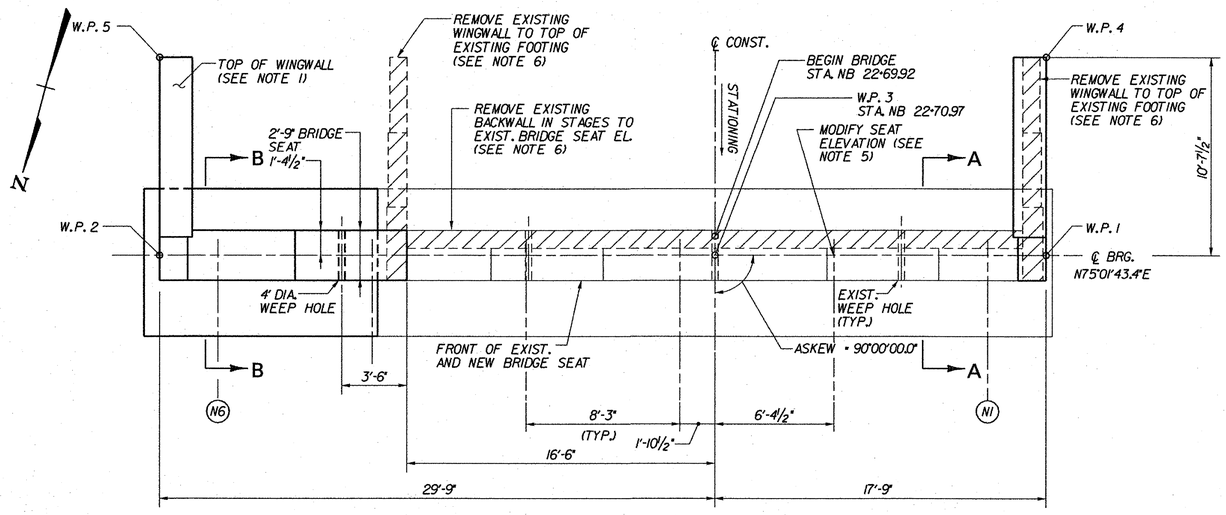
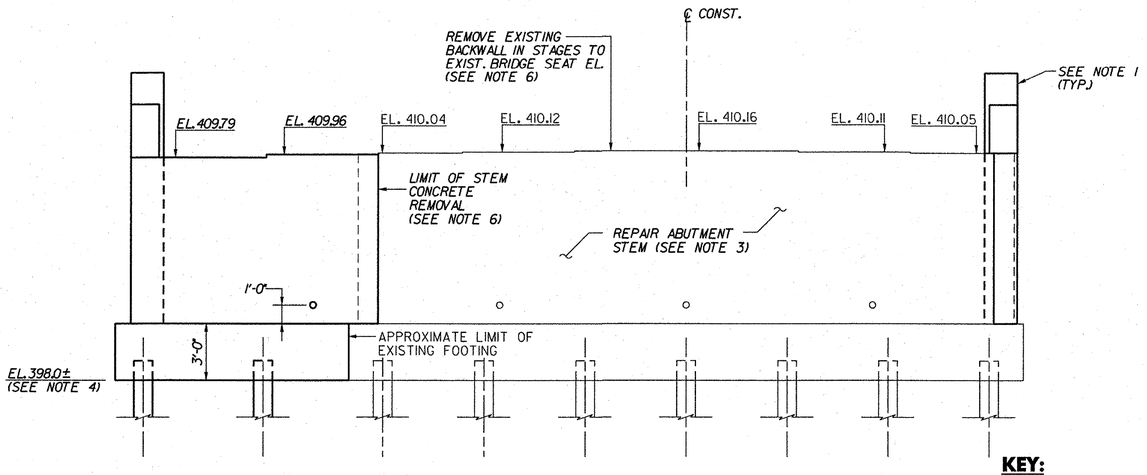


ABUTMENT 1 PLAN (FIXED) (3N)

SCALE: ¼" = 1'-0"

