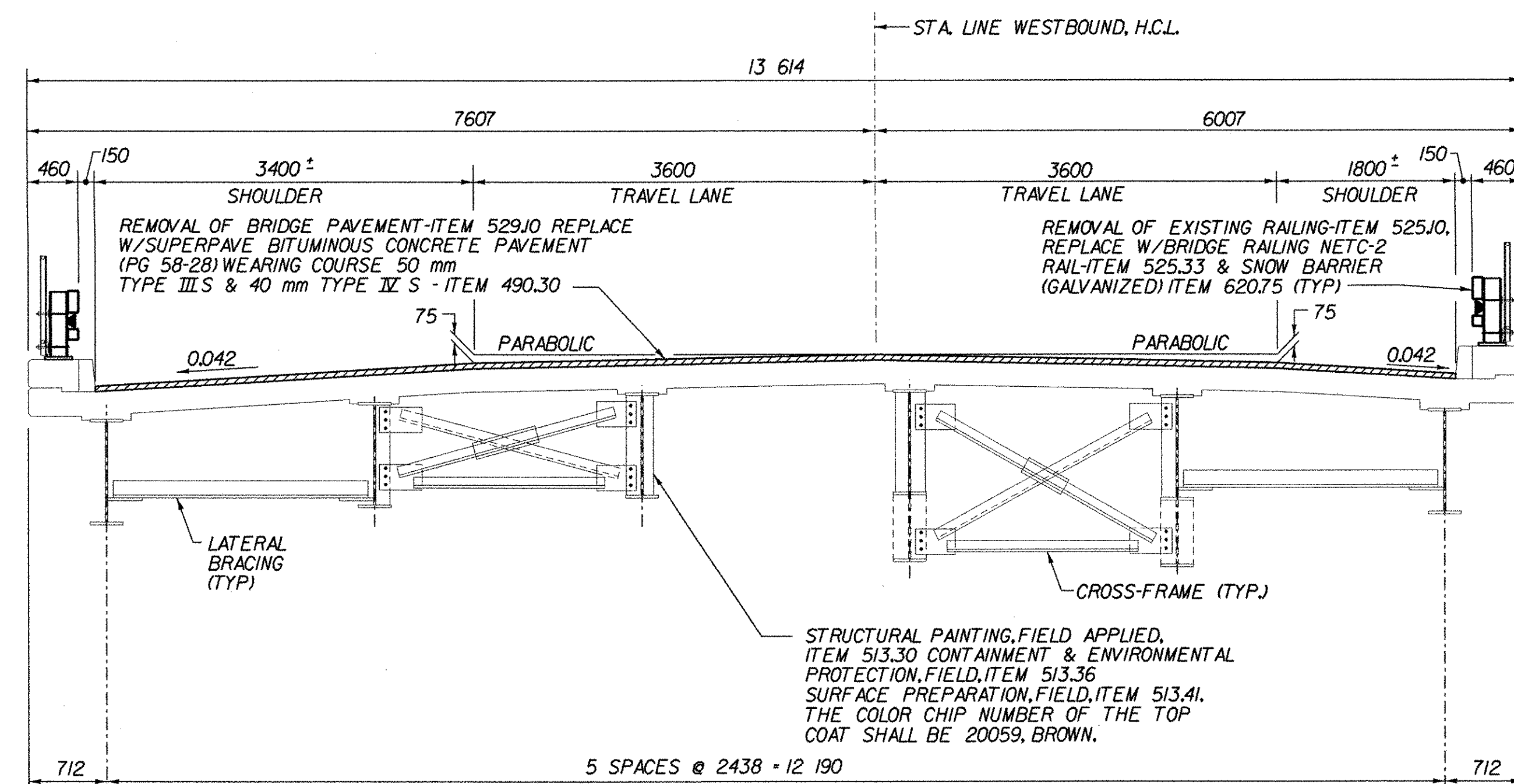
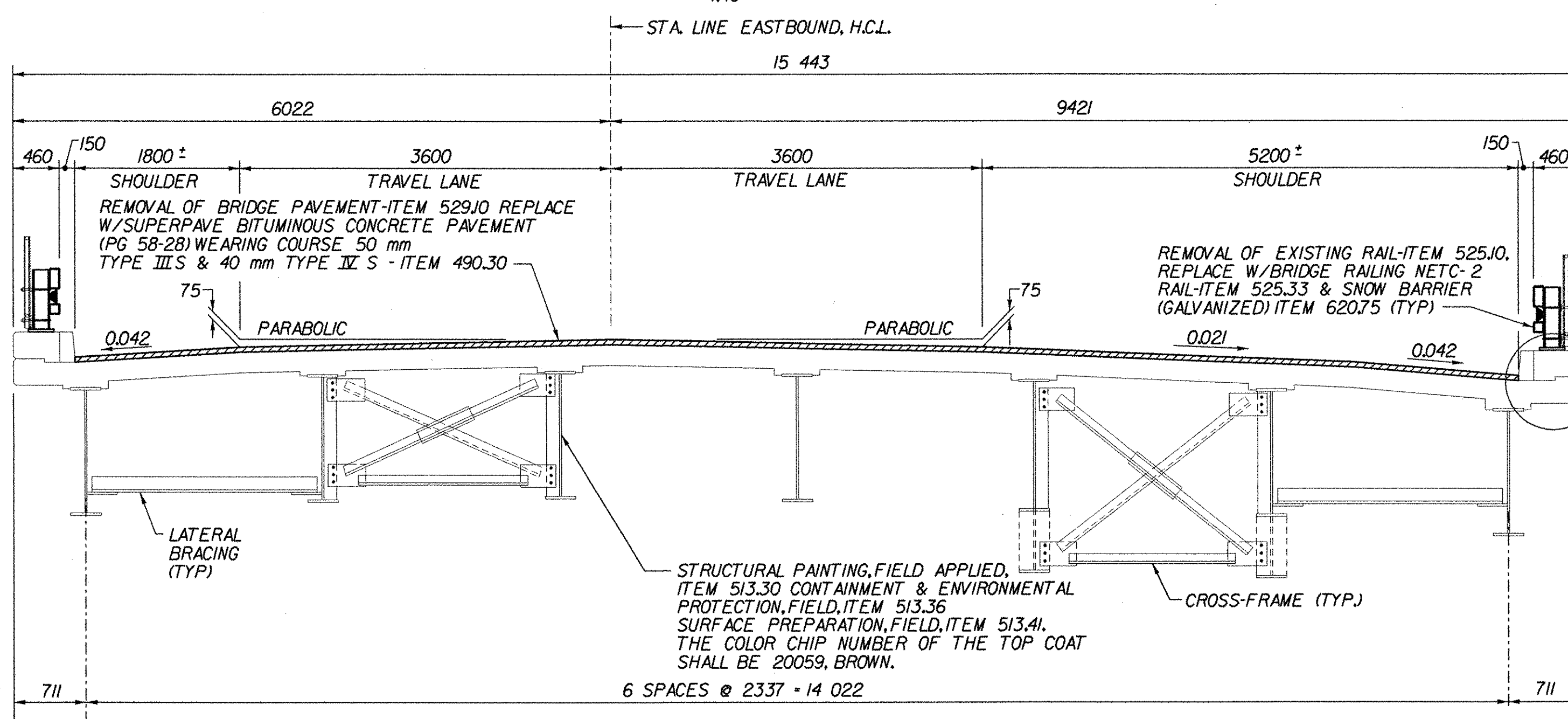
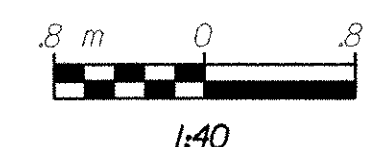


