CLARENCE WELTI ASSOC., INC.
P.O. BOX 397
GLASTONBURY, CONN 06033

CLIENT
ANCHOR ENGINEERING SERVICES

PROJECT NAME
ADDISON ROAD BRIDGE OVER SALMON BROOK
LOCATION
GLASTONBURY, CT.

	AUGER	CASING	SAMPLER	CORE BAR.
TYPE	HSA		SS	NQ
SIZE I.D.	3.75"		1.375"	2.0"
HAMMER WT.			140 lbs	
HAMMER FALL			30"	

OFFSET
LINE & STA.
N. COORDINATE
E. COORDINATE

SURFACE ELEV 99.8+/- HOLE NO. B-1

GROUND WATER OBSERVATIONS
AT 10.5 FT. AFTER 0 HOURS
AT FT. AFTER HOURS

START DATE 4/6/07
FINISH DATE 4/6/07

DEPTH	SAMPLE NO.	BLOWS/6"	DEPTH	A	STRATUM DESCRIPTION + REMARKS		ELEV.
0	1	15-20-15	0.50'-2.00'		ASPHALT	0.4	
					BR.FINE-MED.SAND, SOME GRAVEL, TRACE SILT - FILL		
	2	5-11-8-9	2.00'-4.00'		DARK BR.FINE SAND, LITTLE SILT, TRACE GRAVEL - FILL	2.0	97.8
	3	3-2-3-3	4.00'-6.00'		RED/BR. FINE SAND, SOME SILT, TRACE GRAVEL - FILL	4.0	95.8
5	4	3-2-1-2	6.00'-8.00'				
	5	3-2-1-2	8.00'-10.00'				
10	6	2-1-1-1	10.00'-12.00'				
	7	0-0-0-5	12.00'-14.00'				
	8	12-16-8-7	14.00'-16.00'		BR.FINE-MED SAND, SOME SILT & GRAVEL	13.5	86.3
15					WEATHERED ROCK	18.5	81.3
	9	60	19.00'-19.25'		CORED BEDROCK - SANDSTONE	19.0	
20					RUN#1 19.0'- 24.0' RECOVERED 53"		
					RUN#2 24.0'- 29.0' RECOVERED 60"		
25							
30					BOTTOM OF BORING @ 29.0'	29.0	70.8
35							

LEGEND: COL. A:
SAMPLE TYPE: D=DRY A=AUGER C=CORE U=UNDISTURBED PISTON S=SPLIT SPOON
PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%

DRILLER: BREWER
INSPECTOR:

SHEET 1 OF 1 HOLE NO. B-1

CLARENCE WELTI ASSOC., INC.
P.O. BOX 397
GLASTONBURY, CONN 06033

CLIENT
ANCHOR ENGINEERING SERVICES

PROJECT NAME
ADDISON ROAD BRIDGE OVER SALMON BROOK
LOCATION
GLASTONBURY, CT.

	AUGER	CASING	SAMPLER	CORE BAR.
TYPE	HSA		SS	NQ
SIZE I.D.	3.75"		1.375"	2.0"
HAMMER WT.			140 lbs	
HAMMER FALL			30"	

OFFSET
LINE & STA.
N. COORDINATE
E. COORDINATE

SURFACE ELEV 100.3+/- HOLE NO. B-2

GROUND WATER OBSERVATIONS
AT none FT. AFTER 0 HOURS
AT FT. AFTER HOURS

START DATE 4/5/07
FINISH DATE 4/5/07

DEPTH	SAMPLE NO.	BLOWS/6"	DEPTH	A	STRATUM DESCRIPTION + REMARKS		ELEV.
0	2	17-18-14-11	0.00'-2.00'		ASPHALT	0.3	
					RED/BR.FINE-MED. SAND, LITTLE BRICKS, GRAVEL & SILT - FILL		
	2	12-13-5-2	2.00'-4.00'		RED/BR.FINE SAND, LITTLE SILT, TRACE GRAVEL & CINDERS - FILL	3.0	97.3
5	3	4-2-3-4	4.00'-6.00'				
	4	2-3-5-7	6.00'-8.00'		BLACK ASPHALT FRAGMENTS AND TRAPROCK - FILL	6.0	94.3
	5	5-7-15-16	8.00'-10.00'		BLACK FINE-MED.SAND AND ASPHALT FRAGMENTS, TRACE SILT - FILL	8.0	92.3
10	6	3-3-2-1	10.00'-12.00'				
	7	1-1-3-5	12.00'-14.00'		RED/BR.FINE-MED.SAND, SOME SILT - FILL	11.0	89.3
	8	21-60	14.00'-15.00'		RED/BR.WEATHERED ROCK	13.0	87.3
15					CORED BEDROCK - SANDSTONE	15.0	85.3
					RUN#1 15.0' - 20.0' RECOVERED 60"		
20					RUN#2 20.0' - 25.0' RECOVERED 60"		
25					BOTTOM OF BORING @ 25.0'	25.0	75.3
30							
35							

LEGEND: COL. A:
SAMPLE TYPE: D=DRY A=AUGER C=CORE U=UNDISTURBED PISTON S=SPLIT SPOON
PROPORTIONS USED: TRACE=0-10% LITTLE=10-20% SOME=20-35% AND=35-50%

DRILLER: BROMLEY
INSPECTOR:

SHEET 1 OF 1 HOLE NO. B-2

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PROJ. ENGINEER	DPL/PL
PROJ. MANAGER	TJY
OFFICE REVIEW	TJY

REVISIONS

SCALE: NO SCALE

TOWN OF GLASTONBURY
REPLACEMENT OF ADDISON ROAD BRIDGE
OVER SALMON BROOK
GEOTECHNICAL BORINGS
GLASTONBURY CONNECTICUT

PROJECT	DATE	SHEET NO.		OF	
075-22	2/01/12		10		32

NOTES:

1) THIS PLAN WAS COMPILED IN PART FROM OTHER MAPS, RECORD RESEARCH OR OTHER SOURSES OF INFORMATION. IT IS NOT TO BE CONSTRUED AS HAVING BEEN OBTAINED AS THE RESULT OF A FIELD SURVEY,AND IS SUBJECT TO SUCH CHANGES AS AN ACCURATE FIELD SURVEY MAY DISCLOSE.

2) UNDERGROUND UTILITY, STRUCTURE AND FACILITY LOCATIONS DEPICTED AND NOTED HEREON HAVE BEEN COMPILED, IN PART, FROM RECORD MAPPING SUPPLIED BY THE RESPECTIVE UTILITY COMPANIES OR GOVERNMENTAL AGENCIES, FROM PAROL TESTIMONY AND FROM OTHER SOURCES. THESE LOCATIONS MUST BE CONSIDERED AS APPROXIMATE IN NATURE. ADDITIONALLY, OTHER SUCH FEATURES MAY EXIST ON THE SITE, THE EXISTENCE OF WHICH ARE UNKNOWN TO ANCHOR ENGINEERING SERVICES, INC.. THE SIZE, LOCATION AND EXISTENCE OF ALL SUCH FEATURES MUST BE FIELD DETERMINED AND VERIFIED BY THE APPROPRIATE AUTHORITIES PRIOR TO CONSTRUCTION. CALL BEFORE YOU DIG 1-800-922-4455.

3) ELEVATIONS DEPICTED HEREON ARE REFERENCE TO NAVD 88 DATUM HOLDING CGS MONUMENT 2297 WITH A PUBLISHED ELEVATION OF 179.871. COORDINATES ARE REFERENCED TO NAD 83 AND ROTATED ON TO CONNECTICUT STATE PLANE COORDINATES HOLDING CGS MONUMENTS CGS3374 AND CGS2296X.

4) FIELD SURVEY PERFORMED BY ANCHOR ENGINEERING SERVICES, INC. DURING AUGUST AND SEPTEMBER, 2008.

5) WETLANDS DEPICTED HEREON AS FLAGGED BY JOHN IANNI, CERTIFIED SOIL SCIENTIST AND FIELD LOCATED BY ANCHOR ENGINEERING SERVICES, INC.

6) PARCELS TO THE SOUTH SIDE OF ADDISON ROAD ARE SUBJECT TO A SANITARY SEWER EASEMENT IN FAVOR OF THE TOWN OF GLASTONBURY.

7) IMPROVEMENTS TO PROPERTY OWNED BY ADDISON MILL APARTMENTS, LLC SHOWN BASED UPON ELECTRONIC CADD FILES PROVIDED BY OWNER. AND WERE COMPLETED SUBSEQUENT TO FIELD SURVEY PERFORMED BY ANCHOR ENGINEERING SERVICES, INC.

MAP REFERENCES:

1) CERTIFICATION PLAN, #64 ADDISON ROAD PREPARED FOR 64 ADDISON ROAD ASSOCIATES, LLC., GLASTONBURY, CONN., SCALE: 1"=20', DATED 9/28/05 PREPARED BY MEGSON & HEAGLE; MAP ON FILE IN THE GLASTONBURY LAND RECORDS AS MAP #7012.

2) BOUNDARY MAP, #64 ADDISON ROAD PREPARED FOR TRIBECA DEVELOPMENT, LLC., GLASTONBURY, CONN., SCALE: 1"=20' DATED 04/08/04 WITH REVISIONS THOUGH 9/27/05 PREPARED BY MEGSON & HEAGLE; MAP ON FILE IN THE GLASTONBURY LAND RECORDS AS MAP #7012.

3) PLAN MADE FOR THE GLASTONBURY KNITTING CO. LOCATED AT ADDISON, TOWN OF GLASTONBURY, CONN., SCALE: 1"=50 FEET, DATED JULY 1935 PREPARED BY CHANDLER & PALMER, ENGRS.; MAP ON FILE IN THE GLASTONBURY LAND RECORDS IN BOOK 32, MAP 363.

4) PROPERTY OF DONALD R. & MADELINE G. FRONTEL, 33-35 ADDISON ROAD, GLASTONBURY, CONNECTICUT, SCALE: 1"=20' DATED MARCH 10, 1985, REVISED 6/6/85, PREPARED BY CLOSE, JENSON & MILLER; MAP ON FILE IN THE GLASTONBURY LAND RECORDS AS MAP #4304.

5) PROPERTY OF J.B. WILLIAMS CO. ADDISON, CONN., DATED MARCH 11, 1942, SCALE: 1"=40' PREPARED BY JOHN T. HENDERSON; MAP ON FILE IN THE GLASTONBURY LAND RECORDS IN DR. 7, MAP # 221.

6) MAP PREPARED FOR CHARLES G. DESSO, GLASTONBURY, CONN., SCALE: 1"=40' DATE 3/24/64 PREPARED BY JOHN J. MOZZOCHI & ASSOCIATES; MAP ON FILE IN THE GLASTONBURY LAND RECORDS IN DR. 23 MAP #108.

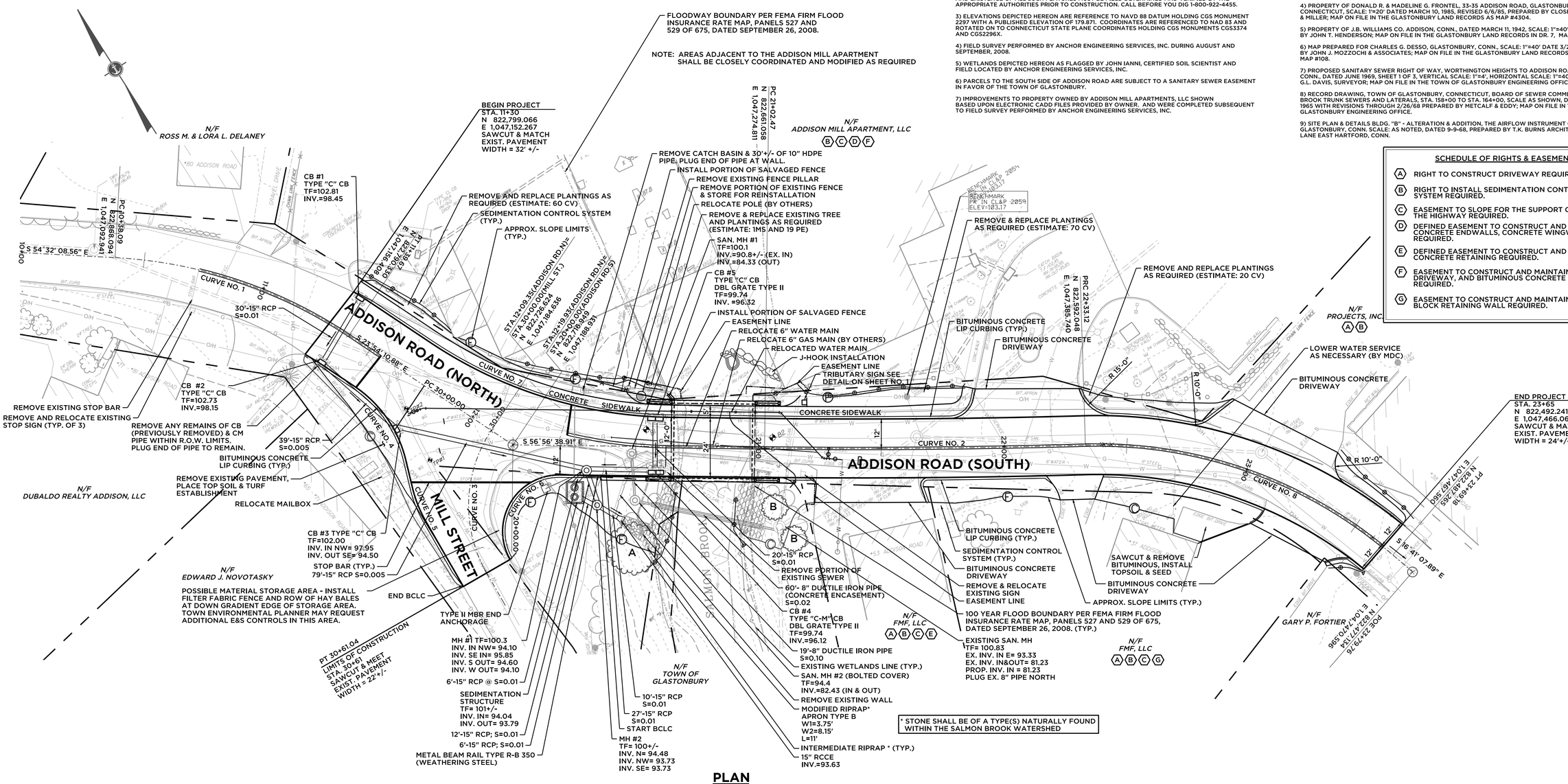
7) PROPOSED SANITARY SEWER RIGHT OF WAY, WORTHINGTON HEIGHTS TO ADDISON ROAD, GLASTONBURY, CONN., DATED JUNE 1969, SHEET 1 OF 3, VERTICAL SCALE: 1"=4', HORIZONTAL SCALE: 1"=40' PREPARED BY G.L. DAVIS, SURVEYOR; MAP ON FILE IN THE TOWN OF GLASTONBURY ENGINEERING OFFICE.

8) RECORD DRAWING, TOWN OF GLASTONBURY, CONNECTICUT, BOARD OF SEWER COMMISSIONERS, SALMON BROOK TRUNK SEWERS AND LATERALS, STA. 158+00 TO STA. 164+00, SCALE AS SHOWN, DATED NOVEMBER, 1965 WITH REVISIONS THROUGH 2/26/68 PREPARED BY METCALF & EDDY; MAP ON FILE IN THE TOWN OF GLASTONBURY ENGINEERING OFFICE.

9) SITE PLAN & DETAILS BLDG. "B" - ALTERATION & ADDITION, THE AIRFLOW INSTRUMENT CO., ADDISON ROAD - GLASTONBURY, CONN. SCALE: AS NOTED, DATED 9-9-68, PREPARED BY T.K. BURNS ARCHITECT 30 BERKELEY LANE EAST HARTFORD, CONN.

SCHEDULE OF RIGHTS & EASEMENTS

- (A) RIGHT TO CONSTRUCT DRIVEWAY REQUIRED.
- (B) RIGHT TO INSTALL SEDIMENTATION CONTROL SYSTEM REQUIRED.
- (C) EASEMENT TO SLOPE FOR THE SUPPORT OF THE HIGHWAY REQUIRED.
- (D) DEFINED EASEMENT TO CONSTRUCT AND MAINTAIN CONCRETE ENDWALLS, CONCRETE WINGWALLS REQUIRED.
- (E) DEFINED EASEMENT TO CONSTRUCT AND MAINTAIN CONCRETE RETAINING REQUIRED.
- (F) EASEMENT TO CONSTRUCT AND MAINTAIN ROADWAY, DRIVEWAY, AND BITUMINOUS CONCRETE LIP CURBING REQUIRED.
- (G) EASEMENT TO CONSTRUCT AND MAINTAIN MODULAR BLOCK RETAINING WALL REQUIRED.



PLAN

* STONE SHALL BE OF A TYPE(S) NATURALLY FOUND WITHIN THE SALMON BROOK WATERSHED

PLANT LIST

ID	#	BOTANICAL NAME	COMMON NAME	SIZE
A	1	ACER RUBRUM	RED MAPLE	2 ½" - 3" CAL.
B	2	AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY	2" -2 ½" CAL.
PE	19	PENNISETUM ALOPECUROIDES	FOUNTAIN GRASS	2 GAL.
CV	150	COREOPSIS VERTICILLATA	CREME BRULEE COREPSIS	2 GAL.
MS	1	MALUS 'SUGARTYME'	SUGARTYME CRAB	2½" - 3" CAL.

