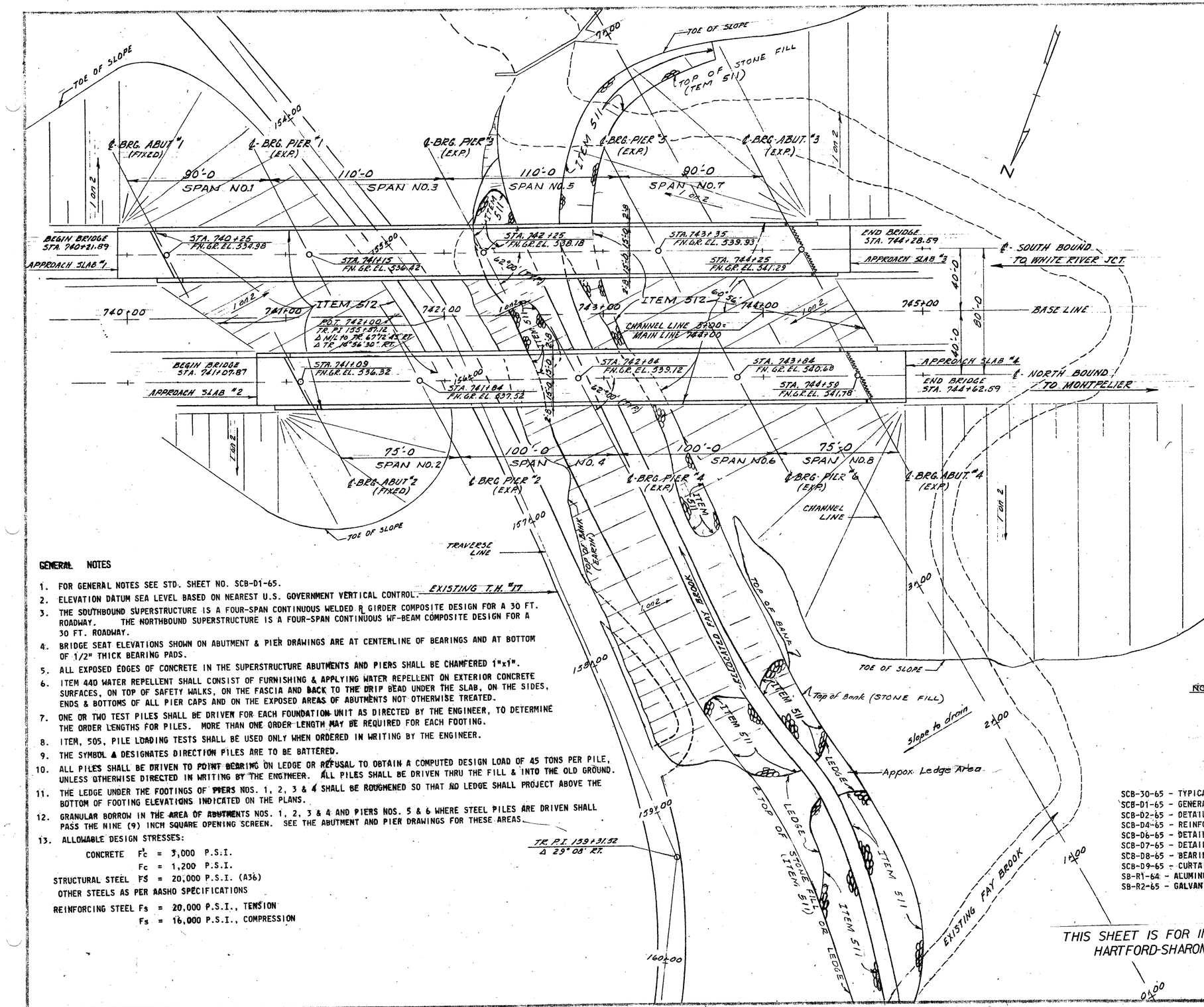

GENERAL NOTES

1. FOR GENERAL NOTES SEE STD. SHEET NO. SCB-D1-65.
2. ELEVATION DATUM SEA LEVEL BASED ON NEAREST U.S. GOVERNMENT VERTICAL CONTROL.
3. THE SOUTHBOUND SUPERSTRUCTURE IS A FOUR-SPAN CONTINUOUS WELDED ℄ GIRDER COMPOSITE DESIGN FOR A 30 FT. ROADWAY. THE NORTHBOUND SUPERSTRUCTURE IS A FOUR-SPAN CONTINUOUS WF-BEAM COMPOSITE DESIGN FOR A 30 FT. ROADWAY.
4. BRIDGE SEAT ELEVATIONS SHOWN ON ABUTMENT & PIER DRAWINGS ARE AT CENTERLINE OF BEARINGS AND AT BOTTOM OF 1/2" THICK BEARING PADS.
5. ALL EXPOSED EDGES OF CONCRETE IN THE SUPERSTRUCTURE ABUTMENTS AND PIERS SHALL BE CHAMFERED 1"x1".
6. ITEM 440 WATER REPELLENT SHALL CONSIST OF FURNISHING & APPLYING WATER REPELLENT ON EXTERIOR CONCRETE SURFACES, ON TOP OF SAFETY WALKS, ON THE FASCIA AND BACK TO THE DRIP BEAD UNDER THE SLAB, ON THE SIDES, ENDS & BOTTOMS OF ALL PIER CAPS AND ON THE EXPOSED AREAS OF ABUTMENTS NOT OTHERWISE TREATED.
7. ONE OR TWO TEST PILES SHALL BE DRIVEN FOR EACH FOUNDATION UNIT AS DIRECTED BY THE ENGINEER, TO DETERMINE THE ORDER LENGTHS FOR PILES. MORE THAN ONE ORDER LENGTH MAY BE REQUIRED FOR EACH FOOTING.
