

- LEGEND**
- SOIL BORING TAKEN IN APRIL AND MAY OF 1999.
 - UTILITY TEST PIT - FOR TEST PIT DATA SEE ROADWAY PLANS.
 - OUTLINE OF PROPOSED FOOTING

CONCRETE DISTRIBUTION	
SUPERSTRUCTURE	3,400 CY
SUBSTRUCTURE	4,600 CY
FOOTINGS	4,500 CY
TOTAL	12,500 CY

INSPECTION OF FIELD WELDS		
METHOD	UNIT	QUAN.
ULTRASONIC	IN.	-
MAGNETIC PARTICLE	FT.	-

PLAN

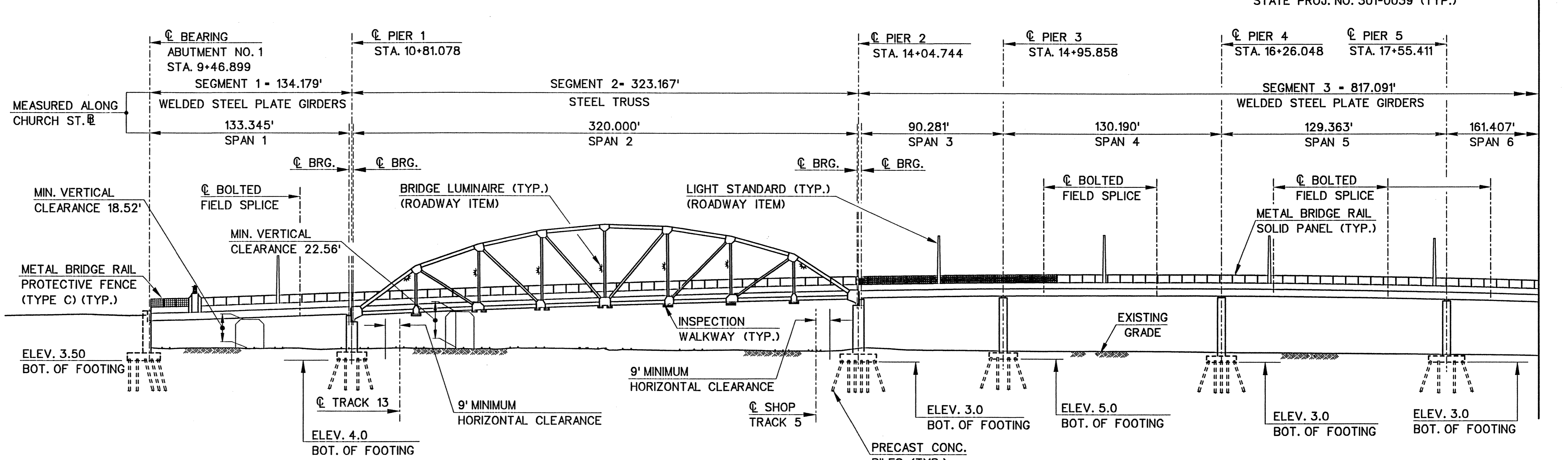
STRUCTURAL STEEL SHIPPING DATA					
SEGMENT	MEMBER	SHIPPING LENGTH (FT)	SHIPPING HEIGHT (IN.)	SHIPPING WIDTH (IN.)	SHIPPING WEIGHT (LBS.)
2	FB 0	59.708	86.9*	20.0	53,100*
2	FB 1	59.792	56.3	28.0*	39,300
3	G4-G6	117.0*	57.5	18.0	32,800

* INDICATES MAXIMUM ESTIMATED VALUE

NOTICE TO BRIDGE INSPECTORS

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

COMPONENT OR DETAIL	DRAWING NO. REFERENCE
CONNECTION PLATE ATTACHMENTS TO TENSION FLANGES	VARIOUS
GIRDER FLANGE TRANSITION WELDS	STR-51
BEARINGS AND RESTRAINER ASSEMBLIES	STR-62, 63, 84-86
BOLTED FIELD SPLICES & TRUSS CONNECTIONS	STR-59, 78, 67-75
TRUSS BOTTOM CHORD & FLOOR BEAMS	VARIOUS
EXPANSION JOINTS	STR-99, 100



ELEVATION

ADDENDUM NO. 4

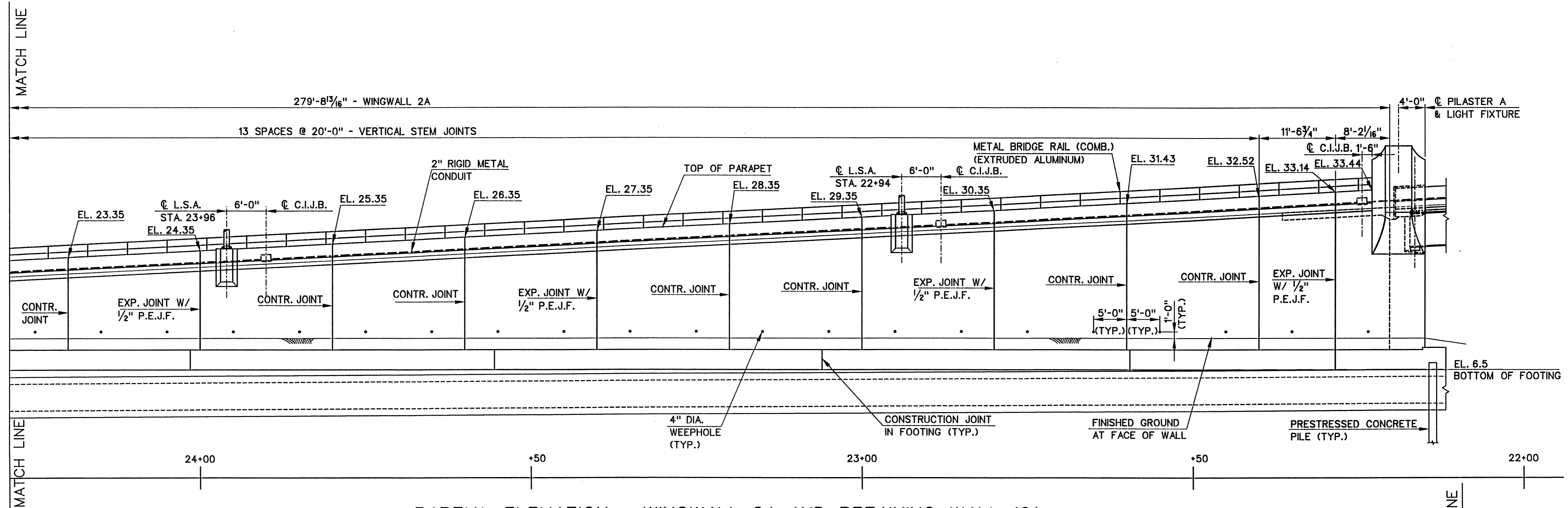
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE TRUE CONDITIONS OR ACTUAL QUANTITIES OR DISTRIBUTION OF QUANTITIES OF WORK WHICH WILL BE REQUIRED.

