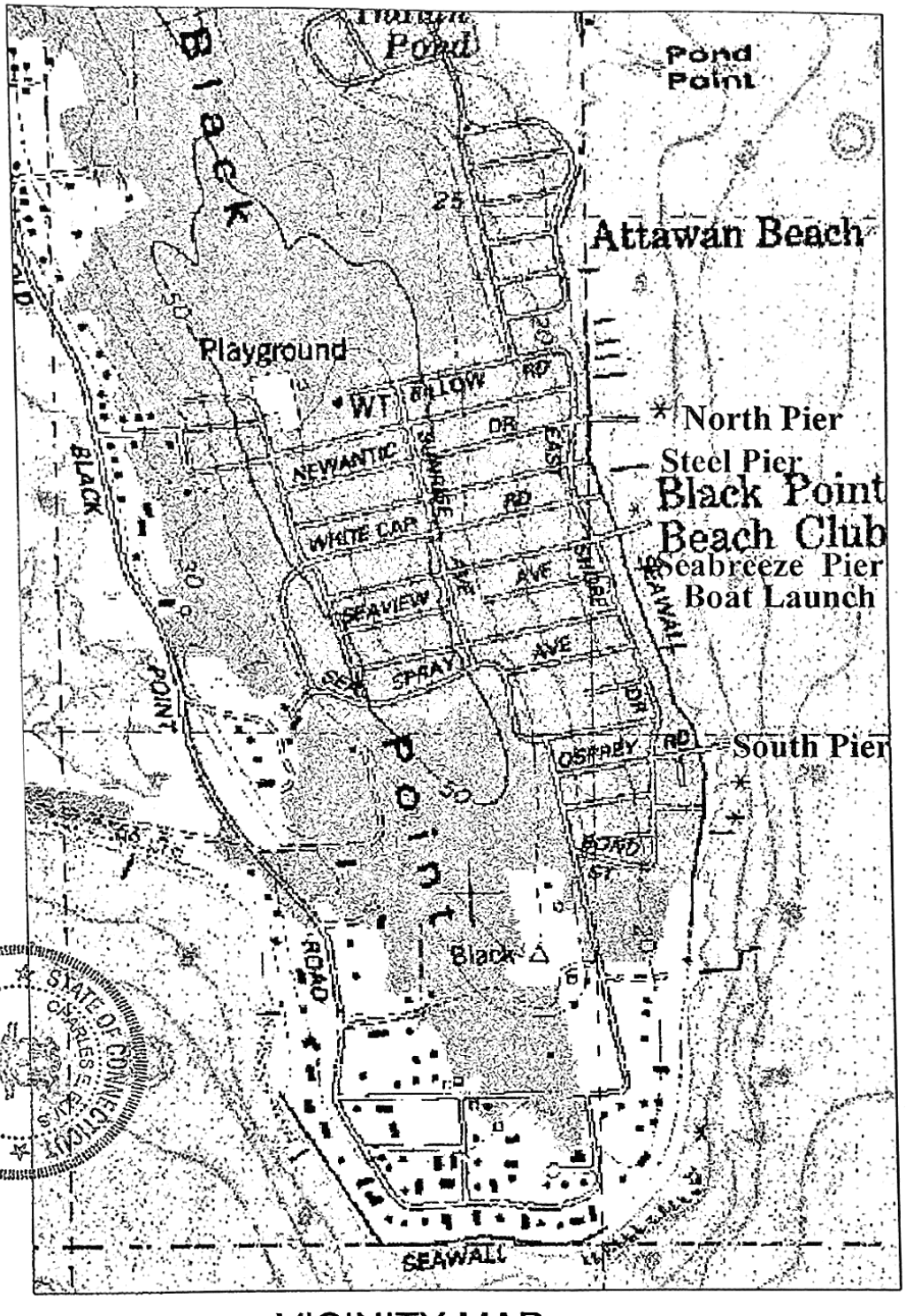
REVISION: 5 SEPTEMBER 6, 2006
REVISION: 4 JUNE 27, 2006
REVISION: 3 MAY 23, 2006



VICINITY MAP

GRAPHIC SCALE

800 0 400 800 1600

(IN FEET)

V-1

BLACK POINT BEACH CLUB ASSOCIATION

EAST LYME, CONNECTICUT

Project No. 50239

GEORGE TORELLO ENGINEERS, PC
Design . Investigation . Inspection
235 Essex, Plaza, Essex, CT 06426
Tel 860.767.7075 Fax 860.767.7078

This Drawing is not valid without a Live Seal and Signature

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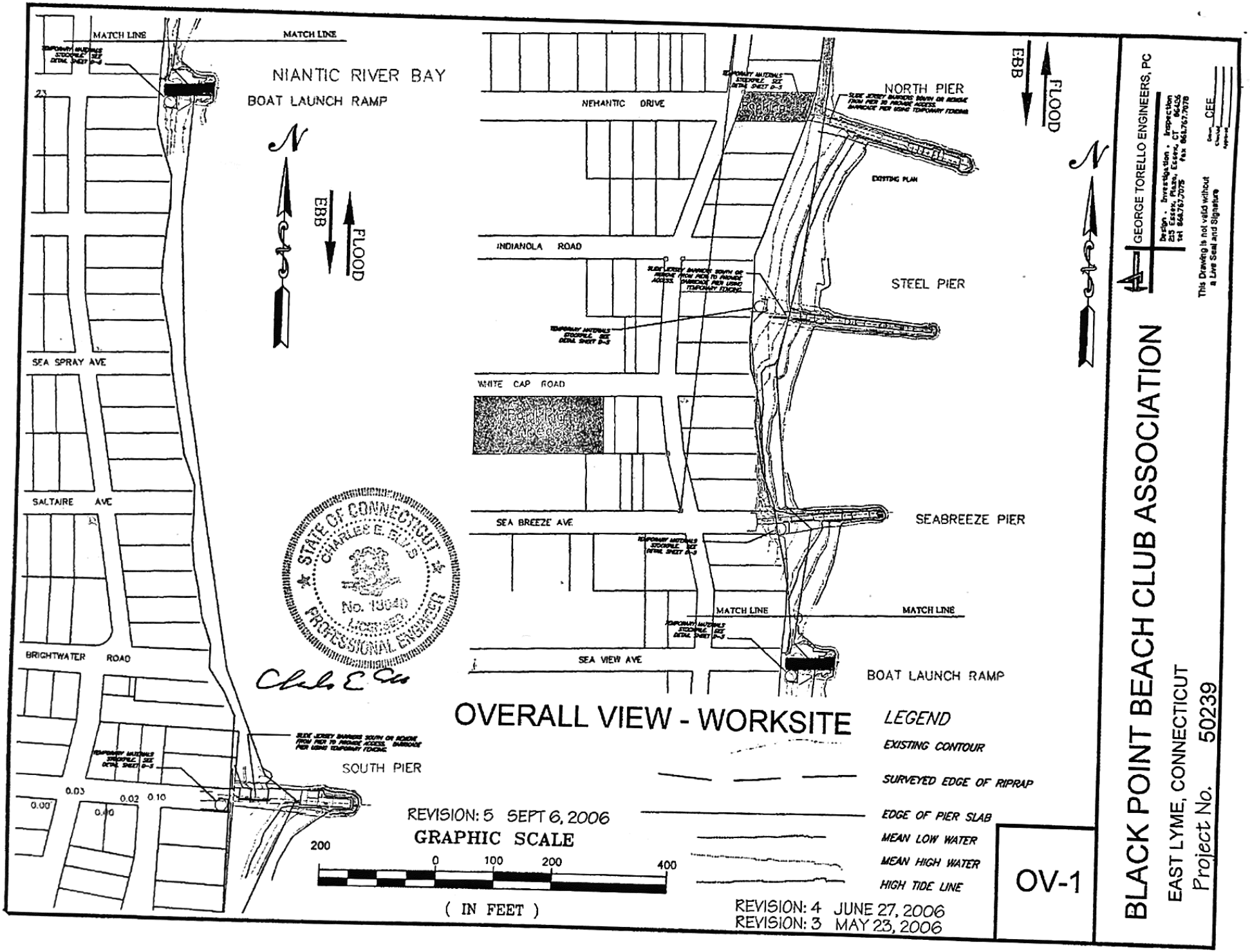

OVERALL VIEW - WORKSITE

LEGEND

- EXISTING CONTOUR
- SURVEYED EDGE OF RIPRAP
- EDGE OF PIER SLAB
- MEAN LOW WATER
- MEAN HIGH WATER
- HIGH TIDE LINE

REVISION: 5 SEPT 6, 2006

GRAPHIC SCALE

REVISION: 4 JUNE 27, 2006

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OV-1

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BLACK POINT BEACH CLUB ASSOCIATION

EAST LYME, CONNECTICUT

Project No. 50239

GENERAL NOTES:

1. RETENTION OF THE EXISTING PIER IS REQUESTED. NO CHANGE IN LENGTH, WIDTH, OR EXISTING RIPRAP FOOTPRINT IS REQUESTED.

2. SEE DRAWINGS N-2 AND N-5 FOR PROPOSED RIPRAP REPLACEMENT. NO EXCAVATION OR BACKFILL IS PROPOSED OTHER THAN THE RIPRAP REPLACEMENT. ANY REGRADING OF BEACH AREAS WILL BE LIMITED TO POSSIBLE REPAIR OF DAMAGE CAUSED BY CONSTRUCTION EQUIPMENT DURING THEIR WORK OPERATIONS.

3. EQUIPMENT STAGING AREAS FOR THIS WORK WILL BE THE PAVED PARKING AREA EAST OF THE PIER, AND THE BLACK POINT BEACH CLUB ASSOCIATION OWNED PARCEL AT THE WEST END OF BILLOW ROAD. CONSTRUCTION EQUIPMENT USED FOR THIS PIER WILL BE RESTRICTED TO THE EXISTING PAVED AREAS, AND THE EXISTING PIER CONCRETE SLAB. NO TRAVEL WILL BE REQUIRED ON UNPAVED SURFACES. NO CONSTRUCTION ENTRANCE IS NECESSARY AT THIS SITE. ALL CONSTRUCTION EQUIPMENT WILL TRAVEL OVER PROPERTY OWNED BY THE BLACK POINT BEACH CLUB ASSOCIATION. NO TRAVEL OVER PROPERTY OWNED BY OTHERS IS REQUIRED.

4. VOID AREAS TO BE FILLED ON THE NORTH PIER COMPRISE THE ENTIRE SLAB AREA, WITH THE EXCEPTION OF THE 48.4' SECTION TO BE REPLACED. THE AREA OVER WHICH (BELOW THE SLAB) CONCRETE FILLING WILL OCCUR IS APPROXIMATELY 2,745 SQUARE FEET. THE VOLUME TO BE FILLED WITH CONCRETE IS APPROXIMATELY 4,120 CUBIC FEET.

