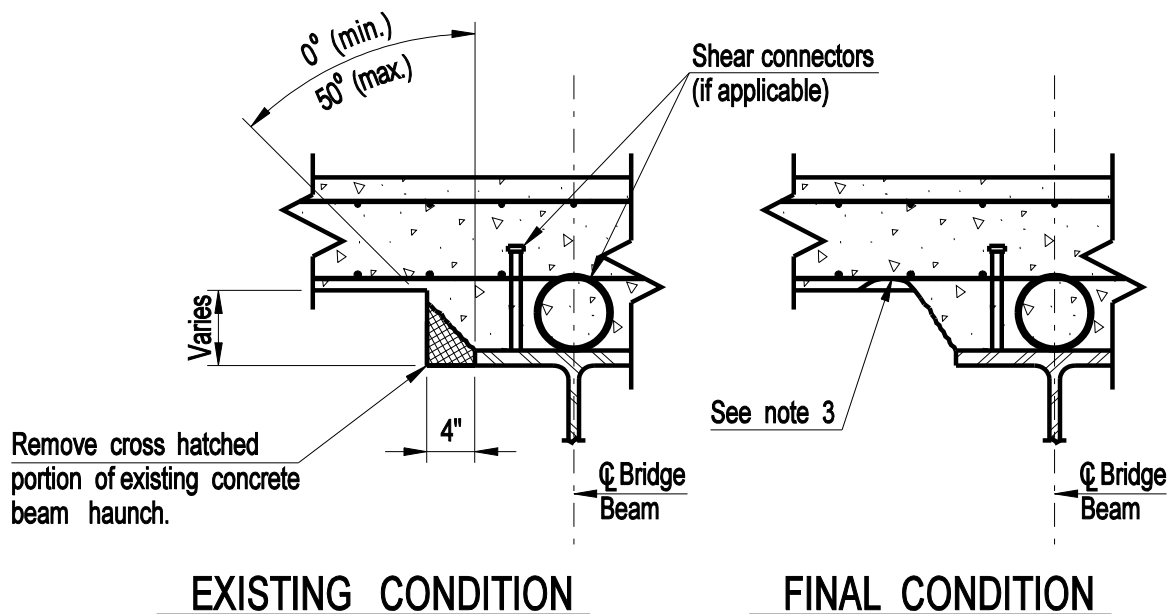


DETAILS FOR CONCRETE HAUNCH REMOVAL



DETAILS FOR CONCRETE HAUNCH REMOVAL - INACCESSIBLE LOCATIONS*

* See Note 2

For notes and design information, see Plate 9.1.2.

**CONNECTICUT
BRIDGE DESIGN
MANUAL**

DETAILS FOR REMOVAL OF
PORTION OF EXISTING
CONCRETE HAUNCH

Issue Date: 01/05

Revision Date:

Plate Number:

9.1.1

NOTES:

1. The removal of the portion of the concrete haunch shown shall be paid for at the contract unit price per linear foot for "Concrete Haunch Removal"
2. This method to be used only in those areas having insufficient clearance for saw-cutting equipment such as above some diaphragms as ordered by the Engineer.
3. If over-removal results, apply two coats of epoxy resin to deck reinforcing steel exposed during haunch removal. All reasonable precautions shall be taken to avoid this condition.

DESIGN INFORMATION:

This detail is to be included on contract plans for all existing bridges having this condition that pass over limited access highways within project limits. Other bridge applications such as limited access highway bridges over local roads and parking areas may be warranted but must be approved on a case-by-case basis.

The Designer shall indicate the limits of removal on the plans which will include all areas of haunches directly over travelways, shoulders and when approved, sidewalks and parking areas. Removal of haunches not over these areas will not be included regardless of their condition.

Quantities shall be computed separately for each beam edge.

Some fascia beams will require haunch removal on the inside face only, depending upon the design details of the existing conditions.

**CONNECTICUT
BRIDGE DESIGN
MANUAL**

DETAILS FOR REMOVAL OF PORTION
OF EXISTING CONCRETE HAUNCH
NOTES

Issue Date: 01/05

Revision Date:

Plate Number:

9.1.2

**CONNECTICUT
BRIDGE DESIGN
MANUAL**

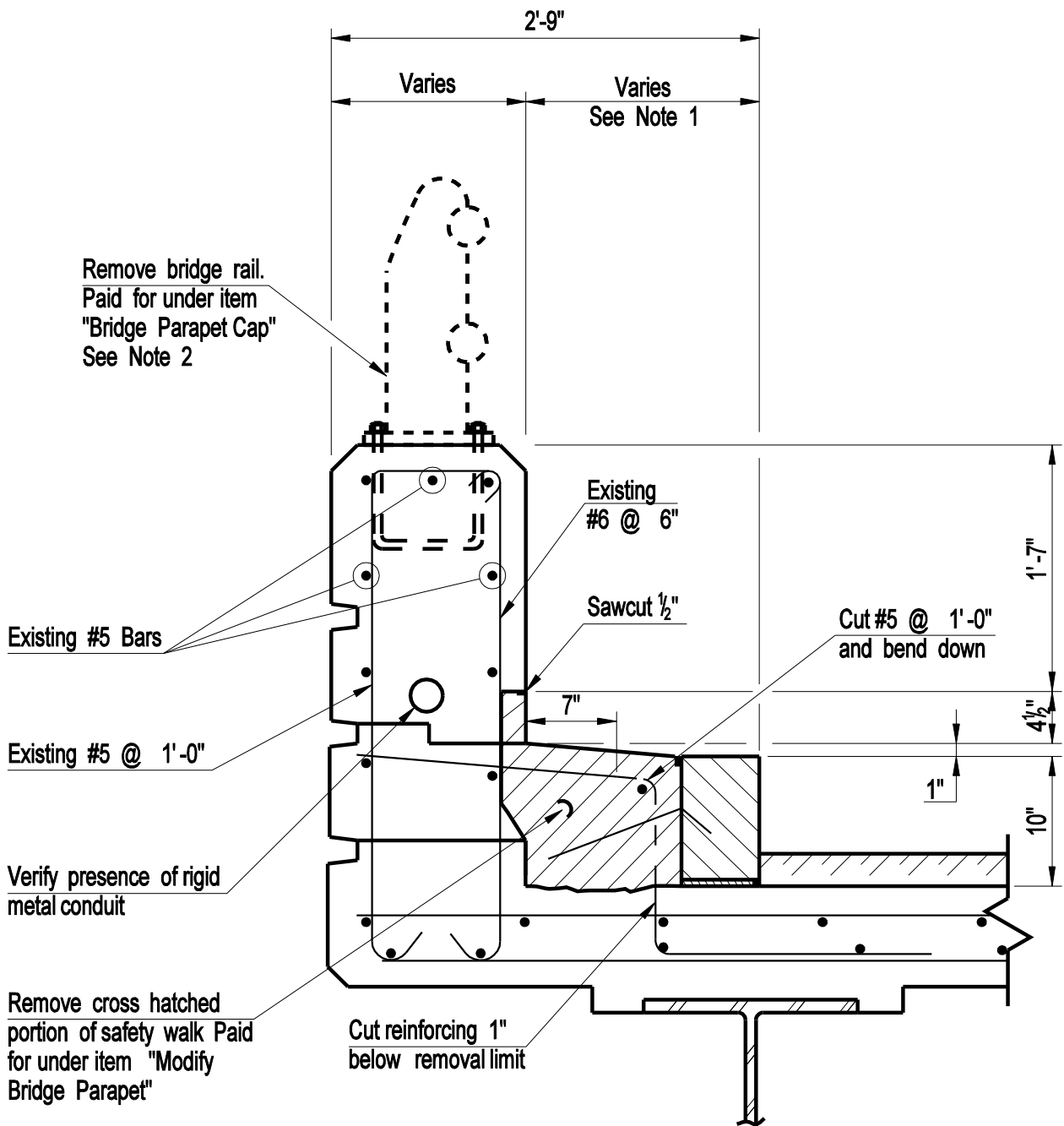
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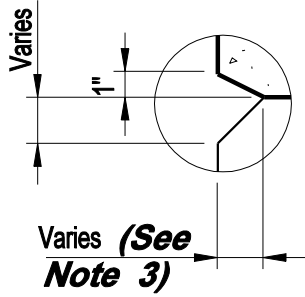
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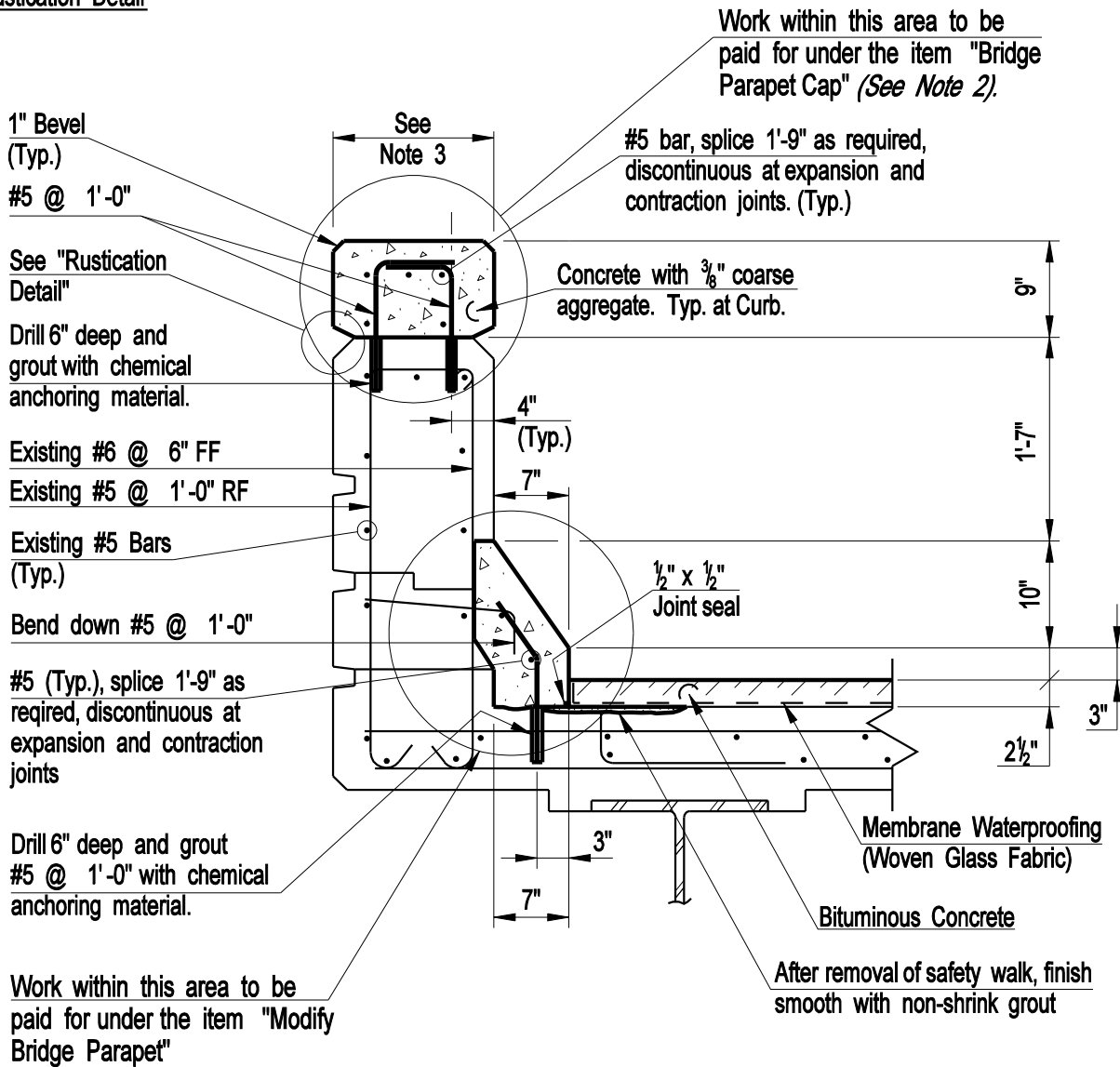
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9.2.1