11/20/27
17 DEC 2000
A:\Vgn\pub\1703churchstV\0\addendum no. 4\ad4703s001.dgn

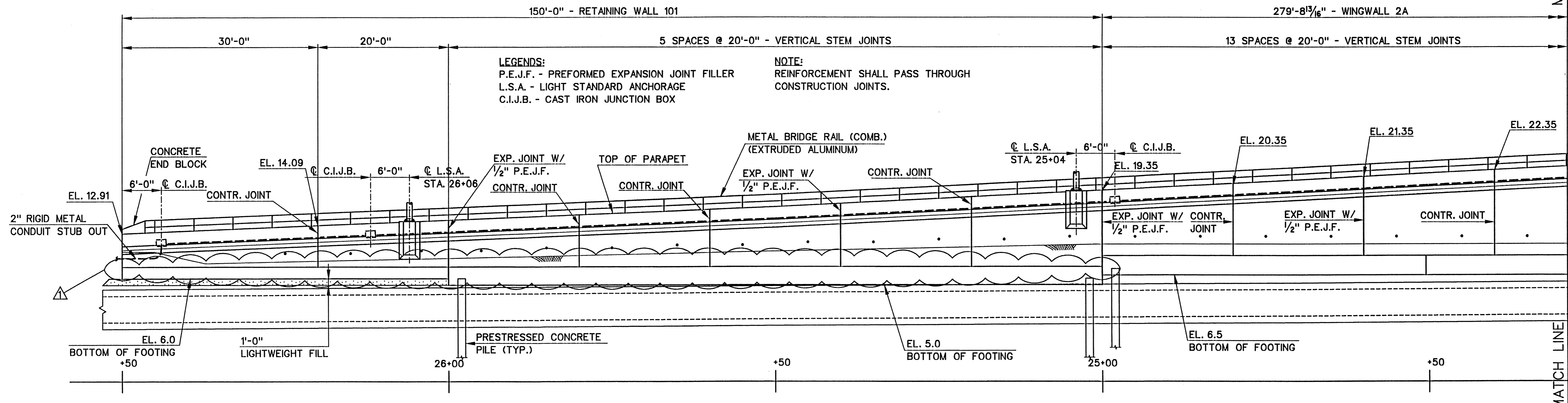
REV.	DATE	DESCRIPTION	REVISIONS	SHEET NO.
1	12-8-00	ADDENDUM NO. 4 - EXIST. FACILITIES REMOVAL		136

SCALE IN FEET
0 40 80
SCALE 1"=40'

DESIGNER: D. GEISSERT	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	PROJECT TITLE: CHURCH STREET SOUTH EXTENSION OVER NEW HAVEN INTERLOCKING AND RAIL YARD	TOWN: NEW HAVEN	PROJECT NO.:
DRAFTER: M. OFFENBERG		CADD FILE: AD4R703S001.DGN	DRAWING TITLE: GENERAL PLAN - SHEET 1 OF 2	PROJECT NO.: 92-526
CHECKED BY: A. MORETTI	ENGINEER: PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.	PLOTTED DATE: 12-8-00	SHEET NO.:	
DATE CHECKED: 4-9-00	APPROVED BY: <i>Anthony A. Moretti</i>		SHEET NO.: 136	



PARTIAL ELEVATION - WINGWALL 2A AND RETAINING WALL 101
SCALE: 1/8" = 1'-0"



PARTIAL ELEVATION - WINGWALL 2A AND RETAINING WALL 101
SCALE: 1/8" = 1'-0"

LEGENDS:
P.E.J.F. - PREFORMED EXPANSION JOINT FILLER
L.S.A. - LIGHT STANDARD ANCHORAGE
C.I.J.B. - CAST IRON JUNCTION BOX

NOTE:
REINFORCEMENT SHALL PASS THROUGH CONSTRUCTION JOINTS.

ADDENDUM NO. 4

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

12-8-2000	ADDENDUM NO. 4 - DASHED LINE DELETED	162
REV.	DATE	DESCRIPTION REVISIONS
		SHEET NO.

SCALE AS NOTED

DESIGNER:
T. P. NGUYEN

DRAFTER:
T. P. NGUYEN

CHECKED BY:
M. M. GUPTA

DATE CHECKED:
4-06-00

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ENGINEER: PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC./GM2 ASSOCIATES, INC.

APPROVED BY: *Anthony A. Monti* DATE: 12/11/00

PROJECT TITLE:
CHURCH STREET SOUTH EXTENSION
OVER NEW HAVEN INTERLOCKING
AND RAIL YARD

CADD FILE: R7035027.DGN PLOTTED DATE: 12-08-00

TOWN: NEW HAVEN

DRAWING TITLE:
WINGWALLS 2A & 2B AND
RETAINING WALL 101 - SHT. 3 OF 3

PROJECT NO.: 92-526

DRAWING NO.: STR-28

SHEET NO.: 162

MEMBER	MATERIAL	SECTION (in)		AREA (in ²)		DEAD LOAD (DL)		LIVE LOAD + IMPACT (LL+I)		WIND (TENS. OR COMP.)	FACTORED AASHTO LOADING			
		WEB	FLANGES	GROSS	NET	TENS.	COMP.	TENS.	COMP.		GROUP I		GROUP III	
											TENS.	COMP.	TENS.	COMP.
BOTTOM CHORDS														
L0-L1	GR. 70	3/4 x 18	1 x 26	65.5	49.5	1698		286			2828			
L1-L2	GR. 70	3/4 x 18	1 x 26	65.5	49.5	1698		286			2828			
L2-L3	GR. 70	3/4 x 18	1 x 26	65.5	49.5	1991		334			3313			
L3-L4	GR. 70	3/4 x 18	1 x 26	65.5	49.5	2096		351			3486			
L4-L5	GR. 70	3/4 x 18	1 x 26	65.5	49.5	2097		351			3488			
L5-L6	GR. 70	3/4 x 18	1 x 26	65.5	49.5	1994		334			3317			
L6-L7	GR. 70	3/4 x 18	1 x 26	65.5	49.5	1700		286			2831			
L7-L8	GR. 70	3/4 x 18	1 x 26	65.5	49.5	1700		286			2831			
TOP CHORDS														
L0-U1	GR. 70	3/4 x 17	1-1/2 x 26	90.8	66.8		-2085		-351				-3472	
U1-U2	GR. 70	3/4 x 17	1-1/2 x 26	90.8	66.8		-2101		-352				-3495	
U2-U3	GR. 70	3/4 x 17	1-1/2 x 26	90.8	66.8		-2142		-359	23			-3564	-2478
U3-U4	GR. 70	3/4 x 17	1-1/2 x 26	90.8	66.8		-2134		-357	37			-3549	-2454
U4-U5	GR. 70	3/4 x 17	1-1/2 x 26	90.8	66.8		-2128		-357	37			-3541	-2448
U5-U6	GR. 70	3/4 x 17	1-1/2 x 26	90.8	66.8		-2124		-359	23			-3540	-2460
U6-U7	GR. 70	3/4 x 17	1-1/2 x 26	90.8	66.8		-2074		-352				-3460	
U7-L8	GR. 70	3/4 x 17	1-1/2 x 26	90.8	66.8		-2037		-351				-3410	
VERTICALS														
L1-U1	GR. 50	3/4 x 18-1/2	3/4 x 14	34.9	28.9	314		145			723			
L2-U2	GR. 50	3/4 x 18-1/2	3/4 x 14	34.9	28.9	90		112			360	22		
L3-U3	GR. 50	3/4 x 18-1/2	3/4 x 14	34.9	28.9	186		108			476	138		
L4-U4	GR. 50	3/4 x 18-1/2	3/4 x 14	34.9	28.9	232		45			399			
L5-U5	GR. 50	3/4 x 18-1/2	3/4 x 14	34.9	28.9	188		108			479	140		
L6-U6	GR. 50	3/4 x 18-1/2	3/4 x 14	34.9	28.9	92		112			363	24		
L7-U7	GR. 50	3/4 x 18-1/2	3/4 x 14	34.9	28.9	314		145			723			
DIAGONALS														
U1-L2	GR. 50	3/4 x 18-1/2	3/4 x 16	37.9	31.9	348		93			654	251		
U2-L3	GR. 50	3/4 x 18-1/2	3/4 x 16	37.9	31.9	145		80			362	-29		
U3-L4	GR. 50	3/4 x 18-1/2	3/4 x 16	37.9	31.9	48		89			256	-146		
L4-U5	GR. 50	3/4 x 18-1/2	3/4 x 16	37.9	31.9	47		89			254	-147		
L5-U6	GR. 50	3/4 x 18-1/2	3/4 x 16	37.9	31.9	146		80			363	-27		
L6-U7	GR. 50	3/4 x 18-1/2	3/4 x 14	34.9	28.9	358		93			667	264		

