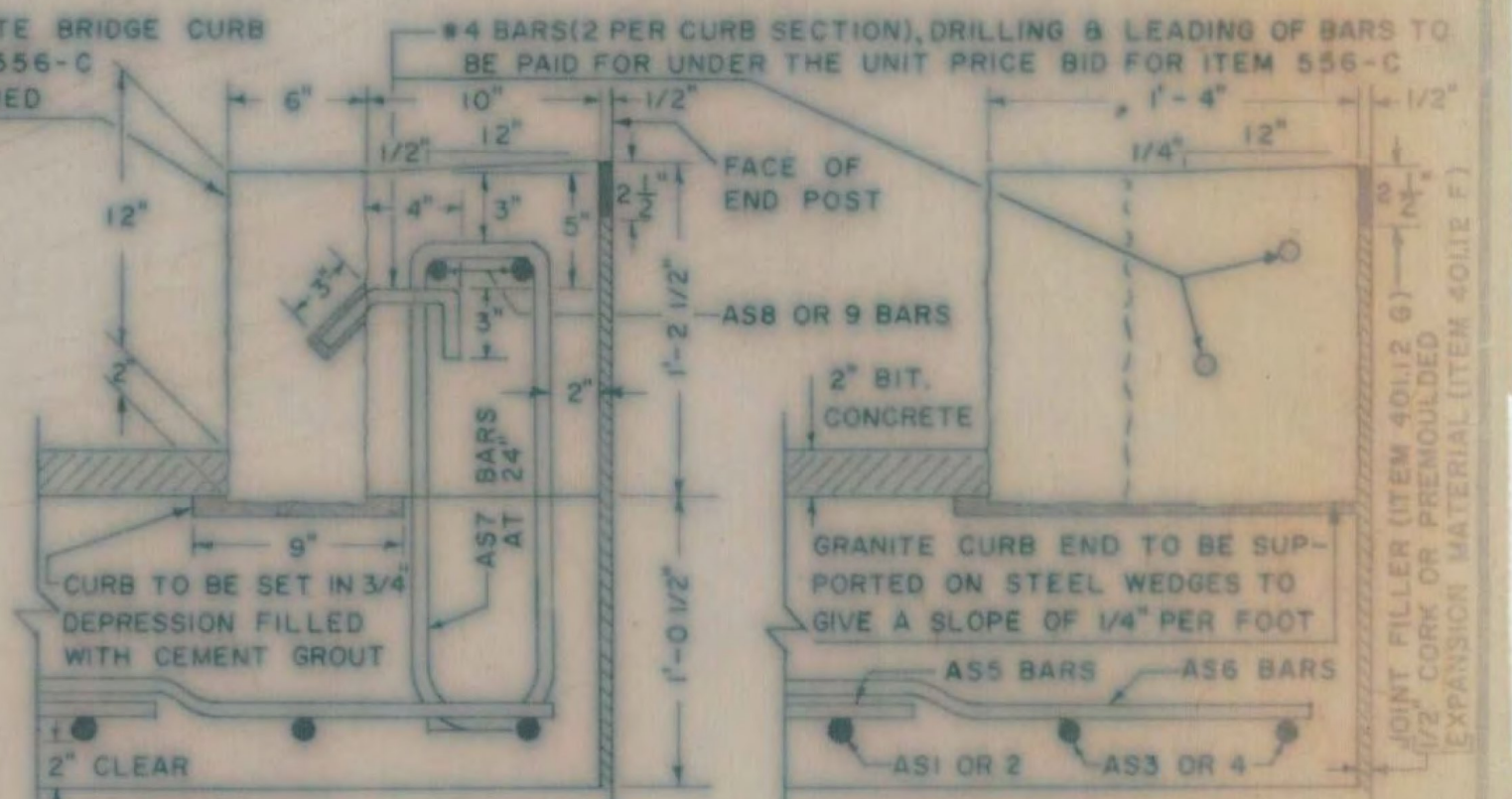
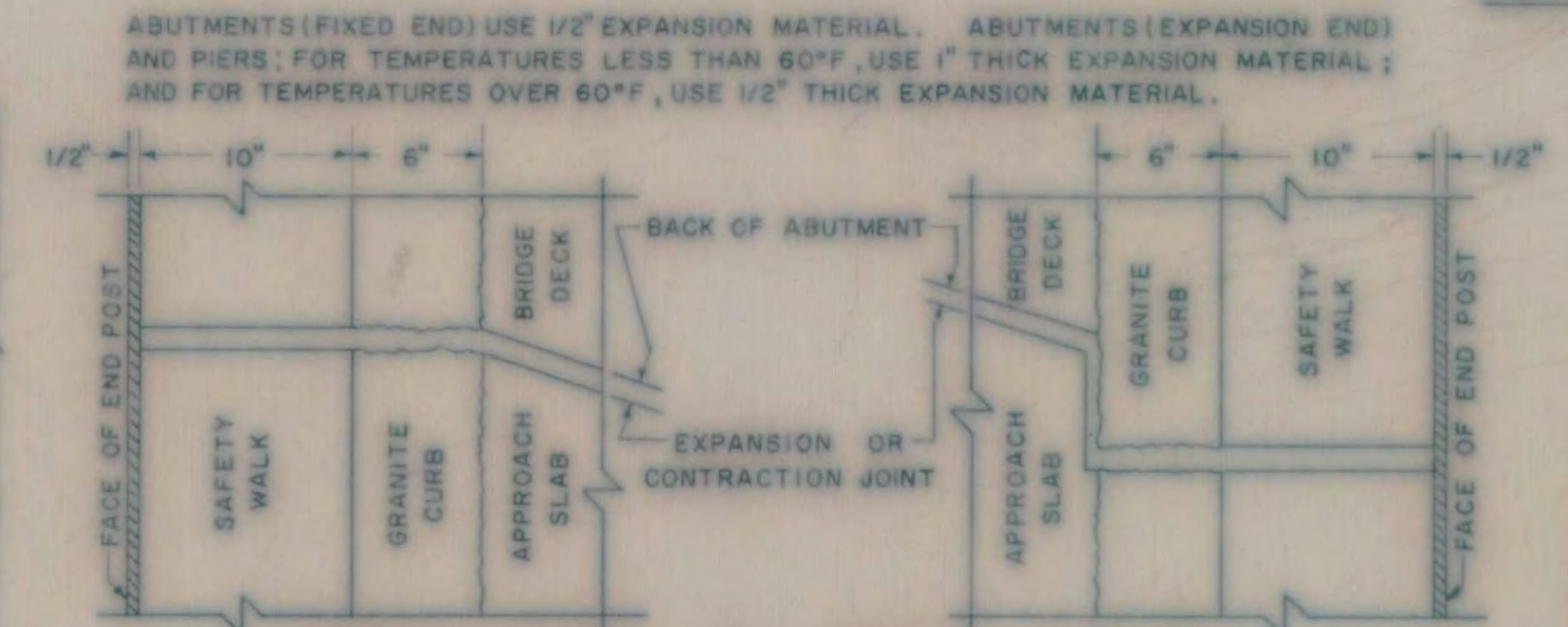