Curve No. 1: Δ = 30°-37'-57.68" D = 30°-09'-20.42" T = 52.04' L = 101.58' R = 190'

Curve No. 2: Δ = 02°-20'-21.48" D = 01°-47'-25.78" T = 65.33' L = 130.65' R = 3200'

Curve No. 3: Δ = 63°-35'-05.66" D = 104°-10'-26.92" T = 34.09' L = 61.04' R = 55'

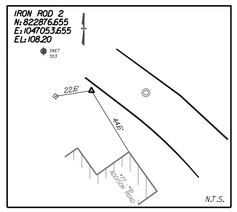
Curve No. 4: Δ = 42°-44'-05.3" D = 114°-35'-31.2" T = 19.56' L = 37.29' R = 50'

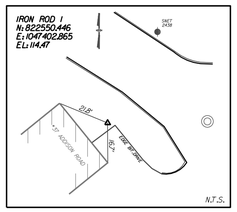
Curve No. 5: Δ = 16°-19'-10.9" D = 114°-35'-31.2" T = 7.17' L = 14.24' R = 50'

Curve No. 6: Δ = 120°-31'-01.6" D = 249°-06'-47.0" T = 40.26' L = 48.38' R = 23'

Curve No. 7: Δ = 33°-02'-28.0" D = 31°-49'-52.0" T = 53.39' L = 103.8' R = 180'

Curve No. 8: Δ = 42°-35'-52.4" D = 31°-18'-33.4" T = 71.34' L = 136.56' R = 183.00'





SCALE: 1"= 20'

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PROJ. MANAGER	TJY
OFFICE REVIEW	TJY
REVISIONS	
1/12/12	
SCALE:	AS NOTED

TOWN OF GLASTONBURY
REPLACEMENT OF ADDISON ROAD BRIDGE OVER SALMON BROOK
ROADWAY PLAN
GLASTONBURY CONNECTICUT

PROJECT	DATE	SHEET NO.	OF
075-22	2/01/12	11	32

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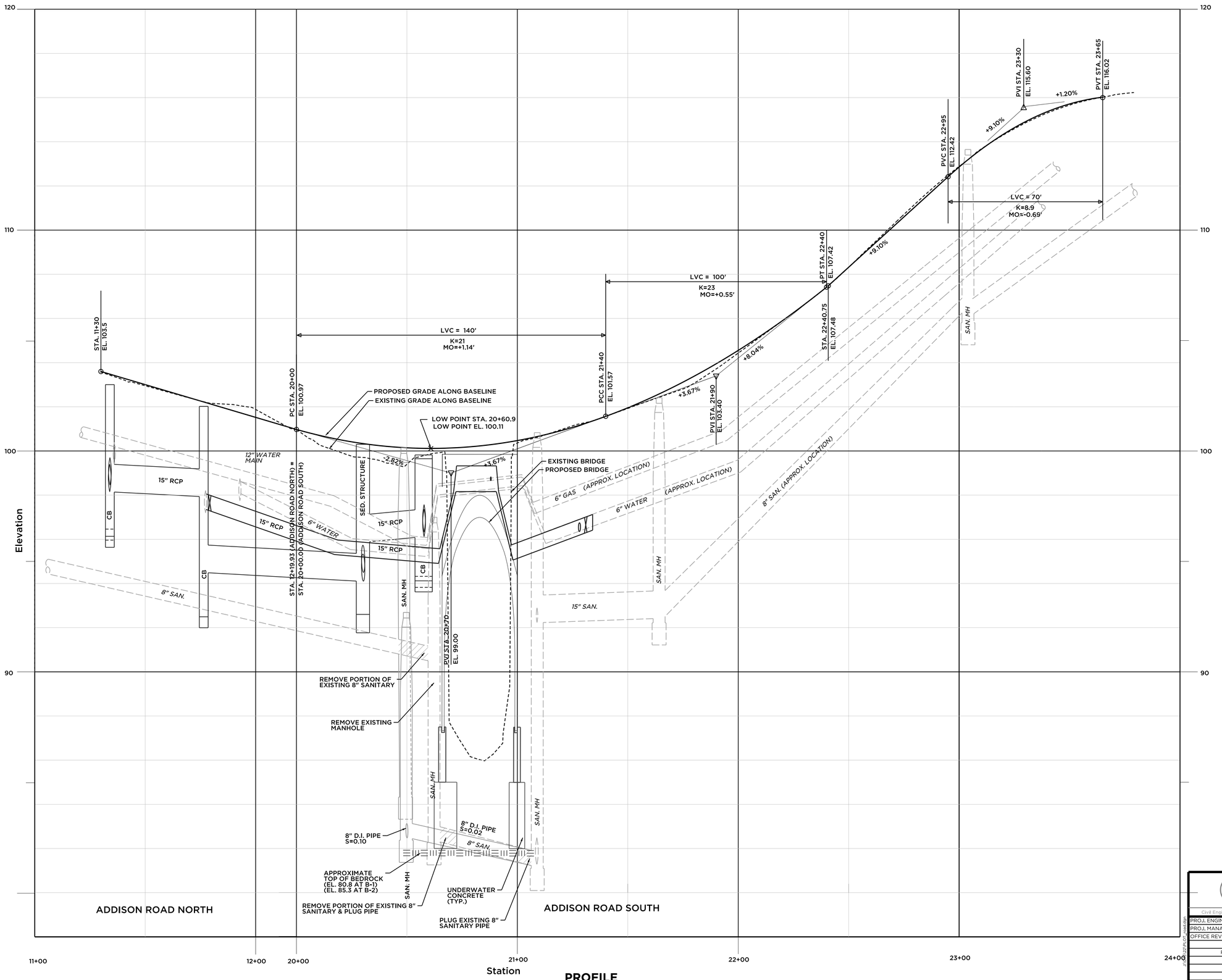

PROFILE

VERTICAL SCALE: 1"=2'

HORIZONTAL SCALE: 1"=20'

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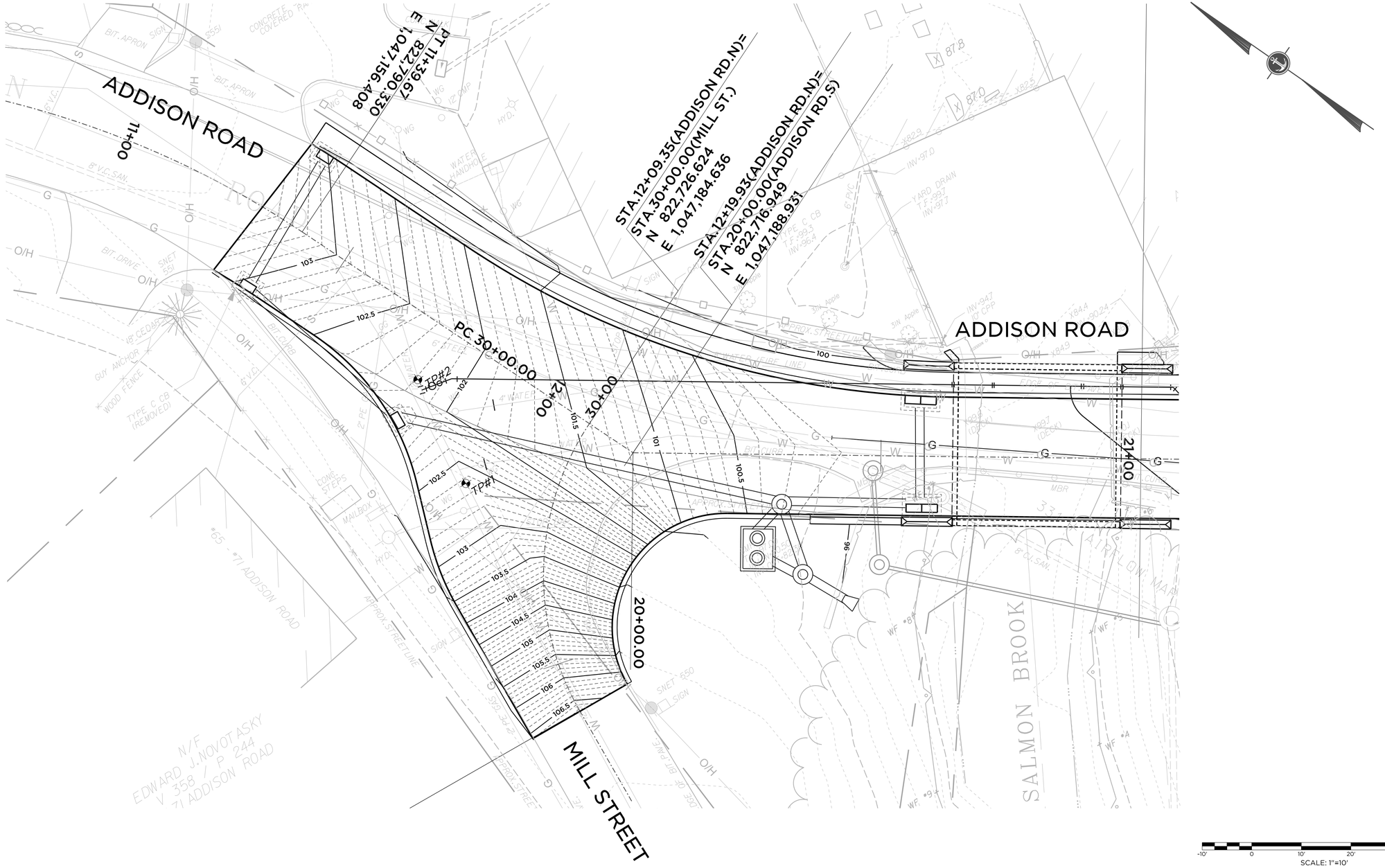
OFFICE REVIEW	TJY

REVISIONS

TOWN OF GLASTONBURY
REPLACEMENT OF ADDISON ROAD BRIDGE
OVER SALMON BROOK
ROADWAY PROFILE

GLASTONBURY CONNECTICUT

SCALE:	PROJECT	DATE	SHEET NO.	OF
AS NOTED	075-22	2/01/12	12	32



-10' 0 10' 20' 30' 40'

SCALE: 1"=10'

GRADING PLAN

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OFFICE REVIEW	TJY
REVISIONS	
1/12/12	
SCALE:	AS NOTED

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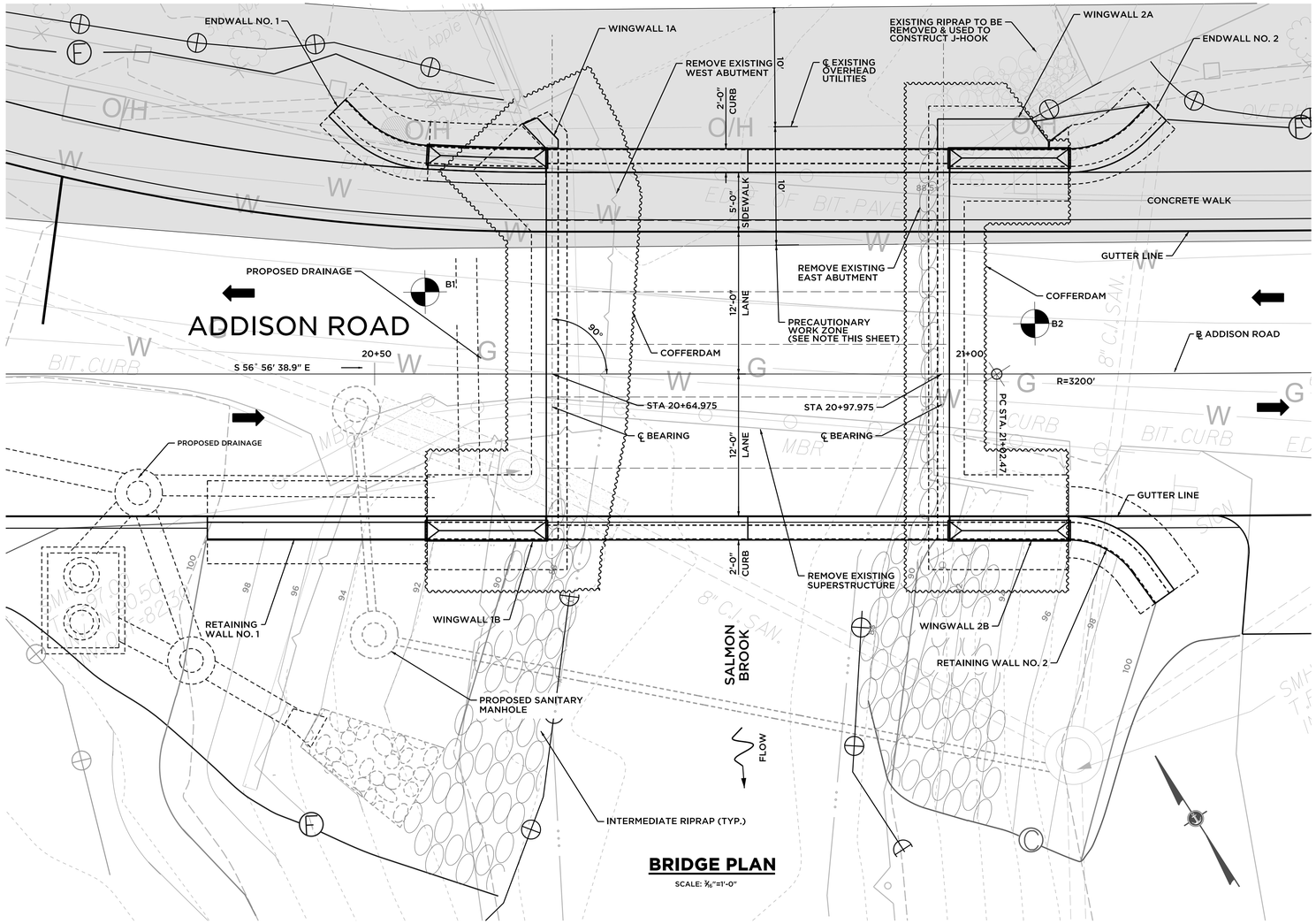
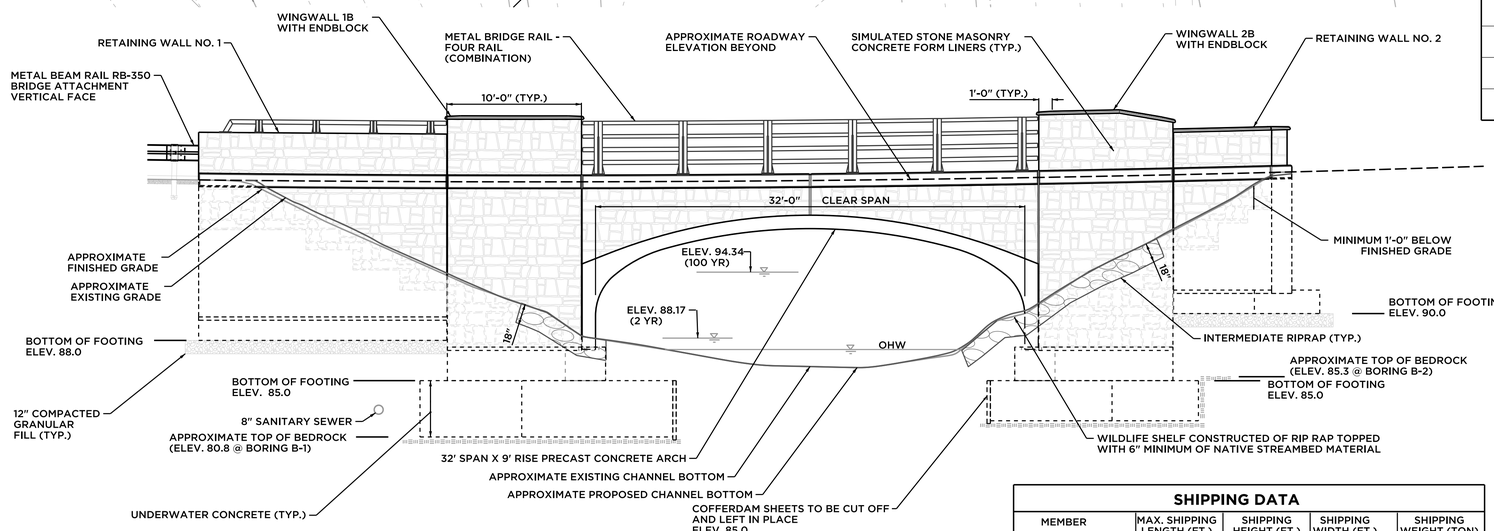
TOWN OF GLASTONBURY
REPLACEMENT OF ADDISON ROAD BRIDGE
OVER SALMON BROOK
INTERSECTION GRADING PLAN
GLASTONBURY CONNECTICUT

