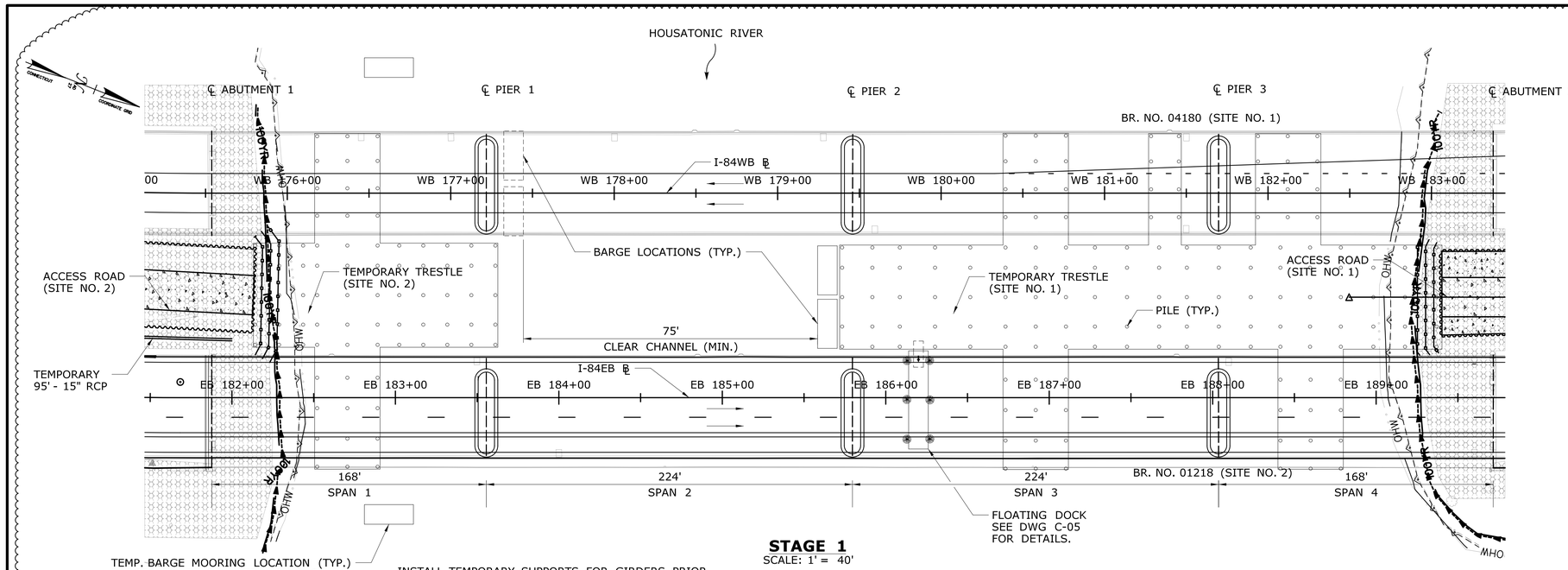
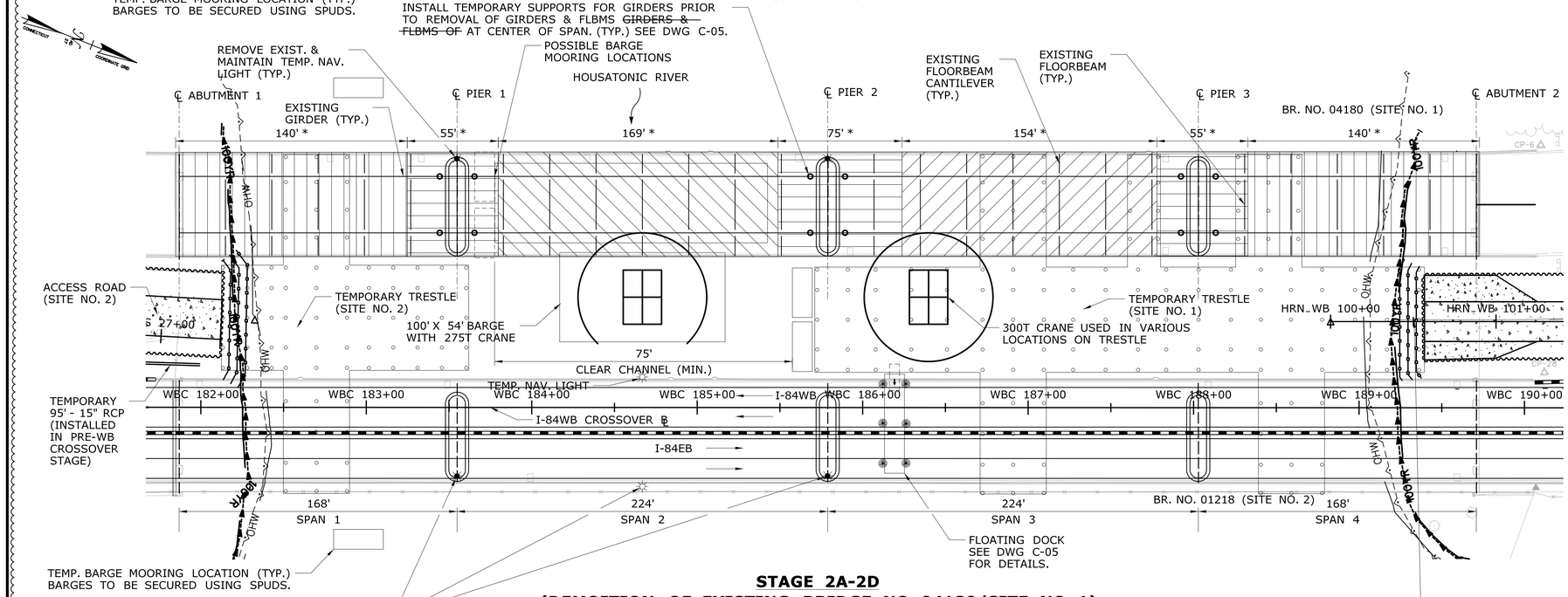


STAGE 1

SCALE: 1' = 40'



STAGE 2A-2D
(DEMOITION OF EXISTING BRIDGE NO. 04180/SITE NO. 1)

SCALE: 1' = 40'

* STAGE DEMOLITION LENGTHS ARE APPROXIMATE AND BASED ON EXISTING SPLICE LOCATIONS. FINAL DEMOLITION LENGTHS AND METHODS SHALL BE DETERMINED BY THE CONTRACTOR.

SUGGESTED CONSTRUCTION SEQUENCE

NOTES:

1. FINAL CONSTRUCTION AND DEMOLITION SEQUENCES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL ENSURE THE STABILITY AND SAFETY OF THE STRUCTURES AT ALL TIMES DURING DEMOLITION AND CONSTRUCTION.
2. EXISTING R.O.W. FOR I84 SHALL BE USED FOR LAY DOWN AREA. NO ADDITIONAL R.O.W. WILL BE PROVIDED. STRUCTURAL STEEL FOR NEW BRIDGE CONSTRUCTION WILL BE DELIVERED TO TRESTLE VIA PICKS FROM IN SERVICE BRIDGE UTILIZING LANE CLOSURES. LANE CLOSURES CLOSING EITHER BOUND OF I84 SHALL BE LIMITED TO 10 MINUTE WINDOWS FOR CRANE OPERATIONS. TRAFFIC QUEUE SHALL BE DISSIPATED BETWEEN CONSECUTIVE CLOSURE WINDOWS.
3. USE OF THE STATE BOAT LAUNCH DOWNSTREAM OF PROJECT SITE SHALL BE LIMITED TO LAUNCHING AND RECOVERING OF SMALL BOATS. LAUNCHING OF LARGE VESSELS OR STORAGE OF MATERIALS AND EQUIPMENT IS NOT PERMITTED.
4. BARGES AND OTHER VESSELS THAT ARE NOT RETRIEVED FROM THE WATER AFTER EACH WORK DAY SHALL BE MOORED AT THE PROPOSED TEMPORARY BARGE MOORING LOCATIONS IN SPAN 1 OR TIED OFF TO THE WORK TRESTLE.

