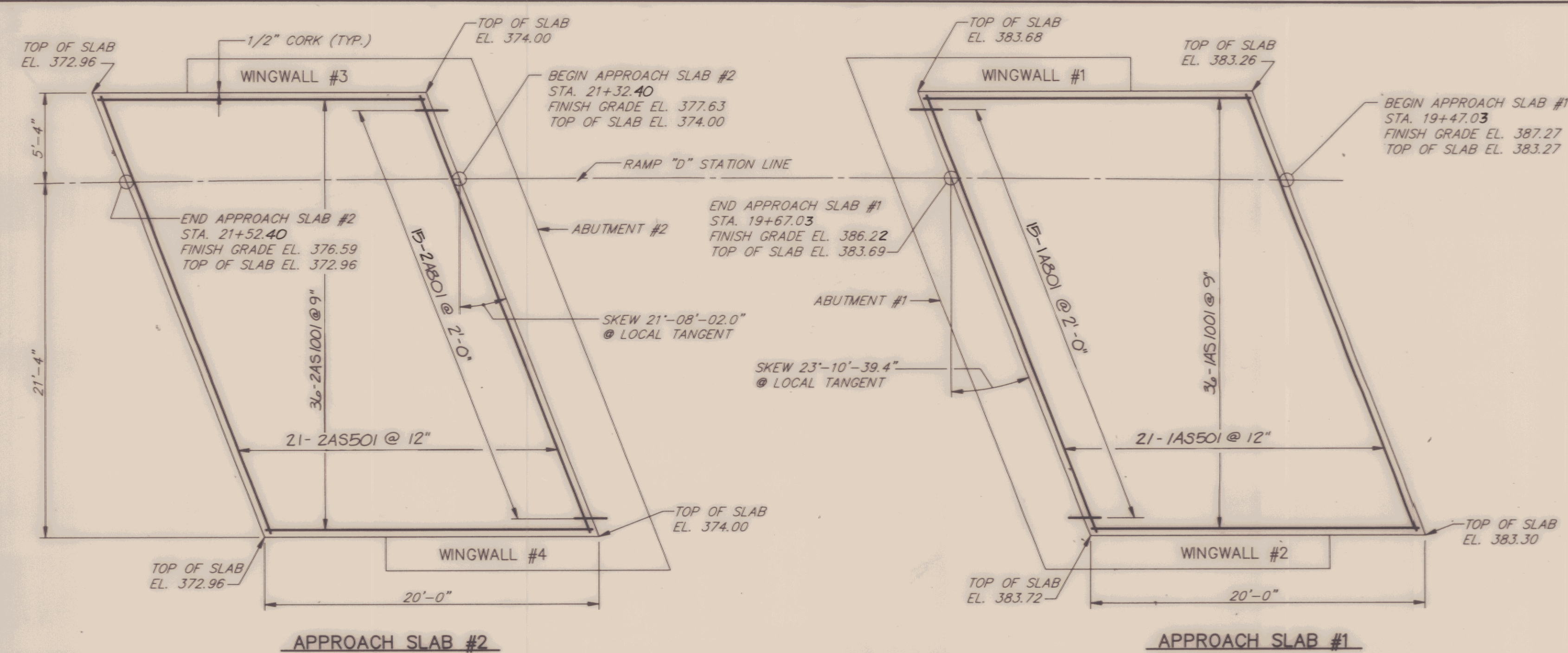
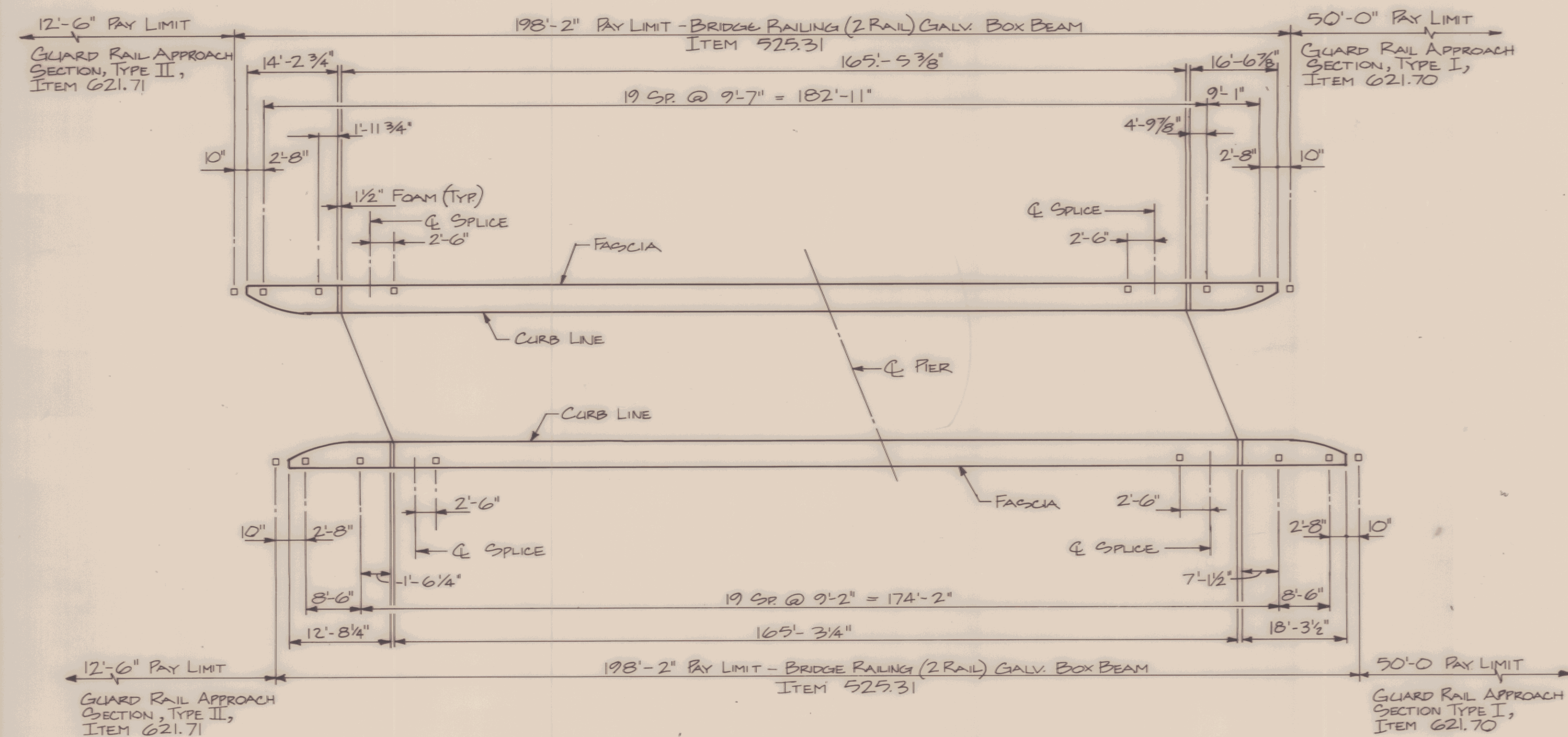




