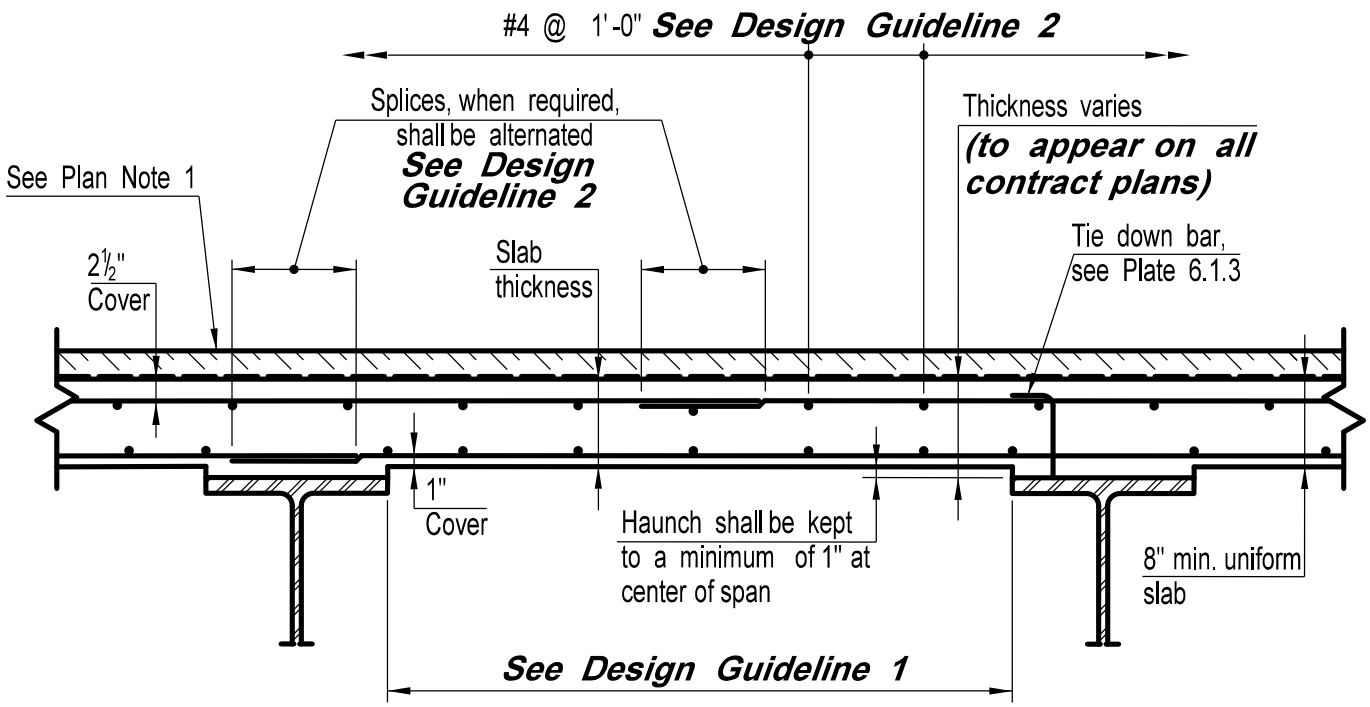


PLAN NOTES:

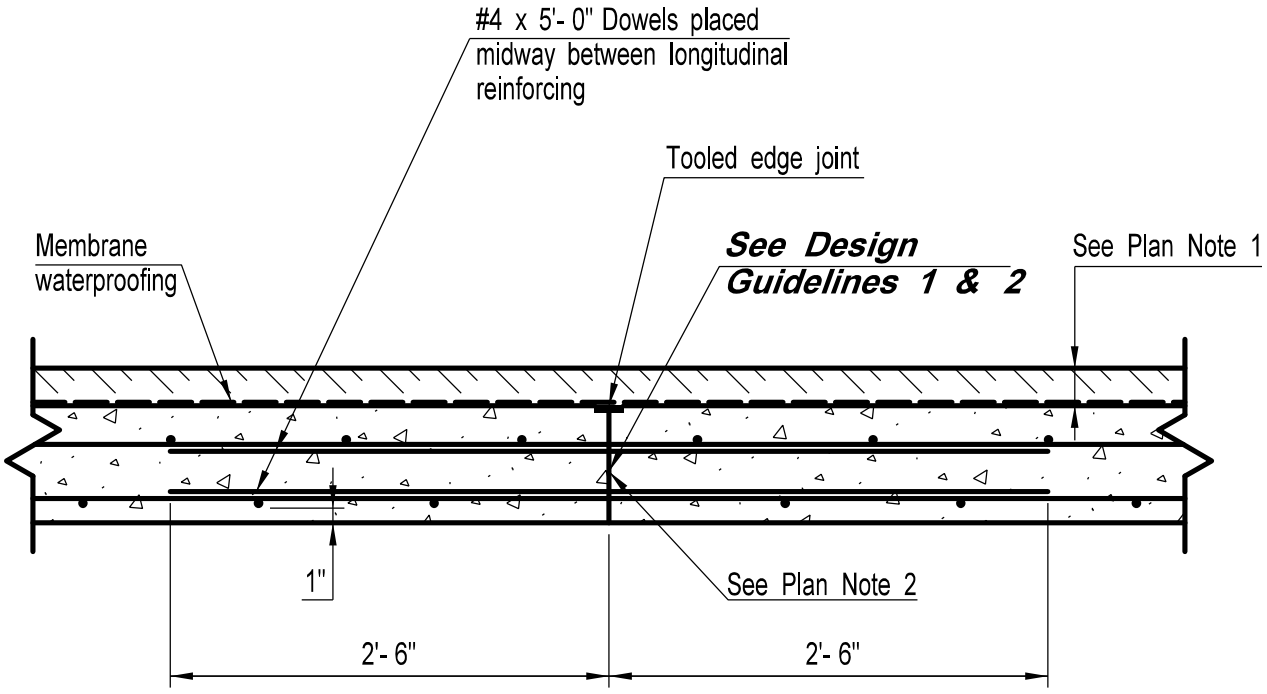
1. Bituminous concrete overlay on membrane waterproofing

DESIGN GUIDELINES:

1. Bars shall be designed in accordance with current AASHTO specifications. For additional longitudinal slab reinforcement at ends of slab, see Plate 6.1.4. For additional slab reinforcement at acute corners, (skew angle greater than 20°), see Plate 6.1.5a.

2. Splices and development lengths shall be determined by the designer in accordance with the latest AASHTO design criteria.

CONNECTICUT BRIDGE DESIGN MANUAL	TYPICAL SLAB SECTION	Issue Date: 10/03 Revision Date: 2/11 Plate Number: 6.1.1



PLAN NOTES:

1. Bituminous concrete overlay on membrane waterproofing.

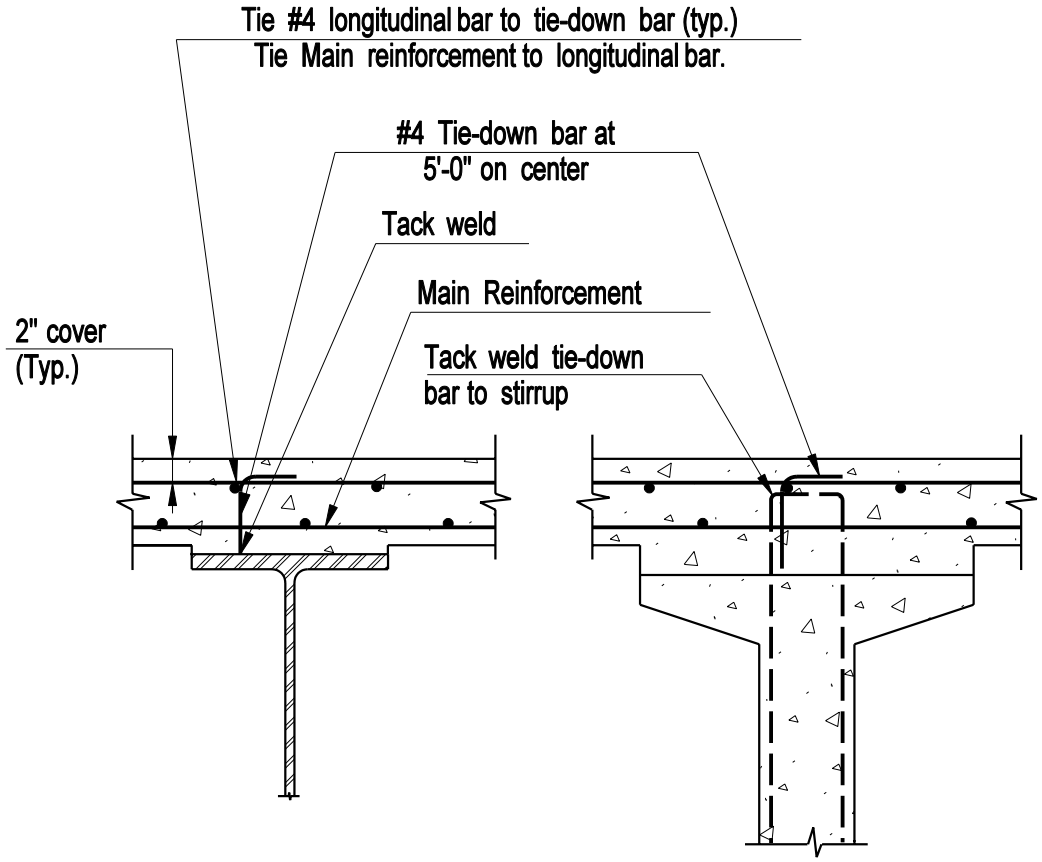
2. Roughen surface, blast clean then apply a neat cement grout or other suitable bonding material immediately prior to placing adjacent pour. ***See Note 3.***

