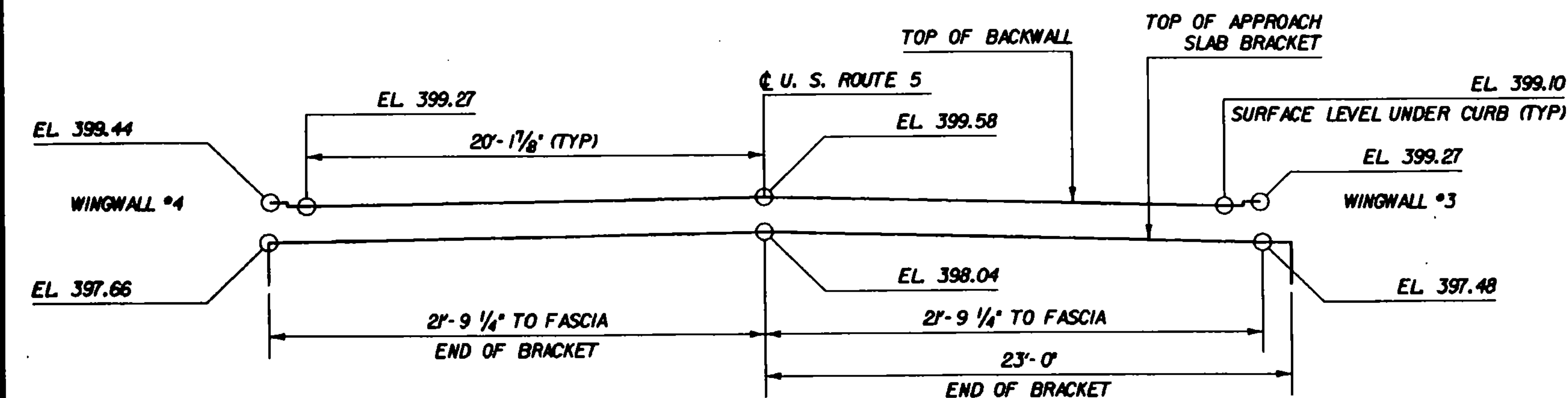


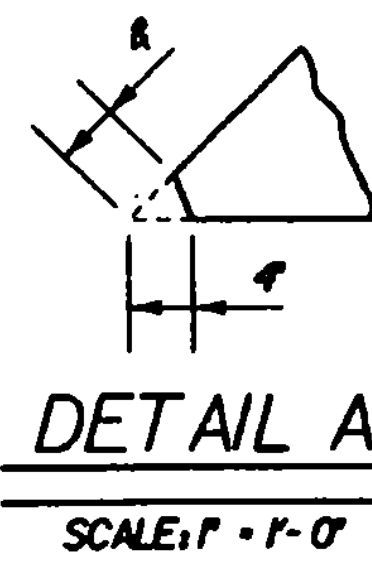
**ABUTMENT #1 BACKWALL ELEVATION  
(LOOKING AT THE BACK OF THE BACKWALL)**

SCALE: 1/4" = 1'-0"



