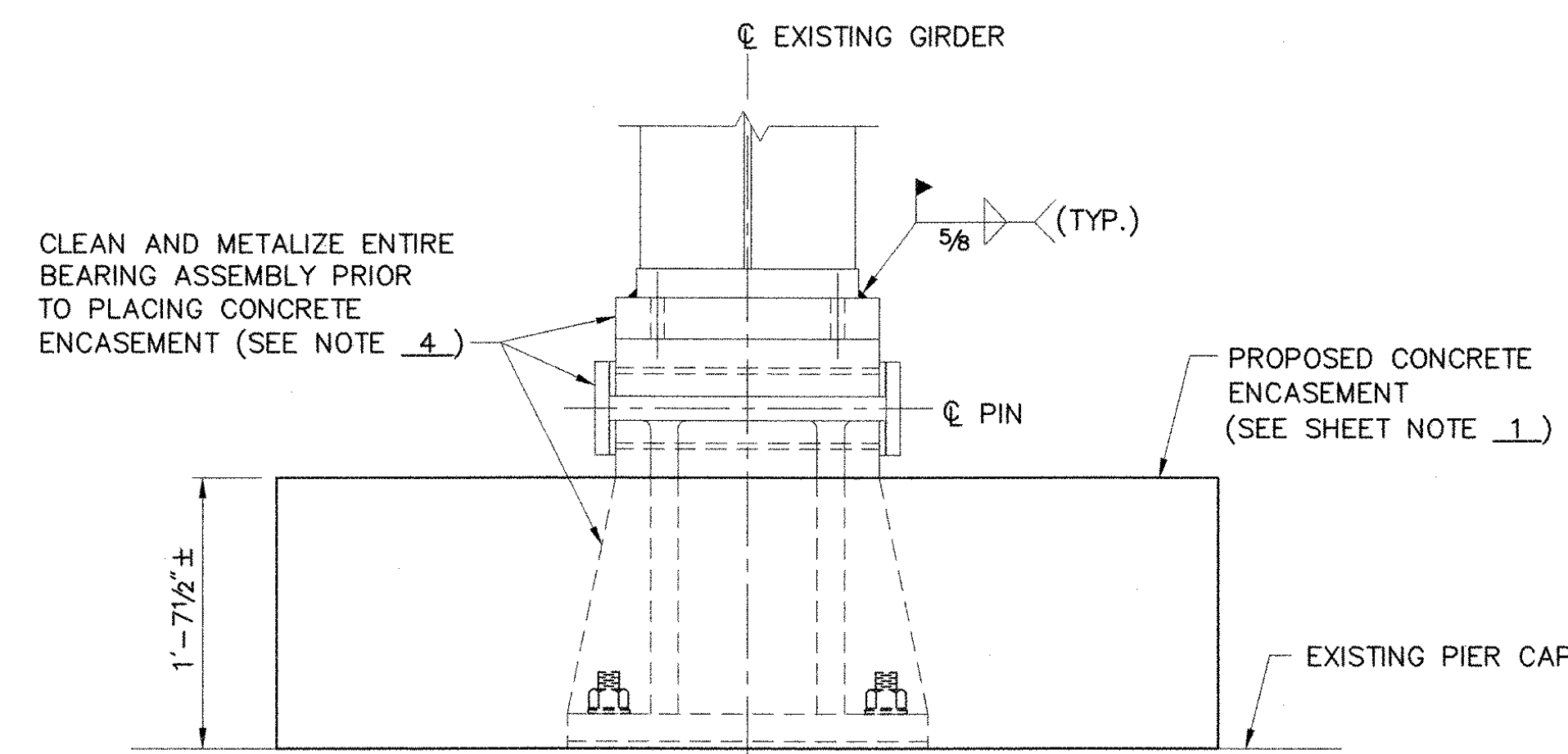
