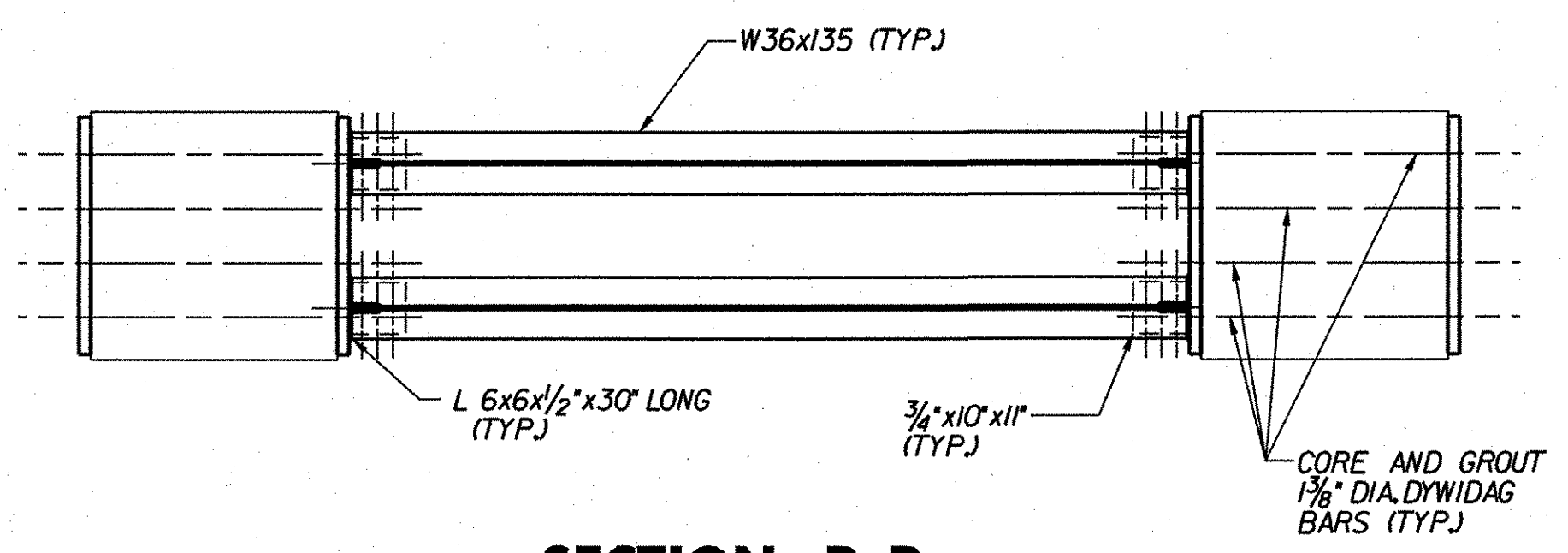
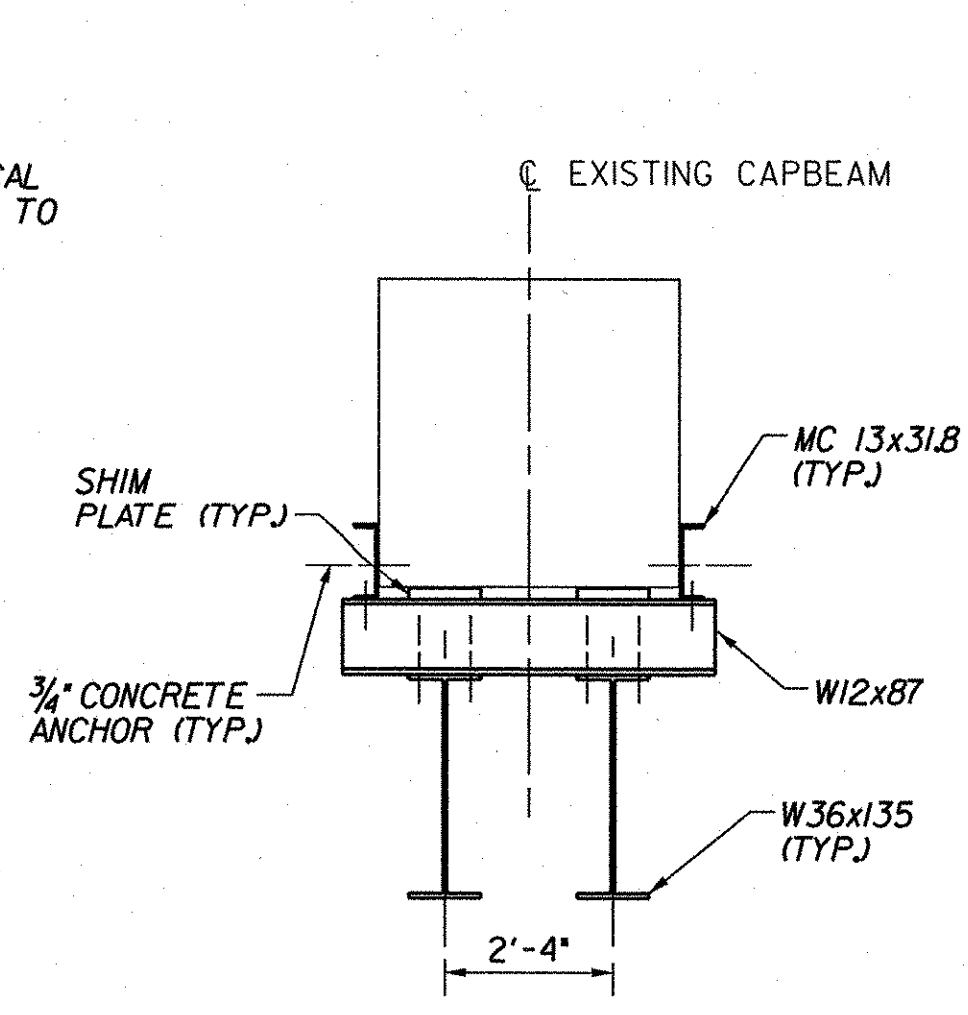