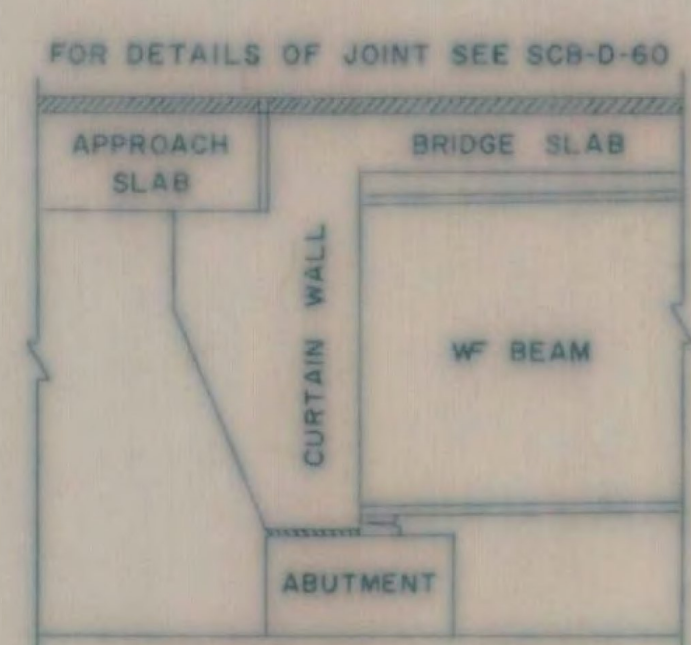