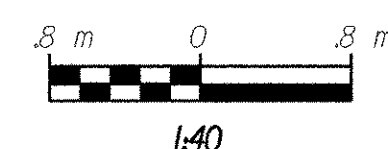
NOTE: UNLESS NOTED OTHERWISE, ALL STATIONS ARE IN KILOMETERS, ALL ELEVATIONS ARE IN METERS, AND ALL DIMENSIONS ARE IN MILLIMETERS.



TYPICAL BRIDGE SECTION (WESTBOUND)



TYPICAL BRIDGE SECTION (EASTBOUND)



RAILING ANCHORAGE NOTES:

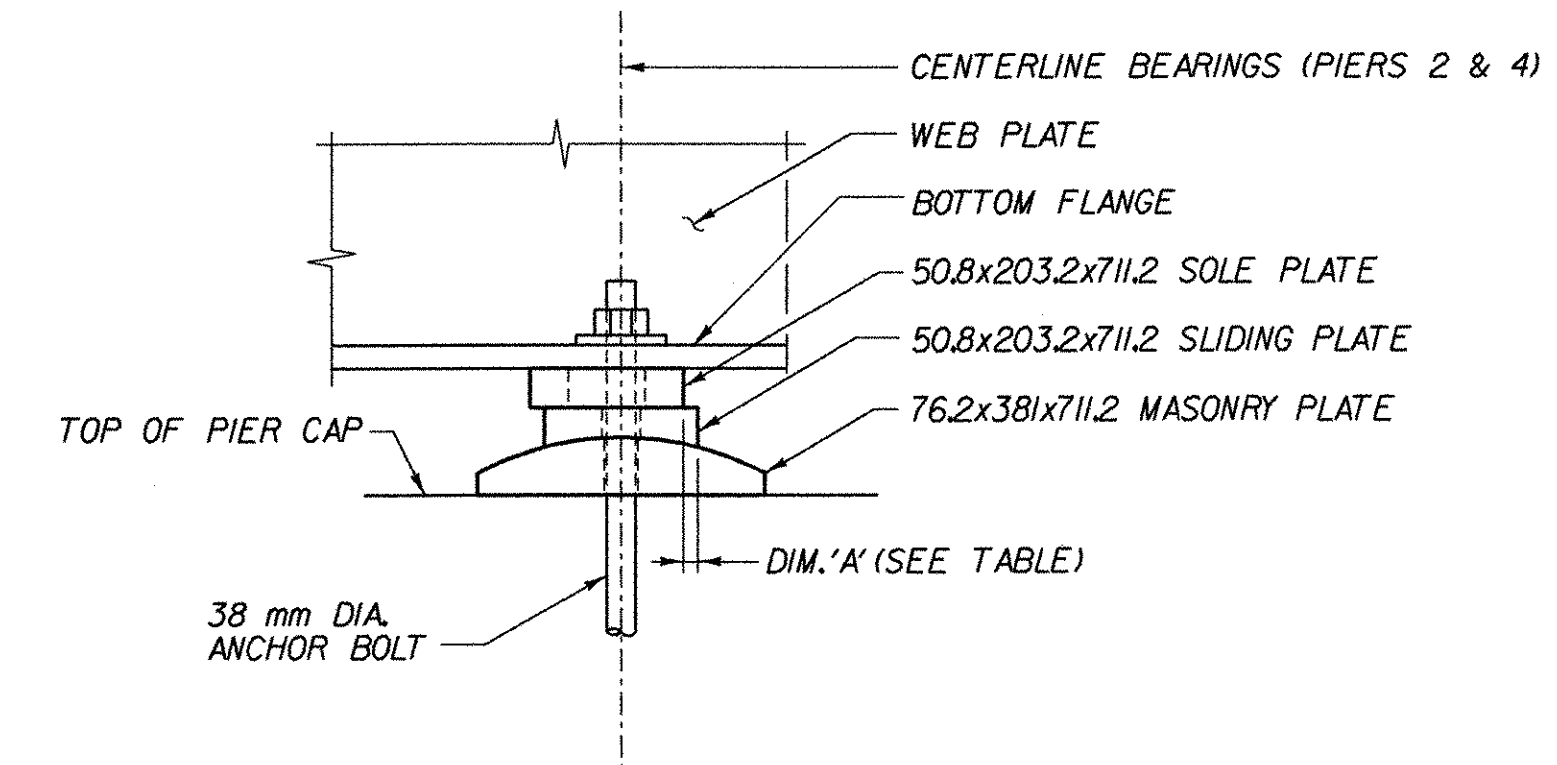
- NEW ASTM A449-22 mm DIAMETER ANCHOR BOLTS TO BE CAST-IN-PLACE SHALL BE FURNISHED WITH TWO NUTS AND ONE WASHER. BOLTS, NUTS AND WASHERS SHALL BE FURNISHED UNDER ITEM 525.33 BRIDGE RAILING-NETC 2 RAIL.