FORCES / LOADS ARE GIVEN IN KIPS

MEMBER	THEORETICAL LENGTH *	THEORETICAL LENGTH CORRECTED FOR STRAIN DUE TO DEAD LOAD
BOTTOM CHORDS		
L0-L2	80.048	79.976
L2-L4	80.036	79.952
L4-L6	80.022	79.934
L6-L7	80.010	79.938
TOP CHORDS		
L0-U1	49.140	49.179
U1-U2	42.231	42.265
U2-U3	40.902	40.935
U3-U4	40.157	40.190
U4-U5	40.027	40.059
U5-U6	40.518	40.551
U6-U7	41.608	41.641
U7-L8	47.958	47.995
VERTICALS		
L1-U1	27.144	27.136
L2-U2	39.289	39.286
L3-U3	46.634	46.625
L4-U4	48.980	48.969
L5-U5	46.599	46.590
L6-U6	39.217	39.213
L7-U7	27.109	27.101
DIAGONALS		
U1-L2	47.569	47.553
U2-L3	55.235	55.228
U3-L4	60.535	60.532
L4-U5	62.117	62.114
L5-U6	56.669	56.661
L6-U7	48.689	48.672

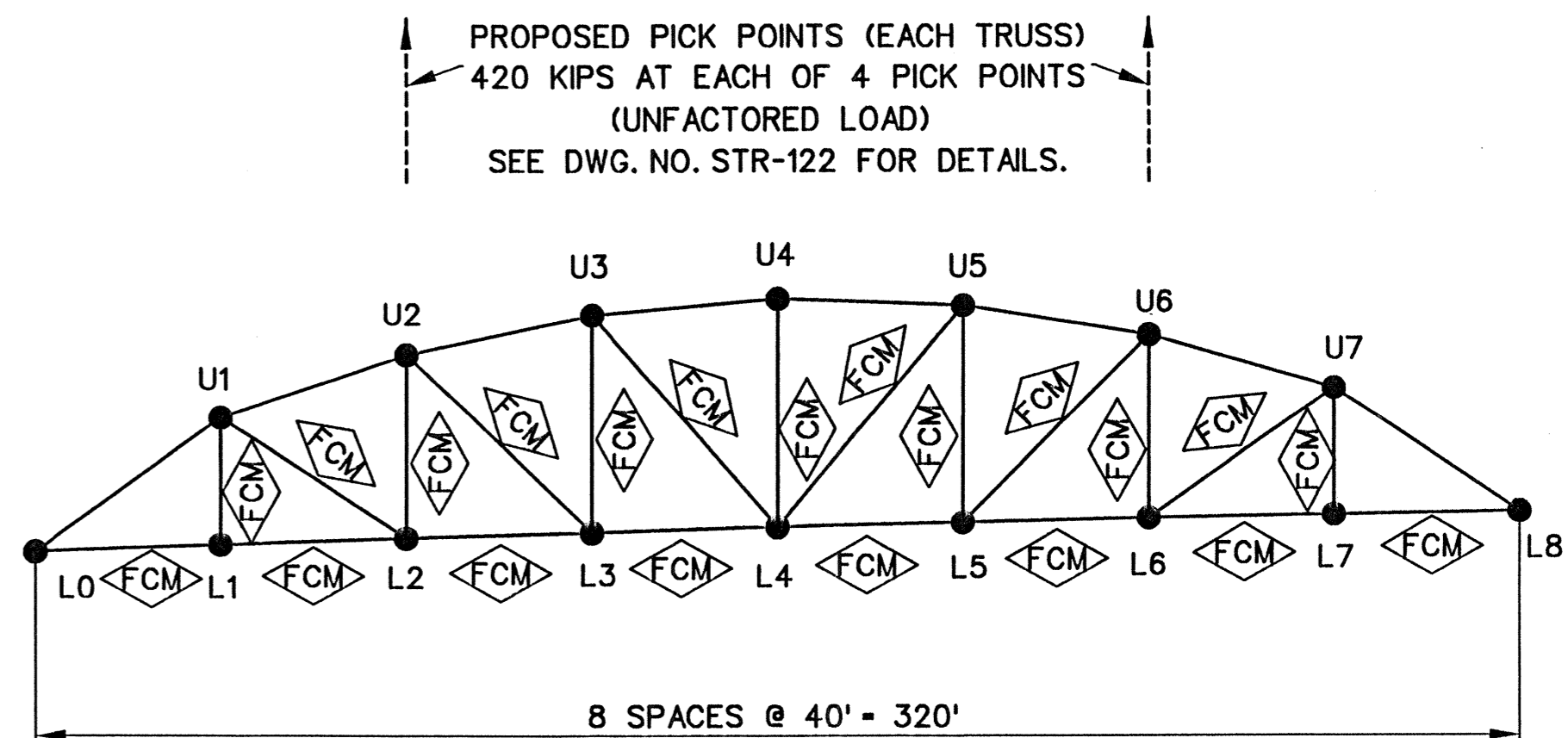
* LENGTH BETWEEN WORKING POINTS

NOTE:
THE WORKING POINTS ARE WHERE THE CENTERLINE OF THE CHORDS, DIAGONALS AND VERTICALS INTERSECT.

JOINT	X	Y
L0	0.000	0.000
L1	40.000	1.399
L2	80.000	2.798
L3	120.000	3.995
L4	160.000	5.192
L5	200.000	6.117
L6	240.000	7.041
L7	280.000	7.693
L8	320.000	8.345
U1	40.000	28.543
U2	80.000	42.086
U3	120.000	50.629
U4	160.000	54.173
U5	200.000	52.716
U6	240.000	46.259
U7	280.000	34.802

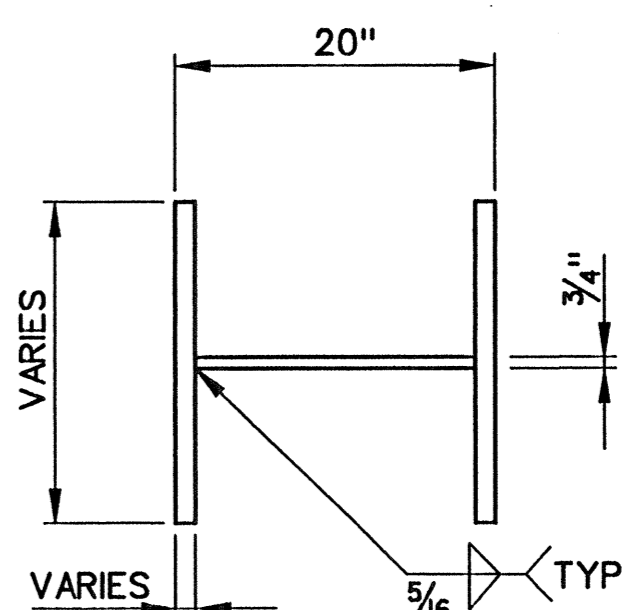
	L0	L1	L2	L3	L4	L5	L6	L7	L8
STEEL D.L.	0.000	-0.098	-0.152	-0.182	-0.189	-0.181	-0.151	-0.096	0.000
ADDITIONAL D.L.	0.000	-0.160	-0.244	-0.289	-0.297	-0.288	-0.242	-0.158	0.000
COMPOSITE D.L.	0.000	-0.090	-0.137	-0.162	-0.167	-0.161	-0.136	-0.089	0.000
TOTAL D.L.	0.000	-0.348	-0.532	-0.632	-0.653	-0.630	-0.529	-0.343	0.000

- NOTES :
- THE STEEL DEAD LOAD DEFLECTIONS (STEEL D.L.) ARE DUE TO ALL STEEL WHICH INCLUDES ALL TRUSS MEMBERS, BRACING, STRINGERS, FLOOR BEAMS AND DIAPHRAGMS.
 - ADDITIONAL DEAD LOAD DEFLECTIONS (ADDITIONAL D.L.) ARE DUE TO THE UTILITIES, REMAIN-IN-PLACE FORMS, INSPECTION PLATFORMS AND THE CONCRETE SLAB.
 - THE COMPOSITE DEAD LOAD DEFLECTIONS (COMPOSITE D.L.) ARE DUE TO THE SIDEWALKS, PARAPETS, FUTURE BITUMINOUS WEARING SURFACE AND RAILINGS.
 - ALL STEEL MEMBERS IN SEGMENT 2 SHALL BE GRADE 50, UNLESS NOTED OTHERWISE.