PROJECT	DATE	SHEET NO.		OF	
075-22	2/01/12		13		32



BRIDGE PLAN

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



SOUTH (DOWNSTREAM) ELEVATION

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

GENERAL NOTES

SPECIFICATIONS:	CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 816 (2004), WITH SUPPLEMENTAL SPECIFICATIONS DATED JULY 2010 AND SPECIAL PROVISIONS.
DESIGN SPECIFICATIONS:	STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES (AASHTO 2002), WITH THE INTERIM SPECIFICATIONS UP TO AND INCLUDING 2003, AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003).
ALLOWABLE DESIGN STRESSES:	CLASS "A" CONCRETE BASED ON f'c = 3000 PSI CLASS "F" CONCRETE BASED ON f'c = 4000 PSI REINFORCEMENT (ASTM A615 GRADE 60) fs = 24000 PSI
LIVE LOAD:	HS20-44
FUTURE PAVING ALLOWANCE:	NONE
CLASS "A" CONCRETE:	CLASS "A" CONCRETE SHALL BE USED FOR THE ENTIRE SUBSTRUCTURE AND THE PARAPETS OF U-TYPE WING WALLS.
CLASS "F" CONCRETE:	CLASS "F" SHALL BE USED ON THE SUPERSTRUCTURE FOR CURBS AND SPANDREL WALLS.
JOINT SEAL:	SEE SPECIAL PROVISIONS.
EXPOSED EDGES:	EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 1" X 1" UNLESS DIMENSIONED OTHERWISE.
REINFORCEMENT:	ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
CONCRETE COVER:	ALL REINFORCEMENT SHALL HAVE 2" COVER UNLESS DIMENSIONED OTHERWISE.
EPOXY COATED REINFORCING BARS:	ALL REINFORCEMENT IN THE CURBS AND PARAPETS SHALL BE EPOXY COATED UNLESS NOTED OTHERWISE. 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 ITEM "CLASS 'A' CONCRETE".
FOUNDATION PRESSURES:	THE VARIOUS GROUP LOADINGS NOTED ON THE SUBSTRUCTURE PLAN SHEETS REFER TO THE GROUP LOADS AS GIVEN IN THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
CONSTRUCTION JOINTS:	CONSTRUCTION JOINTS, OTHER THAN THOSE SHOWN ON THE PLANS, WILL NOT BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.
EXISTING DIMENSIONS:	DIMENSIONS OF THE EXISTING STRUCTURE SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY. THEY ARE NOT GUARANTEED. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISHED WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL, THE FIELD MEASUREMENTS SHALL ALSO BE SUBMITTED FOR REFERENCE BY THE REVIEWER.
DIMENSIONS:	WHEN DECIMAL DIMENSIONS ARE GIVEN TO LESS THAN THREE DECIMAL PLACES, THE OMITTED DIGITS SHALL BE ASSUMED TO BE ZEROS.
PRECAUTIONARY WORK ZONE:	WORK WITHIN THIS AREA IS SUBJECT TO RESTRICTIONS DUE TO MINIMUM REQUIRED CLEARANCE FROM EXISTING UTILITY FACILITIES. SEE SPECIAL PROVISIONS FOR DETAILS.
TEMPORARY WORK:	THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND LAYOUT OF COFFERDAMS, TEMPORARY SLOPES, WORK PLATFORMS, AND TEMPORARY SHEET PILING. SEE SPECIAL PROVISIONS.
FORM LINER DIMENSIONS::	WHERE DIMENSIONS ARE PROVIDED AT FORM LINED SURFACES, ALL DIMENSIONS ARE GIVEN FROM THE OUTER MOST POINT OF FORM LINED SURFACES.

BRIDGE QUANTITIES TABLE

CONSTRUCTION ITEM	PAY UNIT	QUANTITY	CONSTRUCTION ITEM	PAY UNIT	QUANTITY
STRUCTURE EXCAVATION - EARTH (EXCL. COFFERDAM & DEWATERING)	C.Y.	740	PRECAST CONCRETE ARCH (32'x9')	L.S.	1
STRUCTURE EXCAVATION - ROCK (EXCL. COFFERDAM & DEWATERING)	C.Y.	50	DEFORMED STEEL BARS	LB.	8130
COFFERDAM & DEWATERING (BRIDGE)	L.F.	160	DEFORMED STEEL BARS - EPOXY COATED	LB.	4740
COFFERDAM & DEWATERING (BRIDGE FOUNDATION)	L.F.	240	INTERMEDIATE RIPRAP	C.Y.	40
COFFERDAM MATERIAL LEFT IN PLACE	S.F.	720	MEMBRANE WATERPROOFING (WGF)	S.Y.	200
COMPACTED GRANULAR FILL	C.Y.	20	DAMPPROOFING	S.Y.	110
PERVIOUS STRUCTURE BACKFILL	C.Y.	460	TEMPORARY SHEET PILING	S.F.	1020
REMOVAL OF SUPERSTRUCTURE	L.S.	1	METAL BRIDGE RAIL - THREE RAIL (COMBINATION)	L.F.	34
CLASS "A" CONCRETE	C.Y.	170	METAL BRIDGE RAIL - FOUR RAIL (COMBINATION)	L.F.	34
CONCRETE FORM LINERS	S.F.	1050	METAL BRIDGE RAIL - (HANDRAIL)	L.F.	17
CLASS "F" CONCRETE	C.Y.	20	REMOVAL OF EXISTING MASONRY	C.Y.	280
UNDERWATER CONCRETE	C.Y.	140			

HYDRAULIC DATA

DRAINAGE AREA	6.84 SQUARE MILES
FREQUENCY	100 YEARS
DESIGN DISCHARGE	1780 CFS (FEMA)
AVERAGE DAILY FLOW ELEVATION	86.5+/- (OBSERVED 8/2008)
UPSTREAM DESIGN WATER SURFACE ELEVATION	94.42 FEET
DOWNSTREAM DESIGN WATER SURFACE ELEVATION	93.29 FEET
MAX. SCOUR ELEVATION	N/A
FREQUENCY	500 YEARS
DISCHARGE	2,900 CFS
WORST CASE SCOUR SUB-STRUCTURE UNIT	N/A

CONCRETE DISTRIBUTION

SUPERSTRUCTURE	C.Y.	20
SUBSTRUCTURE	C.Y.	100
FOOTINGS	C.Y.	70
UNDERWATER	C.Y.	140
TOTAL	C.Y.	330

SHIPPING DATA

MEMBER	MAX. SHIPPING LENGTH (FT.)	SHIPPING HEIGHT (FT.)	SHIPPING WIDTH (FT.)	SHIPPING WEIGHT (TON)
ARCH	34'-0"	11'-0"	6'-0"	24

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
NONE	

DISCLAIMER

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

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PROJ. MANAGER	TJY
OFFICE REVIEW	TJY

REVISIONS

SCALE: AS NOTED

TOWN OF GLASTONBURY
REPLACEMENT OF ADDISON ROAD BRIDGE
OVER SALMON BROOK
GENERAL BRIDGE PLAN
GLASTONBURY CONNECTICUT

PROJECT	DATE	SHEET NO.	OF
075-22	2/01/12	14	32

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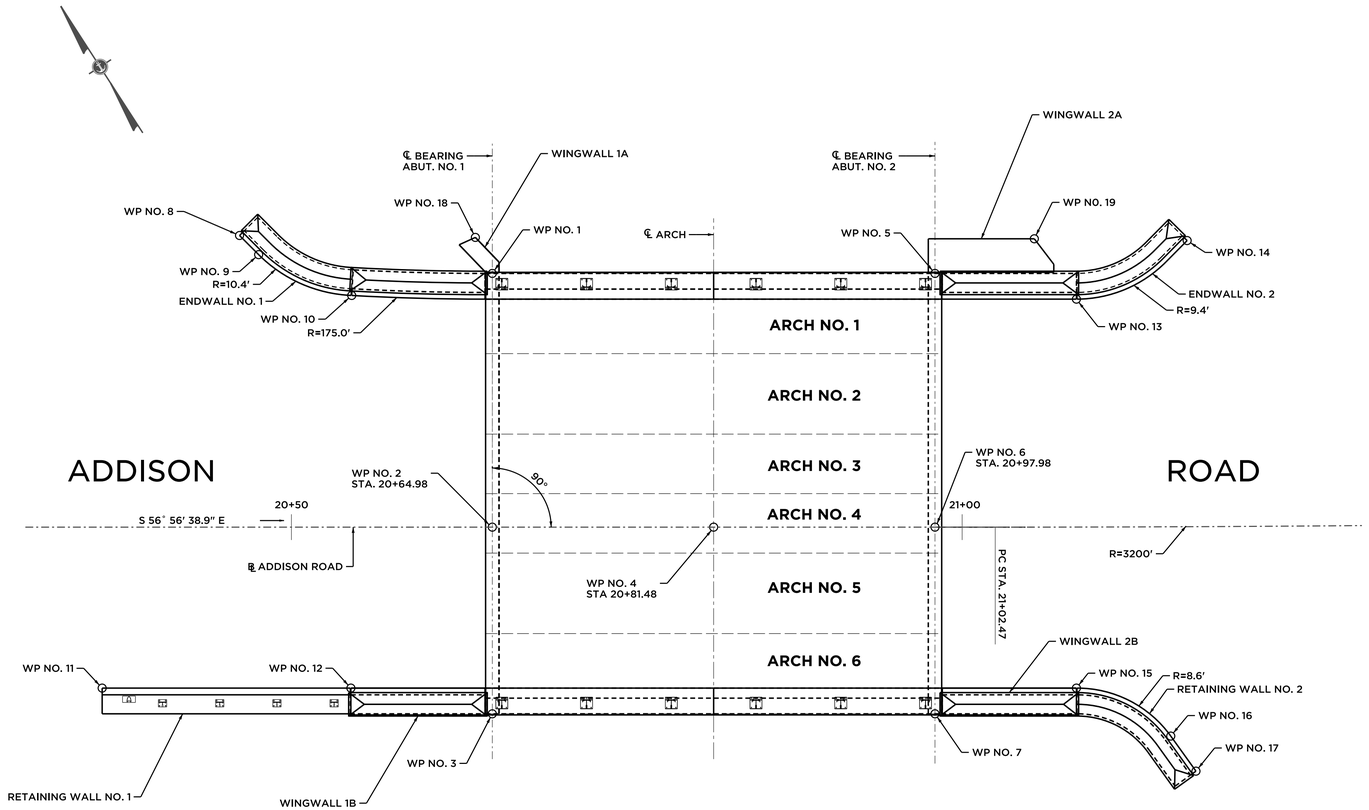
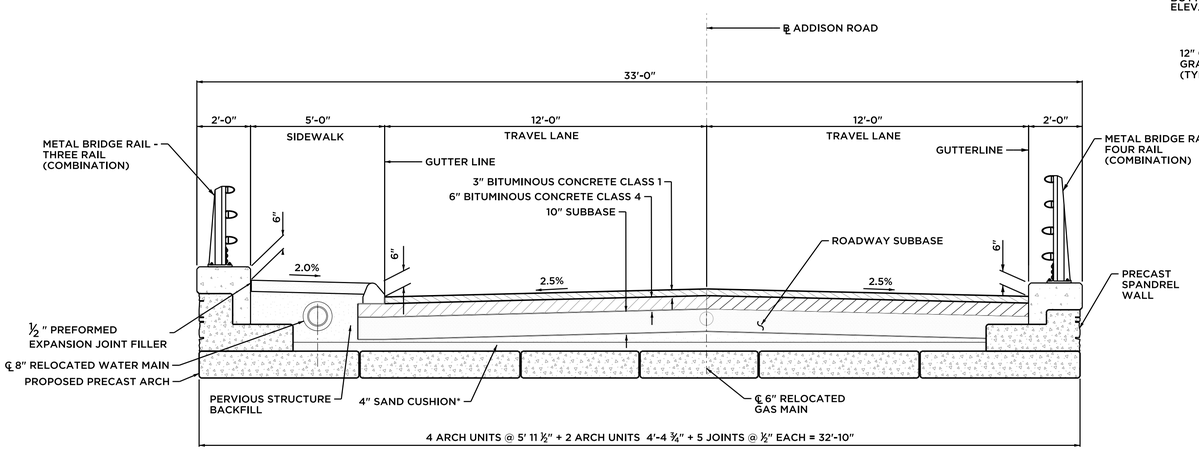


BRIDGE LAYOUT PLAN

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

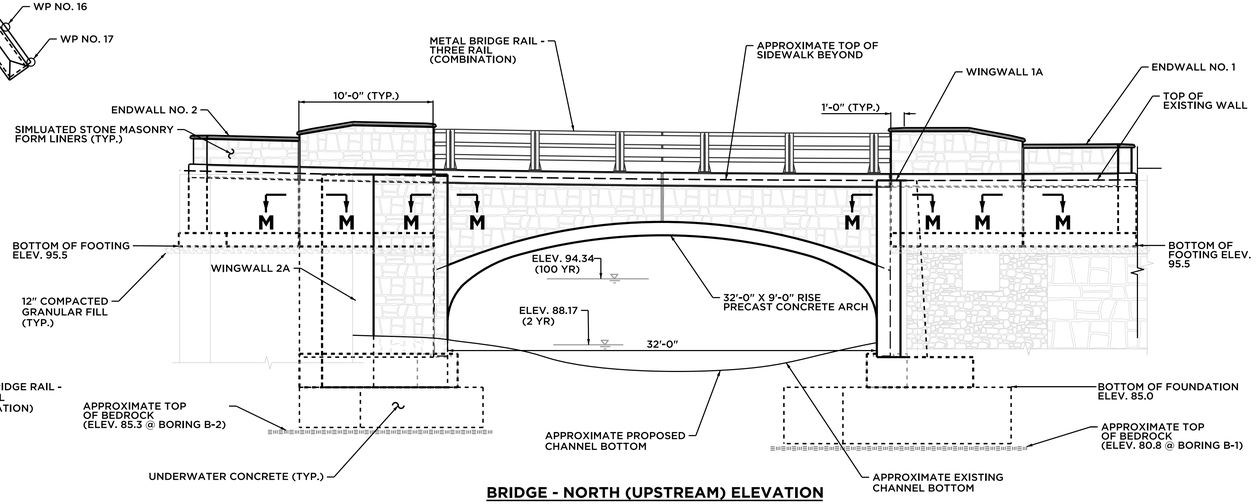
WORKING POINTS AND COORDINATES					
WP No.	DESCRIPTION	NORTHING	EASTING	STATION	OFFSET
1	℄ BEARING ABUTMENT NO. 1 @ OUTER FACE OF ARCH ELEMENT NO. 1	822,697.632	1,047,253.707	20+64.98	18.92
2	℄ BEARING ABUTMENT NO. 1 @ ℞ ADDISON ROAD	822,681.508	1,047,243.289	20+64.98	0
3	℄ BEARING ABUTMENT NO. 1 @ OUTER FACE OF ARCH ELEMENT NO. 6	822,689.844	1,047,235.798	20+64.98	13.92
4	℄ ARCH @ ℞ ADDISON ROAD	822,672.508	1,047,257.218	20+81.48	0
5	℄ BEARING ABUTMENT NO. 2 @ OUTER FACE OF ARCH ELEMENT NO. 1	822,679.362	1,047,281.366	20+97.98	18.92
6	℄ BEARING ABUTMENT NO. 1 @ ℞ ADDISON ROAD	822,663.508	1,047,271.048	20+97.98	0
7	℄ BEARING ABUTMENT NO. 2 @ OUTER FACE OF ARCH ELEMENT NO. 6	822,651.843	1,047,263.457	20+97.98	13.92
8	INNER FACE OF ENDWALL NO. 1 (BEGINNING OF WALL)	822,710.011	1,047,293.458	20+46.13	21.75
9	PC OF ENDWALL NO. 1	822,708.038	1,047,293.873	20+47.56	20.32
10	PCC OF ENDWALL NO. 1	822,701.702	1,047,244.027	20+54.49	17.27
11	INNER FACE OF RETAINING WALL NO. 1 (BEGINNING OF WALL)	822,687.314	1,047,212.468	20+35.89	12.00
12	INNER FACE OF WINGWALL 1B (BEGINNING OF WALL)	822,677.200	1,047,228.008	20+54.43	12.00
13	PC OF ENDWALL NO. 2	822,672.006	1,047,289.156	21+08.55	16.99
14	INNER FACE OF ENDWALL NO. 2 (END OF WALL)	822,671.164	1,047,298.457	21+16.87	21.34
15	INNER FACE OF WINGWALL 2B (END OF WALL)	822,647.700	1,047,273.338	21+08.50	12.01
16	PT OF RETAINING WALL NO. 2	822,640.864	1,047,277.282	21+15.49	15.60
17	INNER FACE OF RETAINING WALL NO. 2 (END OF WALL)	822,673.649	1,047,277.430	21+17.35	18.23
18	OUTSIDE CORNER OF WINGWALL 1A	822,700.302	1,047,254.113	20+63.71	21.60
19	OUTSIDE CORNER OF WINGWALL 2A	822,679.362	1,047,281.366	21+05.40	21.50



