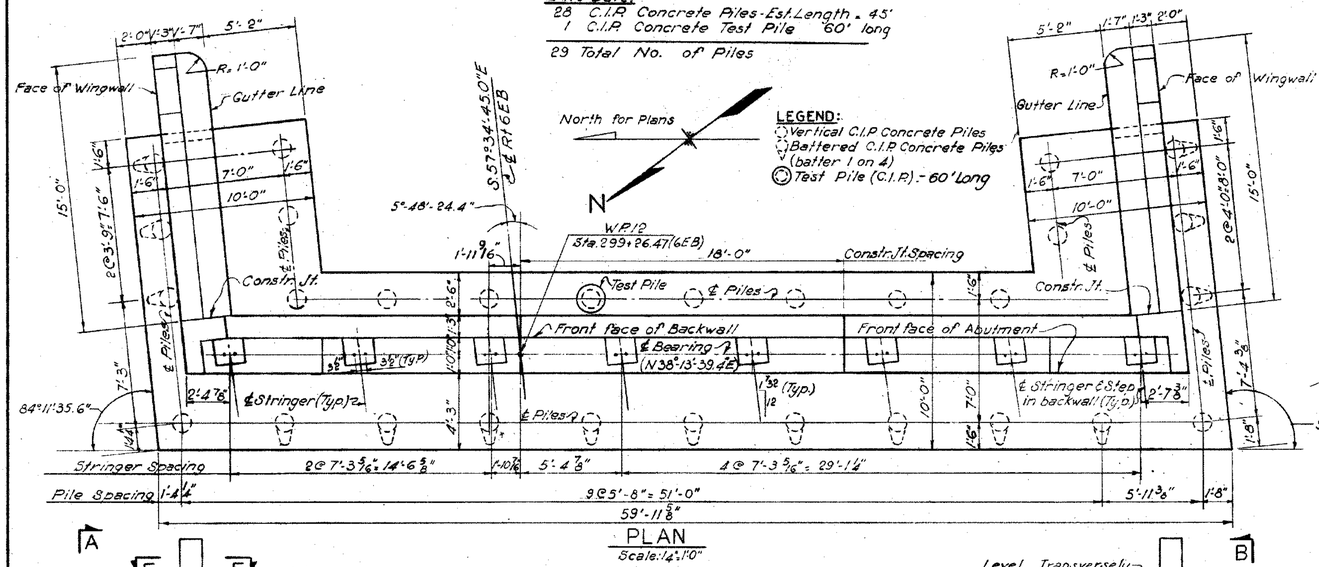
34 84 34 106 M228 01

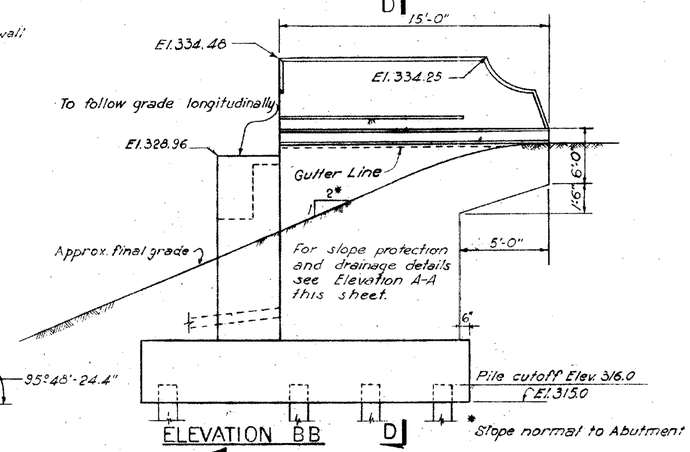
236

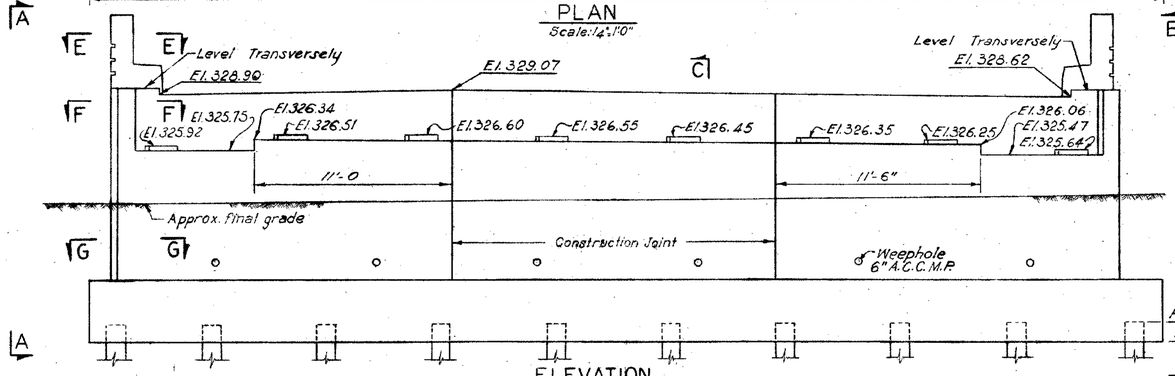
FORM NO. ENG. 18 ED. 11-58

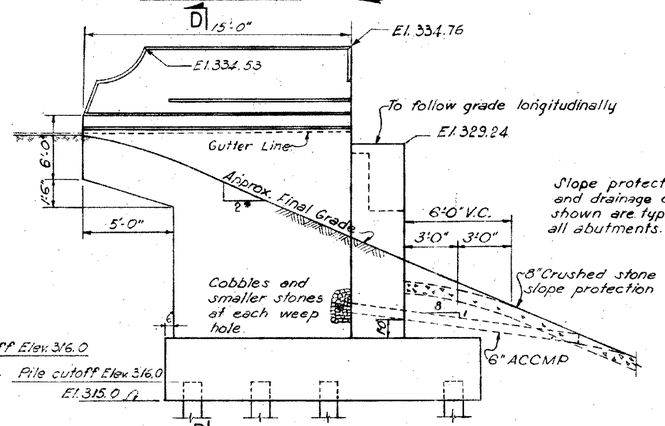
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	84-1(10)4	34-84	1958	U.S.6	237	662

Pile Data:
28 C.I.P. Concrete Piles - Est. Length = 45'
1 C.I.P. Concrete Test Pile 60' long
29 Total No. of Piles









NOTES

1. For General Notes and Location Plan, see Sheet No. 1.
2. For Sections C-C and D-D, see Sheet No. 8
3. For Sections E-E, F-F, and G-G, see Sheet No. 6
4. For pad details, see Sheet No. 7
5. For reinforcing in wingwall cantilever, see Sheet No. 7.
6. For construction joint details, see Sheet No. 6.
7. For details at end at wingwall and rustication see Sheet No. 14.
8. For backfill pay limits see Sheet No. 7.

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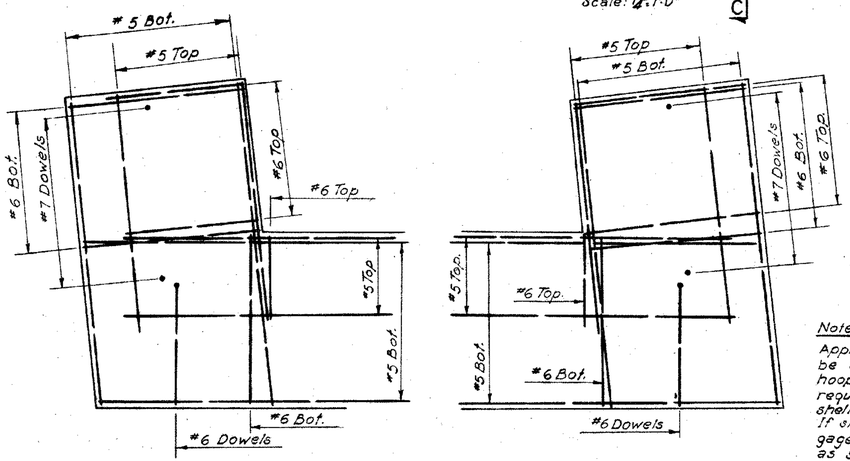
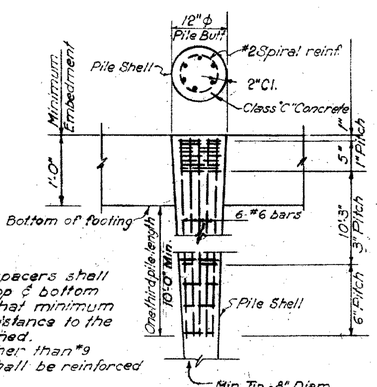


TYPICAL FOOTING CORNER REINFORCING
Scale: 1/4"=1'-0"



Notes:
Approved metal spacers shall be attached to top & bottom hoops to insure that minimum required clear distance to the shell will be obtained.
If shells are thinner than #9 gage, the piles shall be reinforced as shown.

DETAIL OF CAST IN PLACE CONCRETE PILES
Not to Scale.

REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
FEDERAL ROAD; N.Y., N.H., & H.R.R.
AND PROPOSED TOWN ROAD
EAST ABUTMENT,
ROUTE U.S.6 EASTBOUND

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY A.T. DATE 8-15-57
CHECKED BY DG. J.B. R.W.H. DATE 12-3-57
APPROVED TRK DATE 2-24-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 9 OF 16

LOUIS FRET CO., INC. 20-220

34 84 34 106

M228 01

FORM NO. ENG. 12 ED. 11-52

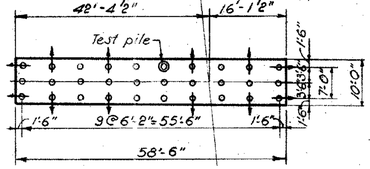
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	F84(3)4	34-84	1958	U.S.6	238	662

TABLE OF ELEVATIONS AND STRINGER ANGLES

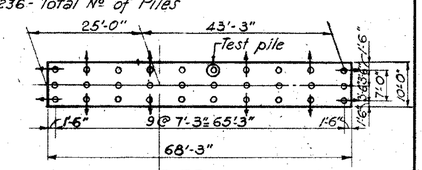
PIER	PAD	A		B		C		D		F		G		H		J		K		L	
		EL.	ANGLE ∝	EL.	ANGLE ∝	EL.	ANGLE ∝	EL.	ANGLE ∝	EL.	ANGLE ∝	EL.	ANGLE ∝	EL.	ANGLE ∝	EL.	ANGLE ∝	EL.	ANGLE ∝	EL.	ANGLE ∝
	W	326.25	5-50-00	327.21	4-04-33	327.68	2-18-38	328.16	0-32-27	328.54	1-13-48	328.37	2-59-54	328.21	4-45-39	327.86	6-30-52	327.50	8-15-22	326.64	9-58-57
1	E	326.24	4-05-18	326.71	2-58-10	327.19	1-50-54	327.66	0-43-32	328.06	0-23-51	327.89	1-31-13	327.72	2-38-31	327.37	3-46-42	327.02	4-52-42	326.66	5-59-29
	W	326.24	4-05-18	326.56	2-58-10	326.88	1-50-54	327.19	0-43-32	327.51	0-23-51	327.67	1-31-13	327.41	2-38-31	327.21	3-45-42	327.02	4-52-42	326.83	5-59-29
2	E	326.23	1-39-15	326.67	0-47-40	—	—	327.11	0-03-56.7	327.49	0-03-56.7	327.58	0-03-56.7	327.32	0-03-56.7	—	—	327.08	0-29-24	326.83	0-54-51
	W	326.13	1-39-15	326.40	0-47-40	326.66	0-03-56.7	326.92	0-03-56.7	327.14	0-03-56.7	327.03	0-03-56.7	326.92	0-29-24	326.81	0-54-51	—	—	—	—
3	E	326.12	0-03-56.7	326.39	0-03-56.7	326.65	0-03-56.7	326.91	0-03-56.7	327.13	0-03-56.7	327.02	0-03-56.7	326.91	0-03-56.7	326.80	0-03-56.7	—	—	—	—
	W	325.58	0-03-56.7	325.73	0-03-56.7	325.88	0-03-56.7	326.02	0-03-56.7	326.16	0-03-56.7	326.09	0-03-56.7	326.01	0-03-56.7	325.93	0-03-56.7	—	—	—	—
4	E	325.57	0-03-56.7	326.21	0-03-56.7	326.36	0-03-56.7	326.50	0-03-56.7	326.64	0-03-56.7	326.56	0-03-56.7	326.49	0-03-56.7	325.91	0-03-56.7	—	—	—	—
	W	329.18	11-46-28	330.18	10-18-01	330.56	8-43-50	331.00	7-18-55	331.43	5-48-24.4	331.75	5-48-24.4	331.81	5-48-24.4	331.72	5-48-24	331.13	5-48-24.4	—	—
5	E	329.16	10-09-08	329.59	8-59-13	330.03	7-55-55	330.46	6-52-18	330.90	5-48-24.4	331.23	5-48-24.4	331.26	5-48-24.4	331.19	5-48-24.4	331.10	5-48-24.4	—	—
	W	327.97	10-09-08	328.26	8-59-13	328.59	7-55-55	328.91	6-52-18	329.21	5-48-24.4	329.58	5-48-24.4	329.71	5-48-24.4	329.62	5-48-24.4	329.53	5-48-24.4	—	—
6	E	327.94	7-33-28	328.34	6-58-32	—	—	328.75	6-23-31	329.17	5-48-24.4	329.54	5-48-24.4	329.67	5-48-24.4	329.58	5-48-24.4	329.49	5-48-24.4	—	—
	W	327.01	7-33-28	327.28	6-58-32	327.54	6-23-31	327.80	5-48-24.4	328.06	5-48-24.4	328.23	5-48-24.4	328.14	5-48-24.4	328.05	5-48-24.4	—	—	—	—
7	E	327.00	5-48-24.4	327.26	5-48-24.4	327.52	5-48-24.4	327.78	5-48-24.4	328.04	5-48-24.4	328.20	5-48-24.4	328.11	5-48-24.4	328.08	5-48-24.4	—	—	—	—
	W	325.96	5-48-24.4	326.11	5-48-24.4	326.26	5-48-24.4	326.40	5-48-24.4	326.55	5-48-24.4	326.63	5-48-24.4	326.54	5-48-24.4	326.45	5-48-24.4	—	—	—	—
8	E	325.94	5-48-24.4	326.59	5-48-24.4	326.78	5-48-24.4	326.87	5-48-24.4	327.01	5-48-24.4	327.09	5-48-24.4	327.00	5-48-24.4	326.41	5-48-24.4	—	—	—	—

LEGEND:
- Vertical C.I.P. Concrete Piles
- Battered C.I.P. Concrete Piles (batter 1 on 6)
- Test Pile (C.I.P.) - 60' Long

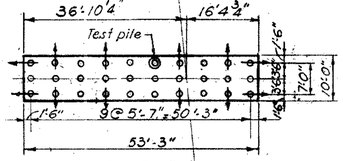
PILE DATA
228 - C.I.P. Concrete Piles - Est. Length = 45'
8 - C.I.P. Concrete Test Piles 60' Long
236 - Total No. of Piles



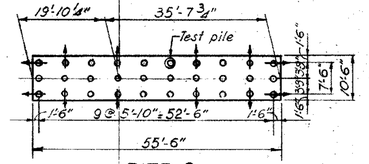
PIER 5 (30 Piles)



PIER 1 (30 Piles)

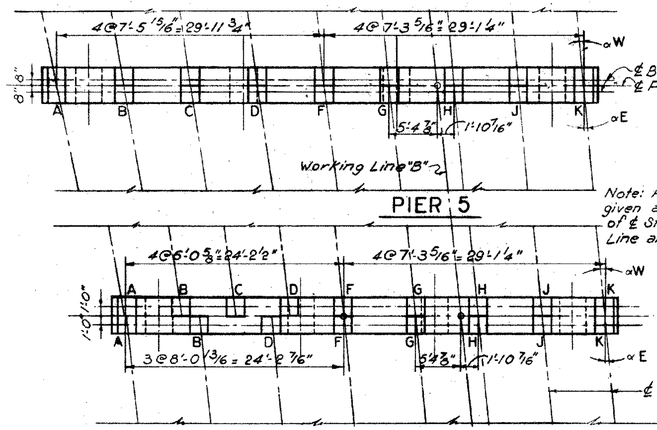


PIER 6 (30 Piles)



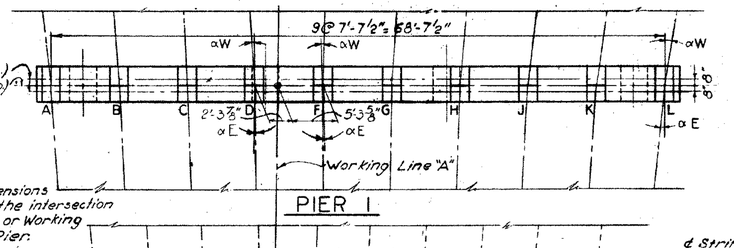
PIER 2 (30 Piles)

Working Line "B"
Working Line "A"
(See General Plan, Sheet No. 1)



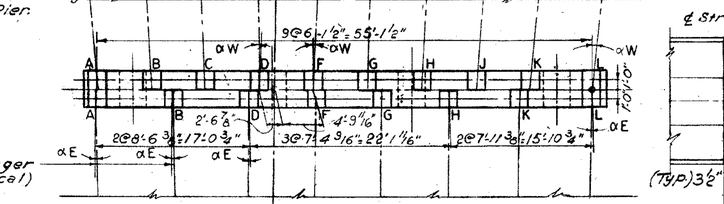
PIER 5

Note: All dimensions given are to the intersection of ℄ Stringer or Working Line and ℄ Pier.

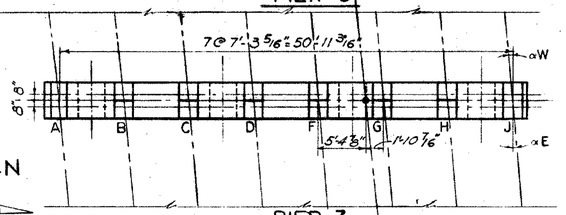


PIER 1

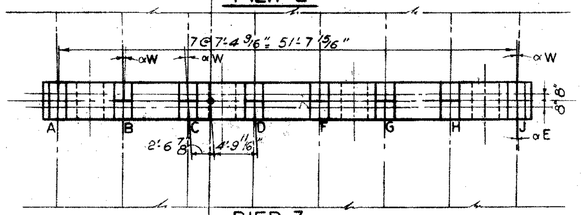
PIER 6



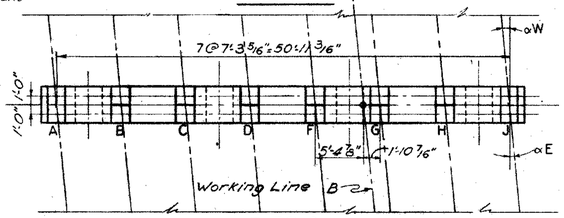
PIER 2



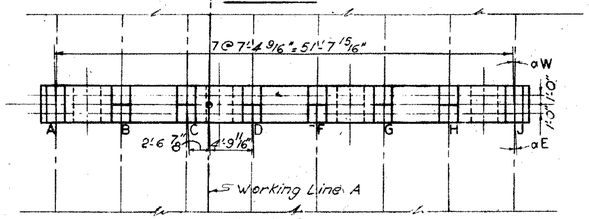
PIER 7



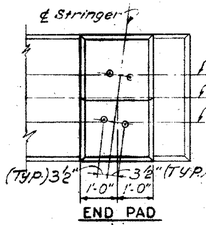
PIER 3



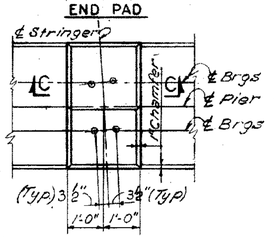
PIER 8



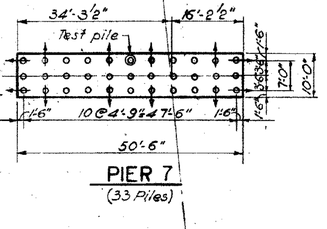
PIER 4



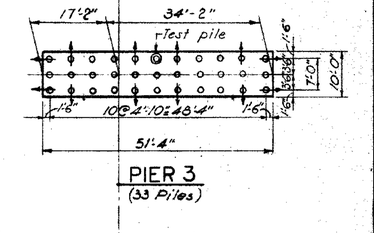
END PAD



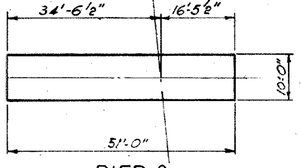
INTERIOR PAD



PIER 7 (33 Piles)

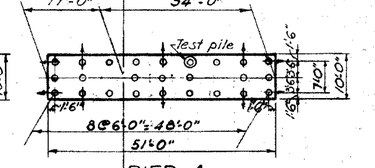


PIER 3 (33 Piles)



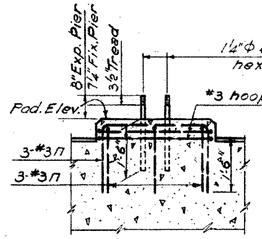
PIER 8

PILE PLAN SAME AS PIER 4



PIER 4 (25 Piles)

PILE PLANS
Scale: 1/16" = 1'-0"



SECTION C-C
Scale: 1/2" = 1'-0"

Note:
Reinf. to be used only when Pad height exceeds 4".

ANCHOR BOLT PLAN
Scale: 1/8" = 1'-0"

NOTES:
1. For General Notes & Location Plan see Sheet No. 1.
2. For detail of Cast-in-Place Concrete Piles see Sheet No. 9.
3. Work this Sheet with Sheet No. 11.

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REVISIONS		
NO.	DATE	DESCRIPTION

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
FEDERAL ROAD; N.Y., N.H., & H.R.R.
AND PROPOSED TOWN ROAD
PIER DETAILS

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Noted
MADE BY A.T. DATE 9-24-57
CHECKED BY J.B. & R.W.H. DATE 10-12-57
APPROVED TRK DATE 2-24-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 10 OF 16

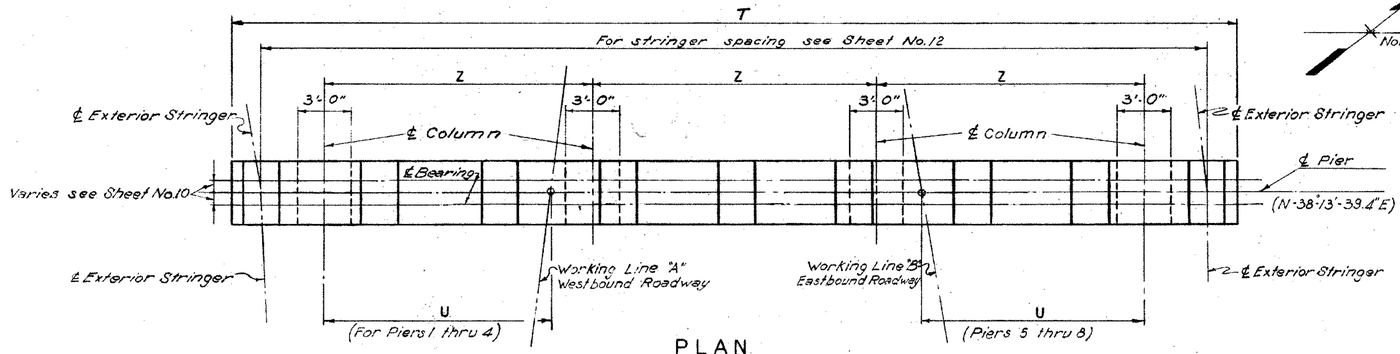
LOUIS FREY CO., INC. 84-000

34 84 34 106 η 228 01

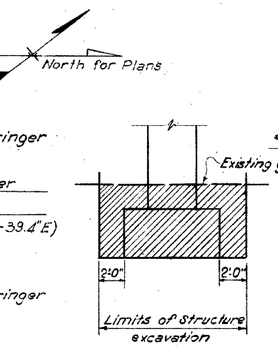
238

FORM NO. ENG. 18 ED. 11-52

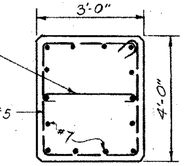
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	164(8)4	34-84	1958	U.S.6	239	662



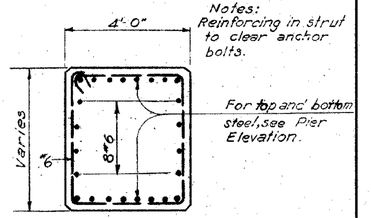
PLAN
Scale: 1/16"=1'-0"



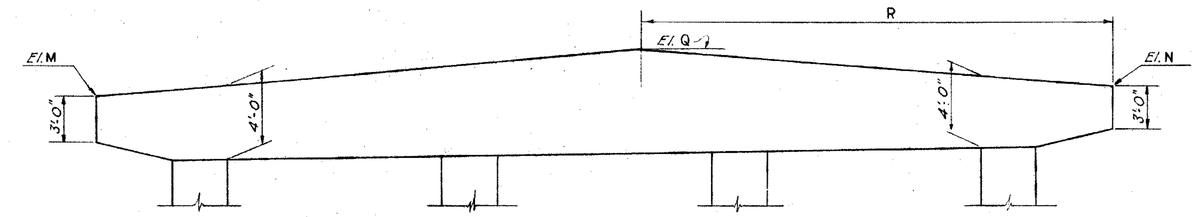
TYPICAL PAY LINES FOR PIER EXCAVATION
Not to Scale



SECTION A-A
Scale: 1/2"=1'-0"



SECTION B-B
Scale: 1/2"=1'-0"



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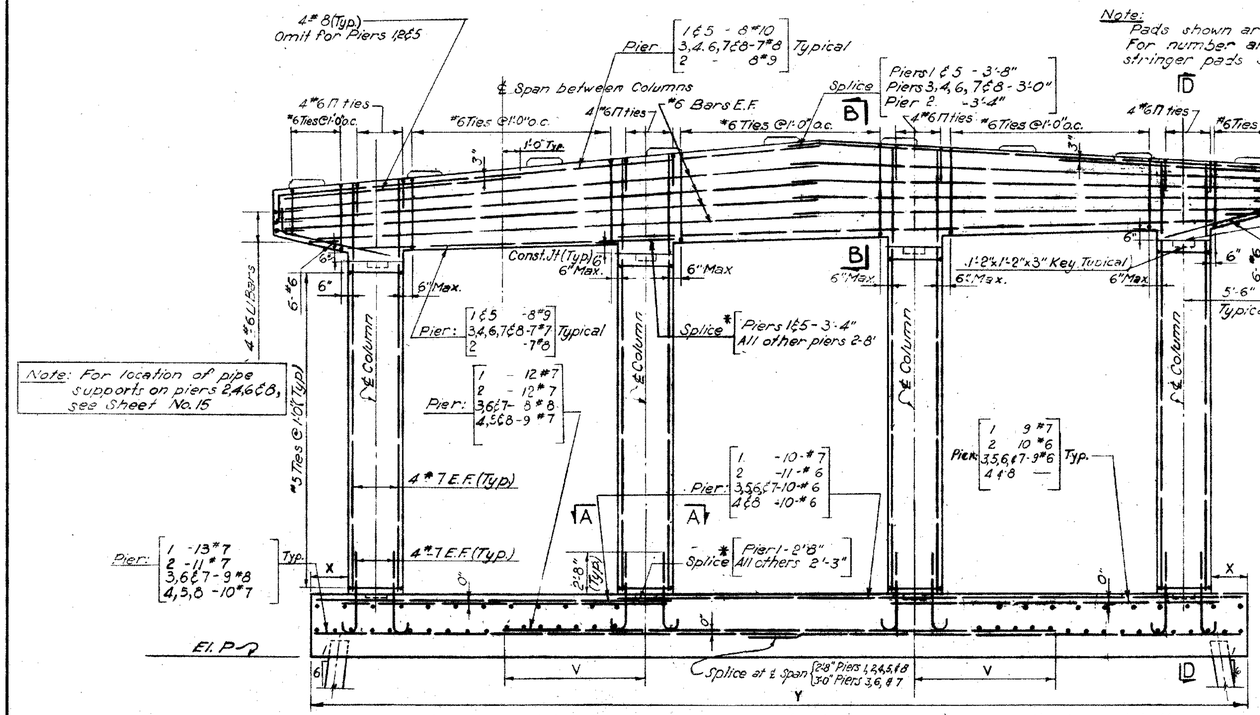
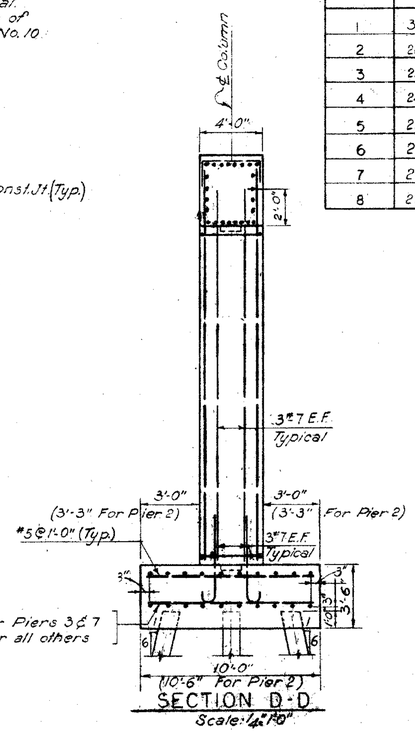
PIER	ELEVATION			
	M	N	P	Q
1	325.80	326.33	300.0	327.90
2	325.83	326.45	298.0	327.40
3	325.78	326.51	298.0	326.85
4	325.25	325.62	301.0	325.90
5	328.75	330.83	304.0	331.10
6	327.54	329.24	299.0	329.20
7	326.60	327.78	299.0	327.89
8	325.63	326.18	302.0	326.35

PIER	DIMENSION						
	R	X	Y	Z	U	V	T
1	38'-0"	1'-11 5/8"	68'-3"	20'-5 1/4"	21'-6 1/2"	6'-3"	72'-3 3/4"
2	28'-6"	2'-4 3/8"	55'-6"	15'-11 1/4"	16'-0 1/16"	5'-0"	56'-9 3/4"
3	24'-10"	2'-0 3/8"	51'-4"	14'-9 1/4"	13'-7 7/8"	6'-0"	55'-3 3/4"
4	24'-10"	1'-10 3/8"	51'-0"	14'-9 1/4"	13'-7 7/8"	7'-8"	55'-3 3/4"
5	21'-4"	1'-10 1/2"	58'-6"	17'-3"	12'-9 9/16"	5'-3"	62'-9"
6	25'-7 1/2"	2'-1 1/2"	53'-3"	15'-4"	12'-9 3/16"	4'-9"	57'-0"
7	22'-0"	1'-11 1/4"	50'-6"	14'-6 1/2"	12'-9 3/16"	5'-9"	54'-7 1/2"
8	22'-0"	2'-2 1/4"	51'-0"	14'-6 1/2"	12'-9 3/16"	7'-8"	54'-7 1/2"



ELEVATION
(LOOKING WEST)
Scale: 1/4"=1'-0"

*Pier 1, splice bars at both interior Columns.