STAGE 1 - SUGGESTED CONSTRUCTION SEQUENCE:

1. INSTALL SEDIMENTATION CONTROL SYSTEM.
2. CONSTRUCT TEMPORARY ACCESS ROADS IN APPROACHES (SITE NO. 1 & 2).
3. PERFORM THE CONTROL AND REMOVAL OF INVASIVE SPECIES LOCATED WITHIN THE DISTURBED AREAS IN ACCORDANCE WITH ITEM #0952051A - CONTROL AND REMOVAL OF INVASIVE VEGETATION
4. DRIVE PILES AND BUILD TEMPORARY TRESTLES (SITE NO. 1 & 2). CONSTRUCTION OF TEMPORARY TRESTLES SHALL BE FROM BARGES, OTHER FLOATED PLATFORMS OR THE SHORE. THE CONTRACTOR SHALL NOT LAUNCH BARGES FROM STATE OWNED BOAT LAUNCH.
5. PLACE BEACONS AND CHANNEL MARKERS TO DELINEATE TEMPORARY CHANNEL FOR BOAT TRAFFIC. BLOCKAGE OF NAVIGATION CHANNEL FOR DEMOLITION AND CONSTRUCTION SHALL REQUIRE THE PRIOR WRITTEN PERMISSION OF THE ENGINEER. REMOVE ALL EXISTING NAVIGATION LIGHTS FROM BRIDGE 04180. INSTALL TEMPORARY NAVIGATION LIGHTS ON UPSTREAM FASCIA OF BRIDGE 01218 (GREEN) AND BRIDGE 04180 PIERS (RED).
6. CONSTRUCT WB CROSSOVER ROADWAY SECTIONS IN MEDIAN AND USE TEMPORARY ROAD CLOSURES FOR PREP WORK FOR CROSSOVER IN CURRENT ROAD ALIGNMENT. RE-ROUTE WB TRAFFIC TO BR. 01218 VIA COMPLETED CROSSOVER & CLOSE BR. 04180

STAGE 2A - SUGGESTED CONSTRUCTION SEQUENCE:
PERFORM THE FOLLOWING WORK ON BR. 04180

1. INSTALL DEBRIS SHIELD
2. REMOVE PARAPETS, DECK, STRINGERS, AND FLOORBEAM CANTILEVERS FROM ALL OF SPANS OF BRIDGE NO. 04180.
3. INSTALL TEMPORARY SUPPORTS/BRACING AT PIER 1 (SPAN 2) AND PIER 2 (SPAN 2) TO PROVIDE ADDITIONAL SUPPORTS FOR MAIN GIRDERS.
4. REMOVE FLOORBEAMS AND LATERAL BRACING FROM CENTER OF SPAN 2 IN AREA INDICATED.
5. REMOVE MID-SPAN 2 SECTION OF MAIN GIRDERS IN AREA INDICATED.

NOTE: ESTIMATED DURATION OF NAVIGATION CHANNEL CLOSURE FOR STAGE 2A IS ONE (1) DAY.

STAGE 2B - SUGGESTED CONSTRUCTION SEQUENCE:

1. INSTALL TEMPORARY SUPPORTS AT PIER 2 (SPAN 3) & PIER 3 (SPAN 2, 3) TO PROVIDE ADDITIONAL SUPPORTS FOR MAIN GIRDERS.
2. REMOVE FLOORBEAMS, AND LATERAL BRACING FROM CENTER OF SPAN 3 AS INDICATED.
3. REMOVE MID-SPAN 3 SECTION OF MAIN GIRDERS AS INDICATED.

STAGE 2C - SUGGESTED CONSTRUCTION SEQUENCE:

1. INSTALL TEMPORARY SUPPORTS AT PIER 1 (SPAN 1) & PIER 3 (SPAN 3, 4) TO PROVIDE ADDITIONAL SUPPORTS TO MAIN GIRDERS.
2. REMOVE FLOORBEAMS AND LATERAL BRACING FROM END OF SPANS 1 & 4 AS INDICATED.
3. REMOVE END SECTION OF MAIN GIRDERS IN SPANS 1 & 4 AS INDICATED.

STAGE 2D - SUGGESTED CONSTRUCTION SEQUENCE:

1. REMOVE REMAINING FLOORBEAMS, AND LATERAL BRACING BETWEEN MAIN GIDERS AT PIERS 1, 2, & 3.
2. REMOVE REMAINING SECTIONS OF MAIN GIRDERS AT PIERS 1, 2, & 3.

NOTE: NAVIGATION CHANNEL SHALL BE CLOSED TO BOAT TRAFFIC DURING DURATION OF STEEL PICKS WITHIN SPAN 2. ESTIMATED DURATION FOR STAGE 2D = 2 DAYS.

LEGEND:

- 100YR – FEMA 100-YEAR FLOOD (CALCULATED)
- OHW – ORDINARY HIGH WATER
- FIRSTLIGHT PROJECT BOUNDRY
- STATE/FEDERAL WETLANDS
- SEDIMENTATION CONTROL SYSTEM (SCS)
- STAGE 2A (DEMOLITION)
- STAGE 2B (DEMOLITION)
- STAGE 2C (DEMOLITION)
- STAGE 2D (DEMOLITION)
- INVASIVE SPECIES CONTROL AREA

Shaun Suehr
2020.02.14
15:14:14-05'00'

ADDENDUM NO. 1

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
1	1/10/2020	NOTES AND CALLOUTS UPDATED FOR CLARITY	07.02.A1

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

Plotted Date: 2/5/2020

DESIGNER/DRAFTER: JPM
CHECKED BY: DF/TH
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...\SB_MSTL_0096_0201_CONSTRUCTION STAGING 1.dgn

