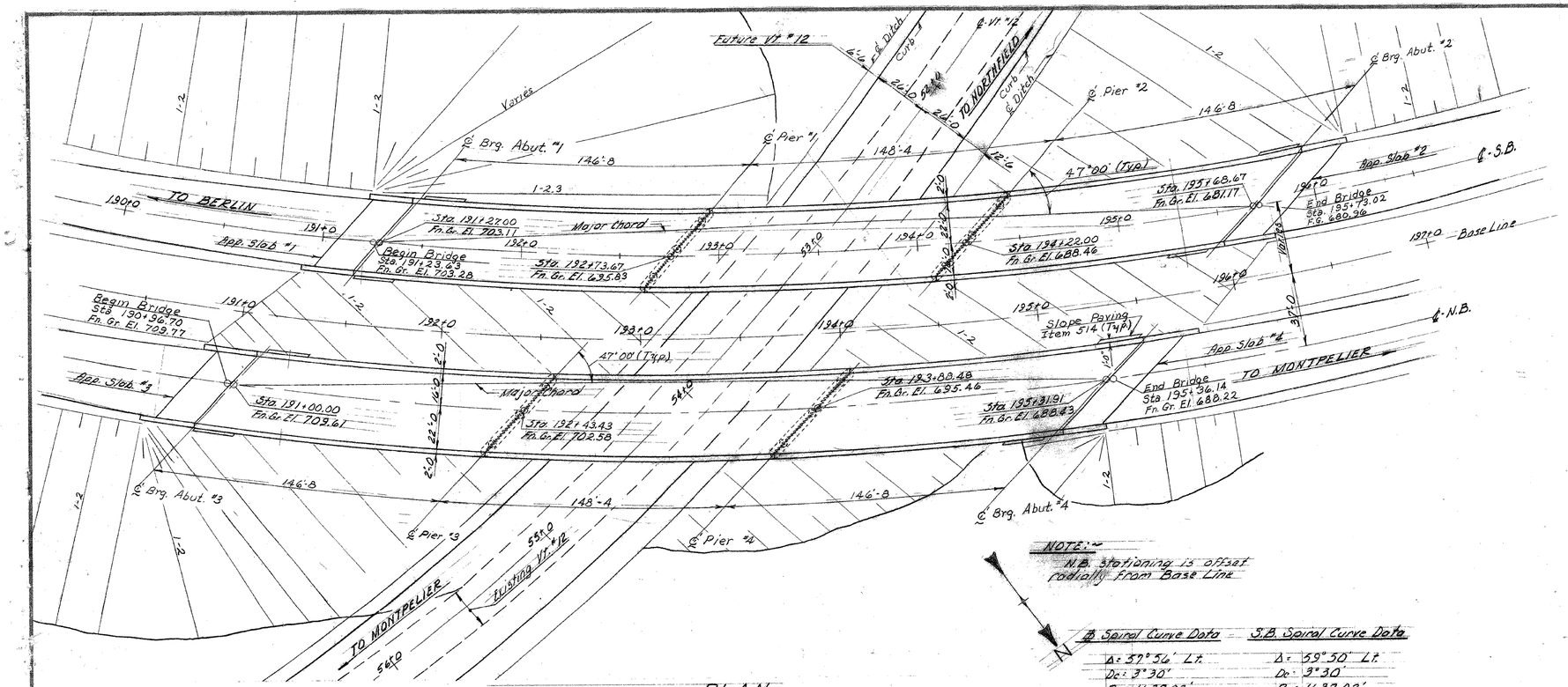
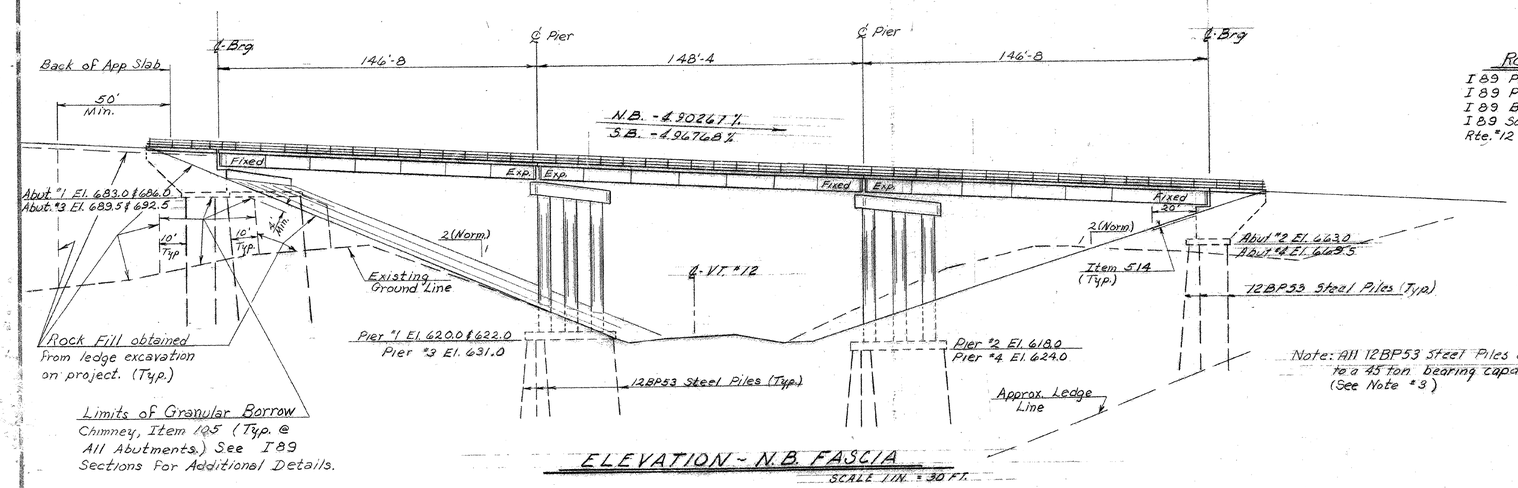