SECTION D-D
Scale: 1/4"=1'-0"

NOTES

1. For General Notes & Location Plan see Sheet No.1
2. For detail of Cast in Place Concrete Piles see Sheet No.9
3. Work this sheet with Sheet No.10
4. For details of superstructure drain pipe see Sheet No.15.
5. For Pad Elevations see Sheet No.10.

FEDERAL AID PROJECT

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
ROUTE U.S. 6 RELOCATION
OVER
FEDERAL ROAD, N.Y. N.H. & H.R.R.
AND PROPOSED TOWN ROAD
PIERS

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY PARSONS, BRINCKERHOFF, HALL AND MACDONALD
SCALES As Shown
MADE BY A.T. DATE 1-10-57
CHECKED BY J.B. & R.W.H. DATE 11-26-57
APPROVED T.R.K. DATE 2-24-58
PROJECT NO. 34-84
BRIDGE SHEET NO. 11 OF 16

239

LOUIS PREY CO., INC. 30488

34 84 24 106

M228 01

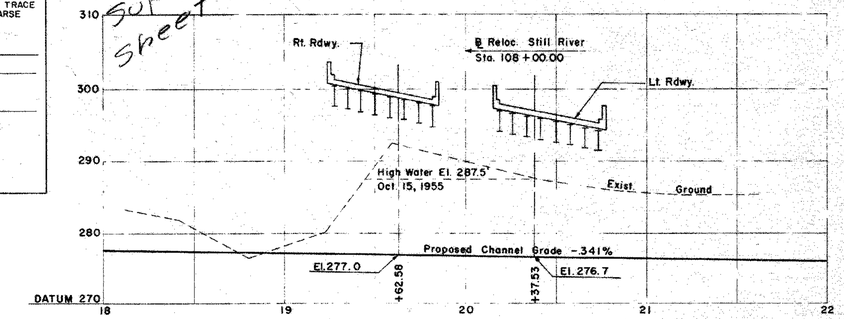
STRUCTURE NO. 01197 and 01198

FORM NO. ENG. 15 ED 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(5)8	34-94	1958	U.S.6	98A	606

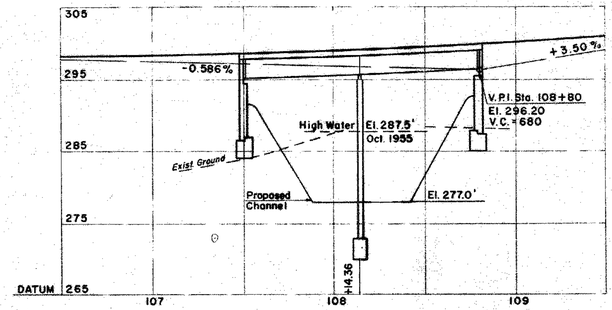
This sheet supercedes sheet 98

RELOCATION U.S. ROUTE 6
RELOCATION STILL RIVER

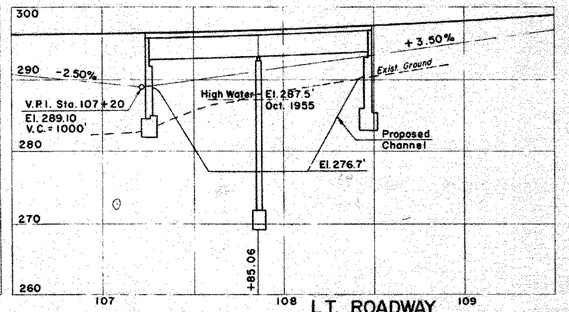


PROFILE - RELOC. STILL RIVER (LOOKING WEST)

SCALES: HORIZ. 1" = 40'
VERT. 1" = 10'



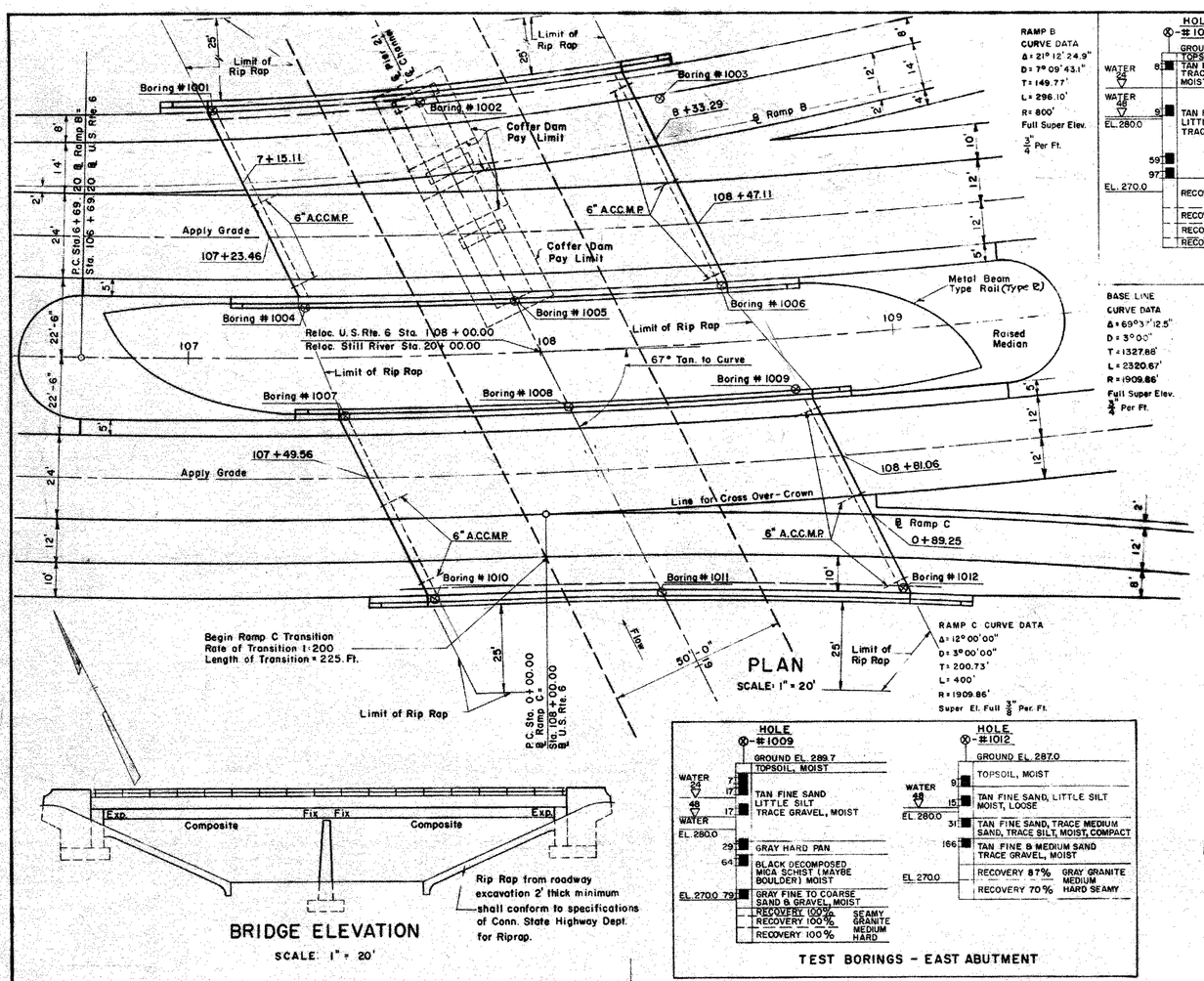
RT. ROADWAY



LT. ROADWAY

PROFILE - RELOC. U. S. RTE. 6

SCALES: HORIZ. 1" = 40'
VERT. 1" = 10'



RAMP B CURVE DATA
Δ = 21° 12' 24.9"
D = 7° 09' 43.1"
T = 149.77'
L = 296.10'
R = 800'
Full Super Elev. 4 1/2" Per Ft.

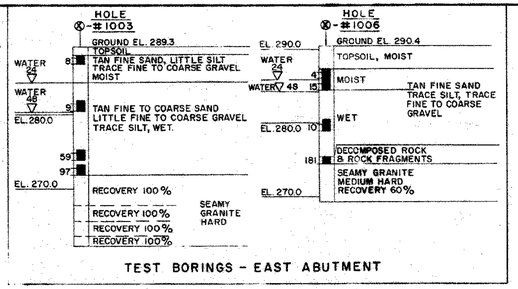
BASE LINE CURVE DATA
Δ = 69° 3' 12.5"
D = 3° 0"
T = 1327.86'
L = 2320.67'
R = 1909.86'
Full Super Elev. 4 1/2" Per Ft.

RAMP C CURVE DATA
Δ = 12° 00' 00"
D = 3° 00' 00"
T = 200.73'
L = 400'
R = 1909.86'
Super El. Full 3 1/8" Per Ft.

BRIDGE ELEVATION

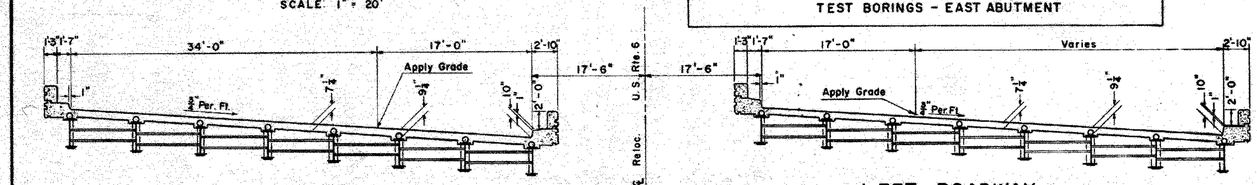
SCALE: 1" = 20'

Rip Rap from roadway excavation 2' thick minimum shall conform to specifications of Conn. State Highway Dept. for Riprap.



TEST BORINGS - EAST ABUTMENT

TEST BORINGS - EAST ABUTMENT

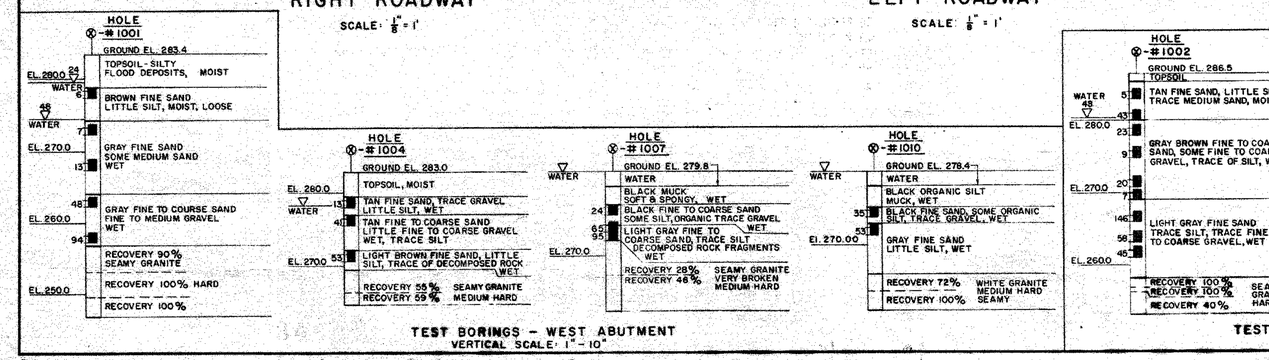


RIGHT ROADWAY

SCALE: 1/8" = 1'

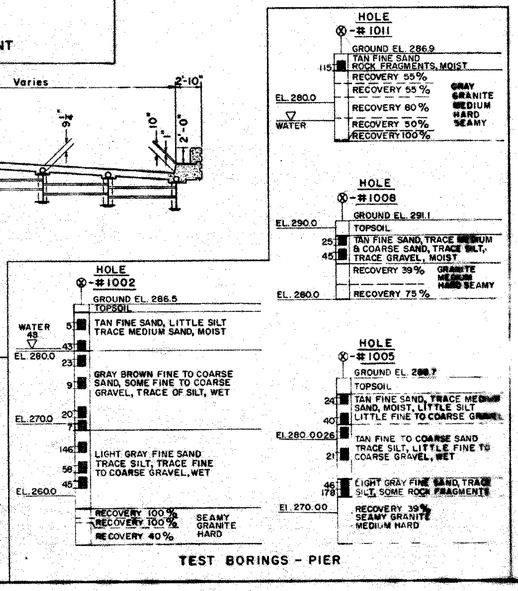
LEFT ROADWAY

SCALE: 1/8" = 1'



TEST BORINGS - WEST ABUTMENT

VERTICAL SCALE: 1" = 10'



TEST BORINGS - PIER

LEGEND

20 — NO. OF BLOWS TO DRIVE 1 3/8" I.D. SPLIT SPOON SAMPLER PIPE 12" WITH 140 # HAMMER FALLING 30" FOR ALL HOLES. ALL CORING DONE WITH DIAMOND BIT DRILL.

24 WATER = INDICATES GROUND WATER & HOURS OBSERVED AFTER DRILLING HOLE.

⊗ TEST HOLE LOCATION (SEE PLAN)

NO REVISIONS SUBMITTED FOR THIS SHEET

CLASS "A" CONCRETE QUANTITIES - ITEM 163A	
CLASS "A" CONCRETE SUPERSTRUCTURE	481
CLASS "A" CONCRETE SUBSTRUCTURE	822
CLASS "A" CONCRETE FOOTINGS	449
CLASS "A" CONCRETE TOTAL	1752

QUANTITIES

ITEM NO.	ITEM	TOTAL	UNIT
7A	STRUCTURE EXCAVATION (COMPLETE)	785	C.Y.
156A	COFFERDAM AND PUMPING	273	L.F.
8A	STRUCTURE EXC. (EXCLUDING COFFERDAM PUMPING)	465	C.Y.
130	TEST PILE, STEEL (12BP53-27' LENGTH)	1	E.A.
131	TEST PILE, STEEL (12BP53-25' LENGTH)	1	E.A.
131A	TEST PILE, STEEL (12BP53-24' LENGTH)	1	E.A.
131B	TEST PILE, STEEL (12BP53-22' LENGTH)	1	E.A.
141	FURNISHING STEEL PILES	106,800	L.B.
145	DRIVING STEEL PILES	1931	L.F.
149	SPLICING STEEL PILES	5	EACH
163A	CLASS "A" CONCRETE	1752	C.Y.
173	1/2" PREM. BIT. JT. FILLER FOR BRIDGES	407	S.F.
174	1/4" PREM. BIT. JT. FILLER FOR BRIDGES	60	S.F.
175	1" PREM. BIT. JT. FILLER FOR BRIDGES	54	S.F.
188	DEFORMED STEEL BARS	163,200	L.B.
191	STRUCTURAL STEEL	383,300	L.B.
192	SPIRAL SHEAR CONNECTOR BAR "A"	14,504	L.B.
193	WELDED STUD SHEAR CONNECTORS 7/8" Ø	10,914	EA.
204	METAL BRIDGE RAIL	509	L.F.
208	PERVIOUS STRUCTURE BACKFILL	1231	C.Y.
199	DAMPPROOFING	437	S.Y.
331A	2" RIGID STEEL CONDUIT	332	L.F.
49	6" A.C.C.M. PIPE	120	L.F.

Items 156 and 8A are for North Pier.

SPECIFICATIONS: Connecticut State Highway Department form 808 (January 1955) and special provisions.

DESIGN SPECIFICATION: Standard Specification for Highway Bridges (AASHO-1953) except as modified by the Bureau of Public Roads "Policy on Interstate System Projects" (August 1956) and as supplemented by the Connecticut State Highway Department Standard Bridge Details for Contracting Engineers (February 1956.) "Shear Connector Design as per AASHO 1957 Specifications."

LOADING: 25#/'a' future W.S.
Live Loading A.A.S.H.O., H20-S16-44. Alt. 24,000# Dual Axle@4'-0" O.C.

CONCRETE
Class "A" Concrete is to be used throughout. All exposed corners of Concrete are to be chamfered 1"x1" unless otherwise shown on the plans. For use of air entrained Portland Cement Concrete & natural cement, see special provisions.

QUANTITIES
Quantities are approximate & should be checked by the Contractor before preparing his bid. The cost of furnishing & installing joint seal & the two layers of 3-ply tarpaper on top of the backwalls are to be included in the item Class "A" Concrete. For Joint Seal, see special provisions for Class "A" Concrete.

COMPOSITE DESIGN — TWO SIMPLE SPANS
Superstructure designed for composite action additional* dead load & live load. Stud or spiral shear connectors shall be used. No intermediate supports for stringers shall be used during construction. Shear connectors to take additional horizontal dead load plus live load plus impact shears.
n = 10 for live load & impact, n = 30 for additional dead load.

* Additional dead load includes dead load applied after concrete figured for composite action has set. Concrete shall attain a minimum 10 day strength prior to addition of any superimposed loads.

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY

RELOCATION STILL RIVER
UNDER
RELOCATION OF U.S. RTE. 6
STA. 108 + 00.00
GENERAL PLAN

REVISIONS		
NO.	DATE	DESCRIPTION
1	9-2-59	Revised Shear Connector Design as per AASHO 1957 Specifications.
		Revised Quantities Items 192, 193

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY — DATE
CHECKED BY McC. — DATE Jan. 58
APPROVED — DATE 11-21-59
PROJECT NO. 34-94
BRIDGE SHEET NO. 1A OF 10

SUPERSEDES Sheet No. 98

34 94 96 85 226 01 98A

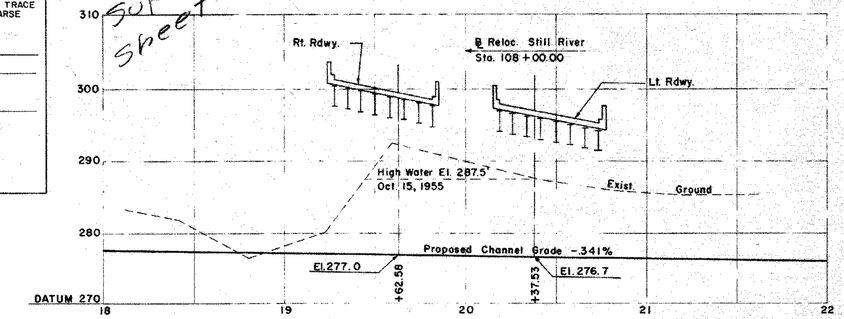
"ARCHIVIST" TRACING CLOTH JOSEPH MERRITT & CO. 1951

FORM NO. ENG. 15 ED 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(5)8	34-94	1958	U.S.6	98A	606

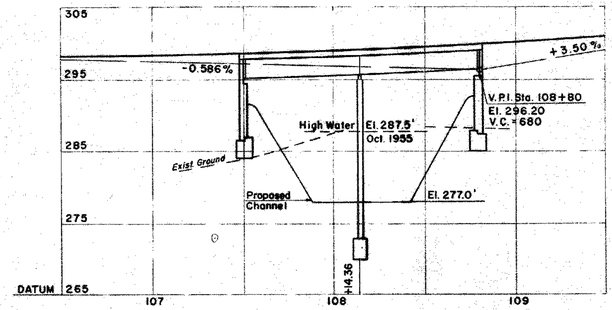
This sheet supercedes sheet 98

RELOCATION U.S. ROUTE 6
RELOCATION STILL RIVER

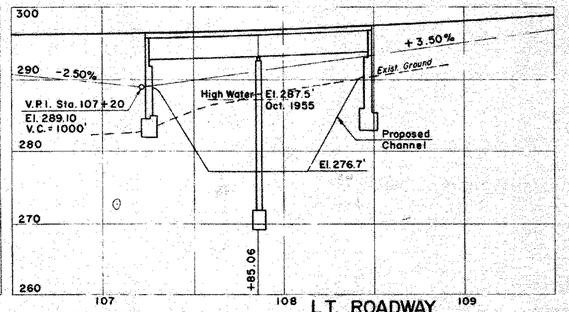


PROFILE - RELOC. STILL RIVER (LOOKING WEST)

SCALES: HORIZ. 1" = 40'
VERT. 1" = 10'



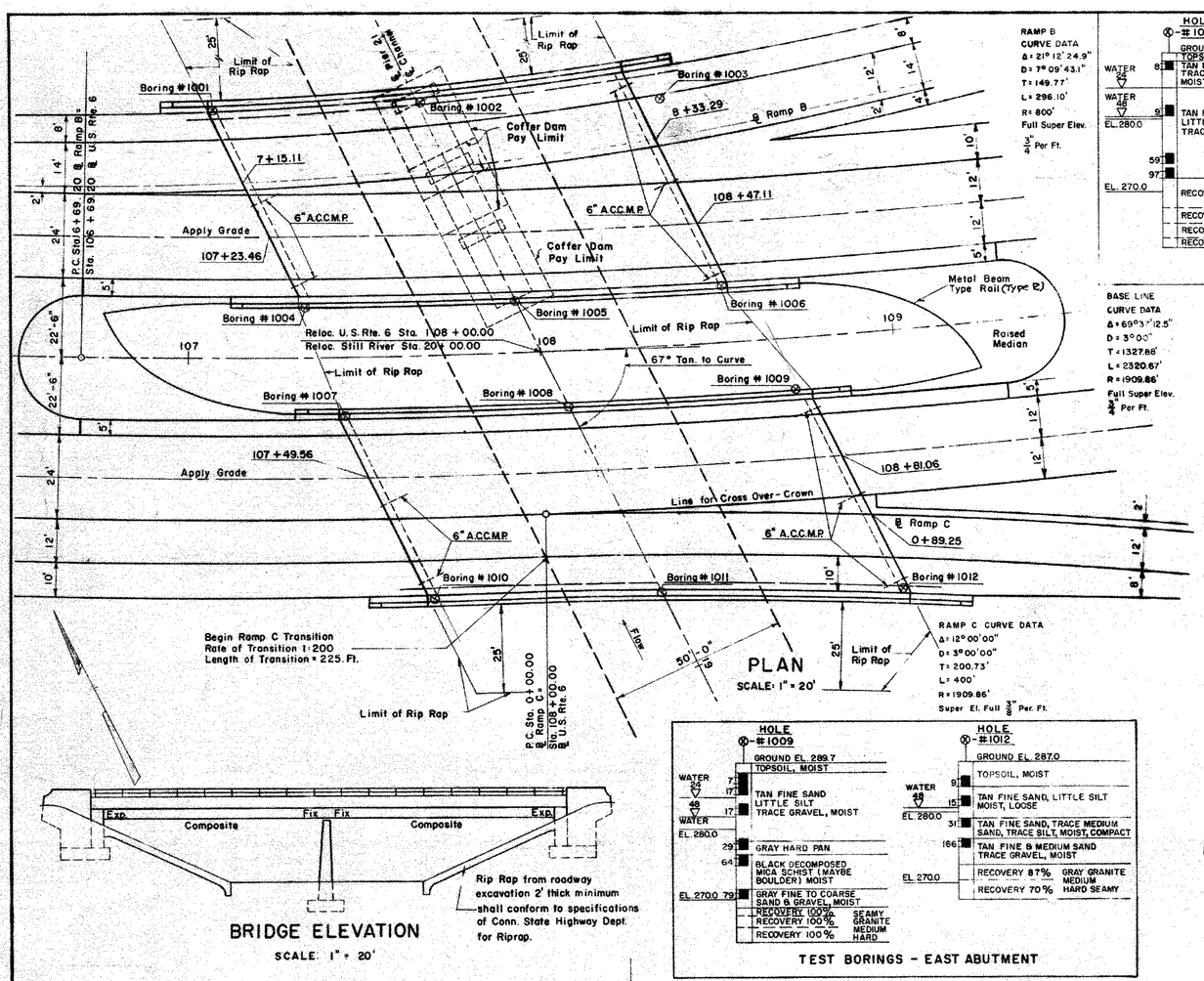
RT. ROADWAY



LT. ROADWAY

PROFILE - RELOC. U. S. RTE. 6

SCALES: HORIZ. 1" = 40'
VERT. 1" = 10'



RAMP B CURVE DATA
Δ = 21° 12' 24.9"
D = 7° 09' 43.1"
T = 149.77'
L = 296.10'
R = 800'
Full Super Elev. 4 1/2" Per Ft.

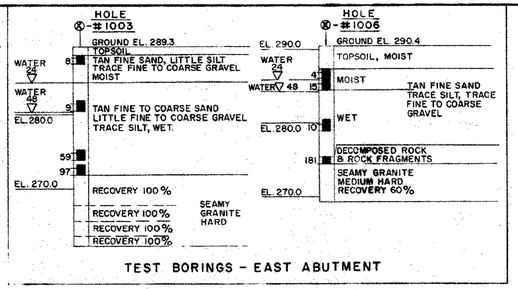
BASE LINE CURVE DATA
Δ = 69° 3' 12.5"
D = 3° 0"
T = 1327.86'
L = 2320.67'
R = 1909.86'
Full Super Elev. 4 1/2" Per Ft.

RAMP C CURVE DATA
Δ = 12° 00' 00"
D = 3° 00' 00"
T = 200.73'
L = 400'
R = 1909.86'
Super El. Full 3 1/8" Per Ft.

BRIDGE ELEVATION

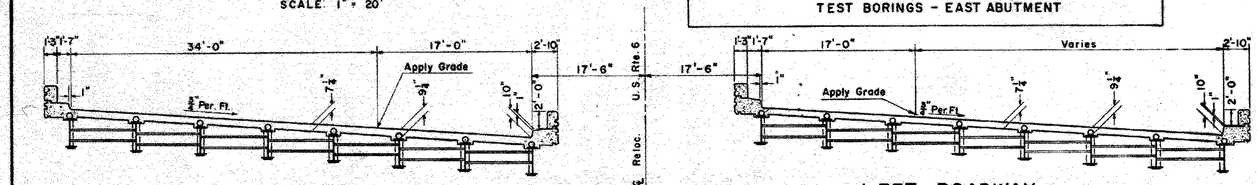
SCALE: 1" = 20'

Rip Rap from roadway excavation 2' thick minimum shall conform to specifications of Conn. State Highway Dept. for Riprap.