5. CONCRETE SLAB AREA TO BE REPLACED IN ENTIRETY IS 581 SQUARE FEET. THIS EQUATES TO APPROXIMATELY 581 CUBIC FEET OF CONCRETE. THIS REFLECTS A SLAB DEPTH OF 1 FOOT, WHICH IS REQUIRED FOR STRENGTH. THE TOP SURFACE OF THE ROCK FILL UNDER THE PIER VARIES IN ELEVATION, THUS THE SLAB DEPTH PROPOSED TO BE POURED WILL VARY IN DEPTH TO MATCH THE UNDERLYING ROCK. ADDITIONALLY, CONCRETE WILL BE POURED INTO THE VOIDS BENEATH THE SLAB SECTION TO BE REPLACED. THE FILL VOLUME BENEATH THE NEW SLAB SECTION WILL BE APPROXIMATELY 870 CUBIC FEET (ADDITIONAL TO THAT VOLUME NOTED IN 4 ABOVE).

THE SLAB WILL BE SAWCUT, USING DUST CONTROLLING SAWS, BY HAND, INTO PIECES CAPABLE OF BEING SAFELY REMOVED FROM THE SITE. ANY ROCK ATTACHED TO THE CONCRETE SLAB SECTIONS WHICH IS DESIRED TO BE REUSED, WILL BE REMOVED FROM THE CONCRETE, AND STOCKPILED, EITHER AT THE SIDE OF THE PIER, WITHIN THE EXISTING RIPRAP FOOTPRINT, OR AT THE WEST END OF BILLOW ROAD. THE REMAINING CONCRETE WILL BE DISPOSED OF AT THE LOCAL LANDFILL, OR USED AS INFILL. THE OPEN AREA WHERE THE SLAB WAS REMOVED, WILL BE INSPECTED, ANY RIPRAP WHICH MUST BE MOVED TO ALLOW REPAIR OPERATIONS WILL BE ADJUSTED OR STOCKPILED. ANY VOIDS IN THE RIPRAP WILL BE FILLED TO A DEPTH MATCHING THE VOID REPAIR DETAIL.

A SHEET OF BURLAP WILL BE PLACED OVER THE EXISTING RIPRAP SURFACE TO PROVIDE A BOTTOM FORM FOR THE CONCRETE. THE SIDES OF THE RIPRAP WILL B SEALED, TO PREVENT CONCRETE SPILLAGE, EITHER BY USE OF BURLAP BAGS FILLED WITH CEMENT, OR BY ADJUSTING THE RIPRAP AS NECESSARY, OR THROUGH THE USE OF PLYWOOD FORMS, AS APPROPRIATE.

THE CONCRETE WILL BE BROUGHT TO THE CLOSEST ACCESS POINT TO THE PIER BY DELIVERY TRUCK, LIKELY THE EAST END OF THE PARKING AREA ADJACENT TO NEHANTIC ROAD, AND PUMPED TO THE DESIRED LOCATION USING HOSE. THE CONCRETE WILL THEN BE TROWELED AND FINISHED. WASTE CONCRETE WILL BE DISPOSED OF OFFSITE, EITHER AT THE WEST END OF BILLOW ROAD, OR AT THE LOCAL LANDFILL.

GENERAL NOTES CONTINUED:

6. EXISTING CRACKS AND JOINTS WILL BE CAULKED OVER A TOTAL OF 108 LINEAR FEET. PRE-EXISTING CAULK IN THESE JOINTS WILL BE REMOVED FOR THE SAME DISTANCE, IN GENERAL. THE VOLUME OF CAULK TO BE INSTALLED / REMOVED IS APPROXIMATELY 648 CUBIC INCHES; OR 0.3 CUBIC FEET. THE PIER AREA OVER WHICH THIS WORK WILL BE DONE IS APPROXIMATELY 3,310 SQUARE FEET.

EXISTING SEALANT WILL BE REMOVED USING HAND CHISELS. WASTE SEALANT WILL BE SWEPT UP OR HAND DEPOSITED IN WASTE DISPOSAL BAGS, THEN DISPOSED OF AT THE TOWN LANDFILL. THE CRACKS OR JOINTS WILL THEN BE ROUTED TO THE WIDTH SPECIFIED BY THE NEW SEALANT MANUFACTURER. THE ROUTING EQUIPMENT WILL BE HAND OPERATED, AND CONTAIN DUST CONTROL EQUIPMENT. THE CRACK WILL BE VACUUMED TO REMOVE DUST, AND PREPARED PER THE MANUFACTURERS RECOMMENDATIONS. A BACKER ROD WILL BE PLACED IN THE BOTTOM OF THE JOINT, AND SEALANT APPLIED PER THE MANUFACTURERS RECOMMENDATIONS.

7. NO REPAIRS TO THE EXISTING STAIRS ARE PROPOSED AT THIS TIME.

8. THE REBAR PINS (SEE DRAWING N-2) WILL BE INSTALLED ON THE WATERWARD AREAS OF THE PIER. THE AREA TO BE REPAIRED IS APPROXIMATELY 1,130 SQUARE FEET. THE SLAB SURFACE WILL BE CORE DRILLED, USING DUST COLLECTING DRILLS, TO THE SPECIFIED DEPTH. THE CORE HOLES WILL THEN BE FILLED WITH CONCRETE, AND THE REBAR PIN PLACED INTO THE HOLE, SLIGHTLY BELOW THE SLAB SURFACE. ANY REMAINNG VOID SPACE AT THE TOP OF THE HOLE WILL BE FILLED, TROWELED, AND FINISHED TO MATCH THE SURROUNDING SURFACE. THE VOID AREA TO BE FILLED LIES UNDER THE REBAR PIN AREA.

NOTES FOR NORTH PIER REPAIRS

REVISION: 4 JUNE 27, 2006
REVISION: 3 MAY 23, 2006 REVISION: 5 SEPTEMBER 6, 2006

N-3

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Checked
Approved

BLACK POINT BEACH CLUB ASSOCIATION

EAST LYME, CONNECTICUT

Project No. 50239

GENERAL NOTES:

1. RETENTION OF THE EXISTING PIER IS REQUESTED. NO CHANGE IN LENGTH, WIDTH, OR EXISTING RIPRAP FOOTPRINT IS REQUESTED.

2. SEE DRAWINGS ST-2 AND ST-5 FOR PROPOSED RIPRAP REPLACEMENT. NO EXCAVATION OR BACKFILL IS PROPOSED OTHER THAN THE RIPRAP REPLACEMENT. ANY REGRADING OF BEACH AREAS WILL BE LIMITED TO POSSIBLE REPAIR OF DAMAGE CAUSED BY CONSTRUCTION EQUIPMENT DURING THEIR WORK OPERATIONS.

3. EQUIPMENT STAGING AREAS FOR THIS WORK WILL BE THE PAVED PARKING AREA ON WHITECAP ROAD, AND THE BLACK POINT BEACH CLUB ASSOCIATION OWNED PARCEL AT THE WEST END OF BILLOW ROAD. CONSTRUCTION EQUIPMENT USED FOR THIS PIER WILL BE RESTRICTED TO THE EXISTING PAVED AREAS, THE EXISTING PIER CONCRETE SLAB, AND A TEMPORARY ACCESS ROAD FROM WHITECAP ROAD TO THE STEEL PIER (SEE DRAWING ST-2). A CONSTRUCTION ENTRANCE WILL BE PROVIDED AT THE INTERSECTION OF THE BEACH AREAS AND WHITECAP ROAD. ALL CONSTRUCTION EQUIPMENT WILL TRAVEL OVER PROPERTY OWNED BY THE BLACK POINT BEACH CLUB ASSOCIATION. NO TRAVEL OVER PROPERTY OWNED BY OTHERS IS REQUIRED. THE EXISTING JERSEY BARRIERS ON THE PIER SHALL BE REMOVED DURING CONSTRUCTION OPERATIONS, AND REPLACED UPON COMPLETION OF THE WORK.

4. VOID AREAS TO BE FILLED ON THE STEEL PIER COMPRISE THE ENTIRE SLAB AREA, 1,816 SQUARE FEET. THE VOLUME TO BE FILLED WITH CONCRETE IS APPROXIMATELY 2,725 CUBIC FEET.

5. AT RUPTURED CORNER, REMOVE SLAB, FULL DEPTH, AND REPLACE PER DETAIL ON SHEET D-1. THE AREA TO BE REMOVED IS APPROXIMATELY 2.5 SQUARE FEET, THE SLAB VOLUME TO BE REMOVED AND REPLACED IS APPROXIMATELY 2.5 CUBIC FEET. THIS REFLECTS A SLAB DEPTH OF 1 FOOT, WHICH IS REQUIRED FOR STRENGTH. THE TOP SURFACE OF THE ROCK FILL UNDER THE PIER VARIES IN ELEVATION, THUS THE SLAB DEPTH PROPOSED TO BE POURED WILL VARY IN DEPTH TO MATCH THE UNDERLYING ROCK. ADDITIONALLY, CONCRETE WILL BE POURED INTO THE VOIDS BENEATH THE SLAB SECTION TO BE REPLACED. THE FILL VOLUME BENEATH THE NEW SLAB SECTION WILL BE APPROXIMATELY 5 CUBIC FEET (ADDITIONAL TO THAT VOLUME NOTED IN 4 ABOVE).

THE SLAB WILL BE SAWCUT, USING DUST CONTROLLING SAWS, BY HAND, INTO PIECES CAPABLE OF BEING SAFELY REMOVED FROM THE SITE. ANY ROCK ATTACHED TO THE CONCRETE SLAB SECTIONS WHICH IS DESIRED TO BE REUSED, WILL BE REMOVED FROM THE CONCRETE, AND STOCKPILED, EITHER AT THE SIDE OF THE PIER, WITHIN THE EXISTING RIPRAP FOOTPRINT, OR AT THE WEST END OF BILLOW ROAD. THE REMAINING CONCRETE WILL BE DISPOSED OF AT THE LOCAL LANDFILL, OR USED AS INFILL. THE OPEN AREA WHERE THE SLAB WAS REMOVED, WILL BE INSPECTED, ANY RIPRAP WHICH MUST BE MOVED TO ALLOW REPAIR OPERATIONS WILL BE ADJUSTED OR STOCKPILED. ANY VOIDS IN THE RIPRAP WILL BE FILLED TO A DEPTH MATCHING THE VOID REPAIR DETAIL.

A SHEET OF BURLAP WILL BE PLACED OVER THE EXISTING RIPRAP SURFACE TO PROVIDE A BOTTOM FORM FOR THE CONCRETE. THE SIDES OF THE RIPRAP WILL BE SEALED, TO PREVENT CONCRETE SPILLAGE, EITHER BY USE OF BURLAP BAGS FILLED WITH CEMENT, OR BY ADJUSTING THE RIPRAP AS NECESSARY OR THRU THE USE OF PLYWOOD FORMS, AS APPROPRIATE.

THE CONCRETE WILL BE BROUGHT TO THE CLOSEST ACCESS POINT TO THE PIER BY DELIVERY TRUCK, LIKELY THE EAST END OF WHITECAP ROAD, AND PUMPED TO THE DESIRED LOCATION USING HOSE. THE CONCRETE WILL THEN BE TROWELED AND FINISHED. WASTE CONCRETE WILL BE DISPOSED OF OFFSITE, EITHER AT THE WEST END OF BILLOW ROAD, OR AT THE LOCAL LANDFILL.