SIGNATURE/BLOCK: STATE OF CONNECTICUT · LOUIS A. HUBER · LICENSED PROFESSIONAL ENGINEER

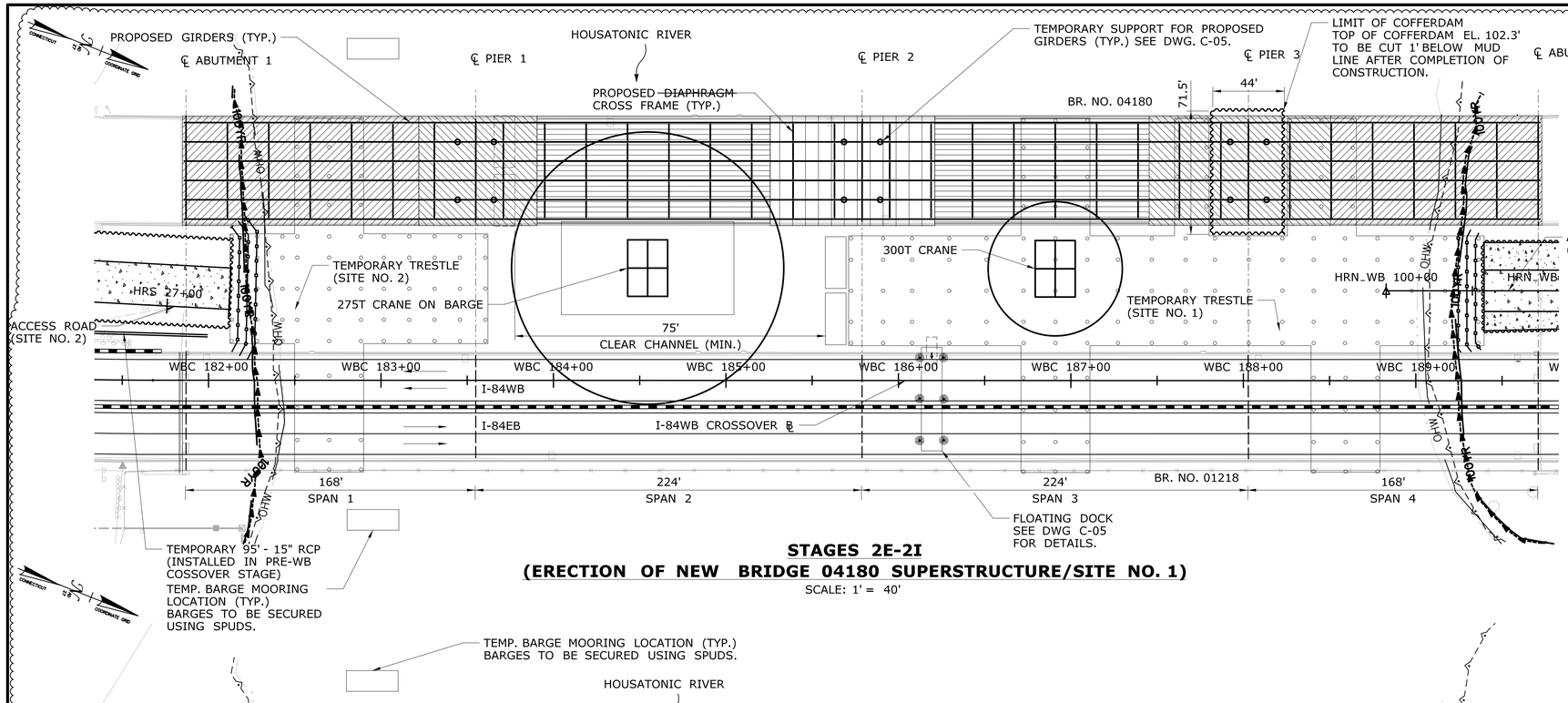
LOUIS BERGER US
A WSP COMPANY
55 CAPITAL BOULEVARD
ROCKY HILL, CT 06067

PROJECT TITLE:
REHABILITATION OF BRIDGE NO 01218/04180 - I-84 EB/WB OVER HOUSATONIC RIVER

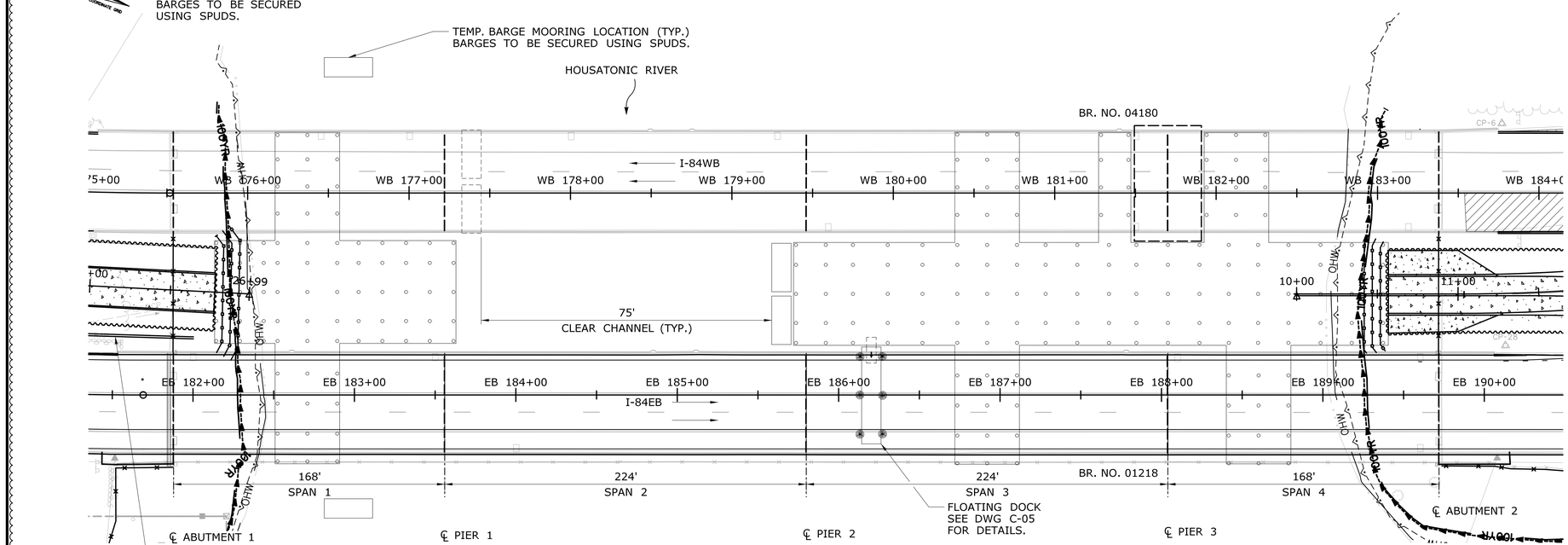
TOWN: **NEWTOWN/SOUTHBURY**

DRAWING TITLE: **STAGE CONSTRUCTION PLAN 1**

PROJECT NO. **96-201**
DRAWING NO. **C-02**
SHEET NO. **07.02.A1**



STAGES 2E-2I
(ERECTION OF NEW BRIDGE 04180 SUPERSTRUCTURE/SITE NO. 1)
SCALE: 1' = 40'



STAGE 3
SCALE: 1' = 40'

SUGGESTED CONSTRUCTION SEQUENCE

NOTES:

1. FINAL CONSTRUCTION AND DEMOLITION SEQUENCES ARE THE RESPONSIBLITY OF THE CONTRACTOR. THE CONTRACTOR SHALL ENSURE THE STABILITY AND SAFETY OF THE STRUCTURES AT ALL TIMES DURING DEMOLITION AND CONSTRUCTION.

STAGE 2E - SUGGESTED CONSTRUCTION SEQUENCE:

1. COMPLETE SUBSTRUCTURE REPAIRS TO PIERS AND ABUTMENTS.
2. COMPLETE MODIFICATIONS OF ABUTMENTS AND PIERS (INCLUDES COLLAR CONSTRUCTION AT PIER 3).
3. INSTALL PROPOSED GIRDERS OVER PIER 1 AND PIER 3 AND TEMPORARILY SUPPORT CANTILEVERS FROM THE PIERS.
4. INSTALL ~~DIAPHRAGMS~~ CROSS FRAMES.

STAGE 2F - SUGGESTED CONSTRUCTION SEQUENCE:

1. INSTALL END GIRDER SECTIONS IN SPAN 1 AND SPAN 4 AND SPLICE WITH PREVIOUSLY INSTALLED SECTIONS OVER PIER 1 AND PIER 3, RESPECTIVELY.
2. INSTALL ~~DIAPHRAGMS~~ CROSS FRAMES IN SPAN 1 AND SPAN 4.

STAGE 2G - SUGGESTED CONSTRUCTION SEQUENCE:

1. INSTALL PROPOSED GIRDERS OVER PIER 2 AND TEMPORARILY SUPPORT CANTILEVERS.
2. INSTALL ~~DIAPHRAGMS~~ CROSS FRAMES.

STAGE 2H - SUGGESTED CONSTRUCTION SEQUENCE:

1. INSTALL REMAINING MID-SPAN GIRDER SECTIONS IN SPAN 2 AND SPAN 3 AND SPLICE WITH PREVIOUSLY INSTALLED SECTIONS OVER PIER 1, PIER 2, AND PIER 3, RESPECTIVELY.
2. INSTALL ALL REMAINING ~~DIAPHRAGMS~~ CROSS FRAMES.

STAGE 2I - SUGGESTED CONSTRUCTION SEQUENCE:

1. REMOVE TEMPORARY SUPPORTS AT ALL PIERS.
2. INSTALL PROPOSED DECK AND PARAPETS. COMPLETE BRIDGE CONSTRUCTION.

NOTE: NAVIGATION CHANNEL SHALL BE CLOSED FOR DURATION OF STEEL PICKS OCCURRING IN SPAN 2 DURING ANY STAGE. ESTIMATED ~~TOTAL~~ DURATION = 3 DAYS.