DESIGN GUIDELINES:

1. Transverse reinforcement placed on a skew to this joint shall be continuous through this joint.

2. This joint shall be allowed and shown on the plans only when sequence of pour is required.

CONNECTICUT BRIDGE DESIGN MANUAL	TYPICAL SECTION AT TRANSVERSE CONSTRUCTION JOINT IN SLAB	Issue Date: 10/03 Revision Date: 2/11 Plate Number: 6.1.2



STEEL STRINGER PRESTRESSED STRINGER

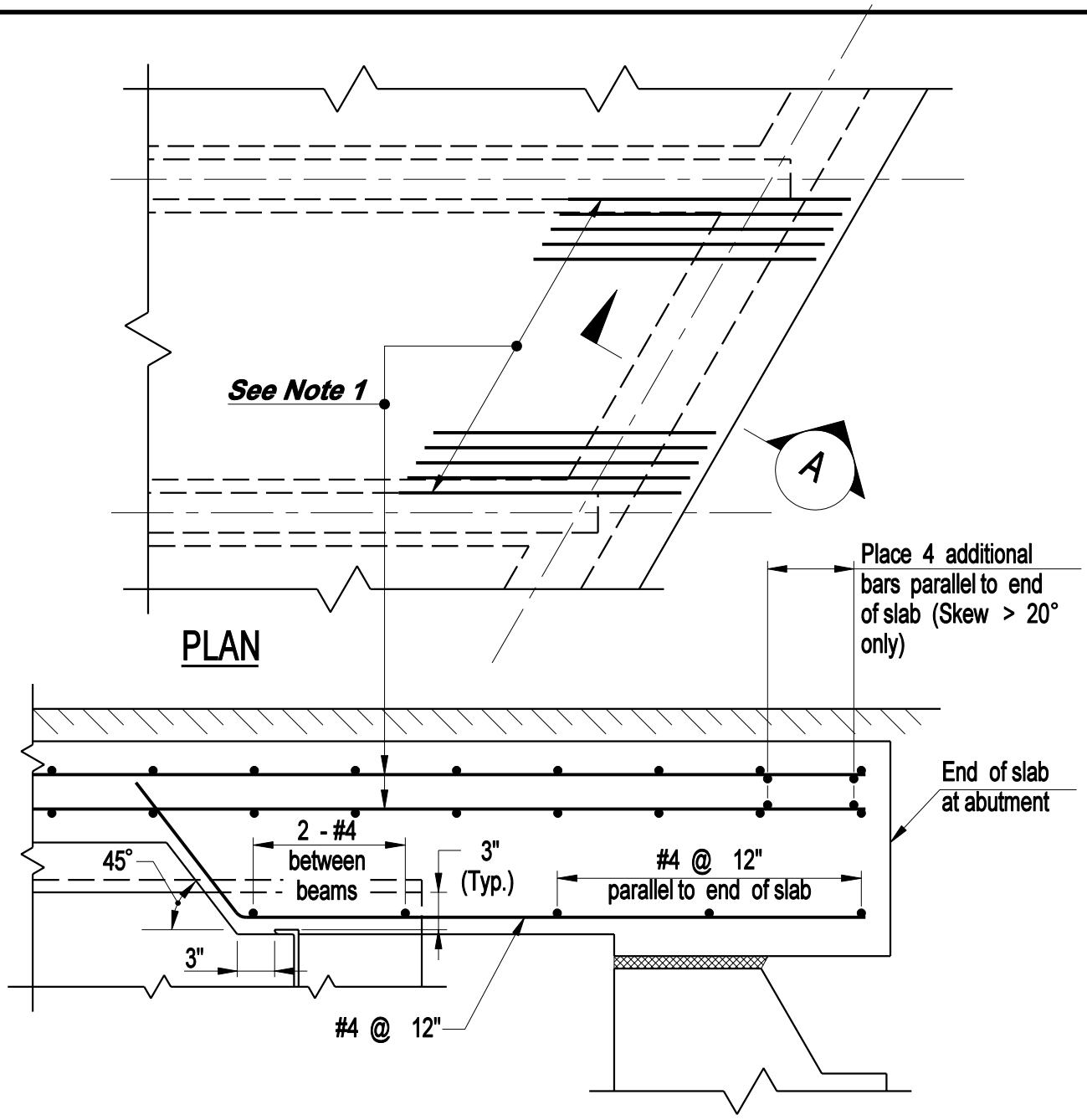
PLAN NOTES

1. Tie-down bars do not exclude the use of chairs for supporting the reinforcement mat.
2. The cost of furnishing and placing tie-down bars to be included in the contract item "Deformed Steel Bars".
3. Tie-down bars and longitudinal bars shall clear shear connectors.

DESIGN INFORMATION:

Tie-downs for reinforcement shall not be welded to steel members or parts subjected to tensile stress unless the range of stress at the point of attachment does not exceed the allowable range as stated in the current AASHTO specifications. Hence the plans shall indicate the locations where this attachment shall not be tack welded to the tension flanges with the following note: "No attachment shall be fillet welded, plug welded or tack welded to the tension flange within these limits."

CONNECTICUT BRIDGE DESIGN MANUAL	TIE-DOWN FOR SLAB REINFORCEMENT	Issue Date: 10/03 Revision Date: Plate Number: 6.1.3



SECTION A

DESIGN INFORMATION

1. Place additional #5 bars midway between longitudinal bars on both fixed and expansion ends, at piers and abutments.

Spans < 50'- 0"	***Use #4 x 5'- 0"***
Spans > 50'- 0" to 80'- 0"	***Use #4 x 8'- 0"***
Spans > 80'- 0"	***Use #4 x 10'- 0"***

