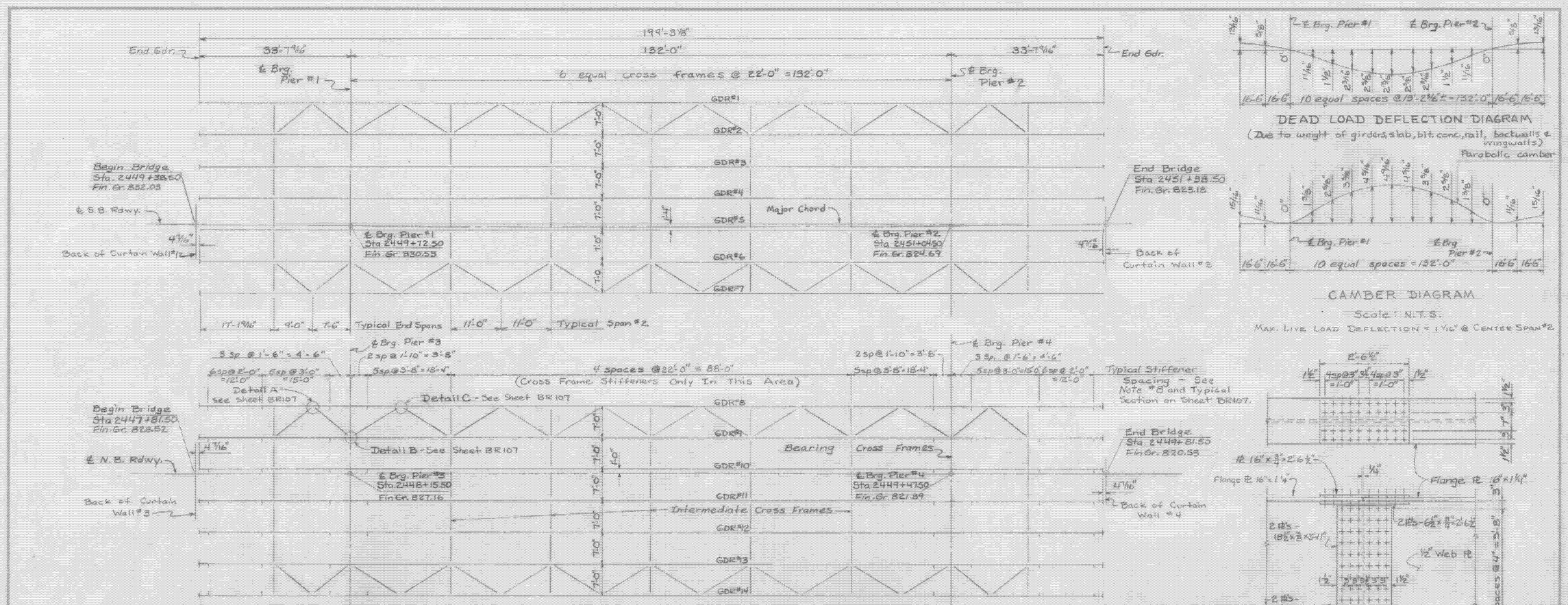
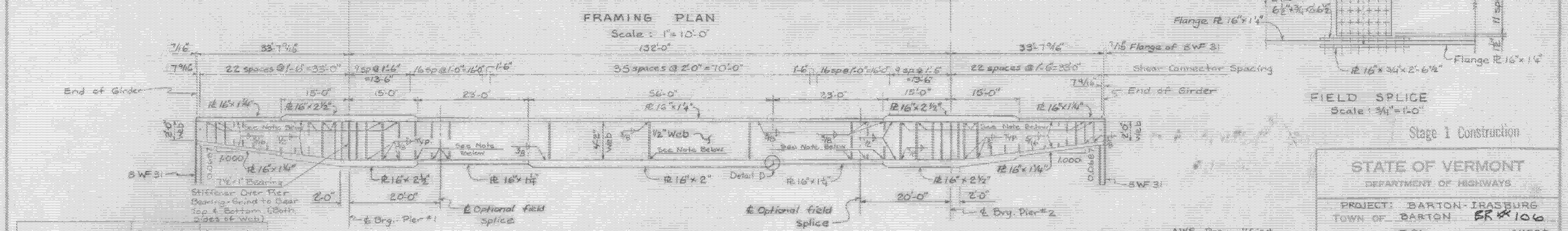


FRAMING PLAN

Scale: 1" = 10'-0"



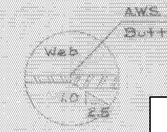
INTERIOR GIRDER ELEVATION

Scale: Horiz. - 1" = 10'-0"
Vert. - 1" = 5'-0"

	Ctr. Of Pier	℄ Of Ctr. Span
Max. D.L. Moment	-1384'^k	+1410'^k
Max. L.L.+I Moment	-2168'^k	+1590'^k
Max. Combined Moment	-3552'^k	+3000'^k
Min. Combined Moment	-1384'^k	+634'^k
Max. Combined Shear	148^k + 190^k	0
Max. Combined Reaction	278^k	—

SUMMARY OF MOMENTS & SHEARS - (INT. GDR.)

Note:
Cut Stiffeners Back One-Inch From the Tension Flange In These Areas. (Except The Bearing Stiffeners Over The Piers).



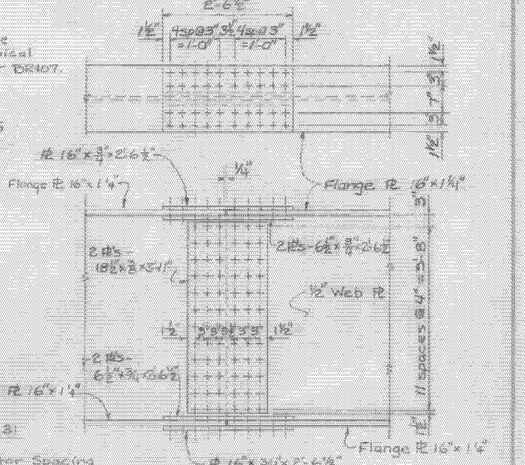
DETAIL D
NO SCALE

DEAD LOAD DEFLECTION DIAGRAM
(Due to weight of girders, slab, bit. conc., rail, backwalls & wingwalls)
Parabolic camber

CAMBER DIAGRAM

Scale: N.T.S.

Max. Live Load Deflection = 1 1/16" @ Center Span #2



FIELD SPLICE

Scale: 3/4" = 1'-0"

Stage 1 Construction

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT: BARTON-IRASBURG
TOWN OF BARTON FR # 106
ROUTE NO. I 91 I91 STA 2450±
I91 OVER US RTE. 5
SUPERSTRUCTURE DETAILS
SCALE AS NOTED SH. #1
SECTION SUPERVISOR: F.W. Balkum - 5/69
CUNNINGHAM & DRAWN BY BETZ CHECKED BY LADD 8/69
PROJECT NO. I-91-3(26)
SHEET 39 OF 115 BR106

BARTON-COVENTRY
IM BPNT (11)
SHEET 49 OF 84
BRIDGES 106N&S
FOR REFERENCE ONLY