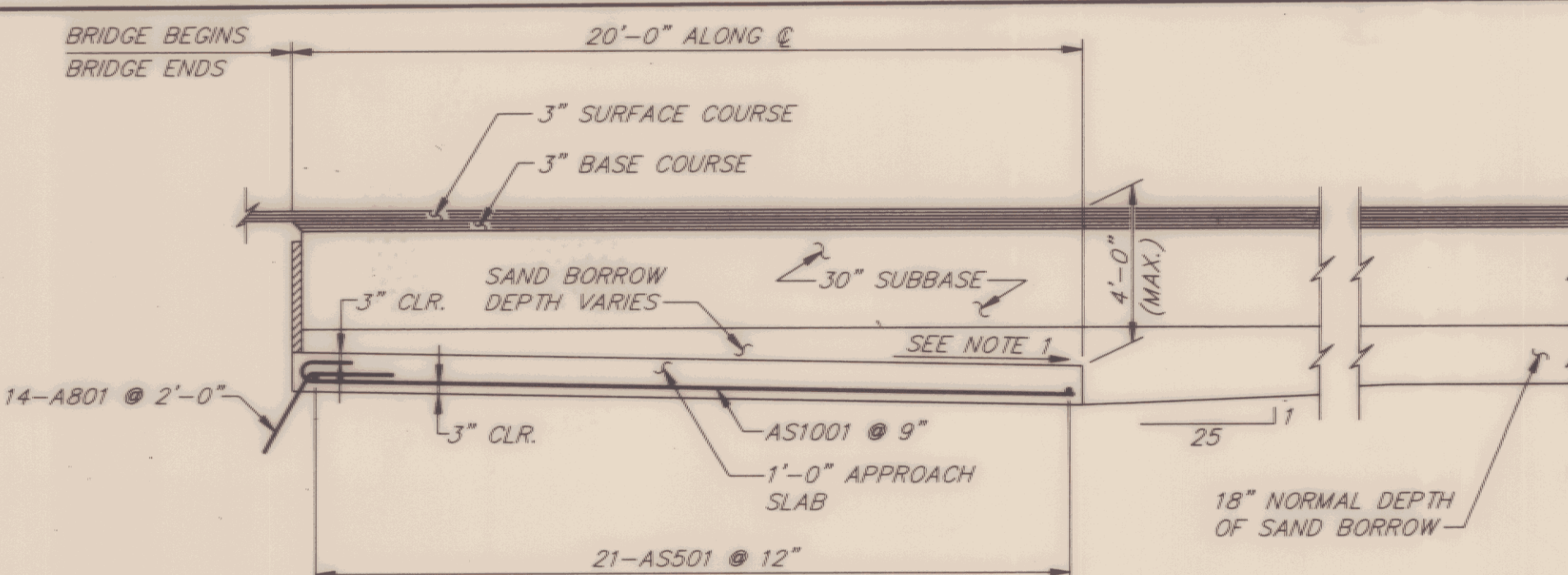
SEE WRITTEN ORDER 102 FOR REINF. STEEL CHANGES
APPROACH SLAB 1 & 2 PLAN
 3/16" = 1'-0"