BRIDGE SECTION @ ℄ ARCH

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

* 4" SAND CUSHION TO BE PAID UNDER ITEM "BEDDING MATERIAL" MATERIAL SHALL CONFORM TO FORM 816, M.05.02 - 2. SAND COVER



BRIDGE - NORTH (UPSTREAM) ELEVATION

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

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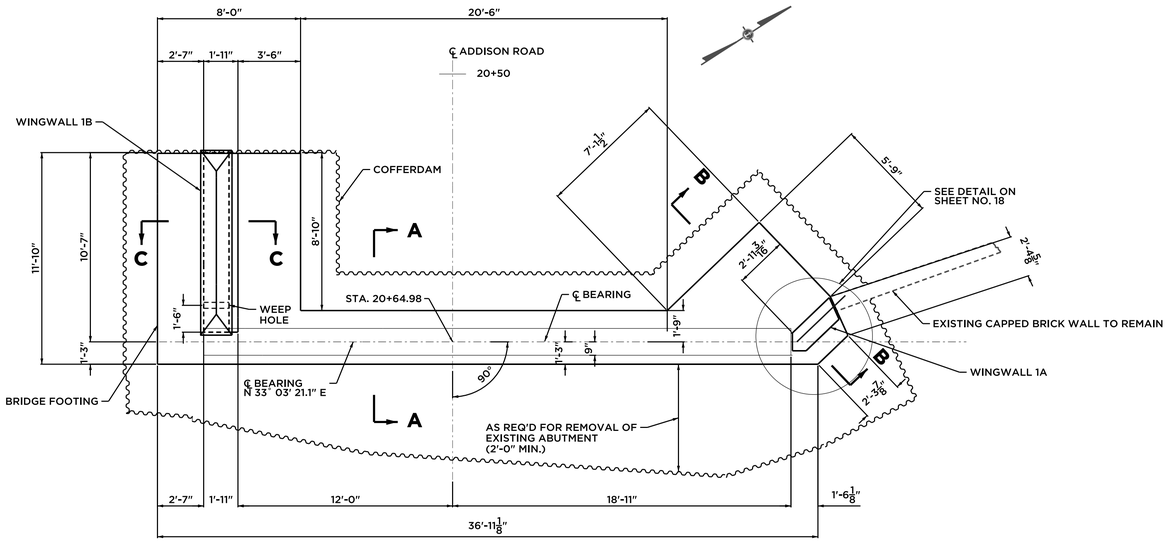
PROJ. ENGINEER	TJY
PROJ. MANAGER	TJY
OFFICE REVIEW	TJY
REVISIONS	
SCALE:	AS SHOWN

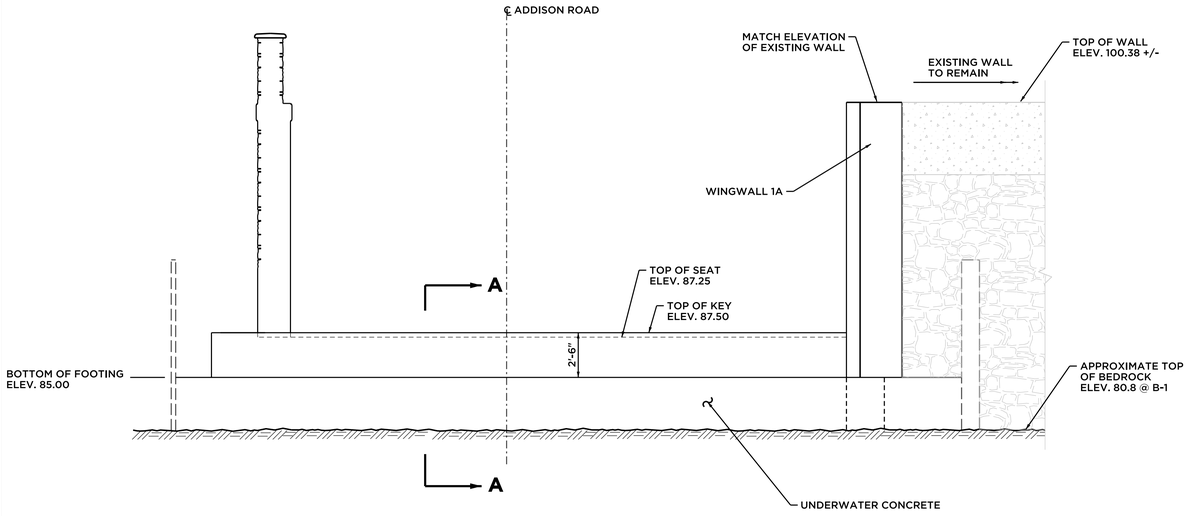
TOWN OF GLASTONBURY
PEPLACEMENT OF ADDISON ROAD BRIDGE
OVER SALMON BROOK
BRIDGE LAYOUT PLAN
GLASTONBURY CONNECTICUT

PROJECT	DATE	SHEET NO.	OF
075-22	2/01/12	15	32



ABUTMENT 1 PLAN

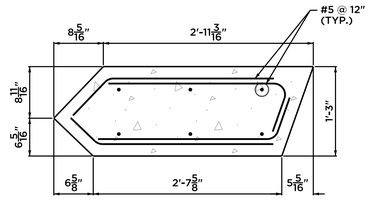
SCALE: ¼ " = 1'-0"



ABUTMENT 1 ELEVATION

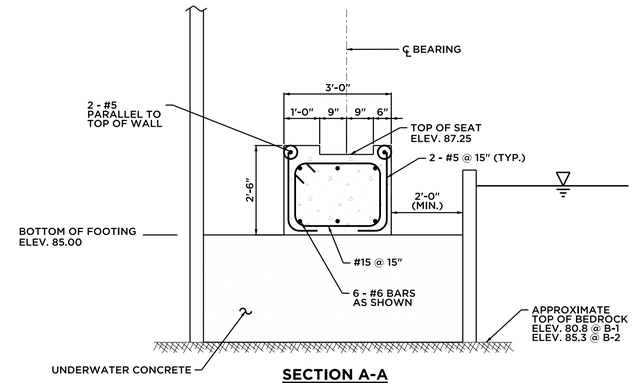
SCALE ¼ " = 1'-0"

*DIMENSIONS GIVEN ON FORM LINED SURFACES ARE MEASURED FROM THE OUTERMOST SURFACE OF CONCRETE



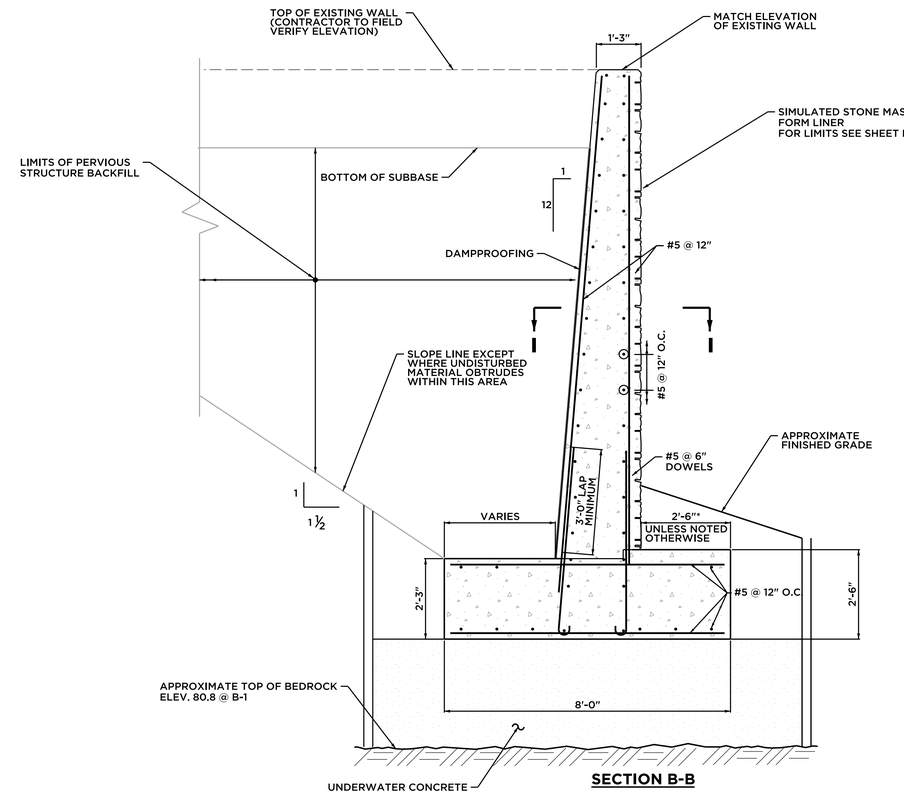
SECTION I-I

SCALE 1" = 1'-0"



SECTION A-A

SCALE ½ " = 1'-0"



SECTION B-B

SCALE: ½" = 1'-0"

DISCLAIMER

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NOTE: FOR ADDITIONAL SECTIONS SEE SHEET NO. 17

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PROJ. ENGINEER	TJY
PROJ. MANAGER	TJY
OFFICE REVIEW	TJY
REVISIONS	
SCALE:	AS SHOWN

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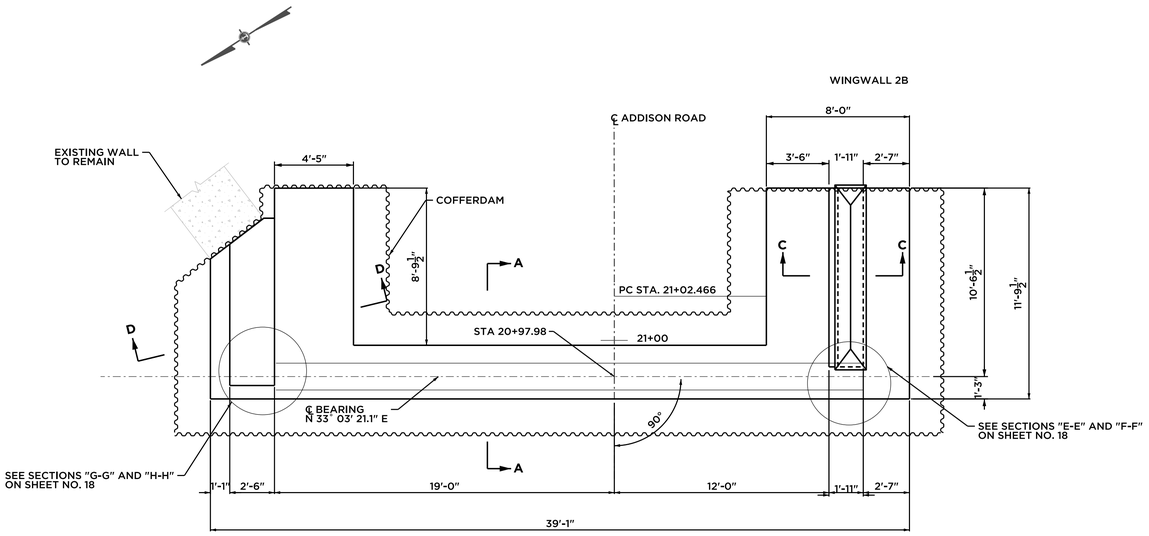
TOWN OF GLASTONBURY
REPLACEMENT OF ADDISON ROAD BRIDGE
OVER SALMON BROOK
ABUTMENT NO. 1
GLASTONBURY CONNECTICUT

PROJECT	DATE	SHEET NO.	OF
075-22	2/01/12	16	32



ABUTMENT 2 PLAN

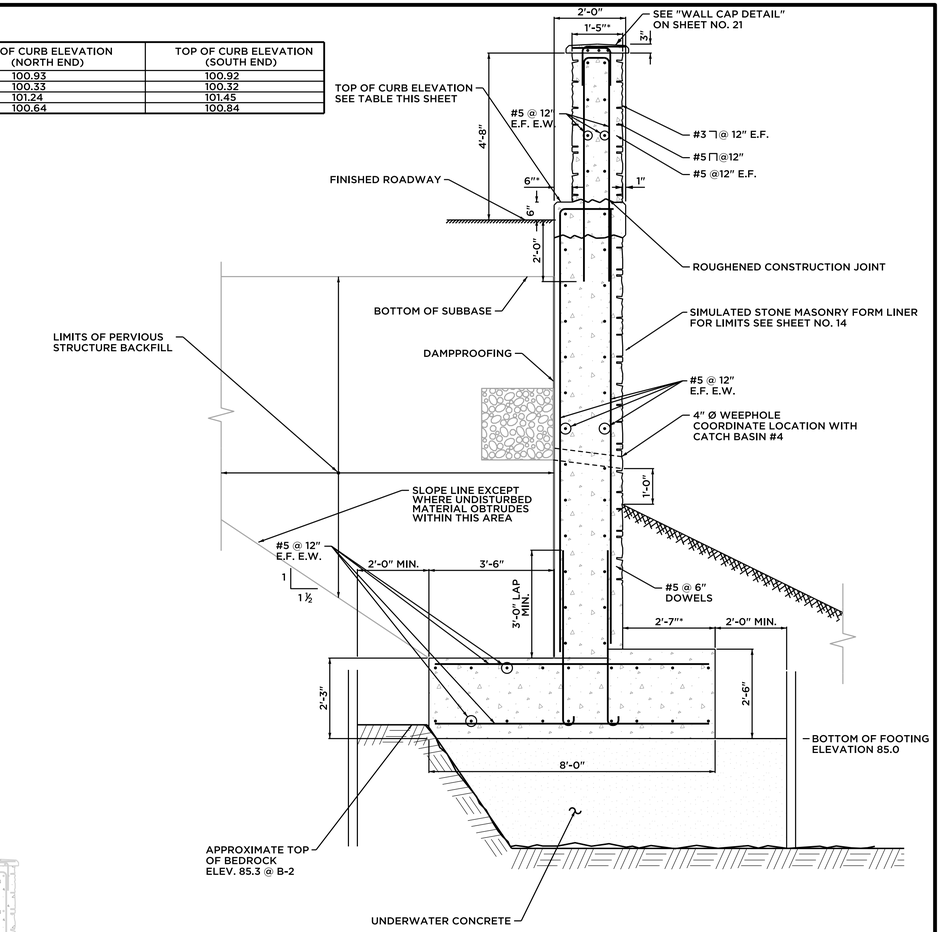
¼"=1'-0"

ABUTMENT 2 ELEVATION

SCALE ¼" = 1'-0"

*DIMENSIONS GIVEN ON FORM LINED SURFACES ARE MEASURED FROM THE OUTERMOST SURFACE OF CONCRETE

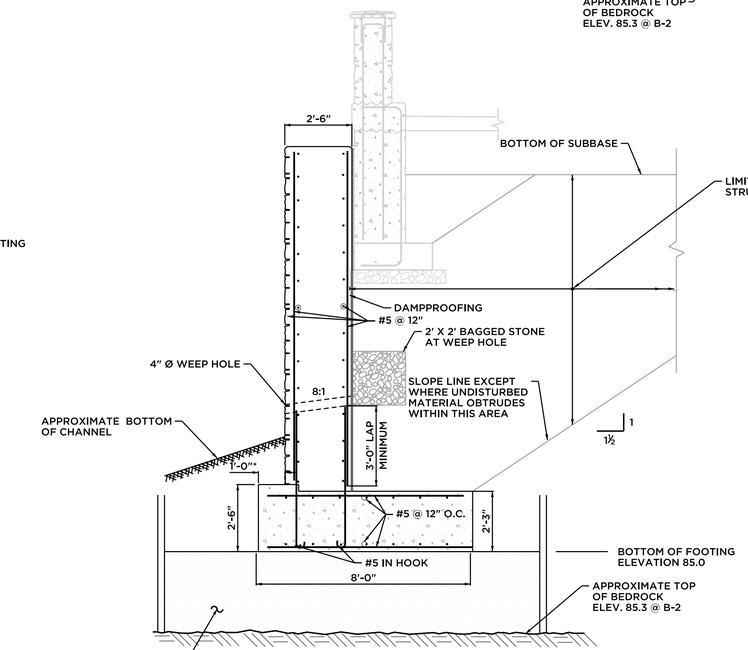
STRUCTURE	TOP OF CURB ELEVATION (NORTH END)	TOP OF CURB ELEVATION (SOUTH END)
WINGWALL 1A	100.93	100.92
WINGWALL 1B	100.33	100.32
WINGWALL 2A	101.24	101.45
WINGWALL 2B	100.64	100.84



SECTION C-C

SCALE: ½ " = 1'-0"

NOTE: FOR ADDITIONAL SECTIONS SEE SHEETS NO. 16 AND 18



ENDWALL NO. 2 SECTION D-D

SCALE ⅜ " =1'-0"

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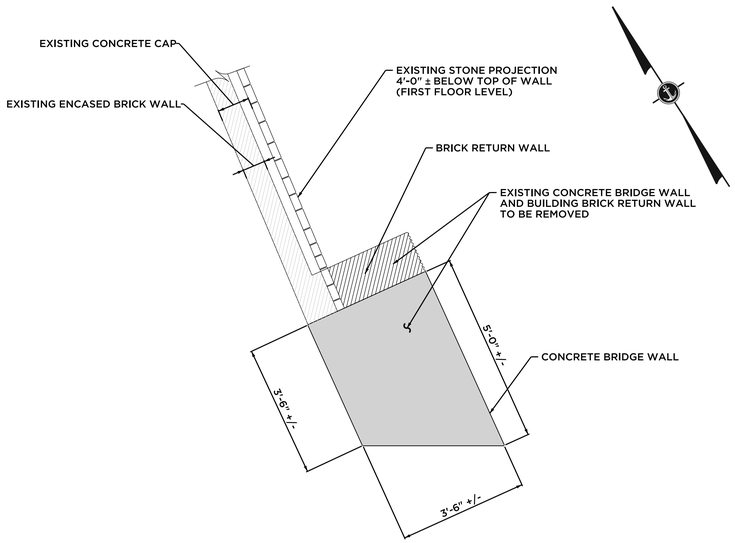
PROJ. ENGINEER	SJG
PROJ. MANAGER	TJY
OFFICE REVIEW	TJY
REVISIONS	
SCALE:	AS SHOWN