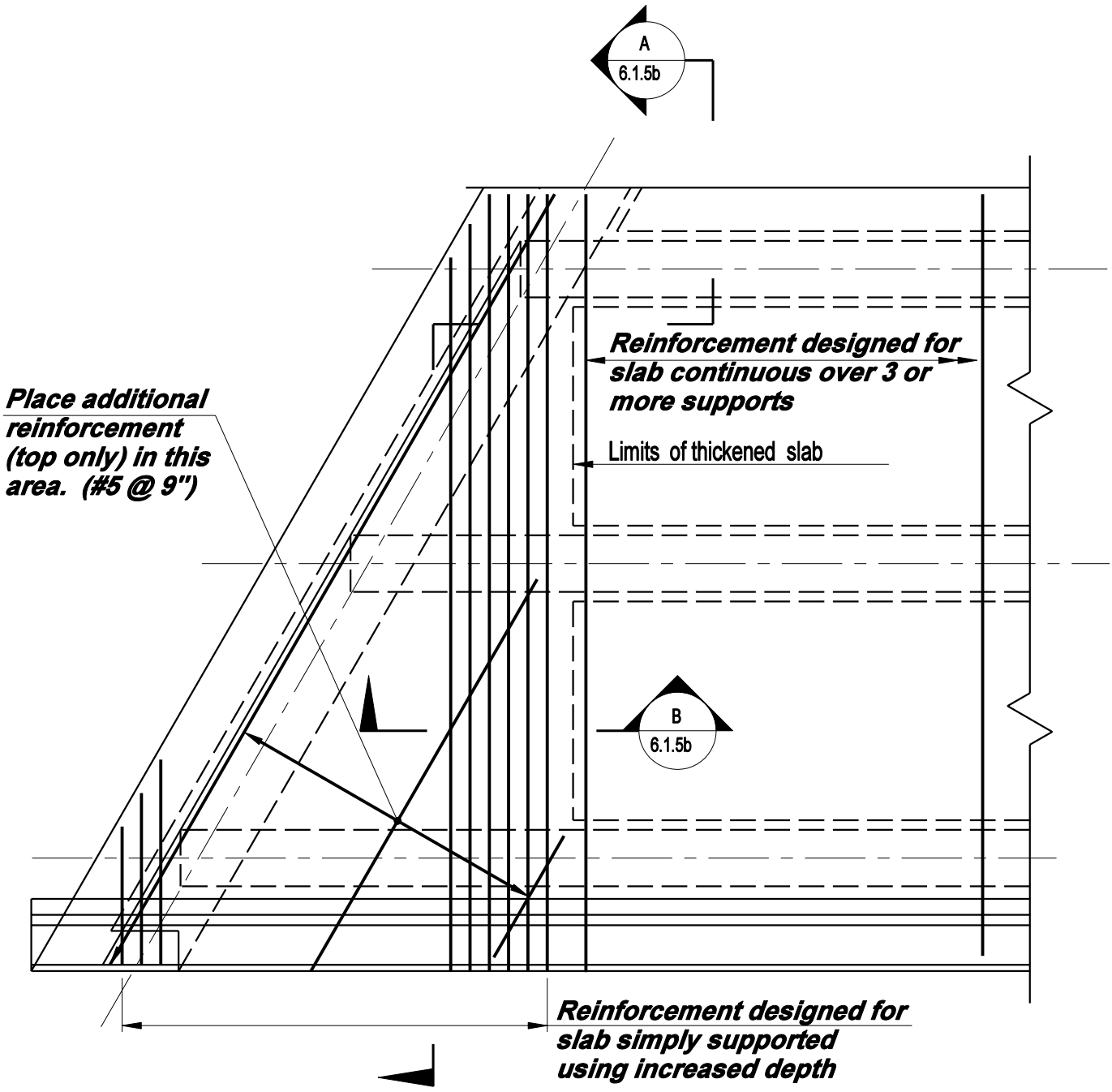
CONNECTICUT BRIDGE DESIGN MANUAL

DETAILS AT ENDS OF SLAB (STEEL STRINGERS)

Issue Date: 10/03

Revision Date:

Plate Number: 6.1.4

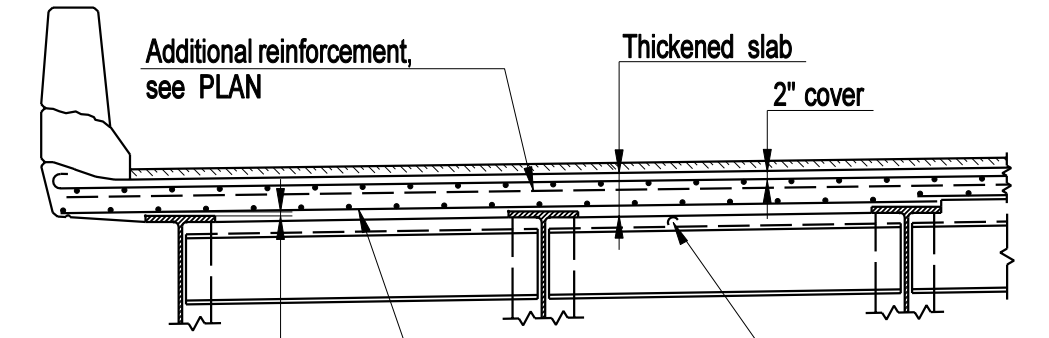


PLAN

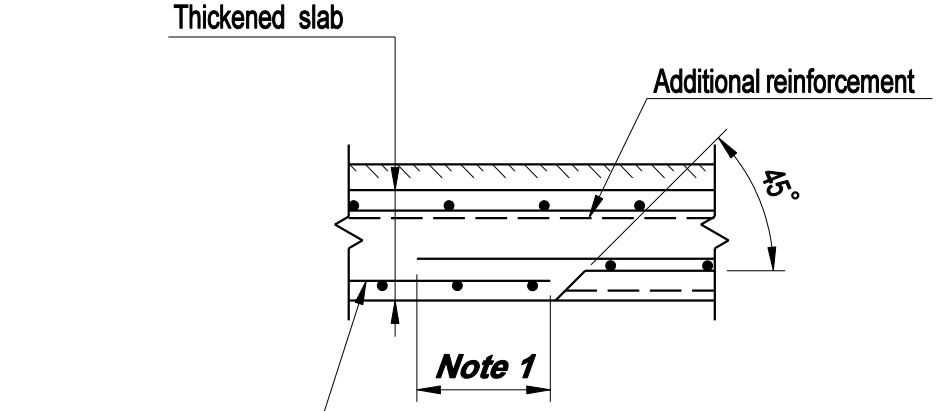
DESIGN INFORMATION

For design information, see Plate 6.1.5b

CONNECTICUT BRIDGE DESIGN MANUAL	ADDITIONAL REINFORCEMENT AT ACUTE CORNERS (SKEW ANGLE > 20°)	Issue Date: 10/03 Revision Date: Plate Number: 6.1.5a



SECTION A



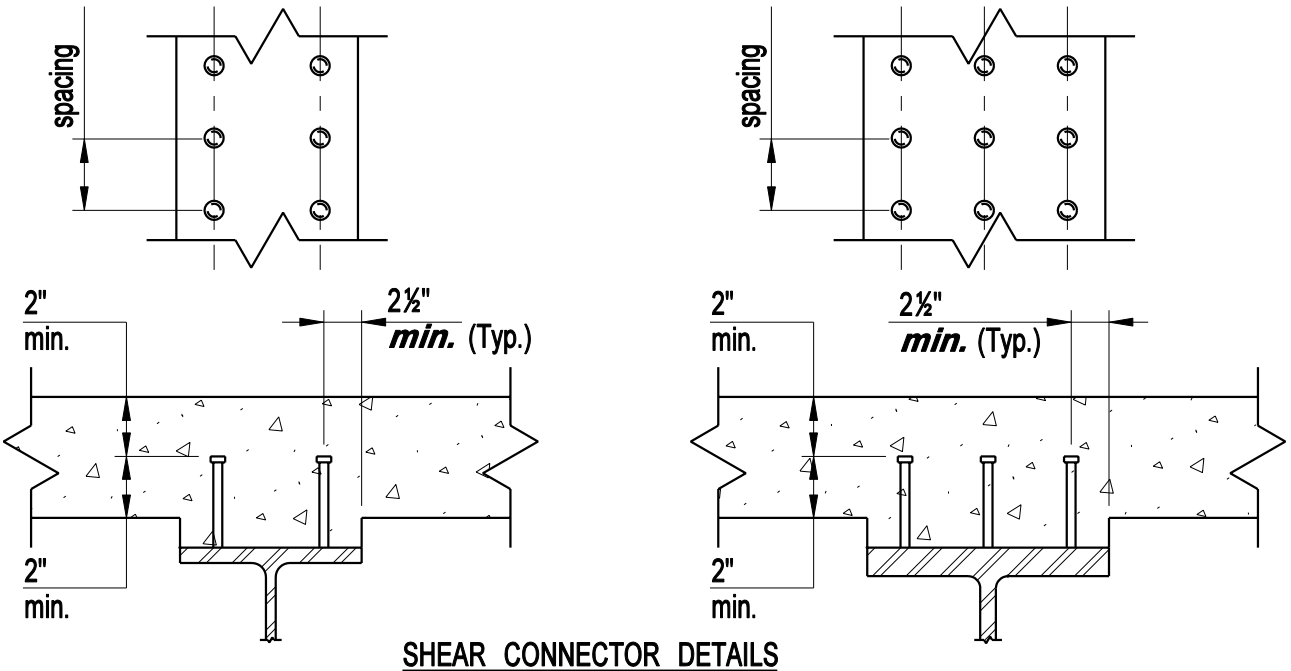
SECTION B

DESIGN INFORMATION

1. ***Splice length shall be determined by the designer in accordance with the latest AASHTO design criteria.***

