

NOTES (CONTINUED)

16. ALLOWABLE DESIGN STRESSES:
 CONCRETE $F_c = 3,000$ P.S.I.
 $F_c = 1,200$ P.S.I.
 STRUCTURAL STEEL $F_s = 20,000$ P.S.I. (A36)
 OTHER STEELS AS PER AASHTO SPECIFICATIONS
 REINFORCING STEEL $F_s = 20,000$ P.S.I., TENSION
 $F_s = 16,000$ P.S.I., COMPRESSION

17. ALL HIGH STRENGTH BOLTS TO BE ASTM-A325.

LIST OF SHEETS

BR-100	PLAN AND ELEVATION
BR-101	BRIDGE QUANTITY SHEET
BR-102	BRIDGE QUANTITY SHEET - CONTINUED
BR-103	PRELIMINARY INFORMATION
BR-104	BORING PLAN & LOG
BR-105	BORING LOG
BR-106	BORING LOG
BR-107	FRAMING PLAN & GIRDER DETAILS - SPAN NO. 1 & 4-N.B. & S.B.
BR-108	FRAMING PLAN & GIRDER DETAILS - SPAN NO. 2 & 3-N.B. & S.B.
BR-109	TYPICAL SUPERSTRUCTURE SECTIONS & DETAILS - N.B. & S.B.
BR-110	TYPICAL BRACING & MISC. GIRDER DETAILS - N.B. & S.B.
BR-111	EXPANSION DAM ASSEMBLY & DETAILS - N.B. & S.B.
BR-112	ROCKER BEARINGS, N.B. & S.B.
BR-113	ABUTMENT NO. 1 - SOUTHBOUND
BR-114	ABUTMENT NO. 1 - WINGWALLS & DETAILS - S.B.
BR-115	ABUTMENT NO. 2 - NORTHBOUND
BR-116	ABUTMENT NO. 2 - WINGWALLS & DETAILS - N.B.
BR-117	ABUTMENT NO. 3 - SOUTHBOUND
BR-118	ABUTMENT NO. 3 - WINGWALLS & DETAILS - S.B.
BR-119	ABUTMENT NO. 4 - NORTHBOUND
BR-120	ABUTMENT NO. 4 - WINGWALLS & DETAILS - N.B.
BR-121	PIER NO. 1 - SOUTHBOUND
BR-122	PIER NO. 2 - NORTHBOUND
BR-123	PIER NO. 3 - SOUTHBOUND & PIER NO. 4 - NORTHBOUND
BR-124	PIER NO. 5 - SOUTHBOUND & PIER NO. 6 - NORTHBOUND
BR-125	PIER WALKWAY & MISCELLANEOUS DETAILS - N.B. & S.B.
BR-126	APPROACH SLAB NO. 1-S.B. & APPROACH SLAB NO. 2 - N.B.
BR-127	APPROACH SLAB NO. 3 - S.B. & APPROACH SLAB NO. 4 - N.B.
BR-128	REINFORCING STEEL - ABUTMENT NO. 1
BR-129	REINFORCING STEEL - ABUTMENT NO. 2
BR-130	REINFORCING STEEL - ABUTMENT NO. 3
BR-131	REINFORCING STEEL - ABUTMENT NO. 4
BR-132	REINFORCING STEEL - PIERS NO. 1 THRU NO. 4
BR-133	REINFORCING STEEL - PIERS NOS. 5 & 6; SUPERSTRUCTURES-N.B. & S.B.; APPROACH SLABS NOS. 1 TO 4

STANDARD SHEETS

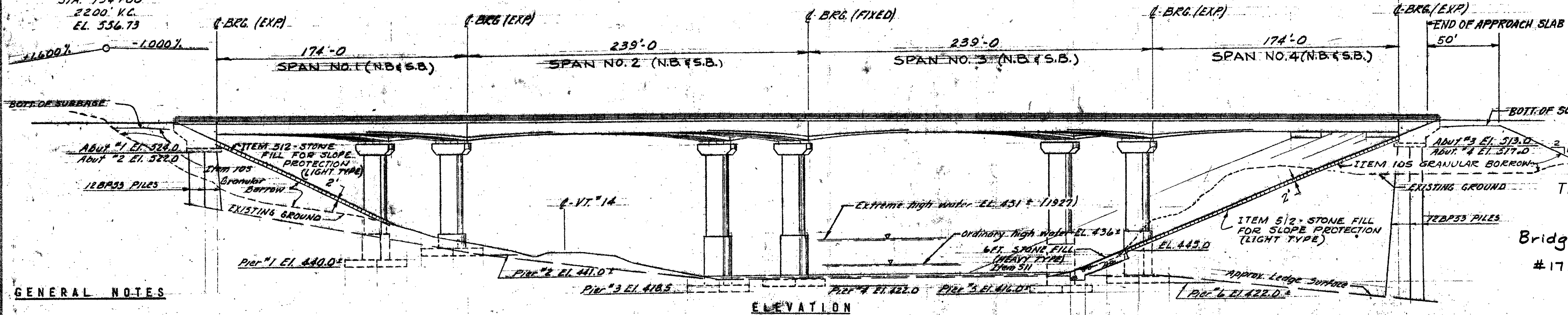
SCB-30-65	- TYP. SECTION & QUANTITIES - 30 FT. ROADWAY
SCB-01-65	- GENERAL NOTES & INFORMATION
SCB-02-65	- DETAILS A, B & C
SCB-04-65	- REINFORCEMENT AT ABUTMENTS
SCB-06-65	- DETAILS A, B & F
SCB-07-65	- DETAIL C