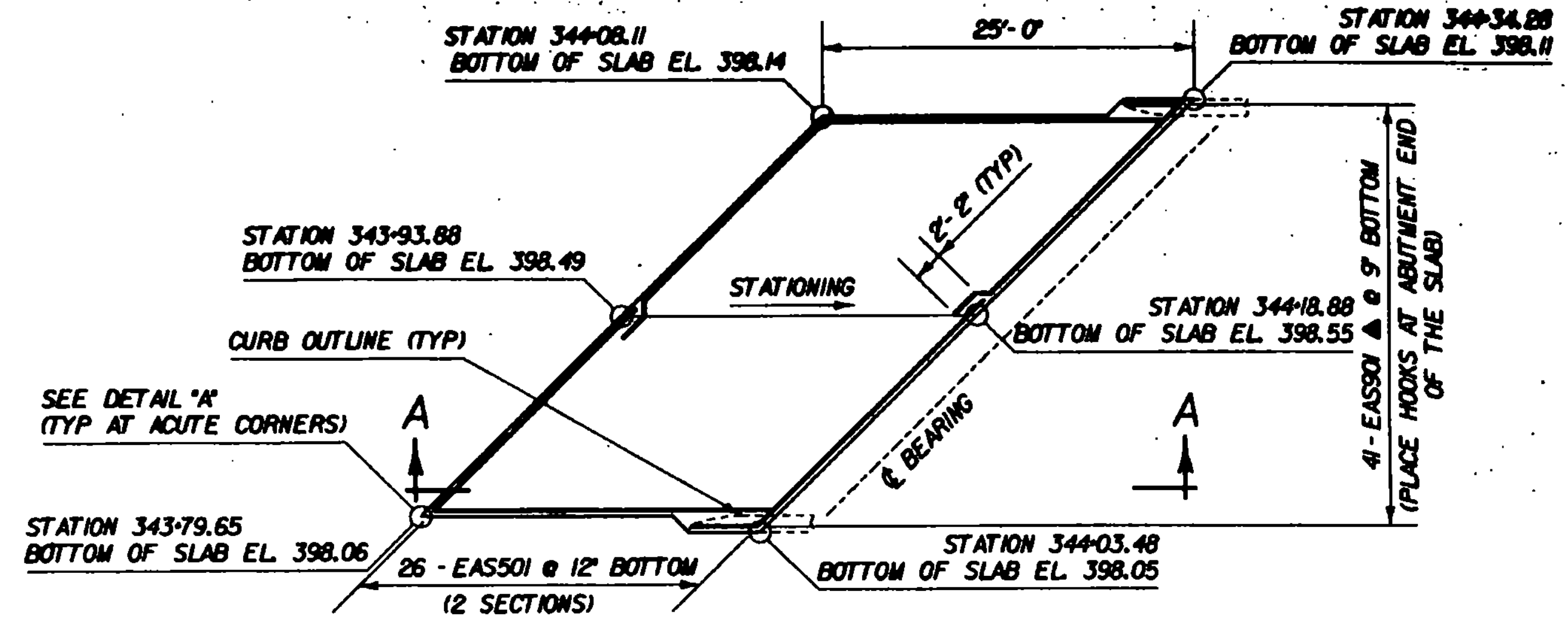
**ABUTMENT #2 BACKWALL ELEVATION  
(LOOKING AT THE BACK OF THE BACKWALL)**

SCALE: 1/4" = 1'-0"



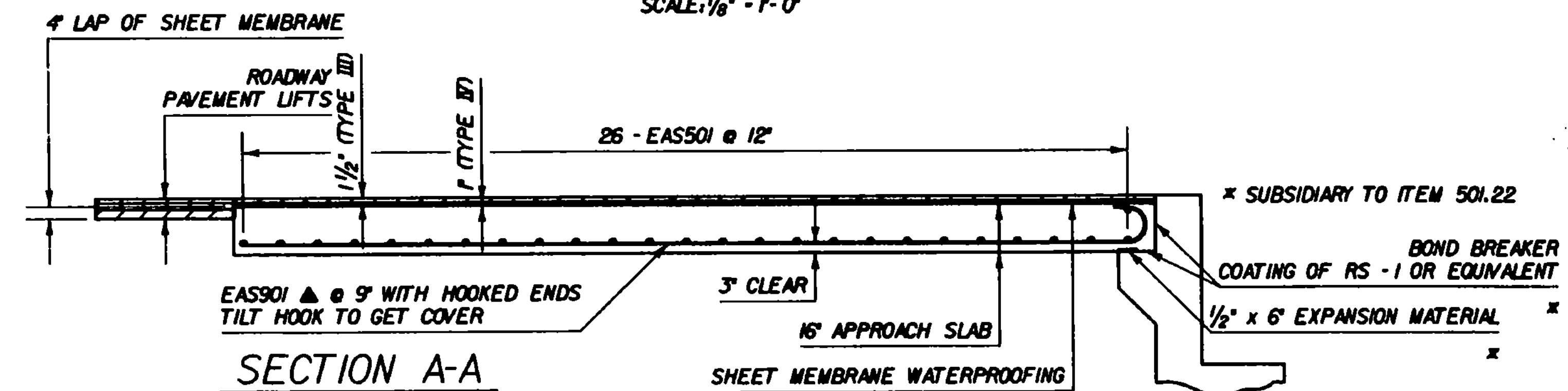
**DETAIL A**

SCALE: 1" = 1'-0"



