

GENERAL NOTES

SPECIFICATIONS: ALL MATERIALS AND CONSTRUCTION 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. STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES DATED 1961.
DESIGN IS FOR H20-S16-44 LOADING MODIFIED FOR THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS, APPLIED IN ACCORDANCE WITH THE PROVISIONS OF THE A.A.S.H.O. STANDARD SPECIFICATIONS, ARTICLE 1.2.8.

STRUCTURAL STEEL: UNLESS OTHERWISE NOTED ON THE PLANS ALL STRUCTURAL STEEL SHALL CONFORM WITH A.S.T.M. DESIGNATION A-36-62 Z. UNLESS OTHERWISE DETAILED ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8" Ø HIGH STRENGTH BOLTS, USING 15/16" Ø HOLES. WHERE CONNECTIONS ARE NOT DETAILED ON THE PLANS, THEY SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STATE FOR APPROVAL.
DETAILS OF SHEAR CONNECTORS SHALL BE SUBMITTED TO THE STATE FOR APPROVAL. EITHER CHANNEL OR STUD CONNECTORS MAY BE SUBSTITUTED IN LIEU OF THE SPIRAL. STUDS SHALL BE SUBSTITUTED ON THE BASIS OF TWO (2) 3/4" STUD FOR EACH PITCH OF A 5/8" Ø SPIRAL, OR ON THE BASIS OF TWO (2) 7/8" STUDS TO 1 1/2 TIMES THE PITCH OF A 5/8" Ø SPIRAL. NO SCUPPERS SHALL BE USED ON GRADE SEPARATIONS UNLESS INDICATED ON THE PLANS.
ON SUPERELEVATED BRIDGES, PLACE SCUPPERS ON THE LOW SIDE ONLY. EXCEPT FOR THE ABOVE RESTRICTIONS, SCUPPERS ARE NORMALLY PLACED MIDWAY BETWEEN INTERMEDIATE DIAPHRAGMS. PAYMENT FOR SCUPPERS SHALL BE INCLUDED IN THE UNIT PRICE FOR STRUCTURAL STEEL, ITEM 404.
UNLESS OTHERWISE CALLED FOR, BEAMS SHALL BE CAMBERED TO THE MINIMUM CAMBER LIKELY TO REMAIN PERMANENT AS INDICATED IN THE A.I.S.C. HANDBOOK. THE CAMBER SHALL APPROXIMATE A SIMPLE CIRCULAR CURVE FROM END TO END OF BEAM. TOLERANCES IN CAMBER SHALL BE AS INDICATED IN THE A.I.S.C. HANDBOOK.
AFTER THE SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS OF THE TOP OF THE ERECTED BEAMS SHALL BE TAKEN UNDER THE DIRECTION OF THE ENGINEER TO DETERMINE THE FINAL GRADE.