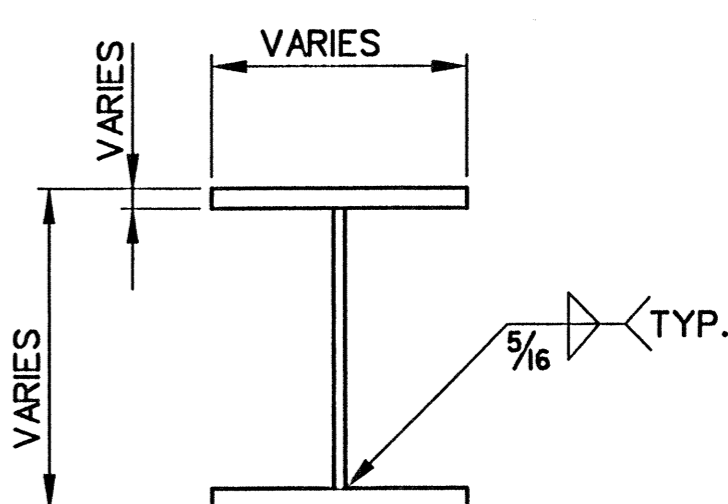


KEY PLAN
NOT TO SCALE

FCM INDICATES FRACTURE CRITICAL MEMBER
(INCLUDES GUSSET PLATES ATTACHED TO THESE MEMBERS)



TYPICAL TRUSS MEMBER
NOT TO SCALE

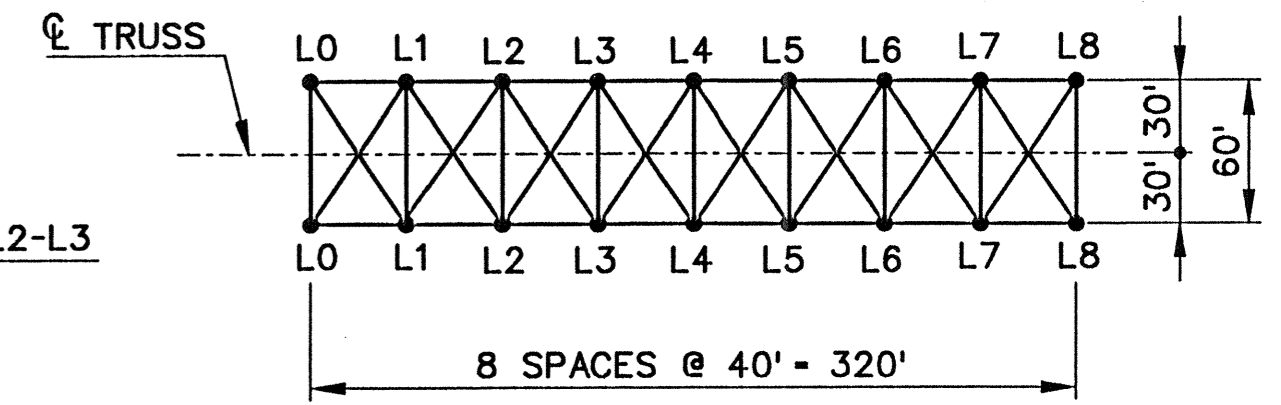
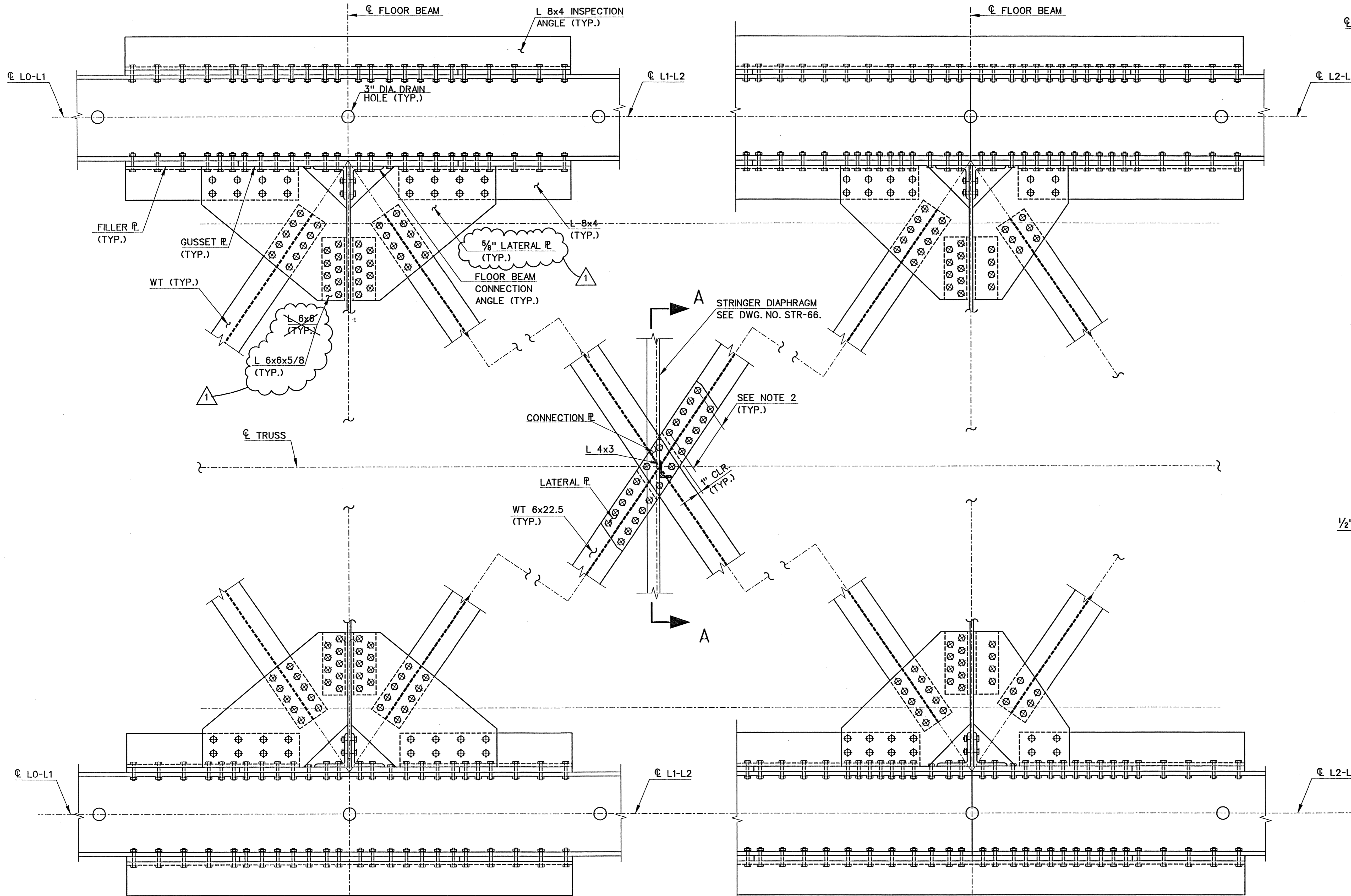