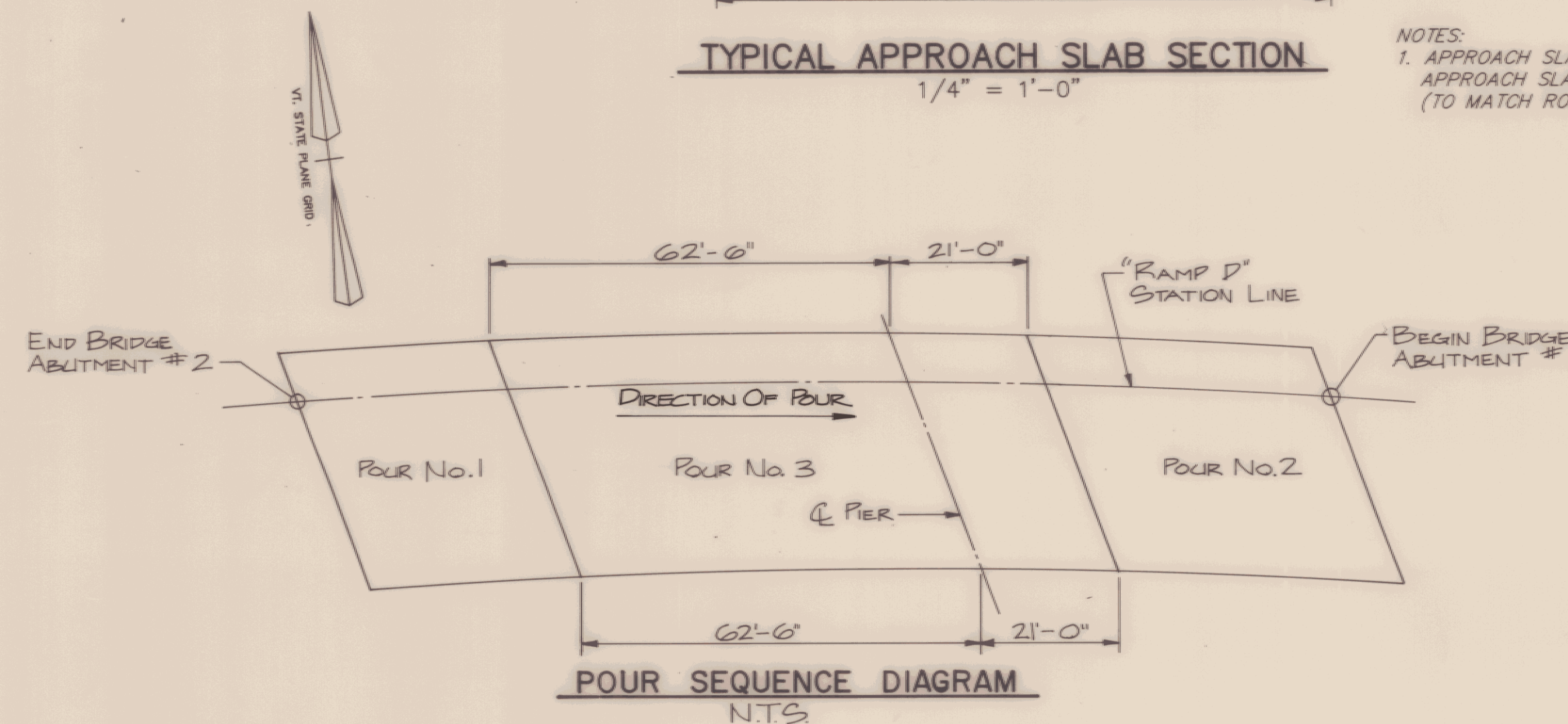
PLAN - BRIDGE RAIL LAYOUT
 N.T.S.