STAGE 3 - SUGGESTED CONSTRUCTION SEQUENCE:

1. REMOVE WB CROSSOVER ROADWAY IN MEDIAN AND RE-ROUTE WB TRAFFIC TO NEW BRIDGE NO. 04180.
2. CONSTRUCT NEW EB CROSSOVER ROADWAY IN MEDIAN. USE TEMPORARY LANE CLOSURES FOR IN ROAD PREP WORK FOR CROSSOVER.
3. REMOVE ALL EXISTING NAVIGATION LIGHTS FROM BRIDGE 01218. RE-INSTALL EXISTING NAVIGATION LIGHTS ON UPSTREAM FASCIA (GREEN) AND PIERS (RED) OF BRIDGE 04180. INSTALL TEMPORARY NAVIGATION LIGHTS ON BRIDGE 01218 PIERS (RED)

LEGEND:

- 100YR — FEMA 100-YEAR FLOOD (CALCULATED)
- OHW — ORDINARY HIGH WATER
- FIRSTLIGHT PROJECT BOUNDRY
- STATE/FEDERAL WETLANDS
- SEDIMENTATION CONTROL SYSTEM (SCS)
- STAGE 2E (ERECTION)
- STAGE 2F (ERECTION)
- STAGE 2G (ERECTION)
- STAGE 2H (ERECTION)

ADDENDUM NO. 1

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
1	1/10/2020	NOTES AND CALLOUTS REVISED FOR CLARITY	07.03.A1

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

Plotted Date: 2/5/2020

DESIGNER/DRAFTER: JPM
CHECKED BY: DF/TH
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...\SB_MSTL_0096_0201_CONSTRUCTION STAGING 2.dgn

SIGNATURE/BLOCK: STATE OF CONNECTICUT THOMAS A. HARRIGAN LICENSED PROFESSIONAL ENGINEER 0014890

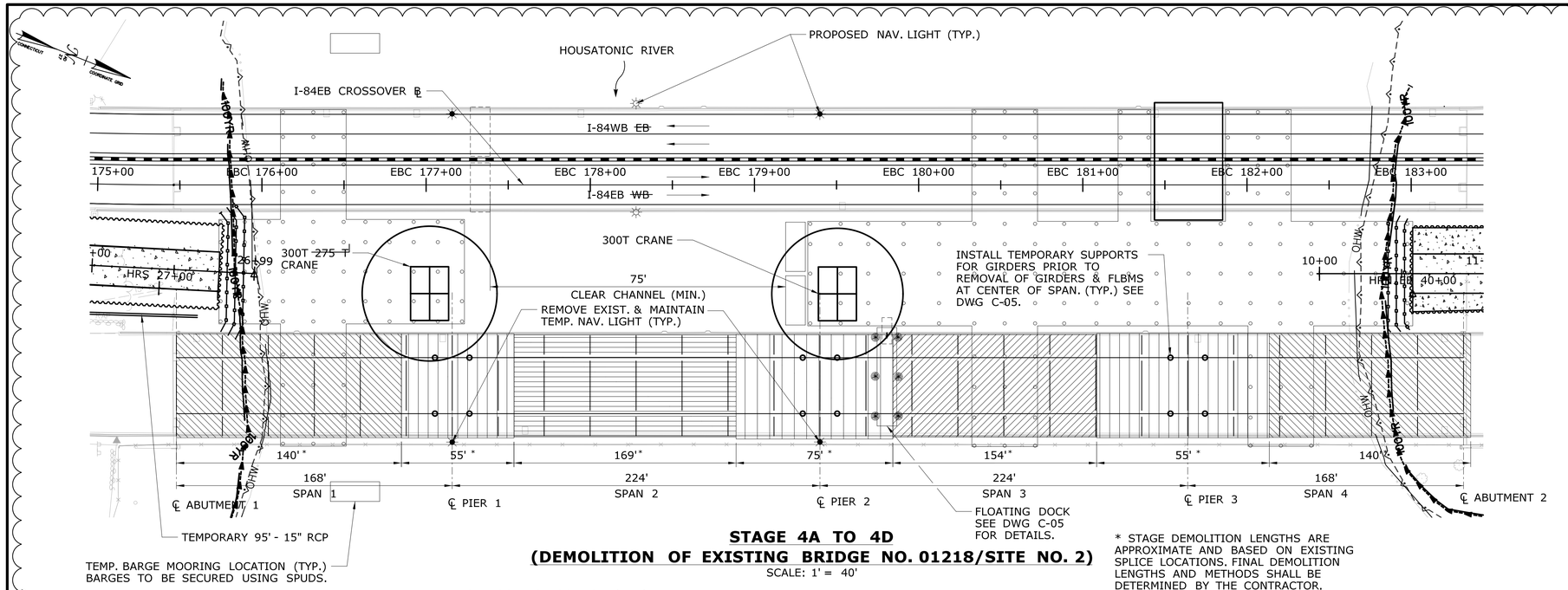
LOUIS BERGER US
A WSP COMPANY
55 CAPITAL BOULEVARD
ROCKY HILL, CT 06067

PROJECT TITLE:
REHABILITATION OF BRIDGE NO 01218/04180 - I-84 EB/WB OVER HOUSATONIC RIVER

TOWN: **NEWTOWN/SOUTHBURY**

DRAWING TITLE: **STAGE CONSTRUCTION PLAN 2**

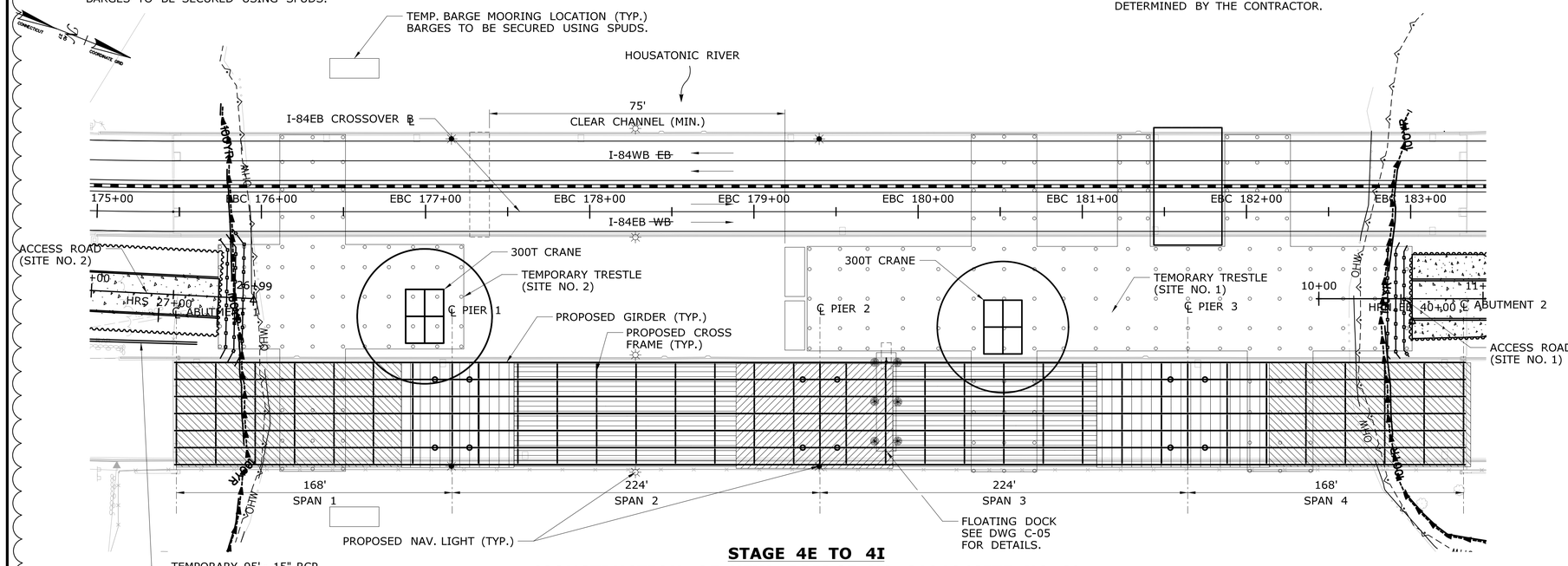
PROJECT NO. **96-201**
DRAWING NO. **C-03**
SHEET NO. **07.03.A1**



STAGE 4A TO 4D
(DEMOLITION OF EXISTING BRIDGE NO. 01218/SITE NO. 2)

SCALE: 1' = 40'

* STAGE DEMOLITION LENGTHS ARE APPROXIMATE AND BASED ON EXISTING SPLICE LOCATIONS. FINAL DEMOLITION LENGTHS AND METHODS SHALL BE DETERMINED BY THE CONTRACTOR.