8. ITEM, 505, PILE LOADING TESTS SHALL BE USED ONLY WHEN ORDERED IN WRITING BY THE ENGINEER.
9. THE SYMBOL ▲ DESIGNATES DIRECTION PILES ARE TO BE BATTERED.
10. ALL PILES SHALL BE DRIVEN TO POINT BEARING ON LEDGE OR REFUSAL TO OBTAIN A COMPUTED DESIGN LOAD OF 45 TONS PER PILE, UNLESS OTHERWISE DIRECTED IN WRITING BY THE ENGINEER. ALL PILES SHALL BE DRIVEN THRU THE FILL & INTO THE OLD GROUND.
11. THE LEDGE UNDER THE FOOTINGS OF PIERS NOS. 1, 2, 3 & 4 SHALL BE ROUGHENED SO THAT NO LEDGE SHALL PROJECT ABOVE THE BOTTOM OF FOOTING ELEVATIONS INDICATED ON THE PLANS.
12. GRANULAR BORROW IN THE AREA OF ABUTMENTS NOS. 1, 2, 3 & 4 AND PIERS NOS. 5 & 6 WHERE STEEL PILES ARE DRIVEN SHALL PASS THE NINE (9) INCH SQUARE OPENING SCREEN. SEE THE ABUTMENT AND PIER DRAWINGS FOR THESE AREAS.
13. ALLOWABLE DESIGN STRESSES:

CONCRETE	F'_c	= 3,000 P.S.I.
	Fc	= 1,200 P.S.I.
STRUCTURAL STEEL	Fs	= 20,000 P.S.I. (A36)
OTHER STEELS AS PER AASHO SPECIFICATIONS		
REINFORCING STEEL	Fs	= 20,000 P.S.I., TENSION
	Fs	= 16,000 P.S.I., COMPRESSION