TYPICAL BRACING MEMBER
NOT TO SCALE

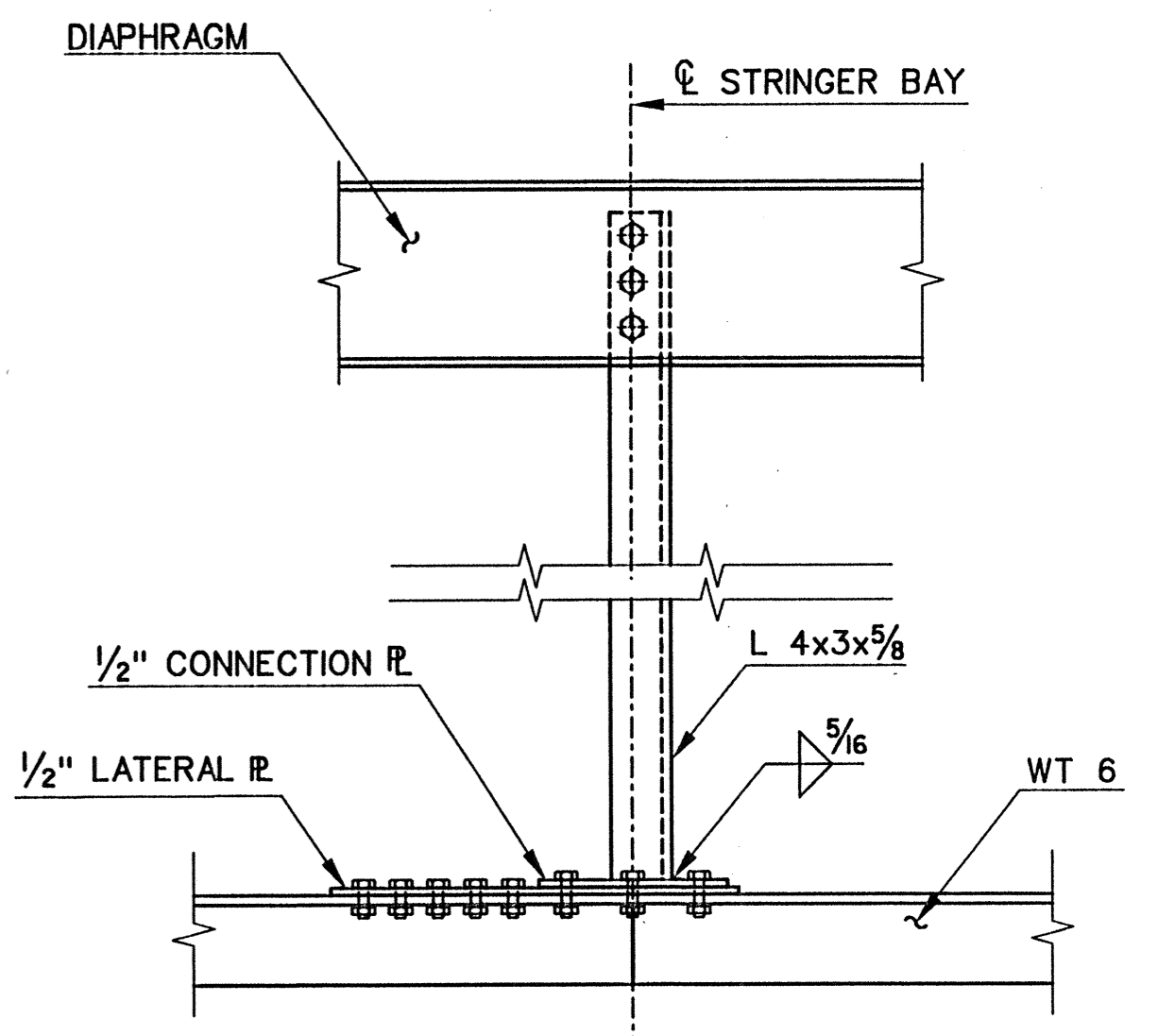
ADDENDUM NO. 4

12-8-00 DATE	ADDENDUM NO. 4 - NOTE 4 ADDED.	198 SHEET NO.	DESIGNER: D. GEISSERT		PROJECT TITLE: CHURCH STREET SOUTH EXTENSION OVER NEW HAVEN INTERLOCKING AND RAIL YARD	TOWN: NEW HAVEN	PROJECT NO.: 92-526
			DRAFTER: M. OFFENBERG		ENGINEER: PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.	DRAWING TITLE: TRUSS SCHEDULE	DRAWING NO.: STR-64
			CHECKED BY: D. MOOLIN	DATE CHECKED: 4-9-00	APPROVED BY: <i>Ambly A. Moritz</i> DATE: 12/1/00		SHEET NO.: 198

11/8/00 11/12/2000 R:\dgn\blt\03churchstr\addendum no. 4\add4r703s070.dgn



**BOTTOM LATERAL BRACING
KEY PLAN
NOT TO SCALE**



**SECTION A-A
SCALE 1" = 1'-0"**

**BOTTOM LATERAL BRACING
SCALE 1" = 1'-0"**

ADDENDUM NO. 4

- NOTES:**
1. DETAILS SHOWN AT PANEL L1-L2, OTHER PANELS SIMILAR.
 - 2.10 BOLTS AT BAYS L0-L1, L1-L2, L6-L7 & L7-L8.
5 BOLTS AT BAYS L2-L3, L3-L4, L4-L5 & L5-L6.

11/16/32 11/DEC 2000 A:\09\016703\churchstr\addendum no. 4\ad4r703s086.dgn

REV.	DATE	DESCRIPTION	SHEET NO.
1	12-8-00	ADDENDUM NO. 4 - LATERAL PLATE AND L 6x6 THICKNESS ADDED	215
		REVISIONS	

SCALE AS NOTED

DESIGNER: P. BUSS
 DRAFTER: D. GEISSERT
 CHECKED BY: R. SIMON
 DATE CHECKED: 4-9-00

**STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION**

ENGINEER: PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.
 APPROVED BY: *Anthony D. Matti* DATE: 12/11/00

PROJECT TITLE:
**CHURCH STREET SOUTH EXTENSION
OVER NEW HAVEN INTERLOCKING
AND RAIL YARD**

CADD FILE: ADR703S086.DGN PLOTTED DATE: 12-8-00

TOWN: **NEW HAVEN**
 DRAWING TITLE: **BOTTOM LATERAL
BRACING DETAILS**

PROJECT NO.: **92-526**
 DRAWING NO.: **STR-81**
 SHEET NO.: **215**

ERECTION NOTES

- THROUGHOUT ALL STAGES OF THE WORK, THE CONTRACTOR SHALL TAKE THE PROPER PRECAUTIONS TO INSURE THE STABILITY OF ALL STRUCTURAL ELEMENTS UNTIL THE TOTAL STRUCTURE IS IN BEING.
- THE CONTRACTOR SHALL DETERMINE AND BE RESPONSIBLE FOR THE ACTUAL ERECTION SEQUENCE WITH THE APPROVAL OF THE ENGINEER. THE SUGGESTED ERECTION METHODS, SEQUENCES AND DETAILS SHOWN ON THE PLANS SHALL BE CONSIDERED ONLY AS A GUIDE.

THE CONTRACTOR SHALL COMPLETELY DESIGN AND DETAIL ALL COMPONENTS USED FOR THE ERECTION AND CONSTRUCTION OF THE PERMANENT BRIDGE (SUPERSTRUCTURE AND SUBSTRUCTURE).

THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO COMPLETE THE DESIGN, DETAILING, FABRICATION, INSTALLATION, OPERATION, REMOVAL AND ANY OTHER ASPECT OF THE ERECTION SEQUENCING AND THE COMPONENTS REQUIRED TO COMPLETE THE ERECTION.

THE CONTRACTOR SHALL COMPLETELY DESIGN AND DETAIL ALL COMPONENTS USED FOR THE ERECTION OF THE TEMPORARY COMPONENTS REQUIRED FOR THE ERECTION OF THE PERMANENT BRIDGE COMPONENTS.

ALL TEMPORARY COMPONENTS USED FOR THE ERECTION AND CONSTRUCTION ARE THE PROPERTY OF THE CONTRACTOR AND SHALL BE COMPLETELY REMOVED FROM THE SITE WHEN NO LONGER REQUIRED.

SEE "NOTE WELL" THIS SHEET.
- THE CONTRACTOR SHALL COMPLETELY COORDINATE HIS OPERATIONS WITHIN THE NEW HAVEN RAIL YARD WITH METRO-NORTH RAILROAD, AMTRAK AND THE STATE OF CONNECTICUT AS REQUIRED. FOR DETAILS SEE ELSEWHERE ON THESE PLANS AND IN THE SPECIAL PROVISIONS. FOR METRO-NORTH RAILROAD AND/OR AMTRAK REQUIREMENTS FOR WORK ON/OR ADJACENT TO THE RAILROAD RIGHT-OF-WAY AND PROPERTY, INCLUDING DESIGN LOADINGS AND WORK PLATFORMS/PROTECTIVE SHIELDING, ETC., SEE SPECIAL PROVISIONS.
- TRACK AND/OR POWER OUTAGES ARE REQUIRED FOR THE CONTRACTOR'S WORK ON AND ADJACENT TO THE RAILROAD RIGHT-OF-WAY AND PROPERTY. METRO-NORTH RAILROAD AND AMTRAK, AS APPLICABLE WILL DETERMINE THE WORK WHICH REQUIRES TRACK AND/OR POWER OUTAGES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE THE OUTAGES REQUIRED BY HIS ERECTION AND CONSTRUCTION OPERATIONS AND ASSOCIATED WORK WITH METRO-NORTH RAILROAD AND AMTRAK. COORDINATION WITH AMTRAK IS REQUIRED FOR WORK IN AND ADJACENT TO PARCEL "G" AND PARCEL "B3" (SEE SPECIAL PROVISIONS.)
- THERE ARE CATENARY WIRES, POWER AND SIGNAL FEEDER WIRES, YARD POWER AND COMMUNICATION WIRES, ETC., AND NUMEROUS ADDITIONAL UTILITIES, BOTH OVERHEAD AND UNDERGROUND, THROUGHOUT THE NEW HAVEN INTERLOCKING AND RAILROAD YARD.