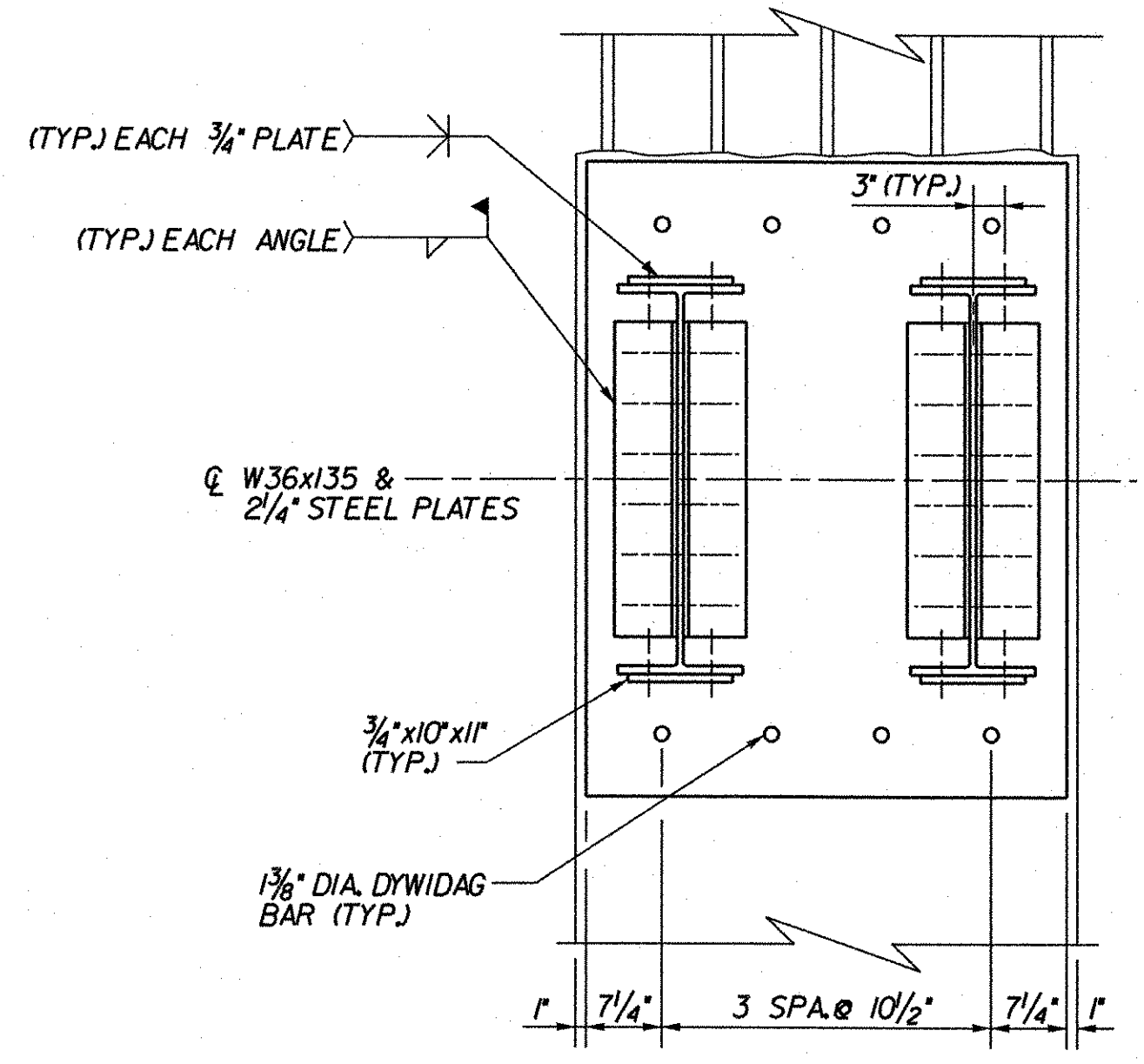
PIER STAGING ELEVATION (3N)
SCALE: 3/8" = 1'-0"



