

Revisions & Corrections

Changed To 12" Curb 9/7/60

Corrected Elev View 9/24/60

Added Joint Detail & Exp. Mat. Note 12/3/60

Corrected Joint Filler to item 372 5/2/61

Changed General Notes 6-23-61

Drawn By: H.W.S. June 1960

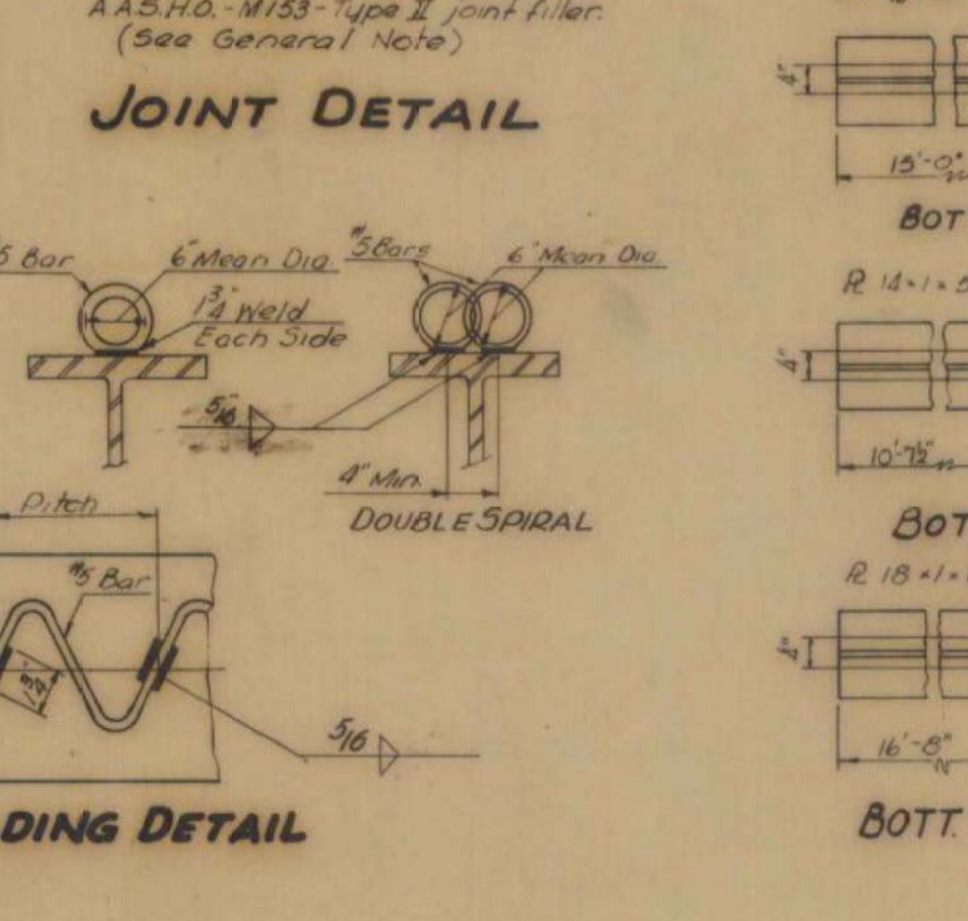
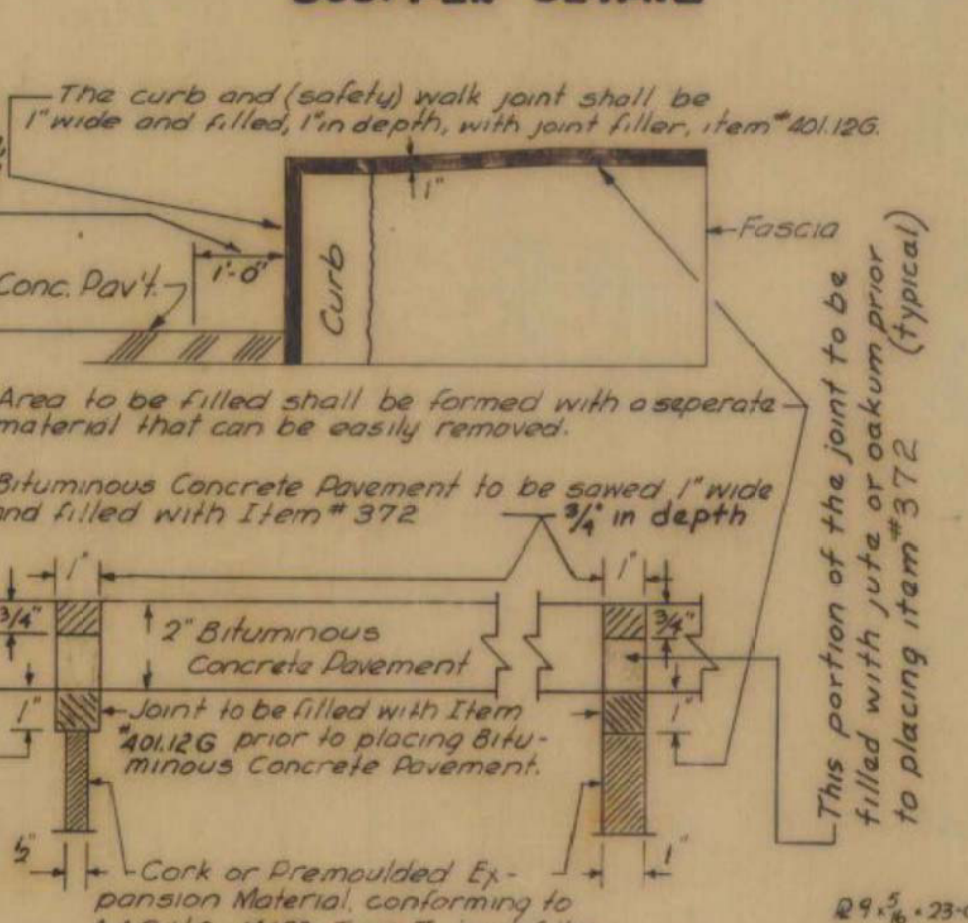
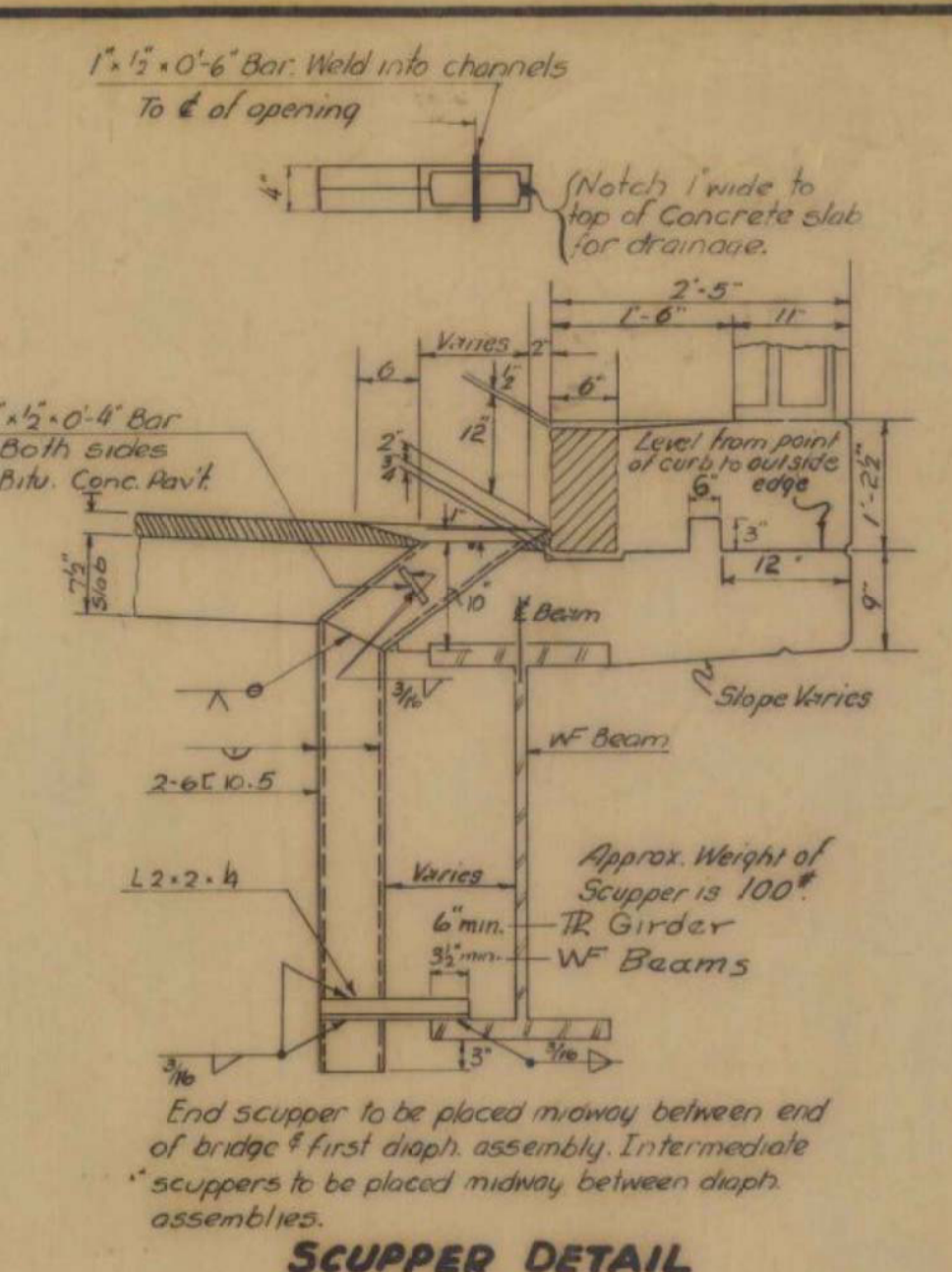
Traced By: H.W.S. June 1960