TEST BORINGS - EAST ABUTMENT

TEST BORINGS - EAST ABUTMENT

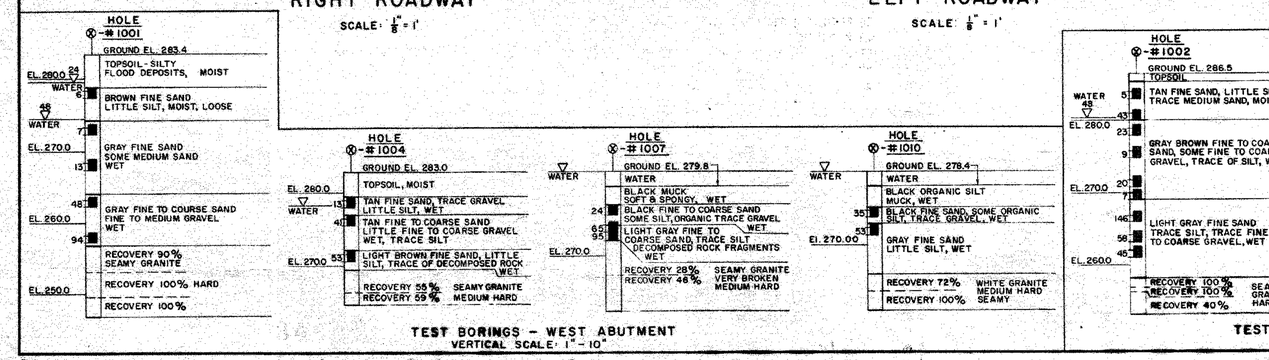


RIGHT ROADWAY

SCALE: 1/8" = 1'

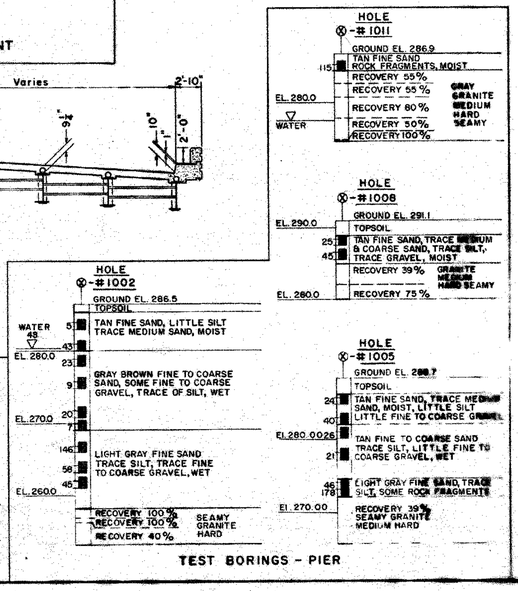
LEFT ROADWAY

SCALE: 1/8" = 1'



TEST BORINGS - WEST ABUTMENT

VERTICAL SCALE: 1" = 10'



TEST BORINGS - PIER

LEGEND

20 — NO. OF BLOWS TO DRIVE 1 3/8" I.D. SPLIT SPOON SAMPLER PIPE 12" WITH 140 # HAMMER FALLING 30" FOR ALL HOLES. ALL CORING DONE WITH DIAMOND BIT DRILL.

24 WATER = INDICATES GROUND WATER & HOURS OBSERVED AFTER DRILLING HOLE.

⊗ TEST HOLE LOCATION (SEE PLAN)

NO REVISIONS SUBMITTED FOR THIS SHEET

CLASS "A" CONCRETE QUANTITIES - ITEM 163A	
CLASS "A" CONCRETE SUPERSTRUCTURE	481
CLASS "A" CONCRETE SUBSTRUCTURE	822
CLASS "A" CONCRETE FOOTINGS	449
CLASS "A" CONCRETE TOTAL	1752

QUANTITIES

ITEM NO.	ITEM	TOTAL	UNIT
7A	STRUCTURE EXCAVATION (COMPLETE)	785	C.Y.
156A	COFFERDAM AND PUMPING	273	L.F.
8A	STRUCTURE EXC. (EXCLUDING COFFERDAM PUMPING)	465	C.Y.
130	TEST PILE, STEEL (12BP53-27' LENGTH)	1	E.A.
131	TEST PILE, STEEL (12BP53-25' LENGTH)	1	E.A.
131A	TEST PILE, STEEL (12BP53-24' LENGTH)	1	E.A.
131B	TEST PILE, STEEL (12BP53-22' LENGTH)	1	E.A.
141	FURNISHING STEEL PILES	106,800	L.B.
145	DRIVING STEEL PILES	1931	L.F.
149	SPLICING STEEL PILES	5	EACH
163A	CLASS "A" CONCRETE	1752	C.Y.
173	1/2" PREM. BIT. JT. FILLER FOR BRIDGES	407	S.F.
174	1/4" PREM. BIT. JT. FILLER FOR BRIDGES	60	S.F.
175	1" PREM. BIT. JT. FILLER FOR BRIDGES	54	S.F.
188	DEFORMED STEEL BARS	163,200	L.B.
191	STRUCTURAL STEEL	383,300	L.B.
192	SPIRAL SHEAR CONNECTOR BAR "A"	14,504	L.B.
193	WELDED STUD SHEAR CONNECTORS 7/8" Ø	10,914	EA.
204	METAL BRIDGE RAIL	509	L.F.
208	PERVIOUS STRUCTURE BACKFILL	1231	C.Y.
199	DAMPPROOFING	437	S.Y.
331A	2" RIGID STEEL CONDUIT	332	L.F.
49	6" A.C.C.M. PIPE	120	L.F.

Items 156 and 8A are for North Pier.

SPECIFICATIONS: Connecticut State Highway Department form 808 (January 1955) and special provisions.

DESIGN SPECIFICATION: Standard Specification for Highway Bridges (AASHO-1953) except as modified by the Bureau of Public Roads "Policy on Interstate System Projects" (August 1956) and as supplemented by the Connecticut State Highway Department Standard Bridge Details for Contracting Engineers (February 1956.) "Shear Connector Design as per AASHO 1957 Specifications."

LOADING: 25#/'a' future W.S.
Live Loading A.A.S.H.O., H20-S16-44. Alt. 24,000# Dual Axle@4'-0" O.C.

CONCRETE
Class "A" Concrete is to be used throughout. All exposed corners of Concrete are to be chamfered 1"x1" unless otherwise shown on the plans. For use of air entrained Portland Cement Concrete & natural cement, see special provisions.

QUANTITIES
Quantities are approximate & should be checked by the Contractor before preparing his bid. The cost of furnishing & installing joint seal & the two layers of 3-ply tarpaper on top of the backwalls are to be included in the item Class "A" Concrete. For Joint Seal, see special provisions for Class "A" Concrete.

COMPOSITE DESIGN — TWO SIMPLE SPANS
Superstructure designed for composite action additional* dead load & live load. Stud or spiral shear connectors shall be used. No intermediate supports for stringers shall be used during construction. Shear connectors to take additional horizontal dead load plus live load plus impact shears.
n = 10 for live load & impact, n = 30 for additional dead load.

* Additional dead load includes dead load applied after concrete figured for composite action has set. Concrete shall attain a minimum 10 day strength prior to addition of any superimposed loads.

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY

RELOCATION STILL RIVER
UNDER
RELOCATION OF U.S. RTE. 6
STA. 108 + 00.00
GENERAL PLAN

REVISIONS		
NO.	DATE	DESCRIPTION
1	9-2-59	Revised Shear Connector Design as per AASHO 1957 Specifications.
		Revised Quantities Items 192, 193

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY — DATE
CHECKED BY McC. — DATE Jan. 58
APPROVED — DATE 11-21-59
PROJECT NO. 34-94
BRIDGE SHEET NO. 1A OF 10

SUPERSEDES Sheet No. 98

34 94 96 85 226 01 98A

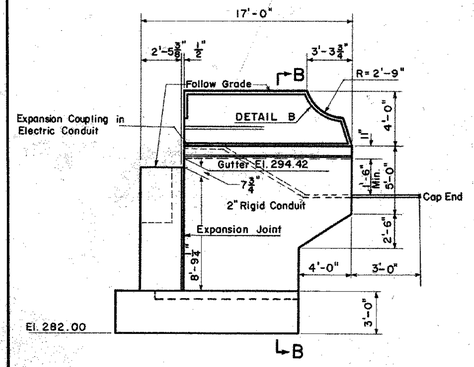
"ARCHIVIST" TRACING CLOTH JOSEPH MERRITT & CO. 1951

FORM NO. ENG. 15 ED. 11-62

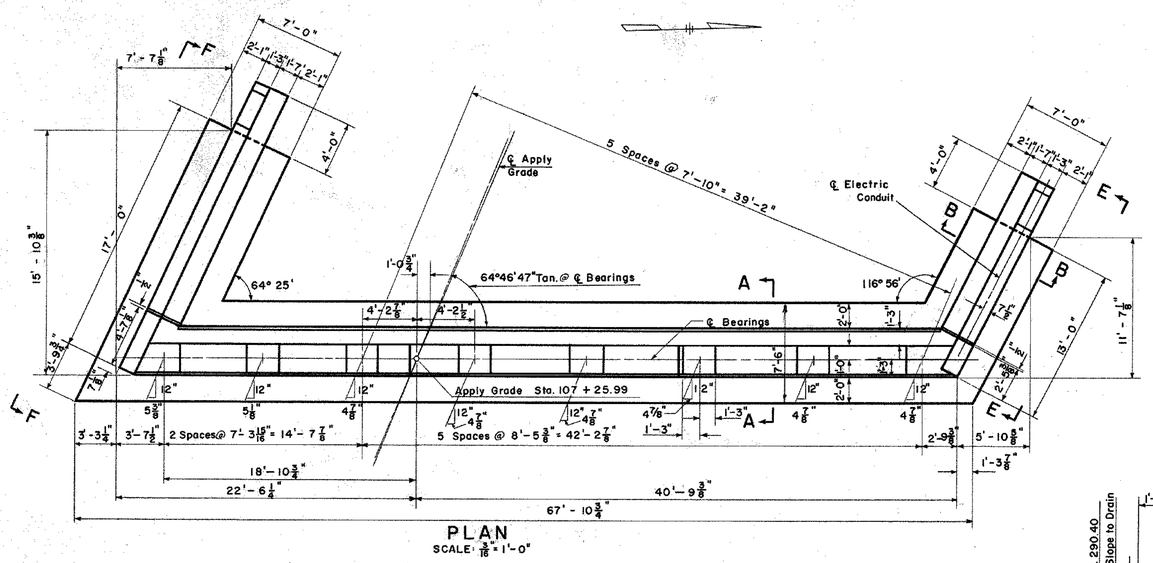
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(5)8	34-94	1958	U.S. 6	99	606

RELOCATION U.S. ROUTE 6
RELOCATION STILL RIVER

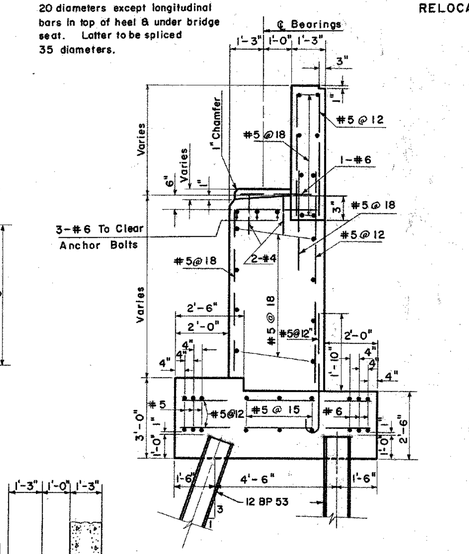
NOTE:
All longitudinal bars to be spliced 20 diameters except longitudinal bars in top of heel & under bridge seat. Latter to be spliced 35 diameters.



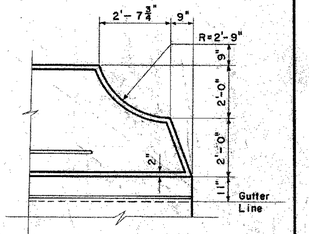
ELEVATION E-E
SCALE: 3/16" = 1'-0"



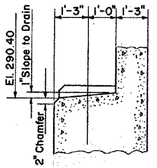
PLAN
SCALE: 3/16" = 1'-0"



SECTION A-A
SCALE: 3/8" = 1'-0"

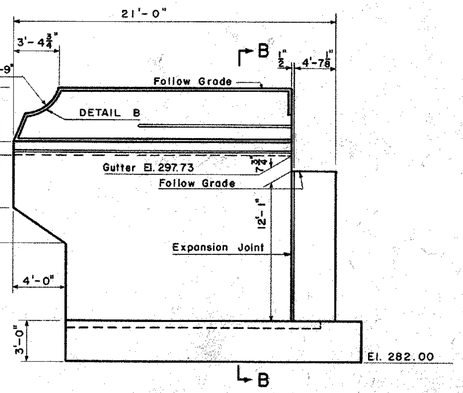


DETAIL B
SCALE: 3/8" = 1'-0"

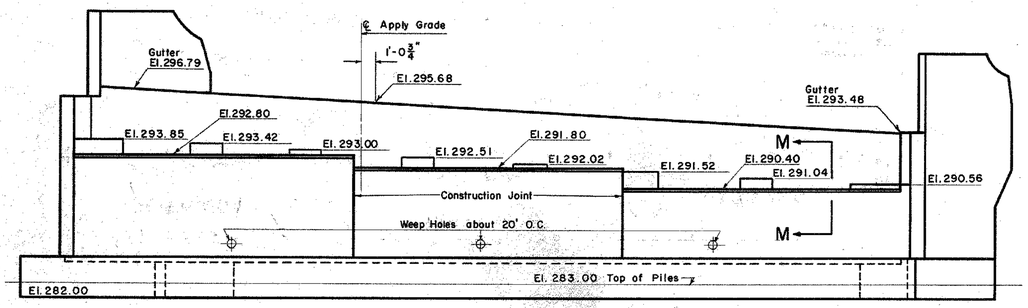


SECTION M-M

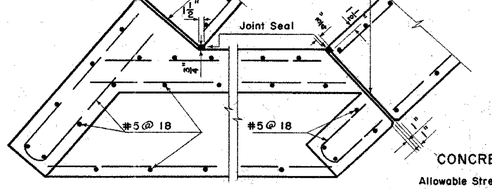
NO REVISIONS SUBMITTED FOR THIS SHEET



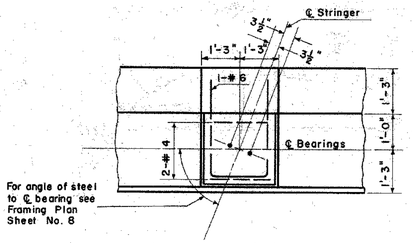
ELEVATION F-F
SCALE: 3/16" = 1'-0"



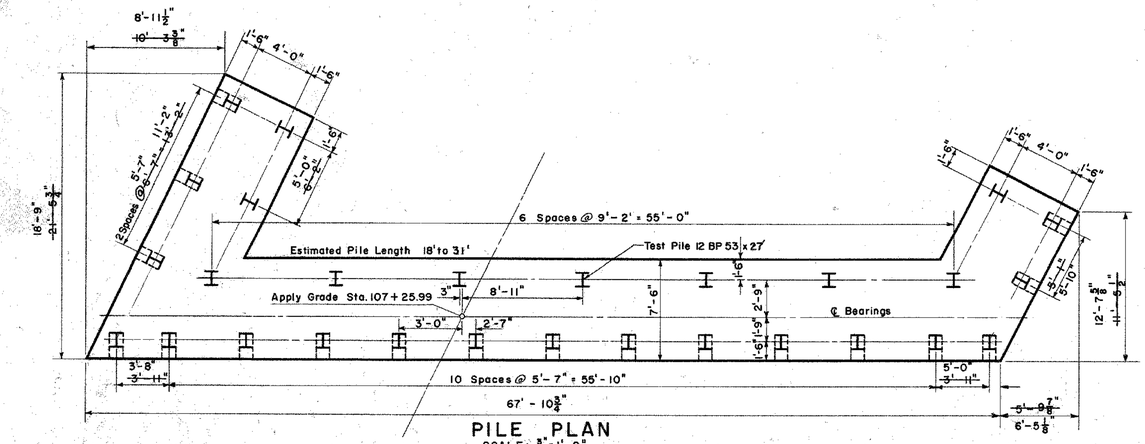
ABUTMENT ELEVATION
SCALE: 3/16" = 1'-0"



EXPANSION JOINT &
CHEEK WALL REINFORCING DETAIL



TYPICAL INTERIOR PEDESTAL
& ANCHOR BOLT DETAIL
SCALE: 1/2" = 1'-0"



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

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.

CONCRETE FOUNDATION NOTES

Allowable Stresses: f_c = 1000 P.S.I. f_s = 18,000 P.S.I. Reinforcing Steel lap splices 35 Diameters except as noted.

Minimum Cover on Footings 3" unless shown.
Minimum Cover on other parts 2" unless shown.

Chamfer all exposed edges 1" unless shown.

Piles are point bearing on Rock.
Maximum Pile Load 85 Kips.

For Construction Joint Detail, see Sheet No. 5.

REVISIONS		
NO.	DATE	DESCRIPTION
1	2-15-60	Corrected Dimensions on Pile Plan

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION STILL RIVER
UNDER
RELOCATION OF U.S. RTE. 6
STA. 108 + 00.00
WEST ABUTMENT NORTH BRIDGE

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY
CHECKED BY Mc C. DATE Jan. 58
APPROVED [signature] DATE 11-21-58
PROJECT NO. 34-94
BRIDGE SHEET NO. 2 OF 10

"CRONAFLEX" TRACING CLOTH JOSEPH MERRITT & CO. 8028

34 94 96 85

M 226 01

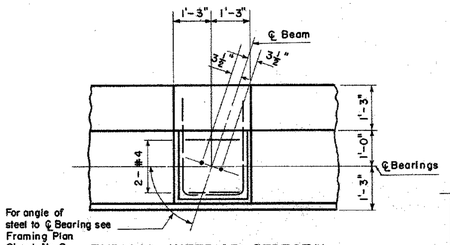
PDP 1

FORM NO. ENG. 15 ED.

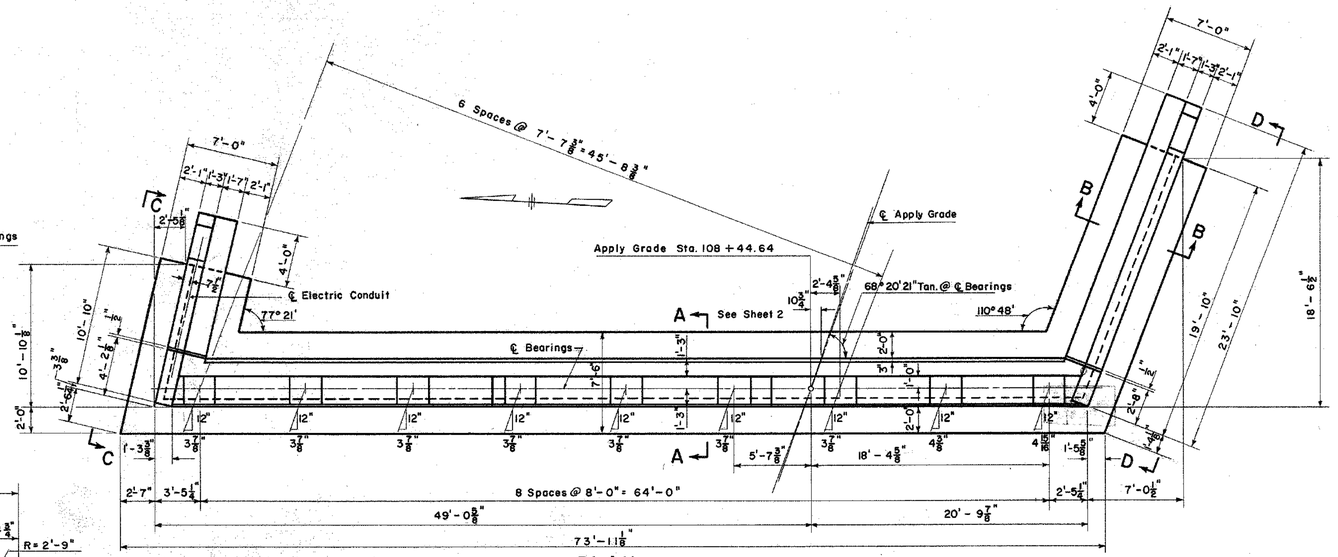
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TL SHT.
1	CONN.	DANBURY	I-84-1(5)8	34-94	1958	U.S. 6	100	606

RELOCATION U.S. ROUTE 6
RELOCATION STILL RIVER

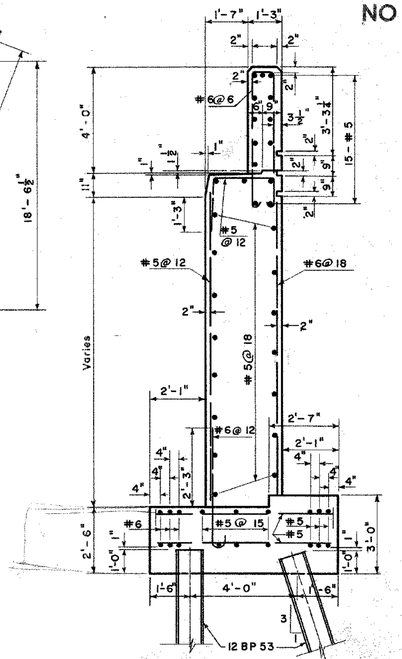
NO REVISIONS SUBMITTED FOR THIS SHEET



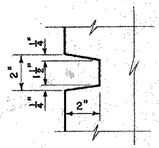
TYPICAL INTERIOR PEDESTAL & ANCHOR BOLT DETAIL



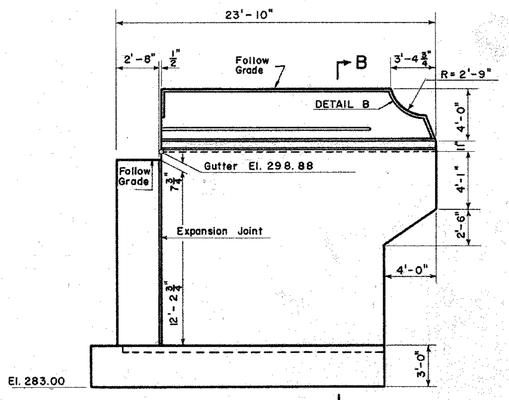
PLAN
SCALE: 3/16" = 1'-0"



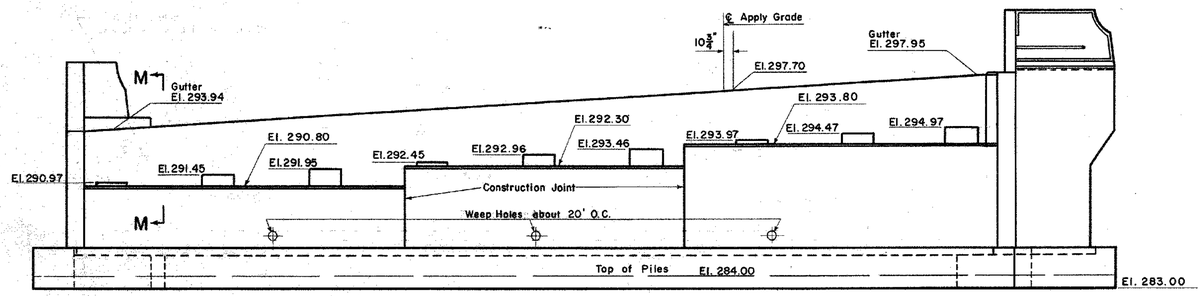
TYPICAL WINGWALL SECTION
SECTION B-B
SCALE: ⅜" = 1'-0"



NOTCH DETAIL
SCALE: 3" = 1'-0"



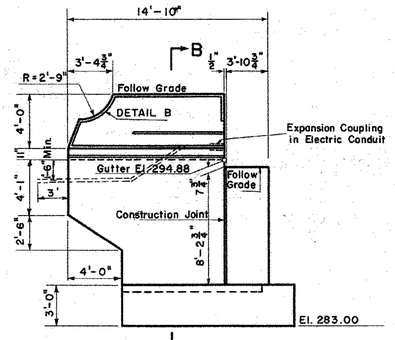
ELEVATION D-D
SCALE: 3/16" = 1'-0"



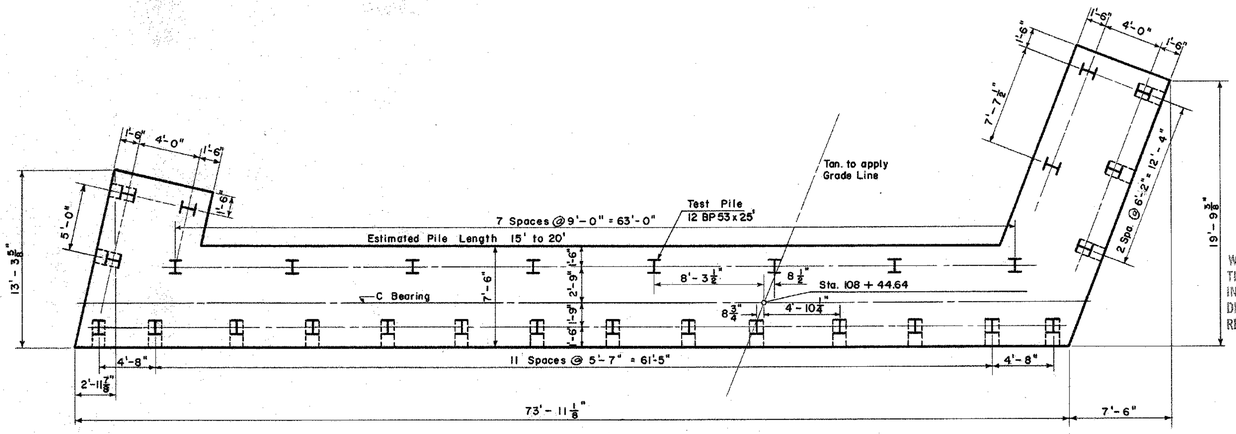
ABUTMENT ELEVATION
SCALE: 3/16" = 1'-0"

SECTION M-M

FOR NOTES SEE SHEET NO. 2.



ELEVATION C-C
SCALE: 3/16" = 1'-0"



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

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.