30' ROADWAY					38' ROADWAY					42' ROADWAY					44' ROADWAY					ROADWAY										
NO. PIECES	SIZE	LENGTH	MARK	TYPE	REMARKS	NO. PIECES	SIZE	LENGTH	MARK	TYPE	REMARKS	NO. PIECES	SIZE	LENGTH	MARK	TYPE	REMARKS	NO. PIECES	SIZE	LENGTH	MARK	TYPE	REMARKS	NO. PIECES	SIZE	LENGTH	MARK	TYPE	REMARKS	
SQUARE OR SKEWED					SQUARE OR SKEWED					SQUARE OR SKEWED					SQUARE OR SKEWED					SQUARE OR SKEWED										
2	10		AS3	STR.		2	10	7'-0"	AS3	STR.		2	10		AS3	STR.		2	10		AS3	STR.		2	10		AS3	STR.		
2	10		AS4	STR.		2	10	7'-0"	AS4	STR.		2	10		AS4	STR.		2	10		AS4	STR.		2	10		AS4	STR.		
5	5	3'-6"	AS6	STR.	14	5	3'-6"	AS6	STR.			5	5	3'-6"	AS6	STR.		5	5	3'-6"	AS6	STR.		5	5	3'-6"	AS6	STR.		
5	5	5'-0"	AS7	S6	8	5	5'-0"	AS7	S6			5	5	5'-0"	AS7	S6		5	5	5'-0"	AS7	S6		5	5	5'-0"	AS7	S6		
2	5		AS8	STR.		2	5	5'-4"	AS8	STR.		2	5		AS8	STR.		2	5		AS8	STR.		2	5		AS8	STR.		
2	5		AS9	STR.		2	5	5'-4"	AS9	STR.		2	5		AS9	STR.		2	5		AS9	STR.		2	5		AS9	STR.		
SQUARE					SQUARE					SQUARE					SQUARE					SQUARE										
30	10	20'-7"	AS1	I		38	10	20'-7"	AS1	I		42	10	20'-7"	AS1	I		44	10	20'-7"	AS1	I		10	10	20'-7"	AS1	I		
20	5	19'-6"	AS5	STR.		40	5	19'-9"	AS5	STR.		40	5	21'-9"	AS5	STR.		40	5	22'-9"	AS5	STR.		5	5	22'-9"	AS5	STR.		
SKEWED UP TO 15°					SKEWED UP TO 15°					SKEWED UP TO 15°					SKEWED UP TO 15°					SKEWED UP TO 15°										
30	10	AVE	AS1	I	1	38	10	AVE	AS1	I	1	42	10	AVE	AS1	I	1	44	10	AVE	AS1	I	1	10	10	AVE	AS1	I	1	
5	29	6"	AS5	STR.	2	5	19'-9"	AS5	STR.	3	5	21'-9"	AS5	STR.	3	5	22'-9"	AS5	STR.	3	5	22'-9"	AS5	STR.	5	5	22'-9"	AS5	STR.	2-3
ALL SKEWED SPANS					ALL SKEWED SPANS					ALL SKEWED SPANS					ALL SKEWED SPANS					ALL SKEWED SPANS										
2	5		AS10	STR.		5		AS10	STR.		5		AS10	STR.		5		AS10	STR.		5		AS10	STR.	5		AS10	STR.		
ABOVE 15° SKEW					ABOVE 15° SKEW					ABOVE 15° SKEW					ABOVE 15° SKEW					ABOVE 15° SKEW										
30	10	20'-7"	AS1	I		38	10	20'-7"	AS1	I		42	10	20'-7"	AS1	I		44	10	20'-7"	AS1	I		10	10	20'-7"	AS1	I		
29	10	AVE	AS2	STR.	4	37	10	AVE	AS2	STR.	4	41	10	AVE	AS2	STR.	4	43	10	AVE	AS2	STR.	4	10	10	AVE	AS2	STR.	4	
5	29	6"	AS5	STR.	2	5	19'-9"	AS5	STR.	3	5	21'-9"	AS5	STR.	3	5	22'-9"	AS5	STR.	3	5	22'-9"	AS5	STR.	5	5	22'-9"	AS5	STR.	2-3