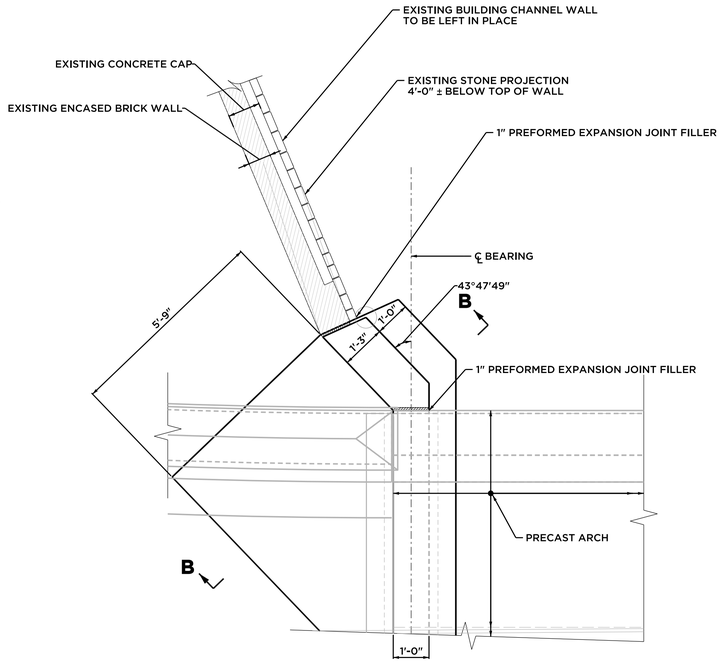
TOWN OF GLASTONBURY
REPLACEMENT OF ADDISON ROAD BRIDGE
OVER SALMON BROOK
ABUTMENT NO. 2
GLASTONBURY CONNECTICUT

PROJECT	DATE	SHEET NO.	OF
075-22	2/01/12	17	32



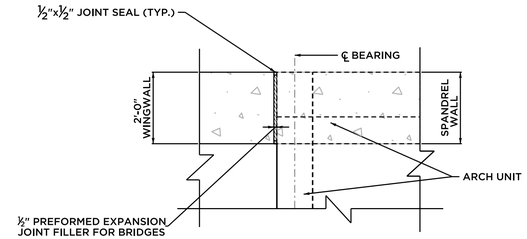
DEMOLITION NORTHEAST CORNER

SCALE: ½"=1'-0"



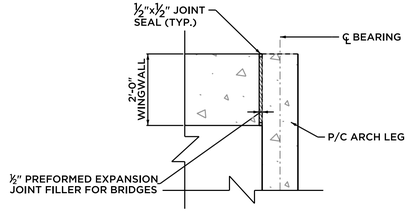
PROPOSED WINGWALL 1A - NORTHEAST CORNER

SCALE: ½"=1'-0"



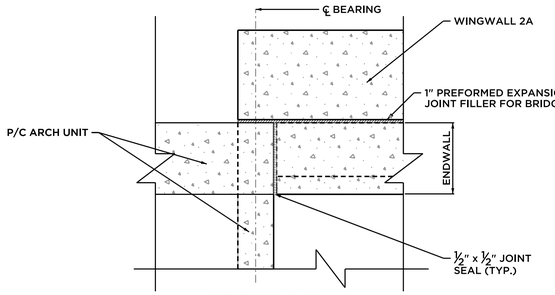
SECTION E-E

SCALE ½" = 1'-0"



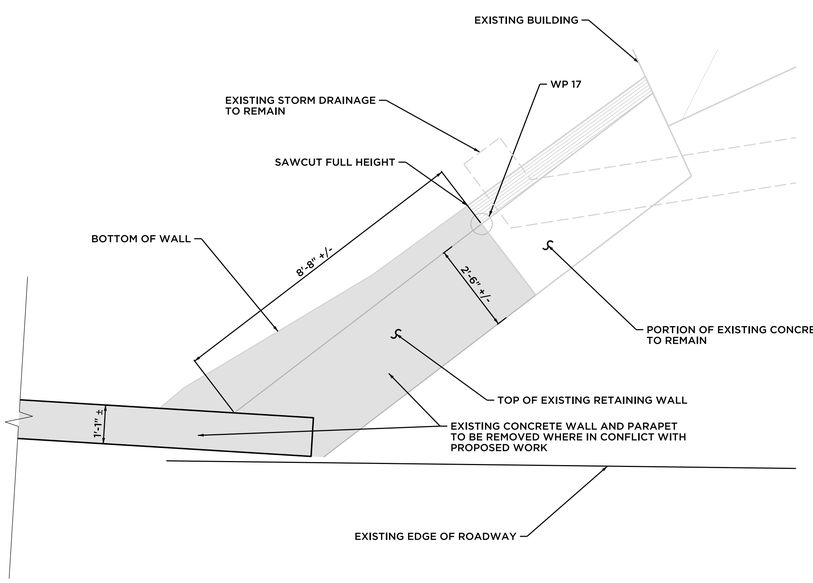
SECTION F-F

SCALE ½" = 1'-0"



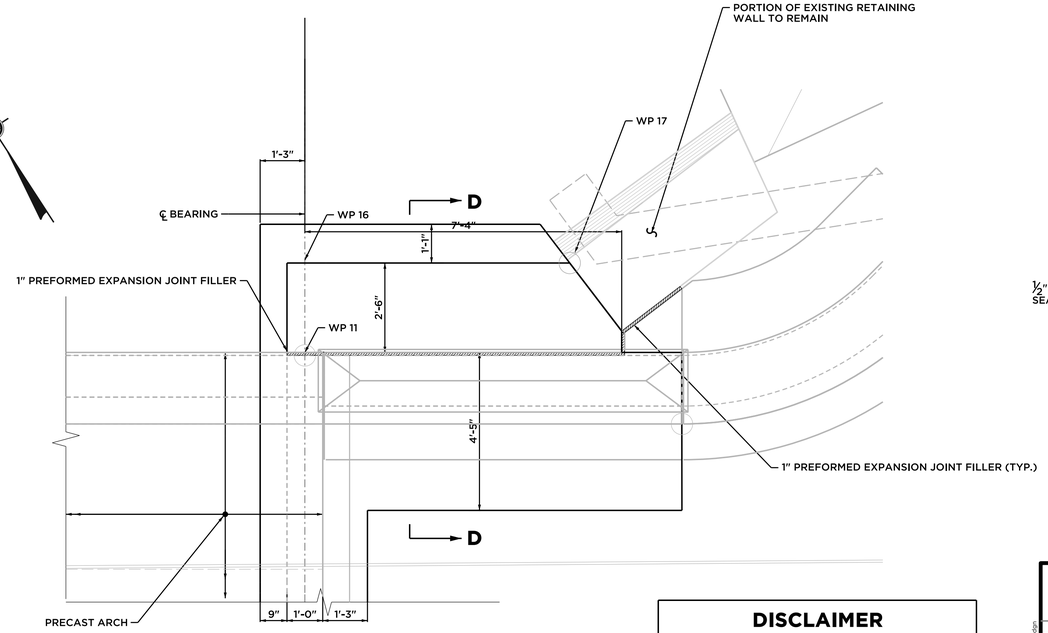
SECTION G-G

SCALE ½" = 1'-0"



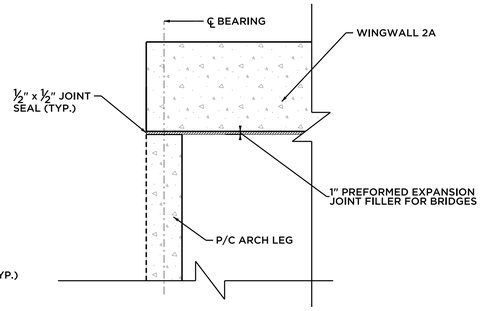
DEMOLITION SOUTHEAST CORNER

SCALE: ½"=1'-0"



PROPOSED WINGWALL 2A - SOUTHEAST CORNER

SCALE: ½"=1'-0"



SECTION H-H

SCALE ½" = 1'-0"

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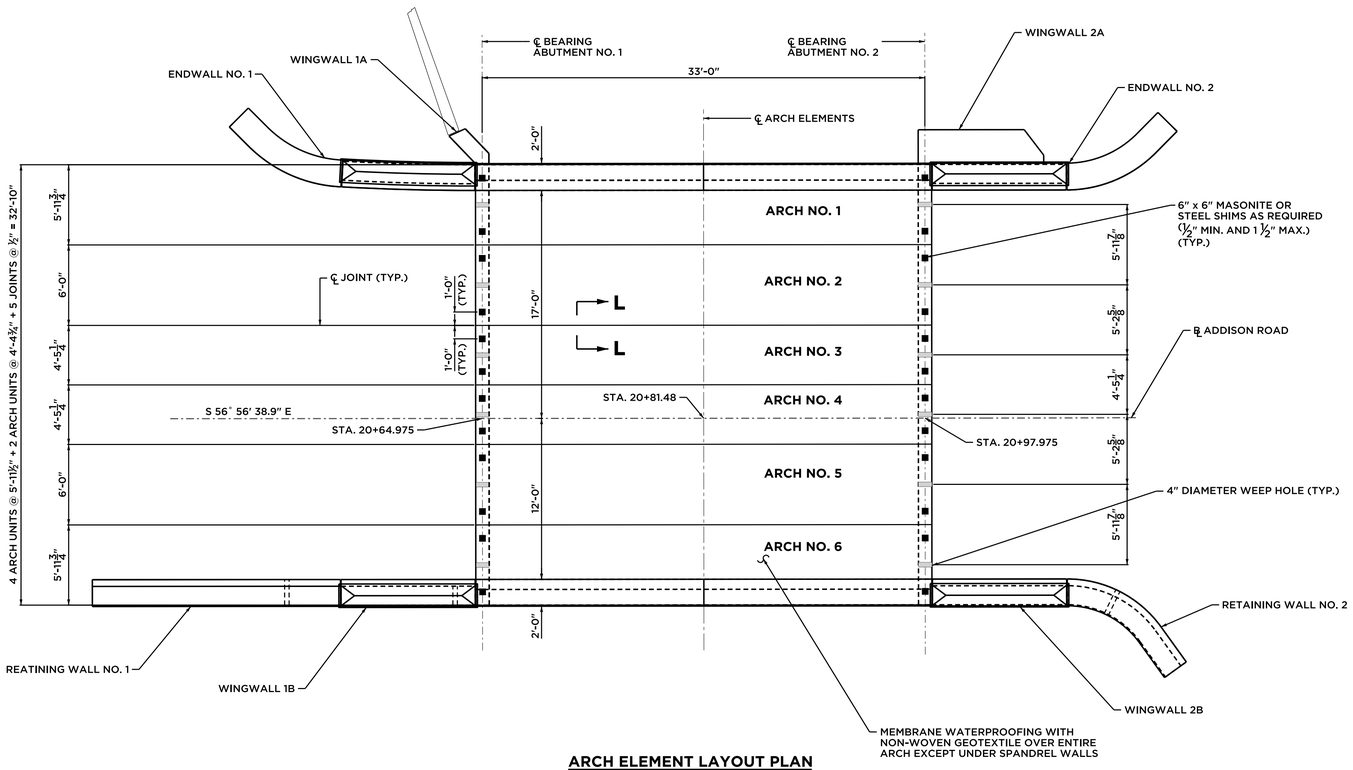
PROJ. ENGINEER	TJY
PROJ. MANAGER	TJY
OFFICE REVIEW	TJY

REVISIONS

TOWN OF GLASTONBURY
REPLACEMENT OF ADDISON ROAD BRIDGE
OVER SALMON BROOK
ABUTMENT DETAILS
GLASTONBURY CONNECTICUT

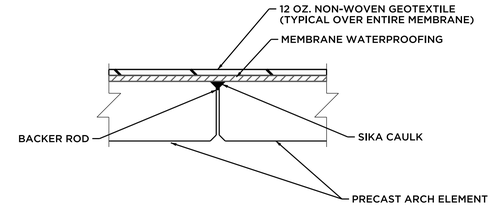
PROJECT	DATE	SHEET NO.	OF
075-22	2/01/12	18	32

SCALE: AS NOTED



ARCH ELEMENT LAYOUT PLAN

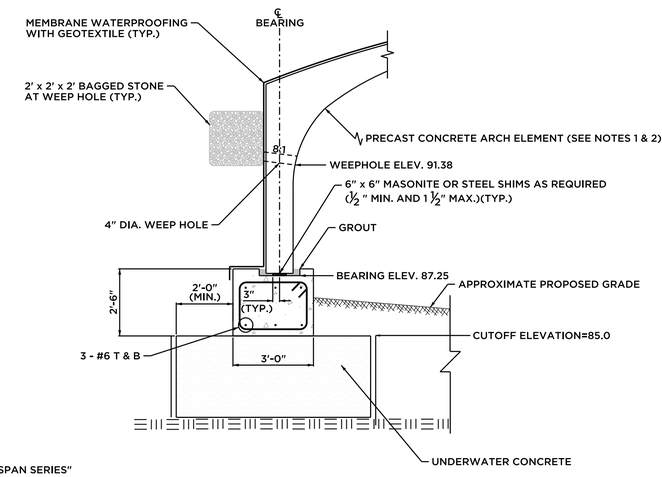
SCALE: 3/16" = 1'-0"



SECTION L-L - TYPICAL ARCH JOINT

SCALE: 1" = 1'-0"

ARCH NOTES:
1. PRECAST ARCH ELEMENTS SHALL BE CON/SPAN "LONG SPAN SERIES" WITH 32' SPAN AND 9' RISE OR APPROVED EQUAL.
2. UNITS LOCATED WITHIN PRECAUTIONARY WORK ZONE TO BE ROLLED OR SLID INTO PLACE PRIOR TO GROUTING.



TYPICAL ABUTMENT SECTION

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

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PROJ. ENGINEER	TJY
PROJ. MANAGER	TJY
OFFICE REVIEW	TJY
REVISIONS	
SCALE:	AS NOTED

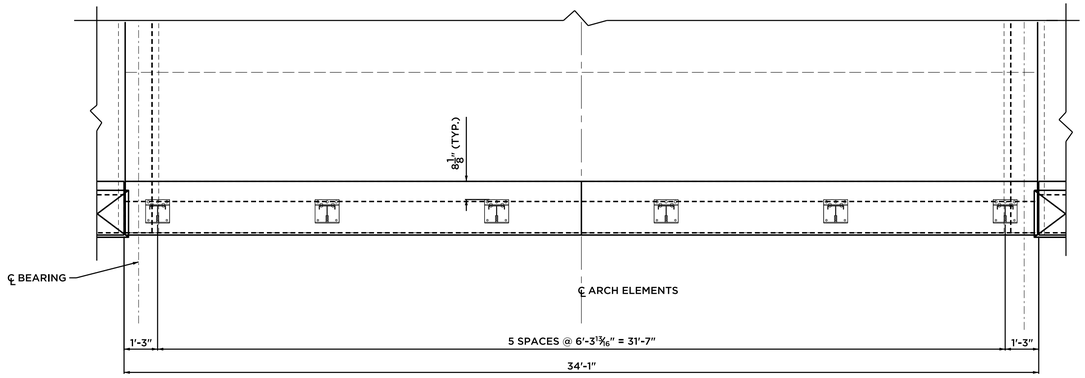
TOWN OF GLASTONBURY

REPLACEMENT OF ADDISON ROAD BRIDGE OVER SALMON BROOK

SUPERSTRUCTURE DETAILS 1 OF 2

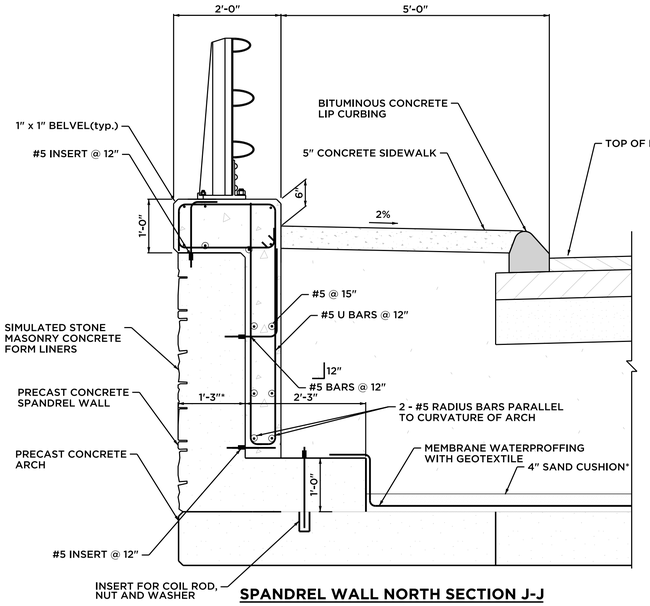
GLASTONBURY CONNECTICUT

PROJECT	DATE	SHEET NO.	OF
075-22	2/01/12	19	32



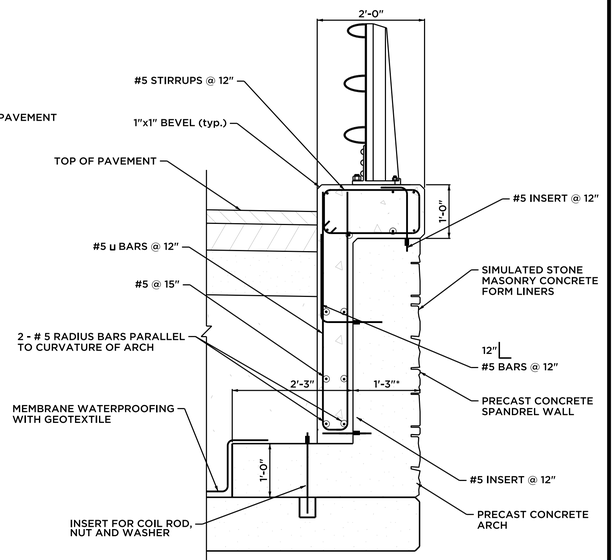
METAL BRIDGE RAIL LAYOUT
SOUTH RAIL SHOWN
NORTH RAIL SIMILAR