CLEARANCES TO THESE FACILITIES AS SPECIFIED BY THE METRO-NORTH RAILROAD SHALL BE STRICTLY ADHERED TO UNLESS OTHERWISE DIRECTED BY THE RAILROAD.

IT IS ANTICIPATED THAT SOME OF THE CONTRACTOR'S OPERATIONS WILL REQUIRE DE-ENERGIZING WIRES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE POWER OUTAGES WITH METRO-NORTH RAILROAD. (SEE SPECIAL PROVISIONS).

WHERE PERMANENT OR TEMPORARY UNDERGROUND CONSTRUCTION IS REQUIRED, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COMPLETE SUBSURFACE INVESTIGATIONS AS HE DEEMS NECESSARY, TO UNCOVER ALL UNDERGROUND FACILITIES, EITHER KNOWN OR UNKNOWN, THAT MAY EXIST WITHIN THE AREA OF THE CONSTRUCTION.

IF THE CONSTRUCTION CONFLICTS WITH EXISTING FACILITIES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER.
- IN ADDITION TO COORDINATION WITHIN THE RAIL YARD, IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE HIS OPERATIONS, INCLUDING LOCAL ROAD LANE CLOSURES AND/OR DETOURS, WITH THE DEPARTMENT, THE CITY OF NEW HAVEN, AND ALL APPLICABLE UTILITIES AND AGENCIES.

- THE ACTUAL TIMING OF THE ERECTION SEQUENCING SHALL BE DETERMINED BY THE CONTRACTOR AND SHALL TAKE INTO ACCOUNT THE ALLOWABLE METRO-NORTH RAILROAD AND AMTRAK TRACK AND POWER OUTAGE PERIODS AS REQUIRED.
- THE ERECTION PROCEDURE SHALL MINIMIZE THE TIME PERIODS THAT THE STRUCTURE IS SUPPORTED ON THE TEMPORARY FALSEWORK BENTS, TRANSFER BEAMS, WELDED GIRDERS, BRACKETS AND ANY OTHER TEMPORARY CONSTRUCTION THE CONTRACTOR PROPOSES.
- THE LIFTING AND MOVING THE PROPOSED STRUCTURAL STEEL TRUSS (SEGMENT 2) INTO ITS FINAL POSITION SHALL BE ACCOMPLISHED BY USE OF A SINGLE HIGH CAPACITY CRANE, AS DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE METHODS USED SHALL BE COMPLETELY DESIGNED AND DETAILED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR HIS REVIEW. SEE "NOTE WELL" THIS SHEET. FOR DETAILS SEE ELSEWHERE ON THESE PLANS AND IN THE SPECIAL PROVISIONS.
- THE CRAWLER-TYPE CRANE, IF USED, SHALL BE A MODEL "LTL - 3000" TRANSI-LIFT BY NEIL F. LAMPSON, INC. OR APPROVED EQUAL.

THE RING-TYPE CRANE, IF USED, SHALL BE A MODEL "MSG-50" HEAVY LIFTING DEVICE AS MANUFACTURED BY DAVENPORT MAMMOET L.L.C., OR APPROVED EQUAL.

THE ACTUAL CRANE TYPE USED SHALL BE DETERMINED BY THE CONTRACTOR, AND SUBMITTED TO THE ENGINEER FOR REVIEW.

THE TRUSS SHALL BE LIFTED AND MOVED INTO ITS FINAL POSITION AFTER THE COMPLETE ASSEMBLY OF THE TRUSS INCLUDING, BUT NOT LIMITED TO THE INSTALLATION OF THE FOLLOWING COMPONENTS OF SEGMENT 2: THE FULLY ASSEMBLED STRUCTURAL STEEL TRUSS, (FLOOR BEAMS, BOTTOM CHORDS, TOP CHORDS, VERTICALS, DIAGONALS, GUSSET PLATES, BRACING MEMBERS, STRINGERS AND BEARINGS, FULLY BOLTED FIELD SPLICES AND CONNECTIONS, ETC.), INSPECTION PLATFORMS, UTILITY PIPES, CONDUITS AND SUPPORTS, BRIDGE DRAINAGE PIPING, ELECTRICAL CONDUITS, REMAIN-IN-PLACE CONCRETE DECK FORMS, FASCIA FORMING BRACKETS, AND TEMPORARY PROTECTIVE SHIELDING.

THE FOLLOWING WEIGHT ALLOWANCES HAVE BEEN MADE FOR THE CRANE PICK:
TRUSS STRUCTURAL STEEL: 1554 KIPS
FIBERGLASS INSPECTION PLATFORMS: 26 KIPS
FASCIA FORMING BRACKETS AND TEMPORARY PROTECTIVE SHIELDING: 100 KIPS
TOTAL CRANE PICK: 1680 KIPS

AN ALLOWANCE OF 100 KIPS HAS BEEN MADE FOR THE FASCIA FORMING BRACKETS AND THE PROTECTIVE SHIELDING. DEPENDING ON THE ACTUAL DESIGN OF THE PROTECTIVE SHIELDING BY THE CONTRACTOR, IT MAY BE NECESSARY TO INSTALL ONLY A PORTION OF THE SHIELDING TO MEET THIS ALLOWANCE. AREAS OVER MAINLINE ELECTRIFIED TRACKS SHALL BE GIVEN PRIORITY WHEN DETERMINING WHICH AREAS WILL BE INSTALLED PRIOR TO LIFTING AND MOVING THE TRUSS.
- THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE ENGINEER WORKING DRAWINGS AND COMPUTATIONS STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF CONNECTICUT FULLY DEPICTING HIS PROPOSED ERECTION METHODS. THE COMPUTATIONS SHALL INSURE THAT FORCES INDUCED BY THE ERECTION METHODS PROPOSED BY THE CONTRACTOR, ESPECIALLY THE LIFTING AND MOVING OF THE TRUSS BY THE SINGLE CRANE INTO ITS FINAL POSITION AND OTHER ERECTION OPERATIONS DO NOT AFFECT THE COMPLETED STRUCTURE'S ABILITY TO PERFORM AS INTENDED. THE WORKING DRAWINGS AND COMPUTATIONS SHALL INCLUDE A COMPLETE ANALYSES OF THE TRUSS DURING ALL APPLICABLE PHASES OF THE ERECTION OPERATIONS. THE ERECTION METHOD PROPOSED SHALL NOT REQUIRE WELDED ATTACHMENTS TO, OR ADDITIONAL HOLES MADE IN, THE PROPOSED TRUSS, PLATE GIRDERS OR DIAPHRAGMS.
- FOR GEOTECHNICAL AND FOUNDATION REQUIREMENTS RELATED TO THE HIGH CAPACITY CRANE SEE ELSEWHERE ON THESE PLANS AND IN THE SPECIAL PROVISIONS.
- NO PAYMENT WILL BE MADE FOR ANY EXTRA MATERIAL REQUIRED DUE TO ERECTION CONDITIONS.

NOTE WELL

THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE ENGINEER, WORKING DRAWINGS AND COMPUTATIONS STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF CONNECTICUT, FULLY DEPICTING THE CONTRACTOR'S PROPOSED ERECTION METHODS, SEQUENCING AND DETAILS. THE DRAWINGS SHALL INCLUDE COMPLETE DETAILS OF THE METHODS, MATERIALS, MEMBER SIZES AND EQUIPMENT THE CONTRACTOR PROPOSES TO USE.