REVISIONS		
NO.	DATE	DESCRIPTION

FED. AID. PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION STILL RIVER
UNDER
RELOCATION OF U. S. RTE. 6
STA. 108 + 00.00
EAST ABUTMENT NORTH BRIDGE

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY
CHECKED BY McC DATE Dec. 57
APPROVED DATE 11-21-57
PROJECT NO. 34-94
BRIDGE SHEET NO. 3 OF 10

"KEUFFEL & ESSER" TRACING CLOTH JOSEPH MERRITT & CO. 9028

34 94 96 85

M228 01

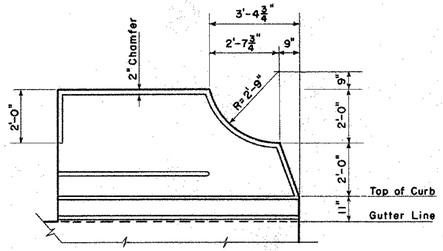
100

FORM NO. ENG. 12 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(5)8	34-94	1958	U.S. 6	101	666

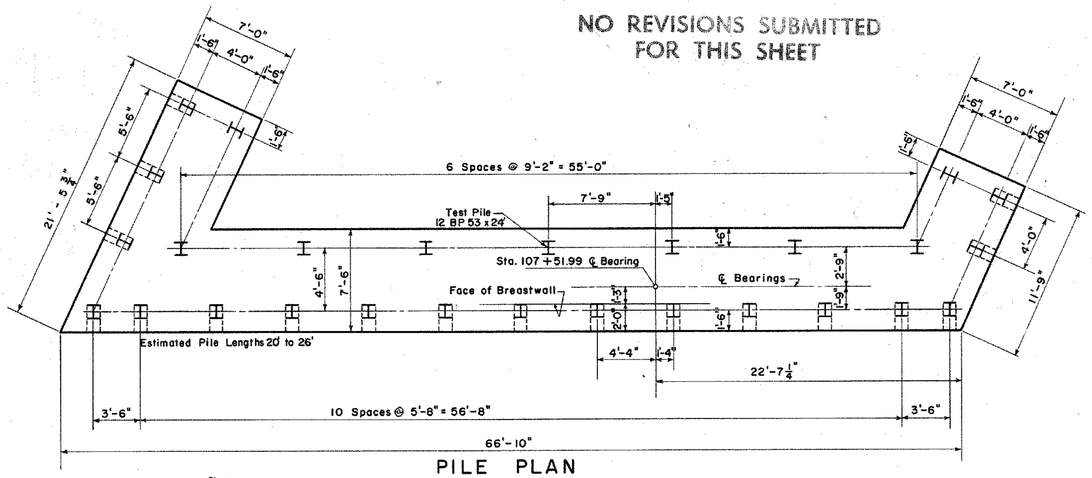
RELOCATION U.S. ROUTE 6
RELOCATION STILL RIVER

NO REVISIONS SUBMITTED FOR THIS SHEET



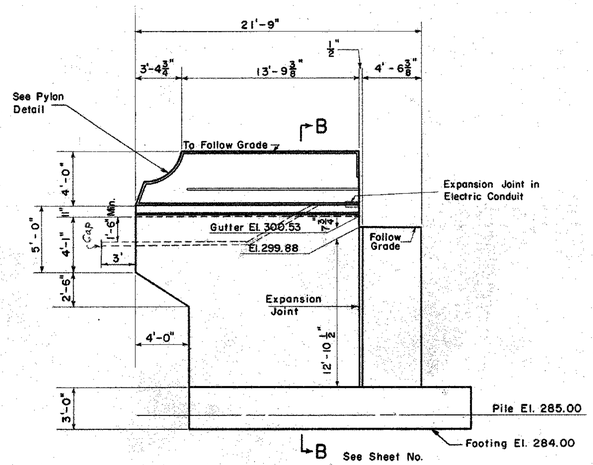
STANDARD DETAIL DIMENSIONS OF END PYLONS

SCALE: $\frac{3}{8}$" = 1'



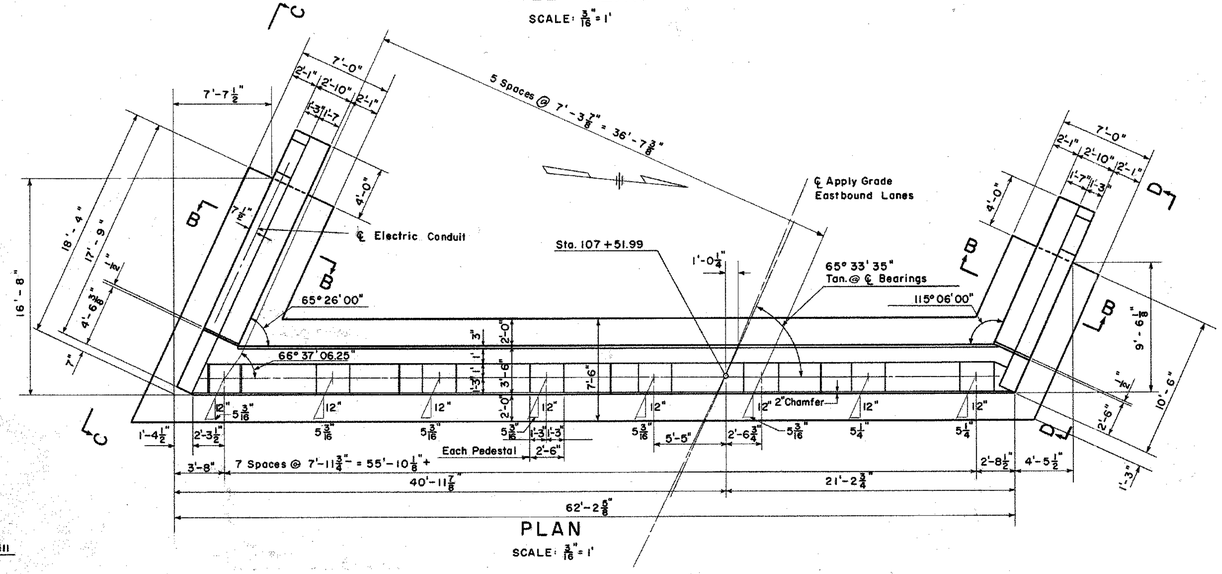
PILE PLAN

SCALE: $\frac{3}{16}$" = 1'



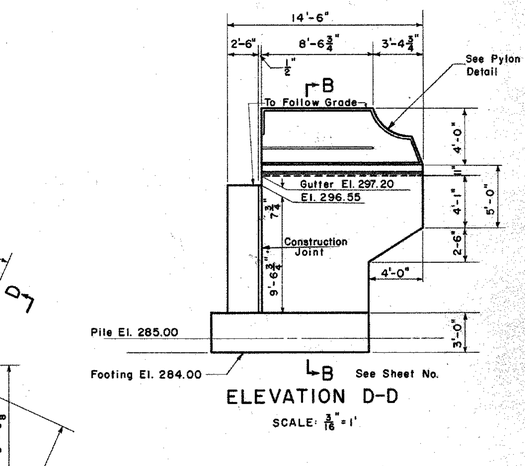
ELEVATION C-C

SCALE: $\frac{3}{16}$" = 1'



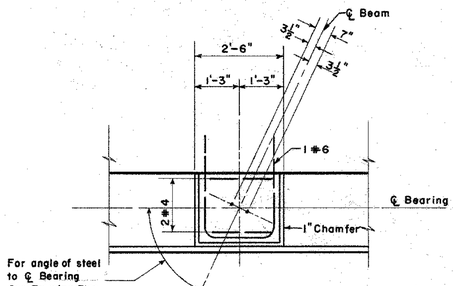
PLAN

SCALE: $\frac{3}{16}$" = 1'



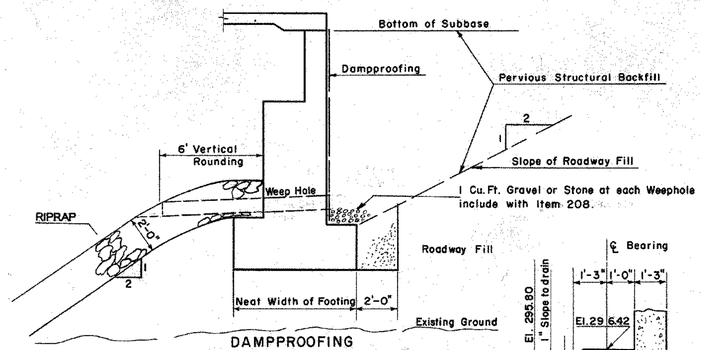
ELEVATION D-D

SCALE: $\frac{3}{16}$" = 1'



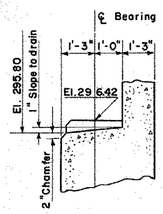
TYPICAL PEDESTAL & ANCHOR BOLT DETAIL

For Section A-A See Bridge Sheet No. 2
For Section B-B See Bridge Sheet No. 3



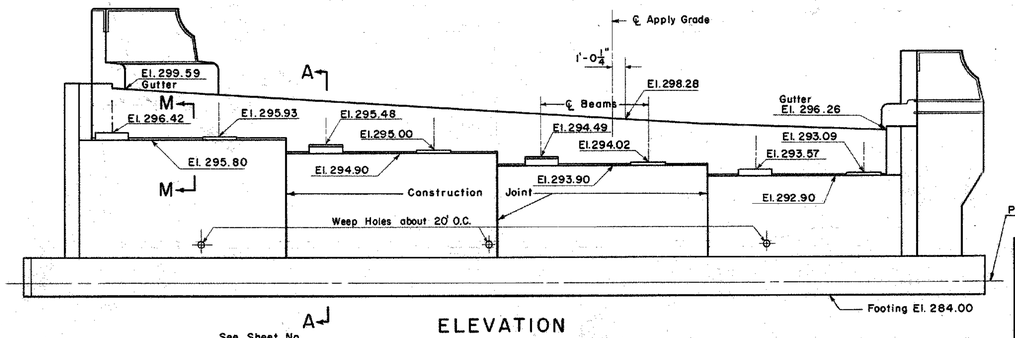
DAMPPROOFING
STRUCTURAL EXCAVATION
PERVIOUS STRUCTURAL BACKFILL
& WEEP HOLE DETAIL

NOT TO SCALE



SECTION M-M

SCALE: ½" = 1'-0"



ELEVATION

SCALE: $\frac{3}{16}$" = 1'

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FED. AID PROJ. NO. I-84-1 (5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY

RELOCATION STILL RIVER
UNDER
RELOCATION OF U.S. RTE. 6
STA. 108 + 00.00
WEST ABUTMENT SOUTH BRIDGE

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES

SCALES AS SHOWN — PROJECT NO. 34-94

MADE BY D.R.T. DATE

CHECKED BY Mc.C. DATE

APPROVED [signature] DATE 1-21-59

BRIDGE SHEET NO. 4 OF 10

"ARMOUROTH" TRACING CLOTH JOSEPH HERRITY & CO. 9068

84 94 96 85 226 01

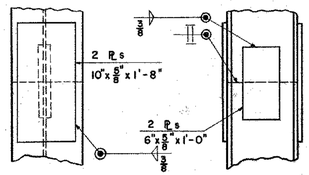
101

FORM NO. ENG. 13 ED. 11-62

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(518)	34-94	1958	U.S.6	102	606

NO REVISIONS SUBMITTED FOR THIS SHEET

RELOCATION U.S. ROUTE 6
RELOCATION STILL RIVER

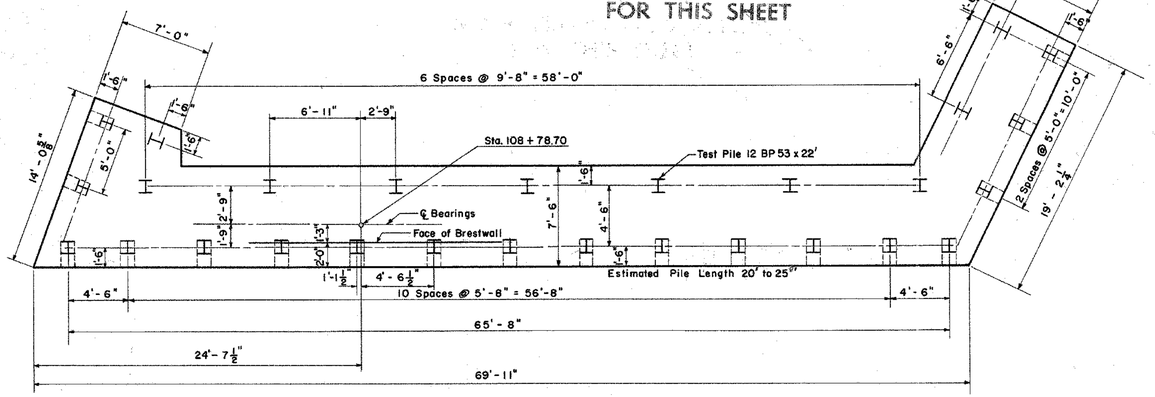


TYPICAL PILE SPLICE
SCALE: 1" = 1'-0"

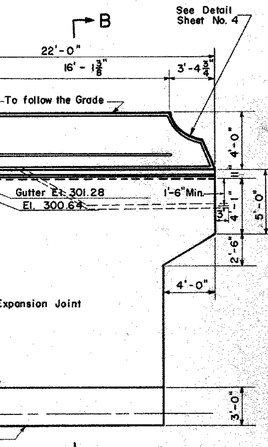
Vertical Pile

Battered Pile

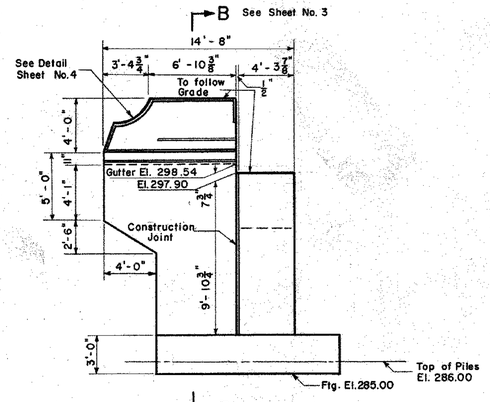
Piles shall be 12 BP 53 driven to Rock



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

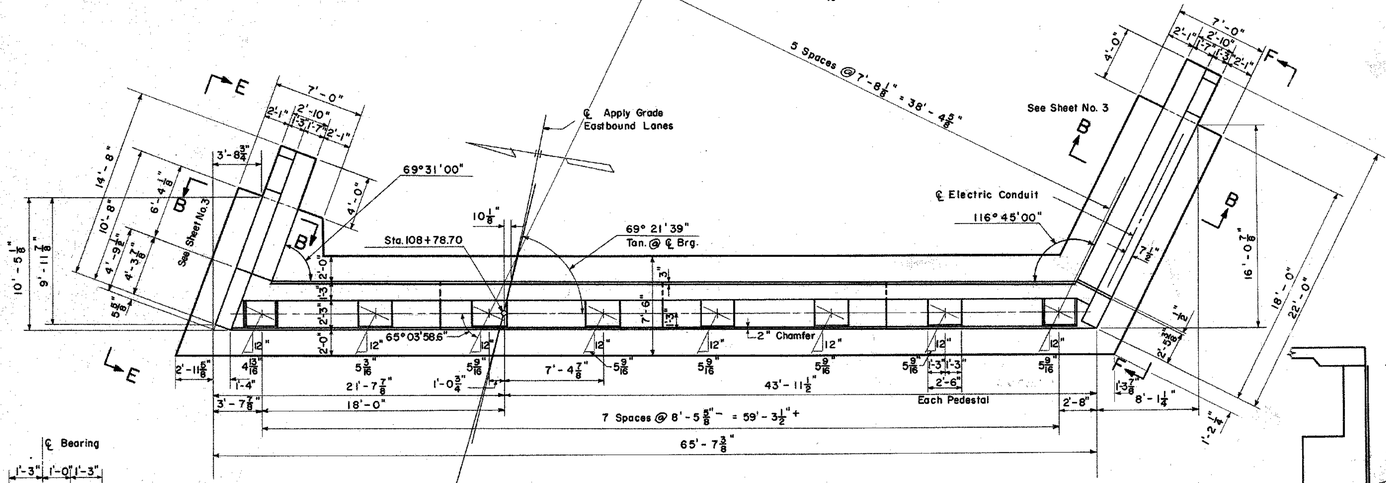


ELEVATION F-F
SCALE: 3/16" = 1'-0"

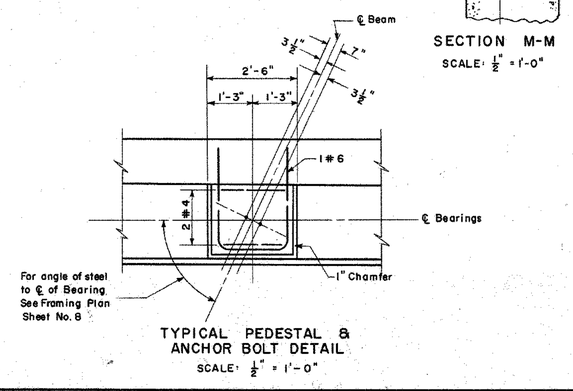


ELEVATION E-E
SCALE: 3/16" = 1'-0"

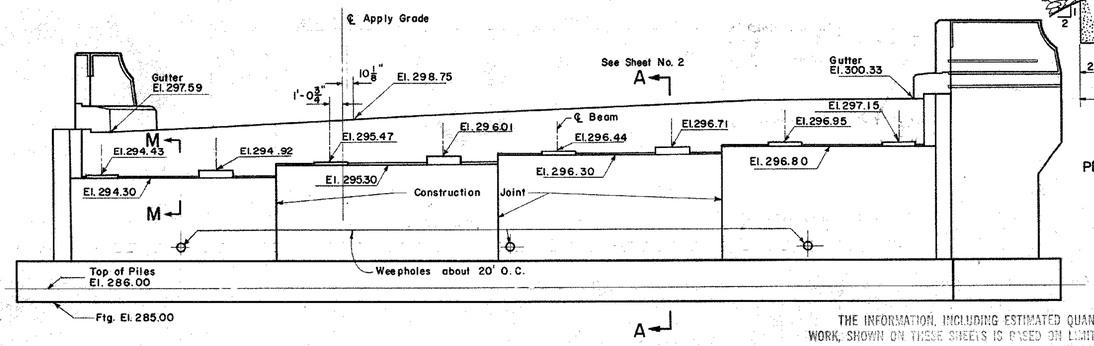
SECTION M-M
SCALE: ½" = 1'-0"



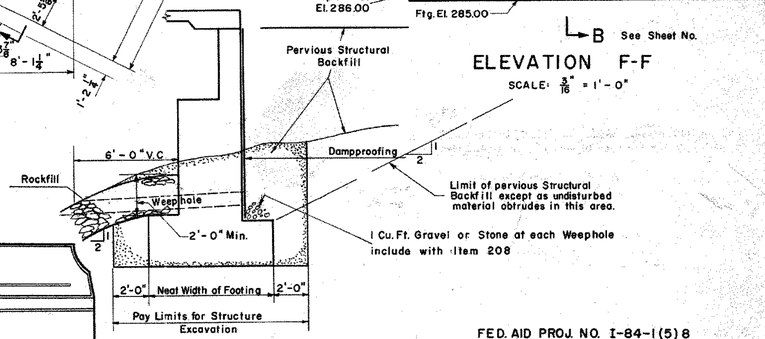
PLAN
SCALE: 3/16" = 1'-0"



TYPICAL PEDESTAL & ANCHOR BOLT DETAIL
SCALE: ½" = 1'-0"



ELEVATION
SCALE: 3/16" = 1'-0"



TYPICAL DAMPPROOFING
STRUCTURAL EXCAVATION
PERVIOUS STRUCTURE BACKFILL
WEEPHOLE DETAILS

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.

REVISIONS		
NO.	DATE	DESCRIPTION

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY

RELOCATION STILL RIVER
UNDER
RELOCATION OF U.S. RTE. 6
STA. 108+00.00

EAST ABUTMENT SOUTH BRIDGE

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY D.R.T. DATE
CHECKED BY Mc.C. DATE
APPROVED [signature] DATE 11-21-58
PROJECT NO. 34-94
BRIDGE SHEET NO. 5 OF 10

"ARKOSHEET" TRACING CLOTH JOSEPH MERRITT & CO.

34 94 96 85

M 226 01

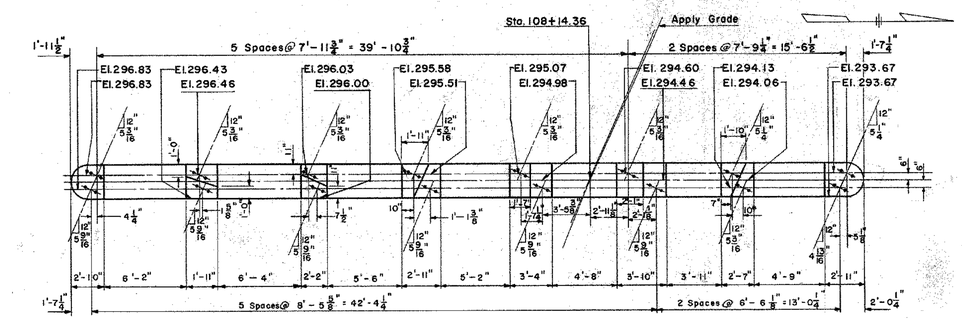
112

FORM NO. ENG. 16 ED. 11-62

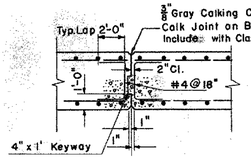
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(5)8	34-94	1958	U.S. 6	103	606

RELOCATION U.S. ROUTE 6
RELOCATION STILL RIVER

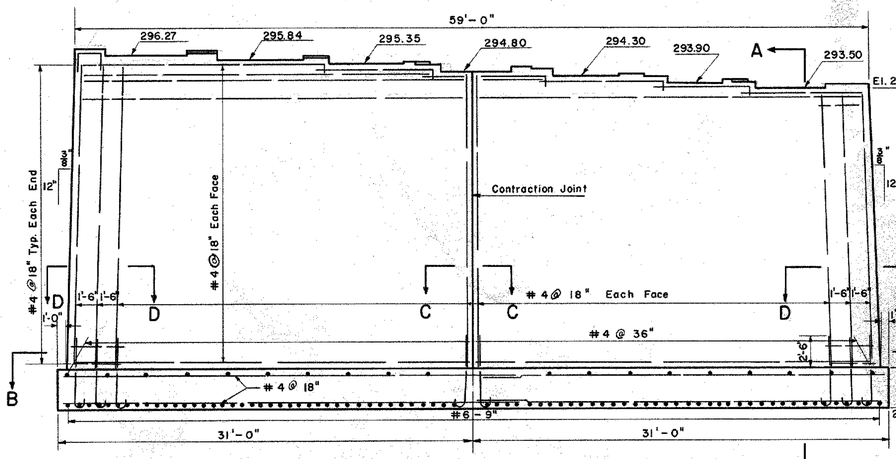
NO REVISIONS SUBMITTED FOR THIS SHEET



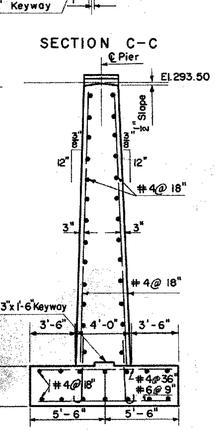
PLAN
SCALE: 3/16" = 1'-0"



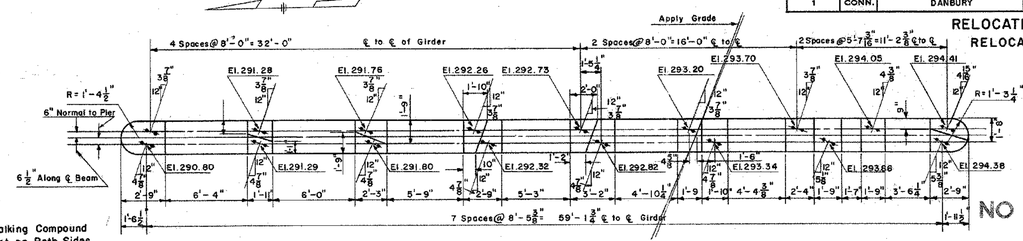
SECTION C-C



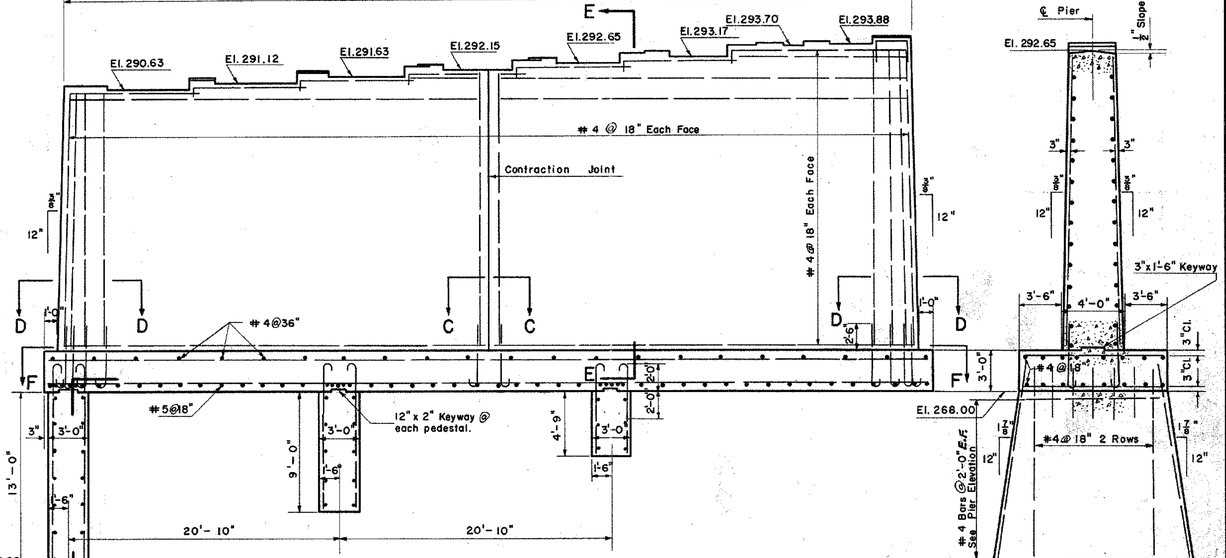
PIER ELEVATION LOOKING WEST
SCALE: 3/16" = 1'-0"



SECTION A-A

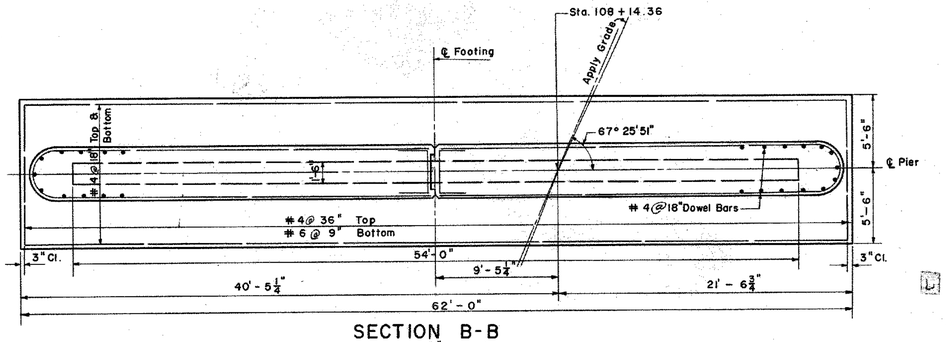


PLAN OF TOP
SCALE: 3/16" = 1'-0"



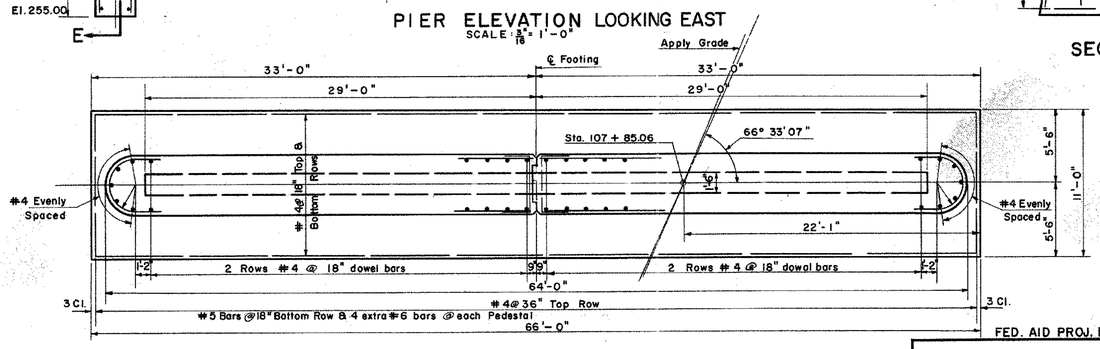
PIER ELEVATION LOOKING EAST
SCALE: 3/16" = 1'-0"

SECTION E-E



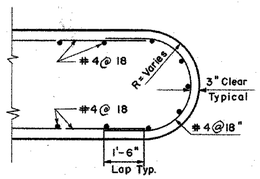
SECTION B-B
SCALE: 3/16" = 1'-0"

SOUTH PIER

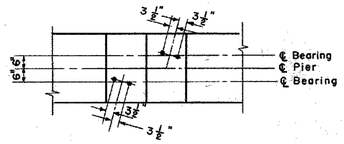


SECTION F-F
SCALE: 3/16" = 1'-0"

NORTH PIER



SECTION D-D



TYPICAL ANCHOR BOLT DETAIL
SCALE: 3/8" = 1'-0"

CONCRETE FOUNDATION NOTES

Allowable Stresses: f_c = 1000 P.S.I. f_s = 18000 P.S.I.
Maximum Foundation Pressure: 16.7 Kips/Ft² North Pier
Maximum Foundation Pressure 4.0 South Pier
Reinforcing laps at Splices shall be 35 Diameter unless shown.
Minimum cover shall be 3" unless shown. Chamfer exposed edge 1"
Footings to be founded on Rock.