PLAN

SCALE 1 IN. = 30 FT.

NOTE:- N.B. stationing is offset radially from Base Line

| ℄ Spiral Curve Data | S.B. Spiral Curve Data |
|---|---|
| Δ: 37°56' Lt. | Δ: 39°50' Lt. |
| Dc: 3°30' | Dc: 3°30' |
| Rc: 1637.02' | Rc: 1637.02' |
| Θs: 7°00' | Θs: 7°00' |
| Δc: 23°56' | Δc: 25°50' |
| Es: 238.12 | Es: 256.36' |
| Bank: 1 5/16"/Ft. | Bank: 1 7/16"/Ft. |




ELEVATION - N.B. FASCIA

SCALE 1 IN. = 30 FT.

Note: All 12 BP 53 Steel Piles are to be driven to a 45 ton bearing capacity. (See Note #3)

## General Notes

1. For additional General Notes see Std. Sh. SCB-D1-67.
2. Elevation Datum is sea level based on nearest U.S. Government vertical control.
3. All Piling shall be steel 12 BP 53. Piling for Abut. #2 shall be driven to point bearing on ledge. Piling for all other substructure units shall be driven to such depth as is determined by Pile Loading Tests to be required to develop bearing of 45 tons per pile, except that all Piles shall penetrate 10 Ft. minimum into existing ground regardless of bearing capacity.
4. Where bottom of footing elevation is above old ground, Fill is to be placed 0.5 feet above bottom of footing elevation before Piles are driven. Excavation of this material to bottom of footing elevation after piles are driven shall be paid for as Structure Excavation, Item 109.
5. Superstructure and Pier Column and Cap concrete shall be Class AA, Mod. All other concrete shall be Class B, Mod.
6. Bridge railing is to be as detailed on Std. Sheet SB-R1-64, Sh. 1 & 2 of 2, or SB-R2-65. Post spacing shall not exceed maximum shown on Standards.
7. Wing Wall sections are not to be placed above adjacent bridge seat elevation until beams have been profiled and final grade determined by the Engineer.
8. Water Repellent, Item 440, shall be used as follows:
   Abutments & Wings - All exposed surfaces not otherwise treated.
   Piers - Columns above grade; sides, ends, and bottoms of Pier Caps
   Superstructure - Top of concrete curb, Fascia, and bottom of deck from Fascia to exterior beam.
9. For details of construction joints see Std. SCB-D6-67, Det. B.
10. Scuppers are to be placed as detailed on BR. 413.
11. All bridge geometry at Abutments #2 and #4 bridge ends is based on an extension of the S.B. and Base Line curves beyond the C.S. rather than on the true spiral ℄.

## List of Bridge Sheets



## Roadway Reference Sheets

| | |
|---|---|
| I 89 Profile Sheet | Sta. 185+0 - 201+0 |
| I 89 Plan Sheet | Sta. 185+0 - 201+0 |
| I 89 Base Line Sections | Sta. 190+50 - 196+0 |
| I 89 Southbound Sections | Sta. 190+50 - 196+0 |
| Rte. #12 Sections | Sta. 49+50 - 56+50 |

## Standard Sheets

| | |
|---|---|
| SCB-D1-67 | 1-24-68 |
| SCB-D6-67, Det. A, B, & F | 1-24-68 |
| SB-R1-64 Sh. 1 of 2 | 1-31-68 R |
| SB-R1-64 Sh. 2 of 2 | 11-8-66 R |
| SB-R2-65 | 11-8-66 R |

THIS SHEET FOR REFERANCE ONLY
BERLIN IM 089-1(20)
BRIDGES 40 N&S

SHEET 81 OF 104

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT:- BERLIN-MONTPELIER
TOWNS OF BERLIN & MONTPELIER
ROUTE NO. I 89 STA 193+50
I-89 OVER VT. RTE. 12
PLAN AND ELEVATION
SCALE As Shown
IN CHARGE W. Smith
DRAWN BY P. Oatley & W. Tripp CHECKED BY T. Gilman & W. Lane 5-67
PROJECT NO. I 89-1(12)
SHEET 151 OF 497 BR. 400