NOTES

- SEE HIGHWAY PLANS FOR APPROACH RAIL LAYOUT.
- SEE STD. DWG. SB-R48-B2 FOR APPROACH RAIL DETAILS.
- ALL CURB ENDS ARE TO BE FLARED AS SHOWN ON SHEET BR 312.
- TOTAL ANTICIPATED THERMAL EXPANSION: SPAN 1 = .75", SPAN 2 = 1.12".
- TO ALLOW FOR ADEQUATE EXPANSION AT ABUTMENT NO. 2 THE BRIDGE RAIL GAP SHALL BE 1 1/2".



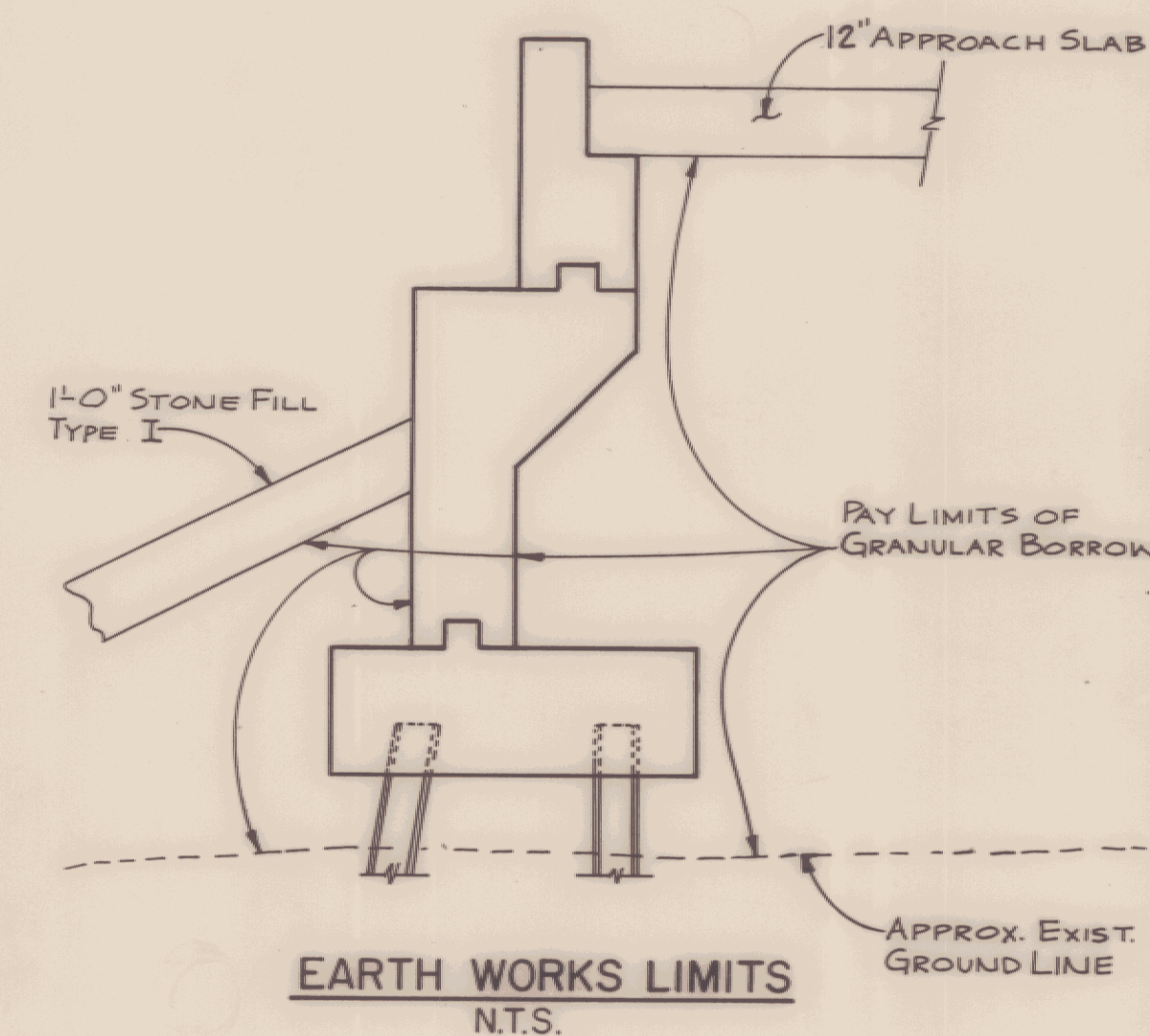
TYPICAL APPROACH SLAB SECTION
 1/4" = 1'-0"



POUR SEQUENCE DIAGRAM
 N.T.S.