CRANE ASSEMBLY NOTES

- THE CRANE ASSEMBLY, OPERATION AND DISASSEMBLY SHALL BE RESTRICTED IN THE RAIL YARD TO THE WORK AREA SHOWN ON THE "CRANE LAYOUT AREA" DWG. NO. STR-133.
- THE NUMBER OF TRUCKS ACCESSING THE WORK AREA AT ANY ONE TIME WILL BE RESTRICTED DUE TO RAILROAD OPERATIONS. THE CONTRACTOR SHALL PROVIDE STORAGE AND STAGING AREAS FOR THE CRANE ASSEMBLY AND DISASSEMBLY OUTSIDE OF THE RAIL YARD. THE CONTRACTOR SHALL TRANSFER INTO THE WORK AREA WITHIN THE YARD THOSE MATERIALS, EQUIPMENT AND CRANE PARTS TO BE USED WITHIN THE PRESENT AND FOLLOWING DAY, OR AS APPROVED BY STATE, METRO-NORTH RAILROAD AND/OR AMTRAK.

CRANE FOUNDATION PRELOAD NOTES

- AFTER THE CRANE FOUNDATION HAS BEEN PREPARED, THE CONTRACTOR SHALL PRELOAD THE INTENDED CRANE TRAVEL PATH WITH A MINIMUM OF 125% OF THE MAXIMUM CALCULATED LOADING FOR THE LIFTING AND MOVING OF THE PROPOSED TRUSS OF SEGMENT 2. THE PRELOADING SHALL BE DONE TO INDUCE ANY PERMANENT SETTLEMENTS IN THE FOUNDATION BEFORE THE LIFTING AND MOVING OF THE PROPOSED TRUSS OF SEGMENT 2 TAKES PLACE. IF USING A MOVING MASS TO PRELOAD THE PATH, THE CONTRACTOR SHALL MAKE A MINIMUM OF TWO PASSES WITH ELEVATIONS MEASURED BOTH BEFORE AND AFTER EACH PRELOAD. THE ELEVATIONS MEASURED SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW.
- A REPRESENTATIVE OF THE CRANE COMPANY SHALL BE PRESENT FOR THE PRELOADING AND SHALL REVIEW THE RESULTS AND ELEVATIONS MEASURED.

CRANE UTILITY NOTES


- BASED ON LIMITED FIELD SURVEY, IT HAS BEEN DETERMINED THAT THERE IS EXISTING UNDERGROUND AND OVERHEAD UTILITIES IN THE VICINITY OF THE HIGH CAPACITY CRANE THAT WILL BE USED TO ERECT THE TRUSS SPAN (SEGMENT 2). THE CRANE SET-UP PROPOSED BY THE CONTRACTOR MAY IMPACT SOME OR ALL OF THESE UTILITIES. THE OWNERS OF THE UTILITIES, AND/OR THE ENGINEER, REQUIRE THAT THE UTILITIES BE EITHER TEMPORARILY OR PERMANENTLY RELOCATED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO RELOCATE THE IMPACTED UTILITIES TO THE SATISFACTION OF THE OWNER OF THE FACILITY. IN ADDITION, IF THE CONTRACTOR DETERMINES THAT UTILITIES MUST BE RELOCATED DUE TO HIS OPERATIONS THEY SHALL BE RELOCATED BY THE CONTRACTOR TO THE SATISFACTION OF THE OWNER.
- THE CONTRACTOR SHALL COMPLETELY COORDINATE HIS OPERATIONS WITH THE AFFECTED UTILITY COMPANIES AND AGENCIES, INCLUDING THE STATE OF CONNECTICUT, METRO-NORTH RAILROAD, AMTRAK AND THE CITY OF NEW HAVEN, AS REQUIRED. SEE THE SPECIAL PROVISIONS, "NOTICE TO CONTRACTOR - PROTECTION OF EXISTING UTILITIES" AND SECTION 1.07.13 - "CONTRACTOR'S RESPONSIBILITY FOR ADJACENT PROPERTY AND SERVICES".
- THERE WILL BE NO SEPARATE PAYMENT FOR THE UTILITY RELOCATIONS. THE COST OF THE UTILITY RELOCATIONS WILL BE INCLUDED UNDER THE ITEM "CRANES".

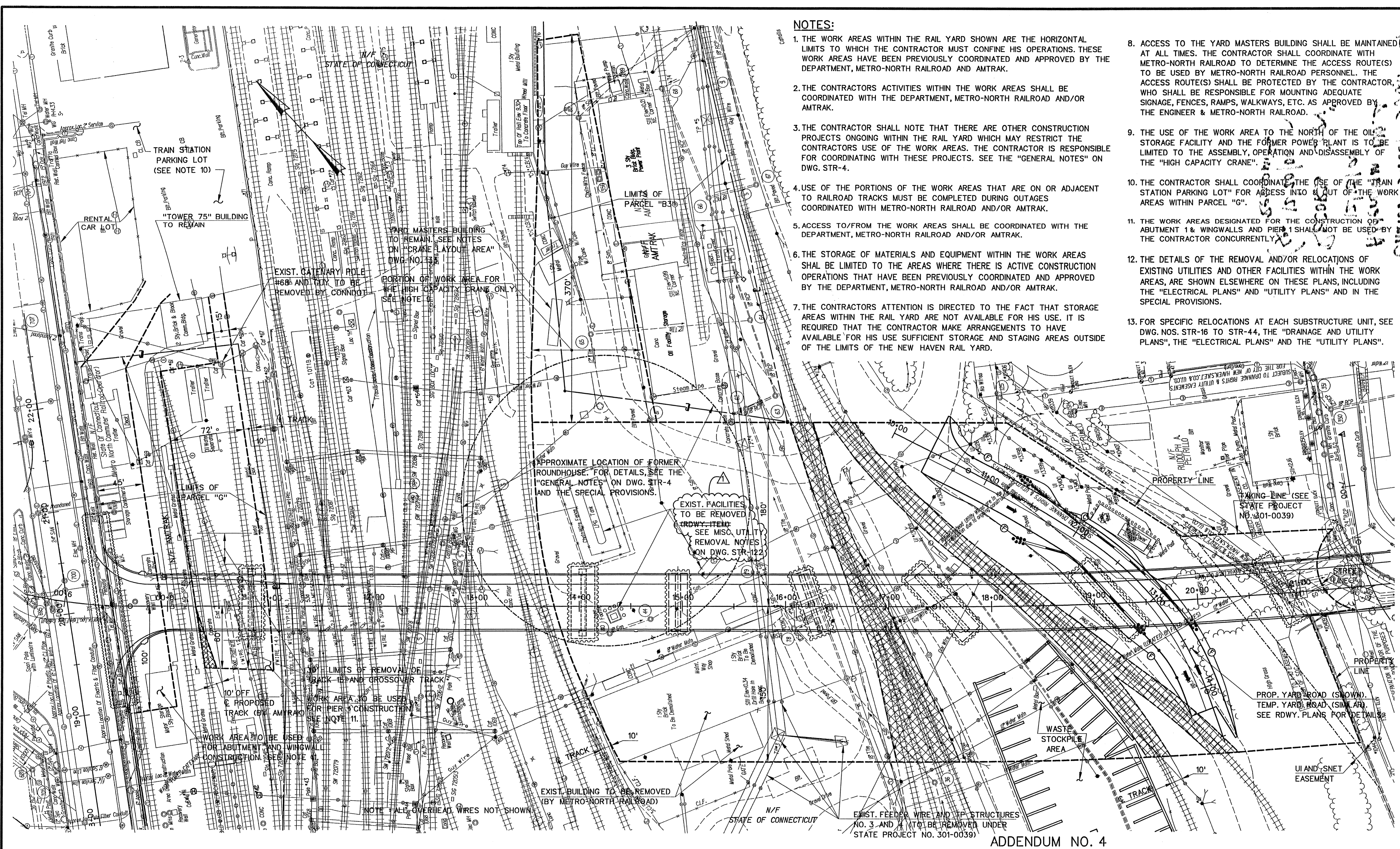
MISCELLANEOUS UTILITY REMOVAL NOTES

- REMOVAL AND DISPOSAL OF THE LIQUEFIED PETROLEUM GAS (LPG) TANK, INCLUDING SUPPORTS, FOUNDATIONS, PIPES AND FENCING SURROUNDING THE TANK, SHALL BE INCLUDED IN THE ITEM "CRANES". SEE SPECIAL PROVISIONS FOR DETAILS.
- REMOVAL OF THE ABANDONED TRANSFORMER FOUNDATION AND APPURTENANCES AT PIER 2 WILL BE INCLUDED IN THE ITEM "STRUCTURAL STEEL (SEGMENT 2)". SEE SPECIAL PROVISIONS FOR DETAILS.
- REMOVAL OF THE ABANDONED TRANSFORMER CRIB AT PIER 3 WILL BE INCLUDED IN THE ITEM "STRUCTURAL STEEL (SEGMENT 2)". SEE SPECIAL PROVISIONS FOR DETAILS.