• SEE SHEET 70AR



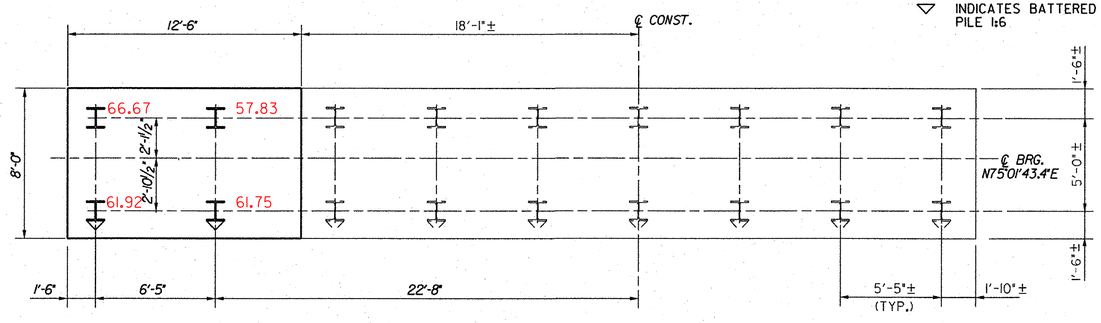
ABUTMENT 1 ELEVATION (3N)

(BACKWALL AND WINGWALL REMOVAL LIMITS NOT SHOWN FOR CLARITY)

SCALE: ¼" = 1'-0"

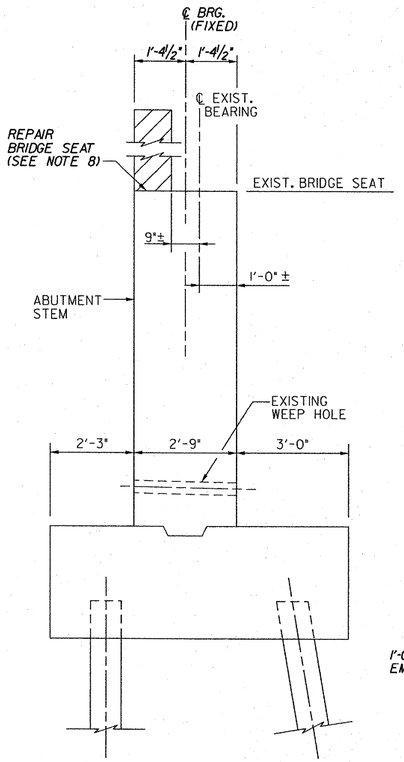
KEY:

- EXISTING 12BP53 PILE
- HP 12X53 PILE
- INDICATES BATTERED PILE 1:6



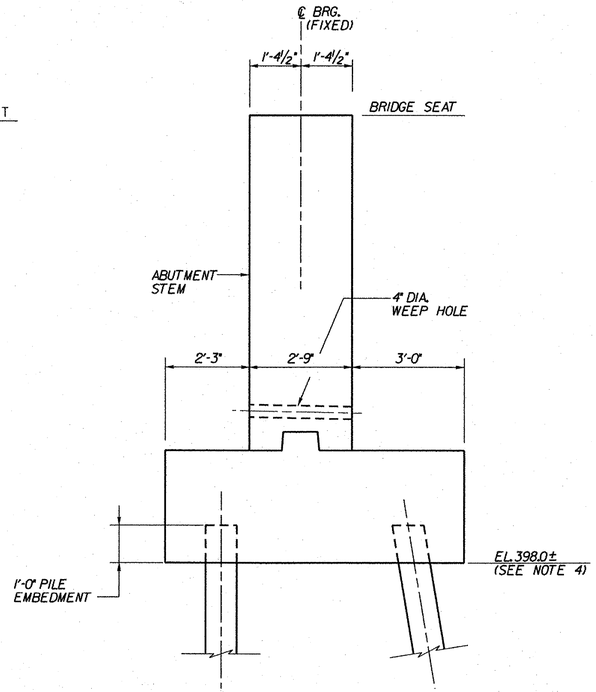
FOOTING PLAN (3N)

SCALE: ¼" = 1'-0"



SECTION A–A

SCALE: ½" = 1'-0"



SECTION B–B

SCALE: ½" = 1'-0"

NOTES:

1. FOR WINGWALL AND CHEEKWALL DIMENSIONS, DETAILS AND ELEVATIONS, SEE WINGWALL MASONRY & REINFORCEMENT BRIDGE SHEET BRI38.
2. FOR ABUTMENT REINFORCEMENT DETAILS, SEE ABUTMENT 1 REINFORCEMENT (3N) BRIDGE SHEET BRI34.
3. REPAIR ALL EXISTING SPALLED AND DELAMINATED AREAS ON ABUTMENT. SEE EXISTING SUBSTRUCTURE CONDITION (3N), BRIDGE SHEET BRI60. FOR APPROXIMATE CONDITION OF EXISTING SUBSTRUCTURE. FOR CONCRETE REPAIR DETAILS, SEE SUBSTRUCTURE REPAIR DETAILS (3N&S), BRIDGE SHEET BRI5I.
4. THE NEW BOTTOM OF FOOTING ELEVATION SHOWN IS APPROXIMATE AND SHALL BE CONSTRUCTED AT THE SAME ELEVATION AS THE EXISTING FOOTING. THE CONTRACTOR SHALL VERIFY THE EXISTING FOOTING LOCATION PRIOR TO ORDERING REINFORCING STEEL.
5. DUE TO THE PROXIMITY OF THE GIRDER TO THE STEP IN THE EXISTING BRIDGE SEAT, REMOVE 4" ± OF CONCRETE TO A MINIMUM OF 1" BELOW THE TOP MAT OF REINFORCING STEEL AND REPLACE WITH A LEVEL BED OF CONCRETE, CLASS AA TO THE HIGHER ELEVATION OF THE ADJACENT BRIDGE SEAT. LIMITS OF CONCRETE REMOVAL AND REPLACEMENT SHALL BE 18" EITHER SIDE OF ℄ OF GIRDER. THIS WORK SHALL BE PAID FOR AS ITEM 580.14, "REPAIR OF CONCRETE SUBSTRUCTURE SURFACE, CLASS II".
6. FOR LIMITS OF CONCRETE REMOVAL IN EACH STAGE, SEE STAGED CONSTRUCTION DETAILS (2 OF 2) (3N), BRIDGE SHEET BRII3.
7. BRIDGE SEATS SHALL BE SLOPED ½" PER FOOT EXCEPT UNDER BEARING PLATES WHERE THE SURFACE SHALL BE LEVEL. THE RESIDENT ENGINEER SHALL DETERMINE IF THE EXISTING CONCRETE AT PROPOSED BEARING LOCATION REQUIRES REPAIR. ANY WORK REQUIRED TO PROVIDE A SOUND, LEVEL SURFACE SHALL BE PERFORMED UNDER ITEM 580.14, "REPAIR OF CONCRETE SUBSTRUCTURE SURFACE, CLASS II", EXCEPT THAT ONLY CONCRETE, CLASS AA SHALL BE ALLOWED UNDER BEARINGS. ALL WORK AND MATERIALS REQUIRED SHALL BE PAID UNDER ITEM 580.14.
8. FOLLOWING REMOVAL OF EXISTING BACKWALL, THE CONTRACTOR SHALL GRIND AND/OR REPAIR THE CONCRETE, AS DIRECTED BY THE ENGINEER, TO PROVIDE A SMOOTH LEVEL SURFACE AT PROPOSED SEAT ELEVATION. ANY REPAIRS REQUIRED SHALL BE PERFORMED IN ACCORDANCE WITH SUBSTRUCTURE REPAIR DETAILS (3N&S), BRIDGE SHEET BRI5I. ALL COSTS FOR THIS WORK SHALL BE INCIDENTAL TO ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE (DECK & SUBSTRUCTURE)".

LEGEND:

- LIMIT OF CONCRETE REMOVAL

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of GUILFORD	Bridge No. 3N
Highway No. I-9I	Log Sta. / Surv. Sta.

I-9I NB OVER BROAD BROOK & BROAD BROOK ROAD

ABUTMENT 1 MASONRY (3N)

Designed By M. J. MOZER	Drawn By G.K. MORZE
Checked By P.W. SZUSTAK Date 0I/03	Bridge Design Supervisor J.P. HALSTEAD Date 0I/03
PROJECT GUILFORD	PROJECT NO. IM 09I-I(33)
TVGA CAD Drawing No. G NB ABUTI.dgn	Date 05/12/08
Bridge Sheet No. BRI33	Sheet 59 of II4

TVGA ENGINEERING, SURVEYING, P.C.