PAINT: THE FINAL COAT OF FIELD PAINT SHALL BE GREEN, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

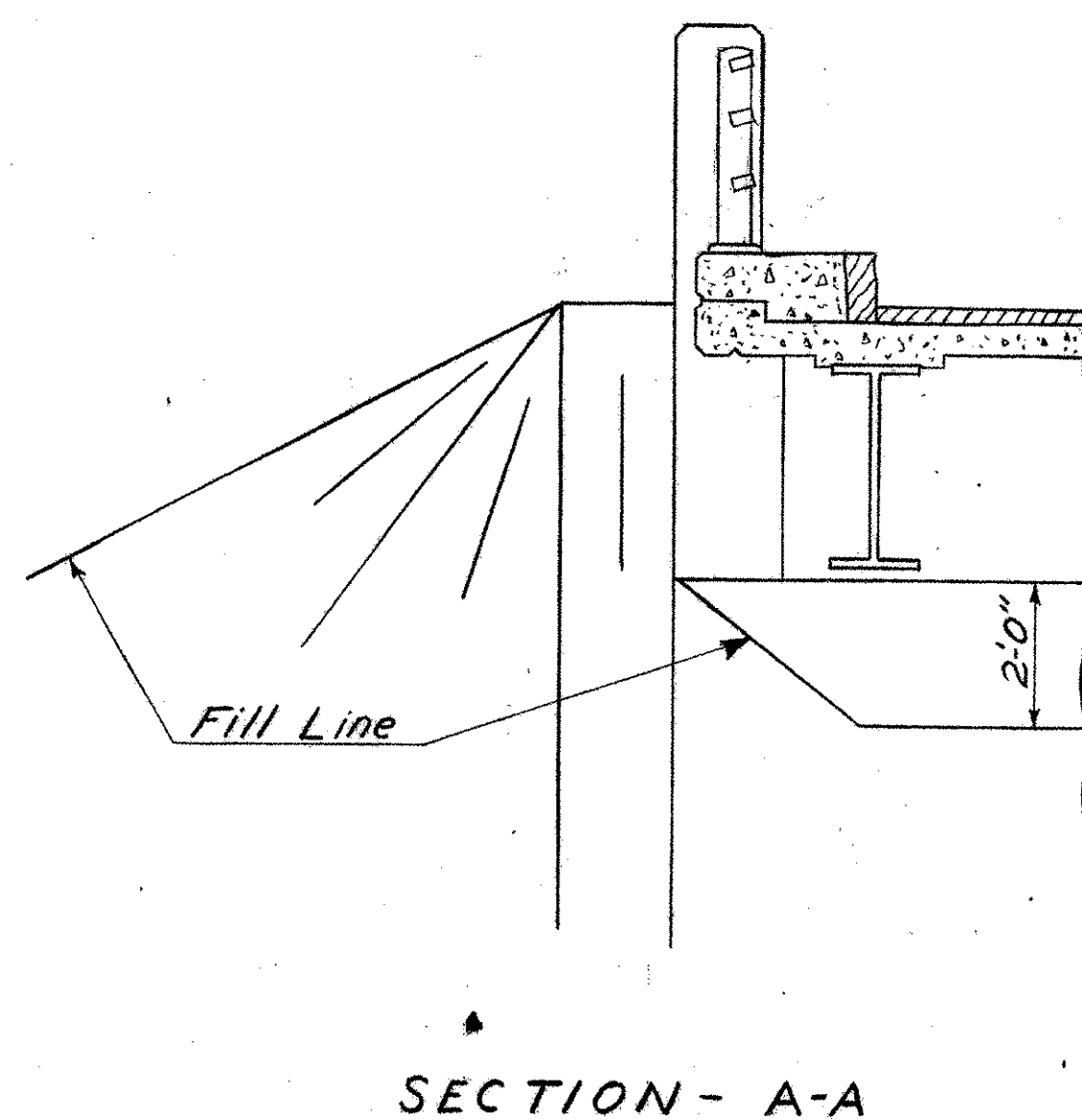
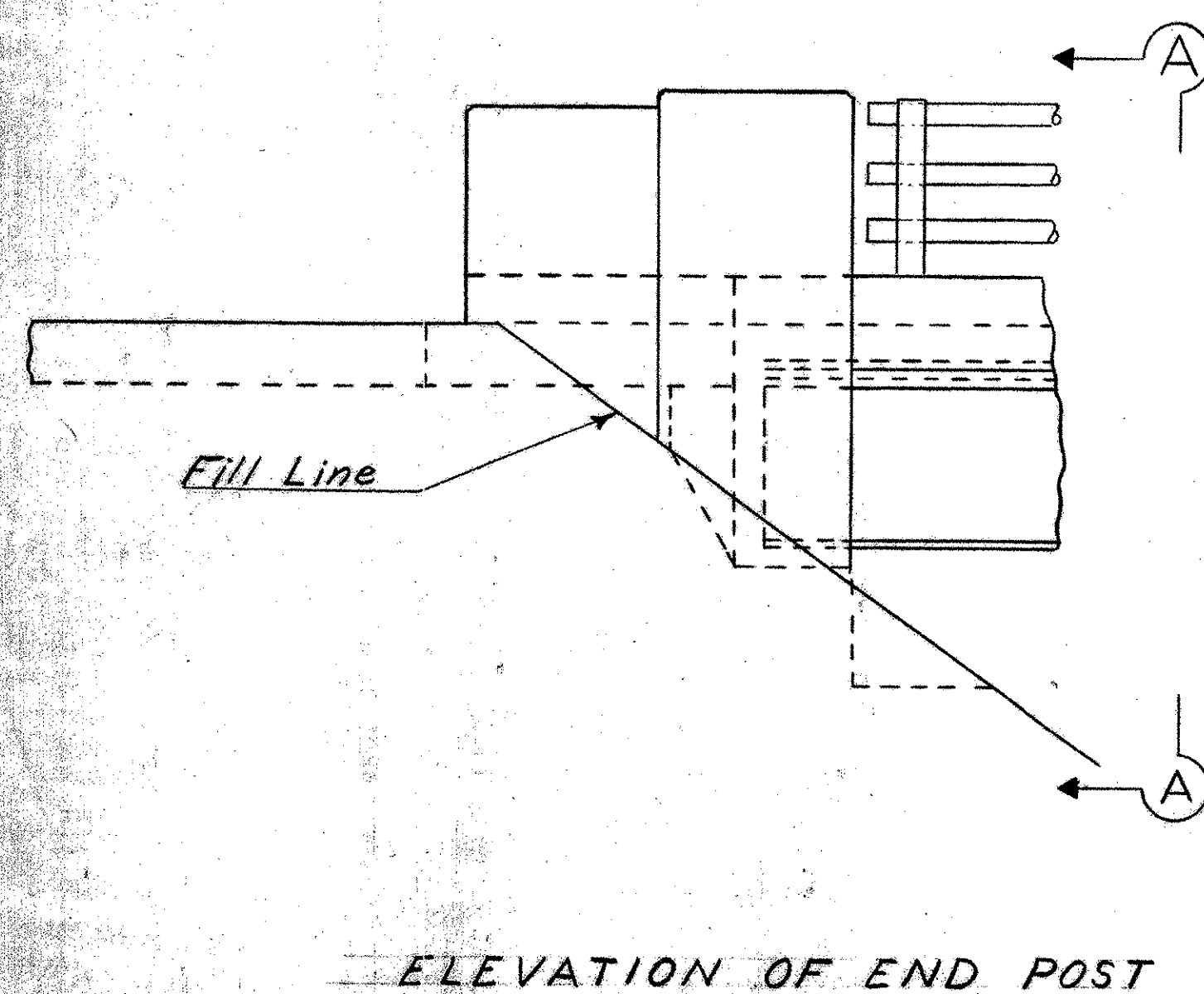