SB-R1-64 - ALUMINUM BRIDGE RAILING; SHEETS 1 & 2 OF 2
 SB-R2-65 - GALVANIZED METAL BRIDGE RAILING

Revisions
 1 Added note, All channel sections looking back in stationing. RPG 7-10-67

PLAN

N.B. & S.B. PVI
 STA. 754+00
 2200' V.C.
 EL. 556.73



ELEVATION

GENERAL NOTES

- FOR GENERAL NOTES SEE STD. SHEET NO. SCB-DT-65.
- ELEVATION DATUM SEA LEVEL BASED ON NEAREST U.S. GOVERNMENT VERTICAL CONTROL.
- THE SUPERSTRUCTURE (N.B. & S.B.) IS A FOUR-SPAN CONTINUOUS WELDED GIRDER COMPOSITE DESIGN FOR A 30 FT. ROADWAY.
- BRIDGE SEAT ELEVATIONS SHOWN ON ABUTMENT & PIER DRAWINGS ARE AT CENTERLINE OF BEARINGS AND AT BOTTOM OF 1/2" THICK BEARING PADS.
- ALL EXPOSED EDGES OF CONCRETE IN THE SUPERSTRUCTURE, ABUTMENTS AND PIERS SHALL BE CHAMFERED 1" X 1/4".
- ITEM 440, WATER REPELLENT SHALL CONSIST OF FURNISHING AND APPLYING WATER REPELLENT ON TOP OF THE SAFETY WALKS, ON THE FASCIA, BACK TO THE DRIP NOTCH UNDER THE SLAB ON THE SIDES, ENDS, AND BOTTOM OF ALL PIER CAPS AND ON THE EXPOSED AREAS OF ABUTMENTS NOT OTHERWISE TREATED.

- 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.
- ITEM 505, PILE LOADING TESTS SHALL BE USED ONLY WHEN ORDERED IN WRITING BY THE ENGINEER.
- THE SYMBOL \blacktriangle DESIGNATES DIRECTION PILES ARE TO BE BATTERED.
- ALL PILES SHALL BE DRIVEN TO POINT BEARING OR 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 AND TO REFUSAL.

- THE LEDGE UNDER THE FOOTINGS OF ALL PIERS SHALL BE ROUGHENED SO THAT NO LEDGE SHALL PROJECT ABOVE THE BOTTOM OF FOOTING ELEVATIONS INDICATED ON THE PLANS.
- GRANULAR BORROW IN THE AREA OF THE ABUTMENTS, WHERE STEEL PILES ARE DRIVEN, SHALL PASS THE NINE (9) INCH SQUARE OPENING SCREEN. SEE THE ABUTMENT DRAWINGS FOR THESE AREAS.
- ANY ADDITIONAL HORIZONTAL AND VERTICAL SPLICES NOT SHOWN AND WHICH MAY BE REQUIRED DUE TO SHIPPING LIMITATIONS, WILL BE FURNISHED BY THE STEEL FABRICATOR WITH NO ADDITIONAL COST. THE FABRICATOR SHALL FURNISH DESIGN CALCULATIONS, AND DETAILS TO THE ENGINEER FOR APPROVAL.
- ALL STATIONS ARE IN REFERENCE TO THE BASELINE.
- ALL WELDING SHALL CONFORM TO AWS SPECIFICATIONS (D 2.0-66) FOR WELDED HIGH AND RAILROAD BRIDGES.

REFERENCE SHEETS

INTERSTATE PLAN (SCALE 1" = 50')	Q STA. 767+00 TO STA. 783+00 (1-SHEET)
PROFILE OF INTERSTATE N.B. & S.B.,	Q STA. 767+00 TO STA. 783+00 (1-SHEET)
INTERSTATE SECTIONS	Q STA. 767+00 TO STA. 770+50 (8-SHEETS)
INTERSTATE SECTIONS	Q STA. 774+00 TO STA. 777+00 (4-SHEETS)
VT. RTE. NO. 14 SECTIONS	Q STA. 35+00 TO STA. 42+00 (7-SHEETS)
WHITE RIVER CHANNEL LINE SECTIONS	STA. 0+00 TO STA. 3+50 (4-SHEETS)

SCHOENFELD ASSOCIATES, INC.
 CONSULTING ENGINEERS

THIS SHEET IS FOR INFORMATION PURPOSES ONLY
 HARTFORD-SHARON-ROYALTON 1M 18 089-1(18)

Bridge
 # 17N & 17S

STATE OF VERMONT
 DEPARTMENT OF HIGHWAYS

PROJECT: SHARON
 TOWN OF SHARON

ROUTE No. 189 Log Sta. 772+0
 189 OVER VT. 14 AND WHITE RIVER

PLAN AND ELEVATION
 SCALE 1/4" = 10' FT.