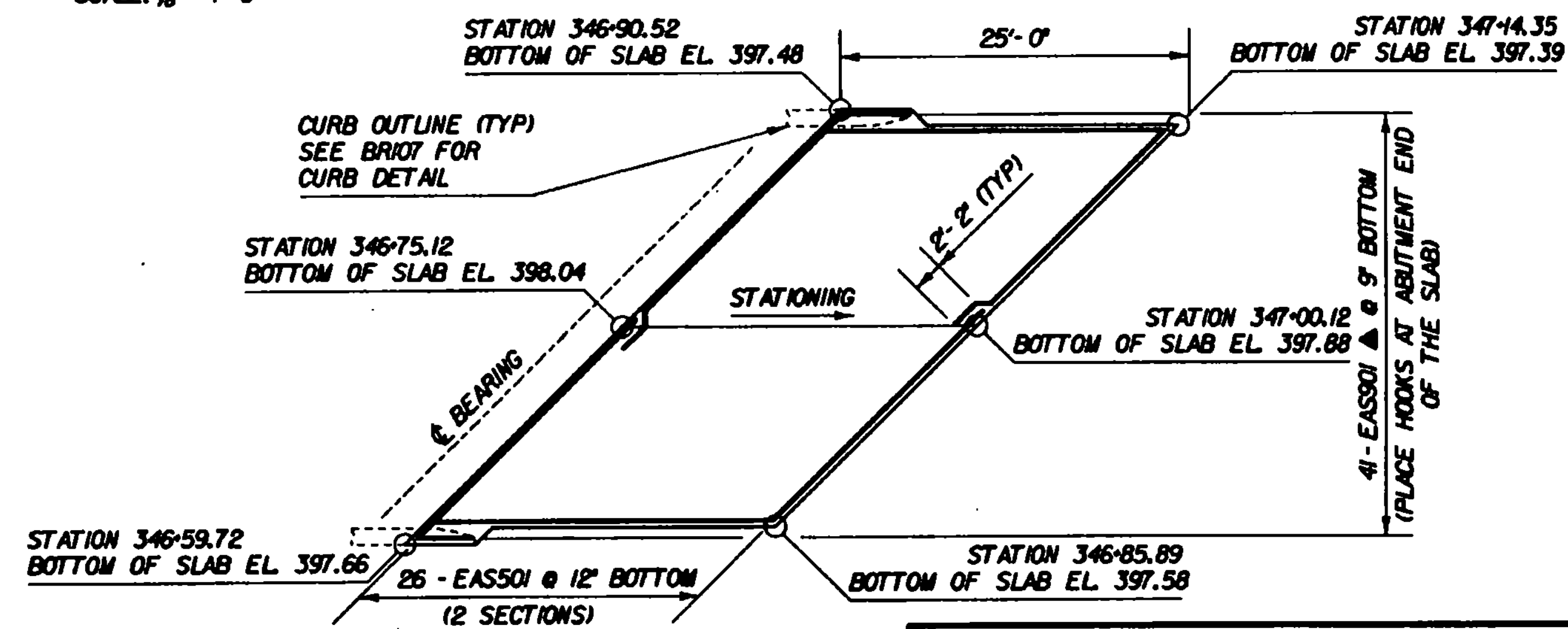
**APPROACH SLAB #1 PLAN**

SCALE: 1/8" = 1'-0"