2. ***Longitudinal reinforcement not indicated in "PLAN", detail shown at abutment, detail at pier similar.***

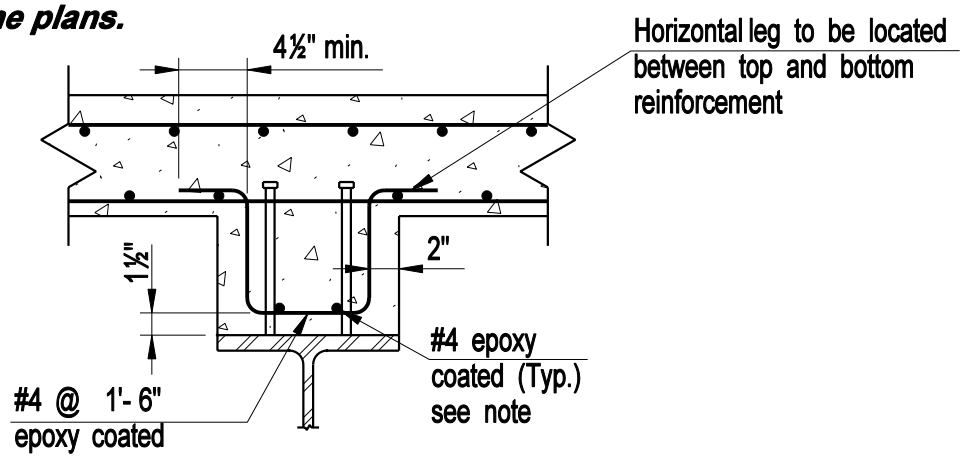
CONNECTICUT BRIDGE DESIGN MANUAL	ADDITIONAL REINFORCEMENT AT ACUTE CORNERS (SKEW ANGLE > 20°)	Issue Date: 10/03 Revision Date: Plate Number: 6.1.5b



SHEAR CONNECTOR DETAILS

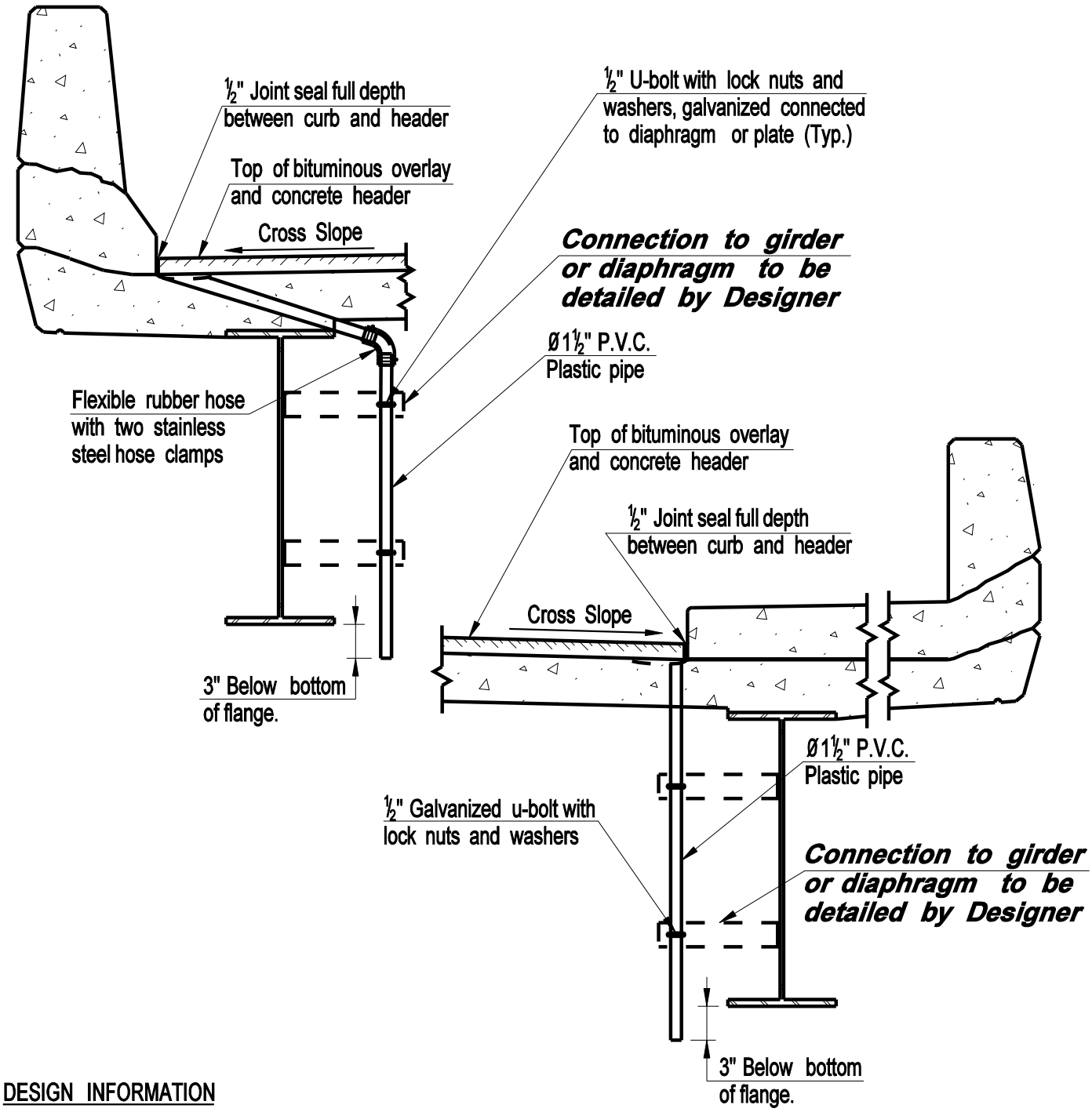
DESIGN INFORMATION

1. ***Preference shall be given to the use of 7/8" Ø studs. Lengths of studs shall be in increments of 1". Maximum permissible length of studs is 8". If the stud length required is in excess of 8", the required length may be obtained by stacking. Stacking of studs is provided for use in the specifications.***
2. ***Actual lengths or quantities of studs will not be given on the plans but shall be determined by the Contractor in accordance with the requirements shown in the details.***
3. ***Where the maximum depth of the haunch is excessive and studs are to be stacked, the haunch shall be reinforced as shown below.***
4. ***Haunch reinforcement shown is for haunch depth of 4" to 6". Reinforcement is not required for haunch depth less than 4". Reinforcement shall be designed for haunch depth greater than 6". If haunch depth in excess of 4" is anticipated, this detail shall be shown on the plans.***



HAUNCH REINFORCEMENT DETAIL
(SEE NOTE 4)

CONNECTICUT BRIDGE DESIGN MANUAL	SHEAR CONNECTORS (WELDED STUD)	Issue Date: 10/03 Revision Date: Plate Number: 6.1.6

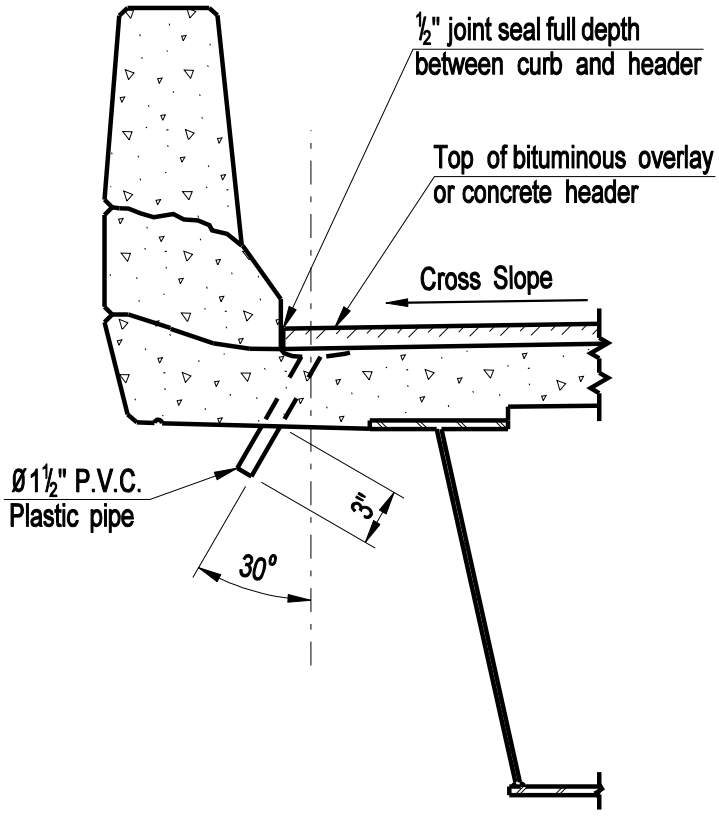


DESIGN INFORMATION

1. ***In no case shall weepholes on bridges with welded steel girders or rolled beams outlet on the outside of fascia girder. Omit weepholes in cases where outletting on the inside is not feasible.***