STAGE 4E TO 4I
(CONSTRUCTION OF NEW BRIDGE NO. 01218/SITE NO. 2)

SCALE: 1' = 40'

SUGGESTED CONSTRUCTION SEQUENCE

NOTES:

1. FINAL CONSTRUCTION AND DEMOLITION SEQUENCES ARE THE RESPONSIBLITY OF THE CONTRACTOR. THE CONTRACTOR SHALL ENSURE THE STABILITY AND SAFETY OF THE STRUCTURES AT ALL TIMES DURING DEMOLITION AND CONSTRUCTION.

STAGE 4A - SUGGESTED CONSTRUCTION SEQUENCE:
PERFORM THE FOLLOWING WORK ON BR. 01218

1. INSTALL DEBRIS SHIELD
2. REMOVE PARAPETS, DECK, STRINGERS, AND FLOORBEAM CANTILEVERS FROM ALL OF SPANS OF BRIDGE NO. 01218.
3. INSTALL TEMPORARY SUPPORTS/BRACING AT PIER 1 (SPAN 2) AND PIER 2 (SPAN 2) TO PROVIDE ADDITIONAL SUPPORTS FOR MAIN GIRDERS.
4. REMOVE FLOORBEAMS AND LATERAL BRACING FROM CENTER OF SPAN 2 IN AREA INDICATED.
5. REMOVE MID-SPAN 2 SECTION OF MAIN GIRDERS IN AREA INDICATED.

NOTE: ESTIMATED DURATION OF NAVIGATION CHANNEL CLOSURE FOR STAGE 4A IS ONE (1) DAY.

STAGE 4B - SUGGESTED CONSTRUCTION SEQUENCE:

1. INSTALL TEMPORARY SUPPORTS AT PIER 2 (SPAN 3) & PIER 3 (SPAN 3) TO PROVIDE ADDITIONAL SUPPORTS FOR MAIN GIRDERS.
2. REMOVE FLOORBEAMS, AND LATERAL BRACING FROM CENTER OF SPAN 3 AS INDICATED.
3. REMOVE MID-SPAN 3 SECTION OF MAIN GIRDERS AS INDICATED.

STAGE 4C - SUGGESTED CONSTRUCTION SEQUENCE:

1. INSTALL TEMPORARY SUPPORTS AT PIER 1 (SPAN 1) & PIER 3 (SPAN 4) TO PROVIDE ADDITIONAL SUPPORTS TO MAIN GIRDERS.
2. REMOVE FLOORBEAMS AND LATERAL BRACING FROM END OF SPANS 1 & 4 AS INDICATED.
3. REMOVE END SECTION OF MAIN GIRDERS IN SPANS 1 & 4 AS INDICATED.

STAGE 4D - SUGGESTED CONSTRUCTION SEQUENCE:

1. REMOVE REMAINING FLOORBEAMS, AND LATERAL BRACING BETWEEN MAIN GIDERS AT PIERS 1, 2, & 3.
2. REMOVE REMAINING SECTIONS OF MAIN GIRDERS AT PIERS 1, 2, & 3.

NOTE: NAVIGATION CHANNEL SHALL BE CLOSED TO BOAT TRAFFIC DURING DURATION OF STEEL PICKS WITHIN SPAN 2. ESTIMATED DURATION FOR STAGE 4D = 2 DAYS.

STAGE 4E - SUGGESTED CONSTRUCTION SEQUENCE:

1. CONSTRUCT NEW PIER CAPS.
2. CONSTRUCTION OF THE EXISTING ABUTMENT MODIFICATIONS.

STAGE 4F - SUGGESTED CONSTRUCTION SEQUENCE:

1. INSTALL PROPOSED GIRDERS OVER PIER 1 AND PIER 3 AND TEMPORARILY SUPPORT CANTILEVERS FROM THE PIERS.
2. INSTALL CROSS FRAMES.

STAGE 4G - SUGGESTED CONSTRUCTION SEQUENCE:

1. INSTALL END GIRDER SECTIONS IN SPAN 1 AND SPAN 4 AND SPLICE WITH PREVIOUSLY INSTALLED SECTIONS OVER PIER 1 AND PIER 3, RESPECTIVELY.
2. INSTALL CROSS FRAMES IN SPAN 1 AND SPAN 4.

STAGE 4H - SUGGESTED CONSTRUCTION SEQUENCE:

1. INSTALL PROPOSED GIRDERS OVER PIER 2 AND TEMPORARILY SUPPORT CANTILEVERS.
2. INSTALL CROSS FRAMES.

STAGE 4I - SUGGESTED CONSTRUCTION SEQUENCE:

1. INSTALL REMAINING MID-SPAN GIRDER SECTIONS IN SPAN 2 AND SPAN 3 AND SPLICE WITH PREVIOUSLY INSTALLED SECTIONS OVER PIER 1, PIER 2, AND PIER 3, RESPECTIVELY.
2. INSTALL ALL REMAINING CROSS FRAMES.

STAGE 4J - SUGGESTED CONSTRUCTION SEQUENCE:

1. REMOVE TEMPORARY SUPPORTS AT ALL PIERS.
2. INSTALL PROPOSED DECK AND PARAPETS. COMPLETE BRIDGE CONSTRUCTION.

NOTE: NAVIGATION CHANNEL SHALL BE CLOSED FOR DURATION OF STEEL PICKS OCCURRING IN SPAN 2 DURING ANY STAGE. ESTIMATED DURATION = 3 DAYS.

LEGEND:

- 100YR – FEMA 100-YEAR FLOOD (CALCULATED)
- OHW – ORDINARY HIGH WATER
- FIRSTLIGHT PROJECT BOUNDRY
- STATE/FEDERAL WETLANDS
- SEDIMENTATION CONTROL SYSTEM (SCS)
- STAGE 4A, 4I
- STAGE 4B, 4H
- STAGE 4C, 4G
- STAGE 4D, 4F

ADDENDUM NO. 1

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
1	1/10/2020	NOTES, CALLOUTS AND HATCHINGS REVISED FOR CLARITY	07.04.A1

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

Plotted Date: 2/5/2020

DESIGNER/DRAFTER: JPM
CHECKED BY: DF/TH
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...\SB_MSTL_0096_0201_CONSTRUCTION STAGING 3.dgn

