



Photo 1: Balustrade removal during Stage 3 (Weekend) Construction, staging sequence suggested this to be done during Stage 2 Construction (per Sheet 31 of 56).



Photo 2: Backwall and South Wingwalls at Eastbound Lanes not cut during Stage 2, staging sequence suggested backwall removal and wingwall partial demo during Stage 2 (per sheet 31 of 50)



Photo 3: Extent of work to be demolished conventionally. Shown are the beams over Southbound Route 9 with deck removed – 12 hrs into Stage 3 (Weekend) Construction.



Photo 4: Difficulties removing South Fascia Beam, note that had utilities run along the South fascia instead of the north fascia the Verizon lines could have damaged.



Photo 5: Continued difficulties removing Beams, note that had utilities run along the South fascia instead of the north fascia the Verizon lines could have damaged.



Photo 6: Extent of work cutting work remaining, backwall and wingwalls have not been removed - 12 hrs into Stage 3.



Photo 7: Completed Construction late Saturday Morning.



Photo 8: Contractor had to remove all diaphragms, because original demolition plan had shown that beams were to be removed in pairs, the Prime contractor had not informed the demolition contractor that they were removing beams one-by-one because the demolition technique proved inadequate.



Photo 9: Dumpsters placed below the bridge to catch debris as excavators knocked deck and encasement from beams. Long periods of time were lost as dumpsters filled up and needed to be removed and new dumpsters installed. (18 hours into Stage 3)



Photo 10: Backwall and Wingwalls have not been cut-down 18 hours into Demolition, the required cores for anchor bolts have not been begun.



Photo 11: Saturday Morning approaching Noon.



Photo 12: Crane Positioning for Beam removal, note that backwall and wingwalls are not cut (Sat 2pm).



Photo 13: Limited demolition of the existing backwall has been performed. (Sat. 5pm)



Photo 14: Staging Area at East Abutment (Contractor had proposed to use this ramp to detour Route 9 Traffic) being utilized for construction.





Photo 15: Staging Area at East Abutment (Contractor had proposed to use this ramp to detour Route 9 Traffic) being utilized for construction.



Photo 16: Staging Area at East Abutment (Contractor had proposed to use this ramp to detour Route 9 Traffic) being utilized for construction.



Photo 17: Attempted Use of the "Spreader Beam", which was not used due to excessive rotation of the main beam due to torsion. (Sun 8am)



Photo 18: Bridge Seat, Bolsters, Bearings and wingwalls ready for precast sections to be placed. (Sun 8am) Note the crane shown is the 2<sup>nd</sup> crane on the job.



Photo 19: First Section being lifted into place. (Sun 1pm)



Photo 20: First Section being lifted into place. Note the number of Iron Workers/ Laborers required to land section. (Sun 1pm)



Photo 21: First Section in place. Note the orientation of the bearing with respect to the header and abutment. (Sun 4pm)



Photo 22: Weekend 2 – Three (3) Beams removed, encasement has been left on the beam during removal. (Sat 8am)



Photo 23: Weekend 2 – Note Proximity of Utilities to Crane.



Photo 24: Weekend 2 – Diaphragm Demolition. (Sat 11am)



Photo 25: Weekend 2 - Diaphragm Demolition. (Sat 11am)



Photo 26: Weekend 2 – Close-up Diaphragm Demolition. (Sat 11am)



Photo 27: Weekend 2 – Beam Removal, note proximity to overhead telephone. (Sat 12:30 pm)



Photo 28: Weekend 2 – Beam Removal, note proximity to overhead telephone. (Sat 12:30 pm)



Photo 29: Weekend 2 – Beam Removal, note proximity to overhead telephone. (Sat 12:30 pm)



Photo 30: Weekend 2 – Headwall demolition. (Sat 9 am)





Photo 31: Weekend 2 – Wingwall removal provided space for superstructure.



Photo 32: Weekend 2 – First precast section erected, note man in basket pulling utilities as crane sets section. (Sun 3 am)