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REVISIONS		
NO.	DATE	DESCRIPTION

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
RELOCATION STILL RIVER
UNDER
RELOCATION OF U.S. RTE. 6
STA. 108+00.00
PIERS

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY _____ DATE _____
CHECKED BY McC. DATE Jan. 58
APPROVED _____ DATE 11-21-58
PROJECT NO. 34-94
BRIDGE SHEET NO. 6 OF 10

103

"ARKWRIGHT" TRACING CLOTH JOSEPH MERRITT & CO. 7159

134 94 96 85

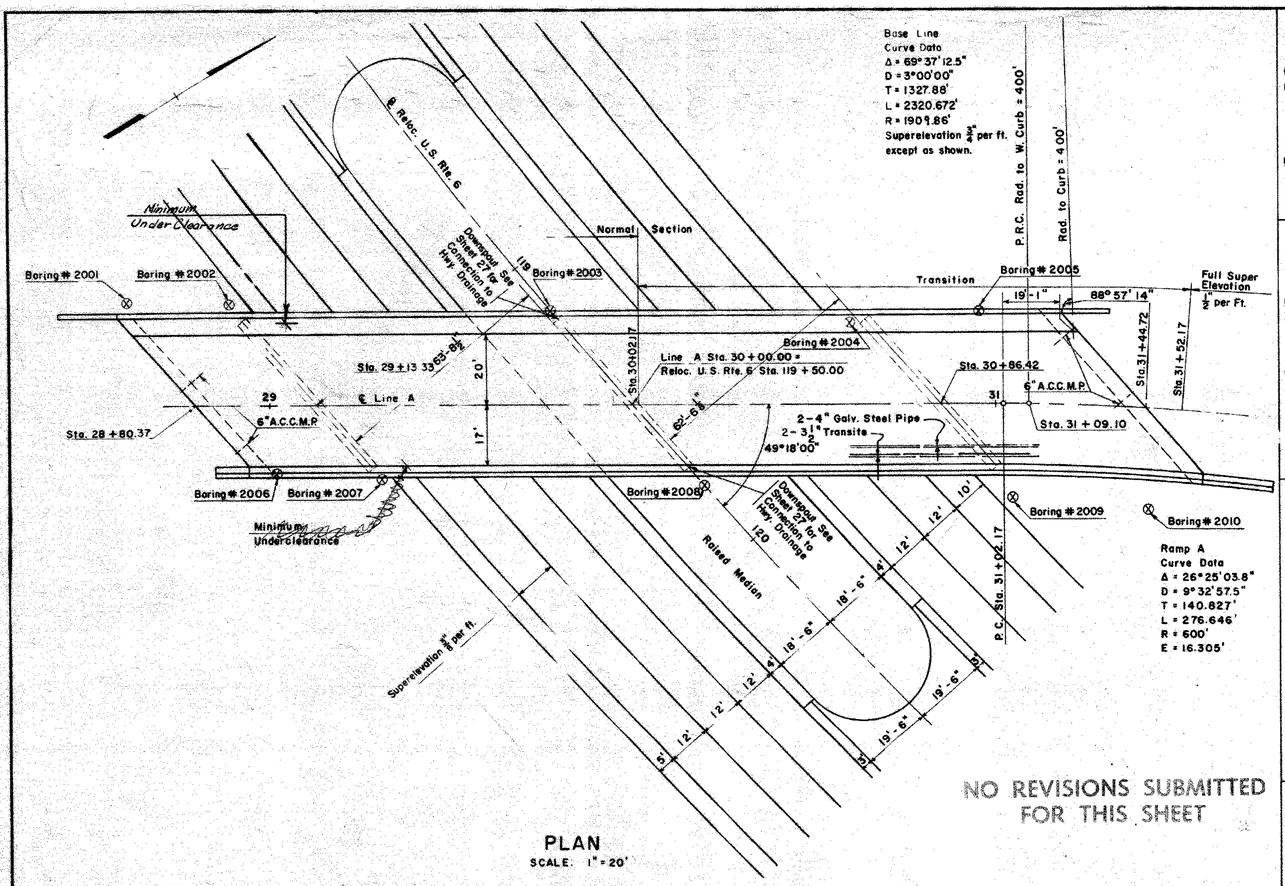
m 226 01

STRUCTURE NO. 01199

FORM NO. ENG. 1-ED 11-52

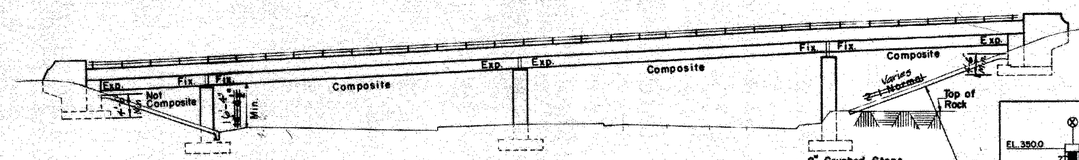
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(5)8	34-94	1958	U.S.6	108A	606

This Sheet Supercedes Sheet 108

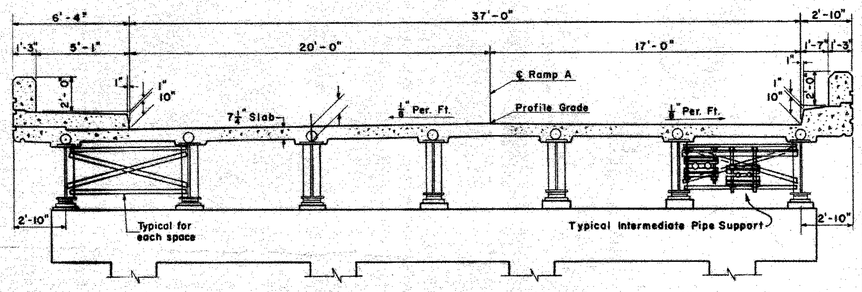


PLAN
SCALE: 1" = 20'

NO REVISIONS SUBMITTED FOR THIS SHEET



BRIDGE ELEVATION
SCALE: 1" = 20'



BRIDGE CROSS SECTION A-A
SCALE: 1/4" = 1'-0"

HOLE ⊗-# 2001
GROUND EL. 345.7
TOPSOIL
24 TAN FINE SAND, LITTLE SILT TRACE CLAY, TRACE GRAVEL MOIST.
WATER EL. 340.0
40 TAN FINE SAND, TRACE SILT TRACE GRAVEL
MASS OF BOULDERS, FAILED TO PICK UP SAMPLE, THREE TIMES - WET.
EL. 330.0
GRANITE, 61% RECOVERY, WET MEDIUM HARD SEAMY CORING TIME 2.5 MIN. PER PER FOOT

HOLE ⊗-# 2002
GROUND EL. 345.9
7 BROWN FINE & SILT TRACE CLAY, MOIST
EL. 340.0 27
WATER 75
TAN FINE SAND, TRACE SILT DECOMPOSED ROCK FRAGMENTS, WET
157
VERY DECOMPOSED ROCK MAINLY MICA SCHIST, DRY
EL. 3300 132
RECOVERY 52% GRANITE MEDIUM HARD SEAMY
RECOVERY 84%

HOLE ⊗-# 2003
GROUND EL. 347.2
31 TAN FINE SAND & SILT TRACE CLAY TRACE GRAVEL
133
EL. 340.0 181
WATER
TAN FINE SAND, TRACE SILT LITTLE GRAVEL MOIST, VERY COMPACT VERY DECOMPOSED ROCK AT BOTTOM THIS STRATA
79
56
EL. 3300
RECOVERY 50%
RECOVERY 72% GRANITE LOST DRILLING WATER AT 22' MEDIUM HARD SEAMY
RECOVERY 100%
RECOVERY 100%
RECOVERY 100%
RECOVERY 96%
EL. 320.0
RECOVERY 70%

HOLE ⊗-# 2004
GROUND EL. 348.9
TOPSOIL
24 TAN FINE SAND, SOME SILT TRACE GRAVEL MOIST COMPACT
WATER 73
EL. 340.0 40
WATER
TAN FINE SAND LITTLE MEDIUM SAND SOME MICA, SOME DECOMPOSED ROCK FRAGMENTS
90
PEGMATITE RECOVERY 96% MEDIUM HARD
EL. 330.0

HOLE ⊗-# 2005
GROUND EL. 350.5
TOPSOIL
7 TAN FINE SAND SOME SILT, TRACE GRAVEL LOOSE, MOIST
WATER 724 21
WATER 748
EL. 340.0 88
TAN FINE TO MEDIUM SAND & ROCK FRAGMENTS FIRM
65
FINE TO MEDIUM SAND FULL OF MICA APPEARS TO BE A VERY DECOMPOSED MICA ROCK FIRM
EL. 330.0 106
111
EL. 320.0
PEGMATITE TRACES MICA SCHIST SOFT, SEAMY
MICA SCHIST & PEGMATITE

HOLE ⊗-# 2010
GROUND EL. 350.4
TOPSOIL
EL. 350.0 25 TAN FINE SAND, SOME SILT TRACE GRAVEL, COMPACT
114 TAN FINE SAND, TRACE SILT TRACE FINE GRAVEL, COMPACT
EL. 340.0
MICA SCHIST TRACE OF PEGMATITE, SOFT RECOVERY 80%

TEST BORINGS - NORTH ABUTMENT

HOLE ⊗-# 2006
GROUND EL. 342.3
TOPSOIL
EL. 3400 17 TAN FINE SAND & SILT, TRACE COARSE SAND, MOIST
57
WATER TAN FINE SAND, TRACE SILT & DECOMPOSED ROCK FRAGMENT MOIST.
FINE SAND, SOME MEDIUM TO COARSE SAND & GRAVEL
EL. 3300 83
PEGMATITE & MICA SCHIST RECOVERY 72% MEDIUM HARD, BROKEN, SEAMY

TEST BORINGS - SOUTH ABUTMENT

HOLE ⊗-# 2007
GROUND EL. 343.0
TOPSOIL
EL. 340.0 9 TAN FINE SAND & SILT MOIST, LOOSE
WATER 30
TAN FINE SAND, TRACE SILT TRACE CLAY, SOME FINE TO COARSE GRAVEL, HARD PAN MOIST, COMPACT
46
EL. 330.0
VERY DECOMPOSED MICA SCHIST, MOIST, COMPACT
351
RECOVERY 58%
RECOVERY 80% GRANITE MEDIUM HARD SEAMY
EL. 320.0
RECOVERY 100%

HOLE ⊗-# 2008
GROUND EL. 344.4
TOPSOIL
21 TAN FINE SAND & SILT, LOOSE
EL. 340.0 134
24 181
WATER
48 79
WATER
EL. 3300 56
TAN FINE SAND, SOME MEDIUM SAND, TRACE SILT TRACE GRAVEL LOOSE, MOIST
DECOMPOSED ROCK, COMPACT
MICA SCHIST TRACE OF PEGMATITE RECOVERY 90%

TEST BORINGS - CENTER PIER

HOLE ⊗-# 2009
GROUND EL. 348.4
TOPSOIL
11 TAN FINE SAND TRACE MEDIUM SAND SOME SILT, TRACE GRAVEL FROM 5' DOWN MOIST VERY COMPACT
EL. 340.0 29
WATER 33
DECOMPOSED ROCK COMPACT
RECOVERY 92% GRANITE MEDIUM HARD
EL. 330.0 RECOVERY 100% CORING TIME 40 MIN. PER FT.

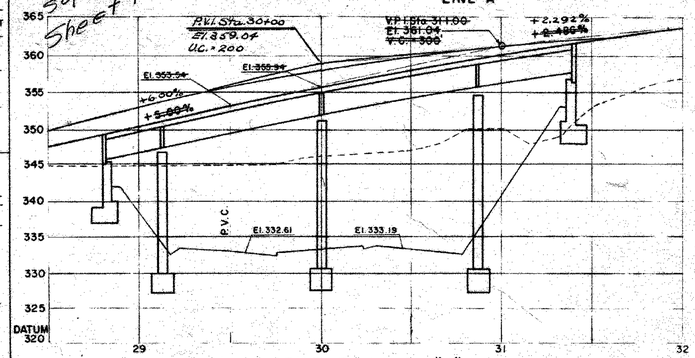
TEST BORINGS - NORTH PIER

CLASS "A" CONCRETE QUANTITIES - ITEM 163A		
CLASS "A"	CONCRETE SUPERSTRUCTURE	450 C.Y.
CLASS "A"	CONCRETE SUBSTRUCTURE	345 C.Y.
CLASS "A"	CONCRETE FOOTINGS	175 C.Y.
CLASS "A"	CONCRETE TOTAL	970 C.Y.

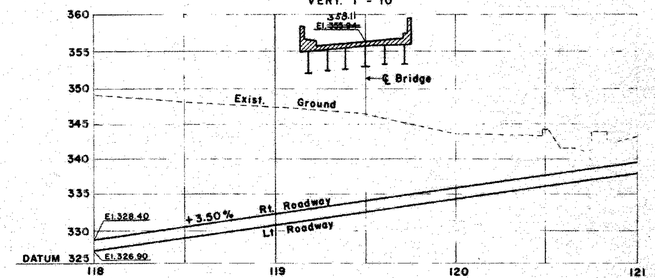
QUANTITIES

ITEM NO.	ITEM	TOTAL	UNIT	
7A	STRUCTURE EXCAVATION (COMPLETE)	~~980~~	C.Y.	880
49	6" A.C.C.M. Pipe	46	L.F.	
163A	CLASS "A" CONCRETE	~~970~~	C.Y.	985
173	1/2" PREM. BIT. JT. FILLER FOR BRIDGES	~~220~~	S.F.	222
174	1/4" PREM. BIT. JT. FILLER FOR BRIDGES	75	S.F.	
175	1" PREM. BIT. JT. FILLER FOR BRIDGES	21	S.F.	
188	DEFORMED STEEL BARS	~~166,000~~	LB.	166245
191	STRUCTURAL STEEL	374,600	LB.	
192	SPIRAL SHEAR CONNECTOR BARS ALT "A"	9,513	LB.	
193	WELDED STUD SHEAR CONNECTORS(7") ALT "B"	6,834	EA.	
199	DAMPPROOFING	~~200~~	S.Y.	205
204	METAL BRIDGE RAIL	528	L.F.	
208	PERVIOUS STRUCTURE BACKFILL	~~522~~	C.Y.	557
319A	CRUSHED STONE FOR SLOPE PROTECTION	145	TON	
101A	SCUPPER	2	EA.	
50A	4" WROUGHT IRON PIPE	14	L.F.	
51A	6" WROUGHT IRON PIPE	~~50~~	L.F.	55
116A	COPPER TROUGH	54	L.F.	

RELOCATION U.S. ROUTE 6
LINE A



PROFILE LINE "A"
SCALES: HORIZ. 1" = 40'
VERT. 1" = 10'



PROFILE - RELOC. U.S. ROUTE 6
HORIZ. 1" = 40'
SCALES: VERT. 1" = 10'

GENERAL NOTES

DESIGN SPECIFICATIONS
Standard specification for highway bridges (A.A.S.H.O.-1953) except as modified by the Bureau of Public Roads "Policy on Interstate System Projects" (August 1956) and as supplemented by the Connecticut State Highway Department Standard Bridge Details for Contracting Engineers (February 1956). "Shear Connector Design as per AASHO 1957 Specifications."

SPECIFICATIONS
Connecticut State Highway Department form 808 (January 1955) and special provisions.

LOADING
Live Loading A.A.S.H.O., H20-S16-44 Alt. two 24,000# Axles @ 4'-0" cc. 25#/ft² future W.S.

CONCRETE
Class "A" Concrete is to be used throughout. All exposed corners of Concrete are to be chamfered 1" x 1" unless otherwise shown on the plans. For use of air entrained Portland Cement Concrete & natural cement, see special provisions.

QUANTITIES
Quantities are approximate & should be checked by the Contractor before preparing his bid. The cost of furnishing & installing joint seal & the two layers of 3-ply tarpaper on top of the backwalls are to be included in the item Class "A" Concrete. For Joint Seal, see special provisions for Class "A" Concrete.

COMPOSITE DESIGN - 3 SIMPLE SPANS
Superstructure designed for composite action additional *dead load & live load. Spiral or stud shear connectors shall be used. No intermediate supports for stringers shall be used during construction. Shear connectors to take additional horizontal dead load plus live load plus impact shears.
n=10 for live load & impact, n=30 for additional dead load.

*Additional dead load includes dead load applied after concrete figured for composite action has set. Concrete shall attain a minimum 10 day strength prior to addition of any superimposed loads.
North & South Piers shall be built & backfilled before excavating for Abutments.

LEGEND

50 NO. OF BLOWS TO DRIVE 1 3/8" I.D. SPLIT SPOON, SAMPLER PIPE 12" WITH 140# HAMMER FALLING 30" FOR ALL HOLES. ALL CORING DONE WITH DIAMOND BIT. DRILL.

24 WATER = WATER & HOURS OBSERVED AFTER HOLE WAS DRILLED.

⊗ TEST HOLE LOCATION (SEE PLAN)

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY

LINE A
OVER
RELOCATION OF U.S. RTE. 6
STA. 119 + 50.00
GENERAL PLAN # 60199

REVISIONS		
NO.	DATE	DESCRIPTION
1	9-2-59	Revised Shear Connector Design as per AASHO 1957 Specifications. Revised Quantities Items 192, 193
2	~~4-60~~	Revised Profile Line A to Provide 16'-3" Min. Clearance

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY _____ DATE _____
CHECKED BY L.L.D. DATE Jan. 58
APPROVED La Porter DATE 11-21-59
PROJECT NO. 34-94
BRIDGE SHEET NO. 1A OF 8

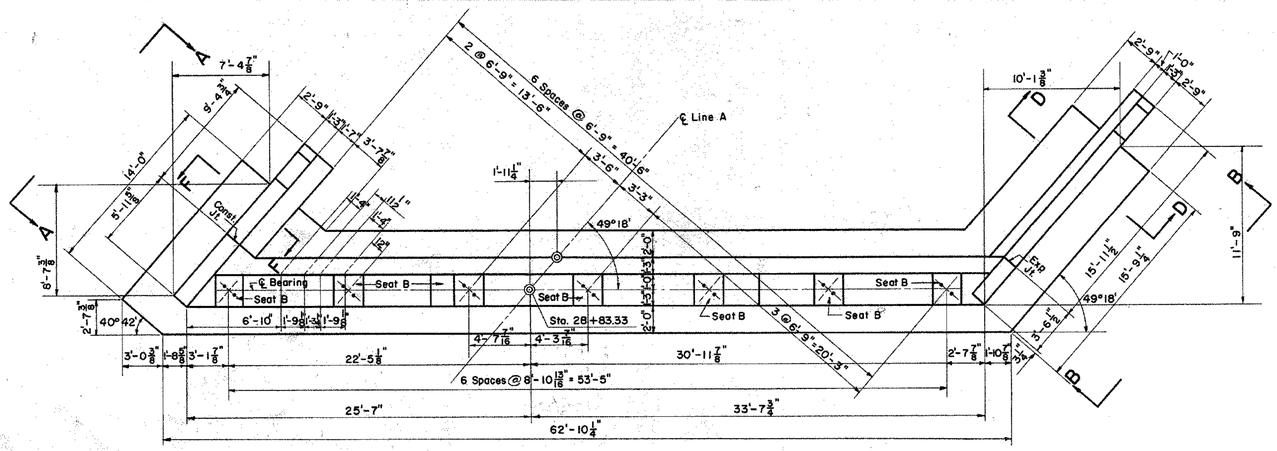
34 94 96 85 m 226 01

THIS SHEET SUPERSEDES SHEET 108 108A 108A

FORM NO. ENG. 15 ED. 11-52

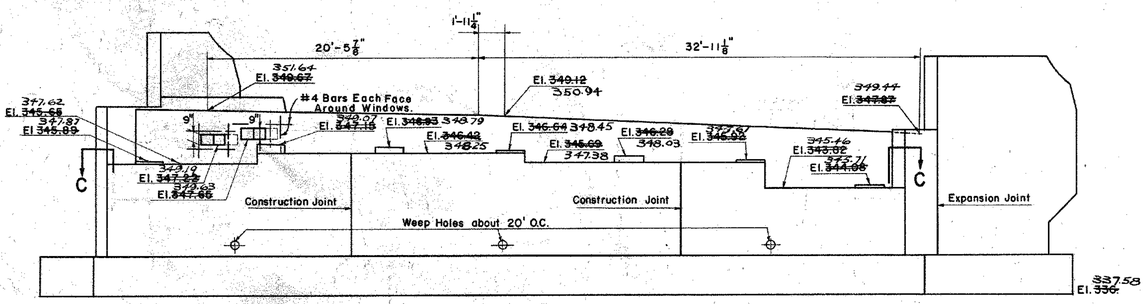
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(5)8	34-94	1958	U.S.6	109	606

RELOCATION U.S. ROUTE 6
LINE A

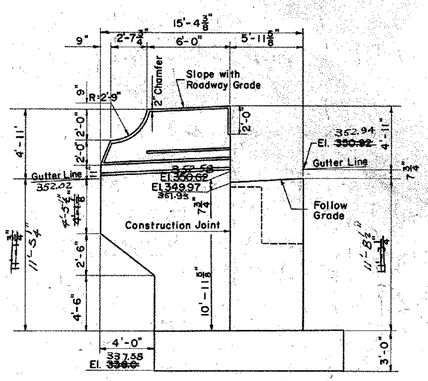


ABUTMENT PLAN

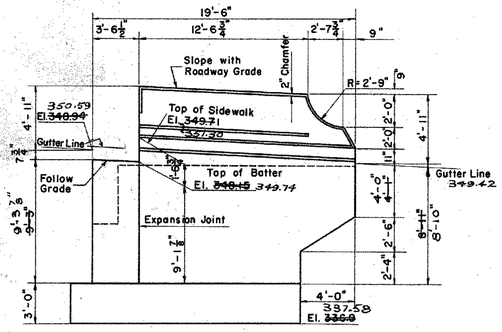
Window Openings For Conduits Shall Be Sealed With Bricks Set In Mortar Or With Mortar After Conduits And Sleeves Are In Place.



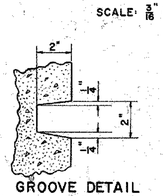
ELEVATION
SCALE: 3/16" = 1'-0"

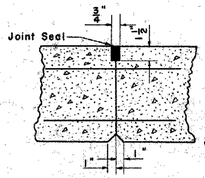


ELEVATION A-A
SCALE: 3/16" = 1'-0"

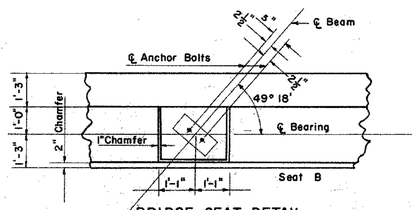


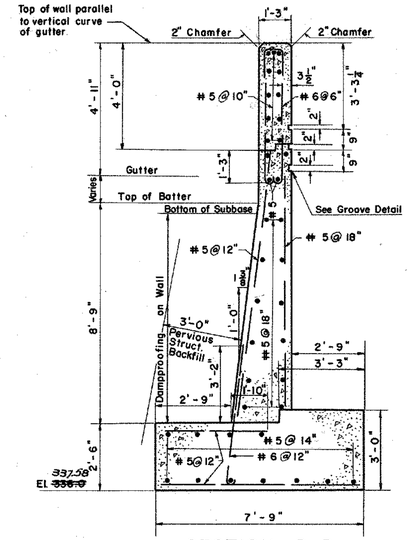
ELEVATION B-B
SCALE: 3/16" = 1'-0"



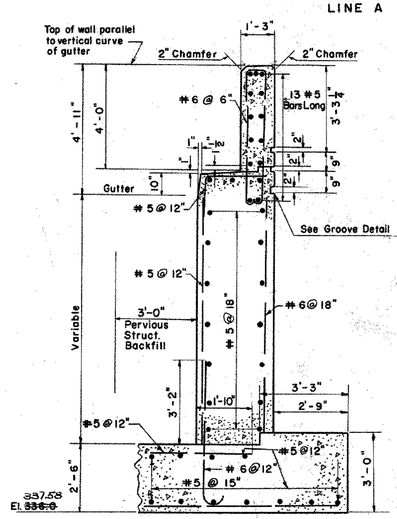


Reinforcing Steel shall extend thru Construction Joints.



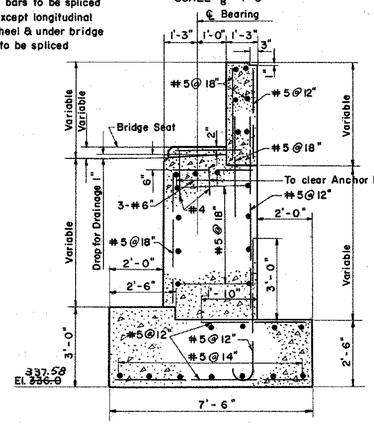


SECTION D-D
SCALE: 3/8" = 1'-0"

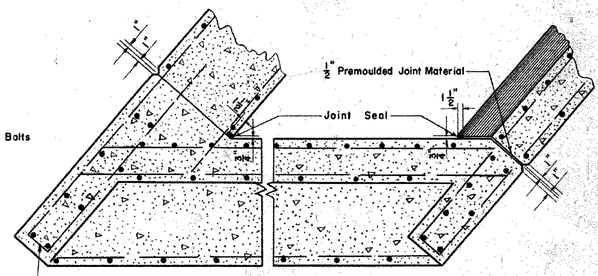


SECTION F-F
SCALE: 3/8" = 1'-0"

NOTE:
All longitudinal bars to be spliced 20 diameters except longitudinal bars in top of heel & under bridge seat. Latter to be spliced 35 diameters.



TYPICAL ABUTMENT SECTION
SCALE: 3/8" = 1'-0"



EXPANSION JOINT DETAILS
SCALE: ½" = 1'-0"

NO REVISIONS SUBMITTED FOR THIS SHEET

CONCRETE FOUNDATION NOTES

Allowable Stresses f_c = 1000 P.S.I. f_s = 18,000 P.S.I. Reinforcing Steel lap splices 35 Diameters except as noted.

Minimum Cover on Footings 3" unless shown.
Minimum Cover on other parts 2" unless shown.

Chamfer all exposed edges 1" unless shown.

Maximum Foundation Pressure = 4.6 Kips/per ft.²

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.

