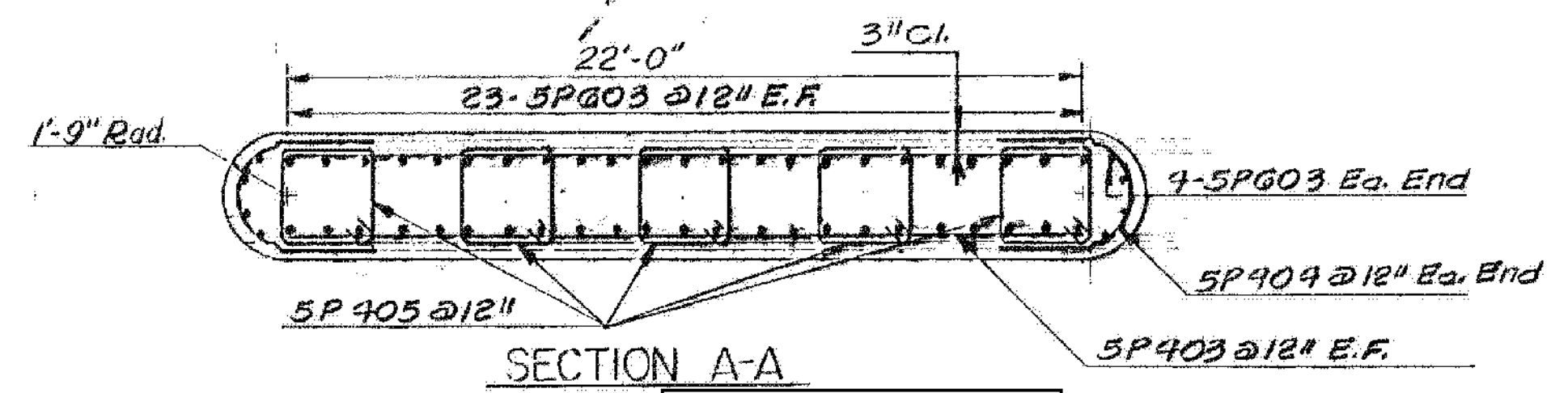
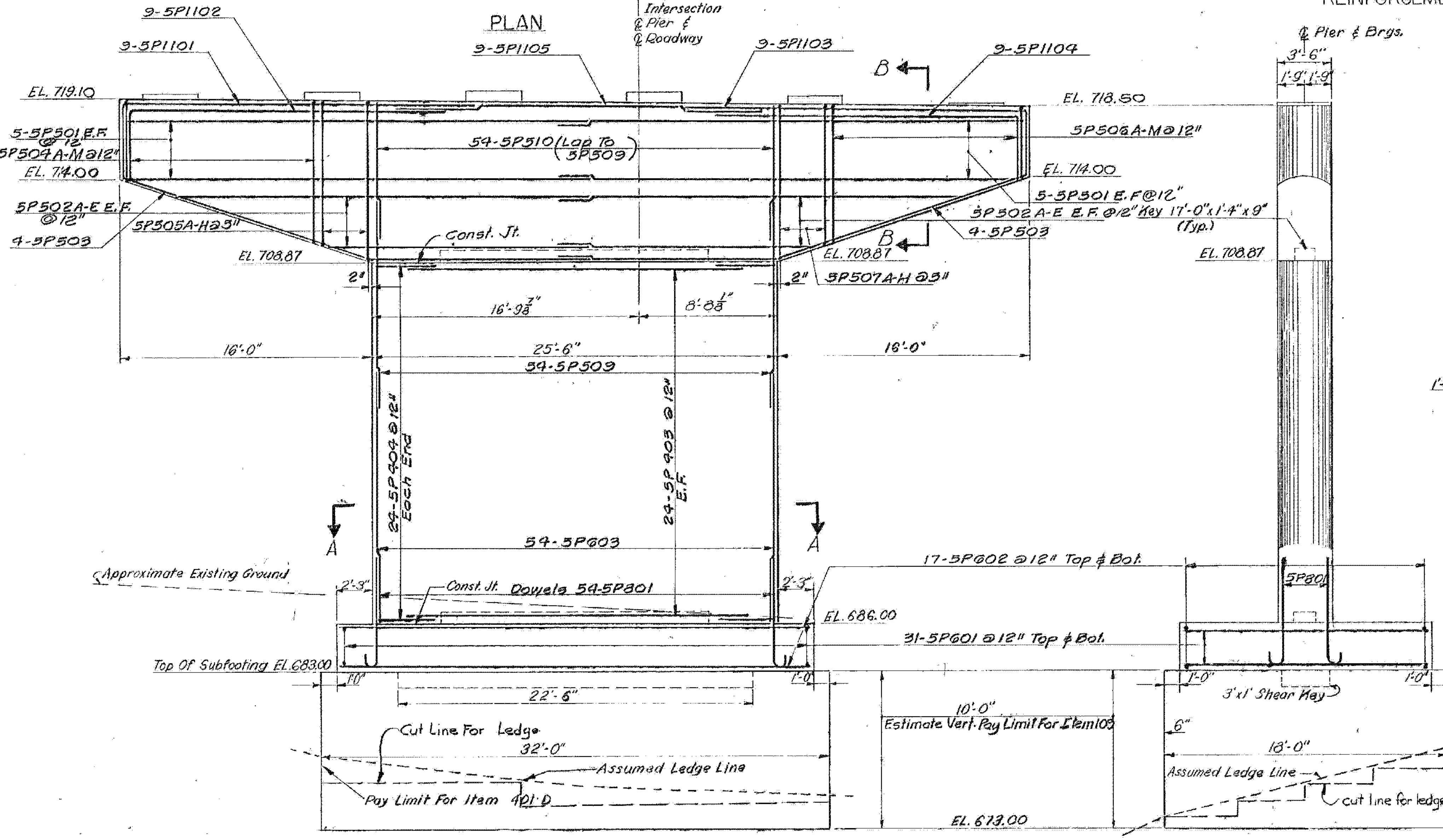