POUR SEQUENCE NOTES

- THE DECK SHALL BE PLACED IN THE DIRECTION SHOWN.
- AT LEAST ONE (1) WEEK PRIOR TO PLACING ANY BRIDGE DECK CONCRETE, THE CONTRACTOR SHALL REVIEW HIS PROPOSED PLACEMENT PROCEDURE WITH THE ENGINEER.
- IF APPROVED BY THE ENGINEER, POUR NO. 1 AND POUR NO. 2 MAY BE PLACED WITHIN THE SAME DAY. THE CONTRACTOR SHALL PROVIDE ADEQUATE LABOR, EQUIPMENT AND MATERIAL TO COMPLETE THE PLACEMENT OF BOTH POURS WITHIN AN EIGHT (8) HOUR PERIOD.
- JOINTS BETWEEN POURS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE TRANSVERSE BRIDGE SLAB CONSTRUCTION JOINT DETAIL ON DRAWING BR320.
- THE CONTRACTOR MAY, AT HIS OPTION, SUBMIT AN ALTERNATE PROCEDURE TO THE ENGINEER FOR REVIEW AND APPROVAL. NO RELATED WORK, INCLUDING THE INSTALLATION OF FORMS, MAY BE INITIATED BY THE CONTRACTOR UNTIL THE WRITTEN APPROVAL OF THE ALTERNATE PROCEDURE IS RECEIVED FROM THE ENGINEER.
- CONCRETE PLACEMENT AND FINISHING OPERATIONS SHALL BE PERFORMED AS RAPIDLY AS POSSIBLE. THE ENGINEER MAY ORDER THE CONTRACTOR TO STOP HIS POUR OPERATIONS AT ANY TIME IF, IN THE ENGINEER'S OPINION, CONCRETE PLACED DURING THE POUR HAS STARTED TO SET OR IS ABOUT TO SET AND FURTHER PLACEMENT OF CONCRETE WILL CAUSE DEFLECTION CRACKING.
- IN THE EVENT THE CONTRACTOR'S DECK PLACEMENT OPERATION IS STOPPED PRIOR TO COMPLETION OF POUR NO. 1, WHETHER BY HIS OWN DECISION OR BY ORDER OF THE ENGINEER, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FINISHED DECK GRADE WHICH MATCHES THE PLANNED PROFILE. ANY SUBSEQUENT REVISIONS TO FORMS MADE NECESSARY BY SUCH ACTION SHALL BE AT THE CONTRACTOR'S EXPENSE.
- DECK POUR NO. 1 AND POUR NO. 2 SHALL BE ACCOMPLISHED IN A MAXIMUM OF EIGHT (8) HOURS. SUBSEQUENT POURS (CONTINUOUS PLACEMENTS) WILL NOT BE PERMITTED UNTIL 96 HOURS AFTER THE COMPLETION OF THE PREVIOUS POUR. RETARDER SHALL BE USED AS DESCRIBED BY THE CONCRETE ENGINEER. ALL COMBINATIONS OF POURS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
- LONGITUDINAL CONSTRUCTION JOINTS WILL NOT BE PERMITTED.
- THE CONTRACTOR MAY, SUBJECT TO THE ENGINEER'S APPROVAL, USE A WATER REDUCER EITHER ALONE OR IN CONJUNCTION WITH A WATER-REDUCING AND SET RETARDING ADMIXTURE, SO AS TO ALLOW DELIVERY, PROPER PLACEMENT AND FINISH OF THE CONCRETE.
- CONSTRUCTION JOINTS SHALL BE PLACED PARALLEL TO THE CENTERLINE OF PIER.



AS BUILT 5/12/94

**STATE OF VERMONT
 AGENCY OF TRANSPORTATION**

TOWN OF ESSEX	Bridge No. 13
Highway No. VT. RTE. 289	Log Sta.
VT. RTE. 289 "RAMP D" OVER CVRR	
DESIGNED BY GSB	
Checked by RJS	Drawn by DJA/RFU
date 10/12/90	Bridge Design Supervisor MWO
PROJECT NO. WILLISTON - COLCHESTER	PROJECT NO. PB 033-1(2)
Bridge Sheet No. BR309	Sheet 174 of 400