2. ***For additional notes and design information, see Plate 6.1.9.***

CONNECTICUT BRIDGE DESIGN MANUAL	DECK WEEPHOLE DETAILS (WELDED GIRDERS AND ROLLED BEAMS)	Issue Date: 01/05 Revision Date: Plate Number: 6.1.7



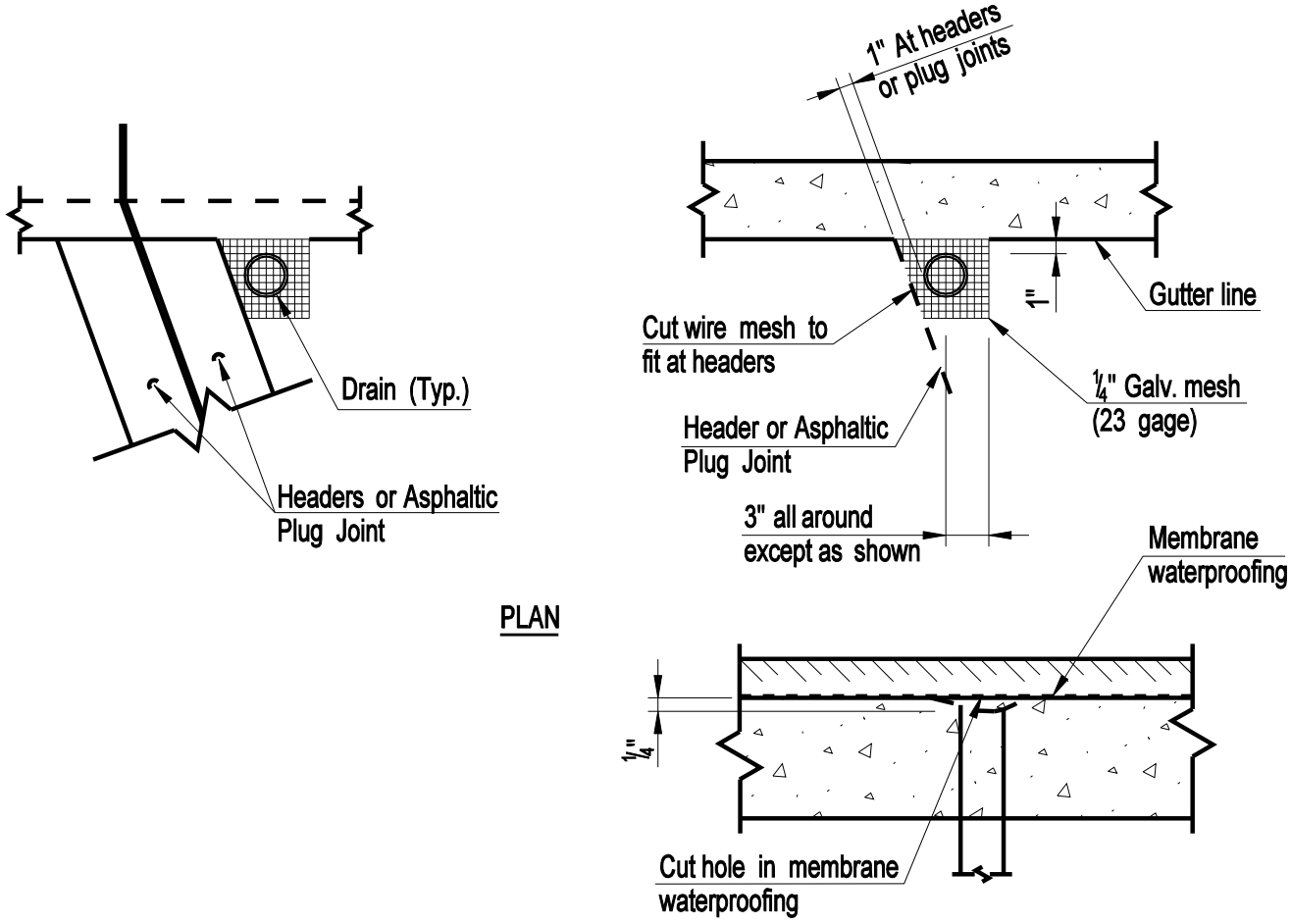
DESIGN INFORMATION

1. Similar details may be used for bridges with concrete beams.

2. In no case shall weepholes which outlet on the outside of facia girder extend more than 3" below the bottom of slab. Omit weepholes in cases where steel flanges or bearings are exposed to leakage.

3. For additional notes and design information, see Plate 6.1.9.

CONNECTICUT BRIDGE DESIGN MANUAL	DECK WEEPHOLE DETAILS (STEEL BOX GIRDERS)	Issue Date: 01/05 Revision Date: Plate Number: 6.1.8



TYPICAL DRAIN DETAIL

NOTES:

The cost of furnishing and installing ¼" square galvanized wire mesh shall be included in the contract bid price for "Superpave 0.25".

DESIGN INFORMATION

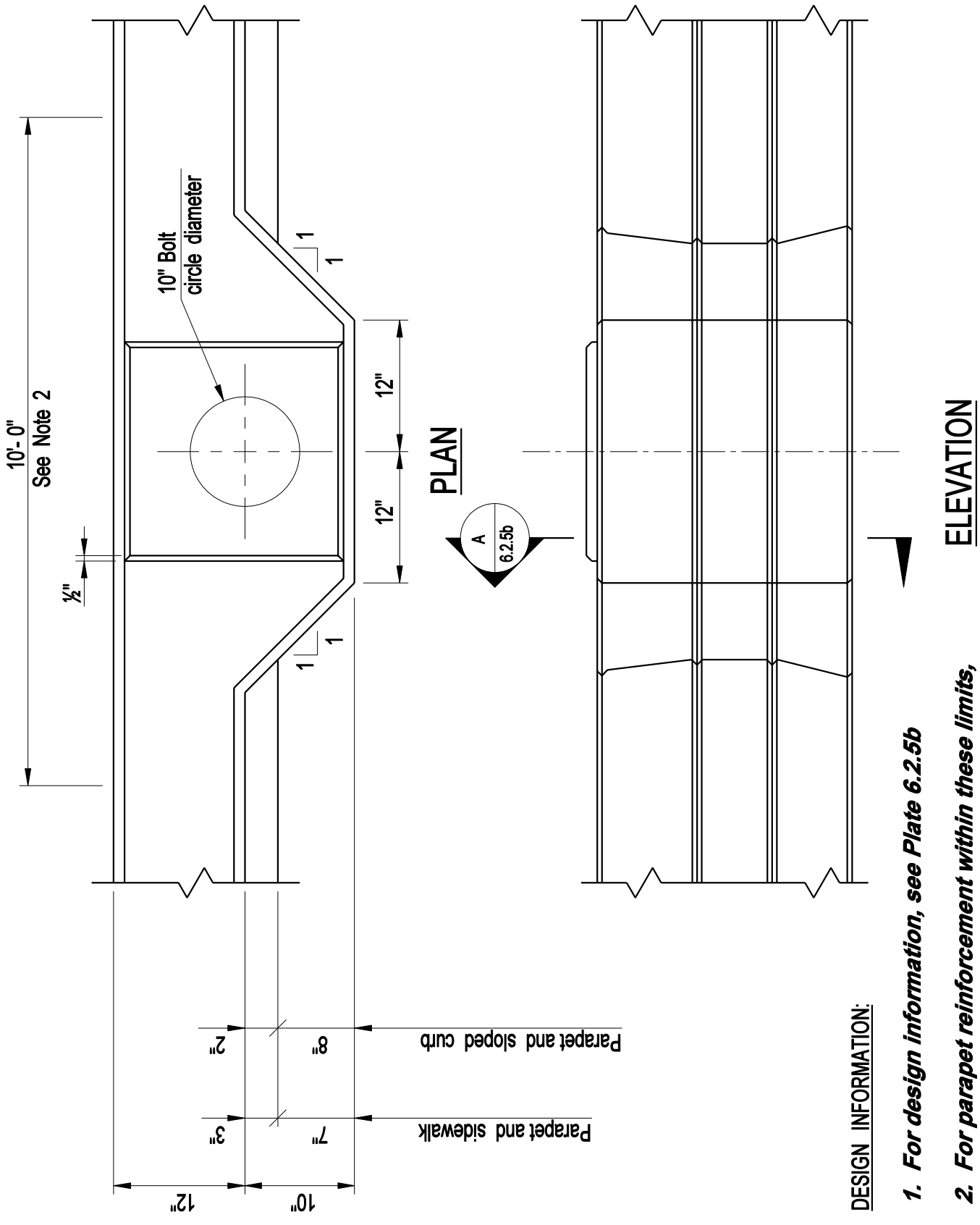
1. Weepholes to be located by the designer as follows:

Weepholes shall be placed along gutter line on the low end of cross slopes adjacent to headers and joints at the low end of span only. No weepholes shall be placed where they will drain onto travelways, shoulders, sidewalks or parking areas. Omit weepholes where these conditions cannot be met. On structures over railroads, the weepholes shall generally not be located in spans over tracks. However, for long span structures the pipes may be located in spans over tracks but shall not be located closer than 25 ft. from the center line of the outside tracks.

CONNECTICUT BRIDGE DESIGN MANUAL	OVERLAY INTERFACE DRAINAGE DETAILS	Issue Date: 01/05 Revision Date: Plate Number: 6.1.9

BRIDGE PLATES 6.2.1 THROUGH 6.2.4 DELETED, 12/19

CONNECTICUT BRIDGE DESIGN MANUAL	STANDARD PARAPET 32" HIGH	Issue Date: 10/03 Revision Date: 12/19 Plate Number: 6.2.1



DESIGN INFORMATION:

1. ***For design information, see Plate 6.2.5b***
2. ***For parapet reinforcement within these limits, see Plate 6.2.7c***

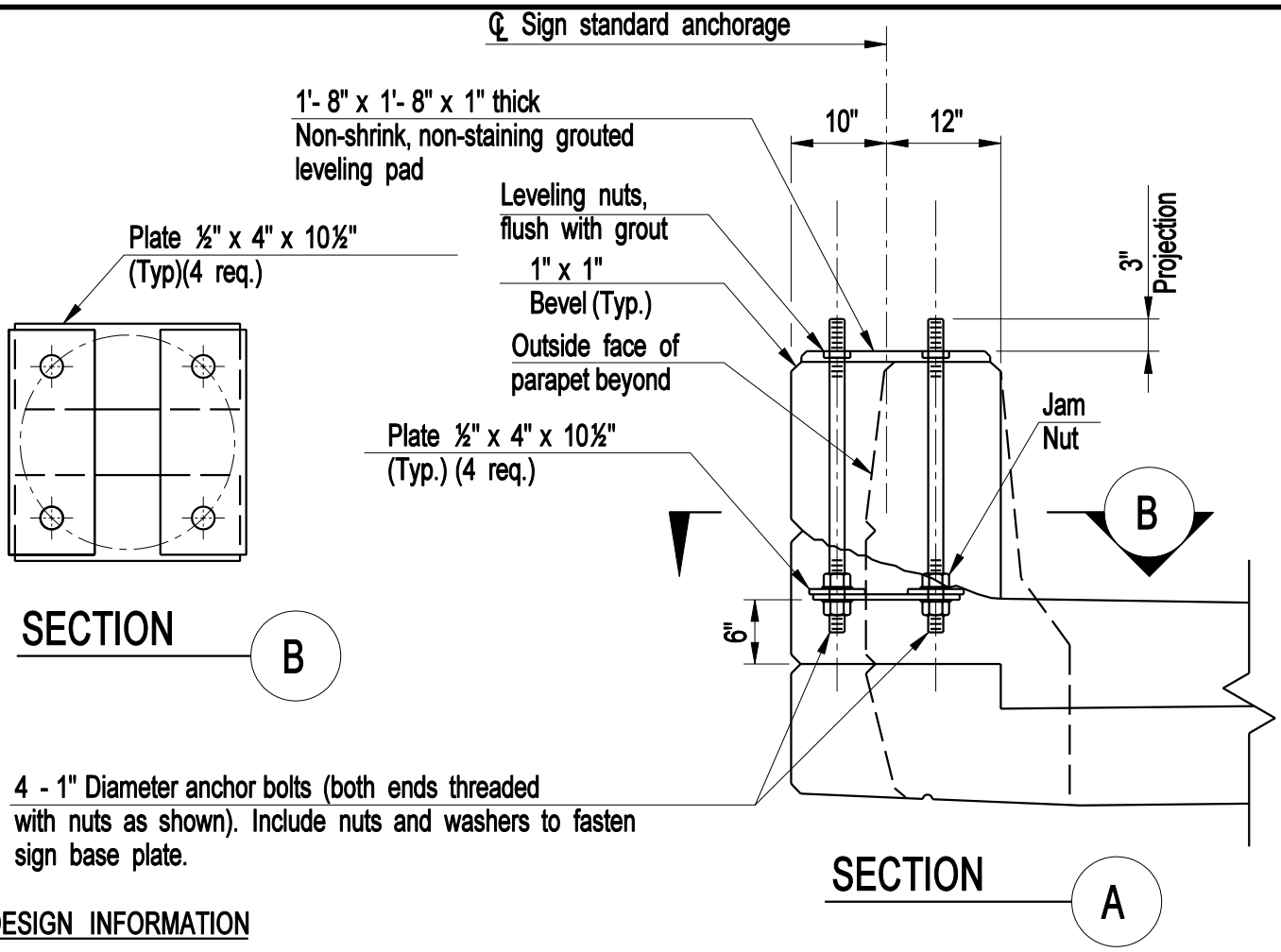
CONNECTICUT BRIDGE DESIGN MANUAL

ANCHORAGE FOR REGULATORY, WARNING AND GUIDE SIGNS

Issue Date: 10/03

Revision Date:

Plate Number: 6.2.5a



DESIGN INFORMATION

1. ***Structural design for slab and details required, including reinforcement, shall be determined by the designer.***

2. ***Maximum sign size is 4'- 0" x 8'- 6" at 8'- 2" above gutter line.***

3. ***Dimensions shown will provide for continuity of "Metal Bridge Rail (Traffic)". These dimensions shall be reviewed for other railings as required to provide for continuity of rail.***

Notes:

4. Anchor bolts and nuts shall be manufactured of steel conforming to the following requirements:
   Square leveling nuts may be low carbon steel.
   Bolts - ASTM A-449
   Hex Nuts - ASTM A-563 Grade DH
   Anchor bolts and nuts shall be galvanized in accordance with ASTM A-153.
   Structural steel plates shall conform to ASTM A-36.

5. Cost of furnishing and installing anchor bolts, nuts and steel plates to be paid for at the contract unit price per pound for "Deformed Steel Bars".