GENERAL NOTES CONTINUED:

6. EXISTING CRACKS AND JOINTS WILL BE CAULKED OVER A TOTAL OF 278 LINEAR FEET. PRE-EXISTING CAULK IN THESE JOINTS WILL BE REMOVED FOR THE SAME DISTANCE, IN GENERAL. THE VOLUME OF CAULK TO BE INSTALLED / REMOVED IS APPROXIMATELY 1,668 CUBIC INCHES; OR 1.0 CUBIC FEET. THE PIER AREA OVER WHICH THIS WORK WILL BE DONE IS APPROXIMATELY 1,816 SQUARE FEET.

EXISTING SEALANT WILL BE REMOVED USING HAND CHISELS. WASTE SEALANT WILL BE SWEPT UP OR HAND DEPOSITED IN WASTE DISPOSAL BAGS, THEN DISPOSED OF AT THE TOWN LANDFILL. THE CRACKS OR JOINTS WILL THEN BE ROUTED TO THE WIDTH SPECIFIED BY THE NEW SEALANT MANUFACTURER. THE ROUTING EQUIPMENT WILL BE HAND OPERATED, AND CONTAIN DUST CONTROL EQUIPMENT. THE CRACK WILL BE VACUUMED TO REMOVE DUST, AND PREPARED PER THE MANUFACTURERS RECOMMENDATIONS. A BACKER ROD WILL BE PLACED IN THE BOTTOM OF THE JOINT, AND SEALANT APPLIED PER THE MANUFACTURERS RECOMMENDATIONS.

7. NO REPAIRS TO THE EXISTING STAIRS ARE PROPOSED AT THIS TIME.

8. THE REBAR PINS (SEE DRAWING ST-2) WILL BE INSTALLED ON THE WATERWARD AREAS OF THE PIER. THE AREA TO BE REPAIRED IS APPROXIMATELY 1,780 SQUARE FEET. THE SLAB SURFACE WILL BE CORE DRILLED, USING DUST COLLECTING DRILLS, TO THE SPECIFIED DEPTH. THE CORE HOLES WILL THEN BE FILLED WITH CONCRETE, AND THE REBAR PIN PLACED INTO THE HOLE, SLIGHTLY BELOW THE SLAB SURFACE. ANY REMAINNG VOID SPACE AT THE TOP OF THE HOLE WILL BE FILLED, TROWELED, AND FINISHED TO MATCH THE SURROUNDING SURFACE. THE VOID AREA TO BE FILLED LIES UNDER THE REBAR PIN AREA.

9. THE THIRTEEN DECAYED WOOD PILES WILL REMAIN IN PLACE, UNDISTURBED

10. EXISTING HOLES IN THE STEEL SHEETING WILL BE PATCHED, PER THE DETAILS ON DRAWING D-1. THE AREA OF SHEETING IS APPROXIMATELY 170' X 8' OR 1,360 SQUARE FEET. OF THIS AREA, APPROXIMATELY ONE THIRD WILL BE PATCHED OR 450 SQUARE FEET.

STATE OF CONNECTICUT · CHARLES E. ... · PROFESSIONAL ENGINEER

NOTES FOR STEEL PIER REPAIRS

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)

REVISION: 4 JUNE 27, 2006
REVISION: 3 MAY 23, 2006
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ST-3

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BLACK POINT BEACH CLUB ASSOCIATION

EAST LYME, CONNECTICUT

Project No. 50239

GENERAL NOTES:

1. RETENTION OF THE EXISTING PIER IS REQUESTED. NO CHANGE IN LENGTH OR WIDTH OF THE EXISTING PIER, OR TO THE EXISTING RIPRAP FOOTPRINT IS REQUESTED.- NO ALTERATIONS TO THE ASSOCIATION BEACH IS PROPOSED. NO CHANGES TO THE EXISTING PERMITTED JERSEY BARRIERS IS PROPOSED.

NO WORK OR CHANGES TO THE EXISTING STAIRS NORTH OF SEABREEZE PIER ARE PROPOSED.

2. SEE DRAWINGS SB-2 AND SB-5 FOR PROPOSED RIPRAP REPLACEMENT NO EXCAVATION OR BACKFILL IS PROPOSED OTHER THAN THE RIPRAP REPLACEMENT PER THIS NOTE.

3. EQUIPMENT STAGING AREAS FOR THIS WORK WILL BE THE THE PAVED PARKING AREA ON WHITECAP ROAD, AND THE BLACK POINT BEACH CLUB ASSOCIATION OWNED PARCEL AT THE WEST END OF BILLOW ROAD. CONSTRUCTION EQUIPMENT USED FOR THIS PIER WILL BE RESTRICTED TO THE EXISTING PAVED ROADS, AND THE EXISTING PIER CONCRETE SLAB. NO TRAVEL WILL BE REQUIRED ON UNPAVED SURFACES. NO CONSTRUCTION ENTRANCE IS NECESSARY AT THIS SITE.

4. VOID AREAS TO BE FILLED ON THE SEABREEZE PIER COMPRISE THE ENTIRE SLAB AREA, 1,985 SQUARE FEET. THE VOLUME TO BE FILLED IS APPROXIMATELY 3,000 CUBIC FEET THE AREA OVER WHICH (BELOW THE SLAB) CONCRETE FILLING WILL OCCUR IS APPROXIMATELY1,985 SQUARE FEET. THE VOLUME TO BE FILLED WITH CONCRETE IS APPROXIMATELY 2,978 CUBIC FEET.

5. CONCRETE SLAB TO BE REPLACED IN ENTIRETY IS 82 SQUARE FEET (THE MOST WATERWARD SECTION). THIS EQUATES TO APPROXIMATELY 82 CUBIC FEET OF CONCRETE. THIS REFLECTS A SLAB DEPTH OF 1 FOOT, WHICH IS REQUIRED FOR STRENGTH. THE TOP SURFACE OF THE ROCK FILL UNDER THE PIER VARIES IN ELEVATION, THUS THE SLAB DEPTH PROPOSED TO BE POURED WILL VARY IN DEPTH TO MATCH THE UNDERLYING ROCK. ADDITIONALLY, CONCRETE WILL BE POURED INTO THE VOIDS BENEATH THE SLAB SECTION TO BE REPLACED. THE FILL VOLUME BENEATH THE NEW SLAB SECTION WILL BE APPROXIMATELY 175 CUBIC FEET (ADDITIONAL TO THAT VOLUME NOTED IN 4 ABOVE).

THE SLAB WILL BE SAWCUT, USING DUST CONTROLLING SAWS, BY HAND, INTO PIECES CAPABLE OF BEING SAFELY REMOVED FROM THE SITE. ANY ROCK ATTACHED TO THE CONCRETE SLAB SECTIONS WHICH IS DESIRED TO BE REUSED, WILL BE REMOVED FROM THE CONCRETE, AND STOCKPILED, EITHER AT THE SIDE OF THE PIER, WITHIN THE EXISTING RIPRAP FOOTPRINT, OR AT THE WEST END OF BILLOW ROAD. THE REMAINING CONCRETE WILL BE DISPOSED OF AT THE LOCAL LANDFILL, OR USED AS INFILL. THE OPEN AREA WHERE THE SLAB WAS REMOVED, WILL BE INSPECTED, ANY RIPRAP WHICH MUST BE MOVED TO ALLOW REPAIR OPERATIONS WILL BE ADJUSTED OR STOCKPILED. ANY VOIDS IN THE RIPRAP WILL BE FILLED TO A DEPTH MATCHING THE VOID REPAIR DETAIL.

A SHEET OF BURLAP WILL BE PLACED OVER THE EXISTING RIPRAP SURFACE TO PROVIDE A BOTTOM FORM FOR THE CONCRETE. THE SIDES OF THE RIPRAP WILL B SEALED, TO PREVENT CONCRETE SPILLAGE, EITHER BY USE OF BURLAP BAGS FILLED WITH CEMENT, OR BY ADJUSTING THE RIPRAP AS NECESSARY, OR THROUGH THE USE OF PLYWOOD FORMS, AS APPROPRIATE.

THE CONCRETE WILL BE BROUGHT TO THE CLOSEST ACCESS POINT TO THE PIER BY DELIVERY TRUCK, LIKELY THE EAST END OF THE PARKING AREA ADJACENT TO NEHANTIC ROAD, AND PUMPED TO THE DESIRED LOCATION USING HOSE. THE CONCRETE WILL THEN BE TROWELED AND FINISHED. WASTE CONCRETE WILL BE DISPOSED OF OFFSITE, EITHER AT THE WEST END OF BILLOW ROAD, OR AT THE LOCAL LANDFILL.

GENERAL NOTES CONTINUED:

6. EXISTING CRACKS AND JOINTS WILL BE CAULKED OVER A TOTAL OF 91 LINEAR FEET. PREEXISTING CAULK IN THESE JOINTS WILL BE REMOVED FOR THE SAME DISTANCE, IN GENERAL. THE VOLUME OF CAULK TO BE INSTALLED / REMOVED IS APPROXIMATELY 1,095 CUBIC INCHES; OR 0.6 CUBIC FEET.

7. NO REPAIRS TO THE EXISTING STAIRS ARE PROPOSED AT THIS TIME.

8. THE REBAR PINS (SEE DRAWING SB-2) WILL BE INSTALLED ON THE WATERWARD AREAS OF THE PIER. THE AREA TO BE REPAIRED IS APPROXIMATELY 1,130 SQUARE FEET. THE SLAB SURFACE WILL BE CORE DRILLED USING DUST COLLECTING DRILLS, TO THE SPECIFIED DEPTH. THE CORE HOLES WILL THEN BE FILLED WITH CONCRETE, AND THE REBAR PINS PLACED IN THE HOLES, SLIGHTLY BELOW THE SLAB SURFACE. ANY REMAINING VOID SPACE AT THE TOP OF THE HOLE WILL BE FILLED, TROWELED, AND FINISHED TO MATCH THE SURROUNDING SURFACE. THE VOID AREA TO BE FILLED LIES UNDER THE REBAR PIN AREA.

9. THE SECTION SHOWN ON THE SURVEY MAP AT THE MOST WATERWARD END OF THE PIER, AS SHOWN ON THE PRECEDING SURVEY MAP MOVED DURING A DECEMBER 2005 STORM. THUS IT IS SHOWN IN THE STORM MOVED LOCATION. THE SECTION IS PRECARIOUSLY BALANCED ON RIPRAP LOCATED NEAR THE CENTERLINE OF THE PIER, WITH UNSUPPORTED AREAS TO EACH SIDE OF THE CENTERLINE.

NOTES FOR SEABREEZE PIER REPAIRS

SB-3

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Checked
Approved

BLACK POINT BEACH CLUB ASSOCIATION

EAST LYME, CONNECTICUT

Project No. 50239

GENERAL NOTES:

1. RETENTION OF THE EXISTING PIER IS REQUESTED. NO CHANGE IN LENGTH, WIDTH, OR EXISTING RIPRAP FOOTPRINT IS REQUESTED. NO ALTERATIONS TO THE ASSOCIATION BEACH IS PROPOSED. NO CHANGES TO THE EXISTING PERMITTED JERSEY BARRIERS IS PROPOSED.