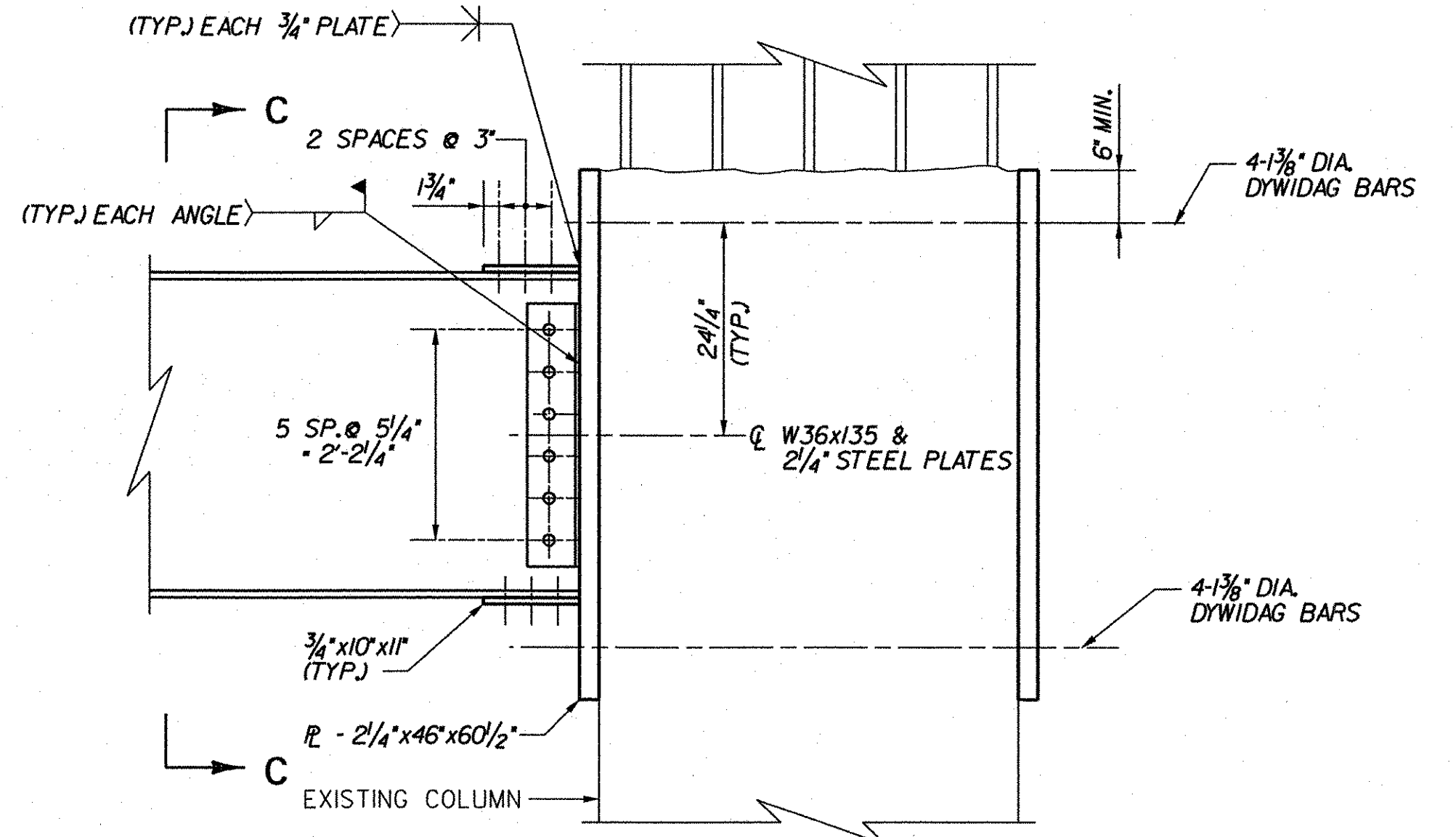
SECTION B-B
SCALE: 3/8" = 1'-0"