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



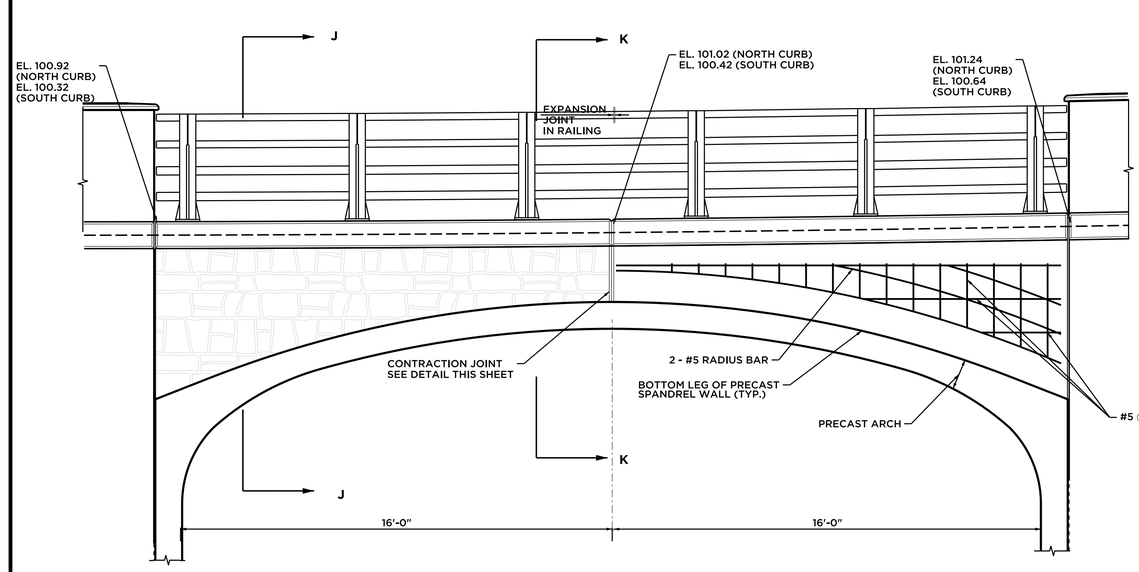
SPANDREL WALL NORTH SECTION J-J

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



SPANDREL WALL SOUTH SECTION J-J

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

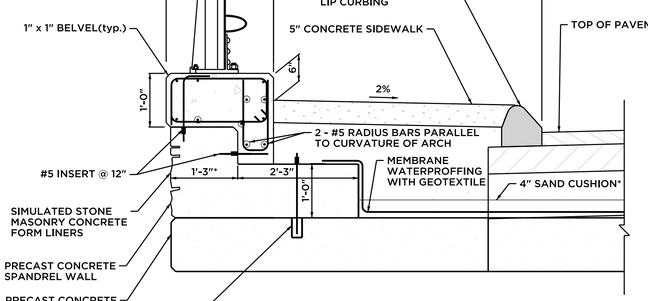


NOTE:
CURB REINFORCEMENT NOT SHOWN FOR CLARITY

ELEVATION - CONCRETE CURB
SOUTH CURB SHOWN
NORTH CURB SIMILAR

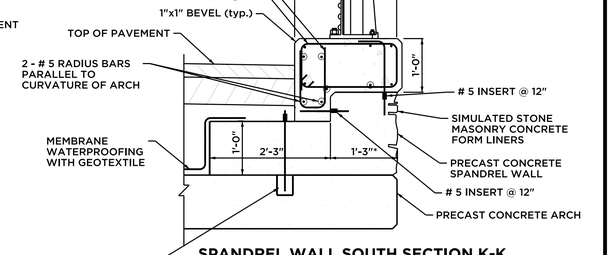
SCALE: 3/8" = 1'-0"

*DIMENSIONS GIVEN ON FORM LINED SURFACES ARE MEASURED FROM THE OUTERMOST SURFACE OF CONCRETE



SPANDREL WALL NORTH SECTION K-K

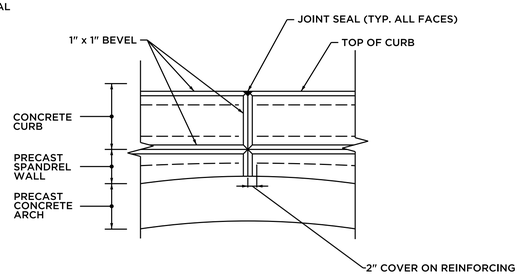
SCALE: 3/4"=1'-0"



SPANDREL WALL SOUTH SECTION K-K

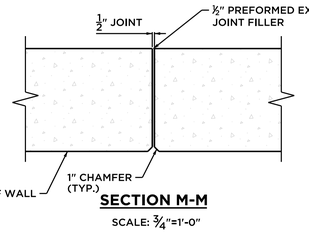
SCALE: 3/4"=1'-0"

* 4" SAND CUSHION TO BE PAID UNDER ITEM "BEDDING MATERIAL" MATERIAL SHALL CONFORM TO FORM 816, M.05.02 - 2. SAND COVER



CONTRACTION JOINT DETAIL

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



SECTION M-M

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

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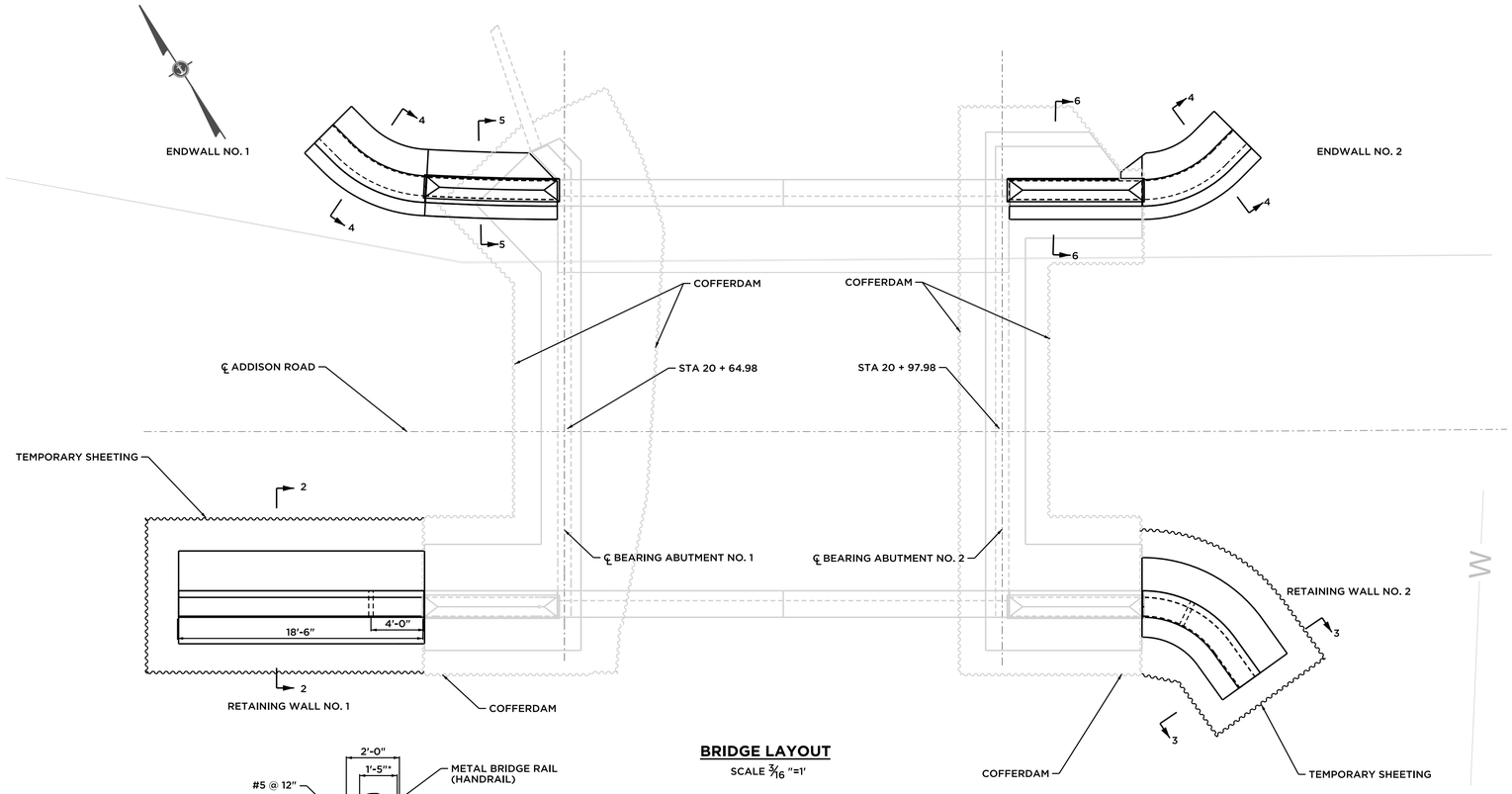
PROJ. ENGINEER	TJY
PROJ. MANAGER	TJY
OFFICE REVIEW	TJY
REVISIONS	
SCALE:	AS NOTED

TOWN OF GLASTONBURY
REPLACEMENT OF ADDISON ROAD BRIDGE
OVER SALMON BROOK
SUPERSTRUCTURE DETAILS 2 OF 2
GLASTONBURY CONNECTICUT

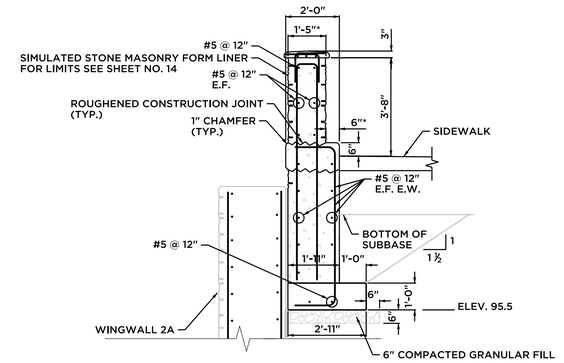
PROJECT	DATE	SHEET NO.
075-22	2/01/12	20 OF 32

J:\075\22\Design\PLOT Bridge.dgn



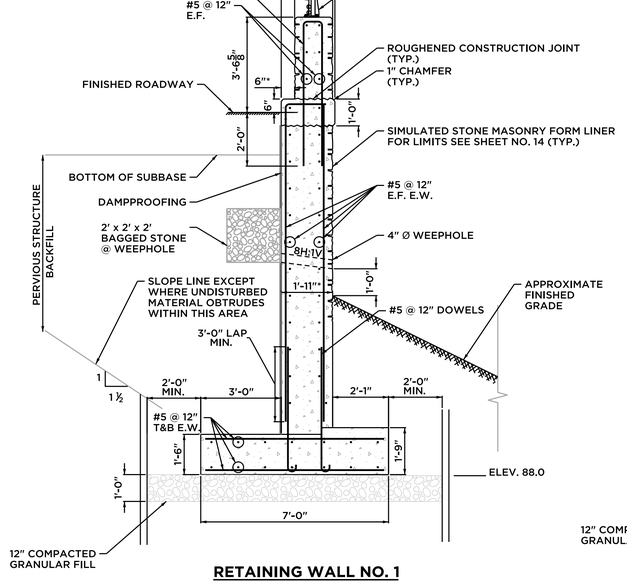
BRIDGE LAYOUT

SCALE $\frac{3}{16}$ "=1'



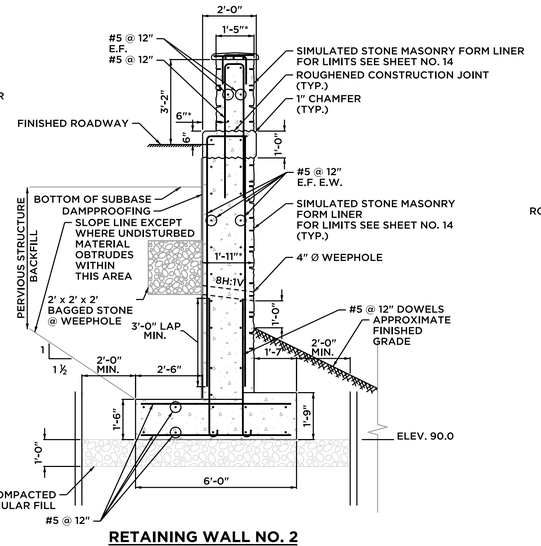
ENDWALL NO. 2 SECTION 6-6

SCALE $\frac{3}{8}$ " =1'



RETAINING WALL NO. 1 SECTION 2-2

SCALE $\frac{3}{8}$ " =1'



RETAINING WALL NO. 2 SECTION 3-3

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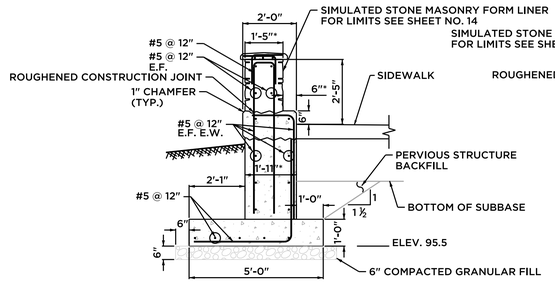
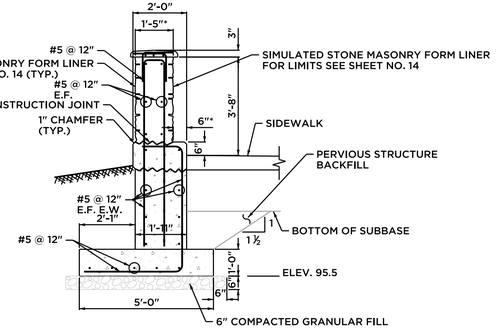


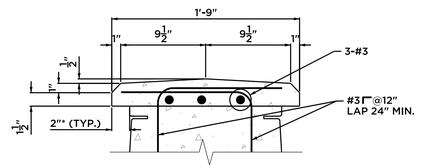
ENDWALL NO.1 & 2 SECTION 4-4

SCALE $\frac{3}{8}$ " =1'



ENDWALL NO. 1 SECTION 5-5

SCALE $\frac{3}{8}$ " =1'



WALL CAP DETAIL

NOT TO SCALE

*DIMENSIONS GIVEN ON FORM LINED SURFACES ARE MEASURED FROM THE OUTERMOST SURFACE OF CONCRETE

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PROJ. MANAGER	TJY
OFFICE REVIEW	TJY

REVISIONS

SCALE: AS SHOWN

TOWN OF GLASTONBURY

REPLACEMENT OF ADDISON ROAD BRIDGE OVER SALMON BROOK

MISCELLANEOUS WALLS

GLASTONBURY CONNECTICUT

PROJECT	DATE	SHEET NO.		
075-22	2/01/12	21	OF	32

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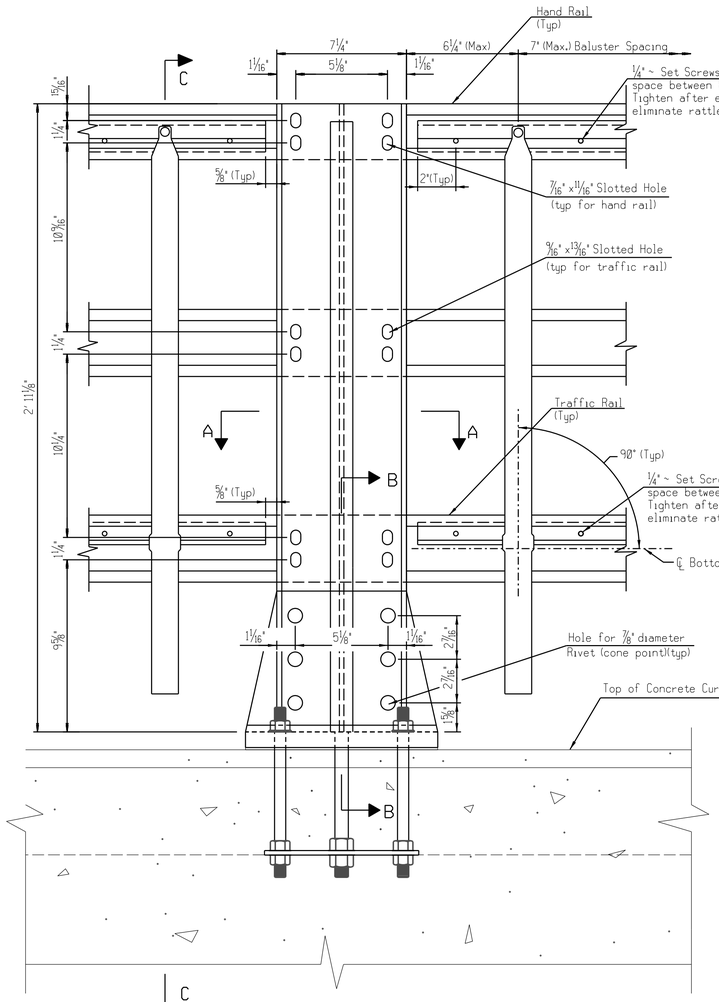
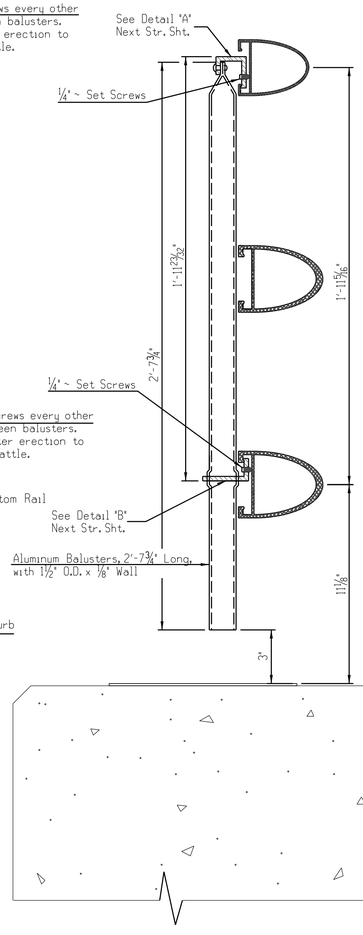