REVISIONS		
NO.	DATE	DESCRIPTION
2	4-1-60	Revised Elevations and Corresponding Dimensions

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
LINE A
OVER
RELOCATION OF U.S. RTE. 6
STA. 119+50.00
SOUTH ABUTMENT

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY ____ DATE ____
CHECKED BY L.L.D DATE Jan. 58
APPROVED [signature] DATE 11-21-57
PROJECT NO. 34-94
BRIDGE SHEET NO. 2 OF 8

"ARCHRIGHT" TRACING CLOTH JOSEPH MERRITT & CO. 9029

34 94 96 85

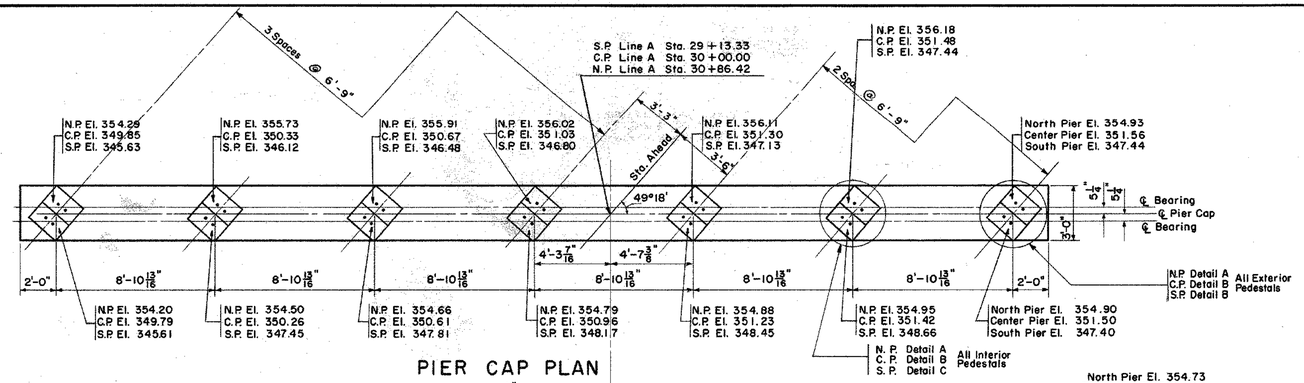
M 226 01

109

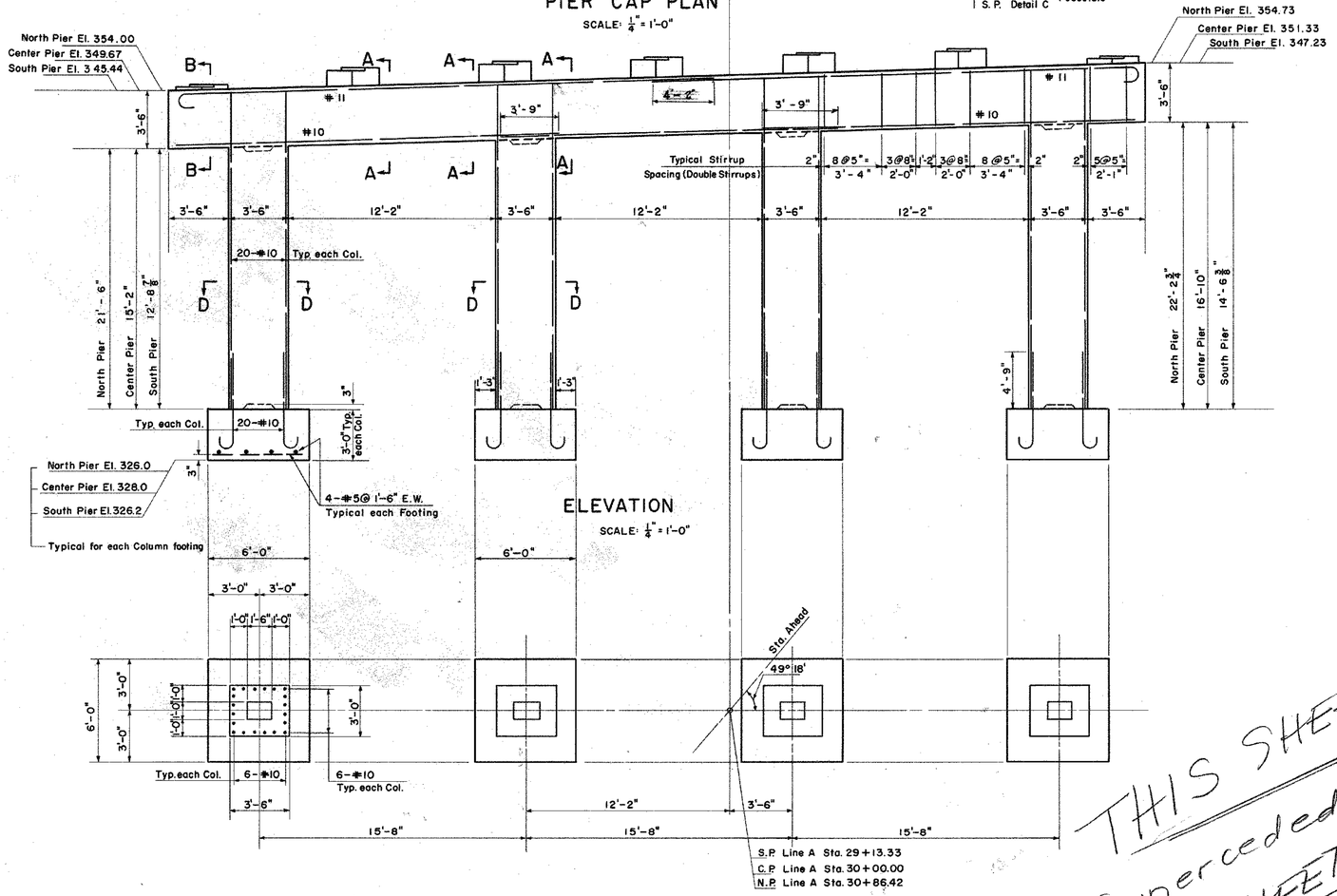
FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	DANBURY	I-84-1(5)8	34-94	1958	U.S.6	111	606

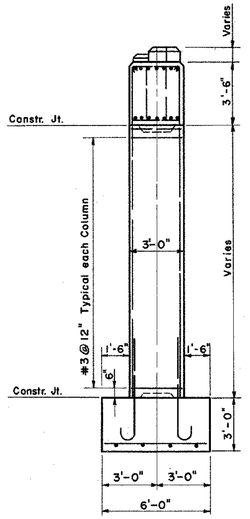
RELOCATION U. S. ROUTE 6
LINE A



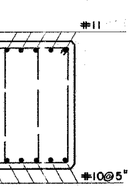
PIER CAP PLAN
SCALE: 1/4"=1'-0"



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

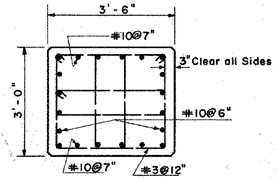


EAST ELEVATION

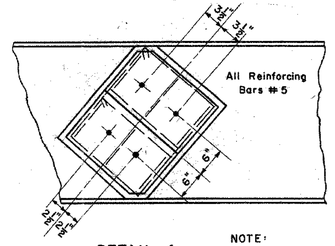


SECTION A-A

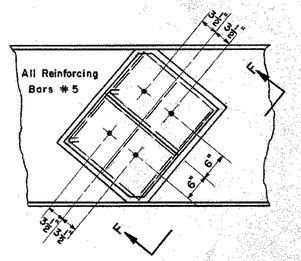
SECTION B-B



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

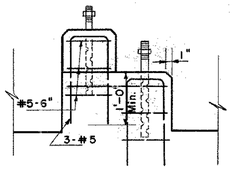


DETAIL A
SOUTH PIER



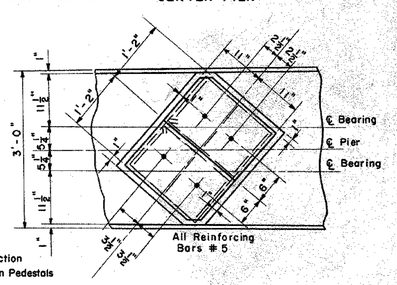
DETAIL B
CENTER PIER

NOTE:
All Pedestals are looking ahead. Pedestal Dimensions for A & B are same as Detail C.



SECTION F-F

Reinf. shown in Section F-F used only when Pedestals are 3" or over.



DETAIL C
NORTH PIER

NOTES

Allowable Stresses: f_c 1000 P.S.I. f_s 18000 P.S.I.

Reinforcing Laps of splice to be 35 Diam.

Coverage on Reinf. 2" Min. in Cols. , 3" Min. in Footing.

Chamfer all exposed edges 1".

Maximum Foundation Pressure: S.P.- 5.3 Kips/ft.²
C.P.- 9 Kips/ft.²
N.P.- 7.8 Kips/ft.²

Footings to be founded on rock.

THIS SHEET VOID
Superceded by
SHEET 111A

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REVISIONS		
NO.	DATE	DESCRIPTION

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF DANBURY
LINE A
OVER
RELOCATION OF U.S. RTE. 6
STA. 119+50.00
PIER DETAILS

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY ____ DATE ____
CHECKED BY L.L.D. DATE ____
APPROVED L.L.D. DATE 1/21/58
PROJECT NO. 34-94
BRIDGE SHEET NO. 4 OF 8

"ARNOSHTY" TRACING CLOTH JOSEPH MERRITT & CO. 7138

34 94 96 85 M 226 01

VOID SEE SHEET 111A

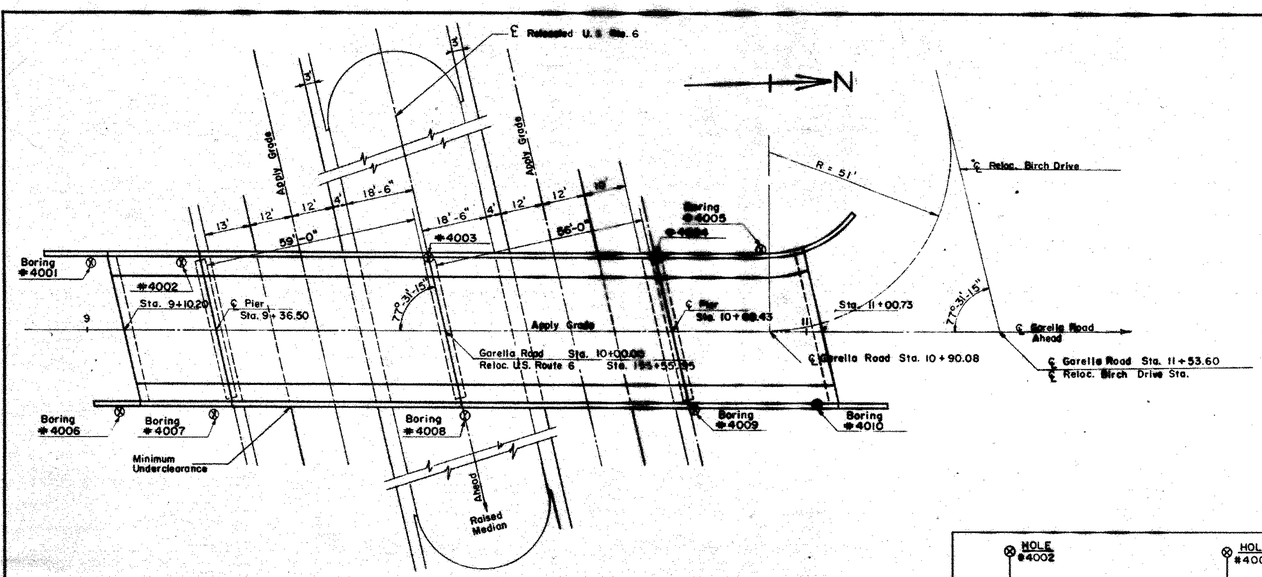
111

STRUCTURE NO. 01200

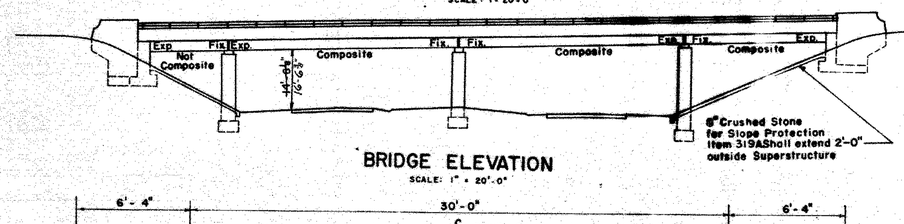
FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	BETHEL	I-84-1(5)8	34-94	1958	U.S. 6	125A	606

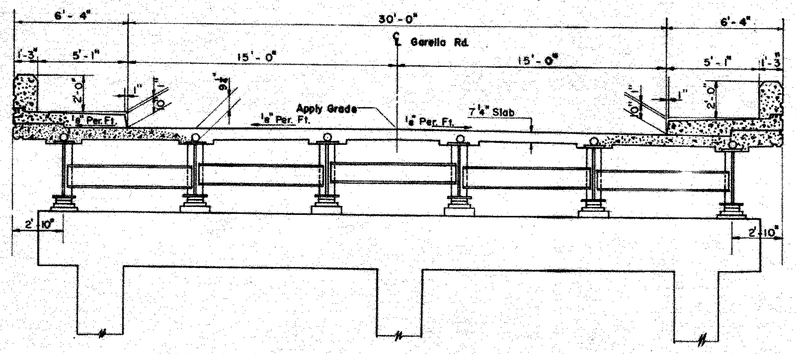
RELOCATION U.S. ROUTE 6
RECONSTRUCTION GARELLA ROAD



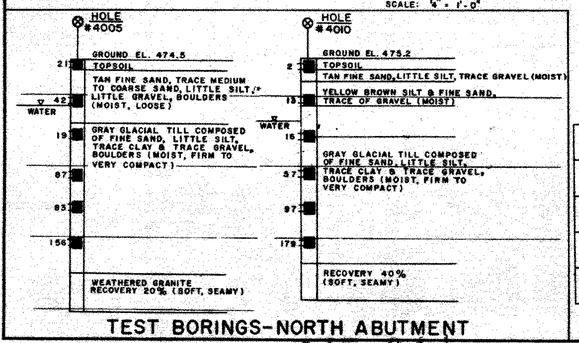
PLAN
SCALE: 1" = 20'-0"



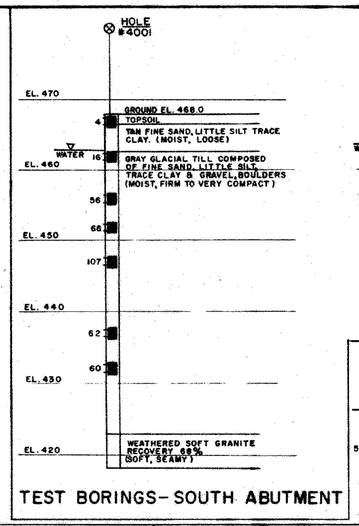
BRIDGE ELEVATION
SCALE: 1" = 20'-0"



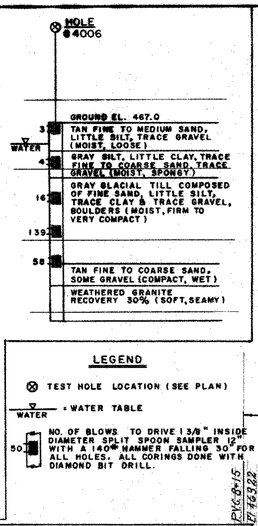
BRIDGE CROSS SECTION GARELLA ROAD
SCALE: 1/4" = 1'-0"



TEST BORINGS-NORTH ABUTMENT



TEST BORINGS-SOUTH ABUTMENT

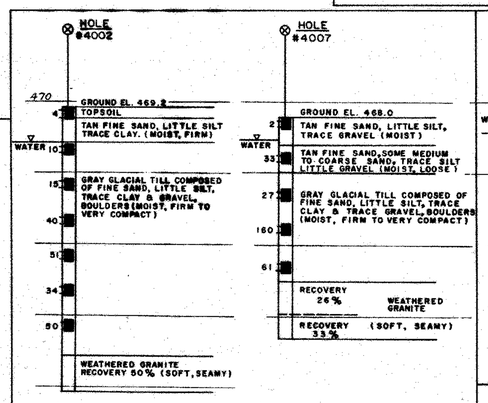


LEGEND

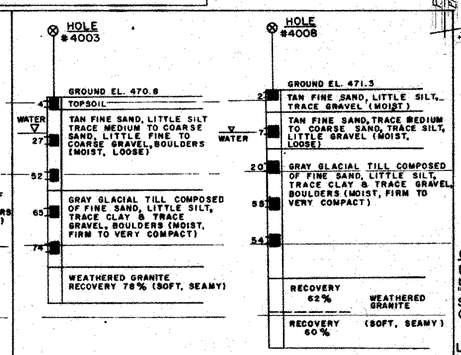
⊗ TEST HOLE LOCATION (SEE PLAN)

▽ WATER = WATER TABLE

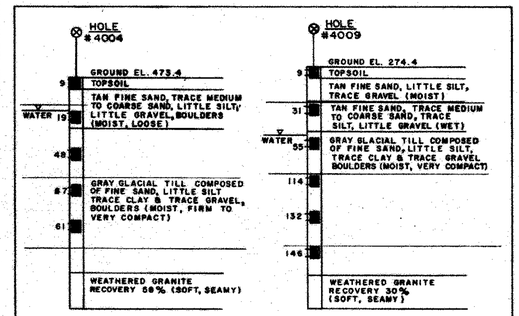
50 NO. OF BLOWS TO DRIVE 1 3/8" INSIDE DIAMETER SPLIT SPOON SAMPLER 12" WITH A 140# HAMMER FALLING 30" FOR ALL HOLES. ALL CORINGS DONE WITH DIAMOND BIT DRILL.



TEST BORINGS-SOUTH PIER



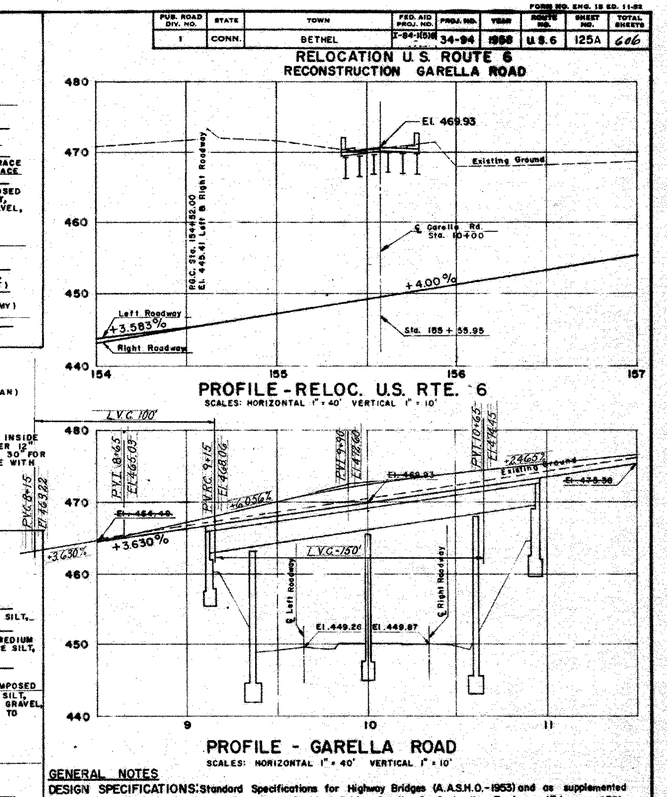
TEST BORINGS-CENTER PIER



TEST BORINGS-NORTH PIER

HOLE NO.	4001	4002	4003	4004	4005	4006	4007	4008	4009	4010
STATION	155+15	155+21	155+35	155+48	155+53	155+58	155+64	155+79	155+91	155+97
OFFSET	94 R	70 R	℄	60 L	88 L	94 R	70 R	℄	60 L	88 L
GROUND ELEVATION	468.0	469.2	470.8	473.4	474.5	467.0	468.0	471.3	474.4	475.2
DEPTH AT WHICH BORING WAS STOPPED	418.0	429.2	441.8	440.4	439.5	439.0	437.0	438.3	440.4	441.2

BORING LOG SUMMARY



GENERAL NOTES

DESIGN SPECIFICATIONS: Standard Specifications for Highway Bridges (A.A.S.H.O.-1953) and as supplemented by the Connecticut State Highway Department Standard Bridge Details for Contracting Engineers (February 1956). "Shear Connector Design as per AASHO 1957 Specifications."

SPECIFICATIONS
Connecticut State Highway Department form 808 (January 1955) and special provisions.

LOADING
Live Loading A.A.S.H.O., H20 - S16 - 44 .25#/☐' Future WS

CONCRETE
Class "A" Concrete is to be used throughout. All exposed corners of Concrete are to be chamfered 1"x 1" unless otherwise shown on the plans. For use of air entrained Portland Cement Concrete & natural cement, see special provisions.

QUANTITIES
Quantities are approximate & should be checked by the Contractor before preparing his bid. The cost furnishing & installing joint seal & the two layers of 3-ply tar paper on top of the backwalls are to be included in the item Class "A" Concrete. For Joint Seal, see special provisions for Class "A" Concrete.

COMPOSITE DESIGN - 3 SIMPLE SPANS
Superstructure designed for composite action additional * dead load & live load. Spiral or Stud shear connectors shall be used. No intermediate supports for stringers shall be used during construction. Shear connectors to take additional horizontal dead load plus live load plus impact shears. n = 10 for live load & impact, n = 30 for additional dead load.

* Additional dead load includes dead load applied after concrete figured for composite action has set. Concrete shall attain a minimum 10 day strength prior to addition of any superimposed loads.

North & South Piers shall be built & backfilled before excavating for Abutments.

CLASS "A" CONCRETE QUANTITIES - ITEM 163 A			
CLASS "A"	CONCRETE SUPERSTRUCTURE	311 CY.	
CLASS "A"	CONCRETE SUBSTRUCTURE	~~208 CY.~~	213
CLASS "A"	CONCRETE FOOTINGS	92 CY.	
CLASS "A"	CONCRETE TOTAL	~~611 CY.~~	616

QUANTITIES

ITEM NO.	ITEM	TOTAL	UNIT
7A	STRUCTURE EXCAVATION (COMPLETE)	650	C.Y.
163A	CLASS "A" CONCRETE 616	~~611~~	C.Y.
188	DEFORMED STEEL BARS	102,345	L.B.
191	STRUCTURAL STEEL	202,000	L.B.
192	SPIRAL SHEAR CONNECTOR BARS ALT. "A"	6,608	L.B.
193	WELDED STUD SHEAR CONNECTORS 7" ALT "B"	5,100	E.A.
204	METAL BRIDGE RAIL	381	L.F.
208	PERVIOUS STRUCTURE BACKFILL	233	C.Y.
173	1/2" PREM. BIT. JT. FILLER FOR BRIDGES	55	S.F.
174	1/4" PREM. BIT. JT. FILLER FOR BRIDGES	45	S.F.
175	1" PREM. BIT. JT. FILLER FOR BRIDGES	140	S.F.
49	6" A.C.C.M. PIPE	22	L.F.
207	GRAVEL FILL	310	C.Y.
199	DAMPPROOFING	120	S.Y.
319A	CRUSHED STONE FOR SLOPE PROTECTION	30	TON

This sheet Supercedes Sheet 125

NO REVISIONS SUBMITTED FOR THIS SHEET

FED. AID PROJ. NO. I-84-1 (5) 8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF BETHEL
RELOCATED U.S. ROUTE 6
UNDER
GARELLA ROAD
STA. 155 + 55.95
GENERAL PLAN

REVISIONS		
NO.	DATE	DESCRIPTION
1	9-2-59	Revised Shear Connector Design as per AASHO 1957 Specifications.
		Revised Quantities Items 192, 193
2	4/1/60	Vert. Cl. Grade & Quantities

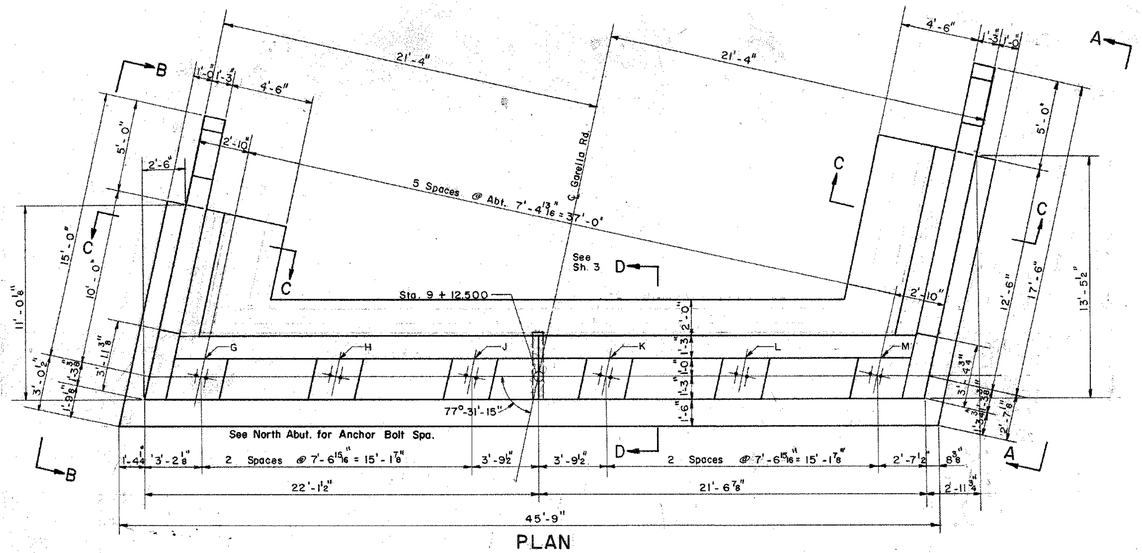
DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY F.A.R. DATE 11-13-57
CHECKED BY A.J.M. DATE 11-30-57
APPROVED [signature] DATE 11-1-60
PROJECT NO. 34-94
BRIDGE SHEET NO. 1A OF 7

34 94 96 85 m226 01 This Sheet SUPERSEDES Sheet 125 125A

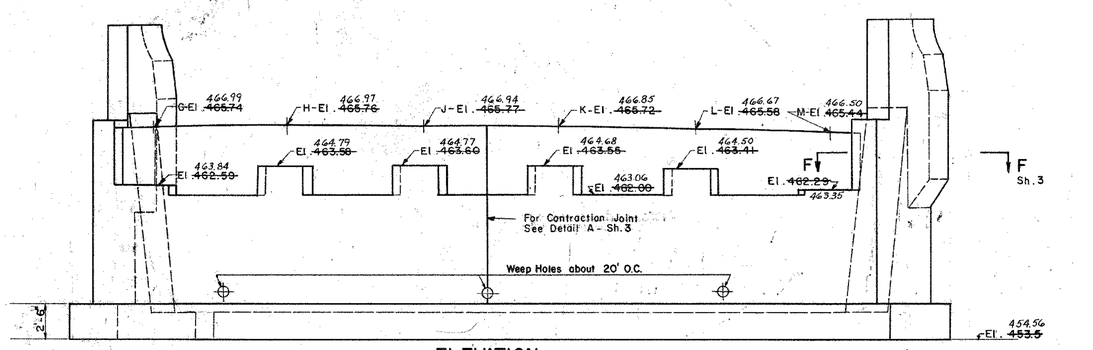
FORM NO. ENG. 12 ED 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	BETHEL	I-84-1(5)8	34-94	1958	U.S.6	126	606

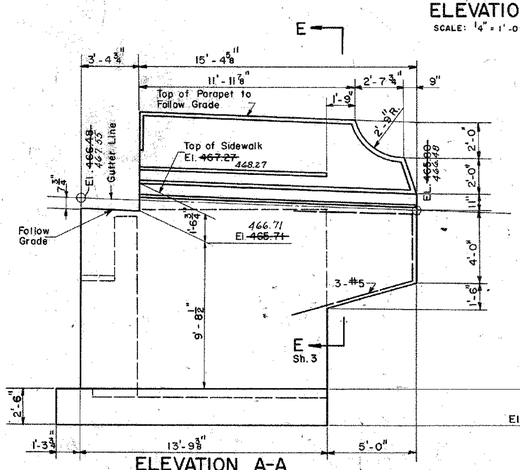
RELOCATION U. S. ROUTE 6
RECONSTRUCTION GARELLA ROAD



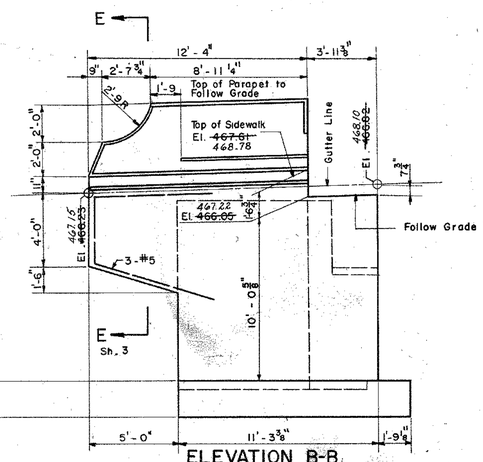
PLAN
SCALE: 1/4" = 1'-0



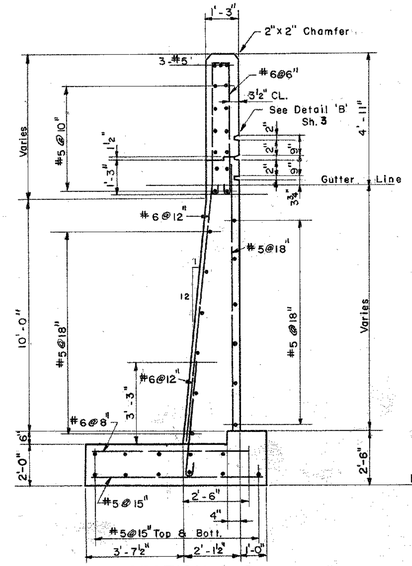
ELEVATION
SCALE: 1/4" = 1'-0



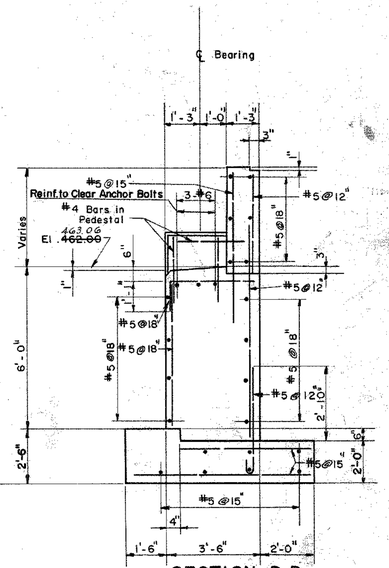
ELEVATION A-A
SCALE: 1/4" = 1'-0



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



SECTION C-C
SCALE: 3/8" = 1'-0



SECTION D-D
SCALE: 3/8" = 1'-0

NO REVISIONS SUBMITTED FOR THIS SHEET

NOTES:

REINFORCEMENT:
COVER: Footings 3", Walls 2" Except Where Noted.
SPLICES: All Laps to be a Minimum of 35 Bar Diameters Except Where Noted.
Allowable Bearing Pressure: 5000 PSF
Actual Bearing Pressure:

	MAXIMUM	AVERAGE
Front Walls	3130 PSF	1790 PSF
Wing Walls	3730 PSF	1865 PSF

For Bridge Seat Detail See Sh.
Allowable Stresses f_c = 1,000 P.S.I. f_s = 18,000 P.S.I.
Provide 12" of Gravel Fill under both Abutments.
To be provided if ordered by the Engineer.