**SECTION A-A**

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

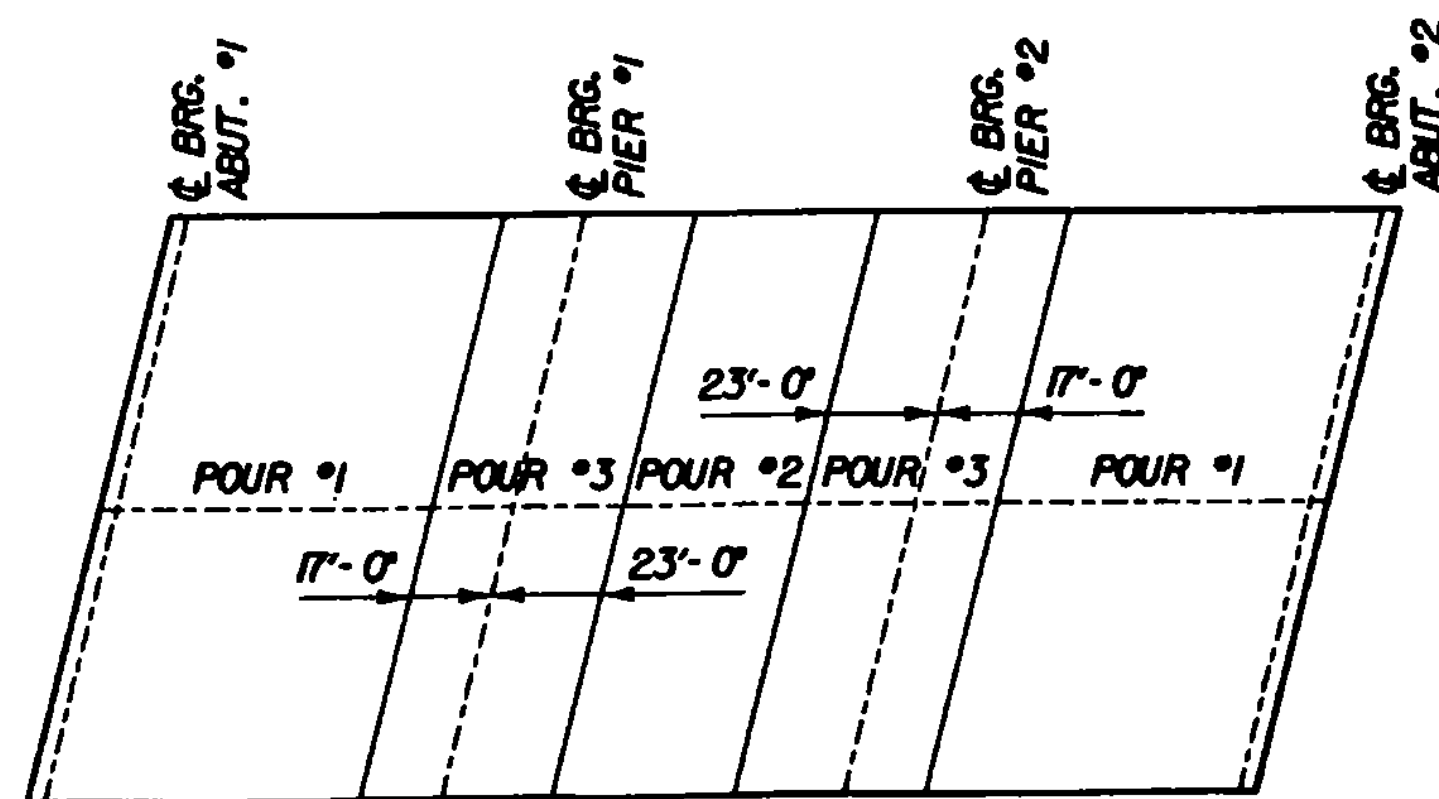


**APPROACH SLAB #2 PLAN**

SCALE: 1/8" = 1'-0"

**NOTES**

1. ALL POURS MARKED \*1 AND \*2 SHALL BE COMPLETED BEFORE POURS MARKED \*3 ARE STARTED.
2. IF APPROVED BY THE ENGINEER, POURS \*1 AND \*2 MAY BE POURED THE SAME DAY PROVIDED:
  - A. THE POURING SEQUENCE IS FOLLOWED.
  - B. THE MAXIMUM TIME SPAN OF ANY COMBINATION OF POURS IS EIGHT (8) HOURS.
  - C. A RETARDING ADMIXTURE IS USED SO THAT THE DECK CONCRETE WILL NOT SET UP UNTIL ALL THE POUR HAS BEEN MADE. THE RETARDING ADMIXTURE WILL BE SUBSIDIARY TO THE ITEM 501.22 CONCRETE CLASS A.
3. A MINIMUM WAITING PERIOD OF NINETY-SIX (96) HOURS IS REQUIRED FOR ANY SUBSEQUENT POURS.
4. USE BRIDGE SLAB CONSTRUCTION JOINTS BETWEEN POURS (SEE DETAIL BR107)
5. ALL POURS SHALL START FROM THE LOW END (ELEVATION WISE).
6. ANY POURING SEQUENCE OTHER THE INDICATED SHALL BE SUBMITTED, IN WRITING, TO THE STRUCTURES ENGINEER FOR APPROVAL.



**POUR SEQUENCE**

HORIZONTAL SCALE: 1" = 40'-0"  
VERTICAL SCALE: 1" = 10'-0"

**STATE OF VERMONT  
AGENCY OF TRANSPORTATION**

Town of	NORWICH	Bridge No.	81
Highway No.	U. S. ROUTE 5	Log Sta.	345-47
		Surv. Sta.	345-47
APPROACH SLAB DETAILS			
U. S. ROUTE 5 OVER THE OMPOMPANOSUC RIVER			
Designed By	D. J. HOYNE	Drawn By	K. S. CLARIMONT
Checked By	D. J. HOYNE	Date	2/92
		Bridge Design Supervisor	F. W. Balkum Date 4/92
PROJECT	NORWICH	PROJECT NO.	BHS 0113136
L&C info.	ZHI [30, 47] 77B069AS.DGN.1		
Bridge Sheet No.	BR108	Sheet	24 of 70

▲ CUT TO FIT IN FIELD