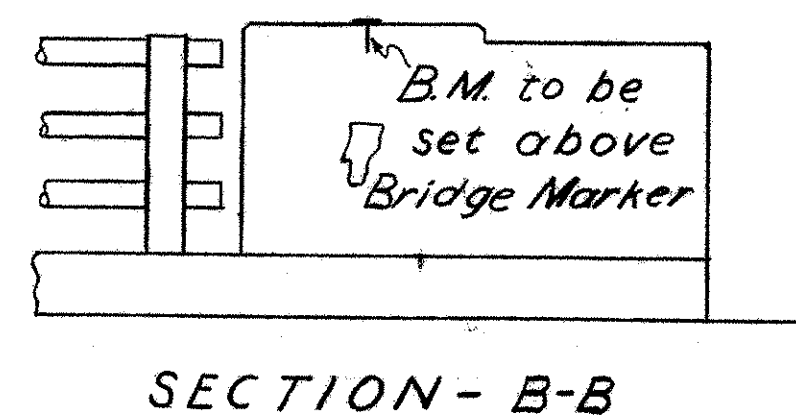
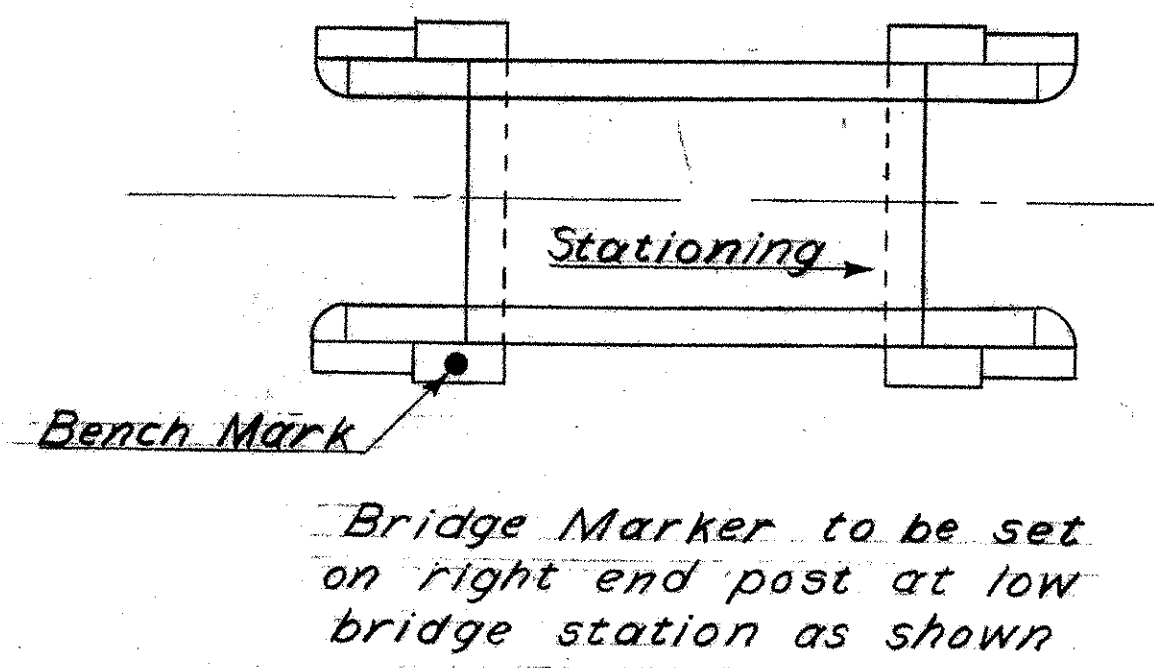
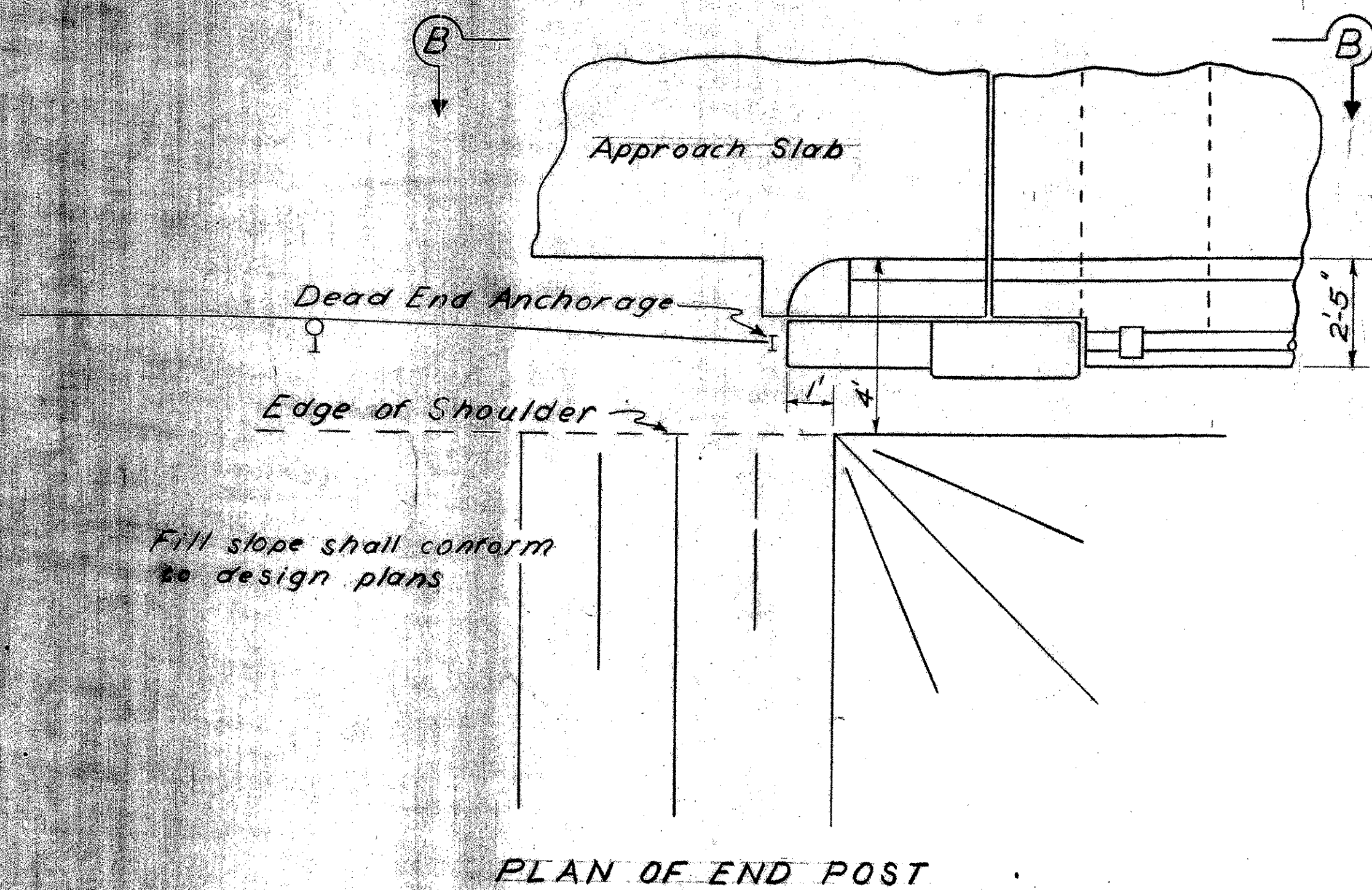
CONCRETE: ALL CONCRETE IN THE SUPERSTRUCTURE SHALL BE CLASS AA (MOD) ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" X 1" UNLESS OTHERWISE INDICATED ON THE PLANS.
CONSTRUCTION JOINTS SHALL BE AS INDICATED ON THE STANDARDS UNLESS OTHERWISE INDICATED ON THE PLANS.