2. SEE DRAWINGS O-2 AND O-5 FOR PROPOSED RIPRAP REPLACEMENT. NO EXCAVATION OR BACKFILL IS PROPOSED OTHER THAN THE RIPRAP REPLACEMENT. ANY REGRADING OF BEACH AREAS WILL BE LIMITED TO POSSIBLE REPAIR OF DAMAGE CAUSED BY CONSTRUCTION EQUIPMENT DURING THEIR WORK OPERATIONS.

3. EQUIPMENT STAGING AREAS FOR THIS WORK WILL BE THE PAVED EXTENSION OF OSPREY ROAD WEST OF THE PIER, THE PAVED PARKING AREA ON WHITECAP ROAD, AND THE BLACK POINT BEACH CLUB ASSOCIATION OWNED PARCEL AT THE WEST END OF BILLOW ROAD. CONSTRUCTION EQUIPMENT USED FOR THIS PIER WILL BE RESTRICTED TO THE EXISTING PAVED AREAS, AND THE EXISTING PIER CONCRETE SLAB. NO TRAVEL WILL BE REQUIRED ON UNPAVED SURFACES. NO CONSTRUCTION ENTRANCE IS NECESSARY AT THIS SITE. ALL CONSTRUCTION EQUIPMENT WILL TRAVEL OVER PROPERTY OWNED BY THE BLACK POINT BEACH CLUB ASSOCIATION. NO TRAVEL OVER PROPERTY OWNED BY OTHERS IS REQUIRED.

4. VOID AREAS TO BE FILLED ON THE SOUTH PIER COMPRISE THE ENTIRE SLAB AREA, WITH THE EXCEPTION OF THE 27' AND 24' SECTIONS TO BE REPLACED. THE AREA OVER WHICH (BELOW THE SLAB) CONCRETE FILLING WILL OCCUR IS APPROXIMATELY 3,616 SQUARE FEET. THE VOLUME TO BE FILLED WITH CONCRETE IS APPROXIMATELY 5,424 CUBIC FEET.

5. CONCRETE SLAB AREA TO BE REPLACED IN ENTIRETY IS 1,247 SQUARE FEET. THIS EQUATES TO APPROXIMATELY 1,247 CUBIC FEET OF CONCRETE. THIS REFLECTS A SLAB DEPTH OF 1 FOOT, WHICH IS REQUIRED FOR STRENGTH. THE TOP SURFACE OF THE ROCK FILL UNDER THE PIER VARIES IN ELEVATION, THUS THE SLAB DEPTH PROPOSED TO BE POURED WILL VARY IN DEPTH TO MATCH THE UNDERLYING ROCK. ADDITIONALLY, CONCRETE WILL BE POURED INTO THE VOIDS BENEATH THE SLAB SECTIONS TO BE REPLACED. THE FILL VOLUME BENEATH THE NEW SLAB SECTIONS WILL BE APPROXIMATELY 1,870 CUBIC FEET (ADDITIONAL TO THAT VOLUME NOTED IN 4 ABOVE).

THE SLAB WILL BE SAWCUT, USING DUST CONTROLLING SAWS, BY HAND, INTO PIECES CAPABLE OF BEING SAFELY REMOVED FROM THE SITE. ANY ROCK ATTACHED TO THE CONCRETE SLAB SECTIONS WHICH IS DESIRED TO BE REUSED, WILL BE REMOVED FROM THE CONCRETE, AND STOCKPILED, EITHER AT THE SIDE OF THE PIER, WITHIN THE EXISTING RIPRAP FOOTPRINT, OR AT THE WEST END OF BILLOW ROAD. THE REMAINING CONCRETE WILL BE DISPOSED OF AT THE LOCAL LANDFILL, OR USED AS INFILL. THE OPEN AREA WHERE THE SLABS WERE REMOVED, WILL BE INSPECTED, ANY RIPRAP WHICH MUST BE MOVED TO ALLOW REPAIR OPERATIONS WILL BE ADJUSTED OR STOCKPILED. ANY VOIDS IN THE RIPRAP WILL BE FILLED TO A DEPTH MATCHING THE VOID REPAIR DETAIL.

A SHEET OF BURLAP WILL BE PLACED OVER THE EXISTING RIPRAP SURFACE TO PROVIDE A BOTTOM FORM FOR THE CONCRETE. THE SIDES OF THE RIPRAP WILL B SEALED, TO PREVENT CONCRETE SPILLAGE, EITHER BY USE OF BURLAP BAGS FILLED WITH CEMENT, OR BY ADJUSTING THE RIPRAP AS NECESSARY, OR THROUGH THE USE OF PLYWOOD FORMS, AS APPROPRIATE.

THE CONCRETE WILL BE BROUGHT TO THE CLOSEST ACCESS POINT TO THE PIER BY DELIVERY TRUCK, LIKELY THE EAST END OF OSPREY ROAD, AND PUMPED TO THE DESIRED LOCATION USING HOSE. THE CONCRETE WILL THEN BE TROWELED AND FINISHED. WASTE CONCRETE WILL BE DISPOSED OF OFFSITE, EITHER AT THE WEST END OF BILLOW ROAD, OR AT THE LOCAL LANDFILL.

GENERAL NOTES CONTINUED:

6. EXISTING CRACKS AND JOINTS WILL BE CAULKED OVER A TOTAL OF 179 LINEAR FEET. PRE-EXISTING CAULK IN THESE JOINTS WILL BE REMOVED FOR THE SAME DISTANCE, IN GENERAL. THE VOLUME OF CAULK TO BE INSTALLED / REMOVED IS APPROXIMATELY 1,000 CUBIC INCHES; OR 0.58 CUBIC FEET. THE PIER AREA OVER WHICH THIS WORK WILL BE DONE IS APPROXIMATELY 4,240 SQUARE FEET (BETWEEN STATION 0+00 AND THE OFFSHORE PIER END).

EXISTING SEALANT WILL BE REMOVED USING HAND CHISELS. WASTE SEALANT WILL BE SWEPT UP OR HAND DEPOSITED IN WASTE DISPOSAL BAGS, THEN DISPOSED OF AT THE TOWN LANDFILL. THE CRACKS OR JOINTS WILL THEN BE ROUTED TO THE WIDTH SPECIFIED BY THE NEW SEALANT MANUFACTURER. THE ROUTING EQUIPMENT WILL BE HAND OPERATED, AND CONTAIN DUST CONTROL EQUIPMENT. THE CRACK WILL BE VACUUMED TO REMOVE DUST, AND PREPARED PER THE MANUFACTURERS RECOMMENDATIONS. A BACKER ROD WILL BE PLACED IN THE BOTTOM OF THE JOINT, AND SEALANT APPLIED PER THE MANUFACTURERS RECOMMENDATIONS.

7. NO REPAIRS TO THE EXISTING STAIRS ARE PROPOSED AT THIS TIME.

8. THE REBAR PINS (SEE DRAWING O-2) WILL BE INSTALLED ON THE WATERWARD AREAS OF THE PIER. THE AREA TO BE REPAIRED IS APPROXIMATELY 2,700 SQUARE FEET. THE SLAB SURFACE WILL BE CORE DRILLED, USING DUST COLLECTING DRILLS, TO THE SPECIFIED DEPTH. THE CORE HOLES WILL THEN BE FILLED WITH CONCRETE, AND THE REBAR PIN PLACED INTO THE HOLE, SLIGHTLY BELOW THE SLAB SURFACE. ANY REMAINNG VOID SPACE AT THE TOP OF THE HOLE WILL BE FILLED, TROWELED, AND FINISHED TO MATCH THE SURROUNDING SURFACE. THE VOID AREA TO BE FILLED LIES UNDER THE REBAR PIN AREA.

STATE OF CONNECTICUT
CHARLES E. ELIAS
No. 15049
REGISTERED
PROFESSIONAL ENGINEER

NOTES FOR SOUTH PIER REPAIRS

REVISION: 5 SEPTEMBER 6, 2006
REVISION: 4 JUNE 27, 2006
REVISION: 3 MAY 23, 2006

O - 3

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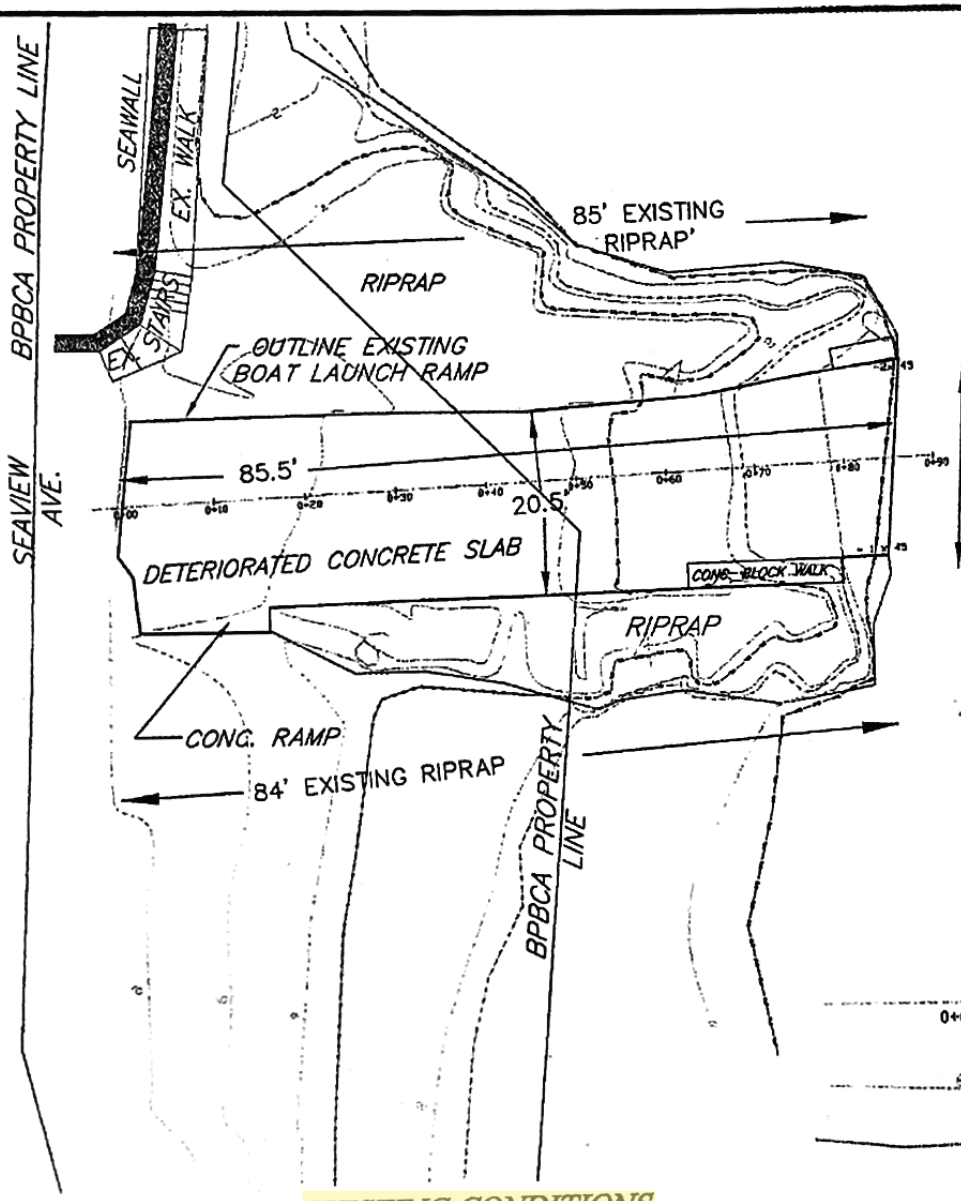
BLACK POINT BEACH CLUB ASSOCIATION