ADDENDUM NO. 4

11/3/04 11/DEC/2000 b:\gdp\blt\03churchstr\churstr\c-addendum no. 4-addr703s184.dgn

DESIGNER: T. YOUNG DRAFTER: G. LEE CHECKED BY: J. D'AGOSTINO DATE CHECKED: 4-9-00		 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION		PROJECT TITLE: CHURCH STREET SOUTH EXTENSION OVER NEW HAVEN INTERLOCKING AND RAIL YARD		TOWN: NEW HAVEN		PROJECT NO.: 92-526	
ENGINEER: PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC. APPROVED BY: <i>Anthony A. White</i> DATE: <i>11/1/00</i>		CADD FILE: AD4R703S184.DGN PLOTTED DATE: 12-9-00		DRAWING TITLE: ERECTION SEQUENCE GENERAL NOTES		DRAWING NO.: STR-122		SHEET NO.: 256	
REV. DATE DESCRIPTION SHEET NO.		12-8-00 ADDENDUM NO. 4 - MISC. UTILITY REMOVAL NOTES 256							

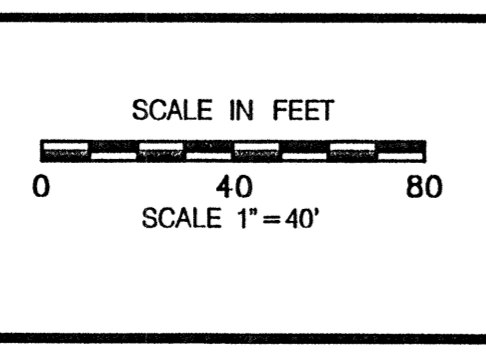


- NOTES:**
1. THE WORK AREAS WITHIN THE RAIL YARD SHOWN ARE THE HORIZONTAL LIMITS TO WHICH THE CONTRACTOR MUST CONFINE HIS OPERATIONS. THESE WORK AREAS HAVE BEEN PREVIOUSLY COORDINATED AND APPROVED BY THE DEPARTMENT, METRO-NORTH RAILROAD AND AMTRAK.
 2. THE CONTRACTORS ACTIVITIES WITHIN THE WORK AREAS SHALL BE COORDINATED WITH THE DEPARTMENT, METRO-NORTH RAILROAD AND/OR AMTRAK.
 3. THE CONTRACTOR SHALL NOTE THAT THERE ARE OTHER CONSTRUCTION PROJECTS ONGOING WITHIN THE RAIL YARD WHICH MAY RESTRICT THE CONTRACTORS USE OF THE WORK AREAS. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THESE PROJECTS. SEE THE "GENERAL NOTES" ON DWG. STR-4.
 4. USE OF THE PORTIONS OF THE WORK AREAS THAT ARE ON OR ADJACENT TO RAILROAD TRACKS MUST BE COMPLETED DURING OUTAGES COORDINATED WITH METRO-NORTH RAILROAD AND/OR AMTRAK.
 5. ACCESS TO/FROM THE WORK AREAS SHALL BE COORDINATED WITH THE DEPARTMENT, METRO-NORTH RAILROAD AND/OR AMTRAK.
 6. THE STORAGE OF MATERIALS AND EQUIPMENT WITHIN THE WORK AREAS SHALL BE LIMITED TO THE AREAS WHERE THERE IS ACTIVE CONSTRUCTION OPERATIONS THAT HAVE BEEN PREVIOUSLY COORDINATED AND APPROVED BY THE DEPARTMENT, METRO-NORTH RAILROAD AND/OR AMTRAK.
 7. THE CONTRACTORS ATTENTION IS DIRECTED TO THE FACT THAT STORAGE AREAS WITHIN THE RAIL YARD ARE NOT AVAILABLE FOR HIS USE. IT IS REQUIRED THAT THE CONTRACTOR MAKE ARRANGEMENTS TO HAVE AVAILABLE FOR HIS USE SUFFICIENT STORAGE AND STAGING AREAS OUTSIDE OF THE LIMITS OF THE NEW HAVEN RAIL YARD.
 8. ACCESS TO THE YARD MASTERS BUILDING SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL COORDINATE WITH METRO-NORTH RAILROAD TO DETERMINE THE ACCESS ROUTE(S) TO BE USED BY METRO-NORTH RAILROAD PERSONNEL. THE ACCESS ROUTE(S) SHALL BE PROTECTED BY THE CONTRACTOR, WHO SHALL BE RESPONSIBLE FOR MOUNTING ADEQUATE SIGNAGE, FENCES, RAMPS, WALKWAYS, ETC. AS APPROVED BY THE ENGINEER & METRO-NORTH RAILROAD.
 9. THE USE OF THE WORK AREA TO THE NORTH OF THE OIL STORAGE FACILITY AND THE FORMER POWER PLANT IS TO BE LIMITED TO THE ASSEMBLY, OPERATION AND DISASSEMBLY OF THE "HIGH CAPACITY CRANE".
 10. THE CONTRACTOR SHALL COORDINATE THE USE OF THE "TRAIN STATION PARKING LOT" FOR ACCESS INTO & OUT OF THE WORK AREAS WITHIN PARCEL "G".
 11. THE WORK AREAS DESIGNATED FOR THE CONSTRUCTION OF ABUTMENT 1 & WINGWALLS AND PIER 1 SHALL NOT BE USED BY THE CONTRACTOR CONCURRENTLY.
 12. THE DETAILS OF THE REMOVAL AND/OR RELOCATIONS OF EXISTING UTILITIES AND OTHER FACILITIES WITHIN THE WORK AREAS, ARE SHOWN ELSEWHERE ON THESE PLANS, INCLUDING THE "ELECTRICAL PLANS" AND "UTILITY PLANS" AND IN THE SPECIAL PROVISIONS.
 13. FOR SPECIFIC RELOCATIONS AT EACH SUBSTRUCTURE UNIT, SEE DWG. NOS. STR-16 TO STR-44, THE "DRAINAGE AND UTILITY PLANS", THE "ELECTRICAL PLANS" AND THE "UTILITY PLANS".

ADDENDUM NO. 4

11/4/37
11 DEC 2000
AD4R703S186.dgn

REV.	DATE	DESCRIPTION	REVISIONS
12-8-00		ADDENDUM NO. 4 - EXIST. FACILITIES TO BE REMOVED	257
			SHEET NO.



DESIGNER: T. YOUNG
 DRAFTER: A. KILPATRICK
 CHECKED BY: J. D'AGOSTINO
 DATE CHECKED: 4-9-00

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION

ENGINEER: PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.
 APPROVED BY: *Anthony A. Mante* DATE: 11/11/00

PROJECT TITLE:
**CHURCH STREET SOUTH EXTENSION
 OVER NEW HAVEN INTERLOCKING
 AND RAIL YARD**

CADD FILE: AD4R703S186.DGN PLOTTED DATE: 12-27-00

TOWN: **NEW HAVEN**

DRAWING TITLE:
WORK AREA LAYOUT PLAN

PROJECT NO.: **92-526**
 DRAWING NO.: **STR-123**
 SHEET NO.: **257**