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

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT

TOWN OF BETHEL
RELOCATED U.S. ROUTE 6
UNDER
GARELLA ROAD
STA. 155 + 55.95

SOUTH ABUTMENT

REVISIONS		
NO.	DATE	DESCRIPTION
1	4/4/60	Elevations

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY A.J.M. DATE 10-22-57
CHECKED BY F.A.R. DATE 11-15-57
APPROVED LaPorte DATE 11-21-57
PROJECT NO. 34-94
BRIDGE SHEET NO. 2 OF 7

"ARMSHEET" TRACING CLOTH JOSEPH MERRITT & CO. 10581

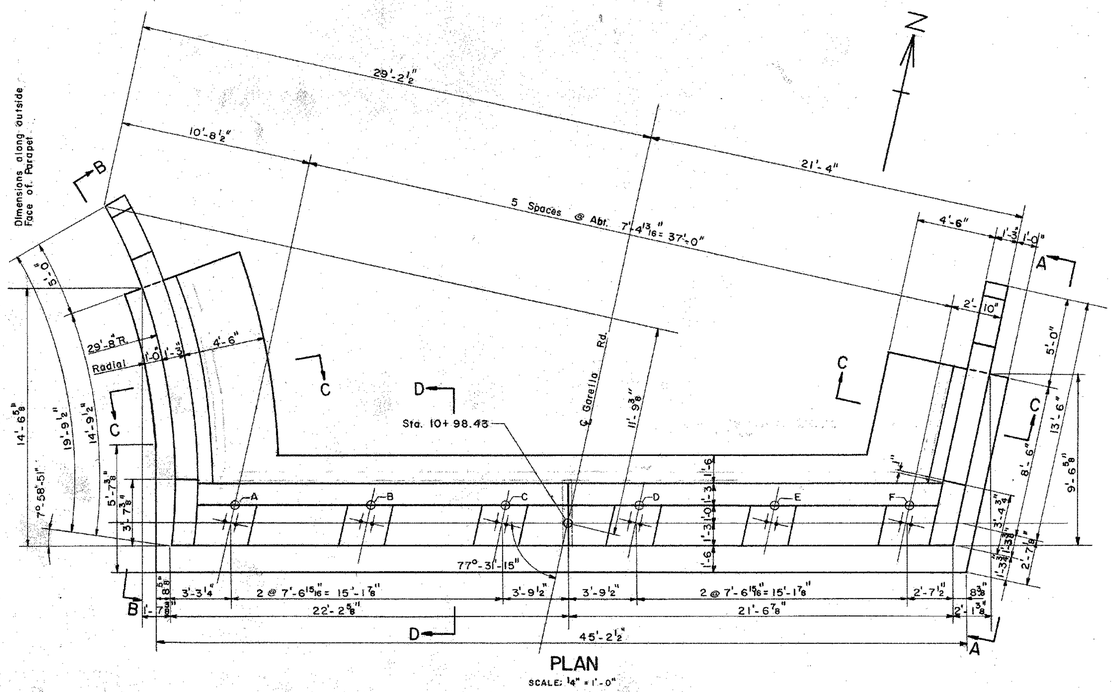
34 94 96 85

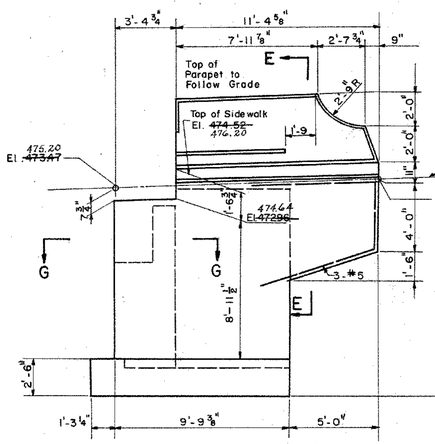
m226 01

126

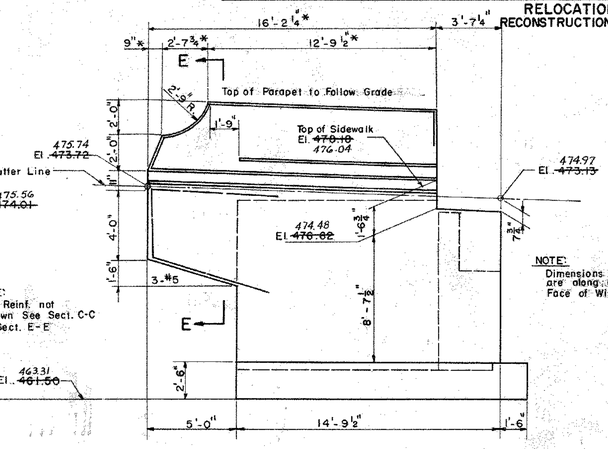
FORM NO. ENG. 18 REV. 11-52								
FUR. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	BETHEL	I-84-1(5)8	34-94	1958	U.S.6	127	606

RELOCATION U.S. ROUTE 6
RECONSTRUCTION GARELLA ROAD



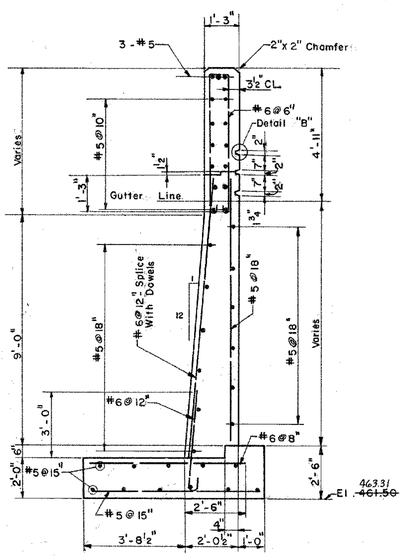


ELEVATION A-A
SCALE: ¼" = 1'-0"

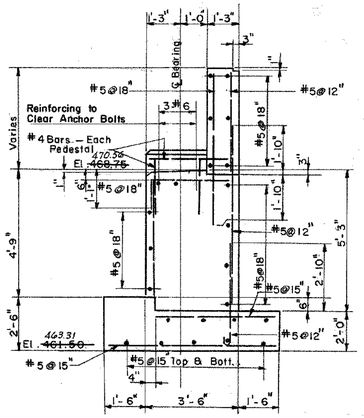


ELEVATION B-B
SCALE: ¼" = 1'-0"

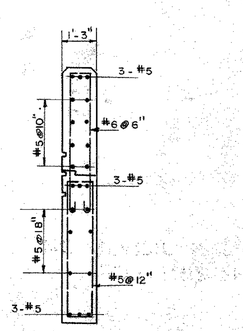
NO REVISIONS SUBMITTED FOR THIS SHEET



SECTION C-C
SCALE: ⅜" = 1'-0"

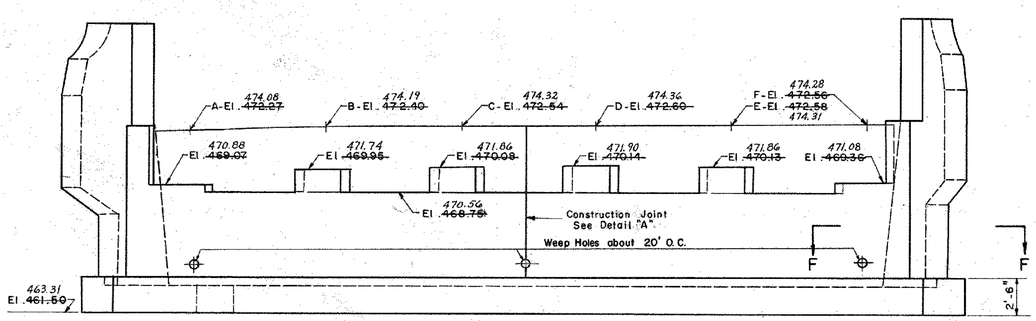


SECTION D-D
SCALE: ⅜" = 1'-0"



SECTION E-E
SCALE: ⅜" = 1'-0"

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THIS SHEET IS BASED ON LIMITED INVESTIGATIONS [illegible] IS NOT INTENDED OR WARRANTED TO INDICATE THE [illegible] OF ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

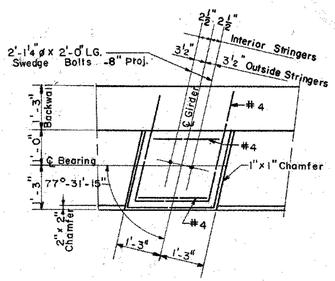


ELEVATION
SCALE: ¼" = 1'-0"

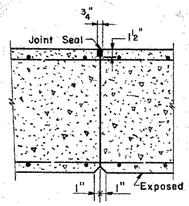
NOTES:
REINFORCEMENT:
COVER: Footings 3", Walls 2" Except Where Noted. NOTE
SPLICE LAPS: Minimum 35 Bar Diameters Except Where Noted
Allowable Bearing Pressure: 5000 PSF
Actual Bearing Pressures:

	MAXIMUM	AVERAGE
Front Wall:	3590 PSF	1930 PSF
Wing Wall:	3760 PSF	1880 PSF

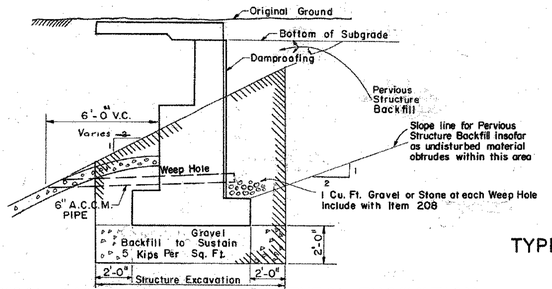
12" Gravel Fill to be provided as directed by the Engineer.



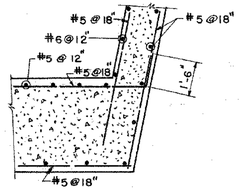
BRIDGE SEAT DETAIL
SCALE: ½" = 1'-0"



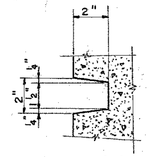
DETAIL 'A'
NO SCALE



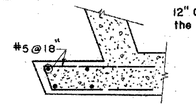
TYPICAL DAMPPROOFING, STRUCTURAL EXCAVATION
PERVIOUS STRUCTURE BACKFILL & WEEP HOLE DETAIL
NO SCALE



SECTION F-F
TYPICAL CORNER REINF.
SCALE: ⅜" = 1'-0"



DETAIL 'B'
TYPICAL RUSTICATION



SECTION G-G
TYPICAL
NO SCALE

NO REVISIONS SUBMITTED FOR THIS SHEET

REVISIONS		
NO.	DATE	DESCRIPTION
1	4/4/60	Elevs. & slope

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF BETHEL
RELOCATED U.S. ROUTE 6
UNDER
GARELLA ROAD
STA. 155 + 55.95
NORTH ABUTMENT

DESIGNED BY	CAPITOL ENGINEERING ASSOCIATES
SCALES	AS SHOWN
PROJECT NO.	34-94
MADE BY	A.J.M. DATE 10-23-57
CHECKED BY	F.A.P. DATE 11-15-57
BRIDGE SHEET NO.	
APPROVED	DATE 11-21-57 3 OF 7

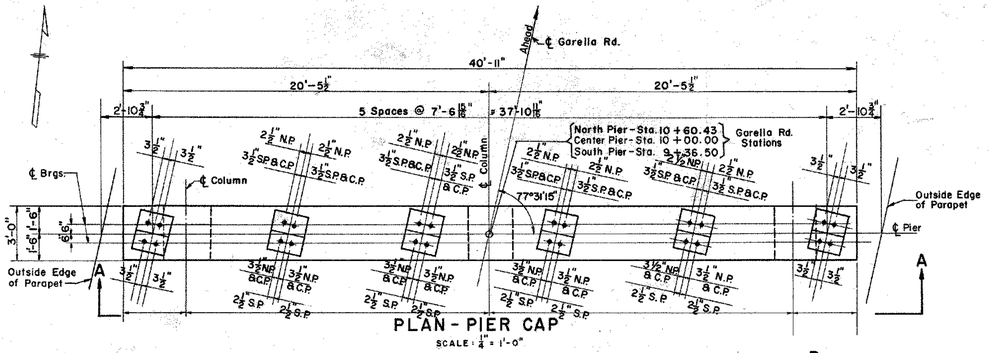
"STRAIGHT" TRACING CLOTH JOSEPH MERRITT & CO. 11310

34 94 96 85 m226 01

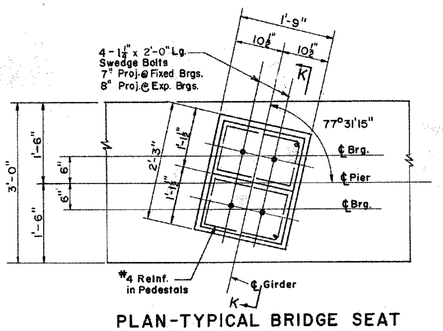
FORM NO. ENG. 15 ED. 11-52

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	BETHEL	I-84-1(5)8	34-94	1958	U.S.6	128	606

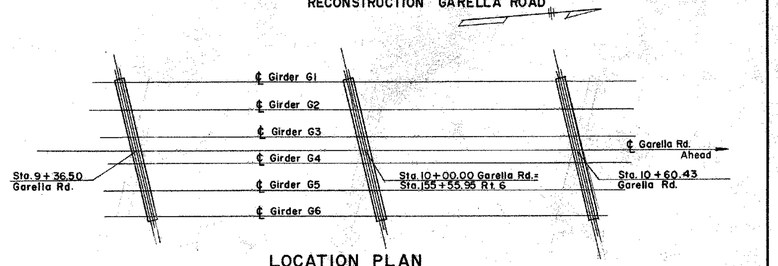
RELOCATION U.S. ROUTE 6
RECONSTRUCTION GARELLA ROAD



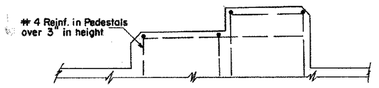
PLAN - PIER CAP
SCALE: 1/4" = 1'-0"



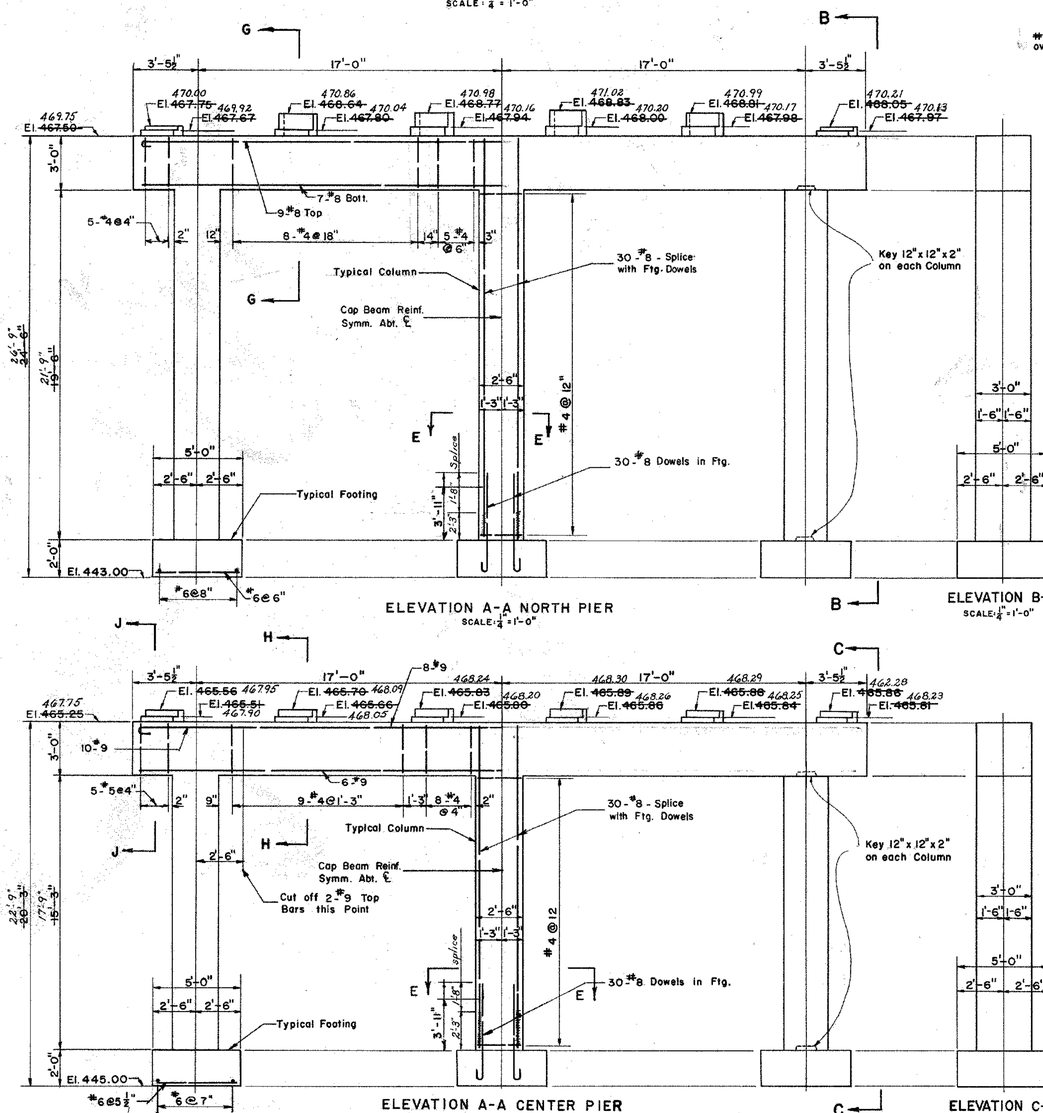
PLAN-TYPICAL BRIDGE SEAT
SCALE: 3/4" = 1'-0"

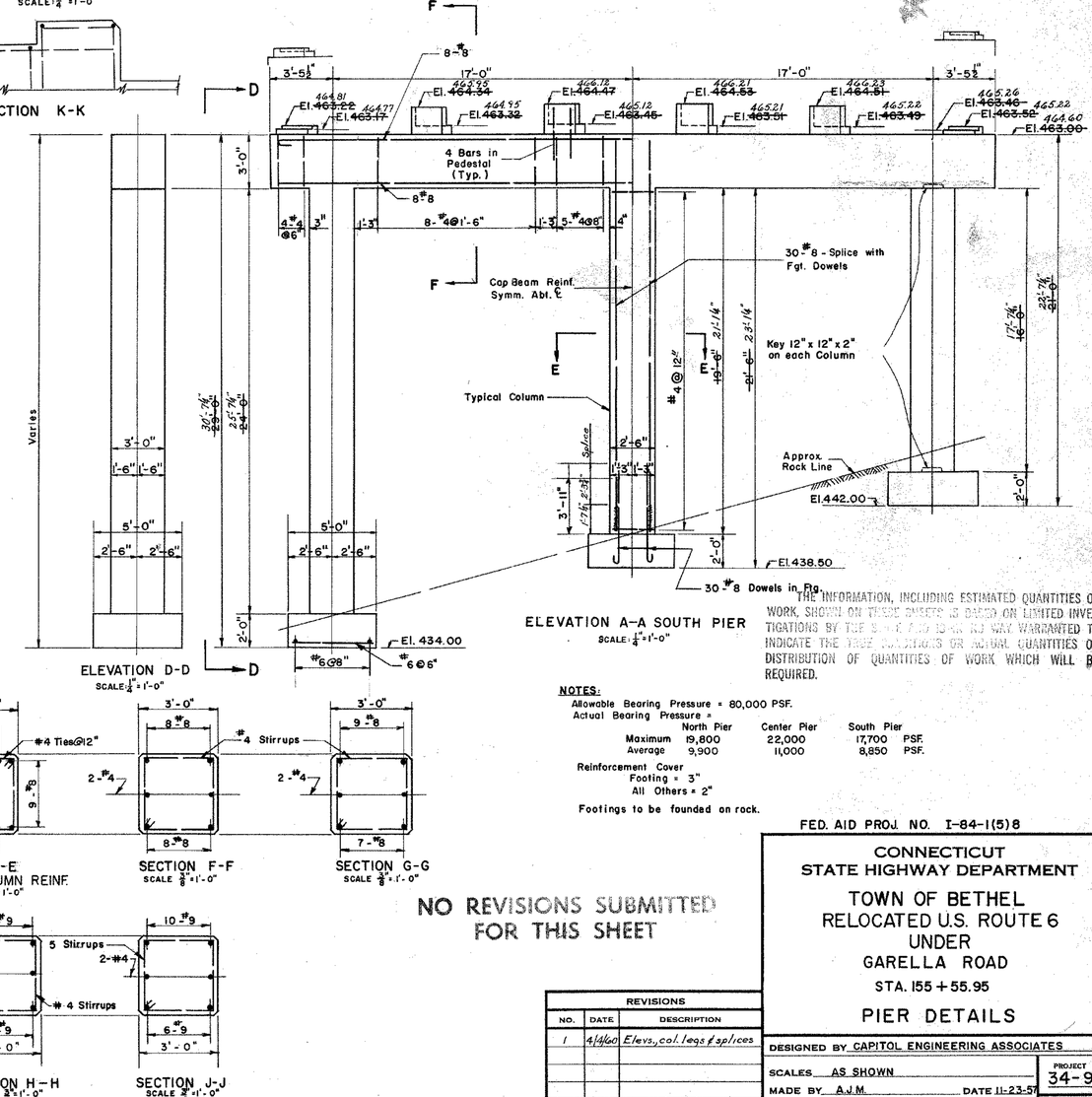


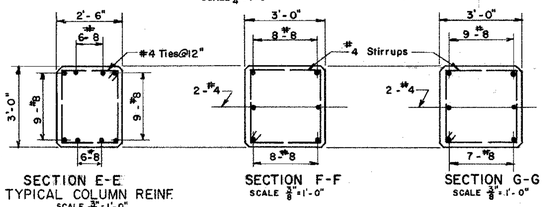
LOCATION PLAN
SCALE: 1/20" = 1'-0"

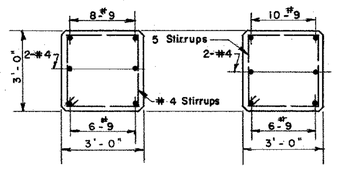


SECTION K-K









NOTES:
Allowable Bearing Pressure = 80,000 PSF.
Actual Bearing Pressure =

	North Pier	Center Pier	South Pier
Maximum	19,800	22,000	17,700 PSF.
Average	9,900	11,000	8,850 PSF.

Reinforcement Cover
Footing = 3"
All Others = 2"
Footings to be foundad on rock.

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

REVISIONS		
NO.	DATE	DESCRIPTION
1	4/4/60	Elevs., col. legs & splices

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT

TOWN OF BETHEL
RELOCATED U.S. ROUTE 6
UNDER
GARELLA ROAD
STA. 155+55.95

PIER DETAILS

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY A.J.M. DATE 11-23-57
CHECKED BY F.A.R. DATE 11-30-57
APPROVED DATE 11-21-58
PROJECT NO. 34-94
BRIDGE SHEET NO. 4 OF 7

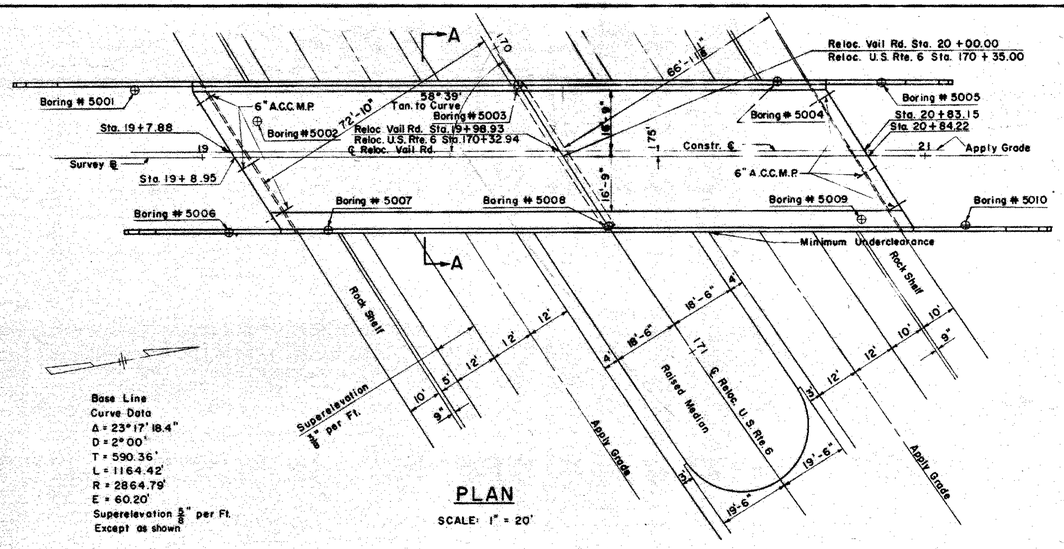
"ARCHIVOLITE" TRACING CLOTH JOSEPH MERRITT & CO. 3023

34 94 96 85

m226 01

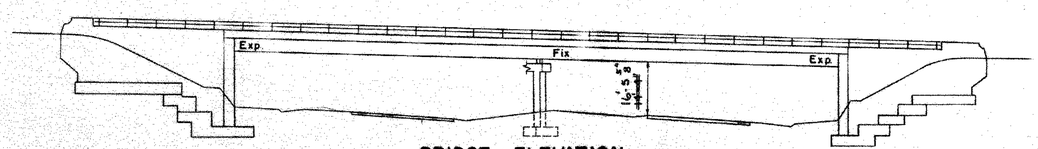
128

STRUCTURE NO. 1201



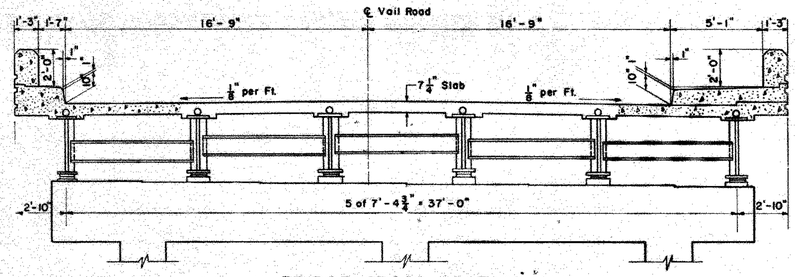
PLAN

SCALE: 1" = 20'



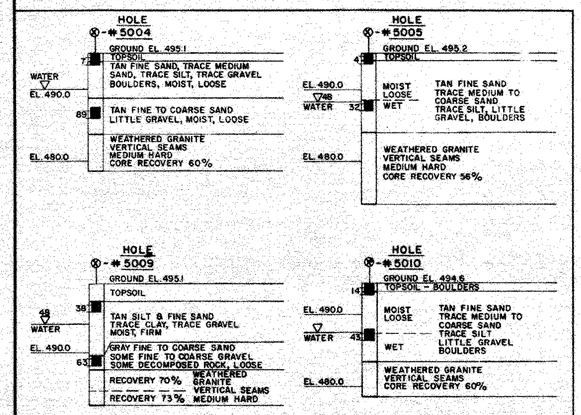
BRIDGE ELEVATION

SCALE: 1" = 20'

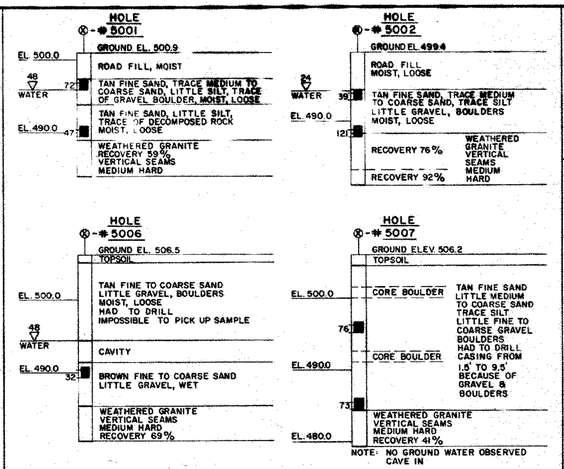


BRIDGE CROSS SECTION A-A

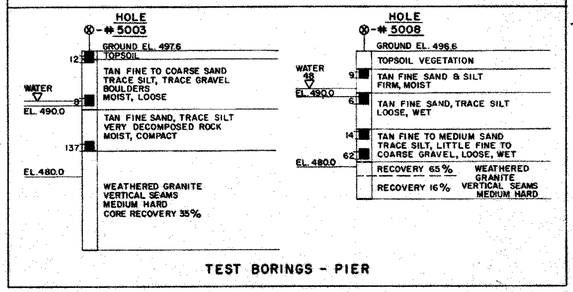
SCALE: 1" = 4'



TEST BORINGS - NORTH ABUTMENT



TEST BORINGS - SOUTH ABUTMENT



TEST BORINGS - PIER

LEGEND

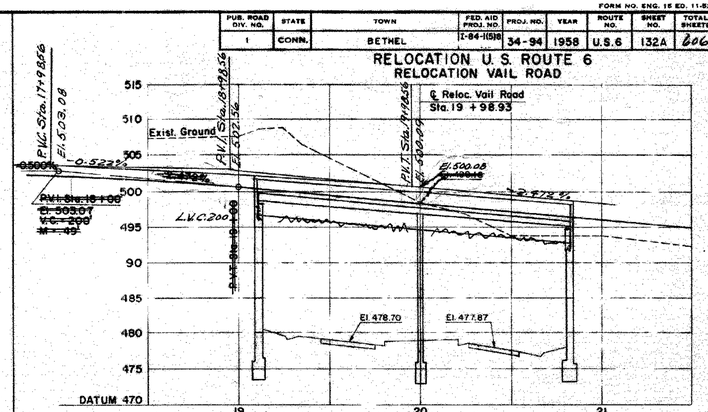
50 — NO. OF BLOWS TO DRIVE 1⅜" I.D. SPLIT SPOON SAMPLER PIPE 12" WITH 140 # HAMMER FALLING 30" FOR ALL HOLES. ALL CORING DONE WITH DIAMOND BIT DRILL.