REMARKS: 1. ASI BAR "B" DIMENSION VARIES FROM 19'-6" TO 20' + DIMENSION (P+L)/4 (IN FEET) + NUMBER OF PIECES. CUT BARS IN THE FIELD USING CUT OFF PIECES ON OPPOSITE HALF OF SLAB. 2. 40 + DIMENSION (P+L)/2 (IN FEET) + NUMBER OF PIECES. CUT BARS IN THE FIELD USING CUT OFF PIECES ON OPPOSITE HALF OF SLAB. 3. THE LENGTH OF AS2 BARS VARIES FROM 19'-9" TO 21'-9". THE AS2 BARS MAY BE DIVIDED INTO TWO OR MORE PIECES, AS MAY BE NECESSARY, TO LIMIT THE MAXIMUM BAR LENGTH TO 30 FEET. THE LOCATION OF SPLICES IS LEFT TO THE OPTION OF THE DESIGNER. THE NO. PIECES SHOWN ARE FOR CONDITION 1. (FOR CONDITION 2 & 3. SEE REINF. SCHEDULE.)

GENERAL NOTES: ALL REINFORCING STEEL SHALL BE DETAILED ON THE REINFORCING STEEL SCHEDULE. WHEN A BAR LENGTH VARIES IN INCREMENTS EACH BAR MUST BE DETAILED. SPLICES SHALL BE 2'-1" FOR NUMBER 5 BARS, AND 4'-3" FOR NUMBER 10 BARS. ALL WORK AND MATERIALS SHALL CONFORM TO THE STATE OF VERMONT, DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION DATED JANUARY 1956, AND THE A.A.S.H.O. SPECIFICATIONS DATED 1957. DESIGNED FOR H20-S16-44.



DETAILS OF REINFORCING BARS					REINFORCING STEEL				QUANTITY COMPUTATION					
TYPE I		TYPE S6 C			A	B	C	A X B X C	W	Z	T	QUANTITY COMPUTATION		
A = 1'-1"	J = 0'-9"	A = 0'-6"	B = 1'-9"	C = 0'-6"	BAR NO.	LENGTH	WEIGHT PER FT.	IN LBS.	W = WIDTH OF ROADWAY	Z = 20 + DIMENSION (P+L)/4	T = DIMENSION (M+R)/2			
B = 19'-6" OR VARIES		D = 1'-9"	G = 0'-6"		AS1	38 20-7	4.303	3365.6	W = 38'-0"	Z = 20'-0"	T = 7'-6"			
					AS2	-	-	-	BITUMINOUS CONCRETE = W x Z x 0.0123 = 38 x 20 x 0.0123 = 9.35 TONS					
					AS3	2 7-0	4.303	60.2	TAR EMULSION = W x Z x 0.0444 = 38 x 20 x 0.0444 = 33.7 GALLONS					
					AS4	2 7-0	4.303	60.2	CONCRETE CLASS B = W x Z x 0.0386 + T x 0.1029 + (T - 1.8333) x 0.0733 = 3.05 CUBIC YARDS					
					AS5	40 19-9	1.043	824.0	[38 x 20 x 0.0386] + [75 x 0.1029] + [(75 - 1.8333) x 0.0733] = 3.05 CUBIC YARDS					
					AS6	14 3'-6"	1.043	51.1	GRANITE BRIDGE CURB = 2(T + 0'-3") x LINEAR FEET = 2(7.5 + 0.25) x 15.5 = 247.5 LINEAR FEET					
					AS7	8 5'-0"	1.043	41.7	ADD AN OVERRUN OF 15% TO BIT. CONCRETE, AND AN OVERRUN OF 5% TO CONCRETE CLASS B					
					AS8	2 5'-4"	1.043	11.1	BAR LENGTHS: AS3 BARS = DIMENSION "M" - 0'-6"					
					AS9	2 5'-4"	1.043	11.1	AS4 BARS = DIMENSION "R" - 0'-6"					
					AS10	-	-	-	AS6 BARS = 3'-6"					
									AS7 BARS = 5'-0"					
									AS8 BARS = DIMENSION "M" - 2'-2"					
									AS9 BARS = DIMENSION "R" - 2'-2"					
TOTAL WEIGHT = 4425.0														

REVISIONS AND CORRECTIONS

APPROVED

DRAWN BY: R.S. HAUPT NOV. 1960

TRACED BY: R.S. HAUPT NOV. 1960

CHECKED BY: A.H. SMALLEY NOV. 1960

CORRECT: Nov 21, 1960 [Signature] BRIDGE ENGINEER

APPROVED: Nov 22, 1960 [Signature] CHIEF ENGINEER

DETAILS OF APPROACH SLAB FOR 38 FOOT BRIDGE TO BE USED FOR BRIDGE AT STATION 1907+70 LOCATION INTERSTATE OVER MUDDY BROOK (NORTHBOUND ROADWAY) APPROACH SLAB No. 3

WILLISTON - GEORGIA IM MEMB(25) SHEET 17 OF 38 BRIDGES 63 N AND S FOR REFERENCE ONLY

SB-AS-60

TOWN OF WILLISTON - S. BURLINGTON ROUTE NO. I 89 LOG STA. 1907+70 SCALE AS NOTED DESIGNED BY RSH CHECKED BY AHS PROJECT NO. I-89-3(14) Cont. #1 BR. 7 OF 10 SHEET 17A OF 115