REINFORCING STEEL: FOR SKEWED BRIDGES: TRANSVERSE BARS, "S 1" SHALL BE FURNISHED AS FOR A SQUARE SPAN; THE "S1" BARS SHALL BE CUT IN THE FIELD TO FIT THE SKEWED END, THE CUT-OFF BARS SHALL BE USED AT THE OPPOSITE END OF THE SPAN; THE S 5 BARS SHALL BE LENGTHENED AND THE NUMBER OF S6A AND S7 BARS SHALL BE INCREASED; THE S6B BARS SHALL BE ADDED AT PIERS AS INDICATED. MINIMUM COVER FOR REINFORCING STEEL, MEASURED FROM THE SURFACE OF THE CONCRETE TO THE FACE OF THE REINFORCEMENT, SHALL BE 3" UNLESS OTHERWISE SPECIFIED.

QUANTITIES: THE QUANTITIES GIVEN IN THE SCB-24 TO 44-62 STANDARDS ARE NET QUANTITIES FOR A SINGLE SQUARE SPAN.

GENERAL: NORMALLY THE FIXED END BEARING DEVICE IS ON THE DOWN-GRADE END OF THE SPAN. UNLESS OTHERWISE DESIGNATED ALL EXPANSION MATERIAL SHALL NOT CONTAIN ASPHALT OR BITUMINOUS MATERIAL AND IT SHALL CONFORM WITH A.A.S.H.O. DESIGNATION: M153 TYPE 11.
ALL DIMENSIONS GIVEN ARE MEASURED HORIZONTALLY OR VERTICALLY UNLESS OTHERWISE NOTED.
BORINGS INDICATED ON THE DRAWINGS HAVE BEEN MADE FOR DESIGN PURPOSES ONLY AND ARE NOT WARRANTED TO SHOW ACTUAL SUB-SURFACE CONDITIONS.
TOP SURFACES OF ALL PIERS AND ABUTMENTS SHALL BE SLOPED 1/4" PER FOOT EXCEPT AT BEARING PADS, WHERE THE SURFACES SHALL BE LEVEL. ABUTMENTS SHALL BE SLOPED FROM THE FRONT EDGE OF THE CURTAIN WALL OR FACE OF BACKWALL, AND PIERS SHALL BE SLOPED FROM THE CENTERLINE OF PIER.
THE ENTIRE EXPOSED TOP SURFACE OF THE ABUTMENTS AND PIERS SHALL BE COATED WITH ASPHALTIC ASBESTOS COATING 1/2" THICK AS PER ITEM 407. THIS ITEM SHALL BE APPLIED AFTER ALL PAINTING AND INCIDENTAL ITEMS ARE COMPLETED.
ALL DIMENSIONS ARE GIVEN AT 68° F. UNLESS OTHERWISE NOTED.
WHERE BITUMINOUS CONCRETE PAVEMENT IS CALLED FOR AS A WEARING SURFACE ON BRIDGE DECKS AND APPROACH SLABS IT SHALL BE A DENSE GRADED TOP COURSE MATERIAL, APPLIED IN ONE COURSE, ONE AND ONE HALF (1 1/2) INCHES THICK. THE ITEM TO BE USED SHALL BE DESIGNATED ON THE PLANS, EITHER AS ITEM 361-B OR ITEM 363.

PILES: STEEL PILES SHALL BE DRIVEN TO REFUSAL UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WHERE PILES ARE DRIVEN IN FILL, THE MATERIAL SHOULD BE SUCH AS TO HAVE NO STONES LARGE ENOUGH TO INTERFERE WITH THE DRIVING OF PILES.



REVISIONS & CORRECTIONS

Drawn By: JK Date: Dec 1/1962
Traced By: JK Date: Dec 1/1962
Checked By: F.F.B.W.M.S.R.S.H. Date: Dec 1/1962
Recommended L.M.B. 12/7/62
For Approval Bridge Engineer Date
Recommended R.H. Curd 1/4/63
For Approval Assist. Chief Engineer Date
Approved By G.D. [Signature] 1/4/63
Chief Engineer Date

DETAILS OF WF BEAM BRIDGES
GENERAL INFORMATION
&
GENERAL NOTES

VERMONT
DEPARTMENT OF HIGHWAYS
STRUCTURE STANDARDS

SCB-D1-62

THIS SHEET FOR REFERENCE ONLY
HARTLAND IM 091-1(36)
I-91 BRIDGE 38
SHEET 82 OF 85