BEARING NOTES:

THE EXPANSION BEARINGS AT PIERS 2 & 4 OF THE EXISTING STRUCTURE SHALL BE RESET FOR ALL GIRDERS AS PER THE FOLLOWING PROCEDURE UNLESS DIRECTED OTHERWISE BY THE RESIDENT ENGINEER:

- REMOVE NUTS AND WASHERS FROM ANCHOR BOLTS.
- JACK GIRDER AND BLOCK AS REQUIRED TO REPOSITION SOLE PLATE
- GRIND OFF EXISTING WELD TO LOOSEN SOLE PLATE FROM THE BOTTOM FLANGE OF GIRDER.
- LOOSEN THE SLIDING PLATE FROM THE MASONRY PLATE.
- CLEAN ALL SURFACES OF ALL BEARING PLATES WITH SOLVENT TO REMOVE OLD GREASE.
- LUBRICATE TOP FACE OF MASONRY PLATE, TOP AND BOTTOM FACES OF SLIDING PLATE AND BOTTOM FACE OF SOLE PLATE WITH SILICON GREASE.
- REPOSITION SOLE PLATE AS PER DIMENSION 'A' AS SHOWN IN TABLE AND WELD INTO PLACE (14mm FILLET WELD EACH SIDE OF BOTTOM FLANGE).
- LOWER GIRDER TO ORIGINAL POSITION, MAINTAINING THE EXISTING ROADWAY PROFILE AND ELEVATION.
- REINSTALL WASHERS AND NUTS.

THE COST OF ALL WORK AND MATERIALS AS NOTED FOR RESETTING BEARINGS SHALL BE SUBSIDIARY TO SHORING SUPERSTRUCTURE BEARINGS, ITEM 502J1.



BEARING RESET @ TEMP BELOW 7°C (LOOKING NORTH)



| TEMP °C | DIM 'A' IN MILLIMETERS |
|---------|------------------------|
| 40 | 14 |
| 30 | 10 |
| 20 | 6 |
| 10 | 1 |
| 0 | -3 |
| -10 | -7 |
| -20 | -12 |

NOTES:

- SEE SHEET NO. BR3 FOR ASPHALT OVERLAY REMOVAL AND REPLACEMENT NOTES AND FOR DECK SLAB REPAIR DETAILS.
- SEE SHEET NO. BR2 FOR CURB REMOVAL AND REPLACEMENT DETAILS.

| LOADING LEVELS (LOAD FACTOR) | LOAD FACTOR LOAD RATING (METRIC TONS) | | | | | | |
|---------------------------------|---------------------------------------|----|-----|--------|---------|---------|---------|
| | M | MS | 3S2 | 6 AXLE | 3A.STR. | 4A.STR. | 5A.SEMI |
| INVENTORY A = 2.17, B = 1.00 | 22 | 37 | | | | | |
| POSTED A = 1.55, B = 1.80 | 34 | 57 | 73 | | 51 | 44 | *72 |
| OPERATING A = 1.30, B = 1.67 | | 53 | 61 | 113 | 43 | 54 | |

| PROJECTED TRAFFIC DATA | | | | | |
|------------------------|------|-----|-----|-----|------|
| YEAR | ADT | DHV | % D | % T | ADTT |
| 2000 | 5300 | - | - | - | - |
| 2020 | 6600 | 840 | 52% | 7% | 460 |

20 YEAR ESAL FOR FLEXIBLE PAVEMENT FROM 2000 TO 2020 = 4,825,000
 40 YEAR ESAL FOR FLEXIBLE PAVEMENT FROM 2000 TO 2040 = 17,229,000
 DESIGN SPEED: 100 km/h

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

| | | | |
|-------------------------------------|--------------------|--------------------------|--------------------|
| Town of | BENNINGTON | Bridge No. | BR100 & BR100 |
| Highway No. | VT. RTE. 279 | Log Sta. | |
| | | Surv. Sta. | 17+331 |
| VT. RTE. 279 OVER VT. ROUTE 67A | | | |
| EXISTING TRANSVERSE BRIDGE SECTIONS | | | |
| Designed By | D. STECIAK | Drawn by | K. RAPELLO |
| Checked By | Date | Bridge Design Supervisor | |
| | 02/04 | M.W. OLSTAD | Date 02/04 |
| PROJECT | BENNINGTON-HOOSICK | PROJECT NO. | D.P.I. 0146(I) C/6 |
| I.G.C. Info. | | | |
| Bridge Sheet No. | BR801 | Sheet | 63 OF 83 |