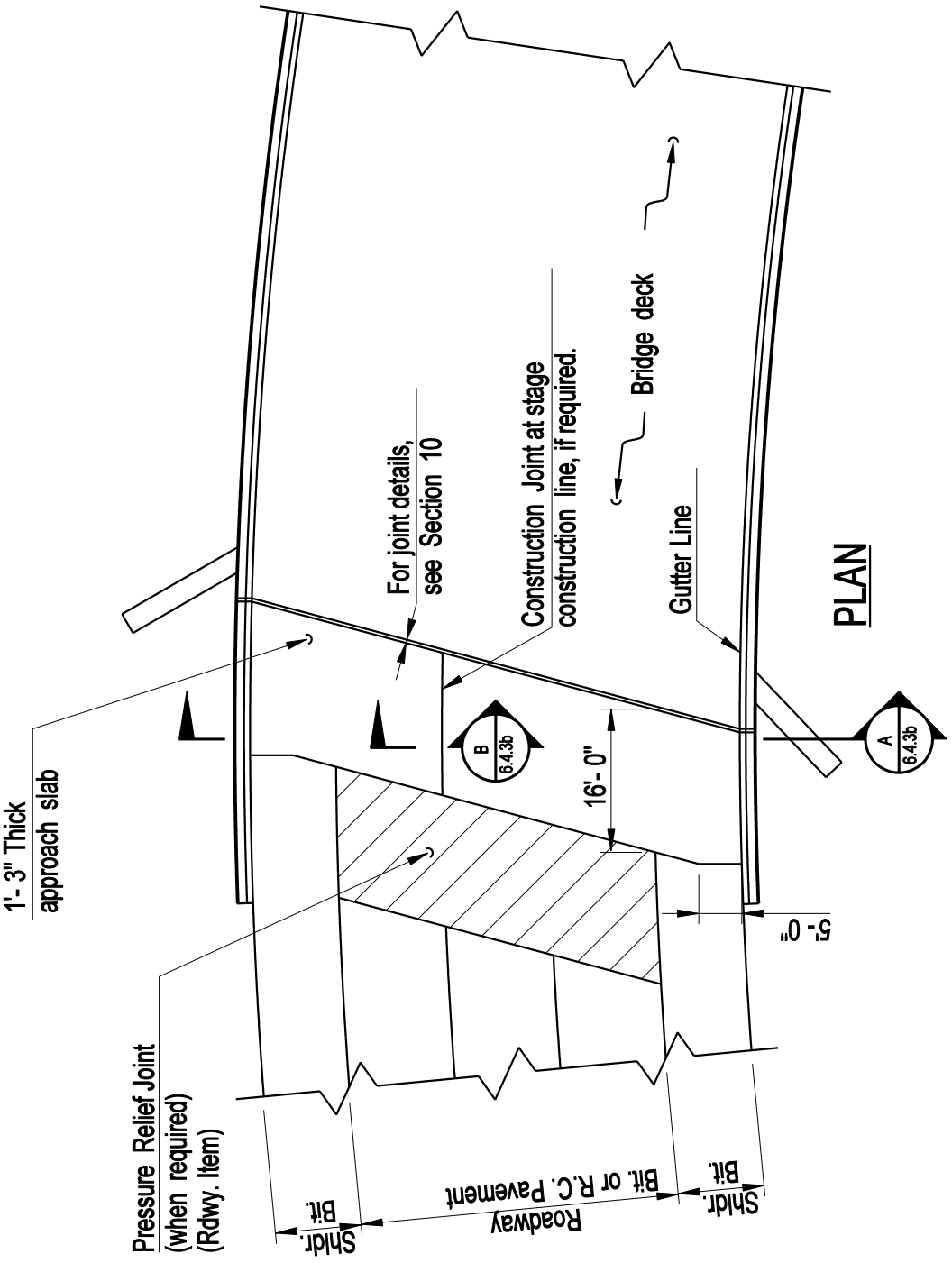
CONNECTICUT BRIDGE DESIGN MANUAL	ANCHORAGE FOR REGULATORY, WARNING AND GUIDE SIGNS	Issue Date: 10/03 Revision Date: Plate Number: 6.2.5b

BRIDGE PLATES 6.2.6a THROUGH 6.2.8c DELETED, 12/19

CONNECTICUT BRIDGE DESIGN MANUAL	ANCHORAGE FOR BOX TRUSS SIGN SUPPORT	Issue Date: 10/03 Revision Date: 12/19 Plate Number: 6.2.6a

BRIDGE PLATE 6.3.1 DELETED, 04/19

CONNECTICUT BRIDGE DESIGN MANUAL	STANDARD SPLIT MEDIAN BARRIER CURB (4'-9" HIGH)	Issue Date: 10/03 Revision Date: 04/19 Plate Number: 6.3.1



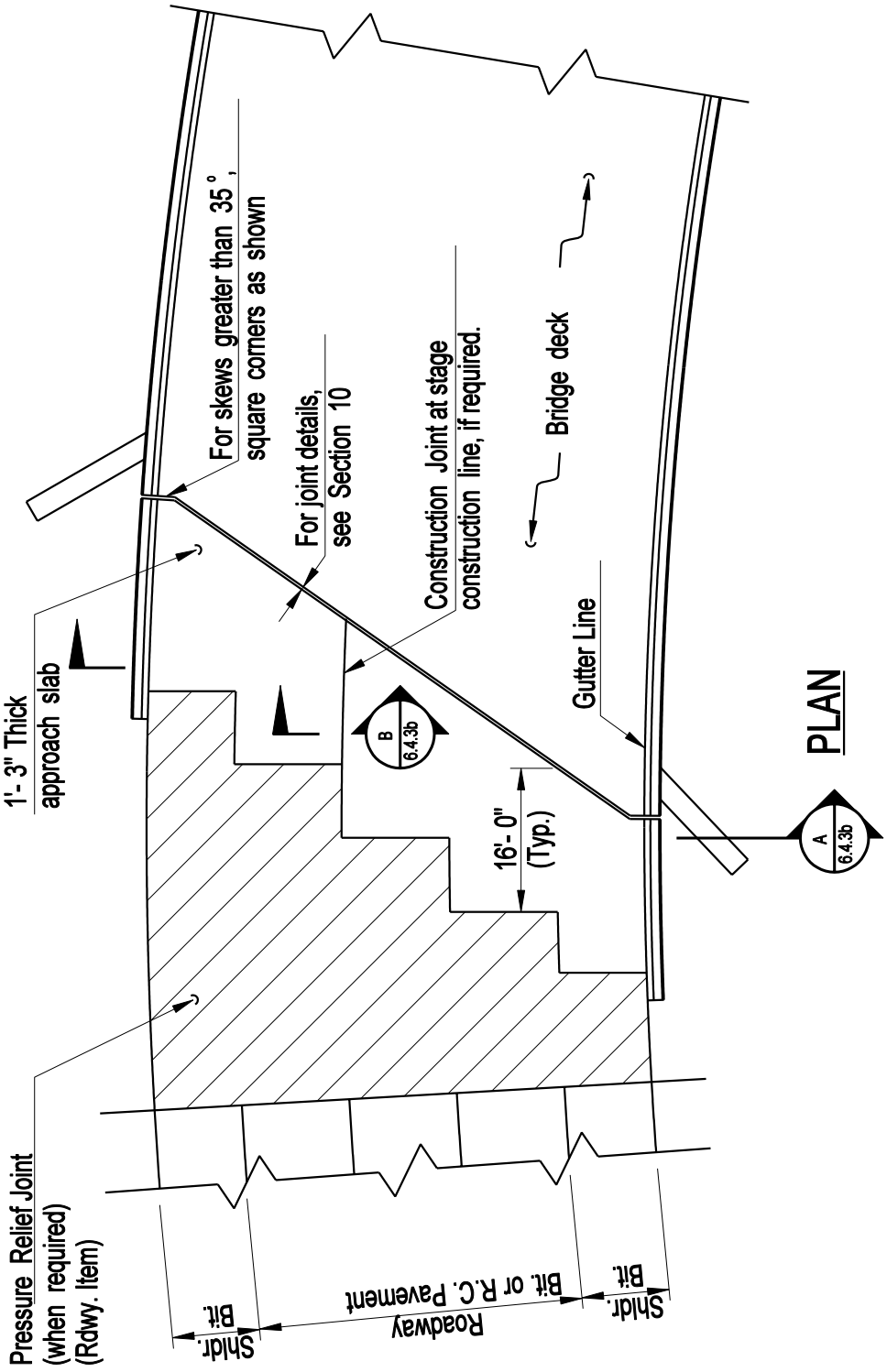
CONNECTICUT BRIDGE DESIGN MANUAL

BRIDGE APPROACH SLABS SKEW ANGLE ≤ 35°

Issue Date: 10/03

Revision Date:

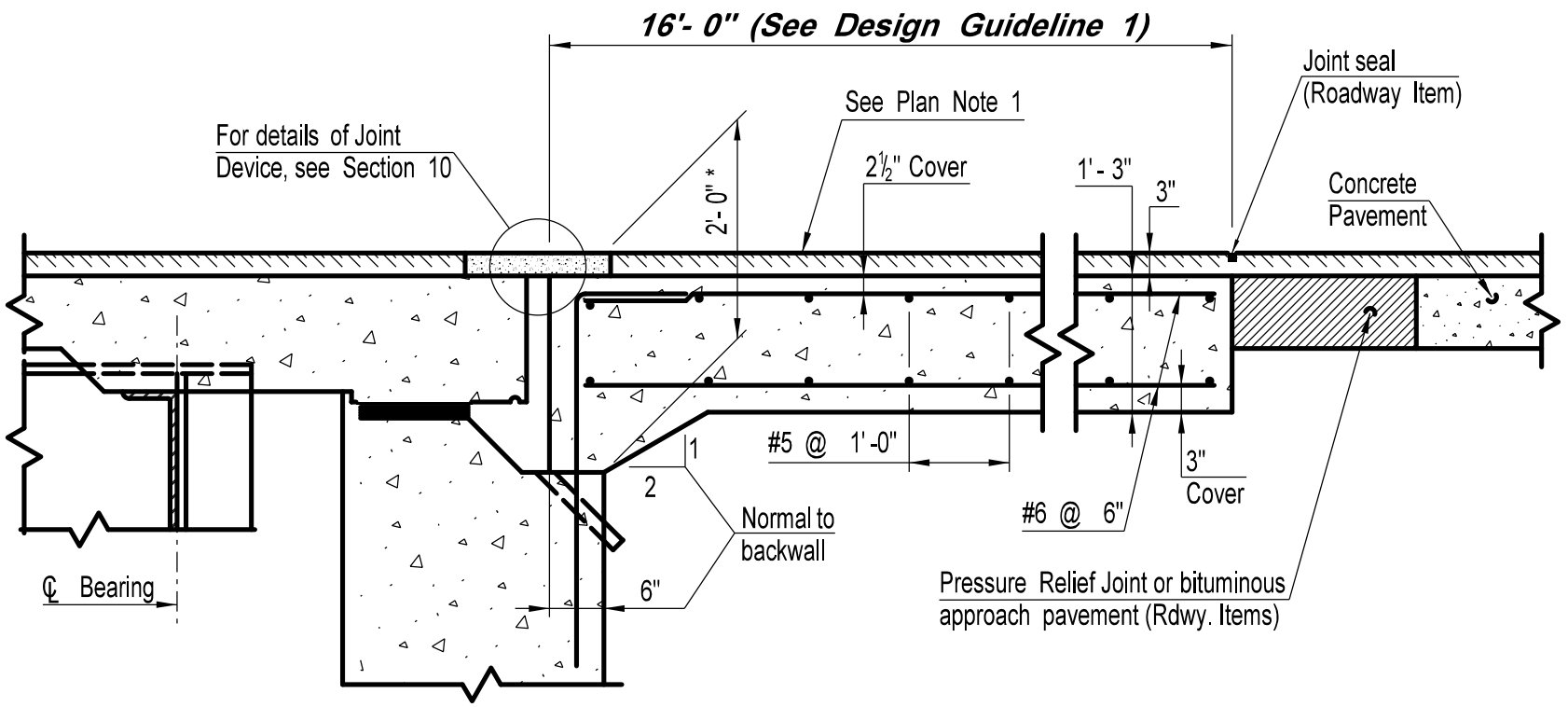
Plate Number: 6.4.1



CONNECTICUT BRIDGE DESIGN MANUAL	BRIDGE APPROACH SLABS SKEW ANGLE > 35°	Issue Date: 10/03 Revision Date: Plate Number: 6.4.2

CONNECTICUT BRIDGE DESIGN MANUAL

BRIDGE APPROACH SLAB DETAILS



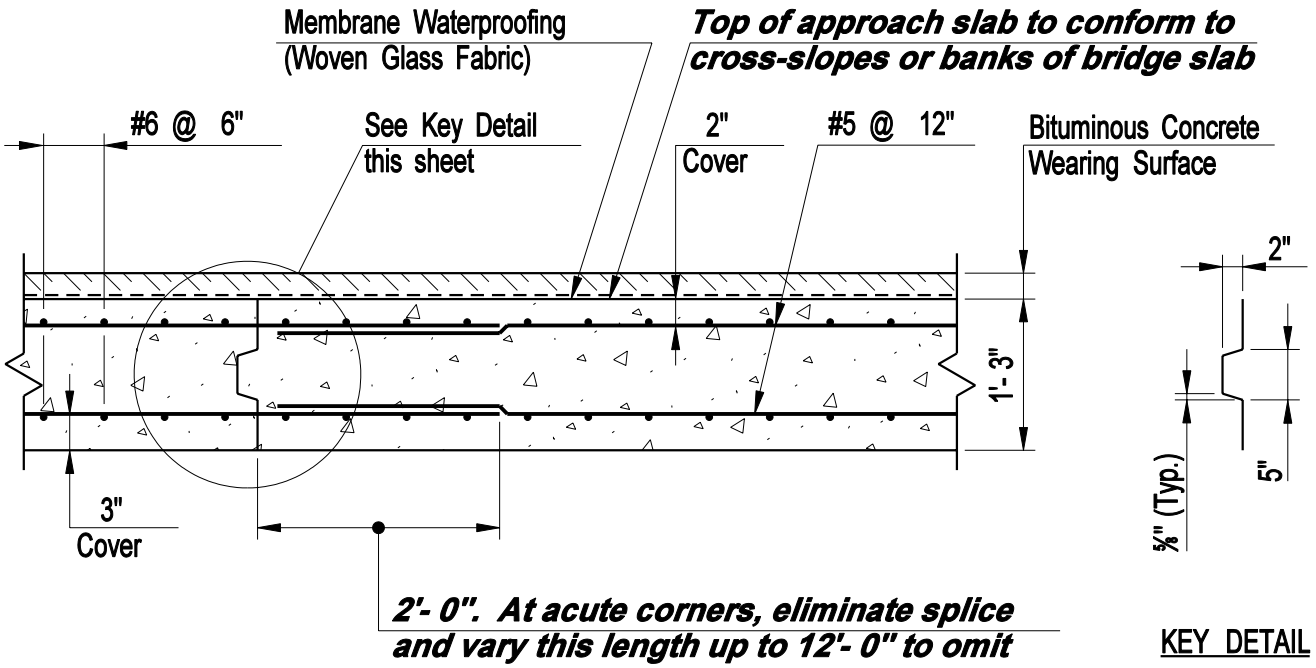
PLAN NOTES:

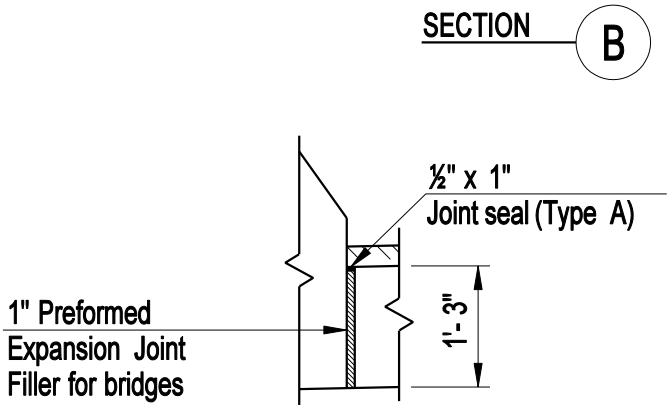
1. 3" bituminous concrete overlay on membrane waterproofing

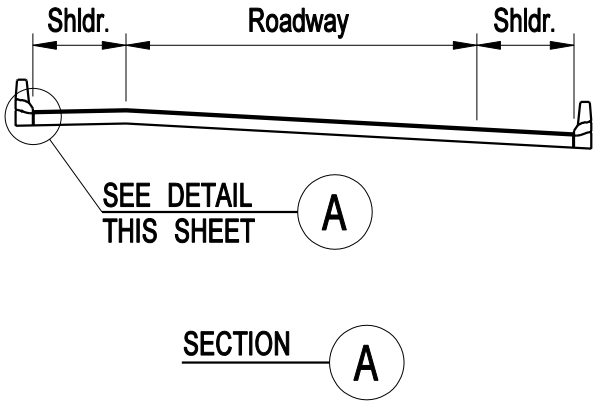
DESIGN GUIDELINES:

1. On bridges with skew angle greater than 35°, ends of approach slabs are squared off and this dimension is the minimum length at the shortest point.

Issue Date:	Revision Date:	Plate Number:
10/03	2/11	6.4.3.a







DESIGN INFORMATION

1. ***Reinforcing steel to be included in the item "Deformed Steel Bars (Epoxy Coated)."***
2. ***Concrete to be included in the item "Class "F" Concrete."***
3. ***This plate shall be used in conjunction with Plates 6.4.1 and 6.4.2.***

CONNECTICUT BRIDGE DESIGN MANUAL	BRIDGE APPROACH SLAB DETAILS	Issue Date: 10/03 Revision Date: Plate Number: 6.4.3b