Rustication Detail



PLAN NOTES:

1. The concrete for the parapet modifications shall be a portland cement concrete with a minimum $f'_c = 4000$ psi, and shall be designed by the contractor
2. The reinforcement shall be uncoated and shall conform to ASTM A615, Grade 60.
3. Joints shall be formed in the sloped curb and the parapet cap at the joints between the bridge deck and wingwall parapets, at expansion joints in the bridge deck, at the expansion and contraction joints in the wingwalls. The joint width shall match that of the existing adjacent joint. No reinforcement shall pass through expansion or contraction joints.
4. The removal of the concrete safety curb, drilling and grouting dowels, furnishing and placing reinforcement and placing and finishing concrete for the reconstructed curbs shall be paid for under the item "Modify Bridge Parapet"
5. The removal and salvage of metal bridge rail (if specified for salvage), drilling and grouting dowels into the top of concrete parapets, furnishing and placing of reinforcement and placing concrete for the reconstructed parapet caps shall be paid for under the item "Bridge Parapet Cap".
6. Diameter of the drilled holes shall be per the chemical anchor manufacturer's instructions.
7. Removal of any existing curb plates in the safety walk shall be paid for under the item "Modify Bridge Parapet"

DESIGN INFORMATION:

- 1. Parapet curb modifications are to be done where safety walk or brush curb width exceeds 6". Brush curbs with width 6" or less shall not be modified.**
- 2. Metal bridge rails are to be replaced with concrete parapet caps on limited access highways only. On non-limited access roads, deteriorated metal bridge rails are to be replaced with appropriate new metal bridge rail.**
- 3. New "Bridge Parapet Cap" to match the width of existing parapet. Rustication depth is to match the dimension of existing chamfer at top of parapet.**