Checked By: R.T.B. & R.S.H. June 1960

Correct: 13 July 1960

Approved: 13 July 1960

Chief Engineer



GENERAL NOTES

The final coat of field paint shall be green, unless otherwise directed by the Engineer.

Quantities given in accompanying standards are for a single span, square bridge. These quantities include the following overlays: Concrete 5%, Structural Steel 2%, Bituminous Concrete Pavement 15%.

For skewed bridges: transverse bars shall be furnished as for square spans; bars shall be cut in the field to fit skewed end and cut-off bars used at opposite end of span; the 55 bars shall be lengthened and the number of 56A and 57 bars increased; the 56P bars are to be used at piers only; increase the beam lengths as indicated on this sheet and 5B-22-60; for variation in treatment of cut-off for interior and exterior beams see details on this sheet and standard 5B-22-60.

All materials and construction shall conform to the State of Vermont, Department of Highways, Standard Specifications for Highway & Bridge Construction, dated January 1956, and the A.A.S.H.O. specifications date 1957. Design is for H20-S16-44 loading modified for National System of Interstate Highways, applied in accordance with the provisions of the A.A.S.H.O. Standard Specifications Article 1.2.8.

For location of fixed end expansion bearings, see the Contract Plans. In general the fixed end bearing device is on the down grade end of the span. For details of bearing devices, see standard 5B-20-60, detail C.

Diaphragms shall be 15" L-33.9" for 30' beams and 18" L-42.1" for 33' and 36' beams. On skewed spans, the diaphragms shall be spaced at equal intervals between adjacent beams. For details of diaphragms, see standard 5B-20-60, detail F or G.

The welding of cover plates shall be done in such a manner that no internal stresses are introduced into the beam flanges. When a cover plate is wider than a beam flange, the weld is to be omitted one inch (1") either side of the intersection of the cover plate and the edge of the beam flange. All welds on cover plates shall be continuous fillets of size noted.

Scuppers are to be omitted over roadways and sidewalks under a bridge; place the scuppers a minimum of 2'-0" outside of shoulder or back of sidewalk, but not within 4'-0" of face of Abutment or Pier. On Super-elevated bridges, scuppers are placed on the low side only. Payment for scuppers shall be under item # 404-Steel.

All exposed edges of concrete shall be chamfered 1"-1" unless otherwise indicated on the plans.

All construction joints shall be made as indicated on standard 5B-20-60, details "H" & "K" unless otherwise noted. Details of shear connectors shall be submitted to the State for approval. Either channel or stud connectors may be substituted for the designed spiral steel. The studs shall be substituted on the basis of two (2) 3/4" studs for each pitch of a 3/8" spiral.

Abutments (fixed end) use 5" expansion material. Abutments (expansion end) & piers, for temperatures less than 60°F, use 1" thick expansion material, & for temperatures over 60°F, use 1/2" thick expansion material. Expansion material to be as noted on this sheet or as indicated on 5B-20-60.

After the superstructure steel has been erected, beam profiles shall be taken under the direction of the engineer to determine the final grade.

Unless otherwise called for, beams shall be cambered to the minimum camber likely to remain permanent as indicated in the AISC Handbook. The camber shall approximate a simple regular curve from end to end of beam. Tolerances in camber shall be as indicated in the AISC Handbook.

RICHMOND
IM BPNT (3)
SHEET 14 OF 18
ALL BRIDGES
FOR REFERENCE ONLY

DEPARTMENT OF HIGHWAYS
STANDARD STRUCTURES
SCB-D-60