EAST LYME, CONNECTICUT

Project No. 50239



EXISTING CONDITIONS
BOAT LAUNCH AREA

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)

REVISION: 4 JUNE 27, 2006
REVISION: 3 MAY 23, 2006

N

FLOOD

EBB

GENERAL NOTES:

1. RIPRAP WIDTH VARIES ALONG BOAT LAUNCH LENGTH. AREA CALCULATED USING PIER AND RIPRAP PERIMETERS.
2. BOAT LAUNCH CENTERLINE AND STATIONING SHOWN FOR REFERENCE PURPOSES. CENTERLINE DOES NOT EXIST IN THE FIELD.
3. NO KNOWN NAVIGATION CHANNEL OR MOORINGS ARE LOCATED NEAR THE BOAT LAUNCH..
4. RETENTION OF THE EXISTING BOAT LAUNCH USE IS REQUESTED. NO CHANGE IN LENGTH, WIDTH, OR EXISTING RIPRAP FOOTPRINT IS REQUESTED.-
5. BOAT LAUNCH CONCRETE SLAB AREA = 1,852 S.F.
   NORTH SIDE RIPRAP AREA = 1,942 S.F.
   SOUTH SIDE RIPRAP AREA = 745 S. F.

STATE OF CONNECTICUT
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PROFESSIONAL ENGINEER

LEGEND

- STATIONED CENTERLINE (0+60)
- EXISTING CONTOUR
- SURVEYED EDGE OF RIPRAP
- EDGE OF EXISTING BOAT LAUNCH
- MEAN LOW WATER (-1)
- MEAN HIGH WATER. (1.8)
- HIGH TIDE LINE (3.7)

BL-1

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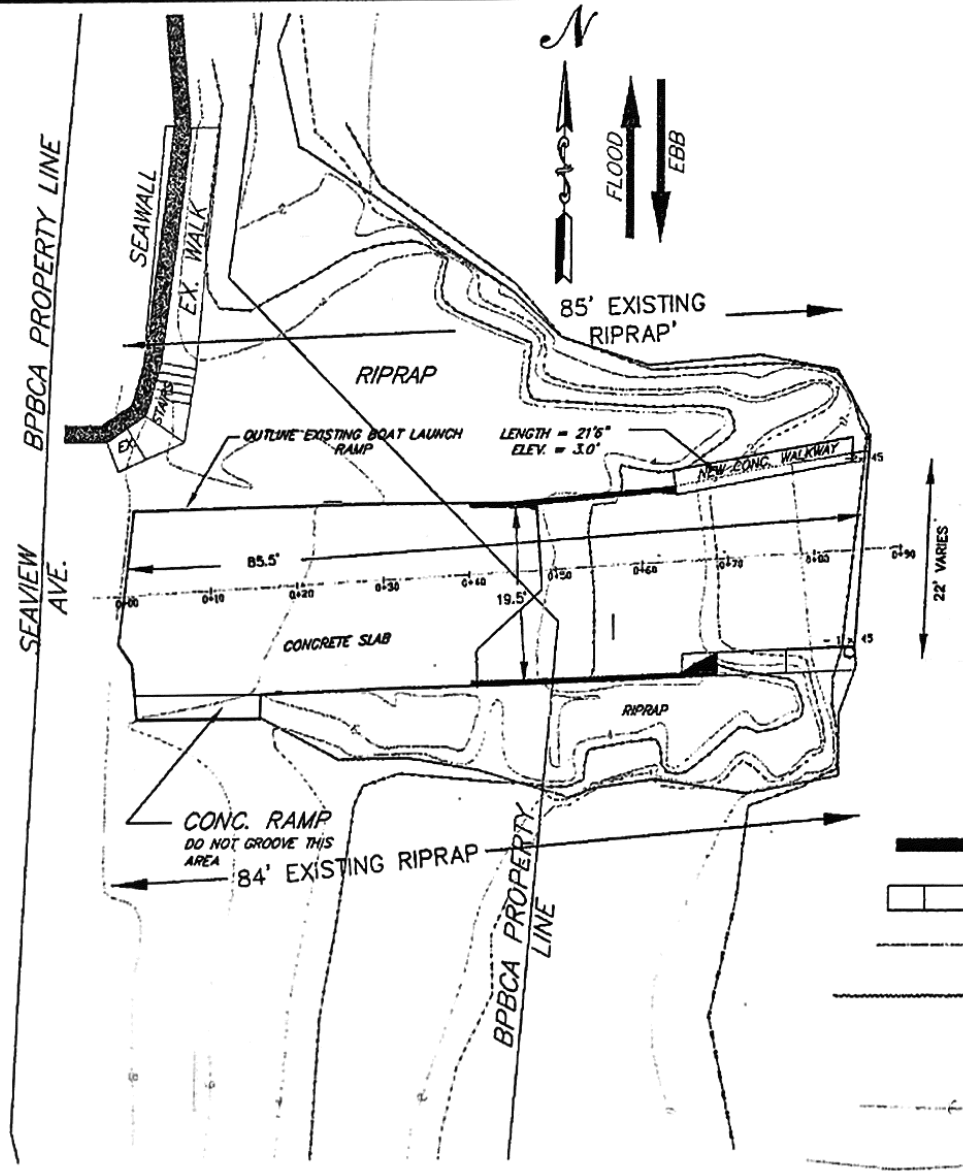

PROPOSED CONDITIONS - BOAT LAUNCH AREA

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)

REVISION: 5 SEPTEMBER 06, 2006
REVISION: 4 JUNE 27, 2006
REVISION: 3 MAY 23, 2006

GENERAL NOTES:

1. BOAT LAUNCH CENTERLINE AND STATIONING SHOWN FOR REFERENCE PURPOSES. CENTERLINE DOES NOT EXIST IN THE FIELD.

2. RETENTION OF THE EXISTING BOAT LAUNCH USE IS REQUESTED. NO INCREASE IN LENGTH, WIDTH, OR EXISTING RIPRAP FOOTPRINT IS REQUESTED.

3. EXISTING RIPRAP NEAR THE WORK MAY BE MOVED DURING CONSTRUCTION. THIS RIPRAP WILL BE REPLACED ONCE WORK IN THAT AREA IS COMPLETED.

4. RECONSTRUCT SLAB UNDER EXISTING (4 FOOT LONG) (SOUTH SIDE) WALKWAY AS NECESSARY TO MATCH EXISTING SLAB.

5. GROOVE EX. CONCRETE SLAB BETWEEN CONCRETE /ASPHALT JOINT (UPPER EXTENT OF THE CONCRETE SLAB) AND THE MEAN LOW WATER LINE. THE SLAB NEED NOT BE GROOVED BELOW THE WATER LINE, BUT THE GROOVING OPERATION SHALL BE DONE DURING AN EXTREME LOW TIDE.

6. EXISTING RED COLORED CRACK BETWEEN STATIONS 0+40 AND 0+50 SHALL BE FILLED WITH CONCRETE AND / OR SEALANT AS APPROPRIATE TO JOINT WIDTH. ESTIMATED CONCRETE QUANTITY IS 3 CUBIC FEET. ESTIMATED SEALANT QUANTITY IS ONE TENTH CUBIC FOOT, FOR A LENGTH OF 14 LINEAR FEET.

STATE OF CONNECTICUT
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REGISTERED
PROFESSIONAL ENGINEER

LEGEND

- CAST IN PLACE CONC. WALL
- EXISTING WALKWAY
- 100 STATIONED CENTERLINE
- SILT FENCE
- EXISTING CONTOUR
- SURVEYED EDGE OF RIPRAP
- EDGE OF RAMP SLAB
- MEAN LOW WATER (-1)
- MEAN HIGH WATER (1.8)
- HIGH TIDE LINE (3.7)

BL-2

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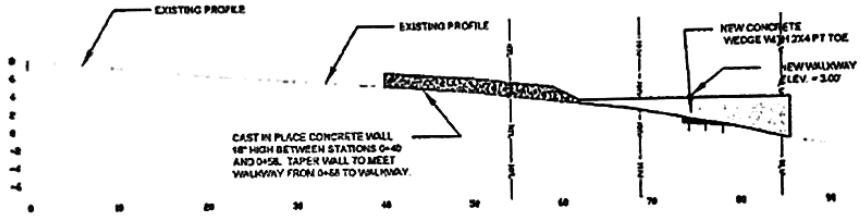
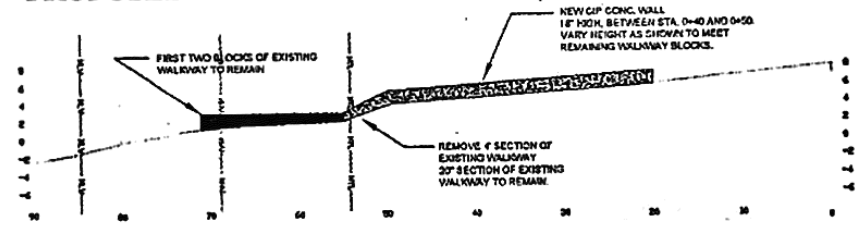
Project No. 50239



PROPOSED PROFILE - WALKWAY (NORTH SIDE)



PROPOSED PROFILE - SOUTH SIDE

NOTES:

1. THE OWNER MAY INSTALL A LADDER TO A BOAT FLOAT LOCATED OFF THE NEW NORTH SIDE WALKWAY, OR A METAL RAMP TO THE BOAT FLOAT, DEPENDING ON PERMIT STATUS.