LIST OF SHEETS

BR-100	PLAN
BR-101	ELEVATION AND BORING PLAN
BR-102	BRIDGE QUANTITY SHEET
BR-103	BRIDGE QUANTITY SHEET - CONTINUED
BR-104	PRELIMINARY INFORMATION
BR-105	BORING LOG
BR-106	BORING LOG
BR-107	FRAMING PLAN AND DETAILS - SOUTHBOUND
BR-108	FRAMING PLAN AND DETAILS - NORTHBOUND
BR-109	TYPICAL SUPERSTRUCTURE SECTION AND DETAILS - NORTHBOUND AND SOUTHBOUND
BR-110	TYPICAL BRACING, CROSS-FRAME & MISC. DETAILS - SOUTHBOUND
BR-111	TYPICAL EXPANSION DAM PLAN AND DETAILS AT ABUTMENT NO. 3 & 4
BR-112	ROCKER BEARINGS
BR-113	ABUTMENT NO. 1 - SOUTHBOUND
BR-114	ABUTMENT NO. 1 - WING WALLS - SOUTHBOUND
BR-115	ABUTMENT NO. 2 - NORTHBOUND
BR-116	ABUTMENT NO. 2 - WING WALLS - NORTHBOUND
BR-117	ABUTMENT NO. 3 - SOUTHBOUND
BR-118	ABUTMENT NO. 3 - WING WALLS - SOUTHBOUND
BR-119	ABUTMENT NO. 4 - NORTHBOUND
BR-120	ABUTMENT NO. 4 - WING WALLS - NORTHBOUND
BR-121	PIER NO. 1 - SOUTHBOUND & PIER NO. 2 - NORTHBOUND
BR-122	PIER NO. 3 - SOUTHBOUND & PIER NO. 4 - NORTHBOUND
BR-123	PIER NO. 5 - SOUTHBOUND & PIER NO. 6 - NORTHBOUND
BR-124	APPROACH SLAB NO. 1 - SOUTHBOUND
BR-125	APPROACH SLAB NO. 2 - NORTHBOUND
BR-126	APPROACH SLAB NO. 3 - SOUTHBOUND & NO. 4 - NORTHBOUND
BR-127	REINFORCING STEEL - ABUTMENT NO. 1 AND ABUTMENT NO. 2
BR-128	REINFORCING STEEL - ABUTMENT NO. 3 AND ABUTMENT NO. 4
BR-129	REINFORCING STEEL - PIERS NO. 1 & 2 INCLUSIVE; SUPERSTRUCTURE (N.B. & S.B.) AND APPROACH SLABS
BR-130	REINFORCING STEEL - PIERS NO. 3 THRU NO. 6.
BR-131	FAY BROOK CHANNEL SECTIONS, CHANNEL LINE STA-1 + 00 - STA-0 + 75
BR-132	" " " " " " STA-0 + 50 - STA 0 + 00
BR-133	" " " " " " STA 0 + 25 - STA 0 + 75
BR-134	" " " " " " STA 1 + 00 - STA 2 + 50
BR-135	" " " " " " STA 2 + 75 - STA 3 + 25
BR-136	" " " " " " STA 3 + 50 - STA 4 + 00
BR-137	" " " " " " STA 4 + 25 - STA 4 + 75
BR-138	" " " " " " STA 5 + 00 - STA 5 + 50
BR-139	" " " " " " STA 5 + 75 - STA 6 + 25
BR-140	FAY BROOK CHANNEL SECTIONS, CHANNEL LINE STA 6 + 50 - STA 7 + 00

REFERENCE SHEETS

INTERSTATE PLAN (SCALE 1" = 50') ℄ STA. 735 + 00 TO 751 + 00 (1-SHEET)
PROFILE OF INTERSTATE, N.B. & S.B. ℄ STA. 735 + 00 TO STA. 751 + 00 (1-SHEET)
TOWN HIGHWAY NO. 17 SECTIONS, ℄ STA. 150 + 00 TO STA 157 + 50 (4-SHEETS)
INTERSTATE SECTIONS, ℄ STA. 739 + 00 TO STA. 745 + 00 (6-SHEETS)

NOTE: ALL WELDING SHALL CONFORM TO A.W.S. SPECIFICATIONS (D2.0-66) FOR WELDED HIGHWAY & RAILROAD BRIDGES.

STANDARD SHEETS

SCB-30-65 - TYPICAL SECTION & QUANTITIES-30 FT. ROADWAY
SCB-D1-65 - GENERAL NOTES & INFORMATION
SCB-D2-65 - DETAILS : A, B & C
SCB-D4-65 - REINFORCEMENT AT ABUTMENTS
SCB-D6-65 - DETAILS : A, B & F
SCB-D7-65 - DETAILS : C & D
SCB-D8-65 - BEARING DEVICES: DETAIL A
SCB-D9-65 - CURTAIN WALL AT BEARING: DETAIL A
SB-R1-64 - ALUMINUM BRIDGE RAILING: SHEETS : 1&2 OF 2
SB-R2-65 - GALVANIZED METAL BRIDGE RAILING

THIS SHEET IS FOR INFORMATION PURPOSES ONLY
HARTFORD-SHARON-ROYALTON IM 1R 089-1(8)

SCHOENFELD ASSOCIATES, INC.
CONSULTING ENGINEERS
210 SOUTH ST. BOSTON, MASS.

Bridge # 16N & 16S

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT: SHARON
TOWN OF SHARON
ROUTE No. I-89 LOG STA.
I-89 OVER T.H. #17 AND FAY BROOK
PLAN
SCALE 1 IN. = 30 FT.

Stage 1 Construction

Bridge Sheet No. BR 140 Sheet 106 of 260