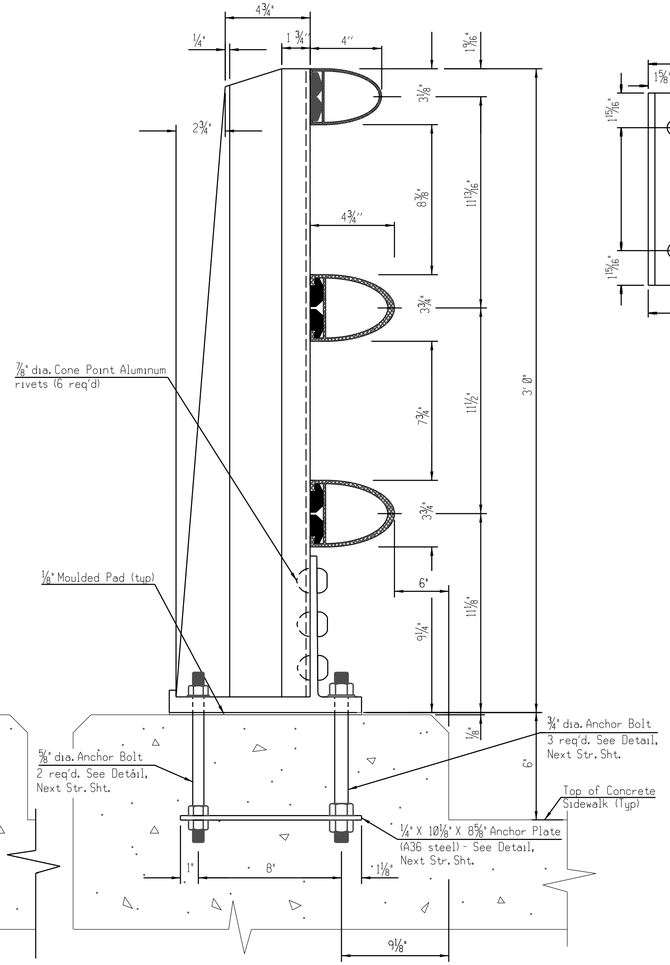
BACK ELEVATION OF POST

Scale: 3" = 1'-0"



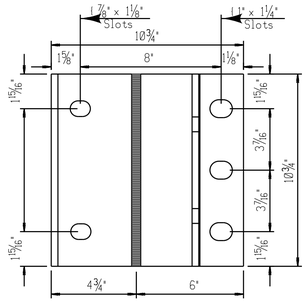
SECTION C-C

Scale: 3" = 1'-0"



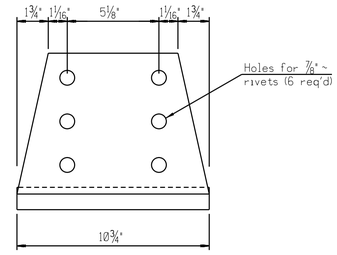
SECTION THRU POST

NOT TO SCALE



PLAN - BASE

Scale: 3" = 1'-0"



ELEVATION - BASE

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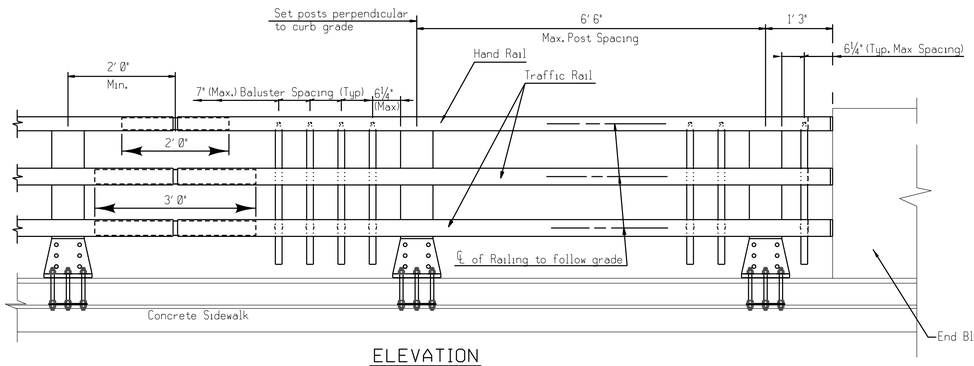
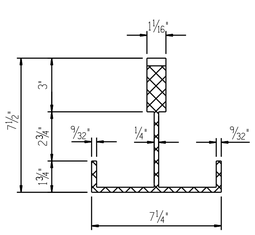


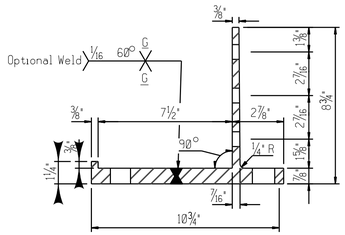
ELEVATION

Scale: ¾" = 1'-0"



SECTION A-A

Scale: 3" = 1'-0"



SECTION B-B

Scale: 3" = 1'-0"

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REVISIONS	
SCALE:	AS NOTED

A:\075-22\04-DT_roaddsgn

TOWN OF GLASTONBURY

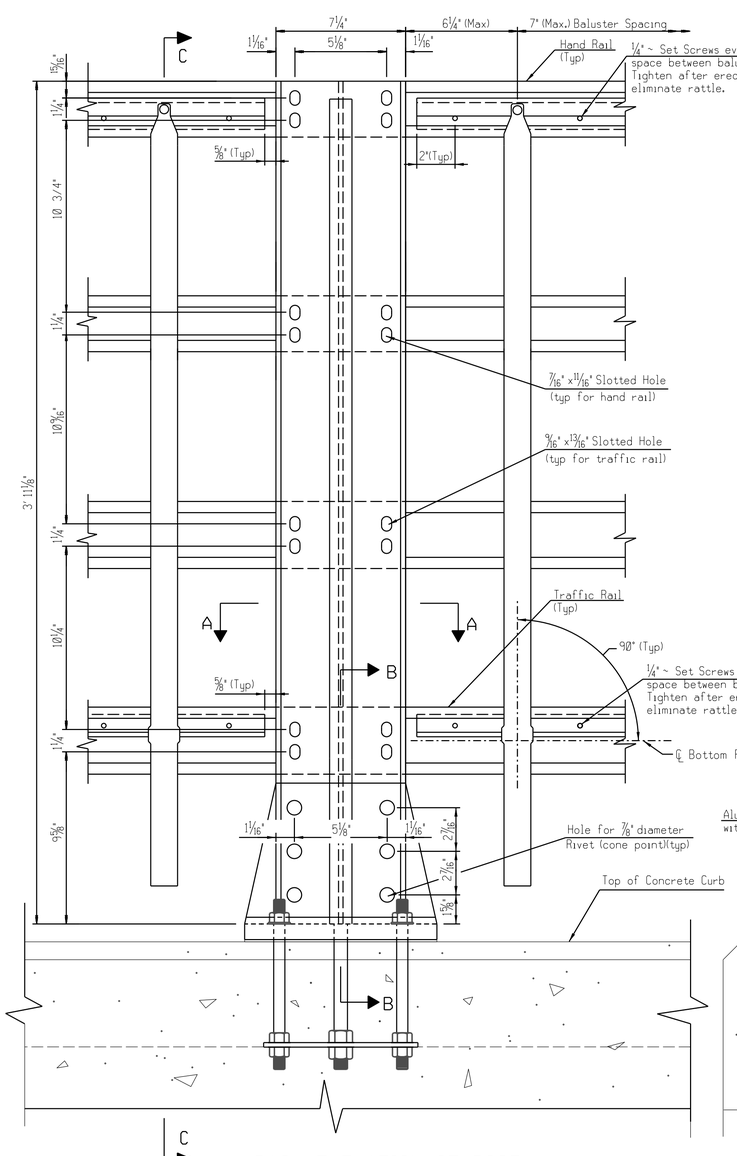
REPLACEMENT OF ADDISON ROAD BRIDGE OVER SALMON BROOK

METAL BRIDGE RAIL - THREE RAIL

DETAILS I

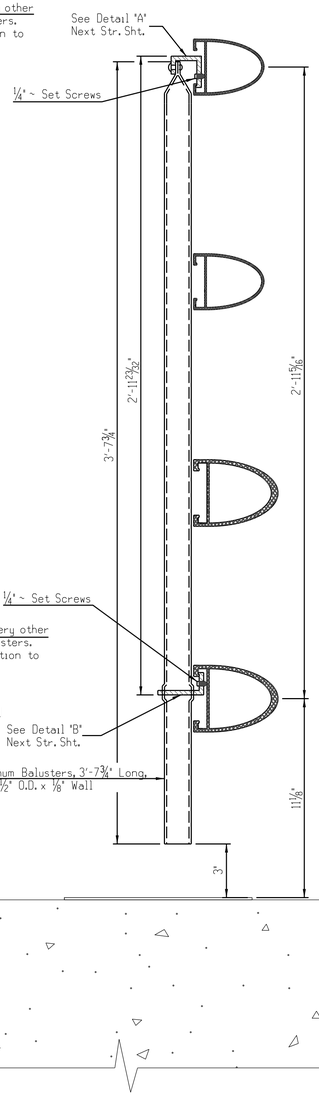
GLASTONBURY CONNECTICUT

PROJECT	DATE	SHEET NO.	OF
075-22	2/01/12	22	32



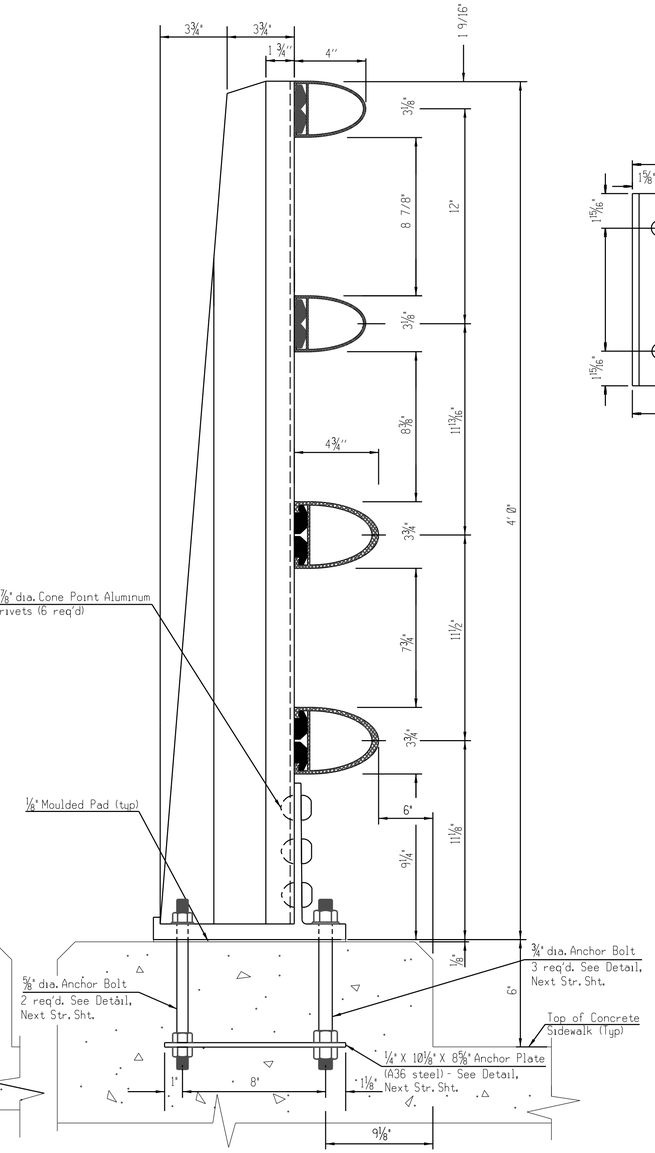
BACK ELEVATION OF POST

Scale: 3" = 1'-0"



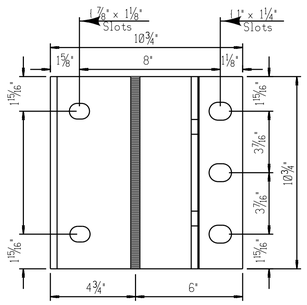
SECTION C-C

Scale: 3" = 1'-0"



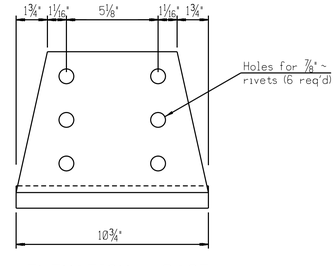
SECTION THRU POST

NOT TO SCALE



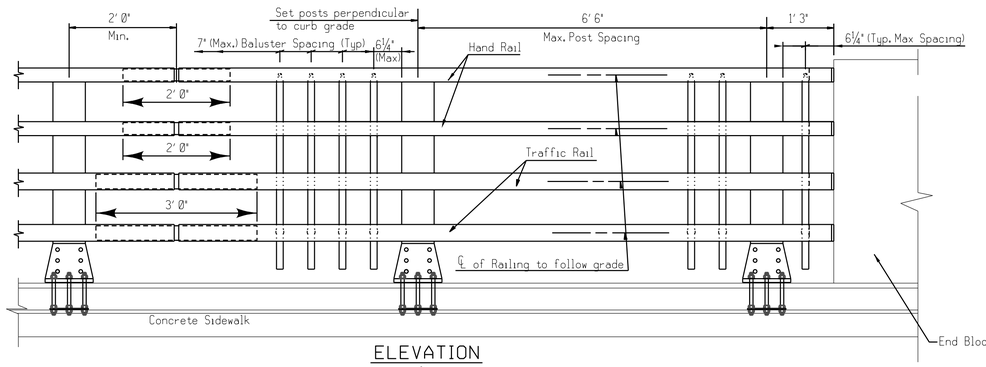
PLAN - BASE

Scale: 3" = 1'-0"



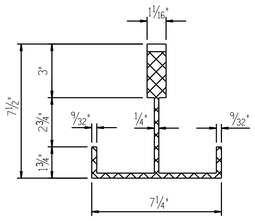
ELEVATION - BASE

Scale: 3" = 1'-0"



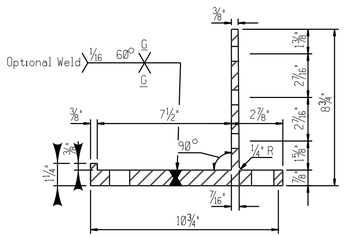
ELEVATION

Scale: ¾" = 1'-0"



SECTION A-A

Scale: 3" = 1'-0"



SECTION B-B

Scale: 3" = 1'-0"

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SCALE:	AS NOTED

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TOWN OF GLASTONBURY

REPLACEMENT OF ADDISON ROAD BRIDGE OVER SALMON BROOK

METAL BRIDGE RAIL - FOUR RAIL

DETAILS I

GLASTONBURY CONNECTICUT

PROJECT	DATE	SHEET NO.		OF	
075-22	2/01/12		23		32

NOTES:

Aluminum welding shall be in accordance with the American Welding Society 'Structural Welding Code-Aluminum', ANSI/AWS D1.2.

Riveting shall be done in accordance with Article 6.5 - Riveting, of the 'AASHTO Specifications for Aluminum Structures'.

Metal Bridge Rail: The railing posts, post connection devices, balusters, splice bars and rails shall be extruded aluminum and conform to the requirements of ASTM B221, aluminum alloy 6005-T5.

Socket head cap screws shall be stainless steel and conform to the requirements of ASTM F837, Group 1 (AISI Type 304).

Bolts shall be stainless steel and conform to the requirements of ASTM F593, Group 1, (AISI Type 304). Nuts shall be stainless steel and conform to the requirements of ASTM F594, Group 1. Washers shall be stainless steel and conform to the requirements of ASTM A167, Types 302 through 305.

Cone-point rivets shall conform to ASTM B316, aluminum alloy 6061-T6 or ASTM B221, aluminum alloy 6061-T6.

Lengths of rail elements shall be continuous over a minimum of four rail posts wherever possible and in no case less than two. Welding of two or more rails to form an element will not be allowed. Rail splices shall be located in rail panels over open joints in parapets. Splice bars shall have a sliding fit in the rail sections.

Aluminum railings shall be carefully adjusted prior to fixing in place to ensure proper matching at abutting joints and correct alignment and curvature throughout their length. After installation, all rails and posts shall be free of burrs, sharp edges and irregularities.

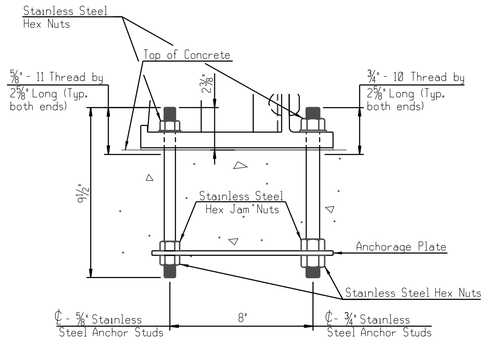
Anchorage: The anchorage plate shall be fabricated from steel conforming to ASTM A36. After fabrication, the anchorage plate shall be hot-dip galvanized in accordance with ASTM A153.