2. THE NEW CONCRETE WEDGE NEAR THE OFFSHORE END OF THE BOAT LAUNCH CONTAINS APPROXIMATELY 3 CUBIC YARDS OF CONCRETE.

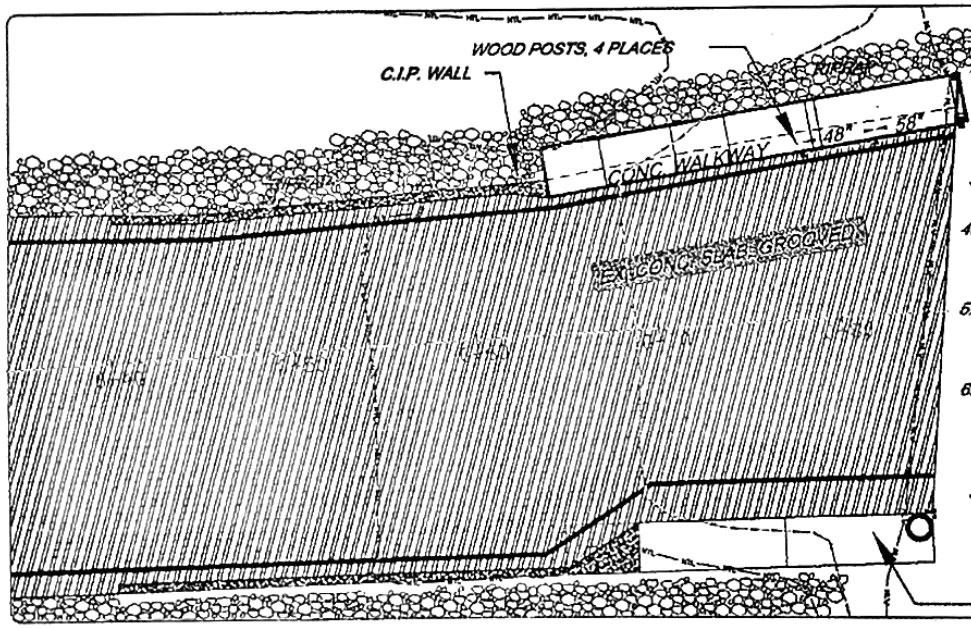
3. THE NEW CIP WALLS CONTAIN APPROXIMATELY 11 CY OF CONCRETE.
(60' X 0.5' X 1.5')/27 + (60' X 2' X 2')/27 = 10.5 CY

4. THE NEW NORTH SIDE WALKWAY CONTAINS APPROXIMATELY 6 CY OF CONCRETE.
(21.5' X 2.25' X 2.67') / 27 = 4.8 CY

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)



INSTALL WOOD LADDER FROM TOP OF WALKWAY TO LOW TIDE LINE.

1. *INSTALL NEW CONCRETE WALKWAY LEVEL, ON CONCRETE LEVELING PAD.*
2. *RAILING SHALL BE 2 STRANDS OF 5/8" POLYPROPYLENE ROPE, SET AT 12" AND 36" OFF WALKWAY SURFACE.*
3. *ALL ANCHORS AND CONNECTIONS SHALL BE SIMPSON VGC 62, WITH 5/8" GALV. THREADED ROD.*
4. *LADDER SHALL BE 2 X 4 POSTS, 3.5 FEET LONG, ANCHORED AT 1 FOOT O. C. RUNGS SHALL BE 2 X 4 LUMBER, 32 INCHES LONG, SPACED 1 FOOT O .C. RUNGS SHALL BE 6" MIN OFF THE CONC. WALKWAY END.*
5. *INSTALL CIP CONC. WALL FROM WALKWAY TO STA. 0+40 ON THE NORTH SIDE AND FROM THE SEAWARD REMAINING CONC. BLOCK TO STA 0+40 ON THE SOUTH SIDE.*
6. *INSTALL CIP 12" DIA , 32" HIGH CONC. FILLED SONOTUBE ON NORTHEAST CORNER OF EXISTING SOUTH CONCRETE BLOCKS. INSTALL 4 X 8 BLOCKING AT N.E. CORNER OF EXISTING CONC. BLOCKS.. USING 12" DEEP EMBEDMENT, PIN SONOTUBE TO EXISTING CONC. BLOCK. SEE DETAIL, SHEET BL-4*

RIPRAP RAILING/WALKWAY

REVISION: 5 SEPTEMBER 06, 2006
REVISION: 4 JUNE 27, 2006
REVISION: 3 MAY 23, 2006

BL-3

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BLACK POINT BEACH CLUB ASSOCIATION

EAST LYME, CONNECTICUT

Project No. 50239

GENERAL NOTES:

1. RETENTION OF THE EXISTING BOAT LAUNCH USE IS REQUESTED. NO INCREASE IN LENGTH, WIDTH, OR EXISTING CONCRETE OR RIPRAP FOOTPRINT IS REQUESTED.
2. AT THE BOAT LAUNCH RAMP, THE EXISTING STRUCTURE IS HIGHLY ERODED. SINCE IT WOULD BE DIFFICULT TO BOND NEW CONCRETE TO THE EXISTING ALGAE COVERED CONCRETE, THE EXISTING SLAB WILL BE RETAINED, ALONG WITH THE INSTALLATION OF CAST IN PLACE CONCRETE SIDEWALLS, AND GROOVING OF THE EXISTING CONCRETE SLAB. ADDITIONALLY, THE EXISTING CONCRETE WALKWAY AND HANDRAIL WILL BE REMOVED; A NEW WALKWAY AND HANDRAIL WILL BE INSTALLED ON THE NORTH SIDE OF THE BOAT LAUNCH. THE INTENT OF THIS WORK IS TO RETAIN THE EXISTING STRUCTURES FOOTPRINT, AND TO IMPROVE ACCESS TO NIANTIC BAY AND LONG ISLAND SOUND.
3. SEE DRAWINGS BL-2 AND BL-5 FOR PROPOSED RIPRAP REPLACEMENT.

NO EXCAVATION OR BACKFILL IS PROPOSED OTHER THAN THE REMOVAL AND REPLACEMENT OF RIPRAP. REGRADING OF BEACH AREAS WILL NOT BE NECESSARY.

THE NECESSARY TASKS ARE AS FOLLOWS:

1. USING CONSTRUCTION TAPE, FLAG OFF THE LIMITS OF CONSTRUCTION, INCLUDING THE RAMP, CONSTRUCTION ACCESS ROADS, AND MATERIAL STORAGE AREAS.
2. CALL "CALL BEFORE YOU DIG" AND ALERT THE BEACH ASSOCIATION MANAGER.
3. HOLD A PRECONSTRUCTION MEETING. ATTENDEES SHOULD INCLUDE THE CONTRACTOR, BLACK POINT BEACH CLUB REPRESENTATIVES, THE ENGINEER, A REPRESENTATIVE OF THE EAST LYME HARBOR MANAGEMENT, AND A REPRESENTATIVE OF THE CONN. DEP. AT THIS MEETING, THE PARTICIPANTS WILL DEFINE ONSITE PARKING / STAGING AREAS. DEFINE AVAILABLE TOILET FACILITIES. DEFINE SITE CLEANUP REQUIREMENTS. DISCUSS SCHEDULING, START / COMPLETION DATES, WORK HOURS, WEEKEND / HOLIDAY WORK.
4. INSTALL THE SEDIMENT BARRIERS IN ACCORDANCE WITH THE APPROVED PLAN SET. SHOULD SEDIMENTS BE DEVELOPED DURING THE WORK, A TURBIDITY CURTAIN WILL BE INSTALLED
5. INSPECT ALL E & S MEASURES ON A WEEKLY BASIS, MORE OFTEN DURING INCLEMENT WEATHER OR UNSEASONABLY HIGH TIDES. MAINTAIN A DETAILED LOG OF THE INSPECTION RESULTS.
6. LIMIT WORK ON THE BOAT LAUNCH TO RELATIVELY GOOD WEATHER DAYS (AVOID HIGH WINDS).
7. BEGIN RAMP REPAIRS STARTING FROM THE SHORE END OF THE RAMP, AND WORK OUTWARDS, TOWARDS THE OFFSHORE END.
8. STOCKPILE SAND / STONE FOR REUSE.
9. COMPLETE RAMP REPAIRS.
10. REGRADE BEACH AREAS TO MATCH PREEXISTING CONDITIONS.
11. STABILIZE THE SITE PER THE APPROVED SITE PLAN.
12. ONCE STABILIZED, REMOVE THE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES (TURBIDITY CURTAIN, SILT FENCING, ETC.).

DETAILS OF THE CONSTRUCTION METHODS PROPOSED ARE SHOWN ON THE ACCOMPANYING DRAWINGS.

BOAT LAUNCH

REVISION: 6 SEPTEMBER 6, 2006
REVISION: 5 AUG. 3, 2006
REVISION: 4 JUNE 27, 2006
REVISION: 3 MAY 23, 2006

GENERAL NOTES CONTINUED:

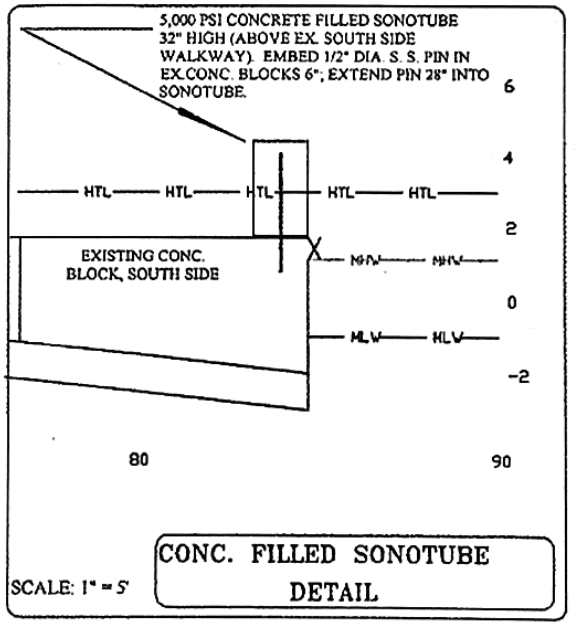
IN STEP 8 OF THE BOAT LAUNCH RAMP TASKS, THE SAND AND STONE TO BE STOCKPILED WILL COME FROM FROM RIPRAP WHICH MUST BE REMOVED FROM THE BOAT LAUNCH TO PROVIDE ACCESS FOR THE CONSTRUCTION OF THE CAST IN PLACE CONCRETE WALL. THIS ROCK AND STONE MATERIALS WILL NOT BE IMPORTED FROM OFFSITE.

ADDITIONALLY, SOME OF THE PREEXISTING RIPRAP ALONG THE BOAT LAUNCH RAMP HAS MOVED OVER TIME, FALLING DOWN AND AWAY FROM THE RAMP, IN SOME CASES CONSIDERABLE DISTANCES. IF THE ROCK IS DEEMED TO BE TOO FAR FROM THE EXISTING RAMP TO MOVE BACK, NEW RIPRAP WILL BE PLACED, FROM THE EXISTING STOCKPILE AT THE NORTH END OF BILLOW ROAD. THIS NEW RIPRAP WILL BE PLACED ONLY WITHIN THE LIMITS OF THE EXISTING RIPRAP, AS MAPPED AND SHOWN ON DRAWINGS BL-2 AND BL-5 OF THE DRAWING PACKAGE.

4. EQUIPMENT STAGING AREAS FOR THIS WORK WILL BE THE PAVED AREA WEST OF THE BOAT LAUNCH (END OF SEAVIEW AVENUE), AND THE BLACK POINT BEACH CLUB ASSOCIATION OWNED PARCEL AT THE WEST END OF BILLOW ROAD. CONSTRUCTION EQUIPMENT USED FOR THIS WORK WILL BE RESTRICTED TO THE EXISTING PAVED AREAS, THE EXISTING CONCRETE SLAB AND ITS FOOTPRINT. LIMITED AMOUNTS OF TRAVEL WILL BE REQUIRED ON ON THE MATERIAL BELOW THE EXISTING CONCRETE SLAB DURING NECESSARY GRADING, COMPACTION AND PRECAST SLAB PLACEMENT. A CONSTRUCTION ENTRANCE WILL NOT BE NECESSARY AT THIS SITE. SILT FENCES AND SANDBAGS WILL BE NECESSARY DURING THE CONSTRUCTION WORK. ALL CONSTRUCTION EQUIPMENT WILL TRAVEL OVER PROPERTY OWNED BY THE BLACK POINT BEACH CLUB ASSOCIATION. NO TRAVEL OVER PROPERTY OWNED BY OTHERS IS REQUIRED.