24 HOURS WATER — INDICATES GROUND WATER AND HOURS OBSERVED AFTER DRILLING HOLE.

⊗ TEST HOLE LOCATION (SEE PLAN)

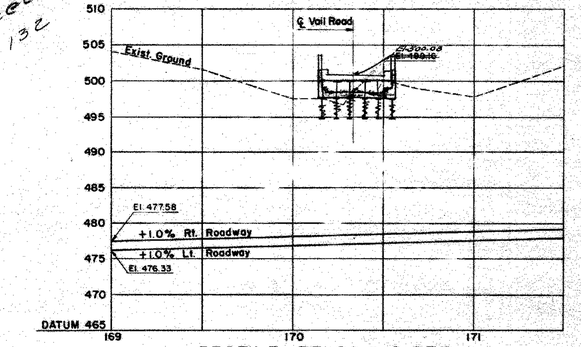
CLASS "A" CONCRETE QUANTITIES - ITEM 163 A				
CLASS "A"	CONCRETE SUPERSTRUCTURE	273	C.Y.	
CLASS "A"	CONCRETE SUBSTRUCTURE	~~325~~	C.Y.	570
CLASS "A"	CONCRETE FOOTINGS	320	C.Y.	
CLASS "A"	CONCRETE TOTAL	~~1118~~	C.Y.	1163

QUANTITIES				
ITEM NO.	ITEM	TOTAL	UNIT	
7A	STRUCTURE EXCAVATION (COMPLETE)	900	C.Y.	
49	6" A.C.C. M. PIPE	42	L.F.	
163 A	CLASS "A" CONCRETE	~~1118~~	C.Y.	1163
174	¼" PREM. BIT. JT. FILLER FOR BRIDGES	65	S.F.	
175	1" PREM. BIT. JT. FILLER FOR BRIDGES	24	S.F.	
188	DEFORMED STEEL BARS	~~138,000~~	L.B.	139,013
191	STRUCTURAL STEEL	246,000	L.B.	
192	SPIRAL SHEAR CONNECTOR BARS ALT. "A"	5,445	L.B.	
193	WELDED STUD SHEAR CONNECTORS (7") ALT. "B"	4,248	EA.	
199	DAMPPROOFING	~~750~~	S.Y.	796
204	METAL BRIDGE RAIL	478	L.F.	
208	PERVIOUS STRUCTURE BACKFILL	~~840~~	C.Y.	1126
173	½" PREM. BIT. JT. FILLER FOR BRIDGES	250	S.F.	



PROFILE - VAIL ROAD

SCALES: HORIZ. 1" = 40'
VERT. 1" = 10'



PROFILE - RELOC. U.S. RTE. 6

SCALES: HORIZ. 1" = 40'
VERT. 1" = 10'

This sheet Supercedes Sheet 132

GENERAL NOTES

DESIGN SPECIFICATIONS: Standard Specifications for Highway Bridges (A.A.S.H.O.-1953) and as supplemented by the Connecticut State Highway Department Standard Bridge Details for Contracting Engineers (February 1956). "Shear Connector Design as per AASHO 1957 Specifications."

SPECIFICATIONS
Connecticut State Highway Department Standard Specifications, form 808, (dated January 1955) and special provisions.

LOADING
Live Loading A.A.S.H.O., H20-S16-44 25# /0' future W.S.

CONCRETE
Class "A" Concrete is to be used throughout. All exposed corners of Concrete are to be chamfered 1" x 1" unless otherwise shown on the plans. For use of air entrained Portland Cement Concrete & natural cement, see special provisions.

QUANTITIES
Quantities are approximate & should be checked by the Contractor before preparing his bid. The cost of furnishing & installing joint seal & the two layers of 3-ply tarpaper on top of the backwalls are to be included in the item Class "A" Concrete. For Joint Seal, see special provisions for Class "A" Concrete.

COMPOSITE DESIGN
Superstructure is continuous beam designed for composite action in positive moment area for additional dead load & live load. Spiral or stud shear connectors shall be used. No intermediate supports for stringers shall be used during construction. Shear connectors to take additional horizontal dead load plus live load plus impact shears. n=10 for live load & impact, n=30 for additional dead load.

* Additional dead load includes dead load applied after concrete figured for composite action has set. Concrete shall attain a minimum 1oday strength prior to addition of any superimposed loads.

NO REVISIONS SUBMITTED FOR THIS SHEET

REVISIONS		
NO.	DATE	DESCRIPTION
1	9-2-58	Revised Shear Connector Design as per AASHO 1957 Specifications Revised Quantities Items 192, 193
2	4-6-60	Min. Vertical Clearance Increased Profile for Vail Rd. Raised Quantities Increased

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	BETHEL	I-84-1(5)8	34-94	1958	U.S.6	132A	606

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF BETHEL
RELOCATION OF VAIL ROAD
OVER
RELOCATION OF U.S. RTE. 6
STA. 170 + 35.00
GENERAL PLAN

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY ____ DATE ____
CHECKED BY H.F.B. DATE 2-28-58
APPROVED [illegible] DATE 11-21-58
PROJECT NO. 34-94
BRIDGE SHEET NO. 1A OF 7

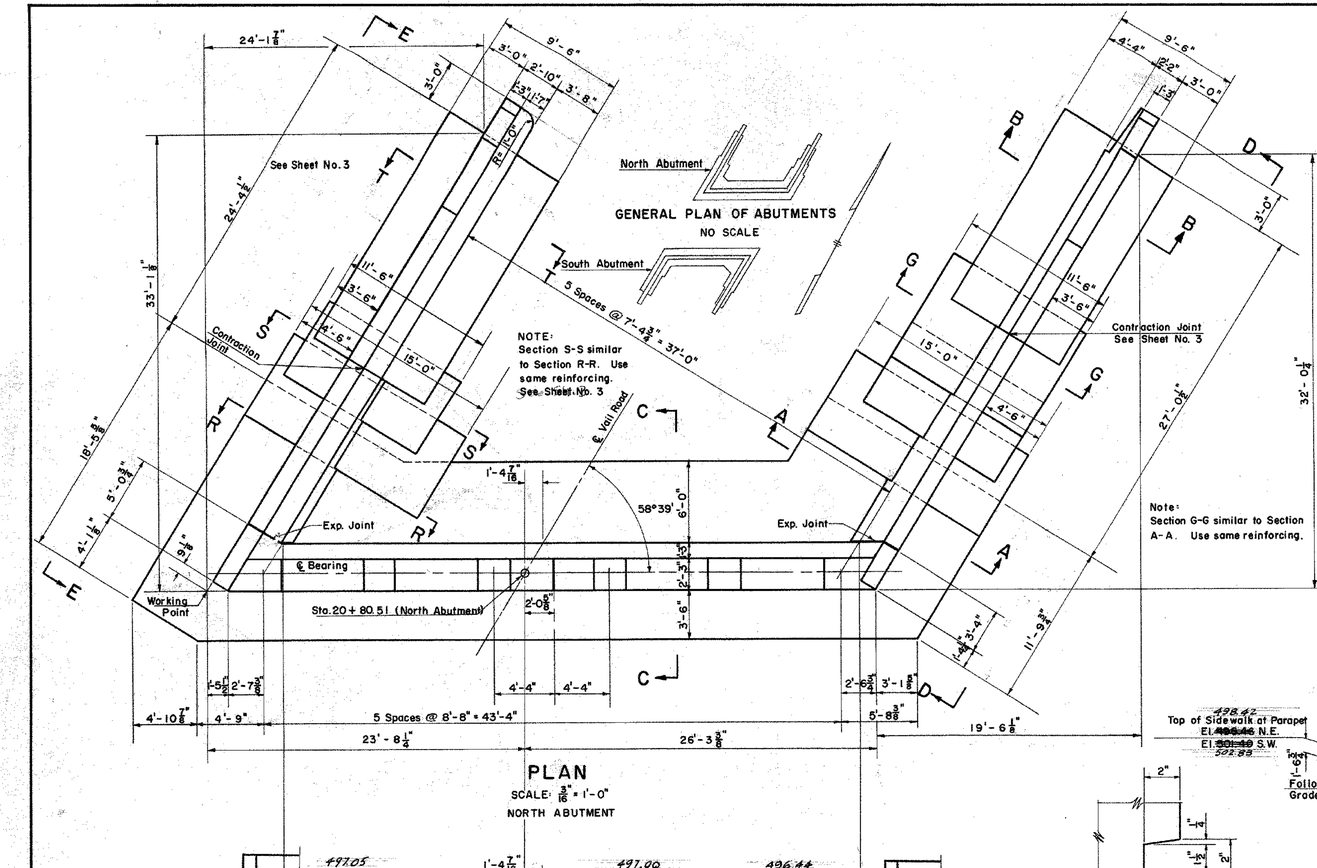
132A

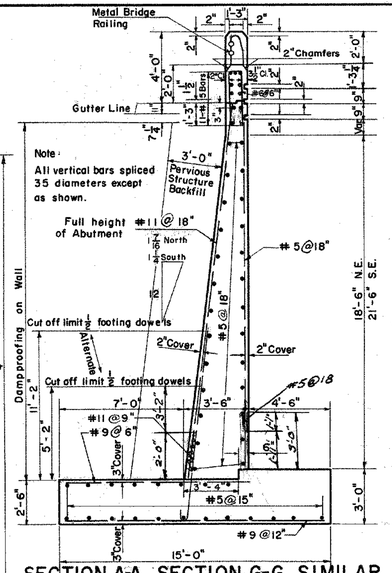
34 94 96 85 M 226 01 SUPERSEDES SHEET 132

FORM NO. ENG. 15 ED. 11-82

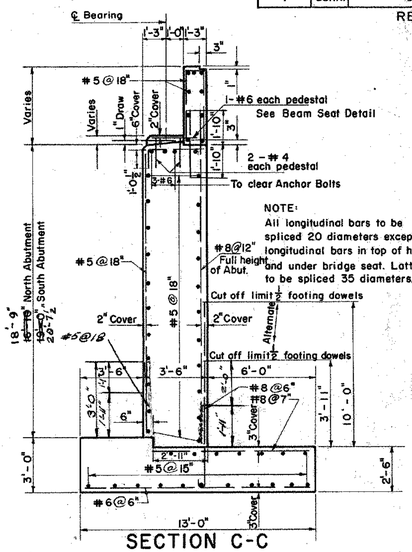
PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	BETHEL	I-84-1(5)8	34-94	1958	U.S. 6	133	606

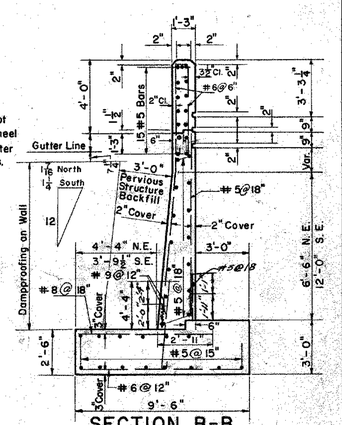
RELOCATION U. S. ROUTE 6
RELOCATION VAIL ROAD

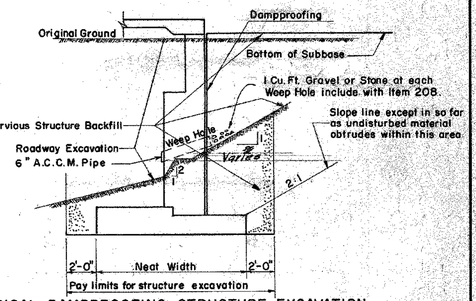


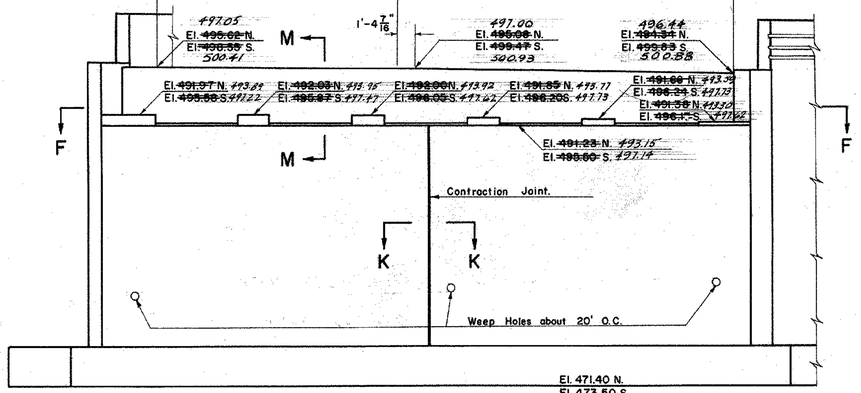


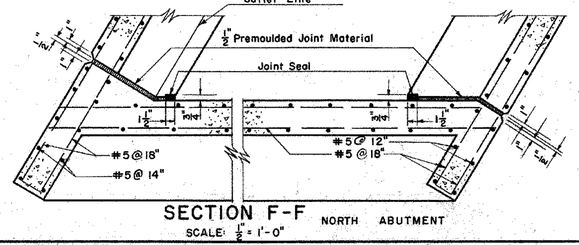
Note: Section G-G similar to Section A-A. Use same reinforcing.

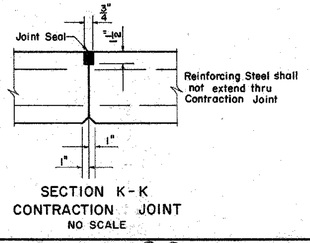


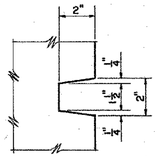


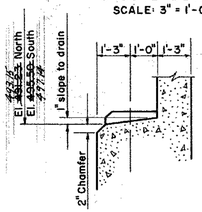


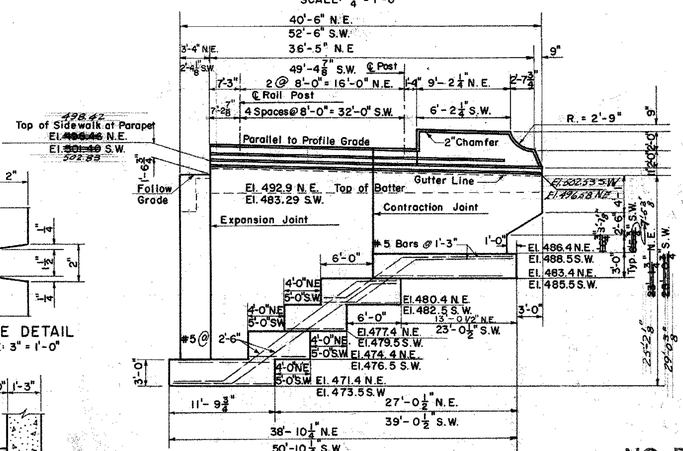


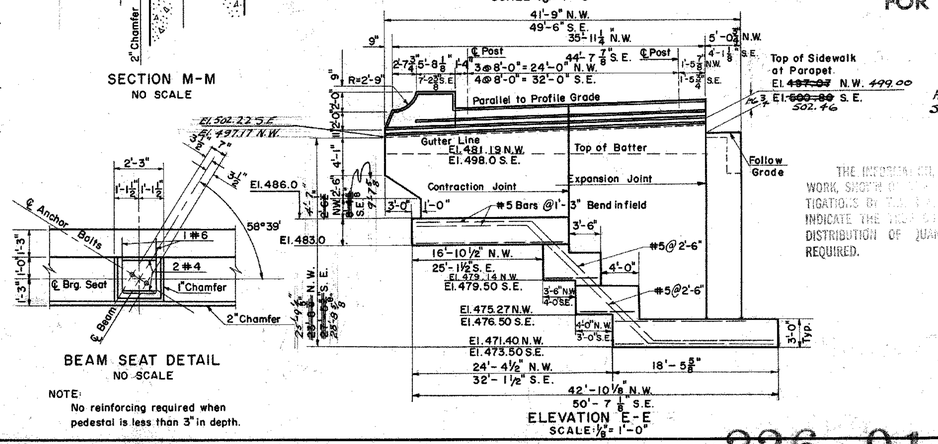












NO REVISIONS SUBMITTED FOR THIS SHEET

For additional Deformed Steel Bars See list on Bridge Sheet 3 of 7

NOTES:
(1) Allowable Stresses: f_c = 1000 P.S.I. f_s = 18,000 P.S.I.
(2) Reinforcing Steel: Lap bars 35 dia. except as otherwise noted. Minimum cover if not given 3" in footing, 2" in stem.
(3) Chamfer all exposed edges 1" unless otherwise shown.
(4) Maximum Bearing on Soil = 7.4 Kips / ft²
(5) No Reinforcing to extend thruExpansion or Contraction Joints.
(6) Minimum footer thickness shall be 3'-0" at toe & 2'-6" at heel.
(7) All Footings to be founded on rock.

REVISIONS		
NO.	DATE	DESCRIPTION
1	4-5-60	Abut & Wings increased in height to Meet Rev Grades
		Splice of rein bars @ bottom to permit use of ordered bars. Add. steel to be placed as shown
		in front faces.

FED. AID PROJ. NO. I-84-1(5) 8

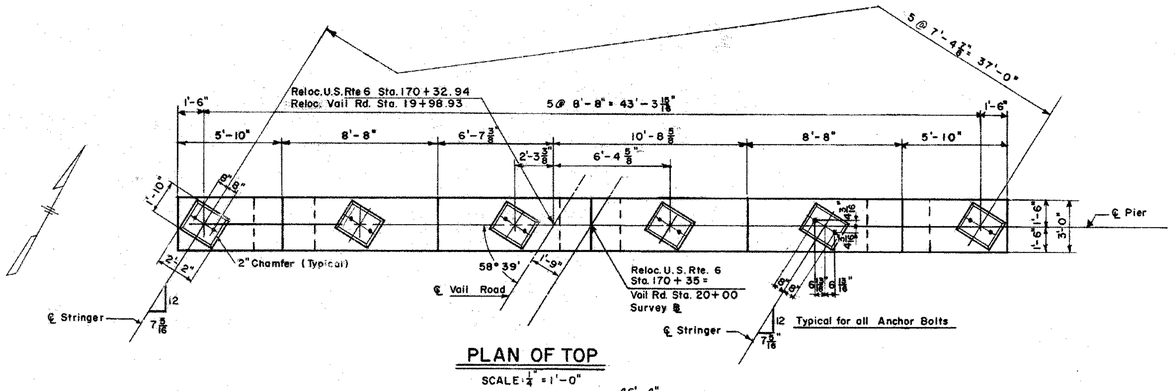
CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF BETHEL
RELOCATION OF VAIL ROAD
OVER
RELOCATION OF U.S. RTE. 6
STA. 170 + 35.00
NORTH & SOUTH ABUTMENTS

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN — PROJECT NO. 34-94
MADE BY J.V. DATE 12-27-57
CHECKED BY J.R.C. H.F.B. DATE 1-22-58 — BRIDGE SHEET NO. 2 OF 7
APPROVED [signature] DATE 11-21-58

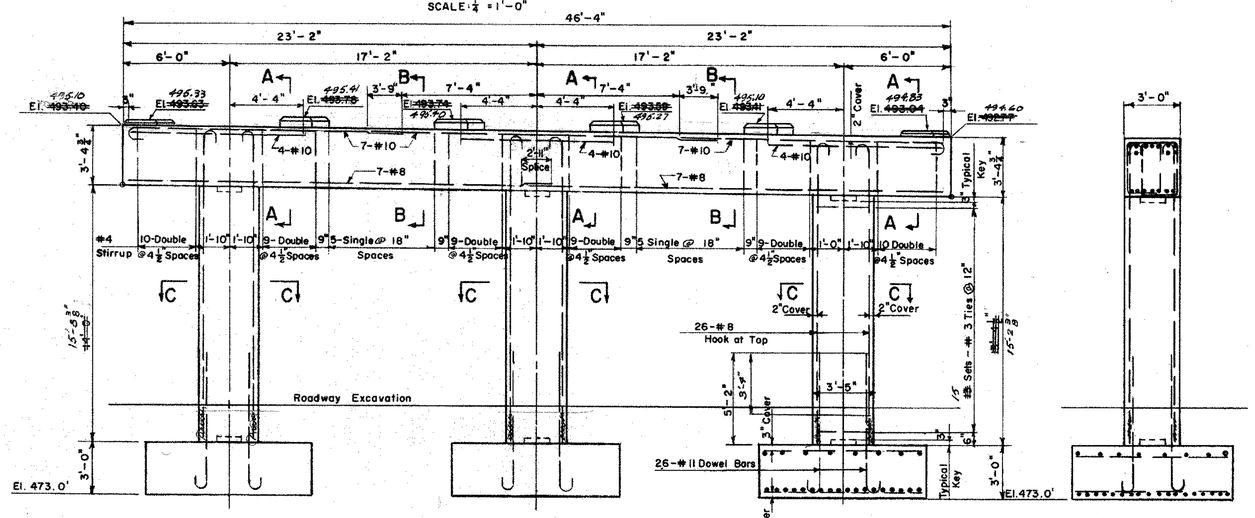
34 94 96 85 M 226 01

PUB. ROAD DIV. NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	BETHEL	I-84-1(5)8	34-94	1958	U.S.6	135	000

RELOCATION U. S. ROUTE 6
RELOCATION VAIL ROAD

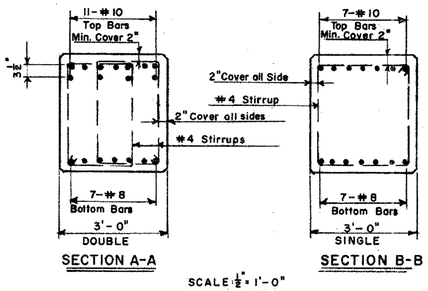


PLAN OF TOP
SCALE: 1/4" = 1'-0"

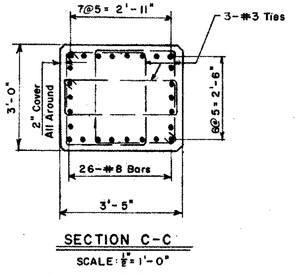


ELEVATION
SCALE: 1/4" = 1'-0"

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



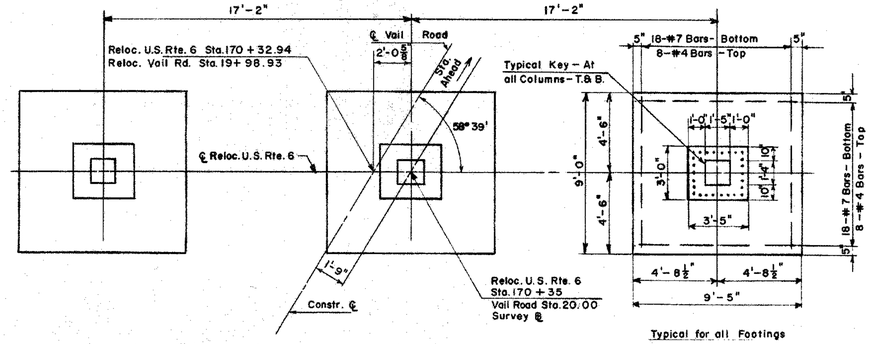
SECTION A-A
SECTION B-B
SCALE: 1/2" = 1'-0"
Reinforcing To Clear Anchor Bolts



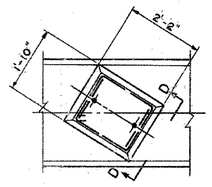
SECTION C-C
SCALE: 1/2" = 1'-0"
Typical for all Columns

NO REVISIONS SUBMITTED FOR THIS SHEET

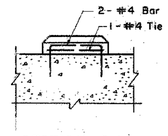
NO REVISIONS SUBMITTED FOR THIS SHEET



PLAN OF FOOTING
SCALE: 1/4" = 1'-0"



ENLARGED PLAN OF INTERMEDIATE PADS
SCALE: 1/2" = 1'-0"



SECTION D-D

NOTES

Allowable Stresses = f_c = 1000 P.S.I. f_s = 18,000 P.S.I.

Maximum Bearing = 12.6 Kips / Ft.^{2}

Minimum Coverage on Reinforcing.
2"- Beam & Columns
3"- Footings

Chamfer all exposed edges 1".

All footings to be founded on rock.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE PLANS 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.

REVISIONS		
NO.	DATE	DESCRIPTION
7	4-5-60	Pier height increased
		Splices shortened to permit
		use of ordered bars. Additional
		ties to be placed in Pier legs

FED. AID PROJ. NO. I-84-1(5)8

CONNECTICUT
STATE HIGHWAY DEPARTMENT
TOWN OF BETHEL
RELOCATION OF VAIL ROAD
OVER
RELOCATION OF U. S. RTE. 6
STA. 170 + 35.00
PIER DETAILS

DESIGNED BY CAPITOL ENGINEERING ASSOCIATES
SCALES AS SHOWN
MADE BY J.H.T. DATE 1-3-58
CHECKED BY H.F.B. DATE 2-26-58
APPROVED [signature] DATE 4-21-58
PROJECT NO. 34-94
BRIDGE SHEET NO. 4 OF 7

APPENDIX 6

LIMITATIONS

LIMITATIONS

1. The information contained in this report was compiled and organized from design plans obtained from the Connecticut Department of Transportation. The test borings in this report were performed by others, not under our supervision.

2. Actual subsurface conditions will vary. The nature and extent of variations between these explorations and observations may not become evident until construction efforts are undertaken.

3. The locations of the borings and their elevations should be considered approximate.

4. Water level readings were made in drilled holes at the times and under the conditions stated on the logs. Fluctuations in the level of the groundwater may occur due to variations in construction activates, rainfall, temperature, and other factors occurring since the time measurements were made.

5. Figures included within this report are for design evaluation purposes only, and are not to be used for soliciting bids or for construction.

6. This report has been prepared in accordance with generally accepted soil and foundation engineering practices. This report is for the exclusive use CDM Smith and their design team for the Reconstruction of Interstate Route 84 (I-84) from Exit 3 to 8 in Danbury, Connecticut.