SIGNATURE/BLOCK: STATE OF CONNECTICUT THOMAS A. HARLEY LICENSED PROFESSIONAL ENGINEER 0014890

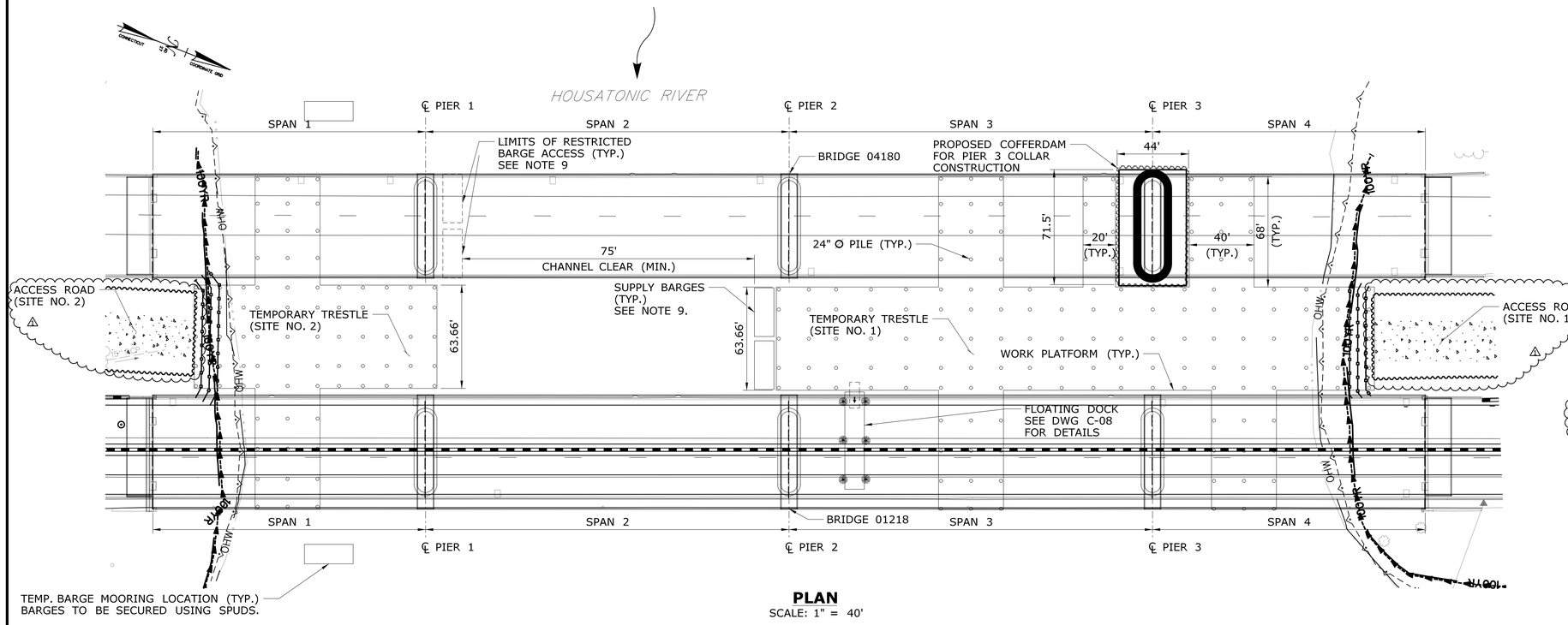
LOUIS BERGER US
A WSP COMPANY
55 CAPITAL BOULEVARD
ROCKY HILL, CT 06067

PROJECT TITLE: REHABILITATION OF BRIDGE NO 01218/04180 - I-84 EB/WB OVER HOUSATONIC RIVER

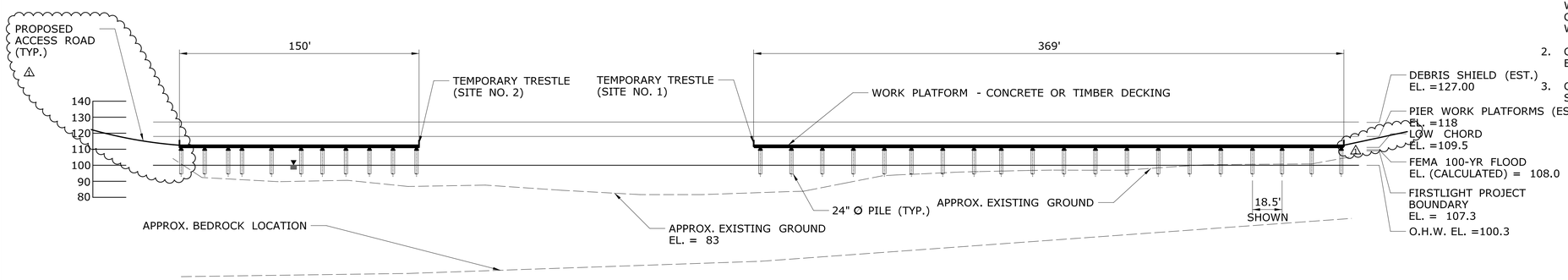
TOWN: NEWTOWN/SOUTHBURY

DRAWING TITLE: STAGE CONSTRUCTION PLAN 3

PROJECT NO. 96-201
DRAWING NO. C-04
SHEET NO. 07.04.A1



PLAN
SCALE: 1" = 40'



ELEVATION
SCALE: 1" = 40'

NOTES:

1. TEMPORARY TRESTLE AND FALSEWORK SHALL BE DESIGNED BY THE CONTRACTOR IN ACCORDANCE WITH THE AASHTO GUIDE DESIGN SPECIFCATIONS FOR BRIDGE TEMPORARY WORKS 2ND EDITION, 2017 WITH LATEST REVISIONS TO SUIT THE MEANS AND METHODS USED FOR CONSTRUCTION. THE CONTRACTOR'S DESIGN SHALL HAVE A LOW CHORD ELEVATION ABOVE THE FEMA 100-YR FLOOD ELEVATION OF 108.0 FEET.
2. PILES INSTALLED IN THE VICINITY OF THE EXISTING BRIDGE FOUNDATIONS SHALL BE LOCATED TO AVOID POTENTIAL CONFLICTS WITH EXISTING PILES AND OTHER OBSTRUCTIONS.
3. ALL PILES SHALL BE REMOVED DURING TRESTLE REMOVAL. ANY PILES THAT ARE NOT ABLE TO BE REMOVED SHALL BE CUT MINIMUM 2' BELOW THE MUDLINE.
4. FOR TEMPORARY TRESTLE DETAILS SEE DWG C-07 AND C-08.
5. THE DESIGN AND CONSTRUCTION OF TEMPORARY WORK TRESTLE, CRANE MATS, AND FLOATING DOCKS SHALL BE PAID FOR UNDER ITEM NO. 0502185A "TEMPORARY TRESTLE (SITE NO. 1)" AND ITEM ITEM NO. 0502186A "TMEPORARY TRESTLE (SITE NO. 2). SEE SPECIAL PROVISIONS.
6. CONSTRUCTION OF TEMPORARY TRESTLE SHALL BE PERFORMED FROM BARGES, OTHER FLOATED PLATFORMS, OR THE SHORE.
7. THE INFORMATION SHOWN ON THIS DRAWING, INCLUDING (AS APPLICABLE) NUMBER OF PILES, SIZES OF MEMBERS, THE SEQUENCE OF CONSTRUCTION, AND ERECTION PROCEDURES CONVEYS THE ASSUMPTIONS MADE BY THE DESIGNER IN DESIGNING THE STRUCTURE, AND IS FOR INFORMATIONAL USE ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SELECTING THE MEANS AND METHODS FOR CONSTRUCTION. THE CONTRACTOR SHALL ALSO SUBMIT INFORMATION INCLUDING DESIGN CALCULATIONS, CONSTRUCTION SCHEMATICS, AND CONSTRUCTION SEQUENCES AND PROCEDURES TO THE ENGINEER FOR REVIEW. THE CONTRACTORS DESIGNS SHALL NOT EXCEED THE ALLOWABLE IMPACTS DEFINED WITHIN THE PERMIT.
8. RECOMMENDED IN-PLACE SOIL PROPERTIES FOR PILE DESIGN AND OTHER GEOTECHNICAL CONSIDERATIONS CAN BE FOUND IN THE TEMPORARY WORKS GEOTECHNICAL REPORT. (1)
9. CONTRACTOR IS HEREBY NOTIFIED THAT ALL TEMPORARY WORKS AND EQUIPMENT SHALL MEET THE REQUIREMENTS OF APPLICABLE U.S. COAST GUARD AND CT DEEP BOATING REGULATIONS. SEE DWG C-09 FOR BOAT SAFETY PLAN.
10. BARGES DOCKED OR ANCHORED AT TRESTLE IN SPAN 2 SHALL NOT EXCEED 60' X 100'. MINIMUM CLEAR CHANNEL AS INDICATED ON THE PLANS SHALL BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE APPORVED BY THE ENGINEER.
11. THE CONTRACTOR SHALL NOT WORK WITHIN THE LIMITS OF THE WETLANDS AND WATERCOURSE WITH THE EXCEPTION OF THOSE AREAS DELINEATED AS TEMPORARY OR PERMANENT IMPACT TO THE WETLANDS AND WATERCOURSE. ALL DISTURBED AREAS SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITION.