5 NO CONCRETE SLAB WILL BE REMOVED.

6. THE EXISTING CONCRETE SLAB WILL BE GROOVED, TO A DEPTH OF APPROXIMATELY ONE EIGHTH INCH, AND A GROOVE WIDTH OF APPROXIMATELY ONE EIGHTH INCH, SPACED AT THREE QUARTERS OF AN INCH ON CENTER.



BL-4

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Gen. CEE
Owner
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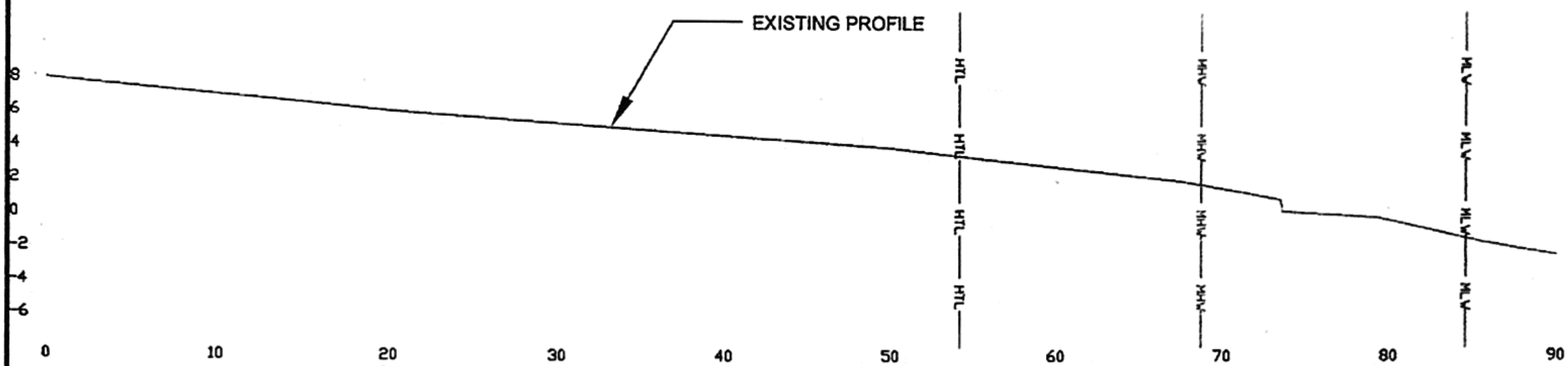
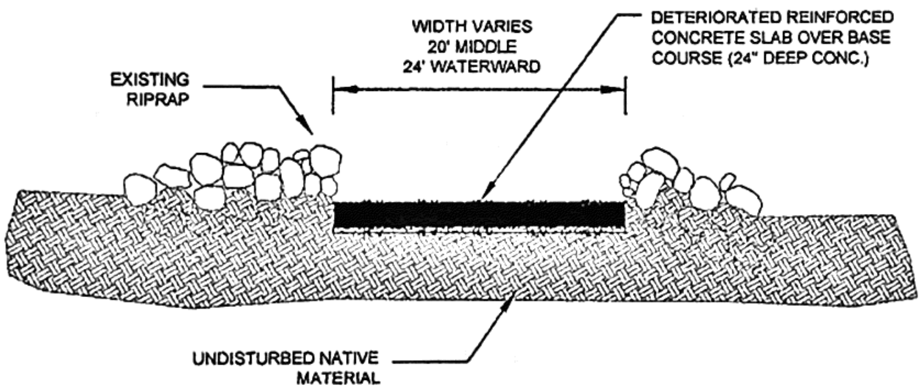
BLACK POINT BEACH CLUB ASSOCIATION

EAST LYME, CONNECTICUT

Project No. 50239



PROFILE
SCALE: 1" = 10'



TYPICAL SECTION
SCALE: 1" = 15'

STATE OF CONNECTICUT
PROFESSIONAL ENGINEER

PROFILE AND CROSSECTION OF EXISTING BOAT LAUNCH AREA

REVISION 5: SEPTEMBER 6, 2006
REVISION: 4 JUNE 27, 2006
REVISION: 3 MAY 23, 2006

BL-5

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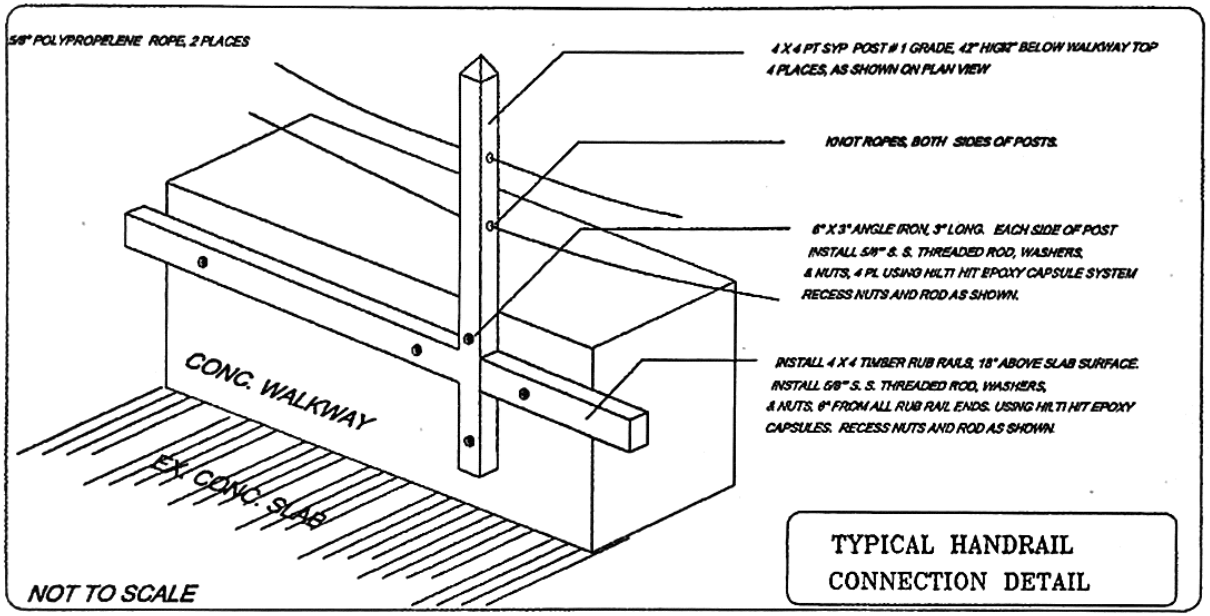
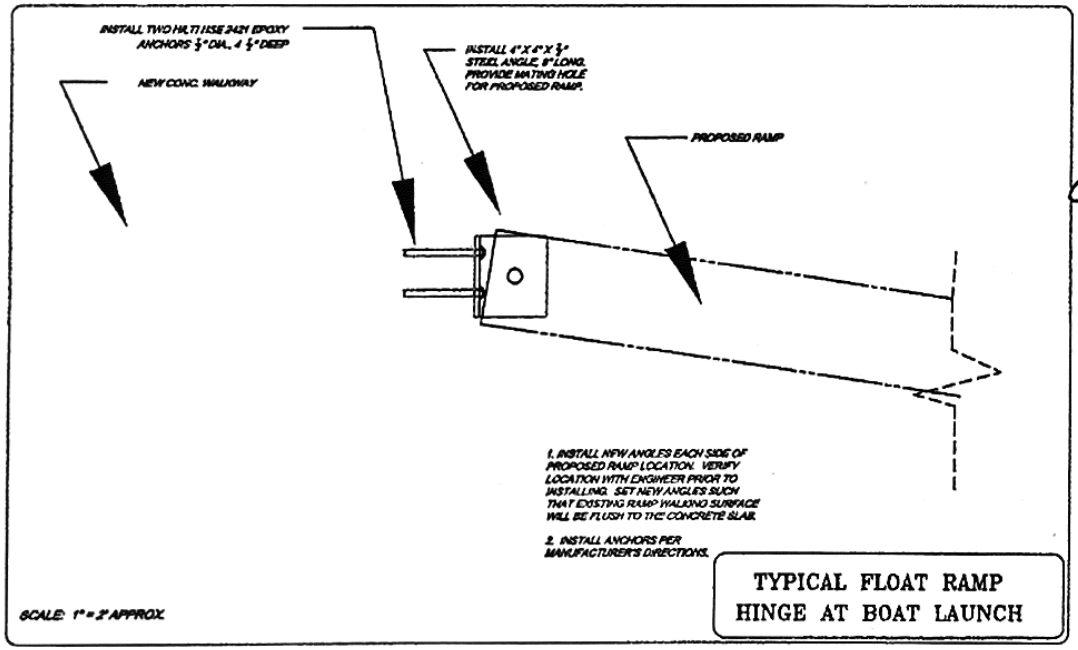
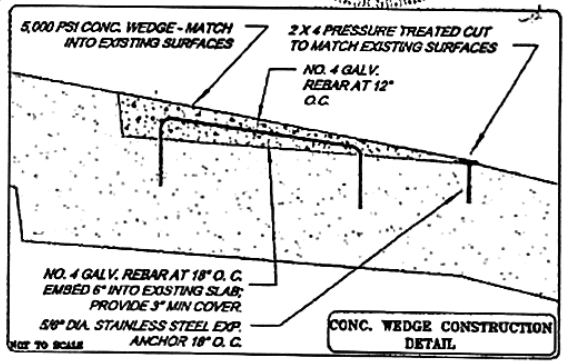