SECTION A-A
SCALE: 3/8" = 1'-0"



SECTION C-C
SCALE: 3/4" = 1'-0"



CONNECTION DETAIL
SCALE: 3/4" = 1'-0"

PIER STAGING SEQUENCE OF WORK

1. INSTALL PIER TEMPORARY SHORING AS SHOWN.
2. INSTALL PHASE I, STAGE A TRAFFIC CONTROL.
3. REMOVE PORTION OF EXISTING CAP BEAM AS SHOWN.
4. COMPLETE PHASE I, STAGE A CONSTRUCTION.
5. INSTALL PHASE I, STAGE B TRAFFIC CONTROL.
6. REMOVE REMAINDER OF EXISTING CAP BEAM & PORTION OF THE TEMPORARY SHORING.
7. COMPLETE PHASE I, STAGE B CONSTRUCTION.
8. REMOVE REMAINING PORTION OF TEMPORARY SHORING AND REPAIR COLUMNS AS NOTED.

NOTES:

1. BOLTS SHALL BE 1" DIAMETER AASHTO TYPE I, HIGH STRENGTH BOLTS IN 1 1/8" DIAMETER HOLES. NUTS AND WASHERS SHALL ALSO CONFORM TO AASHTO M164. BOLT LENGTH SHALL BE SUCH THAT THE BOLT THREADS ARE EXCLUDED FROM THE SHEAR PLANE.
2. STEEL FOR BEAMS AND CONNECTION PLATES SHALL BE AASHTO M270, GRADE 50.
3. COST OF ALL MATERIALS, FABRICATION AND INSTALLATION ASSOCIATED WITH TEMPORARY SHORING, NON-DESTRUCTIVE TESTING, AND CONCRETE REPAIRS OF THE CAPBEAM SHALL BE INCLUDED IN UNIT BID PRICE FOR ITEM 502.10, "SHORING SUPERSTRUCTURE".
4. EXISTING VERTICAL REINFORCEMENT IN THE COLUMN SHALL REMAIN.
5. W36x135 PORTION OF TEMPORARY SHORING SHALL REMAIN IN PLACE UNTIL ALL CAP BEAM CONSTRUCTION IS COMPLETED.
6. TEMPORARY SHORING CONNECTION DOWELS SHALL BE REMOVED 3' BEYOND THE COLUMN SURFACE AND THE CONCRETE REPAIRED IN ACCORDANCE WITH SECTION 580.
7. CONTRACTOR SHALL FIELD VERIFY LOCATION OF EXISTING COLUMN REINFORCEMENT TO ENSURE THAT CORING WILL NOT DAMAGE EXISTING REINFORCEMENT. FIELD LOCATION OF REINFORCEMENT SHALL BE ACCOMPLISHED USING NON-DESTRUCTIVE MEANS, WITHOUT DAMAGE TO THE EXISTING PIER.
8. CONCRETE ANCHORS SHALL BE WILLIAMS "S-7 REUSABLE SPIN-LOCK CONCRETE ANCHOR" OR EQUIVALENT.
9. FABRICATION DRAWINGS, INCLUDING SHOP AND FIELD WELDING PROCEDURES, CONFORMING TO SUBSECTION 105.03 OF THE SPECIFICATIONS SHALL BE SUBMITTED PRIOR TO FABRICATION OF TEMPORARY PIER SUPPORT.
10. SHOULD THE CONTRACTOR ELECT TO MODIFY OR USE A DIFFERENT SUPPORT SYSTEM, FIVE SETS OF DETAILED PLANS, INCLUDING ALL COMPUTATIONS, STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF VERMONT SHALL BE SUBMITTED TO THE VTRANS STRUCTURES ENGINEER FOR APPROVAL.

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Town Of	GUILFORD	Bridge No.	3N
Highway No.	I-91	Log Sta.	
		Surv. Sta.	
I-91 NB OVER BROAD BROOK & BROAD BROOK ROAD			
PIER STAGING DETAILS (3N)			
Designed By	M. J. MOZER	Drawn By	G.K. MORZE
Checked By	Date	Bridge Design Supervisor	
P.W. SZUSTAK	01/03	J.P. HALSTEAD	Date 01/03
PROJECT	GUILFORD	PROJECT NO.	IM 091-I(33)