SUGGESTED TRESTLE CONSTRUCTION SEQUENCE:

1. BEGIN TRESTLE PILE CONSTRUCTION STARTING AT THE RIVER BANK AND WORKING INTO THE RIVER. INITIAL PILE CONSTRUCTION SHALL BE COMPLETED FROM THE RIVER BANK WITH EQUIPMENT OUTSIDE OF THE WETLAND AND FLOOD BOUNDARIES.
2. CONSTRUCT PRIMARY WORK PLATFORM BETWEEN BRIDGE NO. 04180 AND BRIDGE NO. 01218 TO THE LIMITS SHOWN.
3. CONSTRUCT WORK PLATFORMS ADJACENT TO PIER 3 WB AND UNDER SPAN 1, SPAN 3, AND SPAN 4 FROM PRIMARY WORK PLATFORM.

TEMPORARY HYDRAULIC DATA

AVERAGE DAILY FLOW (CFS)	2,500	1
AVERAGE SPRING FLOW (CFS)	5,000	1
2-YEAR FREQUENCY DISCHARGE (CFS)	20,000	2
TEMPORARY DESIGN DISCHARGE (CFS)	42,000	3
TEMPORARY DESIGN FREQUENCY (YRS)	10	
TEMPORARY WATER SURFACE ELEV (FT) - UPSTREAM	100	3
TEMPORARY WATER SURFACE ELEV (FT) - DOWNSTEAM	100	3

NOTE: ELEVATIONS PROVIDED ARE REFERENCED TO NAVD88 DATUM.
[1] CALCULATED AS PER CTDOT DRAINAGE MANUAL SEC. 6.16 BASED ON DRAINAGE AREA.
[2] TRANSFERRED FROM GAGE NO. 01205500 ON HOUSATONIC RIVER.
[3] FAIRFILED COUNTY FLOOD INSURANCE STUDY, OCT. 16, 2013

CONCEPTUAL TRESTLE DESIGN CRITERIA (VERTICAL LOADS):

1. ASSUMED DESIGN CRANE: MANITOWOC 2250 - 300 TON LIFT CRANE
   CRAWLER TRACK LENGTH = 30'-9"
   CRAWLER TRACK WIDTH = 4'-0"
   OUT TO OUT WIDTH = 27'-0"
2. CRANE ON TRESTLE (WITH BOOM, COUNTERWEIGHTS AND A 40 KIPS HOIST LOAD) = 550 KIP

LEGEND:

- 100YR – FEMA 100-YEAR FLOOD (CALCULATED)
- OHW – ORDINARY HIGH WATER
- FIRSTLIGHT PROJECT BOUNDRY
- STATE/FEDERAL WETLANDS (1)
- SEDIMENTATION CONTROL SYSTEM (SCS)

ADDENDUM NO. 1

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
1	1/10/2020	REVISED NOTES AND LINEWORK FOR CLARITY	07.06.A1

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

Plotted Date: 1/9/2020

DESIGNER/DRAFTER: JPM
CHECKED BY: JS
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...\SB_MSTL_0096_0201_TEMP TRESTLE PLAN.dgn

SIGNATURE/BLOCK: STATE OF CONNECTICUT THOMAS A. HARLEY 001490 LICENSED PROFESSIONAL ENGINEER

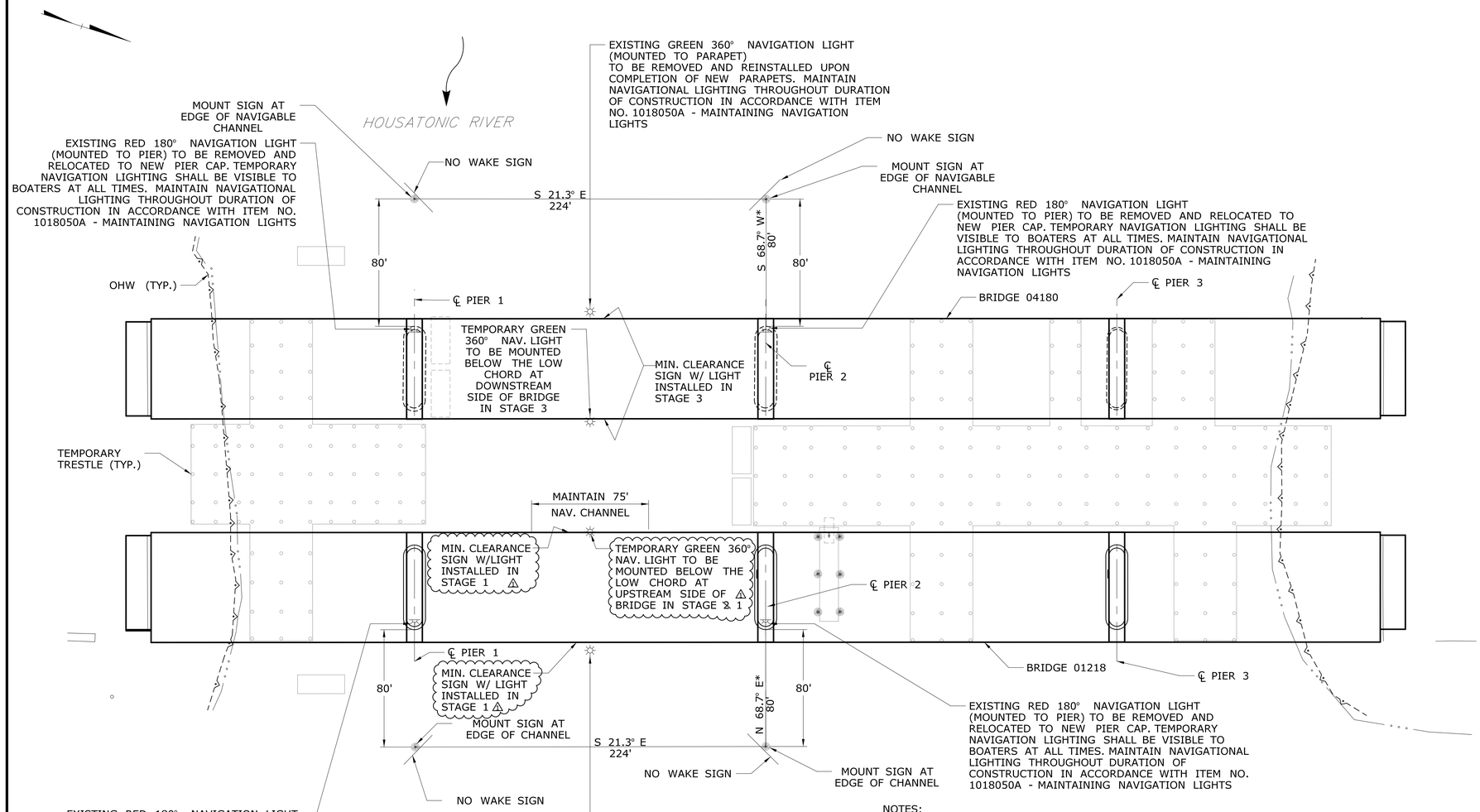
LOUIS BERGER US
A WSP COMPANY
55 CAPITAL BOULEVARD
ROCKY HILL, CT 06067