Anchor Bolts for the anchorage assembly shall be stainless steel and conform to the requirements of ASTM F593, Group 1 (AISI Type 304). Nuts shall be stainless steel and conform to the requirements of ASTM F594, Group 1. Washers shall be stainless steel and conform to the requirements of ASTM A167, Types 302 through 305.

The anchorage assemblies shall be installed perpendicular to the grade of the bridge deck. The anchorages shall be firmly and accurately held in position prior to and during the placing of concrete.

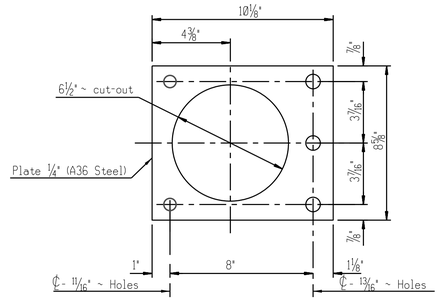
Molded Pads: Molded pads shall be manufactured from new unvulcanized elastomer and unused synthetic fibers, with a weight proportion of fiber content equal to approximately one-half of the total weight of the pad.

Anodizing: Metal Bridge Rail shall be anodized in conformance with the requirements of ASTM B580 Type A - Engineering Hard Coat. The color of the anodizing shall be Black. The Contractor shall submit color samples to the Engineer for approval prior to fabrication.



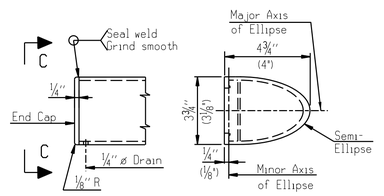
POST ANCHOR ASSEMBLY

Scale: 3" = 1'- 0"



ANCHOR PLATE

Scale: 3" = 1'- 0"

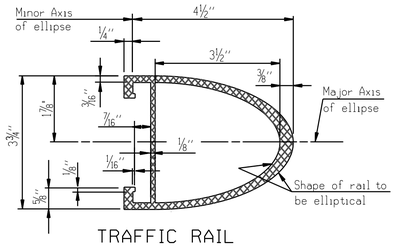


VIEW C-C

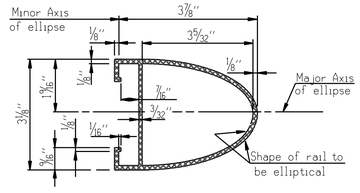
END CAP DETAILS

Scale: 3"= 1'- 0"

Note: Traffic Rail Dimensions Shown, Hand Rail Dimensions are within parentheses.



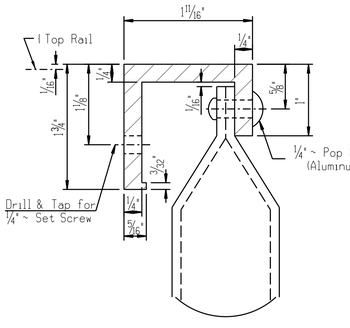
TRAFFIC RAIL



HAND RAIL

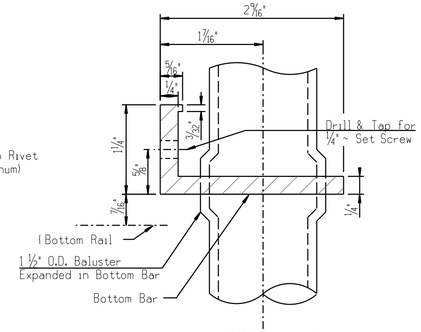
RAIL SECTIONS

½ Scale



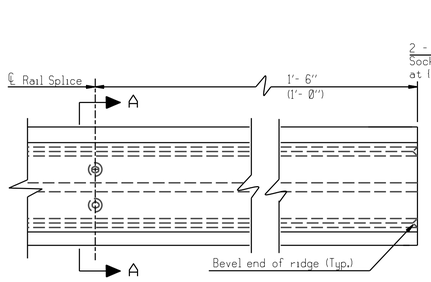
DETAIL "A"

Full Size

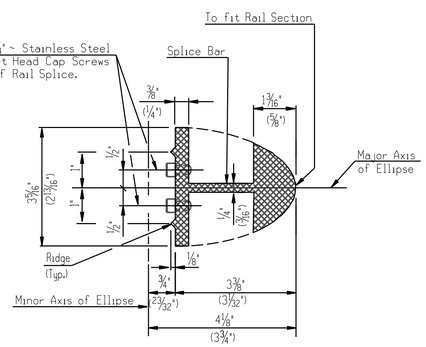


DETAIL "B"

Full Size



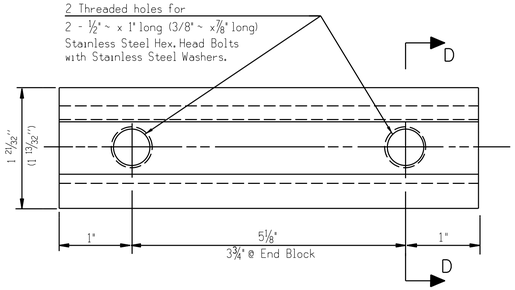
ELEVATION OF SPLICE BAR



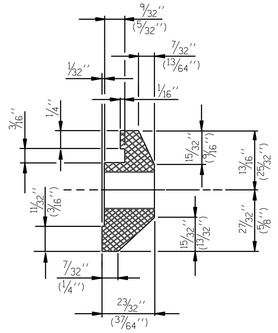
SECTION A-A

RAIL SPLICE DETAILS

½ Scale



ELEVATION OF POST CONNECTION DEVICE



SECTION D-D

POST CONNECTION DEVICE DETAILS

Full Scale

Note: Traffic Rail Dimensions Shown, Hand Rail Dimensions are in parentheses.

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REVISIONS

SCALE: AS NOTED

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TOWN OF GLASTONBURY

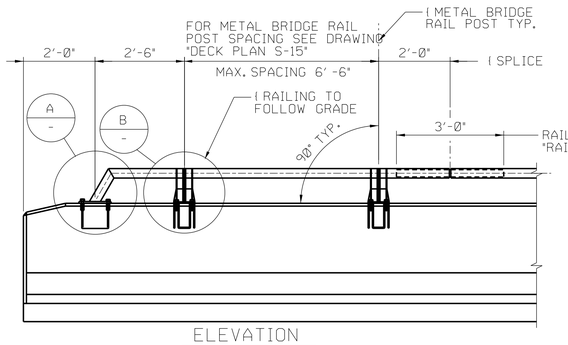
REPLACEMENT OF ADDISON ROAD BRIDGE OVER SALMON BROOK

METAL BRIDGE RAIL

DETAILS II

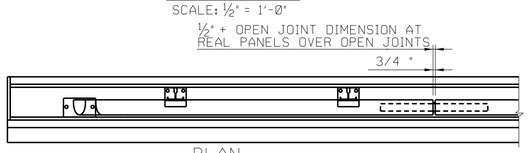
GLASTONBURY CONNECTICUT

PROJECT	DATE	SHEET NO.	OF
075-22	2/01/12	24	32



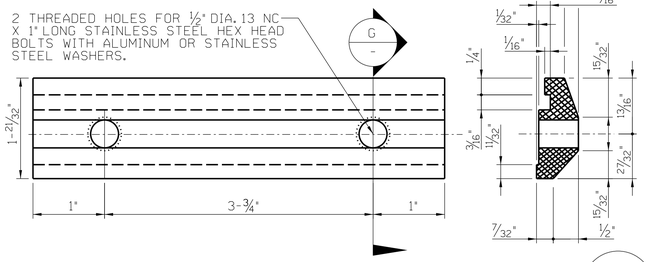
ELEVATION

SCALE: ½" = 1'-0"



PLAN

SCALE: ¾" = 1'-0"

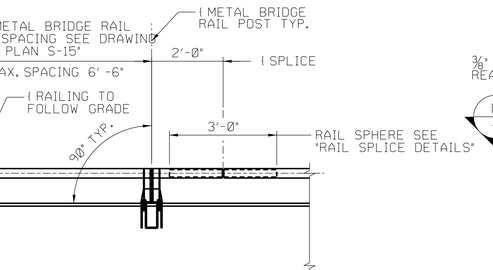


POST CONNECTION DEVICE DETAILS

N.T.S.

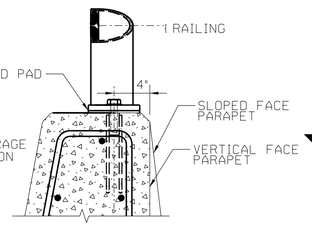
SECTION G

N.T.S.



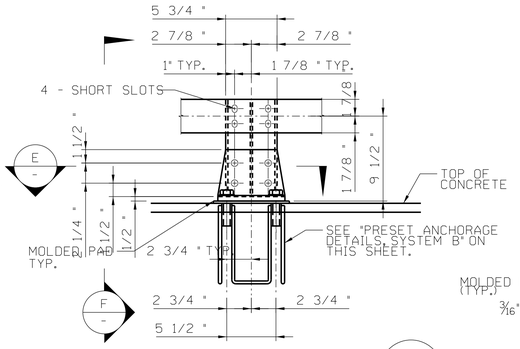
DETAIL-END RAIL A

SCALE: 1 ½" = 1'-0"



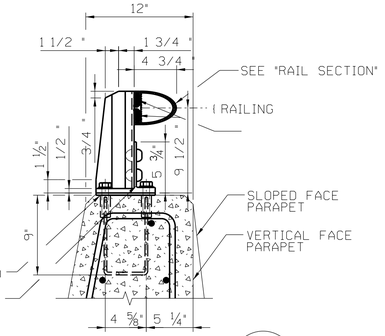
DETAIL-END RAIL C

SCALE: 1 ½" = 1'-0"



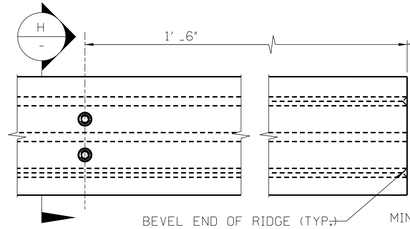
DETAIL-INTERIOR POST B

SCALE: 1 ½" = 1'-0"

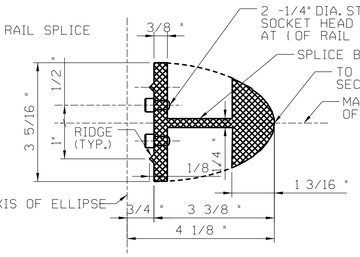


DETAIL-INTERIOR POST F

SCALE: 1 ½" = 1'-0"



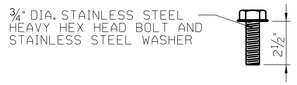
ELEVATION OF SPLICE BAR



RAIL SPLICE DETAILS

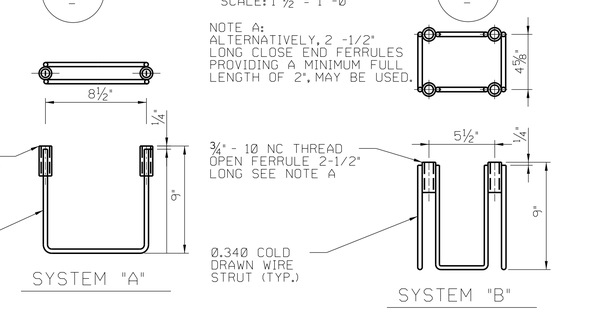
SCALE: 6" = 1'-0"

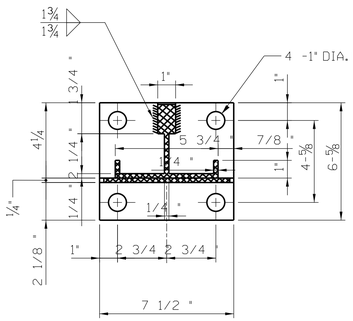
SECTION H



BOLT FOR PRESET ANCHORAGE

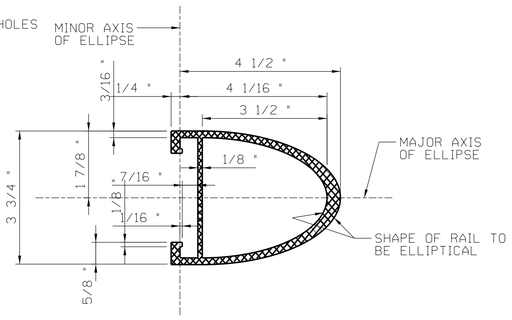
SCALE: 3" = 1'-0"





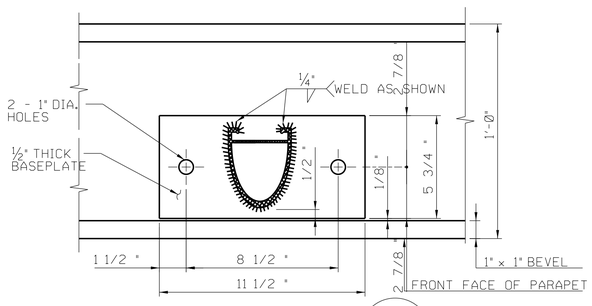
SECTION E

SCALE: 3" = 1'-0"



RAIL SECTION

SCALE: 6" = 1'-0"



SECTION-END RAIL D

SCALE: 3" = 1'-0"

PRESET ANCHORAGE DETAILS

N.T.S.

NOTES:

ALUMINUM WELDING SHALL BE IN ACCORDANCE WITH THE AMERICAN WELDING SOCIETY "STRUCTURAL WELDING CODE-ALUMINUM", ANSI/AWS D1.2.

RIVETING SHALL BE DONE IN ACCORDANCE WITH ARTICLE 6.5 - RIVETING OF THE AASHTO SPECIFICATIONS FOR ALUMINUM STRUCTURES".

METAL BRIDGE RAIL: THE RAILING POSTS, POST CONNECTION DEVICES, SPLICE BARS AND RAILS SHALL BE EXTRUDED ALUMINUM AND CONFORM TO THE REQUIREMENTS OF ASTM B221, ALUMINUM ALLOY 6061-T6 OR 6005-T5.

SOCKET HEAD CAP SCREWS SHALL BE STAINLESS SHALL BE STAINLESS STEEL AND CONFORM TO THE REQUIREMENTS OF ASTM F837, GROUP 1 (ANSI TYPE 304).

ALL BOLTS SHALL BE STAINLESS STEEL AND CONFORMS TO THE REQUIREMENTS OF ASTM F593, GROUP 1, (ANSI TYPE 304). NUTS SHALL BE STAINLESS STEEL AND CONFORM TO THE REQUIREMENTS OF ASTM F594, GROUP 1. WASHERS SHALL BE STAINLESS AND CONFORM TO THE REQUIREMENTS OF ASTM A167, TYP302 THROUGHT 305.

CONE POINT RIVETS SHALL CONFORM TO ASTM B316, ALUMINUM ALLOY 6061-T6 OR ASTM B221, ALUMINUM ALLOY 6061-T-6.

LENGTHS OF RAIL ELEMENTS SHALL BE CONTINUOUS OVER FOUR RAIL POSTS WHEREVER POSSIBLE BUT IN NO CASE LESS THAN TWO. WELDING OF TWO OR MORE RAILS TO FORM AN ELEMENT WILL NOT BE ALLOWED. RAIL SPLICES SHALL BE LOCATED IN RAIL PANELS OVER OPEN JOINTS IN PARAPETS. SPLICE BARS SHALL HAVE A SLIDING FIT IN THE RAIL SECTIONS.

ALUMINUM RAILINGS SHALL BE CAREFULLY ADJUSTED PRIOR TO FIXING IN PLACE TO INSURE PROPER MATCHING AT ABUTTING JOINTS AND CORRECT ALIGNMENT AND CURVATURE THROUGHTOUT THEIR LENGTH. AFTER INSTALLATION, ALL RAILS AND POSTS SHALL BE FREE OF BURRS, SHARP EDGES AND IRREGULARITIES.

PRESET AHCHORAGES: THE WIRE STRUTS SHALL BE COLD-DRAWN ADN CONFORM TO ASTM A510, GRADE 1030. THE FERRULES SHALL CONFORM TO ASTM 108, GRADE 12L14. AFTER FABRICATION, THE PRESET ANCHORAGES SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A153. THE BOLTS SHALL BE "FREE RUNNING" IN THE FERRULES AFTER GALVANIZATIION.

THE ANCHORAGE ASSEMBLIES SHALL BE INSTALLED PERPENDICULAR TO THE GRADE OF THE BRIDGE DECK. THE ANCHORAGES SHALL BE FIRMLY AND ACCURATELY HELD IN POSITION PRIOR TO AND DURING THE PLACING OF CONCRETE.

MOLDED PADS: MOLDED PADS SHALL BE MANUFACTURED FROM NEW UNVULCANIZED ELASTOMER AND UNUSED SYNTHETIC FIBERS, WITH A WEIGHT PROPORTION OF FIBER CONTENT EQUAL TO APPROXIMATELY ONE-HALF OF THE TOTAL WEIGHT OF THE PAD.

ANODIZING: METAL BRIDGE RAIL SHALL NOT BE ANODIZED.

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OFFICE REVIEW

REVISIONS

SCALE:

TOWN OF GLASTONBURY

REPLACMENT OF ADDISON ROAD BRIDGE OVER SALMON BROOK

METAL BRIDGE RAIL (HANDRAIL)

GLASTONBURY CONNECTICUT

PROJECT	DATE	SHEET NO.	OF
075-22	2/01/12	25	32