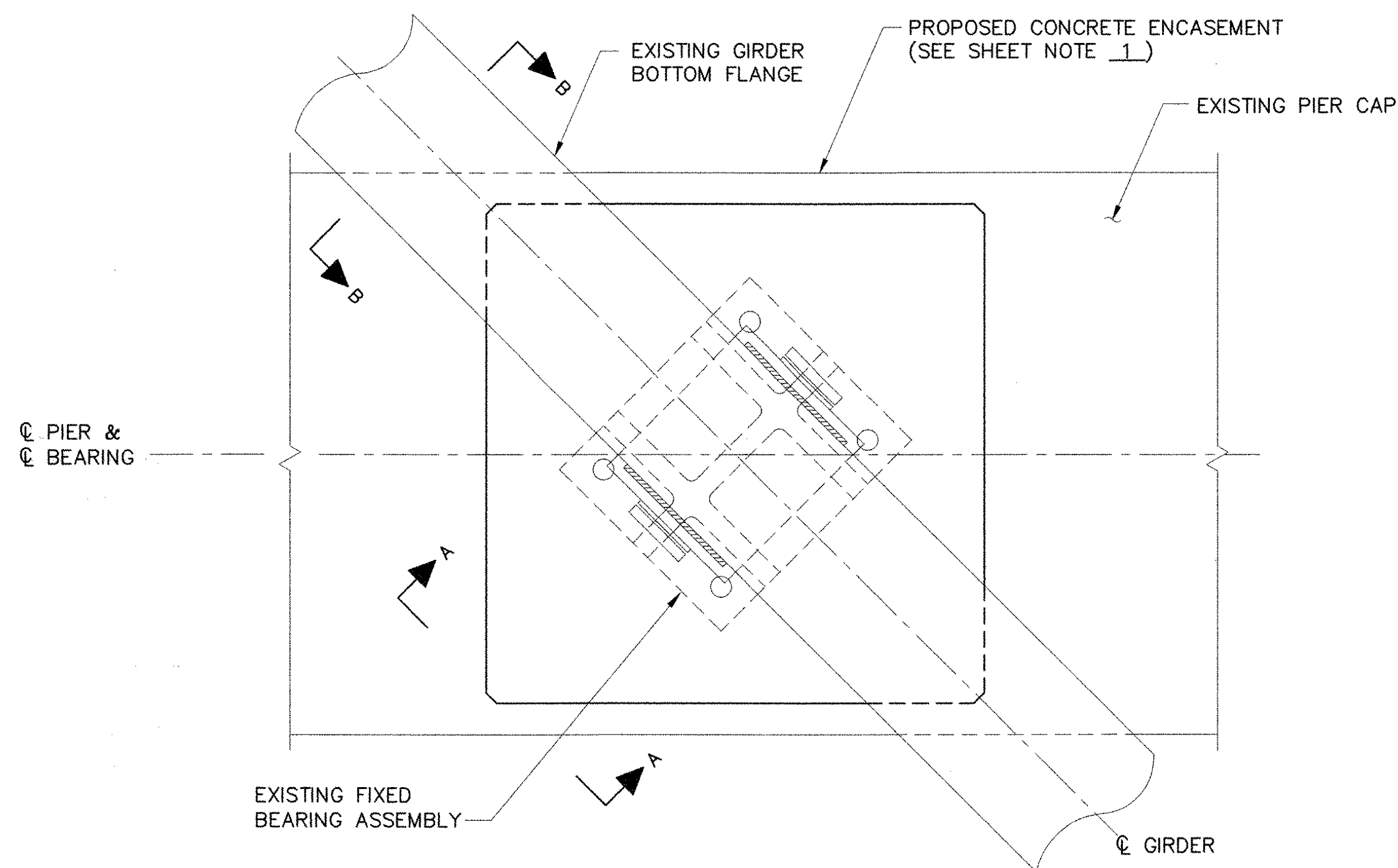