PROJECT TITLE:
REHABILITATION OF BRIDGE NO 01218/04180 - I-84 EB/WB OVER HOUSATONIC RIVER

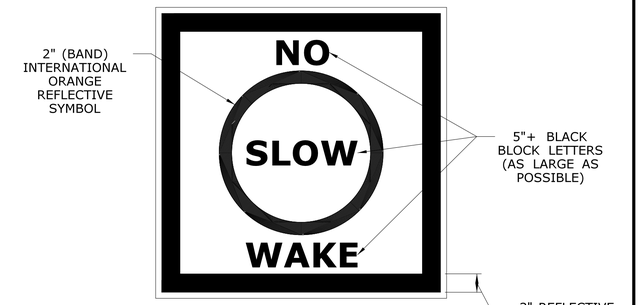
TOWN: **NEWTOWN/SOUTHBURY**

DRAWING TITLE: **CONCEPTUAL TEMPORARY TRESTLE PLAN**

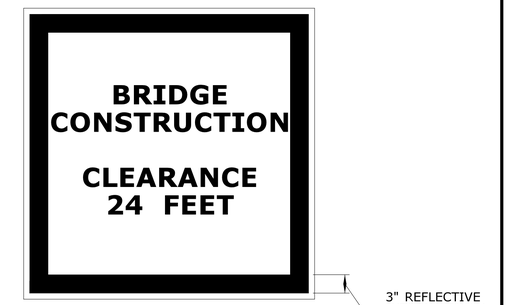
PROJECT NO. **96-201**
DRAWING NO. **C-06**
SHEET NO. **07.06.A1**



BOAT SAFETY PLAN
SCALE: 1' = 40'



"NO WAKE" SIGN 48" x 48"
SCALE: 1" = 1'



"MIN. CLEARANCE" SIGN 48" x 48"
SCALE: 1" = 1'

NOTE:

ALL LETTERING ON SIGN MUST BE BLACK, BLOCK IN STYLE AND 3" (MIN.) IN HEIGHT. SIGN BACKGROUND TO BE WHITE
(TYP. ALL SIGNS)

LEGEND:

☼ 360° GREEN NAVIGATION LIGHT

⌘ 180° RED NAVIGATION LIGHT

* COMPASS BEARING AND DISTANCE BEGINS AT THE FACE OF CENTER LINE OF PIER

NOTES:

1. ALL TEMPORARY WORKS AND EQUIPMENT SHALL MEET THE REQUIREMENTS OF THE US COAST GUARD AND CT DEEP BOATING.
2. ALL WORK AND MATERIALS REQUIRED TO ESTABLISH, MAINTAIN AND REMOVE BEACONS, LIGHTS AND CHANNEL MARKERS AS SHOWN ON THE BOAT SAFETY PLAN OR OTHERWISE REQUIRED BY THE COAST GUARD, DEEP BOATING OR THE ENGINEER SHALL BE INCLUDED AND PAID FOR UNDER ITEM NUMBER 1018013 "TEMPORARY WATERWAY CONSTRUCTION MARKERS". SEE SPECIAL PROVISIONS.
3. PRIOR TO THE START OF IN-WATER WORK, COORDINATION WITH THE US COAST GUARD AND CT DEEP BOATING SHALL BE PERFORMED. THE CONTRACTOR SHALL SUBMIT A BOAT SAFETY PLAN TO THE ENGINEER AT LEAST 90 DAYS PRIOR TO IN-WATER WORK COMMENCING SO THAT THIS CORDINATION CAN BE COMPLETED. WRITTEN APPROVAL OF THE BOAT SAFETY PLAN IS REEUIRED BEFORE THE START OF IN-WATER WORK.
4. NAVIGATION LIGHTS ATTACHED TO BRIDGE SHALL REMAIN ON FROM DUSK TO DAWN IN ACCORDANCE WITH ITEM NO. 1018050A - MAINTAINING NAVIGATION LIGHTS.
5. FULL NAVIGATION CHANNEL CLOSURES SHALL NOT OCCUR DURING WEEKENDS FROM MAY 1ST UNTIL OCTOBER 1ST
6. CONTRACTOR BARGES AND WORK BOATS TO BE TIED OFF OR ANCHORED WITH SPUDS IN SPANS 1 & 3 WHEN NOT IN USE.
7. DEEP BOATING AND THE LAKE ZOAR AUTHORITY MUST BE CONTACTED PRIOR TO CHANNEL CLOSURES. THE CONTRACTOR SHALL SUBMIT A CLOSURE PLAN TO THE ENGINEER FOR APPROVAL.
8. BEACONS (SIGNS) MUST BE MANUFACTURED OF EIGHTY GAUGE ALUMINUM OR POLYMER OF HARD PLASTIC EQUIVALENT AT LEAST THREE MILLS THICK, OR THREE- QUARTER INCH (3/4") MARINE GRADE PLYWOOD. THEY MUST BE REFLECTIVE WHITE WITH AN INTERNATIONAL ORANGE BAND OF AT LEAST THREE INCHES (3") IN WIDTH FORMING THE OUTER BORDER. ALL SIGNS MUST BE ILLUMINATED
9. ~~MINIMUM CLEARANCE SHALL BE DETERMINED AND POSTED BY THE CONTRACTOR.~~ POSTED MINIMUM CLEARANCE OF 24 FEET SHALL BE EQUAL TO THE FINAL ELEVATION DIFFERENCE BETWEEN LOWEST MEMBER OF THE DEBRIS SHIELD AND ORDINARY HIGH WATER MINUS AN ESTIMATED 2 FEET. IF CONTRACTOR'S PROPOSED DEBRIS SHIELD ELEVATION REDUCES THE MINIMUM CLEARANCE TO LESS THAN 24 FEET, WRITTEN APPROVAL FROM THE ENGINEER MUST BE REQUESTED. △1
10. WARNING AND MINIMUM CLEARANCE SIGNS SHALL HAVE TEMPORARY ILLUMINATION AS PER SPECIAL PROVISION 1018013A - TEMPORARY WATERWAY CONSTRUCTION MARKERS.
11. IF NECESSARY, TEMPORARY NAVIGATION LIGHTS SHALL BE INSTALLED IN CONFORMANCE WITH SPECIAL PROVISION 1018050A - MAINTAINING EXISTING NAVIGATION LIGHTS.
12. SUGGESTED BEACON LOCATIONS AND POSITIONING ARE SHOWN ON THIS PLAN. THE CONTRACTOR SHALL SUBMIT ANTICIPATED BEACON LOCATIONS WITH GPS COORDINATES ACCORDING TO N.A.D. 1927 AS PART OF THE BOAT SAFETY PLAN SUBMITTAL.

ADDENDUM NO. 1

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
△1	1/10/2020	CALLOUTS AND NOTES REVISED FOR CLARITY.	07.09.A1

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

Plotted Date: 2/5/2020

DESIGNER/DRAFTER: MEB
CHECKED BY: JPM
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ..\SB_MSTL_0096_0201_BOAT SAFETY PLAN 1.dgn

SIGNATURE/BLOCK: STATE OF CONNECTICUT THOMAS A HARLEY 0014850 LICENSED PROFESSIONAL ENGINEER

LOUIS BERGER US
A WSP COMPANY
55 CAPITAL BOULEVARD
ROCKY HILL, CT 06067

PROJECT TITLE:
REHABILITATION OF BRIDGE NO 01218/04180 - I-84 EB/WB OVER HOUSATONIC RIVER

TOWN: **NEWTOWN/SOUTHBURY**

DRAWING TITLE: **BOAT SAFETY PLAN**

PROJECT NO. **96-201**
DRAWING NO. **C-09**
SHEET NO. **07.09.A1**