TYPICAL HANDRAIL CONNECTION DETAIL



TYPICAL FLOAT RAMP HINGE AT BOAT LAUNCH



CONC. WEDGE CONSTRUCTION DETAIL

STATE OF CONNECTICUT
CHARLES E. CLAS
REGISTERED PROFESSIONAL ENGINEER

REVISION: 5 SEPTEMBER 6, 2006
REVISION: 4 JUNE 27, 2006
REVISION: 3 MAY 23, 2006

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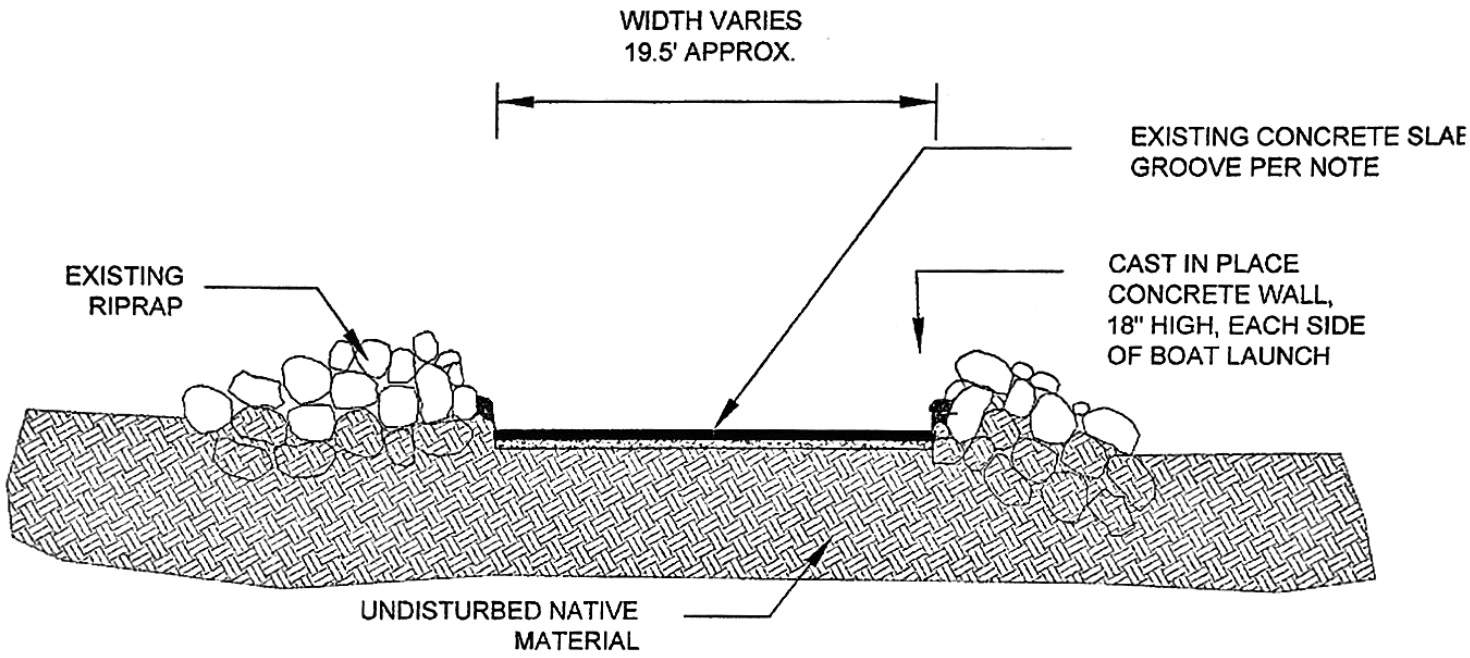
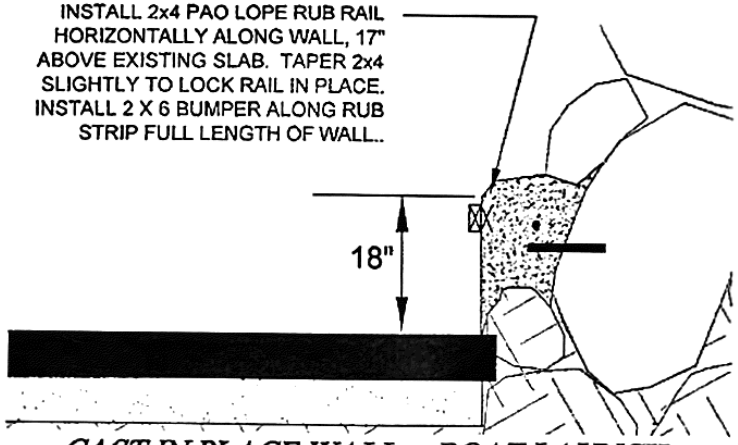
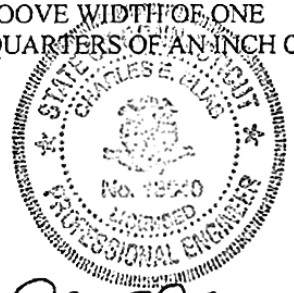


PROPOSED SECTION - BOAT LAUNCH RAMP
SCALE: 1" = 10'

1. ALL CONCRETE SHALL BE 4,000 PSI MATERIAL.
2. PROVIDE ONE # 5 GALVANIZED REBAR FULL LENGTH.
3. CONSTRUCT 1" 45 DEGREE CHAMFER AT TOP OF WALL. SLOPE TOP SURFACE TO DRAIN.
4. INSTALL 1/2" DIA. STAINLESS STEEL PINS HORIZONTALLY, AT 2 FEET O.C., USING HILTI HIT EPOXY CAPSULE.
5. THE EXISTING CONCRETE SLAB SHALL BE GROOVED, TO A DEPTH OF ONE EIGHTH INCH, A GROOVE WIDTH OF ONE EIGHTH INCH, SPACED AT THREE QUARTERS OF AN INCH ON CENTER.



CAST IN PLACE WALL -- BOAT LAUNCH
SCALE: 1" = 2'



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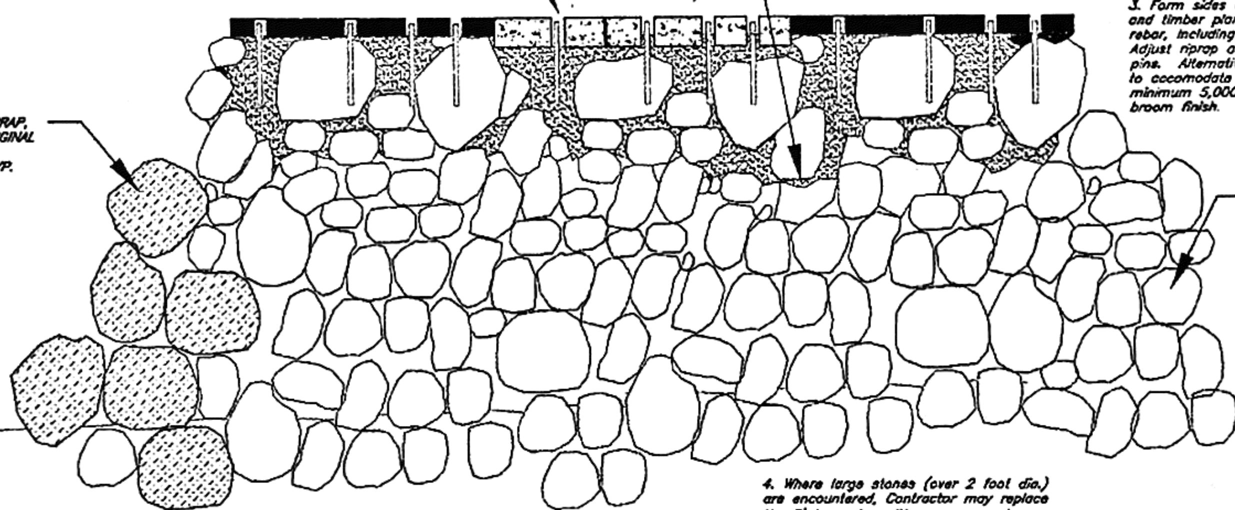
Project No. 50239

1. NEW CONCRETE SLAB SECTION SHALL BE CONSTRUCTED WITH # 5 BARS AT 6 INCHES ON CENTER, BOTH WAYS. BARS SHALL BE PLACED AT MID-DEPTH OF THE NEW SLAB SECTION.

A MINIMUM OF 5" COVER SHALL BE PROVIDED AT ALL SLAB EDGES.



1. Sawcut failed slab sections shown on plan views, into manageable sections. Remove sawcut sections, and dispose of per applicable DEP / landfill regulations.

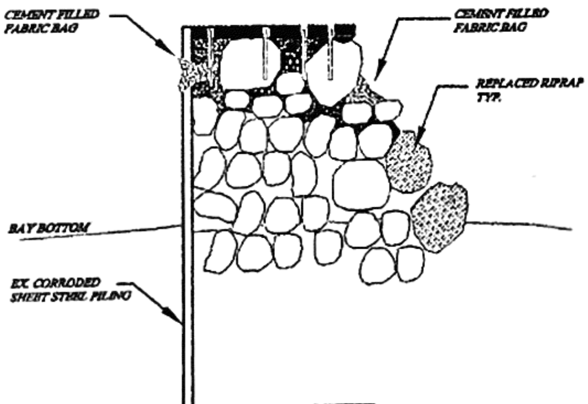
2. Adjust underlying riprap to accommodate new 12" deep slab. Place burlap cloth blanket horizontally, over adjusted riprap to act as a temporary bottom form.

3. Form sides of new slab using plywood and timber planks as appropriate. Place rebar, including vertical rebar pins. Adjust riprap as necessary to accommodate pins. Alternatively, riprap may be drilled to accomodate pins. Pour concrete, with minimum 5,000 psi concrete. Provide broom finish.

4. Where large stones (over 2 foot dia.) are encountered, Contractor may replace the 3' long pins with epoxy capsule anchors (Hilti HIT) with a minimum of 6" embedment in the stone. The drilled hole in the stone shall meet the epoxy capsule manufacturers recommendations for diameter, and installation.

SCALE: 1" = 2' APPROX.

TYPICAL PIER SLAB REPAIR



STEEL PIER VOIDS REPAIR

VOID FILLING

1. Fill voids in riprap sides, using either mortar and stones, or cement filled burlap fabric bags. Stones and bags shall be placed to minimize future visibility.

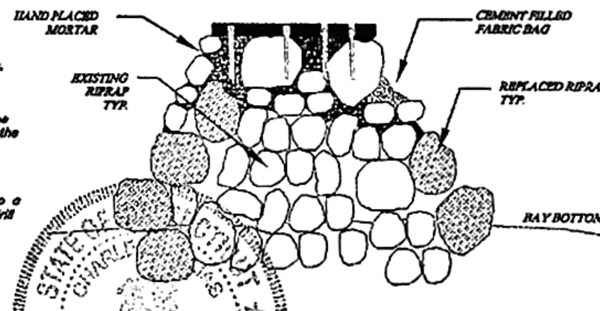
2. Bore holes in slab surface as necessary. Holes shall be a minimum 4 inches diameter, or greater, as required by the Contractor.

3. Fill outermost holes first, then fill interior holes in concrete slab. Pump concrete into holes as necessary to resupport slab. Finally, insert 34 inch long No. 6 rebar to a depth of 1 inches below the slab surface. If necessary drill into the riprap beneath the slab.

RIPRAP REPLACEMENT

1. Replace missing riprap with new stones, from BPBCA stockpile. Exterior stones shall be 4 to 6 feet in diameter. Interior stones may be smaller, but shall be chosen to maximize their size. Minor repositioning of existing riprap will be allowed to facilitate replacement of missing riprap.

2. All new riprap shall be within the surveyed perimeter of existing riprap. Any riprap placed outside this surveyed perimeter SHALL be removed at the Contractor's expense.



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TYPICAL PIER VOIDS REPAIR

SCALE: 1" = 12' APPROX.

REVISION: 3 MAY 23, 2006 REVISION: 4 JUNE 27, 2006 REVISION: 5 SEPTEMBER 6, 2006

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BLACK POINT BEACH CLUB ASSOCIATION

EAST LYME, CONNECTICUT

Project No. 50239