**VIEW A-A**



**VIEW B-B**

SCALE: 1" = 1'-0"



**TYPICAL FIXED BEARING RETROFIT PLAN**

SCALE: 1" = 1'-0"

**FIXED BEARING RETROFIT NOTES:**

1. ALL OF THE EXISTING FIXED BEARINGS AT BRIDGE 11S PIER 5 AND BRIDGE 11N PIER 6 SHALL BE RETROFIT AS SHOWN IN THESE PLANS TO MEET THE AASHTO SEISMIC PERFORMANCE REQUIREMENTS OF SEISMIC PERFORMANCE CATEGORY A. THE RETROFITS CONSIST OF STRENGTHENING THE GIRDER TO BEARING CONNECTION BY WELDING THE BOTTOM FLANGE OF THE GIRDER TO THE TOP OF THE BEARING ASSEMBLY, AND STRENGTHENING THE BEARING TO PIER CAP CONNECTION BY ENCASING THE BEARING IN CONCRETE AND CORING AND GROUTING DOWEL BARS INTO THE PIER CAP.
2. ALL WELDING AND DIMENSIONAL TOLERANCES OF WELDED MEMBERS SHALL CONFORM TO THE LATEST ANSI/AASHTO/AWS BRIDGE WELDING CODE AND ITS LATEST REVISIONS. ALL COSTS FOR LABOR AND MATERIALS REQUIRED TO PERFORM THE WELDING SHALL BE INCLUDED IN ITEM 531.10, "BEARING DEVICE ASSEMBLY (RETROFIT)".
3. CONCRETE FOR ENCASEMENTS SHALL BE ITEM 501.22, "CONCRETE, CLASS A."
4. PRIOR TO PLACING THE CONCRETE ENCASEMENTS, THE BEARINGS SHALL BE COMPLETELY BLAST CLEANED AND FIELD METALIZED IN ACCORDANCE WITH SECTION 506.15 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION. COSTS FOR BLAST CLEANING AND FIELD METALIZING SHALL BE SUBSIDIARY TO ITEM 531.10, "BEARING DEVICE ASSEMBLY RETROFIT."
5. CORING AND GROUTING OF DOWEL BARS SHALL BE PAID AS ITEM 507.16, "DRILLING AND GROUTING DOWELS."
6. THE CONTRACTOR SHALL TAKE EXTREME CARE TO NOT DAMAGE THE EXISTING PIER CAP REINFORCING STEEL DURING CORING OF THE REINFORCING DOWEL HOLES. THE CONTRACTOR SHALL SUBMIT A WRITTEN PLAN TO THE ENGINEER FOR APPROVAL DETAILING HIS PROPOSED METHODS FOR LOCATING THE REINFORCING STEEL IN THE PIER CAPS, AND PROPOSED PROCEDURES FOR PERFORMING THE CORING, TO ENSURE THE EXISTING PIER CAP REINFORCING STEEL IS NOT DAMAGED. THE CONTRACTOR SHALL HAVE THIS PLAN APPROVED BY THE ENGINEER BEFORE PERFORMING ANY CORING WORK.
7. ALL PIER CAP CORES SHALL BE SALVAGED AND INSPECTED BY THE ENGINEER FOR SIGNS OF DAMAGE TO EXISTING REINFORCING STEEL. ANY REINFORCING STEEL DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
8. SEAL AROUND ALL BEARINGS AT THE TOP OF THE ENCASEMENTS WITH AN APPROVED CAULKING. SEALANT SHALL BE RESISTANT TO ULTRAVIOLET LIGHT. COST FOR SEALANT SHALL BE INCLUDED IN ITEM 531.10, "BEARING DEVICE ASSEMBLY (RETROFIT)".

**SHEET NOTE:**

1. SEE SHEET 21 FOR CONCRETE ENCASEMENT DETAILS.

**STATE OF VERMONT  
AGENCY OF TRANSPORTATION**

Town Of <b>HARTFORD</b>	Bridge No. 11N & 11S
Highway No. 1-89 NB & SB	Log Sta. Surv. Sta.
1-89 NB & SB OVER WHITE RIVER, VT 14 & NECR	

**FIXED BEARING RETROFIT DETAILS (1 OF 2)**

Designed By <b>S.M. HODGDON</b>	Drawn By <b>B.J. MASSE</b>
Checked By <b>T.S. BRYANT</b>	Date <b>9/98</b>
Bridge Design Supervisor <b>C.D. BAKER</b>	Date <b>9/98</b>
PROJECT <b>HARTFORD</b>	PROJECT NO. <b>IR 089-1(13)</b>
VHB Cad Filename <b>50699FB1</b>	Bridge Sheet No. 20
Sheet 20 of 101	

VANASSE HANGEN BRUSTLIN, INC.