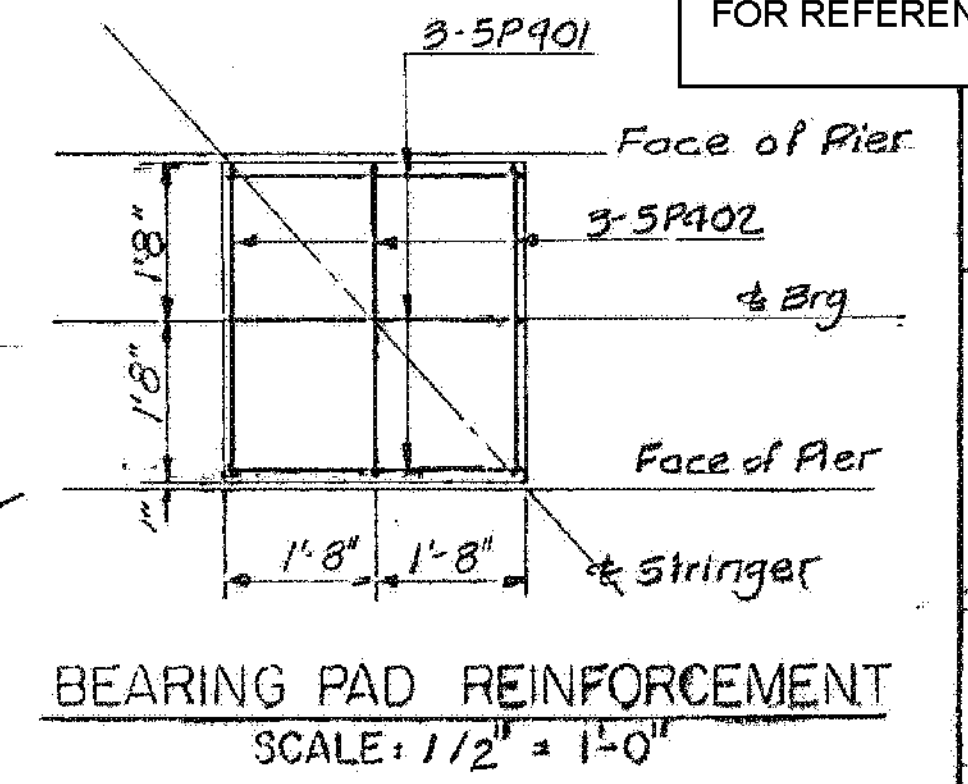
PIER No.5 FOUNDATION NOTES:

SECTION BB
SCALE: 1/2" = 1'-0"

- The Ledge Surface Within The Limits of The Subfooting Shall be Shattered and Stepped, With all Loose Material Removed, to Form Solid Anchorage Between The Concrete and Ledge. It is Anticipated That EL. 673.0 Will be The Lowest Limit Necessary to Obtain This Purpose. Therefore, This Elevation Shall be Considered as The Bottom of Footing For Basis of Payment Under Item 109.13.
- The Horizontal Limits Shown For The Subfooting Are The Min. Clear Dimensions Required.
- The Horizontal Pay Limits For Structure Excavation, Item 109, Shall be In Accordance With Item 109 (See Article 109.06 & 109.13).
- The Horizontal Pay Limits For The Concrete Subfooting Item 401-D, Shall be The Neat Lines Detailed on The Plans.
- The Concrete For The Subfooting May be Placed In Accordance With Item 401.07.
- The Concrete For The Footing and The Pier Stem Shall be Placed In The Dry.
- For General Pier Notes See Pier No.1 BR-119
- The Subfooting is Designed For A Maximum Bearing Pressure of 5 Tons Per Sq. Ft. on Ledge.
- Shear Key As Detailed This Sheet to be Cut Out of Subfooting After Dewatering, If Ordered by The Engineer.
- A 10' Depth of Concrete Seal is Based on A Max. Water El. of 697.0. Any Adjustment in Depth of Seal Will Necessitate A Reduction in The Allowable Max. Water Elevation.



BARTON-COVENTRY
IM BPNT (11)
SHEET 73 OF 84
BRIDGE 102N&S
FOR REFERENCE ONLY
Br. 123 OF 129



STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT IRASBURG - DERBY
TOWN OF IRASBURG

ROUTE No. 1-91 STA. 2539±
1-91 OVER BARTON RIVER AND SA'3

PIER # 5
SCALE 1/4" = 1'-0" Except as Noted
IN CHARGE C. TERENZIO

DRAWN BY D.L. CHECKED BY A. CENTORE

PROJECT No. 1-91-3(8) 9-87
SHEET 192 OF 605 BR. 123